

BOARD OF COUNTY COMMISSIONERS

Randy Ognio, Chairman
Charles W. Oddo, Vice Chairman
Edward Gibbons
Eric K. Maxwell
Charles D. Rousseau



FAYETTE COUNTY, GEORGIA

Steve Rapson, County Administrator
Dennis A. Davenport, County Attorney
Tameca P. White, County Clerk
Marlena Edwards, Deputy County Clerk

140 Stonewall Avenue West
Public Meeting Room
Fayetteville, GA 30214

AGENDA

December 12, 2019

2:00 p.m.

Welcome to the meeting of your Fayette County Board of Commissioners. Your participation in County government is appreciated. All regularly scheduled Board meetings are open to the public and are held on the 2nd and 4th Thursday of each month at 6:30 p.m.

Call to Order

Invocation and Pledge of Allegiance by Vice Chairman Charles Oddo

Acceptance of Agenda

PROCLAMATION/RECOGNITION:

1. Recognition of the retirement of Chief Finance Officer Mary Parrott for 17 1/2 years of service to Fayette County. (page 4)
2. Recognition of the retirement of Building Safety Director Joe Scarborough for 18 1/2 years of service to Fayette County. (page 5)
3. Presentation, at the request of Chairman Randy Ognio, from Atlanta Regional Commission (ARC) regarding the Atlanta Region's Plan update for 2020. (pages 6-51)

PUBLIC HEARING:

4. Consideration of staff's recommendation to approve a new 2019 Retail Alcohol Beer and Wine License (C19-00594) for Justin Berry, doing business as Berry Food Mart Inc., which is located at 1467 Hwy 92 N., Fayetteville, Georgia 30214. (pages 52-84)

PUBLIC COMMENT:

Speakers will be given a five (5) minute maximum time limit to speak before the Board of Commissioners about various topics, issues, and concerns. Speakers must direct comments to the Board. Responses are reserved at the discretion of the Board.

CONSENT AGENDA:

5. Approval of the County Clerk's recommendation to adopt the 2020 County Commissioner Meeting Schedule. (pages 85-88)
6. Approval of the Water Committee's recommendation to accept the 2020 meeting schedule as presented. (pages 89-90)
7. Approval of Resolution 2019-13, Opposing House Bill 302 and Senate Bill 172, Preemption of Local Building Design Standards. (pages 91-94)
8. Approval of a Funding Commitment Resolution for three Fayette County project applications submitted in response to the Atlanta Regional Commission's 2019 solicitation for Transportation Improvement Program (TIP) project funding proposals. (pages 95-98)

9. Approval of the four (4) 2017 SPLOST Corridor Studies: Banks Road, Sandy Creek Road, Tyrone & Palmetto Roads and SR 279. (pages 99-391)
10. Approval of the Fayette County's 2019 Comprehensive Transportation Plan and Path Design Guidelines. (pages 392-954)
11. Approval of staff's recommendation for Board of Commissioners to approve the bid from Pavement Technology, Inc. for Bid #1737-B Asphalt Rejuvenation for Various Roads in the amount of \$116,886.02. (pages 955-959)
12. Approval of the November 14, 2019 Board of Commissioners Meeting Minutes. (pages 960-965)

OLD BUSINESS:

NEW BUSINESS:

13. Consideration of the Parks and Recreation Selection Committee's recommendation to re-appoint Charles McCollum to the Recreation Commission for a term beginning immediately and expiring August 31, 2023. (pages 969-980)
14. Consideration of a recommendation of the Selection Committee comprised of Vice Chairman Charles W. Oddo and Commissioner Charles D. Rousseau to appoint Bruce Donaghey, contingent on his resignation with the Tax Assessor's office, to the Board of Assessor to serve an unexpired term beginning immediately and expiring December 31, 2021. (pages 981-989)
15. Consideration of Environmental Management and Building Safety's recommendation to transfer the currently unfilled Environmental Management Department Environmental Technicians (Grade 15) position to Building Safety as a Building Inspector I (Grade 16). (pages 990-991)
16. Consideration of staff's recommendation to transfer \$22,160.00 from the Vehicle Replacement Fund to purchase a new F150 for the newly transferred Building Inspector I. (pages 992-993)
17. Consideration of staff's recommendation to award Bid No. 1598-B Chlorine Dioxide Generation System to the low bidder, Lakeshore Engineering in the amount of \$934,080.00, and Task Order FC-20-05 under Contract No. 1221-P Water System Engineer of Record for construction management in the amount of \$184,173.00. (pages 994-1009)
18. Consideration of staff's recommendation to award Contract 1751-B, Veterans Parkway at SR 92 - Signalization to Southeastern Site Development, Inc. for the amount of \$658,038.97 (2004 SPLOST R-5F). (pages 1010-1014)
19. Consideration of the County Attorney's recommendation to deny a disposition of tax refund, as requested by David Jerard, for tax years 2009-2016. (pages 1015-1018))
20. Consideration of the County Attorney's recommendation to approve a disposition of tax refund, as requested by Kevin and Cynthia Haggins, for tax year 2018 in the amount of \$352.37. (pages 1019-1022)
21. Consideration of the County Attorney's recommendation to approve a disposition of tax refund, as requested by Mathias H. and Suzanne M. Thernes, for tax years 2016, 2017 and 2018 for an aggregate amount of \$1,052.05. (pages 1023-1026)
22. Consideration of the County Attorney's recommendation to approve a disposition of tax refund, as requested by Waymon Ahart, for tax year 2018 in the amount of \$1,350.32. (pages 1027-1030)

ADMINISTRATOR'S REPORTS:

- A. Contract #1504-P: Public Works Engineer of Record – Task Order 4; 120 Shoal Creek Road Culvert Replacement; Change Order 1 (pages 1031-1034)
- B. Contract #1683-S: 2004 SPLOST Engineer of Record – Task Order 1; East Fayetteville Bypass, New Alignment Extended Northern Terminus of Project (pages 1035-1038)
- C. Contract #1683-S: 2004 SPLOST Engineer of Record – Task Order 2; East Fayetteville Bypass, New Alignment Upgrade to Intersection Control at McDonough Road (pages 1039-1043)
- D. Contract #1728-A: Court Resurfacing (page 1044)

ATTORNEY'S REPORTS:

COMMISSIONERS' REPORTS:

EXECUTIVE SESSION:

ADJOURNMENT:

COUNTY AGENDA REQUEST

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Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Recognition of the retirement of Chief Finance Officer Mary Parrott for 17 1/2 years of service to Fayette County.

Background/History/Details:

Mary Parrott served Fayette County for 17.5 years in the Finance Department, both as the Assistant Finance Director and the Chief Financial Officer. Prior to her tenure with Fayette County, she served as Manager of Revenue Recognition with Delta Airlines.

During Mary's time at Fayette County, the County has achieved a Triple A (AAA) bond rating and an unmodified audit for the last four years. Mary was instrumental in the transfer of the financial administration of the Water System to the Fayette County Finance Department approximately 10 years ago.

Under her leadership, the Finance Department has received the Certificate of Achievement for Excellence in Financial Reporting and the Distinguished Budget Presentation Award for the past 17 years.

Mary has hired and inspired many of the current Fayette County employees during her tenure. Her leadership and guidance will be greatly missed. She provided many words of wisdom to her staff – most memorably "Trust But Verify".

What action are you seeking from the Board of Commissioners?

Recognition of the retirement of Chief Finance Officer Mary Parrott for 17 1/2 years of service to Fayette County.

If this item requires funding, please describe:

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

*** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.**

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

COUNTY AGENDA REQUEST

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Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Recognition of the retirement of Building Safety Director Joe Scarborough for 18 1/2 years of service to Fayette County.

Background/History/Details:

Joe Scarborough began his career with Fayette Co. in 2001 as a Building Inspector in the Permits & Inspections Department. From there he advanced throughout the ranks to Asst. Director then Director / Building Official in 2008. Joe has several certifications and credentials from the International Code Council (ICC), as well as being Certified as a California Emergency Management - Site Assessor - for evaluating disaster stricken structures.

He is a Certified County Official through ACCG and has completed two Specialty Certification tracts in Public Safety and County Operations and Management as well. In 2010, under Joe's leadership the Department received one of the lowest Insurance Safety Office (ISO) ratings in the state in both Residential and Commercial construction practices and enforcement. In March 2018, after two hurricanes devastated the US Virgin Islands, Joe volunteered to assist FEMA utilizing his inspection and building industry knowledge and expertise in the reconstruction effort on the ground. He was later recognized by the USVI Division of Building for his contributions during that effort.

Joe's inspiration has helped his staff excel in all they do and he will be greatly missed by all that he has made contact with over the years.

What action are you seeking from the Board of Commissioners?

Recognition of the retirement of Building Safety Director Joe Scarborough for 18 1/2 years of service to Fayette County.

If this item requires funding, please describe:

Not applicable.

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

COUNTY AGENDA REQUEST

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Department: Board of Commissioners

Presenter(s): Chairman Randy Ognio

Meeting Date: Thursday, December 12, 2019

Type of Request: Proclamation/Recognition #3

Wording for the Agenda:

Presentation, at the request of Chairman Randy Ognio, from Atlanta Regional Commission (ARC) regarding the Atlanta Region's Plan update for 2020.

Background/History/Details:

Update material available as backup.

What action are you seeking from the Board of Commissioners?

Presentation, at the request of Chairman Randy Ognio, from Atlanta Regional Commission (ARC) regarding the Atlanta Region's Plan update for 2020.

If this item requires funding, please describe:

Has this request been considered within the past two years? No

If so, when?

Is Audio-Visual Equipment Required for this Request?* No

Backup Provided with Request? Yes

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance Not Applicable

Reviewed by Legal

Approved by Purchasing Not Applicable

County Clerk's Approval Yes

Administrator's Approval

Staff Notes:



<https://www.atlantaregionsplan.org/update/>

Fayette County

2019

Mike Alexander

Director, Center for Livable Communities
Atlanta Regional Commission
malexander@atlantaregional.org

ATLANTA REGION'S PLAN

Infrastructure Community Economy Resources About the Region Plan Update Select Language

THE ATLANTA REGION'S PLAN

plan update 2020

The Atlanta Region's Plan is a long-range blueprint that details the investments that will be made over the next 30 years to ensure metro Atlanta's future success and improve the region's quality of life.

ARC and regional planning partners have prepared a draft update to the Atlanta Region's Plan, which includes revised regional policies and transportation through 2050. More information, updated policies, and these draft project lists are available below.

The official public review and comment period for the draft of the Atlanta Region's Plan Regional Transportation Plan (RTP), draft FY 2020-2025 Atlanta Region Transportation Improvement Program (TIP), and the draft Conformity Determination Report (CDR) opens on November 11 and closes on December 13, 2019.

Public comments may be submitted in writing via email or mail, over telephone, or orally at a public hearing scheduled during the regularly scheduled Transportation and Air Quality Committee meeting on November 14, 2019 at 10:30 am.

To see what is in the current plan (approved in 2016), explore the [currently adopted policies and projects](#).

Regional Transportation Plan (RTP) Approval Timeline:

Public comment: 11/11/19 - 12/13/19

Public hearing:

Transportation & Air Quality Committee, 11/14/19 at 10:30 am, ARC's Conference Center, 229 Peachtree St. NE, Atlanta, GA 30303

Approvals:

- Transportation Coordinating Committee: 2/7/20
- Transportation Air Quality Committee: 2/13/20
- ARC Board: 2/26/20

RTP Legal Notice

Process to Submit a Comment:

The public review and comment period will run through December 13, 2019. ARC must receive comments postmarked by midnight on that date in order to be considered in the official record of comments. A summary of all comments received during the period and responses to those comments will be presented to ARC's technical and policy committees and the ARC Board for their consideration before taking action on the RTP, TIP, and CDR.

Please address your written comments to:

John Orr, Manager, Transportation Access & Mobility Group
Atlanta Regional Commission
229 Peachtree St., NE
Atlanta, GA 30303
Email: opinion@atlantaregional.org

All inquiries and requests for alternative formats of plan materials can be addressed to Melissa Roberts, Atlanta Regional Commission, via mroberts@atlantaregional.org or 470-370-1563.

Draft Transportation Plan Documentation

REGIONAL TRANSPORTATION PLAN

FEBRUARY 2020

The Atlanta Region's Plan 2050 Regional Transportation Plan (RTP) draft documentation is now available for public review. This includes the summary plan and various technical appendices and reports. The RTP also includes the FY 2020-2025 Transportation Improvement Program (TIP).

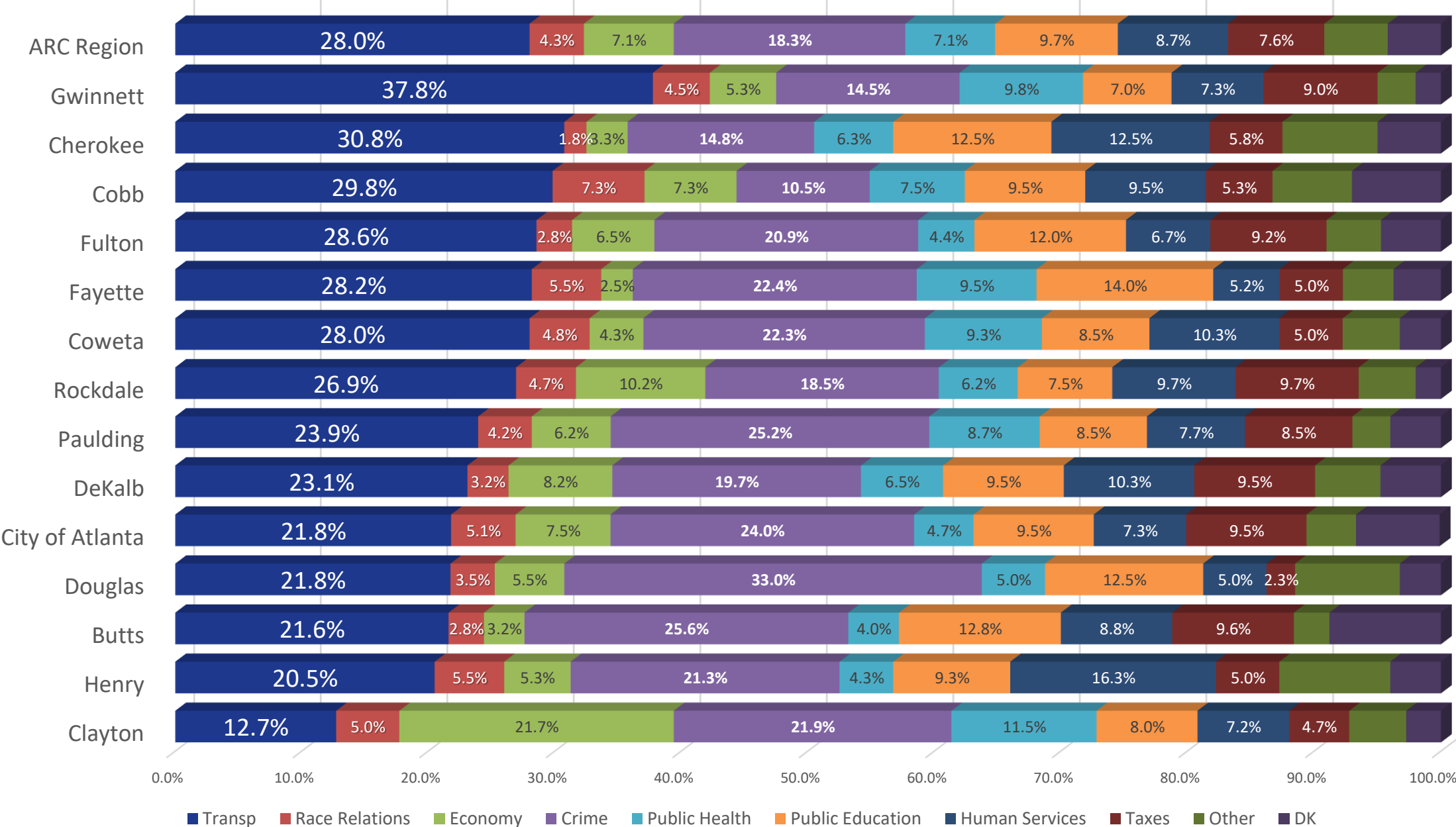
[View the Documents](#)

Submit an Official Comment on the Atlanta Region's Plan

(must be received by midnight of 12/13/19 for official record)

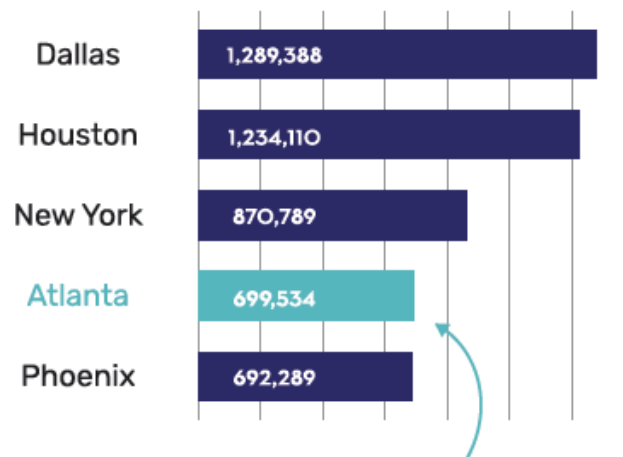
Email: opinion@atlantaregional.org

Biggest Problem Facing Residents in Metro (Results by County)--MAS 2019



The Region's Plan Forecast

Top Metro Growth, 2010-2019



Atlanta is the 4th fastest-growing metro area in the US

Regional Population Forecast by 2050

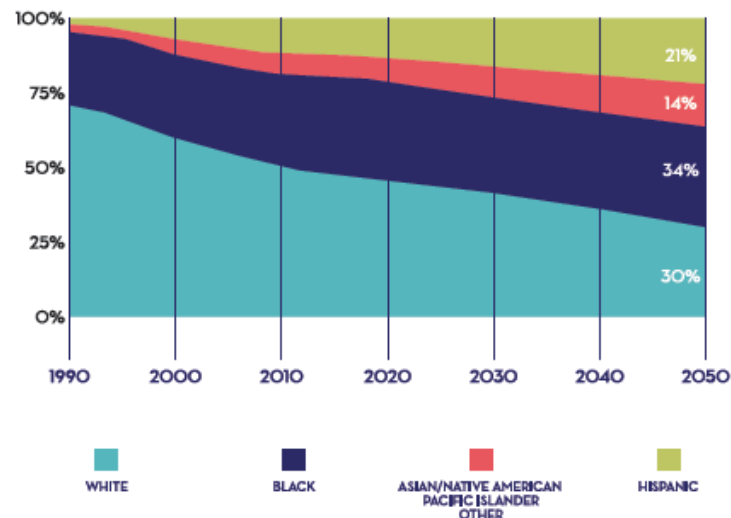
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Atlanta will add **2.9 MILLION** people by 2050, for a forecasted total of **8.6 MILLION** people



That's like the entire population of metro Denver moving to the region!

Increasing Diversity in Metro Atlanta



By 2050, the metropolitan area's Hispanic population will almost triple in size, and comprise more than 21% of metro Atlanta's population

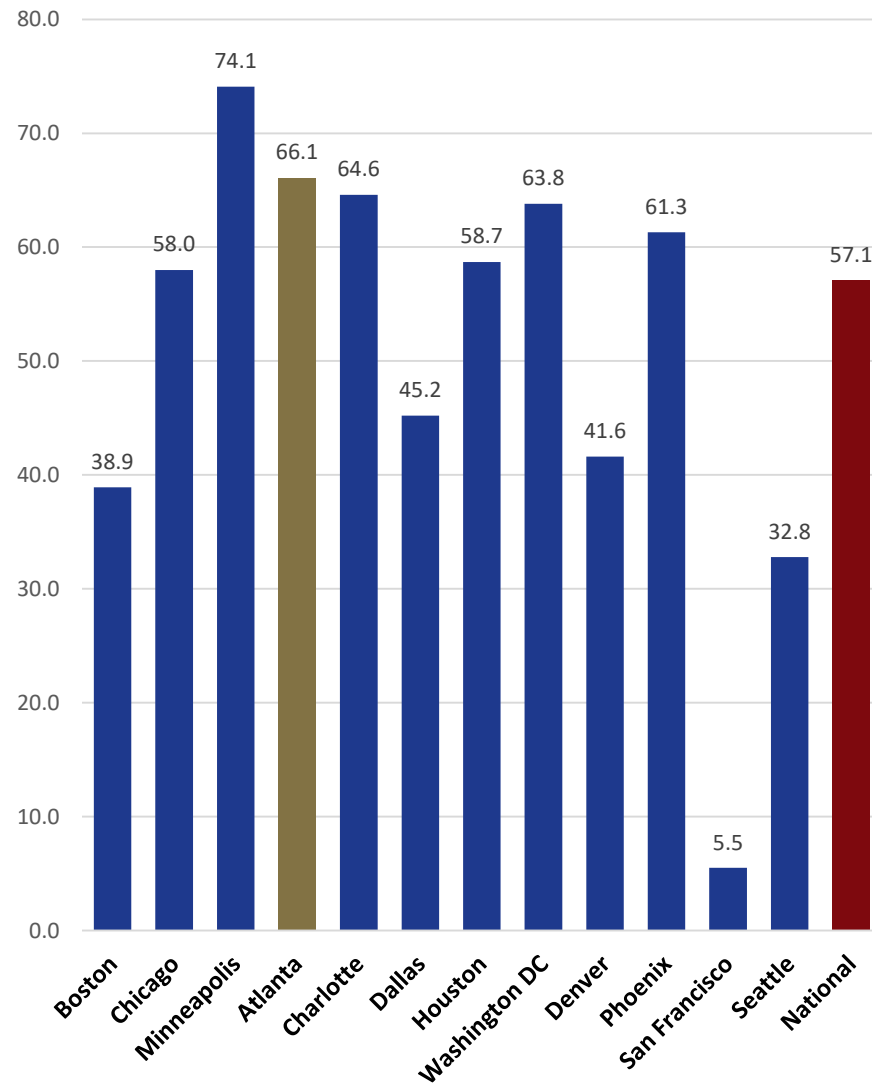
The region's oldest age cohort – those 75 years and older – will be the population that grows the fastest between 2015 and 2050.

By 2050, 1 out of 8 adults will be over 75.

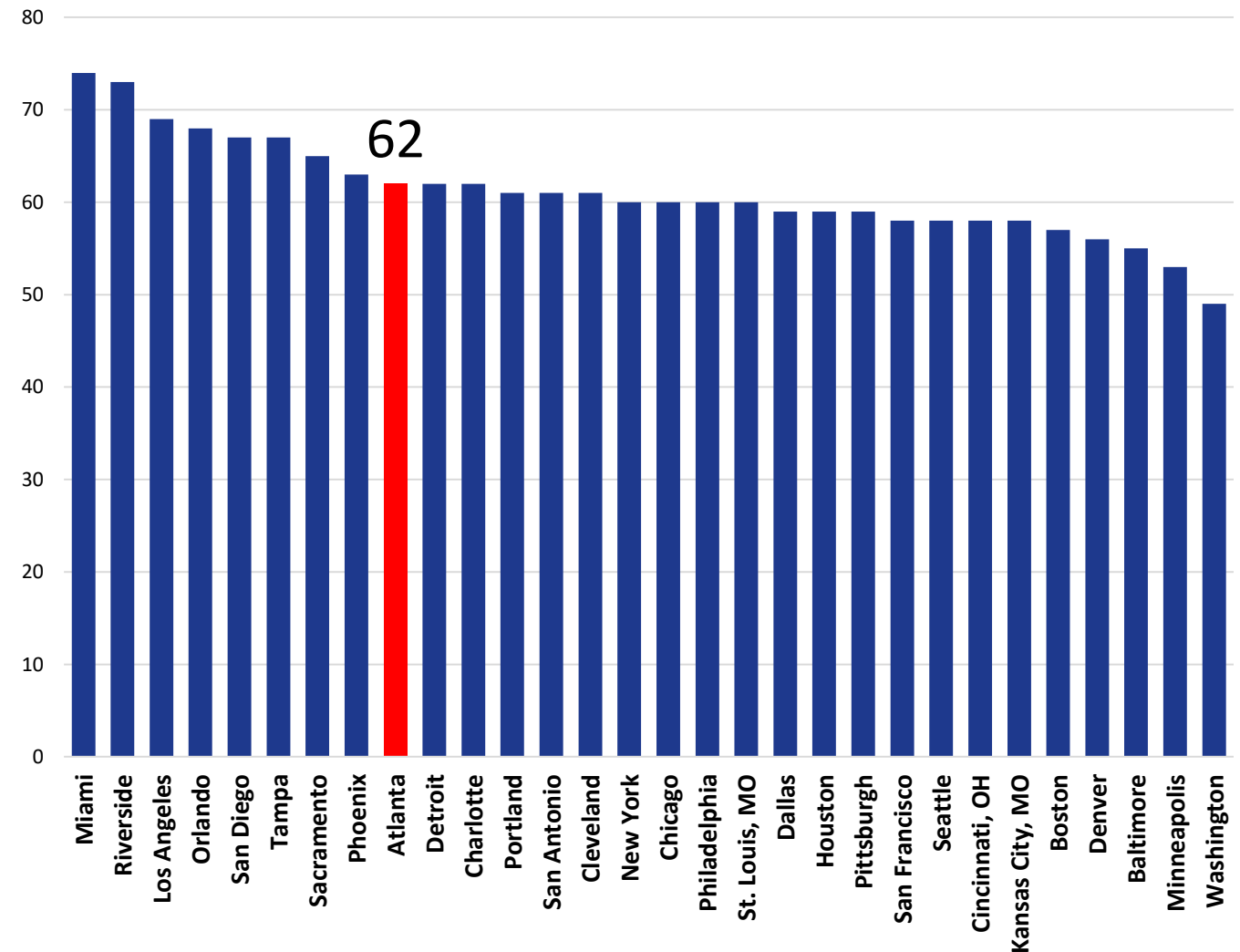
Housing Affordability and Transportation Costs

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% of Homes Affordable to Median
Income Household, Q2 2018



Percent of Income Spend on Housing + Transportation Costs for
Moderate Income HHs



Source: Housing Opportunity Index, NAHB (Q2, 2018)

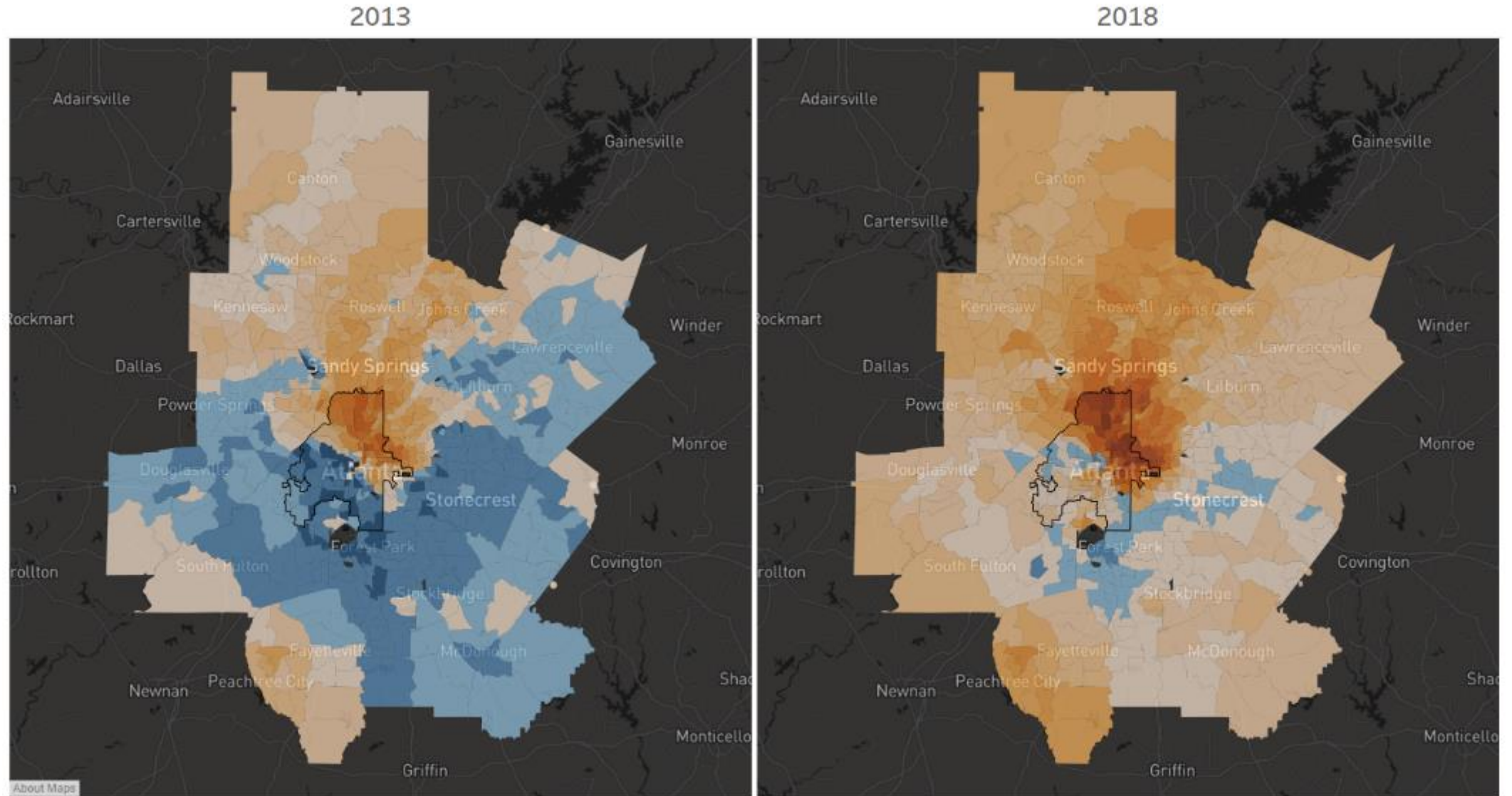
Neighborhood Home Price Change 2013 to 2018

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ARC

regional impact + local relevance

+

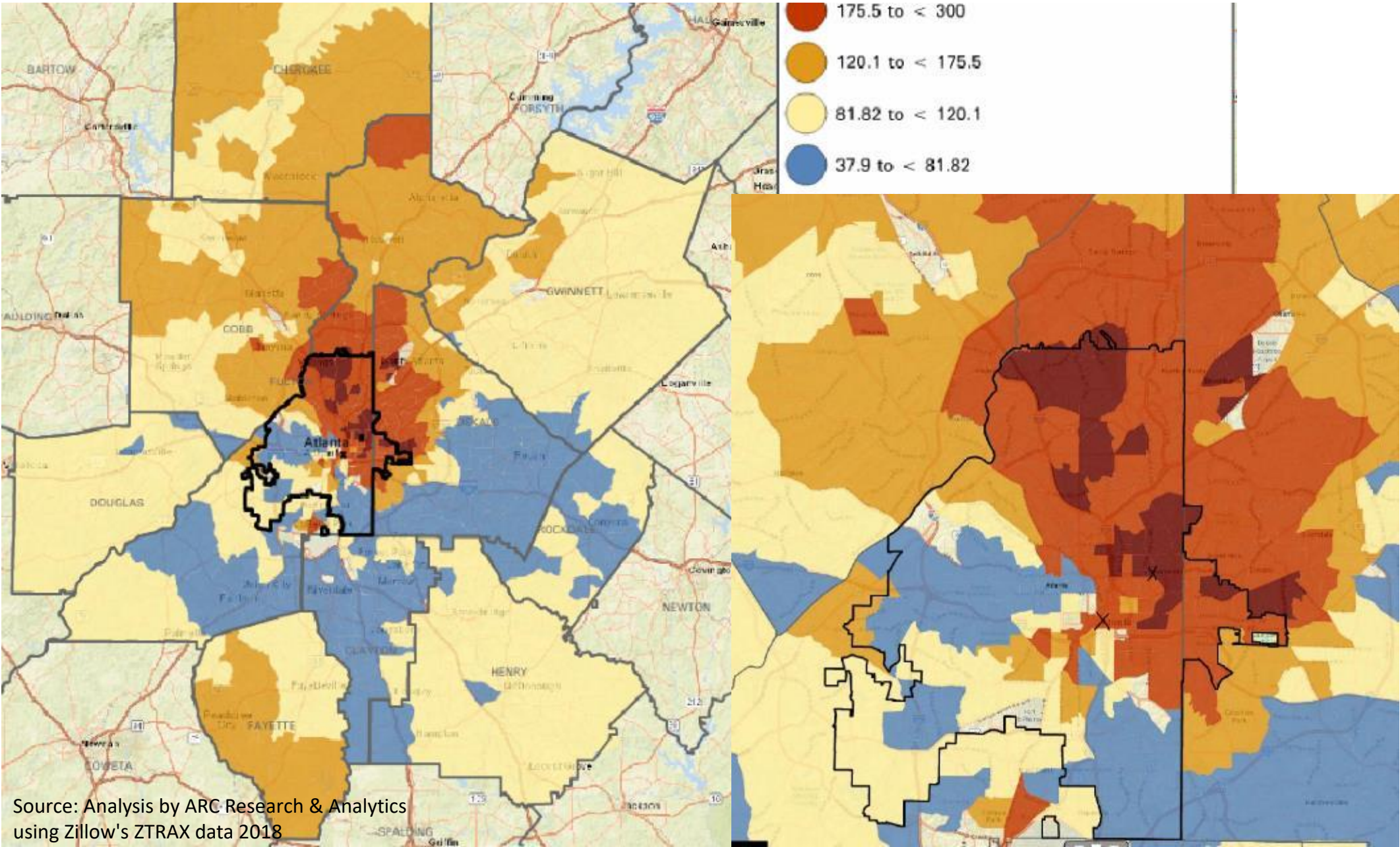


Home Sale Price Per Sq Ft

\$21 \$349

Source: Analysis by ARC Research & Analytics
using Zillow's ZTRAX data from 2013 & 2018

Sales Price Per SQ Ft 2018

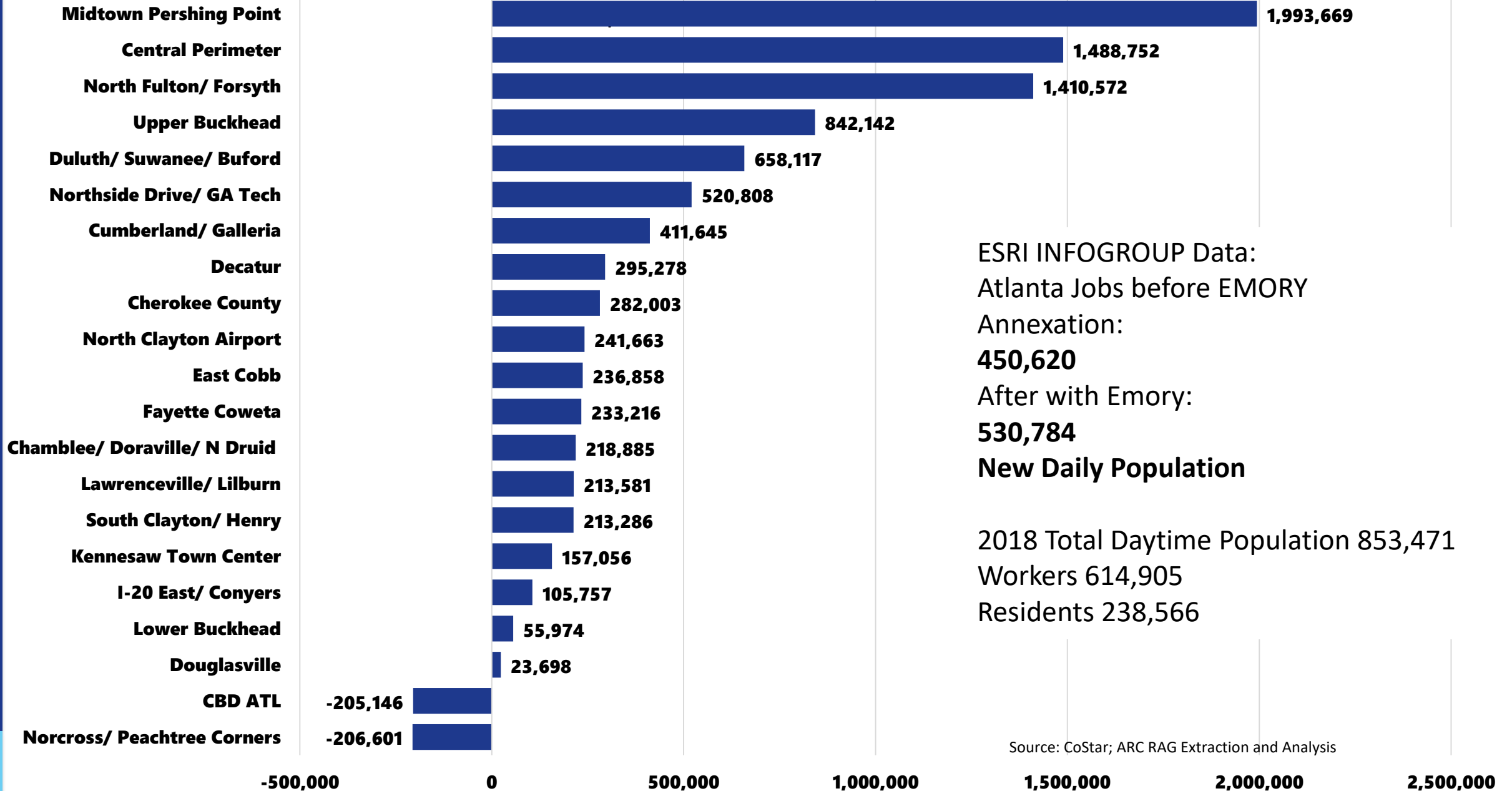


National Office Space

Market totals (CBD and Suburban)	Inventory (s.f.)	Quarterly total net absorption (Including Subleases)	YTD total net absorption (Including Subleases)	YTD total net absorption (% of Inventory)	Total vacancy (s.f.)	Total vacancy (%)	Current quarter direct average marketed rent (\$p.s.f.)
San Francisco	78,474,725	799,612	2,424,779	3.1%	4,361,570	6%	\$ 92.59
New York	456,733,421	1,848,372	6,755,285	1.5%	33,249,446	7%	\$ 85.16
San Francisco Peninsula	29,890,661	758,523	1,545,550	5.2%	3,047,806	10%	\$ 70.66
Silicon Valley	72,274,038	501,044	4,227,964	5.8%	8,667,271	12%	\$ 56.64
Oakland-East Bay	52,634,530	187,754	435,547	0.8%	6,553,008	13%	\$ 49.56
Austin	55,134,649	726,044	2,677,189	4.9%	4,800,713	9%	\$ 48.39
Los Angeles	188,658,532	810,873	2,695,655	1.4%	25,260,855	13%	\$ 44.28
Seattle-Bellevue	98,467,553	885,213	2,693,022	2.7%	9,073,968	9%	\$ 43.99
Washington, DC	336,914,194	341,002	2,554,474	0.8%	53,664,923	16%	\$ 42.69
Boston	167,667,375	611,028	2,327,213	1.4%	20,070,135	12%	\$ 41.49
Miami	38,363,936	90,746	341,325	0.9%	5,924,188	15%	\$ 41.20
Orange County	97,730,884	(88,617)	936,692	1.0%	13,289,158	14%	\$ 37.39
San Diego	80,150,052	142,214	629,694	0.8%	9,208,611	12%	\$ 37.20
West Palm Beach	19,762,184	5,423	95,446	0.5%	2,987,529	15%	\$ 36.87
Fairfield County	41,832,287	160,789	(345,403)	-0.8%	9,551,707	23%	\$ 34.62
North San Francisco Bay	22,180,304	109,945	314,247	1.4%	2,745,061	12%	\$ 34.53
Fort Lauderdale	21,835,418	209,626	267,956	1.2%	3,036,492	14%	\$ 34.30
Chicago	248,331,043	908,500	2,264,192	0.9%	38,950,263	16%	\$ 33.87
Portland	57,899,054	234,761	626,122	1.1%	6,934,130	12%	\$ 33.37
Nashville	38,493,679	228,955	353,317	0.9%	4,271,135	11%	\$ 32.64
Houston	169,814,234	428,853	297,915	0.2%	40,192,095	24%	\$ 31.40
Tampa Bay	37,217,154	242,391	368,674	1.0%	5,116,183	14%	\$ 30.70
Charlotte	53,119,392	1,000,685	2,587,348	4.9%	6,113,777	12%	\$ 30.66
Denver	114,552,387	349,945	1,490,968	1.3%	15,497,800	14%	\$ 30.42
Atlanta	149,058,414	(210,169)	378,905	0.3%	26,866,216	18%	\$ 29.83
Minneapolis	83,669,585	(114,234)	494,711	0.6%	12,682,877	15%	\$ 29.07
Dallas	188,894,365	454,377	1,969,021	1.0%	38,955,613	21%	\$ 28.86

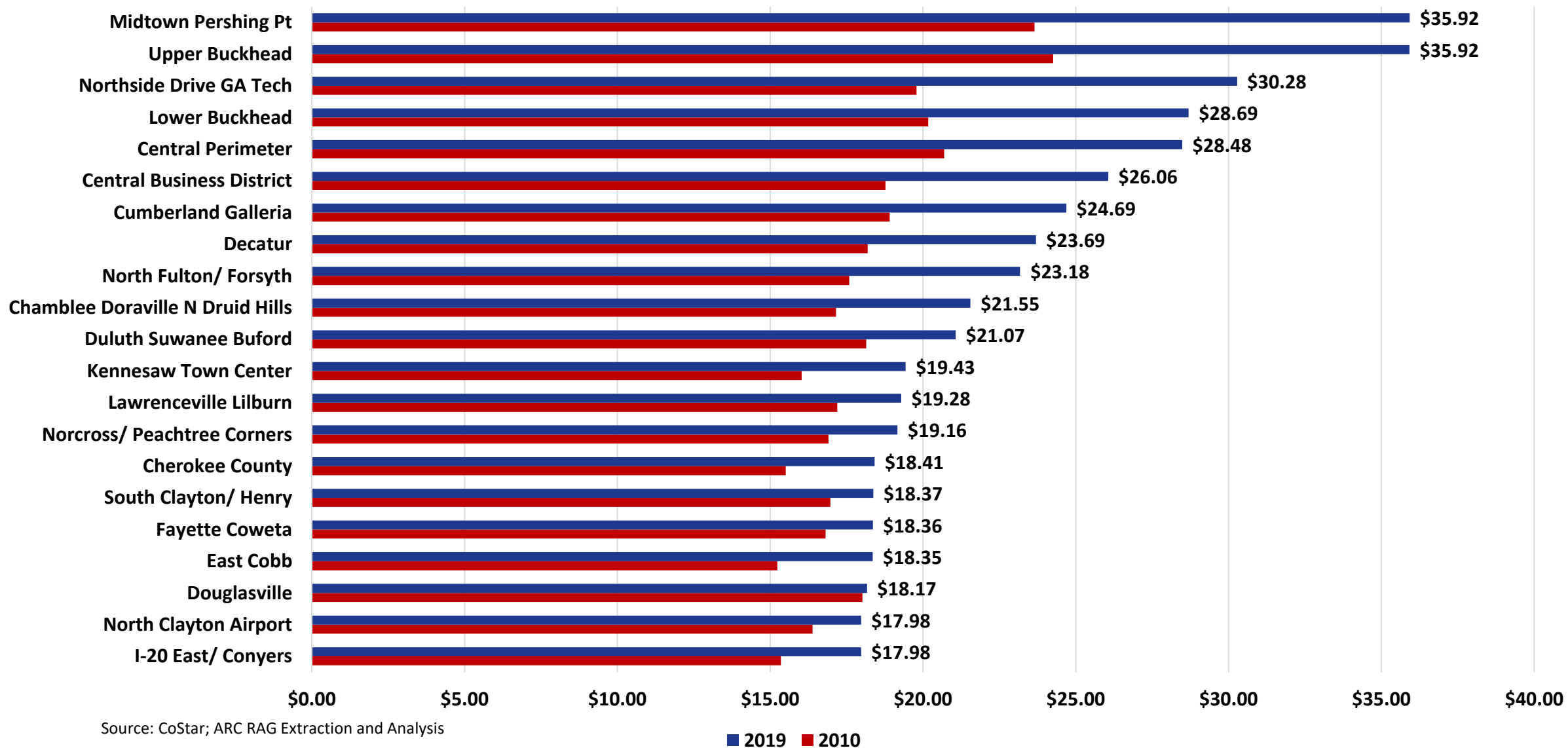
Office Net New Space_(SF) by Submarket: 2010_{Q1} to 2019_{Q1}

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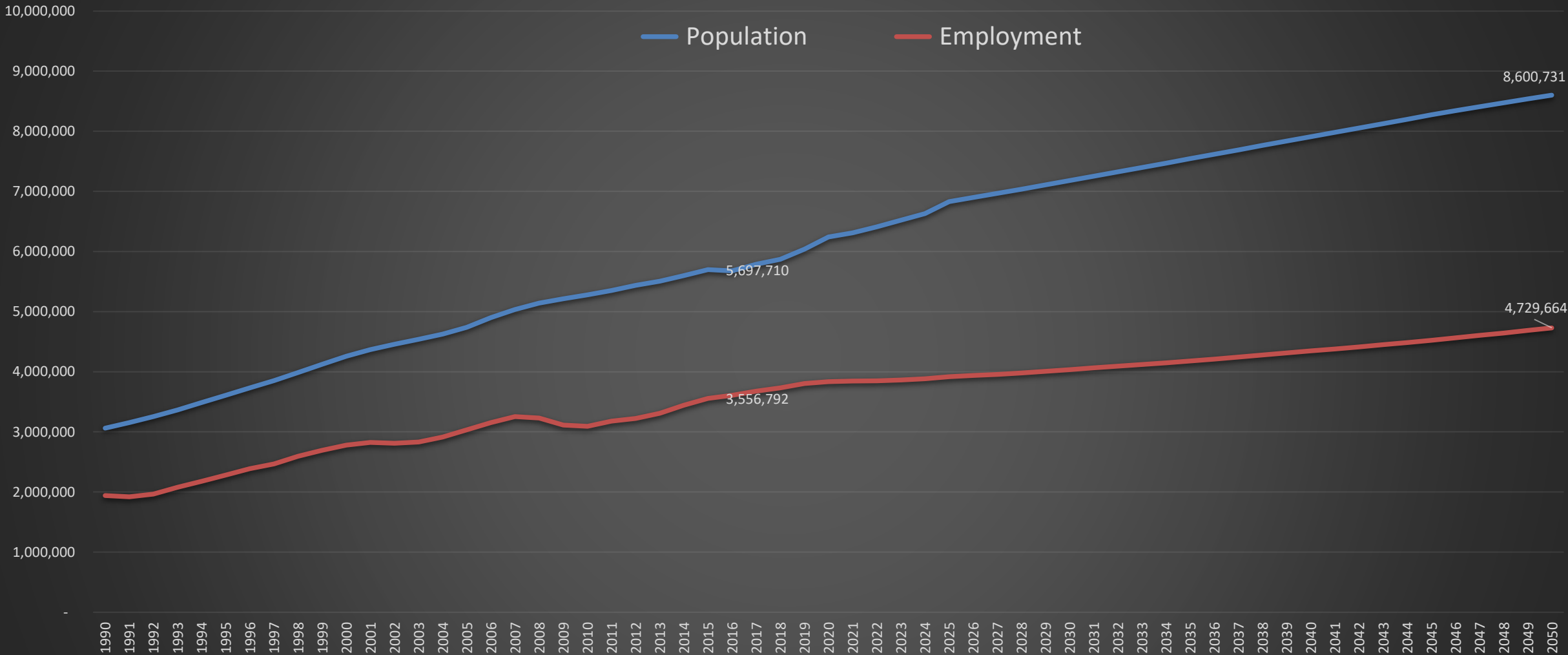


Rents per SF Trends by Submarket: 2010Q1 and 2019Q1

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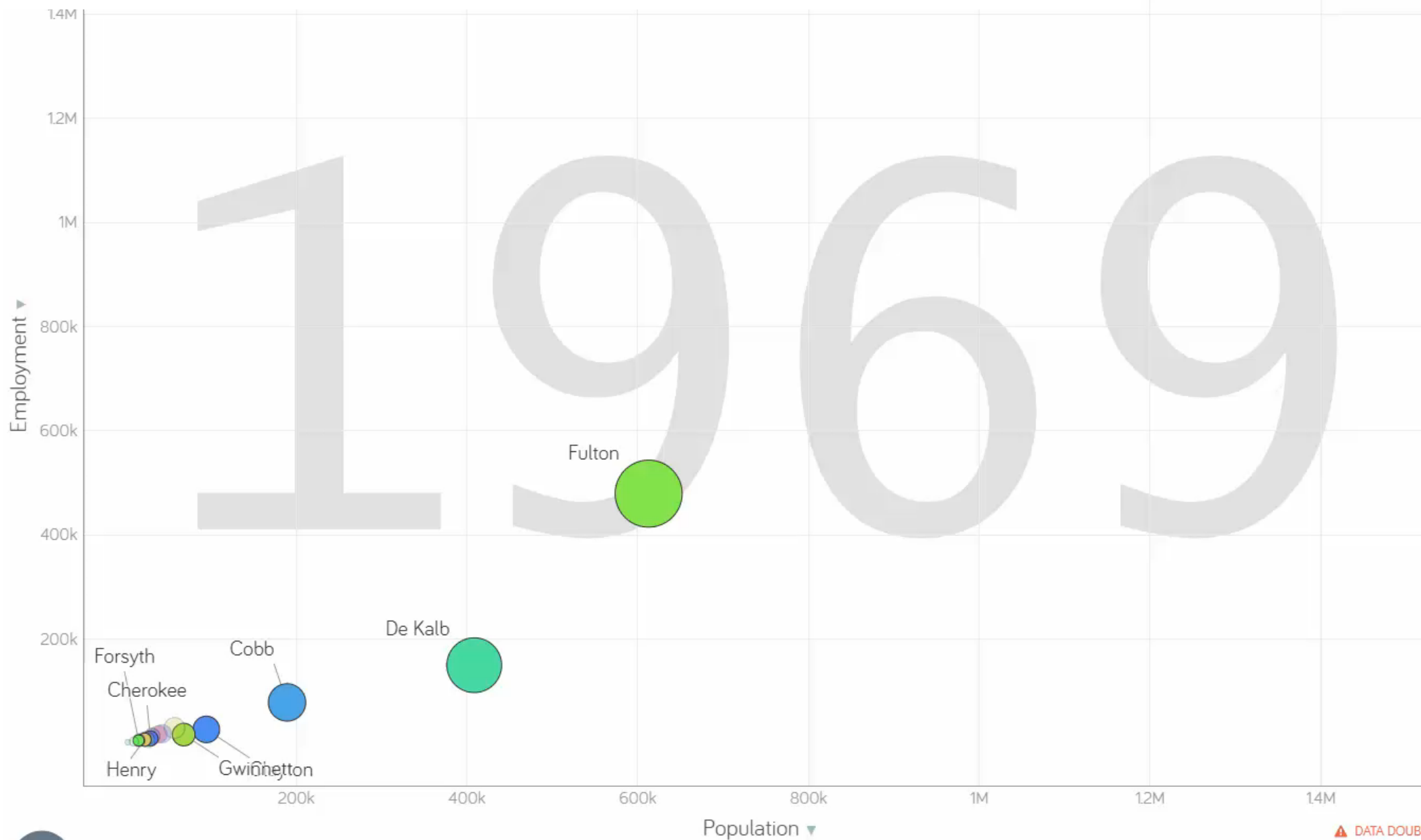


ARC DRAFT S16 Forecast (21-County)



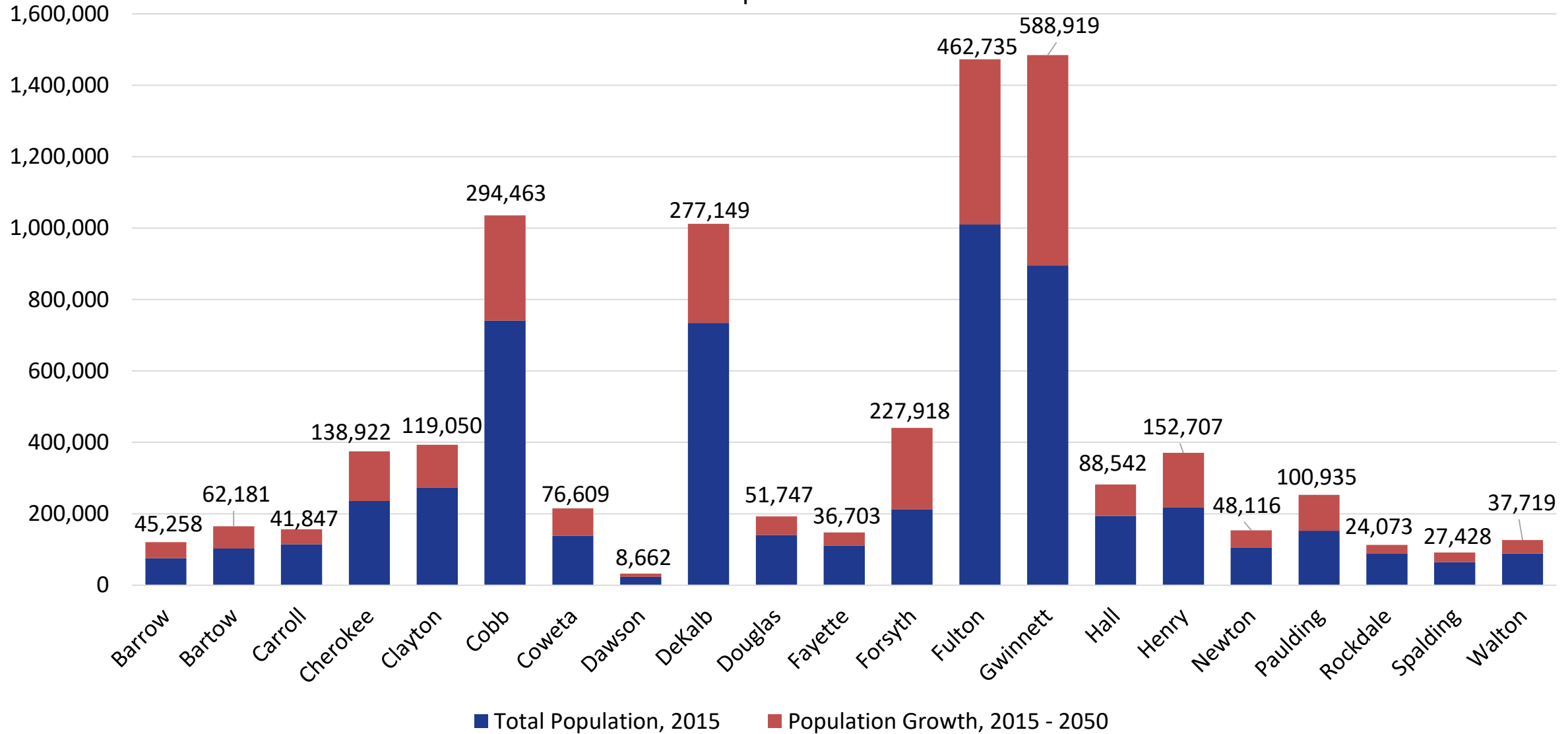
All Metro Counties *Series 16 Forecast Draft* **Video**

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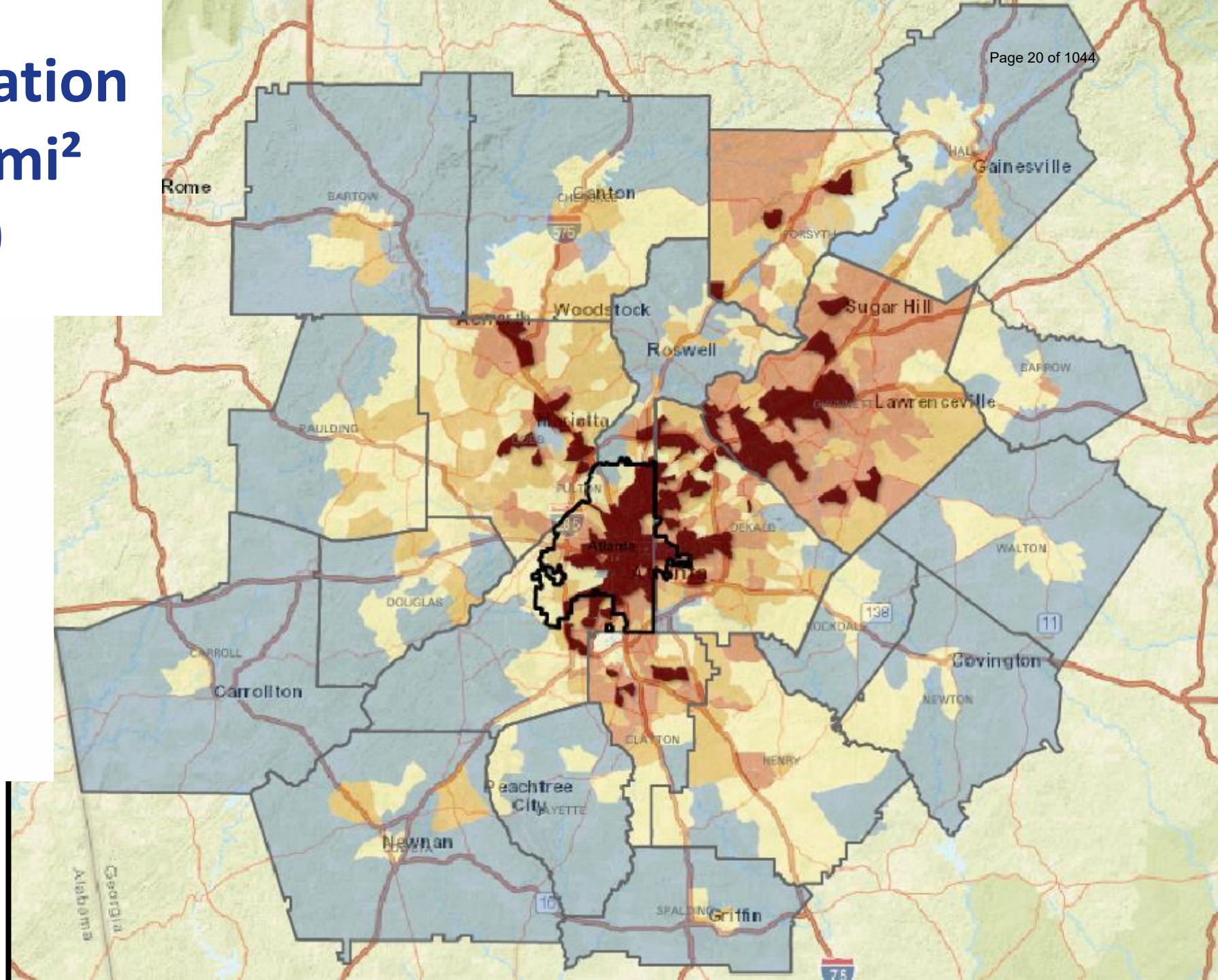
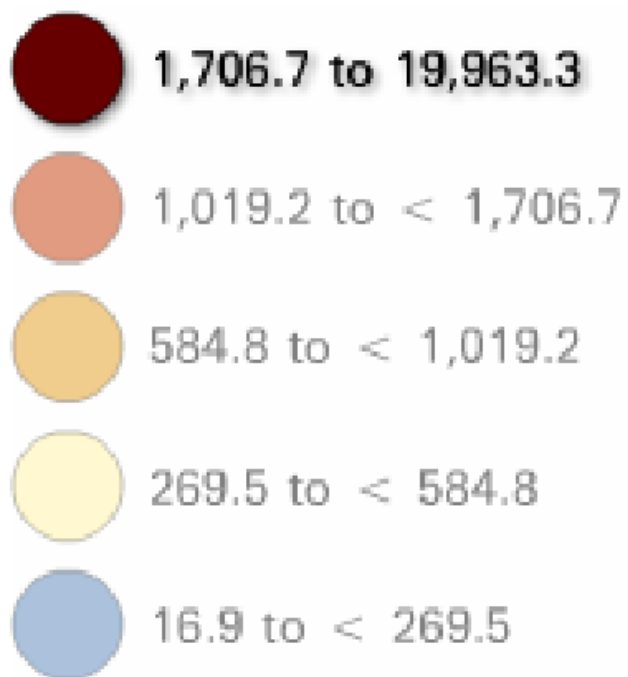


2015 – 2050 Population Forecasts by County

Total Population Growth



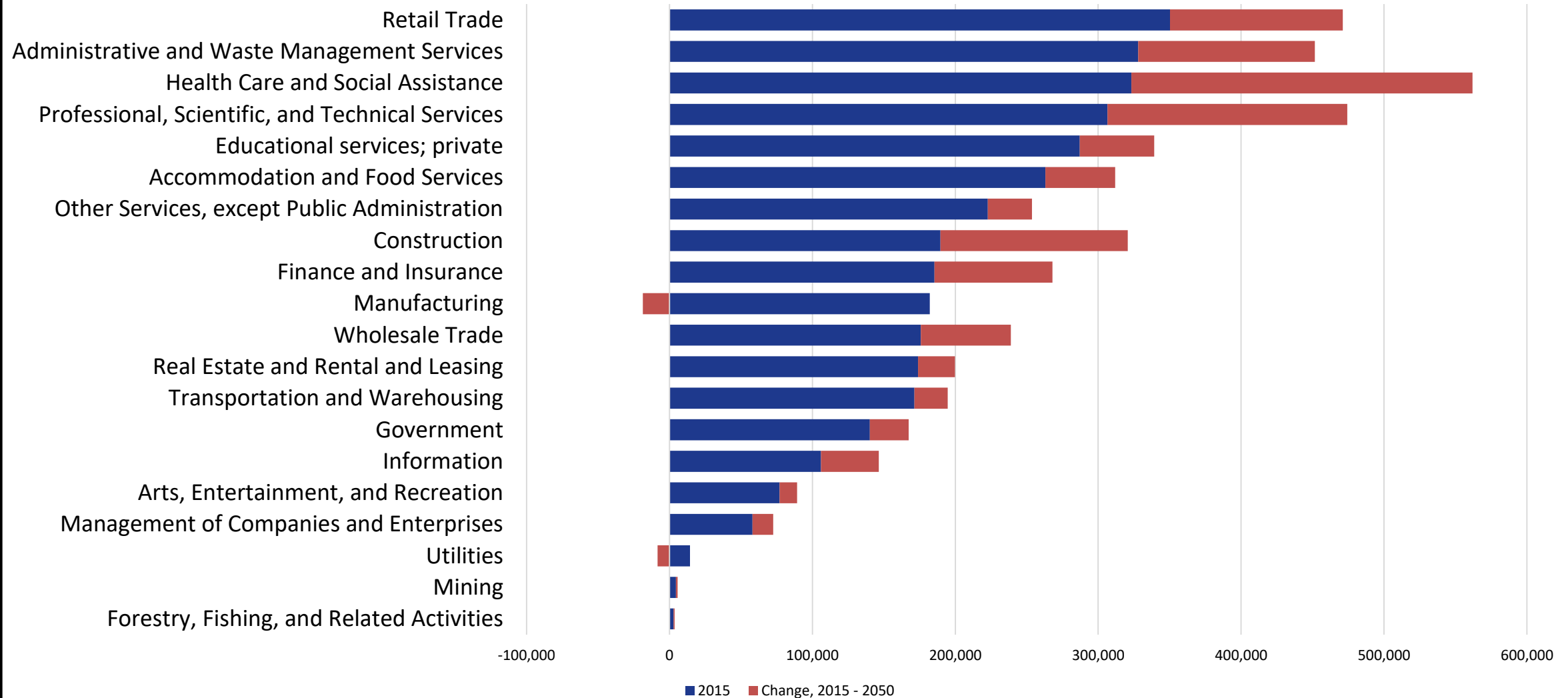
Forecast Population Change, per mi² 2015-2050



Source: ARC *The Region's Plan*
Forecast (2019) Series 16 DRAFT

Metro Atlanta Employment by Sector

2015 - 2050 Change in Employment by Industry
(sorted by Total Employment in 2015)

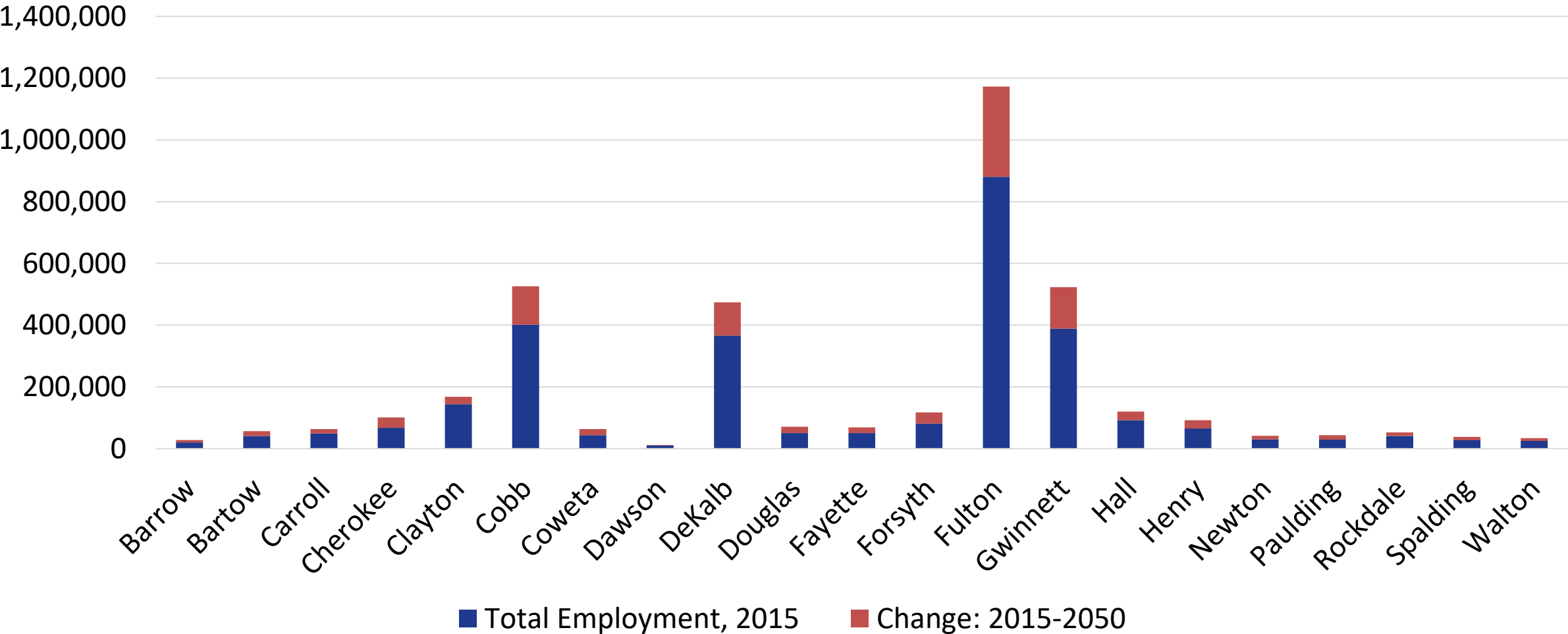


As the region ages, it should come as no surprise that the healthcare sector is forecast to grow the most, surpassing the retail sector as the largest by 2050

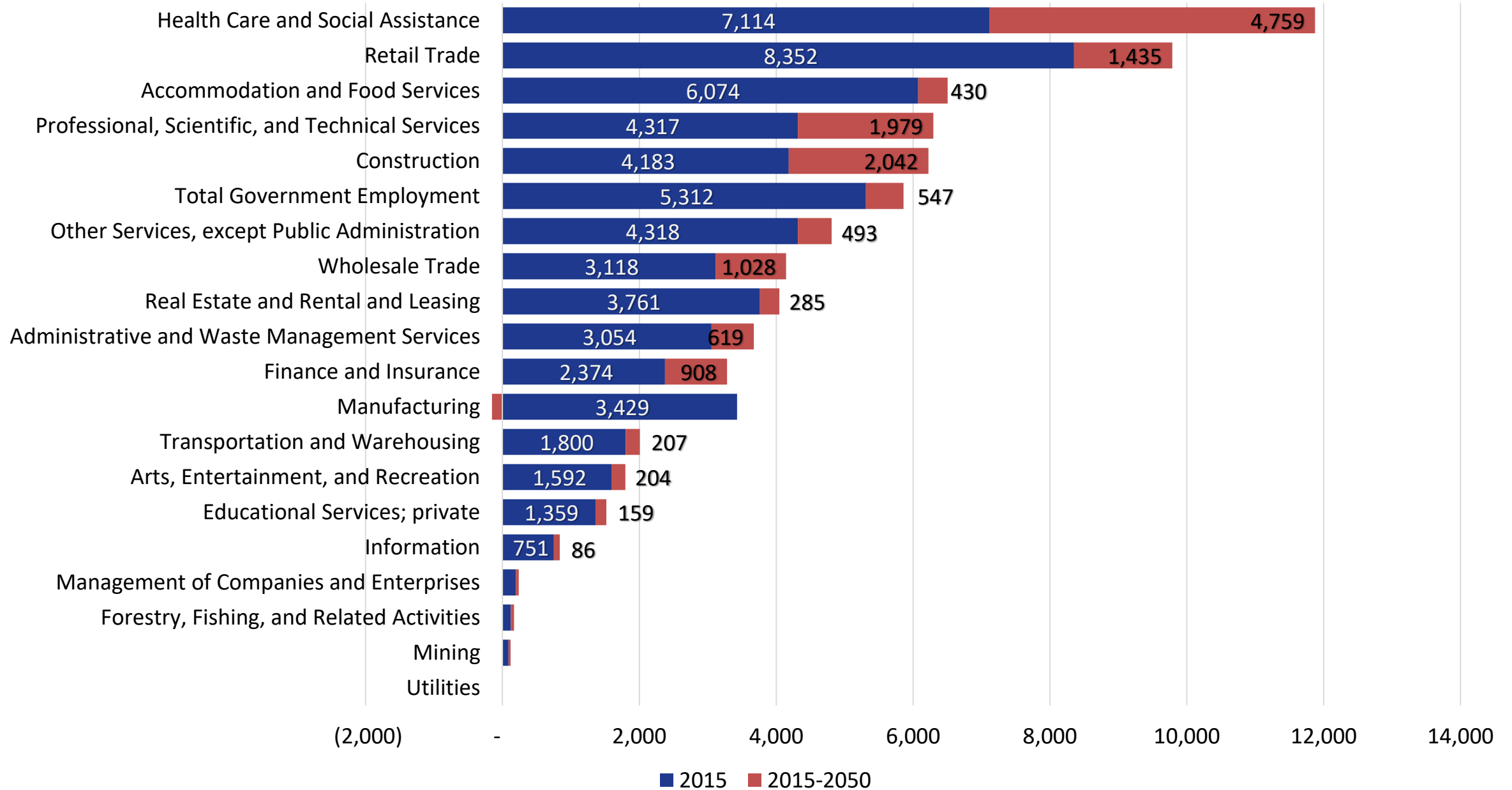
Source: ARC *The Region's Plan*
Forecast (2019) Series 16 DRAFT

Employment by County

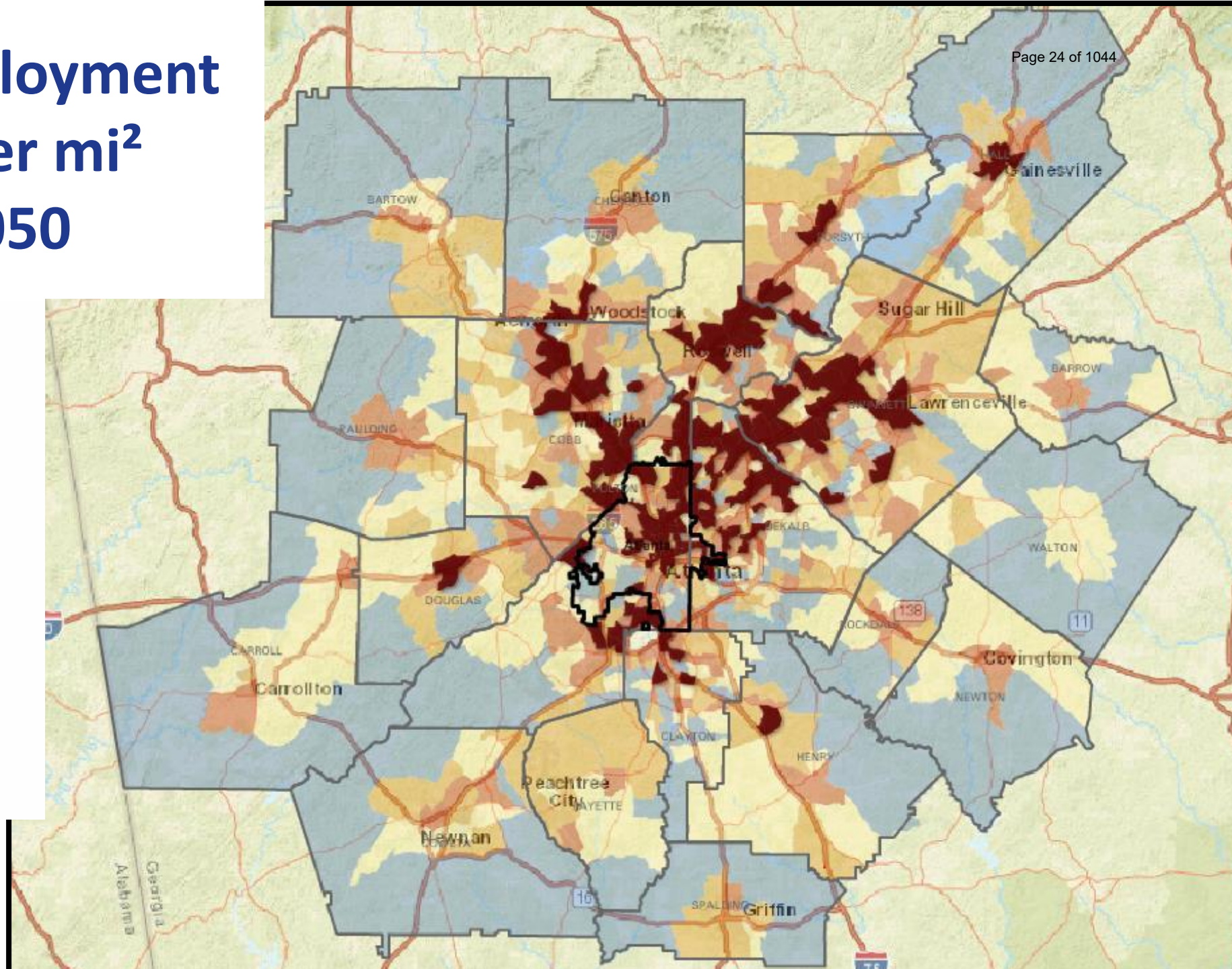
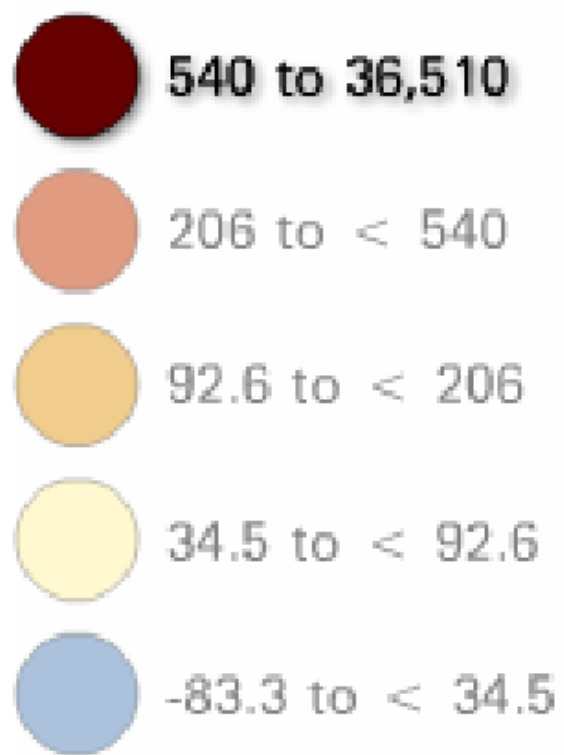
Employment Forecasts



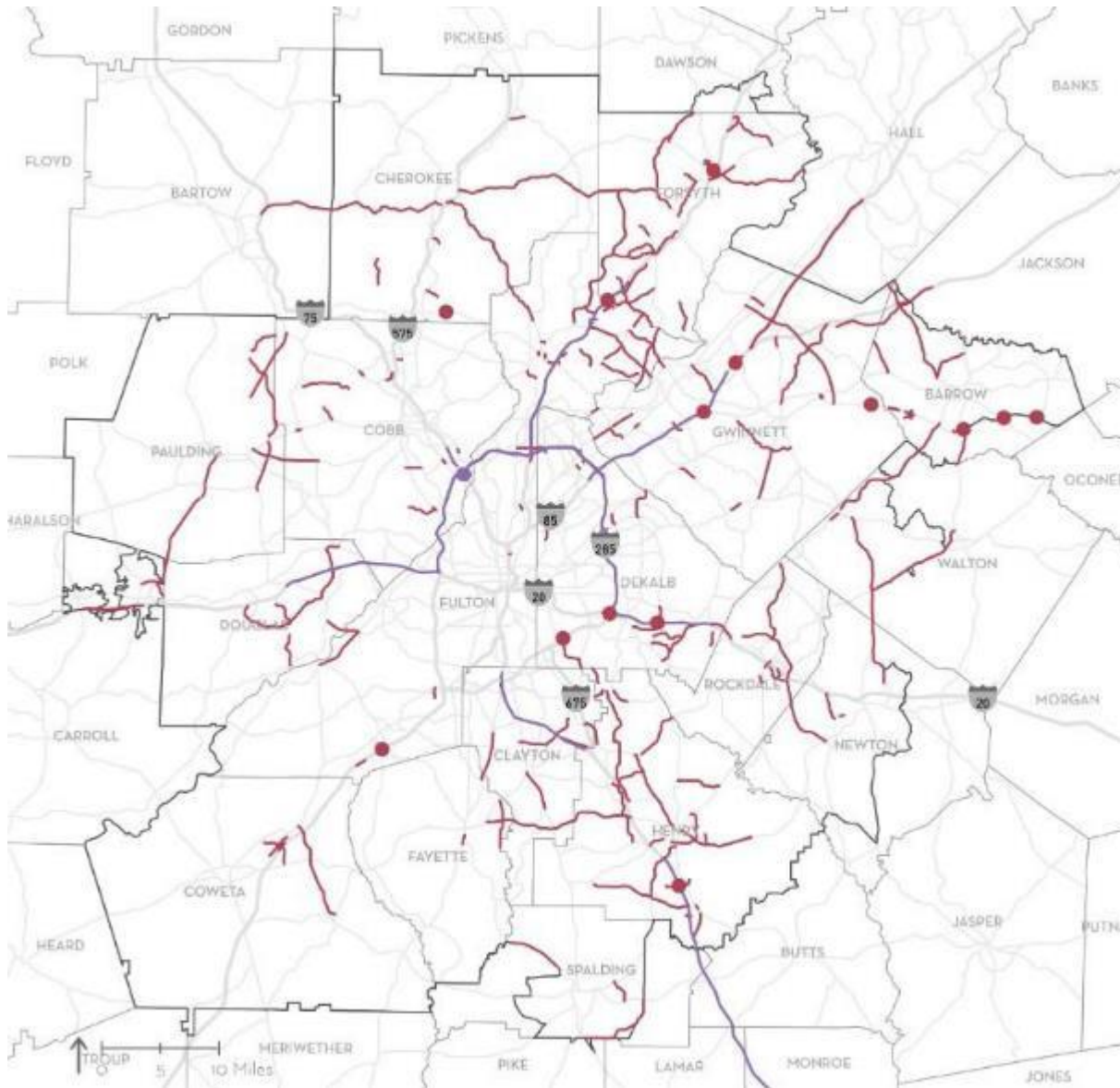
Fayette County Employment



Forecast Employment Change, per mi² 2015-2050



Express Lanes and Arterial Capacity Projects



MAP 18: DRAFT RTP MANAGED LANE AND INTERCHANGE AND HIGHWAY CAPACITY PROJECTS

Legend

- Managed Lanes
- Interchange and Highway Capacity
- Major Roads
- Expressways
- Counties
- MPO Boundary

- **140 additional miles of express lane corridors**
- **215 arterial capacity projects adding almost 600 lane- miles to the network**

+ Link to View: <http://garc.maps.arcgis.com/apps/webappviewer/index.html?id=763e1a5273f740b8a1cef85ea52cc83e>

Transit Expansion Program

MILES OF NEW SERVICE*

Bus Rapid Transit (Freeway)

67 miles

Bus Rapid Transit (Arterial)

96 miles

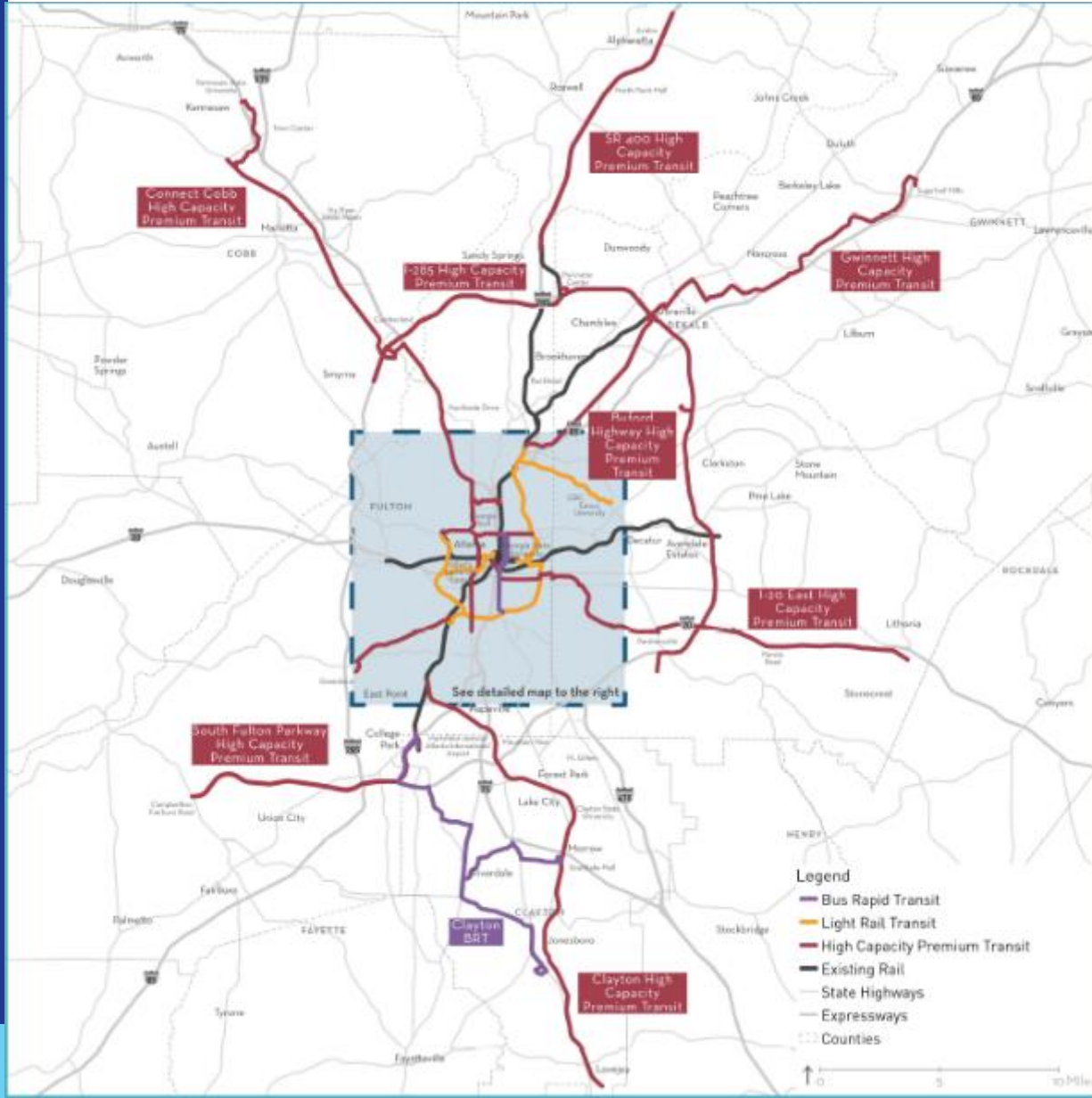
Light Rail / Streetcar

30 miles

Commuter Rail

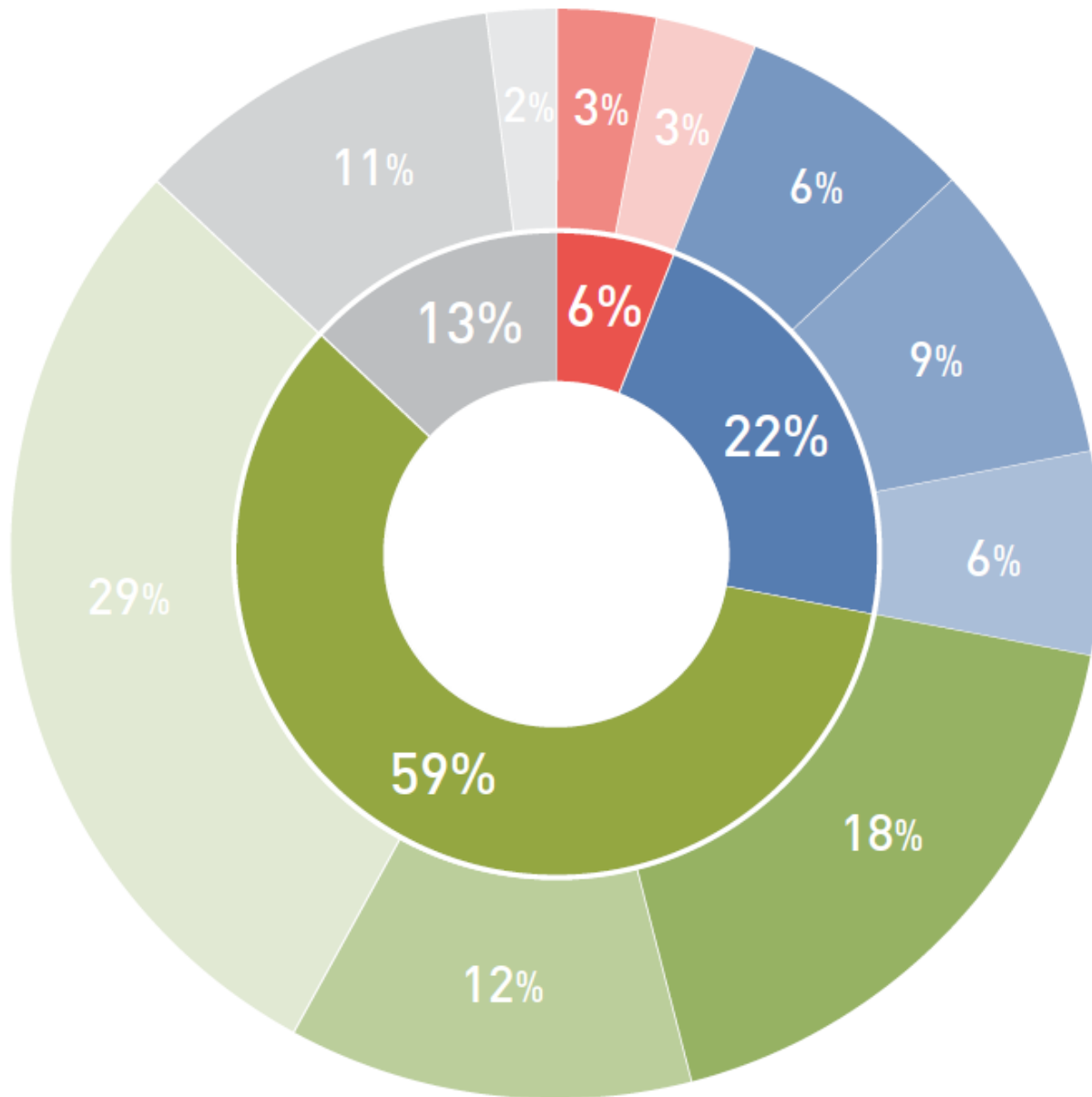
22 miles

** Based on initial planning concepts; subject to change*



Project Programming by Program Area and Sub-Area

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Inner Ring: Program Area

- Demand Management 6%
- Expansion 22%
- Maintenance & Modernization 59%
- Other 13%

Outer Ring: Program Sub-Area

- Walking, Bicycling, and LCI
- TDM and Other Programs and Initiatives
- Interchange and Highway Capacity
- Managed Lanes
- Transit Expansion
- Transit Operations and Capital Management (All Systems)
- Road System Optimization and Safety
- Road and Bridge Preservation
- Administrative Costs
- Unprogrammed Funding

Estimated Investments through 2050

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Investment Program Areas	Percent of Total	Subtotals
MAINTENANCE & MODERNIZATION		
Road and Bridge Preservation	28.5%	\$49.2 Billion
Road System Optimization and Safety	12.3%	\$21.3 Billion
Transit Operation and Capital Management (All Systems)	18.3%	\$31.6 Billion
MAINTENANCE & MODERNIZATION SUBTOTAL	59.2%	\$102.1 Billion
EXPANSION		
Managed Lanes	9.4%	\$16.2 Billion
Interchange and Highway Expansion	6.4%	\$11.1 Billion
Transit Expansion	6.3%	\$10.9 Billion
EXPANSION SUBTOTAL	22.1%	\$38.2 Billion

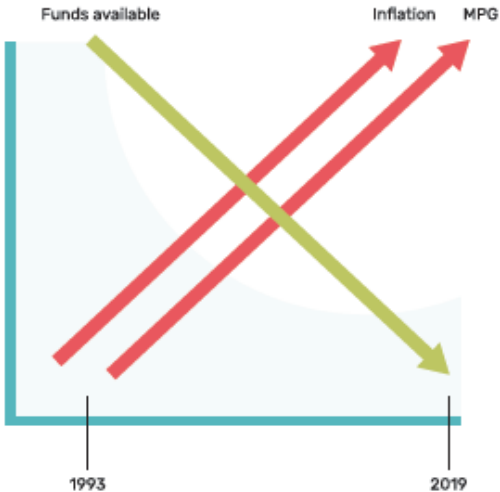
Investment Program Areas	Percent of Total	Subtotals
DEMAND MANAGEMENT		
Walking, Bicycling, and LCI	3.0%	\$5.2 Billion
TDM and Other Programs and Initiatives	2.6%	\$4.5 Billion
DEMAND MANAGEMENT SUBTOTAL	5.6%	\$9.7 Billion
OTHER COSTS		
Administrative Costs	10.4%	\$18.0 Billion
Unprogramed Funding	2.7%	\$4.7 Billion
OTHER COSTS SUBTOTAL	13.2%	\$22.7 Billion
TOTAL INVESTMENTS	100%	172.6 Billion

Transportation Infrastructure Funding

FEDERAL Funding SOURCES

The United States federal excise tax on gasoline is 18.4 cents per gallon and 24.4 cents per gallon for diesel fuel.

The federal tax was last raised in 1993 and is not indexed to inflation, which increased by a total of 73 percent from 1993 until 2018.



Total funding for the Atlanta region:
\$1.5 BILLION
per year

STATE Funding SOURCES

IN GEORGIA

GAS TAX	AMT	PER
EXCISE TAX, GASOLINE	27.5¢	GALLON
EXCISE TAX, DIESEL FUEL	30.0¢	GALLON
ELECTRIC VEHICLES		
COMMERCIAL ELECTRIC VEHICLES	\$300	YEAR
TAX CREDIT ELIMINATED	\$5000	YEAR
PRIVATE ELECTRIC VEHICLES	\$200	YEAR
COMMERCIAL VEHICLES		
15,500 TO 26,000 POUNDS	\$50	YEAR
26,001 POUNDS OR MORE	\$100	YEAR
LODGING		
ROOM FEE	\$5	ROOM/NIGHT
TOTAL	\$2 BILLION	YEAR

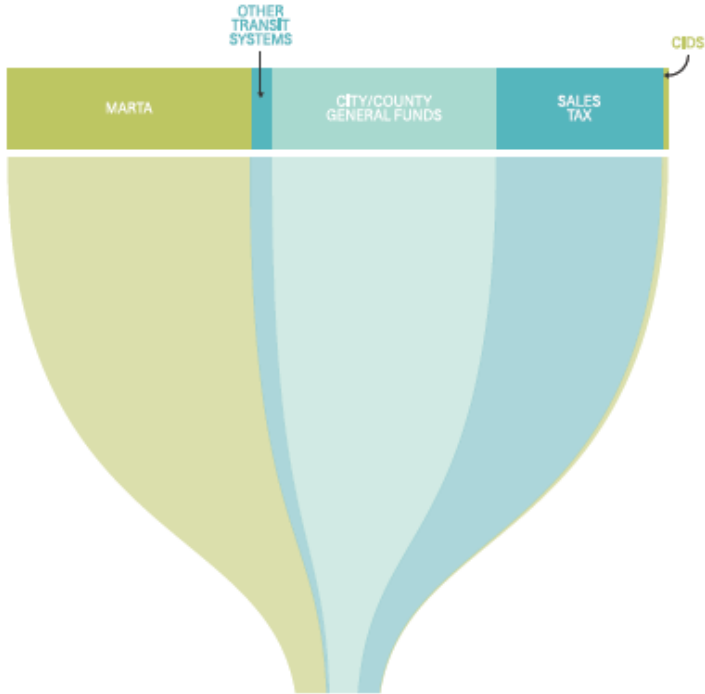
THE 2015 GEORGIA TRANSPORTATION FUNDING ACT
ADDED SIGNIFICANT NEW SOURCES OF
UNRESTRICTED FUNDS FOR TRANSPORTATION

Total funding for the Atlanta region:
\$1.6 BILLION
per year

LOCAL Funding SOURCES

FOR CITY/COUNTY

Estimated other local transportation
revenues through 2050:



Total funding for the Atlanta region:
\$2.9 BILLION
per year

Estimated Revenues through 2050

Revenue Source	Percent of Total	Subtotals
FEDERAL		
FHWA Formula Funding plus Adjustments	20.2%	\$34.9 Billion
FHWA Discretionary Funding	0.2%	\$0.3 Billion
FTA Formula Funding plus Adjustments	6.0%	\$10.3 Billion
FEDERAL SUBTOTAL	26.4%	\$45.5 Billion
STATE		
Region's Share of Excise Taxes	26.0%	\$44.9 Billion
Region's Share of Lodging Fees	2.5%	\$4.4 Billion
Region's Share of Heavy Vehicle Impact Fees	0.2%	\$0.3 Billion
Region's Share of Electric Vehicle Registration Fees	0.03%	\$0.05 Billion
Region's Share of General Fund Appropriations	0.2%	\$0.4 Billion
STATE SUBTOTAL	29.0%	\$50.0 Billion
LOCAL		
SPLOST Revenues	8.3%	\$14.3 Billion
T-SPLOST Revenues	4.8%	\$8.2 Billion
MARTA Sales Tax Revenues	14.3%	\$24.6 Billion
MARTA Farebox and Other Revenue	4.2%	\$7.2 Billion
City and County General Funds	10.4%	\$18.0 Billion
Non-MARTA Transit Agency Revenues	1.6%	\$2.8 Billion
LOCAL SUBTOTAL	43.5%	\$75.1 Billion
PRIVATE		
CIDs and Other Revenue	1.20%	\$2.0 Billion
PRIVATE SUBTOTAL	1.20%	\$2.0 Billion
TOTAL REVENUE	100.00%	172.6 Billion

Regionally Important Performance Measures

Average Commute Travel Time in Minutes by Personal Vehicle

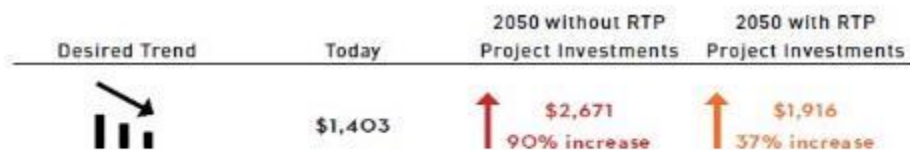
With 8.6 million residents expected in the region by 2050, roadway capacity projects for personal vehicles alone will not be able to meet the demand for a safe, accessible, and convenient transportation system. The RTP projects reflect solutions intended to mitigate worsening commute times while also pivoting to solutions that are multi-modal, providing residents and visitors with more travel options.



Supporting Objective: Maintain and operate the existing transportation system to provide for reliable travel.

Total Surface Transportation Congestion Cost Per Person by Dollars

Atlanta residents incur a hidden expense of both their time and fuel when sitting in roadway congestion. Lost time means we have less time for work productivity and fewer opportunities for recreation and social connections. It also means increased pollutants from vehicle emissions, increased goods movement costs, increased unreliability, increased stress, and more frequent crashes.¹



Supporting Objective: Maintain and operate the existing transportation system to provide for reliable travel.

¹ USDOT Assessing the Full Costs of Congestion on Surface Transportation Systems and Reducing Them through Pricing (2009)

Transit Ridership between Activity Centers

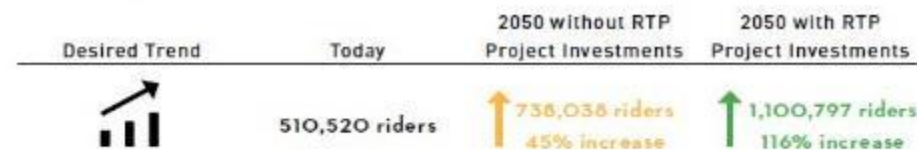
The region's activity centers are centralized nodes where residents and visitors can live, work, and play. While increasing transit ridership on the whole is a desired outcome of the RTP project list, this performance measure underscores the importance of transportation and land use efficiency, supporting investments that promote connectivity amongst areas in the region with demonstrated regional significance.



Supporting Objective: Strategically expand the transportation system while supporting local land use plans.

Regional Transit Ridership

The region must continue to invest in modes like transit that move people efficiently, conveniently, and safely. The RTP project list includes transit expansion, operations, and capital management projects that have projected ridership productivity increases. This increase, even in the without investments scenario, is likely due to improved transit-supportive development and access, co-locating with population and employment density, and the general population increase in the region.



Supporting Objective: Improve transit and non-single-occupant vehicle options to boost economic competitiveness and reduce environmental impacts.

Regionally Important Performance Measures

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Average Commute Travel Time in Minutes by Personal Vehicle

With 8.6 million residents expected in the region by 2050, roadway capacity projects for personal vehicles alone will not be able to meet the demand for a safe, accessible, and convenient transportation system. The RTP projects reflect solutions intended to mitigate worsening commute times while also pivoting to solutions that are multi-modal, providing residents and visitors with more travel options.

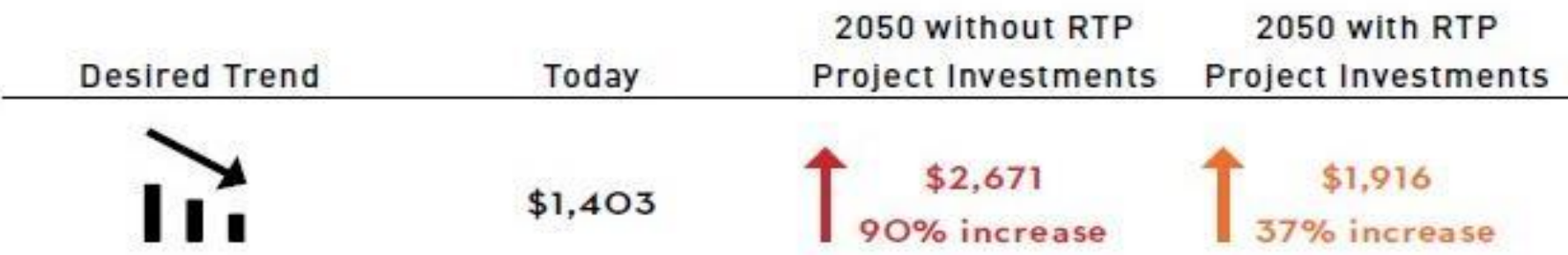


Supporting Objective: Maintain and operate the existing transportation system to provide for reliable travel.

Regionally Important Performance Measures

Total Surface Transportation Congestion Cost Per Person by Dollars

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Supporting Objective: Maintain and operate the existing transportation system to provide for reliable travel.

1

USDOT Assessing the Full Costs of Congestion on Surface Transportation Systems and Reducing Them through Pricing (2009)

Regionally Important Performance Measures

Regional Transit Ridership

The region must continue to invest in modes like transit that move people efficiently, conveniently, and safely. The RTP project list includes transit expansion, operations, and capital management projects that have projected ridership productivity increases. This increase, even in the without investments scenario, is likely due to improved transit-supportive development and access, co-locating with population and employment density, and the general population increase in the region.



Supporting Objective: Improve transit and non-single-occupant vehicle options to boost economic competitiveness and reduce environmental impacts.

DRAFT

Performance | 137

Regionally Important Performance Measures

Transit Ridership between Activity Centers

The region's activity centers are centralized nodes where residents and visitors can live, work, and play. While increasing transit ridership on the whole is a desired outcome of the RTP project list, this performance measure underscores the importance of transportation and land use efficiency, supporting investments that promote connectivity amongst areas in the region with demonstrated regional significance.

Desired Trend	Today	2050 without RTP Project Investments	2050 with RTP Project Investments
	11,690 riders	 15,423 riders 32% increase	 20,956 riders 79% increase

Supporting Objective: Strategically expand the transportation system while supporting local land use plans.

Livable Centers Initiative
Illustrative Projects

- Broadfield Near Housing Options along Main Street
- Dinglerville Downtown Kitchen/Sunrise
- Museum Historic Preservation
- Pleasant City Golf Cart Bridge
- Perimeter Center Near Residential Density Housing Option
- Dixie New City Hall and New Green Circle Infrastructure
- Emory Village Roundabout Safety Improvement
- Dixie Green Infrastructure Complete Streets
- Hesperide Creative Placemaking

LIVABLE *Centers* INITIATIVE

RECENT HIGHLIGHTS:



\$400,000

GWINNETT COUNTY

Gwinnett County, in cooperation with the Gateway85 CID, Gwinnett Place CID, and Sugarloaf CID, will use its LCI grant to develop land use and development implications of potential bus rapid transit service connecting Jimmy Carter Boulevard to Sugarloaf Parkway.



\$350,000

AEROTROPOLIS ATLANTA CIDs

The Aerotropolis Atlanta CIDs in cooperation with the cities of Atlanta, East Point, Forest Park, Hapeville, South Fulton, Union City, and Clayton County will continue the work of the Aerotropolis Greenway Plan by developing concepts within the jurisdictions to implement their "Model Miles".



\$8,196,300

LEE STREET TRAIL

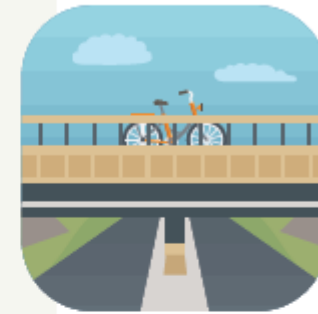
The City of Atlanta will build a 2.6 mile long segment of the Lee Street Trail to connect West End and the Beltline corridor to the Oakland City and Lakewood-Fort McPherson MARTA stations.



\$150,000

TOWN CENTER CIDs

This study will focus on creating a walkable entertainment area along the Chastain Road corridor, including consideration of multi-use trail connections, alternative transportation opportunities, traffic calming, last mile connectivity, and sense of place.



\$10,248,600

ENCORE PARKWAY BRIDGE

The Encore Parkway Bridge has been replaced and upgraded to improve safety and mobility features, such the addition of as 6' bike lanes, 8' sidewalks, raised medians, pedestrian buffers, improved signals, and streetscape features including street trees, landscaping, pedestrian lighting, and street furniture.

EDUCATIONAL:
Information about housing affordability

ANALYTICAL:
Data portal of community housing characteristics, issues, and opportunities

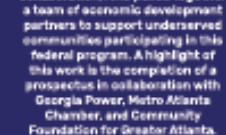
ACTIONABLE:
Tools for local housing challenges and solutions

ACTIONABLE:
Tools for local housing
challenges and solutions

Moderate-to-higher-priced suburban neighborhoods near employment centers with a mix of single family and multifamily units housing both renters and owners.

<p>• Increase Supply Provide loans for developers to contribute to the supply of both market-rate and affordable housing units</p> <p>• Preserve Affordable Supply Protect existing affordable housing units with legal restrictions to ensure that they remain accessible to low- / moderate-income households</p> <p>• Reduce Housing and Transportation Costs Implement community development strategies for housing within a half mile to mobility options, jobs, and transit</p>	<p>• Expand Capital Resources Provide, align, and coordinate financial incentives and mechanisms, allowing for the creation and preservation of affordable units</p> <p>• Promote Housing Stability Strengthen the ability of families to stay, access, and afford the costs of housing in both ownership and rental</p> <p>• Building Leadership and Collaboration on Affordability Provide and enable education, communication, and collaboration around housing issues</p>
--	--

Higher-priced rural areas with mostly owner-occupied single-family homes and large lots.



Being connected to the community—whether physically via transit or civically through volunteerism, cultural activities, and political processes—will improve the ability of residents to personally improve their quality of life.

TRANSPORTATION *Technology*

THE FUTURE OF TRANSPORTATION IS **ACES**

AUTONOMOUS, CONNECTED, ELECTRIC, AND SHARED

A
AUTONOMOUS

Most vehicles today are partially automated and can maintain safe distances from other vehicles while in cruise control, alert drivers to obstacles, and stay inside lane markings. Fully autonomous vehicles will be able drive themselves with no direction from a human. The potential outcomes of a fully autonomous fleet include fewer crashes, faster speeds, and potentially higher VMT*.

In the Atlanta region several low speed autonomous shuttle pilots are already underway. These pilots will help us learn more about the potential benefits and obstacles of implementation. In preparation for an autonomous future, ARC is setting the region up for success by ensuring our infrastructure is well maintained, expanding our transit options, and encouraging healthy land use.

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*vehicle miles traveled

C
CONNECTED

Connected vehicles can communicate with other vehicles (V2V), roadway infrastructure (V2I), or everything (V2X). Message systems in the vehicle alert drivers to dangerous situations or simply when a light will turn green.

The Atlanta region has already embraced connected vehicle technologies for their positive impacts on safety, congestion, and air quality. ARC is now setting up a partnership with GDOT on a project to equip every signal in the region with connected technologies to ensure the future of the region. While connected vehicles have their own benefits, they will also be necessary for a fully autonomous fleet to navigate things like complicated urban areas and work zones.



E
ELECTRIC

Electric vehicles run on a battery and need to be plugged in to charge. Compared to hybrid vehicles that also use an internal combustion engine (ICE), true electric vehicles have zero emissions and are low maintenance. While the overall air quality advantage of electric vehicles varies based on how the electricity was generated, vehicle emissions have outsized health impacts on people, particularly in urban environments. Electric vehicles also have fewer moving parts, significantly reducing vehicle maintenance costs.

These qualities, along with the development of better, cheaper battery technologies have increased the viability and popularity of electric vehicles. ARC is encouraging local governments to build charging stations and transit operators to test electric buses.



S
SHARED

Transportation Network Companies (TNCs) like Uber and Lyft have become a popular mode of transportation for many people in the Atlanta region. In the years to come, these businesses could see improved financial performance with the adoption of fully autonomous and electric fleets that will reduce the cost of drivers and maintenance. The potential for users to buy subscriptions to shared rides is often referred to as Mobility As A Service, or MaaS.

Shared, autonomous fleets could mitigate some of the potentially harmful effects of personal autonomous vehicles, like potentially increased VMT generated by zero occupancy AVs. ARC is supporting this field by collaborating with regional transit operators to develop innovative online tools that would enable people to plan trips across all modes, including shared.



Questions?



<http://www.atlantaregional.org/>



<http://33n.atlantaregional.com/>



<http://www.neighborhoodnexus.org/>

Mike Alexander, AICP
Director, Center for Livable Communities
Atlanta Regional Commission
malexander@atlantaregional.org



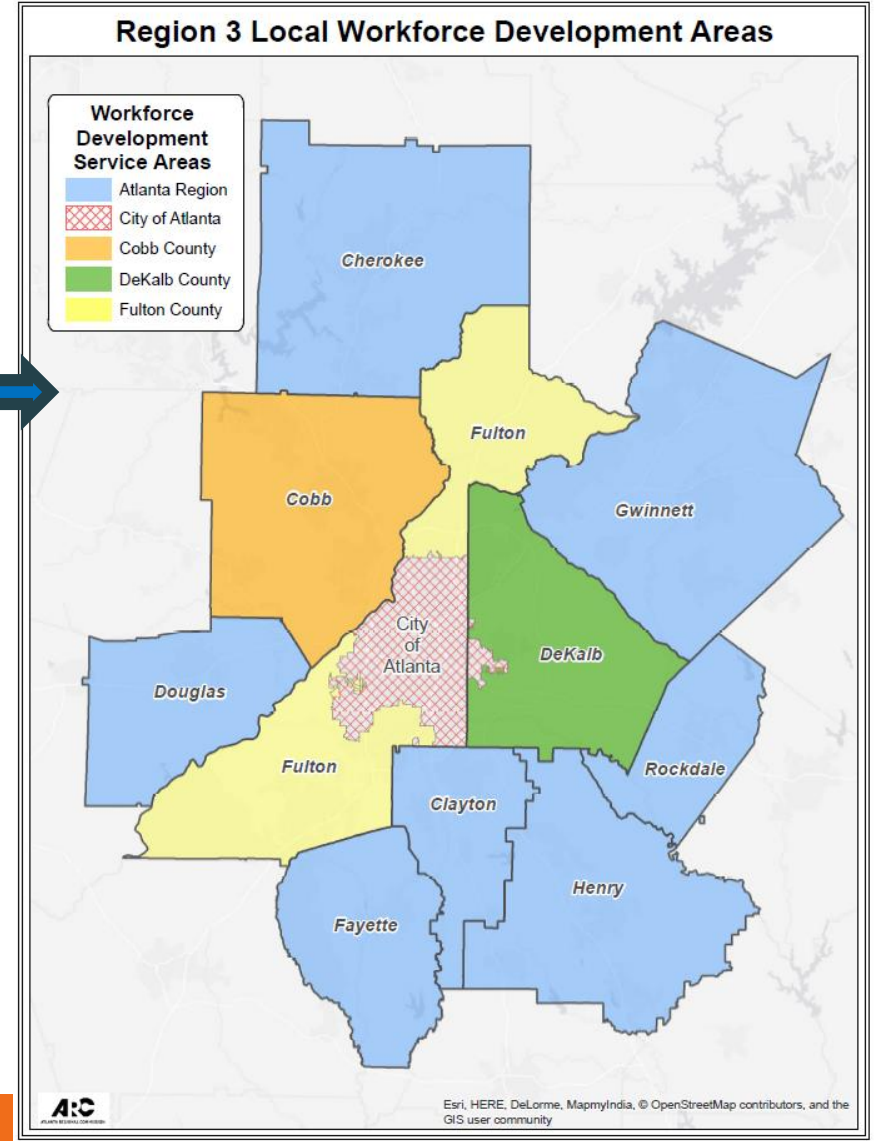
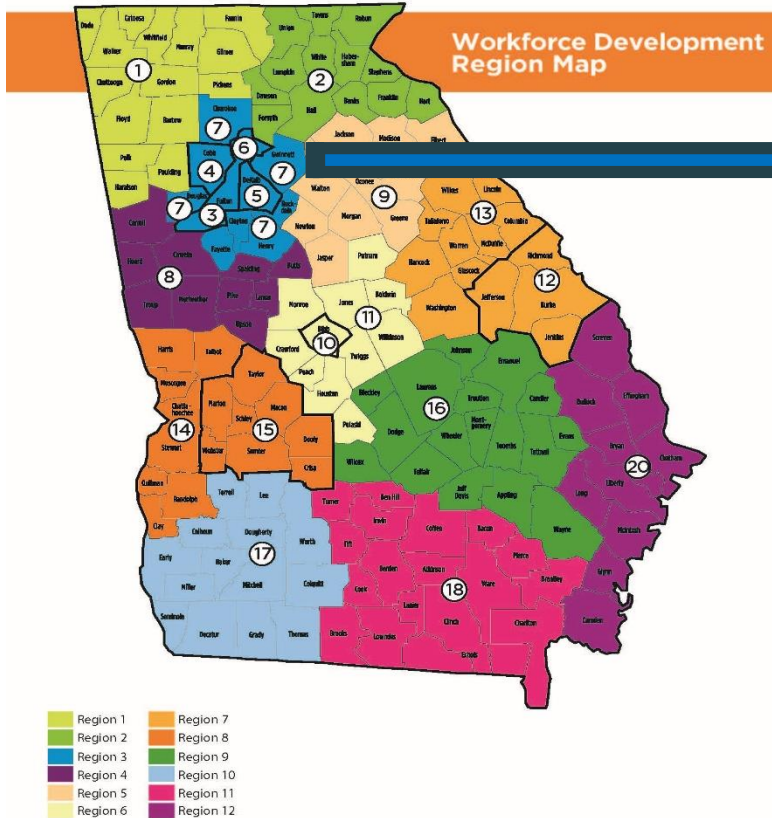
Workforce Services Fayette County

December 12, 2019

Workforce Development is an interconnected set of solutions to meet local employment needs.



Local Workforce Development Areas



Workforce Ecosystem

ARC Workforce Solutions Division
Fiscal & Administrative Agent

One-Stop Career Resource Center

Alternate Access Points:
Satellite Centers & Mobile Unit

Youth Providers

Business Services Direct Outreach

Customers: Job Seekers and Businesses

Adult & Dislocated
Workers

Youth

Business Services

Service Delivery Approach

- 8 Career Resource Centers
 - 1 full-service One-Stop Center
 - 7 Affiliate Centers
- One Mobile Unit
- 10 Youth Programs
- Business Services
 - Work Based Learning
 - Recruitment & Expansion

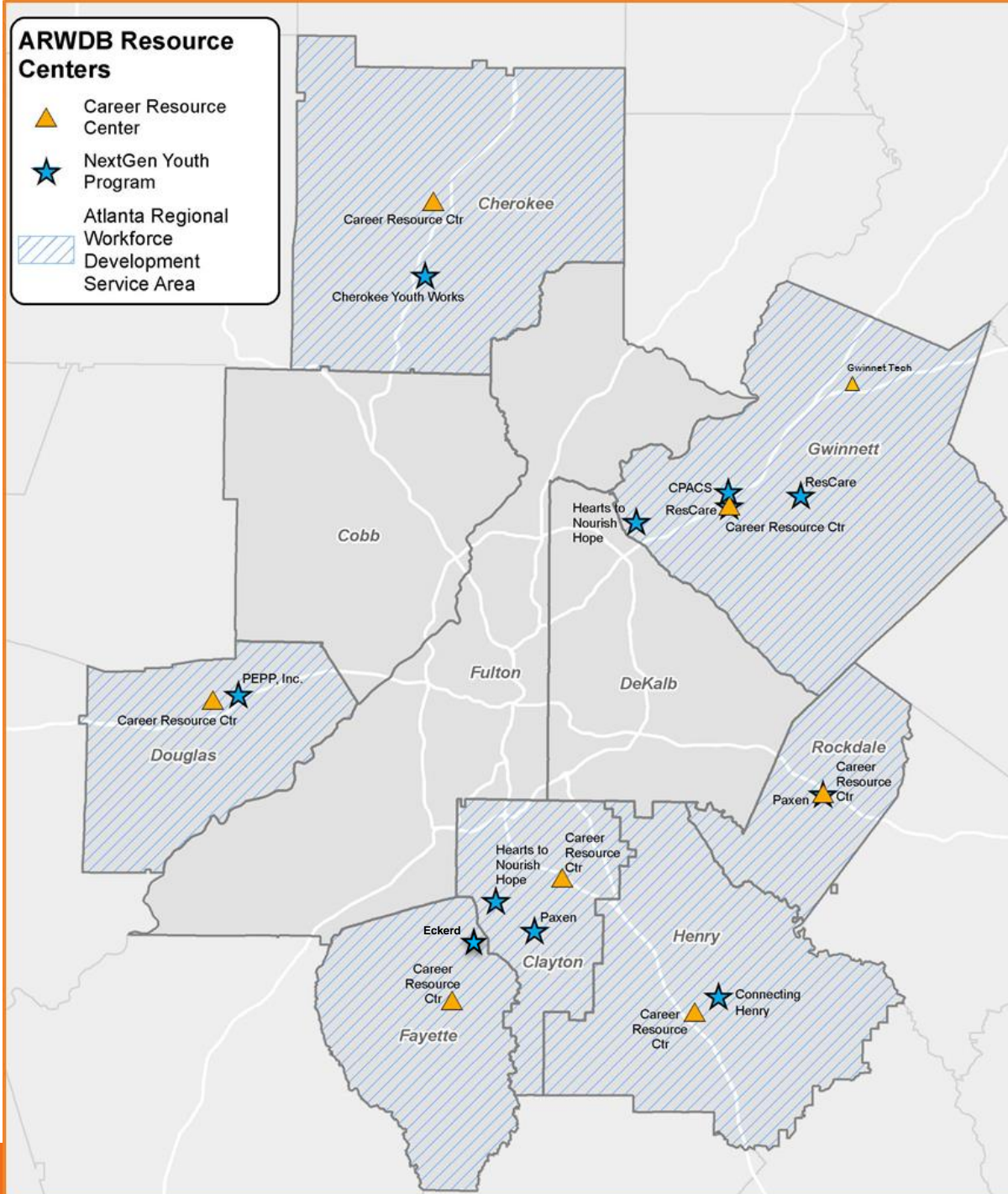
Customers:
Job Seekers
Businesses

ARWDB Resource Centers

▲ Career Resource Center

★ NextGen Youth Program

Atlanta Regional Workforce Development Service Area



Career Resource Center

Magnolia Office Park
500 West Lanier Ave
Suite 707
Fayetteville, GA 30214

Hours: Tuesday – Thursday
8:00 a.m. – 5:00 p.m.

Eckerd Connects (Youth)

1572 Highway 85
Suite 338
Fayetteville, GA 30214

Fayette County Numbers

Career Center Updates

Total visits to Center

PY18 (July 1, 2018 – June 30, 2019) = 547

PY18 Total Active Participants = 21

ARC Mobile Career Lab

- Fayette County Library every 1st and 3rd Tuesday (1:30pm-4pm)
- Peachtree City Library every 2nd Monday (10am – 3pm)
- Fayette Co. Head Start – Parent Workshop (Annually in October)

Future Plans:

PY 19/20 – Job Smart Workshop onsite

Fayette County Numbers

NextGen (Youth) Updates

25 youth participants served in PY2018:

- 11 youth enrolled in GED
 - 5 youth attained their GED
- 5 youth enrolled in some kind of occupational training
 - 3 youth attained an industry recognized credential
- 13 youth participated in the work experience program
 - 9 transitioned to full time employment with the same employer
- 3 youth enrolled in post-secondary education.

Fayette County Numbers

Business Services Updates

Work-Based Learning Contracts

NAECO, LLC

- Customer since 2013 - selected as the Outstanding Business Partner in December 2018
- IWT Contract completed in Jan 2018
- Current OJT contract up to \$100k
- 3 trainees placed

Association of Village Pride (AVPRIDE)

- Current OJT contract of up to \$100k
- 3 trainees placed

TDK Components (Pending completion)

- OJT application under review
- IWT application under review

* both applications approved and contracts completed in July 2019

VIDEO EMBEDDED

Atlanta Regional



Connecting Talent with Opportunity

A proud partner of the American  JobCenter network

COUNTY AGENDA REQUEST

Page 52 of 1044

Department: Code Enforcement

Presenter(s): Harold Myers, Chief Marshal

Meeting Date: Thursday, December 12, 2019

Type of Request: Public Hearing #4

Wording for the Agenda:

Consideration of staff's recommendation to approve a new 2019 Retail Alcohol Beer and Wine License (C19-00594) for Justin Berry, doing business as Berry Food Mart Inc., which is located at 1467 Hwy 92 N., Fayetteville, Georgia 30214.

Background/History/Details:

The applicant has met all requirements per the County Code and the Applicant has been approved by the Code Enforcement Department.

There are no outstanding violations.

What action are you seeking from the Board of Commissioners?

Approval of a new 2019 Retail Alcohol Beer and Wine License (C19-00594) for Justin Berry, doing business as Berry Food Mart Inc., which is located at 1467 Hwy 92 N., Fayetteville, Georgia 30214.

If this item requires funding, please describe:

Has this request been considered within the past two years? No

If so, when?

Is Audio-Visual Equipment Required for this Request? No

Backup Provided with Request? Yes

*** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.**

Approved by Finance Not Applicable

Reviewed by Legal

Approved by Purchasing Not Applicable

County Clerk's Approval Yes

Administrator's Approval

Staff Notes:



C19-02594

ALCOHOLIC BEVERAGE LICENSE APPLICATION

Date Received: 10/17/19 Date sent to Comm. Off. _____FAYETTE COUNTY
CODE ENFORCEMENT140 Stonewall Ave. West
Suite 202
Fayetteville, GA 30214Phone: 770-305-5417
Fax: 770-305-5305E-mail:
CODEVIOLATIONS@FAYETTECOUNTY.GA

Office Use Only

- ☐ Approved
- ☐ Denied

Officer's Initials _____

Remarks

Fees

Retail Package Sales

- ☒ Beer and Wine License - \$1,000.00
- ☐ Beer only - \$750.00
- ☐ Wine only - \$400.00

- ☐ On-Premise (Beer/Wine) - \$1,000.00
- ☐ On-Premise (Wine only) - \$500.00
- ☐ On-Premise (Beer Only) - \$750.00
- ☐ On-Premise (Distilled Spirits) - \$1500.00
- ☐ OnPremise(distilled,malt,wine) \$2500.00

Alcohol beverage catering—\$250.00 annual
Malt/wine—\$25.00 per event
Distilled Spirits—\$50.00 per event
Malt/wine/distilled spirits—\$ 75.00 per event

Approved on premises location fee-

Application fee—\$200.00
Annual Fee—\$200.00
Special Event fee— Limit 3 times annually
Malt—\$75.00
Wine - \$50.00
Distilled—\$ 125.00
Malt/wine/distilled \$ 200.00

OTHER FEES

Administrative/Investigative fee \$200.00
(non refundable)
Employee Permits—\$ 30.00
Fingerprint fee - \$44.25

☐ Alcohol beverage Catering ☐ On premises approved location

☐ On-Premise ☐ Brew Pub ☐ Wholesale
☐ Alcohol beverage catering ☐ Retail Package Sales ☐ Alcohol catering
☐ Approved location—on premise catering

1. Occupational Tax No: 128237
2. Trade name of business for which license is applied: Berry Good Food Mart Inc.
3. Business Name and Store Number: Berry Good Food Mart Inc.
4. Street Address: 1467 Hwy 92 north
City: Fayetteville State: GA Zip Code 30214
5. Mailing Address: 130 Highland Park Dr.
City: McDonough State: GA Zip Code 30252
6. Phone Number: 678-698-6313
7. Fax Number: 678-759-0480
8. E-mail Address: _____
9. Web Address: _____

10. Name and address of each person, firm and corporation having any ownership interest in business and the amount of such interest:

Name	Residence	Interest
Justin Berry	130 Highland Park Dr.	GA 30252 100%

Name	Residence	Interest

Name	Residence	Interest

Name	Residence	Interest

Name	Residence	Interest

11. How much of the capital of this business is borrowed and from: (Attach exhibits if necessary)

Amount	Lender	Interest
n/a		

Amount	Lender	Interest

Amount	Lender	Interest

12. (A) Will this business be owned by the applicant as a sole proprietorship? (Circle)

~~Yes~~ No ^{9B}

(B) If this business will be owned in whole or in part by a partnership, , list the names and address of all general partners, as well as the name and addresses of the licensee, and the license representative.

Name	Address	Interest

Name	Address	Interest

Name	Address	Interest

13. If business is operated by a close corporation list names and addresses of all officers, directors and stockholders, as well as the names and addresses of the licensee and the license representative

Name	Address	City	State	Title
Justin Berry	130 Highland Park Dr.	McDonough	GA	CEO

Name	Address	City	State	Title

14. If business is operated by a corporation, other than a close corporation, the name of the corporation, the address of the corporate office, the name and address of the registered agent for service of process for the corporation and the names and addresses of the licensee and the license representative

Sec # 13

15. Has applicant and/or licensee ever had its/his/her license to sell alcoholic beverage suspended two or more times during the past five years or revoked by any state or political subdivision hereof; and provide any such other appropriate information as may be required by the governing body or Code Enforcement

NO

16. Copy of Secretary of State registration. Attach current copy

17. (A) Is the applicant and/or license holder the owner of the building where business is to be conducted?

☐ Yes

☒ No

(B) Are you also the owner of the land?

☐ Yes

☒ No

(C) If your answer is "NO", to either question, state whether you lease, sub-lease, and/or rent the building and whether you lease, or sub-lease the land or both.

Lease

18. State the full name and address of the owner of the building and the name and address of the owner of the land and the name and address of all lessors and sub-lessors and attach copies of all lease agreement.

Sonoma Enterprise Inc.	} Owner of building / Land	Berry Good Food Mart Inc.
135 Woodstream Way		1467 Hwy 92 N
Fayetteville GA 30215		Fayetteville GA 30214

19. Has the applicant and/or license holder entered into an agreement or contract with either the owner or owners, lessors and sub-lessors for either the building or land or both, which provides for the payment of rent on a percentage or profit sharing basis? (Circle) Yes No

20. Name the manager of the business for which this application is filed and state how he is compensated.

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Justin Berry 130 Highland Park Dr. McDonough GA 30252
Name Address
Manager Salary
Compensation

21. Has any place of business engaged in the sale of distilled spirits, wine or beer with which you have been associated ever been cited or charged at any time with any violation of Georgia law or federal law or municipal law or any rule or regulation or ordinance concerning the sale of such products?

No

Date	Authority Issuing Citation	Violation	Alleged Result

Required Supporting Documentation

Survey showing a scale drawing N.A. on file

Attach affidavit of each person whose name appears on application for license N.A.

Copy of deed or lease N.A.

A background check(s) N.A.

Affidavit stating the license and license representative is 21 year age, a resident of the state and a manager of the business N.A.

Zoning letter _____ on file N.A.

Fire Marshal letter N.A.

Fingerprint by Sheriff's Office N.A.

Business: Berry Good Food Mart Inc.

1467 Hwy. 92 N.

Fayetteville Ga 30214

LICENSEE APPLICATION
PART 2

INSTRUCTIONS:

Fill in all blanks with complete and accurate information or your application will not be processed and your fee will be forfeited.

1. Last Name: Berry First: Justin Middle: O
2. List maiden name and all married names: Justin Berry
3. Age: 37 Date of Birth: 1982 Social Security No: [REDACTED]
4. Place of Birth: Riverdale State: GA Country: Clayton
5. U.S. Citizen: Yes X No Alien Registration No:
6. Date and Port of Entry:
7. If naturalized, when:
8. Business Name and Address where you are employed and the permit is required:
Business Name: Berry Good Food Mart INC.
Street Address: 1467 Hwy 92 north
City: Fayetteville State: GA Zip Code: 30214
9. Your position or job at the above address: CEO / GM
10. Your home street address: 130 Highland Park Dr.
City: McDonough State: GA Zip Code: 30252
11. Your home telephone number: 678-698-6313 Work: 770-990-6809
12. Your e-mail address: [REDACTED]
13. Your mailing address: 130 Highland Park Dr.
City: McDonough State: GA Zip Code: 30252
14. Resident of: McDonough County: Henry State: GA
15. Is the above address your bona fide place of domicile? (Circle) (Yes) No
16. How long have you lived at the above address? 2 year
17. If less than 10 years, give your previous and legal address and the length of time you resided at said residence? 355 Camelot Dr.
Fayetteville GA 30214 8 years

12. In the spaces provided below, list all convictions including pleas of nolo contendere, first offender, forfeiture of bond, etc., for any felony or misdemeanor, relating to the sale or use of alcoholic beverages, crimes of moral turpitude, gambling, sexual offenses, assault, battery, Family Violence, or illegal drugs within the five years prior to the date of application:

Date of Offense	Place of Offense	Type	Disposition
1.	None		
2.			
3.			
4.			

If additional space is required, attach a sheet with the additional offenses and information concerning

Under Georgia Criminal Code Section 16-10-20, any person who knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or device, makes a false, fictitious, or fraudulent statement or representation, shall, upon conviction therefore, be punished by a fine of not more than \$1,000.00 or by imprisonment for not less than one year nor more than five years, or both.

JB

You must initial that you have read this statement.

I have read and understand that any falsehood or half-truth submitted in this application is a felony and will render me ineligible to serve alcoholic beverages in this County. I also understand that any falsehood or half-truth discovered by investigators during the term of this permit (which is one year from the date of the application) is grounds for its revocation and my subsequent prosecution.

[Signature]
Signature of Applicant

10/17/19

Date

I hereby authorize the Fayette County Marshal's Office to receive any criminal history record information pertaining to me which may be in the files of any state or local criminal justice agency in Georgia.

Justin Berry

Full Name Printed

130 Highland Park Dr. McDonough GA 30252

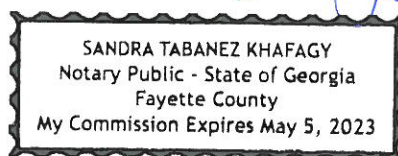
Address

Sex: M

Race: B/K

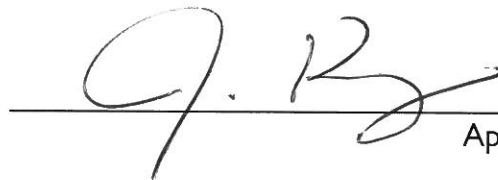
Date of Birth: [Redacted] 82 Social Security No. [Redacted]

Notary: *[Signature]* Date: 10/21/19



Verification

I, Justin Berry,
 applicant, do solemnly swear, subject to criminal penalties for false swearing,
 that the statements and answers made by me to the foregoing questions in
 this application for a County of Fayette license as a dealer in alcoholic
 beverages, are true, and no false or fraudulent statement or answer is made
 therein to procure the granting of such license.

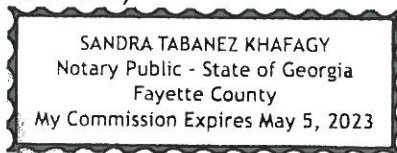


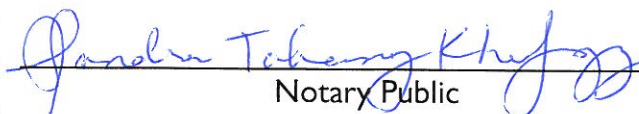
Applicant's Signature
 (full name signed in ink)

I certify that Justin Berry has
 provided me with proper documentation as verification of his/her identity;
 documentation being: _____. I also certify that
 he/she signed his/her name to the foregoing application after stating to me
 that he/she knew and understood all statements and answers made therein,
 and under oath actually administered by me, has sworn that said statements
 and answers are true.

This 21st day of October, 2019.

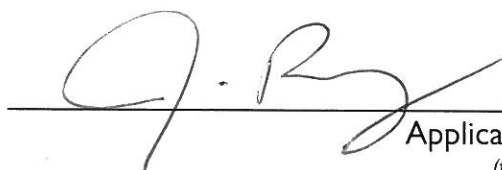
(Affix Seal)




 Notary Public

Alcoholic Beverage Ordinance

- ♦ My signature acknowledges that I have received a copy of the New Fayette County Alcoholic Beverage License Ordinance.
- ♦ It is my responsibility to know its content.
- ♦ This ordinance is strictly enforced.



Applicant's Signature
(full name signed in ink)

Should you have any questions, please call the Code Enforcement Office at 770-305-5417.

STATE OF GEORGIA

Secretary of State

Corporations Division

313 West Tower

2 Martin Luther King, Jr. Dr.

Atlanta, Georgia 30334-1530

CERTIFICATE OF INCORPORATION

I, **Brad Raffensperger**, the Secretary of State and the Corporation Commissioner of the State of Georgia, hereby certify under the seal of my office that

Berry Good Food Mart Inc
a Domestic Profit Corporation

has been duly incorporated under the laws of the State of Georgia on **10/13/2019** by the filing of articles of incorporation in the Office of the Secretary of State and by the paying of fees as provided by Title 14 of the Official Code of Georgia Annotated.

WITNESS my hand and official seal in the City of Atlanta
and the State of Georgia on **10/16/2019**.



Brad Raffensperger

Brad Raffensperger
Secretary of State

ARTICLES OF INCORPORATION

Electronically Filed

Secretary of State

Filing Date: 10/13/2019 3:42:44 PM

BUSINESS INFORMATION

CONTROL NUMBER	19134845
BUSINESS NAME	Berry Good Food Mart Inc
BUSINESS TYPE	Domestic Profit Corporation
EFFECTIVE DATE	10/13/2019
SHARES	1000000

PRINCIPAL OFFICE ADDRESS

ADDRESS	130 HIGHLAND PARK DR, MCDONOUGH, GA, 30252, USA
----------------	---

REGISTERED AGENT

NAME	ADDRESS	COUNTY
JUSTIN BERRY	130 HIGHLAND PARK DR, MCDONOUGH, GA, 30252, USA	Fayette

INCORPORATOR(S)

NAME	TITLE	ADDRESS
JUSTIN BERRY	INCORPORATOR	130 HIGHLAND PARK DR, MCDONOUGH, GA, 30252, USA

OPTIONAL PROVISIONS

ARTICLE 1. Existence. The Corporation is to have perpetual existence. ARTICLE 2. Purpose The Corporation is organized for profit for any lawful purpose not specifically prohibited to Corporation applicable laws. The nature of the business and the objects and purposes to be transacted, promoted or carried on by the Corporation are to do any of the things herein mentioned as fully, and to the same extent, as a natural person could do. A. To operate any business that can be lawfully transacted in the state of GA and to do business incidental to the operations of such an enterprise. B. To own, buy, sell, lease, improve and deal generally in real and personal property of every type and description. C. To borrow money and for the purpose of carrying on the business of this Corporation, to lease, buy, sell, convey, rent and mortgage or pledge, both real and personal property as the same shall be necessary or incidental to the carrying on of the said business. D. Subject to the limitations and restrictions imposed by law, to make, accept, endorse, execute and issue promissory notes, bills of exchange, bonds, debentures, or other obligations from time to time for the purchase of property or for any purpose in or about the business of the company. E. To establish lines of credit with banking houses for the purposes hereinabove enumerated and set forth, and to incur indebtedness and to raise, borrow and secure the payment of money in any lawful manner, including the issue and sale or other disposition of warrants, bonds, debentures or obligations, negotiable and transferable instruments, and evidences of indebtedness of any kind, whether secured by mortgage, pledge, deeds of trust, or otherwise, for the purpose of adding additional capital or for any other purposes in or about its business or affairs without limit as to amount, except as provided by statute, this to be done on such terms and conditions and by such officers as said banking house or houses may require. F. To acquire the property, rights, franchises, certificates and good will, including the whole or any part of the assets, and in connection therewith, assume or guarantee such liabilities of any person, firm, association or other Corporation as this Corporation may lawfully acquire or assume, to pay for the same in cash, or in ownership interest of this Corporation or otherwise. G. To subscribe for, buy, sell and own stock, notes or bonds of any other Corporation. H. To engage in any other lawful activity, except that of banking or insurance. The forgoing clauses shall be construed as powers, as well as objects and purposes, and the matters expressed in each clause shall, except as otherwise expressly provided, be in no wise limited by reference to or inference from the terms of any other clause, which shall be regarded as independent objects, purposes and powers; and the enumeration of specific objects, purposes and powers shall not be construed to limit or restrict in any manner the meaning of general terms of the powers of the Corporation now or hereafter conferred by law, nor shall the expression of one thing be deemed to exclude another not expressed, although it be of like nature. The Corporation will have the right, however, to establish offices and to transact its business in any part and in different parts of the State of Georgia and in any and all states, territories, districts, colonies and dependencies of the United States of America.

Georgia, the following provisions are adopted for the management of the business and for the conduct of the affairs of the Corporation, and for defining, limiting and regulating the powers of the Corporation, the directors and the stockholders: (a) The books of the Corporation may be kept outside of the State of Georgia at such place or places as may from time to time be designated by the Board of Directors. (b) The business of the Corporation shall be managed by its Board of Directors; and the Board of Directors shall have power to exercise all the powers of the Corporation, including (but without limiting the generality hereof) the power to create mortgages upon the whole or any part of the property of the Corporation, real or personal, without any action of or by the stockholders, except as otherwise provided by statute or by the Bylaws. (c) An increase in the number of directors shall be deemed to create a vacancy or vacancies in the Board of Directors, to be filled in the manner provided in the Bylaws. Any director or any officer elected or appointed by the stockholders or by the Board of Directors may be removed at any time, in such manner as shall be provided in the Bylaws. (d) The Board of Directors shall have power to make and alter Bylaws, subject to such restrictions upon the exercise of such power as may be imposed by the stockholders in any bylaws adopted by them from time to time. (e) The Board of Directors shall have the power, in its discretion, to fix, determine and vary, from time to time, the amount to be retained as surplus and the amount or amounts to be set apart out of any of the funds of the Corporation available for dividends as working capital or a reserve or reserves for any proper purpose, and to abolish any such reserve in the manner in which it was created. (f) The Board of Directors shall have the power, in its discretion, from time to time, to determine whether and to what extent and at what times and places and under what conditions and regulations the books and accounts of the Corporation, or any of them, other than the stock ledger, shall be open to the inspection of stockholders; and no stockholder shall have any right to inspect any account or book or document of the Corporation, except as conferred by law or authorized by resolution of the directors or of the stockholders. (g) Upon any sale, exchange or other disposal of the property and/or assets of the Corporation, payment therefor may be made either to the Corporation or directly to the stockholders in proportion to their interests, upon the surrender of their respective stock certificates, or otherwise, as the Board of Directors may determine. (h) In case the Corporation shall enter into any contract or transact any business with one or more of its directors, or with any firm of which any director is a member, or with any Corporation or association of which any director is a stockholder, director or officer, such contract or transaction shall not be invalidated or in any way affected by the fact that such director has or may have an interest therein which is or might be adverse to the interests of the Corporation, even though the vote of such director might have been necessary to obligate the Corporation upon such contract or transaction; provided, that the fact of such interest shall have been disclosed to the other directors or the stockholders of the Corporation, as the case may be, acting upon or with reference to such contract or transaction. (i) The Corporation reserves the right to amend, alter, change, add to or repeal any provision contained in this Certificate of Incorporation in the manner now or hereafter prescribed by statute; and all rights herein conferred are granted subject to this reservation.

AUTHORIZER INFORMATION	
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AUTHORIZER SIGNATURE	VEENA GOURI
AUTHORIZER TITLE	Attorney In Fact

FAYETTE COUNTY PLANNING AND ZONING DEPARTMENT

140 STONEWALL AVENUE WEST

FAYETTEVILLE, GEORGIA 30214

(770) 305-5421

TO: Fayette County News

FROM: Nicole Anderson, Code Enforcement

DATE: Nov 1, 2019

SUBJECT: Public Hearing for the Approval of a Retail License to Sell Alcoholic Beverages.

Ad to run: 11/06/19

Legal Notice Number:

**NOTICE OF PUBLIC HEARING FOR THE APPROVAL OF A RETAIL
LICENSE TO SELL ALCOHOLIC BEVERAGES.**

PUBLIC HEARING to be held before the Fayette County Board of Commissioners on **December 12, 2019**, in the Fayette County Administrative Complex, 140 Stonewall Avenue West, Public Meeting Room, First Floor, Fayetteville, Georgia at 2:00 P.M.

An application has been submitted to the Fayette County Board of Commissioners for a retail license to sell alcoholic beverages at the following location: 1467 Hwy 92 N Rd., Fayetteville, Georgia 30214. The business name is Berry Good Food Mart Inc., Justin Berry has requested to be appointed as the licensee. The Board of Commissioners will consider the proposed application on Thursday, December 12, 2019 at 2:00 P.M.

A copy of the above is available in the office of the Fayette County Planning and Zoning Department, 140 Stonewall Avenue West, Suite 202, Fayetteville, Georgia.

This 1st day of November 2019.

Nicole Anderson, Code Enforcement Officer
Division of the Marshal's Office

Ad to run: 11/06/19

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This 1st day of November 2019.

Ad to run: 11/06/19

Nicole Anderson, Code Enforcement Officer Division of the Marshal's Office

November 6, 2019



FAYETTE County
Create Your Story!

Fire and Emergency Services

140 Stonewall Avenue West, Ste 214
Fayetteville, GA 30214
Phone: 770-305-5414
www.fayettecountyga.gov

October 17, 2019

Berry Good Food Mart
1467 Hwy 92 N
Fayetteville, GA 30214

RE: CERTIFICATE OF FIRE SAFETY COMPLIANCE

Dear Owner/Occupant:

Enclosed is your Certificate of Fire Safety Compliance for your business. Please display this with your business license. The certificate will be issued only once and it must be posted in plain view and remain on premises at all times.

Sincerely,

Fayette County Bureau of Fire Prevention

Anthony S. Koranda
Lieutenant

Enclosure

2019_0184

Fayette County Fire Fire Safety Compliance Certificate

Berry Good Food Mart

1467 Hwy 92 N

This permit is subject to the condition(s) cited below:

Valid, provided the internal or external features of the building are not materially altered, the type of occupancy remains unchanged or there has been no fire of serious consequence, or other hazard discovered. Certificate not transferable.

Effective: 10/22/2019

Expires: 10/22/2069

Fee \$50

Anthony S. Koranda, LT



Fayette County
Finance Department
140 Stonewall Avenue West
Suite 101
Fayetteville, GA 30214
Phone: 770-305-5413

2019

OCCUPATIONAL TAX CERTIFICATE

**** NOTICE ****

This certificate becomes null & void if ownership changes. We must be notified in writing within 5 days of such change or transfer. A fee of \$35.00 will apply.

Business Location:

1467 HWY 92 NORTH

Customer # 128237

BERRY, JUSTIN
BERRY GOOD FOOD MART
130 HIGHLAND PARK DRIVE
MCDONOUGH, GA 30252

Account Number
104506

Type
CONVENIENCE STORE

Certificate
Number
8065

Issued
10/21/2019

Expires
12/31/2019

Tax Amount	37.50
Reinstatement Fee and Penalty	.00
Interest	.00
Total Amount	37.50

BY: 

*** POST THIS CERTIFICATE IN A CONSPICUOUS PLACE ***

Office Copy Only

**** NOTICE ****

This certificate becomes null & void if ownership changes. We must be notified in writing within 5 days of such change or transfer. A fee of \$35.00 will apply.

2019

OCCUPATIONAL TAX CERTIFICATE

Business Location: 1467 HWY 92 NORTH

Customer # 128237

Account Number	Tax Amount	Certificate Number
104506	37.50	8065
Type	Reinstatement Fee and Penalty	Issued
CONVENIENCE STORE	Interest	10/21/2019
	Total Amount	Expires
	37.50	12/31/2019

BERRY, JUSTIN
BERRY GOOD FOOD MART
130 HIGHLAND PARK DRIVE
MCDONOUGH, GA 30252



Fayette County
Finance Department
140 Stonewall Avenue West
Suite 101
Fayetteville, GA 30214
Phone: 770-305-5413

Inspection No:

Inspection Date: 10/29/2019

Inspection Time: 0.42

Inspector: Brian Davis

Page 71 of 1044

**Fayette County
Fire Marshal's Office
Fire Inspection Report**

Inspection and Compliance Orders

Facility:	Berry Good Food Mart	Address:	1467 92 HWY N		
Phone:	(678) 698-6313				
Fax:		City:	Fayetteville		
Email:		State:	GA	Postal Code:	30214
Contact:	Justin Berry	Work:	(678) 698-6313		
Email:		Cell:			

Inspection Type:	BFP Inspection/Annual UGST
-------------------------	----------------------------

Violation Code	Days to Correct *	Violation/Notes	Location
----------------	-------------------	-----------------	----------

Inspection Notes

Passed UGST Inspection

Owner/Representative:

Inspector:

Brian D. Davis

A variance procedure is available. Please contact the inspector named for further assistance with this or any other matter.

* Number of days to correct from date inspected.

LEASE AGREEMENT

This lease made this 1st day of October 2019 with force and effect by and between Sonoma Entp Inc, first party, (hereinafter called "landlord"), and Berry Good Food Mart Inc., (hereinafter called "Tenant").

1. Landlord, for and in consideration of the rents, covenants, agreements, and stipulations hereinafter mentioned, reserved, and contained, to be paid, kept and performed by Tenant, has leased and rented, and by these presents does of rent, unto the said Tenant, and Tenant hereby agrees to lease and take upon the terms and conditions which hereinafter appear, the following described property (hereinafter called "premises"), to wit: 1467 Hwy 92 N Fayetteville, GA 30214.
2. Tenant shall have and hold the same for a term beginning on the 1st day of October, 2019 and ending the 30th day of September, 2024, at midnight unless sooner terminated or extended hereinafter provided.
3. As rent, Tenant has paid to the landlord at the signing hereof, the sum of six thousand dollars (\$6,000.00) which is representing the first and last month's rent.
4. Tenant acknowledges and agrees to keep property owner harmless against any lawsuit occurs because of negligence of tenant or employees. Tenant and Landlord agree on rent reduction as an incentive for the tenant (see Article A). Tenant will have first right of refusal, If they do not exercise the right- this lease will be null and voided.
5. Tenant shall pay water, sewer, gas, electricity, fuel, light, heat and power bills for the leased premises, or used by Tenant in connection therewith.
6. Tenant shall pay property taxes, insurance of the property, personal property and other taxes.
 - A. Tenant shall not cancel any contracts from Sonoma Entp Inc. until they are expired.
 - B. Premises shall be used for convenience gas store or similar commercial and office purposes and no other. Premises shall not be used for any illegal purposes, or in any manner to create a nuisance or trespass.

JB
AA

7. Tenants agrees not to abandon or vacate leased premises during the period of this lease and agrees to use said premises for the purposes herein leased until the expiration hereof. Should the facility be closed or vacant, or unattended for seven or More consecutive days, the Tenants will be determined to have breached this agreement and the landlord may opt to consider this lease agreement null or void.

8. Except for repairs rendered necessary by the negligence of Tenants, its agents , employees, or invitees, Landlord agrees to keep in good repair the roof and Foundations , but except to extent covered by premises insurance, exclusive of all glass And exclusive of all exterior doors. Landlord gives to Tenants exclusive control of Premises except as otherwise herein stated, and shall be under no obligation to inspect The premises. Tenants shall promptly report in writing to Landlord any defective conditions known to it which Landlord is required to repair, and failure to report such Defects shall make Tenants responsible to Landlord for any liability incurred by Landlord by reason of such defects.

9. Tenants accepts the leased premises, as is, in their present condition and as suited for the uses intended by Tenants. Tenants shall throughout the initial term of this Lease and all renewals thereof, at its expense maintain the interior of the leased premises, as well as fixtures and heating and cooling systems in good order and repair. Tenants Hereof, further agrees to keep the leased premises including plate glass, drapes and carpeting, clean and to return said premises to Landlord at the expiration or prior termination of the lease, in as good condition and repair as when first received on date hereof, natural wear and tear, and damages by storm, fire, lighting, earthquake or other casualty along excepted. Tenants may, at Tenants' expense and the inception of this lease, make such non-structural alterations as will suite the premises for use during the tenure hereof, by Tenants.

a. The state of Georgia, the county of Fayette declares eminent domain landlord is be hold harmless.

10. All repairs, maintenance, record keeping, unkeeping and upgrading for all gas related expenses will be Tenants responsibilities, including but not limited to SIR reports to state of Georgia.

11. Tenants shall agree to indemnify and save Landlord harmless against all claims for damages to persons or property by reason of the use or occupancy of them lease premises, and all expenses incurred by Landlord because thereof, including attorneys' fees and court cost.

12. Tenants agree at its expense to comply promptly with all requirements or any legally constituted public authority, if such requirements are imposed by Reason of Tenants' occupancy of said premises Landlord agrees promptly to comply with Any such requirements not imposed by reason of Tenants' occupancy.

JB
JA

13. Tenants shall not, without prior written consent of Landlord endorsed herein, assign this lease or any interest hereunder, or sublet premises or any part thereof, or permit the use of premises by any party other than Tenants, unless expressly set forth herein. Consent to any assignment shall not destroy this provision, and all later assignments shall be made likewise only on the prior written consent of Landlord. No assignment by Tenants shall relieve Tenants of any liability. No assignment shall be reasonable declined by Landlord.

13a. Tenant will lease property as is.

14. Tenants may at its option install fixtures and equipment not requiring structural alteration of the premises, and may (if not in default hereunder) prior to the expiration of this lease or any extension hereof, remove the same, provided, however, Tenants shall repair all damage to the premises caused by such removal.

15. If Tenants shall default in performing any of the terms or provisions of this lease, and shall fail to cure or provide a plan to cure said default within ten (10) days after written notice thereof from Landlord, Landlord at his option may at once, or within (6) months thereafter while such default continues, terminate this lease by written notice to Tenants, whereupon this lease shall end. Upon such termination by Landlord, Tenants shall at once surrender such possession of the premises to Landlord and remove all of Tenants' effects therefrom and Landlord may forthwith re-enter the premises and repossess itself thereof, and remove all persons and effects therefrom, using such force as may be necessary.

16. Landlord, as Tenants' agent, without terminating this lease, upon Tenants' breaching this contract, may at Landlord's option enter upon and rent the premises at the best price obtainable by reasonable effort, without advertisement and by private negotiations and for any term Landlord deems proper. Tenants shall be liable to Landlord for the deficiency, if any, between Tenants' rent hereunder and the price obtained by Landlord on reletting.

17. Tenants shall place no signs upon the outside walls or roof of the leased premises except with the written consent of the Landlord. Tenants shall be responsible to Landlord and to all others affected, for any damage caused by installation, use or maintenance of said signs, and Tenants agrees upon removal of said signs to repair all damage incident to such removal and restore the buildings exterior to its condition prior to affixing said signs.

18. Landlord may card premises "For Rent" or "For Sale" sixty (60) days before the termination of this lease. Landlord may enter the premises at reasonable hours to exhibit the same to prospective purchasers or tenants and make repairs required of Landlord under the terms hereof, or to make repairs to Landlord's adjoining property, if any.

JB
A*

19. No termination of the lease prior to the normal ending thereof, by lapse of time or otherwise, shall affect Landlord's right to collect rent for the period prior to termination, subject to provisions of paragraph 9 above.

20. Tenants' rights shall be subject to any bona fide mortgage or deed to secure debt, which is now, or may hereafter be, placed upon the premises by Landlord.

21. This contract shall create the relationship by Landlord and Tenants between the parties hereto, no estate shall pass out of Landlord. Tenants has only a usufruct, not subject to levy and sale, and not assignable to Tenants except by Landlord's consent.

22. If Tenants remains in possession of the premises after expiration of this term hereof, with Landlord's acquiescence and without any express agreement of the parties. Tenants shall be tenants at will at the rental rate in effect at the end of lease, and there shall be no renewal of this lease by operation of law.

23. No failure of Landlord to exercise any Power given Landlord hereunder, or to insist upon strict compliance by Tenants with their obligation hereunder, and no custom or practice of the parties at variance with the terms hereof shall constitute a waiver of Landlord's right to demand exact compliance with the terms hereof.

24. Time is of the essence of this agreement.

25. "Landlord" as used in this lease shall include First Party, his successors and assigns.

26. "Tenants" shall include Second Party, his successors and assigns, and if this lease shall be validly assigned, shall include also Tenants' assignees, as to the premises covered by such assignment.

27. Insofar as the following stipulations conflict with any of the foregoing provisions, the following shall control:

(a) The parties agree that the Landlord retains the right when necessary for inspection servicing or repair of the building.

(b) Monthly rental payments shall be due and payable on or before each stated due date, time being of the essence as to same, and nothing herein shall require Landlord to give written notice or allow ten (10) days to cure a default in such payments.

(c) Attorney's fees. It is hereby agreed to and understood by the parties to this lease that if either party obtains a judgment against the other for breach of

JB
LA

contract of any provision hereof, that party's contract damages include all attorney's fees and other litigation expenses incurred by it in obtaining such judgment.

(d) Tenants understands and agrees that this lease does not extend to any property (real and person) other than the building of Landlord.

(e) The premises shall only be used for lawful purposes and shall be open for a minimum following the hours of operations: Monday--Thursday 6:00 a.m. - 11:00p.m. Friday--Saturday 6:00 a.m. - 11:00p.m. Sunday 7:00 a.m. - 10:00 p.m.

(f) Tenants shall be responsible for the transfer of all utilities and licenses into his name after the signing of this agreement.

(g) As a security deposit with Landlord upon signing of this Lease the sum of Ten Thousand Dollars (\$10,000.00) which the Landlord may at his sole discretion use to pay any obligation Tenants may have to any gas company, government authority or unpaid taxes.

(h) Tenants will be responsible for keeping up with gas deliveries and Daily Inventory Records Systems for EPA and will pay all costs incurred as a result of changes that may be required.

(i.) Tenants will be responsible for any liability caused by Tenants and will hold Landlord harmless and indemnify him from any and all claims by anyone doing business with tenants.

(j) Tenants will keep gas pumps and all other equipment in good repair and working order and shall pay all costs pertaining to thereto.

(k) Tenants will operate the business for at least the first term of this lease before selling it to another party with Landlord's prior written permission being required.

(l) Tenants will not sublease the property or business without the Landlord's prior written consent.

(m) Landlord shall be allowed to inspect the property and equipment at any time without notice.

(n) Tenants shall ensure that routine maintenance and inspections are done on the property to ensure proper and sanitary use of the facilities and equipment in accordance with standards of care or other requirements imposed by any other third parties (i.e. county, state, federal or other local government agencies, and, other third parties including vendors).

JB
LA

- (o) Tenants will be responsible for all gas related expenses.
- (p) Tenants shall ensure that there is a minimum of Sixty Thousand Dollars (\$60,000.00) of inventory (at cost) at all times on the business of Mountain View Convenience Store.
- (q) Tenants shall surrender possession of the premises immediately upon termination, cancellation or non-renewal of this lease. Landlord has the right to repossess the premises immediately upon termination, cancellation or non-renewal of this lease. Any notice required by this lease shall be in writing.
- (r.) In the event of bankruptcy being filed by Tenant(s), this lease shall be immediately null and void.
- (s) Landlord is responsible for only repair of the roof.
- (t) If Tenants buy gas over the rack, Tenants will be responsible for all annual and other tests at their expense to keep the gas/underground tanks updated, pump repaired, working order and shall pay all costs pertaining thereto.
- (u) Tenants may sell the business only with Landlord's prior written permission, which will not be unreasonably withheld.
- (v) Tenants will not sublease the property or business without Landlord's prior written consent.
- (w) If the State of Georgia changes any laws while this lease is in affect, Tenant is required to follow all new laws and regulations implemented including petroleum requirements and all cost subject to the changes in the law.
- (x) Tenants will supply financial statement and tax returns for the last two (2) years.
- (y) Gas company may require L.O.C. of Fifteen Thousand Dollars (\$15,000.00) at any time from Tenants.
- (z) ~~DIAROGA INC. must pay any previous debts to state, federal, city, county and local government agencies and must pay Landlord any monies prior to closing otherwise this lease will be null and void.~~

This lease contains the entire agreement of the parties hereto and no representations, inducements, promises or agreements, oral or otherwise, between the parties not embodied herein, shall be of any force or effect.

IN WITNESS WHEREOF, the parties herein have hereunto set their hands an

JB
JA

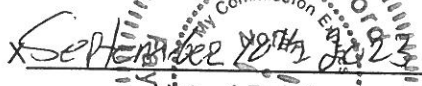
seals, in triplicate, the day and year first above written.

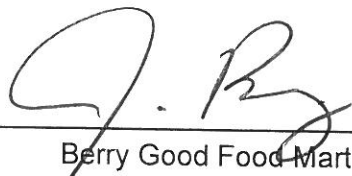
Signed, sealed and delivered

As to Landlord, in the presence of

x 
Unofficial Witness

x 
Sonoma Entp Inc.
(Nida Sonia Amin)

x 
Notary Public
My Commission Expires 10/24/19
Floyd Pettiford
Commission Expires
County, Georgia

x 
Berry Good Food Mart
(Justin Berry)

JB


SB
AM

Exhibit A

- ★ The initial term of the lease is 5 years between Sonoma Entp. Inc and Justin Berry for 1467 Hwy 92 N Fayetteville, GA 30214
- ★ Basic rent is \$3000. Rent will be reduced as a courtesy.

First 3 months	Free
4-12 months	\$2000
2nd year	\$2300
3rd year	\$2600
4th year	\$3000
5th year	\$3000

- ★ Tenant will have the first right of refusal of the property.
- ★ This is a triple net lease.
- ★ There is a \$10,000 security deposit required for the lease which is refundable.
- ★ First and last month's rent is waived for Berry's Food Mart Inc.

JB
JA'

Exhibit B

Berry Good Food Mart Inc (Justin Berry) also called tenant agrees to pay the rent on or before the 5th of each month.

There will be a 10% late fee applied if payment is not made by the 5th of the month.

SONOMA ENTP INC


Date: 10/24/2019



Sonia Amin

BERRY GOOD FOOD MART INC.

Date: 10/24/2019



Justin Berry

JB
JA

MISCELLANEOUS PAYMENT RECPT#: 6990078

Page 82 of 1044

FAYETTE COUNTY, GA
140 Stonewall Avenue, West
BE
FAYETTEVILLE GA 30214

DATE: 10/21/19 TIME: 10:08
CLERK: 9597ttem DEPT:
CUSTOMER#: 0

COMMENT:

CHG:

321100 FINGERPRINTS/AP 244.25

REVENUE:

1 10000001 321100 244.25
ALCOHOLIC BEVERAGES LICENSES

CASH:

000 111113 244.25
WELLS FARGO BANK/CON

AMOUNT PAID: 244.25

PAID BY: BERRY GOOD FOOD MART

PAYMENT METH: CHECK

COUNTER

REFERENCE: 10/21/2019

AMT TENDERED: 244.25

AMT APPLIED: 244.25

CHANGE: .00

Fayette County Code Enforcement Department

Departmental Check List for Alcohol Beverage License

Address : 1467 Hwy 92 north City: Fayetteville, GA

Contact Person : Justin Berry Phone Number : 678-698-6313

1. Planning and Zoning Department - (Suite 202) 770-305-5421

Printed Name:

Reviewed By:

Date: 11/1/19 Approved: HCS Denied: _____ N/A: _____

2. Fire Marshal Office - (Suite 214) 770-305-5414

Printed Name:

Reviewed By:

James D. Hall/Anthony S. Korando

Date: 10/22/19 Approved: B.D. Denied: _____ N/A: _____

3. Code Enforcement - (Suite 202) 770-305-5417

Printed Name:

Reviewed By:

Date: 10/21/19 Approved: NA Denied: _____
N. Greason



COUNTY AGENDA REQUEST

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Department: Board of Commissioners

Presenter(s): Tameca P. White, County Clerk

Meeting Date: Thursday, December 12, 2019

Type of Request: Consent #5

Wording for the Agenda:

Approval of the County Clerk's recommendation to adopt the 2020 County Commissioner Meeting Schedule.

Background/History/Details:

Each year, the Board of Commissioners formally adopts its meeting schedule. The meeting schedule is then distributed to citizens, the media, and to staff. The adopted meeting schedule is also added to the County's website for reference.

Typically, the months of November and December have only one meeting per month, as the second Thursday of each month falls on a nationally recognized holiday.

Meetings that are moved to Tuesday are to accommodate the ACCG training schedule for 2020 and allow for safer travel. Those with certification must acquire 18 hours of continuing education to maintain certification.

Proposed meeting time for the November 12 and December 10 meetings is 2:00 p.m.

What action are you seeking from the Board of Commissioners?

Approval of the County Clerk's recommendation to adopt the 2020 County Commissioner Meeting Schedule.

If this item requires funding, please describe:

Not Applicable.

Has this request been considered within the past two years? No

If so, when?

Is Audio-Visual Equipment Required for this Request? No

Backup Provided with Request? Yes

*** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.**

Approved by Finance Not Applicable

Reviewed by Legal

Approved by Purchasing Not Applicable

County Clerk's Approval Yes

Administrator's Approval

Staff Notes:

2020 COUNTY COMMISSION MEETING SCHEDULE

THIS SCHEDULE REFLECTS THE CURRENT MEETING FORMAT FOR MEETINGS AS FOLLOWS:

REGULAR MEETINGS ON THE 2ND AND 4TH THURSDAY OF EACH MONTH AT 6:30 P.M.: Agendas for these “Regular” meetings can include any subject but in particular, matters of interest to the general public such as public hearings on rezoning petitions, budget discussions, and requests from County Departments that require action by the Board, etc. Thursday meetings include a time for “Public Comment” when attendees can speak to the Board on any subject not on the meeting’s agenda. Attendees will be permitted to speak on Agenda items as they are addressed in the meeting. Agendas are prepared and published in advance. All sessions are open to the public and are attended by members of the Press.

Canceled meetings, special called meetings and special topic workshops are announced in accordance with requirements of State law. ***PLEASE NOTE THAT DURING THE MONTHS OF NOVEMBER AND DECEMBER, THE TYPICAL MEETING DATES ARE OFTEN ALTERED TO ACCOMMODATE HOLIDAY SCHEDULES.**

DATE	TIME	NOTES		DATE	TIME	NOTES
January 9	6:30 p.m.	Organizational Meeting		July 9	6:30 p.m.	
January 23	6:30 p.m.			July 23	6:30 p.m.	
February 13	6:30 p.m.			August 13	6:30 p.m.	
February 27	6:30 p.m.			August 27	6:30 p.m.	
March 12	6:30 p.m.			September 10	6:30 p.m.	
March 26	6:30 p.m.			September 24	6:30 p.m.	
April 9	6:30 p.m.			October 8	6:30 p.m.	
Tuesday, April 21	6:30 p.m.	ACCG Annual Conference-Savannah- April 24-27		October 22	6:30 p.m.	
May 14	6:30 p.m.			November 12	2:00 p.m.	
May 28	6:30 p.m.			November 26	No Meeting	Thanksgiving Day
Tuesday, June 9	6:30 p.m.	ACCG Summer training-Callaway Gardens- June 11-12		December 10	2:00 p.m.	
June 25	6:30 p.m.			December 24	No Meeting	Christmas Holiday

- Yellow highlighted dates indicate the 2:00 p.m. time change
- Blue highlighted date indicates Tuesday meeting



Lifelong Learning Academy 2020

Education Calendar

Offered Jointly with



**Carl Vinson
Institute of Government**
UNIVERSITY OF GEORGIA

CATCH UP ON YOUR CORE

Central GA TECH / Macon-Bibb County
January 17, 2020

- CORE: COUNTY GOVERNMENT LAW
- CORE: HUMAN RESOURCES
- CORE: ETHICS

CAPITOL CONNECTION CONFERENCE

Hilton Atlanta Hotel / Fulton County
February 27-28, 2020

- CORE: COUNTY GOVERNMENT FINANCE
- CORE: PUBLIC SAFETY & PUBLIC HEALTH
- Specialty: Demographics & Diverse Perspectives (QL/SI)
- Specialty: Bringing People Together (CE)
- Specialty: Budgeting for Long-Term Fiscal Sustainability (RF)
- Specialty: Capital Improvement Planning (COM)
- Specialty: Workforce Development (ECD)

Please Note:

ACCG will make every effort to keep the class schedule as it is here. However, from time to time, there could be changes made. Please watch the final registration for final details.

Class size may be limited – watch the individual session registrations for this information.

ACCG Attendance Policy: Participants must attend the entire class to receive credit. Partial credit will not be awarded.

SPRING TRAINING

UGA Tifton Campus Conference Center / Tifton / Tift County
March 12-13, 2020

Day 1

- CORE: PROPERTY APPRAISAL & TAXATION (Day 1 of 2)
- Specialty: Understanding Local Economic Development Assets (ECD)
- Specialty: County Audit Process (RF)

Day 2

- CORE: PROPERTY APPRAISAL & TAXATION (Day 2 of 2)
- CORE: ECONOMIC DEVELOPMENT
- Specialty: Successfully Negotiating SDS Agreements (IR)
- Specialty: Managing Meetings (COM)

ANNUAL CONFERENCE

Savannah Convention Center / Savannah / Chatham County
April 24-27, 2020

Day 1

- CORE: ETHICS
- CORE: COUNTY GOVERNMENT FINANCE
- Specialty: Management & Human Resources Responsibilities (COM)
- Specialty: Global Commerce & Georgia's Targeted Industries (ECD)
- Specialty: Understanding the Benefits of Land Use & Planning (ECD)
- Specialty: Building Your City-County Relationships (IR)
- Specialty: Regional Cooperation (IR)
- Specialty: Debt Financing (RF)
- Specialty: Parks, Recreation & Active Living (QL/SI)
- Specialty: Fire, EMS, and 9-1-1 (PS)
- Specialty: Mental Health & the Criminal Justice System: Costs and Implications (PS)
- Specialty: Voice of Leadership (LD)
- Specialty: County Retirement Programs (COM)
- Specialty: Federal & State Budgeting (RF)
- Specialty: Navigating Change (CE)
- Specialty: Identifying Funding for Community Enhancements (QL/SI)

Day 2

- CORE: COUNTY GOVERNMENT LAW
- CORE: ECONOMIC DEVELOPMENT
- Specialty: Leadership Team Building (LD)
- Specialty: Transparency In Government (CE)
- Specialty: Arts, Culture & Tourism (QL/SI)
- Specialty: Efficiencies in County Finance (RF)
- Specialty: Art of Negotiation (IR)
- Specialty: Courts & the Justice System (PS)

(Continued on next page)

Specialty Track Codes

CE – Citizen Engagement
COM – County Operations & Management
ECD – Economic & Community Development
IR – Intergovernmental Relations
LD – Leadership Development
PS – Public Safety
QL/SI – Quality of Life/Social Issues
RF – Revenue & Finance

SUMMER TRAINING

Callaway Gardens / Pine Mountain / Harris County
June 11-12, 2020

Day 1

- CORE: PROPERTY APPRAISAL & TAXATION (Day 1 of 2)
- CORE: HUMAN RESOURCES
- Specialty: Disaster & Emergency Preparedness: Commission Roles & Responsibilities (PS)
- Specialty: Board Dynamics (LD)
- Specialty: Commission & Staff Relations (COM)

Day 2

- CORE: PROPERTY APPRAISAL & TAXATION (Day 2 of 2)
- CORE: PUBLIC SAFETY & PUBLIC HEALTH
- Specialty: Understanding Leadership Styles (LD)
- Specialty: Navigating L.O.S.T. Without Getting Lost (IR)
- Specialty: Transportation Funding: Options & Strategies (RF)

LEADERSHIP INSTITUTE

Union County Community Center / Blairsville / Union County
July 15-17, 2020

LEADERSHIP INSTITUTE

Great Wolf Lodge / LaGrange / Troup County
August 19-21, 2020

LEGISLATIVE LEADERSHIP CONFERENCE (LLC)

Jekyll Island / Glynn County
September 30 - October 2, 2020

Day 1

- CORE: ETHICS
- Specialty: Water Management (COM)
- Specialty: Policy Development, Implementation & Evaluation (CE)
- Specialty: Revenue and Tax Policy (RF)
- Specialty: Managing Growth (ECD)
- Specialty: Citizen Public Safety Initiatives (PS)

Day 2

- CORE: PUBLIC SAFETY & PUBLIC HEALTH
- Specialty: Shaping a Healthy Community (QL/SI)
- Specialty: Federal & State Relations (IR)
- Specialty: Revitalizing Your Community (ECD)
- Specialty: Public Safety: Developing Collaborative Strategies & Practices (PS)
- Specialty: Motivation & Successful Leadership (LD)

NEWLY ELECTED COMMISSIONERS CONFERENCE

December 1-4, 2020

Location to be announced

CERTIFICATION HOURS

- To receive CORE Certification, participants must complete 9 required courses covering 66 hours. Upon completion county commissioners achieve the status of "Certified County Commissioner" and are eligible for a \$100 monthly stipend from their county.
- To obtain Specialty Track Certification, participants must complete eight (8) courses in the track, a minimum 5 of which must be primary courses, and of which a maximum 3 courses can be designated as cross-over courses.

CONTINUING EDUCATION

In order to maintain core and specialty certifications, commissioners who took office on or after January 1, 2013, are required to earn 18 hours of continuing education annually. These hours can be earned by taking additional specialty courses and attending ACCG conferences and meetings including district meetings and policy committee meetings. Commissioners who took office prior to this date are also strongly encouraged to participate in continuing education opportunities.

WATCH YOUR PROGRESS!

Keep up with your ACCG Lifelong Learning Academy record through the ACCG Dashboard.

- If you were elected prior to 2012, your user ID is the first letter of your first name and your full last name, and your password is your county's name. These should be all lower case. (For example, you are fictional commissioner John Doe from Campbell County. Your user ID would be jdoe, your password would be campbell.)
- If you were elected in 2012 or later, your user ID is the first two letters of your first name and your full last name, and your password is your county's name. These should be all lower case. (For example, you are fictional commissioner John Doe from Campbell County. Your user ID would be jodoe, your password campbell.)

NEVER STOP
LEARNING

QUESTIONS? Contact Us!

Jeff Christie

ACCG Leadership Development Director
(706) 340-9597, JChristie@ACCG.org

Nicole Logan

ACCG Leadership Development Coordinator
(404) 589-7842, NLogan@ACCG.org

COUNTY AGENDA REQUEST

Page 89 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Approval of the Water Committee's recommendation to accept the 2020 meeting schedule as presented.

Background/History/Details:

The Water Committee meets every 2nd and 4th Wednesday of the month. In the past the meeting schedule has been approved by the Board of Commissioners and then posted for the public.

What action are you seeking from the Board of Commissioners?

Approval of the Water Committee's recommendation to accept the 2020 meeting schedule as presented.

If this item requires funding, please describe:

Not applicable.

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

November 13, 2019

Water Committee
2020 Meeting Schedule

Following are proposed times and dates for 2020 Water Committee meetings.
Meetings are scheduled to be held at the Water System office at 245 McDonough Road.

Meeting Date	Time	Meeting Date	Time
January 8 Wednesday	8:00 a.m.	January 22 Wednesday	8:00 a.m.
February 12 Wednesday	8:00 a.m.	February 26 Wednesday	8:00 a.m.
March 11 Wednesday	8:00 a.m.	March 25 Wednesday	8:00 a.m.
April 8 Wednesday	8:00 a.m.	April 22 Wednesday	8:00 a.m.
May 13 Wednesday	8:00 a.m.	May 27 Wednesday	8:00 a.m.
June 10 Wednesday	8:00 a.m.	June 24 Wednesday	8:00 a.m.
July 8 Wednesday	8:00 a.m.	July 22 Wednesday	8:00 a.m.
August 12 Wednesday	8:00 a.m.	August 26 Wednesday	8:00 a.m.
September 9 Wednesday	8:00 a.m.	September 23 Wednesday	8:00 a.m.
October 14 Wednesday	8:00a.m.	October 28 Wednesday	8:00 a.m.
November 12 Thursday	8:00 a.m.	November 25 Wednesday	Cancel
December 9 Wednesday	8:00 a.m.	December 23 Wednesday	Cancel

COUNTY AGENDA REQUEST

Page 91 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Approval of Resolution 2019-13, Opposing House Bill 302 and Senate Bill 172, Preemption of Local Building Design Standards.

Background/History/Details:

The Board of Commissioners approved and adopted Resolution 2019-05 on February 28, 2019 opposing these proposed bills. ACCG recently sent out another request for counties to adopt a similar resolution opposing the bills.

What action are you seeking from the Board of Commissioners?

Approval of Resolution 2019-13, Opposing House Bill 302 and Senate Bill 172, Preemption of Local Building Design Standards.

If this item requires funding, please describe:

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

STATE OF GEORGIA

FAYETTE COUNTY

RESOLUTION

NO. 2019-__

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF FAYETTE COUNTY, GEORGIA; TO SUPPORT LOCALLY-ESTABLISHED BUILDING DESIGN STANDARDS FOR RESIDENTIAL DWELLINGS; TO PROMOTE THE PUBLIC HEALTH, SAFETY AND WELFARE, AND FOR OTHER PURPOSES.

WHEREAS, the Board of Commissioners for Fayette County, Georgia (the “County”) is the duly elected governing authority for the County; and

WHEREAS, locally elected officials, such as the Board of Commissioners, work in partnership with citizens to establish “building design standards” in single and double-family dwellings which reflect the character of the community and have a positive impact on economic development efforts and competitiveness; and

WHEREAS, appropriate local design standards and land use policies, established by local citizens in each community, create a diverse, stable, profitable, and sustainable residential development landscape; and

WHEREAS, state legislation eliminating locally-tailored approaches to design standards would harm self-determination of citizens to establish community standards; and

WHEREAS, local community partners support the use of building design standards to protect property values, attract high quality builders, and block incompatible development; and

WHEREAS, building design standards assure residents and business owners that their investments will be protected, and that others who come behind them will be equally committed to quality; and

WHEREAS, local business leaders value the studying, surveying, crafting, and defining of a community vision and development strategies, and recognize design standards as an integral part of those endeavors to attract residents, businesses, and the much-coveted trained workforce; and

WHEREAS, development and redevelopment efforts should reflect the community and its vision while simultaneously creating a sense of place imperative for attracting new economic prospects; and

WHEREAS, local officials are elected to make decisions about the look and feel of their communities, and local business owners recognize the need for their elected officials to be empowered to enforce building design standards to make today's thriving community areas tomorrow's historic districts; and

WHEREAS, the Board of Commissioners values citizens' ability to continue to set community values by selecting local elected officials to enforce building design standards in single or double family dwellings, for the purposes of economic growth and the safety and welfare of the citizens of Georgia and in particular of Fayette County.

NOW, THEREFORE BE IT RESOLVED that the Board of Commissioners hereby expresses its support for locally-established building design standards for residential dwellings.

BE IT FURTHER RESOLVED that a copy of this Resolution be delivered to each member of the Georgia House of Representatives and Senate representing Fayette County, and made available for distribution to the public and the press.

SO RESOLVED this ____ day of _____, 2019.

BOARD OF COMMISSIONERS OF
FAYETTE COUNTY, GEORGIA

By: _____
Randy Ognio, Chairman

(SEAL)

ATTEST:

Tameca P. White, County Clerk

Approved as to form:

County Attorney

COUNTY AGENDA REQUEST

Page 95 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Approval of a Funding Commitment Resolution for three Fayette County project applications submitted in response to the Atlanta Regional Commission's 2019 solicitation for Transportation Improvement Program (TIP) project funding proposals.

Background/History/Details:

On September 26, 2019 the Board of Commissioners (BOC) directed staff to prepare and submit TIP project funding applications for three projects:

FA-01 Alignment of SR 279 with Corinth Road;
FA-02 Fayette County Resurfacing Projects; and
FA-03 Banks Road Widening.

The applications were submitted on October 10 and are under review by ARC. In addition to the application, ARC requires a Funding Commitment Resolution from the project sponsor for each application.

Provided with this Agenda Request is a draft resolution for the County's projects. Also attached is a table summarizing costs by project, phase and jurisdiction. (Two of the projects involve multiple jurisdictions and accompanying Resolutions are being provided from those governments.)

What action are you seeking from the Board of Commissioners?

Approval of the Funding Commitment Resolution for three Fayette County project applications submitted in response to the Atlanta Regional Commission's 2019 solicitation for Transportation Improvement Program (TIP) project funding proposals.

If this item requires funding, please describe:

Local funding for each project awarded by ARC (see summary table for potential amounts) is available from the 2017 SPLOST "Infrastructure Preservation and Improvements" and "Federal Aid Corridor Improvements" categories.

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

FAYETTE COUNTY
STATE OF GEORGIA

**Resolution of Commitment to Provide Local Match to Federal Funding Awarded for
Transportation Projects thru the ARC's 2019 TIP Solicitation**

WHEREAS, Fayette County continues to support the development and enhancement of its transportation infrastructure as a means to create and sustain livable environments, efficient vehicular movement, reduced congestion, improved air quality, safer roads, and general facilitation of public mobility; and

WHEREAS, the Atlanta Regional Commission (ARC) held a 2019 solicitation for Transportation Improvement Program (TIP) project funding proposals, which will obligate Federal Funding from the Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and the Congestion Mitigation and Air Quality (CMAQ) programs for fiscal years 2020 through 2025; and

WHEREAS, world-class infrastructure, building a competitive economy and ensuring the region is comprised of healthy, livable communities are the principles of the Atlanta Region's Plan; and

WHEREAS, Fayette County submitted three applications for consideration to fund projects within the County; and

WHEREAS, these projects are consistent with the goals of the Atlanta Region's Plan as well as Fayette County's Comprehensive Transportation Plan and associated corridor studies; and

WHEREAS, the grant agreement for Federal financial assistance, if awarded, will impose certain obligations upon Fayette County, including funding the local share of the project costs; and

WHEREAS, Fayette County will serve as the local sponsor for the three projects and will establish Intergovernmental Agreements with the Cities or Towns that have interest in one or more of the projects; and

WHEREAS, Fayette County has designated each of the three projects as eligible for 2017 Transportation SPLOST funding; and

WHEREAS, Fayette County will provide all necessary certifications and assurances to the ARC required for the project.

NOW, THEREFORE, BE IT RESOLVED that the Fayette County Board of Commissioners supports the development and delivery of these projects and will provide the required local match, as indicated below, should grant funds be awarded:

Project Name	Local Match	Federal Request	Project Total
FA-01 Alignment of State Route 279 with Corinth Road	\$2,991,752	\$5,108,917	\$8,100,670
FA-02 Fayette County Resurfacing Projects	\$1,536,087	\$5,426,671	\$6,962,758
FA-03 Banks Road Widening	\$2,792,591	\$8,200,363	\$10,992,954

This _____ day of _____, 2019

ATTEST:

Tameca White, County Clerk

Chairman Randy Ognio

	Priority 1	Priority 2					Priority 3
	SR 279 Realignment	Resurfacing County	Resurfacing PTC	Resurfacing Fayetteville	Resurfacing Tyrone	Resurfacing Totals	Banks Widening
		<i>85 Connector New Hope Road</i>	<i>Huddleston Rd Kelly Drive McIntosh Trail Ebenezer Road</i>	<i>Jimmy Mayfield S. Jeff Davis Dr</i>	<i>Dogwood Trail</i>		
	(1.0 miles)	(7 miles)	(2.84 miles)	(1.45 miles)	(1.10 miles)	12.39	(1.9 miles)
PE Local	\$212,023	\$46,479	\$62,776	\$53,064	\$17,100	\$179,419	\$144,324
PE Federa	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$577,296</u>
PE Total	\$212,023	\$46,479	\$62,776	\$53,064	\$17,100	\$179,419	\$721,620
ROW Local	\$2,196,000	\$0	\$0	\$0	\$0	\$0	\$964,000
ROW Federal	<u>\$3,294,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,446,000</u>
ROW Total	\$5,490,000	\$0	\$0	\$0	\$0	\$0	\$2,410,000
UTL local	\$80,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Env. Mit. local	\$50,000	\$0	\$0	\$0	\$0	\$0	\$40,000
CST Local	\$424,046	\$309,860	\$418,510	\$353,760	\$114,000	\$1,196,130	\$1,443,240
CST Federa	<u>\$1,696,184</u>	<u>\$1,239,440</u>	<u>\$1,674,038</u>	<u>\$1,415,039</u>	<u>\$456,000</u>	<u>\$4,784,517</u>	<u>\$5,772,960</u>
CST Total	\$2,120,230	\$1,549,300	\$2,092,548	\$1,768,799	\$570,000	\$5,980,647	\$7,216,200
CST over. Local	\$29,683	\$35,986	\$67,776	\$40,376	\$16,400	\$160,538	\$101,027
CST over. Federa	<u>\$118,733</u>	<u>\$143,944</u>	<u>\$271,106</u>	<u>\$161,504</u>	<u>\$65,600</u>	<u>\$642,154</u>	<u>\$404,107</u>
CST over. Total	\$148,416	\$179,930	\$338,882	\$201,880	\$82,000	\$802,692	\$505,134
Project Totals							
Local	\$2,991,752	\$392,325	\$549,062	\$447,200	\$147,500	\$1,536,087	\$2,792,591
Federal	<u>\$5,108,917</u>	<u>\$1,383,384</u>	<u>\$1,945,144</u>	<u>\$1,576,543</u>	<u>\$521,600</u>	<u>\$5,426,671</u>	<u>\$8,200,363</u>
Total	\$8,100,670	\$1,775,709	\$2,494,206	\$2,023,743	\$669,100	\$6,962,758	\$10,992,954

Funding Totals by Source

County	\$5,674,002
PTC	\$549,062
Fayetteville	\$949,866
Tyrone	\$147,500
Federal	<u>\$18,735,951</u>
TOTAL	\$26,056,382

Banks Road - local cost pro-rated between

County (82%) and Fayetteville (18%)

County:	\$2,289,924
City:	<u>\$502,666</u>
Total:	\$2,792,591

COUNTY AGENDA REQUEST

Page 99 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Approval of the four (4) 2017 SPLOST Corridor Studies: Banks Road, Sandy Creek Road, Tyrone & Palmetto Roads and SR 279.

Background/History/Details:

These ARC-funded studies were conducted based on recommendations from the Fayette County Comprehensive Transportation Plan (CTP) and the County's desire to develop project scopes that can compete for Federal Aid. The four studies were done in parallel and are the reports are now presented to the Board of Commissioners (BOC) for adoption.

The reports reflect public input from multiple outreach activities including stakeholder groups, two Public Information Open Houses, surveys, email blasts, newspaper articles, presentations at multiple County, City and Town public meetings. Most recently, the draft reports were posted on-line during the month of November for public review and comment. Staff also provided an overview of each report to the BOC during the November 14, 2019 meeting.

The studies were completed on-schedule and within budget.

The final reports are included (without appendices) as back-up to this agenda request.

What action are you seeking from the Board of Commissioners?

Approval of the four (4) 2017 SPLOST Corridor Studies: Banks Road, Sandy Creek Road, Tyrone & Palmetto Roads and SR 279.

If this item requires funding, please describe:

Not applicable.

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:



Banks Road Transportation Corridor Study

Fayette County Public Works
2017 SPLOST No. 17 TAP
December 2019



Prepared In Association With:



Fayette County Commissioners

Randy Ognio, Chairman, District 2

Charles W. Oddo, Vice Chairman, District 5 (At-Large)

Eric Maxwell, District 1

Edward Gibbons, District 3

Charles D. Rousseau - District 4

Fayette County Staff

Phil Mallon, P.E., Fayette County, Public Works

Joseph Robison, P.E., RLS, Fayette County, Public Works

Chelsie Boynton, Fayette County, Staff

Vanessa Birrell, Fayette County, Environmental Management

Table of Contents

Chapter 1: Existing Conditions

1.1 Introduction - Page 6

This section of the report introduces the transportation corridor in focus and discusses the location and extents of the corridor.

1.2 Demographics - Page 8

The socio-economic demographics of the corridor are described in this section of the report.

1.3 Land Use & Zoning - Page 12

This segment discusses the land use character within a 1-mile buffer of the corridor and highlights the zoning classes within this limit.

1.4 Roadway Infrastructure & Facilities - Page 13

Existing roadway infrastructure is identified which includes intersections, medians and sidewalks, as well as existing multi-modal facilities along the corridor are presented in this section.

1.5 Existing Traffic Conditions - Page 15

This report component analyses traffic conditions and operations and presents safety considerations along the corridor.

1.6 Environmental Due Diligence - Page 24

This segment of the report identifies sensitive environmental conditions that may provide corridor improvement opportunities and/or constraints.

1.7 Utilities - Page 25

This part of the report presents an inventory of existing utilities along the corridor.

1.8 Summary - Page 27

Highlights of the existitng conditions and a summary of the chapter is presented in this section.

Chapter 2: Needs Assessment

2.1 Introduction - Page 27

This section of the report introduces the needs assessment report and discusses the structure of the document.

2.2 Vision & Goals - Page 28

The visions and goals for the study corridor are defined in this section.

2.3 Methodology & Analysis - Page 29

This segment discusses the methodology, qualitative and quantitative tools used in identifying the needs assessment.

2.4 Next Steps - Page 35

This section identifies the next steps and action items for the planning process.

Chapter 3: Community Engagement

3.1 Introduction - Page 37

This section of the report introduces the community engagement report and discusses the structure of the document.

3.2 Stakeholder Committee - Page 37

The details of the stakeholder committee meetings are defined in this section.

3.3 Public Information Open House - Page 39

This segment discusses the proceedings and feedback recieved during the PIOH.

3.4 Outreach and Tools - Page 41

Media and advertising outreach efforts are highlighted in this section.

3.5 Transportation Committee - Page 43

This section presents the highlights from the Transportation Committee meetings.

3.6 Formal Presentation - Page 43

Board of Commissioners and City Council formal presentations are described in this section.

3.8 Next Steps - Page 44

This section identifies the next steps and action items for the planning process.

Chapter 4: Concept Development

4.1 Introduction - Page 46

This section of the report introduces the concept development report and discusses the structure of the document.

4.2 Concept Development Process - Page 46

The approach and process undertaken to develop the concepts are defined in this section.

4.3 Weighted Scoring - Page 47

This section identifies the formal weighted scoring process used to initially prioritize the draft concepts.

4.4 Preliminary Draft Concepts - Page 50

This segment discusses the preliminary draft concepts identified and presented to the public and also presents feedback from citizens.

4.5 Evaluation Results - Page 55

This section identifies the results obtained from the formal weighted scoring process.

Chapter 5: Recommendations & Implementation

5.1 Introduction - Page 57

This section of the report details the recommendations for the Banks Road corridor and the implementation plan for the preferred alternative.

5.2 Final Recommendations - Page 57

The section details the final recommendations which are divided into recommendations for the corridor’s typical section, specific intersection improvements and bicycle and pedestrian improvements.

5.3 Quick Response Recommendations - Page 62

This segment discusses the proposed list of quick response improvements for Banks Road.

5.4 Implementation Plan - Page 63

The implementation plan for Banks Road corridor identifies the projects in terms of project costs, project scheduling, responsible parties for project completion, and funding opportunities.

5.5 Phased Recommended Projects - Page 64

This section lists the recommended projects for Banks Road.

Mission Statement:

The Banks Road corridor study recognizes the regional and local importance of the corridor. The primary goal of the study is to address, in cooperation with our state, regional and local stakeholders, issues and concerns related to safety, connectivity and capacity; and formulate multi-modal mobility concepts, proposals, recommendations and projects. Additionally, the study will develop proposals and recommendations to protect the human and natural environment as Fayette County and its cities continue to grow. The projects will formulate a complementary infrastructure improvement plan that will improve the corridor aesthetics and enhance the quality of life of the adjoining neighborhoods.

Chapter 1: Existing Conditions

1.1 Introduction - Page 6

This section of the report introduces the transportation corridor in focus and discusses the location and extents of the corridor.

1.2 Demographics - Page 8

The socio-economic demographics of the corridor are described in this section of the report.

1.3 Land Use & Zoning - Page 12

This segment discusses the land use character within a 1-mile buffer of the corridor and highlights the zoning classes within this limit.

1.4 Roadway Infrastructure & Facilities - Page 13

Existing roadway infrastructure is identified which includes intersections, medians and sidewalks, as well as existing multi-modal facilities along the corridor are presented in this section.

1.5 Existing Traffic Conditions - Page 15

This report component analyses traffic conditions and operations and presents safety considerations along the corridor.

1.6 Environmental Due Diligence - Page 24

This segment of the report identifies sensitive environmental conditions that may provide corridor improvement opportunities and/or constraints.

1.7 Utilities - Page 25

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1.8 Summary - Page 27

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1.1 Introduction

The Fayette County Transportation Corridor Study is a collaborative project between Fayette County, Atlanta Regional Commission - the metropolitan planning organization, and Croy Engineering, LLC - the consultant firm.

The aim of the study is to identify traffic and transportation solutions from a holistic perspective to:

- Ensure safety
- Provide solutions for congestion & delay
- Identify prospects for multi-modal uses
- Create sustainable infrastructure improvements
- Promote economic development

The four corridors identified for the study are:

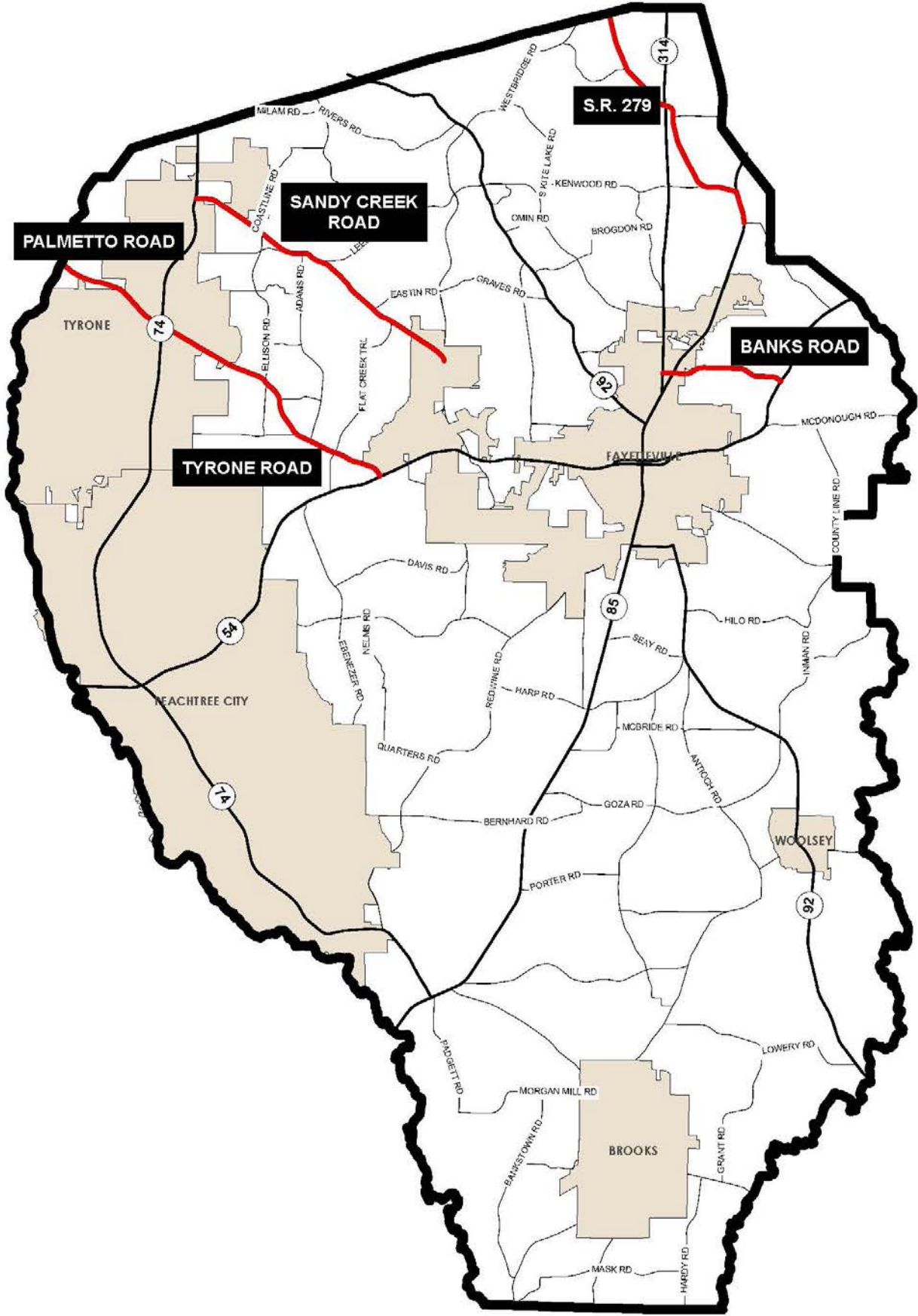
- Tyrone Road - Palmetto Road
- Sandy Creek Road
- Banks Road
- State Route 279

The Timeline for this study is divided into 4 tasks and is spread over a period of 12 months.

Table 1.1 - Project Timeline												
TASK	TIMELINE OVER 12 MONTHS											
	1	2	3	4	5	6	7	8	9	10	11	12
REVIEW OF EXISTING CONDI- TIONS & TECHNICAL ANALYSIS												
PUBLIC INVOLVEMENT												
CONCEPTUAL PLAN & DRAFT CONCEPT PLAN												
PREPARATION OF PROJECT DELIVERABLES												

Map 1.1 on the right is a vicinity map of Fayette County, representing the 4 study corridors. This document will look at the Banks Road corridor and describe the existing conditions of the roadway.

Map 1.1 - Vicinity Map

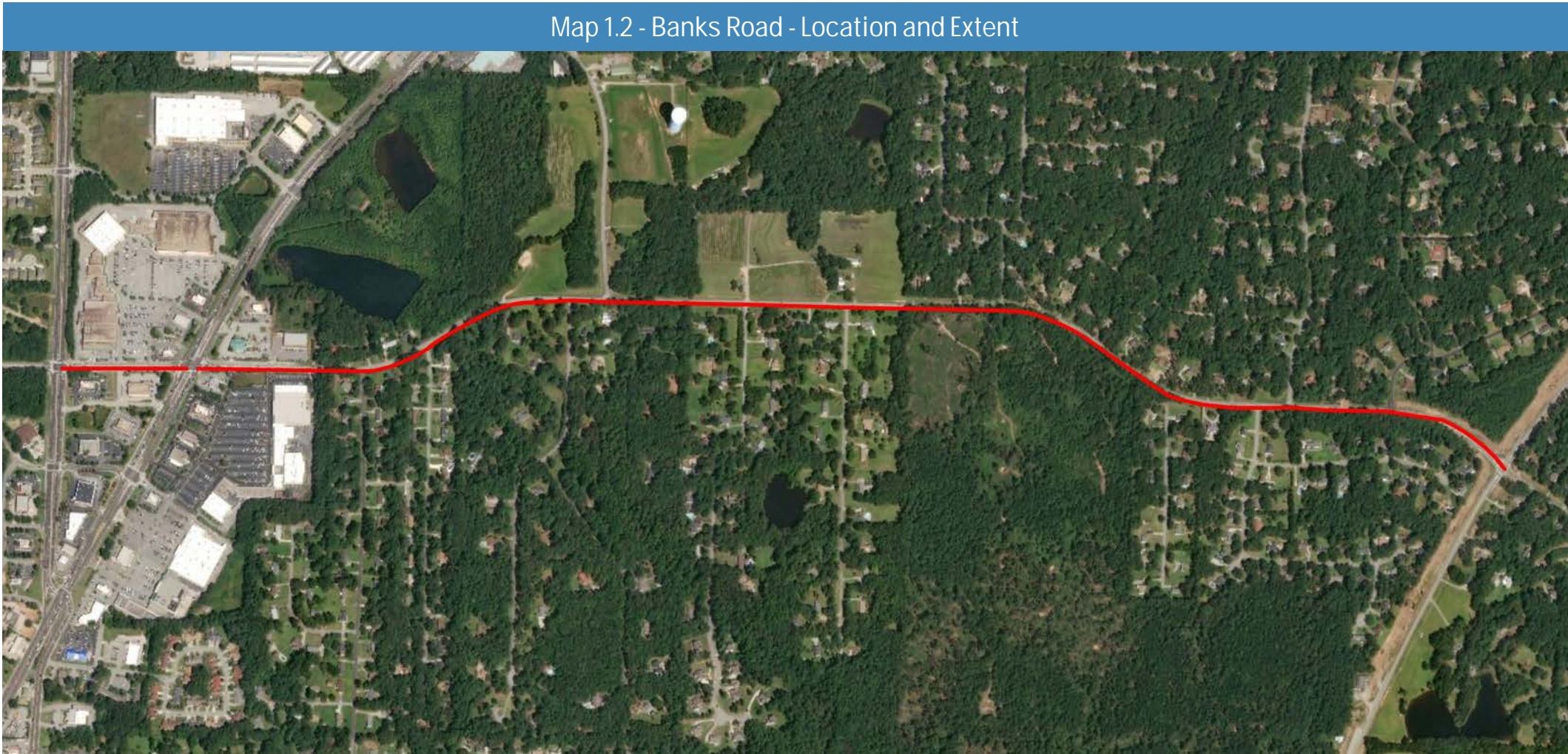


Banks Road is a 1.9-mile major road with the study length extending from State Route 54 to State Route 314. The western end of the corridor encompassing about 0.38 miles lies within the City of Fayetteville. In addition to providing access for abutting neighborhoods, Banks Road is used as a cut-thru between SR 314, SR 85 and SR 54. However, the road lacks adequate design and capacity for current and future traffic volumes and pedestrian demands.

The study is an investigative foundation to implementing improvements that will enable Banks Road to be a well-functioning roadway that accommodates the transportation needs of the residents, adds value to the communities, and enhances mobility and safety in the area.

The purpose of the study is to to develop short and long-range projects that improve safety, mobility and access to all roadway users, while also preparing them for full design and implementation, possibly with federal aid.

Figure 1.1 is an image of the Banks Road approaching State Route 54. Map 1.2 depicts the location and extent of the Banks Road corridor study.

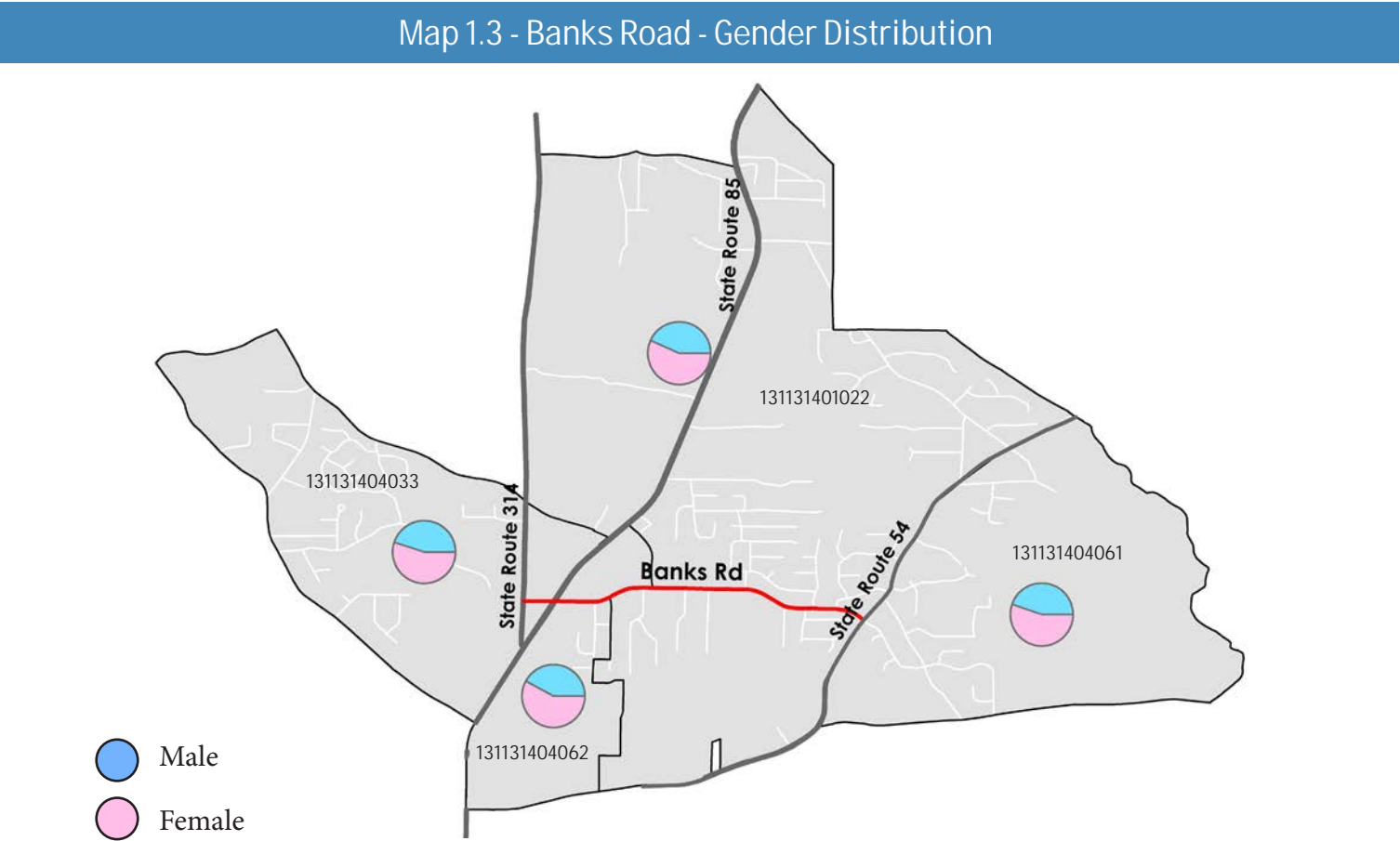


1.2 Demographics

Understanding the demographic character of the corridor is an important factor in identifying the key stakeholders and the influence on their travel demands. This information along with other components will be used when developing alternative transportation improvements.

For this analysis, the 2016 American Community Survey (ACS) – 5 year data were used at the block group level, which is the smallest scale of data availability. ACS¹ is conducted every year and provides the most current information about the social and economic needs of the community. The census is conducted once every 10 years to provide an official population count. All data presented are estimates and have a margin of error value associated with it.

Block groups that abut the corridor were analyzed. The population encompassing the analysis zone around the Banks Road Corridor is approximately 9,202, with 4,059 [44.1 %] being male and 5,143 [55.9%] being female. Map 1.3 represents a male to female distribution in the block groups along the corridor.



Analyzing the racial composition along the corridor, it is seen that approximately 4,302 citizens [46.7%] are white, 3,837 [41.6%] are African American and 461 [5.0%] are Hispanic or Latino.

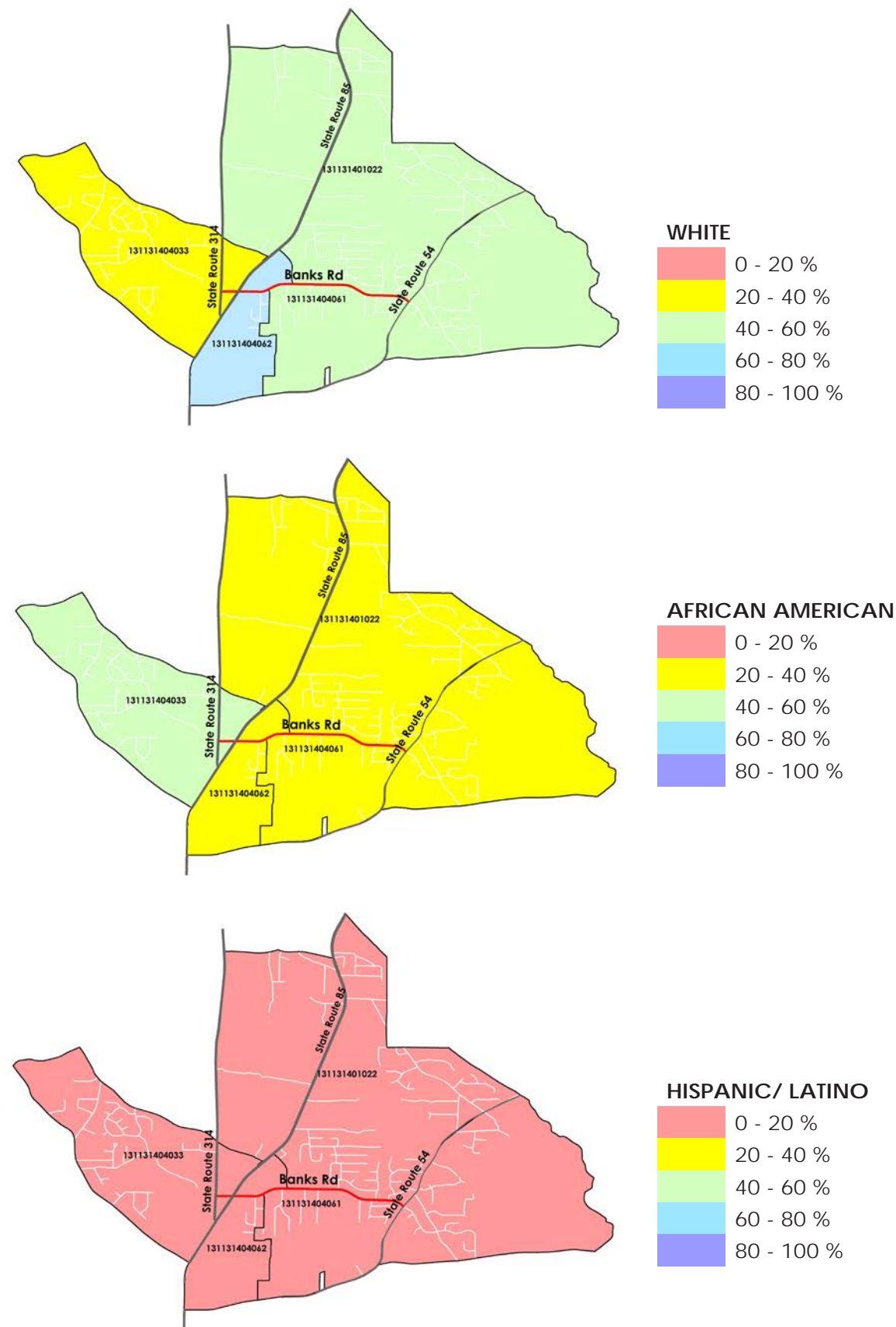
Table 1.2 and Map 1.4 represent racial distribution in the four block groups along the corridor.

Table 1.2 - Racial Distribution					
ID	131131404033	131131404062	131131404061	131131401022	TOTAL
Block Group Population	3,453	1,461	2,242	2,046	9,202
White	1,266	1,049	992	995	4,302
% White	36.6%	71.8%	44.2%	48.6%	46.7%
African American	2,049	319	809	660	3,837
% African American	59.3%	21.8%	36.0%	32.2%	41.6%
Hispanic/ Latino	126	71	219	45	461
% Hispanic/ Latino	3.6%	4.8%	9.7%	2.1%	5.0%
NOTE - All values are estimates and have associated margins of error. Most significant racial groups selected for analysis purposes.					

¹ - ACS is based on the decennial U.S.Census, however, its updates occur annually. Five-year estimates includes 60 months of collected data and is the most reliable when analyzing very small populations.

Note - Percentage values in Table 1.2 are not intended to total 100 percent since not all categories such as 'More Than One Race' or 'More Than Two Races' are listed.

Map 1.4 - Banks Road - Racial Distribution



Education attainment for population aged 25 years and over was analyzed for the block groups along the corridor. Four categories were used –

- No schooling completed
- Regular high school diploma
- Some college, less than a year
- Bachelor's degree

Map 1.5 represents educational attainment for the population in the block groups along the corridor. The scatter plot is a random distribution and does not indicate specific locations of the population.

Map 1.5 - Banks Road - Educational Attainment

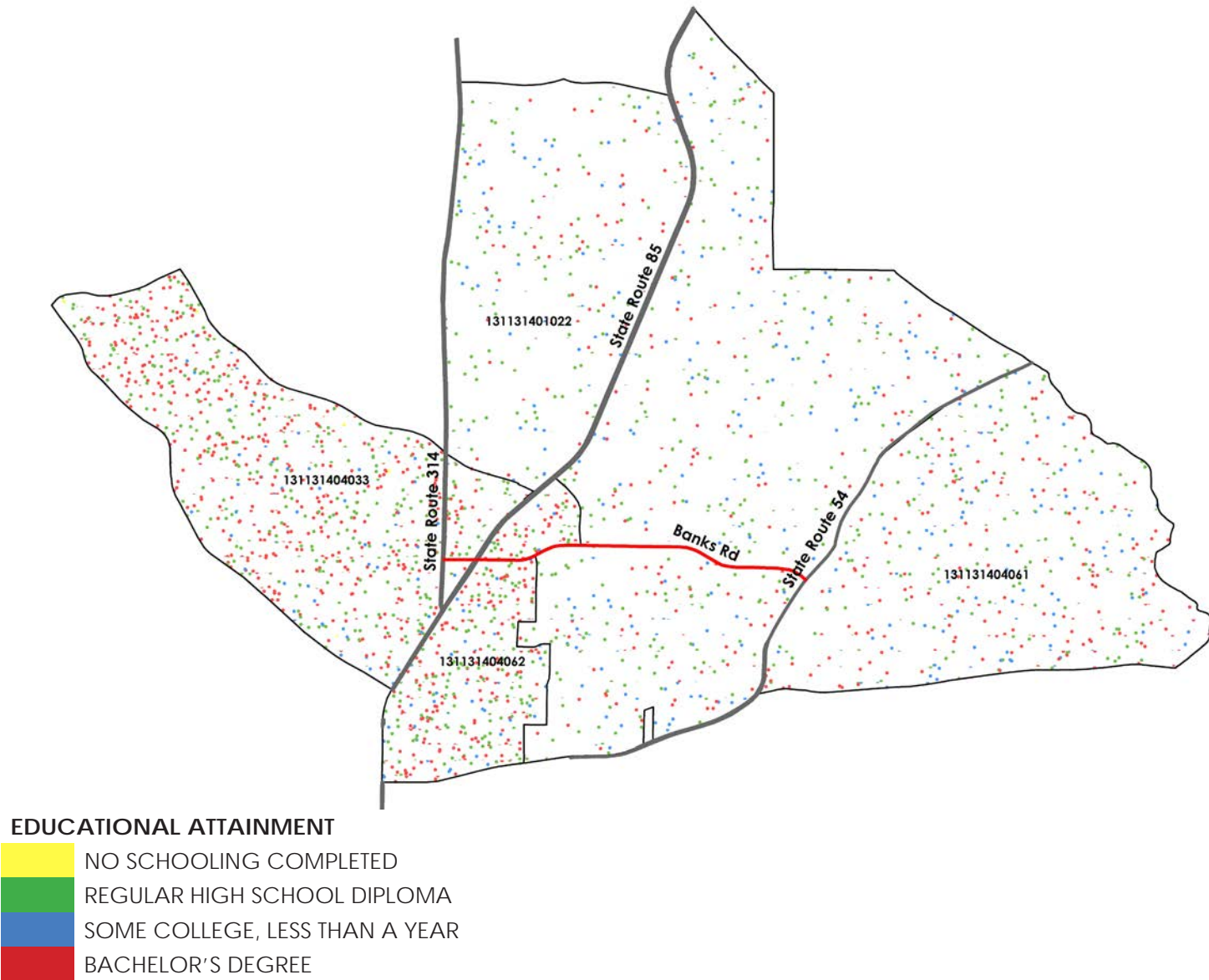


Table 1.3- Educational Attainment Distribution					
ID	131131404033	131131404062	131131404061	131131401022	TOTAL
Block Group Population (25 Years & Older)	2,324	1,084	1,370	1,636	6,414
No School Completed	8	0	0	0	8
% Not Completed School	0.3%	0%	0%	0%	0.1%
Regular High School Diploma	456	239	338	371	1,404
% With Regular High School Diploma	19.6%	22.0%	24.6%	22.6%	21.8%
Some College, Less Than A Year	66	45	166	184	461
% With Some College, Less Than A Year	2.8%	4.1%	12.1%	11.2%	7.1%
Bachelor's Degree	611	285	322	179	1,397
% With Bachelor's Degree	26.2%	0.5%	23.5%	10.9%	21.7%
NOTE - All values are estimates and do have associated margins of error.					

The table above represents the counts and percentages of the population in the block group with a certain level of education. The analyses depicts that 99.9% of the population of the block groups has completed high school. While 21.8% has a regular high school diploma, 7.1% has attended some college for less than a year and 21.7% has a bachelor’s degree.

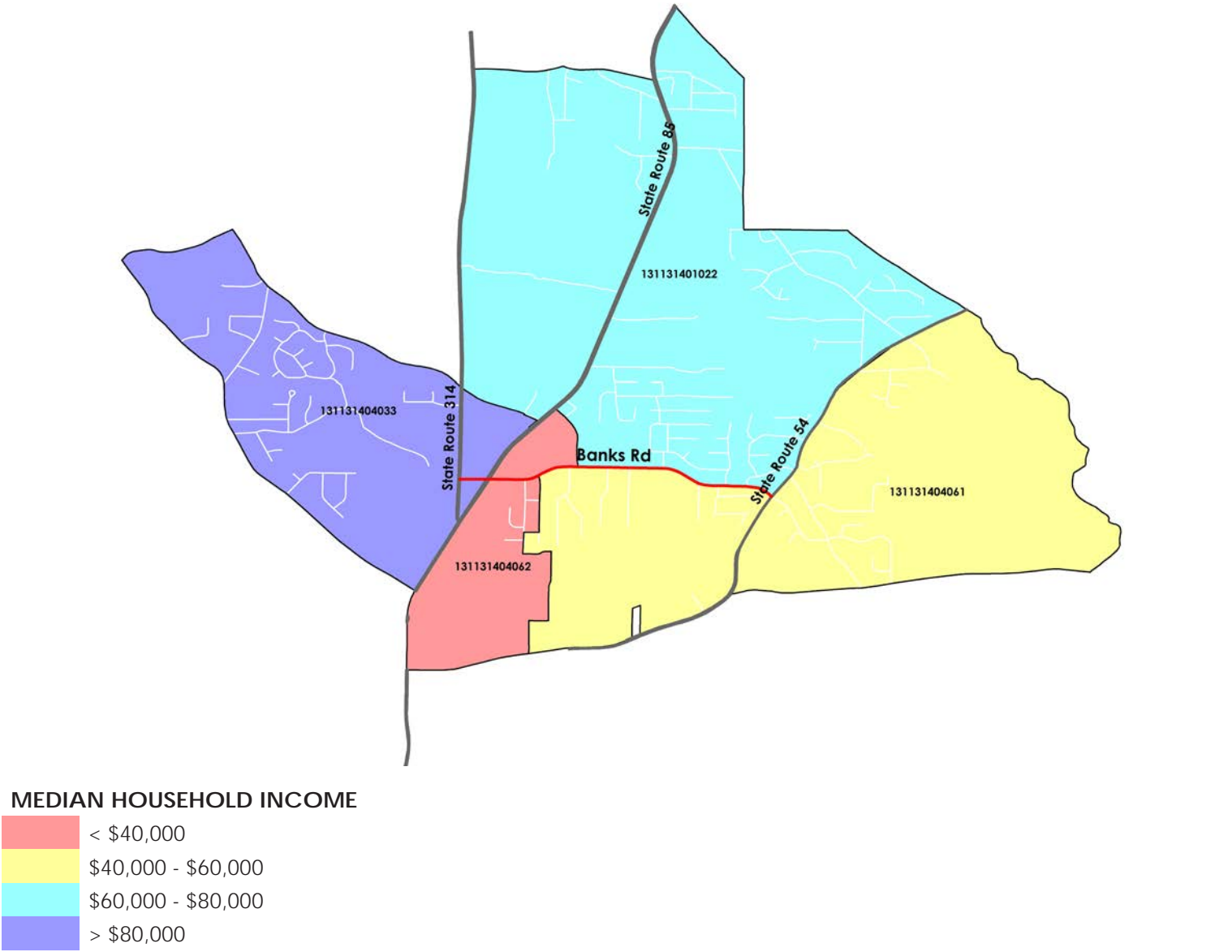
Note - Percentage values in Table 1.3 are not intended to total 100 percent since not all categories such as ‘Some College More Than A Year’ or ‘Masters Degree’ are listed.

Household income is a measure of the combined incomes of all people sharing a particular household or place of residence. It includes every form of income. Median Household income for all the block groups abutting Banks Road was analyzed.

The minimum median household income in the area is approximately \$36,630, while the maximum median income is approximately \$85,036, the mean median household income in the area is \$59,903.

Map 1.6 represents the median household income in the block groups along the corridor.

Map 1.6 - Banks Road - Median Household Income



The Protected Classes Model

Title VI of the Civil Rights Act identifies 9 population categories that must be protected. These include Ethnic Minority: Hispanic or Latino Origin by Race, Females, Foreign Born individuals, persons with Limited English Proficiency, Low-Income populations, Older Adults, People with Disabilities, Racial Minority and Youth.

The Protected Classes Model is an analysis index created by Atlanta Regional Commission, to help counties, governments and private organizations ensure inclusion and equity for these 9 population groups.

The model uses American Community Survey 5-Year population estimates for 2012-2016. Percentage of each of the protected population groups is calculated at the census tract level. A cumulative numeric score of 0 to 36 is calculated based on the concentration of a population identified across all nine criteria, 0 being a low score and 36 being a high score.

Racial Minority, Ethnic Minority, and Low-Income Model

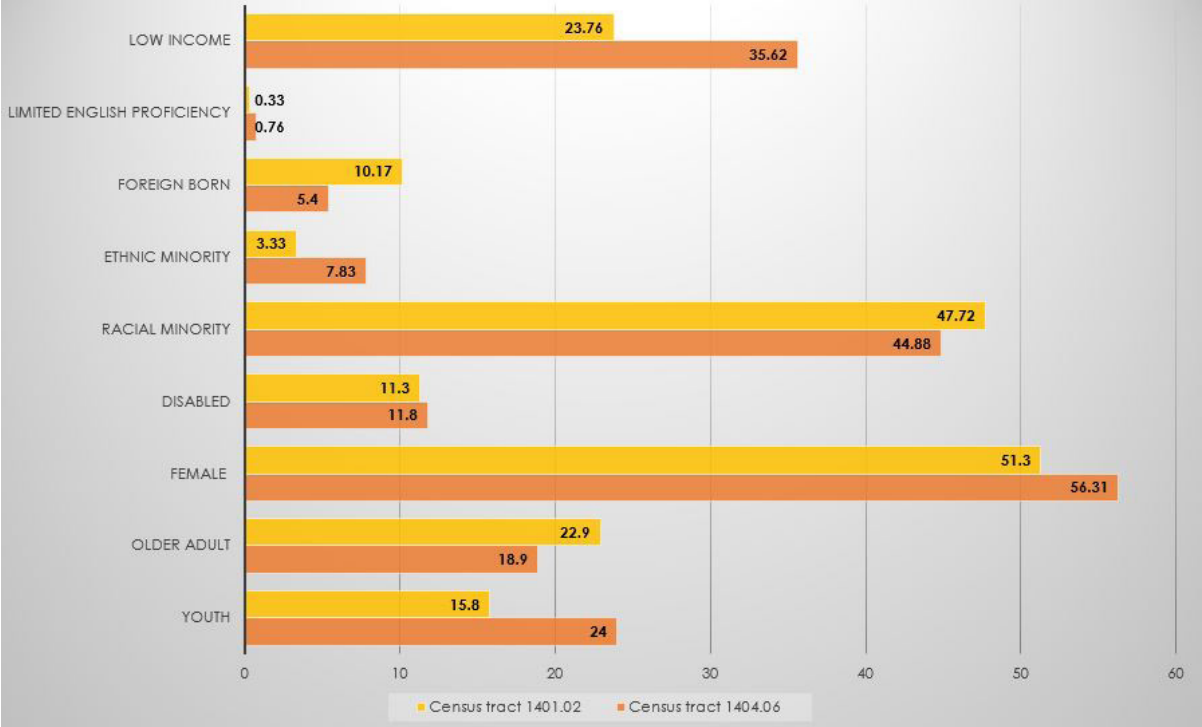
The Racial Minority, Ethnic Minority, and Low-Income Model is an adaptation of the Equitable Target Areas (ETA) model, with an index methodology similar to the Protected Classes Model. ARC considers these 3 inputs to be indicators of the greatest potential inequality in the Atlanta region.

This updated model is used by the ARC Transportation Improvement Program (TIP) Project Evaluation Framework to conduct equity analysis and rank proposed projects. The model also uses American Community Survey 5-Year population estimates for 2012-2016. Percentage of each of the protected population groups is calculated at the census tract level. The cumulative numeric score ranges from 0 to 12, and is calculated based on the three input criterion. A low score is 0 and a high score is 12.

Corridor Analysis

The Banks Road corridor lies on the border of two census tracts. Fayette County’s census tract 1404.06 lies on the east and census tract 1401.02 lies on the west. Census tract 1404.06 has an average cumulative score of 18 for the Protected Classes Model and an equity score of 6 for the Racial Minority, Ethnic Minority, and Low-Income Model. Census tract 1401.02 has an average cumulative score of 16 for the Protected Classes Model and an equity score of 4 for the Racial Minority, Ethnic Minority, and Low-Income Model.

Figure 1.2 - Banks Road - Equity Analysis



Census tract 1404.06 –

Residents in the tract under 18 years of age account for 24 % , while residents 65 years or older account for 18.9 %. Female residents account for 56.31 %, residents with disabilities account for 11.8 % of the population in the tract. While 44.88 % of residents identify as one or more racial minority, only 7.83 % of residents identified themselves as being of Hispanic or Spanish origin. The tract has a small population of foreign born nationals, with only 5.4 % of residents being born outside of the United States and 0.76 % of residents report having English proficiency below “very well.” Households with an income below \$32,920 (200% of the national poverty level) is 35.62 %. The Census defines a household as one or more people occupying a housing unit. The 2019 Federal Poverty Level for a household of 2 individuals is \$16,460.

Census tract 1401.02 –

Residents in the tract under 18 years of age is 15.8%, while 22.9% of residents are 65 years or older. 51.3% of residents are female. Residents with disabilities account for 11.3% of the population in the tract. While 47.72% of residents identify as one or more racial minority, only 3.33 % of residents identified themselves as being of Hispanic or Spanish origin. The tract has a small population of foreign born nationals, with 10.17% of residents being born outside of the United States and only 0.33% of residents report having English proficiency below “very well.” Households with an income below \$32,920 (200% of the national poverty level) is 23.67%. The Census defines a household to be composed of one or more people who occupy a housing unit. The 2019 Federal Poverty Level for a household of 2 individuals is \$16,460.

1.3 Land Use & Zoning

Approximately 2,885 parcels, both residential and nonresidential, comprise the study area. Banks Road within the City of Fayetteville limits is a commercial node and transitions to residential from the city limits to SR 54. Map 7 depicts the land use pattern along the corridor.

Residential Usage

Approximately 2,549 parcels or 88.3% of the study area are residential. The four major types of residential uses seen along the corridor are:

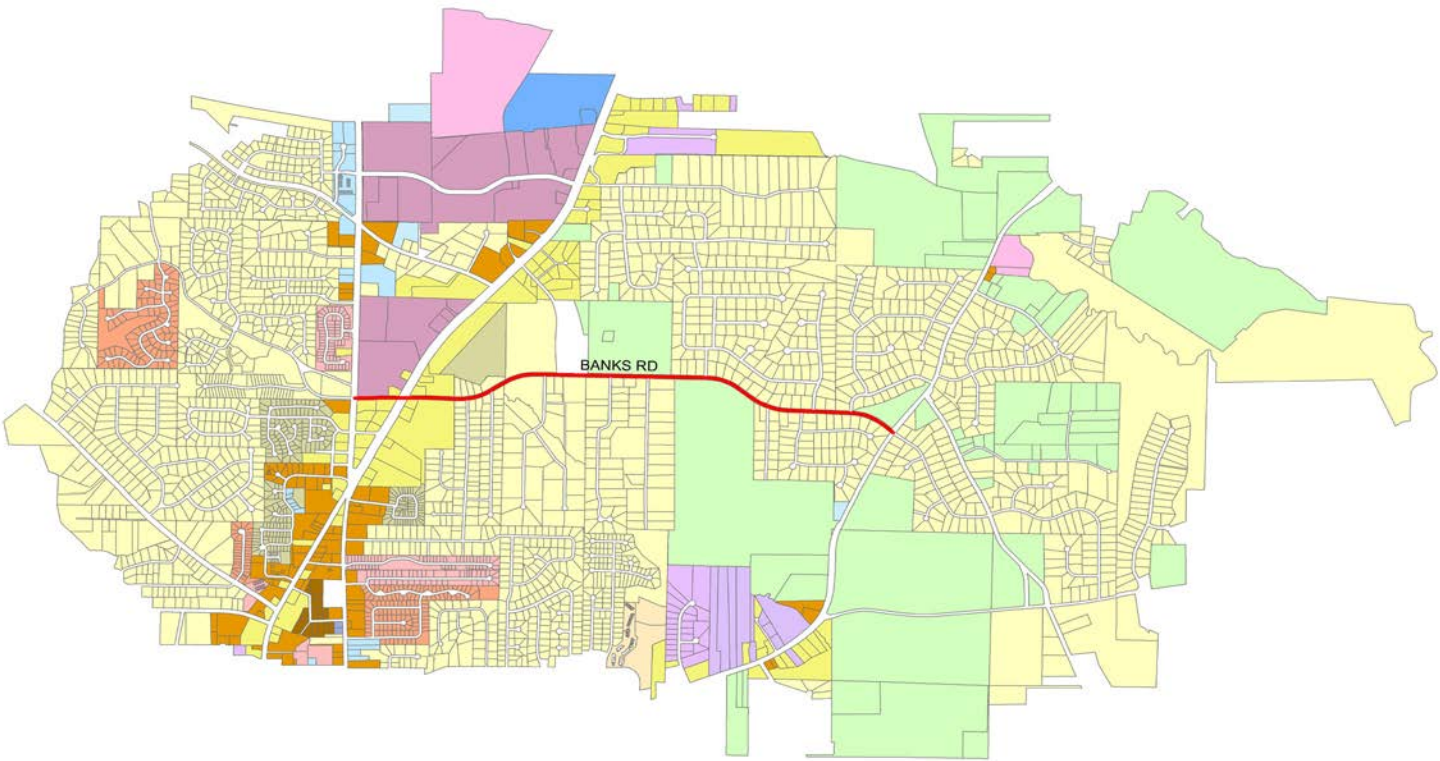
Table 1.4 - Residential Zoning		
CATEGORY	ZONING ENTITY	NO OF PARCELS
• SINGLE FAMILY RESIDENTIAL	FAYETTE COUNTY / CITY OF FAYETTEVILLE	2023
• MULTI FAMILY RESIDENTIAL	FAYETTE COUNTY / CITY OF FAYETTEVILLE	224
• TOWNHOUSE CONDOMINIUM	FAYETTE COUNTY / CITY OF FAYETTEVILLE	239
• AGRICULTURAL RESIDENTIAL	FAYETTE COUNTY / CITY OF FAYETTEVILLE	63

Commercial Usage

There are 336 commercially zoned parcels in the study area and most along SR 85 or SR 314 and located within the city limits.

Table 1.5 - Commercial Zoning		
CATEGORY	ZONING ENTITY	NO OF PARCELS
• BUSINESS PARK	CITY OF FAYETTEVILLE	2
• HIGHWAY COMMERCIAL	FAYETTE COUNTY / CITY OF FAYETTEVILLE	107
• COMMUNITY COMMERCIAL	FAYETTE COUNTY / CITY OF FAYETTEVILLE	111
• HEAVY INDUSTRIAL	FAYETTE COUNTY	3
• HIGH INTENSITY COMMERCIAL	CITY OF FAYETTEVILLE	21
• LIGHT INDUSTRIAL	FAYETTE COUNTY / CITY OF FAYETTEVILLE	42
• OFFICE INSTITUTIONAL	FAYETTE COUNTY / CITY OF FAYETTEVILLE	50











Map 1.7 - Banks Road - Zoning



LEGEND

 Banks Road

ZONING

-  SINGLE FAMILY RESIDENTIAL
-  DUPLEX RESIDENTIAL
-  AGRICULTURAL RESIDENTIAL
-  HIGHWAY COMMERCIAL
-  COMMUNITY COMMERCIAL
-  HEAVY INDUSTRIAL
-  LIGHT INDUSTRIAL
-  HIGH INTENSITY INDUSTRIAL
-  OFFICE INSTITUTIONAL
-  BUSINESS PARK

1.4 Roadway Infrastructure and Facilities

Per the Georgia Department of Transportation (GDOT) road classifications, Banks Road is classified as a minor arterial. The Banks Road corridor from its SR 314/W Fayetteville Road to SR 54, is approximately 1.9 miles.

There is one travel lane in each direction, which is generally 11 feet wide, but varies depending on the precise location. There are no turn lanes on Banks Road between SR 85 and SR 54.

The average right-of-way along Banks Road varies. According to Fayette County’s Thoroughfare Plan, minor arterials such as Banks Road have a future right-of-way requirement of 100 feet. This information is used by Fayette County to require right-of-way donations (typically 50-ft from center) as land is subdivided and/or developed.

Intersections

There are a total of 16 intersections along Banks Road within the limits of this corridor study. There are three signalized intersections along the corridor, at SR 314/W Fayetteville Road, SR 85/S Glynn Street, and SR 54. All other unsignalized intersections are two-way stop controlled (TWSC) with Banks Road being the major road and the side streets being the minor (stopped) roads. The intersections are listed in Table 1.6 and are shown in Map 1.8.

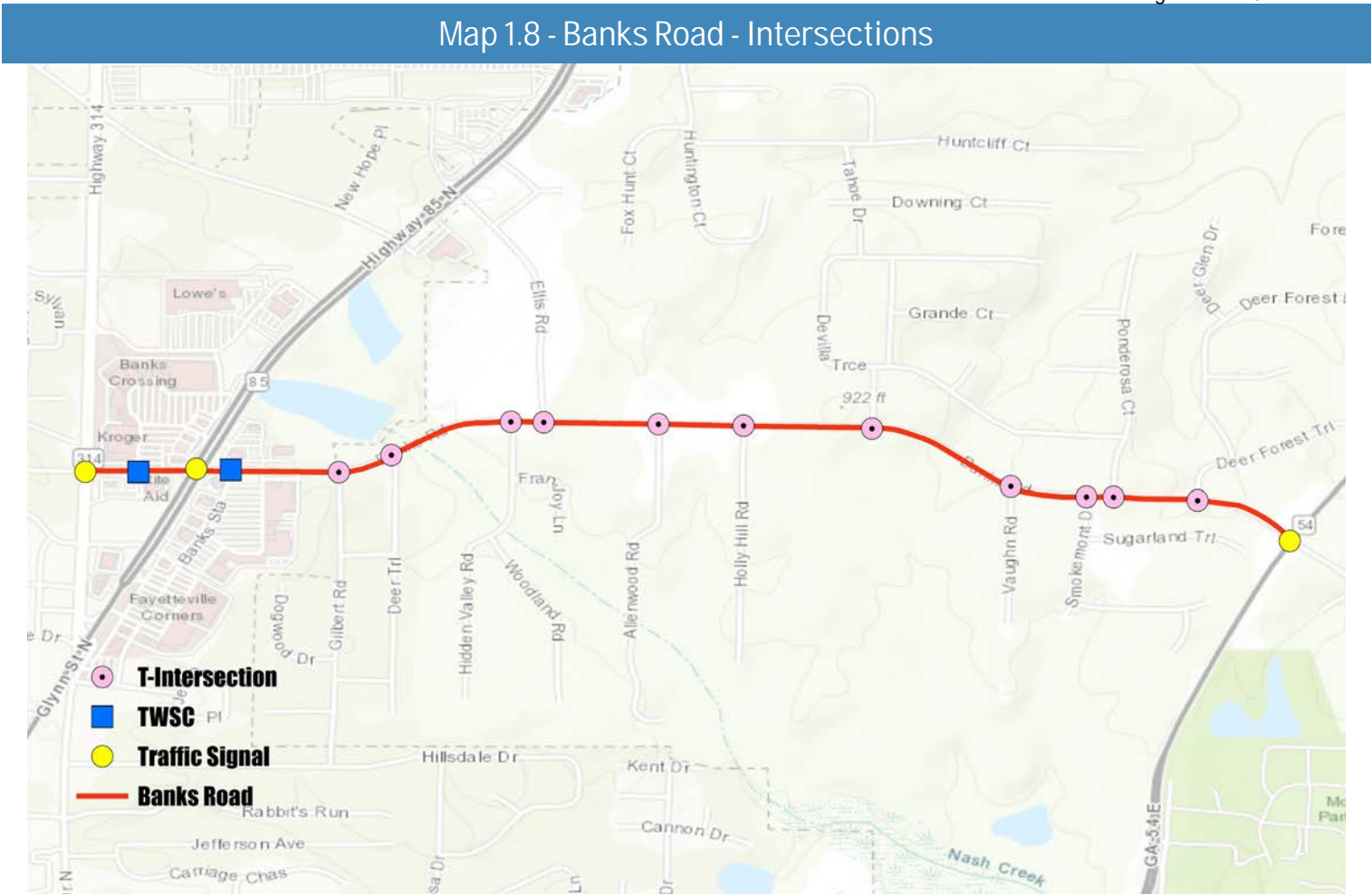


Table 1.6 - Banks Road Intersections		
INT. NO	BANKS ROAD	TRAFFIC CONTROL
1	AT SR 314/W FAYETTEVILLE ROAD	TRAFFIC SIGNAL
2	AT BANKS CROSSING	TWSC (NB/SB) ¹
3	AT SR 85/S GLYNN STREET	TRAFFIC SIGNAL
4	AT BANKS STATION DRIVEWAY	TWSC (NB/SB) ¹
5	AT GILBERT ROAD	T-INTERSECTION (NB) ¹
6	AT DEER TRAIL	T-INTERSECTION (NB) ¹
7	AT HIDDEN VALLEY ROAD	T-INTERSECTION (NB) ¹
8	AT ELLIS ROAD	T-INTERSECTION (SB) ¹
9	AT ALLENWOOD ROAD	T-INTERSECTION (NB) ¹
10	AT HOLLY HILL ROAD	T-INTERSECTION (NB) ¹
11	AT PONDEROSA TRACE	T-INTERSECTION (SB) ¹
12	AT VAUGHN DRIVE	T-INTERSECTION (NB) ¹
13	AT SMOKEMONT DRIVE	T-INTERSECTION (NB) ¹
14	AT PONDEROSA COURT	T-INTERSECTION (SB) ¹
15	AT DEER FOREST TRAIL	T-INTERSECTION (SB) ¹
16	AT SR 54	TRAFFIC SIGNAL
1. DENOTES WHICH MANEUVERS ARE STOP CONTROLLED.		

Bike/Pedestrian Facilities

There are sidewalks along both sides of Banks Road between SR 314 and SR 85, and along the north side from SR 85 to the City of Fayetteville limits. From the City of Fayetteville limits to SR 54, there are no sidewalks along Banks Road. There are no bicycle facilities along the corridor. Fayette County is currently in the process of completing the Master Path Plan.

Transit Facilities

There are no fixed routes that serve Fayette County. The closest GRTA Park & Ride lots (using driving distance and measured from the center of the corridor) are:

- Newnan Park & Ride – approximately 19.9 miles*
- Union City Park & Ride – approximately 12.6 miles*
- Jonesboro Park & Ride – approximately 6.6 miles*

[* - Measured from the midpoint of the corridor (Banks Road at Allenwood Road)]

Fairburn and the South Fulton Community Improvement District (CID) are in the process of constructing a Park-n-Ride lot along the east side of SR 74 between Harris Road and Milam Road. Fayette Senior Services, Inc. provides inexpensive, flexible transportation for Fayette County’s disabled (18 - 59 years) and older citizens (60 years & above). The organization provides two types of transportation options: Voucher Transportation and Non-emergency Medical Transportation. Services are available Monday through Friday, 6:00 AM to 6:00 PM.

Field Observations

The following observations were made by the project team during a field visit in Spring 2019:

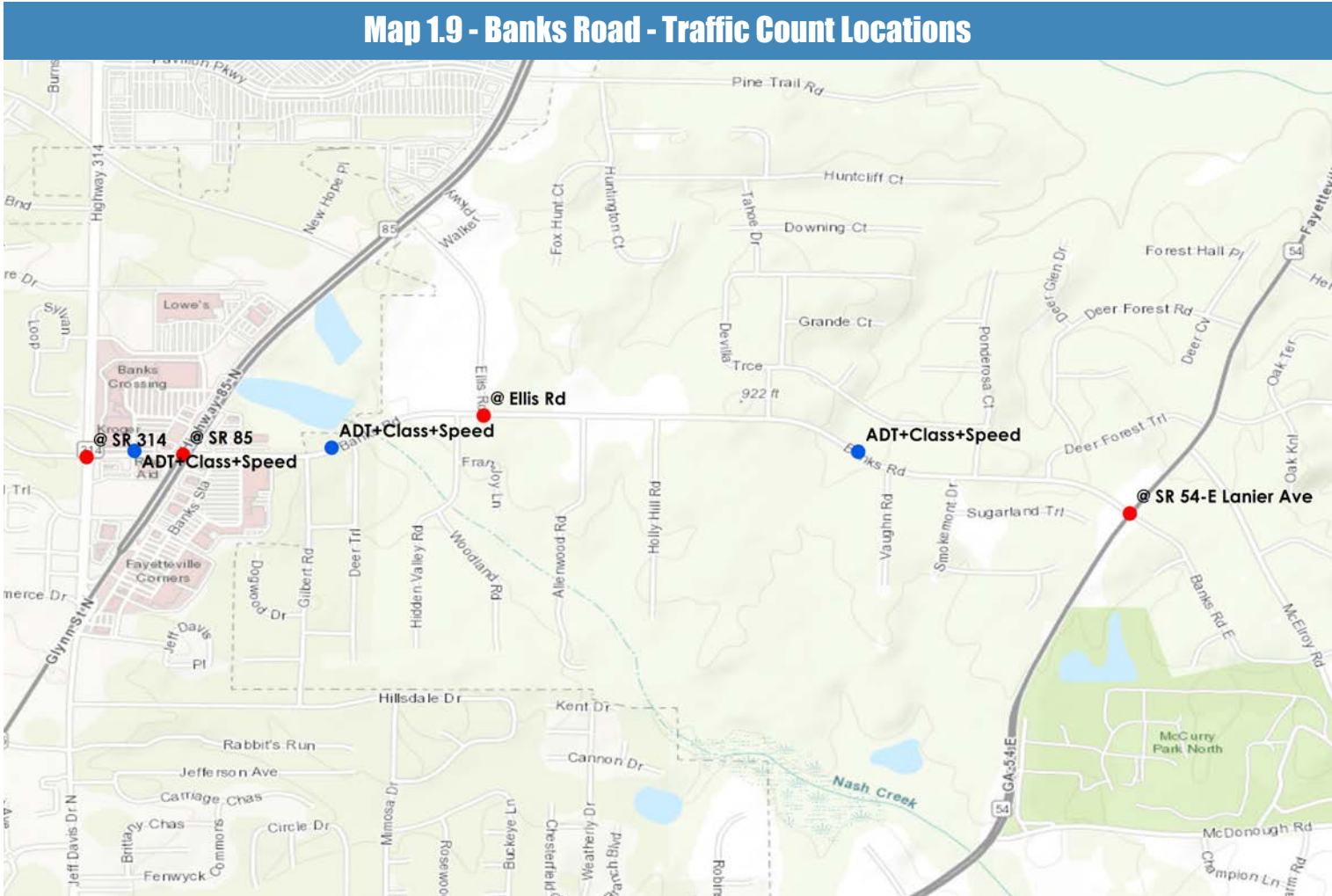
- From the western termini, Banks Road begins a commercial/retail environment and transitions to a residential area east of the City of Fayetteville limits. As this area continues to grow there may arise the need for concrete channelizing islands to encourage right turns ingress and egress into and out of the commercial areas.
- Intersection at Gilbert Road has limited sight distance looking east.
- Intersection of Deer Trail is in a downhill grade looking east on Banks Road.
- Pedestrians observed walking on the shoulder of Banks Road.
- Congestion at Hidden Valley Road and Ellis Road.
- Ample sight distance (both east and west) at Allenwood Road.

- Limited sight distance (east and west) at Ponderosa Trace and Banks Road intersection. There are curves in both directions approaching Vaugh Drive
- Smokemont Drive at Banks Road has standing water in the turning lane gutter.
- Some subdivisions have small turn radii, which may impact turn movements for residential trash pickup at least during weekday commutes.
- Approaching SR 54, there is a gore area evolving into a turning lane and this intersection is under construction, by GDOT as part of the SR 54 widening project.
- Fair pavement condition with 25’ wide surface with some longitudinal and transverse cracking.
- Some raveling and slight reflection of wheel path is visible in some areas.
- Observed that some shoulders broke in various radius.
- The majority of the road had 3’ grass shoulders some with steep slopes.



1.5 Existing Traffic Conditions

Traffic counts were conducted in April 2018 at the locations described below. The count locations are shown in Map 1.9.



Weekday 24-hour Bidirectional Volume Count with Vehicle Classification and Speed were collected at:

- Banks Road between SR 314/W Fayetteville Road and SR 85
- Banks Road east of Gilbert Road
- Banks Road west of Vaughn Drive

Weekday 4-hour AM and PM Peak Period (7-9 AM and 4-6 PM) Turning Movement Counts (TMC) were collected at:

- Banks Road at SR 314/W Fayetteville Road
- Banks Road at SR 85/S Glynn Street
- Banks Road at Ellis Road
- Banks Road at SR 54

Saturday peak period Turning Movement Counts were also collect at SR 314/W Fayetteville Road and SR 85/S Glynn Street.

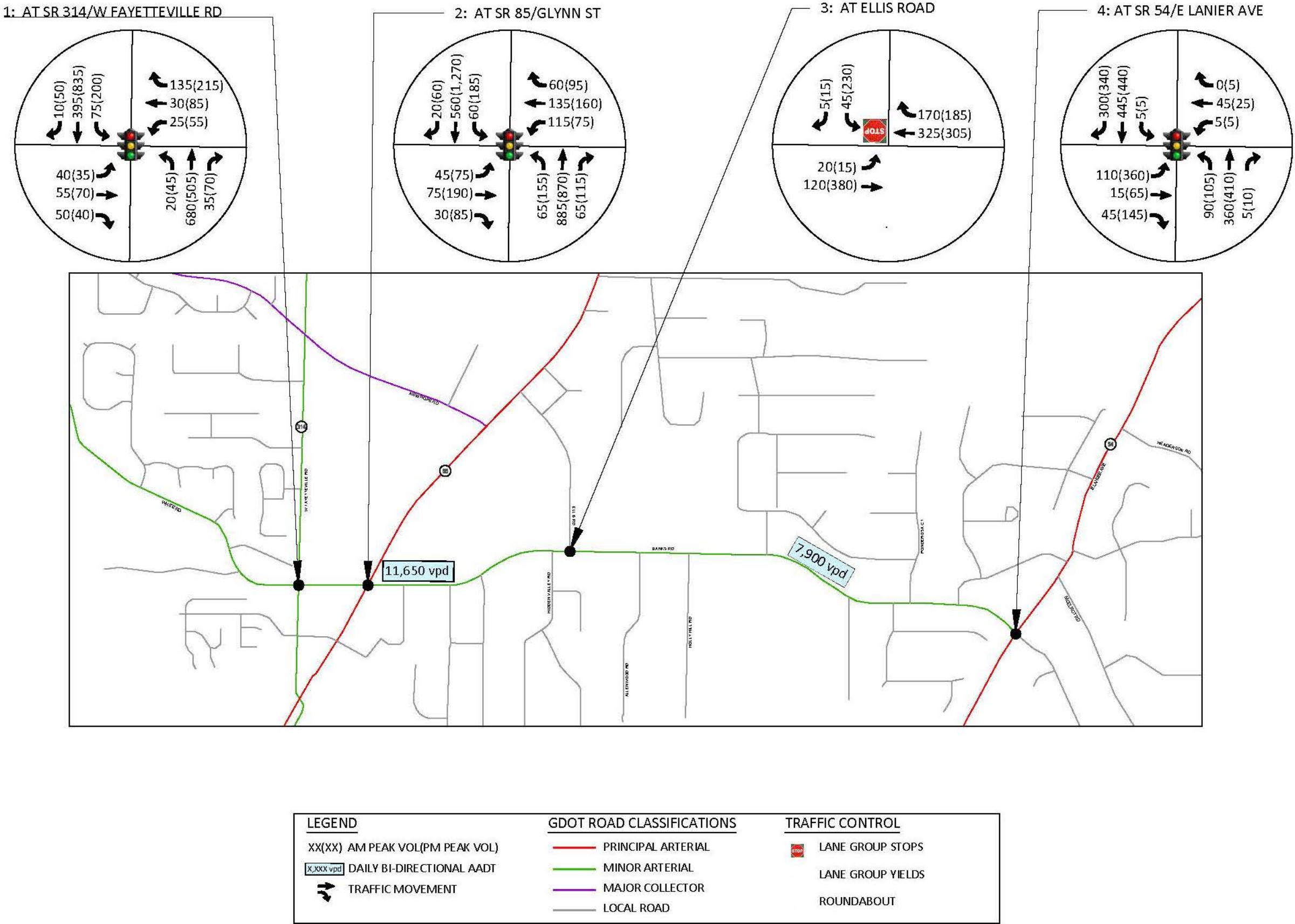
Between SR 314 and Ellis Road, the average ADT is 8,652 vehicles. Between Ellis Road and SR 54, the average ADT is 12,751 vehicles. Adjusting the April counts for daily and seasonal factors per GDOT standards, the Average Annual Daily Traffic (AADT) for the two aforementioned segments, are 7,900 vehicles and 11,650 vehicles, respectively. The count data shows that there is significant increase in traffic along Banks Road east of Ellis Road. Table 1.7 describes daily truck percentages along the corridor.

Table 1.7 - Banks Road Daily Truck Percentages			
BANKS ROAD	SINGLE UNIT	COMBO	TOTAL
BETWEEN SR 314 AND ELLIS ROAD	1.7 %	0.1 %	1.8 %
BETWEEN ELLIS ROAD AND SR 54	2.9 %	0.1 %	3.0 %

The morning and afternoon peak period counts collected indicate that the average AM peak hour is 7:00 am to 8:00 am and the average PM peak hour is 5:00 pm to 6:00 pm. For continuity between the study intersections, a uniform average peak hour was used for each time period.

The 2018 existing traffic volumes along Banks Road are shown in Figure 1.2.

Figure 1.2 - Banks Road - 2018 Traffic Volumes



Traffic Volumes Projection Sources

GDOT Historic Traffic Volumes

GDOT’s count program, Traffic Analysis and Data Application (TADA), provides a source of data for assessing traffic volume trends over a sustained period of time. The following count stations on minor arterials within the vicinity of Banks Road were collected:

- White Road West of SR 314 (Minor)
- SR 314 North of Banks Road (Minor)
- N Jeff Davis Drive South of Banks Road (Minor)
- Highway 92 West of SR 314 (Minor)

Historical counts were also collected for the following corridors, which are principal arterials:

- SR 85 North of SR 314 (Principal)
- SR 54 North of Banks Road (Principal)
- McDonough Road East of McElroy Road (Principal)

Historical traffic data was used to establish historical traffic trends in the region and predict future traffic growth along Banks Road.

Regional Travel Demand Model

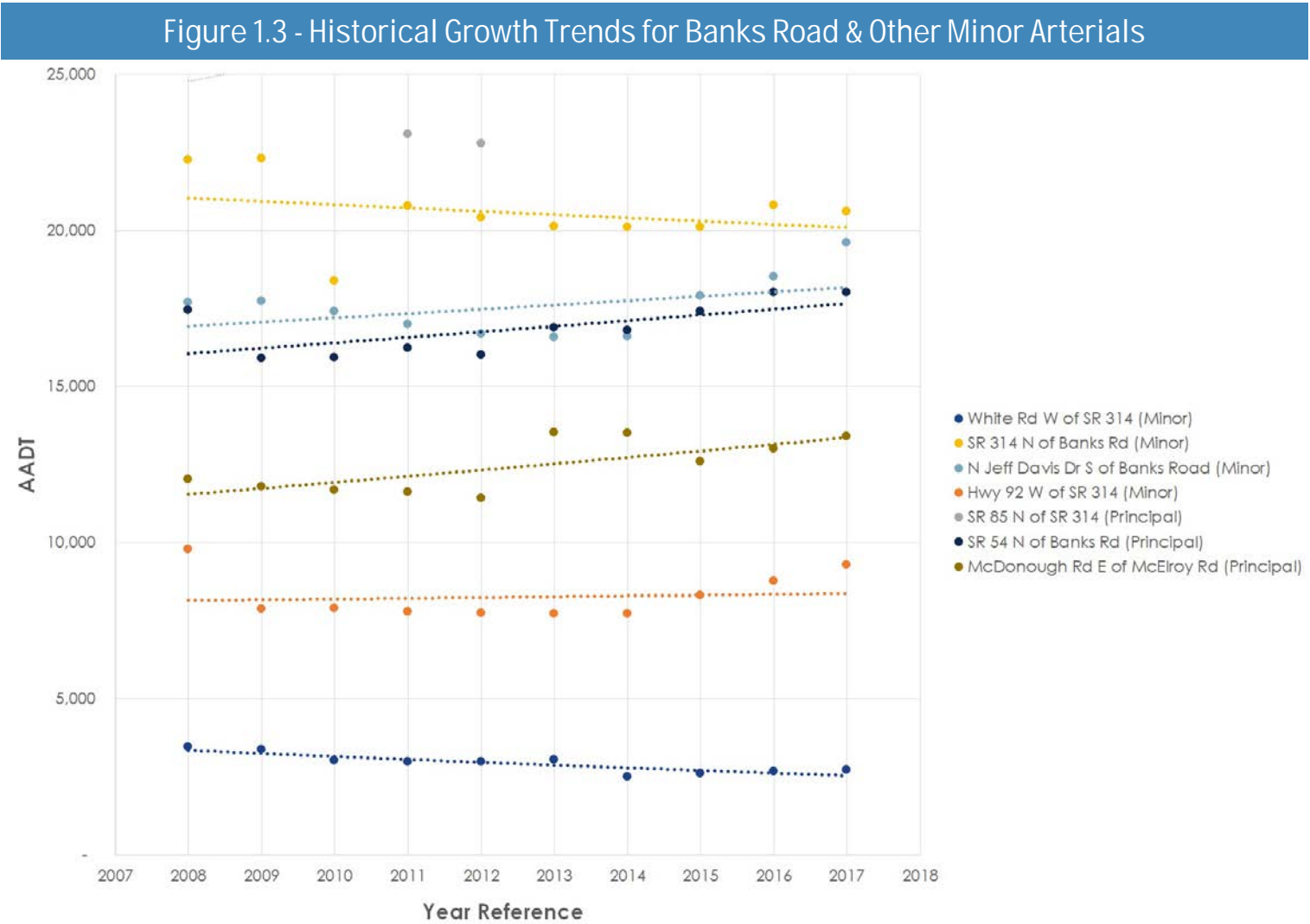
The Atlanta Regional Commission travel demand model (ARC TDM) was reviewed and traffic projections at pertinent locations were selected and analyzed to determine future growth rates of traffic along the corridor and the surrounding roadway network.

Traffic Growth Methodology

Historical Growth Regression

An exponential regression analysis was performed using historical traffic count data collected from GDOT’s TADA online mapping to determine annual growth factors. Roadways deemed key in determining the overall traffic trends in the region were selected and segments with corresponding traffic counters were plotted for each year. Per GDOT’s Design Traffic Forecasting Manual, traffic counts that were deemed irregular were omitted to “eliminate erroneous counts and reflect general trend.”

Using the exponential regression line’s R2 value as a measurement of accuracy, the equation for the data was used to calculate ADT for 2019, 2020, and 2040. These volumes were then used to calculate annual growth rates (AGR) based on the historical 5 and 10 year periods. The average annual growth rate over the past 10 years for the area was 0.95%. Figure 3 shows the historical growth trends for Historical Growth Trends for Minor & Principal Arterials in Area.



ARC Travel Demand Model

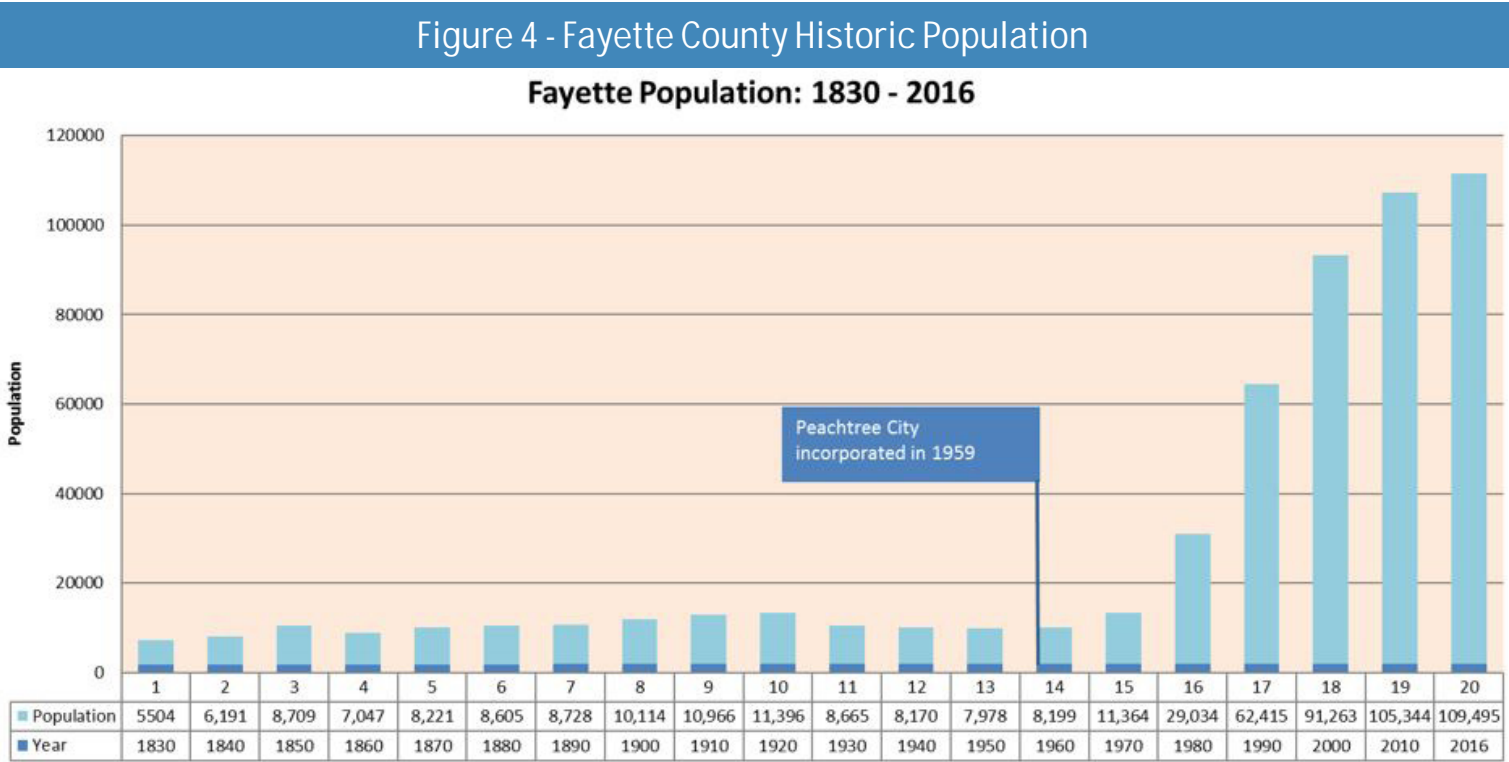
Since roadway improvements and socio-economic factors, such as population and employment change are incorporated into regional TDM, they provide realistic projections of future traffic volumes for a region. The ARC TDM forecasted data for 2015, 2020, 2030, and 2040 was used in the growth rate analysis.

Roadway segments with corresponding traffic data were selected for each year and the AGR from 2015 – 2020 and 2020 – 2040 were calculated. The average annual growth rate for the 2020 to 2040 projection was 1.1%.

• [County Population and Growth Forecasts](#)

In step with the rest of the metropolitan Atlanta area, Fayette County has experienced significant growth in population over the past few decades. Figure 4 shows the total population from 1830 to 2016 based on the latest estimates from the American Community Survey (ACS).

In 2017, Fayette County adopted a new Comprehensive Plan, which included a population project based on the ARC’s population projections. The data extracted from ARC’s models showed that Fayette County’s population will increase from 110,975 to 143,255 between 2015 and 2040. This projection represents a 29 percent increase (32,280 people) and an annual growth rate of 1.16 percent.



Source: US Census, ACS

• [Proposed Future Annual Growth Rates](#)

During the development of concepts for the Banks Road corridor, an AGR will be used to project the existing traffic volumes to a future base year and design year to determine the viability of recommendations. Based on the review of GDOT historic data and the ARC 2015, 2020, 2030, and 2040 models, the proposed AGR for the 2020 and 2040 traffic projections were rounded to 1.5% in order to conduct a conservative future analysis and account for any additional traffic factors that may arise.

[Traffic Operations Analysis](#)

Capacity analyses for Banks Road were conducted based on the procedures defined by the Transportation Research Board’s Highway Capacity Manual, 2010 edition (HCM 2010) methodology using Synchro™ (Version 9) and HCS 2010™ software. The HCM 2010 was used to define the overall Level of Service of the corridor and the individual study intersections.

Level of Service (LOS) is defined as a qualitative measure that describes operational conditions and motorists perceptions within a traffic stream. Level A represents the best quality of traffic where the drive has the freedom to drive with free flow speed and level F represents the worst quality of traffic when the traffic flow breaks down. Level of service is defined based on the measure of effectiveness (MOE). Typically three parameters are used under this and they are speed and travel time, density, and delay.

One of the important measures of service quality is the amount of time spent in travel. Therefore, speed and travel time are considered to be more effective in defining LOS of a facility. Density gives the proximity of other vehicles in the stream. Since it affects the ability of drivers to maneuver in the traffic stream, it is also used to describe LOS. Delay is a term that describes excess or unexpected time spent in travel. For metropolitan areas, an acceptable Level of Service during peak hours is LOS D, which indicates a tolerable delay for the average road user.

For highway capacity, the LOS is defined by density. In the case of two-lane highways, the roadway LOS is defined based on its classification, average travel speed, time-spend-following, and free-flow speed. For intersections, the LOS is defined by controlled delay. LOS for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches. The LOS criteria for signalized, unsignalized, and roundabout intersections are based on average controlled delay and are given in Table 8.

Table 8 - Level of Service Criteria for Intersections			
	SIGNALIZED	UNSIGNALIZED	ROUNDBOUT
LEVEL OF SERVICE	CONTROL DELAY (SEC)	CONTROL DELAY (SEC)	CONTROL DELAY (SEC)
A	≤ 10	≤ 10	≤ 10
B	> 10 AND ≤ 20	> 10 AND ≤ 15	> 10 AND ≤ 15
C	> 20 AND ≤ 35	> 15 AND ≤ 25	> 15 AND ≤ 25
D	> 35 AND ≤ 55	> 25 AND ≤ 35	> 25 AND ≤ 35
E	> 55 AND ≤ 80	> 35 AND ≤ 50	> 35 AND ≤ 50
F	> 80	> 50	> 50

Operational conditions were evaluated for the 2018 Existing conditions during the morning and afternoon peak hours. The Levels of Service (LOS) and delay per intersection are shown in Table 9, and the roadway LOS and volume-to-capacity ratio (V/C) are shown in Table 10.

Table 9 - 2018 Existing Intersection Level of Service (LOS)					
	BANKS ROAD	TRAFFIC CONTROL	AM PEAK	PM PEAK	SAT PEAK
1	AT SR 314/W FAYETTEVILLE ROAD	TRAFFIC SIGNAL	B (11.1 s)	B (18.1 s)	B (17.8 s)
2	AT SR 85/S GLYNN STREET	TRAFFIC SIGNAL	C (22.9 s)	C (32.5 s)	C (33.5 s)
3	AT ELLIS ROAD	TWSC (SB) ¹	C (15.0 S)	F (63.0 s)	
4	AT SR 54	TRAFFIC SIGNAL	B (14.0 S)	D (26.4 s)	
1. FOR TWO-WAY STOP CONTROLLED (TWSC) INTERSECTIONS, LOS ARE REPORTED FOR THE SIDE STREET APPROACHES ONLY.					

As shown above, under the 2018 existing traffic conditions, all of the study intersections are operating at an acceptable LOS during the morning peak hour. In the afternoon peak hour, Ellis Road at Banks Road is operating at LOS F with the average control delay being 63 seconds for the southbound vehicles. Banks Road at SR 54 is operating at LOS D and is currently under construction as part of the SR 54 Widening.

In terms of roadway capacity, Banks Road is operating at an acceptable LOS between SR 85 and Ellis Road during morning and afternoon peak hours. Between Ellis Road and SR 54, Banks Road is performing at LOS D during both the morning and afternoon peak hour.

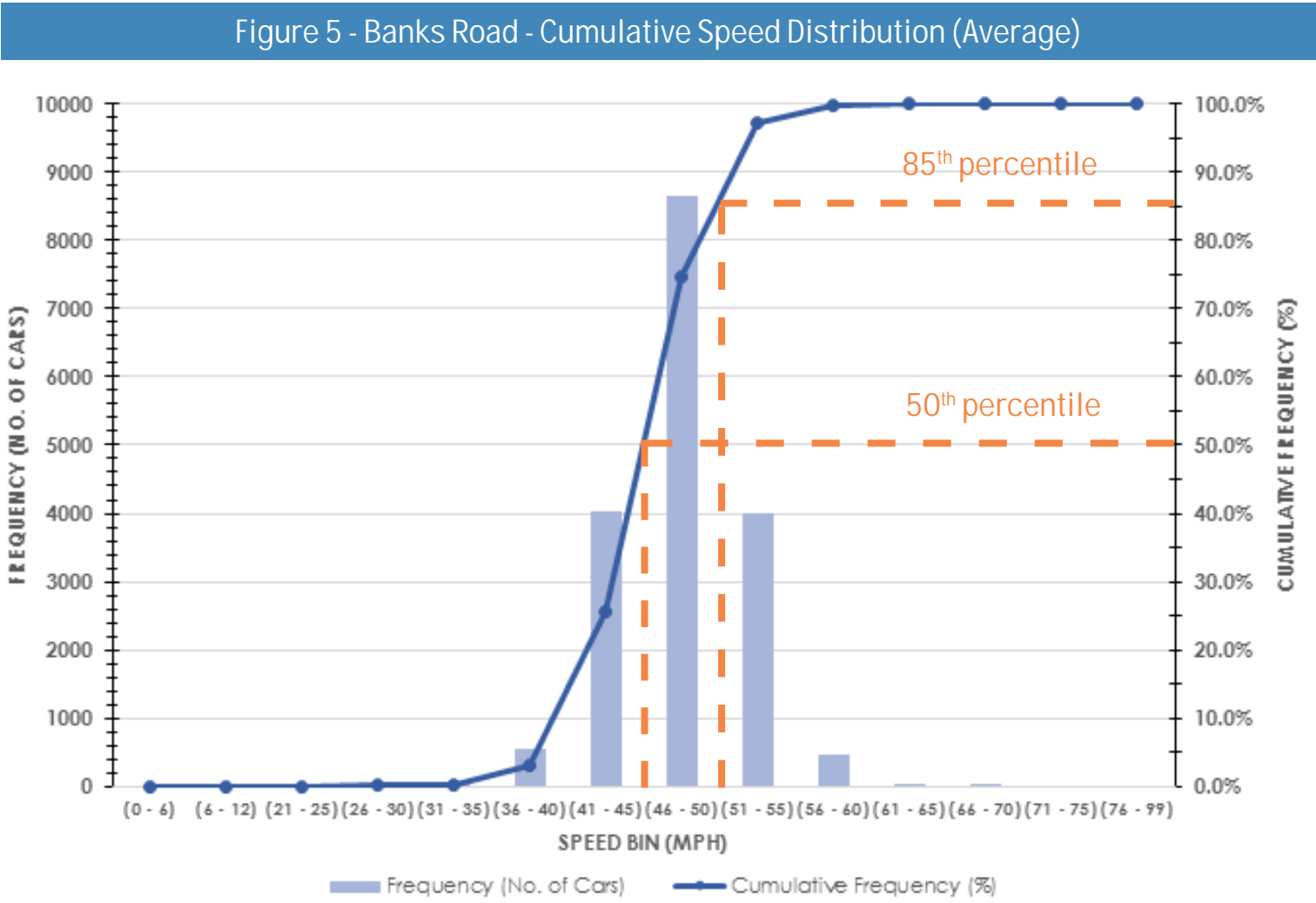
Table 10 - 2018 Existing Peak Hour Roadway Capacity Level of Service (LOS)				
BANKS ROAD	AM PEAK		PM PEAK	
	LOS	V/C	LOS	V/C
FROM SR 85 TO ELLIS ROAD	C	0.14	C	0.30
FROM ELLIS ROAD TO SR 54	D	0.13	D	0.40
V/C - VOLUME TO CAPACITY RATIO				

Safety Analysis

Speed Study -

Vehicle speeds were obtained for Banks Road eastbound and westbound travel directions in April 2018 at two points along the corridor. Figure 5 shows the average cumulative speed distribution along Banks Road. Given the posted speed limit of 35 miles per hour, approximately 99% of vehicles were exceeding the speed limit with the 85th percentile speed being an average of 51 mph.

As shown, the 85th percentile speed along Banks Road is approximately 51 mph. The 10 mph pace along the corridor was 41 mph to 51 mph. Given the posted speed limit along Banks Road is 35 mph, these results indicate that vehicles along the corridor are typically exceeding the speed limit which creates a safety concern.



• [Crash Data -](#)

In order to identify crash trends and safety characteristics for the corridor, crash data was obtained from the Georgia Electronic Accident Reporting System (GEARS) database.

Crash records were collected along Banks Road between November 2013 and October 2018. Crash Data by Type, 5-Year Crash History, and Time-of-Day are shown in Figure 1.6, Figure 1.7 and Figure 1.8, respectively. Property Damage Only (PDO), injuries, and fatalities resulting from car crashes along Banks Road for this 5-year period are shown in Table 1.11.

This data demonstrates that there has been a substantial number of crashes along this corridor. Banks Road’s crash rate is higher in every category when compared to the statewide average for minor arterials. Particularly concerning is the severity of the crashes along Banks Road. Approximately 23% of the crashes during this time period resulted in one or more injuries.

There were two fatalities resulting from a vehicle going off the roadway east of Ponderosa Trace in January 2018. There was one crash involving a pedestrian on Banks Road at its intersection with Ellis Road. The average number of crashes occurring on Banks Road is 74 crashes per year. The majority of the crashes are rear end or angle crashes. These findings indicate that there is a recognizable need to implement techniques to reduce the frequency and severity of crashes along the corridor.

As expected, the signalized intersections along the corridor have the highest number of crashes for the five-year period. The five unsignalized intersections with the greatest number of crashes are from higher to lower: Deer Forest Trail, Ellis Road, Vaughn Drive, Ponderosa Trace, and Allenwood Road.

Rural-two lane typical sections, such as Banks Road, typically have higher frequencies of rear end and angle crashes, due to the number of access points along the corridor, high turning volumes from a single shared lane, and restricted sight distance.

Map 1.10 represents a heat map of crashes along Banks Road. The intersections are considered hot-spots for crashes with higher number of accidents in the red zones.

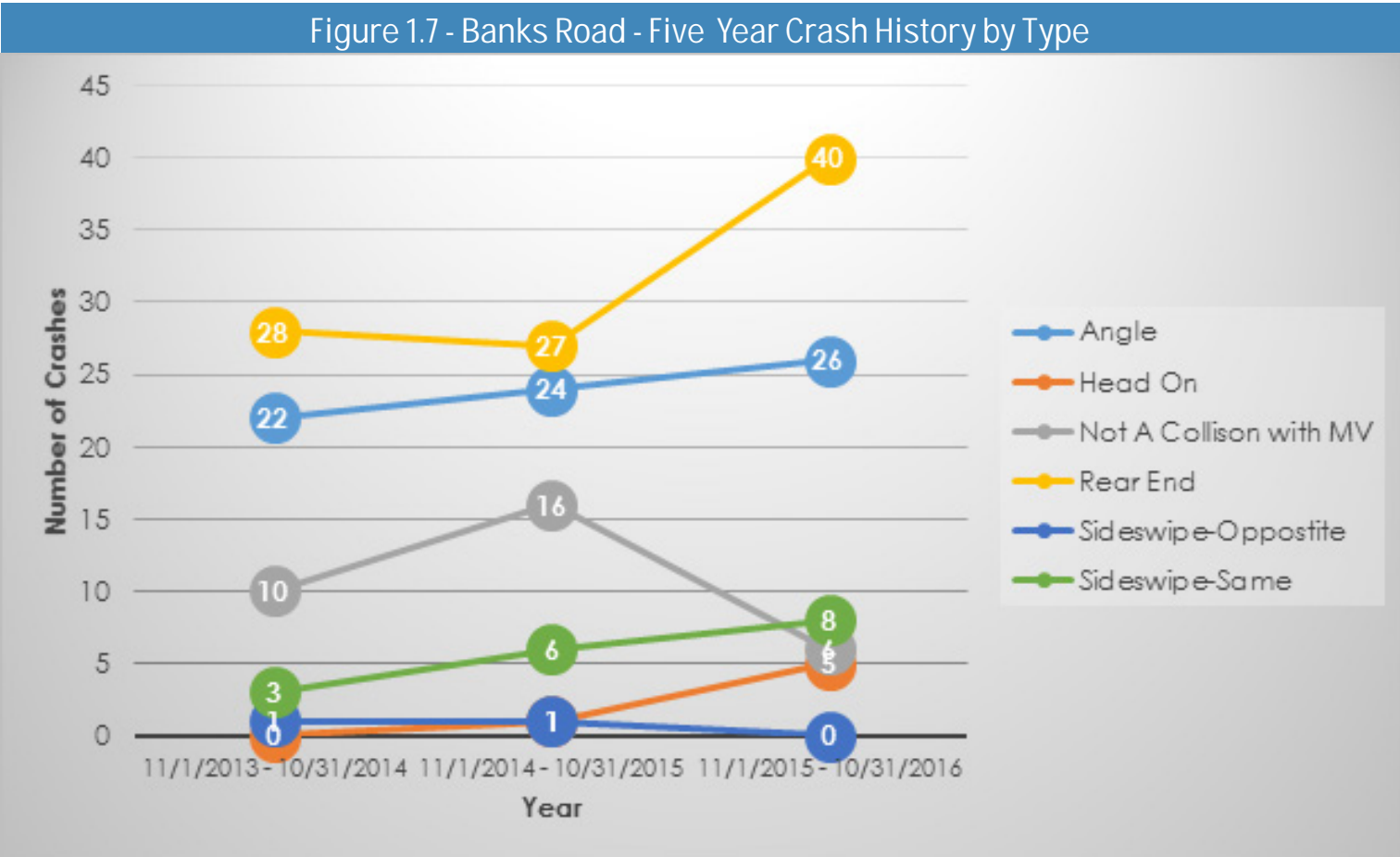
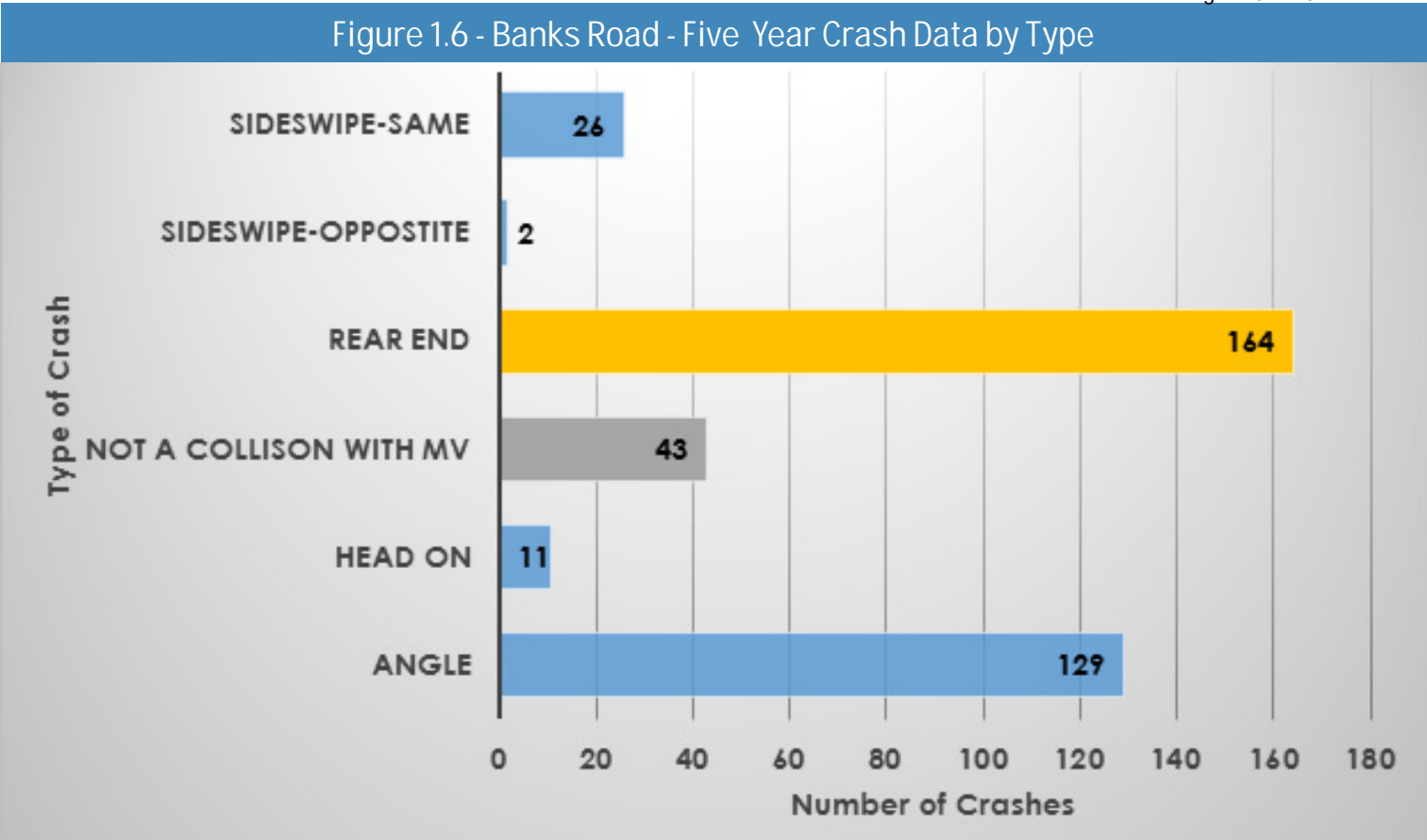


Figure 1.8 - Banks Road - Total Crashes by Time-of-Day

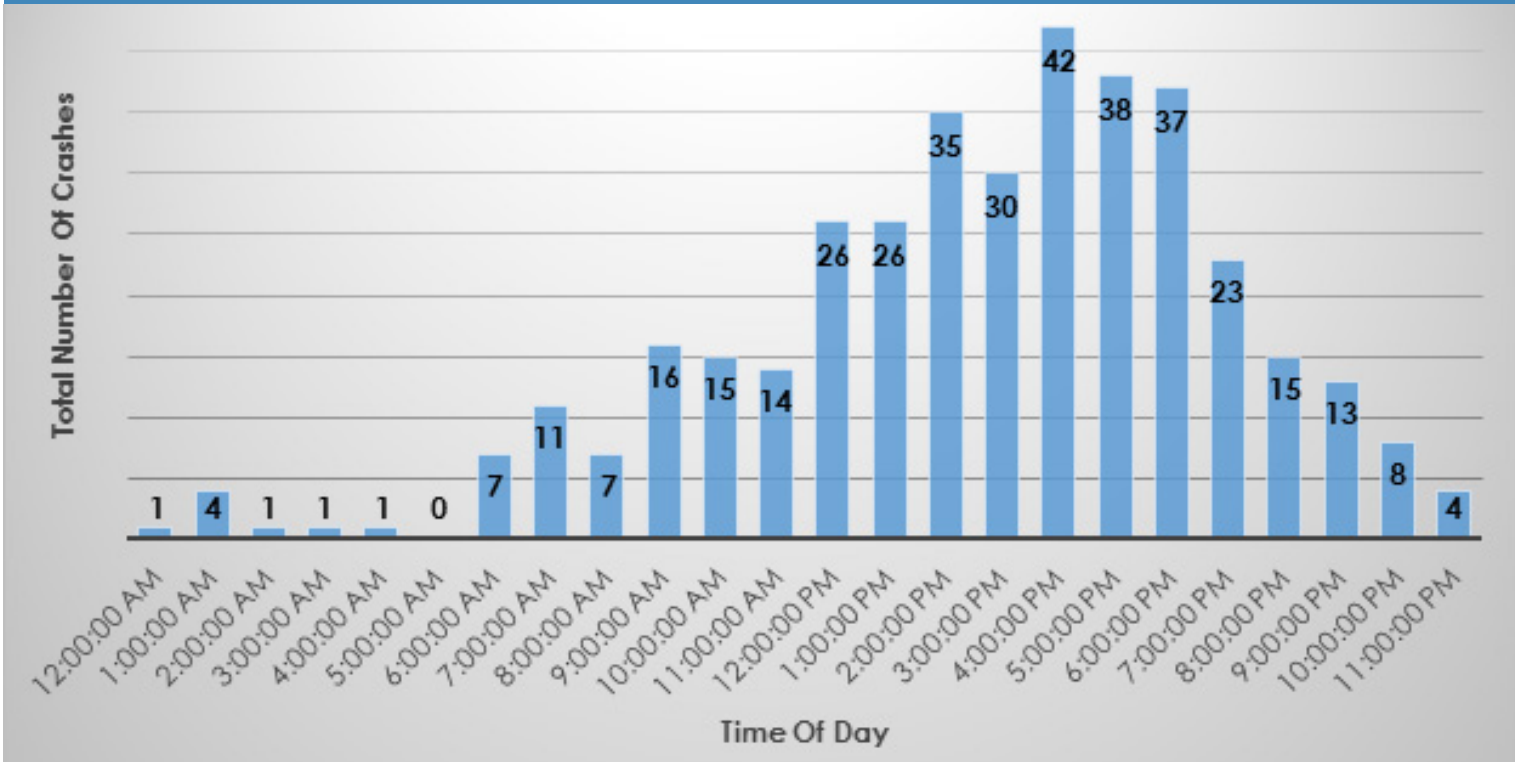


Figure 1.9 - Banks Road - Total Crashes per Intersection

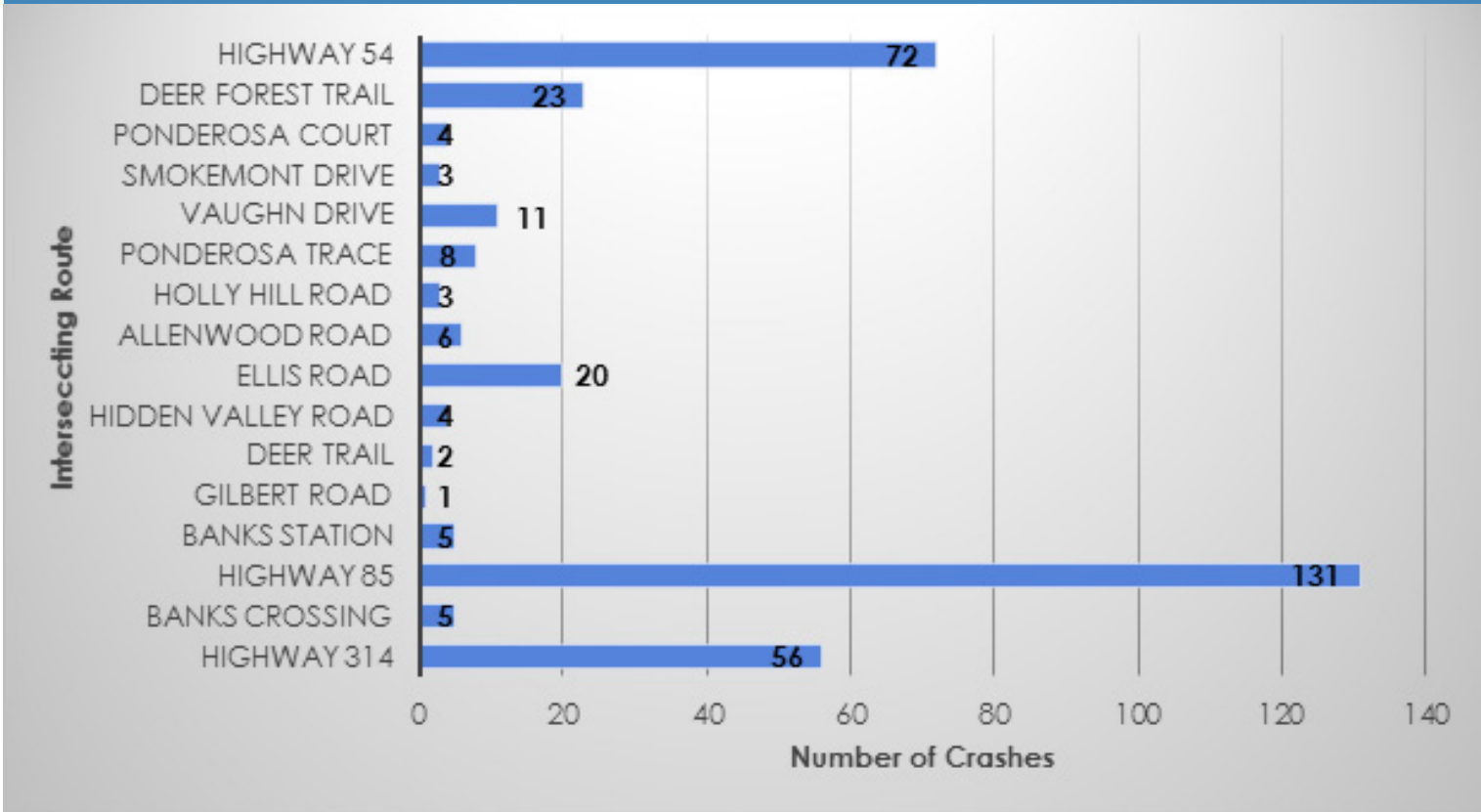
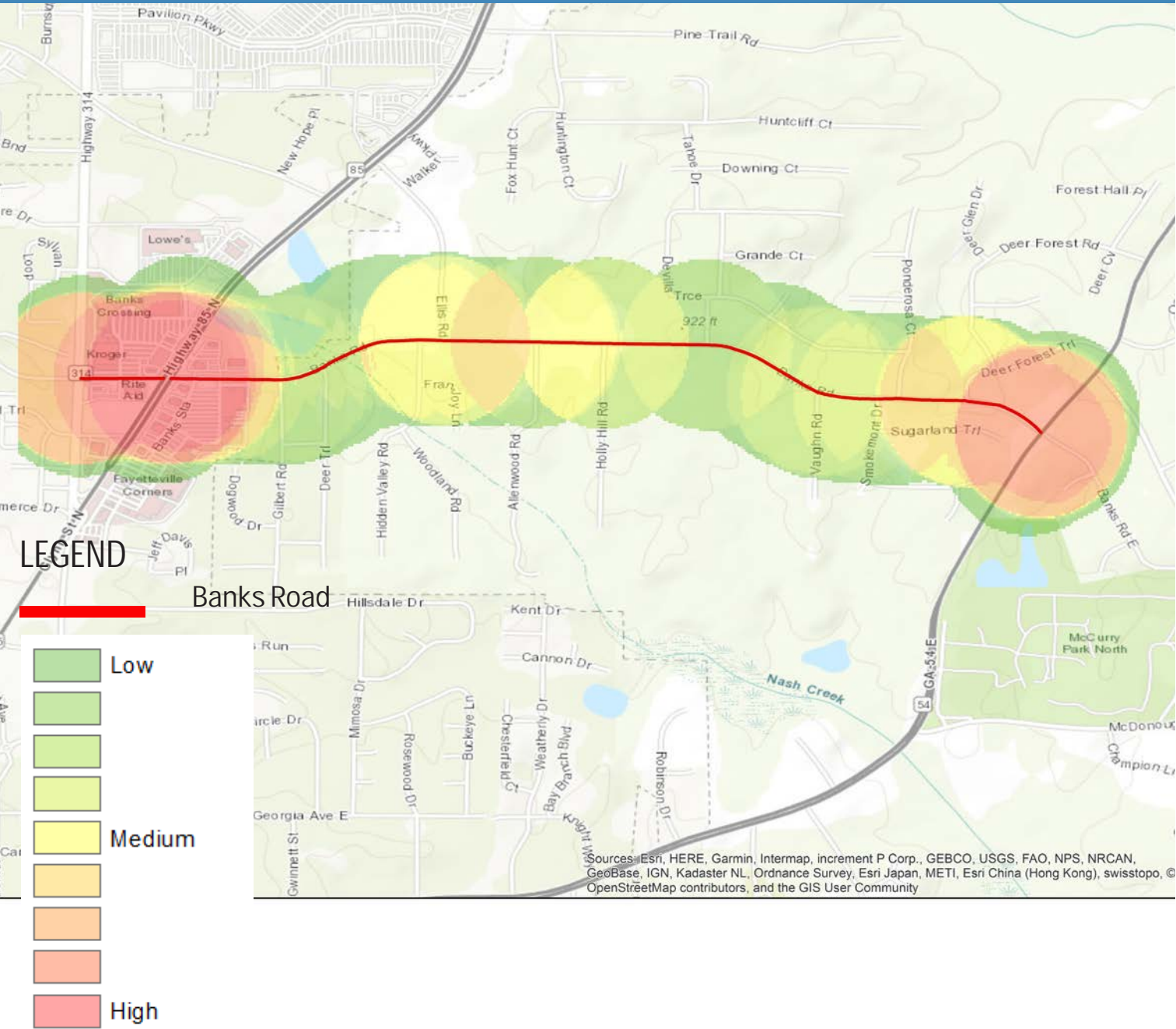


Table 1.11 - Banks Road Crash Rates Relative To State Averages

	TOTAL CRASHES (5 YEARS)	CRASH RATE ¹	STATEWIDE AVG. (2016) ¹
TOTAL CRASHES	375	1078	506
TOTAL INJURY ACCIDENTS	86	247	124
TOTAL INJURIES	164	471	186
TOTAL FATAL ACCIDENTS	1	2.87	1.72
TOTAL FATALITIES	2	5.75	1.86

1. Crashes per 100 million vehicle-miles of travel.

Map 1.10 - Banks Road - Crashes Heat Map



1.6 Environmental Due Diligence

The purpose of the survey was to identify sensitive environmental conditions that may provide corridor improvement opportunities and/or constraints. The survey included agency database research as well as on site reconnaissance of the corridor. Sensitive environmental land uses that were surveyed included natural, cultural, community, and physical resources in the general vicinity of the Banks Road corridor.

The existing Banks Road study consists of two travel lanes and is an undivided roadway throughout the corridor. Right and left turn lanes are provided at SR 314, SR 85, and SR 74. Land use along the Banks Road corridor is urban and primarily commercial near the western terminus of the study corridor in the area of SR 314 and SR 85, and is rural and primarily residential with some agricultural use along the remainder of the corridor. A sample of sensitive environmental land uses that were identified along the study corridor are shown in Image 1.4, Image 1.5, and Image 1.6.

Prior to design and construction in the area, coordination with appropriate approval agencies would be required to determine type of environmental and historic resources that need to be protected in the jurisdiction.

The Banks Road Due Diligence report along with the Environmental Resources Location map are attached in the appendix.

Image 1.4 - Nash Creek



Image 1.5 - Unnamed Tributary to Morning Creek



Image 1.6 - Example of Potential Historic Resource



1.7 Utilities

This section of the report presents an inventory of existing utilities along the corridor. Map 1.13 represents the location of these utilities. Description and photos of these utilities are presented below. Fayette County must conduct a detailed analysis prior to any construction.

A
Fiber Box (2 AYO)



E
Fire Hydrant



I
AT&T Cabinets



M
GA 54 looking Southwest



B
Banks Road looking west



F
FDC Vault



J
Looking west toward GA 85 reflecting turn lane for Dollar General



N
GA 54 looking Southwest



C
Fiber Optic Pedestal AT&T



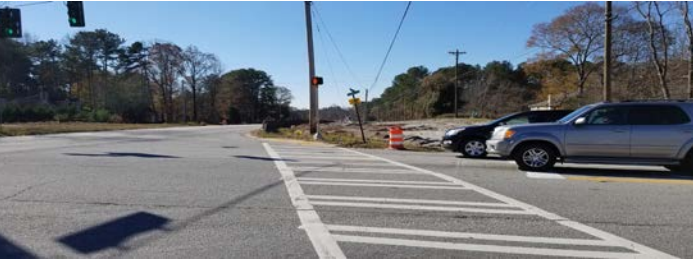
G
AT&T UG. Cable Pedestal



K
Power Line



O
GA 54 looking Southwest



D
AT&T UG. Pedestal



H
Detention Pond



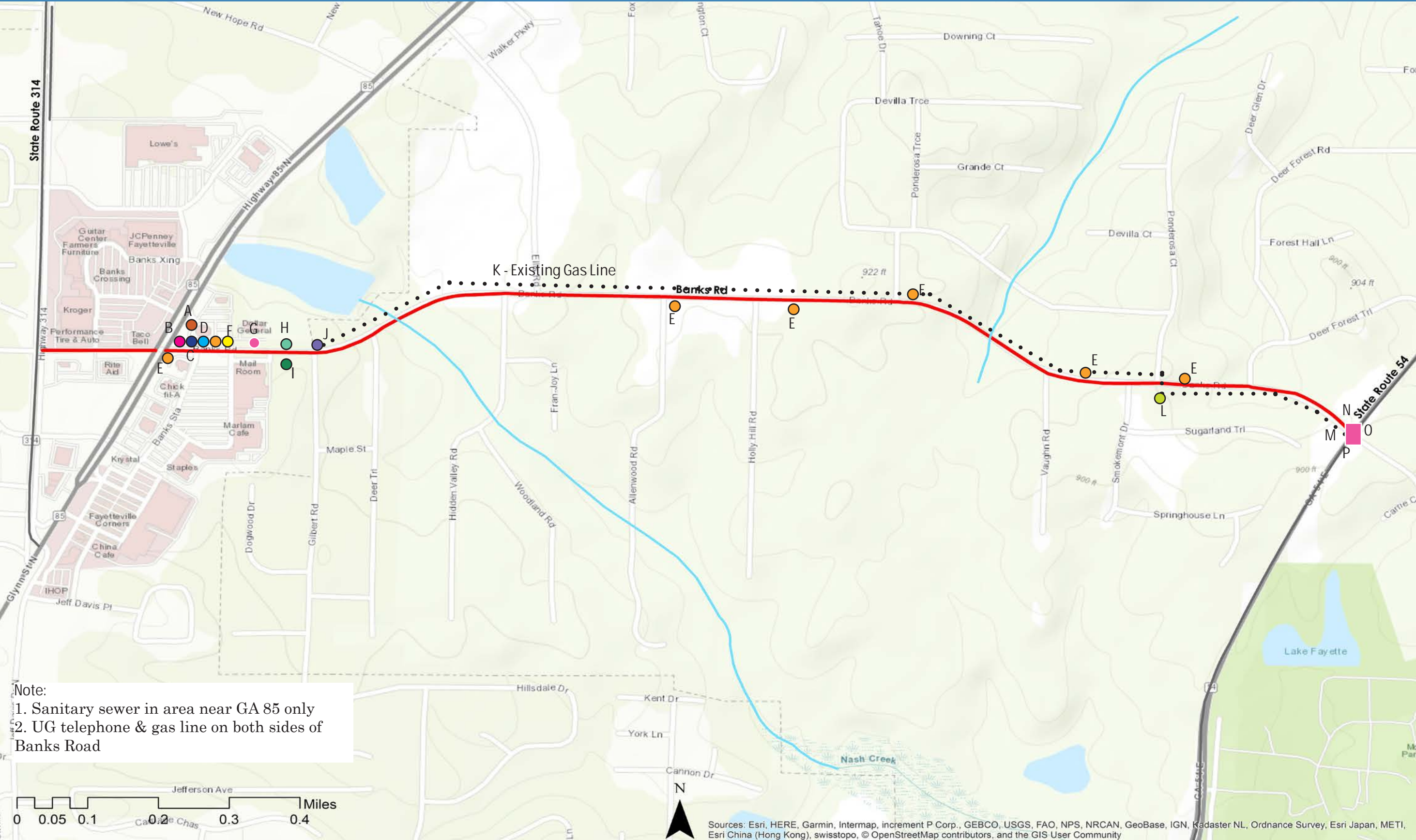
L
Marked Gas-line (AGL) & AT&T Telephone Pedestal



P
Banks Road looking Southeast



Map 1.11 - Banks Road - Utilities



1.8 Summary

Banks Road is an important roadway in the northeastern quadrant of Fayette County providing mobility between State Route 54 to State Route 85 and Route 314. The 1.9-mile major road also provides connectivity for the abutting property owners and intersecting local streets.

Banks Road has one through lane, typically 11 feet wide for each direction of travel (turn lanes are provided at a few side streets) and is posted with a 35 mph speed limit. It is controlled by three signalized intersections (at SR 314/W Fayetteville Road, SR 85/S Glynn Street, and SR 54); all other unsignalized intersections are two-way stop controlled (TWSC). There are sidewalks along both sides of Banks Road between SR 314 and SR 85, and along the north side from SR 85 to the City of Fayetteville limits. There are no bicycle facilities along the corridor. The only transit service is demand responsive provided by Senior Services and different private carriers.

The abutting land use is primarily residential with commercial activity being clustered around the SR 85 and SR 314 corridors. An investigation of the demographic make-up of the citizens within 1-mile of Banks Road (data source was the 2016 American Community Survey at the block group level) reveals that 56% of the population is female; approximately 46% of the citizens are white, 42% are African American; less than 1% have not completed high school; and the mean median household income is \$59,903.

The average annual daily traffic along Banks Road ranges from approximately 7,900 vehicles to 11,650 vehicles, and the daily truck percentage along the corridor ranges from 2% to 3%. The morning and afternoon peak hours begin at 7:00 AM and 5:00 PM, respectively. Under the existing traffic conditions, all study intersections are operating at an acceptable LOS during the morning and afternoon peak hours except at Banks Road and Ellis Road, which is currently failing in the afternoon peak hour. In terms of roadway capacity, the corridor itself is operating at an acceptable LOS. From collected speed data, the 85th percentile speed is 51 mph, approximately 16 mph over the posted speed limit.

For the recent 5-year period ending October 2018, an analysis of crash records from GEARS revealed 375 crashes with two resulting in a fatality. The most common crash type were rear-ends and angle collisions. The majority of the crashes are clustered at the intersections with Highway 85 and 54, followed by Highway 314. Approximately 23% of the crashes resulted in an injury. **Banks Road’s crash rate is higher in every category when compared to the statewide average for minor arterials.**

An environmental survey revealed that Banks Road is within the Line Creek Watershed and and the Flint River Upper 6 Watershed. Both these watersheds are listed as a High Priority Watershed by the Georgia Department of Natural Resources’ (GDNRs’). The Banks Road corridor crosses two streams: Nash Creek and an Unnamed Tributary to Morning Creek. Nash Creek is a perennial stream that flows southeasterly from the project corridor. The Unnamed Tributary to Morning Creek is a perennial stream that flows northeasterly from the project corridor toward Morning Creek.

The National Wetland Inventory (NWI) identified no wetlands in the area of the Banks Road study corridor. Field reconnaissance of the corridor identified two potential wetland areas associated with the two stream crossings. 2013 Fayette County Flood Study identified the Nash Creek floodplain as a special flood hazard area (existing 100-year floodplain) that crosses Banks Road. The GDNR lists eight federal and state protected species known to occur in Fayette County. Eight historic resources were identified along the corridor that are potentially eligible for the National Register of Historic Places. No community resources such as churches, cemeteries, schools, fire stations, or community centers were identified along the Banks Road study corridor.

Chapter 2:
Needs Assessment

2.1 Introduction - Page 27

This section of the report introduces the needs assessment report and discusses the structure of the document.

2.2 Vision & Goals - Page 28

The visions and goals for the study corridor are defined in this section.

2.3 Methodology & Analysis - Page 29

This segment discusses the methodology, qualitative and quantitative tools used in identifying the needs assessment.

2.4 Next Steps - Page 35

This section identifies the next steps and action items for the planning process.



2.1 Introduction

The Needs Assessment report is the second chapter of the Banks Road Transportation corridor study. The precedent to this document is the Existing Conditions Report which detailed the current conditions of the area around the corridor, including demographic character, land use, transportation infrastructure, operations and safety, utilities and environmental due diligence.

With the Existing Conditions Report in place, the Needs Assessment Report is useful in identifying insights into the current and future needs of the corridor. The intent of the Needs Assessment Report is to take a comprehensive look at the existing conditions, future demographic and population projections, and other forecasts including public engagement to help understand the needs along the corridor.

Banks Road is a 1.9-mile major road with the western end of the corridor within the City of Fayetteville. In addition to providing access for abutting neighborhoods, Banks Road is used as a cut-thru between SR 314, SR 85 and SR 54. However, the road lacks adequate design and capacity for current and future traffic volumes and pedestrian demands.

Image 2.1 - Banks Road Public Involvement Open House



This chapter helps recognize accessibility and mobility issues by identifying the existing as well as future needs. Needs assessment can be determined by qualitative as well as quantitative tools and resources. This includes not only the use of data and models to understand future development, population projections, and travel demand in the area, but also using community participation and stakeholder engagement to identify needs of the citizens.

Graphic 2.1 - Three Pillars of the Corridor Study



The sections of this chapter provide introductory information about the plan, identifies the visions and goals for the study corridor and discusses the methodology, qualitative and quantitative tools used in identifying the needs assessment. The chapter further outlines detailed public comments and SWOT (Strengths, Weaknesses, Opportunities and Trepidations*) analysis and identifies the next steps and action items for the planning process.

**The word ‘trepidation’ was used in place of ‘threat’*

2.2 Vision & Goals

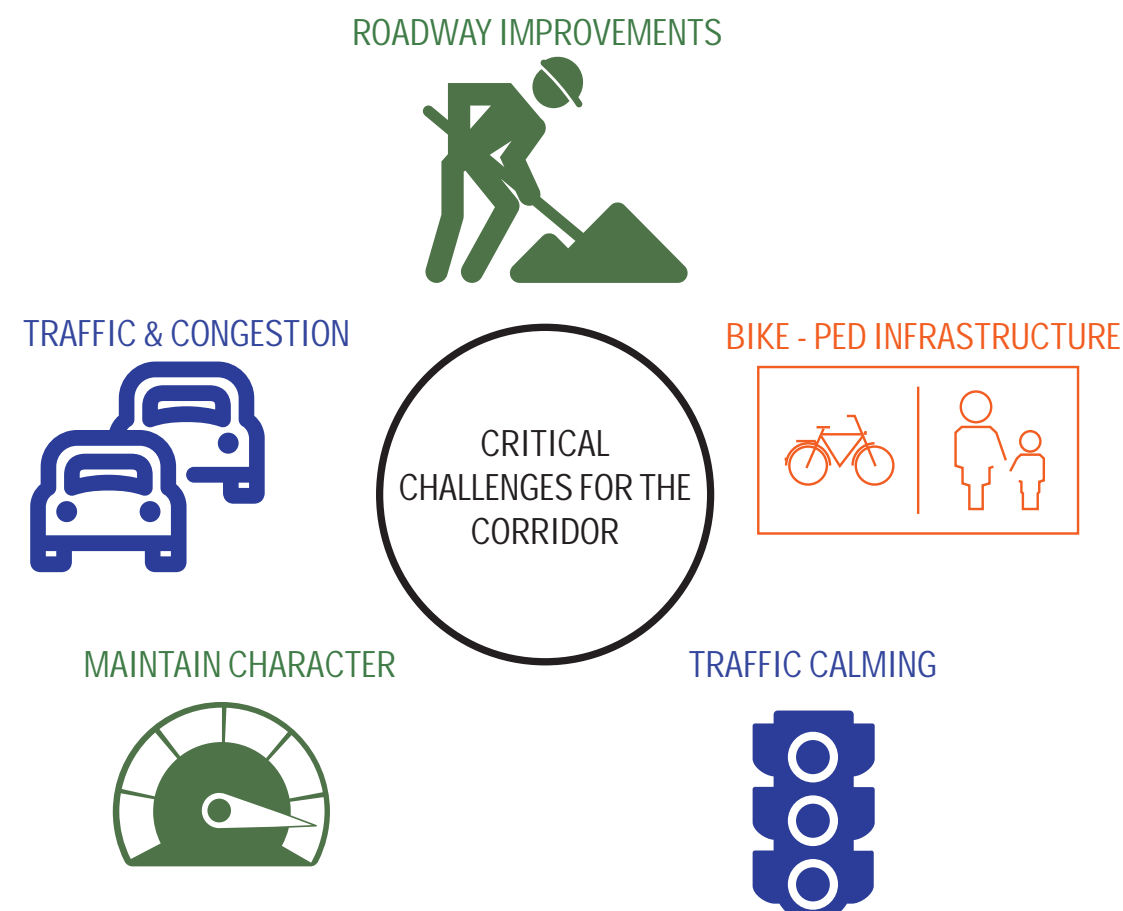
The aim of the corridor study is to identify traffic and transportation solutions from a holistic perspective to:

- Ensure safety
- Provide solutions for congestion and delay
- Identify prospects for multi-modal uses
- Create sustainable infrastructure improvements
- Promote economic development

To further the development of the corridor study, the planning team, County staff and stakeholder committees worked to draft a vision statement for the plan as well identify a set of goals. The vision and goals were corroborated through public involvement effort, where total of 195 citizens participated and over 300 comments were received at the first Public Information Open House (PIOH).






The challenges identified for the corridor are displayed in Graphic 2.2. Detailed comments and charts are attached in the appendix.

Graphic 2.2 - Priority Challenges for the Corridor



The Banks Road Corridor Study envisions to provide a framework to improve quality of life for citizens living not only around the corridor but also for County residents and visitors using the corridor. The aim of the study is to facilitate mobility, ensure safety and improve efficiency across all modes of transportation in cooperation with local, regional, state, and federal partners. This framework will be established through the preliminary concepts and preferred alternatives.

Graphic 2.3 - Vision and Goals for the Corridor

VISION	GOALS
 ENSURE SAFETY	<ul style="list-style-type: none">• Prioritize projects that improve safety, acknowledging all user groups
 PROVIDES SOLUTION FOR CONGESTION & DELAY	<ul style="list-style-type: none">• Build corridor capacity to anticipate future needs• Improve connectivity and reliability regardless of mode or purpose
 IDENTIFY PROSPECTS FOR MULTI-MODAL USES	<ul style="list-style-type: none">• Consider mobility needs of all population groups when investing in transportation projects
 CREATE SUSTAINABLE INFRASTRUCTURE IMPROVEMENTS	<ul style="list-style-type: none">• Invest in rehabilitation and maintenance of existing transportation infrastructure• Prioritize projects to maximize benefits
 PROMOTE ECONOMIC DEVELOPMENT	<ul style="list-style-type: none">• Use transportation investments to encourage development/ redevelopment in strategic locations throughout the County

2.3 Methodology & Analysis

The transportation corridor study requires an aggregate of information from a variety of sources, especially since transportation is not only about infrastructure and engineering, but more about the community using the corridor. Therefore, the process of developing the needs assessment is a balance between quantitative tools and qualitative information acquired through community outreach and engagement. This section describes tools and methodologies used to identify needs for the corridor.

Quantitative Analysis

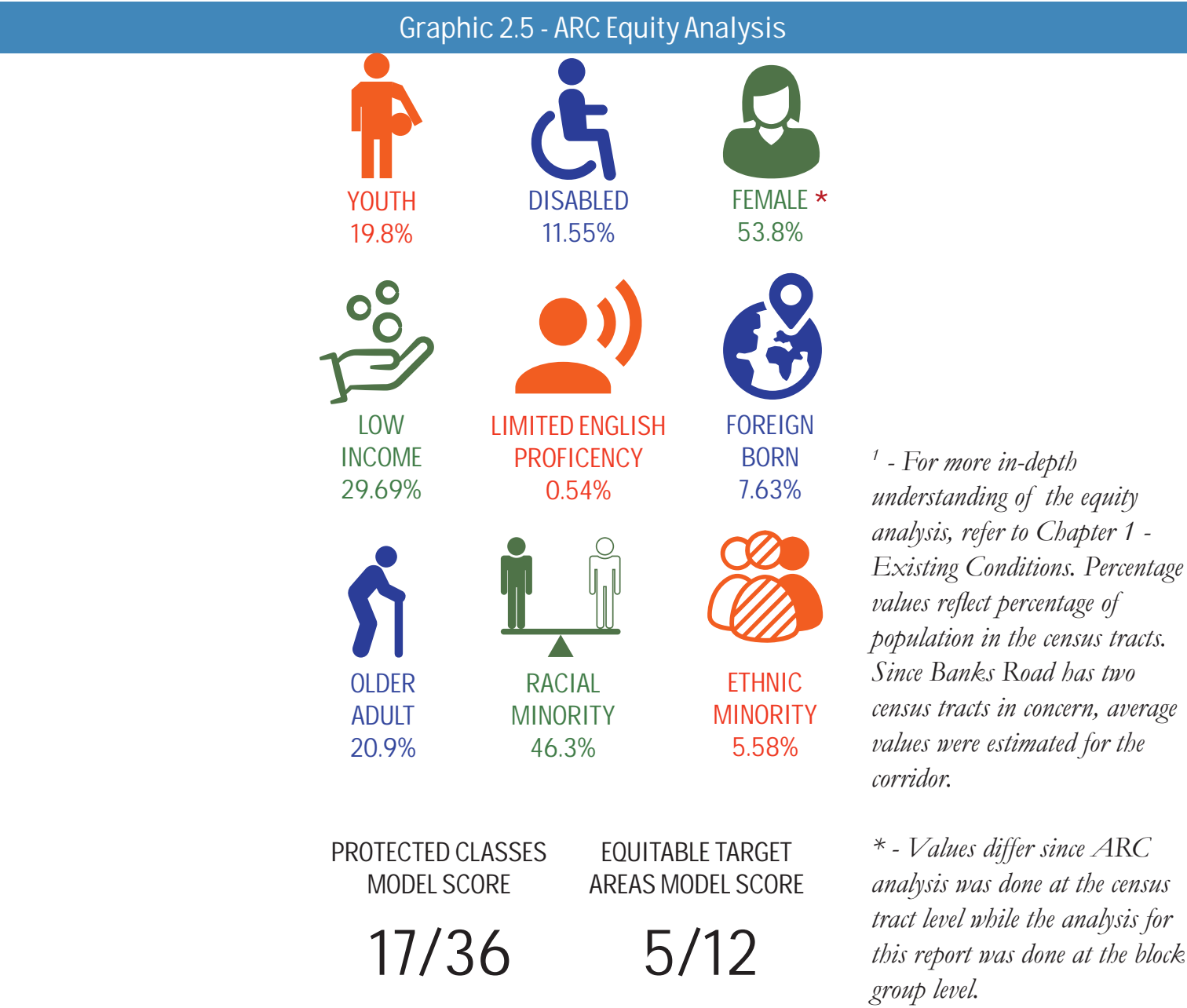
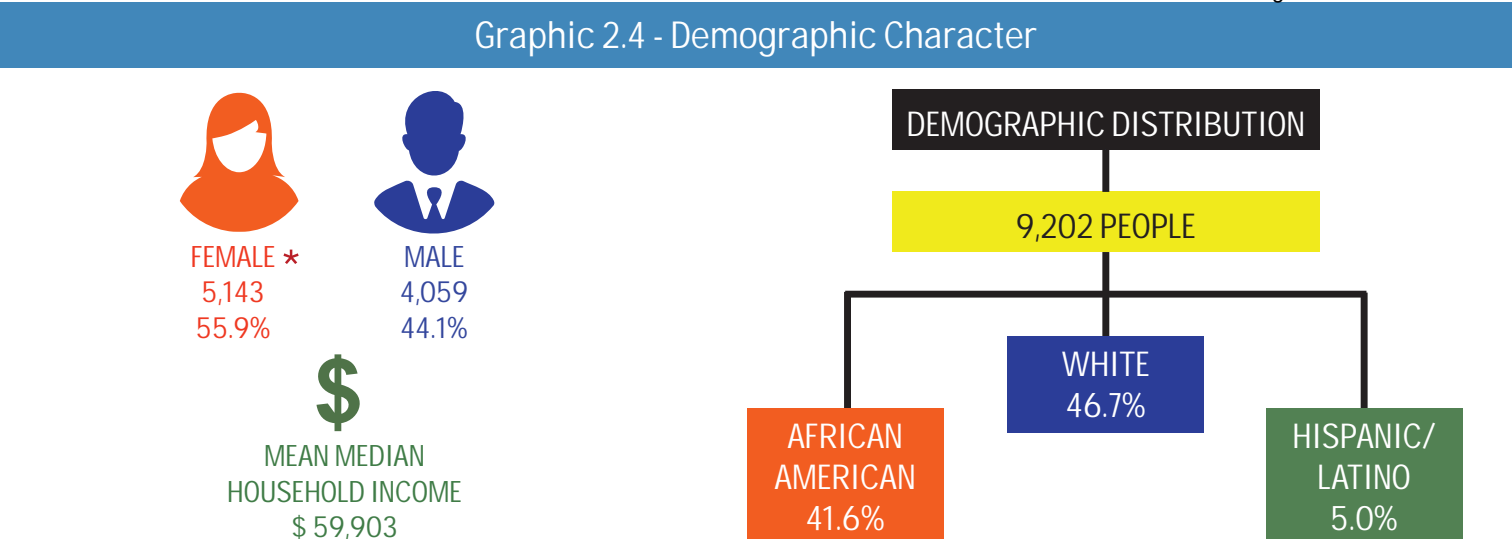
Various data sources and tools were used throughout the analysis. Data sources such as existing transportation, land use and demographic data were used in combination with travel demand modeling and crash data to develop the basis for existing and future needs. Some of the data sources are spatial and mapped through Geographic Information Systems (GIS) for analysis. All data presented are estimates and do have a margin of error value associated with it. Detailed quantitative analysis can be found in the Existing Conditions Report.

• **Demographic Character -**

Graphic 2.4 represents the demographic character of the corridor. For this analysis, the 2016 American Community Survey (ACS) – 5 Year estimates data was used at the block group level (the smallest scale of data availability) for block groups that included the Banks Road corridor.

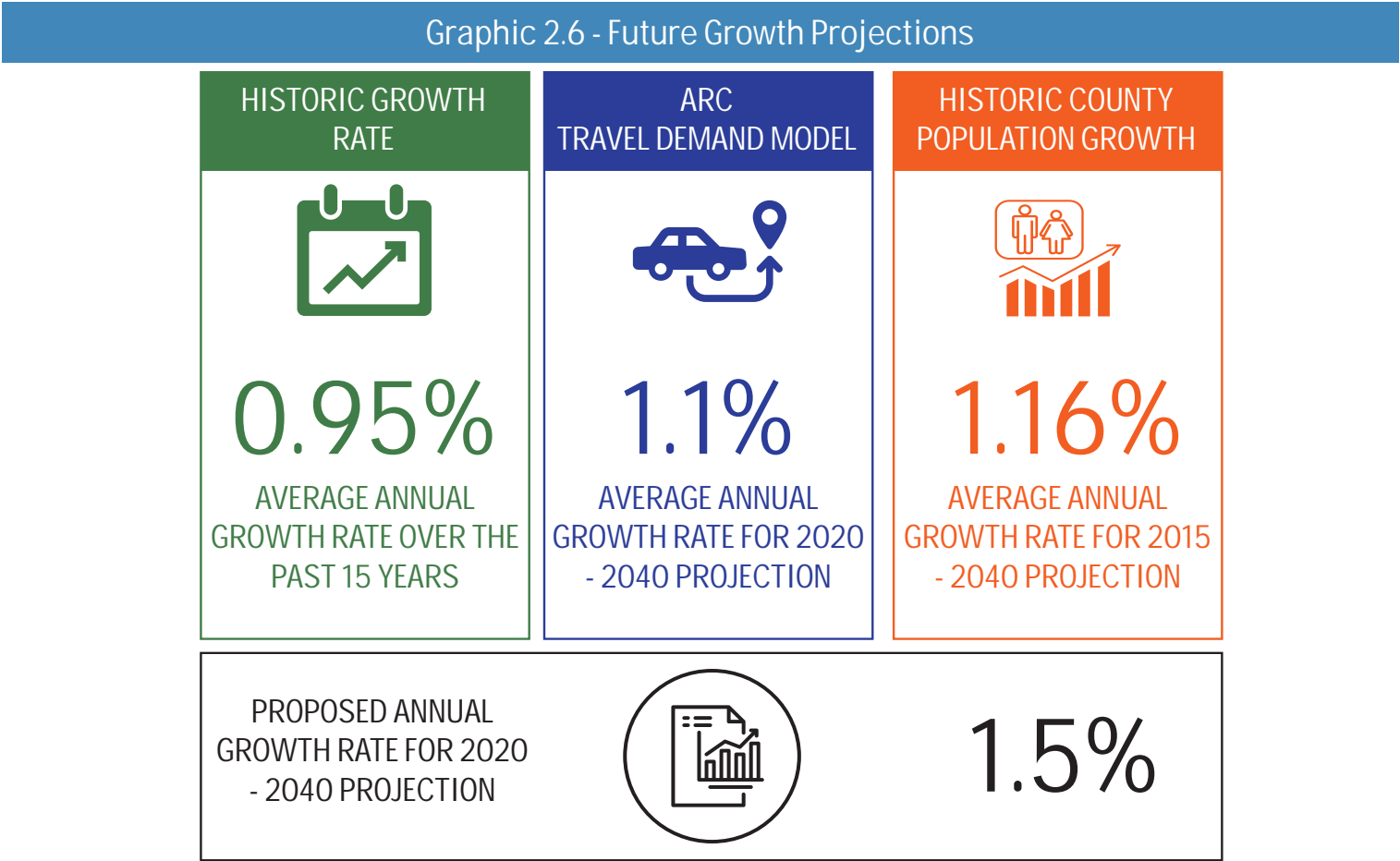
Title VI of the Civil Rights Act identifies 9 population categories that must be protected. The Atlanta Regional Commission (ARC) has two models to help counties, governments and private organizations to ensure inclusion and equity for these 9 population groups.

The model uses American Community Survey 5-Year population estimates for 2012-2016. The Banks Road corridor lies on the border of two census tracts. Fayette County’s census tract 1404.06 lies on the east and census tract 1401.02 lies on the west. Census tract 1404.06 has an average cumulative score of 18 for the Protected Classes Model and an equity score of 6 for the Racial Minority, Ethnic Minority, and Low-Income Model. Census tract 1401.02 has an average cumulative score of 16 for the Protected Classes Model and an equity score of 4 for the Racial Minority, Ethnic Minority, and Low-Income Model.¹ Graphic 2.5 represents the ARC equity analysis. This analysis is crucial to bring equity and inclusivity to the corridor study.



• **Future Growth and Planned Developments -**

Reported traffic data from GDOT’s Traffic Analysis and Data Application (TADA) and the ARC’s Travel Demand model was used to establish historical traffic trends in the region and project future traffic growth along Sandy Creek Road. The historic population growth in Fayette County was also reviewed to establish projected traffic growth in the area.



Note - For details on the modelling and growth projections, refer to Chapter 1 - Existing Conditions.

Fayette County’s SPLOST Project R-8, the East Fayetteville Bypass, is a programmed transportation improvement that will have a substantial impact of capacity and traffic condition in the area. The East Fayetteville Bypass is a proposed thoroughfare designed to reduce traffic congestion within the City of Fayetteville by providing an alternative north/south route across the east side of the County.

The proposed project begins at the intersection of South Jeff Davis Road/North Bridge Road and County Line Road, runs in a northerly direction and terminates at the intersection of Corinth Road and Highway 85. The project is fully funded through 2004 SPLOST (special purpose local option sales tax) revenues.

Graphic 2.6 represents the future growth projections. The addition of the bypass to Fayette County’s road network will undoubtedly have an impact of traffic orientation in the area, and Banks Road will experience some change in traffic flow given its proximity to the new roadway. A benefit of the bypass to Banks Road will be that traffic from McDonough Road and Clayton County oriented to SR 314 and SR 85 will now have to option to use the bypass to connect to Corinth Road to Highway 85 and beyond versus using Banks Road as a cut through.

• **Roadway Infrastructure, Facilities and Existing Traffic Conditions -**

Per the Georgia Department of Transportation (GDOT) road classifications, Banks Road is classified as a minor arterial.

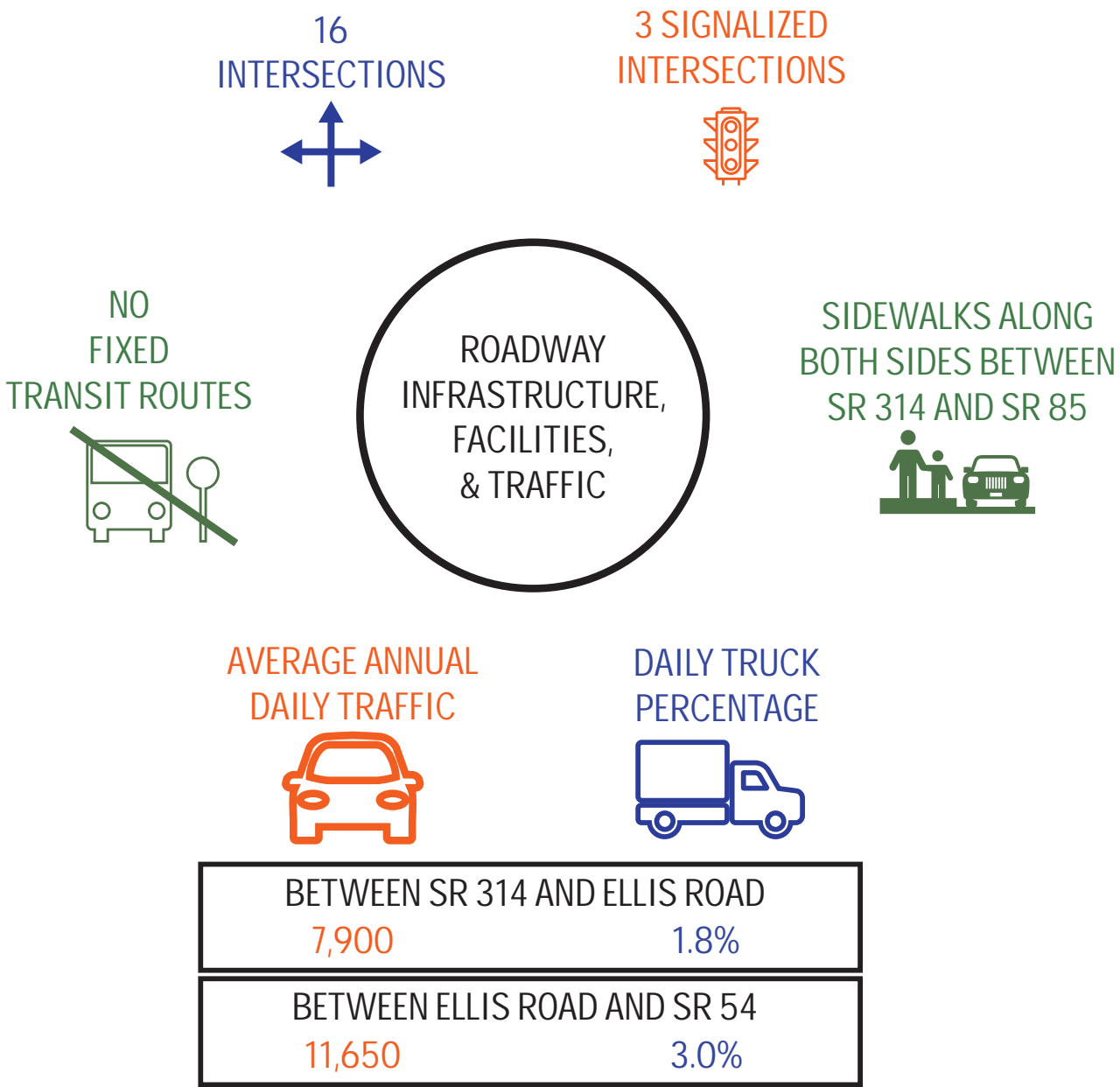
Transportation data sources provide a real-time snapshot of existing conditions. The analysis is valuable for understanding current volumes, historic growth in traffic, and percent of the overall traffic that is made up of truck freight. Additionally, crash data analysis helps identify where some safety concerns may exist and is valuable in assessing where the most immediate improvements are required. Graphic 2.7 represents the roadway infrastructure and facilities along the corridor.

Roadway Infrastructure and Facilities Summary:

- One 11-foot wide travel lane in each direction
- Separate turn lanes at major intersections
- 16 intersections - three signalized

Banks Road within the city limits abuts commercial developments and become primarily residential east of the Fayetteville city limits. There is a pedestrian presence along Banks Road, and providing bike and pedestrian accommodations for residents to travel to and from the commercial node at the western end of Banks Road can be of great value. The County’s Master Path Plan identifies additional opportunities for path connections that will tie in to the county’s overall a bicycle and pedestrian network.

Graphic 2.7 - Roadway Infrastructure and Facilities



Traffic Operations Analysis

Level of Service (LOS) is defined as a qualitative measure that describes operational conditions and motorists’ perceptions within a traffic stream. Level A represents the best quality of traffic where the driver has the freedom to operate with free flow speed and level F represents the worst quality of traffic when the traffic flow breaks down. For metropolitan areas, an acceptable Level of Service during peak hours is LOS D, which indicates a tolerable delay for the average road user.

Operational conditions were evaluated for the 2040 “No Build” traffic conditions during the morning and afternoon peak hours. The “No Build” Levels of Service (LOS) and delay per intersection are shown in Table 2.1, which indicate how the study intersections would operate if no improvements were made to the corridor. To project traffic volumes for 2040, the aforementioned 1.5 % Annual Growth Rate was used.

Table 2.1 - 2040 “No Build” Peak Hour Intersection Level of Service (LOS)					
	BANKS ROAD ¹	TRAFFIC CONTROL	AM PEAK	PM PEAK	SAT PEAK
1	AT SR 314/W FAYETTEVILLE ROAD	TRAFFIC SIGNAL	B (12.3 S)	C (20.4 S)	C (21.5 S)
2	AT SR 85/S GLYNN STREET	TRAFFIC SIGNAL	C (27.5 S)	D (49.6 S)	E (57.6 S)
3	AT ELLIS ROAD	TWSC (SB) ¹	C (20.4 S)	F (**)	
4	AT SR 54	TRAFFIC SIGNAL	B (17.7 S)	D (44.5 S)	

1.

FOR ENTIRE CORRIDOR BANKS ROAD ORIENTATION IS EB/WB AND SIDE STREETS ARE NB/SB.

2.

FOR TWO-WAY STOP CONTROLLED (TWSC) INTERSECTIONS, LOS ARE REPORTED FOR THE SIDE STREET APPROACHES ONLY.

3.

THE DELAY OUTPUT BY THE SOFTWARE EXCEEDS 300 SECONDS AND THE HCM METHODOLOGY.

By the 2040 design year, significant delays will be experienced by the side streets at Ellis Road during the afternoon peak hour. Deficiencies begin to emerge at Highway 85 during Saturday peak hour as well.

Road Capacity

Road capacity is defined as the maximum rate at which vehicles can pass through a given point in an hour under prevailing conditions; it is often estimated based on assumed values for saturation flow. The volume-to-capacity (v/c) ratio, also referred to as degree of saturation, represents the sufficiency of an intersection or roadway to accommodate the vehicular demand.

A v/c ratio less than 0.50 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. Once the demand exceeds the capacity (a v/c ratio greater than 1.0), traffic flow is unstable and excessive delay and queuing is expected.

The roadway capacity of Banks Road was evaluated for two segments for the 2040 “No Build” traffic conditions during the morning and afternoon peak hours. The “No Build” Levels of Service (LOS) and v/c ratio are shown in Table 2.2, which indicate the roadway capacity of Banks Road if no improvements were made to the corridor.

Table 2.2 - 2040 Horizon Peak Hour Roadway Capacity Level of Service (LOS)				
BANKS ROAD	AM PEAK		PM PEAK	
	LOS	V/C ¹	LOS	V/C ¹
FROM SR 85 TO ELLIS ROAD	C	0.17	D	0.35
FROM ELLIS ROAD TO SR 54	C	0.17	E	0.51
1. V/C - VOLUME TO CAPACITY RATIO				

In terms of road capacity, the Banks Road’s east of Ellis Road will begin to approach LOS E during the afternoon peak hour by the 2040 horizon year.

• **Safety**
Road Safety Audits

Road Safety Audits (RSA) are required by Georgia Department of Transportation to locate any potential road safety issues and identify opportunities for improvements in safety for all road users. The RSA was conducted on Banks Road from SR 314 to SR 54, in April 2019.

The RSA was conducted over a half-day period by having the RSA Team observe the corridor and intersections on foot and a windshield survey. In addition, the team also examined crash data and public input responses for the corridor to help identify safety issues or concerns. Graphic 2.9 represents key takeaways from the RSA. For detailed assessment, refer to the Road Safety Audit document attached in the appendix.

Image 2.2 - Team Conducting Road Safety Audits



Graphic 2.9 - Road Safety Audit Findings



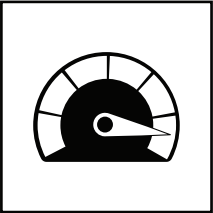
HORIZONTAL CURVE EAST OF PONDEROSA TRACE CAUSE SIGHT DISTANCE ISSUES AT A NUMBER OF INTERSECTIONS



OVERGROWN VEGETATION ALONG THE CORRIDOR LIMITS SIGHT DISTANCE AT A NUMBER OF INTERSECTIONS



STEADY FLOW OF TRAFFIC DURING OFF-PEAK OBSERVATIONS. LIMITED SHOULDER PRESENTS SAFETY ISSUES FOR DRIVERS



SPEED STUDY SHOWS THAT 99% OF VEHICLES TRAVEL ABOVE SPEED LIMIT WITH THE 85TH PERCENTILE BEING 51 MILES PER HOUR

RSA Takeaways

- There was a steady flow of traffic along Banks Road during off-peak observations.
- Limited shoulder presents safety issues for drivers.
- Horizontal curve east of Ponderosa Trace cause sight distance issues at a number of intersections
- Overgrown vegetation along the corridor limits sight distance at certain of intersections.
- Speed study shows that 99% of vehicles travel above speed limit (35 mph) with the 85th percentile being 51 miles per hour.

Crash Rate Analysis

Crash rates describe the number of crashes in a given period as compared to the traffic volume (or exposure) to crashes. Crash rates are calculated by dividing the total number of crashes at a given roadway section or intersection over a specified time period by a measure of exposure. Crash rate analysis typically uses exposure data in the form of traffic volumes or roadway mileage. The crash rate is calculated to determine relative safety compared to other similar roadways, segments, or intersections.

The benefit of crash rate analysis is that it provides a more effective comparison of similar locations with safety issues. This allows for prioritization of these locations when considering safety improvements with limited resources. Table 3 shows the roadway crash rate along Banks Road between SR 314 and the City of Fayetteville limits. Table 4 shows the roadway crash rate along Banks Road between the City of Fayetteville limits and SR 54.

Table 2.3 - Banks Road's Crash Rate between SR 314 and Fayetteville city limits			
	BANKS ROAD 5-YEAR CRASHES	BANKS ROAD CRASH RATE ¹	STATEWIDE AVG CRASH RATE (2017) ¹
ALL CRASHES	49	785	506
TOTAL NON-FATAL INJURY CRASHES	5	80	124
TOTAL FATAL CRASHES	0	0	1.7
1. CRASHES PER 100 MILLION VEHICLE-MILES TRAVELED.			

From the SR 314 to the City of Fayetteville limits, Banks Road’s crash rate is 55%, is substantially higher than the statewide average for minor arterials. From the city limits to SR 54, the crash rate falls below the statewide average; however, the crash rate for fatal accidents is higher than the statewide average for minor arterials. The results of the road segment crash rate analysis indicate safety improvements along Banks Road are needed to mitigate the high crash rate.

Table 2.4 - Banks Road's Crash Rate between Fayetteville city limits and SR 54			
	BANKS ROAD 5-YEAR CRASHES	BANKS ROAD CRASH RATE ¹	STATEWIDE AVG CRASH RATE (2017) ¹
ALL CRASHES	171	438	506
TOTAL NON-FATAL INJURY CRASHES	38	119	124
TOTAL FATAL CRASHES	1	3.59	1.7
1. CRASHES PER 100 MILLION VEHICLE-MILES TRAVELED.			

For the intersection crash rates, statewide crash rate data was not available for a comparative analysis; consequently, the intersection crash rates for the four Fayette County Corridor Studies, Sandy Creek Road, Banks Road, Tyrone Road – Palmetto Road and State Route 279 were used to normalize the crash rate data. When combined, the crash rate for the 3rd quartile, or 75th percentile was 1.39 per 100 million entering vehicles. For Banks Road, the following intersection fell above the 75th percentile:

- Banks Road and SR 314/W Fayetteville Road
- Banks Road and SR 85
- Banks Road and SR 54

Qualitative Analysis

The core of any transportation study are the citizens who use the corridor. Residents and stakeholders form an important voice for the existing and anticipated future challenges with the transportation system. Citizens were provided multiple platforms and avenues to engage in the development of the study, including traditional public meetings; stakeholder meetings; online surveys and an interactive project website. These efforts formed the basis of the qualitative analysis, which used a combination of tools to capture citizen views.

Stakeholder Committee Meetings -

Two stakeholder committee meetings were organized - first at the onset of the project to help identify high level challenges and concerns for the corridor, and the second after the first Public Information Open House, to conduct an in-depth SWOT (Strengths, Weakness, Opportunities, Trepidation) analysis of the corridor and discuss potential projects and prioritization.

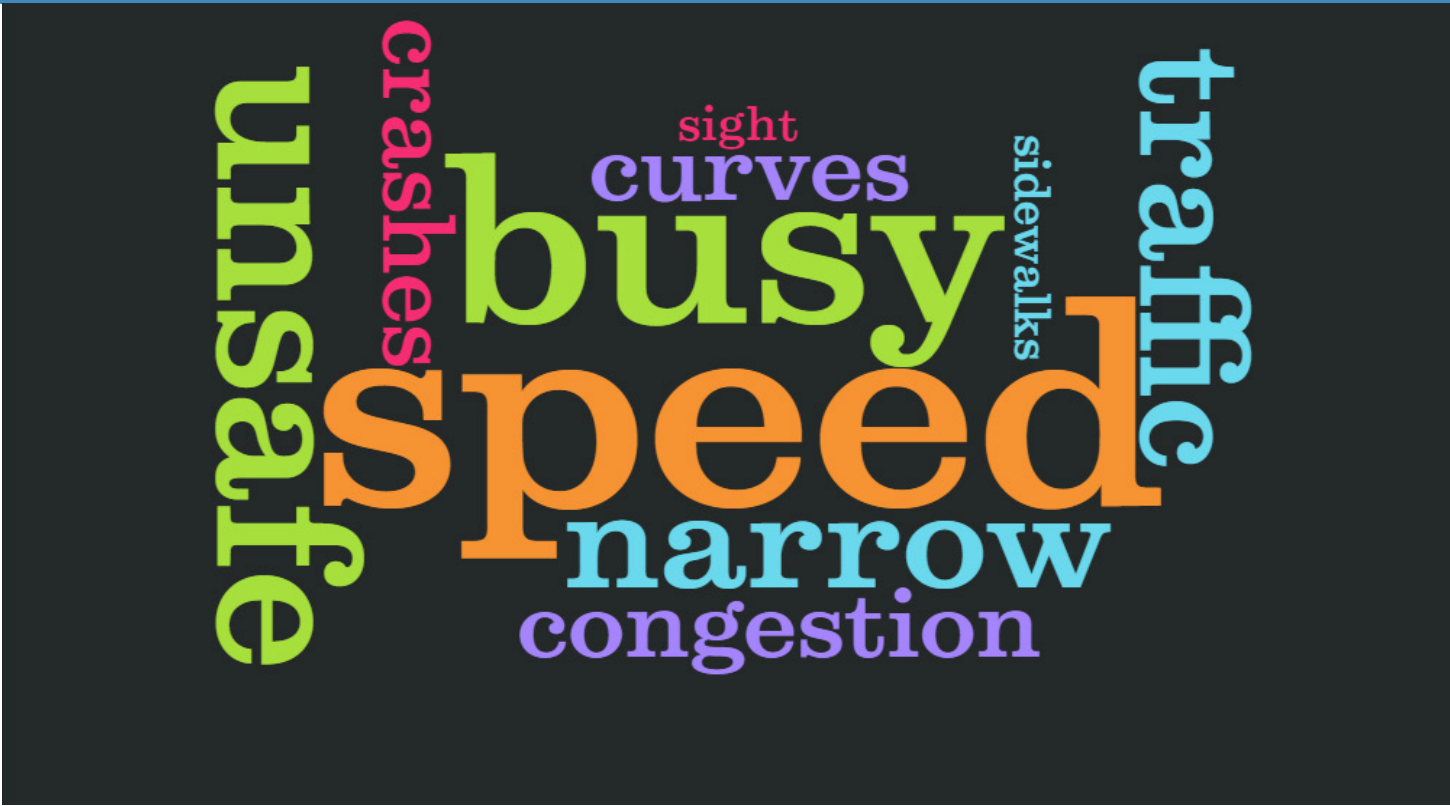
Image 2.3 - Photos from Stakeholder Committee Meetings 1 & 2



The first stakeholder committee meeting provided members the opportunity to identify specific transportation challenges within the corridor at the mapping station. Stakeholders were asked for input via an interactive Word Cloud and Kahoot questionnaire.

The second stakeholder meeting was workshop style where committee members and County staff worked on three activities and focused on the draft concepts and their priority. The activities included a SWOT Analysis, discussing the draft concepts and prioritizing them. The third activity was called “Show me the Money” where each stakeholder was given 1 million dollars in funds to invest in projects. Graphic 2.10 illustrates the stakeholders characterization of Banks Road.

Graphic 2.10 - Perceptions of the Existing Conditions of the Banks Road Corridor



• **Public Information Open House -**

The first Public Information Open House for the Banks Road corridor study was held on March 18, 2019 from 4 pm to 7 pm at the Fayette County Public Library in conjunction with the other three corridors also being studied by Fayette County.

Citizens were given various opportunities to provide feedback on the current conditions of the corridor, including sticker stations, comment cards and detailed comment forms. Graphic 2.11 represents highlights from the PIOH.

Graphic 2.11 - PIOH Comments

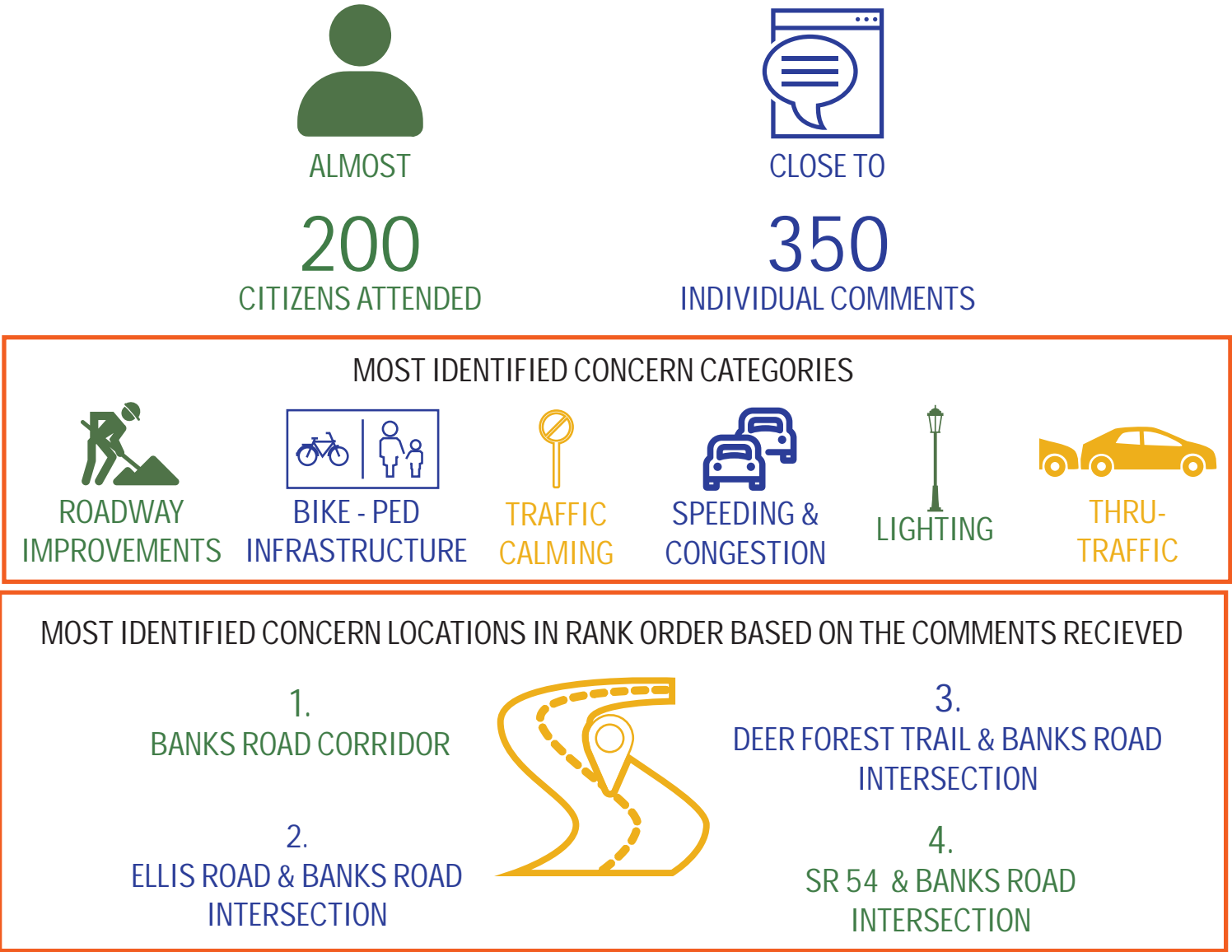


Image 2.4 - PIOH



Review of Existing Documents

The Fayette County Transportation Corridor Studies builds on the momentum of previous plans and studies. To understand the County’s vision and goals, the Fayette County Transportation Plan and the Fayette County Comprehensive Plan were reviewed.

2.4 Next Steps

After the County’s current and projected future transportation needs along the Banks Road corridor were analyzed, the focus of the study was directed towards identifying solutions and projects that will meet these needs. These preliminary project concepts were presented to the citizens at the second Public Information Open House. More information of the outreach is outlined in Chapter 3 - Community Engagement.

The set of draft recommendations, will undergo a robust project evaluation and prioritization process. To evaluate and prioritize the projects, the team will develop criteria that align with the project’s vision and goals, keeping these objectives as the driving force of the plan. Details of this section are in Chapter 4 - Concept Development.

Chapter 3:
Community Engagement

3.1 Introduction - Page 37

This section of the report introduces the community engagement report and discusses the structure of the document.

3.2 Stakeholder Committee - Page 37

The details of the stakeholder committee meetings are defined in this section.

3.3 Public Information Open House - Page 39

This segment discusses the proceedings and feedback recieved during the PIOH.

3.4 Outreach and Tools - Page 41

Media and advertising outreach efforts are highlighted in this section.

3.5 Transportation Committee - Page 43

This section presents the highlights from the Transportation Committee meetings.

3.6 Formal Presentation - Page 43

Board of Commissioners and City Council formal presentations are described in this section.

3.8 Next Steps - Page 44

This section identifies the next steps and action items for the planning process.



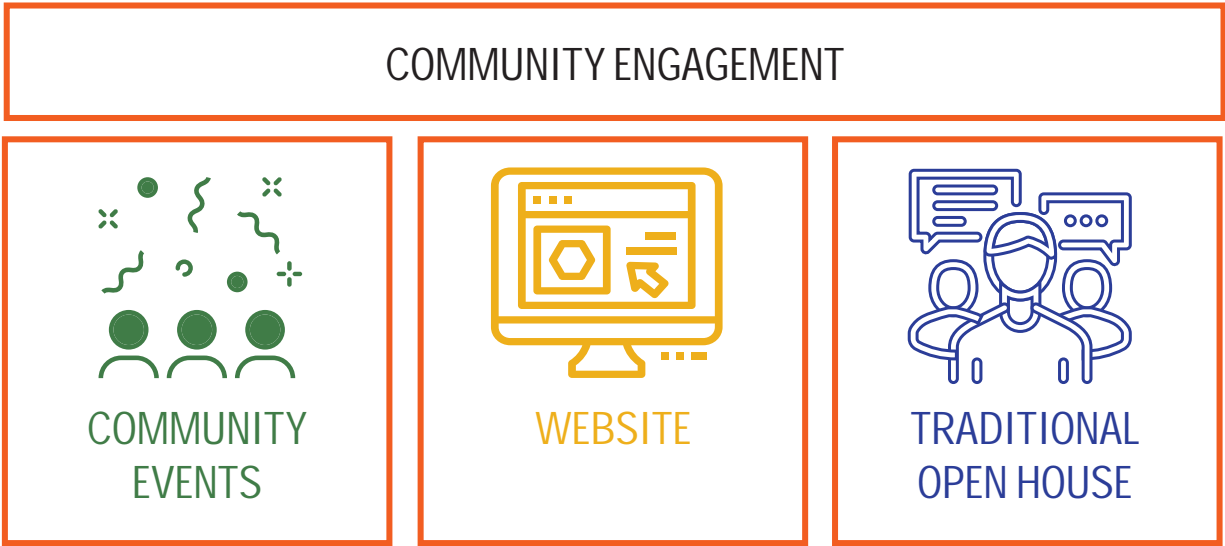
3.1 Introduction

The core of any transportation study are the citizens who use the corridor. Residents and stakeholders form an important voice for the existing and anticipated future challenges with the transportation system.

Citizens were provided multiple platforms and avenues to engage in the development of the study, including traditional public meetings, stakeholder meetings, online surveys and an interactive project website. These efforts formed the basis of the qualitative analysis, which used a combination of tools to capture citizen views.

“Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from **them which influence decisions that affect their lives.**”
- Federal Highway Administration

Graphic 3.1 - Three Pillars of Community Engagement



3.2 Stakeholder Committee

The Stakeholder Committee is a critical element in the corridor studies process, ensuring that the plan and process encompasses the full range of community values and desires. The group was selected from six categories represented in Graphic 3.2.

Graphic 3.2 - Stakeholder Committee Group



Two stakeholder committee meetings were organized. The first, at the onset of the project to help identify high level challenges and concerns for the corridor. The second, after the first Public Information Open House, detailed out an in-depth SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis of the corridor and discuss potential projects and prioritization.

• **Meeting 1 -**

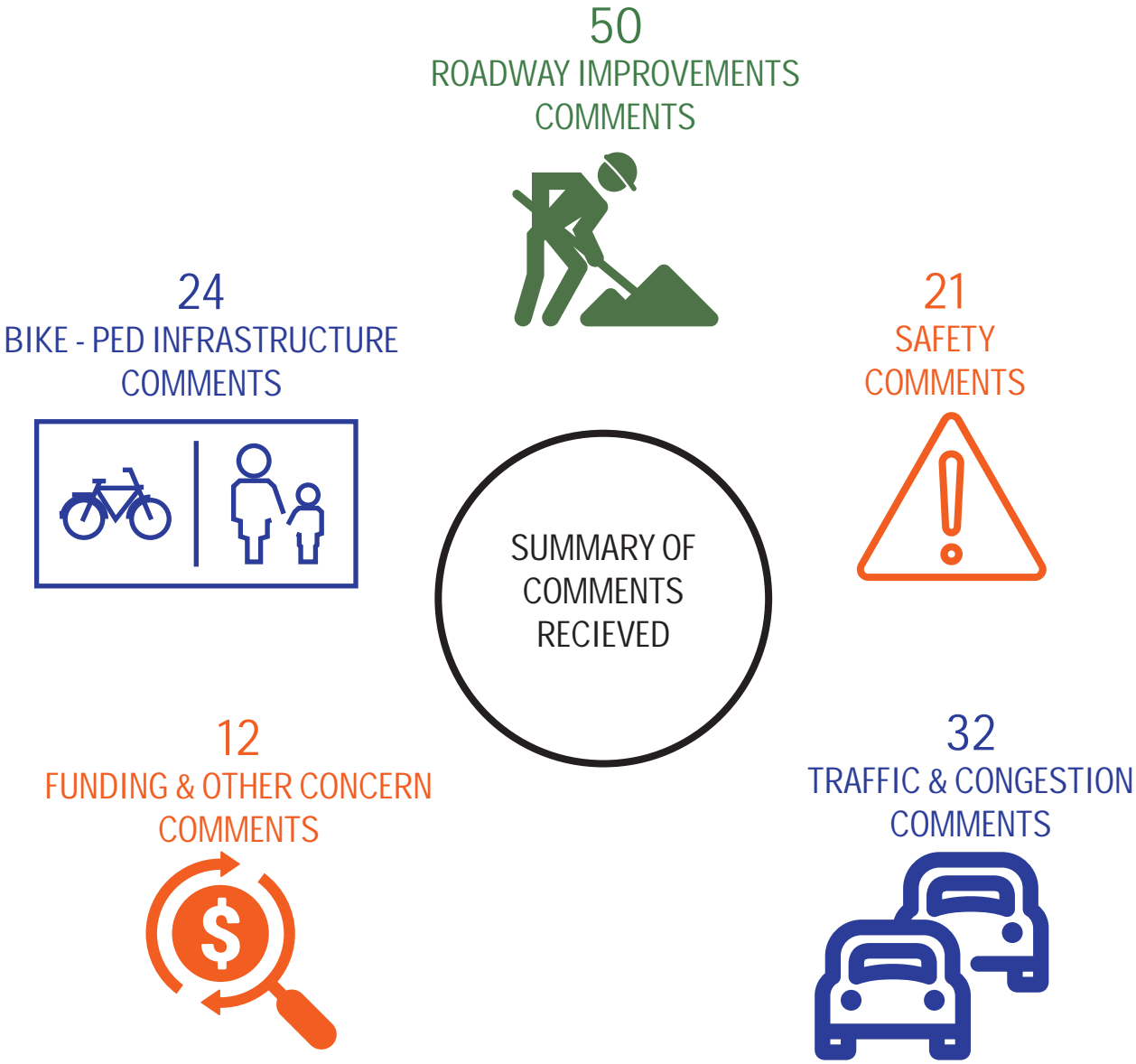
The first meeting was held on February 11, 2019 at the Fayette County Library. Of the 19 members invited to participate, 12 attended. Represented in attendance were Fayette County, City of Fayetteville, Georgia Department of Transportation, Non – Profits, Media, Institutions and Faith Groups. After introductions, a power point was presented to introduce corridor study goals, current data, and timeline. Interactive discussions were held to facilitate conversation about corridor conditions. Image 3.1 shows photographs from the meeting.

Image 3.1 - Stakeholder Committee Meeting 1



Prior to the meeting, stakeholders had the opportunity to identify specific transportation challenges within the corridor at the mapping station. Stakeholders were asked for input via an interactive Word Cloud and Kahoot questionnaire. Graphic 3.3 represents results from the activities and the overall meeting. Detailed comments and Word Cloud results are attached in the appendix.

Graphic 3.3 - Stakeholder Committee Meeting Comments & Feedback



• **Meeting 2 -**

The second stakeholder committee meeting for theBanks Road corridor study was held on May 22, 2019 from 5 pm to 7 pm at the Fayette County Public Library. The stakeholder committee meeting was in conjunction with the other three corridors also being studied by Fayette County.

The meeting was workshop style where committee members and county staff worked on three activities, focused on the draft concepts and their priorities. The first activity was the SWOT Analysis (Strengths, Weakness, Opportunities, Threats). The second workshop activity was discussing the draft concepts and prioritizing them. The third activity was called “Show me the Money”. To aid further prioritization, each stakeholder was given 1 million dollars in funds to invest in projects. Image 3.2 shows photographs from the meeting. Detailed comments and Word Cloud results are attached in the appendix.

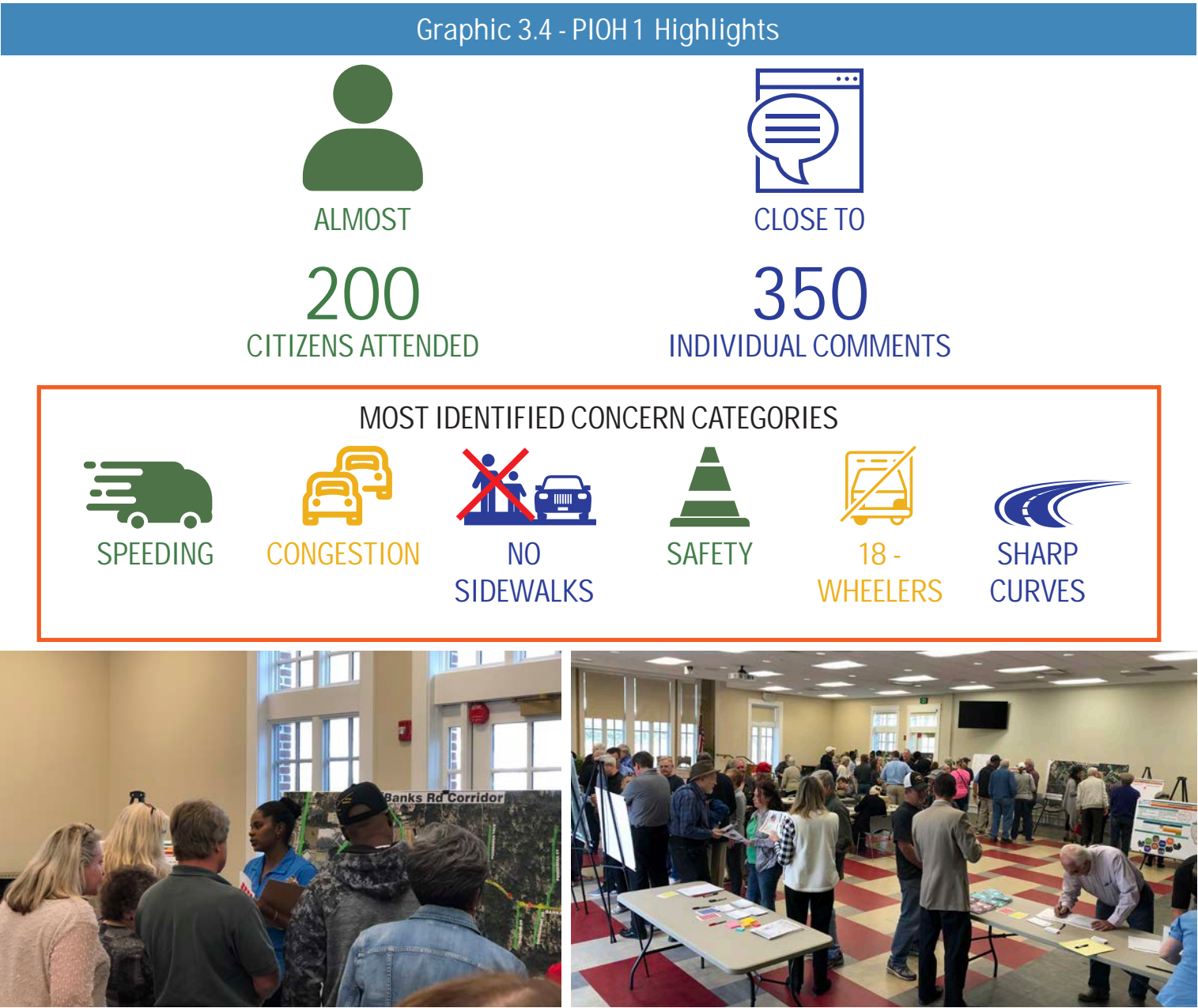


3.3 Public Information Open House

• **PIOH 1 -**

The first Public Information Open House for the Banks Road corridor study was held on March 18, 2019 from 4 pm to 7 pm at the Fayette County Public Library, in conjunction with the other three corridors also being studied by Fayette County.

Citizens were given various opportunities to provide feedback on the current conditions of the corridor, including sticker stations, comment cards and detailed comment forms. Graphic 3.4 represents highlights from the PIOH. Detailed comments and results are attached in the appendix.



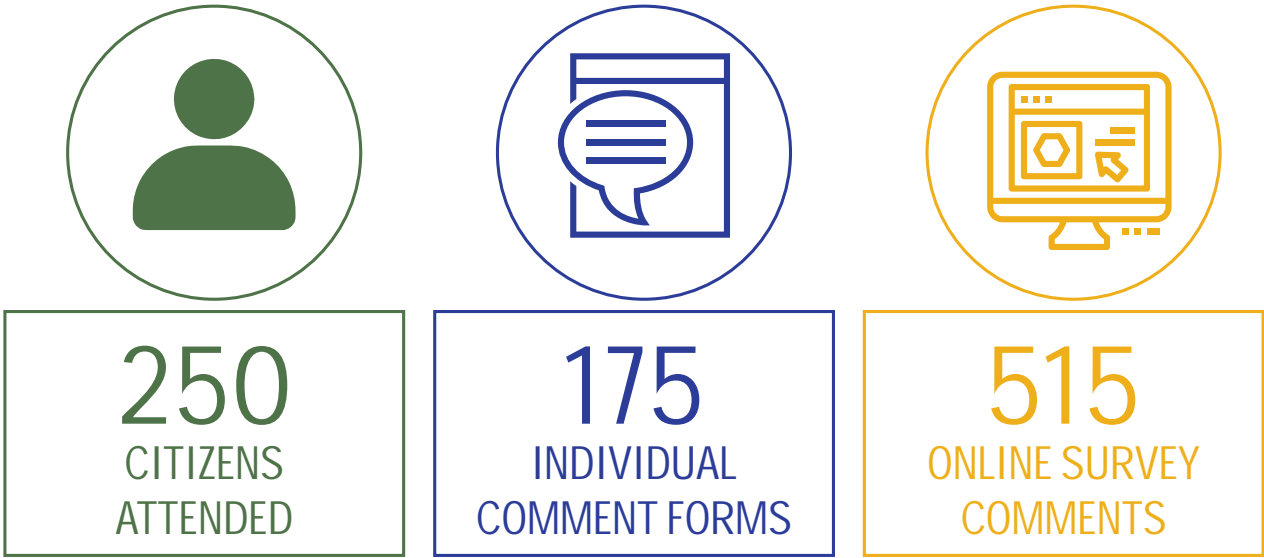
• **PIOH 2 -**

The second Public Information Open House for the Banks Road corridor study was held on July 15, 2019 from 4 pm to 7 pm at the Fayette County Public Library in conjunction with the other three corridors also being studied by Fayette County.

Preliminary project concepts were presented to the citizens. Citizens were given various opportunities to provide feedback on the draft concepts, including sticker stations, online survey stations and detailed comment forms.

Graphic 3.5 represents highlights from the PIOH. Detailed comments and results are attached in the appendix.

Graphic 3.5 - PIOH 2 Highlights



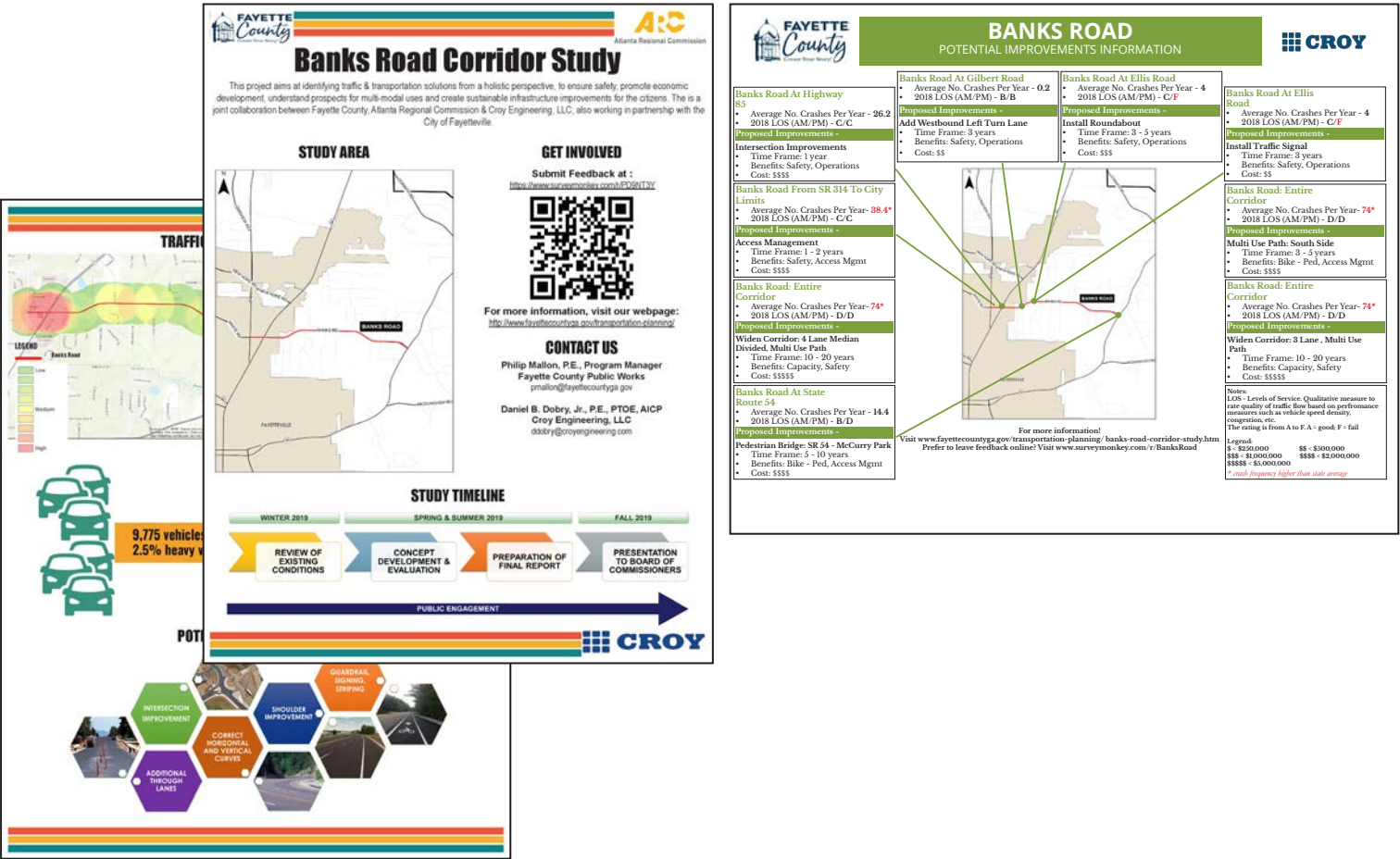
3.4 Outreach Methods and Tools

Outreach efforts relied on a variety of methods and tools to engage diverse audiences and a strong cross-section of the community.

• Project Fact Sheets -

A project fact sheet was created for outreach efforts to provide high-level information to educate the public about the plan. The fact sheet included details on the plan’s purpose and goals, overall process and schedule, traffic volumes and crash data and QR coded links to the survey. The second phase fact sheets provided information on potential improvements, time frame, benefits and cost estimates to help citizens better understand proposed concepts. Fact sheets are attached in the appendix.

Image 3.4 - Fact Sheets



• Project Flyers -

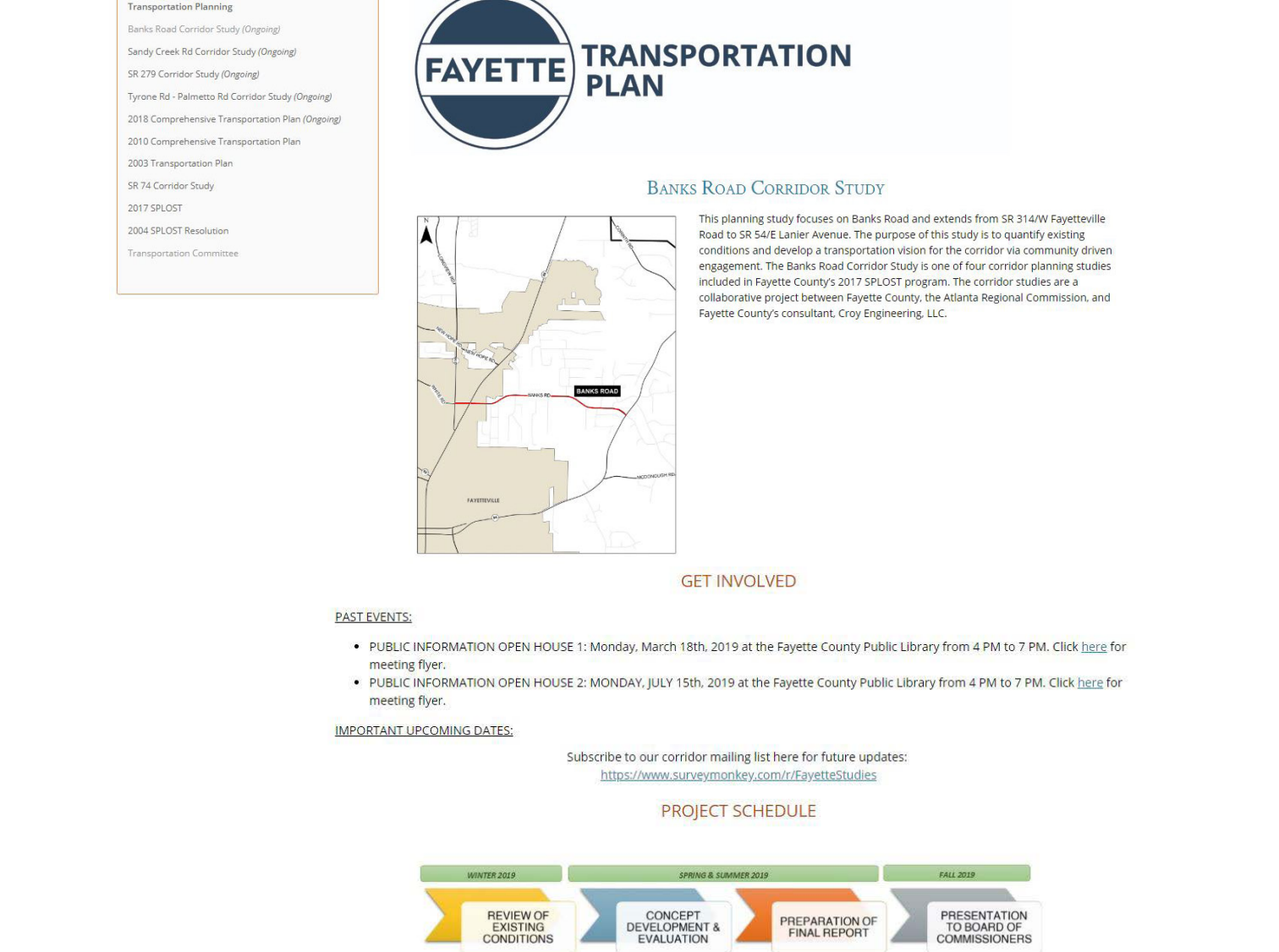
Post-card size flyers were created to send to citizens via email, newspaper distribution, and dispensed at major locations like the library and County offices.

• Project-specific Web Page -

The Fayette County Transportation Planning webpage was used to host corridor study information (www.fayettecountyga.gov/transportation-planning/). Information on the project was provided to the County Communications staff for posting on the site.

The aim of the website was to provide stakeholders and County residents a forum to allow continuous feedback on the corridor study, learn about public meetings, and keep up to the date on the progress of development of the project. The web page was updated with presentations, findings, results, ideas, surveys, and meeting information to foster an ongoing project conversation. Both rounds of online survey were also embedded on the project-specific webpage. All documents uploaded to the website are attached in the appendix.

Image 3.5 - Website Page



• **Surveys -**

Two rounds of surveys were used during the public outreach, one in each phase. The surveys were available in both an online format and in hard copy (for the PIOH). The first round of survey focused on understanding the overall vision for the corridor. The second round of survey focused on determining preference and priorities for recommending projects.

Image 3.6 - Survey Page



• **Email Blasts -**

Email blasts were pushed out during the plan’s development to inform citizens of the public information open house and provide information to the survey links. Email blast updates included information on the plan status, dates and information on upcoming public open houses or community events and alerts to take the online surveys.

• **Variable Message Boards -**

Variable Message Boards were used at strategic locations to advertise the two Public Information Open Houses.

• **Social Media: Facebook -**

City and community Facebook pages were used to inform the community of upcoming events, access to the online survey, and plan updates during the planning process. Image 3.7 represents an example of an announcement on the City of Fayetteville Facebook page.

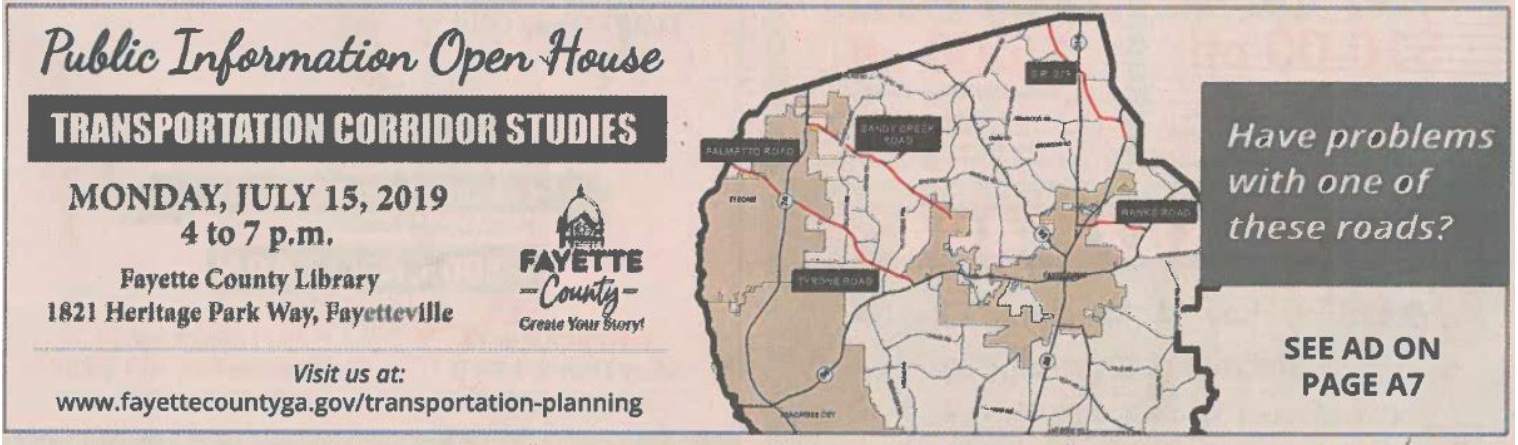
Image 3.7 - Facebook Page



• **Newspaper Advertisement -**

Newspaper advertisements were printed in The Citizen to in-form citizens on upcoming public open houses or community events and are displayed in Image 3.8.

Image 3.8 - Newspaper Advertisement



3.5 Transportation Committee

The Fayette County Transportation Committee is tasked with overseeing transportation planning, safety, operations and project delivery issues. The Committee meets monthly and makes recommendations for consideration by the Board of Commissioners. The group was focused on providing feedback and support to the county and consultant in defining the project and identifying potential project outcomes for the study.

Details from the meetings is described below -

- December 4, 2018 -
Presentation was made to introduce the study and teams and to outline the process and outcomes. Handouts were also distributed to gain feedback on the study goals, current perspectives, challenges and desired outcomes for the corridors.
- May 7, 2019 -
Presentation was made to provide a recap of the outreach events and the Road Safety Audit, introduce the website page, and discuss the next steps and action items.



Image 3.9 - Transportation Committee In Action

- June 4, 2019 -
This meeting introduced, discussed and debated the potential improvements for the Sandy Creek Road Corridor and the Tyrone Road - Palmetto Road Corridor.
- July 9, 2019 -
This meeting discussed potential improvements to the Banks Road Corridor and SR 279 Corridor were made. Also included in the discussions were the relocation of the intersection of SR 279 at SR 85 to form a common intersection with Corinth Road.
- September 10, 2019 -
County staff reviewed draft project recommendations, including alignment of SR 279 with Corinth Road.
- October 1, 2019 -
This meeting presented for discussion the preferred improvement projects for the 4 corridors. Presentation included concept diagrams, benefits and estimated construction cost of the projects. Edits from the Committee were incorporated into the version of the report subsequently posted for public comment.

3.6 Formal Presentations

- **City of Fayetteville City Council -**
The City of Fayetteville City Council presentation was made on November 7, 2019. The presentation included the three 2017 SPLOST Corridor Studies on: Banks Road, Sandy Creek Road, and Tyrone & Palmetto Roads. The presentation aimed to provide the public and the City Council a summary of the report recommendations and encourage input on the draft documents.
- **Fayette County Board of Commissioners -**
The Fayette county Board of Commissioners (BOC) presentation was made on November 14, 2019. The presentation included the four 2017 SPLOST Corridor Studies on: Banks Road, Sandy Creek Road, Tyrone & Palmetto Roads, and SR 279. The presentation aimed to provide the public and the BOC a summary of the report recommendations and encourage input on the draft documents. The public comment period was open through the month of November. Final reports will be presented to the BOC for adoption in December 2019 or January 2020, depending on the amount of comments received.

Image 3.10 - Snapshot of the Formal Presentations

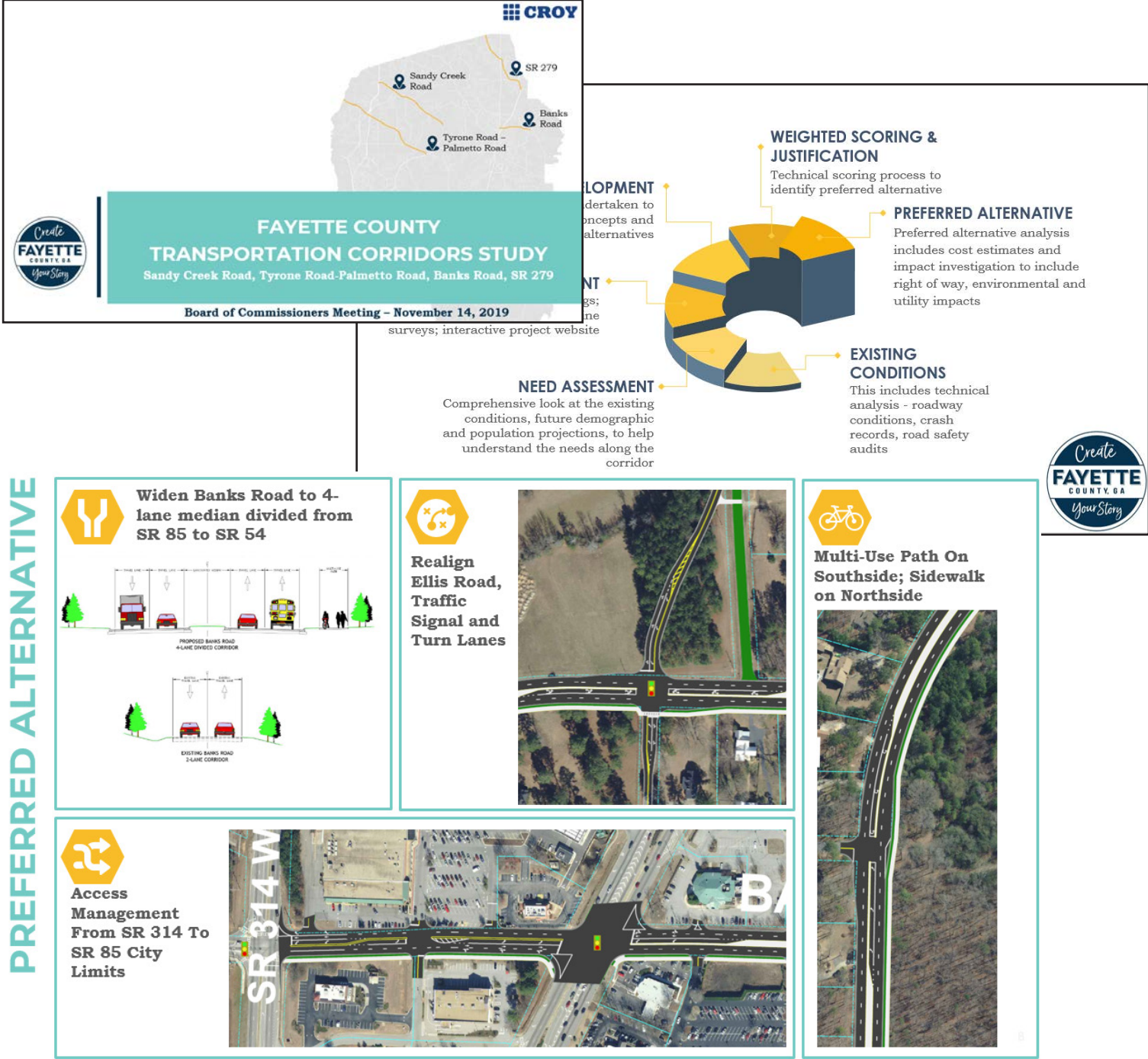
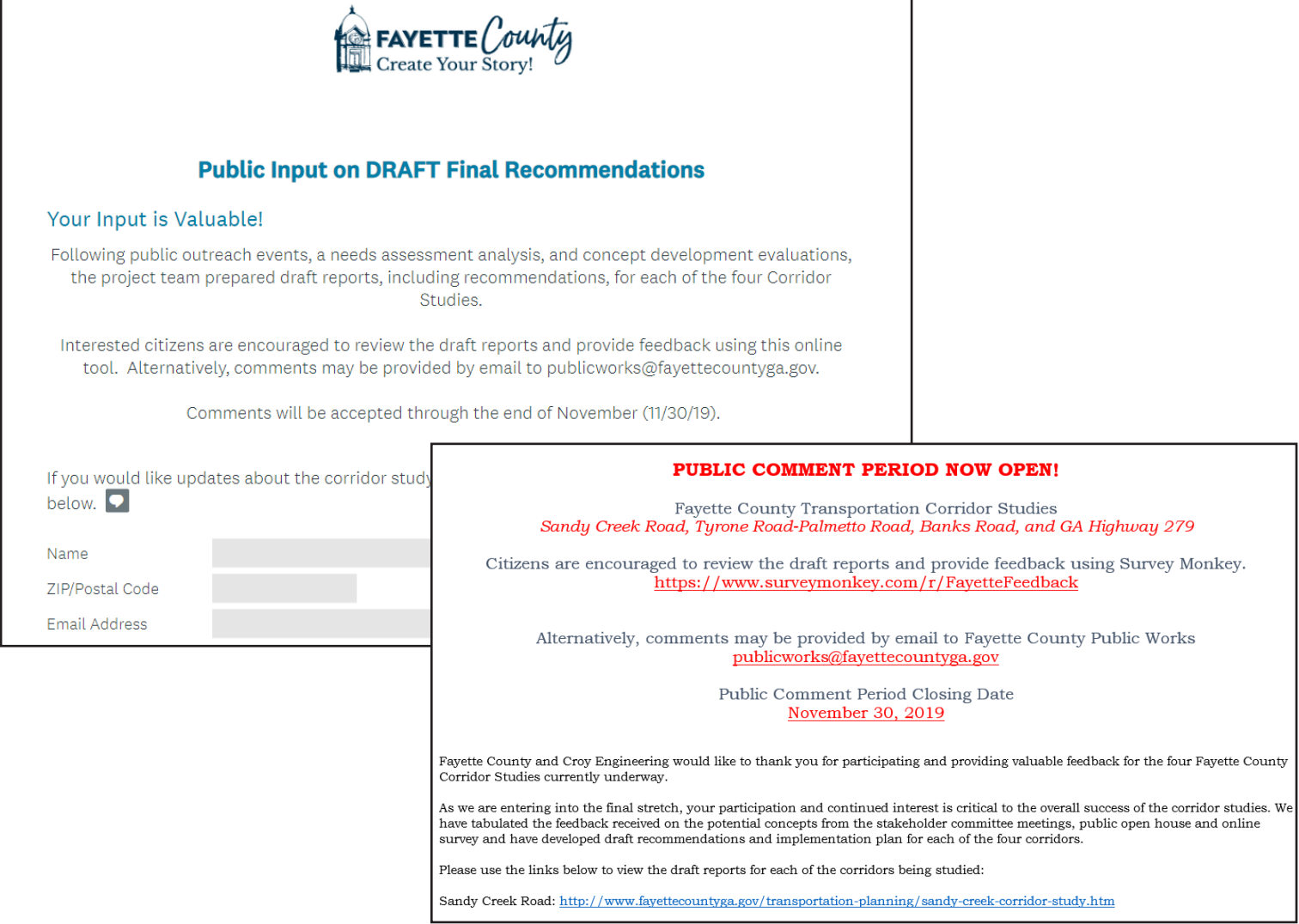


Image 3.11 - Snapshot of the Public Comment Survey and Blast Email



3.7 Next Steps

As aforementioned, once the analysis of the County’s current and projected future transportation needs was completed, the focus of the study was directed towards identifying project concepts including solutions to minimize impacts.

A robust project evaluation and prioritization process was used to evaluate the set of draft recommendations to develop a criteria that aligns with the project’s vision and goals. Additional criterion included right of way impacts, cost estimates, and funding mechanisms.

The Existing Conditions, Needs Assessment and the Road Safety Audit lay the foundation for the draft GDOT Concept Report, which is included in the appendix of the report.

Chapter 4: Concept Development

4.1 Introduction - Page 46

This section of the report introduces the concept development report and discusses the structure of the document.

4.2 Concept Development Process - Page 46

The approach and process undertaken to develop the concepts are defined in this section.

4.3 Weighted Scoring - Page 47

This section identifies the formal weighted scoring process used to initially prioritize the draft concepts.

4.4 Preliminary Draft Concepts - Page 50

This segment discusses the preliminary draft concepts identified and presented to the public and also presents feedback from citizens.

4.5 Evaluation Results - Page 55

This section identifies the results obtained from the formal weighted scoring process.



4.1 Introduction

The Concept Development Report is the fourth section of the Banks Road Corridor Study. The precedents to this report are the Existing Conditions report which detailed the current conditions of the area around the corridor; the Needs Assessment report which identifies insights into the current and future needs of the corridor; and the Community Engagement report which describes the outreach efforts and feedback.

This chapter highlights the concept development approach utilized as part of the Banks Road corridor planning process and discusses the approach and process undertaken to develop the preliminary concepts and arrive at the preferred alternatives. This includes the draft concepts, feedback from citizens, formal weighted scoring process used to streamline the draft concepts, project justification and the preferred concept.

Preferred alternative analyses include cost impacts to right of way, the environmental, and utilities. Concepts developed represent potential combinations of safety improvements, operational improvements, and multi-modal accommodations per the corridor’s Needs Assessment Evaluation and public feedback from the first Public Information Open House (PIOH).

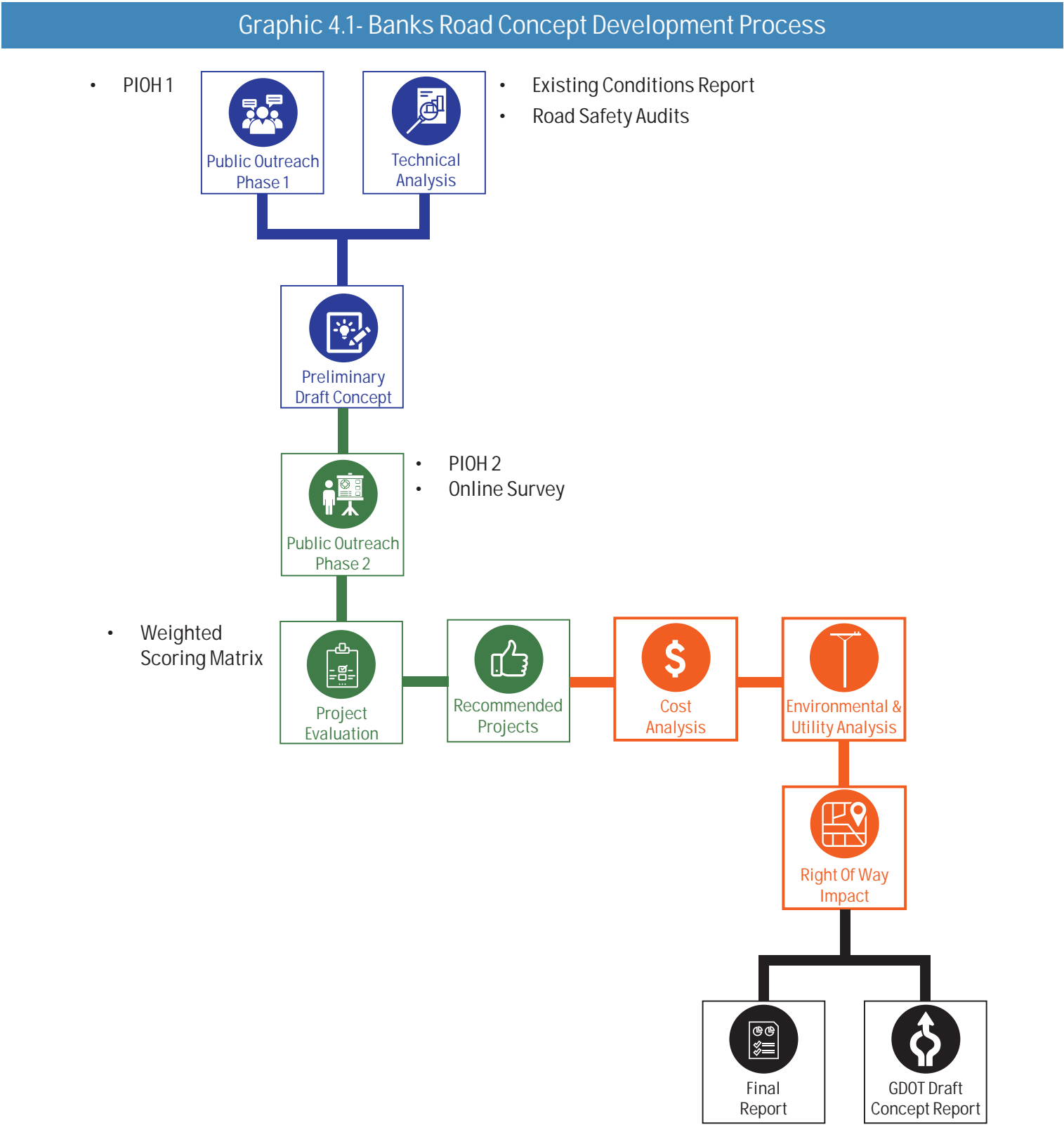
4.2 Concept Development Process

After the County’s current and projected future transportation needs along the Banks Road corridor were analyzed, feedback was compiled from the first round of public outreach – the Public Information Open House (PIOH) and online submissions. This analysis was directed to identify concepts and solutions to address citizen concerns in alignment with the goals and vision for the corridor.

Preliminary draft concepts were presented to the citizens. Concept boards included descriptions, image renderings, and listing of benefits and impacts. Citizens were given various opportunities to provide feedback on the draft concepts, including sticker stations, online survey stations and detailed comment forms.

After compiling the second round of public feedback through the outreach sessions and online surveys, the set of draft recommendations were assessed using robust project evaluation and prioritization processes. A scoring matrix was created to evaluate and prioritize the projects keeping the objectives as the driving force of the process.

Project justification including traffic operations modeling and safety benefits were provided to identify the preferred alternative. The cost analysis, right of way, environmental and utility impacts for this alternative were also assessed. The concept development process is detailed in Graphic 4.1.



4.3 Weighted Scoring

To assess the performance of each alternate improvement with regard to the study’s vision, a quantitative and qualitative approach was developed. An evaluation matrix was prepared to quantitatively compare and “score” the performance of each concept. The qualitative approach included comparing the concepts to Fayette County’s policies included in the pending Comprehensive Transportation Plan (CTP) to ascertain how well each concept supports the CTP. As aforementioned, this section details the tools and methodology used to evaluate the transportation concepts developed for Banks Road.

Quantitative Approach – Evaluation Matrix

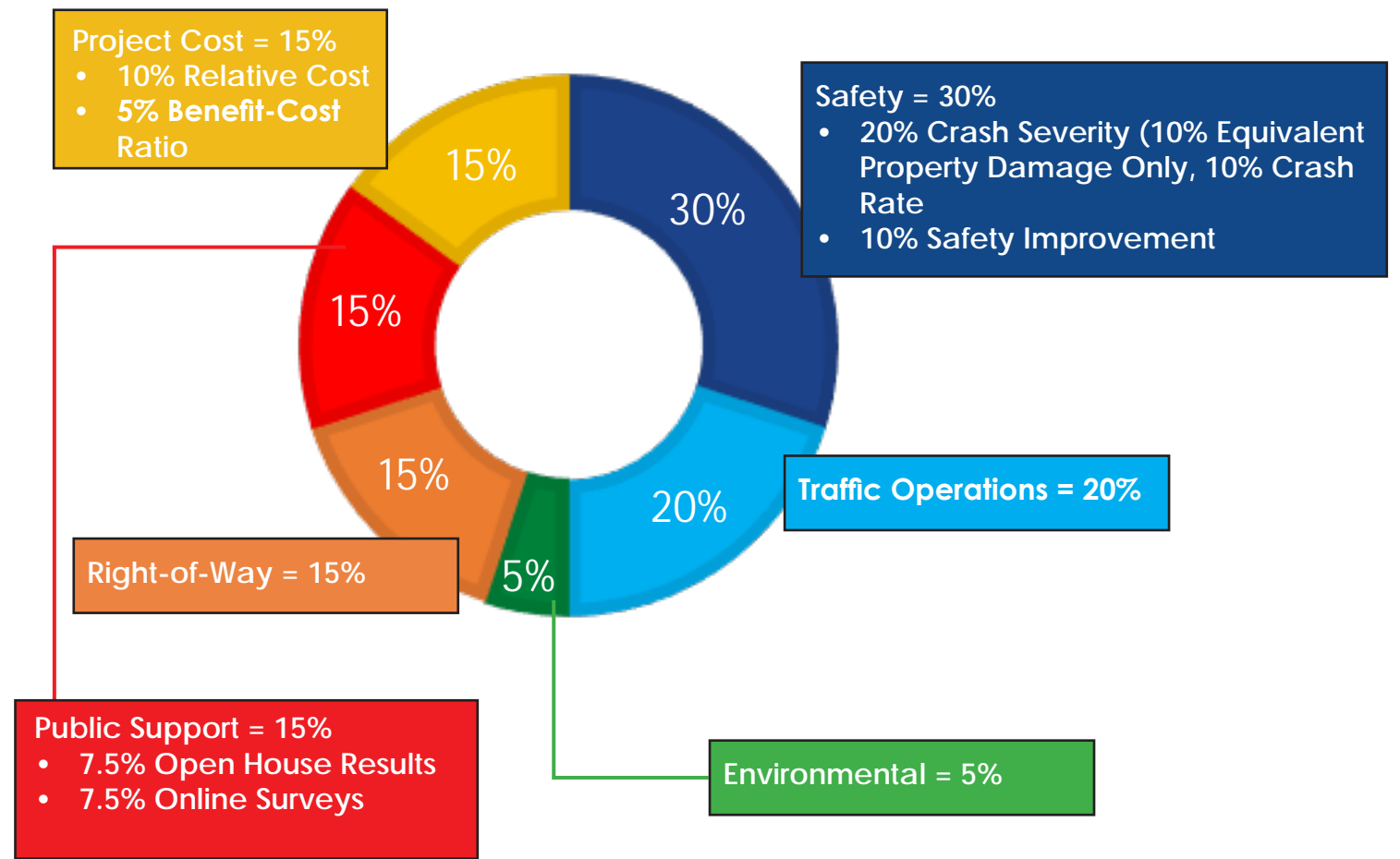
The categories evaluated in the evaluation matrix for each concept were safety, traffic operations, environmental impact, right-of-way acquisition, project cost, and public support. For each category, performance measures were selected and/or developed as a means of evaluating the relative performance of each concept in terms of each specific scoring category.

Within the evaluation matrix, a weighted system was used to assign each category points totaling to 100 points. Graphic 4.2 and 4.3 summarize the performance measures, descriptions, data sources, and methodology by category. The concept evaluation worksheets for each category are included in the appendix.

Graphic 4.2 - Weighted Scoring Categories



Graphic 4.3 - Weighted Scoring Percentages



• **Safety (30 Points)**

To score safety, each concept was analyzed based on the current crash severity at the location and the potential improvement to safety that can be realized by the proposed concept design. To calculate the crash severity, crash data was obtained from the Georgia Electronic Accident Reporting System (GEARS) database. Crash records were collected along Sandy Creek Road between 2014 and 2018.

The crash data was sorted by crash severity based on the KABCO scale per intersection and road segment. Table 4.1 represents the KABCO Injury Classification scale for crash severity defines levels of injury severity. If several people are injured in a crash, the most severe injury level is used to set crash severity.

Table 4.1 - Injury Severity	
INJURY SEVERITY LEVEL	DESCRIPTION
K (Fatality)	FATAL INJURIES INCLUDE DEATHS WHICH OCCUR WITHIN THIRTY DAYS FOLLOWING INJURY IN A MOTOR VEHICLE CRASH.
A (Incapacitating Injury)	INCAPACITATING INJURIES INCLUDE SKULL FRACTURES, INTERNAL INJURIES, BROKEN OR DISTORTED LIMBS, UNCONSCIOUSNESS, SEVERE LACERATIONS, SEVERE BURNS, AND UNABLE TO LEAVE THE SCENE WITHOUT ASSISTANCE.
B (Non-Incapacitating Injury)	NON-INCAPACITATING INJURIES INCLUDE VISIBLE INJURIES SUCH AS A "LUMP" ON THE HEAD, ABRASIONS, AND MINOR LACERATIONS.
C (Complaint Injury)	MINOR INJURIES INCLUDE HYSTERIA, NAUSEA, MOMENTARY UNCONSCIOUSNESS, AND COMPLAINT OF PAIN WITHOUT VISIBLE SIGNS OF INJURY.
O (Property Damage Only)	NO FATALITY OR INJURY; PROPERTY DAMAGE ONLY

Crash Severity (20 points)

The first component of the Safety Score for each concept is the crash severity currently experienced at the project location. The crash severity at each proposed project’s location was scored based on its EPDO (Equivalent Property Damage Only) value and the intersection or road segment crash rate at the location. The equivalent property damage only (EPDO) value for a crash location weighs factors related to the societal costs of fatal, injury, and property damage-only crashes. The relative costs are assigned to crashes by severity to develop an equivalent property damage-only score that considers frequency and severity of crashes. Each concept’s EPDO Score was normalized relative to the EPDOs for the four Fayette Corridor Studies with the maximum value being 10 points.

A road segment or intersection’s crash rate is calculated to determine relative safety compared to other similar roadways, segments, or intersections. Crash rate analysis typically takes into account data such as traffic volumes or roadway mileage to provide a more effective means of comparing crash frequency at locations and prioritizing safety issues at similar locations. Each concept’s Crash Rate Score was normalized relative to 2016 statewide average crash rate with the maximum value being 10 points.

Crash Reduction Factor (10 points)

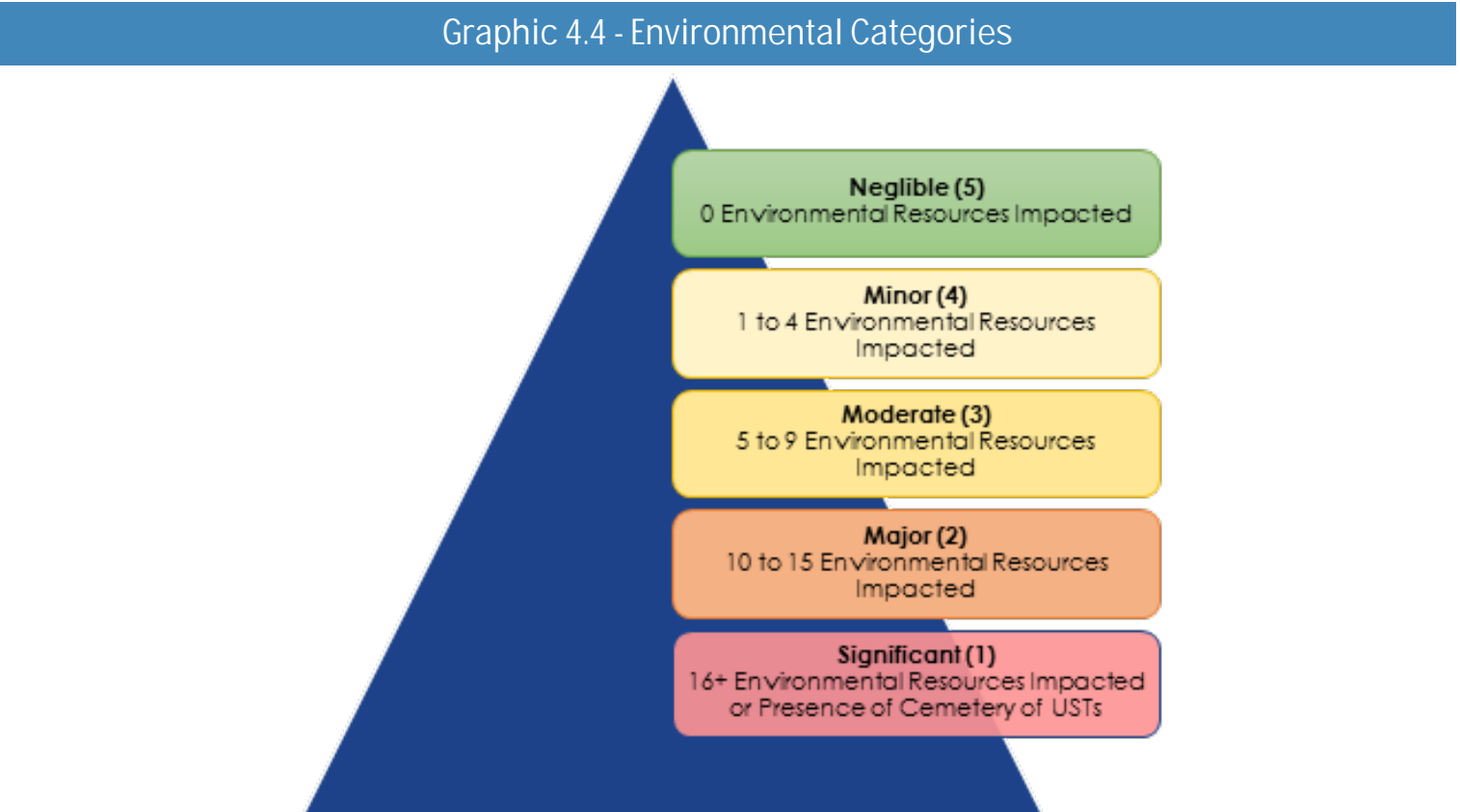
The second component of the Safety Score for each concept is the project’s potential to reduce the number of crashes at the project’s location. To determine this value, the FHWA’s Highway Safety Manual was used to identify the crash reduction factor(s) (CRFs) for each concept. A crash reduction factor (CRF) is the percentage crash reduction that might be expected after implementing a given countermeasure at a specific site. Each concept’s Safety Improvement Score was normalized to 100% with the maximum value being 10 points.

Traffic Operations (20 points)

To score traffic operations, each concept was analyzed based on the net difference in delay or road capacity between a 2040 Build scenario and the 2040 No Build scenario. The net difference in delay or capacity between the 2040 Build and No Build scenarios was calculated for the AM and PM peak hours. The peak hour with the greatest reduction in delay or increase in capacity was selected and used to rank the concept’s potential improvement to traffic operations based on a ranking from 1 to 10. The ranking was then converted to the overall Traffic Operations score for the concept, with the maximum score being 20 points.

Environmental (5 points)

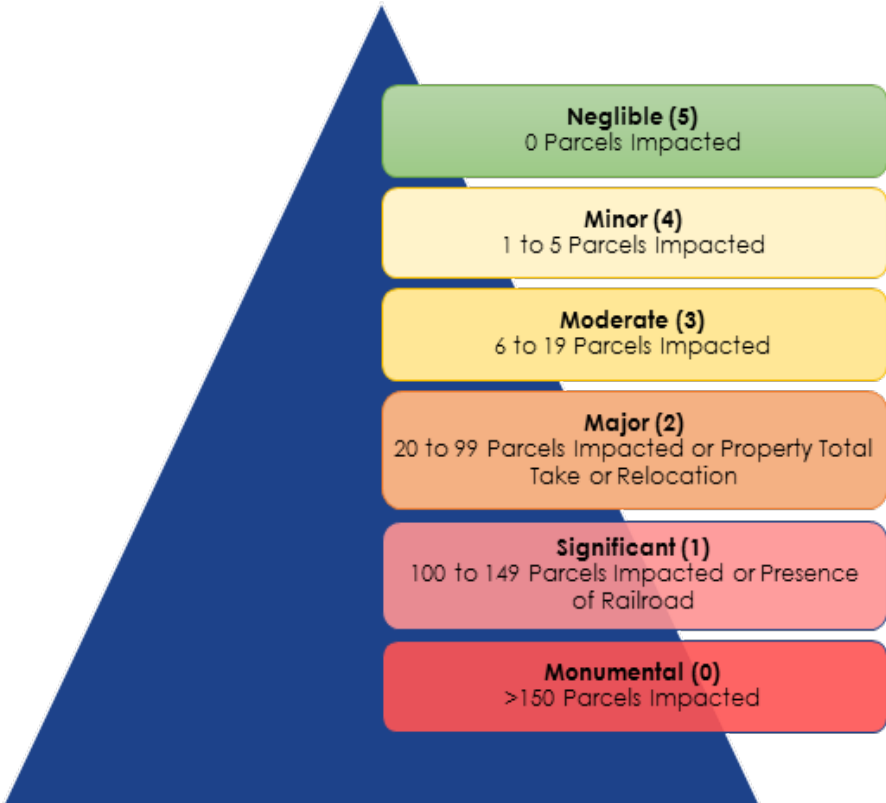
To score environmental impacts, each concept was analyzed based on the number of environmental resources potentially impacted by the construction of the project. The potential environmental impact was ranked on a scale from Negligible (5 ranking) to Significant (1 ranking). The total number of environmental resources impacted by a project was determined based on the number of resources present within a quarter mile radius of the project. Moreover, if there is a presence of a cemetery or underground storage tank (UST), the concept automatically received an impact score of Significant. The ranking was then converted to the overall Environmental Impact score for the concept, with the maximum score being 5 points.



• **Right-of-Way (15 points)**

To score right-of-way impacts, each concept was analyzed based on the number and type of parcels potentially impacted by the construction of the project. To account for the current zoning of the parcels impacted, an undeveloped parcel is equal to 1 impact, a developed residential parcel is equal to 2 impacts, and a developed commercial parcel is equal to 5 impacts. The potential right-of-way impact was ranked on a scale from Negligible (5 ranking) to Monumental (0 ranking). Moreover, if a project requires a total take or relocation of a property, the concept automatically received an impact score of “Major”. If there is a presence of a railroad within the project limits, the concept automatically received an impact score of “Significant”. The ranking was then converted to the overall Right-of-Way score for the concept, with the maximum score being 15 points.

Graphic 4.5 - Right-of-Way Categories



• **Project Costs (15 points)**

To score project costs, each concept was analyzed based on its overall construction costs and the project’s benefit-cost ratio. To calculate the Project Cost score, a planning-level construction cost estimate was prepared for each concept. Each project’s construction cost estimate was used to calculate a Relative Project Cost score and a Benefit-Cost score. For project scoring purposes, design and right-of-way costs were not considered.

Relative Project Cost (10 points)

The first component of the Project Costs Score for each concept is its projected construction cost ranked on a scale from 0 to 5. For each concept, its Relative Project Cost is based on the price range and was ranked accordingly. The ranking was then converted to the Relative Project Cost score for the concept, with the maximum score being 10 points.

Benefit - Cost Ratio (5 points)

The second component of the Project Costs Score for each concepts is its benefit-cost ratio. The benefit-cost ratio was calculated by dividing the total monetary value of the potential benefits of the project by the projected construction cost for the project. The monetary value of the potential benefits was the sum of the potential crash cost savings over a 20-Year horizon and the travel time savings over a 20-Year horizon. Crash Costs savings were calculated per Property Damage Only (PDO) Crash Costs in GDOT’s Highway Safety Improvement Program Report (2016). Travel Time savings were calculated by assigning monetary values to the reduction in automobile delay and truck delay and by accounting for fuel cost savings. The ranking was then converted to the Benefit-Cost Ratio score for the concept, with the maximum score being 5 points.

• **Public Support (15 points)**

To score public support, each concept was analyzed based on documented comments received at the second Public Open House and the results from the Phase II Online Survey. The information was then converted to an overall Public Support score for each concept, with the maximum score being 7.5 points for the comment forms and 7.5 points for the online surveys.

4.4 Preliminary Draft Concepts

Preliminary projects were identified to address current and projected future transportation needs. These concepts were presented to the citizens at the second PIOH. Citizens were given various opportunities to provide feedback on the draft concepts, including sticker stations, online survey stations and detailed comment forms. As aforementioned, around 250 citizens attended, 176 comments received via comment forms, and 515 comments were received via the online survey.

Following a review of the results from the first Public Open House and completion of the Phase 1 online survey, the project management team discussed and developed a series of projects that addressed the concerns identified by the public. With the completion of the Needs Assessment Report, concept ideas were refined and additional concepts were added to address the current facility needs.

Below is the final list of concepts evaluated for inclusion in the final recommendation:

- Access Management from SR 314 to City of Fayetteville Limits
- Intersection Improvements at Highway 85
- Westbound Left Turn Lane at Gilbert Road
- Install Traffic Signal at Ellis Road
- Install Roundabout at Ellis Road
- Multi-Use Path on south side of road
- Pedestrian Bridge on SR 54 to McCurry Park
- Widen Corridor to 4-Lane Median Divided with Multi-Use Path
- Widen Corridor to 3-Lane with Multi-Use Path

Each concept’s project description and potential benefits are listed in the following sections.

LOS - Levels of Service. Qualitative measure to rate quality of traffic flow based on performance measures such as vehicle speed density, congestion, etc. The rating is from A to F. A = good; F = fail
Legend: \$ < \$250,000 \$\$ < \$500,000 \$\$\$ < \$1,000,000 \$\$\$\$ < \$2,000,000 \$\$\$\$\$ < \$5,000,000

1. Concept: Access Management from SR 314 to City of Fayetteville Limits

Based on the Needs Assessment and public comments, access management improvements along Banks Road from SR 314/W Fayetteville Road to the City of Fayetteville limits was warranted for additional consideration.

This concept includes improving Banks Road from SR 314 to the city limits by installing raised medians in the commercial area to address the high rate of crashes in the area and access management challenges. This project would improve safety and traffic operations along this segment of Banks Road.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	Cost
38.4*	C/C	1 - 2 years	Safety, Access Management	\$\$\$

** crash frequency higher than state average*

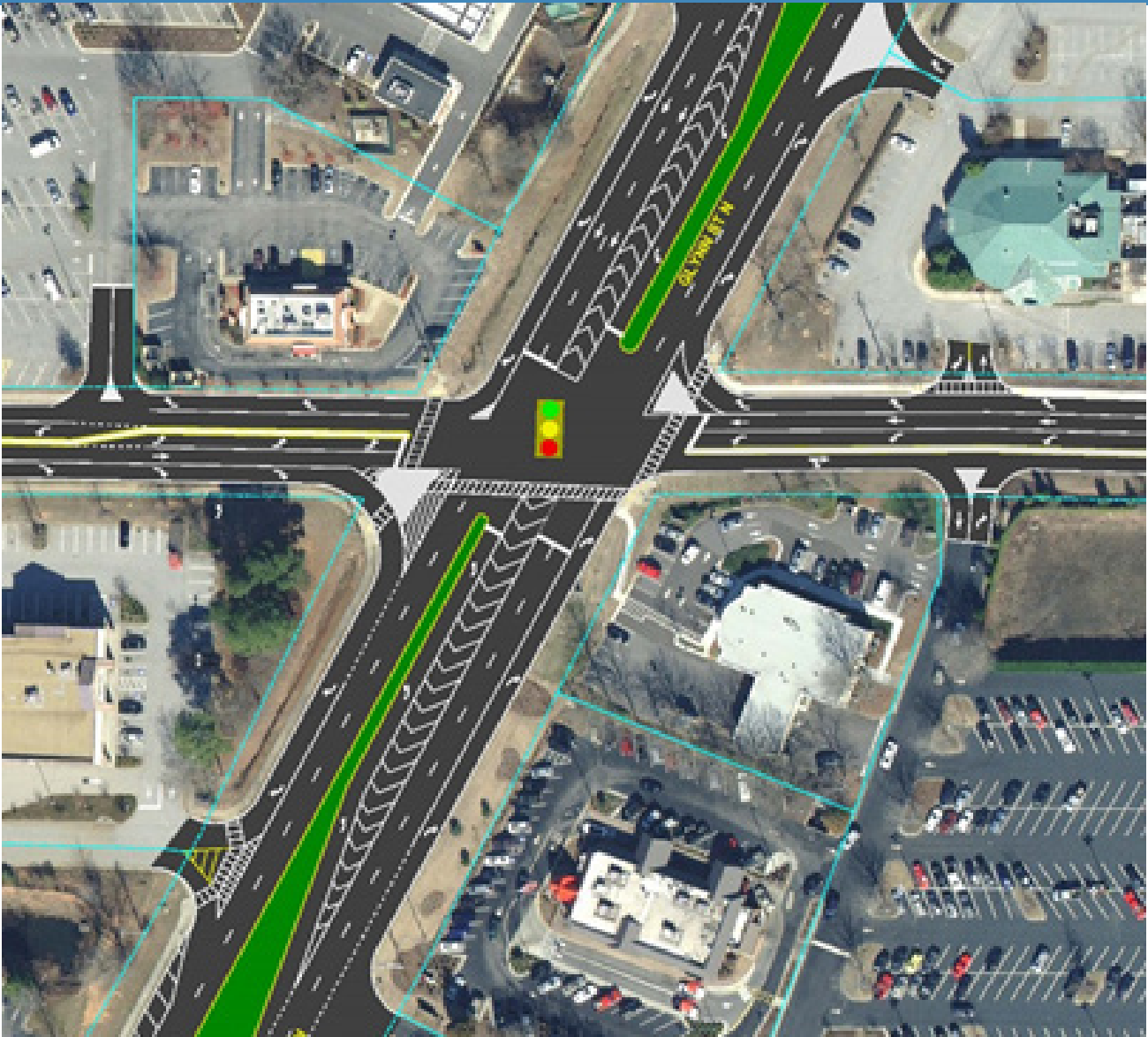


2. Concept: Intersection Improvements at Highway 85

Based on public comments, improvements at Highway 85 warranted additional consideration. The proposed concept includes intersection improvements at Highway 85, including installing concrete islands and improving turn lanes. This project would improve safety and traffic operations at Banks Road and Highway 85, one of the busiest intersections along the corridor.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	Cost
26.2	C/C	1 year	Safety, Operations	\$\$\$\$

Graphic 4.7 - Concept: Intersection Improvements at Highway 85



3. Concept: Westbound Left Turn Lane at Gilbert Road

Based on the public comments, the installation of a left turn lane at Gilbert Road was warranted for additional consideration. The proposed concept includes adding a westbound left turn lane at Gilbert Road. Gilbert Road serves over 50 homes and connects with Hillsdale Drive. This project would improve safety and traffic operations at the intersection.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	Cost
0.2	B/B	3 years	Safety, Operations	\$\$

Graphic 4.8 - Concept: Westbound Left Turn Lane at Gilbert Road



4. Concept: Intersection Improvement at Ellis Road

Based on the Needs Assessment and public comments, an intersection improvement at Ellis Road was warranted for additional consideration. Two concepts were developed: 1) aligning Ellis Road with Hidden Valley Road and installing a traffic signal; and 2) installing a roundabout at the existing Ellis Road intersection. Both concepts provide safety and traffic operations benefits at the intersection.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	Cost
4.0	C/F	3 - 5 years	Safety, Operations	\$\$\$

Graphic 4.9 - Concept : Traffic Signal at Ellis Road



Graphic 4.10 - Concept : Roundabout at Ellis Road



5. Concept: Multi-Use Path on South Side of Road

Based on the Needs Assessment and public comments, the addition of bicyclist and pedestrian improvements were warranted for further consideration. The proposed project calls for a multi-use path on the south side of Banks Road from SR 314 to SR 54. The proposed project would improve safety for pedestrians and bicyclists in the area.

No. Of Bike-Ped Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	Cost
1	D/D	3 - 5 years	Access Management, Bike - Pedestrian Access	\$\$\$\$

Graphic 4.11 - Concept : Multi-Use Path on South Side of Road



5. Concept: Pedestrian Bridge over SR 54 to McCurry Park

Based on public comments, safer connectivity for bicyclists and pedestrians to amenities in the area was warranted for further consideration. The proposed project is to construct a pedestrian bridge on SR 54 to McCurry Park. This project aims to improve bicycle and pedestrian safety.

Although the proposed bridge is over SR 54, it is a long-term project in this report due to the large number homes (existing and anticipated) on the west side of SR 54 and the latent demand for safe access to McCurry Park for walking, soccer, football, baseball, softball, frisbee-golf, picnicking, etc. on the east side of the State Route

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	Cost
14.4	B/D	5 - 10 years	Access Management, Bike - Pedestrian Access	\$\$\$\$\$

Graphic 4.12 - Concept : Pedestrian Bridge over SR 54 to McCurry Park



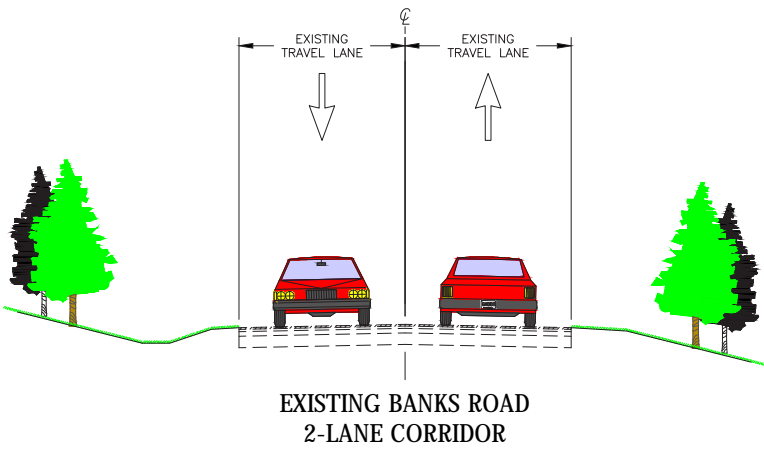
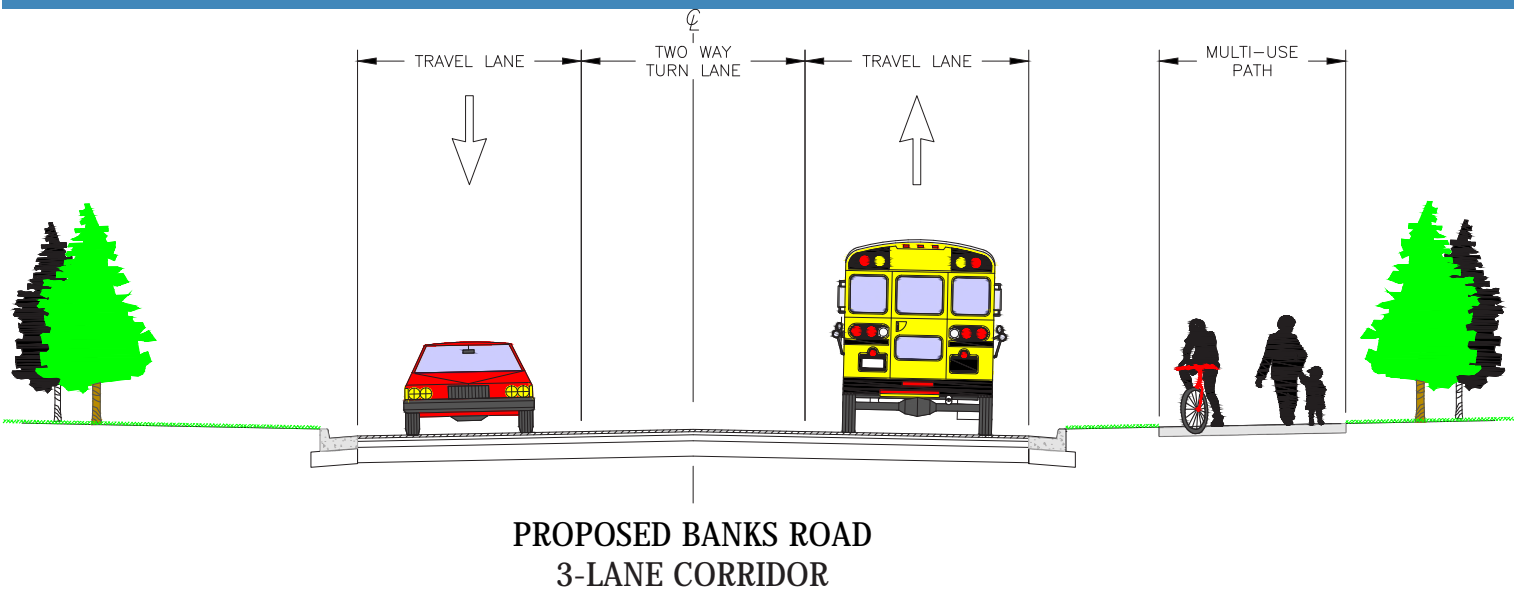
6. Concept: Widen Corridor with Multi-Use Path

Based on the Needs Assessment and public comments, corridor wide traffic operations, capacity, and safety improvements were warranted for further consideration. The proposed project involves widening the Banks Road corridor from SR 314 to SR 54. Two concepts were proposed, widen to 3 lanes with a center two-way-left-turn lane or widen to 4 lanes with a raised landscaped median. The corridor is envisioned to have multi-use path on south side of road. This project aims to address capacity, safety and access management challenges and allows for multi-modal use.

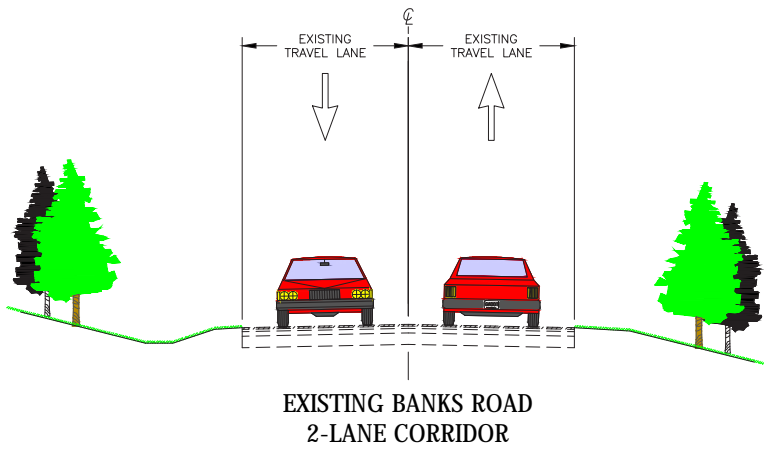
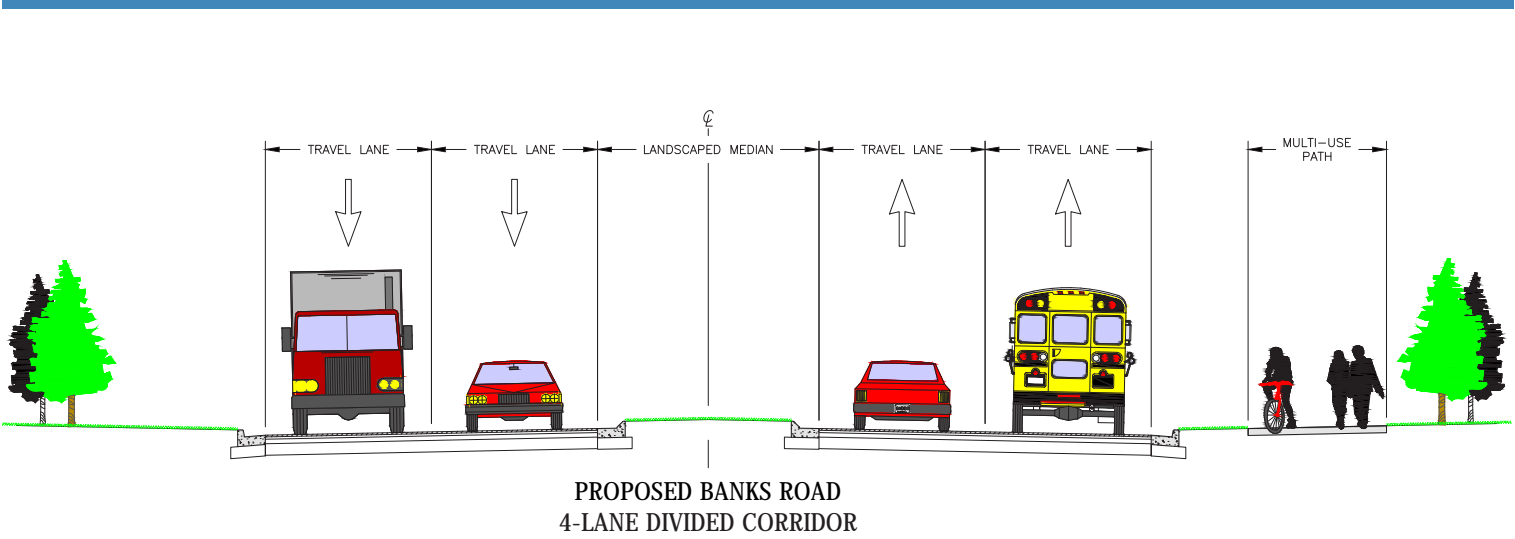
Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	Cost
74*	D/D	10 - 20 years	Capacity, Access Management, Safety	\$\$\$\$\$

* crash frequency higher than state average

Graphic 4.13 - Concept : Widen to 3 Lanes with Multi-Use Path



Graphic 4.14 - Concept : Widen to 4 Lanes with Multi-Use Path*



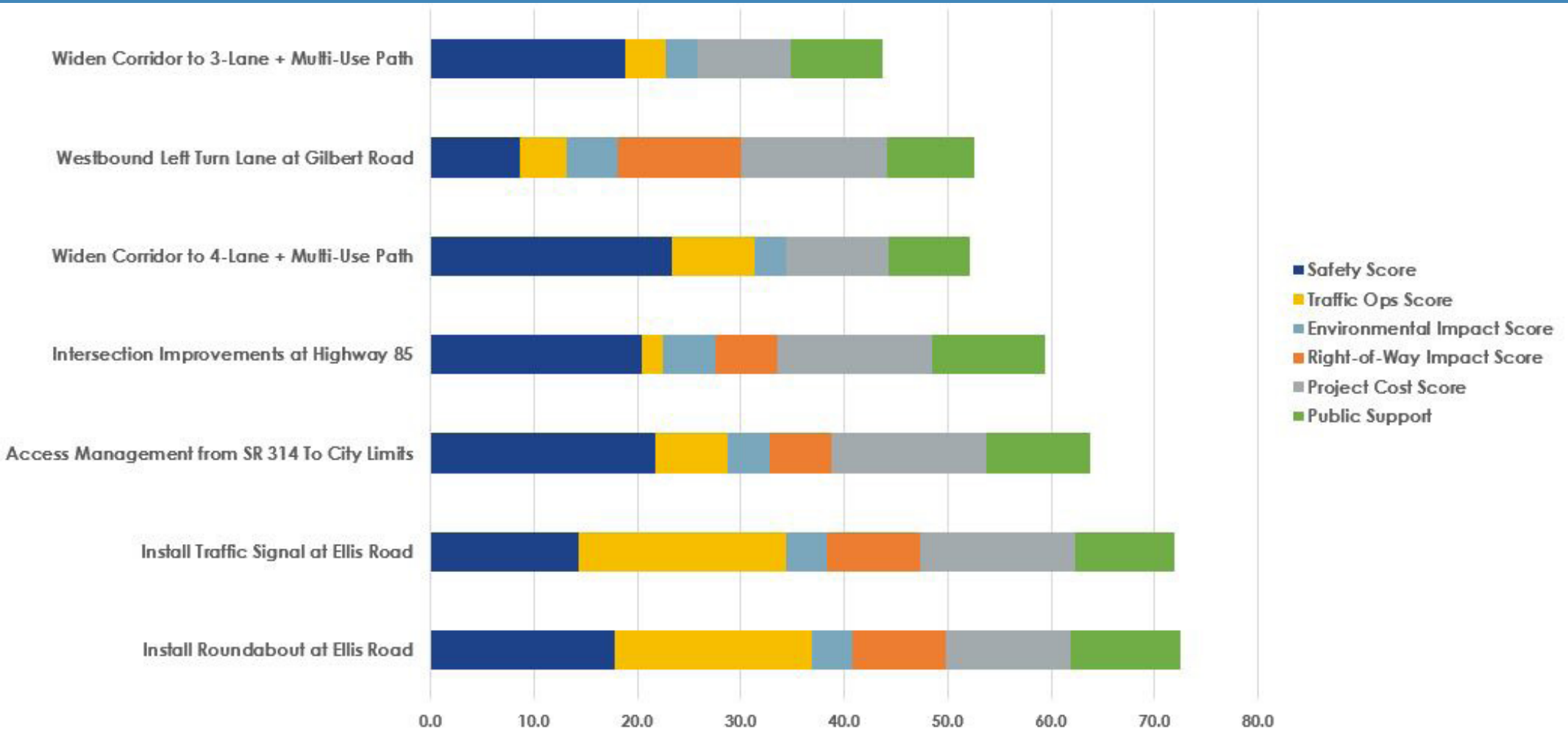
**Proposed sidewalk included after the second PIOH and online surveys.*

4.5 Evaluation Results

Using the methodology detailed in the previous sections, each concept was evaluated in the Evaluation Matrix for Banks Road. The results of the scoring matrix are detailed per category in the Table 4.1. The overall project score is shown in a stacked bar in Graphic 4.15.

Table 4.1 - Evaluation Results						
Project Name	Safety (Max 30 pts)	Traffic Operations (Max 20 pts)	Project Cost (Max 15 pts)	Environmental Impact	R/W Impact	Public Support (Max 15 Pts)
• Access Management from SR 314 To City Limits	21.7	7.0	15.0	Minor	Major	10.0
• Intersection Improvements at Highway 85	20.5	2.0	15.0	Negligible	Major	10.9
• Westbound Left Turn Lane at Gilbert Road	8.7	4.4	14.0	Negligible	Minor	8.5
• Install Traffic Signal at Ellis Road	14.3	20.0	15.0	Minor	Moderate	9.6
• Install Roundabout at Ellis Road	17.8	19.0	12.0	Minor	Moderate	10.7
• Widen Corridor to 4-Lane + Multi-Use Path	23.3	8.0	10.0	Moderate	Significant	7.8
• Widen Corridor to 3-Lane + Multi-Use Path	18.7	4.0	9.0	Moderate	Significant	9.0

Graphic 4.15 - Overall Concept Score



The results of the evaluation matrix for the Banks Road concepts provide the opportunity to objectively judge each concept idea using a quantifiable methodology. The overall project score for each project is a tool to be used when selecting the preferred alternatives for each corridor in conjunction with a qualitative approach including each project’s support of goals outlined in Fayette County’s Comprehensive Plan, available funding sources, and implementation plan.

Chapter 5: Recommendations & Implementation

5.1 Introduction - Page 57

This section of the report details the recommendations for the Banks Road corridor and the implementation plan for the preferred alternative.

5.2 Final Recommendations - Page 57

The section details the final recommendations which are divided into recommendations for the corridor’s typical section, specific intersection improvements and bicycle and pedestrian improvements.

5.3 Quick Response Recommendations - Page 62

This segment discusses the proposed list of quick response improvements for Banks Road.

5.4 Implementation Plan - Page 63

The implementation plan for Banks Road corridor identifies the projects in terms of project costs, project scheduling, responsible parties for project completion, and funding opportunities.

5.5 Phased Recommended Projects - Page 64

This section lists the recommended projects for Banks Road.



5.1 Introduction

The section details the recommendations for the Banks Road corridor and the implementation plan for the preferred alternative. As detailed in previous sections, these recommendations were developed through several analyses, including:

- Review of existing conditions
- Need Assessment analysis for corridor
- Input from citizens, stakeholders, and agencies
- A comprehensive evaluation of potential impacts including safety, traffic operations, environmental, and right-of-way
- Consideration of land use policies and development goals in Fayette County

The needs of the corridor were outlined in the Needs Assessment. The final recommendations for Banks Road meet those needs while adhering to the goals of Fayette County outline in the 2010 Comprehensive Transportation Plan summarized in Graphic 5.1. The final recommendations and implementation plan are detailed in the following sections.

Graphic 5.1 - 2010 Comprehensive Transportation Plan Goals



5.2 Final Recommendations

The recommendations for Banks Road are divided into recommendations for the corridor's typical section, specific intersection improvements, bicycle and pedestrian improvements and quick-response improvements. A corridor transportation system comprised of multiple elements including safety enhancements, roadway capacity, and streetscapes, was developed as part of the final recommendations. These improvements were developed in tandem with Fayette County and local municipalities Future Land Use plans to maximize the effectiveness of the final recommendations with regard to both land use and transportation.

Summary of Corridor Recommendations

The recommended typical section for Banks Road is to widen the road to 4-lanes with a center median from SR 54 to SR 85, install a shared-use path on one side of the road, and install a sidewalk on the north side of the road. From SR 314 to the City of Fayetteville limits, access management treatments are recommended within the commercial node to reduce the present high crash rate.

The roadway recommendations for Banks Road include correcting horizontal and vertical curves where needed based on an evaluation of sight distance availability along the corridor and upgrading and adding warning signage to guide drivers along the corridor. The proposed typical section is shown in the Graphic 5.2.

Graphic 5.2 - Banks Road Proposed Improvements Typical Section

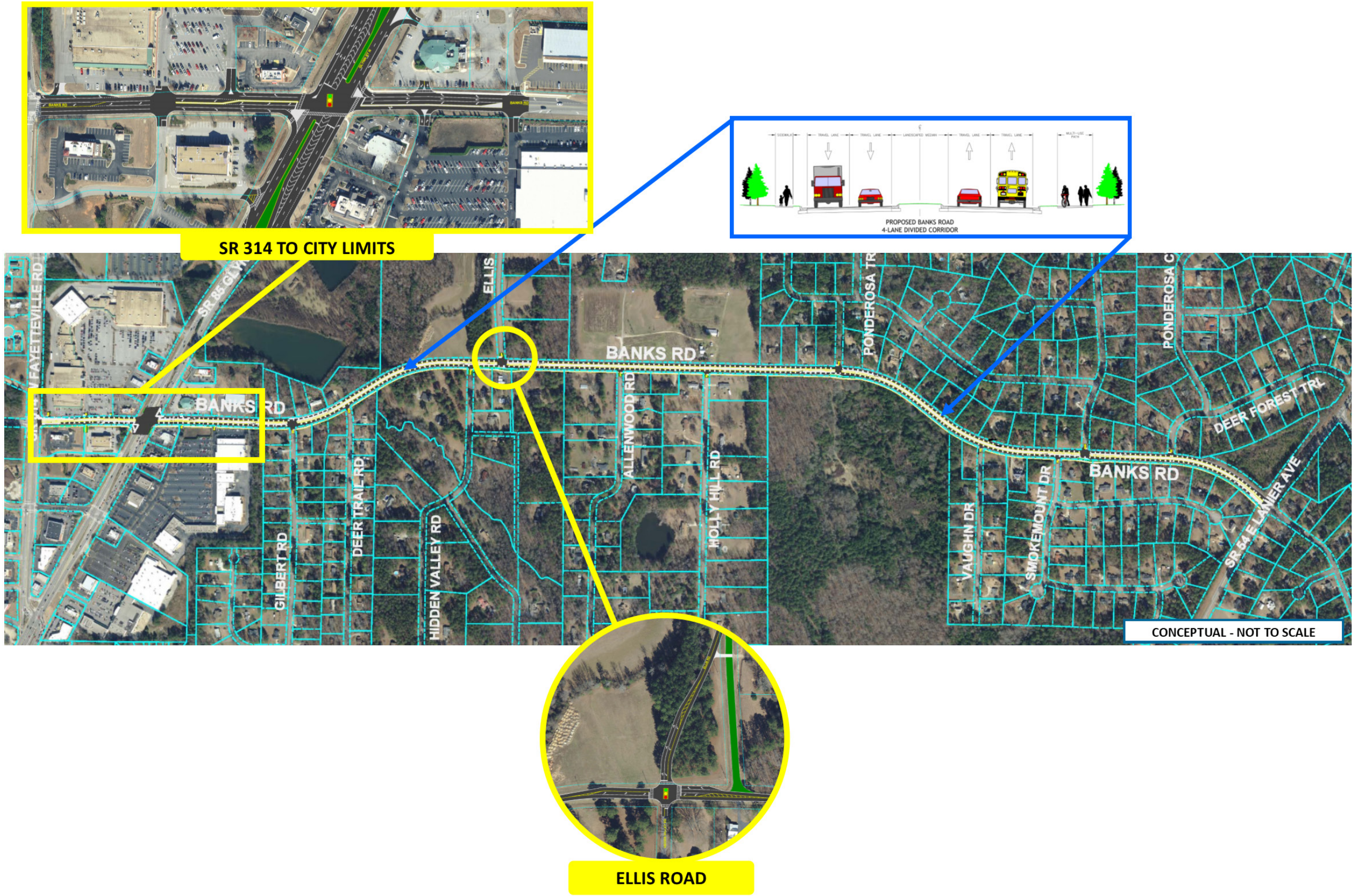


In addition to the proposed typical section and correcting horizontal/ vertical curves, the following intersection improvements are recommended along Banks Road as well:

- Intersection Improvement at Highway 85
- Intersection Improvement at Ellis Road

Graphic 5.3 depicts the recommended roadway and intersection improvements.

Graphic 5.3 - Banks Road Corridor Recommendations



• **Roadway Recommendations**

Banks Road is a vital east-west arterial in Fayette County, which provides access to abutting neighborhoods and connects three state routes, SR 54, SR 85, and SR 314. As a minor arterial, Banks Road serves an important mobility function for longer trips between destinations in Fayette County and beyond, and it also plays an essential role in accessing adjacent land uses. Meeting the, sometimes conflicting, needs of these two uses must be at the center of roadway design decisions in this corridor to reach an equilibrium between mobility and access.

Widening the corridor to 4-lanes with a raised median provides additional capacity along the corridor as well as improves safety. The corridor segment was also analyzed using the Atlanta Regional Commission’s (ARC) Travel Demand Model (Year 2040) to project future traffic conditions. An analysis of traffic projections indicates that by 2040, the road capacity observed for the PM peak hour would operate at a LOS of E. The added travel lane in each direction will improve traffic flow and capacity along Banks Road. The 2040 No Build versus Build road capacity along Banks Road is shown in the table below.

Intersection	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Banks Road from SR 85 to SR 54	D (v/c – 0.17)	E (v/c – 0.51)	A (v/c – 0.09)	A (v/c – 0.09)
v/c - volume to capacity ratio				

In terms of safety, an analysis of the crash data showed from the city limits to SR 54, Banks Road’s crash rates for fatal accidents is higher than the statewide average for minor arterials. In 2018, there was an off-road crash east of Ponderosa Trace resulting in 2 fatalities. Moreover, during the 5-year analysis period, there was one crash involving a pedestrian along Banks Road near Ellis Road.

The addition of a raised median along the corridor reduces conflicts at intersections while preserving reasonable convenience with median opening and U-turn locations. A raised median also provides pedestrian refuge for crossing pedestrians and bicyclists.



According to FHWA analyses, over 75% of fatalities occur at non-intersection locations. Studies have shown that installing raised medians or pedestrian refuge areas at marked crosswalks yields a 46 percent reduction in pedestrian crashes and a 36 percent reduction at unmarked crosswalk locations.

Correcting horizontal and vertical curvature along Banks Road is a safety measure that can address the corridor’s frequency of off-road crashes, particularly in the section east of Ponderosa Trace. For horizontal curves, providing superelevation at the curve helps keep vehicles on the road and reduces off-road crashes.

According to the Federal Highway Administration’s (FHWA) Highway Safety Manual, crash prediction models indicate that inadequate superelevation increase crashes inside horizontal curves. It should be noted, however, that the increase in driver comfort associated with increasing superelevation may increase driver speeds.

A comprehensive analysis of the road’s profile to identify locations along Banks Road where the horizontal or vertical curvatures of the road creates inadequate sight distance is recommended.

When restoring superelevation, a sufficient grade must be maintained along the superelevation transition to provide proper drainage as the cross slope levels. Ensuring reverse curves have appropriate transition distance must be taken into consideration as well.



Additional low cost treatments that can improve road safety and reduce speeding along Banks Road include adding advance warning signs, such as intersection warning or chevron alignment signs, and enhancing signing countermeasures via use of highly retroreflective and fluorescent sheeting. Curve warning signage can also be enhance using supplemental beacons and/or messages that activate when a motorist approaches the curve at a high speed.

Dynamic curve warning systems typically involve a combination of a speed monitoring device and a variable message sign. The advantage of dynamic curve warning systems is that they have a much greater effect on high-speed vehicles than a static curve warning sign. Given that these systems are costlier than status signs, their implementation should be limited to locations with high crash rates.



For the purposes of this scoping study, the widening of Banks Road is proposed to occur symmetrically from the existing roadway centerline. Detailed survey and design work during the preliminary engineering phase of the project will determine whether that is the preferred solution or if the new centerline will shift to one side or the other.

Adjustments to the proposed alignment of the widening could shift based on conditions at specific locations, such as environmental hazards or sensitive areas; minimizing ROW impacts, construction costs; or improving roadway alignment to enhance visibility and safety.

The width of the raised median is the distance between the inside edges of the travel lanes. Given the suburban context along the majority of Banks Road, it is recommended that the median width be designed to accommodate turning and crossing maneuvers by larger vehicles near major intersections.

For median openings along the roadway, spacing often is selected to provide openings at all public roads and at major traffic generators such as shopping centers. Left-turn lanes should be provided at all median openings and right-turn lanes should be provided at intersections with highways or other major public roads.



• **Intersection Improvement Recommendations**

Recommendation for key intersections are discussed in detailed below. All such improvements are associated with the recommended overall corridor improvements, including the proposed shoulder widening, although some may be implemented in advance of the ultimate corridor wide road improvement project.

1. SR 314 to City Limits

From SR 314 to the city limits, Banks Road has one of the highest crash rates in the county per the findings of Fayette County’s CTP Assessment of Current & Future Needs Report. Installing a raised median along Banks Road in the commercial area and converting some of the intersections to right-in/right-out provides an access management treatment to address the high rate of crashes in the area.



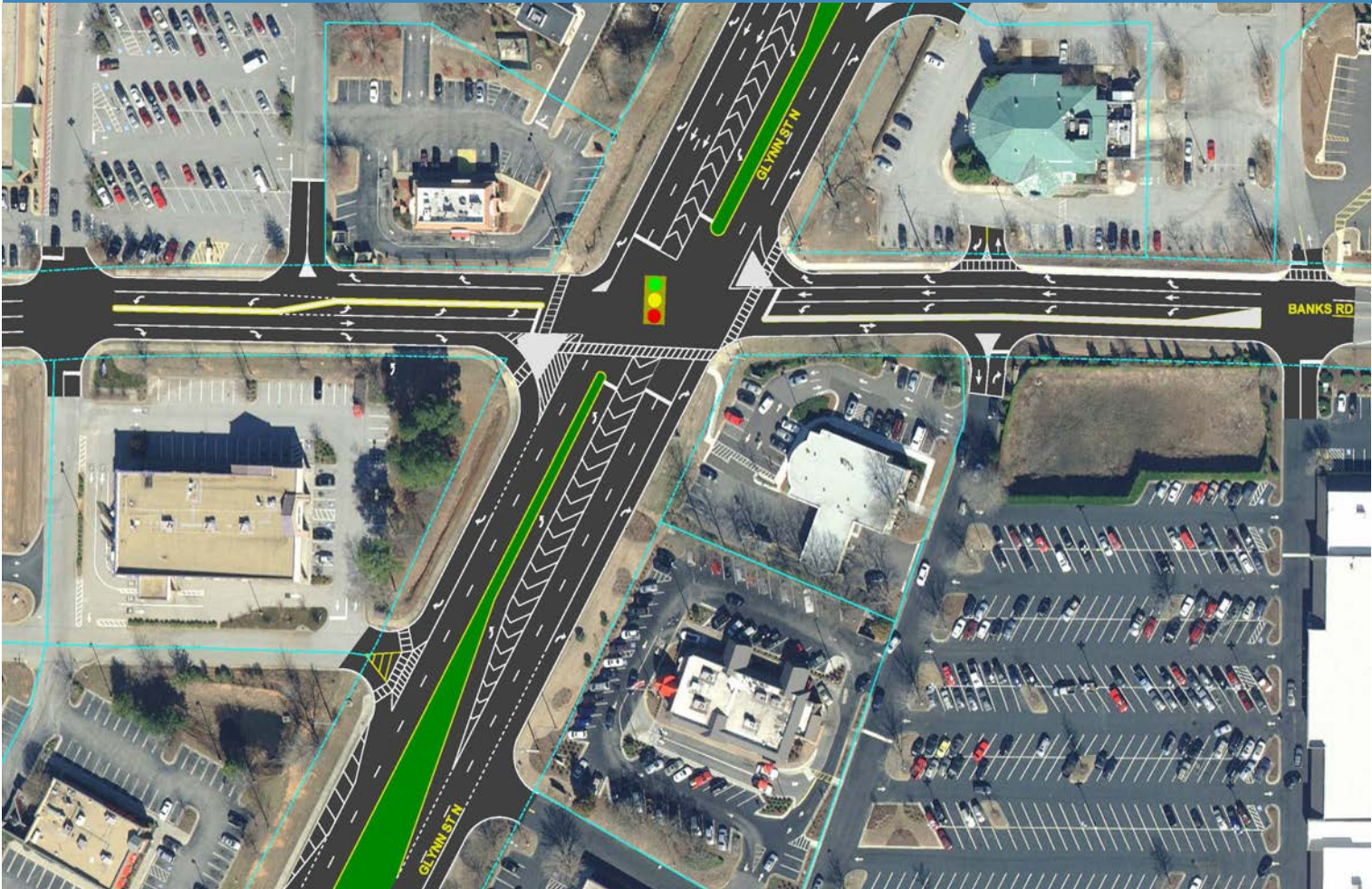
2. Highway 85

At the intersection of Highway 85 and Banks Road, installing concrete islands and improving turn lanes geometry is recommended to improve safety and traffic flow at the intersection. An optional recommendation at Highway 85 is to remove one of the northbound left turn lanes and converting the northbound protect left turn phase to protected-permissive.

This conversion would remove the weaving that occurs west of Highway 85 for the dual left entry into two lanes when the outer lane immediately drops off into the Kroger shopping plaza. Routine signal timing improvements are recommended to maximize efficiency of the traffic signal throughout its life cycle.

The figure below shows the proposed concept for the intersection improvement at Banks Road and Highway 85 and the table shows the 2040 traffic operations for the No Build for Build conditions.

Graphic 5.5 - Proposed Glynn Steet Improvements



Intersection	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Banks Road at Highway 85	C (27.5 s)	D (49.6 s)	C (25.6 s)	D (50.5 s)

3. Ellis Road

At the intersection of Ellis Road and Banks Road, traffic operations under the existing conditions are at LOS E for the afternoon peak hour. By 2040, the traffic operations at Ellis Road are at a failing LOS. As described in the Concept Report, two concepts were developed for this location - a traffic signal and a roundabout. After consideration of all factors, a signal with realignment of Ellis Road to Hidden Valley Road is the preferred alternative.

The realignment of Ellis Road to Hidden Valley Road is recommended to provide more efficiency of a traffic signal installation and justify signal warrants. Given the current traffic operations at Ellis Road, temporary signalization of the intersection could be an interim solution prior to the completion of the widening project.

Upon widening of Banks Road east of Highway 85, a four - lane configuration is recommended for this intersection. The figure below shows the concept for the Banks Road and Ellis Road realignment and traffic signal installation. The table shows the 2040 traffic operations for the No Build for Build conditions.

Graphic 5.6 - Proposed Ellis Road Improvements



Intersection	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Banks Road at Ellis Road	C (20.4 s)	F (394.5 s)	A (7.1 s)	B (12.3 s)

• **Pedestrian and Bicycle Facilities**

There is a pedestrian presence along Banks Road, and providing bike and pedestrian accommodations for residents to travel to and from the commercial node at the western end of Banks Road can be of great value.

As part of Fayette County’s recent Comprehensive Transportation Plan Update, a Master Path Plan for the county was developed, including a set of Path System Design Guidelines. The guidelines took into account local and national best practices for pedestrian and bicycle facilities and were tailored to the specific shared use needs of Fayette County, i.e. pedestrians, bicyclists and golf carts. Fayette County’s Master Path Plan identified recommendations divided into sidewalk, sidepaths, and greenway projects.

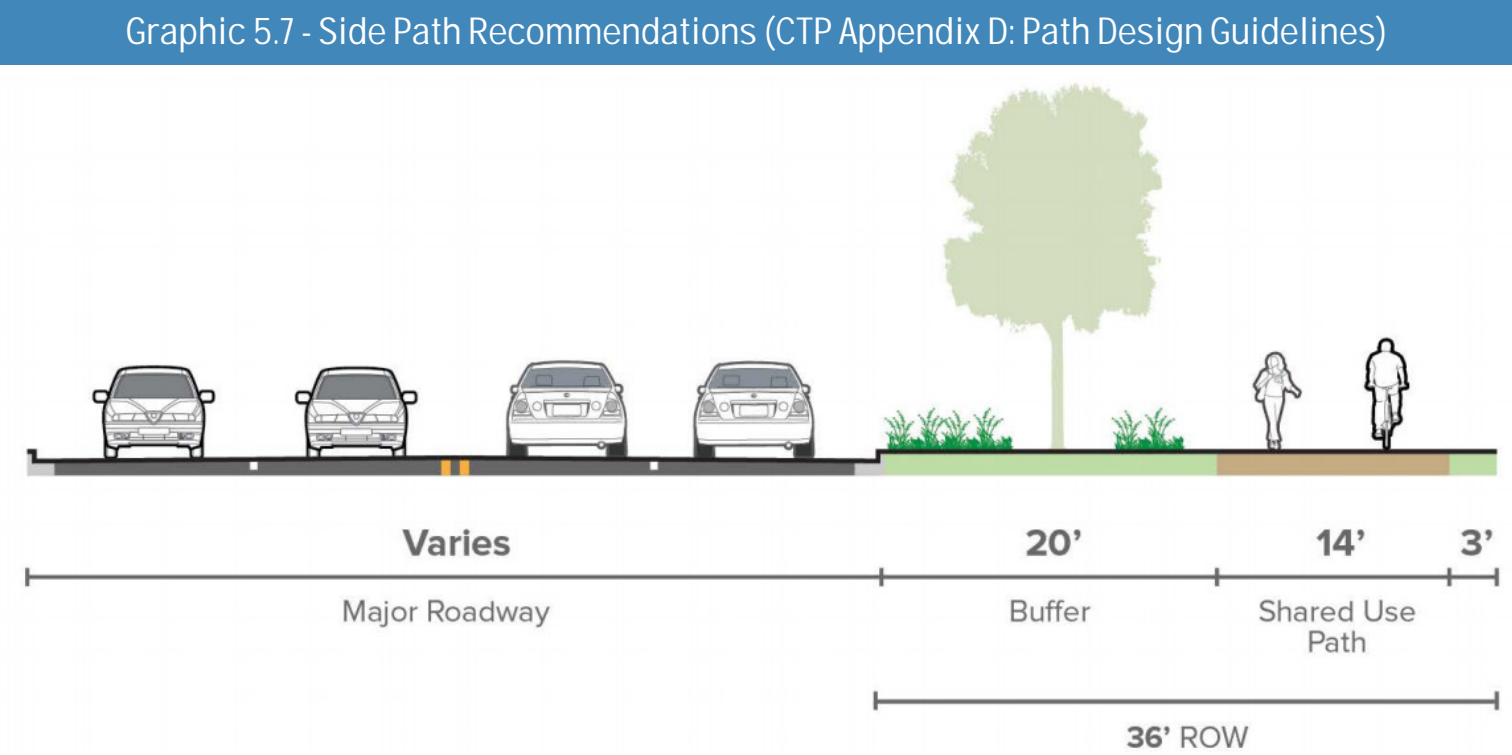


The Master Path Plan specifically recommends the addition of a sidepath along the extent of Banks Road from Highway 85 to McElroy Road. Sidepaths, similar to multi-use paths, are trails that can accommodate pedestrians, bicyclists, and golf carts adjacent and parallel to the alignment of an existing roadway. Fayette County’s Path System Design Guidelines should be reference when determining the geometrics of the sidepath for Banks Road.

In line with recommendations outlined in Fayette County’s CTP, a multi-use path is recommended along Banks Road within the study limits from Highway 85 to SR 54 along the south side of the road. In addition to the path, sidewalk along north side of the road is recommended as well.

An initial determination of the preferred side of the path was made based on adjacent land uses, terrain, and desirable opportunities for crossing Banks Road. Future development and information obtained from more detailed design should ultimately influence the final decision for the alignment.

The image below shows the preferred conditions for a sidepath along a minor roadway as outlined in Fayette County’s Path Design Guidelines. A smaller buffer may be appropriate along Banks Road due to the proximity of existing homes along the road.



5.3 Quick Response Recommendations

The proposed list of short-term improvements for Banks Road was developed via significant input received through coordination with Fayette County, stakeholders, and public input. The specific recommendations contained in this list are based on the results of the Needs Assessment, baseline travel data, deficiencies identified along the corridor during the Road Safety Audit, and opportunities to implement cost-effective improvement projects over a short period of time. Short-term recommendations along Banks Road included the following:

1. Clear overgrown vegetation along Banks Road

An immediate measure for improving sight distance along a corridor is cutting back foliage reducing the line of sight for drivers, especially in horizontal curves. Overgrown vegetation also obstructs various traffic signs, reducing guidance for drivers along the corridor.

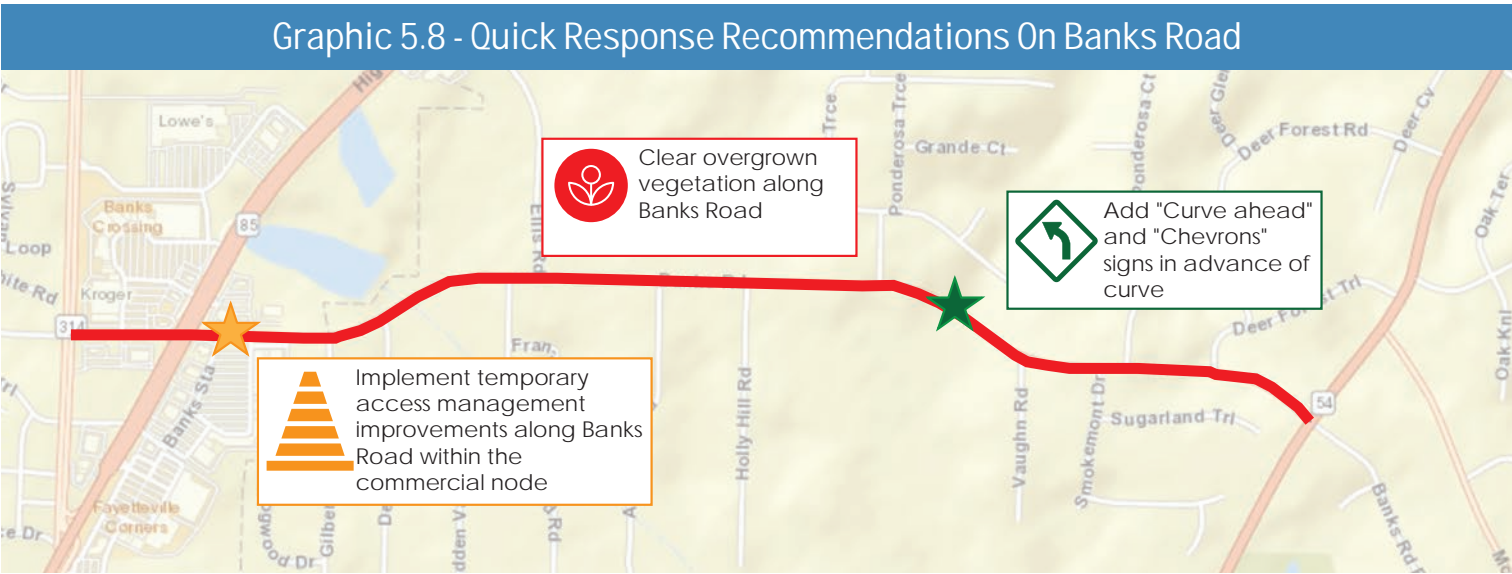


2. Access Management within Commercial Node

Given that Banks Road between SR 314 to the city limits has one of the highest crash rates in the county, immediate treatments are recommended to alleviate crash frequency. Potential improvements include converting driveways to right-in/right-out and median treatments between SR 314 and Highway 85.

3. Horizontal Alignment and Advisory Speed Signs near Ponderosa Trace

There were several public comments regarding the horizontal curve near Ponderosa being unsafe, especially for speeding vehicles. A fatal accident occurred within the past 5-years east of Ponderosa Trace. To alert drivers of upcoming curve a combination Turn/Advisory Speed (W1-1a) sign or a combination Curve/Advisory Speed (W1-2a) sign is recommended as drivers approach the intersection. Graphic 5.8 shows the locations of the proposed quick response projects along Banks Road.



5.4 Implementation Plan

The implementation plan for Banks Road corridor identifies the projects in terms of project costs, project scheduling, responsible parties for project completion, and funding opportunities. The development of the implementation plan considered the functionality of each project to make sure that projects had logical termini. Dependencies between projects were also a point of consideration in the development of the implementation plan. Overall, for the plan to succeed, several agencies must coordinate their efforts, such as Fayette County, City of Fayetteville, ARC, and GDOT.

• Construction Cost Estimates

For recommended roadway improvements, construction cost estimates were generated by estimating the quantities of materials and/or equipment required for each improvement. Aerial photography and field surveys of existing conditions along the corridor were used to develop quantities to complete the construction of each project. The quantities were put into a cost estimate tool and then multiplied by a typical unit cost for to determine the construction cost.

Construction cost estimates for the roadway projects are included in a separate “Concept Reports” document provided as part of the corridor study process. Aside from projects identified as qualifying projects for the Atlanta Regional Commission’s Transportation Improvement Program (ARC TIP), the construction cost estimates do not include the cost of right-of-way or utilities.

• Project Scheduling

The proposed scheduling for the recommended projects was based on three generalized timeframes within a 20-year planning horizon. These timeframes are as follows: Short-Term, 2020-2022; Intermediate-Term, 2022-2027; and Long-Term, 2027-2040.

The proposed short-term projects are lower cost improvements for the corridor that would provide immediate benefits. Potential funding opportunities for these projects existing through Fayette County’s maintenance and SPLOST programs. For the intermediate and long-term projects listed in the implementation plan, higher costs and additional analyses are required to fully develop the project scopes for implementation. The planning-level cost estimates are appropriate for corridor-wide planning, but more detailed analyses are needed to set the projects’ scope. The securing of local funding for the intermediate and long-term projects will be an important step in project development.

5.5 Phased Recommended Projects

The following table lists the recommended projects for Banks Road, including the projects’ description, benefits, construction cost estimate, and time frame. The implementation of projects may take place across multiple segments of the corridor or efforts may focus in one segment as resources allow. Implementation is prioritized by safety, traffic operations benefits, and potential to serve as a catalyst for continued corridor improvement.

Table 5.1 - Phased Recommended Projects					
PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION	BENEFITS	CONSTRUCTION COST ESTIMATE	TIME FRAME
BK-1	ROUTINE MAINTENANCE ALONG BANKS ROAD	CLEAR OVERGROWN VEGETATION ALONG BANKS ROAD	SAFETY	TBD	SHORT - TERM
BK-2	CURVE WARNING SIGNAGE NEAR PONDEROSA TRACE	ADD STRIPING, “CURVE AHEAD” AND “CHEVRONS” SIGNS IN ADVANCE OF CURVE EAST OF PONDEROSA TRACE.	SAFETY, OPERATIONS	TBD	SHORT - TERM
BK-3	ACCESS MANAGEMENT FROM SR 314 TO CITY LIMITS	PROJECT INCLUDES IMPROVING BANKS ROAD FROM SR 314 TO THE CITY LIMITS BY INSTALLING RAISED MEDIANS IN THE COMMERCIAL AREA TO ADDRESS THE HIGH RATE OF CRASHES IN THE AREA AND ACCESS MANAGEMENT CHALLENGES. THIS PROJECT WOULD IMPROVE SAFETY AND TRAFFIC OPERATIONS ALONG THIS SEGMENT OF BANKS ROAD.	SAFETY, ACCESS MANAGEMENT	\$350,000	INTERMEDIATE - TERM
BK-4	INTERSECTION IMPROVEMENT AT ELLIS ROAD	INSTALL A TRAFFIC SIGNAL AT THE INTERSECTION AND REALIGN ELLIS ROAD TO TIE-IN WITH HIDDEN VALLEY ROAD TO THE SOUTH. THIS PROJECT WOULD IMPROVE SAFETY AND TRAFFIC OPERATIONS AT THE INTERSECTION.	SAFETY, OPERATIONS	\$1,350,000	INTERMEDIATE - TERM
BK-5	INTERSECTION IMPROVEMENTS AT HIGHWAY 85	PROJECT INCLUDES INTERSECTION IMPROVEMENTS AT HIGHWAY 85, INCLUDING INSTALLING CONCRETE ISLANDS AND IMPROVING TURN LANES. THIS PROJECT WOULD IMPROVE SAFETY AND TRAFFIC OPERATIONS AT BANKS ROAD AND HIGHWAY 85, ONE OF THE BUSIEST INTERSECTIONS ALONG THE CORRIDOR.	SAFETY, OPERATIONS	\$250,000	INTERMEDIATE - TERM
BK-6	WIDEN CORRIDOR TO 4-LANES	GDOT ROUTINE MAINTENANCE AT BANKS ROAD AND SR 74; ADD “KEEP MOVING” SIGN FOR WB RIGHT; ADD PAVEMENT TO ACCOMMODATE TRUCKS.	SAFETY, OPERATIONS, CAPACITY, BIKE-PEDESTRIAN IMPROVEMENTS	\$10,992,954*	LONG - TERM
* COST ESTIMATES INCLUDES RIGHT-OF-WAY AND UTILITIES. COSTS ARE IN 2019 DOLLARS AND NEED TO BE ADJUSTED FOR INFLATION FOR PROJECTS IN THE FUTURE.					

BANKS ROAD APPENDICES

BANKS ROAD APPENDICES

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- H. Online Survey Summary**
- I. Banks Road Concept Scoring Worksheets**

APPENDIX A

Stakeholder Committee 1 Meeting Summary

BANKS ROAD CORRIDOR STUDY

STAKEHOLDER COMMITTEE MEETING NOTES

Monday, February 11, 2019

SUMMARY

The first of three stakeholder meetings was held at the Fayette County Library. Of the 19 members invited to participate, 12 attended. Represented in attendance were Fayette County, City of Fayetteville, Georgia Department of Transportation, Non – Profit, Media, Institutions and Faith Groups. After introductions, a power point was presented about corridor study goals, current data, and timeline (attached). Interactive discussions were held to facilitate conversation about corridor conditions.

A. MAPPING STATION

Prior to the meeting, stakeholders had the opportunity to identify specific transportation challenges within the corridor. See the attached Stakeholder Comment Matrix for summary of comments.

B. POWERPOINT PRESENTATION

C. ACTIVITIES

1. Interactive Word Cloud

For the corridor, questions were answered via phone app response so the group could instantaneously see the responses. See attached Word Clouds for results.

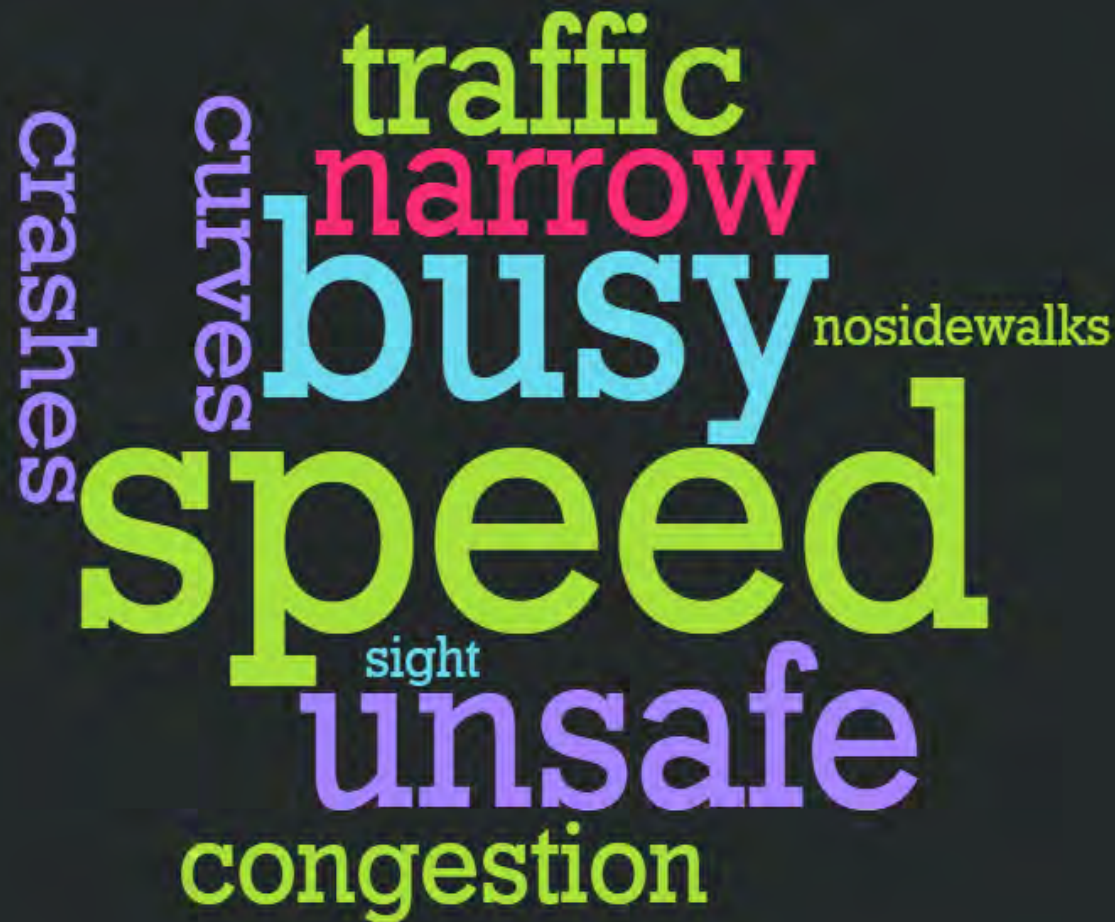
2. Kahoot Questionnaire

See attached response summaries.

D. GENERAL DISCUSSION

- Phil Mallon (Fayette County) given overview/purpose of studies
 - i. To quantify existing conditions; test potential alternatives, produce list of recommendations; go after funding for projects
- List road classifications per GDOT, Fayette County, and city (if applicable)

- Sewer service stops at City of Fayetteville limits
- Water ends at Holly Hill Road/some on Ellis Road
- If developers annex into the City of Fayetteville, they are responsible for extending utilities.
- Banks Road has the highest crash rate of all 4 corridors
 - i. Possibly related to observed speeding during specific times of day
- GDOT is currently widening SR 54
- Croy will produce media & share with stakeholders to promote Public meeting
 - i. Piccadilly is agreeable with setting up booth to solicit feedback for study
- Phil Mallon (Fayette County): Anticipate significant growth along Banks and surrounding corridors; Suggests of Pedestrian bridge over SR 54 to McCurry Park
- Parks & Recs: Goal is to get cars off the street; supportive of pedestrian bridge over SR 54 to access McCurry Park
- GDOT project to McDonough Road (widening)
- McDonough Road should be extended west; leads to undeveloped land with potential.
- Heavy congestion at Ellis Road; Suggest roundabout at Banks and Ellis Road
- Traffic is going to continue to come in from Clayton County given growth
- Important to establish a logical termini for bike/ped paths to qualify for federal funds
- The volumes on Banks Road appear to be heavier than expected for its minor arterial classification.
- For Public Meeting, to help people visualize potential improvements things to consider: Typical sections of improved roadway, examples of corridors with landscaping (preferably local), diagrams depicting existing conditions, 3D flythrough.

**WHAT ARE YOUR PERCEPTIONS OF THE
EXISTING CONDITIONS OF THE CORRIDOR?**

 Word Cloud - Response
& Frequency

speed	8
busy	5
unsafe	4
traffic	3
narrow	3
congestion	2
crashes	3
no sidewalks	1

WHAT WOULD YOU WANT THE CORRIDOR TO BE?

Word Cloud - Response & Frequency	
bike-ped friendly	7
functional	6
safe	4
multi-lane	4
aesthetic	4
widened	3
traffic calming	1
accessible	1

APPENDIX B

Stakeholder Committee 2 Meeting Summary

BANKS ROAD

Summary of Comments





The second stakeholder committee meeting for the Banks Road corridor study was held on May 22, 2019 from 5 pm to 7 pm at the Fayette County Public Library. The stakeholder committee meeting was in conjunction with the other three corridors also being studied by Fayette County.

The meeting was workshop style where committee members and county staff worked on three activities and focused on the draft concepts and their priority.

The first activity was the SWOT Analysis (Strengths, Weakness, Opportunities, Trepidation). The summary of the Banks Road SWOT is shown below.

SWOT Analysis – Banks Road

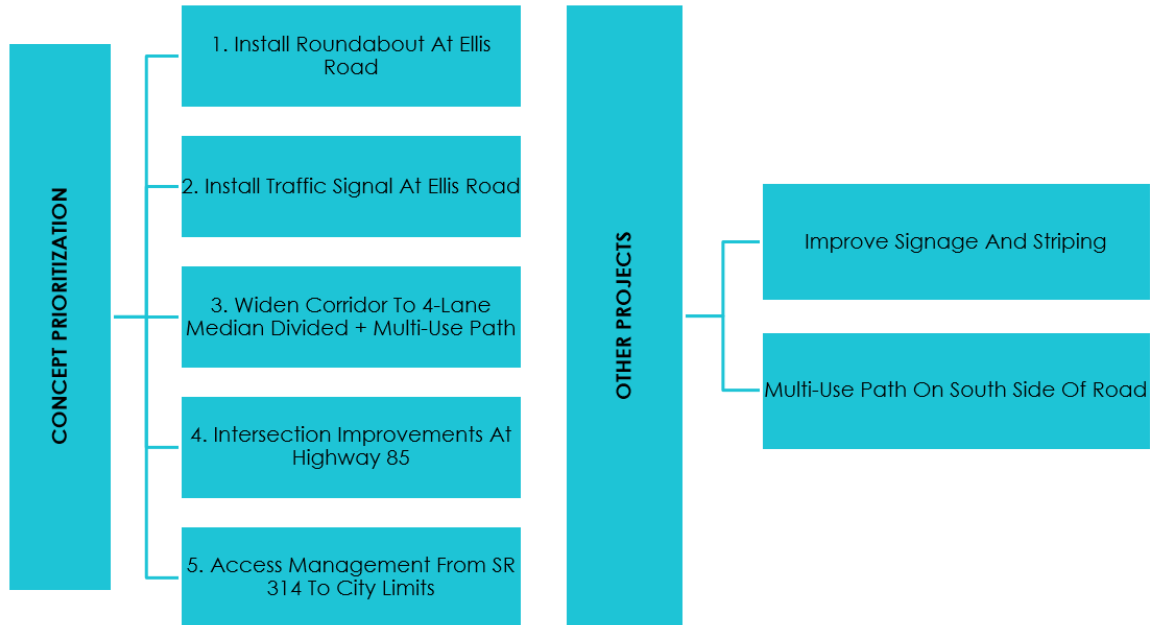
- Stakeholder Committee Meeting Comments

Strengths		Weaknesses	
 IN WHAT AREAS DOES THE CORRIDOR DO WELL?	• Connectivity (major cut through)	• Major cut through – needs improvement	 WHERE DO WE NEED TO IMPROVE?
Opportunities		Trepidations	
 WHAT ARE OUR GOALS?	• Lots of undeveloped parcels	• Improvements will cause more traffic	 WHAT CHALLENGES WILL WE FACE?
		• Is it a residential road or a commuter route?	
		• If we add signals how will it be maintained or synchronized?	

The second workshop activity was discussing the draft concepts and prioritizing them. The top 5 concepts identified by the committee are displayed in the graphic below.

Project Prioritization – Banks Road

- Stakeholder Committee Meeting Concept Prioritization



The third activity was called “Show me the Money”. To aid further prioritization, each stakeholder was given 1 million dollars in funds to invest in projects. Below is the aggregate for project investment for all stakeholder committee members.

Show Me The Money – Banks Road

- Stakeholder Committee Meeting Concept Prioritization

	Project	Funds
1.	Widen Corridor To 4-Lane Median Divided + Multi-Use Path	\$1.7 Million
2.	Install Traffic Signal At Ellis Road	\$1.3 Million
3.	Intersection Improvements At Highway 85	\$1.0 Million
4.	Access Management From SR 314 To City Limits	\$900,000
5.	Install Roundabout At Ellis Road	\$800,000
6.	Multi-Use Path On South Side Of Road	\$100,000

APPENDIX C

Road Safety Audit Summary

Summary of Road Safety Audit

Banks Road

Date: Monday, April 8, 2019

RSA Team and Participants:

Phil Mallon (Fayette County Public Works)
Joe Robison (Fayette County Public Works)
Bradley Klinger (Fayette County Public Works)
Kevin Harpe (GDOT District 3)
Jennifer Compton (GDOT District 3)
Aimee Turner (Croy Engineering)
Dan Dobry (Croy Engineering)

Background:

The RSA was conducted on Banks Road from SR 314/W Fayetteville Road to SR 54. The purpose of this RSA was to locate any potential road safety issues and identify opportunities for improvements in safety for all road users. The RSA was administered by Fayette County as part of the overall corridor studies for Sandy Creek Road, Banks Road, Tyrone Road-Palmetto Road, and SR 279.



RSA Process:

The RSA was conducted over a half-day period by having the RSA Team observed the corridor and intersections on foot and a windshield survey. In addition, the team also examined crash data and public input responses for the corridor to help identify safety issues or concerns. The field observations and supplemental data was used together to identify roadway countermeasures that will help improve traffic safety.

Major RSA Findings

Location(s): @ SR 314/W Fayetteville Road

Observations/Safety Issues:

Replacing striped islands with concrete islands at intersection provide more delineation and safety for right turns.

Location(s): From SR 314 to City of Fayetteville Limits

Observations/Safety Issues:

Faded striping poses safety hazards for vehicles in through lanes and turn lanes. Full access driveways make section prone to angle crashes. Pedestrian crossing within commercial node segment could be improve safety.

Location(s): @ SR 85/S Glynn Street

Observations/Safety Issues:

Dual northbound left lanes onto Banks Road proceed into immediate drop-off of outermost lane into development. Replacing striped islands with concrete islands at intersection provides more delineation and safety for right turns. Yield signs are present for right turn movements where no channelized right is present.

Location(s): @ Banks Station 2nd Driveway

Observations/Safety Issues:

Overgrown vegetation looking west of driveway needs to be trimmed.

Location(s): From Gilbert Road to Hidden Valley Road

Observations/Safety Issues:

Limited to no shoulder for the majority of this section. Strategic placement of guardrail or widening shoulders could reduce vehicles leaving roadway. Left turn lanes onto side streets may reduce rear ends at intersection with high turn volumes.

Location(s): @ Hidden Valley Road

Observations/Safety Issues:

Vertical curve looking east may pose a sight distance issue.

Location(s): @ Ellis Road

Observations/Safety Issues:

Ellis Road is a major cut through from Banks Road to SR 85. Overgrown vegetation present at intersection. The need for an intersection improvement at the intersection to reduce delay and improve safety is apparent.

Location(s): @ Ponderosa Trace

Observations/Safety Issues:

Stop bar is missing on Ponderosa Trace approach. Landscaping at intersection is encroaching on right of way.

Location(s): Between Ponderosa Trace and Vaughn Drive

Observations/Safety Issues:

Limited to no shoulder for the majority of this section. Horizontal curve could present safety concern for unfamiliar or speeding driving. An off-roadway accident occurred in this section October 2018 resulting in two fatalities. Strategic placement of guardrail or widening shoulders could reduce vehicles leaving roadway. Advance curve warning and chevron signs can alert drivers to road conditions in section.

Overall Takeaways

- There was a steady flow of traffic along Banks Road during off-peak observations.
- Limited shoulder presents safety issues for drivers.
- Horizontal curve east of Ponderosa Trace cause sight distance issues at a number of intersections
- Overgrown vegetation along the corridor limits sight distance at certain of intersections.
- Speed study shows that 99% of vehicles travel above speed limit with the 85th percentile being 51 miles per hour.

Recommendations and Ratings

	Level of Effort	Time Frame	Cost
Clear overgrown vegetation along Banks Road	Low	Short-Term	Low
Add shoulders along corridor to make drivers more comfortable	Moderate	Intermediate	High
Implement Access Management Improvements within commercial node	Moderate	Intermediate	Moderate
Intersection Improvement at Ellis Road	High	Intermediate	High
East of Ponderosa Trace: Add "Curve ahead" and "Chevrons" signs in advance of curve	Low	Short-Term	Low
Flatten road to improve visibility at intersections	High	Long Term	High

Legend

Level of Effort	Time Frame	Cost
Low <i>SPLOST/Local Funding</i>	Short Term <i>1 to 6 months</i>	Low <i>\$0 to \$100,000</i>
Moderate <i>Full Construction Plan – Low Impacts</i>	Intermediate <i>6 to 24 months</i>	Moderate <i>\$100,000 to \$300,000</i>
High <i>Full Construction Plan – High Impacts</i>	Long Term <i>Greater than 24 months</i>	High <i>Greater than \$300,000</i>

APPENDIX D

PIOH 1 Flyers and Meeting Materials

PUBLIC INFORMATION

TRANSPORTATION CORRIDOR STUDIES

OPEN HOUSE

MONDAY

MARCH 18, 2019

4 to 7 p.m.



Fayette County Library
1821 Heritage Parkway
Fayetteville

*Have problems with one
of these roads?*

Want to fix the problem?

*Come share your ideas
on road improvements
at the library Monday,
March 18, 2019.*



Visit us at: www.fayettecountyga.gov/transportation-planning
Phil Mallon, Fayette County Public Works, pmallon@fayettecountyga.gov, (770)-320-6010
Dan Dobry, Croy Engineering, ddobry@croyengineering.com, (770)-971-5407

FAYETTE Press Release

BOARD OF COMMISSIONERS

Fayette County Hosting Public Meeting for Study of Four Corridors

Fayette County, Georgia, March 1st, 2019 – You are invited to a public information open house to discuss transportation improvements for the Sandy Creek Road, Tyrone Road-Palmetto Road, Banks Road, and SR 279 corridors on Monday March 18, 2019 from 4 pm to 7 pm.

The meeting will be held at the Fayette County Public Library, 1821 Heritage Park Way, Fayetteville, GA.

With continued growth in the region Fayette County has started the process to identify current and future concerns for providing safe and efficient movement along these corridors. Input received from the public will be used to develop alternative transportation improvements that address existing and projected conditions with the goal of enhancing safety; reducing congestion and delay; facilitating multi-modal usage; and supporting economic development.

“Corridor studies of this nature help Fayette County plan for and construct the appropriate types of improvements to support the varied travel needs of our citizens and business owners. The more public input we receive the better job we can do in providing the desired transportation system,” says Phil Mallon, Fayette County’s Public Works Director.

The open house will be informal and everyone is invited to stop by anytime between 4 pm and 7 pm with plenty of parking available at the Fayette County Public Library. Information provided at the meeting, as well as a survey for each corridor, will be posted on the Fayette County Transportation Planning Webpage (<https://www.fayettecountyga.gov/transportation-planning/index.htm>). In addition, comment forms will be available at the meeting and online.

For additional information contact Phil Mallon, Fayette County Public Works (770) 320-6010 or Dan Dobry, Croy Engineering (consultant), (770) 971-5401.

###

Issued:

Contact: Tameca P. White, County Clerk

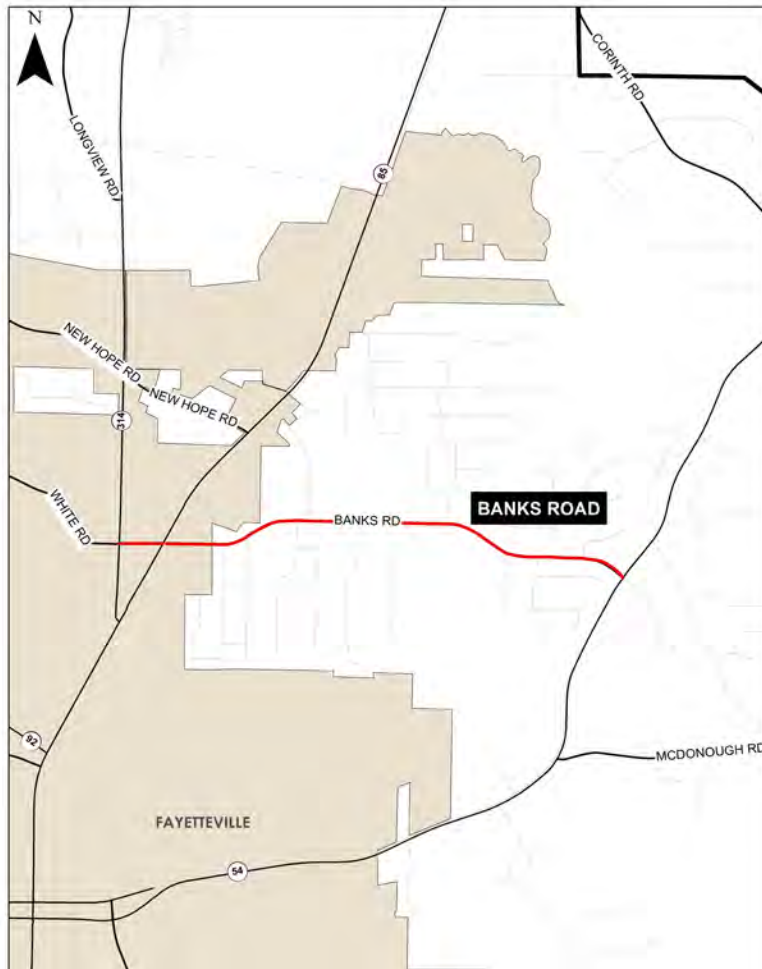
Office: (770) 305-5103

Email: twhite@fayettecountyga.gov

Banks Road Corridor Study

This project aims at identifying traffic & transportation solutions from a holistic perspective, to ensure safety, promote economic development, understand prospects for multi-modal uses and create sustainable infrastructure improvements for the citizens. The is a joint collaboration between Fayette County, Atlanta Regional Commission & Croy Engineering, LLC; also working in partnership with the City of Fayetteville.

STUDY AREA



GET INVOLVED

Submit Feedback at :

<https://www.surveymonkey.com/r/PD9NT3Y>



For more information, visit our webpage:

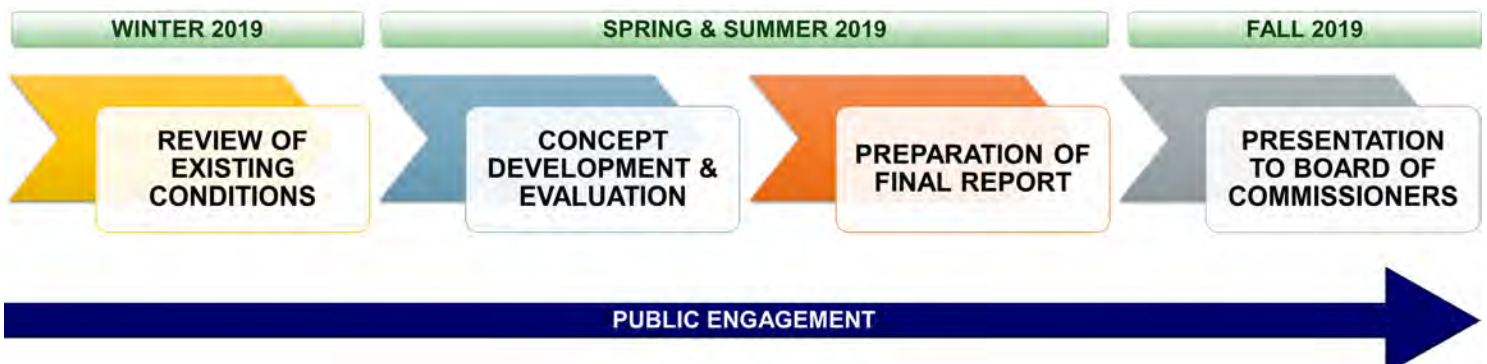
<http://www.fayettecountyga.gov/transportation-planning/>

CONTACT US

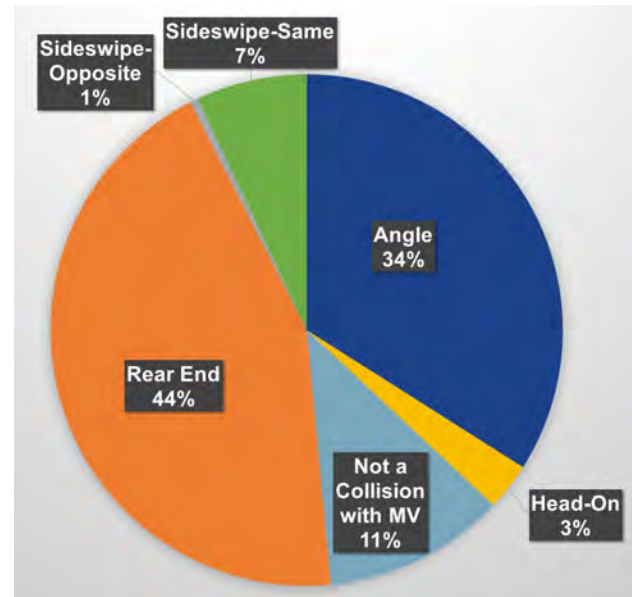
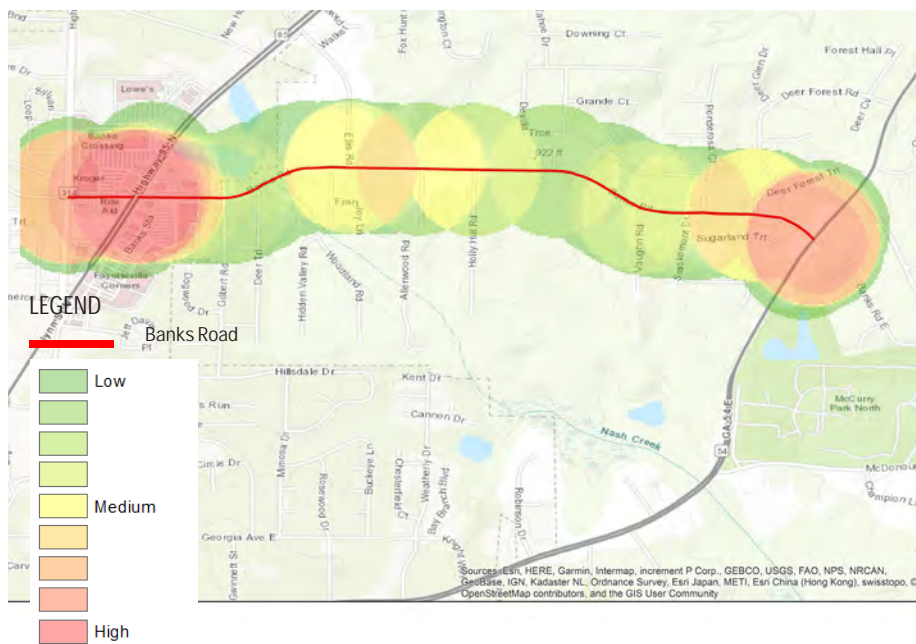
Philip Mallon, P.E., Program Manager
Fayette County Public Works
pmallon@fayettecountyga.gov

Daniel B. Dobry, Jr., P.E., PTOE, AICP
Croy Engineering, LLC
ddobry@croyengineering.com

STUDY TIMELINE



TRAFFIC VOLUMES & CRASH DATA



9,775 vehicles per day
2.5% heavy vehicles



Corridor averages
74 crashes/ year

POTENTIAL IMPROVEMENTS



Fayette County Transportation Corridors Study

BANKS ROAD

Comment Sheet



Name

Email Address (optional if you want to receive updates)

1. What are the current challenges faced by the corridor?

- | | |
|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> Speeding | <input type="checkbox"/> Trucks |
| <input type="checkbox"/> No sidewalks | <input type="checkbox"/> Sharp Curves |
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Safety |
| <input type="checkbox"/> Other | |
-

2. What types of improvements would you like to see along the corridor?

- | | |
|---|---|
| <input type="checkbox"/> Additional Lanes | <input type="checkbox"/> Bike Lanes |
| <input type="checkbox"/> Wider Shoulders | <input type="checkbox"/> Multi – Use Path |
| <input type="checkbox"/> Traffic Signals | <input type="checkbox"/> Street Lighting |
| <input type="checkbox"/> Other | |
-

3. Should non-construction alternatives be considered?

- | | |
|--|--|
| <input type="checkbox"/> Lower Speed Limit | <input type="checkbox"/> Truck Restriction |
| <input type="checkbox"/> Other | |
-

4. Should private property be acquired to improve community cohesiveness and aesthetics?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

5. Other Comments



Daniel B. Dobry, Jr., P.E., PTOE, AICP
Croy Engineering, LLC
200 North Cobb Parkway, Building 400, Suite 413, Marietta, GA 30062
Phone: (770) 971-5407; E-mail: ddobry@croyengineering.com

APPENDIX E

PIOH 1 Summary



Fayette County Transportation Corridors Study

PIOH 1 Results

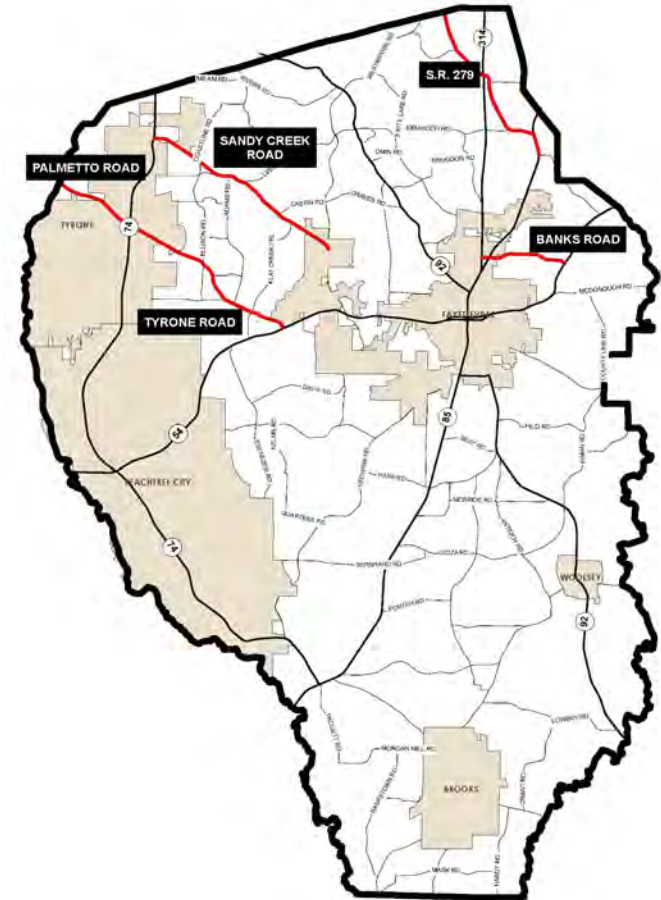




Corridor Review

THE CORRIDORS

- Tyrone Road - Palmetto Road
- Sandy Creek Road
- Banks Road
- State Route 279

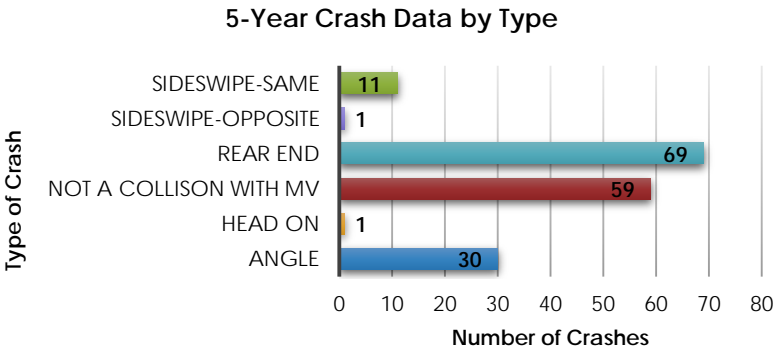
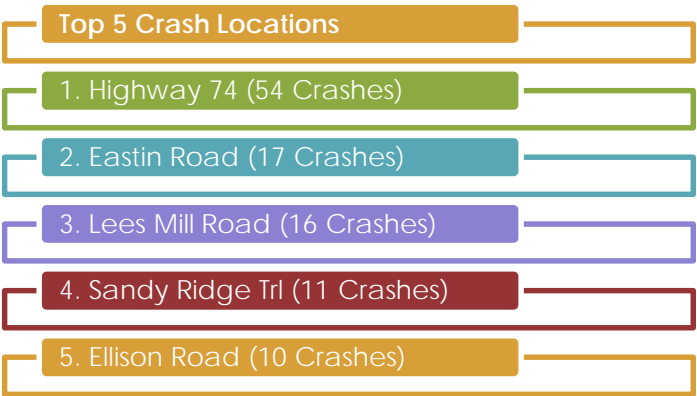




Existing Conditions Recap

Sandy Creek Road

- **Study Limits** - Veterans Parkway In Fayetteville To State Route 74 In Tyrone
- **Roadway** – Two-lane Undivided With Minimal Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 17 Intersections (1 RCUT; 1 Roundabout; No Signalized)
- **Bike/Pedestrian Facilities** - No Sidewalks Or Bicycle Facilities
- **Transit Facilities** – No Fixed Route Services



Tyrone Road – Palmetto Road

Page 190 of 1044

- **Study Limits** - Tyrone Road From State Route 54 To Senoia Road and Palmetto Road From Senoia Road To The Coweta County Line
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 23 Intersections (2 Signalized)
- **Bike/Pedestrian Facilities** - No Sidewalks Or Bicycle Facilities (Small Golf Cart Stretch)
- **Transit Facilities** – No Fixed Route Services



Top 5 Crash Locations

1. Highway 74 (84 Crashes)

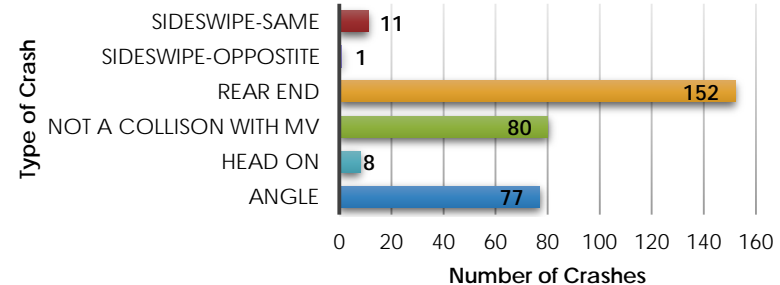
2. Highway 54 (84 Crashes)

3. Flat Creek Trl (20 Crashes)

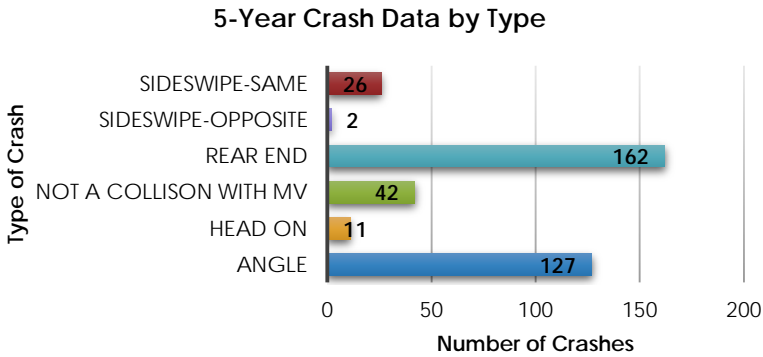
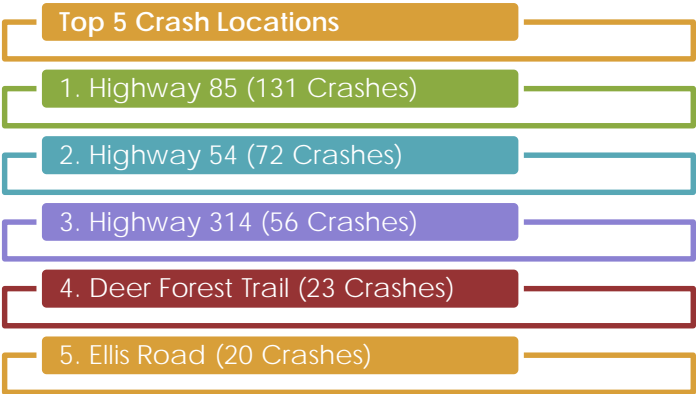
4. Dogwood Trail (19 Crashes)

5. Adams Road (15 Crashes)

5-Year Crash Data by Type

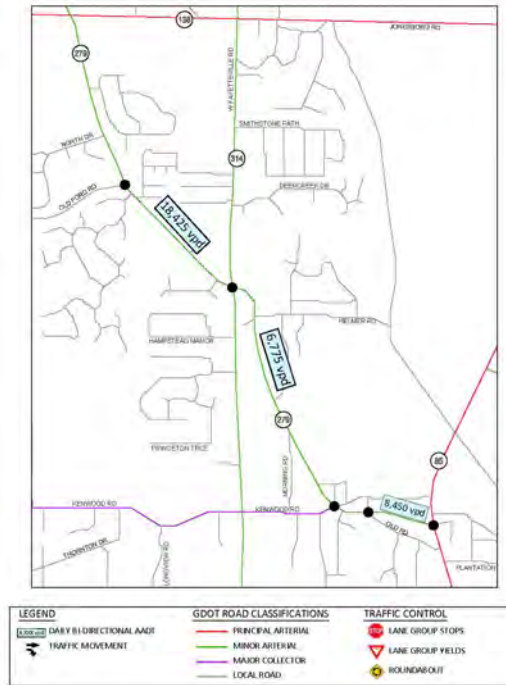


- **Study Limits** - Extends From State Route 54 To State Route 314
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 15 Intersections (3 Signalized)
- **Bike/Pedestrian Facilities** - Continuous Sidewalk Along Both Sides From SR 314 To SR 85 After Which Continues On The North Side Only For Approximately 800 Feet. No Sidewalks Or Bicycle Facilities East Of The Banks Station Shopping Center
- **Transit Facilities** – No Fixed Route Services



State Route 279

- **Study Limits** - Extends From Corinth Road To The Fulton/Fayette County Border
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 18 Intersections (2 Signalized)
- **Bike/Pedestrian Facilities** - No Sidewalks Or Bicycle Facilities
- **Transit Facilities** – No Fixed Route Services
- **Planned Improvements** – SR 279 at SR 85 Intersection Improvements (GDOT) and SR 279 and Corinth Road Realignment Study



Top 5 Crash Locations

1. Highway 85 (95 Crashes)

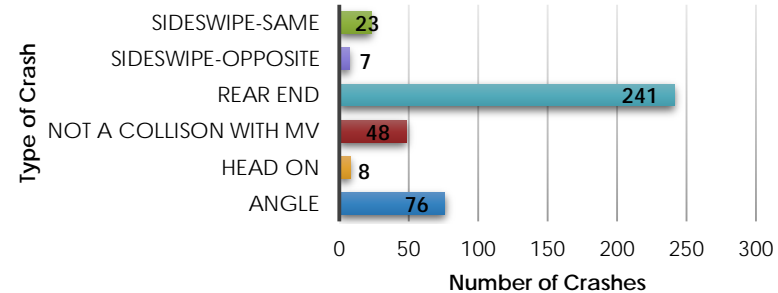
2. Highway 314 (95 Crashes)

3. Dix Lee On Drive(31 Crashes)

4. Helmer Road (30 Crashes)

5. Lafayette Drive(25 Crashes)

5-Year Crash Data by Type



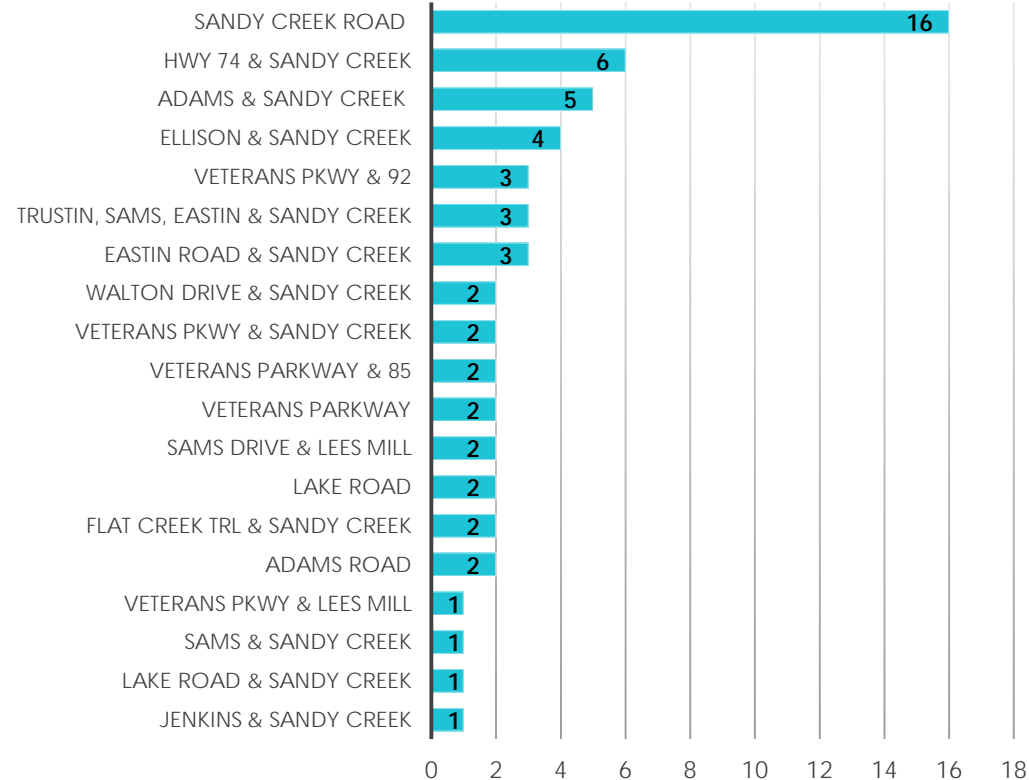


Public Open House Recap

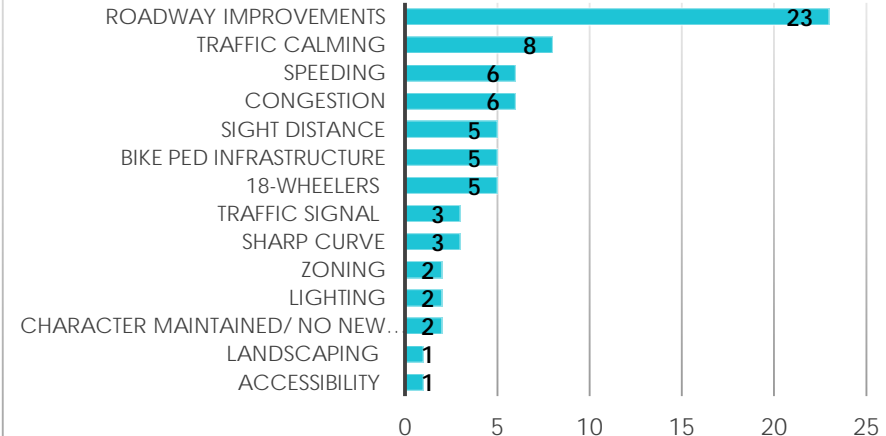
FAYETTE COUNTY CORRIDOR STUDY						
PUBLIC INFORMATION OPEN HOUSE: MARCH 18, 2019						
TOTAL NUMBER OF PARTICIPANTS = 195						
BANKS ROAD				STATE ROUTE 279		
COMMENT CARD	COMMENT SHEET	WORD CLOUD		COMMENT CARD	COMMENT SHEET	WORD CLOUD
80	46	30		31	9	12
Total Comments		156		Total Comments		52
SANDY CREEK ROAD				TYRONE ROAD - PALMETTO ROAD		
COMMENT CARD	COMMENT SHEET	WORD CLOUD		COMMENT CARD	COMMENT SHEET	WORD CLOUD
61	16	8		30	4	7
Total Comments		85		Total Comments		41
TOTAL NUMBER OF COMMENTS = 334						



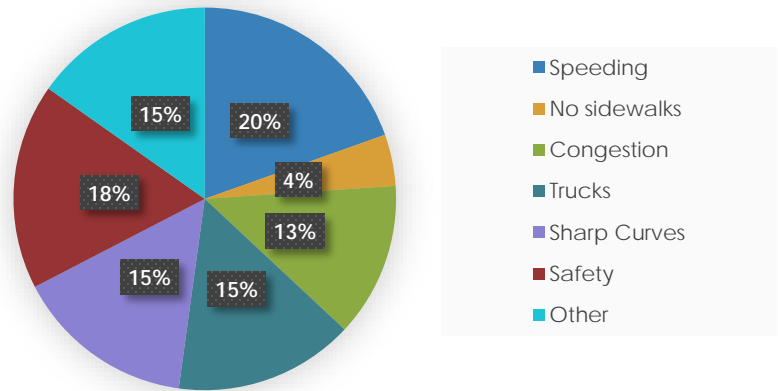
COMMENT LOCATION



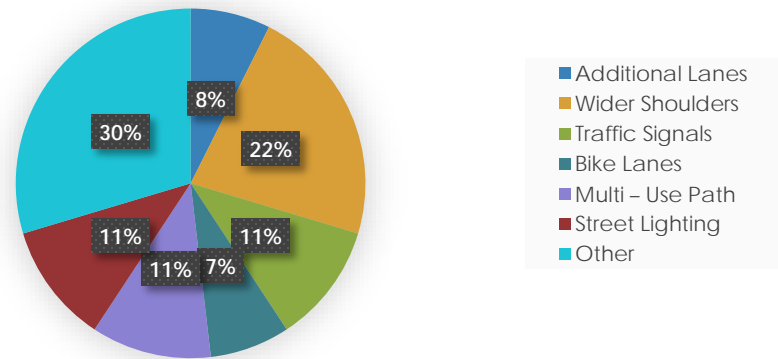
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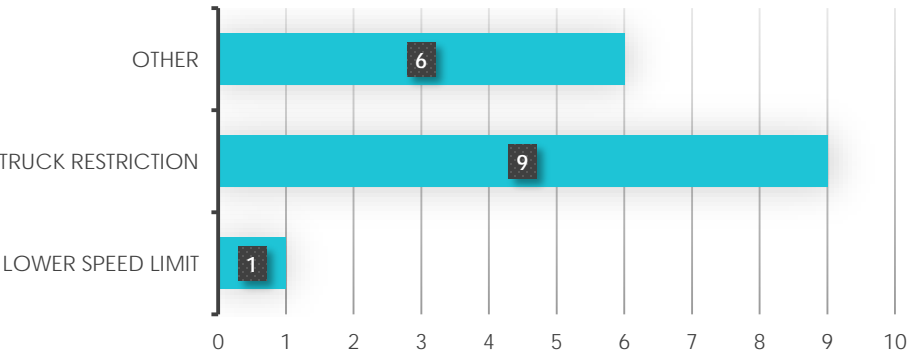
What Are The Current Challenges Faced By The Corridor?



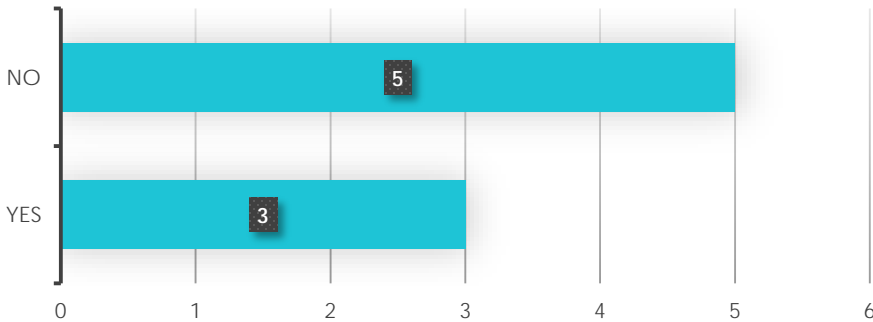
What Types Of Improvements Would You Like To See Along The Corridor?



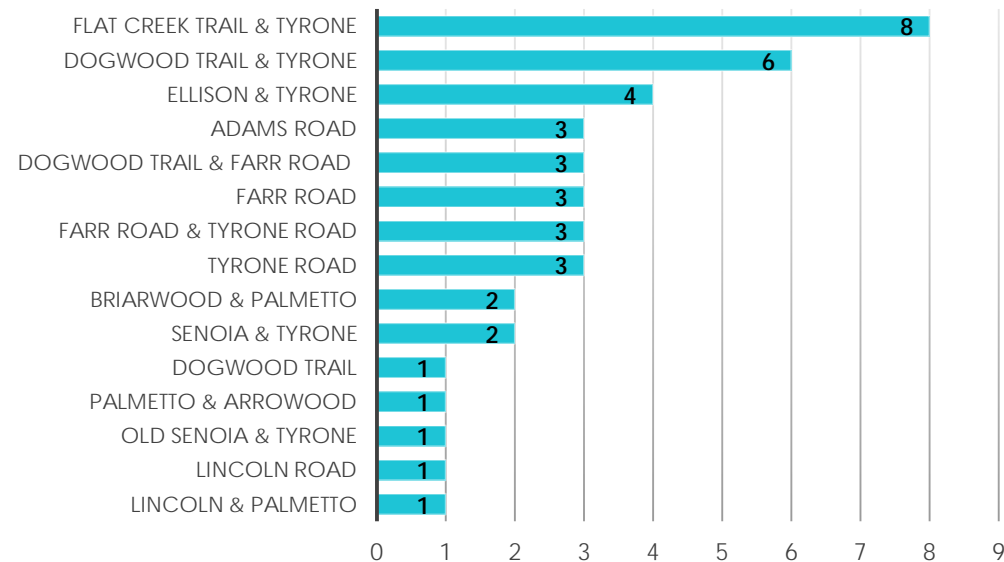
Should Non-construction Alternatives Be Considered?



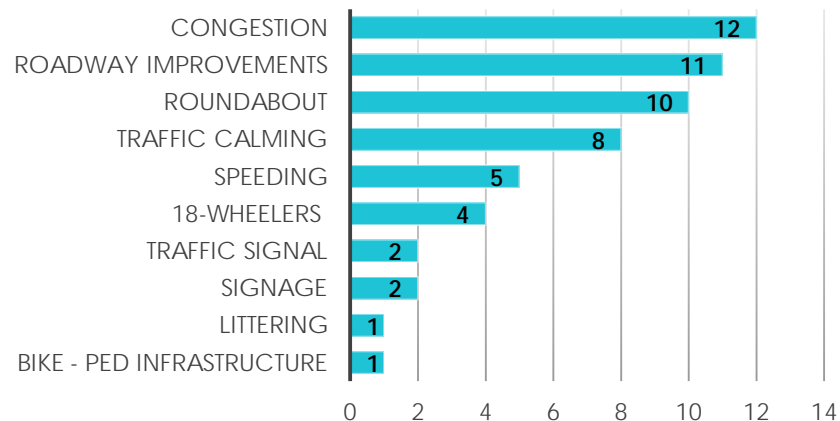
Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?



COMMENT LOCATIONS

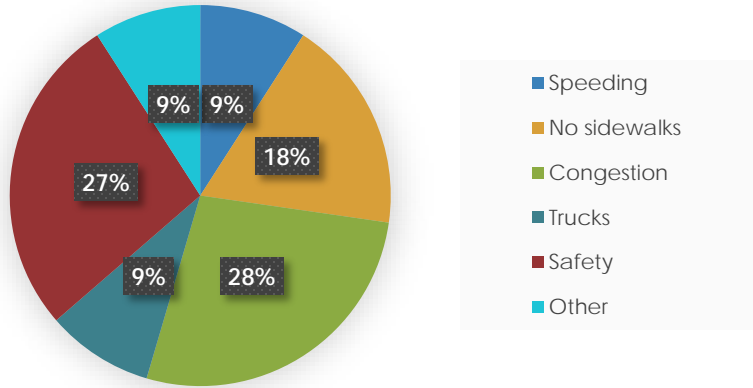


COMMENT CATEGORY

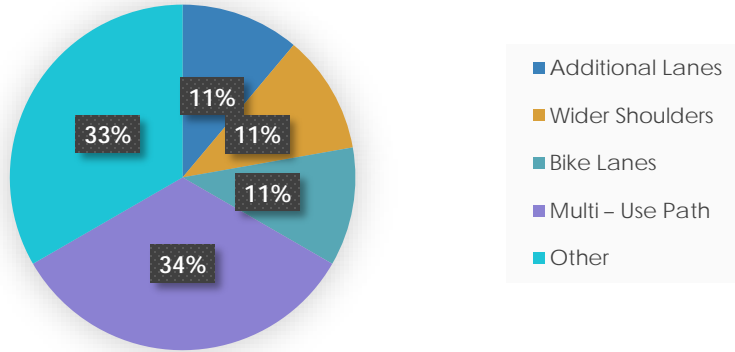


Tyrone Road – Palmetto Road

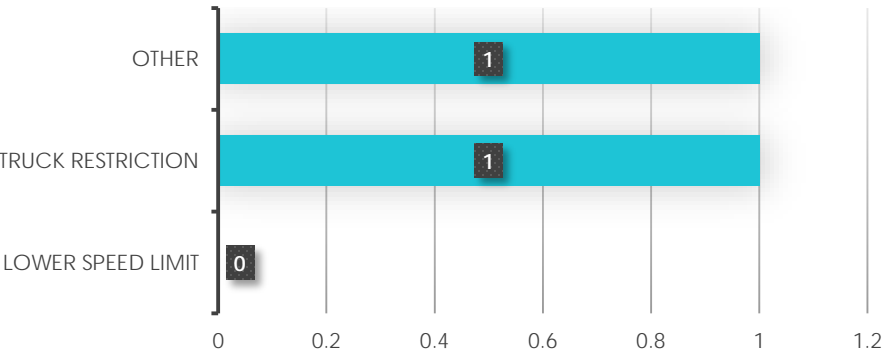
What Are The Current Challenges Faced By The Corridor?



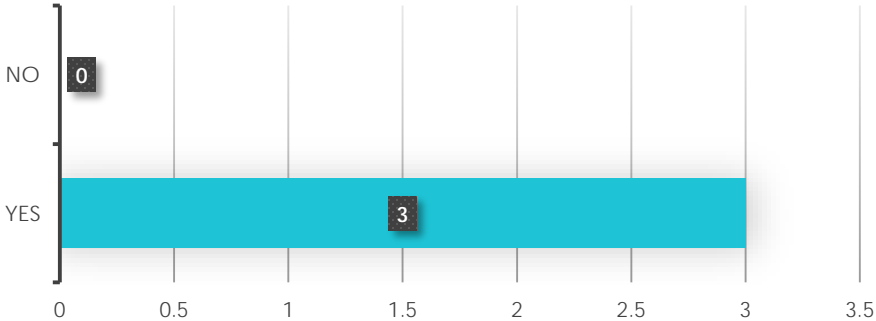
What Types Of Improvements Would You Like To See Along The Corridor?



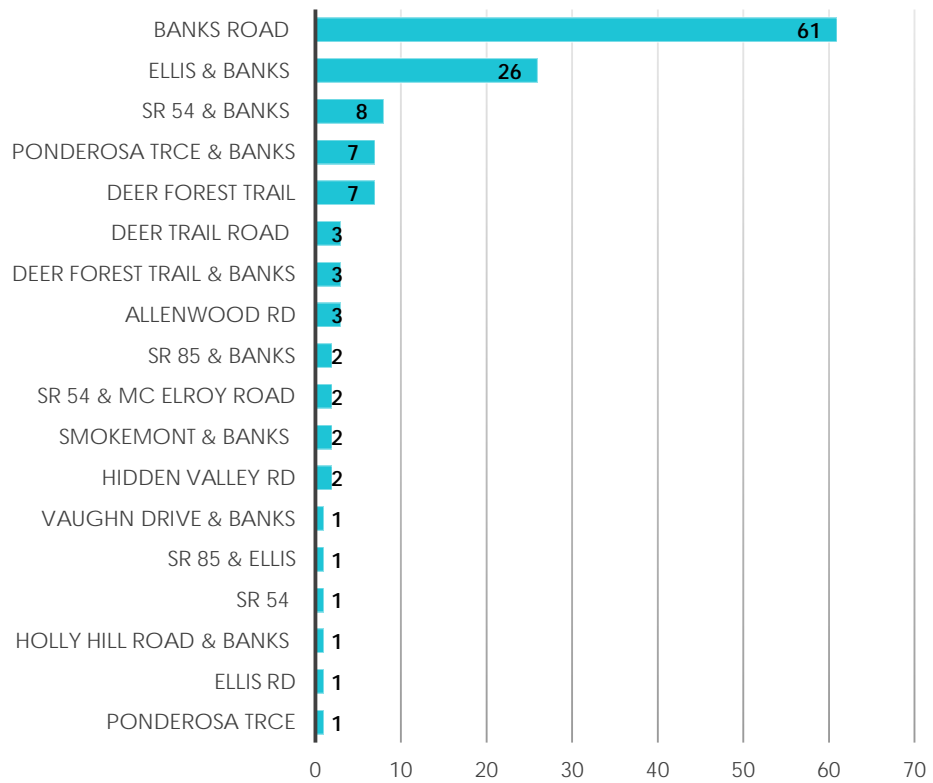
Should Non-construction Alternatives Be Considered?



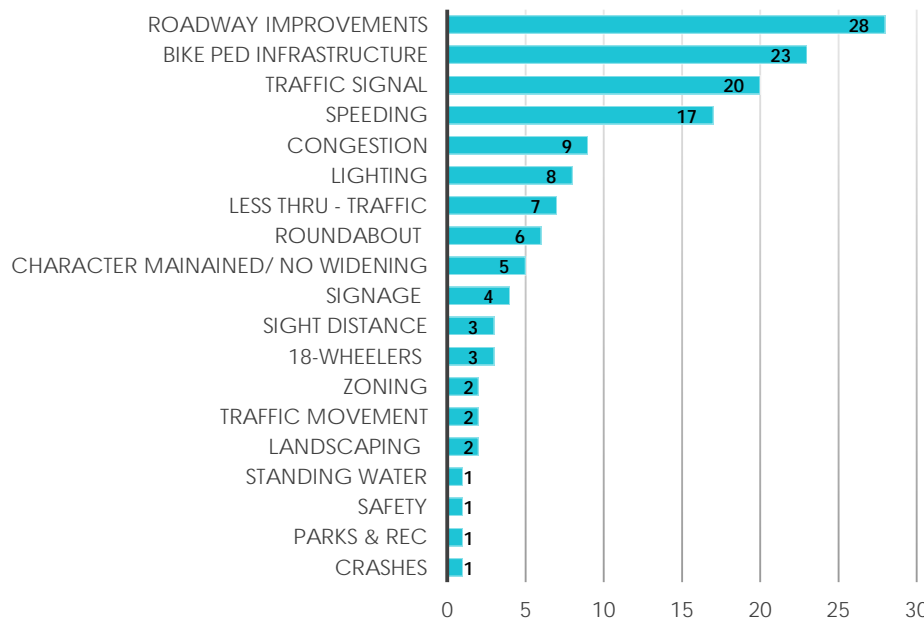
Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?



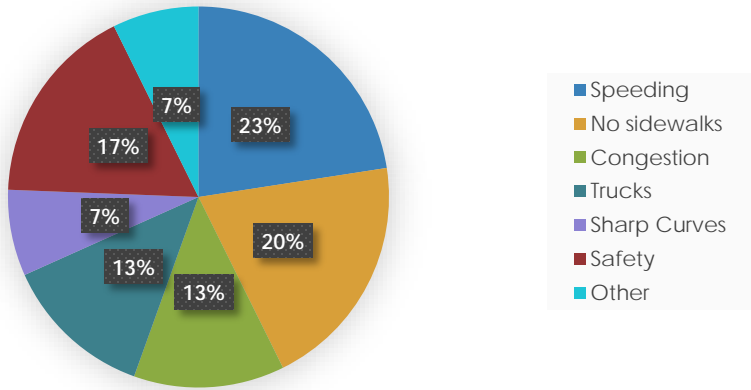
COMMENT LOCATIONS



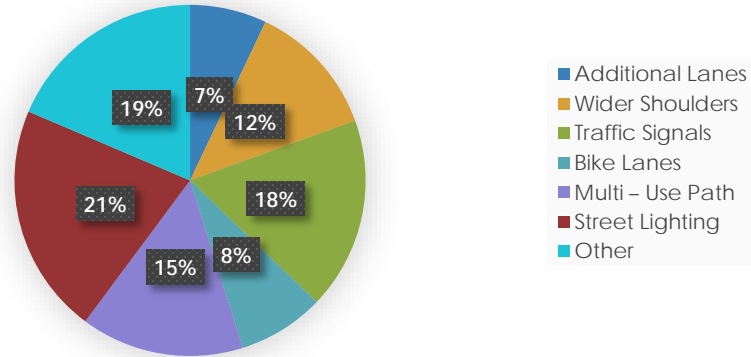
COMMENT CATEGORY



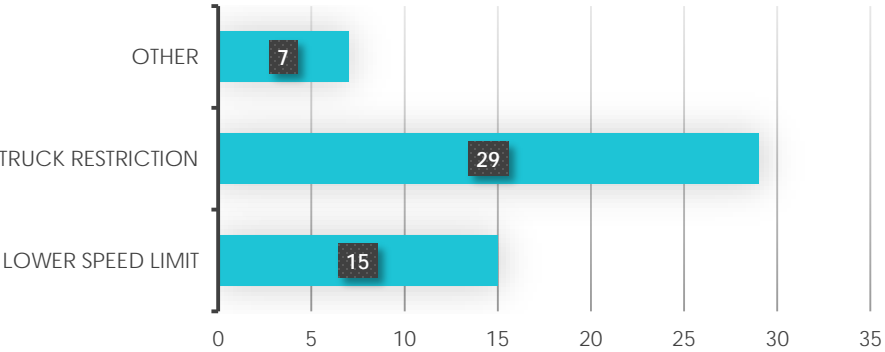
What Are The Current Challenges Faced By The Corridor?



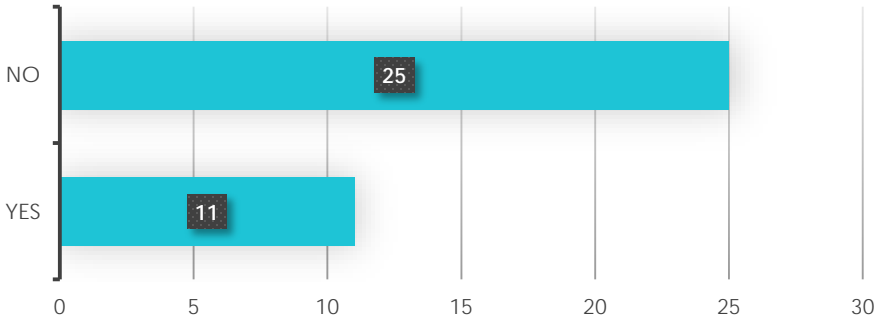
What Types Of Improvements Would You Like To See Along The Corridor?



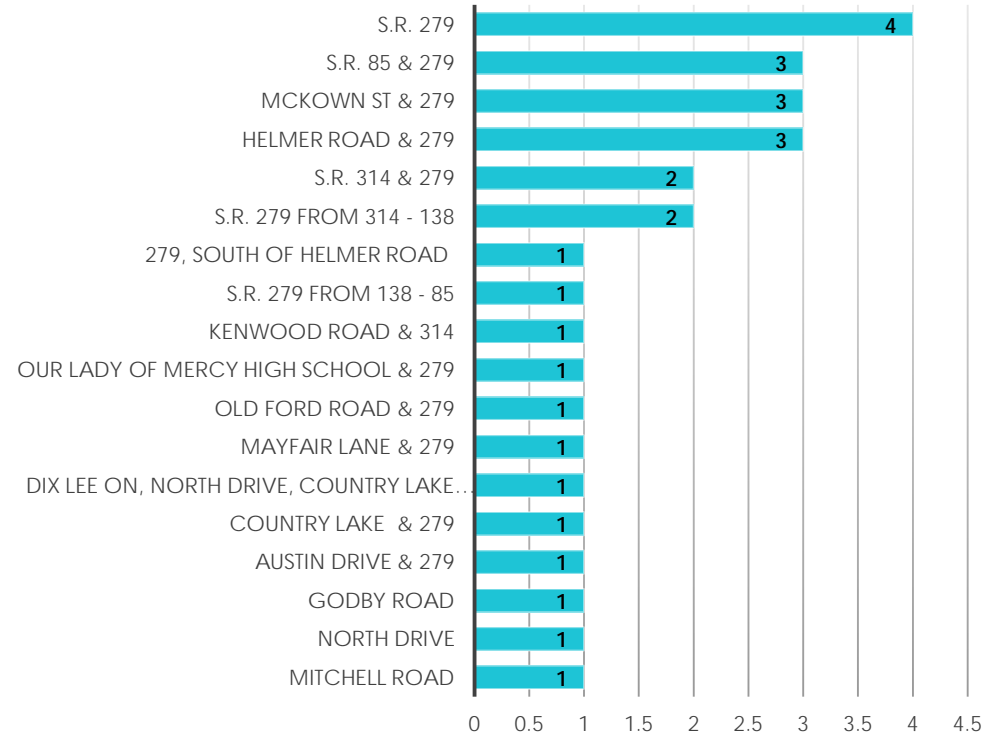
Should Non-construction Alternatives Be Considered?



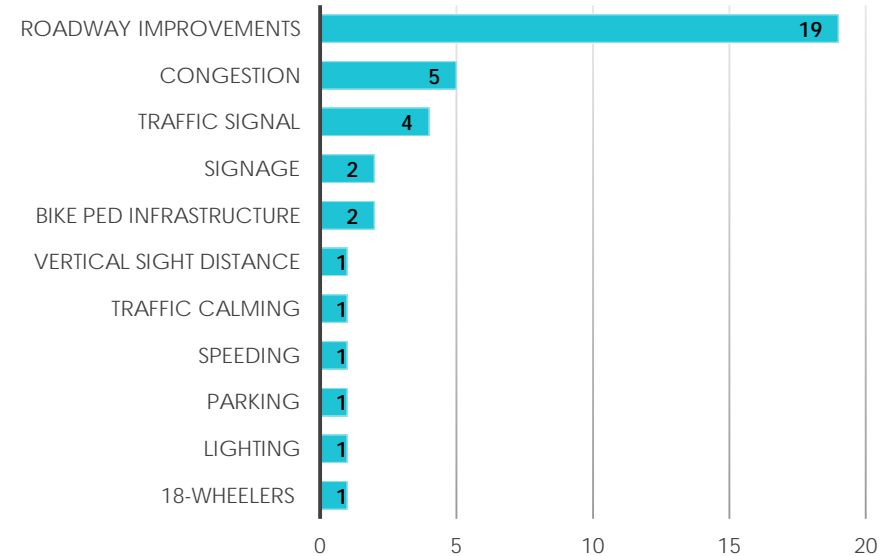
Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?



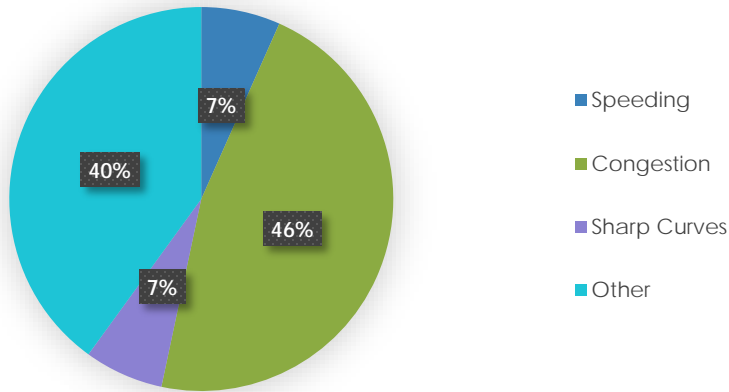
COMMENT LOCATION



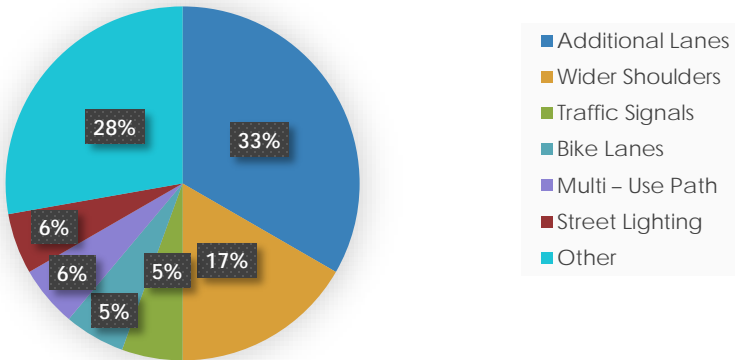
COMMENT CATEGORY



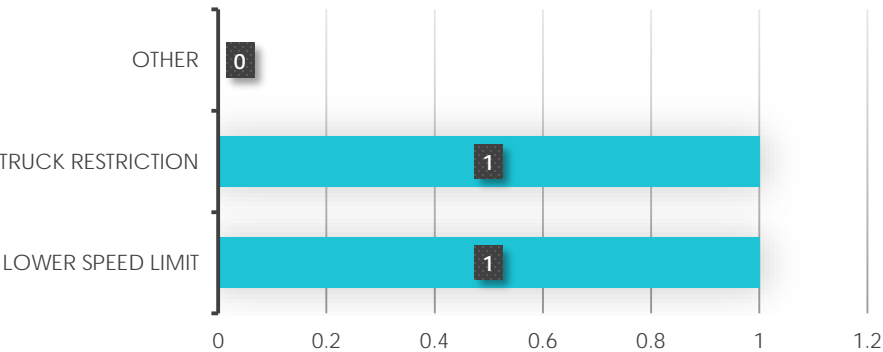
What Are The Current Challenges Faced By The Corridor?



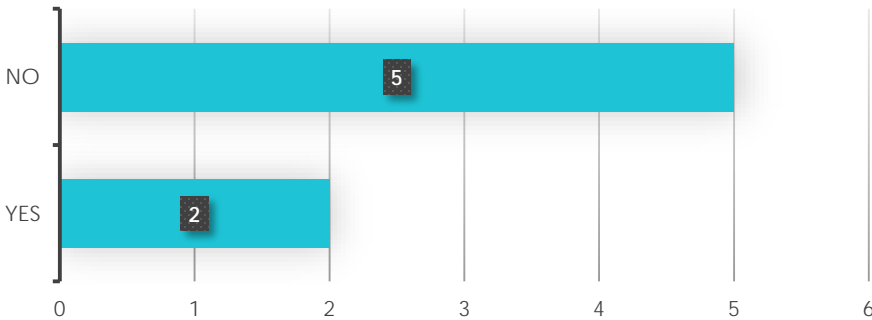
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?



Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?





Road Safety Audit Recap

Road Safety Audit

Monday, April 8, 2019 -

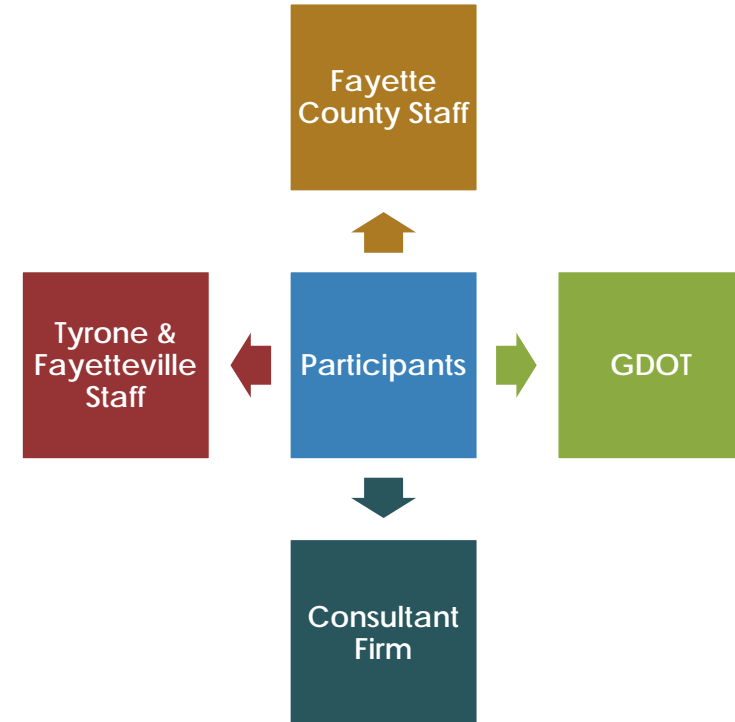
- Sandy Creek Road from SR 74/Joel Cowan Pkwy to Veterans Pkwy
- Banks Road from SR 314/W Fayetteville Rd to SR 54

Thursday, April 11, 2019 -

- Tyrone Road-Palmetto Road from Fayette-Coweta Line to SR 54
- SR 279 from Fayette-Fulton Line to SR 85

Handout Package included -

- Road Safety Audit Overview
- Corridor Fact Sheets
- RSA Checklists
- Corridor Aerial + Crashes Sets



APPENDIX F

PIOH 2 Flyers and Meeting Materials

Fayette County Page 206 of 1044
Transportation Corridor Studies

State Route 279 Banks Road
Sandy Creek Road Tyrone- Palmetto Road



Please Join Us At The Public Open House



Monday, July 15th, 2019



4:00 - 7:00 PM



**Fayette County Library
1821 Heritage Pkwy,
Fayetteville, GA 30214**

Help Prioritize Projects
CITIZEN INPUT IS CRITICAL

**For More Information
call us on 770-320-6010
or visit us at**

<http://www.fayettecountyga.gov/transportation-planning/>

FAYETTE Press Release

BOARD OF COMMISSIONERS

Fayette County Hosting Public Meeting for Study of Four Corridors

Fayette County, Georgia, June 25, 2019 – You are invited to a public information open house to discuss transportation improvement draft concepts for the Sandy Creek Road, Tyrone Road-Palmetto Road, Banks Road, and SR 279 corridors on Monday July 15, 2019 from 4 pm to 7 pm.

The meeting will be held at the Fayette County Public Library, 1821 Heritage Park Way, Fayetteville, GA.

With continued growth in the region, Fayette County had initiated the process to identify current and future concerns for providing safe and efficient movement along these corridors. Input received from stakeholders and the public were used to develop draft concepts to facilitate transportation improvements that address existing and projected conditions with the goal of enhancing safety; reducing congestion and delay; facilitating multi-modal usage; and supporting economic development.

“Corridor studies of this nature help Fayette County plan for and construct the appropriate types of improvements to support the varied travel needs of our citizens and business owners. The more public input we receive the better job we can do in providing the desired transportation system,” says Phil Mallon, Fayette County’s Public Works Director.

The open house will be informal and everyone is invited to stop by anytime between 4 pm and 7 pm with plenty of parking available at the Fayette County Public Library. Draft concepts displayed at the meeting, as well as a survey for each corridor, will be posted on the Fayette County Transportation Planning Webpage (<https://www.fayettecountyga.gov/transportation-planning/index.htm>). In addition, comment forms will be available at the meeting and online.

For additional information contact Phil Mallon, Fayette County Public Works (770) 320-6010 or Dan Dobry, Croy Engineering (consultant), (770) 971-5401.

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Contact: Tameca P. White, County Clerk

Office: (770) 305-5103

Email: twhite@fayettecountyga.gov

Fayette County Transportation Corridor Studies

BANKS ROAD

Concepts	Benefits	Do you think this concept would benefit the corridor?		Rank the concept on a scale of 1 to 5, 5 being the most suited.
1. Install Median From SR 314 To City Limits	Safety Access Management	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
2. Intersection Improvements At Highway 85	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
3. Add Westbound Left Turn Lane At Gilbert Road	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
4.a Install Traffic Signal At Ellis Road	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
4.b Install Roundabout At Ellis Road	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
5. Multi-Use Path On One Side Of Road	Bike/Ped Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6. Pedestrian Bridge On SR 54 To McCurry Park	Bike/Ped Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
7. Widen Corridor To 4-Lane Median Divided + Multi-Use Path	Capacity Safety Access Mgmt	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
8. Widen Corridor To 3-Lane + Multi-Use Path	Capacity Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
9. Other		Yes <input type="checkbox"/>	No <input type="checkbox"/>	
10. Other		Yes <input type="checkbox"/>	No <input type="checkbox"/>	

Fayette County Transportation Corridor Studies

BANKS ROAD

Additional Comments:

BANKS ROAD

POTENTIAL IMPROVEMENTS CONCEPT DESIGNS

Page 210 of 1044

All feedback on Concepts must be received by **Friday, August 2nd, 2019.**

Comment forms can be dropped off at Fayette County Public Library or mailed to Croy Engineering, 200 N Cobb Parkway, Ste 413, Marietta, Georgia 30062

1: INSTALL MEDIAN FROM SR 314 TO CITY LIMITS



4A: INSTALL TRAFFIC SIGNAL AT ELLIS ROAD



6: PEDESTRIAN BRIDGE ON SR 54 TO MCCURRY PARK



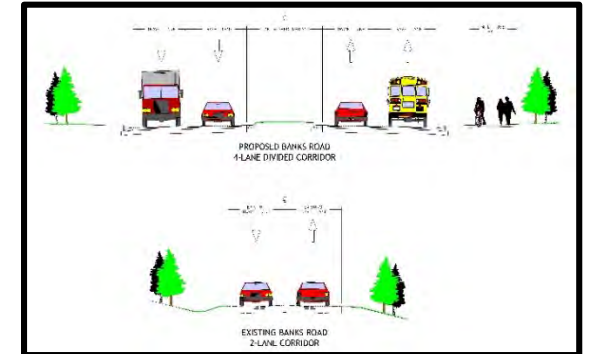
2: INTERSECTION IMPROVEMENTS AT HIGHWAY 85



4B: INSTALL ROUNDABOUT AT ELLIS ROAD



7: WIDEN CORRIDOR TO 4-LANE MEDIAN DIVIDED + MULTI-USE PATH



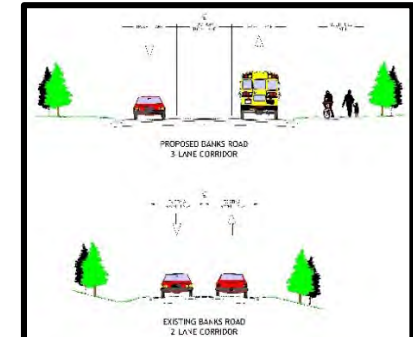
3: ADD WESTBOUND LEFT TURN LANE AT GILBERT ROAD



5: MULTI-USE PATH ON ONE SIDE OF ROAD



8: WIDEN CORRIDOR TO 3-LANE + MULTI-USE PATH



BANKS ROAD

POTENTIAL IMPROVEMENTS INFORMATION

Banks Road At Highway 85

- Average No. Crashes Per Year - 26.2
- 2018 LOS (AM/PM) - C/C

Proposed Improvements -

Intersection Improvements

- Time Frame: 1 year
- Benefits: Safety, Operations
- Cost: \$\$\$

Banks Road From SR 314 To City Limits

- Average No. Crashes Per Year- 38.4*
- 2018 LOS (AM/PM) - C/C

Proposed Improvements -

Access Management

- Time Frame: 1 - 2 years
- Benefits: Safety, Access Mgmt
- Cost: \$\$\$

Banks Road: Entire Corridor

- Average No. Crashes Per Year- 74*
- 2018 LOS (AM/PM) - D/D

Proposed Improvements -

Widen Corridor: 4 Lane Median Divided, Multi Use Path

- Time Frame: 10 - 20 years
- Benefits: Capacity, Safety
- Cost: \$\$\$\$\$

Banks Road At State Route 54

- Average No. Crashes Per Year - 14.4
- 2018 LOS (AM/PM) - B/D

Proposed Improvements -

Pedestrian Bridge: SR 54 - McCurry Park

- Time Frame: 5 - 10 years
- Benefits: Bike - Ped, Access Mgmt
- Cost: \$\$\$

Banks Road At Gilbert Road

- Average No. Crashes Per Year - 0.2
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Add Westbound Left Turn Lane

- Time Frame: 3 years
- Benefits: Safety, Operations
- Cost: \$

Banks Road At Ellis Road

- Average No. Crashes Per Year - 4
- 2018 LOS (AM/PM) - C/F

Proposed Improvements -

Install Roundabout

- Time Frame: 3 - 5 years
- Benefits: Safety, Operations
- Cost: \$\$\$

Banks Road At Ellis Road

- Average No. Crashes Per Year - 4
- 2018 LOS (AM/PM) - C/F

Proposed Improvements -

Install Traffic Signal

- Time Frame: 3 years
- Benefits: Safety, Operations
- Cost: \$

Banks Road: Entire Corridor

- Average No. Crashes Per Year- 74*
- 2018 LOS (AM/PM) - D/D

Proposed Improvements -

Multi Use Path: South Side

- Time Frame: 3 - 5 years
- Benefits: Bike - Ped, Access Mgmt
- Cost: \$\$\$

Banks Road: Entire Corridor

- Average No. Crashes Per Year- 74*
- 2018 LOS (AM/PM) - D/D

Proposed Improvements -

Widen Corridor: 3 Lane , Multi Use Path

- Time Frame: 10 - 20 years
- Benefits: Capacity, Safety
- Cost: \$\$\$\$\$



For more information!

Visit www.fayettecountyga.gov/transportation-planning/banks-road-corridor-study.htm

Prefer to leave feedback online? Visit www.surveymonkey.com/r/BanksRoad

Notes:

LOS - Levels of Service. Qualitative measure to rate quality of traffic flow based on performance measures such as vehicle speed density, congestion, etc.

The rating is from A to F. A = good; F = fail

Legend:

\$ < \$250,000 \$ < \$500,000
 \$\$\$ < \$1,000,000 \$\$\$\$ < \$2,000,000
 \$\$\$\$\$ < \$5,000,000

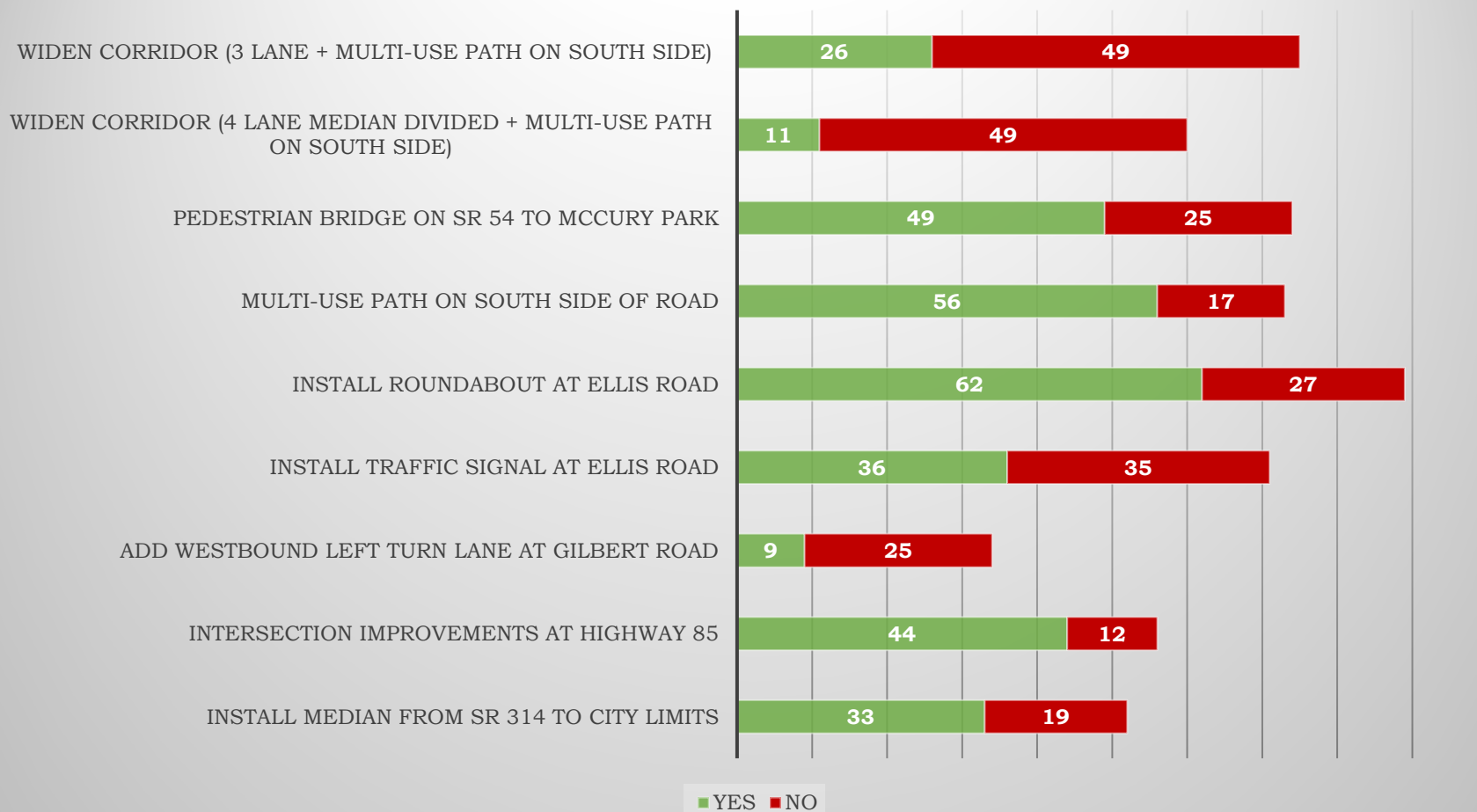
* crash frequency higher than state average

APPENDIX G

PIOH 2 Summary

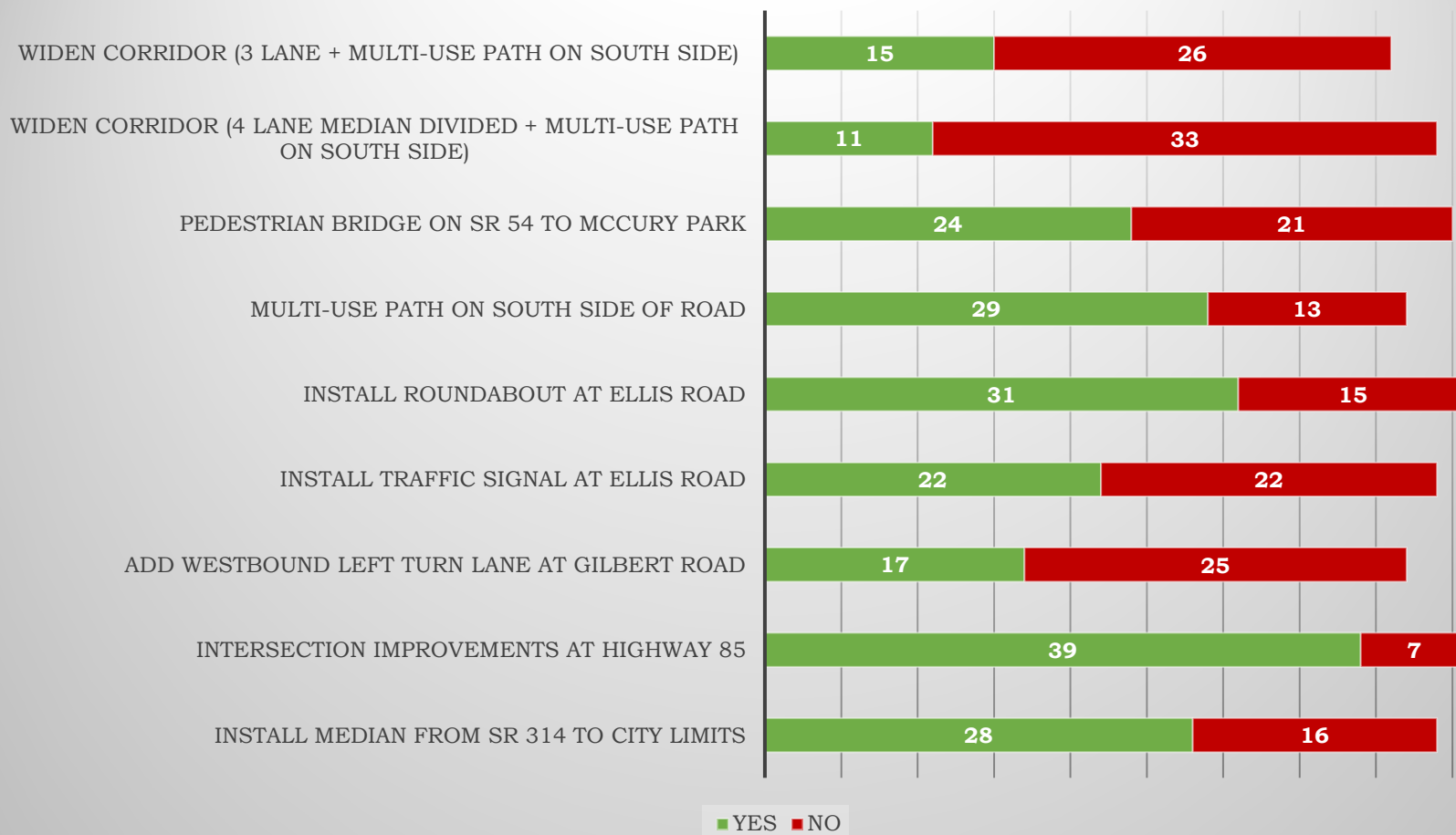
PIOH 2 RESULTS: BANKS ROAD

Sticker Station Responses



PIOH 2 RESULTS: BANKS ROAD

Comment Forms Responses

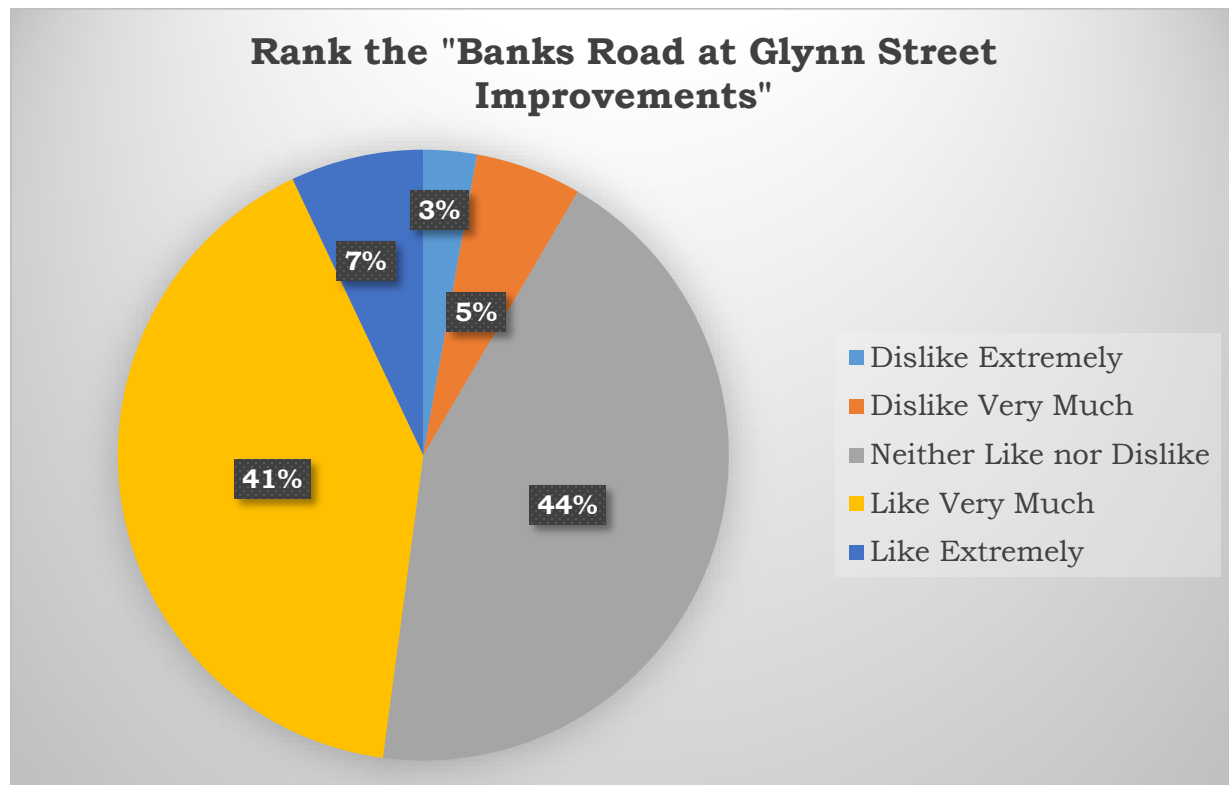


APPENDIX H

Online Survey Summary

ONLINE SURVEY COMMENTS: BANKS ROAD

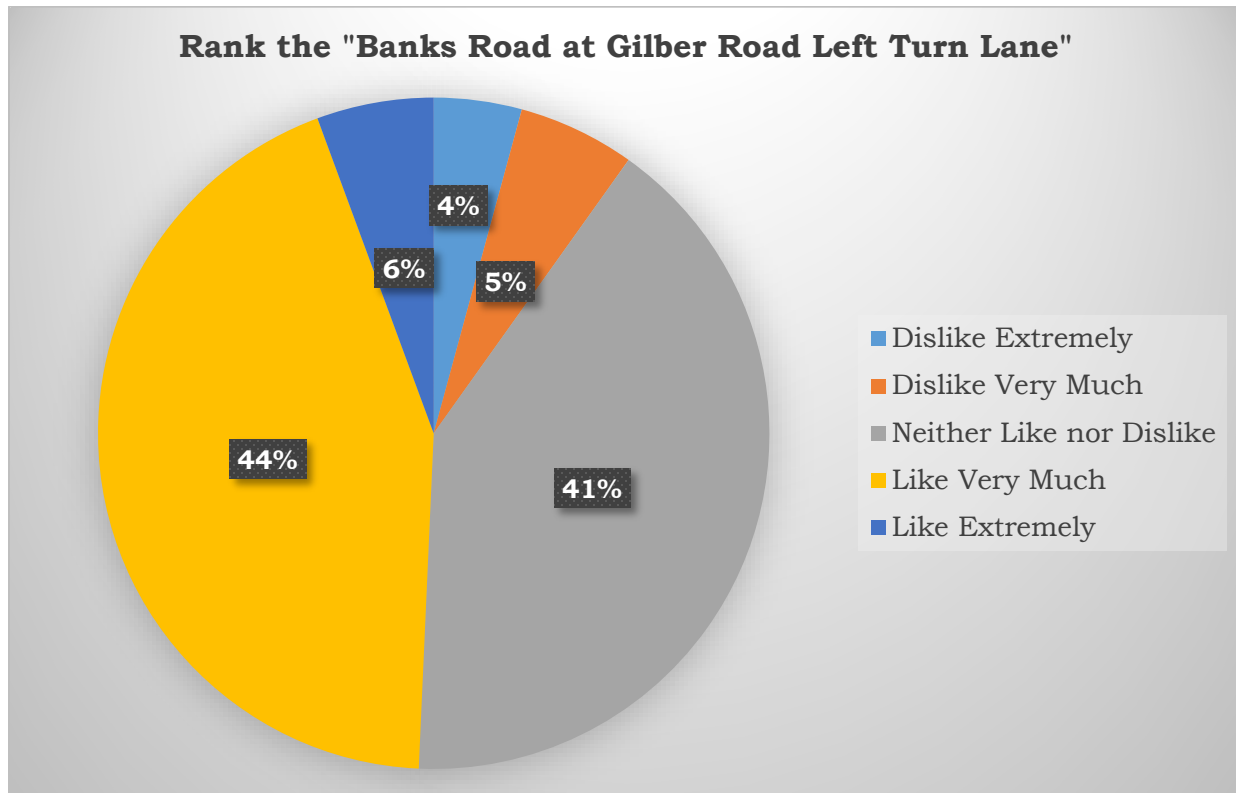
• Banks Road at Glynn Street Improvements



1. All this does is add lanes. It does not alter the traffic volume.
2. Description and picture are too vague
3. Eliminating one of the north bound left turn lane onto Banks road is a mistake both lanes are needed.
4. Raised medians would be useful from Dunkin Donuts all the way to the stoplight at Dairy Queen and Michaels. Cars are constantly pulling out in front of traffic to make turns into the outer lanes. It is particularly bad at Georgia Avenue and in front of Dairy Queen.
5. The above "design" appears to be a depiction of the current/existing layout. It does not look like a new concept.
6. This appears to allow traffic to move more effectively and safer
7. With median, is there room for U-turn?

ONLINE SURVEY COMMENTS: BANKS ROAD

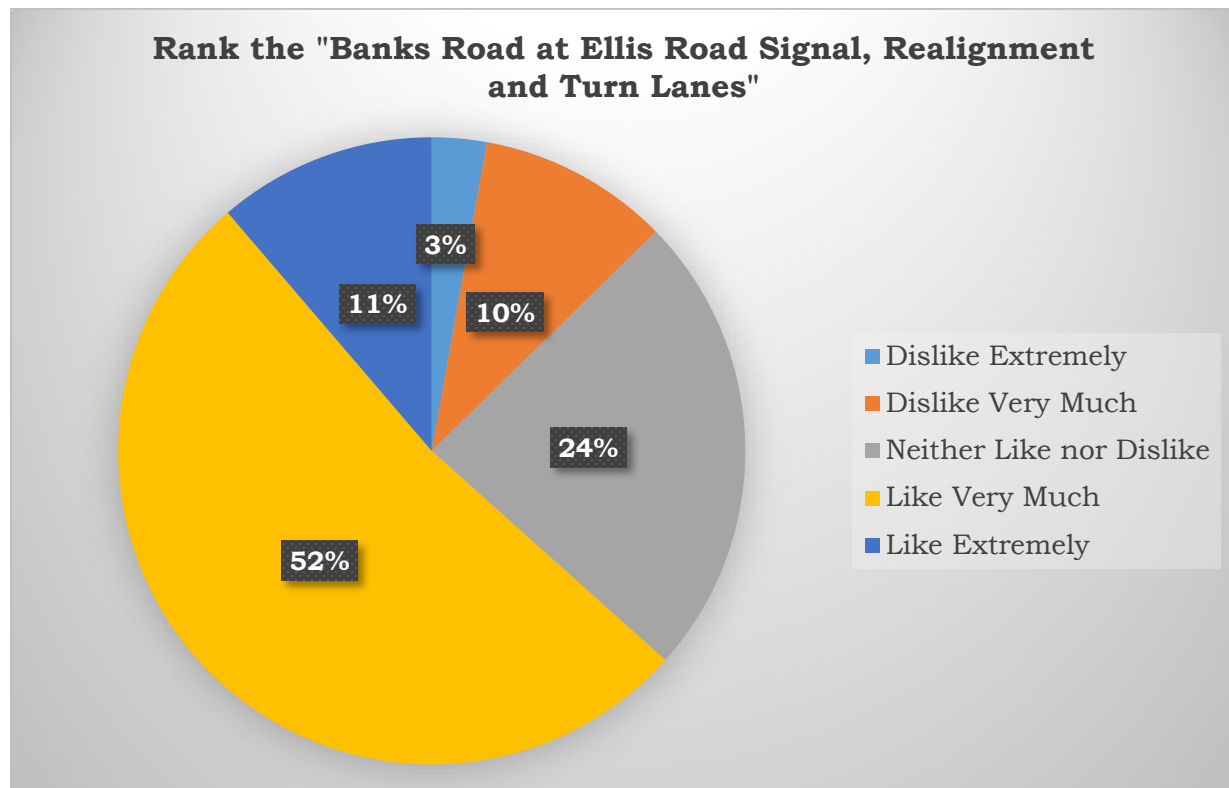
- Banks Road at Gilbert Road Left Turn Lane**



1. I haven't noticed a problem of traffic backing up at this location
2. The above would be a waste of money since there is not enough traffic needing a left turn at this location.
3. This would increase traffic as people use this road as a cut-thru. Local residents would suffer.

ONLINE SURVEY COMMENTS: BANKS ROAD

• Banks Road at Ellis Road Signal, Realignment and Turn Lanes



1. Could roundabout go at this location?
2. Four way intersections with good traffic control is more efficient than T intersection with just a stop sign
3. If there needs to be a light this would be the better solution/location. However the problem on Banks road is the traffic volume being run through a residential area. The better resolution would be to reduce the traffic as I believe most people prefer not turn it into a major through route by adding additional lanes. A better solution would be to extend Promenade Pkwy to hwy 54 and keep commercial traffic in a commercial area rather than routing it through a residential area like Banks road. I believe the majority of traffic increase on Banks is generated from the Jonesboro area to the Pavilion shopping area.
4. Is there a way to time the signals based on actual cars present at the intersection rather than on an arbitrary timer? The number of cars using this intersection varies greatly based on time of day. I live two streets down from Ellis off of Banks

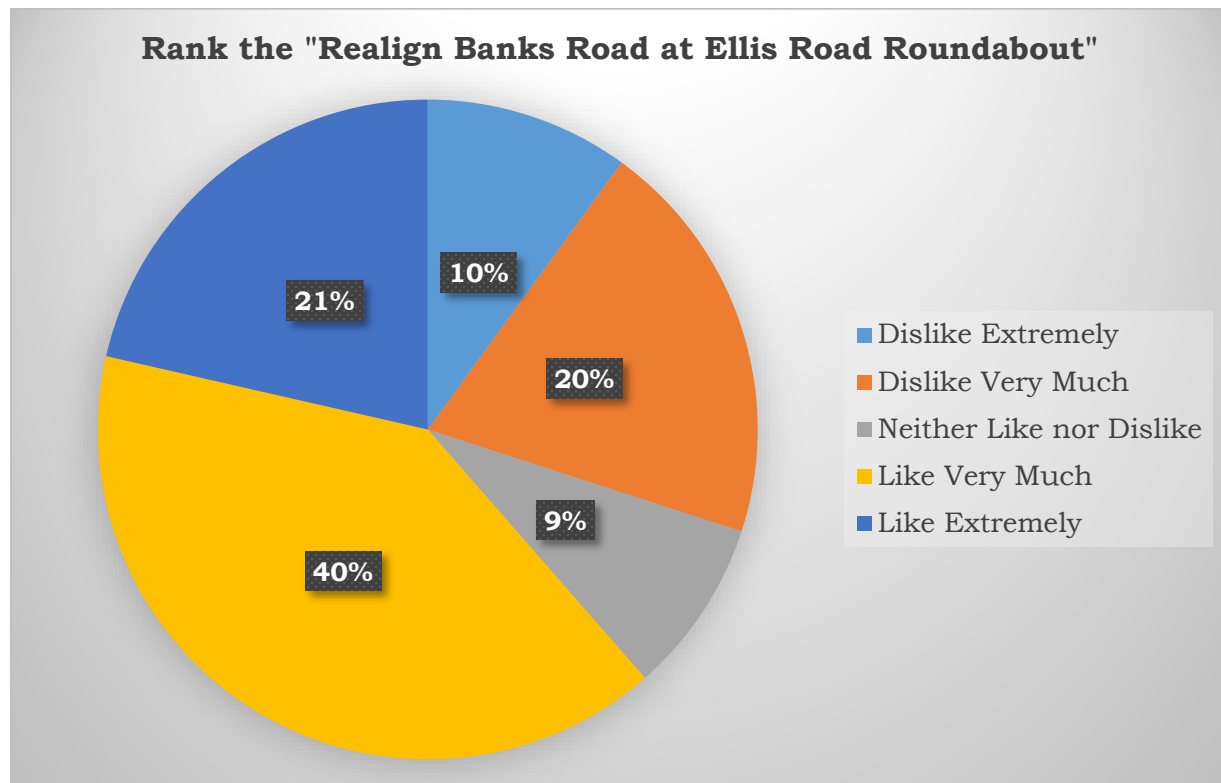
ONLINE SURVEY COMMENTS: BANKS ROAD

and if it were on a timer, it could cause backups on banks during times when traffic is lighter on Ellis and it's not necessary to have a long signal.

5. Need to remove hill on left side coming from 54
6. Not sure what the above concept depicts. Why would a realignment be needed?
7. Once again, this is a Band-Aid patch to a cut-thru road.

ONLINE SURVEY COMMENTS: BANKS ROAD

• Realign Banks Road at Ellis Road Roundabout



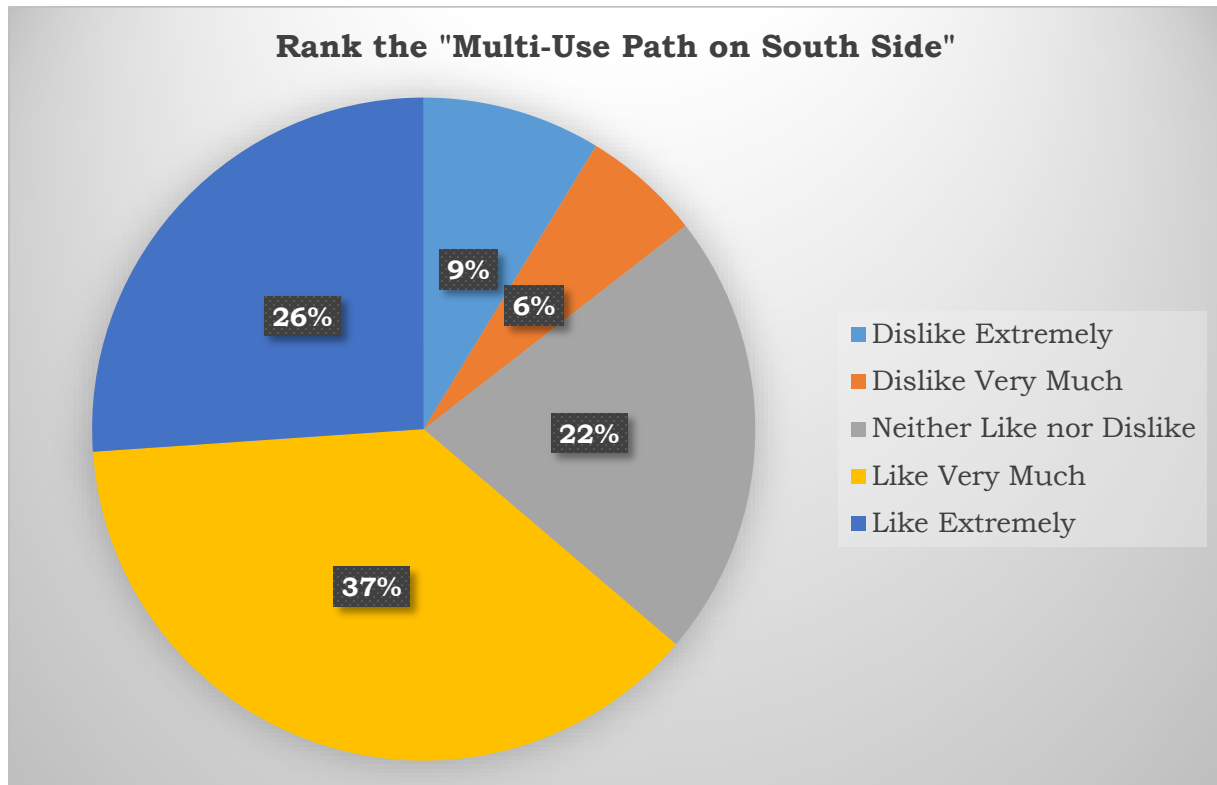
1. Have there been studies on how roundabouts on local roads like this facilitate smooth traffic flow, compared with stoplights? I'm uncertain as to whether a roundabout or signal would be better. The goal in my mind is to prevent the long backups of cars that can occur on Ellis rd and banks rd, so whichever plan facilitates better traffic flow is what we need. It seems that we should look to existing research on this, and let that inform our choice. Also, secondly, I live two streets down from Ellis right off of Banks. People tend to speed a lot on banks road, up to 50 mph, and at a roundabout I'd be concerned they would travel through it at way too high of a speed, versus having to stop at a signal.
2. Less money in long run
3. Not enough traffic to warrant that. Makes a simple road more complex than helpful.
4. Open-Ended Response
5. Prefer a light not a roundabout

ONLINE SURVEY COMMENTS: BANKS ROAD

6. Roundabout are always the safest design if cost is appropriate for this type of intersection
7. Should be aligned like the signal.
8. This appears to be overkill for this location, not to mention the unnecessary cost. Why not put in better control through use of stop lights, speed bumps?
9. You are better off with the traffic light idea. The majority of traffic is right turns from Banks to Ellis and left turns from Ellis to Banks.

ONLINE SURVEY COMMENTS: BANKS ROAD

• Multi-Use Path on South Side



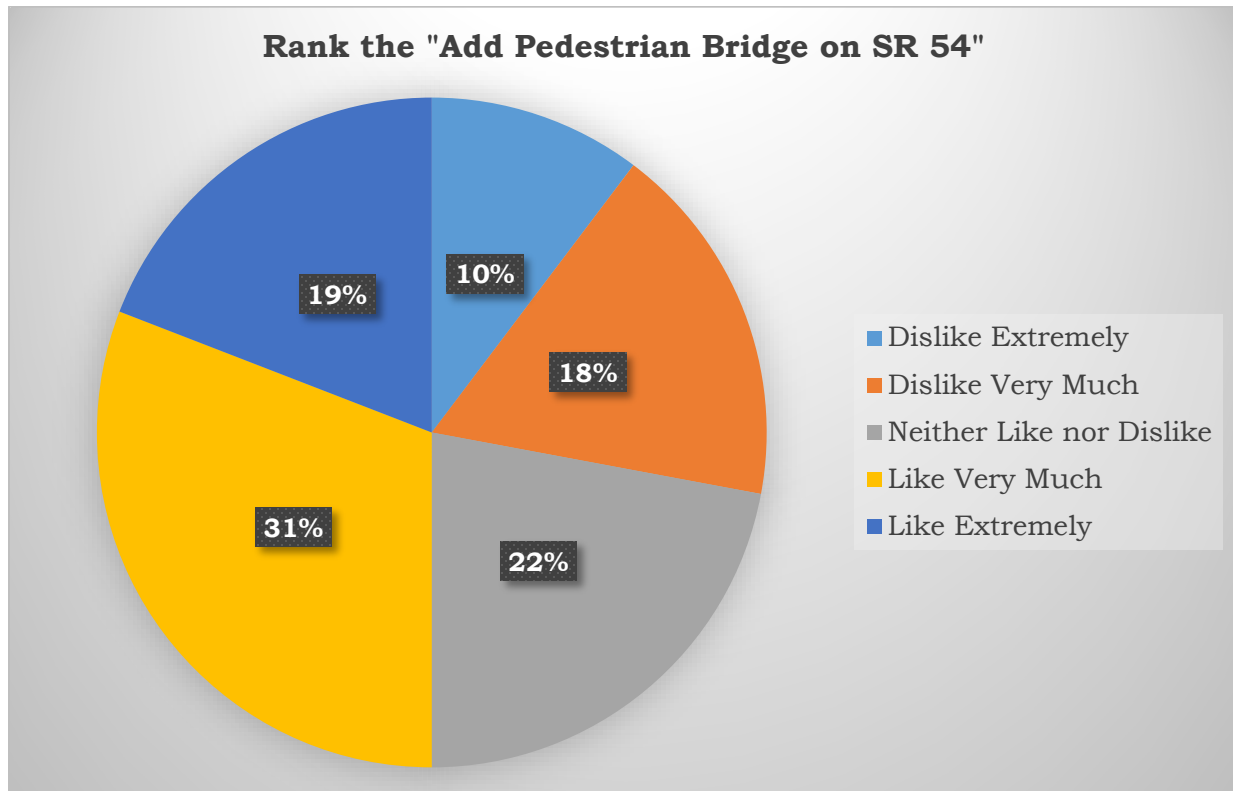
1. Banks road is a residential area. This concept could only be completed at the expense of the residents in the area especially the homes located on Banks road.
2. Cost is too great for the number of users. The money good be better spent elsewhere. What would this path connect to?
3. I have walked banks rd and it is very unsafe. People going way over 35 and no shoulder
4. Open-Ended Response
5. Southside of where? You need to show something in a satellite type depiction of what is proposed.
6. When there is business and a large amount of foot traffic these type of paths are great concepts
7. YES. We NEED this!! I am raising 3 kids on Allenwood, right off of Banks Rd, and we are trapped on our little dead end street because it is totally unsafe to be any kind of pedestrian (bike or walking) on Banks Rd. We are so close to shopping but cannot access it except by car. This is the #1 thing I have constantly wished for

ONLINE SURVEY COMMENTS: BANKS ROAD

since moving here 7 years ago. Also there are frequently pedestrians walking at night on the side of the road and I am always terrified of an accident, which connects to my #2 wish since we moved here, which is for STREETLIGHTS. Please. It is a huge safety issue right now for drivers and pedestrians alike. When someone is walking at night on the side of the road, I cannot see them until my headlights are RIGHT upon them. A walkway and proper lighting would transform Banks Rd.

ONLINE SURVEY COMMENTS: BANKS ROAD

• Add Pedestrian Bridge on SR 54



1. Again, no need. Where is the foot traffic being generated from going to the park? All parking is on the park complex.
2. Don't think this is needed
3. Don't understand what McCurry Park will be connected to with a highway 54 bridge. Right now, that side of the road contains abandoned house.
4. How many people walk to the park?? Where are they going to access the bridge and park cars etc?
5. I haven't noticed an issue with a lot of pedestrians attempting to cross this roadway. The majority of "pedestrian traffic" at McCurry Park seems to be disc golf players retrieving discs that have strayed into the roadway.
6. Maybe in the future
7. Maybe in the future, but I don't see where this is necessary unless much development occurs on the north side of the SR 54.
8. Need better depiction of what you are proposing.
9. Open-Ended Response

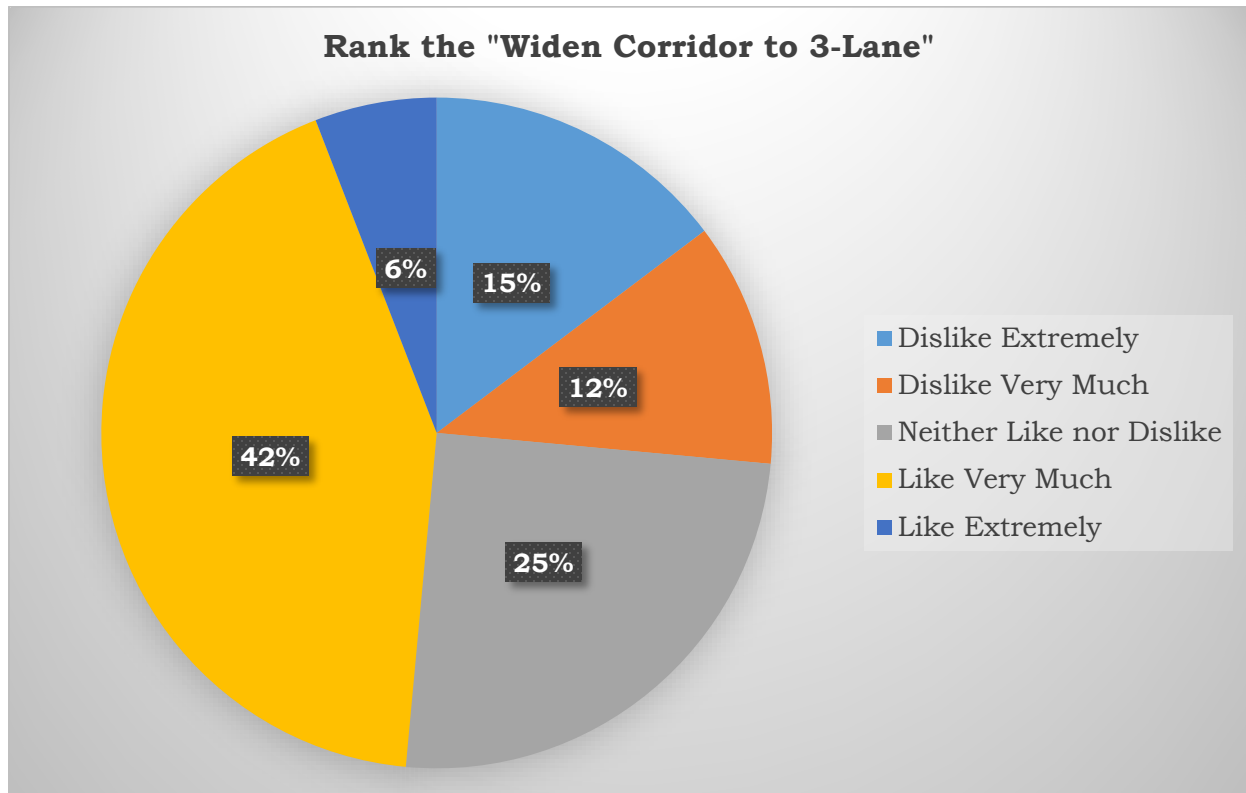
ONLINE SURVEY COMMENTS: BANKS ROAD

10. That's stupid no one is walking there, are you adding a parking deck??

11. Why do we need a pedestrian bridge across Hwy 54? How many pedestrians are currently crossing? And from where?

ONLINE SURVEY COMMENTS: BANKS ROAD

• Widen Corridor to 3-Lane



1. Find alternate route for the commercial traffic as mention earlier. Banks road is a residential area. This would be at the expense of the residents on Banks road. I still think extending Promenade Pkw would be a better solution if not cheaper solution.
2. I live on Allenwood off of Banks and the access challenges are very real. I would support widening the road for sure, but a landscaped median is probably overkill and not really necessary. 3-4 lanes plus SHOULDERS is what we need, and the pedestrian walkway is a MUST. That is the #1 need. But I think really only 3 lanes and 4 in some spots, plus shoulders, is all that's really needed.
3. need more detail to see how it fits
4. Open-Ended Response
5. Overkill for this corridor.
6. The survey ranking text does not match the drawings. As for Banks Road needing to be 4 lanes with a median divider, NO. Cost is too great and space is limited.

ONLINE SURVEY COMMENTS: BANKS ROAD

• Widen Corridor to 4-Lane

1. 3-lanes would work for the sections between Hwy 54 and Hwy 85. Additional turn lanes would still be requires at the highway intersections.
2. I live on Allenwood off of Banks Rd and I like this plan a lot. It seems to me more cost effective than adding a landscaped median, and that really is overkill in my mind. 3 lanes plus shoulders and the pedestrian walkway is really all that's needed, although it depends on where the 3rd lane is going. How is that envisioned? I think the most useful application would be turn lanes for the local roads so thru traffic can continue unhindered, and also that would allow space to drive around during construction etc. I like the idea of 4 lanes plus the sidewalk best, without the median. The median would be pretty but seems an unnecessary expense and extra maintenance. If that's the plan that goes forward I would support it, but the pedestrian walkway and 3rd lane and street lights should be the absolute non negotiables, not the landscaped median and 4th lane.
3. Overkill for this corridor.

• Additional ideas for improvements along Banks Road

1. It would be nice if Banks lined up with McElroy Rd. Also if McDonough Rd. could connect to Banks. (new road)
2. Again I believe a better plan for the area is to leave Banks road as a residential route for the residents and provide alternate route such as extending Promenade Pky to Hwy 54. If Banks road is widened for even more traffic there will need to be more traffic lights than just the ones mentioned. It is already difficult to safely exit the subdivisions, Ponderosa, Smokemont, Deer Park, on the east end of banks road at certain times of the day.
3. Enforce the speed limit along Banks.
4. How about putting the speed limit signs back up and maybe have an officer patrol it every once in a while. They use to sit in the Muscatine farm haven't seen any in over a year. No one goes 35. Try getting in and out of Ponderosa Trace with the curve there. What do we have to do to get speed bumps on Ponderosa Trace?

ONLINE SURVEY COMMENTS: BANKS ROAD

People use it as a cut through from Banks to 85. The 3 way stop in front of my house is a bus stop and NO ONE stops there.

5. I live in the Ponderosa subdivision and it is already almost a death wish to turn left out of my neighborhood. I like the idea of widening banks road however I feel it could become deadly for myself and my neighbors. People FLY down banks road as it is. It is good when the speeders get trapped behind someone going the speed limit however widening the road would enable/encourage them to continue driving recklessly therefore endangering more lives.
6. I live on Allenwood off of Banks Rd and have 3 young kids. Banks Rd currently is absolutely off limits to anything but a car because of how unsafe it is, and so to me the pedestrian walkway and streetlights are the absolute most essential improvement we need, so we are not trapped in our dead end road with nowhere to walk or bike. That's my #1 complaint about where we live - SO close to the shopping in north Fayetteville, but no way to bike or walk there, and how unsafe it is for pedestrians who have no choice but to walk along Banks. The next priority would be the widening of Banks Rd so we aren't trapped if there is construction or an accident. The access issue is a real concern and needs to be addressed. These things are a much higher priority to me than fixing the Ellis Rd intersection, which I use daily and don't have much of an issue with. The worst complaint I have is sitting on Ellis for up to 10 minutes at the worst, which rarely happens. I can deal with this and personally wouldn't put the money there right now if I had to choose. The other MAJOR concern I have that wasn't directly addressed, connected to the safety of the Banks/85 intersection, is the left hand turn signal going from Banks (dwarf house corner) onto southbound 85. That left arrow is WAY too short. I use it every day and nearly every time, only 2-3 cars can get through, because the cars turning left from 85 (Kroger side) onto Banks run the red and take up half the green arrow time for those turning left from Banks to 85. It's just too short of a green on that left arrow, and it is very typical for me to be sitting at that light for up to 10 minutes, only getting through on the 3rd green arrow!! I often end up driving through Banks Crossing parking lots to avoid the signal. This creates frustration and traffic backups all through that line of shopping center entrances off of Banks, and is generally chaotic and dangerous. Please pay more attention not

ONLINE SURVEY COMMENTS: BANKS ROAD

just to road construction and adding medians, which we do need, but also to the turn signal timing and all the traffic signals at that intersection. On that note as well — cars turning left from 85 southbound (Kroger side) onto Banks road come perilously close to head-on collisions with the cars sitting in the left turn lane on Banks. It's harrowing every time, sitting in that turn lane watching even SEMIS try to make that tight turn, bearing straight down at you, and you're at a red light just hoping they make it. The left lane on Banks heading towards 85 and 314 needs to be widened at that intersection with 85, or something else there needs to be fixed, maybe pulling back the stop line for the left turn lane.

7. Provide better satellite view depictions of what is proposed, ie. everyone like sidewalks, but, the depictions of proposed locations is very insufficient to request input from the community.
8. The area across from Dollar General needs landscaping or road revision to make lot exit onto banks more viewable and also see oncoming traffic.
9. Widening the current two lane road would destroy the residential feel of this area. The value of the property along Banks would be negatively affected. You widen the road, we will looking elsewhere to call home. Just saying. But what would help...if the speed limit was enforced. I get tired of people riding my bumper only to pass me on a double line.
10. You need to line up Banks Road with Mcroy Rd and you need to add a new road from McDonough Rd to tie into Banks Road.

APPENDIX I

Banks Road Concept Scoring Worksheets

Safety Score Background Analysis

Banks Road

Intersection Safety Analysis

Location	Total Crashes (2014-2018)	Crash Severity Index						Equivalent Property Damage Only Analysis			Intersection Crash Rate			Crash Severity Score
		K - Fatal	A - Serious	B - Minor	C -Complaint	O - Property	Bike-Ped Crashes	EPDO Value	Crash Costs ¹	EPDO Score ²	Daily Entering Volume ³	Crash Rate ⁴	Crash Rate Score ⁵	
at SR 314/W Fayetteville Road	61	1	4	6	9	41	0	1039	\$ 28,373,800.00	10.0	14,624	2.29	6.9	16.9
at SR 85	136	0	1	7	26	102	0	1292	\$ 35,271,600.00	10.0	24,284	3.07	9.3	19.3
at Gilbert Road	8	0	0	0	2	6	0	76	\$ 2,074,800.00	4.2	6,704	0.65	2.0	6.2
at Ellis Road	23	0	1	1	7	14	1	329	\$ 8,981,700.00	5.8	9,197	1.37	4.1	9.9
at Ponderosa Court	2	0	0	0	1	1	0	36	\$ 982,800.00	3.9	7,865	0.14	0.4	4.3
at SR 54	74	0	1	3	12	58	0	618	\$ 16,871,400.00	7.7	27,367	1.48	4.5	12.1

Road Segment Safety Analysis

Location	Total Crashes (2014-2018)	Crash Severity Index						Equivalent Property Damage Only Analysis			Intersection Crash Rate			Length of Segment	Crashes/ mile/yr	Crash Severity Score
		K - Fatal	A - Serious	B - Minor	C -Complaint	O - Property	Bike-Ped Crashes	EPDO Value per Mile	Crash Costs ¹	EPDO Score ²	Annual Daily Traffic (2-Way) ³	Crash Rate ⁶	Crash Rate Score ^{5,7}			
SR 314 to Fayetteville City Limits	49	0	0	0	5	44	0	626	\$ 5,978,700.00	5.1	7,900	9.7	10.0	0.35	28.0	15.09
Fayetteville City Limits to SR 54	122	1	3	5	25	88	1	1010	\$ 43,033,900.00	7.1	11,650	3.7	10.0	1.56	15.6	17.07
Banks Road	171	1	3	5	30	132	1	940	\$ 49,012,600.00	6.7	9,775	5.0	10.0	1.91	17.9	16.71

0.286549708

Crash Reduction Analysis

Project Name	Crash Reduction Factor	Safety Imp Score ⁸	Crash Costs		
			Annual Crash Cost (2014-2018)	Potential Annual Crash Cost Savings	Crash Cost Savings over 20-Yr Design Life ⁹
Access Management from SR 314 To City Limits	66%	6.6	\$ 1,195,740	\$ 793,912	\$ 8,410,699
Intersection Improvements at Highway 85	12%	1.2	\$ 7,054,320	\$ 847,231	\$ 8,975,561
Add Westbound Left Turn Lane at Gilbert Road	25%	2.5	\$ 414,960	\$ 104,570	\$ 1,107,814
Install Traffic Signal at Ellis Road	44%	4.4	\$ 1,796,340	\$ 790,390	\$ 8,373,387
Install Roundabout at Ellis Road	79%	7.9	\$ 1,796,340	\$ 1,413,720	\$ 14,976,945
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	66%	6.6	\$ 9,802,520	\$ 6,459,861	\$ 68,435,764
Widen Corridor to 3-Lane + Multi-Use Path	20%	2.0	\$ 9,802,520	\$ 1,989,912	\$ 21,081,123

Overall Score

Project Name	Crash Severity Score	Safety Imp Score	Overall Safety Score
Access Management from SR 314 To City Limits	15.1	6.6	21.7
Intersection Improvements at Highway 85	19.3	1.2	20.5
Add Westbound Left Turn Lane at Gilbert Road	6.2	2.5	8.7
Install Traffic Signal at Ellis Road	9.9	4.4	14.3
Install Roundabout at Ellis Road	9.9	7.9	17.8
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	16.7	6.6	23.3
Widen Corridor to 3-Lane + Multi-Use Path	16.7	2.0	18.7

Notes

1. Fatal, Injury and PDO Crash Costs are based on GDOT's Highway Safety Improvement Program Report (2016).
2. EPDO Score is normalized relative to max EPDO for 4 Fayette Corridor Studies.
3. Daily entering volumes pulled from ARC 2015 Travel Demand Model.
4. Crashes per million entering vehicles.
5. Crash Rate Score is normalized relative to 2016 statewide average crash rate of 3.31 crashes per million vehicle miles traveled (VMT).
6. Crashes per million vehicle miles.
7. If crash rate exceeds statewide average, crash severity score defaults to 10.
8. Safety Improved Score is normalized CRFs with 100% being max crash reduction.
9. Assumes 7% Rate over 20 years.

Traffic Operations Score Background Analysis

Banks Road

2040 Build vs No Build Delay Analysis

Project Name	2040 No Build LOS		2040 Build LOS		Delay Difference ¹		Traffic Ops Score ²
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak (s/veh)	PM Peak (s/veh)	
Access Management from SR 314 To City Limits	n/a	n/a	n/a	n/a	70%	70%	7.0
Intersection Improvements at Highway 85	C (27.5 s)	D (49.6 s)	C (25.6 s)	D (50.5 s)	1.9	0.9	2.0
Add Westbound Left Turn Lane at Gilbert Road	n/a	n/a	n/a	n/a	44%	44%	4.4
Install Traffic Signal at Ellis Road	C (20.4 s)	F (394.5 s)	A (7.1 s)	B (12.3 s)	13.3	382.2	20.0
Install Roundabout at Ellis Road	C (20.4 s)	F (394.5 s)	B (19.9 s)	C (21.7 s)	0.5	372.8	19.0
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	D (v/c - 0.17)	E (v/c - 0.51)	A (v/c - 0.09)	A (v/c - 0.15)	0.08	0.36	8.0
Widen Corridor to 3-Lane + Multi-Use Path	D (v/c - 0.17)	E (v/c - 0.51)	D (v/c - 0.17)	E (v/c - 0.51)	0.00	0.00	0.0

Traffic Operations Score Legend

Delay Difference	Capacity Difference	Ranking
> 300 s	< 1.00	10
240 s - 299 s	0.80 - 0.99	9
180 s - 239 s	0.70 - 0.79	8
120 s - 179 s	0.60 - 0.69	7
50 s - 119 s	0.50 - 0.59	6
30 s - 49 s	0.40 - 0.49	5
20 s - 29 s	0.30 - 0.39	4
10 s - 19 s	0.20 - 0.29	3
5 s - 9 s	0.10 - 0.19	2
1 s - 4 s	0.00 - 0.09	1
< 0 s	< 0.00	0

2040 Build vs No Build Travel Time Analysis

	Total Travel Time				Travel Time Difference		Annualized Vehicle Hours		Travel Time Cost Savings	
	2040 No Build		2040 Build							
Project Name	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)	2040 No Build (hrs) ³	2040 Build (hrs) ³	Annual Delay Cost Savings ⁴	Delay Savings over Design Life ⁵
Access Management from SR 314 To City Limits	6	10	3	4	3	6	20,000	8,750	\$ 194,445	\$ 2,059,950
Intersection Improvements at Highway 85	37	83	35	84	2	(1)	150,000	148,750	\$ 21,605	\$ 228,883
Add Westbound Left Turn Lane at Gilbert Road	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	\$ -	\$ -
Install Traffic Signal at Ellis Road	31	74	35	46	(4)	28	131,250	101,250	\$ 518,520	\$ 5,493,201
Install Roundabout at Ellis Road	31	74	30	37	1	37	131,250	83,750	\$ 820,990	\$ 8,697,568
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	63	130	63	130	0	0	241,250	241,250	\$ -	\$ -
Widen Corridor to 3-Lane + Multi-Use Path	63	130	63	130	0	0	241,250	241,250	\$ -	\$ -

Notes

1. If LOS (delay) not available, average % delay reduction for treatment shown.
2. Traffic Score is based on normalized delay based on Traffic Operations Score Legend relative to max score for Traffic category.
2. Max delay between AM and PM peak used to ranking Traffic Operartions.
3. Calculations based on GDOT Benefit-Cost Equations.
4. Assuming 6% Truck Traffic.
5. Assumes 7% Rate over 20 years.

Environmental Score Background Analysis

Banks Road

Project Name	Resources Present ¹	Ranking	Environmental Impact Score ²
Access Management from SR 314 To City Limits	2	4	4.0
Intersection Improvements at Highway 85	0	5	5.0
Add Westbound Left Turn Lane at Gilbert Road	0	5	5.0
Install Traffic Signal at Ellis Road	1	4	4.0
Install Roundabout at Ellis Road	1	4	4.0
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	5	3	3.0
Widen Corridor to 3-Lane + Multi-Use Path	5	3	3.0

Environmental Impact Legend

Resources Impact	Number	Ranking
Negligible	0 Impacts	5
Minor	1 to 4 Impact	4
Moderate	5 to 9 Impact	3
Major	10 to 15 Impacts	2
Significant	16+ Impacts <i>Presence of USTs or Cemetery</i>	1

Notes

1. Environmental Resources present based on number environmental resources within 1/4 mile radius of project.
2. Environmental Impact Score is normalized based on Environmental Impact Legend relative to max score for Environmental category.

Right-of-Way Score Background Analysis

Banks Road

Project Name	Parcel Type			Right-of-Way Impacts ¹	Ranking	R/W Impact Score ²
	Undeveloped Parcels	Developed (Residential)	Developed (Commercial)			
Access Management from SR 314 To City Limits	0	0	9	45	2	6.0
Intersection Improvements at Highway 85	0	0	8	40	2	6.0
Add Westbound Left Turn Lane at Gilbert Road	0	4	0	8	4	12.0
Install Traffic Signal at Ellis Road	3	4	0	11	3	9.0
Install Roundabout at Ellis Road	2	3	0	8	3	9.0
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	6	51	9	153	0	0.0
Widen Corridor to 3-Lane + Multi-Use Path	6	51	9	153	0	0.0

Right-of-Way Legend

R/W Impact by Parcel Type
(1) Undeveloped Parcel = 1 Impact
(1) Developed Residential Parcel = 2 Impacts
(1) Developed Commercial Parcel - 5 Impacts

Right-of-Way Impact	Number	Ranking
Neglible	0 Impacts	5
Minor	1 to 5 Impact	4
Moderate	6 to 19 Impact	3
Major	20 to 99 Impacts or Impacts Railroad Xing	2
Significant	100 to 149 Impacts	1
Monumental	> 150 Impacts	0

Notes

1. Right-of-Way Impacts based on number of parcels encroached upon.
2. Right-of-Way Impact Score is normalized based on Right-of-Way Impact Legend relative to max score for Right-of-Way Category.

Project Costs Score Background Analysis

Banks Road

Project Name	Preliminary Project Cost Estimate	Relative Project Cost Score ¹	Benefit-to-Cost Analysis					Overall Project Cost Score
			Crash Costs Savings over Design Life	Delay Savings over Design Life	Total Benefits	B/C Ratio	Relative B/C Score ²	
Access Management from SR 314 To City Limits	\$ 350,000	10.0	\$ 8,410,699	\$ 2,059,950	\$ 10,470,650	29.9	5.0	15.0
Intersection Improvements at Highway 85	\$ 250,000	10.0	\$ 8,975,561	\$ 228,883	\$ 9,204,444	36.8	5.0	15.0
Add Westbound Left Turn Lane at Gilbert Road	\$ 75,000	10.0	\$ 1,107,814	\$ -	\$ 1,107,814	14.8	4.0	14.0
Install Traffic Signal at Ellis Road	\$ 575,000	10.0	\$ 8,373,387	\$ 5,493,201	\$ 13,866,588	24.1	5.0	15.0
Install Roundabout at Ellis Road	\$ 1,350,000	8.0	\$ 14,976,945	\$ 8,697,568	\$ 23,674,513	17.5	4.0	12.0
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	\$ 4,400,000	6.0	\$ 68,435,764	\$ -	\$ 68,435,764	15.6	4.0	10.0
Widen Corridor to 3-Lane + Multi-Use Path	\$ 3,250,000	6.0	\$ 21,081,123	\$ -	\$ 21,081,123	6.5	3.0	9.0

Project Cost Score Legend

Project Cost	Ranking
\$0 to \$999,999	10
\$1,000,000 to \$1,999,999	8
\$2,000,001 to \$4,999,999	6
\$5,000,000 to \$9,999,999	4
\$10,000,000 to \$24,999,999	2
> \$25,000,000	0

B/C Score Legend

B/C Ratio	Ranking
> 20.00	5
10.00 to 19.99	4
5.00 to 9.99	3
3.00 to 4.99	2
1.01 to 2.99	1
< 1	0

Notes

1. Relative Project Cost Score based on Project Cost Score Legend relative to 66% max score for Project Cost category.

2. Relative B/C Score based on B/C Score Legend relative to 33% max score for Project Cost category.

Public Support Score Background Analysis

Banks Road

Project Name	Comment Cards Results	Comment Card Value	PIOH 2 Comment Form - Phase II Score 1	Online Survey Value	Online Survey - Phase II Score ²	Typical Comments/Major Takeaways	Public Support Score
Access Management from SR 314 To City Limits	64% Yes 36% No	3.2	4.80	3.44	5.16		10.0
Intersection Improvements at Highway 85	85% Yes 15% No	4.26	6.39	3.00	4.50	• Both left turn lanes are needed	10.9
Add Westbound Left Turn Lane at Gilbert Road	40% Yes 60% No	2.24	3.36	3.41	5.12	• No need for this improvements, other intersections are better candidates	8.5
Install Traffic Signal at Ellis Road	50% Yes 50% No	2.81	4.22	3.59	5.39		9.6
Install Roundabout at Ellis Road	67% Yes 33% No	3.68	5.52	3.43	5.15	• Concerned with vertical change between Ellis and Hidden Valley Drive if realigned	10.7
Multi-Use Path On One Side of Road	69% Yes 33% No	3.37	5.06	3.67	5.51	• Provide MUP on both sides of road • No golf cart paths	10.6
Pedestrian Bridge on SR 54 To McCurry Park	53% Yes 47% No	3.1	4.65	3.31	4.97	• Waste of money	9.6
Widen Corridor to 4-Lane Median Divided + Multi-Use Path	25% Yes 75% No	1.88	2.82	3.35	5.03	• Instead of disrupting residential area with more truck traffic, extend Promenade Parkway to Highway 54 • Banks Road should not be designed for cut through traffic. Think of the residents.	7.8
Widen Corridor to 3-Lane + Multi-Use Path	37% Yes 63% No	2.875	4.31	3.13	4.70	• Instead of disrupting residential area with more truck traffic, extend Promenade Parkway to Highway 54 • Banks Road should not be designed for cut through traffic. Think of the residents. • TC supports 4 lanes on Banks Road	9.0

Other Comment/Project Ideas	Notes
Realign Banks Road	<ul style="list-style-type: none">• Multiple support for extending the Banks Road project to McDonough Road, either via McElroy or with new road construction• Tie Banks Road into East Fayetteville Bypass• Close on Banks Road and Banks Road East and connect Banks Road to McDonough Road
Enforce Speed Limit	<ul style="list-style-type: none">• Enforce speed limit• Implement speed tables
Turn lane at Deer Forest Trail	<ul style="list-style-type: none">• Cut through traffic on Deer Forest Trail is a major issue.• Dangerous for school buses and children crossing the street.
Turn lane at Allenwood Road	
Cannot get out at Hidden Valley Road	
AWSC at Ponderosa Trace	
Can GDOT install interim right turn lane at SR 54?	
Miscellaneous	Notes
Need for mass transit on SR 85/SR 314 and SR 54	
Suggestion to look at Flint River Road (in south Clayton off SR 85) as example of widening project	
Phil and CROY to meet with City Planner (David Rast or Julie Brown) to better understand project	

Notes

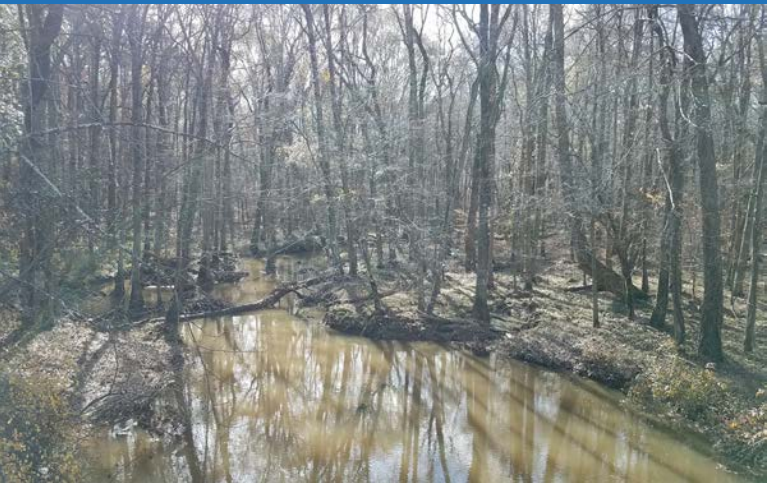
1. Comment Forms Score is normalized relative to max score for 50% Public Support category.

2. Online Survey Score is normalized (max 5 pts) relative to max score for 50% Public Support category.



Sandy Creek Road Transportation Corridor Study

Fayette County Public Works
2017 SPLOST No. 17 TAE
December 2019



Prepared In Association With:



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1.3 Land Use & Zoning - Page 12

This segment discusses the land use character within a 1-mile buffer of the corridor and highlights the zoning classes within this limit.

1.4 Roadway Infrastructure & Facilities - Page 13

Existing roadway infrastructure is identified which includes intersections, medians and sidewalks, as well as existing multi-modal facilities along the corridor are presented in this section.

1.5 Existing Traffic Conditions - Page 15

This report component analyses traffic conditions and operations and presents safety considerations along the corridor.

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This section of the report details the recommendations for the Sandy Creek Road corridor and the implementation plan for the preferred alternative.

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The section details the final recommendations which are divided into recommendations for the corridor’s typical section, specific intersection improvements and bicycle and pedestrian improvements.

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The implementation plan for Sandy Creek Road corridor identifies the projects in terms of project costs, project scheduling, responsible parties for project completion, and funding opportunities.

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This section lists the recommended projects for Sandy Creek Road.

Mission Statement:

The Sandy Creek Road corridor study recognizes the regional and local importance of the corridor. The primary goal of the study is to address, in cooperation with our state, regional and local stakeholders, issues and concerns related to safety, connectivity and capacity; and formulate multi-modal mobility concepts, proposals, recommendations and projects. Additionally, the study will develop proposals and recommendations to protect the human and natural environment as Fayette County and its cities continue to grow. The projects will formulate a complementary infrastructure improvement plan that will improve the corridor aesthetics and enhance the quality of life of the adjoining neighborhoods.

Chapter 1: Existing Conditions

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1.1 Introduction

The Fayette County Transportation Corridor Study is a collaborative project between Fayette County, Atlanta Regional Commission - the metropolitan planning organization, and Croy Engineering, LLC - the consultant firm.

The aim of the study is to identify traffic and transportation solutions from a holistic perspective to:

- Ensure safety
- Provide solutions for congestion & delay
- Identify prospects for multi-modal uses
- Create sustainable infrastructure improvements
- Promote economic development

The four corridors identified for the study are:

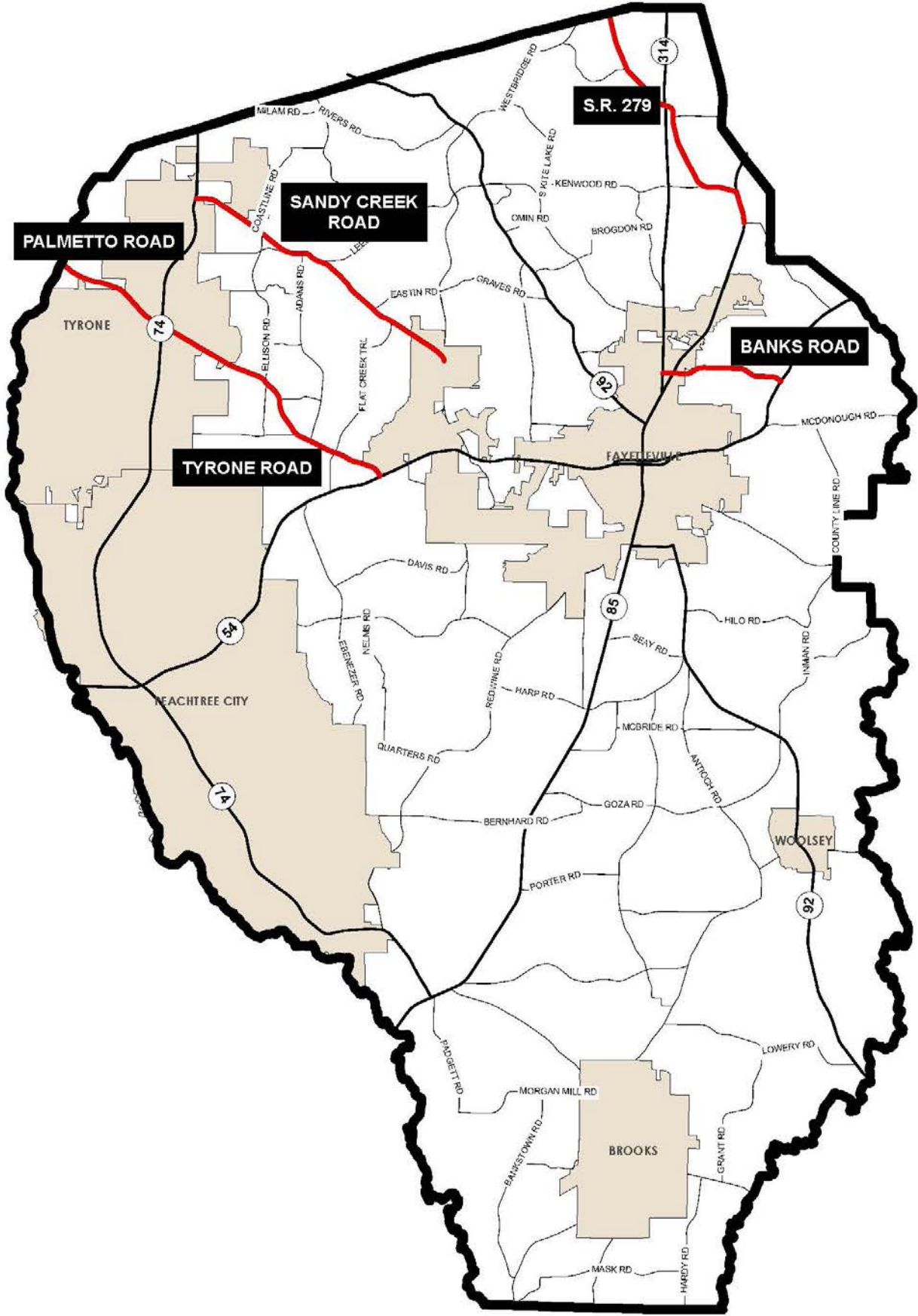
- Tyrone Road - Palmetto Road
- Sandy Creek Road
- Banks Road
- State Route 279

The Timeline for this study is divided into 4 tasks and is spread over a period of 12 months.

Table 1.1 - Project Timeline												
TASK	TIMELINE OVER 12 MONTHS											
	1	2	3	4	5	6	7	8	9	10	11	12
REVIEW OF EXISTING CONDI- TIONS & TECHNICAL ANALYSIS												
PUBLIC INVOLVEMENT												
CONCEPTUAL PLAN & DRAFT CONCEPT PLAN												
PREPARATION OF PROJECT DELIVERABLES												

Map 1.1 on the right is a vicinity map of Fayette County, representing the 4 study corridors. This document will look at the Sandy Creek Road corridor and describe the existing conditions of the roadway.

Map 1.1 - Vicinity Map



Sandy Creek Road is a 4.6-mile major road extending from Veterans Parkway in Fayetteville to State Route 74 in Tyrone. The City of Fayetteville and the area around Pinewood Studios is expecting continued growth, thereby contributing to increasing traffic on Sandy Creek Road.

The study is an investigative foundation to implementing improvements that will enable Sandy Creek Road to be a well-functioning roadway that accommodates the transportation needs of the residents, adds value to the communities, and enhances mobility and safety in the area.

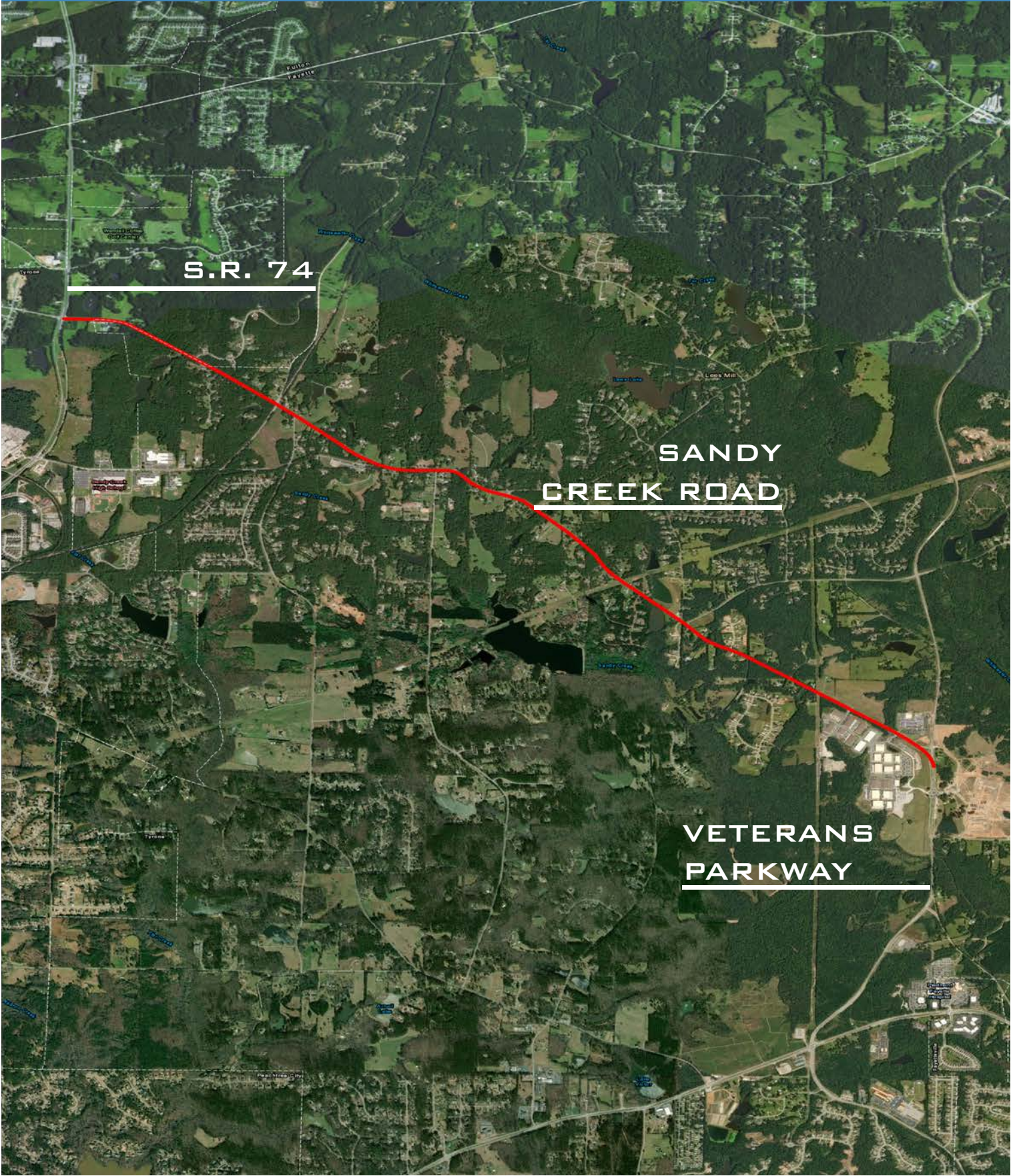
The purpose of the study is to develop short and long-range projects that improve safety, mobility and access to all roadway users, while also preparing them for full design and implementation, possibly with federal aid.

Image 1.1 is a photograph of the Sandy Creek Road approach to State Route 74. Map 1.2 on the right depicts the location and extent of the Sandy Creek Road corridor study.

Image 1.1 - Sandy Creek Road & State Route 74 Intersection



Map 1.2 - Sandy Creek Road - Location and Extent



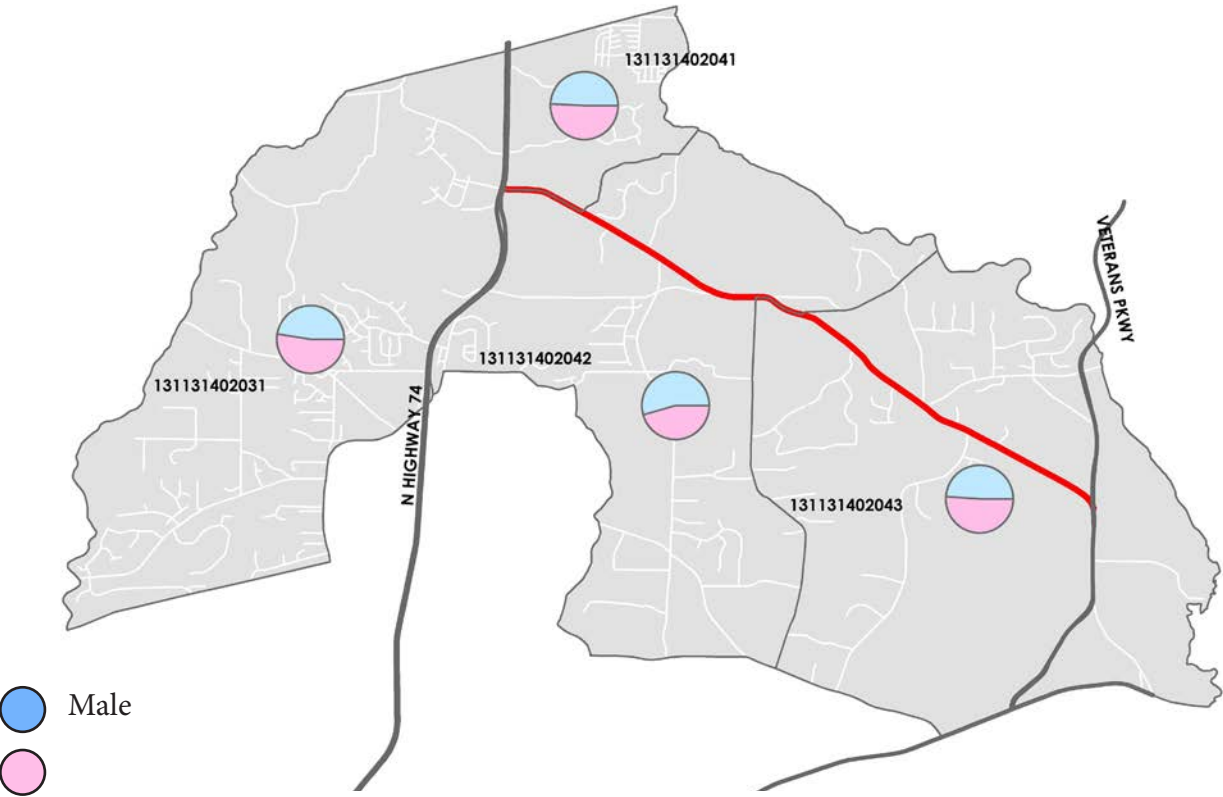
1.2 Demographics

Understanding the demographic character of the corridor is an important factor in identifying the key stakeholders and the influence on their travel demands. This information along with other components will be used when developing alternative transportation improvements.

For this analysis, the 2016 American Community Survey (ACS) - 5 year data were used at the block group level, which is the smallest scale of data availability. ACS¹ is conducted every year and provides the most current information about the social and economic needs of the community. The census is conducted once every 10 years to provide an official population count. All data presented are estimates and have a margin of error value associated with it. Block groups that abut the corridor were analyzed.

The population encompassing the analysis zone around the Sandy Creek Road Corridor is approximately 8,747, with 4,361 [49.8 %] being male and 4,386 [50.2 %] being female. Map 1.3 below represents a male to female distribution in the block groups along the corridor.

Map 1.3 - Sandy Creek Road - Gender Distribution



Analyzing the racial composition along the corridor, it is seen that approximately 5,750 citizens [65.7%] are white, 2,433 [27.8%] are African American and 1,360 [15.5%] are Hispanic or Latino.

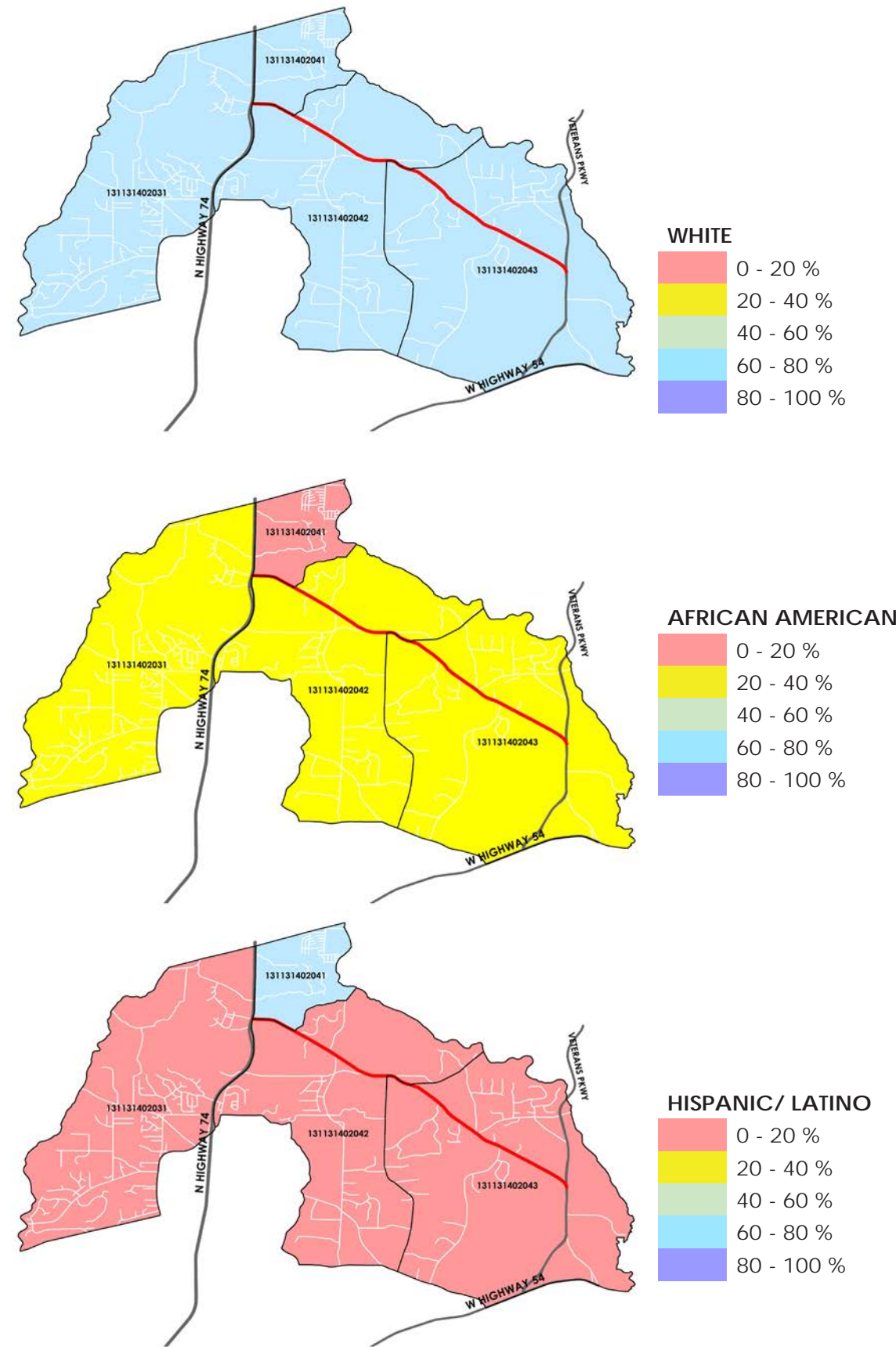
Table 1.2 below and Map 1.4 represent racial distribution in the four block groups along the corridor.

Table 1.2 - Racial Distribution					
ID	131131402031	131131402042	131131402043	131131402041	TOTAL
Block Group Population	3308	2286	2104	1049	8747
White	2240	1486	1333	691	5750
% White	67.7%	65.0%	63.3%	65.8%	65.7%
African American	862	694	771	106	2433
% African American	26.0%	30.3%	36.6%	10.1%	27.8%
Hispanic/ Latino	230	213	230	687	1360
% Hispanic/ Latino	6.9%	9.3%	10.9%	65.4%	15.5%
NOTE - All values are estimates and have associated margins of error.					

¹ - ACS is based on the decennial U.S.Census, however, its updates occur annually. 5-year estimates includes 60 months of collected data and is the most reliable when analyzing very small populations

Note - Percentage values in Table 1.2 are not intended to total 100 percent since not all categories such as 'More Than One Race' or 'More Than Two Races' are listed.

Map 1.4 - Sandy Creek Road - Racial Distribution



Education attainment for population aged 25 years and over was analyzed for the block groups along the corridor. Four categories were used -

- No schooling completed
- Regular high school diploma
- Some college, less than a year
- Bachelor's degree

Map 1.5 below represents educational attainment for the population in the block groups along the corridor. The scatter plot is a random distribution and does not indicate specific locations of the population.

Map 1.5 - Sandy Creek Road - Educational Attainment

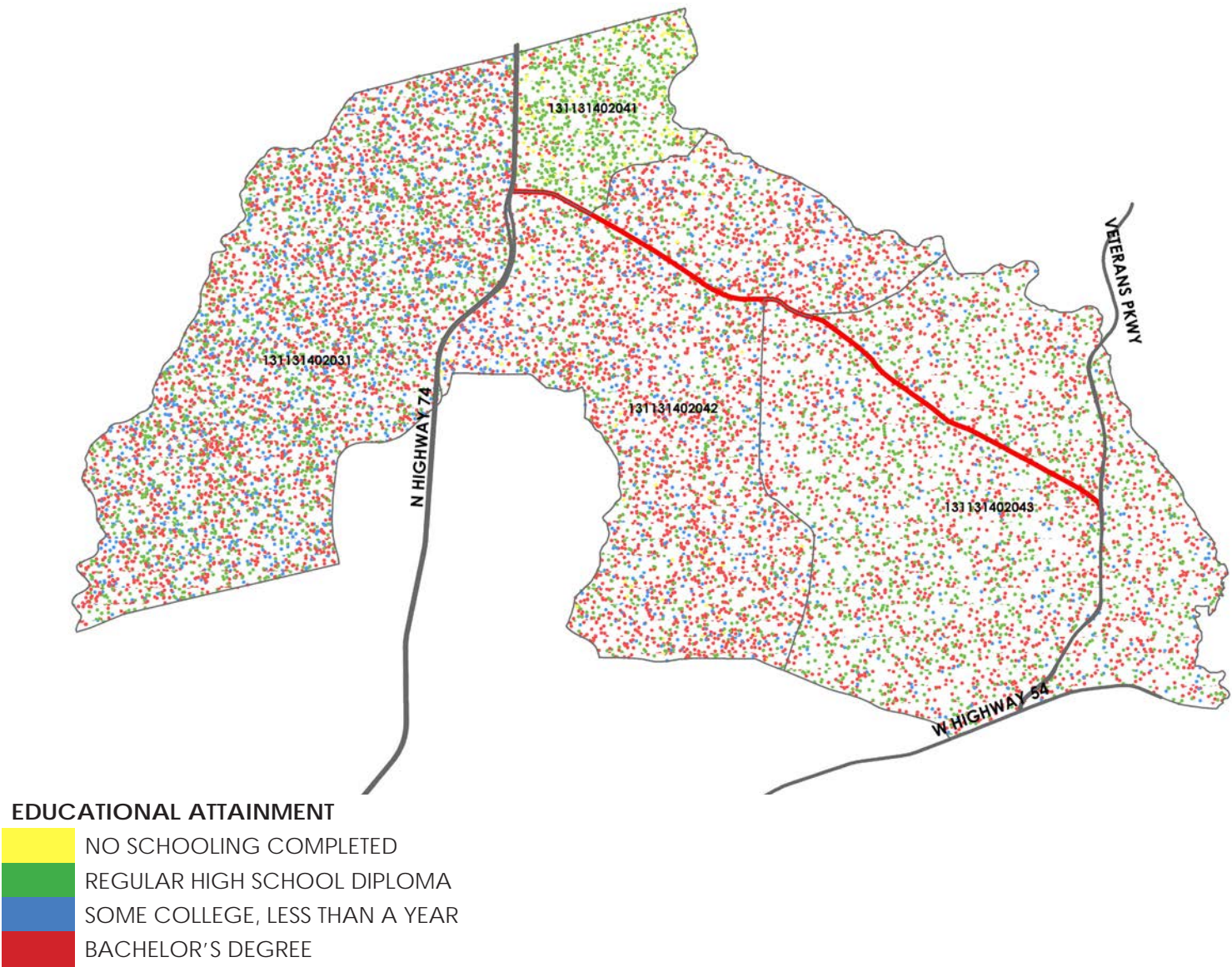


Table 1.3 - Sandy Creek Road : Educational Attainment Distribution					
ID	131131402031	131131402042	131131402043	131131402041	TOTAL
Block Group Population (25 Years & Older)	2243	1664	1536	507	5950
No School Completed	0	15	0	23	38
% Not Completed School	0%	0.9%	0%	4.5%	0.6%
Regular High School Diploma	397	198	300	140	1035
% With Regular High School Diploma	17.6%	11.8%	19.5%	27.6%	17.3%
Some College, Less Than A Year	232	136	63	0	431
% With Some College, Less Than A Year	10.3%	8.1%	4.1%	0%	7.2%
Bachelor’s Degree	519	490	390	32	1431
% With Bachelor’s Degree	23.1%	29.4%	25.3%	6.3%	24.0%
NOTE - All values are estimates and do have associated margins of error.					

Table 1.3 above represents the counts and percentages of the population in the block group with a certain level of education. The analyses depicts that 99.4% of the population of the block groups has completed school. While 17.3% has a regular high school diploma, 7.2% has attended some college for less than a year and 24.0% has a bachelor’s degree.

Note - Percentage values in Table 1.3 are not intended to total 100 percent since not all categories such as ‘Some College More Than A Year’ or ‘Masters Degree’ are listed.

Household income is a measure of the combined incomes of all people sharing a particular household or place of residence. It includes every form of income. Median Household income for all the block groups abutting Sandy Creek Road was analyzed.

The minimum median household income in the area is approximately \$38,472, while the maximum median income is approximately \$106,406, \$78,753 is the mean median household income in the area.

Map 1.6 below represents the median household income in the block groups along the corridor.

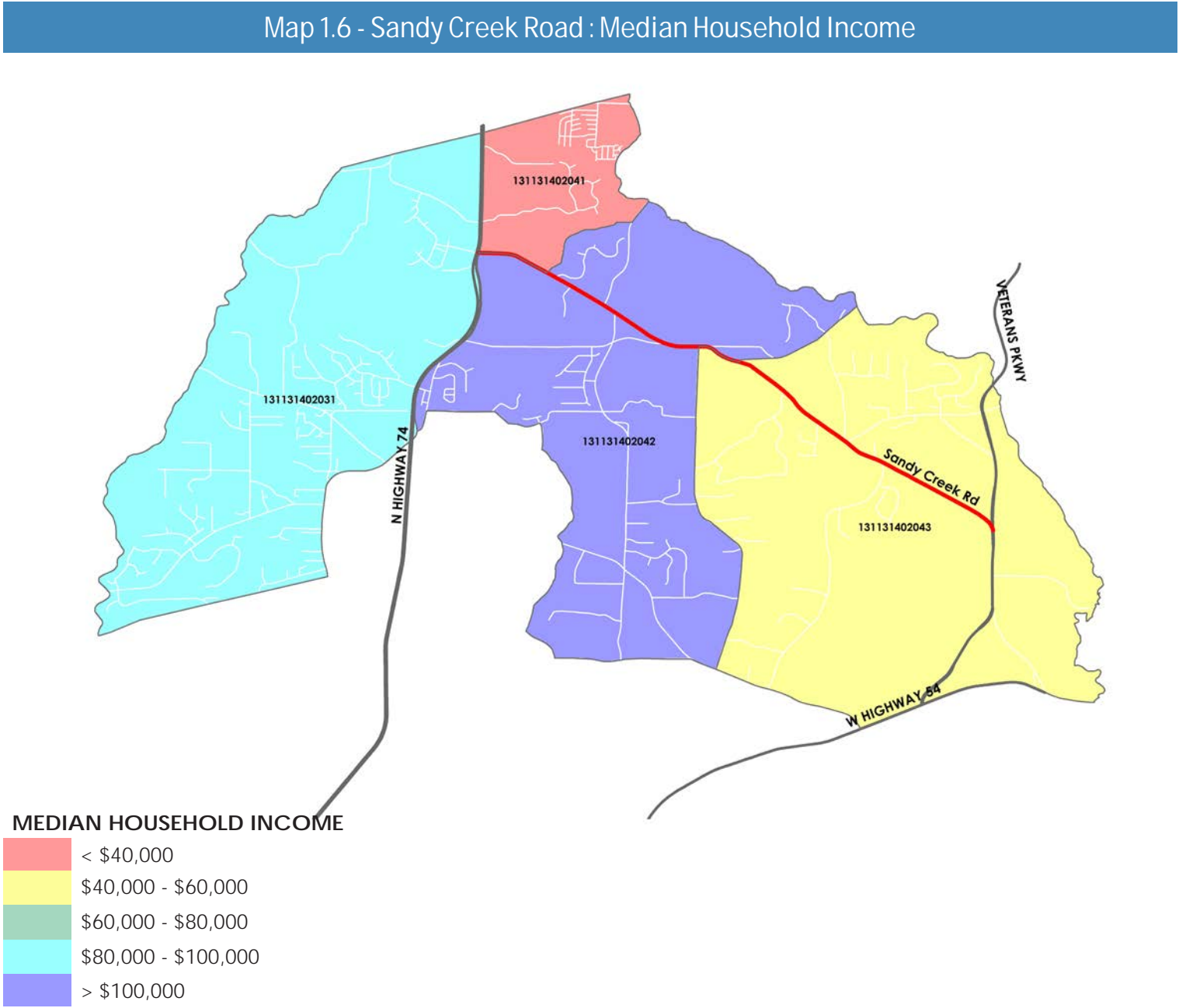
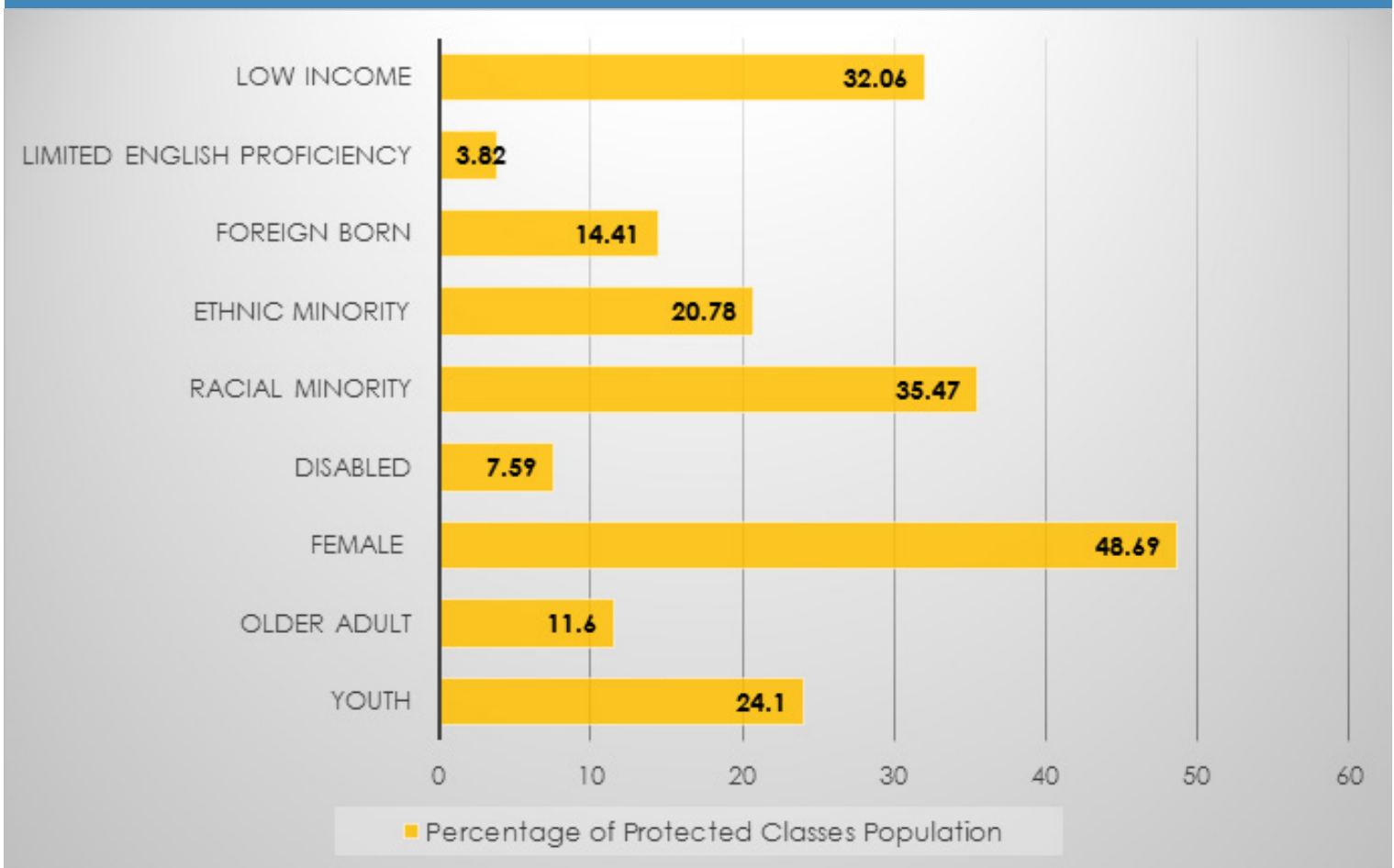


Figure 1.1 - Sandy Creek Road : Equity Analysis



The Protected Classes Model

Title VI of the Civil Rights Act identifies 9 population categories that must be protected. These include Ethnic Minority: Hispanic or Latino Origin by Race, Females, Foreign Born individuals, persons with Limited English Proficiency, Low-Income populations, Older Adults, People with Disabilities, Racial Minority and Youth.

The Protected Classes Model is an analysis index created by Atlanta Regional Commission, to help counties, governments and private organizations ensure inclusion and equity for these 9 population groups.

The model uses American Community Survey 5-Year population estimates for 2012-2016. Percentage of each of the protected population groups is calculated at the census tract level. A cumulative numeric score of 0 to 36 is calculated based on the concentration of a population identified across all nine criteria, 0 being a low score and 36 being a high score.

Racial Minority, Ethnic Minority, and Low-Income Model

The Racial Minority, Ethnic Minority, and Low-Income Model is an adaptation of the Equitable Target Areas (ETA) model, with an index methodology similar to the Protected Classes Model. ARC considers these 3 inputs to be indicators of the greatest potential inequality in the Atlanta region.

This updated model is used by the ARC Transportation Improvement Program (TIP) Project Evaluation Framework to conduct equity analysis and rank proposed projects. The model also uses American Community Survey 5-Year population estimates for 2012-2016. Percentage of each of the protected population groups is calculated at the census tract level. The cumulative numeric score ranges from 0 to 12, and is calculated based on the three input criterion. The low score is 0 and a high score is 12.

Corridor Analysis

The Sandy Creek Road corridor lies in Fayette County’s census tract 1402.04. The tract has an average cumulative score of 17 for the Protected Classes Model and an equity score of 7 for the Racial Minority, Ethnic Minority, and Low-Income Model. This means that according to the index, the corridor study area has a moderate rank, and is placed not too high or too low in the index.

Of the residents in the tract, 24.1 %are under 18 years of age; 11.6 % of residents are 65 years or older; 48.69 % of residents are female; and residents with disabilities account for 7.59 % of the population in the tract.

While 35.47 % of residents identify as one or more racial minority, only 20.78 % of residents identified themselves as being of Hispanic or Spanish origin. The tract has a small population of foreign born nationals, with 14.41 % of residents being born outside of the United States and only 3.82 % of residents report having English proficiency below “very well.” Of the households, 32.06 % have an income below 200% of the national poverty level. The Census defines a household to be composed of one or more people who occupy a housing unit. The 2019 Federal Poverty Level for a household of two individuals is \$16,460.

1.3 Land Use & Zoning

A 1-mile buffer of the Sandy Creek Road corridor encompasses a total of 9,288.17 acres. Approximately 1,459 parcels, both residential and nonresidential, comprise the study area.

Residential Usage

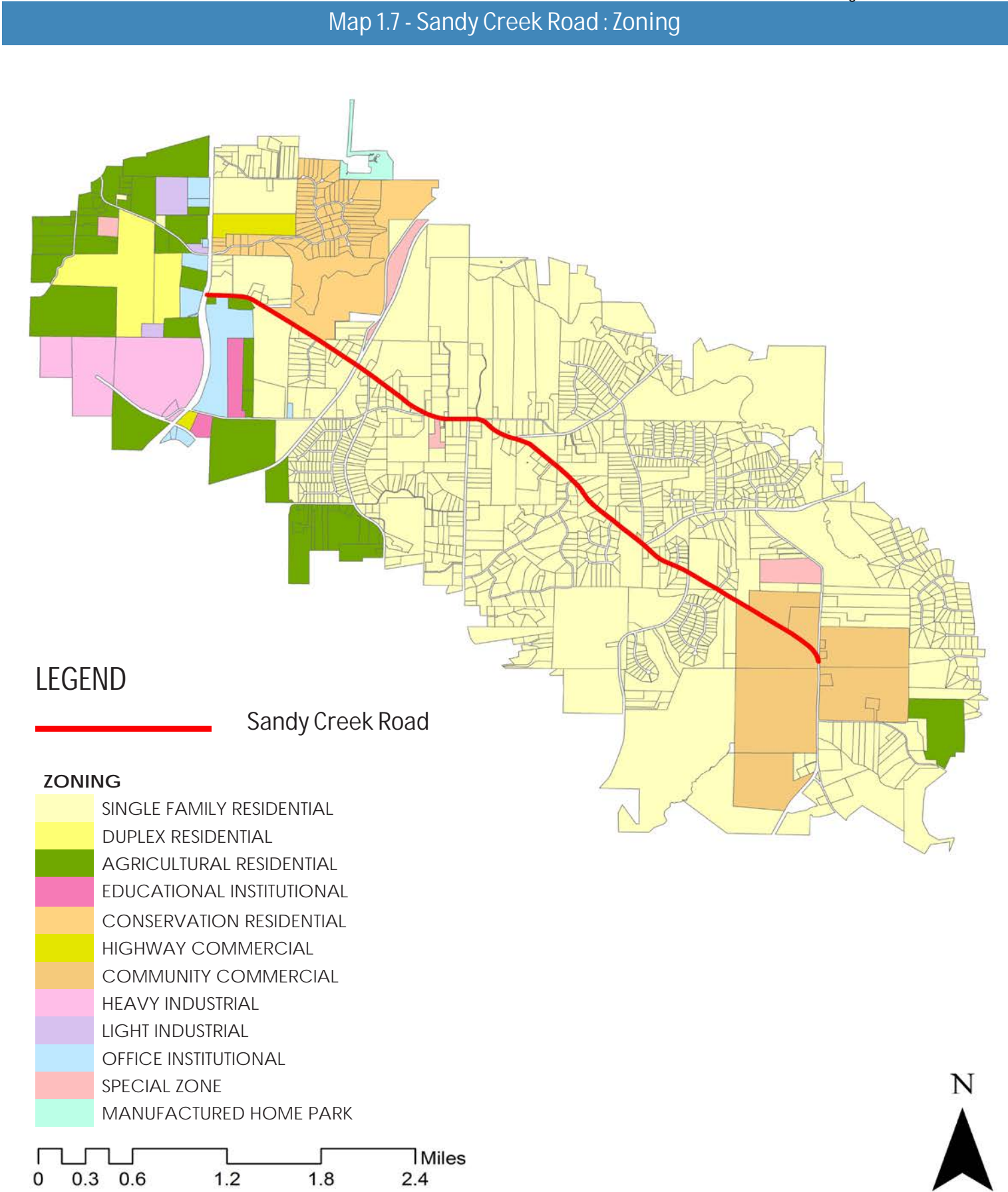
Approximately 1,217 parcels or 83.4% of the study area are residential. The two major types of residential uses seen along the corridor are -

Table 1.4 - Residential Zoning		
CATEGORY	ZONING ENTITY	NO. OF PARCELS
• SINGLE FAMILY RESIDENTIAL	FAYETTE COUNTY / TOWN OF TYRONE	1161
• AGRICULTURAL RESIDENTIAL	FAYETTE COUNTY / TOWN OF TYRONE	56

Commercial Usage

Commercial zoning is clustered at the start and end points of the study corridor with 38 parcels zoned commercial. The zoning designations for the area are -

Table 1.5 - Commercial Zoning		
CATEGORY	ZONING ENTITY	NO. OF PARCELS
• EDUCATIONAL INSTITUTIONAL	TOWN OF TYRONE	2
• HIGHWAY COMMERCIAL	TOWN OF TYRONE	2
• COMMUNITY COMMERCIAL	FAYETTE COUNTY	1
• HEAVY INDUSTRIAL	TOWN OF TYRONE	4
• LIGHT INDUSTRIAL	TOWN OF TYRONE	3
• OFFICE INSTITUTIONAL	TOWN OF TYRONE	9
• OFFICE INSTITUTIONAL	FAYETTE COUNTY	1
• SPECIAL ZONE	FAYETTE COUNTY	5
• PLANNED COMMERCIAL	CITY OF FAYETTEVILLE	11



1.4 Roadway Infrastructure and Facilities

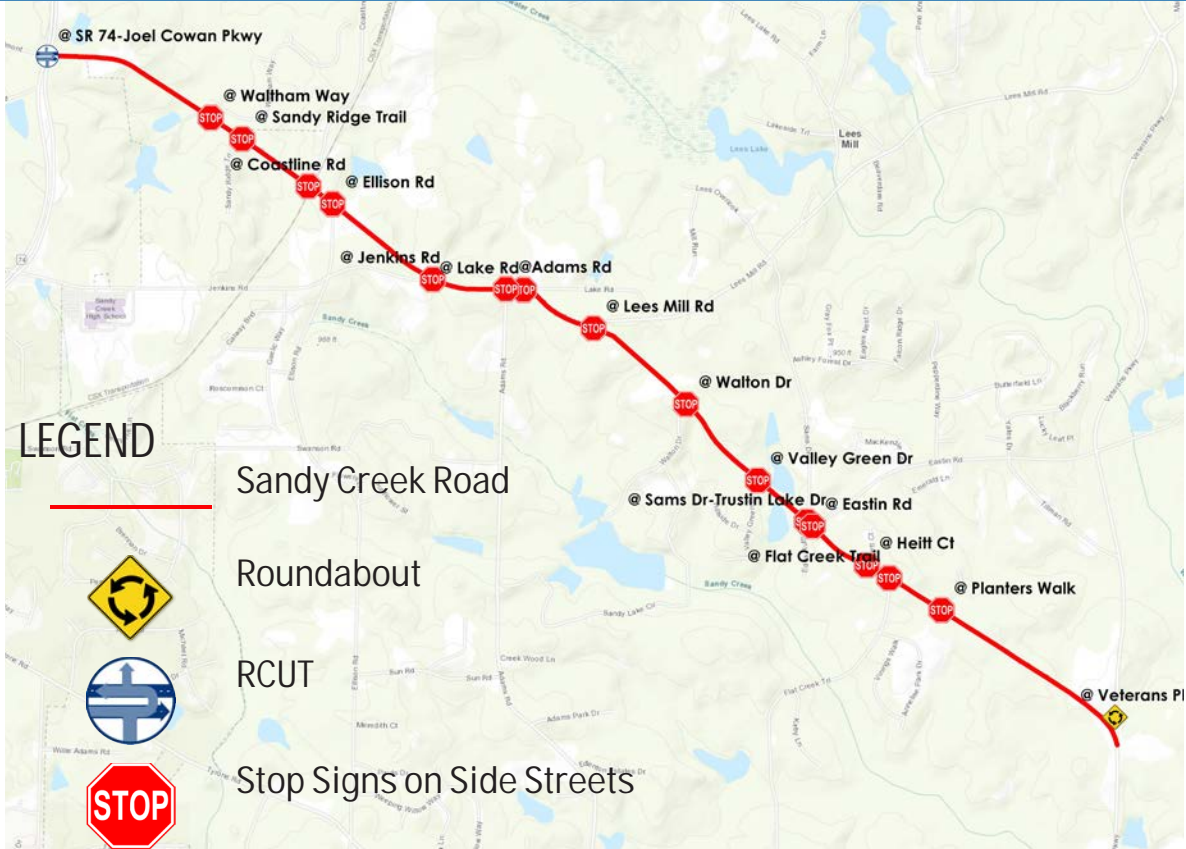
Per the Georgia Department of Transportation (GDOT) road classifications, Sandy Creek Road is classified as a minor arterial. The Sandy Creek Road corridor generally consists of residential properties along both sides with the exception of the southernmost end, which provides access to Pinewood Studios.

There is one 11-foot wide travel lane in each direction. In some locations, a turn lane is provided. The right-of-way along Sandy Creek Road varies. According to Fayette County’s Thoroughfare Plan, minor arterials such as Sandy Creek Road will have future right-of-way requirement of 100 feet. This information is used by Fayette County to require right-of-way donations (typically 50-ft from center) as land is subdivided and/or developed.

Intersections

There are a total of 17 intersections along Sandy Creek Road. There are no signalized intersections along the corridor. The western termini at SR 74/Joel Cowan Parkway is a Restricted Crossing U-turn (RCUT) intersection.

Map 1.8 - Sandy Creek Road - Intersections



An RCUT is characterized by the prohibition of left-turn and through movements from side street approaches, and instead, require drivers to turn right onto the main road and then make a U-turn maneuver at a one-way median opening downstream.

The eastern termini at Veterans Parkway is a roundabout. All other unsignalized intersections with Sandy Creek Road being the major road and the side streets being the minor (stopped) roads. The intersections are listed in Table 1.6 and are shown in Map 1.8.

Table 1.6 - Sandy Creek Road Intersections		
INT. NO	SANDY CREEK ROAD ¹	TRAFFIC CONTROL
1	AT SR 74/JOEL COWAN PARKWAY	R-CUT (EB/WB) ¹
2	AT WALTHAM WAY	T - INTERSECTION (SB) ²
3	AT SANDY RIDGE TRAIL	T - INTERSECTION(NB) ²
4	AT COASTLINE ROAD	T - INTERSECTION(SB) ²
5	AT ELLISON ROAD	T - INTERSECTION (NB) ²
6	AT JENKINS ROAD	T - INTERSECTION(NB) ²
7	AT ADAMS ROAD	T - INTERSECTION(NB) ²
8	AT LAKE ROAD	T - INTERSECTION (SB) ²
9	AT LEES MILL ROAD	T - INTERSECTION (SB) ²
10	AT WALTON DRIVE	T - INTERSECTION (NB) ²
11	AT VALLEY GREEN DRIVE	T - INTERSECTION(NB) ²
12	AT TRUSTIN LAKE DRIVE - SAMS DRIVE	TWSC (NB/ SB) ²
13	AT EASTIN ROAD	T - INTERSECTION (SB) ²
14	AT HEITT COURT	T - INTERSECTION (SB) ²
15	AT FLAT CREEK TRAIL	T - INTERSECTION (NB) ²
16	AT PLANTERS WALK	T - INTERSECTION (SB) ²
17	AT VETERANS PARKWAY	ROUNDAABOUT
1. DENOTES WHICH MANEUVERS ARE RESTRICTED TO RIGHT-TURN ONLY.		
2. DENOTES WHICH MANEUVERS ARE STOP CONTROLLED.		

Currently, GDOT is exploring signaling the median U-turns at the Sandy Creek Road and SR 74 R-CUT.

Bike/Pedestrian Facilities

There are no sidewalks or bicycle facilities along the corridor. Fayette County is currently in the process of completing the Master Path Plan.

Transit Facilities

There are no fixed routes that serve Fayette County. The closest GRTA Park & Ride lots (using driving distance and measured from the center of the corridor) are - Newnan Park & Ride – approximately 17.1 miles*
Union City Park & Ride – approximately 9.6 miles*
Jonesboro Park & Ride – approximately 12 miles*
[* - Measured from the midpoint of the corridor (Sandy Creek Road at Lees Mill Road)]

Fairburn and the South Fulton Community Improvement District (CID) are in the process of constructing a park-n-ride lot along the east side of SR 74 between Harris Road and Milam Road.

Fayette Senior Services, Inc. provides inexpensive, flexible transportation for Fayette County’s disabled (18 - 59 years) and older citizens (60 years & above). The organization provides two types of transportation options: Voucher Transportation and Non-emergency Medical Transportation. Services are available Monday through Friday, 6.00 AM to 6.00 PM.

Field Observations

The following observations were made by the project team during field visit in Spring 2019:

Starting at its eastern termini at the Veterans Parkway roundabout, there are heavy industry and commercial businesses, primarily related to Pinewood Studios. Sandy Creek Road, for approximately 0.5 miles, is in good condition ranging from 28 – 38 foot wide pavement with several turning lanes.

As Sandy Creek Road transitions into the residential areas, surface conditions degrade and the road begins to narrow. There are a number of Y-type intersections with poor sight distance. Additionally, there are some intersections with vertical sight distance challenges.

Currently, the pavement has been deep patched and has a ‘fair shape’ rating. Sandy Creek Road is scheduled to be resurfaced in CY 2019. An at-grade rail crossing exists near Coastline Road at mile post ANB 838.35 with a T-type intersection.

After crossing the railroad tracks, several small drainage structures in need of maintenance or repairs are observed. The Sandy Creek Road western termini is SR 74/Joel Cowan Parkway with the intersection controlled by an RCUT. Overall, Sandy Creek Road has sight distance challenges and Y-type intersections that are candidates for improvement.

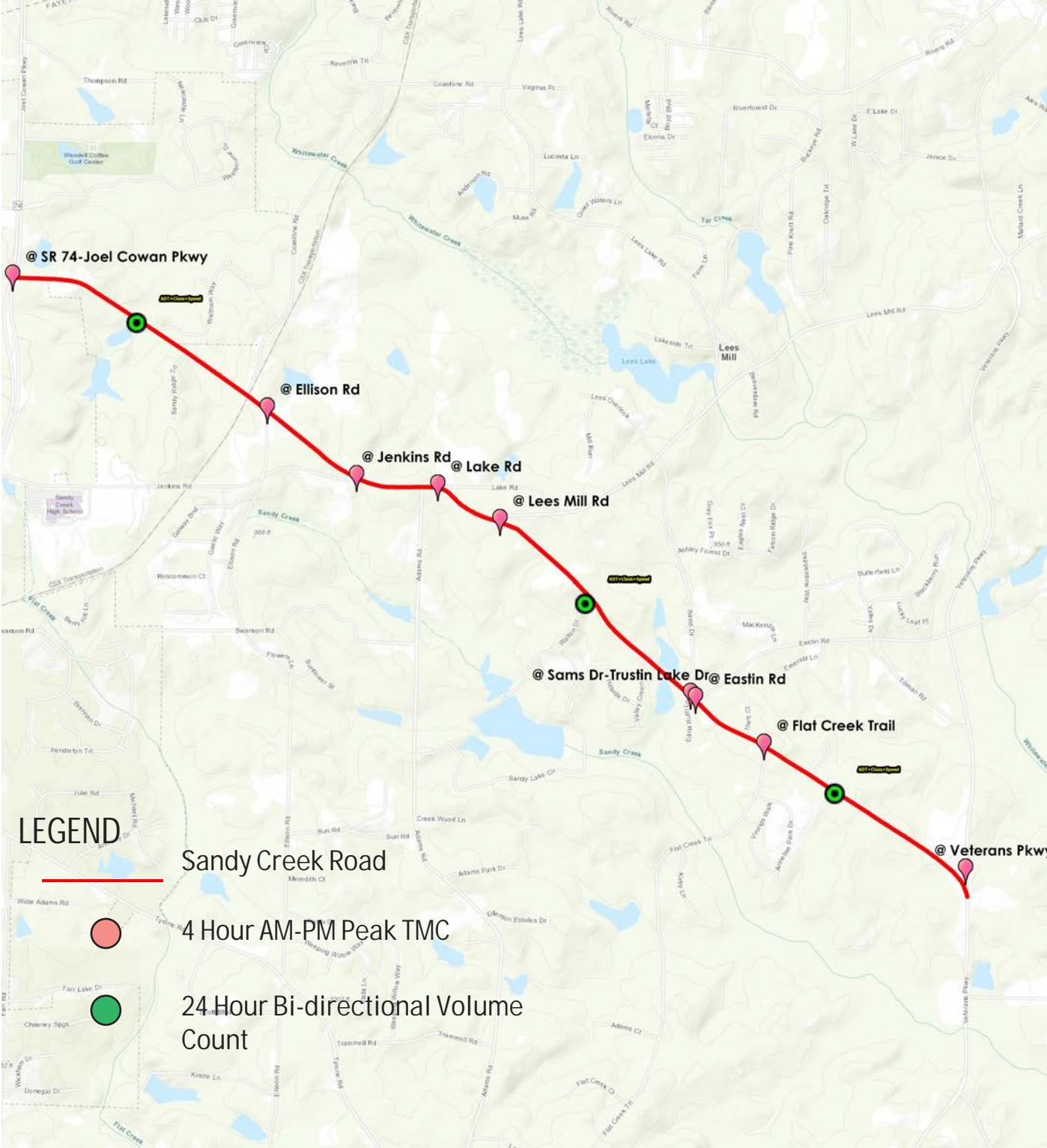
Images 1.2 & 1.3 - Sandy Creek Road - Field Observations



1.5 Existing Traffic Conditions

Traffic counts were conducted in April and May 2018 at the locations described below. Raw Count data sheets are attached in the Appendix.

Map 1.9 - Sandy Creek Road - Traffic Count Locations



Weekday 24-hour Bidirectional Volume Count with Vehicle Classification and Speed were collected at the following locations :

- Sandy Creek Road west of Waltham Way
- Sandy Creek Road east of Walton Drive
- Sandy Creek Road west of Veterans Parkway

Weekday 4-hour AM and PM Peak Period (7-9 AM and 4-6 PM) Turning Movement Count (TMC) were collected at the following intersections :

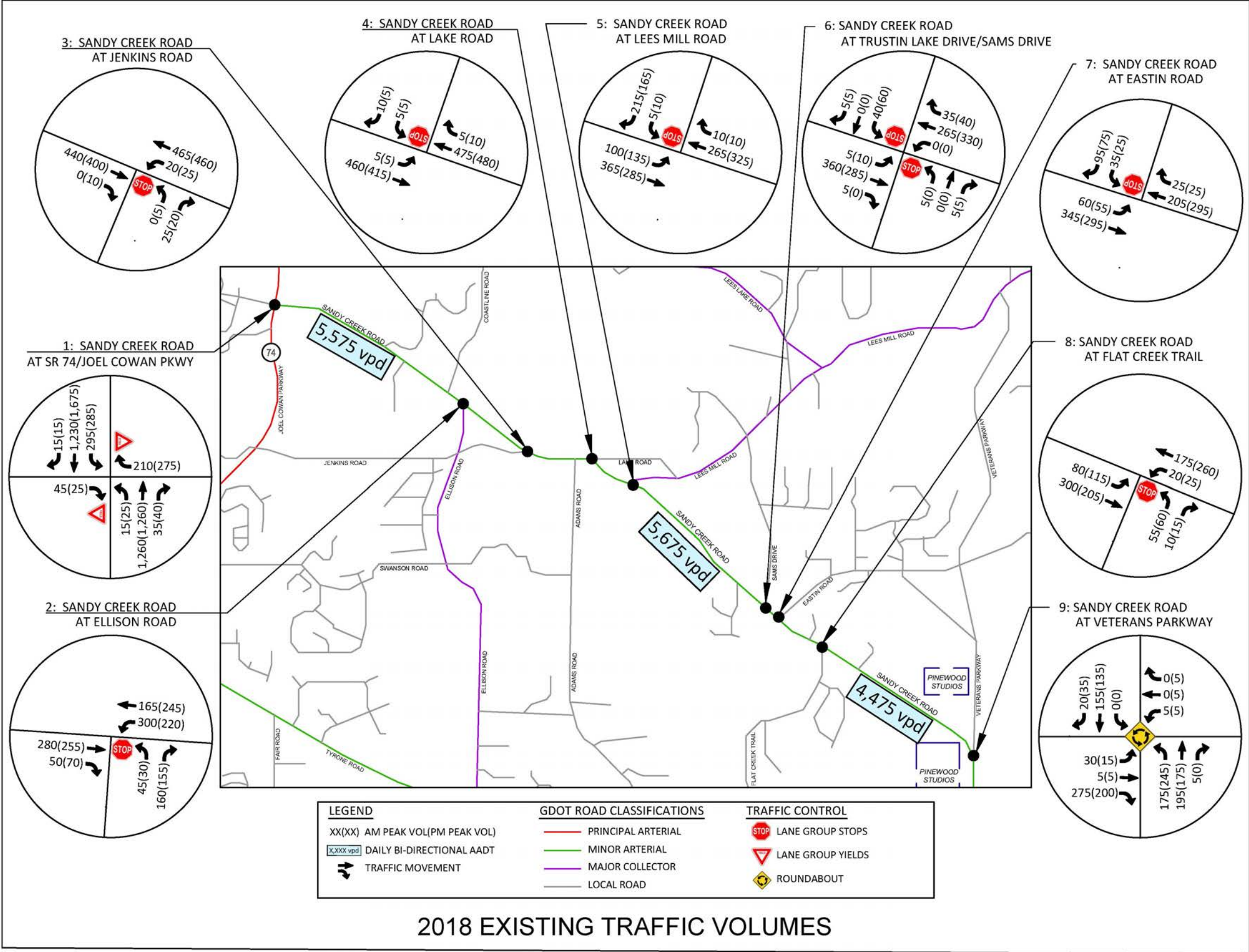
- Sandy Creek Road at SR 74/Joel Cowan Parkway
- Sandy Creek Road at Ellison Road
- Sandy Creek Road at Jenkins Road
- Sandy Creek Road at Lake Road
- Sandy Creek Road at Lees Mill Road
- Sandy Creek Road at Sams Drive
- Sandy Creek Road at Eastin Road
- Sandy Creek Road at Flat Creek Trail

The daily traffic counts collected indicate that the Average Daily Traffic (ADT) on Sandy Creek Road is approximately 5,750 vehicles. Adjusting the April/May counts for daily and seasonal factors per GDOT standards, the Average Annual Daily Traffic (AADT) is approximately 5,325 vehicles. The ADT for the westernmost section of Sandy Creek Road near SR 74 was noticeably higher than the eastern section near Veterans Parkway. This may be related to SR 74 being a principal arterial, making it easy for drivers travelling along SR 74 to access I-85. Table 1.7 shows the daily truck percentage along the corridor.

The morning and afternoon peak period counts collected indicate that the average AM peak hour is 7:30 am to 8:30 am and the average PM peak hour is 4:30 pm to 5:30 pm. For continuity between the study intersections, a uniform average peak hour was used for each time period. The traffic volumes are shown in Figure 1.2.

Table 1.7 - Sandy Creek Road Daily Truck Percentages			
SANDY CREEK ROAD	SINGLE UNIT	COMBO	TOTAL
BETWEEN SR 74 AND JENKINS ROAD	4.0 %	0.5 %	4.5 %
BETWEEN LEES MILL ROAD AND SAMS DRIVE	5.0 %	0.5 %	5.5 %
BETWEEN FLAT CREEK TRAIL AND VETERANS PARKWAY	5.0 %	0.5 %	5.5 %

Figure 1.2 - Sandy Creek Road - 2018 Existing Traffic Volumes



Traffic Volumes Projection Sources

GDOT Historic Traffic Volumes

GDOT’s count program, Traffic Analysis and Data Application (TADA), provides a source of data for assessing traffic volume trends over a period of time. Two count stations were identified on Sandy Creek Road -

- 1. Sandy Creek Road east of SR 74
- 2. Sandy Creek Road east of Eastin Road

Historical counts were also collected for the following corridors, which have the same road classification -

- 1. Tyrone Road west of Flat Creek Trail
- 2. Tyrone Road east of Farr Road
- 3. Palmetto Road west of Arrowood Road
- 4. SR 92 east of Veterans Parkway

Reported traffic data was used to establish historical traffic trends in the region and project future traffic growth along Sandy Creek Road.

Regional Travel Demand Model

The Atlanta Regional Commission travel demand model (ARC TDM) was reviewed and traffic projections at pertinent locations were selected and analyzed to determine projected future growth rates of traffic along the corridor and the surrounding roadway network.

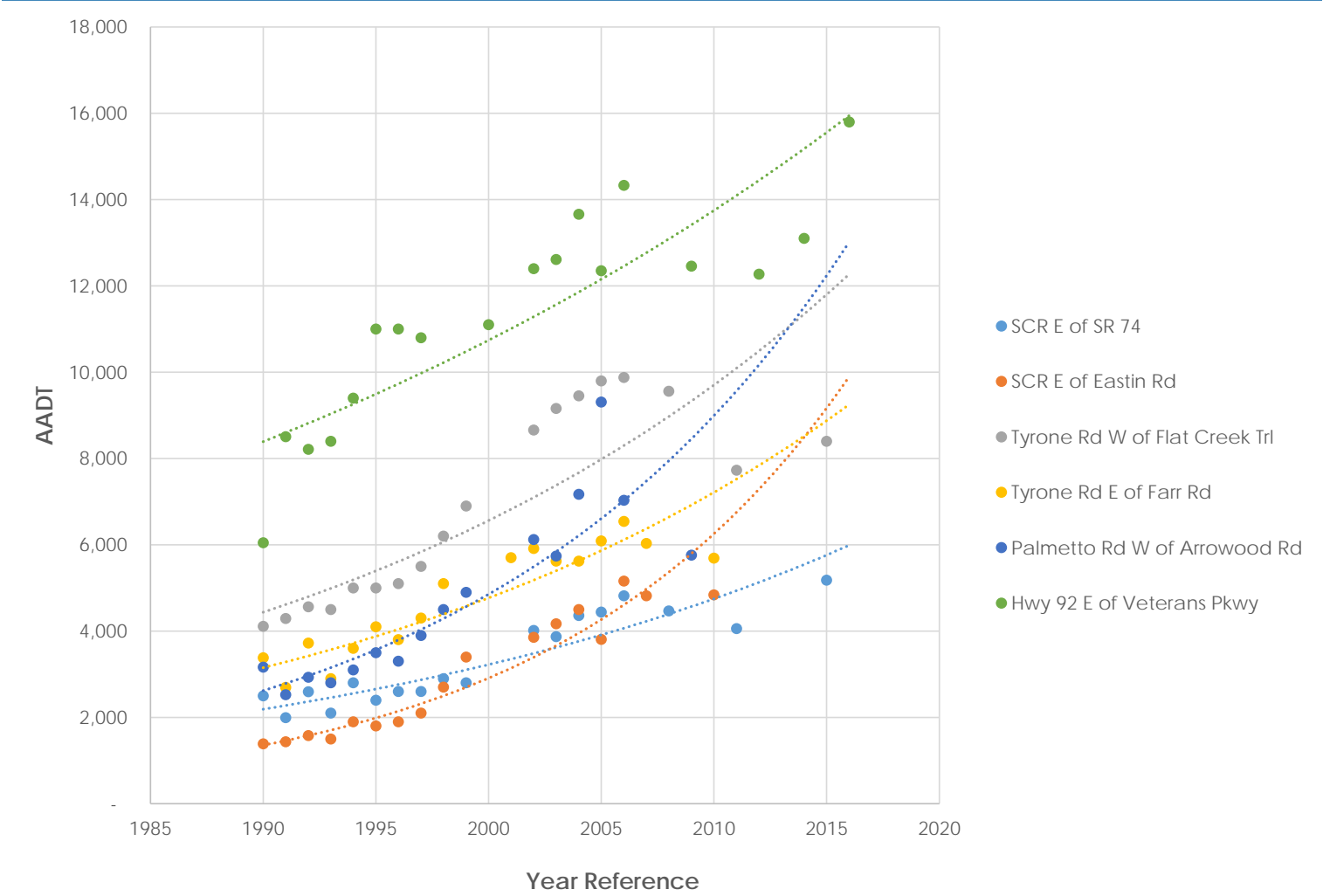
Traffic Growth Methodology

Historical Growth Regression

An exponential regression analysis was performed using historical traffic count data collected from GDOT’s TADA online mapping to determine annual growth factors. Roadways deemed key in determining the overall traffic trends in the region were selected and segments with corresponding traffic counters were plotted for each year. Per GDOT’s Design Traffic Forecasting Manual, traffic counts that were deemed irregular were omitted to “eliminate erroneous counts and reflect general trend.”

Using the exponential regression line’s R² value as a measurement of accuracy, the equation for the data was used to calculate ADT for 2019, 2020, and 2040. These volumes were then used to calculate annual growth rates (AGR) based on the historical 5, 10, and 15 year periods. The average annual growth rate over the past 15 years was 4.1%. Figure 1.3 shows the historical growth trends for Sandy Creek Road & Other Minor Arterials.

Figure 1.3 - Historical Growth Trends for Sandy Creek Road & Other Minor Arterials



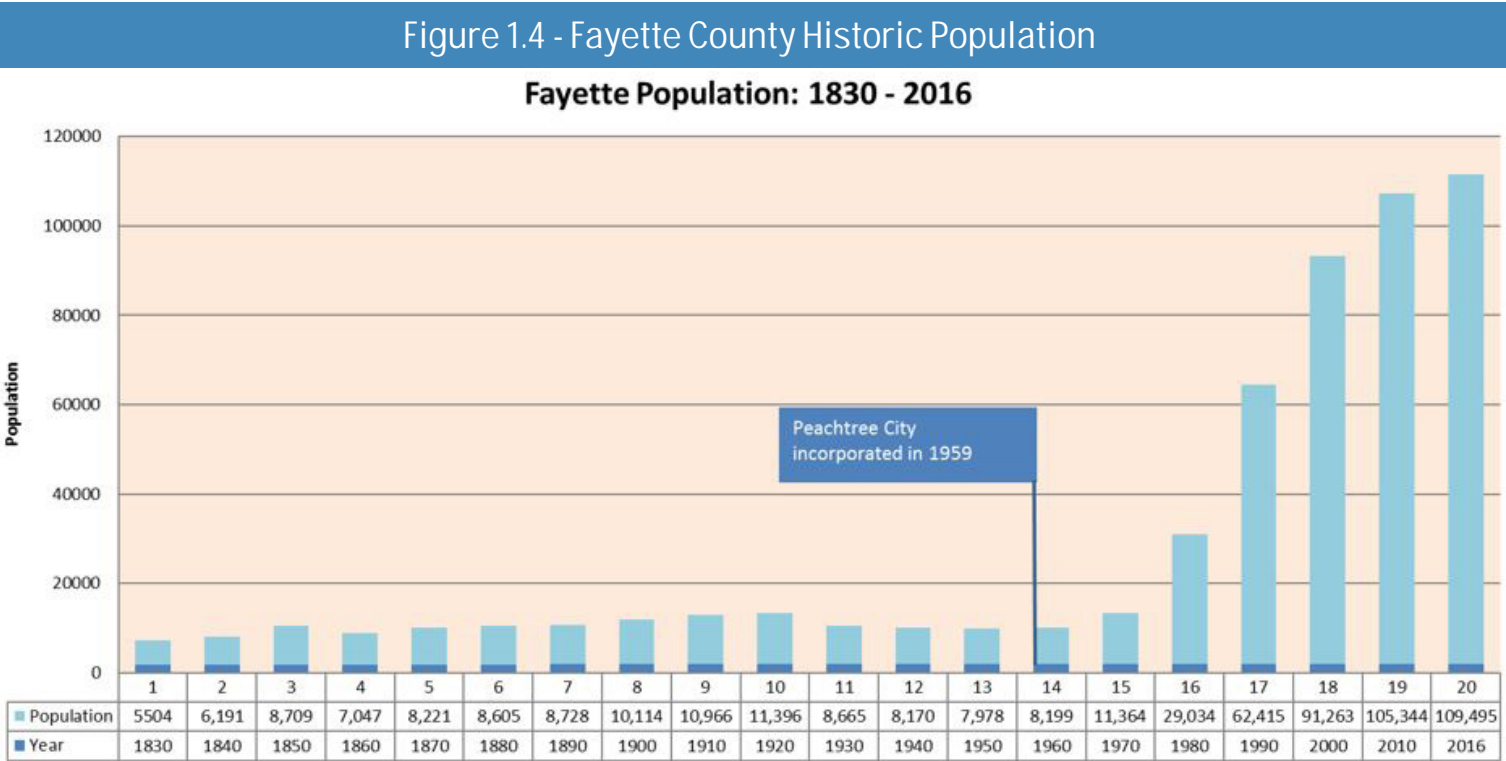
• [ARC Travel Demand Model](#)

Since roadway improvements and socio-economic factors, such as population and employment change are incorporated into regional TDM, they provide projections of future traffic volumes for a region. The ARC TDM forecasts data for 2015, 2020, 2030, and 2040 was used in the growth rate analysis.

Roadway segments with corresponding traffic data were selected for each year and the AGR from 2015 – 2020 and 2020 – 2040 were calculated. The average annual growth rate for the 2020 to 2040 projection was 1.62%. The ARC TDM growth rate worksheets are attached in the appendix.

• [County Population and Growth Forecasts](#)

In step with the rest of the metropolitan Atlanta area, Fayette County has experienced significant growth in population over the past few decades. Figure 1.4 shows the total population from 1830 to 2016 based on the latest estimates from the American Community Survey (ACS).



Source: US Census, ACS

In 2017, Fayette County adopted a new Comprehensive Plan, which included a population forecast based on the ARC’s population projections. The data extracted from ARC’s models showed that Fayette County’s population will increase from 110,975 to 143,255 between 2015 and 2040. This projection represents a 29 percent increase and (32,280 people) an annual growth rate of 1.16 percent.

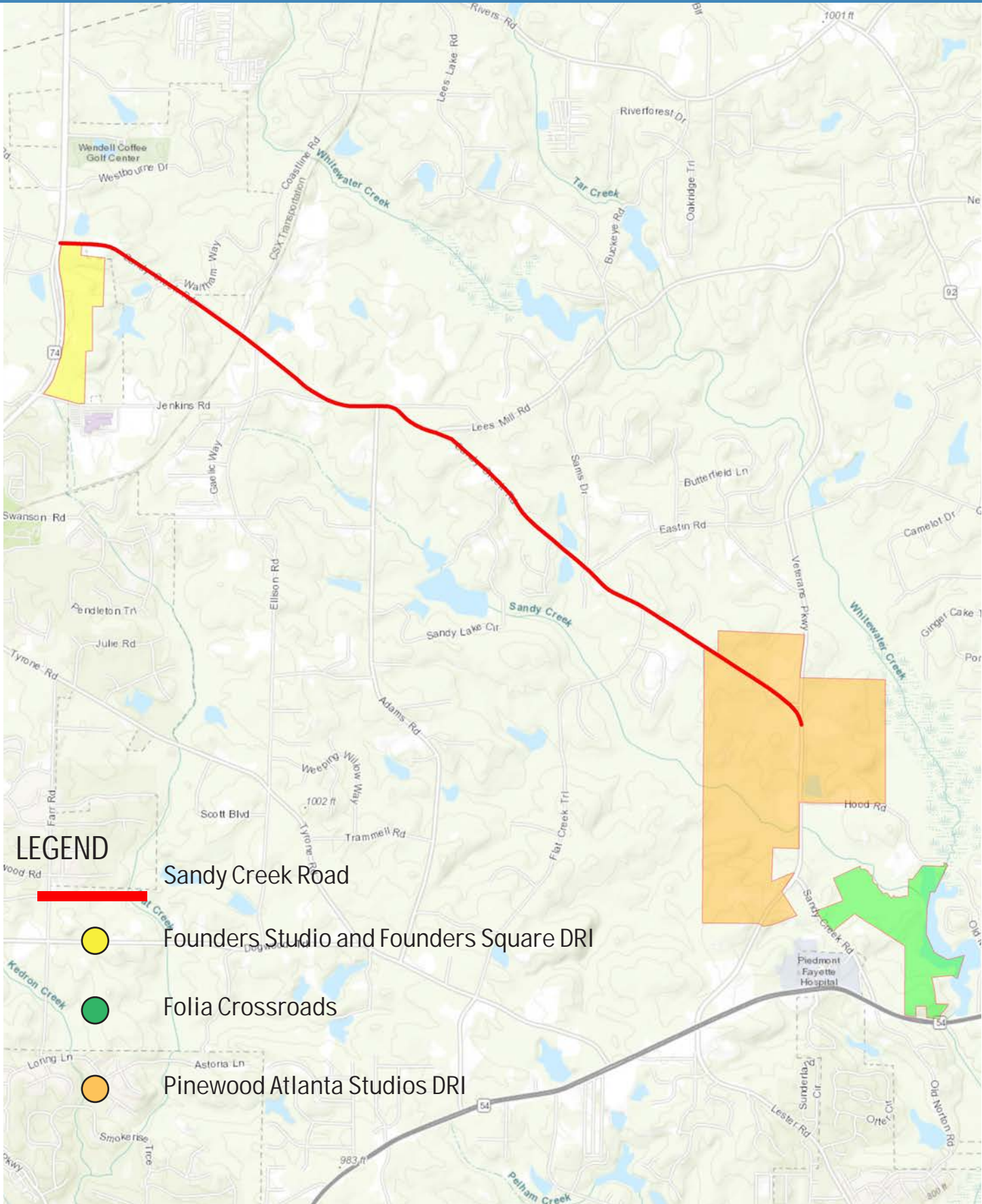
• [Proposed Future Annual Growth Rates](#)

During the development of improvement concepts for the Sandy Creek Road corridor, AGR will be used to project the existing traffic volumes to a future base year and design year to determine the viability of recommendations. Based on the review of GDOT historic data and the ARC 2015, 2020, 2030, and 2040 models, the proposed AGR for the 2020 and 2040 traffic projections were rounded to 2.0% in order to conduct a conservative future analysis and account for any additional traffic factors that may arise.

[Planned Developments](#)

There are a number of DRIs (Development of Regional Impact) that are currently under review or construction in Fayette County, three of which, Pinewood Atlanta Studios (DRI 2480), and Founders Studio/ Founders Square (DRI 2830), and Folia Crossroads (DRI 2788), directly impacts the intersection of Sandy Creek Road and Veterans Parkway. It is important to note that there is undeveloped land between Tyrone Road, Sandy Creek Road and north of SR 54 that can become a mix of land uses in the future. Map 1.10 shows a map of the relative location of these DRIs with respect to Sandy Creek Road.

Map 1.10 - Sandy Creek Road - Planned Developments in the Vicinity



1. Pinewood Atlanta Studios

Pinewood Atlanta Studios, a 696-acre mixed-use development in the City of Fayetteville, includes a 288.5 acre studio campus and is under construction with some phases already open. The site is located at the eastern termini of Sandy Creek Road at the intersection with Veterans Parkway. Per the traffic study (DRI #2480), Pinewood Atlanta Studios will consist of approximately 1,518,000 square feet of film production studio space, 521,000 square feet of office space 128,500 square feet of retail commercial space, 821 single-family detached homes, 524 multi-family apartment units, 200 hotel rooms, and 97,000 square feet of school/institutional space. This development is anticipated to generate approximately 32,045 daily trips.

2. Founders Studio and Founders Square

Founders Studio and Founders Square is a 110 acre mixed-use development to be located in the City of Tyrone on SR 74 between Sandy Creek Road and Jenkins Road. Per the traffic study (DRI #2830), the development will include a film studio, commercial, office, hotel, residential, retail, and restaurant land uses. The buildout for the project is expected by 2022. The development is anticipated to generate approximately 15,396 daily trips.

3. Folia Crossroads

Folia Crossroads* is a mixed-use development to be located in the City of Fayetteville north of SR 54/W Lanier Avenue between Sandy Creek Road and Old Mill Court. Per the traffic study (DRI #2788), the development will include 50,000 square feet of office space, 40 multifamily units, 260 single-family detached housing units, 120,000 square feet of retail/restaurant space, and a 100-room hotel. The buildout for the project is expected by 2022. The development is anticipated to generate approximately 7,260 daily trips.

Trips generated by the three developments mentioned above will be taken into consideration during the development of recommendations for improvements to the corridor.

**As of January 2019, Folia Crossroads DRI has become inactive.*

Capacity analyses for Sandy Creek Road were conducted based on the procedures defined by the Transportation Research Board’s Highway Capacity Manual, 2010 edition (HCM 2010) methodology using Synchro™ (Version 9) and HCS 2010™ software. The HCM 2010 was used to define the overall Level of Service of the corridor and the individual study intersections.

Level of Service (LOS) is defined as a qualitative measure that describes operational conditions and motorists perceptions within a traffic stream. Level A represents the best quality of traffic where the driver has the freedom to operate with free flow speed and level F represents the worst quality of traffic when the traffic flow breaks down. For metropolitan areas, an acceptable Level of Service during peak hours is LOS D, which indicates a tolerable delay for the average road user.

The LOS is defined based on the measure of effectiveness (MOE). Typically four parameters are used and they are speed and travel time, density, and delay. One of the important measures of service quality is the amount of time spent in travel. Therefore, speed and travel time are considered to be more effective in defining LOS of a facility. Density gives the proximity of other vehicles in the stream. Since it affects the ability of drivers to maneuver in the traffic stream, it is also used to describe LOS. Delay is a term that describes excess or unexpected time spent in travel.

For highway capacity, the LOS is defined by density. In the case of two-lane highways, the roadway LOS is defined based on its classification, average travel speed, time-spent-following, and free-flow speed. For intersections, the LOS is defined by controlled delay. LOS for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches.

Table 1.8- Level of Service Criteria for Intersections			
	SIGNALIZED	UNSIGNALIZED	ROUNDBABOUT
LEVEL OF SERVICE	CONTROL DELAY (SEC)	CONTROL DELAY (SEC)	CONTROL DELAY (SEC)
A	≤ 10	≤ 10	≤ 10
B	> 10 AND ≤ 20	> 10 AND ≤ 15	> 10 AND ≤ 15
C	> 20 AND ≤ 35	> 15 AND ≤ 25	> 15 AND ≤ 25
D	> 35 AND ≤ 55	> 25 AND ≤ 35	> 25 AND ≤ 35
E	> 55 AND ≤ 80	> 35 AND ≤ 50	> 35 AND ≤ 50
F	> 80	> 50	> 50

The LOS criteria for signalized, unsignalized, and roundabout intersections are based on average controlled delay and are given in Table 1.8.

Operational conditions were evaluated for the 2018 existing conditions during the morning and afternoon peak hours. The LOS and delay per intersection are shown in Table 1.9, and the roadway LOS and volume-to-capacity ratio (V/C) are shown in Table 1.10.

Table 1.9- 2018 Existing Intersection Level of Service (LOS)						
	SANDY CREEK ROAD ¹	TRAFFIC CONTROL	AM PEAK		PM PEAK	
1	AT SR 74 (EB/WB)	R-CUT ²	C (16.0 s)	D (29.6 s)	C (19.6 s)	D (30.6 s)
2	AT ELLISON ROAD (NB)	SSSC ²	D (33.2 s)		C (15.9 s)	
3	AT JENKINS ROAD (NB)	SSSC ²	B (11.7 S)		B (12.9 S)	
4	AT LAKE ROAD (SB)	SSSC ²	C (15.2 S)		B (14.6 S)	
5	AT LEES MILL ROAD (SB)	SSSC ²	B (13.1 S)		B (12.6 S)	
6	AT TRUSTIN LAKE DR-SAMS DR (NB/SB)	SSSC ²	B (14.7 S)	C (17.5 S)	A (9.9 S)	C (17.2 S)
7	AT EASTIN ROAD (SB)	SSSC ²	B (13.4 S)		B (12.7 S)	
8	AT FLAT CREEK TRAIL (NB)	SSSC ²	B (14.3 S)		B (14.1 S)	
9	AT VETERANS PARKWAY	ROUNDBOUT	A (6.4 S)		A (5.5 S)	
1. FOR ENTIRE CORRIDOR SANDY CREEK ROAD ORIENTATION IS EB/WB AND SIDE STREETS ARE NB/SB. 2. FOR SIDE STREET STOP CONTROLLED (SSSC) INTERSECTIONS, LOS ARE REPORTED FOR THE SIDE STREET APPROACHES ONLY.						

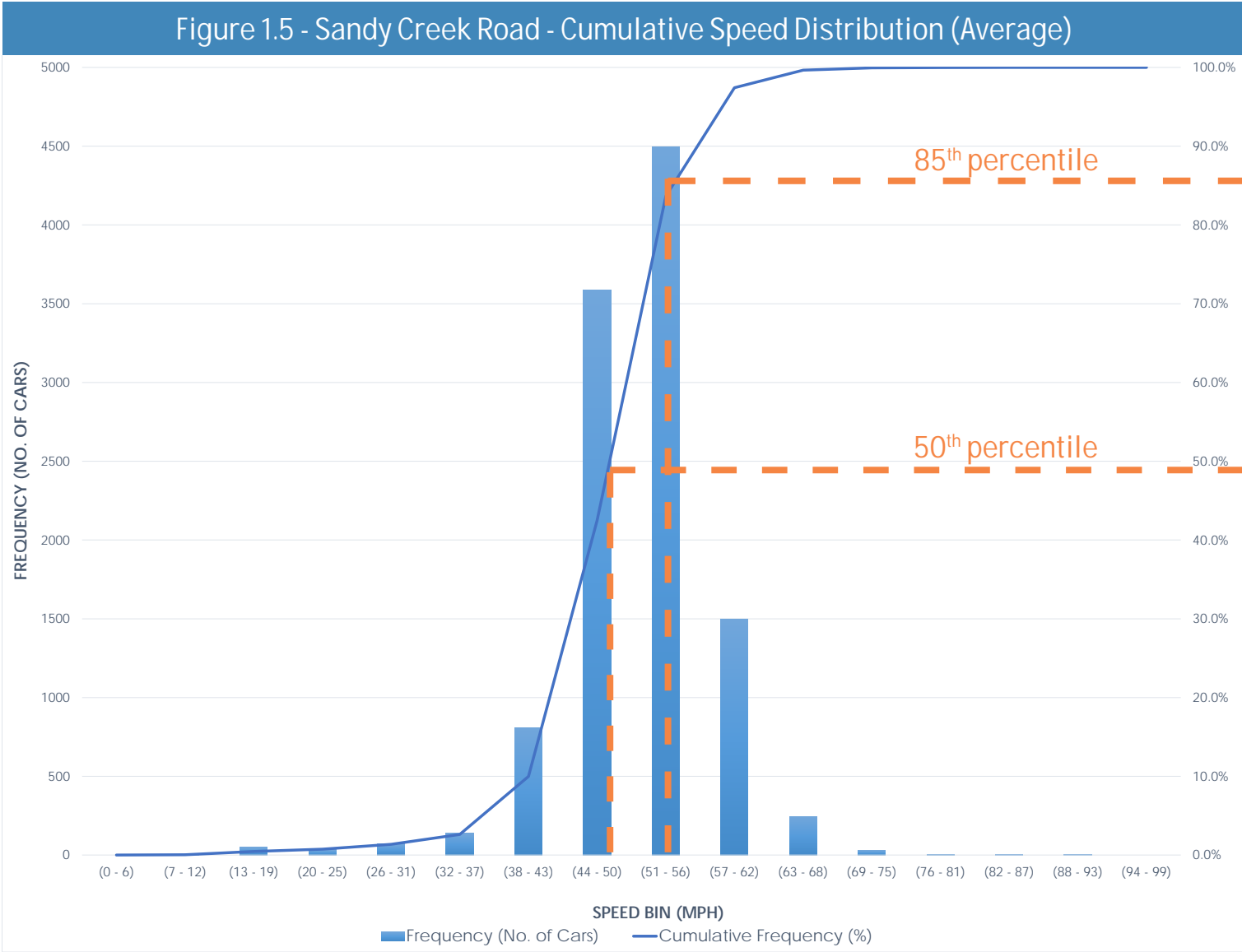
As shown below, under the 2018 existing traffic conditions, all of the study intersections are operating at an acceptable LOS during both the morning and afternoon peak hours. In terms of roadway capacity, the Sandy Creek Road corridor is operating at an acceptable LOS for all segments during the peak hours.

Table 1.10 - 2018 Existing Peak Hour Roadway Capacity Level of Service (LOS)				
SANDY CREEK ROAD		AM PEAK		PM PEAK
		LOS	V/C¹	V/C¹
FROM SR 74 TO ADAMS ROAD		C	0.21	0.20
FROM ADAMS ROAD TO EASTIN ROAD		C	0.26	0.17
FROM EASTIN ROAD TO VETERANS PARKWAY		C	0.25	0.15
1. V/C - VOLUME TO CAPACITY RATIO				

Safety Analysis

Speed Study -

Vehicle speeds were obtained for Sandy Creek Road eastbound and westbound travel directions in April 2018. Figure 1.5 shows the cumulative speed distribution along Sandy Creek Road. As shown, the 85th percentile speed along Sandy Creek Road is approximately 56 mph. The 10 mph pace along the corridor was 45 mph to 55 mph. Given the posted speed limit along Sandy Creek Road is 45 mph, these results indicate that vehicles along the corridor are typically exceeding the speed limit which creates a safety concern.



Crash Data -

In order to identify crash trends and safety characteristics for the corridor, crash data was obtained from the Georgia Electronic Accident Reporting System (GEARS) database. Crash records were collected along Sandy Creek Road between November 2013 and October 2018.

Crash Data by Type, Five-Year Crash History, and Time-of-Day are shown in Figure 1.6, Figure 1.7 and Figure 1.8, respectively. Figure 1.9 shows the total number of crashes per intersection. Property Damage Only (PDO), injuries, and fatalities resulting from car crashes along Sandy Creek Road for this Five-year period are shown in Table 1.11.

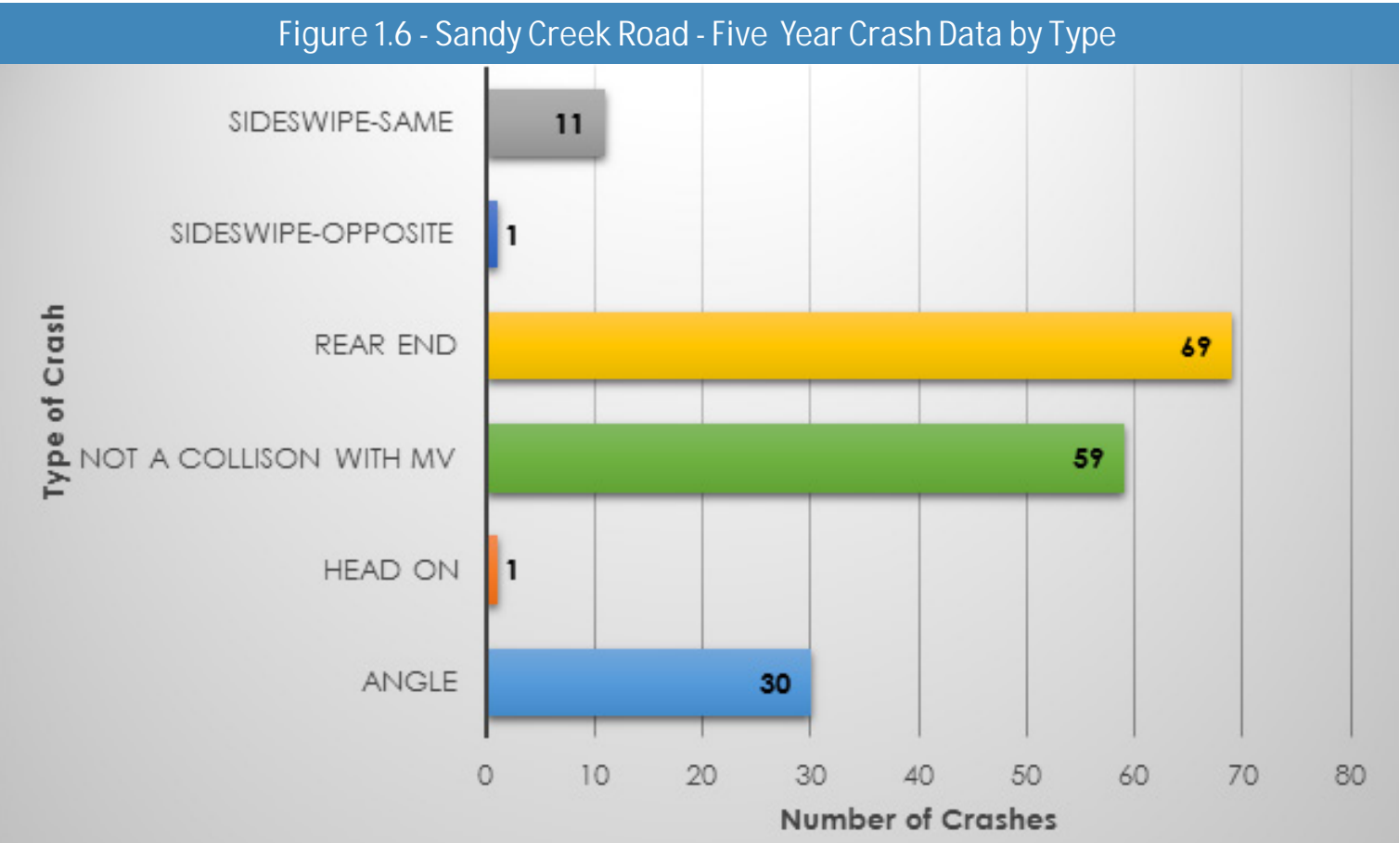


Figure 1.7 - Sandy Creek Road - Five Year Crash History by Type

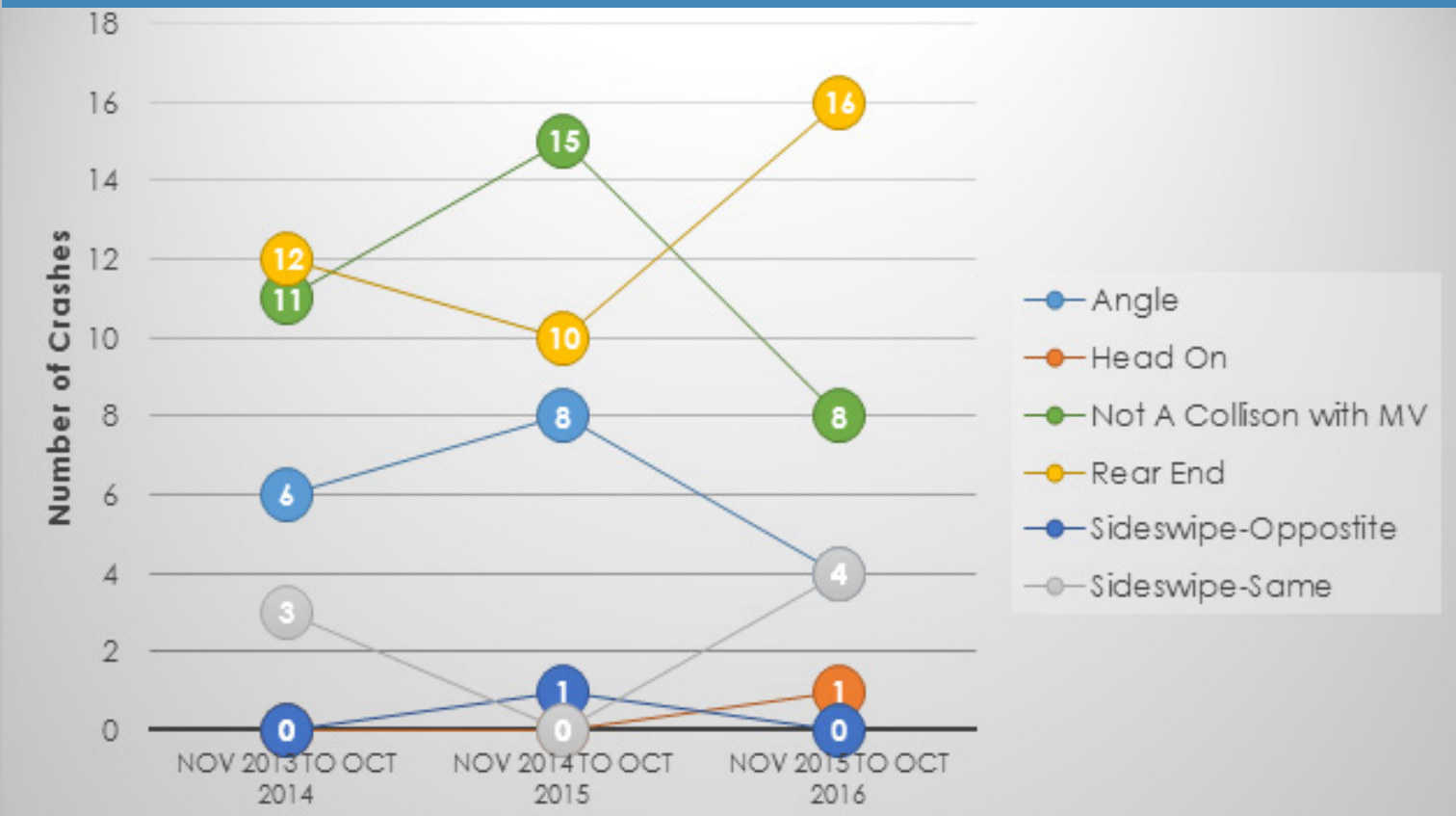


Figure 1.9 - Sandy Creek Road - Total Crashes per Intersection

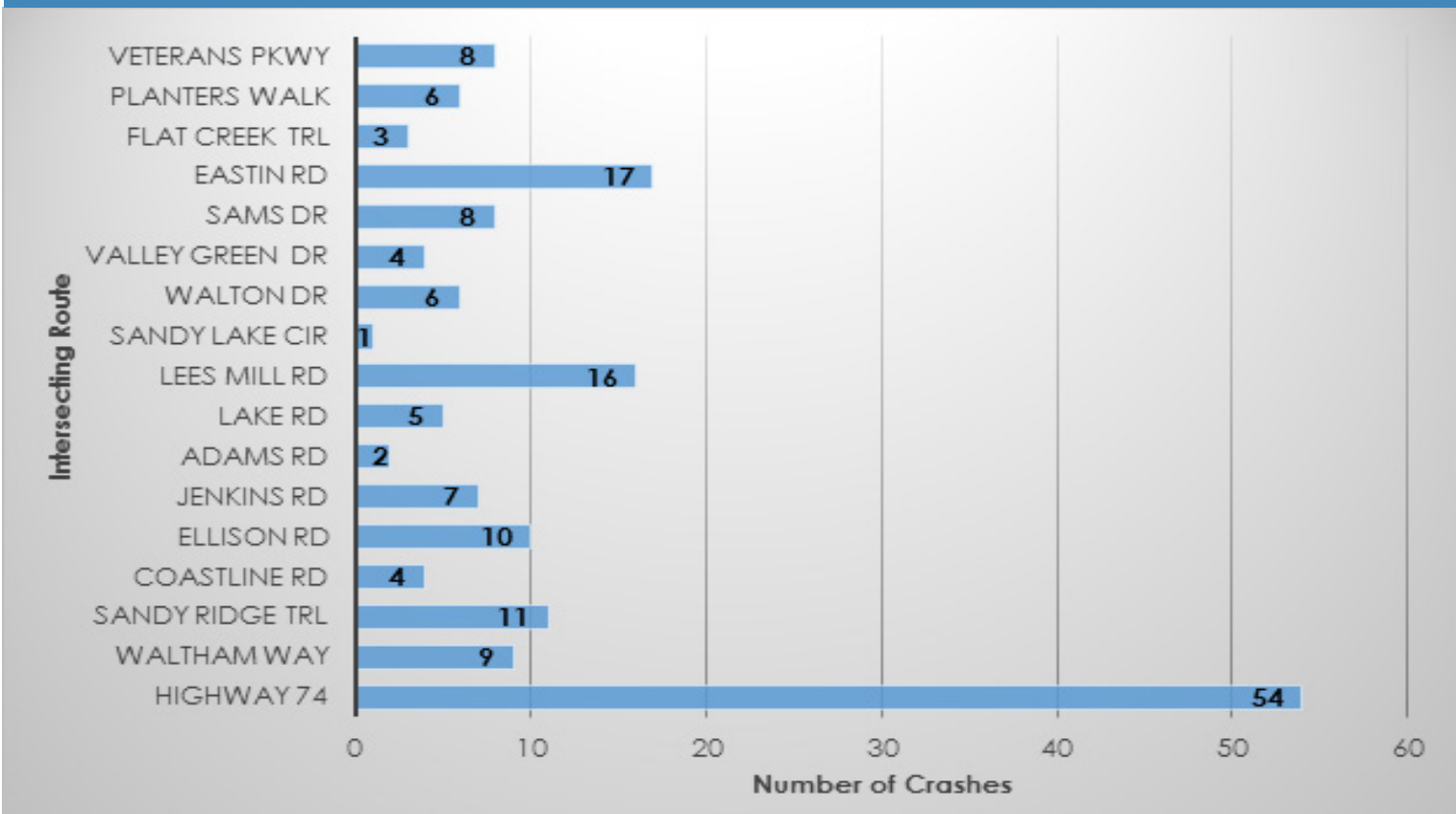


Figure 1.8 - Sandy Creek Road - Total Crashes by Time-of-Day

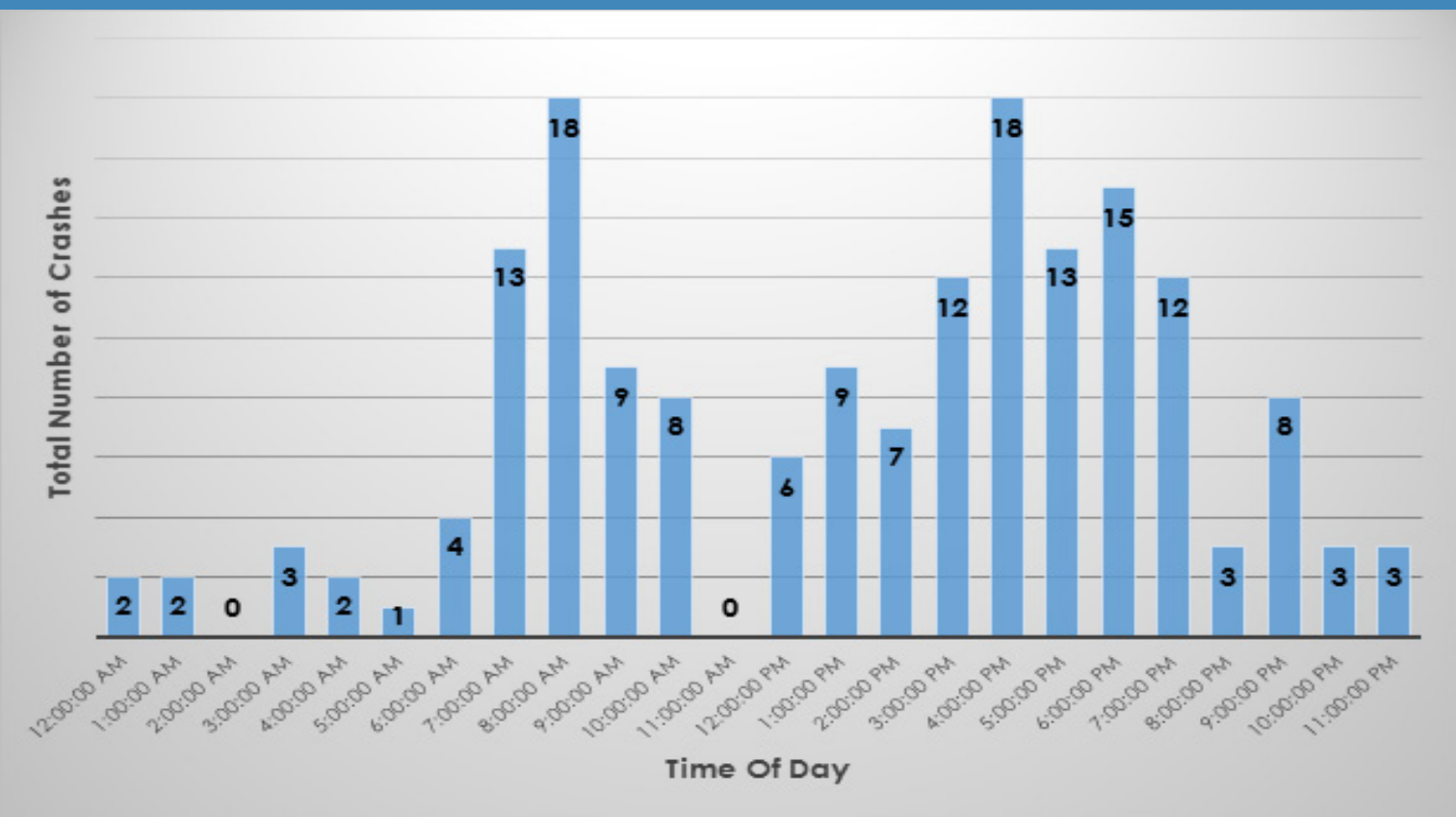


Table 1.11 - Sandy Creek Road Crash Rates Relative To State Averages

	TOTAL CRASHES (5 YEARS)	CRASH RATE ¹	STATEWIDE AVG. (2016) ¹
TOTAL CRASHES	171	378	506
TOTAL INJURY ACCIDENTS	40	89	124
TOTAL INJURIES	52	115	186
TOTAL FATAL ACCIDENTS	1	2.21	1.72
TOTAL FATALITIES	1	2.21	1.86

1. Crashes per 100 million vehicle-miles of travel.

This data demonstrates that there has been a substantial number of crashes along this corridor, with the majority of the crashes being contributed to rear end and single car crashes. The average number of crashes occurring on Sandy Creek Road is 34 crashes per year. Approximately 24% of the crashes during this time period resulted in one or more injuries.

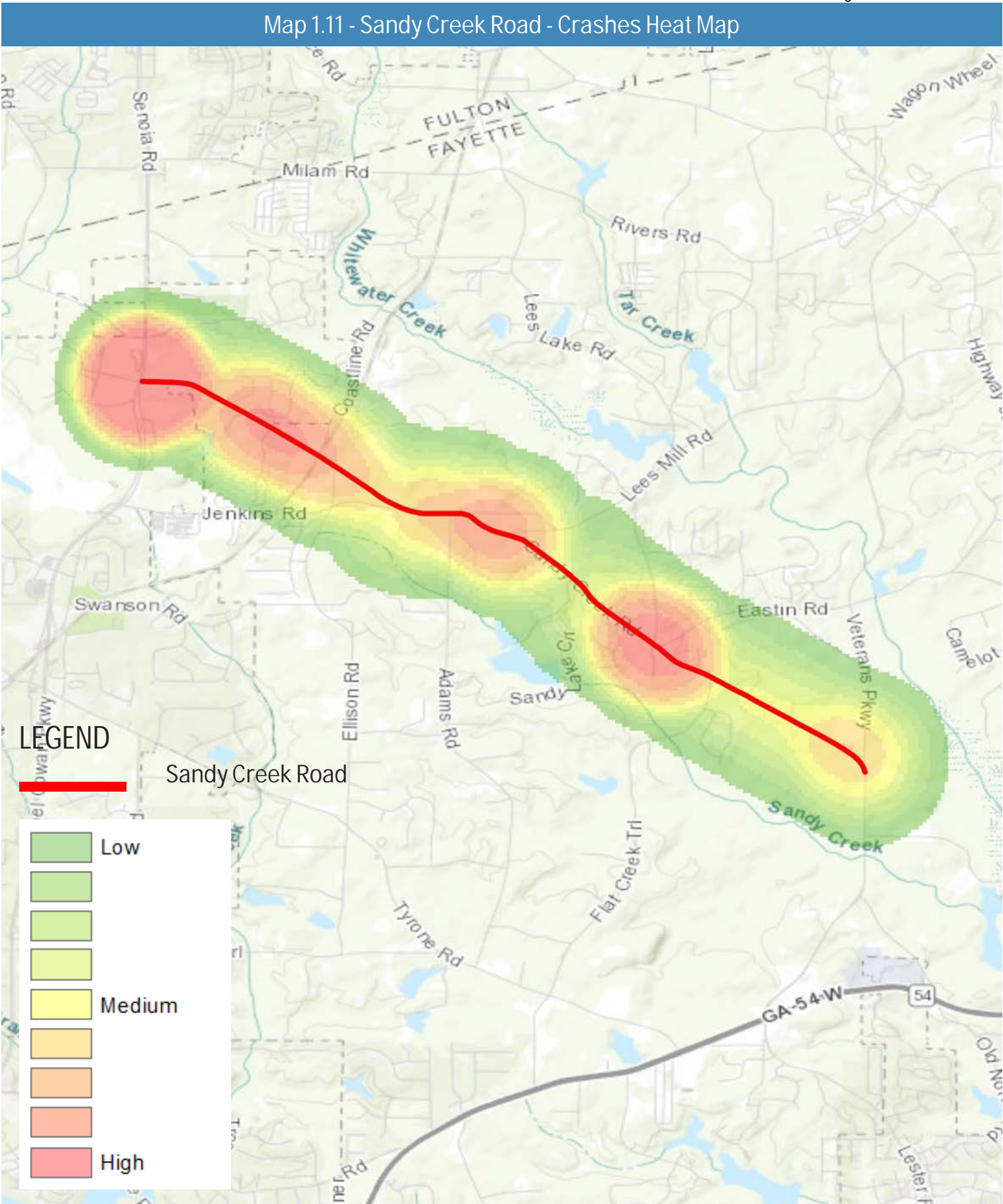
There is a recognizable need to implement techniques to reduce the frequency and severity of crashes along the corridor. The one fatal accident that occurred near Waltham Way, was caused by the driver losing control of the vehicle and going off road. It is important to note that there was only one pedestrian accident on Sandy Creek Road near Lake Road within the five-year analysis period.

Rural-two lane typical sections, such as Sandy Creek Road, have higher frequency of rear end and angle crashes, with contributing factors being the number of access points along the corridor, high turning volumes from a single shared lane, and restricted sight distance.

Additionally, the high frequency of single car crashes with vehicle veering off road could possibly be contributed to excessive speed, inadequate roadway lighting or shoulder, as well as poor visibility or absence of curve warning signs. A number of the existing intersections along the project corridor do not meet current geometric standards resulting in less than desirable driving conditions, primarily due to the Y-intersection configuration and their skew inhibiting sight distance.

Sandy Creek Road’s crash rates indicate that the rate of total crashes and crashes involving injuries falls below the statewide average; however, Sandy Creek Road’s crash rate for the single fatal accident is higher than the statewide average for GDOT minor arterials.

Map 1.11 represents a heat map of crashes along Sandy Creek Road. The intersections are considered hot-spots for crashes with higher number of accidents in the red zones.



1.6 Environmental Due Diligence

The purpose of the survey was to identify sensitive environmental land uses that may provide corridor improvement opportunities and/or constraints. The survey included agency database research, as well as on site reconnaissance of the corridor. Sensitive environmental land uses were surveyed including natural, cultural, community, and physical resources in the general vicinity of the Sandy Creek Road corridor.

The existing Sandy Creek Road study corridor consists of a two lane, undivided roadway. Land use along the Sandy Creek Road corridor is rural and primarily residential with some agricultural, commercial, and institutional use along the corridor. A sample of sensitive environmental land uses that were identified along the Sandy Creek Road study corridor are shown in Image 1.4, Image 1.5, and Image 1.6.

Prior to design and construction in the area, coordination with appropriate approval agencies would be needed to determine type of environmental and historic resources that need to be protected in the jurisdiction.

The Sandy Creek Road Due Diligence report along with the Environmental Resources Location map are attached in the appendix.

Image 1.5 - Sandy Creek Baptist Church



Image 1.4 - Unnamed Tributary to Whitewater Creek 1



Image 1.6 - Sandy Creek Baptist Church Cemetery



1.7 Utilities

This section of the report presents an inventory of existing utilities along the corridor. Map 1.13 represents the location of these utilities. Description and photos of these utilities are presented below. Fayette County must conduct a detailed analysis prior to any construction.

A
Begin Corridor - Intersection of S.R.74 & Sandy Creek Road



E
Group of AT&T, Cabinets, Fire Hydrant, & Gas Marker



I
Gas Line Crossing With Markers
[Transcontinental Pipeline Corp - TPLC]



M
Group of AT&T, Cabinet, Fire Hydrant & Gas Marker



B
AGL U.G. Gas Marker & Telephone Copper Cable Marker



F
AT&T Cabinets



J
Group of AT&T Cabinets Corner of Eastin Road and Sandy Creek Road



N
Signage, AT&T Pedestals & Markers, Vault & Markers for Fiber Optic Comcast



C
Pedestal AT&T L/G



G
Rail crossing at Coastline Rd, control boxes between railroad & Coastline on NE side



K
Fiber Optic Marker NEside



O
AT&T Pedestals, Markers & Vault



D
AGL Marker at Waltham Way



H
TPLC Gas Pipeline Monitoring Equipment



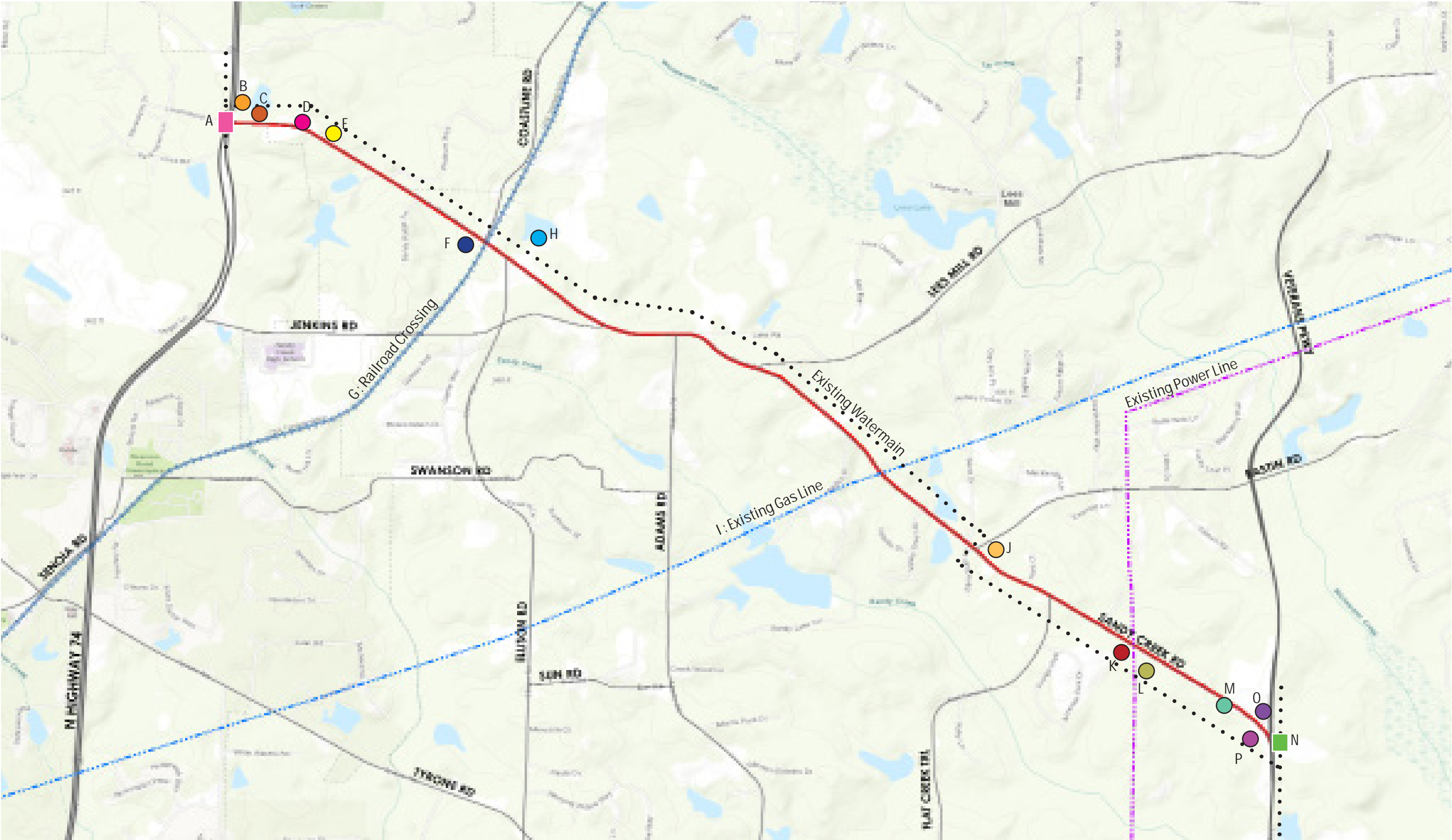
L
Overhead Power Transmission SW



P
End Corridor - Sandy Creek Road & Veterans Parkway: Watermain Valves



Map 1.13 - Sandy Creek Road - Utilities



1.8 Summary

Sandy Creek Road is an important roadway in the northwestern quadrant of Fayette County providing mobility between SR 74 (which provides access to Peachtree City, Tyrone, and I-85) and Veterans Parkway in Fayetteville. It also provides connectivity for the abutting property owners and intersecting local streets. Sandy Creek Road has one through lane, typically 11 feet wide for each direction of travel (turn lanes are provided at a few side streets); is posted with a 45 mph speed limit; is the through street (not controlled by a STOP sign) between the roundabout at Veterans Parkway and the RCUT at SR 74; and does not have sidewalks or a multiuse path. The only transit service is demand responsive provided by Senior Services and different private carriers.

There is one railroad at-grade crossing towards the western end of the corridor. The abutting land use is primarily residential with a limited number of churches on Sandy Creek Road and the commercial activity being Pinewood Studios at the eastern termini of the corridor. An investigation of the demographic make-up of the citizens within 1-mile of Sandy Creek Road (data source was the 2016 American Community Survey at the block grant level) that the male to female ratio is close to 50%; approximately 55% of the citizens are white; less than 1% have not completed high school; and the mean median household income is \$78,753.

The average annual daily traffic along Sandy Creek Road is approximately 5,325 vehicles, and the daily truck percentage along the corridor ranges from 4.5% to 5.5%. The morning and afternoon peak hours begin at 7:30 AM and 4:30 PM, respectively. Under the existing traffic conditions, all study intersections are operating at an acceptable LOS during the morning and afternoon peak hours. In terms of roadway capacity, the corridor itself is operating at an acceptable LOS. From collected speed data, the 85th percentile speed is 56 mph, approximately 11 mph over the posted speed limit.

For the recent 5-year period ending October 2018, an analysis of crash records from GEARS revealed 171 crashes with one resulting in a fatality. The most crash occurrences were rear-ends and the second most being a single vehicle collision not with another motor vehicle. The majority of the crashes are clustered at the intersections along Sandy Creek Road. Approximately 24% of the crashes resulted in an injury. The crash rates for Sandy Creek Road (total and injury) are less than the statewide average for similarly classified roadways.

An environmental survey revealed that Sandy Creek Road is within the Line Creek Watershed and there are three streams either crossing or in proximity to the corridor. No regulatory wetlands or floodplains were identified. Preferred habitats of federal and state protected species were identified. In addition to two churches, one with a cemetery, eight potential historic resources were recognized. Investigation of the corridor has identified no significantly publicly owned park, recreation area or wildlife or waterfowl refuge plus no USTs or potential contamination sites such as landfills or potential hazardous waste sites. Ultimately, prior to any construction activities detailed studies would need to be conducted and coordination completed with the appropriate environmental reviewing agencies.

Chapter 2:
Needs Assessment

2.1 Introduction - Page 29

This section of the report introduces the needs assessment report and discusses the structure of the document.

2.2 Vision & Goals - Page 30

The visions and goals for the study corridor are defined in this section.

2.3 Methodology & Analysis - Page 31

This segment discusses the methodology, qualitative and quantitative tools used in identifying the needs assessment.

2.4 Next Steps - Page 37

This section identifies the next steps and action items for the planning process.



2.1 Introduction

The Needs Assessment is the second chapter of the Sandy Creek Road Transportation corridor study. The precedent to this chapter is the Existing Conditions which detailed the current conditions of the area around the corridor, including demographic character, land use, transportation infrastructure, operations and safety, utilities and environmental due diligence.

With the Existing Conditions in place, the Needs Assessment is useful in identifying insights into the current and future needs of the corridor. The intent of the Needs Assessment is to take a comprehensive look at the existing conditions, future demographic and population projections, and other forecasts including public engagement to help understand the needs along the corridor.

Sandy Creek Road is a 4.6-mile major road expecting continued growth in traffic volumes. The corridor connects Veterans Parkway in Fayetteville to State Route 74 in Tyrone and is critical to transportation and economic growth.



This chapter helps recognize accessibility and mobility issues by identifying the existing as well as future needs. Needs assessment can be determined by qualitative as well as quantitative tools and resources. This includes not only the use of data and models to understand future development, population projections, and travel demand in the area, but also using community participation and stakeholder engagement to identify needs of the citizens.

Graphic 2.1 - Three Pillars of the Corridor Study



The sections of this chapter provide introductory information about the plan, identifies the visions and goals for the study corridor and discusses the methodology, qualitative and quantitative tools used in identifying the needs assessment. The chapter further outlines detailed public comments and SWOT (Strengths, Weaknesses, Opportunities and Trepidations*) analysis and identifies the next steps and action items for the planning process.

**The word 'trepidation' was used in place of 'threat'*

2.2 Vision & Goals

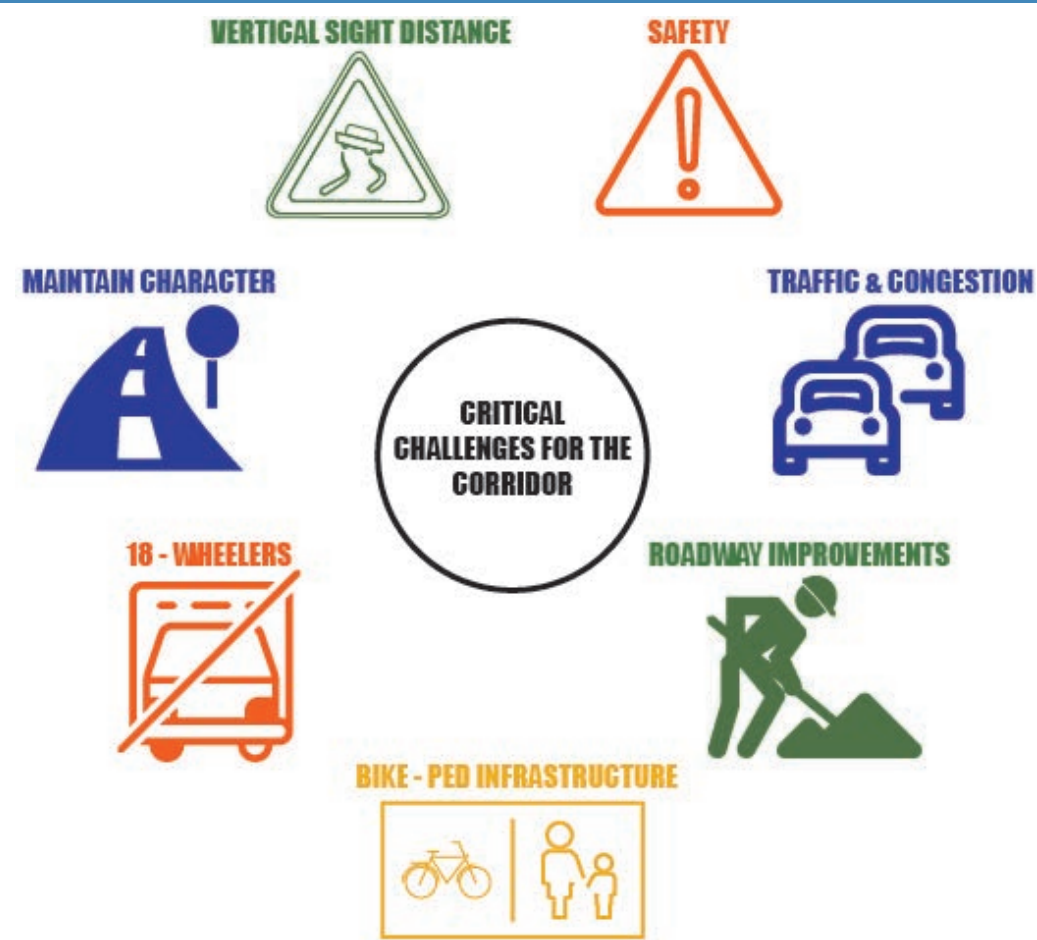
The aim of the corridor study is to identify traffic and transportation solutions from a holistic perspective to:

- Ensure safety
- Provide solutions for congestion and delay
- Identify prospects for multi-modal uses
- Create sustainable infrastructure improvements
- Promote economic development

To further the development of the corridor study, the planning team, County staff and stakeholder committees worked to draft a vision statement for the plan as well identify a set of goals. The vision and goals were corroborated through public involvement effort, where total of 195 citizens participated and over 300 comments were received at the first Public Information Open House (PIOH).






The challenges identified for the corridor are displayed in Graphic 2.2. Detailed comments and charts are attached in the appendix.

Graphic 2.2 - Priority Challenges for the Corridor



The Sandy Creek Road Corridor Study envisions to provide a framework to improve quality of life for citizens living not only around the corridor but also for County residents and visitors using the corridor. The aim of the study is to facilitate mobility, ensure safety and improve efficiency across all modes of transportation in cooperation with local, regional, state, and federal partners. This framework will be established through the preliminary concepts and preferred alternatives.

Graphic 2.3 - Vision and Goals for the Corridor

VISION	GOALS
 ENSURE SAFETY	<ul style="list-style-type: none">• Prioritize projects that improve safety, acknowledging all user groups
 PROVIDES SOLUTION FOR CONGESTION & DELAY	<ul style="list-style-type: none">• Build corridor capacity to anticipate future needs• Improve connectivity and reliability regardless of mode or purpose
 IDENTIFY PROSPECTS FOR MULTI-MODAL USES	<ul style="list-style-type: none">• Consider mobility needs of all population groups when investing in transportation projects
 CREATE SUSTAINABLE INFRASTRUCTURE IMPROVEMENTS	<ul style="list-style-type: none">• Invest in rehabilitation and maintenance of existing transportation infrastructure• Prioritize projects to maximize benefits
 PROMOTE ECONOMIC DEVELOPMENT	<ul style="list-style-type: none">• Use transportation investments to encourage development/ redevelopment in strategic locations throughout the County

2.3 Methodology & Analysis

The transportation corridor study requires an aggregate of information from a variety of sources, especially since transportation is not only about infrastructure and engineering, but more about the community using the corridor. Therefore, the process of developing the needs assessment is a balance between quantitative tools and qualitative information acquired through community outreach and engagement. This section describes tools and methodologies used to identify needs for the corridor.

Quantitative Analysis

Various data sources and tools were used throughout the analysis. Data sources such as existing transportation, land use and demographic data were used in combination with travel demand modeling and crash data to develop the basis for existing and future needs. Some of the data sources are spatial and mapped through Geographic Information Systems (GIS) for analysis. All data presented are estimates and have a margin of error value associated with it. Detailed quantitative analysis can be found in the Existing Conditions Report.

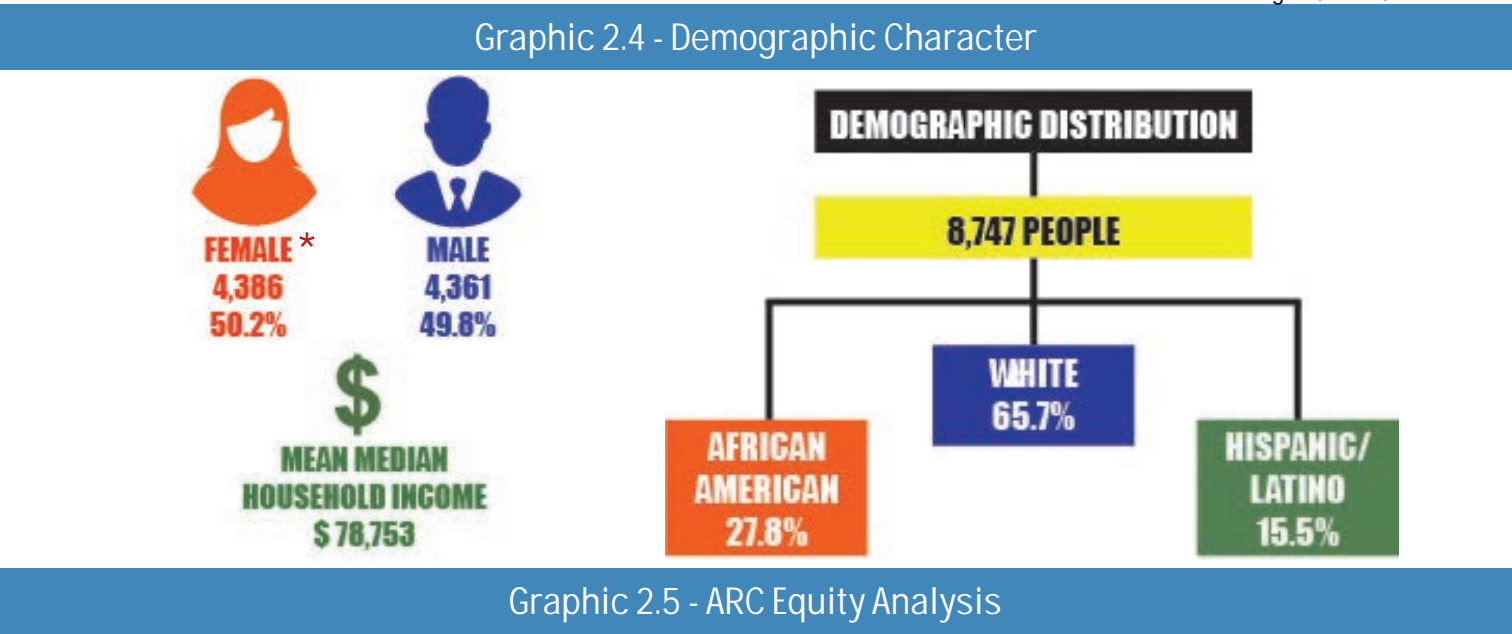
- Demographic Character -

Graphic 2.4 represents the demographic character of the corridor. For this analysis, the 2016 American Community Survey (ACS) – 5 Year estimates data was used at the block group level (the smallest scale of data availability) for block groups that included the Sandy Creek Road corridor.

Title VI of the Civil Rights Act identifies 9 population categories that must be protected. The Atlanta Regional Commission (ARC) has two models to help counties, governments and private organizations to ensure inclusion and equity for these 9 population groups.

The model uses American Community Survey 5-Year population estimates for 2012-2016. The Sandy Creek Road corridor lies in Fayette County’s census tract 1402.04. The tract has an average cumulative score of 17 for the Protected Classes Model and an equity score of 7 for the Racial Minority, Ethnic Minority, and Low-Income Model. This means that according to the index, the corridor study area has a moderate rank, and is placed not too high or too low in the index.¹

Graphic 2.5 represents the ARC equity analysis. This analysis is crucial to bring equity and inclusivity to the corridor study.



• **Future Growth and Planned Developments -**

Reported traffic data from GDOT’s Traffic Analysis and Data Application (TADA) and the ARC’s Travel Demand model was used to establish historical traffic trends in the region and project future traffic growth along Sandy Creek Road. The historic population growth in Fayette County was also reviewed to establish projected traffic growth in the area. Graphic 2.6 represents future growth projections.

Developments of Regional Impact (DRIs) currently under review or construction were reviewed, three of which, Pinewood Atlanta Studios (DRI 2480), and Founders Studio/ Founders Square (DRI 2830), and Folia Crossroads (DRI 2788), directly impacts the intersection of Sandy Creek Road and Veterans Parkway. Additionally, it is important to note the development potential of undeveloped land between Tyrone Road, Sandy Creek Road and north of SR 54 that can become a mix of land uses in the future.

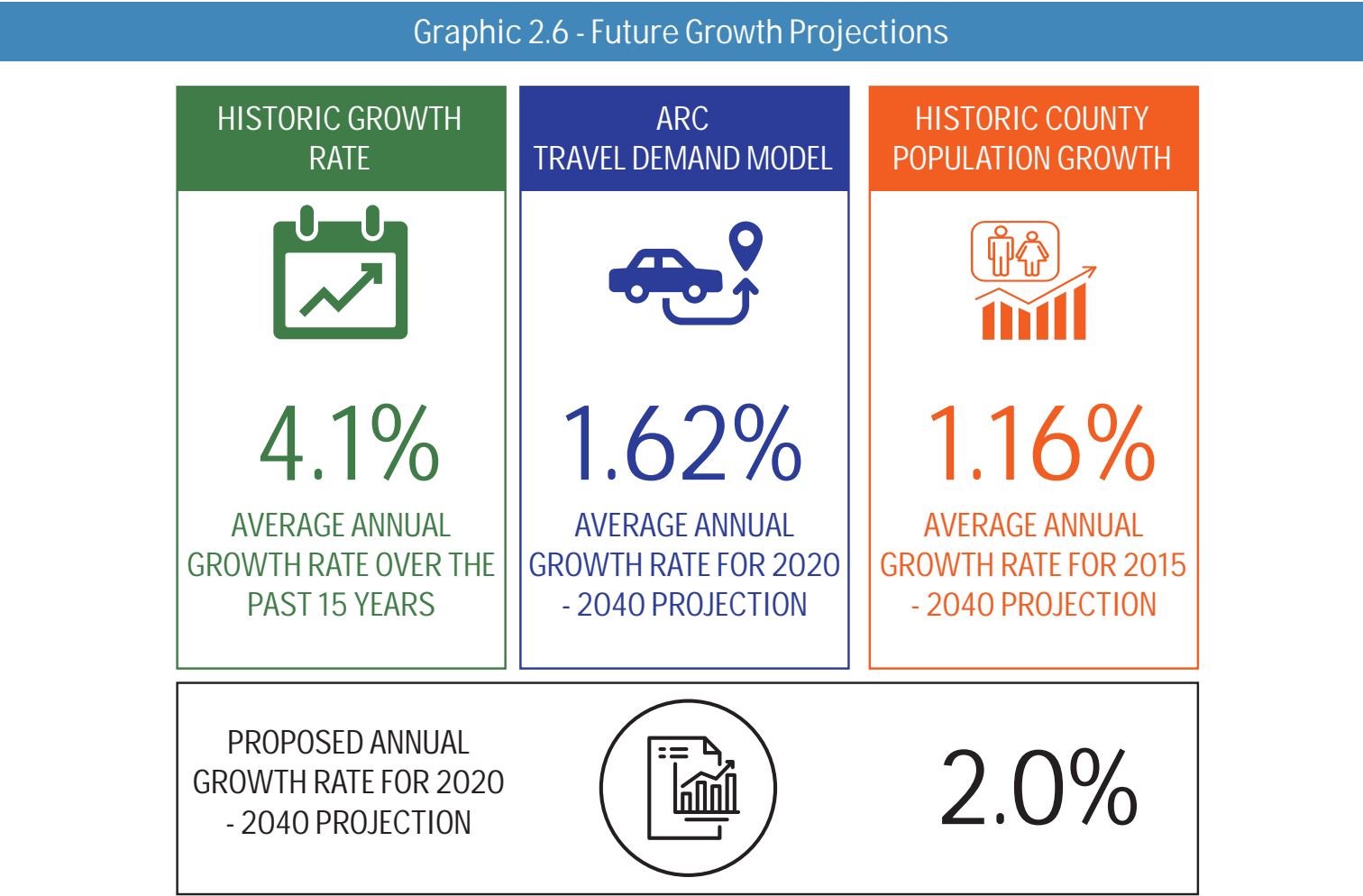
It is evident that roadway improvements are needed along Sandy Creek Road to accommodate the impacts of the planned developments. The mixed-use character of the developments indicates the need for bicycle and pedestrian improvements to promote active transportation in the area so that the benefits of mixed-use developments can be fully realized by the community.

Although Sandy Creek Road is primarily rural with single family lots, there are bike/pedestrian improvements at the Pinewoods Studios activity node, which is of particular value to promoting walkable communities. The Master Path Plan currently under review will ultimately identify additional opportunities for path connections that will tie in to the county’s overall a bicycle and pedestrian network. Graphic 2.6 represents the future growth projections.

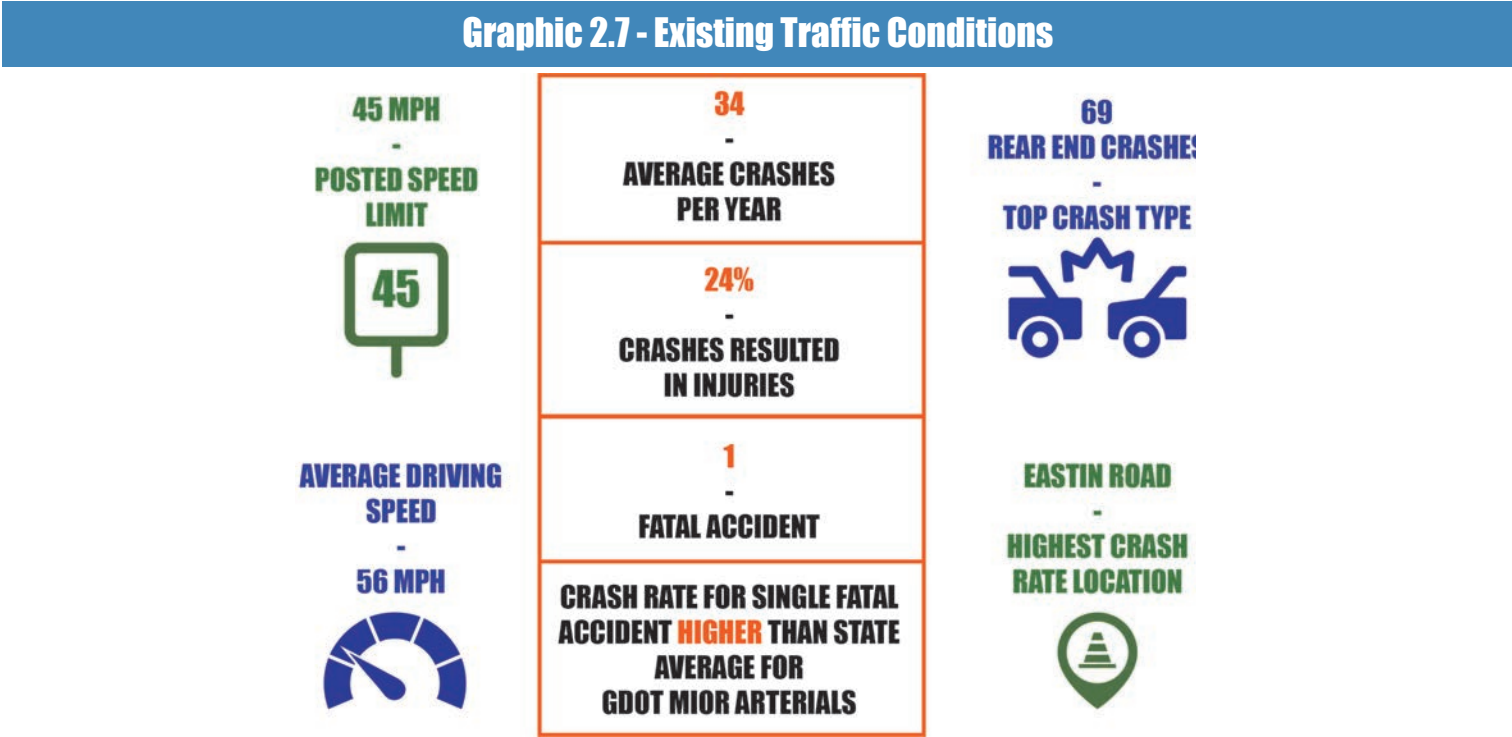
• **Roadway Infrastructure, Facilities and Existing Traffic Conditions -**

Per the Georgia Department of Transportation (GDOT) road classifications, Sandy Creek Road is classified as a minor arterial. The Sandy Creek Road corridor generally consists of residential properties along both sides with the exception of the southernmost end, which provides access to Pinewood Studios.

Observed transportation data sources provide a real-time snapshot of existing conditions. The analysis is valuable for understanding current volumes, historic growth in traffic, and percent of the overall traffic that is made up of truck freight. Graphic 2.7 represents the roadway infrastructure and facilities along the corridor and Graphic 2.8 represent existing traffic conditions.



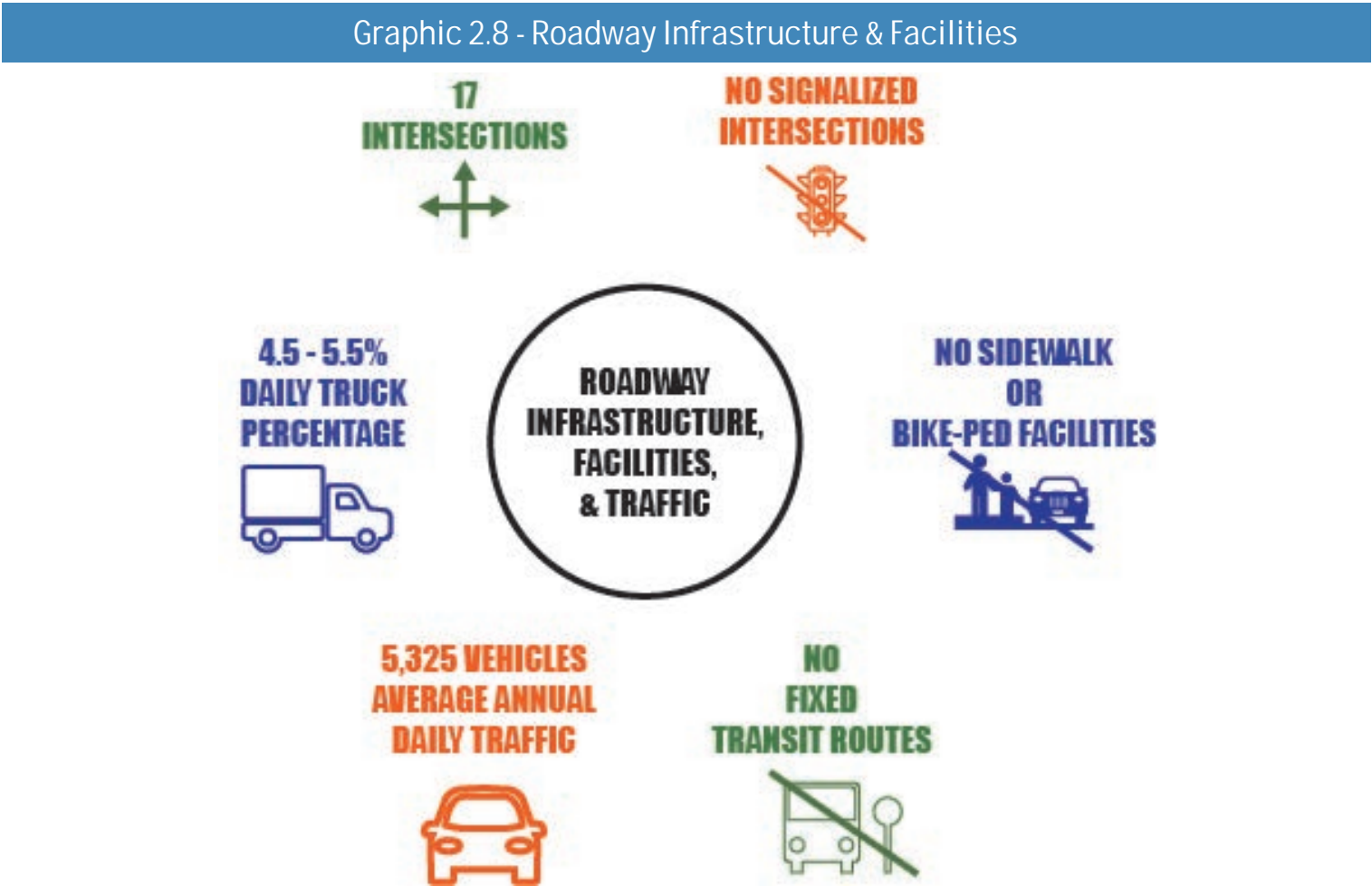
Note - For details on the modelling and growth projections, refer to Chapter 1 - Existing Conditions Report.



Additionally, crash data analysis helps identify where some safety concerns may exist and is valuable in assessing where the most immediate improvements are required.

Roadway Infrastructure and Facilities -

- One 11-foot wide travel lane in each direction
- Separate turn lanes in some locations
- 17 intersections - none signalized
- 1 Restricted Crossing U-turn (R-CUT) at SR 74/Joel Cowan Parkway
- 1 Roundabout at Veterans Parkway



Traffic Operations Analysis -

Level of Service (LOS) is defined as a qualitative measure that describes operational conditions and motorists’ perceptions within a traffic stream. Level A represents the best quality of traffic where the driver has the freedom to operate with free flow speed and level F represents the worst quality of traffic when the traffic flow breaks down. For metropolitan areas, an acceptable Level of Service during peak hours is LOS D, which indicates a tolerable delay for the average road user.

Operational conditions were evaluated for the 2040 “No Build” traffic conditions during the morning and afternoon peak hours. The “No Build” Levels of Service (LOS) and delay per intersection are shown in Table 2.1, which indicate how the study intersections would operate if no improvements were made to the corridor. To project traffic volumes for 2040, the aforementioned 1.5 % Annual Growth Rate was used.

Table 2.1 - 2040 “No Build” Peak Hour Intersection Level of Service (LOS)						
	SANDY CREEK ROAD¹	TRAFFIC CONTROL	AM PEAK		PM PEAK	
1	AT SR 74 (EB/WB)	R-CUT²	D (25.3 S)	F (220.0 S)	D(33.9 S)	F (235.7 S)
2	AT ELLISON ROAD (NB)	TWSC²	F (**)		F (57.7 S)	
3	AT JENKINS ROAD (NB)	TWSC²	B (14.2 S)		C (18.6 S)	
4	AT LAKE ROAD (SB)	TWSC²	D (25.3 S)		C (21.1 S)	
5	AT LEES MILL ROAD (SB)	TWSC²	C (20.0 S)		C (17.3 S)	
6	AT TRUSTIN LAKE DR-SAMS DR (NB/SB)	TWSC²	C (20.3 S)	D (31.2 S)	B (10.8 S)	D (31.2 S)
7	AT EASTIN ROAD (SB)	TWSC²	C (21.5 S)		C (18.1 S)	
8	AT FLAT CREEK TRAIL (NB)	TWSC²	C (20.9 S)		C (20.3 S)	
9	AT VETERANS PARKWAY	ROUNDABOUT	A (8.6 S)		A (6.8 S)	
1. FOR ENTIRE CORRIDOR SANDY CREEK ROAD ORIENTATION IS EB/WB AND SIDE STREETS ARE NB/SB. 2. FOR TWO-WAY STOP CONTROLLED (TWSC) INTERSECTIONS, LOS ARE REPORTED FOR THE SIDE STREET APPROACHES ONLY. 3. THE DELAY OUTPUT BY THE SOFTWARE EXCEEDS 300 SECONDS AND THE HCM METHODOLOGY.						

By the 2040 design year, significant delays will be experienced by the side streets at SR 74/Joel Cowan Parkway and Ellison Road. Deficiencies begin to emerge at Lake Road during the morning peak hour and at Trustin Lake Drive/Sams Drive during the afternoon peak hour.

Road Capacity -

Road capacity is defined as the maximum rate at which vehicles can pass through a given point in an hour under prevailing conditions; it is often estimated based on assumed values for saturation flow. The volume-to-capacity (v/c) ratio, also referred to as degree of saturation, represents the sufficiency of an intersection or roadway to accommodate the vehicular demand.

A v/c ratio less than 0.50 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. Once the demand exceeds the capacity (a v/c ratio greater than 1.0), traffic flow is unstable and excessive delay and queuing is expected.

The roadway capacity of Sandy Creek Road was evaluated for three segments for the 2040 “No Build” traffic conditions during the morning and afternoon peak hours. The “No Build” Levels of Service (LOS) and v/c ratio are shown in Table 2.2, which indicate the capacity of Sandy Creek Road if no improvements were made to the corridor.

Table 2.2 - 2040 Horizon Peak Hour Roadway Capacity Level of Service (LOS)				
SANDY CREEK ROAD	AM PEAK		PM PEAK	
	LOS	V/C ¹	LOS	V/C ¹
FROM SR 74 TO ADAMS ROAD	C	0.27	C	0.26
FROM ADAMS ROAD TO EASTIN ROAD	C	0.33	C	0.23
FROM EASTIN ROAD TO VETERANS PARKWAY	C	0.31	B	0.19
1. V/C - VOLUME TO CAPACITY RATIO				

In terms of road capacity, the Sandy Creek Road corridor will continue to operate at an acceptable LOS.

• **Safety**
Road Safety Audits

Road Safety Audits (RSA) are required by Georgia Department of Transportation to locate any potential road safety issues and identify opportunities for improvements in safety for all road users. The RSA was conducted on April 8, 2019 for the Sandy Creek Road, from SR 74/Joel Cowan Parkway to Veterans Parkway.

Image 2.2 - Team Conducting Road Safety Audits




The RSA was conducted over a half-day period by having the RSA Team observe the corridor and intersections on foot and a windshield survey. In addition, the team also examined crash data and public input responses for the corridor to help identify safety issues or concerns. Graphic 2.9 represents key takeaways from the RSA. For detailed assessment, refer to the Road Safety Audit document attached in the appendix.


Graphic 2.9 - Road Safety Audit Findings




ROLLING HILLS AND HORIZONTAL CURVES CAUSE SIGHT DISTANCE ISSUES AT A NUMBER OF INTERSECTIONS



OVERGROWN VEGETATION ALONG THE CORRIDOR LIMITS SIGHT DISTANCE AT A NUMBER OF INTERSECTIONS



LACK OF SHOULDERS AND STEEP DROP-OFFS PRESENTS SAFETY ISSUES



RECLAIM RIGHT-OF-WAY ALONG THE CORRIDOR VIA CLEARING VEGETATION AND REMOVING UNAUTHORIZED OBJECTS

Crash Rate Analysis

Crash rates describe the number of crashes in a given period as compared to the traffic volume (or exposure) to crashes. Crash rates are calculated by dividing the total number of crashes at a given roadway section or intersection over a specified time period by a measure of exposure. Crash rate analysis typically uses exposure data in the form of traffic volumes or roadway mileage. The crash rate is calculated to determine relative safety compared to other similar roadways, segments, or intersections.

The benefit of crash rate analysis is that it provides a more effective comparison of similar locations with safety issues. This allows for prioritization of these locations when considering safety improvements with limited resources. Table 2.3 shows the roadway crash rate along Sandy Creek Road relative to the statewide average for minor arterials.

Table 2.3 - Sandy Creek Road's Crash Rate for Corridor			
	SANDY CREEK ROAD 5 YEAR CRASHES	SANDY CREEK ROAD CRASH RATE ¹	STATEWIDE AVG CRASH RATE (2017) ¹
ALL CRASHES	114	239.9	506
TOTAL NON-FATAL INJURY CRASHES	30	63.1	124
TOTAL FATAL CRASHES	1	2.1	1.7
1. CRASHES PER 100 MILLION VEHICLE-MILES TRAVELED			

Sandy Creek Road’s crash rates indicate that its rate of total crashes and crashes involving injuries falls below the statewide average; however, Sandy Creek Road’s crash rates for fatal accidents is higher than the statewide average for minor arterials.

For the intersection crash rates, statewide crash rate data was not available for a comparative analysis; consequently, the intersection crash rates for all four Fayette County Corridor Studies, Sandy Creek Road, Banks Road, Tyrone Road – Palmetto Road and State Route 279 were used to normalize the crash rate data. When combined, the crash rate for the 3rd quartile, or 75th percentile was 1.39 per 100 million entering vehicles. For Sandy Creek Road, the following intersection fell above the 75th percentile:

- Sandy Creek Road and Eastin Road.

This finding indicates that Eastin Road’s crash rate shows a trend that safety improvements are needed at the intersection. Moreover, Sandy Creek Road and Eastin Road was identified as one of the top crash rate location in Fayette County’s CTP Needs Assessment.

• **Select Link Analysis -**

The Fayette County Comprehensive Transportation Plan used the ARC Travel Demand Model to analyze 12 key road segments consisting of primary local or regional connectors using the 2017 base year during the afternoon peak period. The select link analysis was used to provide an understanding of origins and destinations. The preliminary results of the select link analysis were reviewed to identity the impact of regional traffic orientation on Sandy Creek Road operations.

One of the link analyzed was SR 92/Veterans Parkway which is north of the eastern termini of Sandy Creek Road at Veterans Parkway. Based on the origin-destination results, the majority of trips on Veterans Parkway are traveling north to SR 92 to access Interstate 85 and Fulton County and traveling south to Fayetteville, Peachtree City and beyond. For SR 54 through downtown Fayetteville, many trips continue on SR 54 into Coweta County, while some split off to the northwest on Sandy Creek Road.

SR 74 from Atlanta was also analyzed in the Select Link Analysis. Based on the results SR 74, which is Sandy Creek Road’s western termini, operates a primary commuter route for Fayette County residents commuting to and from Atlanta. The origin-destination findings show that trips destined from Fulton County distribute to the Town of Tyrone, Peachtree City, Sandy Creek Road, Tyrone Road, and North Peachtree Parkway.

• **Truck Route Candidate -**

One of the needs identified in the Comprehensive Transportation Plan was to designate new east-west and north-south truck routes throughout the county to mitigate future congestion. Sandy Creek Road, along with Bernhard-Goza corridor, Crabapple Lane, Tyrone Road, and Veterans Parkway, were identified as potential candidates east-west truck routes.

Truck count data indicates that trucks travel heavily along SR 74, which provides access to I-85, the Fairburn intermodal yard, and warehousing/distribution centers along Oakley Industrial Blvd. Community feedback indicates that trucks utilize both Sandy Creek Road and Tyrone Road as an east-west connection between SR 74 and Fayetteville, and these movements are expected to continue as direct routes into the city centers.

In tandem with the need for new truck routes, the design of these roads must be evaluated, keeping in mind the overall character of the area and the needs of the communities these thoroughfares serve. In the event that Sandy Creek Road is recommended as a truck route, it is imperative that all improvements be designed to accommodate truck traffic.

Qualitative Analysis

The core of any transportation study are the citizens who use the corridor. Residents and stakeholders form an important voice for the existing and anticipated future challenges with the transportation system. Citizens were provided multiple platforms and avenues to engage in the development of the study, including traditional public meetings; stakeholder meetings; online surveys and an interactive project website. These efforts formed the basis of the qualitative analysis, which used a combination of tools to capture citizen views.

Stakeholder Committee Meetings -

Two stakeholder committee meetings were organized - first at the onset of the project to help identify high level challenges and concerns for the corridor, and the second after the first Public Information Open House, to conduct an in-depth SWOT (Strengths, Weakness, Opportunities, Trepidation) analysis of the corridor and discuss potential projects and prioritization.

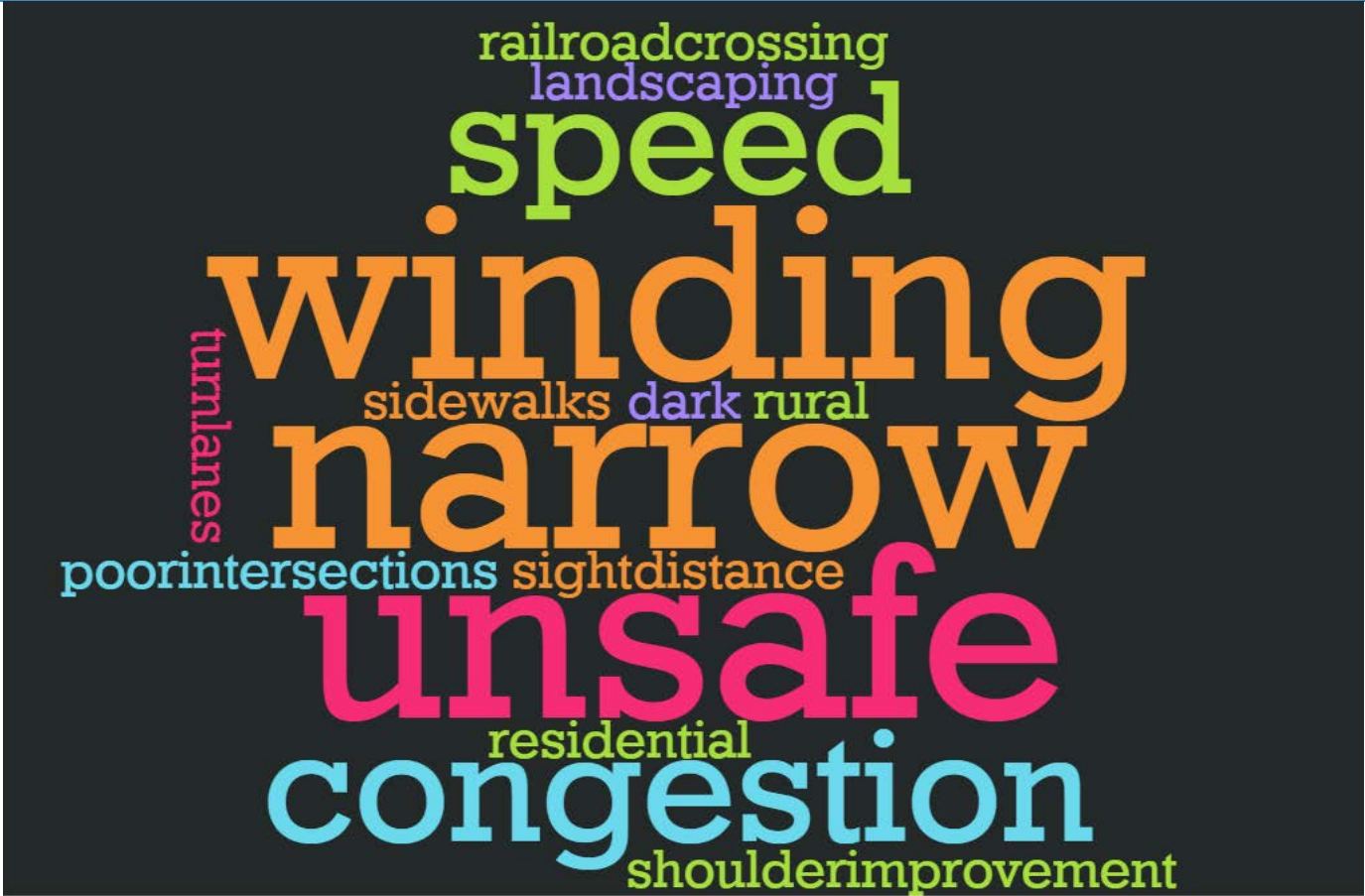
Image 2.3 - Photos from Stakeholder Committee Meetings 1 & 2







The first stakeholder committee meeting provided members the opportunity to identify specific transportation challenges within the corridor at the mapping station. Stakeholders were asked for input via an interactive Word Cloud and Kahoot questionnaire.

The second stakeholder meeting was workshop style where committee members and County staff worked on three activities and focused on the draft concepts and their priority. The activities included a SWOT Analysis, discussing the draft concepts and prioritizing them. The third activity was called “Show me the Money” where each stakeholder was given 1 million dollars in funds to invest in projects. Graphic 2.10 and Graphic 2.11 represents comments from these meetings.

Graphic 2.10 - Perceptions of the Existing Conditions of the Sandy Creek Road Corridor



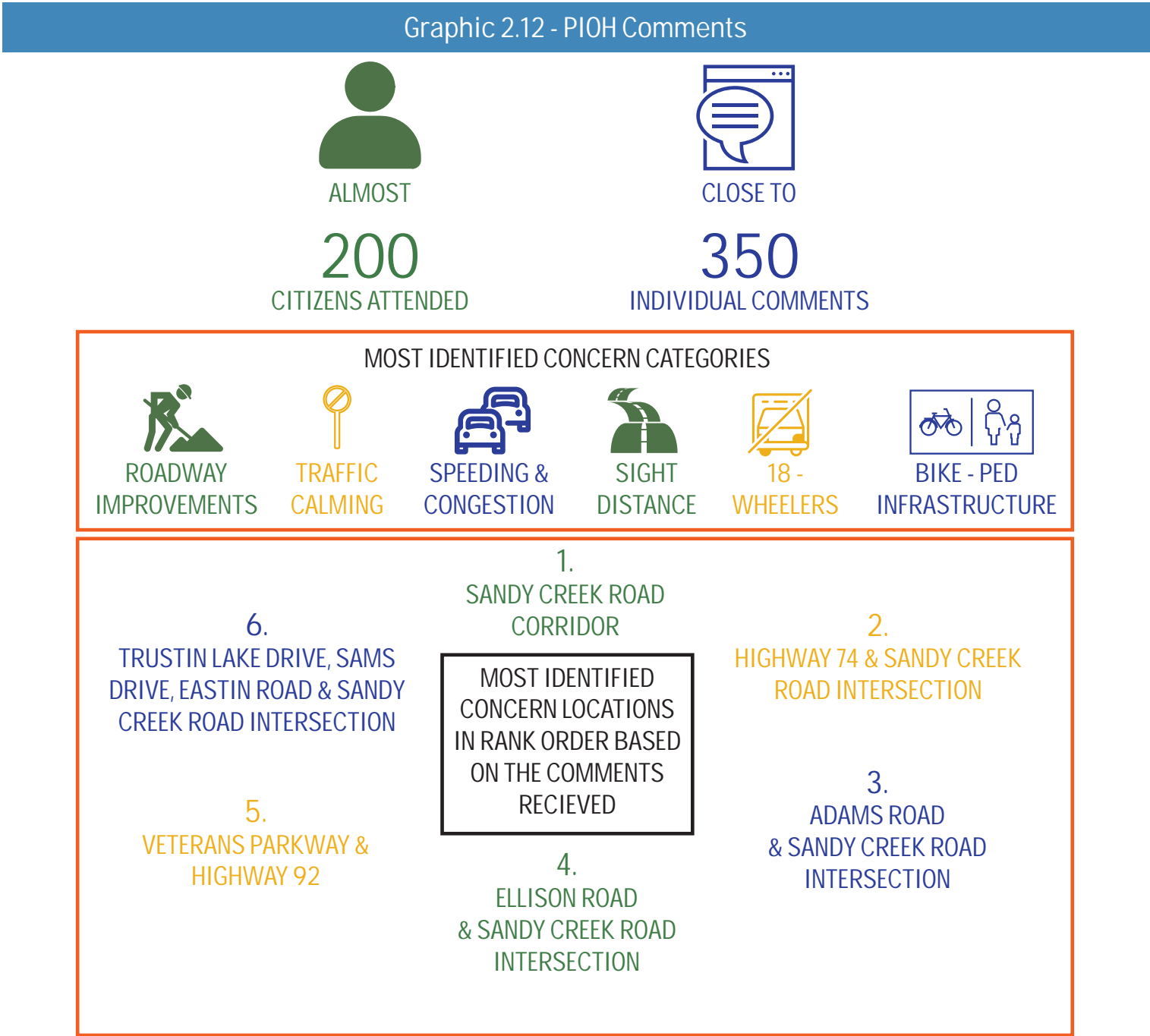
Graphic 2.11 - SWOT Analysis

Strengths		Weaknesses	
 IN WHAT AREAS DOES THE CORRIDOR DO WELL?	• Connectivity (from SR 74 to SR 54)	• Cost	 WHERE DO WE NEED TO IMPROVE?
	• Efficient (for traffic and emergency response)	• Safety, Capacity, Traffic, Trucks	
	• Aesthetic	• No bike ped infrastructure	
	• Open to Considering Improvements	• No turn lanes, difficult to maneuver	
Opportunities		Trepidations	
 WHAT ARE OUR GOALS?	• Aesthetic and Efficiency	• People and Mindsets	 WHAT CHALLENGES WILL WE FACE?
	• Smart growth	• Property acquisition and Right of Way	
	• Impact project (new development)	• Maintain traffic during infrastructure development	
	• Pre plan storm water		

• **Public Information Open House -**

The first Public Information Open House for the Sandy Creek Road corridor study was held on March 18, 2019 from 4 pm to 7 pm at the Fayette County Public Library in conjunction with the other three corridors also being studied by Fayette County.

Citizens were given various opportunities to provide feedback on the current conditions of the corridor, including sticker stations, comment cards and detailed comment forms. Graphic 2.12 represents highlights from the PIOH.



Review of Existing Documents

The Fayette County Transportation Corridor Studies builds on the momentum of previous plans and studies. To understand the County’s vision and goals, the Fayette County Transportation Plan and the Fayette County Comprehensive Plan were reviewed.

2.4 Next Steps

After the County’s current and projected future transportation needs along the Sandy Creek Road corridor were analyzed, the focus of the study was directed towards identifying solutions and projects that will meet these needs. These preliminary project concepts were presented to the citizens at the second Public Information Open House. More information of the outreach is outlined in Chapter 3 - Community Engagement.

The set of draft recommendations, will undergo a robust project evaluation and prioritization process. To evaluate and prioritize the projects, the team will develop criteria that align with the project’s vision and goals, keeping these objectives as the driving force of the plan. Details of this section are in Chapter 4 - Concept Development.

Chapter 3:
Community Engagement

3.1 Introduction - Page 39

This section of the report introduces the community engagement report and discusses the structure of the document.

3.2 Stakeholder Committee - Page 39

The details of the stakeholder committee meetings are defined in this section.

3.3 Public Information Open House - Page 41

This segment discusses the proceedings and feedback recieved during the PIOH.

3.4 Outreach and Tools - Page 43

Media and advertising outreach efforts are highlighted in this section.

3.5 Transportation Committee - Page 45

This section presents the highlights from the Transportation Committee meetings.

3.6 Formal Presentation - Page 45

Board of Commissioners and City Council formal presentations are described in this section.

3.7 Public Comment Period - Page 46

This section presents information from the final public comment period.

3.8 Next Steps - Page 46

This section identifies the next steps and action items for the planning process.



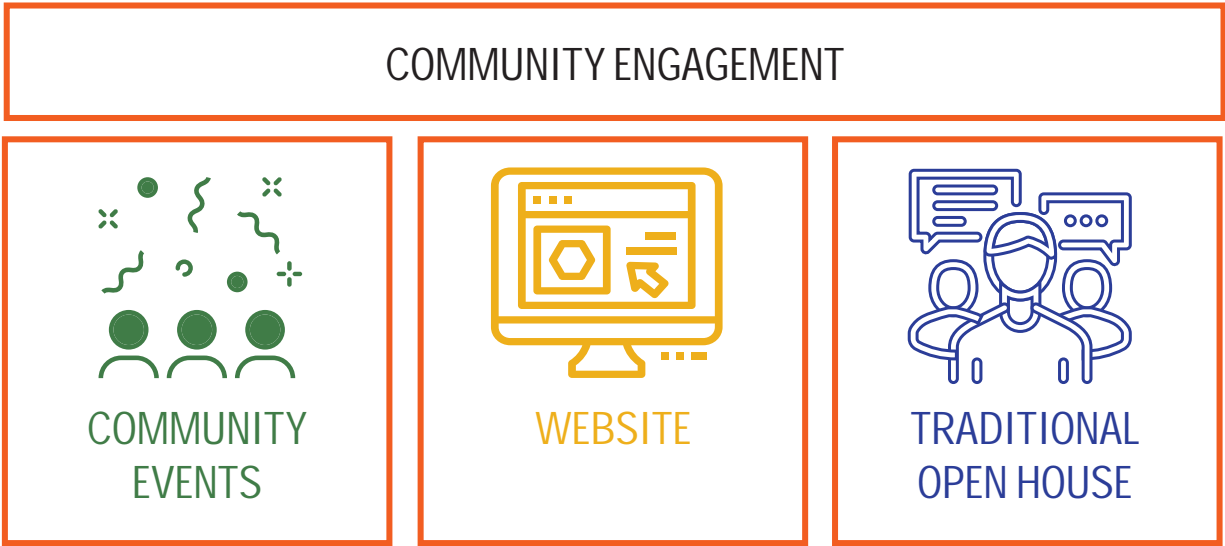
3.1 Introduction

The core of any transportation study are the citizens who use the corridor. Residents and stakeholders form an important voice for the existing and anticipated future challenges with the transportation system.

Citizens were provided multiple platforms and avenues to engage in the development of the study, including traditional public meetings, stakeholder meetings, online surveys and an interactive project website. These efforts formed the basis of the qualitative analysis, which used a combination of tools to capture citizen views.

“Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from **them which influence decisions that affect their lives.**”
- Federal Highway Administration

Graphic 3.1 - Three Pillars of Community Engagement



3.2 Stakeholder Committee

The Stakeholder Committee is a critical element in the corridor studies process, ensuring that the plan and process encompasses the full range of community values and desires. The group was selected from six categories represented in Graphic 3.2.

Graphic 3.2 - Stakeholder Committee Group



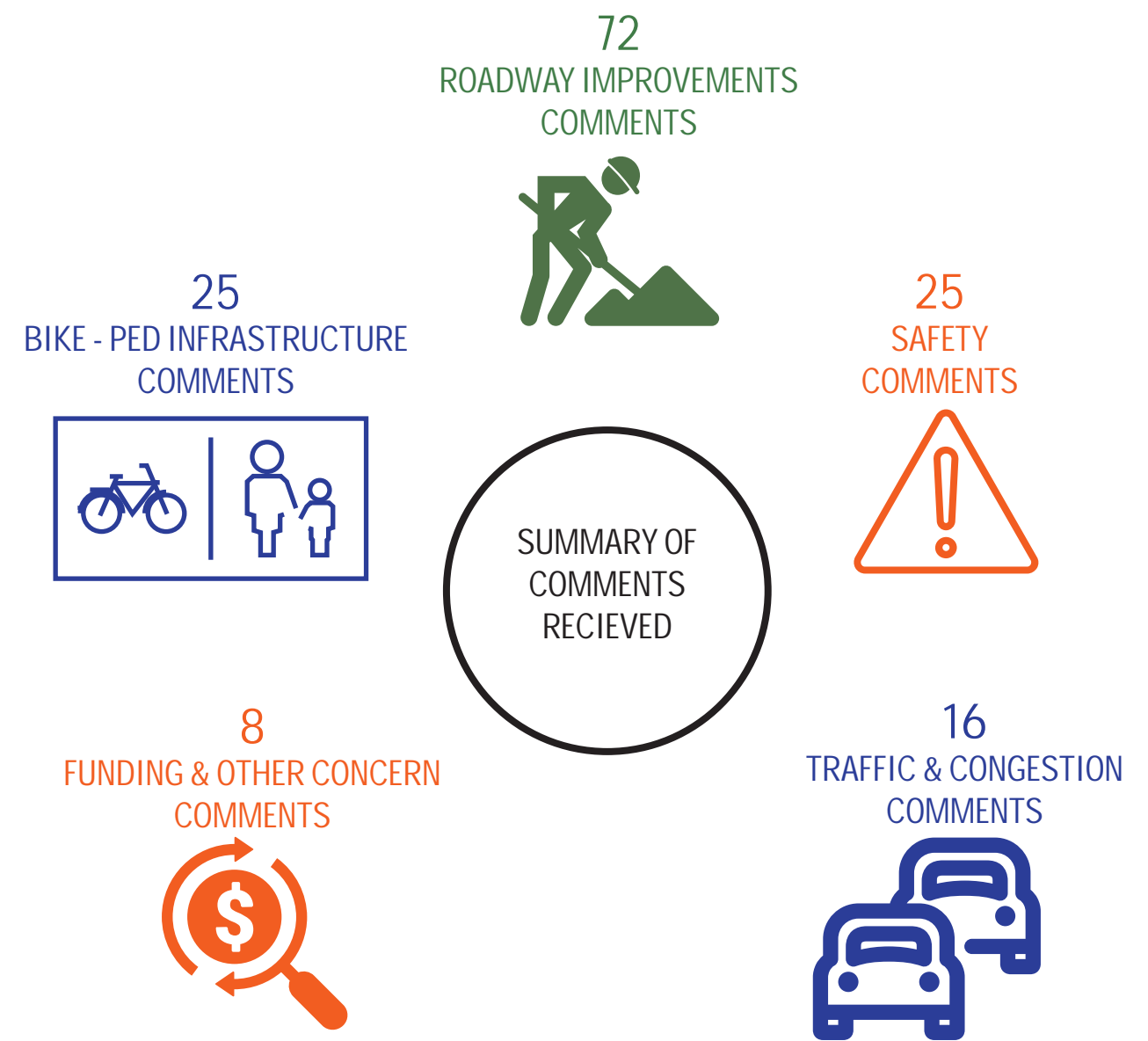
Two stakeholder committee meetings were organized. The first, at the onset of the project to help identify high level challenges and concerns for the corridor. The second, after the first Public Information Open House, detailed out an in-depth SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis of the corridor and discuss potential projects and prioritization.

• **Meeting 1 -**

The first meeting was held on February 5, 2019 at the Fayette County Library in conjunction with the Tyrone Road - Palmetto Road stakeholder committee. Of the 27 members invited to participate, 18 attended. Represented in attendance were Fayette County, Town of Tyrone, City of Fayetteville, Georgia Department of Transportation, Homeowners Associations, Non – Profits, Media, Institutions and Faith Groups. Image 3.1 shows photographs from the meeting.

Prior to the meeting, stakeholders had the opportunity to identify specific transportation challenges within the corridor at the mapping station. Stakeholders were asked for input via an interactive Word Cloud and Kahoot questionnaire. Graphic 3.3 represents results from the activities and the overall meeting. Detailed comments and Word Cloud results are attached in the appendix.

Graphic 3.3 - Stakeholder Committee Meeting Comments & Feedback



• **Meeting 2 -**

The second stakeholder committee meeting for the Sandy Creek Road corridor study was held on May 22, 2019 from 5 pm to 7 pm at the Fayette County Public Library. The stakeholder committee meeting was in conjunction with the other three corridors also being studied by Fayette County.

The meeting was workshop style where committee members and county staff worked on three activities, focused on the draft concepts and their priorities. The first activity was the SWOT Analysis (Strengths, Weakness, Opportunities, Threats). The second workshop activity was discussing the draft concepts and prioritizing them. The third activity was called “Show me the Money”. To aid further prioritization, each stakeholder was given 1 million dollars in funds to invest in projects. Image 3.2 shows photographs from the meeting. Detailed comments and Word Cloud results are attached in the appendix.

Image 3.2 - Stakeholder Committee Meeting 2

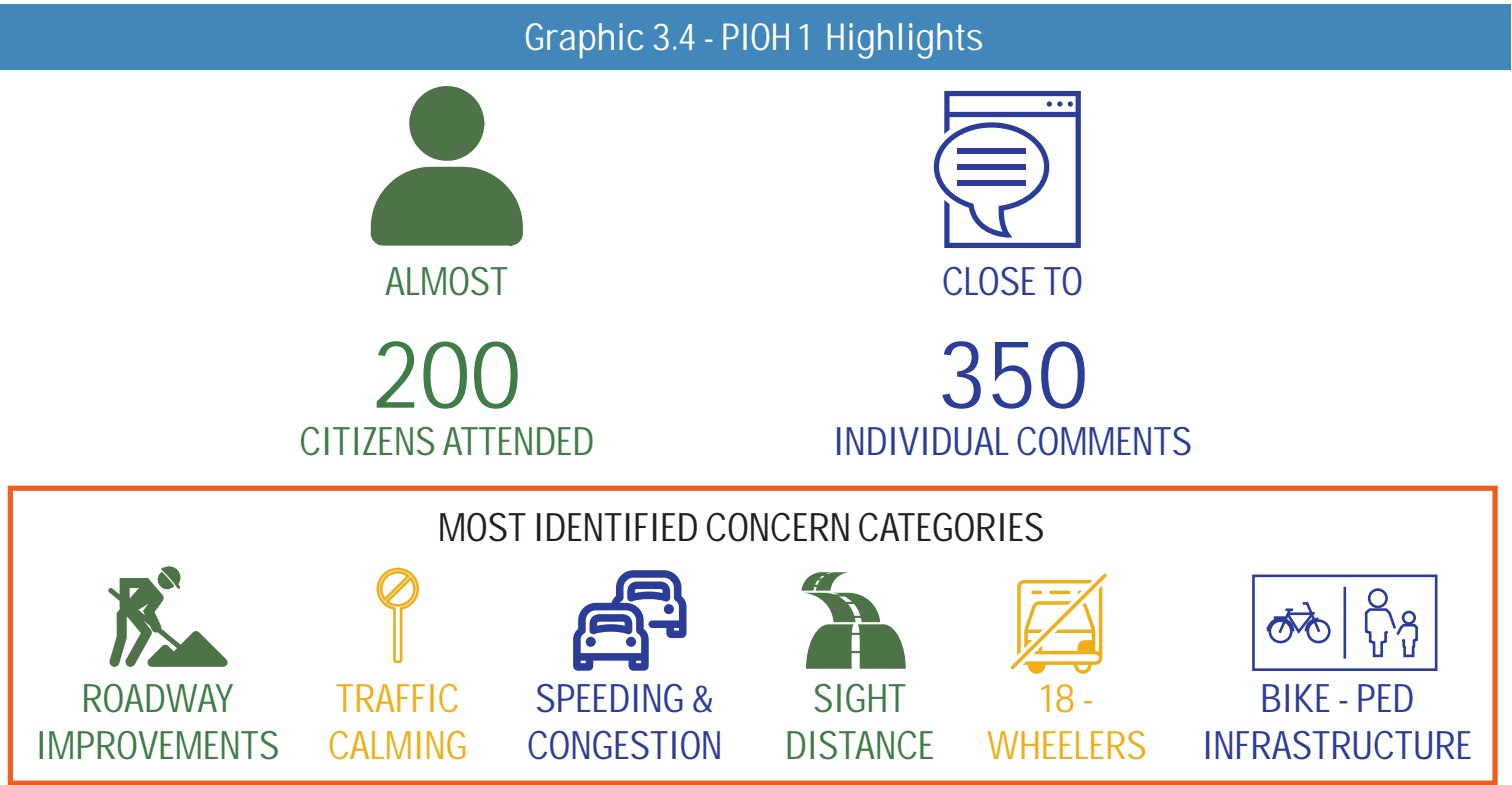


3.3 Public Information Open House

• **PIOH 1 -**

The first Public Information Open House for the Sandy Creek Road corridor study was held on March 18, 2019 from 4 pm to 7 pm at the Fayette County Public Library, in conjunction with the other three corridors also being studied by Fayette County.

Citizens were given various opportunities to provide feedback on the current conditions of the corridor, including sticker stations, comment cards and detailed comment forms. Graphic 3.4 represents highlights from the PIOH. Detailed comments and results are attached in the appendix.



• **PIOH 2 -**

The second Public Information Open House for the Sandy Creek Road corridor study was held on July 15, 2019 from 4 pm to 7 pm at the Fayette County Public Library in conjunction with the other three corridors also being studied by Fayette County.

Preliminary project concepts were presented to the citizens. Citizens were given various opportunities to provide feedback on the draft concepts, including sticker stations, online survey stations and detailed comment forms.

Graphic 3.5 represents highlights from the PIOH. Detailed comments and results are attached in the appendix.

Graphic 3.5 - PIOH 2 Highlights

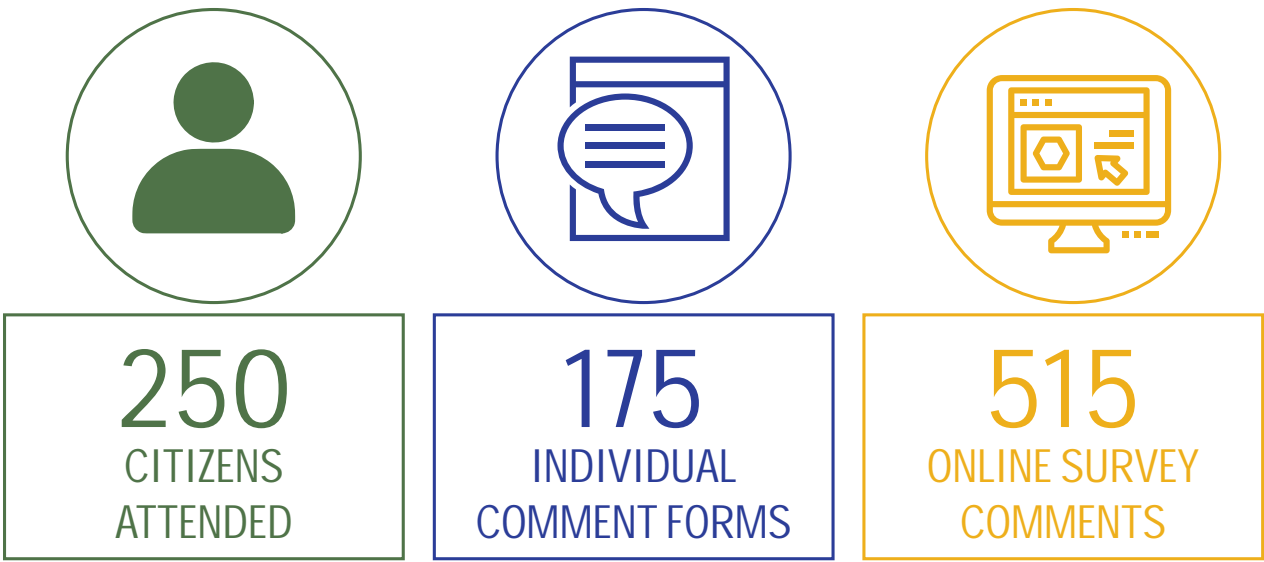


Image 3.3 - PIOH 2 Highlights



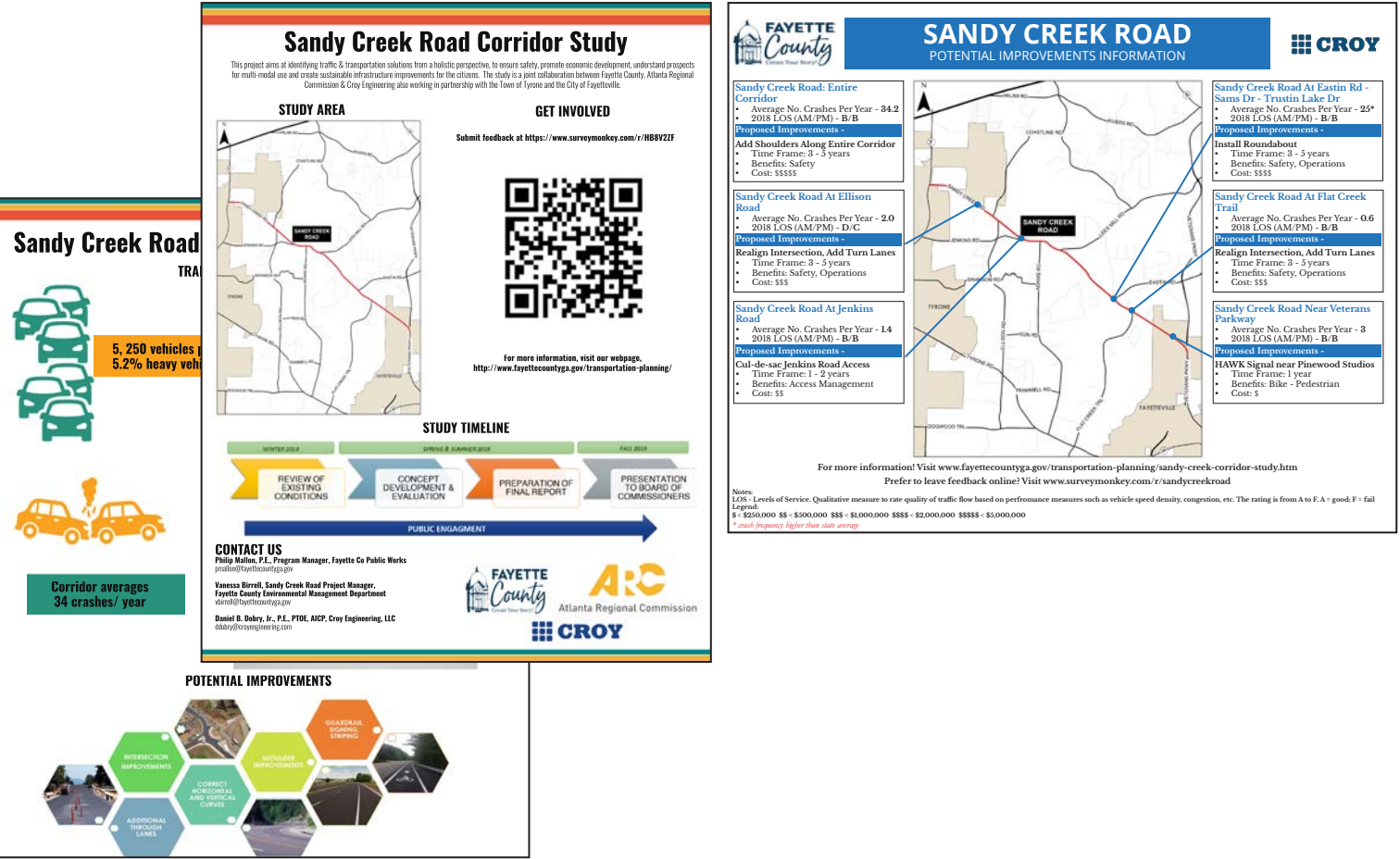
3.4 Outreach Methods and Tools

Outreach efforts relied on a variety of methods and tools to engage diverse audiences and a strong cross-section of the community.

• Project Fact Sheets -

A project fact sheet was created for outreach efforts to provide high-level information to educate the public about the plan. The fact sheet included details on the plan’s purpose and goals, overall process and schedule, traffic volumes and crash data and QR coded links to the survey. The second phase fact sheets provided information on potential improvements, time frame, benefits and cost estimates to help citizens better understand proposed concepts. Fact sheets are attached in the appendix.

Image 3.4 - Fact Sheets



• Project Flyers -

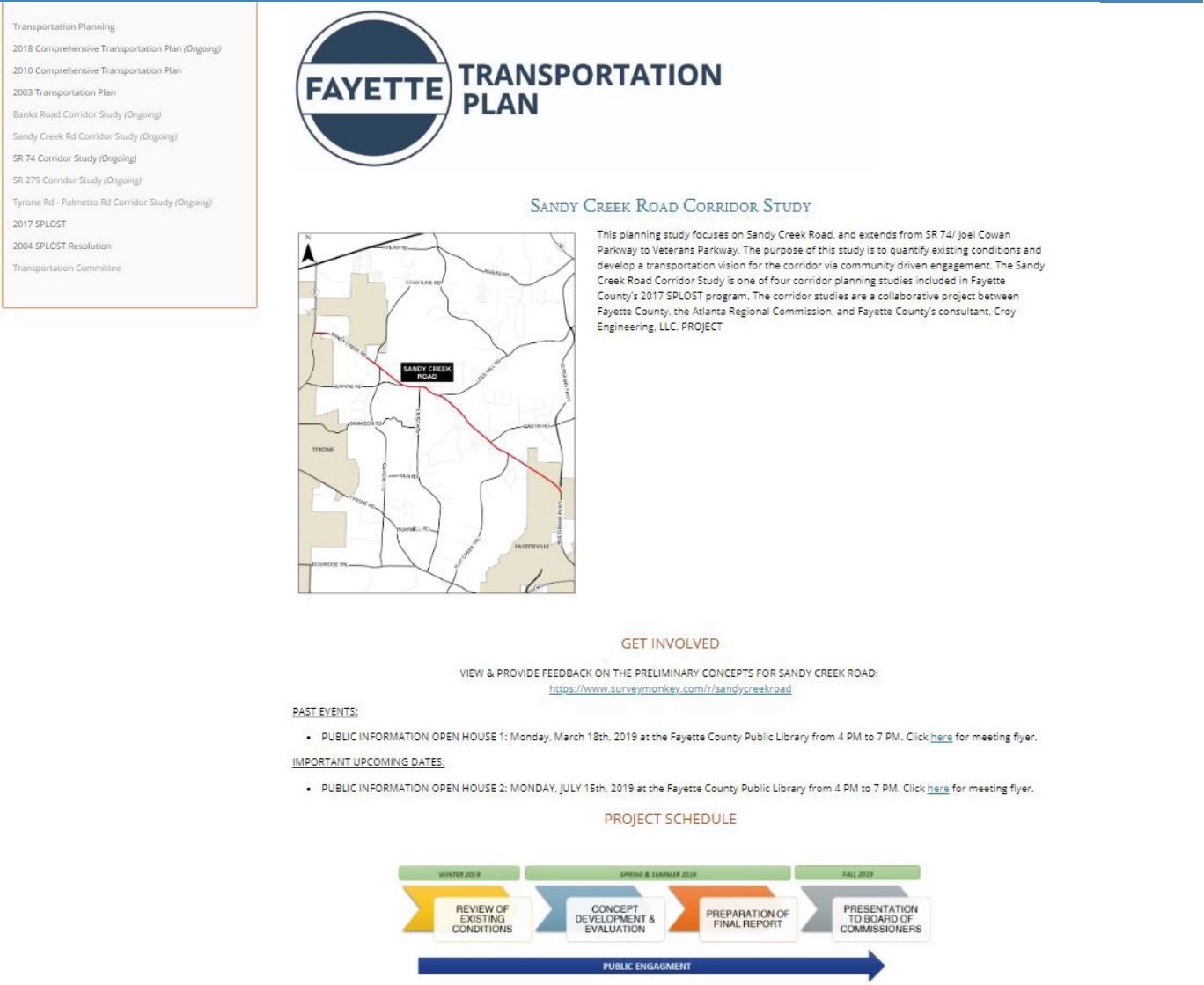
Post-card size flyers were created to send to citizens via email, newspaper distribution, and dispensed at major locations like the library and County offices.

• Project-specific Web Page -

The Fayette County Transportation Planning webpage was used to host corridor study information (www.fayettecountyga.gov/transportation-planning/). Information on the project was provided to the County Communications staff for posting on the site.

The aim of the website was to provide stakeholders and County residents a forum to allow continuous feedback on the corridor study, learn about public meetings, and keep up to the date on the progress of development of the project. The web page was updated with presentations, findings, results, ideas, surveys, and meeting information to foster an ongoing project conversation. Both rounds of online survey were also embedded on the project-specific webpage. All documents uploaded to the website are attached in the appendix.

Image 3.5 - Website Page



• **Surveys -**

Two rounds of surveys were used during the public outreach, one in each phase. The surveys were available in both an online format and in hard copy (for the PIOH). The first round of survey focused on understanding the overall vision for the corridor. The second round of survey focused on determining preference and priorities for recommending projects.

Image 3.6 - Survey Page



Sandy Creek Road Corridor Study - Phase II Concepts

Your Input is Valuable!

After compiling the 1st round of public feedback received from the public outreach sessions, the corridor study team came up with a number of project concepts along Sandy Creek Road. Please review the following six concepts and provide feedback.

• **Email Blasts -**

Email blasts were pushed out during the plan’s development to inform citizens of the public information open house and provide information to the survey links. Email blast updates included information on the plan status, dates and information on upcoming public open houses or community events and alerts to take the online surveys.

• **Variable Message Boards -**

Variable Message Boards were used at strategic locations to advertise the two Public Information Open Houses.

• **Social Media: Facebook -**

City and community Facebook pages were used to inform the community of upcoming events, access to the online survey, and plan updates during the planning process. Image 3.7 represents an example of an announcement on the City of Fayetteville Facebook page.

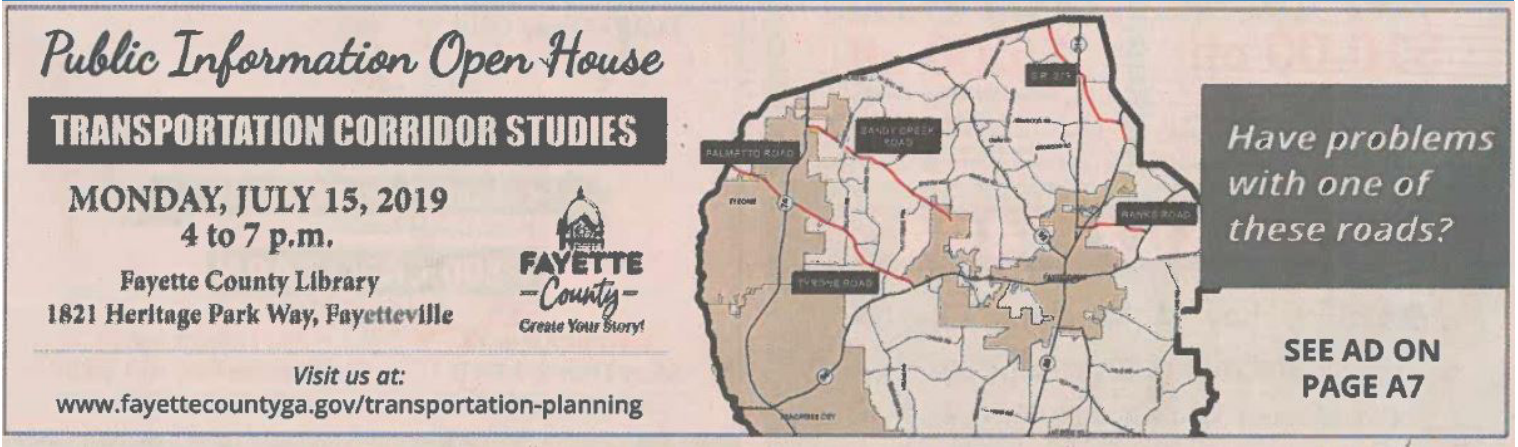
Image 3.7 - Facebook Page



• **Newspaper Advertisement -**

Newspaper advertisements were printed in The Citizen to in-form citizens on upcoming public open houses or community events and are displayed in Image 3.8.

Image 3.8 - Newspaper Advertisement



3.5 Transportation Committee

The Fayette County Transportation Committee is tasked with overseeing transportation planning, safety, operations and project delivery issues. The Committee meets monthly and makes recommendations for consideration by the Board of Commissioners. The group was focused on providing feedback and support to the county and consultant in defining the project and identifying potential project outcomes for the study.

Details from the meetings is described below -

- December 4, 2018 -
Presentation was made to introduce the study and teams and to outline the process and outcomes. Handouts were also distributed to gain feedback on the study goals, current perspectives, challenges and desired outcomes for the corridors.
- May 7, 2019 -
Presentation was made to provide a recap of the outreach events and the Road Safety Audit, introduce the website page, and discuss the next steps and action items.
- June 4, 2019 -
This meeting introduced, discussed and debated the potential improvements for the Sandy Creek Road Corridor and the Tyrone Road - Palmetto Road Corridor.



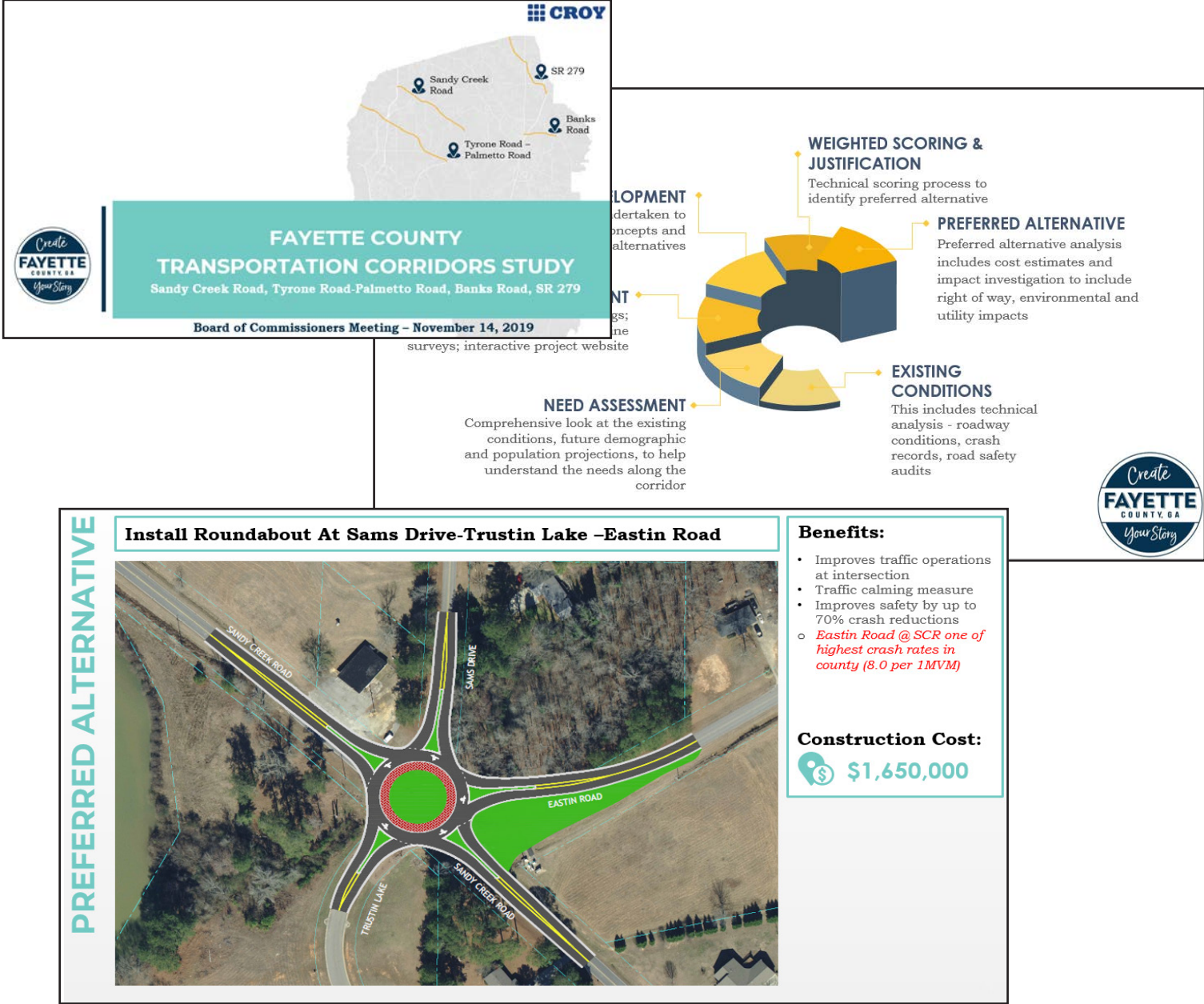
Image 3.9 - Transportation Committee In Action

- July 9, 2019 -
This meeting discussed potential improvements to the Banks Road Corridor and SR 279 Corridor were made. Also included in the discussions were the relocation of the intersection of SR 279 at SR 85 to form a common intersection with Corinth Road.
- September 10, 2019 -
County staff reviewed draft project recommendations, including alignment of SR 279 with Corinth Road.
- October 1, 2019 -
This meeting presented for discussion the preferred improvement projects for the 4 corridors. Presentation included concept diagrams, benefits and estimated construction cost of the projects. Edits from the Committee were incorporated into the version of the report subsequently posted for public comment.

3.6 Formal Presentations

- **City of Fayetteville City Council -**
The City of Fayetteville City Council presentation was made on November 7, 2019. The presentation included the three 2017 SPLOST Corridor Studies on: Banks Road, Sandy Creek Road, and Tyrone & Palmetto Roads. The presentation aimed to provide the public and the City Council a summary of the report recommendations and encourage input on the draft documents.
- **Fayette County Board of Commissioners -**
The Fayette county Board of Commissioners (BOC) presentation was made on November 14, 2019. The presentation included the four 2017 SPLOST Corridor Studies on: Banks Road, Sandy Creek Road, Tyrone & Palmetto Roads, and SR 279. The presentation aimed to provide the public and the BOC a summary of the report recommendations and encourage input on the draft documents. The public comment period was open through the month of November. Final reports will be presented to the BOC for adoption in December 2019 or January 2020, depending on the amount of comments received.
- **Town of Tyrone City Council -**
The Town of Tyrone City Council presentation was made on November 21, 2019. The presentation included the 2017 SPLOST Corridor Studies on Sandy Creek Road, and Tyrone & Palmetto Roads. The presentation aimed to provide the public and the City Council a summary of the report recommendations and encourage input on the draft documents.

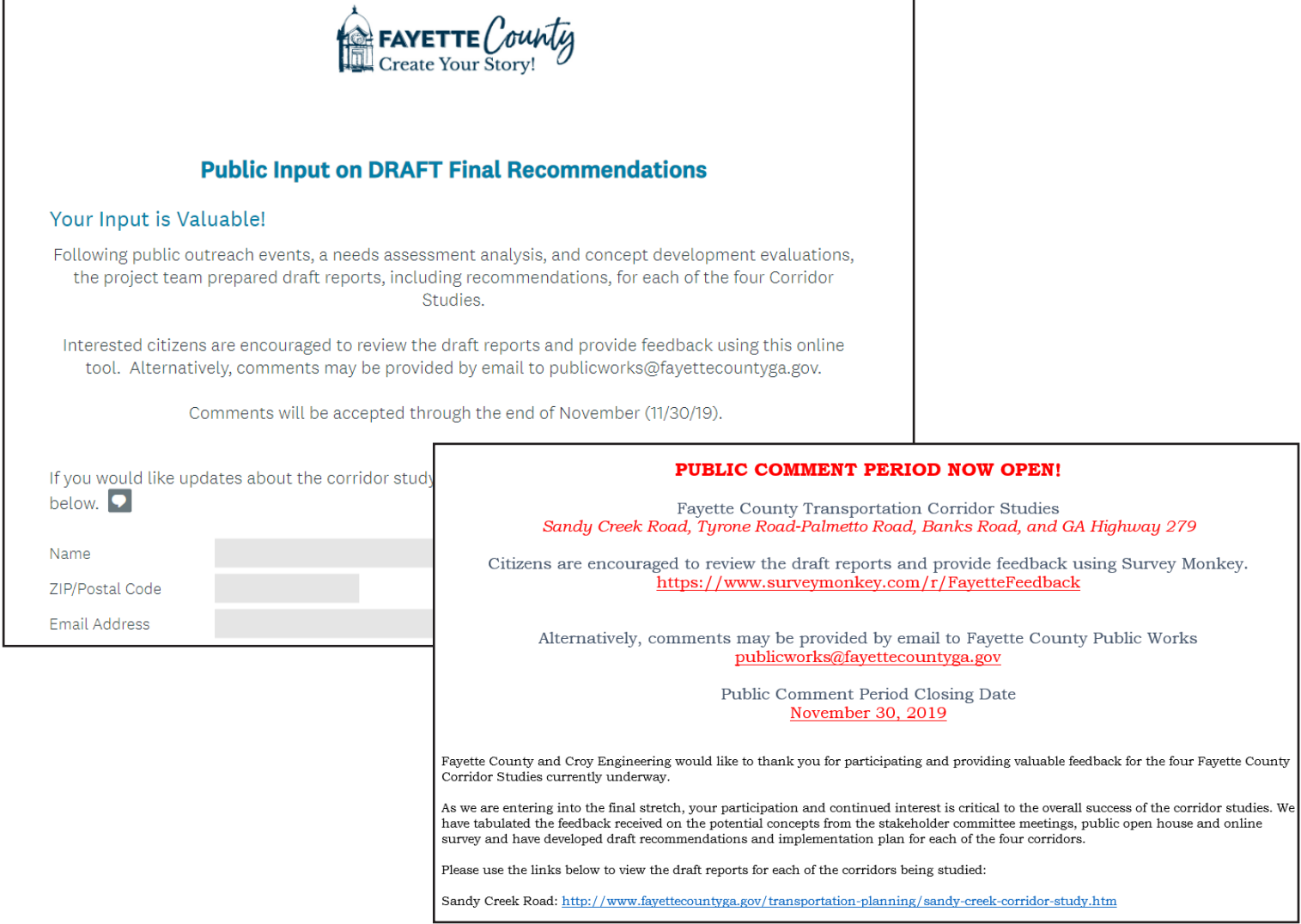
Image 3.10 - Snapshot of the Formal Presentations



3.7 Public Comment Period

The Public Comment period was open through the month of November for the four draft corridor studies (Banks Road, Sandy Creek Road, SR 279 and Tyrone & Palmetto Roads). Blast emails were sent to citizens, draft reports and survey links were posted on the website and printed copies of the draft reports were made available at key County locations. A total of 91 comments were received. After completion of the public comment period, the draft documents were revised to reflect comments received and the reports will be presented to the Board of Commissioners for adoption.

Image 3.11 - Snapshot of the Public Comment Survey and Blast Email



3.8 Next Steps

As aforementioned, once the analysis of the County’s current and projected future transportation needs was completed, the focus of the study was directed towards identifying project concepts including solutions to minimize impacts.

A robust project evaluation and prioritization process was used to evaluate the set of draft recommendations to develop a criteria that aligns with the project’s vision and goals. Additional criterion included right of way impacts, cost estimates, and funding mechanisms.

The Existing Conditions, Needs Assessment and the Road Safety Audit lay the foundation for the draft GDOT Concept Report, which is included in the appendix of the report.

Chapter 4:
Concept Development

4.1 Introduction - Page 48

This section of the report introduces the concept development report and discusses the structure of the document.

4.2 Concept Development Process - Page 48

The approach and process undertaken to develop the concepts are defined in this section.

4.3 Weighted Scoring - Page 49

This section identifies the formal weighted scoring process used to initially prioritize the draft concepts.

4.4 Preliminary Draft Concepts - Page 52

This segment discusses the preliminary draft concepts identified and presented to the public and also presents feedback from citizens.

4.5 Evaluation Results - Page 55

This section identifies the results obtained from the formal weighted scoring process.



4.1 Introduction

The Concept Development Report is the fourth section of the Sandy Creek Road Corridor Study. The precedents to this report are the Existing Conditions report which detailed the current conditions of the area around the corridor; the Needs Assessment report which identifies insights into the current and future needs of the corridor; and the Community Engagement report which describes the outreach efforts and feedback.

This chapter highlights the concept development approach utilized as part of the Sandy Creek Road corridor planning process and discusses the approach and process undertaken to develop the preliminary concepts and arrive at the preferred alternatives. This includes the draft concepts, feedback from citizens, formal weighted scoring process used to streamline the draft concepts, project justification and the preferred concept.

Preferred alternative analyses include cost impacts to right of way, the environmental considerations, and utilities. Concepts developed represent potential combinations of safety improvements, operational improvements, and multi-modal accommodations per the corridor’s Needs Assessment Evaluation and public feedback from the first Public Information Open House (PIOH).

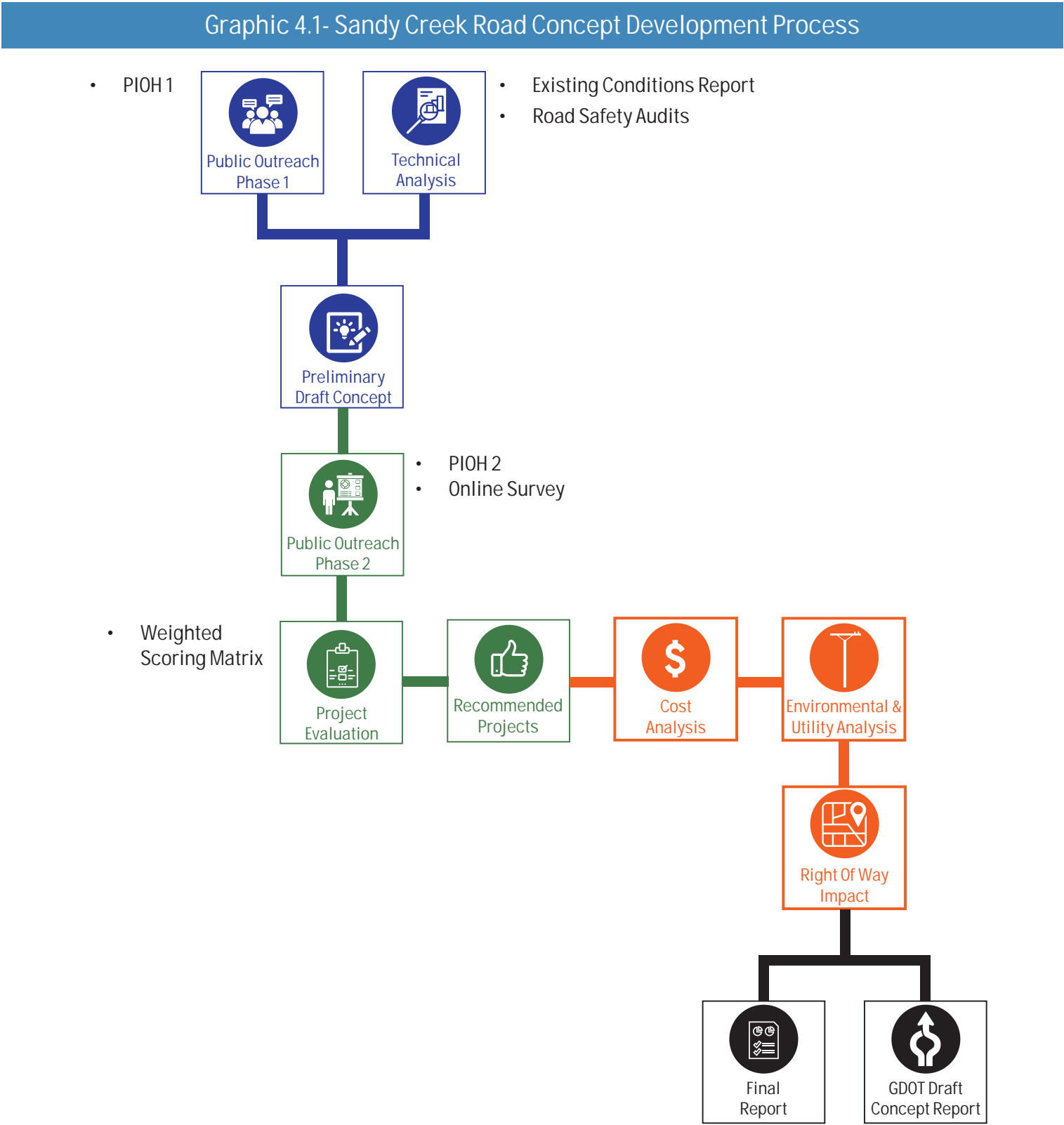
4.2 Concept Development Process

After the County’s current and projected future transportation needs along the Sandy Creek Road corridor were analyzed, feedback was compiled from the first round of public outreach – the PIOH and online submissions. This analysis was directed to identify concepts and solutions to address citizen concerns in alignment with the goals and vision for the corridor.

Preliminary draft concepts were presented to the citizens. Concept boards included descriptions, image renderings, and listing of benefits and impacts. Citizens were given various opportunities to provide feedback on the draft concepts, including sticker stations, online survey stations and detailed comment forms.

After compiling the second round of public feedback through the outreach sessions and online surveys, the set of draft recommendations were assessed using robust project evaluation and prioritization processes. A scoring matrix was created to evaluate and prioritize the projects with achieving the objectives as the driving force of the process.

Project justification including traffic operations modeling and safety benefits were provided to identify the preferred alternative. The cost analysis, right of way, environmental and utility impacts for this alternative were also assessed. The concept development process is detailed in Graphic 4.1.



4.3 Weighted Scoring

To assess the performance of each alternate improvement with regard to the study’s vision, a quantitative and qualitative approach was developed. An evaluation matrix was prepared to quantitatively compare and “score” the performance of each concept. The qualitative approach included comparing the concepts to Fayette County’s policies included in the pending Comprehensive Transportation Plan (CTP) to ascertain how well each concept supports the CTP. As aforementioned, this section details the tools and methodology used to evaluate the transportation concepts developed for Sandy Creek Road.

Quantitative Approach – Evaluation Matrix

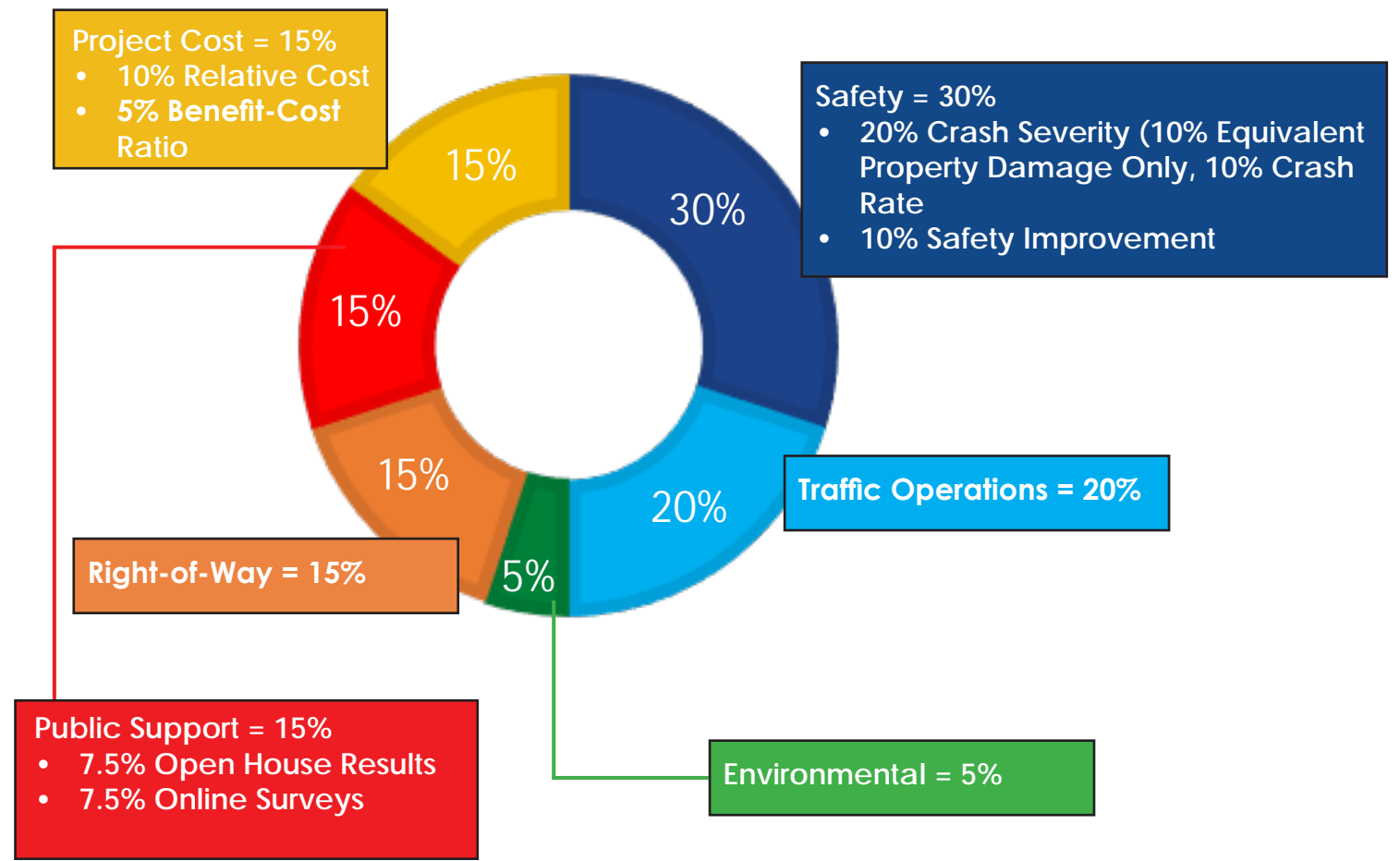
The categories evaluated in the evaluation matrix for each concept were safety, traffic operations, environmental impact, right-of-way acquisition, project cost, and public support. For each category, performance measures were selected and/or developed as a means of evaluating the relative performance of each concept in terms of each specific scoring category.

Within the evaluation matrix, a weighted system was used to assign each category points totaling to 100 points. Graphic 4.2 and 4.3 summarize the performance measures, descriptions, data sources, and methodology by category. The concept evaluation worksheets for each category are included in the appendix.

Graphic 4.2 - Weighted Scoring Categories



Graphic 4.3 - Weighted Scoring Percentages



• Safety (30 Points)

To score safety, each concept was analyzed based on the current crash severity at the location and the potential improvement to safety that can be realized by the proposed concept design. To calculate the crash severity, crash data was obtained from the Georgia Electronic Accident Reporting System (GEARS) database. Crash records were collected along Sandy Creek Road between 2014 and 2018.

The crash data was sorted by crash severity based on the KABCO scale per intersection and road segment. Table 4.1 represents the KABCO Injury Classification scale for crash severity defines levels of injury severity. If several people are injured in a crash, the most severe injury level is used to set crash severity.

Table 4.1 - Injury Severity	
INJURY SEVERITY LEVEL	DESCRIPTION
K (Fatality)	FATAL INJURIES INCLUDE DEATHS WHICH OCCUR WITHIN THIRTY DAYS FOLLOWING INJURY IN A MOTOR VEHICLE CRASH.
A (Incapacitating Injury)	INCAPACITATING INJURIES INCLUDE SKULL FRACTURES, INTERNAL INJURIES, BROKEN OR DISTORTED LIMBS, UNCONSCIOUSNESS, SEVERE LACERATIONS, SEVERE BURNS, AND UNABLE TO LEAVE THE SCENE WITHOUT ASSISTANCE.
B (Non-Incapacitating Injury)	NON-INCAPACITATING INJURIES INCLUDE VISIBLE INJURIES SUCH AS A "LUMP" ON THE HEAD, ABRASIONS, AND MINOR LACERATIONS.
C (Complaint Injury)	MINOR INJURIES INCLUDE HYSTERIA, NAUSEA, MOMENTARY UNCONSCIOUSNESS, AND COMPLAINT OF PAIN WITHOUT VISIBLE SIGNS OF INJURY.
O (Property Damage Only)	NO FATALITY OR INJURY; PROPERTY DAMAGE ONLY

Crash Severity (20 points)

The first component of the Safety Score for each concept is the crash severity currently experienced at the project location. The crash severity at each proposed project’s location was scored based on its EPDO (Equivalent Property Damage Only) value and the intersection or road segment crash rate at the location. The equivalent property damage only (EPDO) value for a crash location weighs factors related to the societal costs of fatal, injury, and property damage-only crashes. The relative costs are assigned to crashes by severity to develop an equivalent property damage-only score that considers frequency and severity of crashes. Each concept’s EPDO Score was normalized relative to the EPDOs for the four Fayette Corridor Studies with the maximum value being 10 points.

A road segment or intersection’s crash rate is calculated to determine relative safety compared to other similar roadways, segments, or intersections. Crash rate analysis typically takes into account data such as traffic volumes or roadway mileage to provide a more effective means of comparing crash frequency at locations and prioritizing safety issues at similar locations. Each concept’s Crash Rate Score was normalized relative to 2016 statewide average crash rate with the maximum value being 10 points.

Crash Reduction Factor (10 points)

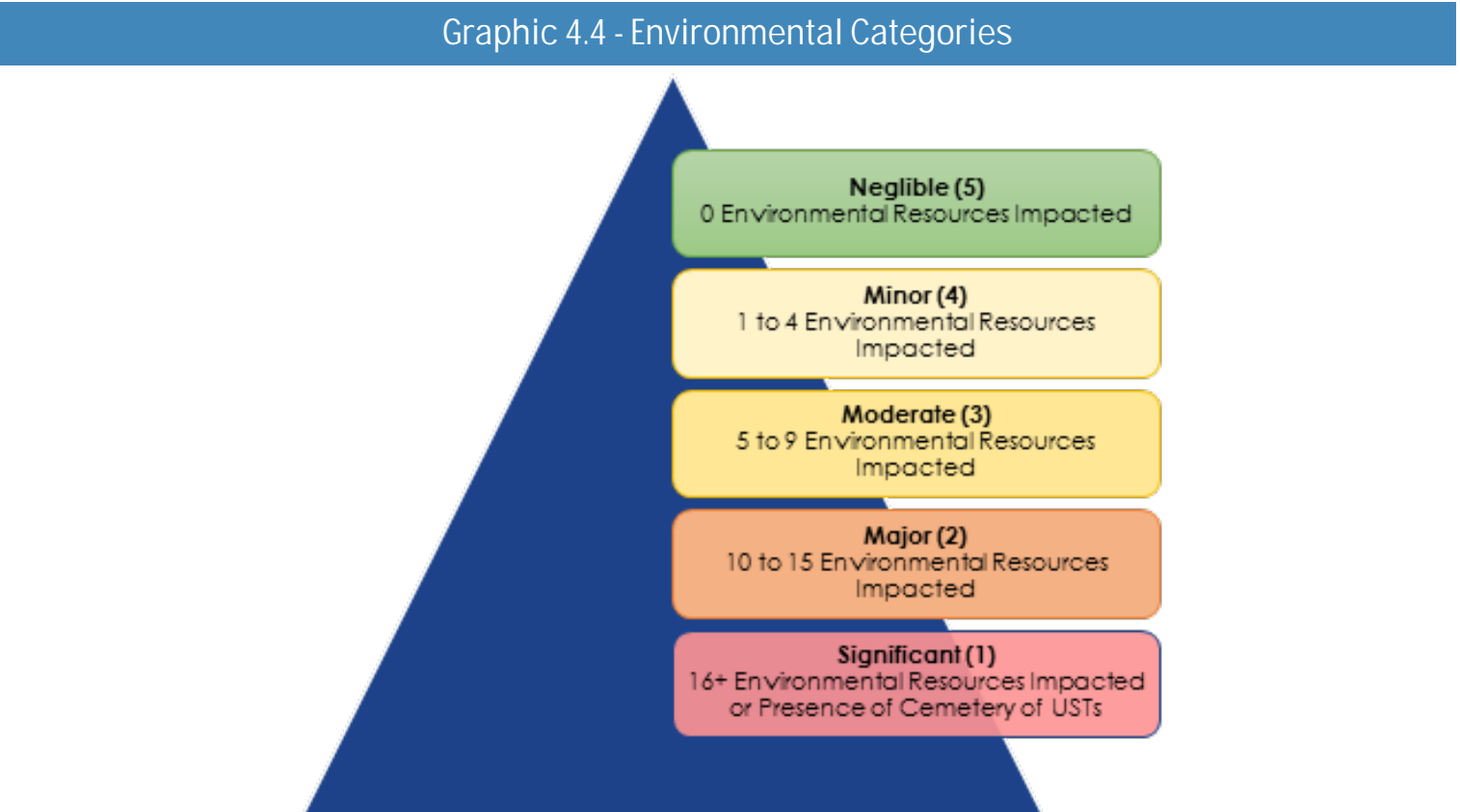
The second component of the Safety Score for each concept is the project’s potential to reduce the number of crashes at the project’s location. To determine this value, the FHWA’s Highway Safety Manual was used to identify the crash reduction factor(s) (CRFs) for each concept. A crash reduction factor (CRF) is the percentage crash reduction that might be expected after implementing a given countermeasure at a specific site. Each concept’s Safety Improvement Score was normalized to 100% with the maximum value being 10 points.

Traffic Operations (20 points)

To score traffic operations, each concept was analyzed based on the net difference in delay or road capacity between a 2040 Build scenario and the 2040 No Build scenario. The net difference in delay or capacity between the 2040 Build and No Build scenarios was calculated for the AM and PM peak hours. The peak hour with the greatest reduction in delay or increase in capacity was selected and used to rank the concept’s potential improvement to traffic operations based on a ranking from 1 to 10. The ranking was then converted to the overall Traffic Operations score for the concept, with the maximum score being 20 points.

Environmental (5 points)

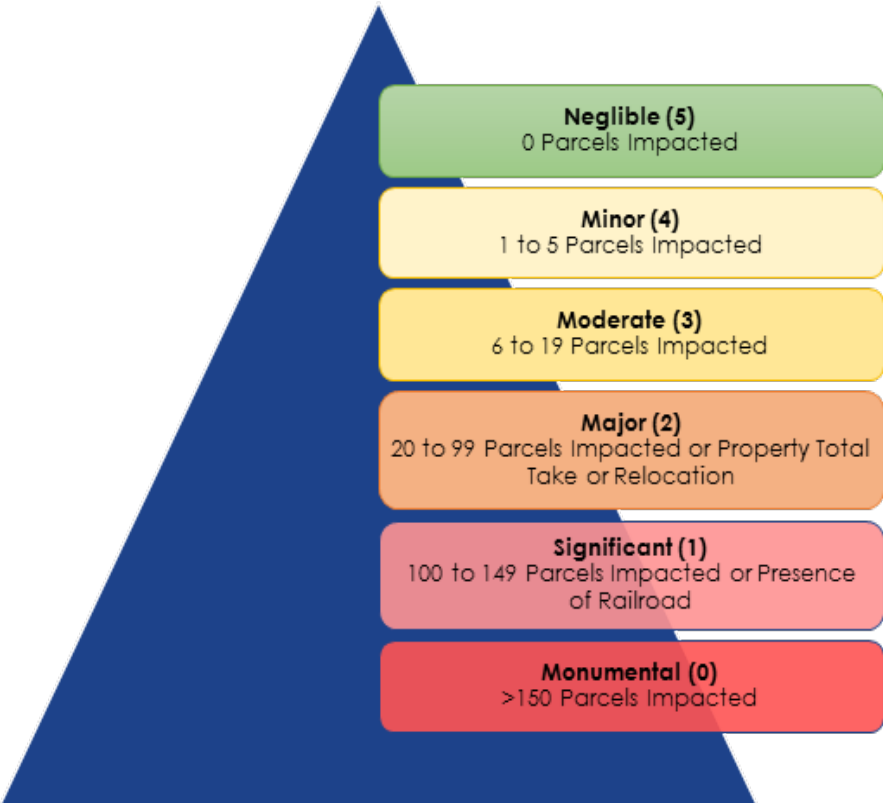
To score environmental impacts, each concept was analyzed based on the number of environmental resources potentially impacted by the construction of the project. The potential environmental impact was ranked on a scale from Negligible (5 ranking) to Significant (1 ranking). The total number of environmental resources impacted by a project was determined based on the number of resources present within a quarter mile radius of the project. Moreover, if there is a presence of a cemetery or underground storage tank (UST), the concept automatically received an impact score of Significant. The ranking was then converted to the overall Environmental Impact score for the concept, with the maximum score being 5 points.



• **Right-of-Way (15 points)**

To score right-of-way impacts, each concept was analyzed based on the number and type of parcels potentially impacted by the construction of the project. To account for the current zoning of the parcels impacted, an undeveloped parcel is equal to 1 impact, a developed residential parcel is equal to 2 impacts, and a developed commercial parcel is equal to 5 impacts. The potential right-of-way impact was ranked on a scale from Negligible (5 ranking) to Monumental (0 ranking). Moreover, if a project requires a total take or relocation of a property, the concept automatically received an impact score of “Major”. If there is a presence of a railroad within the project limits, the concept automatically received an impact score of “Significant”. The ranking was then converted to the overall Right-of-Way score for the concept, with the maximum score being 15 points.

Graphic 4.5 - Right-of-Way Categories



• **Project Costs (15 points)**

To score project costs, each concept was analyzed based on its overall construction costs and the project’s benefit-cost ratio. To calculate the Project Cost score, a planning-level construction cost estimate was prepared for each concept. Each project’s construction cost estimate was used to calculate a Relative Project Cost score and a Benefit-Cost score. For project scoring purposes, design and right-of-way costs were not considered.

Relative Project Cost (10 points)

The first component of the Project Costs Score for each concept is its projected construction cost ranked on a scale from 0 to 5. For each concept, its Relative Project Cost is based on the price range and was ranked accordingly. The ranking was then converted to the Relative Project Cost score for the concept, with the maximum score being 10 points.

Benefit - Cost Ratio (5 points)

The second component of the Project Costs Score for each concepts is its benefit-cost ratio. The benefit-cost ratio was calculated by dividing the total monetary value of the potential benefits of the project by the projected construction cost for the project. The monetary value of the potential benefits was the sum of the potential crash cost savings over a 20-Year horizon and the travel time savings over a 20-Year horizon. Crash Costs savings were calculated per Property Damage Only (PDO) Crash Costs in GDOT’s Highway Safety Improvement Program Report (2016). Travel Time savings were calculated by assigning monetary values to the reduction in automobile delay and truck delay and by accounting for fuel cost savings. The ranking was then converted to the Benefit-Cost Ratio score for the concept, with the maximum score being 5 points.

• **Public Support (15 points)**

To score public support, each concept was analyzed based on documented comments received at the second Public Open House and the results from the Phase II Online Survey. The information was then converted to an overall Public Support score for each concept, with the maximum score being 7.5 points for the comment forms and 7.5 points for the online surveys.

4.4 Preliminary Draft Concepts

Preliminary projects were identified to address current and projected future transportation needs. These concepts were presented to the citizens at the second PIOH, in July 2019. Citizens were given various opportunities to provide feedback on the draft concepts, including sticker stations, online survey stations and detailed comment forms. As aforementioned, around 250 citizens attended the open house, 176 comments were received via comment forms, and 515 comments were received via the online survey.

Following a review of the results from the first Public Information Open House and completion of the Phase 1 online survey, the project management team developed a series of projects that addressed the identified concerns. With the completion of the Needs Assessment Report, concept ideas were refined and additional concepts were added to address the current facility needs.

- Below is the list of concepts evaluated for Sandy Creek Road:
- Intersection Improvement at Ellison Road (Realignment & Turn Lanes)
 - Intersection Improvement at Ellison Road (Roundabout)
 - Access Management: Remove Jenkins Road Direct Access to Sandy Creek Road
 - Grade separation at Railroad Crossing near Coastline Road
 - Install Roundabout at Sams Drive -Trustin Lake Drive - Eastin Road
 - Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)
 - Safety Improvements Along Entire Corridor

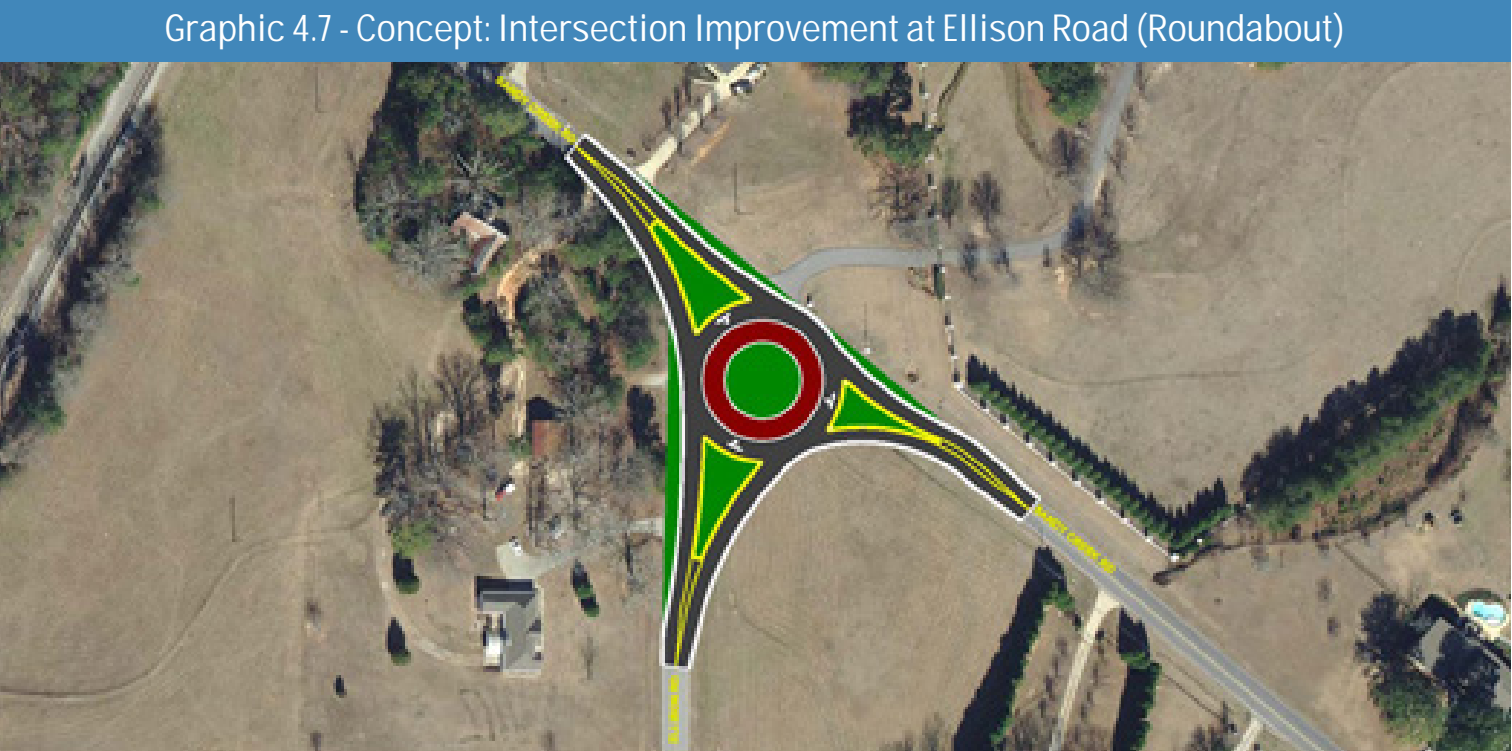
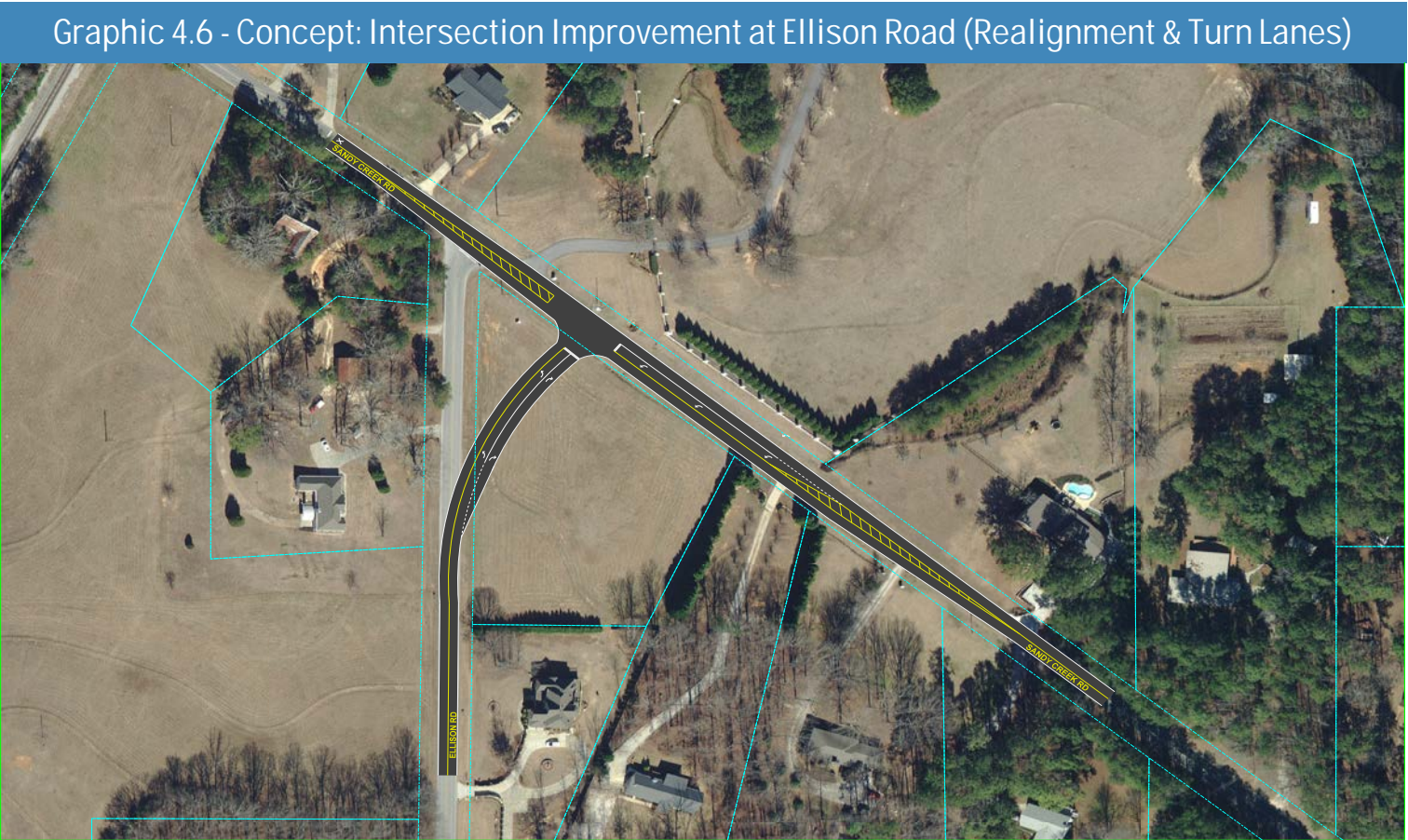
Each concept’s project description and potential benefits are listed in the following sections.

LOS - Levels of Service. Qualitative measure to rate quality of traffic flow based on performance measures such as vehicle speed density, congestion, etc. The rating is from A to F. A = good; F = fail
Legend: \$ < \$250,000 \$\$ < \$500,000 \$\$\$ < \$1,000,000 \$\$\$\$ < \$2,000,000 \$\$\$\$\$ < \$5,000,000

1. Concept: Intersection Improvement at Ellison Road

Based on the Needs Assessment and public comments, an intersection improvement at Ellison Road was identified for additional consideration. Two concepts were proposed: the first adding turn lanes at the intersection and the second installing a roundabout. For both concepts, Ellison Road would be realigned to reduce the skew at the intersection. This project would improve safety and traffic operations at the intersection. The roundabout option would also reduce vehicle speed on Sandy Creek Road along this section of the road.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	CST
2.0	D/C	3 - 5 years	Safety, Operations	\$\$\$



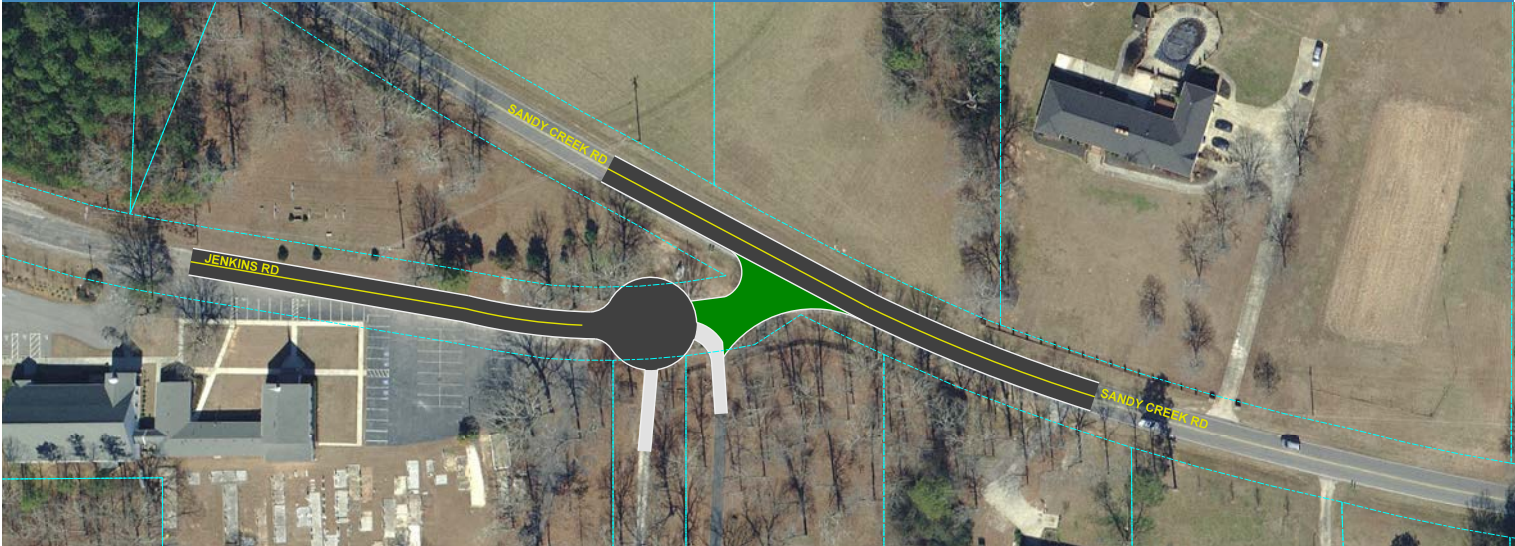
2. Concept: Cul-de-sac Jenkins Road Access to Sandy Creek Road

Based on public comments, improvements at Jenkins Road warranted additional consideration. Responses from the first PIOH indicated that there was a cut through and speeding issue along Jenkins Road. Citizens suggested that the majority of the speeding drivers were Sandy Creek High School students arriving and leaving Sandy Creek Road to the west.

The proposed concept includes closing off Jenkins Road’s direct access to Sandy Creek Road and rerouting traffic to use Ellison Road to the north. This project would improve access management along Sandy Creek Road and could alleviate the concern of cut through traffic. Moreover, drivers would be rerouted to Ellison Road to the north to access the church and home along this segment of Jenkins Road. During the public comment period, strong opposition was received against the Jenkins Road access management concept, and it was ultimately removed from the ranking.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	CST
1.4	B/B	1 - 2 years	Access Management	\$\$

Graphic 4.8 - Concept: Cul-de-sac Jenkins Road Access to Sandy Creek Road



3. Concept: Grade separation at Railroad Crossing near Coastline Road

Based on public feedback, grade separating Sandy Creek Road at the railroad crossing was warranted for further consideration. The proposed project would improve operations along Sandy Creek Road.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	CST
N/A	A/B	10 - 20 years	Safety, Operations	\$\$\$\$\$

4. Concept: Install Roundabout at Eastin Road-Sams Drive-Trustin Lake Drive

Based on the Needs Assessment and public comments, an intersection improvement at Eastin Road and Sams Drive was warranted for additional consideration. The proposed concept is a 5-legged roundabout at the intersection of Sandy Creek Road, Sams Drive, Eastin Road, and Trustin Lake Drive. This project would improve traffic operations at the intersections, which are in proximity to one another. Moreover, it would improve safety by mitigating the number of rear end crashes at the two intersections.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	CST
25*	B/B	3 - 5 years	Safety, Operations	\$\$\$\$

* crash frequency higher than state average

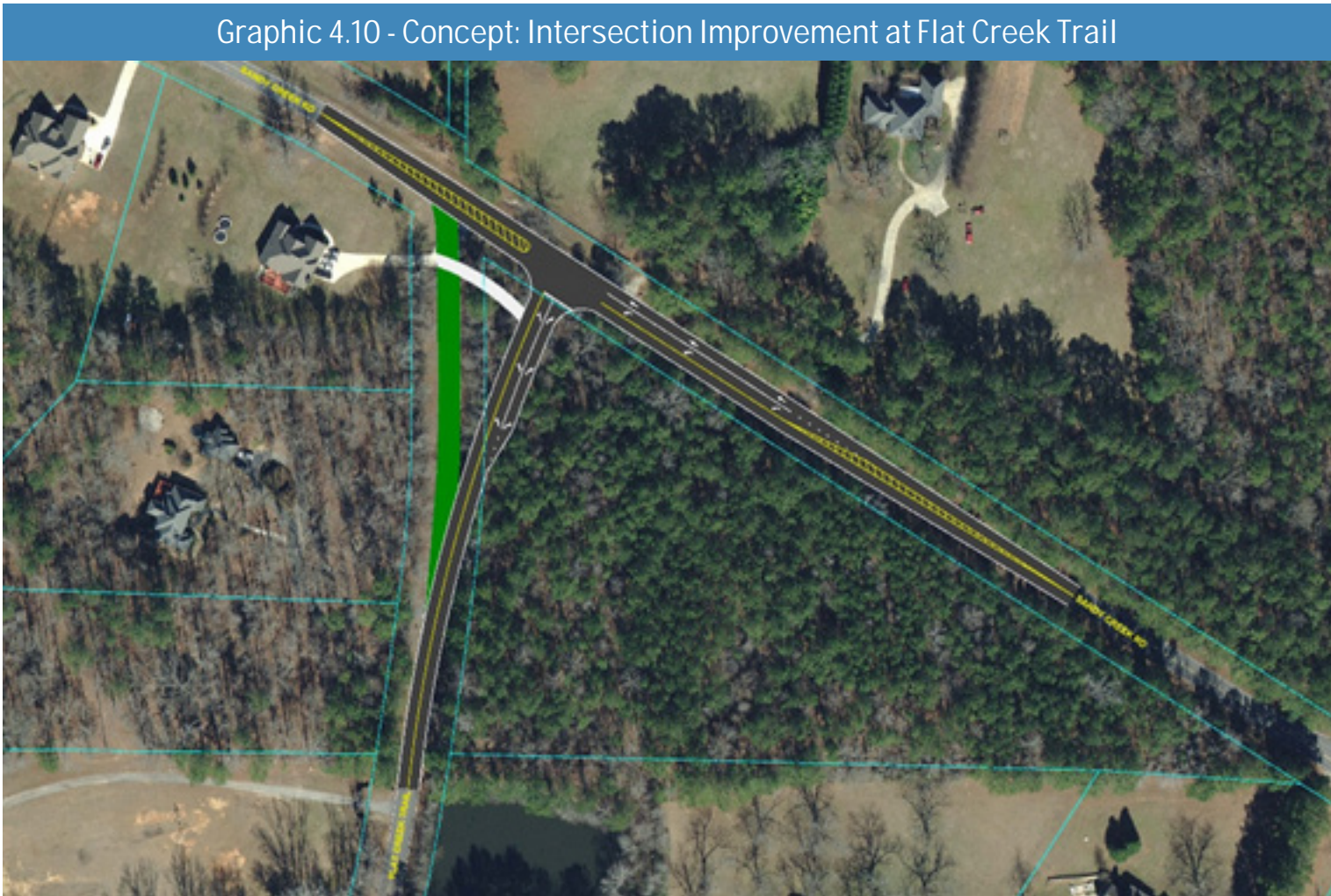
Graphic 4.9 - Concept: Roundabout at Eastin Road-Sams Drive-Trustin Lake Drive



5. Concept: Intersection Improvement at Flat Creek Trail

Based on public comments, an intersection improvement at Flat Creek Trail was warranted for additional consideration. The proposed concept includes realigning Flat Creek Trail to reduce the skew at the intersection and adding turn lanes. This project would improve safety and traffic operations at the location. A roundabout was initially considered and removed as an alternative considering the low volumes on Flat Creek Trail versus the cost associated with constructing a roundabout.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	CST
0.6	B/B	3 - 5 years	Safety, Operations	\$\$\$



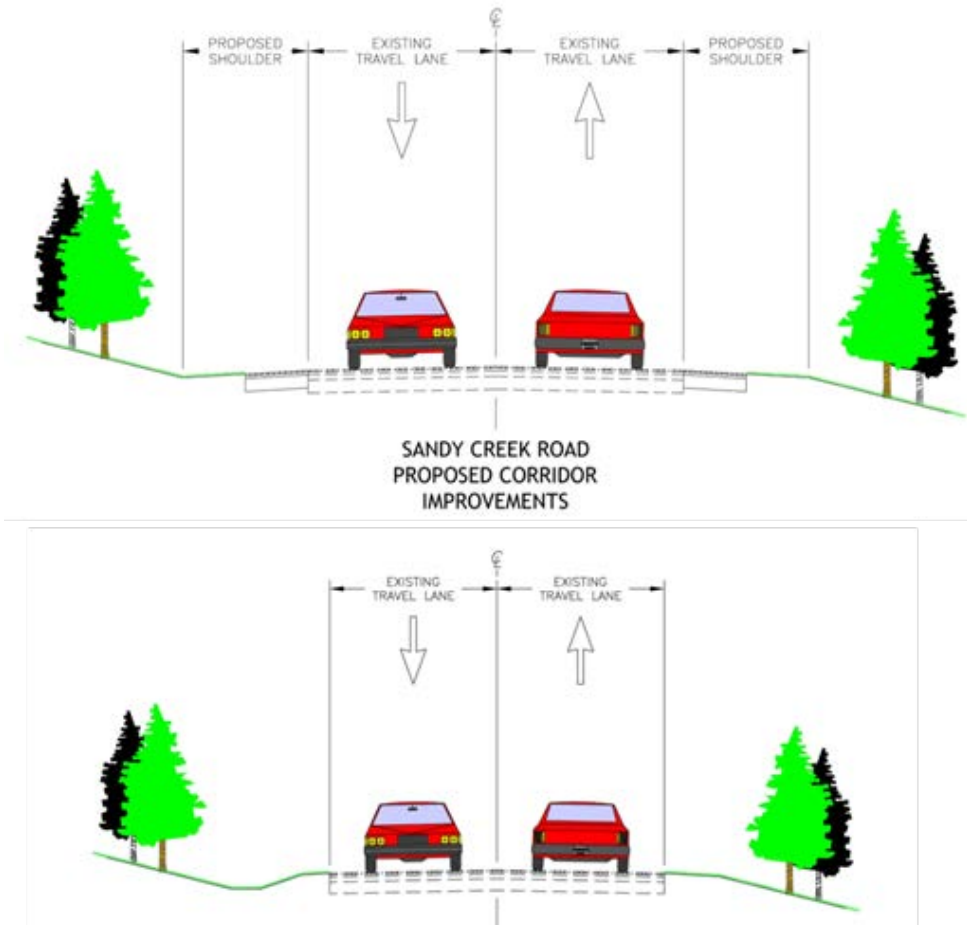
6. Concept: Safety Improvements along Sandy Creek Road

Based on the Needs Assessment and public comments, corridor wide safety improvements were warranted for further consideration. The proposed project is to correct horizontal and vertical curves as needed, widen the shoulder along both sides of the road, install guardrails and remove vegetation encroaching on right-of-way.

The proposed project would enhance safety improving sight distance, reducing driver strain, and providing motorists a recovery area to regain control of their vehicle. Also, the addition of a paved shoulder will provide structural support to the pavement. A measure to improve sight distance along the corridor would also include clearing back vegetation within right-of-way along Sandy Creek Road.

Average No. Crashes Per Year	2018 LOS (AM/PM)	Time Frame	Benefits	CST
34.2	B/B	3 - 5 years	Safety	\$\$\$\$\$

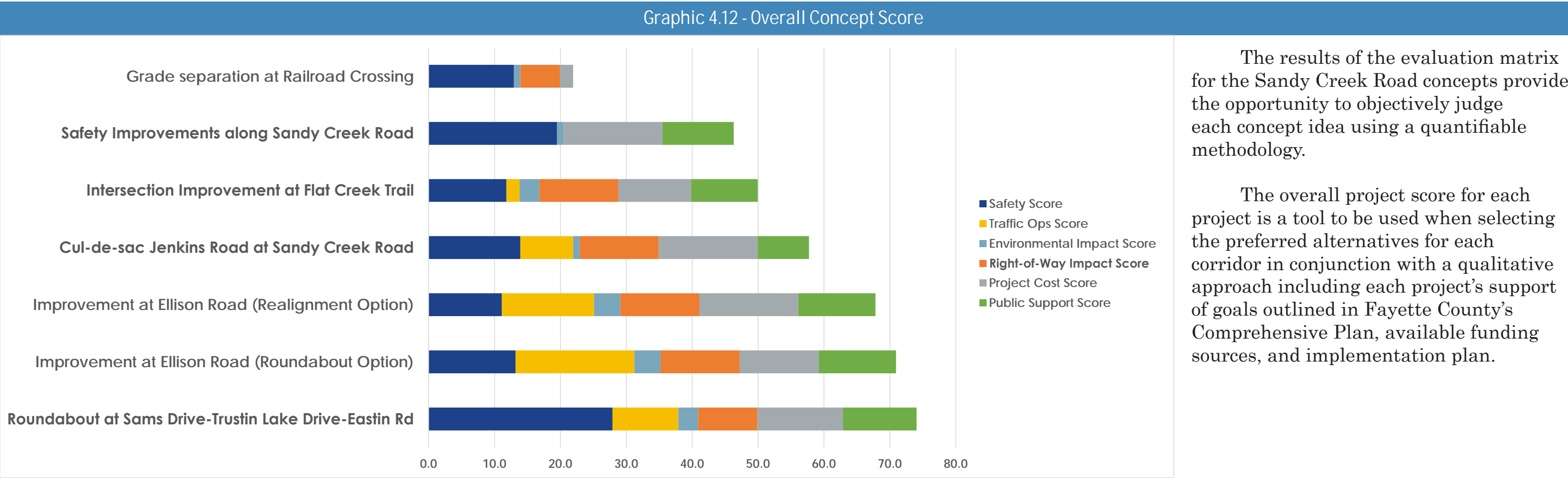
Graphic 4.11 - Concept: Safety Improvements along Sandy Creek Road



4.5 Evaluation Results

Using the methodology detailed in the previous sections, each concept was evaluated in the Evaluation Matrix for Sandy Creek Road. The results of the scoring matrix are detailed per category in the table below. The overall project score is shown in a stacked bar.

Table 4.2 - Evaluation Results						
Project Name	Safety (Max 30 pts)	Traffic Operations (Max 20 pts)	Project Cost (Max 15 pts)	Environmental Impact	R/W Impact	Public Support (Max 15 Pts)
• Improvement at Ellison Road (Realignment Option)	11.1	14.0	15.0	Minor	Minor	11.7
• Improvement at Ellison Road (Roundabout Option)	13.2	18.0	12.0	Minor	Minor	11.7
• Cul-de-sac Jenkins Road at Sandy Creek Road	13.9	8.0	15.0	Significant	Significant	7.8 ¹
• Grade separation at Railroad Crossing	12.9	0.0	2.0	Significant	Significant	N/A ²
• Roundabout at Sams Drive-Trustin Lake Drive-Eastin Rd	27.9	10.0	13.0	Moderate	Moderate	11.2
• Intersection Improvement at Flat Creek Trail	11.8	2.0	11.0	Moderate	Moderate	10.1
• Safety Improvements along Corridor	21.3	0.0	15.0	Significant	Significant	10.8
¹ Removed from consideration due to strong public opposition						
² Concept was evaluated after second PIOH						



Chapter 5: Recommendations & Implementation

5.1 Introduction - Page 57

This section of the report details the recommendations for the Sandy Creek Road corridor and the implementation plan for the preferred alternative.

5.2 Final Recommendations - Page 57

The section details the final recommendations which are divided into recommendations for the corridor’s typical section, specific intersection improvements and bicycle and pedestrian improvements.

5.3 Quick Response Recommendations - Page 63

This segment discusses the proposed list of quick response improvements for Sandy Creek Road.

5.4 Implementation Plan - Page 64

The implementation plan for Sandy Creek Road corridor identifies the projects in terms of project costs, project scheduling, responsible parties for project completion, and funding opportunities.

5.5 Phased Recommended Projects - Page 65

This section lists the recommended projects for Sandy Creek Road.



5.1 Introduction

The section details the recommendations for the Sandy Creek Road corridor and the implementation plan for the preferred alternative. As detailed in previous sections, these recommendations were developed through several analyses, including:

- Review of existing conditions
- Need Assessment analysis for corridor
- Input from citizens, stakeholders, and agencies
- A comprehensive evaluation of potential impacts including safety, traffic operations, environmental, and right-of-way
- Consideration of land use policies and development goals in Fayette County

The needs of the corridor were outlined in the Needs Assessment. The final recommendations for Sandy Creek Road meet those needs while adhering to the goals of Fayette County outline in the 2010 Comprehensive Transportation Plan summarized in Graphic 5.1. The final recommendations and implementation plan are detailed in the following sections.

Graphic 5.1- 2010 Comprehensive Transportation Plan Goals



5.2 Final Recommendations

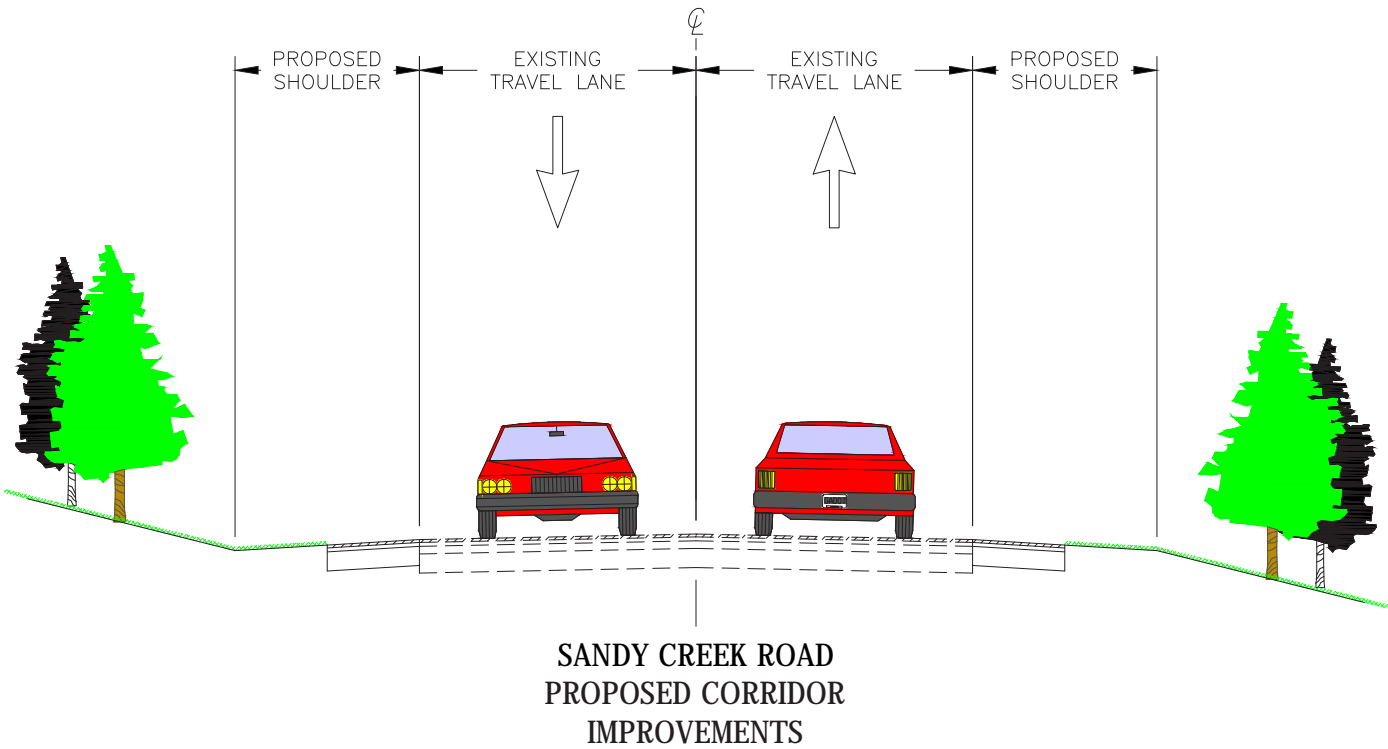
The recommendations for Sandy Creek Road are divided into recommendations for the corridor’s typical section, specific intersection improvements, bicycle and pedestrian improvements and quick-response improvements. A corridor transportation system comprised of multiple elements including safety enhancements, roadway capacity, and streetscapes, was developed as part of the final recommendations.

These improvements were developed in tandem with Fayette County and local municipalities Future Land Use plans to maximize the effectiveness of the final recommendations with regard to both land use and transportation.

Summary of Corridor Recommendations

The recommended typical section for Sandy Creek Road is to maintain the two general purpose travel lanes, widen shoulder on both sides of the road, and add a shared-use path on one side of the road. The roadway recommendations for Sandy Creek Road include correcting horizontal and vertical curves where needed based on an evaluation of sight distance availability along the corridor, widening the shoulder on both sides of the road, upgrading and adding warning signage to guide drivers along the corridor, and install guardrails where needed. The proposed typical section is shown in the figure below.

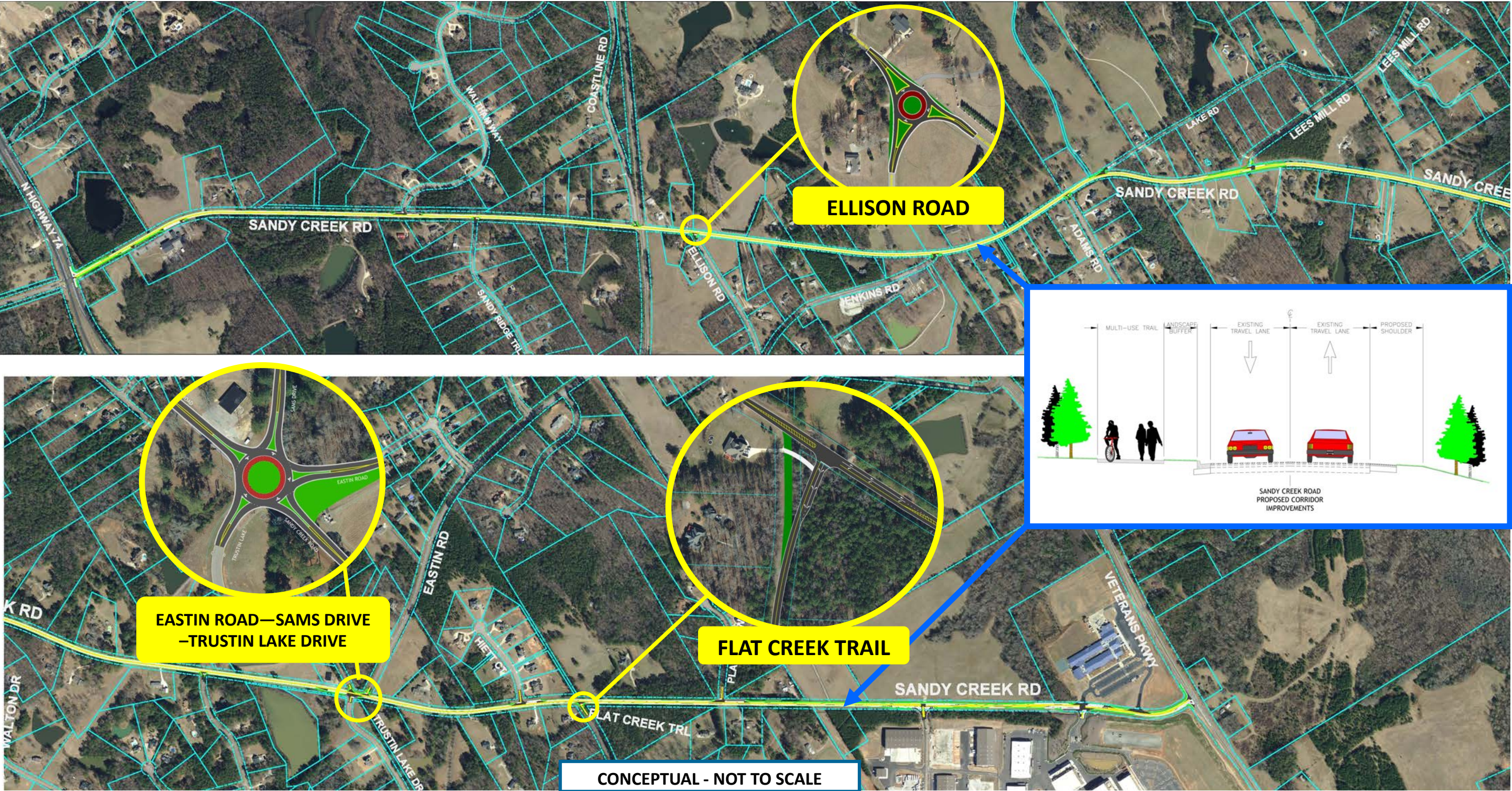
Graphic 5.2 - Sandy Creek Road Proposed Improvements Typical Section



In addition to the proposed typical section and correcting horizontal/ vertical curves, the following intersection improvements are recommended along Sandy Creek Road as well. These recommendations including the recommended roadway and intersection improvements as depicted in Graphic 5.3.

- Install Roundabout at Sams Drive -Trustin Lake Road - Eastin Road
- Intersection Improvement at Ellison Road
- Intersection Improvement at Flat Creek Trail

Graphic 5.3 - Sandy Creek Road Corridor Recommendations



• **Roadway Recommendations**

When drivers leave the roadway and meet immediate pavement or shoulder drop-offs, it can be difficult for drivers to recover and safely return to the roadway. Correcting horizontal and vertical curvature and extending shoulders along Sandy Creek Road is a safety measure that can address the corridor’s frequency of off-road crashes, particularly between SR 74 and Lees Mill Road.

The results of Sandy Creek Road’s Road Safety Audit indicate that the current horizontal and vertical curvature along certain segments of the corridor present sight distance issues at a number of intersections. For horizontal curves, providing superelevation at the curve helps keep vehicles on the road and reduces off-road crashes.



According to the Federal Highway Administration’s (FHWA) Highway Safety Manual, crash prediction models indicate that inadequate superelevation increase crashes inside horizontal curves. It should be noted, however, that the increase in driver comfort associated with increasing superelevation may increase driver speeds.

An analysis of the road’s profile was performed to identify locations along Sandy Creek Road where the horizontal or vertical curvatures of the road creates inadequate sight distance. When restoring superelevation, a sufficient grade must be maintained along the superelevation transition to provide proper drainage as the cross slope levels. Ensuring reverse curves have appropriate transition distance must be taken into consideration as well.

The likelihood of a driver recovering from an off-road crash is increased if the vehicle is provided a shoulder, the portion of the roadway outside of the travel lane where a driver can reclaim control of the vehicle. This benefit is particularly valuable in horizontal curves where vehicles typically use more of the travel lane than in straight sections of the roadway. Shoulder widths vary from no shoulder on minor rural roads to 12 feet on major roads where the entire shoulder may be stabilized or paved. Per FHWA guidance, if space is only available to one side of the road, widening the shoulder on the outside will most likely provide the greater benefit.

Shoulder rumble strips also improve drivers’ ability to stay within the lane by providing both an audible warning and a slight vibration within the vehicle that a driver can feel. On rural two-lane roadways with narrow lane widths, drivers may have a tendency to drift to the outside when meeting other vehicles.



In conjunction with shoulder widening, the judicious installation of roadside barriers, such as guardrails, along Sandy Creek Road can also provide additional safe countermeasure for instances where it may not be feasible to clear obstacles or flatten slopes. When considering the installation of guardrails, proper delineation such as retroreflective panels on the guardrails make the barriers visible to drivers at night when there isn’t roadway lighting. It is important to note that adding barriers may increase property-damage-only (PDO) crashes; however, this occurrence is most times offset by the reduction in the severity of all crashes.



Additional low cost treatments that can improve road safety along Sandy Creek Road include adding advance warning signs, such as intersection warning or chevron alignment signs, and enhancing signing countermeasures via use of highly retroreflective and fluorescent sheeting. Curve warning signage can also be enhance using supplemental beacons and/or messages that activate when a motorist approaches the curve at a high speed. Dynamic curve warning systems typically involve a combination of a speed monitoring device and a variable message sign. The advantage of dynamic curve warning systems is that they have a much greater effect on high-speed vehicles than a static curve warning sign. Given that these systems are costlier than status signs, their implementation should be limited to locations with high crash rates.



• **Intersection Improvement Recommendations**

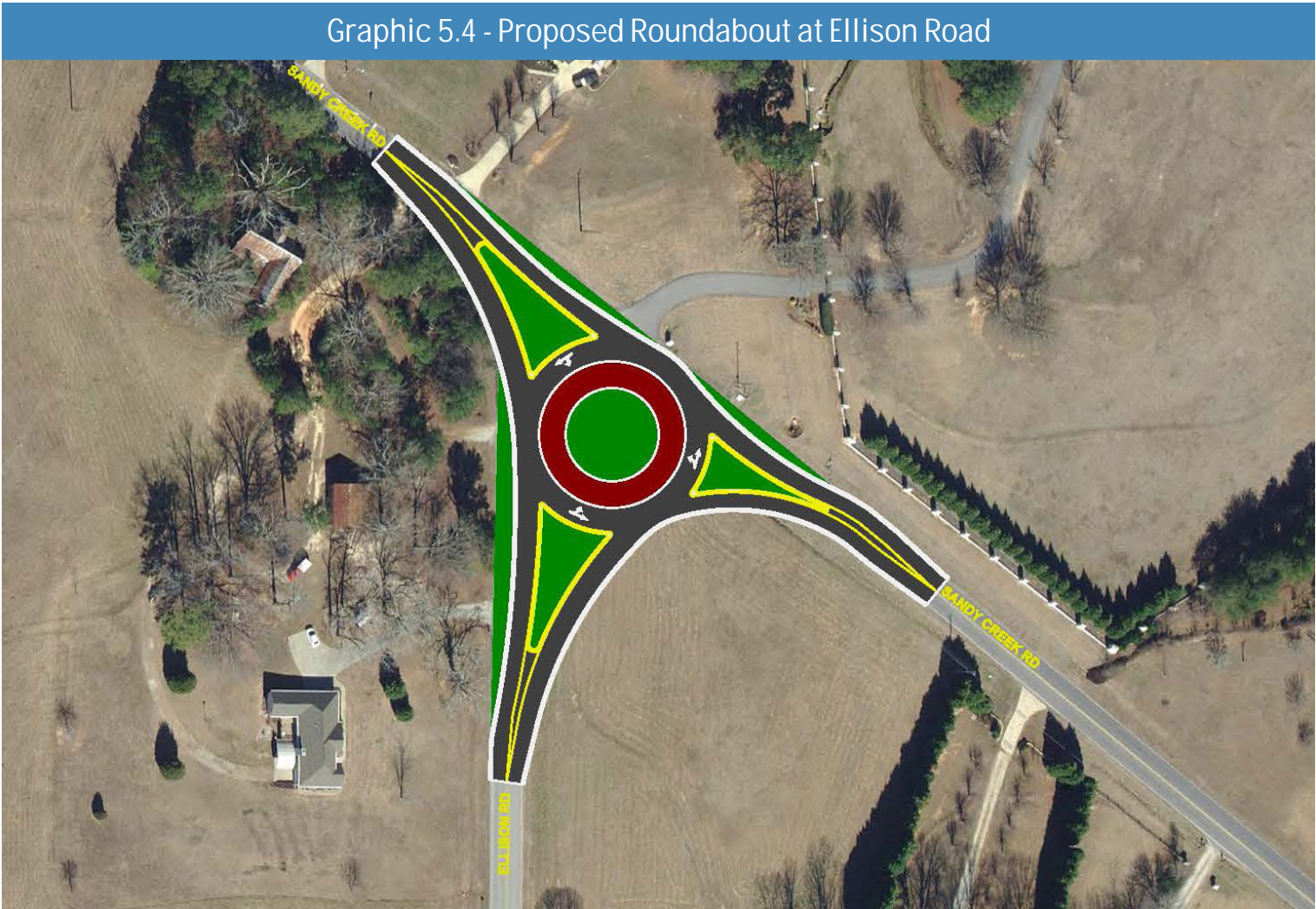
Recommendation for key intersections are discussed in detailed below. All such improvements are associated with the recommended overall corridor improvements, including the proposed shoulder widening, although some may be implemented in advance of the ultimate corridor wide road improvement project.

1. Ellison Road

Delays and long queues at the intersection of Ellison Road and Sandy Creek Road worsen as traffic volumes increase over time in the area. Ellison Road provides direct access to Burch Elementary School, Flat Rock Middle School, and Sandy Creek High School. During the school year, substantial queuing has been noted by the public as well as bike traffic to and from the access via Ellison Road. Several alternate intersection designs were evaluated with respect to managing traffic delay and queue lengths, minimizing cost and ROW impacts, and promoting safe and accessible pedestrian and bicycle accommodations.

The final recommendation for the intersection of Ellison Road at Sandy Creek Road is a single-lane roundabout. This intersection improvement is suitable to accommodate the traffic volumes forecasted for this three-legged intersection. In addition to the traffic operations and safety improvements, Fayette County’s ownership of the property on the southeast corner help offset the overall right-of-way cost for the construction of the roundabout.

The figure below shows the proposed concept for the roundabout at Sandy Creek Road and Ellison Road and the table shows the 2040 traffic operations for the No Build and for the Build conditions.



Intersection	2040 No Build		2040 Build	
	AM Peak	PM Peak	AM Peak	PM Peak
Sandy Creek Road at Ellison Road	F (276.6 s)	C (33.3 s)	C (22.6 s)	B (12.6 s)

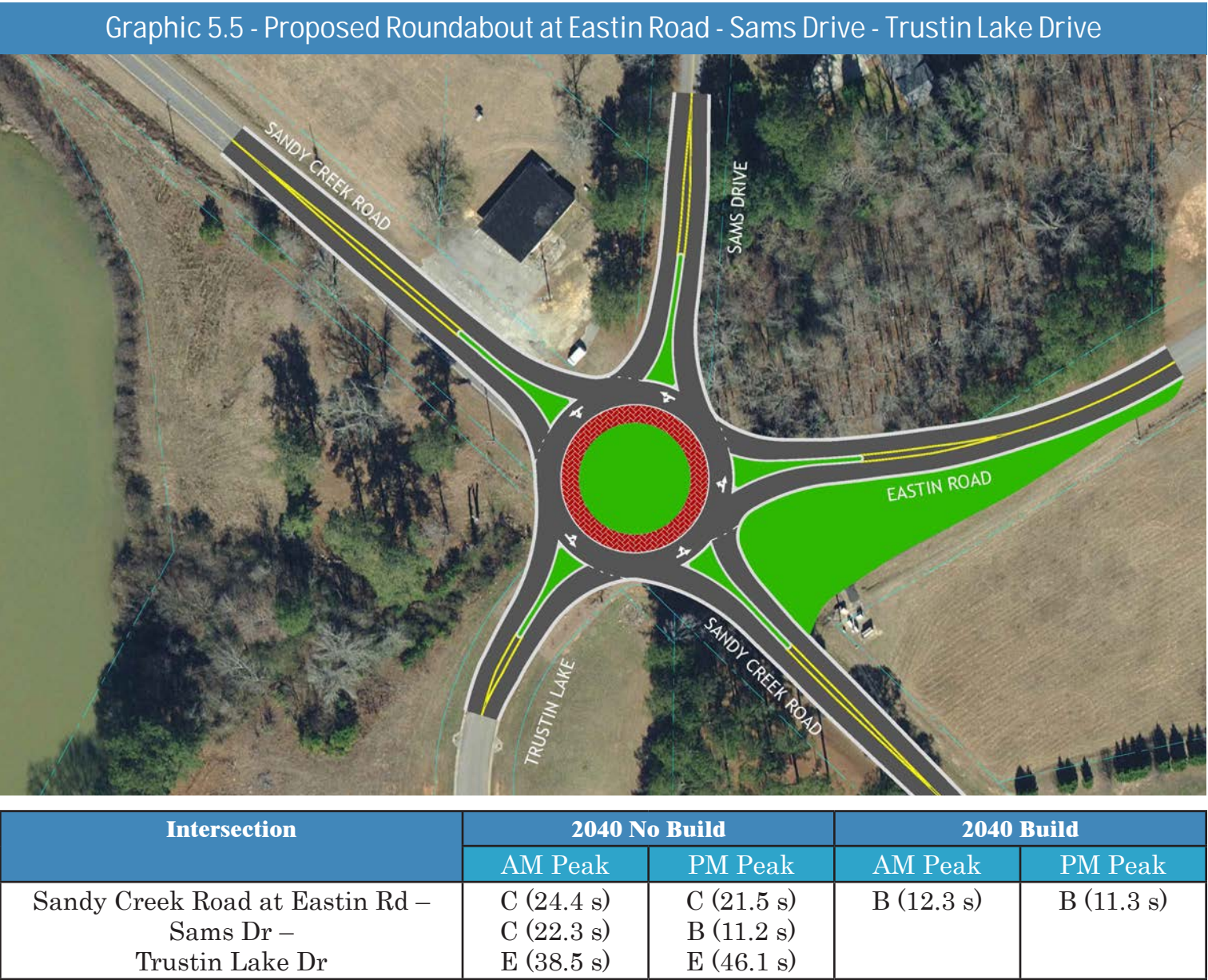
2. Eastin Road - Sams Drive - Trustin Lake Drive

Per Fayette County’s CTP Assessment of Current & Future Needs Report, Sandy Creek Road at Eastin Road was identified as one of the top crash rate locations in the county. Given the proximity to Sams Drive, public perception is that the road configuration at the intersections is confusing for drivers and safety improvements are needed.

Several alternate intersection designs were evaluated with respect to improving safety, managing traffic delay and queue lengths, minimizing cost and ROW impacts, and promoting safe and accessible pedestrian and bicycle accommodations.

The final recommendation for the intersection of Sams Drive-Eastin Road – Trustin Lake Drive at Sandy Creek Road is a 5-legged single-lane roundabout. The conversion of a stop-controlled intersection to a single-lane roundabout has been found to reduce the number of crashes at an intersection by up to 72%.

The figure below shows the proposed concept for the roundabout at Sandy Creek Road and Eastin Road – Sams Drive – Trustin Lake Drive and the table shows the 2040 traffic operations for the No Build and for the Build conditions.

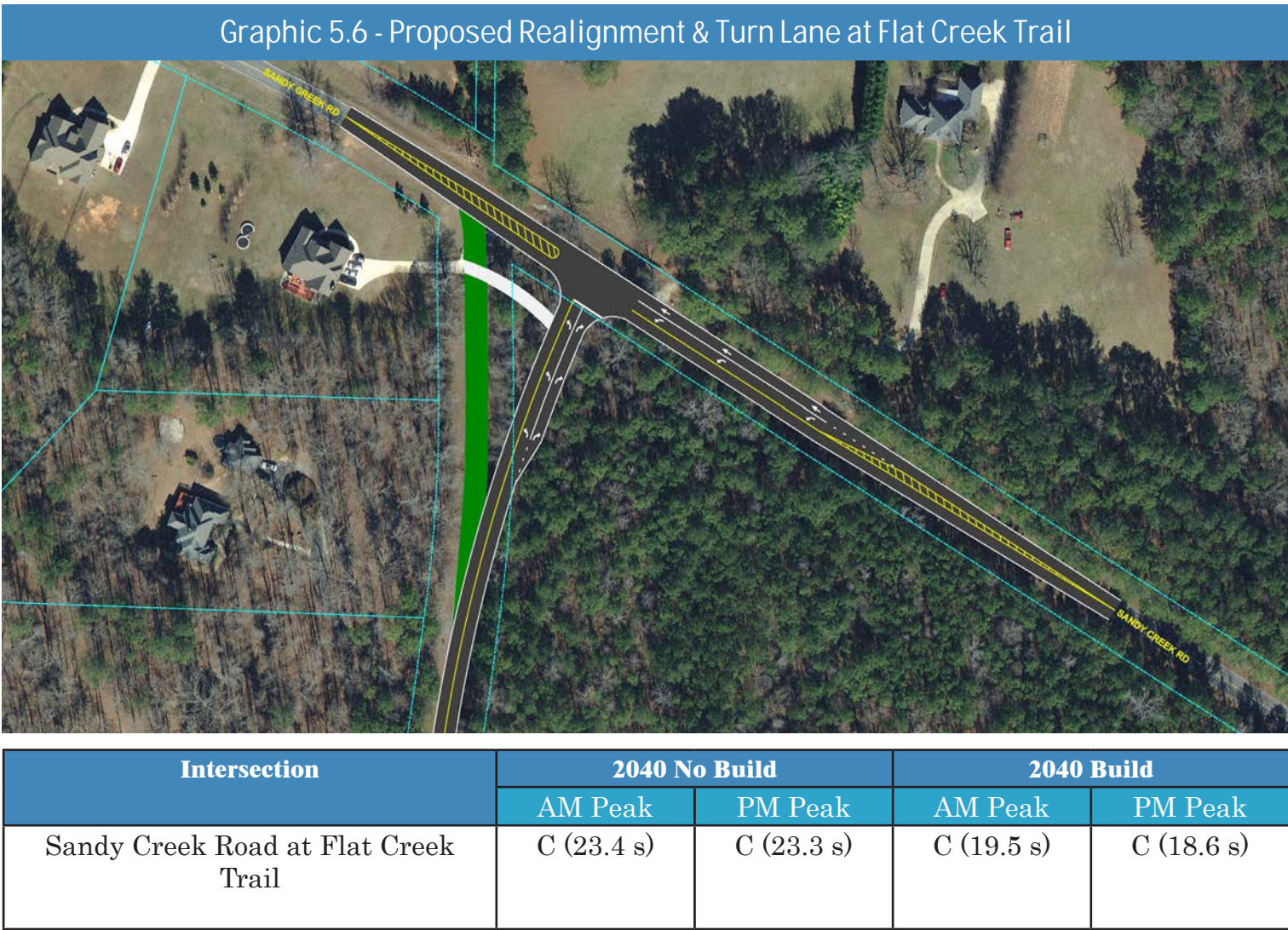


3. Flat Creek Trail

At the intersection of Flat Creek Trail and Sandy Creek Road, the vertical curve east of the intersection limits sight distance. Moreover, overgrown vegetation and a tree obstructs sight distance looking west. Public comments seem to be in agreement that the hill needs to be lowered and turn lanes can benefit traffic operations at the intersection.

The final recommendation for the intersection of Flat Creek Trail at Sandy Creek Road is realigning Flat Creek Trail to intersection Sandy Creek Road at a 90 degree and add turn lanes at the intersection.

The figure below shows the proposed concept for the Sandy Creek Road and Flat Creek Trail realignment and the table shows the 2040 traffic operations for the No Build for Build conditions.



• **Pedestrian and Bicycle Accommodations**

As part of Fayette County’s recent Comprehensive Transportation Plan Update, a Master Path Plan for the county was developed, including a set of Path System Guidelines. The guidelines took into account local and national best practices for pedestrian and bicycle facilities and were tailored to the specific shared use needs of Fayette County, i.e. pedestrians, bicyclists and golf carts. Fayette County’s Master Path Plan identified recommendations divided into sidewalk, sidepaths, and greenway projects.

Due to cost and ROW considerations, as well as anticipated demand, the multi-use path is recommended along only one side of Sandy Creek Road. An initial determination of the preferred side was made based on adjacent land uses, terrain, and desirable opportunities for crossing Sandy Creek Road. Future development and information obtained from more detailed design should ultimately influence the final decision for the alignment.

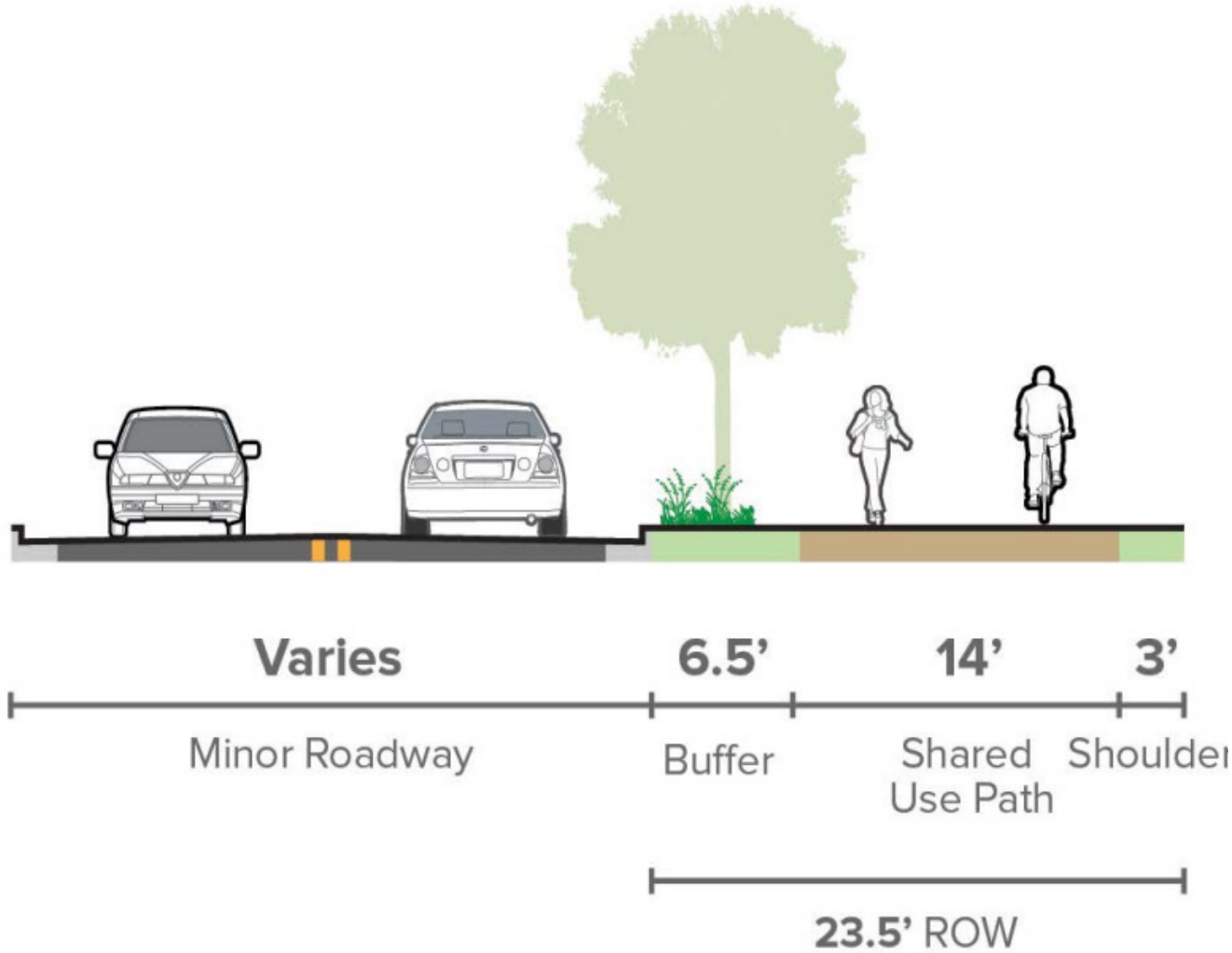
Graphic 5.7 - Side Path Recommendations (CTP Appendix D: Path Design Guidelines)

Image 5.1 - Pedestrian and Bicycle Facilities



The Master Path Plan specifically recommends the addition of a sidepath along the extent of Sandy Creek Road from SR 74/Joel Cowan Parkway to Veterans Parkway. Sidepaths, similar to multi-use paths, are trails that can accommodate pedestrians, bicyclists, and golf carts adjacent and parallel to the alignment of an existing roadway. Fayette County’s Path System Design Guidelines should be referenced when determine the geometrics of the sidepath for Sandy Creek Road.

In line with recommendations outlined in Fayette County’s CTP, a multi-use path is recommended along Sandy Creek Road from Veterans Parkway to SR 74/Joel Cowan Parkway on the south side of the road. The image below shows the preferred conditions for a sidepath along a minor roadway as outlined in Fayette County’s Path Design Guidelines.



5.3 Quick Response Recommendations

The proposed list of short-term improvements for Sandy Creek Road was developed via significant input received through coordination with Fayette County, stakeholders, and public input. The specific recommendations contained in this list are based on the results of the Needs Assessment, baseline travel data, deficiencies identified along the corridor during the Road Safety Audit, and opportunities to implement cost-effective improvement projects over a short period of time. Short-term recommendations along Sandy Creek Road:

1. Clear overgrown vegetation along Sandy Creek Road

An immediate measure for improving sight distance along a corridor is cutting back foliage reducing the line of sight for drivers, especially in horizontal curves. Overgrown vegetation also obstructs various traffic signs, reducing guidance for drivers along the corridor.



2. Maintenance at SR 74/Sandy Creek Road

A request has been made to GDOT to perform routine maintenance at the intersection of SR 74 and Sandy Creek Road. During the Road Safety Audit, pavement deterioration was observed on the northbound right turn approach, possibly from turning trucks.

Although there is a northbound acceleration lane for westbound vehicles turning right on SR 74, many vehicles still stop and wait for break in through lane before proceeding. To improve traffic operations for the westbound approach, a “Keep Moving” sign should be added to alert drivers to the added lane. It is important to note that there have been discussions of signaling the median U-turn for the RCUT. Follow-ups with GDOT should occur to check status of the project.



3. Steep Slopes Countermeasures

Between SR 74 and Waltham Way, there are steep drop-offs on both sides of Sandy Creek Road with little to no shoulders for the majority of the stretch. Sandy Creek Road’s grade consists of rolling terrain for the majority of the section as well. A high frequency of off-road crashes occurred along this stretch of Sandy Creek Road, including one fatality. The installation of guardrail and object markers at specific locations along this stretch can help reduce crash frequency and frequency along Sandy Creek Road.

4. Sight Distance at Coastline Road

The current location of the southbound stop bar on Coastline Road lessens the intersection sight distance for southbound vehicles looking east because the railroad utility cabinet obstructing the line of sight. A quick response recommendation is to move the stop bar to improve southbound vehicles’ sight distance while they are waiting to turn on to Sandy Creek Road.

5. Horizontal Alignment and Advisory Speed Signs near Adams Road

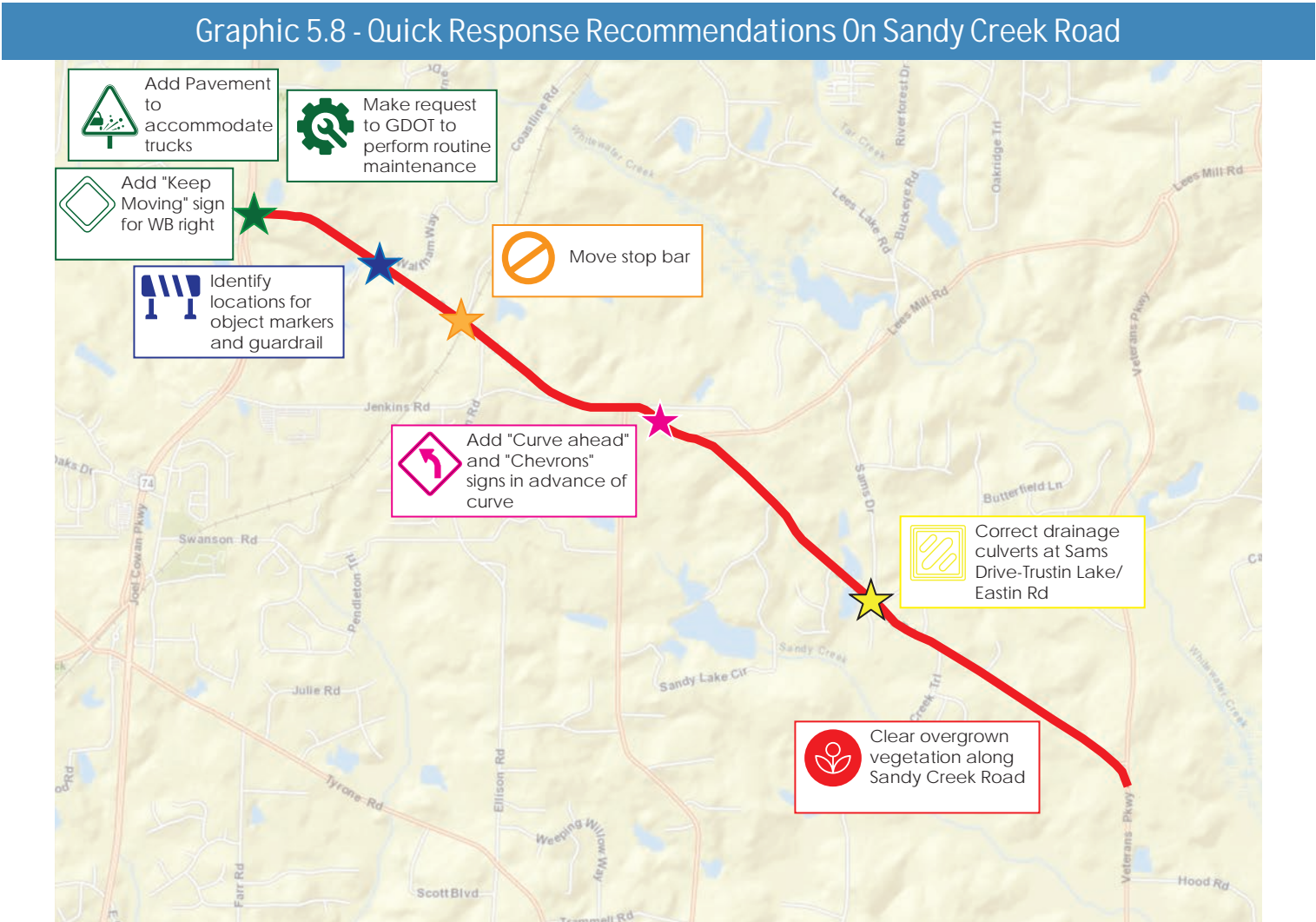
There were several public comments regarding the horizontal curve near Adams Road being unsafe, especially for speeding vehicles. To alert drivers of upcoming curve a combination Turn/Advisory Speed (W1-1a) sign or a combination Curve/Advisory Speed (W1-2a) sign is recommended as drivers approach the intersection.

6. Correct drainage culverts at Sams Drive

During the Road Safety Audit, the drainage culverts near Sams Drive appeared to be in poor condition and clogged with debris. Clearing the culverts and ensuring that they are up to standards is recommended for the drainage system near the intersection.



Graphic 5.8 shows the locations of the proposed quick response projects along Sandy Creek Road.



5.4 Implementation Plan

The implementation plan for Sandy Creek Road corridor identifies the projects in terms of project costs, project scheduling, responsible parties for project completion, and funding opportunities. The development of the implementation plan considered the functionality of each project to make sure that projects had logical termini.

Dependencies between projects were also a point of consideration in the development of the implementation plan. Overall, for the plan to succeed, several agencies must coordinate their efforts, such as Fayette County, City of Fayetteville, ARC, and GDOT.

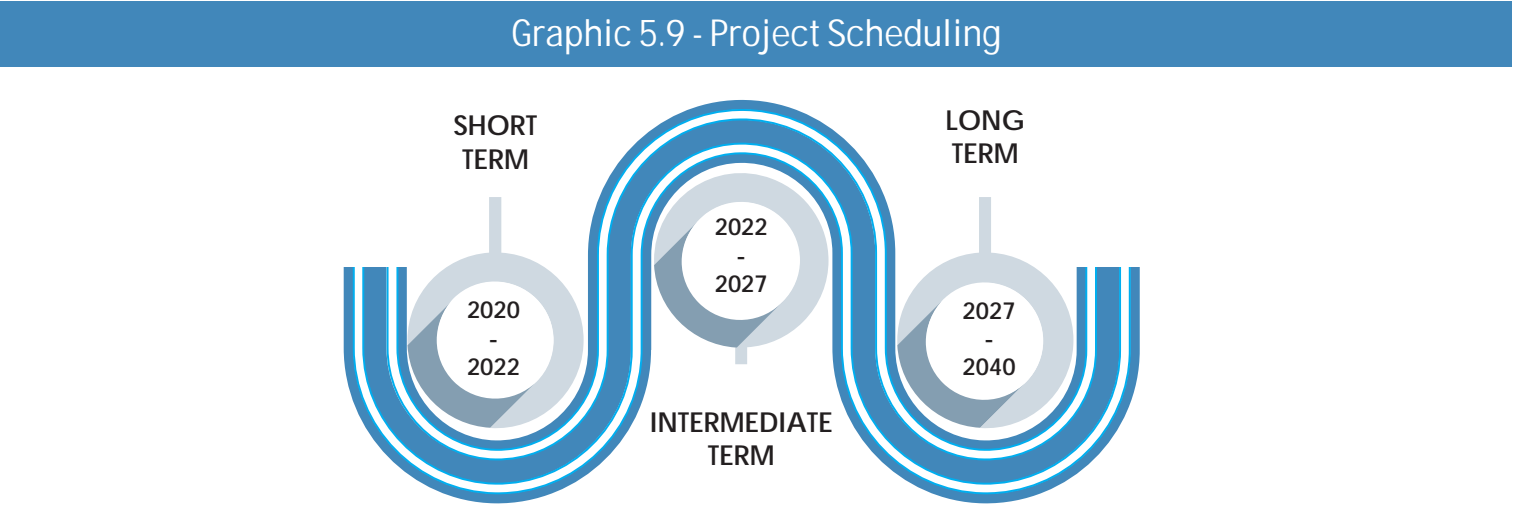
• Construction Cost Estimates

For recommended roadway improvements, construction cost estimates were generated by estimating the quantities of materials and/or equipment required for each improvement. Aerial photography and field surveys of existing conditions along the corridor were used to develop quantities to complete the construction of each project. The quantities were put into a cost estimate tool and then multiplied by a typical unit cost to determine the construction cost.

Construction cost estimates for the roadway projects are included in a separate “Concept Reports” document provided as part of the corridor study process. Aside from projects identified as qualifying projects for the Atlanta Regional Commission’s Transportation Improvement Program (ARC TIP), the construction cost estimates do not include the cost of right-of-way or utilities.

• Project Scheduling

The proposed scheduling for the recommended projects was based on three generalized timeframes within a 20-year planning horizon. These timeframes are as follows: Short-Term, 2020-2022; Intermediate-Term, 2022-2027; and Long-Term, 2027-



The proposed short-term projects are lower cost improvements for the corridor that would provide immediate benefits. Potential funding opportunities for these projects existing through Fayette County’s maintenance and SPLOST programs. For the intermediate and long-term projects listed in the implementation plan, higher costs and additional analyses are required to fully develop the project scopes for implementation. The planning-level cost estimates are appropriate for corridor-wide planning, but more detailed analyses are needed to set the projects’ scope. The securing of local funding for the intermediate and long-term projects will be an important step in project development.

5.5 Phased Recommended Projects

The following table lists the recommended projects for Sandy Creek Road, including the projects’ description, benefits, construction cost estimate, and time frame. The implementation of projects may take place across multiple segments of the corridor or efforts may focus in one segment as resources allow. Implementation is prioritized by safety, traffic operations benefits, and potential to serve as a catalyst for continued corridor improvement.

Table 5.1 - Phased Recommended Projects					
PROJECT ID	PROJECT NAME	PROJECT DESCRIPTION	BENEFITS	CONSTRUCTION COST ESTIMATE	TIME FRAME
SC-1	ROUTINE MAINTENANCE ALONG SANDY CREEK ROAD	CLEAR OVERGROWN VEGETATION ALONG SANDY CREEK ROAD	SAFETY	TBD	SHORT - TERM
SC-2	MAINTENANCE IMPROVEMENTS AT SR 74	GDOT ROUTINE MAINTENANCE AT SANDY CREEK ROAD AND SR 74; ADD “KEEP MOVING” SIGN FOR WB RIGHT; ADD PAVEMENT TO ACCOMMODATE TRUCKS.	SAFETY, OPERATIONS	TBD	SHORT - TERM
SC-3	SAFETY ENHANCEMENTS BETWEEN SR 74 AND WALTHAM WAY	IDENTIFY LOCATIONS FOR OBJECT MARKERS, GUARDRAIL, AND SIGNAGE ALONG SANDY CREEK ROAD.	SAFETY, OPERATIONS	TBD	SHORT - TERM
SC-4	SIGHT DISTANCE AT COASTLINE ROAD	MOVE STOP BAR BACK TO IMPROVE SIGHT DISTANCE AT INTERSECTION	SAFETY, OPERATIONS	TBD	SHORT - TERM
SC-5	CURVE WARNING SIGNAGE NEAR ADAMS ROAD	ADD STRIPING, “CURVE AHEAD” AND “CHEVRONS” SIGNS IN ADVANCE OF CURVE EAST OF ADAMS ROAD.	SAFETY, OPERATIONS	TBD	SHORT - TERM
SC-6	DRAINAGE CULVERTS AT SAMS DRIVE-TRUSTIN LAKE/EASTIN RD	CORRECT DRAINAGE CULVERTS AT SAMS DRIVE-TRUSTIN LAKE/EASTIN RD	SAFETY	TBD	SHORT - TERM
SC-7	MULTI-USE TRAIL FROM VETERANS PARKWAY TO SR 74	MULTI-USE PATH ALONG THE SOUTH SIDE OF SANDY CREEK ROAD FROM VETERANS PARKWAY TO SR 74	BIKE-PEDESTRIAN IMPROVEMENTS	\$260,000 PER LINEAR MILE	INTERMEDIATE - TERM
SC-8	INSTALL ROUNDABOUT AT SAMS DRIVE -TRUSTIN LAKE ROAD - EASTIN ROAD	INSTALL 5-LEGGED ROUNDABOUT AT SAMS DRIVE, TRUSTIN LAKE DRIVE, AND EASTIN ROAD	SAFETY, OPERATIONS	\$1,650,000	INTERMEDIATE - TERM
SC-9	INTERSECTION IMPROVEMENT AT ELLISON ROAD	REALIGN INTERSECTION AND INSTALL ROUNDABOUT OR ADD TURN LANES AT INTERSECTION	SAFETY, OPERATIONS, CAPACITY	\$1,200,000	INTERMEDIATE - TERM
SC-10	INTERSECTION IMPROVEMENT AT FLAT CREEK TRAIL	REALIGN INTERSECTION AND INSTALL ROUNDABOUT OR ADD TURN LANES AT INTERSECTION	SAFETY, OPERATIONS, CAPACITY	\$325,000	INTERMEDIATE - TERM
SC-11	SANDY CREEK ROAD CORRIDOR SAFETY IMPROVEMENTS	THE PROJECT WOULD INCLUDE INSTALLING GUARDRAILS AND CORRECTING HORIZONTAL AND VERTICAL CURVES WHERE NEEDED, AND WIDENING THE SHOULDER ALONG BOTH SIDES OF SANDY CREEK ROAD FROM SR 74 TO VETERANS PARKWAY	SAFETY, OPERATIONS	\$2,225,000*	LONG - TERM
* VALUE DEPICTS ESTIMATED PRELIMINARY COST. DETAILED HORIZONTAL AND VERTICAL CURVES ANALYSIS IS REQUIRED TO DETERMINE FINAL COSTS OF THE PROJECT.					

SANDY CREEK ROAD APPENDICES

SANDY CREEK ROAD APPENDICES

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- C. Road Safety Audit Summary**
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- E. PIOH 1 Summary**
- F. PIOH 2 Flyers and Meeting Materials**
- G. PIOH 2 Summary**
- H. Online Survey Summary**
- I. Sandy Creek Road Concept Scoring Worksheets**

APPENDIX A

Stakeholder Committee 1 Meeting Summary

SANDY CREEK ROAD & TYRONE RD-PALMETTO RD CORRIDOR STUDY

STAKEHOLDER COMMITTEE MEETING NOTES

Tuesday, February 5, 2019

SUMMARY

The first of three stakeholder meetings was held at the Fayette County Library. Of the 27 members invited to participate, 18 attended. Represented in attendance were Fayette County, Town of Tyrone, City of Fayetteville, Georgia Department of Transportation, Non – Profit, Media, Institutions and Faith Groups. After introductions, a power point was presented about corridor study goals, current data, and timeline (attached). Interactive discussions were held to facilitate conversation about corridor conditions.

A. MAPPING STATION

Prior to the meeting, stakeholders had the opportunity to identify specific transportation challenges within the corridor. See the attached Stakeholder Comment Matrix for summary of comments.

B. POWERPOINT PRESENTATION

C. ACTIVITIES

1. Interactive Word Cloud

For both corridors, the same questions were answered via phone app response so the group could instantaneously see the responses. See attached Word Clouds for results.

2. Kahoot Questionnaire

See attached response summaries.

D. GENERAL DISCUSSION

- Simplify technical terms (i.e. major vs minor arterials)
- Crash Data
 - i. Crashes for more detailed analysis (particularly non-motor vehicle crashes)
 - ii. High School drivers uses both corridors; increases inexperienced driver factors

- iii. Conduct comparative analysis of Sandy Creek Rd at SR 74 before and after RCUT installation
 - iv. Conduct comparative analysis of Sandy Creek Rd at Veterans Parkway before and after roundabout installation
- Sandy Creek Rd is a primary corridor for emergency vehicles to/from hospital
 - Perception is Sandy Creek Road does not support the existing speed limit.
 - For proposed improvements, should consider what can be done within the existing right of way.
 - Focus on high crash locations and opportunities to implement traffic calming.
 - Given new development (i.e. Pinewood Studios, Pinewood Forest) desire for walkability
 - For Tyrone Rd-Palmetto Rd, coordination with Coweta County (Collinsworth Rd) would be beneficial
 - Need for bike/ped improvements on Tyrone Rd-Palmetto Rd
 - A number of rezonings are occurring on Dogwood Trail off Tyrone Road
 - Fayette Chamber, Cities' Facebook Groups, etc. are a great avenue to get word out about Public Meeting and survey
 - To be considerate of commuting to general public meeting at the library, suggest open house for Tyrone residents.

SANDY CREEK ROAD CORRIDOR STUDY
 MATRIX OF COMMENTS RECEIVED DURING 1ST STAKEHOLDER COMMITTEE MEETING
 Tuesday, February 5, 2019

SAFETY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Gen Discussion	Police not enforcing truck ban & speed limits	1
Gen Discussion	Intersection at Eastin Road is dangerous	1
Gen Discussion	Sandy Creek Road does not support the existing speed limit.	1
TOTAL		3

ROADWAY IMPROVEMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#233)	Roadway geometry and sight distance all along the corridor	1
Comment Form	Geometric features to reduce speeding without compromising capacity	1
TOTAL		2

CONGESTION & DELAY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#337)	Traffic congestion at Ellison Rd	1
TOTAL		1

BIKE/ PEDESTRIAN INFRASTRUCTURE		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#289)	Multi - use path connection between Pinewood offices crossing road to studio	1
Sticker (#290)	Road width & shoulder condition for bicycles traveling local bike route with passing vehicles. No bike lanes or multi - use path	1
Sticker (#291/78)	Tyrone, Fayetteville & Fayette County have expanded multi - use path system. Synergy and connection with new proposed paths is essential	1
Sticker (#292/79)	Need development policies to require impact construction of bike/ped infrastructure with right-of-ways	1
Gen Discussion	Strong desire for walkability	1
TOTAL		5

ECONOMIC DEVELOPMENT		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
TOTAL		0

OTHER COMMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Comment Form	Preserve residential integrity and adapt to growth	2
Comment Form	There is an absence of "neighborhood" along the corridor; need to connect "neighborhoods"	1
TOTAL		3

TYRONE ROAD-PALMETTO ROAD CORRIDOR STUDY
 MATRIX OF COMMENTS RECEIVED DURING 1ST STAKEHOLDER COMMITTEE MEETING
 Tuesday, February 5, 2019

SAFETY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#151)	Roailroad crossing & Senoia Road crossing	1
TOTAL		1

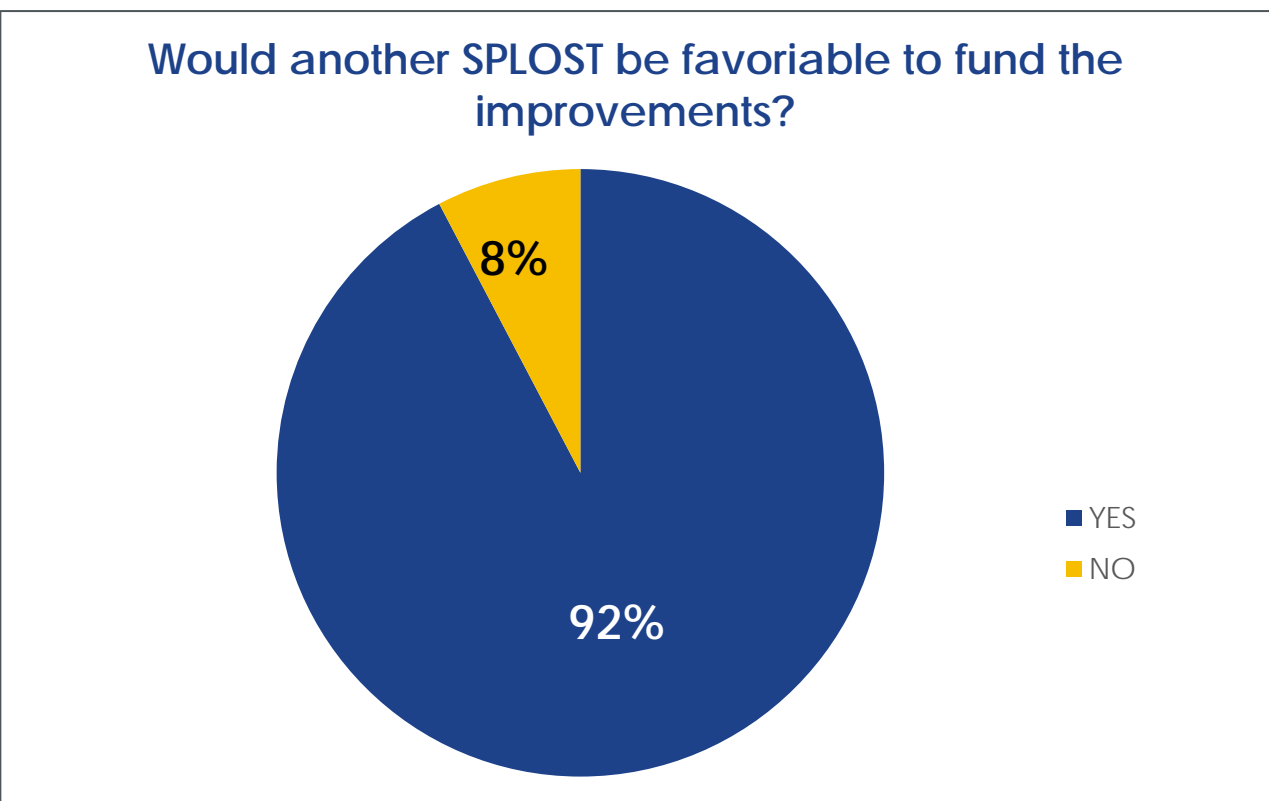
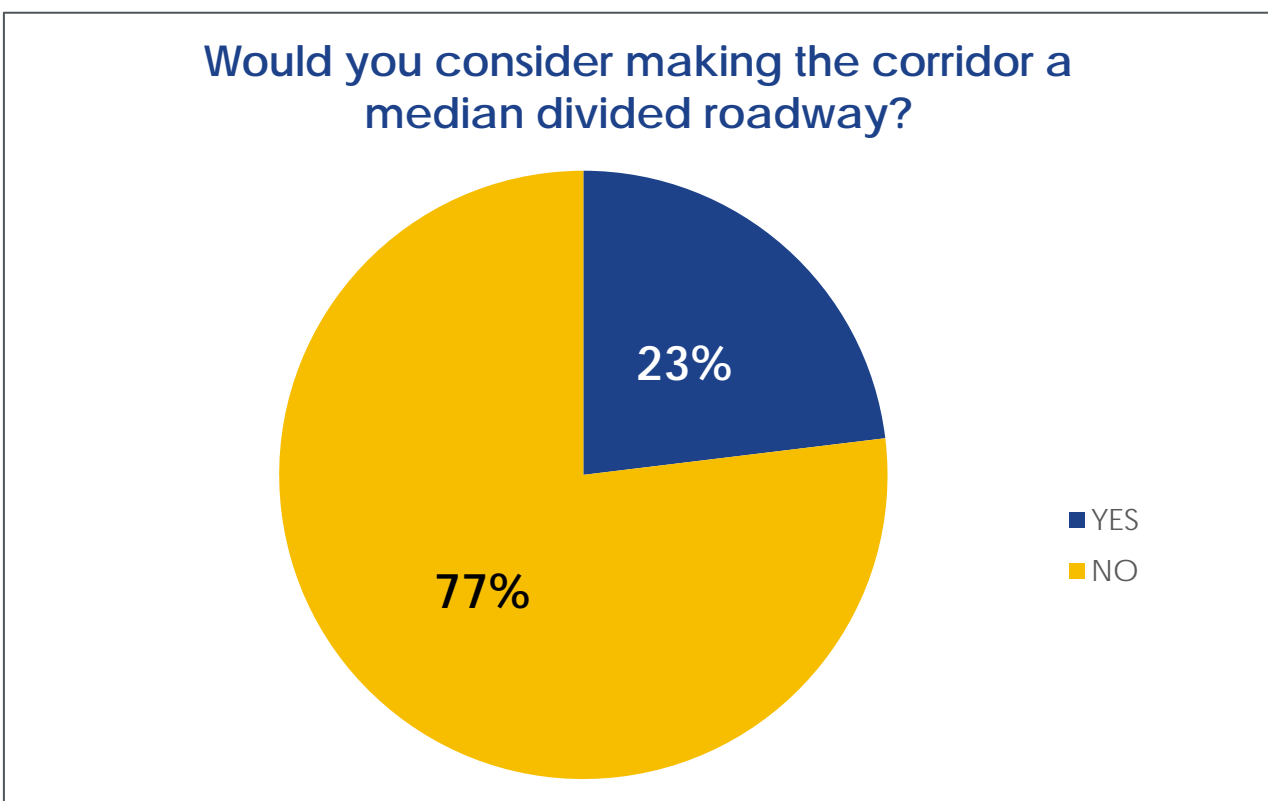
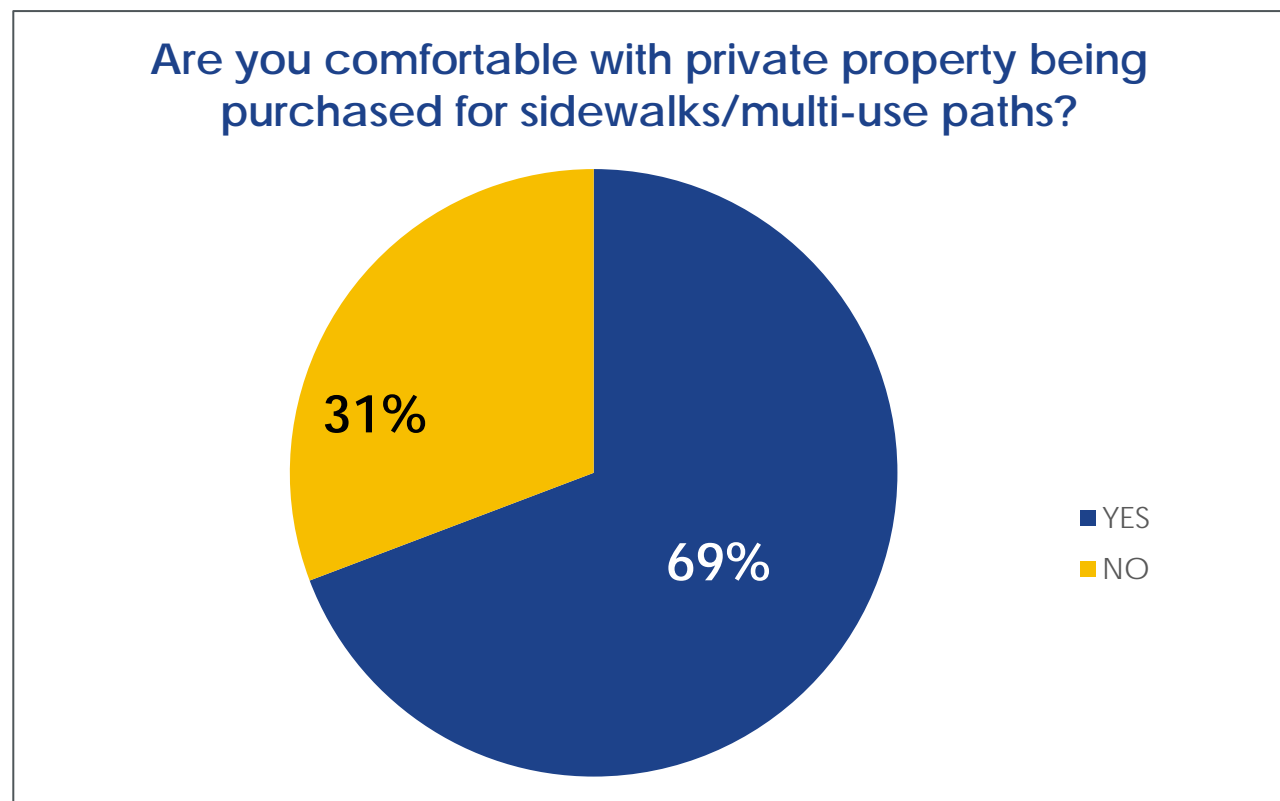
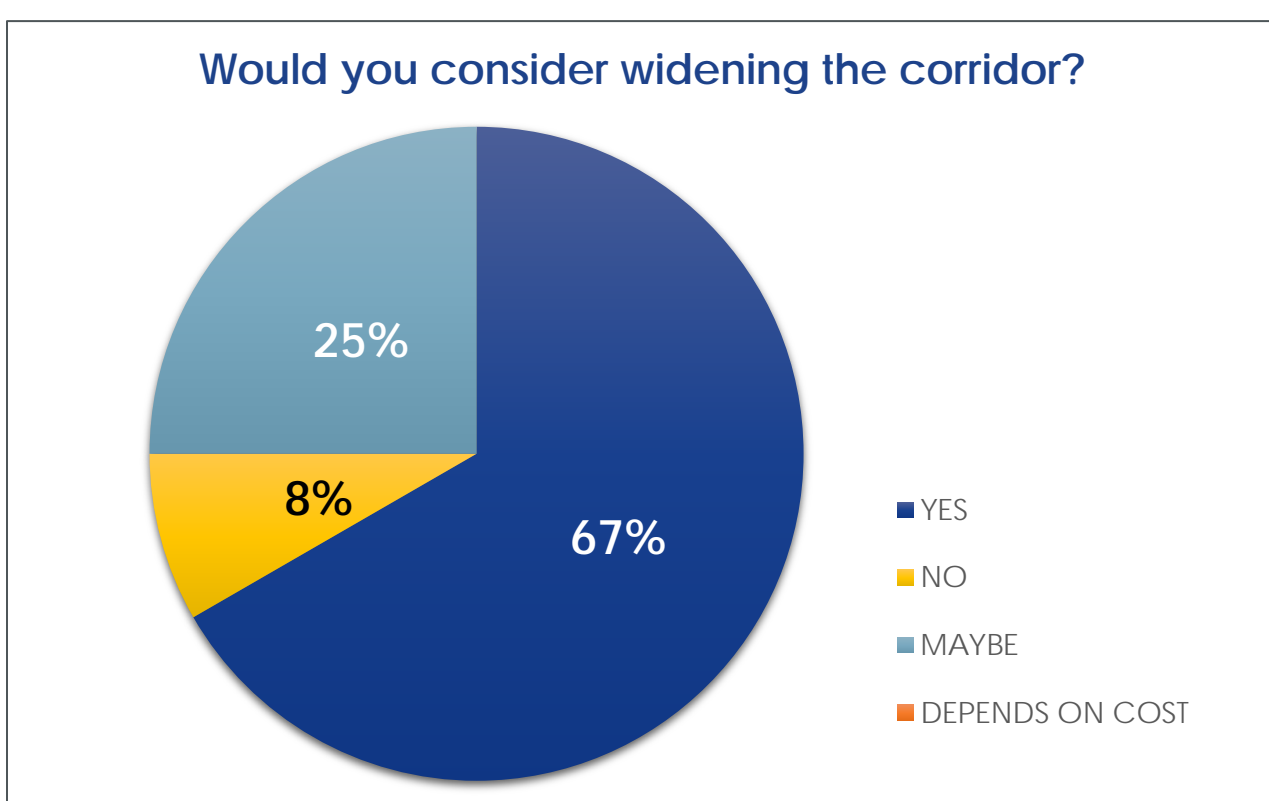
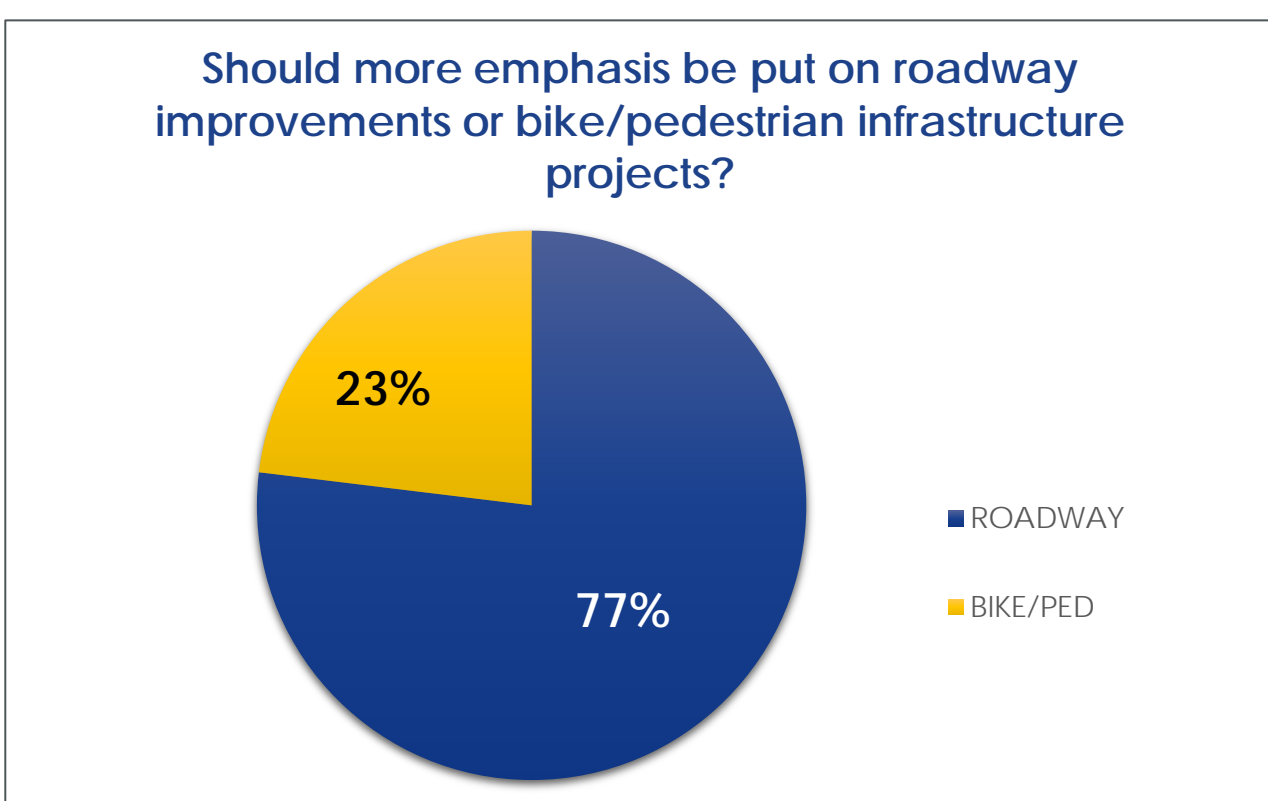
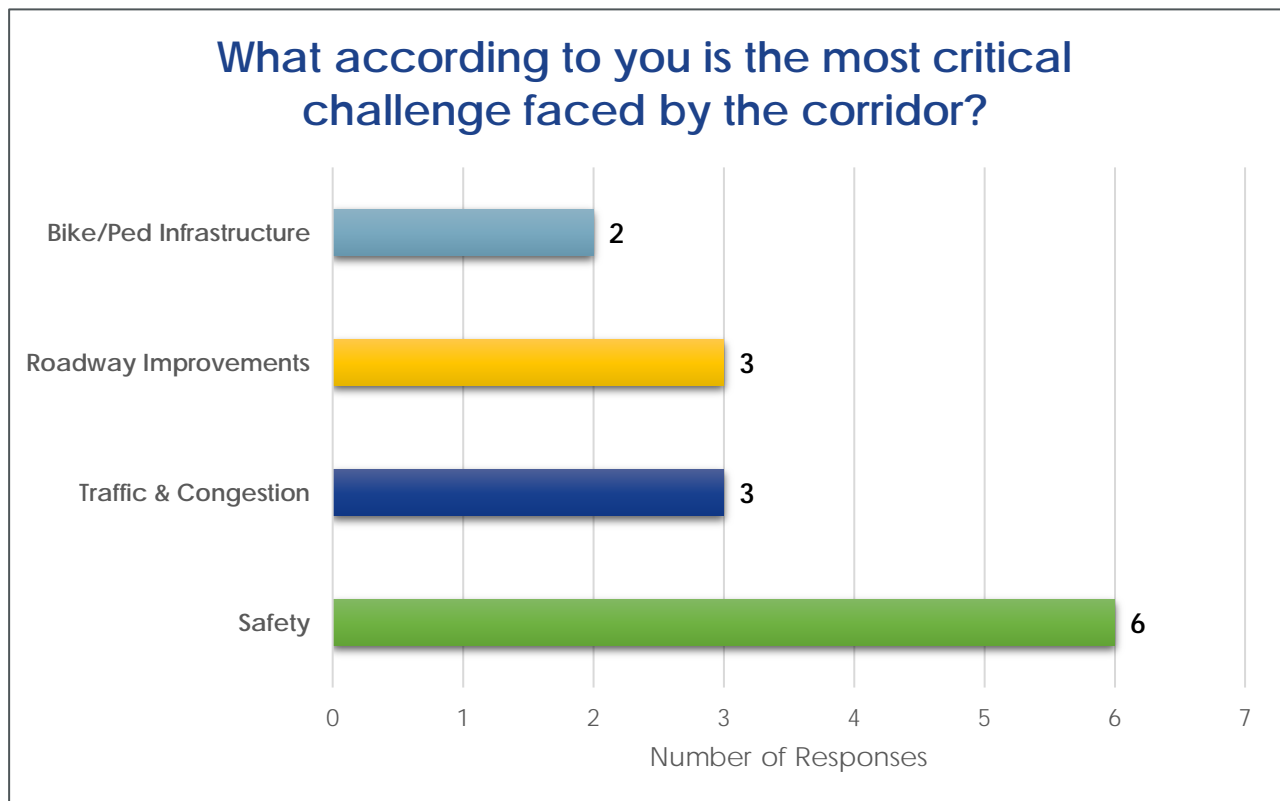
ROADWAY IMPROVEMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#76)	complete street, expanding path and sidewalk, network witout safe crossing infrastructure	1
Sticker (#29)	Traffic circle needed at Senoia Rd here to handle peak load safely	1
Sticker (#53)	Flat Creek and Tyrone needs a roundabout	1
Sticker (#54)	Arrowood, Spencer and Palmetto will be receiving a roundabout	1
Sticker (#52)	Pave Trickum Creek Road,	1
Comment Form	Geometric features to reduce speeding without compromising capacity	1
TOTAL		6

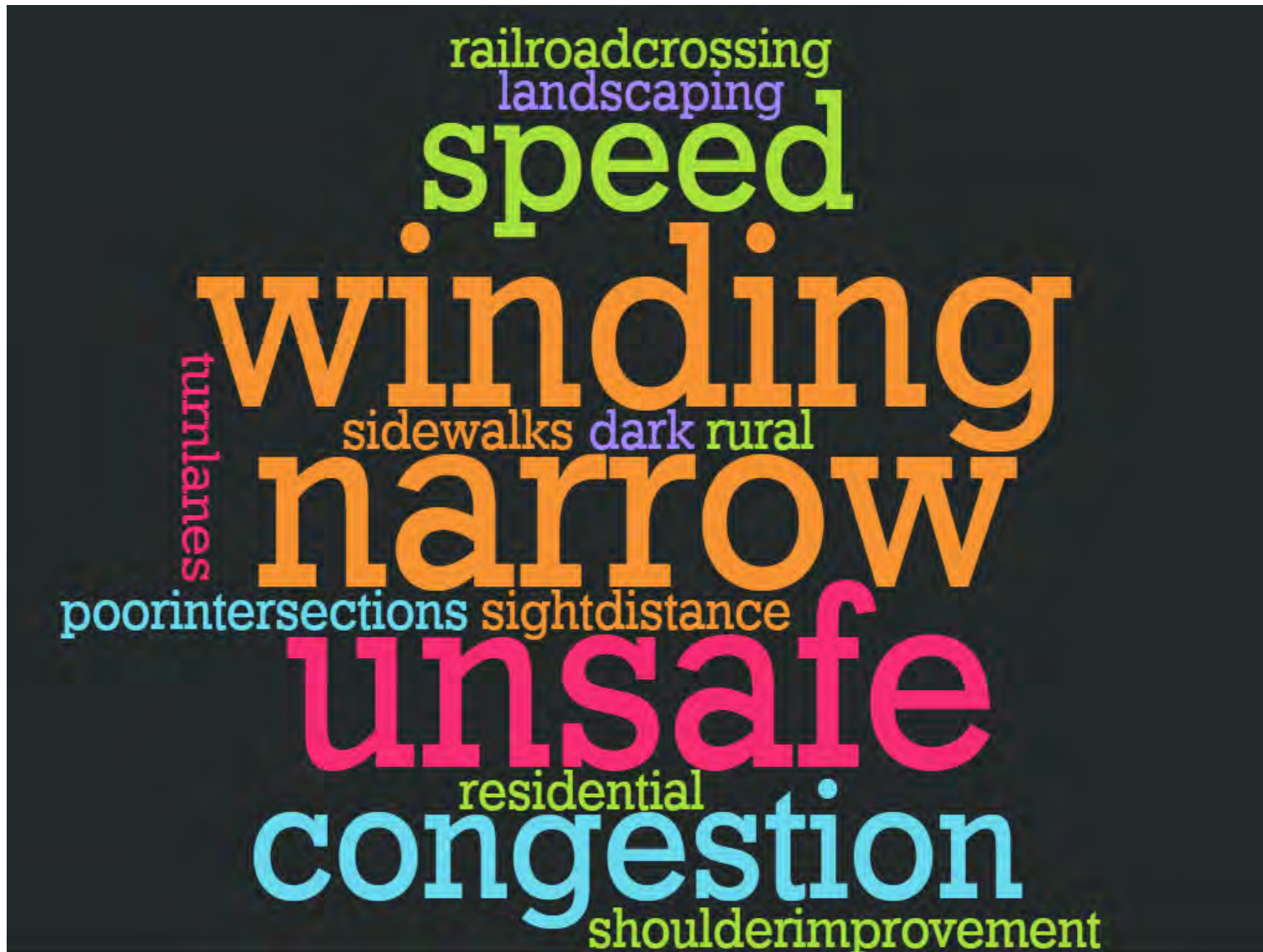
CONGESTION & DELAY		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#104)	Difficult to go straight through at Ellison Road and Tyrone Road	1
Gen Discussion	Heavy traffic at Ellison Road	1
Gen Discussion	Heavy traffic at Dogwood Trail	1
TOTAL		3

BIKE/ PEDESTRIAN INFRASTRUCTURE		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#75)	Designated state bike route, no signs or bike crossing signs at intersections, 3 ft law passing	1
Sticker (#77)	road width & shoulder condition for bicycles traveling local bike route with passing vehicles. No bike lanes or multi - use path	1
Sticker (#78)/Gen Discussion	Tyrone, Fayetteville & Fayette County have expanded multi - use path system. Synergy and connection with new proposed paths is essential	2
Sticker (#79)	need development policies to require impact construction of bike/ped infrastructure with right-of-ways	1
Gen Discussion	Connection from residential areas to commercial node	1
Comment Form	There is an absence of "neighborhood" along the corridor; need to connect "neighborhoods"	1
TOTAL		7

ECONOMIC DEVELOPMENT		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Gen Discussion	A number of rezoning are occuring on Dogwood Trail	1
TOTAL		1

OTHER COMMENTS		
COMMENT TYPE	COMMENT	TOTAL COMMENTS
Sticker (#207)	Lighting is needed along corridor,	1
Comment Form	Preserve residential integrity and adapt to growth	1
TOTAL		2



**WHAT ARE YOUR PERCEPTIONS OF THE
EXISTING CONDITIONS OF THE CORRIDOR?**


Word Cloud - Response & Frequency

winding	7
narrow	7
unsafe	5
speed	3
congestion	3
rural	1
residential	1
turnlanes	1
shoulder improvement	1
poor intersections	1
railroad crossing	1
sidewalks	1
landscaping	1
dark	1
sight distance	1

WHAT WOULD YOU WANT THE CORRIDOR TO BE?

Word Cloud - Response & Frequency	
free flowing	6
safe	5
accommodating	4
bike lanes	2
wide lanes	2
landscaping	2
residential	2
sidewalk	2
limited access	1
shoulder	1
speed limit	1
no trucks	1
complete street	1

APPENDIX B

Stakeholder Committee 2 Meeting Summary

SANDY CREEK ROAD

Summary of Comments





The second stakeholder committee meeting for the Sandy Creek Road corridor study was held on May 22, 2019 from 5 pm to 7 pm at the Fayette County Public Library. The stakeholder committee meeting was in conjunction with the other three corridors also being studied by Fayette County.

The meeting was workshop style where committee members and county staff worked on three activities and focused on the draft concepts and their priority.

The first activity was the SWOT Analysis (Strengths, Weakness, Opportunities, Trepidation). The summary of the Sandy Creek Road SWOT is shown below.

SWOT Analysis – Sandy Creek Road

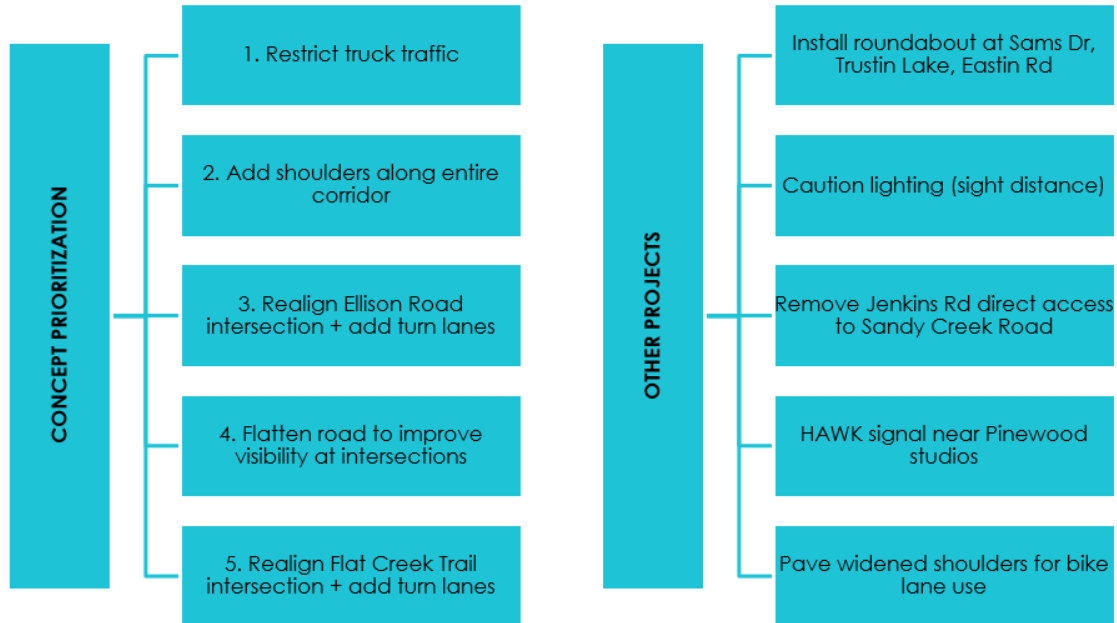
- Stakeholder Committee Meeting Comments

Strengths		Weaknesses	
 IN WHAT AREAS DOES THE CORRIDOR DO WELL?	• Connectivity (from SR 74 to SR 54)	• Cost	 WHERE DO WE NEED TO IMPROVE?
	• Efficient (for traffic and emergency response)	• Safety, Capacity, Traffic, Trucks	
	• Aesthetic	• No bike ped infrastructure	
	• Open to Considering Improvements	• No turn lanes, difficult to maneuver	
Opportunities		Trepidations	
 WHAT ARE OUR GOALS?	• Aesthetic and Efficiency	• People and Mindsets	 WHAT CHALLENGES WILL WE FACE?
	• Smart growth	• Property acquisition and Right of Way	
	• Impact project (new development)	• Maintain traffic during infrastructure development	
	• Include planning for stormwater impacts		

The second workshop activity was discussing the draft concepts and prioritizing them. The concepts identified by the committee in rank order are displayed in the graphic below.

Project Prioritization – Sandy Creek Road

- Stakeholder Committee Meeting Concept Prioritization



The third activity was called “Show me the Money”. To aid further prioritization, each stakeholder was given 1 million dollars in funds to invest in projects. Below is the aggregate for project investment for all stakeholder committee members.

Show Me The Money – Sandy Creek Road

- Stakeholder Committee Meeting Concept Prioritization

	Project	Funds
1.	Add Shoulders Along Entire Corridor	\$3.3 Million
2.	Realign Flat Creek Trail Intersection + Add Turn Lanes	\$900,000
3.	Realign Ellison Road Intersection + Add Turn Lanes	\$700,000
4.	Remove Jenkins Road Direct Access To Sandy Creek Road	\$100,000

APPENDIX C

Road Safety Audit Summary

Summary of Road Safety Audit

Sandy Creek Road

Date: Monday, April 8, 2019

RSA Team and Participants:

Phil Mallon (Fayette County Public Works)
Joe Robison (Fayette County Public Works)
Bradley Klinger (Fayette County Public Works)
Kevin Harpe (GDOT District 3)
Jennifer Compton (GDOT District 3)
Aimee Turner (Croy Engineering)
Dan Dobry (Croy Engineering)

Background:

The RSA was conducted on Sandy Creek Road from SR 74/Joel Cowan Parkway to Veterans Parkway. The purpose of this RSA was to locate any potential road safety issues and identify opportunities for improvements in safety for all road users. The RSA was administered by Fayette County as part of the overall corridor studies for Sandy Creek Road, Banks Road, Tyrone Road-Palmetto Road, and SR 279.



RSA Process:

The RSA was conducted over a half-day period by having the RSA Team observe the corridor and intersections on foot and a windshield survey. In addition, the team also examined crash data and public input responses for the corridor to help identify safety issues or concerns. The field observations and supplemental data were used together to identify roadway countermeasures that will help improve traffic safety.

Major RSA Findings

Location(s): @ SR 74/Joel Cowan Parkway

Observations/Safety Issues:

There are signs that are not applicable at the intersection (i.e. R560-5) and may cause driver confusion. There were discussions of signalized the median U-turn for the RCUT, GDOT would check status of the project. Although there is a northbound acceleration lane for westbound vehicles turning right on SR 74, many vehicles still stop and wait for break in through lane before proceeding. Pavement damage observed on the southeast and northeast corners, possibly from trucks turning. Vegetation was overgrown on Sandy Creek Road heading east.

Location(s): Between SR 74 and Waltham Way

Observations/Safety Issues:

Rolling hills and there is a significant drop-off on both sides of Sandy Creek Road. Little to no shoulders for the majority of the stretch. There was one fatality from an off roadway crash.

Location(s): Between Waltham Way and Sandy Ridge Road

Observations/Safety Issues:

Steep shoulders and rolling hills for the majority of section. Little to no shoulders for the majority of the stretch. There were a number of off roadway crashes in this section.

Location(s): @ Sandy Ridge Road

Observations/Safety Issues:

Sight distance concern looking west from Sandy Ridge Road. Overgrown vegetation east of Sandy Ridge Road needs to be trimmed.

Location(s): @ Coast Line Road

Observations/Safety Issues:

Location of stop bar on Coast Line Road makes it difficult to see traffic on Sandy Creek Road. Railroad power box obstructs sight distance looking east.

Location(s): @ Ellison Road

Observations/Safety Issues:

Ellison Road come in at a skew. Substantial number of angle and rear end crashes at intersection. Overgrown vegetation on looking east and west on Sandy Creek Road.

Location(s): @ Coast Line Road

Observations/Safety Issues:

Jenkins Road comes in at a skew. Complaints of students using Jenkins Road as a cut-through/racing in the afternoon.

Location(s): @ Adams Road

Observations/Safety Issues:

Poor sight distance looking both directions. Fence in right-of-way on the southeast corner. Horizontal curve east of Adams Road. Substantial number of off-road crashes.

Location(s): @ Lees Mill Road

Observations/Safety Issues:

Eastbound left turn lane stop bar is not MUTCD standard. Sandy Creek Road will be resurfaced soon and will remove stop bar.

Location(s): @ Walton Drive

Observations/Safety Issues:

Sight distance concern looking west. Overgrown vegetation on Sandy Creek Road look east of Walton Drive.

Location(s): @ Valley Green Drive

Observations/Safety Issues:

Tree obstructs sight distance looking east.

Location(s): @ Sams Drive – Trustin Lake Drive/ @ Eastin Road

Observations/Safety Issues:

Drainage issues at intersection and culverts across Sandy Creek Road need improvements. Substantial number of angle and rear end crashes. Citizens complain that road configurations at intersections are confusing.

Location(s): @ Flat Creek Trail

Observations/Safety Issues:

Vertical curve east of Flat Creek Trail limits sight distance. Tree obstructs sight distance looking west.

Location(s): @ Planters Walk

Observations/Safety Issues:

Vertical curve looking west is a sight distance concern. Overgrown vegetation on Sandy Creek Road needs to be trimmed.

Location(s): Near Pinewood Studios

Observations/Safety Issues:

As Pinewood Studios and mixed-use development at Veterans Parkway expands, are more pedestrian accommodations needed? Contact with the developers should be made to identify if they have a path/sidewalks plan in place.

Overall Takeaways

- Rolling Hills and horizontal curves cause sight distance issues at a number of intersections
- Overgrown vegetation along the corridor limits sight distance at a number of intersections.
- The lack of shoulders and steep drop-offs on Sandy Creek Road western section presents safety issues for drivers
- Fayette County needs to reclaim right-of-way along Sandy Creek Road via clearing vegetation and removing unauthorized objects.

Recommendations and Ratings

	Level of Effort	Time Frame	Cost
Clear overgrown vegetation along Sandy Creek Road	Low	Short-Term	Low
Add shoulders along corridor to make drivers more comfortable	Moderate	Intermediate	High
Flatten road to improve visibility at intersections	High	Long Term	High
At SR 74: Make request to GDOT to perform routine maintenance	Low	Short-Term	Low
At SR 74: Add "Keep Moving" sign for WB right; Add Pavement to accommodate trucks	Low	Short-Term	Low
Between SR 74 and Waltham Way: Identify locations for object markers and guardrail	Moderate	Short-Term	Moderate
At Coast Line Road: Move stop bar	Low	Short-Term	Low
At Ellison Road: Realignment and add turn lanes	High	Intermediate	High
At Jenkins Road: Realignment or close Jenkins Road	High	Intermediate	High
East of Adams Road: Add "Curve ahead" and "Chevrons" signs in advance of curve	Low	Short-Term	Low
Correct drainage culverts at Sams Drive-Trustin Lake/Eastin Rd	Moderate	Intermediate	Moderate
Intersection improvement at Sams Dr-Trustin Lake/Eastin Rd	High	Short-Term	High

Legend

Level of Effort	Time Frame	Cost
Low <i>SPLOST/Local Funding</i>	Short Term <i>1 to 6 months</i>	Low <i>\$0 to \$100,000</i>
Moderate <i>Full Construction Plan – Low Impacts</i>	Intermediate <i>6 to 24 months</i>	Moderate <i>\$100,000 to \$300,000</i>
High <i>Full Construction Plan – High Impacts</i>	Long Term <i>Greater than 24 months</i>	High <i>Greater than \$300,000</i>

APPENDIX D

PIOH 1 Flyers and Meeting Materials

PUBLIC INFORMATION

TRANSPORTATION CORRIDOR STUDIES

OPEN HOUSE

MONDAY

MARCH 18, 2019

4 to 7 p.m.



Fayette County Library
1821 Heritage Parkway
Fayetteville

*Have problems with one
of these roads?*

Want to fix the problem?

*Come share your ideas
on road improvements
at the library Monday,
March 18, 2019.*



Visit us at: www.fayettecountyga.gov/transportation-planning
Phil Mallon, Fayette County Public Works, pmallon@fayettecountyga.gov, (770)-320-6010
Dan Dobry, Croy Engineering, ddobry@croyengineering.com, (770)-971-5407

FAYETTE Press Release

BOARD OF COMMISSIONERS

Fayette County Hosting Public Meeting for Study of Four Corridors

Fayette County, Georgia, March 1st, 2019 – You are invited to a public information open house to discuss transportation improvements for the Sandy Creek Road, Tyrone Road-Palmetto Road, Banks Road, and SR 279 corridors on Monday March 18, 2019 from 4 pm to 7 pm.

The meeting will be held at the Fayette County Public Library, 1821 Heritage Park Way, Fayetteville, GA.

With continued growth in the region Fayette County has started the process to identify current and future concerns for providing safe and efficient movement along these corridors. Input received from the public will be used to develop alternative transportation improvements that address existing and projected conditions with the goal of enhancing safety; reducing congestion and delay; facilitating multi-modal usage; and supporting economic development.

“Corridor studies of this nature help Fayette County plan for and construct the appropriate types of improvements to support the varied travel needs of our citizens and business owners. The more public input we receive the better job we can do in providing the desired transportation system,” says Phil Mallon, Fayette County’s Public Works Director.

The open house will be informal and everyone is invited to stop by anytime between 4 pm and 7 pm with plenty of parking available at the Fayette County Public Library. Information provided at the meeting, as well as a survey for each corridor, will be posted on the Fayette County Transportation Planning Webpage (<https://www.fayettecountyga.gov/transportation-planning/index.htm>). In addition, comment forms will be available at the meeting and online.

For additional information contact Phil Mallon, Fayette County Public Works (770) 320-6010 or Dan Dobry, Croy Engineering (consultant), (770) 971-5401.

###

Issued:

Contact: Tameca P. White, County Clerk

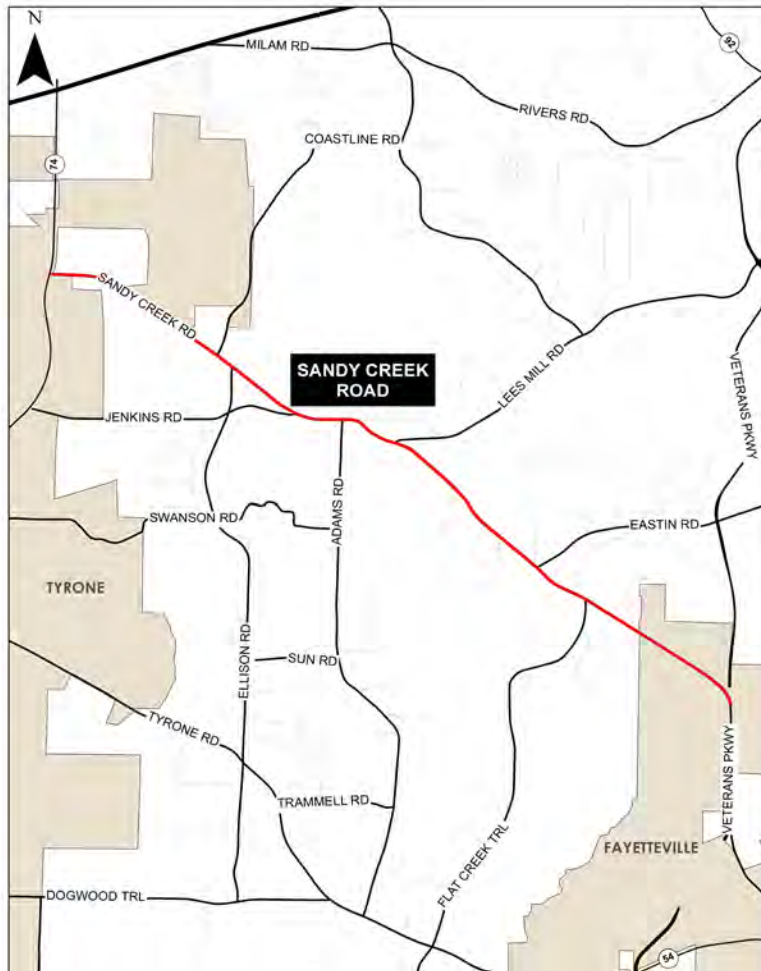
Office: (770) 305-5103

Email: twhite@fayettecountyga.gov

Sandy Creek Road Corridor Study

This project aims at identifying traffic & transportation solutions from a holistic perspective, to ensure safety, promote economic development, understand prospects for multi-modal uses and create sustainable infrastructure improvements for the citizens. The is a joint collaboration between Fayette County, Atlanta Regional Commission & Croy Engineering, LLC; also working in partnership with the City of Fayetteville and Town of Tyrone.

STUDY AREA



GET INVOLVED

Submit Feedback at :

<https://www.surveymonkey.com/r/HB8V2ZF>



For more information, visit our webpage:

<http://www.fayettecountyga.gov/transportation-planning/>

CONTACT US

Philip Mallon, P.E., Program Manager
Fayette County Public Works
pmallon@fayettecountyga.gov

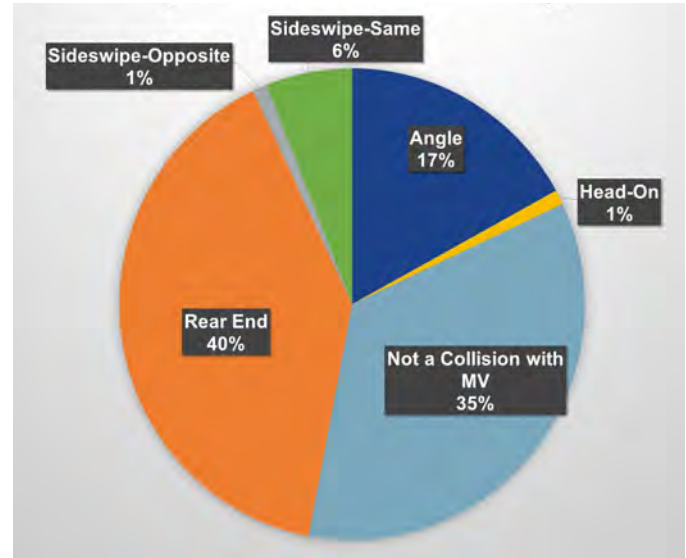
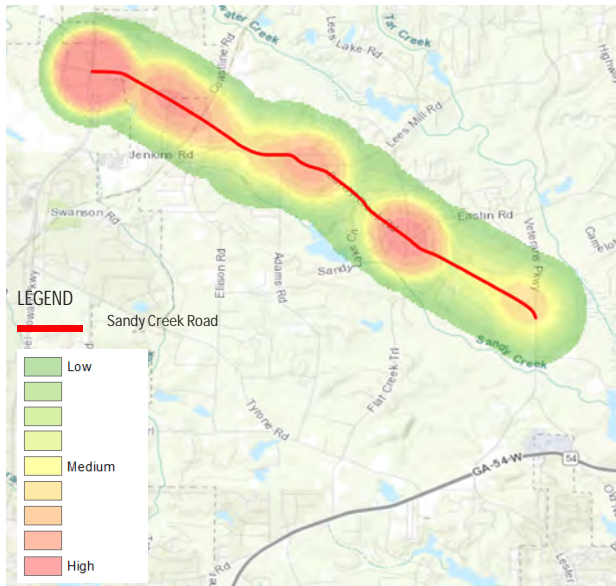
Vanessa Birrell, Sandy Creek Road Project Manager,
Fayette County Environmental Management Department
vbirrell@fayettecountyga.gov

Daniel B. Dobry, Jr., P.E., PTOE, AICP
Croy Engineering, LLC
ddobry@croyengineering.com

STUDY TIMELINE



TRAFFIC VOLUMES & CRASH DATA



5,250 vehicles per day
5.2% heavy vehicles



Corridor averages
34 crashes/ year

POTENTIAL IMPROVEMENTS



Fayette County Transportation Corridors Study

SANDY CREEK ROAD

Comment Sheet



Name

Email Address (optional if you want to receive updates)

1. What are the current challenges faced by the corridor?

- | | |
|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> Speeding | <input type="checkbox"/> Trucks |
| <input type="checkbox"/> No sidewalks | <input type="checkbox"/> Sharp Curves |
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Safety |
| <input type="checkbox"/> Other | |
-

2. What types of improvements would you like to see along the corridor?

- | | |
|---|---|
| <input type="checkbox"/> Additional Lanes | <input type="checkbox"/> Bike Lanes |
| <input type="checkbox"/> Wider Shoulders | <input type="checkbox"/> Multi – Use Path |
| <input type="checkbox"/> Traffic Signals | <input type="checkbox"/> Street Lighting |
| <input type="checkbox"/> Other | |
-

3. Should non-construction alternatives be considered?

- | | |
|--|--|
| <input type="checkbox"/> Lower Speed Limit | <input type="checkbox"/> Truck Restriction |
| <input type="checkbox"/> Other | |
-

4. Should private property be acquired to improve community cohesiveness and aesthetics?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

5. Other Comments



Daniel B. Dobry, Jr., P.E., PTOE, AICP
Croy Engineering, LLC
200 North Cobb Parkway, Building 400, Suite 413, Marietta, GA 30062
Phone: (770) 971-5407; E-mail: ddobry@croyengineering.com

APPENDIX E

PIOH 1 Summary



Fayette County Transportation Corridors Study

PIOH 1 Results

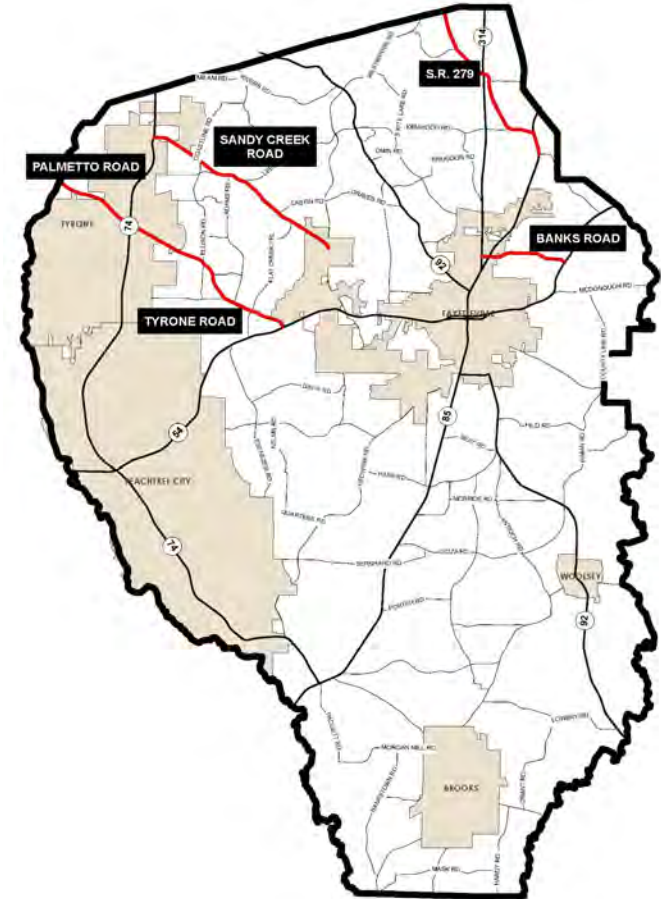




Corridor Review

THE CORRIDORS

- Tyrone Road - Palmetto Road
- Sandy Creek Road
- Banks Road
- State Route 279

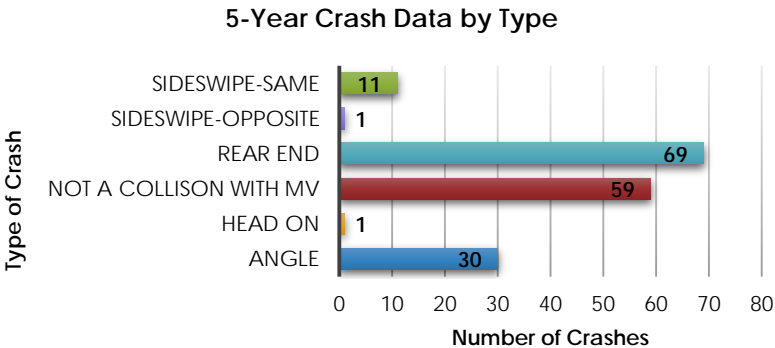
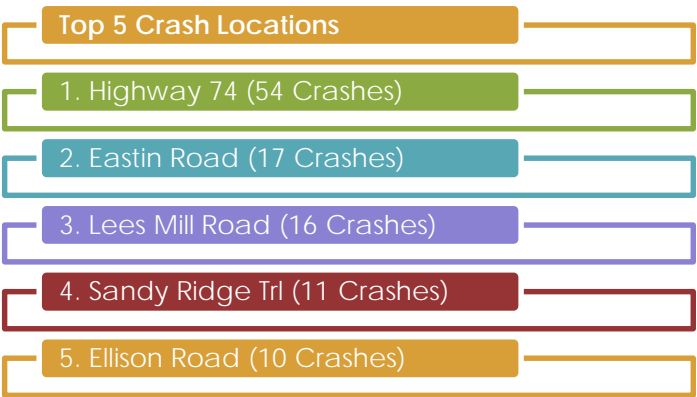




Existing Conditions Recap

Sandy Creek Road

- **Study Limits** - Veterans Parkway In Fayetteville To State Route 74 In Tyrone
- **Roadway** – Two-lane Undivided With Minimal Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 17 Intersections (1 RCUT; 1 Roundabout; No Signalized)
- **Bike/Pedestrian Facilities** - No Sidewalks Or Bicycle Facilities
- **Transit Facilities** – No Fixed Route Services



Tyrone Road – Palmetto Road

Page 332 of 1044

- **Study Limits** - Tyrone Road From State Route 54 To Senoia Road and Palmetto Road From Senoia Road To The Coweta County Line
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 23 Intersections (2 Signalized)
- **Bike/Pedestrian Facilities** - No Sidewalks Or Bicycle Facilities (Small Golf Cart Stretch)
- **Transit Facilities** – No Fixed Route Services



Top 5 Crash Locations

1. Highway 74 (84 Crashes)

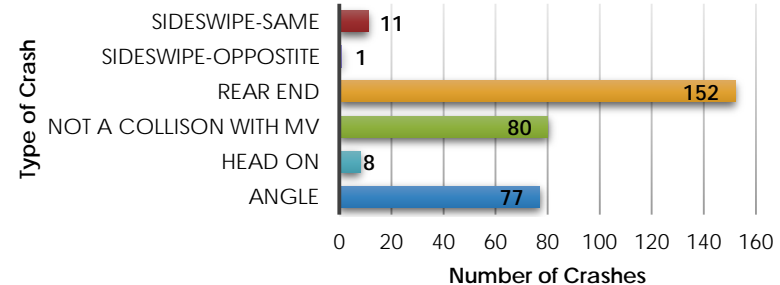
2. Highway 54 (84 Crashes)

3. Flat Creek Trl (20 Crashes)

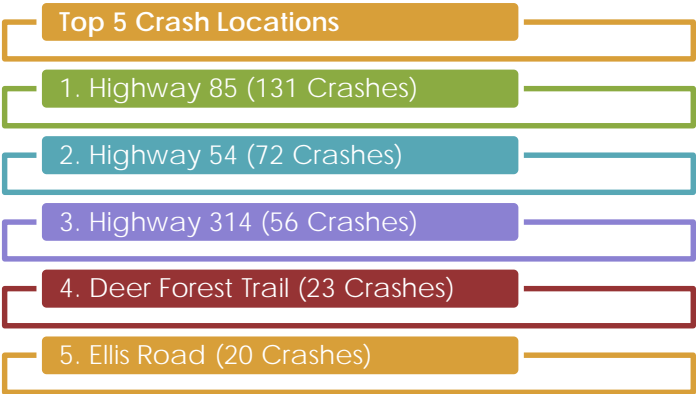
4. Dogwood Trail (19 Crashes)

5. Adams Road (15 Crashes)

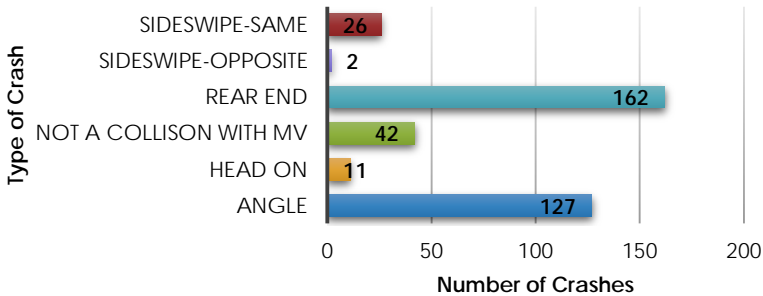
5-Year Crash Data by Type



- **Study Limits** - Extends From State Route 54 To State Route 314
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 15 Intersections (3 Signalized)
- **Bike/Pedestrian Facilities** - Continuous Sidewalk Along Both Sides From SR 314 To SR 85 After Which Continues On The North Side Only For Approximately 800 Feet. No Sidewalks Or Bicycle Facilities East Of The Banks Station Shopping Center
- **Transit Facilities** – No Fixed Route Services

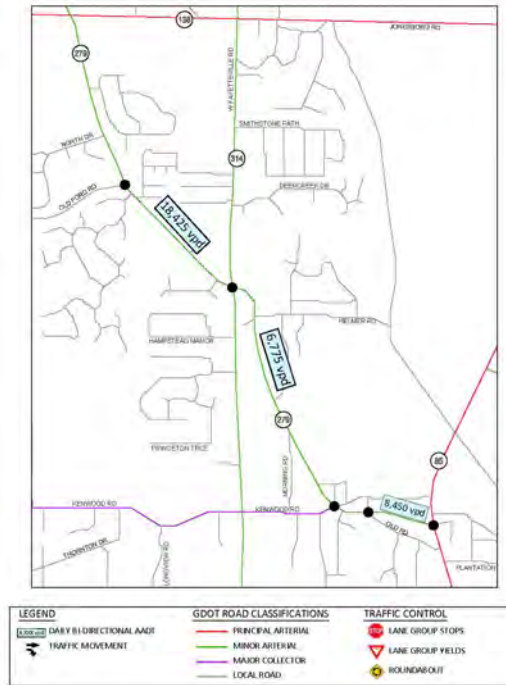


5-Year Crash Data by Type



State Route 279

- **Study Limits** - Extends From Corinth Road To The Fulton/Fayette County Border
- **Roadway** – Two-lane Undivided With Shoulder
- **GDOT Classification** – Rural Minor Arterial
- **Intersections** – 18 Intersections (2 Signalized)
- **Bike/Pedestrian Facilities** - No Sidewalks Or Bicycle Facilities
- **Transit Facilities** – No Fixed Route Services
- **Planned Improvements** – SR 279 at SR 85 Intersection Improvements (GDOT) and SR 279 and Corinth Road Realignment Study



Top 5 Crash Locations

1. Highway 85 (95 Crashes)

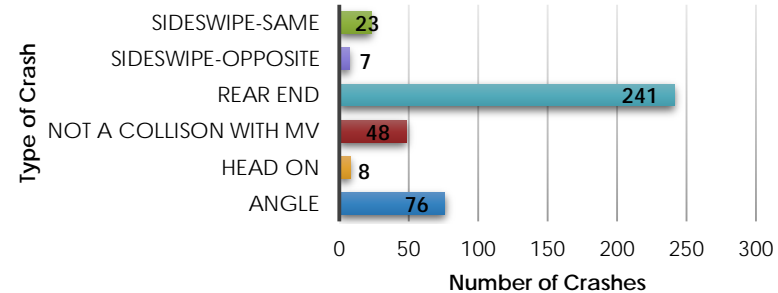
2. Highway 314 (95 Crashes)

3. Dix Lee On Drive(31 Crashes)

4. Helmer Road (30 Crashes)

5. Lafayette Drive(25 Crashes)

5-Year Crash Data by Type



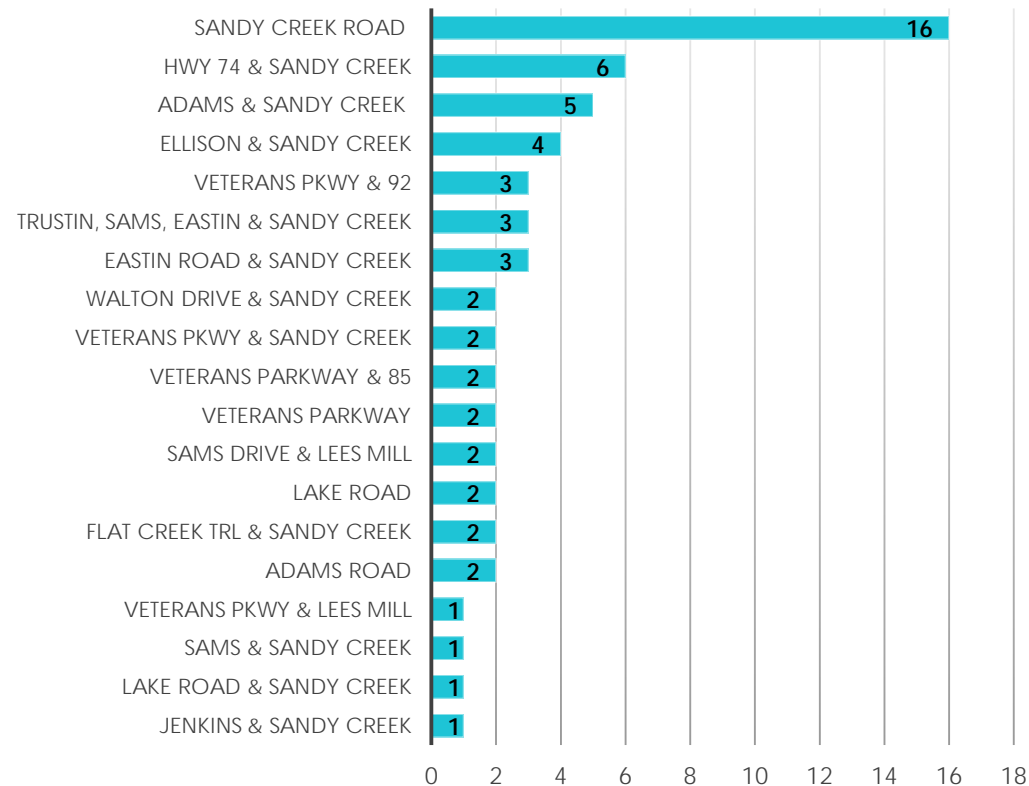


Public Open House Recap

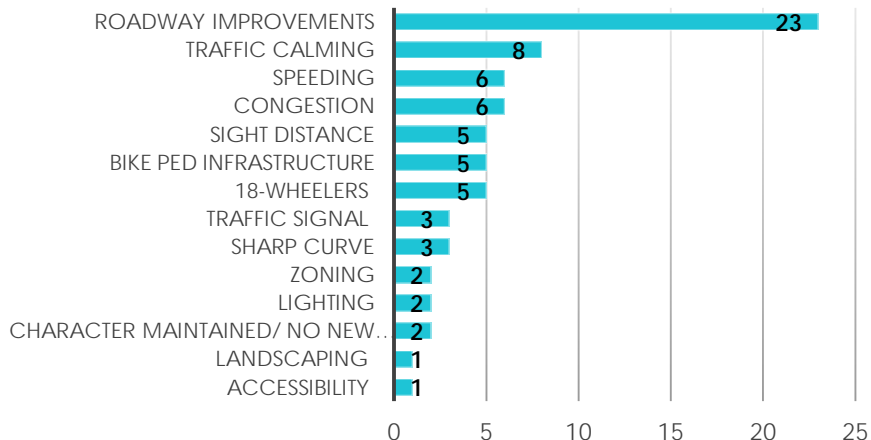
FAYETTE COUNTY CORRIDOR STUDY						
PUBLIC INFORMATION OPEN HOUSE: MARCH 18, 2019						
TOTAL NUMBER OF PARTICIPANTS = 195						
BANKS ROAD				STATE ROUTE 279		
COMMENT CARD	COMMENT SHEET	WORD CLOUD		COMMENT CARD	COMMENT SHEET	WORD CLOUD
80	46	30		31	9	12
Total Comments		156		Total Comments		52
SANDY CREEK ROAD				TYRONE ROAD - PALMETTO ROAD		
COMMENT CARD	COMMENT SHEET	WORD CLOUD		COMMENT CARD	COMMENT SHEET	WORD CLOUD
61	16	8		30	4	7
Total Comments		85		Total Comments		41
TOTAL NUMBER OF COMMENTS = 334						



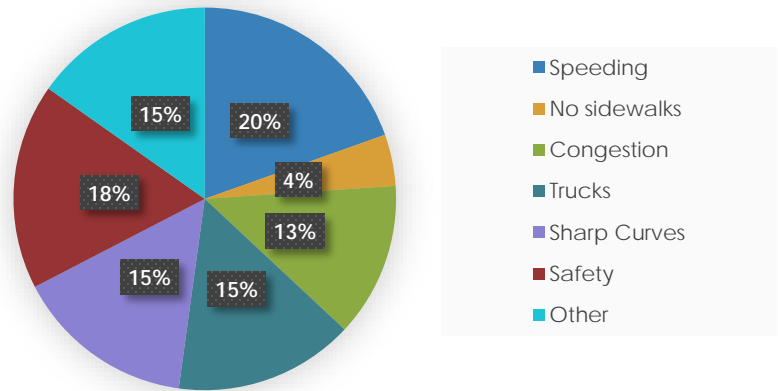
COMMENT LOCATION



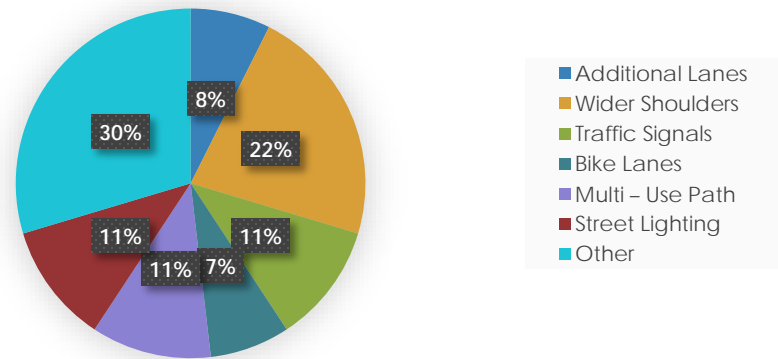
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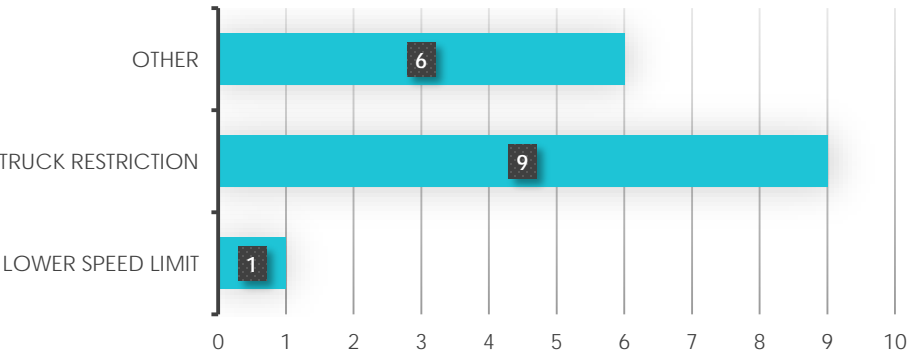
What Are The Current Challenges Faced By The Corridor?



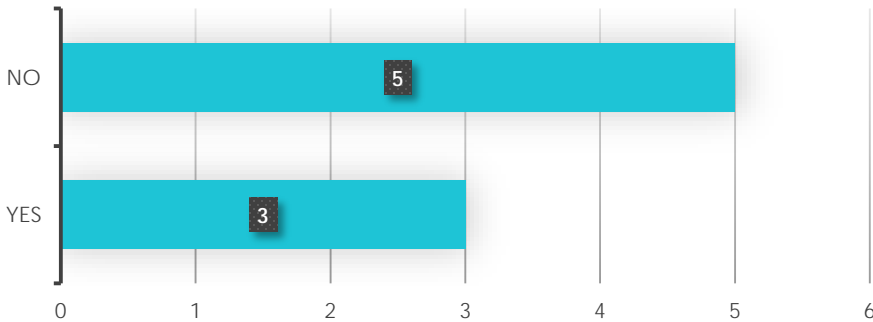
What Types Of Improvements Would You Like To See Along The Corridor?



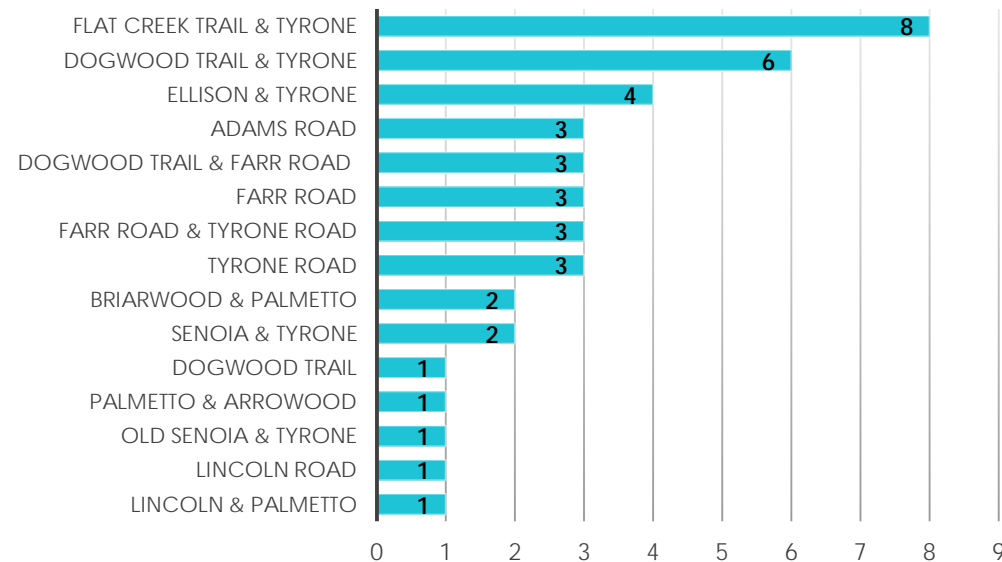
Should Non-construction Alternatives Be Considered?



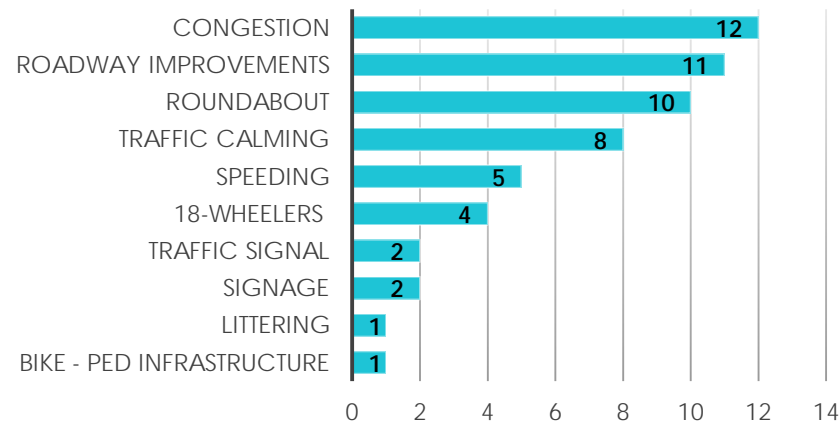
Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?



COMMENT LOCATIONS

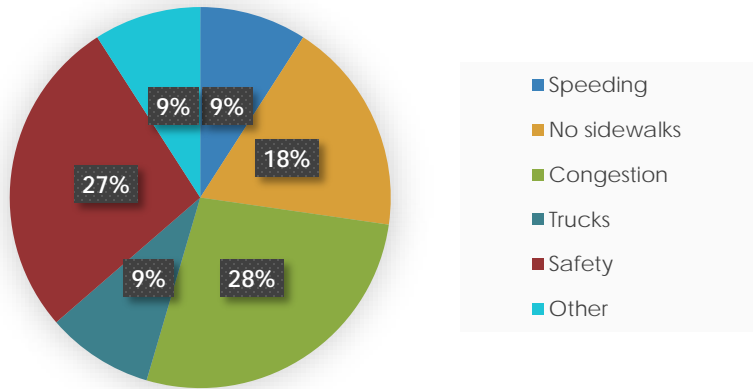


COMMENT CATEGORY

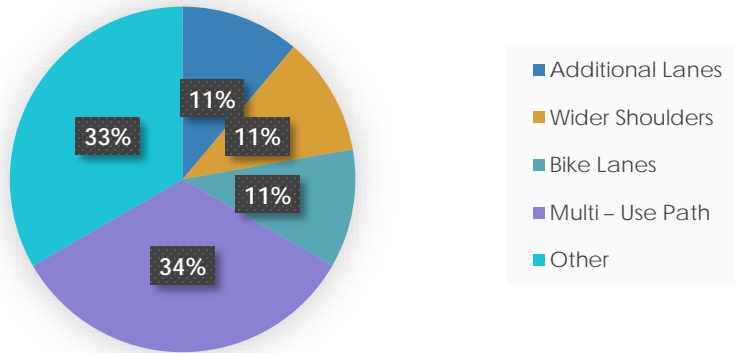


Tyrone Road – Palmetto Road

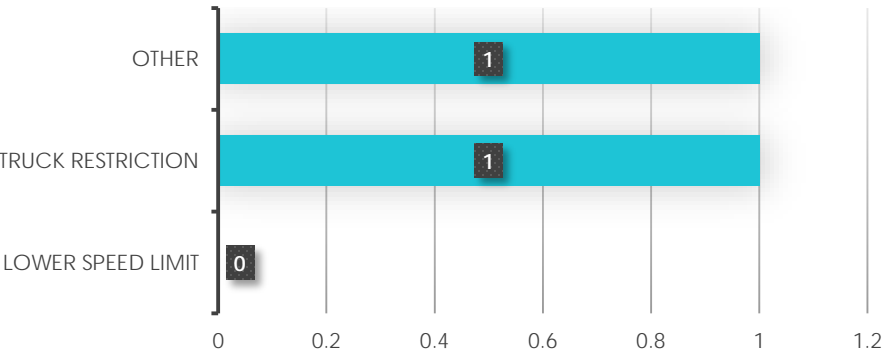
What Are The Current Challenges Faced By The Corridor?



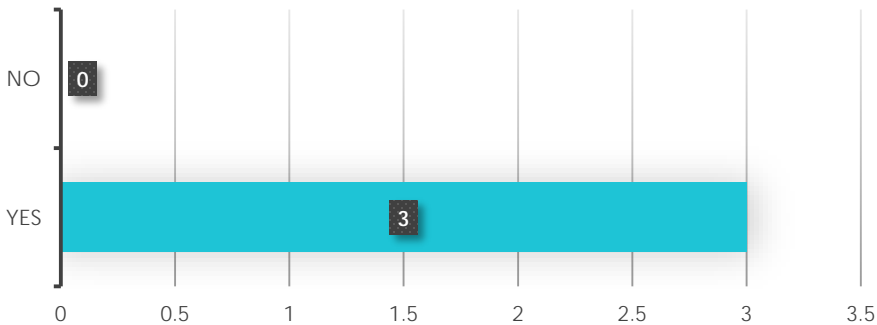
What Types Of Improvements Would You Like To See Along The Corridor?



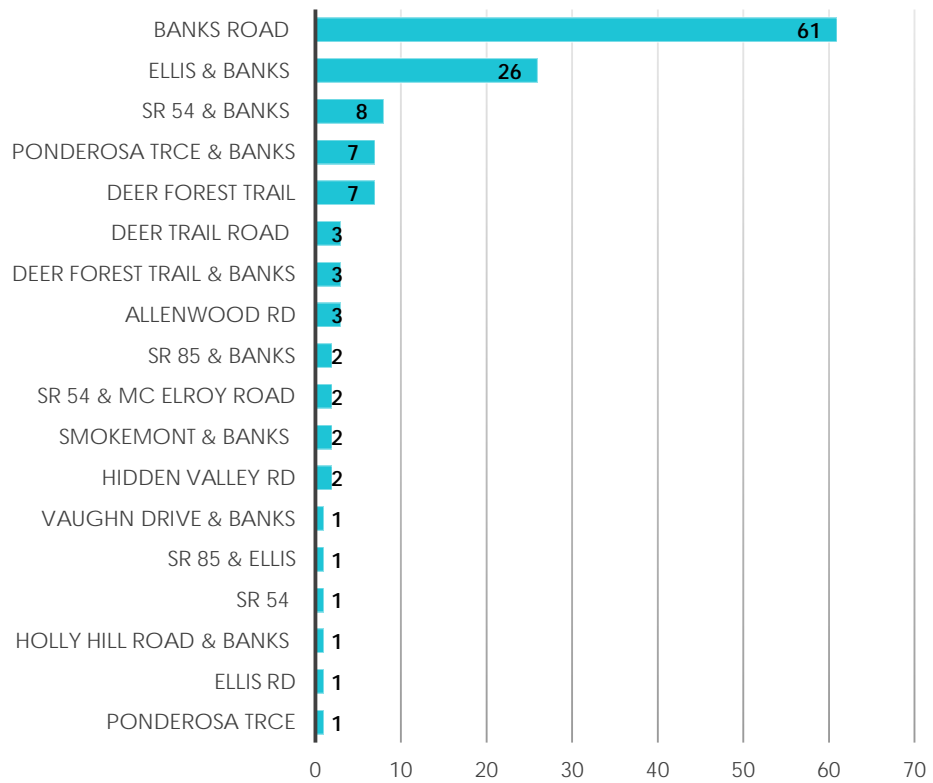
Should Non-construction Alternatives Be Considered?



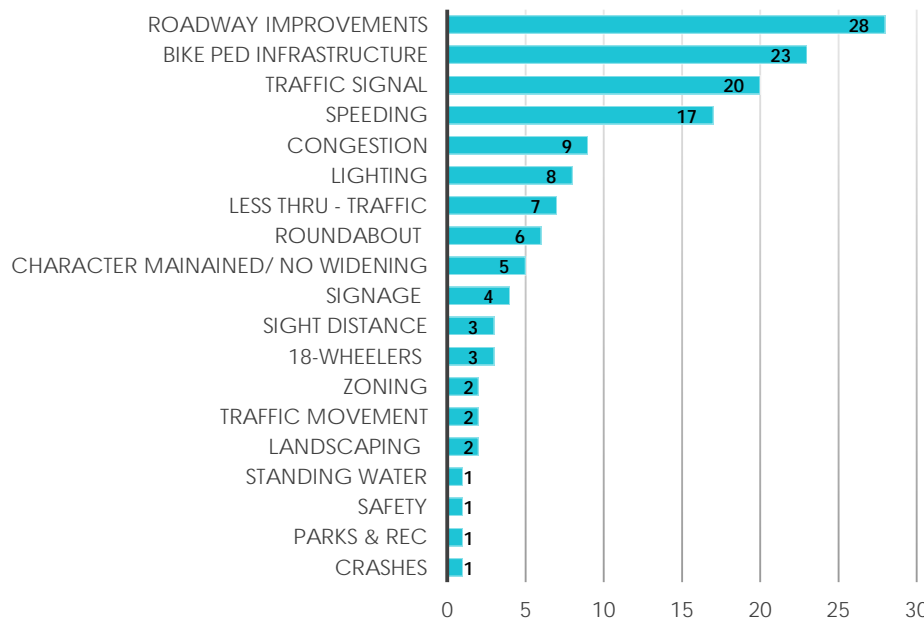
Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?



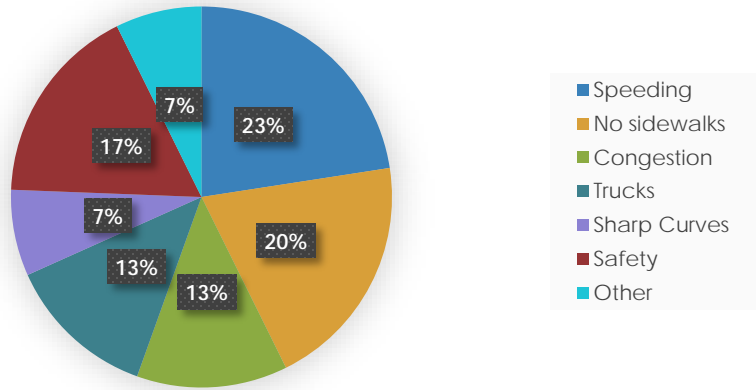
COMMENT LOCATIONS



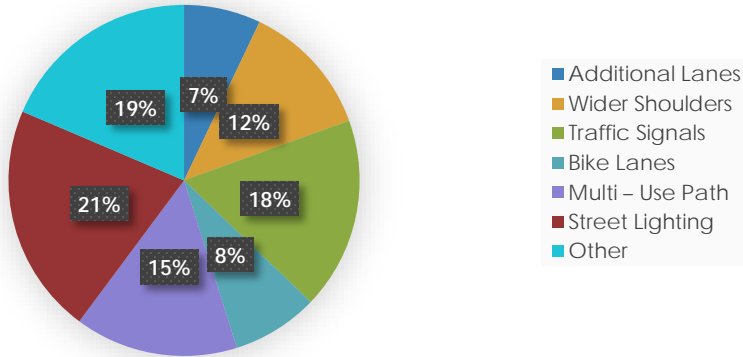
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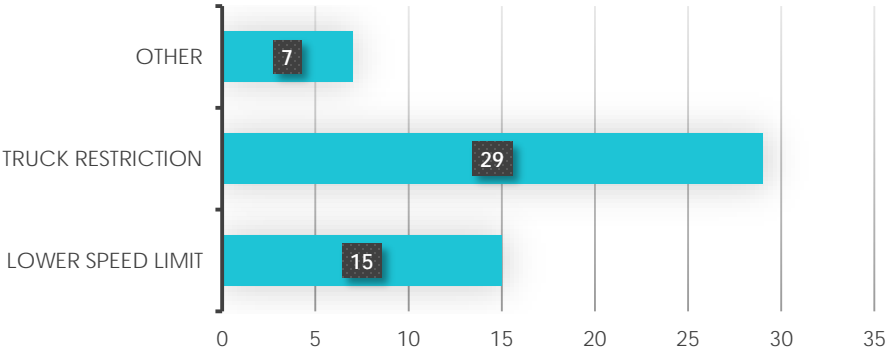
What Are The Current Challenges Faced By The Corridor?



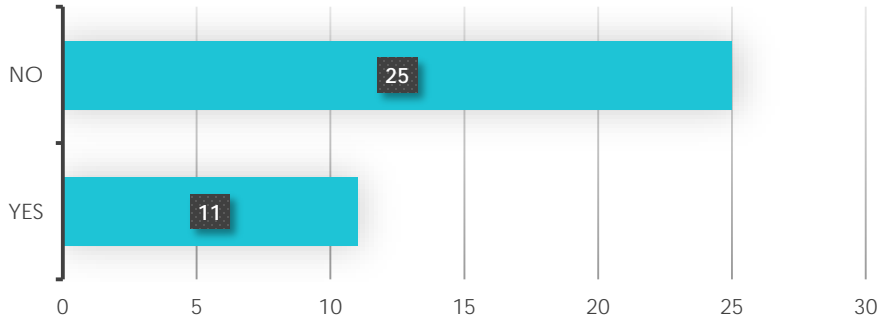
What Types Of Improvements Would You Like To See Along The Corridor?



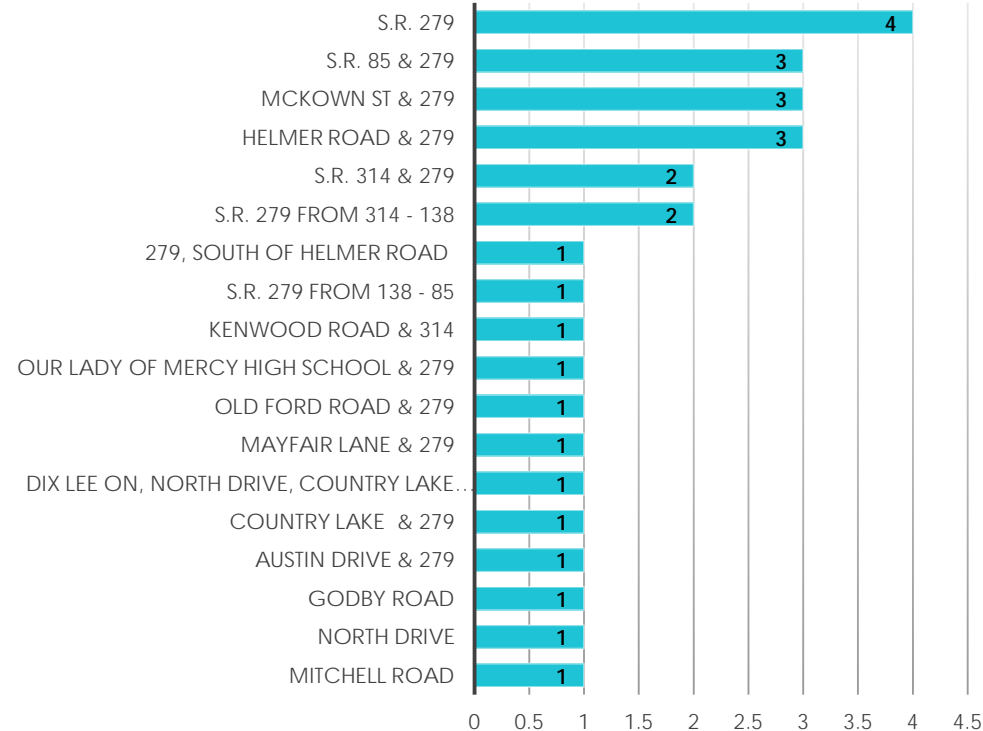
Should Non-construction Alternatives Be Considered?



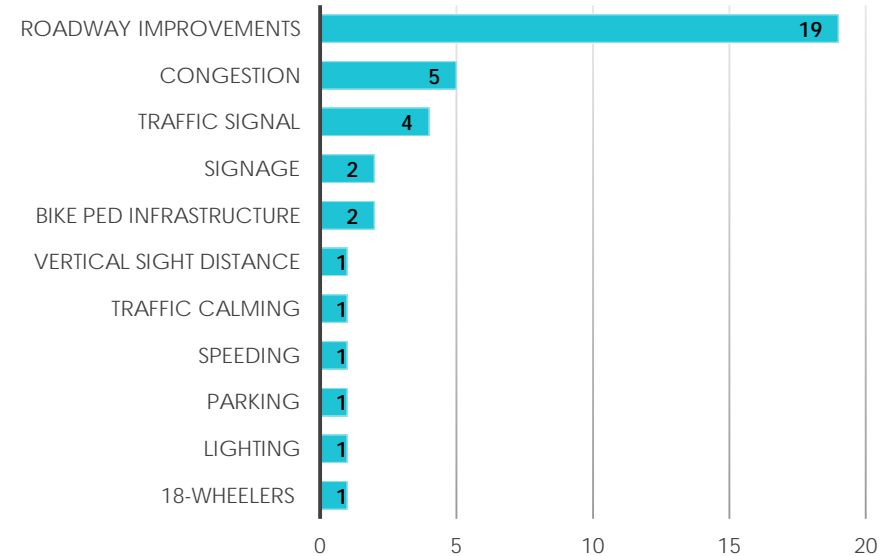
Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?



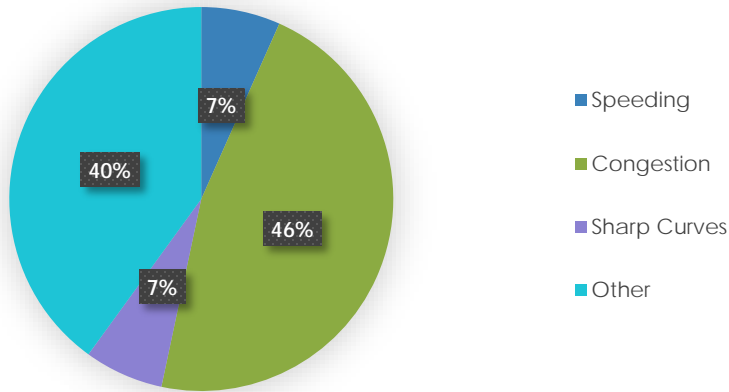
COMMENT LOCATION



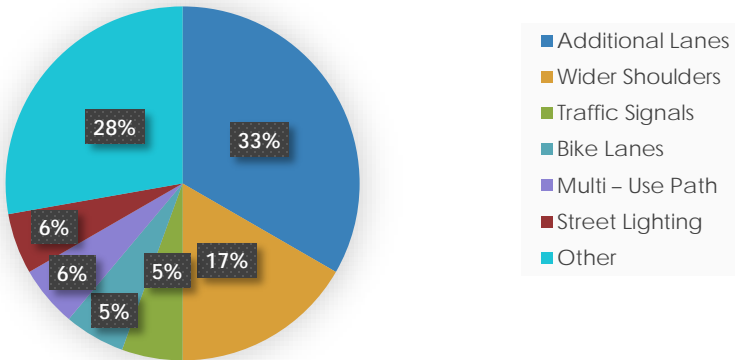
COMMENT CATEGORY



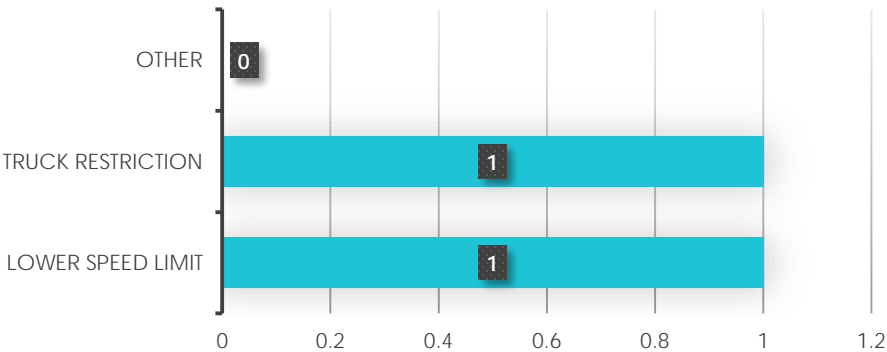
What Are The Current Challenges Faced By The Corridor?



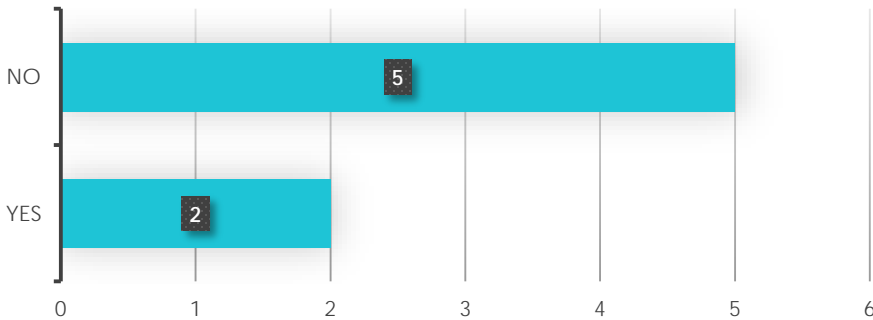
What Types Of Improvements Would You Like To See Along The Corridor?



Should Non-construction Alternatives Be Considered?



Should Private Property Be Acquired To Improve Community Cohesiveness And Aesthetics?





Road Safety Audit Recap

Road Safety Audit

Monday, April 8, 2019 -

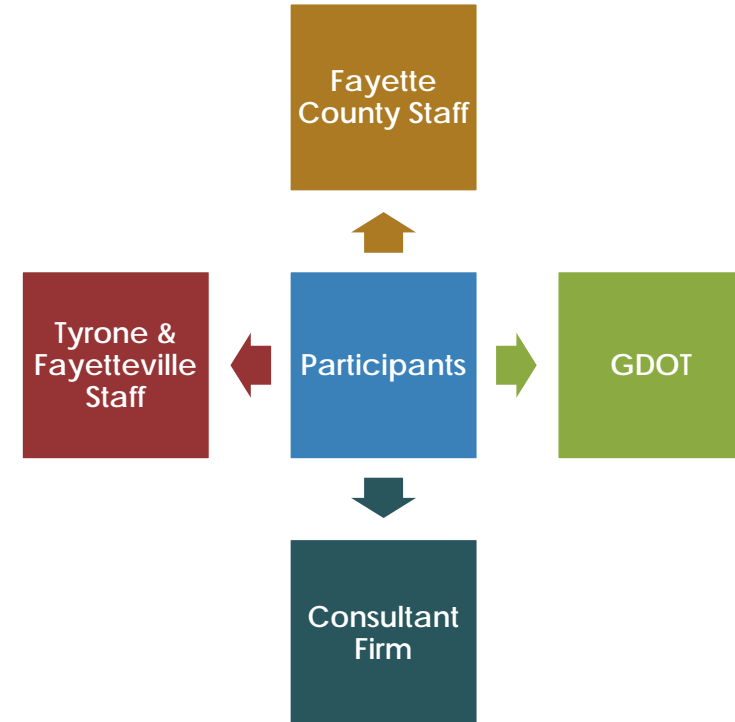
- Sandy Creek Road from SR 74/Joel Cowan Pkwy to Veterans Pkwy
- Banks Road from SR 314/W Fayetteville Rd to SR 54

Thursday, April 11, 2019 -

- Tyrone Road-Palmetto Road from Fayette-Coweta Line to SR 54
- SR 279 from Fayette-Fulton Line to SR 85

Handout Package included -

- Road Safety Audit Overview
- Corridor Fact Sheets
- RSA Checklists
- Corridor Aerial + Crashes Sets



APPENDIX F

PIOH 2 Flyers and Meeting Materials

Fayette County Page 348 of 1044
Transportation Corridor Studies

State Route 279 Banks Road
Sandy Creek Road Tyrone- Palmetto Road



Please Join Us At The Public Open House



Monday, July 15th, 2019



4:00 - 7:00 PM



**Fayette County Library
1821 Heritage Pkwy,
Fayetteville, GA 30214**

Help Prioritize Projects
CITIZEN INPUT IS CRITICAL

**For More Information
call us on 770-320-6010
or visit us at**

<http://www.fayettecountyga.gov/transportation-planning/>

FAYETTE Press Release

BOARD OF COMMISSIONERS

Fayette County Hosting Public Meeting for Study of Four Corridors

Fayette County, Georgia, June 25, 2019 – You are invited to a public information open house to discuss transportation improvement draft concepts for the Sandy Creek Road, Tyrone Road-Palmetto Road, Banks Road, and SR 279 corridors on Monday July 15, 2019 from 4 pm to 7 pm.

The meeting will be held at the Fayette County Public Library, 1821 Heritage Park Way, Fayetteville, GA.

With continued growth in the region, Fayette County had initiated the process to identify current and future concerns for providing safe and efficient movement along these corridors. Input received from stakeholders and the public were used to develop draft concepts to facilitate transportation improvements that address existing and projected conditions with the goal of enhancing safety; reducing congestion and delay; facilitating multi-modal usage; and supporting economic development.

“Corridor studies of this nature help Fayette County plan for and construct the appropriate types of improvements to support the varied travel needs of our citizens and business owners. The more public input we receive the better job we can do in providing the desired transportation system,” says Phil Mallon, Fayette County’s Public Works Director.

The open house will be informal and everyone is invited to stop by anytime between 4 pm and 7 pm with plenty of parking available at the Fayette County Public Library. Draft concepts displayed at the meeting, as well as a survey for each corridor, will be posted on the Fayette County Transportation Planning Webpage (<https://www.fayettecountyga.gov/transportation-planning/index.htm>). In addition, comment forms will be available at the meeting and online.

For additional information contact Phil Mallon, Fayette County Public Works (770) 320-6010 or Dan Dobry, Croy Engineering (consultant), (770) 971-5401.

###

Contact: Tameca P. White, County Clerk

Office: (770) 305-5103

Email: twhite@fayettecountyga.gov

Fayette County Transportation Corridor Studies
SANDY CREEK ROAD CORRIDOR

Concepts	Benefits	Do you think this concept would benefit the corridor?		Rank the concept on a scale of 1 to 5, 5 being the most suited.
1. Realign Ellison Road Intersection + Add Turn Lanes	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
2. Remove Jenkins Road Direct Access To Sandy Creek Road	Access Mgmt Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
3. Install Roundabout At Sams Dr-Trustin Lake-Eastin Rd	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
4. Realign Flat Creek Trail Intersection + Add Turn Lanes	Operations Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
5. Hawk Signal Near Pinewood Studios	Bike/Ped	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
6. Add Shoulders Along Entire Corridor	Safety	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
7. Other:		Yes <input type="checkbox"/>	No <input type="checkbox"/>	
8. Other:		Yes <input type="checkbox"/>	No <input type="checkbox"/>	

Additional Comments:

SANDY CREEK ROAD

POTENTIAL IMPROVEMENTS CONCEPT DESIGNS

Page 351 of 1044

All feedback on Concepts must be received by **Friday, August 2nd, 2019.**

Comment forms can be dropped off at Fayette County Public Library or mailed to Croy Engineering, 200 N Cobb Parkway, Ste 413, Marietta, Georgia 30062

1: REALIGN SANDY CREEK ROAD AT ELLISON ROAD



4: REALIGN FLAT CREEK TRAIL AT SANDY CREEK ROAD



2: CUL-DE-SAC JENKINS ROAD ACCESS TO SANDY CREEK ROAD



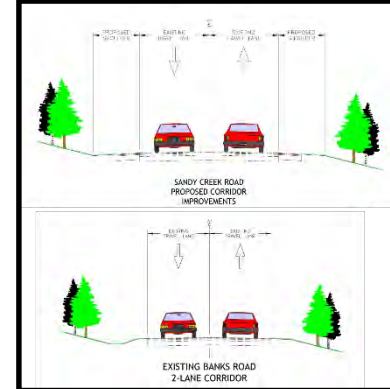
5: HAWK SIGNAL NEAR PINEWOOD STUDIOS CAMPUS



3: ROUNDABOUT AT EASTIN ROAD-SAMS DRIVE-TRUSTIN LAKE DRIVE



6: ADD SHOULDER ALONG SANDY CREEK ROAD



SANDY CREEK ROAD

POTENTIAL IMPROVEMENTS INFORMATION

Sandy Creek Road: Entire Corridor

- Average No. Crashes Per Year - 34.2
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Add Shoulders Along Entire Corridor

- Time Frame: 3 - 5 years
- Benefits: Safety
- Cost: \$\$\$\$

Sandy Creek Road At Ellison Road

- Average No. Crashes Per Year - 2.0
- 2018 LOS (AM/PM) - D/C

Proposed Improvements -

Realign Intersection, Add Turn Lanes

- Time Frame: 3 - 5 years
- Benefits: Safety, Operations
- Cost: \$\$\$

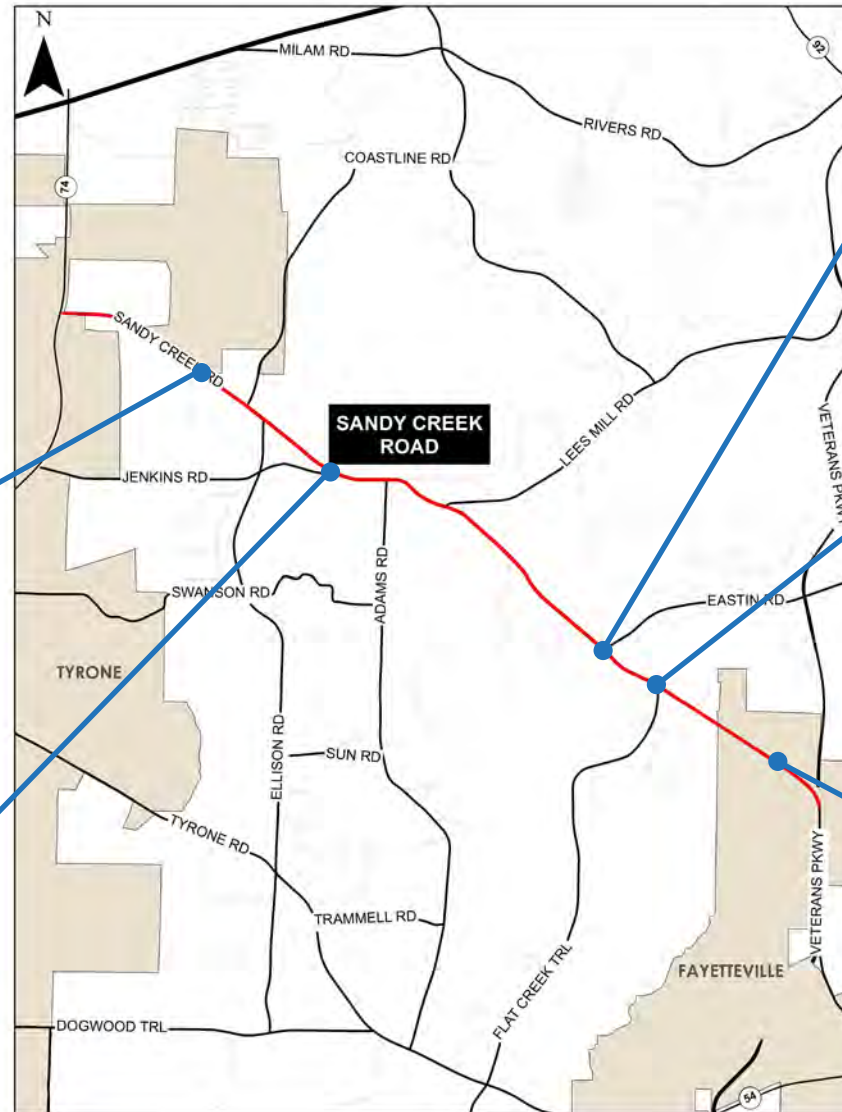
Sandy Creek Road At Jenkins Road

- Average No. Crashes Per Year - 1.4
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Cul-de-sac Jenkins Road Access

- Time Frame: 1 - 2 years
- Benefits: Access Management
- Cost: \$\$



Sandy Creek Road At Eastin Rd - Sams Dr - Trustin Lake Dr

- Average No. Crashes Per Year - 25*
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Install Roundabout

- Time Frame: 3 - 5 years
- Benefits: Safety, Operations
- Cost: \$\$\$\$

Sandy Creek Road At Flat Creek Trail

- Average No. Crashes Per Year - 0.6
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

Realign Intersection, Add Turn Lanes

- Time Frame: 3 - 5 years
- Benefits: Safety, Operations
- Cost: \$\$\$

Sandy Creek Road Near Veterans Parkway

- Average No. Crashes Per Year - 3
- 2018 LOS (AM/PM) - B/B

Proposed Improvements -

HAWK Signal near Pinewood Studios

- Time Frame: 1 year
- Benefits: Bike - Pedestrian
- Cost: \$

For more information! Visit www.fayettecountyga.gov/transportation-planning/sandy-creek-corridor-study.htm

Prefer to leave feedback online? Visit www.surveymonkey.com/r/sandycreekroad

Notes:

LOS - Levels of Service. Qualitative measure to rate quality of traffic flow based on performance measures such as vehicle speed density, congestion, etc. The rating is from A to F. A = good; F = fail

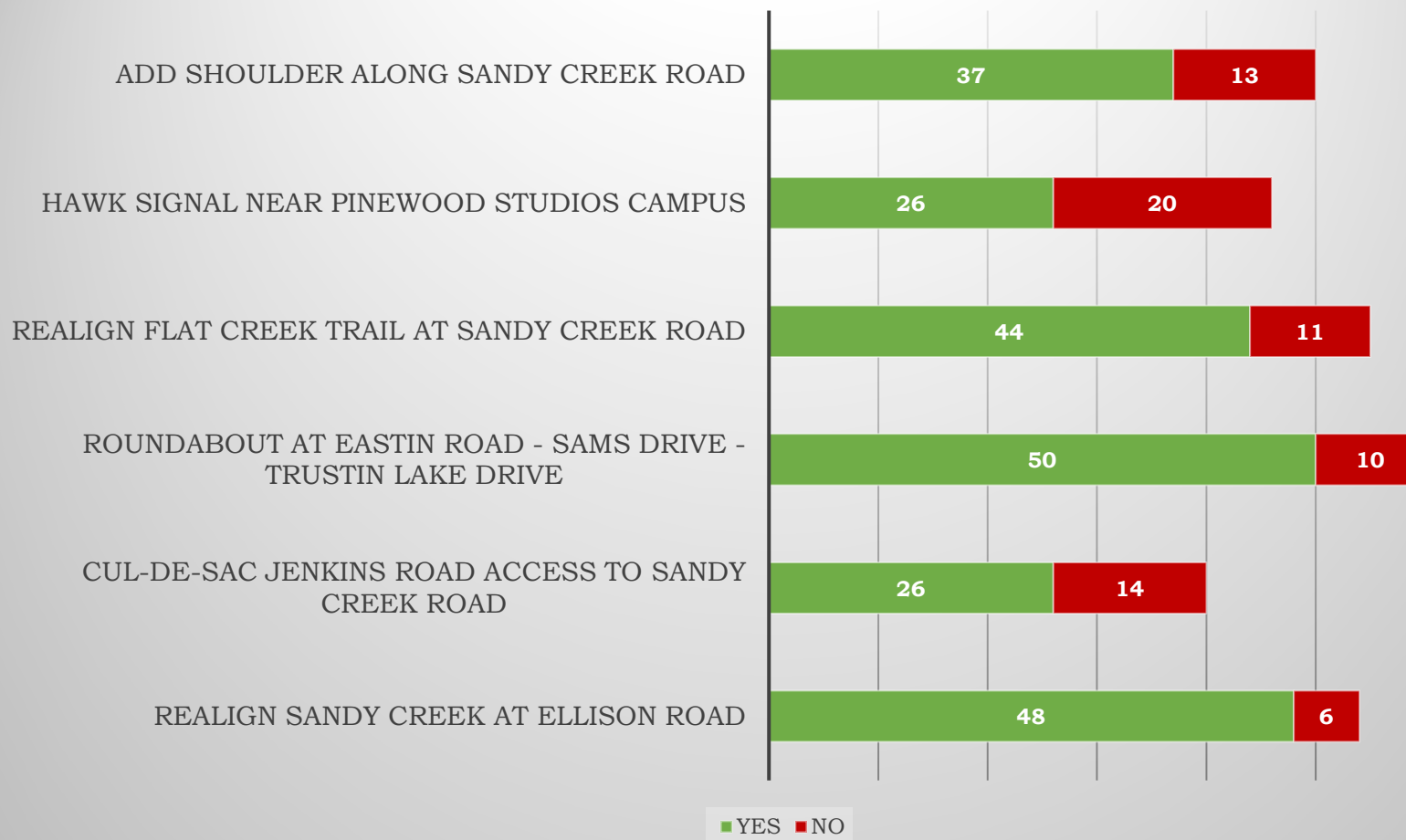
Legend:

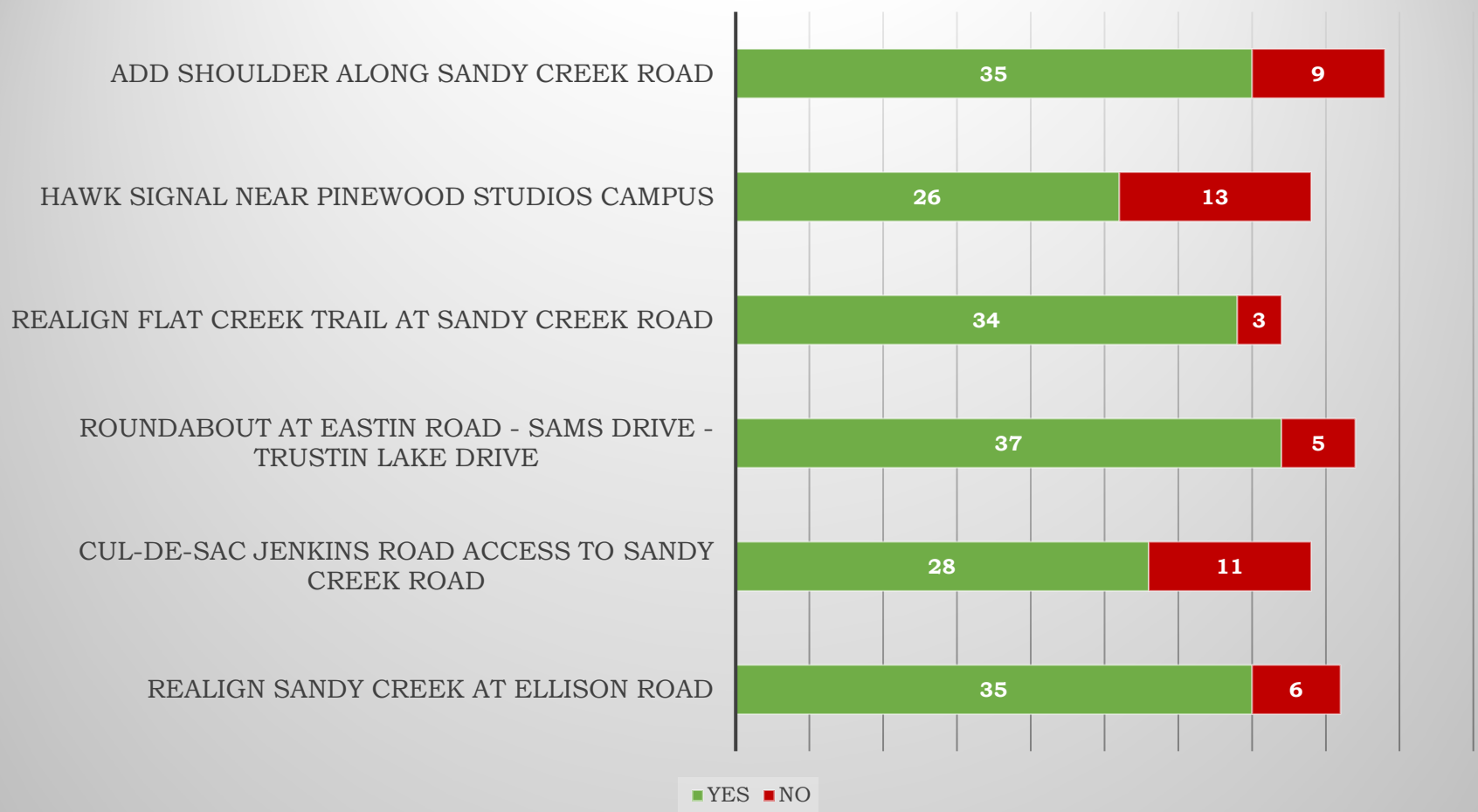
\$ < \$250,000 \$\$ < \$500,000 \$\$\$ < \$1,000,000 \$\$\$\$ < \$2,000,000 \$\$\$\$\$ < \$5,000,000

* crash frequency higher than state average

APPENDIX G

PIOH 2 Summary

PIOH 2 RESULTS: SANDY CREEK ROAD**Sticker Station Responses**

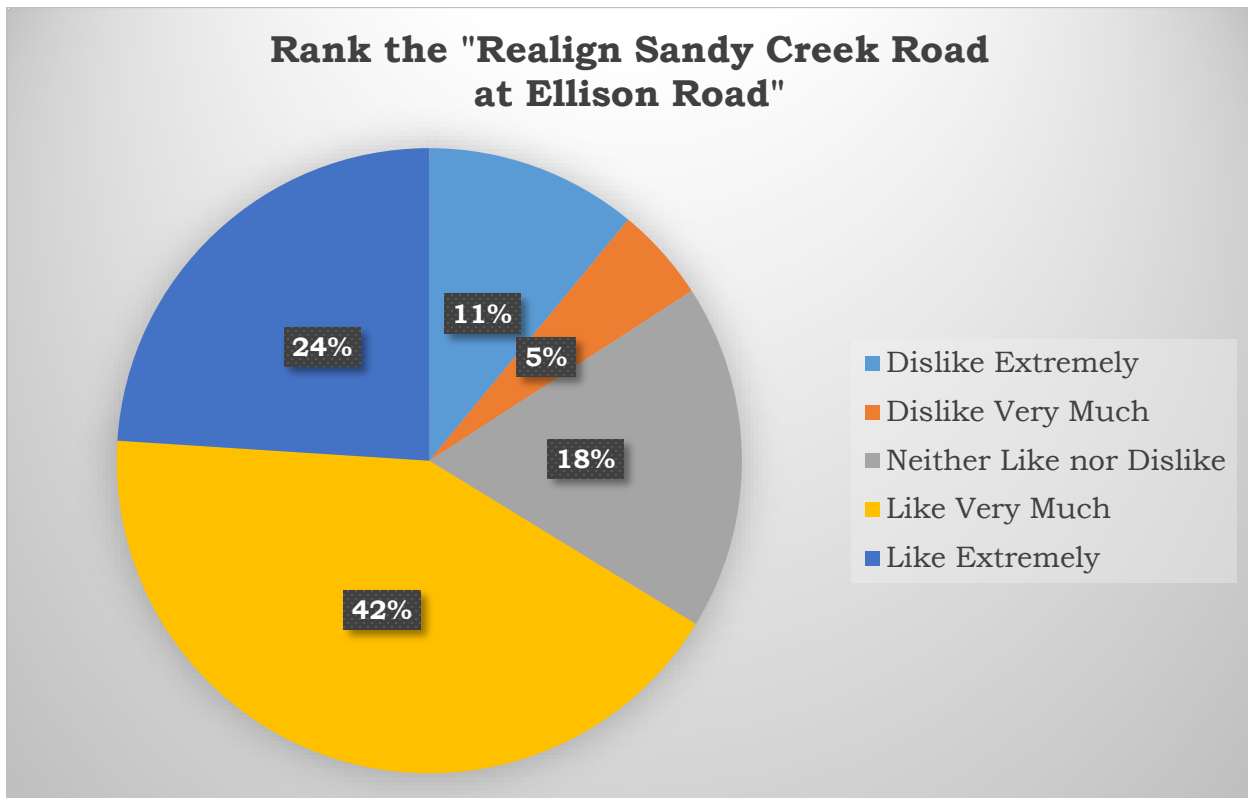
PIOH 2 RESULTS: SANDY CREEK ROAD**Comment Form Responses**

APPENDIX H

Online Survey Summary

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

• Realign Sandy Creek Road at Ellison Road



1. Love the idea to add safety. Think a four way stop would be ideal.
2. Not sure this is broken now....it looks like a solution in search of a problem.
3. This would help with school time traffic. This would help with traffic that is unable to make a left turn on at Hwy 74/Sandy Creek rd. Due to the change at that intersection
4. bad design
5. have turning lane for north bound traffic to make the left turn onto Ellison
6. I like that this creates an easier angle for turning between these two roads.
7. The present acute angle of the intersection makes it difficult to see Sandy Creek Road traffic from the stop sign at the end of Ellison. The problem has always been compounded by drivers who don't set their turn signals to announce their intentions. Adding turn lanes will clarify drivers' intentions. I I applaud this plan.
8. A roundabout would be better!
9. I like to eliminate blind spots, but not my highest priority.
10. Waste of money

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

11. I live near this road; visibility is not good as road presently sits. This would be advantageous to students driving this way to school and all others
12. It would elevate the wait in traffic going straight. I would suggest adding more lighting at the intersection.
13. A fix to the blind curve before the west bound Sandy Creek and Adams Rd intersection should have a higher priority than the Ellison Rd intersection which is not a dangerous situation.
14. Add cart path
15. Safety should be the deciding factor.
16. Very dangerous intersection.
17. This concept would make this intersection much safer. I travel this area daily, and have nearly been hit multiple times by people cutting the turn to tight, and from people flying too fast coming from the railroad tracks which you cannot see people coming over the railroad very well.
18. That looks a lot safer!
19. Seems wasteful
20. A red light there during the school year would be helpful. The turn lanes are a great idea until the person turning left pulls up to far and the people in the right can't see to turn! This intersection is a huge issue during the school year!
21. I go through the current intersection regularly and there is no reason to update for safety or traffic.
22. Is a traffic light or 3 way stop going to be needed at this location eventually?
23. No passing lane in front of my house there is a hill and blind spot to be considered. Residents have a hard time getting in and out of driveways. This will increase speeding drivers are rude and ride your tail even when turn signals are on (get out of my way) Consider school safety and ambulances. Route trucks to use Veterans Parkway. We were here before Pinewood and their investors got the tax break and now our taxes went up.
24. The proposed intersection is better than what we have now. Have you considered visibility issues when cars are in both turning lanes? It might be difficult for a driver to attempting to make a turn from the right lane to see vehicles coming from

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

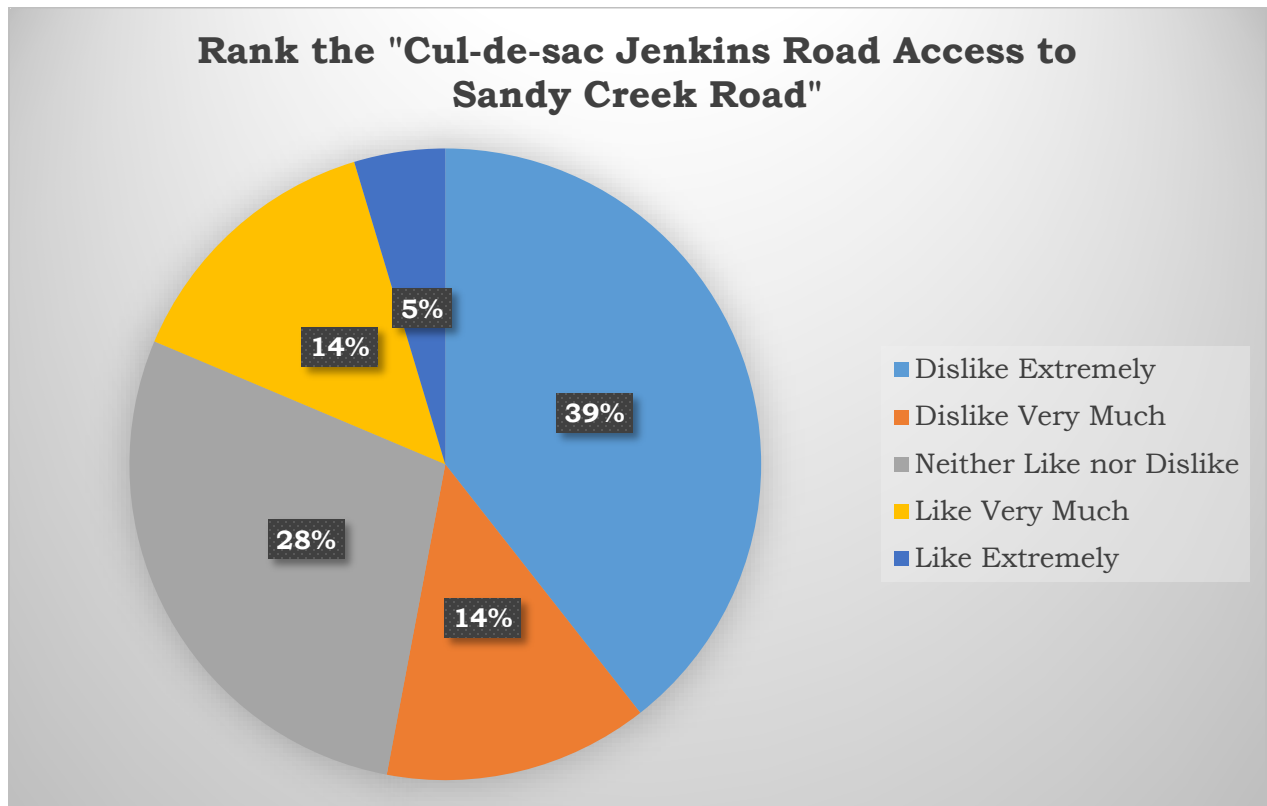
the left side, if a vehicle is in the left turn lane, and vice versa. What about a round about?

25. This e listing intersection is a difficult angle

26. This is better than what is there. How do we account for visibility when cars are in both turning lanes? It will be difficult to make a turn from the right lane if another car is in the left lane attempting to turn left, and vice versa. What about a round-about?

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

• Cul-de-sac Jenkins Road Access to Sandy Creek Road



1. Cul-de-sac needs to be west of Sandy Creek Church. Jenkins Road needs to come off of Ellison Road and end west of Sandy Creek Baptist Church at cul-de-sac. Church needs access to Sandy Creek Road.
2. Why change.....this seems to unnecessarily remove an access.
3. The cup-de-sac should and could be located to the West end of the SANDY CREEK BAPTIST CHURCH parking area. This facilitates access to the church for members and private residence behind the church as well as residence just off Ellison on Jenkins Rd.
4. Don't see any benefits to this. People do not really cut through here because it is a rough gravel road. This would affect Sandy Creek Baptist church greatly. Unless a road or drive allowed direct access to church from Sandy Creek church The church's address is Sandy creek road. If Jenkins road was paved and buses were routed to Jenkins it would reduce congestion on Sandy Creek and Ellison

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

intersection. A turn lane would definitely help flow on Sandy Creek Rd and on Ellison Road.

5. the church needs access just like the others on the other side of Jenkins near 74
6. Please do not act on this option! This would block off easy access to Sandy Creek Baptist Church which has been there since 1882 as well as making them change their address, which also is tied to Sandy Creek. The church adds only slightly to traffic onto Sandy Creek Road and most of it is on Sunday when traffic is very light. A better idea to cut through traffic would be to either put the cul-de-sac on the other end of Jenkins or block the road at the boundary of the church's property line near the middle of Jenkins between Sandy Creek or Ellison.
7. I am not sure I understand the reasoning behind this proposal. I wonder how members of Sandy Creek Baptist will respond. Let me add here that the gravel-road portion of Jenkins has been an ongoing problem. Yes, it is being used as a cut-through, and traffic produces washboard rutting faster than county maintenance can grade it as needed. The condition of the road has been an irritant for homeowners on this stretch, and a cause of accidents as drivers lose control, impacting trees and mailboxes. County should either get serious about this stretch of Jenkins and PAVE it, OR consider making it a dead-end at the Ellison end, allowing access for homeowners and churchgoers and eliminating drive-through altogether. This change, in concert with the proposed improvement at Ellison and Sandy Creek, might work well.
8. The concern here is that this would cut off the main access to Sandy Creek Baptist Church. Entering Jenkins Road via Ellison is not feasible and may cause more safety and traffic issues for the residents who live there. My recommendation is that the cul-de-sac be created at Jenkins Road and Ellison since there is a dangerous turn at that end of the road. This would achieve the same goal of eliminating the cut through traffic and still maintain the main access to Sandy Creek Baptist Church
9. This would accomplish almost nothing and is a waste of tax payer money. Furthermore, it would creat a significant restriction to those that attend the nearby church.
10. It would take more gas and energy to go past the church then backtrack

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

11. Jenkins road should be used as primary route off of Sandy Creek Rd to 74. That way you can use the bridge across the r/r and it runs in to 74 at an existing light. You could still leave Sandy Creek Rd. As a route to 74 north.
12. This will create a huge problem for school buses, parents and students that easily access Jenkins Road directly from Sandy Creek Road. The idea is not a good one.
13. Contact Google to remove this road on their grid - to reduce traffic.
14. Not a high priority
15. This would have a very negative impact on Sandy Creek Church. Also a waste of money
16. This limits our access to Sandy Creek Baptist Church from Fayetteville. This would be extremely inconvenient for us.
17. This would hurt church growth due to accessibility.
18. I would prefer that they pave the road to make it more accessible.
19. Please do not block sandy creek entrance to SC Baptist.
20. Need to ensure vehicle access of Sandy creek
21. Would not like Jenkins to end in a cul-de-sac.
22. Impacts Sandy Creek Baptist Church significantly with a change of address and closing off an entrance/exit to the church. You should leave a historic church property of 125 years as is.
23. This cul-de-sac would force increased traffic at the Jenkins Rd and Ellison Rd intersection which is already a very bad intersection with poor visibility. Not allowing churchgoers from Sandy Creek Baptist Church to continue having access onto Sandy Creek as happens under the currently existing roads/road structure would definitely force those people to use a more dangerous route of travel from the church - to get to either Sandy Creek Rd OR Ellison Rd. The existing road usage is already far safer than the proposed cul-de-sac. The poor road condition of the "gravel" part of Jenkins Rd already limits cut through traffic volume. The access management the proposal claims to improve along Sandy Creek seems a minimal claim of improvement. It would INCREASE the access management at Jenkins and Ellison. (The cul-de-sac might even encourage a "meeting" spot or hang out spot detrimental to the safety of all in the area...) Bottom line, why change the current

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

and safer option(s) to a more restrictive and LESS safe option? Why "fix" what is NOT broken?

24. I don't know why this is included in the plan because the impact is very low.

25. Does this option include upgrading the pavement of Jenkins Road in this area? It currently is not paved and degrades significantly annually after rains etc.

26. Add cart path

27. This would place a tremendous burden on Sandy Springs Baptist Church. First, a cul de sac would eliminate all of the parking in the upper parking lot. There are two cemeteries (one on each side of Jenkins Rd) so you can not have the cul de sac toward the side. This would mean that all parking would be down a hill, creating problems for the predominately elderly members. This would also mean all stationary would need to be replaced because of the new address on Jenkins Road in Tyrone instead of the present address on Sandy Creek Rd in Fayetteville. The church would be hidden on the cul de sac. It would not make sense to leave the church sign where it is presently on Sandy Creek Road. The cul de sac would decrease the amount of traffic on Jenkins Rd in front of the church, but would greatly increase traffic on Ellison Rd. The intersection of Jenkins and Ellison is a very dangerous intersection, not being able to see oncoming traffic on Ellison. Instead of making this entire area safer, you would, in fact, make it more dangerous.

28. I use this route regularly and so do many citizens leaving the schools on Jenkins.

29. This cuts the church and residents off of access to Sandy Creek Road causing a ridiculous and very unhandy access. It would be much more sensible to curve between the West cemetery and the Sandy Creek Church sign as was previously planned.

30. This does not allow easy accessibility to Sandy Creek Baptist Church from the main road being Sandy Creek Road. If a cul-de- sac is needed, do it from Jenkins Road to Ellison Road. That end of the road is residential. People use it as a short cut to Sandy Creek Road. Please do not impede the traffic accessibility to the church.

31. This cuts the church and residents off of access to Sandy Creek Road causing a ridiculous and very unhandy access. It would be much more sensible to curve

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

between the West cemetery and the Sandy Creek Church sign as was previously planned.

32. This proposal makes no sense to me. You're completely eliminating the primary entrance to a church and two residences and forcing the use of the Jenkins/Ellison intersection which is from a driver's viewpoint.
33. As a member of Sandy Creek Baptist Church, this change would cut off access to most of our members from Sandy creek road, and would increase the traffic on Jenkins road from Ellison road. Pinewood Studios often uses our parking lots for staging film trailers and equipment as well. This would either result in Pinewoods having to find another area to stage for movie production in the area, or would greatly increase the traffic on Jenkins road as Movie trailers and vehicles would be moving back and forth frequently. Car pool riders in the area also use our parking lot, as it has security cameras and provides a safe place for commuters to park for carpooling. Shutting off access to Sandy Creek would either require them to find an alternate place to park for carpooling, or increase traffic on Jenkins road. As an Engineer with The Federal Department of Transportation, Closing off the access to Sandy Creek Road would also mandate that all of Jenkins road be paved, which is not depicted. It does not appear much thought to impacts has been given to this concept. This also appears to be one that could lead to costly legal actions and law suits against the county due to the negative impacts on the church and the community.
34. Agree that through traffic is hazardous at Sandy Creek but location of cut-de-sac should be located nearer to Ellison Road.
35. Either culdesac at end of church property mid Jenkins or end of Jenkins and Ellis. It would be an extreme hardship on the church to have to travel Jenkins to get to the church that is not paved.
36. Eliminate present skew at Jenkins/ Sandy Creek instead of cul de sac. Pave Jenkins from Ellison to Sandy Creek. There is not heavy cut through traffic on this strip. The proposal extremely limits access to the historic church and inconveniences needlessly with no real traffic benefits those church members east of the church location.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

- 37.I like the cul-de-sac but need to move it up so church has access off Sandy Creek Rd.
- 38.I recommend the cul de sac be placed between church parking lot and after last residential lot. The church would suffer an extreme hardship if the other proposal is completed.
- 39.I'm a member of Sandy Creek Baptist Church. This would negatively impact our church's access and public visibility.
- 40.It cuts off the church from a main through road. It also pushes a lot of traffic to the Jenkins-Ellison intersection which is dangerous. A better solution is to move the cul-de-sac to the other end of the church parking lots near the houses and create a private drive for the church and the two houses.
- 41.Newcomers to the church, not knowing the way around by Ellison Road could be slowing or stopping on Sandy Creek trying to figure out how to access the church. That situation would likely cause accidents.
- 42.This change will place an incredible hardship to the church located nearest the proposed cul-de-sac. You will also be continuing to put the remaining traffic usage of Jenkins Rd at great risk due to the unsafe conditions of the intersection of Jenkins Rd. and Ellison. I understand safety concerns are a priority but I hope you will contemplate restricting greatly the access to church that has been a part of the community since 1882 and holds the address of 1082 Sandy Creek Road.
- 43.This concept restricts access to the church and causes a waste of Gas
- 44.This concept will force large volume Church Traffic out the intersection of Jenkins and Ellison. This intersection is already skewed and dangerous due to visibility concerns. It seems more appropriate to straighten the church access to Sandy Creek and control it. If Jenkins Road needs to be eliminated as a cut through, then perhaps the cul-de-sac should be placed prior to Sandy Creek Baptist on Jenkins Road with a private drive access from the new Cul-deSac to the church. This could be gated and only open during services. This would eliminate the cut through, allow church traffic to exit and enter from both locations, and eliminate the need for address changes for Sandy Creek Baptist and surrounding properties.
- 45.This cul-de-sac would limit access of the church from Sandy Creek Road. Also if placing the cul-de-sac in the proposed place, it will also have all traffic from the

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

church going down a unpaved road thus deteriorating the condition of the unpaved road due to high volume traffic. I would suggest placing the cul-de-sac on the opposite side of Jenkins Rd. toward Ellison Road if the intent is to mitigate the concern of cut through traffic

46. This cuts the church and residents off of access to Sandy Creek Road causing a ridiculous and very unhandy access. It would be much more sensible to curve between the West cemetery and the Sandy Creek Church sign as was previously planned. Newcomers to the church, not knowing the way around by Ellison Road could be slowing or stopping on Sandy Creek trying to figure out how to access the church. That situation would likely cause accidents.
47. This makes no sense to stop up the part of Jenkins Road at Sandy Creek Road. The change would place an extreme hardship on the members of Sandy Creek Baptist Church, of which many are elderly. The entrance and exit on and especially off Jenkins Road onto Ellison Road would be dangerous. The Church has been at this address since the 1800 hundreds. A change in the address would be time consuming and expensive the church.
48. This plan basically renders access to Sandy Creek Baptist Church as null and void giving little access to a ministry that has served Fayette Co. for over 100 years. Jenkins Rd access is very inconvenient and the other end of Jenkins is dirt ending in dead end that is difficult to see oncoming traffic. If this plan is enacted, the address will have to change resulting in expense to the church that is completely unnecessary.
49. This plan totally cuts off historic Sandy Creek Baptist Church from the main flow of traffic through the area. Not only does this inconvenience members and potential visitors to the church, the intersection of Jenkins and Ellison roads is a very dangerous one in itself. I highly oppose this proposal.
50. This would create an extreme hardship for Sandy Creek Baptist Church.
Access/address/visibility
51. This would restrict access of Sandy Creek Baptist Church access to Sandy Creek road
52. We have had this address since 1862. The cul-de-sac should be at the other end of the road (on the residential end). The church would no longer even have direct

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

access to Sandy Creek Rd. (Sandy Creek Baptist Church). It would also change the address city from what it's been for over a century. If as shown above is done, the intersection at Ellis/Jenkins will be more dangerous than it is now. Now.

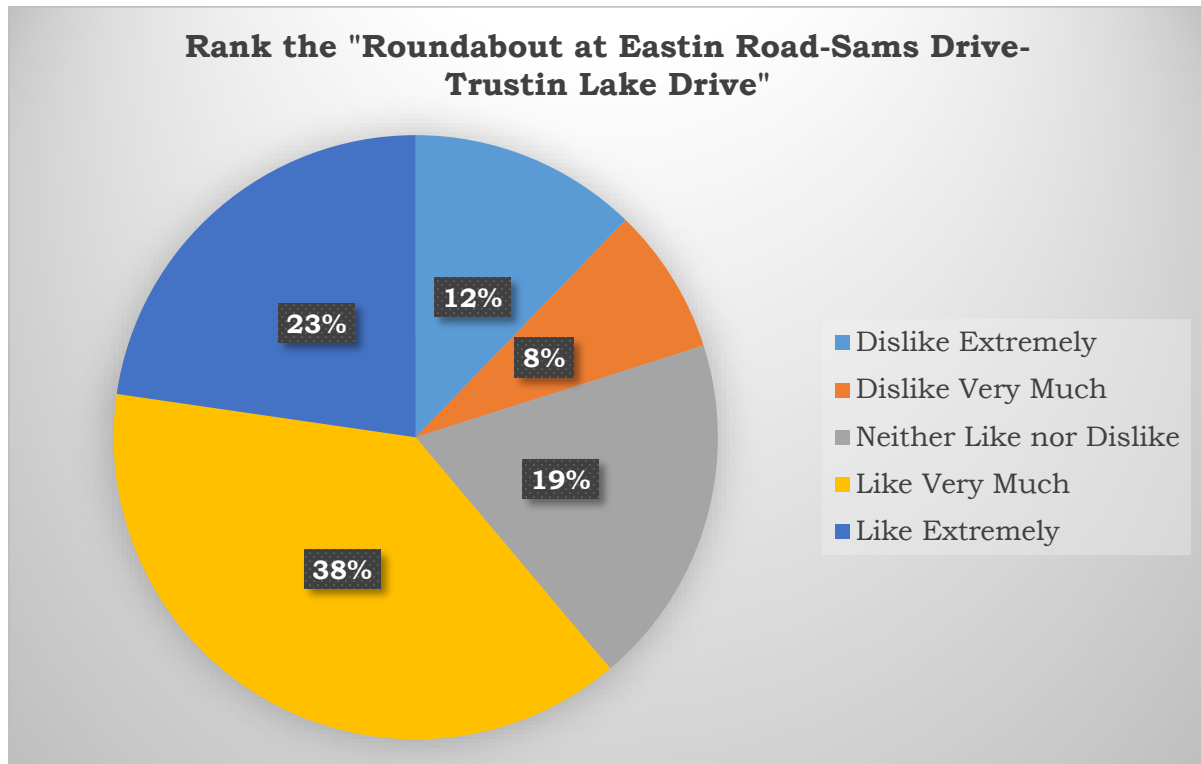
53. Why is there concern for cut through traffic? Is it really that bothersome? Seems wasteful

54. Will that section from Ellison to Sandy Creek Baptist Church be paved?

55. You did not ask let the people most affected by this proposal until now. Sandy Creek Church members DO NOT want this. The church has been there since the 1800's. The address and signage is just the beginning of the changes our church would have to make. It seems that you are targeting a Christian community and trying to isolate it. You do not even have plans to pave Jenkins Road that even a covered wagon would do not do well traveling. You should not even entertain for all traffic to be diverted to this intersection at Ellison Road. This is asking for a fatality. When school is in session the traffic is even worse.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

• Roundabout at Eastin Road-Sams Drive-Trustin Lake Drive



1. Been traveling the road for 25 years. Never witnessed an accident. Think money could be better used elsewhere.
2. Future traffic flow would benefit
3. Certainly an improvement for access and safety>
4. This intersection has been the cause of multiple deaths in the 22 years I have lived here. I believe a roundabout might prevent deadly accidents
5. This is a great idea. The intersection is so dangerous as currently configured.
6. this is near a lake and a made made dam
7. this will work here because it's very confusing and awkward now, just be mindful that 18 wheelers and large trucks will be using this thorough fare so it will need to be very wide
8. Given the traffic increase at this intersection, this would be an improvement. I've witnessed on fatality here and would like to avoid another. I believe this would be better than a traffic light.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

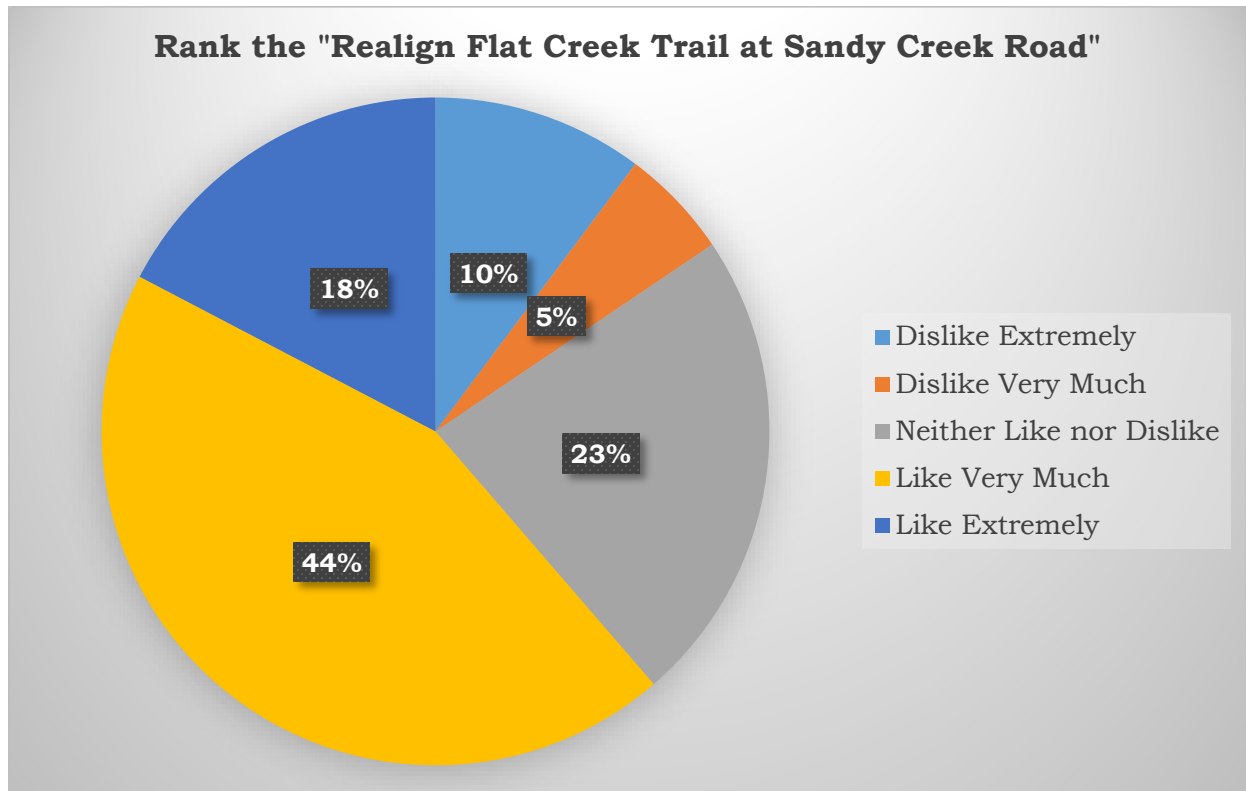
9. A valued student of mine was T-boned at this location some years ago, was life-flighted to the hospital and lay in a coma for weeks. (She recovered and graduated from Georgia Tech.) If a 5-branch roundabout goes in here, it needs to have a large diameter. Please also engineer it better than the Lee's Mill / Veterans' Parkway circle, easing the radius at the intersecting spots to make steering into and out of the circle easier.
- 10.Roundabouts are always preferable to stop signs/red lights
- 11.Roundabouts cost well over a million dollars and is a waste of taxpayer money.
There are not enough accidents at this intersection that can be used to justify this. Furthermore, it will create more of a problem than it helps. Large school busses and other heavy vehicles come down Sandy Creek Road and roundabouts create havoc. Just say no to waste taxpayer money to.
- 12.I would be concerned if this slows down the early morning traffic and causes a backup. Rarely see any difficulty turning left from Sams and Eastin onto Sandy Creek. This seems to benefit only the few homes that currently leaves Trustin lake. If more homes are planned then this certainly avoids risks of collision for that development and then this probably warrants the expense.
- 13.Why not add more roundabouts on Sandy Creek/ Veterans parkway? This should reduce accidents but will slow down through traffic on sandy creek.
- 14.Another smooth transition area that would benefit this part of the county; school traffic and the Pinewood area
- 15.Not sure how much traffic is generated, it seems fine when I use these roads.
- 16.This is needed— many cars pull out in front of oncoming traffic.
- 17.Not convinced this will help flow of traffic but will cause some drivers to slow down on Sandy Creek. Many drivers are uncertain of roundabouts and the navigation of them.
- 18.Traffic entering Sandy Creek is relatively low and the existing Stop signs are sufficient.
- 19.MAKE IT LARGE ENOUGH - like the roundabout on Lower Fayetteville Rd near the Coweta PAC, NOT like the one at 16 and 54 (Coweta) which has frequent vehicle accidents
- 20.Not needed.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

21. Although I'm personally not a fan of round-a-bouts, this one at this location makes sense.
22. Dangerous intersection.
23. Long term this will be a good move, however short term, significant impact to the safety will occur until drivers learn how to properly use a roundabout. Fortunately serious accidents and roundabouts is on the decline as they are becoming more common place.
24. Too many roundabouts

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

• Realign Flat Creek Trail at Sandy Creek Road



1. Think something needs to be done but moving the road over won't buy that much decision time. Think it would be best to add the signage and signal that a car is approaching so those driving on Sandy Creek know to slow down.
2. Nice to do but not need to do.
3. The concern at this project for safety is the hill that blocks the view of vehicles entering Sandy Creek Road from Flat Creek. The hill could be cut down to increase visibility for traffic turning left on to Sandy Creek from Flat Creek.
4. Yes please
5. residents cannot get in and out of driveways
6. This intersection has become dangerous and crowded and something like this must be done. The turn lane additions will be very helpful and also decreasing the angle when turning off Flat Creek onto Sandy Creek will be much safer. Currently the viewing angle and sight distance when turning left off of Flat Creek onto Sandy Creek is difficult and oncoming traffic is upon you very quickly.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

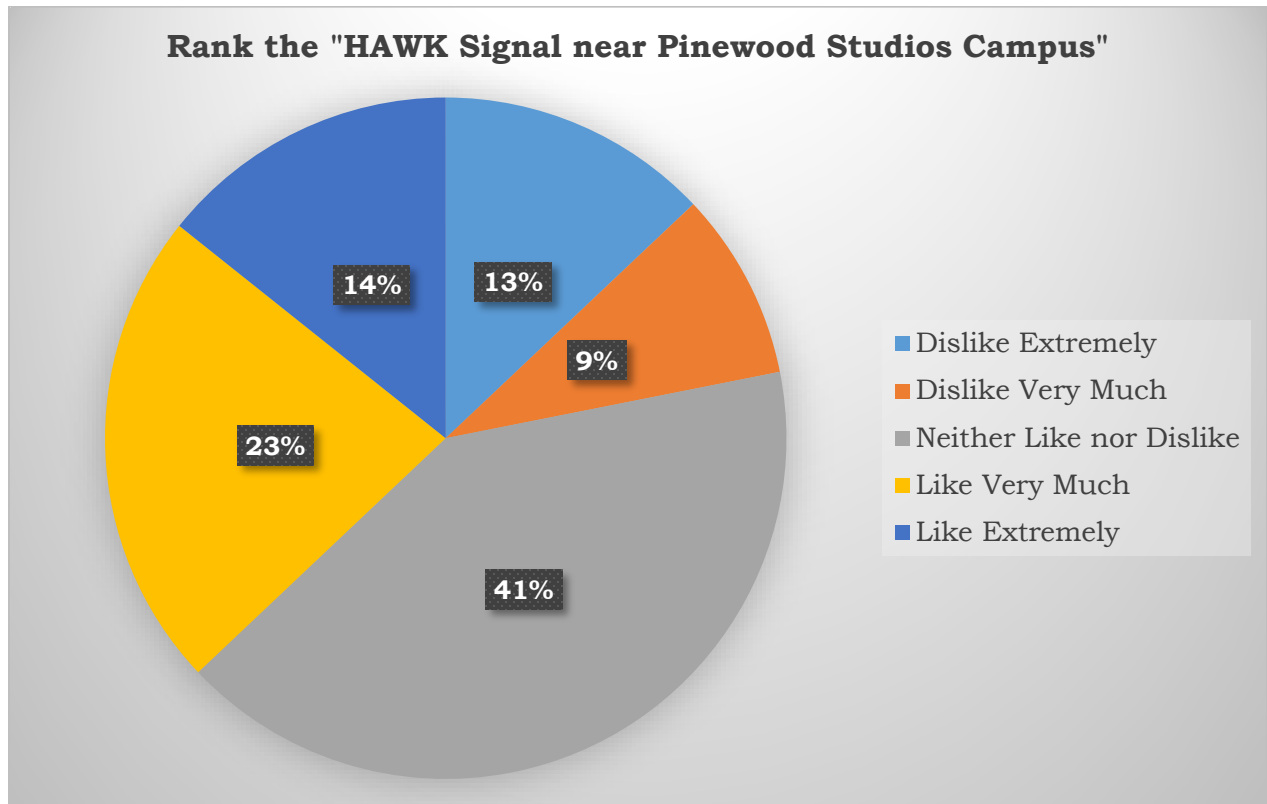
7. Anything County can do to improve sightlines at key intersections is welcome.
8. As a resident of Annelise Park I very much appreciate the idea of paying for a turn lane to make it safer to access Flat Creek.
9. You need to have it come in at more of a 90 degree angle. It would help with lack of vision when entering and leaving Sandy Creek Rd.. The property to be used with this concept looks to be vacant.
10. There is absolutely NO need to add a turning lane off of Flat Creek Trail to get into Sandy Creek Road. This will create visibility issues whether you turn right or left. It is preposterous to put residence in a more hazardous situation given the speed at which motorists travel. Also, heavy rains on Flat Creek at that intersection would make it difficult to build road infrastructure that will last. We will end up with a pothole/sinkhole like what happened in Peachtree City recently. Stop!!!!
11. If this was two separate issues at this intersection I would have selected like extremely. However the left turn from Flat Creek poses a risk of collision with the explosion of traffic already on Sandy Creek headed towards Hwy 74. With the speeds of that Sandy Creek traffic it creates a turn left and increase your speed really fast scenario. Adding the left turn lane for those headed down Flat Creek is great, however that just allows traffic to continue to free flow now with the greater possibility of your visibility blocked while waiting to make that left turn from Sandy Creek. I see more of a problem here than a solution for this intersection.
12. This project should also call out or include more visibility improvements
13. Waste of money
14. I don't think that there is a current problem with the existing flow.
15. Does this also include clearing trees to the right where trees closely hug both Flat Creek Trail and Sandy Creek? Needs to improve the sight distance
16. Add cart path
17. Not needed.
18. It would make this intersection safer if the hill southeast of the intersection were cut lower so more time would be given for left turners off of Flat Creek Trail

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

19. Left turn lane from Sandy Creek Road onto Dogwood Trail and left turn lane from Dogwood Trail onto Sandy Creek Road is a setup for a fatal accident without a turn signal.
20. Puts the intersection closer to the crest of the hill S. E. of the intersection where some cars speed over making left turns off Flat Creek Rd. risky. Poor sight distance.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

• **HAWK Signal near Pinewood Studios Campus**



1. Build a Pedestrian bridge
2. Heavy pedestrian area that will only get heavier with additional building in that area
3. Will become a greater need as growth continues.
4. does not slow speeders down
5. I would suggest a pedestrian bridge, people are too aggressive driving and will not have patience for walkers in the area They are already speeding up and down Veteran's Pkwy and speeding around the round a bouts now.
6. This would make even more sense if bike lanes were added along Sandy Creek to facilitate safe biking in general.
7. The rendering shown does not seem to represent the proposed location. I would have to understand the plan better before commenting. May I assume that County anticipates more pedestrian / bike traffic in the area as development (densification) at Pinewood Forest proceeds?

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

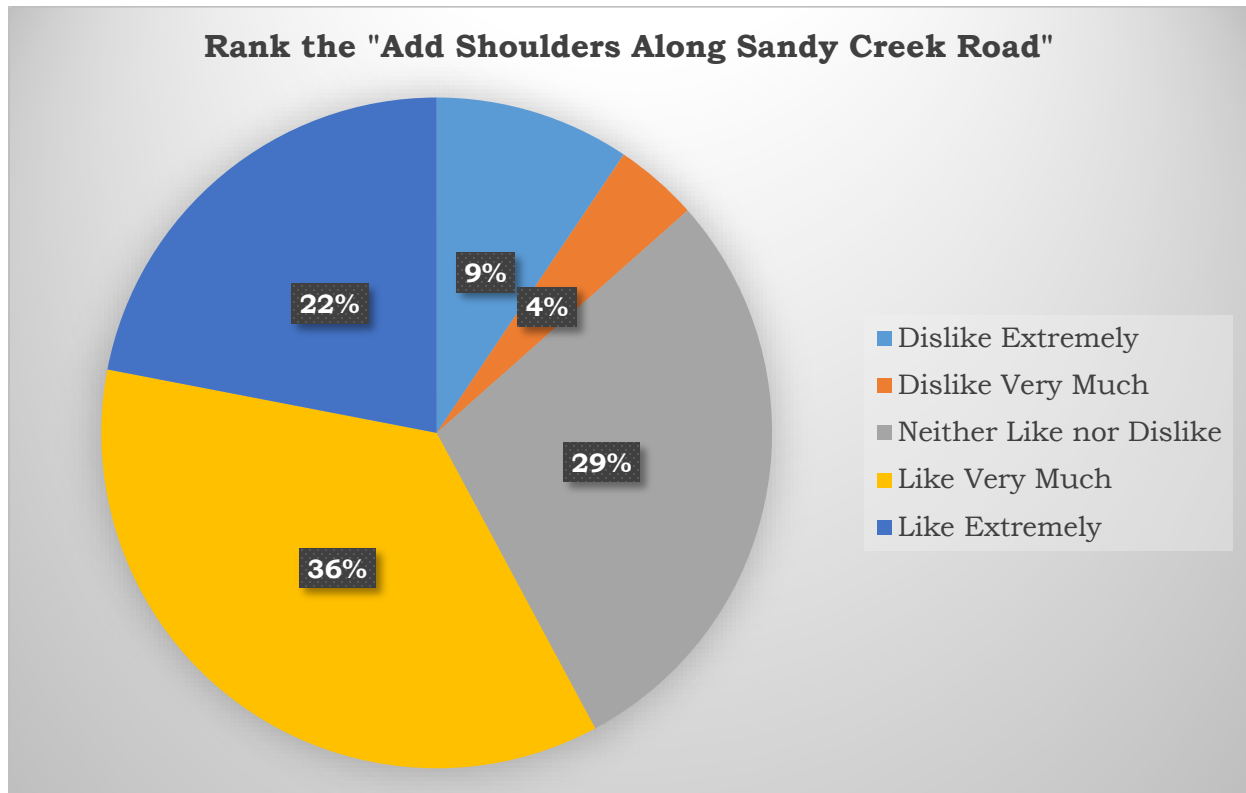
8. There is not near enough foot traffic yet to warrant such a device. Maybe when there is a significant increase in foot traffic this might be necessary
9. Absolutely NO hawk/traffic light should be installed here. Pinewood should be responsible for building a small yet safe overpass for people that are working and visiting them. They have received enough breaks and need to build a small bridge like the one in Peachtree City off Highway 54. Make PINEWOOD do it instead of inconveniencing our residence and using taxpayer dollars. They should have planned this in the beginning! NO!!!!
10. I think this is appropriate. As it is now, I expect the Pinewood Studio and Campus folks to continue to shoot across the road in front of traffic forcing vehicles to yield. Not a good scenario so a solution is warranted.
11. This should be a tunnel or bridge connecting to a multi use path instead. This design seems to maintain high risk high of at grade bicycle/pedestrian accidents, and should be designed for the long term.
12. Don't see a need for this. If Pinewood needs, let them pay for this.
13. Why should we allow Pinewood to affect our traffic flow anymore than they already do?
14. There is more and more pedestrian crossings in this area.
15. Survey does not give enough information. Exactly where on Sandy Creek Rd?
16. Depending on the amount of traffic that is going to be used this would be a good idea, if not it would be of limited use
17. I don't think there is enough pedestrian/bicycle traffic to warrant this project
18. Need to determine the actual need. I don't think that there is going to be much pedestrian traffic between Pinewood Forest and Pinewood Studios.
19. Seems to add an option that will / could impact traffic flow. I would have Pinewood Studios upgrade their campus by providing a pedestrian/cart bridge that would allow un
20. Add cart path
21. I don't want to
22. I have NEVER seen a pedestrian in this area. A total waste of money.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

- 23.If Pinewood Studios received tax incentives for moving to Fayette, and because this business is the cause of the pedestrian traffic, consideration could be given to asking them to fund the project at some level if legally allowed.
- 24.If this is like the one at Somerby in south PTC, it would work well.
- 25.I'm not really against this but let Pinewood Forest or Pinewood Studios pay for it.
- 26.Need bridge or tunnel for safety. this is a bypass, traffic should not slow for pedestrians
- 27.Not needed.
- 28.Not sure this is really needed.
- 29.The studio should pay for this improvement

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

• Add Shoulders along Sandy Creek Road



1. Provides for safer and generally better options for stalled vehicles, etc. on what is going to be a higher density traffic area.
2. Agree!
3. We need bike lanes so if you can make it useful to cycling I think it is a waste. Making our community a place for those who want to have this lifestyle of commuting and recreation would be benefit the draw of younger people to our county.
4. A bicycle lane would be nice as well. Lot's of bicycle activity in this area.
5. In addition to the shoulders golf cart paths would be extremely helpful and add benefiting value to current subdivision and neighborhood customers
6. this is much needed for the safety of all but would require more land acquisition and if so when are you planing on telling the people what this would entail
7. Would be more helpful if these shoulders were usable and marked as biking lanes as well. Cyclists on Sandy Creek can create hazards for traffic.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

8. There are many dangerous, shoulderless corridors in Fayette. The proposed changes to Sandy Creek look expensive, but increased traffic probably justifies them.
9. I would very much like to see this done in conjunction with some funding from PineWood to install sidewalks/golfcart path on their property fronting Sandy Creek down to Flat Creek. This would allow for the connection of Annelise Park and other neighborhoods and residents to the Pinewood Forest development. This sidewalk should have been a zoning requirement when the studio was first approved. The grading of the shoulders would help immensely with the cost.
10. Are you going to pay me the homeowner when you extend the road into my land and driveway?
11. Getting ready to four lane it perhaps?
12. NO! Sandy Creek is fine. Don't waste taxpayer dollars and cut into the right away of the residence area causing problems. Leave Sandy Creek Road alone!
13. Looks like a future plan for a 4-lane. Why mislead the public?
14. Make this the first priority. When can you start?
15. There should be a multi-use path included in the right of way.
16. This is just a stepping stone to 4 lane traffic.
17. A bike lane may be nice too.
18. I believe this would benefit the need to accommodate larger vehicles using these roads and also provide a safe extended lane for vehicles that may use these roads improperly (I've passed some speeding vehicles on this stretch of road)
19. I don't like the proposal of widening Sandy Creek Rd. That promotes more traffic and more accommodate passage for large trucks. We don't want large trucks on Sandy Creek, they are loud, they do J braking and they are dangerous for our small driveways and side roads. Please permit properly county commissioners installed "No Truck" signs and please enforce that sign just like other road signs we have on Sandy Creek.
20. In addition hopefully they will consider adding lighting along certain areas.
21. Is this forward thinking enough? (4 lanes, etc)
22. Like the shoulders, but not for bicycles.
23. Make sandy creek 4 lanes

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

- 24. Not sure this will help.
- 25. Sandy Creek Rd has become very busy and used by many more motorists than just a few years ago. This is a no brainer
- 26. Should consider bike lanes as well. Lots of bikes travel down Sandy Creek, Ellison and Flat Creek Trail. Risks to bicyclists with hills, curves and traffic cannot pass easily.
- 27. That's just going to encourage higher speed travel. It's a 45 mph zone.
- 28. The road is not the problem - the unfocused, speeding and irresponsible drivers are the problem.
- 29. The top rendering would be better if there was more of a cut so that water would not go across the road creating a hazard
- 30. This is not necessary
- 31. This needs to include addressing the blind curve before the Adams Rd intersection.
- 32. What is the proposed width of the shoulder extensions? will it be uniform on both sides of road?

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

• Any additional ideas for improvements along Sandy Creek Road

1. A golf cart, walking path from Annelise Park Neighborhood to connect to Pinewood Forrest.
2. A very dangerous place is where Sandy Creek meets Hwy. 74. Visibility is very low when pulling onto oncoming traffic on Hwy. 74.
3. add turn lanes only
4. Build sidewalk/cart path access to Pinewood Forrest that connects Sandy Creek, Flat Creek, or Annalise Park (nearest neighborhood)
5. Can we PLEASE have a direct route from Fayetteville to I-85 using Hwy 92?? Pretty please??? I cannot tell you how annoying it is to be on a two lane road twice a day and be stuck behind the ONE guy who goes 40 in a 55. At the very least, please make 92 a complete 4 lane starting at Ginger Cake Road going North. There also needs to be a light at Veterans Pkwy and Hwy 92. I've seen 6 MAJOR, life altering crashes there. If we cannot have direct access to I-85, please resurface Fayetteville Rd going into Union City. I've replaced 2 tires, and 4 rims due to the potholes. Thanks for reading.
6. Cart path along south shoulder from Flat Creek to Veterans Parkway that will allow walking, biking, and carts from Annelise Park Drive to Pinewood Forest and South to Highway 54,
7. Cut hills down where visibility creates hazardous conditions for motorists.
8. Cycling shoulder on Sandy Creek and other roads to provide alternative commuting.
9. Golf cart paths along Sandy Creek and Veterans parkway would be a nice addition.
10. Golf cart paths!!! Our neighborhood common area property Annelise Park is less than a mile from Pinewood Forest butts to Sandy creek road. This Neighborhood is currently has 40 built homes and will max out at 75 total.
11. have a meeting for residents only and not those traveling the roads.
12. have the lights hold longer for left hand turns when coming off hwy 74
13. I am glad to see us improving traffic in the area which has grown substantially in the last 10 years. I implore the county to do nothing that will hurt access to Sandy Creek Baptist Church located on Sandy Creek and Ellison

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

14. I am happy to have a chance to comment via this survey. Hard to find time to go to meetings -- assuming we even know they are being held.
15. I don't see anything relating to sidewalks and cart paths. Would love to see these added in particular Flat Creek / Annelise Park Community & Pinewood Studios.
16. I live in Annelise Park Subdivision which is on the backside of Pinewood studios. I would like to see private golf cart trails connecting our our Subdivision to the Pinewood Studios.
17. I must emphasize again that ensuring that a viable, acceptable main entry into Sandy Creek Baptist Church is critical for those who Worship there. I am available to discuss in detail at the phone number next to my name below.
18. I would love to see a golf cart path go from Pinewood Forest to Annelise Park and from pinewood forest to the hospital.
19. If you start closing the road to get to sandy creek baptist church we all have a hard time attending services!!!
20. Maybe instead of spending money on things like a crosswalk or creating unnecessary cul-de-sacs, the county could properly repair the portion of Dogwood Trail that is washing away instead of covering it up with more asphalt?
21. Multi use path from Pinewood to schools on Jenkins would be great!
22. Need to improve Ellison Rd and Jenkins Rd. intersection. That is like suicide junction getting from Jenkins to Ellison.
23. Needs to be better visibility when merging on to 74 from Sandy Creek. Cut down some trees by the curve or add a longer turn land for those turning into Sandy Creek to better see around them.
24. Per my last comment on the shoulder grading, if it could be done in conjunction with the sidewalk / cart path along Pinewood Studios property along Sandy Creek to connect to the new turning lane improvements @ Flat Creek. This would be a major tie in for access for many residents via golf cart or pedestrian to the Pinewood Forrest Development.
25. Please consider extending side walks so neighborhoods along Sandy Creek have access (walking or golf cart access) to Pinewood Forest.
26. Please put in a red light at the end of sandy creek rd and hwy 74. When needed to go sb on 74, drivers needing to make a u-turn is very dangerous cutting over lane a

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

traffic. I'm not sure why there wasn't one put in instead of a turn only. Not a very smart move

27. Please we have got to slow people down on Sandy Creek Rd.. I've lived here for 40 years. It's worse than ever. Why don't you consider speed tables. Also you haven't address the most dangerous inter section on Sandy Creek Rd. That's were Adams road comes in. There's a blind Hill coming from the West. And a blind curve from the West. No sign will help everyone is driving way over the speed limit.
28. Put a turning lane at Gaddy's On both sides
29. Put additional police on Sandy Creek. Put radar "your speed is" signs up. Speeding is very bad on this road.
30. Raise the speed limit to 85 that way over half the cars and trucks will be doing the speed limit. We need to find a way to slow car's and trucks and especially motor cycles. I have lived on Sandy Creek Rd for 40 years. I don't mind the increase in traffic as much as the increase of speed an aggressive driving. You haven't address the most dangerous intersections. Where Sandy Creek and Adams road meets. When you come out of Adams road you take your life at risk Everytime. And where Sandy Creek circle comes out on to Sandy Creek Rd. It's a death trap. Sandy Creek is not designed for such speed's. You must figure out a way to get car's to slow down. Signs won't help. I need to address one more extremely dangerous intersection. That's not on Sandy Creek Rd.. it's where Jenkins road meets 74. The bind hill on 74 heading north approaching Jenkins road. The light at intersection . There needs to be a light is red signal approaching the signal. At least 4 time setting on Jenkins road. When the light turns green for me to go a semi truck will roll over the hill through the red light. And light will have been green for a while. Please let me know if you actually read my comments. 678-471-8704
31. Sounds like manipulation with end goal of these projects culminating in readiness for four lanes along Sandy Creek road. Why not be upfront about the goal from the beginning. Another reason for not trusting our leaders in Fayette County government.
32. Stop wasting taxpayer dollars and look more closely at the drainage problems along this route and your feasibility studies will show you most choices are utterly

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

- ridiculous. Pinewood should build and pay for an overpass especially since their location has created this problem.
33. Sure. How about traditional "stop" signs at the four pedestrian cross walks at Horton Lake...a mere eight pieces of metal. If the County can't perform simple safety tasks, why tackle something like a Pinewood-signaled-Crosswalk. Make Pinewood pay for their own elevated crossing. They already took the taxpayers for \$5 million dollars when the school was sold at an extreme discount.
34. Thanks for allowing the feedback. Perhaps a 3 way stop light at Flat Creek and Sandy Creek (similar to the 4 way stop sign at Flat Creek and Tyrone road). This would eliminate the turning lane that is under consideration and slow traffic down. If keeping speeds up is a priority on Sandy Creek you will lose those speeds anyhow at the proposed round about at Sams - Trustin lake area as well as the propose Pinewood Campus pedestrian activated stop light.
35. The intersection of Adams Road and Sandy Creek Road needs the hill to be "shaved" (reduced down). Extremely difficult making LEFT TURN onto Sandy Creek Road - cars FLYING & speeding over that hill. Yikes!!
36. The intersection of Sandy Creek and Adams Road is very dangerous. If you are at the stop sign on Adams Road, the view of traffic coming over the hill to the left on Sandy Creek is very short and often requires a speedy left turn to avoid traffic that is just cresting the hill. The view to the right is also obstructed due to the curve just prior to the junction and also has a potential for accidents.
37. There has to be something done to the safety of Sandy Creek and Walton drive. The hill is a blind spot. Many accidents when residents try to turn in and out. Either a mirror to see over the hill or a flashing light.
38. There should be multi-use paths added to the entire Sandy Creek corridor and appropriate right of way and signage. There should be consideration given to the to remove at-grade csx crossing. If commuter rail is ever added, there should be a Sandy Creek rail stop and station area developed.
39. This shows the waste involved when a sales tax gives a county too much money.
40. Very loud for residents on this road. Need to find solutions for noise reduction like enforcing large trucks that use this road for daily delivery to local businesses.

ONLINE SURVEY COMMENTS: SANDY CREEK ROAD

41. We have no problem with Sandy Creek Road like it is. We are opposed to anything that would change access to Sandy Creek Baptist Church.
42. We have two associational churches in this area which would be affected negatively. The Rock BC and Sandy Creek BC.
43. Why do all this? Heartbeat bill will send Hollywood packing in January and we'll have this crap to deal with! No thanks.
44. Why is Sandy Creek Road not being considered for widening to 4 lanes?
45. Why is there nothing to encourage traffic to use the boondoggle of Veterans Pkwy?
All these are just things to encourage more traffic on Sandy Creek Rd.
46. Why not put the elevated road tables in certain areas on Sandy Creek to slow the traffic down instead of taking away from the citizens on Sandy Creek Road, thus saving a lot of money needed elsewhere in Fayette County? Traffic moves too fast on this road and needs to be slower giving those who live in the area a "chance" to exit or enter their driveways.
47. Would request a study for the instillation of either a turn about or a traffic/caution light at the intersection of Eastin Road and Veterans Road. Also, when is the Culvert going to be repaired and access on Grady Road resumed between Eastin and Ginger Cake. I can't believe it has taken so long to complete this work. Also would like to see Walking Trails made along Sandy Creek, Eastin, Grady, Veterans, and Ginger Cake during this renovation project. Also, because of the expected increase in traffic on Sandy Creek from SR74 to the Studio, Pine Wood Forest Development, and beyond because of the Studio and the future developments planned along Sandy Creek, would hope that future plans include Sandy Creek being a four lane road.

APPENDIX I

Sandy Creek Road

Concept Scoring Worksheets

Safety Score Background Analysis

Sandy Creek Road

Intersection Safety Analysis

Location	Total Crashes (2014-2018)	Crash Severity Index						Equivalent Property Damage Only Analysis			Intersection Crash Rate			Crash Severity Score
		K - Fatal	A - Serious	B - Minor	C -Complaint	O - Property	Bike-Ped Crashes	EPDO Value	Crash Costs ¹	EPDO Score ²	Daily Entering Volume	Crash Rate ³	Crash Rate Score ⁴	
at SR 74	51	0	0	3	8	40	0	425	\$ 11,602,500.00	6.4	31,379	0.88	2.7	9.1
at Sandy Ridge Trl	5	0	1	2	0	2	0	107	\$ 2,921,100.00	4.4	10,099	0.27	0.8	5.2
at Coastline Rd	2	0	0	0	0	2	0	2	\$ 54,600.00	3.7	0	0.00	0.0	3.7
at Ellison Road	11	0	0	0	0	11	0	11	\$ 300,300.00	3.8	11,634	0.52	1.6	5.3
at Jenkins Road	6	0	0	0	1	5	0	40	\$ 1,092,000.00	3.9	n.a	n/a	n/a	3.9
at Adams Road	4	0	0	1	1	2	1	72	\$ 1,963,600.00	4.1	6,025	0.36	1.1	5.2
at Lake Road	3	0	0	0	1	2	0	37	\$ 1,010,100.00	3.9	5,934	0.28	0.8	4.8
at Lees Mill Road	16	0	1	0	3	12	0	152	\$ 4,149,600.00	4.7	6,632	1.32	4.0	8.6
at Sams Drive	7	0	0	0	2	5	0	75	\$ 2,047,500.00	4.2	4,741	0.81	2.4	6.6
at Eastin Road	24	0	0	3	7	14	0	364	\$ 9,937,200.00	6.0	4,990	2.64	8.0	14.0
at Flat Creek Trail	3	0	0	0	0	3	0	3	\$ 81,900.00	3.7	4,092	0.40	1.2	4.9
at Veterans Parkway	8	0	0	1	0	7	0	42	\$ 1,146,600.00	4.0	12,743	0.34	1.0	5.0

Road Segment Safety Analysis

Location	Total Crashes (2014-2018)	Crash Severity Index						Equivalent Property Damage Only Analysis			Intersection Crash Rate			Length of Segment	Crashes/ mile/yr	Crash Severity Score
		K - Fatal	A - Serious	B - Minor	C -Complaint	O - Property	Bike-Ped Crashes	EPDO Value per Mile	Crash Costs ¹	EPDO Score ²	Annual Daily Traffic (2-Way)	Crash Rate ⁵	Crash Rate Score ⁴			
SR 74 to Lees Mill Road	66	1	2	5	12	46	1	454	\$ 28,510,300	4.2	5,775	2.72	8.2	2.3	5.7	12.4
Lees Mill Road to Veterans Pkwy	48	0	0	3	8	37	0	169	\$ 11,520,600	2.7	5,075	2.07	6.3	2.5	3.8	9.0
Sandy Creek Road	114	1	2	8	20	83	1	305	\$ 40,030,900	3.4	5,425	2.40	7.3	4.8	4.8	10.7

Crash Reduction Analysis

Project Name	Crash Reduction Factor	Safety Imp Score ⁷	Crash Costs Analysis		
			Annual Crash Cost (2014-2018) ¹	Potential Annual Crash Cost Savings	Crash Cost Savings over 20- Yr Design Life ⁶
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	58%	5.8	\$ 60,060	\$ 34,834.80	\$ 369,040
Intersection Improvement at Ellison Road (Roundabout)	79%	7.9	\$ 60,060	\$ 47,447.40	\$ 502,658
Access Mgmt: Remove Jenkins Road Direct Access to SCR	100%	10.0	\$ 218,400	\$ 218,400	\$ 2,313,730
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	79%	7.9	\$ 11,984,700	\$ 9,467,913	\$ 100,303,070
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	69%	6.9	\$ 16,380	\$ 11,302	\$ 119,736
Add Shoulders Along Entire Corridor	88%	8.8	\$ 8,006,180	\$ 7,067,007	\$ 74,867,873
Add Shoulders: SR 74 to Lees Mill Road	88%	8.8	\$ 5,702,060	\$ 5,033,174	\$ 53,321,447
Add Shoulders: Lees Mill Road to Veterans Pkwy	88%	8.8	\$ 2,304,120	\$ 2,033,833	\$ 21,546,426
Grade separation at Railroad Crossing (Coastline Road)	92%	9.2	\$ 10,920	\$ 10,097	\$ 106,962

Overall Safety Score

Project Name	Crash Severity Score	Safety Imp Score	Overall Safety Score
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	5.3	5.8	11.1
Intersection Improvement at Ellison Road (Roundabout)	5.3	7.9	13.2
Access Mgmt: Remove Jenkins Road Direct Access to SCR	3.9	10.0	13.9
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	20.0	7.9	27.9
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	4.9	6.9	11.8
Add Shoulders Along Entire Corridor	10.7	8.8	19.5
Add Shoulders: SR 74 to Lees Mill Road	12.4	8.8	21.3
Add Shoulders: Lees Mill Road to Veterans Pkwy	9.0	8.8	17.8
Grade separation at Railroad Crossing (Coastline Road)	3.7	9.2	12.9

Notes

1. Fatal, Injury and PDO Crash Costs are based on GDOT's Highway Safety Improvement Program Report (2016).

2. EPDO Score is normalized relative to EPDO for the 4 Fayette Corridor Studies with max being 50% Crash Severity subcategory points.

3. Crashes per million entering vehicles.

4. Crash Rate Score is normalized relative to 2016 statewide average crash rate with max being 50% Crash Severity subcategory points..

5. Crashes per million vehicle miles.

6. Assumes 7% Rate over 20 years.

7. Safety Improved Score is normalized CRFs with 100% being max crash reduction.

Traffic Operations Score Background Analysis

Sandy Creek Road

2040 Build vs No Build Delay Analysis

Project Name	Type of Improvements	2040 No Build LOS		2040 Build LOS		Delay Difference		Traffic Ops Score ^{1 2}
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak (s/veh)	PM Peak (s/veh)	
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	Operations/Delay	276.6	33.3	43	7.8	233.6	25.5	14
Intersection Improvement at Ellison Road (Roundabout)	Operations/Delay	276.6	33.3	22.6	12.6	254	20.7	18
Access Mgmt: Remove Jenkins Road Direct Access to SCR	Operations/Delay	C (15.5 s)	C (20.9 s)	A (0.0 s)	A (0.0 s)	15.5	20.9	8
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	Operations/Delay	C (22.3 s) E (38.5 s) C (24.4 s)	B (11.2 s) E (46.1 s) C (21.5 s)	B (12.3 s)	B (11.3 s)	26.2	34.8	10
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	Operations/Delay	C (23.4 s)	C (23.3 s)	C (19.5 s)	C (18.6 s)	3.9	4.7	2
Add Shoulders Along Entire Corridor	Roadway/Capacity	C (v/c - .30)	C (v/c - .26)	C (v/c - .30)	C (v/c - .26)	0	0	0
Add Shoulders: SR 74 to Lees Mill Road	Roadway/Capacity	C (v/c - .27)	B (v/c - .23)	C (v/c - .27)	B (v/c - .23)	0	0	0
Add Shoulders: Lees Mill Road to Veterans Pkwy	Roadway/Capacity	C (v/c - .31)	B (v/c - .19)	C (v/c - .31)	B (v/c - .19)	0	0	0
Grade separation at Railroad Crossing (Coastline Road)	Operations/Delay	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Traffic Operations Score Legend

Delay Difference	Capacity Difference	Ranking
> 300 s	< 1.00	10
240 s - 299 s	0.80 - 0.99	9
180 s - 239 s	0.70 - 0.79	8
120 s - 179 s	0.60 - 0.69	7
60 s - 119 s	0.50 - 0.59	6
30 s - 59 s	0.40 - 0.49	5
20 s - 29 s	0.30 - 0.39	4
10 s - 19 s	0.20 - 0.29	3
5 s - 9 s	0.10 - 0.19	2
1 s - 4 s	0.00 - 0.09	1
< 0 s	< 0.00	0

2040 Build vs No Build Travel Time Savings Analysis

	Total Travel Time									
	2040 No Build		2040 Build		Travel Time Difference		Annualized Vehicle Hours Traveled ³		Delay Cost Savings	
Project Name	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)	AM Peak (hrs)	PM Peak (hrs)	2040 No Build (hrs)	2040 Build (hrs)	Annual Delay Cost Savings ⁴	Delay Savings over Design Life ⁵
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	109	32	40	25	69	7	176,250	81,250	\$ 1,641,980	\$ 17,395,136
Intersection Improvement at Ellison Road (Roundabout)	109	32	22	21	87	11	176,250	53,750	\$ 2,117,290	\$ 22,430,570
Access Mgmt: Remove Jenkins Road Direct Access to SCR	13	13	0	0	13	13	32,500	0	\$ 561,730	\$ 5,950,968
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	24	22	21	21	3	1	57,500	52,500	\$ 86,420	\$ 915,533
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	11	14	11	13	0	1	31,250	30,000	\$ 21,605	\$ 228,883
Add Shoulders Along Entire Corridor	150	165	150	165	0	0	393,750	393,750	\$ -	\$ -
Add Shoulders: SR 74 to Lees Mill Road	150	165	150	165	0	0	393,750	393,750	\$ -	\$ -
Add Shoulders: Lees Mill Road to Veterans Pkwy	150	165	150	165	0	0	393,750	393,750	\$ -	\$ -
Grade separation at Railroad Crossing (Coastline Road)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Notes

1. Max delay between AM and PM peak used to ranking Traffic Operartions.
2. Traffic Score is based on normalized delay based on Traffic Operations Score Legend relative to max score for Traffic Operations category.
3. Calculations based on GDOT Benefit-Cost Equations.
4. Assuming 6% Truck Traffic.
5. Assumes 7% Rate over 20 years.

Environmental Score Background Analysis

Sandy Creek Road

Project Name	Resources Present ¹	Ranking	Environmental Impact Score ²
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	1	4	4.0
Intersection Improvement at Ellison Road (Roundabout)	1	4	4.0
Access Mgmt: Remove Jenkins Road Direct Access to SCR	1	1	1.0
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	3	3	3.0
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	1	3	3.0
Add Shoulders Along Entire Corridor	15	1	1.0
Add Shoulders: SR 74 to Lees Mill Road	11	1	1.0
Add Shoulders: Lees Mill Road to Veterans Pkwy	4	4	4.0
Grade separation at Railroad Crossing (Coastline Road)	1	1	1.0

Environmental Impact Legend

Resources Impact	Number	Ranking
Negligible	0 Impacts	5
Minor	1 to 4 Impact	4
Moderate	5 to 9 Impact	3
Major	10 to 15 Impacts	2
Significant	16+ Impacts <i>Presence of USTs or Cemetery</i>	1

Notes

1. Environmental Resources present based on number environmental resources within 1/4 mile radius of project.
2. Environmental Impact Score is normalized based on Environmental Impact Legend relative to max score for Environmental category.

1. Right-of-Way Impacts based on number of parcels encroached upon.
2. Right-of-Way Impact Score is normalized based on Right-of-Way Impact Legend relative to max score for Right-of-Way Category.

Project Costs Score Background Analysis

Sandy Creek Road

Project Name	Project Construction Cost Estimate	Relative Project Cost Score ¹	Benefit-to-Cost Analysis					Overall Project Cost Score
			Crash Costs Savings over Design Life	Delay Savings over Design Life	Total Benefits	B/C Ratio	Relative B/C Score ²	
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	\$ 250,000	10.0	\$ 369,040	\$ 17,395,136	\$ 17,764,176	71.1	5.0	15.0
Intersection Improvement at Ellison Road (Roundabout)	\$ 1,400,000	8.0	\$ 502,658	\$ 22,430,570	\$ 22,933,228	16.4	4.0	12.0
Access Mgmt: Remove Jenkins Road Direct Access to SCR	\$ 400,000	10.0	\$ 2,313,730	\$ 5,950,968	\$ 8,264,697	20.7	5.0	15.0
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	\$ 1,650,000	8.0	\$ 100,303,070	\$ 915,533	\$ 101,218,604	61.3	5.0	13.0
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	\$ 250,000	10.0	\$ 119,736	\$ 228,883	\$ 348,619	1.4	1.0	11.0
Add Shoulders Along Entire Corridor	\$ 750,000	10.0	\$ 74,867,873	\$ -	\$ 74,867,873	99.8	5.0	15.0
Add Shoulders: SR 74 to Lees Mill Road	\$ 300,000	10.0	\$ 53,321,447	\$ -	\$ 53,321,447	177.7	5.0	15.0
Add Shoulders: Lees Mill Road to Veterans Pkwy	\$ 450,000	10.0	\$ 21,546,426	\$ -	\$ 21,546,426	47.9	5.0	15.0
Grade separation at Railroad Crossing (Coastline Road)	\$ 22,650,000	2.0	\$ 106,962	n/a	\$ -	0.0	0.0	2.0

Project Cost Score Legend

Project Cost	Ranking
\$0 to \$999,999	10
\$1,000,000 to \$1,999,999	8
\$2,000,001 to \$4,999,999	6
\$5,000,000 to \$9,999,999	4
\$10,000,000 to \$24,999,999	2
> \$25,000,000	0

B/C Score Legend

B/C Ratio	Ranking
> 20.00	5
10.00 to 19.99	4
5.00 to 9.99	3
3.00 to 4.99	2
1.01 to 2.99	1
< 1	0

Notes

1. Relative Project Cost Score based on Project Cost Score Legend relative to 66% max score for Project Cost category.

2. Relative B/C Score based on B/C Score Legend relative to 33% max score for Project Cost category.

Public Support Score Background Analysis

Sandy Creek Road

Project Name	PIOH 2 Comment Form - Phase II Score ¹	Online Survey Value	Online Survey - Phase II Score ²	Typical Comments/Major Takeaways	Public Support Score
Intersection Improvement at Ellison Road (Realignment & Turn Lanes)	6.27	3.63	5.45	<ul style="list-style-type: none">Ellison Road is huge issue during the school year, turn lanes does not address safety. Should be signalized during the year.<ul style="list-style-type: none">Roundabout or all way stop would be betterAdd lighting at intersectionLots of bike traffic to school on Ellison	11.7
Access Mgmt: Remove Jenkins Road Direct Access to SCR	4.32	2.31	3.47	<ul style="list-style-type: none">Several comments against closing off church access	7.8
Install Roundabout at Sams Dr-Trustin Lake-Eastin Rd	5.88	3.52	5.28	<ul style="list-style-type: none">Concerned with slowing down traffic operationsDangerous intersection	11.2
Intersection Improvement at Flat Creek Trail (Realignment & Turn Lanes)	4.85	3.53	5.30	<ul style="list-style-type: none">Agree with westbound left lane but not northbound turn lane, safety concern; Make AWSCHill also needs to be cut lower	10.1
Hawk Signal Near Pinewood Studios	4.32	3.17	4.76	<ul style="list-style-type: none">County should not pay for HAWK signal which will be inconveniences to road users, Pinewood Studios should be a pedestrian bridge instead	9.1
Add Shoulders Along Entire Corridor	5.45	3.57	5.36	<ul style="list-style-type: none">Add bike lane, there is a lot of bike trafficAdd lightingProject should include correcting curves, improving sight distance, and lowering hills	10.8
Add Shoulders: SR 74 to Lees Mill Road	5.45	3.57	5.36	<ul style="list-style-type: none">Add bike lane, there is a lot of bike trafficAdd lightingProject should include correcting curves, improving sight distance, and lowering hills	10.8
Add Shoulders: Lees Mill Road to Veterans Pkwy	5.45	3.57	5.36	<ul style="list-style-type: none">Add bike lane, there is a lot of bike trafficAdd lightingProject should include correcting curves, improving sight distance, and lowering hills	10.8

Other Comment/Project Ideas	Notes
Sandy Creek Road at Adams Road	Blind curve westbound at Sandy Creek Road and Adams Road needs to be addressed
Grade separation at Railroad crassing (Coastline Road)	<ul style="list-style-type: none">Blind spot near railroad;
Signalized RCUT at Highway 74	<ul style="list-style-type: none">Repair potholes at Highway 74
Turn Lane at Gaddy Property	
Control speed on Sandy Creek Road, Add radar signs	
Drainage along Sandy Creek Road	
Miscellaneous	Notes
Needs for direct route from Fayetteville to I-85 using Highway 92	
Signal at Veterans Parkway at SR 92	
Ellison Road at Jenkins Road very Dangerous	
When will culvert be complete on Graves Road between Easter and Ginger Cake	
Consider improvements for Jenkins Road schools	
When will Founder's Studio be constructed?	

Notes

1. Comment Forms Score is normalized relative to max score for 50% Public Support category.

2. Online Survey Score is normalized (max 5 pts) relative to max score for 50% Public Support category.

COUNTY AGENDA REQUEST

Page 392 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Approval of the Fayette County's 2019 Comprehensive Transportation Plan and Path Design Guidelines.

Background/History/Details:

These ARC-funded studies, initiated in the fall of 2017, provide a comprehensive review and evaluation of transportation needs for Fayette County. Both incorporated and unincorporated areas were included in the project and the recommendation section includes a fiscally-constrained list of projects.

The reports reflect a robust public engagement process that included multiple open houses, surveys, stakeholders, presentations to elected officials, etc. The draft reports were posted on-line for public comment from August 27 through September 23, 2019.

The CTP Recommendations Report and the Path Design Guidelines are provided as back-up to this agenda request. All sections of the CTP, including appendices, are posted on Fayette County's Transportation Planning webpage: <https://fayettecountyga.gov/transportation-planning/index.htm>.

Staff acknowledges and appreciates the time and support given to these projects from the Cities, Towns and citizens of Fayette County.

What action are you seeking from the Board of Commissioners?

Approval of Fayette County's 2019 Comprehensive Transportation Plan and Path Design Guidelines.

If this item requires funding, please describe:

Not applicable

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

Appendix A: Public Engagement

Stakeholder Engagement & Public Outreach

Purpose

This section documents the Stakeholder Engagement and Public Outreach activities for the project. Stakeholder involvement was a key element in the Comprehensive Transportation Plan (CTP) and Master Path Plan (MPP) because of the various layers of information regarding transportation and path planning. With both publicly and privately held spaces, information from stakeholders with direct knowledge of the facilities helped to inform the framework of the study. Community involvement was also an important element in the CTP and MPP because community members had firsthand knowledge of the transportation issues in Fayette County and informed the plans for greater community impact.

Stakeholder Engagement

Stakeholder engagement included coordination with both a Project Management Team (PMT) and a Stakeholder Advisory Committee (SAC) throughout the development of both plans.

Project Management Team

The PMT included Fayette County staff, representatives from each municipality within Fayette County, GDOT, ARC, and the Fayette Chamber of Commerce. The PMT made decisions about the project direction at key milestones and served as a resource for the consultant team throughout the life of the project. PMT meetings were held regularly, approximately once per month, at the Fayette County Administrative Campus (140 Stonewall Avenue, Suite 101, Fayetteville, GA 30215). PMT membership is listed in **Table A-1**.

Table A-1: Project Management Team Membership

Agency	Name	Role
ARC	Audrey Johnson	Jurisdiction Liaison
ARC	David Haynes	CTP Program Manager
ARC	Aileen Daney	Jurisdiction Liaison
City of Brooks	Ellen Walls	City Manager
City of Fayetteville	LaShawn Gardiner	Community Development Planner
City of Fayetteville	Ray Gibson	City Manager
Fayette County	Vanessa Birrell	Director, of Environmental Management
Fayette County	Phil Mallon	Director, Public Works
Fayette County	Joe Robison	Public Works
Fayette Chamber	Carlotta Ungaro	President
GDOT	Roshnee Lawrence	Planner
GDOT	Vivian Delgadillo Canizares	Branch Chief
Peachtree City	David Borkowski	City Engineer
Peachtree City	Robin Cailloux	Senior Planner
Town of Tyrone	Phillip Trocquet	Planning & Development Coordinator

Three members of the Project Management Team also served on Fayette County's Transportation Committee and those representatives were responsible for giving regular updates to the Transportation

Committee. All recommendations were presented to and approved by the Transportation Committee.

Stakeholder Advisory Committee

In coordination with PMT, a SAC was created to represent the varied interests of those throughout the County. **Table A-2** lists those interest groups.

Table A-2: Stakeholder Interest Groups

Adjacent Jurisdictions	Aging population	Atlanta Regional Commission
Bicycle/Pedestrian Advocacy	Economic and Community Development	Environmental Groups
Freight/Major Employers	Hartsfield-Jackson Atlanta International Airport	Local Jurisdictions
Parks	Religious Community	Sherriff/Public Safety

The SAC consisted of approximately 40 representatives. The list of individuals who served on the SAC is included in **Appendix C**. An electronic online stakeholder database was also created and used to store stakeholder information. The database allowed a stakeholder to add or update his/her information via a brief survey link, or by e-mailing one of the project team members. The SAC met three time over the course of the project.

SAC Meeting 1

The initial SAC meeting was held November 14, 2017 from 5:30 to 7:30 PM at the Fayette Chamber of Commerce (600 West Lanier Avenue, Suite 205, Fayetteville, GA 30214). The meeting included a project overview, which detailed the role of the SAC, and included interactive exercises to capture feedback about the direction of the project. The major outcome of this meeting was development of goals and objectives which were used as guiding principles for the remainder of the planning process.

SAC Meeting 2

The second SAC meeting was held April 10, 2018 from 5:00 to 7:00 PM at the Fayette Chamber of Commerce. The meeting focused on the creation of a MPP and included a presentation detailing the benefits and goals of the path network, as well as an overview of the various types of facilities. Participants gave feedback through an electronic polling exercise and a hard-copy map exercise regarding the path network design and locations. Information gathered at this meeting led to the creation of a composite universe of potential path projects (**Figure A-1**).

SAC Meeting 3

The final SAC meeting was held August 28, 2018 from 5:30 to 7:30 PM at the Fayette Chamber of Commerce. At this meeting the draft project recommendations were presented to the committee and the proposed recommendations were vetted in detail. Concerns, comments, and other input was gathered from the committee and used to finalize recommendations for the CTP and MPP.

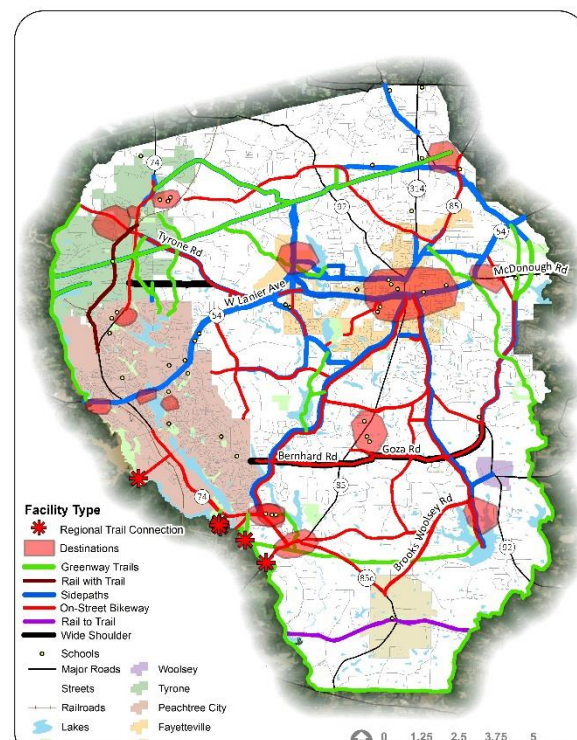


Figure A-1: Stakeholder Path Composite

Public Outreach Strategy

Public outreach strategies were formulated to share information with Fayette County residents and to encourage meaningful input that could be incorporated into the final recommendations. The public participation opportunities included public meetings, community events, and online survey efforts. The feedback and data collected as part of the outreach were used to establish and prioritize goals and needs as they relate to transportation and path projects. Public meetings were conducted in two rounds. The first round presented results from the Existing Conditions phase and collected feedback for the Needs Assessment phase. The second round presented results of the Needs Assessment and collected feedback for the Recommendations phase.

Website and Interested Parties E-mail List

A project website was built and maintained by Fayette County, and can be viewed at the following link: <http://fayettecountyga.gov/transportation-planning.htm>. The website was a repository for project information and served to keep the stakeholders and community abreast of the project and its progress. Project updates and graphics were provided by the project team to the County for the website.

Additionally, an e-mail list for the project was created using MailChimp, which allowed interested parties to opt in for e-mail notifications about the project. The notifications that were sent to the e-mail list included public meeting notifications, notifications about community events, and reminders about taking the project surveys. All the notifications sent during the life of the project can be found in **Appendix C**.

Public Meetings

The public participation meetings served to educate the public on the project; share the information and ongoing analysis; and to gather feedback about goals, objectives, priorities, and preferences. The public participation meetings were all held as open-house style, where members of the community were invited to drop in anytime during the meeting to view the exhibits, participate in the interactive exercises, and talk to the project team.

All public meetings were advertised in compliance with the local Title VI Plan and all federal and state regulations applicable at the start of this project. Notifications were included in the following places:

- Fayette County News
- Fayette County website
- Atlanta Regional Commission's Social Media Sites and Community Engagement Newsletter (Facebook, Twitter, Instagram, and LinkedIn)
- County/City social media
- Emails to "interested parties" distribution list
- Variable message signs along key roadways in the county

Round 1

The first round of public outreach meetings was held on March 01, 2018 and March 06, 2018. The March 1st meeting was held from 5:00 PM to 7:30 PM at the Fayette County Administrative Complex. The March 6th meeting was held from 5:00 PM to 7:00 PM at Sandy Creek High School, 360 Jenkins Road, Tyrone, GA 30290. During this initial round of public meetings, the overall project goals and initial analyses were presented, and feedback was gathered on those items. The information presented at both meetings was identical and included:

- Continuously looping PowerPoint presentation with project information
- Two iPad stations with the public survey loaded on them
- 15 Project boards
- "Live Work Play" mapping exercise
- Informational handout on project
- Comment Cards

Meeting 1: Fayette County Administrative Complex

A total of 39 people signed in for the first meeting and several others attended but did not sign in. The sign-in sheets, presentation, Live Work Play exercise, handout, comment card and photos from the meeting are included in **Appendix C**.

Meeting 2: Sandy Creek High School

The second meeting was well-attended, with 108 people signing in and participating in the various activities. The sign-in sheets, presentation, Live Work Play exercise, handout, and photos from the meeting are included in **Appendix C**.

Round 2

The second round of public outreach meetings was held on July 12, 2018 and July 16, 2018. The July 12th meeting was held from 5:30 PM to 7:30 PM at the Peachtree City Council Chambers, at 151 Willowbend Drive, Peachtree City, GA 30269. The July 16th meeting was held from 5:30 PM to 7:00 PM at the Fayette County Public Library, Large Meeting Room, at 1821 Heritage Park Way, Fayetteville, GA 30214. During this second round of public meetings, assessment results were presented, and feedback for recommendations was gathered. The set-up of the meetings included the following activities:

- Five iPad stations with the public survey loaded on them
- 14 Project boards
- Informational handout on project
- Comment Cards

Meeting 3: Peachtree City Council Chambers

A total of 36 people signing in and participating in the exercises. The sign-in sheets, handout, comment card and photos from the meeting are included in **Appendix C**.

Meeting 4: Fayette County Public Library

This meeting had the highest attendance with 118 people signing in and participating in the exercises. The sign-in sheets, presentation, handout, comment card and photos from the meeting are included in **Appendix C**.

Community Events

The project team participated in eight community events that were already occurring in Fayette County, to bring the project to the community. The handouts, giveaways, and photos from all the community events are included in **Appendix C**. The meetings were attended before each round of public meetings to inform residents and promote attendance.

Round 1

The first round of community events occurred once a month from November 2017 to February 2018 and at various locations throughout the county. They focused on raising community awareness of the project and encouraging community members to participate in the project's initial online survey. The first round of community events is detailed below.

Brooks Farmer's Market, November 18, 2018

A project information booth was set up at the Brooks Farmer's Market and included a sign-up sheet for the project notification e-mail list; an informational postcard about the project which included a link to the online survey; and giveaways with the project logo, including reusable bags and pens.

Fayette Visioning Summit, December 8, 2018

A project information booth was set up at the Fayette Visioning Summit to raise awareness among the business leaders in the community. The booth included an electronic sign-up for the project notification

e-mail list; an informational postcard about the project; and giveaways with the project logo, including reusable bags and pens. The booth also included three tablets with the first survey loaded on them. Approximately 125 people attended the event, and while only 10 people took the survey at the event, every participant received an informational postcard with a link to the project website.

Fayette County NAACP Martin Luther King, Jr. Day Meeting, January 15, 2018

The Fayette County NAACP allowed the project team to set up a project information booth at their annual MLK Day Meeting, next to the NAACP registration booth. The booth included a sign-up sheet for the project notification e-mail list, an information card about the project, and giveaways with the project logo. There were approximately 500 people in attendance, and an effort was made to give an information card to every attendee.

Peachtree City Farmer's Market, February 24, 2018

A project information booth was set up at the Peachtree City Farmer's Market to raise community awareness about the project. The booth included a sign-up sheet for the project notification e-mail list, an information card about the project which included a link to the online survey, and giveaways with the project logo, including reusable bags and pens. Attendees were encouraged to spend some time talking to the project team, as well as to take the survey online at their leisure.

Round 2

The second round of community events occurred once a month from February 2018 to June 2018 and at various locations throughout the county. This round focused on raising community awareness of the project and encouraging community members to participate in the project's second online survey. The second round of community events is detailed below.

FACTOR, February 24, 2018

Phil Mallon, Fayette County's Public Works Division Director, presented at the February FACTOR meeting where he discussed the county's proposed transportation plans and highlighted both the CTP and the MPP. The meeting included both a discussion and Q&A session where feedback was gathered from the FACTOR members. Information gathered included what the participating agencies biggest needs were with respect to transportation, number of people needing transit services, alternative transportation ideas (i.e. shuttles or vans), as well as specific locations needing transportation improvements. Meeting notes containing the suggestions can be found in **Appendix C**.

Hot Off the Press @ Fayette County Library, April 23, 2018

Phil Mallon and the consultant team presented at the Hot Off the Press Coffee Hour at the Fayette County Library. A PowerPoint presentation reviewing the CTP was presented along with several interactive electronic polling questions to gather the audience feedback on project priorities and initiatives. The PowerPoint, questions and results can be found in **Appendix C**.

3rd Annual Balloons Over Fayette, June 24, 2018

Two team members attended the Balloons Over Fayette festival and handed out informational flyers about the project which included a link to the second online survey. Team members answered questions regarding the project.

Peachtree City Night Market, February 24, 2018

Two team members attended the Peachtree City Night Market to hand out project information cards and raise community awareness about the project. Attendees were encouraged to spend some time talking to the project team, as well as to take the survey online at their leisure.

Electronic Surveys

Two electronic surveys were created using Survey Monkey. The surveys were an important part of the public participation, as they were used to guide goals and preferences, as well as to locate potential projects.

Round 1

The first survey asked for feedback on the project goals, and for specific input about locations for projects to include in the CTP and MPP. This survey gathered participant opinions about the existing conditions of the transportation and path networks in Fayette County. The survey also revisited the goals and objectives that were defined in the 2010 CTP update to gather opinions on their applicability to this update. The survey opened on December 7, 2017 and closed on March 21, 2018.

The survey link was made available on the project website and was sent to the interested parties e-mail list. It was also shared with the PMT and the SAC; both were asked to advertise the survey within their networks. The survey was also available at the first round of Public Meetings and Community Events.

Appendix B includes a complete list of the questions and responses from the first survey.

Survey Findings

The first survey was open for three and half months with a total of 774 people participating ranging in age from 16 to over 64 years of age. Over half (60%) of the participants were between the ages of 45 and 64 years (**Figure A-4**). Participants lived and worked throughout Fayette County with over three fourths of them living in either Peachtree City (30269) or Fayetteville (30215 and 30214) (**Figure A-2**). Almost half (45%) of the participants worked outside of Fayette County in surrounding counties and across Metro Atlanta (**Figure A-3**).

Figure A-2: What's the ZIP code where you live?

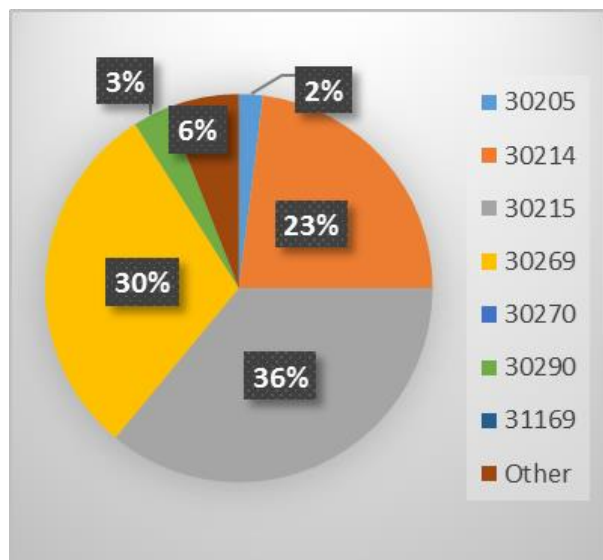


Figure A-3: What's the ZIP code where you work?

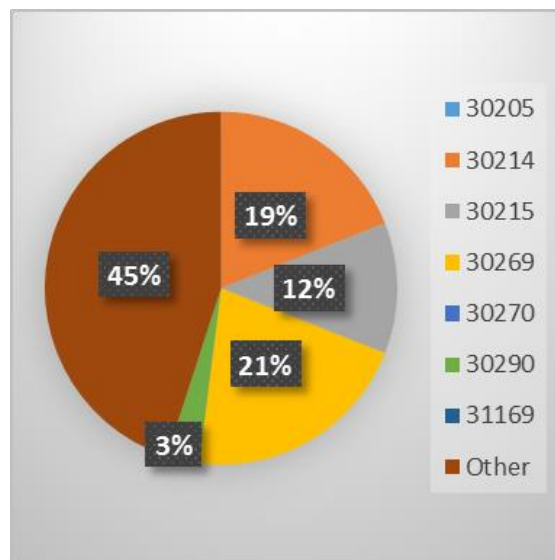
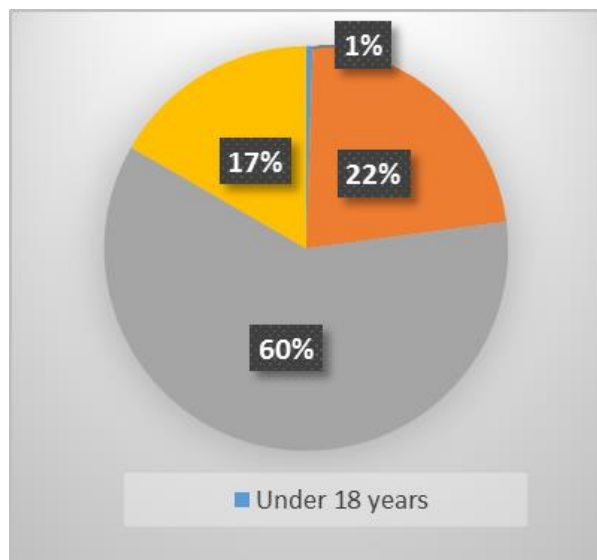
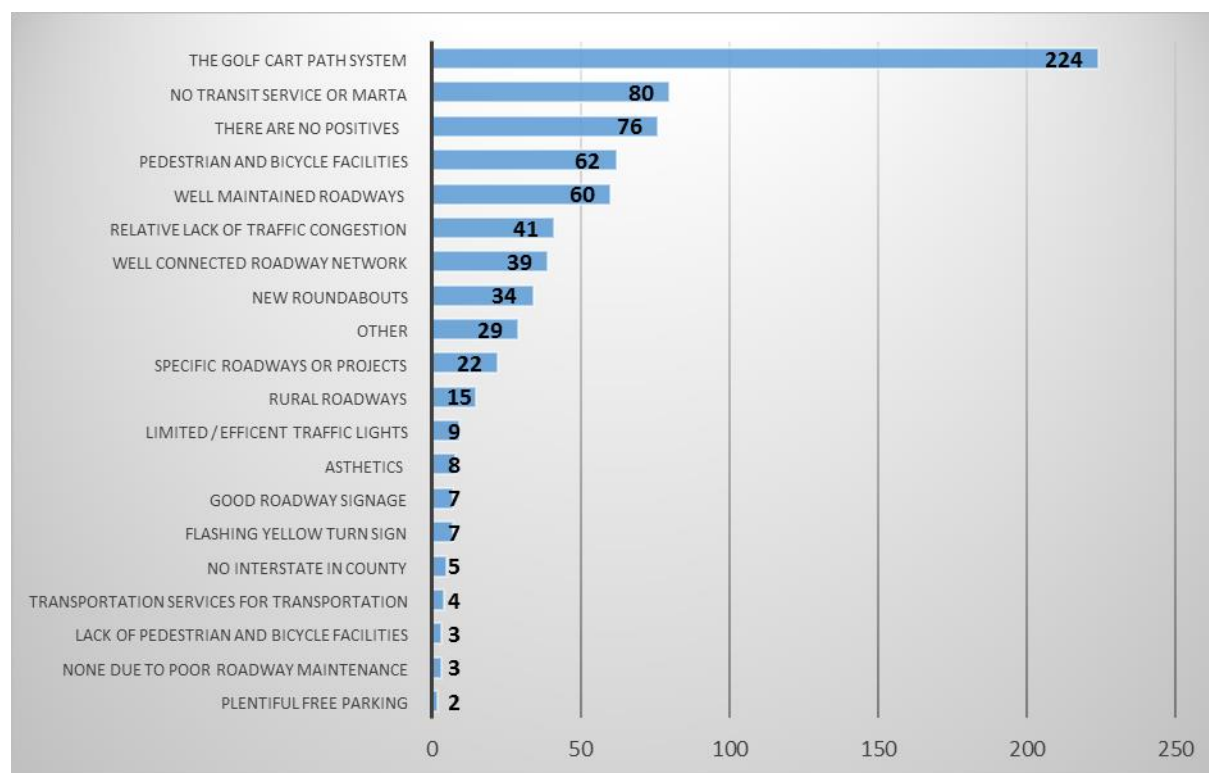


Figure A-4: What is your age range?



The first section of the survey focused on the current condition of Fayette County's transportation system. Participants were asked to identify the best thing about the transportation system and the responses are presented in **Figure A-5**.

Figure A-5: What is your favorite/best thing about the transportation system in Fayette County?



The multi-use path system found in Peachtree City, Fayetteville and several other areas throughout Fayette County was identified as the best aspect of the current transportation system with 224 responses, which is almost three times as many responses than the next highest response of no transit service or MARTA. The other three aspects making up the top quartile of responses were: there are no positives, pedestrian and bicycle facilities, and well-maintained roadways.

When asked to rate the condition of each transportation system in Fayette County including signs and signals, bicycle facilities, multi-use paths, sidewalks, and roads and streets, an “Average” rating had the most responses for each system except for “Signs and Signals” which was rated above average as seen in **Figure A-6**. The top ratings for each of the transportation systems were both “Average” and “Above Average” except for bicycle facilities which was “Average” and “Below Average”. The lowest rating of “Terrible” had the most responses for bicycle facilities while the highest rating of “Excellent” had the most responses for “Multi-Use Paths”.

Participants were also asked to rate the availability of each of the transportation systems using the same scale. The rating of “Average” had the most responses for each system’s availability except for roads and streets which was “Above Average” (223) as seen in **Figure A-7**. The top ratings for the availability of each transportation systems were once again both “Average” and “Above Average” except for bicycle facilities which was “Average” and “Below Average”. The lowest rating of “Terrible” had the most responses for signs and signals while the highest rating of “Excellent” had the most responses for roads and streets.

Figure A-6: Rate the CONDITION of transportation systems

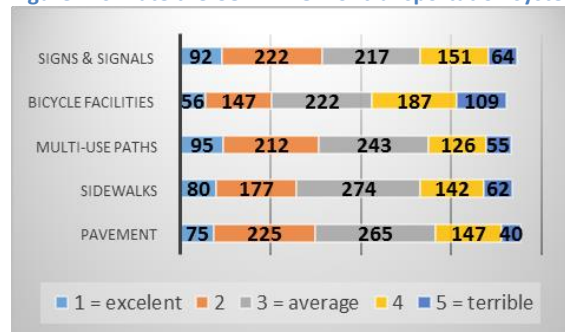
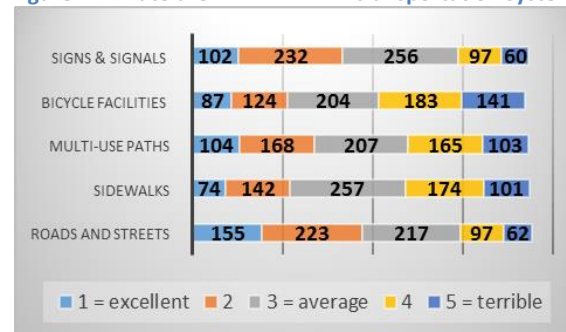
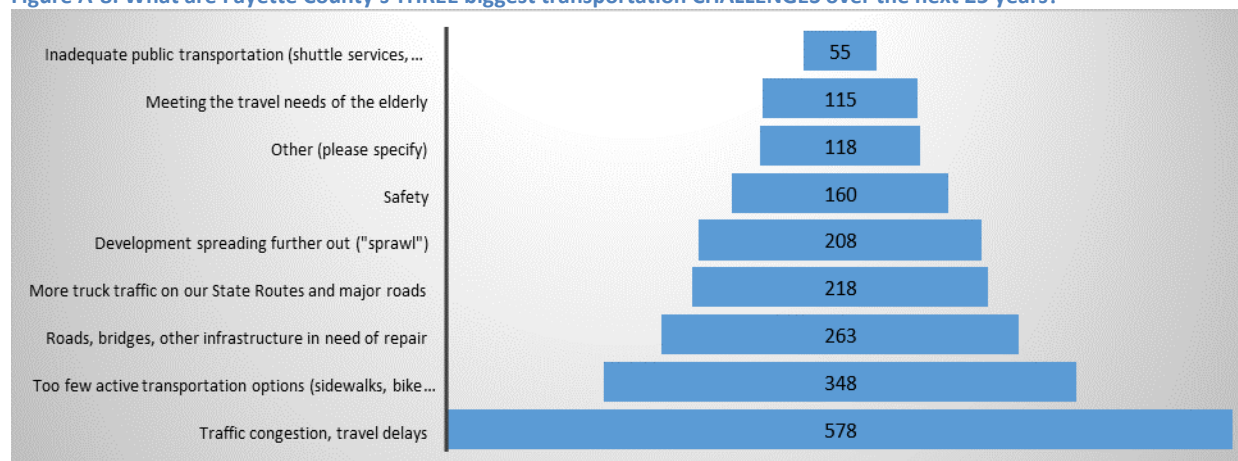


Figure A-7: Rate the AVAILABILITY transportation systems



The last three questions in this section of the survey concerned Fayette County's transportation challenges, including the identification of specific locations with heavy congestion, safety concerns and gaps in the existing path network and/or sidewalks. Participants were asked to identify Fayette County's three biggest transportation challenges over the next 25 years (**Figure A-8**). The top three challenges identified were "traffic congestion and delays" with just over 75% of the responses, followed by "too few active transportation options", and "roads, bridges, other infrastructure in need of repair".

Figure A-8: What are Fayette County's THREE biggest transportation CHALLENGES over the next 25 years?



Participants were asked to identify specific locations with heavy traffic congestion (**Table A-3**). The responses showed 12 distinct locations. The most often identified location was SR 85 (30) which runs through Fayetteville and south through Fayette County between Whitewater and Porter's Ridge. McDuff Parkway (15) and Planterra Way (12), both located in Peachtree City commercial districts, were the next most identified corridors.

Table A-3: Name any other specific areas/roads/intersections with traffic congestion

Location	Responses
GA85 (SR85)	30
McDuff Pkwy.	15
Planterra Way	12
Highway 54	11
McDonough Rd.	9
Huddleston Rd.	9
Banks Rd.	9
Grady Ave.	7
Interstate 85	7
Downtown Fayetteville	5
Home Depot	4
Jimmy Mayfield	4

Listed in **Table A-4**, participants identified 16 locations with safety concerns. The single most identified location was Antioch Road, specifically at the intersections of Goza Road and Highway 92.

Table A-4: Name any specific areas that have safety concerns

Location	Responses
Antioch Rd.	3
SR 85	2
Peachtree Pkwy.	2
Goza Rd.	2
Hwy. 74	2
Hwy. 92	2
Sandy Creek Rd.	2
Hwy. 54	1
New Hope Rd.	1
Redwine Rd.	1
Planterra Way	1
Jeff Davis Pkwy.	9
Banks Rd. and Hwy. 54	7
Helen Sams Pkwy.	6
Veterans Pkwy.	5
McDuff Pkwy.	2

Safety concerns included unsafe roadways, left-turns, poor lighting, school congestion, limited site distance, and unsafe pedestrian conditions (**Table A-5**). The safety concern identified most often in the responses was Roadways (94) and for multiple issues including lack of sidewalks, dangerous intersections, and too narrow.

Table A-5: Identified Safety Concerns

Safety Concern	Responses
Roadway	94
Turn	66
Poor Lighting	29
Golf Cart	27
Pedestrians	25
School Congestion/Safety	18
Limited Sight Distance	12
Not Aware of Any	3

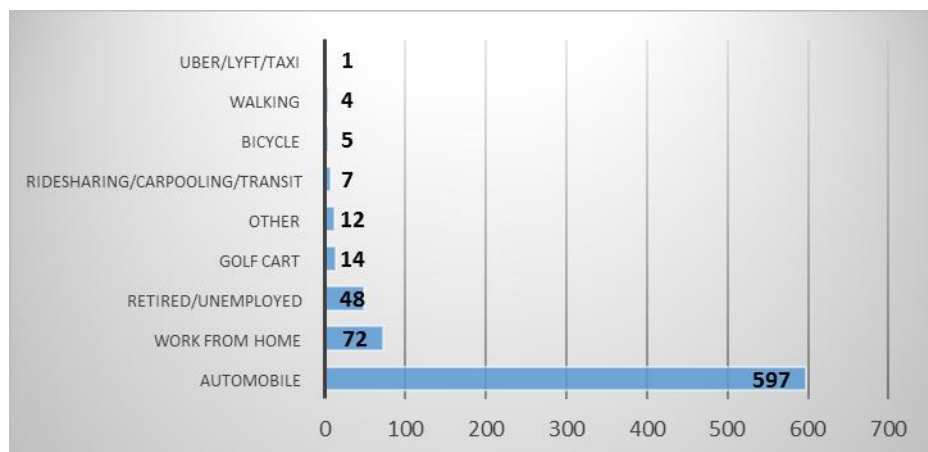
Finally, participants were asked to identify any gaps in the existing path network and/or sidewalks in Fayette County. A total of 18 networks were identified (**Table A-6**) and the top four networks identified where Fayetteville, Peachtree Parkway, The Timber Lake Community, and Peachtree City. The gap in multiuse paths between the cities in Fayette County was one issue trending in the survey responses and specifically between Fayetteville and Peachtree City. Another issue mentioned often was the gap in sidewalks or multiuse paths between subdivisions or subdivisions to retail hubs in Peachtree City.

Table A-6: Citizen Identified Sidewalk Gaps

Location	Responses
Fayetteville	42
Peachtree Pkwy.	31
Timber Lake Community	31
Peachtree City	20
Robinson Rd.	11
Jeff Davis Pkwy.	8
Crosstown Dr.	8
Ginger Rd.	7
Southside	7
Hwy. 92	6
Lester Rd.	6
Multiple Roads	6
Whitewater Creek Community	5
Hwy 74	5
Hwy 314	3
New Haven Community	3
Flat Creek Bridge	2
Line Creek Nature Center	2

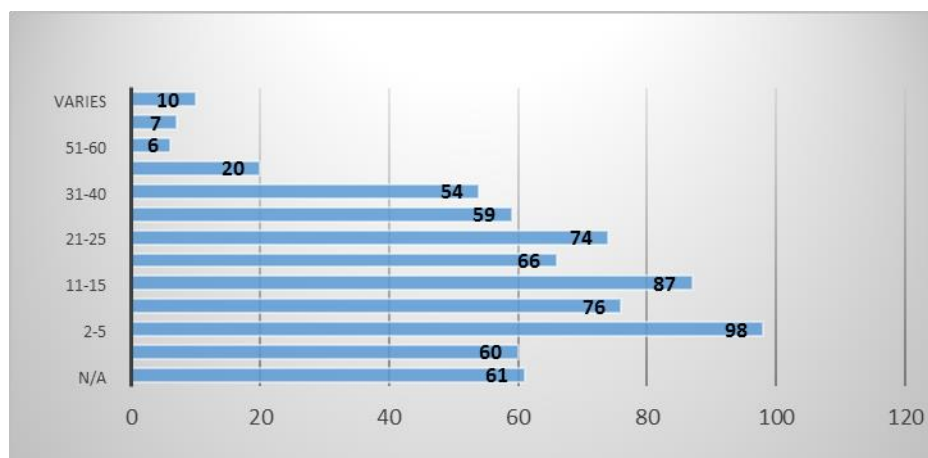
The second section of the survey focused on participants' mode of transportation and daily commutes. Just over three fourths of the survey participants (83%) identified an automobile as their primary mode of transportation to work (**Figure A-9**) and just over 17% of participants identified as working from home or retired.

Figure A-9: Primary mode of transportation to work in Fayette County



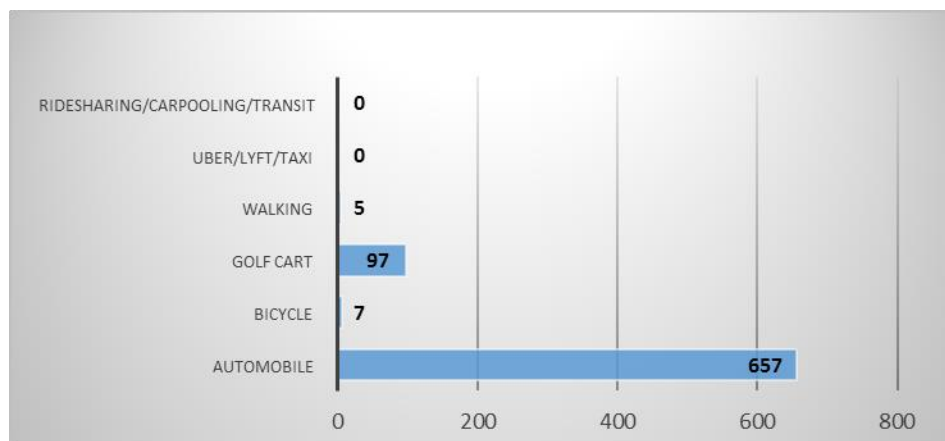
Most of the working participants (73%) reported (**Figure A-10**) commuting between 2 to 25 miles one way to work with the highest number traveling just 2 to 5 miles followed by 11 to 15 miles. Just under one fifth (18%) of the participants reported commuting over 30 miles one way to work.

Figure A-10: In miles, how long is you commute one-way?



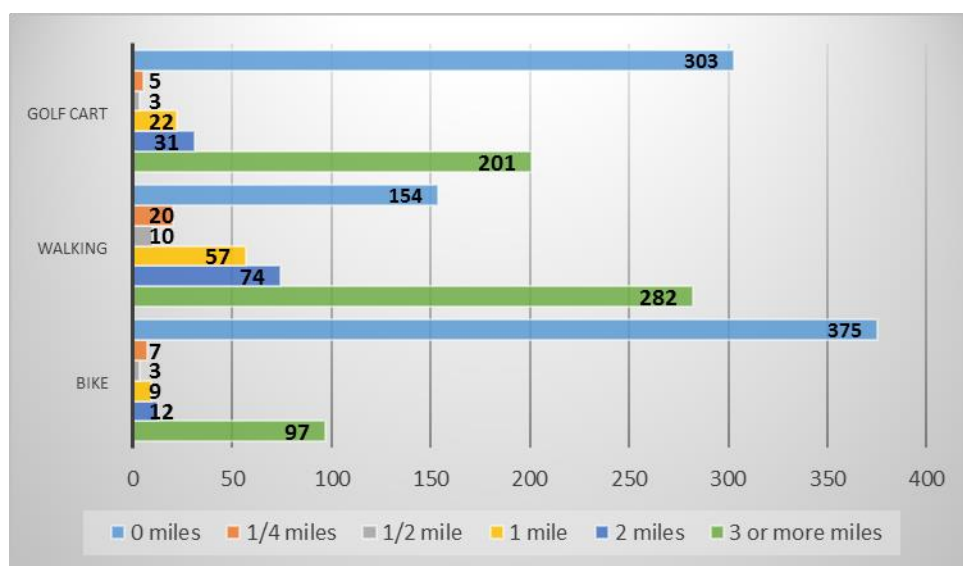
Participants were asked to identify their primary mode of transportation for non-work-related trips such as to the grocery store or doctor appointments (**Figure A-11**). Again, the highest reported mode of transportation was an automobile with 86% of the responses followed by golf cart then bicycle and finally walking .

Figure A-11: What is your primary mode of transportation around your community for non-work-related trips (e.g., Grocery, Dr. Office, and Library)?



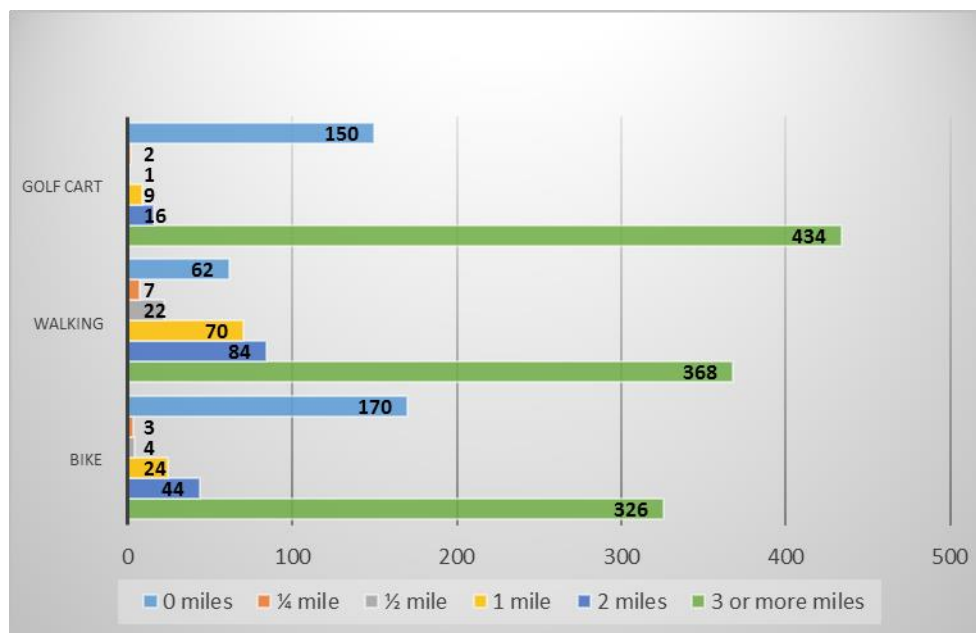
The next question asked participants to identify how far they travel by; golf cart, walking and bicycle, in a typical week. Most participants reported that they did not travel by golf cart or bicycle during a typical week. However when it came to walking, the majority reported traveling three or more miles a week (**Figure A-12**). Participants that did identify biking or golf carting during a typical week, the majority reported doing so three miles or more a week.

Figure A-12: In a typical week, how far do you travel (in miles) by: Golf Cart, Walking, and Bike?



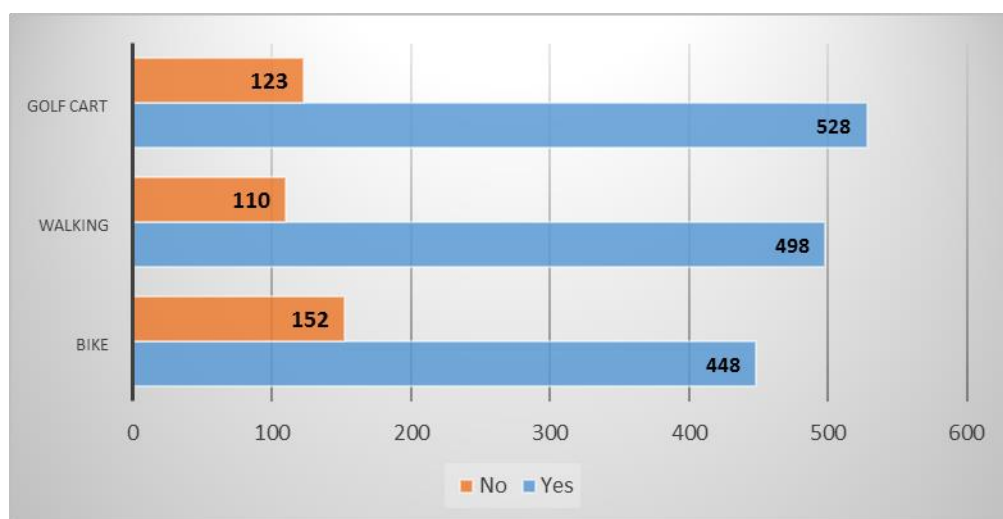
The final question of this section asked if given adequate facilities, how far would they be willing to travel by: golf cart, walking, and bike? The majority off participants responded that they would travel three or more miles a week by all three modes of transportation with the highest number of participants identifying golf cart (**Figure A-13**)

Figure 13: If there were adequate facilities (sidewalks, paths, and/or bike lanes), how far (in miles) would you be willing to travel by: Golf Cart, Walking, and Bike?



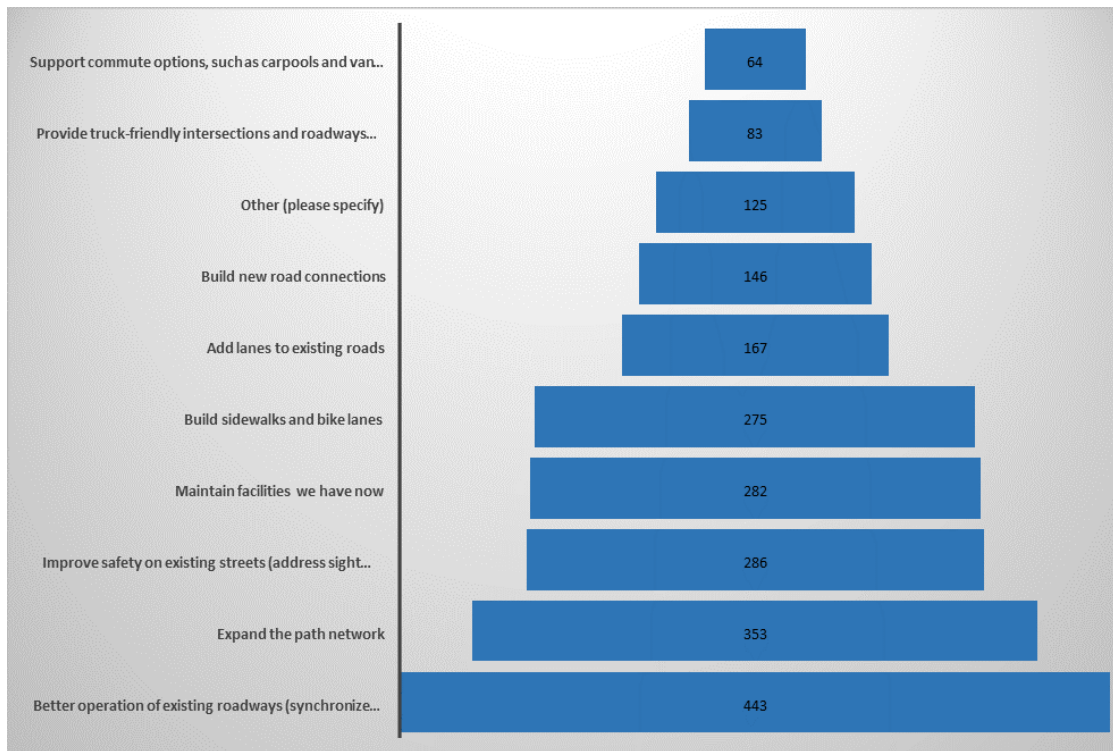
The third part of the survey focused on the future of Fayette County's transportation system and identified priorities and recommendations of Fayette County residents and stakeholders. Participants were asked if an expanded path network should be developed to prioritize travel by golf cart, walking, and bike. Many of the survey participants agreed that an expanded path network should be developed to prioritize travel by those modes of transportation with walking receiving the most responses (82%) followed by golf carts (81%) and then bike (75%) (**Figure A-14**).

Figure A-14: Should an expanded path network be developed to prioritize travel by: Golf Cart, Walking, and Bike?



When asked to identify their highest priorities for transportation improvements over half of the participants (58%) rated “better operation of existing roadways” as their highest priority followed by “expand the path network” (46%), and just over one third of the participants rated either “improving safety on exciting streets”, “maintain facilities we have now”, or “build sidewalks and bike lanes” as a top priority (**Figure A-15**).

Figure A-15: Which THREE of the following would be your highest priorities for transportation improvements?



When asked to identify the locations participants would like to travel to on a path that does not currently exist, Peachtree City was identified the most often (**Figure A-7**).

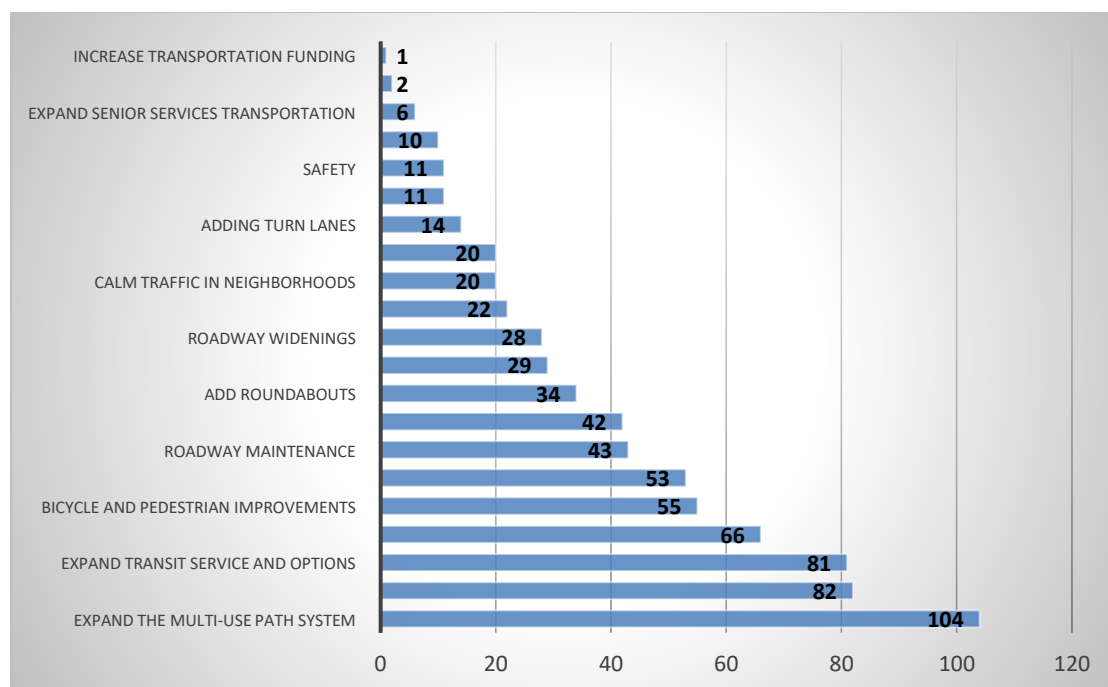
Table A-7: Which areas or destinations would you like to travel to on a path that don't currently have a path connection?

Location	Responses
Peachtree City	96
Fayetteville	70
Peachtree Pkwy.	26
Whitewater Creek Community	24
Redwine Rd.	23
Shopping Center	22
Robinson Rd.	11
Piedmont Fayette Hospital	7
Starr's Mill	7
New Hope Rd.	7
Brechin Park	7
Grocery Stores	7
Lake Horton	6
Pinewood Forest	6
Sandy Creek	6
Soccer Fields	5
Kedron Village	4
Coweta County	4
South Fayette	3
Movie Theater	3
Hwy. 74	3
S Jeff Davis	3
Unincorporated Fayette	2
Baseball Fields	2
North Fayette	1

More specifically, participants mentioned wanting a path between Peachtree City and one of the surrounding cities within Fayette County, or another subdivision or retail destination within Peachtree City itself. Fayetteville was identified next for the same reasons as Peachtree City.

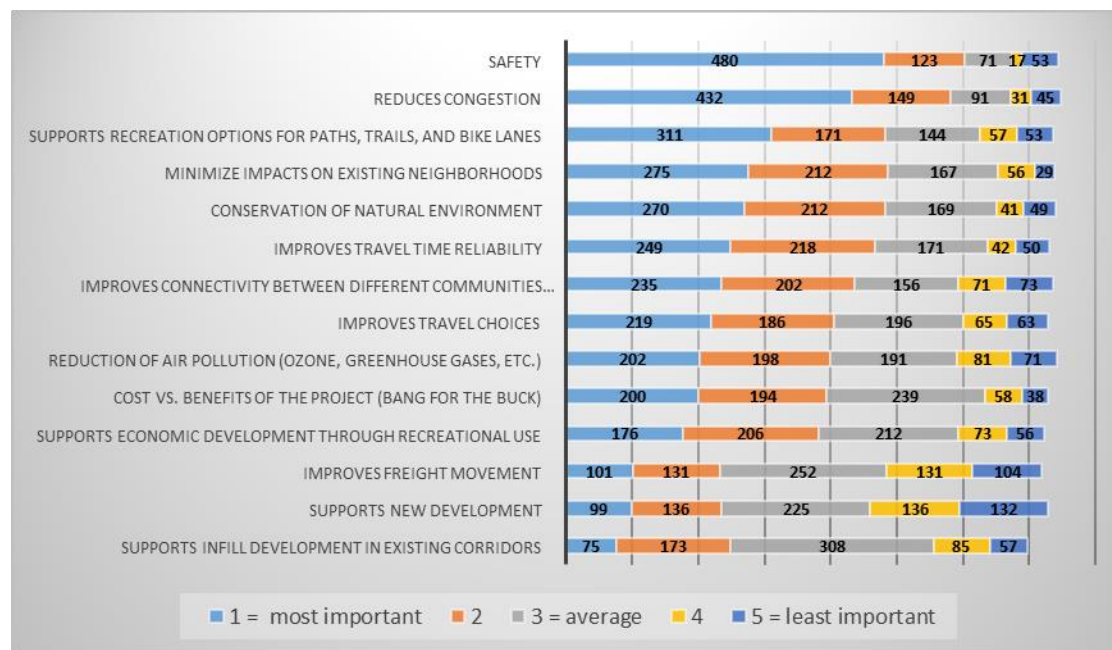
Participants were given the opportunity to recommend specific changes to improve the quality of transportation in Fayette County. The top three recommendations (**Figure A-16**) were expand the multi-use path system (104), specific roadway projects (82), and expand transit service and options (81).

Figure A-16: What specific changes would you recommend to improve the quality of transportation in Fayette County?



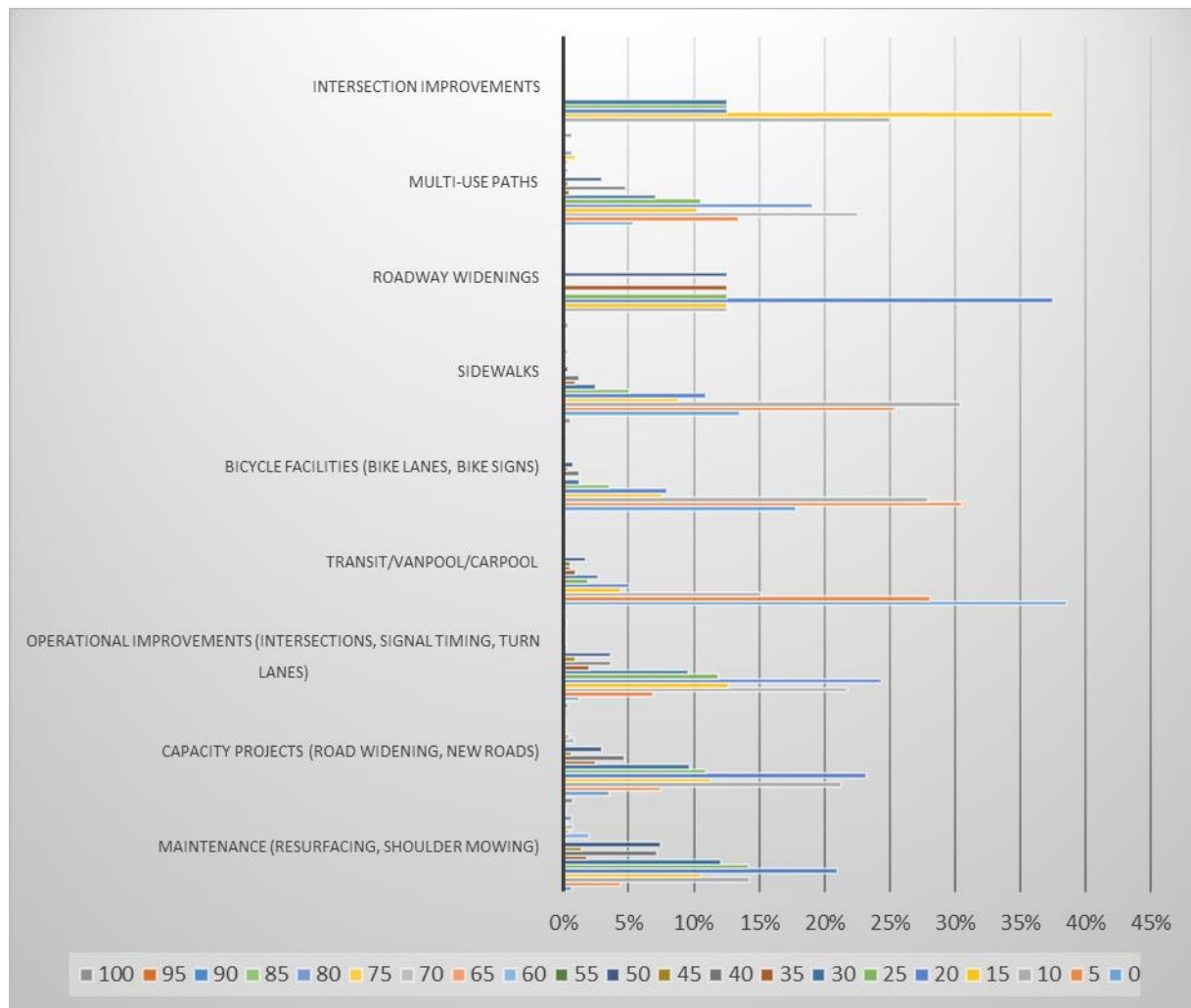
Responses pertaining to the multi-use path systems highlighted the desire to connect not only cities, neighborhood, and retail within the county but also to neighboring counties, as well as adding paths throughout the county specifically Fayetteville and Tyrone. Several roadways and intersections, specifically Antioch and Highway 92, State Routes 54/74 and McDuff Parkway, were repeatedly mentioned in the responses and suggested included adding roundabouts, traffic lights, or turn signals as well as widening roads. Expanding Fayette County’s transit services and options was another top recommendation and included expanding MARTA, increasing bus routes and stops throughout Fayette County, and adding commuter options to the Hartsfield Jackson-Atlanta International Airport and downtown Atlanta. Participants were also asked to identify what they consider to be most important when selecting transportation projects (**Figure A-17**).

Figure A-17: Please rate the following items by their importance for consideration when SELECTING transportation projects. Rate each 1 to 5 where 1 is most important, 3 is average, and 5 is least important



Participants identified “safety” (64%) and “reduce congestion” (58%) as their top priorities followed by “supports recreation options for paths, trails, and bike lanes” (42%), “minimize impacts on existing neighborhoods” (37%) and “conservation of natural environment” (36%). Participants found “improves freight movement” and “supports new development” as the lowest priority when selecting transportation projects. Participants were then asked how they would allocate funds to transportation (**Figure A-18**).

Figure A-18: How would you allocate available funds to transportation (total should add up to 100%)?



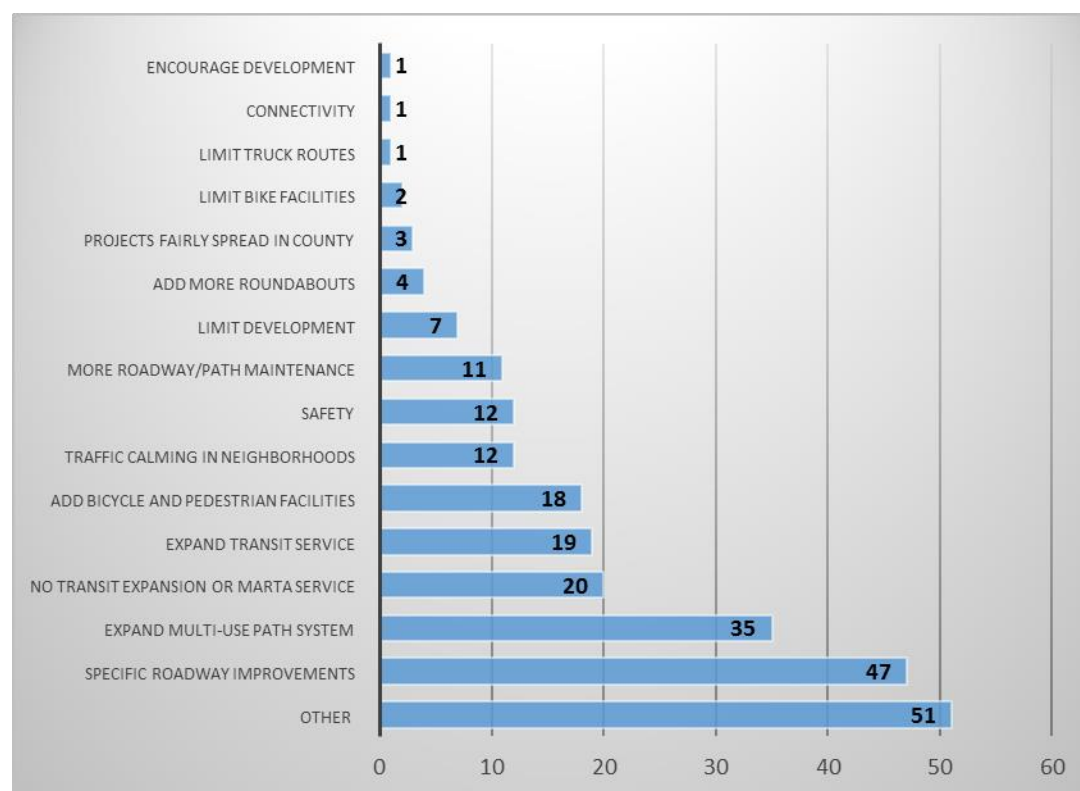
The most popular funding allocations for each category were:

- Maintenance – 20% (137 responses)
- Capacity Projects – 20% (144 responses)
- Operational Improvements 20% (159 responses)
- Transit – 0% (202 responses)
- Bicycle Facilities – 5% (173 responses)
- Road widenings – 20% (3 responses)
- Sidewalks – 10% (172 responses)
- Intersections – 15% (3 responses)
- Multi-use Paths – 20% (119 responses)

The survey ended with an opportunity for participants to leave a comment and as seen in **Figure A-19** several themes emerged. The largest number of referenced specific roadway improvements throughout

the county. One participant left a comment suggesting that the Hwy 72/54 intersection needs to be fixed and that Fayetteville's 54 corridor should look like Peachtree City's 54 corridor. Another participant stressed the need to improve the SR 74/I-85 interchange while a third participant requested the creation of an entrance/exit for Hwy 92 to I-85 and to increase Hwy 92 to four lanes. The next most occurring theme was the expansion of the multi-use path system and once again participants want to improve connectivity between the cities within the county as well as improve connectivity to surrounding counties. Two additional themes stood out because of their conflicting stances. Twenty participants commented against the expansion of transit and MARTA service in Fayette County while nineteen participants wanted to expand transit service in Fayette County.

Figure A-19: Themes found in the additional comments left by participants



Round 2

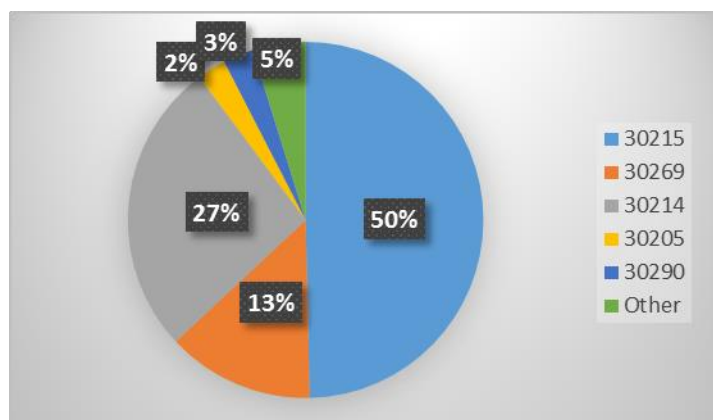
The second survey asked for feedback on project and transportation priorities and project recommendations. The results of this survey helped the project team create a prioritized list of projects to be completed in Fayette County.

The survey link was made available on the project website for three weeks between July 8, 2018 and July 30, 2018 and was sent to the interested parties e-mail list. The survey was also available at the second round of Community Events and Public Meetings. A total of 693 people throughout Fayette County participated in the second survey. **Appendix B** has a complete list of the questions and responses from the second survey.

Survey Findings

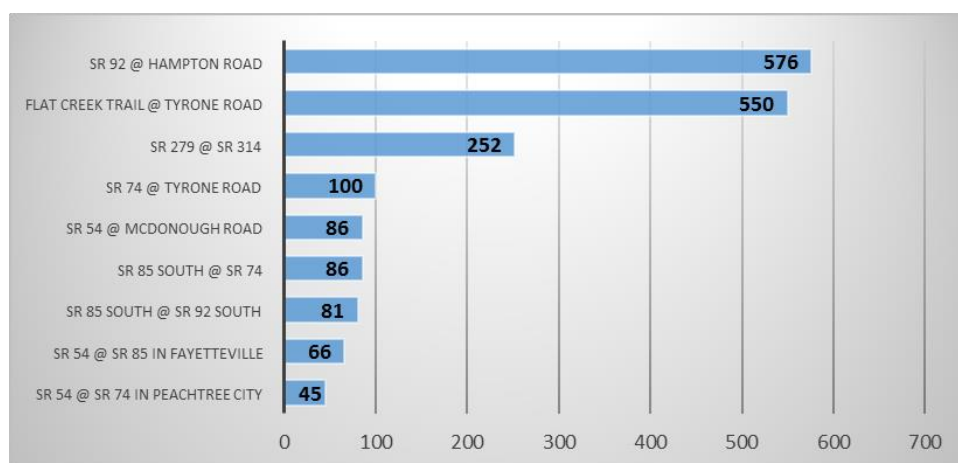
Just over three fourths of the participants living in Fayetteville from the 30215 and 30114 zip codes, almost a quarter living in Peachtree City in the 30269 zip code, and the rest living throughout the county and surrounding counties (**Figure A-20**).

Figure A-20: What is the ZIP Code where you live?



The first section of the second survey focused on prioritizing the identified congestion bottlenecks and how best to address two specific corridors: Sandy Creek Rd and Tyrone Rd. Participants were first asked to identify which three of the nine congestion bottlenecks identified in the first round of public meetings and survey were the most important to be address (**Figure A-21**). Participants identified SR 92 at Hampton Rd. (84%), Flat Creek Trail at Tyrone Rd (80%), and SR 279 at SR 314 (37%) as the top three bottlenecks.

Figure A-21: Our analysis has identified several congestion bottlenecks. Which are the most important to address?



Participants were asked the best way to address the issues affecting the Sandy Creek and Tyrone Rd corridors. The three options were as follows: a traditional road widening from 2 to 4 lanes, a corridor improvement that improves intersections, addresses safety issues, adds turn lanes, add passing lanes, etc.

without widening; a traditional road widening from 2 to 4 lanes; or leave the road as-is and develop a new roadway connecting SR 54 and SR 74 (**Figures A-22 and A-24**). Almost half of the participants (44%) identified a corridor improvement without widening as the best way to address Sandy Creek Corridor. **Figure A-24** illustrates that participants also identified a corridor improvement without widening (49%) as the best option for addressing for the Tyrone corridor and then leave the road as-is and develop a new roadway connecting SR 54 and SR 74 (23%). Participants were asked how important (important, neutral, or not important) a path system along the two corridors in addition to the improvements mentioned in the previous questions would be (**Figures A-23 and A-25**). Neutral was the option chosen most often for both the Sandy Creek Road. (44%) and Tyrone Road. (42%) corridors.

Figure A-22: What is the best way to address the issues identified along Sandy Creek Road?

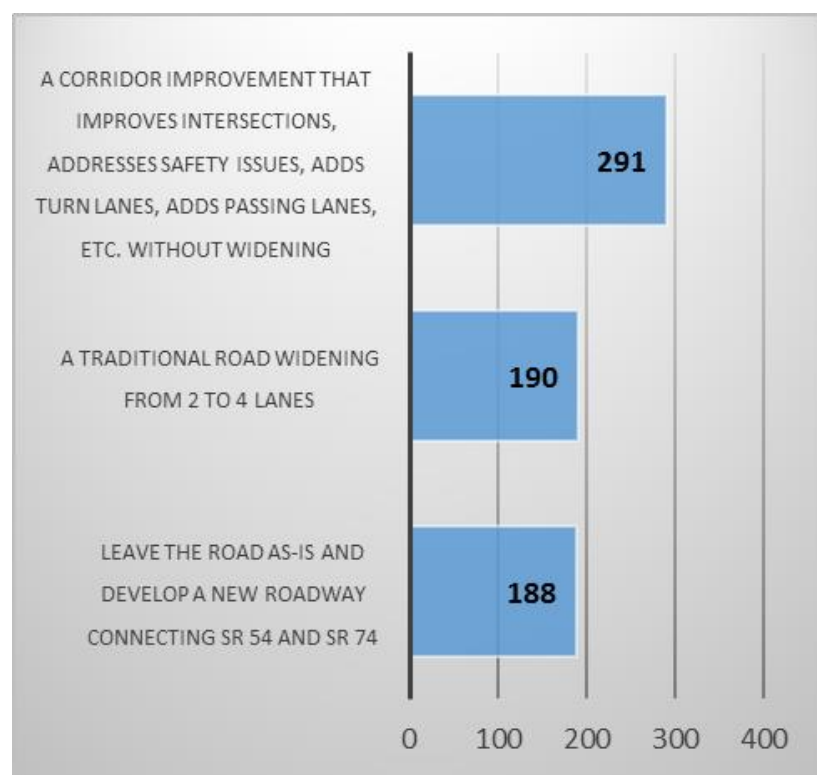


Figure A-23: How Important is a path system along Sandy Creek Road in addition to automobile improvements?

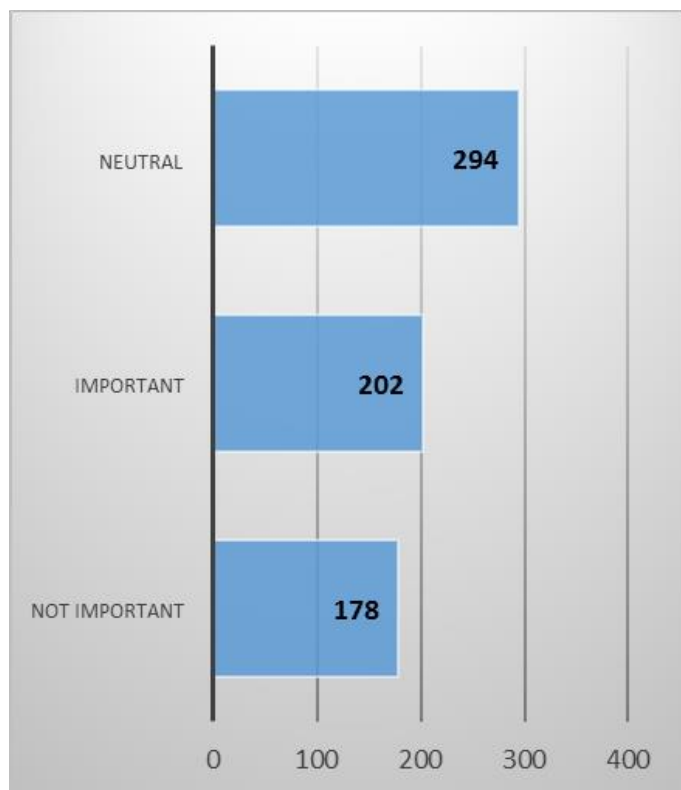


Figure A-24: What is the best way to address the issues identified along Tyrone Road?

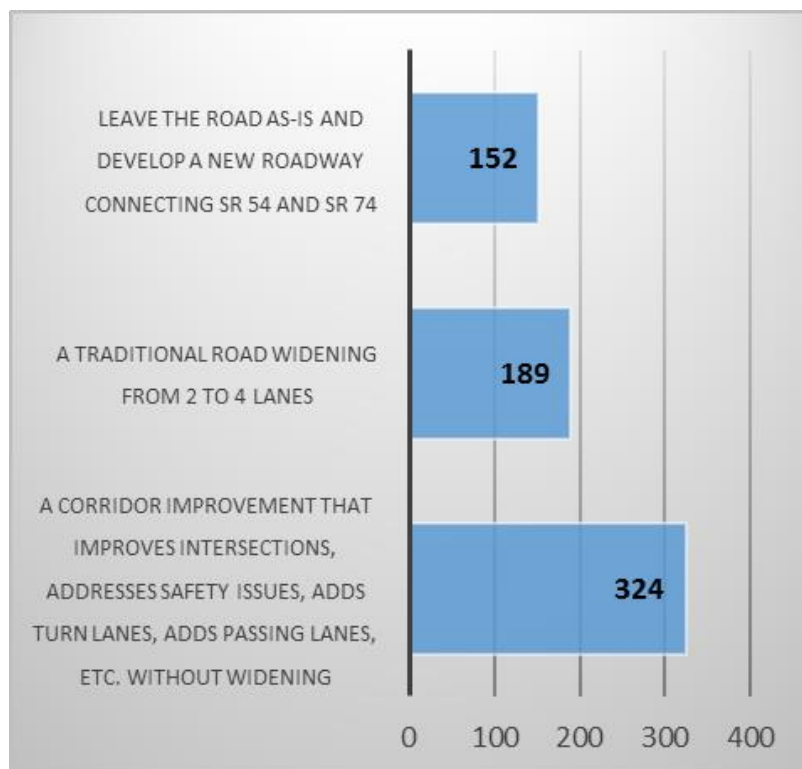
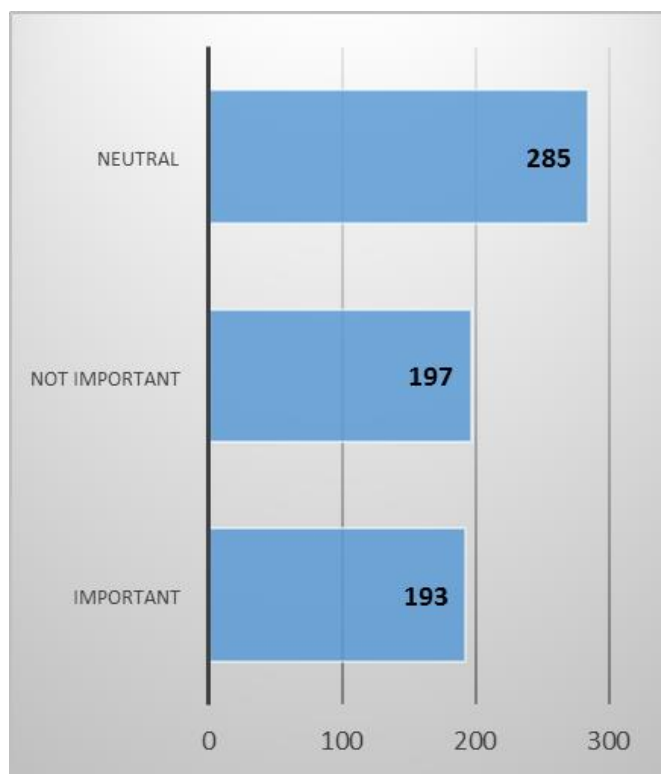
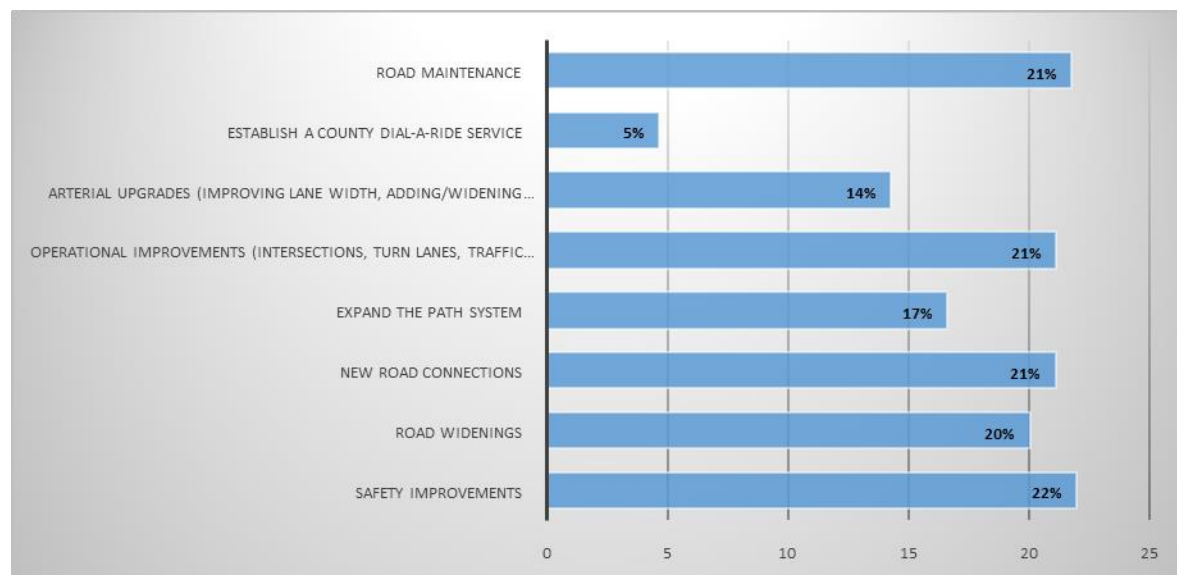


Figure A-25: How Important is a path system along Tyrone Road in addition to automobile improvements?



The second section of the survey focused on several transportation options, transportation funding, and connectivity. Participants were asked how they would allocate SPLOST funding (percentage) to the following transportation improvements: safety improvements, road widenings, new road connections, expand the path system, operational improvements, arterial upgrades, establish a county Dial-A-Ride, and road maintenance (**Figure A-26**).

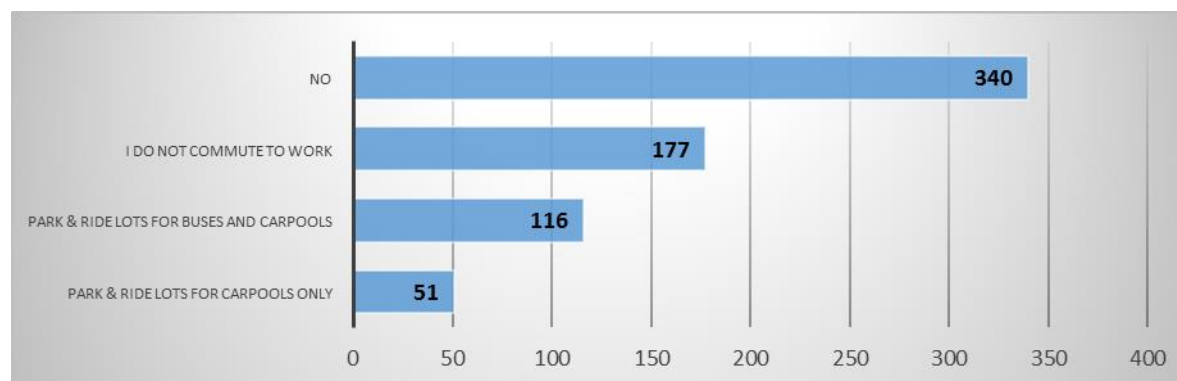
Figure A-26: If you were to allocate SPLOST funding to transportation projects what percentage would you spend on each type of improvement?



Five of the improvements had an average allocation of 20% to 22%, with the highest allocation for “safety improvements”, followed by “road maintenance”, “operational improvements” and “new road connections” with averages of 22%, and then “road widening” with an average allocation of 20%. Both “expand the path system” and “arterial upgrades” had average allocations in the teens. The lowest average allocation was for “establish a county Dial-A-Ride”.

The next question asked if participants would utilize park & ride lots for carpooling and bus service to commute to work if they were available. Most of the participants (67%), when disregarding the non-commuters, indicated that they would not utilize a park & ride lot to commute to work (**Figure A-27**).

Figure A-27: Clayton, Fulton, and Coweta Counties have park & ride lots that allow for both carpooling and bus services. Would you use either of the following for your commute to work if they were available in Fayette County?



The following two questions asked participants to determine which was more important to them: develop alternative corridors within Fayette County, widen existing roads and preserve the rural

character of Fayette County, or address congestion (**Figures A-28 and A-29**). For both questions the responses were close with 52% of participants favoring developing alternative corridors over widening existing roads (48%) and 56% participants favoring addressing congestion over preserving the rural character of Fayette County (44%).

Figure A-28: Is it more important to develop alternative corridors (i.e. build new roads) within Fayette County or to widen existing roads?

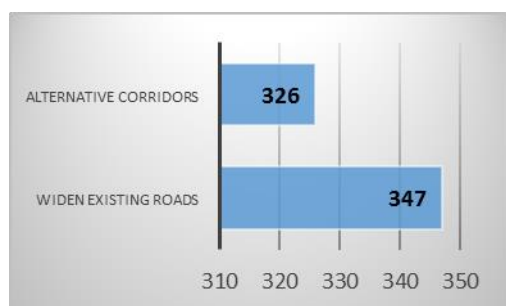
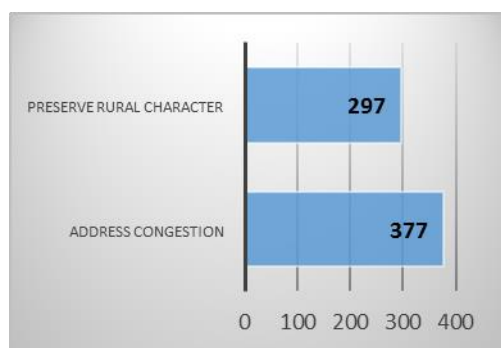
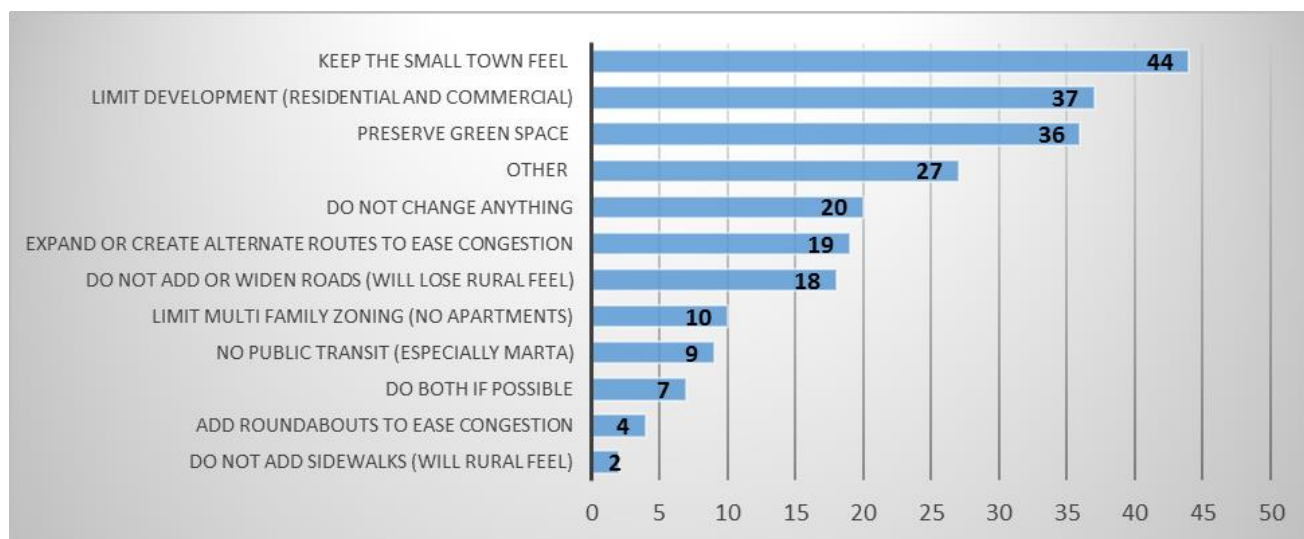


Figure A-29: Is it more important preserve the rural character of Fayette County or to address congestion?



All participants that indicated that they favored the preservation of Fayette County’s rural character were then asked what that meant to them. Twelve main themes were found in the responses as seen in **Figure A-30** below. The most reoccurring definition of "Preserve Rural Character" was “keeping the small-town feel” as seen in one participant’s comment: “The rural, small town feel of Fayette cities is what drew me to the area. Keep the trees and houses with yards. I don’t want major roads, or development so congested that all the cities connect down the highways with gas stations and more half-used commercial lots”. Another participant said, “keeping the town from becoming more like a city, more of a small feel, and less of the big feel”. Two themes emerged as the next most often definitions of “Preserve Rural Character” and they were; “Limit Development” (37) and “Preserve Green Space” (36). Participants specified that limiting development included both commercial and residential development. One participant pointed out; “continue to be cautious in developing beyond our ability to absorb new residents. Each new home creates more obligations for infrastructure.” The already existing greenspace in Fayette county was mentioned multiple times as well as the need to preserve it as seen in this comment, “The golf cart trails are just beautiful and there's no other place in GA like Fayette County. The nature needs to be preserved”. Twenty participants left comments stating that nothing needed to be changed in Fayette County as it is great the way it is as highlighted in this comment, “We want to keep Fayetteville the way it is that is why we love it, and everyone moves here. “

Figure A-30: If you selected "Preserve Rural Character", please provide a few words explaining what that means to you.



The final question asked participants if Fayette County should pursue new or expanded regional connection to neighboring counties and if so what areas are of concern? Most of the participants (58%) responded no to regional connections while 42% responded yes (**Figure A-31**). Of the participants that responded yes, 25 agreed that connectivity was needed to Coweta County, while 11 participants identified the interstate and expressway, and 5 pointed to Newnan.

Figure A-31: Should Fayette County pursue new or expanded regional connections with neighboring Counties?

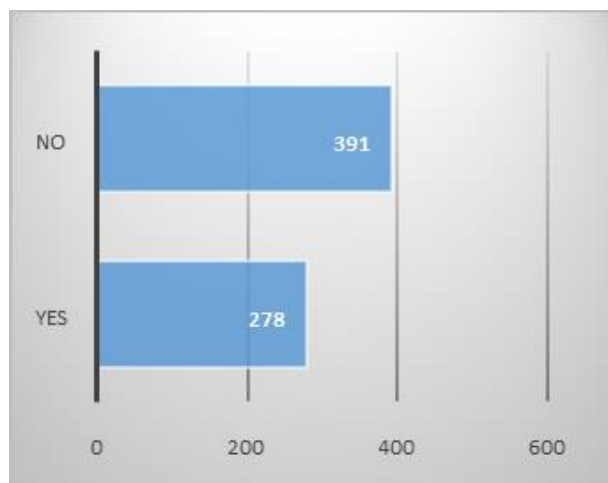


Table A-8: Areas of concern Locations identified as Needing Connectivity

Location	Responses
Coweta	25
Newnan	5
Henry	2
Fairburn	1
Fulton	2
Clayton	2
Interstate / Expressway	11
Sharpsburg	1

Appendix B: Survey Results

Q1 What is your favorite / the best thing about the transportation system in Fayette County?

Answered: 633 Skipped: 138

#	RESPONSES	DATE
1	No Transit Service Private automobiles are the predominate mode of transportation.	3/26/2018 2:09 PM
2	No Positives Nothing I moved here to get away from all this congestion.	3/26/2018 2:03 PM
3	Roadway Network Logical north/south and east/west corridors. Lovely roadscapes.	3/25/2018 8:53 PM
4	Golf Cart Path System cart paths and I wish there were some from Brooks to PTC, most of our sidewalks are a waste	3/23/2018 5:45 PM
5	Roadway Network Good roads/connectivity	3/23/2018 2:57 PM
6	Transportation Services Fayette Senior Services Transportation Programs	3/22/2018 4:44 PM
7	Lack of Facilities Least favorite: Lack of sidewalks; not bike or pedestrian friendly streets	3/22/2018 4:16 PM
8	Transportation Services Fayette Senior Services transportation for older adults.	3/22/2018 2:25 PM
9	No Transit Service The lack of a bus system	3/22/2018 12:22 PM
10	No Transit Service No mass transit!	3/22/2018 8:57 AM
11	No Transit Service No buses clogging roads	3/21/2018 11:37 PM
12	Other It has the potential to be a lot better.	3/21/2018 11:26 PM
13	Golf Cart Path System Golf cars	3/21/2018 10:01 PM
14	Golf Cart Path System New Roundabouts I like the new roundabouts and the extensions to the golf cart paths to get to SMHS.	3/21/2018 9:56 PM
15	Lack Traffic Congestion Lower traffic congestion than most metro-alt counties, at least for now. Doubtful about the future, however.	3/21/2018 9:36 PM
16	Ped & Bike Facilities Large sidewalks	3/21/2018 9:35 PM
17	No Transit Service There is no public transportation that I am aware of.	3/21/2018 9:12 PM
18	New Roundabouts Addition of the new traffic circles	3/21/2018 9:10 PM
19	No Transit Service Everyone has their private cars. No public transport system is Needed in Fayette county.	3/21/2018 8:28 PM
20	Ped & Bike Facilities Sidewalks	3/21/2018 8:17 PM
21	Roadway Network Roads are easy to navigate.	3/21/2018 8:16 PM
22	Rural Roadways Driving through the rural areas - very pleasant.	3/21/2018 7:52 PM
23	Well Maintained Roadways County roads are generally smooth and kept up (not same with city streets).	3/21/2018 6:51 PM
24	Flashing Yellow Turn Sign Well Maintained Roadways Fairly good roads and sensor traffic lights.	3/21/2018 5:46 PM
25	No Positives Is there one?	3/21/2018 5:19 PM
26	No Transit Service That we do not HAVE ONE! Completely opposed to one or any!!	3/21/2018 3:32 PM
27	No Transit Service that there is no public transportation to bring down scum from Clayton and Fulton county	3/21/2018 3:14 PM
28	No Transit Service Totally against public transportation	3/21/2018 2:45 PM
29	Ped & Bike Facilities The wide sidewalks along Hwy 54 and other streets.	3/21/2018 2:36 PM
30	No Transit Service No mass transit	3/21/2018 2:31 PM
31	Well Maintained Roadways Roads are kept in reasonably good condition.	3/21/2018 2:21 PM
32	No Positives Nothing	3/21/2018 2:21 PM
33	No Positives Hmmmm...not sure!	3/21/2018 1:34 PM
34	Golf Cart Path System I wasn't aware there was a transportation system in Fayetteville. As far as roads/paths go, it would be nice if people with golf carts in Fayetteville had access to paths in PTC along Redwine Road.	3/21/2018 1:32 PM
35	No Transit Service No Marta	3/21/2018 1:22 PM
36	No Positives nothing	3/21/2018 12:26 PM
37	Golf Cart Path System Golf cart path	3/21/2018 11:59 AM
38	No Transit Service No buses.	3/21/2018 11:53 AM
39	No Positives Nothing	3/21/2018 11:29 AM
40	No Positives None.	3/21/2018 11:26 AM
41	No Positives There is none	3/21/2018 11:21 AM
42	Good Roadway Signage Most of the roads have good signage.	3/21/2018 11:08 AM
43	No Positives there isn't one	3/21/2018 11:04 AM
44	Specific Roads or Project 92 realignment	3/21/2018 10:55 AM
45	Well Maintained Roadways The actual roads are in good shape	3/21/2018 10:42 AM
46	New Roundabouts The roundabouts. Keep them coming!	3/21/2018 10:42 AM
47	Other 55 mph speed limit on 54 and 74	3/21/2018 10:41 AM
48	Golf Cart Path System Golf carts and path system!	3/21/2018 10:41 AM

49	New Roundabouts	Round abouts. The use of these have made many 4 way stops so much easier. I live near and use the Hood/Forest Ave round about daily. It is wonderful.	3/21/2018 10:21 AM
50	No Transit Service	There isn't mass transit attempting to navigate streets that aren't designed for it.	3/21/2018 10:17 AM
51	No Transit Service	That we don't have a bus or train system. Not needed	3/21/2018 10:16 AM
52	None Poor Roadway Mainten	There is a transportation system in Fayette County? The roads need to be fixed and the lack of multiple roads to Coweta should be address so the horrible 74/54 intersection can provide its function instead of a headache.	3/21/2018 9:25 AM
53	Roadway Network	Few signals and open roads.	3/21/2018 9:23 AM
54	Roadway Network	Easy access to most areas with minimal hinderances except the 54/74 intersection .	3/21/2018 1:36 AM
55	Lack Traffic Congestion	It thins out on Sundays.	3/20/2018 7:29 PM
56	New Roundabouts	Roundabouts	3/20/2018 6:54 PM
57	New Roundabouts	Round-a-bouts	3/20/2018 6:54 PM
58	Other	Predictable.	3/20/2018 4:02 PM
59	Golf Cart Path System	Peachtree City's golfcart paths	3/20/2018 12:55 PM
60	Limited Traffic Lights	Lights seem to be timed efficiently	3/20/2018 12:15 PM
61	New Roundabouts	I like the roundabouts in Fayetteville. They keep traffic moving and as far as I am concerned are very safe.	3/20/2018 9:33 AM
62	No Transit Service	No public transportation.	3/20/2018 8:42 AM
63	No Transit Service	Ped & Bike Facilities That we do not have MARTA here and instead have the option for extending bike paths, pedestrian paths, and maybe golf cart paths. I like there is more than one way around the square though that is getting congested.	3/20/2018 8:17 AM
64	Ped & Bike Facilities	Bicycle lanes	3/19/2018 10:39 PM
65	No Transit Service	My favorite thing about Fayette County is that there is no public transportation along the roads. Please keep it this way!	3/19/2018 9:08 PM
66	Golf Cart Path System	Golf cart paths	3/19/2018 8:18 PM
67	Golf Cart Path System	No Transit Service Golf cart paths and NOT having public transportation	3/19/2018 7:24 PM
68	Well Maintained Roadways	Roads appear to be in decent shape.	3/19/2018 5:55 PM
69	Transportation Services	Fayette Senior Services senior transportation program.	3/19/2018 10:31 AM
70	Well Maintained Roadways	The roads are generally in very good condition	3/19/2018 9:46 AM
71	Golf Cart Path System	Specific Roads or Project West Bypass, Macduff Parkway extension, cart path in PTC	3/18/2018 10:07 PM
72	Roadway Network	Highways are convenient. We can get anywhere within the county quickly.	3/18/2018 9:15 PM
73	Well Maintained Roadways	The roads are generally kept in good condition. I do not see many potholes and much trash along them.	3/18/2018 10:50 AM
74	No Positives	fayetteville has nothing only ptc	3/18/2018 9:25 AM
75	Rural Roadways	There is still the traditional small town feel. No matter what, PLEASE keep it that way!!	3/18/2018 9:02 AM
76	Golf Cart Path System	The golf cart paths	3/18/2018 7:00 AM
77	Other	It is good for those who live here	3/17/2018 11:04 PM
78	Roadway Network	Easy to get around.	3/17/2018 10:10 AM
79	No Positives	We have a transportation system?	3/17/2018 9:00 AM
80	Specific Roads or Project	One way roads thru Fayetteville	3/17/2018 8:51 AM
81	Ped & Bike Facilities	Sidewalks in town	3/16/2018 11:51 PM
82	Roadway Network	Alternate routes that bypass the worst intersections	3/16/2018 9:33 PM
83	No Transit Service	There are no city buses	3/16/2018 6:07 PM
84	New Roundabouts	Specific Roads or Project Turn abouts & resurfacing parts of 85.	3/16/2018 4:26 PM
85	Roadway Network	Plenty of alternate routes if one is backed up	3/16/2018 2:40 PM
86	New Roundabouts	Roundabouts	3/16/2018 1:39 PM
87	Well Maintained Roadways	Roads are always well maintained	3/16/2018 11:41 AM
88	No Positives	nothing, there are too many people and not enough road. All the roads narrow into each other	3/16/2018 10:48 AM
89	No Positives	I do not have a favorite thing	3/16/2018 10:08 AM
90	No Transit Service	NO BUS LINE	3/16/2018 9:33 AM
91	Other	It's been growing to accommodate the county's growth.	3/16/2018 9:27 AM
92	Well Maintained Roadways	MOST roads are well maintained	3/16/2018 9:19 AM
93	None Poor Roadway Mainten	Roads need work pot holes and stripes!!!! If it's raining you can't see the lines	3/16/2018 8:26 AM
94	Flashing Yellow Turn Sign	Golf Cart Path System Ped & Bike Facilities Sidewalks and golf cart paths, left turn yellow arrows at multiple intersections, turn lanes are plentiful.	3/16/2018 8:01 AM
95	Golf Cart Path System	The golf cart path system in P'tree City.	3/16/2018 7:10 AM
96	Other	This question is vague. We need public affordable transportation.	3/15/2018 11:07 PM
97	No Positives	Not much, lanes not wide enough to share with trucks (tracker trailers all types). If they swerve it's a head on collision.	3/15/2018 6:45 PM
98	New Roundabouts	Round abouts	3/15/2018 9:13 AM
99	Flashing Yellow Turn Sign	the blinking yellow turn signals	3/15/2018 8:46 AM

100	Golf Cart Path System	The golf cart paths	3/15/2018 8:31 AM
101	Golf Cart Path System	My favorite aspect of the Fayette County transportation system is the beautiful way in which golf cart paths are incorporated and can be utilized by both pedestrians and golf carts.	3/15/2018 8:27 AM
102	No Transit Service	There is no transportation system in Fayette County	3/14/2018 10:55 PM
103	No Transit Service	No buses	3/14/2018 10:33 PM
104	Well Maintained Roadways	The roads are kept in good repair	3/14/2018 10:19 PM
105	Other	county wants to improve the system	3/14/2018 8:47 PM
106	Golf Cart Path System	Fayetteville should golf paths	3/14/2018 6:52 PM
107	Golf Cart Path System	Growth of golf cart path usage	3/14/2018 5:15 PM
108	Lack of Facilities	NOT bicycle friendly.	3/14/2018 4:56 PM
109	Well Maintained Roadways	good roads	3/14/2018 3:43 PM
110	Well Maintained Roadways	Condition of the county roads are well maintained.	3/14/2018 2:55 PM
111	Limited Traffic Lights	Minimal traffic lights at intersections. Natural buffers retained along roads.	3/14/2018 2:23 PM
112	No Positives	dont have one	3/14/2018 1:41 PM
113	Well Maintained Roadways	Good roads	3/14/2018 1:16 PM
114	Good Roadway Signage	The clear signage	3/14/2018 1:12 PM
115	No Transit Service	No buses	3/14/2018 1:02 PM
116	Golf Cart Path System	The golf carts/ golf cart trails	3/14/2018 12:56 PM
117	Other	The willingness to get comments about changes from the residents	3/14/2018 12:54 PM
118	Specific Roads or Project	Redwine Rd is only two lanes.	3/14/2018 12:41 PM
119	No Positives	Nothing. There isnt one.	3/14/2018 12:34 PM
120	Lack Traffic Congestion	Lighter traffic than Atlanta	3/14/2018 11:30 AM
121	Golf Cart Path System	Good Roadway Signage Golf cart paths in summer and easy to read street signs	3/14/2018 11:14 AM
122	Roadway Network	It is a good system that works for the most part!	3/14/2018 11:12 AM
123	Golf Cart Path System	Golf cart paths in PTC	3/14/2018 10:55 AM
124	Golf Cart Path System	Golf carts for sure!	3/14/2018 10:43 AM
125	Golf Cart Path System	Having golf cart paths.	3/14/2018 10:17 AM
126	Golf Cart Path System	Ped & Bike Facilities Expansion of bike/cart paths	3/14/2018 10:10 AM
127	Golf Cart Path System	Specific Roads or Project I like that high school students can golf cart to school. However, I think there needs to be an emphasis on safety when driving, especially to school on the path from Redwine over to the school.	3/14/2018 10:07 AM
128	No Positives	N/A	3/14/2018 9:46 AM
129	Golf Cart Path System	Golf cart paths	3/14/2018 9:30 AM
130	Golf Cart Path System	The golf carts in Peachtree City	3/14/2018 8:54 AM
131	Well Maintained Roadways	Seems to be well maintained.	3/14/2018 7:39 AM
132	Lack Traffic Congestion	No traffic	3/14/2018 7:09 AM
133	Golf Cart Path System	The golf cart path system	3/13/2018 6:26 PM
134	Roadway Network	good road system both east-west and north-south	3/13/2018 10:49 AM
135	Golf Cart Path System	No Transit Service golf cart paths; minimal public transportation.	3/13/2018 12:02 AM
136	No Interstate in County	There is not an interstate highway. This is a plus and one reason we live here.	3/12/2018 4:41 PM
137	Specific Roads or Project	glad we are making progress, but some of it does not seem logical (i.e., 2 right turn lanes instead of 2 left turn lanes coming off of Hood Ave/Forrest Ave. You can turn right on red, but left turns have to wait on the light. During peak times traffic is backing up into the roundabout.)	3/12/2018 2:00 PM
138	Lack Traffic Congestion	There's relatively not a lot of traffic.	3/12/2018 10:22 AM
139	Rural Roadways	The south end is still rural.	3/12/2018 12:48 AM
140	Lack Traffic Congestion	Generally NOT congested. Only at intersection of 54 and 85 mostly	3/11/2018 10:32 PM
141	Lack Traffic Congestion	it is not as crowded as ATL or other locations	3/11/2018 9:37 PM
142	Ped & Bike Facilities	Automobile/bicycle/pedestrian friendly.	3/11/2018 8:16 PM
143	No Interstate in County	No interstate highways	3/11/2018 6:46 PM
144	Lack Traffic Congestion	Low traffic generally	3/11/2018 6:17 PM
145	Golf Cart Path System	Cart paths enable alternative routes and transportation modes.	3/11/2018 5:50 PM
146	Well Maintained Roadways	Decent roads that are ok for current traffic.	3/11/2018 1:34 PM
147	Golf Cart Path System	Golf Carts North South Transportation	3/11/2018 12:47 AM
148	Golf Cart Path System	cart paths.	3/10/2018 2:11 PM
149	Golf Cart Path System	The golf carts	3/10/2018 10:50 AM

150	No Transit Service	Golf carts paths & that we currently don't have public trans. Why would this county push for public trans that will bring in more 'low life scums/criminals' to this area. The crime in our county is already on the rise, which is impacting our safety and decreasing our real estate/home value. I'm not racist at all, but facts & history don't lie. When an area that is a majority of caucasians changes to an area where caucasians are a minority, crime increases, property values decrease. Areas that bring in public trans also has an increase in crime. Do your research! Public trans will 'break the straw on the camels back' for Fayette County as the county has been deminishing since the opening of the Fayette Pavillion. Fayetteville is steadily looking alot like Riverdale, Union City, Old National with empty retail space, decrease in real estate/home values, & increase in crime. Public Trans coming to Fayette will just speed up the process and continue the downward spiral. I have lived in Fayetteville my whole life and i am 47 yrs old. I have first hand knowledge of watching this county go down the drain. I am actually about to put my house up for sale and moving out of this county. I have completed extensive research in regards to this county bringing in public trans and have concluded that, what I stated above, to be true. Obviously the ignorant transportation community and county board has not completed their personal analysis or facts gathering, as they continue to push for this public trans to finish deminishing this county.	3/10/2018 7:54 AM
151	No Transit Service	That there is no MARTA. Keep it out of Fayetteville!	3/9/2018 11:53 PM
152	Golf Cart Path System	The golf cart paths.	3/9/2018 11:37 PM
153	No Positives	Absolutely nothing	3/9/2018 7:55 PM
154	Plentiful Free Parking	Plenty of free parking.	3/9/2018 7:47 PM
155	Well Maintained Roadways	Well maintained.	3/9/2018 4:51 PM
156	Lack Traffic Congestion	With 2 NOTABLE exceptions, traffic is well managed.	3/9/2018 2:44 PM
157	Lack Traffic Congestion	Not many cars.	3/9/2018 2:07 PM
158	Golf Cart Path System	I like golf cart paths to allow other alternatives to the traffic back ups.	3/9/2018 11:49 AM
159	No Positives	Not much	3/9/2018 11:15 AM
160	Lack Traffic Congestion	Roadway Network Well Maintained Roadways Other than a few congested intersections/areas traffic is light to moderate. Roads are generally in good condition (Hwy 54 needs repaving). Most roads are laid out such that they are scenic or pleasant	3/9/2018 11:09 AM
161	Roadway Network	We have streets. We need bike paths and trails that actually loop.	3/9/2018 10:46 AM
162	Golf Cart Path System	Golf cart paths and their beauty traveling through the woods!	3/9/2018 10:44 AM
163	Ped & Bike Facilities	Walk/bike trails	3/9/2018 10:40 AM
164	Lack Traffic Congestion	Lack of congestion in most areas	3/9/2018 9:25 AM
165	No Positives	Nothing	3/9/2018 12:15 AM
166	No Positives	there isnt one	3/8/2018 11:04 PM
167	No Positives	nothing	3/8/2018 10:59 PM
168	Ped & Bike Facilities	Accessible walking trails and sidewalks.	3/8/2018 10:05 PM
169	No Positives	hard to say as I believe whomever is making these decisions, specifically in Peachtree City, does not have a clue!	3/8/2018 9:57 PM
170	No Transit Service	No public buses stopping and holding up traffic	3/8/2018 9:46 PM
171	Lack Traffic Congestion	Usually not too crowded	3/8/2018 9:00 PM
172	Golf Cart Path System	Golf cart paths	3/8/2018 8:15 PM
173	Golf Cart Path System	Golf carts. I wished they extended everywhere	3/8/2018 7:43 PM
174	No Positives	That there isn't one	3/8/2018 5:07 PM
175	Ped & Bike Facilities	multi-use paths	3/8/2018 5:04 PM
176	None Poor Roadway Mainten	I'm okay with the system routes. My problem is with road conditions and greenery maintenance, there is always a need for improvement.	3/8/2018 3:44 PM
177	No Transit Service	No buses!	3/8/2018 2:47 PM
178	No Positives	Fayette Transportation is uninspiring. No public transportation, no Park-N-Ride for a light rail to the Airport. Hello! A lot of Delta families & business people who travel often have to drive to & from the airport. I moved from the Bay Area, and am very disheartened by the lack of Public Transit in Fayette County, mainly Peachtree City.	3/8/2018 2:01 PM
179	Golf Cart Path System	Ped & Bike Facilities Golf/walk paths.	3/8/2018 1:34 PM
180	No Positives	What transportation system!?!?	3/8/2018 1:03 PM
181	No Positives	There is nothing that is a favorite. We have to much traffic going thru	3/8/2018 12:53 PM
182	No Transit Service	No buses, no rail.	3/8/2018 12:42 PM
183	No Positives	N/a	3/8/2018 11:07 AM
184	Golf Cart Path System	Roadway Network back roads and golf cart paths	3/8/2018 10:58 AM
185	Well Maintained Roadways	Overall the roads are consistently in good shape.	3/8/2018 10:12 AM
186	Golf Cart Path System	Cart paths in Peachtree City	3/8/2018 9:44 AM
187	No Transit Service	That it DOES NOT connect to MARTA in any way	3/8/2018 9:29 AM
188	No Transit Service	No transit in Fayette County	3/8/2018 9:03 AM
189	No Positives	Everything	3/8/2018 8:56 AM
190	No Transit Service	No public transportation	3/8/2018 8:16 AM
191	No Transit Service	No public transportation system	3/8/2018 8:08 AM
192	Golf Cart Path System	Golf cart paths	3/8/2018 6:14 AM
193	Rural Roadways	What transportation system? Oh, you mean the road system. Well, I guess the back roads are good, the ones that have a good surface anyway.	3/8/2018 1:21 AM
194	No Positives	Nothing	3/8/2018 12:50 AM
195	No Positives	Is there one..?	3/8/2018 12:35 AM

196	Golf Cart Path System	Golfcart and golfcartpaths	3/7/2018 10:35 PM
197	No Transit Service	The best thing about the Fayette Co. transportation is NO Public Bus or Rail Lines are available. This keeps the county as a desirable place to live.	3/7/2018 10:27 PM
198	No Transit Service	No public transportation	3/7/2018 10:24 PM
199	No Positives	What transportation system?	3/7/2018 10:04 PM
200	Golf Cart Path System	The golf cart paths in Peachtree City are great!	3/7/2018 9:56 PM
201	No Transit Service	No buses	3/7/2018 9:53 PM
202	No Transit Service	The freedom to drive and no buses.	3/7/2018 9:48 PM
203	Golf Cart Path System	Golf cart paths	3/7/2018 9:34 PM
204	No Transit Service	Well Maintained Roadways Roads are in good shape, do not feel like we should have any kind of bus system in the county.	3/7/2018 9:32 PM
205	Roadway Network	I can use roads with nice scenery to get most places I go.	3/7/2018 9:23 PM
206	Golf Cart Path System	Golf cart trails	3/7/2018 8:33 PM
207	No Transit Service	There are no busses or rail to cause problems	3/7/2018 8:29 PM
208	No Positives	Not much right now.	3/7/2018 8:29 PM
209	No Positives	What transportation system? County school buses? Where is GRTA. Nothing to like when nothing exists	3/7/2018 8:28 PM
210	New Roundabouts	Rural Roadways round about are great addition. Country roads with not alot of traffic.	3/7/2018 8:26 PM
211	No Transit Service	no buses	3/7/2018 8:26 PM
212	Other	The need to be self reliant to get around.	3/7/2018 8:20 PM
213	No Transit Service	No public transportation to congest and slow traffic. I lived in Fulton County for years and mass transit is a nightmare! I moved here to get away from it!	3/7/2018 6:46 PM
214	No Transit Service	No city buses	3/7/2018 5:44 PM
215	Specific Roads or Project	Thank you for widening 74 and 54 , it's not enough	3/7/2018 4:39 PM
216	Golf Cart Path System	Golf Cart Trails	3/7/2018 3:49 PM
217	Golf Cart Path System	Golf cart paths	3/7/2018 3:37 PM
218	No Positives	Not much is good	3/7/2018 12:40 PM
219	Golf Cart Path System	Ped & Bike Facilities multi-use paths	3/7/2018 12:31 PM
220	No Positives	Nothing! They have absolutely butchered almost every intersection in Peachtree City and their planning skills are that of a 4 year old	3/7/2018 11:52 AM
221	Limited Traffic Lights	sequence of traffic lights	3/7/2018 11:36 AM
222	Golf Cart Path System	Cart paths throughout Peachtree City.	3/7/2018 11:29 AM
223	Golf Cart Path System	Golf cart community. Helps ease traffic.	3/7/2018 11:26 AM
224	Golf Cart Path System	The golf cart paths in Peachtree City.	3/7/2018 11:26 AM
225	Lack Traffic Congestion	The small amounts of traffic	3/7/2018 10:49 AM
226	No Positives	Does Fayette County even have a transportation system?	3/7/2018 10:21 AM
227	Golf Cart Path System	Golf Cart paths	3/7/2018 9:48 AM
228	No Positives	I honestly can't think of a favorite now. It appears the cities have outgrown the normal 54/74 route.	3/7/2018 9:15 AM
229	No Transit Service	no buses or rails. Please no Marta	3/7/2018 8:43 AM
230	Well Maintained Roadways	Roads are in good condition.	3/7/2018 8:29 AM
231	Lack Traffic Congestion	other than the Hwy 54 & 74 intersection for the most part the traffic moves pretty well. Also like the low density of traveling the 74 corridor	3/7/2018 8:27 AM
232	Golf Cart Path System	Golf cart paths, but it needs extension to Fayetteville helping to connect neighborhood by the downtown area for access	3/7/2018 7:21 AM
233	No Positives	Nothing... Do not want it.	3/7/2018 12:53 AM
234	Roadway Network	ease of access	3/7/2018 12:33 AM
235	Golf Cart Path System	Cart paths	3/7/2018 12:15 AM
236	Rural Roadways	I love driving on 2 lane roads in a rural environment.	3/6/2018 11:51 PM
237	Golf Cart Path System	Golf carts!	3/6/2018 10:59 PM
238	Lack Traffic Congestion	for the most part, traffic is minimal	3/6/2018 9:25 PM
239	Other	We are not the Northside yet for travel.	3/6/2018 9:17 PM
240	No Positives	We do not have enough roads for the growth of Fayette County.	3/6/2018 8:25 PM
241	Golf Cart Path System	The golf cart paths of PTC.	3/6/2018 8:19 PM
242	No Transit Service	No buses or public transportation	3/6/2018 8:12 PM
243	No Positives	None	3/6/2018 7:26 PM
244	Golf Cart Path System	Golf cart paths	3/6/2018 7:11 PM
245	Golf Cart Path System	Golf cart paths. Should be everywhere for bikes, etc., too.	3/6/2018 6:40 PM
246	Roadway Network	That it's one of the few accessible activities within the county so we can do it as a family.	3/6/2018 5:49 PM
247	Specific Roads or Project	It is improving. With the passage of the SPLOST, the road improvements overall are very noticeable. You did not ask for it here, but I am disappointed, however, in the marginal quality road paving done in my subdivision some years ago (The Dix-Lee'On). The quality of workmanship roadwork done in my subdivision pales in comparison to the paving done on state routes and major roads throughout the county.	3/6/2018 5:04 PM

248	Well Maintained Roadways	ROAD CONDITIONS	3/6/2018 2:34 PM
249	No Transit Service	NO marta or public transportation	3/6/2018 12:24 PM
250	Golf Cart Path System	cart paths in PTC	3/6/2018 10:33 AM
251	Golf Cart Path System	Golf cart paths	3/6/2018 10:01 AM
252	Golf Cart Path System	Golf Cart paths.	3/6/2018 9:54 AM
253	Golf Cart Path System	New Roundabouts Cart paths and new intersection roundabouts	3/6/2018 8:40 AM
254	Roadway Network	Back roads that offer alternative routes	3/6/2018 2:50 AM
255	No Transit Service	That we do NOT have buses	3/6/2018 1:36 AM
256	Golf Cart Path System	Ped & Bike Facilities options to using the auto.	3/6/2018 12:36 AM
257	Golf Cart Path System	golf cart paths	3/6/2018 12:30 AM
258	No Transit Service	No buses	3/5/2018 11:46 PM
259	Well Maintained Roadways	good roads	3/5/2018 11:30 PM
260	Golf Cart Path System	Golf. Cart path	3/5/2018 11:29 PM
261	No Transit Service	No public transportation from atlanta g	3/5/2018 11:07 PM
262	No Interstate in County	Fayette County is landlocked and I like that about the county.	3/5/2018 10:41 PM
263	No Positives	It is limited!	3/5/2018 10:01 PM
264	Lack Traffic Congestion	Traffic seems to move despite volume and pot holes everywhere .	3/5/2018 9:53 PM
265	Golf Cart Path System	Lack Traffic Congestion Ped & Bike Facilities Well Maintained Roadways Better than average roads/less congestion Multi-use path system (where installed)	3/5/2018 9:33 PM
266	Golf Cart Path System	Cart paths	3/5/2018 8:13 PM
267	Golf Cart Path System	Communities with cart paths.	3/5/2018 7:49 PM
268	No Transit Service	No buses	3/5/2018 6:46 PM
269	Golf Cart Path System	Ped & Bike Facilities Multi use paths to get around.	3/5/2018 5:09 PM
270	Golf Cart Path System	Ped & Bike Facilities Multi-use paths	3/5/2018 4:11 PM
271	Golf Cart Path System	Golf cart paths	3/5/2018 4:01 PM
272	No Positives	I didn't know that there is a transportation system in Fayette County	3/5/2018 3:50 PM
273	Golf Cart Path System	I would love to see more golf cart paths in Fayetteville.	3/5/2018 2:34 PM
274	Golf Cart Path System	The golf cart paths in PTC	3/5/2018 1:48 PM
275	Well Maintained Roadways	Road conditions	3/5/2018 1:05 PM
276	Golf Cart Path System	cart paths	3/5/2018 3:17 AM
277	Golf Cart Path System	The golf cart paths. This is a unique feature of our community and it is great to keep expanding.	3/4/2018 9:22 PM
278	Golf Cart Path System	Golf cart paths and tunnels	3/4/2018 7:49 PM
279	New Roundabouts	Traffic Circle at Beauregard and Grady marked improvement from previous 4 way stop.	3/4/2018 5:40 PM
280	Other	The best thing about the transportation system is that local govt recognizes the system is in need of being improved to keep up with growing traffic.	3/3/2018 3:06 PM
281	Aesthetics	What transportation system? If you mean driving by car, some roads are scenic.	3/2/2018 12:45 PM
282	New Roundabouts	Roundabouts	3/2/2018 9:53 AM
283	Golf Cart Path System	Good Roadway Signage New Roundabouts Ped & Bike Facilities cart or bike trails, signs indicating bikers on roads, roundabouts	3/2/2018 7:04 AM
284	No Transit Service	I do not want a public transportation system in my county. I enjoy driving my car .	3/1/2018 11:09 PM
285	Golf Cart Path System	The golf cart paths	3/1/2018 10:36 PM
286	Limited Traffic Lights	traffic lights	3/1/2018 9:36 PM
287	No Positives	I do not have a favorite. Over the past 20 years it has been difficult to travel around the county. Need street lights.	3/1/2018 8:13 PM
288	No Positives	Other There is no transportation system I Fayette County. We desperately need a public transportation system.	3/1/2018 8:05 PM
289	Golf Cart Path System	Cart paths in Peachtree City that saves somewhat on traffic congestion although a lot of the congestion is coming and going to and from Newnan.	3/1/2018 7:59 PM
290	No Positives	There needs to be sidewalks, bike trails and golf cart trails in northern Fayette County. Currently, I have no favorite and/or best thing about the transportation system in Fayette County.	3/1/2018 6:33 PM
291	Specific Roads or Project	I grew up in Washington DC a place where transportation system meant that you didn't need a car. To me, we don't have that here, so this question is difficult to answer. I would say highway 74 if it was walkable.	3/1/2018 5:54 PM
292	New Roundabouts	New turn arounds to help traffic flow better.	3/1/2018 5:33 PM
293	Specific Roads or Project	The re-working of Hood Avenue / SR92 is great. Very smooth flow and you don't fear for your life turning left onto GA 85 like you used to.	3/1/2018 5:27 PM
294	Plentiful Free Parking	Larger than average parking areas	3/1/2018 5:21 PM
295	Golf Cart Path System	The golf cart paths	3/1/2018 2:01 PM
296	Golf Cart Path System	Cart use helps reduce car traffic, which is already horrendous.	3/1/2018 1:37 PM
297	Well Maintained Roadways	the conditions of the roads.	3/1/2018 1:32 PM
298	Roadway Network	I can drive my car where I need to go.	3/1/2018 1:08 PM
299	New Roundabouts	roundabouts	3/1/2018 10:49 AM

300	Well Maintained Roadways	For the most part Fayette County does a great job maintaining our roads!	3/1/2018 10:25 AM
301	Golf Cart Path System	Golf cart paths	3/1/2018 10:17 AM
302	Specific Roads or Project	On Hwy 54 red light are in sync - easy to go from PTC to Fayetteville	3/1/2018 8:42 AM
303	Specific Roads or Project	I am hoping that the needs of citizen off Hwy 314 will get a bike/golf path.	3/1/2018 6:30 AM
304	Golf Cart Path System Ped & Bike Facilities	Safe cart paths to run/bike/walk on and not be on the roadways.	2/28/2018 10:39 PM
305	Golf Cart Path System	Cart Paths	2/28/2018 10:17 PM
306	Golf Cart Path System	PTC cart path system	2/28/2018 9:37 PM
307	Roadway Network	ease of use	2/28/2018 7:07 PM
308	Golf Cart Path System	golf cart path's	2/28/2018 4:55 PM
309	Lack Traffic Congestion Well Maintained Roadways	wide roads, not overcrowded, very few potholes vs. North	2/28/2018 4:26 PM
310	No Transit Service	The absence of mass transit	2/28/2018 2:13 PM
311	Ped & Bike Facilities	Peachtree City Bike Paths	2/28/2018 1:30 PM
312	No Positives	it is not in peachtreecity	2/28/2018 12:14 PM
313	No Transit Service	NO Marta.	2/28/2018 10:42 AM
314	No Positives	I can't think of anything that is my "favorite" or "the best."	2/27/2018 11:10 PM
315	No Positives	N/A	2/27/2018 10:30 PM
316	Golf Cart Path System	Being able to go to so many places on the golf cart even though some of the paths are in bad shape	2/27/2018 9:58 PM
317	Golf Cart Path System	My family and I love the golf cart paths because it is a great way to spend quality family time along with friends enjoying the beautiful outdoors of Fayette County	2/27/2018 9:50 PM
318	Specific Roads or Project	Slow for improvement..Hwy 54 and Wellington place sub. Taking way too long.	2/27/2018 4:38 PM
319	No Positives	I am disappointed in current conditions too much commercial traffic on streets throughout the county	2/27/2018 3:22 PM
320	No Transit Service	There are no buses, street cars, light rail that we have had to pay for	2/27/2018 2:37 PM
321	Lack Traffic Congestion	Traffic is usually not congested	2/27/2018 2:32 PM
322	Roadway Network	It's a short distance to anywhere within the county.	2/27/2018 2:03 PM
323	Ped & Bike Facilities	The start of walkable paths to restaurants and stores.	2/27/2018 1:47 PM
324	Golf Cart Path System	The cart paths	2/27/2018 12:48 PM
325	No Transit Service	We don't have a transportation system. For now that's good, for sometime in future it would be nice to be linked in to the MARTA or other regional system when it's developed.	2/27/2018 12:30 PM
326	No Positives Other	odd question as there isn't an organized system. With UBER and Lyft, young folks have learned to get around.	2/27/2018 11:31 AM
327	No Transit Service	Very happy that there is no public transportation ! Please keep it that way	2/27/2018 10:38 AM
328	No Transit Service	The best thing about Fayetteville transportation is: Fayetteville does not have Marta Buses/transportation. I think public transportation, such as Marta only bring Crime to your City and/or County. Also Fayetteville is a "Small City" and we can not afford the "Financial Cost" of operating such a tremendous system. Another options: Fayette owned and operated it's own Buses (such as Cobb County) just within Fayette, not to go outside of Fayette. Constructing connectors to connect to other areas would be better as this would make travel time faster and there would be easier assess from one location to another.	2/27/2018 10:20 AM
329	Well Maintained Roadways	The infrastructure in the county seems to be in good condition.	2/27/2018 10:12 AM
330	No Positives	nothing, it is getting worse by the day	2/27/2018 9:36 AM
331	Other	The County is always seeking ways to improve our transportation system	2/27/2018 9:11 AM
332	Golf Cart Path System Ped & Bike Facilities	multi-use paths	2/27/2018 8:43 AM
333	No Positives	Nothing. There isn't a good transportation system in Fayette County. In addition to that, there are roads that need to be repaired, congestion at specific intersections that I avoid if at all possible, not a good system here.	2/27/2018 1:11 AM
334	Golf Cart Path System	Golf cart paths, except it is dangerous to connect from my neighborhood. Would love to access for walking and biking safely.	2/26/2018 11:31 PM
335	No Transit Service	No public transit	2/26/2018 11:10 PM
336	Golf Cart Path System	The carpaths in PTC. Other than that, there is no transportation system aside from vehicles.	2/26/2018 10:58 PM
337	Golf Cart Path System	Golf cart paths	2/26/2018 10:42 PM
338	Other	Auto	2/26/2018 10:39 PM
339	Well Maintained Roadways	Adequate roadways to traverse the county. Roads are generally well maintained throughout.	2/26/2018 10:31 PM
340	No Positives	I don't think the county and city have worked together to move traffic through Fayetteville in a timely fashion. I can't think of a favorite/best thing - you continue to allow more and more development without the roads etc. to support the traffic. Put a hold on development until you have a plan on how to handle the traffic.	2/26/2018 10:12 PM
341	Specific Roads or Project	Gridlock at 74 and 54	2/26/2018 9:53 PM
342	Golf Cart Path System	The golf carts of Peachtree City	2/26/2018 8:58 PM

343	Lack Traffic Congestion My favorite/best thing used to be how little traffic there was on both the state highways and the county roads. This allowed for safe bike riding and the feel of the simple, country life that we moved here for. We liked the fact that south Fayette County was far away from any interstates, which made for less traffic and crime. I still like the bucolic drives in south Fayette County and the fact that the county maintains the easements by mowing and removing any temporary advertising signs that are illegally placed there.	2/26/2018 8:25 PM
344	No Transit Service That there is not a bus system.	2/26/2018 8:20 PM
345	Golf Cart Path System Ped & Bike Facilities Specific Roads or Project Sidewalks from Stonebriar Subdivision and Multi-use path on Lester Rd.	2/26/2018 7:29 PM
346	Golf Cart Path System Lack Traffic Congestion PTC golf cart paths, general lack of congestion on Fayette roads except for PTC.	2/26/2018 7:07 PM
347	No Transit Service I have no favorite, because there is no transit system	2/26/2018 6:54 PM
348	Well Maintained Roadways It works. Streets are paved timely, very few potholes and traffic signals are repaired immediately.	2/26/2018 6:46 PM
349	No Transit Service No mass transit	2/26/2018 6:44 PM
350	Specific Roads or Project I am a resident of Fayetteville, the city could use sidewalks along Gingercake and Hood Avenue. It would be helpful to have a safe path for the pedestrians that walk along those roads.	2/26/2018 6:42 PM
351	Limited Traffic Lights The semi-successful attempts to synchronize lights along 54 from east Peachtree City (NOT west) to Fayetteville.	2/26/2018 6:35 PM
352	Golf Cart Path System Ped & Bike Facilities Cart paths, multi use paths	2/26/2018 6:20 PM
353	Lack Traffic Congestion Traffic although heavy at times most of the day it is bearable and not the gridlock as seen on the north side of Atlanta	2/26/2018 6:14 PM
354	No Transit Service I like that we have no public transportation.	2/26/2018 6:12 PM
355	No Transit Service No busses	2/26/2018 6:12 PM
356	New Roundabouts We are finally using more Roundabouts.	2/26/2018 6:04 PM
357	Golf Cart Path System Golf cart paths!	2/26/2018 6:01 PM
358	Well Maintained Roadways Peachtree City does such a nice job maintaining their roads, especially 54 from the Fayetteville line into the city. Conversely, Fayette's stretch of 54 from the Fayetteville line into Fayetteville is a polar opposite.	2/26/2018 6:00 PM
359	Well Maintained Roadways Peachtree City does such a nice job maintaining their roads, especially 54 from the Fayetteville line into the city. Conversely, Fayette's stretch of 54 from the Fayetteville line into Fayetteville is a polar opposite.	2/26/2018 6:00 PM
360	Rural Roadways being in the country	2/26/2018 5:58 PM
361	No Transit Service No buses!!	2/26/2018 5:50 PM
362	No Transit Service The best thing about Fayette County's transportation is there is no public transportation access, i.e. marta, etc. I come from a city where public transportation was implemented and the crime rate sky rocketed. Most businesses either had to go out of business due being armed robbed or the increase of thefts. The city overall quickly became a breeding ground for criminals and gave them easy access.	2/26/2018 5:49 PM
363	No Positives Nothing	2/26/2018 5:34 PM
364	No Positives Not sure there is one.	2/26/2018 5:25 PM
365	Well Maintained Roadways Roads are in good condition	2/26/2018 5:23 PM
366	Ped & Bike Facilities Trails and sidewalks	2/26/2018 5:19 PM
367	Other flexibility	2/26/2018 5:17 PM
368	Well Maintained Roadways During the last ice storm. I had to travel to my job in Henry County. I slept at work the night before the storm so I would not have to travel during possible hazardous conditions. When I returned home from work that evening the roads I traveled thru Henry and Clayton Co where treacherous. Once I reached Fayette county the roads where not perfect but considerably better then Henry and Clayton . I appreciated being able to relax a bit once I entered into Fayette Co due to our roads being maintained.	2/26/2018 5:15 PM
369	New Roundabouts Roundabouts.	2/26/2018 4:53 PM
370	No Transit Service No buses9	2/26/2018 3:53 PM
371	Lack Traffic Congestion It is not as congested as other counties, but give it time.	2/26/2018 2:17 PM
372	New Roundabouts Round-a-bouts have helped the flow of traffic in Fayetteville.	2/26/2018 1:49 PM
373	No Transit Service The fact that we do NOT have a bus system. I am totally against public transportation going thru Fayette County.	2/26/2018 1:25 PM
374	No Interstate in County The County is not connected to the interstate.....	2/26/2018 12:15 PM
375	No Transit Service No public transportation. No Marta	2/25/2018 10:15 AM
376	New Roundabouts Roundabouts	2/25/2018 2:56 AM
377	No Positives What "system"?	2/24/2018 11:39 PM
378	No Transit Service No public transportation!	2/24/2018 11:05 PM
379	Golf Cart Path System I love the golf cart paths	2/24/2018 7:56 PM
380	No Positives Unfortunately, I don't have one.	2/24/2018 6:56 PM
381	Roadway Network It is a system of good roads, making travel easy except for a few times and locations during the business day.	2/24/2018 5:54 PM
382	No Positives can't think of a favorite	2/24/2018 5:20 PM
383	Golf Cart Path System No Transit Service That there is no public transportation. We don't need it. We have golf carts. We don't want to become another Riverdale. Park and ride lots would be good for carpoolers.	2/24/2018 4:15 PM
384	Golf Cart Path System Ped & Bike Facilities Biking and using golf carts to go to shops/restaurants.	2/24/2018 1:32 PM

385	Well Maintained Roadways	Roads are frequently repaved.	2/23/2018 11:33 PM
386	Golf Cart Path System	Ped & Bike Facilities the paths	2/23/2018 6:38 PM
387	Aesthetics	preservation of landscape and trees along the roads	2/23/2018 5:35 PM
388	Roadway Network	Fairly easy to get from one point to another by car.	2/23/2018 1:05 PM
389	Well Maintained Roadways	Roads	2/23/2018 12:34 PM
390	Rural Roadways	unpaved roads and rural setting	2/22/2018 9:56 PM
391	Rural Roadways	unpaved roads and rural setting	2/22/2018 9:55 PM
392	Other	State roads are governed by GDOT District 3 and not District 7	2/22/2018 9:08 PM
393	Roadway Network	Easy access to I85 / four lane road	2/22/2018 9:03 PM
394	Lack Traffic Congestion	Traffic is lighter than in Atlanta and the suburbs to the north, west and east.	2/22/2018 7:15 PM
395	Golf Cart Path System	Golf cart paths	2/22/2018 6:30 PM
396	Other	At present, we do not use the pedestrians, bicyclists, and golf cart transportation systems in Fayette. Will be interested in bringing Mass Transit to Fayette. What is the status of Mass Transit today?	2/22/2018 6:24 PM
397	Lack Traffic Congestion	Ease of movement except the 54/74 intersection in PTC	2/22/2018 5:32 PM
398	New Roundabouts	It use to be low traffic but that's not true anymore. Now I guess my favorite thing is rotary traffic circles.	2/22/2018 2:01 PM
399	Aesthetics	The green space....love all the trees and lakes/ponds that can be viewed as we travel the roads throughout the county	2/22/2018 11:17 AM
400	Golf Cart Path System	Ped & Bike Facilities Multi use paths	2/21/2018 11:50 PM
401	Golf Cart Path System	Golf cart paths	2/21/2018 9:39 PM
402	Other	No taxi cabs	2/21/2018 9:39 PM
403	No Transit Service	No buses or trains	2/21/2018 9:14 PM
404	New Roundabouts	Roundabouts are awesome!! Don't stop using them. They are a very safe way to develop intersections.	2/21/2018 7:08 PM
405	Limited Traffic Lights	New Roundabouts The round-abouts have helped to foster safer driving conditions. In addition, the updated traffic lights enable drivers to move expeditiously when traffic is heavier in their lane.	2/21/2018 6:20 PM
406	Lack Traffic Congestion	roads aren't as congested as north of us in Atlanta	2/21/2018 2:38 PM
407	No Positives	I didn't realize there was a transportation system in Fayette County.	2/21/2018 2:16 PM
408	No Positives	Didn't know we had a formal system	2/21/2018 1:49 PM
409	Golf Cart Path System	golf cart options in PTC. Unfortunately limited/no options outside of PTC.	2/21/2018 1:35 PM
410	Lack Traffic Congestion	Traffic flows smoothly in most areas. Problem area is corner of Hwy 54 and &4 in Peachtree City	2/21/2018 1:29 PM
411	No Positives	There is nothing gd about it.	2/21/2018 12:21 PM
412	Golf Cart Path System	Ped & Bike Facilities Bike/golf cart paths	2/21/2018 12:19 PM
413	No Transit Service	WE DON'T NEED IT!	2/21/2018 11:54 AM
414	Golf Cart Path System	Ped & Bike Facilities The multi use path system in Peachtree City.	2/21/2018 9:18 AM
415	Golf Cart Path System	Having golf cart paths.	2/21/2018 8:27 AM
416	Golf Cart Path System	Golf cart paths PTC wish we had them in Fayetteville	2/21/2018 12:40 AM
417	Ped & Bike Facilities	Sidewalks	2/21/2018 12:14 AM
418	Lack Traffic Congestion	No Transit Service Fayette County residents are able to freely drive about without the worries of having public transportation. Currently I believe the roads are passable unlike neighboring counties	2/20/2018 5:47 PM
419	Golf Cart Path System	Peachtree City path system	2/20/2018 4:37 PM
420	No Transit Service	The fact that WE DO NOT HAVE a public transportation system in Fayette County.	2/20/2018 4:24 PM
421	Lack Traffic Congestion	Didn't realize there was a transportation system in Fayette County? Most travel by automobile to face traffic congestion.	2/20/2018 4:10 PM
422	No Positives	I didn't know that there was a transportation system.	2/20/2018 3:59 PM
423	No Positives	Not sure	2/20/2018 3:44 PM
424	Roadway Network	Lots of mobility numerous routes to get around the county.	2/20/2018 1:15 PM
425	Golf Cart Path System	The bike/golf cart paths!	2/20/2018 12:43 PM
426	Golf Cart Path System	Ped & Bike Facilities Having so many miles of paths in PTC.	2/20/2018 11:45 AM
427	Well Maintained Roadways	The roads are well kept. But there is really no public transportation much to our community's detriment. We need to connect with the jobs at the airport and beyond in a modern, controlled way.	2/20/2018 11:34 AM
428	New Roundabouts	I like the use of roundabouts in Fayette County.	2/20/2018 11:15 AM
429	Well Maintained Roadways	Quality of County maintained roads.	2/20/2018 11:13 AM
430	Golf Cart Path System	Ped & Bike Facilities Being able to get places without a car	2/20/2018 11:11 AM
431	No Positives	Very poor. No public transportation that is available to me.	2/20/2018 11:02 AM
432	No Positives	Is there a transportation system in Fayette County, I was not aware????	2/20/2018 10:33 AM
433	Lack Traffic Congestion	Congestion usually clear pretty fast.	2/20/2018 10:14 AM
434	Golf Cart Path System	Ped & Bike Facilities multi use paths	2/20/2018 10:13 AM
435	Golf Cart Path System	Roadway Network alternate routes are still available and not congested	2/20/2018 10:12 AM

436	Roadway Network	Easy access	2/20/2018 10:07 AM
437	New Roundabouts	the new round abouts	2/20/2018 9:39 AM
438	Well Maintained Roadways	Quality roads for the most part	2/20/2018 9:13 AM
439	Well Maintained Roadways	Relatively well managed	2/20/2018 9:13 AM
440	Specific Roads or Project	Redwine Rd.	2/20/2018 9:02 AM
441	No Positives	What transportation system?	2/20/2018 8:30 AM
442	Well Maintained Roadways	The well-maintained, beautiful roads. You know when you cross over the county line.	2/19/2018 5:13 PM
443	Well Maintained Roadways	The roads in my area are well-maintained.	2/19/2018 2:38 PM
444	Other	For the most part, drivers in Fayette county are not as careless or aggressive as compared to other areas in the Greater Atlanta area or other parts of the country.	2/19/2018 12:54 PM
445	No Positives	Nothing	2/18/2018 4:45 PM
446	Ped & Bike Facilities	Ability to bicycle on many of the roads.	2/18/2018 1:24 PM
447	Aesthetics	Major roads do not have that strip mall feel that is common in many areas of metro atlanta.	2/17/2018 4:56 PM
448	Specific Roads or Project	Wide roads on 54 and 74	2/16/2018 9:16 PM
449	Golf Cart Path System	Good Roadway Signage	Golf cart paths. Sign ordinances
450	Golf Cart Path System	Ped & Bike Facilities	Multi use path
451	Other	it is free	2/14/2018 2:27 PM
452	Golf Cart Path System	Ped & Bike Facilities	I like the cart paths and bike paths but there needs to be more. Safety is of the utmost importance.
453	No Interstate in County	No interstate/major highways cutting through the county; few traffic problems	2/14/2018 9:52 AM
454	Well Maintained Roadways	county roads are kept in good repair just feel there is too much traffic.	2/13/2018 5:49 PM
455	Golf Cart Path System	Ped & Bike Facilities	Favorite thing: new sidewalks and walking trails/multi-use paths
456	Lack Traffic Congestion	The traffic flow as a whole is not as congested as other communities in GA.	2/10/2018 4:36 PM
457	Good Roadway Signage	Well marked ok	2/10/2018 12:01 AM
458	Golf Cart Path System	cart paths	2/8/2018 1:35 PM
459	Golf Cart Path System	New Roundabouts	Golf Cart Paths & traffic circles
460	Golf Cart Path System	golf carts	2/8/2018 9:43 AM
461	Roadway Network	Can get most anywhere	2/8/2018 5:03 AM
462	Golf Cart Path System	Cart Path System	2/7/2018 10:03 PM
463	Golf Cart Path System	Golf cart paths	2/6/2018 10:12 PM
464	Golf Cart Path System	golf cart paths	2/6/2018 3:11 PM
465	Golf Cart Path System	Roadway Network	I like the golf cart paths. I like that most local roads can be taken to any location allowing the bypass of major roads and bad traffic.
466	Other	.	2/5/2018 9:01 PM
467	Golf Cart Path System	Ped & Bike Facilities	Multi-use paths
468	Golf Cart Path System	I love the golf cart paths, and how we can move between the communities quietly and with a low impact to the environment.	2/4/2018 6:41 AM
469	Golf Cart Path System	Ped & Bike Facilities	I think the path systems are a huge success, it's just a shame that each individual town does not enjoy the benefits. Individual budgets limit the success of this program
470	Golf Cart Path System	Golf cart paths, they provide an incredible alternative transportation option.	2/3/2018 9:56 PM
471	Golf Cart Path System	Absolutely the cart paths!	2/3/2018 2:52 PM
472	Golf Cart Path System	The golf cart paths	2/3/2018 12:34 PM
473	Golf Cart Path System	The golf cart paths.	2/3/2018 10:49 AM
474	Golf Cart Path System	Ped & Bike Facilities	Walking, bike and golf cart paths connecting neighborhoods and businesses
475	Golf Cart Path System	The golf cart paths.	2/2/2018 10:37 PM
476	Golf Cart Path System	Lack Traffic Congestion	Lack of traffic and PTC GOLF CART path system
477	Golf Cart Path System	Golf cart paths	2/2/2018 8:35 PM
478	Golf Cart Path System	Golf cart paths Lots of green space	2/2/2018 7:21 PM
479	No Positives	Can't say I have a favorite. It pretty much gets you where you need to go eventually.	2/2/2018 7:15 PM
480	Golf Cart Path System	golf cart paths!	2/2/2018 3:04 PM
481	Golf Cart Path System	Golf cart paths	2/2/2018 8:22 AM
482	Golf Cart Path System	Ped & Bike Facilities	Golf cart and running paths
483	Golf Cart Path System	Golf cart paths are unique to our community.	2/1/2018 10:26 PM
484	Golf Cart Path System	Golf cart path system	2/1/2018 5:26 PM
485	Golf Cart Path System	Well Maintained Roadways	Golf cart path. The rest of the roads are in good shape.

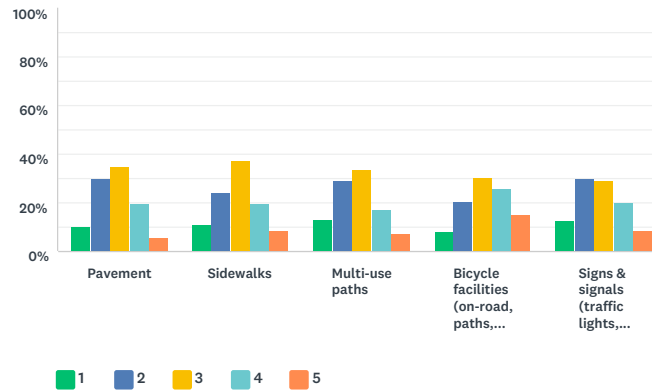
486	Other	Highway robbery for those who live outside of PTC, using the cart paths. I rarely go to PTC...but have to pay the \$110 fee and the \$20 fee to Fayette County every few years. I think PTC residents should also pay the county fee.	2/1/2018 2:49 PM
487	Golf Cart Path System	Ped & Bike Facilities A great alternative transportation & keeps cars off the roads	2/1/2018 2:10 PM
488	Golf Cart Path System	Access to everything from the cart paths	2/1/2018 1:27 PM
489	Golf Cart Path System	Ped & Bike Facilities Paths	2/1/2018 10:07 AM
490	Golf Cart Path System	Golf carts	2/1/2018 10:01 AM
491	Ped & Bike Facilities	sidewalks	2/1/2018 9:56 AM
492	Golf Cart Path System	cart paths	2/1/2018 9:40 AM
493	No Transit Service	No buses and trains that are connected to criminals.	2/1/2018 9:35 AM
494	Golf Cart Path System	The golf cart paths in PTC	2/1/2018 9:18 AM
495	Golf Cart Path System	Cart path system	2/1/2018 8:50 AM
496	Golf Cart Path System	The golf cart paths! It is so nice that if my car breaks down and my husband is out of town, my whole world doesn't fall a part. I can still get my kids to school and get to work by simply hopping on our golf cart.	2/1/2018 8:08 AM
497	Golf Cart Path System	cart paths	1/31/2018 11:59 PM
498	Golf Cart Path System	GOLF carts	1/31/2018 11:55 PM
499	Lack Traffic Congestion	low traffic volume	1/31/2018 11:49 PM
500	Aesthetics	Nice landscaping along the main roadways.	1/31/2018 11:31 PM
501	Golf Cart Path System	Cart paths in Peachtree City	1/31/2018 11:09 PM
502	Golf Cart Path System	Love having golf cart access.	1/31/2018 11:08 PM
503	Lack Traffic Congestion	Roadway Network Easy access to most places, low traffic	1/31/2018 10:15 PM
504	Golf Cart Path System	golf cart trail access	1/31/2018 10:13 PM
505	Golf Cart Path System	Ped & Bike Facilities We love having the option of walking, riding, and biking the golf cart paths in our neighborhood.	1/31/2018 10:06 PM
506	Golf Cart Path System	Well Maintained Roadways great roads and golf cart paths	1/31/2018 9:54 PM
507	Golf Cart Path System	GArt Paths in PTC	1/31/2018 9:16 PM
508	Golf Cart Path System	Well Maintained Roadways Fayette County does a tremendous job maintaining our road system. In addition, the County's support for the safe use of golf carts provides a vibrant lifestyle and enhances property values for its citizens	1/31/2018 7:49 PM
509	Other	Great for families	1/31/2018 7:46 PM
510	Golf Cart Path System	golf cart paths	1/31/2018 7:37 PM
511	Roadway Network	Everything is close by(groceries, gas, shopping). More options not much farther.	1/31/2018 7:35 PM
512	Golf Cart Path System	Cart paths	1/31/2018 7:35 PM
513	Golf Cart Path System	Cart paths	1/31/2018 7:28 PM
514	Golf Cart Path System	GOLF carts	1/31/2018 7:26 PM
515	Golf Cart Path System	Golf cart access	1/31/2018 7:19 PM
516	Golf Cart Path System	Ped & Bike Facilities Multi use paths in PTC are awesome.	1/31/2018 4:38 PM
517	Golf Cart Path System	Ped & Bike Facilities Multi-use paths.	1/30/2018 3:02 PM
518	Golf Cart Path System	Ped & Bike Facilities The golf cart paths in Peachtree City are excellent for running, walking, and some light biking.	1/30/2018 1:25 PM
519	Golf Cart Path System	Cart paths	1/30/2018 12:00 PM
520	Golf Cart Path System	PTC cartpaths	1/29/2018 7:56 PM
521	Golf Cart Path System	The cart path system in PTC.	1/29/2018 3:21 PM
522	Golf Cart Path System	Cart paths	1/29/2018 2:50 PM
523	Golf Cart Path System	the golf cart paths in Peachtree City	1/29/2018 1:43 PM
524	Golf Cart Path System	Ped & Bike Facilities Well Maintained Roadways Compared to other places I have lived, Fayette County actively tried to make improvements where it can. Roads are well kept. Certain areas have a multi-use path that is second to none.	1/29/2018 10:46 AM
525	Golf Cart Path System	The golf paths lead to local restaurants, just wished they connected to more places.	1/29/2018 10:38 AM
526	Golf Cart Path System	PTC Cart paths	1/29/2018 9:21 AM
527	Flashing Yellow Turn Sign	I like the blinking yellow turn arrows, so I If no one is coming, you don't have to wait for the green arrow	1/29/2018 12:13 AM
528	Good Roadway Signage	scenery- street signs	1/28/2018 11:35 PM
529	Golf Cart Path System	Ped & Bike Facilities Multi-use paths	1/28/2018 11:27 PM
530	Golf Cart Path System	Cart Paths	1/28/2018 10:20 PM
531	Golf Cart Path System	I love the golf cart trails for walking, running, biking and riding the golf cart. It is great to have a place that is free of automobiles.	1/28/2018 10:05 PM
532	Golf Cart Path System	The Peachtree City cart paths	1/28/2018 9:44 PM
533	Golf Cart Path System	Golf cart paths and cart access via bridges & tunnels	1/28/2018 9:28 PM
534	Golf Cart Path System	cart paths	1/28/2018 9:19 PM
535	Specific Roads or Project	Veterans Parkway	1/28/2018 8:46 PM
536	Limited Traffic Lights	smart lights that change when the amount of traffic changes.	1/28/2018 8:30 PM

537	Golf Cart Path System	Ped & Bike Facilities	Multi-Use Paths	1/28/2018 8:16 PM
538	No Transit Service	The fact that there is NO public transportation. Keep it that way please!!		1/28/2018 7:39 PM
539	Golf Cart Path System	There are many cart paths		1/28/2018 7:38 PM
540	Golf Cart Path System	golf cart paths in Peachtree City		1/28/2018 6:42 PM
541	Golf Cart Path System	Cart paths		1/28/2018 6:30 PM
542	Golf Cart Path System	The golf cart paths.		1/28/2018 2:41 PM
543	Golf Cart Path System	Cart paths in Peachtree City		1/28/2018 2:25 PM
544	Golf Cart Path System	Cart paths		1/28/2018 1:32 PM
545	Golf Cart Path System	Golf carts in PTC		1/28/2018 12:39 PM
546	Well Maintained Roadways	Road surfaces		1/28/2018 12:08 PM
547	Golf Cart Path System	What transportation system? We love the golf cart paths in PTC.		1/28/2018 10:59 AM
548	Golf Cart Path System	It has cart paths		1/28/2018 10:43 AM
549	Golf Cart Path System	Ped & Bike Facilities	Multi-use paths	1/28/2018 9:57 AM
550	Golf Cart Path System	Golf cart paths		1/28/2018 8:49 AM
551	Other	.?		1/25/2018 5:17 PM
552	Flashing Yellow Turn Sign	I love the blinking yellow turn lights that Fayetteville has implemented.		1/25/2018 3:30 PM
553	Golf Cart Path System	Ped & Bike Facilities	The multi-use paths in Peachtree City.	1/25/2018 11:54 AM
554	Lack of Facilities	We need places for people to get out and exercise it make a better place for people too live in and raise a Family. It bring the community up and makes it a place everyone wants too live in ! Look at other Cities !		1/25/2018 10:15 AM
555	Golf Cart Path System	Hmm...that is getting harder and harder to answer. Surely the path system in Peachtree City. But our roads are getting more and more clogged, traffic lights aren't synchronized and no alternative transportation to speak of.		1/25/2018 8:31 AM
556	Other	That they are trying to make improvements to our county.		1/24/2018 9:35 AM
557	Well Maintained Roadways	The roads are wide enough and in good condition.		1/19/2018 8:47 AM
558	New Roundabouts	Roundabouts		1/12/2018 11:37 PM
559	Ped & Bike Facilities	Sidewalks in downtown area.		1/12/2018 9:11 PM
560	Golf Cart Path System	The golf cart paths in PTC.		1/12/2018 7:55 PM
561	New Roundabouts	Roundabout		1/12/2018 10:52 AM
562	Golf Cart Path System	Cart paths		1/12/2018 8:13 AM
563	New Roundabouts	Specific Roads or Project	roundabout at Grady Ave improved traffic flow during peak periods; new intersection of Hood Ave and SR 85 with roundabouts and light system connecting to N. Jeff Davis	1/12/2018 7:40 AM
564	No Positives	There is no system other than county and state roadways.		1/12/2018 2:33 AM
565	No Transit Service	That we don't have one. Walk or use cars. Not a fan of public transportation for such a small city.		1/12/2018 1:37 AM
566	Golf Cart Path System	GOLF CART PATHS PTC NEED GOLF CART PATHS FAYETTEVILLE		1/11/2018 11:55 PM
567	New Roundabouts	The addition of roundabouts where needed.		1/11/2018 11:16 PM
568	No Positives	None		1/11/2018 11:10 PM
569	New Roundabouts	Specific Roads or Project	I love the new roundabout at Forrest Ave and Hwy 85.	1/11/2018 11:05 PM
570	Transportation Services	Lyft and Uber. But should have senior discount public short bus transportation		1/11/2018 9:56 PM
571	Limited Traffic Lights	Rural Roadways	Lights are short compared to other cities. Alternate rural routes are pleasant.	1/11/2018 9:52 PM
572	Golf Cart Path System	Ped & Bike Facilities	Parts of the county have pedestrian paths or walkways and part of the county has dedicated paths for bicycles.	1/11/2018 8:50 PM
573	Golf Cart Path System	Ped & Bike Facilities	Golf cart and walking paths	1/11/2018 8:39 PM
574	Aesthetics	Upkeep of surrounding lawn/brush/trees		1/11/2018 8:34 PM
575	Golf Cart Path System	We love the golf cart paths in PT !!!!		1/11/2018 7:38 PM
576	Flashing Yellow Turn Sign	New Roundabouts	Well Maintained Roadways	We have well kept roads and I like the introduction of round-a-bouts and yellow arrows on the street lights.
577	No Positives	Nothing		1/11/2018 7:26 PM
578	Golf Cart Path System	The golf cart paths in Peachtree City		1/2/2018 6:24 PM
579	Roadway Network	Roads		12/28/2017 3:53 PM
580	Rural Roadways	Still keeping it rural.		12/27/2017 10:10 AM
581	Golf Cart Path System	Cart Paths		12/21/2017 1:59 PM
582	Golf Cart Path System	Lack Traffic Congestion	Cart paths low traffic in most areas	12/20/2017 8:31 PM
583	Flashing Yellow Turn Sign	New Roundabouts	New roundabouts and blinking yellow left turn signals	12/20/2017 7:05 PM
584	No Positives	The trees along the medians that coordinate well with zoning, etc.		12/20/2017 6:49 PM
585	Lack Traffic Congestion	It does not look like the traffic north of the city.		12/20/2017 5:31 PM
586	Golf Cart Path System	Golf path		12/20/2017 5:00 PM
587	Ped & Bike Facilities	Bike paths.		12/19/2017 10:11 PM
588	No Transit Service	No Buses!		12/19/2017 11:35 AM
589	Well Maintained Roadways	Well paved roads.		12/19/2017 10:50 AM

590	No Transit Service	That there is no mass transit to bring in worse elements and bring down property values.	12/18/2017 9:48 PM
591	Other	People are kind, polite and drive slowly.	12/18/2017 9:31 PM
592	Lack Traffic Congestion	Traffic is not bad like other suburbs of Atlanta	12/18/2017 1:58 PM
593	Lack Traffic Congestion	Roadway Network Easy to get around the county for the most part with just a few bottlenecks of traffic	12/17/2017 1:46 PM
594	Roadway Network	User friendly to the public.	12/16/2017 7:28 AM
595	Golf Cart Path System	Ped & Bike Facilities Roadway Network roads system and occasional paths tying into Peachtree city	12/15/2017 9:43 PM
596	Golf Cart Path System	Cart paths	12/15/2017 9:11 PM
597	Golf Cart Path System	Cart path infrastructure	12/15/2017 6:55 PM
598	Golf Cart Path System	Peachtree City paths even though I live in Fayetteville	12/15/2017 5:11 PM
599	Roadway Network	For the most part, there are alternate routes everywhere	12/15/2017 3:10 PM
600	Golf Cart Path System	Ped & Bike Facilities Sidewalks and golf cart path!	12/15/2017 1:07 PM
601	Rural Roadways	Quiet Country Roads	12/15/2017 12:10 PM
602	Roadway Network	Easily driveable	12/15/2017 11:52 AM
603	Ped & Bike Facilities	Love being able to bike to the library, shopping, and coffee	12/15/2017 11:50 AM
604	Golf Cart Path System	Cart paths followed closely by bike paths/trails.	12/15/2017 9:57 AM
605	Well Maintained Roadways	Road width	12/15/2017 9:49 AM
606	Aesthetics	The amount of trees that are kept along the roadways	12/14/2017 11:32 PM
607	Limited Traffic Lights	Well Maintained Roadways Good roads and synched traffic lights.	12/14/2017 9:28 PM
608	Golf Cart Path System	Golf Cart Paths	12/14/2017 7:17 PM
609	Golf Cart Path System	Golf cart paths.	12/14/2017 1:57 PM
610	Golf Cart Path System	Well Maintained Roadways condition of roads and having cart paths	12/14/2017 1:19 PM
611	Rural Roadways	Rural	12/14/2017 11:10 AM
612	No Transit Service	No mass transit, light rail, or buses.	12/14/2017 11:01 AM
613	Golf Cart Path System	The use of golf carts to get around. Fun family time and reduces traffic on streets.	12/14/2017 11:00 AM
614	Well Maintained Roadways	Roads are in and for the most part stay in good condition	12/14/2017 10:35 AM
615	Lack Traffic Congestion	for the most part low congestion	12/14/2017 10:33 AM
616	Roadway Network	I don't have to drive far to get and from work. Only have to take the back roads.	12/14/2017 10:27 AM
617	Well Maintained Roadways	The roads are well maintained.	12/14/2017 10:14 AM
618	Well Maintained Roadways	newly paved roads	12/14/2017 10:10 AM
619	Other	Reliable!	12/14/2017 10:02 AM
620	Well Maintained Roadways	condition of roads	12/14/2017 9:56 AM
621	Lack Traffic Congestion	Well Maintained Roadways Backups are short (except for 74/54) and the roads are in good condition.	12/14/2017 9:54 AM
622	No Positives	I don't have a favorite.	12/14/2017 9:30 AM
623	Rural Roadways	Rural character, driving roads that make you feel you are in the country. Trees, greenery	12/11/2017 3:42 PM
624	Rural Roadways	The scenic, rural roads with low volumes	12/11/2017 12:33 PM
625	Golf Cart Path System	The golf cart paths!	12/10/2017 10:13 AM
626	Well Maintained Roadways	The existing County roads and city streets are generally well maintained.	12/8/2017 9:43 PM
627	No Positives	It needs to improve driving is our only options	12/8/2017 10:45 AM
628	Aesthetics	beautiful trees around the roads	12/8/2017 10:45 AM
629	Golf Cart Path System	Access to businesses and amenities via golf cart.	12/8/2017 10:34 AM
630	Other	We have a clean slate on which build something we can be proud of that will attract millennials.	12/8/2017 9:00 AM
631	Golf Cart Path System	Golf cart paths	12/8/2017 8:45 AM
632	Roadway Network	Convenient access to many place ie; airport, Atlanta, points south.	12/8/2017 8:31 AM
633	No Positives	What system. I	12/8/2017 8:24 AM

Q2 Rate the CONDITION of each transportation system in Fayette County (e.g., are roads full of potholes, do signals work properly?) Rate each 1 to 5 where 1 is excellent, 3 is average, and 5 is terrible

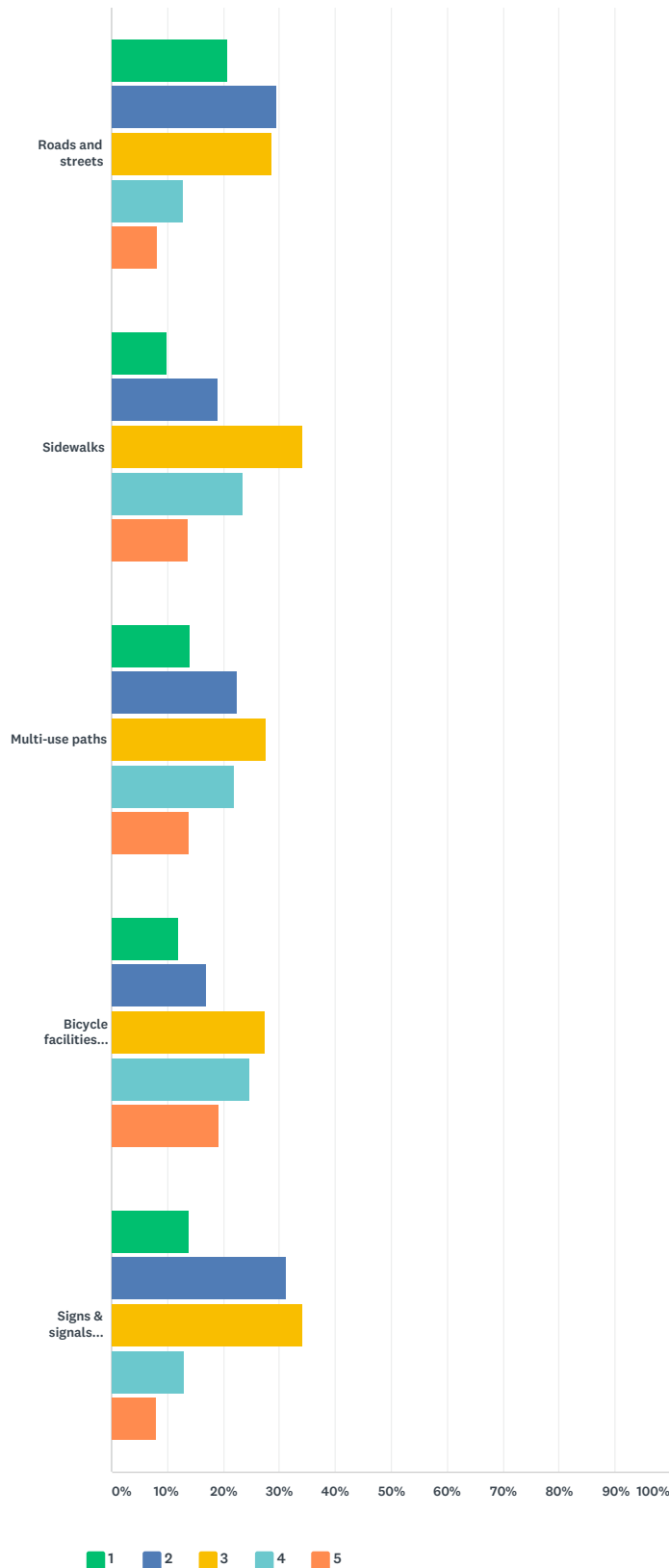
Answered: 751 Skipped: 20



	1	2	3	4	5	TOTAL
Pavement	10.01% 75	29.91% 224	35.25% 264	19.49% 146	5.34% 40	749
Sidewalks	10.93% 80	24.04% 176	37.30% 273	19.26% 141	8.47% 62	732
Multi-use paths	12.91% 94	29.12% 212	33.38% 243	17.03% 124	7.55% 55	728
Bicycle facilities (on-road, paths, designated routes, bike racks)	7.80% 56	20.47% 147	30.64% 220	25.91% 186	15.18% 109	718
Signs & signals (traffic lights, directional, etc.)	12.38% 92	29.88% 222	29.07% 216	20.05% 149	8.61% 64	743

Q3 Rate the AVAILABILITY of each transportation system in Fayette County (e.g., are there enough bike lanes, sidewalks, or cross walks, traffic lights where needed for safety or easing congestion?). Rate each 1 to 5 where 1 is excellent, 3 is average, and 5 is terrible

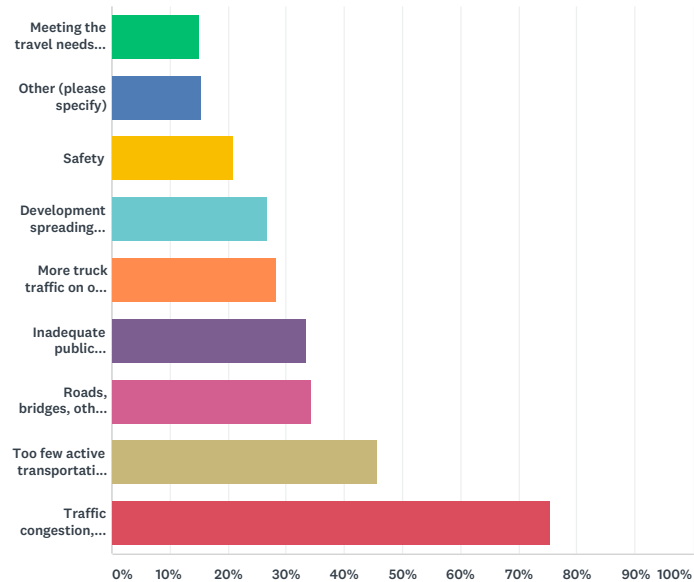
Answered: 758 Skipped: 13



	1	2	3	4	5	TOTAL
Roads and streets	20.64% 155	29.56% 222	28.76% 216	12.78% 96	8.26% 62	751
Sidewalks	9.93% 74	19.06% 142	34.09% 254	23.36% 174	13.56% 101	745
Multi-use paths	13.98% 104	22.45% 167	27.69% 206	22.04% 164	13.84% 103	744
Bicycle facilities (on-road, paths, designated routes, bike racks)	11.82% 87	16.85% 124	27.45% 202	24.73% 182	19.16% 141	736
Signs & signals (traffic lights, directional, etc.)	13.71% 102	31.18% 232	34.14% 254	13.04% 97	7.93% 59	744

Q4 What are Fayette County's THREE biggest transportation CHALLENGES over the next 25 years?

Answered: 763 Skipped: 8



ANSWER CHOICES		RESPONSES	
Meeting the travel needs of the elderly		15.07%	115
Other (please specify)		15.47%	118
Safety		20.97%	160
Development spreading further out ("sprawl")		26.87%	205
More truck traffic on our State Routes and major roads		28.31%	216
Inadequate public transportation (shuttle services, park-n-ride lots, etc.)		33.42%	255
Roads, bridges, other infrastructure in need of repair		34.21%	261
Too few active transportation options (sidewalks, bike lanes, multi-use paths)		45.61%	348
Traffic congestion, travel delays		75.49%	576
Total Respondents: 763			

#	OTHER (PLEASE SPECIFY)	DATE
1	Potholes! I just had to buy a new tire because of one. At times they are impossible to avoid	3/24/2018 12:28 PM
2	ARC involvement	3/22/2018 12:22 PM
3	Koo	3/21/2018 9:56 PM
4	Very poor lighting or reflective lines for night driving	3/21/2018 9:12 PM
5	Sidewalks are needed	3/21/2018 8:28 PM
6	Keeping the trash in Fulton And Clayton's county where it belongs	3/21/2018 3:14 PM
7	Enforcing the law. J-walking is rampant and dangerous. No one uses turn signals or the passing lane properly. (including the police...)	3/21/2018 10:42 AM
8	Connection to Atlanta via public transport. Even public transport connecting Fayetteville, Peachtree City and Newnan	3/21/2018 10:21 AM
9	Cleanliness - We need at least one street sweeper and trained operator.	3/19/2018 7:53 PM
10	We have a lot of bicyclist that think share the road means only drivers. Would like more paths in county to keep them on the side of the road so drivers can pass	3/17/2018 9:00 AM
11	Need traffic light at 92 south & Kingswood Way.	3/16/2018 4:26 PM
12	92 and veterans parkway should be a roundabout. Not a light	3/16/2018 1:39 PM
13	M	3/16/2018 10:48 AM
14	Get in front of these two and we'll be ok	3/15/2018 11:07 PM
15	Patch work on potholes. Has to be done again, and again in short periods of time.	3/15/2018 6:45 PM
16	building roads to keep up with county growth / adding rail / subway and keeping traffic flowing	3/14/2018 8:47 PM
17	We need more golf paths spreading to Fayetteville, and maybe Tyrone	3/14/2018 6:52 PM
18	GDOT not allocating enough funds to improve our traffic needs.	3/14/2018 2:23 PM
19	inconsistent speed limits in school zones and inconsistent school zone times	3/14/2018 12:41 PM

20	74/54 intersection is awful and whoever line their pockets to put up the shopping center on 54, hope it's worth it. It is a living now nightmare.	3/14/2018 10:43 AM
21	Getting to Highways - 74 is too congested and new bypass has not been thought out. You cant just dump cars onto 92 without a plan to connect to Interstate 85	3/14/2018 10:10 AM
22	Need Mass Transit now!	3/14/2018 9:46 AM
23	We do not need local bus service. This will devastate the congestion even more. However, a couple of park-n-rides lots and express bus service into Atlanta would be nice.	3/12/2018 2:00 PM
24	Parking spaces for downtown Fayetteville	3/11/2018 6:17 PM
25	East—West Routes and access off main roads instead of traffic creating collector plans	3/11/2018 12:47 AM
26	Traffic light sequencing	3/10/2018 10:08 AM
27	Need cart paths to all retail areas to reduce congestion	3/9/2018 11:15 AM
28	Untied too frequent stops lights on major roads stopping for one car at a time.	3/8/2018 10:29 PM
29	lack of future planning & signal light	3/8/2018 9:57 PM
30	Planning ahead for all the new growth. Understanding where people go and when.	3/8/2018 9:00 PM
31	74/54 intersection	3/8/2018 8:15 PM
32	Too much heavy truck usage of the Fayette County highways	3/8/2018 5:07 PM
33	Better traffic management with creative flow control- roundabouts, divergent diamond.	3/8/2018 1:34 PM
34	The schools in Tyrone and North Fayette are blow Fayette standards.	3/8/2018 10:12 AM
35	Need more transit	3/8/2018 1:21 AM
36	Fix the lights at the square	3/7/2018 10:24 PM
37	In Peachtree City, particularly Planterra Ridge Subdivision we are inundated with heavy flows of traffic through our neighborhood from 5-6 pm each evening. Our neighborhood actually becomes a pass through for nonresidents attempting to get to Coweta County. I feel that it is important to find a solution that is beneficial to all parties involved.	3/7/2018 9:56 PM
38	Traffic light synchronization	3/7/2018 9:48 PM
39	Congestion on the square	3/7/2018 8:26 PM
40	Need more golfcart paths to imporant areason CLT 74 after Kelly Drive, crossing over 54 and 74 need more	3/7/2018 5:44 PM
41	Neighborhood "cut-through" traffic.	3/7/2018 12:38 PM
42	Poor planning and lack of care for residents	3/7/2018 11:52 AM
43	Routing traffic incorrectly	3/7/2018 11:26 AM
44	Quit adding stop lights.	3/6/2018 9:17 PM
45	We build and build without adding enough roads for added traffic	3/6/2018 8:25 PM
46	Facilitating demand for multi-use path network	3/6/2018 8:40 AM
47	Too many conflicting yield signs.	3/6/2018 1:36 AM
48	traffic at 74/54	3/5/2018 10:01 PM
49	need bike lanes along all 4 lane hwys	3/5/2018 9:15 PM
50	Meeting the travel needs of persons with disabilities (i.e. transit, ride-shares, etc.)	3/5/2018 8:13 PM
51	confusing signage EX. Yield signs in right turn lanes.	3/5/2018 7:49 PM
52	Redwine road needs completion to safely allow carts to school - specifically from Whitewater Creek to New Haven, crossing 74 on bikes and golf carts to Highgrove is very dangerous.	3/5/2018 4:11 PM
53	Fairburn's rampant and unrestricted development, both commercial and residential, near I-85	3/5/2018 4:01 PM
54	More lights are needed along side streets and roads. Signs should be bigger and better lit.	3/5/2018 3:50 PM
55	I can't select only 3 transportation challenges for the county over the next 25 years - every one of the challenges listed is equally important in my estimation. The county & municipal governments all talk about growth & economic development. In order to accomplish these lofty aspirations, residents and businesses will necessarily demand that solutions for each of the noted challenges be developed and implemented. Furthermore, as the population continues to grow, residents will demand a variety of transportation alternatives that will enable them to move about the county in a time efficient manner (this will be especially true for the growing senior citizen population).	3/3/2018 3:06 PM
56	Westbridge Rd and Hwy 92. Impossible to make left turn onto 92 from Westbridge Rd at certain times of day.	3/2/2018 12:45 PM
57	No street lights	3/1/2018 8:13 PM
58	They need to protect children in subdivision from cut through traffic. It literally impairs our own use of our own subdivisions and makes it so our own children are not safe riding bikes in their own neighborhoods.	3/1/2018 2:01 PM
59	Do not allow Coweta County to connect to HWY 74 at Crosstown traffic light	3/1/2018 12:10 PM
60	Please no mass transit.	2/28/2018 4:55 PM
61	As a fairly new resident to Fayette Co (8 years), I'm always a bit frustrated by the lack of quick and efficient access to major highways. I think I understand the "why" but I'm feeling that we are starting to become more metropolitan and need better options than the plethora of two-lane roads.	2/27/2018 10:12 AM
62	Drivers not pulling to the side for emergency vehicles.	2/27/2018 1:11 AM
63	It is a dangerous habitual running of traffic lights in Fayetteville. These people need to be ticketed! Also people have increased their speed on highway 34 from newnan all the way to fayettville.	2/27/2018 1:01 AM
64	Too many on road bike paths.	2/26/2018 6:12 PM
65	Yes	2/26/2018 5:53 PM
66	More roundabouts.	2/26/2018 4:53 PM
67	Too many 4 way stops backing up traffic, lites need sensors	2/25/2018 2:56 AM

68	Too much high density housing and shopping without roads to support traffic.	2/24/2018 11:39 PM
69	74/54 in peach tree is past due. Nightmare	2/24/2018 7:56 PM
70	Regional connectivity	2/24/2018 5:54 PM
71	Way to many large truckers coming off 85 to 74	2/23/2018 5:35 PM
72	maintaining a slower transportation plan	2/22/2018 9:56 PM
73	maintaining a slower transportation plan	2/22/2018 9:55 PM
74	Lack of rail into Atlanta. Also inability to control land use/zoning outside of the County - effects of SR 74 as access to I-85 going through Fulton Co/Fairburn	2/22/2018 9:08 PM
75	Need Mass Transit now!	2/22/2018 6:24 PM
76	Rail service to other areas.	2/22/2018 2:01 PM
77	74 and 54 intersection	2/21/2018 7:08 PM
78	Need for regional rail to and from Atlanta	2/21/2018 2:16 PM
79	School access for AM drop off- inman elementary- not safe to cross 92	2/21/2018 1:49 PM
80	Lighting on the roads	2/21/2018 12:21 PM
81	I'M SICK OF PEOPLE THROWING TRASH FROM THEIR VEHICLES. INCREASE THE FINES! THIS IS BECOMING A FILTHY COUNTY.	2/21/2018 11:54 AM
82	Too many traffic lights on RT 54 through PTC.	2/21/2018 8:27 AM
83	Just maintaining what we have	2/20/2018 4:37 PM
84	Need: Shuttle bus or express buses for transporting people to and from airport, downtown Atlanta, etc.	2/20/2018 4:10 PM
85	need street lights on our dark roads- roads need to be marked so you can see at night-auto light law need to be enforced in the rain	2/20/2018 11:45 AM
86	We could use a local trolley or bus system on the major cross roads (74, the Parkway, 54, Crosstown, Robinson, and McDuff.	2/20/2018 11:34 AM
87	No public transportation available to get to the city, despite PTC's website saying how it's only a limo ride away! (I reference in this jest, but seriously, driving to a College Park park and ride just to get to a game is crazy)	2/20/2018 11:11 AM
88	repave hwy 54	2/20/2018 9:39 AM
89	Too many bicycles in rural areas clogging roads.	2/18/2018 4:45 PM
90	accommodating local businesses whose workers drive in from Coweta or Henry counties	2/16/2018 6:55 PM
91	Traffic lights have become an impediment to traffic flow. They are not even close to being in sync with one another. The worse I have seen anywhere.	2/14/2018 2:27 PM
92	Expanding multi-use paths that increase traffic through private multi-use paths w/o compensation/resolution for private path maintenance or liability (e.g., Timberlake subdivision)	2/14/2018 9:52 AM
93	golf cart speed. I see dangerous circumstances with the elevated speed that the newer carts are able to reach. The higher speed doesn't work with pedestrians, bikes and youth driving the golf carts all using the same path.	2/10/2018 4:36 PM
94	Deterioration and lack of multi-use paths.	2/3/2018 9:56 PM
95	Golf cart path maintenance	2/3/2018 10:49 AM
96	Repair cart / walking paths.	2/2/2018 8:35 PM
97	Redwine Rd needs sound barriers put up, many houses along Redwine PTC Parkway south to SMHS	2/2/2018 7:09 AM
98	replacing the board members TIMES 3, as soon as possible	1/31/2018 11:59 PM
99	Current traffic increasing which means more efficient traffic intersections need built.	1/31/2018 11:08 PM
100	golf cart paths connecting to popular destinations	1/31/2018 9:54 PM
101	I'm writing today about the private path in the Timberlake subdivision. If a public alternative is not created, I will vote for the path to be locked to all non-residents.	1/31/2018 9:14 PM
102	Too many people texting while driving. Should be illegal to text and drive --- with consequences.	1/31/2018 7:46 PM
103	Signal Timing	1/30/2018 1:25 PM
104	Fayette County needs to have Running Trails similar to Silver Comet Trail in Cobb County. Right now we have nothing.	1/29/2018 2:50 PM
105	Putting in lots of lights vs. planning better traffic flow, intersection of 54/74 is example	1/28/2018 8:16 PM
106	Please add rumble strips in front of EVERY 4 way stop - too many people run them because of their phones.	1/28/2018 2:25 PM
107	The corridor of Hwy 54 on the west end of Peachtree City is awful. There needs to be another route to Coweta along there other than Rockaway Road and Hwy 54.	1/28/2018 12:08 PM
108	Some issues with areas needing updating for traffic (roundabouts, etc.)	1/28/2018 8:47 AM
109	We need some sort of by-pass from Fayetteville to Newnan.	1/12/2018 7:55 PM
110	Wayyy too much traffic on 74 that bottlenecks entering and exiting I 85.	1/11/2018 7:38 PM
111	Meeting travel needs (within the county) of people with developmental disabilities.	1/2/2018 6:24 PM
112	Limited access highway to Atlanta to spur economic development in county	12/18/2017 9:48 PM
113	Too many stop signs. Traffic circles would be much better. Especially on MacDuff Parkway.	12/18/2017 9:31 PM
114	Lack of connectivity alternatives to Coweta	12/15/2017 3:10 PM
115	Confusing traffic rules (Sandry Creek Rd / 74 turnoff - why the yield sign for right hand turns???)	12/15/2017 1:07 PM
116	Way to much large semis and rigs clogging up 74	12/14/2017 11:32 PM
117	Crossing redwine on the golfcart; The messy carpaths (HIPPOCKET)	12/10/2017 10:13 AM
118	transportation to Atlanta	12/8/2017 10:45 AM

Q5 Besides the intersections of SR 54 & SR 74 in Peachtree City, and SR 85 & SR 54 in Fayetteville, name any other specific areas/roads/intersections with traffic congestion.

Answered: 520 Skipped: 251

#	RESPONSES	DATE
1	Ellis/Banks Banks and 54	3/26/2018 2:03 PM
2	Banks Road between GA 85 and GA 54. Very high traffic, going too fast, for the two lane, curving road.	3/25/2018 8:53 PM
3	SR 85 & Banks Rd	3/24/2018 12:28 PM
4	GA 85 Connector and GA 85	3/23/2018 5:45 PM
5	Redwine Rd & P'Tree Pkwy, Crosstown Rd & P'Tree Pkwy, Hwy 92 & Jimmie Mayfield, P'Tree Pkwy & Walt Banks Rd, Hwy 85 & Ramah Rd & Hwy 92	3/23/2018 2:57 PM
6	HWY 92 and Seay Rd., HWY 92 and Antioch Rd., HWY 85 South and Busbin Rd./Goza Road Intersections during school hours, HWY 85 South and the 2 entrances to Whitewater Middle School and Minter Elem. and Whitewater High school. Antioch and Bernhard Road (that should be a round about)	3/22/2018 4:44 PM
7	54 @ Peachtree Parkway	3/22/2018 8:57 AM
8	85 & 314, Antioch & 92	3/22/2018 12:25 AM
9	92 & 85,	3/21/2018 11:37 PM
10	1. Banks and SR 85 2. Beauregard and SR 85	3/21/2018 11:26 PM
11	McDuff parkway	3/21/2018 10:01 PM
12	Redwine and Peachtree Parkway	3/21/2018 9:56 PM
13	SR 54 & Grady Ave. Grady Ave. and Bradford Square	3/21/2018 9:39 PM
14	SR 54 & McDonough Rd in Fayetteville and 54 & Old Norton in Fayetteville turn arrow to the left is very short after 2 cars light changes	3/21/2018 8:17 PM
15	Where Inman Rd meets Hwy 92 and crosses over onto Gaza Rd (beside Inman Elementary). I see so many "close calls" when taking my daughter to school each morning.	3/21/2018 8:16 PM
16	Long wait on Tyrone Road at Arrowood in the afternoon commute. 4-way stop at Robinson Road and Peachtree Parkway is offset causing issues when people want to make left turns.	3/21/2018 7:52 PM
17	Inman & 92	3/21/2018 7:32 PM
18	The new 92/Glynn St has one northbound turn lane and two southbound turn lanes. Traffic in the northbound lane backs into the round about during rush hour. It seems more logical to have two northbound turn lanes onto 85 verses two southbound.	3/21/2018 6:51 PM
19	85 through downtown fayetteville	3/21/2018 5:46 PM
20	Westbridge Rd and Hwy 92 - impossible to turn left at peak traffic times	3/21/2018 5:19 PM
21	Hwy 85 narrows in front of Broadway Diner....would do well to widen Hwy 85 there.	3/21/2018 2:36 PM
22	Tyrone Road and Flat Creek Trail Intersection 74 and Dogwood Trail Intersection	3/21/2018 2:31 PM
23	South Jeff Davis Drive	3/21/2018 2:21 PM
24	The merging lane on South Glynn (hwy85) by Fayette Veterinary Medical Center.	3/21/2018 1:34 PM
25	Grady ave and 54	3/21/2018 11:59 AM
26	Hwy. 85 from the pavilion all the way through town.	3/21/2018 11:53 AM
27	Hwy 85 south when it goes from 4 lanes to 2 until after the light at the 92 connector. The turn lanes on the square.	3/21/2018 11:29 AM
28	Entire section of 54 BEFORE you get to 54/74. And 54 coming from Coweta County leading up to TJ mAXX.	3/21/2018 11:26 AM
29	Hwy 92 and 85 north of the square.	3/21/2018 11:17 AM
30	Ebenezer Church Road and Redwine Road, Ramah Road and Ebenezer Church Road, Ramah Road and SR 85, Gingercake and SR 54	3/21/2018 11:08 AM
31	Hwy. 92 and Peters Road EVERY.DAY.from 4 to 6. Needs either a round-a-bout or traffic light. (I'd prefer round-a-bout)	3/21/2018 11:04 AM
32	85/Rising Star 85/85C Antioch/92	3/21/2018 10:55 AM
33	Jimmie Mayfield/92S	3/21/2018 10:42 AM
34	SR 85 and 314.	3/21/2018 10:42 AM
35	54 & gingercake, the entire area of 54 from the Avenue to NCG, 74 & entrance to highway 85	3/21/2018 10:41 AM
36	None. Those are the top!	3/21/2018 10:21 AM
37	Between lake peachtree and 74 in PTC. 85 and 314 in Fayetteville	3/21/2018 10:18 AM
38	Ellis rd at banks rd	3/21/2018 10:17 AM
39	Tyrone rd and flat shoals needs a roundabout because oh wow it gets bad there.	3/21/2018 9:25 AM
40	SR85 and Banks Road	3/20/2018 7:29 PM
41	Whitewater High School	3/20/2018 6:54 PM
42	Whitewater High school and Whitewater Middle School	3/20/2018 6:54 PM
43	None	3/20/2018 4:02 PM
44	N Jeff Davis	3/20/2018 12:15 PM

45	I cannot think of anything at this time, although south Hwy 85 backs up from the Wendy's almost to McDonalds at times. . .	3/20/2018 9:33 AM
46	Grady Avenue between SR 54 and SR 85. Being used as bypass around the above mentioned areas of SR 54 back to SR 85. To include trucks over 8 wheels.	3/20/2018 8:42 AM
47	N/a	3/19/2018 9:08 PM
48	Crosstown and 74, Kelly Drive and Dividend	3/19/2018 8:18 PM
49	SR 54 & Lester/Veterans, Exit from Lowes (not on 85).	3/19/2018 7:53 PM
50	Grady and SR 54 all major intersections on SR 54 during rush hour Left turn into FC Admin Complex while heading north.	3/19/2018 5:01 PM
51	Hwy 92 heading north from new roundabouts built next to BP and Dairy Queen	3/18/2018 10:07 PM
52	None	3/18/2018 9:15 PM
53	SR 92 and Hampton Road (Woolsey) Inman Road and SR 92 Tyrone Road and Flat Creek Trail	3/18/2018 10:50 AM
54	54 and Jeff Davis 85 and Hood at the roundabout. That project didn't go well, sit there around 4-6pm!	3/18/2018 9:02 AM
55	Small section by speedy pig on 85 needs to be wider	3/17/2018 1:43 PM
56	Getting out of Best Buy and Home depot in PTC. AWFUL	3/17/2018 9:00 AM
57	SR 85 and Jeff Davis/314	3/17/2018 8:51 AM
58	Banks Rd at GA 85 near Kroger Fayette Pavillion entrance on ga85	3/16/2018 11:51 PM
59	Hwy 85 & Hwy 92 south, turn lane is not long enough for backed up traffic	3/16/2018 10:58 PM
60	1) Planterra intersection in Peachtree City 2) Summit Point traffic lights	3/16/2018 9:33 PM
61	Sr85 and hwy 314. Banks road and Sr 54	3/16/2018 6:07 PM
62	92 south & Kingswood Way. 85 in downtown Fayetteville.	3/16/2018 4:26 PM
63	SR 85 and Pavillion Pkwy Crosstown and SR 74 SR 85 and 85 connector	3/16/2018 2:40 PM
64	Future are is 92/ Veterans parkway	3/16/2018 1:39 PM
65	92 by the kingswood and chantilly developments. The road narrows and creates major traffic issues also need to consider putting light there bc residents have to wait up to 10 minutes to leave development. Also the road that narrows by Broadway diner needs to not narrow bc it creates same problem.	3/16/2018 10:48 AM
66	SR 54 and SR 85 in Fayetteville SR 92S and Jimmy Mayfield	3/16/2018 10:08 AM
67	SR 85 & 314	3/16/2018 9:33 AM
68	SR 74 from PTC to I-85. SR54 from Eastern city limit to Coweta county. McDonough Rd. and GA 54. McDonough Rd. and County Line	3/16/2018 9:27 AM
69	The resulting back ups at prior or subsequent lights (of those mentioned above. Huddleston and 74, etc	3/16/2018 9:19 AM
70	Banks Road/Highway 85 (Banks Road turn signal too short) Grady Avenue/Highway 85 (needs turn signal on Grady)	3/16/2018 8:01 AM
71	By Inman elementary school/Goza Rd. Congestion is bad in the morning and afternoon rush hour.	3/16/2018 7:58 AM
72	Around every single school during drop off/pick up time.	3/16/2018 7:10 AM
73	Oakley industry, sandy Creek rd, flat creek trail.poor	3/15/2018 6:45 PM
74	Banks/Highway 54, Ellis and Banks	3/15/2018 12:21 PM
75	Grady Ave and SR 54 Inman Rd and Hwy 92	3/15/2018 9:45 AM
76	Crosstown/74	3/15/2018 9:13 AM
77	SR 74 & I-85 SR 85S & 92S	3/15/2018 9:01 AM
78	Ga 85	3/15/2018 8:46 AM
79	Sandy creek rd and 74	3/15/2018 8:31 AM
80	314 & 279 and 314 & 85	3/15/2018 8:27 AM
81	Intersection Highway 54 and GA 85	3/14/2018 10:55 PM
82	State 85 at State 92 on south side	3/14/2018 10:33 PM
83	Jeff Davis; hwy 314;	3/14/2018 10:19 PM
84	need to consider what you have created with Pinewood = Veterans Parkway needs expansion to 6 lanes - intersection with Hwy 92 needs traffic lights & turn lanes. All cross roads on Veterans Parkway will need traffic signals. County needs to improve traffic flow off I-85 & GA 74 - need an additional exit between 138 and 74 on 85 that will divert traffic off these roads and build a new 4 lane from 85 to downtown Fayetteville. Highways 92 and GA 85 from the Courthouse south need to be 4 lane if not 6 lane to Senoia & Griffin. Hwy 92 north needs to be 4 lane from Fville to Fairburn Sandy Creek Rd from Veterans Pkwy to GA 74 needs to be 4 lane	3/14/2018 8:47 PM
85	None, really	3/14/2018 6:52 PM
86	North Lake Drive and 54. Planterra Rd and 54. 74 and Redwine Rd. Ramah Rd and Hwy 85.	3/14/2018 5:15 PM
87	Sandy creek road & sr 74	3/14/2018 5:11 PM
88	Sandy Creek & Veterans Parkway	3/14/2018 4:56 PM
89	Hwy 74 at Gardner Park & Cooper Circle. Traffic light has sensors which do not work causing the signal to go thru all stages of lights. DOT was out there recently but did nothing to fix the timing problem.	3/14/2018 3:43 PM
90	SR 54 through all of PTC	3/14/2018 2:55 PM
91	Sandy Creek Rd, no thanks to Pinewood SR 85 and 85 Connector	3/14/2018 2:23 PM
92	Antioch & SR92	3/14/2018 1:41 PM
93	So. 85, & 92. Ginger Cake & 54. Grady Ave. & 54.	3/14/2018 1:16 PM
94	Sandy Creek road	3/14/2018 1:12 PM

95	92 and westbridge	3/14/2018 1:02 PM
96	Sandy Creek Rd	3/14/2018 12:54 PM
97	SR 54 and Huddleston Rd and entrances to Pavilion and Walmart west of SR74 intersection. The neire corridor	3/14/2018 12:41 PM
98	None	3/14/2018 12:34 PM
99	85 at the Whitewater Schools. During school hours, it is impossible to get anywhere.	3/14/2018 11:30 AM
100	Turning onto Robinson Rd on 54 heading towards PTC	3/14/2018 11:14 AM
101	-85 Connector and Rising Starr Intersections at Hwy 85 -Hwy 54 between the two intersections mentioned above -Hwy 85 South leaving Fayetteville -Need completion of East and West Fayetteville Bypass's (reason because there are many commuters traveling through Fayette County, need more options) -Need to connect Goza to Bernhard somehow to take advantage of the signal and remove the Goza/Hwy 85 traffic	3/14/2018 11:12 AM
102	I85 and SR74 is my biggest pain, but not within the county.	3/14/2018 10:55 AM
103	54/mcDuff parkway	3/14/2018 10:43 AM
104	crosstown and peachtree city parkway. This area needs a round about.	3/14/2018 10:17 AM
105	Highway 74 entering Fairburn trying to get to Interstate 85. SR 85 from the courthouse to the pavilion.	3/14/2018 10:10 AM
106	SR 85 and Pavilion Entry	3/14/2018 9:46 AM
107	SR 85 south where it merges to 2 lanes SR 74 north with intersection to interstate 85 SR 54 east of SR 74	3/14/2018 9:30 AM
108	you can't properly see the Roundabout at Pinewood and construction areas	3/14/2018 8:54 AM
109	The SR 85 corridor between the Pavilion and Banks Road.	3/13/2018 6:26 PM
110	Peachtree Parway and Crosstown Road. SR 85 north from Fayetteville to Clayton County	3/13/2018 10:49 AM
111	SR 54 and Hood Ave/Forrest Ave. Poor planning making 2 right turn lanes instead of 2 left turn lanes. AND, where is the street sign for Hood Avenue. People looking for Hood Ave can't find it, yet there is a sign for Easterbrook that has zero businesses/residences actually located (i.e., street address) on Easterbrook.	3/12/2018 2:00 PM
112	Tyrone and 74	3/12/2018 12:48 AM
113	Future concern for Veterans Pkwy once Pinewood Forrest is more built out along with other development in that area. Will be too much for two-lane road. Intersections at Hwy 74 and Sandy Creek Rd, Tyrone Rd. Intersection at McDonough Rd and Hwy 54.	3/11/2018 9:37 PM
114	I-85 and SR 74.	3/11/2018 8:16 PM
115	SR 74 & Tyrone Rd	3/11/2018 6:46 PM
116	Applewood way and highway 85	3/11/2018 6:17 PM
117	I know it's not your jurisdiction, but please help us push improvements for hwy 74/ I85! It's so dangerous in the Am/Pm rush hours and accidents happen all the time. I wish there was another way to go and avoid all of the tractor trailers! This is a huge pain point for PTC residents who work outside of PTC. What is normally a 20 min ride to the airport, it's 60 mins on most days during peak hours. Lots of dangerous accidents all the time and I get scared driving that route. With more housing being developed here, it will only get worse. Please help!	3/11/2018 5:50 PM
118	SR 85 & SR 54	3/11/2018 1:34 PM
119	NA	3/11/2018 12:47 AM
120	I know its not Fayette County but with so many of us using it hopefully you have some kind of say, but hwy 74 on to I-85 is horrible in the mornings. And the Exit 61 in the afternoon is the same.	3/10/2018 10:50 AM
121	SR 85 and SR 74	3/10/2018 10:08 AM
122	None	3/10/2018 7:54 AM
123	Redwine and 74 the school traffic is horrible. We need more options such as golf cart paths to ease the road traffic. A tunnel by that intersection Redwine and 74 would help a great deal for bikes and golf carts to cross.	3/10/2018 1:09 AM
124	Stonewall/Jeff Davis Lanier/Jeff Davis 314/85	3/9/2018 11:53 PM
125	Huddleston Road & SR 54	3/9/2018 11:37 PM
126	Sr 74 from 54 to McMuffin parkway	3/9/2018 7:55 PM
127	Hampton Rd. @ Highway 92 S.	3/9/2018 4:51 PM
128	Peachtree Parkway any time school or work traffic is evident.	3/9/2018 2:44 PM
129	Nothing	3/9/2018 2:07 PM
130	Getting out of the Avenues onto 54	3/9/2018 11:49 AM
131	Goza Antioch roads	3/9/2018 11:15 AM
132	The highway 54 corridor between Hwy54/74 and MacDuff Parkway. There needs to be an additional east/west route for Fayette and Coweta counties	3/9/2018 11:09 AM
133	All of 54 in Fayette County	3/9/2018 10:46 AM
134	1. Sr 54 and highway 85 2. Sr 54 and Sr 74	3/9/2018 10:40 AM
135	Those are the two choke points	3/9/2018 9:25 AM
136	MacDuff Pkwy & Hwy 54, Kedron Drive S & Hwy 74 (very dangerous-needs bright lighting at night), Hwy 74 & The Heritage SD,	3/9/2018 12:15 AM
137	Walmart in PTC, Crosstown Dr at Hwy 74, SR 85 at SR 74	3/8/2018 11:04 PM
138	Every light on 74	3/8/2018 10:29 PM
139	Hwy 74 at interstate 85	3/8/2018 10:05 PM
140	mcduff! And it's only going to get worse!	3/8/2018 9:57 PM
141	Hwy 92 South - needs more capacity - very heavy traffic mornings and evenings	3/8/2018 9:46 PM

142	74 & crosstown	3/8/2018 8:15 PM
143	Planterra/54; traffic to I-85	3/8/2018 7:43 PM
144	Tyrone Rd and Hwy 74 Flat Creek Tr. and Tyrone Rd.	3/8/2018 5:07 PM
145	Redwine & Peachtree Pkway/Bernard, Tyrone Rd & Flat Creek Trail	3/8/2018 1:24 PM
146	314 & New Hope Road. a large number of accidents and no safe walking or biking paths to the pavilion.	3/8/2018 12:53 PM
147	Tyrone Rd and Flat Creek at rush hour - sometimes a long line to go through that 4-way stop	3/8/2018 12:42 PM
148	Sandy creek at Rivercrest entrance/exit	3/8/2018 11:07 AM
149	MacDuff area off 54 54 from 74 to MacDuff	3/8/2018 10:58 AM
150	Intersection of flat creek trail and Tyrone road, intersection of Macduff parkway and 54, intersection of 54 and S Peachtree pkwy.	3/8/2018 10:29 AM
151	Sandy Creek Rd at Hwy 74.	3/8/2018 10:12 AM
152	Corridor of Hwy 54/Hwy 34 from Peachtree City to Sharpsburg	3/8/2018 9:29 AM
153	Intersection of SR 85 & 314	3/8/2018 8:16 AM
154	SR 85 & SR 138	3/8/2018 8:08 AM
155	Huddleston Road and Hwy 54	3/8/2018 6:14 AM
156	Banks Rd./SR 85 and SR 85/SR 92	3/8/2018 1:21 AM
157	74south north of tyrone road need improvements to many accidents happen	3/7/2018 10:35 PM
158	Those are really the only 2 big traffic areas.	3/7/2018 10:27 PM
159	314 and 85, south jeff davis and 92 by helen sams is a joke	3/7/2018 10:24 PM
160	Peachtree parkway & crosstown also peachtree parkway and Walt banks road in Peachtree City.	3/7/2018 10:04 PM
161	Planterra Way and SR 74 - especially at 5pm - tremendous cut through of the Planterra Ridge neighborhood.	3/7/2018 9:56 PM
162	314 & 138.	3/7/2018 9:48 PM
163	54 and Grady ave.	3/7/2018 9:23 PM
164	SR 54 & McDonough Rd., SR 54 & Macduff Rd.	3/7/2018 8:29 PM
165	Hwy 314 @ hwy 85 The new light at BP on 85 and the whole intersection is now worse	3/7/2018 8:28 PM
166	54 and banks rd	3/7/2018 8:26 PM
167	Crosstown and Peachtree Parkway, SR 85 around lowes	3/7/2018 8:26 PM
168	92 and Lower Wolsey	3/7/2018 8:20 PM
169	From 54/74 intersection up to Fischer Rd. in Sharpsberg. The traffic light at NCG movie theater. Remember the couple killed a few months back?	3/7/2018 6:46 PM
170	Planterra way to 54, reduce cars cutting through Planterra. During rush hour	3/7/2018 5:44 PM
171	Planterra Way, Hwy 54	3/7/2018 4:39 PM
172	crosstown & peach tree parkway	3/7/2018 4:22 PM
173	Huddleston & SR 54 - from Huddleston Rd, it's a blind, unprotected left, onto SR54.	3/7/2018 3:49 PM
174	Planterra Way and 54. The recent 'improvements' are insulting to the neighborhood	3/7/2018 3:37 PM
175	Design of few through streets with cul-de-sac neighborhoods create congestion on all of the county through streets.	3/7/2018 12:40 PM
176	Huddleston Rd/SR 54 Market Place Blvd/54	3/7/2018 12:38 PM
177	54/Huddleston	3/7/2018 12:35 PM
178	Huddleston Rd and SR 54 and Planterra Way and SR 54 from 4-6pm due to Coweta Co residents!	3/7/2018 11:52 AM
179	Huddleston Road and Planterra Way (supposed fix made it worse. Do not need to route traffic through a neighborhood.)	3/7/2018 11:48 AM
180	Planterra Ridge sd	3/7/2018 11:45 AM
181	SR 54 & Huddleston Rd	3/7/2018 11:36 AM
182	SR 54 and Huddleston Road.	3/7/2018 11:29 AM
183	Huddleston and 54 should be fixed not route the traffic through neighborhoods.	3/7/2018 11:26 AM
184	The fact that Fayette County and Peachtree City decided to add an left turn lane out of Planterra Way and decided to "help" their congestion issue at the 54/74 intersection and route people through a private residential neighborhood is disgusting. It was down right wrong that the county having a traffic problem have pushed that onto the residents in the Planterra subdivision. The speed tables we have a joke on Terrane Ridge. They dont slow down traffic Coweta commuters just fly over them. The county needs to immediately put up LOCAL traffic only signs and children playing signs.	3/7/2018 11:26 AM
185	SR 85, between SR 54 and the Pavilion	3/7/2018 10:49 AM
186	Huddleston & 54	3/7/2018 9:48 AM
187	Huddleston Road/Hwy 54 Planterra Way/Hwy 54	3/7/2018 9:15 AM
188	McDonough Rd	3/7/2018 8:43 AM
189	SR 54 & Huddleston Rd SR 54 & Planterra Way	3/7/2018 8:29 AM
190	Sandy Creek and Hwy 74 Tyrone Road and 74	3/7/2018 8:27 AM
191	85 and stonewall 85 and S92	3/7/2018 7:21 AM
192	Antioch Rd. bad sight line Exiting Sandy Creek onto 74 new turn lane on Tyrone Rd is too narrow and does NOT improve turning or traffic flow. Needs to hold 2 cars to ease that turn not 1	3/7/2018 12:33 AM
193	54 & Huddleston rd	3/7/2018 12:15 AM
194	GA 85 & Hwy 279; Hwy 279 & Hwy 314; Ga 92 & Westbridge Rd.	3/6/2018 11:51 PM

195	Planterra Way/74!	3/6/2018 10:59 PM
196	HWY 92 and Westbridge	3/6/2018 9:25 PM
197	HWY 74 going into Fulton County	3/6/2018 9:17 PM
198	Planterra Ridge. I live on Terrane Ridge in Planterra and all throughout the day and rush hour, I can't get out of driveway and subdivision. Now with adding 2 left turns and the light being longer, it is encouraging more cars to cut through. Why didn't they do the work on Huddleston instead of our subdivision to help with the cars cutting through.	3/6/2018 8:25 PM
199	SR74 and SR85	3/6/2018 8:12 PM
200	Sandy Creek and Adams Road. Traffic on S C is consistently 20 over the speed limit and sight distance at the end of Adams does not allow entrance to S C safely. Heavy equipment on Sandy Creek for the construction at the Studio has destroyed the road and repairs cannot keep up. Open Veteran's Parkway and encourage traffic onto it.	3/6/2018 7:26 PM
201	Dividend Road and 54	3/6/2018 7:11 PM
202	SR 85 & SR 92S Robinson Rd & Pchtr Plwy Grady & SR 54 Westbridge & SR 92	3/6/2018 6:40 PM
203	N/A	3/6/2018 5:49 PM
204	SR 279 & SR 138 ALL of SR 279 from SR 138, past SR 314 to where it dead ends into SR 85 Trying to turn left onto SR 92 from Westbridge Road is ALWAYS backed up during morning rush hour.	3/6/2018 5:04 PM
205	HWY 74 CORRIDOR FROM PUBLIX TO I-85 ON RAMP	3/6/2018 2:34 PM
206	n/a	3/6/2018 12:24 PM
207	Peachtree Pkwy and Crosstown Rd; Crosstown Rd between Peachtree Pkwy and Hwy 74 (trying to pull out of businesses onto Crosstown)	3/6/2018 10:33 AM
208	Crosstown Rd and Peachtree Parkway Braelinn Rd and Peachtree Parkway	3/6/2018 10:01 AM
209	SR 54 Corridor west of SR 74	3/6/2018 9:54 AM
210	Goza, Busbin and hwy 85 - Roundabout?	3/6/2018 8:40 AM
211	Coming out of Walmart in PTC	3/6/2018 2:50 AM
212	314&85, Red wine & Ramah (certain times), 85 & Ramah	3/6/2018 1:36 AM
213	1. Exit/entrance into walmart/home depot shopping center in PTC, GA. Another entrance/exit is needed North on hwy 74 to help alleviate congestion. 2. Crosstown parkway heading east at the peachtree pkwy intersection needs a longer right turn lane. 3. Peachtree parkway heading south at the hwy 54 intersection needs a right turn lane (beginning at the entrance to the Lutheran Church, PTC, GA. 4. Remove the cones on hwy 54 heading west past the walmart shopping center. This was an engineering blunder and slowing traffic even more. Not needed!!	3/6/2018 12:36 AM
214	crosstown drive	3/6/2018 12:30 AM
215	McDuff and 54 Jeff Davis and 54	3/5/2018 11:46 PM
216	Crosstown and PTC Parkway	3/5/2018 11:29 PM
217	Peachtree parkway at wait banks	3/5/2018 11:07 PM
218	Highway 85 and Pavillion Parkway	3/5/2018 10:41 PM
219	Sr74 and I-85. Yeah, not in Fayette, but sets the standard for most ATL commuters.	3/5/2018 9:53 PM
220	SR74 & Tyrone Road SR74 at I85 (Fairburn)	3/5/2018 9:33 PM
221	54 & ptree pkwy	3/5/2018 9:15 PM
222	314	3/5/2018 9:01 PM
223	Crosstown and Peachtree Parkway	3/5/2018 8:13 PM
224	Tyrone Rd. & SR 54	3/5/2018 7:49 PM
225	Peachtree Parkway and Walt Banks Kedron Drive at Kedron Elementary has cars in the road waiting to pick up or unload children. The cars block the side street entrances and even when open, the car from the side street cannot see to enter Kedron Drive.	3/5/2018 6:46 PM
226	none come to mind	3/5/2018 5:09 PM
227	west bridge road and SR 92	3/5/2018 4:31 PM
228	1) It's not Fayette County, but the SR 74 and I-85 interchange needs to be prioritized. 2) Horrible congestion on SR 54 westbound, near TJ Maxx shopping center. 3) Horrible congestion in general on SR 54 within PTC during rush hours and on Saturday mornings. 4) Horrible congestion on SR 74 northbound heading into Fairburn/Fulton County in the morning.	3/5/2018 4:01 PM
229	South McDuff Pkwy	3/5/2018 1:05 PM
230	Crosstown & Peachtree Pkwy	3/5/2018 3:17 AM
231	Redwine 74 I live in Brechin Park and we need a cart path and tunnel or bridge for our kids to safely get to school and get around.	3/4/2018 7:49 PM
232	Redwine and Bernhard/S. Peachtree Pkwy	3/4/2018 5:40 PM
233	Due to Pinewood Studios & the upcoming Founders Studio complex in Tyrone, as well as the planned 265 acre business park planned by Fayetteville on Tyrone Road, I believe that Tyrone Road/Hwy 54, Tyrone Road/Hwy 74, Jenkins Road/Hwy 74 and Sandy Creek Road/Hwy 74 all need to be realistically categorized as traffic congestion points. Also, I believe the upcoming completion of Veterans' Parkway at Wentbridge Road/Hwy 92 will also be a significant point of traffic congestion.	3/3/2018 3:06 PM
234	Westbridge Rd and Hwy 92. Impossible to make left onto 92 from Westbridge at certain times of day, especially the AM.	3/2/2018 12:45 PM
235	SR 92s from Jeff Davis past Antioch rd	3/2/2018 10:12 AM
236	54/Tyrone Rd.	3/1/2018 11:09 PM
237	54 from 74 toward Sharpsburg and Newnan. Hwy 85 all the way through Fayetteville	3/1/2018 10:36 PM
238	SR 314 & SR 279 SR 92 & SR 85	3/1/2018 9:36 PM
239	92 South traveling towards Griffin	3/1/2018 8:13 PM

240	SR 92 and SR 85	3/1/2018 8:05 PM
241	Fortunately we don't live off McDuff Parkway, but the other day we came out that way onto 54. We sat at the light for 8 minutes. I really feel for the people that do live there. We live in Planterra and there needs to be something done about so much cut through traffic by Coweta residents going home from work everyday.	3/1/2018 7:59 PM
242	SR 314 & SR 279	3/1/2018 6:33 PM
243	That's it	3/1/2018 5:54 PM
244	* SR 85 / Jeff Davis / 314 * SR 85 & Redwine	3/1/2018 5:27 PM
245	Peachtree Parkway and Crosstown Road, Peachtree Parkway and SR 54	3/1/2018 5:21 PM
246	These intersections back up for miles, making the earlier intersections impossible to use.	3/1/2018 2:01 PM
247	McDonough Rd & Hwy 54 Crosstown & Peachtree Pkwy	3/1/2018 1:37 PM
248	54/Peachtree parkway	3/1/2018 1:00 PM
249	SR74 and Crosstown Dr.	3/1/2018 12:10 PM
250	crosstown and pkwy	3/1/2018 10:49 AM
251	Ramah Road and 85 Robinson Road/Redwine Road Redwine/Peachtree Parkway	3/1/2018 10:17 AM
252	Red wine Road	3/1/2018 9:29 AM
253	na	3/1/2018 6:30 AM
254	Redwine & Peachtree Parkway Peachtree Parkway & Crosstown Crosstown and Joel Cowan	2/28/2018 10:39 PM
255	The entire length of Hwy 54. All the lights west of highway 74 in PTC. The placement of the lights and the timing of the lights is ridiculous.	2/28/2018 9:37 PM
256	hwy 74 and holly grove rd (by the Wilshire publix and mike and c's and cfa)	2/28/2018 7:07 PM
257	School traffic Redwine and PTC Parkway, as I'm sure many others have during that time	2/28/2018 4:26 PM
258	SR 314 & SR 85 . Ramah Rd at SR 85	2/28/2018 2:13 PM
259	Peachtree Pkwy and SR 54	2/28/2018 1:30 PM
260	Hwy 54 in front of walmart ,huddleston road	2/28/2018 12:14 PM
261	none	2/28/2018 10:42 AM
262	SR85 and 314	2/27/2018 11:16 PM
263	1) Sandy Creek Road has become a racetrack since Pinewood came to town. There are "No Truck" signs CLEARLY POSTED at either end of the road but Pinewood Studios and Pinewood Forrest development traffic continually gets a pass. I have seen 18-wheeler semi-trucks, cement mixers, tractor-trailers, all hauling heavy loads, on this RESIDENTIAL road that wasn't intended for the volume and weight! There are potholes all along the road. My neighbor's fence was taken out recently when a box truck lost control and veered into his yard. With Pinewood Forrest being zoned for Flat Rock Middle School and Sandy Creek High School, the school traffic on Sandy Creek is going to be even more congested, and I fear that someday some kids are going to be severely injured or killed when one of those Pinewood trucks loses control at the Lees Mill curve and takes out a school bus or an ambulance heading to/from the hospital! The speed limit is 45 mph but the construction traffic flies by much faster. 2) SR 54 and Peachtree Parkway in PTC. The traffic light timing is terrible, only allowing 1-2 vehicles on the left turn signal. Traffic in the northbound lane on Peachtree Parkway approaching the intersection can't turn right on red because there is no turn lane due to the church being on the corner, so traffic backs up there and I sometimes have to sit through 3 light changes before being able to turn right. Traffic from Booth Middle School, the fire department, and commuters to/from Coweta make this intersection a dangerous nightmare during peak rush hours. 3) SR 74 northbound between Sandy Creek Road and I-85 between 6:00 AM and 8:00 AM. Traffic backs up all the way to Sandy Creek Road for people wanting to turn right onto I-85 northbound	2/27/2018 11:10 PM
264	ONLY 54 & 74, IT'S A BEAST!!	2/27/2018 9:58 PM
265	These are only areas with problems in my opinion	2/27/2018 9:50 PM
266	redwine harp ebenezer	2/27/2018 3:22 PM
267	Intersection of SR 54 & SR 85 in Fayetteville	2/27/2018 3:15 PM
268	85 from 54 to Pavillion Parkway both ways. 54 from Peachtree Parkway to 74, both ways, Veterans Parkway now that there are going to be 2 ineffective traffic circles so it is no longer a bypass.....and people don't know how to use them	2/27/2018 2:37 PM
269	Unsure	2/27/2018 2:32 PM
270	SR 85 and SR 314	2/27/2018 2:03 PM
271	Sr85 and Raman road Sr92 and Jefferson Davis Hwy314 and sr85	2/27/2018 1:47 PM
272	All of highway 54 in Peachtree City. Do not use shops in Wal-Mart/Home Depot/Best Buy because I cannot exit the complex at any time of the day. Poor signage in those lots (no one knows when to stop/no one observes turning lanes, no one lets anyone out).	2/27/2018 12:48 PM
273	Lee's Mill and Hwy 92 need to have a left turn signal. In the opposite side, it would be nice to have a right lane dedicated to turn onto Hwy 92 from New Hope Rd. People don't yield, they just turn right not considering that they do not have the right of way. Something needs to be done about Westbridge and Hwy 92 it takes too long to turn left during peak traffic and also Old Farm Rd an Hwy 279 it's difficult to make a left turn there as well.	2/27/2018 12:30 PM
274	Those are the top with the I85/74 connection already getting work. Has any thought been given to construction another I85 exit between 138 and 74?	2/27/2018 11:31 AM
275	SR 92 & Westbridge Rd.	2/27/2018 10:38 AM
276	Glynn Street and going toward Griffin.	2/27/2018 10:20 AM
277	Sandy Creek Road, Hwy 54 East out of Fayetteville (being addressed).	2/27/2018 10:12 AM
278	almost any intersection on 54.	2/27/2018 9:36 AM
279	SR 314 from SR85 to the Pavillion Pkwy. Many, if not all, of these lights are on "timers" and very inefficient.	2/27/2018 9:11 AM
280	Grady Road from Round about to Highway 54	2/27/2018 8:43 AM

281	SR 54 in PTC from MacDuff to SR 74	2/27/2018 7:05 AM
282	SR 85 north in the morning and south in the evening.	2/27/2018 1:11 AM
283	Highway 74 and interstate 85 - Terrible getting on to Interstate 85 and getting off Interstate 85 to Highway 74. Intersection of highway 34 and lower Fayetteville (the entire section near SAMS);	2/27/2018 1:01 AM
284	The intersection beside Truett's luau (the Waterfall complex). When you are trying to turn back onto 54, the light will only allow a few cars out at a time! At school time, this is tedious at best. Also the roundabout at Redwine is terrible around 5-6 pm when there is heavy traffic.	2/26/2018 11:15 PM
285	92 from Woolsey to Fayetteville	2/26/2018 11:10 PM
286	Walt Banks Rd and Peachtree Parkway. Hwy 74 N /S. Too many lights and red turn signals that should be changed to flashing yellow after a cycle. Fix the turn arrow on 74S to Kelly Drive so it actually works. Huddleston to turn west on 54.	2/26/2018 10:58 PM
287	Banks Road and SR 54	2/26/2018 10:39 PM
288	Hwy 92 south where Kingswood and Chanticleer enter the highway.	2/26/2018 10:12 PM
289	Red wine rd and peachtree parkway/ Bernhard rd.	2/26/2018 9:53 PM
290	Vehicles exiting Commerce Drive onto 54. They shouldn't be allowed to turn left there since it further complicates that area.	2/26/2018 9:34 PM
291	Walmart and 54, MacDuff and 54, trying to get from the Overlook to MacDuff Parkway.	2/26/2018 8:58 PM
292	Hwy 279 and 314.	2/26/2018 8:39 PM
293	Antioch Rd & Hwy 92 (congestion AND safety issues) Huddleston & Hwy 54	2/26/2018 8:25 PM
294	Turn lane to S. Jeff Davis from Jimmie Mayfield is too short during high traffic times.	2/26/2018 7:26 PM
295	Intersection Jimmy Mayfield Blvd and GA 92 Connector. High Accident rate and the merging lanes going south on Hwy 92	2/26/2018 7:14 PM
296	None, really. 54/74 is terrible though. SR85 South feels very dangerous with two lanes at high speeds.	2/26/2018 7:07 PM
297	New hope & 85	2/26/2018 6:54 PM
298	Not aware of any other intersections	2/26/2018 6:46 PM
299	SR 54 from 74 past Home Depot	2/26/2018 6:44 PM
300	Peachtree Pkwy and Walt Banks 54 and Planterra/Home Depot	2/26/2018 6:35 PM
301	Highway 314 & 85 during commute times ; McDonough road & 54 in mornings	2/26/2018 6:14 PM
302	SR 85 North and Ramah Rd. (mornings), SR 85 around Whitewater School Complex (mornings).	2/26/2018 6:12 PM
303	Jeff Davis and 54	2/26/2018 6:12 PM
304	Hwy 314 & Hwy 85. Hwy 314 North from Hwy 279 to Hwy 138.	2/26/2018 6:04 PM
305	Because 54/74 backs up, clearly that causes other roads to back up.	2/26/2018 6:00 PM
306	Because 54/74 backs up, clearly that causes other roads to back up.	2/26/2018 6:00 PM
307	92 south coming into the city at Jimmy Mayfield	2/26/2018 5:59 PM
308	SR 92 and McDonough Rd / Hwy 54	2/26/2018 5:58 PM
309	Hwy 74 and Sandy Creek Rd	2/26/2018 5:53 PM
310	Hey 54 & Peachtree Pwy	2/26/2018 5:50 PM
311	85/92n	2/26/2018 5:49 PM
312	In Woolsey which is in Fayette county but not the city. Intersection of Hampton road and 92. In Fayetteville the areas around highway 92 connector and the Kroger and Publix	2/26/2018 5:23 PM
313	74 thru North PTC to Tyrone and fairburn.	2/26/2018 5:16 PM
314	SR85 & SR 314	2/26/2018 5:15 PM
315	Courthouse Square & exiting Peachtree City Walmart-east or west	2/26/2018 4:53 PM
316	92 and Antioch	2/26/2018 2:17 PM
317	Left hand turn at 92/Michaels.. Traffic light only allows 3-5 cars at rush hour.	2/26/2018 1:49 PM
318	SR 54 and Hwy 314. The merge from 314 onto SR 54 southbound, that a dangerous turn. Also, the left turn from SR 54 onto Hwy 314, another dangerous turn.	2/26/2018 1:25 PM
319	Antioch/ Highway 92. Highway 92/ Inman..... terrible especially due school hours Ga 85 and Whitewater/ Sara Harp school GOZA and Ga 85	2/26/2018 12:15 PM
320	Peachtree Pkwy/Robinson, peachtree Pkwy/redwine, 54/Grady	2/25/2018 2:56 AM
321	Sr 85 near towne center Kroger is getting very congested. 85/92. Becoming a headache	2/24/2018 7:56 PM
322	just about any intersection during heavy travel times.	2/24/2018 5:20 PM
323	Senoia Road and Dogwood Trail	2/24/2018 1:32 PM
324	Rockaway as Senoia develops cars heading north on SR 74 to work McDuff Parkway why were "speed tables" put in why not roundabouts! Land was leveled at Senoia Road and McDuff Way but oh a light was put in..... again why not a roundabout Interstate 85 and SR 74	2/23/2018 9:50 PM
325	Downtown Fayetteville will be a bottleneck with the opening of more traffic through there	2/23/2018 6:38 PM
326	74 and Dogwood Trail Peachtree Parkway and 74	2/23/2018 5:35 PM
327	SR 74 and Crosstown Rd.	2/23/2018 1:05 PM
328	Jeff Davis	2/22/2018 9:11 PM
329	SR 85 south of Fayetteville. McDonough Rd into Clayton County even through GDOT has a widening project that has been on the books for years. Lack of roads crossing the railroad track into Coweta County.	2/22/2018 9:08 PM
330	Too many trucks on 74. Palmetto rd between 74 and I85 seeing growth in traffic	2/22/2018 9:03 PM
331	Goza and 85 .	2/22/2018 6:30 PM

332	N/A	2/22/2018 6:24 PM
333	Soon to be intersection of Veterans Pkwy/92/Westbridge. Will need a traffic light, not just a 2 way stop.	2/22/2018 5:32 PM
334	Highway 92 and Westbridge Road	2/22/2018 2:01 PM
335	Tyrone Road and SR 74 Tyrone Road and Flat Creek Trail	2/22/2018 11:17 AM
336	SR 54 East of SR 74 The PTC Walmart and Home Depot stores are the ONLY ones I have ever seen with just one entrance/exit. At 5:00 pm every day, Planterra subdivision is far too congested for a residential area. I fear a child will be seriously injured one day.	2/21/2018 11:50 PM
337	Intersection at the Pavilion.	2/21/2018 7:08 PM
338	Hwy 92 and Westbridge Rd	2/21/2018 6:20 PM
339	Sr 92 and West Bridge Rd	2/21/2018 3:23 PM
340	N/A	2/21/2018 2:16 PM
341	Hwy 92 S & Inman Road during school hours	2/21/2018 1:56 PM
342	Inman and 92 school AM only Hampton and 92 Antioch and 92	2/21/2018 1:49 PM
343	54/34	2/21/2018 1:35 PM
344	92	2/21/2018 12:21 PM
345	Downtown Fayetteville N/S bound traffic making E or W turns onto 54 cause traffic backup...especially trucks.	2/21/2018 11:54 AM
346	Huddleston Road & SR54 in Peachtree City.	2/21/2018 9:18 AM
347	Crosstown & Peachtree City Parkway. All intersectionS from SR 74/54 to SR 34 -- to many stop lights.	2/21/2018 8:27 AM
348	Those 2 are most important	2/21/2018 12:40 AM
349	SR 314 & SR85	2/21/2018 12:14 AM
350	The area around the Pavilion	2/20/2018 5:47 PM
351	None	2/20/2018 4:37 PM
352	ALL of GA Highway 54 West!	2/20/2018 4:24 PM
353	Highway 92 & Westbridge Road, Highway 314 & 279, New Hope Rd & Hwy 314	2/20/2018 4:10 PM
354	SR 54 and Peachtree Parkway and all intersections heading west to Coweta in the afternoon.	2/20/2018 3:59 PM
355	Hwy 54 to the west of Hwy 74 Hwy 74 north of Hwy 54 (all the way to I-85) Hwy 85 north of Hwy 54 (all the way to county line)	2/20/2018 3:44 PM
356	NA	2/20/2018 1:15 PM
357	McDuff Parkway & Hwy 54	2/20/2018 12:43 PM
358	Dogwood & 74	2/20/2018 11:45 AM
359	74 and tyrone road Sandy Creek and veterans at Pinewood	2/20/2018 11:45 AM
360	all long 54 from the library to Coweta County. Horrible.	2/20/2018 11:34 AM
361	314/279, 85 conn/85,	2/20/2018 11:13 AM
362	Crosstown Drive - very difficult parking lot to exit	2/20/2018 11:11 AM
363	Antioch and 92	2/20/2018 11:02 AM
364	McDuff Hwy and Hwy 54 The light in from of the Racetrac on Hwy 54	2/20/2018 10:33 AM
365	SR 85 and SR 314 (or at the Pavilion on SR 85)	2/20/2018 10:14 AM
366	The corridor from Willowbend Road to the SR 54/S74 interchange is extremely congested in the afternoon for extended periods of time. The timing of the left turn light at Stevens Entry during peak times is WAY too long--I understand the goal to keep traffic flowing on 54, but the timing is excessive for how far it is from the backup that begins after Willowbend.	2/20/2018 10:13 AM
367	SR 314 & SR 279 / SR 314 & SR 85	2/20/2018 10:07 AM
368	no	2/20/2018 9:39 AM
369	314/Jeff Davis/SR85 Traffic turning at this intersection stacks up	2/20/2018 9:13 AM
370	Unknown	2/20/2018 9:13 AM
371	314 & 85 south	2/20/2018 9:06 AM
372	The entire stretch in Peachtree City on Highway 54 from Highway 74 to Highway 34.	2/20/2018 9:02 AM
373	none	2/19/2018 5:13 PM
374	The entire corridor from 54/74 through the Coweta line both East and West bound lanes.	2/19/2018 3:07 PM
375	Westbridge Road at the intersection of Hwy 92 has significant traffic build up in the morning and evening.	2/19/2018 2:38 PM
376	SR 74 in Tyrone all the way to the Fairburn exit at I-85	2/19/2018 12:54 PM
377	Harp Rd. & SR 92	2/18/2018 1:24 PM
378	Banks road and highway 85	2/14/2018 2:27 PM
379	Bernard, Peachtree put and Robinson rd. Major school, work , backup causing MAJOR CUT THOUGHTS IN TIMBERLAKE SUBDIVISION. The turn light on 85 to 314 needs to be longer.	2/14/2018 1:20 PM
380	Redwine Rd, Harp Rd, Ebenezer Rd	2/13/2018 5:49 PM
381	Grady Ave/Hwy 54 (especially during school); North Jeff Davis/Jimmy Mayfield turn lane onto S Jeff Davis	2/13/2018 5:29 PM

382	Redwine Rd/Bernhard Rd/Peachtree Pkwy. The back side of our property sits on Redwine. We've lived here almost 18yrs and have seen how busy it has become. Traffic uses our neighborhood as a shortcut at heavy times. Mostly mornings but I'm sure that with development it will become frequent. The shortcut becomes a speedway for folks to try to race their way around corner and not stop! Surprisingly its mostly adult drivers doing excessive speeds and not stopping. (some of us in the neighborhood have stood out in the mornings observing behavior and traffic patterns)	2/10/2018 4:36 PM
383	Huddleston & 54 Planterra Ridge & 54	2/8/2018 12:22 PM
384	Walt banks and PEACHTREE parkway. Crosstown road and Peachtree parkway	2/8/2018 5:03 AM
385	Just fix SR 54 and SR 74! Terrible intersection!!!	2/7/2018 10:03 PM
386	None	2/6/2018 10:12 PM
387	4 way stops at parkway and crosstown And Robinson and Parkway	2/6/2018 7:55 PM
388	Peachtree Parkway and Redwine Rd Crosstown Rd and Peachtree Parkway	2/6/2018 3:11 PM
389	Redwine Road at the intersection of Bernhard/Peachtree Parkway. SR 54 west of SR 74 - the entire area is congested.	2/6/2018 9:09 AM
390	.	2/5/2018 9:01 PM
391	Palmetto Tyrone Rd and Flat Creek Trail SR 74 and Palmetto Tyrone Rd Redwine Rd and Peachtree Pkwy	2/5/2018 4:05 PM
392	Intersection of HWY 74 and I85	2/4/2018 6:41 AM
393	54 / 74 is your biggest challenge, fix it	2/4/2018 5:19 AM
394	Crosstown and Peachtree parkway, crosstown and 74	2/3/2018 9:56 PM
395	The wal-mart and home depot traffic light.	2/3/2018 2:52 PM
396	Intersection at Crosstown & Peachtree Parkway during high traffic times of the day.	2/3/2018 10:49 AM
397	Crosstown to Peachtree Parkway	2/2/2018 3:04 PM
398	Stop lights on the major roads are not timed correctly. To much stopping and going, need better job of timing the lights to keep flow moving.	2/2/2018 7:09 AM
399	intersection of Crosstown Road and Peachtree Parkway	2/1/2018 10:26 PM
400	The ones listed above are the worst.	2/1/2018 4:49 PM
401	Not really. The other major intersections have an adequate wait time.	2/1/2018 2:49 PM
402	Tyrone-Palmetto Road - way too much traffic	2/1/2018 2:47 PM
403	Crosstown & Peachtree Parkway needs a turn lane from Crosstown eastbound to Peachtree Parkway south and the intersection needs a traffic light. Too many people are not paying attention at that intersection--I avoid it at all costs as have almost been hit.	2/1/2018 2:10 PM
404	G314 and 85	2/1/2018 1:27 PM
405	The Peachtree Parkway/crosstown intersection during morning/evening commute times.	2/1/2018 10:42 AM
406	Crosstown/Parkway	2/1/2018 10:07 AM
407	Hwy 54 from hwy 74 to McDuff - that entire stretch is very congested	2/1/2018 10:01 AM
408	85 and 92	2/1/2018 9:56 AM
409	Crosstown & PT Parkway Crosstown/Bernhard & PT Parkway Robinson & PT Parkway	2/1/2018 9:40 AM
410	Hwy 74 and Interstate 85.(I know it's not in Fayette but it is still an area needing attention.) Hwy 54 and Hwy85 in Fayetteville.	2/1/2018 9:35 AM
411	Crosstown and Peachtree Parkway--a roundabout would do wonders for that intersection!	2/1/2018 9:18 AM
412	TJMAxx /Walmart area, McDuff pkwy	1/31/2018 11:55 PM
413	Crosstown Road and Peachtree Parkway	1/31/2018 11:49 PM
414	74 at Interstate 85 Peachtree Parkway at Redwine Peachtree Parkway at Crosstown	1/31/2018 11:31 PM
415	Bernhard and Redwine	1/31/2018 11:09 PM
416	Crosstown/ Peachtree Parkway. Robinson/ Peachtree Parkway.	1/31/2018 11:08 PM
417	Redwine and Peachtree Parkway 4 way stop	1/31/2018 10:13 PM
418	Peachtree Parkway and Redwine	1/31/2018 10:06 PM
419	Peachtree Parkway and Crosstown	1/31/2018 9:54 PM
420	Sr 54 between SR74 and the Coweta County Line	1/31/2018 9:16 PM
421	Peachtree parkway and crosstown Peachtree Parkway and 54 redwine and peachtree parkway	1/31/2018 9:14 PM
422	Red wine and Peachtree Parkway	1/31/2018 8:06 PM
423	hwy 74 at Wilshire center	1/31/2018 7:46 PM
424	Crosstown and Robinson	1/31/2018 7:46 PM
425	none	1/31/2018 7:37 PM
426	SR74 and Red wine. Not adequately set up for school hours especially concerning when traveling by golf cart.	1/31/2018 7:35 PM
427	54 & McDuff Pkwy	1/31/2018 7:35 PM
428	74 and I-85	1/31/2018 7:28 PM
429	Redwine Road at Panther Path during drop off & pick up.	1/31/2018 4:38 PM
430	Peachtree Parkway and 54	1/30/2018 3:02 PM
431	Peachtree Parkway and Crosstown Dr Peachtree Parkway and Walt Banks Road	1/30/2018 2:57 PM
432	SR 54 & Huddleston. Traffic backs up on Huddleston. SR 54 at Walmart /Plantera intersection. SR 54 & Peachtree Parkway	1/30/2018 12:00 PM
433	SR 54 & MacDuff Parkway	1/29/2018 3:21 PM

434	SR 74 and Crosstown	1/29/2018 2:50 PM
435	Wal-Mart shopping center	1/29/2018 10:38 AM
436	McDuff Pkwy and SR54	1/29/2018 9:21 AM
437	In the Wal-Mart Peachtree city area	1/29/2018 12:13 AM
438	hwy 54 corridor from 54/74 to 134. too many stop lights especially between Huddleston and McDuff Pkwy. lights need to be sychronized to keep traffic moving	1/28/2018 11:35 PM
439	Banks Road and Hwy 54	1/28/2018 10:20 PM
440	n/a	1/28/2018 10:05 PM
441	- Whitewater High and Middle school Hwy 85 - 85 and 85 connector - Hilo and 92 - Hwy 16 with the new developments directly onto the highway - Hwy 92 at Harp's Baptist	1/28/2018 9:39 PM
442	Peachtree Parkway & Walt Banks, Peachtree Parkway & 54, 54 & Lanier	1/28/2018 9:28 PM
443	in growing neighborhoods	1/28/2018 9:19 PM
444	Highway 54 and Parkway	1/28/2018 8:30 PM
445	North Bound 74 to Hwy..too many lights	1/28/2018 8:16 PM
446	Those are the big ones. Fix 74/54!!!! Ugh!	1/28/2018 7:39 PM
447	92	1/28/2018 7:38 PM
448	SR 54 and Jeff Davis in Fayetteville. 54 in front of The Avenue.	1/28/2018 6:30 PM
449	Possibly thinking ahead to prevent traffic on veterans parkway near Pinewood studios and Pinewood Forrest. There will be lots more people commuting to and from that area.	1/28/2018 2:41 PM
450	Everything on 54 from line creek to 54/74	1/28/2018 2:25 PM
451	54 and 85	1/28/2018 1:32 PM
452	Peachtree Pkwy/Crosstown Drive, SR 54 W Corridor	1/28/2018 12:39 PM
453	MacDuff and Hw54	1/28/2018 12:08 PM
454	dividen and huddlestone rd	1/28/2018 10:44 AM
455	Walt banks by McIntosh	1/28/2018 10:43 AM
456	SR 54 west of SR74 to the Coweta line. A bypass to move the east/west traffic from Coweta to Fayetteville to avoid all the congestion in PTC is needed.	1/28/2018 9:57 AM
457	Tyrone Road and Flat Creek Trail	1/28/2018 8:47 AM
458	Planterra Way/Hwy 54 (Wal-mart/HD) intersection.	1/25/2018 3:30 PM
459	Not just 54/74 but all 54 in PTC from Lake Ptree to the County Line. Traffic in this and other areas will flow better when lights are synchronized to go green together.	1/25/2018 8:31 AM
460	Redwine/Peachtree Parkway/Bernard Rd.	1/24/2018 9:35 AM
461	SR 85, SR 314 and Jeff Davis Drive	1/19/2018 8:47 AM
462	SR85 & SR92	1/18/2018 7:25 AM
463	Hood Avenue @ Tiger Trail	1/12/2018 11:37 PM
464	314 and 85	1/12/2018 9:11 PM
465	All of the intersections between Fayetteville and Peachtree City are very congested during the peak morning and afternoon hours. T	1/12/2018 7:55 PM
466	85 and 92 north	1/12/2018 1:05 PM
467	SR 54 and N. Jeff Davis; Fayetteville	1/12/2018 7:40 AM
468	SR 85 & SR 92;	1/12/2018 2:33 AM
469	85 & Pavillion	1/11/2018 11:16 PM
470	Jeff Davis Beauregard round about Grady	1/11/2018 9:56 PM
471	Banks road at certain times of day both at 54 & 85	1/11/2018 9:54 PM
472	Hwy 92/ Hampton rd Hwy 85/ rising star, old 85, and Padgett	1/11/2018 9:52 PM
473	From the square past the hospital towards PTC.	1/11/2018 8:39 PM
474	All of them	1/11/2018 7:26 PM
475	SR 54 and McDuff Parkway in Peachtree City	1/2/2018 6:24 PM
476	SR 54 @ Jeff Davis	12/28/2017 3:53 PM
477	SR74 at Crosstown going onto Peachtree Parkway. Sandy Creek getting very busy. We need designated truck routes.	12/27/2017 10:10 AM
478	Redwine Road at SR 74 Robinson Road at Peachtree Parkway	12/21/2017 1:59 PM
479	Redwine..road	12/20/2017 9:41 PM
480	Intersection of Antioch Rd and Hwy 92, Seat and Harp. Awkward turning left.	12/20/2017 8:31 PM
481	Around the square in Fayetteville	12/20/2017 7:05 PM
482	Fayette downtown will eventually need some stronger traffic control as the area grows.	12/20/2017 6:49 PM
483	None	12/20/2017 5:31 PM
484	279 and 314	12/19/2017 10:11 PM
485	Westbridge Rd & SR 92 SR 314 & SR 279 In adequate left turn lane No. Bound SR 85 @ SR 279.	12/19/2017 11:35 AM
486	SR 314/SR279, SR85/SR279	12/19/2017 10:50 AM
487	SR 279 cannot take any more traffic funneling from the proposed Eastern Bypass. It needs to be directed north to SR 85 and SR 314.	12/18/2017 9:48 PM
488	Getting in I85 at peak times is a challenge but obviously this lies outside the county	12/17/2017 1:46 PM
489	NA.	12/16/2017 7:28 AM

490	Redwine and Peachtree parkway. 74 & Crosstown	12/15/2017 9:43 PM
491	All of SR 54 in ptc	12/15/2017 9:11 PM
492	Peachtree Parkway/Crosstown Rd SR 54 in general has a lot of traffic - need other east-west options	12/15/2017 3:10 PM
493	SR 74 & SR 85,	12/15/2017 1:07 PM
494	TYRONE RD AND FLAT CREEK TRAIL, WALT BANKS ROAD AND N PEACHTREE PKWY	12/15/2017 12:50 PM
495	-92 South and Hampton Road (woolsey) -SR85 from Brooks woolsey intersection to SR 74 intersection - redwine and bernhard 4 way stop (needs a roundabout)	12/15/2017 12:10 PM
496	Robinson and 54	12/15/2017 11:50 AM
497	McDonough Rd. Most of 314 in the afternoons.	12/15/2017 9:49 AM
498	74 @Peachtree Parkway has a lot more traffic. Seen many almost accidents as you turn left from 74 onto Peachtree Parkway. Many think it's a one lane turn and jumped into the right lane that's also turning. Could use some better signage on the road and above by the lights. 74 @Dogwood Trail- when making a left turn onto 74 from Dogwood is a very blind spot. It's very dangerous. Needs an arrow light	12/14/2017 11:32 PM
499	SR314/SR85, New Hope/SR-85	12/14/2017 9:28 PM
500	MacDuff and SR 54	12/14/2017 7:17 PM
501	Peachtree Pkwy and Crosstown during rush hour. Peachtree Pkwy and SR54, north & south bound on Peachtree Pkwy.	12/14/2017 1:57 PM
502	the Parkway around schools.... need to have a policeman directing traffic only during congested times (after school event)	12/14/2017 1:19 PM
503	Sandy Creek corridor SR 74 intersections from Tyrone to PTC SR 54 west from The RR bridge in PTC to Coweta County	12/14/2017 11:10 AM
504	SR 54 WEST OF SR 74	12/14/2017 11:01 AM
505	85 Conn and Hwy 85 - tough to turn north or south safely during rush times	12/14/2017 10:35 AM
506	Westbridge/92, sandy creek/ellison, grady/badford sq	12/14/2017 10:33 AM
507	Antioch Rd at Hwy 92 South; Harp Road at Hwy 92 South; Hwy 85 South at Alt. 85 (to Brooks); Hwy 85 South and Hwy 92 South intersection; Hwy 92 South at Jimmy Mayfield/Helen Sams intersection;	12/14/2017 10:27 AM
508	Peachtree Parkway/Hwy. 54, Crosstown Road/ Hwy. 74 -- both spots in PTC	12/14/2017 10:14 AM
509	corner of GA 85 and the connector Antioch and 92 both are impossible to get out in the morning	12/14/2017 10:10 AM
510	Senoia Rd/Lexington Pass@SR74; Need Roundabout at N Peachtree Pkwy @ Walt Banks Road	12/14/2017 10:02 AM
511	Antioch Rd and Hwy 92.	12/14/2017 9:54 AM
512	85 & 92 conn south - Grady Ave & 54 - 54 & Jeff Davis -	12/14/2017 9:30 AM
513	Redwine and Ebenezer Church Road, Flat Creek and Tyrone Road, Walt Banks and Peachtree Parkway, Redwine and Ramah, Redwind and Bernhard Road	12/11/2017 3:42 PM
514	Antioch & SR 92; Hampton Road and SR 92; Westbridge Road and SR 92; Multiple intersections on SR 85 south; school zones	12/11/2017 12:33 PM
515	S. Peachtree Pkwy and Crosstown RD HWY 279 and HWY 314 HWY 85 and Pavilion PKWY/Pine Trail RD HWY 74 and Crabapple LN/N Peachtree Pkwy HWY 74 and Palmetto RD/Tyrone RD HWY 74 and South Senoia RD	12/8/2017 9:43 PM
516	Most major streets in Fayetteville	12/8/2017 10:45 AM
517	None.	12/8/2017 10:34 AM
518	Crosstown, mcintosh Kelly, Huddleston, planterra	12/8/2017 9:00 AM
519	Soon it will be at the new Mcduff bridge. Stop signs or speed bumps are needed on th west side of Kedron to help residents exit their communities	12/8/2017 8:45 AM
520	Sandy Creek at Hwy 74	12/8/2017 8:31 AM

Q6 Name any specific areas that have safety concerns (e.g. poor lighting, limited sight distance, lots of crashes, difficult for pedestrians to cross, etc.).

Answered: 477 Skipped: 294

#	RESPONSES	DATE
1	All of 54	3/26/2018 2:09 PM
2	Banks and 54	3/26/2018 2:03 PM
3	Banks Road. Many collisions at Banks and Ellis. Residents in all neighborhoods on the road have difficulty getting out of their neighborhoods onto Banks Road at peak times.	3/25/2018 8:53 PM
4	To many to name	3/24/2018 12:28 PM
5	GA 85 Connector and GA 85 have multiple accidents because folks are going too fast southbound on 85, the bridge at GA 85 and Starrs Mill/Whitewater Creek	3/23/2018 5:45 PM
6	Hwy 54 at Piedmont Fayette Hospital, Hwy 85 & Hwy 54, Hwy 54 & Hwy 74, Hwy 54 & Huddleston Rd (where the intersection of Best Buy shopping center is, also next block where Wal Mart shopping center is), Hwy 85 & Beauregard Rd, P'Tree Pkwy & Braelinn Rd	3/23/2018 2:57 PM
7	314/85	3/22/2018 4:16 PM
8	Area around Piedmont Fayette Hospital, people leaving medical facilities pulling out into oncoming traffic, not yielding, not accelerating to flow of traffic.	3/22/2018 8:57 AM
9	Antioch & 92	3/22/2018 12:25 AM
10	Antioch, 92 & Harp	3/21/2018 11:37 PM
11	1. Poor lighting along Lester Road 2. SR 85 and SR 54 (unsafe for pedestrians to cross)	3/21/2018 11:26 PM
12	Poor lighting on hwy 92	3/21/2018 10:52 PM
13	All 74 should have lights	3/21/2018 10:01 PM
14	More sidewalks in Fayetteville and on Redwine and busier roads	3/21/2018 9:56 PM
15	The sidewalks along SR85 in the downtown district are full of cracks, the driveway entrances are upheaved - any stroller, wheelchair or walker is very difficult to push along.	3/21/2018 9:39 PM
16	Yellow caution light/left turn signal on Lester Rd (across from Vet Pkwy) onto Hwy 54 heading towards PTC. Very very dangerous with people crossing intersection from Vet Pkwy. I guess someone will have to be killed as a result before the City/County changes it to green arrow turn only.	3/21/2018 9:36 PM
17	New Hope Rd. and Brogden Rd. Traffic need some speed bumpers to Slow the traffic down on New Hope Rd. Coming toward Brogden Rd Crossing on New Hope Rd.the curve is a blinding to traffic.	3/21/2018 8:28 PM
18	Old Norton Road coming into Stone Briar subdivision is very dangerous street has numerous curves one very sharp near a bridge which has not any lights or metal spacers to be safe in the road hope they do something about it I drove thru there everyday to and from work and doing errands	3/21/2018 8:17 PM
19	difficult to access Peachtree City via cart path from Tyrone - specifically from Dogwood Dr across railroad tracks on Senoia road.	3/21/2018 7:52 PM
20	Lighting needs to be upgraded. Newnan has incorporated LED lighting into thier downtown and roadways. It's more cost effective and improves pedestrian safety. I think as we move to a more walkable community that lighting should be a big factor.	3/21/2018 6:51 PM
21	Goza and 85	3/21/2018 2:45 PM
22	None I can think of	3/21/2018 2:36 PM
23	Tyrone Road and Flat Creek Trail Intersection 74 and Dogwood Trail Intersection	3/21/2018 2:31 PM
24	South Jeff Davis Drive and Helen Sam's.. 92 & Helen Sams	3/21/2018 2:21 PM
25	Same as above. People running the right lane and diving into left lane at last second. Surprised there haven't been more accidents or road rage incidents!!	3/21/2018 1:34 PM
26	Not enough sidewalks for pedestrians to safely walk near roadways	3/21/2018 12:44 PM
27	Highway 54 and Autumn Glen Circle. There is an assisted living and an adult community and it is too dangerous when turning left on Hwy. 54. "Blind" turning lanes like the one at Hwy. 85 at Longhorns. Goza Road and Antioch Road.	3/21/2018 11:53 AM
28	Lot of traffic. No movement. Connect the paths to Coweta County and congestion would decrease on 54.	3/21/2018 11:26 AM
29	The whole county has poor lighting. I'm surprised how many major roads (SR 54, SR85, SR92) have NO streetlights at all. Helen Sam's Pkwy and S. Jeff Davis is a bad intersestion.	3/21/2018 11:08 AM
30	Hwy. 92 and Peters Road - on a curve, deep ditch on northbound side of 92, no lighting. At least the road markings are reflective.	3/21/2018 11:04 AM
31	Hood Ave has a sidewalk available to pedestrian traffic but it isn't well lit.	3/21/2018 11:04 AM
32	85/Rising Star 85/85C Antioch/92 All have high traffic and very difficult to pull out I to traffic, especially for buses and morning traffic	3/21/2018 10:55 AM
33	Most traffic lights are the 'smart' kind that sense cars on a cross street (Ex. south side kroger/wendys and SR 85 intersection) Need more of these on 314.	3/21/2018 10:42 AM
34	Hwy 74 south by pikes nursery. Many accidents.	3/21/2018 10:41 AM
35	None	3/21/2018 10:21 AM
36	54 at weatherly drive	3/21/2018 10:17 AM
37	Grady Avenue	3/21/2018 9:23 AM

38	Anywhere on SR54	3/20/2018 7:29 PM
39	Old Greenville and Goza intersection Visibility and lack of shoulder on Sourwood	3/20/2018 6:54 PM
40	Potholes	3/20/2018 6:54 PM
41	Goza Rd. Antioch Rd. Need a light at that intersection.	3/20/2018 4:02 PM
42	Tractor trailer trucks are using S Jeff Davis despite the restriction. Also need sign on S Jeff Davis (south bound) advising Industrial Dr is next left. Cannot see the street sign for Industrial Dr. due to trees	3/20/2018 12:15 PM
43	It is not impossible to cross Hwy 85 east to west, but it is not pleasant.	3/20/2018 9:33 AM
44	Jimmy Mayfield/Helen Sams (Crashes) Sidewalk from Burch Road east to Fayetteville low hanging branches poor lighting.	3/20/2018 8:42 AM
45	Anywhere on Hwy 74	3/19/2018 10:39 PM
46	The light at Banks Xing and Glynn Street N. The pedestrian sign never works at that light and it can be dangerous.	3/19/2018 9:08 PM
47	Golf cart paths, 74 in front of Kids are Kids	3/19/2018 8:18 PM
48	Poor signal timing/coordination, waiting too long for light to change green, especially when no opposing traffic, inconsistent use and understanding of YIELD signs	3/19/2018 7:53 PM
49	The cut through traffic in Planterra Ridge is a safety concern for the residents	3/19/2018 7:24 PM
50	Poor lighting around the square and going south along the sidewalk.	3/19/2018 5:55 PM
51	Pinewood Forest roundabout is confusing Intersections around Court Square difficult to cross	3/19/2018 5:01 PM
52	Left turn off Lafayette Avenue to Hwy 85.	3/18/2018 10:07 PM
53	Not aware of any.	3/18/2018 9:15 PM
54	Banks Road and Ponderosa Sandy Creek Road and Sandy Creek Court	3/18/2018 10:50 AM
55	85 and Banks Crossing Banks and 54 54 and Knight Way NEEDS A LIGHT by Dollar General. Someone is AGAIN going to get hurt at that intersection!!!	3/18/2018 9:02 AM
56	Sandy Creek Road -- Speed, passing even though double yellow line is there, limited sight at Sandy Ridge Trail. Several accidents in this area.	3/17/2018 10:10 AM
57	SR 85 and Pavilion entrances Entrances/exits from Summit Point to SR 92 Antioch Rd and Hwy 92	3/17/2018 8:51 AM
58	Fayette Pavillion entrance on hwy 314	3/16/2018 11:51 PM
59	85 s & Porter	3/16/2018 10:58 PM
60	1) Hwy 74 and Clover Reach (lots of horn honking as people execute unsafe turns) 2) 54/85 crosswalks can be nerve-wracking for pedestrians	3/16/2018 9:33 PM
61	Intersection of 92 south & Jefferson Davis.	3/16/2018 4:26 PM
62	Lack of crosswalks on Pavillion Pkwy	3/16/2018 2:40 PM
63	92 and 92(lee street) has crashes almost daily.	3/16/2018 10:48 AM
64	SR 92S and Jimmy Mayfield Poor lighting and need left turn only signals on lights and not flashing yellow arrows for left turns	3/16/2018 10:08 AM
65	SR 85 & Goza Road Lanier Ave& Jeff Davis	3/16/2018 9:33 AM
66	There are so many poorly lit intersections at night that I couldn't even start to list them all. Especially when it's raining.	3/16/2018 9:27 AM
67	I think it's terrifying how many people dart across 54 from Twisted Taco to the parking area. Three lanes of actual traffic and limited visibility. The same is true at the OZ Pizza location. I come home that way every day and have had several near misses. Golf carts on Clover Green and Huddleston are also a major problem!	3/16/2018 9:19 AM
68	No lighting along Highway 92 South	3/16/2018 8:01 AM
69	Poor lighting, excessively narrow roads, potholes galore, not enough multi-use trails	3/16/2018 7:10 AM
70	On the square the timing on the walk signals need to be adjusted to protect pedestrians. We need to up sidewalks so people can have more walk ability	3/15/2018 11:07 PM
71	314 & hwy 85--I have seen a lot of wrong-way drivers... also Highway 85 at Longhorn Steakhouse and the SunTrust Bank-- I have seen a lot of accidents at that intersection as well	3/15/2018 7:17 PM
72	Poor /unsafe right turns onto sandy creek rd and flat creek trail due to traffic and drop off st intersection. With trucks, buses, not safe for bikes. Road not wide enough with drop offs into ditch.see #6	3/15/2018 6:45 PM
73	Banks/Highway 54, McDonough Road/Highway 54,	3/15/2018 12:21 PM
74	In front of the Luau on Grady Ave	3/15/2018 9:45 AM
75	ANTIOCH & 92	3/15/2018 9:01 AM
76	Poor lighting in cart tunnels, and very poor drainage. Hard to walk in if it's rained.	3/15/2018 8:31 AM
77	The exit from Dunkin Donuts ont GA 85	3/14/2018 10:55 PM
78	New Hope & state 85	3/14/2018 10:33 PM
79	Anywhere were there is heavy foot traffic needs lighting and cross walks and sidewalks	3/14/2018 10:19 PM
80	Veterans Pkwy at Eastin Rd should have a roundabout Easin and Sams RD intersection with Sandy Creek as well as Flat Creek Tail at Sandy Creek need to be redesigned to add sight and slow traffic coming on Sandy Creek	3/14/2018 8:47 PM
81	Goza Road	3/14/2018 6:52 PM
82	54 and Shiloh trailer park entrance (Publix)	3/14/2018 5:15 PM
83	Sandy Creek	3/14/2018 4:56 PM
84	Area around the Walmart on SR 54	3/14/2018 2:55 PM
85	SR 85 at 85 Connector at Starrs Mill Redwine & Robinson S Peachtree Pkwy & Bernhard Sumner Rd & SR 54	3/14/2018 2:23 PM

86	Sandy Creek near Sandy Ridge Trail and intersections of Sandy creeks and Adams	3/14/2018 1:12 PM
87	Sandy creek rd and sandy ridge trail dangerous pulling in and out.	3/14/2018 1:02 PM
88	Sandy Creek is a frequently traveled road. There needs to be more lights.	3/14/2018 12:56 PM
89	SMHS access on SR74. Speed limit should be 35 mph during school hours. Safer for drivers and crossing from Brechin Park and The Gates subdivisions	3/14/2018 12:41 PM
90	None	3/14/2018 12:34 PM
91	-need more RPMs on some roadways, striping during dark/rain time periods is sometimes difficult to see -need more public education on roundabouts -need more public education on the new left turn signals, people forget and sometimes turn out into traffic thinking it is changing to red -	3/14/2018 11:12 AM
92	peach tree parkway golf cart crossings near lake keaton and the high school	3/14/2018 10:55 AM
93	The cross traffic coming from either McDuff parkway and the Kobe Japanese error is horrible. Why haven't there been golf pathways built (even if it's a tunnel like some areas have).	3/14/2018 10:43 AM
94	Kedron Dr. and SR 74.	3/14/2018 10:17 AM
95	Tyrone Road onto 74 - just put in a turn lane that fits only 2 cars. Too much traffic turning right onto 74 N - not well thought out. Sandy Creek has large trucks traveling on a country road.	3/14/2018 10:10 AM
96	Crossing over Redwine for school near Jefferson Woods subdivision. Some options are needed there to help with traffic flow.	3/14/2018 10:07 AM
97	N/A	3/14/2018 9:46 AM
98	Pinewood studio, Jenkins Road and 74 crosswalk Legacy Theater and Publix at 74, bridges needed for students to cross over at the schools on Jenkins road, Senoia-Lexington road 74, roundabouts need to be marked in order to see in the dark	3/14/2018 8:54 AM
99	Hwy 74 & Wisdom Rd.	3/14/2018 8:02 AM
100	SR 85 and SR 314 - difficult for pedestrians	3/13/2018 6:26 PM
101	Crashes-Peachtree Parkway and SR54. SR 54 and SR 74	3/13/2018 10:49 AM
102	Highway 74 and Tyrone Road	3/12/2018 4:41 PM
103	SR-85 south of downtown needs to be widened to 4 lanes all the way to the county line, or at least a good bit past the Whitewater MS/HS, and elementary school area.	3/12/2018 2:00 PM
104	White road during dawn. Blinding sun along curve.	3/12/2018 10:22 AM
105	Tyrone and 74	3/12/2018 12:48 AM
106	Crossing 54 on Lester to Veterans Pkwy at night	3/11/2018 10:32 PM
107	Safety - Hwy 279 and New Hope with the awkward angle the west side of New Hope meets Hwy 279. Have seen far too many people traveling north on 279, turn left and hit the traffic island. Hwy. 92 S at Antioch and Seay Roads.	3/11/2018 9:37 PM
108	Increasing truck volume.	3/11/2018 8:16 PM
109	VERY DIFFICULT FOR PEDESTRIANS TO CROSS highway 54 from Lee street VERY LIMITED SIGHT DISTANCE TURNING FROM APPLEWOOD WAY ONTO HIGHWAY 85	3/11/2018 6:17 PM
110	Limited sight distance on PTree pkwy exiting to the north from the Peninsula subdivision. You really have to accelerate as cars come around the bends really fast and appear out of nowhere.	3/11/2018 5:50 PM
111	Sandy creek rd & SR 74. Needs stoplight.	3/11/2018 1:34 PM
112	Huddleston Road and 54. Tdk and 74. Walt Banks and 54. Publix on 54 just outside PTC.	3/11/2018 12:47 AM
113	54&74	3/10/2018 2:11 PM
114	None	3/10/2018 7:54 AM
115	Redwine and 74. People trying to cross during school hours.	3/10/2018 1:09 AM
116	Ellis Rd at 85-If in left turn lane on 85 to turn towards Ellis or even into back entrance of Pavilion, you cannot see traffic around opposite turn lane. You have to inch out and take a chance or wait until light cycles to green arrow. There are so many intersections designed this way and it makes no sense. A lot of accidents are caused by this.	3/9/2018 11:53 PM
117	Kelly Drive and SR 74	3/9/2018 11:37 PM
118	Hwy 54 and Chick fila exit in PTC needs a light.	3/9/2018 7:47 PM
119	Hampton Rd. @ Highway 92 S.	3/9/2018 4:51 PM
120	Nothing	3/9/2018 2:07 PM
121	Cart paths are becoming more dangerous for walkers because of increased golf cart traffic and unsafe speeds that many of the drivers travel. In fact, I have quit walking on the path that extends from Centennial condo subdivision eastbound overpassing Hwy 74. I feel like I am walking in the middle of the street with so much cart traffic.	3/9/2018 11:09 AM
122	There is no place that people can walk.	3/9/2018 10:46 AM
123	Hwy 74 and south (bus) entrance to SMHS. Speed limit is way too fast for a school zone (45mph). Dangerous for children walking or riding a bike to/from school. Many accidents there from speeding.	3/9/2018 10:44 AM
124	Hwy 74 & Kedron Drive S	3/9/2018 12:15 AM
125	You name it. Pedestrians ignore crosswalks, people drive like idiots, we need to pay our officers better and hire more of them.	3/8/2018 11:04 PM
126	Drivers have to stop at every light become more aggressive and frustrated behavior spreads. Too many stops for no reason.	3/8/2018 10:29 PM
127	Street lights needed on hwy 92 North in Fayetteville heading towards the Fulton County line.	3/8/2018 10:05 PM
128	Hampton Rd/Hwy 92 S/Old Farm Road - heavy volume, lots of turns stopping traffic, limited visibility from Old Farm Road	3/8/2018 9:46 PM
129	Senoia rd. And Castlewood rd. Tyrone rd. Poorly lighted and marked Tyrone Palmetto rd poorly marked	3/8/2018 5:07 PM
130	Robinson road in peachtree city, poor lighting	3/8/2018 5:04 PM

131	Peachtree City needs more tunnels & bridge crossing for golf carts. Peachtree Parkway north (by fishing pier off Lake Kedron) & south (by Walgreens) could use tunnels for crossing. Collisions with cars could happen any day. We need to be proactive and anticipate needs. We have teenagers driving Golfcarts in Peachtree City. We want to avoid tragedies; no young lives need to be lost. We need to think ahead.	3/8/2018 2:01 PM
132	Stonington Drive & Peachtree Pkwy. Limited sight distance for pulling out onto the parkway & drivers/vehicles consistently exceeding the speed limit. Golf cart drivers seldom signal/notify pedestrians as they come up behind them. We've had repeated near misses trying to walk our dog.	3/8/2018 1:34 PM
133	Hwy 314 & New Hope Road	3/8/2018 12:53 PM
134	Dogwood Trail and Senoia Road - difficult intersection especially turning onto Senoia Road from Dogwood Trail. Hard to see on-coming traffic.	3/8/2018 12:42 PM
135	Rivercrest subdivisions exit southbound difficulty getting into flow of traffic need a protected lane	3/8/2018 11:07 AM
136	Turning on to the highway 85 from the 85 connector Poor lighting, limited sight	3/8/2018 10:58 AM
137	Downtown Fayetteville at the square is challenging for people to cross from one side yo the other.	3/8/2018 10:12 AM
138	Crossings needs multi-use crossings, especially for golf cart access to cross 74 on southside as well as to cross Crosstown to access fast food & or use path along 74.	3/8/2018 10:01 AM
139	more tractor trailers running through County roads	3/8/2018 8:16 AM
140	NA	3/8/2018 8:08 AM
141	Banks Rd/ SR 54, Kenwood/ SR 314	3/8/2018 1:21 AM
142	There are few safe places to be a pedestrian.	3/8/2018 12:35 AM
143	74 south tyrone road bridge . Many accidents happen on that bridge	3/7/2018 10:35 PM
144	Ebenezer Church Rd at Redwine Rd. Also turning left from Goza Rd onto GA Hwy 85 and turning left from Seay Rd onto GA Hwy 85.	3/7/2018 10:27 PM
145	Braelin rd and peachtree parkway in peachtree city	3/7/2018 10:04 PM
146	Planterra Subdivision is like the Hampton Speedway around 5pm. Unfortunately, it will probably take someone being run over or killed to find a successful solution to this traffic issue.	3/7/2018 9:56 PM
147	Antioch Rd. & Goza Rd.	3/7/2018 9:48 PM
148	Hwy 85 to Whitewater and 92 to Harps Crossing	3/7/2018 9:32 PM
149	54 and Grady avenue	3/7/2018 9:23 PM
150	Thank you for resolving the dangerous intersection of Antioch Rd & Gaza Rd	3/7/2018 8:29 PM
151	Poor lighting - hwy 314/ old Norton Road, Hood avenue	3/7/2018 8:28 PM
152	N/a	3/7/2018 8:26 PM
153	Mellington Ln and Kedron Dr. (slight hill blocks view on left coming out of Mellington. School traffic along Kedron Dr in the afternoons	3/7/2018 8:26 PM
154	92 and Antioch 92 and Seay	3/7/2018 8:20 PM
155	54 and Veterans Pkwy. Need something done to protect those turning left onto 54 from Huiett Rd. Current setting for the traffic light is confusing and dangerous.	3/7/2018 6:46 PM
156	74 to crosstown need to be able to cut across there	3/7/2018 5:44 PM
157	Huddleston & SR 54 - from Huddleston Rd, it's a blind, unprotected left, onto SR54.	3/7/2018 3:49 PM
158	54/74 and GA 85	3/7/2018 12:40 PM
159	Fading lane lines on 54 and poor lighting. Cut-Thru traffic in Planterra subdivision (rush hours) endangers our children.	3/7/2018 12:38 PM
160	54 from west side to intersection	3/7/2018 12:35 PM
161	Planterra Way and Terrane Ridge. My children can't ride their bikes and it's dangerous to walk because of the traffic speeding through our neighborhood	3/7/2018 11:52 AM
162	Planterra Way plus Dividend	3/7/2018 11:48 AM
163	Huddleston needs to be fixed to route traffic.	3/7/2018 11:26 AM
164	Local traffic Only and Children playing signs on Terrane Ridge in Planterra in PTC. Children cannot play safely in their own neighborhood now that the county made our neighborhood a cut through.	3/7/2018 11:26 AM
165	McIntosh Trail-Kelly Drive & 74 limited sight Entering and exiting West Park Walk @ 54	3/7/2018 9:48 AM
166	Planterra Way/Hwy 54 Light at the Line Creek Chick fil A	3/7/2018 9:15 AM
167	Peters road	3/7/2018 8:43 AM
168	Turn from 74S to 54W is uphill and surface is damaged. This slows traffic which reduces the number of vehicles that are able to make the turn during the short green light.	3/7/2018 8:29 AM
169	S92 and Helen Sam's, difficult to cross	3/7/2018 7:21 AM
170	Antioch and Goza Antioch and 92 S	3/7/2018 12:53 AM
171	Antioch Rd. Anywhere on 74... no turn lane to head back for too great a distance. People make crazy turns	3/7/2018 12:33 AM
172	54 & planterra way	3/7/2018 12:15 AM
173	Ga 85 north of the Pavillion to the Clayton County Line. There are no sidewalks and high speeds of traffic.	3/6/2018 11:51 PM
174	Planterra Way/74	3/6/2018 10:59 PM
175	Evander Holyfield Highway is very dark. There's no sidewalks so its very hard to see pedestrians especially at night.	3/6/2018 9:25 PM
176	none	3/6/2018 9:17 PM
177	Planterra and 54!!!!!!!!!!!!!!	3/6/2018 8:25 PM
178	Left turn from Hwy 54 on to Flat Creek. Limited sight of hwy 54 traffic	3/6/2018 8:19 PM

179	Safety would be North Fayette anywhere. Rural areas gave poor lighting.	3/6/2018 8:12 PM
180	Sandy Creek Road at the intersections of Ellison, Adams and Lee's Lake. None are safe with the traffic increase from the studio and the consistent speeding.	3/6/2018 7:26 PM
181	using the golf cart path to enter into the Best Buy parking lot is extremely dangers. If you are trying to get into that parking lot from the tunnel cars turning right into the parking lot (heading west on 54) DO NOT stop for golf carts when golf carts have the right of way	3/6/2018 7:11 PM
182	Brogdon and New Hope Road Peters Rd & 92 Buffington Rd & 92	3/6/2018 6:40 PM
183	Crosswalks aren't accessible to persons with vision or hearing impairments. The turn on Jenkins and Ellison is pretty sharp and when the trees are filled in, it's difficult to see approaching traffic coming over the railroad tracks.	3/6/2018 5:49 PM
184	Veterans Memorial has very poor lighting from the round-about to Pinewood Studios. It is pitch black along that part.	3/6/2018 5:04 PM
185	MOST CROSSINGS ALONG THE HWY 74 CORRIDOR	3/6/2018 2:34 PM
186	SR 54 & Gingercake is dangerous! Cars coming from PTC drive 60+ mph going east on SR 54 and when light turns red, many run though. I have lived here for 16+ years and its scary turning left into my subdivision for the fear of getting hit by these cars running the red light. This issue continues to get worse.	3/6/2018 12:24 PM
187	Crosstown rd	3/6/2018 10:01 AM
188	Illegal blocking the box left turn vehicles turning from SR 74 northbound onto SR 54 westbound.	3/6/2018 9:54 AM
189	When eastbound on Hwy 54 right after Hwy 74, trying to turn left onto Commerce Drive. Westbound traffic backed up at the Hwys 54/74 light doesn't always leave a gap.VERY frustrating. You'd think people would know not to "block the box", but evidently there needs to be a sign.	3/6/2018 2:50 AM
190	Jimmiy Mayfield & Helen Sams- Crashes	3/6/2018 1:36 AM
191	HWY 54 west of hwy 74.	3/6/2018 12:36 AM
192	crosstown - can be difficult going in/out of businesses, depending on which direction you need to turn	3/6/2018 12:30 AM
193	54/74 Right in front of hospital 54 south at Bernard	3/5/2018 11:46 PM
194	74 54	3/5/2018 11:29 PM
195	Ptc parkway at walgreens	3/5/2018 11:07 PM
196	Veterans Parkway and Sandy Creek Road	3/5/2018 10:41 PM
197	SR74 and Wisdom Road in PTC.	3/5/2018 9:53 PM
198	54 Peachtree pkwy - limited sight need tunnel or bridge @publix on 54	3/5/2018 9:15 PM
199	279 between 85 & 314, poor lighting especially at Helmer intersection.	3/5/2018 9:01 PM
200	Peachtree Pkwy & SR 74	3/5/2018 7:49 PM
201	crosswalk on Redwine at Foreston Place	3/5/2018 6:33 PM
202	SR74 and SR85	3/5/2018 5:59 PM
203	Redwine, lots of deer and fast drivers combined.	3/5/2018 5:09 PM
204	white road and SR92	3/5/2018 4:31 PM
205	Whitewater Creek main gate along with Higrove 2nd entrance.	3/5/2018 4:11 PM
206	1) SR 74 in front of Pike's Nursery 2) SR 74 and Kirkley Rd. People trying to turn left from either Kirkley Rd onto SR 74 or coming out of River Oaks subdivision onto SR 74. 3) People trying to merge onto SR 74 northbound from Senoia Rd. in Tyrone and then trying to get over to turn left onto Carriage Oaks Drive. Distance is too short.	3/5/2018 4:01 PM
207	North McDuff PKWY	3/5/2018 1:05 PM
208	54 & 74	3/5/2018 3:17 AM
209	The back side Starr's Mill High school on 74 the weight sensor is not working properly and causes problem in the evening / afternoon	3/4/2018 7:49 PM
210	Peters Road/Hwy 92 - limited sight line & angled intersection makes it dangerous for traffic merging from Peters onto Hwy 92 southbound. Also there is poor lighting for this intersection. Newton Road/Hwy 92 - limited sight line & graduated elevation up to intersection makes it difficult for traffic merging from Newton onto Hwy 92 southbound. Eastin Road/Veterans' Parkway - traffic on Veterans routinely exceeds the speed limit. Limited sight line from north to south poses some danger to cross traffic using Eastin Road. A roundabout would be strongly recommended for this location. Also, this intersection has poor lighting. New Hope Road/Lee's Mill Road/Hwy 92 - this intersection is a bottle-neck for traffic crossing this intersection in both directions. This intersection should either be a round-about or offer dedicated left & right turn lanes in both directions.	3/3/2018 3:06 PM
211	92n from white Rd to.gingercake rd	3/2/2018 10:12 AM
212	54/Tyrone rd. And 54/ GingerCake	3/1/2018 11:09 PM
213	Coming out of NCG cinemas is unsafe Peachtree pkwy is dark....especially on Kedron end - hard to see subdivision entrances	3/1/2018 10:36 PM
214	Hellen Sam's and 85 poor design with hill blocking view and intersection roads not meeting up. Hellen Sam's and South Jeff Davis poor design visibility and odd yield sign per standard right turn right of way.	3/1/2018 9:39 PM
215	Brogdon Rd. & New Hope Rd. - Sight distance	3/1/2018 9:36 PM
216	Poor lights and children getting kill on bicycle	3/1/2018 8:13 PM
217	Crossing 314 near Fayette Pavilion	3/1/2018 8:05 PM
218	mainly 74/54, Walmart/Planterra, Best Buy exit area	3/1/2018 7:59 PM
219	SR 279 & SR 314	3/1/2018 6:33 PM
220	Corner of West Bridge Rd & GA HWY 92 - difficult to cross and traffic backup	3/1/2018 5:33 PM
221	Peachtree Parkway and SR 54, SR 54 @Publix	3/1/2018 5:21 PM
222	Terrain Ridge, Plantera Way, Kelly Drive, Huddleston Road.	3/1/2018 2:01 PM

223	County Line Rd heading towards Fayetteville, you cannot see to turn left through the traffic turning left onto 54 to see if you can turn left onto 54	3/1/2018 1:37 PM
224	The Walmart corridor	3/1/2018 12:10 PM
225	Seay Road & 85, Seay Road & 92	3/1/2018 10:25 AM
226	Robinson Road and Redwine Road Redwine and Harp Road	3/1/2018 10:17 AM
227	Corner of glenn st. and banks road next to Taco bell. Cars cannot see and they are coming out on oncoming cars.	3/1/2018 6:30 AM
228	Dogwood Trail to SR 74 needs left turn arrows.	3/1/2018 5:27 AM
229	Redwine Road... no continuous bike path.	2/28/2018 10:39 PM
230	speed limit on hwy 74 from New Hope South church to the Moba soccer complex should be reduced in light of new residential, school and increased usage of sports complexes. Very scary to pull off of Redwine rd & turn right onto Hwy 74 and scary to pull off of Rockaway Rd turning right onto Hwy 74. Due to new construction "The Gates" and the high usage of Meade Fields traffic has increased. BE AWARE OF MIDDLE SCHOOL STUDENTS WHO WALK ACCROSS REDWINE RD OR HWY 74 AFTER SCHOOL (3:30pm) TO GET TO THE CFA ON HOLLY GROVE ROAD. please ensure those kids have good sidewalks to walk on in front of Animal shelter and signs on Redwine/74 to signal drivers that children may be crossing!	2/28/2018 7:07 PM
231	golf cart path crossing over Redwine into Forrester Place. Not enough lighting for the speed of the traffic to see golf carts crossing. Too much crossing traffic, I witnessed an accident I pray never happens again. Car on Golf cart	2/28/2018 4:26 PM
232	White / Stanley Rd @ SR 92 .	2/28/2018 2:13 PM
233	white lines on hwy 54 and huddleston rd. no golf cart path	2/28/2018 12:14 PM
234	Antioch & HWY 92	2/28/2018 10:42 AM
235	SR85 and 314	2/27/2018 11:16 PM
236	Peachtree Parkway and SR 54 Sandy Creek Road and Adams Road (limited sight distance)	2/27/2018 11:10 PM
237	Hwy 85 and the intersection where Panera Bread and Zaxby's is on the corner.	2/27/2018 10:30 PM
238	54 & Banks Rd east left turn signal needed coming from Banks Rd east onto 54 limited sight	2/27/2018 4:38 PM
239	Redwine Rd	2/27/2018 3:38 PM
240	redwine harp ebenezer	2/27/2018 3:22 PM
241	54 and Veterans parkway. Any place there is a 4 way stop since very few people understand the concept of coming to a full and complete stop	2/27/2018 2:37 PM
242	Antioch and Goza Rd.	2/27/2018 2:32 PM
243	Hwy 314 and Jefferson Davis Sr85 and Raman rd	2/27/2018 1:47 PM
244	Going east on 54 turning in to Ethan Allen shopping. Turn is dangerous. Speeding on Peachtree Parkway. Very few obey the posted 35 MPH which makes it hard to exit the neighborhoods on the parkway. NO ONE stops at stop sign coming from McIntosh High School turning north on Peachtree Parkway. NO ONE. That three way stop is treated by most as a pause. Drivers stopping for golf carts. Very dangerous.	2/27/2018 12:48 PM
245	There aren't enough lights in the county More signs are needed so slow people down when turning off roads, especially left turns	2/27/2018 12:30 PM
246	redwine around the ballfields - no turning lanes and a challenge for pedestrians.	2/27/2018 11:31 AM
247	SR 85& Westbridge Rd	2/27/2018 10:38 AM
248	Downtown could be improved with better lighting, sidewalks fir walking. More Parking and cot. Need more Restaurants that can eat in or sit out and eat. Aiken. S.C. Is a small City similar to Fayetteville. They Restructured their Downtown and made it not only attractive but Useful for Residents and Tourist.	2/27/2018 10:20 AM
249	Not aware of any	2/27/2018 10:12 AM
250	to many lights traffic does not flow..there should be NO right turn on red off 74 at the 54 intersection. It is difficult enough to get through the intersection without those turning right on red.	2/27/2018 9:36 AM
251	SR 85 near Whitewater High School. People do not obey the speed limit, pull out at dangerous times. Police officers are not present for the length of time they should be there. Additionally, there should be crosswalks so that children can walk to and from school.	2/27/2018 1:11 AM
252	Ramah and SR85 - very difficult for my husband to cross in his wheelchair	2/27/2018 1:10 AM
253	Highway 34 in Peachtree City near Walsmart, Racetrack, TJ MAX - where all the development took place approximately two years ago.Need more road reflector and lighting.	2/27/2018 1:01 AM
254	It is difficult to see the lane lines coming back into Fayetteville from PTC. There are no reflective markers on the lines! When it is raining it makes it almost impossible to see the lanes! Talk about a safety issue!	2/26/2018 11:15 PM
255	92/Harp/Antioch 92/Goza	2/26/2018 11:10 PM
256	74 S to Kelly Drive: lousy job grading that intersection when it was widened. The left arrow never works and there is limited sight distance with cars heading 74N at that intersection. All	2/26/2018 10:58 PM
257	North Peachtree Parkway golf cart path crossing near the Kedron Boat Launch--hard to cross, limited sight distance. 4 way stop at S. Peachtree Pkwy and McIntosh/Kelly--seems like a lot of auto crashes	2/26/2018 10:42 PM
258	N/A	2/26/2018 10:39 PM
259	Turning right off of the 92 Connector onto Hwy.92 South - lots of rear end crashes. Turning left out of Kingswood onto Hwy. 92 south is a death ride because you have not only the traffic on Hwy. 92 traveling north and south but also a turn lane into Chanticleer and people trying to get out of Chanticleer and Kingswood.	2/26/2018 10:12 PM
260	Helmer Rd. blind driveways	2/26/2018 10:06 PM
261	Poor sight distance at quarters rd entrance into Highgrove from Redwine.	2/26/2018 9:53 PM
262	Golf cart crossing in Walmart shopping center (near Aldi and Hone Depot)	2/26/2018 8:58 PM
263	Hwy 279 at Country Lake.	2/26/2018 8:39 PM

264	Antioch & Hwy 92, due to speed of traffic on Hwy 92 and skewed alignment of Antioch to Hwy 92 causing limited sight line.	2/26/2018 8:25 PM
265	Ebenzer Church - Ebenzer Rd - Spear	2/26/2018 8:20 PM
266	Pedestrian crossing on Lester Rd. Cars never stop for Pedestrians and speeding is a big problem. Specially in the morning and afternoon hours.	2/26/2018 7:29 PM
267	Marion Blvd and Hwy 92 South. Traffic turning off Marion Blvd being about to see traffic coming North on 92 South. Need 45 speed limit from Harps Rd to City of Fayetteville on Hwy 92 South	2/26/2018 7:14 PM
268	Poor lighting throughout the county	2/26/2018 7:11 PM
269	Right turn yield signs cause accidents. New light at intersection of SR85/Forest (92N) has two right turn lanes onto 85. Right on red from left turn lane is a problem. Goza/Antioch area and Helen Sams/ S. Jeff Davis are dangerous. Helen Sams/ 92S has a lot of accidents, not sure why. Redwine very difficult to see in dark and rain-- soft shoulder. Peachtree Parkway north is difficult to see in dark. Sandy Creek from 74 to Pinewood too dark and road markings hard to see. Fayetteville Dunkin Donuts exit.	2/26/2018 7:07 PM
270	Not aware of any	2/26/2018 6:46 PM
271	SR 54 from PTC to Fayetteville is not in safe condition. The road it torn up in too many areas.	2/26/2018 6:44 PM
272	Gingercake & Highway 54, hood ave & tiger trail	2/26/2018 6:42 PM
273	Stevens Entry and Interlochen at Peachtree Pkwy. School zone speeds not observed and southbound Parkway traffic at Interlochen passes cars stopped for left turn onto Stevens Entry on right, into Interlochen entry way.	2/26/2018 6:35 PM
274	Drivers speeding on 85 south of Fayetteville and Redwine in Fayetteville	2/26/2018 6:20 PM
275	unable to answer at this time	2/26/2018 6:14 PM
276	North Peachtree Parkway. Especially from Hwy 54 to Hwy 74.	2/26/2018 6:04 PM
277	The pedestrian and cart bridges over Veterans Parkway at Pinewood Studios and over 54 at the hospital in addition to the roundabouts in Veterans Parkway are good proactive projects that will avoid issues in those locations	2/26/2018 6:00 PM
278	The pedestrian and cart bridges over Veterans Parkway at Pinewood Studios and over 54 at the hospital in addition to the roundabouts in Veterans Parkway are good proactive projects that will avoid issues in those locations	2/26/2018 6:00 PM
279	Bradley and jimmie Mayfield 54 and jeff davis	2/26/2018 5:59 PM
280	MCCurry Park Soccer North and South	2/26/2018 5:58 PM
281	Hwy 74 and Sandy Creek Rd Limited sight	2/26/2018 5:53 PM
282	Adams Rd and Sandy Creek Road. Turning LEFT onto Sandy Creek Road from Adams Road - wicked hill!!!! Heavy & large trucks and cars whizzing too fast over that wicked hill headed towards Pinewood Studio area. Seriously!!	2/26/2018 5:50 PM
283	92 s/goza road	2/26/2018 5:49 PM
284	Seay Rd and Hwy 85, left turn should be prohibited during peak traffic times. Seay Rd and 92 S, right turn should be prohibited during peak traffic times	2/26/2018 5:34 PM
285	Helen Sams	2/26/2018 5:19 PM
286	SR 85 & SR 314. I think left onto 314 from Hwy 85 would be by traffic arrow only during heavy traffic times.	2/26/2018 5:15 PM
287	pedestrian crossing lights on 85 at the access road to Lowes and Aldi were out for a long time.	2/26/2018 5:07 PM
288	Antioch Rd & Goza Rd	2/26/2018 2:35 PM
289	92 in downtown Woolsey, bottleneck every morning and afternoon	2/26/2018 2:17 PM
290	(Same as above) SR 54 and Hwy 314. The merge from 314 onto SR 54 southbound, that a dangerous turn. Also, the left turn from SR 54 onto Hwy 314, another dangerous turn.	2/26/2018 1:25 PM
291	Poor lighting and no sidewalks aling most Fayette County roads (Hwy 85 south of Fayetteville, 314, 279, etc)	2/24/2018 11:39 PM
292	Hood Ave	2/24/2018 11:05 PM
293	Redwine & Harp	2/24/2018 5:20 PM
294	1) Red light at the top of Huddleston Rd. facing Best Buy in PTC. Traffic going straight across in both directions at the light needs to be stopped while left turn arrows are on. Very dangerous. I was rear-ended there. 2) Curb at 74 S and Kelly Drive needs to be greatly softened/cut back. I have seen several cars nearly rear-ended trying to make the nearly 90 degree right turn.	2/24/2018 4:15 PM
295	Senoia Road and Dogwood Trail.	2/24/2018 1:32 PM
296	Antioc and Goza	2/23/2018 6:38 PM
297	Willow Bend and HWY 54	2/23/2018 1:05 PM
298	ramah rd @ jimmie mayfield	2/22/2018 9:56 PM
299	ramah rd @ jimmie mayfield	2/22/2018 9:55 PM
300	92 connector	2/22/2018 9:11 PM
301	Fayette has a lot of roads that need to be urbanized with curb and gutter, shoulders, and sidewalks. Also, SR85 north of Fayetteville needs access management with joint use driveways.	2/22/2018 9:08 PM
302	Goza and Antioch	2/22/2018 6:30 PM
303	N/A	2/22/2018 6:24 PM
304	Hwy 279/ Old Ford Road, 92/Peters Road,	2/22/2018 5:32 PM
305	Highway 314 and SR 85 intersection and Highway 314 at New Hope Road intersection	2/22/2018 2:01 PM
306	No access to multi-use paths off Farr Road/Dogwood Road to connect to Peachtree City multi-use paths	2/22/2018 11:17 AM
307	No left turn option out of the PTC sports complex, creates an unsafe U-turn just south of there on 74. At 5:00 pm every day, Planterra subdivision is far too congested for a residential area. I fear a child will be seriously injured one day.	2/21/2018 11:50 PM

308	The Pavillion	2/21/2018 9:39 PM
309	Hwy 92 & Antioch Road (?)	2/21/2018 9:14 PM
310	Antioch and Goza needs a round about and also Antioch and 92 is awful to pull out of during the mornings.	2/21/2018 7:08 PM
311	Unaware	2/21/2018 6:20 PM
312	Hwy 74 & entrance to Starrs Mill grounds (high school)	2/21/2018 2:38 PM
313	N/A	2/21/2018 2:16 PM
314	Goza and Antioch Inman and 92	2/21/2018 1:49 PM
315	None noted	2/21/2018 1:35 PM
316	Antioch & Goza	2/21/2018 12:21 PM
317	Intersection at Inman Elementary	2/21/2018 12:19 PM
318	314 & 279 remains a bottle-neck at times. NB314 continues to be a crash in the waiting. EB279 at 314, drivers turning SB totally neglect the yield.	2/21/2018 11:54 AM
319	S. 85 Hwy and Seay Rd needs a traffic light. S. 85 Hwy and Porter Rd has many crashes with several fatalities.	2/21/2018 9:43 AM
320	Huddleston Road & SR54 in Peachtree City.	2/21/2018 9:18 AM
321	SR 74 and Senoia Rd. at Kedron Drive.	2/21/2018 8:27 AM
322	Redwine Road very poor lighting	2/21/2018 12:40 AM
323	Some	2/21/2018 12:14 AM
324	Hwy 54 and Burch/Gingercake Hwy 92 South going into Woolsey	2/20/2018 5:47 PM
325	None	2/20/2018 4:37 PM
326	Brogdon Road and New Hope, you cannot see cars coming around the curve. They have been some accidents here and lot of misses.	2/20/2018 4:26 PM
327	The intersection of Highway 54 and 74.	2/20/2018 4:24 PM
328	Hwy 279 & 314, Hwy 92 & Westbridge	2/20/2018 4:10 PM
329	NA	2/20/2018 1:15 PM
330	Hwy 54 going through Fayetteville and Peachtree City -- very difficult to see lane designations, especially at night. Lines need to be repainted and reflective devices would be very helpful.	2/20/2018 12:43 PM
331	Tyrone Rd & 74 - poor lighting at night, not good turn signals coming off Tyrone Rd to access 74	2/20/2018 11:45 AM
332	All Fayette County needs street lights, Pinewood Studio crosswalk and signs at Vet Pky. 54 sign- 4 way indicated its an intersection and it is only a T turn Jenkins road pedestrian could be in a ditch.....Listen to the people they travel and know more. No shoulder on roads making it hazards to pull over	2/20/2018 11:45 AM
333	The right turn yield lane going south on 74 onto 54 going towards Coweta. This should be controlled by the traffic light. The cars using it take up the space needed for the through traffic on 54. This causes many cars to get stranded in the "box". The school zone signs need to include the times in larger print. By the time you get to the hours, you are already well into the school zone. Please make it better for the motorists to obey the law. Some of us don't have school age children and the hours are not as obvious to us.	2/20/2018 11:34 AM
334	Antioch & Goza	2/20/2018 11:15 AM
335	92/Seay Rd., 92/Antioch, 92/Hampton Rd.	2/20/2018 11:13 AM
336	Yield signs where right turn traffic is supposed to yield to left oncoming	2/20/2018 11:11 AM
337	85 south needs sidewalks or bike paths so people can walk or ride bikes to/from shopping and schools.	2/20/2018 11:02 AM
338	The cars exceeding the posted speed limits create dangerous conditions for pedestrians, cars trying to turn where there is limited sight distance so I would like to see more traffic law enforcement.	2/20/2018 10:41 AM
339	McDuff Pkwy and Hwy 54, the traffic light turning left from McDuff Pkwy to Hwy 54 need to have a left turn traffic arrow. It is a wonder there has not been a deadly crash at this intersection.	2/20/2018 10:33 AM
340	Shoppers within the Pavillion drive like maniacs. Visitors from outside the county seem to be less "caring" when it comes to their activities within our county.	2/20/2018 10:14 AM
341	The alignment at Walt Banks and 54 is terrible, and needs further assessment of the traffic coming straight from the church.	2/20/2018 10:13 AM
342	SR 85 @ Rising Starr, 85 Connector	2/20/2018 10:12 AM
343	Goza Rd and Antioch Rd	2/20/2018 10:07 AM
344	need bridge in front of hospital to towage village	2/20/2018 9:39 AM
345	Golf cart crossing in front of Best Buy is nerve racking	2/20/2018 9:29 AM
346	Old Greenville and Gosa - limited sight distance	2/20/2018 9:13 AM
347	Hwy 74 @ Senoia Rd/Lexington Pass - need traffic signal	2/20/2018 9:13 AM
348	Starr's Mill High School entrance on Highway 74, speed limit should be 35 during school hours, not 45 mph. Inexperienced drivers making left turns with high speed traffic coming north is a recipe for accidents.	2/20/2018 9:02 AM
349	I feel that all on grade crosswalks (ie pedestrian and golf cart) should have lighting for night as well as flashing lights. This would be a clear indicator to vehicle traffic that there is a crosswalk approaching to be more aware if there are pedestrians or golf carts in it.	2/19/2018 3:07 PM
350	Limited sight distance and heavy traffic preventing making a left hand turn on to Hwy 92 from Westbridge Road.	2/19/2018 2:38 PM
351	While driving south on SR 74 toward Senoia, at the intersection of Kelly drive and SR 74, it is not possible to see all traffic while making a left turn and sometimes there is only a green light without an arrow.	2/19/2018 12:54 PM

352	Lack of multi-use paths along Dividend drive. Lack of enough safe bridges/tunnels under Hwy 74, and Redwine Road	2/16/2018 6:55 PM
353	Golf cart paths have no crossing from whitewater to Highgrove or Timberlake to new haven yet our kids are crossing every day and endangering their lives. Robinson rd close to RSMS , the golf cart crossover is not lit and a child was hit this year.	2/14/2018 1:20 PM
354	Turning left onto Crosstown Rd from the Braelinn Village Shopping Center	2/14/2018 9:52 AM
355	Redwine Rd, Harp Rd, Ebenezer Rd	2/13/2018 5:49 PM
356	Hilo Road bad curve and the hill east of the bad curve	2/13/2018 5:29 PM
357	Spring Mist Dr/Redwine Rd./Newhaven Dr.: This is not a crossing for golf carts. Yet they frequently cross over to Timberlake subdivision to access our golf cart path to access PTC carpath. There is a curve in the road that makes it dangerous for car drives to see these carts trying to cross.	2/10/2018 4:36 PM
358	54 and 74	2/10/2018 12:01 AM
359	golf cart/pedestrian crossings on peachtree parkway between robinson road and redwine (crossing into the estates, crossing onto the timber lake paths). cars go very fast- limited sight distance	2/8/2018 9:43 AM
360	SR 54 and SR 74	2/7/2018 10:03 PM
361	None	2/6/2018 10:12 PM
362	Peachtree Parkway and Redwine Rd	2/6/2018 3:11 PM
363	.	2/5/2018 9:01 PM
364	Poor lighting on Brogdon Rd.	2/5/2018 4:05 PM
365	Intersection of HWY 74 and I85	2/4/2018 6:41 AM
366	Hwy 74 at Dogwood trail and Crestwood Road, lots of crashes at these 2 crossroads	2/4/2018 5:19 AM
367	Crossing at Timberlake trail crossing Peachtree parkway.	2/3/2018 9:56 PM
368	The traffic light on 74 leaving the Starr's Mill complex and the intersection of 74 and Redwine have excessive crashes.	2/3/2018 2:52 PM
369	Crosstown Drive between highway 74 and Peachtree City Parkway is very dangerous with 40 mph traffic and lots of cars entering/leaving shopping areas on both sides.	2/3/2018 12:34 PM
370	SR 54 and CROSSTOWN	2/3/2018 8:41 AM
371	Drop off on Robinson when riding bike along road is dangerous. It's about 4 inches. I've wrecked several times	2/2/2018 10:08 PM
372	Would have to drive around to tell you specifics.	2/2/2018 7:15 PM
373	People cutting through Timberlake subdivision from Redwine Rd in order to access the golfcart paths of PTC, or to cut the corner to Peachtree Parkway.	2/2/2018 8:22 AM
374	Redwine and HWY 74 intersection, west or northbound traffice on 74 is very difficult to judge due to corner and speed of vehicles	2/2/2018 7:09 AM
375	intersections of Crosstown Road and Peachtree Parkway	2/1/2018 10:26 PM
376	Poor lighting down Robinson Road and Redwine to many deer crossing the road and it is hard to see.	2/1/2018 4:49 PM
377	None, to my knowledge.	2/1/2018 2:49 PM
378	Already addressed Dogwood Trail and Hwy 74 with turn signal - thanks!	2/1/2018 2:47 PM
379	Chick Fil A and Publix 74 southside	2/1/2018 1:27 PM
380	Redwine rd and all surrounds	2/1/2018 10:09 AM
381	Need golf cart access to Starr's Mill Highschool	2/1/2018 10:01 AM
382	Bernard and Peachtree Parkway is difficult for golf carts to get accross	2/1/2018 9:56 AM
383	Need flashing signals in school zones.	2/1/2018 9:49 AM
384	Robinson & PT Parkway - safety of peds Exit of Whitewater at Quarters Rd & Redwine - limited sight distance Robinson & Redwine - limited sight distance	2/1/2018 9:40 AM
385	The cart path in Timberlake neighborhood that goes around the lake. It is the only option for several neighborhoods to get to PTC on their golf cart. It has caused many issues in our neighborhood including safety, damage, vandalism, loitering, trash, constant law violations, etc.	2/1/2018 8:08 AM
386	sandy creek & adams road, speed limit on sc is 45 which is too high for coming out of adams onto sc. problem is, everyone there is speeding on sc. makes it very challenging to go from adams onto sc. limiting signs won't help. speed limit 30-35 maybe.	1/31/2018 11:59 PM
387	hard to cross at Redwine and Peachtree pkwy. Sams intersection-safety concerns	1/31/2018 11:55 PM
388	4 way stops with medians, i.e. the intersections of Crosstown Road and Peachtree Parkway and Robinson Road and Peachtree Parkway	1/31/2018 11:49 PM
389	We live in Timberlake and everyone from High Grove, Whitewater Creek, etc. cut through our neighborhood to avoid the backup at the four-way stop in the morning and evening. Cars and golf carts zip through Browns Crossing and Woodmere Lane, speeding and often ignoring the stop signs. Our young kids play and ride bikes on the same streets so it's a concern. The golf carts from outside subdivisions cut through our neighborhood as well as it's the only way to link up to the PTC paths. It's also turning our neighborhood into a thoroughfare. A public golf cart path really needs to be built at Redwine (from North) and Peachtree Parkway. 74 & 54 is also not safe but everyone knows that already.	1/31/2018 11:31 PM
390	Redwine Rd near Starr's Mill complex	1/31/2018 11:09 PM
391	Panther Parkway and Redwine. Huge tree blocks visibility.	1/31/2018 11:08 PM
392	Crosstown, Lester road and ebaneezer	1/31/2018 10:15 PM
393	NCG and Sam's area	1/31/2018 10:13 PM
394	Peachtree Parkway/Redwine	1/31/2018 10:06 PM
395	Goza Road & Antioch Road intersection	1/31/2018 9:16 PM
396	Too much traffic from other subdivisions in Timberlake.	1/31/2018 7:46 PM

397	none	1/31/2018 7:37 PM
398	SR74 & Redwine.	1/31/2018 7:35 PM
399	No ewe	1/31/2018 7:28 PM
400	Crossing Redwine Road at Forest Park via golf cart — 3-4 teens driving golf carts have been struck by cars in recent months.	1/31/2018 4:38 PM
401	Hwy 74 and Redwine Road (crashes)	1/30/2018 2:57 PM
402	Golf cart crossing can be dangerous on McDuff (near Centennial) and on Peachtree Parkway.	1/29/2018 10:46 AM
403	54/74	1/29/2018 10:38 AM
404	all schools that do not have flashing lights during certain hours. there needs to be a flashing light when you enter a school zone during beginning of school and when school lets out.	1/28/2018 11:35 PM
405	Antioch and Hwy 85	1/28/2018 10:20 PM
406	n/a	1/28/2018 10:05 PM
407	See above	1/28/2018 9:39 PM
408	Multi-use path crossings on Peachtree Parkway	1/28/2018 9:28 PM
409	Crosstown and Parkway Crosstown and Highway 74.	1/28/2018 8:30 PM
410	Leaving Best Buy Turning Left	1/28/2018 8:16 PM
411	Speeding	1/28/2018 7:38 PM
412	Left turn out of Crosstown Kroger parking lot.	1/28/2018 6:30 PM
413	The right lane traffic keep moving sign at crosstown and hey 74 needs to bigger or better positioned because people always stop and wait for traffic to clear instead of continuing to move. Also I'd like to see more cart paths to make areas near clothes less traveled and the proposed line creek brewing more safely accessible.	1/28/2018 2:41 PM
414	All 4 way stops on Peachtree Parkway - everyone drives around staring at their phones and run the stop signs. Please add rumble strips like they have on Redwine at the Pkwy.	1/28/2018 2:25 PM
415	Redwine and Birkdale Drive-trying to cross road to get to cart path-very dangerous curve just north of the intersection-NEED to continue cart path along Redwine road!	1/28/2018 1:32 PM
416	Holly Grove Road Cart Path (frequent & pointless switchbacking across the road, bad sight distance w speeding cars), Redwine Road Path Crossing (very congested & many crashes), any older cart path tunnels (particularly underneath Braelinn, Peachtree,etc.) with very tight entrances and no visibility of the tunnel before entering	1/28/2018 12:39 PM
417	On 74S at Kelly drive is a blind spot.	1/28/2018 10:59 AM
418	poor lighting, needs to widen to make it safer for golfcarts and bicycles.	1/28/2018 10:44 AM
419	Most of plc and outlying areas are dark and have lighting issues	1/28/2018 10:43 AM
420	Many intersections are dangerous due to overgrown landscaping and tall weeds. More mowing and trimming is needed to avoid line of sight obstruction.	1/28/2018 9:57 AM
421	Redwine Road (Whitewater Creek) needs a golf cart path connection and a bridge or crosswalk to safely cross over gr it's.	1/28/2018 8:49 AM
422	Old Greenville Rd crossing Goza Rd.	1/25/2018 3:30 PM
423	- SR 74 & Peachtree PKWY - make safer for bicycle crossing - lack of shoulder of Peachtree PKWY - Gutter on Robinson Rd	1/25/2018 11:54 AM
424	74 @ Aberdeen Pkwy, 74 @ Kedron Dr South	1/25/2018 8:31 AM
425	Spear Rd., Ebenezer Road and Ebenezer Church Road.	1/19/2018 8:47 AM
426	Long back ups by the square	1/12/2018 9:11 PM
427	I have no specifics but there are many places in Fayette County where the landscaping interferes with driving sight.	1/12/2018 7:55 PM
428	85& 314, 85 & Grady Traffic lanes for 85 S going to Kroger and Publix narrows to 2 lanes	1/12/2018 1:05 PM
429	Limited sight Intersection at S. Jeff Davis/Helen Sams.	1/12/2018 10:52 AM
430	Jimmy Mayfield and Spur 92/Helen Sams Pkwy	1/12/2018 7:40 AM
431	REDWINE ROAD POOR LIGHTING ANTIOCH ROAD POOR LIGHTING	1/11/2018 11:55 PM
432	92 & Seay rd, 92 & Antioch	1/11/2018 11:16 PM
433	Helen Sams/92south	1/11/2018 11:10 PM
434	92 south poor lighting 92 north to Fulton county poor lighting veteran highway meeting sandy creek intersection all needs lights with develop of pinewood forest city	1/11/2018 9:56 PM
435	Banks road and Ellis road, banks and Ponderosa	1/11/2018 9:54 PM
436	Hwy 92/hampton rd Hwy 85/ Rising star, old 85, and Padgett Weatherly dr and Hwy 54	1/11/2018 9:52 PM
437	Poor lighting and poorly painters road markings exist throughout the entire county.	1/11/2018 8:50 PM
438	Burger King and that area. Dark, dark, dark. I am concerned that the lack of pedestrian crossing enforcement from Twisted Taco across 54, and from the Courthouse to Oz Pizza will result in severe pedestrian injury.	1/11/2018 8:39 PM
439	Cart path that crosses under74 and comes out near post office is sooooo unsafe. The path spits you out at Clover reach...where there is heavy traffic entering and exiting hwy 74. Need an alternate. Also need better path access off huddleston rd..very scary to take cart to the 5 cart dealers off north huddleston.	1/11/2018 7:38 PM
440	The 92 side of the Pavilion seems to have a lot of accidents.	1/11/2018 7:34 PM
441	Hood and Gingercake, there's nowhere in Fayetteville that's walkable and not only no public transportation but no access to public transportation.	1/11/2018 7:26 PM
442	Limited sight distance on Northlake Drive in Peachtree City	1/2/2018 6:24 PM
443	Goza Rd @ SR 85	12/28/2017 3:53 PM
444	SandyCreek road. No lighting at all and steep drops on either side of the road.	12/27/2017 10:10 AM

445	Redwine Road at SR 74, traffic light timing is off. Vehicles on Redwine turning east on SR 74 are in que for 6 minutes.	12/21/2017 1:59 PM
446	County as a whole is very dark at night..people travelling here yltend to comment hard to see.	12/20/2017 8:31 PM
447	I think stronger signs for pedestrians and bikes everywhere will be beneficial.	12/20/2017 6:49 PM
448	Every stop where a child stands waiting for a bus.	12/20/2017 5:31 PM
449	Aberdeen and 74	12/20/2017 5:00 PM
450	Poor lighting in the winter when it starts getting dark by 6:00 P.M.	12/19/2017 10:11 PM
451	The stop line on Jenkins Rd at Ellison Rd limited site due viewing angle and distance from stop line on Jenkins.	12/19/2017 11:35 AM
452	The clustered intersection of SR 279 with Lafayette Drive, Old Ford Road, and Morning Springs Walk. Cannot get out and too many rear end wrecks. Blind curve.	12/18/2017 9:48 PM
453	Lighting in communities should changed out verses the community having to pay unless the light burns out.	12/16/2017 7:28 AM
454	Antioch and Goza	12/15/2017 9:43 PM
455	Flat Creek and Tyrone	12/15/2017 6:55 PM
456	Turning right onto hwy 85 at hwy 314	12/15/2017 5:11 PM
457	Sumner Rd & SR 54,	12/15/2017 1:07 PM
458	SANDY CREEK RD @ PINEWOOD CROSSWALK	12/15/2017 12:50 PM
459	left/right turn onto Sandy Creek and the 74 could use more lighting and a longer merge lane onto 74 from Sandy Creek.	12/15/2017 11:52 AM
460	Trim trees for westbound traffic at 54 and Prime Point. You can't see the light through the trees so people slow down when it's a green light, backing traffic into Sprouts. MANY PATHS HAVE SEVERELY BAD CONNECTIONS AND POT HOLES WHICH COULD BE CATASTROPHIC TO BIKERS. The most dangerous one I can think of is on both sides of the bridge over the 54 and the lake where the bridge meets the path, the westbound downhill on the way to this path (from Rite Aide), and	12/15/2017 11:50 AM
461	Senoia Rd in Tyrone at Dogwood Trail at the railroad tracks. Could use some better signage and a solution for the large dump trucks coming from the quarry. The come at a high speed and yield onto Dogwood. Very scary if they over judge the turn and would be a major accident. Needs to be some slow down strips or something before a major accident happens	12/14/2017 11:32 PM
462	New Hope/SR314	12/14/2017 9:28 PM
463	1) the parkway cart crossing at Lake Kedron boat dock 2) school zones need flashing lights or larger signs with times. Also need a sign with times at exit of Macintosh Corners. When you come out of that subdivision, you have no way to check the times/school zone 3) eliminate the yield for turning onto 54 from 74; make it a turn light. 4)you need a 4-way stop sign on Georgian Pkwy at the exit of the shopping center. The hill makes it difficult to see oncoming traffic. 5) please put reflective paint on the edges of the center curb at the turn from 74 onto the parkway by Outback. It is hard to see at dusk and night.	12/14/2017 1:19 PM
464	SAGAMORE AND NORTH KEDRON: NEEDS A STREET LIGHT AT INTERSECTION SINCE THERE IS MORE TRAFFIC WITH THE BRIDGE COMPLETED. NEED A LONGER MERGING LANE ON NORTH KEDRON GOING SOUTH ON SR 74 DUE TO THE INCREASED TRAFFIC SINCE THE COMPLETION OF THE BRIDGE. CROSSTOWN AND PEACHTREE PARKWAY: THIS SHOULD BE A ROUND-A-BOU. NO STOP SIGNS OR STOP LIGHT	12/14/2017 11:01 AM
465	Goza and Hwy 92	12/14/2017 10:35 AM
466	pedestrian crosswalks on square in fayetteville need to be more visible	12/14/2017 10:33 AM
467	Harp Rd at Hwy 92 South (crashes, heavy traffic, sight issues)	12/14/2017 10:27 AM
468	Poor sight distance at the intersection of Stevens Entry and Peachtree Pkwy. in PTC when turning south (because of hill). Golf cart crossings by busy intersections in PTC are hazardous (for example, at the corner of Peachtree Pkwy. and Flat Creek and another spot by Peachtree Pkwy. and Braelinn Rd..	12/14/2017 10:14 AM
469	Very Poor lighting-GA85 and connector	12/14/2017 10:10 AM
470	Pedestrian crossing in the Jeff Davis Rd and Hwy 54 area.	12/14/2017 9:54 AM
471	Goza & Antioch -	12/14/2017 9:30 AM
472	Ebenezer Church Road and Ebenezer Road, Redwine and Harp Road, Tyrone Road and Dogwood Trail,	12/11/2017 3:42 PM
473	Porter Road and SR 85; McDonough Road near the parks	12/11/2017 12:33 PM
474	the redwine cart path crossing!	12/10/2017 10:13 AM
475	No bicycle route and lane markings along popular routes and at intersections. Narrow secondary road lanes with no shoulders.	12/8/2017 9:43 PM
476	None	12/8/2017 10:45 AM
477	Mcduff	12/8/2017 9:00 AM

Q7 Where are any gaps in the existing path network and/or sidewalks (e.g. dirt paths on the side of the road where people walk)?

Answered: 388 Skipped: 383

#	RESPONSES	DATE
1	There's a walkway at the intersection of Banks and 54 that you could never cross.	3/26/2018 2:03 PM
2	Georgia Ave	3/24/2018 12:28 PM
3	the bridge over whitewater creek is a serious danger with so many folks trying to walk over it to view Starrs Mill	3/23/2018 5:45 PM
4	Braelinn Rd, P'Tree Pkwy S., Robinson Rd, Hwy 54 & Tiger Tr., Hwy 85 between FC Courthouse & Georgia Ave, McIntosh Tr.	3/23/2018 2:57 PM
5	All off High way 85 south	3/22/2018 4:44 PM
6	Hood Ave. Children walking to school are required to walk on a busy road.	3/22/2018 4:16 PM
7	Highway 54 between downtown and PTC limit	3/22/2018 8:57 AM
8	92S	3/21/2018 11:37 PM
9	Gingercake, Redwine, highways	3/21/2018 9:56 PM
10	Goza Road	3/21/2018 9:35 PM
11	Lester rd	3/21/2018 9:12 PM
12	54 & Old Norton	3/21/2018 8:17 PM
13	There is almost no walk ways in South Fayetteville	3/21/2018 7:32 PM
14	As the westside of Fayetteville develops we should consider ensuring that there some trail connectivity to the older sections of town.	3/21/2018 6:51 PM
15	Paths could be improved all over.	3/21/2018 5:46 PM
16	Don't want anymore paths especially for golf carts	3/21/2018 2:45 PM
17	Would love a wide sidewalk along Gingercake Road, to intersect with the existing sidewalk at Gingercake and Hwy 54.	3/21/2018 2:36 PM
18	Need cart crossing at 74 and Tyrone Road Need cart path along Tyrone Road east of 74 Need cart path connection on west side of 74 between Tyrone and Peachtree City	3/21/2018 2:31 PM
19	South Jeff Davis Drive	3/21/2018 2:21 PM
20	Fayetteville just needs paths!!!!	3/21/2018 1:34 PM
21	Many areas where sidewalks end and pedestrians walk on shoulder of road.	3/21/2018 12:44 PM
22	Banks Road.	3/21/2018 11:53 AM
23	Hwy 85 south from Summit Point heading into town and down the Hwy 92 connector	3/21/2018 11:29 AM
24	Connect Coweta County on 54.	3/21/2018 11:26 AM
25	Connecting white water acres subdivision to golf cart paths to get to schoolno	3/21/2018 11:17 AM
26	Other than downtown Fayetteville and individual neighborhoods, there are very few sidewalks or walking options.	3/21/2018 11:08 AM
27	Downtown Fayetteville is lacking sidewalks in almost all High traffic areas	3/21/2018 10:55 AM
28	Jeff Davis, Jimmie Mayfield	3/21/2018 10:42 AM
29	Path ends by Bennett's Mill Middle School, no way to cross 54 by piedmont hospital or get to pinewood from south of 54	3/21/2018 10:41 AM
30	Hood ave. Sidewalks end and high schoolers are walking along the road with steep drop offs to the side.	3/21/2018 10:21 AM
31	connecting eexisting paths to south Fayetteville. Specifically Redwine road	3/21/2018 10:18 AM
32	Everywhere	3/21/2018 10:17 AM
33	Fayetteville to PTC and Tyrone is not really connected at all.	3/21/2018 9:25 AM
34	N/A	3/20/2018 6:54 PM
35	None	3/20/2018 4:02 PM
36	Jeff Davis between Mask Tire and the 54 intersection	3/20/2018 12:15 PM
37	Need to bring the sidewalk on the south side by the Waffle House north to meet the intersection of Grady and Hwy 85.	3/20/2018 9:33 AM
38	No gaps, lot of areas where sidewalks have sunken at joints up to 4 inches. Too many to recall all, but specifically there is one location in the cul-de-sac on Beauregard Court.	3/20/2018 8:42 AM
39	Ability to cross the railroad tracks	3/19/2018 10:39 PM
40	n/a	3/19/2018 9:08 PM
41	Temp path by Lake Peachtree through neighborhood	3/19/2018 8:18 PM
42	Out to hospital from where the sidewalk ends heading toward Peachtree City. Path should extend from past gingercake/54 and connect with PFH, Pinewood	3/18/2018 10:07 PM
43	No	3/18/2018 9:15 PM
44	Helmer Road	3/18/2018 10:50 AM
45	Fayetteville	3/18/2018 7:00 AM
46	Connect the cart paths on redwine Rd. Sidewalk or golf cart path on old senioia to redwine	3/17/2018 1:43 PM
47	always carts crossing from Publix to Lexington Park. A bridge there might be helpful	3/17/2018 9:00 AM

48	On 314 towards downtown Fayetteville. Part of the roadway has sidewalks and part doesn't	3/16/2018 11:51 PM
49	92 s	3/16/2018 10:58 PM
50	1) 85 south approaching Summit Point 2) Banks Road between Hwy 85 and Gilbert Road 3) small portion of S. Jeff Davis	3/16/2018 9:33 PM
51	N/A	3/16/2018 4:26 PM
52	People walking on Hickory, White, New Hope Rds. in Fayetteville	3/16/2018 2:40 PM
53	None	3/16/2018 10:48 AM
54	Fayette County should model the whole county like PTC, in that they should completely become a golf cart path/sidewalk community. It would set our county apart from any other and reduce congestion. It would also increase keeping our money in Fayette County. Making it attractive to seniors who no longer drive and families who want to stay active. It is the reason PTC is still considered one of the best places to live	3/16/2018 9:33 AM
55	Haven't paid any attention, I guess because I don't see many people walking.	3/16/2018 9:27 AM
56	Hwy. 54 west of the square to Grady Ave. The sidewalk on the North side is very bad broken, very dangerous!!!! Lawsuit waiting to happen	3/16/2018 8:26 AM
57	No sidewalks/path along Highway 85 between Grady and shopping centers to the south. No sidewalks/path along Bradley between Highway 85 and Jimmy Mayfield	3/16/2018 8:01 AM
58	West side of F'ville, along 54.	3/16/2018 7:10 AM
59	By meridian towards the historic square.	3/15/2018 11:07 PM
60	See #6, unsafe turns, ditches, bicycles, traffic, narrow lanes.	3/15/2018 6:45 PM
61	not sure	3/15/2018 8:31 AM
62	White Road State 92 going north	3/14/2018 10:33 PM
63	Jeff Davis, Countyline Road on both sides of the county's	3/14/2018 10:19 PM
64	Always will be gaps as sidewalks are not needed on the majority of the county roads	3/14/2018 8:47 PM
65	Golf paths in redwine	3/14/2018 6:52 PM
66	No sidewalks along any of Peachtree Parkway. Bikepaths could easily be marked on Robinson Rd., which is wider than most lanes.	3/14/2018 5:15 PM
67	Sandy Creek	3/14/2018 4:56 PM
68	how about tunnel from Gates to the schools	3/14/2018 3:43 PM
69	MacDuff Parkway/SR 54	3/14/2018 2:55 PM
70	We need NO MORE paths on county roads!!!!	3/14/2018 2:23 PM
71	Hwy 74, Jenkins rd	3/14/2018 1:12 PM
72	Pinewood Forest development to Annelise Park/ sandy creek-- golf cart paths	3/14/2018 12:56 PM
73	None	3/14/2018 12:34 PM
74	Most areas along 85 south of Fayetteville	3/14/2018 11:30 AM
75	Too many golf carts on the streets on Fishers Luck	3/14/2018 11:14 AM
76	-Redwine Road regarding the path	3/14/2018 11:12 AM
77	From mcDuff parkway to Kobe Japanese area (need golf cart tunnel)	3/14/2018 10:43 AM
78	There are no paths...in unincorporated Fayette County	3/14/2018 10:10 AM
79	There's quite a bit of traffic from Millpind Manor, but the path to get there is gravel and not very safe. Paving would make the path safer.	3/14/2018 10:07 AM
80	N/A	3/14/2018 9:46 AM
81	Redwine Rd	3/14/2018 9:30 AM
82	You should say WHY are there gaps.	3/14/2018 8:54 AM
83	There is a gap/non-existent sidewalks from Truett's Luau traveling on SR 54 west towards SR 85	3/13/2018 6:26 PM
84	Connecting Fayette Villa Estates (Brittany Way entrance) and The Landings subdivisions to allow for golf cart access into PTC.	3/13/2018 12:02 AM
85	Sidewalks on Lester Rd between Cleveland ES and 54.	3/11/2018 10:32 PM
86	It is disappointing to be a long-time resident and only see things being done in/around Fayetteville AFTER Pinewood came to town. The discussion of path systems and bridges in Fayetteville to connect PF to hospital and shopping. The rest of us deserve nice things as much as those who MIGHT move into PF.	3/11/2018 9:37 PM
87	All over the county.	3/11/2018 8:16 PM
88	Tyrone Rd	3/11/2018 6:46 PM
89	There is NO sidewalk in applewood trace subdivision	3/11/2018 6:17 PM
90	Peachtree Pkwy north across lake Kenton. Too many bumps in the existing path, so people drive on the dirt where it is smoother.	3/11/2018 5:50 PM
91	more multi use paths in the city of Fayetteville. And a connection between Fayetteville and PTC.	3/11/2018 1:34 PM
92	Between McIntosh and Publix on 54. In front of cemetery, Tdk-crosstown. Anyway to get to Baseball soccer complex.	3/11/2018 12:47 AM
93	Tyrone needs more sidewalk/golf cart paths	3/10/2018 2:15 PM
94	Golf cart path on Redwine Rd has gap	3/10/2018 7:54 AM
95	Again, Redwine and 74. People are using sidewalk areas to drive their carts because there are no other way to access the school.	3/10/2018 1:09 AM
96	East to west over 74	3/9/2018 7:55 PM
97	crosswalk at City Hall and Hwy 85 South in Fayetteville. More bike multiuse paths to connect library to Redwine communities.	3/9/2018 7:47 PM

98	Robinson Rd	3/9/2018 2:44 PM
99	Nothing	3/9/2018 2:07 PM
100	Yes! Along Hwy 92 connector from Helen Sams intersection at S Jeff Davis to Hwy 85. Need to connect the ends of path on S Jeff Davis and Hwy 92 connector.	3/9/2018 11:15 AM
101	People don't walk outside of their developments. No available walking paths.	3/9/2018 10:46 AM
102	Brechin Park cart path to The Gates, has been prepaid since the Gates opened yet cart path is still blocked and unpaved! Need a bridge or tunnel path from intersection at Starrs Mill Preschool Academy and South bus entrance of SMHS, and/or sidewalk and tunnel from Redwine Rd across to the main Starrs Mill school complex entrance	3/9/2018 10:44 AM
103	Need more sidewalks near the roads going from 54 to the new pinewood area.	3/9/2018 10:40 AM
104	No access to Golf cart path from Apts on MacDuff. People have to drive on the street	3/9/2018 12:15 AM
105	along Hwy 54 toward Hwy 74 near the Pitts Auto Repair building. There is a path that goes toward 74 and just ends confusing people.	3/8/2018 11:04 PM
106	Continuous sidewalks on hwy 54 leading all the way from downtown Fayetteville to McCurry Park. Continuous sidewalks on McDonough Rd between McCurry park north and south	3/8/2018 10:05 PM
107	Alongside the Publix summit shopping center to the 92S Jimmy Mayfield intersection	3/8/2018 9:46 PM
108	South side of ptc- near Panasonic and the PAC	3/8/2018 8:15 PM
109	End of Senoia rd and dogwood tr.	3/8/2018 5:07 PM
110	highway 54 north of the Publix (peachtree city east)	3/8/2018 5:04 PM
111	My dream is for sidewalks everywhere. Retrofit neighborhoods with sidewalks. And people will be more active and neighborly. Golf paths are too stressful to walk with or without children. Golf paths are NOT wide enough to accommodate pedestrians & 2-way golf carts. I'm constantly vigilant when I'm walking on golf paths. WIDEN them. Install 911 phones every few miles for safety. How about rain shelters? We get afternoon thunderstorms here. Where do we hide when out in the middle of nowhere. Naturally, I wouldn't walk when thunderstorms are forecasted, but they happen sometimes without warning.	3/8/2018 2:01 PM
112	Along new hope road to the bank or to the pavilion	3/8/2018 12:53 PM
113	N/a	3/8/2018 11:07 AM
114	on Redwine Road from Jefferson Woods to Stars Mill	3/8/2018 10:58 AM
115	?	3/8/2018 10:12 AM
116	Robinson Road path does not stretch far enough south. It also does not access the Publix and Stein-Mart shopping centers on 54 causing continuous street crossing by golf cart access. South side of PTC has most limited access to public shopping, churches, etc.	3/8/2018 10:01 AM
117	Tyrone connecting to PTC cart path wise.	3/8/2018 8:56 AM
118	NA	3/8/2018 8:16 AM
119	NA	3/8/2018 8:08 AM
120	There are very few sidewalks in Fayetteville needs improving	3/8/2018 1:21 AM
121	Really..? Every sidewalk ends and turns into a dirt path... Those paths indicate where to start laying sidewalks.	3/8/2018 12:35 AM
122	do not know	3/7/2018 10:27 PM
123	Get cart paths in Fayetteville	3/7/2018 10:24 PM
124	Plenty all throughout the city on the cartpaths. Along Robinson rd.	3/7/2018 10:04 PM
125	Not that I'm aware of	3/7/2018 9:48 PM
126	All along Hwy 54 from Hospital to downtown Fayetteville	3/7/2018 9:32 PM
127	Can engineers figure out how to connect Fayetteville and Peachtree City	3/7/2018 8:28 PM
128	Sidewalks along 74 in Kedron area would be good for runners and people walking to destination without the paths. keep the runners off of the grass and side of the road.	3/7/2018 8:26 PM
129	Fayette County outside Peachtree City would love some multipurpose trails	3/7/2018 8:02 PM
130	Where I live there is only one cart path along Lester Rd. So for the most part this does not apply to me.	3/7/2018 6:46 PM
131	74 Kelly to Crosstown	3/7/2018 5:44 PM
132	access from crosstown across to the industrial area	3/7/2018 4:22 PM
133	Living off Lester Rd no way to get anywhere without driving which doesn't make sense	3/7/2018 12:40 PM
134	Cart paths gaps on Terrain Ridge and Planterra Way force our children to walk on the roads as they exit the school bus.	3/7/2018 12:38 PM
135	Huddleston Road Dividend Drive	3/7/2018 12:35 PM
136	Don't know	3/7/2018 11:52 AM
137	Cart path continuing north on Robinson Road 54	3/7/2018 11:45 AM
138	Line Creek Nature area needs to be paved.	3/7/2018 11:29 AM
139	Na	3/7/2018 11:26 AM
140	How about, where do you begin. The paths available in Fayetteville don't connect or lead to anything considerable...	3/7/2018 10:33 AM
141	Dividend Road needs a cart path for people to access The Avenue. Dividend Road is a very high traffic road and is dangerous for the many golf carts that also travel that road.	3/7/2018 9:15 AM
142	Need paths along Huddleston, Dividend. Connect path system to Senoia and Tyrone and along Redwine to Fayetteville. Connect path system to the BSC. There is no direct/practical access to Westpark.	3/7/2018 8:29 AM
143	Palmetto Rd from County Line to Hwy 74	3/7/2018 8:27 AM
144	Need more sidewalks, cart paths, bicycle paths on Helen Sams	3/7/2018 7:21 AM

145	not used by me. Need areas near Fayetteville. Pinewood Studios, Sandy Creek etc. Ease traffic on 54 by creating more card paths down to shopping areas.From Flat Creek Trail to 54	3/7/2018 12:33 AM
146	TDK	3/7/2018 12:15 AM
147	Along Ga 85 north from Kroger to 85 North Parkway.	3/6/2018 11:51 PM
148	Pedestrians are always walking in the grass on Evander Holyfield Hwy. Its very dagerous as some cars are moving extremely fast.	3/6/2018 9:25 PM
149	none I am aware of	3/6/2018 9:17 PM
150	To 54	3/6/2018 8:25 PM
151	by LineCreek there is not a path from the parking lot to the shopping centers.	3/6/2018 8:19 PM
152	Probably Fayetteville, but you can look at Clayton county and see that even adding sidewalks didn't help. Those causing the dirt paths don't use the sidewalks provided.	3/6/2018 8:12 PM
153	Tyrone	3/6/2018 5:49 PM
154	FROM CARRIAGE OAKS DR. TO JENKINS ROAD	3/6/2018 2:34 PM
155	not sure... currently don't use these paths.	3/6/2018 12:24 PM
156	HUGE GAP - There is no convenient way to travel by golf cart between two major hubs of Peachtree City, ie. The Avenue/Market Place and City Hall/West Park. These areas are right across SR 74 from each other but require a long circuitous golf cart ride north or south to get to a bridge to cross SR 74. These two virtually adjacent hubs need to be connected by golf cart bridge or tunnel immediately.	3/6/2018 9:54 AM
157	Am not a big walker; don't know.	3/6/2018 2:50 AM
158	Too many to list	3/6/2018 1:36 AM
159	NA	3/6/2018 12:36 AM
160	Wish that North Fayette had similar golf cart paths similar to PTC. For example, a path to Kenwood Park for those that live in the area. Would love a better connector to Hwy 92 North to hwy 314.	3/5/2018 10:41 PM
161	would like a multi-use path along redwine road from PTC to Fayetteville	3/5/2018 9:15 PM
162	No sidewalks for biking, walking, rolling in north Fayetteville.	3/5/2018 9:01 PM
163	between Millpond manor and The Chimneys	3/5/2018 6:33 PM
164	Senoia Road from Swanson Rd going towards Carriage Oaks Dr.	3/5/2018 5:59 PM
165	Tunnel to cross Hwy. 74 to Starrs Mill Academy or Brechin Park/ Gates would be awesome. Currently to drive across the street, golf carts have to cross at Rite Aid. Too avoid the time, many carts cross at Highway 74 at Starrs Mill High School.	3/5/2018 5:09 PM
166	Yes, on Redwine from New Haven to White Water Creek	3/5/2018 4:11 PM
167	Not aware of any.	3/5/2018 4:01 PM
168	We had a dirt path that came along 74 and turned into the front of our neighborhood at Brechin Park.	3/4/2018 7:49 PM
169	Along SR 74 from Wilshire Pavilion to Starr's Mill School complex across Redwine Road. Neighborhoods on west side of SR 74 have a long route to get to the schools via cart paths.	3/4/2018 5:40 PM
170	Everywhere. The county (outside of PTC) really has no extensive path network. Sidewalks don't really exist on most public thoroughfares outside of subdivisions.	3/3/2018 3:06 PM
171	92n from.timberlake to gingercake	3/2/2018 10:12 AM
172	along redwine, connection to Tyrone and Senoia and Fayetteville from existing paths Robinson to Publix east shopping center	3/2/2018 7:04 AM
173	Crosstown from Peachtree Pkwy to 74 - many people walk there. Need cart access to baseball soccer complex and MOBA area	3/1/2018 10:36 PM
174	SR 85 - Broadway Diner going north & south.	3/1/2018 9:36 PM
175	There are so many streets where sidewalks start and stop in a manner that is dangerous for walkers or bikers.	3/1/2018 8:05 PM
176	Need to finish paths from Peachtree City to Senoia and Tyrone	3/1/2018 7:59 PM
177	NA	3/1/2018 6:33 PM
178	Many places since there are few sidewalks.	3/1/2018 5:33 PM
179	314 - both sides of the roadway	3/1/2018 5:27 PM
180	Because of cart paths many subdivisions didn't get sidewalks at all. But some of the cart paths have hills that are too steep for children to ride their bikes. This pushes pedestrian traffic onto the roads in the subdivisions. This is dangerous for our children.	3/1/2018 2:01 PM
181	Robinson Road	3/1/2018 10:49 AM
182	Redwine near the Preserve and Jefferson Woods	3/1/2018 10:17 AM
183	Robinson Road to Stein Mart/Publix	3/1/2018 8:42 AM
184	Down White road. The side walk ends midway but people are walking all of the way to hwy 92.	3/1/2018 6:30 AM
185	Path needs to connect Peachtree Pkwy to Redwine. Then all of Redwine and Bernhard Road has no shoulder for bikers. Rockaway road could use a bike lane or continuous path.	2/28/2018 10:39 PM
186	Redwine Road	2/28/2018 10:17 PM
187	the cartpaths along braelinn road in front of Morallion Hills, Calgary Plan and other subdivisions are in terrible shape!!!	2/28/2018 7:07 PM
188	I do NOT want the PTC golf cart path system to be connected county wide as there is NOT enough police presence to protect homes and people in the PTC area. This could cause major problems for residences as the path systems are connected to our homes.	2/28/2018 5:34 PM
189	people dont wont to walk on paths due to golf cart dangers so they walk on the hwy	2/28/2018 12:14 PM
190	Lester rd near 54 the multi use path ends abruptly	2/27/2018 11:16 PM

191	SR 54 from Peachtree Parkway to Stevens Entry	2/27/2018 11:10 PM
192	Hwy 54 Lester Rd does not have sidewalks all the way to 54 for walking. No sidewalks on Old Norton	2/27/2018 10:30 PM
193	A golf cart path extension allowing residents who would purchase a home in Highgrove and New Haven into Peachtree City is only through the private Lake area of the Timberlake subdivision. This is an area that is maintained only by Timberlake and the association dues. The traffic is huge, the vandalism has always been a problem and a safety concern with traffic passing through the lake and loitering at the lake is a constant. It was promised by the Builder that these residents would have in Access to Peachtree City. A builder cannot make a promise of an access to Peachtree City when the lake is privately owned by Timberlake residents. A direct path from these and other surrounding subdivisions down red wine to the parkway to allow direct access has been in great need for a very long time! Timberlake private pass in Lake area is closed at Sunset however the traffic that drives through this area and over the dam area is huge ar all hours. Timberlake residents pay to have this privately monitor however this is not something that can continue. Again a path down red wine connecting to Peachtree Parkway is a huge benefit for all! Thank you!	2/27/2018 9:50 PM
194	redwine harp ebenezer	2/27/2018 3:22 PM
195	Expansion to the south and east for cart paths needed.	2/27/2018 2:32 PM
196	Redwine road after lakeside on redwine. South Glenn after Grady ave. Sr92 after summit point sr85.	2/27/2018 1:47 PM
197	The love the path system. I use it every day. Biggest problem is people in golf carts who speed and walkers who walk three deep on the path. There is no consistency for walkers - most do not know on which side of the path they should walk.	2/27/2018 12:48 PM
198	There are no paths in the north part of the county	2/27/2018 12:30 PM
199	good cart path on west side of redwine to the south shopping area. Needs sidewalk on eastside of redwine around ballfield and patriots park.	2/27/2018 11:31 AM
200	Lester Road.	2/27/2018 10:20 AM
201	Not aware of any	2/27/2018 10:12 AM
202	No sidewalk on SR85 from Grady to Ramah, despite lots of commercial development that could benefit from foot traffic	2/27/2018 1:10 AM
203	There is a partial side walk from the Redwine round about toward the Chickfila Luau. But there is a section that doesn't have a sidewalk and I see people (including students) walking in the dirt.	2/26/2018 11:15 PM
204	No	2/26/2018 10:39 PM
205	The Lees Mill/Lees Lake areas where I live are woefully inadequate and dangerous for walkers.	2/26/2018 10:31 PM
206	Hwy. 92 south from Helen Sams/92 Connector south along the Kingswood side.	2/26/2018 10:12 PM
207	Robinson Road	2/26/2018 8:58 PM
208	I live in the county, there are no sidewalks at all along the roads.	2/26/2018 8:25 PM
209	Lester Road to Piedmont Fayette Hospital	2/26/2018 7:29 PM
210	Gingercake rd	2/26/2018 7:11 PM
211	South Jeff Davis from Countyline to Helen Sams, then gaps from Helen Sams to Publix. Would be great to have access to shopping and downtown from areas just outside city limits.	2/26/2018 7:07 PM
212	Not aware of any	2/26/2018 6:46 PM
213	Hood Ave	2/26/2018 6:42 PM
214	Highway 54 east of Fayetteville	2/26/2018 6:20 PM
215	n/a	2/26/2018 6:14 PM
216	Grady Ave to the Publix Shopping Center in Fayetteville.	2/26/2018 6:04 PM
217	McDuff Pkwy, Kedron Rd, Georgian Pkwy	2/26/2018 6:01 PM
218	Pinewood Forest to 54 and ultimate connect to downtown Fayetteville and long term connect to PTC.	2/26/2018 6:00 PM
219	Pinewood Forest to 54 and ultimate connect to downtown Fayetteville and long term connect to PTC.	2/26/2018 6:00 PM
220	All over	2/26/2018 5:58 PM
221	not aware	2/26/2018 5:49 PM
222	No sidewalks, walking trails or bike paths for people in South Fayette.	2/26/2018 5:34 PM
223	Don't need a survey to figure that out. Most side walks end abruptly or are in sections with no connection.	2/26/2018 5:25 PM
224	Hwy 314, Hwy 54 lots of gaps.	2/26/2018 5:19 PM
225	on 85 north the sidewalk ends at Aldi forcing you on the the shoulder to go further to get to the pavillion.	2/26/2018 5:07 PM
226	na	2/26/2018 2:17 PM
227	We don't have enough sidewalks in Fayetteville to answer this question.	2/26/2018 1:25 PM
228	All over.....45	2/26/2018 12:15 PM
229	Golf cart access to PAC and moba	2/25/2018 2:56 AM
230	92 past Publix sidewalk just ends. Redwine multi cart path just ends at Lakeside.	2/24/2018 7:56 PM
231	Paths all along Redwine would be wonderful...from Fayetteville to PTC	2/24/2018 5:20 PM
232	Connecting Tyrone to Peachtree City. From Dogwood Trail to Mapleshade. Or along Senoia Road from Dogwood Trail to Kedron Dr. /Macduff. Crossing 74 at Dogwood Trail to connect to Kedron Village shopping center.	2/24/2018 1:32 PM
233	Limited sidewalks north Fayetteville, Hwy 314.	2/23/2018 11:33 PM
234	would be nice to have a big beltway path	2/23/2018 6:38 PM
235	N/A	2/23/2018 1:05 PM

236	in each if the cities in the downtown area also not enough public parking in downtown areas so walking is an option	2/22/2018 9:56 PM
237	in each if the cities in the downtown area also not enough public parking in downtown areas so walking is an option	2/22/2018 9:55 PM
238	N/A	2/22/2018 6:24 PM
239	Not sure	2/22/2018 5:32 PM
240	On Highway 314, lot next to Lowes, Highway 314 between Sycamore Bend and White Road, and there is a gap between the pizza shop and White Road. No sidewalk on New Hope in direction of ST 85, nor Banks Road from 85 to 54.	2/22/2018 2:01 PM
241	There is no easy way to get to Westpark Walk shopping center. I wish we could take a golf cart to the PTC sports complex (would help parking conditions)	2/21/2018 11:50 PM
242	North on Peachtree Parkway leaving Timberlake subdivision	2/21/2018 9:39 PM
243	New Hope Road	2/21/2018 9:39 PM
244	Honestly traffics pattern at Whitewater High school and the elementary school is awful. I know this isn't a road exactly but just to get it out there.	2/21/2018 7:08 PM
245	Unaware	2/21/2018 6:20 PM
246	No	2/21/2018 2:16 PM
247	Bike/cart path near goza and Antioch towards schools and shopping	2/21/2018 1:49 PM
248	Not sure	2/21/2018 1:35 PM
249	paths need maintenance and signage	2/21/2018 1:29 PM
250	Paths along Robinson Rd and the south end of Redwine Rd	2/21/2018 9:43 AM
251	Robinson Road in PTC.	2/21/2018 9:18 AM
252	Golf cart path on Redwine needs to be extended	2/21/2018 12:40 AM
253	Not aware	2/21/2018 12:14 AM
254	None	2/20/2018 4:37 PM
255	I am not aware of any that impact me. My main concern is the proper maintenance of what is already in place.	2/20/2018 4:24 PM
256	Starr's Mill High School (whole complex) Peachtree City Industrial Park	2/20/2018 3:44 PM
257	County line on Milam road the turns into Rivers Road. I am a big runner ans often run along Lee Rd or Coastline Road.	2/20/2018 1:15 PM
258	Not that I know of.	2/20/2018 12:43 PM
259	Connect Lake Horton to current multi path system.	2/20/2018 11:15 AM
260	Along 85 south people have to walk in the dirt or high grass	2/20/2018 11:02 AM
261	The county needs more multi-use paths so bikes can safely travel. Can't control the amount of semi-trucks & speeding cars on the roads so provide separate paths for walkers, runners & bikes.	2/20/2018 10:41 AM
262	Is there a way to have a walking lane on paths, so people do not get run down by golf carts?	2/20/2018 10:33 AM
263	Most are the neighborhoods where people walk and are endangered by speeders through the neighborhoods.	2/20/2018 10:14 AM
264	N/a	2/20/2018 9:13 AM
265	Robinson Rd in PTC	2/20/2018 9:02 AM
266	There are no sidewalks or bike paths on Westbridge Road and pedestrians are forced to walk on the shoulder which is dangerous.	2/19/2018 2:38 PM
267	Not sure.	2/19/2018 12:54 PM
268	Please consider cart paths to connect residents on the east side of Redwind Rd. to the Peachtree City cart path system. The privately owned Timber Lake path is currently overused and the residents will be blocking off that access if a solution is not approved.	2/18/2018 9:46 PM
269	Along 54 in PTC.	2/17/2018 4:56 PM
270	Along Dividend drive: path network does NOT serve new Major Recreational area for Macintosh Lake, Hwy 74 Soccer Fields, Planterra Golf course, Home Plate Baseball, etc.	2/16/2018 6:55 PM
271	Multi Path to Eaton, PAC, MOBA	2/16/2018 6:00 PM
272	Golf cart paths MUST BE MADE DOWN PEACHTREE PKY S. from Robinson rd intersecting w Bernard and Ptcpky. It will alleviate cut thru in Timberlake sub. which is private property	2/14/2018 1:20 PM
273	We need a public multi-use path that goes around the Timberlake neighborhood that is effective in significantly reducing/eliminating public use of Timberlake's private paths.	2/14/2018 9:52 AM
274	Redwine rd between Fayetteville and PTC, Harp rd to Schools	2/13/2018 5:49 PM
275	Hwy 92 Conn needs the sidewalk extended to the Intersection with Hwy 92	2/13/2018 5:29 PM
276	A path should be extended and continued from the west side path on Redwine Rd./Peachtree Pkwy. and continue onto the Parkway connecting to PTC cartpaths. Newhaven, High Grove, Whitewater subdivisions all access PTC cart system through one vein, Brown's Crossing Dr.. Youth, who shouldn't be driving carts alone, are often seen racing each other, playing chicken with resident car drivers as a "dare". These neighborhoods have also declined to help maintain the private cart path in Timberlake subdivision that they have had the privilege of using and abusing with trash and lack of respect for others on path..	2/10/2018 4:36 PM
277	Huge need for cart paths connecting Newhaven, Highgrove and Whitewater developments to Braelinn Elementary. A path from the Redwine/Peachtree Parkway intersection to a path leading to Braelinn would solve a lot of problems.	2/8/2018 1:35 PM
278	Redwine Road & South Peachtree Parkway	2/8/2018 12:22 PM
279	golf cart path going north on peachtree parkway from redwine/bernhard rd. currently there is no public path for this and you must cut through private property of timber lake.	2/8/2018 9:43 AM
280	No cart path system from Whitewater neighborhoods to PTC cart path system without going through Timber Lake subdivision.	2/7/2018 10:03 PM

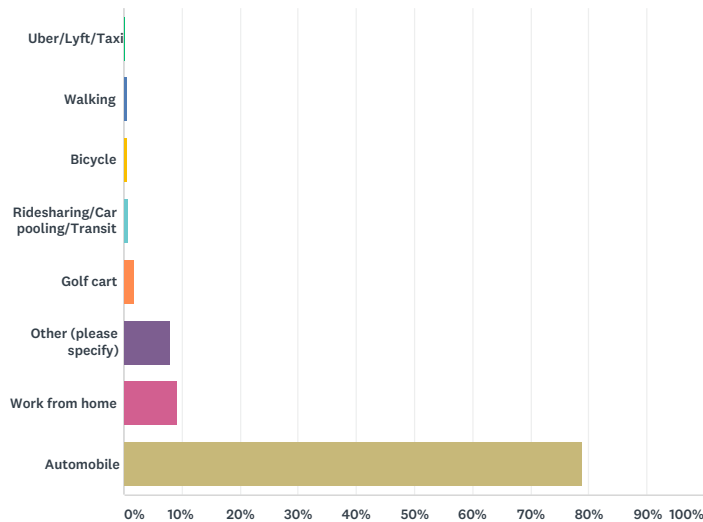
281	connecting Highgrove and other neighborhoods to Peachtree City paths. Currently only easy route is through privately HOA owned Timberlake Path. Need a path along Peachtree Parkway to connect redwine road to peachtree parkway via golf cart path.	2/6/2018 3:11 PM
282	Need a cart path from red wine road north along Peachtree parkway	2/5/2018 9:01 PM
283	We need another golf cart part built from the intersection of Redwine/ Bernhard Road and Peachtree parkway please. Also from Robinson road (Bradford Wat) North bound up to Macintosh Trail.	2/4/2018 6:41 AM
284	more sidewalks and cart pathes through the old town sections of Tyrone. The old, original subdivisions have gotten no attention, no benefits. Connect Tyrone and PTC	2/4/2018 5:19 AM
285	From Redwine connecting to Merrywood Ln. Currently many subdivision residents use the PRIVATE Timberlake HOA path to make this connection. All Fayetteville residents pay both Fayetteville and PTC cart registration, however no assistance is being offered to upkeep this path. The path is in severe need of maintenance and if the cost falls on Timberlake HOA, the path will be closed to non residents. This will limit many from accessing paths. A path along Peachtree Parkway to Redwine would solve this issue.	2/3/2018 9:56 PM
286	We do need a carpath around the Timberlake subdivision! They complaining about people cutting through. A short path right up the parkway would alleviate the problem.	2/3/2018 2:52 PM
287	We need a golf cart path going north on Peachtree Parkway from the Redwine/Bernhard Road intersection.	2/3/2018 12:34 PM
288	Northbound on Peachtree Parkway from the intersection at Bernhard & Redwine	2/3/2018 10:49 AM
289	SR 54 and Crosstown	2/3/2018 8:41 AM
290	We need to have more public glf cart paths around Whitewater , Highgrove and Timberlake that attach to Peachtree city paths.	2/2/2018 10:37 PM
291	Biltmore Trace straight to Redwine Road to join nice Golfcarts path to Starrs Mill and Rising Starr Middle School.	2/2/2018 7:21 PM
292	golf cart path going north on Peachtree Parkway from the Redwine/Bernhard Road intersection	2/2/2018 3:04 PM
293	Yes, From Timberlake Creekview to Redwine and Peachtree Parkway intersection, need short path to connect to cart parth for school route	2/2/2018 7:09 AM
294	no cart path from intersection of Redwine Road and Peachtree Parkway/Bernhard to PTC cart paths	2/1/2018 10:26 PM
295	There needs to be a path north up the parkway from the intersection of Redwine/Bernhard intersection. Current traffic is being dumped into Timberlake and a private path	2/1/2018 5:26 PM
296	Redwine area around Timber Lakes/Highgrove/New Haven is poor.	2/1/2018 4:49 PM
297	Do not know.	2/1/2018 2:49 PM
298	Whitewater Creek, Highgrove, New Haven and Timberlake - you NEED to do something as soon as possible - awful and not safe for kids/teens going to school or others who walk/run/bike	2/1/2018 2:47 PM
299	South side of Peachtree Parkway from Peachtree City past Timberlake across Redwine down along Bernhard Road.	2/1/2018 2:10 PM
300	Need a public cart path along Peachtree Parkway to connect Redwine area to the public paths, without cutting through the Timberlake private path.	2/1/2018 10:42 AM
301	Starrs Mill HS to Publix, Whitewater to PTC without going through Timberlake	2/1/2018 10:07 AM
302	Need golf cart access along Peachtree Parkway, north from Redwine Road	2/1/2018 10:01 AM
303	Missing Golf Cart Trail on Peachtree Parkway from Redwine	2/1/2018 9:56 AM
304	not aware of any	2/1/2018 9:40 AM
305	Redwine Road.	2/1/2018 9:35 AM
306	Along Robinson Road between Crosstown and SR54 and in/around Timberlake/Whitewater/Highgrove/Newhaven neighborhoods. Public cart paths in this area would be very helpful.	2/1/2018 9:18 AM
307	Robinson Road	2/1/2018 8:50 AM
308	yes, many, timberlakes to redwine timberlakes west to other neighborhoods or basically, anywhere from timberlakes to anywhere else	1/31/2018 11:59 PM
309	along the north part of robinson road, the southern end of peachtree parkway to access Redwine Rd., along Peachtree Pkwy heading north to 54	1/31/2018 11:55 PM
310	Peachtree Parkway & Redwine	1/31/2018 11:31 PM
311	Through Timberlake neighborhood - connecting PTC with Fayette County (Whitewater Creek and Highgrove)	1/31/2018 11:09 PM
312	Not sure. Not silly enough to risk not walking where I'm protected.	1/31/2018 11:08 PM
313	There needs to be a path connecting Bernard to Peachtree parkway	1/31/2018 10:15 PM
314	Along the Peachtree Parkway near the three entrances of Timberlake and Redwine.	1/31/2018 10:06 PM
315	Redwine Road and Peachtree Parkway	1/31/2018 9:54 PM
316	A cart path needs to be extended from the Peachtree City Limit on Peachtree Parkway to the Bernhard Redwine Rd Intersection	1/31/2018 9:16 PM
317	I'm writing today about the private path in the Timberlake subdivision. If a public alternative is not created, I will vote for the path to be locked to all non-residents.	1/31/2018 9:14 PM
318	Multi use paths on Redwine connecting the subdivisions with the municipalities to include Peachtree City and Stars Mill High school.	1/31/2018 8:06 PM
319	Too much traffic from other subdivisions through Timberlake.	1/31/2018 7:46 PM
320	Highgrove and WhiteWater to the cart paths as they come through our private Timberlake subdivision	1/31/2018 7:37 PM
321	Golf paths in Timberlake need repair (crumbling, need widening).	1/31/2018 7:35 PM
322	We desperately need a golf cart path from red wine road path ,East, down S. peachtree parkway toward Robinson road to connect the existing PTC paths.	1/31/2018 7:28 PM

323	South Peachtree Parkway to Redwine.	1/31/2018 7:26 PM
324	Highgrove to Peachtree Parkway. This subdivision uses TimberLake's private path.	1/31/2018 7:19 PM
325	The golf cart path along Redwine Road between Monarch Drive and Foreston Place is TERRIBLE. It needs to be resurfaced ASAP, please.	1/31/2018 4:38 PM
326	Robinson Rd north of Peachtree Parkway.	1/30/2018 3:02 PM
327	54/74	1/29/2018 10:38 AM
328	Path between PTC and Senoia.	1/28/2018 11:27 PM
329	Golf cart trails between Kedron area and Target shopping center.	1/28/2018 10:05 PM
330	Basically Fayette County doesn't have sidewalks so I'm not sure why the survey is asking about this.	1/28/2018 9:44 PM
331	Bike paths	1/28/2018 9:39 PM
332	Safe & efficient ways to cross 74 on the north side of Peachtree City	1/28/2018 9:28 PM
333	Gingercake Road, New Hope Road	1/28/2018 8:46 PM
334	to Tyrone	1/28/2018 8:16 PM
335	Dirt paths on the side of the road where people walk	1/28/2018 7:38 PM
336	Don't know.	1/28/2018 6:30 PM
337	Pleas make a path to Clothes less traveled!	1/28/2018 2:41 PM
338	All along Huddleston and Dividend Dr. it would be nice to add cart path - lots of big trucks and golf carts are not a great mix.	1/28/2018 2:25 PM
339	Redwine rd between Birkdale Drive and Peachtree Pkwy	1/28/2018 1:32 PM
340	Lester Road	1/28/2018 12:08 PM
341	Crosstown. People are not using the cart path. No sidewalks so people have made a dirt path.	1/28/2018 10:59 AM
342	dividend	1/28/2018 10:44 AM
343	SR 54 east of Peachtree City to connect Publix/Mobile Home park without having to cross 54 with car/truck traffic.	1/28/2018 9:57 AM
344	Redwine Road (Whitewater Creek) needs a golf cart path connection and a bridge or crosswalk to safely cross over gr it's.	1/28/2018 8:49 AM
345	Robinson Rd - between Crosstown Rd & Windgate Rd Redwine Road - the path just stops	1/25/2018 3:30 PM
346	Bike routes in the county should be marked as a loop not point to point	1/25/2018 11:54 AM
347	Need path access Carriage Lane to Peachtree East/Publix Shopping Center.	1/25/2018 8:31 AM
348	South Peachtree Parkway between The Oaks subdivision and Redwine Road.	1/24/2018 9:35 AM
349	Banks Road, County Line Road	1/19/2018 8:47 AM
350	Most of the main roads and golf cart paths are in need of resurfacing.	1/12/2018 7:55 PM
351	Marion Blvd to Jimmy Mayfield to SR 92spur for access to Summit Point and Town Center shopping centers.	1/12/2018 7:40 AM
352	Along SR 314 and along SR 85 from SR 279 toward The Pavillion	1/12/2018 2:33 AM
353	PATH ABRUPTLY ENDS ON REDWINE ROAD	1/11/2018 11:55 PM
354	Unknown	1/11/2018 11:16 PM
355	Need sidewalk down 92 south to the Flint River.	1/11/2018 11:10 PM
356	I don't know, there are so few sidewalks and no shoulder so I don't walk or bike anywhere but in parks. Golf cart drivers and congestion make it difficult to use PTC paths	1/11/2018 9:52 PM
357	All over Fayetteville. Near the pavilion.	1/11/2018 8:50 PM
358	The entire stretch of Clover Green beside the fire station, and the length of Huddleston behind it. (Back to 54)	1/11/2018 8:39 PM
359	Goza road	1/11/2018 8:34 PM
360	Here in Fayetteville we don't have a lot of connecting sidewalks which would be nice for walking or golf cart use.	1/11/2018 7:34 PM
361	Everywhere	1/11/2018 7:26 PM
362	none that I know of	1/2/2018 6:24 PM
363	Bernhard Road, between SR 85 and Redwine Road.	12/21/2017 1:59 PM
364	Would like more connectivity from downtown Fayetteville to other parts of Fayetteville.	12/20/2017 8:31 PM
365	From PTC to Fayetteville.	12/20/2017 5:31 PM
366	Most places don't have sidewalks!!	12/19/2017 10:11 PM
367	All over.	12/19/2017 10:50 AM
368	We don't need any paths up to Fulton or Clayton Counties. We need a border guard and crossing if anything.	12/18/2017 9:48 PM
369	Tyrone needs to be more connected by bike paths. Every neighborhood should have sidewalks to encourage walking. There should be common walking areas in towns and neighborhoods to encourage healthy living and community.	12/18/2017 9:31 PM
370	Walking paths or running trails do not exist in some highly trafficked areas like Lee Road, Buckhorn Trail, Coastline Road, and Sandy Creek Rd. Most of trail originate in Tyrone.	12/16/2017 7:28 AM
371	Redwine road Highway 74 South from Redwine to highway 85 35	12/15/2017 6:55 PM
372	Need more bike / pedestrian friendly accessibility for the south Fayetteville Summit Point shopping area	12/15/2017 5:11 PM
373	No paths connecting Pinewood to anything :(12/15/2017 1:07 PM
374	SANDRY CREEK RD	12/15/2017 12:50 PM

375	Extensive lack of sidewalks. They end unexpectedly or don't exist. Take a look at SR314 and most of the side roads.	12/14/2017 9:28 PM
376	Cart Path to get across SR 74 near Kedron Village Shopping Center	12/14/2017 7:17 PM
377	Robinson Road, no path system.	12/14/2017 1:57 PM
378	Not sure	12/14/2017 1:19 PM
379	Not aware, don't use these	12/14/2017 10:27 AM
380	None known	12/14/2017 10:14 AM
381	connecting Senoia with golf cart path to SR74	12/14/2017 9:56 AM
382	Between the Cornerstone Gas station on 54/Jeff Davis, and where the sidewalk begins at South Jeff Davis.	12/14/2017 9:54 AM
383	connecting all of Fayetteville from Lester Road to Redwine Road, connecting Tyrone with Peachtree City, connecting the northside with southside of County	12/11/2017 3:42 PM
384	County Line Road	12/11/2017 12:33 PM
385	HWY54E - Peachtree City. No path from Robinson RD to Publics Grocery and annexed area. HWY74 -Peachtree City Athletic Complex. No connecting path to the tunnel under HWY74 to the Flat Creek Bridge and up to Crosstown RD. Robinson Road - Peachtree City has several path gaps. HWY54W - Fayetteville from Downtown to Gingercake RD.	12/8/2017 9:43 PM
386	N/a	12/8/2017 10:45 AM
387	Desperately need a path crossing over/under 54 at Robinson Road.	12/8/2017 10:34 AM
388	South side of peach tree city, redwine	12/8/2017 9:00 AM

Q8 What is your primary mode of transportation to work?

Answered: 749 Skipped: 22



ANSWER CHOICES	RESPONSES
Uber/Lyft/Taxi	0.13% 1
Walking	0.53% 4
Bicycle	0.67% 5
Ridesharing/Carpooling/Transit	0.80% 6
Golf cart	1.87% 14
Other (please specify)	8.01% 60
Work from home	9.21% 69
Automobile	78.77% 590
TOTAL	749

#	OTHER (PLEASE SPECIFY)	DATE
1	Retired Retired	3/24/2018 12:28 PM
2	Retired retired	3/21/2018 2:36 PM
3	Retired I just retired but drove a car to work.	3/21/2018 1:34 PM
4	Retired Retired	3/21/2018 11:21 AM
5	Retired Retired	3/21/2018 1:36 AM
6	Retired retired	3/19/2018 9:46 AM
7	Retired Retired	3/17/2018 10:10 AM
8	Retired Not employed	3/16/2018 2:40 PM
9	Retired Retired - Automobile for errands/appointments, etc.	3/16/2018 8:01 AM
10	Automobile once per week - part of the growing "Teleworking" community.	3/15/2018 8:27 AM
11	Retired Retired	3/14/2018 2:23 PM
12	Retired retired	3/14/2018 8:54 AM
13	Retired Work from home, but use Auto to visit clients	3/11/2018 9:37 PM
14	Retired Retired	3/10/2018 2:15 PM
15	Retired Retired	3/9/2018 11:15 AM
16	Retired I'm retired	3/8/2018 3:44 PM
17	Retired Now retired	3/8/2018 9:44 AM
18	Retired Retired	3/8/2018 8:16 AM
19	Retired Retired	3/7/2018 9:32 PM
20	Retired I'm retired.	3/7/2018 8:29 PM
21	Retired Retired	3/7/2018 5:44 PM
22	Drive to college park to catch Marta	3/7/2018 12:40 PM
23	Automobile, but would love to be able to ride my bike safely to work.	3/7/2018 10:33 AM
24	Retired Retired; car is main transport.	3/6/2018 6:40 PM
25	don't work, but have a hectic personal schedule. Always single driver.	3/6/2018 2:50 AM
26	I I	3/5/2018 11:07 PM

27	Retired	Retired	3/5/2018 7:49 PM
28	Retired	retired	3/5/2018 6:46 PM
29	Retired	Retired. When I was working, automobile was my primary mode of transportation.	3/3/2018 3:06 PM
30	Retired	Retired	3/1/2018 8:05 PM
31	Retired	Retired but we mostly use our car and then the golf cart	3/1/2018 7:59 PM
32		Automobile, I do not work in Fayetteville. Would like to use a golf cart when in town	3/1/2018 6:30 AM
33	Retired	Retired	2/27/2018 1:10 AM
34	Retired	Retired but I was 3 miles from work by automobile	2/26/2018 10:12 PM
35	Retired	Retired	2/26/2018 9:53 PM
36		Stay at home mom	2/25/2018 10:15 AM
37		20	2/21/2018 9:39 PM
38	Retired	Retired	2/21/2018 9:14 PM
39		N/A	2/21/2018 6:20 PM
40	Retired	retired	2/21/2018 1:29 PM
41	Retired	I am retired. But I drive to the groceries and I walk often on the paths.	2/20/2018 4:24 PM
42	Retired	I am a retiree/ senior citizen who travel by automobile.	2/20/2018 4:10 PM
43		if golf paths were in my area I would use them	2/20/2018 11:45 AM
44	Retired	retired	2/20/2018 9:39 AM
45	Retired	retired	2/18/2018 1:24 PM
46	Retired	retired	2/2/2018 7:15 PM
47	Retired	Retired.	2/1/2018 2:49 PM
48	Retired	Retired	2/1/2018 10:01 AM
49		SAHM but i drive most places. Use gold cart when it's gois weather, bike to the gym on the golf cart paths.	1/31/2018 11:08 PM
50	Retired	Retired	1/31/2018 7:49 PM
51	Retired	Retired but use automobile	1/29/2018 2:50 PM
52	Retired	retired	1/28/2018 8:30 PM
53	Retired	N/A - Retired	1/25/2018 3:30 PM
54	Retired	Retired	1/12/2018 1:05 PM
55	Retired	retired -- formerly drive to MARTA park n ride and transit to ATL	1/12/2018 7:40 AM
56	Retired	retired	1/12/2018 1:59 AM
57		Automobile	12/20/2017 7:05 PM
58	Retired	Retired	12/19/2017 11:35 AM
59	Retired	Retired	12/15/2017 9:11 PM
60	Retired	retired	12/14/2017 9:28 PM

Q9 In miles, how long is your commute one-way?

Answered: 655 Skipped: 116

#	RESPONSES	DATE
1	14 miles	3/26/2018 2:09 PM
2	3	3/26/2018 2:03 PM
3	34	3/25/2018 8:53 PM
4	0	3/23/2018 5:45 PM
5	8	3/23/2018 2:57 PM
6	8 miles	3/22/2018 4:44 PM
7	15	3/22/2018 4:16 PM
8	12 miles	3/22/2018 2:25 PM
9	0	3/22/2018 12:22 PM
10	0	3/22/2018 8:57 AM
11	20	3/21/2018 11:37 PM
12	8	3/21/2018 11:26 PM
13	20 miles	3/21/2018 10:52 PM
14	30	3/21/2018 10:01 PM
15	36	3/21/2018 9:56 PM
16	45	3/21/2018 9:36 PM
17	25	3/21/2018 9:35 PM
18	10	3/21/2018 9:12 PM
19	38	3/21/2018 9:10 PM
20	26	3/21/2018 8:33 PM
21	10miles	3/21/2018 8:28 PM
22	16 miles	3/21/2018 8:17 PM
23	6	3/21/2018 8:16 PM
24	35	3/21/2018 7:52 PM
25	16	3/21/2018 7:51 PM
26	12	3/21/2018 6:51 PM
27	30	3/21/2018 6:14 PM
28	5	3/21/2018 5:46 PM
29	10	3/21/2018 5:19 PM
30	10	3/21/2018 3:14 PM
31	10	3/21/2018 2:45 PM
32	0	3/21/2018 2:36 PM
33	10	3/21/2018 2:31 PM
34	15 miles	3/21/2018 2:21 PM
35	25 miles	3/21/2018 1:34 PM
36	40	3/21/2018 1:32 PM
37	1/4	3/21/2018 1:22 PM
38	30	3/21/2018 1:10 PM
39	4	3/21/2018 12:44 PM
40	16	3/21/2018 11:59 AM
41	10	3/21/2018 11:26 AM
42	10	3/21/2018 11:17 AM
43	0, I work at home	3/21/2018 11:08 AM
44	19	3/21/2018 11:04 AM
45	0	3/21/2018 11:04 AM
46	10	3/21/2018 10:55 AM
47	20 miles	3/21/2018 10:42 AM
48	25	3/21/2018 10:41 AM
49	11	3/21/2018 10:21 AM
50	35	3/21/2018 10:18 AM
51	2	3/21/2018 10:17 AM
52	55	3/21/2018 10:16 AM
53	29	3/21/2018 10:16 AM
54	25	3/21/2018 9:25 AM
55	12	3/21/2018 9:23 AM

56	1hour	3/21/2018 7:52 AM
57	24	3/20/2018 7:29 PM
58	5	3/20/2018 6:54 PM
59	5 miles	3/20/2018 6:54 PM
60	15	3/20/2018 4:02 PM
61	8	3/20/2018 12:55 PM
62	1.5	3/20/2018 12:15 PM
63	25 miles when I go to Atlanta. 1/10 of a mile when I stay in Fayetteville.	3/20/2018 9:33 AM
64	.75 Mile	3/20/2018 8:42 AM
65	2.8	3/20/2018 8:17 AM
66	19	3/19/2018 10:39 PM
67	To work? I work 23 miles away from home/Fayetteville.	3/19/2018 9:08 PM
68	0	3/19/2018 8:18 PM
69	5	3/19/2018 7:53 PM
70	6	3/19/2018 7:24 PM
71	5	3/19/2018 5:55 PM
72	20 miles	3/19/2018 5:01 PM
73	11	3/19/2018 10:31 AM
74	3-5miles	3/18/2018 10:07 PM
75	1	3/18/2018 9:15 PM
76	20 miles	3/18/2018 10:50 AM
77	10	3/18/2018 9:25 AM
78	3.3 miles	3/18/2018 9:02 AM
79	8	3/18/2018 7:00 AM
80	6	3/17/2018 1:43 PM
81	In the past, 18 miles.	3/17/2018 10:10 AM
82	15	3/17/2018 9:00 AM
83	12	3/17/2018 2:03 AM
84	23	3/16/2018 11:51 PM
85	5	3/16/2018 10:58 PM
86	11	3/16/2018 9:33 PM
87	13	3/16/2018 6:07 PM
88	1 mile	3/16/2018 4:26 PM
89	30	3/16/2018 11:41 AM
90	15	3/16/2018 10:48 AM
91	30	3/16/2018 10:20 AM
92	Retired	3/16/2018 10:08 AM
93	14	3/16/2018 9:27 AM
94	12	3/16/2018 9:19 AM
95	15	3/16/2018 8:33 AM
96	One	3/16/2018 8:26 AM
97	N/A	3/16/2018 8:01 AM
98	35	3/16/2018 7:58 AM
99	2	3/16/2018 7:10 AM
100	40 min	3/15/2018 11:07 PM
101	35	3/15/2018 7:17 PM
102	40	3/15/2018 6:45 PM
103	30 miles	3/15/2018 12:21 PM
104	7	3/15/2018 9:45 AM
105	10	3/15/2018 9:13 AM
106	4	3/15/2018 9:01 AM
107	10	3/15/2018 8:46 AM
108	2	3/15/2018 8:31 AM
109	21 miles	3/15/2018 8:27 AM
110	30	3/14/2018 10:55 PM
111	27	3/14/2018 10:33 PM
112	55 miles	3/14/2018 10:19 PM
113	42 miles	3/14/2018 8:47 PM
114	1 hour	3/14/2018 6:52 PM
115	6 miles	3/14/2018 5:15 PM
116	30	3/14/2018 4:56 PM

117	6	3/14/2018 3:43 PM
118	18 miles	3/14/2018 2:55 PM
119	30 miles	3/14/2018 1:16 PM
120	27	3/14/2018 1:12 PM
121	28	3/14/2018 12:56 PM
122	16	3/14/2018 12:54 PM
123	35 miles	3/14/2018 12:41 PM
124	0	3/14/2018 12:34 PM
125	10 miles	3/14/2018 11:30 AM
126	Varies	3/14/2018 11:14 AM
127	20 miles	3/14/2018 11:12 AM
128	32	3/14/2018 10:55 AM
129	15	3/14/2018 10:43 AM
130	5 miles	3/14/2018 10:17 AM
131	20	3/14/2018 10:10 AM
132	4 Mi	3/14/2018 9:46 AM
133	23 miles	3/14/2018 9:30 AM
134	9	3/14/2018 8:02 AM
135	35	3/14/2018 7:39 AM
136	20	3/13/2018 6:26 PM
137	am retired	3/13/2018 10:49 AM
138	26	3/13/2018 12:02 AM
139	17	3/12/2018 4:41 PM
140	31	3/12/2018 2:00 PM
141	22	3/12/2018 10:22 AM
142	26	3/12/2018 6:12 AM
143	24	3/12/2018 12:48 AM
144	14	3/11/2018 10:32 PM
145	Work from home, but travel throughout County and Clayton and Coweta Counties.	3/11/2018 9:37 PM
146	22 miles	3/11/2018 8:16 PM
147	5	3/11/2018 6:17 PM
148	17	3/11/2018 5:50 PM
149	4 miles	3/11/2018 1:34 PM
150	5	3/11/2018 12:47 AM
151	3 miles	3/10/2018 2:11 PM
152	25	3/10/2018 10:50 AM
153	0	3/10/2018 7:54 AM
154	10	3/10/2018 1:09 AM
155	12 miles	3/9/2018 11:53 PM
156	33	3/9/2018 11:37 PM
157	2 mi	3/9/2018 7:55 PM
158	16 miles	3/9/2018 7:47 PM
159	26	3/9/2018 4:51 PM
160	2	3/9/2018 2:44 PM
161	40	3/9/2018 2:07 PM
162	26	3/9/2018 11:49 AM
163	28	3/9/2018 11:09 AM
164	25miles	3/9/2018 10:46 AM
165	22 miles	3/9/2018 10:44 AM
166	40	3/9/2018 10:40 AM
167	24	3/9/2018 9:25 AM
168	5 miles	3/9/2018 12:15 AM
169	8	3/8/2018 11:04 PM
170	7	3/8/2018 10:59 PM
171	25	3/8/2018 10:29 PM
172	40 miles	3/8/2018 10:05 PM
173	50	3/8/2018 9:57 PM
174	40	3/8/2018 9:46 PM
175	42	3/8/2018 9:00 PM
176	5	3/8/2018 8:15 PM
177	35 min when I do go to work	3/8/2018 7:43 PM

178	5	3/8/2018 5:07 PM
179	25	3/8/2018 5:04 PM
180	13 miles	3/8/2018 2:01 PM
181	20	3/8/2018 1:34 PM
182	25	3/8/2018 12:53 PM
183	25miles	3/8/2018 11:07 AM
184	2 miles	3/8/2018 10:58 AM
185	0	3/8/2018 10:29 AM
186	20	3/8/2018 10:12 AM
187	3.5 miles	3/8/2018 10:01 AM
188	45	3/8/2018 9:03 AM
189	5 miles	3/8/2018 8:56 AM
190	0	3/8/2018 8:16 AM
191	45 minutes	3/8/2018 8:08 AM
192	0	3/8/2018 6:14 AM
193	15	3/8/2018 1:21 AM
194	2	3/8/2018 12:50 AM
195	3	3/8/2018 12:35 AM
196	25 miles	3/7/2018 10:35 PM
197	25	3/7/2018 10:27 PM
198	26	3/7/2018 10:24 PM
199	8	3/7/2018 10:04 PM
200	38	3/7/2018 9:56 PM
201	35	3/7/2018 9:53 PM
202	15 miles	3/7/2018 9:48 PM
203	40	3/7/2018 9:34 PM
204	None	3/7/2018 9:32 PM
205	15	3/7/2018 9:23 PM
206	4 miles	3/7/2018 8:34 PM
207	28	3/7/2018 8:33 PM
208	19	3/7/2018 8:29 PM
209	25	3/7/2018 8:28 PM
210	27	3/7/2018 8:26 PM
211	15	3/7/2018 8:26 PM
212	26	3/7/2018 8:20 PM
213	45 min	3/7/2018 6:46 PM
214	27	3/7/2018 5:51 PM
215	12 miles	3/7/2018 4:39 PM
216	3	3/7/2018 4:22 PM
217	24	3/7/2018 3:49 PM
218	20	3/7/2018 3:37 PM
219	30 miles	3/7/2018 12:40 PM
220	3	3/7/2018 12:38 PM
221	10	3/7/2018 12:35 PM
222	changes weekly	3/7/2018 12:31 PM
223	0	3/7/2018 11:52 AM
224	12	3/7/2018 11:48 AM
225	5	3/7/2018 11:36 AM
226	35	3/7/2018 11:29 AM
227	1 hr	3/7/2018 11:26 AM
228	12	3/7/2018 11:26 AM
229	15	3/7/2018 10:49 AM
230	2 miles	3/7/2018 10:33 AM
231	25 Miles	3/7/2018 10:21 AM
232	0	3/7/2018 9:48 AM
233	6.5 miles	3/7/2018 8:43 AM
234	20	3/7/2018 8:29 AM
235	2 miles	3/7/2018 8:27 AM
236	13 miles	3/7/2018 12:53 AM
237	5	3/7/2018 12:33 AM
238	5	3/7/2018 12:15 AM

239	8	3/6/2018 11:51 PM
240	5	3/6/2018 10:59 PM
241	45	3/6/2018 9:59 PM
242	15	3/6/2018 9:25 PM
243	10	3/6/2018 9:17 PM
244	25 minutes	3/6/2018 8:25 PM
245	0	3/6/2018 8:19 PM
246	15	3/6/2018 8:12 PM
247	NA	3/6/2018 6:40 PM
248	20 miles	3/6/2018 5:04 PM
249	27 MILES	3/6/2018 2:34 PM
250	21	3/6/2018 12:24 PM
251	1	3/6/2018 10:33 AM
252	7	3/6/2018 10:01 AM
253	4	3/6/2018 9:54 AM
254	15	3/6/2018 8:40 AM
255	I usually put a couple hundred miles on my vehicle each week.	3/6/2018 2:50 AM
256	35	3/6/2018 1:47 AM
257	12	3/6/2018 1:36 AM
258	48 miles	3/6/2018 12:36 AM
259	0	3/6/2018 12:30 AM
260	10 miles	3/5/2018 11:46 PM
261	7 mi	3/5/2018 11:30 PM
262	15	3/5/2018 11:29 PM
263	2	3/5/2018 11:07 PM
264	10 miles	3/5/2018 10:41 PM
265	12	3/5/2018 10:01 PM
266	28	3/5/2018 9:53 PM
267	10	3/5/2018 9:15 PM
268	N/A	3/5/2018 8:13 PM
269	0	3/5/2018 7:49 PM
270	30 miles to ATL Airport	3/5/2018 6:33 PM
271	35	3/5/2018 5:09 PM
272	19	3/5/2018 4:31 PM
273	0	3/5/2018 4:01 PM
274	20	3/5/2018 3:50 PM
275	1 hr	3/5/2018 2:34 PM
276	5	3/5/2018 1:55 PM
277	35	3/5/2018 1:05 PM
278	8 miles	3/5/2018 3:17 AM
279	40	3/4/2018 9:22 PM
280	4	3/4/2018 7:49 PM
281	26 miles	3/4/2018 5:40 PM
282	N/A	3/3/2018 3:06 PM
283	12	3/3/2018 1:04 AM
284	10 miles	3/2/2018 12:45 PM
285	38 miles	3/2/2018 10:12 AM
286	10	3/2/2018 9:53 AM
287	N/A	3/2/2018 7:04 AM
288	Territory sales	3/1/2018 11:09 PM
289	Varies	3/1/2018 10:36 PM
290	18	3/1/2018 9:39 PM
291	55 one way	3/1/2018 8:13 PM
292	N/A	3/1/2018 8:05 PM
293	n/a	3/1/2018 7:59 PM
294	25	3/1/2018 5:54 PM
295	15 miles	3/1/2018 5:33 PM
296	21	3/1/2018 5:27 PM
297	12.7	3/1/2018 1:37 PM
298	.5	3/1/2018 1:32 PM
299	30	3/1/2018 1:00 PM

300	18	3/1/2018 12:10 PM
301	3	3/1/2018 10:49 AM
302	6 miles	3/1/2018 10:25 AM
303	0	3/1/2018 10:17 AM
304	2	3/1/2018 8:42 AM
305	35	3/1/2018 6:30 AM
306	30	2/28/2018 10:39 PM
307	5	2/28/2018 9:37 PM
308	15	2/28/2018 7:36 PM
309	3	2/28/2018 7:07 PM
310	5	2/28/2018 5:34 PM
311	10 miles	2/28/2018 4:55 PM
312	2 miles	2/28/2018 4:26 PM
313	10	2/28/2018 2:13 PM
314	28	2/28/2018 1:30 PM
315	2	2/28/2018 12:14 PM
316	20	2/28/2018 10:42 AM
317	7 miles	2/27/2018 11:16 PM
318	10	2/27/2018 11:10 PM
319	1 mile	2/27/2018 9:58 PM
320	30	2/27/2018 9:50 PM
321	25 miles	2/27/2018 4:38 PM
322	50 miles	2/27/2018 3:38 PM
323	5	2/27/2018 3:22 PM
324	10	2/27/2018 3:15 PM
325	20	2/27/2018 2:37 PM
326	15	2/27/2018 2:32 PM
327	20	2/27/2018 2:03 PM
328	30 miles	2/27/2018 1:47 PM
329	15	2/27/2018 12:30 PM
330	17 miles to stockbridge	2/27/2018 11:31 AM
331	35	2/27/2018 10:38 AM
332	30 minutes	2/27/2018 10:20 AM
333	0	2/27/2018 10:12 AM
334	23 miles	2/27/2018 9:56 AM
335	3	2/27/2018 9:36 AM
336	19 miles	2/27/2018 9:11 AM
337	0	2/27/2018 8:43 AM
338	14	2/27/2018 7:05 AM
339	25 miles	2/27/2018 1:11 AM
340	38 miles	2/27/2018 1:01 AM
341	14 miles	2/26/2018 11:31 PM
342	N/A	2/26/2018 11:15 PM
343	35	2/26/2018 11:10 PM
344	40 miles. Worst part of that is the exit lane and all of Highway 74.	2/26/2018 10:58 PM
345	0.25 mi to office but travel during the day for job (home care)	2/26/2018 10:42 PM
346	9 miles	2/26/2018 10:39 PM
347	25	2/26/2018 10:31 PM
348	3 miles	2/26/2018 10:12 PM
349	17	2/26/2018 10:06 PM
350	N/a	2/26/2018 9:53 PM
351	6	2/26/2018 9:34 PM
352	28	2/26/2018 8:58 PM
353	40	2/26/2018 8:39 PM
354	0	2/26/2018 8:25 PM
355	10 minutes	2/26/2018 8:20 PM
356	6 miles	2/26/2018 8:16 PM
357	10	2/26/2018 7:26 PM
358	35	2/26/2018 7:11 PM
359	50	2/26/2018 7:07 PM
360	5 miles	2/26/2018 6:54 PM

361	12 miles	2/26/2018 6:46 PM
362	5 miles	2/26/2018 6:42 PM
363	25	2/26/2018 6:35 PM
364	30 miles	2/26/2018 6:20 PM
365	6 miles	2/26/2018 6:15 PM
366	1 mile	2/26/2018 6:14 PM
367	41	2/26/2018 6:12 PM
368	o	2/26/2018 6:12 PM
369	20	2/26/2018 6:12 PM
370	0	2/26/2018 6:04 PM
371	7	2/26/2018 6:01 PM
372	11	2/26/2018 6:00 PM
373	11	2/26/2018 6:00 PM
374	32	2/26/2018 5:59 PM
375	24	2/26/2018 5:58 PM
376	15	2/26/2018 5:53 PM
377	17	2/26/2018 5:50 PM
378	5 miles	2/26/2018 5:49 PM
379	N/A	2/26/2018 5:34 PM
380	30 miles	2/26/2018 5:25 PM
381	20	2/26/2018 5:23 PM
382	22	2/26/2018 5:19 PM
383	16 MILES	2/26/2018 5:17 PM
384	32	2/26/2018 5:16 PM
385	17	2/26/2018 5:15 PM
386	28	2/26/2018 5:08 PM
387	17	2/26/2018 4:53 PM
388	0.2	2/26/2018 2:35 PM
389	25	2/26/2018 2:17 PM
390	10	2/26/2018 1:49 PM
391	6.4 miles	2/26/2018 1:25 PM
392	35	2/26/2018 12:49 PM
393	45	2/26/2018 12:15 PM
394	11	2/25/2018 2:56 AM
395	23 miles	2/24/2018 11:39 PM
396	42	2/24/2018 11:05 PM
397	3.5 miles	2/24/2018 7:56 PM
398	N/a	2/24/2018 6:56 PM
399	25	2/24/2018 5:54 PM
400	0	2/24/2018 5:20 PM
401	35	2/24/2018 4:15 PM
402	20	2/24/2018 1:32 PM
403	25	2/23/2018 11:33 PM
404	changes weekly	2/23/2018 9:50 PM
405	15	2/23/2018 8:12 PM
406	16	2/23/2018 6:38 PM
407	0	2/23/2018 1:05 PM
408	11	2/23/2018 12:34 PM
409	25	2/22/2018 9:56 PM
410	25	2/22/2018 9:55 PM
411	17	2/22/2018 9:11 PM
412	17	2/22/2018 9:08 PM
413	25	2/22/2018 9:03 PM
414	varies	2/22/2018 7:15 PM
415	15	2/22/2018 6:30 PM
416	3 Mi	2/22/2018 6:24 PM
417	12 miles	2/22/2018 5:32 PM
418	20 minutes	2/22/2018 2:01 PM
419	26	2/22/2018 11:17 AM
420	60	2/21/2018 11:50 PM
421	19	2/21/2018 9:39 PM

422	20 miles	2/21/2018 9:39 PM
423	NA	2/21/2018 9:14 PM
424	21	2/21/2018 7:08 PM
425	N/A	2/21/2018 6:20 PM
426	16 miles	2/21/2018 3:23 PM
427	10 miles	2/21/2018 2:38 PM
428	29	2/21/2018 2:16 PM
429	17 miles	2/21/2018 1:56 PM
430	11	2/21/2018 1:49 PM
431	7.5 milrd	2/21/2018 1:35 PM
432	90	2/21/2018 12:21 PM
433	19	2/21/2018 12:19 PM
434	10	2/21/2018 9:43 AM
435	15 miles 1 way.	2/21/2018 9:18 AM
436	12	2/21/2018 12:40 AM
437	30	2/21/2018 12:14 AM
438	30	2/20/2018 5:47 PM
439	33	2/20/2018 4:37 PM
440	15 miles	2/20/2018 4:26 PM
441	NA	2/20/2018 4:24 PM
442	N/A	2/20/2018 4:10 PM
443	35	2/20/2018 3:59 PM
444	1	2/20/2018 3:44 PM
445	Less than 10 miles.	2/20/2018 1:15 PM
446	20	2/20/2018 12:43 PM
447	it was 37 miles	2/20/2018 11:45 AM
448	30	2/20/2018 11:34 AM
449	20 mikes	2/20/2018 11:15 AM
450	12 miles	2/20/2018 11:13 AM
451	15	2/20/2018 11:11 AM
452	5 miles	2/20/2018 11:02 AM
453	35	2/20/2018 10:33 AM
454	10.1	2/20/2018 10:14 AM
455	9	2/20/2018 10:13 AM
456	8	2/20/2018 10:12 AM
457	7	2/20/2018 10:07 AM
458	n/a	2/20/2018 9:39 AM
459	8	2/20/2018 9:29 AM
460	15	2/20/2018 9:13 AM
461	30	2/20/2018 9:13 AM
462	1	2/20/2018 9:06 AM
463	30	2/20/2018 9:02 AM
464	26	2/19/2018 5:13 PM
465	3	2/19/2018 3:07 PM
466	25	2/19/2018 2:38 PM
467	10 miles	2/19/2018 12:54 PM
468	25	2/18/2018 9:46 PM
469	12	2/18/2018 4:45 PM
470	0	2/18/2018 1:24 PM
471	6	2/17/2018 4:56 PM
472	5	2/16/2018 9:16 PM
473	8	2/16/2018 6:55 PM
474	6	2/16/2018 6:00 PM
475	3.6	2/14/2018 2:27 PM
476	8	2/14/2018 1:20 PM
477	17	2/14/2018 9:52 AM
478	N/A	2/13/2018 10:49 PM
479	5	2/13/2018 5:49 PM
480	5 miles	2/13/2018 5:29 PM
481	47 miles	2/11/2018 6:24 PM
482	2 miles	2/10/2018 4:36 PM

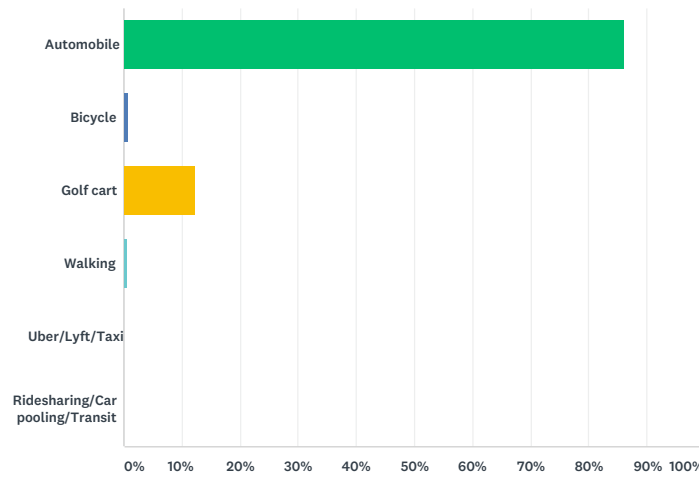
483	22	2/10/2018 12:01 AM
484	5	2/8/2018 12:22 PM
485	30	2/8/2018 9:43 AM
486	27	2/8/2018 5:03 AM
487	12 miles	2/7/2018 10:03 PM
488	10 minutes	2/6/2018 10:12 PM
489	60 miles	2/6/2018 7:55 PM
490	5	2/6/2018 3:11 PM
491	15	2/6/2018 9:09 AM
492	37	2/5/2018 9:01 PM
493	14	2/5/2018 4:05 PM
494	28 miles	2/4/2018 6:41 AM
495	23	2/4/2018 5:19 AM
496	30	2/3/2018 9:56 PM
497	I'm the mom taxi. I run around the south 1/2 of town mostly.	2/3/2018 2:52 PM
498	25	2/3/2018 12:34 PM
499	30	2/3/2018 10:49 AM
500	28	2/3/2018 8:41 AM
501	4	2/2/2018 10:37 PM
502	28	2/2/2018 10:08 PM
503	1	2/2/2018 8:35 PM
504	22	2/2/2018 4:23 PM
505	4.5	2/2/2018 3:04 PM
506	0	2/2/2018 8:22 AM
507	23	2/2/2018 7:09 AM
508	0	2/1/2018 5:26 PM
509	3 miles	2/1/2018 4:49 PM
510	Not applicable.	2/1/2018 2:49 PM
511	12	2/1/2018 2:47 PM
512	1.5	2/1/2018 2:10 PM
513	22 miles	2/1/2018 1:27 PM
514	10	2/1/2018 10:42 AM
515	10 Miles	2/1/2018 9:56 AM
516	25 miles	2/1/2018 9:49 AM
517	46 miles (1 way)	2/1/2018 9:40 AM
518	25	2/1/2018 9:35 AM
519	N/A	2/1/2018 9:18 AM
520	N/A	2/1/2018 8:50 AM
521	2	2/1/2018 8:08 AM
522	938 miles, however, I use great circle route, cuts off a few miles	1/31/2018 11:59 PM
523	10miles	1/31/2018 11:55 PM
524	24	1/31/2018 11:49 PM
525	21	1/31/2018 11:31 PM
526	I don't work	1/31/2018 11:08 PM
527	5 miles	1/31/2018 10:28 PM
528	5 miles	1/31/2018 10:15 PM
529	30	1/31/2018 10:13 PM
530	8 miles	1/31/2018 10:06 PM
531	15 minutes	1/31/2018 9:54 PM
532	10 miles	1/31/2018 9:16 PM
533	10 minutes	1/31/2018 9:14 PM
534	16	1/31/2018 8:06 PM
535	18	1/31/2018 7:46 PM
536	25	1/31/2018 7:37 PM
537	1 mile	1/31/2018 7:35 PM
538	Varies	1/31/2018 7:35 PM
539	32	1/31/2018 7:28 PM
540	1	1/31/2018 7:26 PM
541	5	1/31/2018 7:19 PM
542	39	1/31/2018 4:38 PM
543	3	1/30/2018 3:02 PM

544	7 miles	1/30/2018 2:57 PM
545	35 miles	1/30/2018 1:25 PM
546	10 miles	1/30/2018 12:00 PM
547	5	1/29/2018 7:56 PM
548	N/A	1/29/2018 3:21 PM
549	3	1/29/2018 1:43 PM
550	0	1/29/2018 10:46 AM
551	5	1/29/2018 10:38 AM
552	0	1/29/2018 9:21 AM
553	50 miles9	1/29/2018 12:13 AM
554	47	1/28/2018 11:27 PM
555	15	1/28/2018 10:20 PM
556	35	1/28/2018 10:05 PM
557	3	1/28/2018 9:44 PM
558	20 miles	1/28/2018 9:39 PM
559	10	1/28/2018 9:28 PM
560	16	1/28/2018 9:19 PM
561	10 feet	1/28/2018 8:46 PM
562	35	1/28/2018 8:16 PM
563	11.5	1/28/2018 7:39 PM
564	10	1/28/2018 7:38 PM
565	1.5	1/28/2018 6:42 PM
566	9 miles	1/28/2018 6:30 PM
567	50	1/28/2018 5:34 PM
568	5	1/28/2018 2:41 PM
569	0	1/28/2018 2:25 PM
570	1	1/28/2018 12:39 PM
571	25 miles	1/28/2018 12:08 PM
572	3 miles	1/28/2018 10:15 AM
573	8 miles	1/28/2018 8:47 AM
574	10	1/25/2018 5:17 PM
575	0	1/25/2018 3:30 PM
576	15ish	1/25/2018 11:54 AM
577	10	1/25/2018 10:15 AM
578	4	1/25/2018 8:31 AM
579	15 miles	1/24/2018 9:35 AM
580	5	1/19/2018 8:47 AM
581	2	1/18/2018 7:25 AM
582	15	1/12/2018 11:37 PM
583	22 miles	1/12/2018 9:11 PM
584	20 miles	1/12/2018 7:55 PM
585	None	1/12/2018 1:05 PM
586	8-10	1/12/2018 10:52 AM
587	19	1/12/2018 8:13 AM
588	retired	1/12/2018 1:59 AM
589	0	1/12/2018 1:37 AM
590	15	1/11/2018 11:55 PM
591	8	1/11/2018 11:16 PM
592	11 miles	1/11/2018 11:10 PM
593	6.1	1/11/2018 11:05 PM
594	Home	1/11/2018 9:56 PM
595	15	1/11/2018 9:52 PM
596	4 normally. Right now 1.	1/11/2018 8:50 PM
597	13	1/11/2018 8:39 PM
598	25	1/11/2018 8:34 PM
599	60	1/11/2018 7:38 PM
600	6 miles	1/11/2018 7:34 PM
601	20	1/2/2018 6:24 PM
602	8	12/28/2017 3:53 PM
603	0	12/27/2017 10:10 AM
604	20	12/21/2017 3:03 PM

605	8	12/21/2017 1:59 PM
606	45miles	12/20/2017 9:41 PM
607	15 miles	12/20/2017 8:31 PM
608	N/A	12/20/2017 7:05 PM
609	78	12/20/2017 6:49 PM
610	5	12/20/2017 5:31 PM
611	2.5	12/20/2017 5:00 PM
612	10	12/19/2017 10:11 PM
613	N/A	12/19/2017 11:35 AM
614	16 miles	12/19/2017 10:50 AM
615	12 miles	12/18/2017 9:48 PM
616	1.6	12/18/2017 9:31 PM
617	21 miles	12/18/2017 1:58 PM
618	4	12/17/2017 1:46 PM
619	15 minutes.	12/16/2017 7:28 AM
620	4	12/15/2017 9:43 PM
621	32	12/15/2017 6:55 PM
622	2	12/15/2017 5:11 PM
623	1	12/15/2017 3:10 PM
624	7 miles	12/15/2017 1:07 PM
625	11	12/15/2017 12:10 PM
626	9	12/15/2017 11:52 AM
627	8	12/15/2017 11:50 AM
628	30	12/15/2017 9:57 AM
629	25	12/15/2017 9:49 AM
630	n/a	12/14/2017 9:28 PM
631	18	12/14/2017 7:17 PM
632	15	12/14/2017 1:57 PM
633	25	12/14/2017 1:19 PM
634	30 miles	12/14/2017 11:10 AM
635	20 MILES	12/14/2017 11:01 AM
636	15 miles	12/14/2017 11:00 AM
637	15	12/14/2017 10:35 AM
638	5	12/14/2017 10:33 AM
639	11	12/14/2017 10:27 AM
640	6 miles	12/14/2017 10:14 AM
641	14	12/14/2017 10:10 AM
642	32	12/14/2017 10:02 AM
643	15	12/14/2017 9:56 AM
644	10 miles	12/14/2017 9:54 AM
645	7	12/14/2017 9:30 AM
646	11	12/11/2017 12:33 PM
647	.5	12/10/2017 10:13 AM
648	30	12/8/2017 9:43 PM
649	16 miles and 21 miles	12/8/2017 10:45 AM
650	40	12/8/2017 10:45 AM
651	8	12/8/2017 10:34 AM
652	40	12/8/2017 9:00 AM
653	15	12/8/2017 8:45 AM
654	10	12/8/2017 8:31 AM
655	2	12/8/2017 8:24 AM

Q10 What is your primary mode of transportation around your community for non-work related trips (e.g., Grocery, Dr. Office, and Library)?

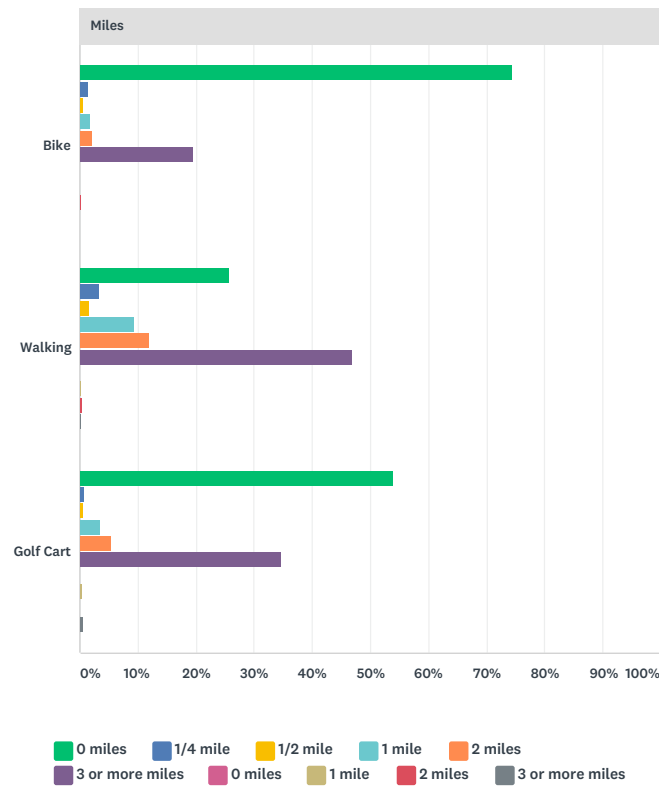
Answered: 763 Skipped: 8



ANSWER CHOICES	RESPONSES	
Automobile	86.11%	657
Bicycle	0.92%	7
Golf cart	12.32%	94
Walking	0.66%	5
Uber/Lyft/Taxi	0.00%	0
Ridesharing/Carpooling/Transit	0.00%	0
TOTAL		763

Q11 In a typical week, how far do you travel (in miles) by:

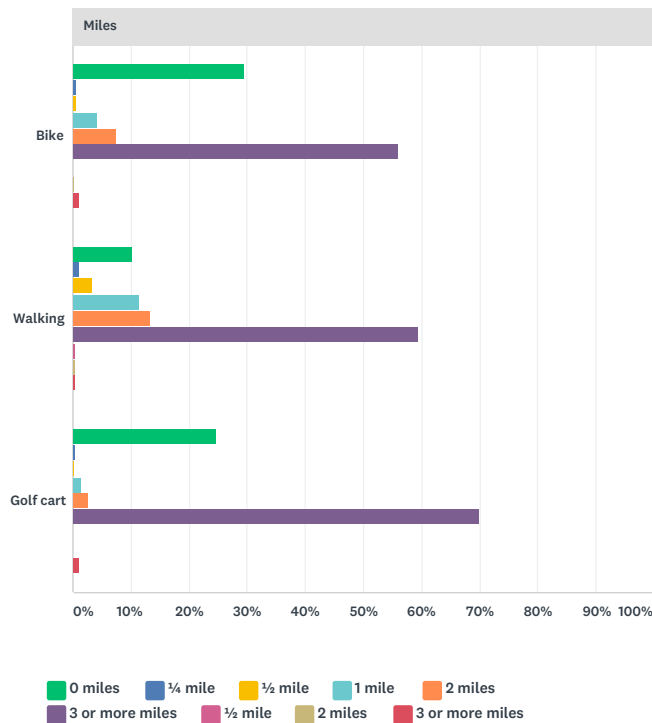
Answered: 647 Skipped: 124



Miles											
	0 MILES	1/4 MILE	1/2 MILE	1 MILE	2 MILES	3 OR MORE MILES	0 MILES	1 MILE	2 MILES	3 OR MORE MILES	TOTAL
Bike	74.45% 373	1.40% 7	0.60% 3	1.80% 9	2.20% 11	19.36% 97	0.00% 0	0.00% 0	0.20% 1	0.00% 0	501
Walking	25.76% 153	3.37% 20	1.68% 10	9.43% 56	11.95% 71	46.80% 278	0.17% 1	0.17% 1	0.51% 3	0.17% 1	594
Golf Cart	53.91% 303	0.89% 5	0.53% 3	3.56% 20	5.52% 31	34.70% 195	0.00% 0	0.36% 2	0.00% 0	0.53% 3	562

Q12 If there were adequate facilities (sidewalks, paths, and/or bike lanes), how far (in miles) would you be willing to travel by:

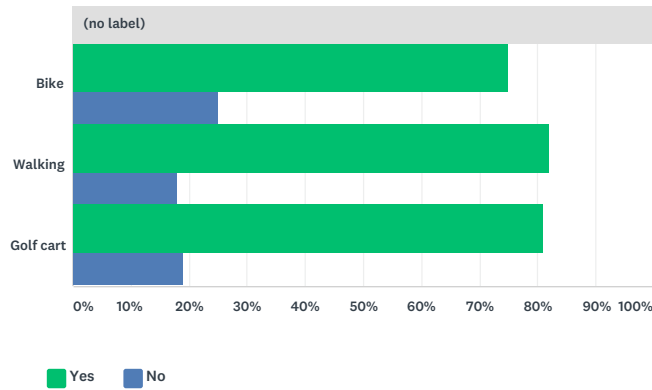
Answered: 678 Skipped: 93



Miles										
	0 MILES	1/4 MILE	1/2 MILE	1 MILE	2 MILES	3 OR MORE MILES	1/2 MILE	2 MILES	3 OR MORE MILES	TOTAL
Bike	29.58% 168	0.53% 3	0.70% 4	4.23% 24	7.57% 43	56.16% 319	0.00% 0	0.18% 1	1.06% 6	568
Walking	10.16% 62	1.15% 7	3.28% 20	11.48% 70	13.44% 82	59.51% 363	0.33% 2	0.33% 2	0.33% 2	610
Golf cart	24.63% 150	0.33% 2	0.16% 1	1.48% 9	2.63% 16	69.79% 425	0.00% 0	0.00% 0	0.99% 6	609

Q13 Should an expanded path network be developed to prioritize travel
by:

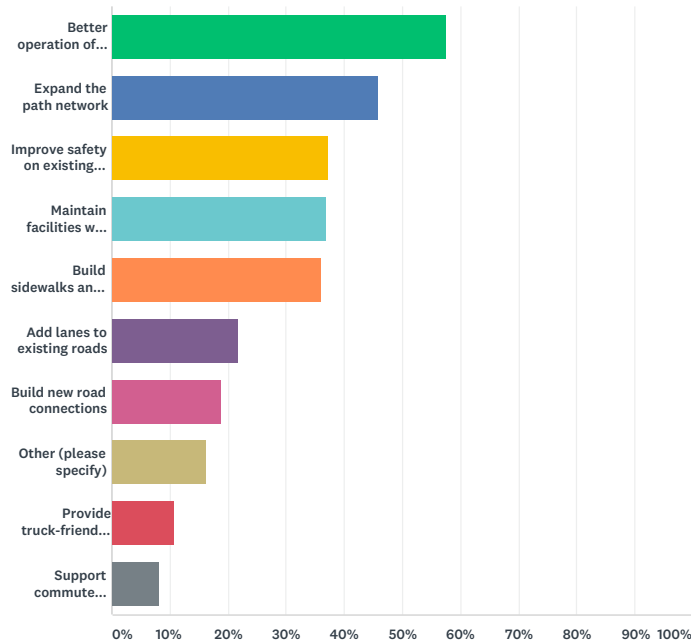
Answered: 690 Skipped: 81



(no label)			
	YES	NO	TOTAL
Bike	74.92% 448	25.08% 150	598
Walking	82.01% 497	17.99% 109	606
Golf cart	81.02% 525	18.98% 123	648

Q14 Which THREE of the following would be your highest priorities for transportation improvements?

Answered: 766 Skipped: 5



ANSWER CHOICES	RESPONSES
Better operation of existing roadways (synchronize traffic signals, add turn lanes to intersections, reflective striping, etc.)	57.44% 440
Expand the path network	45.82% 351
Improve safety on existing streets (address sight distances at intersections, add shoulders to rural roads, build medians to decrease head-on collisions, etc.)	37.21% 285
Maintain facilities we have now	36.81% 282
Build sidewalks and bike lanes	35.90% 275
Add lanes to existing roads	21.67% 166
Build new road connections	18.93% 145
Other (please specify)	16.32% 125
Provide truck-friendly intersections and roadways where freight traffic is highest	10.70% 82
Support commute options, such as carpools and van pools	8.22% 63
Total Respondents: 766	

#	OTHER (PLEASE SPECIFY)	DATE
1	Potholes!!	3/24/2018 12:28 PM
2	Connect train service to airport !	3/21/2018 9:35 PM
3	More and brighter lights in neighborhoods	3/21/2018 8:17 PM
4	Add golf carts to Fayetteville	3/21/2018 7:32 PM
5	Not transporting thieves, murders, and rapist into our county	3/21/2018 3:14 PM
6	Public Transportation/ to and from Airport on regular schedule and to area Hospitals	3/21/2018 2:21 PM
7	Enforce passing lane and turn signal laws.	3/21/2018 10:42 AM
8	Add paths throughout the county	3/21/2018 10:41 AM
9	Buses/trains	3/21/2018 10:21 AM
10	more roundabouts	3/21/2018 10:18 AM
11	Golf Cart Path so that locals can avoid the traffic, and the traffic we anticipate coming with the development plan. If the citizens have alternative methods of transportatin to patronize the city more money will be spent out and about. After the work week, biking, golf carting and / or walking are ideal and would encourage spending in the city, I believe.	3/20/2018 8:17 AM
12	Bathroom facilities on cart paths and more lighting	3/19/2018 8:18 PM
13	Pave narrow gravel roads, improve ditch systems.	3/19/2018 5:01 PM
14	More hours of operation for Fayette Senior Services Transportatn - Weekends too please.	3/19/2018 10:31 AM
15	we need parks, recreation in fayetteville please!	3/18/2018 9:25 AM
16	Golf cart paths in Fayetteville	3/18/2018 7:00 AM

17	We have so many airport employees. I feel like a shuttle/bus/train to and from the airport would be huge and for travellers	3/17/2018 9:00 AM
18	Encourage ride sharing companies down on the south side	3/16/2018 10:20 AM
19	Enforce existing laws.	3/16/2018 9:19 AM
20	Public transportation	3/15/2018 11:07 PM
21	Put future needs in place now so traffic will continue to flow	3/14/2018 8:47 PM
22	MARTA connectivity to College Park station	3/14/2018 10:55 AM
23	Accept Mass transit.	3/14/2018 9:46 AM
24	one can not see grey cement burms(?) and the likes of when it is dark, foggy etc. the best marked is at cedar grove in fairbyrn	3/14/2018 8:54 AM
25	Public transportation	3/12/2018 10:22 AM
26	Safely cross highway 54 from Lee street	3/11/2018 6:17 PM
27	Add an additional east/west route for Fayette/Coweta traffic to take load off of Hwy 54	3/9/2018 11:09 AM
28	Add public transportation options	3/9/2018 9:25 AM
29	Another east west road needed from Fville to Newnan	3/9/2018 12:15 AM
30	Signal lights! Synchronize or minimize!	3/8/2018 9:57 PM
31	New access to I-85	3/8/2018 7:43 PM
32	Park-N-Ride Lot on 74 N by highway- light rail	3/8/2018 2:01 PM
33	Traffic management- roundabouts etc	3/8/2018 1:34 PM
34	Fix potholes. I haven't seen our roads in this bad of shape in the 20 years we have lived in Peachtree City	3/8/2018 6:14 AM
35	Public Transportation	3/8/2018 1:21 AM
36	attempt to divert cut through traffic from Dividend Road through Planter Ridge Subdivision	3/7/2018 9:56 PM
37	Commuter rail to Atlanta	3/7/2018 9:34 PM
38	Attract MARTA	3/7/2018 8:33 PM
39	Mass transport	3/7/2018 12:40 PM
40	Bus/rail/Train	3/7/2018 10:21 AM
41	Stop traffic cutting through planter ridge neighborhood	3/7/2018 12:15 AM
42	No more traffic lights, adapt your route for time not distance. Waze is great.	3/6/2018 9:17 PM
43	Add road from Dividend to Sharpsburg 54	3/6/2018 8:25 PM
44	Do NOT add commuter rail and buses. The lack of them is why I moved here. We do NOT want them to become another I-75 corridor.	3/6/2018 7:26 PM
45	Connect to regional mass transportation like Marta	3/6/2018 6:40 PM
46	Improve safety by re-evaluating speed limits and traffic light cameras - too many people running red lights in Fayetteville. It has become unsafe.	3/6/2018 12:24 PM
47	Slow growth in PTC	3/5/2018 11:46 PM
48	Some way to connect into mass transit	3/5/2018 8:13 PM
49	Expand the cart path network	3/5/2018 4:11 PM
50	MAINTAIN THE UNPAVED ROADS. THEY ARE HORRIBLE.	3/5/2018 4:01 PM
51	Definitely need more mass transit options. Especially important for the elderly, disabled	3/5/2018 1:48 PM
52	As stated previously, all of the above priorities need to be addressed and are of equal importance as the county continues to grow. Residents and businesses will demand that efforts be made to address the quality of life and ease of doing business issues that these individual initiatives would help to provide solutions for.	3/3/2018 3:06 PM
53	Transportation options to address the needs of and aging county.	3/1/2018 9:36 PM
54	Street lights 92 South	3/1/2018 8:13 PM
55	Public transportation makes life more fulfilling for senior residents and protects the environment	3/1/2018 8:05 PM
56	Build multi-use paths	3/1/2018 6:33 PM
57	Public Transportation	3/1/2018 5:54 PM
58	Commuter train. Use current rail road tracks	3/1/2018 1:00 PM
59	Connectivity to ATL and walkability	3/1/2018 12:10 PM
60	add golf path everywhere in fayetteville not just the south side. Redwine area.	3/1/2018 6:30 AM
61	a peachtreecity bypass and golf cart path on huddleston rd.	2/28/2018 12:14 PM
62	maybe out of the box - a light rail system from pavilion on 85 to senoia, fayetteville to the movie studion on 85 and past the hospital to peachtree city	2/27/2018 11:31 AM
63	Add public transportation within the county	2/27/2018 8:43 AM
64	FIX THE PAVEMENT!! And I do not mean another fill in job on 54 heading towards the square from PTC. The right lane is in very poor shape.	2/26/2018 11:15 PM
65	Work with Fairburn and the state offices to fix that mess at I 85 and Hwy 74 in both directions	2/26/2018 10:58 PM
66	rail connection to MARTA	2/26/2018 7:07 PM
67	Mass Transit in Fayette County	2/26/2018 6:44 PM
68	Keep people from Coweta out	2/26/2018 6:35 PM
69	I take the Xpress Bus to work from Riverdale. Having an option to catch it in Fayetteville would be great!	2/26/2018 5:08 PM
70	Consider commuter bus or train options	2/24/2018 5:54 PM

71	We need a designated golfcart/bike path on Dividend and Huddleston with a back entrance to the Avenues from Huddleston.	2/24/2018 4:15 PM
72	Make alternate connections in all directions to bypass major intersection of 54 & 74.	2/24/2018 4:14 PM
73	Enforce lane discipline. Get the slow pokes out of the left lanes.	2/23/2018 8:12 PM
74	need to slow traffic down on 74. lanes should be marked better or lighting installed	2/23/2018 5:35 PM
75	Commuter rail into Atlanta	2/22/2018 7:15 PM
76	Accept Mass transit.	2/22/2018 6:24 PM
77	regional rail	2/21/2018 2:16 PM
78	Golf cart paths in Fayetteville finish the one started on Redwine Rd.	2/21/2018 12:40 AM
79	Relieve traffic congestion on Highway 54 West	2/20/2018 4:24 PM
80	Shuttle and express buses are needed	2/20/2018 4:10 PM
81	Commuter rail to Atlanta	2/20/2018 3:59 PM
82	Offer an intra-county transit options, similar to Coweta County Transit.	2/20/2018 12:43 PM
83	develop a community friendly public transportation system.	2/20/2018 11:34 AM
84	Implement more traffic circles	2/20/2018 9:13 AM
85	#1 priority should be provide Fayette county residents with access to public transportation. It would especially be helpful to have public transportation available to gain access to the ATL airport.	2/19/2018 12:54 PM
86	TDK extension to Coweta	2/16/2018 6:55 PM
87	a public multi-use path that goes around the Timberlake neighborhood that is effective in significantly reducing/eliminating public use of Timberlake's private paths.	2/14/2018 9:52 AM
88	Put in roundabouts at the awkward 4-way /double lane stops on Peachtree Pkwy. And add cart path accsee north from Redwine Rd./Berhard Rd./Peachtree Parkway to existing PTC cart path.	2/10/2018 4:36 PM
89	do something to alleviate the wait time at 54/74.	2/8/2018 9:43 AM
90	Fix areas of high congestion, SR 54 and SR 74	2/3/2018 8:41 AM
91	Keep trash off the street by utilizing Adopt-A-Highway program.	2/1/2018 2:49 PM
92	Mass transit options-connection to Marta	2/1/2018 9:49 AM
93	connect neighborhoods	1/31/2018 11:59 PM
94	Multi-use path to allow non-residents to avoid the private path in Timberlake subdivision	1/31/2018 11:49 PM
95	More traffic circles; fewer 4-way stops	1/31/2018 11:09 PM
96	Build a flyover toll bridge at the intersection of Highway 54 and 74.	1/30/2018 1:25 PM
97	Formal running trails are needed!!!! Why don't we design a running trail from Peachtree City to both Newnan and Fayetteville?!!!!	1/29/2018 2:50 PM
98	Have rules and enforce for golf cart riders to watch more for bikers and pedestrians.	1/28/2018 10:05 PM
99	Law enforcement to ensure bicycle safety	1/28/2018 9:44 PM
100	increase availability of public transportation to ATL	1/28/2018 8:16 PM
101	DO NOT bring public transportation to Fayette!!	1/28/2018 7:39 PM
102	I know I keep replying it - please add rumble strips ahead of all stop signs, people don't pay attention.	1/28/2018 2:25 PM
103	Golf cart paths on Redwine Rd	1/28/2018 8:49 AM
104	We used to have passenger trains from Fayette to Atlanta. We need them again.	1/25/2018 8:31 AM
105	Roundabouts	1/12/2018 11:37 PM
106	We need a by-pass from Fayetteville to Newnan.	1/12/2018 7:55 PM
107	As many as possible Car paths added to Fville	1/11/2018 9:56 PM
108	Train/subway to ATL airport	1/11/2018 8:34 PM
109	Intra-county public transportation option (similar to Coweta County Transit)	1/2/2018 6:24 PM
110	More roundabouts to maintain traffic flow	12/20/2017 7:05 PM
111	Expand existing roars by 1.5 feet on either side to accommodate cycling.	12/20/2017 5:31 PM
112	More traffic circles, less stop signs. Ability to walk and cycle to shops. Encourage healthy living.	12/18/2017 9:31 PM
113	adequate transportation for those with out vehicles or that cannot drive, but can work	12/18/2017 1:58 PM
114	CROSSWALK LIGHTS AT PINWOOD	12/15/2017 12:50 PM
115	Trucks need other exits	12/14/2017 11:32 PM
116	finally have public transportation so that we can take a train to the airport, with a connection using MARTA.	12/14/2017 7:17 PM
117	Commuter bus system to airport with parking lots in 3 locations along 74	12/14/2017 1:19 PM
118	Must also include maintain existing facilities	12/14/2017 11:10 AM
119	BUILD MORE ROUND-A-BOUTS: GO VISIT THE NETHERLANDS IN EUROPE; THEY ELIMINATED A MAJORITY OF THEIR STOP SIGNS.	12/14/2017 11:01 AM
120	public transit to atlanta	12/14/2017 10:33 AM
121	address intersections that cause significan delays and have poor lighting	12/14/2017 10:10 AM
122	Add roundabouts to more intersections	12/14/2017 10:02 AM
123	Restrict areas where bikes can travel to area with specific bike facilities. Bikes cause cars to cross the center line to avoid them - mostly in the rural areas of the county.	12/14/2017 9:54 AM
124	Ease congestion in both Fayetteville and PTC state route interesections	12/11/2017 3:42 PM
125	Add more transportation to Atlanta	12/8/2017 10:45 AM

Q15 Which areas or destinations would you like to travel to on a path that don't currently have a path connection?

Answered: 479 Skipped: 292

#	RESPONSES	DATE
1	Banks to Ellis to pavilion	3/26/2018 2:03 PM
2	N/A	3/24/2018 12:28 PM
3	Brooks	3/23/2018 5:45 PM
4	Between PTC and Fayetteville	3/23/2018 2:57 PM
5	Gingercake down Hood to downtown	3/22/2018 4:16 PM
6	From PTC to Fayetteville	3/22/2018 2:25 PM
7	Fayetteville to PTC	3/22/2018 8:57 AM
8	Downtown Fayetteville	3/21/2018 11:26 PM
9	Robinson road and Ebenizer road	3/21/2018 10:01 PM
10	Sidewalks/bikepath to the Library.	3/21/2018 9:39 PM
11	Anywhere in Fayetteville. Downtown Fayetteville north to pavilion and also west to hospital and pinewood.	3/21/2018 9:10 PM
12	To our neighborhood pool and kiddie place	3/21/2018 8:17 PM
13	Inman Rd area	3/21/2018 8:16 PM
14	Kedron Village from Tyrone.	3/21/2018 7:52 PM
15	Connect downtown and east Fayetteville to the westside.	3/21/2018 6:51 PM
16	Any from the north end of the county	3/21/2018 5:19 PM
17	Need cart path connection on west side of 74 between Tyrone and Peachtree City Need cart path to Fayetteville from Tyrone	3/21/2018 2:31 PM
18	South Jeff Davis Drive to Ingles area	3/21/2018 2:21 PM
19	Anywhere around Fayetteville!	3/21/2018 1:34 PM
20	Redwine towards Peachtree City	3/21/2018 1:32 PM
21	Throughout the pavilion. Grocery stores and shops.	3/21/2018 12:44 PM
22	Pavilion. Restaurants.	3/21/2018 11:53 AM
23	The square	3/21/2018 11:29 AM
24	NCG, Sams Club	3/21/2018 11:26 AM
25	Whitewater acres (Carrol's way) to ptc or at least the school.	3/21/2018 11:17 AM
26	Anywhere in Fayetteville	3/21/2018 11:04 AM
27	From S. Jeff Davis to the town square	3/21/2018 10:42 AM
28	Pinewood, NCG, pavilion, piedmont hospital	3/21/2018 10:41 AM
29	PAC athletics complex	3/21/2018 10:41 AM
30	From south Fayetteville to the PTC path system	3/21/2018 10:18 AM
31	Intercity across the county	3/21/2018 10:17 AM
32	Connecting the cities and areas of Fayette better.	3/21/2018 9:25 AM
33	none	3/21/2018 9:23 AM
34	Downtown Fayetteville	3/20/2018 6:54 PM
35	Lake Horton, Whitewater High School, Pavilion	3/20/2018 6:54 PM
36	grocery	3/20/2018 12:15 PM
37	I can currently walk to three shopping centers, all within less than a mile from where I live. The sidewalk/multi use paths in this area are very good.	3/20/2018 9:33 AM
38	Grady Avenue from Beauregard Blvd. to SR 85 Ramah Rd from Ingles area to Jimmy Mayfield.	3/20/2018 8:42 AM
39	From the Southside to the square; bike, golf	3/20/2018 8:17 AM
40	Hwy 74 south of Dividend	3/19/2018 10:39 PM
41	N/a	3/19/2018 9:08 PM
42	PAC	3/19/2018 8:18 PM
43	Sprouts	3/19/2018 7:24 PM
44	Connect County Admin complex to The Ridge.	3/19/2018 5:01 PM
45	Coordinate with Coweta County to get a bike-cart path to Senoia	3/19/2018 9:46 AM
46	Hospital, Pavilion, Southside Kroger/Publix	3/18/2018 10:07 PM
47	none	3/18/2018 9:15 PM
48	Peachtree City to Fayetteville to Brooks to Peachtree City	3/18/2018 10:50 AM
49	To anywhere from 54 EAST!!	3/18/2018 9:02 AM
50	Fayetteville	3/18/2018 7:00 AM
51	Old senoia to redwine, redwine towards PTC	3/17/2018 1:43 PM
52	Downtown	3/16/2018 11:51 PM

53	Summit Point in Fayetteville	3/16/2018 9:33 PM
54	N/A	3/16/2018 4:26 PM
55	Walking path from graves rd to pinewood forest	3/16/2018 1:39 PM
56	Fayetteville to Tyrone and PTC golf cart paths	3/16/2018 11:41 AM
57	None	3/16/2018 10:48 AM
58	All of Fayetteville	3/16/2018 10:20 AM
59	I would love to see south Fayette County be connected to the sidewalk and cart paths in PTC. Whitewater school district, district 2 and eventually all Fayette County	3/16/2018 9:33 AM
60	None	3/16/2018 9:27 AM
61	We have no paths near our home. Would love to have a path that we could use for walking and for the children to ride bikes. Nearly everyone on my street walks their dog but we really have no where we can safely walk to.	3/16/2018 9:10 AM
62	Stores	3/16/2018 8:33 AM
63	Hwy. 54 east and west	3/16/2018 8:26 AM
64	To shopping facilities on South Glynn St. via Hwy 85 To Justice Center/Sr. Center, vet via Bradley St.	3/16/2018 8:01 AM
65	I live off Lester Rd. I'd love to have the path that runs up Lester actually continue up to 54, and into downtown F\ville. I'm jealous of P'tree City.	3/16/2018 7:10 AM
66	From the square to pinewood	3/15/2018 11:07 PM
67	Banks Road	3/15/2018 12:21 PM
68	Fayetteville/Starr's Mill	3/15/2018 9:13 AM
69	Moba clothes less traveled tyrone	3/15/2018 8:31 AM
70	On Redwine Road between Fayetteville and Peachtree City	3/14/2018 10:55 PM
71	White rd	3/14/2018 10:33 PM
72	Veterans Parkway to Pinewood from N/S/E & W	3/14/2018 8:47 PM
73	Fayetteville to Peachtree City	3/14/2018 6:52 PM
74	Crossing Hwy 74 to Planterra and industrial park, golf course	3/14/2018 5:15 PM
75	Tyrone Rd	3/14/2018 4:56 PM
76	N/A	3/14/2018 2:55 PM
77	Nowhere. I live in PTC and there are little to no areas in unincorporated county that are destination points. Plus electric carts will not hold a charge long enough to travel in the county boonies to/from existing city path systems. STOP trying to add paths/sidewalks where would rarely, if ever, be used. If used, the volume of users is negligible and so it is cost-prohibitive. Building wise AND maintenance-wise.	3/14/2018 2:23 PM
78	Stars Mill area to down town via Redwine rd. Connect the 2 cart paths!	3/14/2018 1:16 PM
79	Tyrone	3/14/2018 1:12 PM
80	Sandy creek to Hospital area	3/14/2018 12:56 PM
81	Highway 85	3/14/2018 11:30 AM
82	-Schools, Parks, and other public places -Connections to other public places, like large scale shopping centers	3/14/2018 11:12 AM
83	McDuff/Kobe Japanese shops	3/14/2018 10:43 AM
84	Unincorporated Fayette - Sandy Creek, Flat Creek areas	3/14/2018 10:10 AM
85	See note above. Also some connection to cross over 74 near School complex.	3/14/2018 10:07 AM
86	West-bridge/Hwy 92	3/14/2018 9:46 AM
87	Neighbor hoods on Redwine road connection on SR74 to Wilshire pavilion	3/14/2018 9:30 AM
88	Tyrone, Pinewood for housing, employment, hospital and schools.	3/14/2018 8:54 AM
89	Publix on Hwy 54	3/14/2018 8:02 AM
90	Wilshire Pavilion Whitewater High School	3/13/2018 6:26 PM
91	Between Fayette Villa Estates (Brittany Way) and The Landings subdivisions in unincorporated Fayette to allow access into Peachtree City.	3/13/2018 12:02 AM
92	Tyrone - Ellison road and dogwood trail etc to connect to older part of Tyrone and PTC	3/12/2018 4:41 PM
93	Not really any new areas, just easier/more access with more bridge/tunnel crossings for safer golf cart travel. For example, access to Pikes shopping center from easr side of 74 is very cumbersome. Also access to line creek area — need bridge/tunnel across 54.	3/12/2018 6:12 AM
94	Path to Padgett rd along 74 toward PTC	3/12/2018 12:48 AM
95	I likely live too far away from shopping or rec areas to utilize a path system since we have basically none.	3/11/2018 9:37 PM
96	N/A	3/11/2018 8:16 PM
97	Tyrone Rd	3/11/2018 6:46 PM
98	My subdivision	3/11/2018 6:17 PM
99	N/A	3/11/2018 5:50 PM
100	Fayetteville to Peachtree City	3/11/2018 1:34 PM
101	Publix on 54 outside PTC Lake McIntosh Baseball soccer complex south of town.	3/11/2018 12:47 AM
102	Spencer Road, maybe Palmetto Rd and Tyrone Rd	3/10/2018 2:15 PM
103	From Kiwanis Baseball Fields to Peachtree Parkway in PTC and from Baseball Fields to Fayette Piedmont Hospital area.	3/10/2018 7:54 AM

104	Schools and shopping	3/10/2018 1:09 AM
105	West side of 74	3/9/2018 7:55 PM
106	East side of Robinson Rd to anywhere...	3/9/2018 2:44 PM
107	Nothing	3/9/2018 2:07 PM
108	All retail areas	3/9/2018 11:15 AM
109	Downtown Fayetteville and Tyrone	3/9/2018 10:46 AM
110	Brechin Park subdivision to Starrs Mill school complex and to Wilshire Pavilion shopping center to New Hope South to the Historic Starrs Mill	3/9/2018 10:44 AM
111	Pinewood theatre on golf cart	3/9/2018 10:40 AM
112	PAC baseball fields	3/9/2018 4:23 AM
113	Cross 54 from MacDuff to shopping center and nature area	3/9/2018 12:15 AM
114	All around the county like PTC	3/8/2018 11:04 PM
115	McCurry Park from downtown Fayetteville	3/8/2018 10:05 PM
116	From Hilo Road at 92 to shopping at Summit and Town Center area, and stores at 85 and Grady/Bradley	3/8/2018 9:46 PM
117	South side of ptc- near Panasonic and the PAC	3/8/2018 8:15 PM
118	From Tyrone to PTC; Tyrone to pinewood forest	3/8/2018 7:43 PM
119	Toward PTC and Kedron area	3/8/2018 5:07 PM
120	from peachtree city to the Canoe Club neighborhood (off 54 & Huiet Dr.) to pinewood forest development	3/8/2018 5:04 PM
121	Summit point	3/8/2018 2:47 PM
122	Grocery stores, libraries, schools, senior centers, playgrounds, parks	3/8/2018 1:03 PM
123	Fayetteville Pavilion, Banks Crossing shopping Center, Lowes	3/8/2018 12:53 PM
124	MOBA soccer field	3/8/2018 10:58 AM
125	x	3/8/2018 10:12 AM
126	crossing 54 from Robinson Road to church and shopping (ONLY one access from south side of PTC is one tunnel closer to parkway and bridge even further west. Also no easy access to 74 crossing (at least more direct pathways needed from Braelinn Village to tunnel crossing under 74)	3/8/2018 10:01 AM
127	NCG Theater (but that crosses into Coweta County); Gil-Roys	3/8/2018 9:29 AM
128	Fayetteville to Peachtree City	3/8/2018 9:03 AM
129	Tyrone to PTC	3/8/2018 8:56 AM
130	NA	3/8/2018 8:16 AM
131	NA	3/8/2018 8:08 AM
132	Hwy 74 Baseball/ softball complex. Also, there needs to be a golf cart path on Dividend Road from 74 near airport to 54 across from Best Buy on Huddleston Road.	3/8/2018 6:14 AM
133	I don't use the paths because I don't live near one	3/8/2018 1:21 AM
134	North side of 54 for golf carts	3/8/2018 12:50 AM
135	Downtown.	3/8/2018 12:35 AM
136	Connect the Leater Rd subdivisions (Stonebriar, Beaverbrook, ... to the Piedmont Hosp & Retail across from hospital. Keep working from Fayetteville Courthouse to expand the multiuse paths.	3/7/2018 10:27 PM
137	All of the City of Fayetteville	3/7/2018 10:24 PM
138	I'm not familiar enough with the paths and I don't see any good maps online. We recently moved to the area. I need to learn the paths but I can tell how to get from Tyrone where I live to Peachtree City.	3/7/2018 9:34 PM
139	I live in PTC and am happy to only use those paths.	3/7/2018 9:23 PM
140	MARTA to Atlanta	3/7/2018 8:33 PM
141	I'm in the county so there are no paths near me. I would love it if paths could be expanded further into the county.	3/7/2018 8:29 PM
142	Fayette piedmont to stonebriar and Pinewood to start	3/7/2018 8:28 PM
143	Any connections into Fayetteville	3/7/2018 8:26 PM
144	Expand cart path in Fayetteville	3/7/2018 8:20 PM
145	Grocery store, shopping centers, visit friends	3/7/2018 6:46 PM
146	Farr Rd into Peachtree City or Farr Rd to Dogwood	3/7/2018 5:51 PM
147	Down 74 to CLT,	3/7/2018 5:44 PM
148	Sams, movie theater	3/7/2018 4:39 PM
149	more golf cart crossings of 74 and paths along 74 and 85	3/7/2018 4:22 PM
150	Paths down to PAC and MOBA fields	3/7/2018 3:37 PM
151	Path from Lester Rd path to hospital	3/7/2018 12:40 PM
152	From Chick FilA -to Line Creek- to Dollar Store shopping center.	3/7/2018 12:38 PM
153	Robinson	3/7/2018 12:31 PM
154	NCG	3/7/2018 11:52 AM
155	None	3/7/2018 11:48 AM
156	Entire length if Robinson Rd	3/7/2018 11:45 AM
157	Paths to shopping areas in west Peachtree City need to be paved.	3/7/2018 11:29 AM
158	Grocery stores along SR 85	3/7/2018 10:49 AM

159	Everywhere in Fayetteville.	3/7/2018 10:33 AM
160	The airport Businesses along Dividend	3/7/2018 9:48 AM
161	Dividend Road to Westpark Walk and The Avenue	3/7/2018 9:15 AM
162	Senoia	3/7/2018 8:29 AM
163	downtown Tyrone	3/7/2018 8:27 AM
164	Area by the south publix and Kroger in Fayetteville	3/7/2018 7:21 AM
165	South side of Fayette	3/7/2018 12:53 AM
166	Anywhere from Sandy Creek over to 54. We are isolated over here from PTC yet very close to shopping etc. right there	3/7/2018 12:33 AM
167	Tdk	3/7/2018 12:15 AM
168	a path from Carnegie Place @ GA 85N to Fayetteville Shopping & restaurants, including Fun Spot.	3/6/2018 11:51 PM
169	Senoia	3/6/2018 9:59 PM
170	Evander Holyfield Hwy	3/6/2018 9:25 PM
171	None	3/6/2018 9:17 PM
172	Dividend TDK to Sharpsburg 54	3/6/2018 8:25 PM
173	1) Make a cart path near Ross (PTC) to eliminate golf carts accessing road entrance/exit (it's dangerous). 2) A way to connect West Park shopping center to the Staples/Longhorn shopping center. This would also allow access to The Avenue from West Park. As of now golf carts must make a long trip in either direction to reach those centers. 3) Peachtree Pkwy and Willowbend (by McIntosh). This intersection is very busy at the start of school and dismissal. This backs up both ends of the parkway. 4) Cart crossing from CVS/Azul to Publix. Right now, everyone crosses the same as cars at the traffic light (all the time). It's not safe. If there is no way to cross then people will continue to use the light.	3/6/2018 8:19 PM
174	None	3/6/2018 8:12 PM
175	Shopping centers like Fayette Pavillion	3/6/2018 6:40 PM
176	The path on Senoia Rd. in Tyrone.	3/6/2018 5:49 PM
177	None. N/A to where I live in Fayette County.	3/6/2018 5:04 PM
178	SANDY CREEK HS, PEACHTREE CITY, SENOIA ROAD	3/6/2018 2:34 PM
179	n/a	3/6/2018 12:24 PM
180	Highway 54 between Robinson Rd and the Dive Center	3/6/2018 10:01 AM
181	The Avenue/Market Place on the west side of SR 74 and City Hall/Westpark on the east side of SR 74. The current golf cart bridges over SR 74 are not convenient to go back and forth between these areas. A golf cart community should have easy access for golf carts between two adjacent vital city hubs.	3/6/2018 9:54 AM
182	Grocery store, downtown Fayetteville, amphitheater	3/6/2018 8:40 AM
183	Would like a path connection between The Avenue and the Westpark Shopping Center.	3/6/2018 2:50 AM
184	NCG Cinema to the west of Peachtree City.	3/6/2018 1:47 AM
185	NA	3/6/2018 12:36 AM
186	Huddleston Road, Dividend Road	3/6/2018 12:30 AM
187	PTC to Fayetteville	3/5/2018 11:46 PM
188	more walking paths	3/5/2018 11:30 PM
189	Brechin Park	3/5/2018 11:29 PM
190	Kobe steak house from centennial	3/5/2018 11:07 PM
191	tyrone/ fayetteville	3/5/2018 10:01 PM
192	Connectivity between Tyrone, PTC and Fayetteville	3/5/2018 9:33 PM
193	redwine road, cart and/or bike path on hwy 74	3/5/2018 9:15 PM
194	To Brechin Park neighborhood. Also, to Starrs Mill Academy across Hwy. 74. Also Peachtree City Athletic Complex.	3/5/2018 5:09 PM
195	From White Water Creek, our children cannot safely drive carts to school - need to extend New Haven path down to WWC.	3/5/2018 4:11 PM
196	I would not use a path in my area of the county. My road isn't even paved!	3/5/2018 4:01 PM
197	both sides of Glynn	3/5/2018 3:50 PM
198	New Hope Road	3/5/2018 2:34 PM
199	NGC Theaters	3/5/2018 1:05 PM
200	Access to Starr's Mill school complex from neighborhoods on 74.	3/4/2018 9:22 PM
201	Brechin park behind Starr's mill daycare on 74	3/4/2018 7:49 PM
202	Starr's Mill School complex from Brechin Park or The Gates.	3/4/2018 5:40 PM
203	None	3/3/2018 3:06 PM
204	92n and 314	3/2/2018 10:12 AM
205	Peachtree east sopping center	3/2/2018 7:04 AM
206	See above	3/1/2018 10:36 PM
207	From South Jeff Davis towards kroeger / Oakley manor area	3/1/2018 9:39 PM
208	North Fayette County to Fayetteville and Piedmont Fayette Hospital area.	3/1/2018 9:36 PM
209	Peachtree City and Fayetteville	3/1/2018 8:13 PM
210	Public transportation to local venues and cultural institutions	3/1/2018 8:05 PM
211	Living in Peachtree City, we would travel to Senoia or Tyrone	3/1/2018 7:59 PM

212	SR 279/SR 314 to Fayette Pavillion.	3/1/2018 6:33 PM
213	Tyrone Library and Pond Tyrone Publix	3/1/2018 5:54 PM
214	The Pavilion	3/1/2018 5:27 PM
215	Dividend Drive	3/1/2018 5:21 PM
216	None.	3/1/2018 1:00 PM
217	Starrs Mill HS is a challenge. Need better connectivity on Redwine Rd.	3/1/2018 12:10 PM
218	Highgrove to Whitewater Not having to go through Jefferson Woods subdivision to get to the schools.	3/1/2018 10:17 AM
219	To the Fayette pavilion and other shopping locations.	3/1/2018 6:30 AM
220	Starr's Mill (The Mill, not the high school)... could connect this via a path running beside the Camp Creek from Redwine Road.	2/28/2018 10:39 PM
221	Whitewater subdivision to SMHS	2/28/2018 7:07 PM
222	I do not want the path system created county wide as I pay taxes in PTC for this.	2/28/2018 5:34 PM
223	Senoia, GA	2/28/2018 1:30 PM
224	huddleston road	2/28/2018 12:14 PM
225	none	2/28/2018 10:42 AM
226	Old Norton Lester rd SR 54	2/27/2018 11:16 PM
227	Unincorporated Fayetteville to Tyrone Tyrone to PTC	2/27/2018 11:10 PM
228	Old Norton Lester past schools	2/27/2018 10:30 PM
229	Peachtree Parkway to Redwine path for access for Highgrove, New Haven, and White Water to Peachtree City.	2/27/2018 9:50 PM
230	Pavilion	2/27/2018 3:38 PM
231	connect redwine harp ebenezer to fayetteville ptc and schools	2/27/2018 3:22 PM
232	85 South from Edgewood Subdivision to PTC	2/27/2018 3:15 PM
233	Whitewater high school (and elementary school) down Goza and south on Antioch to the lake	2/27/2018 2:32 PM
234	Peachtree city	2/27/2018 1:47 PM
235	Easier access to cross (Crossing 54). Distance for crossing is either at Fresh Market or Wal-Mart. Too far apart for some. Cannot figure out cart path system at Westpark Walk (using public street?)	2/27/2018 12:48 PM
236	The Pavilion Shopping Area	2/27/2018 12:30 PM
237	n/a	2/27/2018 11:31 AM
238	N/A	2/27/2018 10:20 AM
239	I75 to I85	2/27/2018 10:12 AM
240	none	2/27/2018 9:36 AM
241	From the Edgewood subdivision to the Peachtree City golf cart path network	2/27/2018 9:11 AM
242	To North Fayetteville to South Fayetteville and to Fayette hospital from downtown Fayetteville	2/27/2018 8:43 AM
243	Sidewalk on SR 85 for children to walk to and from school during school hours. Harp road to go through to 54. Golf cart paths through to SR 85, Whitewater High School. That would be HUGE!!!!	2/27/2018 1:11 AM
244	SR85 between Grady and Ramah	2/27/2018 1:10 AM
245	Peachtree City to Fayetteville	2/27/2018 1:01 AM
246	None	2/26/2018 11:10 PM
247	PAC (formerly BSC); Senoia and Fayetteville--connect each city's existing paths to PTC network	2/26/2018 10:42 PM
248	N/A	2/26/2018 10:39 PM
249	None	2/26/2018 10:12 PM
250	pavilion from north fayetteville	2/26/2018 10:06 PM
251	None	2/26/2018 9:53 PM
252	Robinson road to Broken Bow Drive	2/26/2018 9:34 PM
253	MacDuff Parkway to MacDuff Crossing to the Overlook (both by golf cart or car)	2/26/2018 8:58 PM
254	It would be great to have multi-use paths around Whitewater schools, so kids could ride their bikes or drive golf carts to and from school safely.	2/26/2018 8:25 PM
255	Restaurants, library, downtown	2/26/2018 8:20 PM
256	From Lester Rd to Pinewood Forest or the Hospital area.	2/26/2018 7:29 PM
257	Downtown to summit.	2/26/2018 7:26 PM
258	Gingercake rd	2/26/2018 7:11 PM
259	Summit Point Publix, Kroger plaza to Redwine path (connecting to PTC), downtown square/library (I live off South Jeff Davis)	2/26/2018 7:07 PM
260	None	2/26/2018 6:46 PM
261	Path to FES and FCHS & library	2/26/2018 6:42 PM
262	NE side of Peachtree City. Connect a path up from 54/Peachtree Pkwy all the way to Publix (yes, I know it's outside PTC but exceptions have been made elsewhere).	2/26/2018 6:35 PM
263	Highway 85 near Whitewater high school	2/26/2018 6:20 PM
264	Would eventually like to be able to go to Hospital / Pinewood Forest area	2/26/2018 6:14 PM
265	Whitewater School Complex	2/26/2018 6:12 PM
266	None	2/26/2018 6:12 PM
267	Adjoining cities to reduce traffic to our area	2/26/2018 6:12 PM

268	Publix Shopping Center in Fayetteville. Fayette Pavillion.	2/26/2018 6:04 PM
269	From McDuff to Flying Biscuit shopping center	2/26/2018 6:01 PM
270	Fayetteville to PTC	2/26/2018 6:00 PM
271	Fayetteville to PTC	2/26/2018 6:00 PM
272	Schools	2/26/2018 5:58 PM
273	Grocery, drug store, restaurant and coffee shop	2/26/2018 5:34 PM
274	Pavillion	2/26/2018 5:07 PM
275	Antioch Road-anywhere on 92	2/26/2018 4:53 PM
276	na	2/26/2018 2:17 PM
277	A bike/walk path along Hwy 279 to the park from Hwy 314.	2/26/2018 1:25 PM
278	South Fayette County would like to go to Kroger's or Publix	2/25/2018 10:15 AM
279	PAC, MOBA	2/25/2018 2:56 AM
280	I would lik to see golf carry paths to whitewater high school like stars mill and McIntosh.	2/24/2018 7:56 PM
281	Redwine from Fayetteville to PTC	2/24/2018 5:20 PM
282	Shorter path from Planterra Ridge/Kelly Drive to the Avenues.	2/24/2018 4:15 PM
283	Kedron Village Shopping Center and Home Depot/The Avenue on 74. From Tyrone!!!!	2/24/2018 1:32 PM
284	Hey 314, North Fayetteville	2/23/2018 11:33 PM
285	all of Robinson road	2/23/2018 9:50 PM
286	more ways to cross 54 and 74	2/23/2018 6:38 PM
287	Tyrone (Senoia Rd to Maple Shade) to allow golf carts to connect	2/23/2018 5:35 PM
288	N/A	2/23/2018 1:05 PM
289	Peachtree East (Publix) shopping center	2/22/2018 9:08 PM
290	Coweta County	2/22/2018 7:15 PM
291	Anywhere in Fayetteville . Goza road area to and from whitewater	2/22/2018 6:30 PM
292	N/A	2/22/2018 6:24 PM
293	314 to Pavillion 314 to 85 to library 85 to New Hope Road to Veterans Highway Cart paths/multi purpose paths all over Fayetteville	2/22/2018 2:01 PM
294	Farr Road to Tyrone Road Farr Road to Dogwood Road to Peachtree City Handley Road to Jenkins Road or Handley to Carriage Oaks Drive to SR 74 to Jenkins Road	2/22/2018 11:17 AM
295	Westpark Walk PTC Soccer/baseball fields Airport	2/21/2018 11:50 PM
296	New Hope Road, Route 314 and Highway 85	2/21/2018 9:39 PM
297	None	2/21/2018 7:08 PM
298	Golf cart paths on Hwys 314, 85	2/21/2018 6:20 PM
299	Senoia neighborhoods & town - path to Brechin Park Subdivision	2/21/2018 2:38 PM
300	N/A	2/21/2018 2:16 PM
301	Goza to shopping Kroger/Publix	2/21/2018 1:49 PM
302	Straight shot down 74. Connect Sharpsburg and Senoia to PTC path	2/21/2018 1:35 PM
303	PTC	2/21/2018 12:21 PM
304	Lake Horton	2/21/2018 12:19 PM
305	Moba and PAC Soccer Fields	2/21/2018 9:43 AM
306	A way to safely go to the Publix shopping area by Golf cart.	2/21/2018 9:18 AM
307	Redwine road to Peachtree Parkway	2/21/2018 12:40 AM
308	Ncg theatre area	2/20/2018 4:37 PM
309	None at the moment.	2/20/2018 4:24 PM
310	New Hope Road, Sandy Creek Road, Highways 279, 314	2/20/2018 4:10 PM
311	Publix shopping center on SR54.	2/20/2018 3:59 PM
312	None - outside Peachtree City is too far.	2/20/2018 3:44 PM
313	Coastline Road.	2/20/2018 1:15 PM
314	Connections to Piedmont Fayette Hospital	2/20/2018 12:43 PM
315	The Avenue	2/20/2018 11:45 AM
316	sandy creek/tyrone	2/20/2018 11:45 AM
317	From WHS to Lake Horton	2/20/2018 11:15 AM
318	Highway 85 south of the center of town	2/20/2018 11:02 AM
319	Work with Coweta to have a path developed to the movie theatre and Sam's in Sharpsburg	2/20/2018 10:33 AM
320	Pavillion, downtown Fayetteville, New Hope Road	2/20/2018 10:14 AM
321	Senoia	2/20/2018 10:12 AM
322	Inman road area / Hilo road	2/20/2018 10:07 AM
323	I'd like a better route to the Grazing Here/ Kobe shopping center from MacDuff. If possible, a connection to NCG theatre from PTC (I understand that is Coweta county and it would take collaboration)	2/20/2018 9:29 AM
324	N/a	2/20/2018 9:13 AM
325	Fayetteville to Peachtree City, Fayetteville to Pinewood, Fayetteville north. Paths not bike lanes	2/20/2018 9:06 AM

326	None	2/20/2018 9:02 AM
327	North on redwine. Bernhardt to Fayetteville.	2/20/2018 8:25 AM
328	Tryone/North of PTC	2/19/2018 5:13 PM
329	Add sidewalks so that I can walk along Westbridge Road to Hwy 92.	2/19/2018 2:38 PM
330	Grocery stores and restaurants	2/19/2018 12:54 PM
331	From Redwine Rd./Bernhard Rd. to the Peachtree City cart path without use of Timber Lake cart path.	2/18/2018 9:46 PM
332	Moba fields	2/16/2018 9:16 PM
333	Redwine Road neighborhoods that feed Starr's Mill, Bernhard Road neighborhoods that feed Starr's Mill	2/16/2018 8:55 PM
334	PAC MOBA Eaton	2/16/2018 6:00 PM
335	Whitewater creek and Highgrove would have a path to get to Brealin village and stay out of our neighborhood	2/14/2018 1:20 PM
336	None	2/14/2018 9:52 AM
337	Would be nice to have a pathway all the way down Redwine road connecting PTC to Fayetteville.	2/13/2018 10:49 PM
338	Redwine Rd, Harp Rd, connect PTC and Fayetteville, allow for walking/ biking to Schools	2/13/2018 5:49 PM
339	A cart path from Redwine Rd./Peachtree Pkwy. north to connect to PTC cart path system	2/10/2018 4:36 PM
340	Timberlake to PTC north on PTC Parkway	2/10/2018 12:01 AM
341	Braelinn Elementary from Redwine	2/8/2018 1:35 PM
342	Build path from South Peachtree Pkwy to Redwine Rd	2/8/2018 12:22 PM
343	soccer/baseball fields on highway 74- near crosstown (needs to be a tunnel or bridge crossing 74 for the south end of PTC- not just the North end).	2/8/2018 9:43 AM
344	Pic to Fayetteville	2/8/2018 5:03 AM
345	A path from High grove and Whitewater without using Timberlake neighborhood	2/6/2018 10:12 PM
346	Parkway to redwine road subdivisions	2/6/2018 7:55 PM
347	Travel down peachtree parkway to redwine without having to go through timberlake path. Industrial area on Hwy 74 South. If I could take a golf cart to work I would some days.	2/6/2018 3:11 PM
348	Senoia - need a path down Rockaway Road	2/6/2018 9:09 AM
349	Red wine rd , both on Peachtree parkway to Robinson rd	2/5/2018 9:01 PM
350	Fayetteville movie studios	2/4/2018 6:41 AM
351	more paths within Tyrone and connection to PTC	2/4/2018 5:19 AM
352	Redwine to Merrywood Ln. , full length of Robinson Rd from Peachtree Parkway to Redwine.	2/3/2018 9:56 PM
353	PTC to Senoia!	2/3/2018 2:52 PM
354	Please install a golf cart path going north on Peachtree Parkway from the Redwine/Bernhard Road intersection.	2/3/2018 12:34 PM
355	Build a path from Berhard & Redwine northbound on Peachtree Parkway	2/3/2018 10:49 AM
356	PTC to neighborhood on Red wine, Braelinn area across SR 74	2/3/2018 8:41 AM
357	To White Water subdivision from Peachtree City	2/2/2018 10:37 PM
358	Timber creek subdivision	2/2/2018 8:35 PM
359	Peachtree Parkway from The Estates to Redwine road directly not going thru Timberlake.	2/2/2018 7:21 PM
360	Along Peachtree Parkway from Redwine Road to Merrywood Lane.	2/2/2018 4:23 PM
361	Eaton, PAC, Whitewater nhood,	2/2/2018 3:04 PM
362	From Timberlake Creekview to PTC paths, need bridge over creek along south peachtree parkway instead of going thru Timberlake subdivision	2/2/2018 7:09 AM
363	No current path from Redwine Road along Peachtree Parkway into PTC paths	2/1/2018 10:26 PM
364	The area around Timber Lake and Redwine Rd. This area needs some fixing up and connections. It is a hassle to use the paths through the neighborhoods. The neighborhood paths get beat up because of the volume.	2/1/2018 4:49 PM
365	Highway 74 Sports Complex	2/1/2018 2:49 PM
366	Whitewater Creek, New Haven, Highgrove	2/1/2018 2:47 PM
367	South side of Peachtree Parkway from Peachtree City past Timberlake & across Redwine along Bernhard Road	2/1/2018 2:10 PM
368	Redwine Rd to Peachtree Pkwy and down the Pkwy with a cart path to tie into Peachtree City cart path system	2/1/2018 1:27 PM
369	Parkway/Redwine to Peachtree City without going through Timberlake. SMHS to Publix Wilshire	2/1/2018 10:07 AM
370	Redwine Road into Peachtree City	2/1/2018 10:01 AM
371	Peachtree Parkway need to extend the Golf Cart Trail to Redwine Rd.	2/1/2018 9:56 AM
372	Peachtree City Athletic Complex (BSC)	2/1/2018 9:40 AM
373	Fayetteville from PTC, Tyrone from PTC(better).	2/1/2018 9:35 AM
374	Robinson Road between Crosstown and 54, the area around Timberlake/Newhaven/Whitewater/Highgrove and between these neighborhoods and Starr's Mill.	2/1/2018 9:18 AM
375	Path from south Peachtree Parkway and Redwine Road that connects to cart path system.	2/1/2018 8:50 AM
376	From Redwine/Bernhard and Peachtree parkway intersection to existing cart paths along Peachtree parkway. PLEASE!!!! □□□□□	2/1/2018 8:08 AM
377	timberlakes private path	1/31/2018 11:59 PM

378	Straight up Peachtree pwy to 54 from Redwine area straight up Robinson to 54 from peachtree pkwy, public path from redwine to the estates along peachtree pkwy	1/31/2018 11:55 PM
379	Redwine Road to Peachtree Parkway	1/31/2018 11:49 PM
380	Highgrove, Whitewater Creek and Newhaven ALL have to cut through my neighborhood (Timberlake) to connect to the golf paths. That's not sustainable or safe.	1/31/2018 11:31 PM
381	Between PTC and Fayette County near Peachtree Pkwy. Only a private path is available.	1/31/2018 11:09 PM
382	Whitewater, New Hope Baptist	1/31/2018 11:08 PM
383	Peachtree pkwy to redwine road	1/31/2018 10:28 PM
384	From red wine to Peachtree parkway without going through the Timberlake subdivision	1/31/2018 10:15 PM
385	Redwine to Peachtree Parkway	1/31/2018 10:13 PM
386	Along Peachtree Parkway to Redwine	1/31/2018 10:06 PM
387	Redwine Road and peachtree Parkway	1/31/2018 9:54 PM
388	Piedmont Fayette Hospital/Pinewood Studio Area Downtown Fayetteville to Stars Mill all the way along Redwine Road	1/31/2018 9:16 PM
389	I'm writing today about the private path in the Timberlake subdivision. If a public alternative is not created (near redwine and PTC Parkway, I will vote for the path to be locked to all non-residents.	1/31/2018 9:14 PM
390	Whitewater to PTC	1/31/2018 8:53 PM
391	Whitewater subdivision Stars Mill High School to Willshire Pavilion.	1/31/2018 8:06 PM
392	Path needed going north on Peachtree Parkway from Redwine to release stress and costs now absorbed by Timber Lake residents	1/31/2018 7:49 PM
393	Timberlake subdivision area	1/31/2018 7:46 PM
394	Falcon field	1/31/2018 7:46 PM
395	to Highgrove and Whitewater subdivisions	1/31/2018 7:37 PM
396	To the movie theater.	1/31/2018 7:35 PM
397	Braelin shopping center	1/31/2018 7:28 PM
398	South PEachtree Parkway to Redwine	1/31/2018 7:26 PM
399	Redwine Road to Peachtree Parkway.	1/31/2018 7:19 PM
400	Senoia, GA. This town is AWESOME. Golf cart/bike path availability would enhance life in Peachtree City.	1/31/2018 4:38 PM
401	Robinson Rd and 54 area (no path from the south).	1/30/2018 3:02 PM
402	PTC to Senoia	1/29/2018 7:56 PM
403	See item 14.	1/29/2018 2:50 PM
404	the golf cart path from the bridge behind Morallian hills to the soccer fields on Hwy. 74. If that was completed, I could bike to work instead of drive my car 3 miles.	1/29/2018 1:43 PM
405	Peachtree City's west side (Wilksmoor) needs a path connection to cross Hwy 54.	1/29/2018 10:46 AM
406	54	1/29/2018 10:38 AM
407	None	1/29/2018 9:21 AM
408	PTC to Senoia	1/28/2018 11:27 PM
409	?	1/28/2018 10:05 PM
410	Panasonic	1/28/2018 9:44 PM
411	School, work and shopping	1/28/2018 9:39 PM
412	Crabapple Elementary from Kedron Village area, more direct routes to the avenues from Kedron Village	1/28/2018 9:28 PM
413	Gingercake Road and New Hope Road	1/28/2018 8:46 PM
414	from Tyrone to PTC	1/28/2018 8:16 PM
415	Downtown F'ville from PTC	1/28/2018 7:39 PM
416	Don't know	1/28/2018 6:30 PM
417	Clothes less traveled connection. Also PTC to connect to downtown Senoia! I'd like to see paths created around Pinewood Forrest housing development to the hospital and shops on hey 54 near the hospital.	1/28/2018 2:41 PM
418	Down Dividend Dr.	1/28/2018 2:25 PM
419	From Whitewater Creek to Peachtree City AND to the schools	1/28/2018 1:32 PM
420	Brechin Park, Senoia Main Street,	1/28/2018 12:39 PM
421	Stonebriar Community and The Landings to Peachtree City cart path.	1/28/2018 12:08 PM
422	Cross 74 at Crosstown. Tunnel crossing Redwine to schools Complete path all the way down Redwine.	1/28/2018 10:59 AM
423	Bridge or tunnel at 74 and crabapple	1/28/2018 10:43 AM
424	Redwine Rd from Whitewater Creek to Peachtree Pkwy	1/28/2018 8:49 AM
425	Adams Road to Tyrone	1/28/2018 8:47 AM
426	Redwine Road	1/25/2018 3:30 PM
427	better connection between Fayetteville, Tyrone, and Peachtree City	1/25/2018 11:54 AM
428	The county	1/25/2018 10:15 AM
429	All over Fayette.	1/25/2018 8:31 AM
430	soccer fields/lacross fields	1/24/2018 9:35 AM
431	Banks Road from SR 54 to Fayetteville City Limits	1/19/2018 8:47 AM

432	I would like to have more paths connecting north Peachtree City to the middle part of the city.	1/12/2018 7:55 PM
433	Marion Blvd to Jimmy Mayfield to 92spur for access to Summit Point and Town Center shopping centers.	1/12/2018 7:40 AM
434	Fayetteville	1/12/2018 1:37 AM
435	FAYETTEVILLE DOWNTOWN AREA	1/11/2018 11:55 PM
436	Lake Horton	1/11/2018 11:10 PM
437	I live on the north side of Fayetteville and the path system is basically non-existent up there. I would love to see greater connectivity up here and if there is a way to make the Pavilion area more pedestrian/cart friendly, that would go a long way to improving that area.	1/11/2018 11:05 PM
438	Brooks Woolsey to Lake Horton	1/11/2018 9:52 PM
439	All over Fayetteville.	1/11/2018 8:50 PM
440	Publix off of 54. Businesses all along huddleston rd.	1/11/2018 7:38 PM
441	I would love to see bike paths to the Pavilion and to local restaurants.	1/11/2018 7:34 PM
442	Most of Fayetteville	1/11/2018 7:26 PM
443	none	1/2/2018 6:24 PM
444	Bernhard Road between Redwine and SR 85 needs access to Wilshire Pavilion.	12/21/2017 1:59 PM
445	By Fayette hospital	12/20/2017 9:41 PM
446	Downtown Fayetteville path network very limited	12/20/2017 8:31 PM
447	The the Atlanta Motor Speedway.	12/20/2017 5:31 PM
448	Publix on 54 in Fayetteville	12/20/2017 5:00 PM
449	None	12/19/2017 10:11 PM
450	N/A	12/19/2017 10:50 AM
451	From Lafayette Estates in North Fayette to Kenwood Park and ultimately to the Pavilion The old railroad right-of-way would work for going towards Fayetteville from the park..	12/18/2017 9:48 PM
452	Tyrone- various friend's houses that are not on bike paths.	12/18/2017 9:31 PM
453	Tyrone	12/17/2017 1:46 PM
454	Ellen's Ridge into Tyrone, Down Hwy 92.	12/16/2017 7:28 AM
455	Senoia Tyrone Highway 74 South to Eaton/Panasonic/FAA/Moba/Athletic Fields	12/15/2017 6:55 PM
456	From Fayetteville to Peachtree City	12/15/2017 5:11 PM
457	None	12/15/2017 3:10 PM
458	Pinewood Studios / Pinewood Forest	12/15/2017 1:07 PM
459	woolsey town center to lake horton (hampton road and Antioch)	12/15/2017 12:10 PM
460	Senoia, Sharpsburg Hwy 54/Christopher Road area.	12/15/2017 9:57 AM
461	Pinewood	12/15/2017 9:49 AM
462	Connect Tyrone better	12/14/2017 11:32 PM
463	Fayette Pavilion, New Hope Road, SR314	12/14/2017 9:28 PM
464	Kedron Village from Macduff	12/14/2017 7:17 PM
465	A safe way to cross SR74 to get Lake McIntosh. And paths in the industrial areas for golf cart & bike safety.	12/14/2017 1:57 PM
466	n/a	12/14/2017 1:19 PM
467	Tyrone-sandy creek- sams drive- veterans parkway	12/14/2017 11:10 AM
468	Senoia (from PTC)	12/14/2017 11:00 AM
469	anywhere in north fayette	12/14/2017 10:33 AM
470	Hwy 92 South up to Shopping/dining at Hwy 85/92South (Town Center shopping) area.	12/14/2017 10:27 AM
471	None known	12/14/2017 10:14 AM
472	N/a	12/14/2017 10:02 AM
473	Hilo Road to 92 south -	12/14/2017 9:30 AM
474	from southside of County into Fayetteville	12/11/2017 3:42 PM
475	To County Parks and more County parks	12/11/2017 12:33 PM
476	NCG Cinemas!	12/10/2017 10:13 AM
477	Rockaway Road to Senoia Peachtree City to Starr's Mill Pond Peachtree City to Lake McIntosh Peachtree City to Tyrone Downtown Redwine Road to Fayetteville Fayetteville to the Ridge Nature Area Pinewood Village/Studios Kenmore Park McCurry Park Rail-to-Trail	12/8/2017 9:43 PM
478	The movie theater in Sharpsburg.	12/8/2017 10:34 AM
479	Robinson	12/8/2017 9:00 AM

Q16 What specific changes would you recommend to improve the quality of transportation in Fayette county?

Answered: 535 Skipped: 236

#	RESPONSES	DATE
1	Limit Development Conservative zoning, don't overpopulate with small lot zoning outside of city centers.	3/26/2018 2:09 PM
2	Specific Roadway Projects Expand 54, Banks and Ellis	3/26/2018 2:03 PM
3	Synchronize Traffic Lights Better synchronization of lights. Better lighting of signs wherever possible. Middle turn lanes work well. Blinking yellow turn arrows at major intersections working better than expected.	3/25/2018 8:53 PM
4	Roadway maintenance Maintain what we have	3/24/2018 12:28 PM
5	Adding turn lanes Expand the multi-use path Expand transit and option Roadway Widening Synchronize Traffic Lights Bike lanes, more paths/sidewalks, street light timing, additional lanes on highways, middle turn lanes, ELECTRIC shuttle service/trams/trolleys	3/23/2018 2:57 PM
6	Expand transit and option Increase affordable alternative transportation resources for everyone...not just the elderly, disabled, and those who can't drive.	3/22/2018 4:44 PM
7	Increase Trans Funding Put more money into transportation	3/22/2018 2:25 PM
8	Adding turn lanes Improve access management Limit Development Slow down development and make necessary adjustments to roads and signage first, more turn lanes into businesses along 54 corridor, instead of coming to stop to turn into businesses	3/22/2018 8:57 AM
9	Roadway maintenance Learning how to repair potholes properly would be nice.	3/22/2018 12:25 AM
10	Expand the multi-use path Expand transit and option Other 1. More transportation options and improved multi-use trail system. 2. The County being more strategic with their road projects rather than meeting political agendas.	3/21/2018 11:26 PM
11	New roadway connections More alternative roads	3/21/2018 10:01 PM
12	Expand transit and option Commuter options to Midtown and Buckhead	3/21/2018 9:56 PM
13	Limit trucks to designate Different/separate road to/from the Landfill for the trash trucks.	3/21/2018 9:39 PM
14	Limit transit expansion Keep public transportation such as buses out. No MARTA!	3/21/2018 9:36 PM
15	Expand transit and option Connect train service to airport, add separate bike lanes	3/21/2018 9:35 PM
16	Expand transit and option Variety of ways to get around town.	3/21/2018 9:12 PM
17	Expand the multi-use path Specific Roadway Projects A good bike route from the south end of the county to Fayetteville	3/21/2018 8:33 PM
18	Expand the multi-use path Roadway Widening More lanes and wider streets and walkways also	3/21/2018 8:17 PM
19	Roadway maintenance Synchronize Traffic Lights Reduce potholes and add necessary stop signs/lights in dangerous areas	3/21/2018 8:16 PM
20	Expand transit and option Specific Roadway Projects Park and Ride near I-85 at Fairburn or Collingsworth road. Allows Newnan and Fayette work colleagues to park safely and ride together.	3/21/2018 7:52 PM
21	Bike and Ped improvement Roadway maintenance Improve walking and biking options. The City of Fayetteville has embarrassing residential roads that need resurfacing. Improve lighting in walkable areas.	3/21/2018 6:51 PM
22	Expand the multi-use path A completely connected county via bike paths or cart paths connecting all major cities	3/21/2018 5:46 PM
23	Expand transit and option More shuttle/bus options	3/21/2018 5:19 PM
24	Limit Development Stop overbuilding!	3/21/2018 3:32 PM
25	Limit transit expansion No public transportation	3/21/2018 2:45 PM
26	Limit Development Keep housing density low	3/21/2018 2:31 PM
27	Expand the multi-use path Limit Development Other Specific Roadway Projects Come up with a plan for walking and golf cart paths around Fayetteville. Figure out a plan to ease traffic around square in Fayetteville and do something about 54/74 traffic jams in PTC. Limit any more businesses in that area so as not to add more traffic!!	3/21/2018 1:34 PM
28	Expand the multi-use path Sidewalks the connect throughout the areas with stores and shops	3/21/2018 12:44 PM
29	Calm traffic in neighborh Ease congestion through Fayetteville.	3/21/2018 11:53 AM
30	Expand the multi-use path Roadway maintenance Increase sidewalks and better maintained roads.	3/21/2018 11:29 AM
31	Expand the multi-use path Connect paths to neighbor counties.	3/21/2018 11:26 AM
32	Roadway maintenance It would be nice to have the lines on the roads repainted in reflective paint (or at all) and the potholes fixed	3/21/2018 11:08 AM
33	Specific Roadway Projects Bypass road for 74/54 west of Hwy 74.	3/21/2018 11:04 AM
34	Add roundabouts More roundabouts, they are safer and keep traffic flowing	3/21/2018 10:55 AM
35	Expand the multi-use path Other Alleviate so much traffic going through the middle of town square and make it more of a pedestrian/walking area	3/21/2018 10:42 AM
36	Synchronize Traffic Lights More 'smart'/synchronized traffic lights. Best example: SR85 and Wendy's/South side Kroger.	3/21/2018 10:42 AM
37	Expand the multi-use path Other Traffic management on 54 west of 74, multi use path throughout the county,	3/21/2018 10:41 AM
38	Limit transit expansion No addition of public transportation!	3/21/2018 10:41 AM
39	Expand transit and option Buses or train to Atlanta and PTC-Newnan	3/21/2018 10:21 AM

40	Other	Less talk, more action	3/21/2018 10:17 AM
41	Roadway maintenance	Having the county and cities, actually care about the people and listen to the people. Stop wasting tax dollars on frivolous stuff for conference rooms...and fix the roads.	3/21/2018 9:25 AM
42	Other Specific Roadway Projects	Turn McDuff Pkwy from a single lane 35 mph with speed tables every 30 feet nightmare into a more driver friendly traffic alleviation road like Peachtree Pkwy. In its current form it does nothing to ease the congestion on 54/74 as an alternate to the shopping area. Another road to nowhere! Get bicycles off of roads with no bike lanes or shoulders to ride on. They block traffic and are dangerous to both bikers and car drivers.	3/21/2018 1:36 AM
43	Other	Limit the number of cars from Clayton and Coweta counties.	3/20/2018 7:29 PM
44	Roadway maintenance	Fix potholes	3/20/2018 6:54 PM
45	Other	bike lanes on the shoulder of the road.	3/20/2018 4:02 PM
46	Limit trucks to designate	Enforce the existing "No Trucks over X number of Wheels" rules.	3/20/2018 12:15 PM
47	Expand transit and option	Establish an intercity trolley. North to south. East to West.	3/20/2018 9:33 AM
48	Calm traffic in neighborh	Put in place measures to assure through traffic is using State Routes to pass through and not side streets as bypasses.	3/20/2018 8:42 AM
49	New roadway connections Specific Roadway Projects Synchronize Traffic Lights	traffic signal syncing, another bypass option to 54 other than Grady. The Grady bypass is already congested. And we've yet to really see the influx of growth anticipated.	3/20/2018 8:17 AM
50	Limit trucks to designate Synchronize Traffic Lights	Designated truck routes, better timed lights especially at 74 & 54 intersection and nearby retail	3/19/2018 10:39 PM
51	Expand the multi-use path	More sidewalks throughout Fayetteville.	3/19/2018 9:08 PM
52	Calm traffic in neighborh	Eliminate cut through traffic through neighborhoods like Planterra Ridge	3/19/2018 8:18 PM
53	Roadway maintenance	Pave narrow gravel roads, improve ditch systems	3/19/2018 5:01 PM
54	Expand senior services tr	More hours of operation for Fayette Senior Services Transportaton - Weekends too please.	3/19/2018 10:31 AM
55	Specific Roadway Projects Synchronize Traffic Lights	Studies to better time the lights at 74 & 54	3/19/2018 9:46 AM
56	New roadway connections Specific Roadway Projects	Connect Hood Road and Hood Avenue near Pinewood Forest, additional bypass in county. Major Relief road for 54 heading from Newnan into PTC needs to be built off of TDK Blvd or further south near cooper lighting.	3/18/2018 10:07 PM
57	Other	None	3/18/2018 9:15 PM
58	Other	Relieve Congestion on major roads	3/18/2018 10:50 AM
59	Limit transit expansion	just don't add any type of bus for anyone to access our county!	3/18/2018 9:25 AM
60	Expand the multi-use path Expand transit and option	Extended golf cart paths and a environmental friendly trolley service.	3/18/2018 9:02 AM
61	Expand the multi-use path	Add golf cart paths in Fayetteville	3/18/2018 7:00 AM
62	Limit transit expansion	Do NOT develop mass transit	3/17/2018 11:04 PM
63	Limit transit expansion	No bus system ever	3/17/2018 1:43 PM
64	Improve access management	Need to do something to get people out of shopping centers west of 74. could there be a way to exit the back of the walmart shopping center to 74?	3/17/2018 9:00 AM
65	Roadway maintenance	Fix the pavement! Too many potholes/ruts.	3/17/2018 8:51 AM
66	Expand the multi-use path	Get people walkingw	3/16/2018 11:51 PM
67	Roadway maintenance	Major highways need repaved	3/16/2018 10:58 PM
68	New roadway connections	More connecting roads	3/16/2018 9:33 PM
69	Roadway maintenance Specific Roadway Projects	SR 54 has a lot of potholes	3/16/2018 6:07 PM
70	New roadway connections Other	Congestion in downtown...additional route or another entrance to 54.	3/16/2018 4:26 PM
71	Expand the multi-use path	Walking trails	3/16/2018 1:39 PM
72	Roadway maintenance Specific Roadway Projects	fill the pot holes on 92 and make lines that can actually be seen on road	3/16/2018 10:48 AM
73	Synchronize Traffic Lights	Traffic signals. Do away with flashing yellow turn signal lights.	3/16/2018 10:08 AM
74	Expand the multi-use path	Golf cart paths through the whole county and more sidewalks	3/16/2018 9:33 AM
75	Improve access management Synchronize Traffic Lights	Sequencing of traffic lights. Eliminate certain "left turn" options into or out of businesses located on corners.	3/16/2018 9:27 AM
76	Improve access management Specific Roadway Projects	Stop the unceasing flow of right turns from 74 onto 54 (in front of Longhorn). Put up one of those lights like they use at congested on ramps. When the light turns green for the turn signal opposite, there is no space beacuse it's constantly full from this problem. Also, PLEASE enforce the relatively recent "Passing lane only" law for keeping slow drivers out of the left lane. It takes too long to "recover " from the congested areas.	3/16/2018 9:19 AM
77	Limit transit expansion	I believe no one is interested in bringing public transportation from other areas to our door steps. Our funds are better used to improve our quality of life here. We need to improve traffic flow in a few indicated areas. We also need to plan for future growth to handle the increase in traffic. We have the opportunity to have a premier community but only with careful planning.	3/16/2018 9:10 AM
78	Expand the multi-use path	Cart paths around whitewater	3/16/2018 8:33 AM
79	Roadway Widening	Multipurpose lanes	3/16/2018 8:26 AM
80	Expand the multi-use path Synchronize Traffic Lights	Redesign traffic patterns around courthouse square, study traffic light times in same area. Expand cart path system and tie downtown together completely at least all the way to south of Highway 92 intersection.	3/16/2018 8:01 AM
81	Expand transit and option Roadway maintenance	Keep up with the potholes. Actually fix problems instead of just slapping a bandaid on them. Create paths like P'tree has, in order to make the entire county cohesive. Extend MARTA.	3/16/2018 7:10 AM

82	Synchronize Traffic Lights	Check signal length at crosswalks	3/15/2018 11:07 PM
83	Roadway Widening	Wider roads	3/15/2018 6:45 PM
84	Expand ridesharing opport	Expand transit and option MARTA, Vanpools	3/15/2018 12:21 PM
85	Add roundabouts	Elongated roundabouts	3/15/2018 9:13 AM
86	Expand transit and option	EXPAND MARTA RAIL(ONLY) TO PEACHTREE CITY	3/15/2018 9:01 AM
87	Expand transit and option	Buses	3/15/2018 12:11 AM
88	Expand the multi-use path	More bike lanes	3/14/2018 10:55 PM
89	Expand the multi-use path	Roadway maintenance Keep the roads paved and include reflective stripping. Put in sidewalks in heavy foot travel areas to keep everyone safe; create bike lanes	3/14/2018 10:19 PM
90	Specific Roadway Projects	Veterans Parkway to 4 lanes Sandy Creek to 4 lanes HWY 92 N to 4 lanes New exit on I85 s between 138 & 74 with new limited access roadway from exit along N / S path to Fayetteville HWY 92 S & 85 S 4 lane to Senoia & Griffin Additional access to Coweta county to relieve coingestion at 74 & 54	3/14/2018 8:47 PM
91	Expand the multi-use path	The golf paths make this county unique, but it is limited to Peachtree City.	3/14/2018 6:52 PM
92	Synchronize Traffic Lights	Take more leadership in setting traffic wait times in the cities. The state does it, but Peachtree City should control the extremely long wait times on roads that intersect Hwy 54. It is not easy to find a way to provide input to the DOT.	3/14/2018 5:15 PM
93	Improve access management	Better planning	3/14/2018 5:11 PM
94	Bike and Ped improvement	Bike friendly road.	3/14/2018 4:56 PM
95	Expand transit and option	public transportation to airport and downtown atlanta	3/14/2018 3:43 PM
96	Expand transit and option	Public transportation options, lite rail?	3/14/2018 2:55 PM
97	New roadway connections	EAST WEST - SR 54 CORRIDOR relief. HELLO?? NOTHING in this county is needed MORE than an additional means to get from/to Coweta and Clayton counties. PERIOD. All the rest ks FLUFF.	3/14/2018 2:23 PM
98	Roadway maintenance	improved road maintenance and side stripping	3/14/2018 1:41 PM
99	Adding turn lanes	More turn lanes on existing roads.	3/14/2018 1:16 PM
100	Roadway maintenance	Specific Roadway Projects Finish the Sandy creeks paving and stripes	3/14/2018 1:12 PM
101	Expand the multi-use path	better coordination with County and Peachtree City on integration of multi use path system. A Peachtree City problem	3/14/2018 12:41 PM
102	Expand transit and option	Introduce MARTA	3/14/2018 12:34 PM
103	Expand transit and option	Add public transit	3/14/2018 11:30 AM
104	Expand transit and option	Add mass transit	3/14/2018 11:14 AM
105	Expand transit and option	New roadway connections More routes and options, could be improvement to or public notice for existing routes	3/14/2018 11:12 AM
106	Expand transit and option	Mass transit for easier commuting options to Downtown ATL, or the top-end perimeter where all of the high tech jobs and major corps have located.	3/14/2018 10:55 AM
107	Other	So congested and we aren't keeping up with the changes	3/14/2018 10:43 AM
108	Add roundabouts	Build more roundabouts.	3/14/2018 10:17 AM
109	Improve access management	Limit Development Need an entrance onto Interstate 85 from SR 92 since the county has decided to build a bypass to nowhere! Also, quit approving new subdivision until we have the roads to handle the additional congestion.	3/14/2018 10:10 AM
110	Other	Implement the ideas of what is inquired upon above.	3/14/2018 10:07 AM
111	Expand transit and option	Mass transit	3/14/2018 9:46 AM
112	Roadway Widening	Synchronize Traffic Lights Improved road management based on traffic flows (light sync, lane expansion). Don't wait for traffic to get bad before you make a plan, get ahead of the curve.	3/14/2018 9:30 AM
113	Roadway maintenance	Safety Synchronize Traffic Lights Safety. lighting, signs and road conditions (construction needs to be done when there is less traffic)	3/14/2018 8:54 AM
114	Limit trucks to designate	Roadway maintenance see answers in 14. above. first should be operation of existing roadways followed by truck friendly intersections to keep the rigs moving	3/13/2018 10:49 AM
115	Other	more patrols at major intersections during peak travel time to enforce "don't block the intersection"	3/12/2018 2:00 PM
116	Limit Development	Many areas are becoming too congested due to building too much commercial in too small of a space, i.e Walmart area in PTC. Stop cramming everything into one area!	3/12/2018 6:12 AM
117	Roadway maintenance	Specific Roadway Projects Synchronize Traffic Lights Timing of lights along 74 and 85. Fixing 74/54 intersection, bridge 54 over 74 intersection.	3/12/2018 12:48 AM
118	Adding turn lanes	Specific Roadway Projects Left turn from Sandy Creek to 74	3/11/2018 10:32 PM
119	Other	County and Cities need to come to terms on a vision for the County. Fayetteville is set on high-density. Planning takes place after decisions, not before. Disastrous for transportation.	3/11/2018 9:37 PM
120	Other	Responsible planning.	3/11/2018 8:16 PM
121	Roadway maintenance	More street lights on 54 and 74. Too dark!	3/11/2018 5:50 PM
122	Expand the multi-use path	Roadway maintenance Roadway Widening Multi use path options all over. Adding lanes to Veterans Pkwy. Rebuilding the Hood Rd bridge. Adding lanes to Sandy Creek Rd to SR 74.	3/11/2018 1:34 PM
123	Expand the multi-use path	New roadway connections East-West routes. Tdk extension. Expanded carth paths.	3/11/2018 12:47 AM
124	Expand transit and option	Having a MARTA station closer to (or in) Fayette County in a safe area than Camp Creek.	3/10/2018 10:50 AM

125	Expand the multi-use path Limit transit expansion	Expand golf cart paths and encourage golf carts as alternative trans within the county. Also keep public trans out of this county.	3/10/2018 7:54 AM
126	Expand the multi-use path	More golf paths and tunnel under 74 by schools on Redwine and 74.	3/10/2018 1:09 AM
127	Expand transit and option	More public transportation	3/9/2018 11:37 PM
128	Limit Development Other	Limit growth and manage heavy traffic viaalt routing	3/9/2018 7:55 PM
129	Specific Roadway Projects	Deal with the big 2 intersections that are just a plain old nightmare- 54/74 in PTC; 54/85 in Fayetteville.	3/9/2018 2:44 PM
130	Other	Nothing	3/9/2018 2:07 PM
131	Expand the multi-use path	More cart paths .	3/9/2018 11:15 AM
132	New roadway connections	Add an additional east/west route for Fayette/Coweta traffic to take load off of Hwy 54	3/9/2018 11:09 AM
133	Bike and Ped improvement Expand greenspace Expand the multi-use path	We need more green space with bike and walking.	3/9/2018 10:46 AM
134	New roadway connections Specific Roadway Projects	Bypass over the intersection of 54/74 toward Tyrone and toward Newnan for those traveling through for work and pleasure who don't need to stop at the many shops and restaurants.	3/9/2018 10:44 AM
135	New roadway connections	More ways to get to the highway	3/9/2018 10:40 AM
136	Expand transit and option	Develop a transit system similar to the one in Henry County and add bus rapid transit to the airport/Marta.	3/9/2018 9:25 AM
137	New roadway connections	More roads!!!!!!!!!!!!!!	3/9/2018 12:15 AM
138	New roadway connections	Find another route for Coweta residents to get home.	3/8/2018 11:04 PM
139	Improve access management	Stop allowing more shopping business exits/entrances in already gridlocked areas.	3/8/2018 10:29 PM
140	Other	Continue to get input from fayette residents	3/8/2018 10:05 PM
141	Other	Stop adding lights!	3/8/2018 9:57 PM
142	Adding turn lanes Roadway maintenance Synchronize Traffic Lights	Repair/restore all roadways, address congestion & high risk areas with turn lanes, speed limit changes, etc. and improve traffic light coordination	3/8/2018 9:46 PM
143	New roadway connections	Develop alternate routes to get around 54/74 intersection	3/8/2018 9:00 PM
144	Limit Development Roadway maintenance Specific Roadway Projects Synchronize Traffic Lights	74/54 bypass, less businesses on 54 near 74/54 intersection, time the signals on 74	3/8/2018 8:15 PM
145	Expand the multi-use path Improve access management	Expand golf cart Otha, better interstate access	3/8/2018 7:43 PM
146	Roadway maintenance	Quality of roads and paths	3/8/2018 5:07 PM
147	Expand the multi-use path	master plan for path connections throughout the entire county	3/8/2018 5:04 PM
148	Expand the multi-use path	Cart paths	3/8/2018 2:47 PM
149	Expand transit and option	Public Transit system-bus & light rail. 21-century modernization for the young and the old. Older folks prefer not to drive; can't see well at night, reaction times slow, but are still actively engaged in work & community. I love public transit. I lived in Paris, Pittsburgh, Boston, & San Francisco. I took public transportation in every one of these cities & loved it. There has to be an alternative mean of transportation beside driving cars & congestion and pollution. Think about it. There will always be more people & growth. A better quality of life means better transportation.	3/8/2018 2:01 PM
150	New roadway connections	Desperately need a "western route" from south PTC toward Newnan. Example: A way to connect approx Crosstown Rd over to Highway 54/34 toward Newnan.	3/8/2018 1:24 PM
151	Bike and Ped improvement Expand the multi-use path	More walking, bicycle, and golf cart paths	3/8/2018 1:03 PM
152	New roadway connections	Provide a faster route 138 like an	3/8/2018 12:53 PM
153	Roadway maintenance	Maintain the roads and fix dangerous intersections.	3/8/2018 12:42 PM
154	Bike and Ped improvement	Get bike off streets create problem for automotive traffic	3/8/2018 11:07 AM
155	Roadway maintenance	Do not like running in potholes.	3/8/2018 10:12 AM
156	Improve access management	A "circle" around the complete shopping area to include all 4 shopping corners of PTC 74/54 to alleviate bottleneck and allow in & out flow from circle into shopping. Cutting into & changing the existing parking infrastructure and side roads(i.e. Clover-Huddleston and Commerce & maybe backside of Tennis Center to avoid residential), already being used for shorter access!!	3/8/2018 10:01 AM
157	Roadway Widening	Widening existing roads and improving the 2 mentioned intersections	3/8/2018 9:44 AM
158	Limit transit expansion	No public transportation that would bring more crime	3/8/2018 8:16 AM
159	Limit trucks to designate	Reroute buses and tractor trailer travel	3/8/2018 8:08 AM
160	Calm traffic in neighborh Synchronize Traffic Lights	Synchronize traffic lights. Reduce commuter traffic thru neighborhoods like Planterra Ridge	3/8/2018 6:14 AM
161	Expand transit and option Roadway maintenance	Add public transportation, even if it is just a couple of bus routes in the county. And REPAVE 54	3/8/2018 1:21 AM
162	Expand the multi-use path	Commuter rail/marta	3/8/2018 12:50 AM
163	Other	Currently, the only feasible mode of transportation around town is by car. In a region with such mild weather, that's stupid.	3/8/2018 12:35 AM
164	Specific Roadway Projects	Fix exit 61 from 85 south . It's terrible	3/7/2018 10:35 PM
165	Add roundabouts Limit transit expansion Roadway maintenance Synchronize Traffic Lights	NO Public Transportation!!! Add more Signal Lights and/or Turn Lanes, Round-a-bouts as needed. Repair Pot Holes as a top priority always and maintain current Roads and Bridges.	3/7/2018 10:27 PM
166	Expand the multi-use path	Carts paths in the city of fayetteville	3/7/2018 10:24 PM
167	Expand transit and option	Mass transit to airport and Atlanta.	3/7/2018 10:04 PM

168	Roadway Widening	Specific Roadway Projects	Make 314 a four lane highway all the way to the county line	3/7/2018 9:48 PM	
169	Expand transit and option		More transportation options to Atlanta	3/7/2018 9:34 PM	
170	Bike and Ped improvement	Roadway Widening	Some rural roads see a lot of bike traffic and they can be too narrow or have curves that put riders at risk. @ Lester Road for one and Redwine for another example.	3/7/2018 9:32 PM	
171	Expand transit and option		Bring MARTA to Fayette County	3/7/2018 8:33 PM	
172	Roadway Widening	Specific Roadway Projects	Synchronize Traffic Lights	Repair and maintain our primary roads especially SR 54. It is in terrible shape. Synchronize traffic lights and time them better. The wait from side streets onto SR 54 and SR 85 is very long due to poor light timing.	3/7/2018 8:29 PM
173	Expand the multi-use path		More places to walk and bike ride other than Lake PTC	3/7/2018 8:28 PM	
174	Bike and Ped improvement	Expand the multi-use path	Limit transit expansion	Bring more cart, walking and bike paths to county. NOT mass transit!! That only slows traffic and causes more congestion!	3/7/2018 6:46 PM
175	Expand ridesharing oport		Add Park and Rides	3/7/2018 5:51 PM	
176	Roadway maintenance		Maintenance of cart paths	3/7/2018 5:44 PM	
177	Calm traffic in neighborh		I don't know what the answers are but 74/54 is terrible and Planterra Way between 5:00pm and 7:00pm. I live in Planterra Subdivision and I know the road has been redone, but when I am walking in Planterra during that time, the traffic in the subdivision is terrible and cars are going faster than the speed limit. Either a police officer needs to be in the subdivision during that time or the cars cutting through need to be stopped!	3/7/2018 4:39 PM	
178	Calm traffic in neighborh	Specific Roadway Projects	Improve intersection at 54/Huddleston to funnel commuter traffic through this commercial/industrial area instead of funneling it through residential areas.	3/7/2018 3:49 PM	
179	Limit Development		Limit retail and residential building which is driving the increased traffic flow	3/7/2018 3:37 PM	
180	Expand transit and option	New roadway connections	Synchronize Traffic Lights	Through roads, better light synchronization, mass transit	3/7/2018 12:40 PM
181	Other	Specific Roadway Projects	Institute a toll charge coming from Coweta to Fayette county on 54 (just like Orlando area).	3/7/2018 12:38 PM	
182	Other	Specific Roadway Projects	NO right on red at major intersections. NO right on red at Ethan Allen / Staples.	3/7/2018 12:35 PM	
183	Improve access management		More ramps for other counties to use to get to Interstate 85 instead of coming through PTC	3/7/2018 12:31 PM	
184	Calm traffic in neighborh		Keep traffic out of neighborhoods instead of encouraging it!	3/7/2018 11:52 AM	
185	Calm traffic in neighborh		Keep heavy traffic on major routes not routing through neighborhoods such as is happening in Planterra Ridge.	3/7/2018 11:48 AM	
186	Calm traffic in neighborh		Make Planterra Ridge sd a gated community to restrict cut through traffic	3/7/2018 11:45 AM	
187	Calm traffic in neighborh	Specific Roadway Projects	Kelly Drive needs to be made 1 way from 4:30 to 6:30 M-F or local traffic only. Planterra Ridge shouldn't have to deal with commuters because the county failed to plan for traffic. Huddleston Road should have been expanded NOT the light at Planterra Way.	3/7/2018 11:26 AM	
188	Limit Development		Minimize the development and sprawl	3/7/2018 10:49 AM	
189	Expand the multi-use path		Get more paths for bikes, walking, golf carts.	3/7/2018 10:33 AM	
190	Expand transit and option		Some kind of rapid transit to downtown	3/7/2018 10:21 AM	
191	New roadway connections		Build better access roads outside Peachtree City for East Coweta West Fayette county drivers to access I 85 -	3/7/2018 9:48 AM	
192	New roadway connections		Better options for cars that are only traveling through the Fayette County to reach the county they reside in i.e. Cowed, Henry and Fulton	3/7/2018 9:15 AM	
193	Limit Development		slow down growth	3/7/2018 8:43 AM	
194	Other		Reduce congestion 54/74 to 54/34	3/7/2018 8:29 AM	
195	Synchronize Traffic Lights		synchronized traffic lights	3/7/2018 8:27 AM	
196	Synchronize Traffic Lights		Syncing traffic ligits	3/7/2018 7:21 AM	
197	Other		ask us more and make meetings better known.	3/7/2018 12:33 AM	
198	Adding turn lanes	Specific Roadway Projects	Expand turn lanes on Huddleston rd & 54.	3/7/2018 12:15 AM	
199	Add roundabouts	Specific Roadway Projects	Add a small connector from Rivers Road to nort Veterans Pkwy with roundabouts on both ends to allow northbound traffic on Veterans Pkwy to make a left turn onto Ga 92 at a redlight as opposed to waiting at a stop sign at an already congested area.	3/6/2018 11:51 PM	
200	Calm traffic in neighborh	Specific Roadway Projects	Make a "no left turn" at Dividend /Kelly Drive from 4-6pm to discourage cut-through traffic through Planterra Ridge.	3/6/2018 10:59 PM	
201	Bike and Ped improvement		More sidewalks are needed	3/6/2018 9:25 PM	
202	Improve access management		Noe more traffic lights, more right hand turn lanes.	3/6/2018 9:17 PM	
203	Limit Development	New roadway connections	More roads less building	3/6/2018 8:25 PM	
204	Roadway maintenance		*Maintain the roads!! I can't believe that a lot of roads haven't been paved in 20+ years. * REAL solutions to your problematic intersections * Work with surrounding counties to finally solve the Interstate 85 access. I moved here 16 years ago and it was a topic then and still nothing has been done.	3/6/2018 8:19 PM	
205	Other		Teach people how to drive, lessons on round abouts.	3/6/2018 8:12 PM	
206	Limit transit expansion		Do NOT add commuter rail and buses. The lack of them is why I moved here. We do NOT want them to become another I-75 corridor.	3/6/2018 7:26 PM	

207	Calm traffic in neighborh	Improve the west corridor and the traffic flow there. We live in Planterra and making a left turn lane on Planterra Way onto 54 has increased our cut thru traffic by a lot. work on improving that corridor would be a better solution than the city funneling traffic through our neighborhood	3/6/2018 7:11 PM
208	Bike and Ped improvement	Expand the multi-use path More non automobile options	3/6/2018 6:40 PM
209	Expand the multi-use path	Tyrone has very limited paths or paths that just abruptly end, I would like to see those fleshed out.	3/6/2018 5:49 PM
210	Expand transit and option	Public transportation.	3/6/2018 5:04 PM
211	Roadway Widening	WIDEN TO ADD ADDITIONAL LANES TO HWY 74	3/6/2018 2:34 PM
212	Safety	Improve congested areas and traffic light safety - too many cars running red lights.	3/6/2018 12:24 PM
213	Expand the multi-use path	Specific Roadway Projects Connect The Avenue/Market Place and City Hall/Westpark with a golf cart bridge or tunnel, immediately, PLEASE.	3/6/2018 9:54 AM
214	Expand the multi-use path	Expand multi-use path network	3/6/2018 8:40 AM
215	Other	Street signs with larger lettering.If you've ever flown into Phoenix's Sky Harbor Int'l Airport, check out their signage.	3/6/2018 2:50 AM
216	Expand the multi-use path	Bring MARTA down to Fayetteville	3/6/2018 1:47 AM
217	Other	Be smarter with construction priorities.	3/6/2018 12:36 AM
218	Synchronize Traffic Lights	Sync traffic lights	3/5/2018 11:46 PM
219	Specific Roadway Projects	reduce 74 and 54 congestion	3/5/2018 11:30 PM
220	Limit transit expansion	No bus line	3/5/2018 11:29 PM
221	Limit transit expansion	Do not allow buses from atlanta. Bring in the crime like walmart did. miss	3/5/2018 11:07 PM
222	Limit transit expansion	no mass transit	3/5/2018 10:01 PM
223	Expand senior services tr	Some sort of reliable transport for seniors and those with disabilities.	3/5/2018 9:53 PM
224	Specific Roadway Projects	3 way stop sign at Antioch & hwy 92	3/5/2018 9:15 PM
225	Other	Remove yield signs for right turns when right turns have the right of way!	3/5/2018 9:01 PM
226	Expand transit and option	Increase access to transit, perhaps in contributing to a Marta stop in Fairburn.	3/5/2018 8:13 PM
227	Other	Enforcement of traffic laws	3/5/2018 7:49 PM
228	Limit transit expansion	Not a change but keep mass transportation OUT of the county ie, MARTA	3/5/2018 6:33 PM
229	Improve access management	Specific Roadway Projects Synchronize Traffic Lights Better flow of lights for cars traveling to I-85 down Highway 74. Make a fast moving (no speed humps) bypass away from the commerical part of Peachtree city.	3/5/2018 5:09 PM
230	Expand the multi-use path	Additional Cart Paths.	3/5/2018 4:11 PM
231	Specific Roadway Projects	Synchronize Traffic Lights Work with whatever entities necessary to fix the I-85 interchange. Improve the timing of traffic signals on SR 74 and SR 74 and SR 85.	3/5/2018 4:01 PM
232	Expand transit and option	public bus system	3/5/2018 3:50 PM
233	Expand the multi-use path	Add golf cart lane	3/5/2018 2:34 PM
234	Expand transit and option	More mass transit	3/5/2018 1:48 PM
235	Specific Roadway Projects	Bypass for Coweta County Res	3/5/2018 1:05 PM
236	Bike and Ped improvement	Roadway maintenance Specific Roadway Projects Most important is fixing hwy 54 & 74. Also adding bike lanes	3/5/2018 3:17 AM
237	Expand the multi-use path	More cart paths less car traffic	3/4/2018 7:49 PM
238	Add roundabouts	A traffic circle at Redwine Road and Bernhard/S. Peachtree Pkwy would improve traffic flow especially at school commute times. There seems to be unused land in the area to allow this.	3/4/2018 5:40 PM
239	Other	Fayette County is NOT the only county in the U.S. with transportation issues. I would urge officials to seek out counties across the country with similar demographics and capture any key learnings they might provide as to how they have dealt with their transportation issues.	3/3/2018 3:06 PM
240	Bike and Ped improvement	Expand greenspace Expand senior services tr Am aging, need non driving transportation alternative Also, so could bike and walk more A beside, more public areas such as parks	3/2/2018 7:04 AM
241	Bike and Ped improvement	Limit Development Stop building on top of each other. Limit big box retail. Bike lanes and side walks. Not imp't to blow leaves and pinestraw off streets and paths.	3/1/2018 10:36 PM
242	Expand transit and option	Public transportation system	3/1/2018 9:36 PM
243	Synchronize Traffic Lights	More Street Lights	3/1/2018 8:13 PM
244	Expand transit and option	Environmentally friendly public transportation is a priority!	3/1/2018 8:05 PM
245	New roadway connections	Definitely more bypass roads. Most cities have ways of going around the mainstreet of the city. You really can't get to Newnan without going straight through Peachtree City. It's really ridiculous. The amount of traffic grows each year and will continue to do so until it will be one big bumper to bumper traffic jam all the way through and property values will probably go way down.	3/1/2018 7:59 PM
246	Expand senior services tr	Provide travel options for the elderly	3/1/2018 6:33 PM
247	Expand transit and option	Bus within county at least	3/1/2018 5:54 PM
248	Expand transit and option	Reimagine 54 74 intersection, shuttle services	3/1/2018 5:21 PM
249	Bike and Ped improvement	Calm traffic in neighborh Stop cut through traffic in subdivisions and add sidewalks where they don't already exist.	3/1/2018 2:01 PM
250	Improve access management	Bypass options for the 54/74 intersection, the shopping centers should be connected to allow those coming from north 74 to enter without using the intersection	3/1/2018 1:37 PM
251	Other	We are not a tourist destination....stop trying to make us one.	3/1/2018 1:08 PM
252	Expand transit and option	Commuter train to ATL.	3/1/2018 1:00 PM

253	Expand transit and option	Connectivity to rail line	3/1/2018 12:10 PM
254	Add roundabouts Adding turn lanes	consider more roundabouts to keep flow of traffic moving add lanes for right hand turns	3/1/2018 10:49 AM
255	Roadway Widening	more lanes traveling south on Hwy 92 and Hwy 85	3/1/2018 10:25 AM
256	Add roundabouts	Roundabouts at intersection instead of 4 way stops.	3/1/2018 10:17 AM
257	Expand transit and option	Allow public transportation connections to the county.	3/1/2018 8:42 AM
258	Other	Make mirrored changes in all areas.	3/1/2018 6:30 AM
259	Expand ridesharing oport Expand transit and option	Support public transportation such as buses, light rail, mini-buses/vans	3/1/2018 5:27 AM
260	Bike and Ped improvement Expand the multi-use path	Bike friendly lanes and cart paths.	2/28/2018 10:39 PM
261	Add roundabouts Expand ridesharing oport Expand transit and option Improve access management	More UBER, more shuttles to airport and downtown, try to get backward thinking legislature to fund train opportunities such as ATL-MCN, ATL-CHA, ATL-AHN. Work with state and Fulton County to improve entrance to I-85 from Highway 74. Double diamond or something. Do something to reduce the number of cars turning right off of Hwy 74 onto Hwy 54 in Peachtree City. The number of cars entering the highway combined with the multitude of misplaced and mistimed traffic lights creates a gridlocked mess.	2/28/2018 9:37 PM
262	Other	safety first	2/28/2018 7:07 PM
263	Limit transit expansion Roadway maintenance	Improve existing roads. Please do not add MARTA or public transportation.	2/28/2018 5:34 PM
264	Adding turn lanes Specific Roadway Projects	left and right turn lanes where needed such as left turn lane Lees Mill to SR 92 NB. Make SR 85 one way SB from SR 314 to Ramah Rd and Jeff Davis one way NB from Ramah Rd to SR 314	2/28/2018 2:13 PM
265	Limit transit expansion	KEEP OUT MARTA. NO GRTA BUSES.	2/28/2018 1:30 PM
266	New roadway connections Specific Roadway Projects	make bypass from newnan to pinewood studios	2/28/2018 12:14 PM
267	Expand the multi-use path New roadway connections	Road connections and muti use paths	2/27/2018 11:16 PM
268	Limit Development Specific Roadway Projects	Finish the West ByPass and make Pinewood Studios and Pinewood Forrest construction use it instead of tearing up Sandy Creek Road. It will also alleviate commuter traffic on Sandy Creek Road. Get Fairburn to STOP DEVELOPING ALONG SR 74! More development = more traffic lights along 74, continually resulting in congestion, frustration, and accidents!	2/27/2018 11:10 PM
269	Bike and Ped improvement Roadway maintenance	Just fix 74 & 54 and repave many miles of the cart path	2/27/2018 9:58 PM
270	Add roundabouts Roadway Widening	finish current projects south east west bypasses, 92 roundabout, widen highways to keep traffic moving and off the rural streets	2/27/2018 3:22 PM
271	Expand the multi-use path	More cart paths	2/27/2018 3:15 PM
272	Other	Have half the people move out	2/27/2018 2:37 PM
273	Expand the multi-use path	Expand the path system	2/27/2018 2:32 PM
274	Bike and Ped improvement Expand the multi-use path	Add cart lanes, add more sidewalks in rural areas.	2/27/2018 1:47 PM
275	Expand transit and option	Add Free or low cost shuttle bus service to shopping areas, county offices, hospitals	2/27/2018 12:30 PM
276	Other	see above	2/27/2018 11:31 AM
277	Other	Overall no big issues	2/27/2018 10:38 AM
278	Bike and Ped improvement Expand ridesharing oport Expand the multi-use path Expand transit and option New roadway connections Roadway maintenance Roadway Widening Synchronize Traffic Lights	Improve all roads,put stripping/reflectors on Road for better visibility at night. Synchronize tragic lights, Widen major, high traffic roads. Walking and Golf Cart path will help with transportation plus golf carts could generate a small revenue for the city/County. Building Connectors to connect to other State Roads and/or cities or park and cot could provide transportation for those who work in Fayette. Also encourage Car pool or van share.	2/27/2018 10:20 AM
279	New roadway connections	Other than easier access to Interstate, nothing.	2/27/2018 10:12 AM
280	Synchronize Traffic Lights	fix the lights and intersections along 54. and there are to many lights on 85.	2/27/2018 9:36 AM
281	Bike and Ped improvement Synchronize Traffic Lights	Addition of Bike lanes (mostly outside of the City limits) and "Intelligent" traffic signals (rather than traditional timers)	2/27/2018 9:11 AM
282	Expand ridesharing oport	add intra-county bus system	2/27/2018 8:43 AM
283	Adding turn lanes Expand the multi-use path Roadway maintenance Synchronize Traffic Lights	Upkeep on what we currently have. Golf Cart paths from PTC through to Whitewater High School. Turn only lanes. Emergency vehicles awareness. 4-way stop education. Synchronized lights. Earlier and bigger signs to prepare for directions, detours, etc.	2/27/2018 1:11 AM
284	Expand transit and option	Mass transit into Atlanta	2/27/2018 1:10 AM
285	Safety	First enforce the current speed limits and stop the dangerous habitual running of traffic lights in Fayetteville/Peachtree City	2/27/2018 1:01 AM
286	Expand transit and option	We NEED a better public transit option! For families that have to share a car or have a car that is in the shop, there is no way to get around Fayetteville. You have to rely on other people because there isn't any public transit.	2/26/2018 11:15 PM
287	Synchronize Traffic Lights	Sync lights in Fayetteville Sq	2/26/2018 11:10 PM
288	Synchronize Traffic Lights	Don't add anymore red lights. Re-set the timing on some of these lights on 74N at 6am... no need to sit there with no cars passing thru. Make the red arrows a yellow flashing light after a cycle. All that does is back traffic up with a solid red arrow when cars could safely pass thru but cant.	2/26/2018 10:58 PM
289	Expand senior services tr	Offer more transportation options for the elderly and handicapped--it allows them more independence and less burden of care on family/friends.	2/26/2018 10:42 PM

290	Roadway Widening	More lanes	2/26/2018 10:39 PM
291	Roadway Widening	Specific Roadway Projects Widen Hwy. 85 south. Widen Hwy. 92 south only if a traffic light is put at the Kingswood - Chanticleer intersection with Hwy. 92. We have an extremely hard time turning left onto Hwy. 92 during high traffic times.	2/26/2018 10:12 PM
292	Improve access management	Improve entrance and exits from Kroger shopping off crosstown. It is very dangerous exiting toward peachtree parkway.	2/26/2018 9:53 PM
293	Other	Better high traffic flow control	2/26/2018 8:58 PM
294	Improve access management	Remove all of the "Yield" signs at random right turns into shopping centers, and change all the "Yield" signs at traffic signals to read "Yield on Red." The "Yield" signs go against the universal traffic law of "left turn always yields, unless there is a dedicated green arrow," and impedes the flow of traffic, causing confusion and accidents because it is counterintuitive to yield when turning right on a green light. This would cut down on accidents tremendously.	2/26/2018 8:25 PM
295	Expand the multi-use path	Increase golf path network in the county and Fayetteville	2/26/2018 8:20 PM
296	Expand the multi-use path	More/connected multi use paths	2/26/2018 7:26 PM
297	Roadway Widening	Widen Hwy 85 South of Fayetteville to Whitewater High School. 45 speed limit on 92 S from Harps Rd to City of Fayetteville. Too, residential in that area.	2/26/2018 7:14 PM
298	Expand ridesharing opport	Expand transit and option We need fast, easy access to MARTA. There's no need for local bus transportation, but a direct rail connection to MARTA would save hours a week in travel and easy for pilots/airline employees to access airport. More Uber/ Lyft options would help, too.	2/26/2018 7:07 PM
299	Limit transit expansion	Maintain the current system	2/26/2018 6:46 PM
300	Expand transit and option	Improved Mass transit	2/26/2018 6:44 PM
301	Bike and Ped improvement	Sidewalks for pedestrians	2/26/2018 6:42 PM
302	Other	Make it harder for other countries to drive through.	2/26/2018 6:35 PM
303	Bike and Ped improvement	Expand the multi-use path Alternatives to using cars.	2/26/2018 6:20 PM
304	Bike and Ped improvement	Develop downtown Fayetteville to facilitate live walk destinations	2/26/2018 6:14 PM
305	Other	Get the bikes off the road.	2/26/2018 6:12 PM
306	Expand the multi-use path	County Wide Path System.	2/26/2018 6:04 PM
307	Other	50 year road plan.....identify ring road and corridor needs now.	2/26/2018 6:00 PM
308	Other	50 year road plan.....identify ring road and corridor needs now.	2/26/2018 6:00 PM
309	Roadway Widening	Get 85 widened south of fayetteville	2/26/2018 5:58 PM
310	Limit Development	Mindful of increasing homes which means more cars on our roads.	2/26/2018 5:50 PM
311	Synchronize Traffic Lights	synchronize traffic signals	2/26/2018 5:49 PM
312	Expand the multi-use path	Limit Development More multi use paths. Stop approving development projects in the downtown Fayetteville area, no more hotel/motels. Where we these customers part, what plan is in place for the new project next to Dunkin Donuts, was a traffic study completed?	2/26/2018 5:34 PM
313	Bike and Ped improvement	Sidewalks that actually connect and lead somewhere.	2/26/2018 5:25 PM
314	Add roundabouts	Other Some sort of signal at the corner of Hampton Road and Highway 92 or some sort of traffic circle	2/26/2018 5:23 PM
315	Expand transit and option	more public transportation options like the Xpress, or something to get us to the train station at the airport.	2/26/2018 5:08 PM
316	Add roundabouts	More roundabouts.	2/26/2018 4:53 PM
317	Roadway maintenance	get the state to repave Hwy 54, it's awful.	2/26/2018 2:35 PM
318	Other	na	2/26/2018 2:17 PM
319	Bike and Ped improvement	More sidewalks and bike lanes. These features also help to build a healthier community. Right now, you see people walking and riding their bikes along 314, and it is so dangerous. I would love to ride my bike, but I have no where to ride it or park it safely.	2/26/2018 1:25 PM
320	Expand transit and option	No Marta..... let Marta come to a central location to pick folks up. A "ride lot" near the interstate on the county line. Built a car lot for those that want to Marta in. No MARTAnot into our cities.	2/26/2018 12:15 PM
321	Add roundabouts	Synchronize Traffic Lights More roundabouts to replace ubiquitous four-way stops = Safety, keep traffic moving. Traffic light sensors	2/25/2018 2:56 AM
322	Synchronize Traffic Lights	Lights within close proximity of each other should be in sync.	2/24/2018 11:05 PM
323	Other	I would like to see a clear 55 mph way to get to an interstate. All the stop lights make it hard to get any where quickly. Roads such as 74/85 become super congested with all the stop lights.	2/24/2018 7:56 PM
324	Limit Development	Less Development	2/24/2018 6:56 PM
325	Expand the multi-use path	More extensive path system	2/24/2018 5:20 PM
326	Limit Development	Stop approving more businesses. It has only made our roads more congested, our property taxes higher, and our wildlife without natural habitats.	2/24/2018 4:15 PM
327	Synchronize Traffic Lights	Definitely synchronize traffic signals to keep traffic moving--not to keep it stopped.	2/24/2018 4:14 PM
328	Expand the multi-use path	Connect South Tyrone to Peachtree City by Multi-use path.	2/24/2018 1:32 PM
329	Limit Development	Stop rezoning from A/R or to smaller lots for more density	2/23/2018 9:50 PM
330	Safety	Enforce Lane Discipline as drivers in other parts of the country exhibit.	2/23/2018 8:12 PM
331	Limit transit expansion	Avoid public transportation	2/23/2018 6:38 PM
332	Limit trucks to designate	Find a solution for the quarry trucks that come down 74 to Dogwood Trail to Senoia Rd in Tyrone. There also needs to be a way to slow the big quarry trucks coming from Senoia to Dogwood Trail. Way to fast and i know they are leaving with a flu heavy load from the quarry	2/23/2018 5:35 PM

333	Bike and Ped improvement	Prove safer bike lanes for all ages.	2/23/2018 1:05 PM
334	Expand transit and option	Mass transit to airport and downtown Atlanta.	2/23/2018 12:34 PM
335	Roadway Widening	multinlanes on 85 and 92 south	2/22/2018 9:56 PM
336	Roadway Widening	multinlanes on 85 and 92 south	2/22/2018 9:55 PM
337	Bike and Ped improvement	Bike lanes and side walk. Fayetteville is not cyclists friendly.	2/22/2018 9:11 PM
338	Improve access management	Need a traffic engineering department to manage operations - signals and implement ITS elements. Relying on GDOT doesn't provide the local control to manage the system "you" see and experience daily. Implement a corridor focused traffic impact analysis for sizeable new development, not just at the driveway/intersection Take PTC elected officials out of decisions concerning SR 54 west and base decisions upon traffic engineering criteria for traffic flow, not land access - get back to FHWA's roadway classification for the purpose of state highways.	2/22/2018 9:08 PM
339	Limit Development	Limit truck traffic on 74 in city limits of Peachtree City by requiring to stay on I85	2/22/2018 9:03 PM
340	Bike and Ped improvement	Expand the multi-use path Add golf cart paths and sidewalks and bike lanes in Fayetteville and bike planes in ptc	2/22/2018 6:30 PM
341	Expand transit and option	Introduce Mass Transit.	2/22/2018 6:24 PM
342	Expand the multi-use path	Expand transit and option Like the idea of rail systems but not metro buses and multipurpose paths	2/22/2018 2:01 PM
343	Expand transit and option	Extension of multi-use paths in Tyrone with better connection to PTC and Jenkins Road where all schools are located and the soon to be Pinewood Studio Part II	2/22/2018 11:17 AM
344	Calm traffic in neighborh	New roadway connections Build overpass for 74/54 Eliminate Coweta County cut-through traffic in Planterra	2/21/2018 11:50 PM
345	Expand transit and option	Need some type of public transportation	2/21/2018 9:39 PM
346	Synchronize Traffic Lights	Time traffic lights better.	2/21/2018 7:08 PM
347	Roadway maintenance	better operation of existing roads - hwy 54 & 74	2/21/2018 2:38 PM
348	Other	None	2/21/2018 2:16 PM
349	Expand the multi-use path	Connected path network, safety lights, school crossing in AM	2/21/2018 1:49 PM
350	Other	More pro-active improvements and continuous improvement mentality/plan/execution	2/21/2018 1:35 PM
351	Other	better planning on growth areas and road infrastructure.	2/21/2018 1:29 PM
352	Expand the multi-use path	More golf cart paths.	2/21/2018 12:19 PM
353	Other	Better "smart" signal light functionality. Better street arrow markings. To many drivers, a left turn arrow means to go straight.	2/21/2018 11:54 AM
354	Add roundabouts	Build more round abouts.	2/21/2018 8:27 AM
355	Expand the multi-use path	Fayetteville needs golf cart paths	2/21/2018 12:40 AM
356	Expand transit and option	Some type of public Transportation to connect other communities	2/21/2018 12:14 AM
357	Roadway maintenance	Better path maintenance	2/20/2018 4:37 PM
358	Bike and Ped improvement	Expand the multi-use path More sidewalks, bike path, and golf cart accessibility.	2/20/2018 4:26 PM
359	Other	Reduction of traffic congestion	2/20/2018 4:24 PM
360	Adding turn lanes	Improve access management Increase access and turning lanes at major intersections and other areas.	2/20/2018 4:10 PM
361	New roadway connections	More east-west connectivity to Coweta (to reduce the demand on Highway 54)	2/20/2018 3:44 PM
362	Other	Nothing at the moment.	2/20/2018 1:15 PM
363	New roadway connections	More bypass options to get from Fayette to Coweta County.	2/20/2018 12:43 PM
364	Other	Encourage businesses to hire locale so we would have less traffic passing thru PTC	2/20/2018 11:45 AM
365	Other	already mentioned	2/20/2018 11:45 AM
366	Limit trucks to designate	Develop more ways to access I-85 for cars and get some of the trucks off the 85/74 interchange. Build a truck exit just north and south of 85/74. Then make the flow onto 85 more smooth.	2/20/2018 11:34 AM
367	Add roundabouts	Expand the multi-use path Specific Roadway Projects Adding a roundabout at Antioch & Goza and expanding the multi-use paths.	2/20/2018 11:15 AM
368	Other	Public education	2/20/2018 11:11 AM
369	Synchronize Traffic Lights	Time the traffic lights	2/20/2018 11:02 AM
370	Expand the multi-use path	Create more multi-use paths & encourage bikes to use them instead of the roads.	2/20/2018 10:41 AM
371	Specific Roadway Projects	McDuff & Hwy 54, immediate left turn signal	2/20/2018 10:33 AM
372	Calm traffic in neighborh	SPEED bumps need to be set up in neighborhoods especially in where drivers cut-through. Like Brandon Mill Subdivision between White Road and New Hope Road.	2/20/2018 10:14 AM
373	Roadway maintenance	Specific Roadway Projects Pave 54 !	2/20/2018 10:13 AM
374	Adding turn lanes	Specific Roadway Projects Turn lanes on GA 85 into Brooks area	2/20/2018 10:12 AM
375	Roadway maintenance	repave hwy 54	2/20/2018 9:39 AM
376	New roadway connections	I believe the 54/74 interchange redesign will help, but a by-pass around PTC for east/westbound commuters is necessary to accommodate the growth of our counties.	2/20/2018 9:29 AM
377	Roadway maintenance	Keep the roads in good shape and cut back any vegetation that is an obstruction	2/20/2018 9:13 AM
378	Add roundabouts	Implement more traffic circles	2/20/2018 9:13 AM

379	Specific Roadway Projects	Synchronize Traffic Lights	Timing of light at 54 east at Regions Bank	2/20/2018 9:06 AM
380	Improve access management	Coordinate with Fulton County a better way to access interstate 85		2/20/2018 9:02 AM
381	Add roundabouts	Expand transit and option	Rail service downtown, more roundabouts	2/20/2018 8:30 AM
382	Roadway maintenance	Quicker repair on potholes		2/20/2018 8:25 AM
383	Expand the multi-use path	I think focusing on Fayette county residence and how they move around their communities would have a great impact on overall traffic. With the unique opportunity of the path system, we have the ability to move our neighbors to and from school/ work / actives and shopping without ever traveling on the state or local roads.		2/19/2018 3:07 PM
384	Synchronize Traffic Lights	Add a traffic signal to Westbridge Road at Hwy 92.		2/19/2018 2:38 PM
385	Expand transit and option	We need access to public transportation such as a train. This would help existing residents with their commutes to jobs in Atlanta and also bring potential employees to companies in Fayette county.		2/19/2018 12:54 PM
386	Adding turn lanes	Synchronize Traffic Lights	Synchronize traffic signals and build turn lanes where needed.	2/18/2018 9:46 PM
387	Specific Roadway Projects	4 lane Hwy 92 to Griffin		2/18/2018 4:45 PM
388	Other	Major intersections cited above are crucial. 74N out of Fayette and transition to Interstate are getting worse and worse.		2/17/2018 4:56 PM
389	Expand the multi-use path	Along Dividend drive: path network does NOT serve new Major Recreational area for Macintosh Lake, Hwy 74 Soccer Fields, Planterra Golf course, Home Plate Baseball, etc. Paths to: Redwine Road neighborhoods that feed Starr's Mill, Bernhard Road neighborhoods that feed Starr's Mill		2/16/2018 6:55 PM
390	Other	Reduce the number of traffic lights and stop allowing development curb cuts!!!		2/14/2018 2:27 PM
391	Calm traffic in neighborh	Expand the multi-use path	Synchronize Traffic Lights	Traffic lights are not timed right at many lights. More golf cart paths connecting to keep non residents out of private neighborhoods which may lesson vandalism.
392	Roadway Widening	Add safe shoulders to rural roads		2/14/2018 9:52 AM
393	Adding turn lanes	Need to have proper turnoff lanes into subdivisions. There are several subdivisions on Redwine near Fayetteville that do not have long enough turn lanes. Many times, drivers stay out in the road to make the turn because the turn lane is not long enough.		2/13/2018 10:49 PM
394	Calm traffic in neighborh	keep bulk of traffic on state Highways discourage Thru traffic on county Residential streets		2/13/2018 5:49 PM
395	Safety	Golf cart speeds . The elevated speeds on newer models shouldn't afford them to be on cart paths with pedestrians and bikers. If they want to travel 30 to 35 miles and hour they should be on the road or go by car.		2/10/2018 4:36 PM
396	Expand the multi-use path	increase path network		2/8/2018 1:35 PM
397	New roadway connections	Specific Roadway Projects	Improve 54 & 74 intersection. Build road that connects Dividend Drive to Hwy 54 on west side of Lake McIntosh	2/8/2018 12:22 PM
398	Specific Roadway Projects	alleviate congestion at 54/74. Not sure how although perhaps creating more exits off of interstate 85 would encourage Coweta people to get to the interstate a different way that using 74		2/8/2018 9:43 AM
399	Expand the multi-use path	Expand transit and option	Fayette County needs a public transportation system and expand the cart path system.	2/7/2018 10:03 PM
400	Expand the multi-use path	Specific Roadway Projects	Add a new path from Highgrove and Whitewater to PTC	2/6/2018 10:12 PM
401	Other	.		2/5/2018 9:01 PM
402	Add roundabouts	Adding turn lanes	Synchronize Traffic Lights	More round-abouts, more traffic signals, more turn lanes.
403	Expand transit and option	Roadway Widening	More lanes added to 54/74 intersection, Peachtree City ride and go bus system. Available to residents only (using a bus pass), frequent stops throughout the city reducing traffic congestion.	2/4/2018 6:41 AM
404	Roadway Widening	Specific Roadway Projects	eliminate the current problem areas, 54/74 first. Figure that out, add lanes, and back roads, etc	2/4/2018 5:19 AM
405	Expand transit and option	Specific Roadway Projects	Fix 74/54, add cart paths appropriately	2/3/2018 9:56 PM
406	Specific Roadway Projects	Help the 74/54 intersection.		2/3/2018 2:52 PM
407	Specific Roadway Projects	Improve major intersections like 54 & 74		2/3/2018 10:49 AM
408	Bike and Ped improvement	Bike lanes on roads		2/3/2018 8:41 AM
409	Calm traffic in neighborh	Expand the multi-use path	Make the non PTC resident pay fee to use our path system seen as Timberlake is threatening to lock access. Or have PTC ANNEX their community and make them pay same taxes we pay !!!	2/2/2018 10:08 PM
410	Expand the multi-use path	More cart paths		2/2/2018 8:35 PM
411	New roadway connections	More road connectivity to the interstate and between counties.		2/2/2018 7:15 PM
412	Expand the multi-use path	Expand the path network		2/2/2018 4:23 PM
413	Calm traffic in neighborh	Expand the multi-use path	Specific Roadway Projects	Fix 54/74 in PTC. Add a cart path from Redwine up Peachtree Parkway to the PTC path system to avoid other neighborhoods flooding through Timberlake.
414	Add roundabouts	Add roundabouts along all Peachtree Parkway and other major road intersections instead of 4 way stops. Much safer and improves traffic flow!!!!		2/2/2018 7:09 AM
415	Expand ridesharing opport	Synchronize Traffic Lights	More Uber and Lyft. Fix the main intersections during peak hours. The lights are too quick for turning lanes.	2/1/2018 4:49 PM
416	Limit Development	More policing of the secondary streets to catch speeders, i.e., Peachtree Parkway and Redwine Road. Cut down on housing and commercial development.		2/1/2018 2:49 PM
417	Expand the multi-use path	More multi-use paths to reduce need for automobile travel		2/1/2018 2:47 PM
418	Limit Development	Stop building in already crowded areas like around WalMart & Home Depot.		2/1/2018 2:10 PM

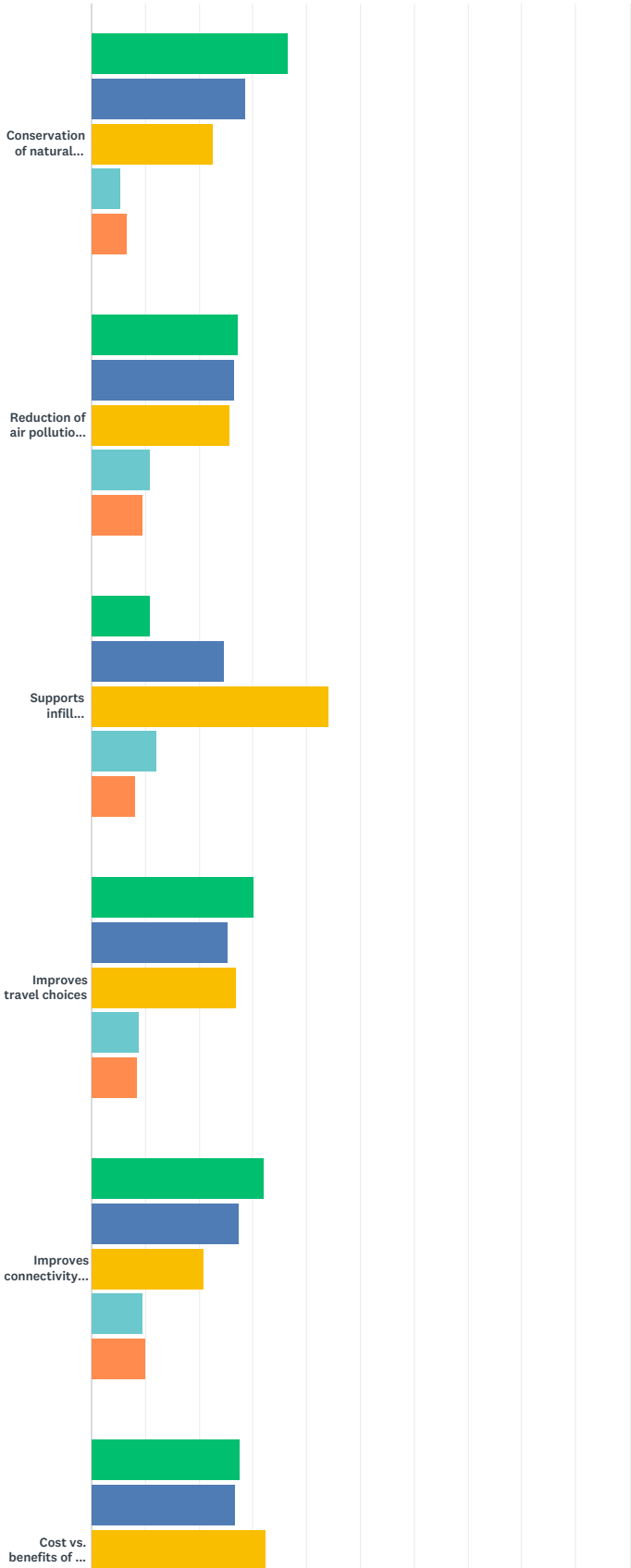
419	Safety	Find some way to get drivers to get off their phones while driving both kids and adults	2/1/2018 1:27 PM
420	Bike and Ped improvement	Bike lanes would be great too.	2/1/2018 10:07 AM
421	Specific Roadway Projects	Improve hwy 54 / hwy 74 intersection and the stretch from Westpark Walk to McDuff	2/1/2018 10:01 AM
422	Expand the multi-use path	Specific Roadway Projects Peachtree Parkway need to extend the Golf Cart Trail to Redwine Rd.	2/1/2018 9:56 AM
423	Expand transit and option	ideally, would have access to Metra rail to reduce congestion	2/1/2018 9:40 AM
424	Bike and Ped improvement	Expand the multi-use path Limit transit expansion DO NOT ADD BUSES AND TRAINS!!!! Focus resources on ways people can move around recreationally.	2/1/2018 9:35 AM
425	Specific Roadway Projects	Fix the intersection of 54 and 74.	2/1/2018 8:50 AM
426	Other	I think you guys are doing a great job! Thank you!	2/1/2018 8:08 AM
427	New roadway connections	go around timberlakes or provide funds & legal to secure rights to use,	1/31/2018 11:59 PM
428	Specific Roadway Projects	Ease congestion along 54 at intersection of 74 and 54/mcduff	1/31/2018 11:55 PM
429	Add roundabouts	More roundabouts and fewer 4 way stops	1/31/2018 11:49 PM
430	Add roundabouts	Improve access management Specific Roadway Projects More roundabouts on secondary roads. The intersection of 54 & 74 is insane. Exiting the shopping center with Walmart and Home Depot in PTC is also not working at all.	1/31/2018 11:31 PM
431	Add roundabouts	More traffic circles; fewer 4-way stops.	1/31/2018 11:09 PM
432	Synchronize Traffic Lights	Better synchronization of traffic signals	1/31/2018 10:15 PM
433	Expand the multi-use path	Specific Roadway Projects add a public golf cart path from Redwine down Peachtree Parkway to connect to Braelinn school, etc	1/31/2018 10:13 PM
434	Synchronize Traffic Lights	Traffic light at Peachtree Parkway and Redwine	1/31/2018 10:06 PM
435	Expand the multi-use path	Specific Roadway Projects add path on Redwine road and Peachtree parkway	1/31/2018 9:54 PM
436	Add roundabouts	Expand the multi-use path More cart paths, more roundabouts where appropriate, changing the traffic signals in and around PTC so that left hand turns can be made on yellow flashing arrows (similar to the ones in Fayetteville).	1/31/2018 9:16 PM
437	Specific Roadway Projects	A median/divider on 85 extending from the 85/74 intersection up to where 85 meets 92.	1/31/2018 9:14 PM
438	Bike and Ped improvement	Bike lanes Multi purpose paths Sidewalks	1/31/2018 8:06 PM
439	Specific Roadway Projects	Solution needed quickly to solve traffic congestion at hwy 74 and 54	1/31/2018 7:49 PM
440	Calm traffic in neighborh	Stop traffic cutting through Timberlake subdivision to get to Redwine Rd.	1/31/2018 7:46 PM
441	Expand the multi-use path	add more cart paths	1/31/2018 7:37 PM
442	Specific Roadway Projects	Sign on the paths.	1/31/2018 7:35 PM
443	Expand the multi-use path	Add a path as described above	1/31/2018 7:28 PM
444	New roadway connections	Specific Roadway Projects Need to fix the 74/54 intersection. I like the idea of a continuous flow intersection. Also, need a connection between HW54 To HW74 just South of the PTC airport. This would ease congestion in 74/54.	1/31/2018 4:38 PM
445	Expand the multi-use path	I think it would be great and in the interest of the county if all of the golf cart paths could connect from city to city.	1/30/2018 2:57 PM
446	New roadway connections	Specific Roadway Projects Build a flyover toll bridge at the intersection of Highway 54 and 74.	1/30/2018 1:25 PM
447	Bike and Ped improvement	Bike paths on roads out in the county. They are used often for biking but are very dangerous as the lanes are too, too narrow.	1/29/2018 7:56 PM
448	Specific Roadway Projects	Synchronize Traffic Lights Better synchronization and operation of traffic lights. For example , the light at Sumner Rd and 54 needs improvement.	1/29/2018 2:50 PM
449	Bike and Ped improvement	better/wider bike lanes on Hw. 74	1/29/2018 1:43 PM
450	Specific Roadway Projects	54/74	1/29/2018 10:38 AM
451	Bike and Ped improvement	More bike lanes!	1/29/2018 9:21 AM
452	Other	?	1/28/2018 10:05 PM
453	Limit Development	Growth at this point is exceeding the maintenance of our infrastructure. Uncontrolled growth in certain areas is decreasing home values making harder to pay for needed maintenance as well.	1/28/2018 9:39 PM
454	Bike and Ped improvement	Expand the multi-use path New roadway connections Route pass through traffic away from city, improve condition of cart paths and expand network to get anywhere quickly, add bicycle lanes	1/28/2018 9:28 PM
455	Expand the multi-use path	Build an interconnected neighborhood paths that connect subdivisions so that bikes, and golf carts can travel without getting on a main road.	1/28/2018 8:46 PM
456	Expand transit and option	Other Public Transport, less lights better access roads	1/28/2018 8:16 PM
457	Expand the multi-use path	County-wide cart path system	1/28/2018 7:39 PM
458	Synchronize Traffic Lights	Better traffic control at lights	1/28/2018 6:30 PM
459	Bike and Ped improvement	Expand the multi-use path Bike lanes on roads, please. I'd love to feel safer on my bike commutes and leisure rides. Also please upkeep and expand the golf cart paths. They are such a treasure to me and so many others and are what draw people here to live!	1/28/2018 2:41 PM
460	Safety	Rumble Strips in front of all 4 way stops especially on Peachtree Parkway. Also heavy ticketing of people staring at their phones while driving.	1/28/2018 2:25 PM
461	Expand the multi-use path	MORE cart paths	1/28/2018 1:32 PM
462	Expand transit and option	Improved public transit connection to ATL	1/28/2018 12:39 PM
463	Bike and Ped improvement	Expand the multi-use path More cart paths and bike lanes.	1/28/2018 12:08 PM

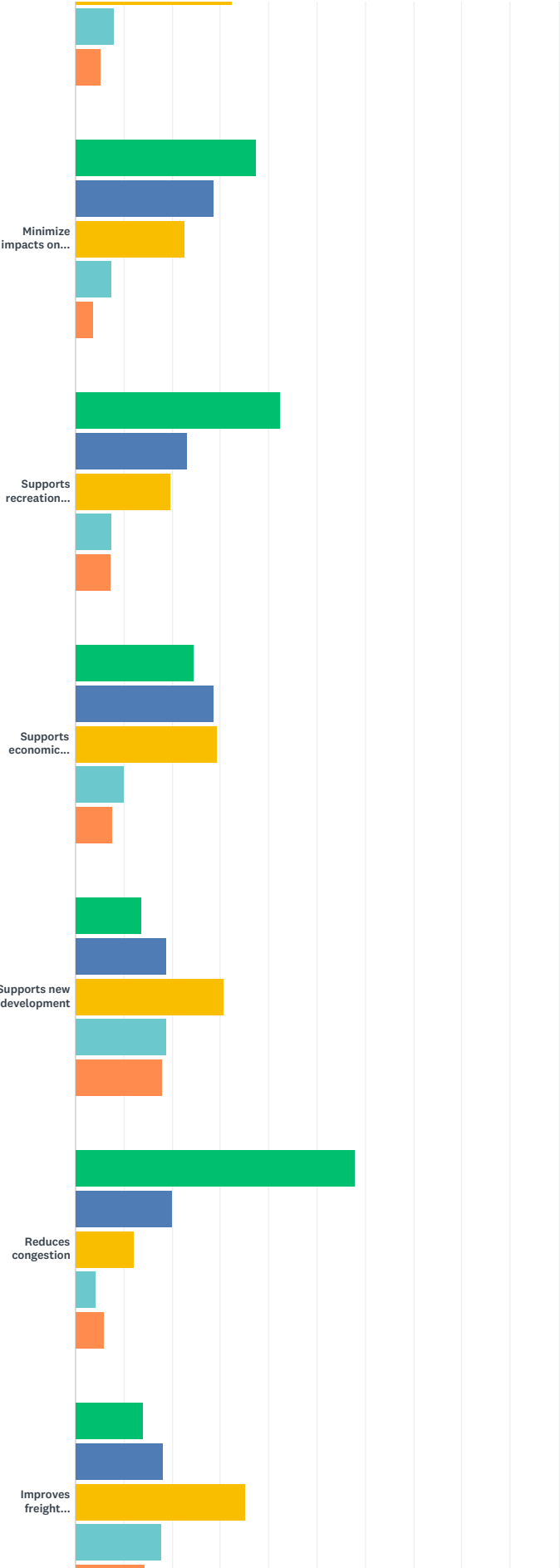
464	Specific Roadway Projects	54/74	1/28/2018 10:59 AM
465	New roadway connections	Figure out a way to connect to cowers other than 5	1/28/2018 10:43 AM
466	Expand the multi-use path Limit trucks to designate	Many more multi-use paths. I do not want bike lanes added to any roads. There is so much commercial truck traffic diverting to side roads/non state routes to mix with bikes. We need to create separate paths for multi-use.	1/28/2018 9:57 AM
467	Expand the multi-use path	Increase number of golf cart paths in Fayetteville bordering PTC (Redwine Rd).I. build bridge or crosswalk for golf carts to safely cross over Redwine OR just extend the path so it goes all the way to Whitewater from peachtree pkwy	1/28/2018 8:49 AM
468	Bike and Ped improvement Expand the multi-use path	More sidewalks, more cart paths, more roundabouts for improving traffic flow	1/28/2018 8:47 AM
469	Bike and Ped improvement	More bike lanes & signage, education of automobile drivers regarding - share the road	1/25/2018 3:30 PM
470	Bike and Ped improvement	Add bike lanes	1/25/2018 11:54 AM
471	Bike and Ped improvement	Bike	1/25/2018 10:15 AM
472	Other	All of the above approach for better planned transportation. Widening roads has been proven ineffective all over.	1/25/2018 8:31 AM
473	Add roundabouts	More roundabouts.	1/12/2018 11:37 PM
474	New roadway connections Specific Roadway Projects	Once again, I would like to have a by-pass connecting Fayetteville to Newnan that would circumvent the need to go on Highway 54 thru Peachtree City.	1/12/2018 7:55 PM
475	Safety	Safer intersection s	1/12/2018 1:05 PM
476	Bike and Ped improvement	More sidewalk	1/12/2018 10:52 AM
477	Bike and Ped improvement	We need more cycle friendly roads.	1/12/2018 8:13 AM
478	New roadway connections Synchronize Traffic Lights	timing of lights; implementation of by-passes around Fayetteville	1/12/2018 7:40 AM
479	Expand the multi-use path	CREATE GOLF CART PATHS FOR FAYETTEVILLE	1/11/2018 11:55 PM
480	Specific Roadway Projects	Decongestion of music 74/54	1/11/2018 11:16 PM
481	Bike and Ped improvement	Not everyone has/wants a golf cart and they are very unsafe. Bikes and walkers needs paths for the entire county, not just PTC.	1/11/2018 11:10 PM
482	Bike and Ped improvement Expand ridesharing opport Expand the multi-use path Expand transit and option Safety	Downtown Fayetteville is amazing but the high traffic, especially the frequent trucks, brings it down and as a pedestrian with three small children, crossing the street in that area for dinner can be nerve wracking. The Pavilion is not pedestrian or golf cart friendly and should be. The paths system should be expanded to more areas of Fayetteville. I avoid the 74/54 intersection at all cost. I would love to see better commuter option into the city, like Marta.	1/11/2018 11:05 PM
483	Other	See initial question is my response	1/11/2018 9:56 PM
484	Limit Development	Don't build all the houses/businesses until you build bigger roads!	1/11/2018 9:54 PM
485	Other Roadway Widening	Shoulders on road, get rid of yield signs at right turns	1/11/2018 9:52 PM
486	Bike and Ped improvement Expand the multi-use path	More dedicated bike lanes and paths. More jogging/walking paths (not for bikes or golf carts).	1/11/2018 8:50 PM
487	Specific Roadway Projects	There should ABSOLUTELY be a "merge" traffic light specifically for the right turn lane from 74 onto 54 at the main intersection. Because that lane can continuously move, the short distance from there to the next light in front of Smokey Bones is always full and unable to accommodate any traffic at legitimate green light opportunity.	1/11/2018 8:39 PM
488	Expand transit and option	Train or subway to Atl airport	1/11/2018 8:34 PM
489	Expand the multi-use path	Increase mileage of paths.....rework problem cart path intersections (specifically leaving willow rd tunner entering clover reach)	1/11/2018 7:38 PM
490	Limit Development Roadway Widening	It would be nice if we could stop building quite so much, but since it's coming, it would be nice to find a way to expand existing roads.	1/11/2018 7:34 PM
491	Expand transit and option	Public transportation needs to be available and accessible	1/11/2018 7:26 PM
492	Expand transit and option	Intra-county public transportation option (similar to Coweta County Transit)	1/2/2018 6:24 PM
493	Limit Development	Reduce small lot zoning, especially in the cities	12/28/2017 3:53 PM
494	Limit trucks to designate	With increased commerce need to get trucks through Fayette County safely and efficiently	12/27/2017 10:10 AM
495	Expand the multi-use path	More shared-use paths connecting south Fayette County to Peachtree City.	12/21/2017 1:59 PM
496	Specific Roadway Projects	Highway 54 banks crossing	12/20/2017 9:41 PM
497	Add roundabouts Limit Development	Instead of building further out invest in facilities we have now close to downtown. Facelift would encourage better quality Tennants. Like at the new round about accross from BP or blue roof complex with la hacienda. They are walking distance to downtown.	12/20/2017 8:31 PM
498	Other	See #14	12/20/2017 7:05 PM
499	Other	We need to be pro active across the board and address the congestion before it gets here. We need to be pro active also in regards to zoning in this way as well so we do not force a ton of new roads and erode the qol here.	12/20/2017 6:49 PM
500	Expand transit and option	Mass transit to ATL, specifically train.	12/20/2017 5:31 PM
501	Expand senior services tr	Transportation for Seniors.	12/19/2017 10:11 PM
502	Add roundabouts Bike and Ped improvement	More bike lanes and round abouts.	12/19/2017 10:50 AM
503	Limit transit expansion New roadway connections	First, no mass transit! ... Second, Fayette needs more direct access to the the airport and Atlanta with limited access highways. I don't think I can take the crazy drivers and jaywalkers on Old National Highway much longer. ... Finally, how hard is it to keep the weeds and trash off of Hwy 314 north of the Pavilion? That is a neglected section of road and really looks awful by not being properly cut and planted.	12/18/2017 9:48 PM

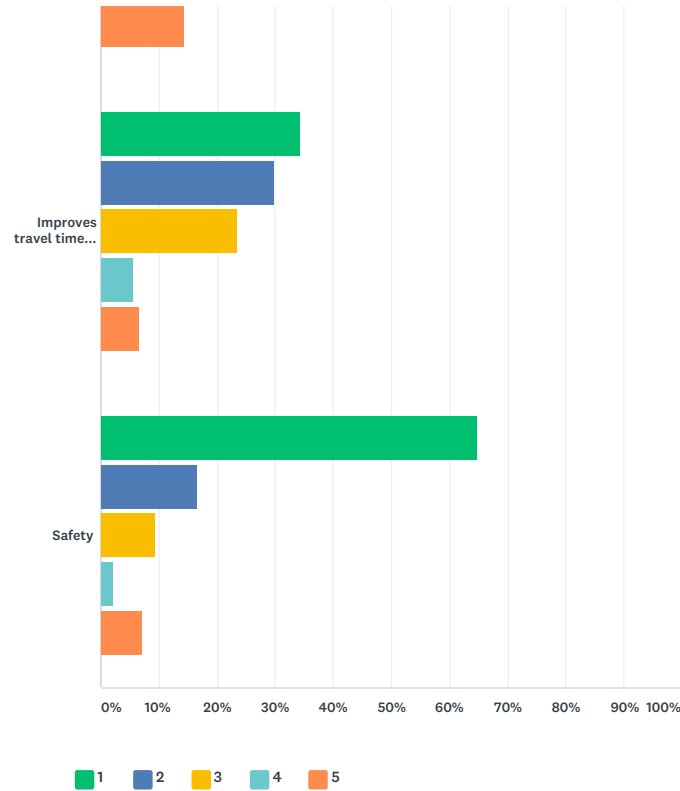
504	Add roundabouts Limit Development	Close down more railroad crossings in Tyrone, so that the trains do not wake us at night!!! More traffic circles, less stop signs. Stop building new shopping centers in Sharpsburg if the roads connecting to Peachtree City cannot handle the traffic!	12/18/2017 9:31 PM
505	Expand transit and option	a transit system in place	12/18/2017 1:58 PM
506	Limit trucks to designate	Less big rigs.	12/16/2017 7:28 AM
507	Bike and Ped improvement Roadway Widening	Wider roads for cycling safety,	12/15/2017 9:43 PM
508	Specific Roadway Projects	Fix 54/74	12/15/2017 9:11 PM
509	Specific Roadway Projects	The most important and critical factor is the Highway 54 Corridor from the Coweta County line through Fayetteville with the urgent need for a solution through Peachtree City.	12/15/2017 6:55 PM
510	Bike and Ped improvement Roadway Widening Synchronize Traffic Lights	Make sure the lights are timed correctly. Build wide shoulders or bike lanes on low traffic county roads	12/15/2017 5:11 PM
511	New roadway connections	More east/west connectivity with Coweta County	12/15/2017 3:10 PM
512	Bike and Ped improvement	More bike lanes!	12/15/2017 1:07 PM
513	Bike and Ped improvement Safety	MOVE FASTER TO INSTALL PEDESTRIAN SAFETY MECHANISMS. I AND COWORKERS HAVE ALMOST BEEN RUN OVER EVERY WEEK FOR OVER A YEAR TRYING TO CROSS THE ROAD ON SANDY CREEK. USUALLY WHEN THE POLICE OFFICER IS NOT THERE.	12/15/2017 12:50 PM
514	Specific Roadway Projects	fayette county public transportation loop between fayetteville woolsey peachtree city and tyrone Extra shoulder on country roads for improved safety and encouraged bicycle use Bike lane connecting 92 south bike lane to lake horton via Antioch road	12/15/2017 12:10 PM
515	Safety	OVERALL EDUCATION TO DRIVERS AND MULTIPATH USERS: DRIVERS of cars and golf carts should understand turn signals used by cyclists; golf cart users should understand that it is a multi-use path, not "golf cart" path - there are so many people who complain about walker/runners using earbuds when on the paths because they can't hear a golf cart coming by (very unacademic citation: PTC Facebook groups) and are afraid of losing precious seconds on their rides; more path etiquette in general; teenagers speeding on the path after school.	12/15/2017 11:50 AM
516	Expand transit and option	More public transportation within the county and from PTC/Tyrone area to ATL and the airport.	12/15/2017 9:57 AM
517	Expand transit and option	Marta!	12/15/2017 9:49 AM
518	Limit trucks to designate	Reroute large dumptrucks	12/14/2017 11:32 PM
519	Bike and Ped improvement Expand the multi-use path	More options for walking, bike riding and golf carts. I could easily retire one of my cars if there were suitable alternatives.	12/14/2017 9:28 PM
520	Expand transit and option	PUBLIC TRANSPORTATION	12/14/2017 7:17 PM
521	Expand transit and option	Develop safe, modern public transportation to points outside of PTC. Our young people are not moving back because there is no modern public transportation to Atlanta where they work.	12/14/2017 1:19 PM
522	Other	Intersection congestion control - but don't do band side approach since in long run that will cost more and construction impacts will be around longer	12/14/2017 11:10 AM
523	Add roundabouts	BUILD MORE ROUND-A-BOUTS	12/14/2017 11:01 AM
524	Add roundabouts	Build on the current idea to use round a bouts	12/14/2017 10:35 AM
525	Add roundabouts Roadway Widening Specific Roadway Projects	More lanes on Hwy 92 South all the way down to Spalding Co. line; More roundabouts at intersections such as Hwy 85 S at 85 Alt (Starrs Mill area); Roundabout at Hwy 92 South and Antioch Rd	12/14/2017 10:27 AM
526	Specific Roadway Projects Synchronize Traffic Lights	The traffic lights at each intersection in PTC that intersect with Hwy. 54 are extraordinarily long. For example, at Stevens Entry and Hwy. 54.	12/14/2017 10:14 AM
527	Add roundabouts Expand transit and option	Roundabouts and commute options to airport/downtown Atlanta	12/14/2017 10:02 AM
528	Add roundabouts Specific Roadway Projects	Looking forward to the roundabout at Antioch and Hwy 92.	12/14/2017 9:54 AM
529	Bike and Ped improvement	Find a way to keep bikes off the back roads. Provide bike lanes on these roads. The bikers ride in the middle of the roads and will not yield to cars	12/14/2017 9:30 AM
530	Bike and Ped improvement Expand the multi-use path	relieve congestions on major routes, build trail/paths/sidewalks for alternate transportation	12/11/2017 3:42 PM
531	Add roundabouts New roadway connections Specific Roadway Projects	Half Diamond interchange at SR 92 and I-85; more connecting roads between Fayette and Coweta	12/11/2017 12:33 PM
532	Bike and Ped improvement Expand the multi-use path	Road expenditures have long outweighed the necessary and required investment in pedestrian travel and safety. This must change. Fayette County and all cities should formally adopt GDOT Design Policy Manual Chapter 9 Complete Streets for all transportation projects. Invest in bicycle and pedestrian infrastructure, including bike routes, paths, and bike parking.	12/8/2017 9:43 PM
533	Expand transit and option	Commuter transportation	12/8/2017 10:45 AM
534	Expand ridesharing oport	Golf cart taxis. Expanded Uber and Lyft options	12/8/2017 10:34 AM
535	Expand transit and option	Bring an express bus down 85 & airport	12/8/2017 9:00 AM

Q17 Please rate the following items by their importance for consideration when SELECTING transportation projects. Rate each 1 to 5 where 1 is most important, 3 is average, and 5 is least important

Answered: 755 Skipped: 16



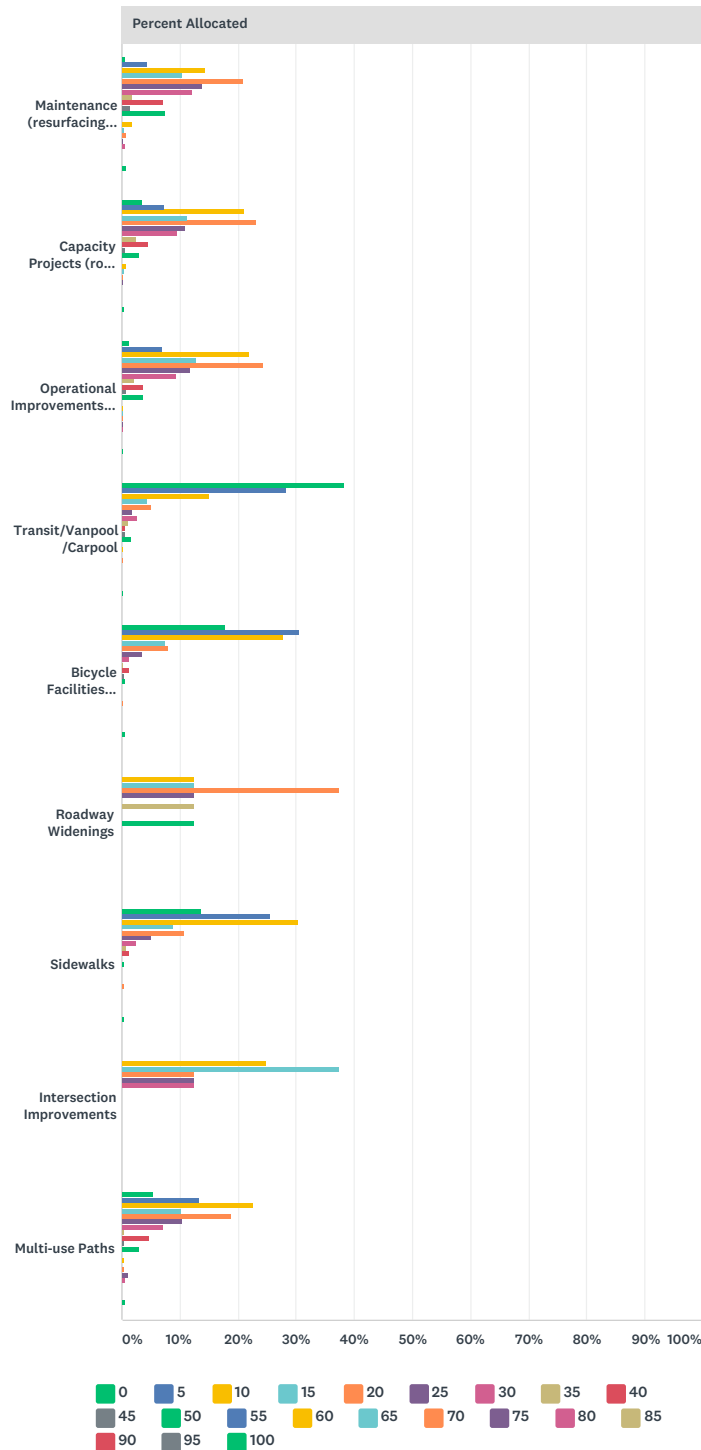




	1	2	3	4	5	TOTAL
Conservation of natural environment	36.59% 270	28.73% 212	22.63% 167	5.42% 40	6.64% 49	738
Reduction of air pollution (ozone, greenhouse gases, etc.)	27.30% 202	26.62% 197	25.68% 190	10.81% 80	9.59% 71	740
Supports infill development in existing corridors	10.79% 75	24.75% 172	44.17% 307	12.23% 85	8.06% 56	695
Improves travel choices	30.17% 219	25.34% 184	27.00% 196	8.82% 64	8.68% 63	726
Improves connectivity between different communities within the county	32.02% 235	27.38% 201	20.98% 154	9.67% 71	9.95% 73	734
Cost vs. benefits of the project (bang for the buck)	27.55% 200	26.72% 194	32.51% 236	7.99% 58	5.23% 38	726
Minimize impacts on existing neighborhoods	37.36% 275	28.67% 211	22.55% 166	7.61% 56	3.80% 28	736
Supports recreation options for paths, trails, and bike lanes	42.43% 311	23.19% 170	19.65% 144	7.50% 55	7.23% 53	733
Supports economic development through recreational use	24.44% 176	28.61% 206	29.31% 211	10.00% 72	7.64% 55	720
Supports new development	13.66% 99	18.76% 136	30.76% 223	18.76% 136	18.07% 131	725
Reduces congestion	57.85% 431	20.00% 149	12.08% 90	4.16% 31	5.91% 44	745
Improves freight movement	14.11% 101	18.30% 131	35.20% 252	17.88% 128	14.53% 104	716
Improves travel time reliability	34.25% 249	29.99% 218	23.38% 170	5.64% 41	6.74% 49	727
Safety	64.78% 480	16.60% 123	9.45% 70	2.02% 15	7.15% 53	741

Q18 How would you allocate available funds to transportation (total should add up to 100%)?

Answered: 704 Skipped: 67



Percent Allocated																
	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75
Maintenance (resurfacing, shoulder mowing)	0.61%	4.43%	14.35%	10.53%	20.92%	13.89%	12.06%	1.83%	7.18%	1.37%	7.48%	0.15%	1.98%	0.46%	0.00%	0.00%
	4	29	94	69	137	91	79	12	47	9	49	1	13	3	0	0
Capacity Projects (road widening, new roads)	3.56%	7.28%	21.20%	11.33%	23.30%	10.84%	9.71%	2.43%	4.69%	0.65%	2.91%	0.00%	0.81%	0.49%	0.00%	0.00%
	22	45	131	70	144	67	60	15	29	4	18	0	5	3	0	0

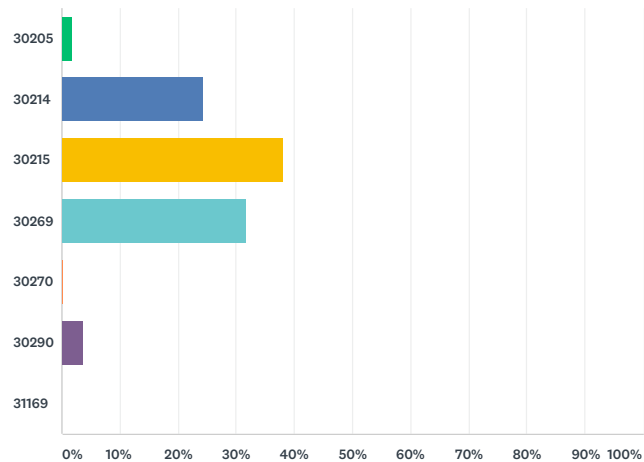
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Operational Improvements (intersections, signal timing, turn lanes)	1.22% 8	6.88% 45	21.87% 143	12.69% 83	24.31% 159	11.77% 77	9.48% 62	1.99% 13	3.67% 24	0.92% 6	3.67% 24	0.00% 0	0.31% 2	0.15% 1	C
Transit/Vanpool/Carpool	38.26% 202	28.22% 149	15.15% 80	4.36% 23	5.11% 27	1.89% 10	2.65% 14	0.95% 5	0.57% 3	0.57% 3	1.70% 9	0.00% 0	0.19% 1	0.00% 0	C
Bicycle Facilities (bike lanes, bike signs)	17.70% 100	30.62% 173	27.79% 157	7.61% 43	7.96% 45	3.54% 20	1.24% 7	0.18% 1	1.24% 7	0.35% 2	0.71% 4	0.18% 1	0.00% 0	0.00% 0	C
Roadway Widening	0.00% 0	0.00% 0	12.50% 1	12.50% 1	37.50% 3	12.50% 1	0.00% 0	12.50% 1	0.00% 0	0.00% 0	12.50% 1	0.00% 0	0.00% 0	0.00% 0	C
Sidewalks	13.56% 77	25.53% 145	30.28% 172	8.80% 50	10.74% 61	5.11% 29	2.46% 14	0.88% 5	1.23% 7	0.00% 0	0.35% 2	0.00% 0	0.00% 0	0.00% 0	C
Intersection Improvements	0.00% 0	0.00% 0	25.00% 2	37.50% 3	12.50% 1	12.50% 1	12.50% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	C
Multi-use Paths	5.38% 34	13.45% 85	22.63% 143	10.28% 65	18.83% 119	10.44% 66	7.12% 45	0.47% 3	4.75% 30	0.32% 2	3.01% 19	0.16% 1	0.32% 2	0.00% 0	C

Q19 What is the zip code where you live?

Answered: 721 Skipped: 50



ANSWER CHOICES	RESPONSES
30205	1.80% 13
30214	24.27% 175
30215	38.14% 275
30269	31.90% 230
30270	0.14% 1
30290	3.74% 27
31169	0.00% 0
TOTAL	721

#	OTHER (PLEASE SPECIFY)	DATE
1	30276	3/26/2018 2:09 PM
2	30276	3/22/2018 7:48 AM
3	30276	3/21/2018 8:33 PM
4	30215	3/21/2018 3:14 PM
5	30214	3/21/2018 1:10 PM
6	30265	3/19/2018 5:01 PM
7	30238	3/16/2018 6:07 PM
8	Nearer Tyrone than Fayetteville	3/16/2018 11:41 AM
9	30263	3/14/2018 2:55 PM
10	30269	3/14/2018 10:17 AM
11	30276 Fayette County but with a Senoia Zip Code	3/14/2018 7:39 AM
12	30276	3/12/2018 12:48 AM
13	30276	3/10/2018 10:08 AM
14	30276	3/10/2018 1:09 AM
15	30292	3/9/2018 4:51 PM
16	30276	3/9/2018 10:44 AM
17	30290	3/8/2018 11:07 AM
18	30276 Senoia in Fayette County	3/5/2018 5:09 PM
19	30276 only get my mail I'm fayette county	3/4/2018 7:49 PM
20	30276 (in Fayette County).	3/4/2018 5:40 PM
21	30214	2/28/2018 2:13 PM
22	30277	2/27/2018 7:05 AM
23	30224	2/26/2018 2:17 PM
24	leave the southeast section (south of Hilo, east of Hwy 85)	2/22/2018 9:56 PM
25	leave the southeast section (south of Hilo, east of Hwy 85)	2/22/2018 9:55 PM
26	30276	2/21/2018 2:38 PM
27	Something is just not right about this survey.	2/21/2018 11:54 AM
28	Stonehaven Dr/Woodcreek Subdivision	2/21/2018 9:43 AM
29	30269	2/20/2018 3:44 PM

30	30265	2/20/2018 12:43 PM
31	borders 30290	2/20/2018 11:45 AM
32	30276	2/6/2018 9:09 AM
33	30265	2/5/2018 4:05 PM
34	30215	2/1/2018 4:49 PM
35	30215	2/1/2018 9:35 AM
36	30269 - we own homes in each	1/31/2018 9:14 PM
37	30269	1/28/2018 11:35 PM
38	30290	1/28/2018 8:16 PM
39	30265	1/25/2018 5:17 PM
40	30263	1/25/2018 11:54 AM
41	30248	1/12/2018 9:11 PM
42	30238	1/12/2018 2:33 AM
43	But closest to 30205	1/11/2018 9:52 PM
44	30265	1/2/2018 6:24 PM
45	Lafayette Estates near Hwy 279	12/18/2017 9:48 PM
46	30214	12/15/2017 11:52 AM
47	30277	12/15/2017 9:57 AM
48	30276	12/14/2017 9:56 AM

Q20 What is the zip code where you work?

Answered: 623 Skipped: 148

#	RESPONSES	DATE
1	30277	3/26/2018 2:09 PM
2	30214	3/26/2018 2:03 PM
3	30339	3/25/2018 8:53 PM
4	N/A	3/24/2018 12:28 PM
5	30205	3/23/2018 5:45 PM
6	30214	3/23/2018 2:57 PM
7	30214	3/22/2018 4:44 PM
8	30260	3/22/2018 4:16 PM
9	30214	3/22/2018 2:25 PM
10	30215	3/22/2018 8:57 AM
11	30276	3/22/2018 7:48 AM
12	30214	3/22/2018 12:25 AM
13	30214	3/21/2018 11:26 PM
14	30265	3/21/2018 10:01 PM
15	30326	3/21/2018 9:56 PM
16	Retired	3/21/2018 9:39 PM
17	30309	3/21/2018 9:36 PM
18	Airport	3/21/2018 9:35 PM
19	30269	3/21/2018 9:12 PM
20	30342	3/21/2018 9:10 PM
21	30297	3/21/2018 8:17 PM
22	30215	3/21/2018 8:16 PM
23	30329	3/21/2018 7:52 PM
24	30213	3/21/2018 7:51 PM
25	30269	3/21/2018 6:51 PM
26	30269	3/21/2018 6:14 PM
27	30214	3/21/2018 5:46 PM
28	30354	3/21/2018 5:19 PM
29	30214	3/21/2018 2:45 PM
30	30269	3/21/2018 2:31 PM
31	30337	3/21/2018 2:21 PM
32	30294	3/21/2018 1:34 PM
33	30313	3/21/2018 1:32 PM
34	30214	3/21/2018 1:22 PM
35	30032	3/21/2018 1:10 PM
36	30214	3/21/2018 12:44 PM
37	30215	3/21/2018 11:53 AM
38	30214	3/21/2018 11:29 AM
39	30277	3/21/2018 11:26 AM
40	30214	3/21/2018 11:17 AM
41	30215	3/21/2018 11:08 AM
42	30228	3/21/2018 11:04 AM
43	30214	3/21/2018 11:04 AM
44	30269	3/21/2018 10:55 AM
45	ATL airport	3/21/2018 10:42 AM
46	30168	3/21/2018 10:41 AM
47	30269	3/21/2018 10:21 AM
48	30214	3/21/2018 10:17 AM
49	30240	3/21/2018 10:16 AM
50	30303	3/21/2018 9:25 AM
51	30215	3/21/2018 9:23 AM
52	30339	3/21/2018 7:52 AM
53	30277	3/20/2018 7:29 PM
54	30215	3/20/2018 6:54 PM
55	30215	3/20/2018 6:54 PM

56	30228	3/20/2018 4:02 PM
57	30269	3/20/2018 12:55 PM
58	30214	3/20/2018 12:15 PM
59	30215	3/20/2018 9:33 AM
60	30214	3/20/2018 8:42 AM
61	30214	3/20/2018 8:17 AM
62	30349	3/19/2018 10:39 PM
63	30318	3/19/2018 9:08 PM
64	30269	3/19/2018 8:18 PM
65	30215	3/19/2018 7:53 PM
66	30214 and 30265	3/19/2018 7:24 PM
67	30214	3/19/2018 5:55 PM
68	30214	3/19/2018 5:01 PM
69	30214	3/19/2018 10:31 AM
70	30214	3/18/2018 10:07 PM
71	30290	3/18/2018 9:15 PM
72	30214	3/18/2018 10:50 AM
73	30291	3/18/2018 9:25 AM
74	30215	3/18/2018 9:02 AM
75	30236	3/18/2018 7:00 AM
76	Peachtree City	3/17/2018 1:43 PM
77	the entire county, realtor	3/17/2018 9:00 AM
78	30216	3/17/2018 2:03 AM
79	30560	3/16/2018 11:51 PM
80	30214	3/16/2018 10:58 PM
81	30269	3/16/2018 9:33 PM
82	30214	3/16/2018 6:07 PM
83	30214	3/16/2018 4:26 PM
84	30214	3/16/2018 1:39 PM
85	30313	3/16/2018 11:41 AM
86	30354	3/16/2018 10:20 AM
87	Retired	3/16/2018 10:08 AM
88	30269	3/16/2018 9:27 AM
89	30269	3/16/2018 9:19 AM
90	30215	3/16/2018 8:33 AM
91	30214	3/16/2018 8:26 AM
92	n/a	3/16/2018 8:01 AM
93	30215	3/16/2018 7:58 AM
94	30215	3/16/2018 7:10 AM
95	30214	3/15/2018 11:07 PM
96	30339	3/15/2018 7:17 PM
97	30337	3/15/2018 6:45 PM
98	30326	3/15/2018 12:21 PM
99	30214	3/15/2018 9:45 AM
100	30269	3/15/2018 9:13 AM
101	30214	3/15/2018 9:01 AM
102	30269	3/15/2018 8:31 AM
103	30303	3/15/2018 8:27 AM
104	retired	3/15/2018 12:11 AM
105	30330	3/14/2018 10:55 PM
106	30318	3/14/2018 10:33 PM
107	30309	3/14/2018 10:19 PM
108	30035	3/14/2018 8:47 PM
109	30346	3/14/2018 6:52 PM
110	30269	3/14/2018 5:15 PM
111	Retired	3/14/2018 5:11 PM
112	30215	3/14/2018 4:56 PM
113	30269	3/14/2018 3:43 PM
114	30290	3/14/2018 2:55 PM
115	Retired	3/14/2018 2:23 PM
116	30215	3/14/2018 1:41 PM

117	30251	3/14/2018 1:12 PM
118	30214	3/14/2018 1:02 PM
119	30260	3/14/2018 12:54 PM
120	30230	3/14/2018 12:41 PM
121	30269	3/14/2018 12:34 PM
122	30214	3/14/2018 11:30 AM
123	Varies	3/14/2018 11:14 AM
124	30265	3/14/2018 11:12 AM
125	30313	3/14/2018 10:55 AM
126	30277	3/14/2018 10:43 AM
127	30269	3/14/2018 10:17 AM
128	30320	3/14/2018 10:10 AM
129	30269	3/14/2018 10:07 AM
130	30214	3/14/2018 9:46 AM
131	30354	3/14/2018 9:30 AM
132	30290	3/14/2018 8:02 AM
133	E30215	3/14/2018 7:09 AM
134	30265	3/13/2018 6:26 PM
135	30269	3/13/2018 10:49 AM
136	Atlanta	3/13/2018 12:02 AM
137	30349	3/12/2018 4:41 PM
138	30309	3/12/2018 2:00 PM
139	30303	3/12/2018 10:22 AM
140	ATL airport	3/12/2018 12:48 AM
141	30374	3/11/2018 10:32 PM
142	3-214	3/11/2018 9:37 PM
143	30263	3/11/2018 8:16 PM
144	30290	3/11/2018 6:46 PM
145	30214	3/11/2018 6:17 PM
146	30265	3/11/2018 5:50 PM
147	30214	3/11/2018 1:34 PM
148	30269	3/11/2018 12:47 AM
149	30269	3/10/2018 2:11 PM
150	None	3/10/2018 10:08 AM
151	30215	3/10/2018 7:54 AM
152	30269	3/10/2018 1:09 AM
153	30215	3/9/2018 11:53 PM
154	30303	3/9/2018 11:37 PM
155	30214	3/9/2018 7:47 PM
156	30214	3/9/2018 4:51 PM
157	30269	3/9/2018 2:44 PM
158	30324	3/9/2018 2:07 PM
159	30354	3/9/2018 11:49 AM
160	30329	3/9/2018 11:09 AM
161	Fulton County	3/9/2018 10:46 AM
162	30320	3/9/2018 10:44 AM
163	30303	3/9/2018 10:40 AM
164	30260	3/9/2018 9:25 AM
165	30269	3/9/2018 12:15 AM
166	30269	3/8/2018 11:04 PM
167	30290	3/8/2018 10:59 PM
168	30320	3/8/2018 10:29 PM
169	30303	3/8/2018 10:05 PM
170	all over fayette	3/8/2018 9:57 PM
171	30308	3/8/2018 9:46 PM
172	30080	3/8/2018 9:00 PM
173	30269	3/8/2018 8:15 PM
174	30269	3/8/2018 5:07 PM
175	30308	3/8/2018 5:04 PM
176	30214	3/8/2018 1:03 PM
177	30324	3/8/2018 12:53 PM

178	30290	3/8/2018 12:42 PM
179	30215	3/8/2018 10:58 AM
180	30214	3/8/2018 10:29 AM
181	30260	3/8/2018 10:12 AM
182	30215	3/8/2018 10:01 AM
183	30269	3/8/2018 9:29 AM
184	30290	3/8/2018 8:56 AM
185	NA	3/8/2018 8:16 AM
186	30336	3/8/2018 8:08 AM
187	30269	3/8/2018 6:14 AM
188	30268	3/8/2018 1:21 AM
189	30269	3/8/2018 12:50 AM
190	30214	3/8/2018 12:35 AM
191	30354	3/7/2018 10:35 PM
192	30263	3/7/2018 10:27 PM
193	30354	3/7/2018 10:24 PM
194	30269	3/7/2018 10:04 PM
195	30339	3/7/2018 9:56 PM
196	30301	3/7/2018 9:48 PM
197	30339	3/7/2018 9:34 PM
198	30215	3/7/2018 9:23 PM
199	30269	3/7/2018 8:34 PM
200	30320	3/7/2018 8:29 PM
201	30354	3/7/2018 8:28 PM
202	30253	3/7/2018 8:20 PM
203	30214	3/7/2018 8:02 PM
204	30309	3/7/2018 6:46 PM
205	30303	3/7/2018 5:51 PM
206	430269	3/7/2018 4:22 PM
207	30303	3/7/2018 3:49 PM
208	30344	3/7/2018 3:37 PM
209	30303	3/7/2018 12:40 PM
210	30269	3/7/2018 12:38 PM
211	30269	3/7/2018 12:35 PM
212	30269 and Coweta	3/7/2018 12:31 PM
213	30269	3/7/2018 11:52 AM
214	30296	3/7/2018 11:48 AM
215	30269	3/7/2018 11:36 AM
216	NA	3/7/2018 11:29 AM
217	30363	3/7/2018 11:26 AM
218	30263	3/7/2018 11:26 AM
219	30214	3/7/2018 10:49 AM
220	30214	3/7/2018 10:33 AM
221	30303	3/7/2018 10:21 AM
222	30269	3/7/2018 9:15 AM
223	30214	3/7/2018 8:43 AM
224	30320	3/7/2018 8:29 AM
225	30290	3/7/2018 8:27 AM
226	30214	3/7/2018 12:53 AM
227	30213	3/7/2018 12:33 AM
228	30269	3/7/2018 12:15 AM
229	30291	3/6/2018 11:51 PM
230	30344	3/6/2018 9:25 PM
231	30215	3/6/2018 9:17 PM
232	30214	3/6/2018 8:25 PM
233	30269	3/6/2018 8:19 PM
234	30214	3/6/2018 8:12 PM
235	30214	3/6/2018 6:40 PM
236	30290	3/6/2018 5:49 PM
237	30214	3/6/2018 5:04 PM
238	30297	3/6/2018 2:34 PM

239	30254	3/6/2018 12:24 PM
240	30269	3/6/2018 10:33 AM
241	30269	3/6/2018 10:01 AM
242	30269	3/6/2018 9:54 AM
243	30269	3/6/2018 8:40 AM
244	N/A	3/6/2018 2:50 AM
245	30305	3/6/2018 1:47 AM
246	30354	3/6/2018 1:36 AM
247	30345	3/6/2018 12:36 AM
248	30269	3/6/2018 12:30 AM
249	30214	3/5/2018 11:46 PM
250	30213	3/5/2018 11:30 PM
251	30214	3/5/2018 11:29 PM
252	30269	3/5/2018 11:07 PM
253	30213	3/5/2018 10:41 PM
254	30269	3/5/2018 10:01 PM
255	30330	3/5/2018 9:53 PM
256	30269	3/5/2018 9:15 PM
257	30269	3/5/2018 8:13 PM
258	30269	3/5/2018 6:46 PM
259	30354	3/5/2018 6:33 PM
260	30325	3/5/2018 4:31 PM
261	30215	3/5/2018 4:11 PM
262	30290	3/5/2018 4:01 PM
263	30309	3/5/2018 2:34 PM
264	30214	3/5/2018 1:55 PM
265	30269	3/5/2018 1:48 PM
266	30354	3/5/2018 1:05 PM
267	30269	3/5/2018 3:17 AM
268	30308	3/4/2018 9:22 PM
269	30269	3/4/2018 7:49 PM
270	30349	3/4/2018 5:40 PM
271	N/A - Retired	3/3/2018 3:06 PM
272	30214	3/3/2018 1:04 AM
273	30252	3/2/2018 10:12 AM
274	30214	3/2/2018 9:53 AM
275	N/A retired	3/2/2018 7:04 AM
276	30269	3/1/2018 10:36 PM
277	30253	3/1/2018 9:39 PM
278	30215	3/1/2018 8:13 PM
279	n/a	3/1/2018 7:59 PM
280	30303	3/1/2018 5:54 PM
281	30308	3/1/2018 5:33 PM
282	30253	3/1/2018 5:27 PM
283	30269	3/1/2018 5:21 PM
284	30269	3/1/2018 2:01 PM
285	30290	3/1/2018 1:37 PM
286	30215	3/1/2018 1:32 PM
287	30215	3/1/2018 1:08 PM
288	30313	3/1/2018 1:00 PM
289	30265	3/1/2018 12:10 PM
290	30214	3/1/2018 10:25 AM
291	30215	3/1/2018 10:17 AM
292	Retired	3/1/2018 9:29 AM
293	30269	3/1/2018 8:42 AM
294	30325	3/1/2018 6:30 AM
295	30269	2/28/2018 9:37 PM
296	30215	2/28/2018 7:36 PM
297	30269	2/28/2018 7:07 PM
298	30269	2/28/2018 5:34 PM
299	30290	2/28/2018 4:55 PM

300	30215	2/28/2018 4:26 PM
301	30214	2/28/2018 2:13 PM
302	30320	2/28/2018 1:30 PM
303	30269	2/28/2018 12:14 PM
304	30054	2/28/2018 10:42 AM
305	30215	2/27/2018 11:16 PM
306	30269	2/27/2018 11:10 PM
307	30269	2/27/2018 9:58 PM
308	ATL airport	2/27/2018 9:50 PM
309	30268	2/27/2018 4:38 PM
310	30286	2/27/2018 3:38 PM
311	30214	2/27/2018 3:22 PM
312	30215	2/27/2018 3:15 PM
313	30337	2/27/2018 2:37 PM
314	30223	2/27/2018 2:32 PM
315	30337	2/27/2018 2:03 PM
316	30038	2/27/2018 1:47 PM
317	30269	2/27/2018 12:30 PM
318	30281	2/27/2018 11:31 AM
319	30291	2/27/2018 10:20 AM
320	30215	2/27/2018 10:12 AM
321	30215	2/27/2018 9:56 AM
322	30269	2/27/2018 9:36 AM
323	30303	2/27/2018 9:11 AM
324	30215	2/27/2018 8:43 AM
325	30214	2/27/2018 7:05 AM
326	30320	2/27/2018 1:11 AM
327	retired	2/27/2018 1:10 AM
328	30318	2/27/2018 1:01 AM
329	30215	2/26/2018 11:31 PM
330	South metro	2/26/2018 11:10 PM
331	30309	2/26/2018 10:58 PM
332	30269, 30214, 30215	2/26/2018 10:42 PM
333	30269	2/26/2018 10:39 PM
334	30032	2/26/2018 10:31 PM
335	N/a	2/26/2018 9:53 PM
336	30214	2/26/2018 9:34 PM
337	30354	2/26/2018 8:58 PM
338	30215	2/26/2018 8:25 PM
339	30214	2/26/2018 8:20 PM
340	30215	2/26/2018 8:16 PM
341	30215	2/26/2018 7:29 PM
342	30215	2/26/2018 7:26 PM
343	Retired	2/26/2018 7:14 PM
344	30319	2/26/2018 7:07 PM
345	30214	2/26/2018 6:54 PM
346	30337	2/26/2018 6:46 PM
347	30215	2/26/2018 6:42 PM
348	30303	2/26/2018 6:35 PM
349	30215	2/26/2018 6:20 PM
350	30214	2/26/2018 6:15 PM
351	30214	2/26/2018 6:14 PM
352	30080	2/26/2018 6:12 PM
353	30265	2/26/2018 6:12 PM
354	30269	2/26/2018 6:12 PM
355	30215	2/26/2018 6:04 PM
356	30277	2/26/2018 6:01 PM
357	30337	2/26/2018 5:58 PM
358	30214	2/26/2018 5:50 PM
359	30214	2/26/2018 5:49 PM
360	30215	2/26/2018 5:34 PM

361	30334	2/26/2018 5:25 PM
362	30308	2/26/2018 5:17 PM
363	30281	2/26/2018 5:15 PM
364	30303	2/26/2018 5:08 PM
365	30213	2/26/2018 5:07 PM
366	30230	2/26/2018 4:53 PM
367	30215	2/26/2018 3:53 PM
368	30214	2/26/2018 2:35 PM
369	30214	2/26/2018 2:17 PM
370	30214	2/26/2018 1:49 PM
371	30214	2/26/2018 1:25 PM
372	30214	2/25/2018 2:56 AM
373	30034	2/24/2018 11:05 PM
374	30215	2/24/2018 7:56 PM
375	N/a	2/24/2018 6:56 PM
376	30349	2/24/2018 5:54 PM
377	30215	2/24/2018 5:20 PM
378	30269	2/24/2018 4:14 PM
379	30322	2/23/2018 11:33 PM
380	30269 and Coweta	2/23/2018 9:50 PM
381	Airport	2/23/2018 8:12 PM
382	30276	2/23/2018 6:38 PM
383	30269	2/23/2018 1:05 PM
384	30276	2/23/2018 12:34 PM
385	30236/30021	2/22/2018 9:56 PM
386	30236/30021	2/22/2018 9:55 PM
387	30349	2/22/2018 9:11 PM
388	30236	2/22/2018 9:08 PM
389	30303	2/22/2018 9:03 PM
390	30277	2/22/2018 7:15 PM
391	30269	2/22/2018 6:30 PM
392	30214	2/22/2018 6:24 PM
393	30337	2/22/2018 5:32 PM
394	Normally Fulton County	2/22/2018 2:01 PM
395	30313	2/22/2018 11:17 AM
396	30269	2/21/2018 11:50 PM
397	30291	2/21/2018 9:39 PM
398	30349	2/21/2018 7:08 PM
399	30359	2/21/2018 3:23 PM
400	30269	2/21/2018 2:38 PM
401	30303	2/21/2018 2:16 PM
402	30215	2/21/2018 1:56 PM
403	30224	2/21/2018 1:49 PM
404	30269	2/21/2018 1:35 PM
405	30328	2/21/2018 12:21 PM
406	30215	2/21/2018 9:43 AM
407	30265	2/21/2018 9:18 AM
408	30269	2/21/2018 8:27 AM
409	30269	2/21/2018 12:40 AM
410	30303	2/21/2018 12:14 AM
411	30303	2/20/2018 5:47 PM
412	30354	2/20/2018 4:37 PM
413	30308	2/20/2018 4:26 PM
414	Retired - NA	2/20/2018 4:24 PM
415	Retired	2/20/2018 4:10 PM
416	30303	2/20/2018 3:59 PM
417	30269	2/20/2018 3:44 PM
418	30213	2/20/2018 1:15 PM
419	30214	2/20/2018 12:43 PM
420	30305	2/20/2018 11:34 AM
421	ATL	2/20/2018 11:15 AM

422	30214	2/20/2018 11:13 AM
423	30214	2/20/2018 11:11 AM
424	30215	2/20/2018 11:02 AM
425	30303	2/20/2018 10:33 AM
426	30290	2/20/2018 10:14 AM
427	30214	2/20/2018 10:13 AM
428	30214	2/20/2018 10:12 AM
429	30214	2/20/2018 10:07 AM
430	n/a	2/20/2018 9:39 AM
431	30269	2/20/2018 9:29 AM
432	30214	2/20/2018 9:13 AM
433	30303	2/20/2018 9:13 AM
434	30214	2/20/2018 9:06 AM
435	30230	2/20/2018 9:02 AM
436	30215	2/20/2018 8:25 AM
437	30303	2/19/2018 5:13 PM
438	30269	2/19/2018 3:07 PM
439	30308	2/19/2018 2:38 PM
440	30214	2/19/2018 12:54 PM
441	30223	2/18/2018 4:45 PM
442	retired	2/18/2018 1:24 PM
443	30269	2/17/2018 4:56 PM
444	30269	2/16/2018 9:16 PM
445	30269	2/16/2018 6:55 PM
446	30269	2/16/2018 6:00 PM
447	30214	2/14/2018 2:27 PM
448	30215	2/14/2018 1:20 PM
449	30228	2/14/2018 9:52 AM
450	30214	2/13/2018 5:49 PM
451	30214	2/13/2018 5:29 PM
452	30318	2/11/2018 6:24 PM
453	NA	2/10/2018 4:36 PM
454	30269	2/8/2018 12:22 PM
455	30303	2/8/2018 9:43 AM
456	30308	2/8/2018 5:03 AM
457	30214	2/7/2018 10:03 PM
458	30269	2/6/2018 10:12 PM
459	30269	2/6/2018 3:11 PM
460	30214	2/6/2018 9:09 AM
461	30214	2/5/2018 4:05 PM
462	30337	2/4/2018 6:41 AM
463	30354	2/4/2018 5:19 AM
464	30320	2/3/2018 9:56 PM
465	30269	2/3/2018 2:52 PM
466	30354	2/3/2018 12:34 PM
467	30320	2/3/2018 10:49 AM
468	30303	2/3/2018 8:41 AM
469	30269	2/2/2018 10:37 PM
470	Airport	2/2/2018 10:08 PM
471	30277	2/2/2018 8:35 PM
472	Travel all around	2/2/2018 7:21 PM
473	retired	2/2/2018 7:15 PM
474	30269	2/2/2018 3:04 PM
475	30215	2/2/2018 8:22 AM
476	30523	2/2/2018 7:09 AM
477	30215	2/1/2018 10:26 PM
478	30215	2/1/2018 5:26 PM
479	30269	2/1/2018 4:49 PM
480	Not applicable	2/1/2018 2:49 PM
481	30290	2/1/2018 2:47 PM
482	30215	2/1/2018 2:10 PM

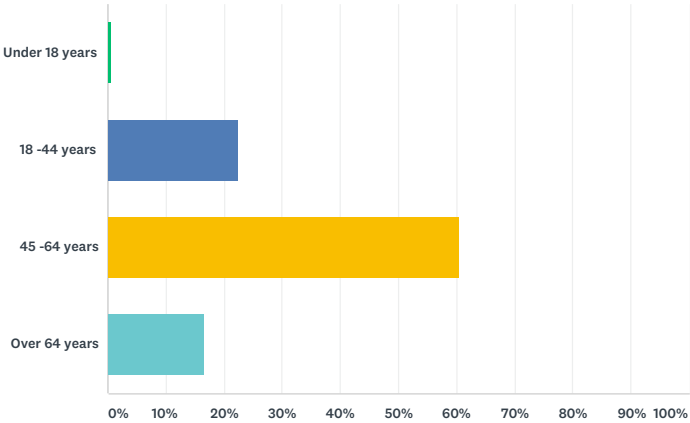
483	30297	2/1/2018 1:27 PM
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485	30215	2/1/2018 10:07 AM
486	30215	2/1/2018 9:56 AM
487	30320	2/1/2018 9:49 AM
488	30012	2/1/2018 9:40 AM
489	30303	2/1/2018 9:35 AM
490	30269	2/1/2018 9:18 AM
491	N/A	2/1/2018 8:50 AM
492	30269	2/1/2018 8:08 AM
493	30215	1/31/2018 11:59 PM
494	30265	1/31/2018 11:55 PM
495	30320	1/31/2018 11:49 PM
496	30349	1/31/2018 11:31 PM
497	30269	1/31/2018 11:09 PM
498	30269	1/31/2018 10:28 PM
499	30269	1/31/2018 10:15 PM
500	30269	1/31/2018 10:06 PM
501	30214	1/31/2018 9:54 PM
502	30214	1/31/2018 9:16 PM
503	30215	1/31/2018 9:14 PM
504	30265	1/31/2018 8:06 PM
505	30253	1/31/2018 7:46 PM
506	30122	1/31/2018 7:37 PM
507	30215	1/31/2018 7:35 PM
508	30269	1/31/2018 7:35 PM
509	30312	1/31/2018 7:28 PM
510	30269	1/31/2018 7:26 PM
511	30269	1/31/2018 7:19 PM
512	30339	1/31/2018 4:38 PM
513	30269	1/30/2018 3:02 PM
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515	30303	1/30/2018 1:25 PM
516	30263	1/30/2018 12:00 PM
517	30269	1/29/2018 7:56 PM
518	30269	1/29/2018 3:21 PM
519	30269	1/29/2018 1:43 PM
520	30269	1/29/2018 10:46 AM
521	30269	1/29/2018 10:38 AM
522	30269	1/29/2018 9:21 AM
523	30030	1/29/2018 12:13 AM
524	30345	1/28/2018 11:27 PM
525	30215	1/28/2018 10:20 PM
526	airport	1/28/2018 10:05 PM
527	30269	1/28/2018 9:44 PM
528	30215	1/28/2018 9:39 PM
529	30269	1/28/2018 9:28 PM
530	30260	1/28/2018 9:19 PM
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532	30314	1/28/2018 8:16 PM
533	30214	1/28/2018 7:39 PM
534	30215	1/28/2018 7:38 PM
535	30269	1/28/2018 6:42 PM
536	30214	1/28/2018 6:30 PM
537	30269	1/28/2018 2:41 PM
538	30269	1/28/2018 2:25 PM
539	30215	1/28/2018 12:39 PM
540	30331	1/28/2018 12:08 PM
541	30269	1/28/2018 10:59 AM
542	30269	1/28/2018 10:44 AM
543	30215	1/28/2018 10:43 AM

544	30269	1/28/2018 10:15 AM
545	30215	1/28/2018 8:49 AM
546	30269	1/28/2018 8:47 AM
547	30269	1/25/2018 5:17 PM
548	N/A	1/25/2018 3:30 PM
549	30269	1/25/2018 10:15 AM
550	30269	1/25/2018 8:31 AM
551	30265	1/24/2018 9:35 AM
552	30214	1/19/2018 8:47 AM
553	30215	1/18/2018 7:25 AM
554	30320	1/12/2018 11:37 PM
555	30214	1/12/2018 9:11 PM
556	30215	1/12/2018 7:55 PM
557	N/a	1/12/2018 1:05 PM
558	30213	1/12/2018 8:13 AM
559	retired (formerly 30303)	1/12/2018 7:40 AM
560	retired	1/12/2018 1:59 AM
561	30269	1/11/2018 11:55 PM
562	30214	1/11/2018 11:16 PM
563	Other	1/11/2018 11:10 PM
564	30214	1/11/2018 11:05 PM
565	30215	1/11/2018 9:56 PM
566	30265	1/11/2018 9:52 PM
567	30214	1/11/2018 8:50 PM
568	30269	1/11/2018 8:39 PM
569	30320	1/11/2018 8:34 PM
570	Lithonia	1/11/2018 7:38 PM
571	30214	1/11/2018 7:34 PM
572	30214	1/2/2018 6:24 PM
573	30215	12/28/2017 3:53 PM
574	30269	12/27/2017 10:10 AM
575	30214	12/21/2017 1:59 PM
576	30305	12/20/2017 9:41 PM
577	30290	12/20/2017 8:31 PM
578	30214	12/20/2017 7:05 PM
579	throughout N. Ga.	12/20/2017 6:49 PM
580	30215	12/20/2017 5:31 PM
581	30290	12/20/2017 5:00 PM
582	30214	12/19/2017 10:11 PM
583	N/A	12/19/2017 11:35 AM
584	30214	12/19/2017 10:50 AM
585	30297	12/18/2017 9:48 PM
586	30290	12/18/2017 9:31 PM
587	30265	12/18/2017 1:58 PM
588	30290	12/17/2017 1:46 PM
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592	30214	12/15/2017 5:11 PM
593	30269	12/15/2017 3:10 PM
594	30214	12/15/2017 1:07 PM
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596	30269	12/15/2017 12:10 PM
597	30214	12/15/2017 11:52 AM
598	30214	12/15/2017 11:50 AM
599	07144	12/15/2017 9:57 AM
600	n/a	12/14/2017 9:28 PM
601	30269	12/14/2017 7:17 PM
602	30265	12/14/2017 1:57 PM
603	30305	12/14/2017 1:19 PM
604	Coweta cow ry	12/14/2017 11:10 AM

605	30215	12/14/2017 11:01 AM
606	30269	12/14/2017 11:00 AM
607	30214	12/14/2017 10:35 AM
608	30214	12/14/2017 10:33 AM
609	30215	12/14/2017 10:27 AM
610	30269	12/14/2017 10:14 AM
611	30303	12/14/2017 10:02 AM
612	30269	12/14/2017 9:56 AM
613	30214	12/14/2017 9:54 AM
614	30214	12/14/2017 9:30 AM
615	30214	12/11/2017 3:42 PM
616	30214	12/11/2017 12:33 PM
617	30269	12/10/2017 10:13 AM
618	30297	12/8/2017 9:43 PM
619	30214	12/8/2017 10:45 AM
620	30214	12/8/2017 10:34 AM
621	30269	12/8/2017 9:00 AM
622	30269	12/8/2017 8:31 AM
623	30269	12/8/2017 8:24 AM

Q21 Please select your age range

Answered: 752 Skipped: 19



ANSWER CHOICES	RESPONSES	
Under 18 years	0.53%	4
18 -44 years	22.47%	169
45 -64 years	60.37%	454
Over 64 years	16.62%	125
TOTAL		752

Q22 If you would like to be added to our mailing list about the project,
please enter your e-mail address here:

Answered: 262 Skipped: 509

#	RESPONSES	DATE
1	Barbara@camminspections.com	3/26/2018 2:03 PM
2	janice_13@comcast.net	3/24/2018 12:28 PM
3	Shades1985@aol.com	3/22/2018 12:25 AM
4	tunitycare@aol.com	3/21/2018 10:52 PM
5	diliana_1999@yahoo.com	3/21/2018 10:01 PM
6	Ljvolmar@gmail.com	3/21/2018 9:56 PM
7	bcoop8118@gmail.com	3/21/2018 9:39 PM
8	Jpswolf@aol.com	3/21/2018 9:35 PM
9	Janice. Massenburg@yahoo.com	3/21/2018 8:28 PM
10	Ashleyrae985@gmail.com	3/21/2018 8:16 PM
11	dondahan@aol.com	3/21/2018 7:52 PM
12	J.eric.allen@gmail.com	3/21/2018 2:31 PM
13	mariecurtis@bellsouth.net	3/21/2018 1:34 PM
14	s	3/21/2018 12:26 PM
15	brendako@netzero.net	3/21/2018 11:04 AM
16	kyle6800@gmail.com	3/21/2018 10:42 AM
17	the.brims@yahoo.com	3/21/2018 10:18 AM
18	Brett.nolan82@gmail.com	3/21/2018 10:17 AM
19	kgrover79@gmail.com	3/21/2018 10:16 AM
20	santadoc66@gmail.com	3/20/2018 7:29 PM
21	N/A	3/20/2018 6:54 PM
22	kaffeebean@msn.com	3/20/2018 4:02 PM
23	pcocpa@yahoo.com	3/20/2018 9:33 AM
24	mckeehanchares@yahoo.com	3/20/2018 8:42 AM
25	jyliemarie@gmail.com	3/19/2018 9:08 PM
26	Kelly_rogers_sells@yahoo.com	3/19/2018 8:18 PM
27	Annieelephants@gmail.com	3/19/2018 7:24 PM
28	bpcrussel@gmail.com	3/19/2018 5:55 PM
29	jrschultz6@comcast.net	3/19/2018 9:46 AM
30	Iriley@dendreon.com	3/18/2018 9:25 AM
31	ayanna_baker07@yahoo.com	3/18/2018 9:02 AM
32	Lucyluch@hotmail.com	3/18/2018 7:00 AM
33	Bernadettecarty@rocketmail.com	3/17/2018 11:04 PM
34	jenhaynes909@gmail.com	3/17/2018 1:43 PM
35	karenccole@aol.com	3/17/2018 10:10 AM
36	tlquori@bellsouth.net	3/17/2018 9:00 AM
37	brenda.wicker@yahoo.com	3/16/2018 2:40 PM
38	Drwilliamosborne@gmail.com	3/16/2018 1:39 PM
39	Thackerkepb@bellsouth.net	3/16/2018 11:41 AM
40	heatherjuga@hotmail.com	3/16/2018 10:20 AM
41	lrbrannon335@gmail.com	3/16/2018 10:08 AM
42	ssbn654@bellsouth.net	3/16/2018 9:27 AM
43	Libby_harper@fca.com	3/16/2018 9:19 AM
44	Newkid2011@gmail.com	3/16/2018 8:26 AM
45	sschofield@bellsouth.net	3/16/2018 8:01 AM
46	Ndt08@yahoo.com	3/16/2018 7:58 AM
47	Nycvon@hotmail.com	3/15/2018 6:45 PM
48	capers58@bellsouth.net	3/15/2018 8:46 AM
49	pastorjdsv@gmail.com	3/15/2018 8:27 AM
50	dottiejunedavis@comcast.net	3/15/2018 12:11 AM
51	ronniaka@bellsouth.com	3/14/2018 10:19 PM
52	mwstubs@bellsouth.net	3/14/2018 8:47 PM
53	harrisdexter@hotmail.com	3/14/2018 4:56 PM
54	Terry.Jump@om.org	3/14/2018 2:55 PM

55	egohoney@comcast.net	3/14/2018 2:23 PM
56	jangar59@gmail.com	3/14/2018 1:16 PM
57	Duncan.C.Harding@gmail.com	3/14/2018 12:34 PM
58	scott.cuppari@gmail.com	3/14/2018 10:55 AM
59	nelsonm1908@gmail.com	3/14/2018 10:43 AM
60	joycepilch@earthlink.net	3/14/2018 10:17 AM
61	dix5@bellsouth.net	3/14/2018 10:10 AM
62	vharville69@gmail.com	3/14/2018 10:07 AM
63	vtwill1@comcast.net	3/14/2018 9:46 AM
64	cspringsteen@comcast.net	3/14/2018 8:54 AM
65	Dbmartin5356@comcast.net	3/12/2018 4:41 PM
66	Cmylegend@yahoo.com	3/11/2018 10:32 PM
67	already on list	3/11/2018 9:37 PM
68	Triciasoul@gmail.com	3/11/2018 5:50 PM
69	Nbriancooper@gmail.com	3/11/2018 1:34 PM
70	Chancemel@comcast.net	3/10/2018 7:54 AM
71	hicks222@comcast.net	3/9/2018 11:09 AM
72	Brown.y.renee@gmail.com	3/9/2018 10:40 AM
73	cthomas149@aol.com	3/8/2018 10:05 PM
74	curtisterrell44@gmail.com	3/8/2018 9:57 PM
75	Vellis1@bellsouth.net	3/8/2018 9:46 PM
76	jimbock@bellsouth.net	3/8/2018 9:00 PM
77	billwaugh@gmail.com	3/8/2018 5:04 PM
78	englishpub12@gmail.com	3/8/2018 3:44 PM
79	Mary.harrison999@yahoo.com	3/8/2018 1:03 PM
80	eddorsey@msn.com	3/8/2018 12:53 PM
81	spanosbj@gmail.com	3/8/2018 12:42 PM
82	Jeffrieshouse@bellsouth.net	3/8/2018 11:07 AM
83	vannimcguire@gmail.com	3/8/2018 10:58 AM
84	annmarie0330@gmail.com	3/8/2018 10:01 AM
85	kim@spinnardog.com	3/8/2018 9:29 AM
86	mcgi2141@bellsouth.net	3/8/2018 9:03 AM
87	WTCharity@aol.com	3/8/2018 8:16 AM
88	CharityLyneil@gmail.com	3/8/2018 8:08 AM
89	JGiamfortone@aol.com	3/8/2018 6:14 AM
90	Urbanplatypus@gmail.com	3/8/2018 12:35 AM
91	----	3/7/2018 10:27 PM
92	Lesliinfern@bellsouth.net	3/7/2018 9:32 PM
93	Bobg1253@aol.com	3/7/2018 8:29 PM
94	starofthenorth@hotmail.com	3/7/2018 8:02 PM
95	annalberstadt@comcast.net	3/7/2018 6:46 PM
96	memb01@yahoo.com	3/7/2018 5:51 PM
97	jaegjmam@bellsouth.net	3/7/2018 4:39 PM
98	Henrywvoro@gmail.com	3/7/2018 4:22 PM
99	jachapman11@yahoo.com	3/7/2018 12:35 PM
100	matrettel@msn.com	3/7/2018 10:33 AM
101	shayefords@gmail.com	3/7/2018 9:48 AM
102	debbie@debbielowe.com	3/7/2018 8:27 AM
103	gldenlife@yahoo.com	3/7/2018 7:21 AM
104	jab@who.net	3/6/2018 11:51 PM
105	dollgreene@hotmail.com	3/6/2018 9:25 PM
106	leahkraus@hotmail.com	3/6/2018 7:11 PM
107	judithwmoore@gmail.com	3/6/2018 6:40 PM
108	stefansmithaustin@gmail.com	3/6/2018 2:34 PM
109	sdunh1@gmail.com	3/6/2018 12:24 PM
110	johnmar77@comcast.net	3/6/2018 9:54 AM
111	healthylawnsouth@hotmail.com	3/6/2018 8:40 AM
112	travisdeese@gmail.com	3/6/2018 1:47 AM
113	leeang1171@yahoo.com	3/5/2018 11:30 PM
114	Elwilliams1@yahoo.com	3/5/2018 10:41 PM
115	tw30269@gmail.com	3/5/2018 9:53 PM

116	melanieharper@gmail.com	3/5/2018 8:13 PM
117	pjneeld@bellsouth.net	3/5/2018 6:46 PM
118	craner1@comcast.net	3/5/2018 6:33 PM
119	kelli.m.handy@gmail.com	3/5/2018 5:09 PM
120	David.atkinson@sefl.com	3/5/2018 4:11 PM
121	chi@anetnetwork.org	3/5/2018 3:50 PM
122	Tbrazeale@gmail.com	3/4/2018 9:22 PM
123	Elainaweyl@aol.com	3/4/2018 7:49 PM
124	rmyers@factoryautomation.com	3/4/2018 5:40 PM
125	jsthompson71@gmail.com	3/3/2018 3:06 PM
126	lincoty@aol.com	3/2/2018 12:45 PM
127	Oliver.kade@gmail.com	3/1/2018 9:39 PM
128	Prinstack2@aol.com	3/1/2018 8:05 PM
129	carolynachapman@bellsouth.net	3/1/2018 6:33 PM
130	Sharonricks1@gmail.com	3/1/2018 5:54 PM
131	bobbsk@bellsouth.net	3/1/2018 10:49 AM
132	austinbowers135@gmail.com	2/28/2018 10:39 PM
133	1975poppy@gmail.com	2/28/2018 2:13 PM
134	mechanicandy@yahoo.com	2/28/2018 12:14 PM
135	Cdavidjc@yahoo.com	2/27/2018 11:16 PM
136	postfarm2002@yahoo.com	2/27/2018 11:10 PM
137	shelisajay@yahoo.com	2/27/2018 10:30 PM
138	Kitchens1987@comcast.net	2/27/2018 9:50 PM
139	Ngturner@att.net	2/27/2018 4:38 PM
140	Peggy.rock@ yahoo.ro ker	2/27/2018 3:32 PM
141	Ed@castingcrowns.com	2/27/2018 3:15 PM
142	Ministerpeg@gmail.com	2/27/2018 1:47 PM
143	rcantoni@comcast.net	2/27/2018 11:31 AM
144	belinda.walker200@icloud.com	2/27/2018 10:20 AM
145	generife@bellsouth.net	2/27/2018 10:12 AM
146	dorthas@bellsouth.net	2/27/2018 8:43 AM
147	terrysrock@gmail.com	2/27/2018 1:11 AM
148	cluster100cdf@gmail.com	2/27/2018 1:10 AM
149	Bcaseylane@gmail.com	2/26/2018 11:31 PM
150	abbyshado@yahoo.com	2/26/2018 10:42 PM
151	shenittag7@icloud.com	2/26/2018 10:39 PM
152	Minta225LL@aol.com	2/26/2018 10:12 PM
153	redapekeep412@gmail.com	2/26/2018 10:06 PM
154	cwhite5185@gmail.com	2/26/2018 8:58 PM
155	spike2nd@aol.com	2/26/2018 8:25 PM
156	lrbrannon335@gmail.com	2/26/2018 7:14 PM
157	Nyanderson1@aol.com	2/26/2018 7:11 PM
158	stetsonhatter@gmail.com	2/26/2018 7:07 PM
159	teressahenderson@yahoo.com	2/26/2018 6:54 PM
160	clay2929@bellsouth.net	2/26/2018 6:46 PM
161	Pclyons5@att.net	2/26/2018 6:42 PM
162	grimesptc@gmail.com	2/26/2018 6:35 PM
163	hoffmantire@mindspring.com	2/26/2018 6:14 PM
164	jonblanton85@yahoo.com	2/26/2018 6:04 PM
165	p_rector@yahoo.com	2/26/2018 6:00 PM
166	p_rector@yahoo.com	2/26/2018 6:00 PM
167	yokumj@bellsouth.net	2/26/2018 5:50 PM
168	herring.denise@gmail.com	2/26/2018 5:34 PM
169	Clarkschneeman@gmail.com	2/26/2018 5:23 PM
170	smbraith2006@yahoo.com	2/26/2018 5:15 PM
171	keleena17@hotmail.com	2/26/2018 5:08 PM
172	middleton.lenj@gmail.com	2/26/2018 5:07 PM
173	cua52@yahoo.com	2/26/2018 4:53 PM
174	myatlagent@gmail.com	2/26/2018 1:25 PM
175	Cristibloch@aol.com	2/24/2018 7:56 PM
176	Bradbalsley@hotmail.com	2/24/2018 1:32 PM

177	jdennisbaker@comcast.net	2/22/2018 9:56 PM
178	jdennisbaker@comcast.net	2/22/2018 9:55 PM
179	Edbuckalew@gmail.com	2/22/2018 9:03 PM
180	jcgranier@aol.com	2/22/2018 5:32 PM
181	Bsspoon@msn.com	2/22/2018 2:01 PM
182	vyjones09@yahoo.com	2/22/2018 11:17 AM
183	Sh850glt@aol.com	2/21/2018 6:20 PM
184	Ehs220@bellsouth.net	2/21/2018 3:23 PM
185	tinat1992@yahoo.com	2/21/2018 2:38 PM
186	beeky@comcast.net	2/21/2018 2:16 PM
187	scot.dube@sigvaris.com	2/21/2018 1:35 PM
188	hughestah@bellsouth.net	2/21/2018 1:29 PM
189	Mbrodgesell@comcast.net	2/21/2018 9:18 AM
190	joycepilcheathlink.net	2/21/2018 8:27 AM
191	krystalwyatt@aol.com	2/20/2018 5:47 PM
192	salinawalker29@gmail.com	2/20/2018 4:26 PM
193	crashingboulder@gmail.com	2/20/2018 4:24 PM
194	amattjones@aol.com	2/20/2018 4:10 PM
195	fields.george@ymail.com	2/20/2018 1:15 PM
196	bellamy.jenny@mail.fcboe.org	2/20/2018 12:43 PM
197	kinginfo2@aol.com	2/20/2018 11:34 AM
198	jkibby@yahoo.com	2/20/2018 11:15 AM
199	Clare.green@gmail.com	2/20/2018 11:02 AM
200	vanlo122@yahoo.com	2/20/2018 10:33 AM
201	ken@thejoyfm.com	2/20/2018 10:14 AM
202	scott.harrell1982@gmail.com	2/20/2018 9:29 AM
203	mchitchell@gmail.com	2/20/2018 9:06 AM
204	rvsx4mud@bellsouth.net	2/20/2018 9:02 AM
205	defins@comcast.net	2/20/2018 8:30 AM
206	sales@ventureshuffleboard.com	2/19/2018 3:07 PM
207	twylajj@bellsouth.net	2/19/2018 2:38 PM
208	Akta@aol.com	2/18/2018 1:24 PM
209	Suzie.tjarks@gmail.com	2/14/2018 1:20 PM
210	raskov@bellsouth.net	2/14/2018 9:52 AM
211	Tfosnough@bellsouth.net	2/10/2018 4:36 PM
212	m.kalogeros@yahoo.com	2/8/2018 12:22 PM
213	chad.newton@gmail.com	2/6/2018 3:11 PM
214	dwstevenson@usa.net	2/3/2018 9:56 PM
215	Dstory504@aim.com	2/3/2018 8:41 AM
216	rshopaholic@att.net	2/1/2018 2:49 PM
217	kim.bramblett@gmail.com	2/1/2018 10:07 AM
218	Arkeller1@icloud.com	2/1/2018 8:08 AM
219	wakemaker@comcast.net	1/31/2018 11:59 PM
220	blake.kleppe@icloud.com	1/31/2018 11:31 PM
221	raewynkiwi@gmail.com	1/31/2018 11:08 PM
222	timberlakebod@gmail.com	1/31/2018 10:13 PM
223	matthewfvmig@yahoo.com	1/31/2018 4:38 PM
224	blindman4444@hotmail.com	1/30/2018 2:57 PM
225	jrid2012@gmail.com	1/30/2018 1:25 PM
226	sallyrclark@gmail.com	1/30/2018 12:00 PM
227	vinceobsitnik@gmail.com; annemobs@gmail.com	1/29/2018 2:50 PM
228	MatthewJT4@gmail.com	1/29/2018 9:21 AM
229	paul@ptchome.net	1/28/2018 9:44 PM
230	carlossena49@gmail.com	1/28/2018 9:28 PM
231	normeradams@normer.com	1/28/2018 8:46 PM
232	Abrooked@gmail.com	1/28/2018 2:41 PM
233	kylatriviera@gmail.com	1/28/2018 8:49 AM
234	Curlyskeeterpaisley@gmail.com	1/28/2018 8:47 AM
235	ian@atlantatrek.com	1/25/2018 11:54 AM
236	ptcqualls@bellsouth.net	1/25/2018 8:31 AM
237	Sswalton@bellsouth.net	1/24/2018 9:35 AM

238	randyhr@bellsouth.net	1/12/2018 7:40 AM
239	cindyhendrixptc@gmail.com	1/12/2018 1:59 AM
240	Carmenjohnson29@hotmail.com	1/11/2018 9:56 PM
241	Coleenstinson@gmail.com	1/11/2018 9:52 PM
242	Jpswolf@aol.com	1/11/2018 8:34 PM
243	maguire73@att.net	1/11/2018 7:34 PM
244	bellamy.jenny@mail.fcboe.org	1/2/2018 6:24 PM
245	pinkbmxsox@aol.com	12/27/2017 10:10 AM
246	markwallacemaguire@gmail.com	12/20/2017 6:49 PM
247	mcnair_cpa@hotmail.com	12/18/2017 9:48 PM
248	jeff.king@om.org	12/18/2017 9:31 PM
249	lisa.christopher@strategictrainingemployment.com	12/18/2017 1:58 PM
250	fields.george@ymail.com	12/16/2017 7:28 AM
251	Defins@comcast.net	12/15/2017 9:11 PM
252	butler.bill50@gmail.com	12/15/2017 6:55 PM
253	mchitchell@gmail.com	12/15/2017 5:11 PM
254	cassandraleone@nau.edu	12/15/2017 11:50 AM
255	thomasefinnegan@gmail.com	12/15/2017 9:57 AM
256	Lfaught62@gmail.com	12/14/2017 1:57 PM
257	kinginfo2@aol.com	12/14/2017 1:19 PM
258	joycepilch@earthlink.net	12/14/2017 11:01 AM
259	laney5@peoplepc.com	12/14/2017 10:27 AM
260	robwrightnet@gmail.com	12/14/2017 10:02 AM
261	pmallon@fayettecountyga.gov	12/11/2017 12:33 PM
262	Randboc@bellsouth.net	12/8/2017 9:00 AM

Q23 This space is for any other comment you would like to leave.

Answered: 204 Skipped: 567

#	RESPONSES	DATE
1	Limit Development No Transit No mass transit; not small lot homes in the outskirts of cities/towns.	3/26/2018 2:09 PM
2	Bike&Ped Facilities Path&Road Maint Specific Roadway I was told Ga. Ave was going to be resurfaced with splost funds. Is this going to happen? Ga Ave also needs sidewalks before someone gets hit. Many people walk there and POTHLES	3/24/2018 12:28 PM
3	Other Thank you for asking the community!	3/21/2018 10:01 PM
4	Other Thanks for doing the survey!	3/21/2018 9:39 PM
5	Bike&Ped Facilities Expand Multi Path Love Fayetteville but we also need golf cars pathways just like Peachtree City and a nice lake where we can walk or use golfcart	3/21/2018 8:17 PM
6	Other Great community.	3/21/2018 7:52 PM
7	No Transit Totally against public transportation. That was the down fall of Clayton county	3/21/2018 2:45 PM
8	No Transit No mass transit !!!	3/21/2018 2:31 PM
9	Connectivity Connect nearby cities.	3/21/2018 11:26 AM
10	Path&Road Maint Our roads are in horrible shape, the potholes are bad, the lines on many major roads are almost gone. The county needs to spend some money on our infastructure.	3/21/2018 11:08 AM
11	Specific Roadway Create an entrance/exit for Hwy 92 to I-85 and make Hwy 92 4 lane.	3/21/2018 11:04 AM
12	Specific Roadway More 'smart' traffic lights. More REAL traffic enforcement! NOT camping out at a 4 way stop sign, but enforce the "Do not block intersection" at 54 and SR 85, enforce turn signal use, passing lane abuse. Thank you.	3/21/2018 10:42 AM
13	Specific Roadway Truck traffic backs up on 74 /Fairburn	3/21/2018 7:52 AM
14	Specific Roadway Tired of Pinewood getting all the priority for road work.... New road, Veterans Pkwy, that goes nowhere; round-a-bouts every .1 mile for future problems instead of taking care of current issues elsewhere in county; constant trucks on Sandy Creek that tear up road way and make it difficult to get out of subdivisions; tearing up the roadway before the asphalt has time to "dry" from previous construction.	3/21/2018 1:36 AM
15	Other I sure hope you haven't just wasted my time.	3/20/2018 7:29 PM
16	Other I like Fayette County and Phil Mallon is pretty cool.	3/20/2018 6:54 PM
17	Limit Bike Facilities I don't think PTC needs bike lanes when we have such great paths they can ride on.	3/20/2018 12:55 PM
18	Other Nothing at this time.	3/20/2018 9:33 AM
19	Traffic Calming Subdiivisions with only one exit out suffer greatly by the use of side streets as bypasses, additionally during peak trafic times, emergency vehicles would be slow to reach persons in these areas in the event of emergency due to back up traffic blocking entry to subdivision.	3/20/2018 8:42 AM
20	Path&Road Maint We have many golf cart paths in need of repair, we have neighborhoods like Planterra Ridge where everyone cuts through not realizing children are playing and riding bikes near or on the road and they speed through	3/19/2018 8:18 PM
21	Other Your rating scale is backwards and likely to produce incorrect results. Typically, a 5 is best and 1 is least best.	3/19/2018 7:53 PM
22	No Transit The residents of Fayette County do not want/need public transit. We believe that this will only bring more crime and congestion to our area. If we wanted to live near all of the above, we would have chosen a different place to call home..	3/19/2018 7:24 PM
23	Other Thank you!	3/18/2018 9:02 AM
24	Other Don't destroy the county with mass transit projects.	3/17/2018 11:04 PM
25	Other Thanks for the presentation on March 6 at Sandy Creek High School. Was glad I went.	3/17/2018 10:10 AM
26	Specific Roadway The crosswalk signs with the countdown timers are great for cars to gauge the time remaining until a yellow light. I miss them in intersections that don't have that kind of sign.	3/16/2018 9:33 PM
27	Other Thank you for your work. I know it is not an easy job	3/16/2018 2:40 PM
28	Other I know this doesn't necessarily apply to transportation department but in order to bring younger families here you all need to appeal more. Younger families like that it is a safe area w good schools and that's what brings them here but there is nothing to do. We need a public park, more restaurants, clean up the ghetto pavilion, and change the drinking laws. Everything closes so early here.	3/16/2018 10:48 AM
29	Specific Roadway 92S improvements at Jimmy Mayfield Lane merger going south on 92 from 92 Connector	3/16/2018 10:08 AM
30	Expand Transit Affordable public transportation if done properly will put us ahead of the curve by planning ahead for the next fifty years	3/15/2018 11:07 PM
31	Safety Safety	3/15/2018 6:45 PM
32	Specific Roadway don,t 4 lane sandy creek. Ga85 carries three times the traffic south of fayetteville. If you want 4 lane something go there. when you finish the westbridge connector it will help. If you 4 lane sandy cr. it will promote people leaving the county. Our goaded should be to keep people to inhabit locally around the studio.	3/15/2018 8:46 AM
33	Bike&Ped Facilities Expand Multi Path Build / expand roadways now anticipating future growth using Federal and State funds Add bike paths / cart paths as the county adds homeowners using property tax revenue	3/14/2018 8:47 PM
34	Expand Multi Path No Transit No bus transportation, extend the golf paths	3/14/2018 6:52 PM

35	Expand Transit	Without a mass transit plan, it will be difficult to make significant changes in Fayette County. But selling mass transit also is a daunting challenge.	3/14/2018 5:15 PM
36	Other	Appreciate the time and efforts expended to improve the current transportation model.	3/14/2018 2:55 PM
37	Specific Roadway	Hear YE, Hear YE. Quit ignoring the rapidly increasing volumes of traffic on SR 54 and get moving on a plan to add another parallel thru corridor from Coweta over to Clayton lines. Leadership is lacking, planning is lacking, political will is lacking, and massive communication needed between county and citizens is lacking to achieve this. Stop and or slow way down the development along SR 54 till this massive issue is addressed. We are years behind in addressing this. We are smack in the middle of the 2 busiest interstates in this state I 85 and I 75 on the south side of the busiest city in the state. Start thinking a new outer perimeter to join those 2 interstates at or near the southern end of Fayette County. Like an I-385/375 loop. Look at the map. Trucking coming to/from the largest shipping port on the east coast (Savannah) needs a new improved corridor around the south side of Atlanta to points west. If not south Fayette County, what is GDOT and/or the feds planning for an interstate route thru the rural counties south of Fayette going from I-85 to I-75 and back. SR 54 is being overused now by trucking companies going east/west due to no other SR route south of Atlanta.	3/14/2018 2:23 PM
38	Expand Transit	No ATL. Connections by rail or bus!	3/14/2018 1:16 PM
39	Limit Bike Facilities	The reason I don't feel the strong need for bicycle transportation improvements is that this is primarily a recreational activity and for a very small percentage of the community. Money should be spent on more important issues (i.e. bang for the buck comment). However, education to cyclist regarding safety and not impeding traffic is important. Let GDOT handle bicycle improvements and coordinate with them for connections between state routes at most.	3/14/2018 11:12 AM
40	Develop	We need Facebook, Amazon, and other high tech companies to consider Fayette Co. All the major employers are going to the north end because of infrastructure and open-minded leaders who had a vision for their area decades ago. I'm in a high tech industry and am considering a different job in Sandy Springs, but living in PTC is making this an impossible professional decision to make.	3/14/2018 10:55 AM
41	Other	we need the people making these decisions to actually live in the areas they are affecting.	3/14/2018 10:10 AM
42	Other	Please vote to include Fayette County in the State Multi-county transportation proposal.	3/14/2018 9:46 AM
43	Safety	Add street lights-lighting-get rid of the UGLY poles and keep the streets marked and make the roundabouts noticeable and not blend in with the road and paint if necessary the current ones so you can see them	3/14/2018 8:54 AM
44	Other	I was appalled that there was not more information about the meetings. I only read about it in the Citizen dated March 7-8 by that time the meetings were already held. THAT IS TOTALLY UNACCEPTABLE.	3/13/2018 10:49 AM
45	Other	Again, I think the Cities and County need to come to terms about growth with a vision for the County as a whole and WITH PUBLIC INPUT. Stop the scare tactics from one Commissioner who makes statements that the widening of Hwy 54 on the Clayton side and potential widening of McDonough Road are only for the benefit of Clayton residents to "use our roads". We, in Fayette, use Clayton's roadways too and when I travel to Clayton in the evening there are more people returning to Fayette than heading out. Also citizens in PTC need to understand they share the roadways with all the rest of us in Fayette. We need to work together in Fayette for a brighter, well-planned future. We cling to the 'rural' concept and say that is what we want. But what is happening is totally opposed to that. Fayetteville talks about 'historic', but much that is discussed does not represent 'historic' or 'rural'. We need to come together as a County. Thank you for doing this survey.	3/11/2018 9:37 PM
46	Bike&Ped Facilities	Please add either a crosswalk or those white lanes that require a vehicle to stop if a pedestrian is in them to Highway 54 from Lee street. The downtown is getting developed but ITS STILL NOT SAFE TO WALK AROUND!	3/11/2018 6:17 PM
47	Specific Roadway	54 west is a nightmare because there are no legitimate alternatives.	3/11/2018 12:47 AM
48	Expand Transit	Think MARTA (its smarta).	3/10/2018 10:50 AM
49	Expand Multi Path No Transit	Keep public trans out of our county. Expand golf cart paths within our county and encourage golf carts as the primary trans within our cities and county.	3/10/2018 7:54 AM
50	Other	N/a	3/9/2018 10:40 AM
51	Other	Thanks for conducting the survey.	3/8/2018 10:05 PM
52	Specific Roadway	Road conditions are deteriorating quickly. Signal lights in PTC and on the way to Fayetteville are pathetic. With all of the building of homes off McDuff, and commercial between Fayette and Coweta, it is only going to get 100X's worse. Must say, the "genius" who approved, constructed and implemented the light at Racetrack should be FIRED!!!! As well, who ever is coming up with the idea to spend money on extending turn lanes should also be FIRED!!!!!!	3/8/2018 9:57 PM
53	Bike&Ped Facilities	Recreational bike traffic is hugely disruptive and dangerous - this should be the LAST priority, except when doing other work where bikes can be safely accommodated	3/8/2018 9:46 PM
54	Path&Road Maint	There are too many POTHOLEs in well-traveled roads. FIX them. I spend more money in wheel alignments and new tires since I moved here. Bad road conditions; not good use of my tax dollars.	3/8/2018 2:01 PM
55	Bike&Ped Facilities Expand Multi Path Expand Transit	Would love any options that combat dependence on automobiles?	3/8/2018 1:03 PM
56	Bike&Ped Facilities Expand Multi Path	I have lived here for 17 1/2 years and have seen more than my share of accidents on the Hwy 314 side of the Pavilion and I for one would like to walk or Golf cart over to the Pavilion but there is no safe option to do either. I would love to let the kids walk or golf cart to the movie theater but again there is no safe option for such. I can't walk on New Hope road to the Bank or any other neighborhood without walking in the street. This is a very dangerous road in Fayetteville since it links Hwy 92 to 314 & to the Pavilion. Because this is a major route from the Neighborhoods off New Hope, there just isn't a safe (walking/biking/carting) path to get there.	3/8/2018 12:53 PM
57	Specific Roadway	Please address the Rivercrest subdivision entrance and especially the exit problem traffic traveling fast on 74 south prohibiting safe merge into traffic flow need a protected lane down to redlight	3/8/2018 11:07 AM
58	No Transit	I moved to Fayette to live in a safer county. Please make Safety top priority and do not consider any type of public bus routes-it destroys the local neighborhoods.	3/8/2018 10:12 AM
59	Bike&Ped Facilities	Bicycles on the road should have their OWN lane, not shared with cars for SAFETY	3/8/2018 10:01 AM

60	Other NA	3/8/2018 8:16 AM
61	No Transit I am against providing public transportation such as buses or rail transit in Fayette County. This will bring more crime to the County	3/8/2018 8:08 AM
62	Path&Road Maint There needs to be immediate emphasis on pothole repair and road resurfacing	3/8/2018 6:14 AM
63	Safety Fayette has always had the reputation in the state of GA as a top county for safety, school system and quality of lifestyle. Safety is now more challenging and several schools are no longer highly rated. The next 3-5 years will have a big impact if Fayette as a whole, the entire county (north south east west), can keep the quality lifestyle expectations or not.	3/7/2018 10:27 PM
64	Expand Multi Path No Transit No public transportation, cart paths in city of Fayetteville. Remove the current board of commissioners they should be all put in jail for stupidity	3/7/2018 10:24 PM
65	Expand Transit I soon will be working from home but having commute option to Atlanta would be so helpful and would reduce the number of cars on the road.	3/7/2018 9:34 PM
66	No Transit Feel strongly that we should not encourage any new forms of transit to the county and believe we should widen roads in certain areas to allow safer driving.	3/7/2018 9:32 PM
67	No Transit No mass transit!!!	3/7/2018 8:20 PM
68	Safety One issue this County has is the need for traffic lights to stay red longer to insure everyone stops before the light for crossing traffic turns green.	3/7/2018 6:46 PM
69	Expand Transit We can no longer ignore public transportation as most jobs are further North and we need to have good paying jobs to pay for the life most Fayette county residents enjoy. The commute and traffic make our quality of life lower than it should be.	3/7/2018 12:40 PM
70	Limit Development Quit rezoning for higher density!	3/7/2018 12:31 PM
71	Traffic Calming You need to focus on existing problems!! Keeping traffic out of neighborhoods!	3/7/2018 11:52 AM
72	Specific Roadway Traffic Calming When you improve intersections such as SR54/SR 74, make sure the plan includes elimination of existing cut-through traffic in local neighborhoods. This has become a serious issue in the Planterra ridge subdivision!	3/7/2018 11:29 AM
73	Traffic Calming The county and Peachtree City have forced their traffic problem on the residents of Planterra Way. This was wrong and it needs to be remedied immediately. You either need to install a gate for residents only to our neighborhood during peak hours, make Kelly Drive 1 way, or something but they way the city and county have handled this is wrong. And dont make planning meetings when people work! If you want better turn out make them from 6 to 8pm at night so residents can actually attend the meetings.	3/7/2018 11:26 AM
74	Traffic Calming Please help existing neighborhoods (like Planterra Ridge) develop a plan to eliminate cut through traffic trying to bypass Huddleston Road or the 54/74 intersection. It is a safety issue - ignoring stop signs, speeding, illegal passing those obeying speed limits - and a hazard for children playing, walkers and runners. It's the Wild West during the two rush hours each day. It is a quality of life issue for the homeowners who did not ask for or have input into this traffic decision.	3/7/2018 9:48 AM
75	Path&Road Maint The County needs to pave it's existing dirt road	3/7/2018 8:27 AM
76	Traffic Calming Stop cut through traffic in our neighborhood; planterra ridge	3/7/2018 12:15 AM
77	Bike&Ped Facilities North Fayette is becoming increasingly congested with traffic that doesn't stop in north Fayette.. It is becoming unsafe to cyclists and pedestrians with non-existent paths and signage as awareness for drivers. Personal safety from criminals is also a big concern in this area that deters people from wanting to use a path or share a road. When I was younger, it was nothing to walk half a mile to the store. Now I don't feel safe walking to my mailbox.	3/6/2018 11:51 PM
78	Traffic Calming The traffic through Planterra Ridge is terrible and dangerous.	3/6/2018 10:59 PM
79	Other Thanks!	3/6/2018 9:25 PM
80	No Transit No public transportation! This only attracts crime.	3/6/2018 8:12 PM
81	Limit Development We should make building up and not out a priority.	3/6/2018 6:40 PM
82	Improve Whole County I live in unincorporated Fayette County. You stated in the email I received that "Information gathered from this meeting will help develop an understanding of the county's current transportation system from the perspective of people who live, work, and play in Fayette County." Sadly, a lot of the survey only addressed certain parts of Fayette County. I feel the area I live in was grossly ignored.	3/6/2018 5:04 PM
83	Bike&Ped Facilities Expand Multi Path I tell most everyone that I know that Fayette County is the best place to live! I believe that by adding additional multi use paths would encourage significantly greater golf cart use, bike riders and community walkers. all of which would greatly enhance our communities, reduce pollution and provide tremendous health benefits. I can't see any downside to this type of development.	3/6/2018 2:34 PM
84	Traffic Calming Congestion and safety have become my big concerns with transportation in Fayetteville. I see too many cars speeding and running lights these days. Its scary for myself and my children.	3/6/2018 12:24 PM
85	Expand Multi Path The Avenue/Market Place and City Hall/Westpark could feed off each other if they were connected by a CONVEINENT golf cart bridge or tunnel. Thank you for your attention to this glaring hole in our county's infrastructure.	3/6/2018 9:54 AM
86	Expand Multi Path Multi-use paths will help alleviate some congestion, provide travel alternatives, benefit shut-ins, increase property values, and literally improve the health of the community.	3/6/2018 8:40 AM
87	Other let us keep growing and making our county the best it can be! We love living here and want more people to enjoy what we enjoy.	3/5/2018 11:30 PM
88	No Transit Path&Road Maint Traffic Calming Please do not bring public transportation to Fayette. Fix our traffic issues, maintain our cart paths. Update what we have and do not allow public transportation	3/5/2018 11:07 PM
89	Expand Transit Access to transit is a must.	3/5/2018 8:13 PM
90	Specific Roadway Please complete the path on Redwine from New Haven to WWC.	3/5/2018 4:11 PM

91	Path&Road Maint	Can't stress enough the need to improve the SR 74/I-85 interchange. Also, the condition of unpaved roads in the county is abysmal. It is not enough to just SCRAPE roads with deep holes in them. Someone with better experience in unpaved road maintenance needs to be consulted. The occasional dust-control treatment used in summer months is a waste of money! It lasts less than 2 weeks, and far less than that if it rains. Look into other products, such as Soil Sement.	3/5/2018 4:01 PM
92	Bike&Ped Facilities	Need bike lanes!!! Also curb cuts needed everywhere	3/5/2018 3:17 AM
93	Bike&Ped Facilities Specific Roadway	Let's make it safe for the kids. Brechin Park on 74 kids are not safe going across hwy 74 to school. Tunnel or bridge needed please	3/4/2018 7:49 PM
94	Other	I have a big concern about the apparent lack of ongoing communication between the county and local cities about local economic development initiatives being pushed by the cities (i.e. - Pinewood Studios, Pinewood Forest, Fayetteville Business Park, Founders' Studios) and the absence of any discussions regarding increased demands on current traffic infrastructure and how to accommodate the projected increases in vehicle traffic.	3/3/2018 3:06 PM
95	Safety	Please provide the county with more street lights.	3/1/2018 8:13 PM
96	Expand Transit	Public transportation must be a priority!	3/1/2018 8:05 PM
97	Specific Roadway	I can't emphasize enough how much our county needs bypass roads particularly to avoid going straight through Peachtree City coming to or coming from Newnan, but 74 will probably soon become as much a problem as well.	3/1/2018 7:59 PM
98	Improve Whole County	North Fayette County does not appear to get similar attention as other areas in the county, please do better.	3/1/2018 6:33 PM
99	Other	Consider a health impact assessment	3/1/2018 5:54 PM
100	Other	Thanks for the opportunity to share my opinion.	3/1/2018 5:33 PM
101	Specific Roadway Traffic Calming	Instead of working to prevent cut through traffic in Plantera Ridge to make it safer for our children to play and ride their bikes, you made it easier for people to use our subdivision. In fact, you have basically directed them through our subdivision. Also, people consistently block the box at 54 and 74 and no one gets ticketed for it. The police need to actively write tickets if that area is going to get cleaned up. The people in the left hand turn lane going north on 74 consistently block the intersection well after the light has turned red and the people going south can't go through the light, sometimes for the entire light change. Why aren't they getting tickets for that?	3/1/2018 2:01 PM
102	Specific Roadway	Stop trying to build-up around the old courthouse...it will only makes the traffic worse and ruin our way of life. Just look at the tax \$ already spent to re-route traffic, and now your plans to develop "downtown" totally contradicts the concept of less traffic at 54-85. What a mess.	3/1/2018 1:08 PM
103	Specific Roadway	Do not let Coweta County connect to HWY 74. It will bring too many cars on Fayette congested corridors	3/1/2018 12:10 PM
104	Specific Roadway	Redwine needs drastic improvements as this is the only road to and from the schools that most of the neighborhoods use.	3/1/2018 10:17 AM
105	Bike&Ped Facilities Expand Multi Path	Not many of the existing roads and highways have much of a shoulder for biking. It would be nice to have more bike lanes or multi use paths to keep bikers safe. I don't see too much trouble with the daily commute or traffic flow to retail stores other than the major intersections mentioned in the survey.	2/28/2018 10:39 PM
106	No Transit	Please no mass transit. We moved here 25 years ago for the quiet, open spaces and feeling of security. No need to keep up with Atlanta and housing for young singles. Fayette is a family community with excellent schools.	2/28/2018 4:55 PM
107	Safety	Many intersections have an acceleration lane for ease of access (Sandy Creek Rd to SR 74 NB) for example but are not marked to indicate that driver may proceed yielding but not stopping. Many intersections with stop signs you should be able to turn right after yielding but not necessarily stopping . (for instance like you can at Ramah Rd. to Redwine Rd. NB.) Most side roads navigating to major rd with signal are not given adequate time at signal to proceed because if you let automobile in front of you get too far ahead , signal turns red causing driver to speed up and run light. Also , the county prisoners should be made to do some road maintenance and litter pick up	2/28/2018 2:13 PM
108	Expand Multi Path	traffic is to much on hwy 54 and need gold cart path on huddleston and dividend road	2/28/2018 12:14 PM
109	Other	Thank you for soliciting input. Please do keep all community stakeholders informed.	2/27/2018 11:10 PM
110	No Transit	No marta	2/27/2018 4:38 PM
111	Other	Looking at the 2003 transportation plan - it's interesting to see how little of it has actually been completed. It would have been nice back then if someone would have had the "vision" to foresee the haphazard way that development has occurred in this county. It sure is different than when we moved here 20+ years ago..... unfortunately it has not been for the better.	2/27/2018 2:37 PM
112	Limit Development No Transit	Don't have new developments to encourage more traffic in Fayette County. There is no need for public transportation !	2/27/2018 10:38 AM
113	Other	Thank you for giving me an opportunity to participate in this important survey that concerns our City/County.	2/27/2018 10:20 AM
114	Other	My personal belief, we are at an interesting time in the life of Fayette County. We can no longer resist change and development. The city is growing south, we don't have to completely embrace it but we can make it more palatable by proper planning. Don't wait until it's too late.	2/27/2018 10:12 AM
115	Other	Thank you for seeing the need for improvement and caring to proactively get the opinions of the community.	2/27/2018 1:11 AM
116	Other	Thank you for listening.	2/26/2018 11:31 PM
117	Other	N/A	2/26/2018 10:39 PM
118	Limit Development	Move traffic more efficiently now but plan for all the future traffic we will have to endure because of massive development and Pinewood Studios. Neither of those are why we moved to Fayette County 17 years ago.	2/26/2018 10:12 PM
119	Other	Better, more comprehensive, interactive online maps of the cart path system to include both PTC and unincorporated areas would be helpful.	2/26/2018 9:53 PM

120	Other Please keep in mind that most Fayette County residents live here because it is low-crime, low-traffic, friendly, and a safe place to raise a family. The more urban it becomes, the more traffic and crime we'll have, and the more of those qualities we'll lose, and it won't be special anymore -- it'll be like every other county near Atlanta.	2/26/2018 8:25 PM
121	Other My commute to work is one of the least satisfying areas of my life.	2/26/2018 7:07 PM
122	Other I am a part time Uber Driver who drives specifically in Fayette County.	2/26/2018 6:04 PM
123	Bike&Ped Facilities Expand Multi Path Specific Roadway 1. Fix 72/54 intersection 2. Walking, bike, cart path PTC to Fayetteville, 3. Get the Fayetteville's 54 corridor to look like PTC's 54 corridor.	2/26/2018 6:00 PM
124	Bike&Ped Facilities Expand Multi Path Specific Roadway 1. Fix 72/54 intersection 2. Walking, bike, cart path PTC to Fayetteville, 3. Get the Fayetteville's 54 corridor to look like PTC's 54 corridor.	2/26/2018 6:00 PM
125	Other <input type="checkbox"/> Praying <input type="checkbox"/> for you. JAMES 1:5. God bless you!! <><	2/26/2018 5:50 PM
126	No Transit NO MASS TRANSIT-EVER!!!	2/26/2018 4:53 PM
127	Specific Roadway The timing on the traffic light at Tiger Trail and Hwy 54 East needs to be on "trip" not on a regular rotation. It has been on "trip" since the light was installed up until last Fall when we had those bad storms come thru the area. It is a nuisance to have to stop for a red light and wait while no traffic is coming off of Tiger Trail. People run that light all the time because they get impatient.	2/26/2018 2:35 PM
128	No Transit I'm afraid for our way of live if we allow Marta into our towns. Use a parking lot and have it in at county line only. Those that want to use it can drive to the lot	2/26/2018 12:15 PM
129	Other Thank you for asking for the resident's input.	2/24/2018 4:14 PM
130	Expand Multi Path Pleas connect South Tyrone to Peachtree City with Multi-use path.	2/24/2018 1:32 PM
131	Specific Roadway Peachtree city council paid for two studies for RT54, GDOT said not necessary but PTC went ahead and put more lights in. I avoid the 74/54 as much as possible, meaning I will go without if need be.	2/23/2018 9:50 PM
132	Specific Roadway 74 and 54 is a mess. A stop light needs to be added for traffic turning off south bound 74 on to west bound 54. To many people turning left from 74 to west 54 stop to let these cars in slowing up an already long wait to turn. The light needs to be low so people in cars will see it.	2/23/2018 12:34 PM
133	Safety We need more police presence on rural roads. We cyclists are battling with speeding car and is becoming scary. 45 zone motorists are doing 65 and they pass you at that speed. This is unacceptable.	2/22/2018 9:11 PM
134	Expand Transit Please accept Mass Transit for Fayette.	2/22/2018 6:24 PM
135	Expand Multi Path We love where we live and would love for our sons to be able to drive a golf cart to school similar to other Fayette County schools but Sandy Creek does not have paths established for students to get there :-(We would love to use a golf cart around Tyrone and neighboring PTC but the path from Farr Road to Dogwood are not connected to PTC :-(2/22/2018 11:17 AM
136	Other Great initiative	2/21/2018 1:35 PM
137	Limit Development transportation and land use are key to keeping Fayette County healthy for the future. Just because a realtor wants to develop an area does not make it the best thing for the County.	2/21/2018 1:29 PM
138	Add Roundabouts Build more round abouts.	2/21/2018 8:27 AM
139	Expand Multi Path Young families would move to Fayetteville if their were golf cart paths	2/21/2018 12:40 AM
140	Specific Roadway I believe that if you have a turning lane available that it turn green on both side unless a vehicle is not present in that turn lane. For example Lees Mill and Newhope Road.	2/20/2018 4:26 PM
141	Specific Roadway The single most pressing problem that needs to be FIXED in my zip code is TRAFFIC CONGESTION at the intersection of Highways 54/74 and all along Highway 54 West. Thank You.	2/20/2018 4:24 PM
142	Expand Transit Most Fayette resident do not want a Marta type transit system, however shuttle bus or express transit system would be beneficial to the aging communities and the film industry personnel.	2/20/2018 4:10 PM
143	Path&Road Maint Specific Roadway The low score (5) given for pavement condition in Question 2 relates specifically to Hwy 54, which is a GDOT road (but it really has been left entirely too long without maintenance). Not the County's responsibility, but certainly impacts transportation in Fayette.	2/20/2018 3:44 PM
144	No Transit Please keep buses out of the county.	2/20/2018 1:15 PM
145	Expand Transit There is a growing need for a transit system in our county for people who cannot drive. The elderly have Fayette Senior Services, but there are many people with health issues or disabilities who cannot drive who want to work, but they can't because they don't have transportation.	2/20/2018 12:43 PM
146	Other We have a wonderful place to live. The suggestions above will only make it better! We do need to plan to take advantage of Atlanta's growing economy lest we get left behind and our city become an old tired town.	2/20/2018 11:34 AM
147	Bike&Ped Facilities Expand Multi Path Specific Roadway Connecting WHS to Lake Horton would be such an improvement. South Fayette County is so beautiful, but it's so dangerous to try to be active on our roads. We see people walking along Goza road, that's extremely dangerous. Please add multi-use paths to the south side of Fayette County.	2/20/2018 11:15 AM
148	Specific Roadway Travel to areas outside of Fayette are of concern. Hwy 92, in Fairburn, needs an interstate entry ramp north to Atlanta, and an exit ramp south from Atlanta (to knock down congestion at Exit 61). Make SR 85 a 4-lane with turn lane to Senoia. Widen the Grady Ave cut through from SR 85 to SR 54, west of Fayetteville. Create an additional access from the PTC Walmart/Home Depot that dumps onto SR 74.	2/20/2018 10:14 AM
149	Specific Roadway I-85 Exit to Hwy 74 needs to be redesigned. Please push State to work that issue. Expand left turn lane northbound on Peachtree Parkway and Crosstown Rd or replace with traffic circle. More traffic circles at congested intersections that don't need a traffic light	2/20/2018 9:02 AM
150	Add Roundabouts More round abouts	2/20/2018 8:30 AM

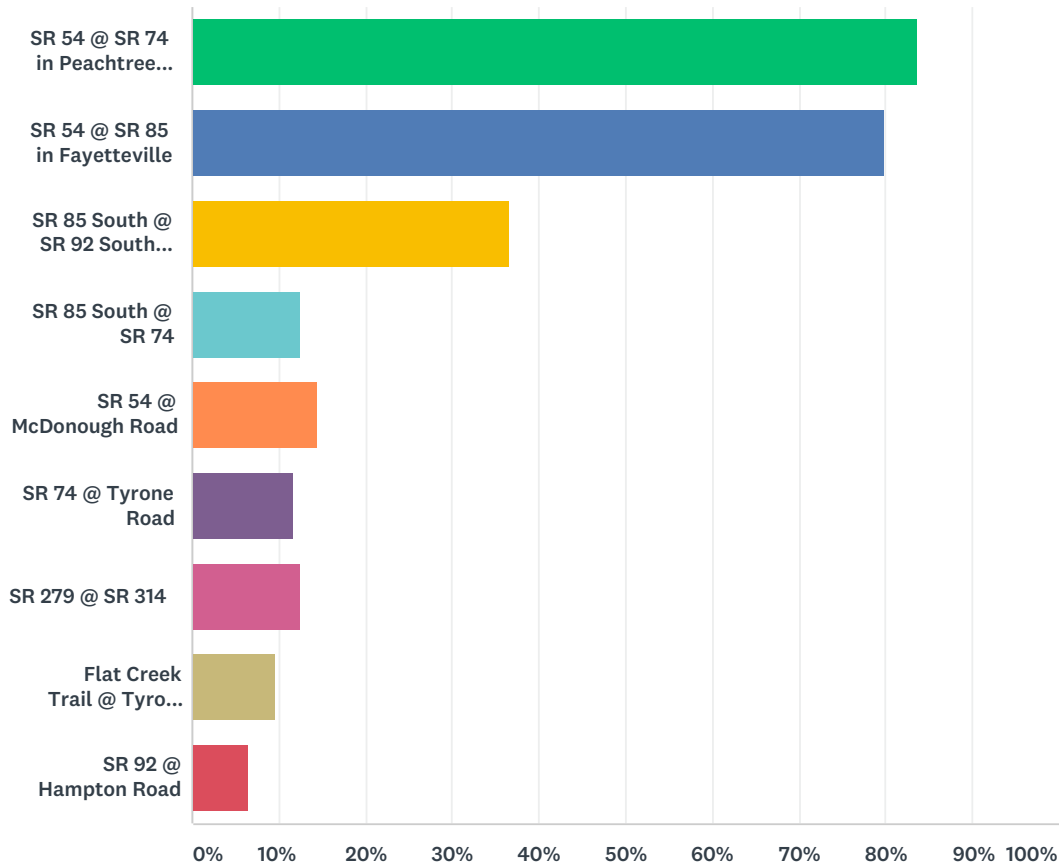
151	Other	Thank you Phil Mallon for the link to this survey and for updates on the Veterans Parkway extension project.	2/19/2018 2:38 PM
152	Traffic Calming	I live in Timberlake sub. We are constantly calling the Sherrod dept to come and sit in our cul-de-sacs to write tickets for speeders cutting through our neighborhood in the mornings to miss the 4 way stop at Bernard, Ptcpky, and Robinson rd. They completely ignore the stop signs. We have done everything including standing out on our streets with signage saying sliv down and stop! When the round a bout consteuction starts, our neighborhood will become even more dangerous! I guess its going to take someone getting hurt or killed before you will pay attentin to our cries for help!!!	2/14/2018 1:20 PM
153	Expand Multi Path	As a long-time residents of Timberlake, we are concerned with the increased multi-use path access from neighborhoods along Redwine Drive through our neighborhood over the past few years without Fayette County resolving the increased private path maintenance and liability/safety costs to Timberlake. Fayette County needs to resolve this issue satisfactorily in the very near future and certainly prior to any project that would increase public use of Timberlake's private multi-use paths.	2/14/2018 9:52 AM
154	Expand Multi Path	If you are going to support cart paths from Whitewater, Highgrove to PTC, you need to build pathways going down Peachtree Parkway. The pathway they are currently using is not public, it is private, owned and maintained by the Timberlake homeowners. I have also frequently observed students who cross from Newhaven to the Timberlake side by Spring Mist Road and vice versa. It is not a marked crossing, and therefore very dangerous for the golf carts.	2/13/2018 10:49 PM
155	Limit Development	county should stop rezoning land and keep AR land AR with five acres to build	2/13/2018 5:49 PM
156	Expand Multi Path	We need a PUBLIC multi use path for surrounding neighborhoods (Whitewater, Newhaven and Highgrove) to use instead of constantly cutting through TimberLake. They create too much golf cart traffic using our neighborhood path that results in congestion, trash being thrown out and our path system breaking down from extensive use by others who don't pay our dues to maintain it! Not fair to our residents at all. Please consider this when making your transportation plans. It makes some of us want to move out of this area.	2/11/2018 6:24 PM
157	Expand Multi Path Traffic Calming	It is so disappointing that we moved into a development so not to have heavy traffic flow and yet we are now faced with short cut traffic that avoids stop signs and speed limits (that we aren't allowed to post because of county rules). And, golf cartsusers that are insisting on using our private cart path in Timberlake for free access to PTC pathways. I would ask that you look at any neighborhood that takes on more traffic flow/impact and work with those neighborhoods to help keep the integrity of those neighborhoods in the same condition that they were intended to be.	2/10/2018 4:36 PM
158	Improve Whole County	Thanks for asking opinions, I'm sure they will be all over the board. Fix whats wrong now and keep it fair between the individual towns	2/4/2018 5:19 AM
159	Expand Multi Path Specific Roadway	The addition of cart paths on the southern portion near Redwine and Robinson Rd are severely needed. Doing so could greatly reduce car traffic.	2/3/2018 9:56 PM
160	Other	I love PTC! It is a blessing to live here. Thanks for making it great!	2/3/2018 2:52 PM
161	Specific Roadway	If Timber Lake closes their golf cart paths many actual Peachtree City residents between Robinson Road and Redwine Road along Peachtree Parkway will be very negatively affected	2/2/2018 7:21 PM
162	Add Roundabouts	Please add round abouts on Peachtree Parkway South	2/2/2018 7:09 AM
163	Expand Multi Path Specific Roadway	Please add a new cart path on Peachtree Parkway from Redwine Road to connect to cart paths in PTC so that golf cart traffic from Whitewater, New Haven, and Highgrove subdivisions do not have to go through Timberlake Subdivision	2/1/2018 10:26 PM
164	Expand Multi Path	The county needs to realize that the current path being utilized by residents of White Oak, New Haven, and Highgrove to get to Peachtree City is a private path in Timberlake. Although, Timberlake has been a good neighbor for years this must end. We are faced with increased traffic, vandalism, and the maintenance of our property. Our homeowners should not bear this burden.	2/1/2018 5:26 PM
165	Expand Multi Path	We have a great community and you do a good job. Efforts should be focused equally on growing the attractiveness of Peachtree City and fixing/adding to the golf cart paths.	2/1/2018 4:49 PM
166	Expand Multi Path Specific Roadway	Please provide a connection from Highgrove/Whitewater to PTC that doesn't go through Timberlake. Thanks!	2/1/2018 10:07 AM
167	Add Roundabouts Specific Roadway	Like the idea of traffic circles to keep traffic flowing more freely. Otherwise, may need to have lights installed at busier PTC intersections	2/1/2018 9:40 AM
168	No Transit	NO PUBLIC TRANSIT FUNDED BY TAXPAYERS CONNECTED TO ATLANTA.....	2/1/2018 9:35 AM
169	Expand Multi Path Specific Roadway	Please add golf path to connect Highgrove, Newhaven and Whitewater to the PTC paths. Cutting through Timberlake and using private paths is not working.	1/31/2018 11:31 PM
170	Other	I love using my golf cart but if it's too hot or too cold, it stays in the garage. Biking and walking and golf cart use are directly related to weather/ temperatures.	1/31/2018 11:08 PM
171	Expand Multi Path Specific Roadway	Please add a path on peat parkway connecting to red wine. The traffic through the Timberlake neighborhood is very dangerous.	1/31/2018 10:15 PM
172	Expand Multi Path Specific Roadway	I'm writing today about the private path in the Timberlake subdivision. If a public alternative is not created, I will vote for the path to be locked to all non-residents.	1/31/2018 9:14 PM
173	Expand Multi Path Specific Roadway	I hope a new cart path can be installed on Peachtree Parkway going north from Redwine	1/31/2018 7:49 PM
174	Specific Roadway	Also need a cart path access to MOBA soccer.	1/31/2018 4:38 PM
175	Safety	It seems like the golf cart drivers are not as polite or safe as they have been in the past. It has gotten worse in the past few years.	1/28/2018 10:05 PM
176	Safety	I used to bike both ways to work, but I had way too many close calls with car drivers who seemed to think I didn't belong on the roadway so I stopped.	1/28/2018 9:44 PM

177	Bike&Ped Facilities Expand Multi Path Peachtree City could become a more desirable place for young people like my husband and I if there are more bike paths, Cart paths and sidewalks. We are active and enjoy living an outdoor based lifestyle. This is what drew us to PTC in the first place and I'd love to see all of the outdoor based commuting and recreation options expanded. Thanks you for all of your work and time reading my survey!	1/28/2018 2:41 PM
178	Safety Anything you can do to stop people - more specifically, work trucks/contractors and moms in vans - from staring at their phones instead of the road would be helpful!	1/28/2018 2:25 PM
179	Expand Multi Path I understood that they would be building a cart path 3 yrs ago at Whitewater Creek not to be heard of again. Our neighborhood is a big supporter of so many things in the area and it would be such a benefit to the community! PLEASE consider!	1/28/2018 1:32 PM
180	Specific Roadway Honestly until we correct and improve the 54/74 intersectionI believe the quality of life here is going to suck. I avoid that intersection unless I have to go that way and then I get frustrated when I do have to go there.	1/28/2018 10:43 AM
181	Other I manage the Trek Bicycle Store in Peachree City	1/25/2018 11:54 AM
182	Path&Road Maint Road maintenance is great, keep it up. Leverage GDOT money where possible.	1/19/2018 8:47 AM
183	Specific Roadway concerns about building residential developments (multi- or single family) without adequate planning for additional traffic, e.g. apartments at Grady Ave and SR 54; proposed residential development at SR 92spur and SR 92	1/12/2018 7:40 AM
184	Other WHY WOULD A YOUNG PERSON/FAMILY SELECT TO LIVE IN FAYETTEVILLE WHEN PTC OFFERS SO MUCH MORE	1/11/2018 11:55 PM
185	Expand Transit Specific Roadway I love this county and this area. I would love to see the northern 30214 area get some attention and focus to improve the transportation options.	1/11/2018 11:05 PM
186	Specific Roadway Not having a large shoulder when faced with the increasing problem of distracted drivers and truck drivers crossing the median is my biggest fear in this county.	1/11/2018 9:52 PM
187	Safety The new passing lane law NEEDS to be ENFORCED. I see frustration turning into risky driving almost every day.	1/11/2018 8:39 PM
188	Expand Transit Train or subway to Atl airport	1/11/2018 8:34 PM
189	Other This has nothing to do with traffic, but PLEASE build a public pool in Fayetteville! :-)	1/11/2018 7:34 PM
190	Expand Transit I believe that if Fayette County had an intra-county transit option like Coweta County Transit, more people in our community would be able to work. Many people in Fayette County cannot drive and cannot afford to pay a service like Uber on a regular basis to get to/from work.	1/2/2018 6:24 PM
191	Other This survey had several grammatical errors. It should been proof read before it was published.	12/19/2017 10:11 PM
192	Specific Roadway Fayette has little growth because no highways come through for development and to help with taxes. ... Also a new limited access road running parallel to SR 314 to I-285 would be great. ... Also, get off of that "round-about kick," just because it's sooo European. It's a waste of money that could be used better. But hey, we have walk-don't walk signs all up and down 314, where the crosswalks end in embankments guard rails, and ditches. Great job by the State on wasting that money. We should cut off the electricity to those signs to save money, because I have have seen only one person walking across the road in the past eight years or so.	12/18/2017 9:48 PM
193	Bike&Ped Facilities Expand Multi Path Expand Transit I feel like Fayette County needs to adjust their transportation strategy to a more 'millennial' or 'European' mindset. To attract the next generation to Fayette County, we need communities that encourage outdoor, communal activities. We need shared space. We need smaller more affordable housing, public transportation, and walking/biking/nature trails. We need to be able to cycle to the grocery or coffee shops, and wander along a centralized shopping 'high street.' The days of neighborhoods with huge homes, where people live isolated lives, relying only on automobiles, are coming to an end I believe. ' Also- the train in Tyrone wakes my family up. I would like to see some of the minor railroad junctions closed so their is not so much honking at night. It is not right that my family is awakened at night. We cannot sleep with our windows open due to the trains. Less junctions mean less honking. Thank you! Jeff King age 41 Tyrone	12/18/2017 9:31 PM
194	Other Mbh3865@gmail.com	12/17/2017 1:46 PM
195	Other NA	12/16/2017 7:28 AM
196	Expand Multi Path I ride my bike many miles a year. Rural Fayette County is beautiful and would be a wonderful place for road biking. But I feel that most roads are dangerous due to narrow shoulders, high speeds, anti bike drivers and distracted drivers. From what I've seen in communities nationwide, paths along major highways are noisy & dangerous for recreational use. A good example of multi use town-connecting pathway is between Bentonville and Lake Buena Vista, Arkansas or in Summit County (Breck-Copper-Frisco etc) Colorado	12/15/2017 5:11 PM
197	Limit Trucks Get the big rigs and dumptrucks another route. In general Fayette has to much traffic coming in and no way to support it	12/14/2017 11:32 PM
198	Expand Transit why don't you include anything about improving public transportation? Do you still want to live in the 20th century or move forward and allow people to take a metro to work or fun?	12/14/2017 7:17 PM
199	Expand Transit Please help make public transportation a safe option. Many of our new and potential residents are coming from cities with great transit options. We can not keep saying "we don't want crime to come to us" We have a great police force who would help to make us safe.	12/14/2017 1:19 PM
200	Other Road work should be contracted out for better efficiency. Eliminate the PTC Public Works Road Program; it is not cost effective.	12/14/2017 11:01 AM
201	Safety Kids on phones drive dangerously on cart paths. Get the Cops / Roadblocks off the Paths!! Just put a 'donation' box on corners to help fund their path toys and ensure no layoffs.	12/14/2017 11:00 AM
202	Path&Road Maint Traffic is the number one issue I see right now. More and more people are moving out to suburban areas. We need to address the need for more lanes on state routes. Second biggest issue is maintaining the integrity of the roadways (potholes).	12/14/2017 10:27 AM
203	Specific Roadway The new 4-way stop at Goza and Antioch is working very well. I don't believe a roundabout is justified at this time. There is no back up at the intersection even at heaviest traffic times. The community seems to have adapted to the new signals. It certainly feels much safer. Thanks for that.	12/14/2017 9:54 AM

204	<div>Expand Transit route</div>	Thousands of people travel to the airport. For work and travel need an express	12/8/2017 9:00 AM
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Q1 Our analysis has identified several congestion bottlenecks. Which are the most important to address? (select three)

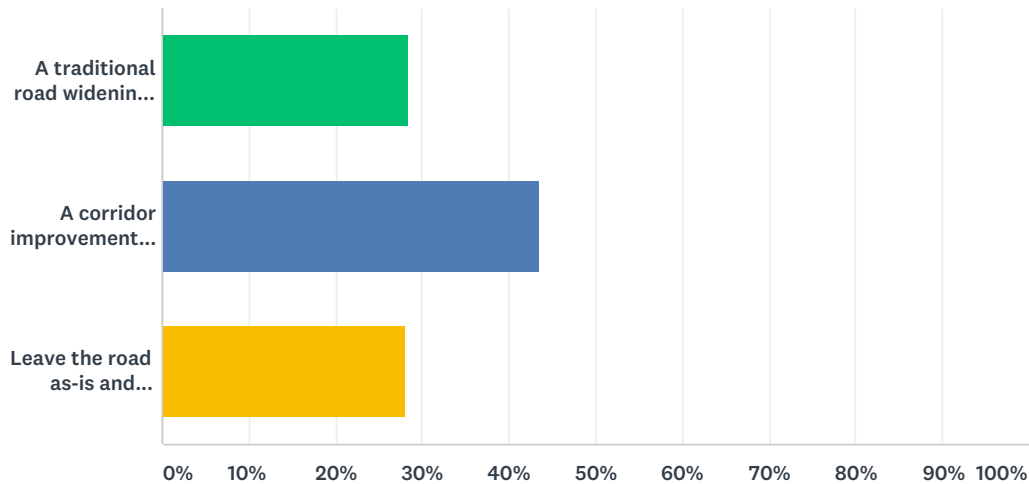
Answered: 689 Skipped: 4



ANSWER CHOICES	RESPONSES	
SR 54 @ SR 74 in Peachtree City	83.60%	576
SR 54 @ SR 85 in Fayetteville	79.83%	550
SR 85 South @ SR 92 South (south of downtown Fayetteville)	36.57%	252
SR 85 South @ SR 74	12.48%	86
SR 54 @ McDonough Road	14.51%	100
SR 74 @ Tyrone Road	11.76%	81
SR 279 @ SR 314	12.48%	86
Flat Creek Trail @ Tyrone Road	9.58%	66
SR 92 @ Hampton Road	6.53%	45
Total Respondents: 689		

Q2 Sandy Creek Road has been identified as a corridor with several issues, including: increasing truck traffic, safety concerns, growing congestion, poor intersections, limited sight distance, etc. What is the best way to address these issues? (select one)

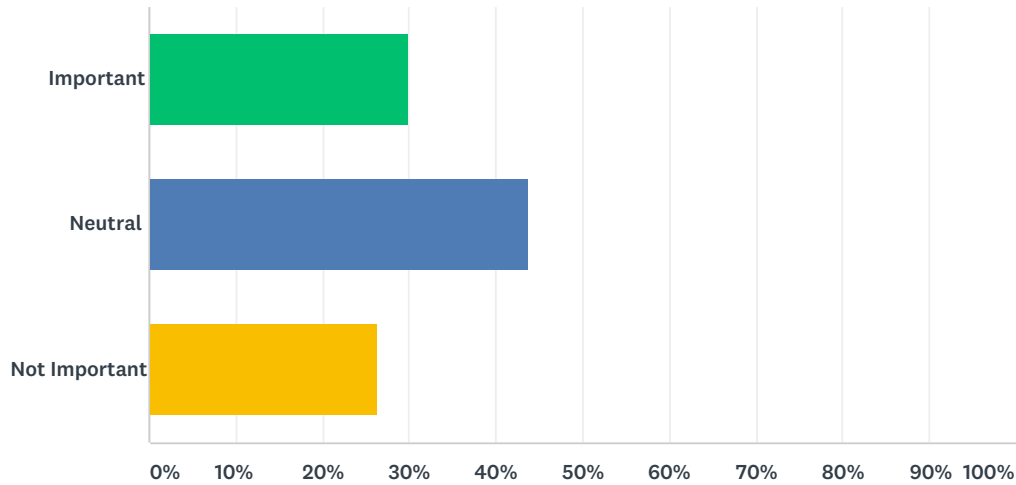
Answered: 669 Skipped: 24



ANSWER CHOICES	RESPONSES	
A traditional road widening from 2 to 4 lanes	28.40%	190
A corridor improvement that improves intersections, addresses safety issues, adds turn lanes, adds passing lanes, etc. without widening	43.50%	291
Leave the road as-is and develop a new roadway connecting SR 54 and SR 74	28.10%	188
TOTAL		669

Q3 How Important is a path system along Sandy Creek Road in addition to the improvements noted above?

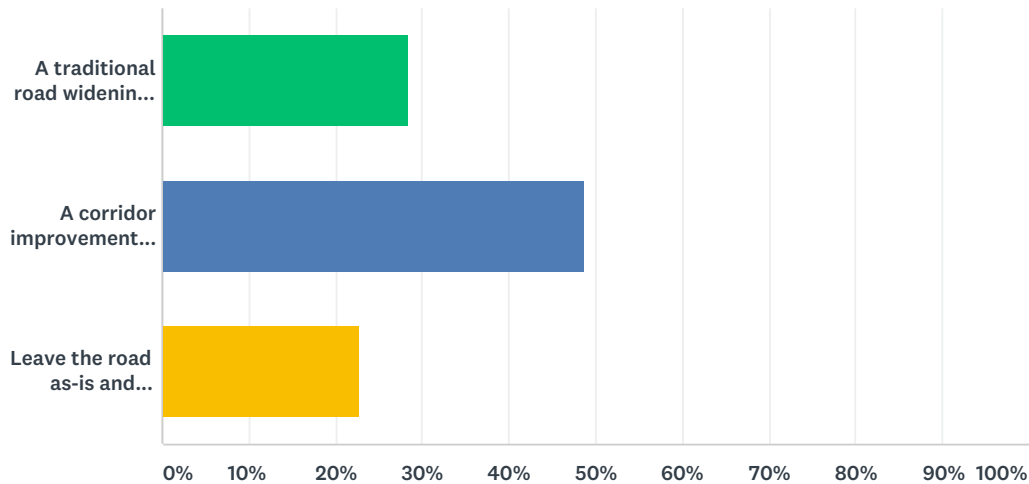
Answered: 674 Skipped: 19



ANSWER CHOICES	RESPONSES	
Important	29.97%	202
Neutral	43.62%	294
Not Important	26.41%	178
TOTAL		674

Q4 Tyrone Road has been identified as a corridor with several issues, including: increasing truck traffic, safety concerns, growing congestion, poor intersections, limited sight distance, etc. What is the best way to address these issues? (select one)

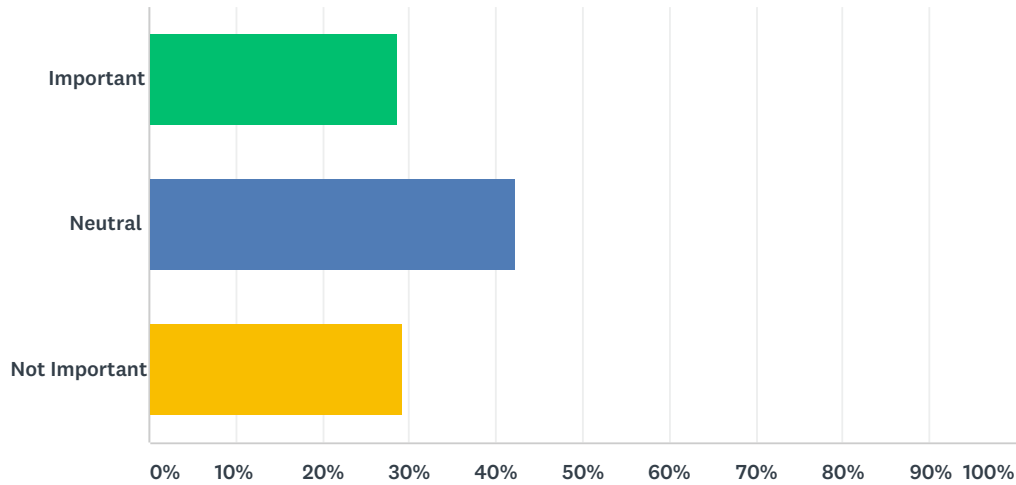
Answered: 665 Skipped: 28



ANSWER CHOICES	RESPONSES	
A traditional road widening from 2 to 4 lanes	28.42%	189
A corridor improvement that improves intersections, addresses safety issues, adds turn lanes, adds passing lanes, etc. without widening	48.72%	324
Leave the road as-is and develop a new roadway connecting SR 54 and SR 74	22.86%	152
TOTAL		665

Q5 How important is a path system along Tyrone Road in addition to the improvements noted above?

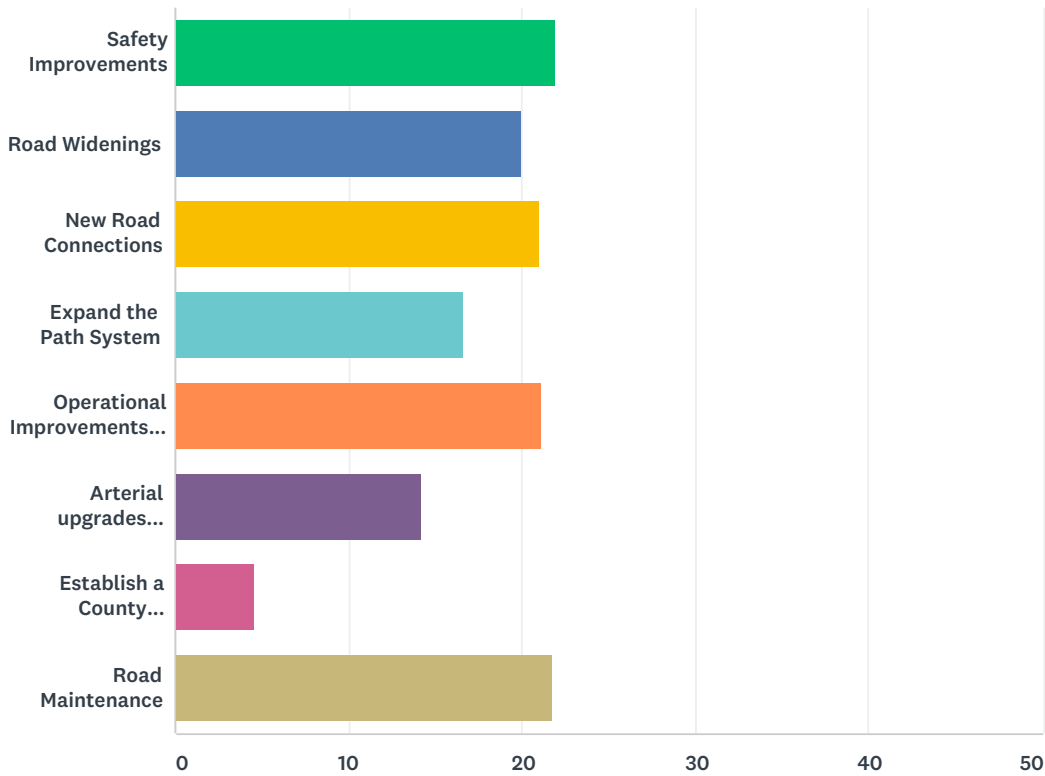
Answered: 675 Skipped: 18



ANSWER CHOICES	RESPONSES	
Important	28.59%	193
Neutral	42.22%	285
Not Important	29.19%	197
TOTAL		675

Q6 Hypothetical SPLOST allocation: If you were to allocate SPLOST funding to transportation projects what percentage would you spend on each type of improvement? (Answers must add up to 100%)

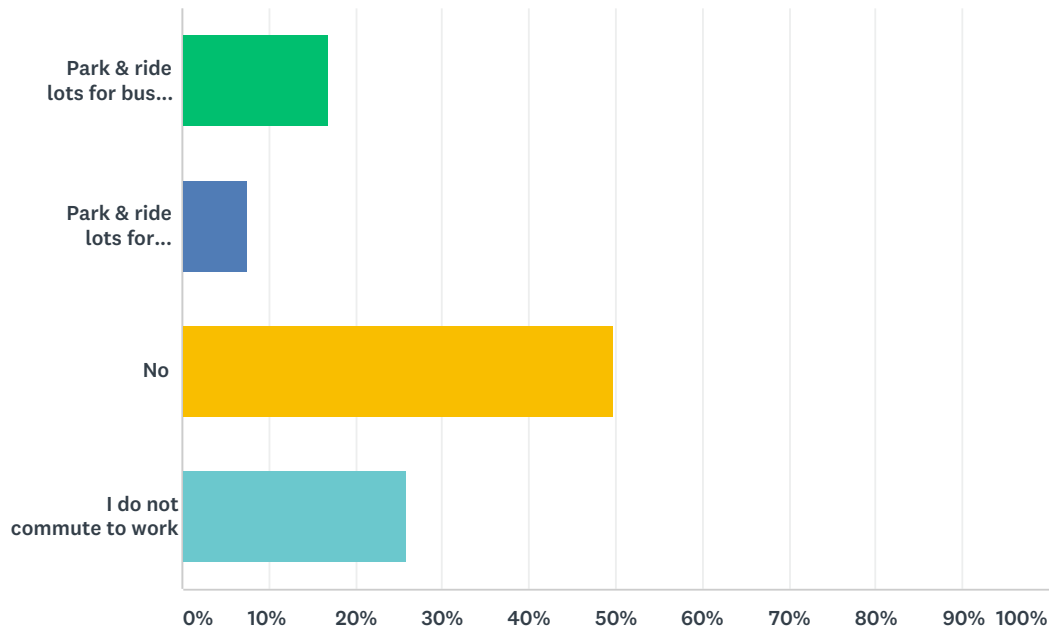
Answered: 571 Skipped: 122



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Safety Improvements	22	9,951	453
Road Widenings	20	7,867	393
New Road Connections	21	7,946	377
Expand the Path System	17	5,944	358
Operational Improvements (intersections, turn lanes, traffic lights)	21	9,645	457
Arterial upgrades (improving lane width, adding/widening shoulders)	14	5,160	362
Establish a County Dial-a-Ride Service	5	1,187	256
Road Maintenance	22	9,400	432
Total Respondents: 571			

Q7 Clayton, Fulton, and Coweta Counties have park & ride lots that allow for both carpooling and bus services. Would you use either of the following for your commute to work if they were available in Fayette County?

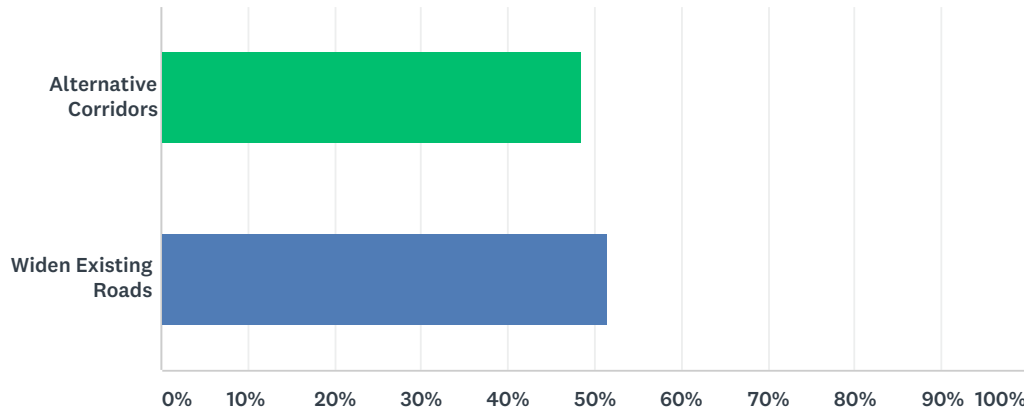
Answered: 684 Skipped: 9



ANSWER CHOICES	RESPONSES	
Park & ride lots for buses and carpools	16.96%	116
Park & ride lots for carpools only	7.46%	51
No	49.71%	340
I do not commute to work	25.88%	177
TOTAL		684

Q8 Is it more important to develop alternative corridors (i.e. build new roads) within Fayette County or to widen existing roads?

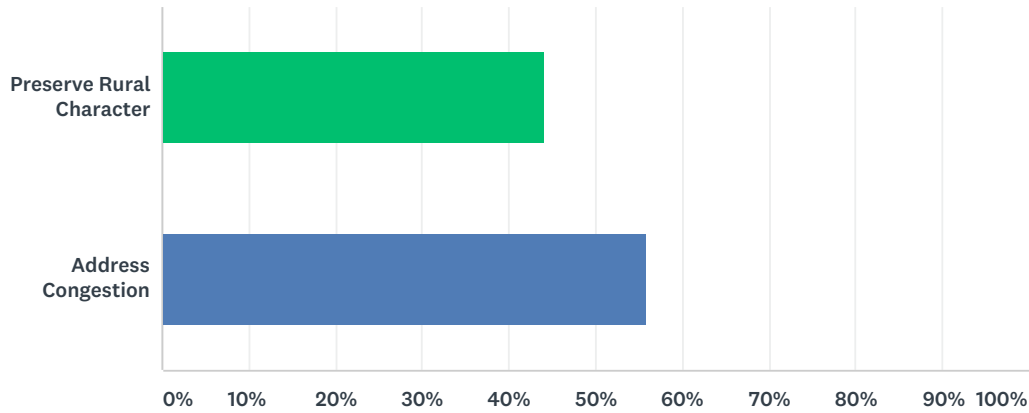
Answered: 673 Skipped: 20



ANSWER CHOICES	RESPONSES	
Alternative Corridors	48.44%	326
Widen Existing Roads	51.56%	347
TOTAL		673

Q9 Is it more important preserve the rural character of Fayette County or to address congestion?

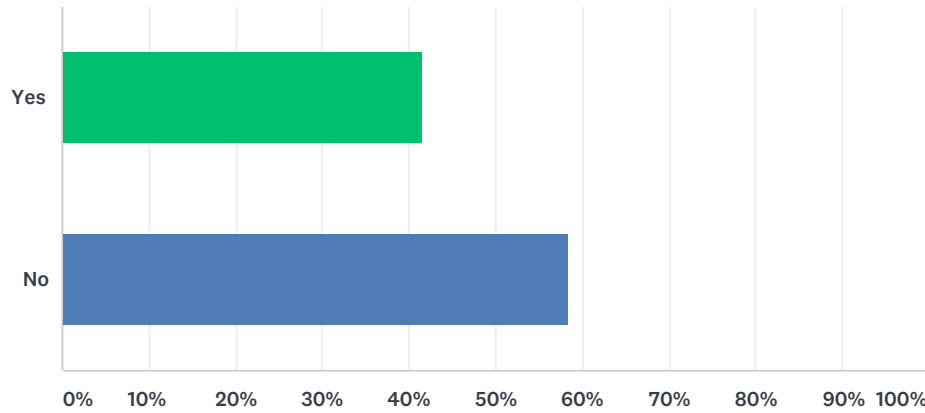
Answered: 674 Skipped: 19



ANSWER CHOICES	RESPONSES	
Preserve Rural Character	44.07%	297
Address Congestion	55.93%	377
TOTAL		674

Q10 Should Fayette County pursue new or expanded regional connections with neighboring Counties?

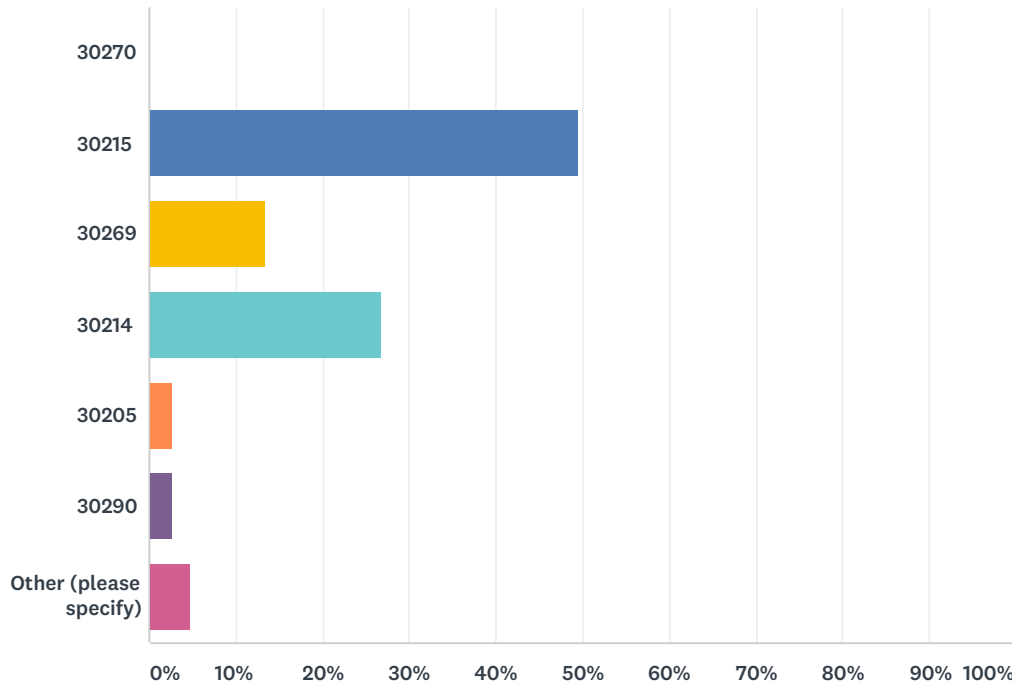
Answered: 669 Skipped: 24



ANSWER CHOICES	RESPONSES	
Yes	41.55%	278
No	58.45%	391
TOTAL		669

Q11 What is the ZIP Code where you live?

Answered: 687 Skipped: 6



ANSWER CHOICES	RESPONSES	
30270	0.00%	0
30215	49.64%	341
30269	13.39%	92
30214	26.78%	184
30205	2.62%	18
30290	2.77%	19
Other (please specify)	4.80%	33
TOTAL		687

Appendix C: Public Engagement Documentation

Fayette County Comprehensive Transportation Plan Update and Master Path Plan

Project Management Team

	Name	Affiliation
1.	Audrey Johnson	ARC
2.	David Haynes	ARC
3.	Ellen Walls	Brooks Town Manager
4.	LaShawn Gardiner	City of Fayetteville, Community Development Planner
5.	Vanessa Birrell	Fayette County Director of Environmental Management
6.	Phil Mallon	Fayette County Project Manager
7.	Joe Robison	Fayette County Public Works
8.	Carlotta Ungaro	Fayette Chamber
9.	Roshnee Lawrence	GDOT
10.	Charles Robinson	GDOT
11.	David Borkowski	Peachtree City, City Engineer
12.	Phillip Trocquet	Tyrone Planning & Development Coordinator
13.	Jonathan Webster	Consultant team
14.	Michael Kray	Consultant team
15.	Emily Ritzler	Consultant team
16.	Colin Chesston	Consultant team
17.	Britt Stork	Consultant team
18.	Steve Cote	Consultant team
19.	Kai Zuehlke	Consultant team
20.	Caroline Evans	Consultant team
21.	Genesis Harrod	Consultant team

Fayette County Comprehensive Transportation Plan Update and Master Path Plan

Stakeholder Committee

First Name	Organization	Title	Email Address
Ray Gibson	Fayetteville Elected Official/Representative	Local Jurisdiction	rgibson@fayetteville-ga.gov
Brian Eubanks	Fayette County Sheriff's Office	Major	beubanks@fayettecountyga.gov
Martin Sas	Fayette County Transportation Committee	Citizen Representative	mkrs@mac.com
Keith Larson	Southside Cycling Club	Bicycling Community Advocate	Keith_Larson@BellSouth.net
Antonio Valenzuela	Fulton County Representative	Adjacent Jurisdiction	antonio.valenzuela@fultoncountyga.gov
Audrey Johnson	ARC	Project Management Team	AuJohnson@atlantaregional.org
Bryan LaBrecque	Atlanta Regional Airport / Falcon Field & Clayton State U Peachtree City	Airport	BryanLaBrecque@clayton.edu
Carlotta Ungaro (President & CEO)	Fayette Chamber of Commerce	Economic and Community Development	Carlotta@FayetteChamber.org
Caroline Evans	Blue Cypress Consulting	Project Management Team	caroline.evans@bluecypress-consulting.com
Charles Robinson	GDOT	Project Management Team	chrobinson@dot.ga.gov
David Haynes	ARC	Project Management Team	dhaynes@atlantaregional.com
Debbie Britt	Piedmont Fayette Hospital	Major employer	Debbie.Britt@piedmont.org
Genesis Harrod	Jacobs	Project Management Team	Genesis.Harrod@jacobs.com
Jamie Tapp (Long-Range Planning)	Hartsfield-Jackson International Airport	Airport	jaimitiger@gmail.com
Jeff Duncan	Tyrone Elected Official/Representative	Local Jurisdiction	jduncan@tractor-equipment.com
Jeff Wix	Fayette Senior Services	Aging population	jwix@fayss.org
Jennifer Johnson	Peachtree City Convention & Visitor's Bureau	Economic Development	jjohnson@visitpeachtreecity.com
Joddie Gray	South Fulton CID	Freight	jgray@southfultonicid.com
Katie Pace (CEO)	Southern Conservation Trust	Environmental Group	katie@sctlandtrust.org
Lee Kelley	Clayton County Representative	Adjacent Jurisdiction	lee.kelley@claytoncountyga.gov
Maurice Ungaro	Brooks Representative	Local Jurisdiction	mungaro@tcfatl.com
Mayor Vanessa Fleisch	Peachtree City Elected Official/Representative	Local Jurisdiction	vfleisch@peachtree-city.org

Michael Kray	Jacobs	Project Management Team	michael.kray@jacobs.com
Minister BaSean Jackson	Fellowship of Love Church	Religious Community	baseanssc@icloud.com
Pastor Mike Stachura	Grace Evangelical Church	Religious Community	mike.stachura@gracechurchfayette.org
Phil Mallon	Fayette County Project Manager	Project Management Team	pmallon@fayettecountyga.gov
Phil Peevy	GDOT	Project Management Team	Ppeevy@dot.ga.gov
Quinn Bledsoe	Peachtree City Parks and Rec	Parks	qbledsoe@peachtree-city.org
Rick Halbert	Pinewood Atlanta Studios	Major employer	rick@halbertdevelopment.com
Stephen Childs	Panasonic Automotive Systems America	Major employer	stephen.childs@us.panasonic.com
Tavoris Edwards	Coweta County Representative	Adjacent Jurisdiction	tedwards@coweta.ga.us
Vivian Delgadillo Canizares	GDOT	Project Management Team	mcanizares@dot.ga.gov
Wyatt Martin	Young Professionals Fayette Connect Group	Young Professionals	wyatt@complete-insurance.com
Megan Barker	Fayette County Development Authority	Business Retention and Expansion Manager	mbaker@fayettega.org
Joddie Gray	South Fulton CID	Administrator	grayj@urbantrans.com
Roxane Owen	Fayette County Schools	Director of Transportation	owen.roxane@mail.fcboe.org
Jeff King	Operation Mobilization (OM) USA	Director of Internships and Volunteer Services	jeff.king@om.org
Gary Farr	Fayette County Sheriff's Office	Lieutenant	gfarr@fayettecountyga.gov
Peter Walker		Mr	peterdonaldwalker@gmail.com
Scot Dube	Sigvaris, Inc.	President / CEO	scot.dube@sigvaris.com
Charles McCollum	Recreation Commission	Chairman	cmccollum@aquadesignsystems.com

Stakeholder Meeting #1 11/24/2017 - Summary

Agenda



Stakeholder Advisory Committee

Meeting #1

November 14, 2017

Agenda

- Welcome, Sign-in, & Refreshments
 - Introductions
 - One Word
 - Fayette Transportation Plan Overview
 - ⇒ Best / Worst
 - ⇒ Information Sharing
 - ⇒ Website
 - Goals and Objectives Discussion
 - Breakouts
 - ⇒ Line Matching Exercise
 - ⇒ Priority Exercise
 - ⇒ Modal issues
 - Desired Plan Outcomes
-

Sign in

Stakeholder Meeting Sign In

November, 14th 2017

**TRANSPORTATION
PLAN**

Name	Signature
Abby Bradley	
Anita Godbee	
Antonio Valenzuela	
Audrey Johnson	<i>Audrey Johnson</i>
Bryan LaBrecque	
Carlotta Ungaro	
David Haynes	
Debbie Britt	
Jamie Tapp <i>Jaimi</i>	<i>Jaimi Tapp</i>
Jeff King	
Jeff Wix	<i>Jeff Wix</i>
Jennifer Johnson	

Stakeholder Meeting Sign In

November, 14th 2017



TRANSPORTATION
PLAN

Name	Signature
Scot Dube	
Sherriff Babb	
Stephen Childs	
Tavoris Edwards	
Wyatt Martin	
Charles McCallum	
Ray Gibson	
PETER WALKER	
GARY FARR	
BRIAN EURANKS	
Rich Hobart	
JOE ROBISON	

Stakeholder Meeting Sign In

November, 14th 2017



TRANSPORTATION
PLAN

Name	Signature
Joan Young Megan Baker	Megan Baker
Joddie Gray	
Katie Pace	
Keith Larson	KL
Lee Kelley	
Vaness Fleisch	
BaSean Jackson	
Mike Stachura	
Paul Post	Paul Post
Quinn Bledsoe	
Roshnee Lawrence	
Roxane Owen	ROwen

Stakeholder Meeting Sign In

November, 14th 2017



TRANSPORTATION
PLAN

Name	Signature
Vanessa Birrell	Vanessa Birrell
MARTIN SAS	Martin A. Sas
LASHAWN GORDNER	Lashawn Gordner
MAURICE UNGER	Maurice Unger

PowerPoint



Stakeholder Advisory Committee Meeting #1

November 14, 2017

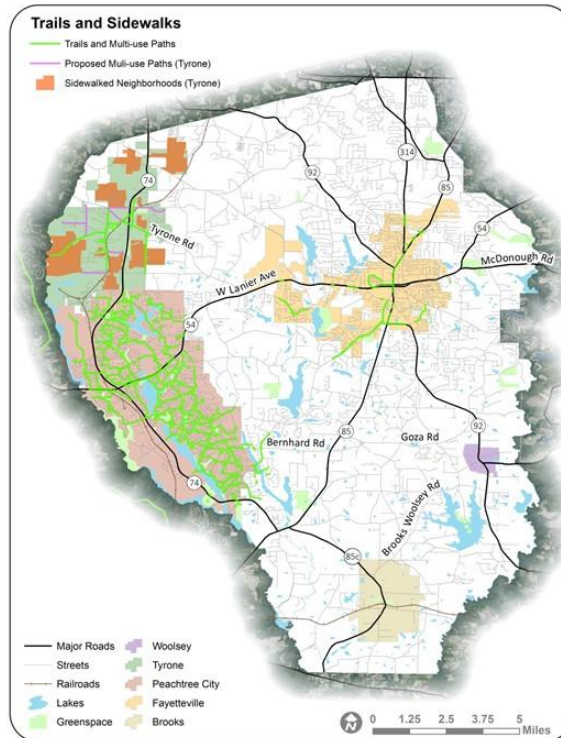


What are We Doing?

- Atlanta Regional Commission Program
- Comprehensive Assessment
 - All Modes:
 - Automobile, Golf Cart, Bicycle, Walking
- Update of 2010 Transportation Plan
- Master Path Plan

Master Path Plan

- Expand the System
 - Fill Gaps
 - Connect Destinations
 - Countywide
- Safety & Amenities
 - Street Crossings
 - Lighting
 - Branding
 - Parking/Charging



What Are the Outcomes?

- Vision for the Future
 - Vetted by the community
 - Adopted by political leadership
- A roadmap to implement the vision
 - Project list
 - Policy tools
 - Financial Strategies

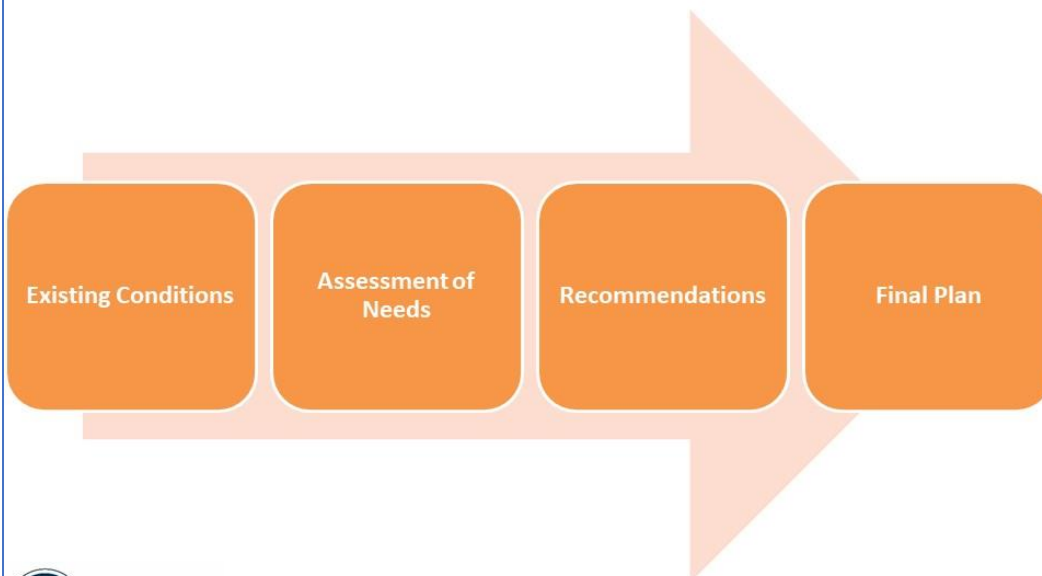


Planning Process

SCHEDULE



Planning Process



Project Schedule

	2017				2018					
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Task 1: Project Management										
Task 2: Engagement										
Task 3: Inventory										
Task 4: Assessment						★				
Task 5: Recommendations									★	
Task 6: Documentation										



= Public Meetings



TRANSPORTATION
PLAN

Community Led, Guided by Data

DATA INPUTS



TRANSPORTATION
PLAN

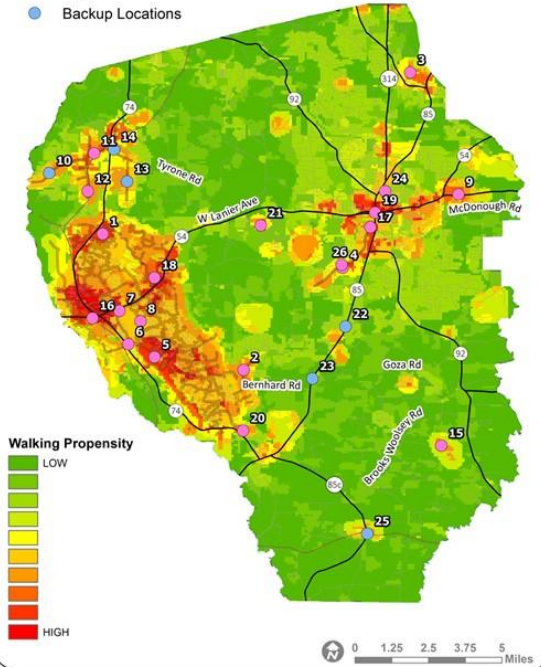
Field Work

- Bike, Ped, and Golf Cart Counts



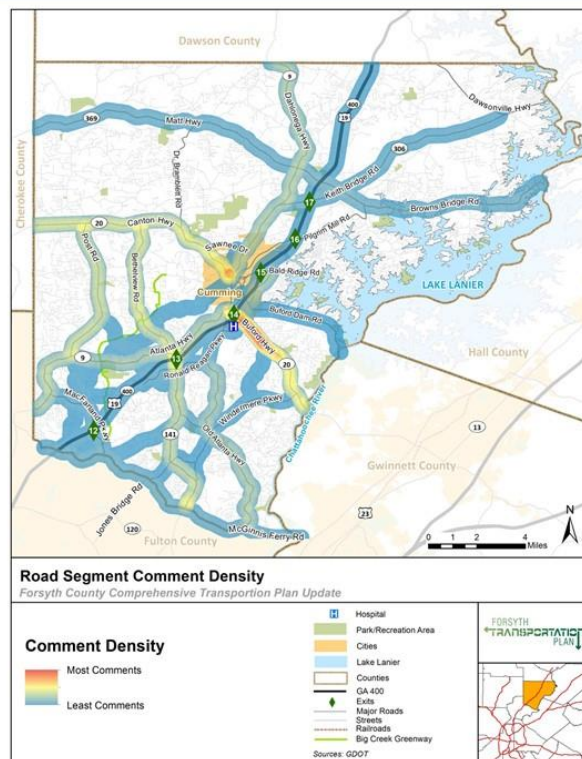
Count Locations

- Proposed Locations
- Backup Locations
- Trails and Multi-use Paths



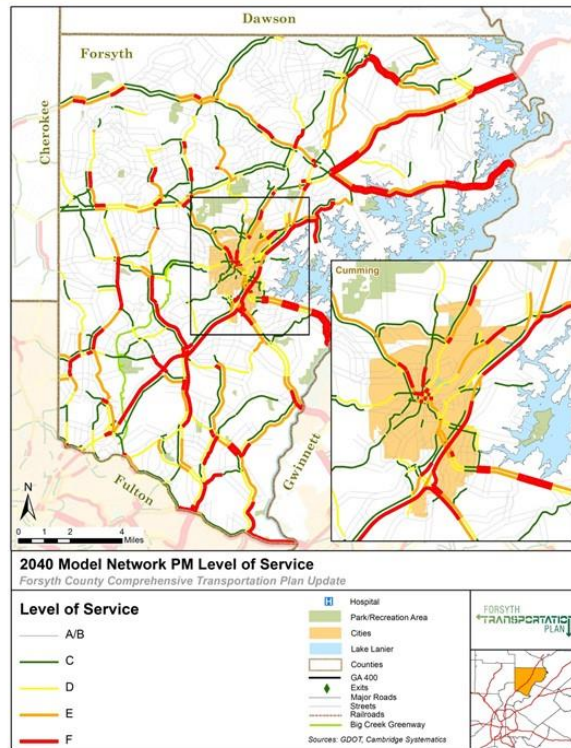
Public Input

- Stakeholder Committee
- Community Events
- Public Meetings
- Workshops
- Online Survey
- Interactive Mapping



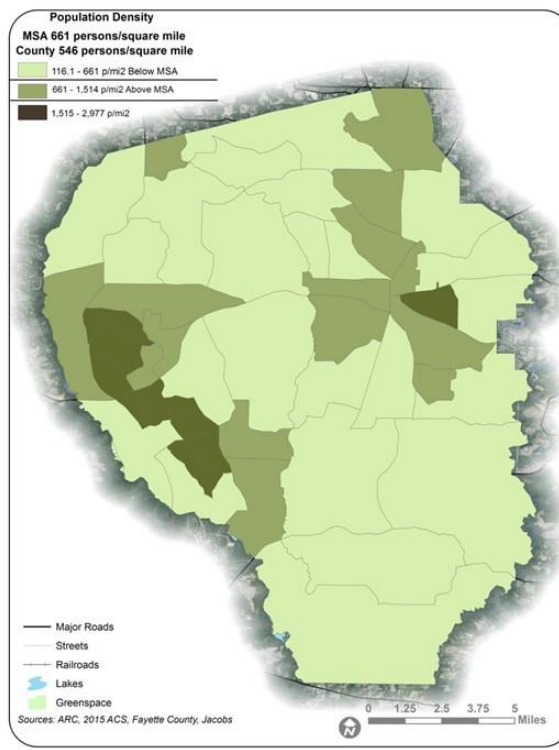
Travel Demand Modeling

- Current Year (2017)
- Future Year (2040)



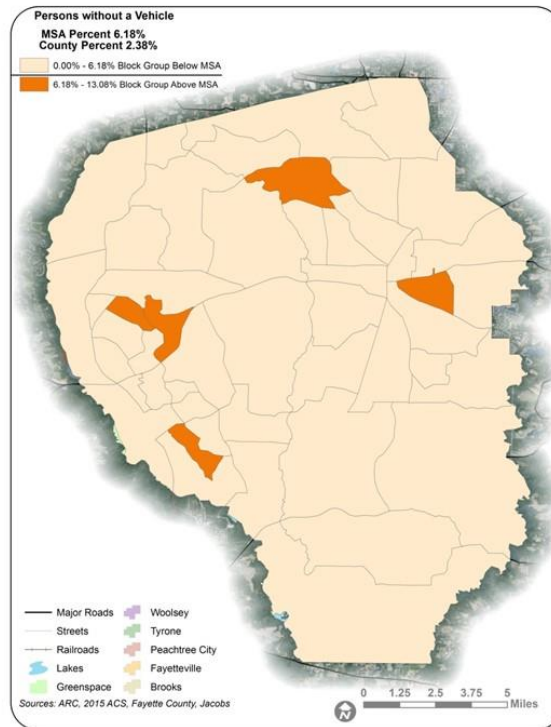
Demographics

- Population Density



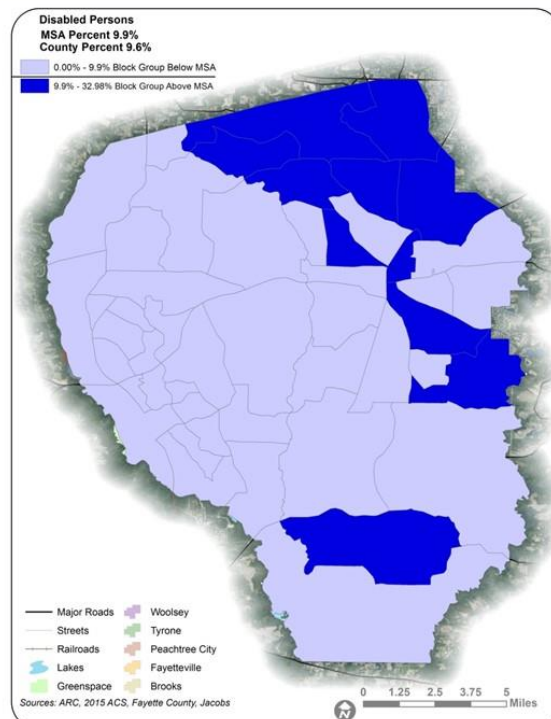
Demographics

- Access to Vehicles



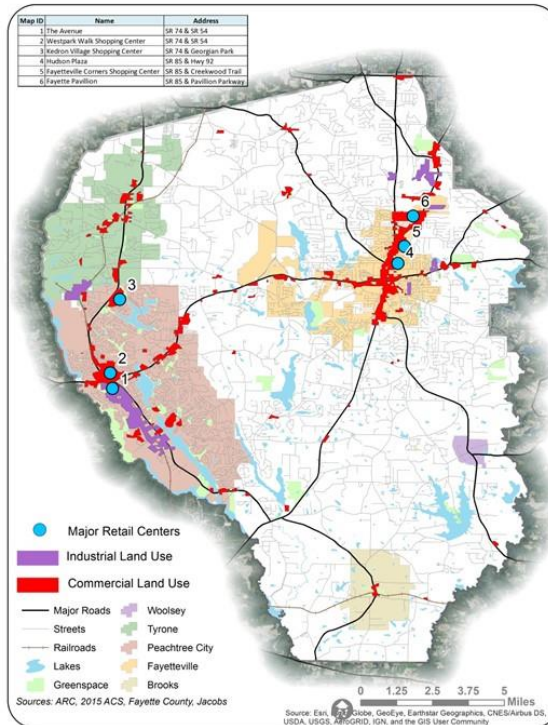
Demographics

- Disabled Persons



Land Use

- Trip Generators
- Future Land Use
- Comp Plan



Role and Activities

STAKEHOLDER COMMITTEE



What Does the Stakeholder Advisory Committee Do?

- Vision and goal development
- Input on the planning process
- Provide local knowledge
- Help get word out to the community
- Verify analysis results

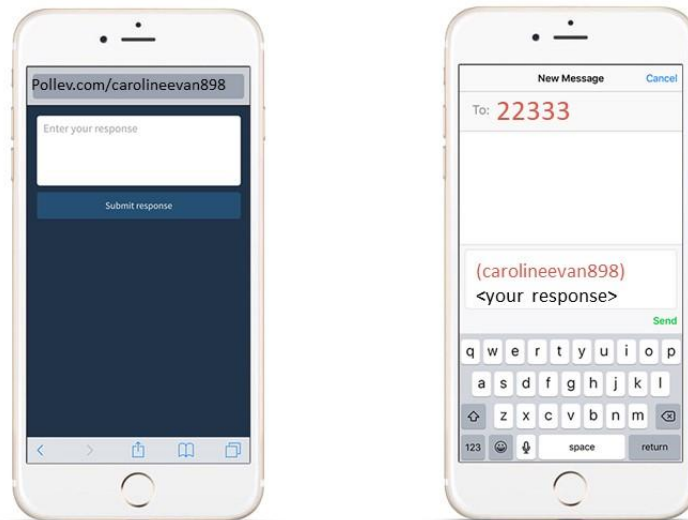


Poll Everywhere – How To Use It

- Text Message:
 - Create a new text message and send
 - CAROLINEEVAN898
 - To 22333
- Web Browser:
 - Go to Pollev.com/carolineevan898



Responding with Poll Everywhere



Project Contacts

- Fayette County Project Manager
 - Phil Mallon, Director, Public Works Department
 - pmallon@fayettecountyga.gov
 - 770-320-6009
- Consultant Project Manager
 - Michael Kray, Jacobs
 - michael.kray@jacobs.com
 - 404-978-7620



Exercise Handout



Draw a line to match each local goal with a corresponding regional goal

Local Goals

Regional Goals

	Accessible and equitable transportation
Desirable places for all citizens	Develop additional walkable, vibrant centers, that support people of all ages and abilities
Develop regional strategies	Foster application of technology
Develop safe and balanced choices	Improve public health
Maintain fiscal stability	Improve transit options
Preserve community character	Maintain existing transportation system
Support the county's vision for positive growth	Strategically expand transportation system
	Support reliable movement of freight and goods



Place a number to rank each of these transportation priorities from most important (1) to least important (8)

Transportation Priority	Ranking
Congestion Reduction	
Economic Development	
Environmental Stewardship	
Expanding the Path Network	
Investment in Transit	
Maintaining the Existing Transportation System	
Quality of Life	
Safety	

Exercise Handout Results

Transportation Priorities - SAC Rankings									
SAC Meeting 1 - 11/14/2017									
		Most Important						Least Important	
	Ranking	1	2	3	4	5	6	7	8
Congestion Reduction	Number of Respondents	3	4	3	4	1	1		
Economic Development		3	3	2	2		2	4	
Environmental Stewardship		1		1	3	1	1	5	4
Expanding the Path Network		1	3	2	3	2	1		4
Investment in Transit			1	3	3	3	1	1	3
Maintaining the Existing Transportation Syst		1		3		6	1	1	3
Quality of Life		4	2	1	1	2	4	1	
Safety		3	3	1			4	4	1

Photos

Photo 1: Phil Mallon, Division Director of Public Works, address the stake holder committee with a brief word on the project.



Photo 2. Members of the Stakeholder Committee participate in a Poll Anywhere poll during the presentation.

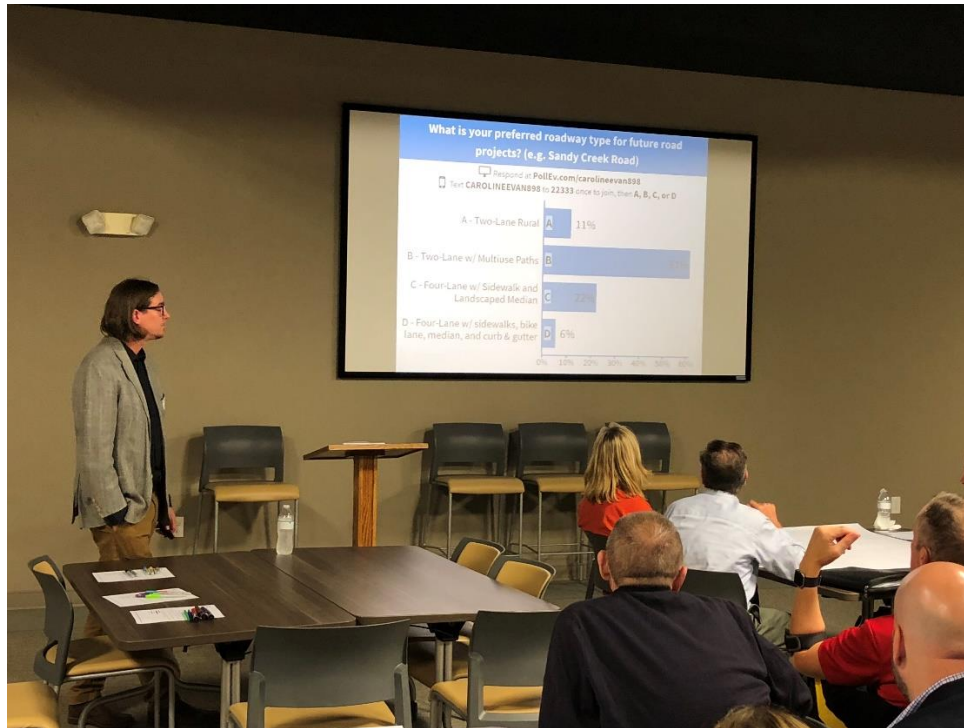


Photo 3. Members of the Stakeholder Committee participate in a breakout exercise, identifying modal issues within Fayette County.



Stakeholder Meeting #2 04/10/2018 - Summary

Sign In

Stakeholder Meeting Sign In

April 10, 2018



TRANSPORTATION
PLAN

	Name	Please check this box by your name
1	Antonio Valenzuela	
2	Audrey Johnson	
3	Brian Eubanks	
4	Carlotta Ungaro	
5	Caroline Evans	
6	Charles McCollum	
7	Charles Robinson	
8	David Haynes	✓
9	Debbie Britt	
10	Gary Farr	

Stakeholder Meeting Sign In

April 10, 2018



TRANSPORTATION
PLAN

	Name	Please check this box by your name
11	Genesis Harrod	
12	<i>Jami</i> Jamie Tapp	✓
13	Jeff Duncan	✓
14	Jeff King	✓
15	Jeff Wix	✓
16	Jennifer Johnson	
17	Katie Pace	
18	Keith Larson	✓
19	Marty Sas	✓
20	Maurice Ungaro	
21	Mayor Vaness Fleisch	

Stakeholder Meeting Sign In

April 10, 2018



TRANSPORTATION
PLAN

	Name	Please check this box by your name
22	Michael Kray	
23	Minister BaSean Jackson	
24	Pastor Mike Stachura	
25	Paul Post	✓
26	Peter Walker	✓
27	Phil Mallon	X
28	Phil Peevy	✓
29	Quinn Bledsoe	
30	Ray Gibson	
31	Rick Halbert	
32	Roxane Owen	✓

Stakeholder Meeting Sign In

April 10, 2018



TRANSPORTATION
PLAN

	Name	Please check this box by your name
33	Scot Dube	
34	Stephen Childs	
35	Tavoris Edwards	
36	Vivian Delgadillo Canizares	
37	Wyatt Martin	
38	JOE ROBISON	✓
39	RAY GIBSON	✓
40	AILEEN DANCEY (ARC)	✓
41		
42		
43		

PowerPoint



FAYETTE TRANSPORTATION
PLAN

Master Path Plan Workshop

Stakeholder Advisory Committee
April 10, 2018



PEACHTREE CITY
PLAN TO STAY™

TYRONE
GEORGIA

FAYETTE
County
Create Your Story!

EST. 1983
FAYETTEVILLE
GEORGIA

ARC
ATLANTA REGIONAL COMMISSION

1



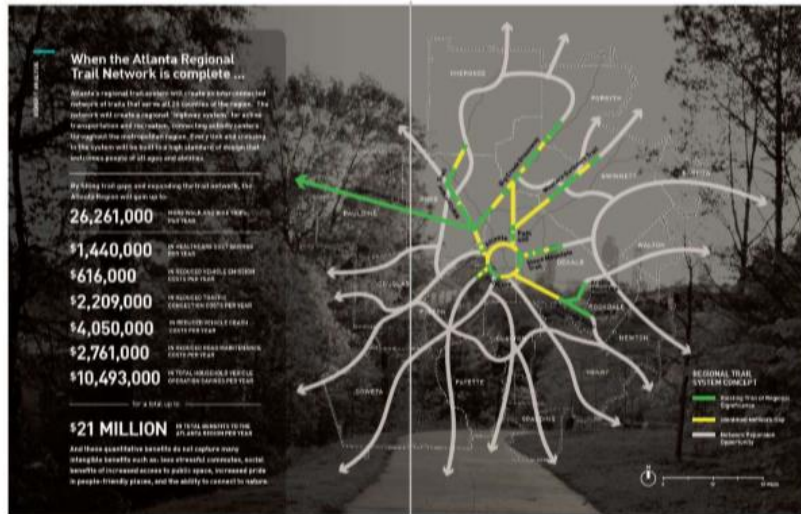
BENEFITS OF PATH NETWORKS



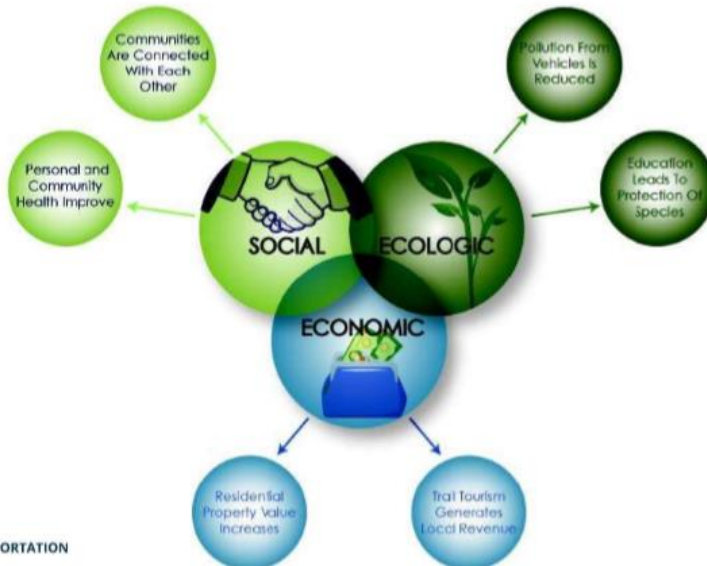
FAYETTE TRANSPORTATION
PLAN

2

Path Network Benefits



Path Network Benefits



Health Benefits

When the Regional Trail Network is complete, the Atlanta Region will gain up to:



25,026,000

MORE MILES WALKED AND
BIKED PER YEAR

*That's equivalent to 3.9 million
laps around I-285*



23,000

MORE PEOPLE MEETING THE
RECOMMENDED AMOUNT OF
PHYSICAL ACTIVITY PER YEAR

*That's equivalent to all the
undergrads at Georgia Tech and
Emory University*



\$1,440,000

IN ANNUAL HEALTHCARE
COST SAVINGS

*That's equivalent to over
1,000 ambulance rides to Atlanta
hospitals*



5

Environmental Benefits

When the Regional Trail Network is complete, the Atlanta Region will benefit from:



47,538,000

POUNDS OF CO2 EMISSIONS
REDUCED PER YEAR

*That's equivalent to planting
about 52,000 trees*



598,000

POUNDS OF OTHER VEHICLE
EMISSIONS REDUCED PER YEAR

*That's equivalent to about 4,000
fewer trips to the gas station*

which will save the
Atlanta Region up to:

\$616,000

IN TOTAL VEHICLE EMISSIONS
COSTS PER YEAR



6

Transportation Benefits

When the Regional Trail Network is complete, the Atlanta Region will benefit from:



\$2,209,000

IN REDUCED TRAFFIC
CONGESTION COSTS PER YEAR

*That's equivalent to over 44,000
annual passes to the Georgia
State Parks*



\$2,761,000

IN REDUCED ROAD MAINTENANCE
COSTS PER YEAR

*That's equivalent to the cost of
filling in around 50,000 potholes*



\$10,493,000

IN HOUSEHOLD VEHICLE
SAVINGS PER YEAR

*That's equivalent to about 84,000
tickets to Music Midtown*



7



GOALS OF THE MASTER PATH PLAN



8

3) Improve **safety and comfort** of the existing system **for all users**



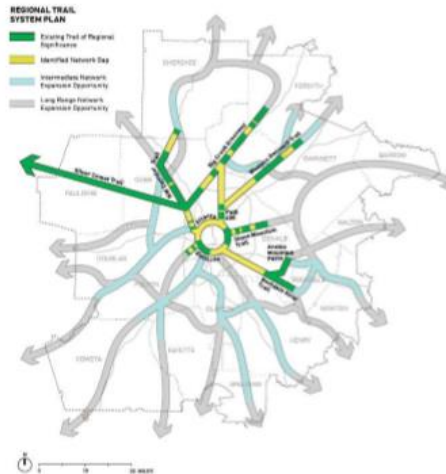
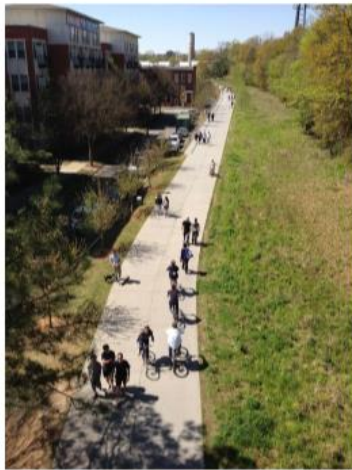
11

4) Improve **multi-modal connectivity** **between destinations** within the County



12

5) Contribute to **regional trail and bike network**



13

Poll Everywhere – How To Use It

- Text Message:
 - Create a new text message and send
 - CAROLINEEVAN898
 - To 22333
- Web Browser:
 - Go to PollEv.com/carolineevan898



14

Responding with Poll Everywhere



15



DESIGN USER



16

Who should the path network be designed to accommodate?

Walkers	A
Bicyclists	B
Golf Carts	C
All of the Above	D

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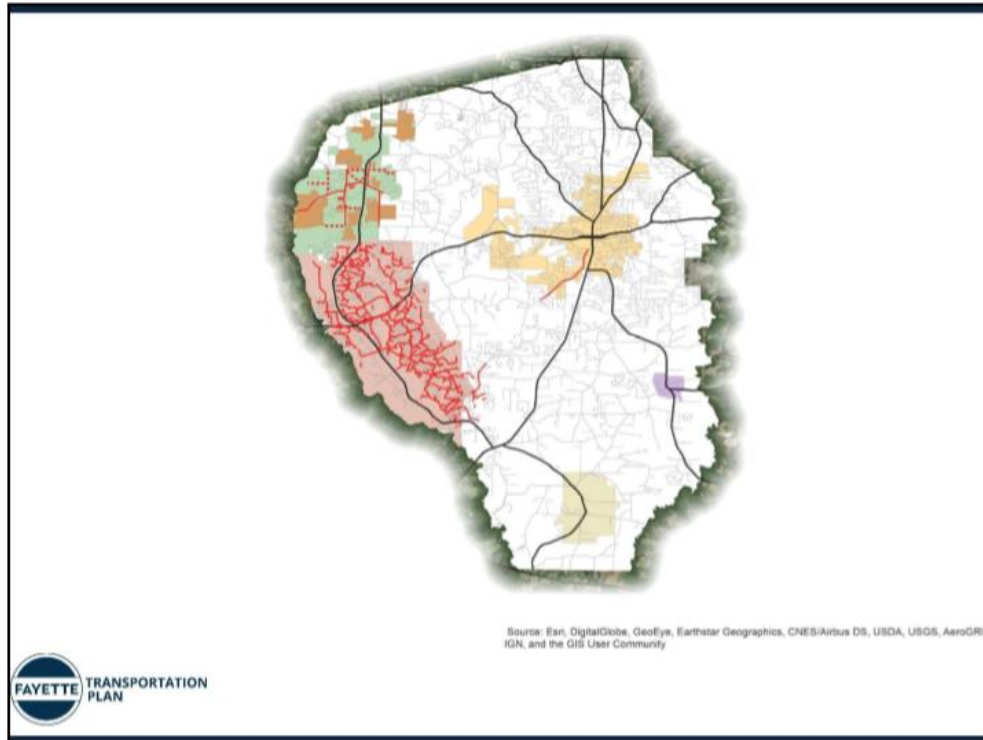
17

Places that Need Connecting

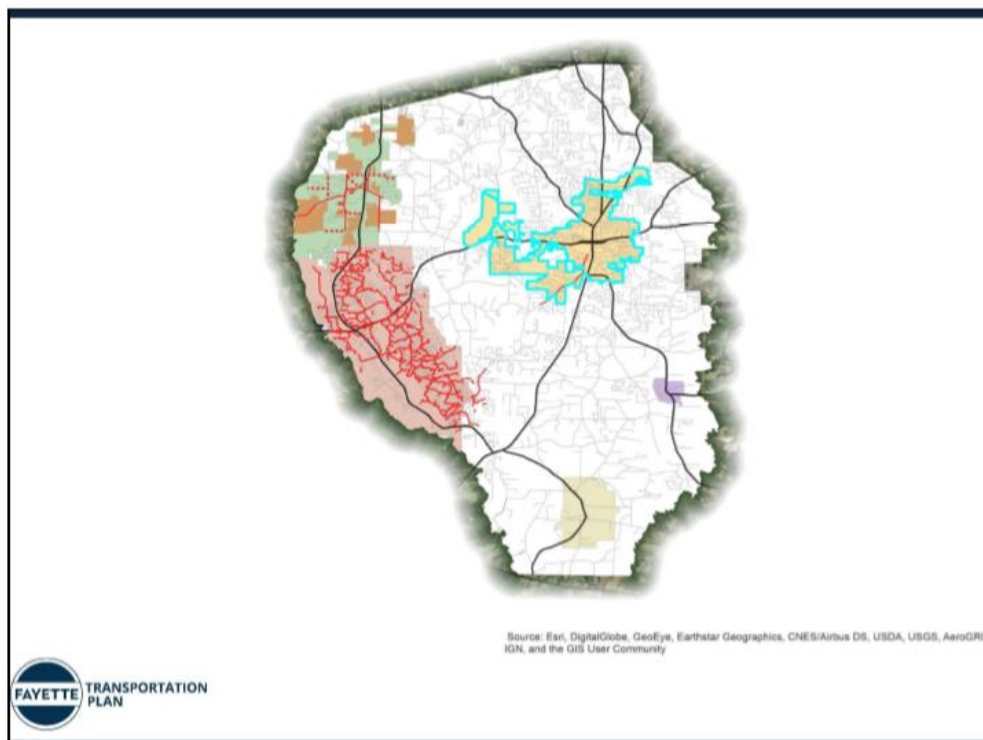
ORIGINS & DESTINATIONS

 **FAYETTE** TRANSPORTATION PLAN

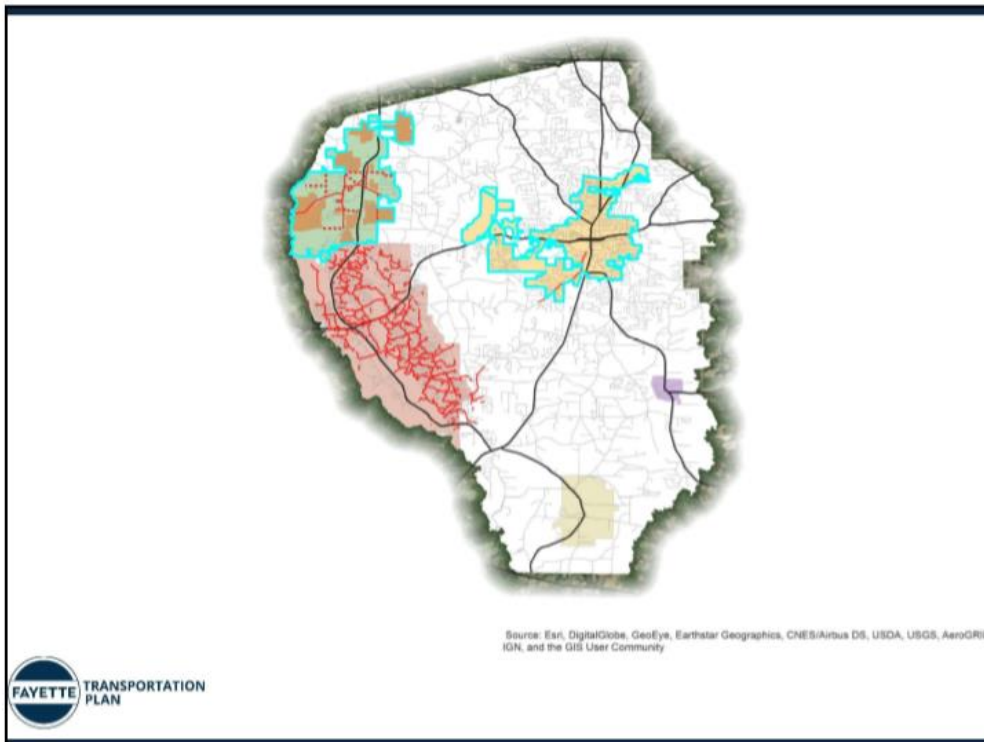
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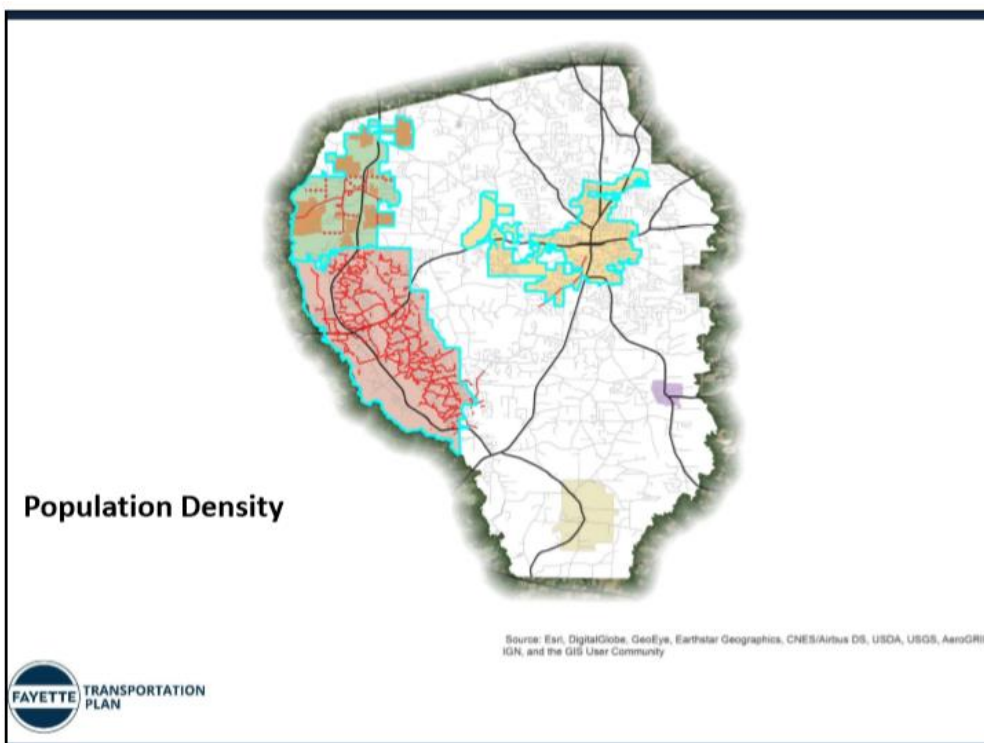
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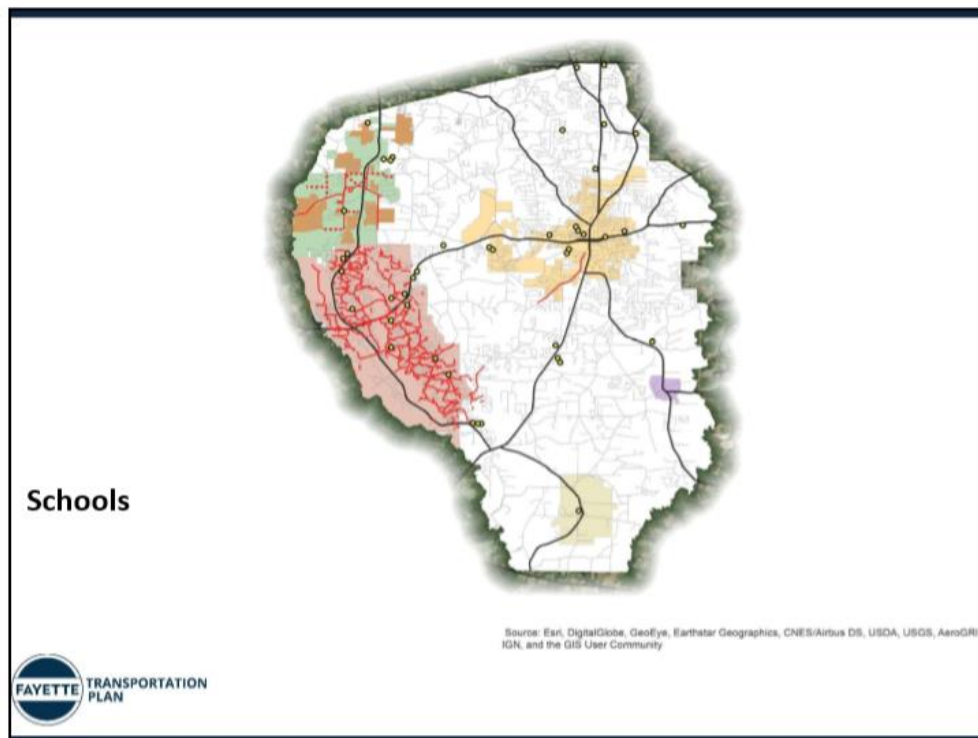
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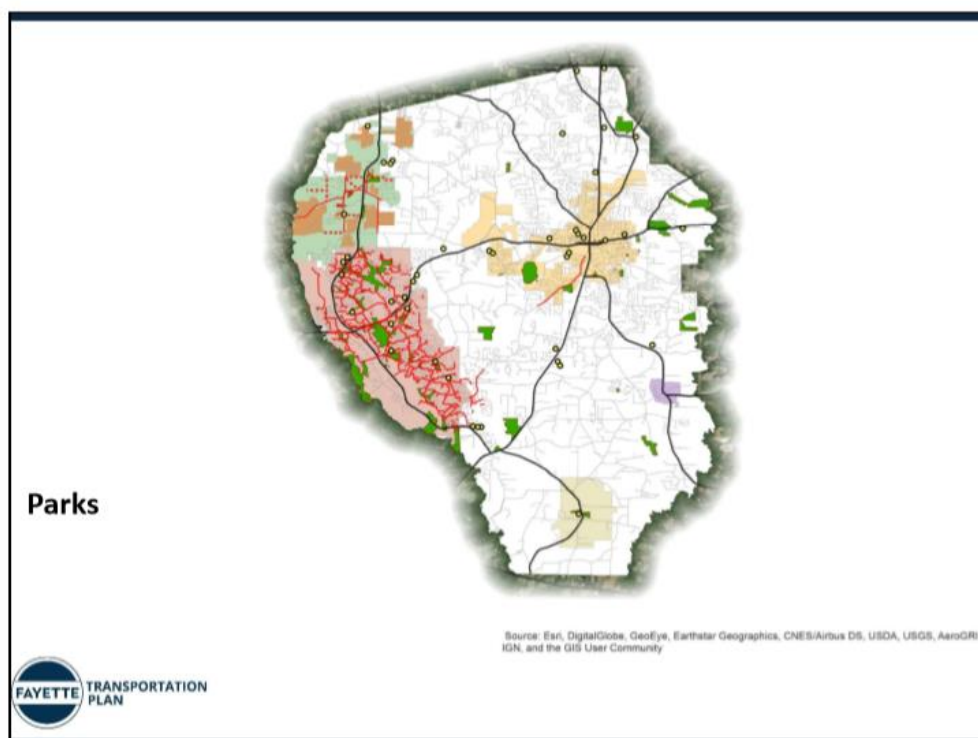
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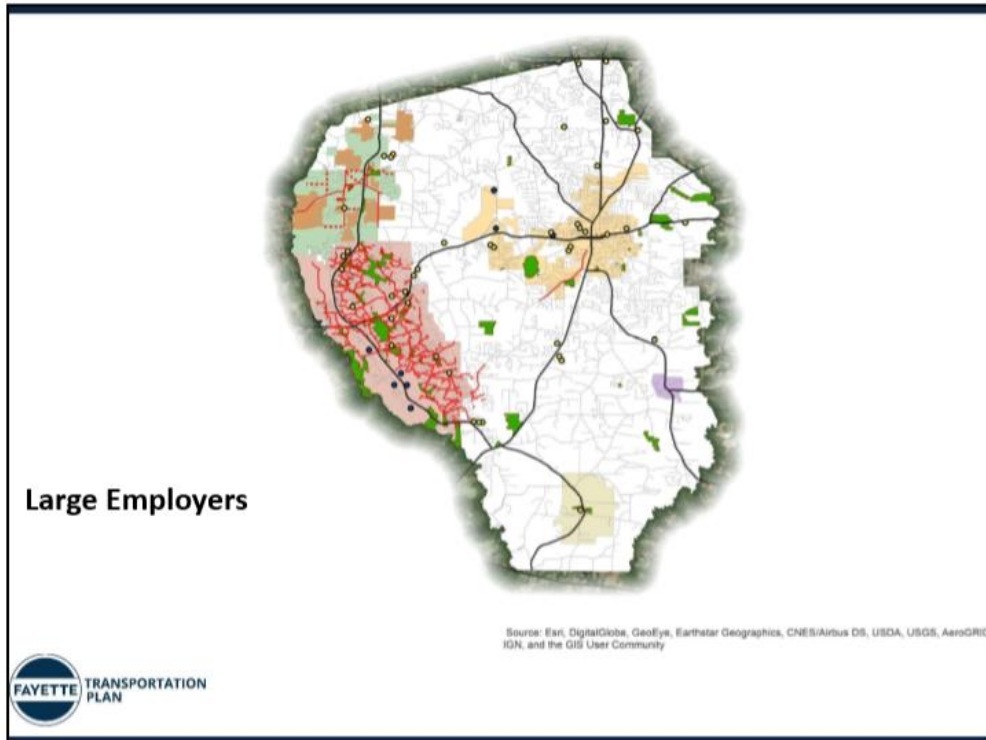
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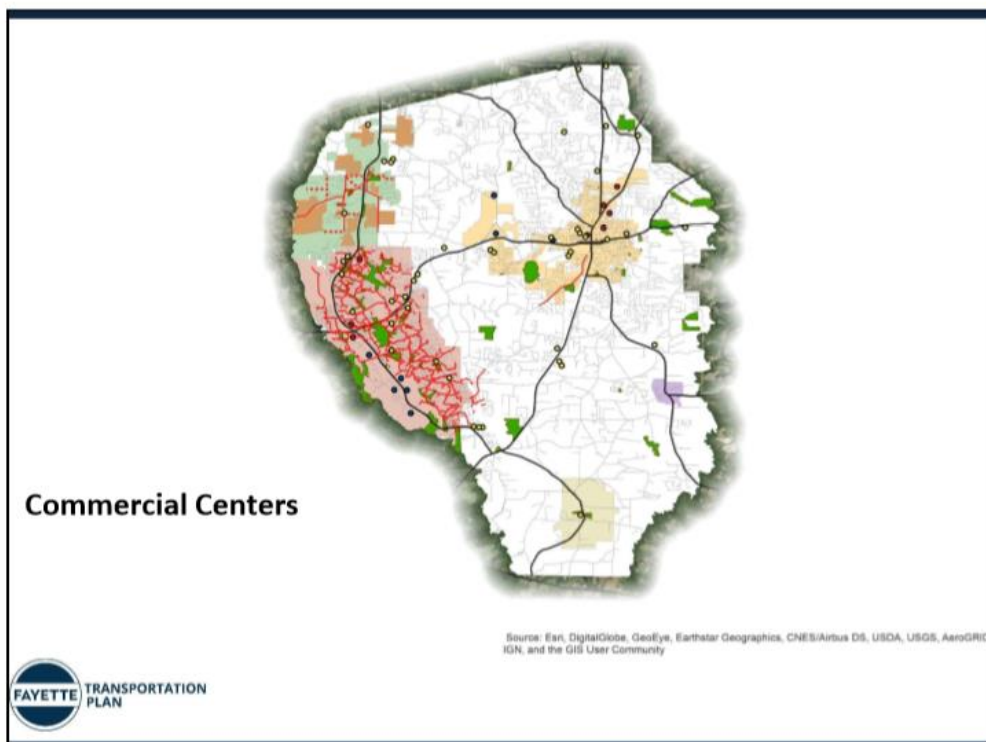
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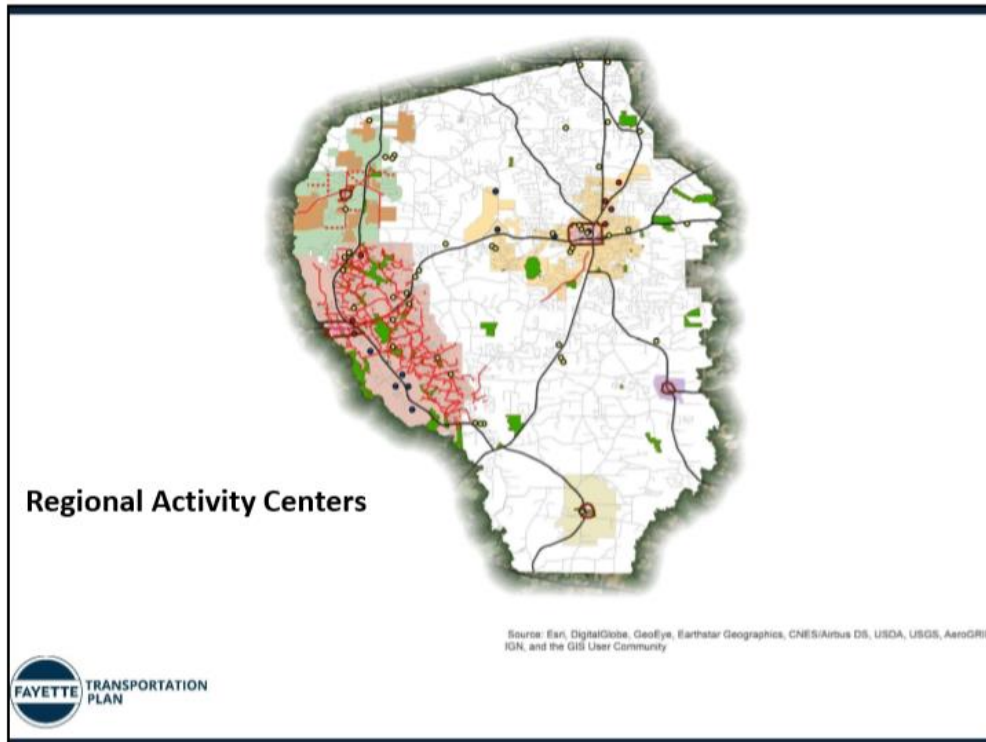
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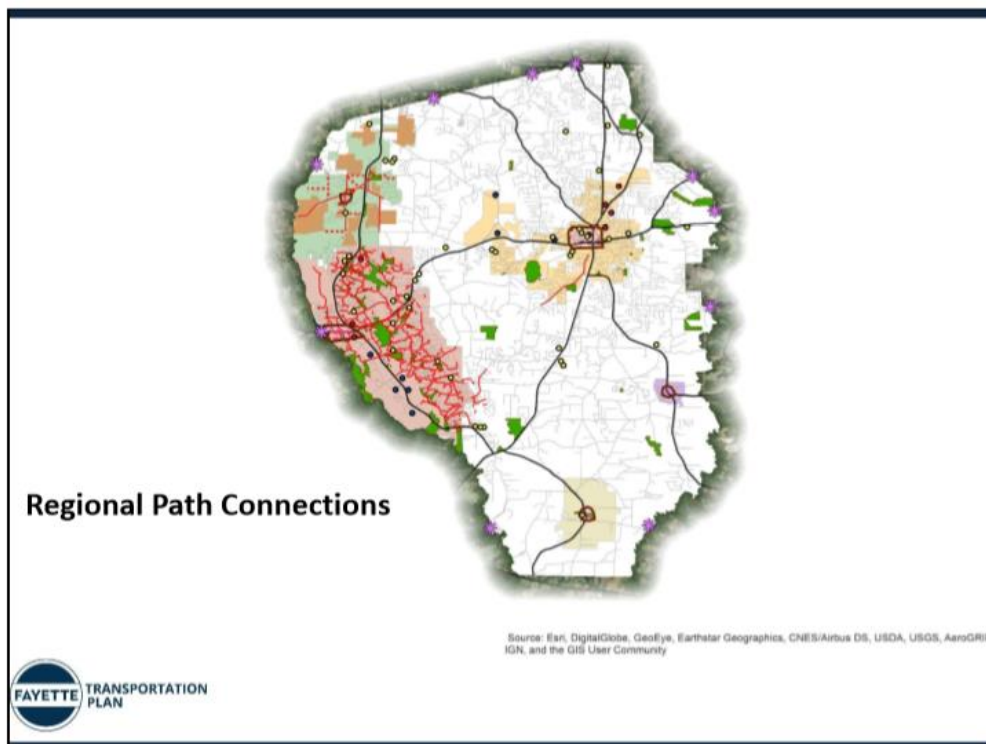
25



26



27



28

What are the most important destinations for the Path Network?

- Parks
- Schools
- Employment
- Shopping/Commercial
- Population Density
- Regional Connections

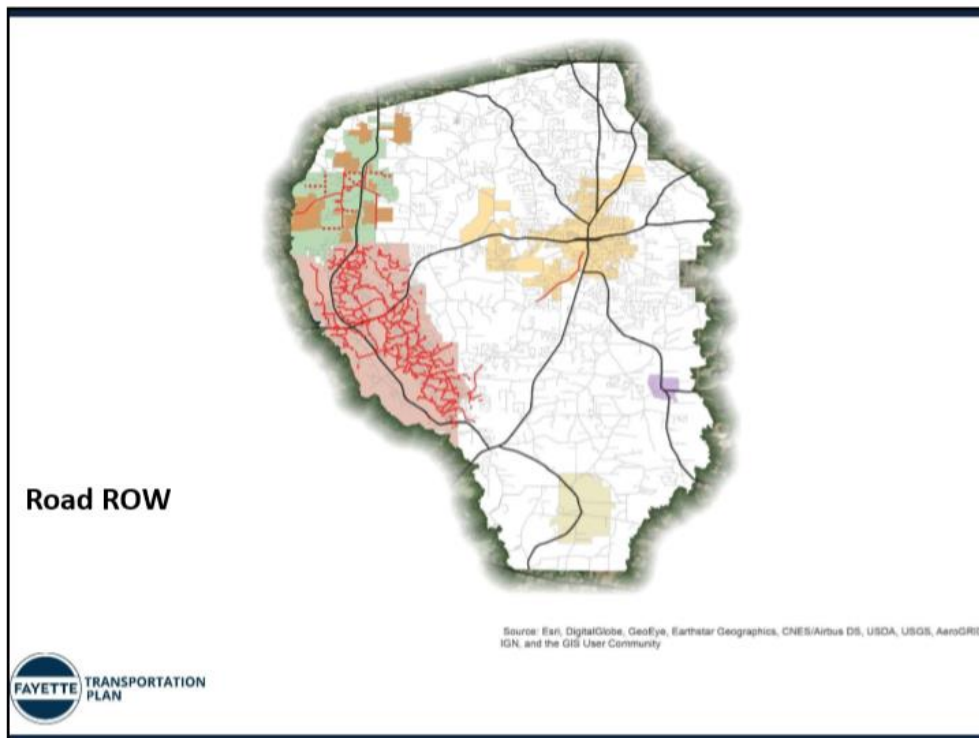
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29

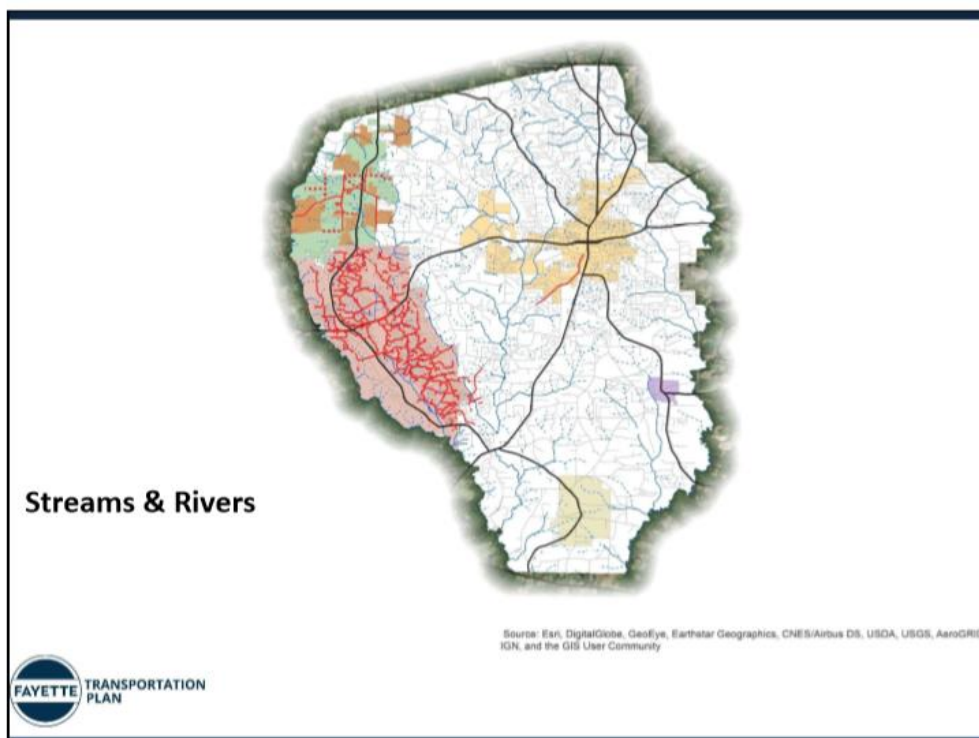
Facility Placement
OPPORTUNITIES

FAYETTE TRANSPORTATION PLAN

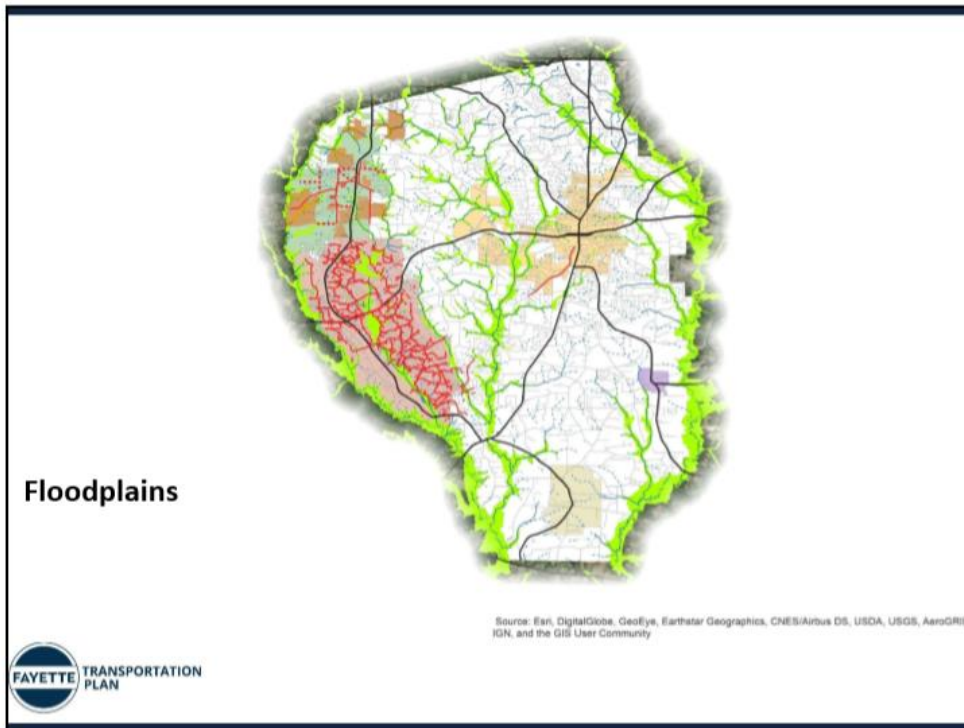
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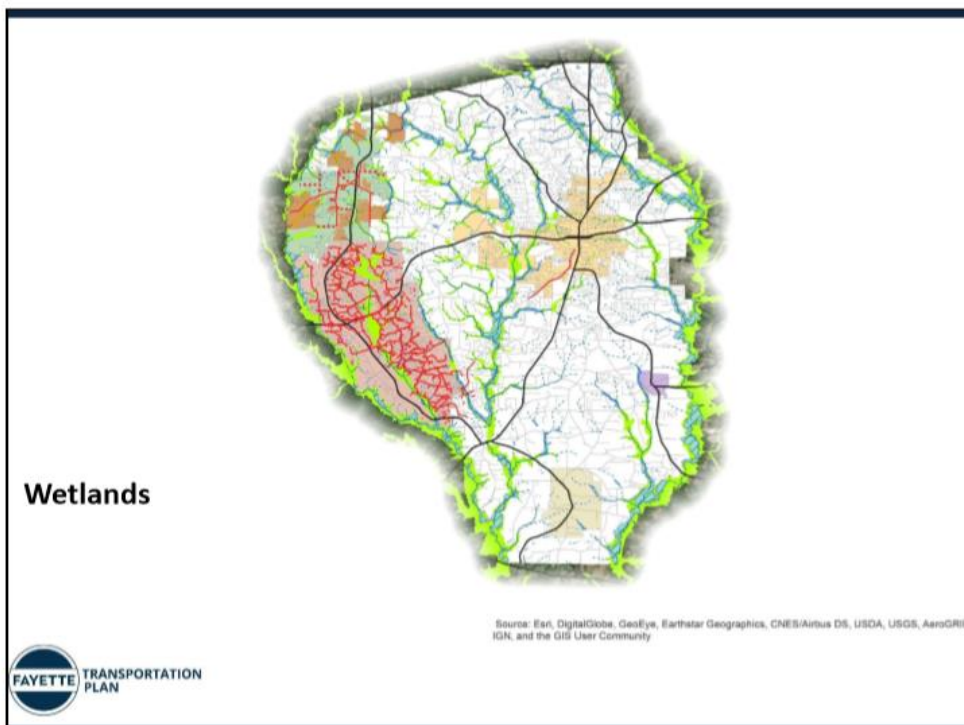
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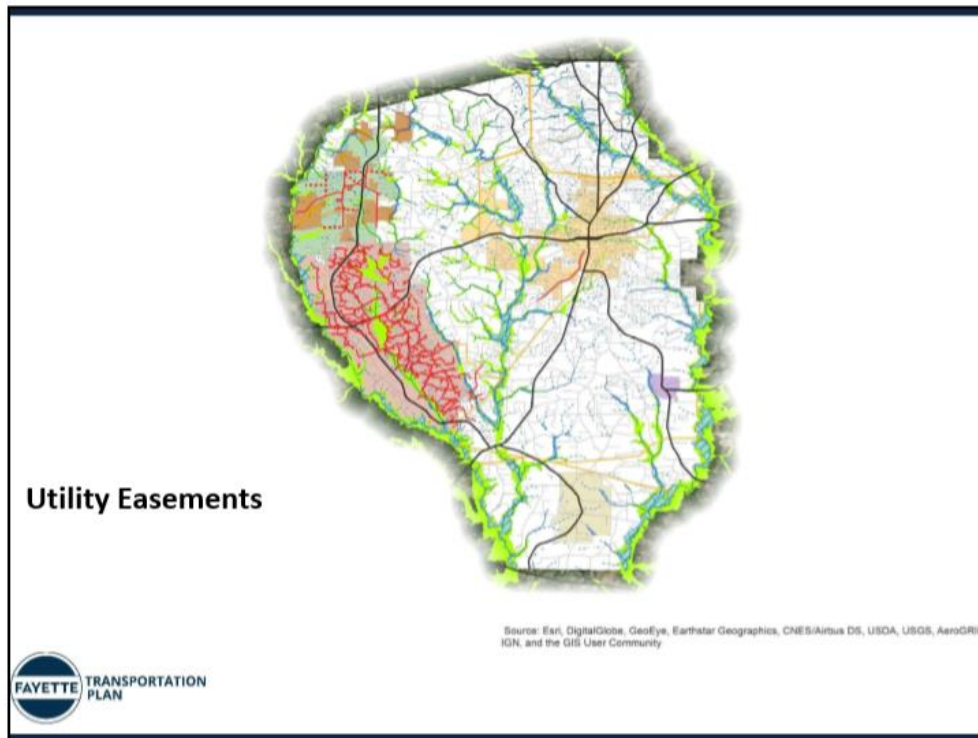
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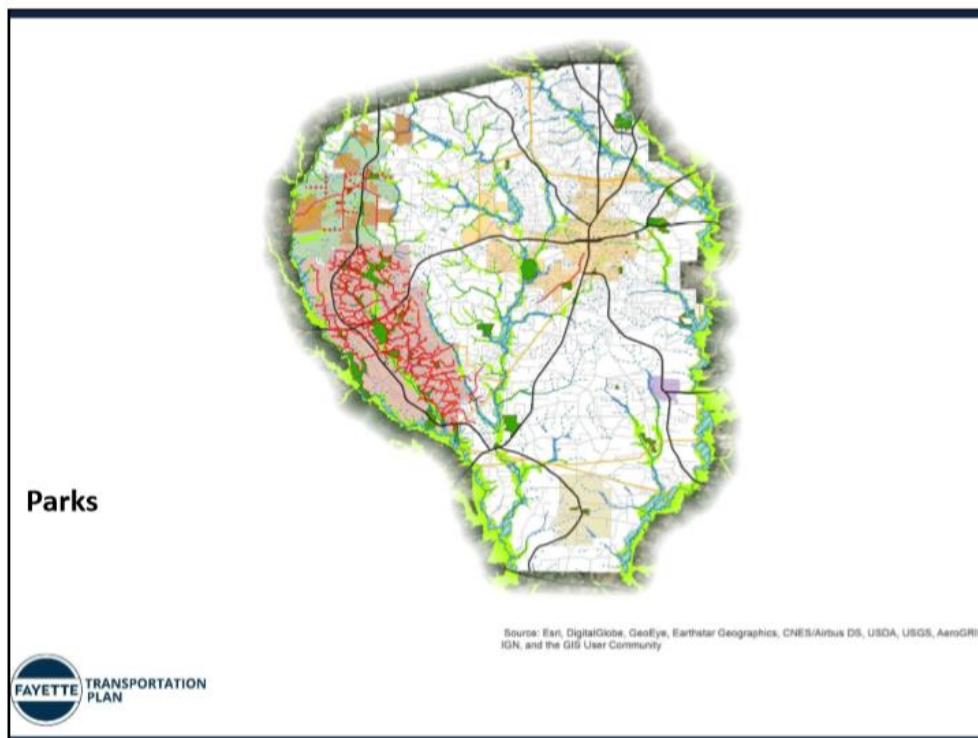
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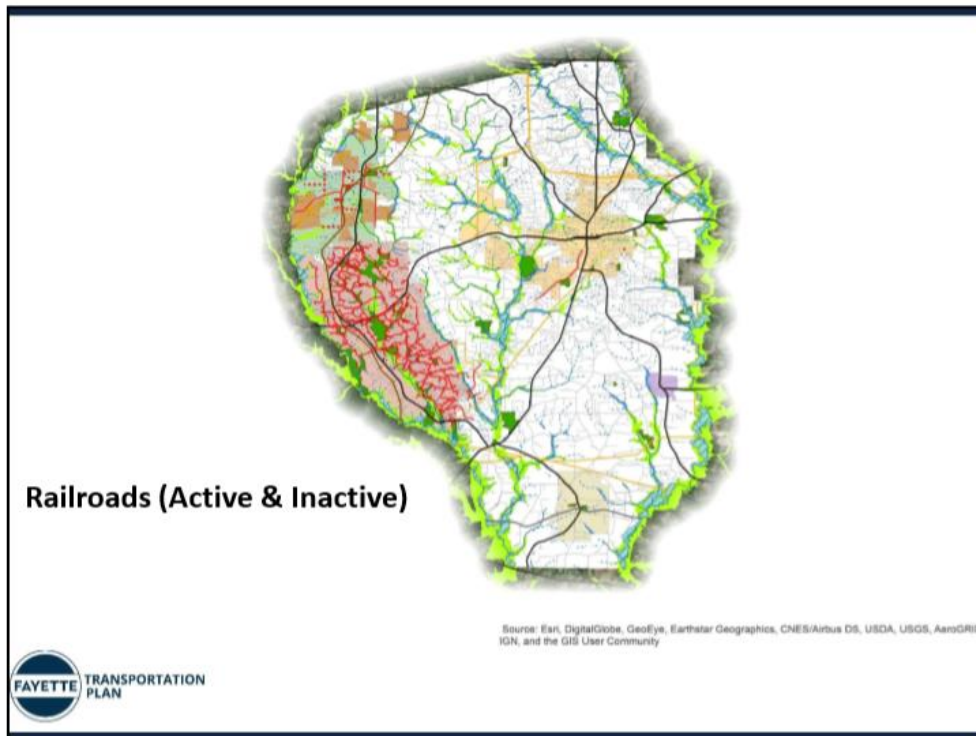
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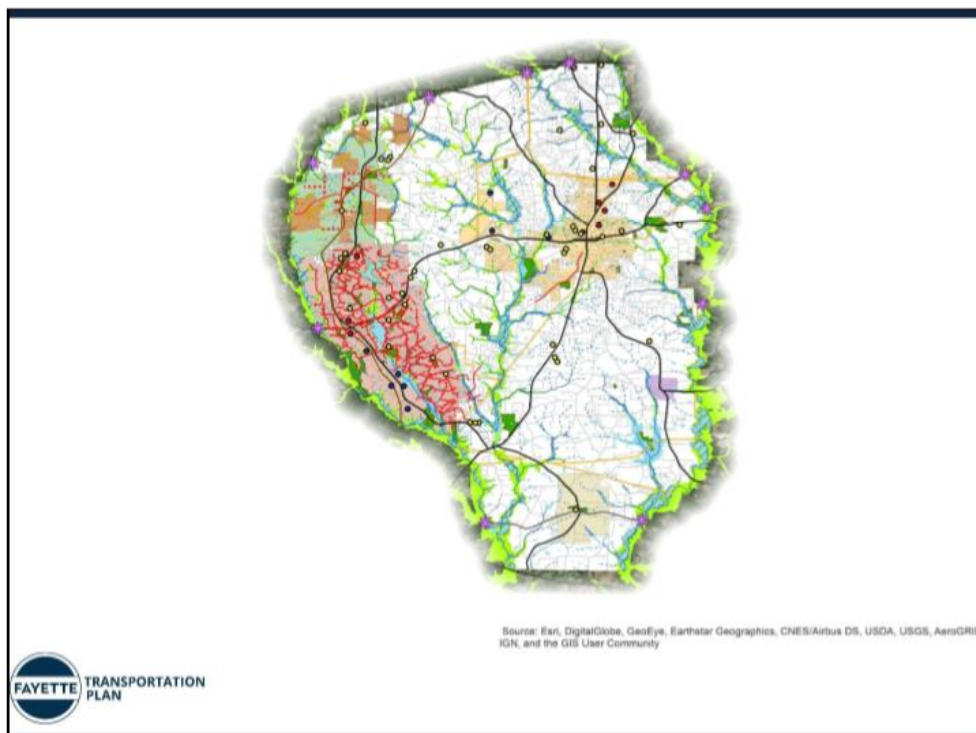
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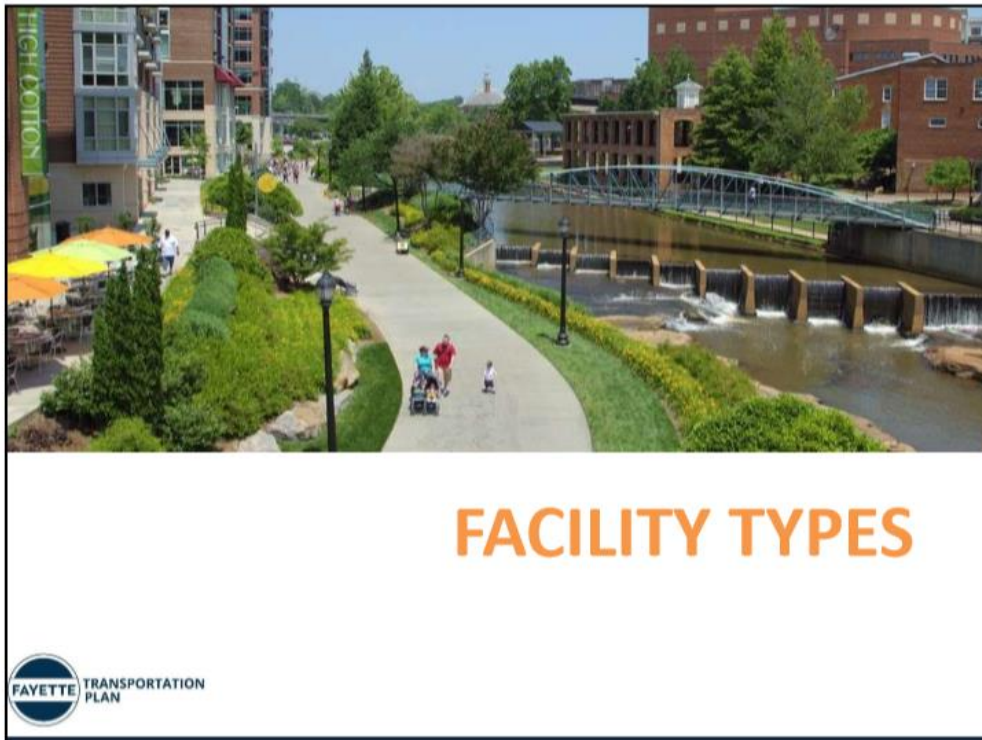
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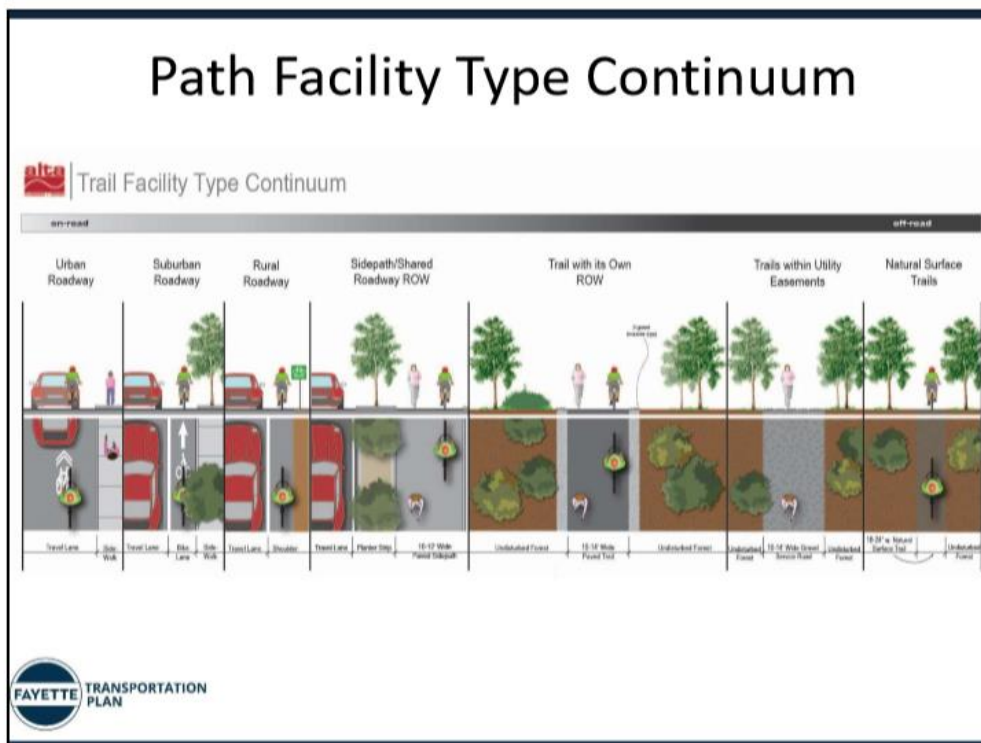
37



38



39



40

Greenway Trails: Independent ROW



41

Greenway Trails: Along rivers + streams



42

Greenway Trails: Rail-to-trail



43

Sidepaths: Trails along roadways



44

Rail-with-Trail



45

On-street Bikeways



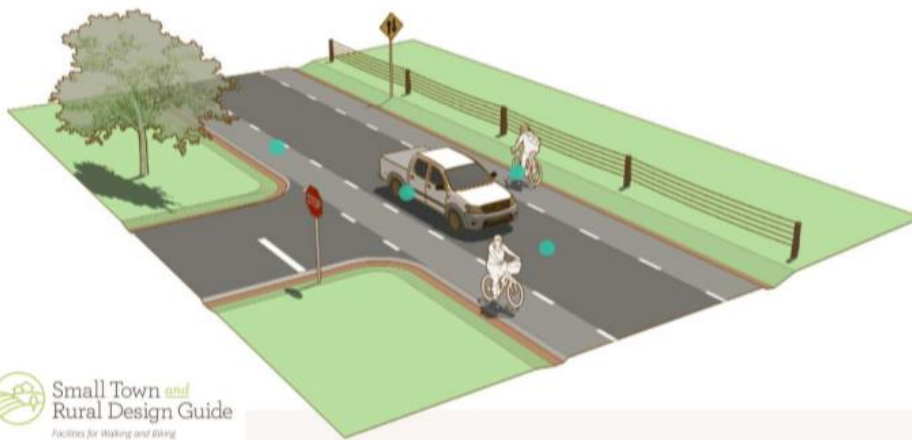
46

Sidewalks



47

Advisory Shoulders



48



49



50

What facility types should be used to make connections to the core? (TOP 3)

Greenway Trail	
Rail to Trail	
Sidepath	
Rail with Trail	
On-street bikeway	
Sidewalk	
Advisory Shoulder	
Pedestrian Lane	
Golf Cart Lane	

FA' Start the presentation to see live content. Still no live content? Install the app or get help at [PollTv.com/app](https://polltv.com/app)

51

What facility types should form the core of the path network? (TOP 3)

Greenway Trail	
Rail to Trail	
Sidepath	
Rail with Trail	
On-street bikeway	
Sidewalk	
Advisory Shoulder	
Pedestrian Lane	
Golf Cart Lane	

FA' Start the presentation to see live content. Still no live content? Install the app or get help at [PollTv.com/app](https://polltv.com/app)

52

Breakout Session

Lets get to Work!

- Breakout groups
 - Network Locations
 - Facility Types
 - Destinations

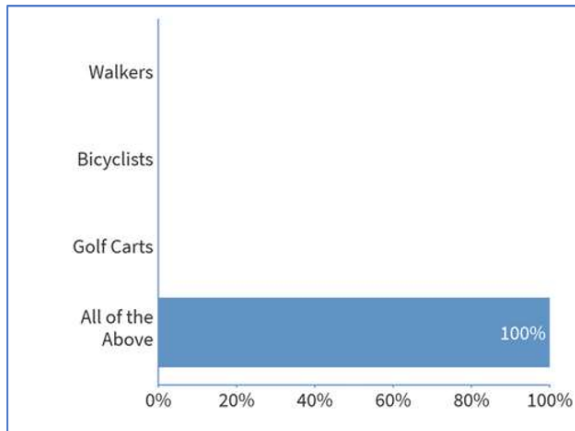


Directions

- Identify 3 – 5 **Key Corridors**
 - These will form the CORE of the Path Network
- Identify 5 – 10 **Connectors**
 - These will provide connectivity to important destinations
- Other **Gaps** as needed
- Identify 5 -10 important **Destinations**

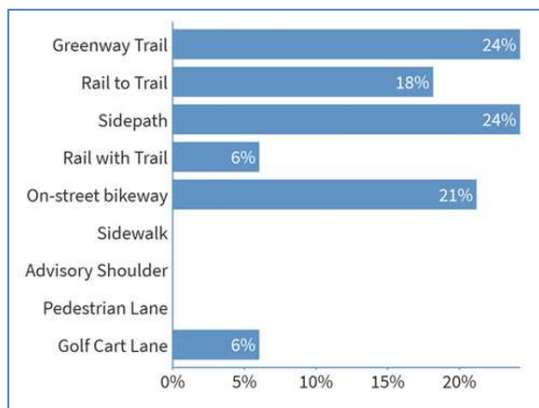
Poll Everywhere Results

1. Who should the path network be designed to accommodate?



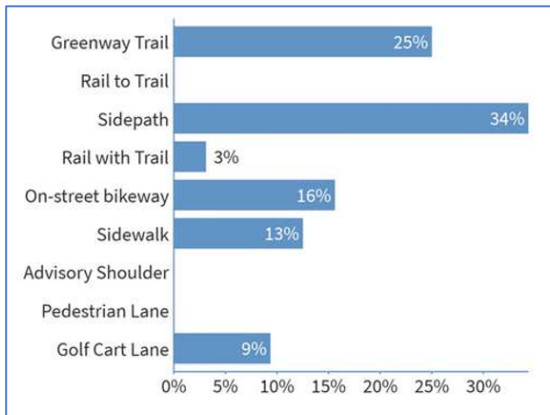
Walkers	0	0%
Bicyclists	0	0%
Golf Carts	0	0%
All of the Above	14	100%

2. What facility types should form the core of the path network? (TOP3)



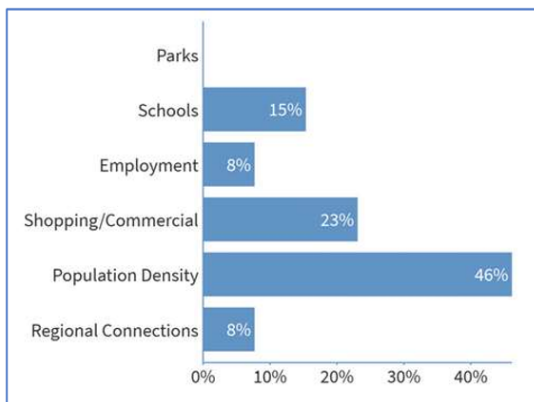
Greenway Trail	8	24%
Rail to Trail	6	18%
Sidepath	8	24%
Rail with Trail	2	6%
On-street bikeway	7	21%
Sidewalk	0	0%
Advisory Shoulder	0	0%
Pedestrian Lane	0	0%
Golf Cart Lane	2	6%

3. What facility types should be used to make connections to the core? (TOP 3)



Greenway Trail	8	25%
Rail to Trail	0	0%
Sidepath	11	34%
Rail with Trail	1	3%
On-street bikeway	5	16%
Sidewalk	4	13%
Advisory Shoulder	0	0%
Pedestrian Lane	0	0%
Golf Cart Lane	3	9%

4. What are the most important destinations for the Path Network?



Parks	0	0%
Schools	2	15%
Employment	1	8%
Shopping/Commercial	3	23%
Population Density	6	46%
Regional Connections	1	8%

Photos

Photo 1: Project team member, Colin Chesston, presents on the path network.



Photo 2. Stakeholders participating in the break out session and identifying possible path connections.



Photo 3. Vanessa Birrell, Fayette County Director of Environmental Management, presents her groups exercise findings to the Stakeholder Advisory Committee.



Stakeholder Meeting #3 07/28/2018 - Summary



Sign In

Stakeholder Meeting Sign In

August 28, 2018

TRANSPORTATION
PLAN

Name	Signature
Antonio Valenzuela	
Audrey Johnson	
Brian Eubanks	
Bryan LaBrecque	
Caroline Evans	
Charles Robinson	
David Haynes	
Debbie Britt	
Genesis Harrod	
Jamie Tapp	
Jeff Duncan	
Jeff King	
Jeff Wix	

Jennifer Johnson	
Joddie Gray	
Katie Pace	
Keith Larson	
Kimberly Schnoes	
Lee Kelley	
Martin Eubanks	
Maurice Ungaro	
Megan Baker	
Michael Kray	
Minister BaSean Jackson	
Pastor Mike Stachura	
Phil Mallon	
Phil Peevy	
Quinn Bledsoe	
Ray Gibson	
Rick Halbert	
Roxane Owen	

Stephen Childs	
Tavoris Edwards	
Vanessa Fleisch	✓
Vivian Delgadillo Canizares	
Wyatt Martin	
Peter Walker.	✓

PowerPoint



TRANSPORTATION
PLAN


Stakeholder Committee Meeting #3

August 27, 2018

1

Agenda

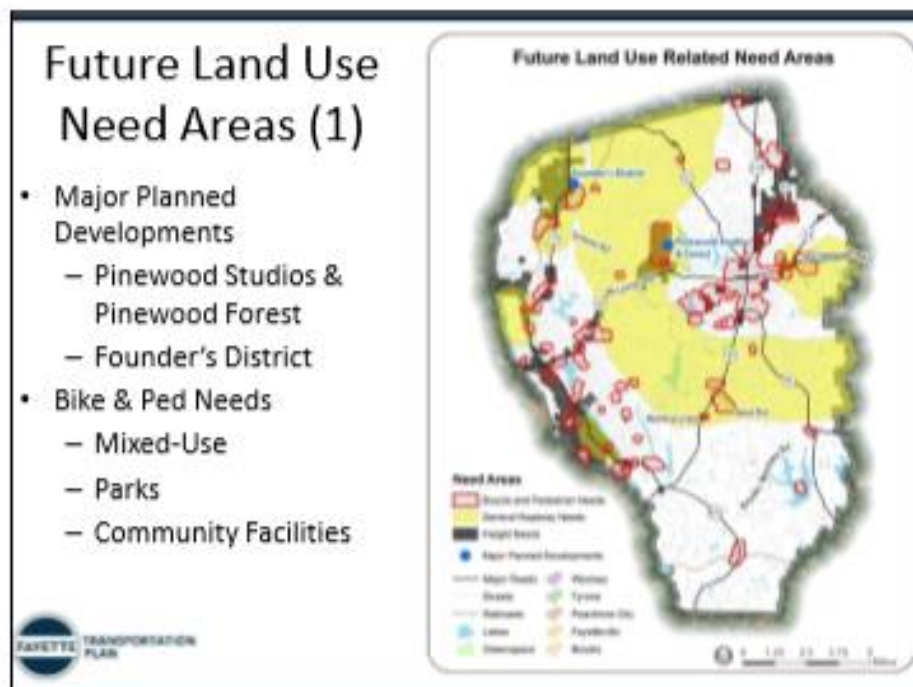
- Needs Assessment Results
 - Roadway
 - Safety
 - Congestion
 - Connectivity
 - Master Path Plan
- Draft Project Recommendations



2



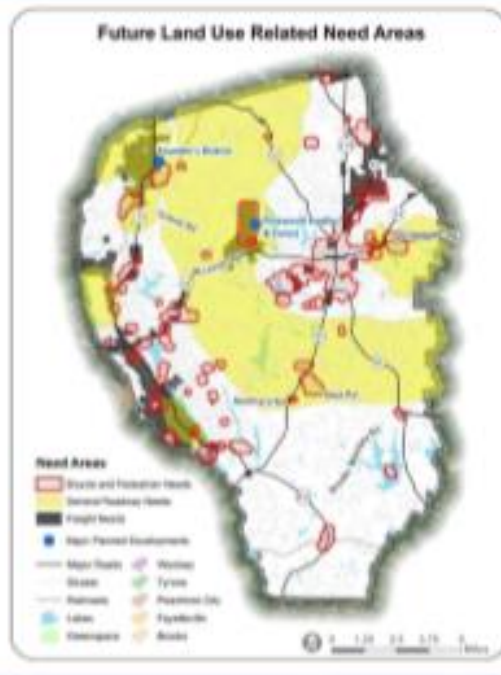
3



4

Future Land Use Need Areas (2)

- General Roadway Needs
 - Areas of Major Land Use Change
- Freight Needs
 - Industrial
 - Large-Scale Commercial



5

Need Assessment

ACCESS MANAGEMENT



6

Access Management Needs

- Review of Existing Regulations:
 - Transportation Corridor Overlay Zone
 - SR 74 N, SR 54 W, SR 85 N, SR 138, and SR 314 N Overlay Districts
 - General roadway access regulations, inter-parcel access and stub streets
 - GDOT's Driveway and Encroachment Control manual and driveway permit process
- No notable needs identified from public, stakeholder, or Project Management Team
- Given the Robust Regulatory Framework and Lack of Identified Needs No Additional Regulations are Needed



7

Needs Assessment

TRAFFIC CALMING



8

Traffic Calming Needs

- Traffic Calming: *Use of Physical Solutions to Reduce Traffic Speeds and/or Cut-Through Traffic to Improve Safety*
- Frequently Identified Need in County
- Examples include:
 - Marron Road-Inman Road
 - Sandy Creek Road
 - Terrane Ridge-Planterra Way
 - Adams Road
 - New Hope Road
- Recommendations Report will include recommended traffic calming interventions, techniques and policy changes



9

Needs Assessment

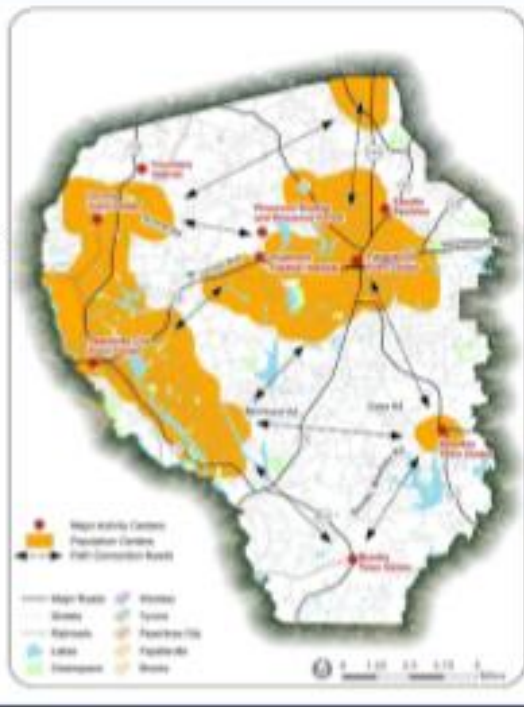
BICYCLE & PEDESTRIAN



10

Path Connectivity Needs

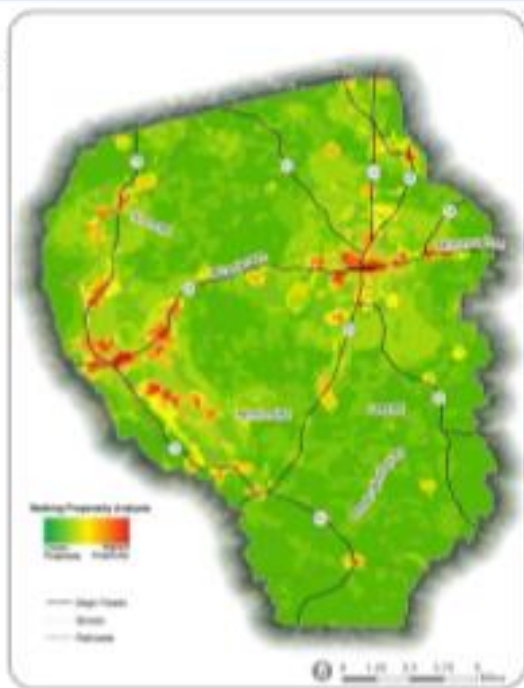
- Population Centers
 - Peachtree City/Tyrone
 - Fayetteville
 - Woolsey
 - NE Fayette County
- Activity Centers
 - Town Centers
 - Commercial Centers



11

Walking Propensity Analysis

- Priority Areas for Pedestrian Improvements
- Four Factors
 - Existing Land Use
 - Intersection Density
 - School and Park Locations
 - Pedestrian Crashes



12

Strava Data

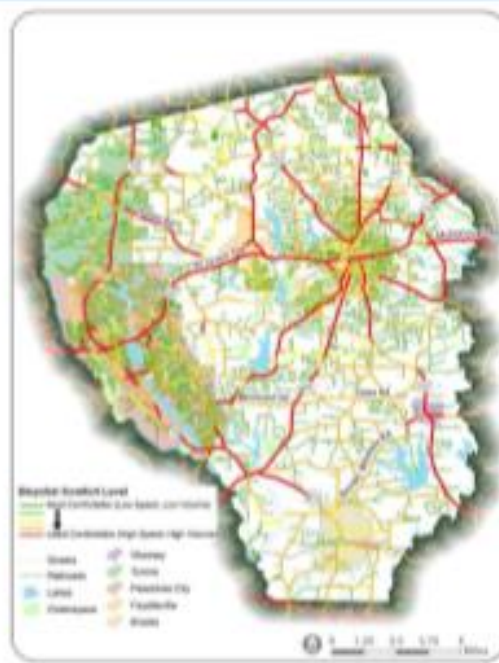
- Data on Total Bicycle Trips, Unique Cyclists, and Bicycle Commutes (11%)
- Used to Identify the Most Frequently used Bicycle Routes
- Top Corridors:
 - Bernhard Road
 - Goza Road
 - Brooks-Woolsey Road
 - Ebenezer Church Road
 - Robinson Road



13

Bicycle Comfort Index

- Used to assess bicyclist comfort, safety, and willingness to bicycle
- Two Factors
 - Traffic Volumes
 - Posted Speed
- Appropriate Facility Type
 - No Facility
 - On-Street Facility
 - Off-Street Facility



14

Path Workshop Needs

- Stakeholder and PMT Identified Needs
- High Level of Consistency:
 - Sidepaths on SR 54, Redwine Road
 - Bike Facilities on Bernhard Road and Goza Road
 - Regional Trail Connection in south Peachtree City
 - Greenways in Northern Fayette – Easement and Stream Corridors

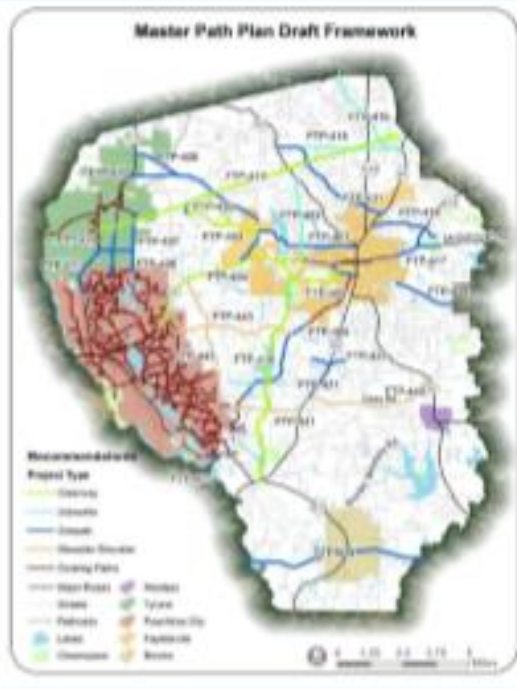


15

Draft Master Path Plan Framework

Project Types:

- Greenway
- Sidepath
- Sidewalk
- Bikeable Shoulder



16

Crash Rate Analysis

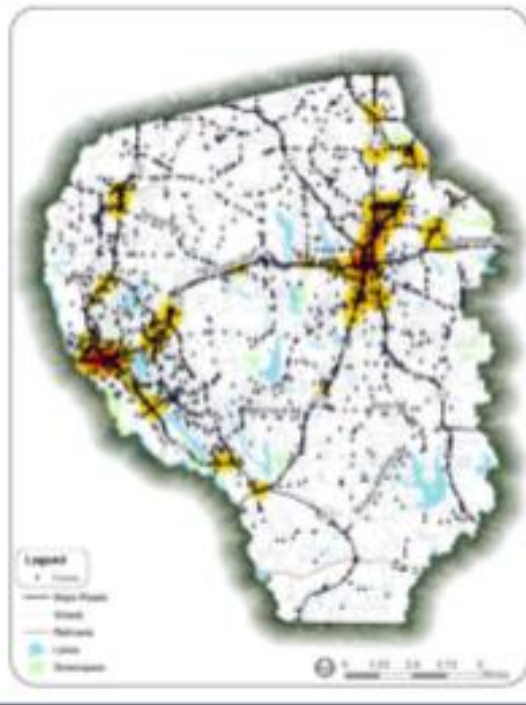
ROADWAY SAFETY



17

All Crashes

Automobile crashes mostly occur along state routes and other high volume roads



18

Crash Hot Spots on State Routes

Crash hot spots identified in Fayetteville and PTC



19

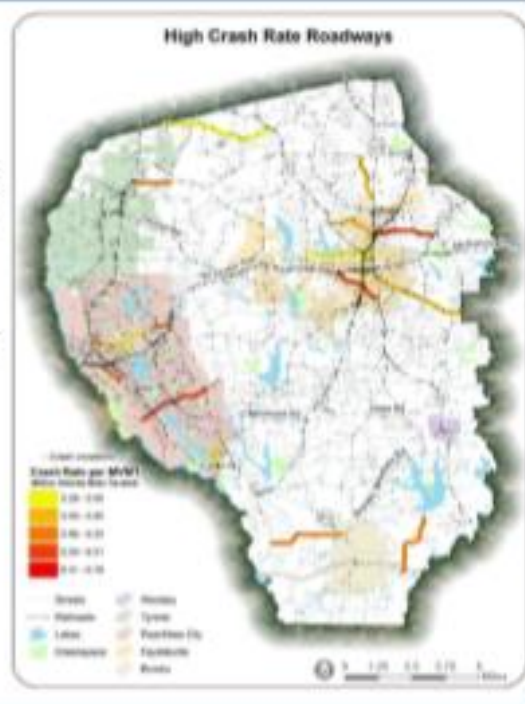
High Crash Rate Corridors

High crash rate corridors are those that have a higher crash rate than similar roads across the State of Georgia.

All high crash rate corridors are off the state system.

Top Three:

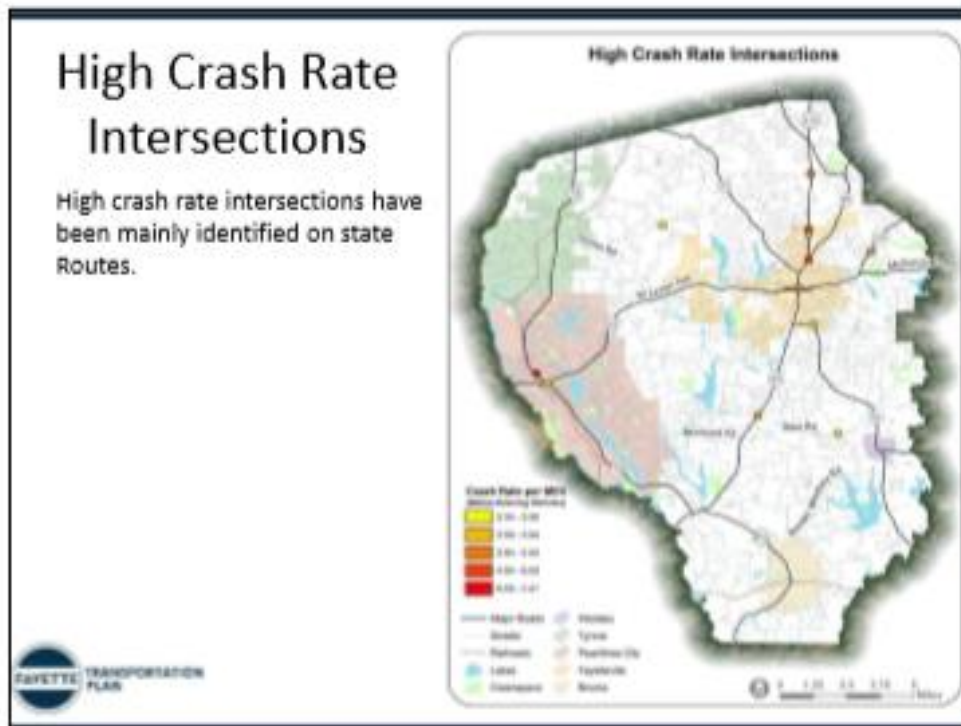
- Banks Road (County)
- Grady Avenue (Fayetteville)
- Crosstown Drive (PTC)



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High Crash Rate Corridors		2015-2017 Crash Statistics			
Location	Crash Rate	Average Daily Volume	Crashes	Injuries	Fatalities
Banks Road between SR 314 & Ellis Road	9.78	4,478	35	9	-
Grady Ave / Bradley Dr from SR 54 to Jimmie Mayfield Blvd	6.31	4,634	53	13	-
TDR/Crooktown Boulevard from Dividend Drive to Robinson Road	5.94	3,461	54	8	-
Banks Road between Ellis Road and SR 85	5.78	7,050	54	26	-
Huddleston Road	5.33	4,321	29	12	-
Jenkins Road	5.32	2,092	24	4	-
Grant Road	4.96	393	5	-	-
Walt Banks Road	4.88	5,270	14	2	-
Morgan Mill Road	4.71	495	6	6	-
Longview Road	3.95	1,032	7	3	-
Wisdom Road	3.83	4,047	12	2	-
White Road from SR 925 to SR 314	3.82	2,929	20	5	-
Jeff Davis Drive from County Line Road / Inman Road to Jimmie Mayfield Blvd	3.79	6,930	88	28	-
SR 85/92 from SR 54 to Ramoth Road	3.68	25,200	131	35	-
Holly Grove Road	3.50	4,703	29	4	-
Milan Road / Rivers Road from county line to SR 92	3.48	1,772	24	9	1
SR 85/92 from SR 54 to SR 314	3.44	36,900	157	43	-
Hood Ave/Kathi Avenue	3.33	1,868	14	19	1
Flat Creek Road	3.28	3,105	16	3	-

21



22

High Crash Rate Intersections

Location	Crash Rate	Daily Entering Volume	2015-2017 Crash Statistics		
			Crashes	Injuries	Fatalities
Aberdeen Pkwy at Commerce Drive	7.47	1,345	11	4	-
SR 314 at Pavilion Parkway	6.03	10,000	66	21	-
SR 314 at SR 85	5.40	31,273	185	32	-
SR 85/92 at SR 54/Lanier Avenue	4.54	49,265	245	47	-
SR 92 at Sam Helens Parkway	4.34	17,675	84	31	-
SR 314 at Kenwood Road	4.14	20,967	95	48	-
SR 85 & Whitewater High School / Sara Harp Minter Elementary School	3.94	8,350	36	19	-
SR 54 at McElroy Road	3.59	11,444	45	21	-
SR 74 at SR 54	3.50	60,053	230	39	-
Goza Rd at Antioch Road	3.39	7,276	27	31	1
Sandy Creek Rd at Eastin Road	3.39	5,126	19	13	-
SR 314 at New Hope Road	3.35	14,731	54	14	-



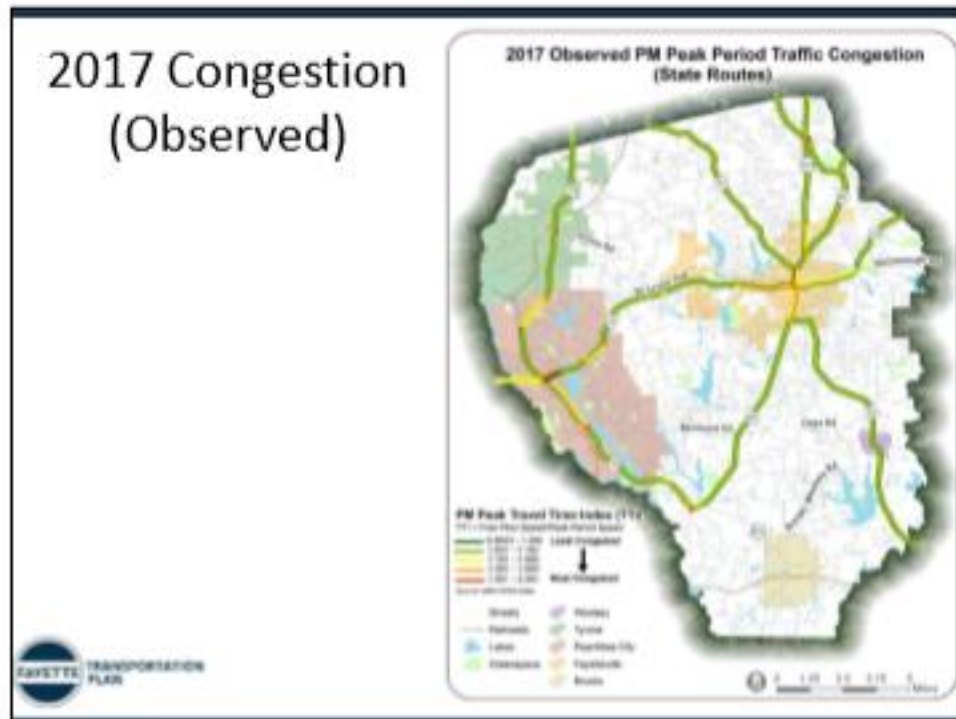
23

Current and Future Year

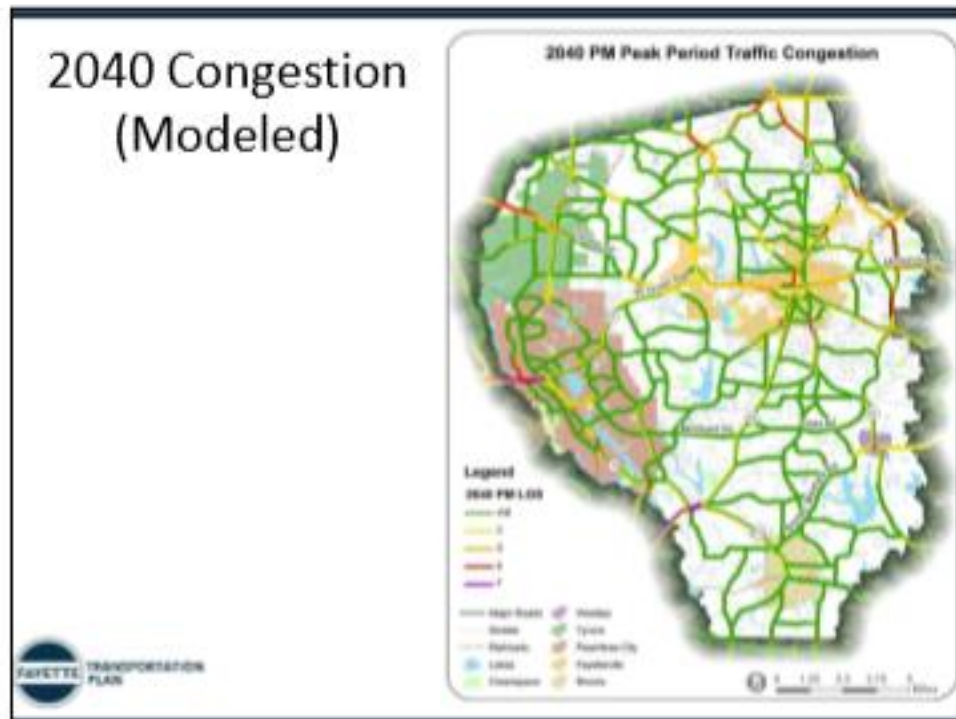
CONGESTION



24



25



26

LOS Changes in State Routes 2017 - 2040

Roadway	Location	2017 LOS	2040 E+C LOS
SR 85	North of Fayetteville	C	E
SR 85	From Fayetteville to SR 85c	A/B	C
SR 85	From SR 85c into Coweta County	C/E	F
SR 85 Connector	From Brooks Woolsey Rd to SR 85	A/B	C
SR 74	Tyrone	C	D
SR 74	Peachtree City	A/B	C
SR 54	Fayetteville	C	D
SR 54	Between Fayetteville and Peachtree City	A/B	C
SR 54	From SR 74 into Coweta County	E	F
SR 279	From Fulton County to SR 314	D	E
SR 92	Near Veterans Parkway	D	E
SR 85/92	Downtown Fayetteville	D	E



27

LOS Changes Non-State Routes 2017 - 2040

Roadway	Location	2017 LOS	2040 E+C LOS
Corinth Rd	From SR 85 to SR 54	C	D
Westbridge Rd	From Fulton County to SR 92	D	E
Palmetto Rd	From SR 74/Tyrone Rd into Coweta County	D	E
Rockaway Rd	SR 74 to Coweta County	A/B	D
Hampton Rd	From Brooks Woolsey Rd to Clayton County	A/B	C



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2040 Travel Demand Model Summary

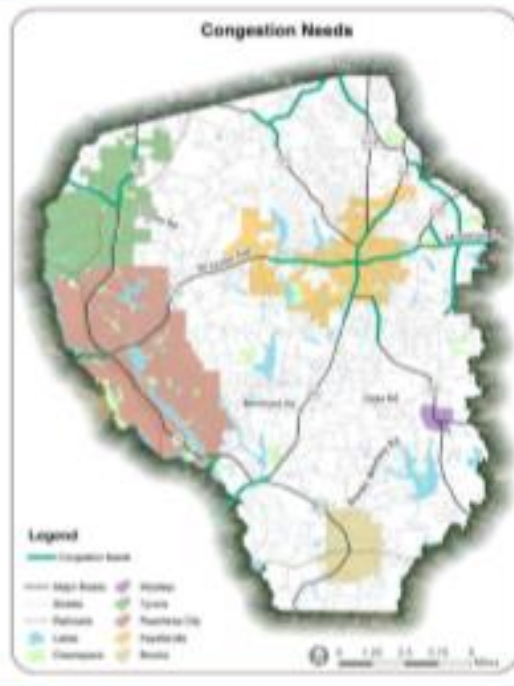
- Need additional connections with Coweta County.
Worsening congestion along:
 - SR 54, SR 85, Palmetto Road and Rockaway Road.
- East Fayetteville Bypass between SR 54 and Jeff Davis Hwy: Two lanes might not be sufficient for this facility to meet future 2040 demand.
- Corinth Road from SR 85 to SR 54: With the completion of the East Fayetteville Bypass, demand is projected to increase on Corinth Road as a continuation of a northeastern bypass around Fayetteville.
- The downtown Fayetteville bottleneck is projected to worsen from LOS D to LOS E on SR 85/92 and from LOS C to D on SR 54.



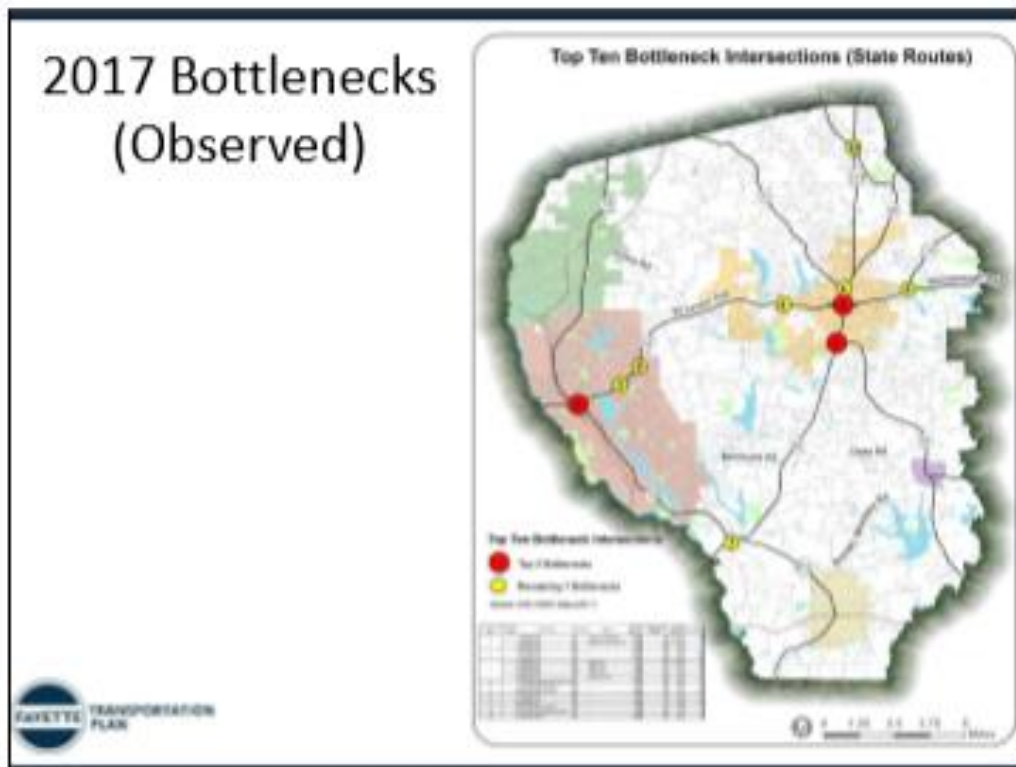
29

Congestion Needs

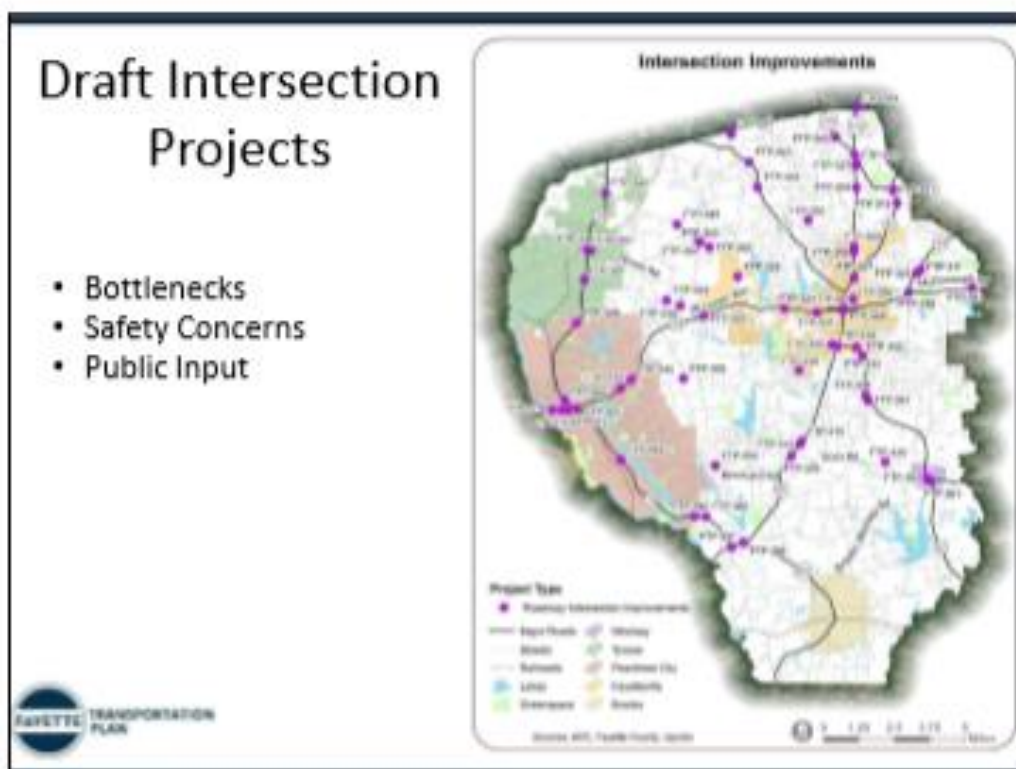
- SR 74 (Tyrone)
- Palmetto Road
- SR 54 (PTC)
- SR 54 (Fayetteville)
- Rockaway Road
- SR 85 South (to Coweta)
- SR 85 South (Fayetteville)
- SR 85 North (Fayetteville)
- SR 92
- Westbridge Road
- Corinth Road
- County Line Road
- E. Fayetteville Bypass
- SR 279
- McElroy Road



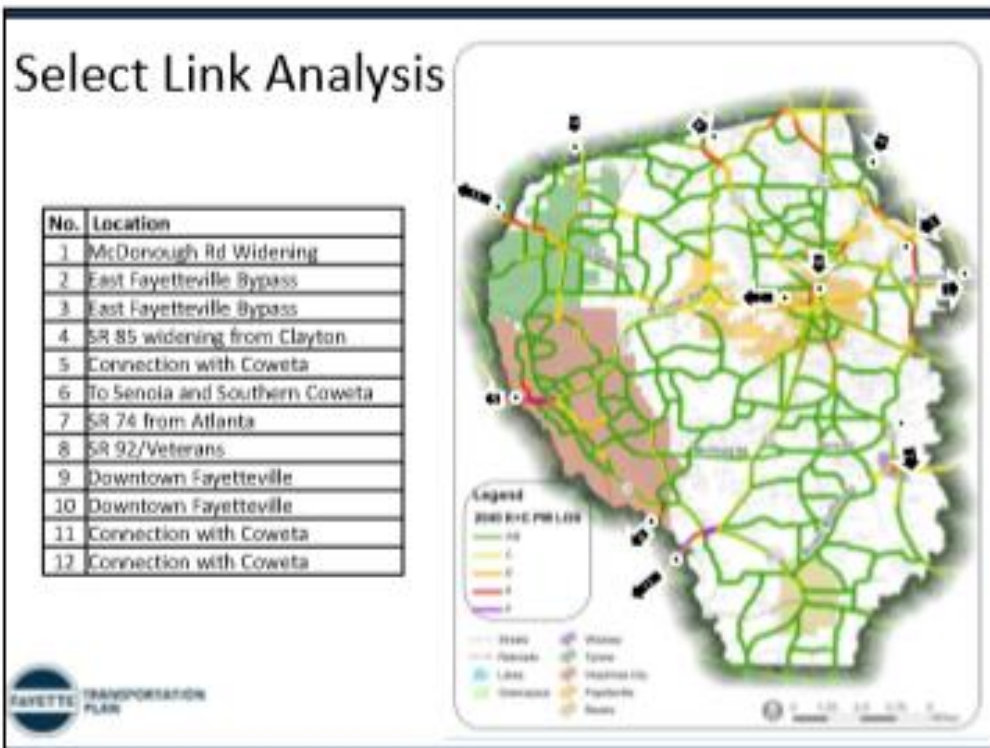
30



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32



33

Select Link 1 - McDonough Road

- Travel through this link is primarily from SR 54 west of Fayetteville.
- Destinations are dispersed throughout Clayton, Henry, and Spalding Counties.

Select Link 2- E Fayetteville Bypass: SR 92 S of Goza Road

- Chosen to analyze southern areas relevant to the bypass.
- The SR 92 south of Goza Road shows an afternoon peak northbound split fairly evenly between Inman Road/County Line Road and SR 92.
- Indicates the need for an improved East Fayetteville Bypass to get to destinations in northeast Fayette County.

34

Select Link 3 – E. Fayetteville Bypass: SR 54 North of McElroy

- Chosen to analyze northern areas relevant to the bypass.
- Northbound in the afternoon peak SR 54 draws trips from both County Line Road from south and SR 54 through Fayetteville.
- Destinations for these trips include SR 54 to Jonesboro and I-75 South and Corinth Road to SR 279.

Select Link 4 – SR 85 North of Corinth Road

- This shows a slight dispersion to the west along Kenwood Road and to the southeast on Corinth Road.
- The majority of existing trips continue on SR 85 distributing to various zones with moderate flows continuing to Redwine Road and SR 85 into south Fayette County..



35

Select Link 5 – Connection with Coweta (SR 54)

- Adjacent to one of the major bottlenecks in the county (SR 54 at SR 74), the connection of SR 54 with Coweta County is a critical commuting flow.
- This link draws trips from a broad swath of SR 54 from Fayetteville, and SR 74 from both the south and north. Destinations of trips disperse throughout Coweta County in a variety of directions, as well.

Select Link 6 – To Senoia and Southern Coweta (Rockaway Rd)

- Based upon the select link analysis , fewer trips currently utilize Rockaway Road to Senoia than use the SR 54 connection with Coweta County.
- Existing trips are drawn primarily from SR 74 from Peachtree City, as well as a few other locations from the north.



36

Select Link 7 – SR 74 from Atlanta

- SR 74 is the primary commute corridor from Atlanta.
- Trips originating from Fulton County are destined to Tyrone and Peachtree City.
- Major routes include Sandy Creek Road, Peachtree Parkway, and Tyrone.

Select Link 8 – SR 92/Veterans Parkway

- The majority of trips continue down SR 92 to Fayetteville and beyond.
- Trips are drawn from both SR 92 from the vicinity of I-85 and Peters Road.



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Select Link 9 – Downtown Fayetteville (SR 92/SR 85/Glynn St)

- This shows how much of a bottleneck downtown Fayetteville is and the need for alternate routes.
- Trips are drawn from SR 92, SR 314, and SR 85.
- Destinations are well dispersed SR 54 West, SR 54 East, Jeff Davis Hwy, Redwine Road, SR 85 and SR 92.

Select Link 10 – Downtown Fayetteville (SR 54)

- Many trips continue on SR 54 into Coweta County, while some split off to the northwest on Tyrone Road and Sandy Creek Road.
- A fair portion of trips on Tyrone Road continue onto I-85 southbound.



38

Select Link 11 – Connection to Coweta (Palmetto Road)

- Palmetto Road at the Coweta County boundary draws a similar number of trips from SR 74 from the south, just like SR 54 from the east.

Select Link 12 – Connection to Coweta (SR 85)

- Trips are drawn primarily from Fayetteville and points north on SR 85.
- Trips also take SR 74 from the north and Rising Start Road/Brooks Woolsey Road from the east.
- Most trips are destined for south Coweta County.



39

• Select Link Analysis Summary

- More connections with Coweta County needed
- Alternative routes needed around downtown Fayetteville
- Routes serve long-distance, cross-county travel



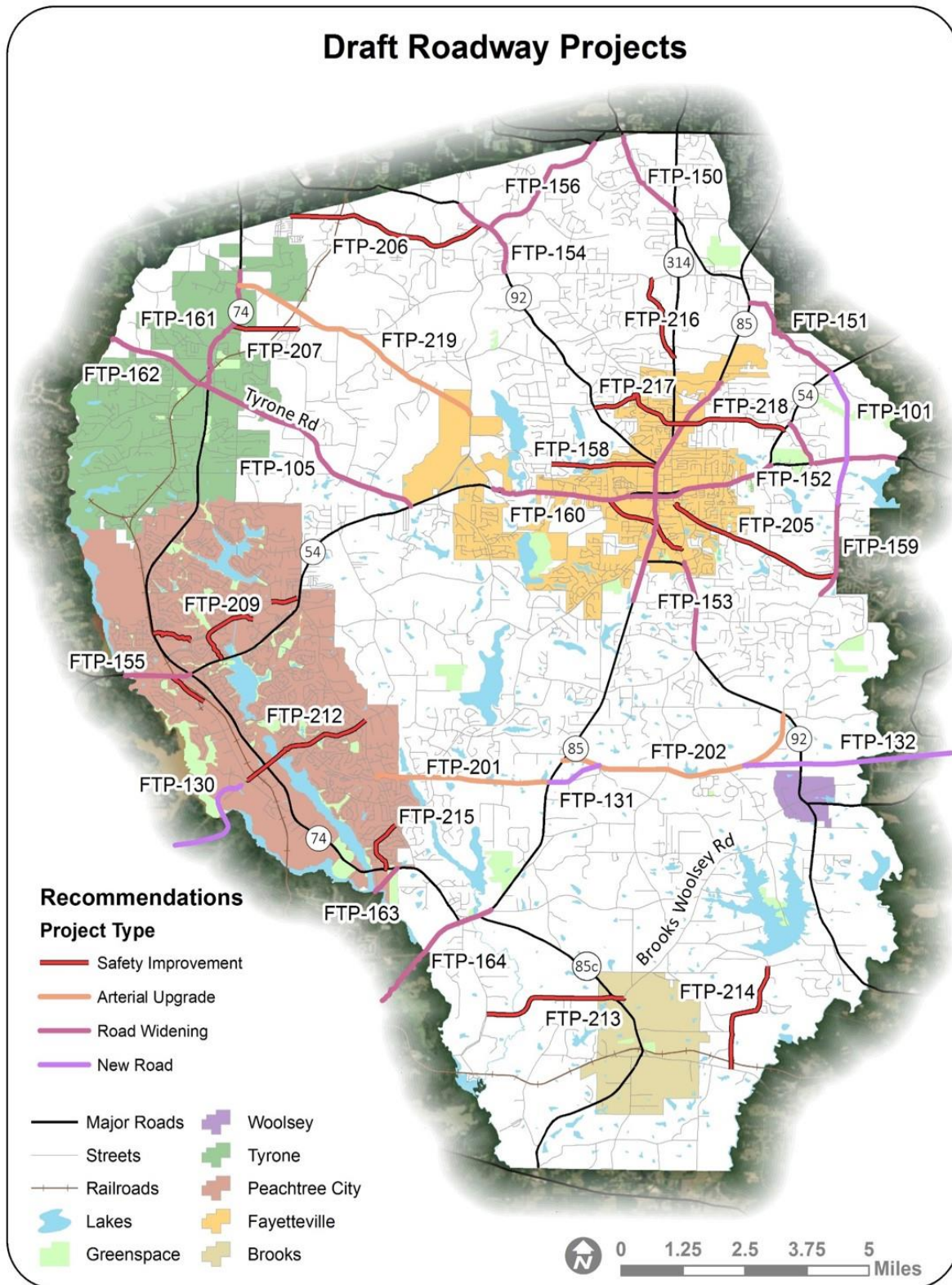
40

Draft Roadway Projects

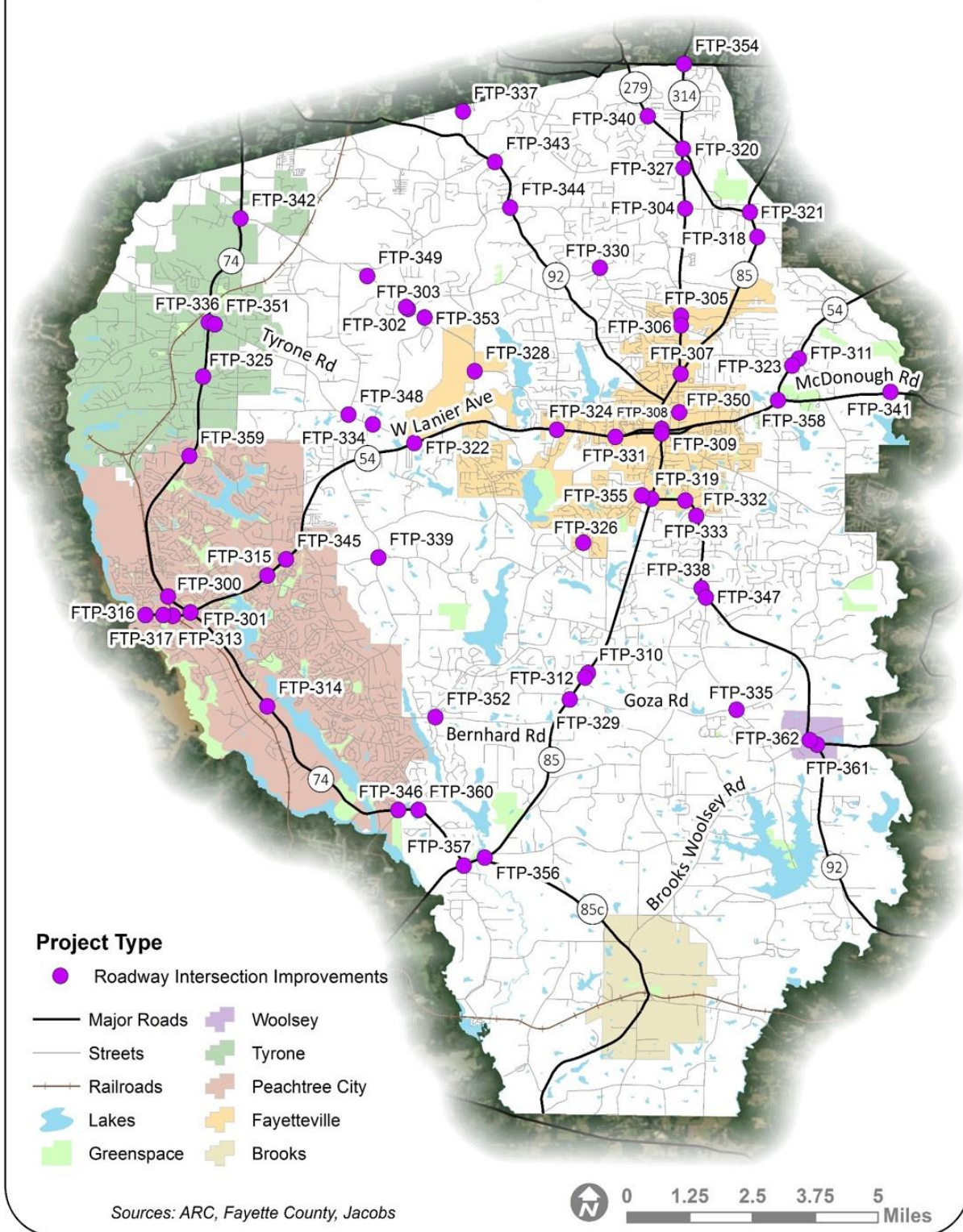
- Widenings
- New Alignments
- Arterial Upgrades
- Safety Improvements



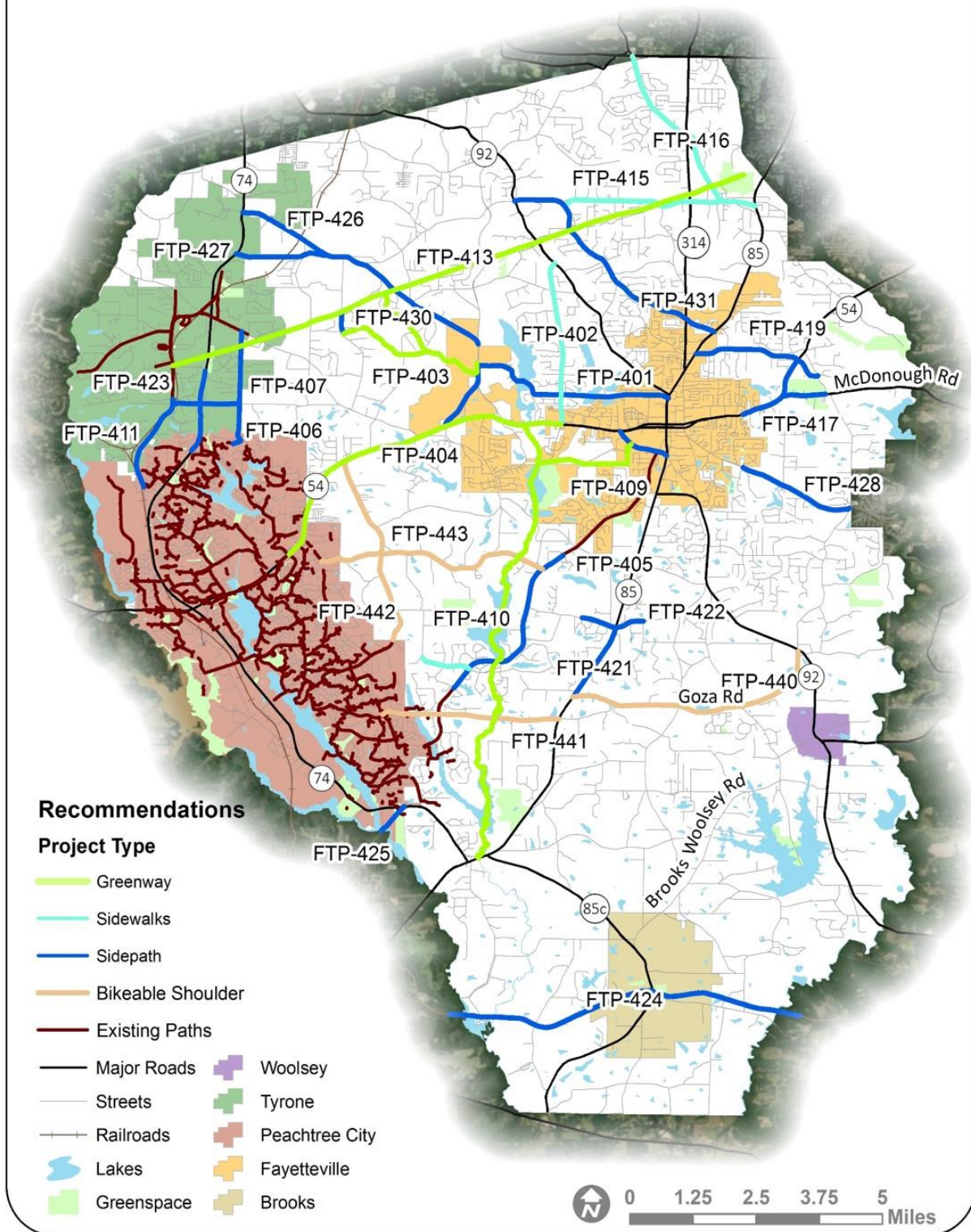
Draft Projects



Intersection Improvements



Master Path Plan Draft Framework



Master Project List

PRJ_ID	PRJ_SRC	PRJ_NAME	PRJ_TYPE	RDWY_NAME	EXT_FROM	EXT_TO	PRJ_Status	PRJ_DESC	Project_Justification	Project_Coordination	Other_Notes
FTP-105	2018 FTP	Tyrone Road Widening		Tyrone Road	SR 54	SR 74	Proposed	Widening from 2 to 4 lanes	Major Commuter Corridor that provides connectivity to I-85 via Collinsworth Road.		
FTP-101	TIP	East Fayetteville Bypass	Roadway-General Purpose Capacity (New)	East Fayetteville Bypass	County Line Road	Corinth Road	Proposed	New alignment from 0 to 4 lanes.	2040 Travel Demand Model shows need for additional capacity		Current project in TIP calls for 0 - 2 lane new road.
FTP-130	2018 FTP	TDK Blvd Extension	Roadway-General Purpose Capacity (New)	TDK Blvd	Lake McIntosh Park	McIntosh Trail Road in Coweta County	Proposed	New alignment from 0 to 2 lanes.	To provide additional connection across Line Creek to provide alternate to SR 54 @ SR 74 intersection		
FTP-131	2018 FTP	Bernhard Road Realignment	Roadway-General Purpose Capacity (New)	Bernhard Road	SR 85	Goza Road	Proposed	New alignment from 0 to 2 lanes.	Realign Bernhard Road and Goza Road to provide continuous east-west corridor		
FTP-132	2018 FTP	Goza Road/SR 20 Connector	Roadway-General Purpose Capacity (New)	Goza Road/SR 20 Connector	Goza Road	SR 20 in Henry County	Proposed	New Road 0 to 2 lanes	Regional connection that would extend SR 20 east through Fayette County	FTP-130, FTP-131, FTP-201, FTP-202	
FTP-150	2018 FTP	SR 279 Widening	Roadway-General Purpose Capacity	SR 279	SR 138	SR 314	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-151	2018 FTP	Corinth Road Widening	Roadway-General Purpose Capacity	Corinth Road	SR 85	SR 54	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-152	2018 FTP	McElroy Road Widening	Roadway-General Purpose Capacity	McElroy Road	SR 54	McDonough Road	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-153	2018 FTP	SR 92 Widening	Roadway-General Purpose Capacity	SR 92	Hilo Road	SR 92	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-154	2018 FTP	SR 92 Widening	Roadway-General Purpose Capacity	SR 92	New Hope Road/Lee Mills Road	Wagon Wheel Trail	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-155	2018 FTP	SR 54 Widening	Roadway-General Purpose Capacity	SR 54	SR 74	Coweta County Line	Proposed	Widening from 4 to 6 lanes?	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		

FTP-156	2018 FTP	Westbridge Road Widening	Roadway-General Purpose Capacity	Westbridge Road	SR 92	SR 138	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-157	2018 FTP	McDonough Road Widening	Roadway-General Purpose Capacity	McDonough Road	Clayton County Line	McElroy Road	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-158	2018 FTP	SR 85 Widening	Roadway-General Purpose Capacity	SR 85	Royal Ridge Way	Pine Trail Road	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-159	2018 FTP	County Line Road Widening	Roadway-General Purpose Capacity	County Line Road	Ridgemont Drive	County Line Court	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-160	2018 FTP	SR 54 Widening	Roadway-General Purpose Capacity	SR 54	McDonough Road	Veterans Parkway	Proposed	Widening from 2 to 3 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-161	2018 FTP	SR 74 Widening	Roadway-General Purpose Capacity	SR 74	Tyrone Road	Kirkley Road	Proposed	Widening from 4 to 6 lanes?	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-162	2018 FTP	Palmetto Road Widening	Roadway-General Purpose Capacity	Palmetto Road	SR 74	Coweta County Line	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		Logical terminus is I-85 interchange.
FTP-163	2018 FTP	Rockaway Road Widening	Roadway-General Purpose Capacity	Rockaway Road	SR 74	Coweta County Line	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-164	2018 FTP	SR 85 Widening	Roadway-General Purpose Capacity	SR 85	SR 85C	Coweta County Line	Proposed	Widening from 2 to 4 lanes	Roadway segments with LOS D,E, or F in either 2017 and 2040, and INRIX data		
FTP-201	2018 FTP	Bernhard Road Arterial Upgrade	Roadway-Arterial Upgrade	Bernhard Road	Robinson Road	SR 85	Proposed	Arterial Upgrade	Safety upgrade to Bernhard Road. Major east-west corridor acts as an alternative to SR 54.		
FTP-202	2018 FTP	Goza Road Arterial Upgrade	Roadway-Arterial Upgrade	Goza Road	SR 85	SR 92	Proposed	Arterial Upgrade	Safety upgrade to Goza Road. Major east-west corridor acts as an alternative to SR 54.	FTP-440	
FTP-203	2018 FTP	Hood Avenue	Roadway-Operations and Safety	Hood Avenue	Gingercake Road	SR 85	Proposed	Safety Upgrades	High Crash Rate Corridor	Coordinate with FTP-401 (Sidewalks/Side path)	Crash Rate Segments
FTP-204	2018 FTP	Grady Avenue	Roadway-Operations and Safety	Grady Avenue	SR 54	Jimmie Mayfield Boulevard	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-205	2018 FTP	South Jeff Davis Drive	Roadway-Operations and Safety	South Jeff Davis Drive	Jimmie Mayfield Boulevard	County Line Road	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments

FTP-206	2018 FTP	Rivers Road/Milam Road	Roadway-Operations and Safety	Rivers Road/Milam Road	Fulton County Line	SR 92	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-207	2018 FTP	Jenkins Road	Roadway-Operations and Safety	Jenkins Road	SR 74	Ellison Road	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-208	2018 FTP	Walt Banks Road	Roadway-Operations and Safety	Walt Banks Road	North Peachtree Parkway	SR 54	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-209	2018 FTP	Flat Creek Road	Roadway-Operations and Safety	Flat Creek Road	SR 54	North Peachtree Parkway	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-210	2018 FTP	Wisdom Road	Roadway-Operations and Safety	Wisdom Road	SR 74	Riley Parkway	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-211	2018 FTP	Huddleston Road	Roadway-Operations and Safety	Huddleston Road	SR 54	Paschall Road	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-212	2018 FTP	TDK Boulevard/Crosstown Drive	Roadway-Operations and Safety	TDK Boulevard/Crosstown Drive	Dividend Drive	Robinson Road	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-213	2018 FTP	Morgan Mill Road	Roadway-Operations and Safety	Morgan Mill Road	Padgett Road	85 Connector	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-214	2018 FTP	Grant Road	Roadway-Operations and Safety	Grant Road	Lowery Road	W. McIntosh Road	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-215	2018 FTP	Holly Grove Road	Roadway-Operations and Safety	Holly Grove Road	Robinson Road	SR 74	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-216	2018 FTP	Longview Road	Roadway-Operations and Safety	Longview Road	Kenwood Road	SR 314	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-217	2018 FTP	White Road	Roadway-Operations and Safety	White Road	SR 92	SR 314	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-218	2018 FTP	Banks Road	Roadway-Operations and Safety	Banks Road	SR 314	SR 54	Proposed	Safety Upgrades	High Crash Rate Corridor		Crash Rate Segments
FTP-219	2018 FTP	Sandy Creek Road Arterial Upgrade	Roadway-Arterial Upgrade	Sandy Creek Road	Veterans Parkway	SR 74	Proposed	Arterial Upgrade	Safety upgrade to accommodate increased traffic due to Pinewood Studio development	Coordinate with FTP-426	
FTP-300	2018 FTP	SR 74 @ Aberdeen Parkway	Roadway-Intersection Improvements	SR 74 @ Aberdeen Parkway	SR 74	Aberdeen Parkway	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		High Crash Rate Intersections Map
FTP-301	2018 FTP	SR 74 @ SR 54	Roadway-Intersection Improvements	SR 74 @ SR 54	SR 74	SR 54	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS, High Crash Rate Intersections Map
FTP-302	2018 FTP	Sandy Creek @ Eastin Road	Roadway-Intersection Improvements	Sandy Creek @ Eastin Road	Sandy Creek Road	Eastin Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		High Crash Rate Intersections Map
FTP-303	2018 FTP	Trustin Lake Drive @ Sams Drive	Roadway-Intersection Improvements	Trustin Lake Drive @ Sams Drive	Trustin Lake Drive	Sams Drive	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		High Crash Rate Intersections Map
FTP-304	2018 FTP	SR 314 @ Kenwood Road	Roadway-Intersection Improvements	SR 314 @ Kenwood Road	SR 314	Kenwood Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS, High Crash Rate Intersections Map

FTP-305	2018 FTP	SR 314 @ Beckett Lane/Pavilion Parkway	Roadway-Intersection Improvements	SR 314 @ Beckett Lane/Pavilion Parkway	SR 314	Beckett Lane/Pavilion Parkway	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		High Crash Rate Intersections Map
FTP-306	2018 FTP	SR 314 @ New Hope Road	Roadway-Intersection Improvements	SR 314 @ New Hope Road	SR 314	New Hope Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		High Crash Rate Intersections Map, Comments
FTP-307	2018 FTP	SR 85 @ SR 314	Roadway-Intersection Improvements	SR 85 @ SR 314	SR 85	SR 314	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS, High Crash Rate Intersections Map
FTP-308	2018 FTP	Glynn Street @ E. Lanier Ave.	Roadway-Intersection Improvements	Glynn Street @ E. Lanier Ave.	Glynn S	E. Lanier Ave.	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS, High Crash Rate Intersections Map
FTP-309	2018 FTP	Glynn Street @ Stonewall Ave. E.	Roadway-Intersection Improvements	Glynn Street @ Stonewall Ave. E.	Glynn S	Stonewall Ave. E.	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS, High Crash Rate Intersections Map
FTP-310	2018 FTP	SR 85 @ Edgewood Parkway	Roadway-Intersection Improvements	SR 85 @ Edgewood Parkway	SR 85	Edgewood Parkway	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS, High Crash Rate Intersections Map
FTP-311	2018 FTP	SR 54 @ McElroy Road	Roadway-Intersection Improvements	SR 54 @ McElroy Road	SR 54	McElroy Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		High Crash Rate Intersections Map
FTP-312	2018 FTP	SR 85 @ Wildcat Way	Roadway-Intersection Improvements	SR 85 @ Wildcat Way	SR 85	Wildcat Way	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		High Crash Rate Intersections Map
FTP-313	2018 FTP	SR 54 @ Huddleston Road	Roadway-Intersection Improvements	SR 54 @ Huddleston Road	SR 54	Huddleston Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-314	2018 FTP	SR 74 @ Crosstown Drive/TDK Boulevard	Roadway-Intersection Improvements	SR 74 @ Crosstown Drive/TDK Boulevard	SR 74	Crosstown Drive/TDK Boulevard	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-315	2018 FTP	SR 54 @ Peachtree Parkway	Roadway-Intersection Improvements	SR 54 @ Peachtree Parkway	SR 54	Peachtree Parkway	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-316	2018 FTP	SR 54 @ MacDuff Parkway	Roadway-Intersection Improvements	SR 54 @ MacDuff Parkway	SR 54	MacDuff Parkway	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-317	2018 FTP	SR 54 @ Planterra Way	Roadway-Intersection Improvements	SR 54 @ Planterra Way	SR 54	Planterra Way	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-318	2018 FTP	SR 85 @ Corinth Road	Roadway-Intersection Improvements	SR 85 @ Corinth Road	SR 85	Corinth Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS

FTP-319	2018 FTP	SR 85 @ SR 92/Ramah Road	Roadway-Intersection Improvements	SR 85 @ SR 92/Ramah Road	SR 85	SR 92/Ramah Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-320	2018 FTP	SR 279 @ SR 314	Roadway-Intersection Improvements	SR 279 @ SR 314	SR 279	SR 314	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-321	2018 FTP	SR 85 @ SR 279	Roadway-Intersection Improvements	SR 85 @ SR 279	SR 85	SR 279	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-322	2018 FTP	SR 54 @ Tyrone Road	Roadway-Intersection Improvements	SR 54 @ Tyrone Road	SR 54	Tyrone Parkway	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-323	2018 FTP	SR 54 @ Banks Road	Roadway-Intersection Improvements	SR 54 @ Banks Road	SR 54	Banks Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-324	2018 FTP	SR 54 @ Ginger Cake Road	Roadway-Intersection Improvements	SR 54 @ Ginger Cake Road	SR 54	Ginger Cake Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		GEARS
FTP-325	2018 FTP	SR 74 @ E. Crestwood Road	Roadway-Intersection Improvements	SR 74 @ E. Crestwood Road	SR 74	E. Crestwood Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-326	2018 FTP	Redwine Road at Longlake Approach	Roadway-Intersection Improvements	Redwine Road at Longlake Approach	Redwine Road	Road and Longate	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-327	2018 FTP	SR 314 @ North Fayette Drive	Roadway-Intersection Improvements	SR 314 @ North Fayette Drive	SR 314	North Fayette Drive	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-328	2018 FTP	Veterans Parkway @ Hood Road	Roadway-Intersection Improvements	Veterans Parkway @ Hood Road	Veterans Parkway	Parkway @ Hood Avenue	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-329	2018 FTP	SR 85 @ Goza Road	Roadway-Intersection Improvements	SR 85 @ Goza Road	SR 85	Goza Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-330	2018 FTP	Brogdon Road @ New Hope Road	Roadway-Intersection Improvements	Brogdon Road @ New Hope Road	Brogdon Road	New Hope Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-331	2018 FTP	SR 54 @ Grady Avenue	Roadway-Intersection Improvements	SR 54 @ Grady Avenue	SR 54	Grady Avenue	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-332	2018 FTP	SR 92 @ Helen Sams Parkway	Roadway-Intersection Improvements	SR 92 @ Helen Sams Parkway	SR 92	Helen Sams Parkway	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-333	2018 FTP	SR 92 @ Marion Boulevard	Roadway-Intersection Improvements	SR 92 @ Marion Boulevard	SR 92	Marion Boulevard	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-334	2018 FTP	Tyrone Road @ Flat Creek Trail	Roadway-Intersection Improvements	Tyrone Road @ Flat Creek Trail	Tyrone Road	Flat Creek Trail	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-335	2018 FTP	Goza Road @ Antioch Road	Roadway-Intersection Improvements	Goza Road @ Antioch Road	Goza Road	Antioch Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments

FTP-336	2018 FTP	SR 74 @ Tyrone Road	Roadway-Intersection Improvements	SR 74 @ Tyrone Road	SR 74	Tyrone Road	Proposed	Intersection Improvement	large trucks blocking 74 to enter on to Tyrone Rd.		Comments
FTP-337	2018 FTP	Greenvalley Road @ Peters Road	Roadway-Intersection Improvements	Greenvalley Road @ Peters Road	Greenvalley Road	Peters Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-338	2018 FTP	SR 92 @ Seay Road	Roadway-Intersection Improvements	SR 92 @ Seay Road	SR 92	Seay Road	Proposed	Intersection Improvement	Lots of traffic - hard to turn left on 92 S especially for lots of students that are starting to drive.		Comments
FTP-339	2018 FTP	Ebenezer Road @ Spear Road	Roadway-Intersection Improvements	Ebenezer Road @ Spear Road	Ebenezer Road	Road @ Spear Road	Proposed	Intersection Improvement	Realignment will be helpful		Comments
FTP-340	2018 FTP	SR 279 @ Morning Springs Walk	Roadway-Intersection Improvements	SR 279 @ Morning Springs Walk	SR 279	Morning Springs Walk	Proposed	Intersection Improvement	Traffic lights needed		Comments
FTP-341	2018 FTP	McDonough Road @ Zoie Court	Roadway-Intersection Improvements	McDonough Road @ Zoie Court	McDonough Road	Zoie Court	Proposed	Intersection Improvement	Traffic lights needed		Comments
FTP-342	2018 FTP	SR 74 @ Sandy Creek Road	Roadway-Intersection Improvements	SR 74 @ Sandy Creek Road	SR 74	Sandy Creek Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-343	2018 FTP	SR 92 @ Westbridge Road	Roadway-Intersection Improvements	SR 92 @ Westbridge Road	SR 92	Westbridge Road	Proposed	Intersection Improvement	Data: Safety, Bottlenecks, Public Comments		Comments
FTP-344	2018 FTP	SR 92 @ New Hope Road/Lees Mill Road	Roadway-Intersection Improvements	SR 92 @ New Hope Road/Lees Mill Road	SR 92	New Hope Road/Lees Mill Road	Proposed	Intersection Improvement	I have noticed 30+ cars lined up at the light on Lees Mill Road / Hwy 92 in morning rush. Most are attempting to turn left on 92 but crossing traffic delays them.		Comments
FTP-345	2018 FTP	SR 54 @ Stevens Entry	Roadway-Intersection Improvements	SR 54 @ Stevens Entry	SR 54	Stevens Entry	Proposed	Intersection Improvement	1st example: green light on Stevens Entry to Peachtree Parkway or Robinson - you are always stuck at a red light after turning. Anywhere from 74/54 to Tyrone Road area is affected. No flow of traffic due to this.		Comments
FTP-346	2018 FTP	SR 74 @ Rockaway Road	Roadway-Intersection Improvements	SR 74 @ Rockaway Road	SR 74	Rockaway Road	Proposed	Intersection Improvement	Neighborhood residents are concerned that left turn currently allowed out of Brechin Drive onto SR 74 North will be eliminated by possible		Comments

									development across SR 74. Current left turn is very useful and I am not aware of accidents or congestion caused by		
FTP-347	2018 FTP	SR 92 @ Antioch Road	Roadway-Intersection Improvements	SR 92 @ Antioch Road	SR 92	Antioch Road	Proposed	Intersection Improvement	Are we getting a roundabout?		Comments
FTP-348	2018 FTP	Tyrone Road @ Adams Road	Roadway-Intersection Improvements	Tyrone Road @ Adams Road	Tyrone Road	Adams Road	Proposed	Intersection Improvement	am - very difficult to exit Adams Rd. onto Tyrone Rd.		Comments
FTP-349	2018 FTP	962 Sandy Creek Road (before Lees Mill Road)	Roadway-Intersection Improvements	962 Sandy Creek Road (before Lees Mill Road)	962 Sandy Creek Road (before Lees Mill Road)	Before Lees Mill Road	Proposed	Intersection Improvement	cant get out of the driveway		Comments
FTP-350	2018 FTP	North Jeff Davis Drive @ Georgia Avenue	Roadway-Intersection Improvements	North Jeff Davis Drive @ Georgia Avenue	North Jeff Davis Drive	Georgia Avenue	Proposed	Intersection Improvement	Both ends of Georgia Ave are traps once you are on it. It is very difficult to get on N. Jeff Davis and Hwy 85. The traffic backs up on Hwy 85 now that the traffic light is at Hwy 92.		Comments
FTP-351	2018 FTP	Tyrone Road @ Handley Road	Roadway-Intersection Improvements	Tyrone Road @ Handley Road	Tyrone Road	Handley Road	Proposed	Intersection Improvement	Very hard to turn left onto Tyrone from Handley		Comments
FTP-352	2018 FTP	Redwine Road @ Bernhard Road	Roadway-Intersection Improvements	Redwine Road @ Bernhard Road	Redwine Road	Bernhard Road	Proposed	Intersection Improvement	Desperate for roundabout at this intersection. Timberlake is a out thru for cars and golf carts. Need golf cart path going north on parkway! All carts from Newhaven, High Grove and Whitewater cut thru on our private path.		Comments
FTP-353	2018 FTP	Sandy Creek Road @ Flat Creek Trail	Roadway-Intersection Improvements	Sandy Creek Road @ Flat Creek Trail	Sandy Creek Road	Flat Creek Trail	Proposed	Intersection Improvement	Future major congestions with the development of Pinewood Studios. Trucks are holding up outbound residents in the morning commute.		Comments
FTP-354	2018 FTP	SR 314 @ SR 138	Roadway-Intersection Improvements	SR 314 @ SR 138	SR 314	SR 138	Proposed	Intersection Improvement	Short-term signal improvements/rather than immediate road widening		INRIX
FTP-355	2018 FTP	Redwine Road @ Ramah Road	Roadway-Intersection Improvements	Redwine Road @ Ramah Road	Redwine Road	Ramah Road	Proposed	Intersection Improvement	Short-term signal improvements/rather than immediate road widening		INRIX

FTP-356	2018 FTP	SR 85 @ SR 85C	Roadway-Intersection Improvements	SR 85 @ SR 85C	SR 85	SR 85C	Proposed	Intersection Improvement	Short-term signal improvements/rather than immediate road widening		INRIX
FTP-357	2018 FTP	SR 85 @ SR 74	Roadway-Intersection Improvements	SR 85 @ SR 74	SR 85	SR 74	Proposed	Intersection Improvement	Short-term signal improvements/rather than immediate road widening		INRIX
FTP-358	2018 FTP	SR 54 @ McDonough Road	Roadway-Intersection Improvements	SR 54 @ McDonough Road	SR 54	McDonough Road	Proposed	Intersection Improvement	Short-term signal improvements/rather than immediate road widening		INRIX
FTP-359	2018 FTP	SR 74 @ North Peachtree Parkway/Crabapple Lane	Roadway-Intersection Improvements	SR 74 @ North Peachtree Parkway/Crabapple Lane	SR 74	North Peachtree Parkway/Crabapple Lane	Proposed	Intersection Improvement	Short-term signal improvements/rather than immediate road widening		INRIX
FTP-360	2018 FTP	SR 74 @ Redwine Road	Roadway-Intersection Improvements	SR 74 @ Redwine Road	SR 74	Redwine Road	Proposed	Intersection Improvement	Short-term signal improvements/rather than immediate road widening		INRIX
FTP-361	2018 FTP	SR 92 @ Hampton Road South	Roadway-Intersection Improvements	SR 92 @ Hampton Road South	SR 92	Hampton Road South	Proposed	Intersection Improvement	Short-term signal improvements/rather than immediate road widening		INRIX
FTP-362	2018 FTP	SR 92 @ Hampton Road North	Roadway-Intersection Improvements	SR 92 @ Hampton Road North	SR 92	Hampton Road North	Proposed	Intersection Improvement	Short-term signal improvements/rather than immediate road widening		INRIX
FTP-390	2018 FTP	Kenwood Road @ Morning Creek	Roadway-Bridge Upgrade	Kenwood Road	Kenwood Road	Morning Creek	Proposed	Bridge Upgrade	Sufficiency Rating Less than 50		
FTP-391	2018 FTP	McDonough Road @ Flint River	Roadway-Bridge Upgrade	McDonough Road	McDonough Road	Flint River	Proposed	Bridge Upgrade	Sufficiency Rating Less than 50		
FTP-392	TIP	McIntosh Road @ Flint River	Roadway-Bridge Upgrade	McIntosh Road	McIntosh Road	Flint River	Proposed	Bridge Upgrade	Sufficiency Rating Less than 50		
FTP-393	2018 FTP	Redwine Road @ Whitewater Creek	Roadway-Bridge Upgrade	Redwine Road	Redwine Road	Whitewater Creek	Proposed	Bridge Upgrade	Sufficiency Rating Less than 50		
FTP-394	TIP	Ebenezer Church Road @ Whitewater Creek	Roadway-Bridge Upgrade	Ebenezer Church Road	Ebenezer Church Road	Whitewater Creek	Proposed	Bridge Upgrade	Sufficiency Rating Less than 50		
FTP-395	TIP	Coastline Road @ CSX Railroad	Roadway-Bridge Upgrade	Coastline Road	Coastline Road	CSX Railroad	Proposed	Bridge Upgrade	Sufficiency Rating Less than 50		
FTP-401	2018 FTP	Hood Road Complete Street	Last Mile Connectivity/Joint Bike-Ped Facilities	Hood Road	SR 85	Veterans Parkway	Proposed	Complete Street Upgrades	Fill in sidewalks gaps along both sides of Hood Road.	Coordinate with FTP-203 (safety project)	
FTP-402	2018 FTP	Ginger Cake Road Sidewalks	Last Mile Connectivity/Pedestrian Facilities	Gingercake Road	SR 54	SR 92	Proposed	New Sidewalk along both sides of Gingercake Road			

FTP-403	2018 FTP	Sandy Creek Greenway	Last Mile Connectivity/Joint Bike-Ped Facilities	Sandy Creek Greenway	Veterans Parkway near Hood Road	Adams Road near Sun Road	Proposed	Multi-Use Greenway Trail	Provides Connection between City of Fayetteville and City of Tyrone		
FTP-404	2018 FTP	SR 54 Multi-Use Trail	Last Mile Connectivity/Joint Bike-Ped Facilities	SR 54	Stevens Entry in Peachtree City	Ginger Cake Road in Fayetteville	Proposed	Sidepath	Provides direct connection between City of Fayetteville and City of Peachtree City		
FTP-405	2018 FTP	Redwine Road Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	Redwine Road	Old Ivy	Horseshoe Circle	Proposed	Sidepath	Provides direct connection between City of Fayetteville and City of Peachtree City		
FTP-406	2018 FTP	Crabapple Lane Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	Crabapple Lane	Carnellian Lane	Dogwood Lane	Proposed	Sidepath	Provides connection between City of Peachtree City and City of Tyrone	Coordinate with FTP-407	
FTP-407	2018 FTP	Farr Road Sidepath Upgrade	Last Mile Connectivity/Joint Bike-Ped Facilities	Farr Road	Dogwood Lane	Tyrone Road	Proposed	Sidepath	Upgrade existing sidepath to current design standards	Coordinate with FTP-406	
FTP-408	2018 FTP	Grady Avenue Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	Grady Avenue	SR 54	SR 85	Proposed	Sidepath	Connectivity to Spring Hill Elementary School, Fayette Middle School and the proposed downtown Fayetteville redevelopment		Sidepath along north side of road (existing sidewalks on south side)
FTP-409	2018 FTP	Spring Hill Greenway	Last Mile Connectivity/Joint Bike-Ped Facilities	Spring Hill Greenway	Ridge Nature Preserve	Bradford Road	Proposed	Multi-Use Greenway Trail	Provides a connection from the proposed Whitewater Creek Greenway Trail and downtown Fayetteville		
FTP-410	2018 FTP	Whitewater Creek Greenway	Last Mile Connectivity/Joint Bike-Ped Facilities	Whitewater Creek Greenway	SR 85 South	SR 54	Proposed	Multi-Use Greenway Trail	Provides north-south connectivity throughout the heart of Fayette County		
FTP-411	2018 FTP	Senoia Road Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	Senoia Road	MacDuff Parkway/Kedron Drive	Dogwood Lane	Proposed	Sidepath	Extension of existing trail along Senoia Road south to Peachtree City		
FTP-412	2018 FTP	Dogwood Lane Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	Dogwood Lane	Senoia Road	Farr Road	Proposed	Sidepath	East-West Connectivity within City of Tyrone		
FTP-413	2018 FTP	Gasline Greenway	Last Mile Connectivity/Joint Bike-Ped Facilities	Gasline Greenway	Senoia Road	Kenwood Park	Proposed	Multi-Use Greenway Trail	Can potentially utilize utility easment		
FTP-414	2018 FTP	Veterans Parkway Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	Veterans Parkway	SR 54	Hood Road	Proposed	Sidepath	Connection to Piedmont Hospital and Pinewood		

FTP-415	2018 FTP	Kenwood Road Sidewalks	Last Mile Connectivity/Pedestian Facilities	Kenwood Road	New Hope Road	SR 279	Proposed	Sidewalk	Safety, North Fayette Elementary School, Public input		
FTP-416	2018 FTP	SR 279 Sidewalks	Last Mile Connectivity/Pedestian Facilities	SR 279	SR 314	SR 138	Proposed	Sidewalks	Safety, Public input, transit access in South Fulton County		
FTP-417	2018 FTP	SR 54 Sidepath Segment 1	Last Mile Connectivity/Joint Bike-Ped Facilities	SR 54	Swanbrook Road	McDonough Road	Proposed	Sidepath	Connectivity to McCurry Park		
FTP-418	2018 FTP	SR 54 Sidepath Segment 2	Last Mile Connectivity/Joint Bike-Ped Facilities	SR 54	McDonough Road	Banks Road	Proposed	Sidepath	Connectivity to McCurry Park		
FTP-419	2018 FTP	Banks Road Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	Banks Road	SR 85	McElroy Road	Proposed	Sidepath	Banks Road is a high crash corridor, also provides east-west connectivity, access to McCoy Park		
FTP-420	2018 FTP	McDonough Road Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	McDonough Road	SR 54	McElroy Road	Proposed	Sidepath	Last mile connection to McCurry Park		
FTP-421	2018 FTP	SR 85 South Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	SR 85s	Goza Road	Harp Road	Proposed	Sidepath	Provides safe route to Whitewater school complex (Elementary, Middle, and High School)		
FTP-422	2018 FTP	Harp Road Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	Harp Road	Young Circle	Mask Road	Proposed	Sidepath	Connects residential subdivisions to SR 85s sidepath and provides access to schools		
FTP-423	2018 FTP	SR 74 Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	SR 74	N Peachtree Parkway	E Crestwood Road	Proposed	Sidepath	Utilize old SR 74 roadbed. Potentially easy implementation. Provides needed north-south mobility		
FTP-424	2018 FTP	Southside Rail-to-Trail	Last Mile Connectivity/Joint Bike-Ped Facilities	Old Rail Line	Line Creek	Flint River	Proposed	Rail-to-Trail	Potential south metro regional trail connection utilizing rail ROW		
FTP-425	2018 FTP	Rockaway Road Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	Rockaway Road	SR 74	County Line	Proposed	Sidepath	Connection to Senoia. Part of larger trail corridor that would connect PTC and Senoia		
FTP-426	2018 FTP	Sandy Creek Road Complete Street	Last Mile Connectivity/Joint Bike-Ped Facilities	Sandy Creek Road	SR 74	Veterans Parkway	Proposed	Complete Street	This project would add a sidepath as well as vehicular safety upgrades to calm traffic		
FTP-427	2018 FTP	Jenkins Road Sidewalk	Last Mile Connectivity/Joint Bike-Ped Facilities	Jenkins Road	SR 74	Sandy Creek Road	Proposed	Sidewalk	Provides safe access to school cluster		

FTP-428	2018 FTP	S. Jeff Davis Road Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	S. Jeff Davis Road	Country Squire Drive	Inman Road	Proposed	Sidepath	Connection to Clayton County and Rivers Edge Plantation		
FTP-429	2018 FTP	Adams Road Connector and Trailhead	Last Mile Connectivity/Joint Bike-Ped Facilities	Adams Road	Sandy Creek Greenway	Gasline Greenway	Proposed	Sidepath	Fill gap between two greenway trail corridors. Also would provide opportunity to create a trailhead at Adams Road.		
FTP-430	2018 FTP	Sandy Creek Greenway Alternate	Last Mile Connectivity/Joint Bike-Ped Facilities	Sandy Creek Greenway	FTP-403 Alignment	Gasline Greenway	Proposed	Greenway	Alternative alignment that would connect to proposed Gasline Greenway		
FTP-431	2018 FTP	New Hope Road Sidepath	Last Mile Connectivity/Joint Bike-Ped Facilities	New Hope Road	SR 85	SR 92	Proposed	Sidepath	Provides bike-ped mobility in dense residential area north of Fayetteville		
FTP-432	2018 FTP	Quarters Road Sidewalks	Last Mile Connectivity/Pedestrian Facilities	Quarters Road	Alexander Ware Place	Redwine Road	Proposed	Sidewalk	Public input on cut through traffic speeding along this section of the road. Sidewalk would separate walkers from auto traffic.		
FTP-440	2018 FTP	Goza Road Bikable Shoulder	Last Mile Connectivity/Bicycle Facilities	Goza Road	SR 85	SR 92	Proposed	Bikeable Shoulder	High Use Strava Corridor, Public Input, Stakeholder Input	FTP-202	
FTP-441	2018 FTP	Bernhard Road Bikeable Shoulder	Last Mile Connectivity/Bicycle Facilities	Bernhard Road	Robinson Road	SR 85	Proposed	Bikeable Shoulder	High Use Strava Corridor, Public Input, Stakeholder Input	FTP-201	
FTP-442	2018 FTP	Ebenezer Road Bikeable Shoulder	Last Mile Connectivity/Bicycle Facilities	Ebenezer Road	PTC Boundary	SR 54	Proposed	Bikeable Shoulder	High Use Strava Corridor, Public Input, Stakeholder Input		
FTP-443	2018 FTP	Ebenezer Church Road Bikeable Shoulder	Last Mile Connectivity/Bicycle Facilities	Ebenezer Church Road	Robinson Road	Redwine Road	Proposed	Bikeable Shoulder	High Use Strava Corridor, Public Input, Stakeholder Input		

Fayette County Comprehensive Transportation Plan Update and Master Path Plan

Marketing and Advertisement (Round 1)

Handout 1



Handout 2



Create Your Story



FAYETTE TRANSPORTATION PLAN

PUBLIC OPEN HOUSES



No formal presentation,
just stop by any time during
open house hours.

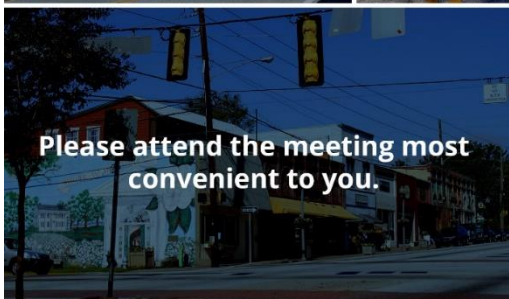


March 1, 2018 - 5:00 to 7:30 PM

Fayette County Board of Commissioners
Meeting Room
140 Stonewall Avenue West
Fayetteville, GA 30214

March 6, 2018 - 5:00 to 7:00 PM

Sandy Creek High School
360 Jenkins Rd
Tyrone, GA 30290



Please attend the meeting most
convenient to you.

Come and share your input on transportation
needs and concerns within Fayette County.



Questions or concerns? Let us know!
Caroline Evans | 404.824.7607
Caroline.evans@bluecypress-consulting.com

Take our survey:
<https://www.surveymonkey.com/r/FayetteTransportationPlan>

Handout 3 (Take our Survey)



Create Your Story



TAKE OUR SURVEY



<https://www.surveymonkey.com/r/FayetteTransportationPlan>

Project Handouts (Round 2)**Handout 1**A handout for Fayette County's Transportation Planning. It features a circular logo with the word "FAYETTE" in white on a dark blue background. To the right of the logo, the words "TRANSPORTATION PLAN" are written in large, white, sans-serif capital letters. The background is a faded image of a street intersection with cars and trees. At the bottom, a dark blue horizontal bar contains the website URL in white text.

FAYETTE **TRANSPORTATION
PLAN**

<http://www.fayettecountyga.gov/transportation-planning.htm>

A handout for Fayette County's Transportation Planning, continuing from the first. It features the same circular "FAYETTE" logo and "TRANSPORTATION PLAN" text. The background is a faded image of a street with a traffic light. Below the header, there is a paragraph of text, followed by a bold heading for the second public input round. At the bottom, two columns of text provide the dates, times, and locations for the meetings.

FAYETTE **TRANSPORTATION
PLAN**

Fayette County is updating our Comprehensive Transportation Plan (CTP) and creating a Master Path Plan (MPP). The project team has received feedback from people who live, work, and play in Fayette County through public meetings, community events, and an online survey. With your help we have defined county wide goals, assessed existing conditions, and determined transportation related needs. We now need your help prioritizing the resulting project recommendations for future implementation.

Join us for our second, and final round of public input for the study:

July 12, 2018 – 5:30 to 7:00 PM Peachtree City Council Chambers 151 Willowbend Drive Peachtree City, GA 30269	July 16, 2018 – 5:30 to 7:00 PM Fayette County Public Library Large Meeting Room 1821 Heritage Park Way Fayetteville, GA 30214
---	---

Handout 2



Create Your Story



FAYETTE TRANSPORTATION PLAN

PUBLIC OPEN HOUSES

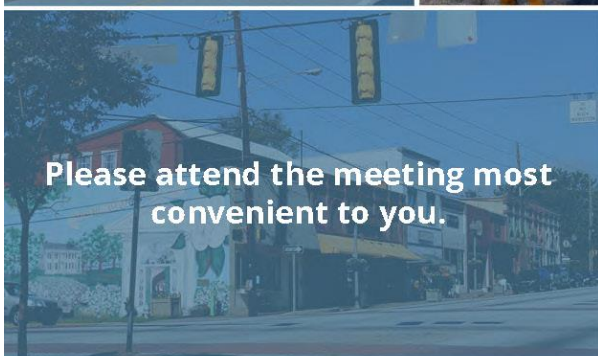


July 12, 2018 – 5:30 to 7:00 PM

**Peachtree City Council Chambers
151 Willowbend Drive
Peachtree City, GA 30269**

July 16, 2018 – 5:30 to 7:00 PM

**Fayette County Public Library
Large Meeting Room
1821 Heritage Park Way
Fayetteville, GA 30214**



Come to see what our team learned about existing conditions, and to help us prioritize project types. These meetings are the second, and final round, of public input for the study.

Questions or concerns? Let us know!
Caroline Evans | 404.824.7607
caroline.evans@bluecypressconsulting.com

More project information available here:
<http://www.fayettecountyga.gov/transportation-planning/transportation-plan-2018.htm>



Round 1 Community Events Announcement (Facebook)

26

Events

Events

Calendar

Birthdays

Discover

Past

Fayette County Transportation Plan Community Event

+ Create Event ▾

FEB
24

Fayette County Transportation Plan Community Event

Public · Hosted by Bike FAYETTE

★ Interested ✓ Going ...

Saturday, February 24 at 9 AM - 1 PM
2 days ago

Peachtree City Farmers Market

215 Northlake Dr, Peachtree City, Georgia 30269

Show Map

About Discussion

0 Went · 3 Interested

Share this event with your friends

Details

The Fayette Transportation Plan update project team has scheduled a number of community events for community input. We hope to see you there to gather your feedback in person!

Fayette County is updating the Fayette Transportation Plan during Spring 2018. A major component of the 2018 update will be the creation of a Master Path Plan(MPP).

If you live, work, or play in Fayette County, we want to hear your feedback about the current transportation system in Fayette County, as well as what you would like to see changed. Your feedback will be used to guide the focus of the Transportation Plan update and the SR 74 Corridor Study.

You can input what you see as the requirements for roads, and bicycle and pedestrian... See More

Causes Kid Friendly Cycling +2

About Bike FAYETTE

Bike FAYETTE

Community

Bike Fayette serves as the Fayette County Bicycle Community Advocacy forum to build partnerships, educate, and help to establish safe and enjoyable bicycle recreation and commuting networks throughout Fayette County and the Southern Crescent.

Round 1 Public Meeting 1 Announcement (Facebook)

26

Events

Events

Calendar


Birthdays

Discover

Fayette Transportation Plan Open House

Past

+ Create Event



MAR 1

Fayette Transportation Plan Open House

Public · Hosted by Bike FAYETTE

★ Interested

✓ Going

Share

...

Thursday at 5 PM - 7:30 PM

3 days from now

Fayette County Board of Commissioners Chambers

About

Discussion

0 Going · 0 Interested

Share this event with your friends

Share

Details

The Fayette Transportation Plan update project team has scheduled a number of community events for community input. We hope to see you there to gather your feedback in person!

Fayette County is updating the Fayette Transportation Plan during Spring 2018. A major component of the 2018 update will be the creation of a Master Path Plan(MPP).

If you live, work, or play in Fayette County, we want to hear your feedback about the current transportation system in Fayette County, as well as what you would like to see changed. Your feedback will be used to guide the focus of the Transportation Plan update and the SR 74 Corridor Study.

You can input what you see as the requirements for roads, and bicycle and pede... See More

Causes

Kid Friendly

Cycling

+2

Share In Messenger

To: Choose friends

Add a message...

About Bike FAYETTE

Round 1 Public Meeting 2 Announcement (ARC Facebook)



ARC
Atlanta Regional Commission
@atlantaregionalcommissi
on

Home
About
Events
Photos
Videos
Community
Reviews
Posts

Create a Page

Like Follow + Create fundraiser ...

Atlanta Regional Commission
5 March at 12:19 · 🌐

The second public meeting for the #FayetteCounty Transportation Plan will be tomorrow, 3/6 from 5-7 pm. Come out to hear information about the project & give your feedback! Be sure to visit below to stay up to date on the #transportation plan & complete the #survey!

 **Sandy Creek High School**
360 Jenkins Rd
Tyrone, GA 30290

Come and share your input on transportation needs and concerns within Fayette County.

 **FAYETTE COUNTY COMPREHENSIVE TRANSPORTATION PLAN**
PUBLIC OPEN HOUSES

Fayette County Transportation Planning
Fayette County Transportation S.P.L.O.S.T.
FAYETTECOUNTYGA.GOV

Like Comment Share

Public & government service in Atlanta, Georgia
4.6 ★★★★★

Community See all

- Invite your friends to like this Page
- 5,061 people like this
- 5,025 people follow this
- Michelle Marcus Rushing and 2 other friends like this or have checked in

About See All


229 Peachtree St. NE (8.37 km)
30303 Atlanta, Georgia
Get Directions
(404) 463-3100

Round 1 Public Meeting 2 Announcement (ARC Instagram)



ARC
@AtlantaRegional

Follow

The 2nd public meeting for the #FayetteCounty Transportation Plan will be tomorrow, 3/6 from 5-7 pm. Come hear information about the project & give your feedback! Be sure to visit below to stay up to date on the #transportation plan & complete the #survey!
fayettecountyga.gov/transportation...

 **March 6, 2018 - 5:00 to 7:00 PM**
Sandy Creek High School
360 Jenkins Rd
Tyrone, GA 30290

Come and share your input on transportation needs and concerns within Fayette County.

 **FAYETTE COUNTY COMPREHENSIVE TRANSPORTATION PLAN**
PUBLIC OPEN HOUSES

9:21 AM · 5 Mar 2018

1 Comment 1 Retweet 1 Like

Round 1 Public Meeting 2 Announcement (Planatlanta Instagram)



March 6, 2018 - 5:00 to 7:00 PM
Sandy Creek High School
360 Jenkins Rd
Tyrone, GA 30290

Come and share your input on transportation needs and concerns within Fayette County.



FAYETTE COUNTY COMPREHENSIVE TRANSPORTATION PLAN

PUBLIC OPEN HOUSES



planatlanta • Follow
 Sandy Creek High School

planatlanta The second public meeting for the #FayetteCounty Transportation Plan is tomorrow! Come out to hear information about the project and give your feedback! Be sure to visit below to stay up to date on the #transportation plan and complete the survey! <http://www.fayettecountyga.gov/transportation-planning/community-engagement.htm>

♡ 🔍

ylloh, iamjustchar, lsangley, planner_brian, dailybasicstyle and jncharleston like this

1 DAY AGO

Log in to like or comment. ...

**Round 1 Legal Announcement in the Fayette
County News**

**Fayette County
Transportation Plans
Meeting Notice**

Fayette County is updating its Comprehensive Transportation Plan, establishing a Master Path Plan for the County, and conducting a traffic study on State Route 74. Fayette County will be hosting two open-house style meetings regarding these projects: March 1, 2018 from 5:00 PM to 7:30 PM at the Fayette County Administrative Complex, in the Board of Commissioners Meeting Room - 140 Stonewall Avenue West, Fayetteville, GA 30214; and March 6, 2018 from 5:00 PM to 7:00 PM at Sandy Creek High School, 360 Jenkins Road, Tyrone, GA 30290. The public is invited to learn more about the projects and provide feedback. For additional details contact Phil Mallon - pmallon@fayettecountyga.gov or (770)-320-6009.

**Round 2 Legal Announcement in the Fayette
County News**

**Fayette County
Transportation Plans
Meeting Notice**

Fayette County is updating our Comprehensive Transportation Plan (CTP) and creating a Master Path Plan (MPP). The project team has received feedback from people who live, work, and play in Fayette County through public meetings, community events, and an online survey. With your help we have defined county wide goals, assessed existing conditions, and determined transportation related needs. We now need your help prioritizing the resulting project recommendations for future implementation.

Fayette County will be hosting two open-house style meetings regarding these projects: July 12, 2018, from 5:30 PM to 7:00 PM at the Peachtree City Council Chambers, at 151 Willowbend Drive, Peachtree City, GA 30269 and July 16, 2018 from 5:30 PM to 7:00 PM at the Fayette County Public Library, Large Meeting Room, at 1821 Heritage Park Way, Fayetteville, GA 30214

Come to see what our team learned about existing conditions, and to help us prioritize project types.

For additional details contact Phil Mallon - pmallon@fayettecountyga.gov or (770)-320-6009.

Please visit our website for updated information on how you can join one of our

Fayette County Comprehensive Transportation Plan Update and Master Path Plan
Public Meeting One 3/01/2018

Sign In

Public Meeting Sign In

March, 1st 2018



**TRANSPORTATION
PLAN**

Number	Name	E-mail
1	Mike Surgenor	[REDACTED]
2	William Taylor	[REDACTED]
3	Vincent Williams	[REDACTED]
4	JEFF GRANIER	[REDACTED]
5	Jene Anderson	[REDACTED]
6	PHILLIP ANDERSON	[REDACTED]
7	Roland Myers	rmyers@factoryautomation.com
8	MARTIN SAS	[REDACTED]
9	Tony Parrott	[REDACTED]
10	Alma Stone	[REDACTED]
11	TERENCE WILKINSON	[REDACTED]
12	Joy Nicks	[REDACTED]

Public Meeting Sign In

March, 1st 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
13 +1	Nicole ^{& William} Brown	[REDACTED]
14	Sonya Kennedy	skennedy@fayettecountygga.gov
15	Denise West	DWest@fayettecountygga.gov
16	Donna Black	donna@brent.us
17	^d SIMON MARKS	[REDACTED]
18 +1	Jimmy L. Huff MARY JOHNSON	[REDACTED]
19	John Thompson	[REDACTED]
20	Rick Schultz	[REDACTED]
21	Rogue Romero	[REDACTED]
22	Kayin C. Jones	[REDACTED]
23	Del Burgess	[REDACTED]
24	Mary Parrott	mparrott@fayettecountygga.gov

Public Meeting Sign In

March, 1st 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
25	ANITA GODBEE	AGODBEE@FAYETTECOUNTYGA.GOV
26	Mariann Kalogeros	[REDACTED]
27	Jay Jones	[REDACTED]
28	Brady Kling	bklng@fayettecountyga.gov
29	Joshua Nobis	[REDACTED]
30	Cassandra Leone	[REDACTED]
31	BILL BECKWITH	[REDACTED]
32	Alice M Jones	[REDACTED]
33	RON GOODWIN	[REDACTED]
34	Joan McNeil	[REDACTED]
35	Julie Brown	jbrown@fayetteville-ga.gov
36	Connie James	[REDACTED]

Public Meeting Sign In

March, 1st 2018




TRANSPORTATION
PLAN

Number	Name	E-mail
37	Jennika Jackson	[REDACTED]
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		

Live Work Play Exercise



Comment Card



FAYETTE TRANSPORTATION
PLAN

Location (Intersection, Corridor, or Address): _____


Type of Problem (Circle one):

• Congestion	• Maintenance	• Pedestrian
• Safety	• Bicycle	

Other Information: _____

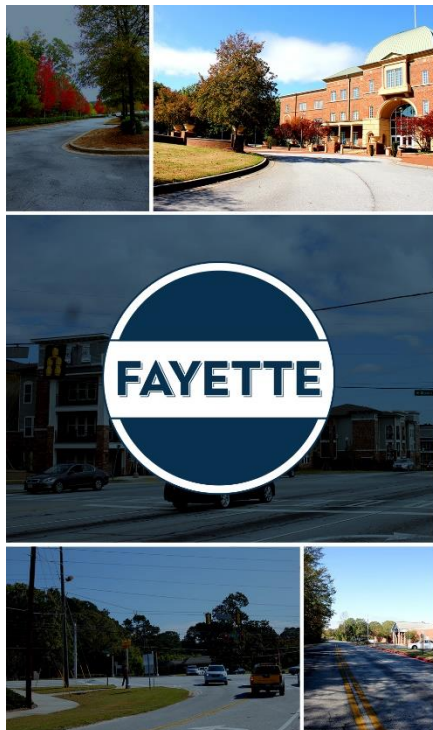
1

Generic Comment Card

 **FAYETTE** TRANSPORTATION
PLAN

Are there other comments you want to share with us? Please leave them here:

Handout



Create Your Story

**TAKE OUR
SURVEY**

<https://www.surveymonkey.com/r/FayetteTransportationPlan>

Photos

Photo 1. Community members filling out comment cards.

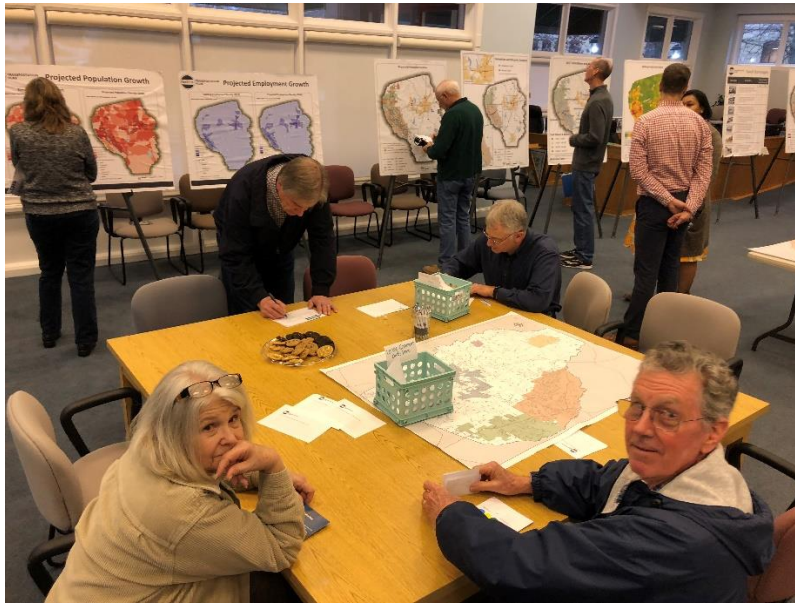


Photo 2. A community member participating in the Live Work and Play exercise.



Fayette County Comprehensive Transportation Plan Update and Master Path Plan

Public Meeting Two 3/06/2018

Sign In

Public Meeting Sign In

March 6th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
1	TOM WALLER	
2	LAUREN TURNER	
3	JAMES COLLINS CASSANDRA COLLINS	
4	Tina Womack	
5	Rick WRIGHT	
6	KENNETH BOBBITT, SR	
7	Damon Furr	
8	Dennis Brown	
9	Mark Shugart	
10	Gloria Furr	gfurr@tyrone.org
11	Eric Dial	edial@tyrone.org
12	Sandy Beach	sbeach@tyrone.org

Public Meeting Sign In

March 6th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
13	Richard Schuman	[REDACTED]
14	Charles King	[REDACTED]
15	Debbie Lowe	Debbie@DebbieLowe.com
16	Dan Eldridge	deldridge@kpmg.com
17	Glenn & Pam Dunn	[REDACTED]
18	Spencer Cole	[REDACTED]
19	RON PIPER	[REDACTED]
20	John McCartney	[REDACTED]
21	YVONNE McCARTNEY	[REDACTED]
22	Phil Herrington	[REDACTED]
23	CHUCK DIX	[REDACTED]
24	Orlancy Hood +1	[REDACTED]

Public Meeting Sign In

March 6th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
25	Bob & Brenda Wallace	[REDACTED]
26	Ken Cannell	[REDACTED]
27	Phillip Trocquet	ptrocquet@tyrone.org
28	Dee Baker	dbaker@tyrone.org
29	Anita Johnson	[REDACTED]
30	Anita Davis	[REDACTED]
31	Eric Dial	[REDACTED]
32	Ed Nolan	[REDACTED]
33	Martha Nolan	[REDACTED]
34+1	Linda Brand	[REDACTED]
35	DERRICK Jackson	[REDACTED]
36	Chip Glazier	[REDACTED]

Public Meeting Sign In

March 6th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
37	Roger Ellington	[REDACTED]
38	Deanna Moulty	[REDACTED]
39	Michael Link	[REDACTED]
40	Larry Danvers	[REDACTED]
41	Lill. Danvers	[REDACTED]
42	Rodney Davis	[REDACTED]
43	Scott Marchman	[REDACTED]
44	GEORGE LANDIS	[REDACTED]
45	Cheryl Martin	[REDACTED]
46	Steve Sastre	[REDACTED]
47	Vicki Price	[REDACTED]
48	Roger Gillman	[REDACTED]

Public Meeting Sign In

March 6th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
49	Walter Calloway	[REDACTED]
50	Damita Little-Redmond	[REDACTED]
51	Elizabeth Anglin +1	[REDACTED]
52	Jeff Cicilio +1	[REDACTED]
53	Amanda Ott	[REDACTED]
54 +1	Obie Hurst	[REDACTED]
55	TRISCIA HENDRICKSON	[REDACTED]
56 +	Cindy Repine	[REDACTED]
57	Sandy Lockridge	[REDACTED]
58	Donita Lockridge	[REDACTED]
59	FRANK GARDNER	[REDACTED]
60	DEXTER HARRIS	[REDACTED]

Public Meeting Sign In

March 6th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
61	Kim Tread	[REDACTED]
62	Wade Stevens	[REDACTED]
63	Pat Kearney	[REDACTED]
64	Paul Henderson	[REDACTED]
65	Candice Aaron	[REDACTED]
66	Dor Laws	[REDACTED]
67	Pat Kear	[REDACTED]
68	Felita Banks	[REDACTED]
69	ENDRELL RUCKER	[REDACTED]
70	MICHAEL C. JONES	[REDACTED]
71	Tommy Smith	
72	Marilyn Smith	

Public Meeting Sign In

March 6th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
73	David Gray	[REDACTED]
74	George Fields	[REDACTED]
75	Josh Bloom	[REDACTED]
76	Carol Sprungsteen	C
77	Claude Barnes	[REDACTED]
78	Lucas Saldemay	lucas@elpuente framing.com
79	Charles Stallworth	[REDACTED]
80	Besim Berkolli	[REDACTED]
81	Greg Clayton	[REDACTED]
82	Robert Green	[REDACTED]
83	Carrie Klarl	[REDACTED]
84	Dwight Jones	[REDACTED]

Public Meeting Sign In

March 6th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
97	Ronnie Moon	[REDACTED]
98	Sara Walton	[REDACTED]
99	Tim & Karen Stanfield	[REDACTED]
100	Claudia Eisenberg	[REDACTED]
101		
102		
103		
104		
105		
106		
107		
108		

Public Meeting Sign In

March 6th, 2018




TRANSPORTATION
PLAN

Number	Name	E-mail
109 +1	Daphne Bausquet	[REDACTED]
110	Katina Hall	[REDACTED]
111	Jill Fosnough	[REDACTED]
112	Winnie Anderson	[REDACTED]
113	David Brill	[REDACTED]
114	Carol Kalafut	[REDACTED]
115	Nichole Jones Queen	nichde@firstinfinity.com
116	Benard Queen Jr.	benard@firstinfinity.com
117		
118		
119		
120		

Live Work Play Exercise



Comment Card



FAYETTE TRANSPORTATION
PLAN

Location (Intersection, Corridor, or Address): _____

Type of Problem (Circle one):


• Congestion	• Maintenance	• Pedestrian
• Safety	• Bicycle	

Other Information: _____

|

1

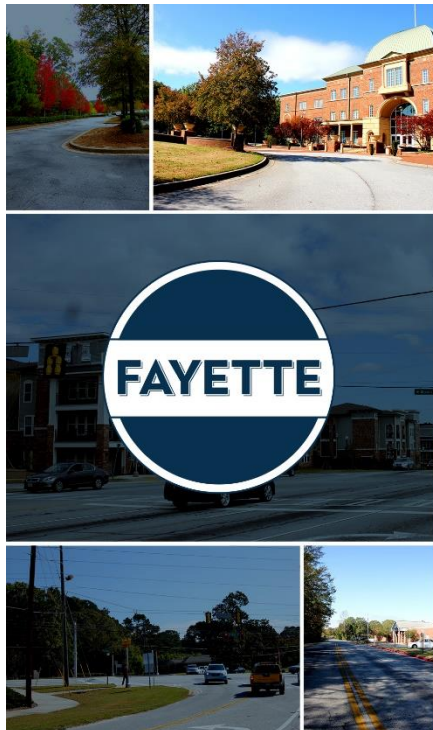
Generic Comment Card



**TRANSPORTATION
PLAN**

Are there other comments you want to share with us? Please leave them here:

Handout



Create Your Story

**TAKE OUR
SURVEY**

<https://www.surveymonkey.com/r/FayetteTransportationPlan>

Photos

Photo 1. Phil Mallon, Division Director of Public Works, answers questions from community members during the second public meeting.



Photo 2. A community member points out a current transportation project to Phil Mallon.



Fayette County Comprehensive Transportation Plan Update and Master Path Plan

Public Meeting Three 7/12/2018

Sign In

Public Meeting Sign In

July 12th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
1	JONATHAN LOVE	[REDACTED]
2	RICHARD MEYER	[REDACTED]
3	Megan Troquet	[REDACTED]
4	Jimmy Pace	jim3@pacered.com
5	JAMES CLARKE	JCLARKE@WCRC.NET
6	STEVEN GULAS	[REDACTED]
7	Chip Glazier	[REDACTED]
8	JIM SCHEIBLER	[REDACTED]
9	Dan Dobny	ddobny@croymengineering.com
10	Arnie Geiger	[REDACTED]
11	Jessica Ridley	[REDACTED]
12	Bob & Mariann Kalogeros	[REDACTED]

Public Meeting Sign In

July 12th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
13	Michelle Stewart	[REDACTED]
14	Pat Turner	
15	Ford Bachtel	
16	Neil Bolen	[REDACTED]
17	PAT HEABY	
18	Jason Veclootch	[REDACTED]
19	Crystal Bashakes	
20	EMMANUEL BASHAKES	
21	KEITH LARSON	[REDACTED]
22	David Kieso	david.kieso@jccs.com
23	Marianni Davis	[REDACTED]
24	Dominique Goodson	

Public Meeting Sign In


July 12th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
25	Anita Larson	
26	JT RABON	[REDACTED]
27	Phil Prebur	PPREBUR@Peachtree-City.org
28	Mike Foran	[REDACTED]
29	JAY SCHEIBLER	[REDACTED]
30	SLAGMOLEN	
31	Scott Bradshaw	—
32	John White	
33	MAURICE UNGARO	[REDACTED]
34	TERRY WHITLOCK	[REDACTED]
35	Gleen Clune	[REDACTED]
36		

Where You Live Exercise




**Place A
GREEN DOT
Where You
LIVE**

Comment Card



**Place A
BLUE DOT
To
SHARE
INFORMATION**

*Match The Number On
Your Comment Card*



Location (Intersection, Corridor, or Address): _____


Type of Problem (Circle one):

• Congestion	• Maintenance	• Pedestrian
• Safety	• Bicycle	

Other Information: _____

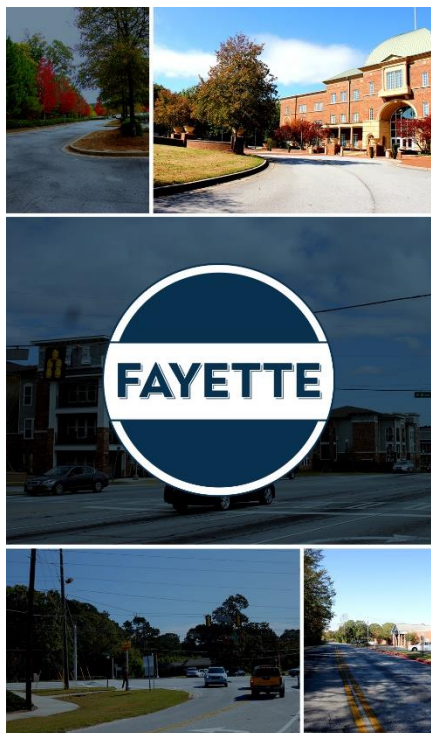
1

Generic Comment Card

**FAYETTE** TRANSPORTATION
PLAN

Are there other comments you want to share with us? Please leave them here:

Handout



Create Your Story

**TAKE OUR
SURVEY**

<https://www.surveymonkey.com/r/FayetteTransportationPlan>

Photos

Photo 1. A community member participates in the online Survey.



Photo 2. Community members add commit card stickers to various maps at the third public meeting.



Fayette County Comprehensive Transportation Plan Update and Master Path Plan
Public Meeting Four 7/16/2018

Sign In

Public Meeting Sign In

July 16th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
1	Lon MAZURE	[REDACTED]
2	JEFF + LINDA GRAVES	[REDACTED]
3	Nancy F. Hubbard	[REDACTED]
4	Kenneth Turner	-
5	Rochel Turner	-
6	Susan Alexander	
7	Barbara A. Haynes	[REDACTED]
8	Harden Shirley	hshirley@fateville-ga.com
9	Brenda S. Jones	[REDACTED]
10	Gene Thomas	[REDACTED]
11	John Jackson	[REDACTED]
12	Clarence Wisner	[REDACTED]

Public Meeting Sign In

July 16th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
13	Jane Avery	[REDACTED]
14	Tanya Latson	[REDACTED]
15	CAROLYN JONES	[REDACTED]
16	Wayne Brown	[REDACTED]
17	Rhonda Williams	[REDACTED]
18	Grover Cox	[REDACTED]
19	EVA Collier	[REDACTED]
20	Veronica	[REDACTED]
21	TERISE LANG	[REDACTED]
22	Lynn Heaton	[REDACTED]
23	Alfred Dingler	[REDACTED]
24	Nathan Long	[REDACTED]

Public Meeting Sign In

July 16th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
25	Anthony Stanley	astanley@fayettecountyga.gov
26	PAT WINSTON	[REDACTED]
27	Patricia Jones-Young	[REDACTED]
28	Michael M. Young	[REDACTED]
29	John Wallan	[REDACTED]
30	Shara Bates	[REDACTED]
31	Barry Bates	[REDACTED]
32	Kelly Faris	kellyfaris@atlanta-finehomes.com
33	Ralph Faris	ralphieboy@whodatralf.com
34	Angelika Cline	[REDACTED]
35	Benjamin Whitehurst	[REDACTED]
36	Cathy Natelle	[REDACTED]

SIM GRIFFIN

Public Meeting Sign In

July 16th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
37	Owen Gutierrez	[REDACTED]
38	Glenn MacDonald	[REDACTED]
39	Ethan Gutierrez	[REDACTED]
40	Levia + Vivian Arnold	[REDACTED]
41	VIRGIL FUDD	[REDACTED]
42	Tracy Klintfey	[REDACTED]
43	VANESSA FILMORE	[REDACTED]
44	DELICIA CARTER	[REDACTED]
45	NATE HOWARD	[REDACTED]
46	Capers Shanko	info@bargainbouncin.com
47	Rebecca M. Joiner	[REDACTED]
48	Sandra Smith	[REDACTED]

Public Meeting Sign In

July 16th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
49	Alex MacDonald	[REDACTED]
50	Alex Keele	[REDACTED]
51	John (Dillon) Roberts	[REDACTED]
52	Drew Roberts	[REDACTED]
53	Carolyn Chapman	[REDACTED]
54	JAY WILSON	[REDACTED]
55	GERALD WILSON	[REDACTED]
56	Angie Mathews	angie@brent.us
57	Marcus Mathews	[REDACTED]
58	Panley Scroggins	[REDACTED]
59	Susan Oxford	[REDACTED]
60	Rogue Romero	[REDACTED]

Public Meeting Sign In

July 16th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
61	Barbara Kaplan	
62	Tom Gray	
63	Tony Miller	
64	DAVID GALTEN	
65	Martin A. Sas	
66	Candace Sabino	
67	Nicholas Keele	
68	DONALD FOWLER	
69	Bob Kline	
70	Steve Kline	
71	Bishop J. Dukes	
72	Morgan Dukes	"

Public Meeting Sign In

July 16th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
73	Charg: Leslie Ray	[REDACTED]
74	Kerin Madden	
75	Ray Gibson	rgibson@fayetteville-nc.gov
76	Nancy Thames	
77	Allen Thames	
78	Del Burgess	
79	Michael D. Jones	[REDACTED]
80	Ed Worrell	Edward.Worrell@Delta.com
81	Cleveland Fletcher	[REDACTED]
82	James C. Beauford	[REDACTED]
83	Debbie Lowe	debbie@debbielowe.com
84	Joann Gorrell	[REDACTED]

Public Meeting Sign In

July 16th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
85	Nathan Ingram	[REDACTED]
86	Darrell Ingram	
87	Aiden Starr	
88	Mr & Mrs Laverie Condy	[REDACTED]
89	Shermy Schwabacher	[REDACTED]
90	Theodore Npton Jr	[REDACTED]
91	KEITH A. ROUNTREE ROUNDTREE	[REDACTED]
92	Darryl Beauford	[REDACTED]
93	CAROLYN EDWARDS	[REDACTED]
94	Yolvia Camacho-Rones	[REDACTED]
95	Jahnee Prince	jprince@fayetteville-ga.gov
96	Mike Jorgensen	[REDACTED]

Public Meeting Sign In

July 16th, 2018



TRANSPORTATION
PLAN

Number	Name	E-mail
97	Sara Wolicki	sarabethwolicki@outlook.com
98	Nancy Ricciardi	[REDACTED]
99	ANITA GODBEE	AGODBEE@FAYETTECOUNTYGA.GOV
100	Peggy Roake	[REDACTED]
101	Sylvia Sybilis	[REDACTED]
102	ERIC BROWN	[REDACTED]
103	Tatiana Post	[REDACTED]
104	TONY ARROTT	[REDACTED]
105	Nicholas Horton	[REDACTED]
106	Dennis Brannon	[REDACTED]
107	T. J. Hubbard	[REDACTED]
108	DAVID DRILL	[REDACTED]

Public Meeting Sign In


July 16th, 2018



TRANSPORTATION
PLAN


Number	Name	E-mail
109	Daryal Danley	[REDACTED]
110	RONAY HENRY	[REDACTED]
111	Jourline Jenkins	[REDACTED]
112	Danielle Anstey	[REDACTED]
113	KATHALEE BREWER	rbrewer@fayetteville.ga.gov
114		
115		
116		
117		
118		
119		
120		

Where You Live Exercise




**Place A
GREEN DOT
Where You
LIVE**

Comment Card



**Place A
BLUE DOT
To
SHARE
INFORMATION**

*Match The Number On
Your Comment Card*



Location (Intersection, Corridor, or Address): _____


Type of Problem (Circle one):

• Congestion	• Maintenance	• Pedestrian
• Safety	• Bicycle	

Other Information: _____

1

Generic Comment Card

 **FAYETTE** TRANSPORTATION
PLAN

Are there other comments you want to share with us? Please leave them here:

Handout



Create Your Story

TAKE OUR SURVEY

<https://www.surveymonkey.com/r/FayetteTransportationPlan>

Photos

Photo 1. A large turn out of community members including a local boy scout troop take turns viewing the maps at the fourth public meeting.



Photo 2. A community member fills out a comment form identifying a specific location within Fayette County that they have concern over.



Fayette County Comprehensive Transportation Plan Update and Master Path Plan Rounds One and Two Community Events

- Brooks Farmer's Market 7/12/2018
- Fayette Visioning Summit, December 8, 2018
- Fayette County NAACP Martin Luther King, Jr. Day Meeting, January 15, 2018
- Peachtree City Farmer's Market, February 24, 2018
- FACTOR, February 24, 2018
- Hot Off the Press @ Fayette County Library, April 23, 2018
- 3rd Annual Balloons Over Fayette, June 24, 2018
- Peachtree City Night Market, February 24, 2018
- The handouts, giveaways, and photos from all the community events are included in **Appendix L**.

Public Event Handout





Factor Event (4/23/2018) Notes

**FACTOR at Grace Church
Phil Mallon and Joe Robison Meeting Notes
April 23, 2018 at noon**

Meeting summary: Phil went over the slides (attached) and talked about funding options for transportation projects. The focus was on opportunities for low-scale transit options (e.g., shuttle service). At the start of the meeting everyone took turns commenting on their agency's biggest need with respect to transportation.

Needs expressed by the FACTOR members:

- Options beyond automobile for young and old to move across County
- Transportation of the sick – home to medical facility and from one medical facility to another
- Getting to and from Fayette Samaritans
- Alternatives to driving

- Accessibility for the disabled
- Regional connections
- Affordable options (multiple support)
- Better / more options to get in and out of the County (e.g., more interstate access)
- Example – how does someone in Brooks who can't drive get to a grocery store?
- Alternatives transportation options for the youth

Other thoughts expressed during the discussion and Q&A:

1. The Fayette Senior Services transportation system was viewed by all as a good model to work from.
2. Phil asked FACTOR to quantify the number of people needed transit services (what is the latent demand).
3. The group felt golf carts and paths are a good and viable transportation alternative to the automobile. There was strong support for paths located off a roadway and/or independent of roadways.
4. Uber and similar services are an option but have drawbacks of cost and vehicles that may not accommodate the disabled.
5. Of the funding options discussed, a transit tax via HB 930 offers the most promise.
6. Strong support for community park-n-ride lots. Let private community organize the vans, carpooling etc.
7. Paths desired along Tyrone Road and Flat Creek Trail.
8. Another path goal supported by the group is to connect the existing north and south portions of the Redwine Road path.
9. Strong support for a shuttle system that would provide fixed and set runs between major medical facilities in the area (Fayette, Coweta, etc.). FACTOR will pursue how a system may be structured and funded.
10. There is more demand for walking on paths than biking.
11. Strong support for a regional path along SR 54.

Phil encouraged the group to reach out to the BOC with ideas and goals once they have definitive ideas set.

Joe Robison Notes

Meeting opened with attendees describing some issues their clients have;

- Hard for people to move around the County (911)
- People cannot get to follow up appointments; spread out, live farthest out (Board of Health)
- Lack of affordable public transportation (Samaritans)
- Young adults graduating from high school. No personal transportation. When disadvantaged cannot get/hold to a job.
- Accessible/affordable transportation (McIntosh Trail)
- Grandparents taking youth to/from work. Transportation in and outside County. Connection to Marta, jobs located in Atlanta.
- Special needs youth access to transportation for work
- Golf Cart Paths connect throughout County, allow transportation without drivers license.
- Veterans are brought to and from food drives. Some not driving for 15 yrs. (Eden)
- Quality Care- Mental/Physical, #2 reason people leave County is Transportation, #1 reason – cost of living (Factor Fayette Chair)

Presentation By Phil Mallon with attendee interaction

Phil: Question: Restrict truck use?

Sandy Creek will always be trucks

Line Creek – No

Walmart 74/54 PTC

Need a shuttle similar to what was provided by hospital before Southern Piedmont... Shuttle from hospital to Atlanta Medical Center. A shuttle from Fayette Hospital to Coweta Hospital and Cancer Clinics. Hospital to Airport

Allow public to use an existing commercial parking lot, such as Ingles, allowing for a safe place to park and have shuttle to Atlanta. Park and Ride coming to Fairburn on SR 74, south of I-85.

Henry County along I-75 at SR 155, SR 20/81 is horrible. Avoid doing what has been done in those areas.

20% of families are no-shows for appointments with these agencies because of transportation. There is a demand in the County to be able to get patients back and forth from appointments.

Factor is looking to provide real numbers who need this assistance and the working poor with no automobiles

Coweta has a system but will not travel outside county limits. Fayette Senior Services provides a similar program for seniors only.

Fayette County needs a shuttle service where a person can call and schedule a pick up during certain times of the day. Maybe maintain a fleet of 5 or 6 vans.

UBER is used but gets expensive. Maybe try and form Corporate Partnerships- County, Hospitals? Paid vouchers by hospital currently in some instances. Uber Help and Uber Mobility (will hold wheelchairs). Partnership with Factor? Other groups to run? County may help fund?

Marta Mobility Vans – Expand from Clayton/piggyback on them?

Connect Redwine Path all the way into Fayetteville. Expand Path System. To Walmart to get to work by biking. Paths are highest need. SR 54 is experiencing a big increase in walkers... trailer park, Hispanics. Need a path from Ebenezer to Hospital

Replicate Fayette Senior Services systems for county's disadvantaged and infirm.

A shuttle is needed between Hospice care centers.

Mobile Food at the church have 3 to 4 to 10 families coming to pick up food in a single vehicle.

Voucher System for a hospital shuttle

Who are the current drivers in Fayette County?

"X" number of riders possibly contract with Factor program?

Senior Center may have a list of Transportation providers. Chamber maybe?

Factor forming a committee project to pull things together... hospital to hospital. Uber Drivers...

Phil said he would help provide direction, if needed.

FACTOR Sign in



FAYETTE FACTOR MEMBER SIGN-IN SHEET

4/23/2018

*Please Initial by Your Name**(Red Indicates Membership Dues Owed or Ready to Renew)**(Green indicates no nametag)*

	Organization/Affiliation	Names	Renew Date
1	Advo-Kids CASA	Betty Arthur -	10/1/2016
2	Affinity and Beyond	Sharon Herbert -	N/A
3	Amerigroup	Kris Favors -	email 1/19/18
4	AVPRIDE	Pam Reid - Tammy Braxton -	4/1/2018
5	Kavian Baker (Sister's for Society Corp)		4/24/2018
6	Pat Bendert		N/A
7	Berggren, Cathy	<i>Cathy Berggren</i>	3/26/2019
8	Bloom	Nancy Connerat - Ashley Demmit - Becky Davenport - Shannon Hoy -	3/26/2019
9	Boehm, Chris		email 1/19/18

10	Briggs, Bren	<i>KB</i>	
11	Caresource	Reginald Johnson -	6/26/2018
12	Christian City – Safe Place	Mark Andrews -	5/15/2018
13	Church of Latter Day Saints	Marilee Gardner -	12/1/2017
14	Family Patterns Matter	Linda Kirkpatrick - Erin Krause -	4/24/2018
15	Fayette Board of Health	Angie Nutt - Jan Hall -	4/19/2018
16	Fayette Care Clinic	Deb Presley-Christensen - Kelly Williams - Brianna Mavis -	2/27/2018
17	Fayette County BOE	Audrey Toney - Kim Bryan - Dr. Susan Barrow - Eulene Paulk -	3/29/2018
18	Fayette County DFCS	Susan Boggs - Lisa Nebel -	8/1/2018
19	Fayette County Sheriff's Office	Major Tommy Pope -	3/9/2018
20	Fayette GKRC	Karen Gillespie – Mike Greer - <i>Mike Greer</i> Beverly Thomas - Donna Greer - <i>Donna Greer</i> Nadine Brooks -	3/1/2018
21	Flat Rock AME Church	Dr. Ed Johnson - Vanessa Johnson	3/27/2018
22	Ga. Baptist Children's Home	Donielle Phipps <i>Donielle Anderson</i> ✓ Brian Hawkins	4/24/2018

23	Gordy, Queen	Q G	1/22/2019
24	Grace Evangelical Church	Mike Stachura - <i>Mike St.</i> Carrie Zook - Kem Williams - <i>KW</i> Marlene Koslowsky -	N/A
25	Guitars Not Guns	Lulie Nelson - Ray Nelson -	4/11/2018
26	Healing Bridge Clinic	Mike Conaway -	2/26/2019
27	Herzberg, Dorothy FACTOR Board		4/24/2018
28	Ideal Therapy	Corlette Cambridge - Nkenge Evans -	4/24/2018
29	Insure GA	Nick Anderson - <i>Nick Anderson</i>	4/17/2018
30	Kirk, Ted		6/1/2018
31	Ladd, Linda	<i>LL</i>	8/1/2018
32	McIntosh Trail CSB	Sandra Powell - <i>Sandra Powell</i>	3/21/2019
33	Midwest Food Bank	Will Garner - Lisa Lowther -	1/19/2019
34	Michael Mumper, Staff	<i>Michael Mumper</i>	N/A
35	Oparah, Dawn – AMADI		4/24/2018
36	PeachState	Chris Ward -	2/22/2019
37	Presberg, Leonard		2/27/2019
38	Rachel's Ray of Hope	Keri Cannella-Moye -	4/24/2018

39	Southern Conservation Trust	Katie Pace -	2/27/2018
40	Southern Crescent Habitat for Humanity	Megan Carl -	email 1/19/18
41	Southside Support	Melissa Dinas - <i>Melissa Dinas</i> Raissa Chandler - <i>Raissa Chandler</i>	3/3/2019
42	The Bedford School	Betsy Box - Jeff James -	3/1/2018
43	The Summit Church	Rev. Sandra Wilmesherr -	8/28/2018
44	Thoms, Betsy - SCTCollege	Victoria Keller (sending in renewal)	3/21/2018
45	Toles, Ted	Ted Toles	1/19/2019
46	Trouth, Helen (DJJ)		8/1/2017
47	WellCare Georgia	Anthony Hill -	Rejoining 7/24/17
48	United Way - Greater ATL	Nhora Plehn <i>NP</i> Linda Jones -	8/1/2018
49	Williams, Beverly	<i>BW</i>	4/24/2018

Welcome! Please provide your information below

04/23/2018

[illegible]

Hot Off the Press PowerPoint

**Hot off the Press
Transportation Plan 2018 Update**

Fayette County Public Library
Friday, May 4, 2018
Phil Mallon, Fayette County Public Works

1



2


Life of a Transportation Project

1. Need & Purpose
2. Funding
3. Concept Development
4. Design & Environmental Permitting
5. Land acquisition
6. Construction
7. Operations & Maintenance

What will Fayette County need by the year 2040?

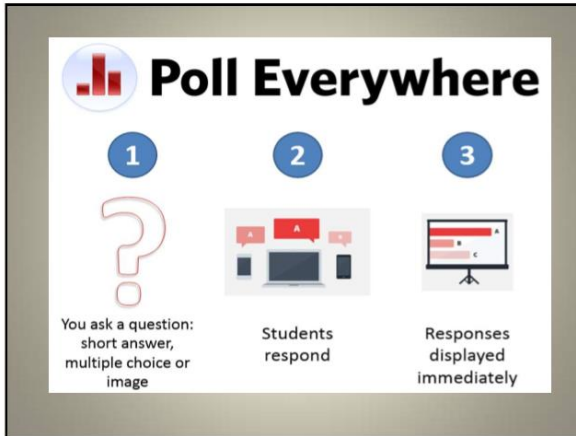
3

Funding



1. County General Fund (maintenance)
2. County CIP
3. Special Purpose Local Option Sales Tax (SPLOST)
4. Georgia Department of Transportation
5. Atlanta Regional Commission

4



5

How To Use Poll Everywhere

- Text message
 - Create a new text message
 - TO: 22333
 - Message: CarolineEvan898
- Web Browser
 - PollEv.com/CarolineEvan898



6



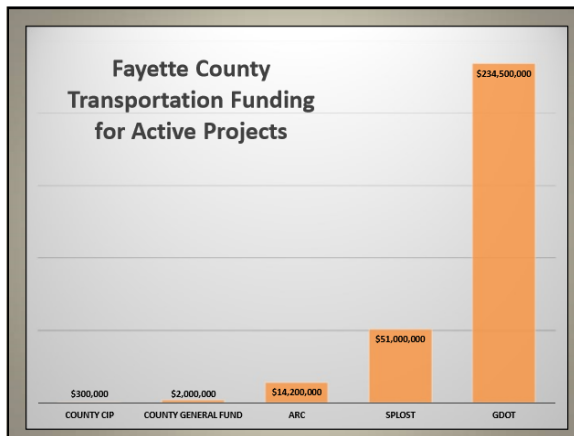
7

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- 2**
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8



9

Transportation Studies

- Comprehensive Transportation Plan Update
- Master Path Plan
- SR 74 Corridor Study

10

Road Projects

1. Capacity – new roads & road widening
2. Intersections – geometry, control type
3. Safety – guard rails, lighting, sight distance, signs
4. Maintenance - resurfacing
5. Regional – connections to Interstates, neighboring Counties, State Routes

11

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12

Bikes, Pedestrians, & Golf Carts

1. What is Community vision?
2. Identify needs (often competing)
3. Establish consistent standards
4. Prioritize projects
5. Guidance for road crossings

13

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14

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15



Public Transit

- On-call services (expansion of Fayette Senior Services model)
- Park-n-Ride Lots
- Fixed shuttle services between Medical Centers
- Third-party services (Uber, Lyft, etc.)
- Alternative modes (paths)

16



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or
[Open poll in your web browser](#)

17



Other Topics

- Access Management
- Trucks
- An Aging Population
- Traffic Calming
- Roadway Landscaping

18



Future Outreach

<p>July 12, 2018 5:30 to 7:00 PM Peachtree City Council Chambers 151 Willowbend Drive Peachtree City, GA 30269</p>	<p>July 16, 2018 5:30 to 7:00 PM Fayette County Public Library 1821 Heritage Park Way Fayetteville, GA 30214</p>
---	---

<http://www.fayettecountyga.gov/transportation-planning/index.htm>

19

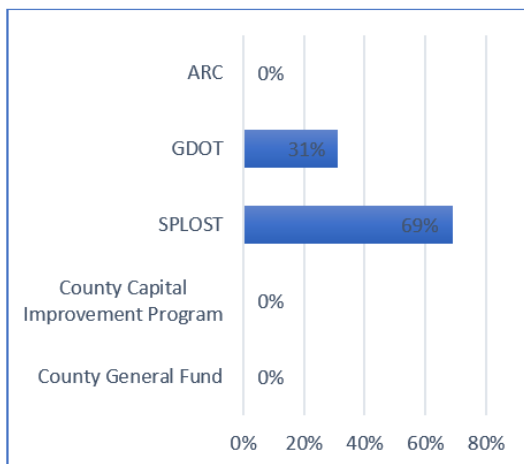
Hot Off the Press Poll Everywhere Results



Hot Off the Press (May 7, 2018)

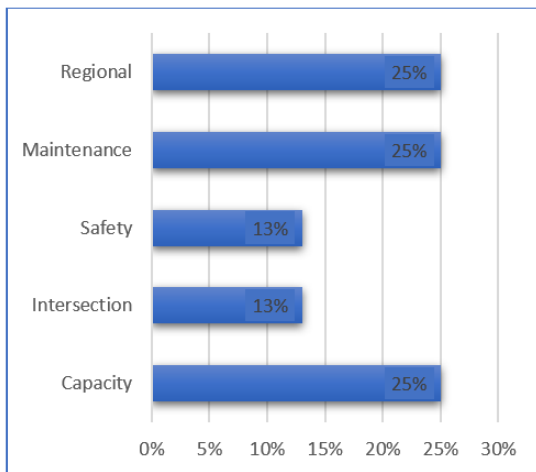
Poll Everywhere Results

1. Which is the largest transportation funding source for Fayette County?



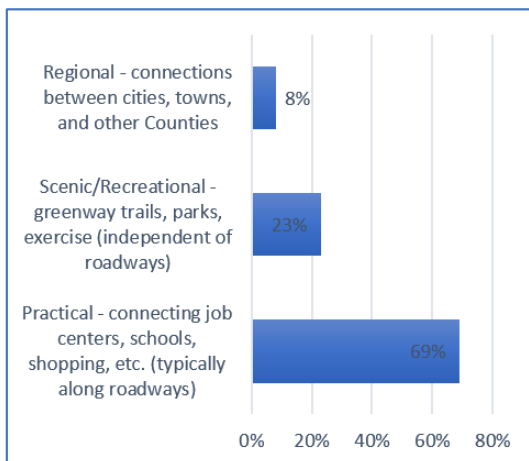
Funding Source	#	%
County General Fund	0	0%
County Capital Improvement Program	0	0%
SPLOST	9	69%
GDOT	4	31%
ARC	0	0%

2. What type of road projects should be highest priority over the next 20 years?



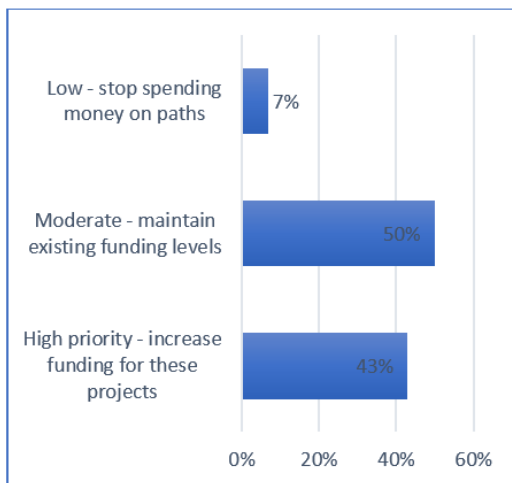
Project Type	#	%
Capacity	6	25%
Intersection	3	13%
Safety	3	13%
Maintenance	6	25%
Regional	6	25%

3. What types of paths are most desired?



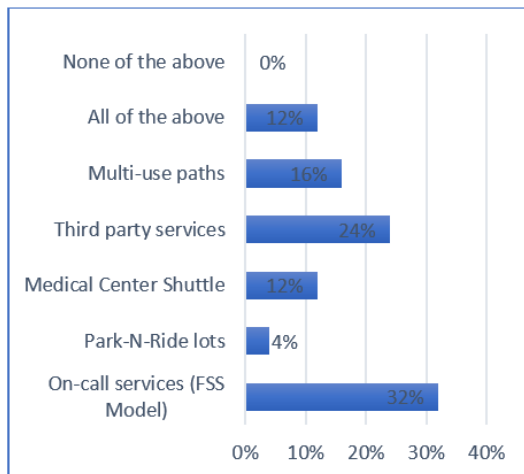
Path Type	#	%
Practical - connecting job centers, schools, shopping, etc. (typically along roadways)	9	69%
Scenic/Recreational - greenway trails, parks, exercise (independent of roadways)	3	23%
Regional - connections between cities, towns, and other Counties	1	8%

4. How important is an expanded path network across our Cities and County?



Importance	#	%
High priority - increase funding for these projects	6	43%
Moderate - maintain existing funding levels	7	50%
Low - stop spending money on paths	1	7%

5. Which of these transit initiative options do you support for Fayette County?



Initiative Option	#	%
On-call services (FSS Model)	8	32%
Park-N-Ride lots	1	4%
Medical Center Shuttle	3	12%
Third party services	6	24%
Multi-use paths	4	16%
All of the above	3	12%
None of the above	0	0%

Public Events Photos

Photo 1. A project team member, Sarah Beddington, hands out project information at the Brooks Farmer's Market.



Photo 2. The informational booth setup at the Peachtree City Farmer's Market.



Fayette County Master Path Plan

Path System Design Guidelines

MAY 2019



DESIGN GUIDELINES INTENT

These Path System Design Guidelines are intended to assist Fayette County and the cities of Brooks, Fayetteville, Peachtree City, Tyrone, and Woolsey in the selection and design of multi-use paths and other selected pedestrian and bicycle facilities. These design guidelines were developed as part of the Fayette County Master Path Plan. The design guidance was developed based on local and national best practices, and is tailored to the needs of an unconventional path system that is used not only by people walking and bicycling, but also shared with people operating golf carts.

These design guidelines are intended to clarify best practices for the design and construction of new paths and major path upgrades. There is an extensive network of existing paths, and the County recognizes that it is not feasible to retrofit every path to the standards outlined here. This design guidance is not exhaustive, nor is it a substitute for a more thorough evaluation by a landscape architect or engineer, upon implementation of facility improvements.

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- 11 Design Needs of Bicyclists
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ON-STREET FACILITIES

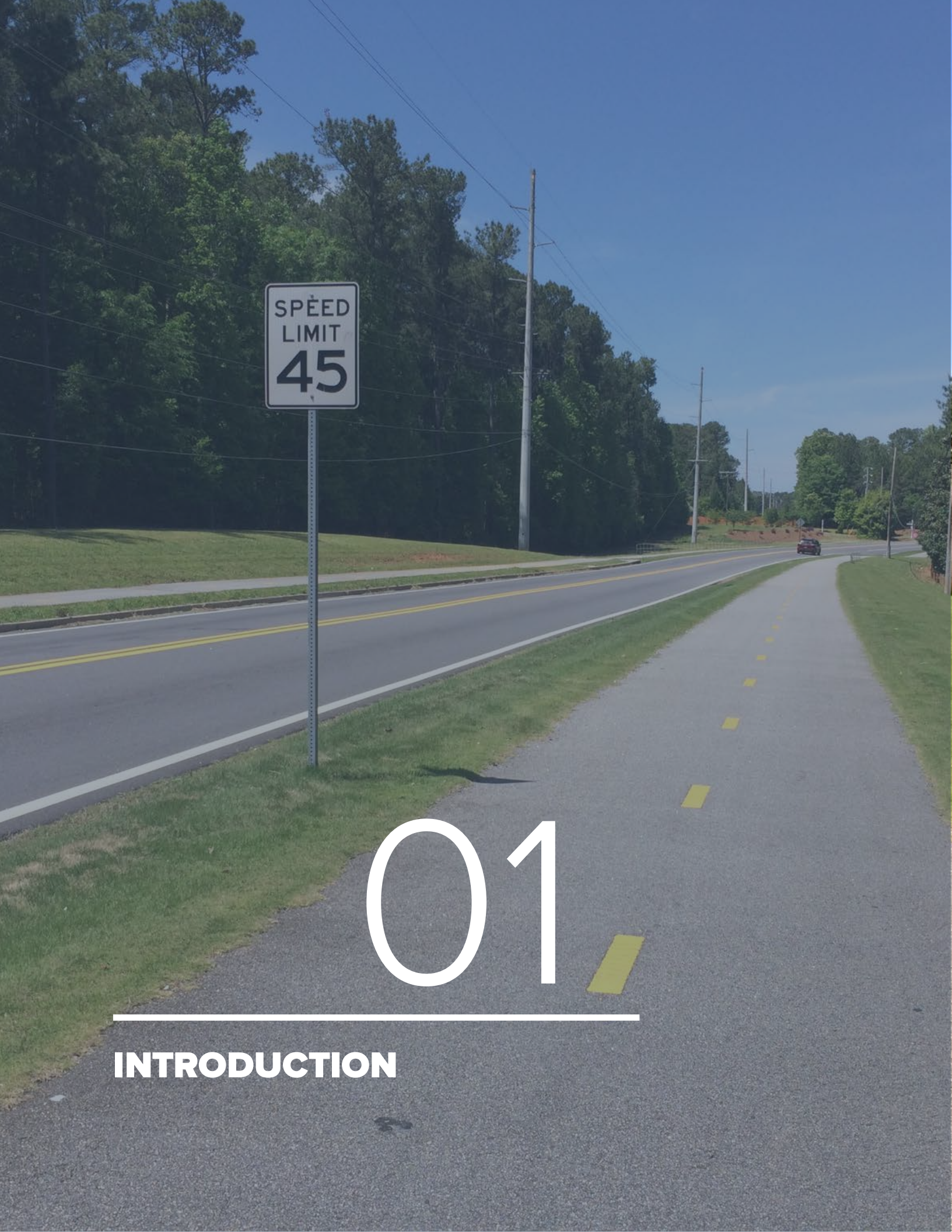
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GUIDANCE BASIS

International Guidance

The International Light Transportation Vehicle Association, Inc., is accredited through the American National Standards Institute (ANSI). Through its Golf Course Safety Guidelines, the association provides design and operations guidance for golf cart paths so that they are "compatible with the designed capabilities of the golf cart." Topics covered include golf cart traffic, street crossings, and golf cart paths.

The guidance provided by the International Light Transportation Vehicle Association is primarily intended for golf course owners, but much of the guidance provided is applicable to a public path system. Where appropriate, guidance related to the capabilities of golf carts has been incorporated into this document.

National Guidance

The following standards and guidelines were consulted during development of this guide:

- » The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD) defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic.
- » American Association of State Highway and transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (2012) provides guidance on dimensions, use, and layout of multi-use paths and on-street bicycle facilities.

State Guidance

- » The Georgia Code Title 40 permits local governments to allow golf cart operation on roads under their jurisdiction, but doesn't give any further guidance.

Statewide guidance is provided by the Georgia Department of Transportation (GDOT).

- » The *Design Policy Manual* (2018) is the primary resource for roadway and active transportation facility design guidelines and standards of GDOT.
- » The *Pedestrian and Streetscape Guide* (2018) provides guidance on design of walkways and pedestrian support facilities. It does not provide standards or specifications.

Local Guidance

Fayette County's "Motorized Carts" ordinance states that "All operators of motorized carts shall abide by all traffic regulations applicable to vehicular traffic when using the recreation paths and authorized streets." The resources for management at the local level includes a list of streets organized by subdivisions, where motorized cart use is authorized.

Chapter 10 of the Fayette County Code includes the following regulations:

- » Golf carts are permitted for use on designated streets and paved recreation paths.
- » Golf carts are not allowed on sidewalks.
- » Pedestrians should be given due consideration and reasonable right-of-way by other users of the recreation paths to ensure safe passage.
- » An audible warning shall be given by operators of motorized carts and other users of the recreation paths, such as bicyclists and skaters, when approaching pedestrians from the rear.

INTRODUCTION

MUNICIPAL

Generally, local ordinances establish that golf carts should stop and yield the right of way to others on paths. A brief summary of local ordinances related to golf cart use in Brooks, Fayetteville, Peachtree City, Tyrone, and Woolsey is provided below.

Brooks

The only reference to golf carts in Brooks' ordinances appears in Chapter 29, establishing a golf cart as a vehicle to which the town's street, sidewalk and parking ordinances apply.

Fayetteville

- Golf cart rules are within Fayetteville's traffic and vehicle ordinance. Chapter 82 states:
- » A permit is required to operate on designated streets and paved recreation paths.
 - » Operators must abide by traffic regulations.
 - » Generally, golf carts are not authorized along major or collector streets, except where crossings are approved.
 - » When approaching oncoming traffic, each user shall move to their right side of path, and pedestrians should get the right-of-way by other users to ensure safe passage.

Peachtree City

- Chapter 78, Article III of Peachtree City's ordinance establishes the following:
- » Those driving golf carts shall yield to all other modes of transport.
 - » Pedestrians should be given due consideration and reasonable right-of-way.
 - » Golf carts are not permitted on sidewalks at any time.

Peachtree City has also developed a path user guide. It states that “golf carts DO NOT have the right-of-way on paths, on roads, or in crosswalks. Cart operators should use caution at all times. STOP before crossing roadways or driveways. YIELD to motor vehicles on roadway.”

Tyrone

- Tyrone's regulations for golf carts appear within their code for traffic and vehicles, Chapter 36, Article III. Article III establishes a golf cart as a motor vehicle with 3 or more wheels. Other rules are:
- » Speed limit: 20 miles per hour
 - » Allowed on designated streets where the speed limit is 35 miles per hour or less
 - » Registered electric golf carts are allowed on paved recreational paths.
 - » Requires permits for golf carts

Woolsey

The town of Woolsey does not have regulations for golf carts.

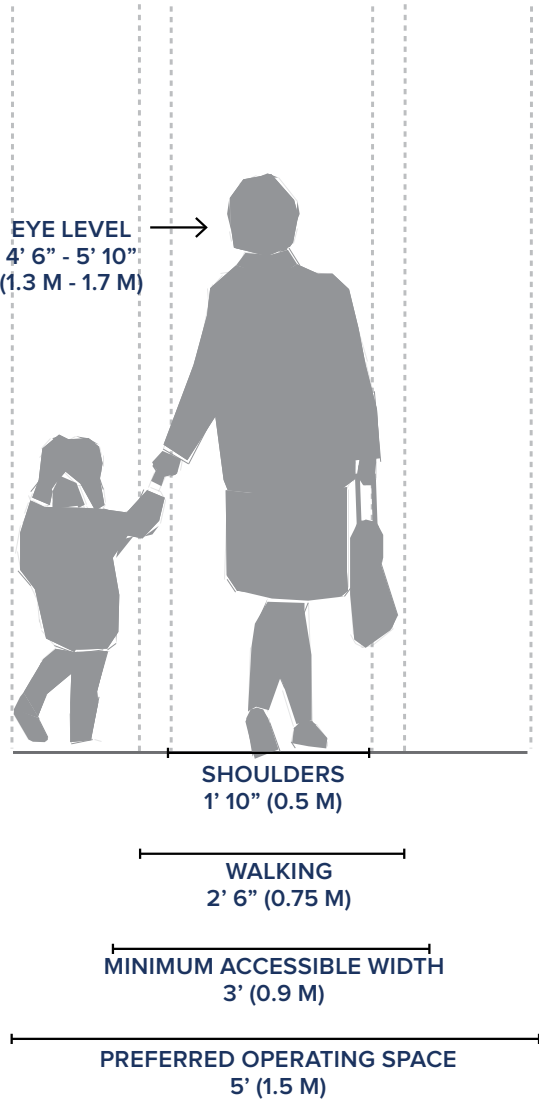
DESIGN NEEDS OF PEDESTRIANS

Pedestrians have a variety of characteristics and the transportation network should accommodate a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians’ physical characteristics, walking speed, and environmental perception. Children have low eye height and walk at slower speeds than adults. They also perceive the environment differently at various stages of their cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing.

Pedestrian Characteristics by Age

AGE	CHARACTERISTICS
0-4	<ul style="list-style-type: none">» Learning to walk» Requires constant adult supervision» Developing peripheral vision and depth perception
5-8	<ul style="list-style-type: none">» Increasing independence, but still requires supervision» Poor depth perception
9-13	<ul style="list-style-type: none">» Susceptible to “darting out” in roadways» Insufficient judgment» Sense of invulnerability
14-18	<ul style="list-style-type: none">» Improved awareness of traffic environment» Insufficient judgment
19-40	<ul style="list-style-type: none">» Active, aware of traffic environment
41-65	<ul style="list-style-type: none">» Slowing of reflexes
65+	<ul style="list-style-type: none">» Difficulty crossing street» Vision loss» Difficulty hearing vehicles approaching from behind

Source: AASHTO. Guide for the Planning, Design, and Operation of Pedestrian Facilities, Exhibit 2-1. 2004.



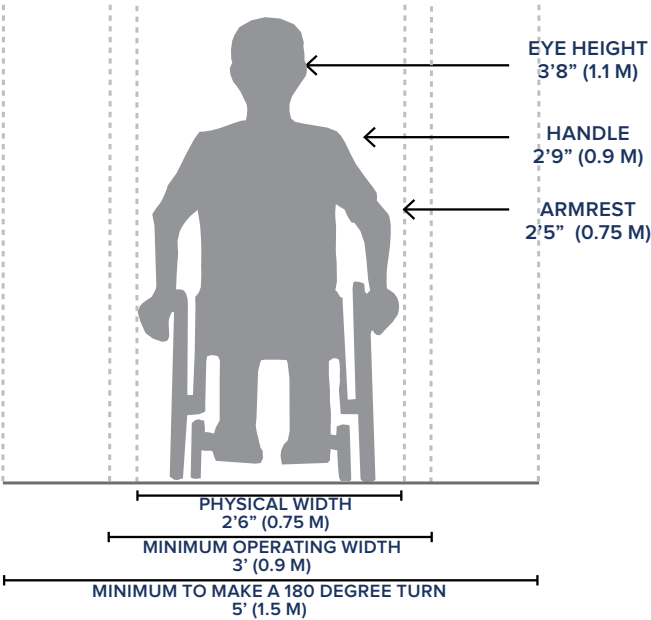
DESIGN NEEDS OF USERS WITH DISABILITIES

The table below summarizes common physical and cognitive impairments, how they affect personal mobility, and recommendations for improved pedestrian-friendly design. Note that this table is not inclusive of all ADA guidelines.

IMPAIRMENT	EFFECT ON MOBILITY	DESIGN SOLUTION
Physical Impairment Necessitating Wheelchair and Scooter Use	<ul style="list-style-type: none">» Difficulty propelling over uneven or soft surfaces.» Cross-slopes cause wheelchairs to veer downhill or tip sideways.» Require wider path of travel.	<ul style="list-style-type: none">» Firm, stable surfaces and structures, including ramps or beveled edges.» Cross-slopes of less than two percent.» Sufficient width and maneuvering space.
Physical Impairment Necessitating Walking Aid Use	<ul style="list-style-type: none">» Difficulty negotiating steep grades and cross slopes; decreased stability and tripping hazard.» Slower walking speed and reduced endurance; reduced ability to react.	<ul style="list-style-type: none">» Cross-slopes of less than two percent. Smooth, non-slippery travel surface.» Longer pedestrian signal cycles, shorter crossing distances, median refuges, and street furniture.
Hearing Impairment	<ul style="list-style-type: none">» Less able to detect oncoming hazards at locations with limited sight lines (e.g. driveways, angled intersections, channelized right turn lanes) and complex intersections.	<ul style="list-style-type: none">» Longer pedestrian signal cycles, clear sight distances, highly visible pedestrian signals and markings.
Vision Impairment	<ul style="list-style-type: none">» Limited perception of path ahead and obstacles; reliance on memory; reliance on non-visual indicators (e.g. sound and texture).	<ul style="list-style-type: none">» Accessible text (larger print and raised text), accessible pedestrian signals (APS), guide strips and detectable warning surfaces, safety barriers, and lighting.
Cognitive Impairment	<ul style="list-style-type: none">» Varies greatly. Can affect ability to perceive, recognize, understand, interpret, and respond to information.	<ul style="list-style-type: none">» Signs with pictures, universal symbols, and colors, rather than text.

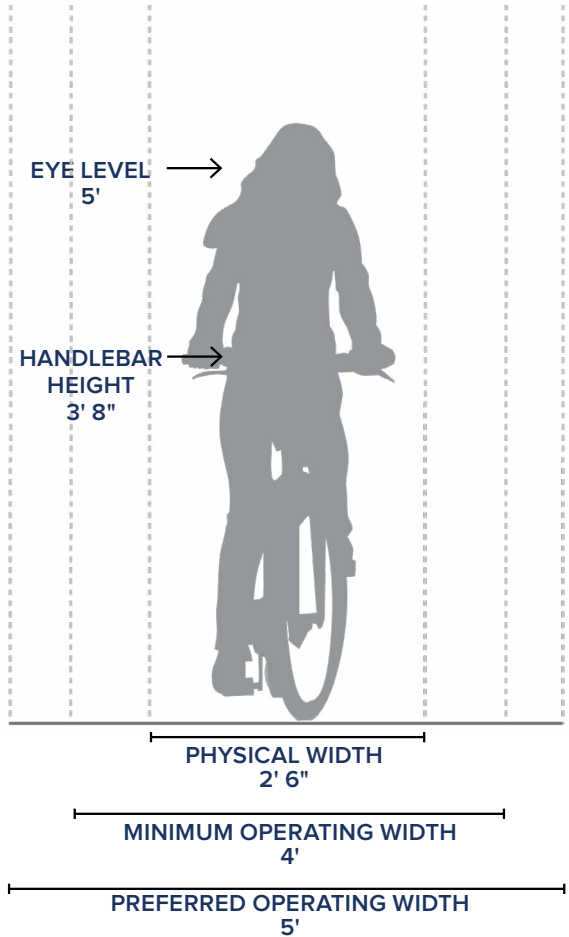
DESIGN NEEDS OF WHEELCHAIR USERS

People traveling in wheelchairs have specific needs. For example, maneuvering around a turn requires additional space for wheelchair devices. Providing adequate space for 180 degree turns at appropriate locations is an important element of accessible design. See "Physical Impairment Necessitating Wheelchair and Scooter Use" in the table above for more information on mobility impacts and design solutions for wheelchair users.



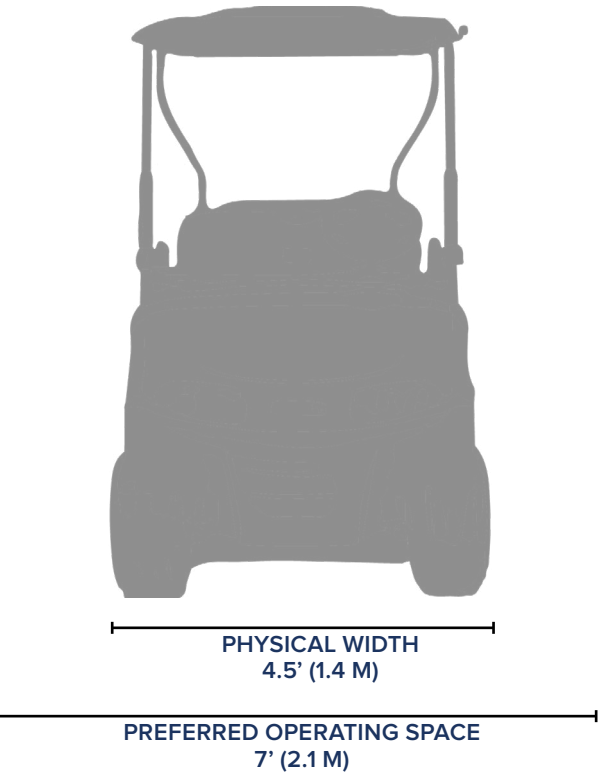
DESIGN NEEDS OF BICYCLISTS

Bicyclists and their bicycles exist in a variety of capabilities, sizes and configurations. These variations occur in the types of bicycle (such as a conventional upright bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level and experience of the cyclist). Multi-use path design should consider reasonably expected bicyclist types and utilize the appropriate design dimensions and standards. Bicyclists differ from pedestrians in several ways such as moving at a faster pace and generally having a higher center of gravity. Design of path curves is important for cyclists, as are the design of ramps, grade changes, and path surface transitions.



DESIGN NEEDS OF GOLF CART USERS

Golf Carts are the largest of the devices used on multi-use paths. They are typically 4-wheeled, and powered by an electric motor. The typical length of golf carts varies from 7.5 - 10', and standard wheelbase models can carry up to 4 people. Path design should consider the volume and mix of golf carts with respect to other non-motorized users and provide a comfortable experience for all. Golf carts differ from other users in several ways - they move at a faster speed, have greater mass, and require more space for passing other users and making turns. The typical turning radius of a golf cart ranges between 9.5 - 12'. Because golf carts require clear space to operate within a facility, the operating width is greater than the physical dimensions of the cart.





02

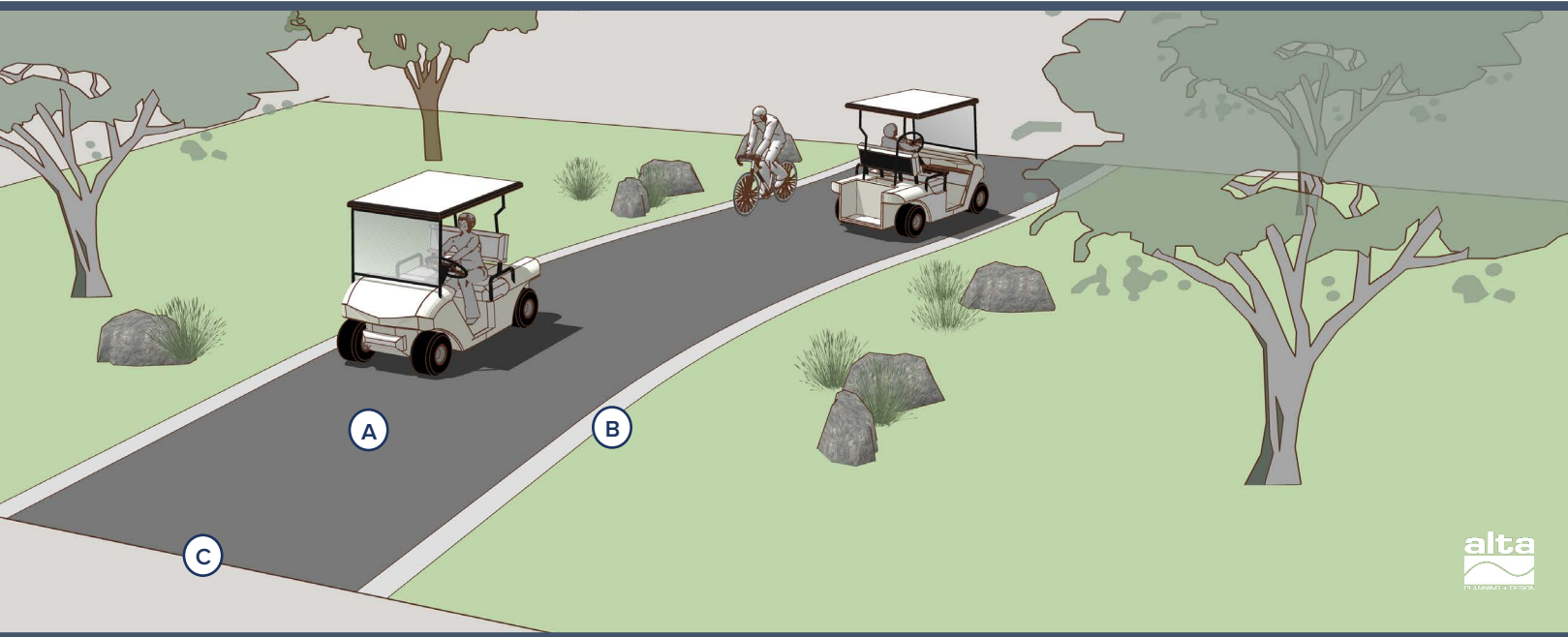
CORRIDOR FACILITY TYPES

- 2A | MULTI-USE PATHS
- 2B | ON-STREET FACILITIES



2A

MULTI-USE PATHS



GENERAL GUIDANCE FOR MULTI-USE PATHS

Conventional multi-use paths allow for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. In Fayette County, golf cart operators are common users of the path system. Therefore, conventional multi-use path standards should be tailored specifically to the needs of golf carts while still comfortably accommodating other users. Multi-use paths are frequently found in parks, along rivers, streams, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. Multi-use paths are also found alongside roadways; in this context, they are often referred to as sidepaths.

TYPICAL APPLICATION

The Atlanta Regional Commission (ARC) has developed design standards for "Trails of Regional Significance." The intent of these standards is to establish expectations for design quality for regional multi-use paths receiving funding from ARC. Because the path system in Fayette County also accommodates relatively high volumes of golf carts in addition to people walking or bicycling, many of ARC's "Trails of Regional Significance" standards are appropriate even for local multi-use paths in the County. An added benefit of using ARC's design standards as a starting point is that they may be more likely to be funded through ARC's competitive grant processes if they facilitate regional bicycle travel.

ARC's standards are as follows:

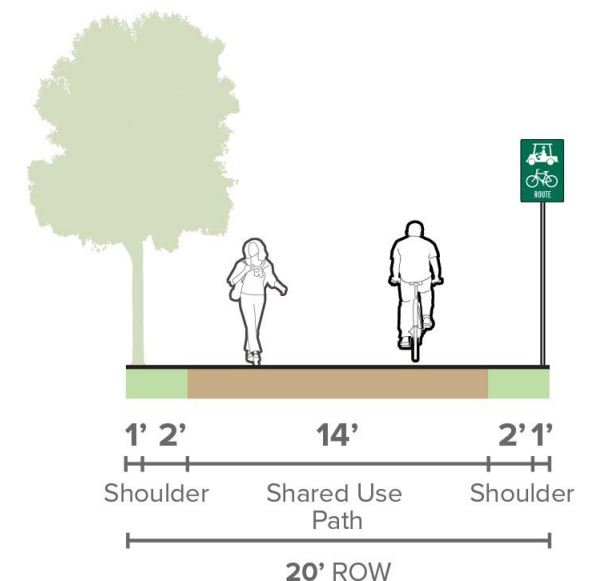
- » Be at least 12 feet wide to allow for comfortable passing even when users in the opposite direction are walking or biking two-abreast, and wider in dense areas where demand is likely to be high
- » Meet or exceed guidance put forth in AASHTO's *Guide for the Development of Bicycle Facilities* for physical separation from the roadway if built as a "sidepath"
- » Include wayfinding signage that provides information about popular destinations
- » Provide safe, convenient crossings that minimize delay and out-of-direction travel for path users

- » Include support facilities at trailheads and along the route including seating, trash cans, water fountains, bathrooms, bike parking, and/or public art
- » Accommodate the full range of bicycle types, including cargo bikes, tandems, incumbents, tag-along/trailer bikes, and bicycle trailers

DESIGN FEATURES

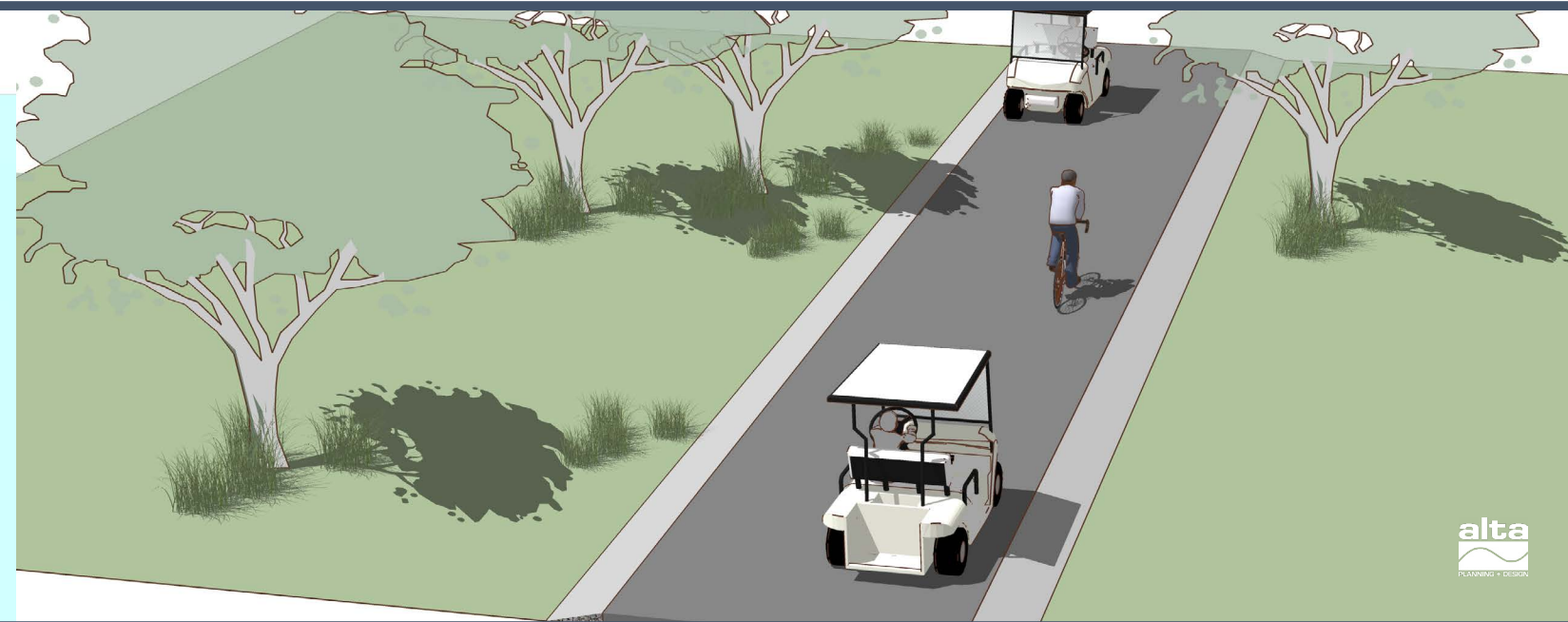
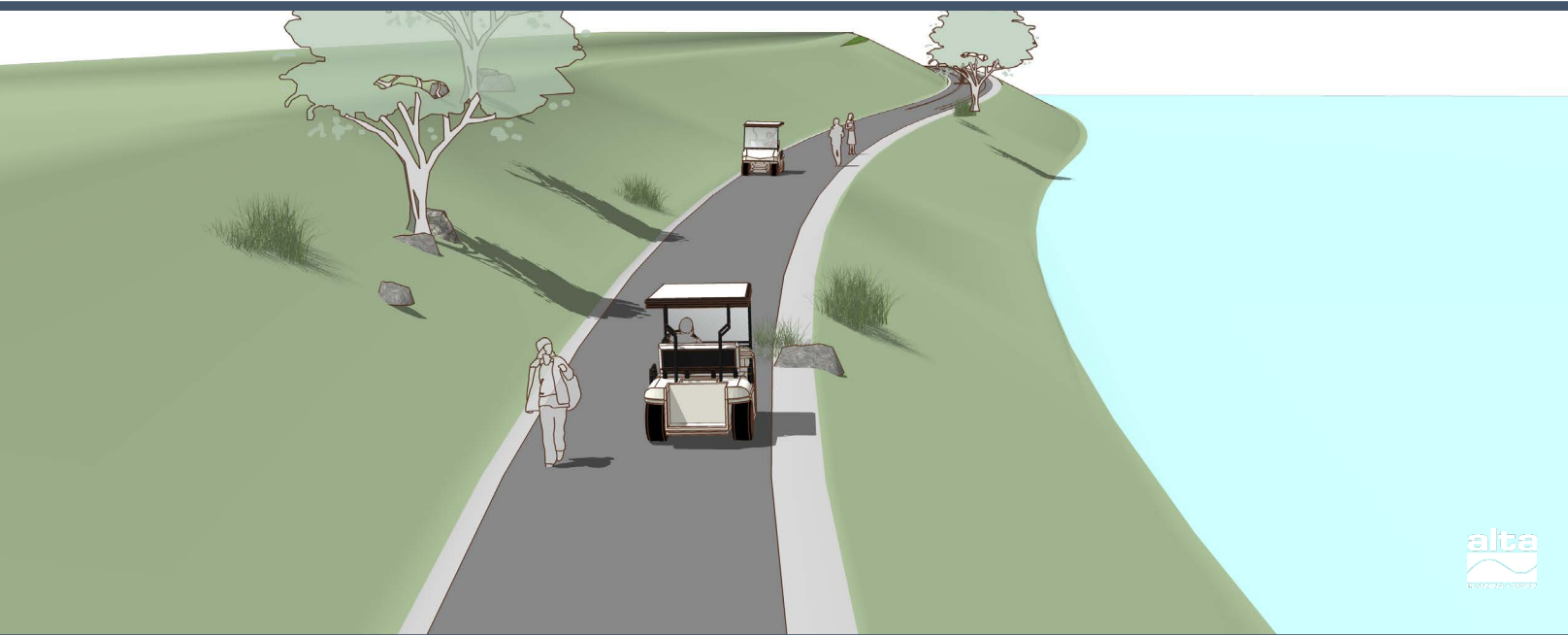
- A** Preferred path width is 14 ft (4.3 m), and minimum width is 12 ft (3.7 m). Twelve feet is the minimum width needed to allow two golf carts to pass each other, and also enables a bicyclist to pass another path user going the same direction, while another path user is approaching from the opposite direction. Fourteen feet is the preferred width for multi-use paths designed to facilitate golf carts, pedestrians, and bicyclists. Where pedestrian volumes are extremely high, a separate track 5 ft (1.5 m) sidewalk can be provided for separate use. Where conditions are highly constrained, a minimum path of 8 ft may be used, per the AASHTO Guide for the Development of Bicycle Facilities (2012 Edition). However, this guideline was not created with golf carts in mind and a path that is narrower than 12 ft may require users to pull off onto the shoulder for comfort and safety when passing.
- B** A 2 ft (0.6 m) or greater shoulder on both sides of the path should be provided free of obstacles. An additional foot of lateral clearance, for a total of 3 ft (1.0 m), is required by the MUTCD for the installation of signage or other furnishings.
- » Materials: Asphalt and concrete are both common paving materials for multi-use paths. Aggregates such as GAB, granite, etc. may be specified, but must follow ADA compliance. Shoulders are typically unpaved.
- C** Stable, slip-resistant path surface and ADA-accessible curb ramps with tactile warning strips for ADA-accessibility
- » Running slopes not to exceed 5%, unless following road grade per PROWAG

- » Cross-slopes not to exceed 2%
- » Standard clearance to overhead obstructions should be 10 ft (3.0 m), where feasible
- » Frequent access points from the local road network



MULTI-USE PATH
PREFERRED CONDITIONS*

*Minimum dimensions for use in constrained conditions are described in the text to the left



MULTI-USE PATH ALONG STREAMS AND RIVERS

Riparian and waterway corridors often offer excellent shared use path development and gap closure opportunities. These corridors include canals, drainage ditches, rivers, and streams and offer excellent transportation and recreation opportunities for multi-use path users of all ages and skills.

TYPICAL APPLICATION

- » Along riparian and waterway corridors
- » Within 100-year floodplain
- » Outside of Riparian Buffers- The Georgia Erosion and Sedimentation Act of 1975 (O.C.G.A. 12-7) and its subsequent amendments require that primary and secondary trout streams maintain an undisturbed riparian buffer of 50', and all other streams maintain a minimum buffer of 25' (measured from where vegetation is wrested by normal stream flow).
- » Outside of watershed protection boundaries. Refer to Chapter 104, Article VII Section 104-182 for the full list of buffer and setback requirements of each water system. Also refer to the ordinances of local jurisdictions.

DESIGN FEATURES

- » Provide durable, low maintenance materials that can withstand flooding such as concrete instead of asphalt
- » Public access to the shared use path may be prohibited during the following events:
 - » Canal/flood control channel or other utility maintenance activities
 - » Inclement weather or the prediction of storm conditions

MULTI-USE PATH: RAIL-TO-TRAIL

Commonly referred to as Rails-to-Trails, these facilities are vacated rail corridors that have been converted into off-street paths. Rail corridors offer several advantages, including relatively direct routes between major destinations and generally flat terrain. The railroad may form an agreement with any person, public or private, who would like to use the rail corridor as a multi-use path or linear park until it is again needed for rail use. Fayette County and local municipalities should acquire inactive rail rights-of-way whenever possible to preserve the opportunity for Rail-to-Trails development.

TYPICAL APPLICATION

- » Along inactive rail corridors
- » In full conversions of inactive rail corridors, the sub-base, superstructure, drainage, bridges, and crossings are already established and only require upgrades for bicycle and pedestrian use.
- » Corridors formerly used as rail lines typically require hazardous material remediation.

DESIGN FEATURES

- » Where possible, leave as much of the ballast in place as possible to disperse the weight of the Rail-to-Trail surface and to promote drainage. Ballast is often contaminated and may need to be removed for public use.
- » Railroad grades are very gradual. This makes Rails-to-Trails attractive to many users, and easier to adapt to ADA guidelines.



MULTI-USE PATH: RAIL-WITH-TRAIL

Rails-with-Trails projects typically consist of paths adjacent to active railroads within railroad right-of-way. It should be noted that some constraints could impact the feasibility of Rails-with-Trail projects. In some cases, space needs to be preserved for future planned freight, transit, commuter rail service and operations and maintenance vehicle access.

TYPICAL APPLICATION

- » Along active rail corridors
- » Concerns with trespassing and security can vary with the amount of train traffic on the adjacent rail line and the local context, i.e. whether the section of track is in an urban or rural setting.

DESIGN FEATURES

- » Railroads typically require fencing with all Rails-with-Trail projects.
- (A)** If required, fencing should be a minimum of 5 feet in height with higher fencing than usual next to sensitive areas such as switching yards. Setbacks from the active rail line will vary depending on the speed and frequency of trains, and available right-of-way.
- (B)** Twenty feet minimum buffer between centerline of tracks and fence along multi-use paths
 - » Separation greater than 20' will result in a more pleasant multi-use path user experience and should be pursued where possible.

MULTI-USE PATH UTILITY CORRIDOR

Corridors for utility lines may be able to also accommodate multi-use paths. Easements over underground utilities such as water, sewer, natural gas, or buried electric or optic lines are well suited for trail use. Above-ground utilities such as telephone, cable or overhead electric may also present opportunities for multi-use path development. Utility companies benefit from this arrangement by having uninterrupted, easily accessible routes to their facilities.

TYPICAL APPLICATION

- » Along underground utility easements for water, sewer, natural gas, or buried electric or fiber-optic lines.
- » Along above-ground utility corridors such as telephone, cable, or overhead electric

DESIGN FEATURES

- (A)** Utility companies may require specific landscaping limitations, such as regular trimming or vegetative height restrictions that may compromise the aesthetics of the multi-use path.
 - » Individual utility companies may have their own policies and guidelines about buffer requirements.
 - » Given the context, there may be structural requirements for multi-use paths to support maintenance activities of utility companies.
 - » Where excavation may be limited, consider the use of aggregate trail surfaces, so long as they comply with ADA guidelines.



BASIC SIDEPATH

A sidepath is a bi-directional multi-use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for golf cart users and bicyclists where traffic speeds and/or volumes are too high to share the roadway. See page 22 for an additional figure of the basic sidepath preferred conditions.

TYPICAL APPLICATION

Although paths in independent rights-of-way are preferred, sidepaths may be considered where one or more of the following conditions exist:

- » Along collector roadways with a posted speed less than 45 mph
- » To provide continuity between existing segments of multi-use paths in independent rights-of-ways
- » For use near schools and neighborhoods, where increased separation from motor vehicles is desired

DESIGN FEATURES

- (A) Standard Tread Width: The preferred width is 14' so that golf cart users can pass each other, bicyclists, and pedestrians comfortably during 2-way operation.
- (B) Roadway Separation: The preferred separation width is 6.5'. Minimum separation width is 5'.
- » Sight Lines: It is important to keep approaches to intersections and major driveways clear of obstructions such as parked vehicles, shrubs, and signs on public or private property.

SIDEPATH ALONG MAJOR ROADWAY

Where there is a need to accommodate pedestrians, bicyclists, and golf cart users along high-speed and/or multi-lane arterial roadways, sidepaths should be designed to a higher standard to support safe and comfortable operation. Sidepaths along major roadways should be set back further from the street than the minimum AASHTO guidance of 5 feet, should feature design cues that encourage people driving to yield to path users at driveways, and should provide shade trees where possible to increase user comfort and define the path edge. See page 22 for an additional figure of the sidepath along major roadway preferred conditions.

TYPICAL APPLICATION

- » Along roadways with a posted speed of 45 mph or above
- » Along multi-lane arterials, particularly those with strip commercial land uses
- » Along State routes

DESIGN FEATURES

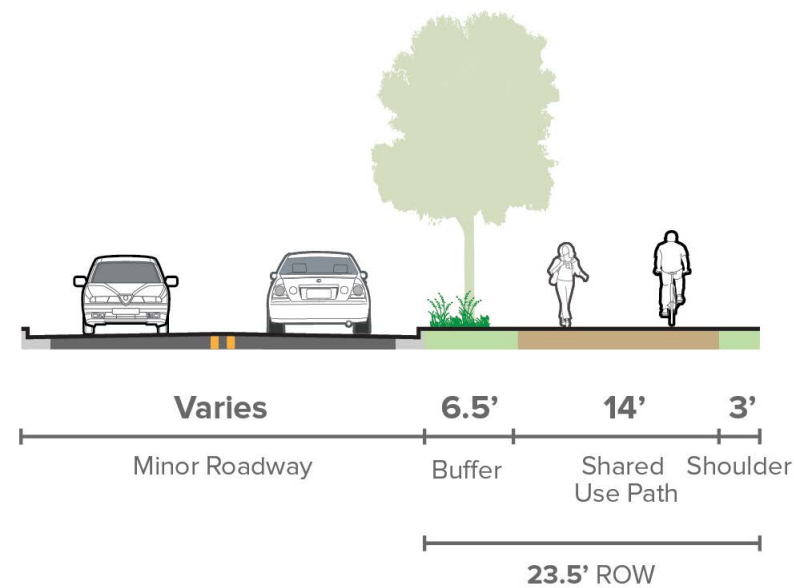
- (A) Set the path back at a preferred distance of 20' from the roadway or in clear zone (whichever is greater) to provide increased separation from high speed/volume roadways. A path setback of at least 20' provides sufficient space for 1 vehicle to pull completely out of the travel lane when making right turns into driveways or at cross streets without crossing the path.
- » Where a 20' or greater setback is not possible, use

steep driveway ramps to encourage appropriate vehicle speeds. Where conditions are constrained, a minimum 5' buffer is required, per AASHTO guidance.

- » Sidepaths accommodating golf carts along GDOT roadways must be located outside of GDOT's specified clear zone.
- (B) Maintain a level path surface at roadway intersections.
- (C) Provide shade trees in the 20' landscaped buffer between the roadway and sidepath where feasible, taking care to maintain clear sight triangles at driveways and cross streets.
- (D) Mark crosswalk and yield lines at high-volume driveway.
- (E) Install "Do Not Block Crosswalk" signage.

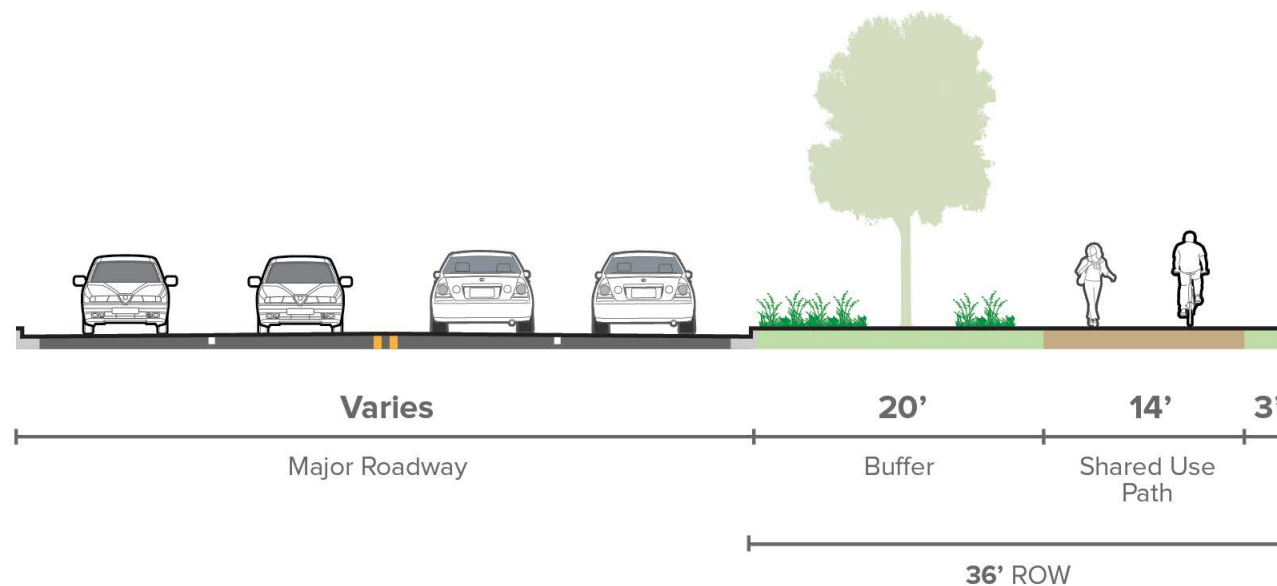
SIDEPATH PREFERRED CONDITIONS

Below is a comparison between two different sidepath configurations based on roadway conditions. These figures represent the preferred conditions for both minor and major roadway adjacencies.



**BASIC SIDEPATH
PREFERRED CONDITIONS***

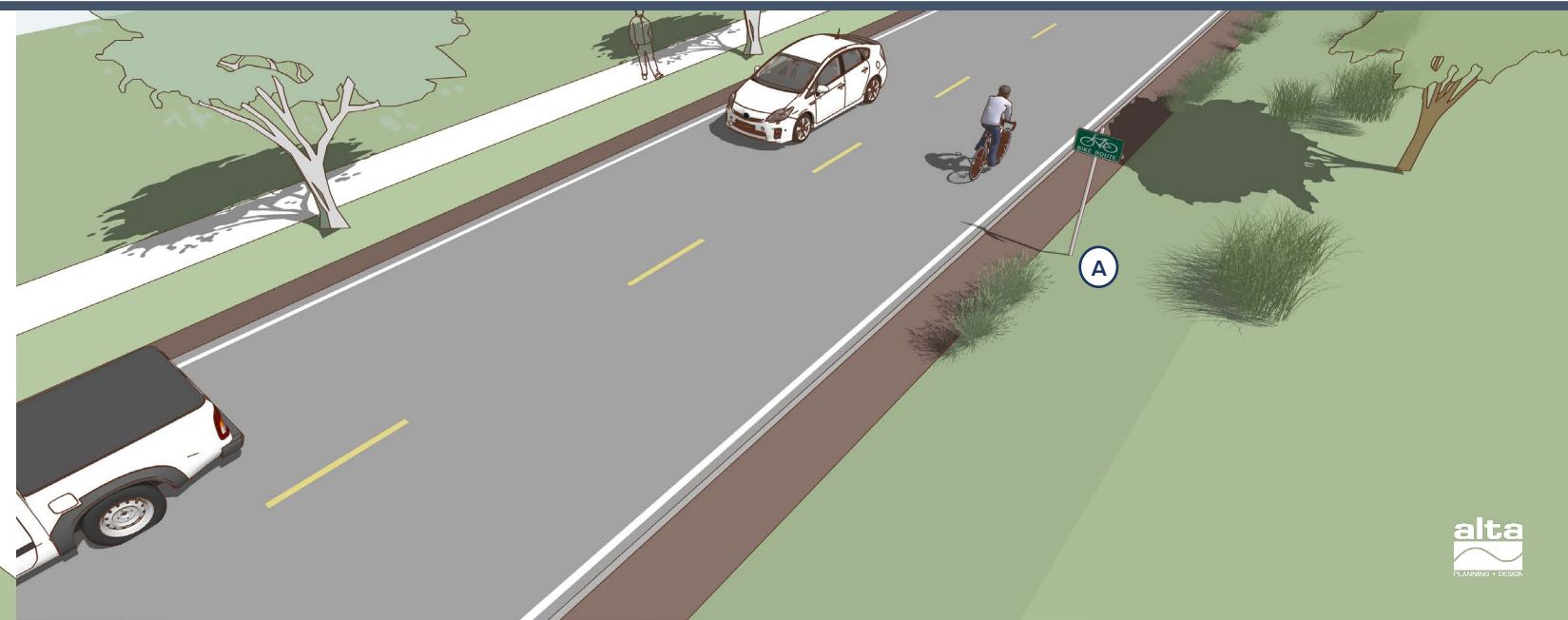
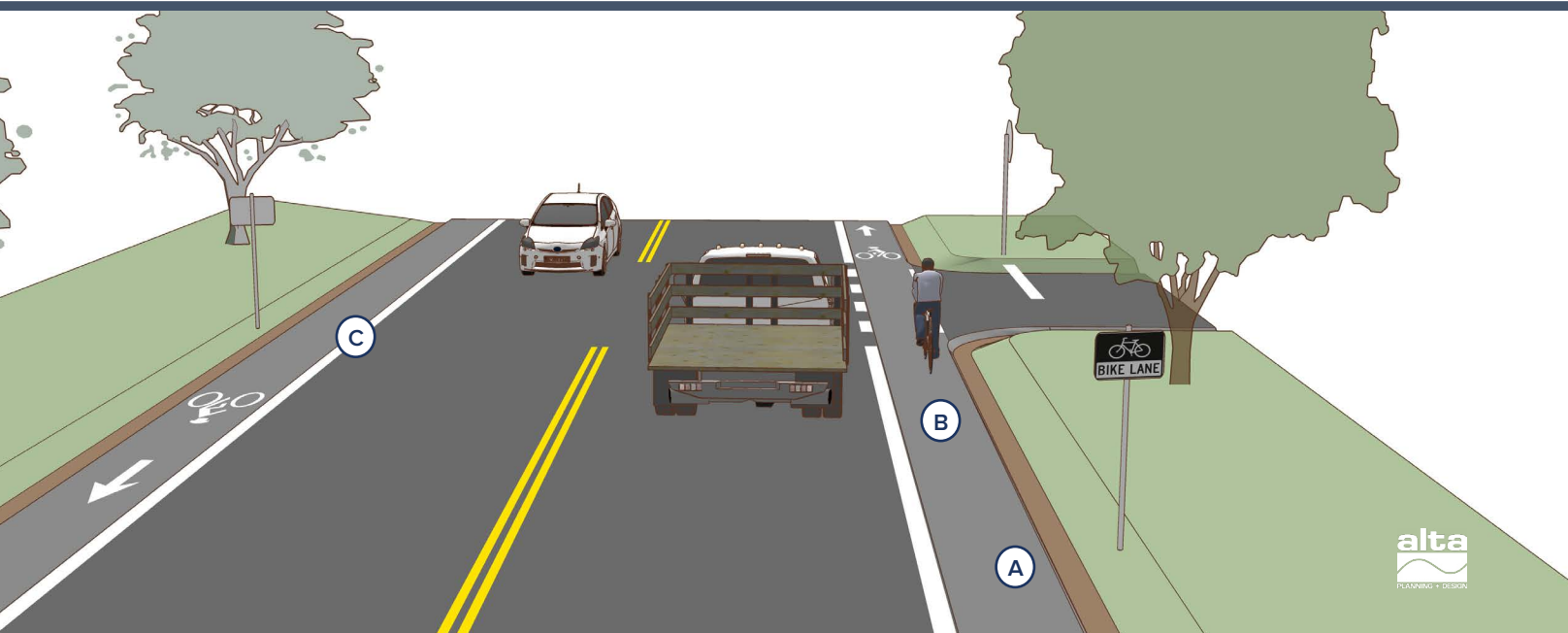
*Minimum dimensions for use in constrained conditions are described on pages 20 and 21



**SIDEPATH ALONG MAJOR ROADWAY
PREFERRED CONDITIONS***



ON-STREET FACILITIES



SHOULDER BIKEWAY

Typically found in less-dense areas, shoulder bikeways are paved roadways with striped shoulders wide enough for bicycle travel. Shoulder bikeways often, but not always, include signage alerting motorists to expect bicycle travel along the roadway.

TYPICAL APPLICATION

- » Along low-volume 2-lane roadways that are popular with recreational bicyclists. Low-volume roadways average less than 400 AADT (Annual Average Daily Traffic).
- » This facility is not appropriate in urban areas and should only be used in rural contexts where available pavement width is limited.
- » Note: When bike lanes are directly adjacent to a curb, bike lanes must be at least 5' wide per AASHTO guidance.

DESIGN FEATURES

- A** If 4 feet or more is available for bicycle travel, the full bike lane treatment of "Bike Lane" (MUTCD R3-17) signs, pavement markings, and an 8" bike lane line should be provided.
- B** Contrasting Pavement: As an aesthetic treatment, colored or contrasting pavement increases contrast between the shoulder and the roadway.
- C** Edge Line Rumble Strips- If used, bicycle-tolerable designs can minimize impacts to bicyclists.
 - » If it is not possible to meet minimum bicycle lane dimensions, a reduced-width paved shoulder can still improve conditions for bicyclists on constrained roadways. In these situations, a minimum of 3 feet of operating space should be provided. "Bike Route" signage (MUTCD 11-1) may be installed where there is not sufficient width for bike lanes.

SIGNED SHARED ROADWAY

Many low-volume roadways in Fayette County are popular with golf cart users and bicyclists despite a lack of dedicated facilities for bicycling. Where available asphalt width is limited, but demand for golf cart use or bicycling is present, signing roadways with "Bike Route" or "Bike/Golf Cart Route" signage can increase driver awareness of the possible presence of golf cart users and/or bicyclists. A motor vehicle driver will usually have to cross over into the adjacent travel lane to pass people operating golf carts or a bicycling.

TYPICAL APPLICATION

There are 2 distinct applications for signed shared roadways:

- 1) Along low-speed local and collector streets in urban and suburban environments, where both golf carts and bicyclists can comfortably mix with vehicle traffic
- 2) Along higher-speed rural roadways popular with recreational bicyclists. Typically, these bike routes feature very vehicle volumes and only one travel lane in each direction.



Bike Route Sign - For use along high speed rural roadways



Combined wayfinding route sign - low speed urban or suburban roadways

DESIGN FEATURES

- A** Custom golf cart/bike route confirmation signs or MUTCD D11-1 should be applied at intervals frequent enough to keep users informed of changes in route direction and to remind motorists of the presence of bicyclists. Commonly, this includes placement at:
 - » Beginning or end of route
 - » At major changes in direction or at intersections with other routes
 - » At intervals along routes not to exceed 1/2 mile



MULTI-USE PATH CROSSING TREATMENT AT UNSIGNALIZED LOCATION

Pedestrians are the most vulnerable users of multi-use pathways and their tolerance for stress crossing roadways should be the controlling influence on crossing treatment selection at uncontrolled locations. The chart below provides guidance on pedestrian crossing treatment selection.

CROSSING TREATMENT SELECTION

Selecting the most appropriate multi-use path crossing treatment depends on the characteristics of the roadway that the path crosses. Treatments range from a simple marked crosswalk to full traffic signals or grade separated crossings. Use an engineering study to evaluate treatment options before a marked crosswalk is installed. The engineering study should consider the following along with other appropriate factors:

- » Posted or statutory speed limit or 85th-percentile speed
- » Average daily traffic (ADT)
- » Number of lanes
- » Presence of or opportunity for a median
- » Sight distance
- » Pedestrian volumes and delays
- » Distance from adjacent signalized intersections
- » Possibility to consolidate multiple crossing points
- » Presence of street lighting

PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE* At unsignalized locations	AADT <9,000 <30 mph		AADT 9,000 -15,000 30 - 40 mph			AADT >15,000 >40 mph							
	2 lane	3 lane	2 lane with median refuge		3 lane	2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge	
Crosswalk Only (high visibility)	✓	✓	X	X	X	X	X	X	X	X	X	X	X
Crosswalk with warning signage and yield lines	EJ	EJ	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Active Warning Beacon (RRFB)	EJ	EJ	✓	✓	✓	✓	✓	X	✓	X	X	X	X
Hybrid Beacon	X	EJ	EJ	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Full Traffic Signal	X	X	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓
Grade separation	X	X	EJ	EJ	EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓

LEGEND	
Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X

*Roadway characteristics such as lane configuration, AADT (Annual Average Daily Traffic), and posted speed - not functional classification - should determine appropriate crossing treatment.



MINOR STREET CROSSING

Where multi-use paths configured as sidepaths cross minor streets, roadway crossings should be set back from the parallel roadway, and signage and markings should be used to clarify the responsibilities of path and road users.



Path-scale (18 inch) MUTCD R1-1 Stop Sign - For use at 4-way intersections

TYPICAL APPLICATION

- » Where a sidepath crosses a minor roadway

DESIGN FEATURES

- (A) Install path-scale stop signage (MUTCD R1-1) signage where the path approaches the minor roadway.
- (B) Stop bars are required at every intersection with a minor street.
- (C) 25- 50' sections of centerline are recommended at the approach of each crossing.
- (D) "Bend out" crossing with multi-use path crossing setback of 20' preferred to allow space for one vehicle to cue in the space between the perpendicular roadway and the crosswalk.
 - » Where achieving a setback crossing is not possible,
- a lateral shift in or "bend-in" crossing approach laterally shifts the multi-use path immediately adjacent to the turning lane to increase visibility.
- (E) High-visibility marked crosswalk
- (F) ADA- compliant curb ramps with detectable warning devices
 - » Custom advance warning signage featuring golf cart users, pedestrians, and bicyclists (see Custom Signage on page 39 for more information) with MUTCD supplemental plaque W16-7P and "Do Not Block Crosswalk" signage.

CHANNELIZED RIGHT TURN LANE

At some intersections of arterial streets, design vehicle requirements or intersection angles may result in wide turning radii at corners. Configuring the intersection as a channelized (or free-right) turn lane with a raised refuge island can improve conditions for vulnerable path users trying to cross the street.

To improve safety and comfort for pedestrians, treatments to slow traffic at pedestrian and multi-use path crossings are recommended such as provision of a raised crosswalk, high visibility crosswalk, and/or pedestrian crossing signage.

TYPICAL APPLICATION

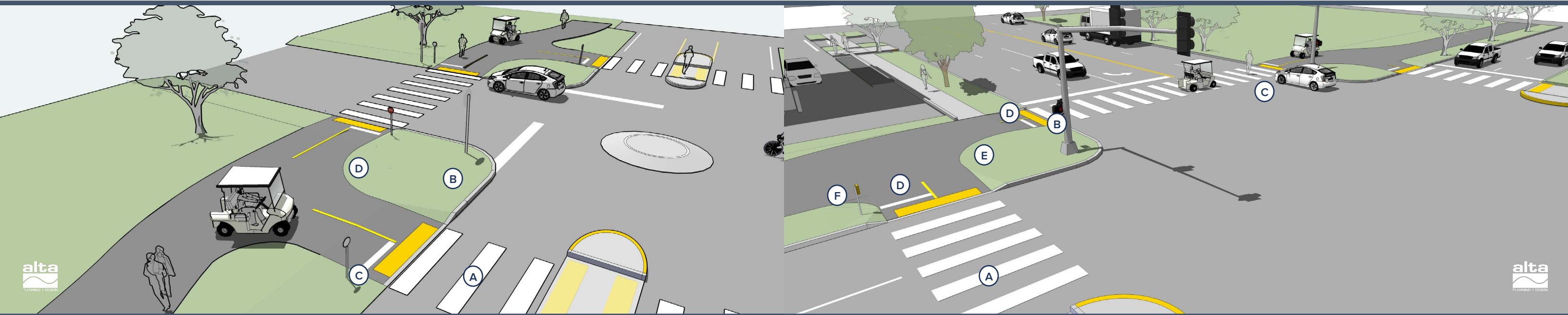
- » Intersections with high right turn traffic volumes, and very low levels of golf cart user, pedestrian, and bicyclist activity
- » As an improvement to intersections with an existing traditional channelized right-turn lane

DESIGN FEATURES

- (A) The preferred angle of approach is no more than 15-30 degrees¹.
- (B) Design the right turn lane to encourage appropriate deceleration in preparation for yielding to path users including a 12' minimum width for openings.
- (C) Maximum lane width of 14 feet
- (D) A refuge island with a minimum width of 14' is placed at the narrowest spot for queuing two carts and wide maneuvering.

¹ FHWA. Pedestrian Facilities User Guide. 2002.

- (E) Painted shoulder visually narrows turn lane
 - » Desired speed through turn lane: 14-18 mph
- (F) Can be configured as a raised crosswalk
 - » High-speed channelized right turn lanes result in the greatest delay and risk for path users. High-Speed is categorized as a design speed or average observed speed at the crosswalk greater than 20 mph. These locations are good candidates for additional interventions to increase yielding.
 - » A raised pedestrian crossing may be used to slow driver speeds, encourage yielding, and prioritize crossing pedestrians over turning vehicles. A raised crossing is recommended if the posted speed is 30 mph or less and turn volumes are 6,000 ADT or less.
 - » If further yielding compliance is needed, active warning beacons such as a Rectangular Rapid Flashing Beacon (RRFB) may be used.



SETBACK CROSSING AT 4-WAY STOP-CONTROLLED INTERSECTION

Where sidepaths approach 4-way stop-controlled intersections, setting path crossings back from the roadway crossing can decrease confusion associated with which user has the right of way. Setting the path crossing back from the roadway crossing allows motor vehicle drivers to make the decision about whether to yield to path users independently from navigating right of way with other vehicles at the stop-controlled intersection, a concept borrowed from modern roundabout design.

TYPICAL APPLICATION

- » Stop-controlled intersections where one or more approaching roadway features a sidepath.

DESIGN FEATURES

- (A) Mark crosswalks with high-visibility crosswalk markings.
- (B) Sidepath crossings set back 20' from the roadway intersection to improve driver visibility of vulnerable roadway users in the crosswalk, and to allow space for right-turning vehicles to pull completely out of the through lane while waiting for path users to cross.
- » Custom advance warning signage featuring golf cart users, pedestrians, and bicyclists (see Custom Signage page 39 for more information) with MUTCD supplemental plaque W16-7P and "Do Not Block Crosswalk" signage
- (C) Install 18 inch path-scale stop signs (MUTCD R1-1) and stop bars at each approach to reinforce that bicyclists and golf cart users must stop.
- (D) Ensure geometry of path approaches is compatible with the capabilities and 9.5 - 12' turning radius of golf carts.

SETBACK CROSSING AT SIGNALIZED INTERSECTION

Where sidepaths are designed to accommodate golf cart users approach signalized intersections, special considerations - such as custom signage, setback crosswalks, and golf-cart-friendly geometric design apply.



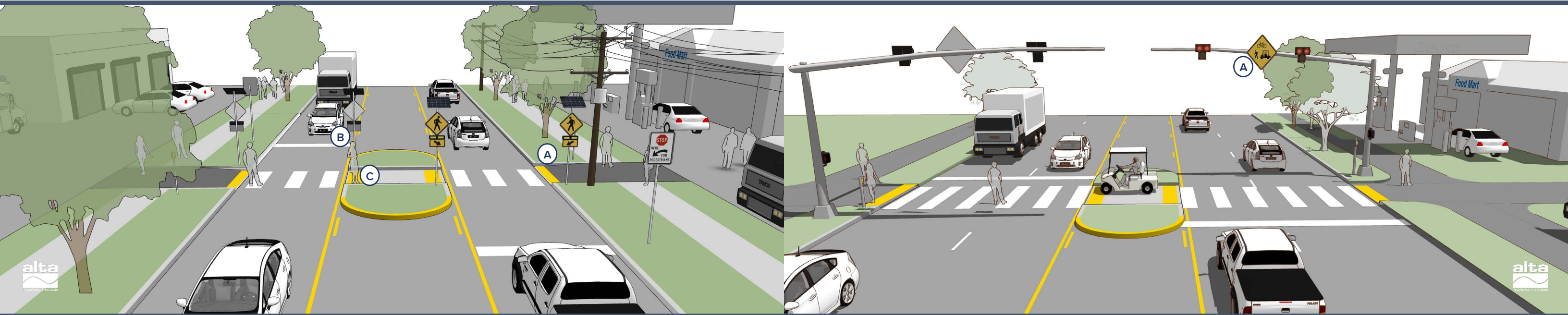
Custom Sign:
Golf Carts use
Ped Signal
(R9-5 variant)

TYPICAL APPLICATION

- » Signalized intersections where one or more approaching roadways feature a sidepath

DESIGN FEATURES

- (A) Mark crosswalks with high-visibility crosswalk markings.
- (B) Install "Golf Carts Use Ped Signal Signage (MUTCD R9-5 variant). Signs should be installed near the edge of the path in the vicinity of where golf cart users will be crossing the street."
- (C) Sidepath crossings set back 20' from the roadway intersection to improve driver visibility of vulnerable roadway users in the crosswalk, and to allow space for right-turning vehicles to pull completely out of the through lane while waiting for path users to cross.
- (D) Install path-scale stop bars at each path approach.
- (E) Ensure geometry of path approaches is compatible with the capabilities and turning radii of golf carts.
- » Signal enhancements such as Leading Pedestrian Intervals (LPIs) and exclusive/protected pedestrian phases should be considered to improve safety at signalized intersections that include crossings of multi-use paths designed to accommodate golf cart users.
- » Install custom advanced warning signage (see "Custom Signage: Path Crossing/Advance Warning Sign" on page 39) to increase driver awareness that pedestrians, golf cart users, and bicyclists may be present at the intersection.
- (F) Consider installing secondary push buttons mounted on small poles to improve convenience for golf cart users
- » Passive detection devices save path users the trouble of having to locate a push button or exit golf cart vehicles. These most commonly include inductive loop detectors, as well as microwave and video detection technologies.



MID-BLOCK CROSSING RECTANGULAR RAPID FLASH BEACON (RRFB)

Rectangular Rapid Flash Beacons (RRFB) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance at marked crosswalks.

TYPICAL APPLICATION

- » Guidance for marked/unsignalized crossings applies
- » RRFBs shall not be used at crosswalks controlled by YIELD signs, STOP signs, Pedestrian Hybrid Beacons (HAWKs), or traffic control signals.
- » RRFBs shall initiate operation based on user actuation and shall cease operation at a predetermined time after the user actuation or, with passive detection, after the user clears the crosswalk.
- » Rectangular Rapid Flash Beacons (RRFB) dramatically increase compliance over conventional warning beacons.

DESIGN FEATURES

- » An RRFB consists of two rectangular-shaped yellow indications, each with an LED-array-based light source.
- » When actuated, the two yellow indications in each RRFB unit shall flash in a rapidly flashing sequence.
- (A)** RRFBs are typically activated by path users manually with a push button, or can be actuated automatically with passive detection systems.
- (B)** Providing secondary installations of RRFBs on median islands improves conspicuity and driver yielding behavior.
- (C)** Median islands can be painted or raised concrete.

MID-BLOCK CROSSING PEDESTRIAN HYBRID BEACON (PHB)

Pedestrian Hybrid Beacons (PHB), formerly known as High-Intensity Activated Crosswalks (HAWK), can be used to improve multi-use path crossings of major streets. A hybrid beacon consists of a signal head with two red lenses over a single yellow lens on the major street, and a pedestrian signal head for the crosswalk.

Hybrid beacons are only used at marked mid-block crossings or unsignalized intersections. They are activated with a pedestrian pushbutton at each end. If a median refuge island is used at the crossing, another pedestrian pushbutton can be located on the island to create a two-stage crossing.

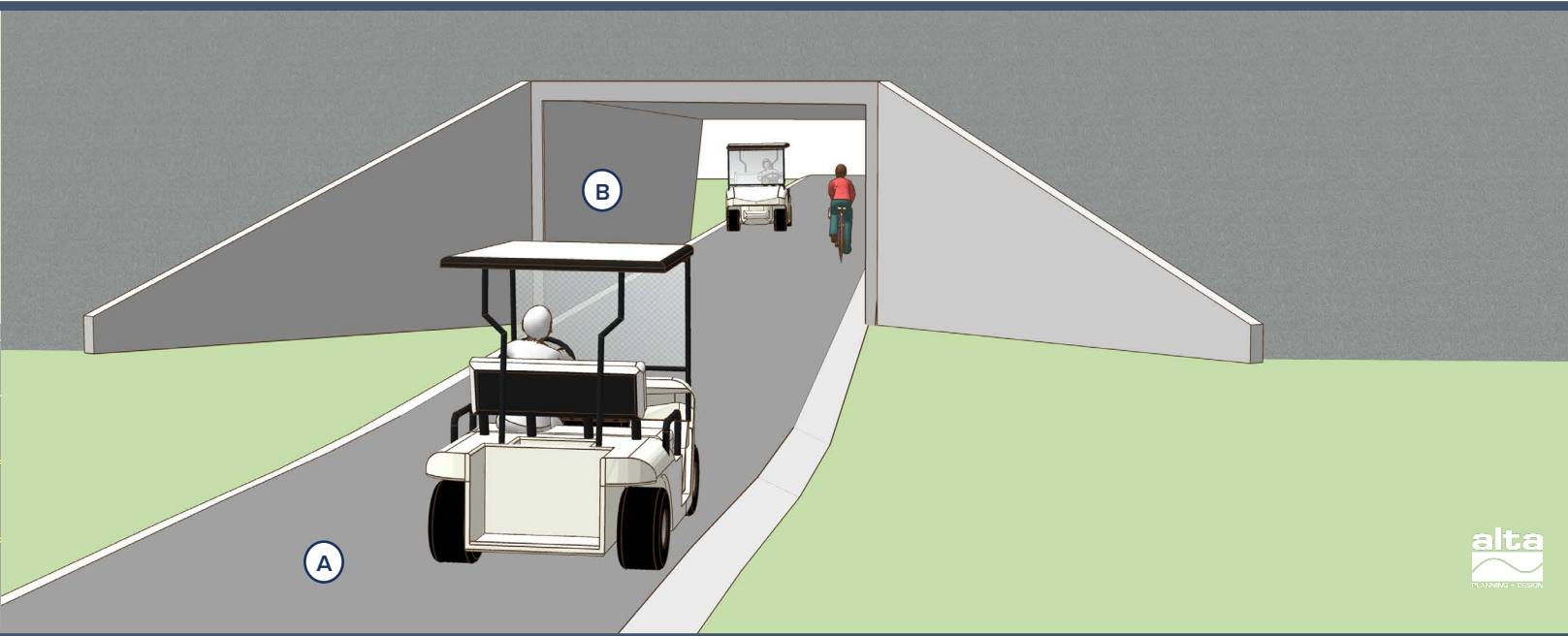
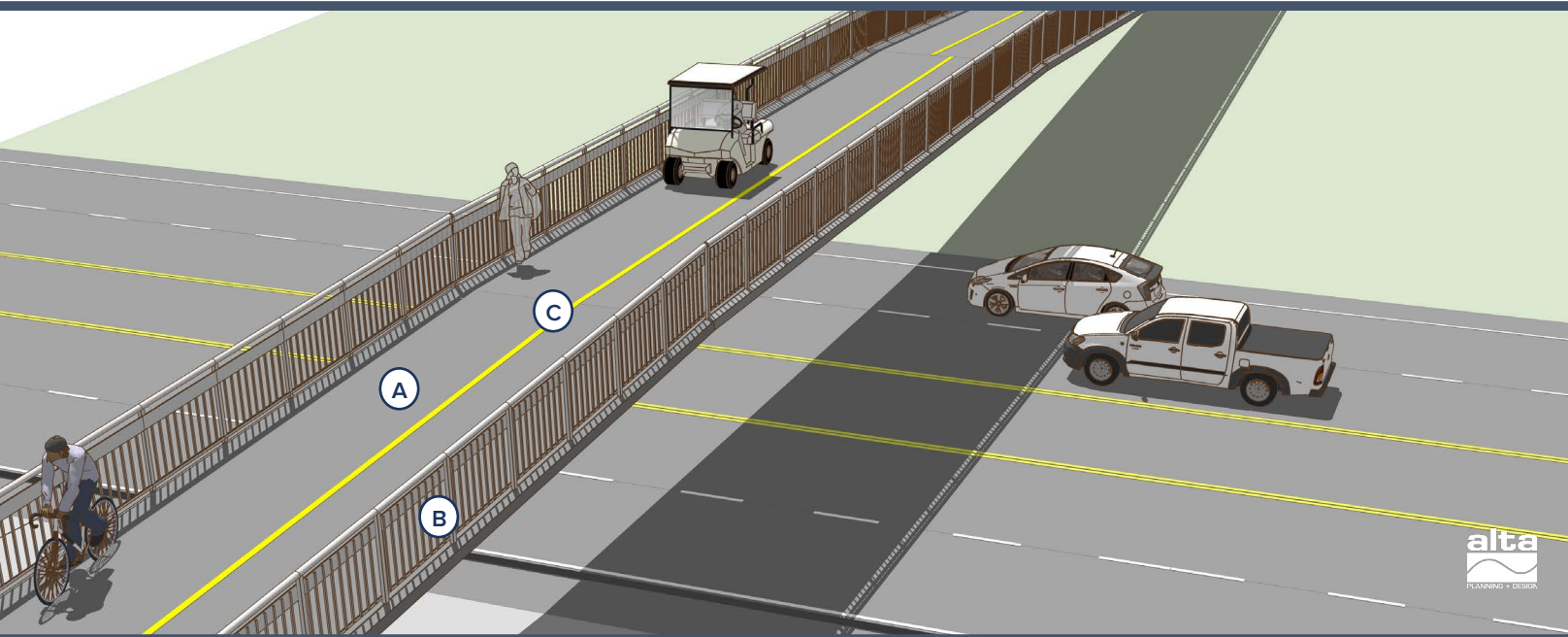
TYPICAL APPLICATION

- » To improve multi-use path crossings of major streets in locations where side-street volumes do not support installation of a conventional traffic signal
- » At mid-block crossing locations.

DESIGN FEATURES

- » Hybrid beacons may be installed without meeting traffic signal warrants if roadway speeds and volumes are excessive for comfortable crossings.
- » Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk to provide adequate sight distance.

- (A)** Custom warning signage including golf cart, bicycle, and pedestrian icons may be installed where such users are expected.
- » If installed to facilitate multi-use path crossings that accommodate bicyclists and golf cart users, omit the alternating flashing "wig-wag" red phase in favor of a longer solid red phase to reduce potential confusion about whether vehicles must yield to these users.
- » Beacons may be mounted on posts instead of overhead on mast arms as long as there are two heads facing each approach and there is a beacon adjacent to each travel lane.
- » If installed within a signal system, signal engineers should evaluate the need for the hybrid beacon to be coordinated with other signals.



OVERCROSSING

Multi-use path overcrossings provide critical system links by joining areas separated by barriers such as wide arterials, waterways or major transportation corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist.

TYPICAL APPLICATION

- » Where shared-use paths cross high-speed and high-volume roadways, and where an at-grade signalized crossing is not feasible or desired, or where crossing railways or waterways
- » Depending on the type of facility or the desired user group, grade separation may be considered in many types of projects.

DESIGN FEATURES

- A Overcrossings should be at least 12 feet wide and additional width provided at scenic viewpoints.
- B Railing height must be a minimum of 42 inches for overpasses.
- C Lane markings help manage two-way traffic.

UNDERCROSSING

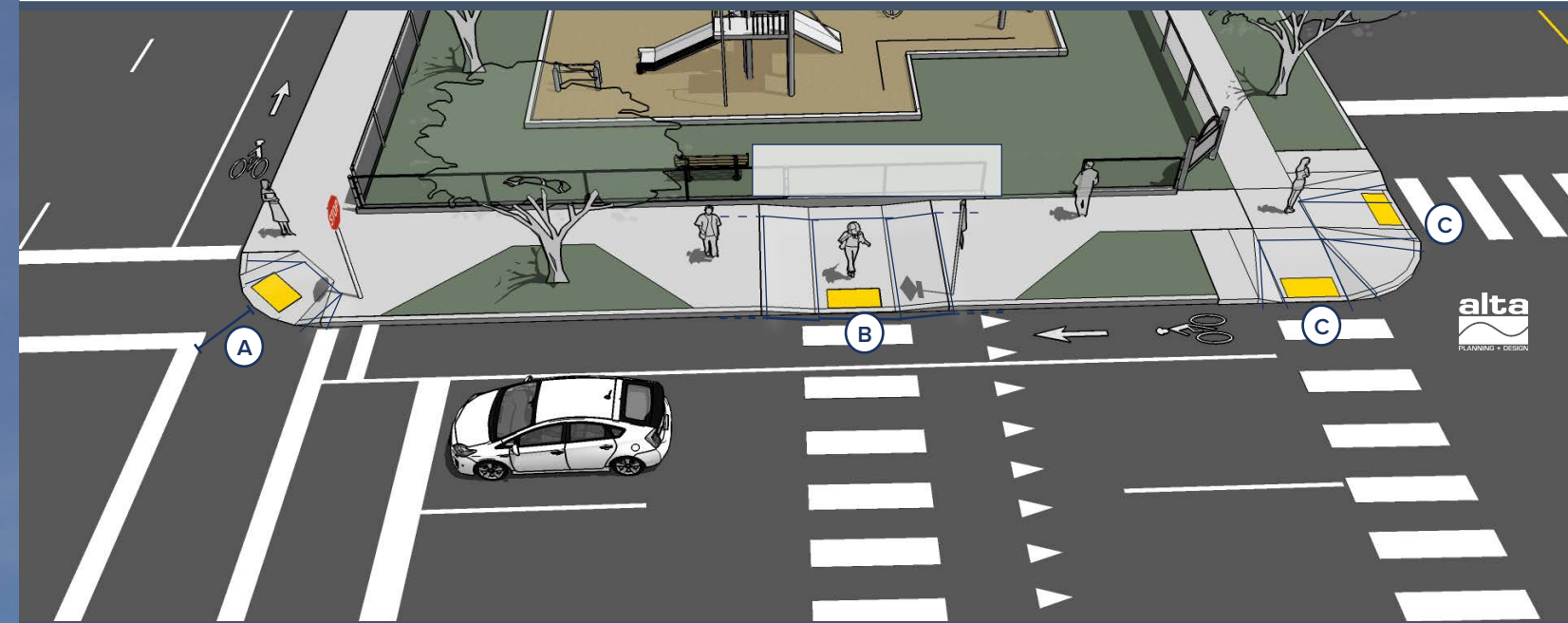
Multi-use path undercrossings provide critical non-motorized system links by joining areas separated by barriers such as railroads and highway corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist.

TYPICAL APPLICATION

- » To provide continuity of a multi-use path where a barrier exists.
- » Underpasses work best with favorable topography, when they are open and accessible, and exhibit a sense of safety.
- » Typically utilize existing overhead roadway bridges adjacent to steams or culverts under the roadway that are large enough to accommodate multi-use path users
- » Proper drainage must be established to avoid pooling of storm water, however, some underpasses can be designed to flood periodically (after significant rainfall, for instance).

DESIGN FEATURES

- A Width: Undercrossings should be at least 14 feet wide (16' preferred where practical).
- » Length: Minimize the length of the undercrossing. Greater widths preferred for lengths over 60 feet.
- B Vertical Clearance: 10 foot (3.0 m) minimum, 8 ft (2.4 m) in constrained conditions.
- » Markings: The undercrossing should have a centerline stripe even if the rest of the path does not have one.
- » Lighting should be considered during the design process for any undercrossing with high anticipated use or in culverts and tunnels.



CURB RAMP ORIENTATION

Accessible curb ramps are the design element that allows all users to make the transition from the street to sidewalks and multi-use paths. The Americans with Disabilities Act (ADA) guidelines require accessible curb ramps for new construction and for most maintenance activities. There are a number of factors to be considered in the selection and orientation of curb ramps.

Although diagonal curb ramps might seem more efficient, they create potential safety and mobility problems for pedestrians, particularly those using wheelchairs and blind pedestrians. Diagonal ramps orient users into the traffic zone, and force wheelchairs to turn and re-enter the crosswalk. Pedestrians with vision impairments may be oriented into the middle of the intersection, instead of directly into the crosswalk as with perpendicular ramps. Therefore, diagonal curb ramp configurations are not recommended.

TYPICAL APPLICATION

- » The ramp shall slope no more than 1:12 (8.3%), with a maximum cross slope of 1:48 (2.1%). A slope of no more than 1:12 is desirable.
- » If the ramp runs directly into a crosswalk, the landing at the bottom will be in the roadway.
- » The level landing at the top of a ramp shall be a minimum of 5'-0" long (in the direction of the ramp run) and at least as wide as the ramp. If there is a change in direction between ramps and landings, the landing should be a minimum of 5'-0" wide.

- » Curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles. Three configurations are illustrated above.

DESIGN FEATURES

- A** Diagonal curb ramps are not recommended. If used, diagonal ramps shall include a clear space of at least 48" within the crosswalk for user maneuverability.
- B** Parallel curb ramp
- C** Perpendicular curb ramps

04

ADDITIONAL GUIDANCE



WAYFINDING

A path wayfinding system consists of comprehensive signing and/or pavement markings to guide users to their destinations along preferred routes.

TYPICAL APPLICATION

- » Wayfinding signs will increase users' comfort and accessibility to the path system.
- » Signage can serve both wayfinding and safety purposes including:
 - » Help familiarize users with the path system
 - » Help users identify the best routes to destinations within bicycling, and golf-cart-trip distances or connections to other modes
 - » Help address mis-perceptions about time and distance
 - » Help overcome a "barrier to entry" for people who do not frequent the path system

SIGN TYPES

- (A) Confirmation signs indicate that golf cart users and bicyclists are on the right path to their destinations. They include destinations and distance/time, but not arrows.
- (B) Decision signs indicate the junction of two or more golf cart and bicycling routes to access key destinations. The signs include destinations, arrows and distances. Travel times are optional.
 - » Modified versions of standard MUTCD bicycle wayfinding signage are shown. The County could consider custom wayfinding signage with branding to reflect community character.
 - » Signs/plaques can be standardized for the County to easily make replacements, removals, or additions when needed.

CUSTOM SIGNAGE: PATH CROSSING/ ADVANCE WARNING SIGNS

Typical users of the path system in Fayette County include people driving or riding in golf carts as well as pedestrians and bicyclists. As such, the warning signage for path crossings in Fayette County may, at the discretion of the local jurisdiction, include all three of these common users on one sign, as opposed to standard pedestrian warning signage (MUTCD W11-2), combined pedestrian and bicycle warning signage (MUTCD W11-15) or golf cart warning signage (MUTCD W11-11).

TYPICAL APPLICATION

- » Advanced warning for multi-use path crossings (in combination with MUTCD supplemental plaque W16-9p)
- » Multi-use path crossings (in combination with MUTCD supplemental plaque W16-7p)
- » When used at uncontrolled path crossings, consider supplementing with an informational sign that states "Golf carts must stop and proceed when clear" to reduce confusion about the responsibilities of golf cart users in this condition.

DESIGN FEATURES

- » Golf cart user, pedestrian, and bicyclist icons can be included on one sign, or used individually to specify the most predominant user.
- » The warning sign shall be diamond-shaped with a black legend and border on a yellow background per the MUTCD.



Custom combined pedestrian, golf cart, and pedestrian warning signage based on standard MUTCD warning sign



Supplemental plaque: W16-9p
For advanced warning applications



Supplemental plaque: W16-7p
For use at path crossings

CUSTOM SIGNAGE: GOLF CARTS USE PEDESTRIAN SIGNAL

At signalized intersections that include multi-use path crossings, golf cart users should be directed to use the pedestrian signal. Since this is a relatively uncommon situation throughout the United States, the MUTCD does not have specific guidance or a standard sign intended to communicate this guidance. However, a modified version of MUTCD R9-5 can be used to clarify traffic control for golf cart users at signalized intersections.

The installation of secondary push buttons mounted on small poles, or passive detection devices can improve convenience for golf cart users.

TYPICAL APPLICATION

- » Multi-use path crossings at conventional signalized intersections
- » Mid-block multi-use path crossings where a Pedestrian Hybrid Beacon (PHB) has been installed

DESIGN FEATURES

- » Customized version of MUTCD R9-5
- » Sign should be installed near the edge of the path in the vicinity of where golf cart users will be crossing the street.



CUSTOM SIGNAGE: USE BY GOLF CARTS PROHIBITED

Custom signage for golf cart users can help clarify and reinforce where golf cart use is permitted.

TYPICAL APPLICATION

- » On streets or multi-use paths where golf cart use is prohibited

DESIGN FEATURES

- » Modified version of MUTCD R9-3a



CUSTOM SIGNAGE: SPECIFIC TURNING MOVEMENTS PROHIBITED

In some cases, golf cart operation may be permitted along a street or path, but there may be a need to prohibit specific turning movements for safety. Peachtree City has developed custom signage intended to communicate such prohibitions to promote safe operation of golf carts.

TYPICAL APPLICATION

- » Where specific turning movements by golf cart users is prohibited





OPTIONAL PATH AMENITIES

When designing functional multi-use paths, the path amenities and design elements matter. Beside the selection of dimensions and materials of the multi-use path surface, additional elements, such as a lights, fencing, benches and other amenities help create a unique identity for each multi-use path. It is important that these details work together to create a complete experience for all users.

TYPICAL APPLICATION

- » The list of amenities may include:
 - » Lighting
 - » Seating
 - » Fencing and Railings
 - » Public Art and Sculpture
 - » Bicycle Parking
 - » Bicycle Fix-It Stations
 - » Drinking Fountains
 - » Restrooms
 - » Trash and Recycle Receptacles
 - » Emergency Call Boxes
 - » Trailheads
 - » Bicycle Access to Transit

DESIGN FEATURES

- » Lighting for multi-use paths should be considered on a case-by-case basis in areas where 24-hour activity is expected (such as college campuses or downtown areas), with full consideration of the maintenance commitment lighting requires.
- » Seating along multi-use paths provides a place for multi-use path users to rest, congregate, contemplate, or people-watch along multi-use paths. Benches can be designed to create identity in a place. Place seating away from the pathway on separate pads to keep seated pedestrians away from moving carts.
- » Railing and fences are important features on bridges, some boardwalks, or in areas where there may be a hazardous drop-off or hazardous adjacent land uses (such as active rail lines).
- » Trash and recycle receptacles facilitate proper maintenance and appearance of the greenway and multi-use path system.

PEDESTRIAN-FRIENDLY CURB RADII REDUCTION

The size of a curb's radius can have a significant impact on pedestrian comfort and safety. A smaller curb radius provides more pedestrian area at the corner, allows more flexibility in the placement of curb ramps, results in a shorter crossing distance and requires vehicles to slow more on the intersection approach. During the design phase, the chosen radius should be the smallest possible for the circumstances and consider the effective radius in any design vehicle turning calculations.

TYPICAL APPLICATION

- » The curb radius may be as small as 3 ft where there are no turning movements, or 5 ft where there are turning movements and adequate street width. On-street parking and bike lanes create a larger effective turning radius and can therefore allow a smaller curb radius.

DESIGN FEATURES

Corners have two critical dimensions which must be considered together:

- (A) The physical radius, which controls the pedestrian experience
- (B) The effective radius, which is the widest turning arc that a vehicle can take through the corner. It is larger than the physical radius.
- (C) The area shown in red indicates the potential for a curb extension that would shorten pedestrian crossing distance and improve driver visibility of pedestrians.

FAYETTE

TRANSPORTATION PLAN



**Inventory of Existing
Conditions Report**
November 2019

Plan Developed By:

JACOBS

Supported By:



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1. Introduction

The Atlanta Regional Commission (ARC) created the Comprehensive Transportation Plan (CTP) program to encourage counties and their municipalities to develop joint long-range transportation plans. ARC uses CTPs as the foundation of the wider regional vision for transportation investment in the Atlanta region. This CTP, known as the FAYETTE TRANSPORTATION PLAN, is funded with financial support from ARC and will be used to make funding and implementation decisions in the county for the next five years and beyond. Transportation projects identified during this planning process will be eligible for inclusion in the Regional Transportation Plan (RTP) and may be considered for federal and state funding. The Inventory of Existing Conditions Report details the condition of transportation facilities in the Fayette County, City of Brooks, City of Fayetteville, City of Peachtree City, City of Woolsey and Town of Tyrone.

This plan incorporates and builds upon the previous 2010 CTP. Unimplemented recommendations from that plan were reevaluated under current situations to ensure validity. A unique part of this planning process is a deep dive into a countywide bicycle, pedestrian, and golf cart path network. This network is known as the Master Path Plan (MPP).

1.1. Plan Overview

The Fayette Transportation Plan follows a three-step technical documentation process (**Figure 1**):

- The first step is an **INVENTORY** of the present-day makeup and condition of the transportation network in and around Fayette County. This includes factors that influence transportation such as demographics, employment, land use, and development
- The second step is an **ASSESSMENT** of transportation needs both today and through the year 2040. Needs are identified using technical methods such as travel demand modeling as well as input from community and stakeholders
- The third step is the development of policy and project **RECOMMENDATIONS** designed to address the issues identified in step two

This document is the first step in the planning process: The Inventory of Existing Conditions Report.

Figure 1. The Planning Process



1.1. Purpose of Report

The purpose of the Inventory of Existing Conditions Report is to provide detailed information on the present day make up and condition of the transportation network in Fayette County. This also includes factors that influence transportation demand such as demographics, employment, land use, and development. This background information is necessary to inform the planning process moving forward and help with needs identification in the next phase of the plan.

The report includes sections that focus on a review of relevant studies, land use and development characteristics, demographics, the transportation network, traffic analysis, active transportation, transit, and previously proposed transportation improvements and transportation funding. This report is designed to be descriptive in nature. The implications of the data collected here, in addition to future projections, will be analyzed in greater detail in the next step of the planning process. However, where appropriate, initial observations and key takeaways have been made for further analysis in the Assessment of Current and Future Needs Report.

2. Review of Previous Studies

This section provides a review of previous studies relevant to the Fayette County Comprehensive Transportation Plan. It provides a general summary and references the most important findings. Policies and projects with an impact on the CTP are detailed in the following sections.

2.1. ARC Regional Transportation Plan (RTP)

The Atlanta Regional Commission (ARC) adopted its Regional Transportation Plan (RTP) in February 2016. It was last updated in December 2017. The overarching objective of the Atlanta Region's Plan is to "maintain and expand our world-class infrastructure, sustain and diversify our competitive economy, and foster and strengthen our healthy livable communities."

The Regional Transportation Plan identifies three goal areas; providing and maintaining world class infrastructure, healthy livable communities, and a competitive economy. Objectives to achieve these goals include:

- 1) Maintain and operate the existing transportation system to provide for reliable travel
- 2) Improve transit and non-SOV (single occupant vehicles) options to boost economic competitiveness and reduce environmental impacts
- 3) Strategically expand the transportation system while supporting local land use plans.
- 4) Provide for a safe and secure transportation system
- 5) Promote an accessible and equitable transportation system
- 6) Support the reliable movement of freight and goods
- 7) Foster the application of advanced technologies to the transportation system

The RTP programs multiple projects within Fayette county. These include a state route widening, bridge upgrade/replacements, a bypass, and multi-use path projects. A few projects from the RTP are listed below:

- Bridge upgrade/replacement projects at three locations; SR 85 @ Whitewater Creek, Ebenezer Church Road @ Whitewater Creek, Coastline Road @ CSX Railroad
- SR 85 widening
- East Fayetteville Bypass
- Fayetteville Multi-Use Trails and Paths

2.2. Fayette Forward – 2010 Fayette County CTP

The 2010 Fayette County Comprehensive Transportation Plan (2010 CTP) was created through a cooperative effort of Fayette County; the Cities of Fayetteville, Peachtree City, and Tyrone; the Towns of Brooks, and Woolsey; and the Atlanta Regional Commission (ARC). The objective of the 2010 CTP was to support the adopted comprehensive plans through the year 2030 by focusing on transportation infrastructure and policy. The emphasis on transportation and land use formed a vision for the County's desired character and quality of life.

The overall goals of the 2010 Fayette County Comprehensive Transportation Plan were to not only provide a series of project recommendations, but also craft policy that was not project-specific on subjects of roadway maintenance, access management, and support transportation services for special needs populations.

Through public outreach, the plan determined the following values were essential to Fayette County:

- Adaptive reuse of historic structures, citing positive examples like Jeff Davis Drive in Fayetteville
- Preserving open space and agricultural lands
- Creating mobility plans for the entire community, including special needs populations
- Responsible use of public money in project allocations and planning, with varied opinions on the West Fayetteville Bypass concerning neighborhood and rural impacts

2.3. Fayette County Comprehensive Plan

The 2017-2040 Fayette County Comprehensive Plan was updated and approved by the Fayette County Board of Commissioners on June 22, 2017. This section focuses on the transportation recommendations of the plan. The future land recommendations from this plan are detailed in **Section 3.1**.

The Fayette County Comprehensive Plan 2017-2040 is the County's official, long-term policy guide and strategy for future growth and development. The Transportation Element of Comprehensive Plan outlines the overall needs for the community. Growth in Fayette County and the surrounding counties has contributed to increased congestion, particularly along major corridors and at major intersections during peak travel periods. As there is no public transportation in Fayette County, the automobile is the major mode of transportation, and improving the efficiency of the transportation network is crucial to the well-being of citizens and Fayette County's future, as it can mitigate congestion. Likewise, the path system is fundamental to offsetting automobile travel for short trips and is a key element to transportation within Fayette County, as it can also mitigate congestion.

Transportation policies outlined in the comprehensive plan include:

- Creating a transportation network that provides adequate capacity
- Forming a network of multiuse paths that serves as an integral part of the overall transportation network
- Balancing transportation improvements with the County's land use goals and objectives
- Increasing the public safety of the transportation network

2.4. Town of Brooks Comprehensive Plan

One of metro Atlanta's smallest incorporated communities, the Town of Brooks is located in rural southern Fayette centered on the 85 Connector. Brooks' comprehensive plan was updated in 2017. The 2016 American Community Survey lists Brooks as having a population of 518; slightly less than years before.

The 85 Connector serves as the main road for Brooks as it is situated along the roadway. The remaining roadways in Brooks are local streets that are maintained by Brooks. In 2017, the Special Purpose Local Option Sales Tax was voted in, which expands capital projects, including key repaving projects and intersection upgrades.

2.5. City of Fayetteville Comprehensive Plan

The City of Fayetteville is the county seat of Fayette County. Its latest comprehensive plan is from 2017. The major trend of the City is creating a transportation network that facilitates multiple modes of transportation, including walking and bicycling. Some of the issues facing the transportation network include connecting existing destinations with sidewalks and bike trails, as well as providing connectivity between roadways within residential development, between commercial developments, and within the Citywide sidewalks/greenways network. Fayette County citizens approved the Special Purpose Local Option Sales Tax (SPLOST) of 1 percent (1 cent) in March of 2017. Counties and municipalities can use SPLOST funds for specific capital projects.

To further this endeavor, the comprehensive plan recommends supporting:

- Signal timing improvements along SR 54 and SR 85
- The development of alternative routes around the Downtown Historic District
- Any bypass proposals that will alleviate congestion on SR 85
- Continuing to require sidewalks within new residential developments and making those sidewalks connect with existing bicycle and pedestrian infrastructure
- Mixed-use development providing for inter-parcel access through sidewalks/multi-use trails, as well as roadways

2.6. Peachtree City Comprehensive Plan

Peachtree City recently updated and adopted its 2017 Comprehensive Plan in which Peachtree City identified five key points to focus on concerning transportation:

- The expansion and completion of the multi-use path system, to encourage alternative mode use
- Work with the surrounding jurisdictions and State departments to continue to develop and employ regional transportation solutions
- Identify appropriate truck routes through the City
- Use modern technology to maximize the utility of current infrastructure
- Work with Fayette County on the Comprehensive Transportation Plan

Managing congestion and providing transportation options are also concepts emphasized within the comprehensive plan. Peak hour congestion is an issue on the two major highways that run through Peachtree City; State Road 54, and State Road 74. These routes facilitate access to local shopping, as well as serve commuters going in, out, and through Peachtree City. Likewise, public engagement resulted in public interest for adopting a Complete Streets policy at appropriate locations, and expanding the multi-use trail system, with improved connectivity to activity centers.

2.7. Town of Tyrone Comprehensive Plan

As one of the youngest municipalities in resident age group (58 percent under 45 years of age), the Town of Tyrone has grown from a population of 131 in 1970 to nearly 7,000 in 2015. The Town of Tyrone updated its comprehensive plan in 2017. Situated between Fairburn and Peachtree City, Tyrone's main roadway is SR 74, which provides connections to Interstate 85 via intersecting roadways.

The majority of residents (2,931) commute out of town and only 183 people live and work in the Town of Tyrone. The majority of residents (40 percent) travel 10-24 miles to work. Commute destinations include the Hartsfield–Jackson Atlanta International Airport, Atlanta business districts, and nearby municipalities including Peachtree City, Fayetteville, and Newnan.

Similar to Peachtree City, the Town of Tyrone has invested in multi-use path, sidewalk, and cart path systems along some of its major streets and has plans to further invest in and connect the network. Some of the Town's infrastructure goals include:

- Connecting both sides of the Town through its multi-use path system
- Enhance street connections within the Town to promote connectivity while limiting cut-through traffic
- Make investments in wayfinding, beautification, gateways, and alternative modes (as congestion is not a serious problem)

2.8. Town of Woolsey Comprehensive Plan

The Town of Woolsey updated its comprehensive plan in March of 2017. A rural community, Woolsey is situated at the intersection of Hampton Road and SR 92. One of the smallest incorporated communities in the metro Atlanta region, the majority of workers in Woolsey commute out of the town, and all of its residents use an automobile to get to work (eight percent carpool).

There are two long term Fayette County transportation projects that will affect the Town of Woolsey; intersection improvements along SR 92 from McBride Road south to the county line of Spalding, and the

relocation of a portion of Hampton Road in Woolsey, away from Historic properties creating a direct connection to Brooks-Woolsey Road.

It is also noted that events at the Atlanta Motor Speedway can create traffic delays in and around the City of Woolsey.

Through a paper survey to each registered voter within in the Town of Woolsey in the fall of 2016, the top priority project was determined; developing a connection to Lake Horton from the town. The completion of this project would have to be done in conjunction with Fayette County. Through this same survey, the following concerns were chief among participants:

- Concern regarding commuter traffic on SR 92 (cut-through traffic)
- A desire for more sidewalks and trails
- A near split disagreement as to whether Hampton Road should be relocated to align with Brooks Woolsey Road and whether the town should explore adding a signal or roundabout at the intersection of SR 92 and Hampton Road
- An agreement that the speed limit on SR 92 should be 35 miles per hour

2.9. SR 54 Traffic Study

A SR 54 traffic study was completed in 2014. The study examined conditions along SR 54 from MacDuff Parkway to Willowbend Road/Flat Creek Road in order to reduce congestion through operational improvements. SR 54 is the primary east-west connection between Coweta County and Fayette County, while allowing access to SR 74, which is an essential arterial that has an interchange with I-85 10 miles north of Peachtree City. The study found the following causes and issues along the corridor:

- The morning commute capacity is an issue as traffic travels east from Coweta/Fayette County line towards SR 74
- While coordinated signals provide substantial green time, side streets for residential access like Panterra Way and MacDuff Parkway become bottlenecks. SR 54 at SR 74 is a bottleneck given the need for green time to the north-south movement
- Evening commute time problematic given the higher volumes of traffic, and access points to retail developments along SR 54
- As people access these developments in the evening, rather than the morning, congestion is more substantial

Short-term, mid-term, and long-term recommendations were suggested to address deficiencies in the network, with their associated projected costs.

Short-term (2014 – 2020: \$2.7 million)

- Modify access points close to SR 54 at SR 74 intersection
- Modify bottleneck intersection of Planterra Way to improve efficiency of side street movements
- Modify MacDuff Parkway intersection to accommodate current needs and additional traffic due to planned development

- Signalize the intersection of SR 54 and Line Creek Drive with a continuous green to accommodate additional traffic due to planned development

Mid-term (2020 – 2030: \$9.3 million)

- Modify bottleneck intersection of Huddleston Road to improve efficiency of side street movements
- Provide additional capacity along SR 54 in the congested westbound direction
- Connect Commerce Drive area to residential area to the northeast
- Provide additional capacity along SR 54 in the eastbound direction and east of SR 74
- Plan parallel connections to SR 54 corridor

Long-term (2030 – 2040: \$5 million - \$15 million)

- Improve capacity at the critical intersection SR 54 and SR 74
- Construct parallel connections to SR 54 Corridor

2.10. Livable Centers Initiatives (LCIs)

The Livable Centers Initiative is a program instituted by the ARC that promotes the development of transportation and land use plans to enhance the livability, connectivity, and mobility of communities by awarding grants to local governments in the metropolitan Atlanta region.

The LCI program is paying dividends. The creation of more vibrant, walkable communities means fewer vehicles on the road and cleaner air for all of us. Since the program began in 2000, vehicle miles traveled per capita each day has dropped 13 percent. At the same time, communities are re-imagining their public spaces. Public parks have been established in more than half of LCI areas, while public art has been installed in one-third of LCI areas.

2.10.1. Fayetteville LCI

Within the City of Fayetteville, the Fayetteville LCI study area overlaps the central portion of Fayetteville; it is the Downtown Historic District and it encompasses the area in which all of the state roads in this part of Fayette County meet. Much of the development in the study area is residential; single-family and multi-family. Commercial land use, as well as institutional and government offices are also located within the study area. In the 2003 Fayetteville LCI Plan, it was recommended to develop a new mixed-use center for Downtown Fayetteville and connect the downtown to residential and commercial areas via pedestrian and bicycle facilities. The Villages of Lafayette Park is the first of the Planned Community Development (PCD) zoning classification of the City of Fayetteville. With 235 residential units, and 5-acres of downtown commercial development, the area is located between Fayette County High School and Lanier Avenue; the southwest portion of the LCI study area. **Table 1** describes the existing conditions and recommendations for the Fayetteville LCI study area.

Table 1: Fayetteville LCI Recommendations

Fayetteville LCI		
Existing Conditions	Project Recommendations	Policy Recommendations
<ul style="list-style-type: none"> • SR 85, SR 92, SR 314, and SR 54 provide multi-directional ingress and egress routes. • Natural resources and discontinuous multi-use trails. • Local street network. • Direct access to job centers in central Atlanta and Hartsfield International Airport. • As a retail/trade center for the area, with City and County offices and various institutions, it is a major attractor. 	<ul style="list-style-type: none"> • The defining characteristic is the Courthouse Square. • Creating a connected sidewalk network is a community priority. • Offering incentives for the construction of mixed-use developments is recommended. • Make infill development compatible with surrounding uses and architecture styles. • Housing variety; single-family, townhomes, condominiums. • Transform current corridor commercial development along SR 85 into commercial nodes. 	<ul style="list-style-type: none"> • Preserve greenspace and connect multi-use trails. • Create bike/ped facilities connecting mixed use developments and cul-de-sacs. • Create high pedestrian orientation development, to facilitate 5- and 10-minute walking radii. • Adopt a complete streets policy. • Ensure roadway projects are completed using context sensitive solutions. • Adopt guidelines for a mixed-use parking structure to serve the downtown Fayetteville development.

Source: Fayetteville LCI

2.10.2. Peachtree City LCI

The Peachtree City LCI is situated in the central area of Peachtree City, adjacent to SR 74, at the intersection of SR 74 and SR 54. It encompasses The Avenue Peachtree City development, as well as the developments westward to the county line. Much of the development within the area is commercial, with a Walmart Supercenter and Home Depot north of SR 54 and west of SR 74, and multi-family housing just north of SR 54. Single-family homes continue westward to the county line. With room for more development, the area will continue to grow. **Table 2** describes the existing conditions and recommendations for the Peachtree City LCI study area.

Figure 2. Fayette County Livable Centers Initiative (LCIs)

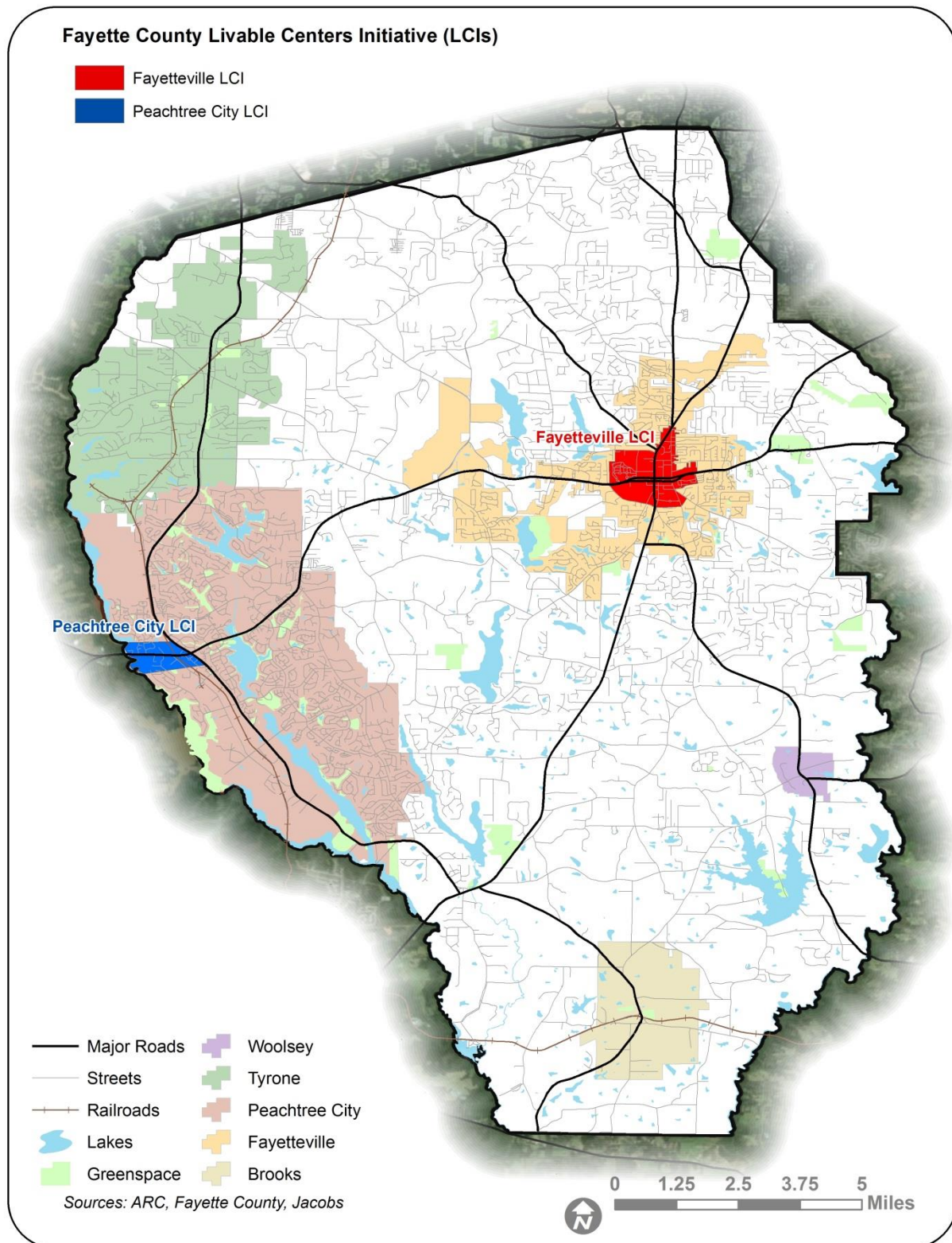


Table 2. Peachtree City LCI Recommendations

Peachtree City LCI Recommendations		
Existing Conditions	Project Recommendations	Policy Recommendations
<ul style="list-style-type: none"> • SR 74 and SR 54 provide multi-directional ingress and egress routes. • Natural resources and multi-use trails. • Local street network. • Direct access to job centers in central Atlanta and Hartsfield International Airport via SR 74 and Interstate 85. • Major retail/trade center attractor. 	<ul style="list-style-type: none"> • Create a defining characteristic; mixed use development/retail/commercial nodes. • Pursue funding for the LCI for more study along major corridors. • Further connect sidewalk and multi-use path network. • Offering incentives for the construction of mixed-use developments is recommended. • Improve core of existing roadway infrastructure, in addition to new facilities. 	<ul style="list-style-type: none"> • Preserve greenspace and connect multi-use trails. • Create bike/ped facilities connecting mixed use developments and cul-de-sacs. • Create compact, mixed-use development in walkable centers, to facilitate 5- and 10-minute walking radii. • Adopt a complete streets policy. • Promote shared parking among differing land uses. • Ensure roadway projects are completed using context sensitive solutions.

Source: Peachtree City LCI

3. Land Use and Development Characteristics

3.1. Existing Land Use

To assess existing land use patterns in Fayette County, the ARC's LandPro 2012 data set was utilized. This data set provides a consistent land use classification system throughout each municipality and county within the Atlanta region. It is helpful when analyzing existing land uses in counties with multiple municipalities. Existing land uses have been mapped in **Figure 3** and the acreages of each category are detailed in **Table 3**.

The most prevalent land use category within the county is single-family residential, which comprises 40.5% of the county. This includes single-family homes on a variety of lot sizes. This includes traditional suburban subdivision densities of quarter acre lots and more rural densities of homes on lots greater than 1 acre. The majority of this type consists of homes on lots greater than 1 acre in size (80 percent of the total). Large-lot single-family residential can be found dispersed throughout the county, while denser subdivisions are found primarily in Peachtree City and Fayetteville.

The second most prevalent land use category is agriculture-forest-open space, which comprises 40 percent of the county. This indicates there is still a large amount of undeveloped land in the county, which can accommodate significant levels of additional growth. This category is comprised of agricultural uses, including cropland, pasture land, areas dedicated to livestock production and equestrian facilities. General forest cover and undeveloped open space are also included in this category. These uses are found throughout the county, but are seen predominately in northwest and southern Fayette County.

The third most common land use type is park-recreation-conservation, with 7.3 percent of the total. This land use type is comprised of parks, wetlands, floodplains, and golf courses. Prominent land uses include the Line Creek Nature Preserve and the Peachtree City Athletic Complex. The majority of this land use type consists of private golf courses and floodplains or wetlands along creeks within the county.

Commercial uses are the fourth most prevalent land use and comprise 2.7 percent of the county. While they only constitute a relatively small percentage of the total land area, they have a heavy influence on the transportation network. These uses generate a high number of trips and serve as a major destination for county residents and heavy truck deliveries. This category consists primarily of big-box retail centers, restaurants, and strip/convenience retail. These uses are found primarily in Peachtree City and Fayetteville and along major transportation corridors, which include SR 74, SR 85 and SR 54. Notable commercial uses in the county include Pinewood Atlanta Studios, The Avenue Peachtree City and Fayetteville Pavilion.

Public-Institutional uses constitute the fifth most common land use type in the county, with 2.4 percent of the total. This category includes schools, churches, cemeteries, libraries, hospitals, police stations, fire stations and government facilities. Notable land uses in the category include the Piedmont Fayette Hospital, Starr's Mill High School, and Sandy Creek High School.

Waterbodies total 2.3 percent of the land area in the county. This category is comprised of lakes and reservoirs. Major waterbodies include Lake Horton, Lake Peachtree, and Lake Kedron.

Transitional land uses or land uses that are currently under construction total 1.6 percent of the county. This category includes areas that are cleared for development, but are not fully built out. Within the county this primarily includes partially built residential subdivisions.

Industrial land uses comprise 1.5 percent of the county total. This category includes warehousing and distribution centers, light manufacturing, and quarries. These uses are clustered in several locations throughout the county. This includes the SR 74/Dividend Drive industrial corridor in Peachtree City, Shamrock Industrial Boulevard in Tyrone and the Kenwood Business Park immediately north of Fayetteville. The SR 74/Dividend Drive industrial corridor contains several manufacturers, which include Sany America, Sigvaris, Scholle IPN, Hoshizaki America, MA Industries, Metal Tech-USA and Gerresheimer. This category also includes two large quarries, the Martin Marietta – Tyrone Quarry and Hanson Quarry, both located in Tyrone.

Transportation-Communication-Utilities (TCU) land uses constitute 1.2 percent of the county and encompass a diverse set of land use types. This includes areas designated for transportation

infrastructure, utility infrastructure (water and wastewater facilities, electrical substations, and power line easements) and communication uses (cell phone towers, antennas, and satellite dishes). Major land uses in this category include the Atlanta Regional Airport – Falcon Field and electric transmission line easements throughout the county.

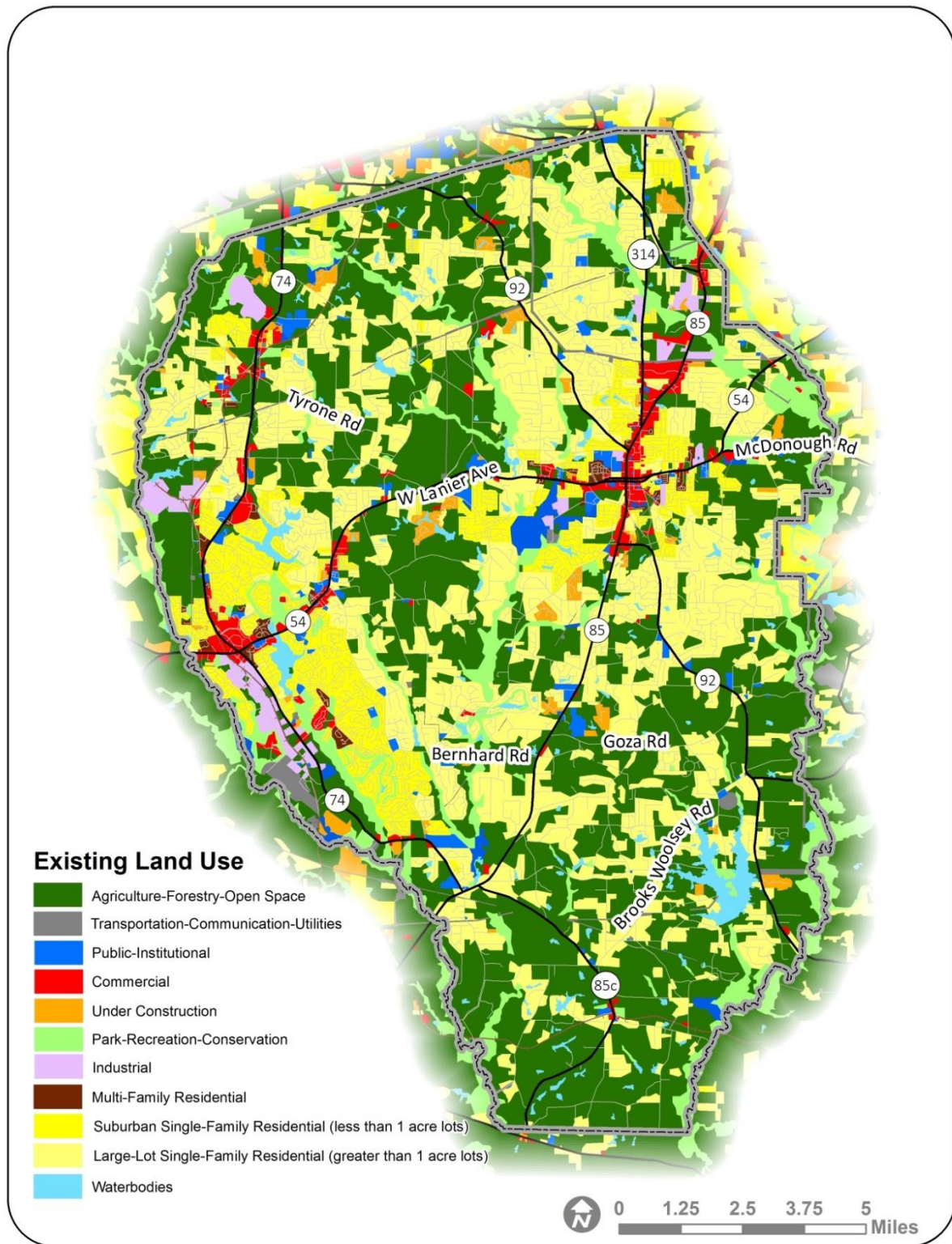
Multi-family residential is not a major land use within the county, constituting only 0.6% of the total. This category includes a limited number of apartment and condominium complexes. These multi-family residential uses are primarily found in Peachtree City and Fayetteville. The vast majority of residential uses in the county consist of single-family residential.

Table 3: Existing Land Use Composition of Fayette County

Land Use Category	Acreage	Percentage
Single-Family Residential	51,658	40.5%
Agriculture-Forest-Open Space	50,969	40%
Park-Recreation-Conservation	9,304	7.3%
Commercial	3,392	2.7%
Public-Institutional	3,026	2.4%
Waterbodies	2,939	2.3%
Under Construction	2,026	1.6%
Industrial	1,960	1.5%
Transportation-Communication-Utilities	1,501	1.2%
Multi-Family Residential	763.58	0.6%
Total	127,544.41	100%

Source: ARC LandPro 2012, Jacobs

Figure 3. Existing Land Use (ARC LandPro)



3.2. Future Land Use

This section provides an overview of planned future land uses within the county. This is useful in identifying areas where future development is likely to result in transportation needs. It is also helpful in coordinating proposed transportation improvements with future development patterns.

The adopted future land use plans for unincorporated Fayette County and the municipalities of Brooks, Fayetteville, Peachtree City, Tyrone and Woolsey and have been collected and analyzed. These plans have all been recently adopted by each local jurisdiction in 2017. The future land use for unincorporated Fayette County is displayed in **Figure 4** and the five municipalities are shown in **Figure 5**.

3.2.1. Unincorporated Fayette County

The Future Land Use Plan for unincorporated Fayette County is primarily comprised of single-family residential development at varying residential densities. The densest residential development at one unit per acre is planned for northern Fayette County in areas surrounding Fayetteville and Tyrone. Residential densities of one unit per two and three acres are planned for central Fayette County. The least dense category, Agriculture-Residential, at densities of one unit per five acres is planned for southern Fayette.

A large portion of the county has been identified as Environmentally Sensitive Areas. These areas include waterways, watershed protection areas, floodplains, poor soils and steep slopes that are not conducive to development. These areas are concentrated along major water supply streams which include the Flint River, Whitewater Creek and Line Creek.

The land use plan identifies a special development district focused on office development north of Tyrone from the Tyrone border to the Fulton County boundary along SR 74 (Joel Cowan Parkway). This district is referred to as the SR 74 North East Side Special Development District. The purpose of this district is to promote planned office development along the eastern frontage of SR 74 to a depth of approximately 800 feet.

A large area of commercial and industrial land uses are planned along SR 85 north of Fayetteville. This area is planned under the designation of Planned Small Business Center Special Development District. This category is intended to promote business incubator center through a planned, mixed-use nonresidential development pattern consisting primarily of a mix of office uses, service uses, and light industrial uses, with limited small-scale commercial uses as appropriate for the area.

A series of overlay districts have been planned throughout the county. These have been adopted along major transportation corridors to facilitate desired development. These districts include the:

- SR 54 West Overlay District and Overlay Zone
- SR 74 North East Side Special Development District and Overlay Zone Special Development District
- SR 85 North Overlay Zone
- SR 138 and SR 314 North Overlay Zone
- General State Route Overlay Zone
- Starr's Mill Historic District and Overlay Zone
- Transportation Corridor Overlay Zone

The Transportation Corridor Overlay Zone establishes an overlay zone on all state highways that traverse Fayette County. This is applied to all new non-residential development along these corridors. These corridors include SR 54 West, SR 74 North, and SR 85 North. The purpose of this district is to promote and maintain orderly development and an efficient traffic flow along highway corridors. It is also designed to protect the aesthetics for existing and future residential areas. Design guidelines are required for new development that encourage a cohesive high-quality design aesthetic.

3.2.2. Brooks

The Town of Brooks has two character area designations identified within their Future Development Map. These include the Main Street and Agricultural-Residential character areas. The Main Street character area is comprised of parcels abutting the 85 Connector from Brooks Road to Woods Road. This character area features historic properties, commercial uses, single-family homes, and institutional uses essential to the fabric of the community. Historic preservation is of critical importance in this area. Any new development in this area should complement the historic nature and scale of Brook's Main Street.

The rest of the land area with Brooks is classified as Agricultural-Residential. This character area is comprised of properties on larger lots. Currently residential properties range from one to five acre lots or more. Common open space and site amenities are not typical in Brooks, as residents appear to favor a less structured environment.

3.2.3. Fayetteville

The majority of Fayetteville is developed and significant land uses changes are not anticipated in accordance with to their adopted Future Land Use Map. There are however several areas where land use changes are planned. This includes the undeveloped area in western Fayetteville along Veterans Parkway between Piedmont Fayette Hospital and Pinewoods Atlanta Studios. This area is designated as a Business Park, which is intended to maximize the potential for job creation. This location is seen as appropriate for large scale office, research and development, healthcare and educational facilities. It is also seen as appropriate for other supportive related uses such as hotels, restaurants, and small-scale retail. This Business Park designation is also applied to northern Fayetteville in undeveloped areas along SR 85 just north of the Fayetteville Pavilion.

The future land use plan indicates a growth area of Suburban Commercial in the undeveloped area surrounding the intersection of Jimmie Mayfield Boulevard and SR 92. This designation is seen as appropriate for conventional suburban commercial development. This development type is intended to provide convenient vehicular access, as well as pedestrian access.

There is large area of planned Suburban Office west of downtown Fayetteville centered on SR 54 and Brandywine Boulevard. This designation is considered ideal for medical, legal, financial, engineering, real estate, insurance and governmental offices. These sites are primarily designed for vehicular access, although pedestrian connections are present.

The Walkable Mixed Use designation is applied to historic downtown Fayetteville, the SR 85 corridor from Lafayette Avenue north to SR 314, on the tract of land known as the Williams property, and in the Pinewood Forrest development. Land uses within this category should be planned for the pedestrian first

and vehicles second. Uses in this category should contain a mixture of retail, office, and residential land uses. Residential uses should generally be located above the first floor.

3.2.4. Peachtree City

The Future Land Use Plan of Peachtree City illustrates a continuation of the existing land use pattern. The majority of the city is built-out with little land use change anticipated. Commercial areas are not anticipated to grow in the city. Two areas that have land use change includes the northern Wilksmoor Village area and the southern Industrial Village area.

The northern Wilksmoor Village area is currently undeveloped and planned for residential development under the Single Family Medium designation. This designation is comprised of single-family homes on lots that are generally a quarter of an acre to one acre in size.

The second major growth area is within the Industrial Village area. Areas that are currently undeveloped along the SR 74 and Dividend Drive corridors are planned for additional industrial development. This future land use category includes manufacturing facilities, warehousing, processing plants, factories, laboratories and similar uses.

3.2.5. Tyrone

Tyrone's Future Development Map clusters the most intense land uses within the SR 74 and Senoia Road corridors. The Town Center district is located along Senoia Road and represents the historic downtown area of the Tyrone. It contains a mix of uses and is planned to feature pedestrian-oriented buildings at heights not to exceed three stories.

Areas adjacent to SR 74 in the northern and southern portion of Tyrone are designated as the SR 74 Community Gateway. This character area is currently relatively undeveloped and is planned to include extensive design guidelines to ensure quality development and proper access management. These areas are viewed as ideal locations for future medical, entertainment and other emerging high tech industries. Commercial and industrial uses are planned for the SR 74 and Senoia Road corridors. The remaining portions of the town are planned for single-family residential at primarily large-lot densities.

3.2.6. Woolsey

The Town of Woolsey is comprised of three character area designations identified on the Town's Future Development Map. These include Town Center, Estate Residential, and Rural Residential. The Town Center designation is found on parcels centered around the intersection of SR 92 and Hampton Road. The Town Center designation is comprised of historic properties and institutional uses. This area is planned to accommodate pedestrian-scale, commercial development. It is also planned to include stores and workplaces, modestly sized buildings, a hierarchy of streets, parks, civic buildings, and a visually unified commercial area.

Rural Residential uses are found in eastern and northern Woolsey. This area currently features homesteads on very large lots with active agricultural uses present. The development of residential subdivisions in this area is not indicated. Residential uses on large lots with a reservation of greenspace to preserve the equestrian and rural character is desired in these areas.

The Estate Residential character area is found primarily in western Woolsey west of SR 92. This character area is comprised of properties on large lots that range from one to five acre lots. These areas are within easy walking distance to the Town Center. Common open space and site amenities are not desired in this area, as residents appear to favor a less structured environment.

3.3. Community Facilities

A thorough inventory of community facilities is important for identifying major trip generators within the county. A map of these facilities can be found in **Figure 6**. This includes government facilities including city halls, libraries, senior centers, courthouses, fire stations and correctional facilities. Schools and hospitals are also included.

Notable community facilities within the county include Piedmont Fayette Hospital and Piedmont Physicians Immediate Care. Other notable uses include the Fayette County Justice Center, which includes the Fayette County Superior Court and Fayette County Jail. Three public libraries are located within the county including the Fayette County Public Library, Peachtree City Library and Tyrone Public Library. There are 35 public schools within the county, which includes 21 elementary schools, nine middle schools and five high schools. The county also contains 10 private schools.

Fayette Senior Services operates one major senior center within the county. This is the Life Enrichment Center in downtown Fayetteville. Fayette Senior Services also conducts activities for seniors in Peachtree City at the Gathering Place in the Flat Creek Nature Area.

Figure 4. Future Land Use (Unincorporated Fayette County)

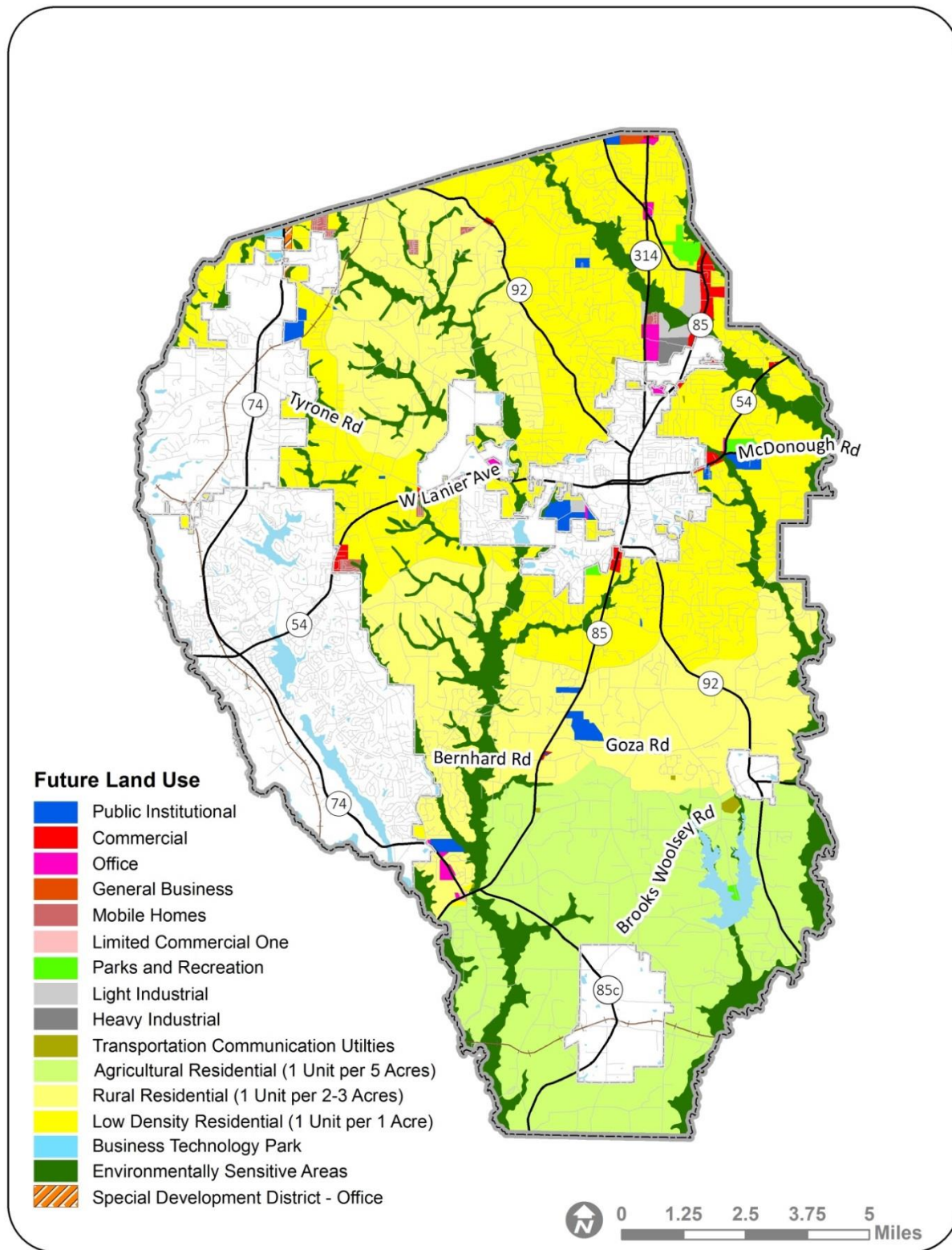


Figure 5. Future Land Use (Municipalities)

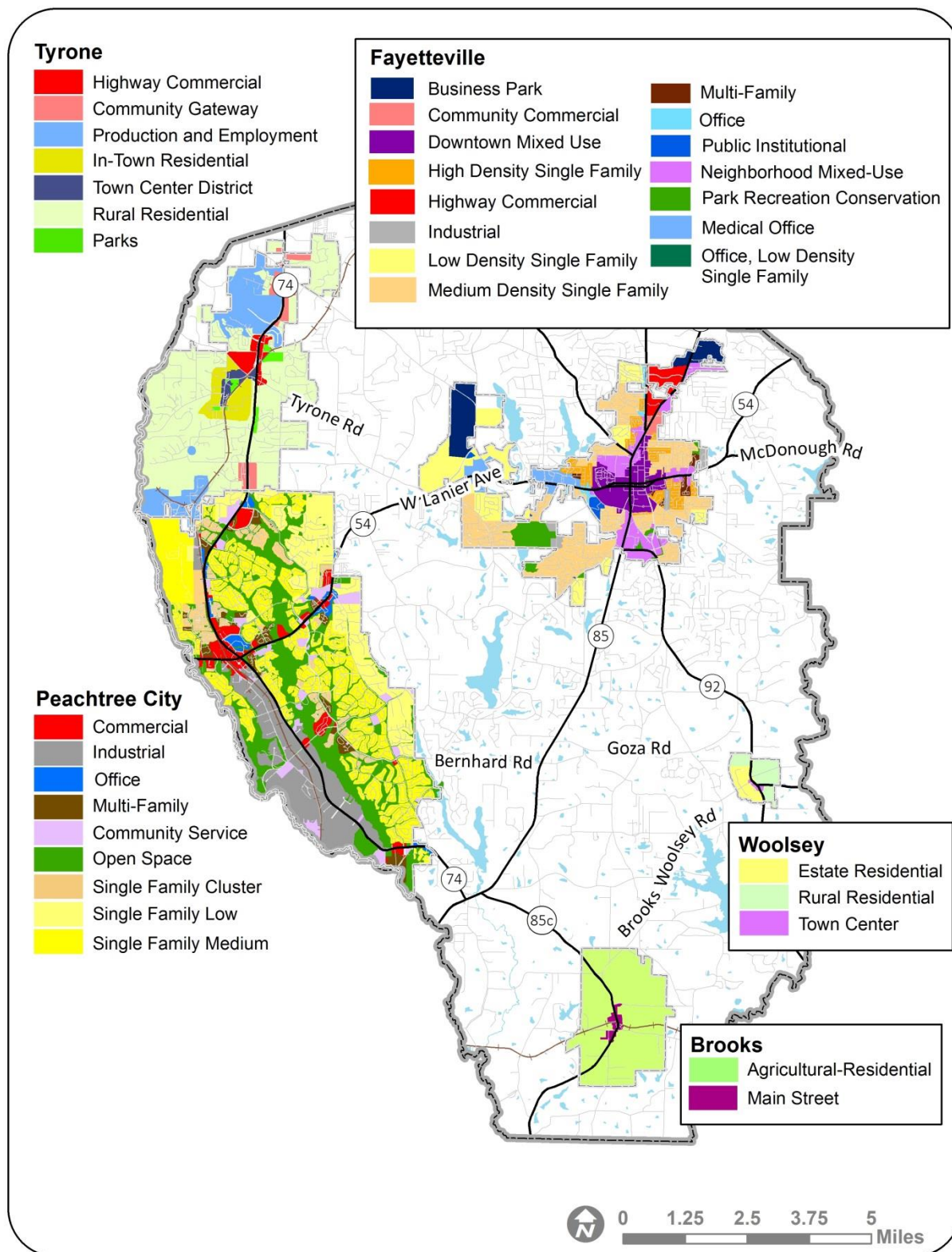
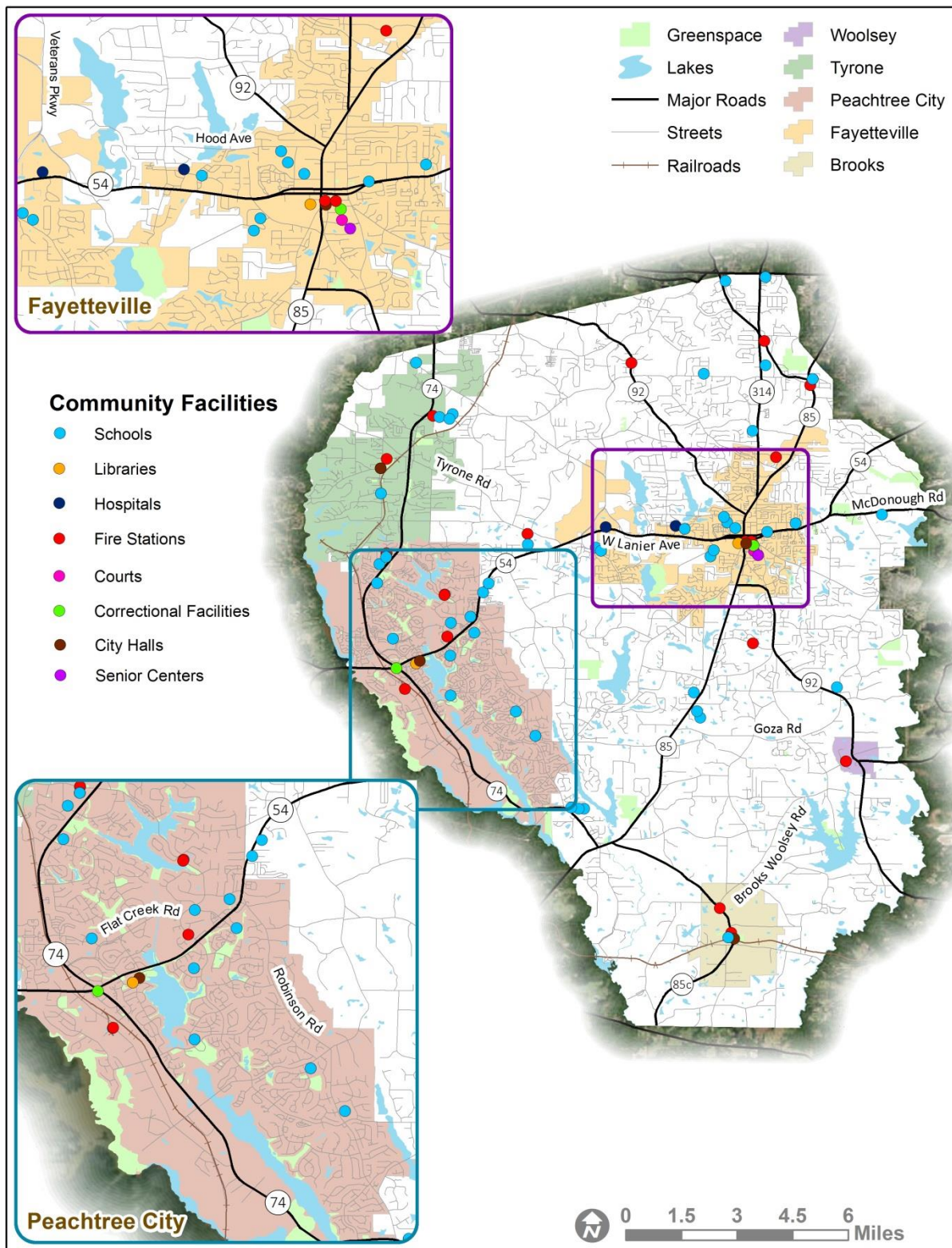


Figure 6. Community Facilities in Fayette County



4. Demographic Profile

This segment explains the demographic and employment profile for Fayette County. The central demographic characteristics are population density, income level, below poverty population, senior population, disabled persons, minority population, and zero-car households. Employment characteristics include primary job sectors and major employers within the county.

4.1. Population

The 2016 population of Fayette County was 109,495, according to the US Bureau of the Census American Community Survey (ACS), accounting for 1.95 percent of the Atlanta Metropolitan Statistical Area (MSA) population of 5,612,777. Table 4 compares population density of Fayette County and the Atlanta MSA.

Table 4: Population Density in Fayette County and the Atlanta MSA

	Fayette County		Atlanta MSA	
	Number	Density per square mile	Number	Density per square mile
Population	109,495	550	5,612,777	670
Area in Square Miles	199	-	8,376	-

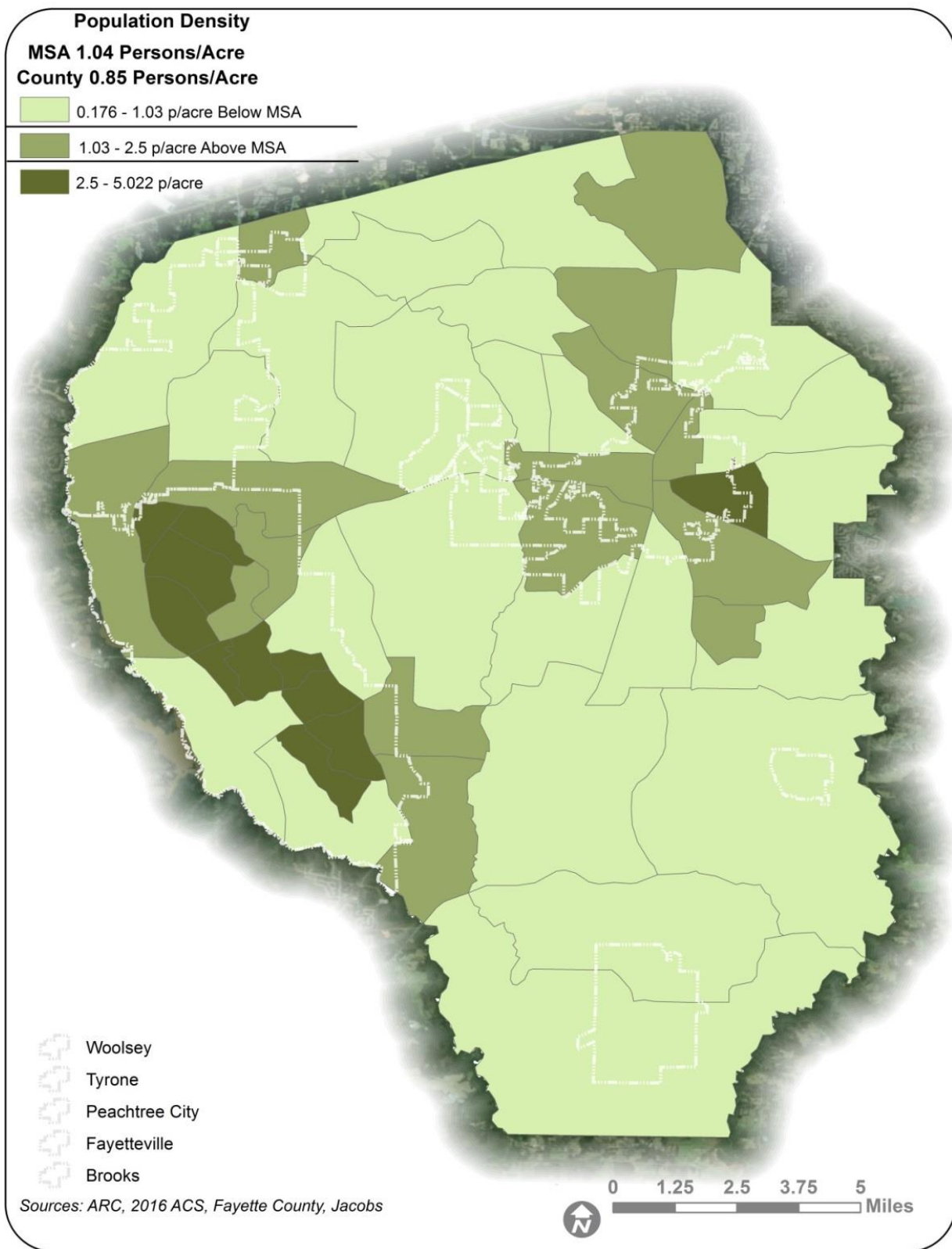
Source: 2016 ACS, Jacobs

Fayette County is an exurban community, with more development, population and density than Barrow County, but less than that of Cobb County.

4.1.1. Population Density

Population density per census block group is illustrated in **Figure 7**. Population is greatly concentrated in the northeastern quadrant of the county around SR 54 and SR 85, about Fayetteville, and the western half of the county, around the intersection of SR 54 and SR 74, about Peachtree City, as well as along SR 74. While Brooks and Woolsey are in the southern portion of the county, they have lower levels of population density, just as the central portion of the county.

Figure 7: Population Density



4.1.2. Employment

The majority of the jobs in Fayette County (64 percent) are in five job sectors. Depicted in **Table 5**, employment in educational services, and health care and social assistance (21 percent); transportation and warehousing, and utilities (14 percent); professional, scientific, and management, and administrative and waste management services (11 percent); retail trade (9 percent); and manufacturing (9 percent) account for 64 percent of county employment. Three of these sectors are the top sectors for MSA jobs [educational services, and health care and social assistance (20 percent); professional, scientific, and management, and administrative and waste management services (14 percent); retail trade (12 percent)]. Fayette County and the Atlanta MSA have similar employment sector figures indicating that they are similarly diversified.

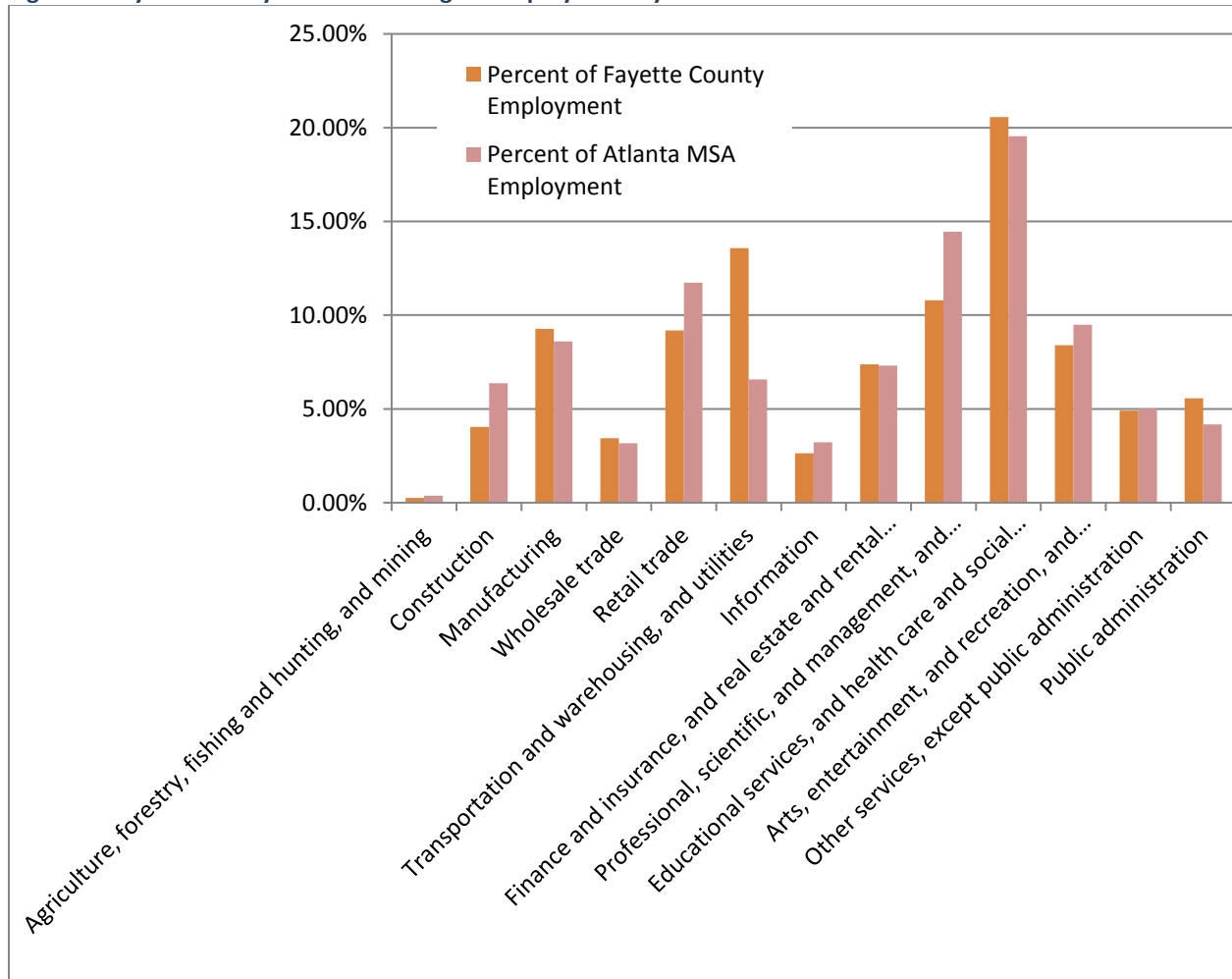
Table 5: County and Regional Employment by Sector

Sector	Fayette County Employment Total	Percent of Fayette County Employment	Atlanta MSA Employment	Percent of Atlanta MSA Employment
Agriculture, forestry, fishing and hunting, and mining	130	0%	10,103	0%
Construction	2,055	4%	170,047	6%
Manufacturing	4,719	9%	229,501	9%
Wholesale trade	1,747	3%	84,596	3%
Retail trade	4,678	9%	313,327	12%
Transportation and warehousing, and utilities	6,908	14%	175,486	7%
Information	1,339	3%	86,122	3%
Finance and insurance, and real estate and rental and leasing	3,752	7%	195,328	7%
Professional, scientific, and management, and administrative and waste management services	5,495	11%	385,627	14%
Educational services, and health care and social assistance	10,462	21%	521,662	20%
Arts, entertainment, and recreation, and accommodation and food services	4,272	8%	253,269	9%
Other services, except public administration	2,501	5%	133,923	5%
Public administration	2,835	6%	111,497	4%
Total	50,893	100%	2,670,488	100%

Source: 2016 American Community Survey (ACS)

Fayette County slightly outpaces the Atlanta MSA, in educational services, and health care and social assistance (21 percent versus 20 percent), and are equivalent in manufacturing (9 percent). Fayette significantly outpaces the Atlanta MSA in transportation and warehousing, and utilities (14 percent versus 7 percent).

Figure 8. Fayette County and Atlanta Region Employment by Sector



Source: American Community Survey 2016

Healthcare, communication, and lighting, are the top private employers in Fayette County. These sectors benefit from Fayette County's proximity to both Hartsfield-Jackson Atlanta International Airport (H-JAIA) and SR 54 and SR 85, which allow easy movement of goods. **Table 7** lists Fayette County employers (not including government) with more than 100 employees.

Table 6: Large County Employers

Company	City	Products and Services	Total Employees
Piedmont Fayette Hospital	Fayetteville	Hospitals, General Medical & Surgical	1,700
Panasonic Automotive Systems Co. (Corporate)	Peachtree City	Radio, TV Broadcasting & Communication Equipment	800
Eaton Lighting Solutions	Peachtree City	Lighting Fixtures, Elect, Residential	700
Walmart SuperCenter	Peachtree City	Department Stores	427
Walmart	Fayetteville	Department Stores	400
Hoshizaki America Inc.	Peachtree City	Air Conditioning/Warm Air Heating/Refrigeration Equipment	275
Osmose Utilities Services Inc.	Peachtree City	Water, Sewer, Pipeline, Power Line	255
Ply Gem Industries Inc. Windows Division	Peachtree City	Metal Doors, Sash, Frames, Molding & Trim	250
Kindred Transitional Care & Rehab	Fayetteville	Nursing Care Facilities	210
Gerresheimer Peachtree City LP	Peachtree City	Surgical & Medical Instruments & Equipment	208
Publix	Peachtree City	Grocery Stores	200
Southland Health & Rehabilitation	Peachtree City	Nursing Care Facilities	190
Avery Dennison Corp.	Peachtree City	Coated & Laminated Paper, Other	170
Kroger	Peachtree City	Grocery Stores	160
Crowne Plaza Peachtree City	Peachtree City	Hotels & Motels	150
Lowe's Home Improvement Warehouse	Fayetteville	Lumber & Other Building Materials	150
NCR Corp. Center of Excellence	Peachtree City	Computers, Computer Equipment & Software	150
Scholle IPN Atlanta Corp.	Peachtree City	Plastics Products, Other	150
Target	Fayetteville	Department Stores	150
Target	Peachtree City	Department Stores	150
Kroger	Fayetteville	Grocery Stores	140
Publix	Fayetteville	Grocery Stores	140
Peachtree Hotel Conference Center	Peachtree City	Hotels & Motels	136
Kroger	Peachtree City	Grocery Stores	130

Company	City	Products and Services	Total Employees
TDK Components USA Inc.	Peachtree City	Semiconductors & Related Devices	130
Home Depot	Fayetteville	Lumber & Other Building Materials	125
UPS/United Parcel Service Inc.	Peachtree City	Air Courier Services	125
Eaton's Cooper Wiring Devices	Peachtree City	Wiring Devices, Current Carrying	120
Kroger	Fayetteville	Grocery Stores	120
Operation Mobilization	Tyrone	Religious Organizations	120
Sigvaris Inc.	Peachtree City	Orthopedic, Prosthetic, Surgical Appliances	120
Somerby of Peachtree City	Peachtree City	Nursing & Personal Care, Other	120

Source: Fayette County Development Authority

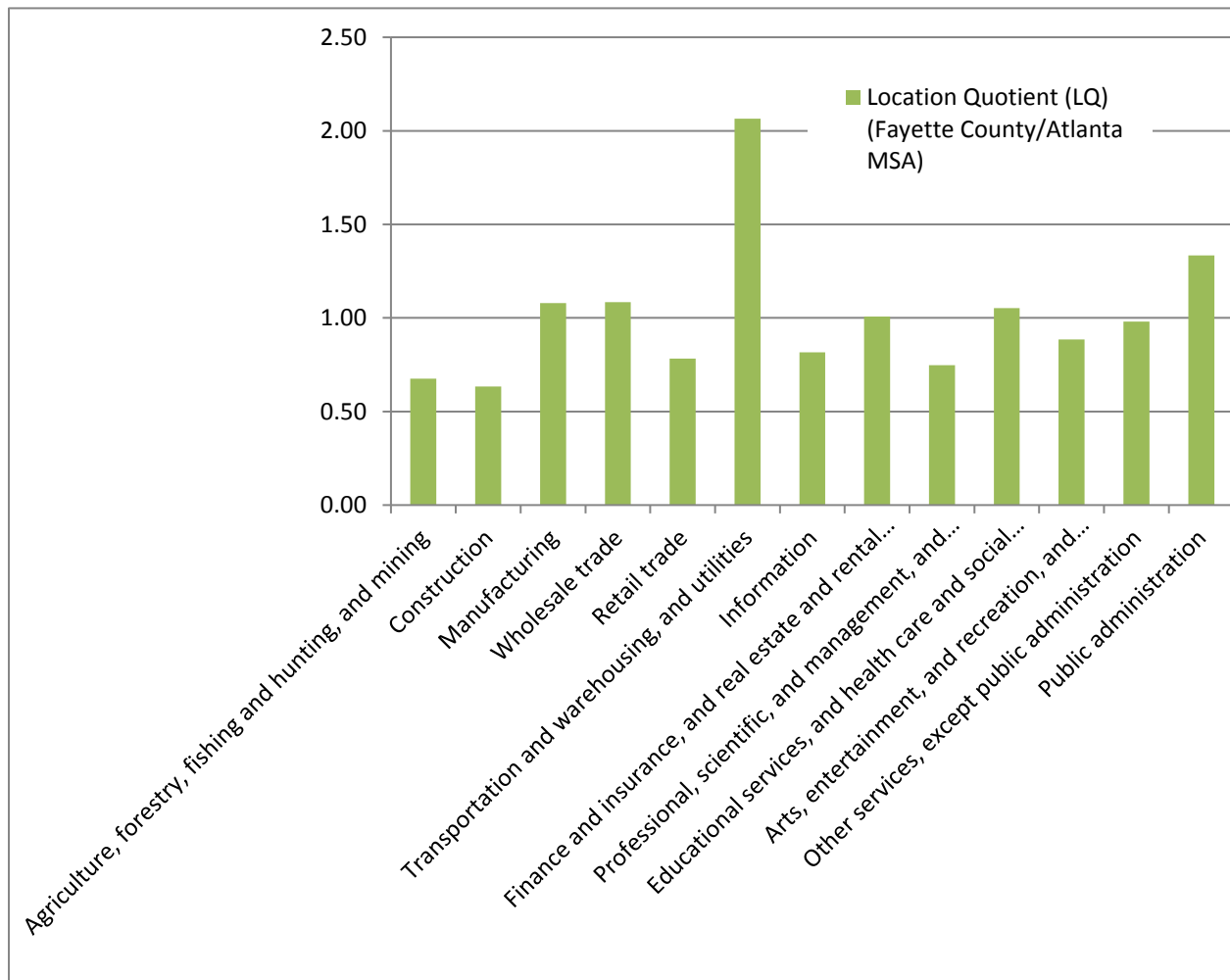
A key component in understanding industries and industry clusters is quantifying how concentrated an industry is in an area compared to a larger geographical area. This is known as a location quotient (LQ); in this case we are comparing Fayette County to the Atlanta MSA. LQs are used to determine which industries make the smaller geographical area unique, in other words, what makes Fayette County unique. The table below shows location quotients for each industry in the Fayette County area (**Table 6**). LQs above 1.0 indicate a county strength in that sector as opposed to the Atlanta MSA as whole (the county has proportionally more workers employed in a specific industry than the Atlanta MSA). The following graph depicts this information as well (**Figure 9**).

Table 7: Location Quotient (Fayette County/Atlanta MSA)

Sector	Location Quotient (LQ) (Fayette County/Atlanta MSA)
Agriculture, Forestry, Fishing and Hunting, and Mining	0.68
Construction	0.63
Manufacturing	1.08
Wholesale Trade	1.08
Retail Trade	0.78
Transportation and Warehousing, and Utilities	2.07
Information	0.82
Finance and Insurance, and Real Estate and Rental and Leasing	1.01
Professional, Scientific, and Management, and Administrative and Waste Management Services	0.75
Educational Services, and Health Care and Social Assistance	1.05
Arts, Entertainment, and Recreation, and Accommodation and Food Services	0.89
Other Services, except Public Administration	0.98
Public Administration	1.33

Source: 2016 American Community Survey (ACS)

Figure 9. Location Quotient (Fayette County/Atlanta MSA)



Source: 2016 American Community Survey (ACS)

The table and graph indicate that Fayette County is significantly more concentrated in the areas of manufacturing (1.08); whole sale trade (1.08); Finance and insurance, and real estate and rental and leasing (1.01); Educational services, and health care and social assistance (1.05); and particularly Public administration (1.33) than the Atlanta MSA. The sector of public administration could be in great local demand given its high LQ (1.33). Likewise, Fayette County is twice as concentrated (2.07) in Transportation and warehousing, and utilities, than the Atlanta MSA, which means it is a particularly impactful industry to the Fayette County economy. Fayette should do much to encourage this cluster of industry in relation to the Atlanta MSA as a whole, as it is a specialization for Fayette.

4.1.3. Travel Demand Model and Socioeconomic Data

Using the ARC Travel Demand Model, socioeconomic data was obtained for the years 2017 and 2040. Population density and employment density are mapped for the years 2017 and 2040 in **Figures 10 - 13**.

County population is projected to increase to 141,583 by 2040 – a 29% increase over 2017. Employment is expected to increase to 76,005 by 2040 – a 36% increase over 2017.

Both populations and employment as derived from the travel demand model follow the same spatial patterns as described in sections 4.1.4 and 4.1.2 above.

4.1.4. Employment Density and Travel Patterns

Additional census data pertaining to employment density, worker locations, and job locations is presented in **Section 5.2**. This information is used to identify travel patterns to, from, and within Fayette County.

Figure 10. 2017 Population Density

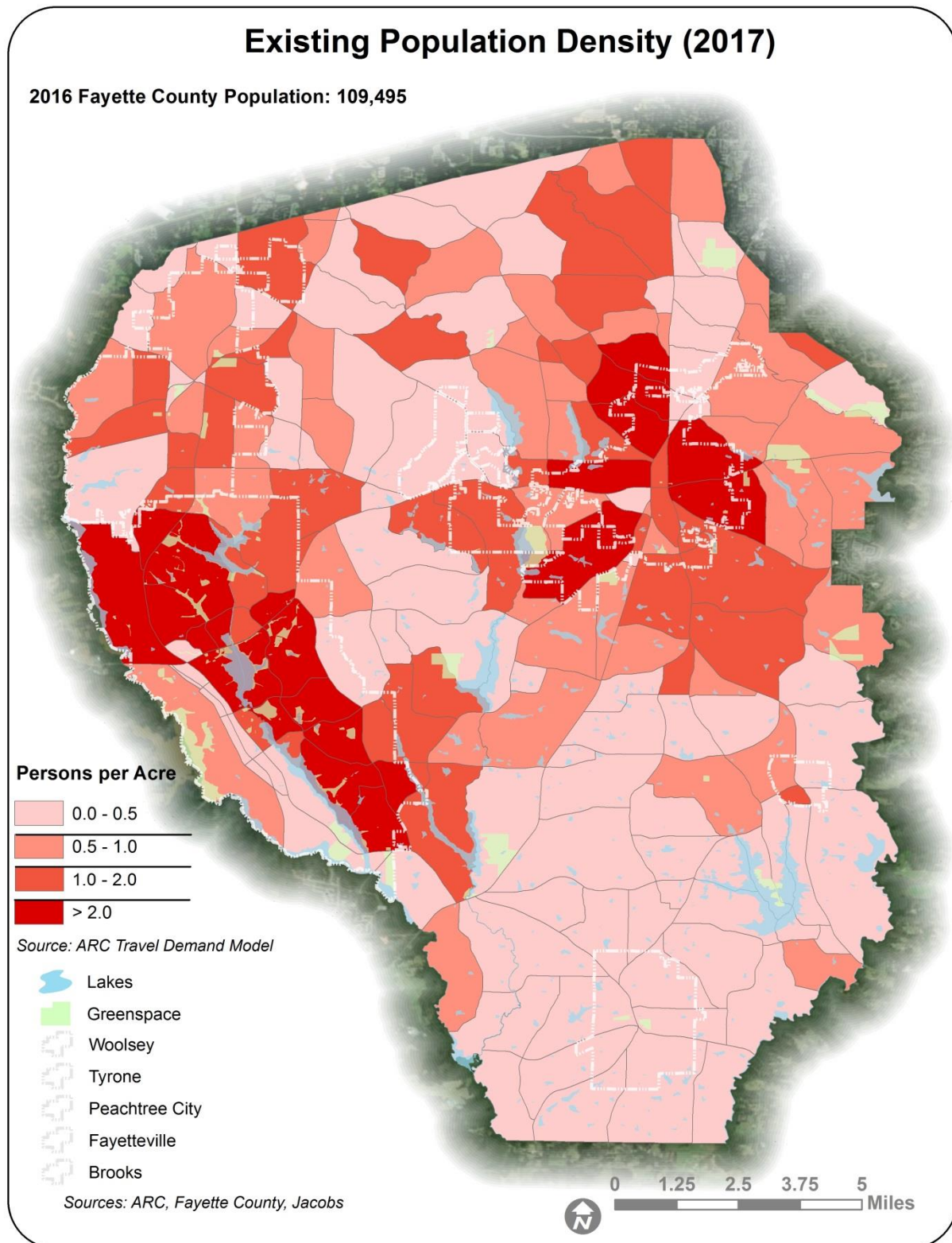


Figure 11. 2040 Population Density

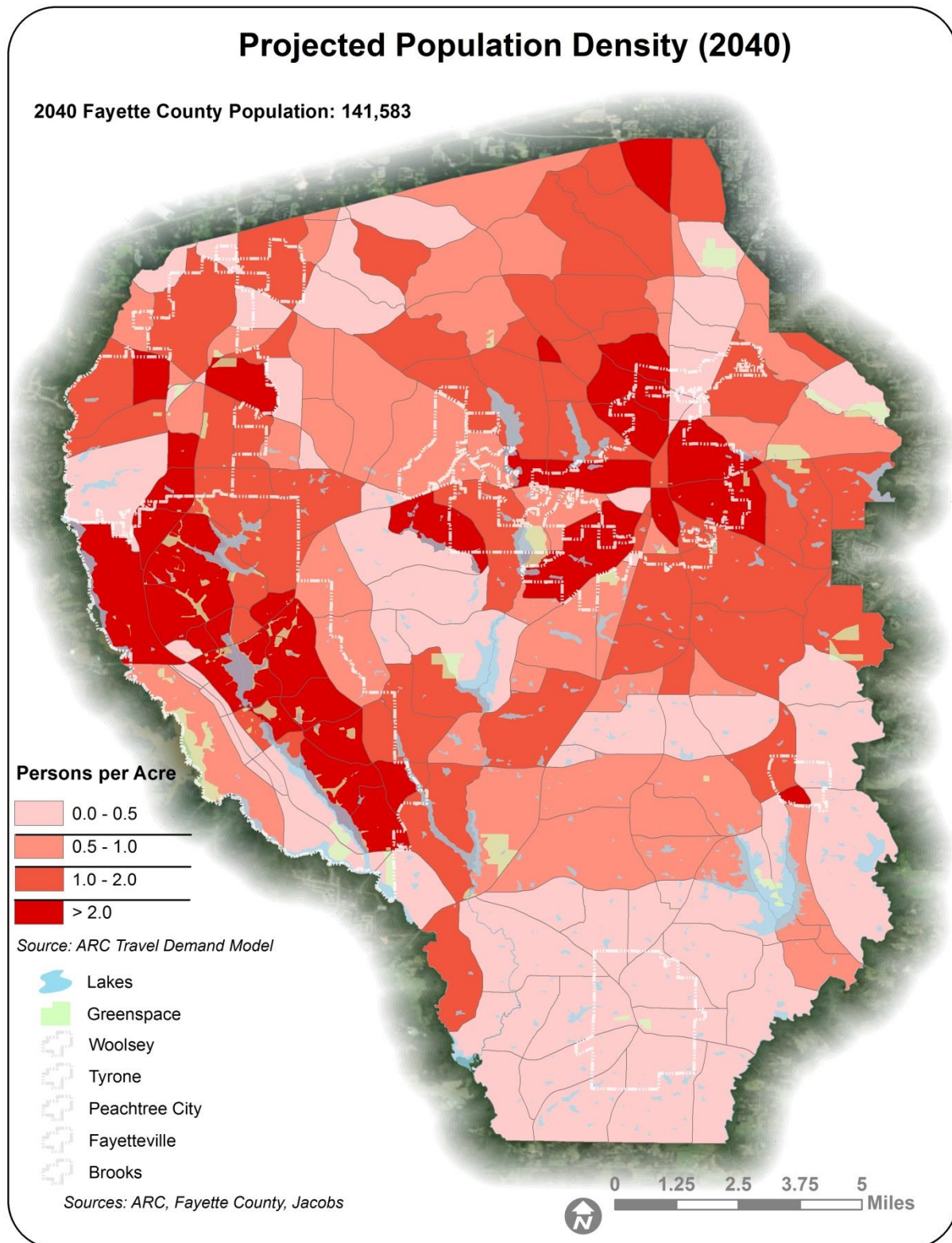


Figure 12. 2017 Employment Density

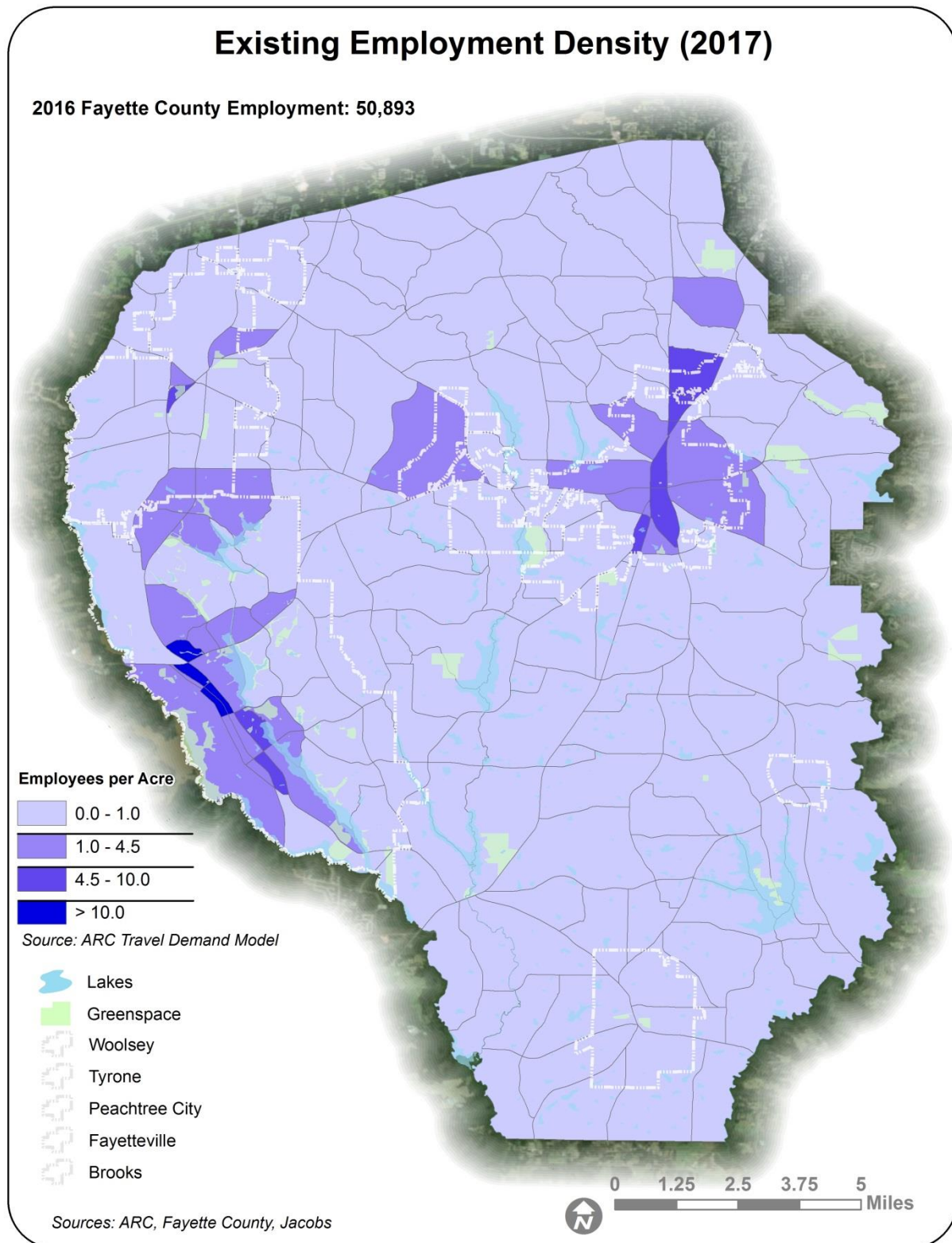
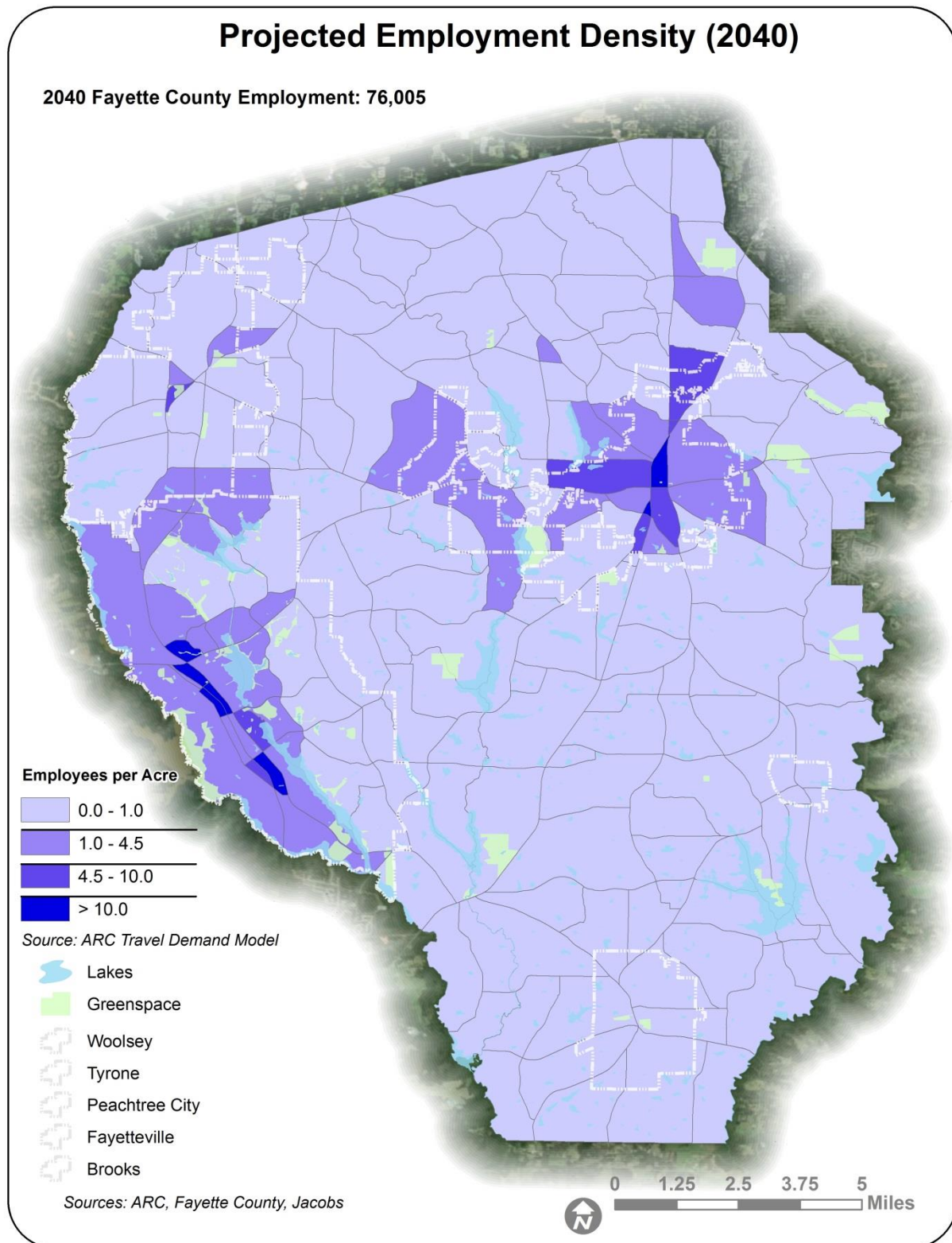


Figure 13. 2040 Employment Density



1.1.5 Income

The median income in Fayette County is \$81,689, which is significantly higher than that of the MSA average of \$59,183, according to ACS data. As indicated in **Figure 14**, median incomes in Fayette County are mainly above the MSA average, save a few areas in central Fayetteville, and northeast of Tyrone.

1.1.6 Poverty

A lower percentage of Fayette County households are in poverty, as defined by the US Department of Health and Human Services, than in the MSA, according to American Community Survey (ACS) data. Households considered below the poverty line account for 7.1 percent of Fayette County, compared to 14.9 percent of MSA households, as can be seen in **Figure 15**.

Low-income households have income under 80 percent of the Fayette County median income, or no more than \$65,351 per year, are detailed in **Table 8**. These households are primarily found in Fayetteville and just northeast of Tyrone. Household incomes of 120 percent or more of the county median, or at least \$98,027, are primarily in the area between Fayetteville and Peachtree City, as well as in Fayetteville and Peachtree City.

Table 8: 2016 Median Income Levels in Fayette County

Income	Fayette County
80 % of Median Income	\$ 65,351
Median Income	\$ 81,689
120 % of Median Income	\$ 98,027
Source: ACS 2016	

1.1.7 Workforce Income

‘Workforce housing’ describes housing that is affordable for households with an earned income insufficient to secure quality ‘market rate’ housing within a reasonable proximity to a workplace. That income is typically between 60 percent and 120 percent of the Area Median Income (AMI). ‘Workforce’ refers to those who are gainfully employed but not typically thought of as the focus of affordable housing (nurses, teachers, law enforcement, firefighters, retail clerks, etc.). Having housing within a reasonable proximity to the workplace is essential given the dynamics between housing and transportation. As depicted in **Figure 6**, community facilities are primarily located in higher median income areas, whereas major commercial centers are more diversely located. Promoting and maintaining workforce housing in these areas improves transportation and increases overall community quality of life.

Table 9: 2016 Workforce Income Levels in Fayette County

Income	Fayette County
60 % of Median Income	\$ 49,013
Median Income	\$ 81,689
120 % of Median Income	\$ 98,027

Source: ACS 2016

Figure 14. 2016 Median Income

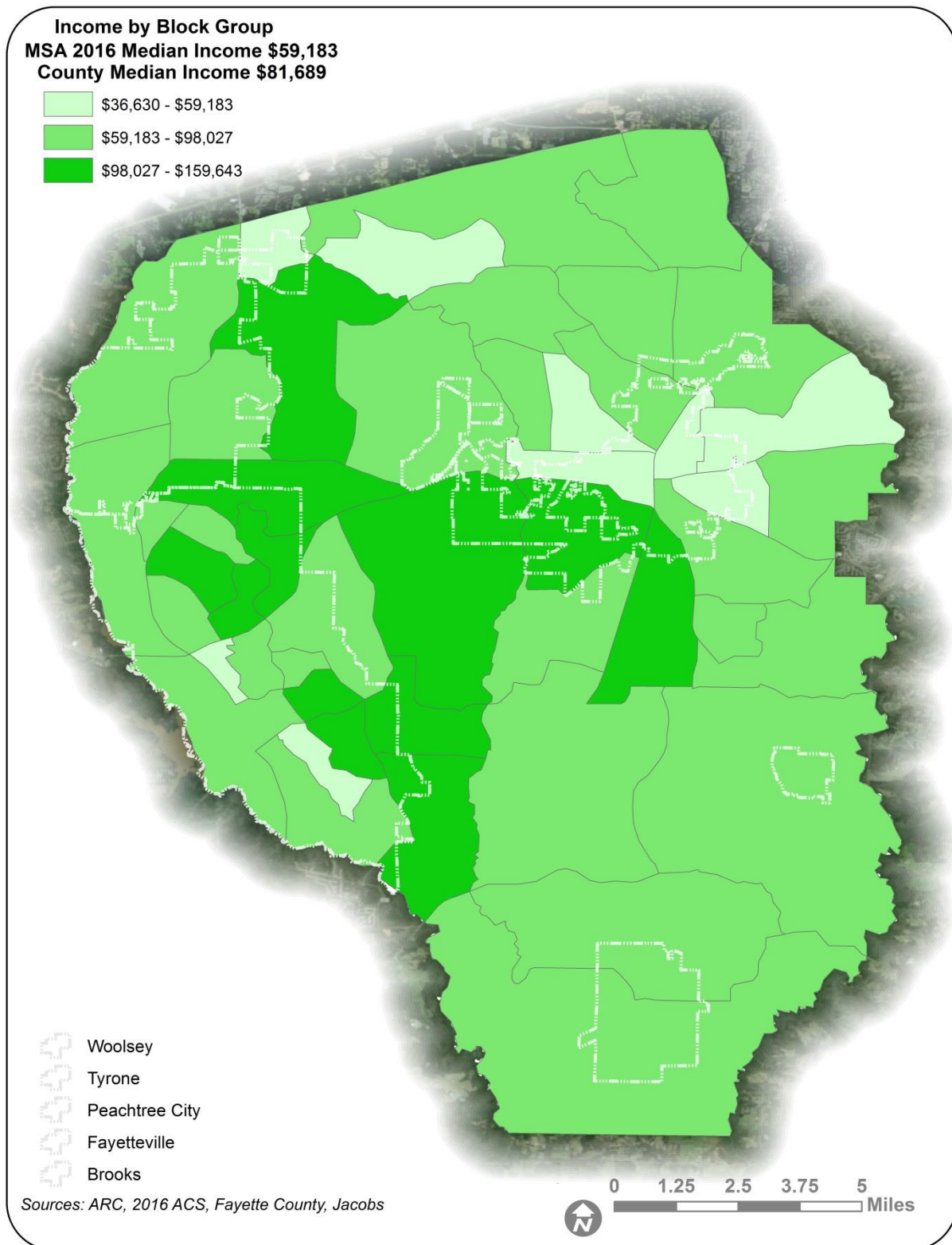
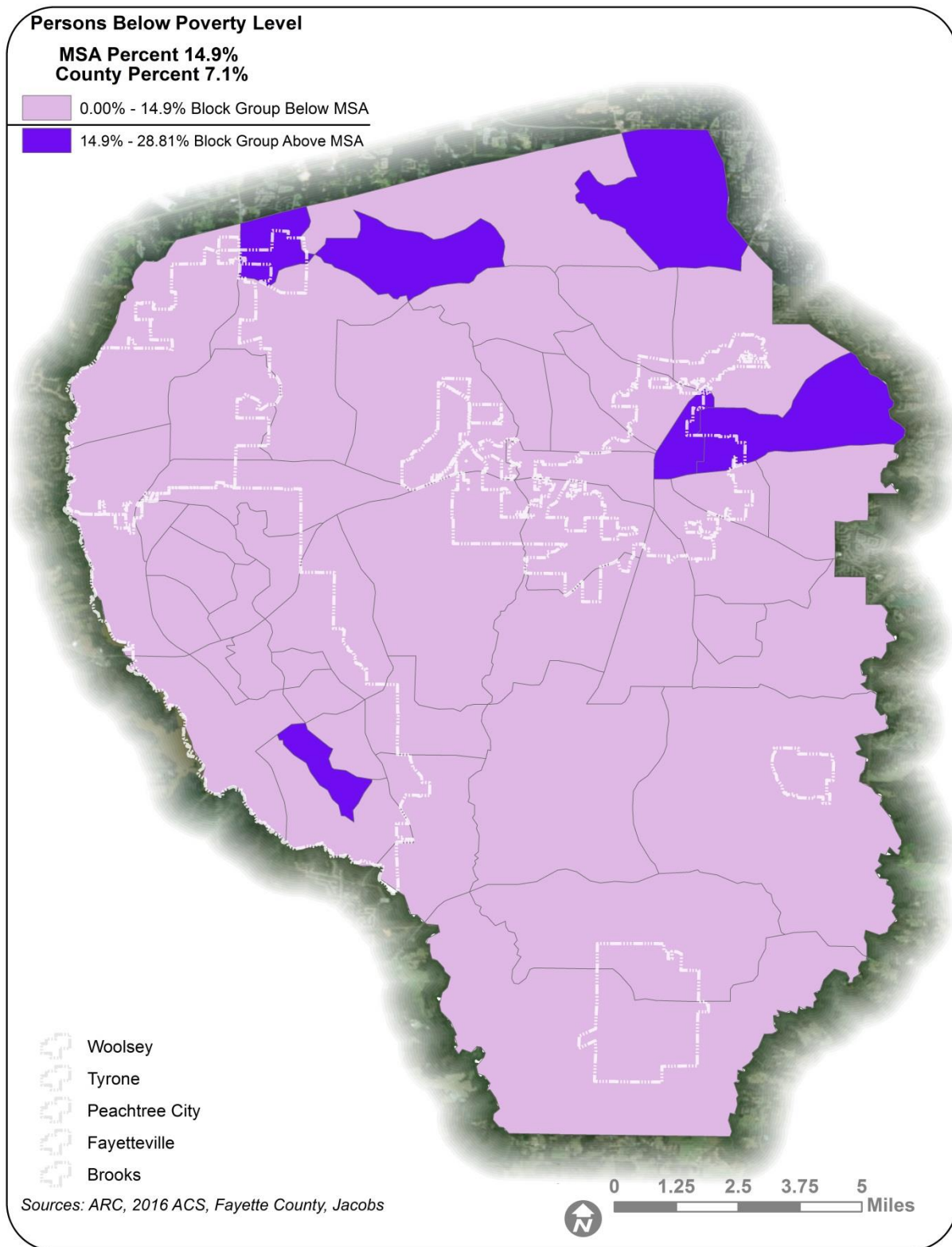


Figure 15. Population below Federal Poverty Line



1.1.8 Senior Population

The median age in Fayette County is 43.5, according to 2016 ACS data, which is significantly higher than the Atlanta MSA median age of 35.9. Of Fayette County's population, 16.03 percent is age 65 or older, which is higher than the Atlanta MSA average of 10.75 percent. Senior populations are highly concentrated throughout Fayette, with exception to the northern central area, and the western most area near Peachtree City. This distribution is illustrated in **Figure 16**. Because the senior population is high throughout the county, and the median income throughout the county is higher than the MSA median, much of the senior population has a high median income.

1.1.9 Disabled Persons

Disabled persons account for 9.6 percent of Fayette County's population, and 9.9 percent of the Atlanta MSA's population, according to 2013 ACS data. Block groups with disabled populations higher than the MSA average can be found primarily in the northeast and south central areas of Fayette County. The concentrations can be found in **Figure 17**. The northeast most block group has a high concentration of disabled persons, a high concentration of minority population, and high concentrations of persons below poverty level.

1.1.10 Minority Population

According to the 2016 ACS, Fayette County is 34.99 percent minority population, which is defined as all persons who self-identify as non-white or Hispanic, and less than the 44.25 percent minority population of the Atlanta MSA. Minority populations are concentrated in the northeast portion of Fayette County along and near the Clayton County line, and the north western portion of Peachtree City, as mapped in **Figure 18**.

1.1.11 Zero-Car Households

Only 2.7 percent of households in Fayette County lack access to a vehicle, while in the Atlanta MSA, 6.17 percent of households lack access to a vehicle. The block groups with the highest percent of zero-car households, particularly higher than the Atlanta MSA average, are in east Fayetteville, the northern and southern portions of Peachtree City, and just southeast of Fayetteville. **Figure 19** shows zero-car households in the county. There is one block group in east Fayetteville that has both high zero-car ownership and low median income. Likewise, there is one block group in south Peachtree City that has high zero-car ownership, a high senior population, and a high concentration of persons below poverty level.

Figure 16. Senior Population

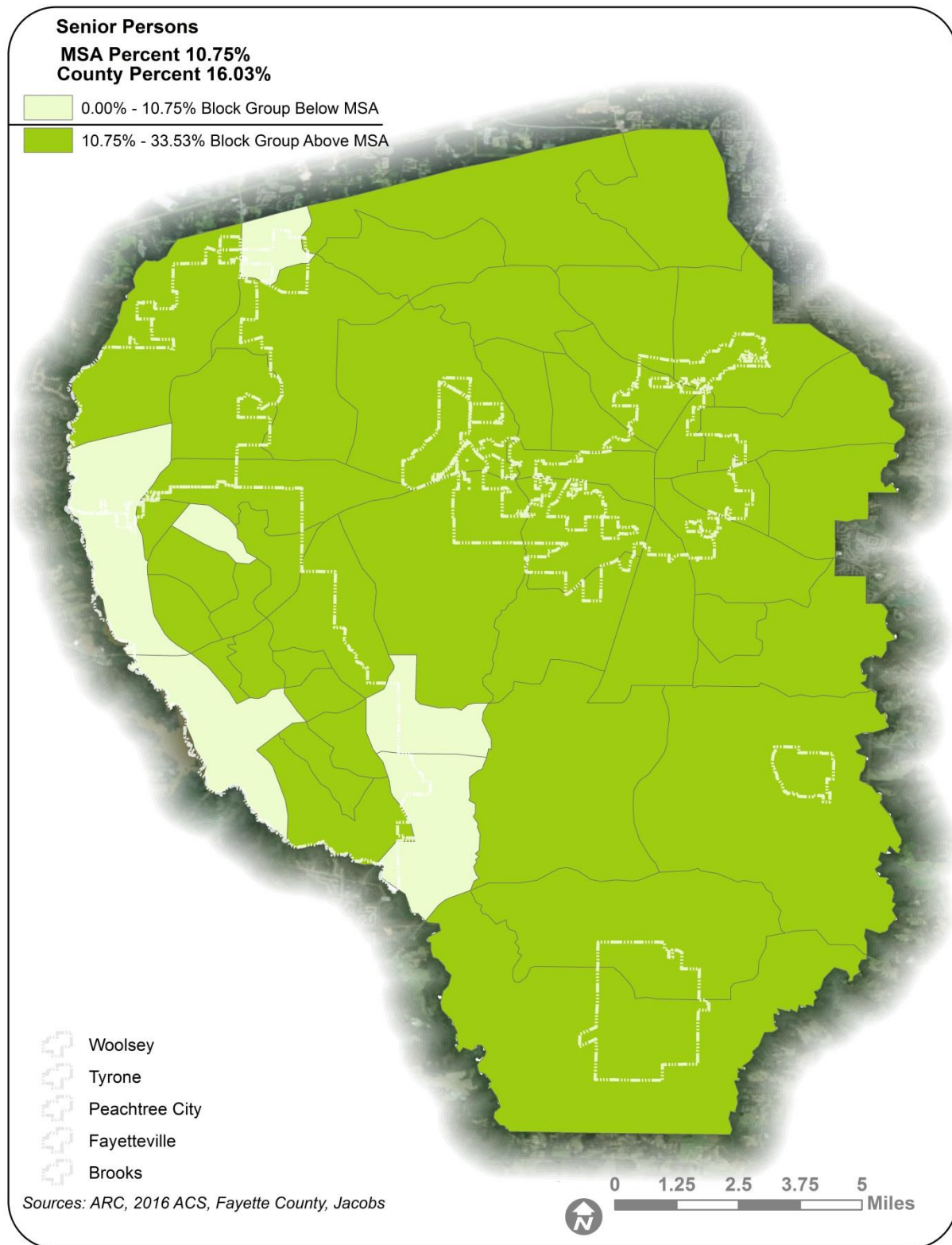


Figure 17. Disabled Persons

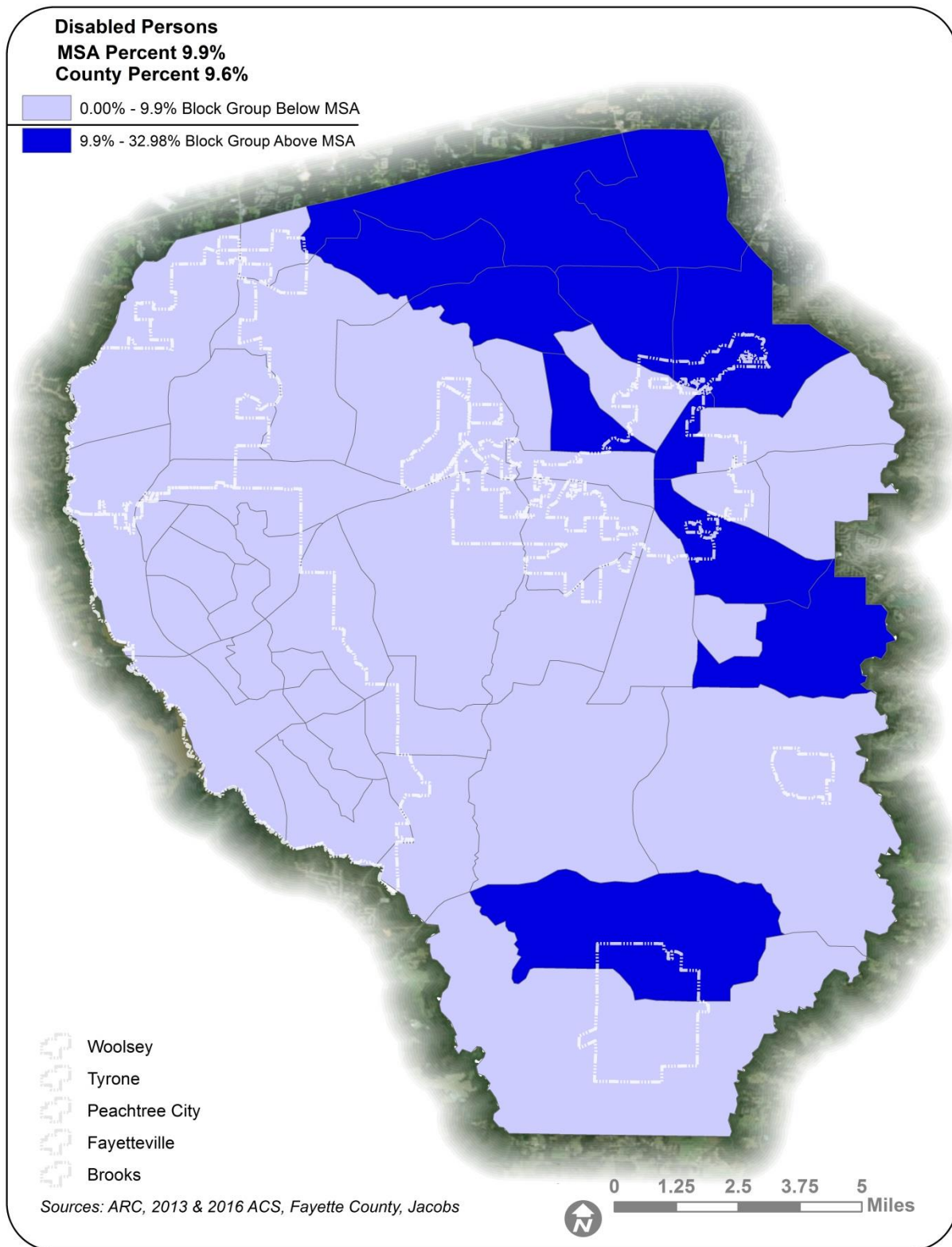


Figure 18. Minority Population

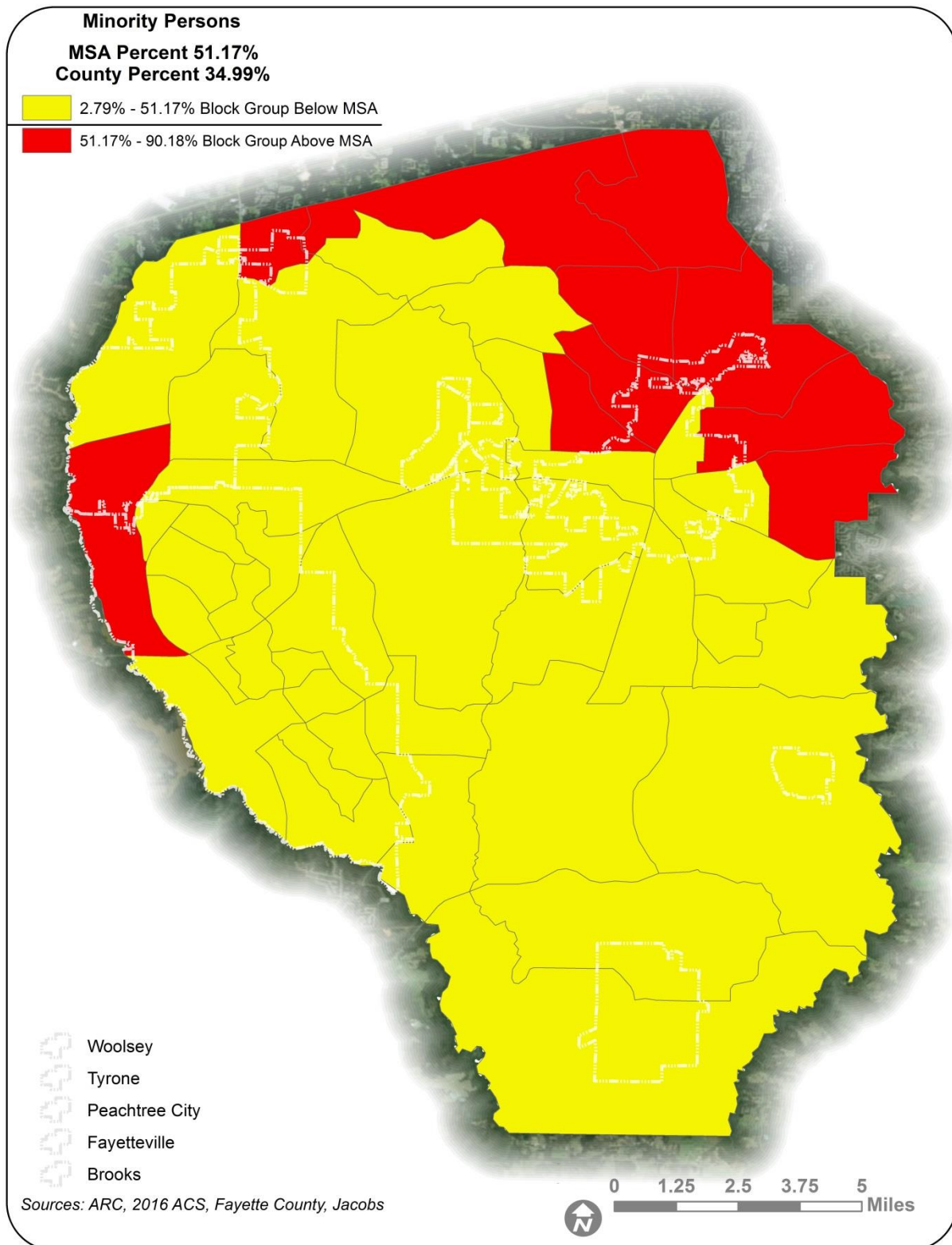
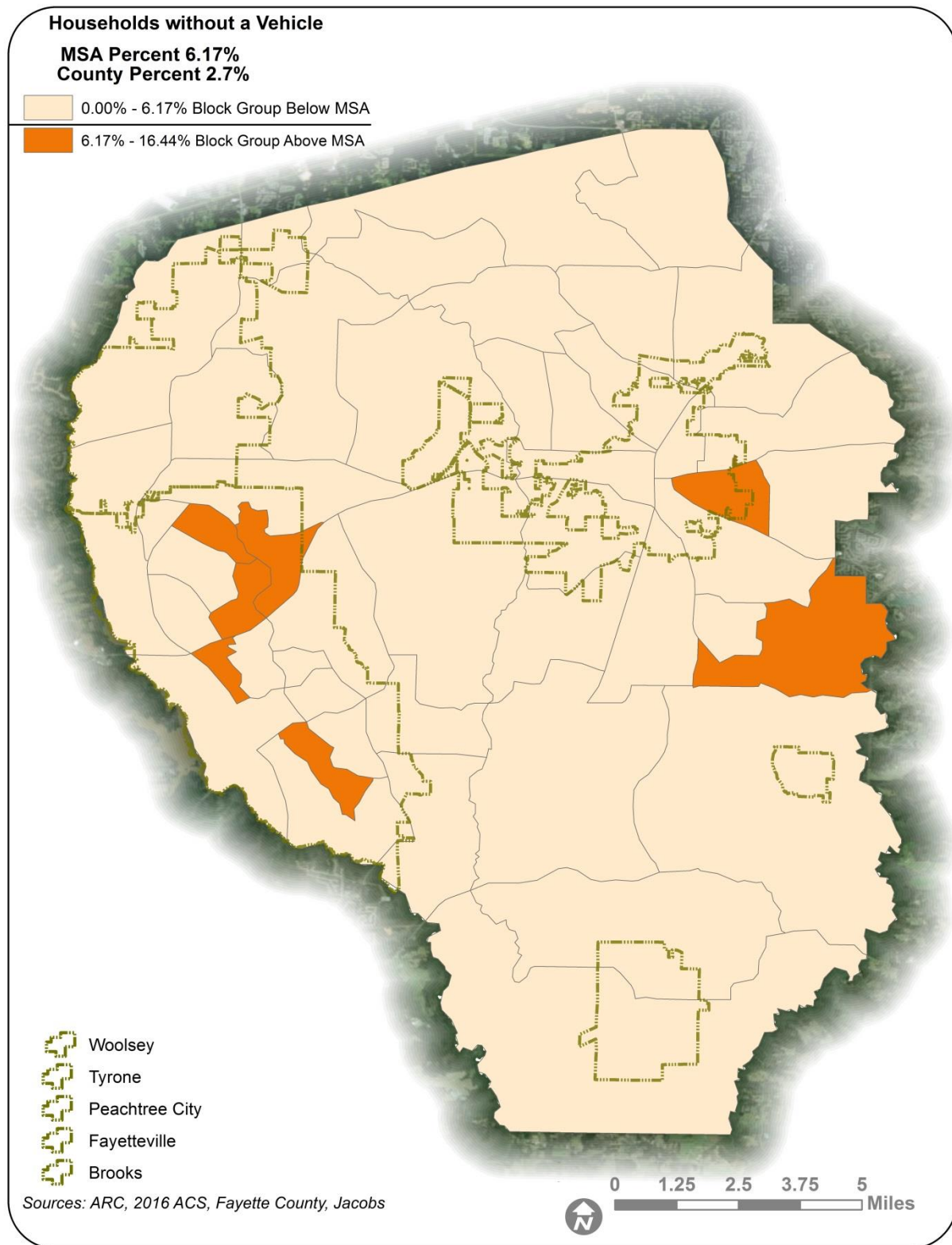


Figure 19. Zero-Car Households



5. Transportation System Characteristics

The section of the Existing Conditions report will describe the multi-modal characteristics of the transportation system in Fayette County. This includes the roadway network as well as active transportation (biking & walking) and golf carts.

5.1 Roadway Network Characteristics

The section describes the characteristics of the roadway network in Fayette County.

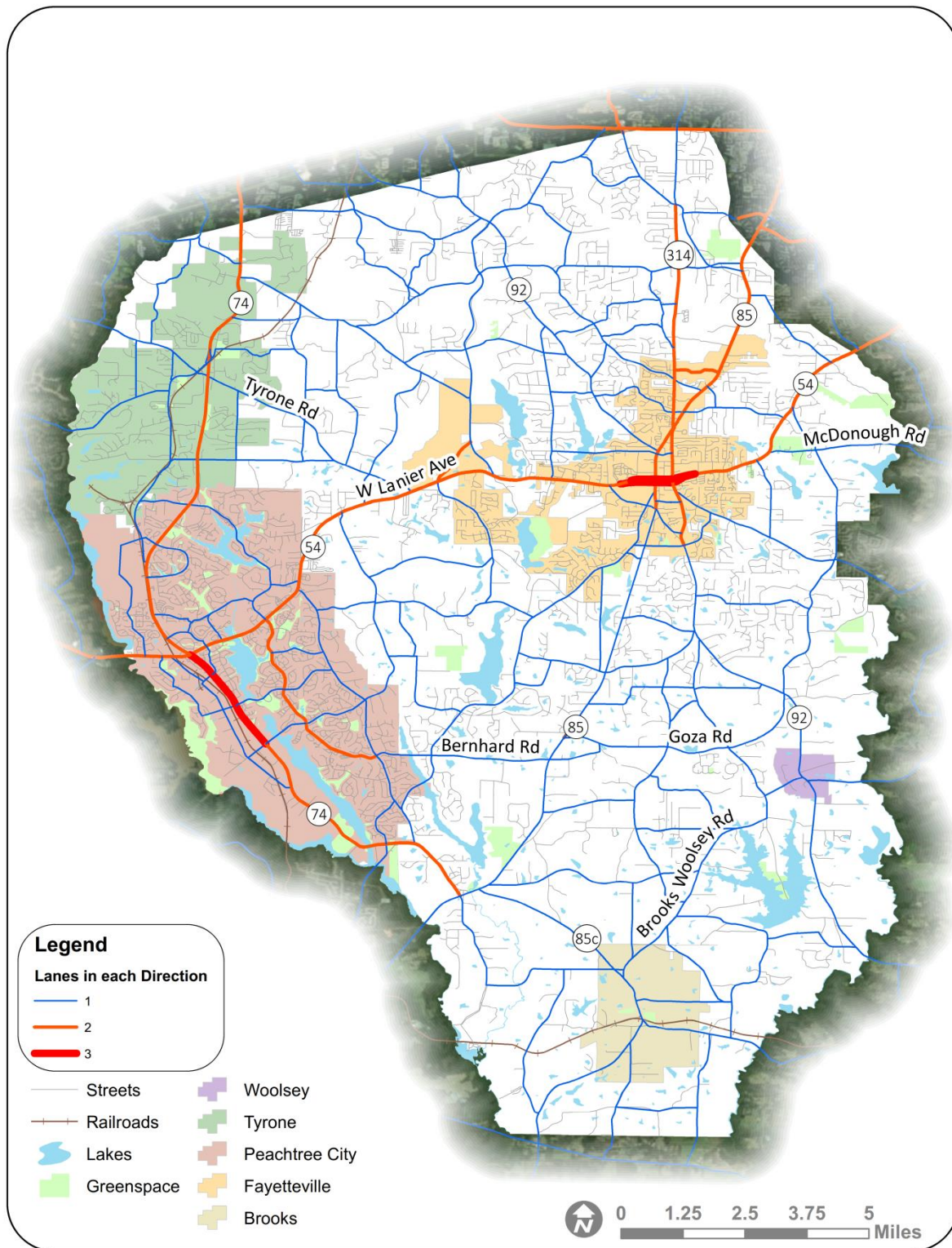
5.1.1 Number of Lanes

Figure 20 shows the number of travel lanes for the major roads in Fayette County. The majority of the roadways have one (1) travel lane in each direction including SR 279, SR 92 north and south of Fayetteville, SR 85 south of Fayetteville, and 85c.

SR 74, SR 54, SR 314, and SR 85 are predominately two (2) lanes in each direction. There are sections of roadways in Peachtree City and Fayetteville that have three (3) lanes in each direction. In Peachtree City, SR 74 has three (3) lanes in each direction between SR 54 and Crosstown Road. And in Fayetteville, SR 54 / West Lanier Avenue has 3 lanes as it crosses Glynn Street and Jeff Davis Drive. Stonewall Avenue, which runs parallel and just south of SR 54 through Fayetteville, is similarly configured.

The number of travel lanes is correlated to the roadway functional classification as roads with higher functional class (such as principal arterials) typically have more travel lanes.

Figure 20. Number of Travel Lanes



5.1.2 Functional Classification

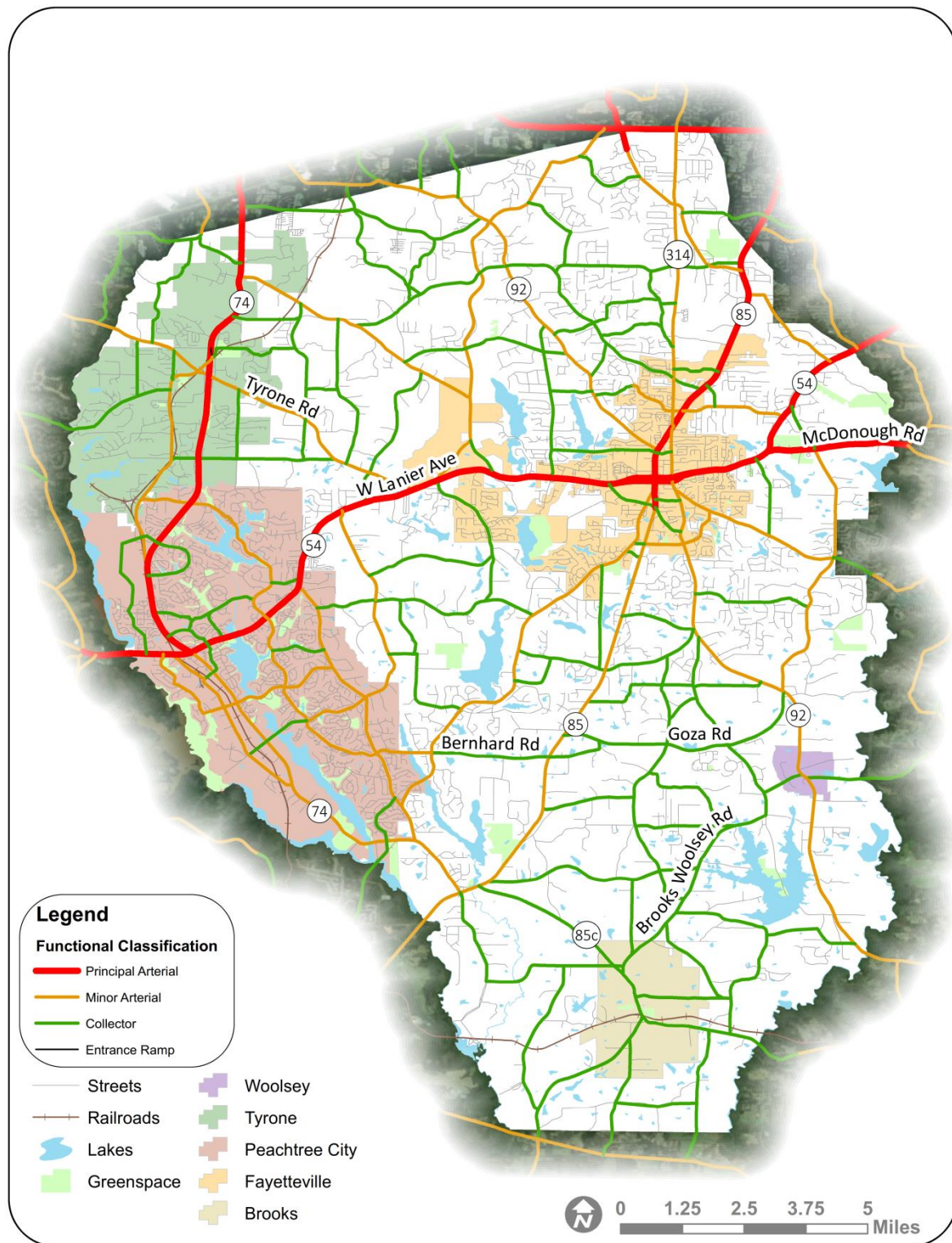
The roadway functional classification provides information about the character of the roadway, the amount of service it provides, and its access to other roadways. According to the Federal Highway Administration (FHWA), principal arterials are typically interstates or highways and provide a high degree of mobility and often connect metropolitan centers.¹ Access on and off principal arterials is typically controlled, and surrounding land uses often cannot be directly accessed. Minor arterials are typically used for shorter trips and provide access to the arterial roadway system. Collectors connect local and arterial roads to provide service between residential neighborhoods and commercial areas.

Based on the ARC travel demand model updated by the study team for the Fayette Transportation Plan, **Figure 21** shows the functional classification (FC) for the principal arterials, minor arterials, collectors, and entrance ramps for the county roadways.

The principal arterial roads include SR 74, SR 54, SR 85, and McDonough Rd located in the northern portion of the county and traverse Fayetteville, Peachtree City, and Tyrone. The southern portion of Fayette County is more rural in nature, where the majority of the roads are collectors.

¹https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm - January, 2018

Figure 21. Functional Classification



5.1.3 Signalized Intersections

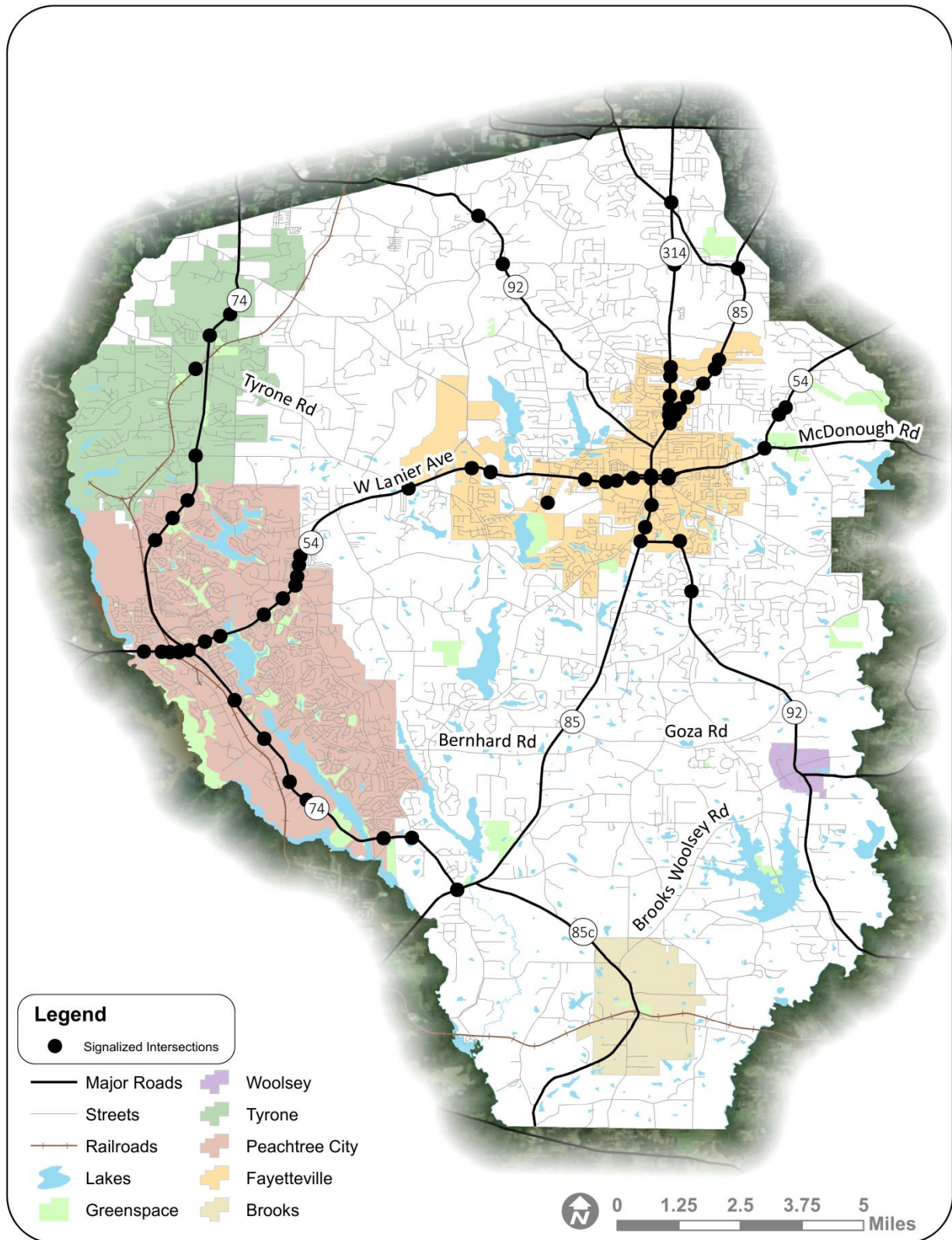
Based on Fayette County data, there are sixty-four (64) signalized intersections in the county. As shown in **Figure 22**, the majority of these intersections are located within the Peachtree City, Fayetteville, and Tyrone municipal boundaries. **Table 10** shows the number of signalized intersections in each municipality as well as in the unincorporated areas of the county. Most of the signalized intersections are located on state routes.

Table 10: Number of Signalized Intersections by Jurisdiction

Jurisdiction	Number of Signalized Intersections
Brooks	0
Fayetteville	25
Peachtree City	21
Tyrone	4
Unincorporated Fayette County	14
Woolsey	0
Total	64

Source: Fayette County

Figure 22. Signalized Intersections



5.1.4 Safety

Due in part to its suburban / rural character and lower traffic volumes, the number of vehicular crashes in Fayette County is lower than that of the more urban Atlanta metropolitan counties. However, with recent increases in urbanization, traffic volume and congestion, and truck traffic, the safety of the road network is of utmost importance and a goal of this plan.

The Georgia Electronic Accident Reporting System (GEARS) crash data for 2015 – 2017 shows that Fayette County, including cities and towns, had an increase in the number of vehicular crashes from 2015-2016 and then this number held steady between 2016-2017. In 2015, there were a total of 3,398 crashes. This number increased to 3,552 in 2016 and was reported to be 3,551 in 2017. **Table 11** shows the total number of crashes (including property damage only, injury, and fatality crashes) for this three-year period.

Table 11: Fayette County Vehicular Crashes for 2015-2017

Vehicular Crashes	2015	2016	2017	Total
Total	3,398	3,552	3,551	10,501

Source: GEARS Crash Data, 2015-2017

There are clusters of crashes that are primarily located on high volume, state routes and within the Peachtree City and Fayetteville metropolitan centers. **Figure 23** illustrates the location of these crashes as a heat map. The areas shaded in yellow, orange, and red have a higher density of crashes, with red showing the highest number of incidents. These crash hotspots are intersections and corridors where crashes are more likely to occur.

The two primary crash hotspots are SR 54 / SR 74 in Peachtree City and SR 54 / SR 85 in Fayetteville. These hotspots will be examined in further detail in the Needs Assessment.

5.1.4.1 Injuries

The total number of vehicular injury crashes for 2015-2017 is detailed in **Table 12** and illustrated in **Figure 24**. The number of crashes increased between 2015 and 2016 and then decreased between 2016-2017. The majority of the injury crashes during this time period were single person injuries. Injury crash rates will be computed and studied in more detail during the Needs Assessment.

Table 12: Number of Injury (Non-Fatality) Crashes (2015-2017)

Number of Injury Crashes	2015	2016	2017	Total
Total	751	796	641	2,188

Source: GEARS Crash Data, 2015-2017

5.1.4.2 Fatalities

Table 13 shows the number of fatal crashes for 2015–2017, and **Figure 25** shows the locations of the fatal crash sites. Annual fatalities have more than doubled from 2015 to 2017. The fatal crash locations do not appear to align with the densest areas of the crash heat map. Rather, the fatal crashes are distributed throughout the county with the highest number along the SR 74 corridor. Crash rates will be computed and studied in more detail during the Needs Assessment and will be compared to those of other Atlanta metropolitan region counties.

Table 13: Number of Fatal Crashes (2015-2017)

Number of Fatal Crashes	2015	2016	2017	Total
Total	5	8	13	26

Source: GEARS Crash Data, 2015-2017

Figure 23. Vehicular Crash Heat Map

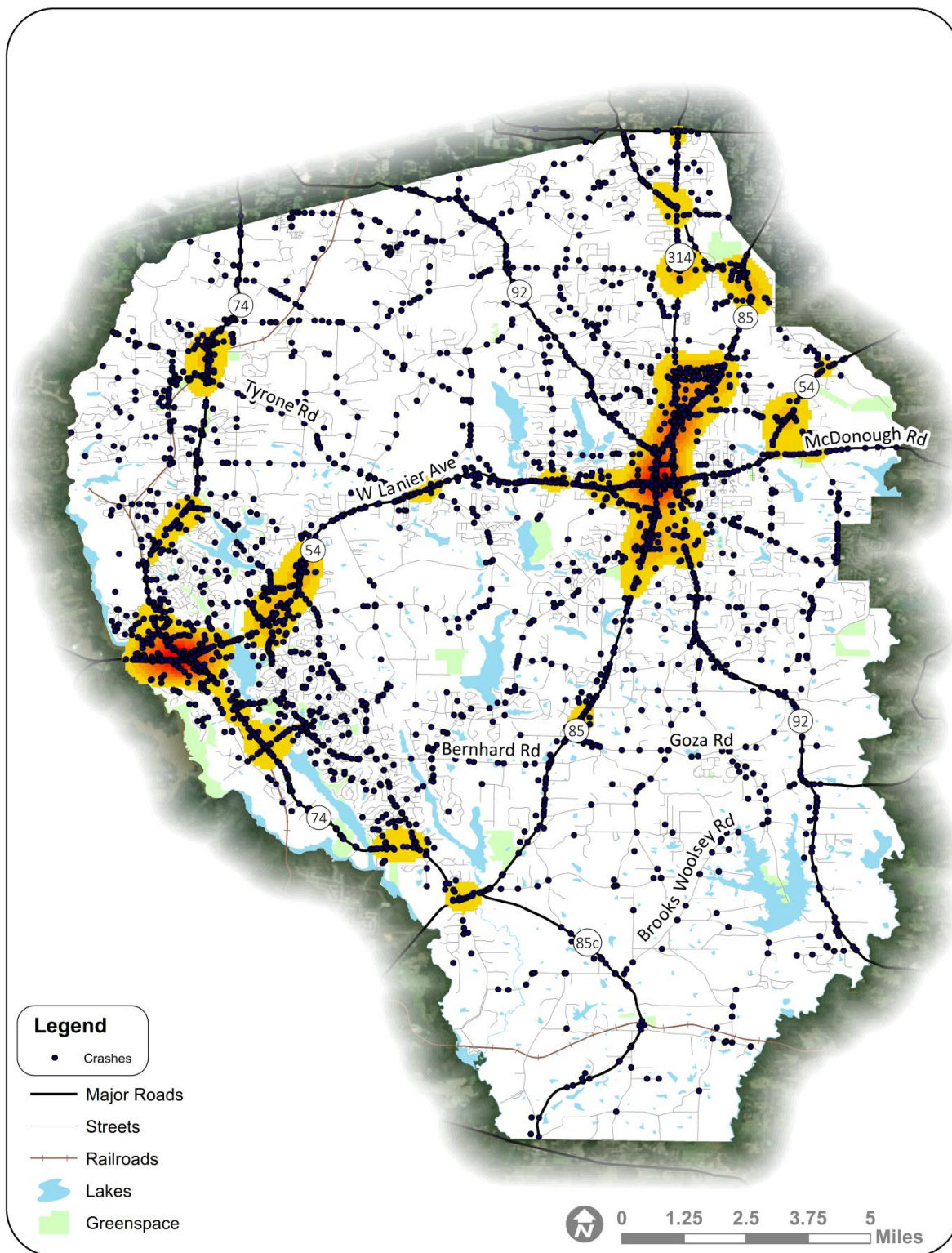


Figure 24. Vehicular Injury (Non-Fatality) Crash Locations (2015-2017)

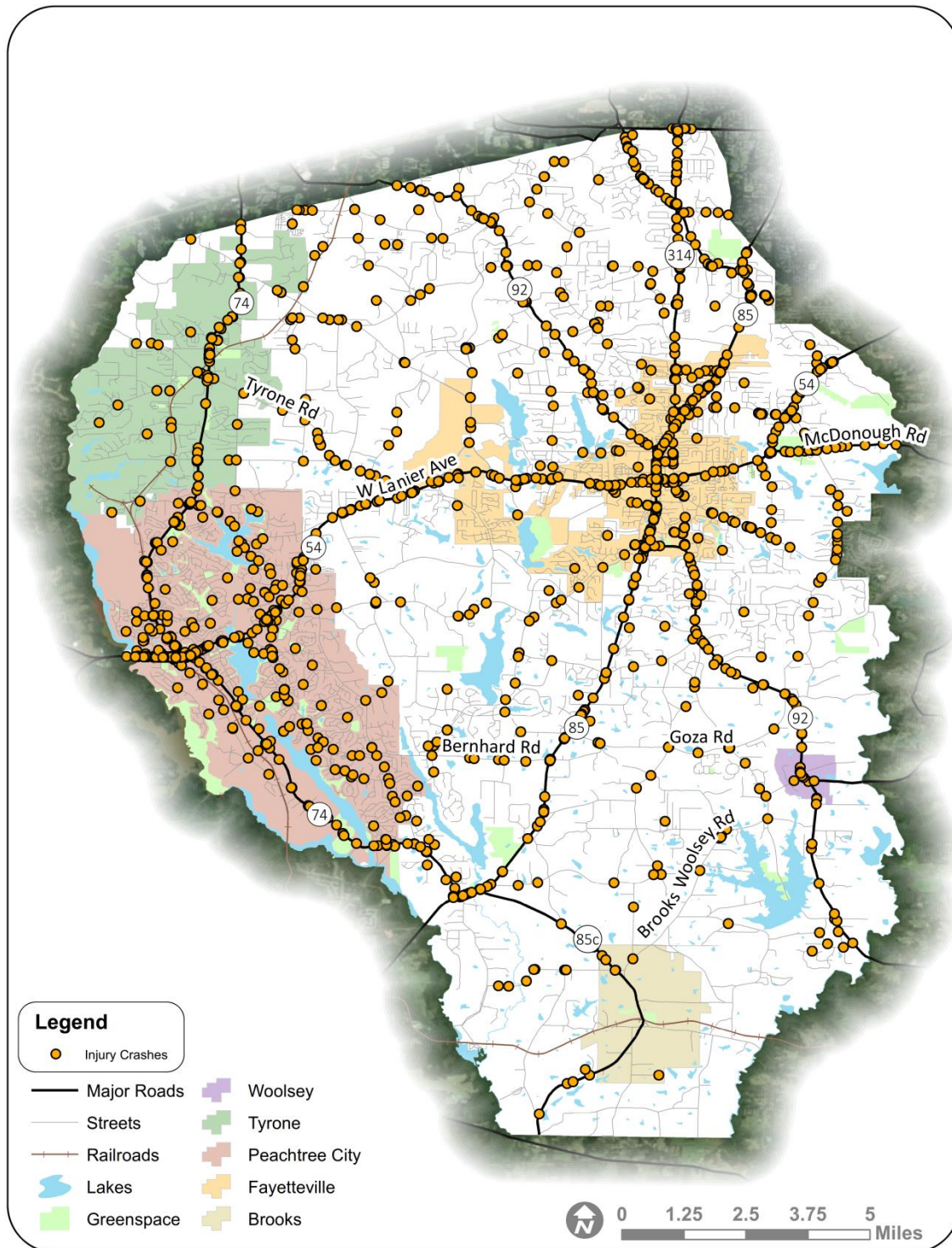
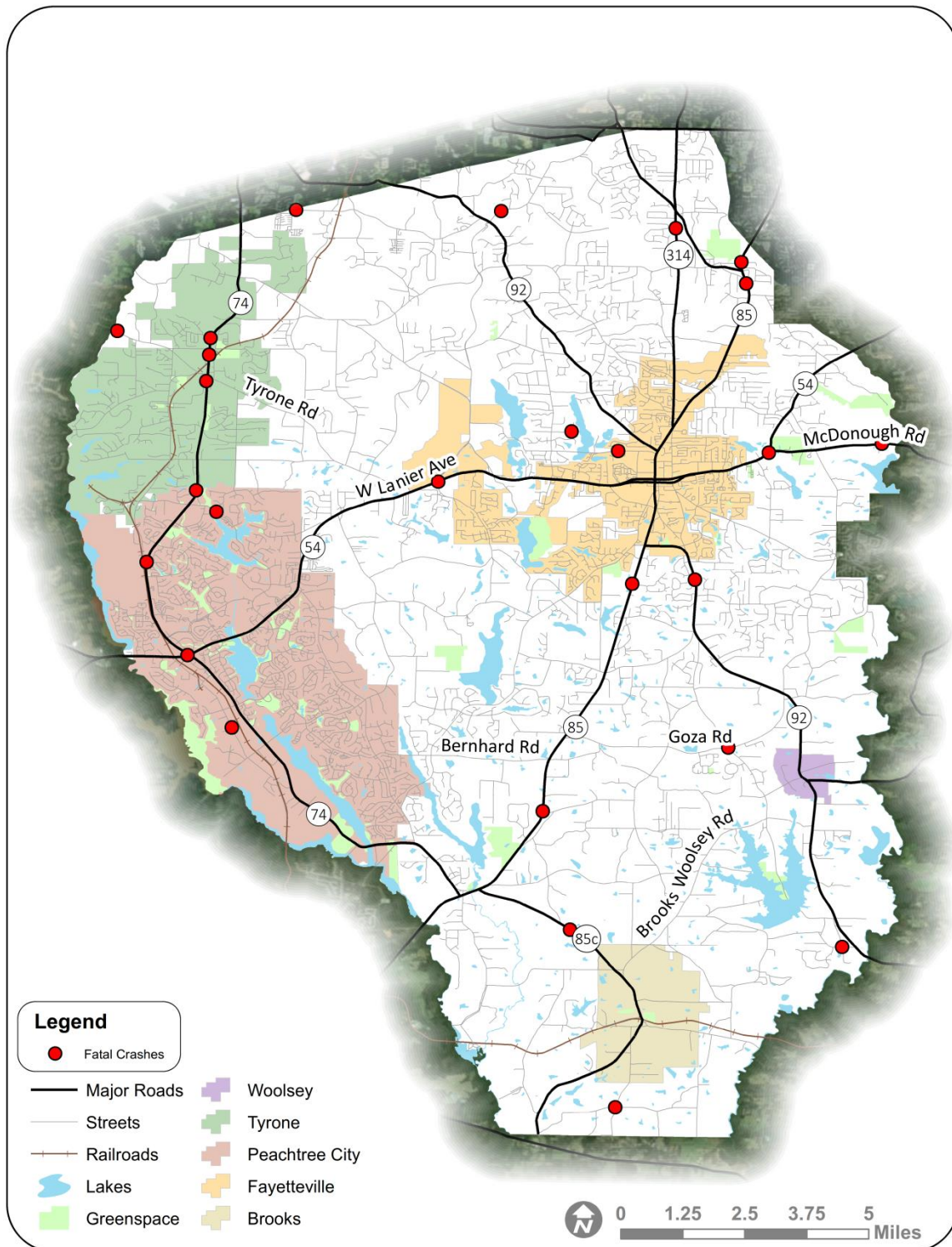


Figure 25. Vehicular Fatality Crash Locations (2015-2017)



5.2 Asset Management

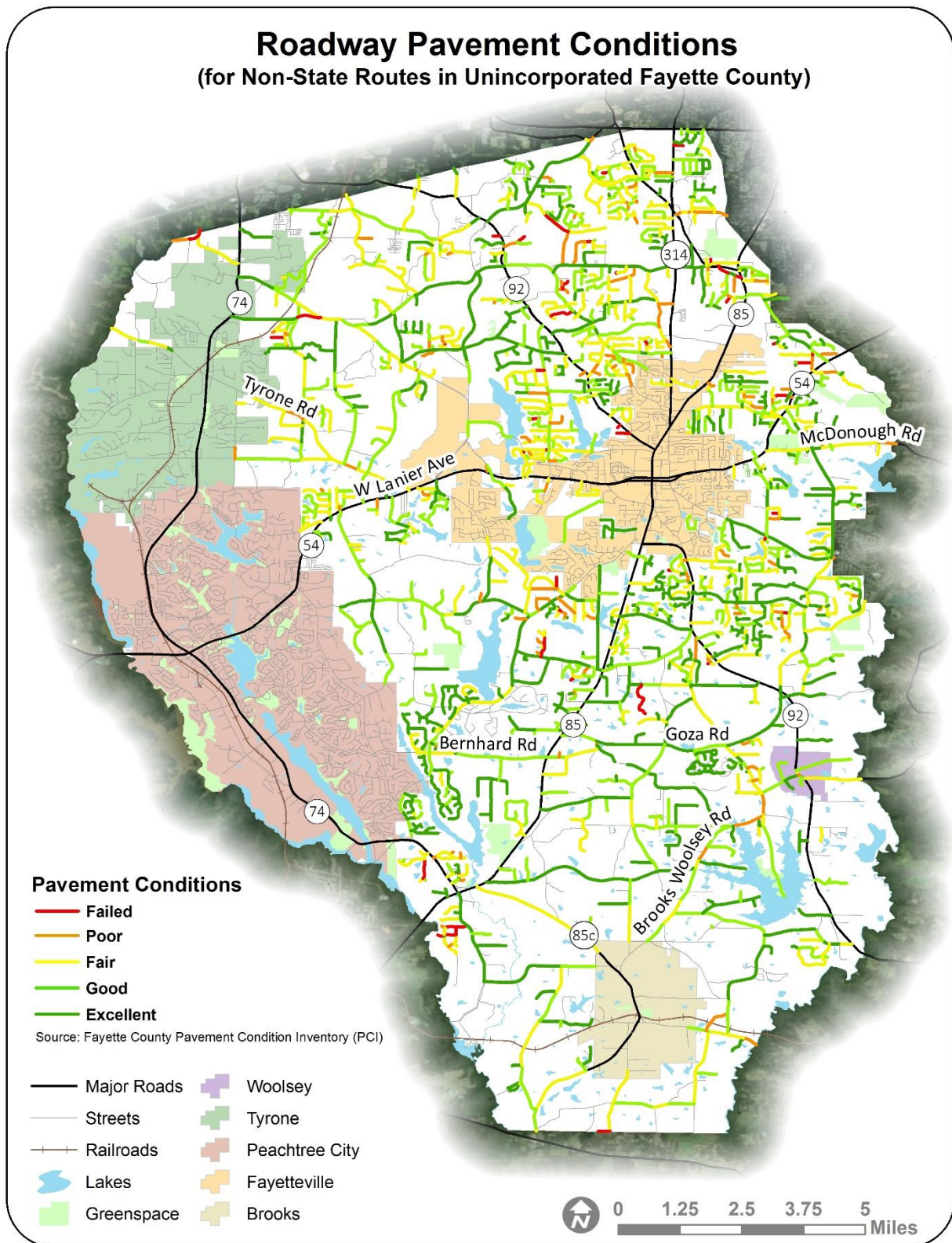
This section describes the current maintenance conditions of the roads and bridges in Fayette County.

5.2.1 Pavement Conditions

The Pavement Condition Index (PCI) is a numerical value that provides information regarding the condition of the pavement. The PCI value ranges from zero (0) to one-hundred (100) and are based on an evaluation of pavement rutting, depressions, edge cracking, as well as other surface deficiencies². Based on Fayette County's pavement condition data, **Figure 26** shows the PCI values for all non-state route roads in the unincorporated areas of the county. The majority of roadways have a satisfactory PCI rating above 60.

² See ASTM D6433-18 *Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys*
<https://www.astm.org/Standards/D6433.htm>

Figure 26. Pavement Condition Index



5.2.2 Bridge Conditions

The project team has access to two (2) sources of information regarding the condition of bridges in Fayette County:

- Fayette County bridge inventory
- National Bridge Inventory (NBI)

The county's inventory includes bridge sufficiency ratings. The NBI contains a federal listing of bridges in the county and includes performance information in the form of the NBI rating. The following provide information for both sets.

Based on the county's bridge inventory, **Table 14** lists the number of bridges in each of the Fayette's municipalities as well as in the unincorporated areas of the county (excluding culverts). **Figure 27** shows the bridge locations. Based on data from Fayette County's bridge program, there are 47 bridges in the county with the majority located on minor arterial and collector roads and a few located at railroad crossings.

Table 14: Number of Bridges by Municipality

Municipality	Number of Bridges
Brooks	0
Fayetteville	2
Peachtree City	12
Tyrone	0
Unincorporated	33
Woolsey	0
Total	47

Source: Fayette County

Fayette County's bridge inventory contains bridge sufficiency information. The bridge sufficiency rating indicates the condition of the bridge and takes into consideration the bridge deck, substructure, superstructure, and culvert. The structural condition and adequacy of the waterway are often also included as part of the sufficiency information.³ The bridge sufficiency rating is on a scale of zero (0) to one-hundred (100) with 0 being the lowest and 100 being the highest score and is used to prioritize bridges in need of maintenance or repair. In Georgia, a bridge with a sufficiency rating below 50 is considered structurally deficient (although not necessarily a threat to drivers).

Table 15 provides information for bridges with a sufficiency rating of 50 or below, and **Figure 28** shows the location of the bridges included in the Fayette County bridge dataset by sufficiency rating (<50 and >50).

³ <https://www.fhwa.dot.gov/bridge/britab.cfm> - January, 2018

Figure 27. Fayette County Bridges

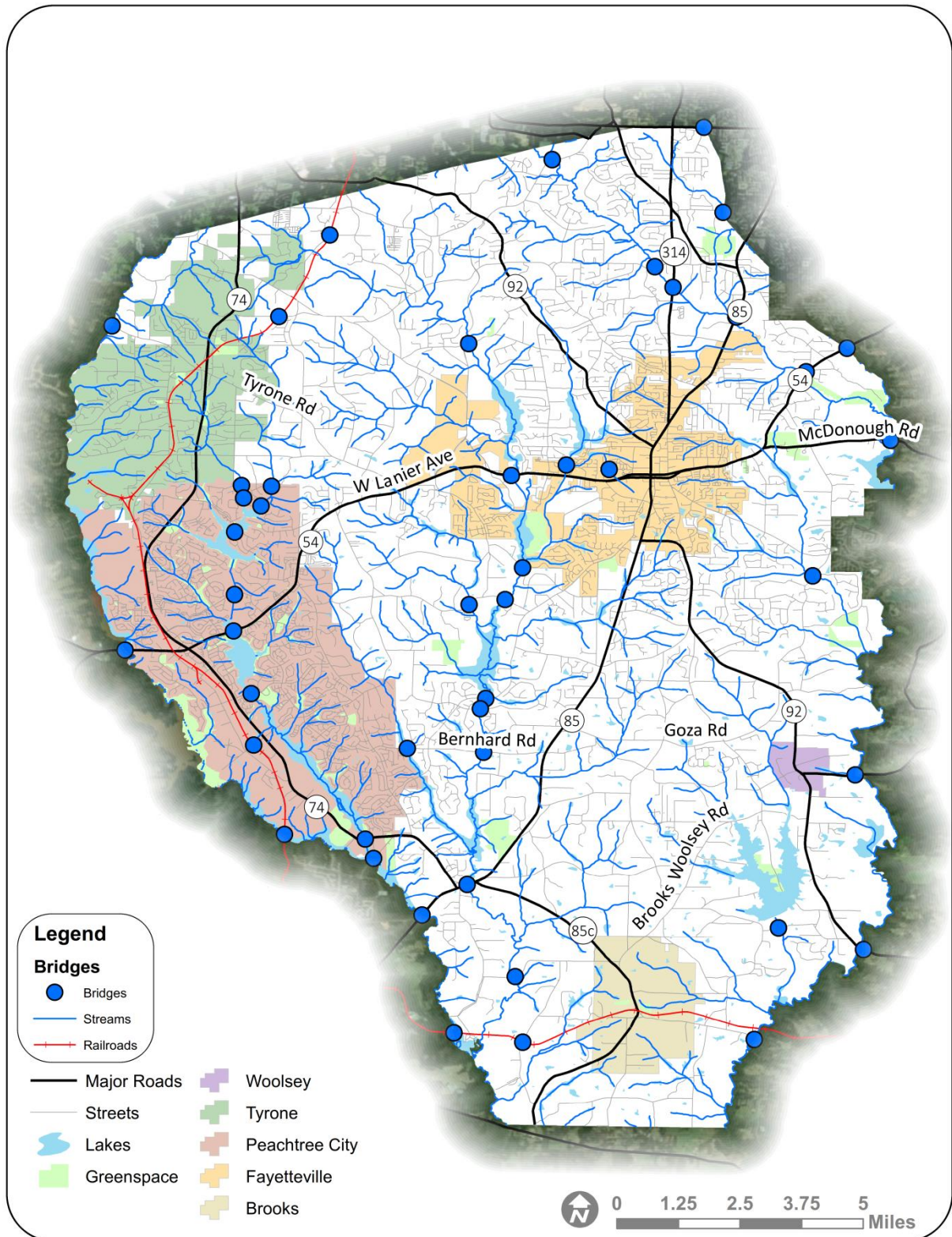


Figure 28. Bridge Sufficiency Rating

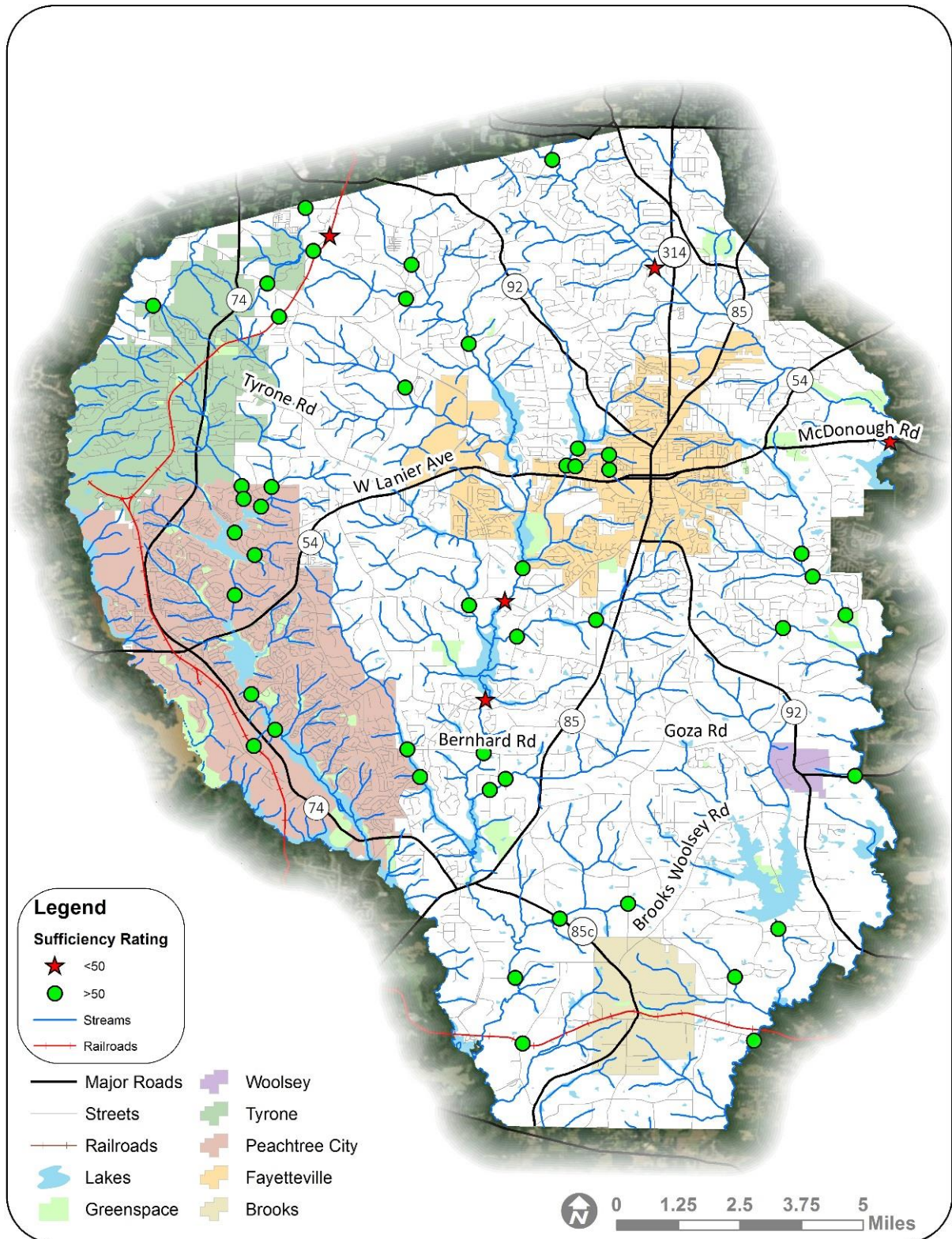


Table 15: Fayette County Bridges with a Sufficiency Rating of 50 or below

Bridge	Location	Road	Sufficiency Rating
113-01677F-003.52N	Whitewater Creek	Redwine Road	44.91
113-00287X-000.46W	Whitewater Creek	Ebenezer Baptist	36.24
113-00357X-007.06E	Morning Creek	Kenwood Road	17.54
OUT OF SERVICE	CSX Railroad	Coastline Road	10.32
113-02009F-002.09E	Flint River	McDonough Road	9.84

Source: National Bridge Inventory

The second set of bridge data is the National Bridge Inventory (NBI). Bridge condition can be expressed based on NBI data in the form of the NBI rating scale.

In May 2017, the FHWA released the final set of national performance measures, which included a new directive for measuring bridge performance on the National Highway System (NHS). This federally mandated performance measure addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act.

The new bridge performance measures are based on FHWA National Bridge Inventory (NBI) data for the deck, superstructure, substructure, and culvert. These bridge areas are rated on a scale from zero (0) at the low end (representing poor conditions) to ten (10) at the high end (representing good conditions). As explained in the FHWA bridge performance measure final rulemaking⁴, the condition rating is based on the lowest NBI rating for the deck, superstructure, substructure, and culvert. **Figure 29** shows the NBI rating scale.

Figure 29: National Bridge Inventory (NBI) Rating Scale



Source: US Department of Transportation / Federal Highway Administration

⁴ <https://www.fhwa.dot.gov/tpm/pubs/PM2BridgeFactSheet.pdf> - February, 2018

The bridge deck area length and width is then factored into the condition rating so that larger bridges have more weight. The federal performance measures that the Georgia Department of Transportation (GDOT) and the Atlanta Regional Commission (ARC) must report are the following:

- % of NHS bridges by deck area classified as in Good condition (rating of 7-9)
- % of NHS bridges by deck area classified as in Poor condition (rating of 0-4)

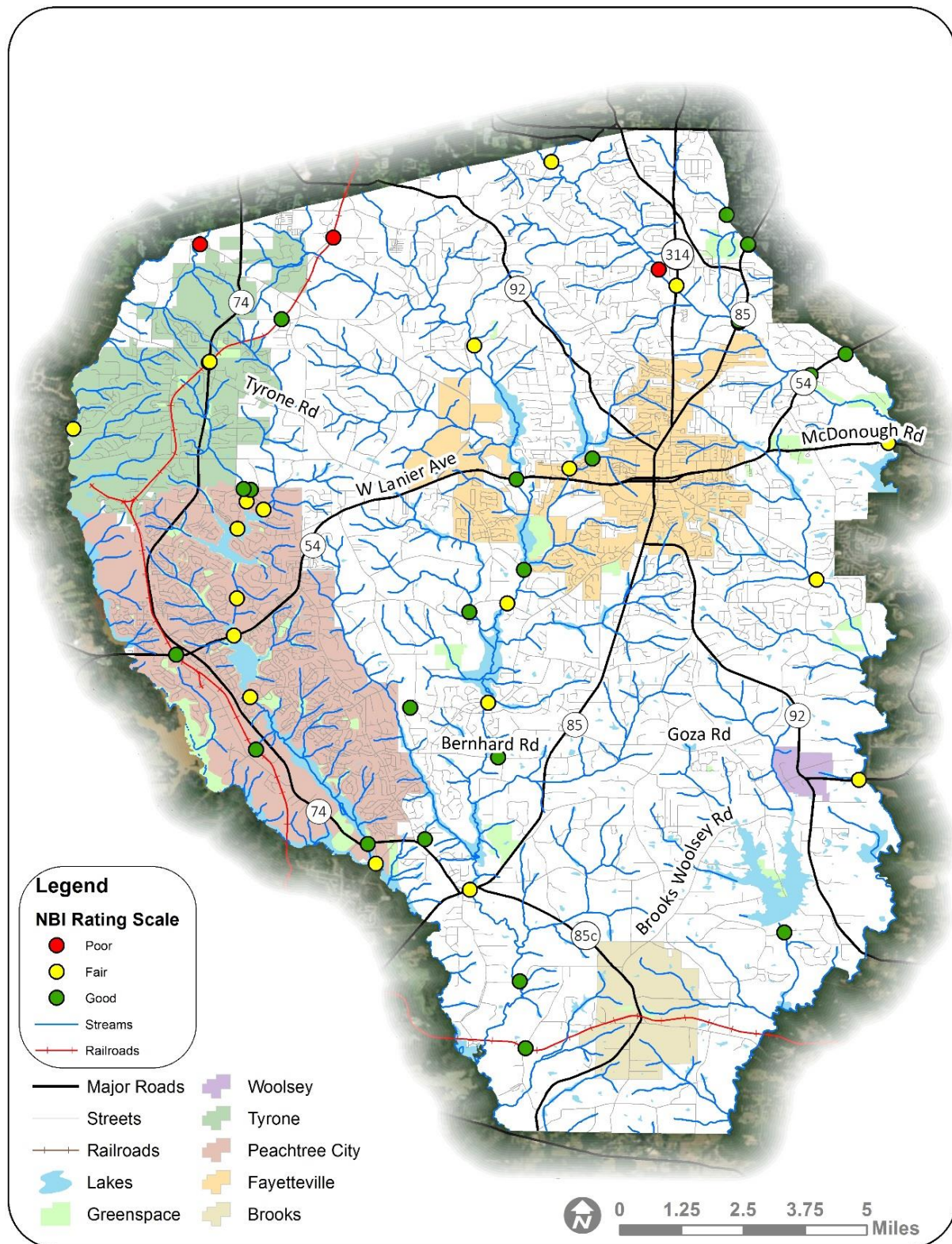
Figure 30 shows the Fayette County National Bridge Inventory (NBI) ratings. **Table 16** below identifies the Fayette County bridges with a condition rating of “poor” (4 or lower) and “satisfactory” (5 or 6).

Table 16: Fayette County Bridges with a Poor or Satisfactory Condition Rating

Location	Road	Description	Minimum Score	Rating
Murphy Creek	Inman Road	2.2 Miles north of Inman	6	Fair
Morning creek	West Bridge Road	6.5 miles north of Fayetteville	6	Fair
Kedron Creek	Smoke Rise Trace	Peachtree City	6	Fair
Flat Creek	Smoke Rise Trace	Peachtree City	6	Fair
Flint River	Hampton Road	1 mile east of Woolsey	6	Fair
Whitewater Creek	SR 85	3.9 miles northwest of Brooks	6	Fair
Whitewater Creek	Ebenezer Road Church	5.5 miles east of Peachtree City	6	Fair
Line Creek	Palmetto Tyrone Road	Fayette County Line	6	Fair
CR 480-CSX RAILROAD	SR 74 Westbound Lane	Tyrone City Limits	6	Fair
Kedron Lake	Peachtree Parkway	PEACHTREE CITY	6	Fair
Line Creek	Rockaway Road	2 miles northeast of Senoia	6	Fair
Whitewater Creek	Redwine Road	5.2 miles east of Peachtree City	6	Fair
Ginger Creek Cake	Brandywine Boulevard	Fayetteville City Limit	6	Fair
CR 480-CSX Railroad	SR 74 Eastbound Lane	Tyrone City Limits	6	Fair
Flat Creek	SR 54	Peachtree City	6	Fair
Flat Creek	Kelly Drive	Peachtree City Limits	6	Fair
Camp Creek	SR 85 Northbound Lane	5 miles north of Fayetteville	5	Fair
Morning Creek	SR 85 Southbound Lane	3.5 miles north of Fayetteville	5	Fair
Whitewater Creek	Eastin Road	3 miles northwest of Fayetteville	5	Fair
Flat Creek	Flat Creek Road	Peachtree City	5	Fair
Flint River	McDonough Road	4.1 miles east of Fayetteville	5	Fair
Morning Creek	SR 314	3.8 miles north of Fayetteville	5	Fair
CSX Railroad (639500S)	Coastline Road	3 miles northeast of Tyrone	4	Poor
Morning Creek	Kenwood Road	4.2 miles north of Fayetteville	4	Poor
Line Creek	Johnson Road	Fulton-Fayette County Line	3	Poor

Source: National Bridge Inventory

Figure 30. National Bridge Inventory (NBI) Bridge Condition Rating



5.3. Roadway Travel Conditions

The section provides information on the performance of the roadway network in terms of congestion. The main sources of data for this analysis are the ARC regional travel demand model, GDOT traffic count stations, and real-world speed data from INRIX.

5.3.1. Traffic Volumes

Traffic volumes, typically expressed as average annual daily traffic (AADT), represent the number of vehicles which travel on a road on a daily basis. Two measures of traffic volume are included in this section. The first is the 2015 AADT from the Fayette County traffic count locations, and the second set is the 2017 traffic volumes based on the Fayette County travel demand model. Typically, actual counts are preferred, but travel demand models provide better coverage of roadways and can be used to study changes based on population and employment growth.

Figure 31 below shows the 2015 AADT at the Fayette County traffic count stations. These are color coded by AADT with yellow and orange representing the fewest number of vehicles and red and purple showing the higher volume count stations. The top ten (10) AADT are identified with a thick black border.

Table 17 below ranks the top 10 major roadways 2015 AADT. These heavily traveled roadways are primary located in the cities. The western side of Peachtree City where SR 54 meets SR 74 has the highest AADT of 45,500 vehicles per day. Other count stations in close proximity show AADT values of 37,600 on SR 54 west of the SR 54 / SR 74 intersection and 33,900 north of the SR 54 / SR 74 intersection.

The count stations along SR 74 in the northern section of Peachtree City and in Tyrone have high AADT values which is expected given that SR 74 is a major travel corridor for Fayette County residents to reach I-85 and travel north into Fulton County and the City of Atlanta or travel south to Newnan or other points south.

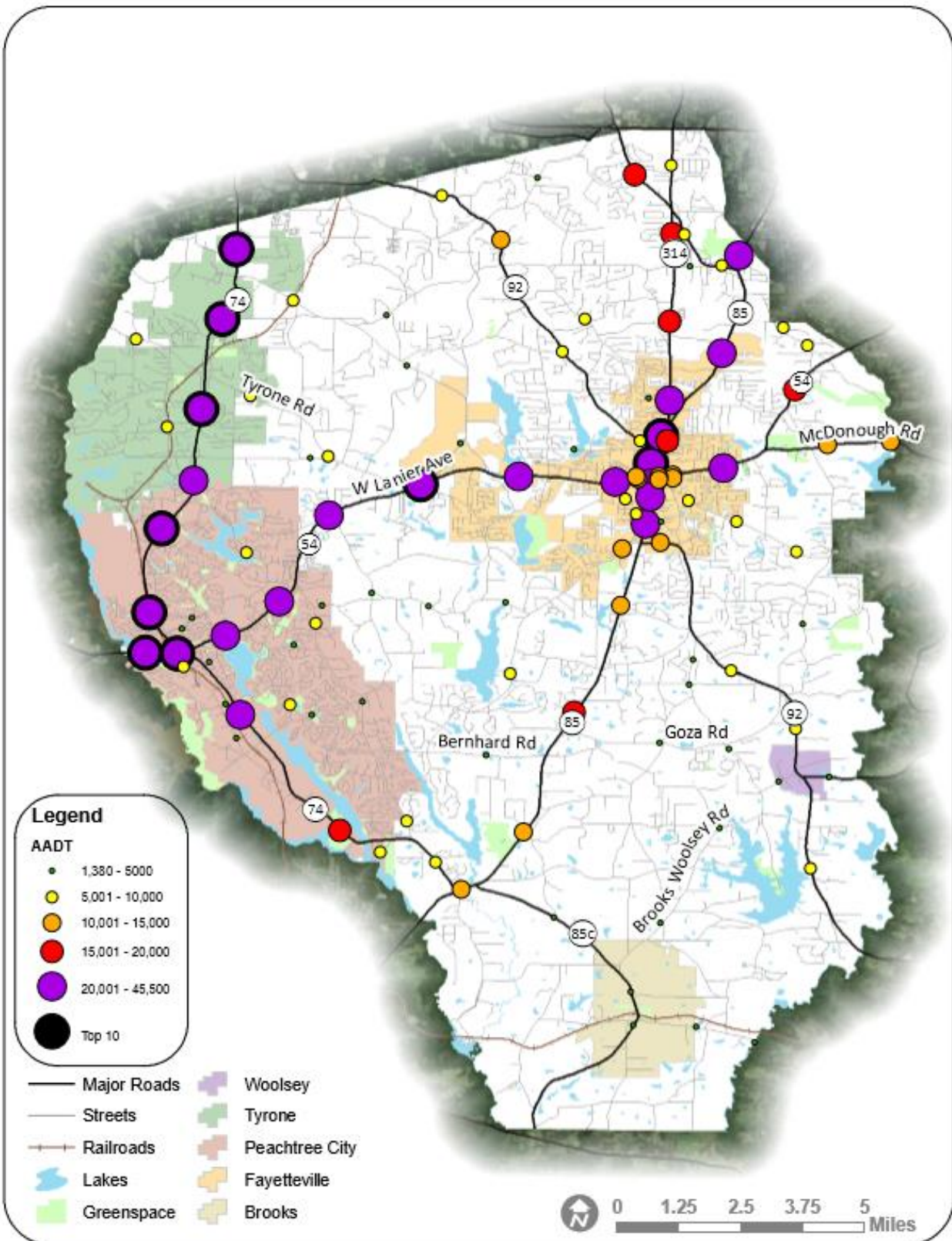
The other high AADT values are along SR 54 between Peachtree City and Fayetteville and in Fayetteville on SR 85. There are numerous roadways with AADT counts over 20,000 within Fayetteville.

Table 17: Fayette County Roadways with the Highest AADT, 2015

Roadway	Jurisdiction	Location Description	AADT
SR 54	Peachtree City	West of SR 74	45,500
SR 54	Peachtree City	West of SR 74 / Western portion of the County	37,600
SR 85	Fayetteville	North of SR 54	36,900
SR 74	Tyrone	South of Jenkins Road	34,300
SR 74	Peachtree City	North of SR 54 / SR 74 Intersection	33,900
SR 74	Tyrone	North of Sandy Creek Road / Northern portion of the County	33,700
SR 85	Fayetteville	North of Highway 92	33,600
SR 74	Peachtree City	South of Tyrone	31,600
SR 54	Fayetteville	West of Veterans Parkway	30,600
SR 74	Tyrone	South of Tyrone Road	30,100

Source: Fayette County AADT, 2015

Figure 31. 2015 Average Annual Daily Traffic (AADT)



In addition to the traffic count station data, the Fayette County travel demand model provides modeled, bi-directional, daily traffic volumes for each roadway link. The 2017 modeled, bi-directional volumes for the AM Peak (6:00am to 10:00am) are shown in **Figure 32**. The areas experiencing high volumes are similar to that shown in the count stations map.

Note: the regional travel demand model provides a simulated project of travel conditions. In some cases, the model results may differ in scale from existing real-world conditions. While not 100% accurate at all locations the travel demand model provides important information on travel patterns on most county roads. It is also a powerful tool for predicting travel conditions in the future. Future year (2040) analysis will be completed during the Needs Assessment phase of this planning process.

Table 18 shows the travel demand model results show high AM Peak volumes (>4,000 vehicles) in the following areas.

Table 18: Fayette County Travel Demand Model – High Volume Roadways, AM Peak, 2017

Roadway / Travel Direction	Location Description	AM Peak Single-Direction Volume
SR 74 EB	Vehicles traveling EB into Peachtree City from Coweta County. Traffic continues east on SR 54 or turns onto SR 74.	6,240
SR 74 NB	Vehicles traveling north from Peachtree City through Tyrone towards I-85	4,940
SR 54 EB	Vehicles traveling east-bound from Ebenezer Road through Fayetteville to McDonough Road.	4,490
SR 85	Downtown Fayetteville	4,840
SR 54	Vehicles traveling northeast towards Clayton County	5,376
SR 85	Vehicles traveling northeast towards Clayton County	4,230

Source: ARC Travel Demand Model

There are other roadways in the county experiencing AM peak volumes in the 2,001 to 4,000 vehicle range.

In the PM Peak (3:00pm – 7:00pm), vehicles are traveling back into Fayette County from Coweta County to the west, Fulton County to the north, and Clayton County to the east (see **Figure 33**). It is important to note that the SR 54 and SR 74 intersection in Peachtree City is a high traffic volume area in all travel directions. SR 54 through Fayetteville also exhibits significant traffic volumes in both directions with SR 54 showing a high volume westbound from McDonough Road to South Peachtree Parkway in Peachtree City (about nine miles).

Figure 32. 2017 AM Peak Volumes

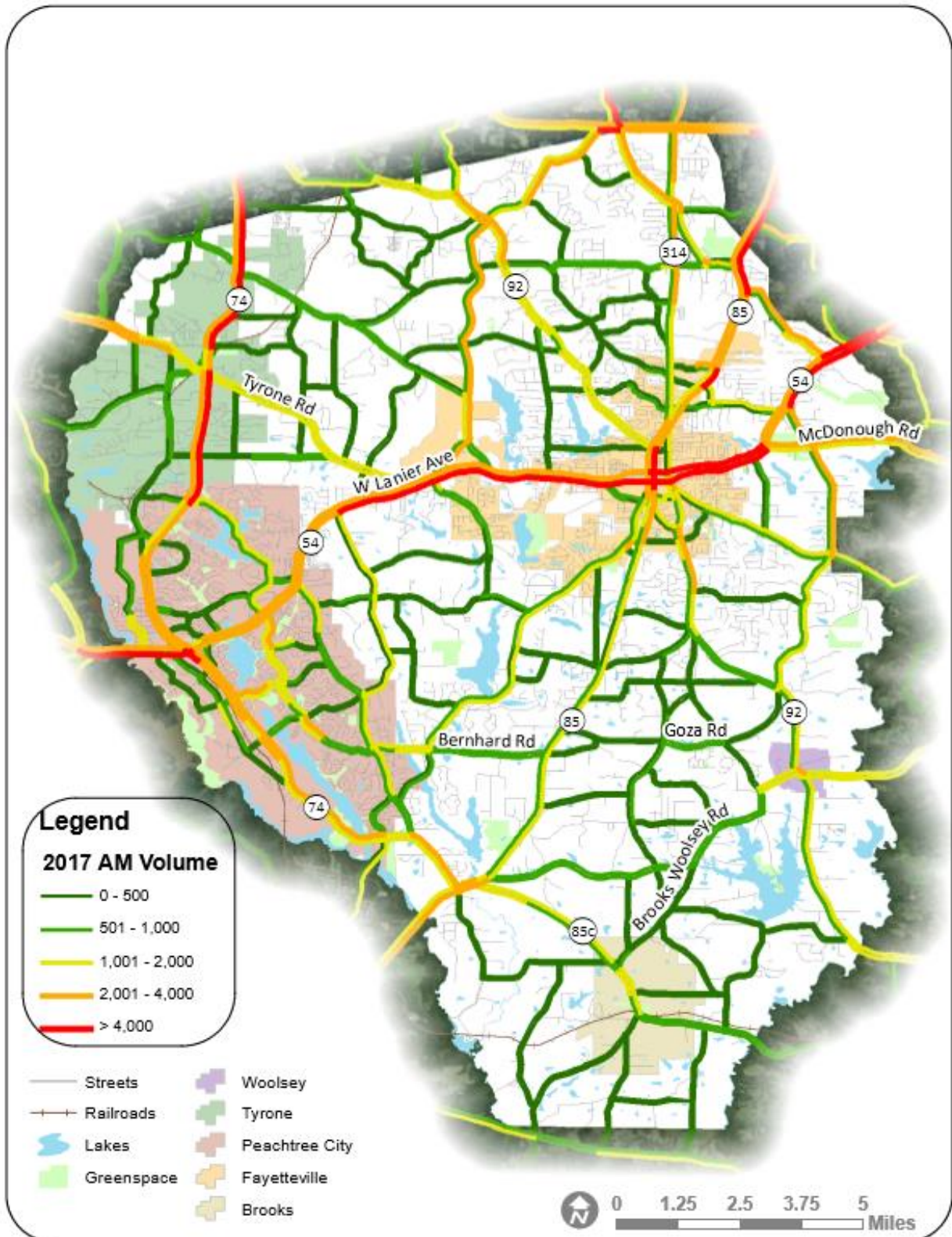
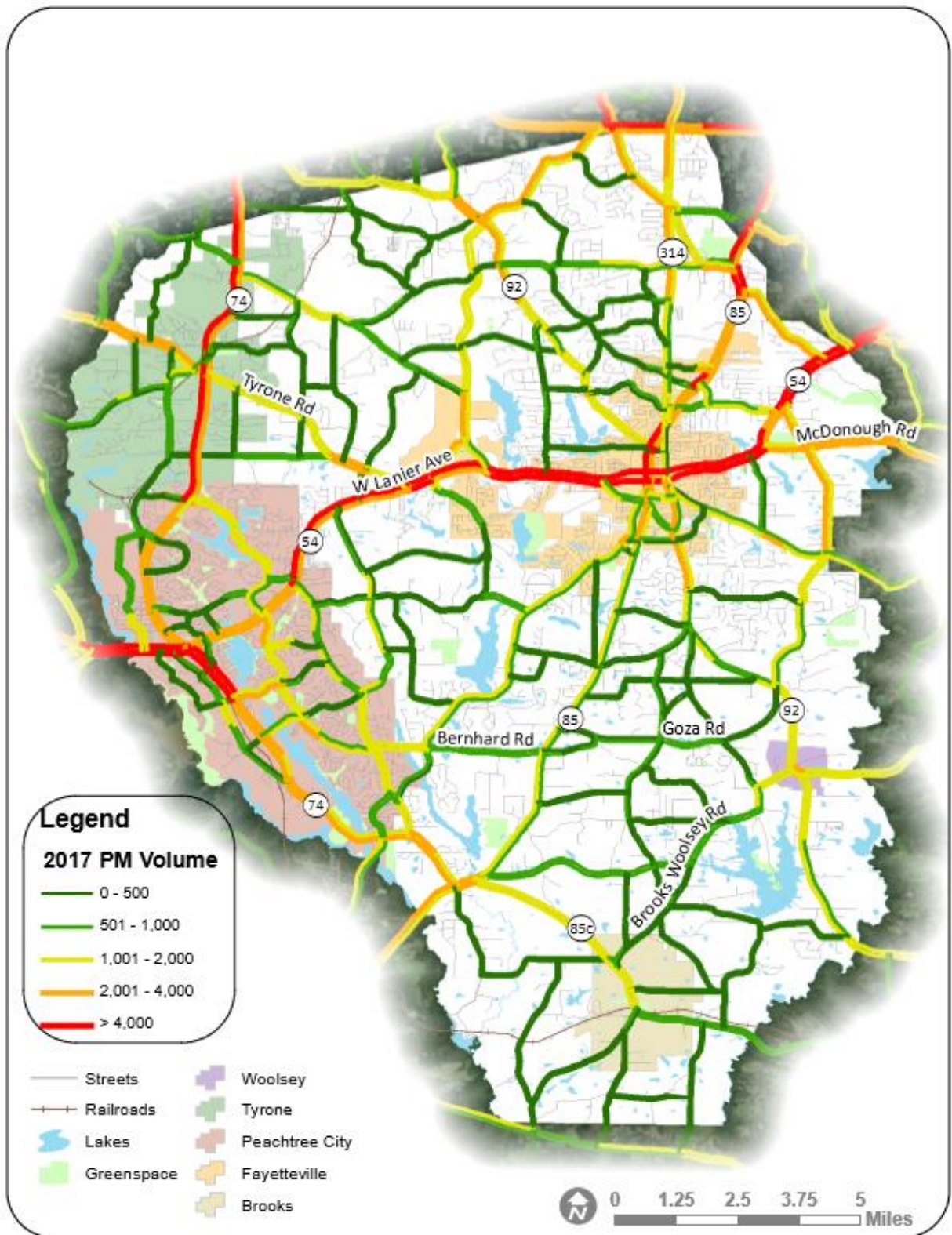








Figure 33. 2017 PM Peak Volumes



5.3.2. Level of Service

Level of Service (LOS) provides information about the traffic conditions in the AM and PM Peak Periods. The LOS scale ranges from “A”, unrestricted flow, to “F”, heavy congestion. **Figure 34** illustrates level of service and the general conditions for two-lane highways and multi-lane highways.

Figure 34: Level of Service (LOS) Descriptions

LEVELS OF SERVICE for Two-Lane Highways		
Level of Service	Flow Conditions	Technical Descriptions
A		Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. No delays
B		Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. No delays
C		Stable traffic flow, but less freedom to select speed, change lanes, or pass. Minimal delays
D		Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. Minimal delays
E		Unstable traffic flow. Speeds change quickly and maneuverability is low. Significant delays
F		Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. Considerable delays

The LOS in the following maps was calculated using the ARC Travel Demand Model and is based on volume to capacity (V/C) ratios. The v/c ratio compares the number of vehicles on a roadway to the roadway capacity. As the volume approaches the capacity of the roadway, traffic congestion increases and the LOS decreases. The majority of roadways within the county have acceptable LOS (A, B, or C) during the AM Peak Period.

A few sections, listed in **Table 19**, have LOS of D and E, which means that traffic volume is approaching the capacity of the roadway segment. It is important to note that the majority of roads with a level of service D and E are in the northern portion of the county and in downtown Fayetteville. Two notable bottlenecks during the morning peak period are SR 54 eastbound approaching SR 74, and McElroy Road northbound approaching SR 54. Both peak at LOS E. The portion of SR 85 in the southwestern portion of the county between SR 74 and SR 85C is also showing delay. There are no roadways that report a level of service F in the AM Peak Period.

Table 19: Fayette County Roadways with Level of Service D and E – AM Peak Period, 2017

Roadway / Travel Direction	Location Description	AM Peak LOS
SR 54 EB	Approaching SR 74	E & D
McElroy Rd NB	Approaching SR 54	E & D
SR 92 NB	Near Rivers Rd	E
Corinth Rd NB	Approaching SR 85	D
Redwine Rd NB	Approaching Ramah Rd	D
SR 279 NB	Approaching SR 138	D
SR 85 NB	Approaching 85 Connector	D
SR 92 NB	Approaching Helen Sams Pkwy	D

Source: ARC Travel Demand Model

The afternoon peak period experiences a broader extent and higher intensity of congestion than the morning peak (see Figure 18). On many roadways, the peak direction flips between the AM and PM Peak periods with higher volumes of traffic traveling north to Atlanta in the AM and then traveling south returning to Fayette County in the PM Peak. Most of the hotspots that showed up during the morning peak period are also congested in the afternoon peak period in the opposite direction. Some additional roadways with LOS D arise in during the afternoon peak, such as SR 85 southbound approaching SR 54 in downtown Fayetteville.

Table 20 shows the segments that operate at a LOS D or worse in the afternoon peak period. These intersections in particular and the travel conditions in general will be analyzed relative to planned projects and policies as part of the Needs Assessment.

Table 20: Fayette County Roadway with Level of Service D and E – PM Peak, 2017

Roadway / Travel Direction	Location Description	PM Peak LOS
SR 54 WB	Approaching county line	E & D
SR 85 SB	Approaching SR 74	E
SR 92 SB	South of Hellen Sams Pkwy	E
Corinth Rd NB	Approaching SR 85	D
McDonough Rd EB	Approaching county line	D
McElroy Rd SB	Approaching McDonough Rd	D
Palmetto Rd WB	Approaching county line	D
Redwine Rd SB	Near Ramah Rd	D
SR 279 SB	Approaching SR 314	D
SR 85 NB	Approaching 85 Connector	D
SR 85 SB	Approaching SR 54	D
SR 92 SB	Near Rivers Rd	D
SR 92 SB	Approaching between Hampton Roads	D
Westbridge Rd SB	Near County Line	D

Source: ARC Travel Demand Model

Figure 35. 2017 AM Peak Level of Service

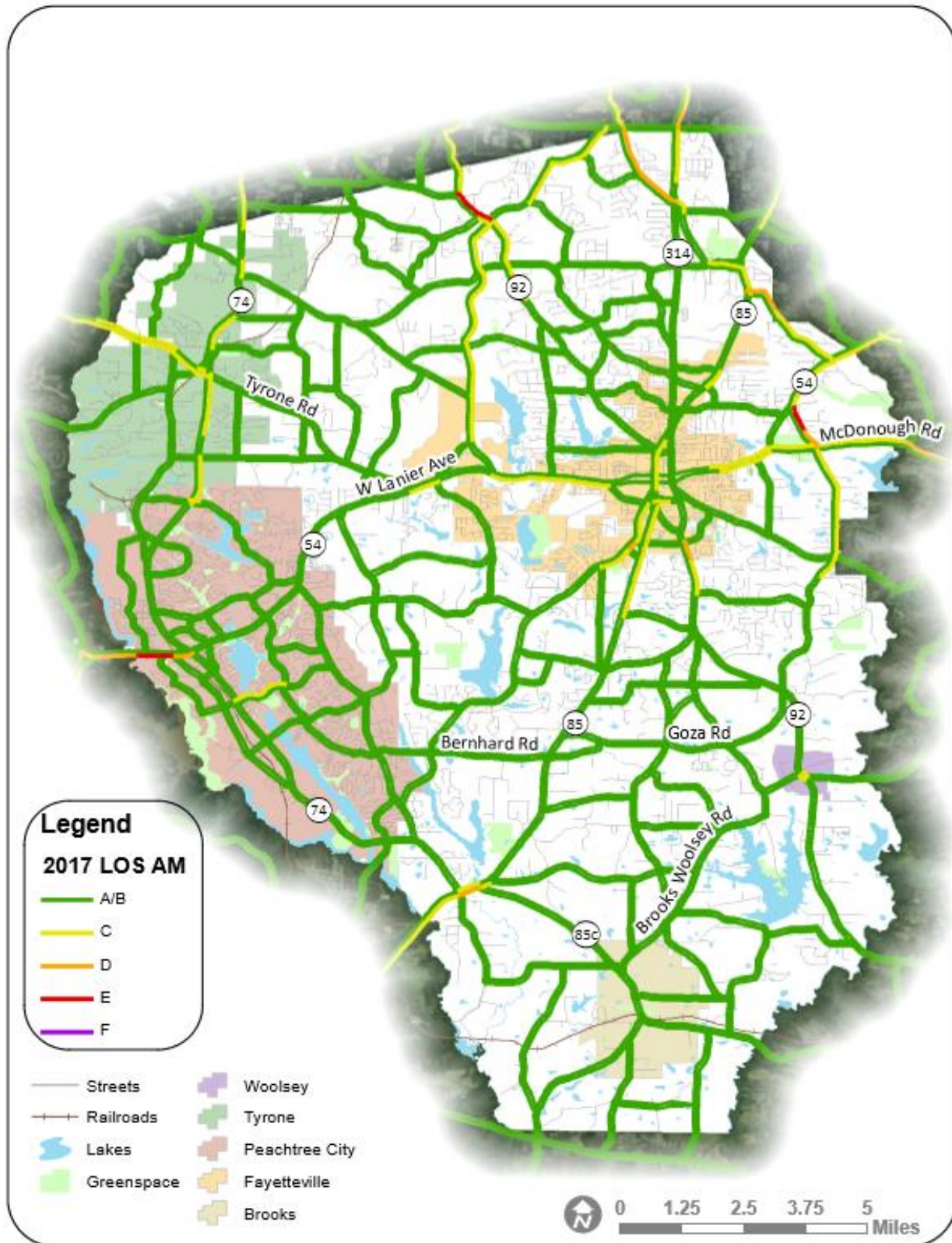
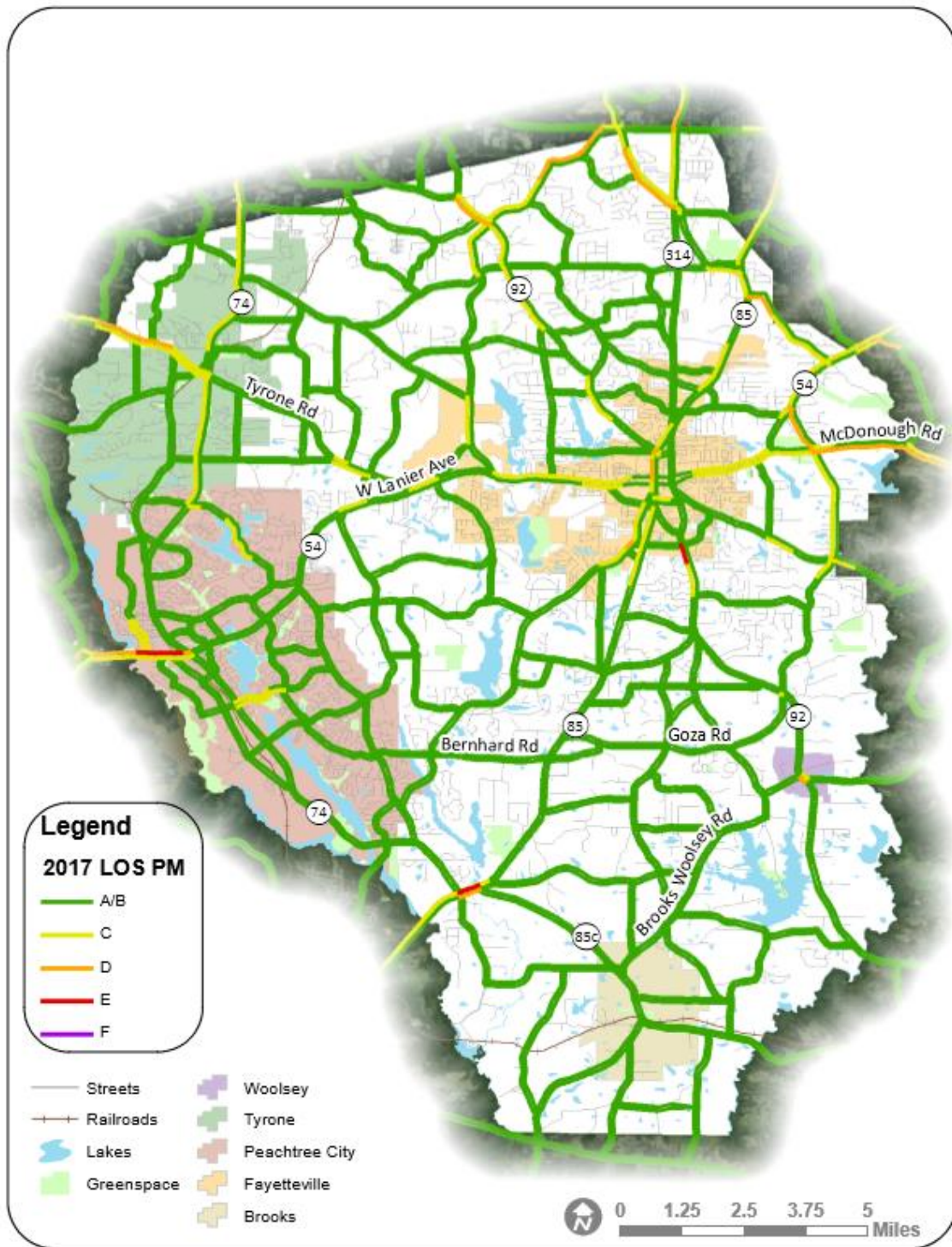


Figure 36. 2017 PM Peak Period Level of Service



5.3.3. Observed Travel Speeds – INRIX Data

INRIX specializes in the collection of vehicle speeds and count data points based on millions of real-time anonymous mobile phones and vehicles connected with Global Positioning Systems (GPS). The benefit of INRIX data is that it is observed and provides finer detail of congestion than travel demand model data. In particular, the INRIX data is better suited to capture delay at intersections than the model.

The INRIX speed data was obtained by ARC for year 2017. For each roadway link, a reference speed was established to represent free flow speed based on observed speeds when there was no congestion. The 6:00 AM to 10:00 AM morning and 3:00 PM to 7:00 PM afternoon peak period average speeds were calculated. The travel time index (TTI) represents congestion by comparing the free flow speed to the peak period speed. A TTI value of less than one indicates no congestion; the free flow speed is less than the peak period average speed. A TTI of two would mean that the free flow speed is twice as great as the peak period average speed.

Figures 37 and 38 show the morning and afternoon peak period TTIs. In the morning, the greatest congestion hotspot is SR 74 at SR 54. Other intersections with elevated levels of delay include SR 74 at SR 85 and SR 314 at SR 279. During the afternoon peak period, congestion is much worse. Delay intensifies at SR 74 and SR 54, particularly SR 54 westbound. Downtown Fayetteville experiences elevated TTI on SR 85 southbound, SR 85 northbound, and SR 54 eastbound, all going into town. Delay is also apparent on SR 74 at Tyrone Road and at Crosstown Drive.

Figure 37: 2017 AM Observed TTI

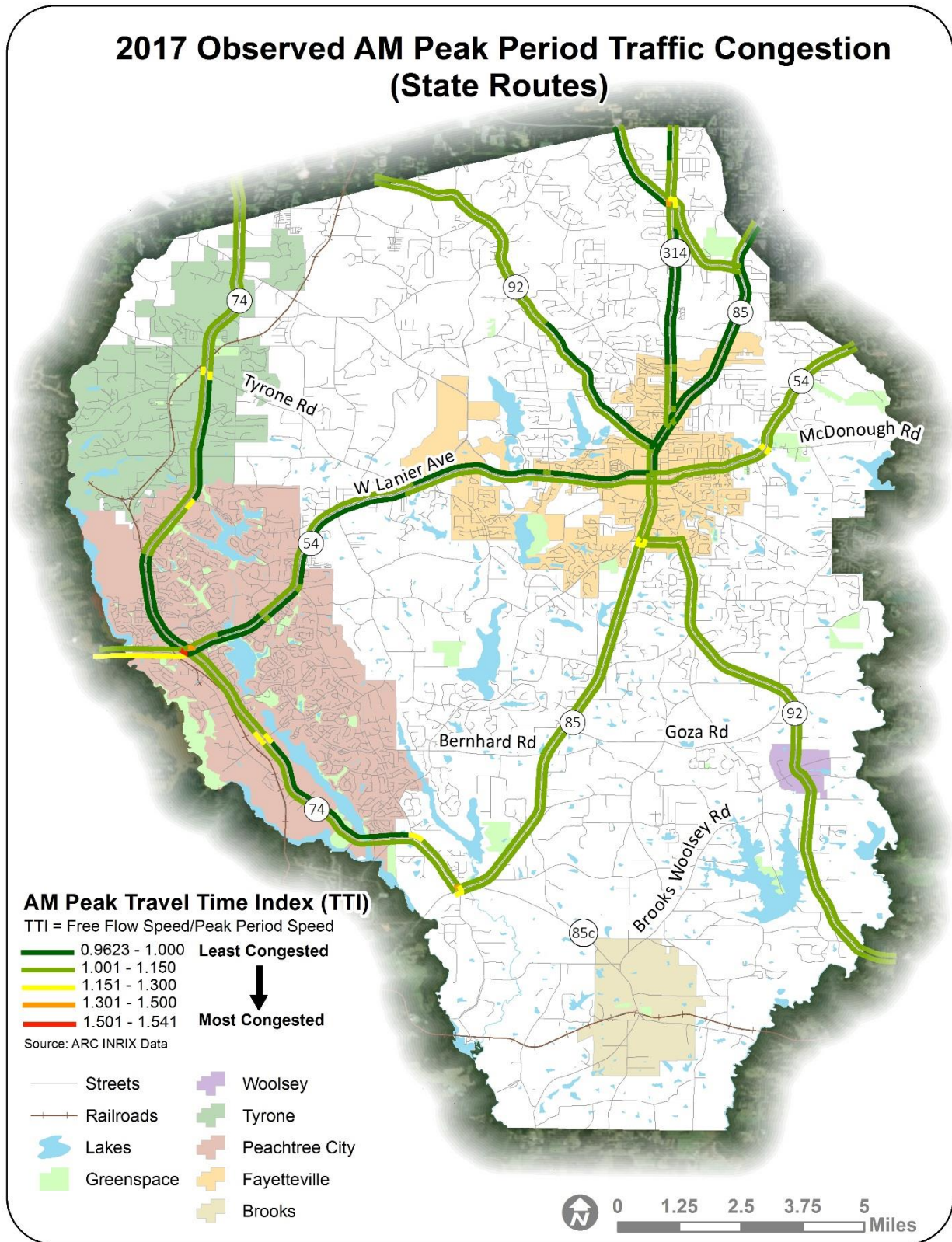
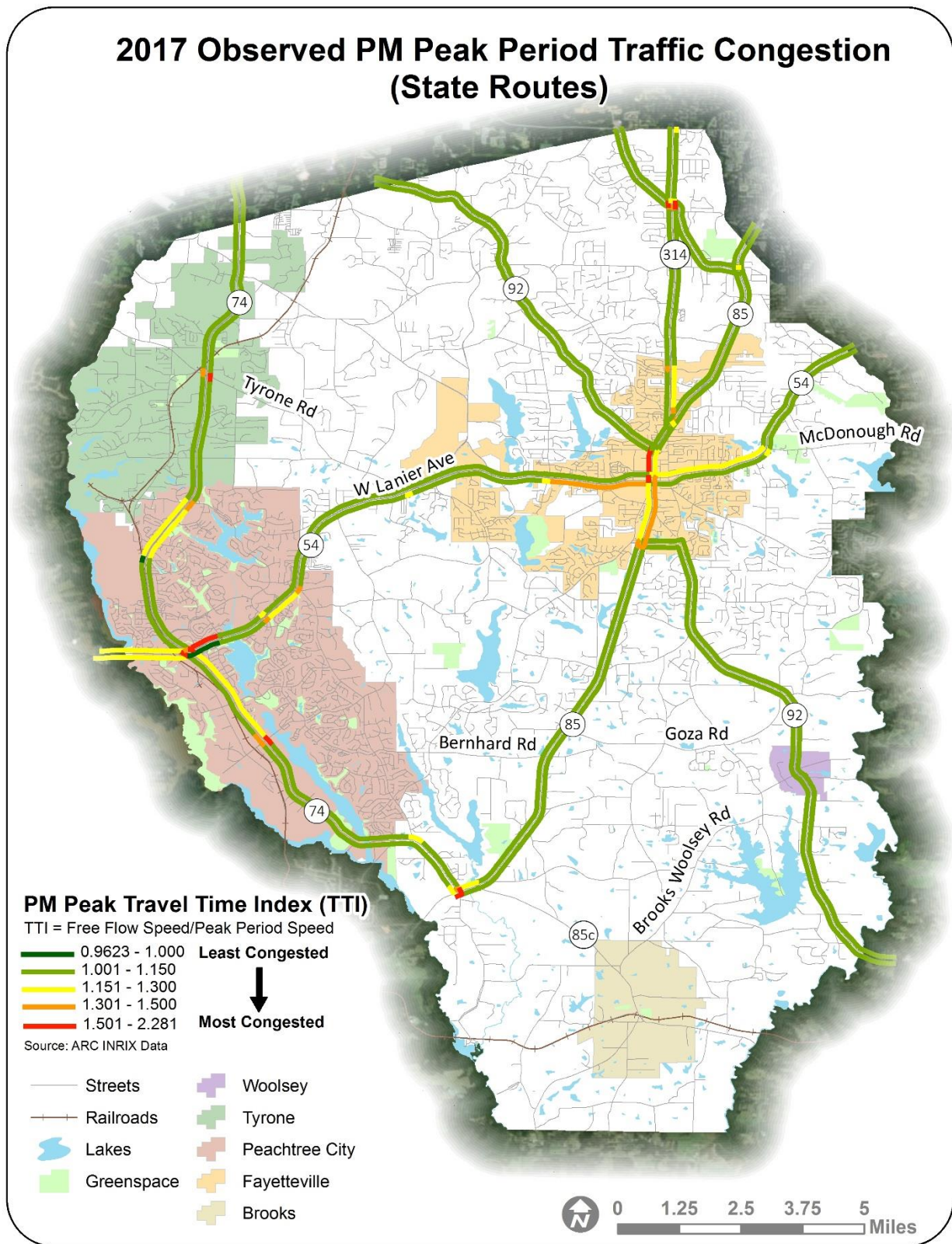


Figure 38: 2017 PM Observed TTI



6. Public Transportation and Human Service Transportation (HST)

This section documents existing public transportation and human services transportation options in Fayette County.

6.1. Fayette Senior Services

Fayette Senior Services is a non-profit, 501 (c)(3). Along with providing life-enhancing services to Fayette County residents ages 50 and older, the organization also offers transportation services. This section describes the transportation service provided.

Figure 39: Fayette Senior Services Vehicle



Source: Fayette Senior Services

Fayette Senior Services is the leading provider of low-cost, flexible transportation in Fayette County for disabled and older adults. The transportation programs are open to Fayette County residents age 60 and older, as well as disabled adults age 18 to 59 who cannot drive by no fault of their own. The service is demand response service only, which is advance scheduled curb-to-curb rides. There are no fixed routes.

Two types of transportation service are available 9:30 AM to 4 PM, Monday through Friday: Voucher Transportation and Non-emergency Medical Transportation.

6.1.1. Voucher Transportation

For a nominal fee, clients can purchase a voucher and arrange their own transportation with one of Fayette Senior Service's drivers. The transportation vouchers can be used for any transportation need; grocery store, shopping, and so on.

6.1.2. Non-emergency Medical Transportation

Also offered is handicap accessible transport. For non-emergency medical transportation, clients arrange to have one of Fayette Senior Service's drivers take them to their appointments.

Service covers inside and outside Fayette County to:

- Dialysis Centers
- Medical Appointments
- Pharmacies for Prescription Pick-ups

7. Travel Demand Management

Major corridors and major intersections are experiencing increased congestion during peak travel periods as Fayette County continues to grow. Automobiles are the main mode of transportation in Fayette County, therefore increasing the efficiency of the transportation network will help balance future growth.

Transportation Demand Management (TDM) strategies are significant tools for policy-makers in combating congestion and will aid in addressing transportation problems associated with growth.

TDM programs are strategies aimed at reducing or controlling demand for transportation facilities, particularly in single occupant vehicles. Fundamental TDM strategies include road pricing, car sharing, carpooling, vanpooling, managed highway lanes, parking management and parking pricing, and non-traditional transit and mobility services. While these initiatives are often coordinated or operated at a regional level, they can also be implemented at a local level.

Many major state roads pass through Fayette County and are integral roadways to the operation of many cities and towns in Fayette. Given Fayette's growth and increasing highway traffic, the regional TDM strategy is an important factor in the county's well-being. While the interstate system does not course through Fayette County, interstate 85 is situated in neighboring Fulton and Coweta counties, which is a corridor highly utilized by residents of Tyrone and Peachtree City for morning and evening commutes. As such, a feasibility study has been conducted to implement managed lanes in Fulton and Coweta Counties.

7.1. Managed Lanes

Led by GDOT, the Georgia Express Lanes (GEL) projects are designed to form a network of managed lanes to help control demand on congested corridors and provide more consistent travel times. For commuters who choose to carpool, vanpool, or take regional bus service, such as GRTA Xpress, managed lanes will also improve travel times. In 2015 GDOT updated its Managed Lanes Implementation Plan (MLIP) and Major Mobility Investment Program. An update to the 2010 Managed Lane System Plan (MLSP), the study revises priorities and financial plans. The MLIP identifies all capacity-adding projects where the use of managed lanes may be appropriate.

In Fulton and Coweta Counties, interstate 85 South (from interstate 285 South to US 29) was identified as an MSLP Candidate Corridor Tier 3, which means it is of lowest priority for additional capacity. While interstate 85 South was not selected for further priced managed lane evaluation, the corridor is anticipated to experience higher levels of congestion through 2040, and will be reviewed in the future.

7.2. Vanpooling and Carpooling

A range of regional vanpooling, carpooling, and general ridesharing programs exist that can serve the residents of Fayette County. Unlike other Atlanta region counties, Fayette County does not operate its own dedicated vanpool service.

The following tables indicate the commuting characteristics of residents of Fayette County and the Atlanta MSA (**Tables 21-24**).

Table 21: Mode Split in Fayette County and Atlanta MSA

Population	Fayette	MSA
Workers 16 years and over	50,098	2,615,735
Means of Transportation to Work		
Car, truck, or van	88.40%	87.80%
- Drove alone	80.60%	77.90%
- Carpooled	7.80%	9.90%
- Workers per car, truck, or van	1.05	1.07
Public transportation (excluding taxicab)	1.00%	3.00%
Walked	0.60%	1.40%
Bicycle	0.00%	0.20%
Taxicab, motorcycle, or other means	1.50%	1.30%
Worked at home	8.50%	6.30%

Source: 2016 ACS, Jacobs

Table 22: Place of Work in Fayette County and Atlanta MSA

Place of Work		
	Fayette County	MSA
Worked in state of residence	98.20%	98.60%
- Worked in county of residence	47.00%	53.10%
- Worked outside county of residence	51.10%	45.50%
Worked outside state of residence	1.80%	1.40%

Source: 2016 ACS, Jacobs

Table 23: Travel Time to Work in Fayette County and Atlanta MSA

Travel Time to Work		
	Fayette	MSA
Less than 10 minutes	9.80%	7.60%
10 to 14 minutes	11.60%	10.30%
15 to 19 minutes	12.50%	12.80%
20 to 24 minutes	9.30%	14.10%
25 to 29 minutes	6.50%	6.10%
30 to 34 minutes	13.90%	15.80%
35 to 44 minutes	10.90%	8.70%

Travel Time to Work		
45 to 59 minutes	13.30%	12.00%
60 or more minutes	12.20%	12.60%
Mean travel time to work (minutes)	31.70	31.00

Source: 2016 ACS, Jacobs

Table 24: Vehicle Available in Fayette County and Atlanta MSA

Vehicle Available		
	Fayette	MSA
Workers 16 years and over in households	50,094	2,602,456
No vehicle available	1.20%	3.10%
1 vehicle available	12.90%	22.50%
2 vehicles available	40.30%	42.90%
3 or more vehicles available	45.60%	31.50%

Source: 2016 ACS, Jacobs

The ACS 2016 data reports that:

- 3,907 Fayette County workers self-reported carpooling or vanpooling to work as their primary transportation mode, meaning 7.80 percent of all workers age 16 or older in the County. In comparison, 9.90 percent of workers in the Atlanta metropolitan area reported vanpooling or carpooling as their primary means to work, placing Fayette County slightly lower than the regional average ride-share level.
- The majority of carpools, 6.40 percent, are 2-person carpools.
- 51.10 percent of the County's general working population worked outside of their county of residence. This indicates that vanpools are not as attractive, or as well known, to longer range commuters.

The above findings indicate that Fayette has an emerging ride-sharing market that can grow. Existing TDM strategies within the County may need to expand to accommodate increased demand for ride-sharing.

The most prominent program in the region is the Xpress service, a regional commuter coach operated by the Georgia Regional Transportation Authority (GRTA) that draws ridership from 44 counties, and has no routes in Fayette County. The closest Xpress stops to Fayette County are Union City route 453, to the northwest in Fulton County; Newnan route 453, west of Peachtree City in Coweta County; Riverdale route 442, to the northeast in Clayton County; Jonesboro routes 440 & 441, to the east in Clayton County; and Hampton route 440, due east in Henry County. No local government-led vanpool service exists, although funding assistance for such a service may be available from GDOT and ARC. No Transportation Management Associations (TMAs) exist in the county currently, although private vanpool vendors that operate in the Atlanta region are available to contract for privately-organized vanpools.

Stakeholder meeting feedback indicates that demand for transit or vanpools from employment centers to housing, collector stations, and so on exists. One solution could be to have employers like Delta, or

Hartsfield–Jackson Atlanta International Airport purchase, own, or operate shuttles to certain pick-up locations from employment centers, such as the airport since it is a major employment destination.

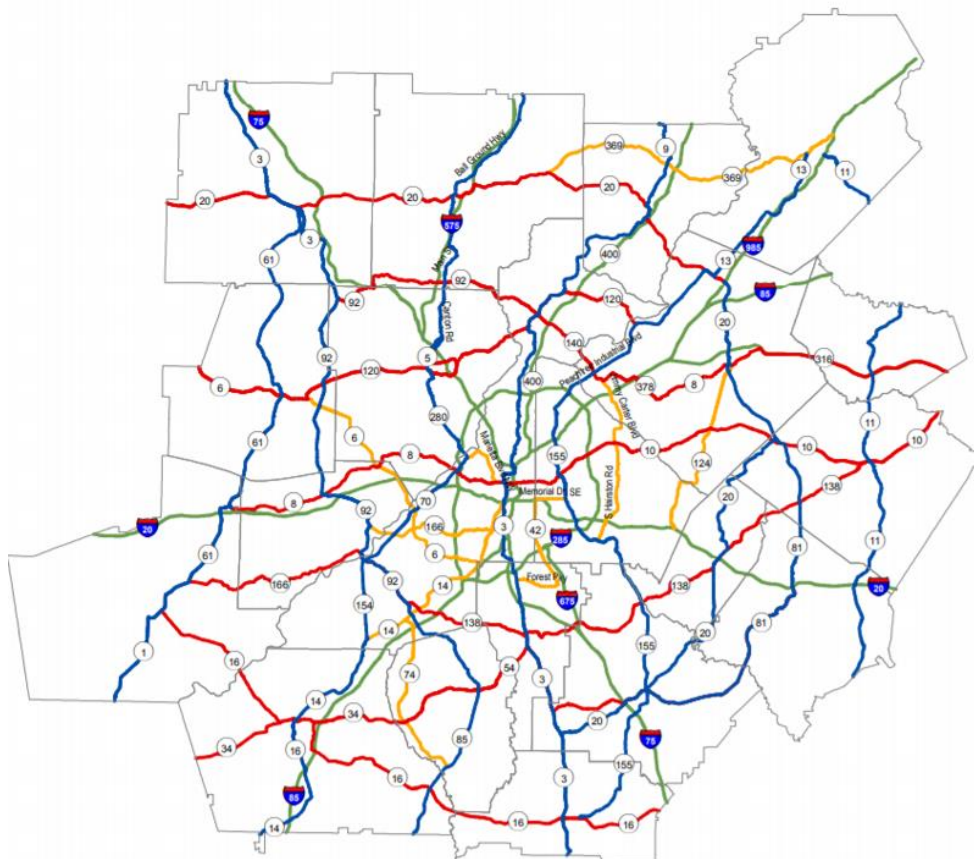
8. Freight Transportation

This section documents transportation infrastructure supporting freight mobility in Fayette County.

8.1. Regional Truck Routes

The 2010 Atlanta Strategic Truck Route Master Plan (ASTRoMaP), as shown in **Figure 40**, identifies routes and strategies to efficiently move truck freight traffic through the region while minimizing negative effects to communities. The ASTRoMaP routes connect freight/industrial hubs of activities and have the roadway design characteristics to manage freight movements. Those characteristics ideally include appropriate roadway functional class, travel lane width, shoulder width, design speed and speed limit, appropriate grades, signage, bridge conditions, and clear zones⁵. Additionally, intersections must have adequate turning radii, and interactions between trucks and other modes of transport (especially bicycles and pedestrians) are given consideration.

Figure 40. ARC Regional Truck Route Network



⁵ http://documents.atlantaregional.com/transportation/tp_S RTP_Toolkit_Trucks.pdf

The ASTRoMaP regional truck routes in Fayette County are shown in **Figure 41**. These routes include SR 74 which connects Hwy 29 north of the county to SR 85 in the south-western portion of the county, SR 54 which provides an east-west connection through Fayette, and SR 92 and SR 85 which provide a north-south truck route. Additionally, SR 74 is identified in the report as a corridor which provides access to freight generating clusters but does not provide regional access.

8.2. Freight Corridors

8.2.1. State Routes

Georgia code stipulates that trucks cannot be banned from state routes. As such state routes are de facto truck routes in all communities. The state highway system forms the truck route network in Fayette County.

8.2.2. National Highway System and Regional Truck Route Network

The National Highway System (NHS) is a federally designated system of roads “important to the nation’s economy, defense, and mobility.” The NHS includes many subsets of roadways:

- The Interstate System
- Other principal arterials – access to freight facilities
- Strategic Highway Network – important to national defense
- Major Strategic Highway Connectors - Access to military facilities
- Intermodal connectors – access to intermodal facilities

In Fayette County routes SR 54, SR 74, SR 85, SR 92, and SR 138 are NHS routes. The ARC has identified a number of roadways that are important for regional truck movements and freight flows. The Regional Truck Route Network within Fayette County includes SR 54, SR 74, SR 85, SR 92, and SR 138.

8.2.3. Truck-Prohibited Corridors

Fayette County has specific corridors that are not open to truck traffic. These routes are:

- Buckeye Road – Board of Commissioners (BOC) voted to suspend any further land acquisition or paving on Buckeye Road, post “no-thru” traffic signs and to discourage cut-through traffic on Buckeye Road. February 23, 1989.
- Jenkins Road – designated as a Collector and “no thru trucks” from SR 74 to Ellison Road. Approved August 23, 1990.
- Brogdon Road – designated as “no thru trucks.” Approved November 14, 1991.
- Gingercake Road – designated as “no thru trucks” for vehicles with weights of 8,000 pounds or more. Approved October 5, 1994.
- Newton Road – BOC approval to post “no thru trucks” sign on the Fayette County end of Newton Road. December 4, 1996.

The entire Fayette County Truck Route network is displayed in **Figure 42**.

Figure 41. ASTRoMap Regional Truck Routes in Fayette County

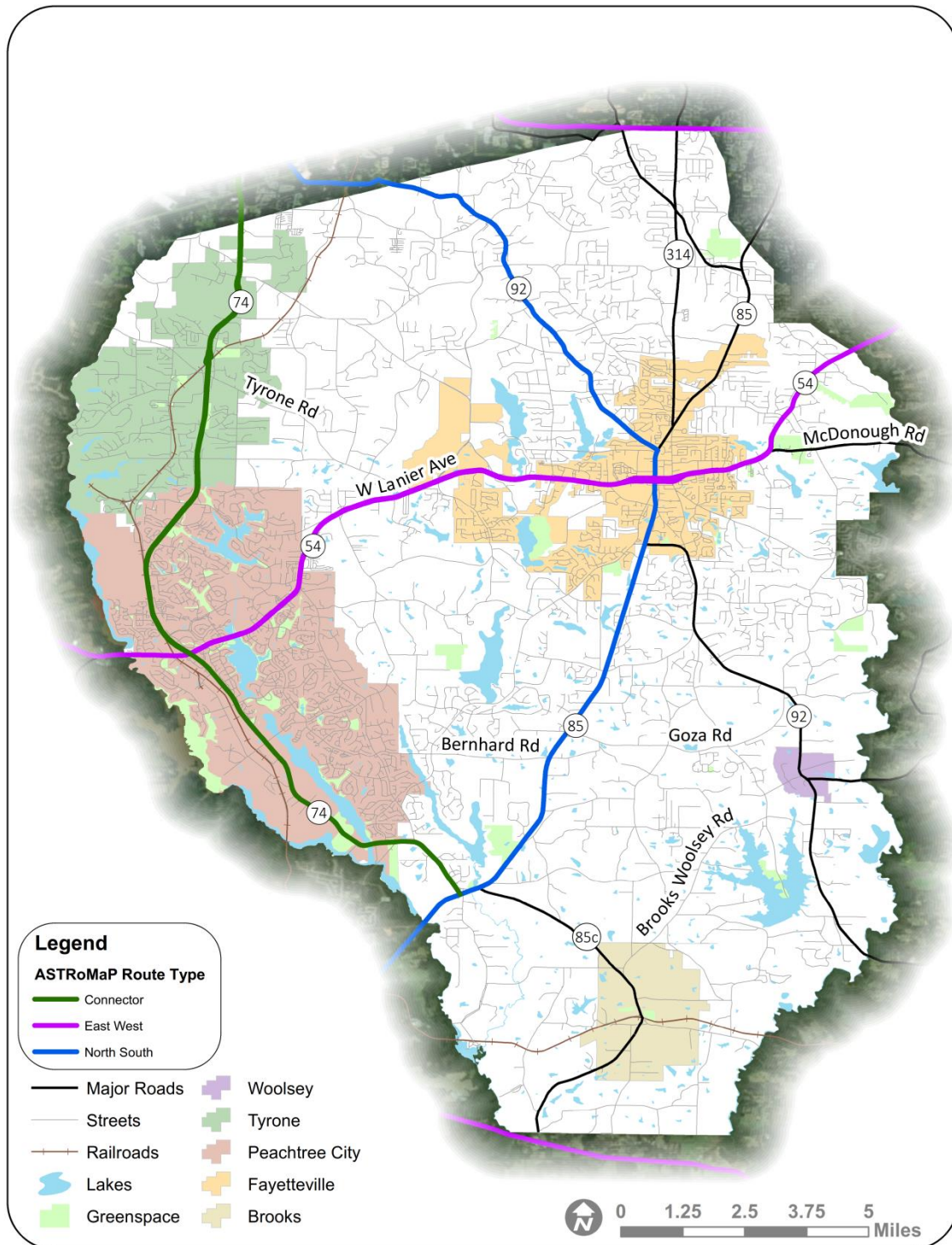
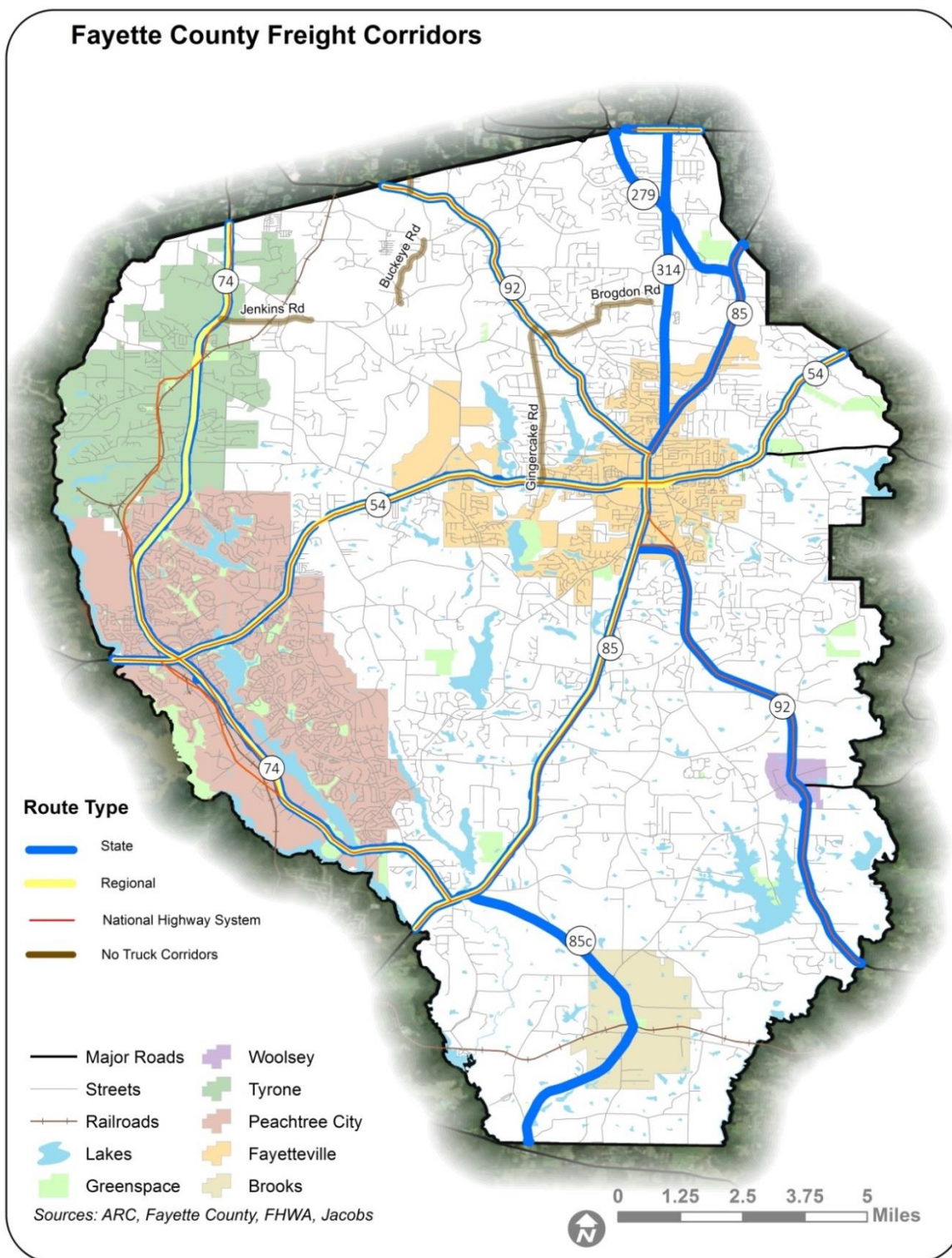


Figure 42. Freight Corridors



8.3. Truck Volumes

Truck volumes were obtained from Geocounts Traffic Counts for Fayette by the Georgia Department of Transportation. Counts for 2016, the latest year, are adjacent to each station in **Figure 44**. SR 54 and SR 74 are the most frequently traveled routes for freight traffic. **Figure 45** depicts the 2016 Annual Average Daily Traffic on the same routes, at the same count stations.

8.4. ARC Regional Freight Mobility Plan

The freight planning efforts of the Atlanta Regional Commission focus on developing a framework for facilitating and enhancing goods movement in the region, improving economic competitiveness, and minimizing negative environmental and community impacts.

ARC's guiding freight planning document is the Atlanta Regional Freight Mobility Plan. This plan was updated in 2016. The primary Update were to:

- Assess the current plan against the latest understanding of existing conditions and forecasts
- Update the plan based on the latest federal, state, and Atlanta regional policies
- Support the development of a FAST Act compliant Regional Transportation Plan (RTP) as it relates to applicable freight provisions
- Identify projects of national, state, and regional significance
- Define a path forward for project investment and establishment of responsive strategies and initiatives

The plan identified and focused primarily on 7 freight intensive clusters, none of which are in Fayette County. The Freight Clusters are Airport/Clayton, Fairburn, Fulton Industrial Blvd, Gwinnett/Satellite Blvd/SR 316, I-20 East, I-85/Jimmy Carter Blvd, and McDonough/Henry County. The nearest two clusters, Fairburn and Airport/Clayton, can potentially impact the transportation network in Fayette County. However, because there is no direct interstate access in Fayette, demand for through truck movements are limited. The identified clusters are shown in **Figure 43**.

The plan identified minor clusters of manufacturing and warehousing along SR 74 in Peachtree City.

The Regional Freight Mobility Plan identifies 91 freight related transportation projects throughout the 20-county metropolitan area. No projects were identified in Fayette County.

Figure 44. Truck Volumes

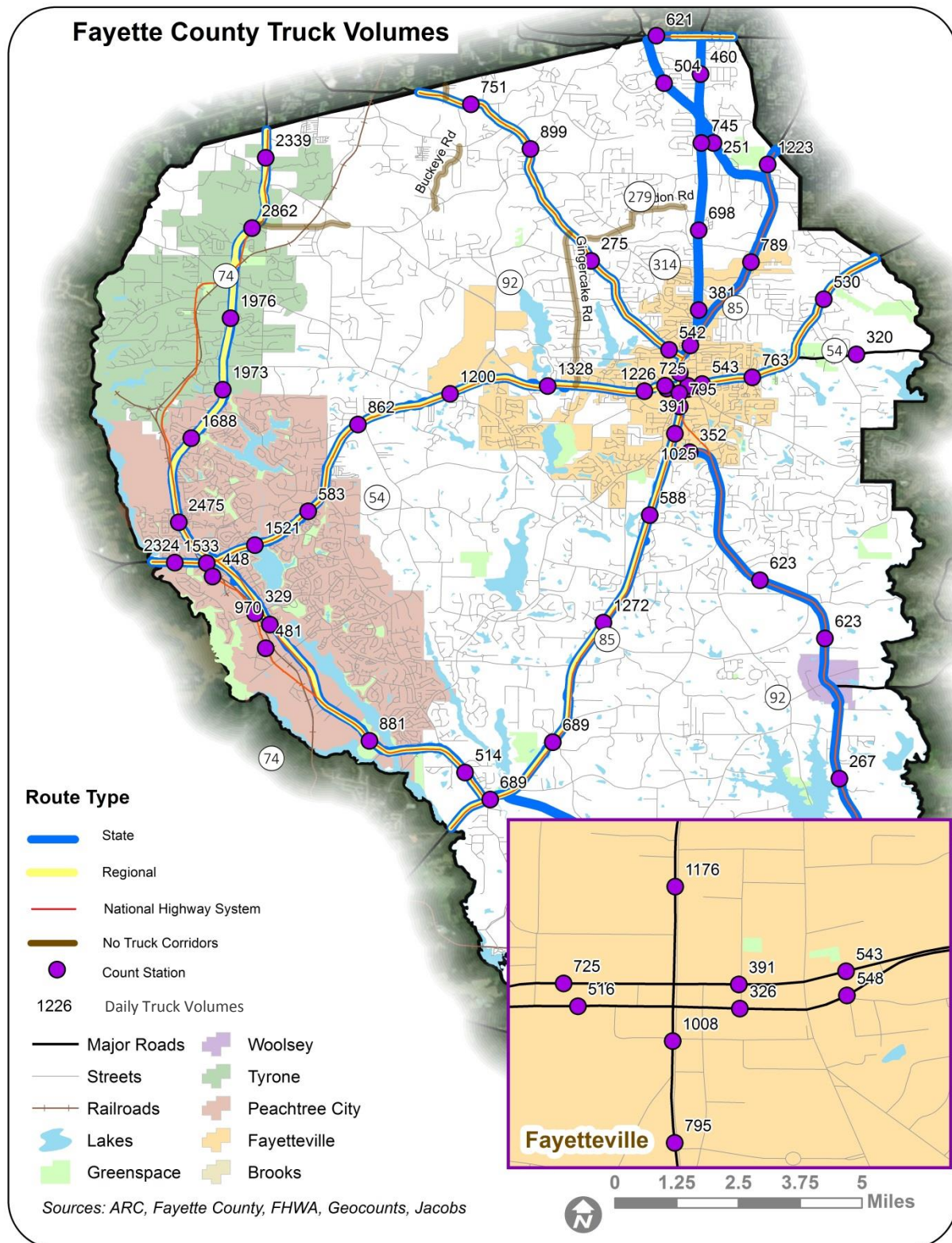
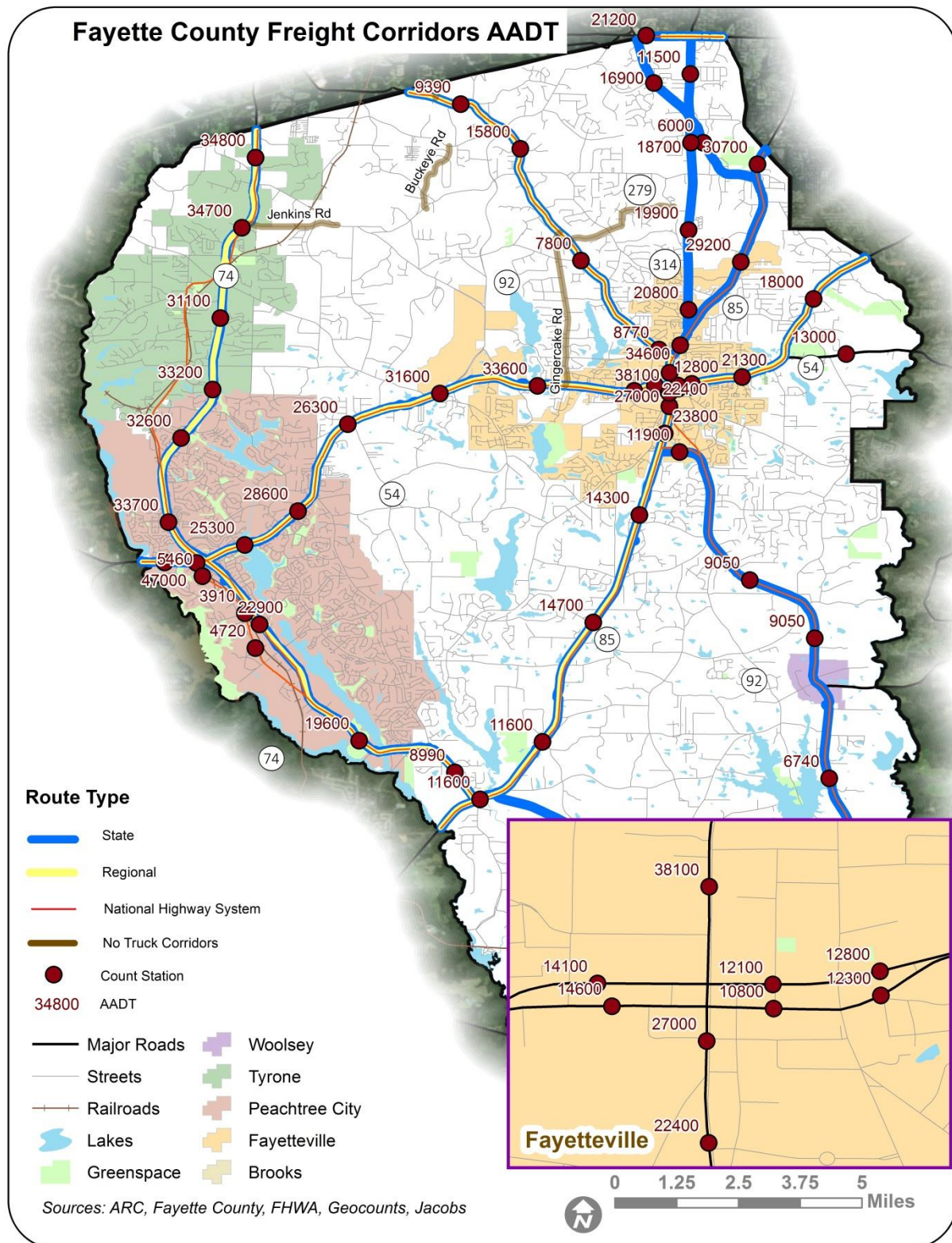


Figure 45. Freight Corridor Volumes



9. Planned and Programmed Improvements

Multiple state roads traverse Fayette County and facilitate both commuter and freight traffic. The following state roadways are located in Fayette County (listed clockwise): SR 279, SR 314, SR 85, SR 54, SR 92, and SR 74. The ARC's Transportation Improvement Plan (TIP) contains a list of improvements to some of these roadways, as well as bridge and multi-use trail improvements. The TIP is the ARC's short-term implementation plan for improvements within the (2018-2023) time frame. Projects within the TIP have dedicated sources of funding allocated to them. These projects are detailed in **Table 25** and are mapped in **Figure 46 and 47**.

These projects are primarily bridge replacement projects. One project, the operations and safety improvements for SR 85, is a multi-county project that is long ranged (surpasses the 2018-2023 timeframe of the TIP). The remaining projects include the East Fayetteville Bypass, the widening of SR 85, and multi-use paths and sidepaths.

Table 25: Planned & Programmed Improvements in Fayette County

ARCID	Project Description	From	To	Improvement	PE	ROW	CST
AR-302	SR 85 Safety and Operations Improvements	SR 92 (Fayette County)	SR 16 (Coweta County)	Safety and Operations Improvements			
FA-236	East Fayetteville bypass	S. Jeff Davis Dr.	SR 85	New 2 lane roadway	2006	2015	2017
FA-085	SR 85 Widening	SR 92	Grady Avenue	Widening from 2 to 4 lanes	2014	LR 2024-2030	LR 2024-2030
FA-267	McIntosh Road Bridge Replacement	-	-	Bridge Upgrade @ Flint River	2011	2014	2016
FA-355	SR 85 Bridge Replacement	-	-	Bridge Upgrade @ Whitewater Creek	2016	2019	2020
FA-349	Ebenezer Church Rd Bridge Replacement	-	-	Bridge Upgrade @ Whitewater Creek	2016	2019	2020
FA-358	Coastline Road Bridge Replacement	-	-	Bridge Replacement @ CSX Railroad	2018	2020	2022
FA-352	Multi-use path for the Starrs Mill School Complex	-	-	Bike-Ped Facilities			
FA-353	Sidepaths and Trails for West Fayetteville Neighborhoods	-	-	Bike-Ped Facilities	2014	2016	2018

Source: ARC, Jacobs

Figure 46. Regionally Planned and Programmed Improvements (ARC)

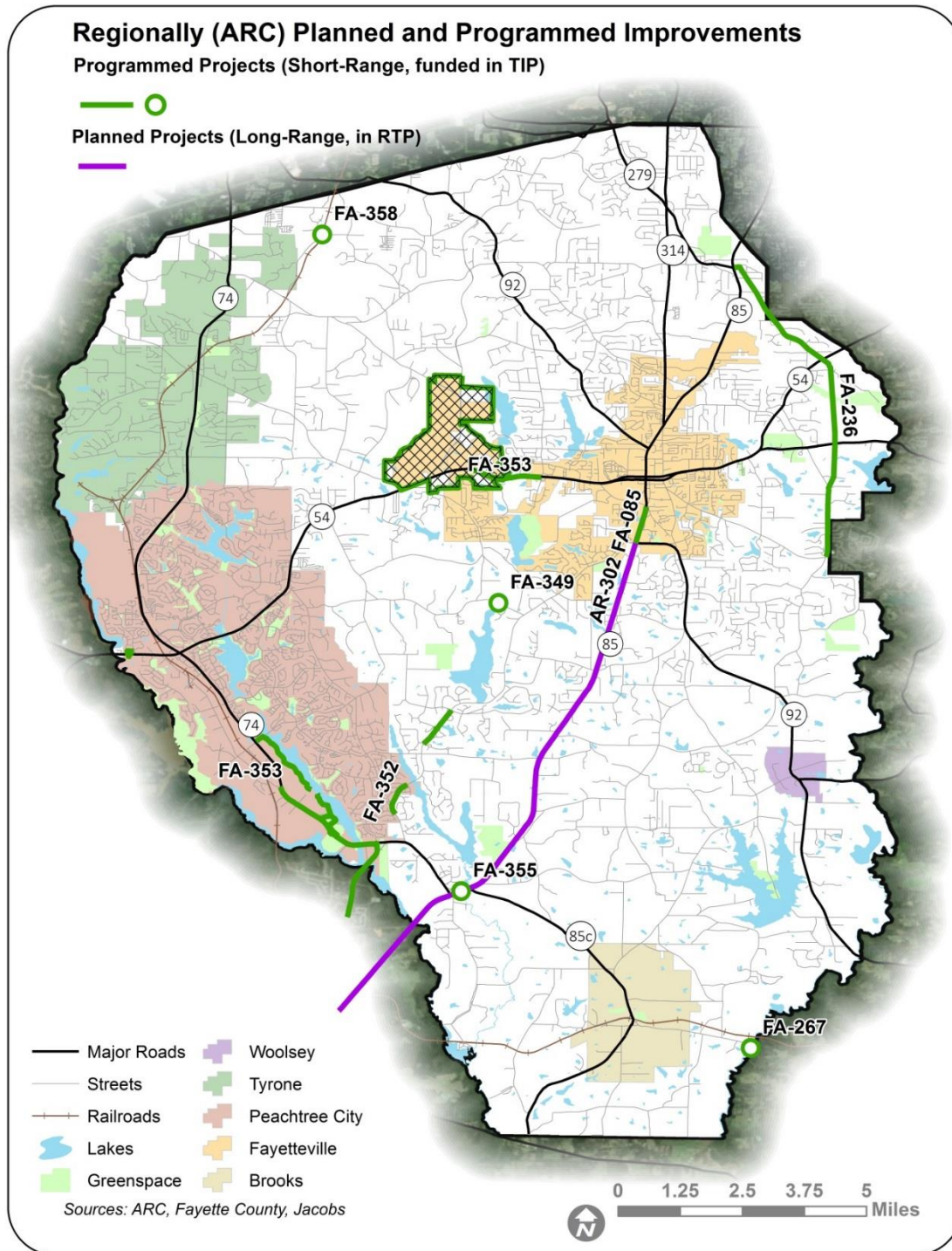
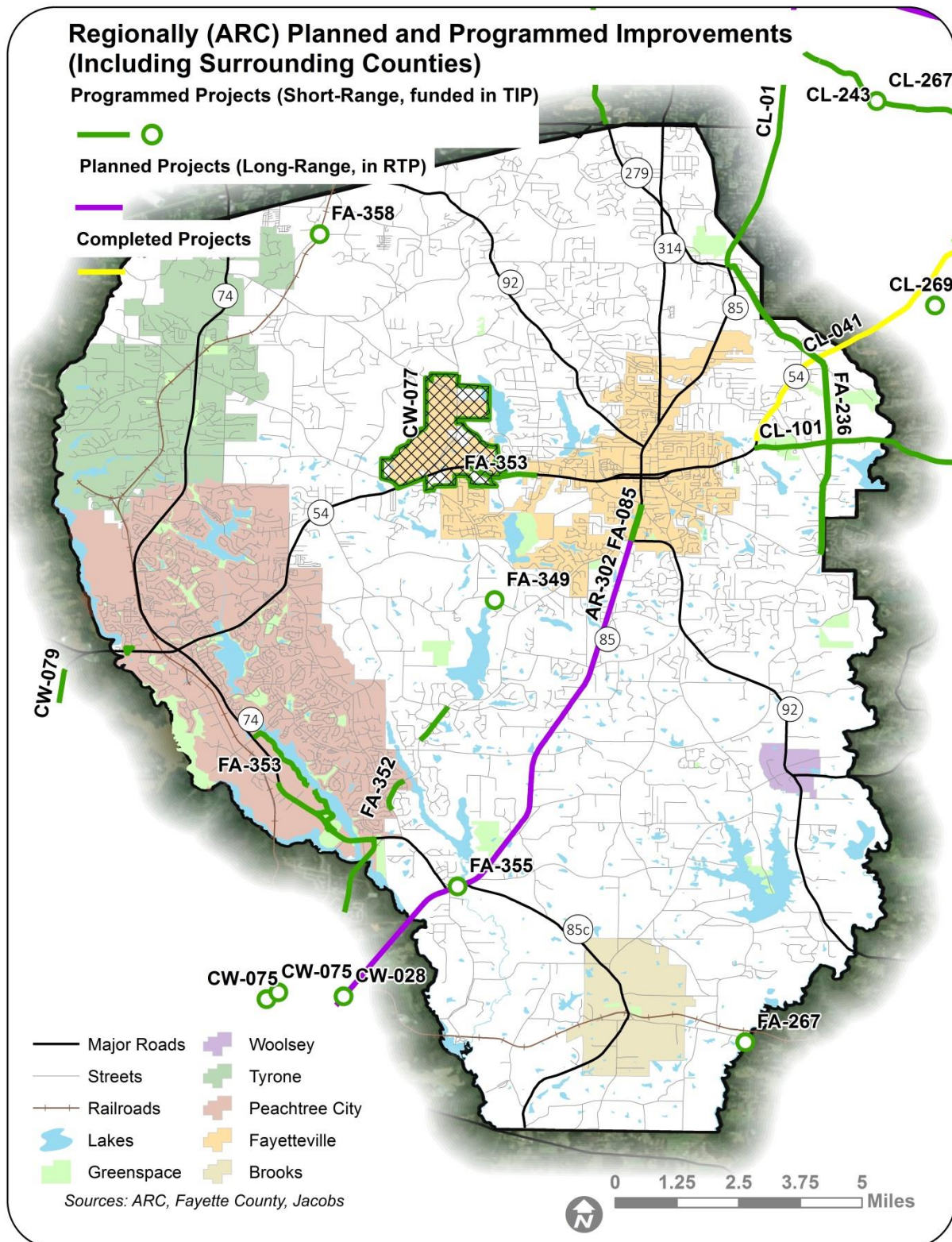


Figure 47. Regionally Planned and Programmed Improvements (with Surrounding Counties)



FAYETTE

TRANSPORTATION PLAN



**Assessment of Current
& Future Needs Report**
November 2019

Plan Developed By:

JACOBS

Supported By:



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1. Introduction & Background

The Atlanta Regional Commission (ARC) created the Comprehensive Transportation Plan (CTP) program to encourage counties and their municipalities to develop joint long-range transportation plans. ARC uses CTPs as the foundation of the wider regional vision for transportation investment in the Atlanta region. This CTP, known as the FAYETTE TRANSPORTATION PLAN, is funded with financial support from ARC and will be used to make funding and implementation decisions in the county for the next five years and beyond. Transportation projects identified during this planning process will be eligible for inclusion in the Regional Transportation Plan (RTP) and may be considered for federal and state funding. The Inventory of Existing Conditions Report details the condition of transportation facilities in the Fayette County, City of Brooks, City of Fayetteville, City of Peachtree City, City of Woolsey and Town of Tyrone.

This plan incorporates and builds upon the previous 2010 CTP. Unimplemented recommendations from that plan were reevaluated under current situations to ensure validity. A unique part of this planning process is a deep dive into a countywide bicycle, pedestrian, and golf cart path network. This network is known as the Master Path Plan (MPP).

1.1. Plan Overview

The Fayette Transportation Plan follows a three-step technical documentation process (**Figure 1**):

- The first step is an INVENTORY of the present-day makeup and condition of the transportation network in and around Fayette County. This includes factors that influence transportation such as demographics, employment, land use, and development.
- The second step is an ASSESSMENT of transportation needs both today and through the year 2040. Needs are identified using technical methods such as travel demand modeling as well as input from community and stakeholders.
- The third step is the development of policy and project RECOMMENDATIONS designed to address the issues identified in step two.

This document is the second step in the planning process: the Assessment of Current and Future Needs Report (also known as the Needs Assessment).

Figure 1: The Planning Process



2. Population & Employment Growth

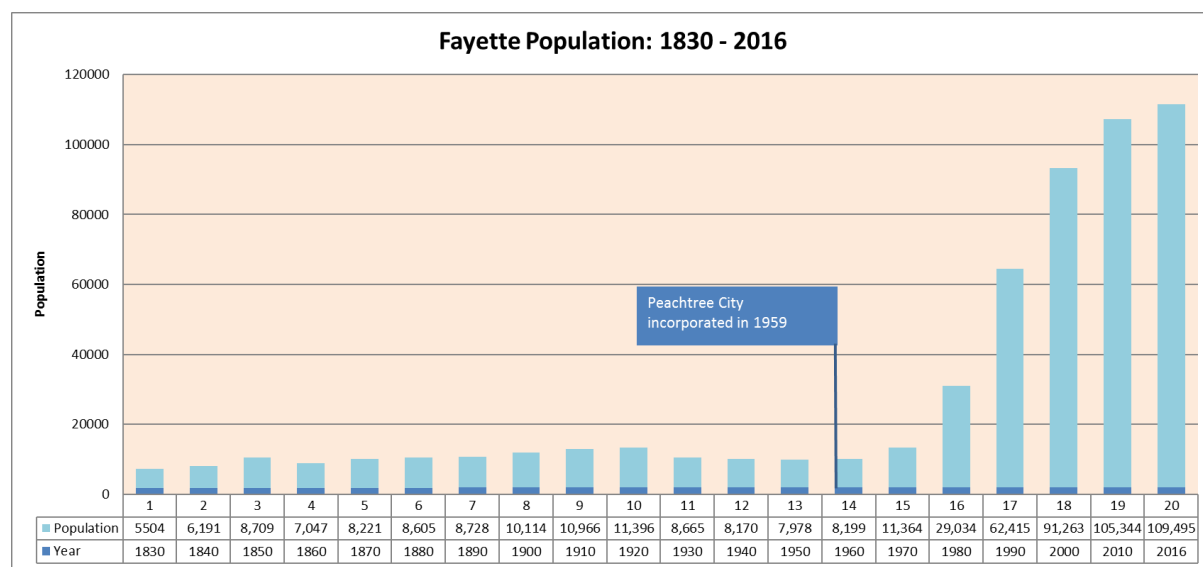
This section contains population and employment estimates for Fayette County in 2016 and projections for 2040. Understanding population and employment trends are essential for understanding future transportation needs. A detailed demographic and employment assessment is available in the Inventory of Existing Conditions Report. This section will summarize those assessments and analyze future year projections.

2.1. Population Growth

Akin to Metro Atlanta, Fayette County has undergone significant population growth. Population gradually increased and decreased from 1830-1960. After Peachtree City incorporated in 1959, countywide population embarked on a steady increase, with its largest increases between 1970-2000. The growth trend is expected to continue through the year 2040.

Figure 2 shows the total population from 1830 to 2016 based on the latest estimates from the American Community Survey (ACS). The 2016 population of Fayette County was 109,495, according to the US Bureau of the Census American Community Survey (ACS).

Figure 2: Fayette County Historic Population



Source: US Census, ACS

2.2. Travel Demand Model Projections

Projections from the ARC Travel Demand Model show the county growing to almost 142,000 people in the next 23 years (**Table 1**). This increase in population will create heavier demands on the transportation network. More people will bring more cars and larger usage of the roadway network.

Table 1: Projected Population Growth

Year	Population Projection	Total Change 2017 - 2040	Percent Change 2017 - 2040	Annual Growth Rate
2017	109,991	-	-	-
2040	141,583	31,592	28.72%	1.10%

Source: ARC Travel Demand Model

Population density from the travel demand model for the years 2017 and 2040 are shown in **Figures 3 and 4** respectively. Based on the population projections from the ARC Travel Demand Model: Areas of population density are clustered around the cities (Fayetteville, Peachtree City, and Tyrone) and the unincorporated areas immediately surrounding them. The population densities are based on Traffic Analysis Zones (TAZ). TAZs are the fundamental geographic unit for inventorying demographic data and land use within the study area; in this case Fayette County¹.

¹ https://www.fhwa.dot.gov/planning/tmip/publications/other_reports/technical_synthesis_report/page01.cfm - January, 2019

2.2.1. Fayette County Comprehensive Plan Projections

Fayette County adopted a new Comprehensive Plan in 2017. This plan included a population projection based on the ARC population projections. The data indicated that Fayette County's population will increase from 110,975 in 2015 to 143,255 in 2040. This represents a 29 percent increase of 32,280 persons. The Comprehensive Plan population projections were slightly higher than the ARC Travel Demand Model projections. However, due to the small overall difference the traffic implications are the same.

2.3. Employment Growth

An important aspect of determining transportation needs for the county is employment centers and access to jobs. In 2015, approximately 74.6 percent of the people who lived in Fayette County were employed outside of the county, while 25.4 percent of people who lived in Fayette worked in the county. For similar information on surrounding counties, review **Table 2** below.

Figure 3: 2017 Population Density by TAZ

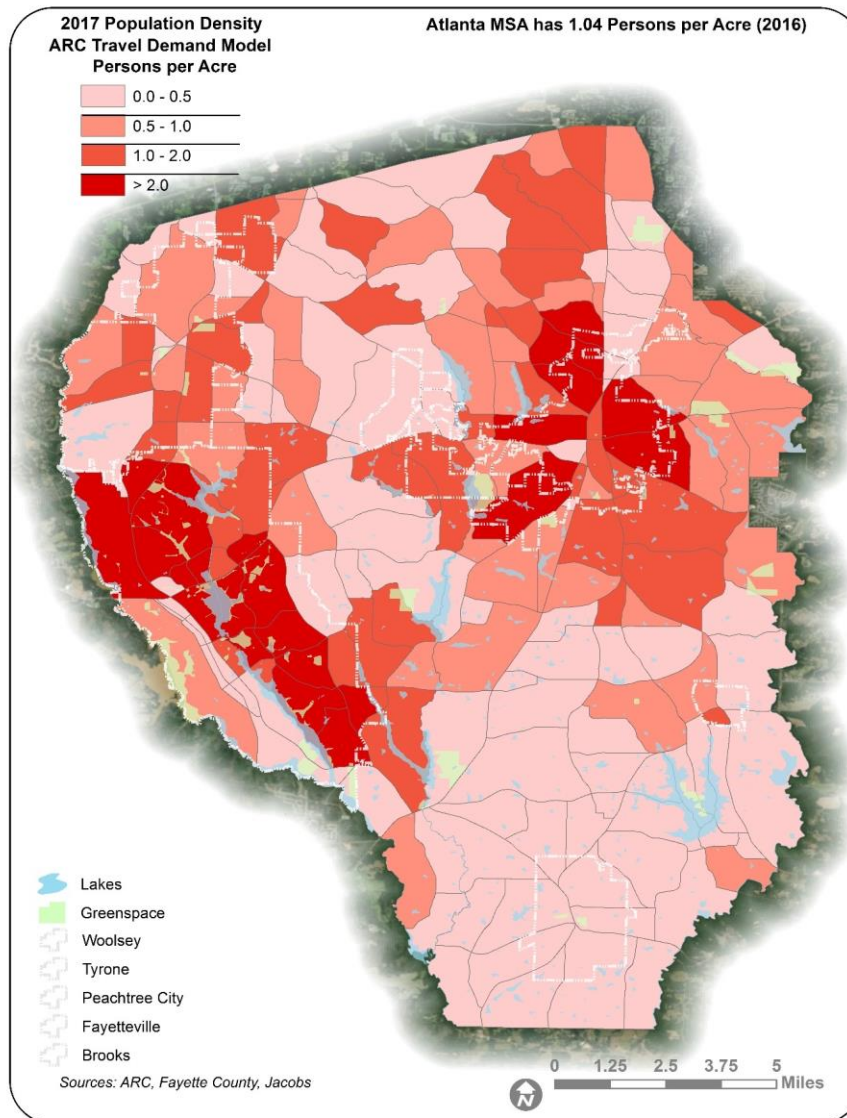


Figure 4: 2040 Population Density by TAZ

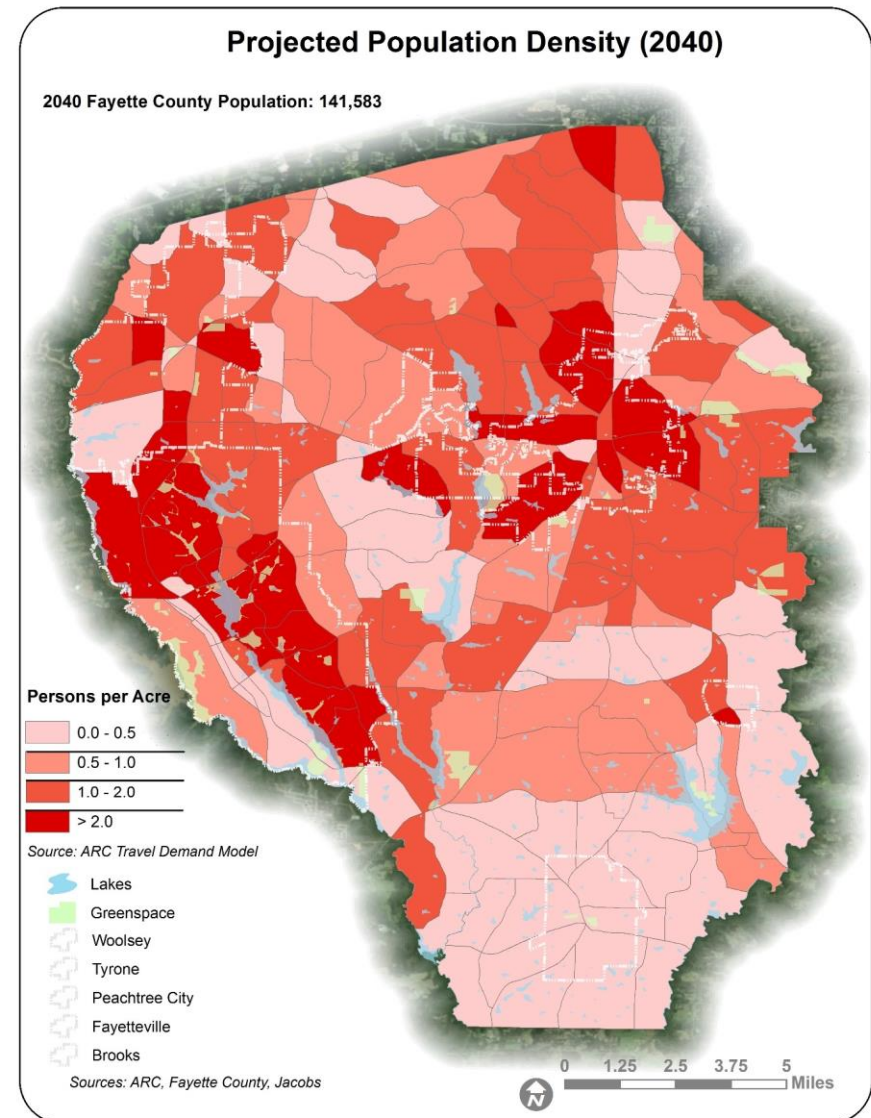


Table 2: In-Area Labor Force Efficiency (All Jobs)

County	Living in County	Living in County but Employed Outside County	Living and Employed in County
Clayton	108,243	77.30%	22.70%
Coweta	59,351	71.80%	28.20%
Fulton	424,478	45.90%	54.10%
Henry	92,272	78.00%	22.00%
Spalding	25,956	71.60%	28.40%

Source: U.S. Census Bureau, Center for Economic Studies

The major employment areas in Fayette County are located in Peachtree City and Fayetteville. In Peachtree City, employment is concentrated at the intersection of SR 74 and SR 54, and along south SR 74 (abutting the industrial land uses). In Fayetteville, the major employment areas radiate outward from the intersection of SR 85 and SR 54, and are more densely located north and south along SR 85 from that intersection. With substantial commuting patterns into northern counties, and traffic congestion along SR 74, centrally located commuter-supportive transportation investments could mitigate future traffic congestion.

Table 3: Projected Employment Growth

Year	Employment Projection	Total Change 2017 - 2040	Percent Change 2017 - 2040	Annual Growth Rate
2017	56,060	-	-	-
2040	76,005	19,945	35.57%	1.33%

Source: ARC Travel Demand Model

Fayette County employment is projected to grow through the year 2040. Depicted in **Table 3**, employment is projected to increase by nearly 36 percent. Employment density for 2017 and 2040 by TAZ is shown in **Figures 5 and 6**. An increase in employment opportunities attracts Fayette County residents to work within the county, while also attracting workers from outside the county. Projected population and employment growth are similar in annual growth rate (1.10 percent, and 1.33 percent, respectively). Access to major employment sectors will be essential to supporting this growth. As mentioned above, the major employment centers are along SR 74. This trend supports the need for transportation choices that are a viable alternative to single occupant vehicular travel on SR 74 to maintain or improve mobility to and around these employment centers. The high number of commuters using SR 74 to access jobs in other parts of the region also supports the need to relieve travel along this corridor. Existing employment radiates outward from the intersection of SR 85 and SR 54. Employment is projected to increase in density at this intersection and in the areas mentioned above. Future modifications to the intersection and local transportation network could alleviate traffic congestion in the area.

Figure 5: 2017 Employment Density by TAZ

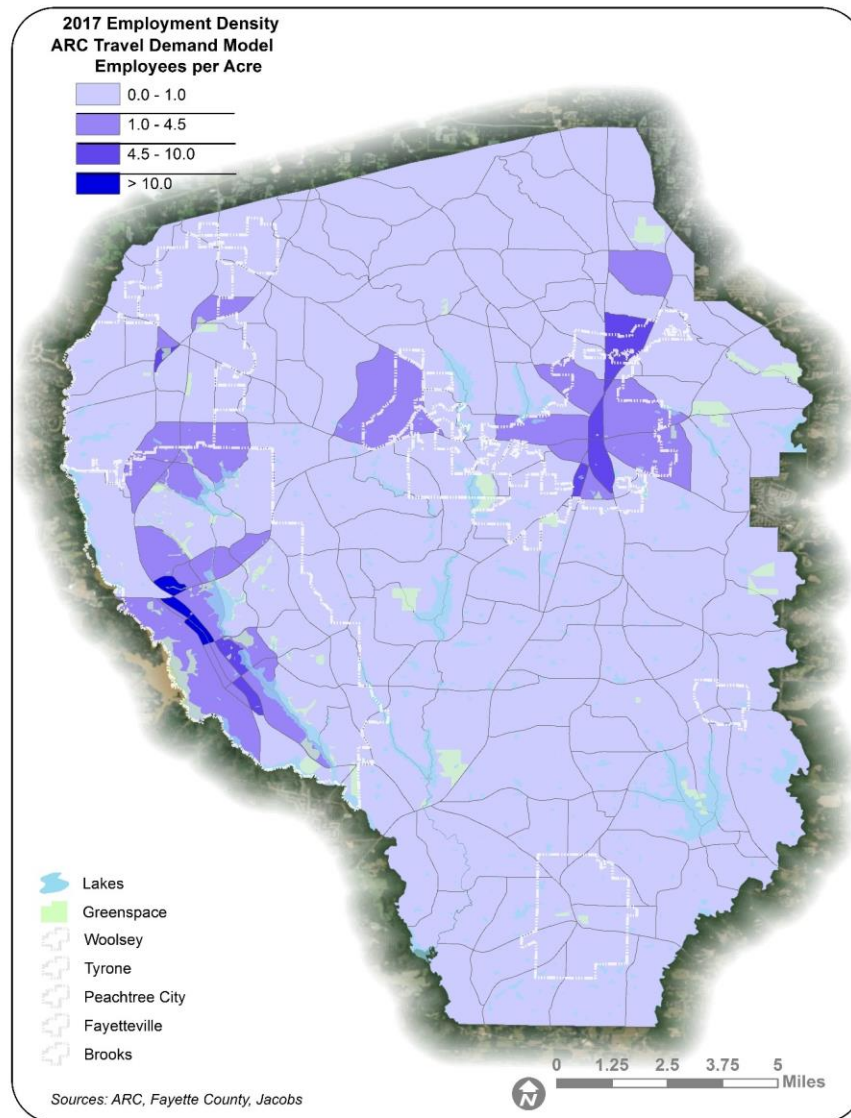
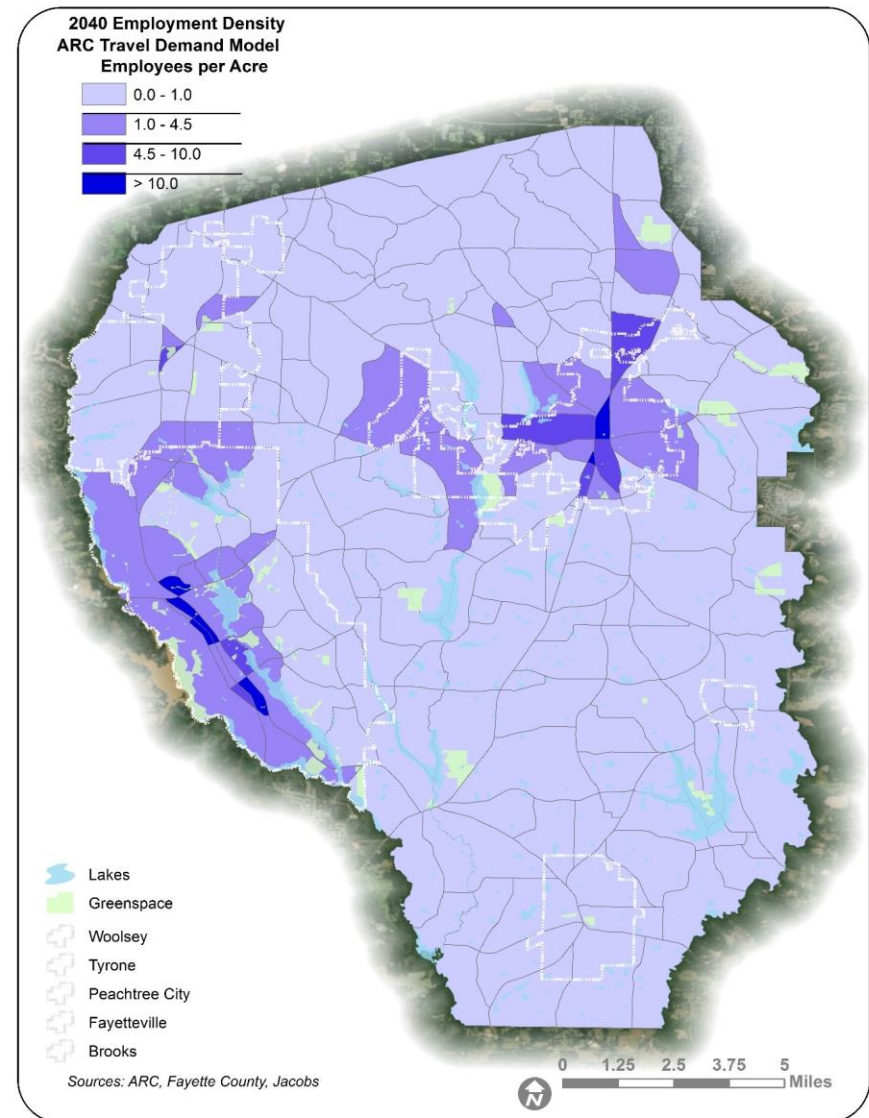


Figure 6: 2040 Employment Density by TAZ



2.4. Key Findings

Based on the **POPULATION** projections from the ARC Travel Demand Model areas of population growth include:

- Tyrone
- Central and North Fayetteville; surrounding outer limits of Fayetteville
- North Fayette County
- Between Goza Road and Rising Star Road

Based on the **EMPLOYMENT** projections used for the ARC Travel Demand Model:

- Fayette County will remain largely a bedroom community with the majority of residents commuting outside of the county for employment
- Population and employment will grow at a similar pace through the year 2040
- Commutes to Hartsfield–Jackson Atlanta International Airport will remain important
- Employment growth within the county will be heaviest in the existing employment centers along SR 74, at SR 85 and SR 54, and along SR 85 in Fayetteville
- New employment nodes will appear south of the hospital on SR 54
- Major Roads that could be negatively impacted by population and employment growth include:
 - SR 74, SR 54, and SR 85

3. Future Land Use & Development Needs

The future land use plans for the five municipalities and Fayette County were analyzed to ensure transportation infrastructure keeps pace with planned developments. These land use plans were also consulted to identify need areas for specific types of transportation investments, including bicycle and pedestrian, roadway, transit and freight improvements. In addition, these plans were assessed to determine where improvements are needed to further the land use vision for the county. Land use and transportation planning can often occur in separate processes. Through this analysis, steps were taken to ensure coordination between these two efforts.

The information presented in this assessment will be used in later phases of the planning process to determine if transportation projects are consistent with the land use plans and policies of local jurisdictions. This analysis will also be used to prioritize transportation projects. These future land use related transportation needs are shown in **Figure 7**. In addition to future land use related transportation needs, this section also focuses on the transportation needs resulting from major planned developments within the county.

3.1. Major Planned Developments

Major developments have the potential to significantly impact the county's transportation system, both locally and county-wide. In light of this, an assessment of major planned developments was conducted to pro-actively identify potential needs in these areas. Two major developments are currently planned in various stages of development. These include the partially constructed Pinewoods Studios and surrounding developments and the planned Founders District. Both of these developments are centered on film studios and are mapped in **Figure 7**.

3.1.1. Pinewoods Studio and Forest

Pinewoods Studios is currently the largest studio complex in the United States, outside of Los Angeles. The site is approximately 700 acres and features 18 sound studios ranging in size from 15,000 to 40,000 square feet.

An adjacent 234-acre mixed-use development, Pinewood Forest, is currently under construction on the eastern side of Veterans Parkway. Pinewood Forest will include approximately 500 homes of various types and styles. The residential component will include a mix of single-family homes, micro-cottages, multi-family flats, townhomes, and some tree homes. The development will include a commercial center, a 95-room boutique hotel with restaurant and bar, and 118 acres of greenspace. The style of Pinewood Forest is Traditional Neighborhood Development (TND), which features densely clustered homes on small lots. Pinewood Studio & Forest are located in the City of Fayetteville, which has sewerage capacity and ability to service small lot developments. This is a major departure in the types of density typically found throughout Fayette County, which is known for large lot single-family subdivisions at a minimum of one acre lots.

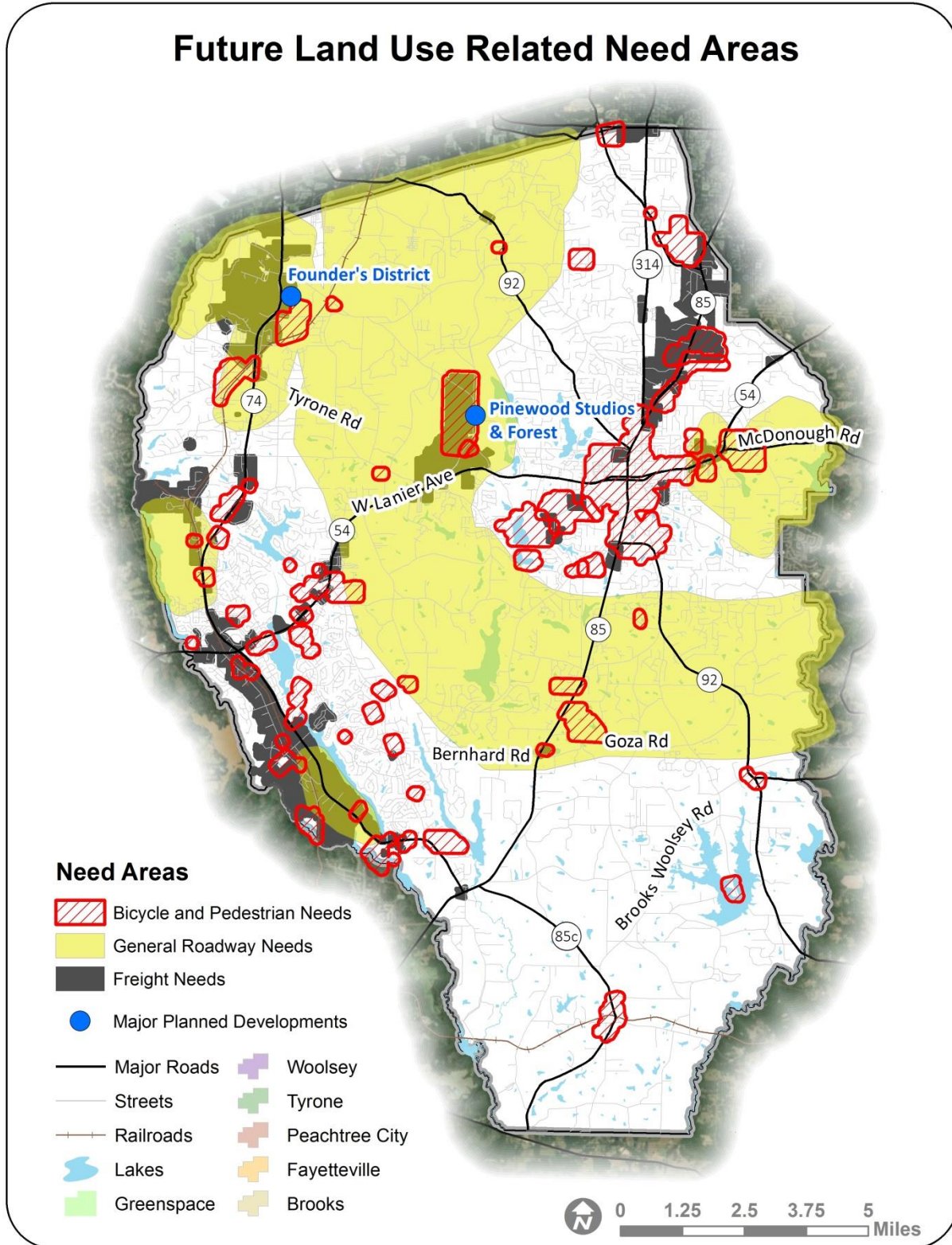
Pinewood Studios and surrounding development is projected to generate 23,850 net daily trips after applying mixed-use and pass-by trip reductions according to the DRI submittal. The DRI submittal identifies 24 intersection improvements to existing and proposed intersections to reduce the traffic impacts on the surrounding transportation network.

3.1.2. Founders District

The proposed Founders District encompasses Founders Studios and the adjacent mixed-use development, Founders Square. It is located on SR 74, in Tyrone, between Jenkins Road and Sandy Creek Road. The project was approved by the Tyrone Town Council in January 2018. Founders Studios is anticipated to include five sound studios at approximately 92,500 SF each (462,000 SF total).

The mixed-use component of the development is planned to include 76,500 sq. ft. of office space, 183,000 sq. ft. of retail, 35,000 sq. ft. of restaurant space, 121 townhome residences, 80 hotel rooms and a cinema. The proposal includes multiple driveways along SR 74 (Joel Cowan Parkway), one driveway on Jenkins Roads and another on Sandy Creek Road. Once completed, the development is expected to generate 13,976 vehicle trips per day (785 during the AM peak period and 991 during the PM peak period). Full build-out was initially anticipated by 2022 but as of May 2019 this phase has not begun.

Figure 7: Future Land Use Related Need Areas



3.2. Future Land Use Needs

This section focuses on transportation needs identified through an analysis of future land use policy in the county. The adopted future land use plans of Fayette County, Fayetteville, Tyrone, Peachtree City, Brooks, and Woolsey were consulted to identify specific need areas. These need areas include bicycle and pedestrian, transit, freight, and general roadway needs. These areas are shown in **Figure 7**.

3.2.1. Bicycle and Pedestrian Needs

Bicycle and pedestrian improvements are particularly needed in areas of the county where compact mixed-use development is planned. Improvements may be needed to promote active transportation (walking, biking) in these areas to fully realize the benefits of mixed-use development. This type of development has the potential for automobile trip reduction through the co-location of a variety of land uses. Compact mix-use developments are found in locations designated as Walkable Mixed-Use in Fayetteville, Town Center District in Fayetteville, Town Center District in Tyrone, Town Center in Woolsey, and Main Street in Brooks.

Areas planned for community facilities should also be priority areas for pedestrian and bicycle improvements. This includes areas with schools, libraries and government facilities. These locations are designated as Public-Institutional in Fayetteville, Community Service in Peachtree City, and Public Institutional in Unincorporated Fayette County.

Locations planned as future park space should also be prioritized for pedestrian and bicycle facilities. This includes areas designated as Parks in Tyrone, Community Service in Peachtree City, Parks and Recreation in Unincorporated Fayette County and Parks-Conservation-Open Space in Fayetteville.

These areas should accommodate travel by foot and bicycle through the provision of a robust network of sidewalks and multi-use trails. They should be high priority areas for bicycle and pedestrian improvements to serve and facilitate the future land use vision in these areas. Additional analysis on pedestrian needs relating to existing land uses are presented within **Figure 7**.

3.2.2. General Roadway Needs

General roadway needs are found in areas where significant growth is planned. A comparison of existing and planned future land uses was conducted to identify areas where roadway improvements may be needed to keep pace with planned development. This may include roadway widenings, upgrades, intersection improvements, operational improvements, and new roadways. The areas discussed are mapped in **Figure 7**.

Growth areas include The Wilksmoor and Industrial Villages of Peachtree City. These areas are anticipated to add additional single-family residential and industrial development, respectively. Additional areas of growth are northeast unincorporated Fayette County and northern Tyrone. These areas are anticipated to add single-family residential development and the large-scale mixed-use Founders DRI District. Fayetteville is predominantly developed so major land use change is only anticipated in the Pinewoods Studios area. Due to the magnitude of this development roadway improvements are anticipated to adequately serve it.

Within the unincorporated county, residential growth areas are anticipated in a wide swath between Fayetteville and Peachtree City in central Fayette County through to the Spalding County border. Another large area of growth is projected in the McDonough Road area east of Fayetteville. No major growth is anticipated in either Brooks or Woolsey.

3.2.3. Freight Needs

Areas planned for land uses that generate a significant amount of freight traffic have been identified as freight need areas. These are primarily areas planned for large-scale industrial and commercial development. This includes the Commercial Corridor, Production and Employment, and Highway 74 Community Gateway designation in Tyrone. It also includes the Industrial and Commercial designations in Peachtree City. In Fayetteville, these areas include the Suburban Commercial, Walkable Mixed-Use, Business Park, and Industrial designation. Within the unincorporated county these designations include Light Industrial, Heavy Industrial, Business Technology Park, Commercial, General Business and Limited Commercial One. No major freight needs have been identified in Brooks or Woolsey.

Freight needs are found in areas planned for large-scale industrial or commercial development. This includes the SR 74 corridor in Tyrone, SR 85 corridor in northeast Fayette, the Pinewoods Studios area, and the Dividend Drive/SR 74 corridor in Peachtree City. Planning for heavy truck traffic in these areas should be anticipated. This includes establishing designated truck routes and discouraging truck traffic on local roads. Roadways in these areas should be designed with wide lanes (12 ft.), large turning radii, adequate sight and stopping distances, wide-diameter roundabouts, and acceleration/deceleration lanes.

3.2.4. Transit Needs

The county currently lacks significant transit service and through the public involvement process it was determined there is limited public support for transit expansion at this time. With the recent enactment of the Atlanta-region Transit Link Authority (the ATL), a pathway to transit expansion in the county has been established, should Fayette County residents choose to ‘opt-in’ via public referendum. If public support changes and transit service expands to Fayette County in the future, an examination of future land use related transit needs should be carried out. This should include areas planned for high-intensity transit-supportive land uses that would serve as major trip destinations, particularly employment centers.

3.3. Key Findings

The key takeaways from the assessment of future land use and development needs are as follows:

- Two major developments are planned in the county that will have significant impacts on the local and county-wide transportation system. These include the Founders District and Pinewoods Studios. A series of intersection improvements are needed in these areas to effectively serve these developments.
- Bicycle and pedestrian facilities are particularly needed in areas planned for dense mixed-use development, community facilities, and parks. These areas are dispersed throughout the county,

with clusters in downtown Fayetteville and Peachtree City. To facilitate the adopted land use vision of local jurisdictions, a bicycle and pedestrian network should be developed in these areas.

- General roadway needs are found in areas planned for new development and major land use change. These areas include a wide swath of the county between Peachtree City and Fayetteville, northern Tyrone, the McDonough Road area, and Wilksmoor and Industrial Villages in Peachtree City. This may include new location roadways, widenings, road upgrades, intersection improvements, and operational improvements.
- Freight needs are found in areas planned for large-scale industrial or commercial development. This includes the SR 74 corridor in Tyrone, SR 85 corridor in northeast Fayette, the Pinewoods Studios area, and the Dividend Drive/SR 74 corridor in Peachtree City. Planning for heavy truck traffic in these areas should be anticipated. This includes establishing designated truck routes and discouraging truck traffic on local roads. Roadways in these areas should be designed with wide lanes (12 ft.), large turning radii, adequate sight and stopping distances, wide-diameter roundabouts, and acceleration/deceleration lanes.
- There is currently limited transit service in Fayette County and little public support for transit expansion at this time. An examination of future land use related transit need areas should be conducted in the future if public support for transit changes and significant investments into transit options are considered.

4. Access Management

Access management is a system of roadway design that limits and consolidates access to local development in an effort to preserve the flow of traffic along a corridor in relation to safety, capacity, and speed. Common access management techniques include limiting curb cuts, consolidating the driveways of adjacent businesses, inter-parcel access between neighboring developments, frontage or backage roads, and raised center medians. This section includes a review of Fayette County's access management regulations and an assessment of access management needs.

4.1. Review of Existing Regulations

Fayette County's zoning code was reviewed to assess the current regulatory framework pertaining to access management. The County has a robust framework in place to ensure access management through a variety of zoning techniques. These include general roadway access regulations, inter-parcel access and overlay districts.

A general Transportation Corridor Overlay Zone (Sec. 110-173) has been applied to state routes in the county. The purpose of this overlay district is "to promote and maintain orderly development and an efficient traffic flow on highway corridors." Access management requirements are prominently featured in the regulations.

Other overlay districts have been established for specific state route locations. These include SR 54 West, SR 85 North, SR 138, SR 314 North and SR 74 North. The SR 74 North Overlay District requires access roads and internal roadways for developments on the west side of SR 74. It limits access to SR 74 to one right in/right out curb cut. Additional curb cuts are not permitted for new lots created in conjunction with site development. Developments along the east side of SR 74 are required to construct a parallel service drive approximately 400 feet east of SR 74.

Section 104-55 of the zoning code, entitled Driveway and Encroachment Control, establishes access management regulations for all county roads. It requires inter-parcel access and stub streets between adjacent nonresidential properties. Shared driveways are encouraged for nonresidential lots, but not required. The County defers to GDOT's Regulations for Driveway and Encroachment Control manual for curb cut allowances and placement. The rules and requirements contained within the GDOT document apply to county roads and streets unless a regulation is in conflict or superseded by another zoning regulation. On county roads and streets, the county engineering department acts as the implementing body in lieu of the state department of transportation.

4.2. Assessment of Access Management Needs

A thorough review of potential access management needs was conducted and no major needs have been identified on state routes in the county. Access management has not been recognized as a noteworthy issue in the county by members of the public, community stakeholders, or project management team members. The exception is the SR 74 corridor. Access management strategies were a major piece of the SR 74 corridor study.

Commercial corridors are typically the locations most in need of access management regulations. The existing and planned commercial corridors in Fayette County (SR 74, SR 54, SR 314 and SR 85) are all found on state routes. GDOT manages access on these corridors and currently has effective regulations in place through their Regulations for Driveway and Encroachment Control manual and driveway permit process. Many of these roadways also have more stringent local regulations in place.

4.2.1. Veterans Parkway

Veterans Parkway is a major north-south corridor west of Fayetteville recently built by Fayette County. The road is intended to act as a western bypass of the congestion in downtown Fayetteville. As of the writing of this report, relatively little land development has occurred along the corridor with the notable exception of Pinewood Studios and Pinewood Forest. An access management overlay could be implemented now before development comes to preserve vehicular mobility. Access management tools such as shared driveways and interparcel access are easier to implement during development rather than post construction.

4.2.2. East Fayetteville Bypass

The East Fayetteville Bypass is a project currently under development by Fayette County. This project is intended to provide north-south mobility bypassing congestion in downtown Fayetteville. Similar to Veterans Parkway, when this road is built it will benefit from an access management ordinance that will

preserve vehicular mobility.

4.3. Key Findings

Key takeaways from the assessment of access management needs are as follows:

- Veterans Parkway & the East Fayetteville Bypass will benefit from an access management overlay district to preserve vehicular mobility
- SR 74 in Tyrone and Peachtree City has been identified for access management improvements
- Existing and planned commercial corridors in the county are all located on state routes with effective access management regulations in place through GDOT and local zoning codes. As a result, no other needs have been identified in these areas outside of the SR 74 corridor

5. Roadway Needs

The assessment of roadway improvement needs involves three primary areas: the Existing + Committed (E+C) model run, a select link analysis, and a safety analysis, where Committed are those projects that the county has already committed to completing.

The E+C model run examines the performance of the existing transportation network in conjunction with transportation improvements expected to be completed by 2040 (based upon existing programmed funding). Population and employment projections for the 2040 horizon year were incorporated into the E+C model run. The results of the E+C model run form the primary basis for determining roadway capacity needs in year 2040.

The select link analysis helps enhance an understanding of travel patterns within Fayette County and to/from adjacent counties. Specifically, the analysis allows examination of trip origins and destinations utilizing particular roadway segments. The information gained from the select analysis in addition to the results of the E+C model analysis helps to inform the development of proposed transportation improvements to mitigate future potential deficiencies.

Finally, a detailed safety analysis has been completed for input into the development of potential transportation projects. Building upon the crash analysis included within the Existing Conditions Report, crash rates have been evaluated through the needs assessment and are summarized in this document. The crash rate analysis enables the identification of roadway segments and intersections where the relative instances of crashes are higher than average.

5.1. Year 2040 Existing + Committed (E+C) Project Run Network

Based on the Atlanta Regional Commission's (ARC) 2040 Regional Transportation Plan (RTP) (designated *The Atlanta Region's Plan*) project list, the projects listed in **Table 4** have been included in the E+C network, along with the programmed Network year that each project is forecast to be open to traffic. **Figures 8 and 9** compare the number of lanes in the 2017 and 2040 E+C networks. The network year is a conservative approximation of completion date.

Table 4: Projects included in the 2040 Existing + Committed Network

Project Number	Name	Project Type	Network Year
FA-236	East Fayetteville Bypass	New Roadway	2020
CL-015	SR 85 from SR 279 to Clayton County	Widening from 4 to 6 lanes	2030
FA-085	SR 85 from SR 92 to Grady Avenue	Widening from 2 to 4 lanes	2030
CL-101	SR 920 McDonough Road Widening	Widening from 2 to 4 lanes	2030

One major project included in the 2040 E+C list is the East Fayetteville Bypass, which would be a new two-lane road extending from SR 54 near Corinth Road, south through McDonough Road, terminating at Countyline Road. This project improves north-south connectivity east of downtown Fayetteville, one of the major bottlenecks in the county.

The E+C network includes two widenings of SR 85 in Fayette County. One is in south Fayetteville from SR 92 to Grady Avenue from two to four lanes. Another is primarily a widening from four to six lanes in Clayton County but also extending to SR 279 in north Fayette County. The other widening included in the E+C network is that of McDonough Road from SR 54 into Clayton County to Tara Boulevard.

5.1.1. Congestion Assessment

Figures 10 and 11 show the afternoon peak period level of service (LOS) in the 2017 base year and 2040 E+C, respectively. LOS provides information about the traffic conditions in the AM and PM Peak Periods. The LOS scale ranges from “A”, unrestricted flow, to “F”, heavy congestion. The afternoon peak has been chosen for the needs assessment because congestion is generally worse in the afternoon than the morning peak.

Congestion was analyzed for three portions of the roadway network: 1) at committed project locations, 2) on state routes, and 3) on non-state route arterials and collectors. **Tables 5, 6, and 7** list the committed project roadway segments, state routes, and non-state arterial and collector routes, respectively, along with their predominant worst LOS in 2017 and 2040 E+C. In 2017 there were no roadways at LOS F and only isolated segments at LOS E. In the 2040 E+C, instances of LOS F appear, and LOS E conditions spread to more roadway segments across the county. The following table presents a summary of the roadway congestion for the E+C projects in the 2017 base year and 2040 E+C.

The 2040 E+C model indicates that the East Fayetteville Bypass (once complete) is projected to operate as LOS E, indicating this additional north-south connectivity would provide needed capacity serving a strong demand. The planned two lanes of the bypass might not be sufficient to meet demand and provide adequate level of service. The northern widening of SR 85 from SR 279 to Clayton County improves LOS from C in 2017 to A/B in 2040. The southern widening of SR 85 from SR 92 to Grady Avenue maintains LOS C in the future. Similarly, the McDonough Road widening ensures a LOS D in 2040.

Table 5: Roadway Congestion of Committed Project Locations

Project Number	Name	Project Type	2017 LOS	2040 E+C LOS
FA-236	East Fayetteville Bypass	New Roadway	N/A	E
CL-015	SR 85 from SR 279 to Clayton County	Widening from 4 to 6 lanes	C	A/B
FA-085	SR 85 from SR 92 to Grady Avenue	Widening from 2 to 4 lanes	C	C
CL-101	SR 920 McDonough Road Widening	Widening from 2 to 4 lanes	D	D

Beyond the committed project locations, **Table 6** indicates that several portions of state routes have lower LOS in 2040 than 2017, indicating worsening levels of congestion. North of Fayetteville, SR 85 southbound worsens from LOS C to LOS E, particularly approaching New Hope Road. South of Fayetteville to the SR 85 connector, SR 85 changes from LOS A/B to LOS C. Beyond the SR 85 connector and into Coweta County, SR 85 worsens from LOS C/E to LOS F. The SR 85 connector from SR 85 to Brooks changes from LOS A/B to LOS C.

SR 74 southbound in Tyrone operated at LOS C 2017 but worsens to LOS D in 2040. In Peachtree City, the model shows SR 74 changing from LOS A/B to LOS C between 2017 and 2040. SR 54 in Fayetteville drops from a LOS C to LOS D. Additionally, SR 54 between Fayetteville and Peachtree City worsens from LOS A/B to LOS C. From SR 74 into Coweta County, SR 54 worsens from LOS E to LOS F. SR 279 northwest of SR 314 worsens from LOS D to LOS E. Near Veterans Parkway, SR 92 also drops from LOS D to LOS E. Finally, SR 85/92 in downtown Fayetteville changes from LOS to LOS E.

Table 6: Changes in Congestion of State Routes

Roadway	Location	2017 LOS	2040 E+C LOS
SR 85	North of Fayetteville	C	E
SR 85	From Fayetteville to SR 85c	A/B	C
SR 85	From SR 85c into Coweta County	C/E	F
SR 85 Connector	From Brooks Woolsey Rd to SR 85	A/B	C
SR 74	Tyrone	C	D
SR 74	Peachtree City	A/B	C
SR 54	Fayetteville	C	D
SR 54	Between Fayetteville and Peachtree City	A/B	C
SR 54	From SR 74 into Coweta County	E	F
SR 279	From Fulton County to SR 314	D	E
SR 92	Near Veterans Parkway	D	E
SR 85/92	Downtown Fayetteville	D	E

As for non-state routes (see **Table 7**), with the completion of the East Fayetteville Bypass, demand will increase on Corinth Road as a continuation of a northeastern bypass around Fayetteville. Westbridge Road is also projected to carry heavy volumes, decreasing from LOS D to LOS E. The model results also indicate that the two non-State Route connections with Coweta County will also become more congested, with Palmetto Road decreasing from LOS D to LOS E and Rockaway Road decreasing from LOS A/B to LOS D. Demand will also increase near Woolsey, with Hampton Road congestion projected to worsen from LOS A/B to LOS C.

Table 7: Changes in Congestion of Non-State Routes

Roadway	Location	2017 LOS	2040 E+C LOS
Corinth Rd	From SR 85 to SR 54	C	D
Westbridge Rd	From Fulton County to SR 92	D	E
Palmetto Rd	From SR 74/Tyrone Rd into Coweta County	D	E
Rockaway Rd	SR 74 to Coweta County	A/B	D
Hampton Rd	From Brooks Woolsey Rd to Clayton County	A/B	C

5.1.2. Key Findings

- The need for additional connections with Coweta County is evident by model results showing future worsening congestion along SR 54, SR 85, Palmetto Road and Rockaway Road.
- East Fayetteville Bypass between SR 54 and County Line Road and County Line Road to South Jeff Davis Drive: Two lanes might not be sufficient for this corridor to meet future 2040 demand.
- Corinth Road from SR 85 to SR 54: With the completion of the East Fayetteville Bypass, demand is projected to increase on Corinth Road as a continuation of a northeastern bypass around Fayetteville.
- The downtown Fayetteville bottleneck is projected to worsen from LOS D to LOS E on SR 85/92 and from LOS C to D on SR 54.

Figure 8: Number of Lanes (2017)

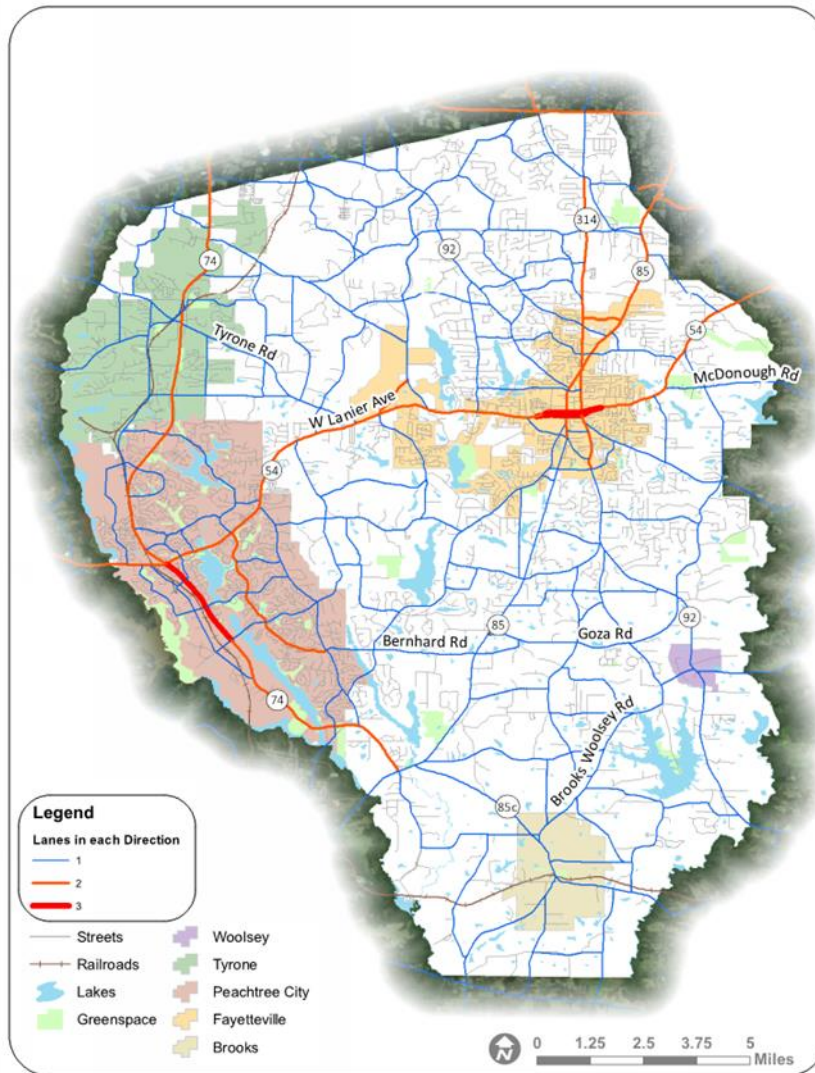


Figure 9: Number of Lanes (2040 E+C)

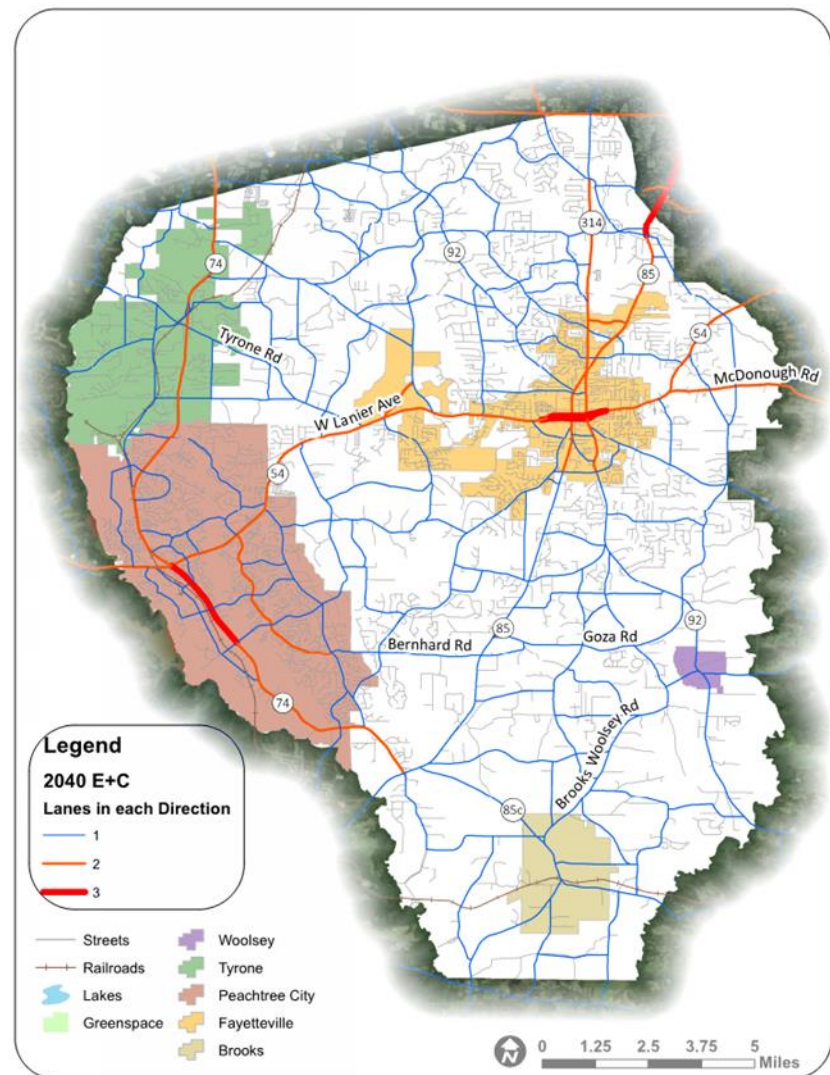


Figure 10: Afternoon Peak Period Congestion (2017)

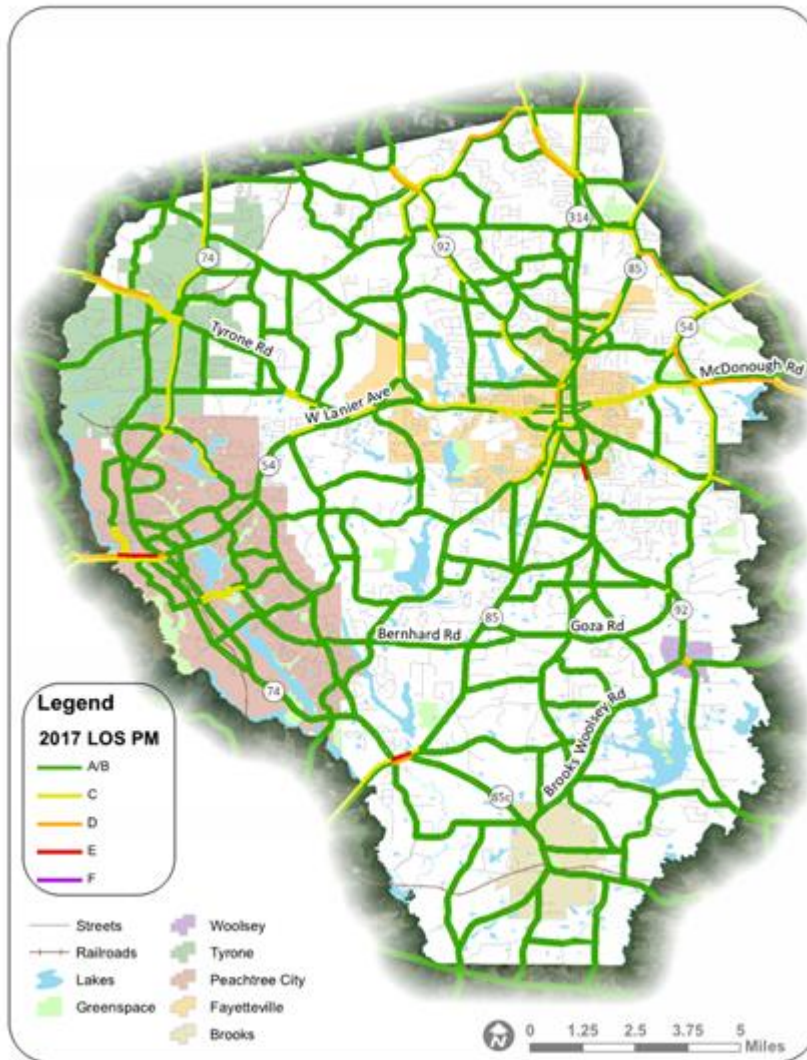
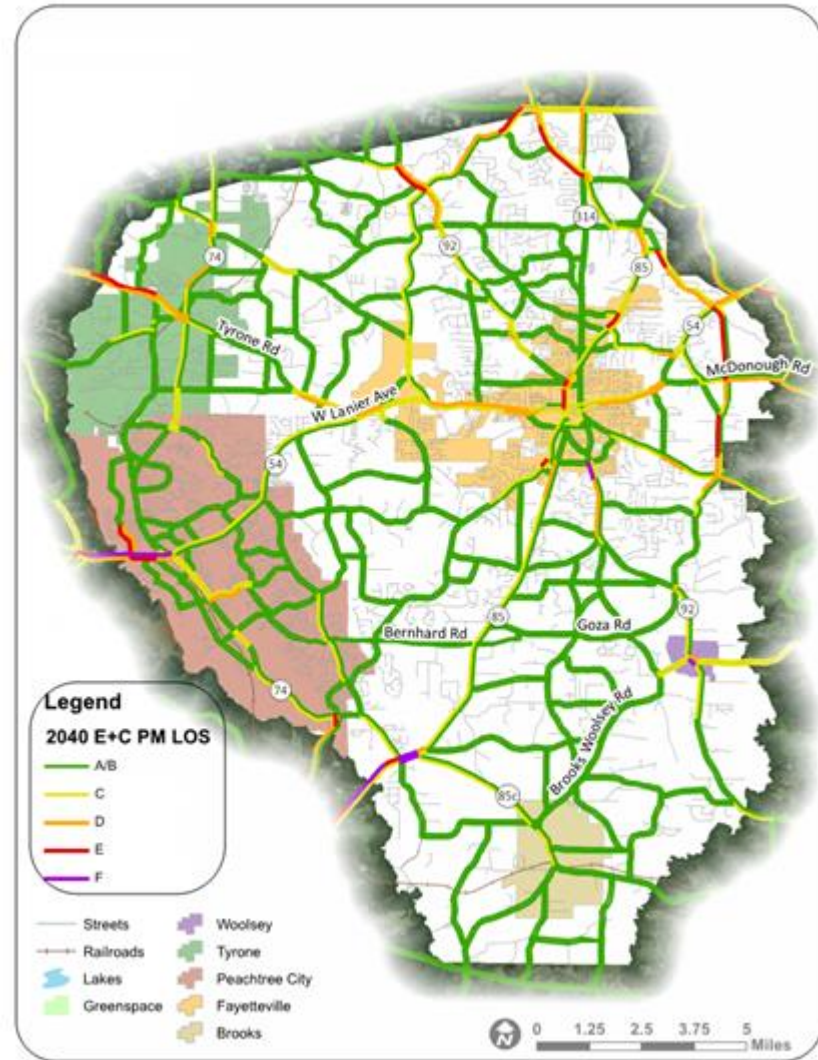


Figure 11: Afternoon Peak Period Congestion (2040 E+C)



5.2. Select Link Analysis

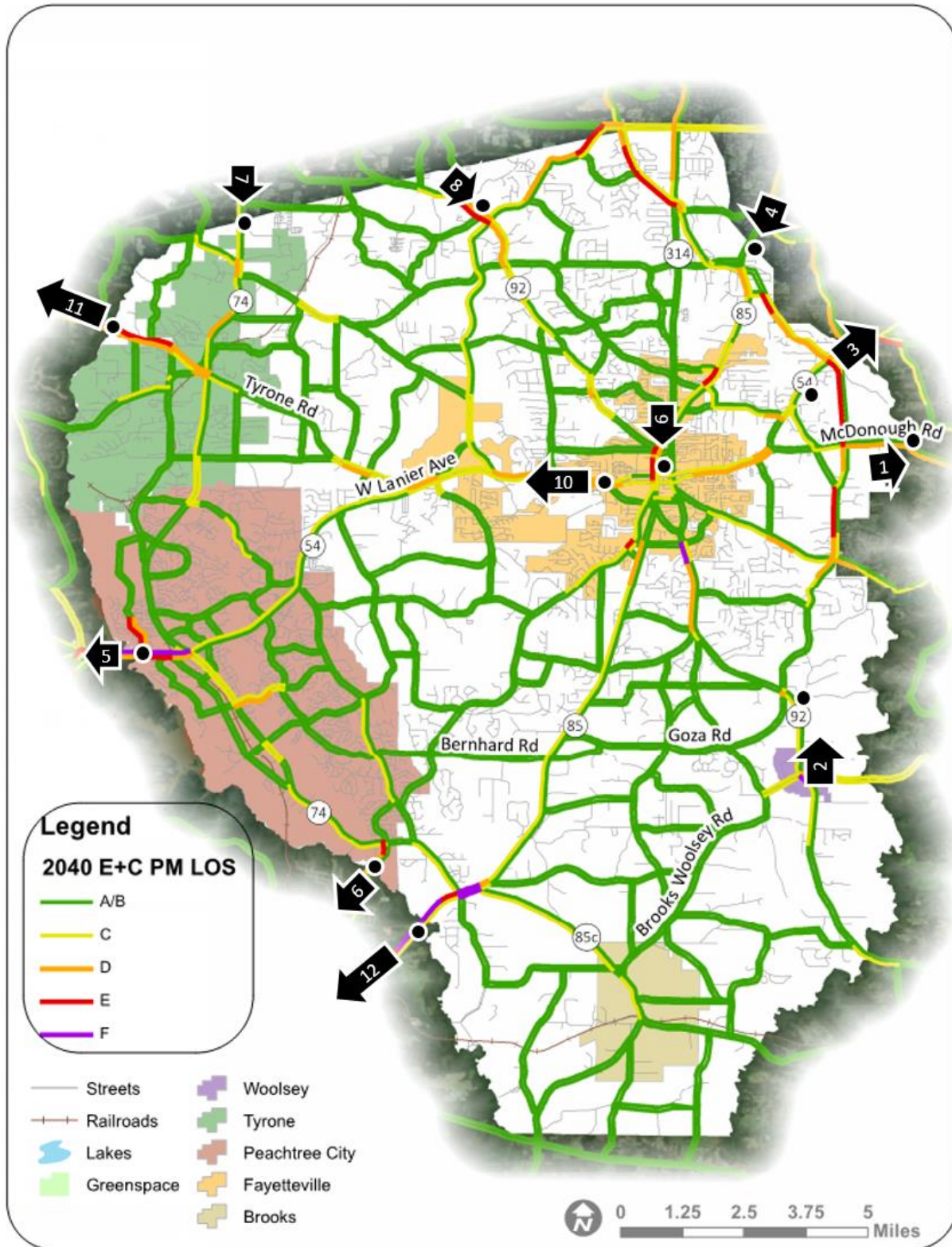
Using the travel demand model, 12 select links were analyzed in the 2017 base year afternoon peak period. For a given road segment (the “select link”), select link analysis provides an understanding of origins and destinations. The base year was used to better understand existing travel patterns. As the morning peak period often mirrors the afternoon peak, a single peak period was used for simplicity. The afternoon was chosen because it is typically the most congested peak period.

The link locations were identified due to their importance as either a primary local or regional connector. The analyses can inform travel related to proposed transportation projects such as the 2040 E+C projects including the East Fayetteville Bypass, McDonough Road widening, and additional connectivity with Coweta County to the west. The locations and associated projects are listed in **Table 8** and illustrated in **Figure 12**. See **Appendix A** for maps reflecting the results of the select link analysis.

Table 8: Select Link Locations for 2017 PM Peak Period

No	Associated Project	Roadway	Location	Direction
1	McDonough Rd Widening	McDonough Road	Eastern County Line	EB
2	East Fayetteville Bypass	SR 92	South of Goza Road	NB
3	East Fayetteville Bypass	SR 54	North of McElroy Road	NB
4	SR 85 widening from Clayton	SR 85	North of Corinth Road	SB
5	Connection with Coweta	SR 54	Western County Line	WB
6	To Senoia and Southern Coweta	Rockaway Road	Western County Line	SB
7	SR 74 from Atlanta	SR 74	Northern county Line	SB
8	SR 92/Veterans	SR 92	North of Rivers Road	SB
9	Downtown Fayetteville	SR 92/85/Glynn Street	North of SR 54/ Lanier Avenue	SB
10	Downtown Fayetteville	SR 54	West of Grady Avenue	WB
11	Connection with Coweta	Palmetto /Tyrone Road	Western County Line	WB
12	Connection with Coweta	SR 85	Western County Line	SB

Figure 12: Select Link Analysis Locations



5.2.1. Location 1: McDonough Road at the Eastern County Line

Much of the traffic on McDonough Road eastbound heading into Clayton County at the Fayette County boundary originates along SR 54 west of Fayetteville. Some traffic is collected on northeast Fayetteville via McElroy Road. Other minor flows contributing to the SR 54 stream are from the northwest on SR 92, Sandy Creek Road, and Tyrone Road and from the south on County Line Road and Redwine Road. There are many trips originating throughout Fayette County, including Peachtree City. Some origins even extend as far as Coweta County and South Fulton County, with some trips originating from I-85 and points south. Destinations of trips traversing McDonough Road at the county boundary are dispersed throughout Clayton, Henry, and Spalding Counties. Heavily used routes include Jonesboro Road and SR 81.

5.2.2. Location 2: East Fayetteville Bypass: SR 92 South of Goza Road

The East Fayetteville Bypass is intended to enable north-south movements in eastern Fayette County without having to traverse downtown Fayetteville. Two select links were chosen to analyze northern and southern areas relevant to the bypass. This southern link on SR 92 south of Goza Road shows an afternoon peak northbound split fairly evenly between Inman Road / County Line Road and SR 92. This indicates that a large volume of trips making this movement would benefit from an improved East Fayetteville Bypass to get to destinations in northeast Fayette County and northern Clayton County from southern Fayette and Spalding Counties.

5.2.3. Location 3: East Fayetteville Bypass: SR 54 North of McElroy Road

The other key component of the East Fayetteville Bypass is travel along SR 54 north of McElroy Road. Northbound in the afternoon peak, SR 54 draws trips from both County Line Road from the south and SR 54 through Fayetteville. Destinations for these trips include SR 54 to Jonesboro and beyond to I-75. Another predominant movement of trips through this select link is Corinth Road to SR 279. These existing trips would likely utilize the East Fayetteville Bypass to make this north-south movement and would also likely benefit from improvements to the Corinth Road/SR 279 corridor.

5.2.4. Location 4: SR 85 North of Corinth Road

A committed project is the widening of SR 85 from SR 279 to Riverdale from four to six lanes, predominantly in Clayton County. SR 85 is currently a four-lane section within Fayette County south to downtown Fayetteville. The select link analysis reveals a slight dispersion to the west along Kenwood Road and to the southeast on Corinth Road. The majority of the existing trips continue on SR 85 distributing to various zones along the way, with moderate flows continuing on to Redwine Road and SR 85 into south Fayette County.

5.2.5. Location 5: Connection with Coweta (SR 54)

Adjacent to one of the major bottlenecks in the county (SR 54 at SR 74), the connection of SR 54 with Coweta County serves a critical commuting flow between the counties. The select link figure shows the link drawing trips from a broad swath of SR 54 from Fayetteville, and SR 74 from both the south and north. Destinations of trips disperse throughout Coweta County in a variety of directions, as well.

5.2.6. Location 6: To Senoia and Southern Coweta (Rockaway Rd)

Based upon the select link analysis, fewer trips currently utilize Rockaway Road to Senoia than use the SR 54 connection with Coweta County. Those that do are destined for a targeted cluster of zones near Senoia. The analysis also indicates that existing trips are drawn primarily from SR 74 from Peachtree City, as well as a few other locations from the north.

5.2.7. Location 7: SR 74 from Atlanta

Based upon the select link analysis, SR 74 is a primary commute route used for Fayette County residents commuting from Atlanta. The analysis indicates that trips destined from Fulton County distributes trips to Tyrone and Peachtree City. Routes to other destinations include Sandy Creek Road, Tyrone Road, and North Peachtree Parkway.

5.2.8. Location 8: SR 92/Veterans Parkway

The August 2018 completed connection of Veterans Parkway with SR 92, which is assumed in the base year model, is analyzed through a southbound select link on SR 92 just north of Veterans Parkway. The majority of trips continue down SR 92 to Fayetteville and beyond, with a significant portion utilizing Veterans Parkway to eastern Peachtree City. Trips are drawn from both SR 92 from the vicinity of I-85 and Peters Road.

5.2.9. Location 9: Downtown Fayetteville (SR 92/85/ Glynn St)

Downtown Fayetteville is one of the county's major bottlenecks. Select link analysis reveals that all roads lead to Fayetteville and that alternative routes are needed. SR 92/85 Glynn Street southbound draws trips from SR 92, SR 314, and SR 85. Trips proceed both east and west on SR 54, to South Jeff Davis Drive to the southeast, to Redwine Road to the southwest, and to SR 85 and SR 92 to the south.

5.2.10. Location 10: Downtown Fayetteville (SR 54)

Another dimension of the downtown Fayetteville bottleneck is the need for east-west travel. Westbound trips just west of Fayetteville on SR 54 are drawn primarily from SR 54 from Clayton County, as well as SR 85 from the north and McDonough Road from the east. Many trips continue on SR 54 into Coweta County, while some split off to the northwest on Tyrone Road and Sandy Creek Road. A fair portion of the trips on Tyrone Road continue onto I-85 southbound.

5.2.11. Location 11: Connection with Coweta (Palmetto Rd)

Another major connection with Coweta County is Palmetto Road/Tyrone Road, which draws trips from SR 54 from the east and to I-85. Palmetto Road at the Coweta County boundary also draws a similar number of trips from SR 74 from the south.

5.2.12. Location 12: Connection with Coweta (SR 85)

SR 85 at the Coweta County boundary is another major connection with Coweta County and is also projected to operate with a low LOS in the future. Trips are drawn primarily from Fayetteville and points north on SR 85. Trips also take SR 74 from the north and Rising Start Road / Brooks Woolsey Road from the east. Most trips are destined for south Coweta County.

5.2.13. Key Findings

- Analysis of SR 92 and SR 54 support the need for the East Fayetteville Bypass project.
- In the afternoon peak period, traffic on SR 85 disperses throughout Fayette County. This highlights the importance of SR 85 as a regional connection for the entire county.
- More connections with Coweta County are needed.
- Alternative routes needed around downtown Fayetteville
 - Trips through SR 85 in downtown Fayetteville proceed to all parts of Fayette County and into Clayton, Coweta, and Henry Counties, as well the following state routes; SR 85, SR 54, and SR 92.
- Additional routes are needed, including east-west routes, to serve long-distance, cross-county travel. This need will become more intense in the future as population grows.

5.3. Safety

This section analyzes automobile safety. Crash data collected from GDOT for the Inventory of Existing Conditions Report was run through additional analysis for better understanding of safety risks throughout Fayette County. The Existing Conditions analysis reported absolute crash numbers. This Needs Assessment Report looks at crash rates as well.

5.3.1. Crash Rates Methodology

Crashes often occur at intersections, which by nature are where multiple movements converge and conflict. In addition, crashes can occur along roadway segments. In either case, needs may exist where improvements can be made to enhance safety. The number of crashes over the recent three (3) year period (2015-2017) was gathered from G.E.A.R.S. (the Georgia Electronic Accident Reporting System)² and used in conjunction with traffic volumes to calculate intersection and roadway segment crash rates. Base year 2017 travel demand model total volumes were used as the volume data source. Where applicable, GDOT Traffic Analysis and Data Application (TADA)³ traffic counts were used to verify or correct the order of magnitude of volumes. Crashes within 150 feet of roadway center lines or intersections were considered associated with each roadway segment or intersection. Volumes within such buffers were calculated to represent the average daily volume entering each intersection or traversing through each roadway segment. Intersections were defined as locations where travel demand model links intersected. As the crashes were screened, some additional high crash intersections were defined. Roadway segments were then defined to envelope all remaining crashes, which could have occurred at intersections with minor streets and driveways. Crashes at defined intersections were excluded from roadway segment crash rates to avoid double counting.

² <https://www.gearsportal.com/Pages/Public/Home.aspx>

³ <https://gdottrafficdata.drakewell.com/publicmultinodemap.asp>

The crash rate formulas for intersection crash rate (crashes per MEV-Million Entering Vehicles), r_i , and segment crash rate (crashes per MVMT-Million Vehicles Miles Traveled), r_s , are:

$$r_i = \frac{A \times 10^6}{365 \times T \times V}$$

$$r_s = \frac{A \times 10^6}{365 \times T \times V \times L}$$

Where,

- A = number of reported crashes
- T = time period of the analysis (3 years)
- V = average daily traffic (entering intersection)
- L = length of segment in miles

Table 9 and 10 list intersections and segments, respectively, that have crash rates higher than the 2015 statewide average of 3.26 crashes per million vehicle miles traveled (VMT)⁴. These intersections and segments are also mapped in **Figure 13** and **Figure 14**.

Table 9: Intersections with High Crash Rates (ranked by crash rate)

Location	Crash Rate	Daily Entering Volume	Crashes	Injuries	Fatalities
Aberdeen Pkwy at Commerce Drive	7.47	1,345	11	4	-
SR 314 at Pavilion Parkway	6.03	10,000	66	21	-
SR 314 at SR 85	5.40	31,273	185	32	-
SR 85/92 at SR 54/Lanier Avenue	4.54	49,265	245	47	-
SR 92 at Sam Helens Parkway	4.34	17,675	84	31	-
SR 314 at Kenwood Road	4.14	20,967	95	48	-
SR 85 & Whitewater High School / Sara Harp Minter Elementary School	3.94	8,350	36	19	-
SR 54 at McElroy Road	3.59	11,444	45	21	-
SR 74 at SR 54	3.50	60,053	230	39	-
Goza Rd at Antioch Road	3.39	7,276	27	31	1
Sandy Creek Rd at Eastin Road	3.39	5,126	19	13	-
SR 314 at New Hope Road	3.35	14,731	54	14	-

Source: Team analysis of GEARS crash data

⁴ <https://www.gaighighwaysafety.org/research/ga-crashes/injuries/fatalities/> Accessed July 2018

Table 10: Roadway Segments with High Crash Rates (ranked by crash rate)

2015-2017 Crash Statistics					
Location	Crash Rate	Average Daily Volume	Crashes	Injuries	Fatalities
Banks Road between SR 314 & Ellis Road	9.78	4,478	35	9	-
Grady Avenue / Bradley Dr from SR 54 to Jimmie Mayfield Boulevard	6.31	4,634	53	13	-
Crosstown Blvd from Dividend Dr to Robinson Rd	5.94	3,461	54	8	-
Banks Road between Ellis Road and SR 54	5.78	7,050	54	26	-
Huddleston Road	5.33	4,321	19	12	-
Jenkins Road	5.32	2,097	14	4	-
Grant Road	4.96	393	5	-	-
Walt Banks Road	4.88	5,270	14	2	-
Morgan Mill Road	4.71	495	6	6	-
Longview Road	3.95	1,032	7	3	-
Wisdom Road	3.83	4,047	12	2	-
White Road from SR 92 to SR 314	3.82	2,929	20	5	-
South Jeff Davis Drive from County Line Road / Inman Road to Jimmie Mayfield Blvd	3.79	6,930	88	28	-
SR 85/92 from SR 54 to Ramah Road	3.68	25,200	131	35	-
Holly Grove Road	3.50	4,703	19	4	-
Milam Road / Rivers Road from county line to SR 92	3.48	1,772	24	9	1
SR 85/92 from SR 54 to SR 314	3.44	36,900	157	43	-
Hood Ave/Kathi Avenue	3.33	1,868	14	19	1
Flat Creek Road	3.28	3,105	16	3	-

Source: Team analysis of GEARS crash data

Figure 13: Intersections with High Crash Rates

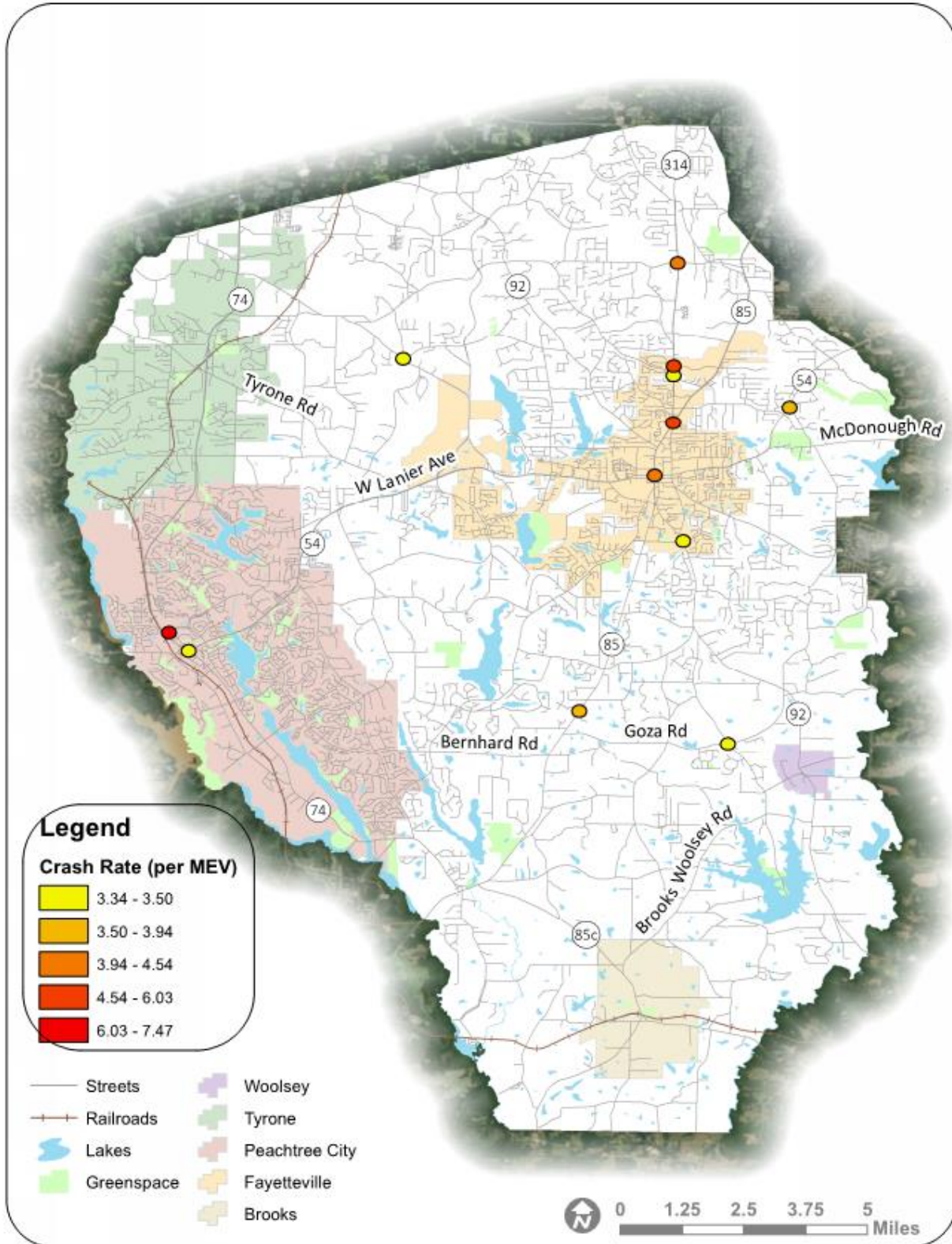
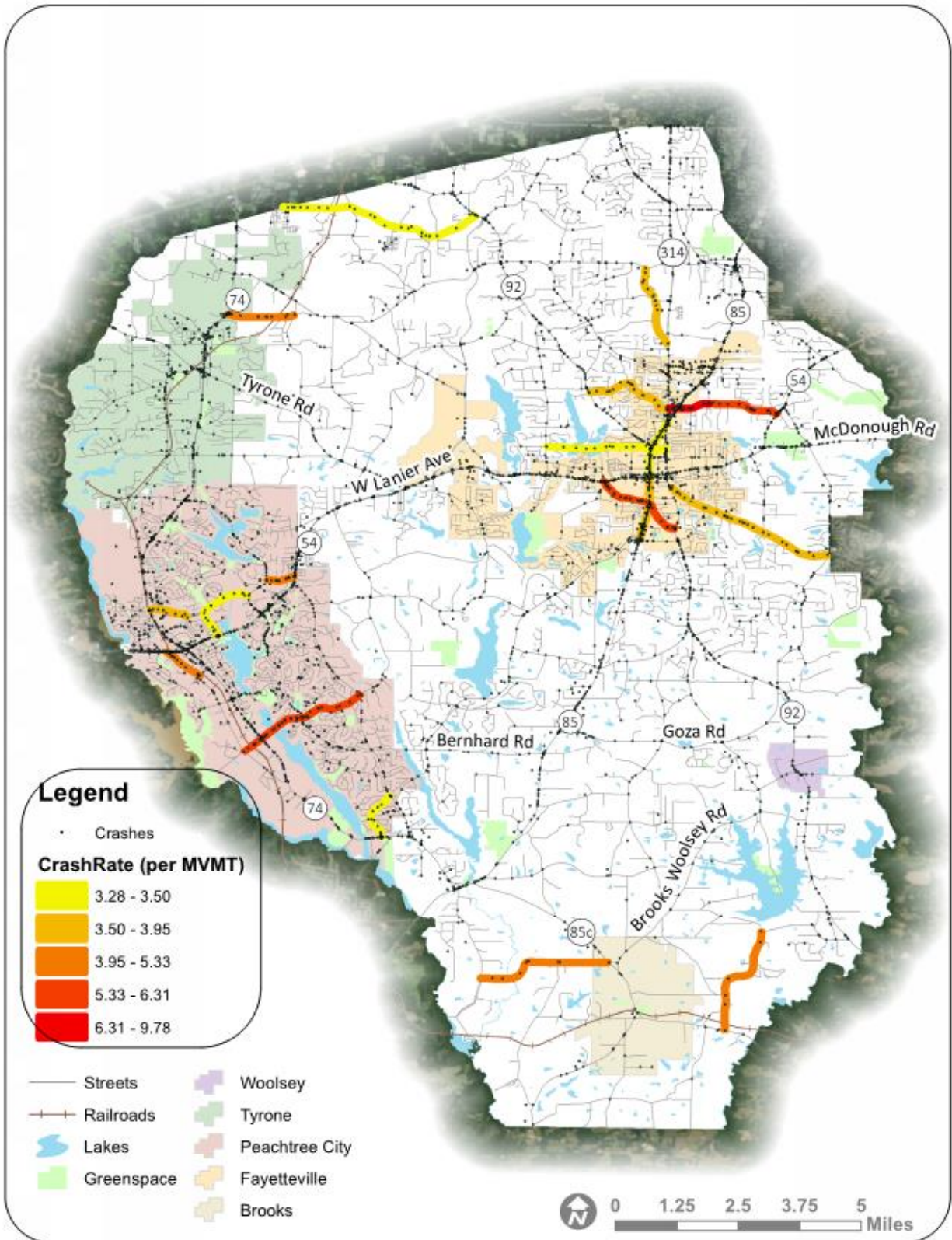


Figure 14: Roadway Segments with High Crash Rates



5.3.2. Intersection Safety Needs

Intersections with high crash rates are listed in **Table 9** and shown in **Figure 13**. The intersection with the highest crash rate in the county is Aberdeen Parkway at Commerce Drive in Peachtree City. This is a low volume, unsignalized divided intersection near businesses, offices, and a school. Based upon field review and engineering judgment, potential safety issues at this side street stop-controlled intersection include sight distance, geometry, and driver expectancy. Unlike the nearby intersection of Commerce Drive and Westpark Drive, which is a four-way stop, traffic to and from SR 74 on Aberdeen Parkway does not stop at the intersection with Commerce Drive. Through and left-turning vehicles on Commerce Drive need to enter the intersection area for a secondary stop in the median before proceeding all the way through the intersection. Vegetation along Aberdeen Parkway obstruct clear sight distance for drivers on Commerce Drive.

Partly because of their high entering volumes, several major intersections appear on the list of high crash rate locations. These include SR 74 @ SR 54, SR 85/92 at SR 54, and SR 314 @ SR 85. The sharp skew of the SR 314 @ SR 85 intersection likely is associated with side-swipe crashes for drivers driving north and south onto SR 85.

Goza Road at Antioch Road is the intersection of two rural moderate speed roads that was until recently two-way stop controlled. The lack of stop control on Antioch Road likely was associated with high instances of crashes in the 2015-2017 timeframe.

One of the high crash rate intersections is located near schools: SR 85 and Whitewater High School / Sara Harp Minter Elementary School.

5.3.3. Roadway Segment Safety Needs

Segments with the highest crash rates are listed in **Table 10** and shown in **Figure 14**. Observations from select segments are described below.

Banks Road between SR 314 and Ellis Road

Approximately 63% of all crashes along Banks Road between SR 314 and Ellis Road occurred at entrances to Banks Station Plaza, on the south side of Banks Road. Most crashes occur at the west entrance to this plaza approximately 240 feet east of SR 85. These entrances are located at un-signalized and un-divided sections of Banks Road which experience low traffic volume. Side impacts are highly likely to occur with the existing geometric layout. Although fewer crashes were reported at the east entrance of Banks Station Plaza, sight distance is a concern for patrons making right hand turns heading east on Banks Road.

Grady Avenue / Bradley Drive from SR 54 to Jimmie Mayfield Boulevard

Of all crashes occurring along this segment, most occur on Grady Avenue between SR 54 and Beauregard Boulevard. Grady Avenue is a two-lane road that serves industrial and commercial traffic from Bradford Square, in addition to Spring Hill Elementary School, Fayette Middle School, and

residential uses. The segment also serves as an alternate connection from SR 54 around downtown Fayetteville to the south, via SR 85 and SR 92.

Potential improvements include improving the skew of the Bradford Square intersection with Grady Avenue and offsetting the intersection farther from the Fayette Middle School entrance. In addition, adding left-turn lanes to the roadway could improve safety and operations. A new connection between SR and 1st Manassas Mile would potentially reroute trucks heading for the land fill off Grady Ave.

TDK/Crosstown Blvd from Dividend Drive to Robinson Road

Crashes on this segment are concentrated on Crosstown Boulevard between SR 74 and South Peachtree Parkway. Driveways to Braelinn Village Shopping Center account for 30% of all crashes within this segment. Two of three major entrances to Braelinn Village Shopping Center are unsignalized two-way stop-controlled intersections, aligning with Crosstown Court. Through movements across Crosstown Drive require traversing five (5) travel lanes and navigating six (6) conflict points.

Jenkins Road

Despite the relatively low crash count, Jenkins Road appears on the list of high crash rate locations given relatively low average daily volume. Jenkins Road serves Robert J. Burch Elementary School and Sandy Creek High School. Similar to the SR 85 and Whitewater High School/ Sara Harp Minter Elementary School intersection, the prevalence of new drivers from Sandy Creek High School is most likely the explanation for the high segmental crash rate in this area.

5.3.4. Key Findings

In general, safety improvements should be focused on:

- Ensuring adequate sight distance through redesign and/or vegetation management
- Making geometric improvements, including reducing skew
- Consistently designing intersections to comply with driver expectancy and reducing exceptions (e.g., “Cross traffic does not stop”)
- Redesigning major bottlenecks (e.g., SR 74 @ SR 54, SR 85/92 at SR 54, and SR 314 @ SR 85)
- Applying traffic calming and potential signal warrant analysis at locations with high crash rates (e.g. near schools or intersections with heavy shopping center volumes)
- Ensuring adequate intersection spacing and applying access management to reduce conflicts at commercial driveways near major signalized intersections

5.4. Truck Routes

Freight is an integral component of the metro Atlanta economy. A safe and efficient truck route network facilitates the movement of goods, as well as commuters and other transportation network users. This section addresses needs pertaining to the Fayette County truck route network.

5.4.1. Existing Routes

Figure 15 displays the existing truck routes and prohibited truck routes. Current County code identifies four corridors as no-truck routes: Brogdon Road, Buckeye Road, Gingercake Road, and Jenkins Road. Trucks cannot be prohibited on state routes making them default truck routes within the county.

With the building of Pinewood Studios, and the increase in development in that area of the county, designating new east-west and north-south truck routes, with upgrades to those roads, could mitigate future congestion in the area. Currently, the major north-south thoroughfares are SR 74 and SR 85. SR 54 is the only east-west corridor that traverses the entire county.

5.4.2. Truck Counts/Percentages

To assess the freight needs of Fayette County, the existing truck route network was analyzed with truck traffic counts from Geocounts Traffic Counts, via GDOT⁵. **Figure 16** depicts the existing truck route network as well as the traffic counts. The roadways with the most truck traffic are SR 74, north of the intersection of SR 74 and SR 54, and on SR 54 from Coweta County to SR 85. Given that many trucks travel from Interstate 85 to the retail and industrial land uses in Peachtree City, and east and west across the county, there are high volumes of truck traffic along these two corridors.

⁵ <http://geocounts.com/gdot/>

Figure 15: Existing Fayette County Truck Routes

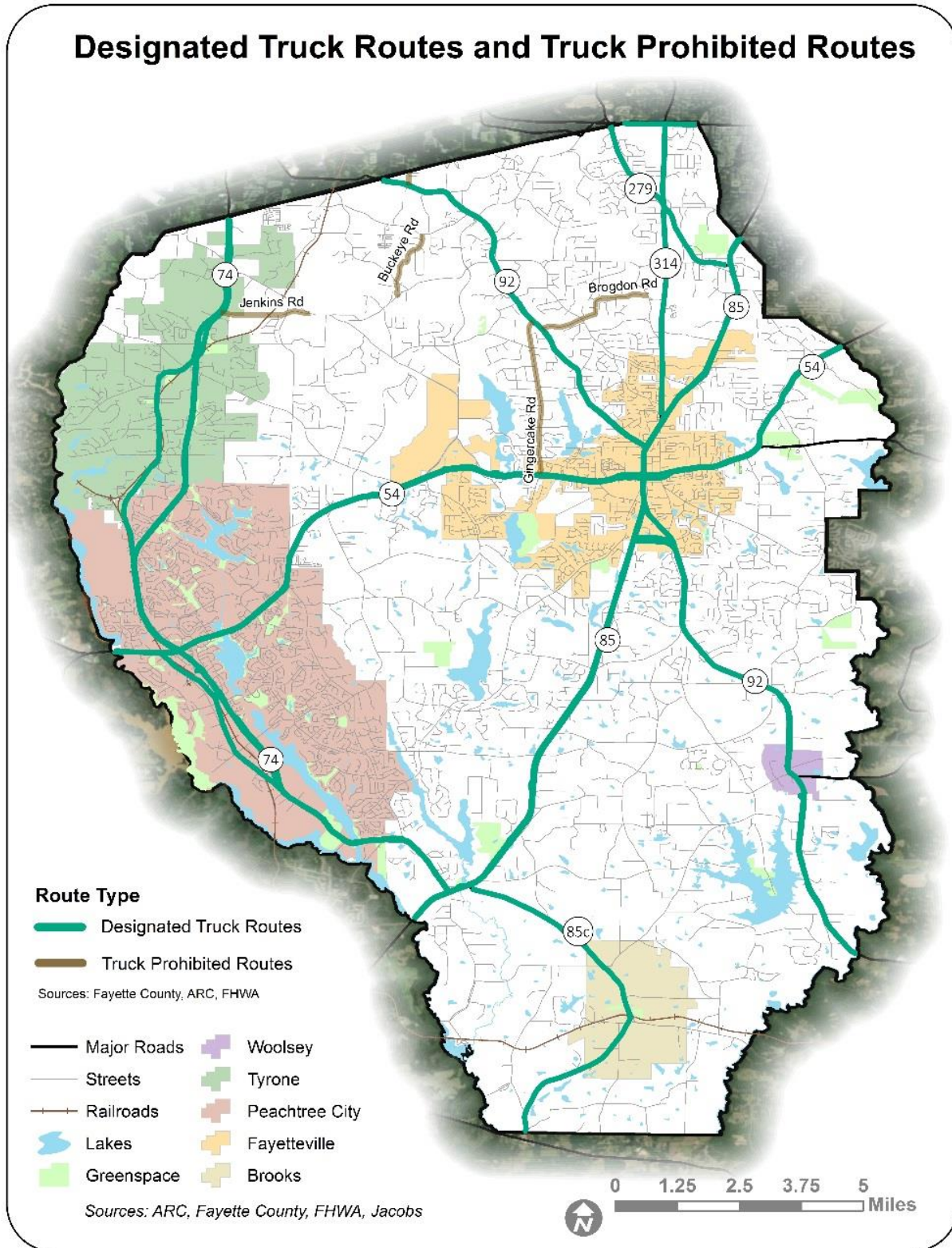
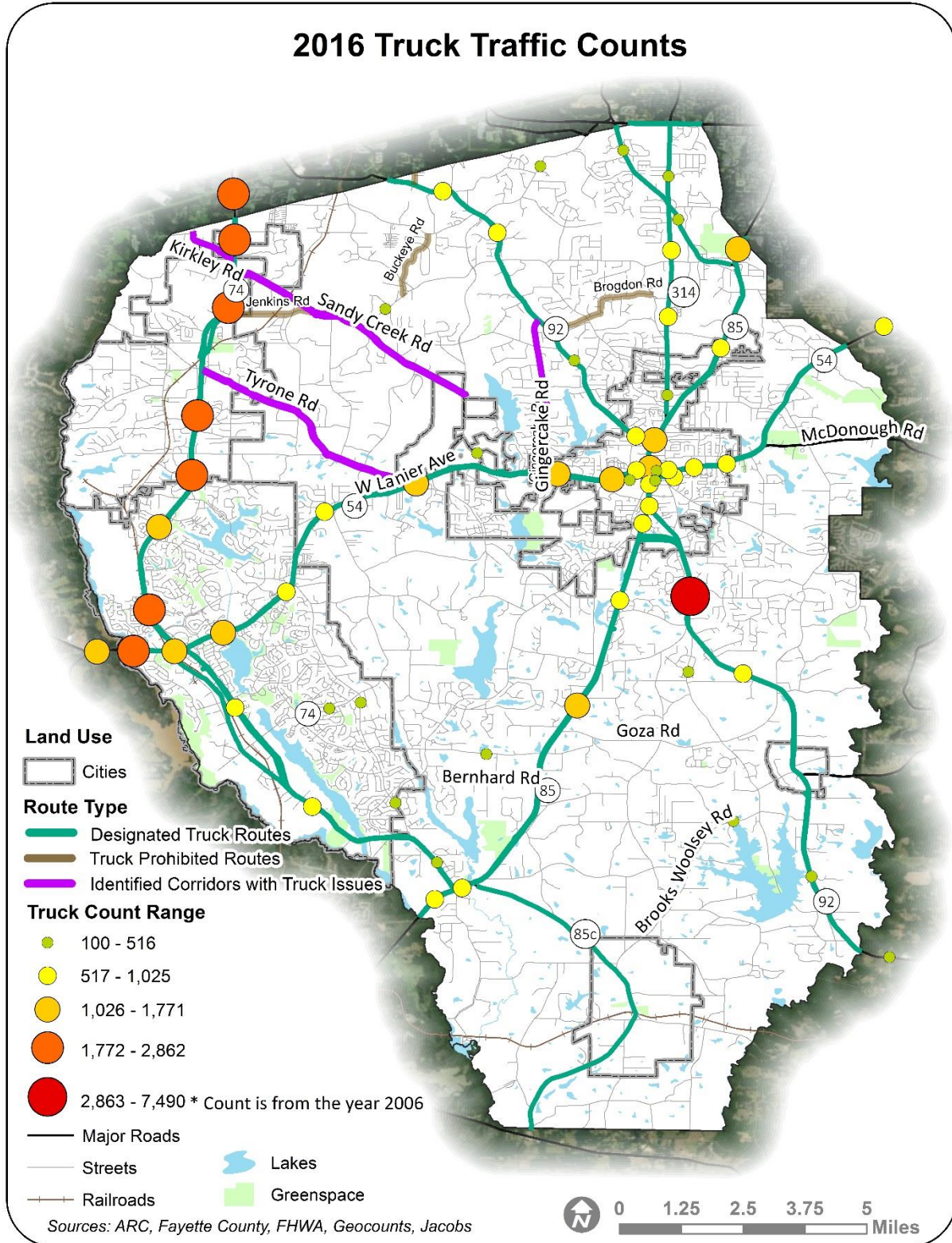


Figure 16: Fayette County Truck Traffic Counts



5.4.3. Truck Route Gaps and Assessment

This section provides an assessment of the current Fayette County truck network and whether it is adequate to properly accommodate freight movement.

Freight Generating Land Uses

Figure 17 displays identified freight generating land uses. These land uses include warehousing, manufacturing, commercial, and mining/quarries. Such land uses are likely to produce higher numbers of truck trips. They are mostly concentrated along state routes with the exception of the Martin Marietta-Tyrone Quarry located in southern Tyrone just west of SR 74. This indicates that the state routes are generally adequate for providing both long distance mobility and last mile access to the freight generating land uses. Crabapple Lane/Rockwood Road in Tyrone could be identified as a connector freight route for better access to the quarry.

Access to I-85 via Sandy Creek Road and Tyrone Road

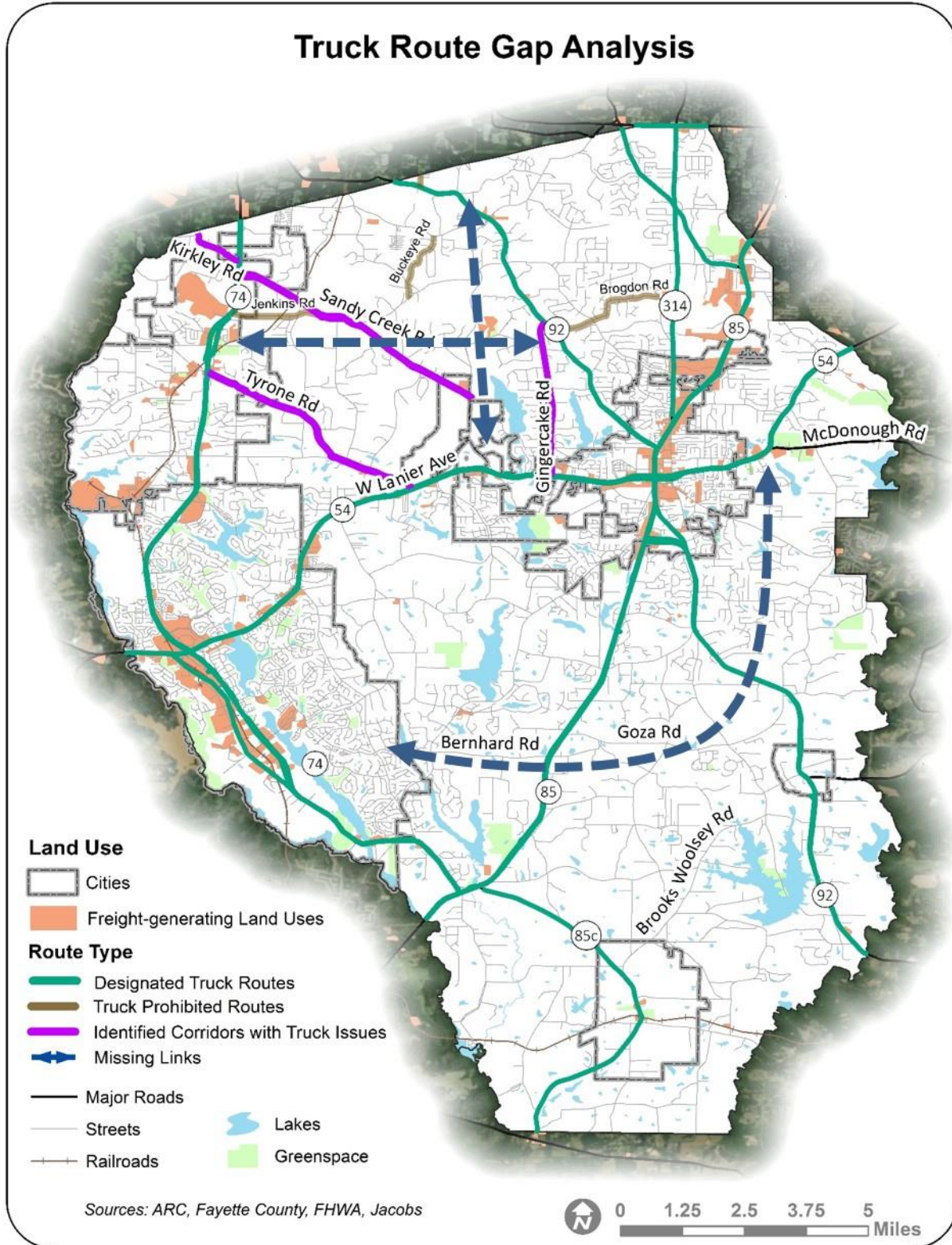
Truck count data shown in **Figure 16** indicate that trucks travel heavily along SR 74 and moderately so along SR 54. SR 74 provides access to I-85, the Fairburn intermodal yard, and warehousing/distribution centers along Oakley Industrial Blvd. Community feedback from public meetings indicates that trucks utilize both Sandy Creek Road and Tyrone Road as an east-west connection between SR 74 and Fayetteville. This route is more direct than continuing south along SR 74 to access SR 54 to travel east. Given that trucks will choose the most direct routes to make deliveries, these movements can be expected to continue.

One or both of these roadways could be possible new truck route candidates (**Figure 17**). With upgrades, these two roadways, as well as Veterans Parkway, could expand the Fayette County Truck Route Network, facilitating truck travel throughout the county. Fayette County has scoping studies planned for both corridors that will investigate these issues and provide recommendations.

East-West Connectivity South of SR 54

Gap analysis of the truck route network indicates a missing east-west truck corridor south of SR 54 (**Figure 17**). This gap is not a pressing need because of limited freight generating land use in central and southern Fayette County. As the county continues to develop and congestion grows on SR 54 trucks may seek an alternative route around downtown Fayetteville. The Bernhard-Goza-Inman-County Line corridor may warrant addition as a truck route in the future – especially when the East Fayetteville Bypass project is completed.

Figure 17: Fayette County Truck Gap Analysis



5.4.4. Truck Route Ordinance

Current Fayette County policy, is to prohibit trucks on specific roads (usually based upon community requests). It would be more comprehensive to implement a blanket prohibition of through truck movements on all county roads with the exception of officially designated truck routes. These designated truck routes in combination with the state route system would encourage trucks to only use designated truck routes.

Wayfinding signage could be implemented in order to guide truck traffic along the designated truck roadways. Another key aspect of facilitating the preferred truck travel movements is to communicate and coordinate with law enforcement about the truck route policy and its enforcement.

Candidates Truck Routes

Candidate roads that could be designated truck routes include: Bernhard-Goza corridor, Crabapple Lane, Sandy Creek Road, Tyrone Road, and Veterans Parkway.

5.4.5. Route Design Parameters

While highway functional classification and associated characteristics can help predict truck usage, generally, intended use and vehicle design will guide attributes that may influence commercial operator usage. Roadway access to and from industrial and freight-generating land uses is fundamental to ensure reliability of goods movement in the metro Atlanta region. While interstate improvements facilitate movement across and within the region, ‘truck-favorable’ roadways and road characteristics can induce truck travel. Key elements to ‘truck-favorable’ roadways are:

- Improvements at key intersections
- Limiting driveway access
- Minimal on-street parking
- Underground utilities or utilities located within landscape width
- Maintaining adequate bridge widths
- Adequate median and lane width
- Horizontal alignment (linear versus multiple curves)
- Number of lanes (capacity)
- Widening shoulders to accommodate trucks
- Adding guardrails and barriers
- Wayfinding usage for designated truck routes

Truck mobility standards must be weighed against the overall character of the area. The design for vehicle movements can preserve a balance between the thoroughfare’s function and the needs of the communities that the thoroughfares serve.

5.4.6. Key Findings

Based on the Georgia Department of Transportation year 2016 truck traffic counts the roadways with the highest truck traffic counts are in the northern half of the county. They include:

- SR 74
- SR 54
- SR 85

Designating new east-west and north-south truck routes throughout the county could mitigate future congestion in the county. Possible new truck route candidates include:

- Bernhard Road-Goza-Inman-County Line-East Fayetteville Bypass Corridor
- Crabapple Lane
- Sandy Creek Road
- Tyrone Road
- Veterans Parkway

Designing new truck routes and standards must be weighed against the overall character of the area and how best these roadways can function given the activities and needs of the communities the thoroughfares serve.

6. Active & Alternative Transportation Needs

Active transportation encompasses modes of travel that require human energy, primarily walking and bicycling. This term draws the connection between healthy, active living and our transportation system and choices. The benefits of active transportation are numerous and include reduced roadway congestion, travel-time savings, improved health outcomes, and increased recreational opportunities.

For this analysis, the needs of golf cart users were also considered.

Master Path Plan

An outcome of this planning process includes the identification of a Master Path Plan (MPP). Peachtree City is known throughout the country as an innovative planned community with an ingrained path network. The intent of the Master Path Plan is to identify ways to expand the path network throughout the county. The MPP will connect population centers, schools, parks, commercial land use, and other recreational opportunities. The MPP will accommodate pedestrians, bicyclists, and golf cart users.

Origins, Destinations, and Needs

An extensive amount of analysis has been conducted to identify needs relating to the expansion and improvement of the path network in Fayette County. This involved a variety of data sources including population projections, a walking propensity analysis, field counts and surveys, Strava bicycle data and public/stakeholder input.

6.1. Population and Downtown Activity Centers

An important goal of the Master Path Plan is to develop a path network that links all of the major

population centers within the county. Linking major activity centers is also a major goal of the plan. Population centers and major activity centers have been mapped in **Figure 18** to illustrate where path connections are needed. General connection locations have been identified to demonstrate where potential links are desirable. This will be used to develop specific trail alignments as the path network is refined.

Population centers were identified by examining existing and projected residential densities in 2017 and 2040. Population centers are areas with densities greater than two persons per acre in 2040, which represents the typical densities of suburban subdivisions. Major activity centers were identified through a variety of sources including the ARC, Developments of Regional Impact (DRIs), commercial centers and employment centers.

6.2. Walking Propensity Analysis

A walking propensity analysis was conducted to identify priority areas for pedestrian facility improvements. This involved an assessment of four factors that contribute to the need for pedestrian facilities. This includes school and park zones, pedestrian crashes, intersection density, and existing land uses. Using spatial analysis tools in ArcGIS these elements were weighted and layered to generate a walking propensity score for every location within the county. These factors were weighted according to their relative importance. These weights are presented in **Table 11** below. The final output from this analysis is displayed in **Figure 19**, with key findings provided in **Section 5.2.5**.

Table 11: Walking Propensity Analysis Factors and Weighting

Factor	Weight
Existing Land Use	30%
School and Park Zones	30%
Intersection Density	30%
Pedestrian Crashes	10%

Source: Jacobs

6.2.1. Existing Land Uses

Land use patterns are an important factor in assessing pedestrian demand. Commercial uses, high-density residential, parks, schools, and libraries have a greater potential to generate pedestrian trips than lower-density residential, agriculture, or industrial land uses. Values between 1 and 10 were assigned to various land use categories to reflect their relative tendency to attract and produce pedestrian trips. **Table 12** below details the point values assigned to each land use category used in the analysis.

Figure 18: Population and Activity Center Path Connectivity Needs

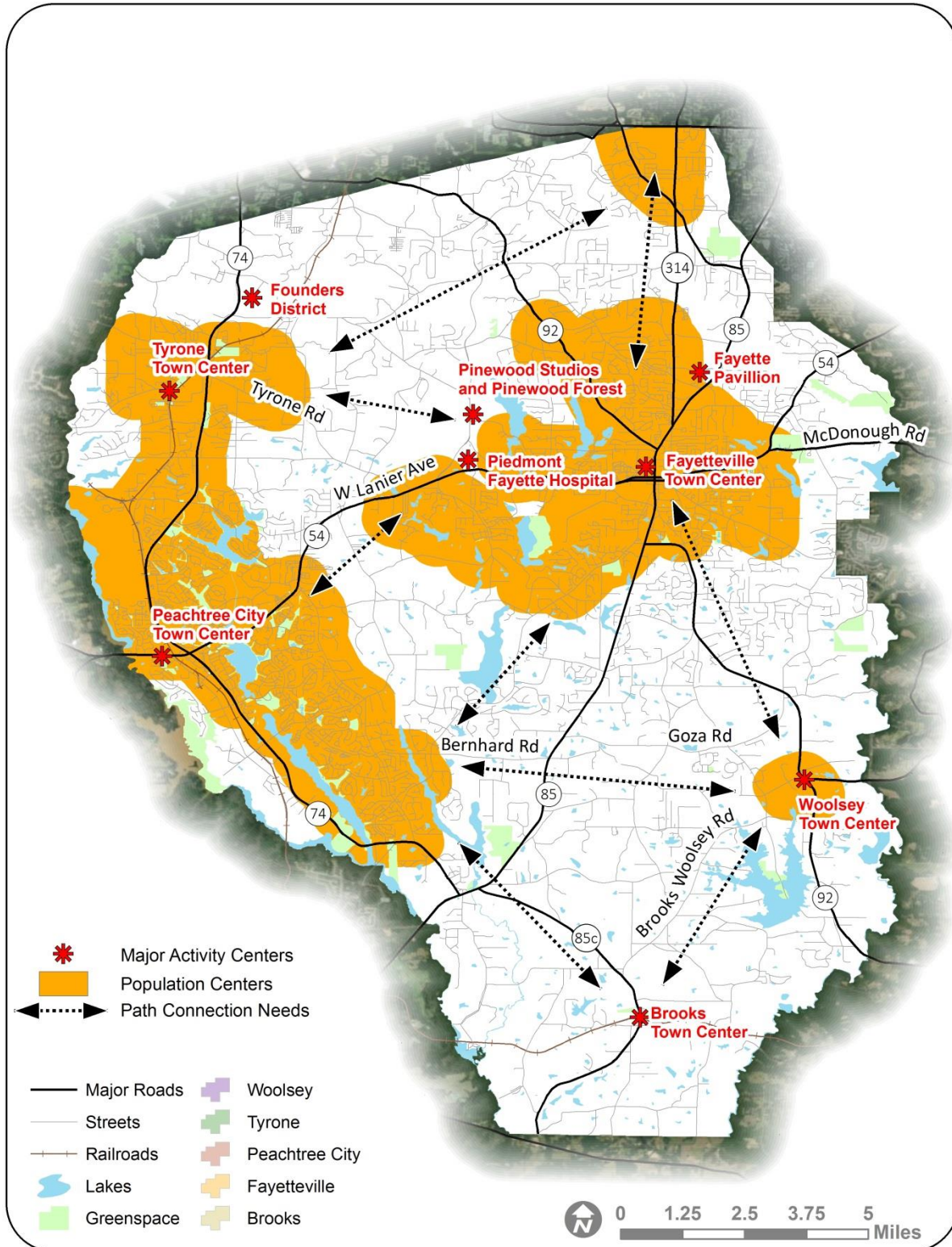


Table 12: Pedestrian Demand Values for Existing Land Uses

Land Use	Scoring Value
Commercial	10
Residential High-Density	10
Residential Multi-Family	10
Parks	10
Park Lands	10
Church	8
Institutional Extensive	8
Institutional Intensive	8
Residential Medium-Density	5
Residential Low-Density	5
Industrial-Commercial	4
Residential Mobile	5
Industrial	3
Golf Courses	3
Cemeteries	3
Transportation, Communications, Utilities	1
Agriculture	1
Forest	1
Reservoirs	1
Wetlands	1
Quarries	1
Transitional	1
Limited Access	1
Landfills	1
Airport	1
Construction	1
Rivers	1
Urban Other (Undeveloped)	1

Source: Jacobs

6.2.2. School and Park Zones

In addition to the school and park uses captured in the land use analysis, an additional element was included which represents comfortable walking distances to schools and parks. This is reflected as a half-mile buffer around schools, parks, and greenway entrances. This was included to prioritize areas around schools and park/greenway entrances, where missing sidewalk connections are a critical need. Since many younger students lack personal access to vehicular transportation pedestrian facilities are vital in these areas. Pedestrian connections to parks and greenways are also an important community need which encourages active transportation, physical activity, and healthy recreational opportunities.

6.2.3. Pedestrian Crashes

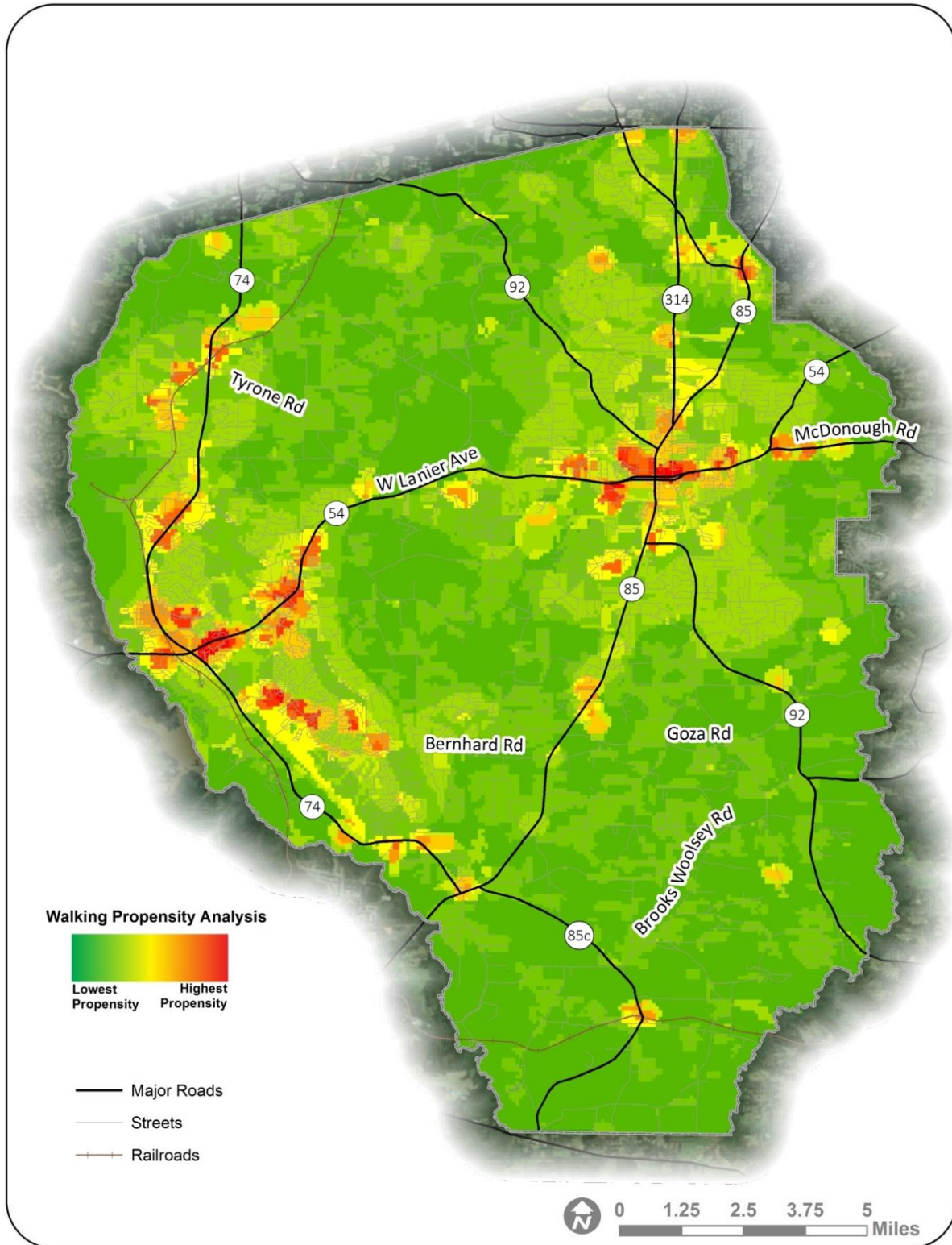
Locations where pedestrian crashes occur may be important areas for new pedestrian facilities. These areas may have a critical need for pedestrian facilities or safety enhancements. These areas also highlight where individuals are walking within the county. To incorporate these areas in the analysis a quarter-mile buffer around each pedestrian crash location was used. Due to the relatively low number and isolated nature of pedestrian crashes in the county this layer was given a weight of 10 percent, compared to 30 percent for the other three factors in ArcGIS.

6.2.4. Intersection Density

A series of studies have consistently shown that one the strongest predictors of pedestrian activity is intersection density⁶. Intersection density is a measure of how closely roadways are grouped together and relative block size. Areas with high levels of intersection density are more conducive to pedestrian travel as they provide more connection opportunities, shorter blocks and more direct routes for those on foot. Four-leg intersections were weighted more highly than three or two leg intersections within the model, as these intersections offer the greatest connectivity. This weighting helps to avoid over-scoring of suburban-style neighborhoods that may rely on cul-de-sacs and loops and therefore, are not highly walkable. Areas with high intersection density in the county include downtown Fayetteville and Peachtree City.

⁶ McCormack and Shiell: In search of causality: a systematic review of the relationship between the built environment and physical activity among adults. *International Journal of Behavioral Nutrition and Physical Activity* 2011 8:125.

Figure 19: Walking Propensity Analysis



6.2.5. Walking Propensity - Key Findings

Key takeaways from the walking propensity scoring are as follows:

- Areas with high walking propensity can be found dispersed throughout the county, but they are primarily clustered in Peachtree City and Fayetteville. This reflects the presence of high intersection density and pedestrian generating land uses in these areas.
- The presence of school and park locations can be seen as contributing to pockets of pedestrian demand in many locations. This is particularly evident at school clusters, such as Starr's Mill High School, McIntosh High School and Whitewater High School.
- The highest walking propensity scores are found in downtown Fayetteville, surrounding Peachtree City City Hall, Braelinn Village Shopping Center, Luther Glass Park, McIntosh Trail Recreation Center, and Fayette Middle School.
- High walking propensity areas will serve as priority need areas for pedestrian improvements. These areas will be examined for missing pedestrian infrastructure and the county-wide propensity scoring will be used to develop prioritization scores for pedestrian projects.

6.3. Survey Counts

In November of 2017, the project team and community volunteers, conducted field counts and intercept surveys of bicyclists, pedestrians and golf cart users at a variety of locations throughout the county. Fourteen locations were chosen by the project management team as being major hot spots for walking, biking and golf cart use (locations shown in **Figure 20**). This included schools, shopping centers, parks, path locations and other activity centers. These counts were conducted in accordance with the methodology of the National Bicycle and Pedestrian Documentation Project (NBPDP). This permitted the counts to be used to extrapolate estimates for annual totals of pedestrians and bicyclists in these locations. The methodology factored in time of day, time of week, time of year, and weather conditions to develop these estimates.

The annual count estimates were used to identify priority areas for bicycle, pedestrian and path improvements, based upon the highest anticipated demand. The top five bicycle locations in the county were all located in Peachtree City: Battery Way Park, Peachtree City Library/City Hall/Picnic Park, Hip Pocket Road, The Avenue, and Starr's Mill High School. A three-mile buffer was established around these locations to identify any missing bike facilities or path connections. Three miles was selected to represent a comfortable biking distance, which takes approximately 15 minutes at an average pace.

The top five highest pedestrian locations in the county are Battery Way Park, Fayetteville Town Center (at the intersection of SR 85 and SR 54), Peachtree City Library/City Hall, McCurry Park, and Shamrock Park. A quarter-mile buffer was established around these locations to identify any missing pedestrian or path connections to these locations. A quarter-mile is considered comfortable walking distance, which takes approximately 5-7 minutes at an average pace.

The large number of golf cart users recorded at count stations demonstrates that this is a major mode of transportation within the county. Golf cart users were the most common user type at count stations in

Peachtree City and Tyrone, outnumbering bicyclists and pedestrians combined by a factor of near 2 to 1. The locations with the most golf cart users were parks, high schools, and shopping centers. This included Peachtree City Library/City Hall/Picnic Park, Battery Way Park, The Avenue, and Starr's Mill High School. A large number of shopping trips and high school commutes completed via golf cart were logged. Golf cart transportation is a significant factor in Peachtree City's transportation system and has the potential to reduce future traffic congestion throughout Fayette County, particularly if the path network is expanded and links more origins and destinations throughout the county.

In addition to user counts, intercept surveys were also conducted in the field to better understand why and how people use the path system. The top three trip purposes of path users included health-exercise (48 percent), shopping-errands (23 percent), and social-leisure-dining (14 percent). Respondents traveled via golf cart to the survey location more than any other mode and over a third traveled to the location more than 20 times per month via golf cart. The top three characteristics of the trail system that users appreciated the most includes access to nature (38 percent), convenience (34 percent), and separation from cars (32 percent).

The intercept survey also polled users on needed path improvements. The most commonly heard needs included enhanced safety and security (29 percent), improved maintenance – filling potholes and cleanup (27 percent), and more connectivity/larger path network (25 percent). Other needs included wider paths (17 percent) and golf cart driver education (17 percent). Other needs that were heard less frequently include safer crossings (10 percent), better wayfinding (8 percent), and more bicycle/golf cart parking and charging stations (4 percent).

6.3.1. Survey Counts - Key Findings

Key takeaways from the survey counts include the following:

The top three **TRIP PURPOSES** of path users:

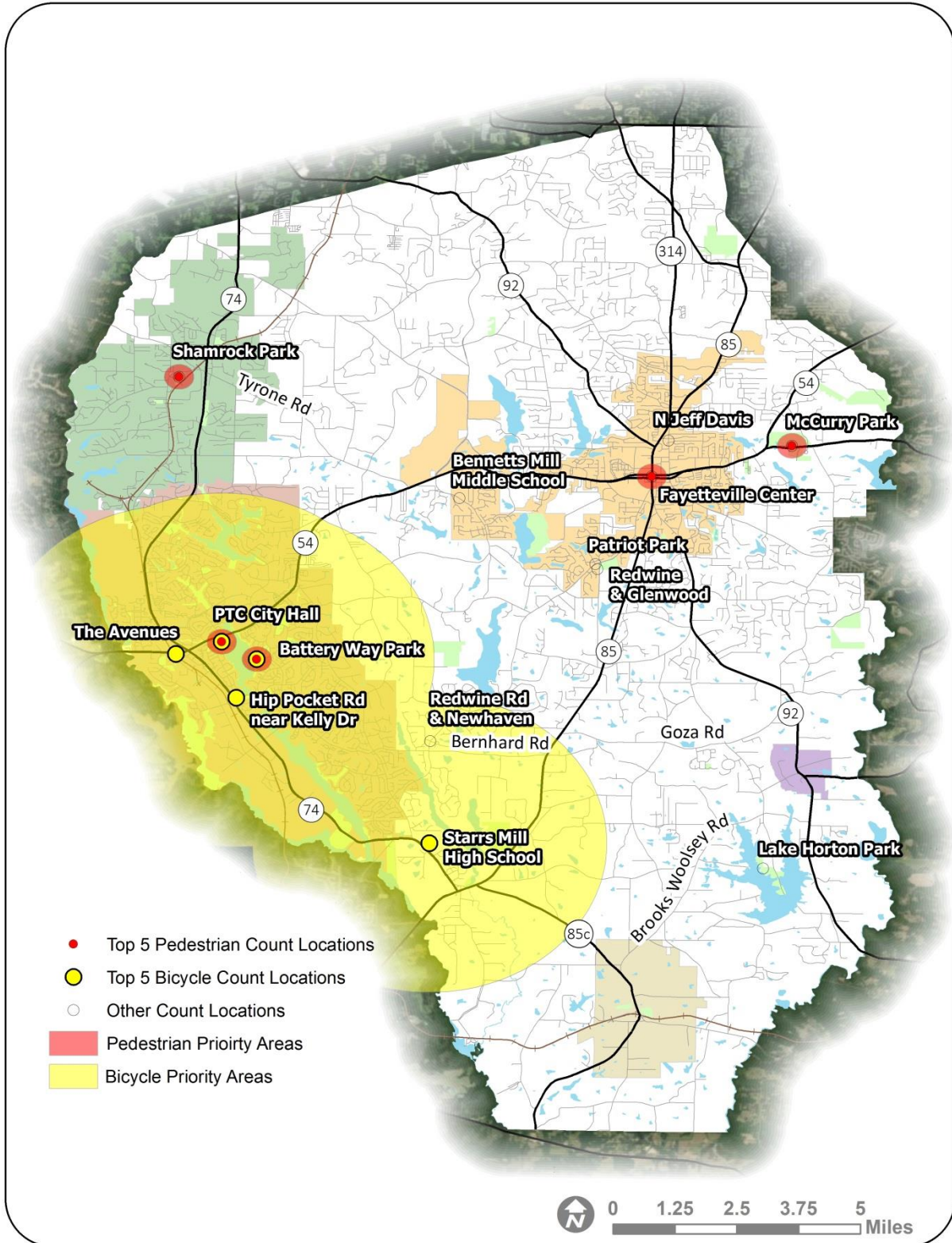
1. Health-exercise (48 percent),
2. Shopping-errands (23 percent)
3. Social-leisure-dining (14 percent)

The top three **CHARACTERISTICS OF THE TRAIL SYSTEM THAT USERS APPRECIATED** the most:

1. Access to nature (38 percent)
2. Convenience (34 percent)
3. Separation from cars (32 percent)

Golf cart users were the most common user type at count stations in Peachtree City, outnumbering bicyclists and pedestrians combined by a factor of nearly 2 to 1.

Figure 20: Survey Counts



6.4. Strava

Bicycle usage data was collected from Strava users to help identify the most frequently used bicycle routes in the county. Strava is a mobile fitness app that many bicyclists utilize to track their rides. This data source provides information on the total number of bicycle trips, unique cyclists, and bicycle commutes. The data reflects an annual count for trips conducted between April 2017 and April 2018.

The most frequently used bicycle corridors in the county are highlighted in **Figure 21**. Many of these roads are found in more rural areas of the county with low traffic volumes. They are found primarily in the central and southern portions of the county, with some found in northwest Fayette County. Roadways popular with the recreational cyclists are mainly less-trafficked with limited intersection control and delay. Examples include Goza Road, Bernhard Road, Brooks-Woolsey Road, Old Greenville Road, Ebenezer Church Road, and Lees Lake Road.

While routes discussed are heavily frequented by cyclists, adding bicycle lanes is often not desired by recreational riders. Bike lanes in these locations will tend to fill with debris and become dangerous for cyclists on road bikes. On-road cyclists are generally more fearless and do not need or require bike lanes to feel comfortable on the road. More appropriate bicycle needs and treatments in these areas include maintaining good pavement conditions, debris-free paved shoulders and the signing of bicycle routes with 'Share the Road' or 'May Use Full Lane' signage.

In addition to rural roadways, the path system in Peachtree City also shows a high level of bicycle use. This is particularly evident along the Hip Pocket Road loop around Lake Peachtree and the path that parallels Shadowood Creek. Several suburban roadways in Peachtree City are also highlighted as major bicycle corridors, including; Windgate Road, Robinson Road, and McIntosh Trail. All feature parallel multi-use paths in certain locations, which are likely used by cyclists of various skill and comfort levels. The multi-use trails are not continuous, however. Connecting existing trails is an identified need to provide a continuous comfortable facility for users of heavily biked corridors.

The Strava data divides total bicycle trips into commute trips and recreational trips. Commute trips are assumed by long dwell times at starting and stopping points. The majority of trips in the county are classified as recreational in nature (89 percent versus 11 percent for commute trips). Commute trips are displayed in **Figure 22**. The bicycle commute data indicates a pattern of commuting to employment centers in Tyrone and Peachtree City.

Major commute corridors are shown in red and orange and include Goza Road, Bernhardt Road, Redwine/Robinson Road, Ebenezer Church Road, Ebenezer Road, Tyrone Road, and Brooks-Woolsey Road. Commute corridors may be appropriate for sidepath and bicycle lane treatments to provide options for 'interested but concerned' bicyclists who may not feel comfortable riding directly in the travel lane. At the very minimum-commute corridors should feature wide paved shoulders and good signage alerting drivers to the presence of cyclists.

It is important to note that while Strava data is very helpful in identifying needs, it has limitations in that it only reflects the travel patterns of app users who have activated the recording device. It is not representative of overall bicycle trips within the county, as it tends to skew towards the recreational

rider and more serious cyclists. This data source is just one input used to identify bicycle needs within the county and reflects just one piece of the total puzzle. Additional analysis of bicycle needs is presented in **Section 5.8**.

6.4.1. Strava - Key Findings

Key takeaways from the Strava data analysis are as follows:

Top bike corridors for Strava users are concentrated in rural areas of the county with low traffic volumes in central and southern Fayette. They include:

- Goza Road
- Bernhard Road
- Brooks-Woolsey Road
- Old Greenville Road
- Ebenezer Church Road
- Lees Lake Road

Adding bicycle lanes is often not desired by recreational riders. Bike lanes in these locations often fill with debris and become dangerous for cyclists on road bikes. More appropriate bicycle needs and treatments in these areas include maintaining good pavement conditions, debris-free paved shoulders and the signing of bicycle routes with 'Share the Road' or 'May Use Full Lane' signage. In addition, adding "Share the Road" signs and providing extra pavement to allow motorists to give three feet when passing is desirable.

Figure 21: Total Bicycle Counts (Strava 2017 – 2018)

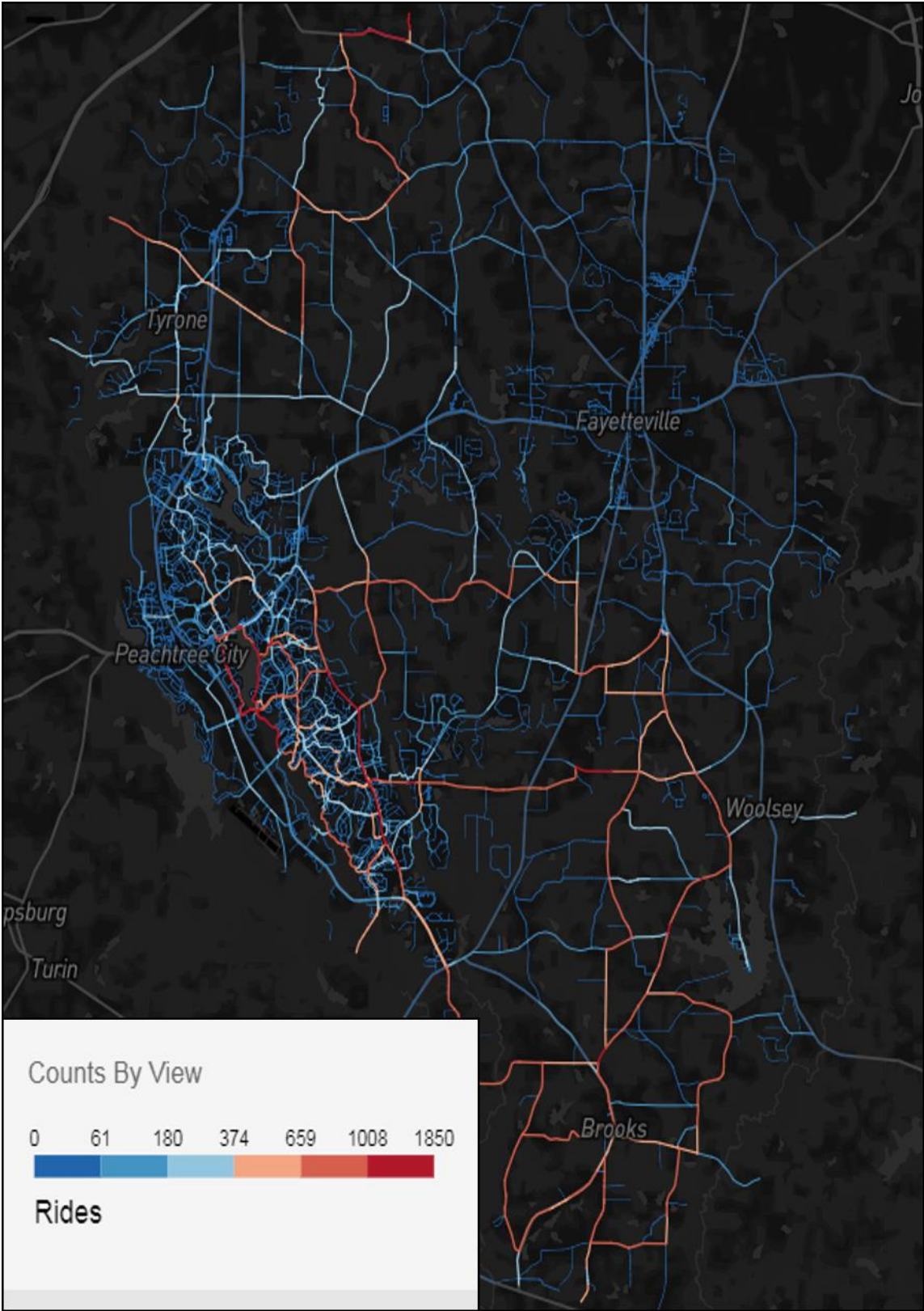
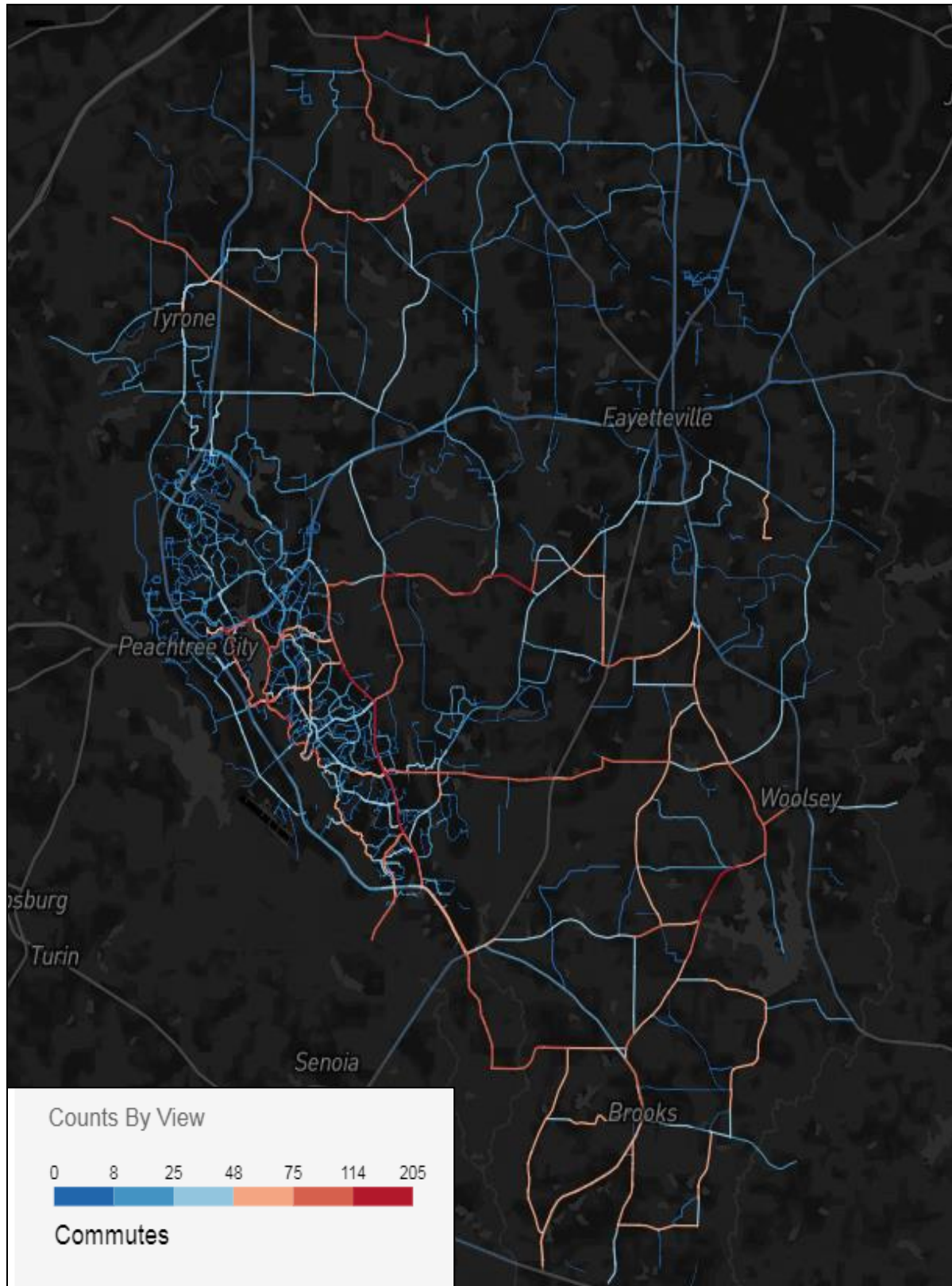


Figure 22: Bicycle Commute Trips (Strava 2017-2018)



6.5. Public Involvement (Public Meetings, Stakeholder Committee, & Survey)

A significant number of bicycle and pedestrian and golf cart user needs have been identified through the public meetings and survey.

Comments from the public are listed below. They include:

- Path Connection to from the woodlands to Fayetteville
- Need path from South Jeff Davis Drive at Emerald Lake Drive to Fayetteville City Limits
- More sidewalks, bike paths, cart paths and in Fayetteville
- New Hope and SR 314 intersection project- FTP-306
- Multi-use paths on SR 314 into the City of Fayetteville
- Southfork subdivision (sidewalks are broken, not maintained)
- Connect paths between Tyrone and Peachtree City
- Swanson Road/Tyrone City Area sidewalks or multi-use trails to connect Publix to the Tyrone city limits.
- Create a park and ride pick up at Kedron/Tyrone
- Need a sidewalk between Mask Tire and South Jeff Davis Drive
- Piedmont Hospital pedestrian bridge to shopping center across SR 54
- Sidewalks or paths from Stevens Entry to SR 54 (Sprouts, Starbucks, Your Pie) Golf carts on roadways.
- SR 92 sidewalks connecting to Kingswood/other subdivisions off SR 92
- New Hope Road needs multi-use paths
- Kelly at McIntosh is troublesome the four-way stop; education is needed.
- Old Senoia Road (better golf cart paths through downtown)
- Tyrone at Farr to Handley (would like to have to golf cart path)
- Annelise Drive needs a golf cart path
- More bike routes along SR 92
- SR 92/Jimmy Mayfield more golf carts/sidewalks and bike facilities are needed in this area.
- Farr Road multi-use trail from Peachtree City to Tyrone (Farr Road paths)
- Need additional sidewalk on New Hope Road to/from SR 314 from subdivisions to Pavilion, and along SR 314 for residents to access the Pavilion.
- SR 85 to 54 along Banks Road
- Banks Road (Multi-use trail)
- All parks and schools should be connected via multi-use paths.
- SR 85 to SR 54 along Banks Road
- Bradley, Glynn
- South Jeff Davis Drive/Jimmie Mayfield Boulevard westside from Lanier Avenue to the Senior Center
- Hwy 85 South of Fayetteville
- Sidewalks from school to school in Tyrone

- Highway 85 South of Fayetteville finish east side of the roadway where it runs into Downtown Fayetteville.
- Sidewalk Gap Jimmy Mayfield northside of SR 92 east of Ingles to almost Jimmy Mayfield
- Kingswood Way to Jimmy Mayfield (westside of SR 92)
- Need path connection to American Walk
- Cart crossing at SR 54 on east side of Peachtree City (near Publix)
- Between Stoney Brook and Smokrise
- Continuation of sidewalk on both sides of Highway 314 from South Jeff Davis to the Pavilion.
- Golf cart path needed for Justice Center, Senior Center and Kroger
- Highway 279 – Sidewalk needed down SR 279
- Sidewalk needed on North Fayette Drive
- North Fayette Elementary
- Rail to Trail – Railbank conversion of inactive trail.
- Brooks abandoned rail line – rail to trail
- SR 74 to Sandy Creek Veterans Parkway
- Hwy 279 to Hwy 138 needs sidewalks for ped safety
- South Jeff Davis, Jeff Davis – limit number
- South Jeff Davis sidewalks and multi-use path
- Lakeside on Redwine, need connection to the Ridge Nature Center
- Multiple comments to extend the trail along Redwine

Pedestrian Needs

- I am a resident of Fayetteville. The city could use sidewalks along Gingercake and Hood Avenue.
- Lester Road (SR 85 and SR 54) unsafe for pedestrians to cross poor lighting
- Golf cart/pedestrian crossings on Peachtree Parkway between Robinson Road and Redwine.
- Improved pedestrian crosswalks in downtown Fayetteville are needed.
- Pedestrian crossing is needed in the Jeff Davis Road and Highway 54 area.
- Ped light out at Banks Road and Glynn Street
- Dangerous intersection SR 54 from Lee Street.
- Would love a wide sidewalk along Gingercake Road, to intersect with the existing sidewalk at Gingercake and Hwy 54.
- Evander Holyfield Highway
- Westbridge Road
- SR 54 between PTC and downtown
- Georgia Avenue
- The bridge over whitewater creek is a danger with so many folks trying to walk over it View Starr's Mill.
- Braelinn Road and Peachtree Parkway, Robinson Road, Highway 54 and Tiger Trail, Highway 85 between FC Courthouse and Georgia Avenue, McIntosh Trail.
- Hood Avenue

- Gingercake, Redwine Road
- Goza Road
- Lester Road
- SR 54 and Old Norton Road
- Gingercake Road to intersect with the existing sidewalk at Gingercake and Highway 54
- South Jeff Davis Drive
- Fayetteville
- Banks Road
- SR 85 south from Summit Point heading into town and down the SR 92 connector

Bike Facilities

- SR 74 and Rockaway Road – 2 lane road to Senoia is popular for bikers. Limited shoulder space.
- Bike path connection from Hood Road to Pinewood Forest
- North Fayetteville needs more bike paths.
- Tyrone Road at Farr to Handley Road
- Need bike lanes along the perimeter of Pinewood Studios.
- SR 92/ Jimmy Mayfield - sidewalks and trails are needed.
- Riding bicycles on Bernhard Road
- Tyrone Palmetto - great need to ride to the Hills – Gaza/Antioch/Old Greenville Road
- SR 74 to SR 54 on Tyrone Road – Multi-purpose Trail
- Ebenezer is not safe for biking
- Tyrone Road – Bike Trails are Needed
- Tyrone Road and Farr Road
- Senoia Road at Tyrone – The path ends at Senoia Road at Ellison continue on to Goodwill
- Tyrone and Flat Creek Trail – Bike riding is dangerous

6.6. Master Path Plan Workshop

In March of 2018 a workshop was held with Stakeholder Committee members focusing on the Master Path Plan and the development of a county-wide network. A path planning exercise was conducted simultaneously in five separate break-out groups. Participants represented a diverse cross-section of community interests. This included bike advocacy groups, business leaders, local governments, clergy, neighborhood associations, engaged citizens and avid recreational cyclists. This exercise was also conducted with members of the Project Management Team to gather input from each local municipality. Input was collected on the desired locations for a variety of bicycle, pedestrian, and golf cart facilities, including sidepaths, greenway trails, shoulder bikeways, signed shared roadway, and sidewalks.

- **Sidepaths** – Bi-directional multi-use path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for golf cart users, bicyclists, and pedestrians where traffic speeds and/or volumes are too high to share the roadway.

- **Greenways** – These are bi-directional multi-use paths that have their own independent right-of-way. They are often found in natural settings. They can follow streams and rivers, converted railways, or other natural features.
- **Shoulder Bikeways** – Typically found in less dense areas, shoulder bikeways are paved roadways with striped shoulders wide enough for bicycle travel.
- **Signed Shared Roadway** – Where available asphalt width is limited, but demand for bicycling is present, signing roadways with “Bike Route” signage can increase driver awareness of the possible presence of bicyclists.

Feedback on major destinations that should be connected through the path system was also gathered. There was considerable overlap in the desired locations for facilities between the six groups. Some of the same connection destinations were also identified. Common desires included a sidepath connection between Peachtree City and Fayetteville along Redwine Road, a sidepath on SR 54, bicycle facilities on Bernhard Road/Goza Road and Brooks Woolsey Road. Common connection destinations include a regional trail connection in southern Peachtree City and connections to the Starr’s Mill school cluster.

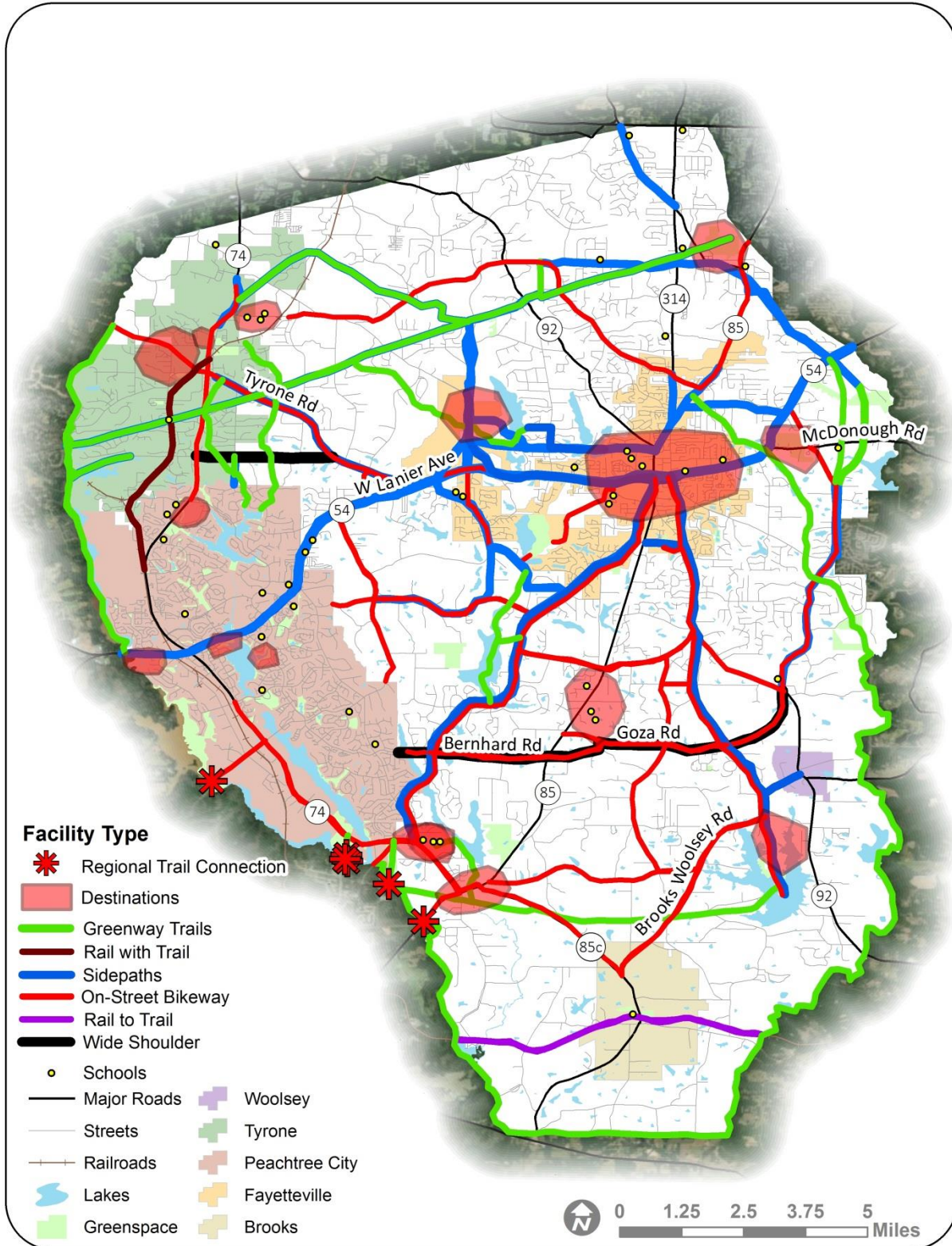
A composite map of the input received from the six groups has been developed and is displayed in **Figure 23**. This reflects stakeholder-identified needs and will be used as a starting point in the development of the Master Path Plan network. A combination of community guidance (stakeholder and public), technical analysis and a feasibility assessment will be used to ultimately develop the final network. It is important to note that **Figure 23** only represents a preliminary step in the needs identification phase of the path planning process. The final path network is likely to vary significantly from this image, as a process of technical analysis, feasibility and vetting is applied.

6.6.1. Master Path Plan Workshop – Key Findings

Key takeaways from publicly-identified pedestrian, bicycle, and golf cart needs include:

- There was a high degree of consistency between Stakeholder Committee members on the **DESIRED LOCATIONS FOR SYSTEM EXPANSION** of the path network. This includes sidepaths on Redwine Road, SR 54, and bike facilities along Bernhard/Goza Road and Brooks-Woolsey Road.
- **COMMON DESTINATIONS** to connect include the Starr’s Mill school cluster and a regional trail connection in southern Peachtree City. Input from the Stakeholder Committee will be used as a starting point in the development of the Master Path Plan network.

Figure 23: Stakeholder Identified Path Needs



6.7. Path Intersection Assessment

An assessment of at-grade intersection and mid-block crossing assessments was conducted as part of the Master Path Plan. Findings of the assessments will be used by the project team to inform recommendations focused on improving the safety, comfort, and predictability of crossings for all users of Fayette County's transportation system including people walking, bicycling, using golf carts, and driving.

The complete assessment memo is included in **Appendix B**. This section includes a summary of common themes and key takeaways of the assessment. They include the following:

- **Inconsistent Signage and Markings** - Both signage and pavement markings are applied somewhat inconsistently. Signage and markings oriented toward vehicles, such as path crossing signage and advance warning signage, is more consistent than signage and markings oriented toward path users. The biggest inconsistency we observed was the use of stop bars and path-user scale stop signs at some locations but not others. There did not appear to be a pattern in terms of when these treatments were applied.
- **User Confusion** - It is not always clear which signs apply to which path user(s). For example, path-user scale stop signs intended for golf cart users and bicyclists may imply that pedestrians must stop and yield to automobiles, which is not consistent with Georgia law.
- **Who has the Right of Way?** - The use of golf cart warning signage at most path crossings is somewhat misleading to drivers, since people walking and bicycling are also frequent users of the path. Because legally drivers must stop for pedestrians in crosswalks per Georgia law, warning signage that only features golf carts may muddy this important distinction.
- **4-way Stop Safety** - Some observed interactions, particularly at 4-way stop-controlled intersections with path crossings directly adjacent to the roadway crossing (as opposed to setback from the roadway crossing) revealed confusion about who had right-of-way. We observed one near miss between a golf cart user and an automobile driver attempting to negotiate the intersection, with the question of who should proceed first.
- **Path users with disabilities** — including people who rely on wheelchairs or other wheeled mobility aids and people who have visual or hearing impairment — will have serious difficulties navigating at-grade crossings. Very few path crossings include ADA-compliant curb ramps or tactile warning strips with truncated domes.
- **Setbacks** — Path crossings that are setback from the intersection are common features that are situated away from intersections and appear to help reduce conflicts with automobiles by allowing drivers to interact with path users independently of other automobiles in advance of roadway intersections (similar to modern roundabout design with setback pedestrian crossings). However, the setback distances were inconsistent, and in some cases the crossings were not clearly marked.
- **Intersection Design** - Channelized right turn lanes and large curb radii are common features of multi-lane intersections where paths cross the roadway. These features promote high-speed automobile turning movements, which increase the risk of serious injuries and fatalities for path system users.

- **Wayfinding** - Particularly because the path system is extensive and complex, wayfinding signage is very limited. The wayfinding signage that does exist is also inconsistent and lacks a common brand.
- **Bridges** - Overcrossings were generally spacious and well-designed, with what appeared to be ADA-compliant approach grades.
- **Tunnels** - While some undercrossings were wide, many undercrossings were too narrow for two golf carts to pass each other, creating a sense of unease and the potential for collisions between golf carts and other path users. Narrower widths will also tend to keep speeds down through tunnels.

6.8. Bicycle Comfort Analysis

To assess bicycle needs within the county, a bicyclist comfort analysis was conducted that incorporated roadway volumes and speeds. It is common for a wide variety of factors to be included in a bicyclist comfort analysis, but the two most commonly used are traffic volumes and traffic speeds. These two factors are critical to bicyclist comfort, safety and the willingness to bicycle.

Roadway segments throughout the county were scored based upon speeds and volumes. The scoring thresholds are shown in **Table 13** below. A variety of sources including the London Cycling Design Standards, Ohio Department of Transportation (ODOT) Bicycle and Pedestrian Design Guide (2011), and the National Association of City Transportation Officials (NACTO) were consulted to develop these scoring thresholds. These thresholds are frequently used to determine the most appropriate bicycle facility for a given roadway based upon comfort level.

Table 13: Bicycle Level of Comfort Analysis Scoring

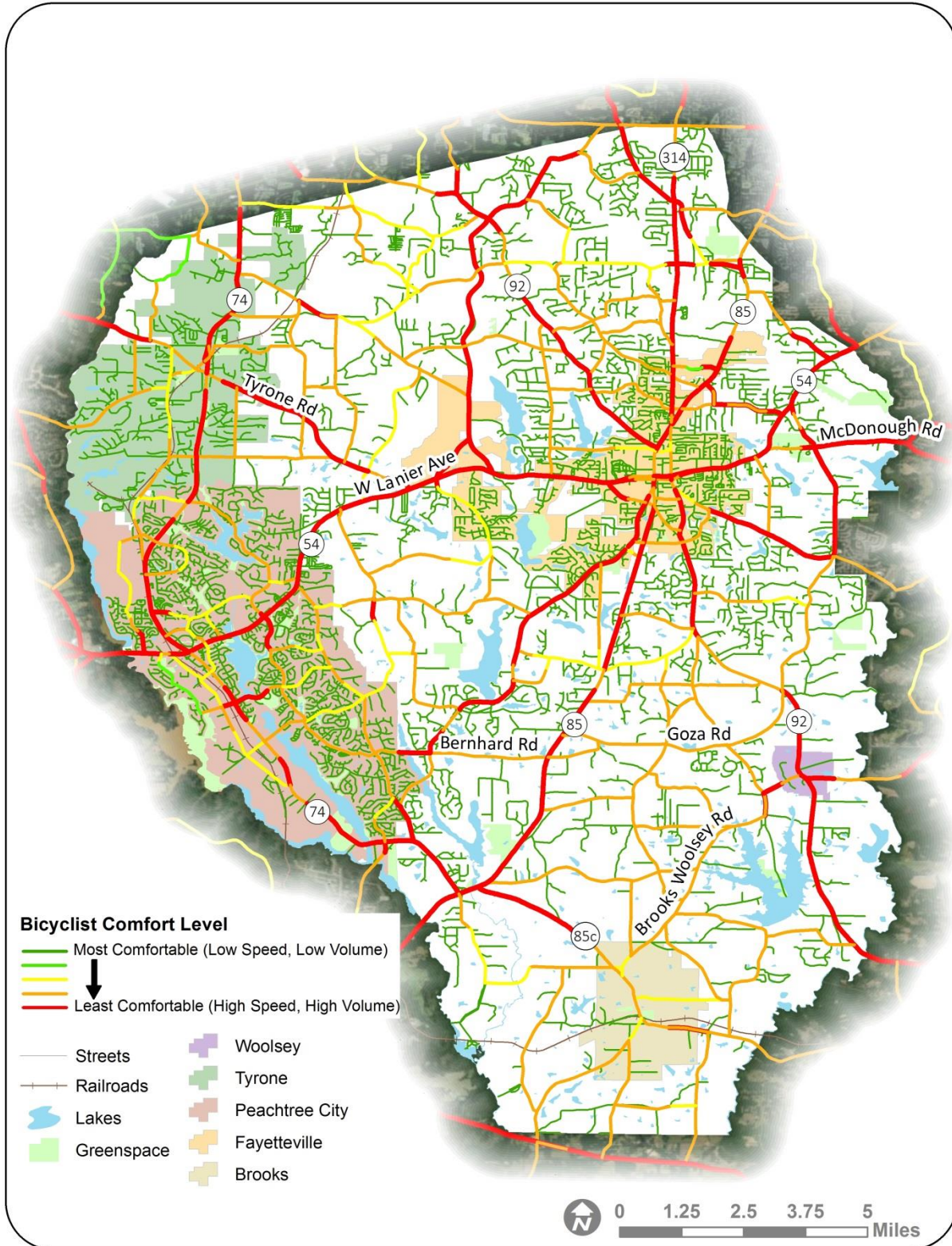
Volume	Score	Speed	Score
<3,000 ADT	1	<25 mph	1
3,001-10,000 ADT	2	30-40 mph	2
>10,001 ADT	3	>45 mph	3

Speed and volume scores were totaled to reflect an overall comfort level. A score of '2' indicates a roadway that is comfortable for everyone and a '6' is tolerated only by the 'strong and fearless' rider. The results of the comfort analysis are shown in **Figure 24**.

6.8.1. Bicycle Comfort Analysis – Key Takeaways

- All state routes in the county have the worst comfort rating. Although these corridors are the main cross-county transportation linkages, they form a barrier to bicycle travel.
 - This indicates a need for bicycle accommodations along state routes in strategic locations.
- The most popular bicycle routes identified in the Strava analysis generally correspond with a good to moderate comfort rating.
- Large county parks such as Kenwood Park and McCurry Park are surrounded by roads with poor comfort ratings.
 - Bicycle accommodations may be required to enhance access to parks.

Figure 24: Bicycle Comfort Index



7. Transit Needs

There are no carpool, vanpool, or transit options in Fayette County. During the second round of Public Meetings, the public indicated overwhelmingly that traditional transit solutions such as local bus, commuter rail, bus rapid transit, light rail, and heavy rail were not a top choice for Fayette County. To the contrary, more human services transit options were supported in great majority, as well as express bus options. **Figure 26** indicates the response the public gave as to what transit technologies are preferred in Fayette County.

7.1. Fayette Senior Services

Fayette County does not directly offer any dial-a-ride or paratransit service. These services are offered by Fayette Senior Services (FSS). Fayette Senior Services is a non-profit, 501 (c)(3). FSS offers flexible transportation in Fayette County for disabled and older adults. The transportation programs are open to Fayette County residents age 60 and older, as well as disabled adults age 18 to 59 who cannot drive by no fault of their own. There are no fixed routes. The service is demand response service only, which is advance scheduled curb-to-curb rides. Public feedback indicates that this service could be expanded, including longer hours of operation.

7.2. GRTA Xpress

The GRTA Xpress service is a regional commuter coach operated by the Georgia Regional Transportation Authority (GRTA) that draws ridership from 44 counties. As it has no routes in Fayette County, expanding service into Fayette County could mitigate traffic congestion. **Figure 25** depicts current GRTA Xpress routes in the region. The closest park and ride lots are located to the north in Union City, and to the north east in the City of Riverdale, and at the Southern Regional Hospital. There is also a park and ride lot located in Newnan, approximately 7.7 miles due west of the intersection of SR 74 and SR 54 in Peachtree City. Currently, all of these lots are located too far for great utilization by residents of Fayette County. A new Park and Ride Lot will be built on SR 74 in Fairburn south of I-85 which may accommodate some Fayette residents.

Express bus service was the second most popular transit technology among the community at the public meetings that were held. **Figure 26** shows that Human Services Transit and Express Bus were the most preferred transit options for Fayette County. If express bus service were to be provided in Fayette County, apt locations for park and ride lots would be in Peachtree City and Tyrone, in areas along SR 74, which conducts the most commuter traffic.

Figure 25: GRTA Xpress Bus Routes

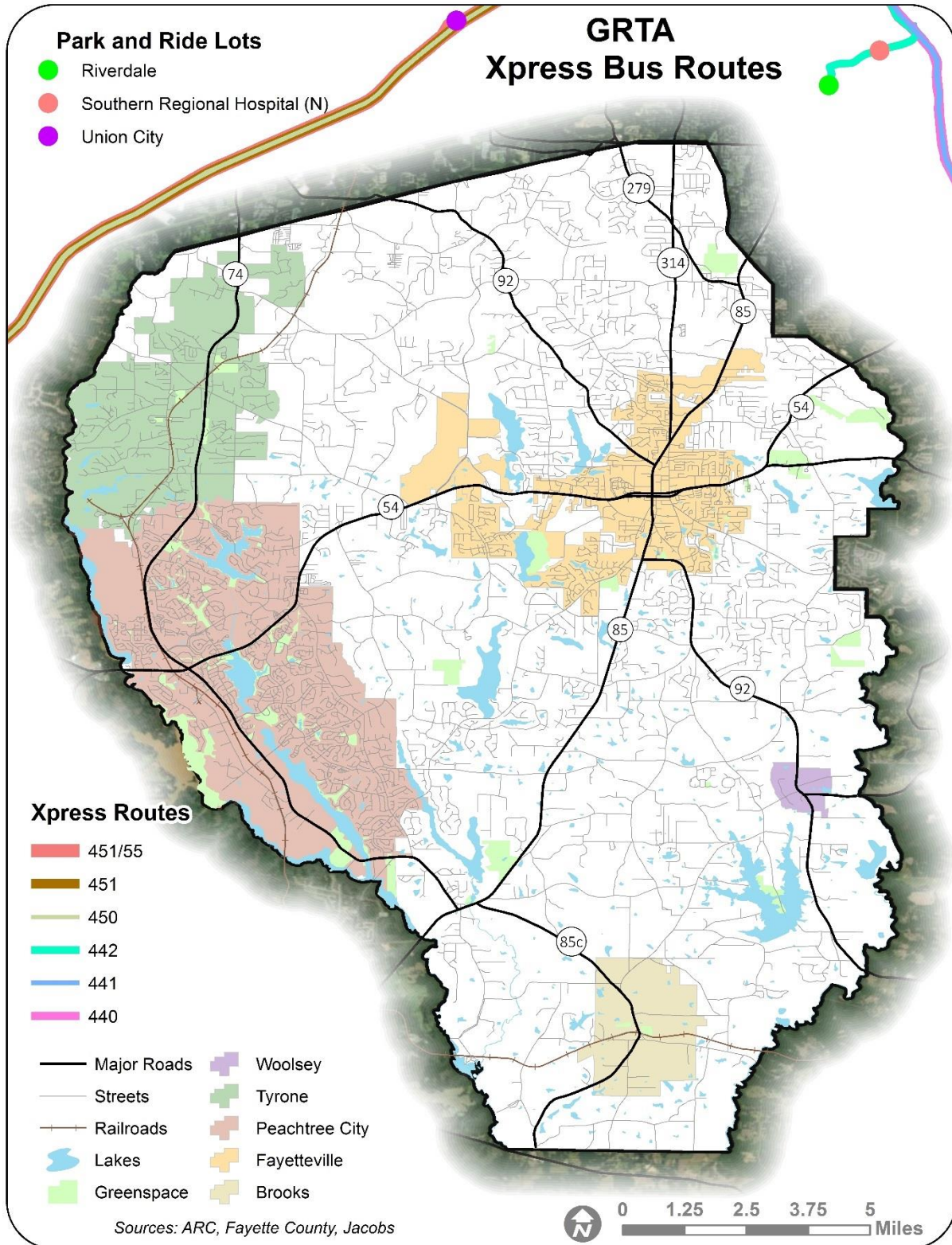


Figure 26: Fayette County Transit Technologies

TRANSPORTATION PLAN		Transit Technologies	
Technology	Description	Appropriate for Fayette County?	
		Yes	No
Human Services Transit 	Human Services Transit (HST) provides on-call shuttle services for specific populations. It often provides dial-a-ride service for seniors and the disabled to access medical care and basic needs.		
Local Bus 	Local Bus operates in mixed traffic on local streets with frequent stops on relatively short fixed routes. MARTA, CobbLinc, and GCT bus systems are examples of local bus.		
Express Bus 	Express Bus is a suburban commuter bus with limited stops serving employment centers. These buses frequently operate from park-and-ride lots and are often limited to peak commuting hours. GRTA Xpress service is an example of express bus.		
Commuter Rail 	Commuter Rail is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service is typically limited to peak commuting hours.		
Bus Rapid Transit (BRT) 	Bus Rapid Transit (BRT) is a type of limited stop bus service that relies on technology to help speed up service. BRT operates in shared or exclusive right-of-way. This service usually has dedicated stations, pre-boarding fare payment, and is separated from normal traffic.		
Light Rail Transit (LRT) 	Light Rail Transit (LRT) is a lightweight passenger railway with cars operating singly or in short trains on fixed rails in exclusive right-of-way that is occasionally not separated from other traffic.		
Heavy Rail Transit (HRT) 	Heavy Rail Transit (HRT) is an electric railway characterized by high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated rights-of-way from which all other vehicular and foot traffic are excluded. The MARTA rail system is an example of HRT.		

7.3. Via

On-demand transportation is a burgeoning field of transportation technology that entails using an app to hail a ride. There are many different ways to utilize mobility apps in the transit space. One option is Via. This is an on-demand vanpool sharing service that enables riders to hail a commuter van from their smartphone. The company works with the jurisdiction it operates within to design and operate a service tailored to the needs of the locale. Operating hours and service area are set depending on the jurisdiction.

7.3.1. How Via Works

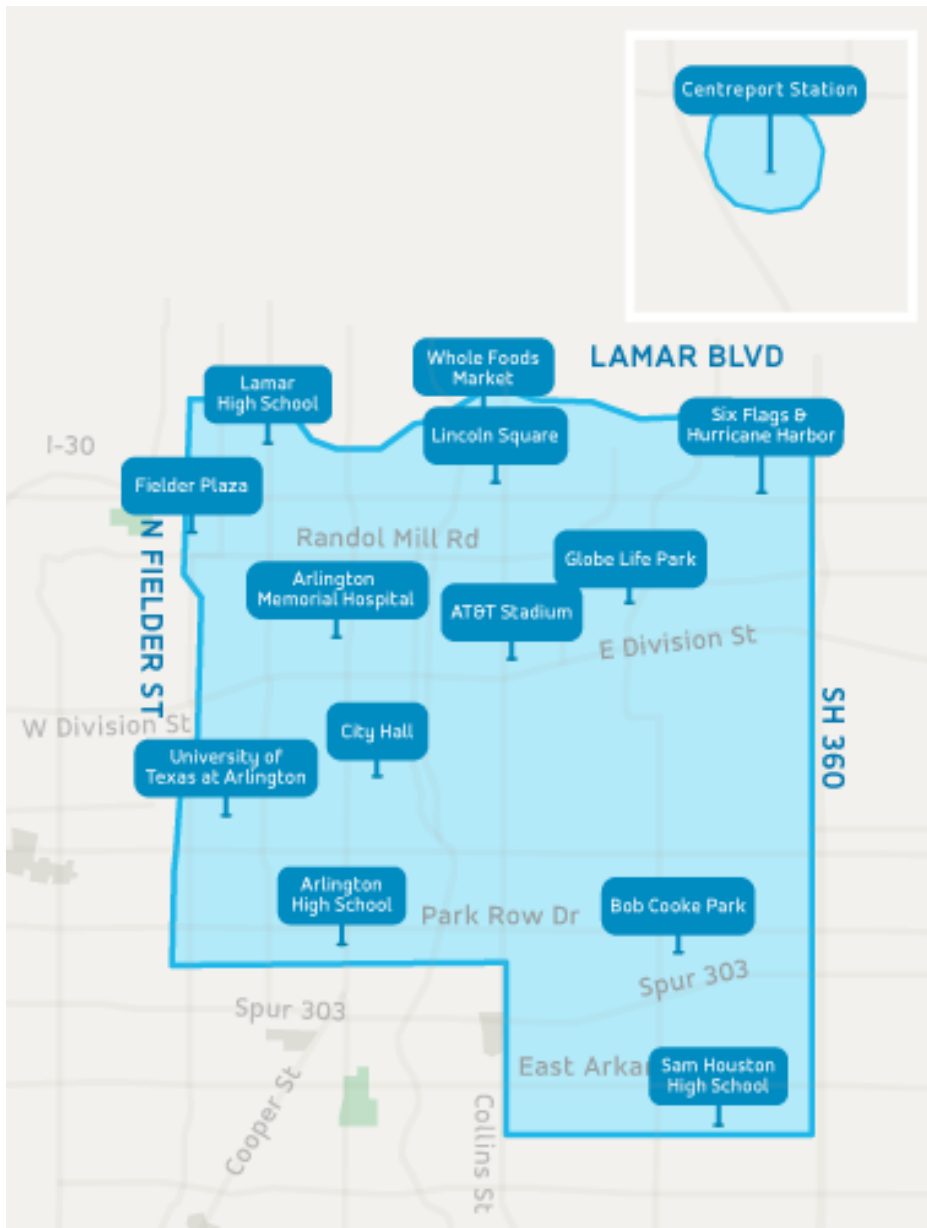
For a rider to ride Via, using an Android or an iPhone, the rider downloads the Via app in the Google Play Store, or the App Store, respectively (a rider can also call Via directly to book a ride). Within the app, the rider indicates a pickup location, and then drop-off location. The app then searches through all of the available seats within Via's vehicle fleet, then sends the rider information on the closest driver to their location with an ETA (Estimated Time of Arrival) of pickup (typically within a few minutes). The nearby pickup point is always within a block or two of where the rider is currently located. While waiting on the van, the app sends GPS information of the driver's location en route to the rider, as well as automated text messages as the driver is two minutes away and on arrival. There is real-time customer support as well. Depending on demand in the given area, there may be other riders in the vehicle or to be picked up en route after the rider boards.

7.3.2. Implementation and Examples

Trading public transportation for subsidized private van service is an effective alternative to Fayette County buying, building, operating, and maintaining its own fleet. An example that is currently operating is in Arlington, Texas. The Via program replaced a fleet of charter buses that Arlington had been operating for four years (Metro Arlington Xpress, or MAX, commuter bus service). An agreement with the City of Arlington allows Via to operate ten commuter vans, primarily in the city's downtown area. The fares are \$3 per ride, and \$10 for weekly passes with direct subsidies from the city. The city contributes about one third of the project costs, totaling \$322,500, and the Federal Transit Administration contributes the remaining cost. Service is available Monday-Friday from 6AM to 9PM, and Saturday from 9AM to 9PM. The operating zone can be seen in **Figure 27**, which includes Downtown Arlington, UTA, the Entertainment District, and the Centreport TRE Station. Via also offered similar services in a pilot program for the City of Austin, Texas. Partnering with Austin's Capital Metro Transportation Authority, the vanpool service operated from 7AM to 7PM on weekdays, and 10AM to 10PM on Saturdays in specific neighborhoods, using a special app called Pickup that Capital Metro and Via created together. This on-year pilot project ran through June 2, 2018.

Other alternatives include Summit, New Jersey using the rideshare app Uber to offer transportation to and from the local train station, and Altamonte Springs, Florida completely replacing public transportation with subsidized Uber rides. Offering these services could potentially be attractive to younger residents and other residents as it provides transportation solutions without the infrastructure and costs associated with traditional public transportation.

Figure 27: Via Arlington, Texas Operation Zone



Source: Via

7.3.3. Key Takeaways

The public indicated overwhelmingly that traditional transit solutions such as local bus, commuter rail, bus rapid transit, light rail, and heavy rail were not ideal for Fayette County. The following transit options were supported by the public:

- Human services transit options
- Express Bus options

Fayette Senior Services Transportation provides a transit option to elderly and disabled populations of Fayette County. The service is demand response service only, which is advance scheduled curb-to-curb rides. Public feedback indicates that this service could be expanded throughout the community. Possible methods of expansion include:

- Investing in a larger fleet of vehicles and more drivers
- Expanding hours of operation

The GRTA Xpress service is a regional commuter coach operated by the Georgia Regional Transportation Authority (GRTA) that draws ridership from 44 counties. It has no routes in Fayette County. The closest park and ride lots are located in:

- Union City
- City of Riverdale
- Southern Regional Hospital
- City of Newnan

The new Xpress Park and Ride lot on SR 74 in Fairburn may attract riders from Fayette County. If not, Xpress service could be further expanded into Fayette County. Possible park and ride locations include along the SR 74 corridor where the most commuter traffic exists.

- Tyrone
- Peachtree City

On-demand transportation is a burgeoning field of transportation technology that entails using an app to hail a ride. New on-demand transportation technologies to consider implementing in Fayette County include:

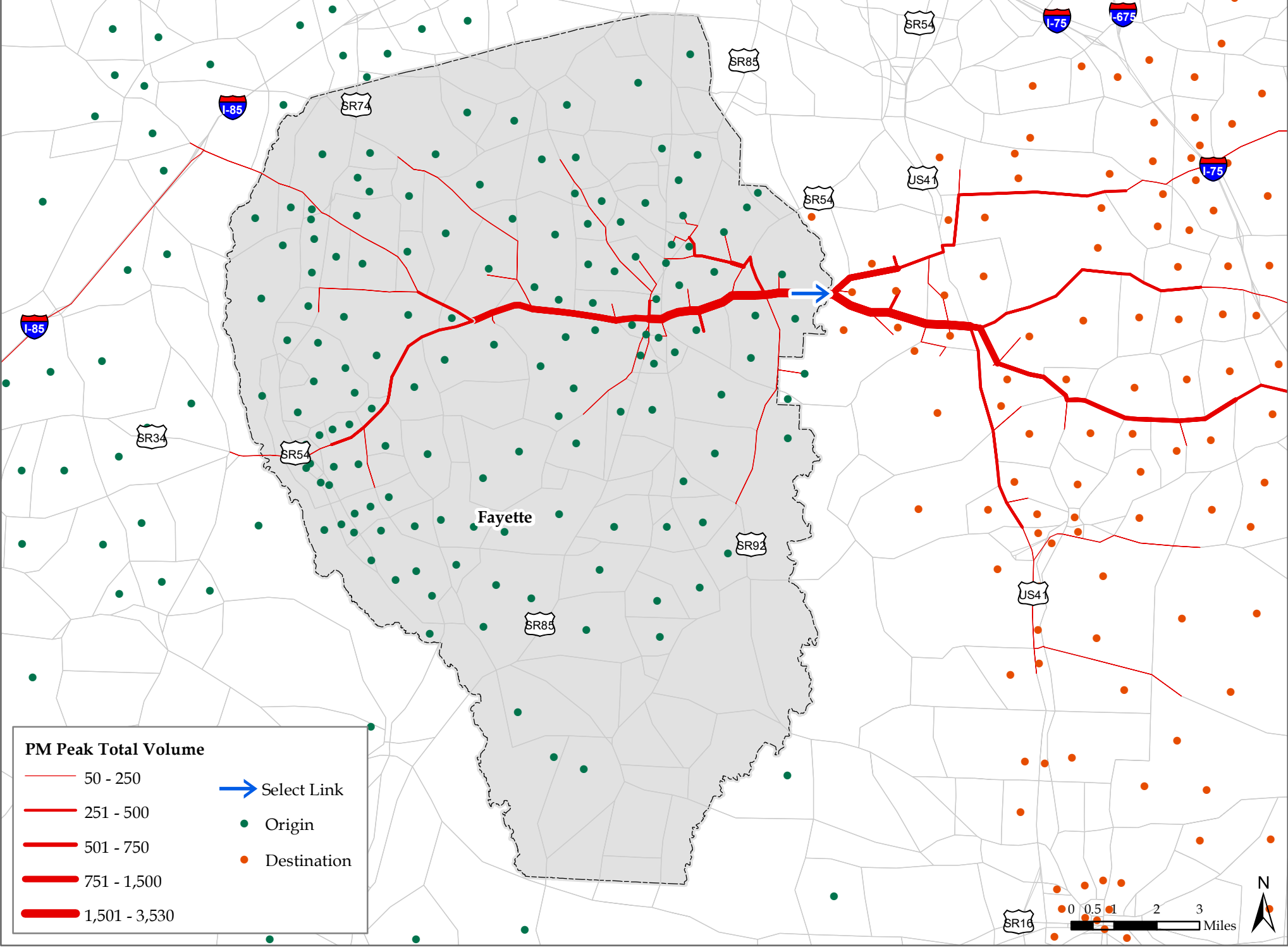
- Via
- Uber
- Lyft

8. Next Steps

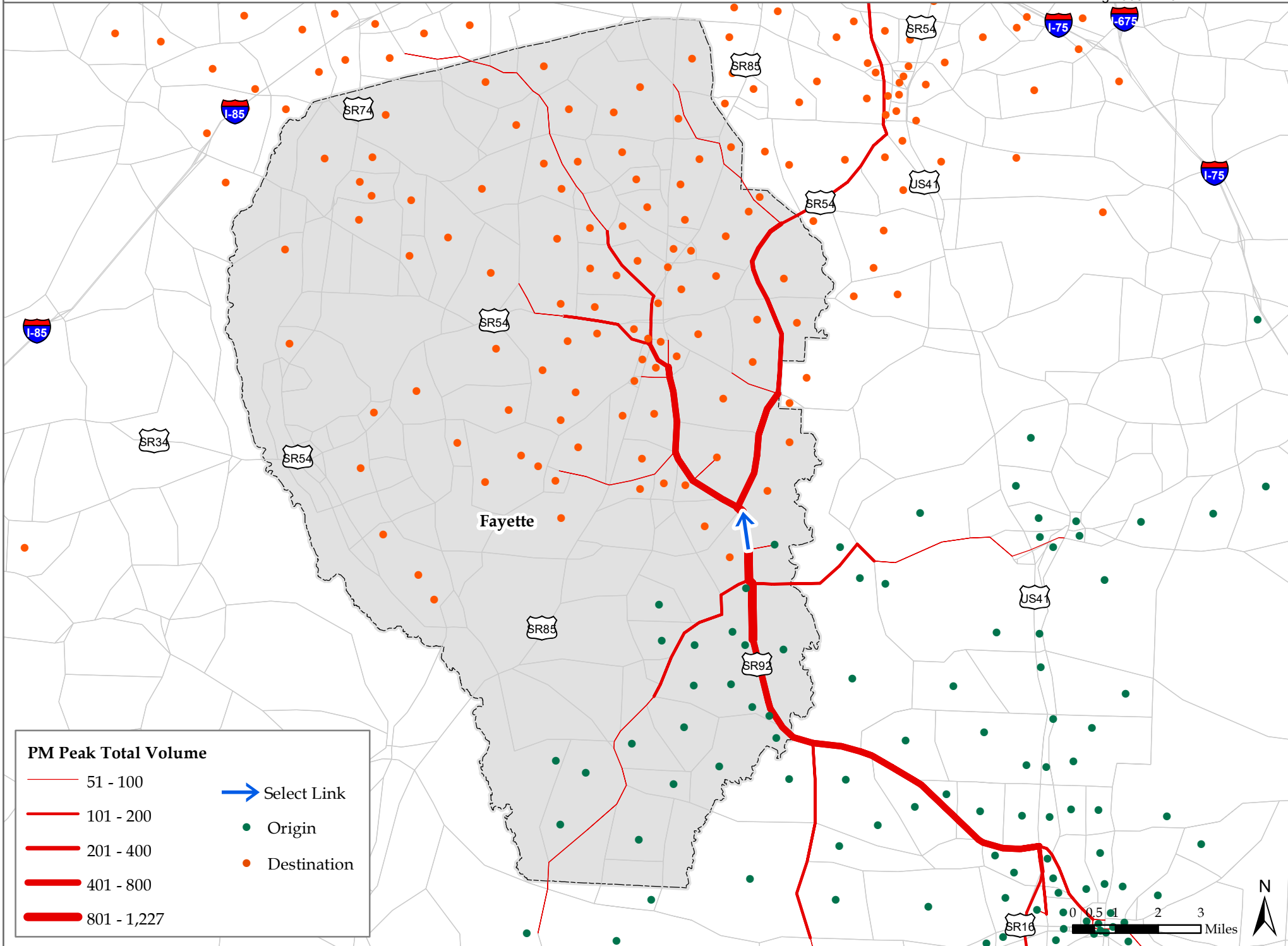
The next phase of the planning process, the Recommendations Report, will propose infrastructure projects and policies to address the needs identified in this document.



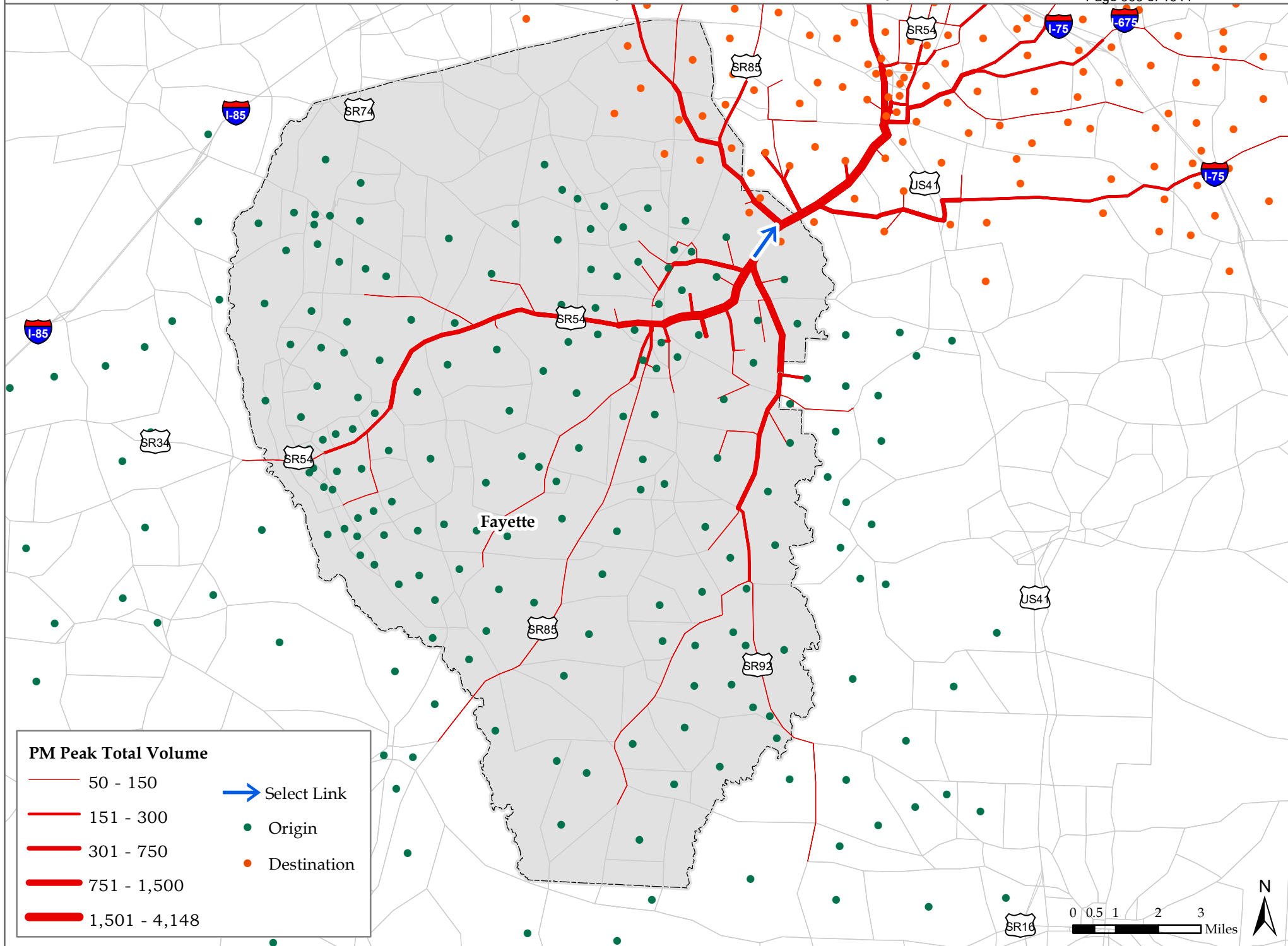
Appendix A – Select Link Analysis Locations



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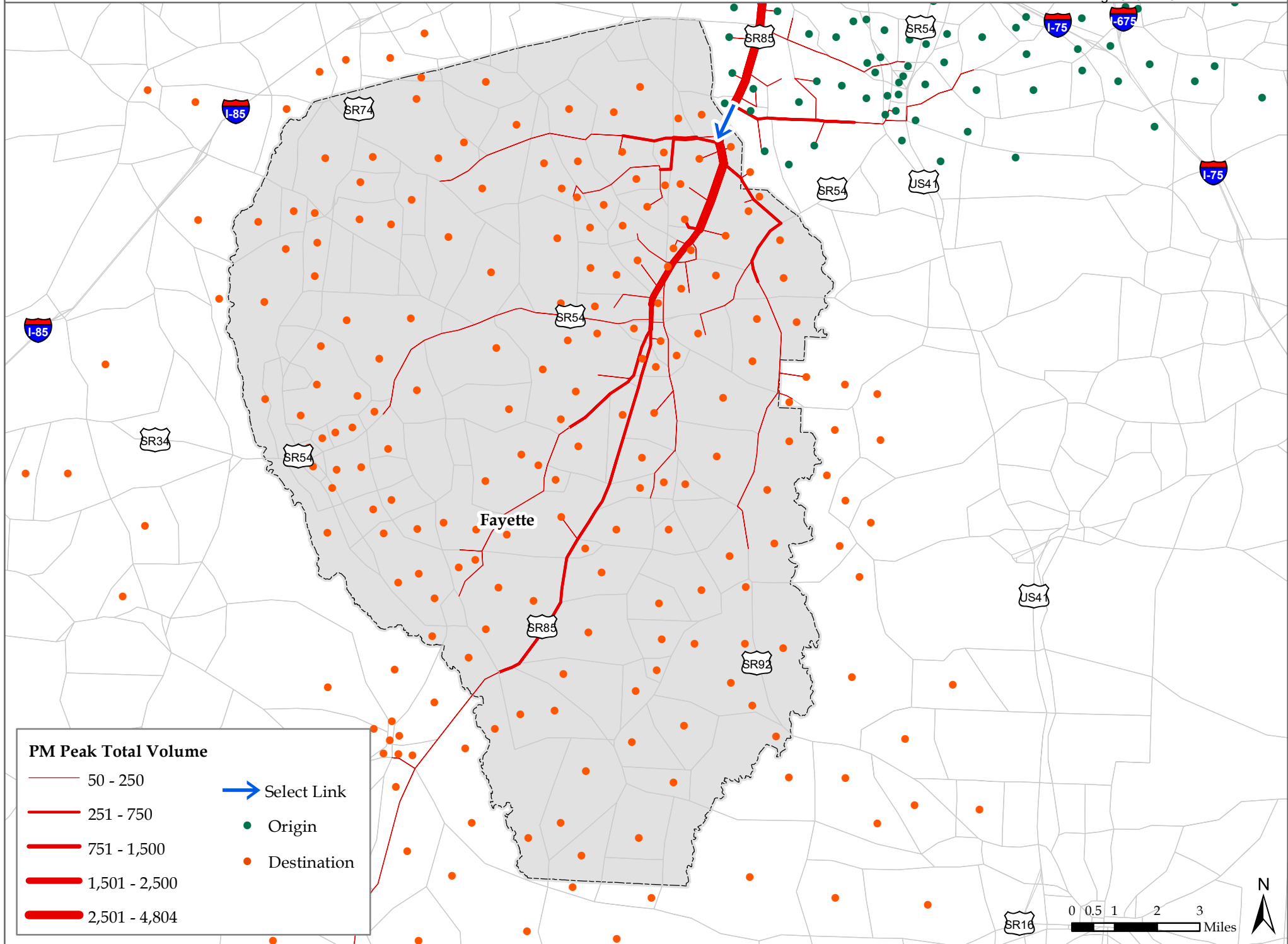


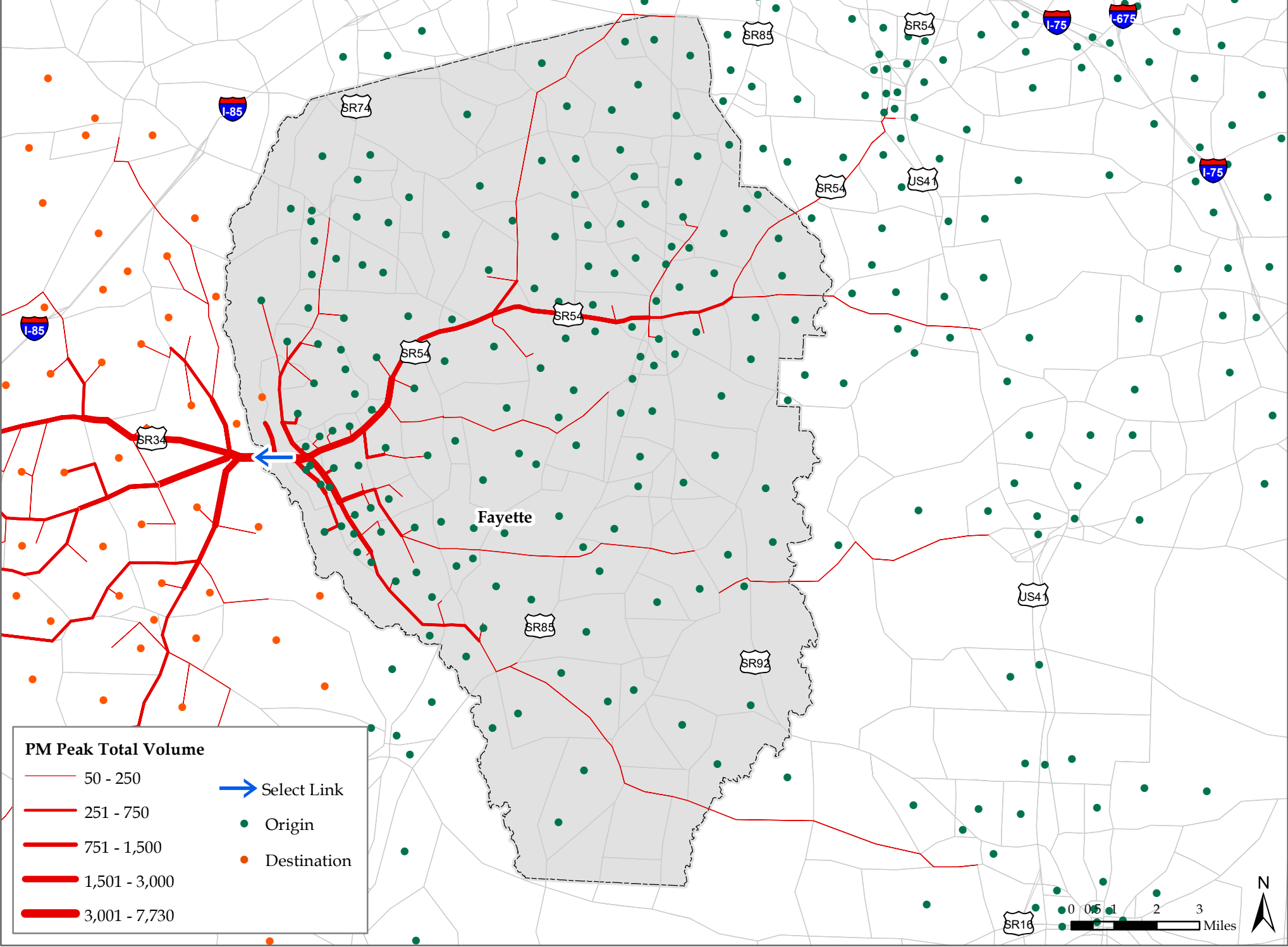
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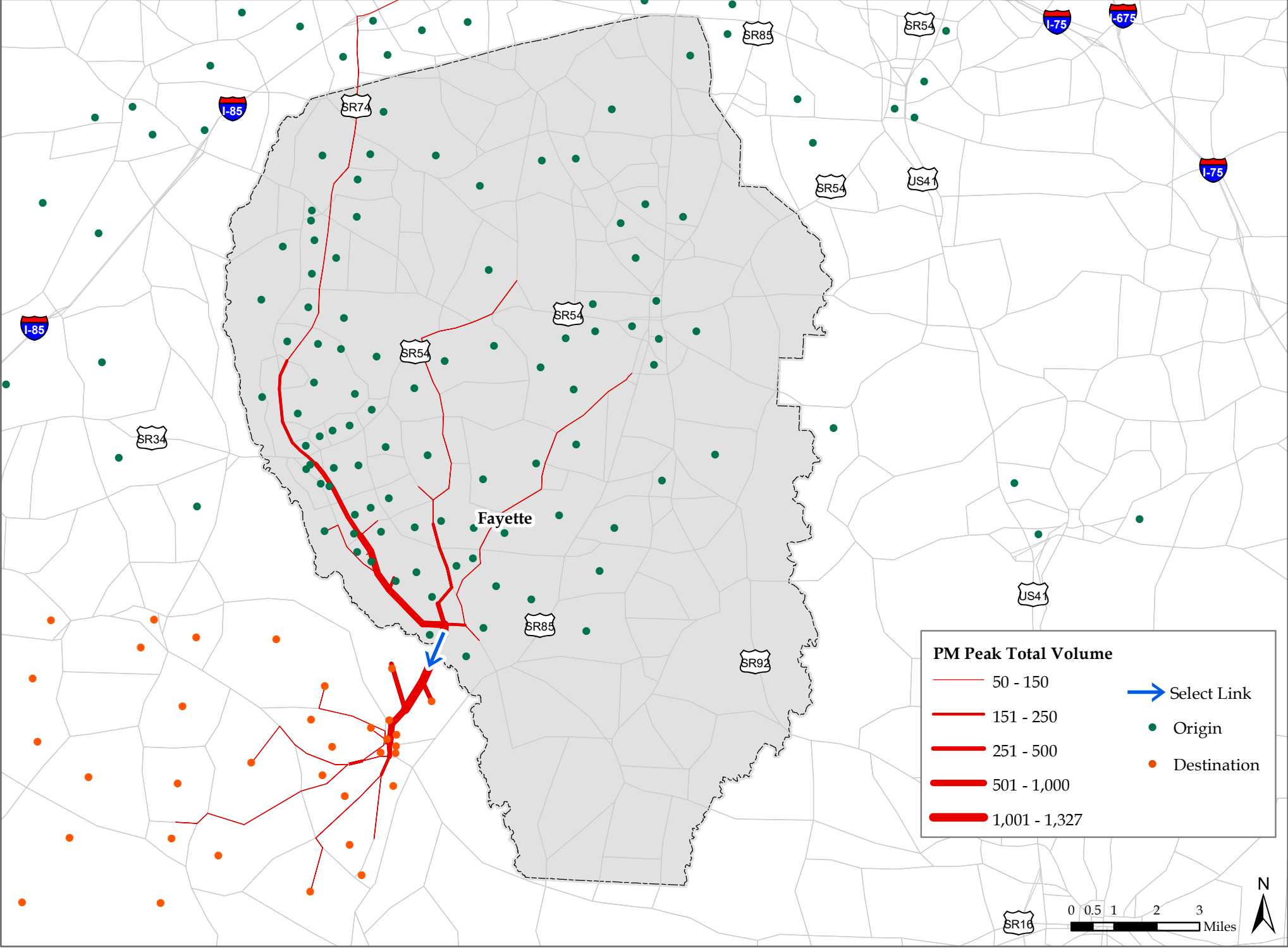


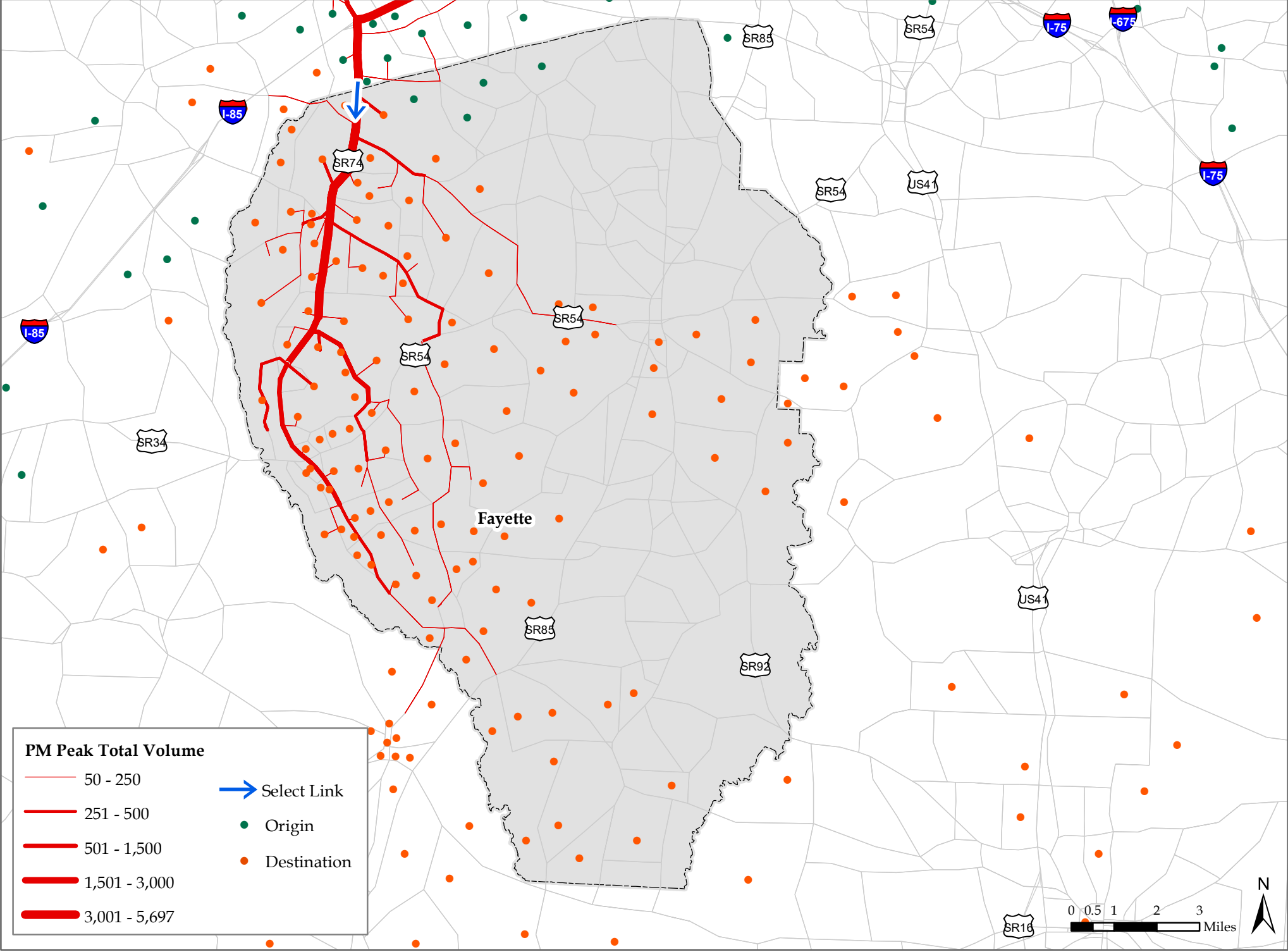
Location 4: SR 85 Widening North of Corinth Road

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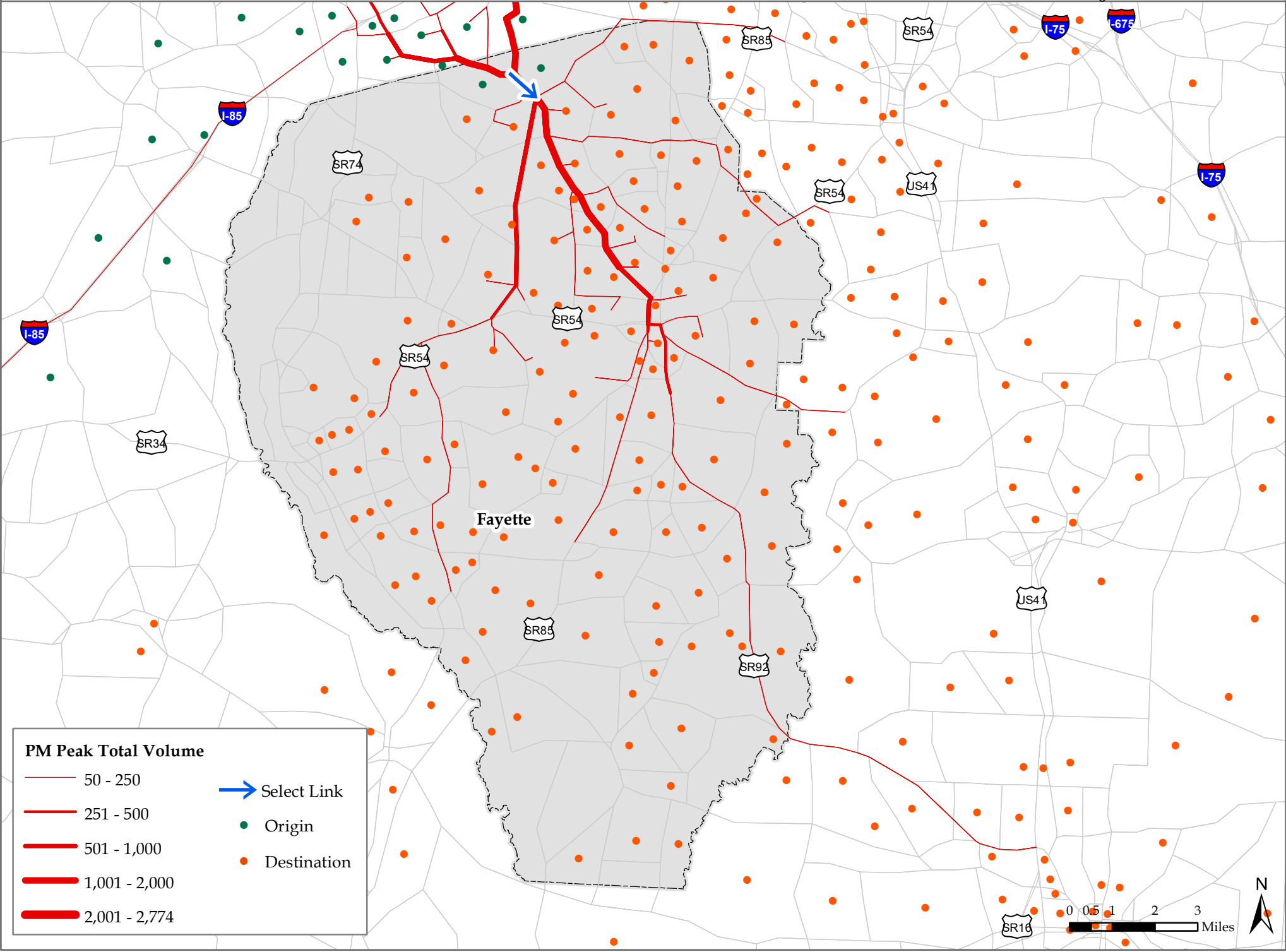


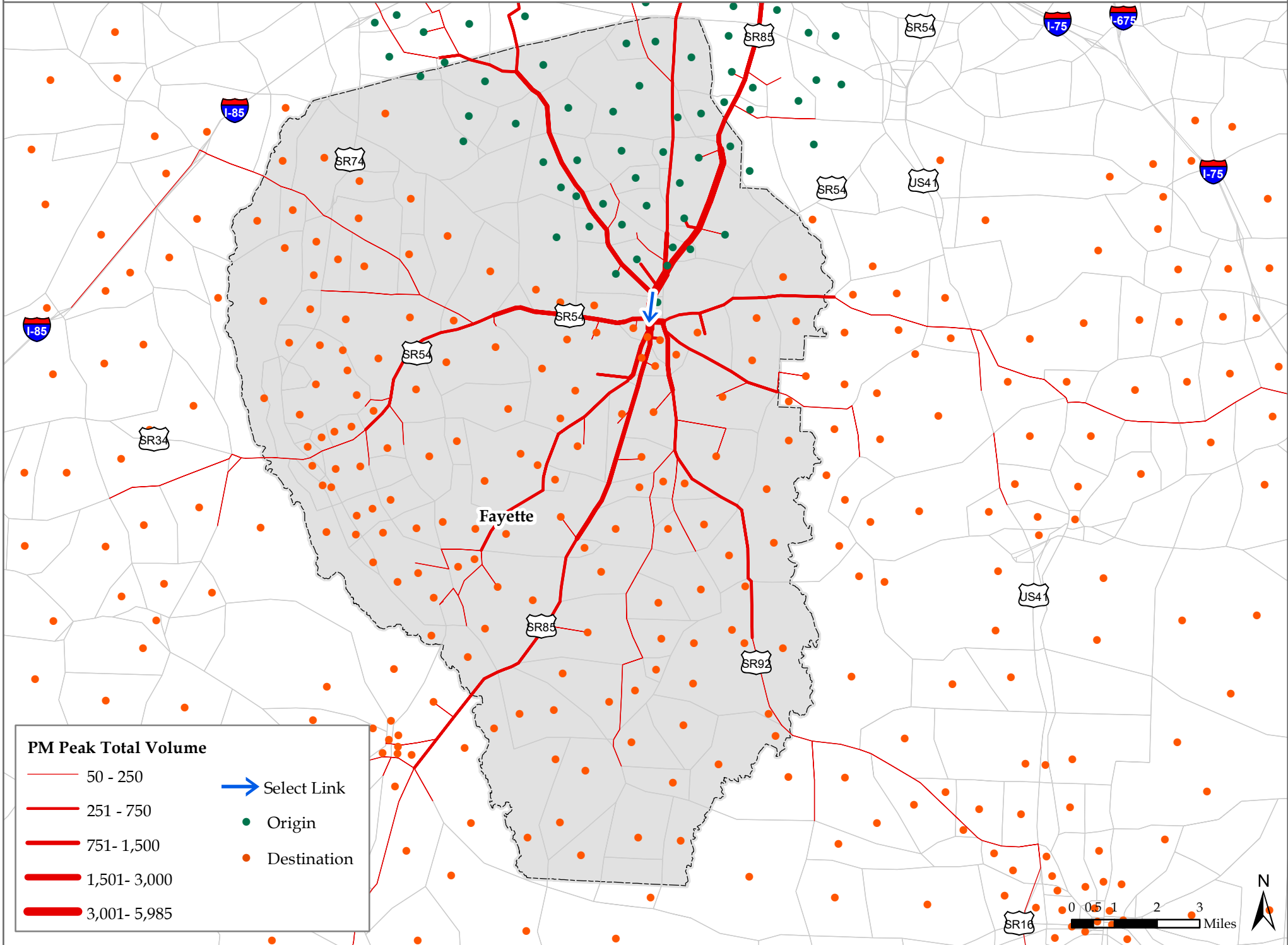


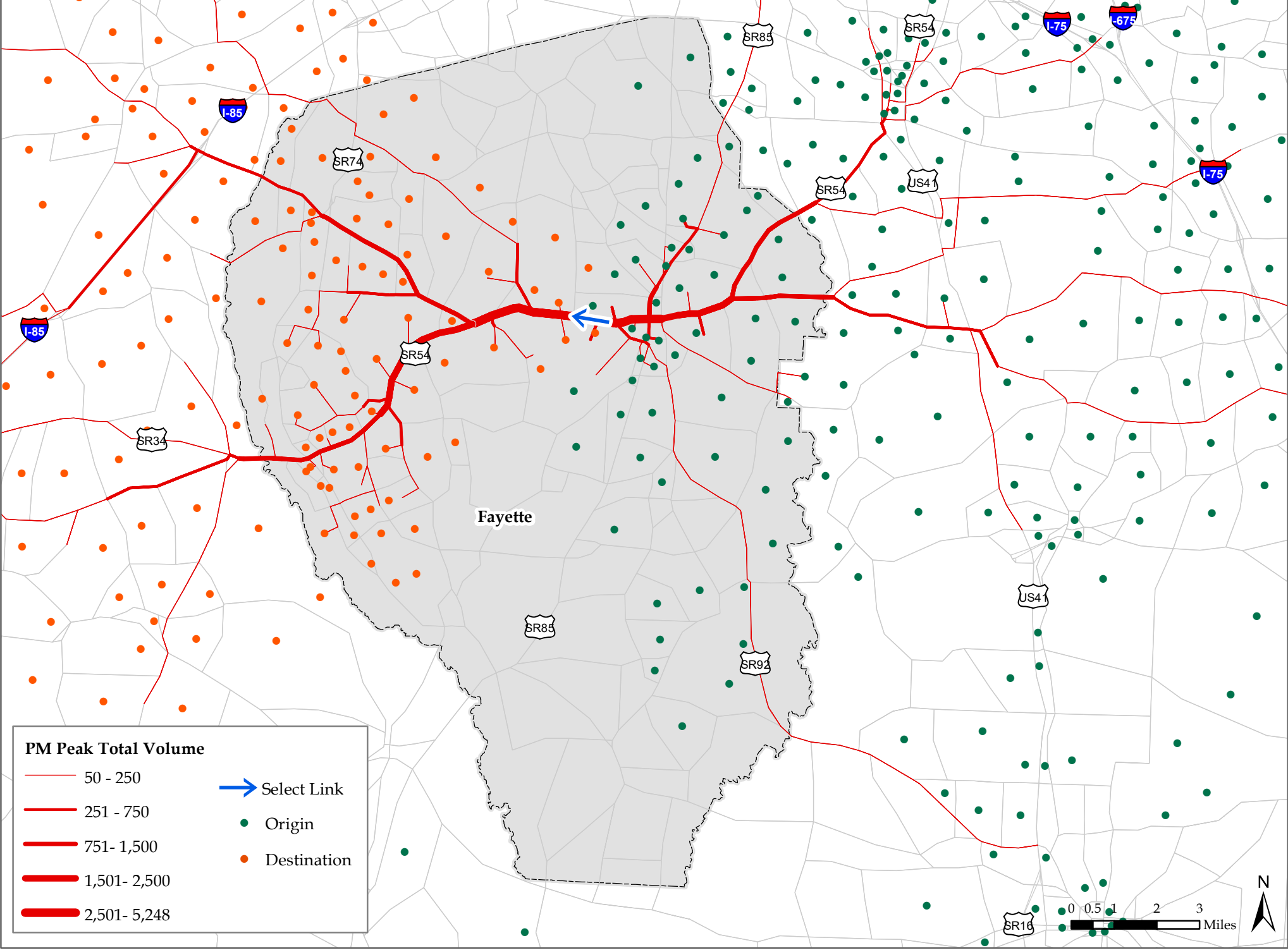




Location 8: SR 92/Veterans Parkway

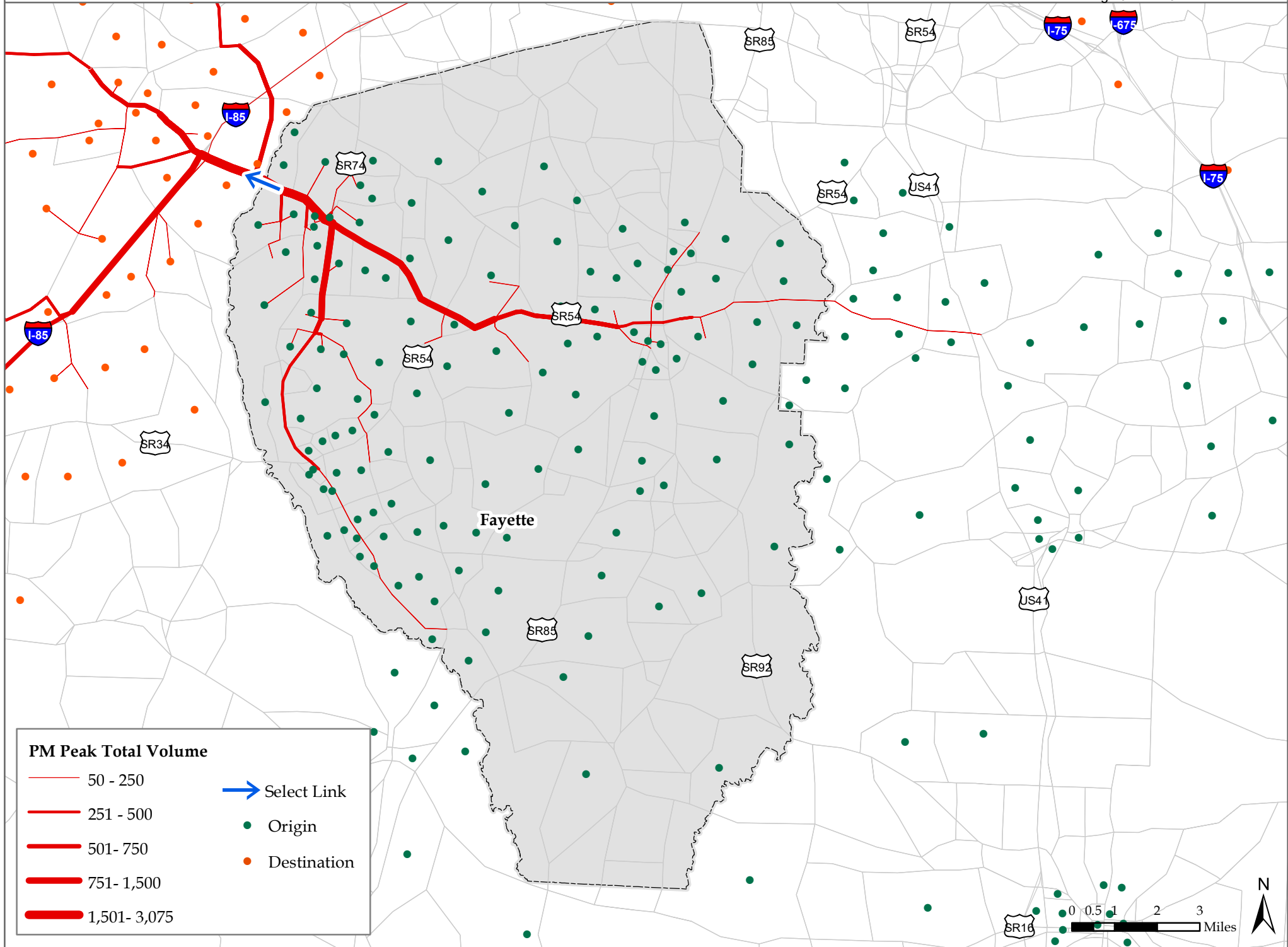






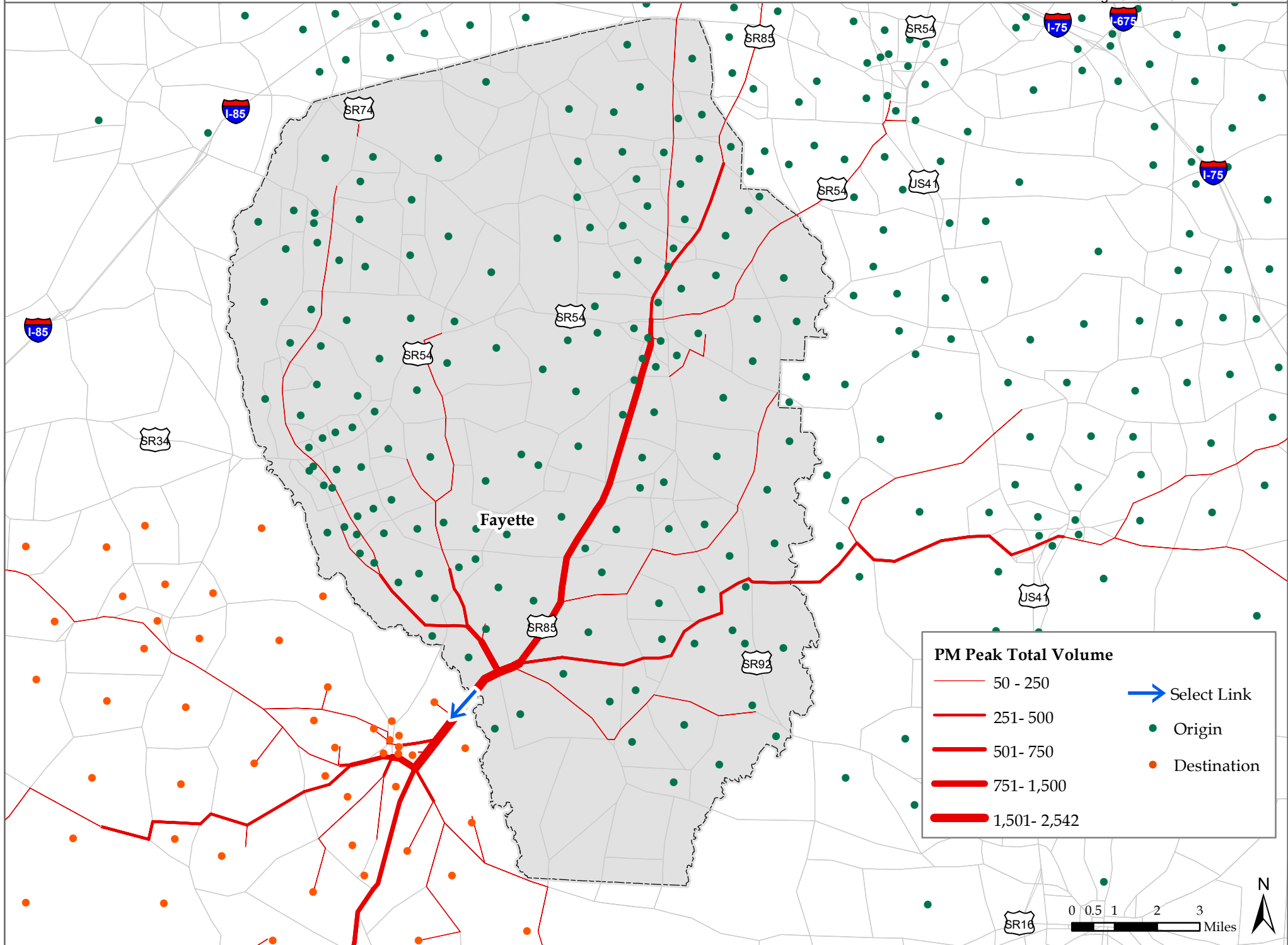
Location 11: Conection with Coweta (Palmetto Rd/Tyrone Rd)

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Location 12: Connection with Coweta (SR 85)

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Appendix B – Intersection Assessment Memo



84 Peachtree
Street NW
Suite 600A
Atlanta, GA 30303
941.234.3287

MEMORANDUM

To: Michael Kray, Jacobs
From: Collin Chesston, Kat Maines, & Britt Storck; Alta Planning + Design
Date: June 13, 2018
Re: Fayette County Master Path Plan: Intersection Assessments

Purpose

This memo documents the process and findings associated with at-grade intersection and mid-block crossing assessments conducted by Alta Planning + Design (Alta) as part of the Master Path Plan for Fayette County. Findings of the assessments will be used by the project team to inform recommendations focused on improving the safety, comfort, and predictability of crossings for all users of Fayette County's transportation system including people walking, bicycling, using golf carts, and driving.

Process

To assist with identifying and prioritizing field visits, Alta created a crossing typology. The logic behind the use of a crossing typology was that it would allow the project team to assess a limited number of multimodal crossings that are representative of the wide range of challenges and opportunities associated with different crossing conditions throughout the county. Variables considered in the creation of typology categories included posted speed limits, the number of standard vehicle lanes, traffic volumes, type of traffic control device(s), land use context, and the presence and type of facilities for people walking, bicycling, and/or using golf carts.

The crossing typology used for selection of intersections to assess contains the following categories:

- Intersections of 2 major streets
- Intersections of a minor street with a major street
- Intersections of 2 minor streets
- Midblock path/pedestrian crossings
- Roundabouts

In the typology, "major streets" are defined as collector and arterial roadways with at least 4 lanes and posted speeds of 35 mph and above, and "minor streets" are defined as 2-3 lane (or no centerline) local streets with posted speeds of 30 mph and below.

The crossing typology was used to select 11 individual intersections and midblock crossings. Table 1 on the following page provides the locations of each intersection assessed, the crossing typology category assigned, and other relevant characteristics.

Alta staff conducted in-person assessments at each location. At each location, we documented conditions with photographs and noted details associated with existing signage, pavement markings, curb ramps, intersection geometry, and signalization (if applicable). Alta staff also

observed path and roadway system user behavior, including compliance with traffic control devices, travel speeds, and communication/negotiation between people using the path and roadway systems.

Summary of Findings

Path systems designed to accommodate golf carts in addition to pedestrians and bicyclists are relatively uncommon. Alta is not aware of any national-level resource that provides design guidance on this unique facility type generally, nor specifically with regard to at-grade roadway crossings of such paths. Our assessment of path crossings in Fayette County, therefore, is based on our observations and experiences of driving a golf cart as new users of the system, in addition to our knowledge of conventional shared-use path crossing design.

The path system — particularly in Peachtree City — provides access to a wide variety of destinations and functions as a secondary transportation and recreation network that is largely independent from the roadway network. Connecting residents to schools, parks, workplaces, and commercial destinations via the path system would not be possible without multiple roadway crossings.

Table 1: Intersections Assessed with Relevant Characteristics

TPOLOGY CATEGORY	CROSSING LOCATION	TRAFFIC CONTROL	FACILITY	LAND USE CONTEXT	JURISDICTION	NOTES
Intersections of 2 major streets	GA 54/W Lanier Ave & GA 85/ Glynn St	Traffic Signal	Sidewalks	Fayetteville Town Center	Fayetteville	Leading pedestrian interval, decorative brick pavers inside white parallel bar crosswalk, pedestrian countdown timers on some but not all approaches
	GA 54/Col M Jackson Medal of Honor Hwy & Planterra Way	Traffic Signal	Multi-use Path	Suburban Strip Commercial	Peachtree City	Intersection is currently under construction: installing raised pedestrian crossing islands at channelized turn lanes, high-visibility crosswalks
Intersections of a minor street with a major street	N Peachtree Pkwy & World Dr	Traffic Signal	Multi-use Path	Suburban Strip Commercial	Peachtree City	High visibility crosswalks, center median with integrated pedestrian refuge island, golf cart warning signage (MUTCD W11-11)
	S Peachtree Pkwy & McIntosh Trl	4-Way Stop	Multi-use Path	Suburban Residential	Peachtree City	High-visibility crosswalks, older version of School Crossing Assembly (MUTCD S1-1) at western and northern approaches; no warning signage at southern or eastern approaches
	S Peachtree Pkwy & Braelinn Rd	Marked Crosswalk, Golf Cart Crossing Warning Signage	Multi-use Path	Suburban Residential	Peachtree City	High-visibility crosswalks, advanced warning signage along S Peachtree Pkwy at northwestern approach (before turn), golf cart warning signage (MUTCD W11-11 with W16-7P) for NE-bound drivers on Braelinn Rd
Intersections of 2 minor streets	Georgian Park Rd & Regents Park Rd	Custom "PATH CROSSING" marker	Multi-use Path	Suburban Strip Commercial	Peachtree City	No marked crosswalks, "PATH CROSSING" marker on eastern approach
	Redwine Rd & S Peachtree Pkwy	4-Way Stop	Multi-use Paths	Rural Residential	Unincorporated Fayette County	High-visibility crosswalks, Pedestrian-scale stop signs at each path approach
	Dividend Dr & Kelly Dr	4-Way Stop	Multi-use Path, Bike Lane	Light Industrial	Peachtree City	Faded high-visibility crosswalk, bike lane intersection crossing markings, MUTCD R3-17 signage along Dividend Dr
Midblock path/ pedestrian crossings	Cameron Trail - Midblock between Kirton Turn/Lattice Gate and Chestnut Field	Marked Crosswalk, Golf Cart Crossing Warning Signage	Multi-use Path	Suburban Residential	Peachtree City	High-visibility crosswalk, golf cart warning signage (MUTCD W11-11 with W16-7P), advanced warning signage
	Rockaway Rd - Midblock about 400' SW of Meade Field Dr	Pedestrian Hybrid Beacon (aka HAWK)	Multi-use Path	Suburban Residential	Peachtree City	High-visibility crosswalk, MUTCD W11-11 with W16-7P supplemental plaque, advanced warning signage, setback stop bar with "STOP HERE ON RED" and "STATE LAW - STOP FOR PEDESTRIANS" signage
Roundabout	Beauregard Blvd & Grady Ave	Yield signs and markings	Sidewalk/ Multi-use Path	Suburban Residential	Fayetteville	Setback pedestrian crossings, high-visibility crosswalks, and pedestrian warning signage (MUTCD W11-2 with W16-7P supplemental plaque)

Some of these crossings are accomplished via overcrossings or undercrossings, but the majority of path crossings occur at-grade using conventional traffic control devices (signs, pavement markings, and traffic signals) found in the Manual of Uniform Traffic Control Devices (MUTCD).

Given that the path system uses few custom signs, markings, or other design features that specifically respond to the fact that golf carts are the primary user, the system overall functions surprisingly well from the perspective of a new user. Path crossings accommodate a diverse and unconventional mix of users with a variety of operating envelopes, operating speeds, and legal requirements.

While traffic control devices clearly play an important role in the perceived comfort and safety of the system, driver behavior is also an important factor. Our experience was that **drivers were generally attentive and courteous**, particularly at stop-controlled and uncontrolled path crossings where we (and other observed path users) did not technically have the right-of-way.

Common Themes

The following bullets describe common themes and key takeaways of our assessment:

- **Both signage and pavement markings are applied somewhat inconsistently.** Signage and markings oriented toward vehicles, such as path crossing signage and advance warning signage, is more consistent than signage and markings oriented toward path users. The biggest

inconsistency we observed was the use of stop bars and path-user scale stop signs at some locations but not others. There did not appear to be a pattern in terms of when these treatments were applied.

- It is not always **clear which signs apply to which path user(s)**. For example, path-user scale stop signs intended for golf cart users and bicyclists may imply that pedestrians must stop and yield to automobiles, which is not consistent with Georgia law.
- The **use of golf cart warning signage at most path crossings is somewhat misleading to drivers, since people walking and bicycling are also frequent users of the path**. Because legally drivers must stop for pedestrians in crosswalks per Georgia law, warning signage that only features golf carts may muddy this important distinction.
- Some observed interactions, particularly at 4-way stop-controlled intersections with path crossings directly adjacent to the roadway crossing (as opposed to setback from the roadway crossing) revealed **confusion about who had right-of-way**. **We observed one near miss** between a golf cart user and an automobile driver attempting to negotiate who should proceed first.
- **Path users with disabilities** — including people who rely on wheelchairs or other wheeled mobility aids and people who have visual or hearing impairment — **will have serious difficulties navigating at-grade crossings**. **Very few path crossings include ADA-compliant curb ramps or**

tactile warning strips with truncated domes.

- **Setback path crossings** are common features, and appeared to **help reduce conflicts with automobiles by allowing drivers to interact with path users independently of other automobiles in advance of roadway intersections** (similar to modern roundabout design with setback pedestrian crossings). However, the setback distances were inconsistent, and in some cases the crossings were not clearly marked.
- **Channelized right turn lanes and large curb radii** are common features of multi-lane intersections where paths cross the roadway. These features **promote high-speed turning movements, which increase risk of serious injuries and fatalities for path system users**.
- Particularly because the path system is extensive and complex, **wayfinding signage is very limited**. The wayfinding signage that does exist is also inconsistent and lacks a common brand.
- **Overcrossings were generally spacious and well-designed**, with what appeared to be ADA-compliant approach grades.
- While some undercrossings were wide, **many undercrossings were too narrow for two golf carts to pass each other, creating a sense of unease and the potential for collisions between golf carts and other path users**.

The pages that follow provide detailed assessments of the signage, markings, and other design features of each of the 11 intersections visited by Alta staff.

GA 54/W LANIER AVE & GA 85/GLYNN ST

"STATE LAW - STOP FOR PEDESTRIANS" SIGN.

A "TURNING VEHICLES YIELD TO PEDESTRIANS" (MUTCD R10-15) SIGN PLACED CLOSER TO THE INTERSECTION MAY IMPROVE COMPLIANCE.

PARALLEL CURB RAMPS, SKETCHED HERE IN BLACK, ARE PREFERRED OVER EXISTING PARALLEL RAMPS

THE EXISTING LEADING PEDESTRIAN INTERVAL IMPROVES VISIBILITY OF PEDESTRIANS TO TURNING DRIVERS.

WIDE CURB RADII ENCOURAGE HIGH-SPEED TURNS.

GA 54 / W LANIER AVE

GA 85 / GLYNN AVE

DECORATIVE BRICK CROSSWALK PAVING IS AESTHETICALLY PLEASING BUT LESS VISIBLE TO DRIVERS THAN HIGH-VISIBILITY CROSSWALK MARKINGS THAT INCLUDE LONGITUDINAL MARKINGS (SKETCHED IN BLACK).

PEOPLE USING WHEELCHAIRS OR OTHER MOBILITY DEVICES WITH WHEELS ALSO PREFER A SMOOTH SURFACE.

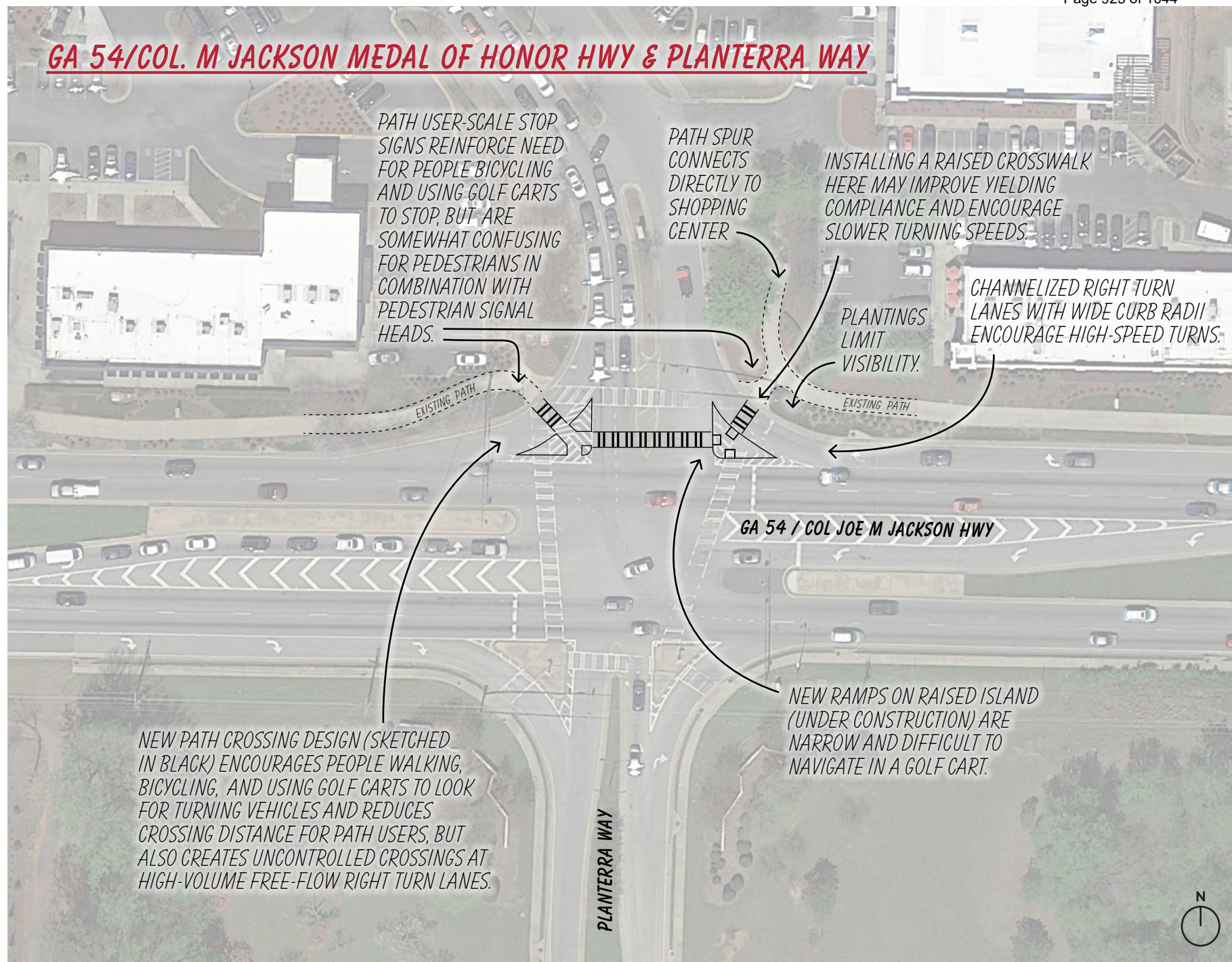
CURB RAMPS AT SOME CORNERS ARE NOT ADA COMPLIANT.

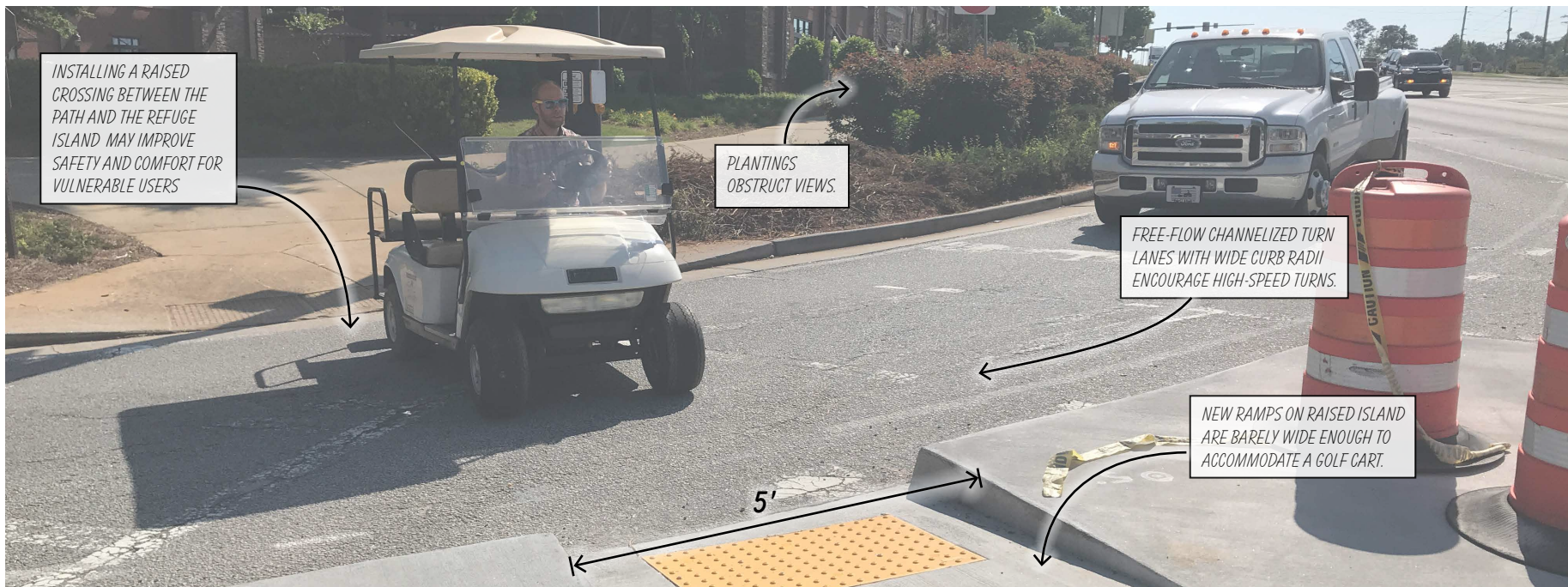
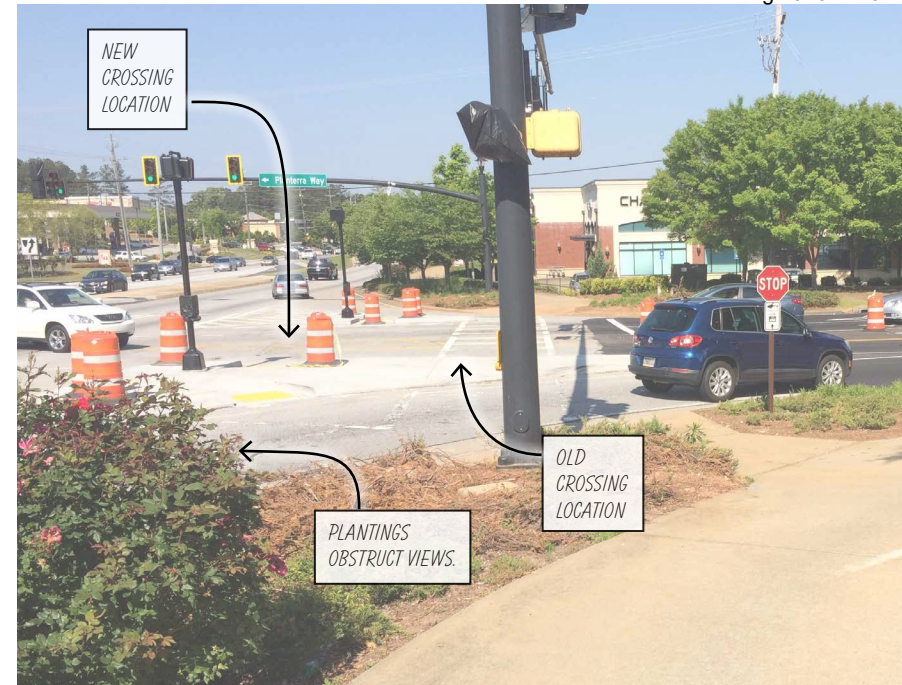
PEDESTRIAN COUNTDOWN TIMERS ARE CURRENTLY PROVIDED ON SOME, BUT NOT ALL, APPROACHES.

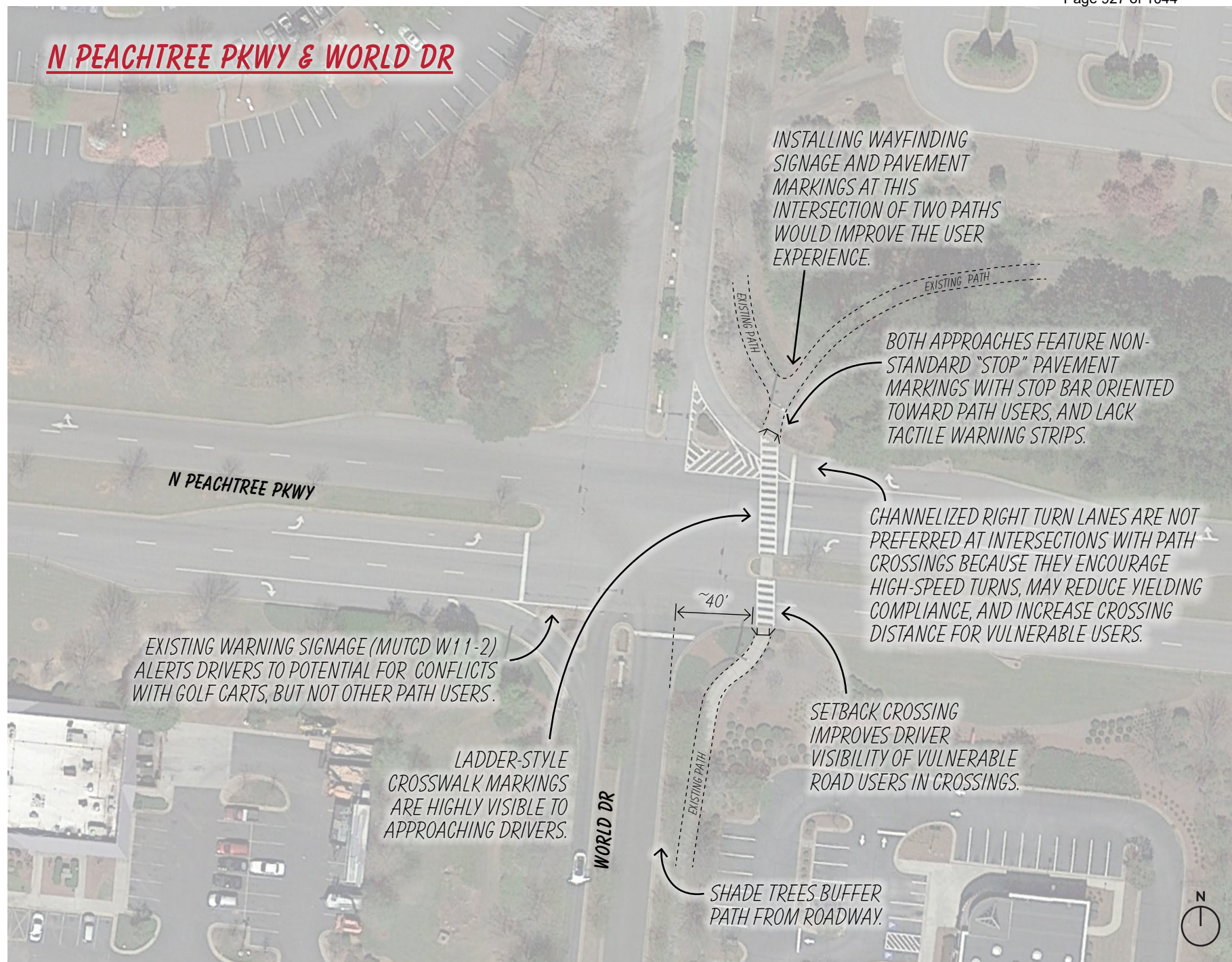


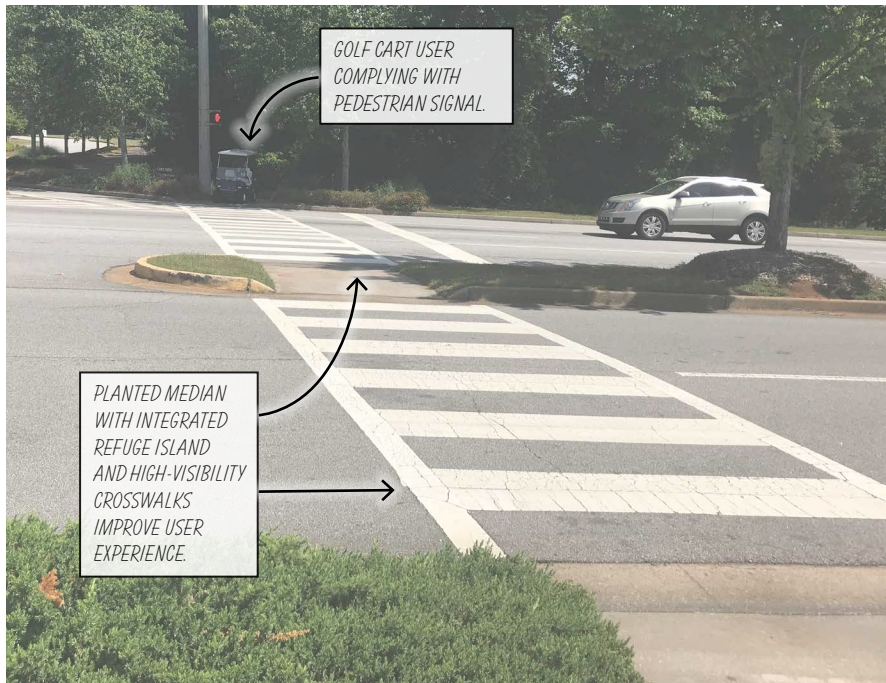
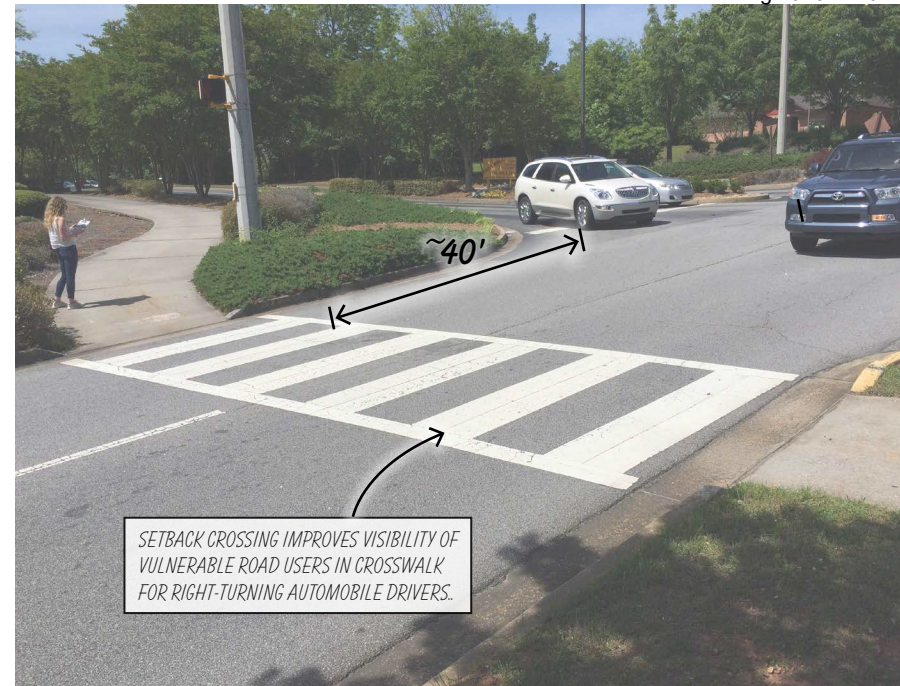


GA 54/COL. M JACKSON MEDAL OF HONOR HWY & PLANTERRA WAY





N PEACHTREE PKWY & WORLD DR



S PEACHTREE PKWY & MCINTOSH TRL

A RAISED CURB SEPARATES
PATH USERS FROM ROADWAY
(NOT CONSISTENT WITH
CURRENT AASHTO GUIDELINES,
BUT BETTER THAN NOTHING).

OLDER VERSION OF
SCHOOL CROSSING
ASSEMBLY (MUTCD S1-1)

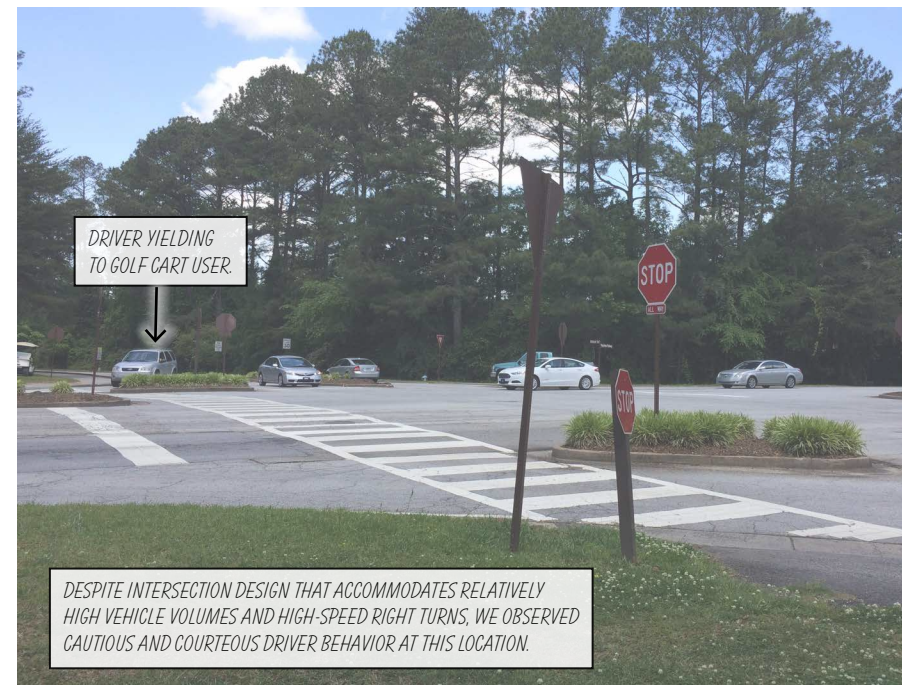
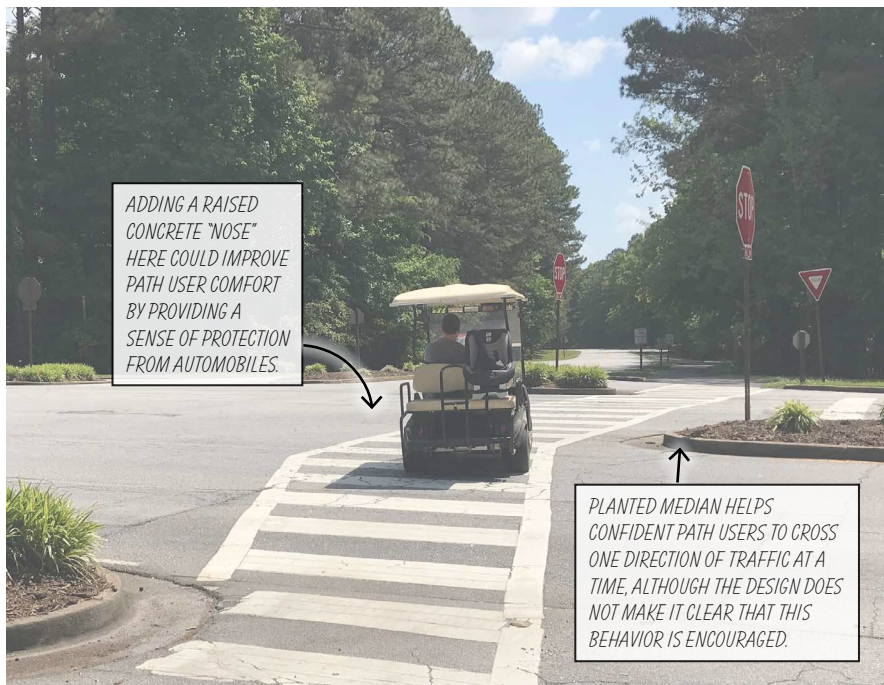
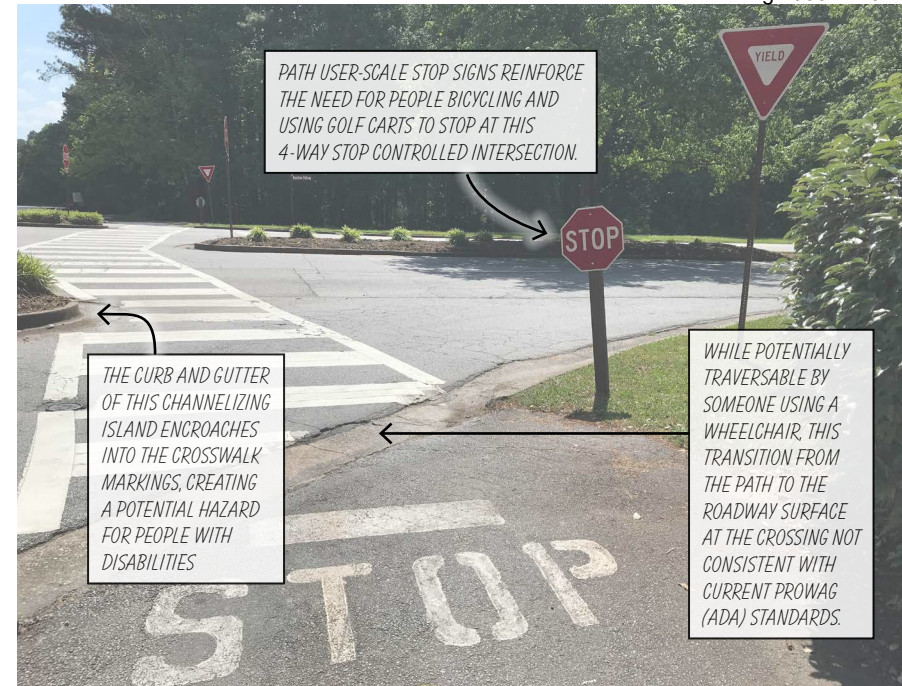
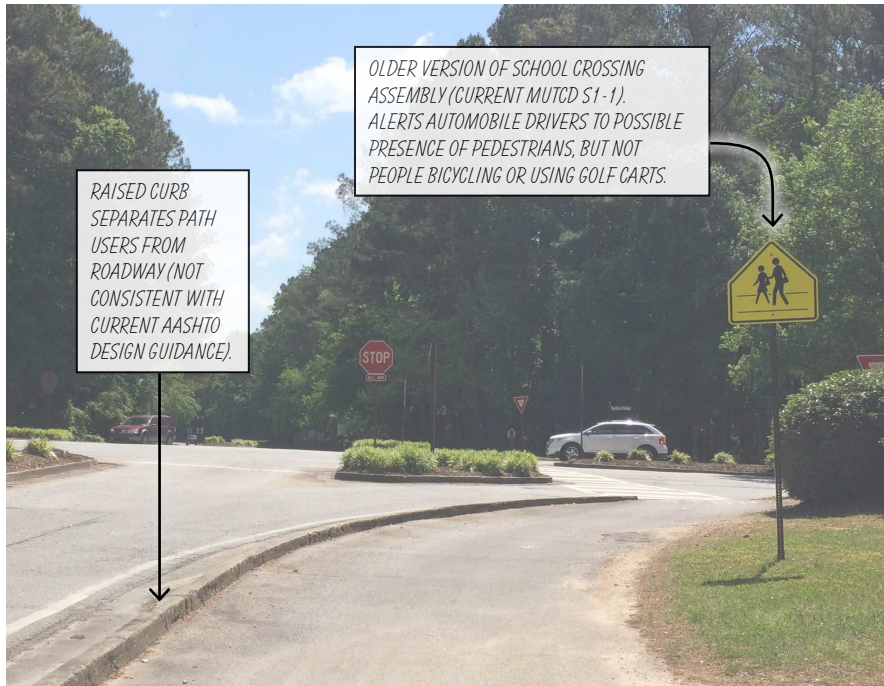
ADDING A RAISED CONCRETE
"NOSE" ON THE NORTH EDGE
OF THE CROSSWALK WOULD
FORMALIZE THE REFUGE ISLAND.

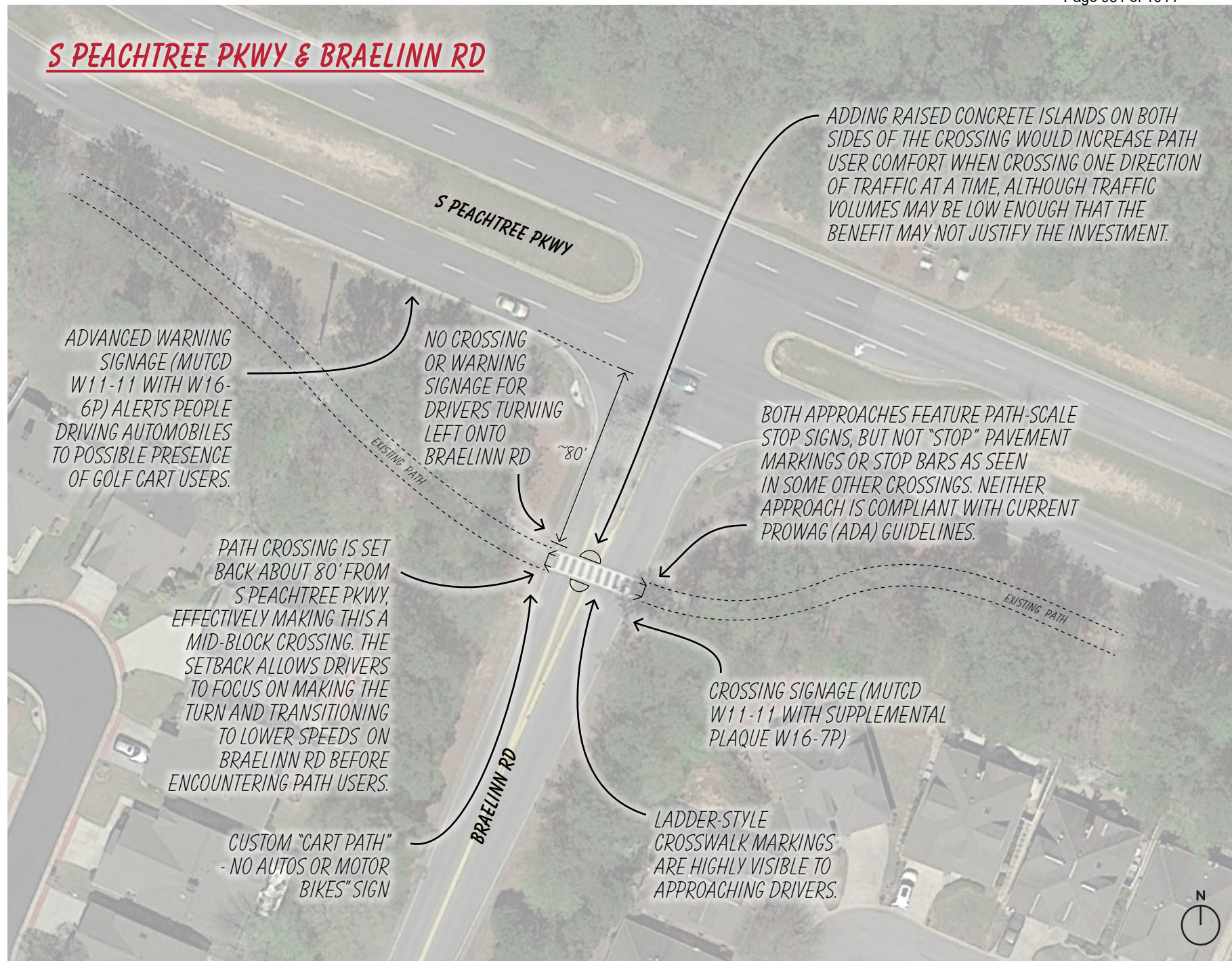
CHANNELIZED TURN LANES
WITH WIDE CURB RADII AND
LACK OF YIELD MARKINGS
ON PAVEMENT ENCOURAGE
HIGH-SPEED TURNS AND
MAY REDUCE YIELDING TO
PATH USERS.

BOTH APPROACHES FEATURE NON-STANDARD "STOP"
PAVEMENT MARKINGS, A STOP BAR, AND PATH-SCALE
STOP SIGNS. NEITHER APPROACH IS COMPLIANT WITH
CURRENT PROWAG (ADA) GUIDELINES.

LADDER-STYLE
CROSSWALK MARKINGS
ARE HIGHLY VISIBLE TO
APPROACHING DRIVERS.

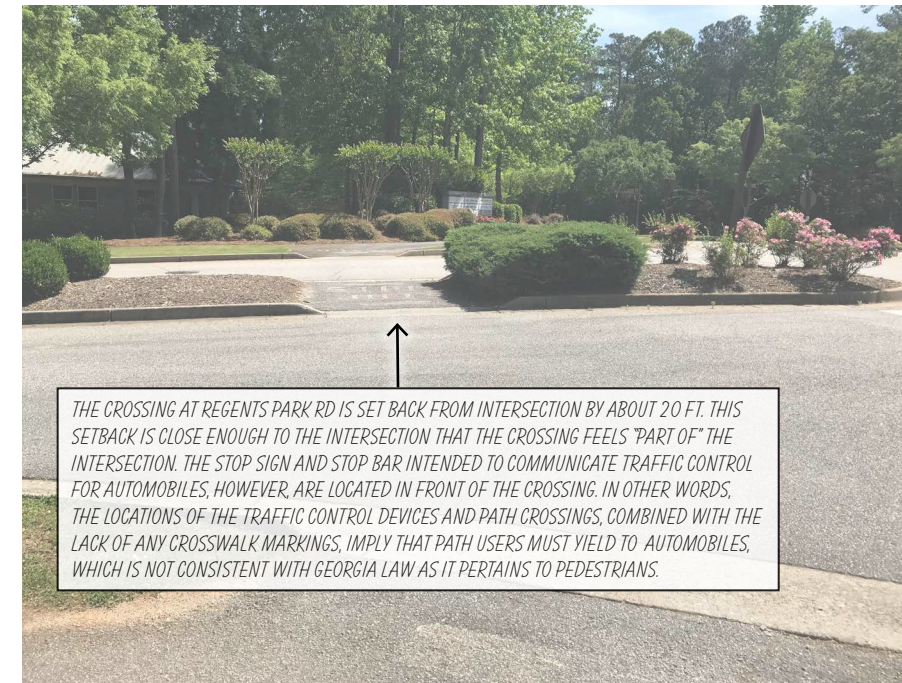
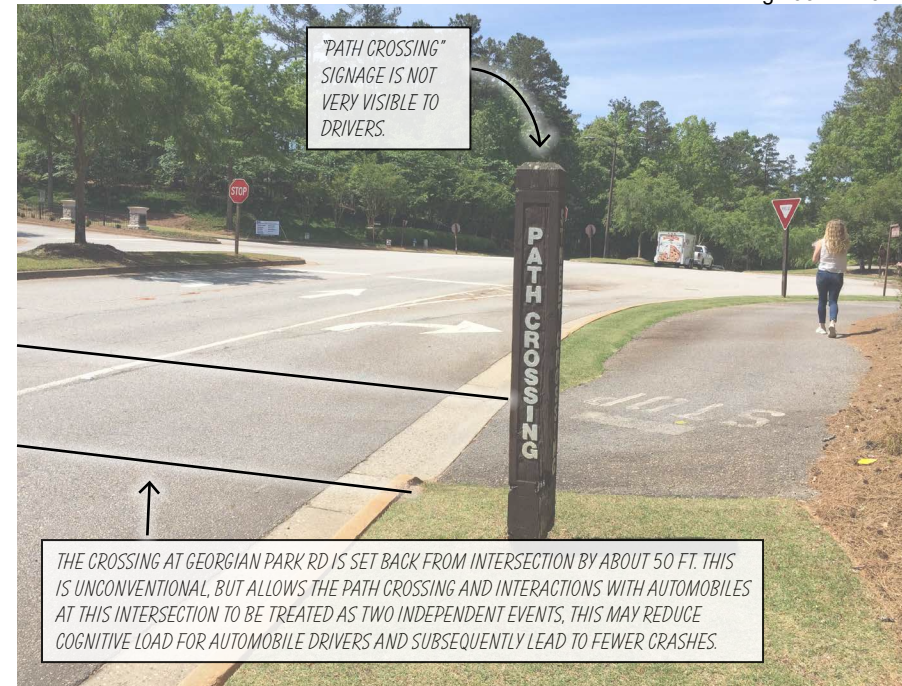
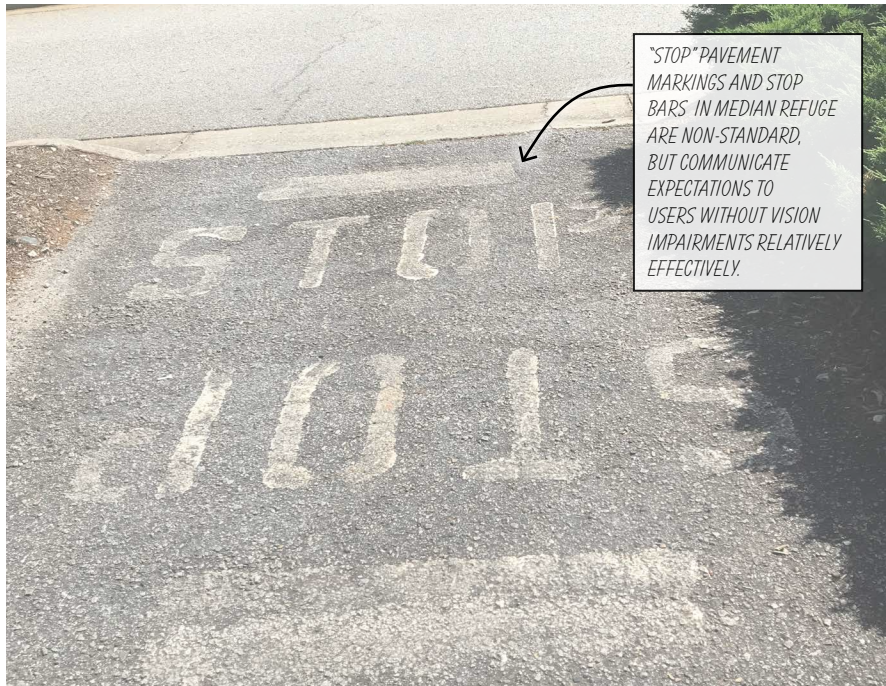


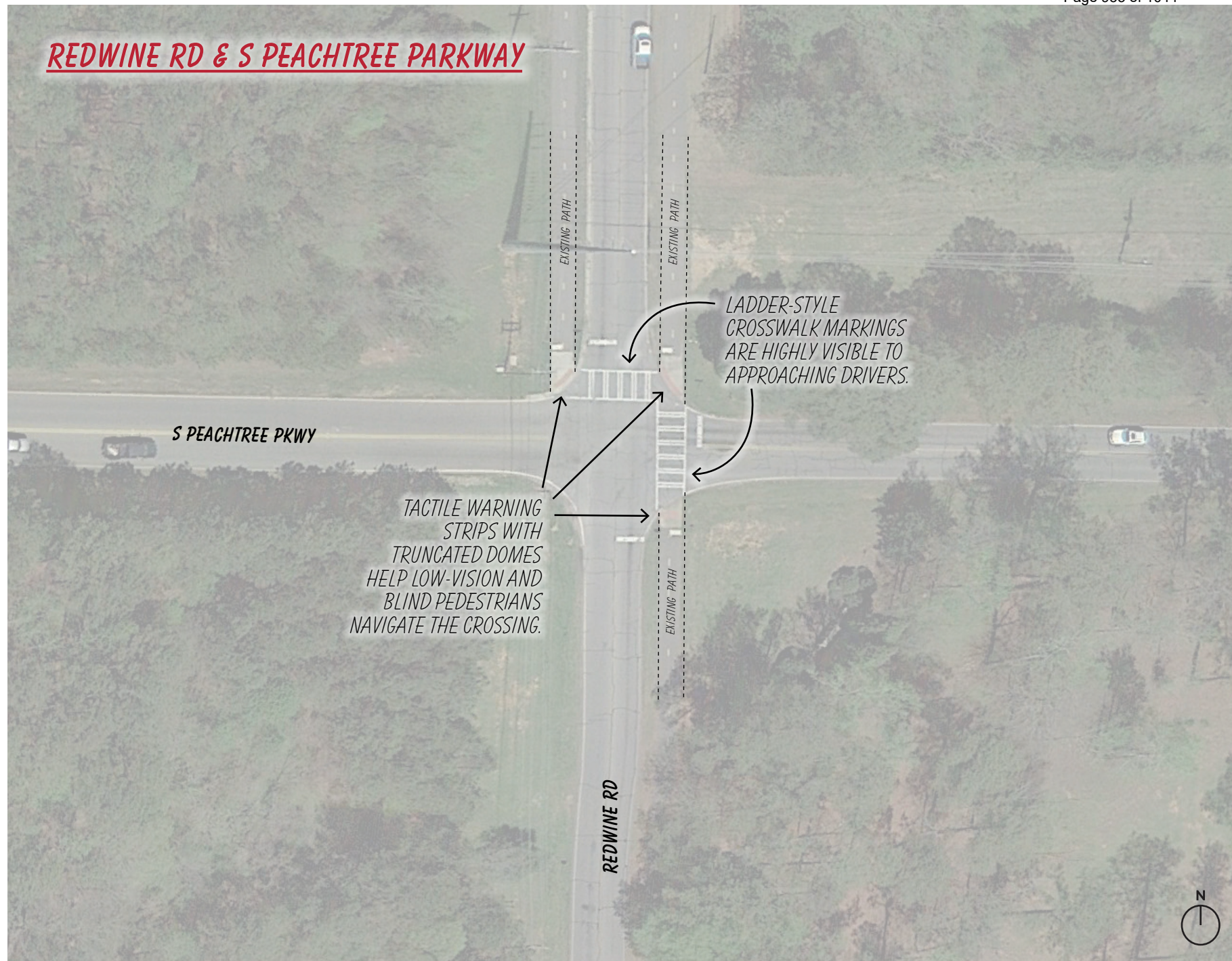


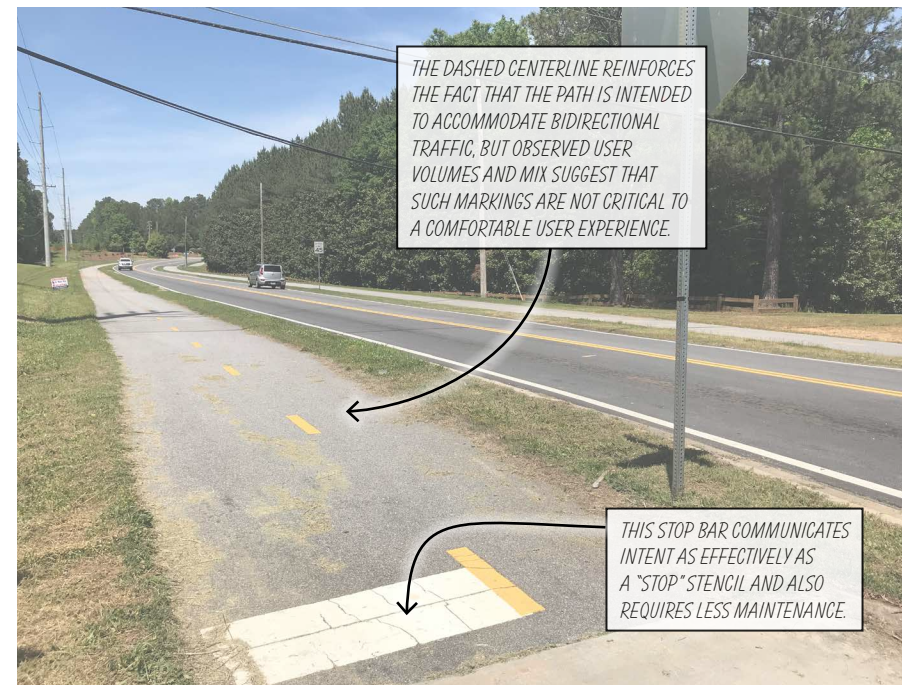
S PEACHTREE PKWY & BRAELINN RD



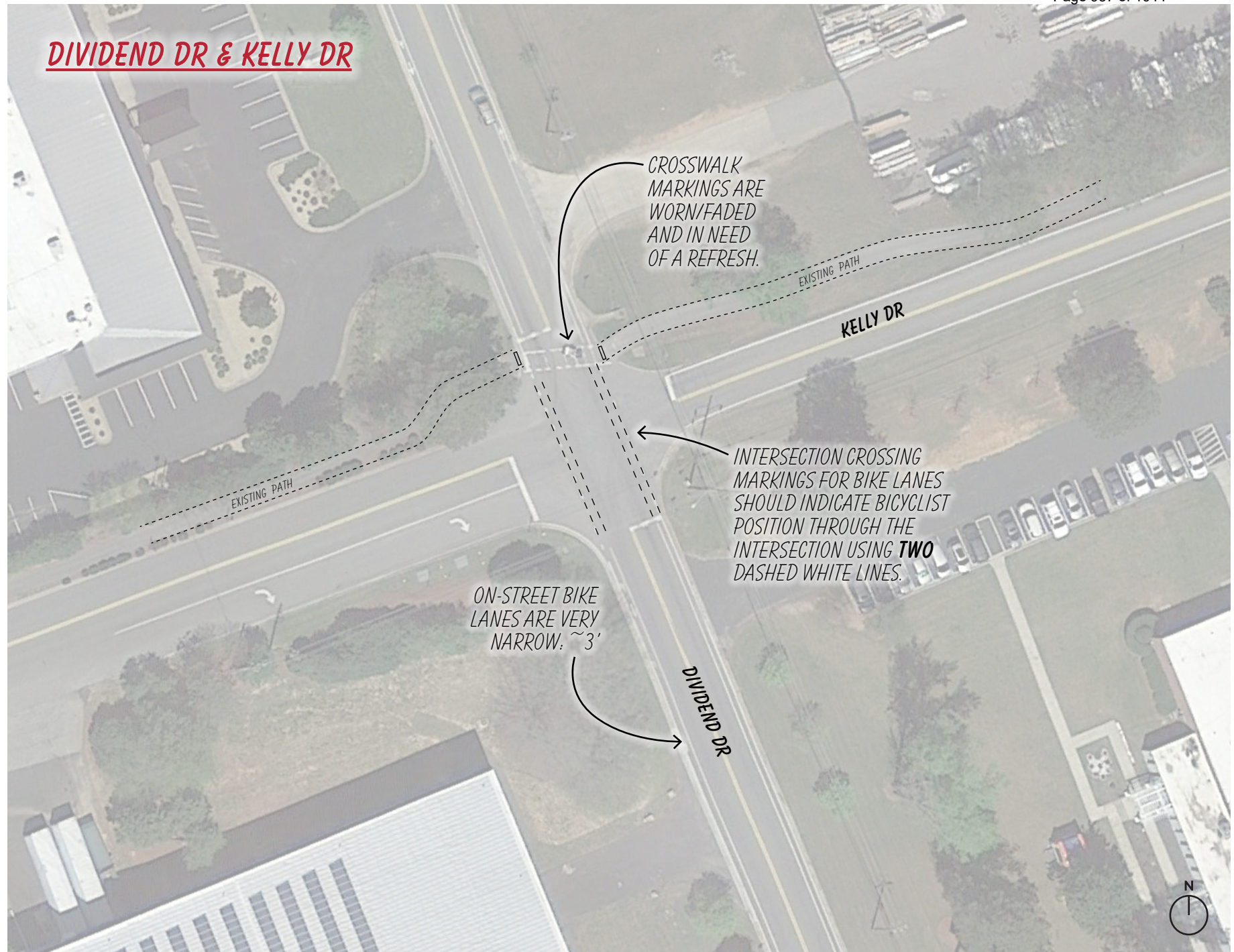
GEORGIAN PARK RD & REGENTS PARK RD

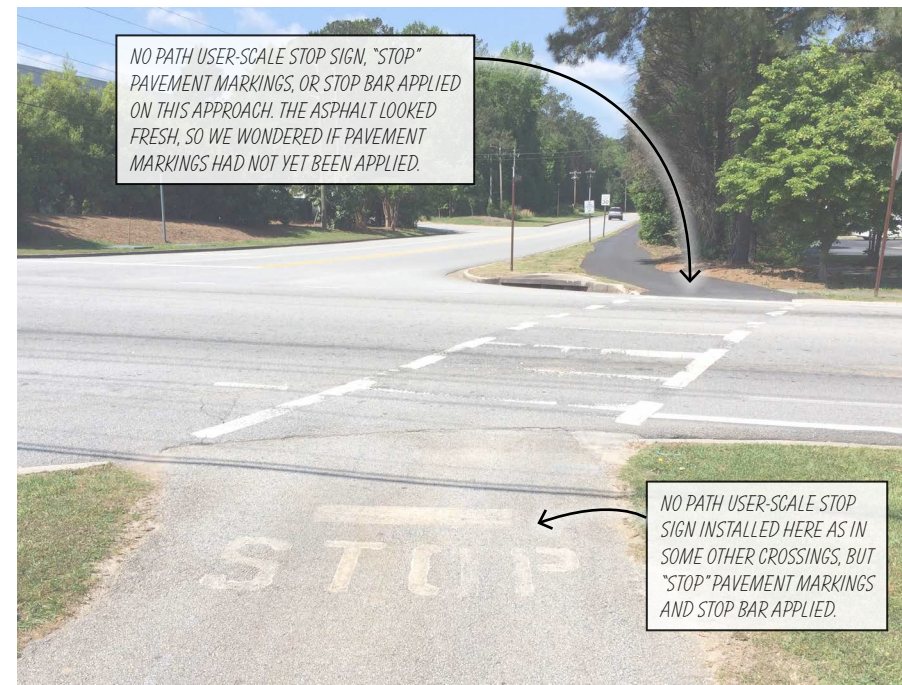
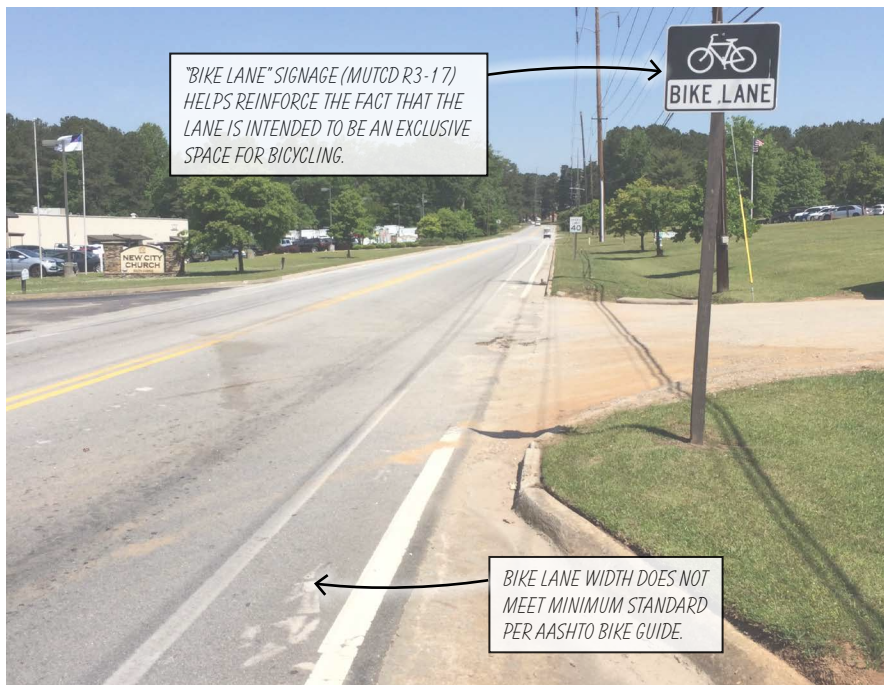
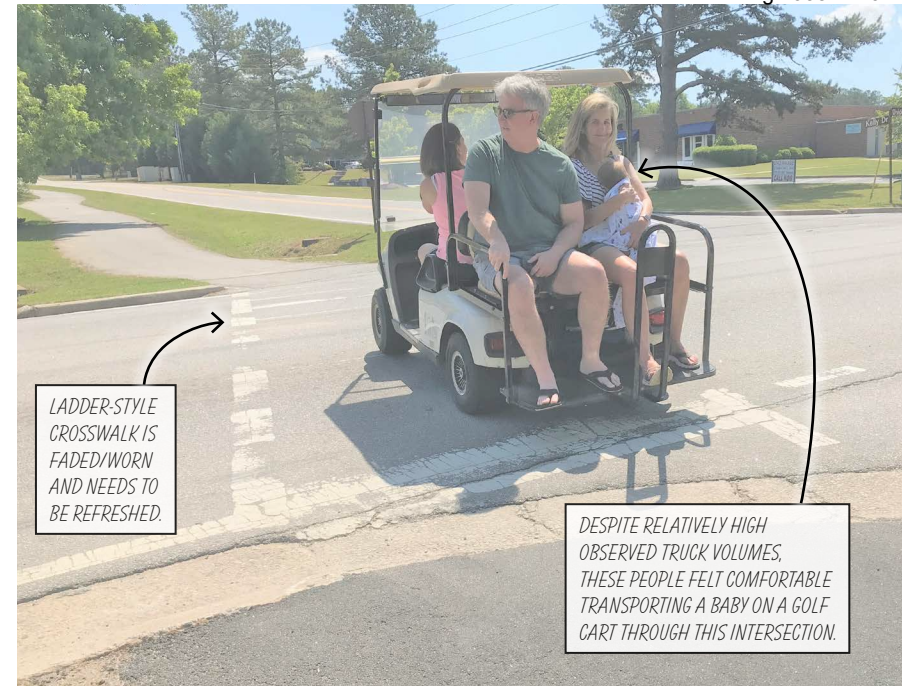






DIVIDEND DR & KELLY DR





MIDBLOCK CROSSING AT CAMERON TRAIL

THE POSTED SPEED LIMIT ALONG CAMERON TRAIL IS 30 MPH.

AVERAGE OBSERVED VEHICLE SPEED DURING FIELDWORK WAS 34 MPH.

INSTALLING ADA-COMPLIANT CURB RAMP (SKETCHED IN BLACK) WOULD GREATLY IMPROVE THE TRANSITION FROM PATH TO STREET, WHICH IS CURRENTLY ACCOMPLISHED VIA A ROLLED CURB.

ADVANCE WARNING SIGNAGE (MUTCD W11-11 WITH W13-1P) DEPICTS A GOLF CART WITH SUPPLEMENTAL PLAQUE SUGGESTING A 25MPH SPEED.

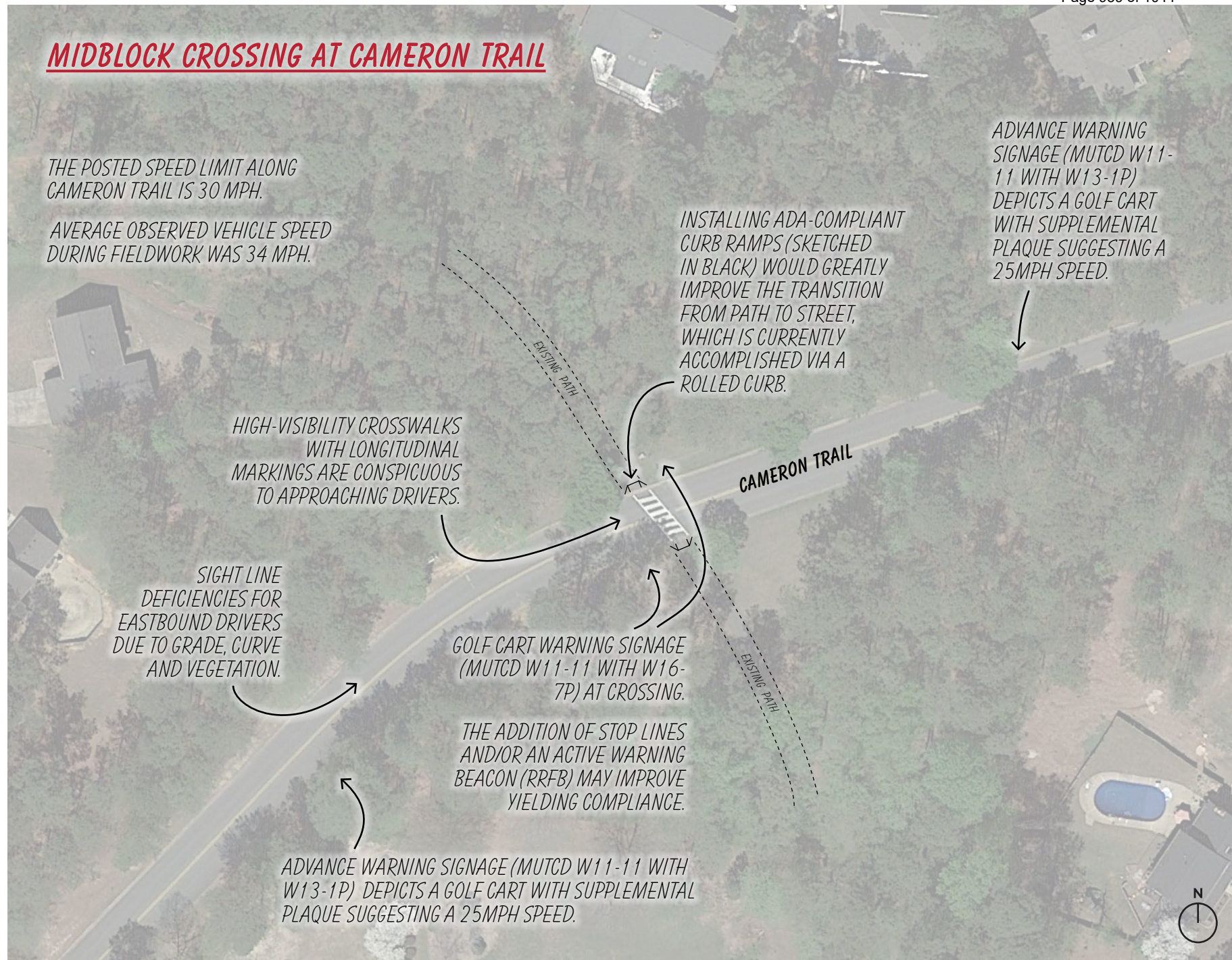
HIGH-VISIBILITY CROSSWALKS WITH LONGITUDINAL MARKINGS ARE CONSPICUOUS TO APPROACHING DRIVERS.

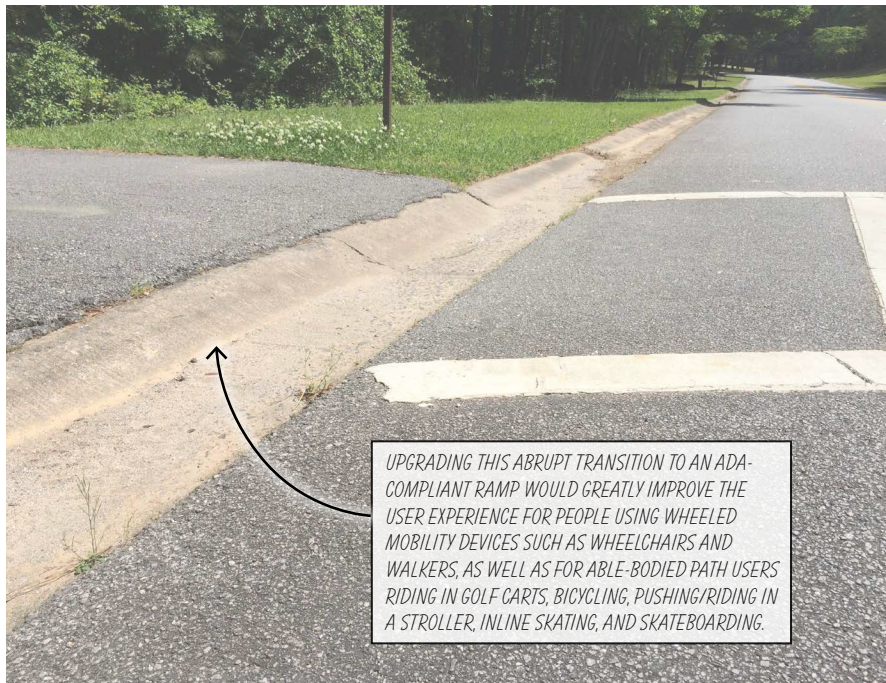
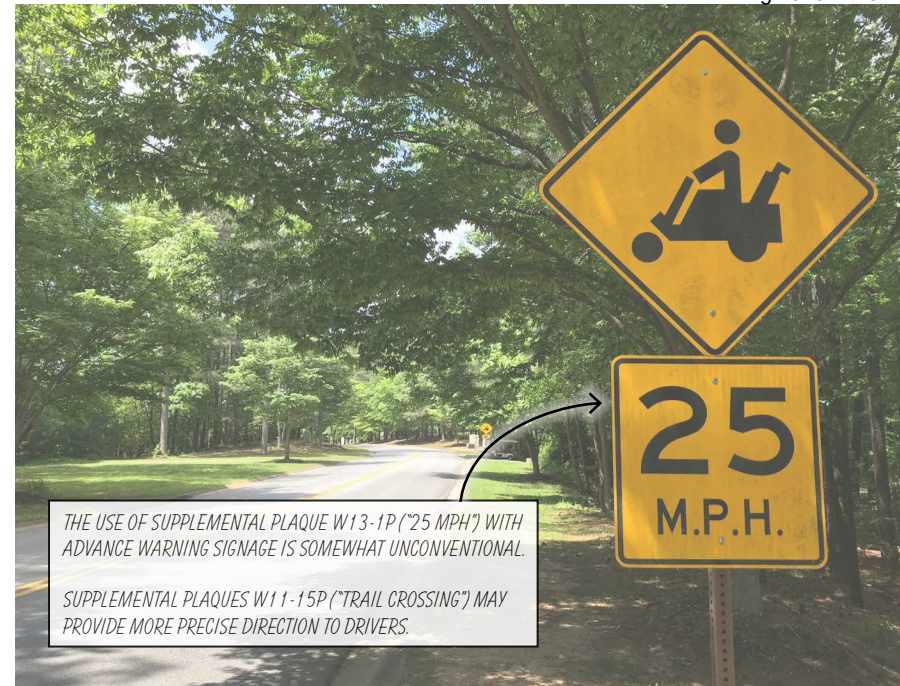
SIGHT LINE DEFICIENCIES FOR EASTBOUND DRIVERS DUE TO GRADE, CURVE AND VEGETATION.

GOLF CART WARNING SIGNAGE (MUTCD W11-11 WITH W16-7P) AT CROSSING.

THE ADDITION OF STOP LINES AND/OR AN ACTIVE WARNING BEACON (RRFB) MAY IMPROVE YIELDING COMPLIANCE.

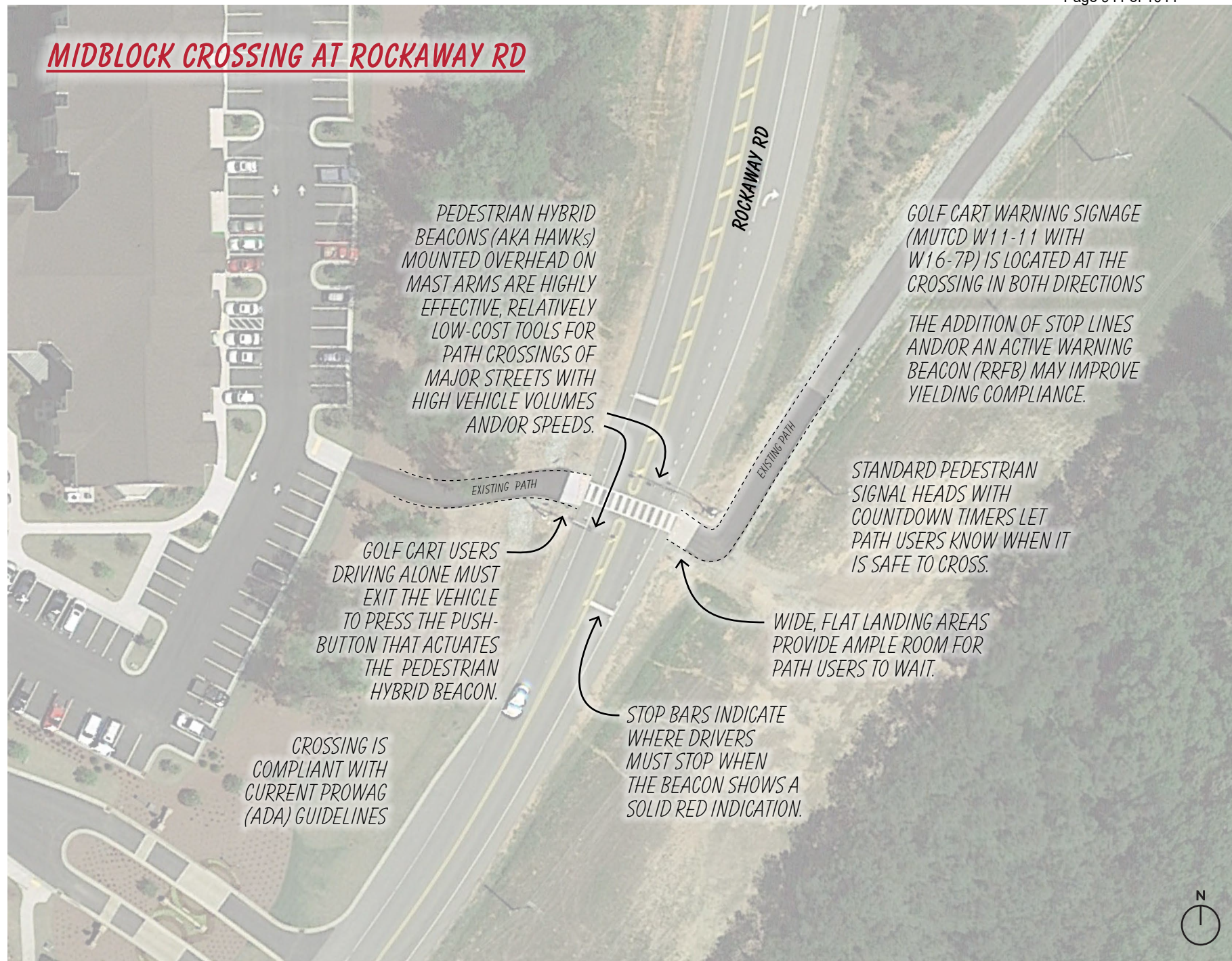
ADVANCE WARNING SIGNAGE (MUTCD W11-11 WITH W13-1P) DEPICTS A GOLF CART WITH SUPPLEMENTAL PLAQUE SUGGESTING A 25MPH SPEED.





MIDBLOCK CROSSING AT ROCKAWAY RD

MIDBLOCK CROSSING AT ROCKAWAY RD





BEAUREGARD BLVD & GRADY AVE

PEDESTRIAN CROSSINGS ARE COMPLIANT WITH CURRENT PROWAG (ADA) GUIDELINES

HIGH-VISIBILITY CROSSWALKS WITH LONGITUDINAL MARKINGS ARE CONSPICUOUS TO APPROACHING DRIVERS.

OBSERVED VEHICLE APPROACH SPEEDS WERE RELATIVELY SLOW, AND VEHICLE SPEEDS WITHIN THE ROUNDABOUT WERE NEARLY UNIFORMLY 15 MPH.

SETBACK PEDESTRIAN CROSSING WITH INTEGRATED PEDESTRIAN REFUGE ALLOWS DRIVERS TO ASSESS THE NEED TO YIELD TO PEDESTRIANS INDEPENDENTLY OF DECIDING WHEN TO ENTER THE FLOW OF TRAFFIC INSIDE THE ROUNDABOUT.

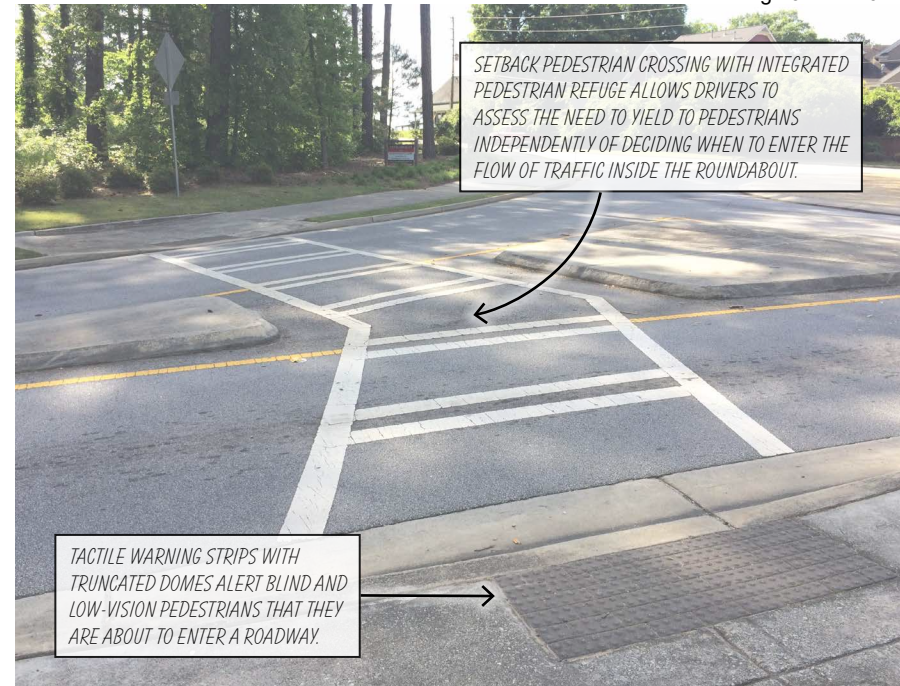
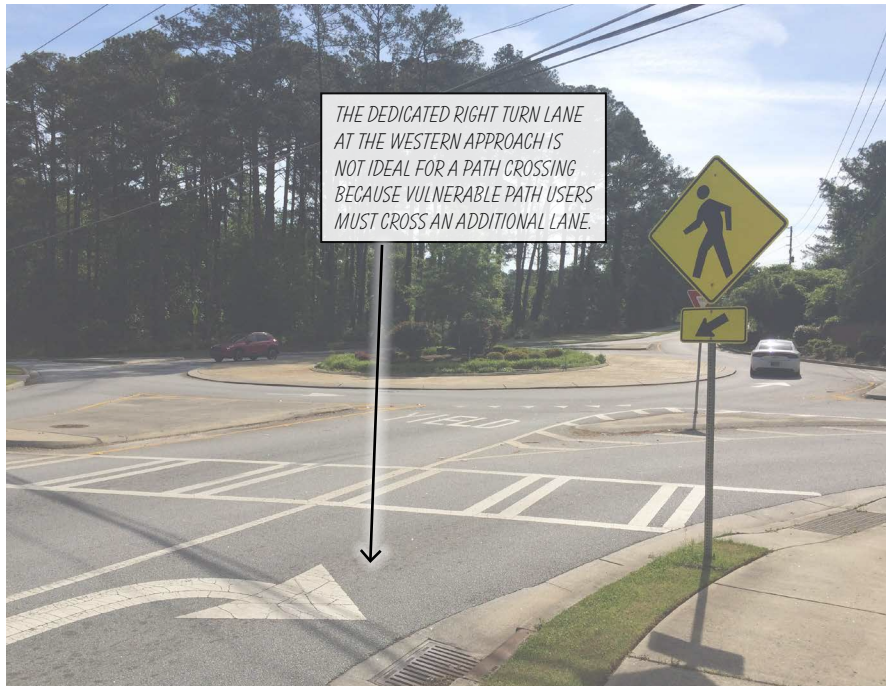
THE DEDICATED RIGHT TURN LANE AT THE WESTERN APPROACH IS NOT IDEAL FOR A PATH CROSSING BECAUSE VULNERABLE PATH USERS MUST CROSS AN ADDITIONAL LANE.

INCREASING THE WIDTH OF THIS SIDEWALK TO 10-12' WOULD PROVIDE A FACILITY WIDE ENOUGH TO COMFORTABLY ACCOMMODATE BICYCLISTS AND GOLF CART USERS.

SINCE BEAUREGARD BLVD IS A POPULAR BIKE ROUTE, CONSIDER ADDING SHARED LANE MARKINGS TO THE ROUNDABOUT (ADDED IN BLACK).

~30' FROM CROSSWALK TO ROUNDABOUT ENTRANCE ALLOWS VEHICLES TO PULL COMPLETELY THROUGH CROSSWALK WHILE WAITING FOR A GAP IN TRAFFIC TO ENTER, FACILITATING A CLEAR PASSAGE FOR PATH USERS.





Signage and Markings: Other Locations

The following series of images documents observed variation in path signage, markings, and other features of at-grade path crossings throughout Fayette County.

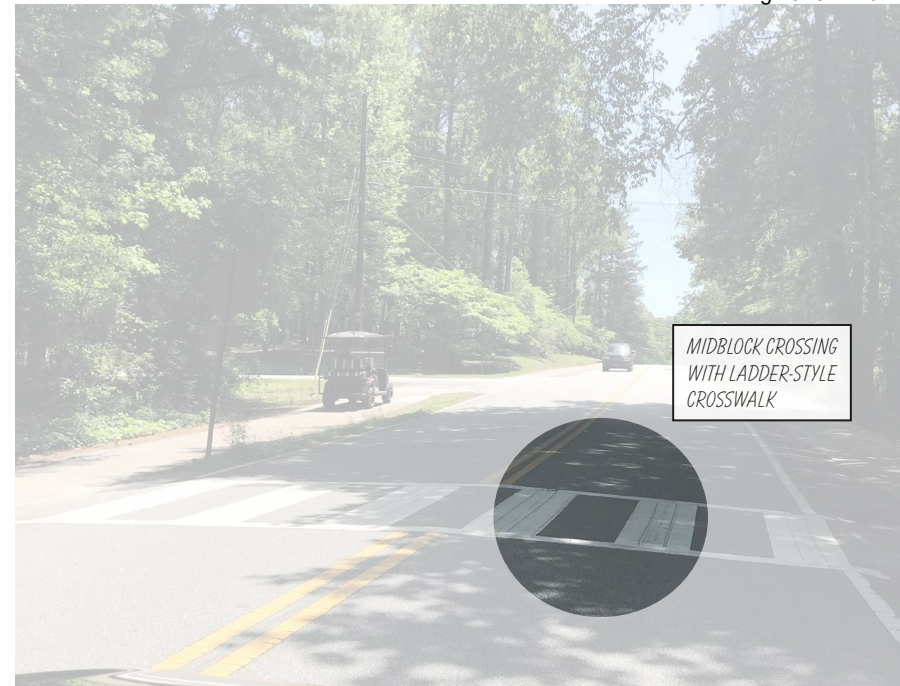
The photographs in this section were taken at locations other than the 11 intersections identified using the intersection typology and documented in the previous section.

The purpose of including these images is to document the diversity of observed treatments. In each image, the relevant signage, pavement marking, or design feature is highlighted through the use of a semi-transparent mask.















Undercrossings & Overcrossings

The following series of images documents examples of existing undercrossing and overcrossing designs throughout Fayette County.

The photographs in this section were taken at locations other than the 11 intersections identified using the intersection typology and documented in the previous section.

The purpose of including these images is to document the diversity of existing undercrossing and overcrossing designs in the County.







COUNTY AGENDA REQUEST

Page 955 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Approval of staff's recommendation for Board of Commissioners to approve the bid from Pavement Technology, Inc. for Bid #1737-B Asphalt Rejuvenation for Various Roads in the amount of \$116,886.02.

Background/History/Details:

Asphalt rejuvenation is a cost-effective method for maintaining and extending roadways life by preventing roads from becoming brittle and eventually cracking. This bid was for the asphalt-based rejuvenators that were first developed in 1960 by the Golden Bear Oil Company with the intent of developing a method to restore roadways without having to completely re-pave the entire surface.

The following roads are listed on this bid:

- 1.) Antioch Road (New pavement to Brooks Woolsey Road)
- 2.) Evans Road
- 3.) Kenwood Road (SR 85 to SR 279)
- 4.) Melanie Circle
- 5.) Melanie Lane
- 6.) Kite Lake Road
- 7.) S. Kite Lake Road
- 8.) Wood Valley Drive
- 9.) Pine Needle Drive

What action are you seeking from the Board of Commissioners?

Approval of staff's recommendation for Board of Commissioners to approve the bid from Pavement Technology, Inc. for Bid #1737-B Asphalt Rejuvenation for Various Roads in the amount of \$116,886.02.

If this item requires funding, please describe:

There is funding available in the Road Department's technical service account (10040220-521316) for this project.

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

*** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.**

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

The current available balance in account 10040220 - 521316 is \$427,717.74 as of December 5, 2019. Updated by Finance.



Purchasing Department
 140 Stonewall Avenue West, Ste 204
 Fayetteville, GA 30214
 Phone: 770-305-5420
www.fayettecountyga.gov

To: Steve Rapson

Through: Ted L. Burgess *TLB*

From: Ted Crumbley *TC*

Date: December 12, 2019

Subject: Invitation to Bid #1737-B: Asphalt Rejuvenation for Various Roads

Pavement rejuvenators were developed in the 1960's and have been tested by a number of entities, including the U.S. Corps of Army Engineers and the U.S. Department of Navy. The City of Roswell, Georgia was involved in a study of the effectiveness of rejuvenators. The conclusion of the study was that rejuvenators save money over the life of a road's pavement.

A number of rejuvenator products are on the market, many being proprietary. The brand Reclamite is a rejuvenator that is appropriate to use when you do not need to re-coat and seal the surface.

In the summer of 2017, the Road Department conducted a demonstration project with Reclamite to determine its effectiveness and cost savings. They contracted with Pavement Technology, Inc. to apply the rejuvenator to one lane on a portion of County Line Road. They were pleased with the results. In March 2018 the Board of Commissioners awarded a contract to Pavement Technologies to apply Reclamite to six additional roads: Kirkley Road, Old Ford Road, Redwine Road, Bohannon Road, Simpson Road, and South Jeff Davis Drive.

The Road Department plans to apply Reclamite or an equal product to portions of Antioch Road, Evans Road, Kenwood Road, Melanie Circle, Melanie Lane, Kite Lake Road, South Kite Lake Road, Wood Valley Drive, and Pine Needle Drive. The Purchasing Department issued Invitation to Bid #1737-B to ascertain if additional sources of the product were available. Notice of the opportunity was emailed to 25 companies. Another 58 were contacted through the web-based Georgia Procurement Registry. Notice was sent to the Georgia Local Government Access website (www.glga.org) and was advertised in the Fayette News.

Pavement Technology was the only bidder (Attachment 1). The Road Department recommends award of the contract to Pavement Technology, in the amount of \$116,886.02.

A Contractor Performance Evaluation for Pavement Technology, Inc. is attached (Attachment 2).

Specifics of the proposed contract are as follows:

Contract Name	1737-B: Asphalt Rejuvenation for Various Roads		
Contractor	Pavement Technology, Inc.		
Not-to-exceed amount	\$116,886.02		
Budget:			
Fund	100	General Fund	
Org Code	10040220	Road Department	
Object	521316	Technical Services	
Project	NA		
Available	\$311,196.72 as of 11/20/2019		

ATTACHMENT 1

Invitation to Bid #1737-B
Asphalt Rejuvenation for Various Roads

COMPANY	RECLAMITE	MOBILIZATION	TOTAL PROJECT
PAVEMENT TECHNOLOGY, INC.	\$114,386.02	\$2,500.00	\$116,886.02

FAYETTE COUNTY, GEORGIA CONTRACTOR PERFORMANCE EVALUATION

Page 1

1. Use this form to record contractor performance for any contract of \$50,000 or above.
2. The person who serves as project manager or account manager is the designated party to complete the evaluation.
3. This form is to be completed and forwarded to the Purchasing Department not later than 30 days after completion or expiration of a contract. Past performance is considered on future contracts.

VENDOR INFORMATION	COMPLETE ALL APPLICABLE INFORMATION
Company Name: Pavement Technology, Inc.	Contract Number: 1620-B
Mailing Address: 24144 Detroit Road	Contract Description or Title: Asphalt Rejuvenation on Various Roads
City, St, Zip Code: Westlake, OH 44145	Contract Term (Dates) From: 3-1-19 To: 6-30-19
Phone Number:	Task Order Number:
Cell Number:	Other Reference:
E-Mail Address:	

DEFINITIONS

OUTSTANDING – Vendor considerably exceeded minimum contractual requirements or performance expectations of the products/services; The vendor demonstrated the highest level of quality workmanship/professionalism in execution of contract.

EXCELLENT (Exc) - Vendor exceeded minimum contractual requirements or performance expectations of the products/services.


SATISFACTORY (Sat) - Vendor met minimum contractual requirements or performance expectations of the products/services.

UNSATISFACTORY (UnSat) - Vendor did not meet the minimum contractual requirements or performance expectations of the products and/or services; Performed below minimum requirements

EVALUATIONS (Place "X" in appropriate box for each criterion.)

Criteria (includes change orders / amendments)	Out-standing	Exc	Sat	Un-Sat	Not Apply
1. Work or other deliverables performed on schedule		X			
2. Condition of delivered products					X
3. Quality of work		X			
4. Adherence to specifications or scope of work			X		
5. Timely, appropriate, & satisfactory problem or complaint resolution		X			
6. Timeliness and accuracy of invoicing		X			
7. Working relationship / interfacing with county staff and citizens			X		
8. Service Call (On-Call) response time					X
9. Adherence to contract budget and schedule			X		
10. Other (specify):					
11. Overall evaluation of contractor performance		X			

EVALUATED BY

Signature: 	Date of Evaluation: 11-20-19
Print Name: Bradley Klingler	Department/Division: Road
Title: Assistant Director	Telephone No: 6039

BOARD OF COUNTY COMMISSIONERS

Randy Ognio, Chairman
 Charles W. Oddo, Vice Chairman
 Edward Gibbons
 Eric K. Maxwell
 Charles D. Rousseau

**FAYETTE COUNTY, GEORGIA**

Steve Rapson, County Administrator
 Dennis A. Davenport, County Attorney
 Tameca P. White, County Clerk
 Marlena Edwards, Deputy County Clerk

140 Stonewall Avenue West
 Public Meeting Room
 Fayetteville, GA 30214

Minutes

November 14, 2019

2:00 p.m.

Welcome to the meeting of your Fayette County Board of Commissioners. Your participation in County government is appreciated. All regularly scheduled Board meetings are open to the public and are held on the 2nd and 4th Thursday of each month at 6:30 p.m.

Call to Order

Chairman Randy Ognio called the November 14, 2019 Board of Commissioners meeting to order at 2:00 p.m. A quorum of the Board was present.

Invocation and Pledge of Allegiance by Commissioner Eric Maxwell

Commissioner Eric Maxwell offered the Invocation and led the Board and audience in the Pledge of Allegiance.

Acceptance of Agenda

Commissioner Edwards Gibbons moved to accept the agenda as written. Commissioner Rousseau seconded. The motion passed 5-0.

PROCLAMATION/RECOGNITION:

1. **Recognition of the Fayette Fire Foundation and Vicki Turner, Chair of the Fayette Fire Foundation, for the donation of firefighter helmet-mounted flashlights.**

Fire Chief David Scarbrough on behalf of the Board, thanked Fayette Fire Foundation and Vicki Turner, Chair of the Fayette Fire Foundation, expressing appreciation for their donation of firefighter helmet-mounted flashlights

2. **Recognition of Water System's distribution crews for receiving the Golden Backhoe from the Georgia Utilities Coordinating Council (GUCC).**

Water System Director Vanessa Tigert, on behalf of the Board, recognized Water System's distribution crews for receiving the Golden Backhoe from the Georgia Utilities Coordinating Council (GUCC). The Georgia Utilities Coordinating Council safety committee recognizes utilities who perform safe digging practices on a consistent basis with the Golden Backhoe award each year. Each Georgia Department of Transportation district nominates potential winners based on the accuracy crews install or perform maintenance on water lines without incurring damages to other utilities.

3. **Recognition of Water System's distribution Matt Bergen for receiving the Lester Feathers Safety Award from the Georgia Utilities Coordinating Council (GUCC).**

The Board recognized Matt Bergen, Water System Utilities Manager for receiving the Lester Feathers Safety Award statewide award from the Georgia Utilities Coordinating Council (GUCC). This award is selected from the district winners

who not only practice safe digging but also coordinate safe digging and damage prevention education and initiatives to the general public.

4. **Recognition of Steve Hoffman, Fayette County Road Director, for receiving the Damage Advocate Award and being the 2019 Local Utilities Coordinating Council Chairman.**

The Board recognized Steve Hoffman, Fayette County Road Director, who was honored with the Damage Advocate Award for consistently contributing and advocating for safe digging and damage prevention in the community and District 3 (31 counties) Chairman-of-the-Year.

PUBLIC HEARING:

PUBLIC COMMENT:

CONSENT AGENDA:

Commissioner Gibbons moved to accept the Consent Agenda as written. Vice-Chairman Oddo seconded. The motion passed 5-0.

5. **Acknowledgment of Sheriff Barry H. Babb's decision to liquidate county property at auction.**
6. **Approval to auction surplus Water System items, including, but not limited to, high service pumps with motors, pressure tanks, antique gas pump and grass cutting equipment.**
7. **Approval of staff's request of Croy Engineering Task Order # 32 in the amount of \$60,750.00 for the Fayette County Fire & Emergency Services Training Facility; existing Contract #1431-P, Croy Engineering, LLC.**
8. **Approval of staff's recommendation to declare twenty-four (24) vehicles and one (1) Broce RC350 Sweeper as unserviceable, sell the assets online using contracted auction services and for all proceeds to be returned to the vehicle replacement fund.**
9. **Approval of the proposed 2020 Local Maintenance & Improvement Grant (LMIG) project list for unincorporated Fayette County and authorization for the Chairman to sign the LMIG Application and related documents.**
10. **Approval of staff's recommendation to add The Reserve at Kelley Lake subdivision to Fayette County's Street Light Program.**
11. **Approval of Agreement between Fayette County and the U. S. Department of the Interior Geological Survey (USGS) that provides for the required monitoring of water flow, stream monitoring data for quality, and CFS flow monitoring in the amount of \$192,400.00 from October 1, 2019 through September 30, 2020.**
12. **Approval of staff's recommendation to adopt Ordinance 2019-07 that adds Article IX, Commercial Car Wash Recycling to Fayette County Code, Chapter 28.**

13. **Approval of Ordinance 2019-08 for the revisions to the existing Building Code Ordinance to reflect the current code changes made in state law.**
14. **Approval of the October 24, 2019 Board of Commissioners Meeting Minutes.**

OLD BUSINESS:

NEW BUSINESS:

15. **Consideration to close Starr's Mill Park on December 6 at approximately 3:00 PM to December 7 at 6:00 AM for filming contingent on a recommendation from the Water Committee.**

County Administrator Steve Rapson stated that on Wednesday November 13th the Fayette County Water Committee unanimously agreed to recommend approval to close Starr's Mill Park on December 6 at approximately 3:00 PM to December 7 at 6:00 AM for filming to the Board.

Commissioner Gibbons moved to approve to close Starr's Mill Park on December 6 at approximately 3:00 PM to December 7 at 6:00 AM for filming contingent on a recommendation from the Water Committee. Vice-Chairman Oddo seconded. The motion passed 5-0.

16. **Presentation on 2017 SPLOST Corridor Studies; Banks Road, Sandy Creek Road, Tyrone & Palmetto Roads, and SR 279.**

Phil Mallon Fayette County Public Works Director stated that the important points to highlight regarding the 2017 Corridor Studies was that they were SPLOST funded from the local match. He added that these studies were specifically listed on the SPLOST resolution were approved by the voters in 2017. Mr. Mallon stated that the County was successful in getting Federal assistance for each of the Studies, he added that the original scope was considerably smaller, however with the Federal assistance they were able to expand the scope of work. Mr. Mallon stated that the main purpose of these studies was to identify needs on those specific corridors and to help prioritize these projects to determine the best way to spend SPLOST funds that are not allocated to a specific program; and to determine what project would be competitive for federal aid. Mr. Mallon concluded that the studies were currently in DRAFT final form and would be available for review online and hard copies would be available for review at the Fayette County Library and in the Administration Office, he added that public comment was welcomed and encouraged and would be accepted through the end of November. Mr. Mallon stated that the public can send comments regarding the 2017 SPLOST Corridor Studies to publicworks@fayettecountygga.gov or via the online link. Mr. Mallon introduced Dan Dobry with Croy to present the 2017 SPLOST Corridor Studies to the Board.

Mr. Dobry stated that the 2017 SPLOST Corridor Studies consisted of Sandy Creek Road, Tyrone & Palmetto Roads, Banks Road, and SR 279 with all four studies being conducted simultaneously, he added they there were individual stakeholder committees' for each corridor to help in understanding the challenges and needs for each project. Mr. Dobry stated that the overall goal was to develop a holistic perspective that identified traffic and transportation solutions for the four primary corridors, ensured safety for all users, identified access management and traffic calming measures, identified projects that support growth and promoted development, provided infrastructure improvements that could be sustainable, and develop perspectives for bike-pedestrian infrastructure. Mr. Dobry continued explaining the process used to develop the studies involved analyzing existing conditions this included technical analysis of roadway conditions, crash records, and road safety audits; conducting a need assessment which was a comprehensive look at the existing

conditions, future demographic and population projections, to help understand the needs along the corridor; they also encouraged and initiated community engagement which included traditional public meetings, stakeholder meetings, online surveys and interactive project website. Mr. Dobry stated that concept deployment, weighted scoring & justification, and preferred alternative were all included in the Corridor Studies development process. Mr. Dobry stated that public outreach was key and initiated via stakeholders committee meetings, public comments forms, and surveys, he added that public feedback, concerns and ideas had been received and incorporated in the Corridor Studies. Mr. Dobry stated that the Banks Road project would widen Banks Road to 4-lanes with a divided median, he added that the benefits to this project were increased capacity of corridor and improves travel times, improved safety by correcting horizontal and vertical curves, potential of a 40% - 60% reduction in crashes per mile, and safe access for pedestrians and bicyclists. Mr. Dobry stated the estimated construction costs was \$10,992,954 which include design and right-of-way costs.

Mr. Dobry stated that the Tyrone Road-Palmetto Road project consisted of a 4-lane road widening from Dogwood Trail to State Route 54. He continued stating that the proposed project design included a roundabout at the Dogwood Trail intersection, widening of Tyrone Road to a 4-lane median divided road from Dogwood Trail to State Route 54, multi-use path on the Southside, a traffic signal at Flat Creek Trail, and intersection improvements at State Route 54 with turn lane and updated traffic signal phasing. Mr. Dobry stated that the benefits of this project included increased capacity of corridor and improves travel times, improved safety by correcting horizontal and vertical curves, potential of a 40% - 60% reduction in crashes per mile, and improved traffic operations at major intersections. Mr. Dobry stated the estimated construction costs was \$14,296,000 which include right-of-way and utilities cost.

Mr. Dobry stated that the Sandy Creek Road project proposal include Sandy Creek Road Corridor safety improvements that would corrects the horizontal and vertical alignment of the roadway, improve safety by reducing driver strain, improve sight distance, provides motorists a recovery area to regain control of vehicle, and provides structural support to the pavement. Mr. Dobry stated the estimated construction costs was \$2,225,000. Mr. Dobry stated that the Sandy Creek Road project proposal also included intersection improvement at Flat Creek Trail with an estimated construction costs was \$325,000, roundabout installation at Sams Drive/Trustin Lake -Eastin Road with an estimated construction costs was \$1,650,000, intersection improvement at Ellison Road with a roundabout installation with an estimated construction costs was \$1,200,000, and a multi-use trail from Veterans Parkway to State Route 74 with an estimated construction costs was \$ 260,000.

Mr. Dobry stated that the State Route 279 project would entail aligning Corinth Road and State Route 279 eliminating a traffic signal and the associated turning movements. This project would also correct some geometric deficiencies along the corridors with an estimated construction costs of \$8,100,670 which include design and right-of-way costs. Mr. Dobry stated that the State Route 279 project would also include a 4-lane widening from State Route 138 to State Route 314 that would increase capacity of corridor and improves travel times, improve safety by correcting horizontal and vertical curves, potential of a 40% - 60% reduction in crashes per mile and provide safe access for pedestrians and bicyclists. Mr. Dobry stated the estimated construction costs was \$4,160,000. This project also would include intersection improvements at Kenwood Road consisting of installation of a single-lane roundabout with an estimated construction costs was \$ 1,650,000. Intersection improvement at Helmer Road to include a South (east) bound left turn lane on State Route 279 with an estimated construction costs was \$250,000, and a multiuse path from State Route 314 to State Route 85 with an estimated construction costs was \$260,000 per linear mile.

Mr. Dobry reiterated that Public Comment was still open for citizens to give feedback and input regarding the Corridor Studies through the end of November, with the goal of incorporating that feedback into the final draft which will be presented before the Board for approval at the December 12th Board of Commissioners Meeting.

Commissioner Gibbons asked if there would be additional cost associated to right-of-way acquisition for these projects.

Mr. Dobry stated yes, he added that by utilizing the Tax Assessors information via GIS mapping and they have been able to estimate right-of-way acreage impact and those numbers would be included in total costs.

Commissioner Gibbons stated that his concerns were what the total costs would be and how the County would pay for these projects.

Mr. Mallon stated that the 2017 SPLOST set aside about \$8.5M to be used for the corridor studies, with the intent to receive as much federal funds as possible. Mr. Mallon added that the applications have been submitted but a determination has not been received. Once the award has been received then the Board can move forward.

Commissioner Maxwell asked if the Banks Road project would take any homes.

Mr. Dobry stated no.

Commissioner Maxwell asked why Tyrone Road / Flat Creek Road project was a traffic signal and not a roundabout.

Mr. Dobry stated that both options were investigated however a traffic signal would require less right-of-way acquisition.

Mr. Mallon stated that federal applications have been submitted and the County would receive award notification early 2020.

Commissioner Rousseau stated he was pleased with the community outreach and public engagement in getting citizens the information and receiving feedback from them.

No vote was taken.

17. Consideration of staff's request to split the existing Engineering and Facilities Director (ENG/1-441) position into two department head positions: Director of Engineering and Director of Building & Grounds; and appropriation of funds to cover the increase in personnel costs.

Mr. Mallon stated that the previous employee served as department head for two departments as the Engineering and Facilities Director, he added the goal is to split the two positions creating a Director of Engineering and Director of Building & Grounds. Mr. Mallon stated that he hears the concerns from the Board and from the citizens on turnaround time for projects and feels this change would help in speeding up project completion.

Commissioner Rousseau asked to add the requirement that the Director of Engineering possess an Engineering (PE) certification in the State of Georgia.

Commissioner Rousseau moved to approve staff's request to split the existing Engineering and Facilities Director (ENG/1-441) position into two department head positions: Director of Engineering and Director of Building & Grounds; and appropriation of funds to cover the increase in personnel costs with the addition that the Director of Engineering position job description include the requirement of possessing an Engineering (PE) certification in the State of Georgia. Commissioner Gibbons seconded. The motion passed 5-0.

18. Consideration of staff's request to award bid #1711-B; Type 1 Ambulances to ETR, LLC for (2) two Ford F-450 ambulances totaling \$470,338 and to transfer \$73,438 from Vehicle Replacement Fund for the FY2020 budget.

Commissioner Gibbons moved to approve staff's request to award bid #1711-B; Type 1 Ambulances to ETR, LLC for (2) two Ford F-450 ambulances totaling \$470,338 and to transfer \$73,438 from Vehicle Replacement Fund for the FY2020 budget. Vice-Chairman Oddo seconded. The motion passed 5-0.

19. Consideration of staff's recommendation for to approve the bid from Asphalt Paving Systems, Inc. for Bid #1721-B Micro Surfacing in the amount of \$422,458.38.

Commissioner Rousseau moved to approve staff's recommendation to approve the bid from Asphalt Paving Systems, Inc. for Bid #1721-B Micro Surfacing in the amount of \$422,458.38. Commissioner Gibbons seconded. The motion passed 5-0.

20. Consideration of recommended amendments to Article VI. Tourist Accommodations of the Fayette County Code concerning establishing a 24-hour local contact person, providing the permit number on all advertisements, and posting a notification of rules including no special events or private functions.

Planning and Zoning Director Pete Frisina started that earlier in 2019 the County contracted a company that would help with tourist accommodation enforcement. Mr. Frisina continued stating that the company had provided the County with a few recommendations to the tourist accommodation ordinance. Mr. Frisina stated that the two recommendations made were: 1. that the ordinance include a 24-hour local contact person and 2. That the ordinance require the tourist accommodation advertisements/postings provide the local permit number. Mr. Frisina stated that staff also recommended posting a notification of rules including no special events or private functions.

Commissioner Maxwell asked for clarification what a local contact person was.

Mr. Frisina stated the local contact person would be either the owner or owner representative that would be local and able to respond to the property in case of an issue.

Mr. Rapson stated that currently the County, the Sheriff Office, and concerned citizens are working together to appropriately handle issues with the Airbnb's. He added that incorporating these recommendations adds another tool to the toolbox to manage tourist accommodation and help ensure compliance.

Commissioner Gibbons stated that he is in agreement with Commissioner Maxwell stating that we are still in a learning curve regarding the tourist accommodation and future changes may be needed.

Commissioner Gibbons moved to amend Article VI. Tourist Accommodations of the Fayette County Code concerning establishing a 24-hour local contact person, providing the permit number on all advertisements, and posting a notification of rules including no special events or private functions. Commissioner Rousseau seconded. The motion passed 5-0.

21. Consideration of the approval to present Resolution 2019-11; Fluoride, in a Legislative Package to the Georgia General Assembly for consideration at its upcoming session.

Commissioner Maxwell stated that although he had voted in the past to approve to include Fluoride in a Legislative Package to the Georgia General Assembly that he was not inclined to do so moving forward. Commissioner Maxwell stated that he did not have many citizens approach him with concerns in reference to fluoride. Commissioner Maxwell stated that in his opinion this item expands what the County Commissions should be concerned about sending to the Legislature.

Commissioner Gibbons moved to approve to present Resolution 2019-11; Fluoride, in a Legislative Package to the Georgia General Assembly for consideration at its upcoming session. Vice-Chairman Oddo seconded. The motion failed 2-3, with Commissioner Maxwell, Commissioner Rousseau, and Commissioner Gibbons voting in opposition.

22. Consideration of the approval to present Resolution 2019-12; in support of the 2020 Policy Agenda of the Association County Commissioners of Georgia (ACCG) in a Legislative Package to the Georgia General Assembly for consideration at its upcoming session.

Commissioner Rousseau moved to approve to present Resolution 2019-12; in support of the 2020 Policy Agenda of the Association County Commissioners of Georgia (ACCG) in a Legislative Package to the Georgia General Assembly for consideration at its upcoming session. Commissioner Gibbons seconded. The motion passed 5-0.

ADMINISTRATOR'S REPORTS:

County Administrator Steve Rapson advised the Board that there was a total of six vacancies: one on the Library Board, one on the Planning Commission, three on Zoning Board of Appeals, and one on the Water Committee which would be coming to the Board for recommendation approval.

County Administrator Steve Rapson presented the Hot Project Updates

Dogwood Trail (11/14/2019)

Dogwood Trail is currently closed to all thru-traffic. Utility relocation remains the primary construction activity. Comcast is currently on-site and are anticipating an additional two weeks of work. Much of the utility work is sequential, which extends the time needed for all utilities to be relocated. The temporary water bypass line is complete and passed the pressure test on 10/23/19. The project remains on-schedule for the road to open in Spring 2020.

Starr's Mill Tunnel (11/14/19)

This project is for the construction of a multi-use path tunnel under Redwine Road, immediately south of the Robinson Road intersection. The project includes new path construction along the west side of Redwine Road and Robinson Road to connect with existing paths. County and PTC staff met with the Consultant on September 30 to identify field issues and establish design criteria. A revised Task Order from the Consultant is being reviewed by County staff.

Old Senoia Road Culvert Replacement (11/14/2019)

Old Senoia Road is scheduled to re-open by the end of the day Friday November 15th, 2019 once traffic striping is complete. Traffic may be reduced to one lane in the coming weeks as the contractor completes guardrail installation and site cleanup, expect minimal delays.

Intersection of SR 92, Veterans Parkway and Westbridge Road (11/14/19)

This intersection, currently operating as a two-way stop, has been approved for a traffic signal with turn lanes. Design for the project and right-of-way acquisition is complete. Fayette County received quotes for the concrete strain poles and coordination between Fayette County, GDOT and utility companies are underway regarding the types of poles to support the signal equipment. The invitation to bid package for construction is currently being advertised. Bids are due November 26, 2019.

Interchange Project at SR 74 and I-85 (11/14/19)

This project is in right of way acquisition stage and appraisals are currently being prepared. The construction **let** date is Summer 2021. There are no funding shortfalls at this point.

East Fayetteville Bypass (11/14/19)

The critical path for construction runs through the 700-ft bridge design for the crossing of Morning Creek. Currently staff is working with multiple property owners, GA Power, GDOT, the USACOE and the project team to get access to the bridge area for subsurface investigations.

Morning Dove Drive Culvert Replacement (11/14/2019)

The Morning Dove Drive culvert replacement project kicked off this month. The contractor, Piedmont Paving, has completed all clearing activities, erosion control measures, and installation of the new waterline. The culvert sections have been delivered to the site and culvert construction is expected to begin by next week.

ATTORNEY'S REPORTS:

Notice of Executive Session: County Attorney Dennis Davenport stated that there were two items threatening litigation, and the review of the Executive Session minutes for October 24, 2019.

COMMISSIONERS' REPORTS:

Commissioner Gibbons stated with Veterans Day in mind that currently there were 170,000 active military personnel deployed around the world and he wanted to acknowledge their service and dedication and expressed his appreciation for all they do in keeping all of us safe.

Commissioner Rousseau stated for clarification on item #15 that he was under the impression the Water Committee hadn't sent the recommendation; however after reviewing the additional **i**nformation presented on the dais he understands the approval was recommended by the Water Committee.

Chairman Ognio reminded the public that this the only BOC meeting in the month of November and wished everyone a happy Thanksgiving.

Vice-Chairman Oddo stated that he'd like thank the citizens of Fayette County for allowing him the opportunity to represent them, he expressed appreciation for Fayette County staff and for his colleagues. Vice-Chairman Oddo continued stating that over the last few years the Board has accomplish a lot of good and noted that those successes were a group effort and not an individual victory. Vice-Chairman Oddo stated that he has enjoyed his journey in County government thus far and looks forward to continue making a difference. Vice-Chairman Oddo expressed his appreciation and love for his beautiful wife and caring family. Vice-Chairman Oddo officially announced his desire to seek reelection next year to another term in Fayette County.

EXECUTIVE SESSION:

In accordance with the Americans With Disabilities Act, accommodations are available for those who are hearing impaired and/or in need of a wheelchair. The Board of Commissioners Agenda and supporting material for each item is available on-line through the County's website at www.fayettecountyga.gov. This meeting will be telecast on Comcast Cable Channel 23 and on the internet at www.livestream.com.

Notice of Executive Session: County Attorney Dennis Davenport stated that there were two items threatening litigation, and the review of the Executive Session minutes for October 24, 2019. Vice-Chairman Oddo moved to go into Executive Session. Commissioner Gibbons seconded. The motion passed 5-0.

The Board recessed into Executive Session at 3:48 p.m. and returned to Official Session at 4:04 p.m.

Return to Official Session and Approval to Sign the Executive Session Affidavit: Commissioner Gibbons moved to return to Official Session and for the Chairman to sign the Executive Session Affidavit. Vice-Chairman Oddo seconded the motion. The motion passed 5-0.

Approval of the October 24, 2019 Executive Session Minutes: Chairman Ognio moved to approve the October 24, 2019 Executive Session Minutes. Vice Chairman Oddo seconded. The motion passed 5-0.

ADJOURNMENT:

Chairman Ognio moved to adjourn the November 14, 2019 Board of Commissioners meeting. Commissioner Rousseau seconded. The motion passed 5-0.

The November 14, 2019 Board of Commissioners meeting adjourned at 4:04 p.m.

Marlena Edwards, Deputy County Clerk

Randy C. Ognio, Chairman

The foregoing minutes were duly approved at an official meeting of the Board of Commissioners of Fayette County, Georgia, held on the 12th day of December 2019. Referenced attachments are available upon request at the County Clerk's Office.

Marlena Edwards, Deputy County Clerk

COUNTY AGENDA REQUEST

Page 969 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Consideration of the Parks and Recreation Selection Committee's recommendation to re-appoint Charles McCollum to the Recreation Commission for a term beginning immediately and expiring August 31, 2023.

Background/History/Details:

The Fayette County Recreation Commission is a citizen committee comprised of five volunteers who are appointed by the Fayette County Board of Commissioners to four-year terms. The Recreation Commission reviews and evaluates programs, facilities, policies, and other matters and makes recommendations to the Recreation Department, the County Administrator, and the Board of Commissioners concerning capital and operational needs. As an advisory board, the Recreation Commission has no decision-making authority over how county resources are spent or managed.

The Selection Committee consisting of the Cameron LaFoy, Chairman of the Public Arts Committee, Lisa Mahaffey, Vice-Chair of the Recreation Commission, and Anita Godbee, Director of Parks and Recreation interviewed three applicants.

What action are you seeking from the Board of Commissioners?

Approval to re-appoint Charles McCollum to the Recreation Commission for a term beginning immediately and expiring August 31, 2023.

If this item requires funding, please describe:

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:



APPLICATION FOR APPOINTMENT Fayette County Recreation Commission

The Fayette County Recreation Commission is a citizen committee, comprised of five volunteers who are appointed by the Fayette County Board of Commissioners for four-year terms, which reviews and evaluates programs, facilities, policies, and other matters and makes recommendations to the Recreation Department, the County Administrator, and the Board of Commissioners concerning capital and operational needs. As an advisory board, the Recreation Commission has no decision-making authority over how county resources are spent or managed.

The Recreation Commission typically meets the second Tuesday of each month at the Parks and Recreation Activities Building that is located at 980 Redwine Road, Fayetteville, Georgia beginning at 7:00 p.m.

Please take a few minutes to complete the form and answer the questions below and return with a resume, if available, to Tameca White, County Clerk, via email at twhite@fayettecountyga.gov or 140 Stonewall Avenue, West, Suite 100, Fayetteville, GA 30214 **no later than 5:00 p.m. on Friday, September 20, 2019.**

If you have any questions, please call (770) 305-5103.

NOTE: Information provided on this form is subject to disclosure as a public record under Georgia Open Records Law.

NAME Charles McCollum

ADDRESS 210 Jordan Place

Fayetteville Ga. 30215

TELEPHONE (cell) [REDACTED] (home)

(email address) cmccollum@aghadesignsystems.com


Signature

082719
Date



APPLICATION FOR APPOINTMENT
Fayette County Recreation Commission

1. How long have you been a resident of Fayette County? **55 YEARS**
2. Why are you interested in serving on the Fayette County Recreation Commission? **TO CONTINUE THE WORK THAT I HAVE INVESTED IN OVER THE PAST 12 YEARS**
3. What qualifications and experience do you possess for appointment to the Recreation Commissions? **I SERVED AS PRESIDENT FOR THE FAYETTECOUNTY BASEBALL ASSOCIATION FOR 11 YEARS AND HAVE BEEN ON THE RECREATION COMMISSION FOR 12 YEARS**
4. List your recent employment experiences to include name of company and position. **AQUA DESIGN SYSTEMS – SENIOR ESTIMATOR**
5. Do you have any past experience relating to the Recreation Commission? If so, please describe. **I AM CURRENTLY THE CHAIRMAN ON THE RECREATION COMMISSION**
6. Are you currently serving on a commission/board/authority or in an elected capacity with any government? **FAYETTE COUNTY PARKS AND RECREATION COMMISSION**
7. Have you attended any Recreation Commission meetings in the past two years and, if so, how many? **20 to 24**
8. Are you willing to attend seminars or continuing education classes at county expense? **YES**
9. What is your vision of the county's future related to the duties of the Recreation Commission? **CONTINUE TO SUPPORT HEALTH AND WELLNESS IN THE COUNTY, SUPPORT OUR YOUTH AND ADULTS THAT PARTICIPATE IN THE PROGRAMS AND MOST OF ALL SUPPORT THE PARKS AND RECREATION DEPARTMENT.**
10. Would there be any possible conflict of interest between your employment or your family and you serving on the Recreation Commission? **NO CONFLICTS AT ALL.**
11. Are you in any way related to a County Elected Official or County employee? If so, please describe. **MY WIFE WORKS FOR THE SHERIFF'S OFFICE**
12. Describe your current community involvement. **I AM ACTIVE WITH THE RELAY FOR LIFE, LOCAL MISSION WORK WITH MY CHURCH AND THE REC COMMISSION**
13. Have you been provided a copy of the county's Ethics Ordinance? **YES**
14. Is there any reason you would not be able to comply with the Ethics Ordinance? **NO**

APPLICATION FOR APPOINTMENT Fayette County Recreation Commission

The Fayette County Recreation Commission is a citizen committee, comprised of five volunteers who are appointed by the Fayette County Board of Commissioners for four-year terms, which reviews and evaluates programs, facilities, policies, and other matters and makes recommendations to the Recreation Department, the County Administrator, and the Board of Commissioners concerning capital and operational needs. As an advisory board, the Recreation Commission has no decision-making authority over how county resources are spent or managed.

The Recreation Commission typically meets the second Tuesday of each month at the Parks and Recreation Activities Building that is located at 980 Redwine Road, Fayetteville, Georgia beginning at 7:00 p.m.

Please take a few minutes to complete the form and answer the questions below and return with a resume, if available, to Tameca White, County Clerk, via email at twhite@fayettecountyga.gov or 140 Stonewall Avenue, West, Suite 100, Fayetteville, GA 30214 no later than 5:00 p.m. on Friday, September 20, 2019.

If you have any questions, please call (770) 305-5103.

NOTE: Information provided on this form is subject to disclosure as a public record under Georgia Open Records Law.

NAME Michael Cheyne

ADDRESS 155 Canterbury Lane
Fayetteville, Georgia 30215

TELEPHONE (cell) [REDACTED]

EMAIL [REDACTED]

SIGNATURE

Michael Cheyne DATE 9/19/19

APPLICATION FOR APPOINTMENT Fayette County Recreation Commission

1. How long have you been a resident of Fayette County?

11 Years

2. Why are you interested in serving on the Fayette County Recreation Commission?

My professional and educational experience in parks and recreation speaks to my commitment and passion for this industry. As partner with Future Directions, we have extensive experience in grantsmanship, planning, stakeholder engagement, and have developed multiple parks and recreation comprehensive plans for public agencies, providing an insight into developing a citizen driven foundation for future planning including:

- State of Washington (Interagency for Outdoor Recreation)
- Washington State Parks
- Park and recreation agencies – San Juan County and multiple cities
- Special taxing districts – ports, parks and recreation districts
- Tribes

My experience with facilities, asset management, and project management can provide insight into park facilities renewal and replacement and how to extend the useful life of facilities.

As the current Fayette County Parks Plan comes to an end, it is a fortuitous time to be involved in the Commission and I am uniquely qualified to be part of the next planning process.

3. What qualifications and experience do you possess for appointment to the Recreation Commission?

INDUSTRY EXPERIENCE

Partner in Future Directions – A consultant firm specializing in parks and recreation comprehensive planning, stakeholder engagement, resiliency and sustainability planning, and research.

Comprehensive Planning - Clients and partners include Washington State Parks, Port of Seattle, Port of Edmonds, Port of Brownsville, Tulalip Tribes, City of Marysville, City of Arlington, City of Selah, San Juan County, and San Juan Parks and Recreation

Public Involvement and Stakeholder Engagement - Clients and partners include Georgia Department of Behavioral Health and Developmental Disabilities, Washington State Interagency Committee for Outdoor Recreation, and numerous cities, counties, and special districts

Disadvantaged Business Enterprise (DBE) certified in Administrative and General Management Consulting Services and Marketing and Research and Public Opinion Polling Services.

Commissioner for Monroe Park District (Washington)

Manager, Newport Yacht Club and community recreation facilities (Washington)

Director Itasca Park District (Illinois)

EDUCATION

Master's Degree in Parks and Recreation Administration, Western Illinois University

Bachelor's Degree in Parks and Recreation, Western Illinois University

4. List your recent employment experiences to include name of company and position

- * Hartsfield-Jackson Atlanta International Airport
 - * Asset Management and Sustainability, Director
 - * Aviation Planning, Director
- * City of Atlanta, Interim Commissioner of Public Works
- * Port of Seattle
 - * Seattle-Tacoma International Airport
 - * Aviation Planning, Director
 - * Capital Program, Manager
 - * Facilities, Manager
 - * Port of Seattle International Consulting Services, Director
- * Port of Edmonds, Executive Director (recreation element - waterfront park and boardwalk facilities)
- * Port of Friday Harbor, Executive Director (recreation element - public parks, beaches, guest boater facilities)
- * Newport Yacht Club Manager (community recreation facilities)
- * Itasca Park District, Director (pool, nature center, multiple park facilities, teen center)

5. Do you have any past experience relating to the Recreation Commission? If so, please describe.

No, not in Fayette County

6. Are you currently serving on a commission/board/authority or in an elected capacity with any government?

No

7. Have you attended any Recreation Commission meetings in the past two years and, if so, how many?

No

8. Are you willing to attend seminars or continuing education classes at county expense?

Yes – I have demonstrated a strong commitment to life-long learning

9. What is your vision of the county's future related to the duties of the Recreation Commission?

The Recreation Commission plays a key role as a liaison with the community to provide meaningful stakeholder engagement and to ensure that the future of recreation is addressing the needs of the community.

The Recreation Commission provides expertise, perspectives, and acts as sounding board for professional staff's initiatives and programs.

I am a planner at heart and understand that long-range planning allows short term decisions within an appropriate context.

My vision is to provide a long-term perspective, including asset management, renewal and renovation of facilities, and providing a sound fiscal base to provide recreation services for all residents

10. Would there be any possible conflict of interest between your employment or your family and you serving on the Recreation Commission?

No

11. Are you in any way related to a County Elected Official or County employee? If so, please describe.

No

12. Describe your current community involvement.

- * Southside Theater Guild, currently rehearsing for One Flew Over the Cuckoo's Nest
- * 2 years Fayette County Chamber Board (2016 – 2018)

13. Have you been provided a copy of the county's Ethics Ordinance?

Yes

14. Is there any reason you would not be able to comply with the Ethics Ordinance?

No



APPLICATION FOR APPOINTMENT Fayette County Recreation Commission

The Fayette County Recreation Commission is a citizen committee, comprised of five volunteers who are appointed by the Fayette County Board of Commissioners for four-year terms, which reviews and evaluates programs, facilities, policies, and other matters and makes recommendations to the Recreation Department, the County Administrator, and the Board of Commissioners concerning capital and operational needs. As an advisory board, the Recreation Commission has no decision-making authority over how county resources are spent or managed.

The Recreation Commission typically meets the second Tuesday of each month at the Parks and Recreation Activities Building that is located at 980 Redwine Road, Fayetteville, Georgia beginning at 7:00 p.m.

Please take a few minutes to complete the form and answer the questions below and return with a resume, if available, to Tameca White, County Clerk, via email at twhite@fayettecountyga.gov or 140 Stonewall Avenue, West, Suite 100, Fayetteville, GA 30214 **no later than 5:00 p.m. on Friday, September 20, 2019.**

If you have any questions, please call (770) 305-5103.

NOTE: Information provided on this form is subject to disclosure as a public record under Georgia Open Records Law.

NAME ENDRELL RUCKER

ADDRESS 485 DICKSON SPRINGS Rd
FAYETTEVILLE, GA 30215

TELEPHONE (cell) [REDACTED] (home) _____

(email address) [REDACTED]

[Signature]
Signature

9/18/2019
Date



APPLICATION FOR APPOINTMENT
Fayette County Recreation Commission

1. How long have you been a resident of Fayette County?
2. Why are you interested in serving on the Fayette County Recreation Commission?
3. What qualifications and experience do you possess for appointment to the Recreation Commission?
4. List your recent employment experiences to include name of company and position.
5. Do you have any past experience relating to the Recreation Commission? If so, please describe.
6. Are you currently serving on a commission/board/authority or in an elected capacity with any government?
7. Have you attended any Recreation Commission meetings in the past two years and, if so, how many?
8. Are you willing to attend seminars or continuing education classes at county expense?
9. What is your vision of the county's future related to the duties of the Recreation Commission?
10. Would there be any possible conflict of interest between your employment or your family and you serving on the Recreation Commission?
11. Are you in any way related to a County Elected Official or County employee? If so, please describe.
12. Describe your current community involvement.
13. Have you been provided a copy of the county's Ethics Ordinance?
14. Is there any reason you would not be able to comply with the Ethics Ordinance?

Attachment A

1. 5 years
2. I want to directly contribute to providing Fayette County residents with family oriented recreational options, in an effort to help solidify the quality of life that is supported by the foundation of a healthy family unit that can engage and be active together.
3. I bring to the table extensive leadership and management skills as result of military service and civil service with the federal government. I am also a former youth pastor with extensive experience involving youth activities.
4. I am a retired United States Air Force veteran. I was a non-commissioned officer with the communications unit. I served as a computer maintenance technician. I am also a retired employee of The Department of Veterans Affairs. My last position was that of a manager within the compensation and pension benefits division.
5. No
6. No
7. No
8. Yes
9. My vision as it relates to Fayette County's future regarding the Recreation Commission is one which strategically focuses on the teenage demographic throughout the county. We need to provide enough options for the teen population to deter boredom and complacency while also promoting physical activity.
10. No
11. No
12. I currently assist my wife in running a female focused non-profit organization that serves teenage girls through after school / mentoring programs and women through empowerment events. We currently service Sandy Creek High School and we are looking to expand in other schools.
13. Yes
14. No

Fayetteville GA, 30215

ENDRELL A. RUCKER

PROFILE

Experienced leader with ability to manage cross-functional teams in a disability claims adjudication environment. Qualifications include Excellent written and verbal communication skills, to also include strong presentation skills. Critical thinking, decision making and problem solving skills. Excellent planning and organizing abilities, being adaptable and efficient under pressure and deadlines. Ability to prioritize independently.

EXPERIENCE**SUPERVISORY VETERANS SERVICE REPRESENTATIVE, DEPT. OF VETERANS AFFAIRS, DECATUR, GA – 2013-2016**

Planned and assigned work priorities for a team of 25 individuals. Analyzed and interpreted laws, regulations, and rules as they affected establishment of new policies, procedures and operation methods. Routinely provided professional support to individuals, to include training, administrative matters, and personnel matters. Routinely completed systematic analyses of operations for upper management. Ensured team quality and timeliness per organization performance standards.

RATING VETERANS SERVICE REPRESENTATIVE, DEPARTMENT OF VETERANS AFFAIRS, CHICAGO, IL – 2009-2013

Routinely analyzed claims to determine eligibility of benefits. Calculated disability percentages for the purpose of compensation entitlement amounts. Provided consultative advice to co-workers and stakeholders. Acted as an advocate for primary claimants and beneficiaries with internal departments.

VETERANS SERVICE REPRESENTATIVE, DEPARTMENT OF VETERANS AFFAIRS, CHICAGO, IL – 2005-2009

Served as primary contact for all claimants and beneficiaries. Provided benefit programs and entitlement criteria via phone and in person interviews. Gathers relevant evidence, performed data input, and adjudicated claims. Composed and distributed pertinent correspondence to claimants and beneficiaries.

RESEARCH ANALYST, DOVENMUEHLE MORTGAGE INC., SCHAUMBURG, IL – 2004-2005

Provided professional support of 54 bank clients, to include audits, application of payments, records research, bank transfers, wires, and data entry.

Fayetteville GA, 30215

EDUCATION

COMMUNITY COLLEGE OF UNITED STATES AIR FORCE, MINNEAPOLIS, MN –
ASSOCIATE IN APPLIED SCIENCE, 2010

MORaine VALLEY COMMUNITY COLLEGE, PALOS HILLS, IL – ASSOCIATE IN ARTS,
2009

WHITNEY M. YOUNG MAGNET HIGH SCHOOL, CHICAGO, IL, HIGH SCHOOL
DIPLOMA, 1994

REFERENCES

- Michael Scott Jr. , Alderman, City of Chicago [REDACTED]
- Eric Powell, Assistant Director, Department of Veterans Affairs [REDACTED]
- Rashada Whitehead, President, KGBerry, LLC, [REDACTED]

COUNTY AGENDA REQUEST

Page 981 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Consideration of a recommendation of the Selection Committee comprised of Vice Chairman Charles W. Oddo and Commissioner Charles D. Rousseau to appoint Bruce Donaghey, contingent on his resignation with the Tax Assessor's office, to the Board of Assessor to serve an unexpired term beginning January 1, 2020 and expiring December 31, 2021.

Background/History/Details:

The Board of Assessors is comprised of three county citizens who are appointed to six-year terms each. Board members must be 21 years old, must be a resident of Fayette County, must have a high school or equivalent diploma, must have at least one year of experience in appraisal related work, and must complete an assessor examination administered by the State Revenue Commissioner. Members must complete 40 hours of training prior to or within 180 days of appointment.

Theresa Ocheltree was appointed in January 2016 and offered her resignation in July until December 31, 2019. Mr. Donaghey, if approved, would complete the unexpired term.

What action are you seeking from the Board of Commissioners?

Approval to appoint Bruce Donaghey, contingent on his resignation with the Tax Assessor's office, to the Board of Assessor to serve an unexpired term beginning January 1, 2020 and expiring December 31, 2021.

If this item requires funding, please describe:

Not applicable.

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

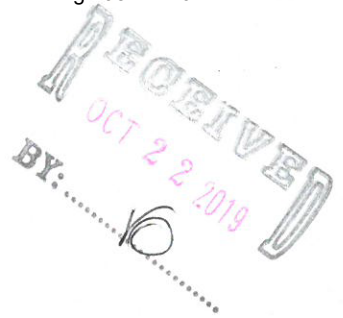
Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:



APPLICATION FOR APPOINTMENT Fayette County Board of Tax Assessors

Fayette County's Board of Assessors was established by state law to determine the fair market value of all real and personal property in the county for property tax purposes based on uniform and fair mass appraisal practices.

Fayette County's Board of Assessors is comprised of three county citizens who are appointed to six-year terms each. Board members must be 21 years old, must be a resident of Fayette County, must have a high school or equivalent diploma, must have at least one year of experience in appraisal related work, and must complete an assessor examination administered by the State Revenue Commissioner. Members must complete 40 hours of training prior to or within 180 days of appointment. Additionally, members must complete at least 40 hours of approved appraisal courses provided during each two years of his or her term. No member of a County Board of Tax Assessors shall be eligible to hold any state, county, or municipal office during the time he or she holds such office. Compensation for this position is \$22.05 per hour.

The Fayette County Board of Commissioners would like to inform all interested and qualified Fayette County residents of one (1) position available on Fayette County's Board of Tax Assessors. **The available unexpired term will begin immediately and will expire on December 31, 2021.**

Please take a few minutes to complete the form and answer the questions below and return with a resume, if available, to Tameca White, County Clerk, via email at twhite@fayettecountyga.gov or 140 Stonewall Avenue, West, Suite 100, Fayetteville, GA 30214 **no later than 5:00 p.m. on Friday, November 15, 2019.**

If you have any questions, please call (770) 305-5103. **NOTE: Information provided on this form is subject to disclosure as a public record under Georgia Open Records Law.**

NAME BRUCE J. DONAGHEY

ADDRESS 170 CHESTLEHURST DRIVE
FAYETTEVILLE, GA. 30215

TELEPHONE (cell) [REDACTED] (home) 770-460-9462

(email address) [REDACTED]

Bruce J. Donaghey
Signature

OCT 22, 2019
Date



APPLICATION FOR APPOINTMENT
Fayette County Board of Tax Assessors

1. How long have you been a resident of Fayette County? *24 yrs 6 mos.*
2. Why are you interested in serving on the Fayette County Board of Tax Assessors?
SEE ANSWER - NEXT PAGE
3. What qualifications and experience do you possess for appointment to the Board of Tax Assessors?
SEE ANSWER - NEXT PAGE
4. List your recent employment experiences to include name of company and position.
FAYETTE COUNTY TAX ASSESSORS OFFICE - APPRAISER AID. APPRAISER 1 TRAINING
5. Do you have any past experience relating to the Board of Tax Assessors? If so, please describe.
SEE ANSWER - NEXT PAGE
6. Are you currently serving on a commission/board/authority or in an elected capacity with any government? *NO*
7. Have you attended any Board of Tax Assessors meetings in the past two years and, if so, how many?
SEE ANSWER NEXT PAGE
8. Are you willing to attend seminars or continuing education classes at county expense? *YES*
9. What is your vision of the county's future related to the duties of the Board of Tax Assessors?
SEE ANSWER - NEXT PAGE
10. Would there be any possible conflict of interest between your employment or your family and you serving on the Board of Tax Assessors? *I WOULD RESIGN MY POSITION FROM THE TAX ASSESSORS OFFICE*
11. Are you in any way related to a County Elected Official or County employee? If so, please describe. *NO*



**APPLICATION FOR APPOINTMENT
Fayette County Board of Tax Assessors**

12. Describe your current community involvement. *KNIGHTS OF COLUMBUS - CATHOLIC CHARITABLE ORGANIZATION. RAISING MONEY FOR LOCAL PROGRAMS THAT PROVIDE ASSISTANCE FOR DISABLED CHILDREN.*

13. Have you been provided a copy of the county's Ethics Ordinance? *YES*

14. Is there any reason you would not be able to comply with the Ethics Ordinance? *NO*

#2 - Why are you interested in serving on the Fayette County Board of Tax Assessors?

It is the duty of the BOA to value all property in Fayette County as of January 1st each year. I have been a citizen here for 24 years and I believe I can best serve my county by using the knowledge I have to continue valuing property in Fayette County at its highest and best use.

#3 - What qualifications and experience do you possess for appointment to the Board of Tax Assessors?

As an Appraiser I with the State of Georgia, I have already attended some of the needed classes to understand the mass appraisal process. These classes have given me the knowledge of performing basic research on building cost, sales data and reviewing the GIS mapping system. I have worked in both the Residential and Commercial departments which gives me a good foundation for computing appraisal values for real property.

#5 - Do you have any past experience relating to the BOA?

I have been employed with the Tax Assessor's office for 18 years. My job duties at the Tax Assessor's office has given me the experience related to valuing residential and commercial properties.

#7 - Have you attended any BOA meetings in the past two years and if so, how many?

Although I have not attended any meetings, my job duties at the Tax Assessor's office requires my work to be reviewed by the Board of Assessors each month.

#9 - What is your vision of the county's future related to the duties of the BOA?

As the county continues to grow, so will the need for its continued openness, honesty and integrity. My vision is to maintain the high quality of service that Fayette County currently provides to its citizens.

Chief Appraiser Joel Benton

December 4, 2019

Tax Assessors Office

140 Stonewall Avenue West

Suite # 108

Fayetteville, Georgia 30214

COPY

Dear Joel,

Please be advised that I plan to resign my position with the Tax Assessors Office effective at the end of the business day on Tuesday December 31, 2019.

My resignation of course is contingent on being approved by the Board of Commissioners for the 2 year appointment to the Board of Tax Assessors.

It has been an absolute pleasure to have worked for Fayette County the past 18 years in the Assessor's Office and I will certainly miss the daily contact with all of you. It amazes me that so many wonderful people could work in the same place.

Sincerely,



Bruce J. Donaghey

170 Chestlehurst Drive

Fayetteville, Georgia 30215

OTHER APPLICANT



NOV 14 2019
BY: VO

APPLICATION FOR APPOINTMENT Fayette County Board of Tax Assessors

Fayette County's Board of Assessors was established by state law to determine the fair market value of all real and personal property in the county for property tax purposes based on uniform and fair mass appraisal practices.

Fayette County's Board of Assessors is comprised of three county citizens who are appointed to six-year terms each. Board members must be 21 years old, must be a resident of Fayette County, must have a high school or equivalent diploma, must have at least one year of experience in appraisal related work, and must complete an assessor examination administered by the State Revenue Commissioner. Members must complete 40 hours of training prior to or within 180 days of appointment. Additionally, members must complete at least 40 hours of approved appraisal courses provided during each two years of his or her term. No member of a County Board of Tax Assessors shall be eligible to hold any state, county, or municipal office during the time he or she holds such office. Compensation for this position is \$22.05 per hour.

The Fayette County Board of Commissioners would like to inform all interested and qualified Fayette County residents of one (1) position available on Fayette County's Board of Tax Assessors. **The available unexpired term will begin immediately and will expire on December 31, 2021.**

Please take a few minutes to complete the form and answer the questions below and return with a resume, if available, to Tameca White, County Clerk, via email at twhite@fayettecountyga.gov or 140 Stonewall Avenue, West, Suite 100, Fayetteville, GA 30214 **no later than 5:00 p.m. on Friday, November 15, 2019.**

If you have any questions, please call (770) 305-5103. **NOTE: Information provided on this form is subject to disclosure as a public record under Georgia Open Records Law.**

NAME Mary S Parrott

ADDRESS 245 Brayden Dr
Tyrone, GA 30290

TELEPHONE (cell) [REDACTED] (home) —

(email address) [REDACTED]

Mary S Parrott
Signature

11/12/19
Date



APPLICATION FOR APPOINTMENT
Fayette County Board of Tax Assessors

1. How long have you been a resident of Fayette County? *30 years*

2. Why are you interested in serving on the Fayette County Board of Tax Assessors? *Ensure all homeowners and businesses are treated fairly and consistently based on actual data of property in Fayette County.*

(*) 3. What qualifications and experience do you possess for appointment to the Board of Tax Assessors? *As the CFO for Fayette County, I have working knowledge of the tax digest process. I also completed the ACCG/UBA course in Property Appraisal and taxation.*

4. List your recent employment experiences to include name of company and position.
Fayette County BOC Chief Financial Officer - 17 years
Delta Airlines Finance Manager - 22 years

5. Do you have any past experience relating to the Board of Tax Assessors? If so, please describe.

In my position of CFO, have worked directly with Joel, Chief Tax Assessor and Kristie, Tax Commissioner.

6. Are you currently serving on a commission/board/authority or in an elected capacity with any government? *No*

7. Have you attended any Board of Tax Assessors meetings in the past two years and, if so, how many? *No*

8. Are you willing to attend seminars or continuing education classes at county expense? *Yes*

9. What is your vision of the county's future related to the duties of the Board of Tax Assessors?

Continue to have a strong tax digest in support of services provided to the citizens while maintaining equity across the County's property owners.

10. Would there be any possible conflict of interest between your employment or your family and you serving on the Board of Tax Assessors? *No*

11. Are you in any way related to a County Elected Official or County employee? If so, please describe.

No

(*) *Retiring from Fayette County BOC, eff Dec 2, 2019*



APPLICATION FOR APPOINTMENT
Fayette County Board of Tax Assessors

12. Describe your current community involvement.

Active participant with the Fayette County Historical Society.

13. Have you been provided a copy of the county's Ethics Ordinance?

yes

14. Is there any reason you would not be able to comply with the Ethics Ordinance?

no

COUNTY AGENDA REQUEST

Page 990 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Consideration of Environmental Management and Building Safety's recommendation to transfer the currently unfilled Environmental Management Department Environmental Technician (Grade 15) position to Building Safety as a Building Inspector I (Grade 16).

Background/History/Details:

Environmental Management and Building Safety strive to provide the citizens of Fayette County with cost efficient and streamlined process for residential home inspections. With recent staff changes in the Environmental Management Department an opportunity arose to better service the citizens of the county.

Please see the attached memo for details concerning this request.

What action are you seeking from the Board of Commissioners?

Approval of Environmental Management and Building Safety's recommendation to transfer the currently unfilled Environmental Management Department Environmental Technician (Grade 15) position to Building Safety as a Building Inspector I (Grade 16).

If this item requires funding, please describe:

Funding for this position transfer of \$45,676 is available within the FY2020 Environmental Management Department personnel budget.

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

This position will be a grade 816 within the Department of Building Safety. In the FY2021 budget, an additional \$2,053 will need to be budgeted as the incremental increase between an 815/1 and an 816/1. The FY2021 budget may also need to include funding for medical, dental, and vision insurance since the vacated position did not elect to carry insurance.

To: Board of Commissioners

From: Bryan Keller, CFM Environmental Management, Director

Date: November 13, 2019

Subject: Position Transfer – Environmental Management to Building Safety

The Environmental Management Department (EMD) and the Department of Building Safety (DBS) strive to provide the Citizens of Fayette County with cost efficient and streamlined process for residential home inspections. With recent staff changes in the Environmental Management Department an opportunity arose to better service the citizens of the county.

Currently all residential erosion and sediment control inspections are conducted by the Environmental Management Department. These sites must be inspected when a complaint is received and at least 3 times during the construction process per the County's National Pollution Discharge and Elimination System (NPDES) Permit and Metropolitan North Georgia Water Planning District requirements. The sites must also be inspected per our agreement with the Georgia Environmental Protection Division to maintain our Local Issuing Authority status. As of 11/13/2019 there were 123 residential site Environmental Management Inspects.

By transferring this position, it is EMD and DBS intent to spread the residential erosion and sediment control inspections to all building inspectors. This will eliminate the need for multiple inspectors from multiple departments at the county to conduct inspection of residential sites and results in fewer erosion and sedimentation violation since building inspectors are on site more frequently than EMD. These inspections take minimal time if an inspector is already on site.

During the transition period from EMD to DBS, I will certify the building inspectors to conduct erosion sediment control inspections.

There will be an initial cost of \$22,160.00 to purchase a new vehicle for the transferred position. EMD will provide a computer and tablet with the transfer at no additional cost.

While the transferred position is one grade higher than the currently unfilled Environmental Technician position, going from a 15 to a 16, we believe the savings in efficiency and additional inspection provided to the county overtime out weight this minimal cost.

COUNTY AGENDA REQUEST

Page 992 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Consideration of staff's recommendation to fund \$22,160.00 from the Vehicle Replacement Fund to purchase a new F150 for the newly transferred Building Inspector I.

Background/History/Details:

In order to conduct the duties and responsibilities of a Building Inspector I, Building Safety is requesting \$22,160.00 from the Vehicle Replacement Fund to purchase a new vehicle.

What action are you seeking from the Board of Commissioners?

Approval to fund \$22,160.00 from the Vehicle Replacement Fund to purchase a new F150 for the newly transferred Building Inspector I.

If this item requires funding, please describe:

The funding (\$22,160.00) for this vehicle is available in the Vehicle Equipment Replacement Fund 610.
This truck will be purchased under the Georgia State Contract.

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

ALLAN VIGIL FORD-LINCOLN GOVERNMENT SALES

2020 Ford F150 (1/2 ton)
Regular Cab, 6 Cyl, 4x2, SWB

Base Price \$19,640.00

SWC #99999-SPD-ES40199373-002

Equipment included in

Base price

3.3L V6 Flex Fuel engine
 6 Speed Automatic Transmission
 Factory Installed A/C
 AM-FM Radio
 Solar Tinted Glass
 Power Steering/ABS Brakes
 Rear view back up camera
 Vinyl 40/20/40 Bench Seat
 Rubber Floor Covering
 Full Size Spare/ Step bumper
 Autolamp headlights
 Short Bed (6.5 ft)
 6500 GVWR
 P245/70R17 Tires
 Rain sensing wipers

Exterior Colors Interior Color

Medium

Gray

D1 Stone Gray

X

PQ Race Red

X

N1 Blue Jeans

X

E7 Velocity Blue

X

JS Iconic Silver

X

UM Agate Black

X

J7 Magnetic

X

YZ Oxford White

X

E2 Magma Red (**XLT**

X

Only)

School Bus Yellow is available at
 \$720.00 per vehicle

FOB Allan Vigil Ford

Delivery- see chart, \$75 minimum

ALLAN VIGIL FORD GOV'T SALES

6790 Mt. Zion Blvd

Morrow, GA 30260

770-968-0680 Phone

800-821-5151 Toll Free

678-364-3910 Fax

* 5.0L V8 or 3.5L Ecoboost
 engine required

** Not available with regular
 cab short wheel base

*** Requires 85A (Power W-L-M)

NOTE: Auto Start/Stop is standard on all F150 engines

Options	Price		Code
5.0L V8 Flex Fuel engine	1,836.00		995
3.5L V6 EcoBoost engine**	2,388.00		99G
2.7L V6 Ecoboost	916.00		99P
Long Bed (8 ft)	285.00		145
Extended range fuel tank**	410.00		655
Super Cab (6.5 ft. bed)	2,525.00		X1C
Super Cab (8 ft. bed) *	3,690.00		X1CLong
4x4 Option (All models)	2,645.00		F1E
Skid Plates	155.00		413
Crew Cab SWB (5.5 ft bed)	4,920.00		W1Cs
Crew Cab LWB* (6.5 ft bed)	5,850.00		W1CI
Limited Slip Axle	525.00		XL9
Tilt / Cruise	215.00		50S
Running boards (black)	262.00	<u>262</u>	18B
Daytime Running Lights	42.00		942
Power Windows/Locks/Mirrors	1,088.00	<u>1088</u>	85A
Power Seat- requires 85A	345.00		91P
Class IV Hitch (w/o tow pkg)	100.00		53B
Trailer Tow Pkg	555.00		53A
Trailer Tow Pkg (w/101A pkg)	916.00		53A
Tow Mirrors w/ spotlights***	495.00		54Y/59S
XL w/ Power W-L-M, SYNC, AM/FM, & Cruise control.	2,075.00		101A
SYNC(Bluetooth)& Cruise con.	795.00	<u>795</u>	52P/50S
40-20-40 Cloth Split Bench	N/C		CG
Cloth Buckets w/console	275.00		WG
Electric Brake Controller	265.00		67T
Fog Lights	135.00		595
Carpet w/ Mats	140.00		168
XL SSV Package	49.00		66S
XLT Package	4,763.00		300A
Navigation pkg (XLT Only)	755.00		50N
Rear window defroster	305.00		57Q/924
Aluminum Wheels & Bumpers	740.00		86A
Box Side Steps	305.00		63S
Tailgate Step	355.00		63T
Reverse Sensing- requires	255.00		76R

53A or 53B

Spray-in Bedliner 375.00 375 ATK

Options total

Other vendor added equipment

Delivery

Total

\$22,160.00

Contact person

Agency

Phone Number

Fax number

July, 19

COUNTY AGENDA REQUEST

Page 994 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Consideration of staff's recommendation to award Bid No. 1598-B Chlorine Dioxide Generation System to the low bidder, Lakeshore Engineering in the amount of \$934,080.00, and Task Order FC-20-05 under Contract No. 1221-P Water System Engineer of Record for construction management in the amount of \$184,173.00

Background/History/Details:

The Chlorine Dioxide Generation System construction project will upgrade the current system at South Fayette Water Treatment Plant. Chlorine Dioxide is used to disinfect water during the treatment process. The current obsolete system uses chlorine gas to feed directly to the water being treated and can allow for generation of excess levels of unwanted disinfection by-products as well as operator safety concerns. This new system will use a solution of sodium chlorate, hydrogen peroxide and sulfuric acid to produce the chlorine dioxide. No chlorine gas is used or produced in this process, significantly reducing by-product and operator safety concerns.

Construction management professional services includes bid-phase services, pre-construction coordination, administration of the construction contract, office engineering and part-time inspection services. This construction project was previously presented to the Water Committee and approved by the Board of Commissioners in the FY 2019 budget.

What action are you seeking from the Board of Commissioners?

Approval to award Bid No. 1598-B Chlorine Dioxide System to the low bidder, Lakeshore Engineering in the amount of \$934,080.00, and Task Order FC-20-05 under Contract No. 1221-P Water System Engineer of Record for construction management in the amount of \$184,173.

If this item requires funding, please describe:

Funding is available in the Water System funds 507-117612-8PUCD and 507-117616-8PUCD. The total project funding available is \$1,570,664.43.

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

*** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.**

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval


Administrator's Approval


Staff Notes:



Purchasing Department
 140 Stonewall Avenue West, Ste 204
 Fayetteville, GA 30214
 Phone: 770-305-5420
www.fayettecountyga.gov

To: Steve Rapson

Through: Ted L. Burgess 

From: Natasha M. Duggan 

Date: December 12, 2019

Subject: Contract #1598-B: South Fayette WTP Chlorine Dioxide Generation System

The Purchasing Department issued Invitation to Bid #1598-B to secure a firm to construct and install a new chlorine dioxide generation system at the South Fayette Water Treatment Plant. Notice of the opportunity was emailed to 89 companies. Another 412 were contacted through the web-based Georgia Procurement Registry, who had registered under commodity codes #89008 (Chlorination Equipment, Including Parts and Accessories), 89015 (Complete Water Treatment Systems, Chemical), and 91360 (Construction, Water System, Plants, Main and Service Line). The offer was also advertised through the Fayette County website, Fayette News, Channel 23 and Georgia Local Government Access Marketplace.

Four (4) Companies submitted quotes. (Attachment 1)

The Water Systems recommends awarding to the lowest apparent responder, Lakeshore Engineering, LLC. A contractor evaluation is attached. (Attachment 2)

Specifics of the proposed contract are as follows:

Contract Name	#1598-B: Chlorine Dioxide Generation System		
Contractor	Lakeshore Engineering, LLC		
Not to Exceed Amount	\$934,080.00		
Budget:			
Fund	507	Water System	
Project	8PUCD	Chlorine Dioxide Generation System	
	<u>Bond Funded</u>	<u>Water CIP</u>	
	<u>Projects</u>	<u>Projects</u>	<u>Total</u>
Org Code	507	507	
Object	117612	117616	
Available	\$265,475.31	\$1,305,110.63	\$1,570,585.94

Bid Tally Sheet
ITB # 1598-B: Chlorine Dioxide Generation System
3pm 10/4/19

Company Name		Bid Amount
Lakeshore Engineering LLC		\$934,080.00
Reynolds Construction		\$1,111,600.00
SOL Construction LLC		\$1,095,000.00
Reeves & Young LLC		\$1,034,987.00

FAYETTE COUNTY, GEORGIA CONTRACTOR PERFORMANCE EVALUATION

Page 1

1. Use this form to record contractor performance for any contract of \$50,000 or above.
2. The person who serves as project manager or account manager is the designated party to complete the evaluation.
3. This form is to be completed and forwarded to the Purchasing Department not later than 30 days after completion or expiration of a contract. Past performance is considered on future contracts.

VENDOR INFORMATION	COMPLETE ALL APPLICABLE INFORMATION
Company Name: Lakeshore Engineering, LLC	Contract Number: 960-B
Mailing Address: 1259 Ellsworth Drive	Contract Description or Title: Crosstown Water Treatment Plant Improvements
City, St, Zip Code: Atlanta, GA 30318	Contract Term (Dates) From: 8/3/2015 To: Completion
Phone Number: 404-355-3976	Task Order Number: NA
Cell Number: 404-906-9930	Other Reference: NA
E-Mail Address: glong@lakeshoreengineering.com	

DEFINITIONS

OUTSTANDING – Vendor considerably exceeded minimum contractual requirements or performance expectations of the products/services; The vendor demonstrated the highest level of quality workmanship/professionalism in execution of contract.

EXCELLENT (Exc) - Vendor exceeded minimum contractual requirements or performance expectations of the products/services.


SATISFACTORY (Sat) - Vendor met minimum contractual requirements or performance expectations of the products/services.

UNSATISFACTORY (UnSat) - Vendor did not meet the minimum contractual requirements or performance expectations of the products and/or services; Performed below minimum requirements

EVALUATIONS (Place "X" in appropriate box for each criterion.)

Criteria (includes change orders / amendments)	Out-standing	Exc	Sat	Un-Sat	Not Apply
1. Work or other deliverables performed on schedule		X			
2. Condition of delivered products		X			
3. Quality of work	X				
4. Adherence to specifications or scope of work			X		
5. Timely, appropriate, & satisfactory problem or complaint resolution		X			
6. Timeliness and accuracy of invoicing			X		
7. Working relationship / interfacing with county staff and citizens	X				
8. Service Call (On-Call) response time					X
9. Adherence to contract budget and schedule			X		
10. Other (specify):					
11. Overall evaluation of contractor performance		X			

EVALUATED BY

Signature: 	Date of Evaluation: 10-18-19
Print Name: Russell Ray	Department/Division: Water System
Title: Facilities & Projects Manager	Telephone No: 770-714-4159

[illegible][illegible]



CH2M ATL
10 10th Street
Suite 1400
Atlanta, GA 30309

Ms. Vanessa Tigert
Fayette County Water Director
245 McDonough Road
Fayetteville, Georgia 30215

November 6, 2019

Subject: Task Order FC-20-05 – South Fayette WTP Chlorine Dioxide - Service During Construction (SDC)
– Version #2

Ms. Tigert:

Attached is Revised Task Order FC-20-05 – South Fayette WTP Chlorine Dioxide - Service During Construction (SDC). This task order will assist Fayette County Water System (FCWS) with bid phase services, pre-construction coordination, administration of the construction contract, office engineering and part time inspection services for the South Fayette WTP Chlorine Dioxide generation system construction.

Please review this task order and let me know if you have any questions or comments. Upon your review and approval, please sign and return the Task Order.

Please feel free to contact me with any questions.

Regards,
CH2M

A handwritten signature in blue ink that reads 'Jason Bodwell'. The signature is fluid and cursive, with the first name 'Jason' and last name 'Bodwell' clearly distinguishable.

Jason Bodwell
Client Service Manager

cc: Brad Lanning, Manager of Projects
Chris Cranmer, Project Manager

Background

The purpose of this Task Order is for CH2M to provide administration of the construction contract for the construction of the South Fayette WTP Chlorine Dioxide generation system. CH2M will serve as FCWS's representative to the Contractor. CH2M's services will include bid phase services, pre-construction coordination, administration of the construction contract, office engineering and part time inspection services and coordination of technical, schedule, and cost issues with the Contractor on behalf of FCWS.

Scope of Services

Task 1 - Bid Phase Services

CH2M will assist Fayette County during the bid phase by providing the following services:

- Provide bid documents to the County in pdf format. Fayette County Procurement will manage the distribution of the bid document package to prospective bidders.
- Assist the County in preparing the bid advertisement
- CH2M will make phone calls to potential bidders prior to the release of the bid documents to make potential bidders aware of the project.
- Assist Fayette County Procurement with preparing responses to bidders' questions
- Assist Fayette County Procurement with preparing addenda, if required
- Attend pre-bid meeting
- Attend the bid opening
- Assist in the preparation of a bid tabulation and review the bids
- Provide a recommendation of award to the Water System and Commission

Deliverables:

- Provide input to Fayette County Procurement on bid advertisement
- Provide responses to questions from contractors preparing bids
- Provide addenda, if required, to be distributed by Fayette County Procurement
- Bid tabulation
- Recommendation of award letter
- Twelve sets of conformed contract documents to be provided. We assume five copies to the County, three copies for CH2M and four copies to the Contractor

Task 2 – Pre-Construction Coordination

CH2M will provide pre-construction services prior to construction of the new system.

Pre-Construction Conference: CH2M shall coordinate one (1) pre-construction conference to review project communication, coordination, and other procedures and discuss the Contractor's general work plan.

Document Management System and Procedures: CH2M will establish a system and procedures for managing, tracking and storing relevant documents between the Contractor, CH2M, and FCWS that will be turned over to FCWS at the completion of construction.

Deliverables:

CH2M will provide the following deliverables:

- Agenda for the pre-construction conference
- Meeting notes from pre-construction conference

Task 3 – Administration of Construction Contract

Tasks performed by CH2M during construction are described below.

Project Site Meetings:

CH2M will conduct up to eighteen (18) bi-weekly meetings with the Contractor and FCWS to discuss the Contractor's progress.

Correspondence and Communications:

CH2M will coordinate written communications among the Contractor, CH2M and FCWS during the construction of the project. CH2M will prepare written communications on an as-needed basis to the Contractor and provide recommendations to FCWS for written communications between FCWS and Contractor.

Contractor's Schedule:

CH2M will receive and review the Contractor's construction schedule on a monthly basis for up to nine (9) months and verify that it is consistent with the requirements of the construction contract. CH2M will advise the Contractor of discrepancies, if any.

Payment Requests:

CH2M will receive and review up to nine (9) monthly requests for payment from the Contractor, on a monthly basis. CH2M will verify that the amount requested reflects the progress of the Contractor's work and provide recommendations to FCWS as to the acceptability of the requests. CH2M shall also advise FCWS monthly as to the status of the total amounts requested, paid, and remaining to be paid under the terms of the contract for construction.

Change Orders:

CH2M will receive and review the Contractor's response to up to two (2) requests for change and will obtain further information as is necessary to evaluate the basis for the Contractor's proposal. CH2M will assist FCWS with negotiations of the proposal and, upon approval by FCWS, prepare final change order documents for execution by FCWS and Contractor.

CH2M will review information submitted by the Contractor regarding the effect of proposed or issued Change Orders upon the construction schedule, duration and completion date. CH2M will advise FCWS as to the potential impact of proposed or issued Change Orders and assist FCWS in discussions with the Contractor concerning the proposed or issued Change Orders.

Claims and Disputes:

CH2M will receive, log, and notify FCWS of written documentation including letters and notices from the Contractor concerning claims or disputes between the Contractor and FCWS pertaining to the acceptability of the work or the interpretation of the requirements of the contract for construction. The review of such letters and notices and discussions of them with the Contractor, as necessary, to understand each such claim or dispute is not part of this scope of services.

Substantial and Final Completion:

CH2M will assist FCWS with on-site review of the construction at substantial and final completion in accordance with the contract for construction. CH2M will prepare up to two (2) separate punch lists of items requiring completion or correction. CH2M shall make recommendations to FCWS regarding acceptance of the work based upon the results of the final on-site review.

Contract Close Out:

CH2M will assist FCWS with issuing documents for final completion and acceptance of the work to close out the contract. CH2M will advise FCWS on final payment, release of retention, and release of insurance and bonds. CH2M will receive the Contractor's submittals of required warranties, guarantees, lien releases and other similar documents as required by the contract for construction. CH2M will advise FCWS as to the acceptability and compliance of these documents with the contract for construction.

Deliverables:

CH2M will provide the following deliverables:

- Bi-weekly Meeting Notes
- Necessary official communication of the project

Task 4 – Office Engineering

Submittal Schedule:

CH2M will obtain from the Contractor a proposed shop drawing and submittal schedule which shall identify all shop drawings, samples and submittals required by the contract for construction, along with the anticipated dates for submission.

Review of Shop Drawings, Samples and Submittals:

CH2M will provide technical reviews of the Contractor's shop drawings, samples, and other submittals and maintain logs. It is estimated that CH2M will review up to twenty-five (25) submittals and ten (10) resubmittals. Submittal review time will be split between the appropriate discipline leads as needed. If additional submittals not listed in the Construction Contract or resubmitted more than two times, they will be deemed to be Additional Services as defined in the Additional Services section of this Scope of Services.

Requests for Information (RFI's):

Engineer has anticipated fifteen (15) to be submitted and or resubmitted by the Contractor. If additional RFIs are submitted or resubmitted, they will be deemed to be Additional Services as defined in the Additional Services section of this Scope of Services.

Proposed Substitutions:

The Contractor shall reimburse FCWS for the reasonable charges of CH2M for evaluating each such proposed substitute. The Contractor shall also reimburse FCWS for the reasonable charges of CH2M for making changes in the Contract Documents resulting from the acceptance of each proposed substitute.

Contractor Clarifications and Interpretations:

CH2M will review and provide written responses to the Contractor's request for interpretation or clarification of the contract documents as is reasonable and in a timely fashion. CH2M will log and track the Contractor's requests. Review time will be split among various discipline leads.

Production of As-Builts:

CH2M will provide project documents and records for final archiving. Project as-builts will be provided in red lined document mark-ups in Adobe PDF format.

Deliverables:

CH2M will provide the following deliverables:

- Construction documentation, including a full record of RFIs and responses, change orders as well as a full set of reviewed and approved submittals. Consolidated archives will be delivered at the end of the project.
- Construction documentation, "as-builts." Consolidated archives will be delivered at the end of the project red lined document mark-ups in Adobe PDF format.

Task 5 – Part Time Inspection Services

Field Personnel:

CH2M will mobilize and provide the services of a resident project representative (RPR) on site for up to nine (9) months, one and one half (1-1/2) days per week during the construction period to provide site coordination, assistance with construction contract administration and to monitor the performance of the Contractor. Field office space will be provided by the County. The resident project representative is assumed for twelve (12) hours per week throughout the 9 months of construction. It is assumed that a Fayette County staff engineer will cover site inspection services the other 3.5 days per week.

Review of Work:

CH2M will conduct on-site observations of the Contractor's work for the purposes of determining if the work generally conforms to the requirements of the contract for construction and that the integrity of the design concept as reflected in the construction documents has been implemented and preserved by the Contractor.

Deficient and Non-Conforming Work:

Should CH2M discover or believe that any work by the Contractor is not in accordance with the contract or is otherwise defective or does not conform to the requirements of the contract or applicable rules and regulations, CH2M shall bring this to the attention of the Contractor and FCWS either verbally or in writing. CH2M shall thereupon monitor the Contractor's corrective actions and shall advise FCWS as to the acceptability of the corrective actions.

Subsurface and Physical Conditions:

Whenever the Contractor notifies CH2M or FCWS of subsurface or physical conditions at the site which differ from that represented in the construction contract, CH2M will advise FCWS first verbally and then in writing and observe the conditions at the site. CH2M will advise FCWS as to the recommended action(s) and will assist FCWS in responding to the Contractor.

The Engineer will conduct periodic check of the Contractor's annotated record documents for timely incorporation of construction information in accordance with the Construction Contract Documents.

Deliverables:

CH2M will provide the following deliverables:

- Daily diary reports documenting the work observed and completed during each site visit.
- Progress photographs of work in progress and completed work.

Assumptions

The following assumptions are included in development of this task order:

- The County shall be responsible for fulfilling its legal requirements regarding advertising (i.e., placing the advertisement in the locations required by its purchasing policy).
- CH2M will prepare and issue addenda as appropriate to interpret, clarify, or expand the bidding documents.
- CH2M will assist the County in evaluating the bids as to responsiveness and providing a recommendation of award.
- Document Management: CH2M will prepare conformed contract documents (specifications and drawings) by incorporating the information of the successful bidder into the documents and by incorporating information from addenda issued during the contract bidding phase. CH2M will print and transmit copies of the contract documents to the County and the contractor for use during construction.
- CH2M shall be appointed as Owner's agent for the limited purpose of performing any bid or procurement services under the contract and shall have no liability associated with the services procured by CH2M on Owner's behalf. Such services shall be performed under Owner's direction and in accordance to such forms, terms and conditions, or modifications or revisions to same as Owner may in its sole discretion at any time instruct CH2M to use. All services shall be carried out in accordance with the procedures mutually agreed upon by Owner and CH2M.
- It is assumed the construction contract duration will be 9 months.
- CH2M will not be responsible for the means, methods, techniques, sequences, or procedures of the Contractor, nor will CH2M be responsible for the Contractor's failure to perform in accordance with the Contract Documents.
- When CH2M is called upon to observe the work of Owner's Construction Contractor(s) for the detection of defects or deficiencies in such work, CH2M will not bear any responsibility or liability for such defects or deficiencies or for the failure to so detect.
- Recommendations by CH2M to FCWS for payment will be based upon CH2M's knowledge, information and belief from its observations of the work on site and selected sampling that the work has progressed to the point indicated. Such recommendations do not represent that continuous or detailed examinations have been made by CH2M to ascertain that the Contractor has completed the work in exact accordance with the contract for construction; that CH2M has made an examination to ascertain how or for what purpose the Contractor has used the moneys paid; that title to any of the work, materials or equipment has passed to FCWS free and clear of liens, claims, security interests, or encumbrances.

- CH2M's review of the Contractor's schedule and comments shall not be considered as a guarantee or confirmation that the Contractor will complete the work in accordance with the contract for construction.
- CH2M's review of shop drawings, samples and submittals shall be for general conformance with the design concept and general compliance with the requirements of the contract for construction. Such review shall not relieve the Contractor from its responsibility for performance in accordance with the contract for construction, nor is such review a guarantee that the work covered by the shop drawings, samples and submittals is free of errors, inconsistencies or omissions.
- CH2M's observation of the work is not an exhaustive observation or inspection of all work performed by the Contractor. CH2M does not guarantee the performance of the Contractor. CH2M's observations shall not relieve the Contractor from responsibility for performing the work in accordance with the contract for construction, and CH2M shall not assume liability in any respect for the construction of the project. CH2M shall, with the assistance of FCWS, obtain written plans from the Contractor for quality control of its work, and will monitor the Contractor's compliance with its plan.
- CH2M is not responsible for health or safety precautions of construction workers. CH2M is not responsible for the Contractor's compliance with the health and safety requirements in the contract for construction, or with federal, state, and local occupational safety and health laws and regulations.
- CH2M will coordinate its health, safety and environmental program with the responsibilities for health, safety and environmental compliance specified in the contract for construction. CH2M will coordinate with responsible parties to correct conditions that do not meet applicable federal, state and local occupational safety and health laws and regulations, when such conditions expose CH2M staff, or staff of CH2M's subcontractors, to unsafe conditions.
- CH2M will provide start-up services for one (1) eight-hour day each for start-up of the Chlorine Dioxide System and SCADA modifications.

Proposed Staffing

The level of effort summarized in the following table reflects CH2M's proposed team for this project.

Labor Category	Hours
Chris Cranmer, Project Manager	316
Jason Bodwell, Client Service Lead	24
Ed Minchew, Engineer of Record	122
Fabio Molina, Resident Project Representative	502
Michael Yang, Mechanical Engineer	64
Kirsten Horton, Electrical Engineer	15
Chip Bates, I&C Engineer	40
David Everson, Structural Engineer	15
Derek Ratzlaff, Civil Engineer	32

Tim Dodge, Architect	15
Donna Henley, Document Controls Specialist	40
Alan Cyrier, Health & Safety	6
Marlin Hales, CADD Specialist	34
Jill Kaylor, Specification Specialist	4
Karolina Walendzik, Project Accountant	20
Total Budgeted Hours	1,249

Compensation

Compensation for the work in this task order will be based upon a time and materials basis, not to exceed the overall total amount shown in Table 2 below. Compensation is based upon the previously agreed upon rates associated with CH2M's Engineer of Record contract with Fayette County and the following summary by task.

Task	Hours	Labor	Expenses	Total
Task 1 - Bid Phase Services	74	\$11,252		\$11,252
Task 2 - Pre-Construction Coordination	22	\$3,294		\$3,294
Task 3 – Administration of Construction Contract	152	\$25,584		\$25,584
Task 4 - Office Engineering	569	\$86,499		\$86,499
Task 5 – Part Time Inspection Services	432	\$53,544		\$53,544
Expenses	-	\$4,000	\$4,000	\$4,000
Total	1,249	\$180,173	\$4,000	\$184,173

Schedule

The anticipated schedule of Services During Construction (SDC) is 9 months.

**Purchasing Department**

140 Stonewall Avenue West, Ste 204
 Fayetteville, GA 30214
 Phone: 770-305-5420
www.fayettecountyga.gov

To: Steve Rapson

Through: Ted L. Burgess *TB*

From: Natasha M. Duggan *ND*

Date: December 12, 2019

Subject: Contract #1221-P: Water System Engineer of Record
 Task Order FC-20-05 South Fayette WTP Chlorine Dioxide – Service During Construction (SDC)

CH2M currently serves as the Water System Engineer of Record. This task order will authorize CH2M to provide administration of the construction contract for the construction of the South Fayette WTP Chlorine Dioxide generation system. CH2M's services will include bid phase services, pre-construction coordination, administration of the construction contract, office engineering and part time inspection services and coordination of technical, schedule and cost issues with the Contractor on behalf of FCWS.

Specifics of the proposed task order are as follows:

Contract Name	#1221-P: Water System Engineer of Record		
Contractor	CH2M		
Task Order	FC-20-05 South Fayette WTP Chlorine Dioxide - SDC		
Not to Exceed Amount	\$184,173.00		
Budget:			
Fund	507	Water System	
Project	8PUCD	Chlorine Dioxide Generation System	
	<u>Bond Funded</u>	<u>Water CIP</u>	
	<u>Projects</u>	<u>Projects</u>	<u>Total</u>
Org Code	507	507	
Object	117612	117616	
Available	\$265,475.31	\$1,305,110.63	\$1,570,585.94

FAYETTE COUNTY, GEORGIA CONTRACTOR PERFORMANCE EVALUATION

Page 1

1. Use this form to record contractor performance for any contract of \$50,000 or above.
2. The person who serves as project manager or account manager is the designated party to complete the evaluation.
3. This form is to be completed and forwarded to the Purchasing Department not later than 30 days after completion or expiration of a contract. Past performance is considered on future contracts.

VENDOR INFORMATION	COMPLETE ALL APPLICABLE INFORMATION
Company Name: <u>Jacobs Eng</u>	Contract Number: <u>1221-P</u>
Mailing Address: <u>4600 Peachtree Dunwoody</u>	Contract Description or Title: <u>Engineer of Record</u>
City, St, Zip Code: <u>Atlanta, GA 30328</u>	Contract Term (Dates) From: <u>7/1/17</u> To: <u>present</u>
Phone Number:	Task Order Number:
Cell Number:	Other Reference:
E-Mail Address:	

DEFINITIONS

OUTSTANDING - Vendor considerably exceeded minimum contractual requirements or performance expectations of the products/services; The vendor demonstrated the highest level of quality workmanship/professionalism in execution of contract.

EXCELLENT (Exc) - Vendor exceeded minimum contractual requirements or performance expectations of the products/services.

SATISFACTORY (Sat) - Vendor met minimum contractual requirements or performance expectations of the products/services.

UNSATISFACTORY (UnSat) - Vendor did not meet the minimum contractual requirements or performance expectations of the products and/or services; Performed below minimum requirements

EVALUATIONS (Place "X" in appropriate box for each criterion.)

Criteria (includes change orders / amendments)	Out-standing	Exc	Sat	Un-Sat	Not Apply
1. Work or other deliverables performed on schedule		✓			
2. Condition of delivered products		✓			
3. Quality of work		✓			
4. Adherence to specifications or scope of work		✓			
5. Timely, appropriate, & satisfactory problem or complaint resolution		✓			
6. Timeliness and accuracy of invoicing			✓		
7. Working relationship / interfacing with county staff and citizens	✓				
8. Service Call (On-Call) response time	NA				
9. Adherence to contract budget and schedule		✓			
10. Other (specify):					
11. Overall evaluation of contractor performance		✓			

EVALUATED BY

Signature: <u>Vanessa Tigert</u>	Date of Evaluation: <u>9-20-19</u>
Print Name: <u>Vanessa Tigert</u>	Department/Division: <u>Water System</u>
Title: <u>Director</u>	Telephone No: <u>770 320 6016</u>

CONTRACTOR PERFORMANCE EVALUATION

Explanation of Outstanding or Unsatisfactory Ratings

Page 2

Company Name:

Contract Number:

EXPLANATIONS / COMMENTS

1. Do not submit page 2 without page 1.
2. Use this page to explain evaluations of *Outstanding* or *Unsatisfactory*.
3. Be specific (include paragraph and page numbers referenced in the applicable contract, etc.). Continue on separate sheet if needed (show company name and contract number or other reference)

Purchasing Department Comments (e.g. did the vendor honor all offers; submit insurance, bonds & other documents in a timely manner; and provide additional information as requested?):

COUNTY AGENDA REQUEST

Page 1010 of 1044

Department: Pubilc Works / 2004 SPLOST

Presenter(s): Phil Mallon, Director

Meeting Date: Thursday, December 12, 2019

Type of Request: New Business #18

Wording for the Agenda:

Consideration of staff's recommendation to award Contract 1751-B, Veterans Parkway at SR 92 - Signalization to Southeastern Site Development, Inc. for the amount of \$658,038.97 (2004 SPLOST R-5F).

Background/History/Details:

This intersection was approved by the Board of Commissioners (BOC) for conversion to a traffic signal. Construction plans and specifications for signalization of the intersection were advertised for bids by the Fayette County Purchasing Department under ITB 1751-B. Six bids were received and Southeastern Site Development, Inc. is the low bid.

Southeastern's references checked out well and they have done good work for Fayette County in the past.

What action are you seeking from the Board of Commissioners?

Approval to award Contract 1751-B, Veterans Parkway at SR92 - Signalization to Southeastern Site Development, Inc. for the amount of \$658,038.97 (2004 SPLOST R-5F).

If this item requires funding, please describe:

Funding is available from the 2004 SPLOST (R-5F).

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval


Staff Notes:


This is an approved 2004 SPLOST project that has an available project budget of \$678,887.24.
Staff has already expedited \$15,200 towards the stain poles delivery/timeline.



Purchasing Department
 140 Stonewall Avenue West, Ste 204
 Fayetteville, GA 30214
 Phone: 770-305-5420
www.fayettecountyga.gov

To: Steve Rapson

Through: Ted L. Burgess 

From: Natasha M. Duggan 

Date: December 12, 2019

Subject: Contract #1751-B: Veterans Parkway at SR92 - Signalization

On July 26, 2018 Fayette County opened the connection of Veterans Parkway to State Route 92, creating the fourth leg of an intersection opposite Westbridge Road. In August 2018 Task Order #13 was issued to the county's Transportation Engineer of Record, Croy Engineering, LLC to conduct a traffic engineering study at the intersection. In January 2019 Croy was issued Task Order #19 to perform a GaDOT-required Intersection Control Evaluation (ICE) to identify an optimal geometric and control solution for the intersection, and to prepare traffic signal plans and construction turn lane plans.

The Purchasing Department issued Invitation to Bid #1751-B to secure a contractor to install traffic signals and construct turn lanes at the intersection. Notice of the opportunity was emailed to 39 companies. Another 702 were contacted through the web-based Georgia Procurement Registry, who had registered under commodity code #91350 (Construction, Streets, Major and Residential, Including Reconstruction), 91327 (Construction, Highway and Road), and 96882 (Traffic Signal Installation). The offer was also advertised through Fayette News, Georgia Local Government Access Marketplace, the Fayette County Website and Channel 23. Six companies submitted quotes. A tally sheet is attached. (Attachment 1).

Public Works recommends awarding to the low bidder, Southeastern Site Dev., Inc. A contractor evaluation is attached (Attachment 2). Public Works also provided positive references from three outside sources.

Specifics of the proposed contract are as follows:

Contract Name	#1751-B: Veterans Parkway at SR92 - Signalization	
Contractor	Southeastern Site Dev., Inc.	
Not-to-Exceed Amount	\$658,038.97	
Budget:		
Fund	321	2004 SPLOST Road County-Wide
Org Code	32140220	SPLOST Roads County-Wide
Object	541210	Other Improvements
Project	R-5F	West Fayette Bypass, Phase 2
Available	\$694,087.24	As of 12/2/2019

ATTACHMENT 1

Invitation to Bid #1751-B
Veterans Parkway and SR92 - Signalization

<u>Company</u>	<u>Bid Amount</u>
JHC Corporation	\$831,618.77
McCoy Grading, Inc.	801,742.34
McLeRoy, Inc.	765,516.00
Baldwin Paving Company, Inc.	746,948.57
Piedmont Paving, Inc.	699,923.99
Southeastern Site Development, Inc.	658,038.97

Note: Bid amount in red font indicates a calculation error was corrected.

FAYETTE COUNTY, GEORGIA CONTRACTOR PERFORMANCE EVALUATION

Page 1

1. Use this form to record contractor performance for any contract of \$50,000 or above.
2. The person who serves as project manager or account manager is the designated party to complete the evaluation.
3. This form is to be completed and forwarded to the Purchasing Department not later than 30 days after completion or expiration of a contract. Past performance is considered on future contracts.

VENDOR INFORMATION	COMPLETE ALL APPLICABLE INFORMATION
Company Name: Southeastern Site Development, Inc.	Contract Number: 1297-B
Mailing Address: 14 East Gordon Road	Contract Description or Title: Westbridge Veterans Pkwy Construction Improvements
City, St, Zip Code: Newnan, GA 30263	Contract Term (Dates) From: 6/7/2017 To: Completion
Phone Number: 678-423-7770	Task Order Number: NA
Cell Number: 404-503-7842	Other Reference: NA
E-Mail Address: jpeters@sesiteco.com	

DEFINITIONS

OUTSTANDING – Vendor considerably exceeded minimum contractual requirements or performance expectations of the products/services; The vendor demonstrated the highest level of quality workmanship/professionalism in execution of contract.

EXCELLENT (Exc) - Vendor exceeded minimum contractual requirements or performance expectations of the products/services.

SATISFACTORY (Sat) - Vendor met minimum contractual requirements or performance expectations of the products/services.

UNSATISFACTORY (UnSat) - Vendor did not meet the minimum contractual requirements or performance expectations of the products and/or services; Performed below minimum requirements

EVALUATIONS (Place "X" in appropriate box for each criterion.)

Criteria (includes change orders / amendments)	Out-standing	Exc	Sat	Un-Sat	Not Apply
1. Work or other deliverables performed on schedule			X		
2. Condition of delivered products			X		
3. Quality of work			X		
4. Adherence to specifications or scope of work			X		
5. Timely, appropriate, & satisfactory problem or complaint resolution		X			
6. Timeliness and accuracy of invoicing		X			
7. Working relationship / interfacing with county staff and citizens		X			
8. Service Call (On-Call) response time					X
9. Adherence to contract budget and schedule			X		
10. Other (specify):					X
11. Overall evaluation of contractor performance					

EVALUATED BY

Signature: <u>P. Mallon</u>	Date of Evaluation: <u>11/27/19</u>
Print Name: <u>Phil Mallon</u>	Department/Division: <u>PUBLIC WORKS</u>
Title: <u>Director of Public Works</u>	Telephone No: <u>770-313-9855</u>

CONTRACTOR PERFORMANCE EVALUATION

Explanation of Outstanding or Unsatisfactory Ratings

Page 2

Company Name:

Southeastern Site Development

Contract Number:

1297-B

EXPLANATIONS / COMMENTS

1. Do not submit page 2 without page 1.
2. Use this page to explain evaluations of *Outstanding* or *Unsatisfactory*.
3. Be specific (include paragraph and page numbers referenced in the applicable contract, etc.). Continue on separate sheet if needed (show company name and contract number or other reference)

Southeastern was responsive in dealing with calls from County staff and citizens. They were cooperative in working out minor design issues without negative impact to schedule or budget. Invoices were accurate.

Purchasing Department Comments (e.g. did the vendor honor all offers; submit insurance, bonds & other documents in a timely manner; and provide additional information as requested?):

COUNTY AGENDA REQUEST

Page 1015 of 1044

Department: Legal

Presenter(s): County Attorney Dennis Davenport

Meeting Date: Thursday, December 12, 2019

Type of Request: New Business #19

Wording for the Agenda:

Consideration of the County Attorney's recommendation to deny a disposition of tax refund, as requested by David Jerard, for tax years 2009-2016.

Background/History/Details:

When a taxpayer feels that an error has occurred with respect to taxes paid to Fayette County on Real Estate and Personal Property tax bills, they have the right to request a Refund under O.C.G.A. 48-5-380. This request is given to the Tax Assessors' Office in order to be reviewed in detail by the County Attorney. Appropriate recommendation(s) are then forwarded to the Board of Commissioner's for their final approval of said requests.

A memo from the County Attorney is provided as backup with an explanation to deny.

What action are you seeking from the Board of Commissioners?

Deny a disposition of tax refund, as requested by David Jerard, for tax years 2009-2016.

If this item requires funding, please describe:

The funding required will be for those refund requests where the overpayment of taxes (voluntarily or involuntarily) was a direct result of property that had previously been erroneously assessed and taxes have already been collected from the taxpayer(s).

Has this request been considered within the past two years? No

If so, when?

Is Audio-Visual Equipment Required for this Request?* No

Backup Provided with Request? Yes

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance Not Applicable

Reviewed by Legal Yes

Approved by Purchasing Not Applicable

County Clerk's Approval Yes

Administrator's Approval

Staff Notes:

LAW OFFICES
McNALLY, FOX, GRANT & DAVENPORT

A PROFESSIONAL CORPORATION

100 HABERSHAM DRIVE

FAYETTEVILLE, GEORGIA 30214-1381

WILLIAM R. McNALLY
 PATRICK J. FOX
 PHILIP P. GRANT
 DENNIS A. DAVENPORT
 PATRICK A. STOUGH
 MEREDITH F. McCLURE
 E. ALLISON IVEY COX

TELEPHONE: (770) 461-2223

FACSIMILE: (770) 719-4832
 (770) 461-5863

MEMORANDUM

To: Fayette County Board of Commissioners

From: McNally, Fox, Grant & Davenport, P.C.

E. Allison Ivey Cox

Date: December 5, 2019

Re: Tax Refund Request – Jerard

Mr. David Jerard acquired his residence at 103 Boxwood Court in Peachtree City on May 21, 2008. In 2017 he appealed the assessed value of his residence. The resulting research by the assessors led to the removal of finished basement square footage from his property record card for tax year 2017 and forward. Mr. Jerard is requesting a refund of taxes assessed upon the finished basement for tax years prior to 2017.

103 Boxwood Court was correctly recorded as a residence with a finished basement in the records of the assessors. However, on March 14, 2018, during a 2017 tax appeal, Mr. Jerard presented evidence of significant water damage to the finished basement. The damage to the basement was so complete that it triggered a full removal of “finished basement” square footage from the property record card for 103 Boxwood Court. The damage caused the assessors to conclude that the basement area no longer qualified as “finished” for valuation purposes. The appeal was ended, and the property record card was updated. The billing for tax year 2017 was adjusted accordingly.

A denial of refund is recommended for all tax years prior to 2016 based on the three-year statute of limitations.

A denial of refund for tax year 2016 is recommended based upon failure to establish an error or illegality in the record of assessment. Although an error has been shown, it is one of the taxpayer’s failure to timely report. It is the taxpayer’s duty to file a return of value by January 1 of each tax year. Should a return not be filed, the assessors are authorized by law to assess property in reliance upon the previous year’s value. The assessment of 103 Boxwood Court was made based upon the previous year’s value, in accordance with law. No error exists in the assessment record.

Year	Amount	Recommendation	Reason
2009-2015	\$0	Deny	Statute of Limitations
2016	\$0	Deny	Taxpayer Failure to Report

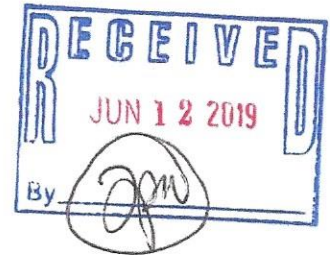
TOTAL RECOMMENDED REFUND \$0

David Terard

\$ ~~6~~

103 Boxwood ~~road~~ CT.

PTC



I requested a refund for Base ment
error. Please check records.
If I am eligible I would like credit.

David Terard



December 3, 2019

David Jerard
103 Boxwood Ct
Peachtree City, GA 30269

RE: Tax Refund Request

Dear Sir:

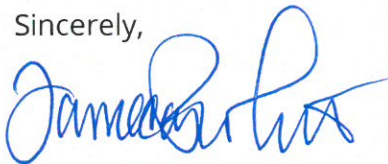
This letter is to notify you that your request for tax refund has been slated to appear on the Thursday, December 12, 2019 Agenda of the regularly scheduled meeting of the Fayette County Board of Commissioners, at 2:00 P.M.

That meeting will take place in the Public Meeting Room of the Board of Commissioners located at 140 Stonewall Avenue West, Fayetteville 30214.

Your request will be discussed and a decision to grant or deny your request will be made at that meeting.

Should you desire to be heard on the matter, please be present and prepared to address the commissioners at the appropriate time.

Sincerely,



Tameca P. White, MBA, CMC
County Clerk

Cc: Joel Benton, Chief Tax Assessor
Kristie King, Tax Commissioner
Ali Cox, Assistant County Attorney

COUNTY AGENDA REQUEST

Page 1019 of 1044

Department: Legal

Presenter(s): County Attorney Dennis Davenport

Meeting Date: Thursday, December 12, 2019

Type of Request: New Business #20

Wording for the Agenda:

Consideration of the County Attorney's recommendation to approve a disposition of tax refund, as requested by Kevin and Cynthia Haggins, for tax year 2018 in the amount of \$352.37.

Background/History/Details:

When a taxpayer feels that an error has occurred with respect to taxes paid to Fayette County on Real Estate and Personal Property tax bills, they have the right to request a Refund under O.C.G.A. 48-5-380. This request is given to the Tax Assessors' Office in order to be reviewed in detail by the County Attorney. Appropriate recommendation(s) are then forwarded to the Board of Commissioner's for their final approval of said requests.

A memo from the County Attorney is provided as backup with an explanation to approve tax year 2018 in the amount of \$352.37.

What action are you seeking from the Board of Commissioners?

Approval of a disposition of tax refund, as requested by Kevin and Cynthia Haggins, for tax year 2018 in the amount of \$352.37.

If this item requires funding, please describe:

The funding required will be for those refund requests where the overpayment of taxes (voluntarily or involuntarily) was a direct result of property that had previously been erroneously assessed and taxes have already been collected from the taxpayer(s).

Has this request been considered within the past two years? No

If so, when?

Is Audio-Visual Equipment Required for this Request?* No

Backup Provided with Request? Yes

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance Not Applicable

Reviewed by Legal Yes

Approved by Purchasing Not Applicable

County Clerk's Approval Yes

Administrator's Approval

Staff Notes:

LAW OFFICES
McNALLY, FOX, GRANT & DAVENPORT

A PROFESSIONAL CORPORATION

100 HABERSHAM DRIVE

FAYETTEVILLE, GEORGIA 30214-1381

WILLIAM R. McNALLY
 PATRICK J. FOX
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 PATRICK A. STOUGH
 MEREDITH F. McCLURE
 E. ALLISON IVEY COX

TELEPHONE: (770) 461-2223

FACSIMILE: (770) 719-4832
 (770) 461-5863

MEMORANDUM

To: Fayette County Board of Commissioners

From: McNally, Fox, Grant & Davenport, P.C. *E. Allison Ivey Cox*

Date: December 5, 2019

Re: Tax Refund Request – Haggins

Kevin and Cynthia Haggins are requesting a refund of property taxes paid on their residence at 210 Broadwater Drive in Fayetteville for tax years 2017 and 2018. The Haggins family acquired this property on April 29, 2016. At that time, the property record card for the property included a basement. Mr. Haggins claims that the residence does not include a basement.

Construction of the residence at 210 Broadwater Drive was completed in 2016. At that time the assessors created a property record card for the property that included a basement. In tax year 2019, the Haggins noticed a basement was listed on the property record card. They reported the issue to the assessors. A site visit to the property confirmed that no basement existed at this residence. The property record card was updated to reflect this information for 2019 and all tax years thereafter.

Although the basement was present on the property record card for 2017, it was not a factor in establishing the fair market value used for the assessment of taxes for 2017. Instead, the assessors relied upon the 2016 sales price of the property to establish fair market value, a methodology authorized under law. No error was made in assessing the 2017 property taxes. Therefore, a denial of the refund requested for tax year 2017 will be recommended.

However, a refund will be recommended for 2018. In that year, the facts found on the property record card were used to calculate the fair market value of the property upon which the assessment was based. The card included a basement that was not present on this property. The inclusion of the basement was an error in the record of the 2018 assessment.

Year	Amount	Recommendation	Reason
2017	\$ 0	Deny	No error in the assessment record.
2018	\$ 352.37	Approve	Error assessment record

TOTAL RECOMMENDED REFUND \$352.37

TO: BOARD of ASSESSORS (June 19, 2019)

From: Kevin & Cynthia HAYMONS
ACCT # [REDACTED]



Re: TAX Assessment for
2017 AND 2018.

I respectfully Request TAX
Assessment Adjustment ^(refund) for
the TAX years 2017 AND 2018 TO
REFLECT ACCURATE Resident
Improvement Information. AS
Basement, "Nowe" And Style:
"Conventional." In ADDITION
A TAX Refund is Requested which
may result from the Assessment
Correction.

Sincerely,
Kevin Haymons
[Signature]





ADMINISTRATION
140 Stonewall Avenue West, Ste. 100
Fayetteville, Georgia 30214
770-305-5400
www.fayettecountyga.gov

December 3, 2019

Kevin and Cynthia Haggins
210 Broadwater Dr.
Fayetteville, GA 30214

RE: Tax Refund Request

Dear Sir and Madam:

This letter is to notify you that your request for tax refund has been slated to appear on the Thursday, December 12, 2019 Agenda of the regularly scheduled meeting of the Fayette County Board of Commissioners, at 2:00 P.M.

That meeting will take place in the Public Meeting Room of the Board of Commissioners located at 140 Stonewall Avenue West, Fayetteville 30214.

Your request will be discussed and a decision to grant or deny your request will be made at that meeting.

Should you desire to be heard on the matter, please be present and prepared to address the commissioners at the appropriate time.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tameca P. White", is written over a light blue circular stamp.

Tameca P. White, MBA, CMC
County Clerk

Cc: Joel Benton, Chief Tax Assessor
Kristie King, Tax Commissioner
Ali Cox, Assistant County Attorney

COUNTY AGENDA REQUEST

Page 1023 of 1044

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Consideration of the County Attorney's recommendation to approve a disposition of tax refund, as requested by Mathias H. and Suzanne M. Thernes, for tax years 2016, 2017 and 2018 for an aggregate amount of \$1,052.05.

Background/History/Details:

When a taxpayer feels that an error has occurred with respect to taxes paid to Fayette County on Real Estate and Personal Property tax bills, they have the right to request a Refund under O.C.G.A. 48-5-380. This request is given to the Tax Assessors' Office in order to be reviewed in detail by the County Attorney. Appropriate recommendation(s) are then forwarded to the Board of Commissioner's for their final approval of said requests.

A memo from the County Attorney is provided as backup with an explanation to approve tax years 2016, 2017 and 2018 in the aggregate amount of \$1,052.05.

What action are you seeking from the Board of Commissioners?

Approval of a disposition of tax refund, as requested by Mathias H. and Suzanne M. Thernes, for tax years 2016, 2017 and 2018 for an aggregate amount of \$1,052.05.

If this item requires funding, please describe:

The funding required will be for those refund requests where the overpayment of taxes (voluntarily or involuntarily) was a direct result of property that had previously been erroneously assessed and taxes have already been collected from the taxpayer(s).

Has this request been considered within the past two years?

If so, when?

Is Audio-Visual Equipment Required for this Request?*

Backup Provided with Request?

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance

Reviewed by Legal

Approved by Purchasing

County Clerk's Approval

Administrator's Approval

Staff Notes:

LAW OFFICES
McNALLY, FOX, GRANT & DAVENPORT

A PROFESSIONAL CORPORATION

100 HABERSHAM DRIVE

FAYETTEVILLE, GEORGIA 30214-1381

WILLIAM R. McNALLY
 PATRICK J. FOX
 PHILIP P. GRANT
 DENNIS A. DAVENPORT
 PATRICK A. STOUGH
 MEREDITH F. MCCLURE
 E. ALLISON IVEY COX

TELEPHONE: (770) 461-2223

FACSIMILE: (770) 719-4832
 (770) 461-5863

MEMORANDUM

To: Fayette County Board of Commissioners

From: McNally, Fox, Grant & Davenport, P.C. *Ali Gof*

Date: November 13, 2019

Re: Tax Refund Request – Thernes

Mr. Mathias H. and Ms. Suzanne M. Thernes purchased their residence at 314 Weldon Way in Peachtree City on December 13, 1989. At that time the house was recorded as a 2,794 square foot residence. In preparing to sale the home in the summer of 2019, the residence was measured for appraisal and found to be 2,287 square feet. The Thernes, based upon the 507 square foot discrepancy and as trustees for the living trust in which the home is titled, request a partial refund of taxes paid on the residence since their 1989 acquisition.

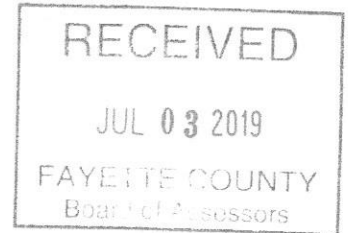
The assessors have remeasured this home to confirm its size. Those measurements support the 2,287 total square feet found by the Thernes', appraiser. The reduction of square footage will reduce the home's value for assessment for each of the tax years at issue.

The provisions of the refund statute were designed to enable correction of an error or illegality existing in the record of property tax assessment that is discovered after the payment of taxes. In this case, an error exists in the property record card. This home is recorded on the property record as 507 square feet larger than the home's actual size. As a foundational record used for assessment of residential property, an error in the property record card will justify a refund of the taxes assessed based upon that property record card.

The Thernes did not become aware of the error until 2019, 30 years post acquisition of property. However, the provisions of the refund statute provide a taxpayer with a limited three-year window within which refunds can be attained to redress errors in the property record card. The provisions of the refund statute are to be interpreted in strict compliance with the language set forth by the state legislature. As such, a denial of refund is recommended for tax year 2015 and all years previous thereto. These years are time barred by a statute of limitations. Tax year of 1989 is time barred and the property did not belong to the Thernes on the date of assessment for that year, January 1, 1989. As they were not the party responsible for property the tax payment in 1989, they are not entitled to refund.

Year	Amount	Recommendation	Reason
1989		Deny	Time Barred/Non-Ownership
1990-2015		Deny	Time Barred
2016	\$ 352.97	Approve	
2017	\$ 376.71	Approve	
2018	\$ 322.37	Approve	

TOTAL REFUND RECOMMENDED: \$1,052.05



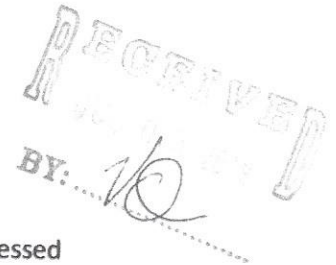
Denise West

June 29, 2019

140 Stonewall St

Suite 108

Fayetteville, Georgia 30215



The original square footage of our home at 314 Welton Way, Peachtree City, was assessed
In 1989 by Fayette County assessors at 2794 square feet. When our property
Was re-assessed in 2019 by Fayette County assessors it was found to be only 2287 square feet.

This means for 30 years we have been overpaying Fayette County for 500 square feet of home that
we do not have.

We request that we be reimbursed the 30 year overage.

Suzanne Marie Thernes Mathias Henry Thernes

Suzanne Marie Thernes

Mathias Henry Thernes

Trustees of the property at

314 Welton Way

Peachtree City, Ga. 30269



ADMINISTRATION
140 Stonewall Avenue West, Ste. 100
Fayetteville, Georgia 30214
770-305-5400
www.fayettecountyga.gov

December 3, 2019

Mathias and Suzanne Thernes
314 Weldon Way
Peachtree City, GA 30269

RE: Tax Refund Request

Dear Sir and Madam:

This letter is to notify you that your request for tax refund has been slated to appear on the Thursday, December 12, 2019 Agenda of the regularly scheduled meeting of the Fayette County Board of Commissioners, at 2:00 P.M.

That meeting will take place in the Public Meeting Room of the Board of Commissioners located at 140 Stonewall Avenue West, Fayetteville 30214.

Your request will be discussed and a decision to grant or deny your request will be made at that meeting.

Should you desire to be heard on the matter, please be present and prepared to address the commissioners at the appropriate time.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tameca P. White', is written over a horizontal line.

Tameca P. White, MBA, CMC
County Clerk

Cc: Joel Benton, Chief Tax Assessor
Kristie King, Tax Commissioner
Ali Cox, Assistant County Attorney

COUNTY AGENDA REQUEST

Page 1027 of 1044

Department: Legal

Presenter(s): County Attorney Dennis Davenport

Meeting Date: Thursday, December 12, 2019

Type of Request: New Business #22

Wording for the Agenda:

Consideration of the County Attorney's recommendation to approve a disposition of tax refund, as requested by Waymon Ahart, for tax year 2018 in the amount of \$1,350.32.

Background/History/Details:

When a taxpayer feels that an error has occurred with respect to taxes paid to Fayette County on Real Estate and Personal Property tax bills, they have the right to request a Refund under O.C.G.A. 48-5-380. This request is given to the Tax Assessors' Office in order to be reviewed in detail by the County Attorney. Appropriate recommendation(s) are then forwarded to the Board of Commissioner's for their final approval of said requests.

A memo from the County Attorney is provided as backup with an explanation to approve tax year 2018 in the amount of \$1,350.32.

What action are you seeking from the Board of Commissioners?

Approval of a disposition of tax refund, as requested by Waymon Ahart, for tax year 2018 in the amount of \$1,350.32.

If this item requires funding, please describe:

The funding required will be for those refund requests where the overpayment of taxes (voluntarily or involuntarily) was a direct result of property that had previously been erroneously assessed and taxes have already been collected from the taxpayer(s).

Has this request been considered within the past two years? No

If so, when?

Is Audio-Visual Equipment Required for this Request?* No

Backup Provided with Request? Yes

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance Not Applicable

Reviewed by Legal Yes

Approved by Purchasing Not Applicable

County Clerk's Approval Yes

Administrator's Approval

Staff Notes:

LAW OFFICES
McNALLY, FOX, GRANT & DAVENPORT

A PROFESSIONAL CORPORATION

100 HABERSHAM DRIVE

FAYETTEVILLE, GEORGIA 30214-1381

WILLIAM R. McNALLY
 PATRICK J. FOX
 PHILIP P. GRANT
 DENNIS A. DAVENPORT
 PATRICK A. STOUGH
 MEREDITH F. McCLURE
 E. ALLISON IVEY COX

TELEPHONE: (770) 461-2223

FACSIMILE: (770) 719-4832
 (770) 461-5863

MEMORANDUM

To: Fayette County Board of Commissioners

From: McNally, Fox, Grant & Davenport, P.C.

Date: November 13, 2019

Re: Tax Refund Request – Ahart

The assessors' office is requesting a partial refund of 2018 taxes on behalf of Mr. Waymon Ahart. Upon discovery of a misapplication of Mr. Ahart's L3 homestead, this request was initiated.

A qualified applicant for L3 homestead exemption is entitled to a fifty percent school tax exemption. Mr. Ahart applied for an L3 homestead exemption on August 23, 2017. At that time, he was found to qualify for the exemption. He was over age 65 and fell within a qualifying income bracket. However, his application for homestead misidentified his tax parcel number. As such, the exemption was not applied to his 2018 tax bill.

Mr. Ahart was found to be eligible for the L3 exemption in 2017 but, an error in the record caused the failure of application. The refund provisions operate to return taxes that have been assessed and collected either in error or illegally. The failure to apply this L3 exemption was caused by an error in the record of the taxing jurisdiction. The absence of the exemption led to a substantial increase in tax liability for 2018. The error has been corrected for the 2019 and all future tax years. Approval of the requested refund is recommended to amend this error.

TAX YEAR	AMOUNT	RECOMMENDATION
2018	\$1,350.32	APPROVAL

TOTAL RECOMMENDED REFUND = \$1,350.32



Tax Assessor

140 Stonewall Avenue West, Ste 108
Fayetteville, GA 30214
Phone: 770-305-5402
www.fayettecountyga.gov

TO: Fayette County Board of Commissioner's

FROM: Fayette County Board of Assessor's

DATE: September 26, 2019

SUBJ: Homestead Refund

An L3 homestead was applied for by Waymon E Ahart on August 23, 2017 and should have been applied to his 2018 tax bill. It was discovered that this homestead was put on another parcel and a refund for this error is being requested.

The 2018 application is attached. Please let us know if you need any additional information.

ADMINISTRATION

140 Stonewall Avenue West, Ste. 100
Fayetteville, Georgia 30214
770-305-5400
www.fayettecountyga.gov

December 3, 2019

Waymon Ahart
538 Adams Rd
Fayetteville, GA 30214

RE: Tax Refund Request

Dear Sir:

This letter is to notify you that your request for tax refund has been slated to appear on the Thursday, December 12, 2019 Agenda of the regularly scheduled meeting of the Fayette County Board of Commissioners, at 2:00 P.M.

That meeting will take place in the Public Meeting Room of the Board of Commissioners located at 140 Stonewall Avenue West, Fayetteville 30214.

Your request will be discussed and a decision to grant or deny your request will be made at that meeting.

Should you desire to be heard on the matter, please be present and prepared to address the commissioners at the appropriate time.

Sincerely,



Tameca P. White, MBA, CMC
County Clerk


Cc: Joel Benton, Chief Tax Assessor
Kristie King, Tax Commissioner
Ali Cox, Assistant County Attorney


Administrator's Report: A

**Purchasing Department**

140 Stonewall Avenue West, Ste 204
 Fayetteville, GA 30214
 Phone: 770-305-5420
 www.fayettecountyga.gov

To: Steve Rapson

Through: Ted L. Burgess 

From: Natasha M. Duggan 

Date: October 18, 2019

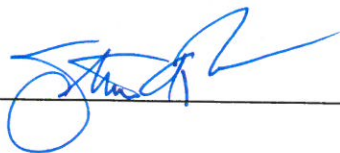
Subject: Contract #1504-P: Public Works Engineer of Record – Task Order 4
 120 Shoal Creek Road Culvert Replacement
 Change Order 1

The current Engineer of Record for Public Works, Pond & Company, issued Task Order #4 to provide the design, survey, environmental permitting, utility coordination, and construction assistance to replace the existing deteriorated 96-inch triple corrugated metal pipe culvert at 120 Shoal Creek Road. The culvert is located where the road crosses Shoal Creek, which is a perennial stream, and lies within a designated studied FEMA ZONE-A (FIRM 13113C0155E) and/or future-conditions flood zone if modeled. Change Order #1 is required due to additional efforts required in updating the hydrologic and hydraulic reports along with recomputing scour (localized erosion of soil).

Specifics of the Task Order are as follows:

Contract Name	#1504-P: Public Works Engineer of Record
Task Order	#4 120 Shoal Creek Road Culvert Replacement
Contractor	Pond & Company
Initial Task Order Amount	\$41,000.00
Change Order 1	<u>\$10,640.00</u>
Revised Task Order Amount	\$51,640.00
Budget:	
Fund	322
Org Code	32240320 (2017 SPLOST Stormwater)
Object	541210 (Other Improvements)
Project	19SBN (120 Shoal Creek Road)
Available	\$345,428.37

Approved by: _____



Date: _____

10/28/19


Pond & Company

Architects
Engineers
Planners

3500 Parkway Lane
Suite 600
Norcross, GA 30092

P 678.336.7740
F 678.336.7744
www.pondco.com

October 8, 2019

Ms. Courtney Hassenzahl
SPLOST Project Manager
Fayette County Environmental Management
140 Stonewall Avenue – West
Suite No. 203
Fayetteville, Georgia 30214
Phone: 770.305.5229
chassenzahl@fayettecountyga.gov

**Re: On-Call Task Orders 4 – Additional Services Request
County Project Numbers 19SBN
POND Contract 1504-P
Fayette County, Georgia**

Dear Ms. Hassenzahl,

Additional effort was required on our part to evaluate your request regarding passing the 100-year storm event through the selected proposed hydraulic structures for Task Orders 2 through 6 based on our conference call with the County on June 17, 2019 and reconfirming this request on our field meeting with the County on July 18, 2019.

The County was concerned to provide clear access to residences that have limited one-way access to their neighborhoods for a higher-level flooding event – the 100-year storm frequency. In the past, some neighborhoods have been inundated by flooding with limited or have been cut-off to access their homes.

Pond is respectfully asking the county for compensation only to cover this additional cost request. We had the additional effort in updating the hydrologic and hydraulic (H&H) reports along with recomputing scour. **The total amount requested is \$10,640.** This does not include the effort to update the H&H for Darren Drive regarding the slab top bridge discussed from the field meeting.

A detailed breakdown of hours by specific tasks is attached for reference. If approved, this supplemental agreement would reference the original contract. If you have any questions or need any additional material or information, please do not hesitate to contact me at 678.459.2565 or haltermanf@pondco.com.

Sincerely,
Pond & Company

Fred Halterman, PE
Project Manager

Cc: Andrew Swift, PE

**Change Order Request For Additional H&H Effort
100-yr Floodplain Storm Evaluation (Out of Scope)**

Change Order Request For Additional H&H Effort 100-yr Floodplain Storm Evaluation (Out of Scope)						
POND 2019 Costs for On-Call Services						
	Project Manager	Senior Engineer	Jr Level Engineer	CAD/Drafting	Total Hours	
POND COST	\$139.00	\$125.00	\$96.00	\$77.00		
ODC						
Flight	Unit	Rate	Unit			Cost
Rental Car	Each	1000.00	0.00			\$0.00
Gas	Day	65.00	0.00			\$0.00
Food	Day	40.00	0.00			\$0.00
Lodging	Day	55.00	0.00			\$0.00
Per diem	Night	140.00	0.00			\$0.00
	Day	30.00	0.00			\$0.00
	Each	0.60	0.00			\$0.00
Misc Travel Task 1 (MARTA or Mileage)	24.00	16.00	36.00	24.00		100.00
Task Order 4 - 120 Shoal Creek Road - CPN 195BN	0.00	0.00	0.00	0.00		0.00
Task 1 - Survey	8.00	8.00	20.00	0.00		36.00
Task 2 - H&H	8.00	8.00	16.00	24.00		56.00
Task 3 - Plans-Specs-Cost	0.00	0.00	0.00	0.00		0.00
Task 4 - Permitting	0.00	0.00	0.00	0.00		0.00
Task 5 - CA	0.00	0.00	0.00	0.00		0.00
QA/QC	8.00	0.00	0.00	0.00		8.00
	0.00	0.00	0.00	0.00		0.00
	0.00	0.00	0.00	0.00		0.00


	05	05	05	05	05
Direct Labor Costs					\$109,015
Direct Labor Costs (Multiplier)					\$400,000
Other Direct Costs					
Total Costs					\$109,015

Task Order	Task Order Name	ORG	OBJ	PROJ	Original TO Amount	Change Order 1	New TO Amount	Available Budget
2	223 Cedar Trail Road Culvert Replacement	32240320	541210	19SBJ	\$ 20,900.00	\$ 4,264.00	\$ 25,164.00	\$ 41,201.38
3	130 Darren Drive Culvert Replacement	32240320	541210	19SBJ	\$ 41,000.00	\$ 8,038.00	\$ 49,038.00	\$ 348,492.60
4	120 Shoal Creek Road Culvert Replacement	32240320	541210	19SBN	\$ 41,000.00	\$ 10,640.00	\$ 51,640.00	\$ 345,428.37
5	130 Matthew Way Culvert Replacement	32240320	541210	19SBL	\$ 33,100.00	\$ 6,482.00	\$ 39,582.00	\$ 294,899.18
6	110 Mark Lane Culvert Replacement	32240320	541210	19SBK	\$ 29,700.00	\$ 6,924.00	\$ 36,624.00	\$ 223,152.84



Purchasing Department
140 Stonewall Avenue West, Ste 204
Fayetteville, GA 30214
Phone: 770-305-5420
www.fayettecountyga.gov

To: Steve Rapson

From: Natasha M. Duggan 

Date: October 28, 2019

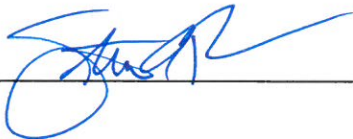
Subject: Contract 1683-S: 2004 SPLOST Engineer of Record
Task Order 1: East Fayetteville Bypass, New Alignment
Extended Northern Terminus of Project

Mallett Consulting serves as the Engineer of Record for 2004 SPLOST. The scope of work for this current project is defined in the 2014 Addendum and the original agreement for professional services to support multiple transportation projects funded by the 2005-2010 SPLOST referendum. This task order will authorize an extended northern terminus of project. The work includes additional survey, design, project management and environmental services.

Specifics of the proposed Task Order are as follows:

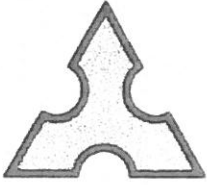
Contract Name	#1683-S: 2004 SPLOST Engineer of Record
Contractor	Mallett Consulting, Inc.
Task Order	1 – East Fayette Bypass, New Alignment, Extend Northern Terminus of Project
Not to Exceed Amount	\$53,739.50
Budget:	
Fund	321
Org Code	32140220
Object	541210
Project	R-8B
Available	\$11,294,395.29

Approved by: _____



Date: _____

10/28/19



Mallett Consulting, Inc.

ENGINEERING - SURVEYING - PROJECT MANAGEMENT

101 DEVANT STREET, SUITE 804
FAYETTEVILLE, GEORGIA 30214
770-719-3333
770-719-3377 (fax)

TASK ORDER

Date: Oct 16, 2019
Project: East Fayetteville Bypass, New Alignment
(SPLOST Project R-8b, EFB Road)

Task Order No: 1

Description: Extend Northern Terminus of Project
- Additional Surveying, Design, Project Management
& Environmental Services

Submitted to:

Fayette County, GA
140 Stonewall Ave. W
Fayetteville, GA 30214
Attn: Mr. Joseph Robison - Project Manager
Fayette County Public Works Department

Submitted by:

Mallett Consulting, Inc.
101 Devant Street - Suite 804
Fayetteville, GA 30214
Attn: Mr. David Jaeger, PE
President
770-719-3333
davidj@mallettci.com

TASK ORDER

Date: Oct 16, 2019
Project: East Fayetteville Bypass, New Alignment
 (SPLOST Project R-8b, EFB Road)
Task Order No: 1
Description: Extend Northern Terminus of Project
 - Additional Surveying, Design, Project Management
 & Environmental Services

A. Introduction

The Scope of Work for this current project is defined in the 2014 Addendum and the original Agreement for Professional Services to support multiple transportation projects funded by the 2005-2010 SPLOST referendum.

Per that Addendum for R-8b EFB Road, the northern terminus of the East Fayetteville Bypass - New Alignment (SPLOST Project R8-t2) was intended to be State Route 54 at the existing traffic signal at Corinth Road. Subsequent to approval of the contract addendum, the northern terminus of the project was moved farther north, tying into existing Corinth Road, approximately 1200' north of SR 54. This adjustment was at the direction of Georgia DOT, resulting from their need for a perpendicular intersection at SR 54 and to avoid impacts to the historically sensitive Jackson House, located along Corinth Road, just south of SR 54. The new intersection shifted approximately 400' west, resulting in a completely new roadway alignment from the former Links Golf Course to the new tie-in location on Corinth Road, north of SR 54 (total 2900 LF).

This modification in scope resulted in a longer project length and in a new intersection at SR 54.

B. Scope of Work required by this Task Order

Additional Survey, Design, Project Management and Environmental services are required to complete construction plans and obtain permitting along the extended project length and at the proposed location of the new intersection at SR 54. These services include additional field surveys, horizontal and vertical roadway alignment, new intersection design and signal plans, storm drainage, commercial driveway tie-ins, erosion control and coordination of utilities.

C. Lump Sum Cost for this Task Order

Engineering;	\$40,539.50
Surveying;	<u>\$13,200.00</u>
Total Task Order #1:	\$53,739.50



Mallett Consulting, Inc.
 ENGINEERING · SURVEYING · PROJECT MANAGEMENT

TASK ORDER

Contract Number: MA 1083-S

Task Order No.: 1

Contract Name: **Phase I Transportation Projects funded by SPLOST Revenues**
Project: East Fayetteville Bypass, New Alignment
(SPLOST Project R-8b, EFB Road)

Contractor: Mallett Consulting, Inc.

Task Order Description: Extend Northern Terminus of Project
- Additional, Survey, Design, Project Management
& Environmental Services

Fayette County's Task Order Manager:

Name: Phil Mallon, 770-320-6009
pmallon@fayettecountyga.gov

Task Order Not to Exceed Price:

Task Order No. 1: \$53,739.50

Contractor:

Signature: 

Print Name: DAVID JAEGER

Title: PRESIDENT

Date: 10-23-19

Fayette County, Georgia:

Signature: 

Print Name: Steve Rapson

Title: Contract Administrator


Date: 10/28/19

Administrator's Report: C



Purchasing Department
 140 Stonewall Avenue West, Ste 204
 Fayetteville, GA 30214
 Phone: 770-305-5420
 www.fayettecountyga.gov

To: Steve Rapson

From: Natasha M. Duggan 

Date: October 28, 2019

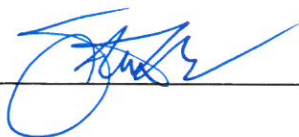
Subject: Contract 1683-S: 2004 SPLOST Engineer of Record
 Task Order 2: East Fayetteville Bypass, New Alignment
 Upgrade to Intersection Control at McDonough Road

Mallett Consulting serves as the Engineer of Record for 2004 SPLOST. The scope of work for this current project is defined in the 2014 Addendum and the original Agreement for Professional Services to support multiple transportation projects funded by the 2005-2010 SPLOST referendum. This task order will authorize an extended northern terminus of project. The work includes additional survey, design, project management and environmental services.

Specifics of the proposed Task Order are as follows:

Contract Name	#1683-S: 2004 SPLOST Engineer of Record
Contractor	Mallett Consulting, Inc.
Task Order	2 – East Fayette Bypass, New Alignment, Upgrade to Intersection Control at McDonough Road
Not to Exceed Amount	\$50,432.80
Budget:	
Fund	321
Org Code	32140220
Object	541210
Project	R-8B
Available	\$11,294,395.29

Approved by: _____



Date: _____

10/28/19

TASK ORDER

Contract Number: wa 1683-S
AD

Task Order No.: 2

Contract Name: **Phase I Transportation Projects funded by SPLOST Revenues**
Project: East Fayetteville Bypass, New Alignment
(SPLOST Project R-8b, EFB Road)

Contractor: Mallett Consulting, Inc.

Task Order Description: Upgrade to Intersection Control/Configuration at
McDonough Road
- Additional Design & Project Management
- Signal Warrant Analysis
- SUE survey (If necessary)

Fayette County's Task Order Manager:

Name: Phil Mallon, 770-320-6009
pmallon@fayettecountyga.gov

Task Order Not to Exceed Price:

Task Order No. 2: \$50,432.80

Contractor:

Signature: 

Print Name: DAVID JAEGER

Title: PRESIDENT

Date: 10-23-19

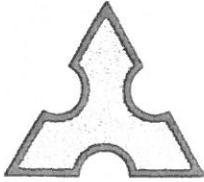
Fayette County, Georgia:

Signature: 

Print Name: Steve Rapson

Title: Contract Administrator

Date: 10/28/19



Mallett Consulting, Inc.

ENGINEERING - SURVEYING - PROJECT MANAGEMENT

101 DEVANT STREET, SUITE 804
FAYETTEVILLE, GEORGIA 30214
770-719-3333
770-719-3377 (fax)

TASK ORDER

Date: July 2, 2019
Project: East Fayetteville Bypass, New Alignment
(SPLOST Project R-8b, EFB Road)
Task Order No: 2
Description: Upgrade to Intersection Control/Configuration at McDonough Road
- Additional Design & Project Management
- Signal Warrant Analysis
- SUE survey (If necessary)

Submitted to:

Fayette County, GA
140 Stonewall Ave. W
Fayetteville, GA 30214
Attn: Mr. Joseph Robison - Project Manager
Fayette County Public Works Department

Submitted by:

Mallett Consulting, Inc.
101 Devant Street - Suite 804
Fayetteville, GA 30214
Attn: Mr. David Jaeger, PE
President
770-719-3333
davidj@mallettci.com

TASK ORDER

Date: July 2, 2019
Project: East Fayetteville Bypass, New Alignment
(SPLOST Project R-8b, EFB Road)
Task Order No: 2
Description: Upgrade to Intersection Control/Configuration at McDonough Road
- Additional Design & Project Management
- Signal Warrant Analysis
- SUE survey (If necessary)

A. Introduction

The Scope of Work for this current project is defined in the 2014 Addendum and the original Agreement for Professional Services to support multiple transportation projects funded by the 2005-2010 SPLOST referendum.

Since 1993, McDonough Road has been classified as a Temporary State Route, giving GDOT control of its Right of Way and Encroachment Permitting.

The original Scope of Work included an intersection concept for the East Fayetteville Bypass at McDonough Road consisting of a two-way stop sign controlled intersection, with free flowing traffic on McDonough Road. This assumption was based on an anticipated, future reconfiguration of the intersection as part of the GDOT McDonough Road Widening Project.

In 2018 GDOT postponed the McDonough Road project and GDOT also instituted new requirements for permitting, with an Intersection Control Evaluation Analysis (I.C.E.). The I.C.E. Analysis for this project was performed and submitted to GDOT. It determined a traffic signal or multi-lane roundabout will be required at this intersection. This document has been revised per GDOT review, including addition of a Signal Warrants Analysis. Anticipating the traffic signal being selected by GDOT as the most cost effective intersection control and in an effort to expedite GDOT approval, the Signal Warrants Analysis has been performed and submitted. With either proposed intersection control, the efforts required to design and permit the East Fayetteville Bypass/McDonough Road Intersection will significantly exceed the simple Two-Way Stop Control anticipated in the 2014 contract modification. This modification in scope results in a larger and more complex intersection.

(Please note, the I.C.E. Analysis was performed under the original contract scope and is not included in this Task Order. Design and management changes reflect efforts required for the intersection redesign only.)

B. Scope of Work required by this Task Order

Additional Design & Project Management services are required to complete construction plans and obtain GDOT permits at the proposed location of the new intersection at McDonough Road. These services include horizontal and vertical roadway alignment, new intersection analysis, design and signal plans (or roundabout plans), storm drainage, commercial driveway tie-ins, erosion control and a higher level of utility coordination. As part of this Task Order, Mallett Consulting will acquire encroachment and signal permits and approved utility plans, reflecting all necessary utility relocation for the upgraded intersection. The consultant will identify existing utilities, minimum SUE Level B (if needed) and obtain "no conflict" letters or relocation plans from utilities. Any conflicts with Fayette County Water System lines will be redesigned by Mallett Consulting, Inc. and noted on the plans to be relocated by the contractor.

C. Lump Sum Cost for this Task Order

Engineering:	\$38,662.80
Signal Warrants Analysis:	\$ 7,200.00
SUE survey (if necessary):	<u>\$ 4,570.00</u>
Total Task Order #2:	\$50,432.80



Mallett Consulting, Inc.
ENGINEERING • SURVEYING • PROJECT MANAGEMENT

**Purchasing Department**

140 Stonewall Avenue West, Ste 204
Fayetteville, GA 30214
Phone: 770-305-5420
www.fayettecountyga.gov

To: Steve Rapson
Through: Ted L. Burgess *not for TB*
From: Ted Crumbley *TC*
Date: October 28, 2019
Subject: #1728-A: Court Resurfacing

The Purchasing Department issued a request for quote for the above reference project. Notices of the opportunity to quote were emailed to three companies that are in the court resurfacing business. The quote request for posted on the Georgia Procurement Registry and one hundred sixty four companies were contacted.

The Purchasing Department received four quotes. The Recreation Department recommends award to the lowest responders as indicated on the pricing sheet. There are no contracts on file for these companies so references have been checked and found to be satisfactory. Both companies have agreed to the partial award.

Specifics of the proposed contract are as follows:

Contract Name	#1728-A: Court Resurfacing
Contract Amount:	
Signature Tennis Courts, Inc.	\$40,885.00
A Better Court, LLC	<u>19,025.00</u>
Total Amount	\$59,910.00

Budget:

Organization Code:	37560110 (Recreation CIP)
Object Code:	541210 (Other Improvements)
Project Code:	206AH (Court Resurfacing)
Available Budget:	\$ 60,000.00 as of 10/28/2019

Approval Signature

Date:

10/28/19