

BOARD OF COUNTY COMMISSIONERS

Lee Hearn, Chairman
Edward Gibbons, Vice Chairman
Eric K. Maxwell
Charles D. Rousseau
Charles W. Oddo



FAYETTE COUNTY, GEORGIA

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

140 Stonewall Avenue West
Public Meeting Room
Fayetteville, GA 30214



AGENDA

June 12, 2025
5:00 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 5:00 p.m.

OFFICIAL SESSION:

Call to Order
Invocation and Pledge of Allegiance by Vice Chairman Edward Gibbons
Acceptance of Agenda

PROCLAMATION/RECOGNITION:

PUBLIC HEARING:

1. First of two Public Hearings on Fayette County's proposed annual budget for Fiscal Year 2026 which begins on July 1, 2025 and ends June 30, 2026. (pages 3-89)

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:

2. Approval of Board of Assessors' recommendation to approve a disposition of tax refund, as requested by Kristin Smith, in the additional amount of \$1,239.99 for tax year 2024. (pages 90-91)
3. Approval to designate Fire and Emergency Services vehicles, Asset #26864 (Fleet # 13305) and Asset #24605 (Fleet #23239) as surplus and authorize the sale at auction of these units. (pages 92-94)
4. Approval to reallocate \$56,585.17 from SPLOST project 17TAC Paved Roads, Gravel Roads, and Bridges to SPLOST project, 21TAC Fayette County Resurfacing FY2022 (GDOT PI 0017812), to fund Task Order #3 for materials testing under EXP U.S. Services #2036-Q contract. (pages 95-101)
5. Approval of May 9, 2025 Board of Commissioners Retreat Minutes. (pages 102-120)

6. Approval of May 22, 2025 Board of Commissioners Special Called Budget Presentation Minutes. (pages 121-129)

7. Approval of May 22, 2025 Board of Commissioners Meeting Minutes. (pages 130-136)

OLD BUSINESS

NEW BUSINESS:

8. Request to approve the Board of Elections Selection Committee's recommendation to appoint Morris Kelly to the Board of Elections to fill an unexpired term ending January 31, 2026, and the subsequent term beginning February 1, 2026 and expiring January 31, 2029, per County Policy 100.19; Board Appointment. (pages 137-146)
9. Request to award FY 2026 Property & Casualty Insurance coverage, in the amount of \$898,766 to the Association of County Commissioners of Georgia (ACCG). (pages 147-164)
10. Request to approve Fayette County's Safe Streets and Roads for All (SS4A) Planning Study (25TAA). This project is a discretionary grant program with the Federal Highway Administration (FHWA). (pages 165-394)
11. Request to submit Fayette County's Safe Streets and Roads for All (SS4A) project implementation grant application to the Federal Highway Administration (FHWA) for a total project amount up to \$12,000,000, and approval for the Chairman to sign the accompanying resolution. (pages 395-398)
12. Request to approve Resolution 2025-05 for the acquisition of a 5.01-acre parcel located in Land District 5, Land Lot 129 of Fayette County (parcel number 04-24-002, 115 Waterfall Way) on the north side of State Highway 85 next to Whitewater Creek from Starr's Mill, LLC, in the amount of \$700,000. (pages 399-403)

ADMINISTRATOR'S REPORTS:

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:

First of two Public Hearings on Fayette County's proposed annual budget for Fiscal Year 2026 which begins on July 1, 2025 and ends June 30, 2026.

Background/History/Details:

On May 22, 2025, the Board of Commissioners held its first public hearing for the proposed Fiscal Year (FY) 2026 Budget. A copy of the presentation is provided as backup.

This will be the first of two public hearings on the proposed budget for FY2026, as presented. Details of the budget are available for public review in the Board of Commissioners' Office, the Fayette County Public Library, and Fayette County's website. Input from the public is welcome.

The second public hearing is scheduled for June 26, 2025. At the conclusion of the June 26 public hearing, staff will request the Board to vote on the adoption of the proposed Fiscal Year 2026 Budget.

What action are you seeking from the Board of Commissioners?

No action is required. At the end of the second public hearing on June 26, 2025, staff will request the Board to vote on the adoption of the proposed Fiscal Year 2026 Annual Budget.

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:

FAYETTE COUNTY, GEORGIA

FY2026 Budget Highlights

BOARD OF COMMISSIONERS
BUDGET PRESENTATION

MAY 22, 2025

Economic Outlook

- Building vacancy rates are in the double digits - Total Atlanta Metro Area 25.2%. Atlanta Sub-Markets: Northwest Atlanta 18.3%; Northeast Atlanta 14.4%; Downtown Atlanta 30.2%; Airport/South Atlanta, which includes Fayette County, is 11.8%.
- The annual inflation rate for the United States is currently 2.3% for the 12 months ending April 2025. This rate continues the decline from the 2024 rate of 2.9%. Inflation is forecast to rise above the current level of 2.3% to as much as 3.4% through 2025.
- The challenges of hiring new employees for vacant positions resulted in an increase in the unemployment rate in Fayette County from 3.8% in August 2023 to 4.0% in August 2024. As of March 2025, the unemployment rate has fallen to 3.6%.
- State-wide housing starts decreased by 9.6% between March 2024 and March 2025.
- Allowing remote work is one of the most common recommendations to curb employee retention challenges. In a survey of Government employees across state, local, and federal levels, 86.0% consider the ability to work remotely as important, in any future role. Since the inception of Fayette County's Hybrid Teleworking Program, the results have been positive and employee morale has increased.

Budget Principles

- Revenues are conservatively projected based on an objective, analytical process of detailed trending.
- One-time revenues are not used to fund current expenditures; thus, avoiding pursuing short-term benefits at the risk of creating future funding issues.
- Only current revenues are used to pay current expenditures so there is not a “built-in increase” for ongoing expenditures.
- There is a budgetary link between capital and operating budgets to identify and determine if ongoing expenses can be funded through the operating budget before the project is placed into service.

Planning Guidelines

- No Deficit Budgeting (no use of unassigned fund balance)
- Continued Commitment of Delivering Outstanding Customer Service:
 - County M&O Millage Rate Remains the Same at 3.763
 - Cumulative Taxpayer Savings of over \$101.5M since 2013
- The Rolling 5 Year Capital Improvement Program totals \$7,132,551 and is allocated within the General Fund Balance.
- Maintain Employee Benefits strengthening Medical Reserves
- Medical/Dental/Vision Health Insurance; Funding Stop Loss, Large Claims

Benefit Highlights

- Continue to offer two (2) Choices for Medical Plan Coverage:
 - Traditional Open Access Point of Service Plan (POS) serviced by the CIGNA LocalPlus Network with Health Reimbursement Arrangement (HRA)
 - County funds: \$2,000 Employee Only; \$4,000 Employee/Spouse or Child(ren); and \$4,000 Family, after the employee has paid the first \$3,000 in-network deductible
 - High-Deductible Health Plan (HDHP) with Health Savings Account (HSA) serviced by the CIGNA OAP Network
 - Increased the County HSA contribution by \$500 for each tier, per calendar year, for employees enrolled in the Cigna HDHP
 - County funds: \$1,500 Employee Only; \$1,750 Employee/Spouse or Child(ren); and \$2,000 Family

County funds Critical Illness and Accident claims coverage for HDHP (HSA)

Benefit Highlights

- Only one employee premium increase in past 11 years
 - FY2021 HSA Plan: Same plan design; employees were asked to pay per paycheck \$5 more for EE Only, \$10 more for the middle tiers, and \$15 more for Family tier
- POS and HDHP (HSA) plans' in-network individual & family calendar year deductibles:
 - POS:
 - Individual – No change; remains at \$5,000;
 - Family – No change; remains at \$10,000
 - HDHP (HSA):
 - Individual – No change; remains at \$3,000;
 - Individual within a family – Increased to \$3,300, per IRS regs;
 - Family – No change; remains at \$5,000

Benefit Highlights

- POS & HDHP (HSA) Out-of-Pocket Maximum:
 - \$5,000 individual/\$10,000 family
- Wellness Initiatives \$75 ppp – Preventive (physical)
- Spousal Surcharge \$150 ppp – Spouse (existing ins.)
- Dental Insurance covers:
 - Preventative 100% no deductible
 - Basic 80% after deductible
 - Major & Orthodontics 50% no deductible
- Vision benefit – Increased the benefit reimbursement to \$500

Benefit Highlights

- Enhanced Partnership with Piedmont Hospital and Cigna providing an on-site Health Coach, Amanda Rogers-Beckley BSN, RN, NC-BC for one-on-one and face-to-face coaching at designated Fayette County locations
- Continued Employee Wellness Program – CIGNA provides a \$75,000 Optional Services fund allocation for Human Resources funded Health Wellness Initiatives. County funding an additional \$80k to be used for Employee Appreciation, Health Mobile Screenings, and the Health Fair
- Utilization of a digital lifestyle app, Omada, that helps employees get healthier by losing weight and incorporating healthy lifestyle activities
- Pharmaceutical Cigna 90Now program requires maintenance medications to be filled with a 90-day supply for a greater cost savings for both the employee and employer

Benefit Highlights

- Pharmacy networks include CVS and Walgreens. Both have over 55,000 pharmacies to choose from. Employees new to the plan or have not filled an Rx will automatically be placed in the CVS network. Employees that currently use the plan will be placed in the network used the most (CVS or Walgreens)
- CIGNA Well-Being Solutions (formerly Virgin Pulse) health engagement program for medical plan members
- Improved FSA contribution limit; increased by \$150 to \$3,300

TextCare

Text-Based Healthcare App

- This benefit is available for all full-time employees and their households, regardless of enrollment in a health plan. TextCare provides access to One-to-One Health, board-certified medical providers via text message or video chat.
- Services for primary care, pediatric care, urgent care, lab, x-rays, pharmacy and more
- A County dedicated care team will triage the employees and household members to the appropriate service
- \$0 cost per visit

-
- Two versions
 - Omada for prevention
 - Offered by Cigna
 - Includes resources for lifestyle changes to reverse high blood pressure and pre-diabetes
 - Omada for chronic conditions
 - Offered by Fayette County
 - Includes resources for management of Hypertension and/or Diabetes Mellitus (Type 1, Type 2, and/or Gestational diabetes)
 - Both versions include weekly educational modules, dedicated lifestyle coach or diabetes educator, community connection with those with similar lifestyle goals, and necessary monitoring supplies such as Bluetooth-enabled scale, blood pressure cuff, and blood glucose monitor & supplies
 - Go to Omadahealth.com/fayettecounty and take “Am I Covered” quiz
 - Available to all adults with Fayette County medical insurance

Alliant Medicare Solutions

Guide through the various parts of Medicare. This is available for you or your loved ones.

This free resource includes:

- Personal licensed agent guidance to help at every step
- Easy to understand videos and guides about Medicare
- A detailed overview of your coverage options
- Help reviewing your plans and selections

Alliant Individual Health Solutions

This free resource can help provide coverage for:

- Employees and dependents not eligible for County benefits
- Dependents of eligible employees where employer coverage is not available
- Dependents age 26 and up who need individual health insurance
- Spouses under age 65 (not Medicare eligible)
- Terminated employees

General Fund Balance Financial Projection – FY2025

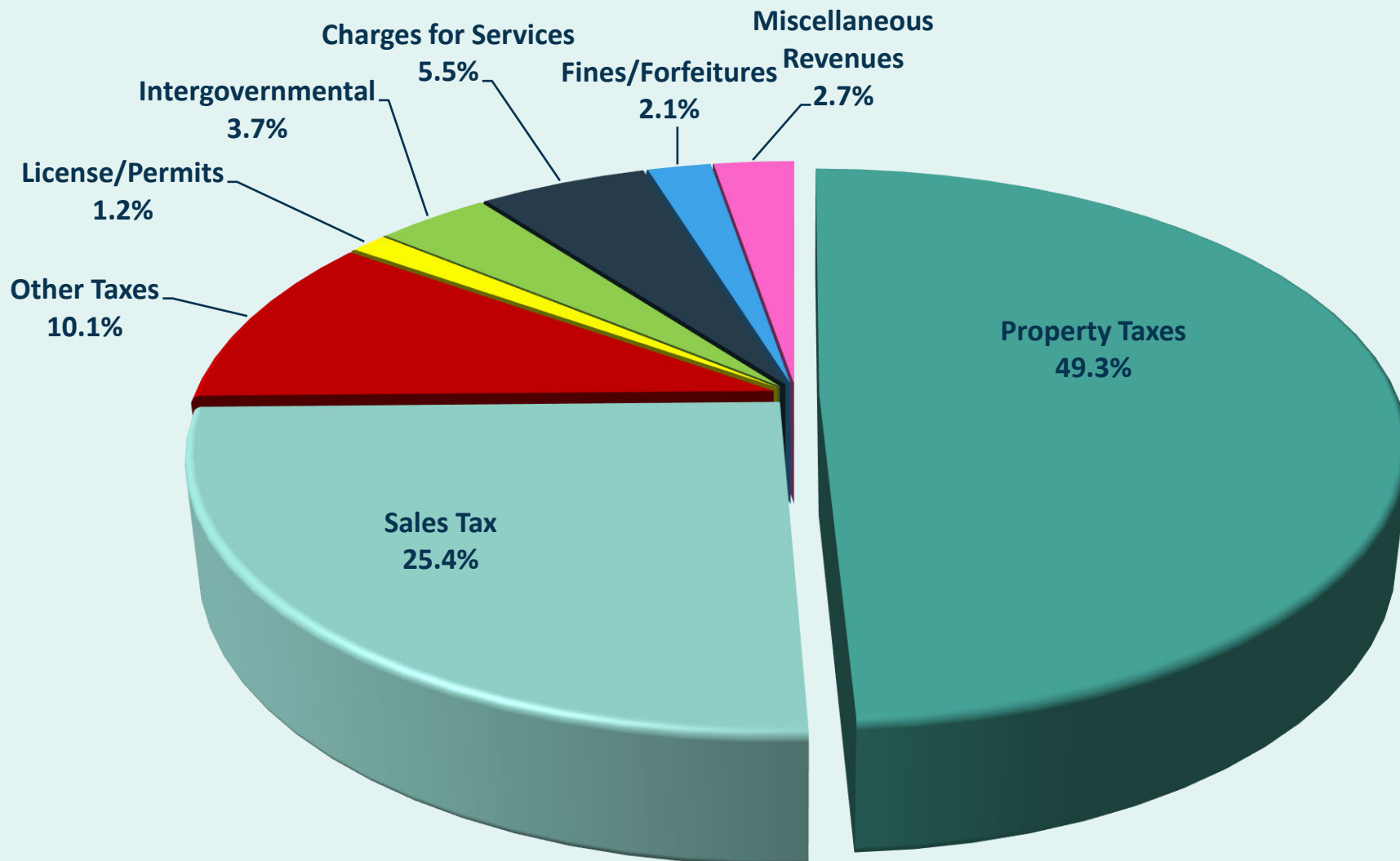
Fund Balance	FY2024	FY2025 Est
Non-Spendable:		
Inventories	392,958	78,000
Committed To:		
Stabilization	19,990,810	20,080,053
Restricted:		
Assigned To:		
Emergencies	2,000,000	2,000,000
CIP	6,061,021	7,132,551
Unassigned	2,961,752	944,754
Total Fund Balance	31,406,541	30,235,358

FY2026 Budget Summary

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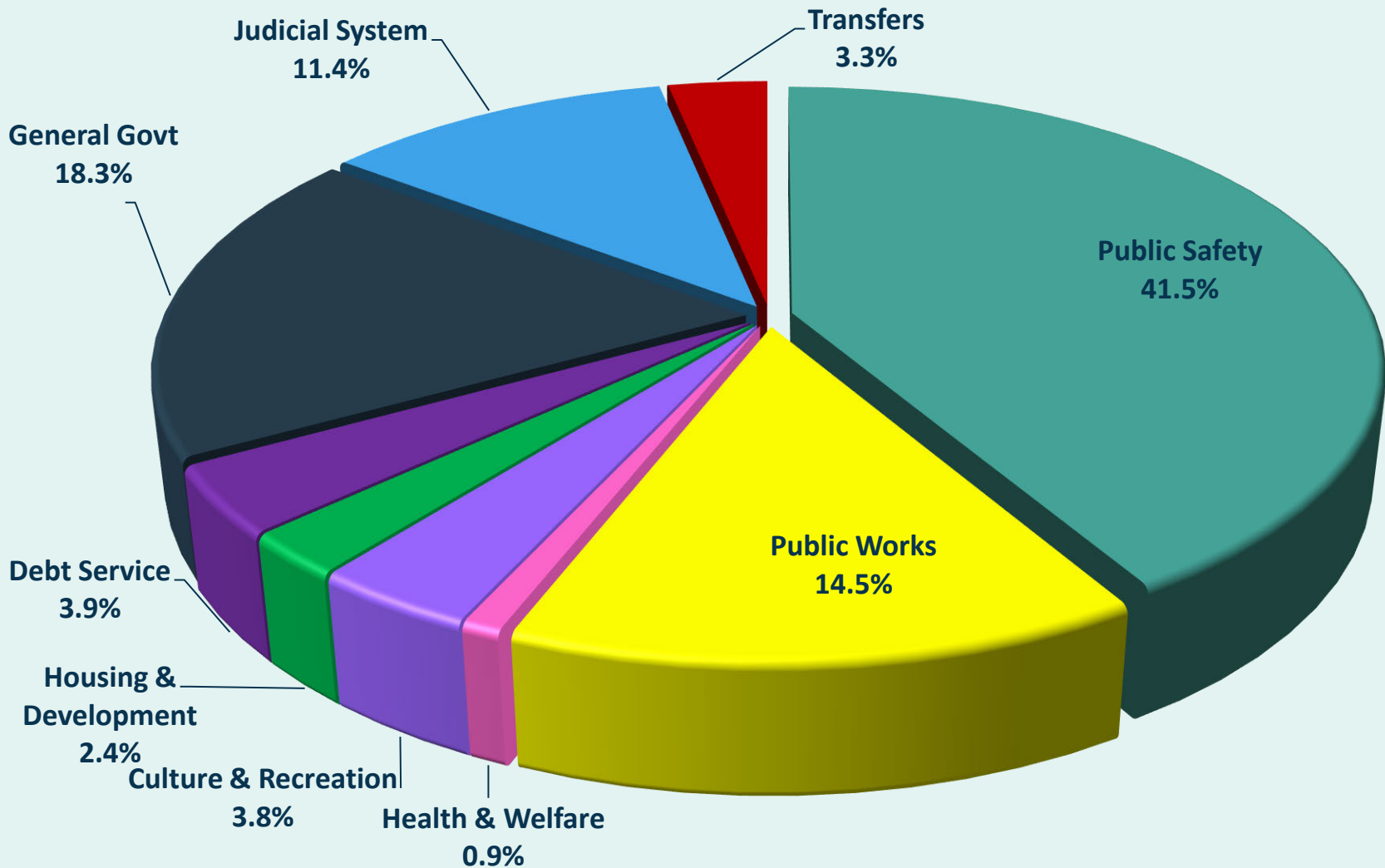
FY 2026 BUDGET		<u>Revenue</u>	<u>Transfers In</u>	<u>Total Revenue And Other Sources</u>	<u>Expenditures</u>	<u>Transfers Out</u>	<u>Total Exp. And Other Uses</u>	<u>Impact to Fund Balance</u>
OPERATING BUDGET								
100	General Fund	86,501,423	-	86,501,423	82,820,212	1,237,000	84,057,212	2,444,211
205	Law Library	60,000	-	60,000	48,120	-	48,120	11,880
214	Accountability State Court	378,649	-	378,649	283,407	-	283,407	95,242
215	911 Communications	5,881,654	-	5,881,654	5,665,211	-	5,665,211	216,443
216	Jail Surcharge	315,000	390,000	705,000	703,159	-	703,159	1,841
217	Juvenile Supervision	3,500	-	3,500	10,000	-	10,000	(6,500)
218	Victims Assistance	126,500	-	126,500	126,500	-	126,500	-
219	Drug Abuse and Treatment	464,000	-	464,000	575,498	-	575,498	(111,498)
270	Fire Services	20,523,637	-	20,523,637	16,989,071	725,000	17,714,071	2,809,566
271	Street Lights	422,000	-	422,000	365,962	-	365,962	56,038
272	EMS	10,490,674	-	10,490,674	5,832,881	375,000	6,207,881	4,282,793
291	Animal Control Spay Neuter	23,000	32,000	55,000	55,000	-	55,000	-
	Special Revenue Funds	38,688,614	422,000	39,110,614	30,654,809	1,100,000	31,754,809	7,355,805
	Governmental Funds	125,190,037	422,000	125,612,037	113,475,021	2,337,000	115,812,021	9,800,016
505	Water System	24,019,000	-	24,019,000	20,391,070	3,627,930	24,019,000	-
540	Solid Waste	335,000	65,000	400,000	399,807	-	399,807	193
	Enterprise Funds	24,354,000	65,000	24,419,000	20,790,877	3,627,930	24,418,807	193
TOTAL OPERATING BUDGET		149,544,037	487,000	150,031,037	134,265,898	5,964,930	140,230,828	9,800,209
CAPITAL/CIP BUDGET								
37_	Capital/CIP Funds (372/375)	-	2,763,053	2,763,053	2,763,053	-	2,763,053	-
	General Fund - fund balance	-	-	-	-	2,666,729	2,666,729	(2,666,729)
	911 Communications - fund balance	-	-	-	-	49,450	49,450	(49,450)
	Fire Services - fund balance	-	-	-	-	40,000	40,000	(40,000)
	EMS - fund balance	-	-	-	-	6,874	6,874	(6,874)
	Governmental	-	2,763,053	2,763,053	2,763,053	2,763,053	5,526,106	(2,763,053)
507	Water System CIP	-	3,627,930	3,627,930	3,627,930	-	3,627,930	-
545	Solid Waste CIP	-	-	-	-	-	-	-
	Enterprise	-	3,627,930	3,627,930	3,627,930	-	3,627,930	-
610	Vehicles/Equipment	-	1,850,000	1,850,000	2,226,278	-	2,226,278	(376,278)
TOTAL CAPITAL BUDGET		-	8,240,983	8,240,983	8,617,261	2,763,053	11,380,314	(3,139,331)
TOTAL BUDGET		149,544,037	8,727,983	158,272,020	142,883,159	8,727,983	151,611,142	6,660,878

General Fund Revenues



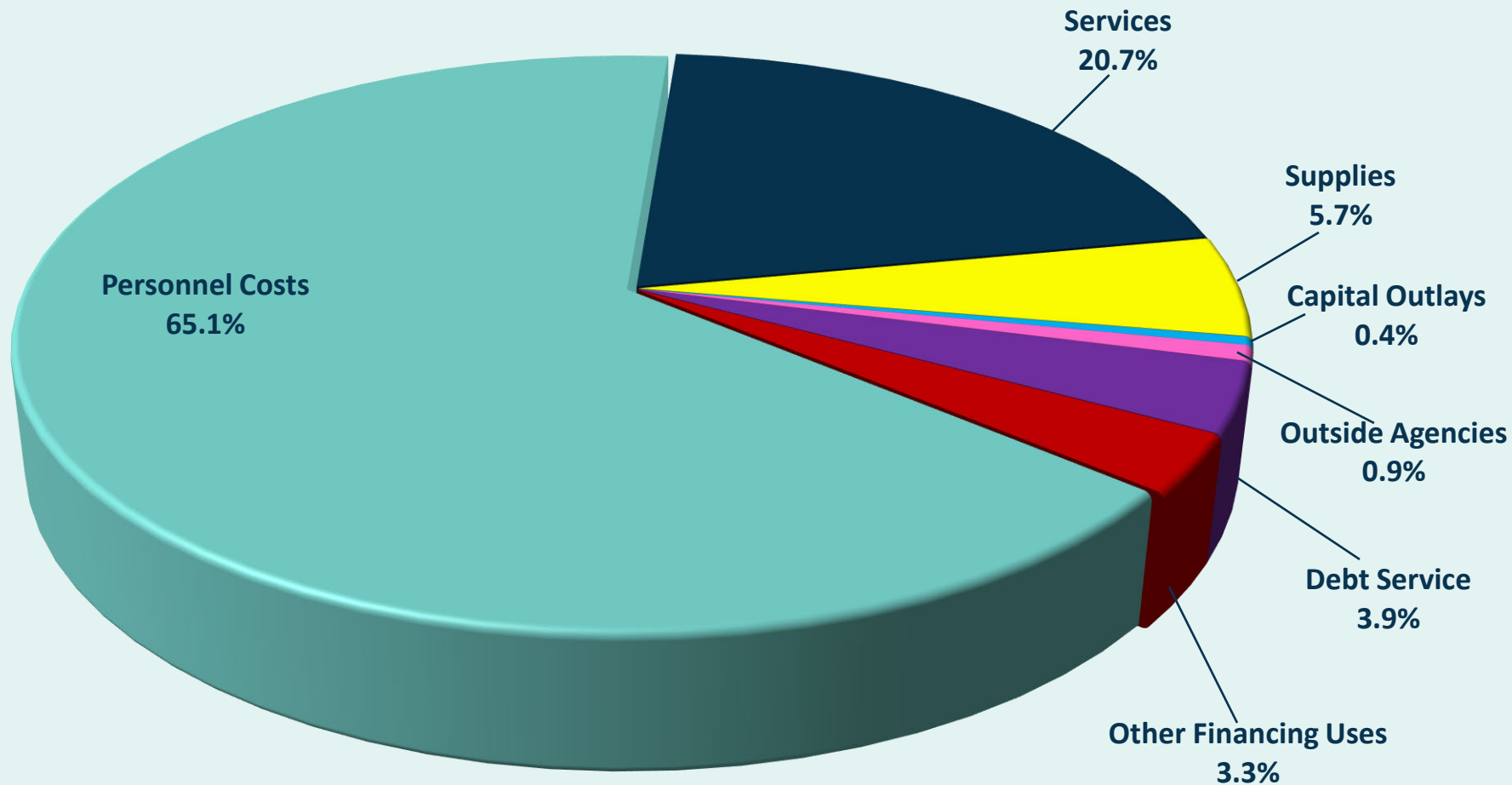
General Fund Expenditures By Function

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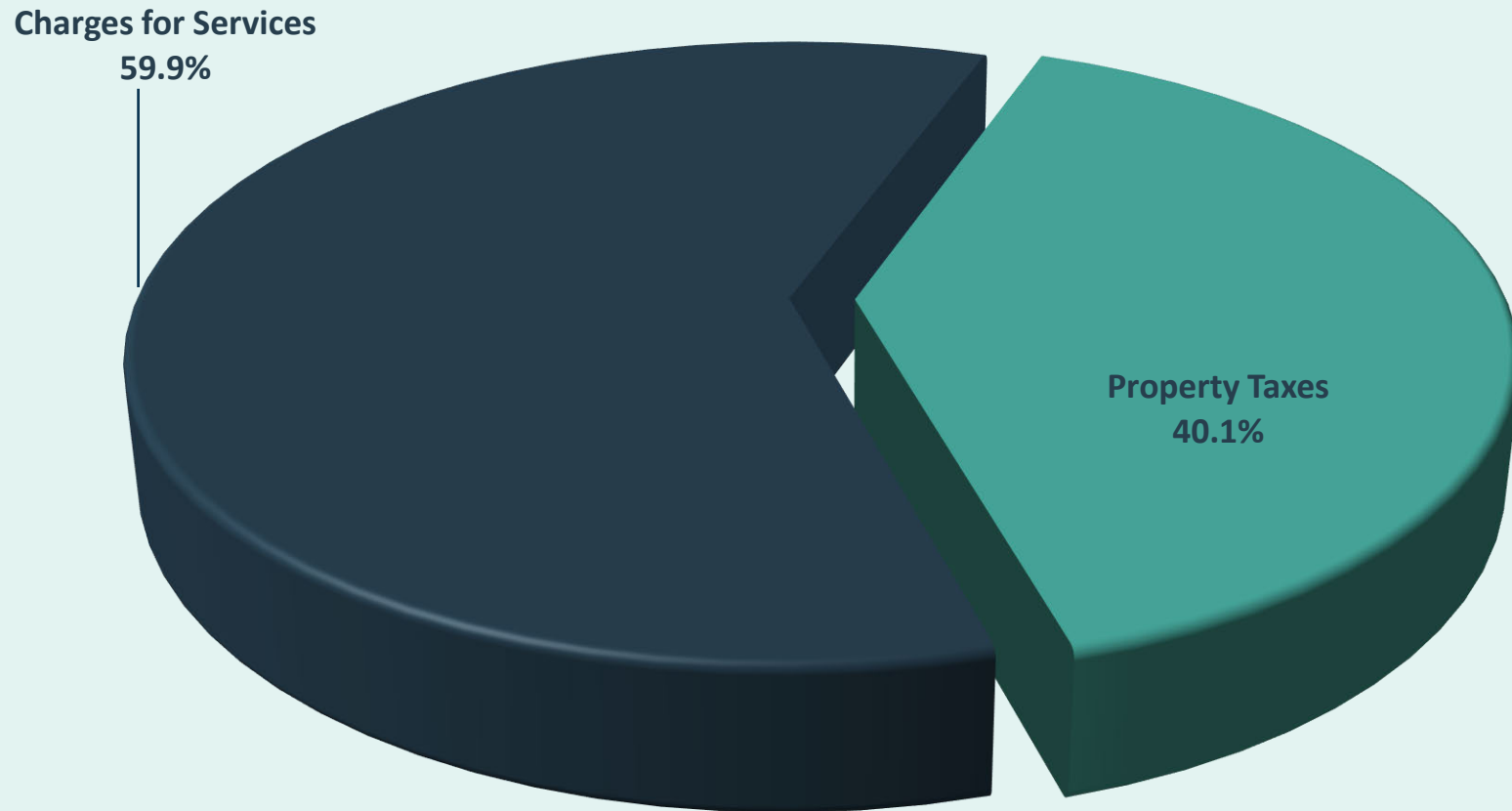


General Fund Expenditures By Type

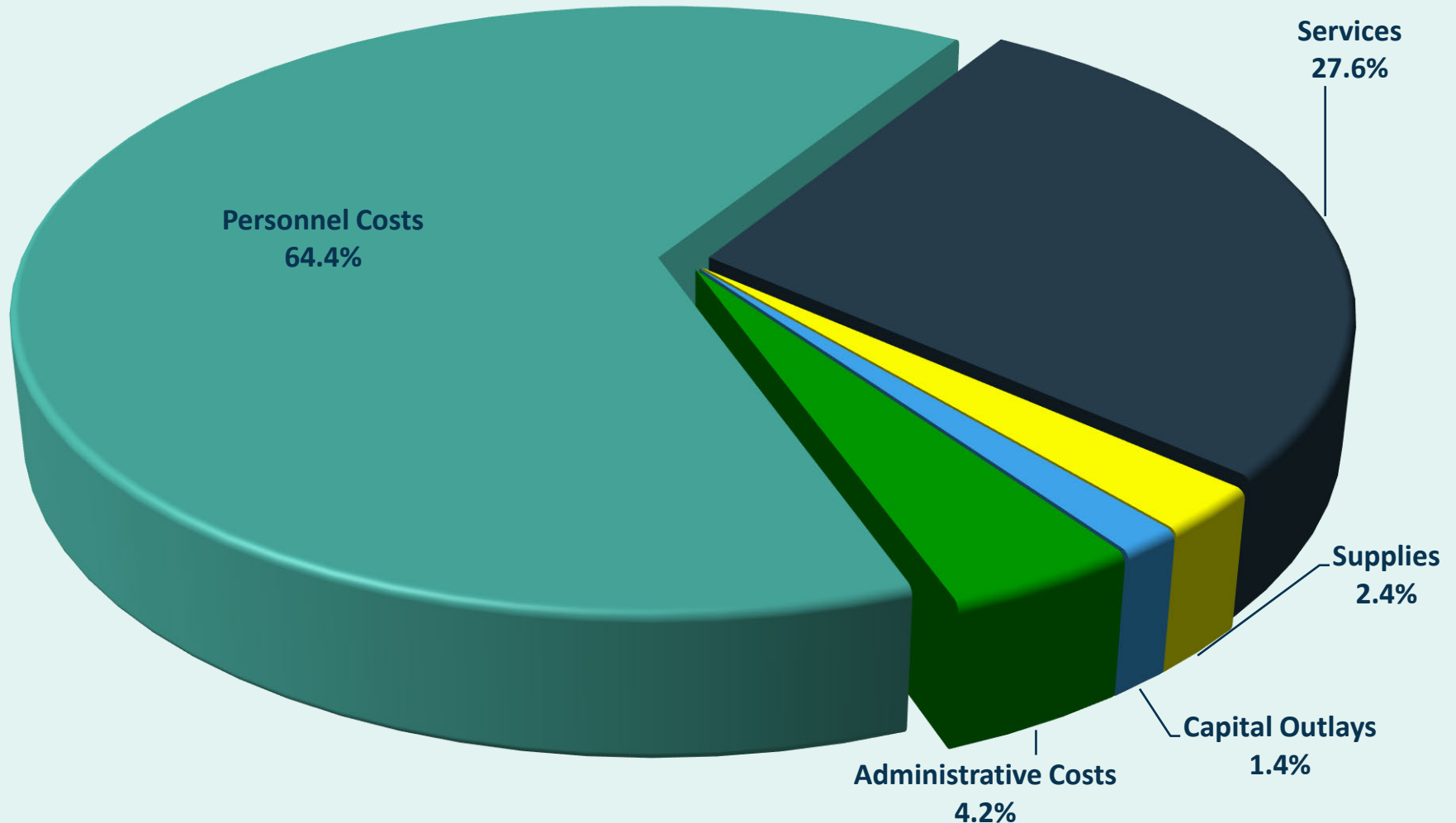
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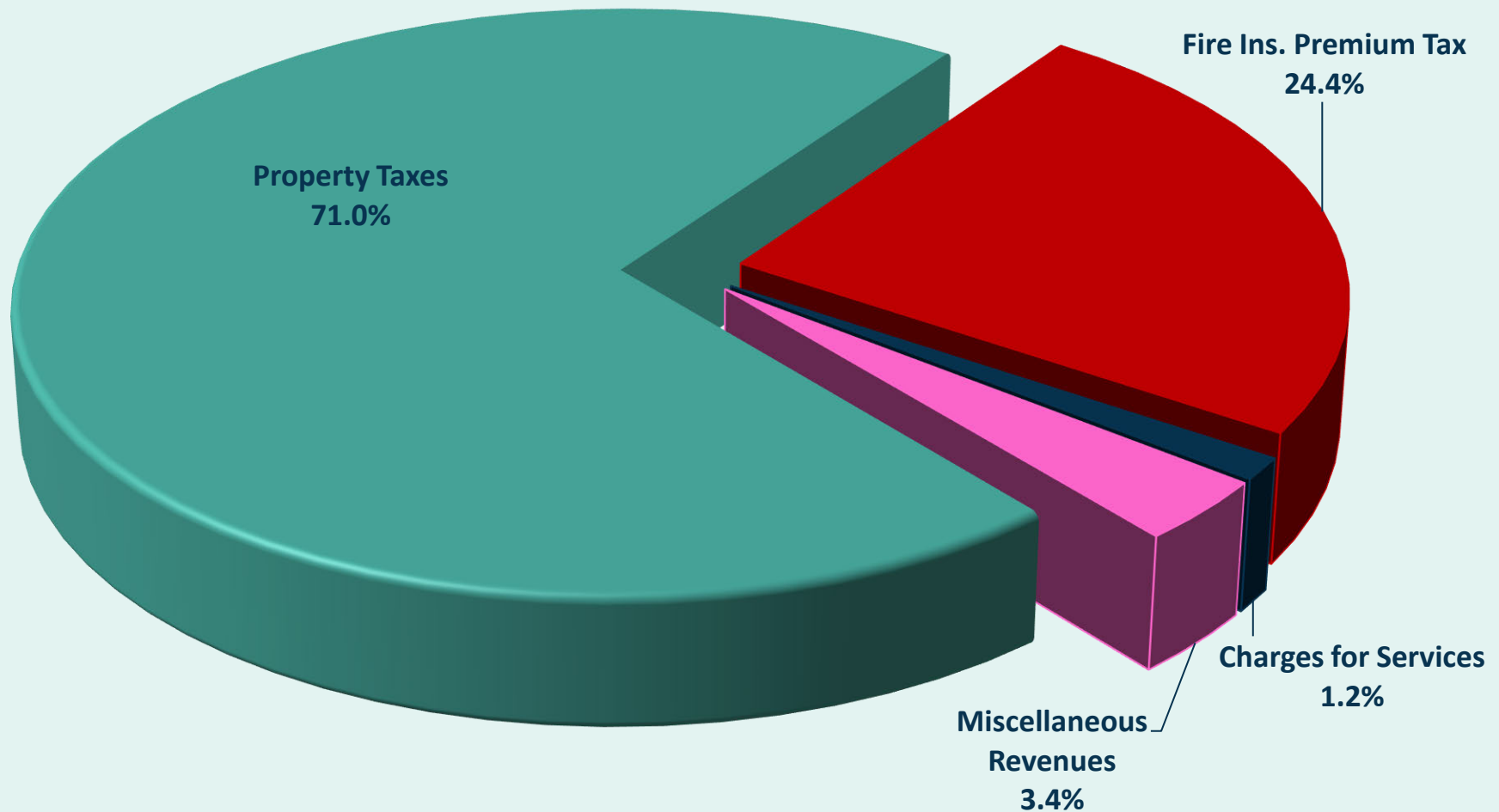
911 Fund Revenues



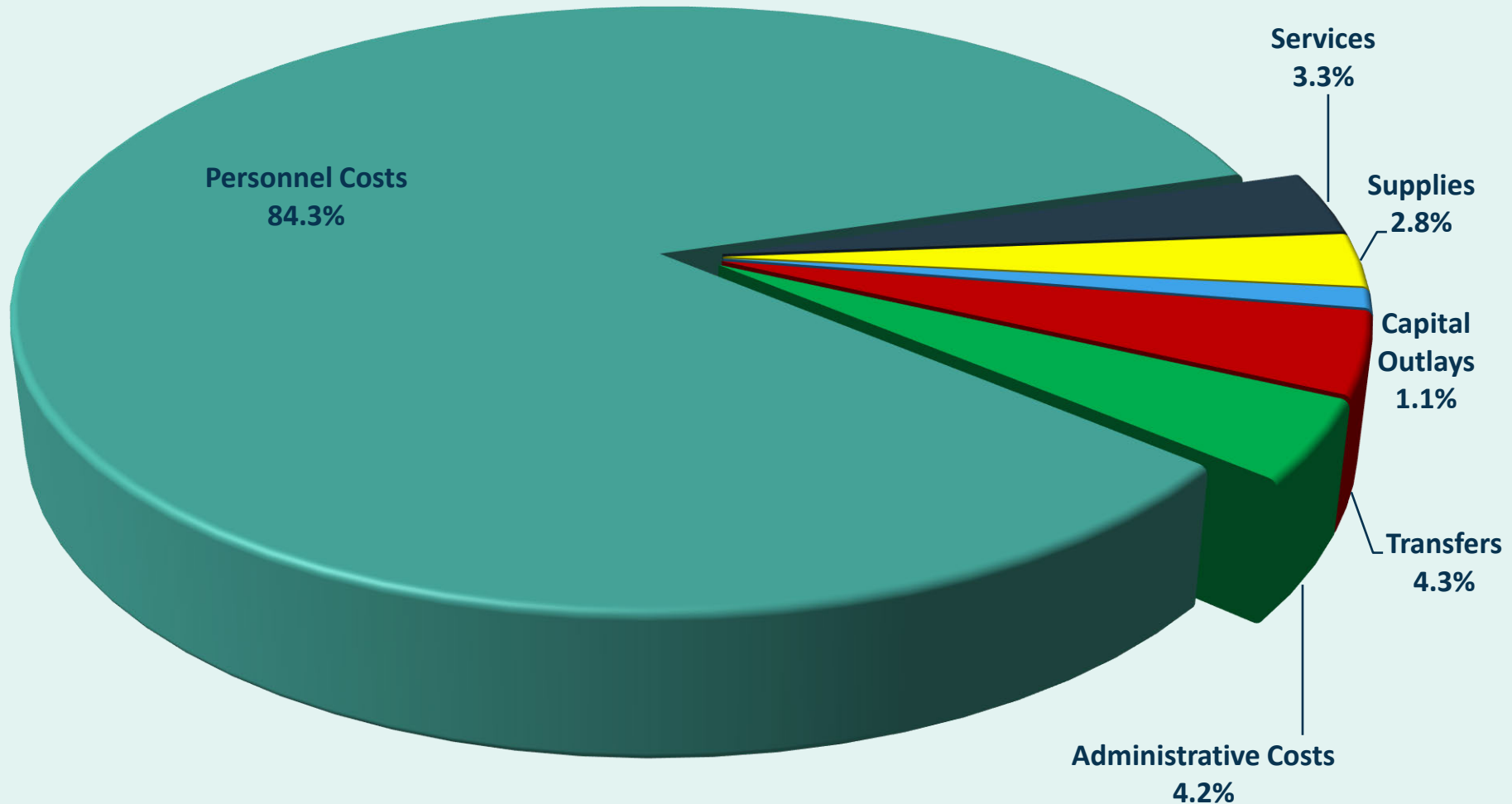
911 Fund Expenditures



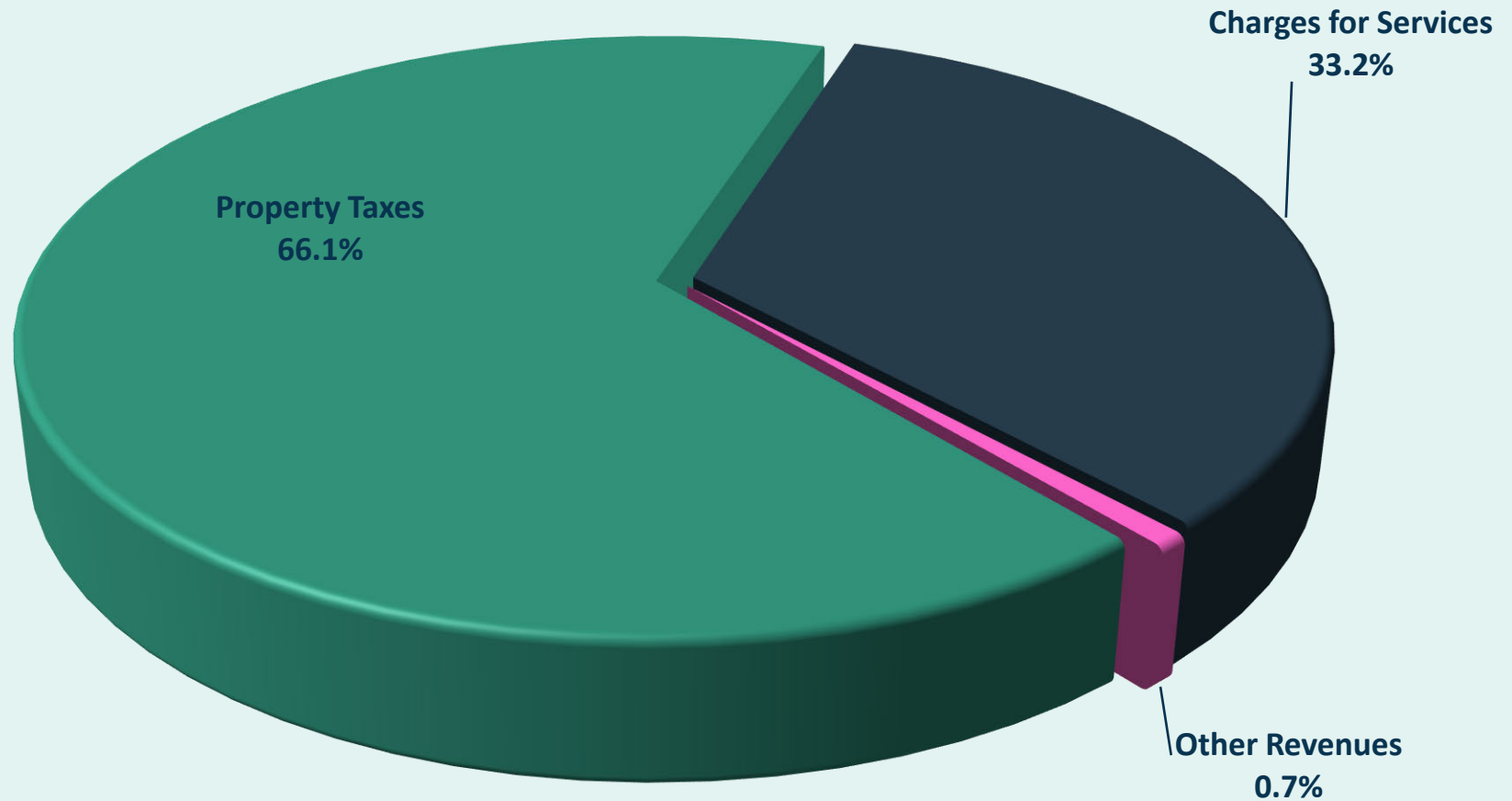
Fire Fund Revenues



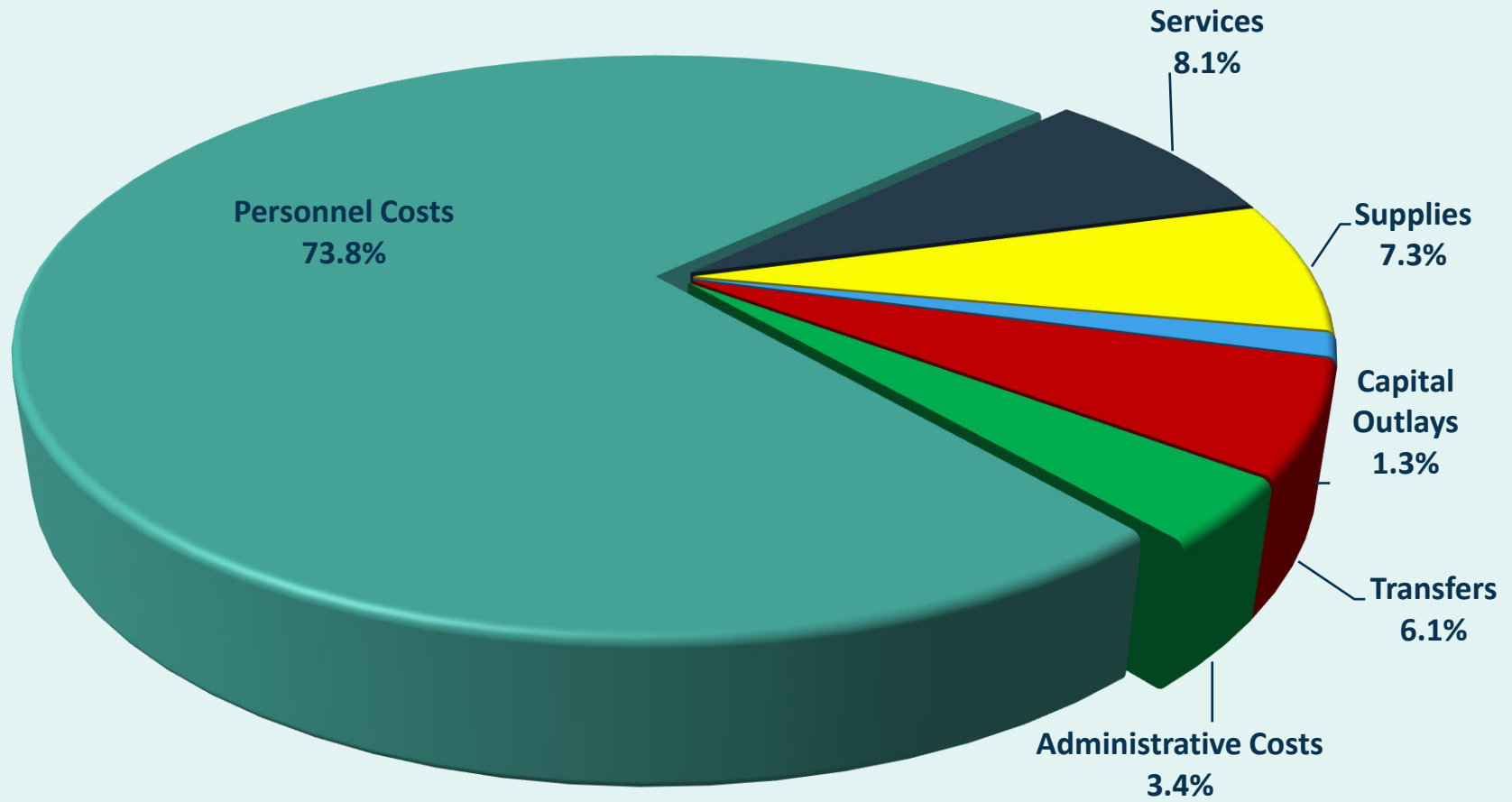
Fire Fund Expenditures



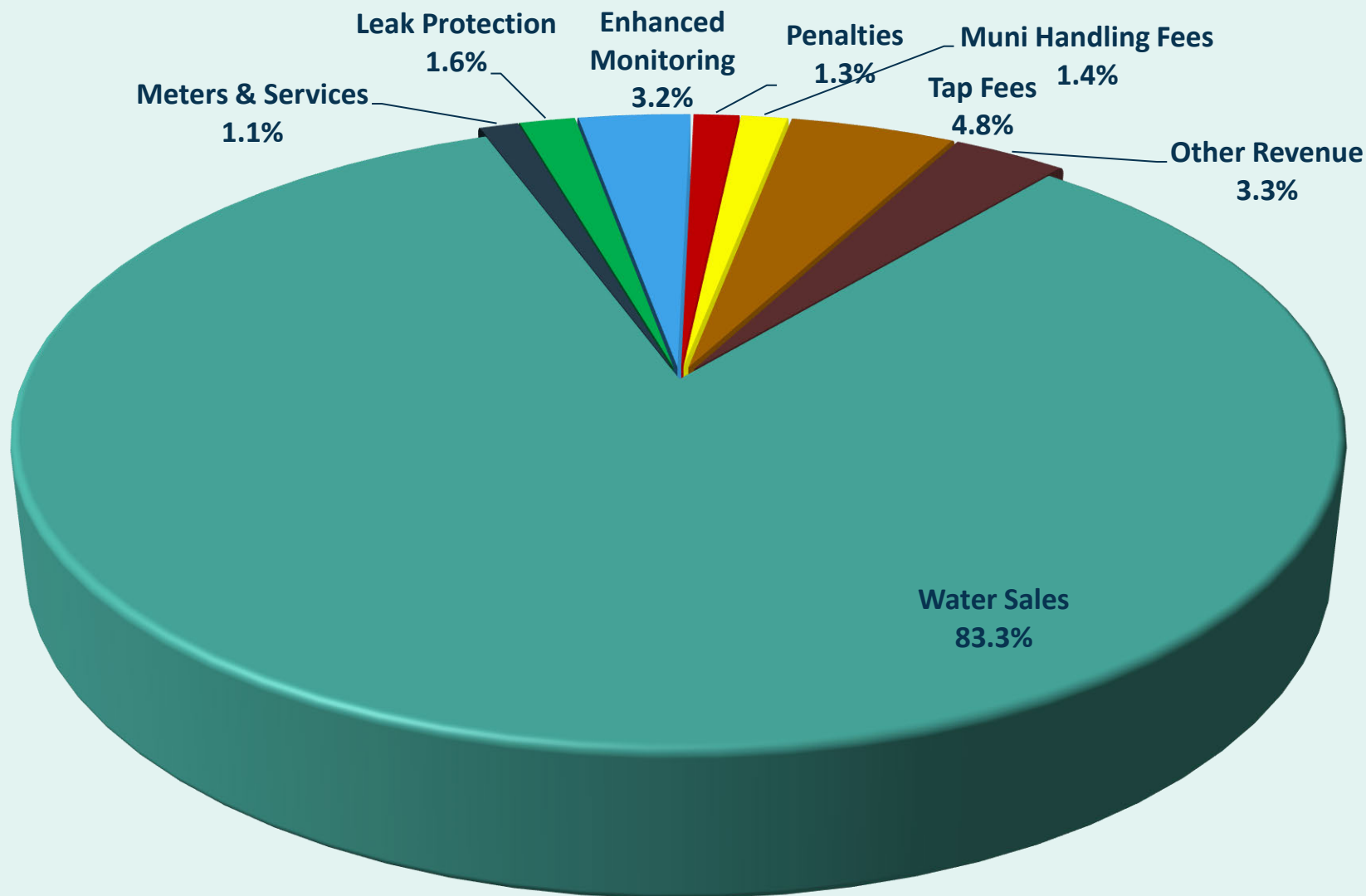
EMS Fund Revenues



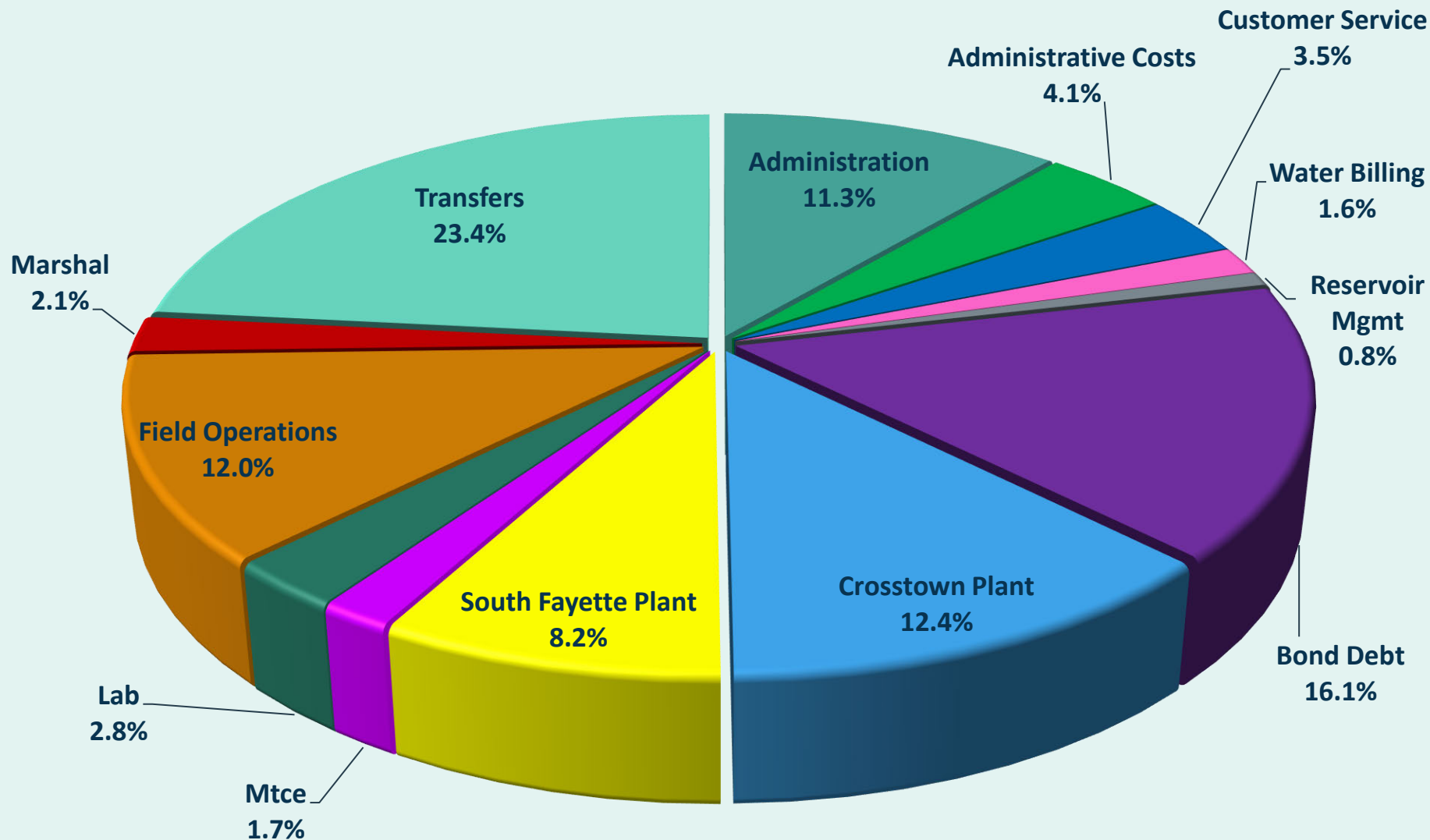
EMS Fund Expenditures



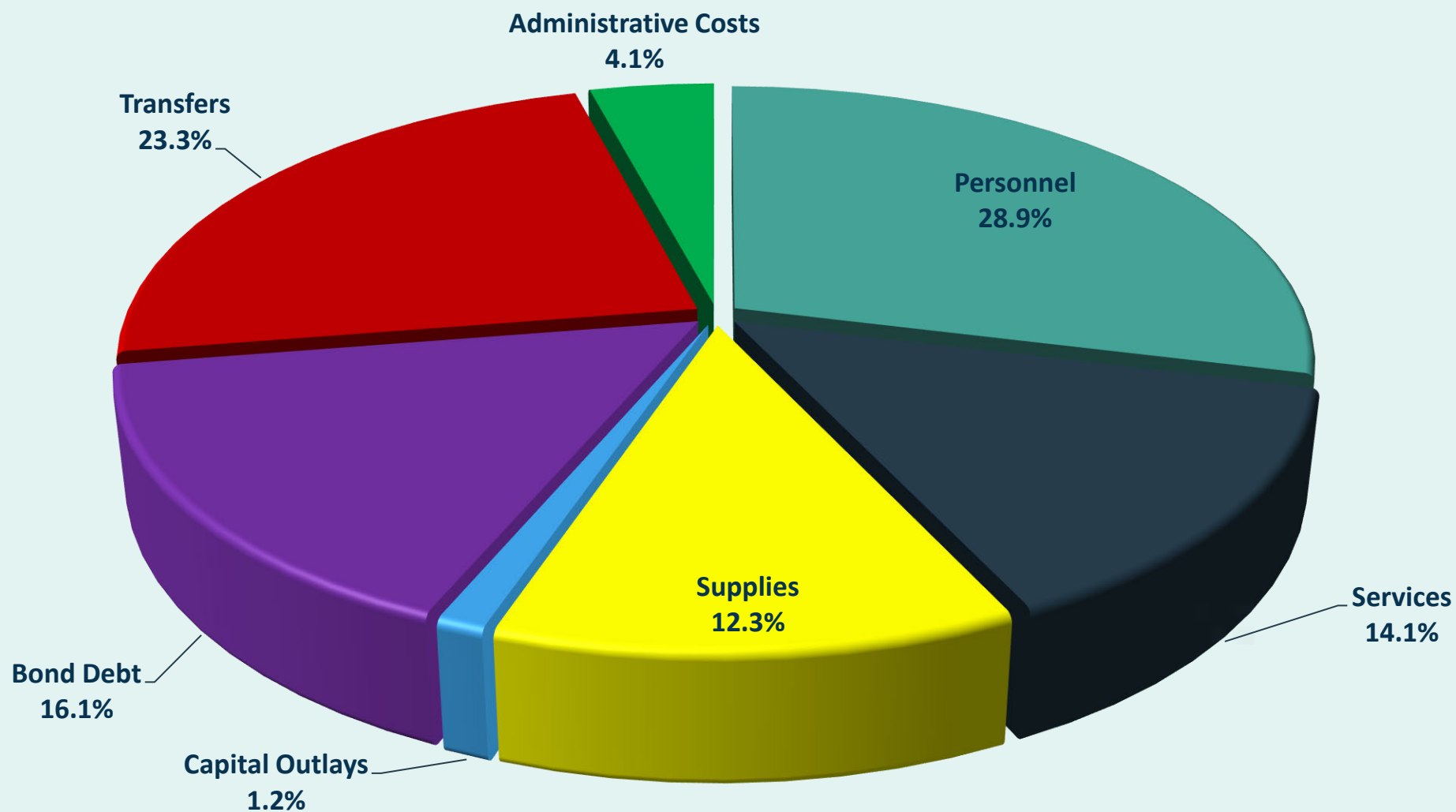
Water System Fund Revenues



Water System Expenses By Function



Water System Expenses By Type



Fayette County, Georgia

FY2026 Proposed Personnel Changes

Personnel Changes

- **Funding is included for 823.135 County Wide**
 - 810 full-time
 - 31 part-time positions equivalent to 13.135 FTEs

- **FTE count is up 2.2%, 17.625 net, from FY2025**
 - 17.0 FTE New FT positions

Personnel Changes

New FT Positions

- **Fire / EMS Services (6.0)**
 - 6.0 Firefighter / AEMTs

- **Building & Grounds Maintenance (4.0)**
 - 2.0 Building & Grounds Maintenance Tech
 - 2.0 Building & Grounds Custodian¹

- **Animal Control (3.0)**
 - 1.0 Kennel Supervisor
 - 2.0 Animal Control Officers

¹Revenue Offset – 1.0 Custodian reimbursed by DPH

Personnel Changes

New FT Positions (Offsets)

- **Water System (2.0)**
 - 1.0 Water Quality Technician
 - 1.0 Assistant Water System Director
 - (1.0) Professional Engineer
- **Tax Assessor (1.0)**
 - 1.0 Administrative Assistant
- **Tax Commissioner (-1.0)**
 - (1.0) Tag Clerk
- **Sheriff / Jail (0.0)**
 - 1.0 Captain
 - (1.0) Deputy Sheriff

Personnel Changes New FT Positions

- **State Court Judge (1.0)**
 - 1.0 Case Manager¹

- **Accountability Court (1.0)**
 - 1.0 Accountability Court Coordinator²

- **Solicitor (1.0)**
 - 1.0 Assistant Solicitor General³

¹Revenue Offset – increased revenues

²Revenue Offset – increased revenues – former grant; moved to General Fund

³Revenue Offset – increased revenues – former ARPA

Personnel Changes Part Time

- **Probate Court (0.625)**
 - 0.625 PT Deputy Court Clerk I

Personnel Changes – No Impact to FTEs

- **Administration (10.0)**
 - 10.0 Seasonal HS Work Program Interns

- **Buildings and Grounds (3.0)**
 - 3.0 Seasonal Grounds Maintenance Technicians

- **Road Department / Public Works**
 - Move 1.0 Position
 - Administrative Specialist moved from Public Works to Road Department

Personnel Changes Promotions

- **Information Technology (1.0)**
 - 1.0 Lead Network Administrator to IT Manager

- **Tax Assessor (1.0)**
 - 1.0 Administrative Assistant to Sr. Administrative Assistant

- **Water System (7.0)**
 - 1.0 Administrative Secretary to Engineering Technician
 - 1.0 Customer Support Supervisor to Customer Support Manager
 - 1.0 Lead Customer Service Rep. to Account Service Analyst
 - 3.0 Grade Increase for Customer Service Representatives
 - 1.0 Grade Increase for Warehouse Manager

Personnel Changes Promotions

- **Sheriff Field Operations (5.0)**
 - 1.0 Deputy Sheriff to Investigator
 - 4.0 SWAT Team Incentives

- **Probate Court (1.0)**
 - 1.0 Deputy Clerk II to Deputy Clerk III

- **Juvenile Court (1.0)**
 - 1.0 Deputy Clerk I to Deputy Clerk III

Personnel Changes

Certification Reclassifications

- **Building Safety (3.0)**
 - 1.0 Inspector II to Inspector III
 - 2.0 Inspector I to Inspector II
- **Road Dept. (1.0)**
 - 1.0 Equipment Operator II to Equipment Operator III

Personnel Changes

Certification Reclassifications

- **Tax Assessor (6.0)**
 - 3.0 Property Appraiser III to Property Appraiser IV
 - 3.0 Property Appraiser II to Property Appraiser III
- **Sheriff's Office (2.0)**
 - 2.0 Dog Handler Supplements

Personnel Changes

Certification Reclassifications

- **Water System (14.0)**
 - 3.0 Plant Operator II to Plant Operator I
 - 5.0 Plant Operator III to Plant Operator II
 - 1.0 Plant Maintenance Tech II to Plant Maintenance Tech I
 - 5.0 Field Operations Tech III to Field Operations Tech II

Personnel Changes

- **Coroner's Office**
 - Increase Case Rate from \$175 to \$200
- **Elections – Rate Adjustment for Advanced Voting**
- Designate Between the Roles Identified Below:
 - Clerk
 - Assistant Manager
 - Manager

Personnel Pay Study

- **FY2025 Review and Update the Classification and Compensation Plan for the following departments:**
 - Building & Grounds
 - Fleet Maintenance
 - Road Department
 - Solid Waste Department
- **Recruitment issues and staffing challenges; remain competitive**
- **Project still in final stages**
- **Proposed increases estimates at this stage \$150k to \$250k**

Personnel Pay Study

Grade Increase By 1	Grade Increase By 2
Fleet	
	Mechanic
	Fuel Lube Mechanic
Shop Supervisor	
Crew Leader I	
Equipment Operator III	
Lead Mower Equipment Operator I	
Equipment Operator II	
Equipment Operator I	
Road Department	
R/W Maintenance Crew Leader	
Traffic Maintenance Crew Leader	
Crew Leader I	
Equipment Operator III	
Lead Mower Equipment Operator I	
Equipment Operator II	
Equipment Operator I	
	Sign Technician
Solid Waste	
Transfer Station & Landfill Operation Supervisor	
Transfer Station Maintenance Operator	

Personnel Pay Study

In Progress - Update on June 12	
Grade Increase By 1	Grade Increase By 2
Building & Grounds	
Asst. Building & Grounds Director	
Building Maintenance Tech III	
Building Maintenance Tech II	
	Ground Maintenance Crew Leader
Ground Maintenance Worker III	
Ground Maintenance Worker II	
Custodian	
Road Department	
	Road Maintenance Worker

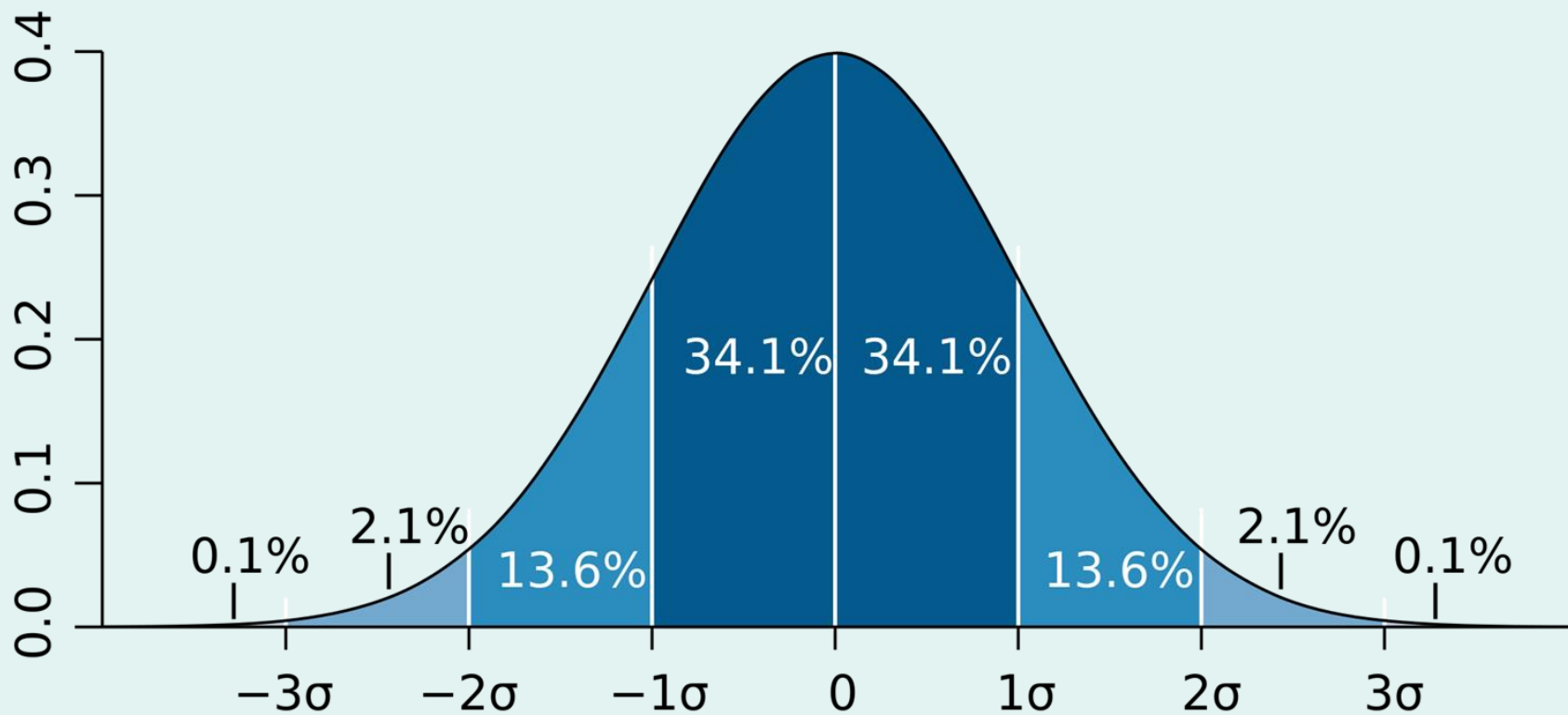
Fayette County, Georgia

Proposed Forced Merit

Proposed Forced Merit Performance Pay Distribution

- Merit distribution is allocated based upon performance and performance evaluations and uses the same approach for the merit adjustment as used in the past, following our Personnel Policies 408.13 (Performance Pay) and 412.01 (Performance Appraisal), for a distribution of funds for performance pay.
- Ideally, performance pay should be distributed using a normal distribution methodology that, when graphed, resembles a traditional Bell Curve. The Bell Curve methodology works best with large data sets; thus, for large county departments, this is a relatively straightforward process but is easier said than done for small departments.
- The alternative approach is to use a forced ranking system of a Bell Curve as a management tool to allocate merit pay.
- Based upon the department employee population, breakpoints within the curve are determined and applied to ascertain employee performance pay.
- Staff proposes utilizing a Forced Bell Curve 15-35-35-15

Forced Ranking System Bell Curve 15-35-35-15



Proposed Performance Pay Distribution

- Departments with more than 20 employees use the forced ranking system approach. Using this approach, a department with 20 employees would have 3 Top-Performers; 7 Above Average Performers; 7 Below Average Performers; 3 Non-Performers.
- Smaller departments use a combination of employee performance evaluations and the forced ranking system.
- The county has 40 Departments. Of these 40, 12 have more than 20 FTEs.
- Mathematically the weighted percentage required to implement a forced ranking merit-based system would be 3.75% of total county payroll of eligible employees. The majority of employees would fall into average performers of 1.25%-2.50%-5.00% with top performers receiving a 6.25% increase.

Proposed Performance Pay Distribution Guidelines and Process

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- Who is eligible?
 - All regular full-time and part-time employees who are in good standing, not subject to a Performance Improvement Plan, and are employed as of 12/31/2024.
 - Full-time and part-time employees who are at the maximum step with their respective grade, are in good standing, not subject to a Performance Improvement Plan, and are employed as of 12/31/2024 will receive a one-time performance payment in lieu of merit.
- Ineligible Employees:
 - Employees who are currently subject to a Performance Improvement Plan; elected officials, board members, seasonal or temporary workers (including temporary election clerks and poll workers); Employees in grant funded positions; Employees in positions funded through the Griffin Judicial Circuit.
 - Employees who are no longer employed at time of distribution.

Proposed Performance Pay Distribution

6.25% forced bell curve – effective 3.75%

<i>Dollar Impact</i>	
Fund	Impact
General Fund	1,495,296
State Court DUI	1,937
Emergency 911	99,782
Drug Abuse & Treatment	8,045
Fire Services	401,742
EMS	109,402
Water System/Marshal	189,747
Solid Waste	3,525
<i>Total</i>	<i>2,309,476</i>

Fayette County, Georgia

FY2026 Maintenance & Operations

Maintenance & Operations

Significant Operational Budget Considerations

- **Defined Benefit Allocation** – \$3.867M Allocation (across funds)
- **Defined Contribution Allocation** – \$1.072M Employer Retirement Contribution
- **Deferred Compensation Allocation** – \$819k Employer 2.5% Match

Maintenance & Operations

Significant Operational Budget Considerations

- **Road Resurfacing** – \$2.5M Technical Services/Hauling/Asphalt - includes Road Resurfacing (Includes Micro, Hauling, Tack, HA5 etc.); 2 Miles Contractor Resurfacing; 7 miles Micro Surfacing; 25.5 miles Pavement Preservation (HA5, Crack Sealing & Rejuvenator)
- **LRA26 Supplement** – \$1.31M; No Match; 3.5 Road Resurfacing (Tyrone Road)
- **LMIG26** – \$1.26M State Road Resurfacing Allocation; includes \$291k Match; Road Resurfacing 3.5 Miles
- **Inmate Medical** – \$1.79M Contract/Specialty Care

Maintenance & Operations

Significant Operational Budget Considerations

- **Property & Casualty Insurance** – \$987k (Across all Funds)
- **Grant Match Funding** (Admin) \$125k Future Required Grant Match
- **Tyler Software** - \$272k Non-Departmental
- **PIO Marketing Promotion** (Admin) \$150k Marketing and Promotion

Maintenance & Operations

Significant Operational Budget Considerations

- **GIS Services** \$150k to augment GIS systems' analysis and architecture
- **Legal Litigation** \$100k; dec. \$50k
- **ARC** – \$152k membership fees; ARC provides \$745k contribution towards senior services and operations
- **Wellness Program** (HR) \$80k Future Employee Initiatives
- **Recreation** – \$348k Recreation programs
 - \$160k Self-Sustaining, \$60k FCBOE, \$18k Tyrone, \$20k programming, \$37,500 PTC (ends 9/30/2025)

Maintenance & Operations

Significant Operational Budget Considerations

- **General Fund Transfers**

- **Vehicle/Heavy Equipment Replacement** – \$1,850,000 into the VE (Vehicle Equipment) Fund to ensure adequate future funding is available to replace vehicle and equipment

Existing VE Net Position \$11.78M		FY2025	FY2026
	General Fund	\$725,000	\$750,000
	Vehicle	\$525,000	\$550,000
	Equipment	\$200,000	\$200,000
	Fire Fund	\$650,000	\$725,000
	EMS Fund	\$350,000	\$375,000
	Total Funding	<u>\$1,725,000</u>	<u>\$1,850,000</u>

- **Jail Surcharge** – \$390k transfer to Jail Surcharge for inmate meals
- **Post Landfill Closure Expenses** – \$65k transfer to Solid Waste to offset post closure landfill costs and normal operating expenses
- **Animal Control** – \$32k for Spay / Neuter Fund

Maintenance & Operations

Significant Operational Budget Considerations

- **Fire Services / EMS**
 - \$123k Bunker Gear Purchase
 - \$23k Paramedic Training
 - \$29k Firefighter Cancer Insurance Premium
 - \$24k PTSD Insurance Premium
 - \$42k Pharmaceutical Supplies
 - \$30k Medical Advisor & Chaplain Services
 - \$23k EMS Licensing/Professional Fees
 - \$73k Stryker Equipment Maintenance
 - \$88k Medical Services
 - \$169k EMS Medical Supplies
 - \$114k EMS Billing Services
 - \$500k Fire Overtime
 - \$150k EMS Overtime

Maintenance & Operations

Significant Operational Budget Considerations

- **911**
 - \$300k Carbyne Project Operating License
 - \$477k AT&T/Megalink Landline Agreement
 - \$248k Cell Tower Leases
 - \$200k Overtime

Maintenance & Operations

Significant Operational Budget Considerations

- **Water System**

- Chemicals - \$1.1M Crosstown and South Fayette contracts
- Electrical Services - \$1.3M Ga. Power & CowetaFayette EMC Utilities
- Engineering Services - \$325k EOR Consulting & Design Services
- Meters & Water Line - \$261k Maintenance & Repairs
- USGS - \$292k - Stream Monitoring for Permit Requirement
- Utility Locate Services - \$242k Large Project Locates
- Leak Protection - \$250k Reimbursement for repaired leaks
- Software Maintenance - \$444k Annual Maintenance & Subscriptions

Maintenance & Operations

Significant Operational Budget Considerations

- **Outside Agency budgets**

- **Public Defender** – \$1.049M; dec. \$19k to \$609k Lower State Ct Contract; Upper Superior Court Contract \$432k
- **Senior Services** – \$467k; \$16k decrease
- **Mental Health Services** – \$67k – Utilities at new building
- **Cooperative Extension** – \$183k
- **Department of Public Health** – \$37k for Base Fee & Utilities at new building
- **Dept. Family & Children Services** – \$39k; No change

Fayette County, Georgia

Capital Improvement Plan
Capital Expenditures
Vehicles / Equipment

CIP Completed & In Process

Department	Active/Completed	Project Name	Budget	Actual & Encumbrance	Dept Total	Fund Total
Animal Control	Completed	Modern Animal Shelter additional costs	\$55,000	\$55,500	\$55,500	
B&G	Completed	Historical House Refurbishment	\$21,500	\$8,311		
B&G	Completed	FC Buildings Roof Repair	\$44,329	\$36,000		
B&G	Completed	Library Exterior Painting	\$52,000	\$12,974	\$57,285	
EMD	Completed	Non-SPLOST Pipe Replacement -130 Deer Forest Road	\$143,141	\$143,141	\$143,141	
Info Systems	Completed	Server Project	\$189,036	\$189,316		
Info Systems	Completed	Phone System Revitalization & Conversion	\$264,420	\$278,620		
Info Systems	Completed	Yearly Consolidate/Redesign (FY24)	\$133,978	\$133,978	\$601,914	
Library	Completed	Library Teen Zone	\$13,736	\$13,204	\$13,204	
Judical Center	Completed	AV Modernization for Griffin Judical	\$610,663	\$605,769	\$605,769	
Planning & Zoning	Completed	Planning & Zoning and EMD Remodel	\$46,222	\$45,062	\$45,062	
Public Health	Active	Public Health Building (includes ARPA)	\$16,608,108	\$15,684,582	\$15,684,582	
Recreation	Completed	McCurry Park Picnic Parking Lot	\$30,000	\$17,399		
Recreation	Completed	East Fayette Gym Pipe Replacement and Parking Lot	\$33,000	\$31,077		
Recreation	Completed	Kiwanis Pickleball Courts	\$350,000	\$315,094		
Recreation	Completed	McCurry Park Picnic Restroom	\$15,000	\$9,285		
Recreation	Completed	Lift for East Fayette Gym	\$14,000	\$11,795		
Recreation	Completed	Christmas Tree Replacement	\$102,911	\$51,744	\$436,394	

CIP Completed & In Process

Department	Active/Completed	Project Name	Budget	Actual & Encumbrance	Dept Total	Fund Total
Roads	Completed	Road Re-Construction (FDR) Hampton & Williamson	\$704,858	\$651,118	\$651,118	
Sheriff	Completed	Taser Replacement Program	\$103,820	\$103,820		
Sheriff	Active	Sheriff-Links Training Facility	\$3,396,091	\$3,172,925		
Sheriff	Active	Final Buildout Training Facility	\$1,623,003	\$1,618,053		
Sheriff-Jail	Completed	Portable & VHF Base Mobile Radio	\$63,531	\$62,490		
Sheriff-Jail	Active	Gate Controllers-Jail	\$161,605	\$161,605		
Sheriff-Jail	Completed	Replace Water Heater & Tank in E Pod	\$35,600	\$35,600	\$5,154,493	\$23,448,460
EMS	Completed	Power Stair Chairs	\$79,000	\$78,914	\$78,914	\$78,914
Fire	Completed	Fire Depot Repainting	\$7,000	\$6,450		
Fire	Completed	Fire Station 6 Painting	\$22,280	\$16,750		
Fire	Completed	Fire Station Hoist Machines	\$19,250	\$17,144		
Fire	Completed	Video Laryngoscopes	\$165,895	\$158,823		
Fire	Completed	Fire Hose Replacement	\$42,653	\$36,703		
Fire	Active	Fire Training Building/Tower	\$1,650,000	\$1,650,000		
Fire	Active	Fire Classrooms & Training Facility	\$1,500,000	\$1,500,131		
Fire	Active	Pumper/Aerial Drive Training Course	\$665,000	\$665,000		
Fire	Active	Fire-Links Training Facility	\$3,801,527	\$3,811,809	\$7,862,809	\$7,862,809
			\$32,768,157	\$31,390,183	\$31,390,183	\$31,390,183

SPLOST Completed & In Process

SPLOST	Department	Active/Completed	Project Name	Budget	Actual & Encumbrance	Total By SPLOST
2004	Roads	Active	EFB-New Road Construction	\$ 5,923,629	\$ 2,388,461	
2004	Roads	Active	SR 85 Widening (Bernhard Rd to SR74) (SR South of McBride)	\$ 4,500,000	\$ 395,817	
2004	Roads	Active	Intersection Project SR74 at I-85	\$ 319,915	\$ 319,915	\$ 3,104,193
2017	EMD	Completed	Sams Drive and Lees Mill Road	\$ 20,674	\$ 20,674	
2017	EMD	Completed	160 Heritage Way South	\$ 189,911	\$ 189,911	
2017	EMD	Completed	205 Brookshire Drive	\$ 19,190	\$ 19,190	
2017	EMD	Completed	116 Downing Court	\$ 148,600	\$ 146,553	
2017	EMD	Active	170 Angela Drive	\$ 59,084	\$ 42,737	
2017	EMD	Completed	105 Gentle Doe Drive	\$ 17,241	\$ 19,748	
2017	EMD	Completed	160 Lofty Eagle Lane	\$ 17,725	\$ 20,303	
2017	Roads	Completed	Redwine, Bernhard PT Pwy Roundabout	\$ 3,810,066	\$ 3,809,366	
2017	Roads	Completed	Camp Creek Trail Phase I	\$ 150,000	\$ 129,197	
2017	Roads	Active	SR 279 and Corinth Road	\$ 5,860,676	\$ 1,680,220	
2017	Roads	Active	Ebenezer CH, Ebenezer & Spear	\$ 695,000	\$ 589,559	
2017	Roads	Active	Helmer Bridge over Camp Creek	\$ 77,000	\$ 75,059	
2017	Roads	Active	Safe Streets (SS4A) Planning	\$ 390,000	\$ 396,581	
2017	Roads	Active	Starrs Mill School Tunnel	\$ 4,765,037	\$ 4,314,026	
2017	Roads	Active	Redwine Road Multi-use Path	\$ 2,530,914	\$ 2,514,734	
2017 2023	EMD	Completed	114 Lowery Rd	\$ 33,249	\$ 42,075	\$ 14,009,932

SPLOST Completed & In Process

SPLOST	Department	Active/Completed	Project Name	Budget	Actual & Encumbrance	Total By SPLOST
2023	EMS	Active	EMS Ambulance Replacements (3)	\$ 1,241,046	\$ 1,241,046	
2023	Fire	Active	Fire/EMS Training Center Phase II	\$ 3,500,000	\$ 2,252,192	
2023	Sheriff	Active	Watch Office Reconfiguration with System-wide camera upgrades	\$ 1,300,000	\$ 1,279,191	
2023	Sheriff	Active	Sheriff Tactical Driving Course & Mock Village	\$ 4,670,048	\$ 3,938,219	
2023	Recreation	Active	Recreational Multi-Purpose Building	\$ 24,053,000	\$ 20,905,486	
2023	Judicial	Active	Justice Center Renovation	\$ 16,000,000	\$ 1,433,901	
2023	Fire	Active	Fire Quint Replacements (2)	\$ 2,908,372	\$ 2,620,390	
2023	Fire	Active	Fire/EMS Heavy Rescue Vehicle	\$ 1,900,000	\$ 1,145,500	\$ 34,815,923
				\$ 85,100,377	\$ 51,930,049	\$ 51,930,049

Water System Completed

Project Description	Cost
REDWINE RD FROM BERNARD RD TO STONEHAVEN LOOP	\$278,484
FILTER ISOLATION VALVE UPGRADES - SFWTP	\$101,670
SR92 ROUNDABOUT WL RELOCATION	\$487,201
4MG PUMP HOUSE HVAC INSTALL - CTWP	\$24,872
2024 FORD F-150 4X4 SUPERCAB XL	\$52,058
CAMERA SURVEILLANCE SYSTEMS	\$104,106
CROSSTOWN WTP PAINTING	\$39,933
Total Completed Water System Capital/CIP	\$1,088,325

Water System In Process

Project Description	Budget	Actual & Encumbrance
Advanced Metering Infrastructure (AMI)	\$13,816,999	\$13,793,039
Trilith Storage Tank and Pump	\$4,446,646	\$3,171,915
Health & Safety Generator	\$4,323,193	\$0
SR 74/54 Relocation GDOT PI 0013726	\$1,854,818	\$1,258,804
SCADA Upgrade	\$1,665,982	\$853,206
Waterline Extensions	\$1,382,827	\$979,172
GDOT 54 Widening	\$1,238,410	\$1,238,410
Coweta Connection	\$875,000	\$278,040
WS Pump Refurbishment Program	\$835,546	\$854,328
SR 85 Relocation GDOT PI 721290	\$549,117	\$549,116
Private Water System Improvements	\$500,000	\$343,957
Water System Yard Piping Crosstown	\$425,000	\$111,794
Tank Maintenance & Repair	\$418,000	\$0
Water Plant Maintenance & Storage Building Improvements	\$314,753	\$147,209
Lake Kedron Paving	\$289,635	\$1,646
Sodium Hypochlorite Crosstown	\$251,703	\$240,008
Carbon System Improvements	\$250,000	\$0
Water Administration Renovation	\$201,304	\$188,808
Distribution Water Quality & Redundancy Improvements	\$195,000	\$0
Asset Management Software & Implementation	\$150,000	\$0
Lake Kedron Intake	\$143,929	\$57,700
East Fayetteville Bypass	\$130,947	\$18,450
Total Water System Capital/CIP in Process	\$34,258,809	\$24,085,600

Vehicles & Equipment Completed & In Process

FY25 Vehicle & Equipment Status				
Fund	Department	Project Name	Budget	Acq. Cost
610	Tax Assessor	2024 Ford - F150	\$37,908	\$35,255
610	Buildings & Grounds	2024 F-150 XL	\$47,900	\$45,435
610	Fleet Maintenance	2024 F-150	\$47,900	\$45,407
610	Fleet Maintenance	2025 Ford Explorer	\$52,863	\$40,667
610	Fleet Maintenance	2025 Ford Explorer	\$52,863	\$40,667
610	Sheriff Field Ops	2025 Ford Explorer	\$81,437	\$80,785
610	Sheriff Field Ops	2025 Ford Explorer	\$81,437	\$81,042
610	Sheriff Field Ops	2025 Ford Explorer	\$81,437	\$80,785
610	Sheriff Field Ops	2025 Ford Explorer	\$81,437	\$80,783
610	Sheriff Field Ops	2025 Ford Explorer	\$81,437	\$80,783
610	Sheriff CID	2024 Chevrolet Traverse	\$48,735	\$44,809
610	Sheriff CID	2025 Ford Explorer	\$48,735	\$48,735
610	Sheriff CID	2024 Chevrolet Traverse	\$48,735	\$47,245
610	Sheriff CID	2024 Ford Explorer	\$48,735	\$48,729
610	Sheriff CID	2024 Chevrolet Traverse	\$48,735	\$47,245
610	Sheriff CID	2025 Ford Explorer	\$48,735	\$48,563

Vehicles & Equipment Completed & In Process

FY25 Vehicle & Equipment Status				
Fund	Department	Project Name	Budget	Acq. Cost
610	Sheriff Suport Services	2024 GMC Sierra 1500	\$88,226	\$87,532
610	Road Department	5 Ton Trailer	\$5,400	\$4,400
610	Road Department	Exmark Zero Turn Mower	\$16,599	\$13,679
610	Road Department	Chipper Body	\$32,326	\$31,219
610	Building & Grounds	7x14 Iron Bull Dump Trailer	\$11,850	\$11,825
610	Building & Grounds	Iron Bull Tilt Trailer	\$9,100	\$9,525
610	Building & Grounds	John Deere Gator, HPX615E	\$17,500	\$16,019
610	Building & Grounds	Tornado Stand-On Automatic Scrubber	\$10,000	\$8,744
610	Fire	2025 Ford F550 w svc body & pump skid unit	\$135,000	\$0
505	Water Marshal	2024 Ford F-150	\$54,943	\$49,005
			\$1,319,974	\$1,128,881

Capital Improvement Program As Proposed

<u>Project #</u>	<u>Project Fund</u>	<u>Project Description</u>	<u>Approved Budget</u>	<u>5-Year Project Allocation</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2026 CIP Plan</u>
203AR	375	Animal Control Shelter	3,393,397	103,932						0
		Total - Animal Control	3,393,397	103,932	0	0	0	0	0	0
231AA	375	FC Buildings Roof Repairs	44,329	0						0
231AC	375	Building Automation System at Justice Center	96,000	0						0
241AG	375	HVAC Roof Top Unit Replacement-Justice Center	785,000	108,523						0
241AF	375	Justice Center Parking Lot - Seal & Restripe	169,991	45,000						0
251AC	372	Historical House (Heritage House) refurbishment	21,500	0						0
251AD	372	Justice Center Landscaping	45,000	45,000						0
251AI	372	Library Exterior Painting	52,000	0						0
251AJ	375	Roof Replacement- Justice Center	215,000	600,000	154,465	0				154,465
251AK	375	Public Defender Project	0	25,000						0
		Total - Bldg. & Grounds	1,428,820	823,523	154,465	0	0	0	0	154,465
187AB	375	SAGES - Computer Software & Upgrades	255,642	10,000						0
251AL	372	Bldg Safety Upgrade - Stonewall Shuffle		4,500	0					0
		Total - Building Safety	255,642	14,500	0	0	0	0	0	0
241AH	375	Countywide Sign Replacements	25,000	0						0
		Total - Commissioners	25,000	0	0	0	0	0	0	0

Capital Improvement Program As Proposed

<u>Project #</u>	<u>Project Fund</u>	<u>Project Description</u>	<u>Approved Budget</u>	<u>5-Year Project Allocation</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2026 CIP Plan</u>
241AB	375	Elections Storage Building	177,852	152,372						0
251AM	372	Election Copier Machine	0	10,000						0
		Total - Elections	177,852	162,372	0	0	0	0	0	0
194AA	375	County Wide Non-2017 SPLOST Pipe Replacements	1,577,032	1,481,048	250,000	250,000	250,000	250,000	250,000	1,250,000
254AI	375	Asset Management Software (just EMD's portion)	50,000	50,000						0
254AL	372	Large Format Plotter/Scanner for EMD and Planning and Zoning		13,195	0					0
		Total - Environmental Management	1,627,032	1,544,243	250,000	250,000	250,000	250,000	250,000	1,250,000
251AL	372	Finance Conference Room - Stonewall Shuffle		950	0					0
		Total - Finance	0	950	0	0	0	0	0	0
205AA	375	Public Health Building - Non ARPA funds	9,555,888	704,987						0
255AA	372	Public Health Building - Mural	0	20,000						0
		Total - Health Department	9,555,888	724,987	0	0	0	0	0	0
251AL	372	HR - Stonewall Shuffle		1,100	0					0
251AN	372	Copier		8,555	0					0
		Total - Human Resources	0	9,655	0	0	0	0	0	0
6535B	375	Phone System Revitalization & Conversion	264,420	0						0
211AG	375	Systemwide Consolidate/Redesign	782,111	986,040	175,000	175,000	175,000	175,000	175,000	875,000
231AG	375	FLIGHT Over Fayette County-capture GIS imagery	156,000	130,048						0
251AL	372	IT Relocation Suite 107 - Stonewall Shuffle		47,825	0					0
		Total - Info Systems	1,202,531	1,163,914	175,000	175,000	175,000	175,000	175,000	875,000

Capital Improvement Program As Proposed

<u>Project #</u>	<u>Project Fund</u>	<u>Project Description</u>	<u>Approved Budget</u>	<u>5-Year Project Allocation</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2026 CIP Plan</u>
246AA	372	Library Teen Zone	13,736	532						0
266AA	372	Large Meeting Room AV Upgrade		48,620	48,620					48,620
256AO	372	Library Flooring - Carpet Project		19,596						0
		Total - Library	13,736	68,748	48,620	0	0	0	0	48,620
257AA	372	Zoning & EMD Remodeling Project	46,222	2,792						0
		Total - Planning & Zoning	46,222	2,792	0	0	0	0	0	0
244AB	372	Public Works Gate	40,000	10,095						0
264AD	375	Lake Horton Trail Rebuild - Water System \$100k Contribution		736,000	736,000					736,000
		Total - Public Works	40,000	746,095	736,000	0	0	0	0	736,000
251AL	372	Purchasing Additional Space - Stonewall Shuffle		16,637	0					0
		Total - Purchasing	0	16,637	0	0	0	0	0	0
257AB	372	Camera Surveillance Systems Countywide	25,000	148,810	25,000	25,000	25,000	25,000	25,000	125,000
257AC	372	Marshal Renovation Old Courthouse	41,400	54,000						
		Total - Marshal (Code Enforcement)	66,400	202,810	25,000	25,000	25,000	25,000	25,000	125,000

Capital Improvement Program As Proposed

Project #	Project Fund	Project Description	Approved Budget	5-Year Project Allocation	FY2026	FY2027	FY2028	FY2029	FY2030	FY2026 CIP Plan
7110E	375	Park Playground Upgrades	64,871	564,010	400,000	150,000	0	0	0	550,000
206AC	375	McCurry Park North Soccer Restroom	222,238	222,238						0
216AE	375	Multi-Purpose Building	535,700	0						0
226AD	375	Brooks Park Field Refurbishment	50,000	34,665						0
236AD	375	McDonough Road Park Development Project	753,216	245,916						0
246AC	375	Christmas Tree Replacement	102,911	0						0
256AL	375	Kenwood Park Retaining Wall	88,000	88,000						0
256AM	375	Field Fencing Replacements at Brooks Park	215,000	135,000	43,335					43,335
246AD	372	Drainage Repair at Parks	154,000	75,800						0
256AC	372	Brooks Park Sidewalk and Curb Installation	38,000	46,000						0
256AD	372	Kiwanis Park Picnic Area Concrete Refurbishment	35,000	35,000						0
256AE	372	McCurry Park Soccer Trash Receptacle Replacement	49,000	18,767						0
256AG	372	Park Scoreboard Repl at Kiwanis Park & McCurry Park	55,000	0						0
246AE	375	East Fayette Gym Ceiling Tile Refurbishment	50,000	25,000						0
246AF	375	Kiwanis Recreation Center Ceiling Tile Replacement	50,000	25,000						0
256AH	372	Tennis and Basketball Court Resurfacing	90,000	100,000	10,000					10,000
256AI	372	East Fayette Gym Pipe Replacement and Parking Lot Access	33,000	0						0
246AG	372	McCurry Park Path Construction to Storage Area	39,000	21,280						0
256AJ	372	McCurry Park Path Construction at Football Area	17,000	8,572						0
256AK	372	McCurry Park Path Realignment Behind the B&G Building	7,000	3,540						0
246AH	372	Brooks Park Pipe Replacements	31,000	12,213	0					0
266AB	372	Scoreboard Replacement-Brooks		22,000	22,000					22,000
266AC	372	East Fayette Gym tree Removal		12,000	12,000					12,000
FUTURE		McCurry Park Pickleball Courts, Parking Lot and Restroom		700,000		100,000	600,000	0		700,000
		Kiwanis Park Restroom Installation		0	0					0
256AP	372	McCurry Park Parking Lot Striping		20,000	10,000					10,000
266AD	372	Kiwanis Park Walking Path Refurbishment		55,000	55,000					55,000
256AQ	372	McCurry Park Softball and Football Entrance Resurfacing		30,000	15,000					15,000
256AR	375	North McCurry Park Walking Trails		145,000	0					0
256AS	372	South McCurry Park Walking Trails Refurbishment		60,000	30,000					30,000
266AE	372	Temporary Repair of South McCurry Park Parking lot		55,000	55,000					55,000
		Storage Building at Kiwanis Park		0	0					0
		Total - Recreation	2,679,936	2,760,001	652,335	250,000	600,000	0	0	1,502,335

Capital Improvement Program As Proposed

<u>Project #</u>	<u>Project Fund</u>	<u>Project Description</u>	<u>Approved Budget</u>	<u>5-Year Project Allocation</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2026 CIP Plan</u>
234AE	372	Crabapple Road Cul-De-Sac Construction	21,776	5,000						0
234AH	375	Pubworks Software Replacement	50,000	50,000						0
254AF	372	Sign Shop Remodel	32,310	27,338						0
254AG	375	Helmer Road Shoulder Construction	91,151	91,151						0
264AE	372	Traffic Signal back up Power		18,000	18,000					18,000
		Total - Road Department	195,237	191,489	18,000	0	0	0	0	18,000
5565H	375	Links Master (<i>Tng Ctr - Driving Course</i>) -	3,396,091	245,326						0
21AR1	375	Final Buildout Training Center - Non-ARPA funds	1,623,003	4,950						0
213AB	375	Taser Replacements	441,088	207,695	103,834	103,834				207,668
243AE	375	Roofing Replacement for all Sheriff's Office Facilities	95,084	0	0	0				0
243AF	372	Watch Guard WIFI Camera Station	11,367	0						0
243AG	375	Guard1 Supermax System - Jail (Replacement/Updated)	56,799	56,799						0
253AE	375	Gate Controllers -Jail	161,605	56,756						0
253AG	372	GBI Latent Workstation (AFIS system Upgrade)	44,600	44,600						0
253AH	375	Replacement Body-Dash and Interview Camera Systems	75,000	30,000	0	0	0	0		0
253AI	375	Portable and VHF Base Mobile Radio	63,531	1,041						0
253AQ	375	Replacement Body and Dash Camera Systems		2,348,846	503,475	427,997	427,997	427,997	427,997	2,215,463
		Total - Sheriff's Office	5,968,168	2,996,013	607,309	531,831	427,997	427,997	427,997	2,423,131
254AH	545	Concrete Pad for Mulch Area at Transfer Station	47,300	42,300						0
		Total - Solid Waste	47,300	42,300	0	0	0	0	0	0

Capital Improvement Program As Proposed

<u>Project #</u>	<u>Project Fund</u>	<u>Project Description</u>	<u>Approved Budget</u>	<u>5-Year Project Allocation</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2026 CIP Plan</u>
202AA	375	3rd Floor Justice Center Build Out	276,314	0						0
		Total - Judicial Center	276,314	0	0	0	0	0	0	0
241AE	375	WinGap Conversion	61,100	22,694						0
251AL	372	Tax Assessor Office Expansion - Stonewall Shuffle		18,000	0					0
		Total - Tax Assessor	61,100	40,694	0	0	0	0	0	0
				0						
193AH	375	Links Training Facility Concept Design & Site Development	3,801,527	0						0
21AR4	375	Fire Training Building/Tower - Non ARPA funds	1,650,000	0						0
21AR5	375	Fire Classroom & Training Facility - Non ARPA funds	1,500,000	0						0
21AR6	375	Pumper Aerial Drive Train - Non ARPA funds	665,000	0						0
253AL	375	Fire Station 1 Remodel	75,000	21,387						0
263AG		Trailer Storage Building		40,000	40,000					40,000
		Total - Fire Services	7,691,527	61,387	40,000	0	0	0	0	40,000
213AQ	372	Warning Siren System Maintenance	50,000	29,215						0
263AH	372	Portable Ventilator		6,874	6,874					6,874
		Total - EMS	50,000	36,089	6,874	0	0	0	0	6,874

Capital Improvement Program As Proposed

<u>Project #</u>	<u>Project Fund</u>	<u>Project Description</u>	<u>Approved Budget</u>	<u>5-Year Project Allocation</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2026 CIP Plan</u>
20WSA	507	Water System Yard Piping Crosstown	425,000	313,206						0
20WSD	507	Water Administration Renovation	201,304	12,496						0
20WSF	507	Sodium Hypochlorite Crosstown	251,703	2,654,305	1,279,086	677,025	677,025			2,633,136
214BA	507	Advanced Metering Infrastructure (AMI) - Public Education	56,000	7,150						0
214BA	230/507	Advanced Metering Infrastructure (AMI) - Badger	13,368,290	234,925						0
214BA	507	Advanced Metering Infrastructure (AMI) - Arcadis	448,709	0						0
21WSB	507	Private Water System Improvements	500,000	0						0
22WSC	507	Electrical Upgrades & Generator Match (10%)	4,323,193	7,231,843	399,300	424,700	500,000	1,150,000	434,650	2,908,650
22WSF	507	Coweta Connection	875,000	598,960						0
22WSH	507	SR 74/54 Relocation GDOT PI 0013726	1,854,818	385,177						0
22WSI	507	SR 85 Relocation GDOT PI 721290	549,117	0						0
22WSJ	507	East Fayetteville Bypass	130,947	112,497						0
22WSK	507	Distribution Water Quality & Redundancy Improvements	195,000	520,000	0	75,000	75,000	75,000	100,000	325,000
23WSA	507	Fluoride Upgrade Crosstown	20,000	703,700	685,577					685,577
23WSB	507	Fluoride & Na2MnO4 Upgrade South Fayette	57,240	1,547,771		756,245	756,245			1,512,490
23WSE	507	Cross Connection Compliance Prevention	0	0						0
23WSH	507	Trilith Storage Tank and Pump	4,446,646	1,713,903	439,171					439,171
24WSA	507	Asset Management Software & Implementation (just WS's portion)	150,000	150,000						0
24WSB	507	Gearbox Rebuild at Crosstown (13 units)	60,000	6,311						0
24WSC	507	Crosstown WTP Painting	54,100	0						0
24WSE	507	Lake Kedron Intake	143,929	123,550						0
24WSF	507	Lake Kedron Paving	289,635	287,989						0
24WSG	507	Tank Maintenance & Repair	418,000	1,672,000	268,000	268,000	225,000	225,000	268,000	1,254,000

Capital Improvement Program As Proposed

<u>Project #</u>	<u>Project Fund</u>	<u>Project Description</u>	<u>Approved Budget</u>	<u>5-Year Project Allocation</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2026 CIP Plan</u>
25WSA	507	Carbon System Improvements	250,000	650,000		200,000	200,000			400,000
6SCAD	507	SCADA	1,665,982	2,877,516			352,240	738,000	974,500	2,064,740
8WTEX	507	Waterline Extensions	1,382,827	753,655	25,000	75,000	75,000	75,000	100,000	350,000
9WPMS	507	Water Plant Maintenance & Storage Building Improvements	314,753	0						0
9WSPR	507	Pump Refurbishment Program	835,546	662,928	108,765	125,000	125,000	125,000	150,000	633,765
FY2026	507	Storage Tank - Hwy 74		1,875,744	0	583,335	583,335	583,335		1,750,005
FY2026	507	Drying Bed Replacement - Crosstown		287,989	0					0
FY2026	507	Dams Structural Rehabilitation		550,000	169,191	300,000				469,191
FY2029	507	Crack Repair For Basins, Filters, Rapid Mix, & Pipe Gallery		96,375		45,000	25,875	25,500		96,375
FY2029	507	Sedimentation Basin Plate Settlers- Crosstown		300,000				300,000		300,000
FY2030	507	South Fayette Power Cable Upgrade		1,000,000					1,000,000	1,000,000
FY2030	507	Lake Horton Paths		385,439					385,439	385,439
FY2030	507	Lake Horton Trail Rebuild - Public Works \$760k Contribution		100,000						0
FUTURE	507	Sludge Thickener-Crosstown		0						0
FUTURE	507	Granular Activation Carbon System - South Fayette		0						0
FUTURE	507	Granular Activation Carbon System - Crosstown		0						0
FUTURE	507	Crosstown Lagoon Cleaning		125,000	125,000					125,000
FUTURE	507	Particle Counter Project		128,840	128,840					128,840
FUTURE	507	Drying Bed Replacement - South Fayette		0						0
		Total - Water System	33,267,738	28,069,268	3,627,930	3,529,305	3,594,720	3,296,835	3,412,589	17,461,379

Capital Improvement Program As Proposed

<u>Project #</u>	<u>Project Fund</u>	<u>Project Description</u>	<u>Approved Budget</u>	<u>5-Year Project Allocation</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2026 CIP Plan</u>
243KU	215	911 Kitchen upgrade	25,000	74,450	49,450					49,450
253SU	215	911 Center Security Upgrades (Spillman)	1,000,000	1,000,000						0
		Total - 911 Communications	1,025,000	1,074,450	49,450	0	0	0	0	49,450
			69,094,840	40,856,850	6,390,983	4,761,136	5,072,717	4,174,832	4,290,586	24,690,254

Funding Sources:

General Fund	27,013,275	11,573,356	2,666,729	1,231,831	1,477,997	877,997	877,997	7,132,551
Fire Services Fund	7,691,527	61,387	40,000	0	0	0	0	40,000
Emergency Medical Services Fund	50,000	36,089	6,874	0	0	0	0	6,874
Solid Waste	47,300	42,300	0	0	0	0	0	0
Water System Fund 507	33,267,738	28,069,268	3,627,930	3,529,305	3,594,720	3,296,835	3,412,589	17,461,379
911 Communications Fund 215	1,025,000	1,074,450	49,450	0	0	0	0	49,450
Total Approved	69,094,840	40,856,850	6,390,983	4,761,136	5,072,717	4,174,832	4,290,586	24,690,254

Fund Type:

Governmental Funds	35,779,802	12,745,282	2,763,053	1,231,831	1,477,997	877,997	877,997	7,228,875
Enterprise Funds	33,315,038	28,111,568	3,627,930	3,529,305	3,594,720	3,296,835	3,412,589	17,461,379
Total Approved	69,094,840	40,856,850	6,390,983	4,761,136	5,072,717	4,174,832	4,290,586	24,690,254

FY2026 Budget - Vehicles

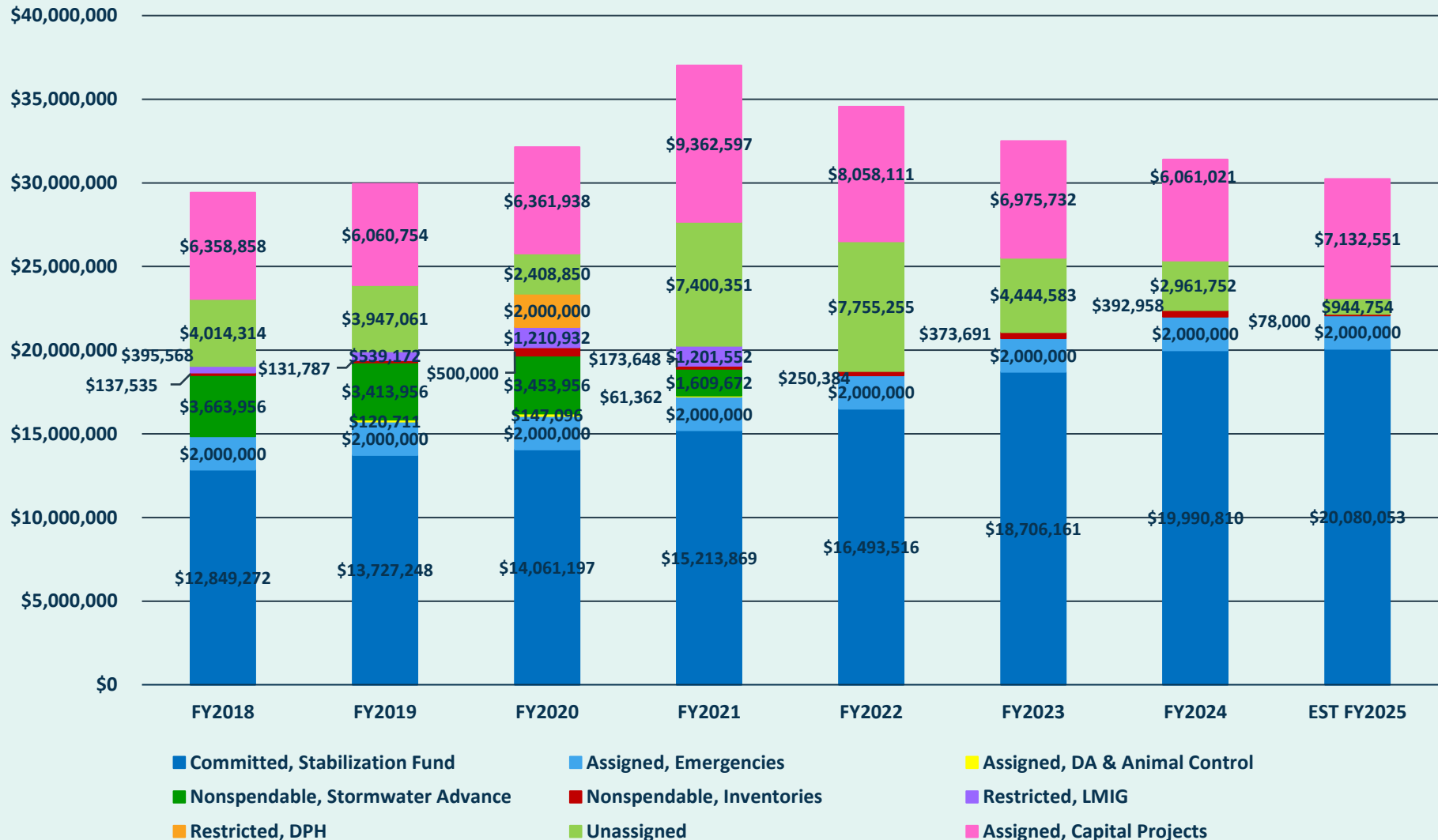
#	Fund	Department	Description	Base Price	Add-On's	Total Requested (Fund 610)	Approved	Asset	Vehicle Being Replaced	VIN - ID Number	Mileage	Fleet Vehicle #	Comments
1	610	Animal Control	2025 Ford F-250 w/animal control box	\$51,281	\$26,324	\$77,605	\$77,605	N/A	N/A	N/A	N/A	N/A	New
			Total - Animal Control	\$51,281	\$26,324	\$77,605	\$77,605						
2	610	Buildings & Grounds	2025 Ford F-250	\$45,274	\$13,260	\$58,534	\$58,534	N/A	N/A	N/A	N/A	N/A	New
			Total - Buildings & Grounds	\$45,274	\$13,260	\$58,534	\$58,534						
3	610	Emergency Mgmt.	2025 Ford Explorer PIU	\$47,000	\$11,000	\$58,000	\$58,000	27479	2018 FORD F-150	1FTEX1C50JFA64892	134,950	13657	Replacement
			Total - EMA	\$47,000	\$11,000	\$58,000	\$58,000						
4	327	EMS	2025 Ford F-450 Ambulance	\$77,605	\$427,465	\$505,070	\$505,070	N/A	N/A	N/A	N/A	N/A	New
5	327	EMS	2025 Ford F-450 Ambulance	\$468,445	\$36,625	\$505,070	\$505,070	N/A	N/A	N/A	N/A	N/A	New
			Total - EMS	\$546,050	\$464,090	\$1,010,140	\$1,010,140						
6	610	Fire	2025 Ford Explorer PIU	\$47,000	\$11,000	\$58,000	\$58,000	N/A	N/A	N/A	N/A	N/A	New
7	610	Fire	2026 Ford Explorer PIU	\$47,000	\$11,000	\$58,000	\$58,000	N/A	N/A	N/A	N/A	N/A	New
			Total - Fire	\$94,000	\$22,000	\$116,000	\$116,000						
8	610	Fleet Maintenance	Ford F-550 Service Truck	\$170,000	\$8,000	\$178,000	\$178,000	10637	1997 Ford F-450	1FDLF47F9VEA38751	73,417	90437	Replacement
			Total - Fleet Maintenance	\$170,000	\$8,000	\$178,000	\$178,000						
9	610	Sheriff Field Ops	2025 Chevrolet Tahoe	\$54,679	\$31,170	\$85,849	\$85,849	27486	2018 Chevrolet Tahoe	1GNLCDEC2JR120885	139,109	20885	Replacement
10	610	Sheriff Field Ops	2025 Chevrolet Tahoe	\$54,679	\$31,170	\$85,849	\$85,849	27096	2016 Chevrolet Caprice	6G3NS5U20FL126264	134,908	26264	Replacement
11	610	Sheriff Field Ops	2025 Chevrolet Tahoe	\$54,679	\$31,170	\$85,849	\$85,849	27752	2018 Ford F150	1FTEW1PGXJKF62541	134,233	62451	Replacement
12	610	Sheriff Field Ops	2025 Chevrolet Tahoe	\$54,679	\$31,170	\$85,849	\$85,849	27338	2016 Chevrolet Caprice	6G3NS5U28GL219812	132,835	19812	Replacement
			Total - Sheriff Field Ops	\$218,716	\$124,682	\$343,398	\$343,398						
13	610	Special Operations Div.	2025 Chevrolet Tahoe	\$54,679	\$31,170	\$85,849	\$85,849	27831	2019 Chevrolet Tahoe	1GNLCDEC2KR148879	139,141	48879	Replacement
14	610	Special Operations Div.	2025 Chevrolet Tahoe	\$54,679	\$31,170	\$85,849	\$85,849	27440	2018 Chevrolet Tahoe	1GNLCDEC6JR120100	138,485	20100	Replacement
15	610	Special Operations Div.	2025 Chevrolet Tahoe	\$54,679	\$31,170	\$85,849	\$85,849	26961	2016 Chevrolet Caprice	6G3NS5U23GL204411	133,320	4411	Replacement
16	610	Special Operations Div.	2025 Chevrolet Tahoe	\$54,679	\$31,170	\$85,849	\$85,849	27489	2018 Chevrolet Tahoe	1GNLCDECXJR124666	TOTALED	24666	Replacement
			Total - Sheriff Special Ops	\$218,716	\$124,682	\$343,398	\$343,398						
			SHERIFF TOTAL	\$437,432	\$249,363	\$686,795	\$686,795						
17	505	Water System	2026 Ford F150	\$53,756	\$3,752	\$57,508	\$57,508	27574	2018 FORD F-150	1FTMF1C59JFC03450	90,910	12698	Replacement
			Total - Water System	\$53,756	\$3,752	\$57,508	\$57,508						
FY2026 Vehicle Request Total				\$1,444,793	\$797,789	\$2,242,582	\$2,242,582						

FY2026 Budget - Equipment

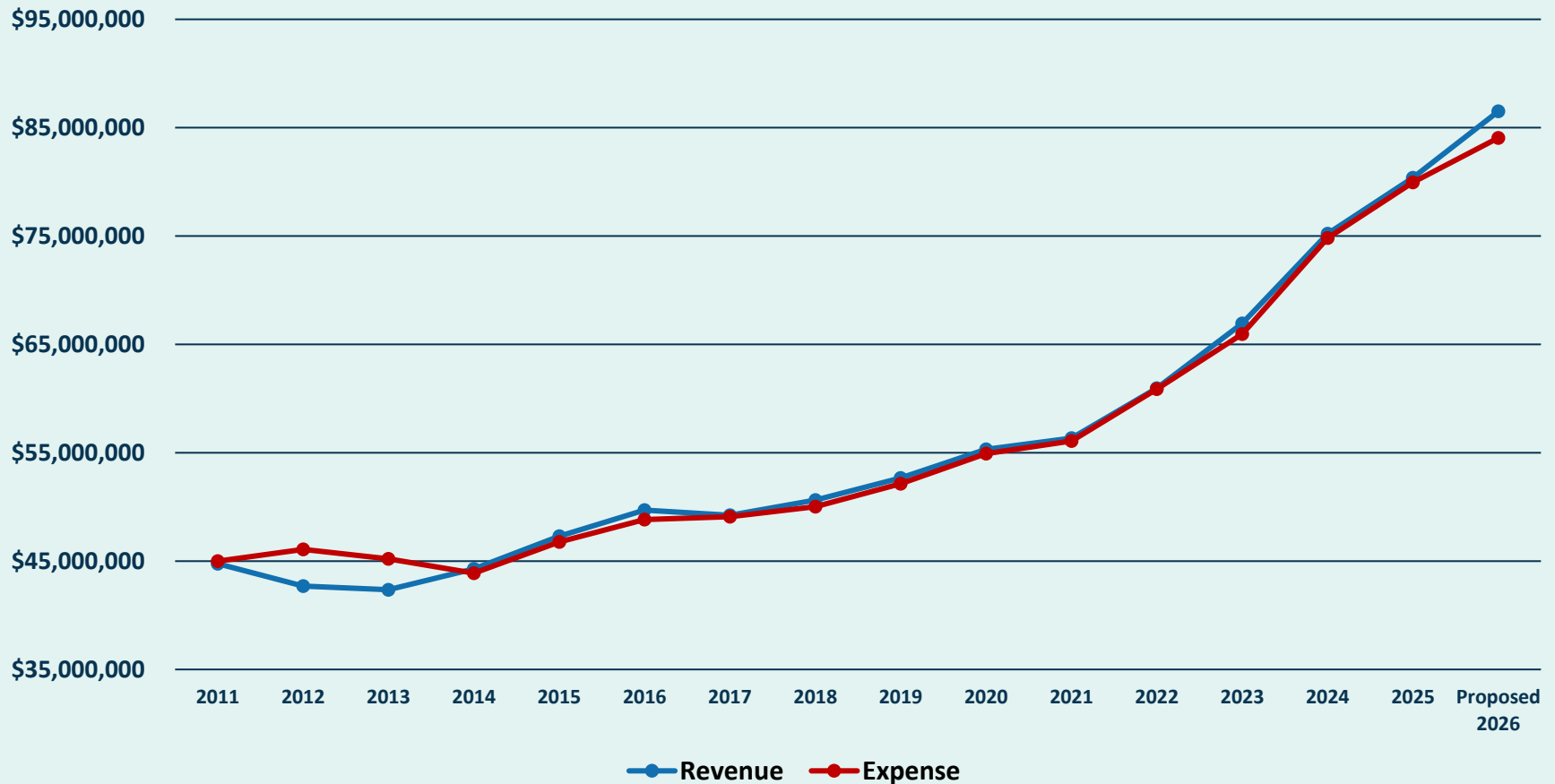
#	Fund	Department	Description	Unit Cost	Additional	Total Cost	Approved	Hours	Equipment Being Replaced Description	Comments
1	610	Animal Control	2025 Shadow 16' Stock Bumper Pull Trailer	\$11,795	\$0	\$11,795	\$11,795	N/A	N/A	New
			Total - Animal Control	\$11,795	\$0	\$11,795	\$11,795			
2	610	Road Department	Salt Spreader	\$15,580	\$0	\$15,580	\$15,580	N/A	Warren AC2420-10 Spreader	Replacement
3	610	Road Department	Zero Turn Mower	\$13,679	\$150	\$13,829	\$13,829	N/A	EXMARK 60 LAZER S SERIES MOWER	Replacement
			Total - Road	\$29,259	\$150	\$29,409	\$29,409			
4	505	Water System	Hydra Tapping Machine	\$133,505	\$0	\$133,505	\$133,505	N/A	N/A	New
			Total - Water System	\$133,505	\$0	\$133,505	\$133,505			
FY2026 Equipment Request Total				\$174,559	\$150	\$174,709	\$174,709			

	Vehicle/Equipment Requests		
	Replacement	New	Total
Total VRF 610	\$922,795	\$252,139	\$1,174,934
Total 327		\$1,010,140	\$1,010,140
Total 505	\$57,508		\$57,508
Total Vehicle Requests	\$980,303	\$1,262,279	\$2,242,582
Total VRF 610	\$29,409	\$11,795	\$41,204
Total 327			
Total 505		\$133,505	\$133,505
Total Equipment Requests	\$29,409	\$145,300	\$174,709
Total VRF 610	\$952,204	\$263,934	\$1,216,138
Total 327		\$1,010,140	\$1,010,140
Total 505	\$57,508	\$133,505	\$191,013
Total FY2026 Requests	\$1,009,712	\$1,407,579	\$2,417,291

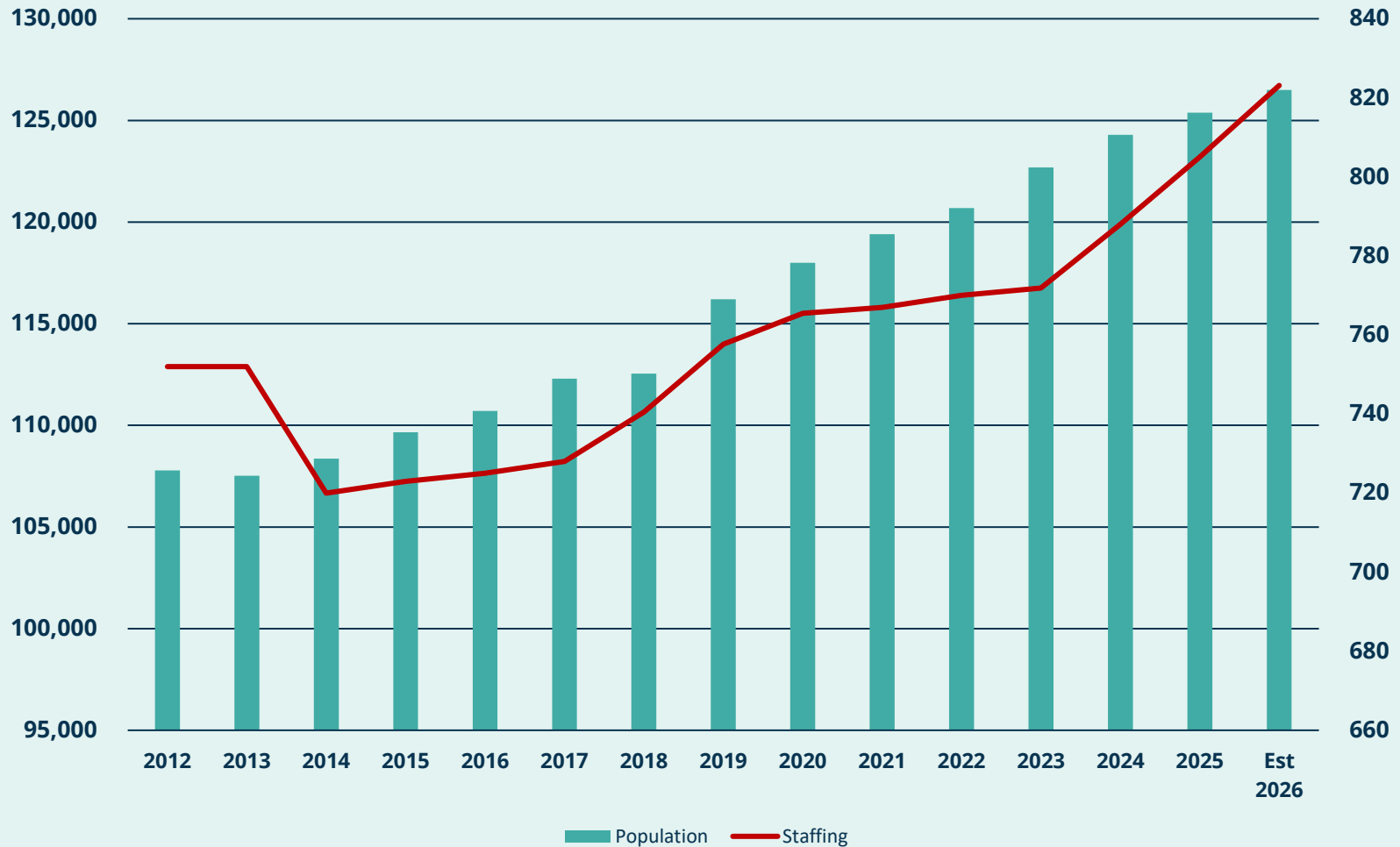
General Fund Fund Balance Trends – Last 7 FY



General Fund Original Adopted Budget



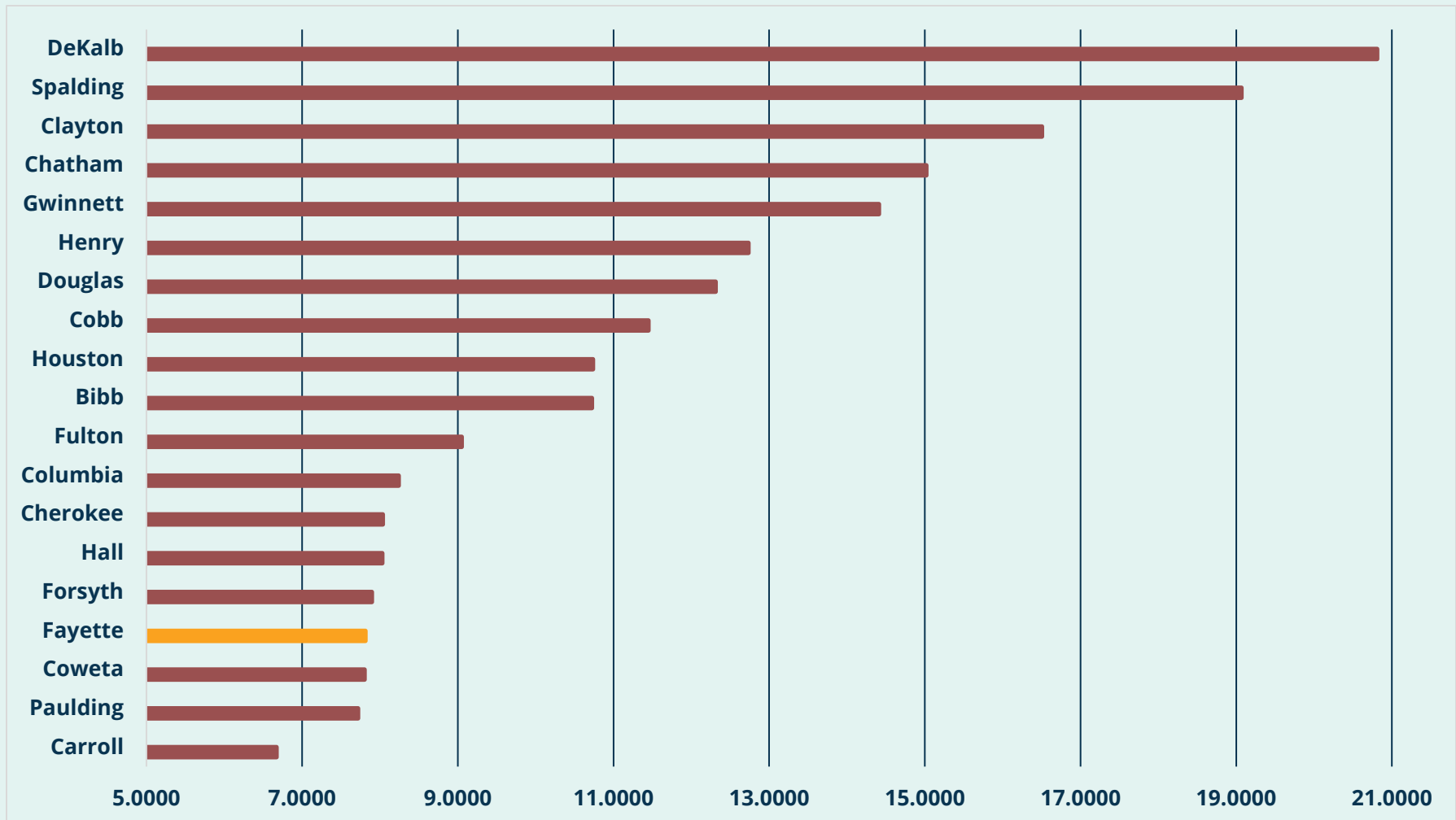
Population and Staffing



Millage Rate History Since 2014

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Board of Education / Bond	21.450	21.350	21.100	20.850	20.850	20.521	20.330	20.334	20.000	20.050	19.600
Brooks Millage	0.899	0.840	0.799	0.723	0.680	0.627	0.606	1.000	1.207	1.207	1.207
Fayetteville Millage	3.874	3.874	3.874	3.874	5.646	5.646	5.646	5.646	5.646	5.646	5.646
Peachtree City Millage / Bond	7.088	7.070	7.065	6.505	6.408	6.232	6.232	6.043	6.043	6.043	5.983
Tyrone Millage	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889	2.889
Unincorporated County	5.602	5.171	4.917	4.509	4.392	4.392	4.277	4.034	4.034	4.034	3.763

Millage Rates for Local Counties



FY2026 Budget Highlights

- **Significant operational budget considerations:**
 - Millage Rate Remains at 3.763
 - General Fund impact from maintenance & operations is positive.
 - Proposed Budget increases General Fund Balance \$2,444,211
 - Funds Rolling 5 Year Capital Improvement Program of \$7,132,551
 - Changes in Personnel levels protect the existing outstanding service delivery to our Citizens.
 - Budget continues to maintain the commitment to balance current year revenues with current year expenses.
 - Maintains Employee Benefits – Medical/Dental/Vision & Retirement
 - County-Wide departmental cooperation continues to yield positive results.

Future Public Hearings

- First Public Hearing
 - Thursday, June 12, 2025, at 5:00 p.m.
- Second Public Hearing – Budget Adoption
 - Thursday, June 26, 2025, at 5:00 p.m.

COUNTY AGENDA REQUEST

Page 90 of 403

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Approval of Board of Assessors' recommendation to approve a disposition of tax refund, as requested by Kristin Smith, in the additional amount of \$1,239.99 for tax year 2024.

Background/History/Details:

When a taxpayer believes 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 Assessors' Office for review of the details. Appropriate recommendation(s) are then forwarded to the Board of Commissioners for final consideration of said requests.

Request made by Kristin Smith for residential property parcel 06-0815-011. On February 10, 2025, a request for a partial refund of taxes was received. The request was based on erroneous removal of the taxpayers L3 exemption in 2023. The Board of Commissioners approved a refund in the amount of \$2,511.88 at the March 13, 2025 meeting. Taxpayer is eligible under the refund statute for an additional refund of \$1,239.99 for tax year 2024 due to an erroneous calculation by the Tax Commissioner's Office.

Board of Assessors recommend approval.

What action are you seeking from the Board of Commissioners?

Approval of Board of Assessors' recommendation to approve a disposition of tax refund, as requested by Kristin Smith, in the additional amount of \$1,239.99 for tax year 2024.

If this item requires funding, please describe:

The funding required will be for those refund request 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:

**Tax Assessor**

140 Stonewall Avenue West, Ste 108
Fayetteville, GA 30214
Phone: 770-305-5402
www.fayettecountyga.gov

MEMORANDUM

TO: Fayette County Board of Commissioners

FROM: Fayette County Board of Assessors

DATE: May 20, 2025

Re: Tax Refund Request – Smith

Ms. Kristin Smith requested a partial refund of taxes for tax year 2024 based on erroneous removal of her mother's L3 exemption.

Ms. Smith submitted a request for refund of overpayment of her mother's property taxes for 2024 on February 10, 2025. Her mother transferred the property in August 2023 to Ms. Smith and her husband but reserved a life estate in the property. The L3 exemption was removed in error based on the transfer. Due to an error in the estimated refund calculated by the Tax Commissioner's Office, Ms. Smith is due \$1,239.99 in addition to the \$2,511.88 approved by the Board of Commissioners at the March 13, 2025 meeting.

The provisions of the refund statute were designed to enable correction of an error or illegality that exists in the record of assessment and is discovered after the payment of taxes. In this case, the taxpayer's L3 exemption was removed in error. Assessors' Office staff has confirmed that the transfer did include a life estate for Ms. Smith's mother, and therefore, the L3 exemption has been reinstated.

TOTAL REFUND RECOMMENDED: \$1,239.99 (2024)

COUNTY AGENDA REQUEST

Page 92 of 403

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Approval to designate Fire and Emergency Services vehicles, Asset #26864 (Fleet # 13305) and Asset #24605 (Fleet #23239) as surplus and authorize the sale at auction of these units.

Background/History/Details:

After purchase and receipt of the 2025 medic trucks, Fire and Emergency Services determined the two medic trucks listed above need to be moved to surplus and authorized for sale at auction.

What action are you seeking from the Board of Commissioners?

Approval to designate Fire and Emergency Services vehicles, Asset #26864 (Fleet # 13305) and Asset #24605 (Fleet #23239) as surplus and authorize the sale at auction of these units.

If this item requires funding, please describe:

NA

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:

Revenue from the auction of these units should be allocated to the EMS Vehicle Replacement Fund category.

**Fayette County
Fixed Asset Change Form**

Originating Department **EMS**

Page 3 of 403
Date 5/23/2025

Qty	Description	Manufacturer	Model	Serial / VIN	Inventory Tag #	Code: Acquisition Or Disposal	Current Unit Value Over \$1000? (Y/N)	I.S. (Prep for Disposition only)	B&G Disposition Code
1	Ambulance	Wheeled Coach	2015 Chevrolet 3500	1GB3CZC85FF598350	26864	DS	Y		
1	Ambulance	McCoy-Miller	2009 Chevrolet 4500	1GBE4V1919F13385	24605	DS	Y		
1	Ambulance	Frazer	2025 Ford F-450	1FDUF4GT1RDA35655		AP	Y		
1	Ambulance	Frazer	2025 Ford F-450	1FDUF4GT1RDA35493		AP	Y		

Acquisition Codes:

AP – Purchase
AD – Donation
AC – Confiscated
AO – Other acquisition *

Disposition Codes:

☐ DS – To surplus for auction, sale or trade
DD – To B&GM for disposal: recycle, landfill or other
DT – Transfer to _____
DO – Other disposition *

B&G Disposition Codes:

BS – Stored for auction or sale
BD - Discarded
BO – Other disposition *

*Comments _____

Department Signature

Joshua
5/27/2025

WORK ORDER #	DATE STORED	LOCATION STORED

COUNTY AGENDA REQUEST

Page 95 of 403

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Approval to reallocate \$56,585.17 from SPLOST project 17TAC Paved Roads, Gravel Roads, and Bridges to SPLOST project, 21TAC Fayette County Resurfacing FY2022 (GDOT PI 0017812), to fund Task Order #3 for materials testing under EXP U.S. Services #2036-Q contract.

Background/History/Details:

In 2019 the Board approved staff to submit an application for a multi-jurisdictional resurfacing project to the Atlanta Regional Commission (ARC) in response to their open solicitation for Transportation Improvement Program (TIP) projects, and approved the County's required local match (a minimum of 20%) for the project. In addition, the Board approved to accept the 2017 TIP grant award for the PE phase for the FY 2022 Resurfacing Program at the April 8, 2021 meeting, and to award the construction contract to the lowest responsive and responsible bidder at the October 24, 2024 meeting, and the Construction, Engineering, & Inspections (CEI) task order at the November 14, 2024 meeting.

This project includes 11.94 centerline miles of resurfacing between the County, Peachtree City, Fayetteville, and Tyrone. The primary purpose of Task Order #3 is for materials sampling and testing services to ensure that all state and federal requirements associated with construction are properly satisfied and recorded.

Fayette County's estimated cost for materials testing is \$44,207.16. Reimbursement from the municipalities will be governed by the Intergovernmental Agreement fully executed April 10, 2023.

What action are you seeking from the Board of Commissioners?

Approval to reallocate \$56,585.17 from SPLOST project 17TAC Paved Roads, Gravel Roads, and Bridges to SPLOST project, 21TAC Fayette County Resurfacing FY2022 (GDOT PI 0017812), to fund Task Order #3 for materials testing under EXP U.S. Services #2036-Q contract.

If this item requires funding, please describe:

Funding for this project is available from the 2017 SPLOST project 17TAC Paved Roads, Gravel Roads, and Bridges. Reimbursement from the municipalities will be governed by the Intergovernmental Agreement fully executed April 10, 2023.

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 *TLB*

From: Sherry White *SW*

Date: June 5, 2025

Subject: Contract #2036-Q Fayette County Resurfacing FY2022

On December 12, 2024, the BOC accepted a \$2,993,805.04 grant award from GDOT for the resurfacing of approximately 12 miles. The award also included money for GDOT construction oversight, and County construction engineering & inspection (CEI). The resurfacing work began in May 2025.

Prior to the commencement of field work Fayette County was notified by GDOT that additional CEI work is needed, including field and lab material testing for density determinations, asphalt coring, and gradation tests. It was originally expected that GDOT would perform this work.

The Public Works Department and the project engineer developed a new task order, Task Order #3 (see attached Scope of Work – Attachment 1) and negotiated the fees, totaling \$70,731.46. A NTP was issued to the engineer on April 30, but it put the SPLOST funding for 21TAC at a negative balance of \$56,585.17.

This agenda item seeks Board approval to reallocated \$56,585.17 from 17TAC (Road Maintenance) to the project (21TAC) so the project has a balance of \$0.

The Public Works Department has requested more grant money for this additional expense, but a determination won't be made for several weeks. Staff will seek Board acceptance of the grant if the money is approved.

TASK ORDER 3

4/22/2025

PROJECT INFORMATION

PI #: 0017182

County: Fayette

TPRO Description: Fayette County Resurfacing Program – FY22

Reference: Fayette County RFQ #2036-Q

TASK ORDER DESCRIPTION

The work consists of Sampling and Testing Services for GDOT PI No. 0017812 – Fayette County Resurfacing Program FY 22 as described Fayette County's RFQ #2036-Q.

SCOPE OF SERVICES

The primary purpose of this Task Order is for Sampling and Testing Services to ensure that all state and federal requirements associated with the construction and delivery of the project are satisfied by proper inspection, testing, documentation, record keeping, payment processing, and other items deemed necessary.

This project consists of resurfacing approximately 11.94 miles of roads within Fayette County, Peachtree City, City of Fayetteville, and Town of Tyrone. We understand that a total of eight roadways were selected for resurfacing. The selected roadways are classified as Collector or above.

The selected roadways include:

1 Fayette County

- 85 Connector from SR 85 to Woods Road (3.6 Miles)
- New Hope Road from SR 92 to City Limit (3.4 Miles)
- Banks Road from City Limits to SR 54 (1.58 Miles)

City of Fayetteville

- Banks Road from SR 85 to County Line (0.16 Miles)

2 Peachtree City

- Kelly Drive from SR 74 to Planterra Way (0.61 Miles)
- McIntosh Trail from Peachtree Parkway to Robinson Road (0.96)
- Ebenezer Road from Robinson Road to City Limit (0.53 Miles)

3 Town of Tyrone

- Dogwood Trail from Senoia Road to Farr Road (1.10 miles)

Construction activities are anticipated for a total duration of 3 months.

TASK 3: Sampling and Testing Services (Resurfacing and FDR on Multiple Roadways - 8 locations / 7 roads)

EXP's subconsultant (Materials Manager & Engineers aka 2MNext) shall provide Sampling and Testing services in conformance with GDOT requirements, which are for construction contract administration and inspection for resurfacing and Full Depth Reclamation (FDR) on various roads within Fayette County and its municipalities.

A. General

1. The services shall consist of performing, to the satisfaction of Fayette County and municipalities, all sampling and testing services (to be performed by EXP's subconsultant 2MNext) necessary or incidental to accomplish the contract consistent with professional services.
2. It shall be the responsibility of the subconsultant to sample and test in conjunction with the construction contract such that the project is constructed in reasonable conformity with the plans, specifications, and special provisions for the construction contract, consistent with the scope of services provided by the subconsultant.
3. The subconsultant (2MNext) shall furnish all services and labor necessary to conduct and complete the services to accomplish the resulting contract, and shall furnish all materials, equipment, laptops, supplies, and incidentals other than those designated in writing as to be furnished by Fayette County necessary to perform the sampling and testing services, and check or test them prior to use under this contract.
4. All services shall be performed in accordance with the established standard procedures and practices of the Georgia Department of Transportation, and/or as directed by Fayette County or municipalities.
5. Since the services under this contract are to be paid in part with Federal and/or State funds, the services shall comply with all applicable Federal and State laws and regulations.
6. At the request of Fayette County, the subconsultant (2MNext) during the progress of the services shall furnish information or data relating to the services under the contract as may be required by Fayette County to enable it to carry out or to proceed with related phases of the project not covered by this contract, or which may be necessary to enable Fayette County to furnish information to the subconsultant upon which to proceed with further services.
7. Compliance with all the foregoing shall be within the purview of the contract and shall not constitute a basis for additional or extra compensation.

8. Material Managers and Engineers (2MNext) will conduct all sampling and testing per the GDOT OMAT requirements.

B. Services To Be Performed by The Sub Consultant

Materials Managers & Engineers, Inc. (2MNext) will provide sampling and testing services for Fayette County Federal FDR and Resurfacing project located in Fayette County, GA as indicated in attached detailed scope of services.

Scope for Materials Testing Services

2MNEXT will be providing material testing services for field and lab.

All testing will be conducted by trained and certified technicians in accordance with GDOT standards. Equipment will be calibrated and maintained by regulatory guidelines, and testing protocols will follow established QA procedures to ensure accuracy, repeatability, and defensibility of results.

The scope for material testing includes Sampling/testing of 12.5mm and 19mm Asphalt, and Cement Stabilized Reclaimed Base Course.

Field Material Testing

- Evaluate the maximum dry density from representative samples of compacted material, according to GDT 7, GDT 19 or GDT 67.
- Evaluate in-place density of finished courses according to GDT 20, GDT 21 or GDT 59.
- Obtain Asphalt Cores for 12.5mm and 19mm mix for nuclear gauge calibration.
- Perform Gradation Tests on Cement Stabilized Base Course.

Lab Material Testing

- Determine Asphalt Theoretical Maximum Density as per specification.
- Determine Asphalt Core Density for Gauge Calibration as per specification.
- Perform Asphalt Extraction/Gradation Testing, according to GDT 125.

Technicians will be onsite and earnestly in pursuit of work when contractor work begins and upon execution of this agreement. The Consultant shall provide at least one week's advance notice prior to the commencement of construction activities on the project. 2MNext cannot guarantee the availability of personnel if this advance notice is not provided.

Final documents shall be provided withing 60 days of execution.

Task Order Work Items and Listing

Deliverables

2MNEXT will provide the following deliverables:

- Daily field test reports for sub-base material and asphalt compaction, within 24 hours of the test.
- Laboratory test reports detailing results for specific gravity, asphalt content, gradation, and void analysis, within 48 hours of the test.
- Same Day Notifications for any out-of-specification findings.

Assumptions

- Job Mix Formulas (JMFs) for Full Depth Reclamation (FDR) and Asphalt Mixes will be provided by the contractor prior to the commencement of relevant testing activities.
- Qualified Products List (QPL) values for subbase materials, as required by GDOT specifications, will be supplied by the contractor for use in laboratory evaluation and acceptance testing.
- The Estimate was developed based on the contract documents dated 05.17.2024, and anticipated construction duration of 3 months.
- The following events may result in additional costs above the estimate stated herein:
 - o Extension of the construction schedule.
 - o Retesting material, if required
 - o Additional services requested outside the scope of services detailed herein.
- Normal working hours are between 8:00 am to 5:00 pm Monday through Friday. Overtime rates shall be applicable for services performed outside normal working hours, or on Saturdays, Sundays, or Holidays, and shall be billed at 1.5 times the standard hourly rate for technicians.
- The Consultant shall provide at least one week's advance notice prior to any anticipated construction activities. Once the project is underway, requests for scheduling field personnel shall be submitted at least 48 hours before the test.

PROFESSIONAL FEES:

EXP US Services, Inc. proposes to accomplish Task Order 3 by subconsultant (Materials Managers & Engineers – aka 2MNext) for a not to exceed total fee of \$70,731.46. These fees are summarized in the attached Fee Estimate.

Work effort for sampling and testing services is based on the contractor completing project with in a 3-month timeframe. Should work exceed the estimated 3-month schedule, additional work hours will need to be required and negotiated for sampling and testing technicians to perform sampling and testing services of contractor work activities.

All work hours will be charged at standard rates and will not include any overtime rates.

The total fee is inclusive of labor, expenses, direct costs, and Fixed Fees. The Cost-Plus Fixed Fee amounts for the Prime and Sub-Consultants, together with all allowable incurred costs in performance of the scope of services is shown in the following cost summary table with breakdown by task and totals for each municipality.

COST ESTIMATE SUMMARY TABLE			
MUNICIPALITY	ROAD NAME	MILEAGE	TASK ORDER 3 COST ESTIMATE
Fayette County	SR 85 Conn	3.60	\$44,207.16
	New Hope Road	3.40	
	Banks Road	1.58	
City of Fayetteville	Banks Road	0.16	\$2,121.94
Peachtree City	Kelly Drive	0.61	\$13,792.63
	McIntosh Trail	0.96	
	Ebenezer Road	0.53	
Town of Tyrone	Dogwood Trail	1.10	\$10,609.72
		(FDR only 0.45 mi)	
Not to Exceed Total			\$70,731.46

If this fee and scope is acceptable, EXP subconsultant – Materials Managers & Engineers (2MNext) is available to begin work when construction contractor contract is executed. If you have any questions or would like us to discuss/modify the scope, please contact Ritchie Swindell, who will serve as the Project Manager. If you need any additional information, please feel free to contact Ritchie Swindell at (912) 682-2742.

BOARD OF COUNTY COMMISSIONERS

Lee Hearn, Chairman
 Edward Gibbons, Vice Chairman
 Eric K. Maxwell
 Charles D. Rousseau
 Charles W. Oddo

**FAYETTE COUNTY, GEORGIA**

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

600 W. Lanier Avenue, Suite 205
 Fayetteville, GA 30214

RETREAT MINUTES

May 9, 2025
 8:00 a.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 5:00 p.m.

OFFICIAL SESSION:**Call to Order**

Chairman Lee Hearn called the May 9, 2025 Board Retreat to order at 8:01 a.m.

Invocation and Pledge of Allegiance by Commissioner Charles Oddo

Chairman Hearn gave the Invocation and led the audience in the Pledge of Allegiance.

Acceptance of Agenda

Vice Chairman Edward Gibbons moved to accept the agenda. Commissioner Charles Oddo seconded. The motion passed 4-0. Commissioner Maxwell was absent.

FY2024 FINANCIAL REVIEW: Chief Financial Officer Sheryl Weinmann presented to the Board the following:

General Operating Fund Balance – Ms. Weinmann stated that Fiscal Year (FY) 2024 ended with \$19.9M and stabilization was three months of expenses and Maintenance and Operations (M&O), \$2M for emergencies, \$6M for Capital Improvement Plan/Projects (CIP), and \$2.1M for Unassigned Fund Balance. The projections for FY2025 show the property taxes coming in under budget at \$897K and \$640K of that was in appeals. She stated that the Local Option Sales Tax (LOST) was helping the LOST and Title Ad Valorem Tax (TAVT) with a positive \$495,776. The projections for the licenses and permits, intergovernmental, charges for services, fines and forfeitures and other revenues were under budget but not by large amounts. Revenues were approximately \$1.8M less than budgeted.

Ms. Weinmann reported that Expenditures was going well. This was due to County vacancies and expense savings. She stated that there was a positive net operation of \$903K variance but an impact to the Fund Balance of \$-1.171M. This would come out of the Unassigned Fund Balance.

Tax Digest/Revenue – Ms. Weinmann stated that the projection for Real Property Tax Digest would be around \$10.6B.

Mr. Rapson stated that because of House Bill 581 (HB581), it did not matter what the digest was because the bill slated the County to last year's digest.

Ms. Weinmann stated that in this year's projection there was a 5.91% reassessment estimate percentage and a growth of 2.02%.

Mr. Rapson stated that the County had a full rollback over the past decade. The rollback allowed the County to capture growth. The 2.02%, if there was a Consumer Price Index (CPI) year, this year, it would be irrelevant to the way the County balanced the budget. This year was odd because the County did not have the CPI “kicker” from the State.

Ms. Weinmann stated that for the motor vehicles versus TAVT collected, \$1.999M was the base rate for 2013. In 2013, the auto collections were rolled back and were replaced with the TAVT collections. Auto collections were going down 20% a year and are now around 6-8% per year. TAVT was projected to be around \$7.2M. The projection for 2025 showed a decrease from the prior year to negative \$344,792.

LOST revenue was continuously increasing. The estimate was \$20M for the year. The final collections for the 2017 SPLOST (Special Purpose Local Option Sales Tax) were \$179,933,848.32 and the total collections variance (\$38,919,691.32) were reallocated to other SPLOST projects. For the 2023 SPLOST the County collected \$17.338M in FY2024 and around \$30M for FY2025.

Special Revenue Funds:

911 – Ms. Weinmann stated that 911 Special Revenue Funds are restricted. The unassigned fund balance was \$8M and \$1.3M was set aside last year for Stabilization and \$1M for Capital Projects.

Vice Chairman Gibbons asked if that amount represented the total outlay for running 911 for the County.

Mr. Rapson stated yes. He stated that there were two primary components, property taxes and the fees associated with 911. When referencing Peachtree City running their own 911 Center, Mr. Rapson stated that Peachtree City would get the property taxes and the user fees. He continued that the County received about \$2M in revenues from property taxes. If Peachtree City received \$1M, in order to stand up their own PSAP (Public Safety Answering Point), Peachtree City would need their own 911 console, radios, systems and somewhere between 15 to 17 people on staff. He stated that Peachtree City could do it, but it would not be the same level of service as the County, and it would be more complicated than others think. He stated that in addition, to get on the County's cell towers, there would be a cost for that, because right now, the County paid for all that. If Peachtree City wanted to be self-sustaining, they would have to be self-supporting as well. Mr. Rapson stated that he and staff had a good meeting with Peachtree City public safety staff. He stated that the consultants would look at all the components and there may be some things that the County could do better, and staff would review those recommendations and implement those things. He stated that the City of Fayetteville was a good example. There should be a consolidated fire department, but we do not have that and so the City of Fayetteville paid over \$3M to have their own fire department. He stated that it was up to the political leadership to decide where the dollars are spent.

Vice Chairman Gibbons stated that he wanted to know the financial impact to Peachtree City so when asked he knew how to respond.

Mr. Rapson stated substantial. He stated that Peachtree City bought a shoot range, and he believed the City wanted to morph it into something bigger by adding a 911 Center. He stated that the County was in the process of standing up the new Emergency Operations Center (EOC) building.

Ms. Weinmann stated that the backup [radios] was being funded through SPLOST. The 2017 SPLOST was originally \$15M for all the revenues. She stated that the expenses for FY2025 were approximately \$4.6M, not including the other projects.

Mr. Rapson stated that 911 had a healthy fund balance and it was not an issue of affording Motorola, it was that the County tried to do what was fiscally prudent for the entire system and all the residents of Fayette County. He stated that the Board recently approved enhancements that would take about a year to implement. He stated that one thing staff did not do was rush public safety implementation.

Ms. Weinmann continued the presentation. She stated that the revenues totaled around \$5.5M. The property taxes and the charges for services and the expenditures. She stated that it had a positive impact, estimated around \$900K. Staff estimated a \$11.2M Restricted Balance.

Fire – Ms. Weinmann stated that at the end of last year, Fire's Fund Balance was \$13.4M with a Restricted Fund of \$8.8M, Stabilization Fund was \$4.2M and \$300K for Capital Projects. The revenues for FY2025 were higher for property taxes and other taxes were mostly the insurance premium tax received. The estimated revenues for FY2025 totaled \$19,641,468 and expenses \$15,663,745. This would have a positive impact of \$2.9M.

Mr. Rapson stated that the current EMS (Emergency Medical Services) millage rates were arbitrarily established. He stated that EMS was driving the Fire and EMS budget, but the EMS millage rate was just a fraction of the Fire millage rate. He stated that Fire services dropped by \$3M this year, and later, staff would be discussing switching the millage rates.

Ms. Weinmann stated that expenses were around \$15.6M, under budget by \$600K due to vacancies, for a positive impact of \$2.9M.

EMS – Ms. Weinmann stated that the Fund Balance last year was \$4.7M, Restricted Fund was \$3.2M and Stabilization was \$1.3M. This year, staff were estimating total revenues of \$6.4M and expenses at \$4,955,583, for a positive impact of \$1M.

Enterprise Funds:

Water System – The Water System's revenues were \$21M, slightly under what was budgeted. Ms. Weinmann stated that the expenses were \$600K and the estimated Change in Net Position was \$4.7M, increasing the Net Position to \$103M.

Mr. Rapson stated that five-year CIP was funded within the Fund Balance of the General Fund, unlike the Water System's. Because the Water System was an Enterprise Fund, it was only funded for one year. Last year the entire five-year CIP for all the General Fund was \$6M, the Water System consistently spent around \$3.5M a year in capital projects. In reference to paying off the plant, Mr. Rapson stated that in one more year there would be an additional \$3.8M in play as the debt service went away.

Solid Waste – The transfers from the General Fund totaled \$100K and without the transfer it was still a Change in Net Position of \$64K, so the Net Position would drop to \$91K.

Mr. Rapson stated that there was really no way to make this a profit center or to break even. The County had been fortunate that staff were able to find a vendor to run the station. The tipping fees were increased and are competitive.

Other Operating Funds:

DUI / Accountability Court – The revenue net impact was negative, bringing the Fund Balance down, however staff was estimating a positive hit to the Fund Balance, largely due to the Accountability Court finding cheaper services for treatment and therapy.

Mr. Rapson stated that this account was funded by DATE (Drug Abuse Treatment and Education) Funds. This was the fund of surcharges on citations. The Superior Court judges allowed 20% of the funds to be given to the State Court for Accountability Court. The DATE Funds were not enough to keep the Accountability Court Grant Coordinator employed, so staff pulled that out of the grant fund and moved it over to the General Fund. Another program under the Solicitor to handle drug cases and DUI cases, would be put into the General Fund to offset the Grant Coordinator's salary.

Jail Surcharge Fund – The revenues for FY2025 show transfers in the General Fund of \$325K and it was still a negative impact of \$37K. The revenues increased 10% and the expenses 52%. The assumption was that next year \$390K will be needed. Ms. Weinmann stated that it would be nice to adjust the fee paid by the other municipalities from \$57.60.

Mr. Rapson stated that this was about inmate meals. He stated that by keeping the population down, there was a revenue component associated with the cost per day. The cost per day was understated and had been adjusted about four or five years

ago. He stated that it was time to adjust it again. The population had been stable, and the fee had a large impact on incarcerations. Judge Thompson's diversionary programs have also impacted the populations. As the populations remain down, the inmate meal costs will rise around \$1.71. He stated that staff would do a complete analysis and work with the cities and bring an intergovernmental agreement, for new rates, to the Board.

Ms. Weinmann stated that the fee was \$50, and it increased to \$57.60 but it was supposed to be \$80.

Mr. Rapson was directed to start the conversations with the municipalities regarding increased fees.

Victim's Assistance – Ms. Weinmann stated that staff met with the District Attorney's office regarding next year's budget. She stated that the plan was that no transfers would be added to that fund from the General Fund. Whatever was collected would be given to the Victim's Assistance fund each quarter.

Drug Court – There was a positive impact to the Fund Balance of \$471,806 but it decreased from \$731K.

Internal Service Funds:

Worker's Compensation – Ms. Weinmann stated that there was a transfer of \$50K last year. This usually depended on the claims and settlements paid out. This year staff anticipated a transfer of \$100K. Staff was also reevaluating the increased administrative cost (from Association of County Commissioners of Georgia-ACCG) and what can be done to lower that cost.

Vice Chairman Gibbons pointed out that it had almost doubled.

Dental/Vision – This year there was a positive impact to the Fund Balance. The total Net Position ending was \$53,099.

Major Medical – Ms. Weinmann stated that staff was estimating a \$1.2M Stop Loss. This was money coming back to the County beyond a certain number of claims dollar amounts. The Net Position was \$1.7M but \$1.5M was the Stabilization that the County had in case we needed to switch providers.

Mr. Rapson stated that it was close to \$11M that was paid by the County, excluding dental and vision.

Tax Digest/Millage Rates – Ms. Weinmann stated that the total M&O Digest, less exemptions were estimated to be \$10.9M. The Tax Digest was estimated to be \$25M. Even though there was an exemption of personal property that went from \$7,500 to \$20,000, staff believed some of the QTS items would be coming onboard.

Commissioner Charles Oddo asked if QTS had impacted the County, yet.

Ms. Weinmann stated that there was an abatement.

Mr. Rapson stated that it would be for FY2025. They completed Phase I, which was \$2.6M, so the County would receive 10% of that next year. The total digest was \$10.9B. When QTS was completed, it was estimated to be \$15B alone. Ten years from now it would be \$25B. He stated that it would not be all at once.

Assessor's Office Director Lee Ann Bartlett stated that there was one \$44M in value for the personal property and that it was not abated.

Ms. Weinmann stated that the numbers reflected a 5% decrease in auto tax and 4% increase in personal property.

Fire had a millage rate since 2003, 911 started in 2011, and EMS in 2008. The current millage rate for 911 was 0.21, EMS was 0.5, 3.07 for Fire and 3.76 for the County.

Mr. Rapson stated that the digest was different. The Fire digest did not include Fayetteville and Peachtree City and EMS did not include Peachtree City.

Ms. Weinmann stated that 72% of taxpayers' property tax bill went to the Board of Education, 11.31% to Fire, 1.84% to EMS, 0.77% to 911 and 13.86% to the County for the General Fund. She stated that if the County had left the millage rate the same at 5.714, the County would have \$101M in the General Fund. Because the County rolled back the millage rate, this was a \$101M savings to the citizens.

CIP & 2017 SPLOST Projects:

Completed and Closed Projects – Ms. Weinmann stated that there were twenty-six (26) projects totaling \$3.063M that have been completed this year, since last year.

The Board reviewed the completed/closed project list.

Vice Chairman Gibbons stated that it would be nice to have a slide that showed a comprehensive list of all projects completed, as a summary, on an annual basis to show constituents.

Commissioner Charles Rousseau stated during the budget hearing also.

The meeting recessed at 9:16 a.m.

The meeting was reconvened at 9:19 a.m.

HB 581, HB 92 and Millage Rates – Ms. Weinmann updated the Board regarding HB 581 and HB 92. She stated that HB 581 implements a statewide floating homestead exemption for all local governments – Counties, Cities, and School Boards. The floating homestead adjusts to reduce property tax increases based upon the increases in the taxable value of the property and includes an annual inflationary adjustment beginning in 2026. The base 2024 value was the base value.

Mr. Rapson stated that this law attempts to have local government increase the millage rate to increase the taxes and HB 581 was that effort. A later presentation will show how it will impact the Assessor's Office.

Ms. Weinmann stated that the Department of Revenue selected which CPI "inflationary factor" to use. Per the Regulation Notice on December 30, 2024, the factor will be Consumer Price Index – All Urban Consumers (CPI-U): US City Average. The CPI Adjustment does not begin until 2026 for the 2027 budget. The property tax bill will only increase if the millage rate increases or not rolled back. She stated that the floating homestead will apply to the County's and City's M&O, Fire, EMS, 911 and other special districts. Fayette County did not opt out and neither did the other municipalities. Increases in floating homestead will force increases in millage rates to maintain service delivery.

Mr. Rapson stated that special districts were not normally included in the equation. This change will now impact all the other funds and not just the General Fund. The Board of Education (BOE) opted out.

Mrs. Lee Ann Bartlett discussed changes made through House Bill 92 (HB92). She stated that HB92 gave different opt out options that changed the time period a resident can apply for homestead exemption. She stated that there would be an assessment notice that would show just the M&O. There will be one line for BOE, one line for County operations. If a resident was within city limits, there will be a line for City operations and that was all a resident would see. On past notices, residents would see all the tax entities. She stated that the taxpayers were going to be angry. The appeal time will have passed and although the value can be appealed, the tax bill cannot be appealed. There will be nothing staff can do about it. State legislators have forced this issue.

Commissioner Oddo asked if a statement could be placed on the bill.

Mrs. Bartlett said, "We cannot." She stated that because the assessment notice was a State form it cannot be changed by the County without permission from the Department of Revenue.

Mr. Rapson stated that the County was trying to follow the state laws in place.

Vice Chairman Gibbons stated that he realized there was nothing the County could do, but he was looking at ACCG and other lobbying organizations. He stated that he spoke with representatives of the organizations, and they did not seem to do anything about the bill.

Mrs. Bartlett stated that the new County vendor was doing all the programming for these changes, and it was helping her department.

Commissioner Rousseau stated that residents should appeal the assess value and not wait because there was no opportunity to appeal once the bill was sent out.

Mrs. Bartlett stated that was correct. She reiterated that residents cannot appeal the tax bill, but they can appeal the value. She stated that her department will have to kept up with several values and these are individual values.

Mr. Rapson stated that without the CPI, staff did not know what to float the exemption to.

Mrs. Bartlett stated that allegedly, DOR will have the values to them by late fall each year. In response to Commissioner Rousseau, she stated that there was some language in legislation regarding reevaluations happening every three years. She stated that her department looked at values every year so that change did not impact the County.

Commissioner Oddo asked how much lead time between receiving the CPI would be given before sending out the tax bill.

Mrs. Bartlett stated that the CPI information will be needed in the fall in order to send out the notices, which are sent out in May. Residents have forty-five days from the date of the notice to appeal values. If a resident appealed to Superior Court but did not attend the settlement conference, then there are consequences handed down from the court.

Ms. Weinmann stated that staff was proposing to decrease the Fire millage rate from 3.070 mills to 2.820 mills. This would be a negative impact to the Fire Fund of -\$1,164,495, however, staff was proposing to increase EMS from 0.500 mills to 1.000 mills which would be an impact of \$3,230,000. The County M&O remained at 3.763 and 911 remained at 0.210.

Mr. Rapson stated that the proposed budget would include the impact of this change if the Board agreed. He stated that it would be part of the budget hearing. He stated that this realignment was part of the proposal to add six additional EMS officers to stand up two new EMS units. There was no impact to the SPLOST.

Proposed Fee Updates: Ms. Weinmann stated that the proposed State Court violation fee increases remained competitive with neighboring municipalities. She stated that State Court was requesting to increase fees. This increase would help to maintain the functions of the Accountability Court.

Mr. Rapson stated that Judge Jason Thompson could not attend the meeting. He stated that the increased fees would also help to fund the requested additional case manager positions. He stated that Judge Thompson wanted to stress that the fees had not been increased in a long time, and he wanted to stay consistent with other jurisdictions.

Commissioner Oddo asked what the impact for the increased fees was.
Ms. Weinmann stated about \$100,000/year.

Mr. Rapson stated that the \$100,000 would help the backlog. He stated that the County had not paid for that. This was paid for through ARPA (American Recuse Plan Act) funds and now the Judge would like to address this by hiring the position full time to continue to address the backlog.

Ms. Weinmann stated that the next proposed fee increase was for EMS billing. She stated that this fee increase was due to Georgia Medicaid and Medicare. The estimated increase was \$116k and would be effective as of July 1, 2025. The estimated EMS Ambulance charges in the budget were \$3.2M for FY2026.

The Board approved the Utility Permit fees increase at the May 8, 2025 Board meeting. The estimated revenue was \$46k for FY2026 and it was incorporated into the budget. The increase will help to fund the new Utility Manager position that was added to the FY2025 budget. The increased fees will take effect on June 1, 2025.

The meeting recessed at 9:48 a.m.

The meeting reconvened at 9:56 a.m.

Commissioner Rousseau left the meeting.

2004, 2017, and 2023 SPLOST Review

Public Works Director Phil Mallon introduced his team. Transportation Engineer Paola Kimbell stated that she was using a new interactive mapping tool to present the projects, called Story Maps. She stated that for the 2004 SPLOST projects, 17 were completed and two have been studied and require no further action. She stated that there were 67 total projects for the 2017 SPLOST and 35 are complete, four are in construction, two are in right-of-way acquisition, four in design, six are studied; no further action needed and sixteen are no action taken.

Mr. Mallon stated that of the “no action taken”, there were about six that are city path projects.

Ms. Kimbell presented the 2004 SPLOST active projects; Coastline Road; Veterans and Eastin Road; East Fayetteville Bypass; State Route 85 and Highway 85 Connector Traffic Signal; Path Projects; Sandy Creek and Eastin Road; State Route 92 and Hampton Road; South Jeff Davis, County Line and Inman Road Roundabout; and the Goza Road Realignment Project.

Veterans and Eastin Road: Mr. Mallon stated that staff would bring an agreement between the County and Trilith before the Board for consideration to address some of the cost sharing. He stated that the hold up was that there was an agreement for all the right-of-way and at the last minute a property owner that was impacted by a Georgia Power project, did not want to move forward until they had an agreement for both projects.

Chairman Hearn asked if this parcel was one that needed to be condemned to move the project along.

East Fayetteville Bypass: The County was in the process of acquiring a mitigation bank. Mr. Mallon stated that the requirement for acquiring that land was that it would have to be accessible to the public. Staff proposed a passive park with paths. The County was waiting for permission to get into the wetland to perform “geo-type” work to start the designing.

Mr. Rapson stated that he could send Laura Benz an email requesting that she reach out to the Corps of Engineers to move this forward.

State Route 85 and Highway 85 Connector Traffic Signal: Going out to bid in following weeks.

Path Project: Ms. Kimbell stated that the grant application had been submitted for the GDOT Path Program. She stated that we would move forward with or without the grant. If the County received the grant, we would be able to extend the project limits.

State Route 92 and Hampton Road: Mr. Mallon stated that this project was important to the Town of Woolsey. It had been delayed due to utility locates and relocations with the gas station. The initial concept that was approved in 2019, the design guidelines changed, and the concept needed an update.

South Jeff Davis, County Line and Inman Road Roundabout: Ms. Kimbell stated that the project was in right-of-way phase and staff will be applying for a Safe Streets and Roads for All (SS4A) Grant for construction.

Mr. Mallon stated that there was already an intergovernmental agreement in place with Clayton County. He stated that there was a grant application that ends late June. He stated that he and Ms. Kimbell believed this to be the highest-ranking project for Fayette County for the grant application. The crash data supports it, and it can be delivered in five years. He stated that he may spend another \$150k on design to get a \$2M grant.

Chairman Hearn stated that he was good with that. Vice Chairman Gibbons agreed.

Goza Road Realignment Project: Ms. Kimbell stated that State Route (SR) 85 and Goza Road had 27 crashes in the last five years, compared to five crashes at the intersection of Goza Road and Bernhard Road, two crashes at the curb of Bernhard Road, and 17 crashes at Bernhard and SR85. She stated that staff was actively working with GDOT to look at improvements at SR85 and Goza Road.

Chairman Hearn stated that he and Mr. Mallon discussed making SR85 and Goza prohibitive to make a left turn.

Ms. Kimbell stated that almost 70% of the crashes involved a left turn conflict.

Commissioner Oddo asked if there was a signal at Bernhard and Goza.
Ms. Kimbell stated yes. No fatality in five years.

Mr. Mallon stated that before prohibiting left turns at Goza Road, GDOT wanted to be convinced that we would not overwhelm the traffic signal at Bernhard Road.

Ms. Kimbell stated that staff was looking at a right-hand bypass on Goza Road for cars to turn onto Bernhard Road. Almost all five crashes are rear-end crashes at this intersection. The next concept would be to correct the curb at Bernhard Road and the other one was a right-hand bypass on SR85 and Goza Road to prevent the rear-end crashes.

2017 SPLOST – Ms. Kimbell stated that there were 21 completed projects and 33 total projects. Two are in construction, two in right-of-way acquisition stage, two in design, four are ongoing and are maintenance projects, and two are inactive.

Commissioner Oddo asked if there would be a roundabout at Ebenezer Church Road and Redwine Road.

Ms. Kimbell stated that it was completed in the 2023 SPLOST. Staff has begun concept design soon.

Mr. Mallon stated that research was being done at the intersection and staff would be evaluating options.

Ms. Kimbell continued the presentation that included updates on New Hope Road and Brogdon Road, Ebenezer Road, Ebenezer Church Road and Spear Road Intersection Improvement, Tyrone Road and Flat Creek Road Traffic Signal Improvements, Camp Creek Trail Phase I, Redwine Road Path Project. Redwine Road, Bernhard Road, and South Peachtree Parkway project were completed this year. Crash trends for completed projects were included to showcase how much the intersections are improving.

Mr. Mallon stated that information regarding crash data has improved in recent years and staff has available information that was once not easily available.

Ms. Kimbell gave an update of the construction project at Starrs Mill School Tunnel. She stated that staff was considering a road closure for May 27 to work on the tunnel. The closure would be for 28 days. Project completion was scheduled for late summer, early fall of 2025.

She continued with updates for Banks Road and Ellis Road Intersection Improvement. She stated that the city of Fayetteville provided a request for annexation of this area that was scheduled before the City Council on May 15.

Mr. Rapson stated that the County provided the City objections to the annexation. He stated that this would be a viable objection based on density.

Ms. Kimbell stated that the concept phase was complete, and they received two concepts. One was a single lane roundabout with an R-cut and the other was a traffic signal and a right-hand turn lane onto Ellis Road.

Mr. Mallon stated that staff was struggling with the decision to put any money into this intersection knowing that there was City development planned for the area. The developers have offered to build a roundabout. He stated that if the development did not happen, this was one of the highest crash rated areas and if the County wanted to do something at this intersection, the options were roundabout or traffic signal. He stated that his preference was to put in a low-cost traffic signal (\$250,000), similar to the one at Tyrone and Flat Creek Roads.

Chairman Hearn stated that even if the current development was not approved by the City, there will eventually be development there and a traffic signal was the right way to go, in the interim, because of the high crash data.

Commissioner Oddo asked if it should be a three-way stop.

Mr. Mallon stated that a three-way stop would create a terrible delay on Banks Road and that would increase the problem.

Vice Chairman Gibbons stated that there were two courses of actions. One was to ignore the proposed annexation and in that case the County would proceed with a roundabout or traffic signal. The other course of action was that because we are unsure if the development was going to happen, the County could put in an interim traffic signal. He asked if the development was denied, would the County then put in a permanent traffic signal.

Mr. Mallon stated that staff would consider that.

Vice Chairman Gibbons stated that the interim traffic signal would mitigate the crashes for the next three to four years, regardless of what happened. Mr. Mallon confirmed, and Vice Chairman Gibbons stated he was good with that.

Commissioner Oddo asked if, at that point, it would be within the city of Fayetteville.

Mr. Rapson stated only if it was annexed.

County Attorney Dennis Davenport stated that the intersection was still Fayette County's road.

Mr. Mallon stated that with the interim traffic signal would minimize the drainage improvements, and pedestrian improvements.

Ms. Kimbell addressed the Transportation Studies.

Chairman Hearn stated that Peachtree City wanted and GDOT supported, a Highway 54 Corridor study. GDOT would like for the County to reach out into Coweta County, slightly past Fischer Road, to conduct the study. The study would include Fayette, Coweta, Peachtree City, and Fayetteville. He asked Mr. Mallon to see if there was money available with Atlanta Regional Commission (ARC) for the study. He stated that the project should not be conducted until the current project was completed at SR 54 and SR 74. Once the project was completed GDOT committed to retiming the signals from SR 74 going west on SR 54.

Commissioner Oddo asked the point of doing the study in Coweta County.

Chairman Hearn stated that GDOT wanted to include Coweta County. The forecasted growth will affect the traffic.

Vice Chairman stated that he was good with doing a study.

Commissioner Oddo stated that the only thing that concerned him was – was this a study to see how to move more cars through Fayette County or was Coweta going to be part of it to help move cars through Coweta. He stated that he did not have a problem with it. He stated that he would like to expand it to include Coweta County to move the traffic.

Mr. Rapson stated that discussions about an East/West Corridor connection may come from this. The question was if that was something that the County wanted to have a conversation about. He stated that the question would be who would move the conversation forward and if it was something that both jurisdictions were interested in doing. Mr. Rapson stated that before going to GDOT with the conversation, Mr. Mallon, staff and Chairman and Vice Chairman should have a discussion.

Discussion of the Public Safety Training Facility and Tactical Training Track was moved up on the agenda. Sheriff Barry Babb and Major Michelle Walker were present.

Project Consultant Tim Symonds stated that this presentation was for the Sheriff's Office Tactical Driving Course. He stated that Phase I, at \$2,567,710.63, was completed by McLeroy, and Piedmont Paving started Phase 2, at \$2,421,698.61, in December 2024. The project was scheduled for completion in June 2025. The total project cost is \$5,139,015.26.

Sheriff Babb stated that there were no other jurisdictions with anything on the scale as this project on the local level. That was what made this the Regional Academy. He stated that this facility would allow Fayette County law enforcement to be certified faster.

Sheriff Babb and Major Walker left the meeting.

2017 Stormwater SPLOST Infrastructure Improvement Projects

Environmental Management Director Bryan Keller and Assistant Environmental Management Director Courtney Hassenzahl made a presentation to the Board.

Category I: Mr. Keller stated that the last projects in this category were Longview Dam and Kozisek Dam. He stated that there would be a more detailed presentation on these after lunch.

Category II, Tier I: There are 14 total projects, four programmed, five are in design, and five completed. Mr. Keller stated that he believed a lot of the projects would be completed this year.

Category II, Tier II: There are 51 total projects. Mr. Keller stated that there were a lot of open task orders for design. He stated that there were four notable projects in this category, and one was Darren and Shoal Creek Drive. He stated that the Darren Drive culvert was set to be released for bid. This culvert was triple 9X9 boxes with three 9X5 on the side. Staff looked at trying to put in a bridge, but it is a one-way in and one-way out, and after consulting experts, it was determined that there was no way to construct a bridge without cutting off access. Shoal Creek Drive was located upstream, and it was triple 9X9 and one additional 9X4. He stated that Matthew and Mark [roads] would be going to construction soon.

Category III: Consist of smaller projects done in-house or in the right-of-way. There are 153 total projects. Mr. Keller stated that staff was working with the Water System and their annual contract, to move forward with an annual contract for stormwater pipe replacement to complete the 95 programmed projects. He stated that he was hoping for 15 to 20 additional projects being completed a year to help move the projects forward.

Category IV: These projects consist of repairs and replacements as discovered. Completed projects include Ridge Way, Lowery Road and Cedar Trail. Mr. Keller thanked the Road Department for their assistance with this project. He stated that as of this presentation, Old Ivy was near completion.

2023 SPLOST Project Updates:

Stormwater SPLOST Infrastructure Improvement Projects: Mr. Keller stated that there were currently only two projects in design. He stated that per the Board's direction, staff was spending money available in 2017 SPLOST first. One of the two projects in design was Hartford Place located in Brandon Mill Subdivision and the other was Westbridge Drive. Hartford Place was an emergency project where the right-of-way was failing. There are currently six projects in the Brandon Mill Subdivision.

Transportation Overview: Ms. Kimbell stated that for the 2023 reallocation of SPLOST the projects were Creek Road - new construction, Intersection Safety Improvements, and Road Maintenance. Creek Road project would be connecting SR 54 to First Manassas Mile Road. Staff was working on a new task order to look at the feasibility of the project. This was a joint venture with the City of Fayetteville. The main challenge for the project was left turns from construction on SR 54.

Mayor Eric Dial blessed the food.

The meeting recessed for lunch at 11:09 a.m.

The meeting reconvened at 12:24 p.m.

Justice Center Build-out Update: Mr. Rapson made presentation for Consultant David Jaegar. He stated that the Justice Center was proceeding along. The bid open date for this project was June 17, 2025. The concept phase and final design was completed. The difficulty of the project was moving courtroom between floors. The project continued to move forward.

Parks and Recreation Multi-Use Facility: Mr. Symonds stated that there was a full set of design documents. The Construction Manager at Risk was awarded to MEJA Construction in February 2025. In April, the Board approved the Guaranteed Maximum Price of \$20,640,302 for this project. The site work has started. The timeline for completion was scheduled for September 2026. He stated that comments from the community open house was used to create the design. There were some things that were not included, i.e. the pool. He walked through the layout of the building.

Senior Services Renovation and Transportation Vehicles: Fayette Senior Services Director of Operations Dan Gibbs stated that there were three components. The first was vehicles. There was \$675,000 from SPLOST for transportation vehicles. He stated that they have purchased three vans at the beginning of the fiscal year and put into service, three wheelchair capable vans. He stated that they currently have 19 vehicles in service. The second component was the Meals-on-Wheels. He stated that he was attempting to build a walk-in refrigerator/freezer to store meals and to expand the capacity for refrigerator storage for the café. The Café expansion would include an enclosed porch area. The Café was already at capacity so the Meals-on-Wheels refrigeration would also be used for the Café storage. The budget for the expansion was about \$750,000. There was a reallocation of \$500,000 to add to the Senior Services budget. He split that by \$100,000 to increase the Meals-on-Wheels expansion and remainder on the Café. The goals for FY2026 were to complete design work for the Café, which the contract for architectural design with Jefferson was recently signed. ARC contributes \$138,000 for transportation, \$250,000 for meals, \$290,000 for home delivery meals, \$73,000 for case management, \$220,000 for other transportation funds and some in-home and personal services care at \$100,000. All these funds come to Fayette Senior Services through ARC. This year Fayette Senior Services received about \$780,000 in federal funds. The total budget was about \$2.8M.

Road Department Pavement Management Update: Road Department Director Steve Hoffman gave a staffing highlight. He also highlighted some of the recent projects completed: Crabapple Lane, Snow Plowing, Booker Avenue Parking Lot, and Brooks Park Drainage. Mr. Hoffman shared that most of the "tools in the toolbox" are done through contractors; crack sealing, crack relieve layer, micro surfacing, scrub seal, fog seal, hot-in-place recycling, full depth reclamation (FDR) and asphalt rejuvenation. The PCI (Pavement Condition Index) was a scoring system used to evaluate the roads. Mr. Hoffman stated that the County had a score of 75.5. This score was above average for other jurisdictions. The score was slightly under rated because the scoring took place right before some resurfacing was completed. There was \$291,000 proposed for FY2026 for the LMIG (Local Maintenance and Improvements Grant) county match. Some of the funds received will be used to improve roads. He shared the FY2026 proposed spending. In-House patching at \$430,000, contractor resurfacing at \$4.1M for approximately 14.25 miles of road. The

FDR will be funded through SPLOST funds. In FY2026, the department planned to use most of its available SPLOST funds to rebuild roads that are in poor conditions.

Chairman Hearn stated that he mentioned to Mr. Hoffman that there was a project in Brooks on Woods Road, that was part of the SPLOST, that he would like Mr. Hoffman to work with them and share his experiences and contractors.

Update on Fayette County Path and Trail Initiatives: Mr. Mallon introduced Eric Dial representing Fayette Forward, Erin Fortner with Trilith and Nikki Vanderslice with Fayette County Development Authority.

Mr. Dial stated that when the group traveled to Bentonville, Arkansas there were two take-aways. He stated that one was the need for an entity that would work with all the local governments and partners to achieve things for community development, economic growth and quality of life issues. He stated that one of the major projects of Fayette Forward was the countywide path systems.

Mr. Fortner stated that he was a city planner and that he did a lot of work with local government. He stated that he and his family moved to Trilith about four years ago. Trilith was his client and one of the things he was responsible for was helping with mobility strategies.

Mr. Mallon stated that the Starrs Mill Tunnel and Path project was one of the largest federal aid projects. He stated that when completed it would have sidewalks and paths along the entire project limits. He stated that there was an existing GDOT project coming from Clayton south to where the County's project limits will start. The existing project was to put sidewalks on SR85 to establish or maintaining corridor continuity. The path would go close to the Kenwood Road Park on SR279. The next project needed would be to extend the paths to the park.

Commissioner Oddo asked if the section would be six lanes.

Mr. Mallon stated that it would not be six lanes. The federal aid project was not a capacity project. He stated that the project may be increasing left turn lanes. He stated that the widening project stopped in Clayton County.

Camp Creek Trail Phase II – Mr. Mallon stated that one of the high priority projects he would like to advance out of concept was the Camp Creek Trail Phase II project. Phase I was completed a year ago. This project would go from Starrs Mill through land owned by Fayette County and tie into the Starrs Mill School Complex. A long-range vision would be to go from Starrs Mill to Trilith or the Soccer Complex. He stated that he believed the Board was supporting this initiative and he would move forward with design on the project.

Eastin Road to U.S. Soccer – Mr. Mallon stated that this project would be more of a trail than a path. The project was being placed on hold for now and was being discussed for future consideration. He stated that by trail, he meant an infrastructure designed to be away from roads, along water, through woods, or utility easements. He stated that it could be ten to twelve feet wide or a mountain bike trail; it could vary. He stated that through outreach work, there was a lot of support for trails instead of paths.

Vice Chairman Gibbons stated that as a personal preference, having the traditional paths would mean less chances of being injured because it would be easier to walk on, than a mountain bike trail. He stated that he saw that most people walking on the paths for exercise were not teenagers.

Mr. Mallon stated that two examples of trails was Lake Horton and Ridge Nature Preserve. He stated that the trails do not connect destinations and were heavily used.

Mr. Dial stated that the system would be one of connectivity but there would be spurs of trail systems to give options. He stated that the goal would be to meet a variety of needs of the community. There would be multiple types of paths and uses of those paths.

Mr. Rapson stated that staff would need direction on some of the issues with environmental issues with wetlands and environmental setbacks. He stated that the County had a much higher standard than what the State allowed. One of the things needed was how to mitigate that. He stated that one of the paths on the eastside of the road was primarily wetlands. The Development Authority wanted to create a wetland mitigation bank. He stated that staff had to figure what type of path it should be. The project from U.S. Soccer to Piedmont Fayette Hospital was another project. There was a long-term agreement with the City of Fayetteville to do the connection from Trilith to Piedmont Fayette Hospital. The bridge over Piedmont Fayette had been completed to connect to Fayetteville. The path would be to connect it all. He stated that maybe the first piece would be the front half as Phase IA because the County may be able to get more money for that part. It would require modifications to the County ordinances and to make a decision about some land that the County owned. There are continued discussions about the project including who would maintain the property, who would have ownership, and more.

Chairman Hearn stated that he was comfortable with putting a path in the County's right-of-way. He stated that if the impact to the wetlands could be minimized, he would want to go that route. He stated that it may be further minimized by putting in a catwalk.

Mr. Rapson stated that when talking about putting paths near creeks, the roadblock was the County owning the property. He stated that if the property was condemned that would require Board action. He asked if that was something the Board was willing to do.

Vice Chairman Gibbons stated that one of the top issues when talking about residents was density. He stated that from his perspective if looking at a Master Plan for path continuity throughout the county, how could the County leverage where the paths were placed to minimize the potential for future development in certain areas. He stated that it was like the greenspace in Peachtree City. The area was designated undevelopable land. He wanted to know how the County could leverage the land with paths for recreational purposes to minimize potential future development. He stated that was what he would like to see.

Mr. Mallon stated that he spoke with Carroll County, who had a nice 18-mile path system and that was their strategy, to protect desirable land by putting in a path system.

Commissioner Oddo stated that the more the County built, the more the County would have to maintain. He stated that he did not know what cost would be involved. He did not want to set up future Commissioners and staff to maintain property that would be costly. He stated that when discussing trails through wooded areas he wanted to be sure that safety was addressed. He stated that regarding connectivity, he did not believe people would use the paths to get from Peachtree City to Trilith and would be used more by people in the area, except for bikers, who want to get out a little. He stated that he did not know if this was warping into an alternate transportation system or just an amenity. If it was amenity, he was not in favor of condemnation.

Mr. Rapson stated that amenity was the aspect associated with Camp Creek and connectivity was what he would describe the U.S. Soccer to Piedmont Fayette path to be. He stated that, regarding safety and connectivity, it was at the lower end of the risk. He continued that there were already maintenance commitments from the pathway communities and other stakeholders to maintain the Trilith paths and the County would maintain the piece from Trilith to Piedmont Fayette and there were agreements in place to that effect.

In response to Vice Chairman Gibbons, Mr. Rapson stated that U.S. Soccer and Trilith will pay for the land that they own. The Development Authority's plan was to buy acres and build the paths. He stated that staff wanted to know if the Board was amenable to the connectivity and would like staff to work toward making it happen. He did not want staff going to meetings that ultimately the Board was not supporting.

Vice Chairman Gibbons stated that he supported leveraging the funding sources from County partners and looking at this to reduce some of the development density.

Mr. Rapson stated that if ARC would fund another project funded in the SPLOST, he would reallocate some of the path SPLOST dollars to this project. In the same regards, if there was a project that was under funded that money would be used first.

Mr. Dial stated that they would be building a spreadsheet that would have all the criteria, such as, public funding, private funding, connectivity, efficiency, public support, etc. It will be a scorecard, and that input would be used to determine what the Board considered priorities for the staff. He stated that Fayette Forward would not be doing things that the Board did not want to see. He stated that safety and maintenance would all be considered.

In response to Vice Chairman Gibbons, Ms. Vanderslice stated that having paths and trail in Fayette County would be something that industries would look at when deciding to come to Fayette County. She stated that it was a quality-of-life piece. She stated that the Development Authority hosted the Arkansas trip. There was a 130-miles of existing paths that have been paid for by the County and municipalities. She stated that they did not need to find something new but build on what was existing and make it connected. She stated that some employees from U.S. Soccer wanted to be able to ride their golf carts from Peachtree City to U.S. Soccer, so some of it would be alternative transportation available. The Development Authority was funding Fayette Forward to see if this was an opportunity. Fayette Forward was a 501(c)3 so other funding can be considered. She stated that she did not think there should be any expectations that Development Authority would fund all the paths throughout the county. She stated that at Eastin and Veterans Parkway there was wetland mitigation bank and there was a cost associated with developing the bank, that would then be a revenue stream.

Vice Chairman Gibbons stated that, assuming this was approved for funding, there should be cost sharing among the entities – employees and families, because not all will live in Fayette County – that should share in the cost of development.

Mr. Dial stated that one of his primary tasks was building those partnerships.

Commissioner Oddo stated that one other consideration was the ultimate vision of all the partnerships. He stated that he was not comfortable with one partner branching off to the northwest part of the county just to build a path. He wanted to have a reason for what was being done because it was going to require maintenance and more personnel.

Chairman Hearn stated that he would like to keep condemnation to an absolute minimum but by the same token, he did not want to have one or two people hold up a project where there was a huge benefit to the whole county.

Mr. Dial stated that they never ignore that topic.

Mr. Mallon stated that he would like to add that the main goal was to get a sense from the Board that staff was on the right track, and he got the sense that he was. He stated that identifying and vetting the projects would be an elaborate long public process that would be presented to the Board.

Mr. Fortner stated that there were times when the property owner, through the development of their property, could integrate the path system and pay for the path system in the Master Path Plan that Fayette Forward would help to incubate along with the CTP (Comprehensive Transportation Plan) process. The property that was in ownership by Trilith was identified as a way to build roughly five miles of the segment of path so that it would be privately funded by Trilith. He stated, in response to the maintenance of the trails and paths, that Carroll County shared that the maintenance for their 18-miles of greenway with a 12-foot paved section, was \$150,000/yr and it was one of the lowest things to maintain of all their recreational amenities, compared to the need. He stated that regarding mobility and transportation, it would always be cheaper to maintain infrastructure that was moving people in ways other than cars.

Commissioner Oddo asked if ten percent of the travel moved to the alternative would it cause congestion while using the alternative means of transportation, i.e. the paths.

Mr. Fortner stated that a beltline was not always an apple-to-apple example in the region. He stated that the eastside of the beltline was so congested. To answer the question, it would depend on how the paths were designed. He stated that the CTP process was a good process to determine what it would look like to embrace multiple-mode transportation in the next twenty years.

Vice Chairman Gibbons stated that keeping people who are invested in this type of project was important.

Dam Projects Update: Environmental Management Transportation Engineer Christian Smith presented an update on the dam projects and an overview of the dam requirements per the Georgia Safe Dam Act of 1978. He stated that the Kozisek Dam and the Phillips Lake Dam are categorized as Category I structures, which meant that they hold enough water back that a failure would cause a probable loss of life. He stated that when he completed the last cost analysis the estimated damages would be \$18M+ should the dams breach.

Mr. Keller stated that in 2019 the County received a Consent Order from EPD regarding the dams.

Mr. Smith stated that there were four options for compliance; 1. upgrade the dam, 2. breach the dam, 3. modify the dam to remove the downstream flood risks and 4. to remove or modify the downstream structures at risk. He stated that #4 was the most expensive. All work would have to be reviewed by the Engineer of Record as required by the Safe Dam program. The dams are located on Neely Road and Longview Road and was close to Highway 314. He stated that the project was currently on hold because the cost of the bid amounts was extremely high. As of 2020, the estimated total cost of the project was \$5.1M, with a grant amount of \$1.8M, and a local contribution of \$1.3M, which was in the SPLOST budget. After receiving the bid amounts, it left a shortfall of \$8.7M. Staff regrouped and concluded that in the past four years with inflation, the construction cost ballooned. Mr. Smith stated that staff spoke with GEMA (Georgia Emergency Management Agency) about the grant program and additional funding was made available. GEMA was confident that they could get the County back to 75% on the grant once the appropriate paperwork was completed. He stated that the faster solution was to continue with the rebuild since plans are already in place, however the cost was estimated to be another \$2.4 to continue with this solution. The other option was to breach or modify the dams. There would be more ambiguity and risk involved because the engineers would have to look at the hydro analysis and redesign the plans. There was no cost estimate for breaching.

Mr. Keller stated that staff spoke with the County Attorney, and it was clear that the County had a fee simple ownership, so there was nothing in the deed that stated that the County had to rebuild the dam.

Mr. Smith stated that the current bid prices were expired.

Chairman Hearn stated that if the ponds were treated as retention ponds so that there was minimum impact downstream that would take away the potential damage downstream. He stated that the County owned Phillips Lake Dam so why rebuild the dam, other than to turn it into a passive recreation area.

Vice Chairman Gibbons stated that he was uncomfortable with this because he was not an expert on this topic. He wanted to know what staff recommended.

Mr. Mallon stated breach.

Mr. Rapson stated that from a cost perspective, staff would breach the dam and determine if there was something that could be done to keep the road intact.

Mr. Mallon stated that if the option was to breach, staff could explore that option and bring numbers back to the Board.

Vice Chairman Gibbons asked if the County was under a timeline.

Mr. Rapson stated that the State gave a Consent Order but not a timeline. The State understood the problem that the County was having. He stated that the State was looking at this as one project, not two.

Vice Chairman Gibbons stated that the State was still willing to help if the decision was to breach.

Mr. Rapson stated that there was enough money with SPLOST for the local match, assuming they do the 75%, and therefore the County could do a breach.

Commissioner Oddo stated if the State was worried that the dams could “go”, he did not know how the County could keep extending the repairs. He asked if it would really take another 15 months if the dam was breached.

Mr. Keller stated that in order to get the grant funds, the County would have to go through the entire process again if the decision was to breach. That included revising the plans at three to six months, submit to the federal government for review at another six to eight months, approval of Safe Dams and then the bid process.

Mr. Rapson stated that it sounded like the Board was in favor of staff moving forward with a breach.

Commissioner Oddo asked if there was any possibility to tying this into the Water System.

Mr. Rapson stated that there was not enough capacity in the lakes to move the dial because the lakes are very shallow.

Advanced Metering Infrastructure (AMI): Water System Director Vanessa Tigert stated that everyone with a Fayette County water meter should download the EyeOnWater application. She stated that she did not anticipate so many leaks on the customer’s side. She stated that there were 30,140 small meters installed and 100% of the large meters; wholesale meters, retrofitted. The project was 97% complete. She stated that the project was projected to be completed in October 2025, but it will be completed by the end of June. There were 59 work orders added, and 57 work orders completed.

Enhanced Monitoring Services: About two years ago, staff presented to the Board, and it was approved to charge \$3.00 for the leak protection program. Staff would be requesting to change the amount to \$1.00 and charge \$1.00 for Enhanced Monitoring Services. She stated that the highest number of users for the EyeOnWater app was 20% and she would like for Fayette County to change that number. Badger Meters promoted their meters as saving water but did not have a program in place to say how much water was saved. Arcadis developed a dashboard that set up different parameters to calculate the estimate savings on water. In March, the County saved \$12,041.

Vice Chairman Gibbons stated that he remembered when staff pitched AMI that it would give a more accurate picture of the water being used and that it would help to find leaks throughout the system faster.

Mrs. Tigert stated yes, it was giving a more accurate picture of the water being used.

Mr. Rapson stated that it was doing both because AMI was notifying staff at the end point so if there was a leak, staff knew exactly where the leak was located.

Vice Chairman Gibbons asked if it notified staff of a burst pipe.

Mrs. Tigert stated yes.

Vice Chairman Gibbons stated that this meant that the leaks were being caught faster, which also meant less cost passed to the customer.

Mrs. Tigert stated that the leak protection program was implemented in 2014. The program collected \$3.00 per customer that totaled about \$500,000 in revenue. She stated that staff was cutting that down with the Enhanced Monitoring fee to \$1.00 per month. She stated that staff recommended eliminating the \$1/month fee based on the impact of the enhanced monitoring. Mrs. Tigert stated that the recommendation would be to make the fee \$2/month to go into effect on July 1, 2025.

Chairman Gibbons asked if the revenue would be needed once the debt was paid off.

Mrs. Tigert stated that she would always need revenue.

Mr. Rapson stated that this had nothing to do with debt. One dollar was for the leak protection and the other dollar was for the monitoring fee. Because this was new technology and basically changed the paradigm for the Water System in regard to customer service, the dollars would go to the additional staffing needed for the monitoring. He stated that it would be \$1.00 for the leak protection fee, and \$2 for enhanced monitoring fee.

Fayette County Animal Control Master Plan Phase II: Animal Control Director Tracy Thompson gave an update of the existing facility and upcoming plans. She stated that they have received two sets of commercial grade washers and dryers. One set was installed and the other will be placed in the new building. Staff was working on plans to improve air quality while still maintaining the climate control in the building. Larry Mitchell, Building and Grounds Director had the heat and air company to move the large exhaust fan. The kennels will be larger than the others. The rabies kennels will be reconfigured to allow for safer handling of the animals. The drainage will be corrected as part of Phase II. The patio (CATIO) will be completed by Eagle Scouts for the cats to play outside. Two citizens have requested to sponsor the Volunteer Play Yard, saving the County money.

Mr. Rapson stated that the Animal Shelter Project Phase II had an available budget of approximately \$2,151,000. The concept plans are currently underway. The Task Order was approved for POND on April 10, 2025. He stated that since Phase II was funded through the SPLOST, Phase I was a separate funding, so an additional \$25,000 was added to the budget to address the mechanical fans.

Public Safety Radio System Update: 911 Director Katie Vogt stated that the radio contract was initiated November 2018. There were three tower sites added, microwave added to the current system and an upgrade added to the P25 system. Several transmittal antennas were upgraded and since then, E.F. Johnson (Consultant) admitted that there should have been more upgrades. Staff was working on the other upgrades. The contract included a not-to-exceed amount of \$14,964,675.53 and included contingency of \$2,750,000. Ms. Vogt stated that the AVL and ESChat modules have been implemented. As of May 2, 2025, 271 radios have been completed under the preventive maintenance plan. She stated that 14.3% of the mobile radio antennas were found to have issues and were replaced. Upcoming changes include changing the tower to improve coverage. The tower will be moved from Willowbend to Huddleston Road. The Huddleston Road tower will be a 4-cabinet unit instead of an actual building structure, a cover will be placed on top and new equipment will be placed there. This should improve Peachtree City's reception significantly. The existing Willowbend site will be moved to Highway 138, Commerce Drive. This will be an additional site, to total eleven (11) sites. The timeline will depend on the lease negotiations and the equipment acquisition. After the completion of the changes, the system will be evaluated with respect to the contract requirements. There will be a coverage acceptance test (CATP) and system failure mitigation testing. The project group: E.F. Johnson, Mission Critical Partners and the County will conduct the CATP.

Mr. Rapson stated that this was the process all along.

Chairman Hearn asked that staff continue to push to keep this project going and get updates.

Ms. Vogt stated that weekly meetings were held and monthly scheduled meetings with the consultants were held for updates. She stated that they add meetings when needed.

Vice Chairman Gibbons stated that his one of his top priority projects.

Ms. Vogt stated that they continue to do everything possible to complete this project.

Fire and Emergency Services Regional Training Center: Fire Chief Jeffrey Hill stated that there was a ribbon cutting for the building on May 22. The building, concourse, burn building/tower, and classroom building were all complete. Staff continued to purchase items for the building. He stated that the grading cost was \$6,126,092.10 and \$5,671,105 for MEJA Construction to complete the project. He thanked everyone responsible for supporting the project. He stated that it was a huge undertaking to get the project completed.

Vice Chairman Gibbons asked if the Fire Department had all the resources needed to deal with the recent electric vehicles and their battery fires.

Chief Hill stated that it was new technology and there were up-and-coming technologies to deal with that and he was staying on top of what it took to put out those type fires.

Fayette County Community Health Facility: Consultant Tim Symonds gave a review of the building. Construction started in December 2023, Certificate of Occupancy was received December 18, 2024, Health Department moved in January 2025, roof recovery project started March 24, 2025 and was completed, and the Ribbon Cutting was held April 10, 2025.

Mr. Rapson stated that there was funding remaining from the project that was being used in the "Stonewall Shuffle", as part of the Capital Improvement Projects. He stated that a ramp was being put in near the McIntosh Trail Community Service Board side of the building for ADA (Americans with Disabilities Act) compliance and a mural for the walls was being evaluated.

Plan for Elections and Clerk's Office Space Issue: County Clerk Tameca Smith stated that there was an issue with the records compliance and space for the Elections office. The Records Center and Elections office storage are in the same location. With the newest voting machines, Elections needed more space. The excess storage meant an interruption of space to the Clerk's side of the Records Center. Since the McIntosh Trail Community Service Board moved out of the location at 715 Bradley Drive, the plan was to move the Public Defender's Office to that location and extend the Elections Office to the current Public Defender's Office side of the building. There are renovations needed at the Bradley Drive location and will be handled through an existing CIP for Elections, and it will also be used for any renovations and equipment needed once the Public Defender's move out. Building and Grounds have helped to do some of the renovation work to help mitigate the cost.

Fayette County Citizen Academy: Mr. Rapson stated that this item was requested by Commissioner Rousseau.

Mrs. Smith stated that the object of the academy was to educate the community about their local government. She stated that there have been bootcamps for Homeowner's Associations, but this would be an actual academy where citizens sign up to come for a 6-week series with all "citizen facing" departments giving presentations. The goal was to make the series interactive between the presenters and citizens. Staff was proposing 6:30 p.m. to 8:30 p.m. each Tuesday of the month for six weeks. Information flyers will be provided, and promotion of the program will include help from the local media. Mrs. Smith asked when the Board would like to start the program.

Vice Chairman Gibbons asked how many academies would be in session a year.

Mrs. Smith stated that the plan was to see how well received the program was and evaluate how often to continue.

Commissioner Oddo asked if materials had to be developed for presentations.

Mrs. Smith stated yes, each department developed materials for the program. Some departments already do citizen outreach within their department, so they were prepared.

Commissioner Oddo asked if any thought was given to those who want to use this as a venting opportunity.

Mrs. Smith stated that there will be opportunities for attendees to leave comments/feedback and ask questions. She stated that staff would create a learning environment where everyone can enjoy and learn.

Chairman Hearn stated that he would start in September or October.

Vice Chairman Gibbons stated that was a good idea. Staff can take the feedback and incorporate it for future academies, maybe at the first of the year.

ADJOURNMENT: Mr. Rapson stated that concluded the retreat items. He thanked everyone for their contribution.

Commissioner Oddo moved to adjourn the May 9, 2025, Board Retreat. Vice Chairman Gibbons seconded. The motion passed 3-0. Commissioner Maxwell and Commissioner Rousseau were absent.

The May 9, 2025 Board Retreat adjourned at approximately 3:45 p.m.

Tameca P. Smith, County Clerk

Lee Hearn, 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 June 2025. Attachments are available on request at the County Clerk's Office.

BOARD OF COUNTY COMMISSIONERS

Lee Hearn, Chairman
 Edward Gibbons, Vice Chairman
 Eric K. Maxwell
 Charles W. Oddo
 Charles D. Rousseau

Consent #6

**FAYETTE COUNTY, GEORGIA**

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

140 Stonewall Avenue West
 Public Meeting Room
 Fayetteville, GA 30214

Minutes Special Called

May 22, 2025
 4:00 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 5:00 p.m.

Call to Order

Chairman Lee Hearn called the May 22, 2025 Special Called meeting to order at 4:00 p.m. A quorum of the Board was present. Vice Chairman Edward Gibbons was absent.

Invocation and Pledge of Allegiance

Chairman Lee Hearn gave the Invocation and led the audience in the Pledge of Allegiance.

Acceptance of Agenda

Commissioner Charles Oddo moved to approve the agenda as presented. Commissioner Charles Rousseau seconded. The motion passed 4-0. Vice Chairman Gibbons was absent.

BUDGET PRESENTATION:

- County Administrator Steve Rapson and Chief Financial Officer Sheryl Weinmann will provide a presentation regarding the proposed Fiscal Year 2026 Budget.**

Fayette County Chief Financial Officer Sheryl Weinmann provided the Board with a presentation regarding the proposed Fiscal Year 2025 Budget.

Economic Outlook

In review of the economic outlook, Ms. Weinmann briefly stated that it outlined some of the surrounding cities/counties in Metro Atlanta vacancy rates, noting that Fayette County's rate was 11.8%. The annual inflation rate for the United States was 2.3% for the 12 months ending April 2025. She stated that challenges in hiring new employees for vacant positions resulted in an increase in the unemployment rate in Fayette County, from 3.8% in August 2023, to 4% in August 2024. As of March 2024, the unemployment rate was 3.6%. Ms. Weinmann pointed out that allowing remote work was one of the most common recommendations to curb employee retention challenges. Since the inception of Fayette County's Hybrid Teleworking Program, the results have been positive and employee morale has increased. She mentioned as a side note that the current job vacancy in Fayette County was 12.07%.

Budget Principles

Ms. Weinmann stated that Fayette County followed these principles for several years. Revenues were conservatively budgeted based on an objective analytical process of detailed trending. The County did not use one-time revenues to fund current expenditures. Current revenues are used to pay current expenditures. There was a budgetary link between the capital budget

and the operating budget to ensure that ongoing expenses can be funded in the operating budget before putting projects or capital in place. She concluded by highlighting the fact that Fayette County was AAA bond rated and had been since 2014.

Planning Guidelines

Fayette County did not use deficit budgeting, which meant the County did not use any of the unassigned fund balance to meet the Maintenance & Operations (M&O) budget. There was a continued commitment to delivering outstanding customer service. There was a plan for a millage rate rollback this year which meant no tax increase. Since 2013, due to previous rollbacks, the saving to the citizens of Fayette County was over \$101 million. The new budget included a full five-year Capital Improvement Program (CIP) of \$7,132,551 and was allocated within the General Fund Balance. Employee benefits have been maintained and strengthening the medical reserves. Currently the stabilization was at \$1.5M. The plan was to increase it to \$2M in FY2026, and to continue to maintain insurance for staff.

Benefit Highlights

Ms. Weinman stated that there were no changes to the benefits from last year. The County would continue to offer the same two plans to staff. The Traditional Open Access Point of Service Plan (POS) with the Health Reimbursement Arrangement (HRA) where the County funded \$2,000 for employee and \$4,000 for employee/spouse/children and \$4,000 for family. This goes into effect after the \$3,000 deductible was met. The other plan was the High-Deductible Health Plan (HDHP) with Health Savings Account (HSA). The County increased funding to the HAS high-deductible plan: \$1,500 for employees, \$1,750 for employee/spouse/children and \$2,000 for family. She noted that the High-Deductible Health Plan (HDHP) had a broader network of doctors for employees and their families to choose for services, treatment and care. She also advised that there had only been one employee premium increase in the past 11 years, in FY2021 for the HSA Plan where employee had to pay an additional \$5 to \$15 depending on the tier of coverage received. The deductible for the POS plan remained the same: Individual tier –remained at \$5,000 and Family tier – remained at \$10,000. For the HDHP the deductibles remained the same for the individual tier at \$3,000 and will remain the same for family tier at \$5,000. She highlighted that the HDHP plan for individual within a family deductible increased to \$3,300, per Internal Revenue Service (IRS) regulations. Ms. Weinmann stated that there had been a plan increase of approximately 4.5%, and the County absorbed those costs. She noted that for both the POS and the HDHP (HAS) plans, the out-of-pocket maximum remained the same- \$5K for individuals and \$10K for family. Ms. Weinmann stated that there was still a surcharge of \$75 per pay period for those who do not have their preventive care (physicals). There was a \$150 surcharge if a spouse had access to other insurance. Dental coverage remained the same and vision benefit would increase to a \$500 reimbursement to employees.

Ms. Weinmann spoke of the additional benefits, including enhanced partnership with Piedmont Hospital and Cigna providing an on-site Health Coach, Amanda Rogers-Beckley BSN, RN, NC-BC for one-on-one and face-to-face coaching at designated Fayette County locations. In an effort to continue the County's Employee Wellness Program- Cigna provided \$75,000 optional services fund allocation for Human Resources to assist in funding Health/Wellness Initiatives. The County also provided an additional \$80k to be used for Employee Appreciation, Health Mobile Screenings, and the Health Fair. Utilization of the digital lifestyle app, Omada, that helps employees get healthier by losing weight and incorporating healthy lifestyle activities. The Pharmaceutical Cigna 90Now program requires employees to get 90-day supply of maintenance medications for a greater cost savings for both the employee and employer.

Ms. Weinmann noted that Pharmacy networks now include CVS and Walgreens pharmacies. Both have over 55,000 pharmacy locations to choose from. Employees new to the plan or have not filled a Rx will automatically be placed in the CVS network. Employees that currently use the plan will be placed in the network used the most (CVS or Walgreens). She highlighted CIGNA Well-Being Solutions (formally Virgin Pulse) as a health engagement program for medical plan members. Ms. Weinmann also stated that the FSA contribution limit increased by \$150 to \$3,300.

She continued highlighting the new TextCare program – which was a text-based healthcare app. This benefit was available for all full-time employees and their households, regardless of enrollment in a health plan. TextCare provided access to one-to-one Health, and board-certified medical providers via text message or video chat. Services for primary care, pediatric care, urgent care, lab, x-rays, pharmacy and more. A County dedicated care team would triage the employees and household members to the

appropriate service. \$0 per visit. She stated that the County would maintain Omada, and Alliant Medicare Solutions and the services and care they provide.

General Fund

The financial projection for FY2025 fund balance was \$30,235,358. Of this amount, the inventories fund was estimated at \$78K. The Stabilization Fund increased to \$20 million based on the proposed M&O budget of expenses, which was three-months of expenses in case of emergencies. The emergencies fund remained the same at \$2M and the Capital Improvement Program (CIP) amount was \$7.11M.

Budget Summary

Ms. Weinmann stated that the budget for the General Fund left a positive impact of \$2.4M. She noted that the Capital and CIP budgets were also included.

General Fund Revenues

Property and sales taxes made up approximately 76% of the County's revenue. The Title Ad Valorem Tax (TAVT) FY2025 estimated revenue was \$7.2M, with a budget of \$7.8M in FY2026. The local options sales tax revenue was coming in at about \$19M, with an estimated budget of \$22M for FY2026. She stated that other taxes included TAVT, occupational tax certificates, etc. The local options sales tax revenue budget in FY2026 was projected at \$22M.

General Fund Expenditures by Function

Public Safety costs remain the largest expenditure in the General Fund at 41.5%, followed by General Government at 18.3 which included Administration, Board of Commissioners, Purchasing, Finance, Human Resources, and Information Technology all of which assisted in helping the County function.

General Fund Expenditures by Type

Personnel costs were the largest expense at 65.1% and included benefits, overtime, insurance, etc. Followed by services at 20.7%. She noted that Debt Services totaled 3.9%.

911 Fund Revenues

Revenues for 911 come from property taxes at 40.1% and the charges for services at 59.9.0%. She noted that the mileage rate for 911 was Millage Rate 0.210 and there would be no change in the coming fiscal year. Charges for services remained the largest source of revenue for 911 which was derived from the wireless/landline charge.

911 Fund Expenditures

Personnel costs are at 64.0% and services were 27.6%. She stated that because this was a separate fund there was an Admin cost allocation, 911 paid to the general government for services provided via its administrative functions (i.e. Administration, Board of Commissioners, Purchasing, Finance, Human Resources, and Information Technology). Services include a \$300k for the Carbyne project, 477k for the AT&T/Megalink landline agreement and \$248k for the cell tower leases.

Fire Fund Revenues

Almost 95% of this revenue was sourced via property taxes. She stated that there was an insurance premium tax which was put into the fire fund revenues and budgeted at \$5M this year and slightly increased each year. As discussed at Retreat the proposal was for the Millage Rate to be reduced to 2.820 for this fund. This would result in a revenue reduction totaling about \$1.2M.

Fire Fund Expenditures

Personnel costs were 84.3%. The transfers were \$725k to the Vehicle/Equipment Fund.

EMS Revenues

EMS Revenues were 66.1% from Property Taxes and 33.2% from Charges for Services. She noted that the charges for services were the ambulance transport charges. As discussed at Retreat the proposal was for the Millage Rate to be increased to 1.0. This would result in a revenue increase of approximately \$3.23M but would total \$2.06M considering the variance from the revenue loss via the Fire milage rate reduction.

EMS Fund Expenditures

The personnel cost was 73.8% and transfers were \$375K to the Vehicle/Equipment Fund.

Water System Fund Revenues

Water sales account for about 83.3% of all revenues for the Water System. Water System Fund and would be budgeted at \$20M for FY2026. Ms. Weinmann stated that the leak protection would decrease from the \$3 fee to a \$1 charge making up 1.6% of revenue. She added that the enhanced monitoring was a new fee set at \$2. So, the cost to the residents would be the same, however the allocations would be different. The Water System total budget for FY2026 was \$24M.

Water System Expenses

The Water System had several functions. Water System transfers included the \$3.2M CIP, as well as administrative cost, water billing, South Fayette and Crosstown Water Plants. Field operations were also a large expense because that was where most of the operations functions took place. The Water System Bond Debt was currently at 16.1% and set to be paid off in two years.

The two largest Water Systems' largest expenses were personnel costs and the bond debt for this fiscal year. Transfers were \$3,267,930 CIP and \$1,795,938 revenue and expenses.

Proposed Personnel Changes

Budget included funding for 823.135 County Wide employees. 810 full-time, 31 part-time positions, which was equivalent to 13.135 full-time employees.

Full-time employees (FTE) count was up 2.2%, 17.625 net, from FY2025. This included 17 new fulltime positions.

Fire / EMS Services - 6 Firefighter/AEMT's

Building & Grounds - 2 Building & Grounds Maintenance Technicians, 2 Building and Grounds Custodians of which one custodian position would be offset with reimbursement via the Department of Public Health.

Animal Control Building - 1 Kennel Supervisor, 2 Animal Control Officer

Water System - 1 Water Quality Technician, 1 Assistant Water System Director exchanged with the removal 1 Professional Engineer

Tax Assessor - 1 Administrative Assistant

Tax Commissioner 1 (deletion) - Removal of one 1 Tag Clerk

Sheriff/Jail - 1 Captain exchanged with the removal of 1 Deputy Sheriff

State Court Judge - 1 Case Manager paid via increased revenues

Accountability Court - 1 Accountability Court Coordinator moved from grant funded to funded via the General Fund paid via increased revenues

Solicitor 1 position - 1.0 Assistant Solicitor General former ARPA paid via increased revenues

Probate Court (0.625 position) – Part-time Deputy Court Clerk

Personnel Changes Title Change

Administration - 10 Seasonal HS Work Program Interns

Buildings and Grounds - 3 Seasonal Grounds Maintenance Technicians

Road Department / Public Works - Move 1 Position Administrative Specialist moved from Public Works to Road Department

Information Technology 1 - 1 Lead Network Administrator to IT Manager

Tax Assessor 1 - 1 Administrative Assistant to Sr. Administrative Assistant

Water System - 1 Administrative Secretary to Engineering Technician, 1 Customer Support Supervisor to Customer Support Manager, 1 Lead Customer Service Rep. to Account Service Analyst, 3 Grade Increase for Customer Service Representatives, and 1 Grade Increase for Warehouse Manager

Sheriff Field Operations - 1 Deputy Sheriff to Investigator, and 4 SWAT Team Incentives

Probate Court - 1 Deputy Clerk II to Deputy Clerk III

Juvenile Court - 1 Deputy Clerk I to Deputy Clerk III

Building Safety - 1 Inspector II to Inspector III, and 2 Inspector I to Inspector II

Road Dept. - 1 Equipment Operator II to Equipment Operator III

Tax Assessor - 3 Property Appraiser III to Property Appraiser IV, and 3 Property Appraiser II to Property Appraiser III

Sheriff's Office - 2 Dog Handler supplements which included in a 7 hour/pay period differential calculation as a part of the overtime costs

Water System - 3 Plant Operator II to Plant Operator I, 5 Plant Operator III to Plant Operator II, 1 Plant Maintenance Tech II to Plant Maintenance Tech I, and 5 Field Operations Tech III to Field Operations Tech II

Coroner's Office - Increase Case Rate from \$175 to \$200

Elections – Rate Adjustment for Advanced Voting

Designated Between the Roles Identified Below:

Clerk- \$18.01

Assistant Manager \$19.01

Manager \$20.01

Personnel Pay Study

In FY2025 there was a review and update to the classification and compensation plan for the following departments:

Building & Grounds, Fleet Maintenance, Road Department, and Solid Waste Department.

The personnel pay study would assist in addressing recruitment issues and staffing challenges; with the goal of helping the County remain competitive. The project was in the final stages with anticipated increases estimated at this stage around \$150k to \$250k. There were some positions with proposed grade increase by one or two. These positions were already included in the budget with an impact of \$126k. Additional positions would be adjusted as part of the study; however, final numbers were still being calculated.

Mr. Rapson noted as a reminder that a large portion of the proposed personnel changes were attributed to the new County facilities becoming operational over the last 12- months including the Health Facility, Animal Control, and the Sheriff training Facility.

Proposed Forced Merit

Ms. Weinmann stated that merit distribution was allocated based upon performance and performance evaluations and used the same approach for the merit adjustment as used in the past, following our Personnel Policies 408.13 (Performance Pay) and 412.01 (Performance Appraisal), for a distribution of funds for performance pay. The alternative approach was to use a forced ranking system of a Bell Curve as a management tool to allocate merit pay. Based upon the department employee population, breakpoints within the curve are determined and applied to ascertain employee performance pay. The alternative approach was to use a forced ranking system of a Bell Curve as a management tool to allocate merit pay.

Mathematically the weighted percentage required to implement a forced ranking merit-based system would be 3.75% of total county payroll of eligible employees. The majority of employees would fall into average performers of 1.25%-2.50%-5.00% with top performers receiving a 6.25% increase.

The county had 40 Departments. Of these 40, 12 have more than 20 FTE's. Smaller departments use a combination of employee performance evaluations and the forced ranking system.

Who was eligible? All regular full-time and part-time employees in good standing, not subject to a Performance Improvement Plan, and employed as of December 31, 2024. Full-time and part-time employees who are at the maximum step with their respective grade, are in good standing, not subject to a Performance Improvement Plan, and employed as of December 31, 2024 will receive a one-time performance payment in lieu of merit.

Ineligible Employees: Employees who are currently subject to a Performance Improvement Plan; elected officials, board members, seasonal or temporary workers (including temporary election clerks and poll workers); employees in grant funded positions; employees in positions funded through the Griffin Judicial Circuit. Employees who are no longer employed at time of distribution.

She stated that the distribution of the merit increase across all funds was a total of \$2,309,476, averaging 3.75%.

FY2025 Maintenance & Operations

Defined Benefit Allocation – \$3.867M Allocation (across funds). The latest 2025 valuation shows a funded percentage of 81.6% down from last year's report of 82.9%. By maintaining the recommended fund per the valuation report, the County would be able to increase the funded percentage.

Defined Contribution Allocation – \$1.072M Employer Retirement Contribution
Deferred Compensation Allocation – \$819K Employer 2.5% Match

Road Resurfacing – \$2.5M Technical Services/Hauling/Asphalt - includes Road Resurfacing (Includes Micro, Hauling, Tack, HA5 etc.); 2 Miles Contractor Resurfacing; 7 miles Micro Surfacing; 25.5 miles Pavement Preservation (HA5, Crack Sealing & Rejuvenator

LRA26 Supplement – \$1.31M; No Match; 3.5 Road Resurfacing (Tyrone Road)

LMIG26 – \$1.26M State Road Resurfacing Allocation; includes \$291k Match; Road Resurfacing 3.5 Miles

Inmate Medical – \$1.79M Contract/Specialty Care

Property & Casualty Insurance – \$987k (Across all Funds)

Grant Match Funding (Admin) \$125k Future Required Grant Match

Tyler Software - \$272k non-departmental

PIO Marketing Promotion (Admin) \$150k Marketing and Promotion

GIS Services \$150k to augment GIS systems' analysis and architecture

Legal Litigation \$100k; decreased by \$50k

ARC – \$152k membership fees; ARC provides \$745k contribution towards senior services and operations

Wellness Program (HR) \$80k Future Employee Initiatives

Recreation – \$348k Recreation programs-\$160k Self-Sustaining, \$60k Board of Education (FCBOE), \$18k Tyrone, \$20k programming, \$37,500 Peachtree City (ends September 30, 2025), (\$150k Peachtree City, \$100k Self-Sustaining, \$60k FCBOE, \$18k Tyrone, \$20k programming)

Ms. Weinmann stated that for the Vehicle/Equipment replacement, the General Fund committed \$725,000. Fire committed \$750,000 and EMS committed \$375,000. \$390,000 will be transferred to the Jail Surcharge to cover inmate meals. \$65k transferred to Solid Waste to offset post closure landfill costs. \$32K would be allocated to Fund 291 which was the spay/neuter fund to facilitate that specific service.

Significant Operational Budget Considerations:

Fire Services / EMS

\$123k Bunker Gear Purchase

\$23k Paramedic Training

\$29k Firefighter Cancer Insurance Premium

\$24k PTSD Insurance Premium

\$42k Pharmaceutical Supplies

\$30k Medical Advisor & Chaplain Services

\$23k EMS Licensing/Professional Fees

\$73k Stryker Equipment Maintenance

\$88k Medical Services

\$169k EMS Medical Supplies

\$114k EMS Billing Services

\$500k Fire Overtime

\$150k EMS Overtime

911

\$300k Carbyne Project Operating License

\$477k AT&T/Megalink Landline Agreement

\$248k Cell Tower Leases

\$200k Overtime

Water System

Chemicals - \$1.1M Crosstown and South Fayette contracts

Electrical Services - \$1.3M Ga. Power & Coweta/Fayette EMC Utilities

Engineering Services - \$325k EOR Consulting & Design Services

Meters & Water Line - \$261k Maintenance & Repairs

USGS - \$292k - Stream Monitoring for Permit Requirement
 Utility Locate Services - \$242k Large Project Locates
 Leak Protection - \$250k Reimbursement for repaired leaks
 Software Maintenance - \$444k Annual Maintenance & Subscriptions

Outside Agency budgets

Public Defender – \$1.049M; Decreased \$19k to \$609k; Lower State Ct Contract; Upper Superior Court Contract \$432k
 Senior Services – \$467k; \$16k decrease
 Mental Health Services – \$67k – Utilities at new building
 Cooperative Extension – \$183k
 Department of Public Health – \$37k for Base Fee & Utilities at new building
 Department of Family & Children Services – \$39k; No change

Capital Improvement Plan, Water System, Expenditures and Vehicle/ Equipment

Ms. Weinman advised that the Capital Improvement Plan project overview portion of the PowerPoint presentation had been updated and now included columns highlighting the department, project name, status, and budgetary information, which was requested during the Retreat. As listed, 27 Capital Improvement projects completed, totaled \$3.1M, with 8 projects currently active, totaling \$28.3M. She reviewed SPLOST projects noting these projects were categorized by SPLOST year. She highlighted that SPLOST projects completed and/or in process, totaled \$51M, with a budget of \$85M. Water System completed projects totaled almost \$1.1M, with 23 projects in process, totaling \$24M, with a budget of \$34M. For Vehicles & Equipment 26 items were acquired totaling \$1.13M. Ms. Weinmann stated that for the Capital Improvement Program, as proposed, the green highlighted items noted on the PowerPoint presentation were newly funded items, the non-highlighted items were already in effect. She concluded by stating that FY2026 five-year CIP General Fund portion was set at \$7,132,551.

Ms. Weinman stated that the Vehicle/Equipment totaled almost \$2.24M for vehicles – including two ambulances from SPLOST at \$1.0M and 8 SO vehicles at \$788k.

Revenues are above expenses. The relationship between population and staffing increased. Fayette County current population was 126,684.

Unincorporated Fayette County is ranked 16 of 19 for the lowest millage rate across several local counties.

Ms. Weinmann concluded the presentation with the following budget highlights:

- Millage Rate Remains at 3.763
- General Fund impact from maintenance & operations was positive
- Proposed Budget increases General Fund Balance \$2,444,211
- Funds Rolling 5 Year Capital Improvement Program of \$7,132,551
- Changes in Personnel levels protect the existing outstanding service delivery to citizens
- Budget continued to maintain the commitment to balance current year revenues with current year expenses
- Maintained Employee Benefits – Medical/Dental/Vision & Retirement
- County-Wide departmental cooperation continued to yield positive results

The first public hearing will be held on Thursday, June 12, 2025 at 5:00 p.m. and the second public hearing and budget adoption will be held Thursday, June 26, 2024 at 5:00 p.m.

Mr. Rapson advised the Board, if they had any questions, please send them to him and he would get the answers and forward them back to the entire Board for review.

ADJOURNMENT:

Commissioner Oddo moved to adjourn the May 22, 2024 Special Called meeting. Commissioner Rousseau seconded. The motion passed 4-0. Vice Chairman Gibbons was absent.

The May 22, 2025 Special Called meeting adjourned at 4:51 p.m.

Marlena M. Edwards, Chief Deputy County Clerk

Lee Hearn, 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 June 2025. Attachments are available upon request at the County Clerk's Office.

BOARD OF COUNTY COMMISSIONERS

Lee Hearn, Chairman
Edward Gibbons, Vice Chairman
Eric K. Maxwell
Charles D. Rousseau
Charles W. Oddo

Consent #7



FAYETTE COUNTY, GEORGIA

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

140 Stonewall Avenue West
Public Meeting Room
Fayetteville, GA 30214

MINUTES

May 22, 2025
5:00 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 5:00 p.m.

OFFICIAL SESSION:

Call to Order

Chairman Lee Hearn called the May 22, 2025 Board of Commissioners meeting to order at 5:01 p.m. A quorum of the Board was present. Vice Chairman Edward Gibbons was absent.

Invocation and Pledge of Allegiance by Commissioner Charles Rousseau

Commissioner Charles Rousseau offered the invocation and led the audience in the Pledge of Allegiance.

Acceptance of Agenda

Commissioner Charles Oddo moved to approve the agenda as presented. Commissioner Rousseau seconded. The motion passed 4-0. Vice Chairman Gibbons as absent.

PROCLAMATION/RECOGNITION:

1. **Request recognition of the Fire & Emergency Services Citizen Fire Academy graduates on their successful completion of the 10-week Citizen Fire Academy and presentation of certificates to the graduates.**

Fire Chief Jeff Hill presented the graduates to the Board. He gave a brief description of what the graduates learned in the 10-week program.

2. **Recognition of Fayette County Water System's 2024 Gold Awards for Crosstown and South Fayette Water Treatment Plants presented by Georgia Association of Water Professionals Executive Director, Pam Burnett.**

Water System Direct Vanessa Tigert introduced Georgia Association of Water Professionals (GAWP) Executive Director Pam Burnett. She stated that the GAWP was the organization that provided the licensing, education, and also worked with the State on legislative issues.

Ms. Burnett stated that there were over 4,000 members of the GAWP and the association represented all the companies and water industries in Georgia. She stated that the goal was to educate, support and empower those that protect Georgia's most critical nature resource, water. She gave background information about the association. Ms. Burnett stated that each year, at the annual conference, the GAWP honored those with exceptional performance. This year the conference was held in Columbus, Georgia where GAWP honored exceptional performance in the delivery of safe potable drinking water and the restoration of

wastewater. The program called the Golden Platinum Awards was presented for full compliance of the Safe Drinking Water Act and the National Pollutant Discharge Elimination Act. Full compliance meant every detail of the permit had to be in compliance. This was not an easy task. To achieve full compliance was no small feat. Fayette County's Crosstown and South Fayette Water Treatment Plants have been awarded the 2024 Gold Awards. Ms. Burnett stated that the Board was essential to providing the needs of the Water System to assist with the job that they do. Members of the Water System accepted the award.

3. Recognition of Johnny Hudson and presentation of the first Fayette County Water System Water Drop award for his tireless efforts that contributed to the success of the Advanced Metering Infrastructure project.

Ms. Tigert stated that this was the first inaugural Fayette County Water System Water Drop Award. She stated that the large Advanced Metering Infrastructure (AMI) project was one of the largest projects in the county. She stated that the project took a lot of coordination and hard work to make the project successful. The project will be completed by the end of June. Johnny Hudson, a 37-year employee was awarded the Water Drop Award. Mr. Hudson worked over 14 Saturdays to work on meters, find problems and make the project happen.

PUBLIC HEARING:

Zoning Administrator Deborah Sims read the Introduction to Public Hearings.

4. Consideration of Petition 1360-24, RaceTrac Petroleum, Inc., Owner, Brent Holdings, LLC, Applicant, propose to rezone 55.800 acres from C-H (Highway Commercial) Conditional to M-1 (Light Industrial) for the purpose of constructing a distributing warehouse; property located in Land Lot 233 of the 5th District and fronts on N. Highway 85, Corinth Road, County Lane Road, and Carter Road. This item was tabled at the March 27, 2025 Board of Commissioners Meeting.

Mrs. Sims stated that because there was not a full board present, the Petitioner could request to table the petition to the next meeting, provided that the request was made prior to hearing the petition. Only one such request could be made.

Steven Jones, Agent, on behalf of the applicant requested to table this petition to the August 28, 2025, meeting for two reasons. The first reason was lack of a full board present, and the second reason was that earlier in the month, the Petitioner held a community meeting with the residents of the adjacent residential subdivision. He stated that the Petitioner gave some commitments and was taking some time to engineer and reallocate things to fulfill the commitments. He stated that the Petitioner also wanted to follow up with the residents once done. He stated that he believed he was accurately representing the comments at the meeting, that if the commitments were fulfilled, the residents would support the application. He requested to table to the August 28, 2025 meeting.

Commissioner Rousseau moved to deny the request to table to the August 28, 2025 meeting. Commissioner Oddo seconded for discussion.

Commissioner Rousseau stated that he was prepared to hear the petition in June or July at the latest.

Commissioner Eric Maxwell confirmed that voting for the motion meant there would be a second motion to hold the hearing in June.

Commissioner Rousseau stated June or July. He stated that this was the second request to table.

Commissioner Maxwell stated that Mr. Jones represented that he spoke with the neighbors and the neighbors were interested in some accommodations. He stated that he believed that was a good idea and if more time was needed, he was not sure June would be enough time. He continued that the problem was not knowing who would be absent at a meeting. He stated that he believed August was a reasonable request.

County Attorney Dennis Davenport stated that typically when there was a request to defer it was for thirty or sixty days. He stated that if in fact the Petitioner was looking that far out, was it an option to just withdraw the petition and reapply. It would go back to the Planning Commission and then to the Board and by that time it may be August. This was a consideration for the Petitioner.

Commissioner Maxwell stated that there would be another filing fee, advertisement fee and then going back to Planning Commission. He stated that there may be a favorable vote from Planning Commission if the Petitioner was able to get things resolved.

Mr. Jones stated that the Petitioner would prefer to table. He stated that he knew staff was not planning to have a Public Hearing in July, which was why the Petitioner was asking for August. He said typically he would only ask for the sixty-days but was trying to be cognizant of the schedule.

Mrs. Sims stated that staff was not planning to have a public hearing in July because of the holidays. She stated that there would not be a Planning Commission meeting until the 17th so those meeting are being pushed to August.

Commissioner Oddo asked why June was not possible.

Mr. Jones stated because the Petitioner wanted to be sure there was enough time for all the residents to look at the revised plans. He stated that they did not want to be pressed for time.

Commissioner Rousseau moved to deny the request to table to the August 28, 2025 meeting. Commissioner Oddo seconded. The motion failed 2-2. Chairman Hearn and Commissioner Maxwell voted in opposition. Vice Chairman Gibbons was absent.

Commissioner Maxwell moved to table the request to the August 28, 2025 meeting.

Commissioner Oddo suggested, because of the 2-2 split, that the Petitioner withdraw the petition.

Commissioner Maxwell moved to table the request to the August 28, 2025 meeting. Chairman Hearn seconded for discussion.

Chairman Hearn stated that the Petitioner was trying to accommodate the residents and the staff. He stated that it was reasonable to have the hearing in August.

Commissioner Maxwell stated that he recalled a Petitioner that was putting development in North Fayette, that was going to be surrounded by all houses, and the Petitioner spoke with the residents and was able to accommodate the request. He stated that it was one of the easiest to approve. He stated that was exactly what Mr. Jones was attempting to do, work with the neighbors. He stated that it looked like everyone was trying to work together and he wanted to work with people who were trying to work together.

Commissioner Rousseau stated that he shared that sentiment, but that the Petitioner held meetings on the front end before coming to the Board. He stated that this was being done after the fact and that was the difference between the two. He stated that in addition, it was disappointing to have staff say the schedule was changing and he knew nothing about it. He stated that for an applicant to be the one to inform him of that, he had a serious issue with it. Commissioner Rousseau stated that he wanted community input, but on the front end. As for attendance, the business of the County continued when there was a quorum, so he was not buying into that as a legitimate reason to table.

Mrs. Sims stated that in July there was conflict. The Planning Commission meeting for the rezonings could not proceed due to the holiday, so it was moved to July 17. There was not enough time to get everything on the Board meeting for the end of July, so that was putting it inline with the other rezonings.

Commissioner Rousseau thanked the Petitioner for the community engagement.

Mr. Jones stated that the Petitioner made commitments to the residents and guaranteed them that they would request a table for August to give time. He stated that he understood the recommendation to withdraw but he did not want the residents to come to another public hearing. He stated that he would do his best to be ready for June 26.

Commissioner Maxwell stated that he would not be in the country.

Commissioner Maxwell moved to table the request to the August 28, 2025 meeting. Chairman Hearn seconded. The motion failed 2-2. Commissioner Oddo and Commissioner Rousseau voted in opposition. Vice Chairman Gibbons was absent.

Commissioner Rousseau asked if, procedurally it would go to the next available date.

Mr. Davenport stated that, procedurally it would be denial unless the Board did something different.

Commissioner Maxwell stated that he would make the same motion and continue to have a 2-2 all night long.

Mr. Jones stated that he did not want to cause any more consternation. He stated that he did want to give the residents time. He stated that the Petitioner would withdraw the application and go back to the Planning Commission to avoid the residents coming back out and he would get written statements from them.

Commissioner Oddo stated that he appreciated that.

Mr. Jones requested to withdraw the petition.

Mr. Davenport stated that procedurally, the Petitioner was requesting withdrawal which required approval by the Board.

Commissioner Oddo moved to withdraw the petition. Commissioner Rousseau seconded. The motion passed 3-1. Commissioner Maxwell voted in opposition. Vice Chairman Gibbons was absent.

5. Consideration of Petition 1363-25, Primitivo P. Diaz & Shawn Morales & Christian Diaz, Owners, and Damon Free, Agent, propose to rezone 2.79 acres from R-40 (Single-Family Residential) to R-70 (Single-Family Residential) for the purpose of developing residential lots, combining this parcel with an adjacent parcel; property located in Land Lot 77 of the 7th District fronting on Sandy Creek Road.

The applicant chose to continue with the hearing.

Mrs. Sims read the item into the record as written.

Damon Free, Agent, stated that he was buying the lot for pastureland and was not going to develop the lot. He stated that originally, he had 5.5 acres and had an opportunity to buy six more acres, and then the opportunity to buy another three acres.

Mrs. Sims stated that the provision was that the property be rezoned to R-70 with one condition that it be combined, within 90 days, with the other property with the same zoning. Condition: 1. Within 90 days of approval of the rezoning, the rezoned portion of Parcel #0723 028 shall be combined into a single parcel with Parcel #0723 017 with an approved recorded plat.

No one spoke in favor of or in opposition to this request.

The Petitioner agreed to the condition.

Commissioner Oddo moved to approve Petition 1363-25, Primitivo P. Diaz & Shawn Morales & Christian Diaz, Owners, and Damon Free, Agent, propose to rezone 2.79 acres from R-40 (Single-Family Residential) to R-70 (Single-Family Residential) for the purpose of developing residential lots, combining this parcel with an adjacent parcel; property located in Land Lot 77 of the

7th District fronting on Sandy Creek Road with one (1) condition. Chairman Hearn seconded. The motion passed 4-0. Vice Chairman was absent.

6. First of Two Public Hearings to consider amendments to Chapter 104. Development Regulations, regarding Article XII. - DEVELOPMENT IMPACT FEE, to provide compliance with changes in the State Regulations governing Development Impact Fees.

Mrs. Sims stated that after further review there were limited legal changes. Staff was recommending keeping the existing Article XII. Development Impact Fee and Development Regulations and request withdrawal of the proposed amendments.

Commissioner Oddo to approve the withdrawal as recommended by staff. Chairman Hearn seconded. The motion passed 4-0. Vice Chairman Gibbons was absent.

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.

Keith Bardo, Fayetteville, made comments regarding the lack of recycling for residents of Fayette County that do not live in Peachtree City limits. He stated that he had a garage of cardboard, and he did not want to throw it in the trash or pay for receptables.

Mr. Rapson stated that people were getting out of the recycling business across the state and Fayette was not the only ones with this issue.

Chairman Hearn stated that it came down to dollars. If the County could make it work "dollar and cents" wise, it would work.

Alfred Jackson, Fayetteville, made comments regarding the addition of the manufacturing facility with 120 homes behind the facility. He was concerned with how it would affect the community, traffic and pollution.

Marlon Williams, Fayetteville, made comments about the rezoning presented. He stated that his concern was that he did not know what residents the Petitioner spoke with. He stated that none of them were addressed or aware of the meeting. He continued that with a facility that large, on Highway 85 and Corinth Road, it would require two entrances. Mr. Williams expressed his concerns regarding the traffic, the dangerous intersection, the waste from the facility, and how that would be increased with the rezoning.

CONSENT AGENDA:

Commissioner Oddo moved to approve the Consent Agenda as presented. Chairman Hearn seconded. The motion passed 4-0. Vice Chairman Gibbons was absent.

- 7. Approval to move funding to and from the appropriate Capital Project Contingency account and to close the projects as identified on the attached list.**
- 8. Acknowledgment of Sheriff's decision to dispose of county property.**
- 9. Approval of May 8, 2025 Board of Commissioners Meeting Minutes.**

OLD BUSINESS
NEW BUSINESS:

10. Request to approve Resolution 2025-03 to adopt and transmit the Fayette County 2024 Annual Report on Fire Services Impact Fees (FY2024), including Comprehensive Plan amendments for updates to the Capital Improvements Element and Short-Term Work Program (FY2025-FY2029).

Mrs. Sims presented this item as written. She stated that each year the County prepared an update for the previous fiscal year's impact fee spending and the updates on the projects that are paid, in part or in full, with impact fees. She stated that the update was required by the Georgia Development Impact Fee Act and Minimum Planning Standards. Fayette County collaborated with the Towns of Tyrone, Brooks and Woolsey and prepared the 2024 Annual Report on Fire Services and Impact Fees, including the Comprehensive Plan amendments for updates to the Capital Improvement Element and Short-Term Work Program for FY2025 – FY2029. The request was for transmittal to Atlanta Regional Commission (ARC) and Georgia Department of Community Affairs (DCA). The Towns have all approved Resolution 2025-03. The DCA and ARC have provided notification of compliance to the County for the 2024 Fire Services and Impact Fee Report, including the amendments for updates. The Board approved the Resolution to transmit to DCA on February 27, 2025. The next was for each local government to adopt the report and for the adopting resolutions to be transmitted to ARC. The deadline to transmit to ARC was June 30, 2025 and was required to retain qualified local government status.

Commissioner Oddo moved to approve Resolution 2025-03 to adopt and transmit the Fayette County 2024 Annual Report on Fire Services Impact Fees (FY2024), including Comprehensive Plan amendments for updates to the Capital Improvements Element and Short-Term Work Program (FY2025-FY2029). Chairman Hearn seconded. The motion passed 4-0. Vice Chairman Gibbons was absent.

ADMINISTRATOR'S REPORTS:

Mr. Rapson stated that he provided the Board the Hot Topics with updates to the Stormwater and Transportation projects, as well as, the Parks and Recreation Multi-Use Facility, Starrs Mill Tunnel, Coastline Bridge Improvements, Old Ivy Stormwater Replacement and the Water System AMI System.

He stated that there will be two public hearings regarding the FY2026 Budget, one on June 12 and one on June 26. He reminded everyone that Monday was Memorial Day, and the office would be closed.

Mr. Rapson stated that he made an offer for a new Assistant County Manager to Jason Tinsley from Upson County, and after the official acceptance, he would start sometime in July.

ATTORNEY'S REPORTS:

Notice of Executive Session: County Attorney Patrick Stough stated that there were three items for Executive Session. Two items involving threatened litigation, and the review of the May 8, 2025 Executive Session Minutes.

COMMISSIONERS' REPORTS:

Commissioner Oddo stated that Memorial Day was coming up and it was a day to remember those that sacrificed their lives. He reminded everyone how Memorial Day was founded.

EXECUTIVE SESSION:

Two items involving threatened litigation, and the review of the May 8, 2025 Executive Session Minutes. Commissioner Oddo moved to go into Executive Session. Chairman Hearn seconded. The motion passed 4-0. Vice Chairman Gibbons was absent.

The Board recessed into Executive Session at 6:00 p.m. and returned to Official Session at 6:10 p.m.

Return to Official Session and Approval to Sign the Executive Session Affidavit: Commissioner Oddo moved to return to Official Session and for the Chairman to sign the Executive Session Affidavit. Chairman Hearn seconded. The motion passed 4-0. Vice Chairman Gibbons was absent.

Approval of the May 8, 2025 Executive Session Minutes: Commissioner Oddo moved to approve May 8, 2025 Executive Session Minutes. Chairman Hearn seconded the motion. The motion passed 4-0. Vice Chairman Gibbons was absent.

ADJOURNMENT:

Commissioner Oddo moved to adjourn the May 22, 2025 Board of Commissioners meeting. Chairman Hearn seconded. The motion passed 4-0. Vice Chairman Gibbons was absent.

The May 22, 2025, Board of Commissioners meeting adjourned at 6:10 p.m.

Tameca P. Smith, County Clerk

Lee Hearn, 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 June 2025. Attachments are available upon request at the County Clerk's Office.

COUNTY AGENDA REQUEST

Page 137 of 403

Department: Board of Commissioners

Presenter(s): Lee Hearn, Chairman

Meeting Date: Thursday, June 12, 2025

Type of Request: New Business #8

Wording for the Agenda:

Request to approve the Board of Elections Selection Committee's recommendation to appoint Morris Kelly to the Board of Elections to fill an unexpired term ending January 31, 2026, and the subsequent term beginning February 1, 2026 and expiring January 31, 2029, per County Policy 100.19; Board Appointment.

Background/History/Details:

The Fayette County Board of Elections is made up of three appointees. Two of the seats are filled by the political parties of the top two parties having garnered the most votes in previous elections. Typically these are the Democratic and Republican Parties, respectively. The third seat is filled by an appointee of the Governing Authority (Board of Commissioners), this selection would fill that seat.

As noted per County Policy 100.19 Board Appointment:

In the event that a position on one of the County's authorities, boards, commissions, committees or similarly established bodies becomes vacant prior to the expiration of its term, the vacancy shall be filled in the manner described above. If less than one year remains at the time an individual is appointed to fill such a vacancy, that individual shall also be reappointed to the position for the next successive term.

What action are you seeking from the Board of Commissioners?

Approval of Board of Elections Selection Committee's recommendation to appoint Morris Kelly to the Board of Elections to fill an unexpired term ending January 31, 2026, and the subsequent term beginning February 1, 2026 and expiring January 31, 2029, per County Policy 100.19; Board Appointment.

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?* Yes

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:

FAYETTE *Press Release*

BOARD OF COMMISSIONERS

**ONE OPEN *UNEXPIRED* POSITION ON THE
FAYETTE COUNTY BOARD OF ELECTIONS**

The **Fayette County Board of Elections** is a body comprised of three members that has jurisdiction over the conduct of primaries and elections conducted within Fayette County, and is responsible for the selection, appointment, and training of poll workers in elections.

One member of the Board shall be appointed by the political party which received the highest number of votes within the county for its candidate for Governor in the general election preceding the appointment of the member. The second member shall be appointed by the political party which received the second-highest number of votes within the county for its candidate for Governor in the general election preceding the appointment of the member. The third member shall be selected by the county governing authority.

Each member of the Board of Elections must be an elector and a resident of Fayette County.

Each member of the Board of Elections is appointed for a four-year term. No one who holds elective public office is eligible to serve a member of the Board of Elections during the term of elective office, and the position of any member shall be deemed vacant upon such member's qualifying as a candidate for elective public office.

The Fayette County Board of Elections typically meets at 5:00 p.m. on the 4th Tuesday of each month in the Fayette County Elections Department located at the Fayette County Administrative Complex, 140 Stonewall Avenue West, Fayetteville, Georgia, 30214. Special Called Meetings may be held as needed.

The Fayette County Board of Commissioners would like to notify all eligible and interested Fayette County citizens that one position on the Fayette County Board of Elections is available for appointment, with the term for this appointment beginning immediately and ending January 31, 2026.

The Fayette County Board of Commissioners will be accepting applications with resumes for this open position. Applications can be obtained by visiting www.fayettecountyga.gov; Public Notices. All applications must be returned to Tameca Smith via email at tsmith@fayettecountyga.gov or at 140 Stonewall Avenue West, Suite 100, Fayetteville, Georgia 30214 **no later than 5:00 p.m. on Friday, May 23, 2025.**

Contact: Tameca P. Smith, County Clerk
Office: (770) 305-5103



APPLICATION FOR APPOINTMENT Fayette County Board of Elections

The **Board of Elections** is comprised of three members appointed to four-year terms. Meetings are scheduled to be held on a monthly basis; typically, the fourth Tuesday of each month. Said meetings take place at the Fayette County Administrative Complex, 140 Stonewall Avenue West, Fayetteville, Georgia. Please do not apply if you will be unable to attend a minimum of eighty percent (80%) of all meetings.

Applicants are encouraged to attend as many Board of Elections meetings as possible in an effort to become familiar with the responsibilities of the post. Applicants must be a legal resident of the State of Georgia and have been a resident of Fayette County for at least six months prior to the date an application is submitted.

Fayette County would like to inform all interested Fayette County citizens that one (1) vacant position on its Board of Elections is available to be filled. **The terms will begin immediately and will expire on January 31, 2026.**

Please take a few minutes to complete the application and return it with a resume, if available, to Tameca Smith, County Clerk, at tsmith@fayettecountyga.gov or 140 Stonewall Avenue, West, Suite 100, Fayetteville, GA 30214 **no later than 5:00 p.m. on Friday, May 23, 2025.**

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 MORRIS D. Kelly

ADDRESS 120 MOUNTAIN VIEW CT (city) Fayetteville

TELEPHONE (cell) [REDACTED] (home) N/A

EMAIL [REDACTED]

M. A. Kelly
Signature

May 1, 2025
Date



APPLICATION FOR APPOINTMENT
Fayette County Board of Elections

1. How long have you been a resident of Fayette County? 39 years
2. Why are you interested in serving on the Board of Elections? I would like to help provide Assistance in Assuring all voting citizens of Fayette county that the ~~election~~ election process is accurate and secure in Fayette County.
3. What qualifications and experience do you possess that should be considered for appointment to the Board of Elections? I ~~am~~ have served on a Credit Union Board since 2005. I am currently serving as this Board's Chairman. I have enough experience to understand the high level responsibility that comes with a Board position.
4. List your recent employment experiences to include name of company and position. Clayton County Water Authority - Retired as the Customer Accounts Director in April, 2012. Business Consultant with Harris Computer 2012 - 2016.
5. Do you have any past experience related to this position? If so, please describe. No, not directly related. Although through my employment with CCWA and my Board position, I have experienced Budget preparation and approval. Through my contract position with Harris Computer, I trained new users for data input.
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 Elections 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, definitely.
9. Would there be any possible conflict of interest between your employment or your family and you serving on the Board of Elections? No, I am retired and my wife supports me in seeking this position.
10. Are you in any way related to a County Elected Official or County employee? If so, please describe. No.
11. Describe your current community involvement. My community involvement comes through my activity in my church.
12. Have you have been given a copy of the county's Ethics Ordinance? I have Received A Copy through an email.
13. Is there any reason you would not be able to comply with the Ethics Ordinance? I have Received this ordinance and find no reason why I should not be able to comply with this Ethics Ordinance.

OTHER APPLICANTS



APPLICATION FOR APPOINTMENT Fayette County Board of Elections

The **Board of Elections** is comprised of three members appointed to four-year terms. Meetings are scheduled to be held on a monthly basis; typically, the fourth Tuesday of each month. Said meetings take place at the Fayette County Administrative Complex, 140 Stonewall Avenue West, Fayetteville, Georgia. Please do not apply if you will be unable to attend a minimum of eighty percent (80%) of all meetings.

Applicants are encouraged to attend as many Board of Elections meetings as possible in an effort to become familiar with the responsibilities of the post. Applicants must be a legal resident of the State of Georgia and have been a resident of Fayette County for at least six months prior to the date an application is submitted.

Fayette County would like to inform all interested Fayette County citizens that one (1) vacant position on its Board of Elections is available to be filled. **The terms will begin immediately and will expire on January 31, 2026.**

Please take a few minutes to complete the application and return it with a resume, if available, to Tameca Smith, County Clerk, at tsmith@fayettecountyga.gov or 140 Stonewall Avenue, West, Suite 100, Fayetteville, GA 30214 **no later than 5:00 p.m. on Friday, May 23, 2025.**

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 Andrew Rose

ADDRESS 265 Gaelic Way (city) Tyrone

TELEPHONE (cell) [REDACTED] (home) 770 486-5490

EMAIL [REDACTED]

Andrew Rose
Signature

May 21, 2025
Date



APPLICATION FOR APPOINTMENT
Fayette County Board of Elections

1. How long have you been a resident of Fayette County?
46 years, since 1979.
2. Why are you interested in serving on the Board of Elections?
I am retired and have time to devote to civic duties and believe that election integrity and impartiality is imperative in maintaining a democratic republic.
3. What qualifications and experience do you possess that should be considered for appointment to the Board of Elections?
My prior work duties and assignments detailed in the attached resume summarize qualities that can be leveraged as a BOE member and I would welcome further discussion.
4. List your recent employment experiences to include name of company and position.
Please see attached resume.
5. Do you have any past experience related to this position? If so, please describe.
Previous work assignments involved internal and external negotiations, interpreting and applying legal analysis and consultation with in house and outside counsel while managing a collaborative project management process.
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 Elections meetings in the past two years and, if so, how many?
I attended the April 2024 BOE meeting and have viewed several previous video recorded meetings. I have also observed the State Election Board online streamed meetings.
8. Are you willing to attend seminars or continuing education classes at county expense?
Yes, my career included an emphasis on continuing education and self-development on an ongoing basis and was included in my annual performance reviews.
9. Would there be any possible conflict of interest between your employment or your family and you serving on the Board of Elections?
No
10. Are you in any way related to a County Elected Official or County employee? If so, please describe.
No
11. Describe your current community involvement.
1) Elder of my church 2) 20 year Executive Board Member of the Southern Crescent Chorale - Vice President of Communications 3) Gaelic Glen Neighborhood HOA Board 4) Sleep in Heavenly Peace volunteer
12. Have you been given a copy of the county's Ethics Ordinance?
Yes. Note: I was required to complete annual ethics training and compliance at UPS and am familiar with these types of requirements.
13. Is there any reason you would not be able to comply with the Ethics Ordinance?
No

Andrew Rose

265 Gaelic Way
Tyrone, GA 30290

Summary

Retired Sales and Marketing professional seeking opportunities to utilize my career of work experiences for volunteer and civic Position sought would offer personal and professional growth while contributing to the success of UPS.

WORK HISTORY**1990-2019 United Parcel Service (Retired)***2003-2019 UPS Strategic Alliance Manager UPS Ready Program*

Managed and negotiated 3rd party relationships that enable vendors to integrate UPS technology within their business solutions. Integrated solutions include UPS products and services that allow customers to streamline operations and focus on growing their businesses while reducing costs. Relationships included Pitney Bowes, SAP, Oracle and Intuit.

2000-2003 eCommerce Account Manager, UPS

Leveraged UPS technology portfolio in consultative and technical sales with UPS National and Major Account Segments. Increased package volume and revenue demonstrating the value associated with UPS technologies. Developed key relationships within Sales, Marketing, and Technology Deployment functions. Successful integrations include Home Depot, Unisource, Federated Department Stores, Alston & Bird and Morris, Schnieder & Prior.

1990-2000 Business Development, UPS

Managed the process to close sales with prospects and customers in a variety of customer segments. Interacted with National Account Managers in developing sales strategies for JCPennes, Xerox, WW Grainger, Ford, and other major companies. Exceeded volume and revenue goals consistently.

1990-1994 Part-time, UPS

Preloader, Air Exception Driver, and Next Day Air Driver while attending Georgia State University. Regularly participated in the Operation Center's K.O.R.E. meetings.

1988-1990 Default Prevention Specialist, The American College for the Applied Arts

Developed and implemented debt management and loan counseling programs to reduce loan default rates as mandated by Federal regulations. Researched and compiled statistics on the requirements of financing a college education. Counseled the college faculty, staff, and students on financial aid and administrated the school's aid program. Succeeded in reducing the default rate from 33% to 19%.

1986-1988 Senior Admission / Financial Aid Counselor, Oxford College of Emory Univ.

Recruited prospective students, screened applicants, performed financial needs analysis, and determined financial aid awards. Organized on campus activities for students and parents.

EDUCATION

- *MBA in General Business, emphasis in International Business, Georgia State Univ., 1990*
- *BA in Liberal Arts; AA in Science, Emory University, 1986*

President, Circle K Club; GA Circle K President Award; President, Intramural Athletic Council; President, Toastmasters International UPS; Taught school & worked part-time to fund college.

INTERESTS & ACTIVITIES

Board Member Southern Crescent Chorale – VP Communications; Church elder; Volunteer work with the Fayette Sumaritans and Sleep in Heavenly Peace; Active member of Emory Alumni Committee. Golfing, stamp collecting, gardening, and travelling.



APPLICATION FOR APPOINTMENT Fayette County Board of Elections

The **Board of Elections** is comprised of three members appointed to four-year terms. Meetings are scheduled to be held on a monthly basis; typically, the fourth Tuesday of each month. Said meetings take place at the Fayette County Administrative Complex, 140 Stonewall Avenue West, Fayetteville, Georgia. Please do not apply if you will be unable to attend a minimum of eighty percent (80%) of all meetings.

Applicants are encouraged to attend as many Board of Elections meetings as possible in an effort to become familiar with the responsibilities of the post. Applicants must be a legal resident of the State of Georgia and have been a resident of Fayette County for at least six months prior to the date an application is submitted.

Fayette County would like to inform all interested Fayette County citizens that one (1) vacant position on its Board of Elections is available to be filled. **The terms will begin immediately and will expire on January 31, 2026.**

Please take a few minutes to complete the application and return it with a resume, if available, to Tameca Smith, County Clerk, at tsmith@fayettecountyga.gov or 140 Stonewall Avenue, West, Suite 100, Fayetteville, GA 30214 **no later than 5:00 p.m. on Friday, May 23, 2025.**

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 Aaron M. Wright

ADDRESS 2 Beauregard CT (city) Ft. Lee

TELEPHONE (cell) [REDACTED] (home) —

EMAIL [REDACTED]

[Signature] Signature 5-14-25 Date



APPLICATION FOR APPOINTMENT Fayette County Board of Elections

1. How long have you been a resident of Fayette County?
Since 2012
2. Why are you interested in serving on the Board of Elections?
I served previously for 8 years, have a passion for public service & elections specifically.
3. What qualifications and experience do you possess that should be considered for appointment to the Board of Elections?
8 years as ~~the~~ a board member including 2 as chairman.
4. List your recent employment experiences to include name of company and position.
Business coach & Fitness coach - Fulltime & A.
Action Coach Peachtree.
5. Do you have any past experience related to this position? If so, please describe.
I served as Lynn Westmoreland's campaign chair/manager & 8 years on the Fayette County Board of Elections.
6. Are you currently serving on a commission/board/authority or in an elected capacity with any government?
Public Facilities Authority - City of Fulltime appointed by City Council.
7. Have you attended any Board of Elections meetings in the past two years and, if so, how many?
10+
8. Are you willing to attend seminars or continuing education classes at county expense?
yes
9. Would there be any possible conflict of interest between your employment or your family and you serving on the Board of Elections?
NO
10. Are you in any way related to a County Elected Official or County employee? If so, please describe.
NO
11. Describe your current community involvement.
Peachtree City Rotary, Business Impact Group - chairman
City of Fayetteville - Public Facilities Authority - chairman
12. Have you have been given a copy of the county's Ethics Ordinance?
yes
13. Is there any reason you would not be able to comply with the Ethics Ordinance?
NO

COUNTY AGENDA REQUEST

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Department:

Presenter(s):

Meeting Date:

Type of Request: #9

Wording for the Agenda:

Request to award FY 2026 Property & Casualty Insurance coverage, in the amount of \$898,766 to the Association of County Commissioners of Georgia (ACCG).

Background/History/Details:

FY 2024 was the first year that Fayette County used ACCG as the Property & Casualty Insurance provider. By choosing ACCG, the county no longer requires the services of our Broker of Record, Apex Insurance Services. The county is able to directly communicate with ACCG for any insurance needs or questions.

ACCG offers benefits not offered by other providers, including a 5% premium savings following ACCG/IRMA safety processes after the 1st year. We are now entering our third year with ACCG and our Safety Credit this year is \$43,088.

FY2026 premium totals \$941,854 less safety credit of \$43,088 = \$898,766. Travel AD&D is not included in this cost and will be paid separately.

What action are you seeking from the Board of Commissioners?

Request to award FY 2025 Property & Casualty Insurance coverage, in the amount of \$898,766 to the Association of County Commissioners of Georgia (ACCG).

If this item requires funding, please describe:

Funds are allocated across impacted funds in the FY2026 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:



ACCG Insurance Programs

ACCG - Group Self-Insurance
Workers' Compensation Fund
(ACCG-GSIWCF)

**ACCG - Interlocal Risk
Management Agency
(ACCG-IRMA)**

ACCG - Group Health Benefits
Program, Inc.
(ACCG-GHBP)

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Advantages of ACCG-IRMA

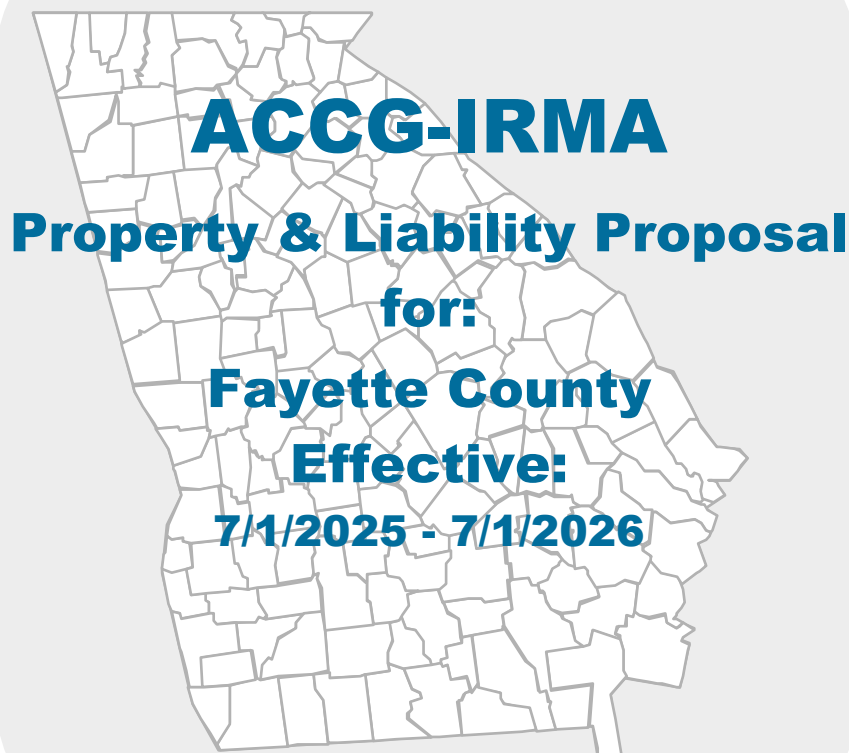
Membership Profile

Resource List

Coverage and Limits

Renewal Summary

Protecting Georgia's Counties.



ACCG
191 Peachtree Street, Suite 700
Atlanta, GA 30303
(404)522-5022
1(800) 858-2224
www.accg.org

May 21, 2025

The Honorable Lee Hearn, Chairman
Fayette County
140 Stonewall Ave w Ste 100
Fayetteville, GA 30214

Attention: Chairman Hearn

Enclosed is the ACCG – Interlocal Risk Management Agency (ACCG-IRMA) property & liability renewal for the coverage period 7/1/2025 to 7/1/2026. This includes an overview of the pool's benefits, its coverage and services, a list of fellow Members, and a service contact list. The Contribution Worksheet and invoice are separately attached.

The Member-owned, non-profit ACCG-IRMA was created in 1987 by Georgia counties and has successfully provided a stable, cost-effective source of specialized property and liability coverages and services. In the 1980s, commercial insurers abandoned public entities due to costly claims. The situation is similar today, primarily due to increases in auto, law enforcement liability, and property claims. ACCG-IRMA is feeling a similar impact, but is committed to its purpose of protecting Georgia counties and county-related authorities.

To cover expected costs, Members' 2025 overall rate will increase 5%. **Equity is paramount, so each Member's renewal contribution is based upon its exposures, such as property, vehicles, payroll, officer counts, etc.; deductibles; geography; safety efforts; and claims experience.**

Due to the timing between collecting contributions and settling claims, insurance companies and pools conservatively invest in fixed income instruments and stocks to earn interest, dividends, and appreciation. Insurance entity regulators allow insurers and pools to invest only in instruments that are highly rated and easily marketable and require them to maintain specific levels of capital and liquid funds to ensure solvency. **ACCG-IRMA's financial strength has helped Members weather recent challenges and has afforded Members the opportunity to receive \$45 million in dividends since the program began.**

ACCG's dedicated claims staff continues to work diligently to protect and replace Members' assets when a claim occurs. This caliber of service is of great value to Members and to ACCG-IRMA.

ACCG-IRMA also helps protect Members through the prevention and mitigation of claims through its risk control organization, Local Government Risk Management Services (LGRMS). **Every Member is strongly urged to create and maintain a safety culture and utilize the program's comprehensive risk control services to prevent and reduce future claims. This will help lower the future cost of coverage!**

Members are also encouraged to have strong cybersecurity controls to protect their computer systems and data. **Those with better controls will have higher limits for no additional contribution. See the enclosure on cyber limits for more information on limits and the available cybersecurity resources.**

ACCG-IRMA Helps Members Reduce Claims Thru:

- **Risk Control Services:** [LGRMS](#) helps Members understand the causes of claims and works with them to maintain a safer environment.
- **Safety Discounts:** A 5% safety discount is applied when Members meet specified requirements created to encourage loss control. If earned, it is noted on the Contribution Worksheet and invoice.
- **HR Legal Service:** Employment law specialists at Jarrard & Davis provide guidance regarding difficult employment situations in order to avoid preventable lawsuits.
- **Crisis Management Coverage:** A crisis management firm helps Members more effectively respond in certain emergency situations, including workplace violence.
- **Privacy & Security Liability & Expense:** Coverage, loss control, a data breach coach, and incident response services are provided for the actual/reasonably suspected release of private/confidential data. Higher limits may be available based on Member's security controls.

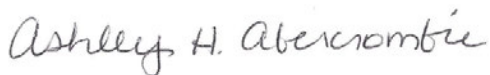
Contribution Worksheet - Options: It is imperative that you return the Contribution Worksheet by July 1st via email (accginsurance@accg.org). If a deductible option is provided and/or higher limits of liability insurance are desired, please check the chosen option(s). If a claim occurs after the new coverage period begins and before we receive notice of a change in deductibles and/or limits, last year's deductibles and/ or limits will apply.

Payment is due upon receipt; kindly mail payment to the bank noted on the invoice by July 1. A finance charge of 7% annual, pro-rated daily interest will be necessary on any contributions 30 days past due. If a change in deductibles/limits is noted on the Contribution Worksheet, a separate invoice will be sent for the change in contribution.

Flood and Earthquake Coverage: Limited Flood and Earthquake protection is provided as shown in the Coverages and Limits section of this proposal. Higher limits may be purchased. Note that any property located in Special Flood Hazard Areas (SFHAs) must be properly identified as being in Zone A or V on the Statement of Values or Flood coverage will be excluded for that location. Locations in SFHAs have deductibles of \$500,000 per building/structure and \$500,000 contents before the ACCG-IRMA's Flood coverage will apply. Upon your written request, ACCG can assist you with coverage through the National Flood Insurance Program to satisfy the ACCG-IRMA deductible requirements for eligible locations in SFHAs. Should you have questions about any of your affected locations, call 1 (800) 858-2224 or (404) 522-5022.

On behalf of the ACCG-IRMA Board of Trustees and the other Members, we appreciate your continued support of the ACCG Insurance Programs. Please reach out to us should you have any questions about your renewal.

Sincerely,



Ashley H. Abercrombie, CPCU, ARM
Director of Property & Casualty Programs

cc: Ms. Sheryl Weinmann, Chief Financial Officer

ACCG-IRMA COVERAGE AGREEMENT CHANGES

The following changes to the ACCG-IRMA Coverage Agreement effective July 1, 2025 were approved at the ACCG-IRMA Board of Trustees meeting on April 25, 2025:

SECTION I – PROPERTY COVERAGE

- Changed Property Excluded section to clarify that Bridges and Dams must be scheduled in order to be covered.
- Added exclusion for guardrails and fire hydrants.

LIABILITY SECTIONS II, III, IV, and V

- No changes

SECTION VI – CRIME COVERAGE

- Revised Crime Declarations to remove “Computer Theft” to move to Section VII.
- Removed “Computer Theft” coverage and all references to move to Section VII.

SECTION VII – PRIVACY OR SECURITY LIABILITY AND EXPENSE COVERAGE

- Revised Privacy or Security Liability and Expense Declarations to show reference to new “Coverage Tier” (Red, Yellow, Green, Platinum).
- Added “Cyber Crime” coverage, which includes Computer Theft, Invoice Manipulation Event, and Cryptojacking Event.
- Added clarification for how a Claim will be handled if it impacts more than one Named Member.
- Clarified the “IRMA Aggregate Limit” of \$10 million is for the Fund.
- Added statement that failure to provide notice of any Cyber Incident will not invalidate coverage for such Claims unless such failure prejudiced IRMA.
- Added exception to exclusion for claim arising out of, or resulting from any contractual liability or obligation for any liability or obligation under a confidentiality of non-disclosure agreement or provision.
- Removed as an exclusion the failure to comply with a legal requirement to provide individuals with the ability to assent to or withhold assent from the collection, disclosure or use of Personal Information.
- Provided exception for “Electronic Communications Violations”.
- Added to exclusion for failure to adequately supply electrical power or fuel to include electrical, mechanical, Internet, telecommunication, cable or satellite failure, fluctuation or outage not under the operational control of the Named Member, however caused.
- Added exclusion for war, but provide exception for Cyber Terrorism.
- Added/modified definitions as necessary.

This overview is not part of the ACCG-IRMA Coverage Agreement and does not provide or explain all provisions of the Coverage Agreement. Please review the Coverage Agreement for complete information on all coverages, terms, conditions and exclusions.

ADDITIONAL CHANGES

- Modified Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS) Exclusion for more specific terms with the same intent.
- Added \$50,000 Annual Aggregate Limit to Canine Mortality Endorsement.
- Revised Contractual Transit Services Exclusion to clarify that exclusion also applies to “verbal agreement”.

PRIVACY OR SECURITY LIABILITY AND EXPENSE

Members' limits are based on answers to the ACCG-IRMA Renewal Application on cybersecurity controls noted below:

Cybersecurity Controls	Requirement
Multi-Factor Authentication for remote access	Mandatory*
Multi-Factor Authentication for 3 rd Parties	Mandatory*
Multi-Factor Authentication for privileged credentials	Critical
Disaster Recovery Plan in Place	Critical
Provide Phishing Training	Critical
Utilize Endpoint Threat Detection and Response	Critical
Access to backups require Multi-Factor Authentication	Critical
Are backups isolated	Critical

*In order to maintain the Privacy or Security Liability and Expense coverage in next year's renewal, Member must have this in place by April 1, 2026.

Tier	Requirements
Red	No MFA for remote access or 3 rd parties and/or missing 3 or more Critical Controls
Yellow	Have MFA for remote access & 3 rd parties and/or missing 1 or 2 Critical Controls
Green	Have MFA for remote access & 3 rd parties and/or missing 0 Critical Controls
Platinum	Meets additional underwriting requirements

Limits	Red	Yellow	Green	Platinum
Aggregate Limit of Liability	\$1,000,000	\$1,000,000	\$1,000,000	\$2,000,000
Per Claim Limit of Liability	\$1,000,000	\$1,000,000	\$1,000,000	\$2,000,000
<i>Sublimits:</i>				
Privacy & Security Liability	\$1,000,000	\$1,000,000	\$1,000,000	\$2,000,000
Privacy & Security Expense	\$500,000	\$1,000,000	\$1,000,000	\$2,000,000
Regulatory Fines & Penalties	\$500,000	\$500,000	\$1,000,000	\$2,000,000
PCI-DSS Assessments	\$500,000	\$500,000	\$1,000,000	\$2,000,000
Electronic Equipment and Electronic Data	\$250,000	\$250,000	\$500,000	\$1,000,000
Network Interruption Costs	\$250,000	\$250,000	\$500,000	\$1,000,000
Cyber Extortion	\$50,000	\$50,000	\$50,000	\$50,000
Cyber Crime	\$50,000	\$50,000	\$50,000	\$50,000

This overview is not part of the ACCG-IRMA Coverage Agreement and does not provide or explain all provisions of the Coverage Agreement. Please review the Coverage Agreement for complete information on all coverages, terms, conditions and exclusions.

About ACCG

ACCG is a non-profit organization formed in 1914 to enhance the role, stature and responsiveness of county government in Georgia. One of the ACCG's services is providing quality, cost-effective risk management and insurance programs to meet the specific needs of Georgia county governments. The ACCG administers the following insurance programs:

- Group Self-Insurance Workers' Compensation Fund
- Interlocal Risk Management Agency (Property & Liability, Firefighters' Cancer)
- Group Health Benefits Program

About ACCG-IRMA

The ACCG - Interlocal Risk Management Agency (ACCG-IRMA) is a self-insurance pool for Georgia county governments, whereby the members join together to provide a source of coverage for their property, liability, and other risks. Instead of relying on traditional insurance, members contribute to a joint fund to cover risks. In return, they receive financial protection and specialized risk management services tailored to Georgia counties and county authorities.

- Established in 1987 under O.C.G.A. 36-85-1 et. seq,
- ACCG-IRMA began with 14 charter members and now has 182 members, with \$180 million in assets.
- Most of the 500+ intergovernmental pools in existence today were originally formed during the hard insurance market in the 1980s.

Financially Sound and Stable Source of Coverage

Despite ongoing difficulties in obtaining commercial coverage for public entities, the consistent growth of intergovernmental pools clearly establishes that pools are a successful long-term, stable alternative to traditional insurance carriers.

In a hard insurance market with changing coverage terms and increased pricing in the commercial insurance industry, one need not worry about whether the ACCG-IRMA will be interested in covering the risk management and insurance needs of Georgia county governments in the future. The ACCG-IRMA was created for this very reason.

As evidenced by its financials, ACCG-IRMA continues to be a financially sound program due to the professionals who service the program and the cooperation and dedication of the membership. The ACCG-IRMA also purchases reinsurance to provide additional financial protection to the pool.

The ACCG-IRMA, with over 100 years of experience assisting Georgia's county governments, is owned and operated by its members, who understand the unique needs of county governance. The program offers a tailored coverage package, including property and liability protection, designed specifically for Georgia county governments.

- Quality, cost-effective risk management and insurance programs
- ACCG-IRMA is a non-profit organization created specifically for Georgia county governments
- A successful, long-term alternative to traditional insurance carriers
- Financially sound, stable source of property and liability coverages

Specialized, Professional Services

The ACCG-IRMA provides the highest level of comprehensive risk management and insurance services available to Georgia county governments.

Administrative/Brokerage Services ACCG has in-house expertise for underwriting the exposures of all current and prospective members as well as providing daily service to the membership. Marsh & McLennan Agency provides stand-alone policies outside of ACCG-IRMA for members as needed.

Risk Control/Safety Services Local Government Risk Management Services (LGRMS), jointly created by the ACCG and the Georgia Municipal Association (GMA), provides specialized loss control and safety engineering services to the membership at no additional cost. The staff has an average of 15 years' experience in risk control for Georgia public entities and is strategically located throughout the State of Georgia. Services include on-site and regional training, written communications on timely topics, and analysis of and assistance with problem areas. LGRMS' website, lgrms.com, provides members special access to a video library, sample policies and procedures, and other valuable information that helps reduce risk and improve safety for citizens, employees, volunteers and public officials.

Claims Administration Services Effective claims administration is key to a successful program. The ACCG's highly experienced dedicated claims professionals assist in an objective determination of the member's liability and effectively manage expenses based upon that determination. Our claims unit has the unparalleled level of knowledge and expertise that comes from having settled over 175,000 Georgia county government claims. Our Georgia-based professionals manage claims using industry best practices, have extensive knowledge of Georgia law and manageable caseloads, and utilize state-of-the-art claims administration systems so they can handle the members' claims in the most effective, cost-efficient manner.

Cyber Risk eRisk Hub® Members also have free access to a private web-based portal called the eRisk Hub®, which contains a wealth of information and technical resources to assist in the prevention of network, cyber and privacy losses. The website includes a risk assessment designed to help counties identify areas for improvement in data security. It also provides support in the timely reporting and recovery of losses if an incident occurs. If a member experiences and reports a data breach or other privacy/cyber liability incident to the ACCG Claims Unit, we will contact the breach coach, a privacy attorney, to help manage the situation.

Crisis Management Coverage ACCG-IRMA will pay up to \$100,000 per event and annual aggregate, subject to a \$2,500 deductible, for the services of a crisis management firm in certain emergency situations or for workplace violence counseling expenses due to workplace violence events. The first hour of crisis management service per event is free and that is enough time for many crises. Contact the ACCG Claims Unit to take advantage of this service if needed.

Property Appraisals Each ACCG-IRMA member is provided with a professional property appraisal at least once every five years. The appraisals are a valuable tool for county governments to have an accurate accounting and inventory of owned properties. The process often identifies buildings owned by the county which may not have been reported to ACCG-IRMA and buildings scheduled or reported for insurance which have been sold or demolished. Upon completion of the appraisal, the member will be provided an electronic copy of the appraisal, which contains a photograph and valuation data on every building valued at \$100,000 or more.

- Member-owned and controlled
- Managed by Georgia county government officials
- Tailored coverage package to meet the needs of Georgia county governments
- Experienced claims professionals dedicated to ACCG-IRMA members
- Unparalleled level of service, knowledge and expertise in managing Georgia county government claims
- Comprehensive safety services dedicated to Georgia local governments
- A professional appraisal service ready to assist in ascertaining adequate replacement cost values for your property
- Online services for your convenience
- Toll-free numbers for all services

Specialized, Professional Services (continued)

HR Legal Service ACCG-IRMA provides HR legal service designed to help counties handle difficult employment situations. When a problem arises, an appointed county liaison should check with their organization's HR resource and/or legal counsel to determine whether additional guidance is needed. If so, the liaison may contact employment law specialists at Jarrard & Davis through the ACCG's website to seek further input at no additional cost to the member.

The service is available for disciplinary action, including termination, or employee allegations of harassment or retaliation, or questions regarding any of the following:

- Family and Medical Leave Act (FMLA)
- Americans with Disabilities Act (ADA)
- Reductions in force/ reorganizations
- Title VII of the Civil Rights Act of 1964 (i.e., employment discrimination)
- Age Discrimination in Employment Act (ADEA)
- Fair Labor Standards Act (FLSA)

Success

The ACCG-IRMA has been successful because of its commitment to provide a financially sound and stable source of risk management and insurance services specifically for Georgia county governments. The program continues to save the members money up front in premium costs and on the back-end in deductible payments and dividends. The ACCG-IRMA can provide broad coverage and professional services while keeping contribution requirements at a break-even level because of these features:

- Non-profit
- Improved cash flow
- Tax-exempt status
- No premium tax
- No commissions
- Low overhead costs

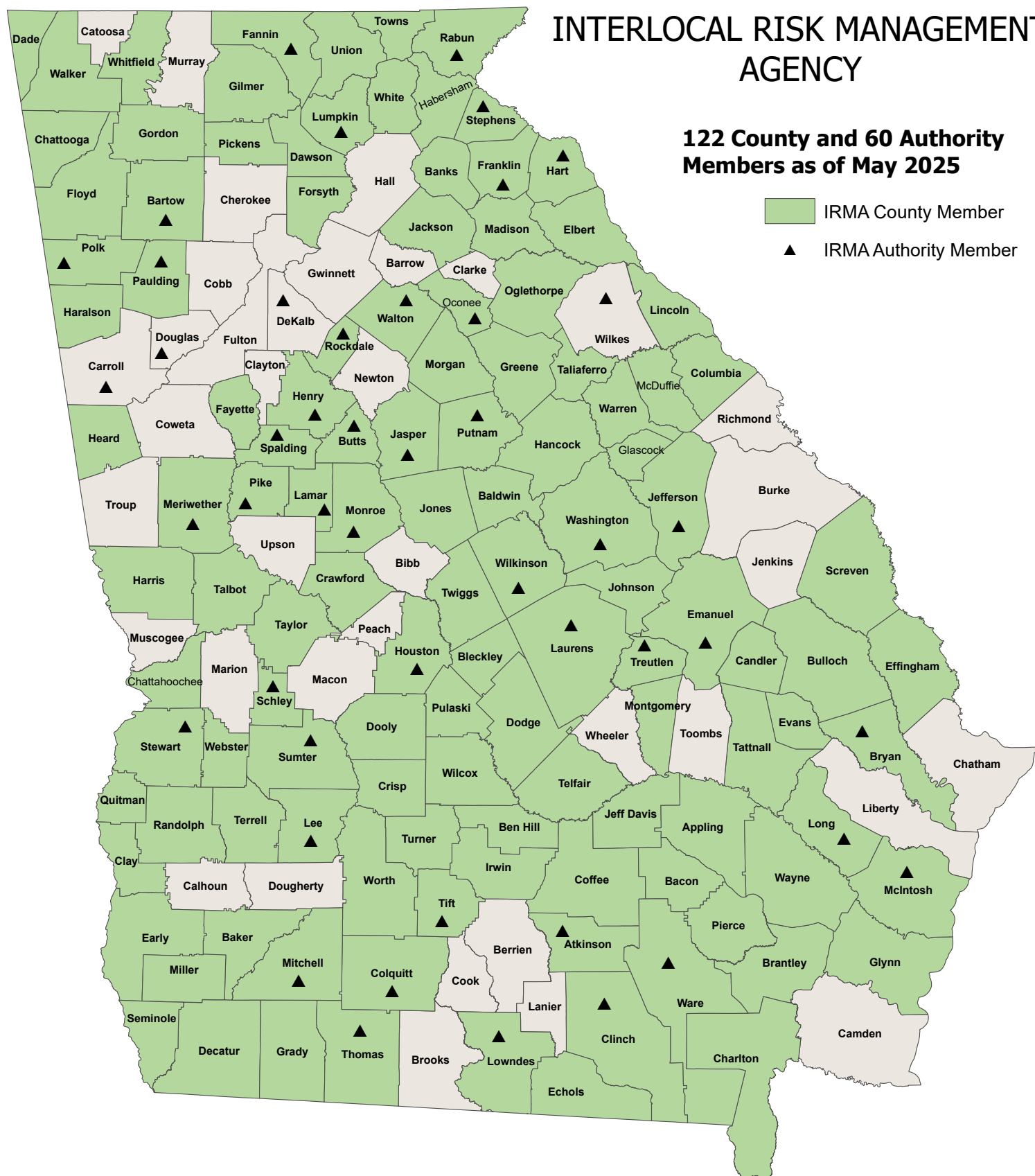
Insurance companies primarily make money from underwriting income and investment income held in reserve to pay claims. Pooling allows members and their taxpayers to enjoy the benefit of that income in the program as surplus accrues to the benefit of the members. So far, the ACCG-IRMA has returned \$45 million in the form of dividends to its membership!

In conclusion, pool members benefit from having more control over their program costs and from receiving high quality loss control and claims management services that tend to make them better risks in the future. The ACCG-IRMA appreciates the continued commitment and support of its members and service providers which have made this program so successful.

-
- HR Legal Service included
 - Surplus accrues to the benefit of the members
 - ACCG-IRMA has returned \$45 million in dividends to the membership!
 - We can help make you a better risk in the future
 - Success due to continued commitment and support of our members and service providers
-

122 County and 60 Authority Members as of May 2025

▲ IRMA Authority Member



INTERLOCAL RISK MANAGEMENT AGENCY AUTHORITIES

Atkinson County Solid Waste Authority
 Bartow-Cartersville Joint Development Authority
 Bartram Trail Regional Library System (Wilkes)
 Bryan County Public Facilities Authority
 Butts County Water & Sewer Authority
 Carroll County Water Authority
 City of Dublin & Laurens County Development Authority
 Clinch County Development Authority
 Coastal Plain Regional Library (Tift)
 Conyers-Rockdale Library System
 DeKalb County Private Hospital Authority
 Development Authority of Bartow County
 Development Authority of Bryan County
 Development Authority of DeKalb County
 Development Authority of Jefferson County
 Development Authority of Long County
 Development Authority of Monroe County
 Development Authority of Rabun County
 Development Authority of Walton County
 Douglasville-Douglas County Water & Sewer Authority
 Emanuel County Development Authority
 Fall Line Regional Development Authority (Wilkinson)
 Fannin County Water Authority
 Flint River Regional Library (Spalding)
 Franklin County Industrial Building Authority
 Hart County Water & Sewer Utility Authority
 Henry County Library System
 Hospital Authority of Colquitt County
 Houston County Development Authority
 Jasper County Water & Sewer Authority
 Jefferson County Library System
 JDA of Jasper, Morgan, Newton & Walton County (Walton)
 Lamar County Regional Solid Waste
 Lee County Utilities Authority
 Lower Chattahoochee Regional Transit Authority (Sumter)
 Lumpkin County Water & Sewerage Authority
 McIntosh County Industrial Development Authority
 Meriwether County Water & Sewerage Authority
 Middle Flint Regional 911 Authority (Schley)
 Moultrie Colquitt County Parks Recreation Authority
 Oconee County Industrial Development Authority
 Paulding County Airport Authority
 Paulding County Industrial Building Authority
 Pike County Parks & Recreation Authority
 Pine Mountain Regional Library System (Meriwether)
 Polk County Water, Sewer, & Solid Waste Authority
 Satilla Regional Water & Sewer Authority (Ware)
 Sinclair Water Authority (Putnam)
 South Georgia Regional Library System (Lowndes)
 Southwest Georgia Regional Commission (Mitchell)
 Stephens County Development Authority
 Stewart County Water & Sewer Authority
 Thomas County Public Library
 Treutlen County Development Authority
 Tri-County Joint E-911 Authority (Clinch)
 Upper Oconee Basin Water Authority (Oconee)
 Valdosta-Lowndes County Airport Authority
 Valdosta-Lowndes County Conference Center & Tourism Authority
 Washington County Airport Authority
 Washington County Development Authority

Staff

ACCG — accg.org /email: accginsurance@accg.org

191 Peachtree St NE, Suite 700

Atlanta, GA 30303

404-522-5022 / 800-858-2224 / 404-522-1897 (Fax)

Ashley Abercrombie, Director of Property & Casualty Programs	404.589.7828	aabercrombie@accg.org
Dena Stewart, Property & Casualty Programs Manager	404.589.7864	dstewart@accg.org
Ben Pittarelli, Director of Health Program & Insurance Marketing	404.589.7840	bpittarelli@accg.org
Joe Dan Thompson, Marketing & Field Services Representative	404.589.7862	jthompson@accg.org
Matt Autry, Underwriting & Member Services Manager	678.225.4264	mautry@accg.org
Glenda Williams, Senior Member Services Associate	678.225.4253	gdwilliams@accg.org
Lisa Wood, Senior Member Services Associate	404.589.7874	lwood@accg.org
Carey-Lynn McIlvaine, Senior Member Services Associate	404.614.2551	cmcilvaine@accg.org

Claim

Services

ACCG Claims Administration Services – accg.org

191 Peachtree St NE, Suite 700

Atlanta, GA 30303

678-591-4079 / 877-421-6298 / 888-221-4079 (Fax)

Melanie Graham, Director of Claims Administration Services	678.225.4250	mgraham@accg.org
Bryan Wells, Property & Liability Claims Supervisor	678.225.4269	bwells@accg.org
Mary Reid, Insurance Services Supervisor	678.225.4263	mreid@accg.org

Loss Control

Local Government Risk Management Services, Inc. – lgrms.com

3500 Parkway Lane, Suite 110

Norcross, GA 30092

678-686-6279 / 800-650-3120 / 770-246-3149 (Fax)

Dan Beck, CSP

Director of Safety & Loss Control

dbeck@lgrms.com

This overview is not a part of your Coverage Agreement and does not provide or explain all provisions of the Coverage Agreement. Please review the Coverage Agreement for complete information on all coverages, terms, conditions and exclusions.

Third-Party Liability Coverage Overview

COVERAGES

Primary General Liability (Occurrence Form) *	Yes
• Per Occurrence & Aggregate Limits	\$3,000,000; No Aggregate
• Deductible	\$25,000
Excess General Liability (Occurrence Form) *	
• Per Occurrence & Aggregate Limits	\$1,000,000/\$2,000,000
Law Enforcement Liability (Occurrence Form) *	Yes
• Per Wrongful Act & Aggregate Limits	\$4,000,000; \$8,000,000
• Deductible	\$25,000
Automobile Liability (Occurrence Form) *	Yes
• Per Occurrence & Agg. Limits**	\$1,000,000; No Aggregate
• Deductible	\$25,000
• Uninsured Motorists	\$75,000
Public Officials E&O Liability (Part A) and Employee Benefits Liability (Part B) *	Yes
• Per Wrongful Act & Aggregate Limits	\$4,000,000; \$8,000,000
• Deductible	\$25,000
• Coverage Form	(A) Occurrence (B) Claims Made

EXTENSIONS (Including but not limited to)

Blanket Contractual Liability	Yes
Broadened Personal Injury Definition	Yes
Broadened Named Insured Definition	Yes
Care, Custody & Control	Yes
Defense in Addition to Limits	Yes
Incidental Malpractice	Yes
Independent Contractors	Yes
Limited Pesticide/Herbicide Applicator Coverage	Yes
Limited Pollution from Hostile Fire, Firefighting Activities, etc.	Yes
Terrorism Coverage	Yes
Sexual Misconduct	Yes
Single Occurrence Deductible for Multiple-Line Program	Yes

EXCLUSIONS (Including but not limited to)

Aircraft/Airport Operations; Unmanned Aircraft (Unless Endorsed)	Yes
Asbestosis	Yes
Communicable Disease	Yes
Condemnation/Inverse Condemnation	Yes
Fungus	Yes
Hospital/Clinic Malpractice	Yes
Nuclear Incidents	Yes
Perfluoroalkyl and Polyfluoroalkyl Substances	Yes
Pollution, Contamination and Seepage	Yes
Professional Malpractice (other than Incidental Malpractice)	Yes
War and Risks	Yes
Workers' Compensation/Employers' Liability/Occupational Disease	Yes

- Covers entity, authorized volunteers, employee, public officials, and commissioners, boards and committees and their members appointed by the county governing authority while acting behalf of the county.
- All liability on occurrence basis, except for Employee Benefits Liability
- Defense in addition to the limits
- Includes malpractice for emergency medical services
- Coverage for employment-related claims included
- Excess liability limits available; Dams 25 feet in height and/or 50 acre feet storage capacity must be underwritten separately.

* Higher limits are available upon request. The limits for Part A and Part B apply in total over Part B and not separately to each part.

** Automobile Liability is subject to limits of \$500,000 bodily injury per person / \$700,000 bodily injury per accident / \$50,000 property damage as stated under O.C.G.A. § 36-92-2 and provided by Sovereign Immunity Protection Endorsement attached to the ACCG-IRMA Coverage Agreement.

Property and Crime Coverage Overview

PROPERTY

Real & Personal Property Limit	Per Schedule on file
• Include Increased Cost of Construction	Yes - \$2,500,000
• Include Builders Risk Coverage for New Construction	Yes - \$5,000,000 max
All Risks (subject to the standard exclusions)	Yes
Replacement Cost Coverage (as scheduled; except Auto/Mobile Equipment)	Yes
• Requirement to Rebuild on Same Site	No
• Limitation on combined loss per Location	125% of scheduled value
Deductible	\$25,000*

CRIME

Blanket Employee Dishonesty Bond	\$500,000 per Employee **
Statutory Bonds	Various Limits as Required **
Funds Transfer Fraud	\$500,000
Forgery & Alteration	\$500,000
Money & Securities (Loss Inside/Outside)	\$500,000
Social Engineering Fraud – Annual Aggregate	\$25,000
Deductible	\$0 on Statutory Bonds; otherwise, \$25,000

EXTENSIONS (Including but not limited to)

Accounts Receivable	\$1,000,000
Automobile Physical Damage	Per Schedule on File
Business Income and Extra Expense Combined	\$5,000,000
Contingent Business Income and Extra Expense	\$250,000
Coinsurance Requirements	No
Debris Removal	Lesser of \$2,500,000/25% loss
Earthquake (Annual Aggregate) *	\$5,000,000
Evacuation Expense	\$250,000
Flood (Annual Aggregate)* (Except \$1,000,000 per occurrence and aggregate for scheduled properties in Special Flood Hazard Area)	\$5,000,000
Landscaping (subject to \$15,000 any one shrub or tree)	\$100,000
Miscellaneous Unnamed Property	\$100,000
Mold Resulting from a Defined Peril	\$1,000,000
Newly Acquired Property and Automobile and Mobile Equipment	\$5,000,000
Outdoor Property (Defined Perils)	Yes
Personal Effects (Property of Employees and Others)	\$50,000
Terrorism	Yes
Transit	\$100,000
Unmanned Aircraft Systems	\$100,000
Upgrade to Green	Yes
Valuable Papers & Records	\$1,000,000

EXCLUSIONS (Including but not limited to)

Aircraft and/or Watercraft (>26ft.)	Yes
Communicable Disease	Yes
Crops or Timber	Yes
Nuclear, Biological & Chemical Incidents	Yes
War Risks	Yes
Wear, Tear, Deterioration	Yes

- Replacement cost/stated value coverage
- Newly acquired vehicles and property valued under \$500,000 automatically covered mid-term without notice to ACCG-IRMA; not auditable
- Crime and blanket bond coverages, including statutory

* Additional limits per occurrence and aggregate available upon request. For scheduled properties in Special Flood Hazard Areas, the deductible is the maximum limit available in the National Flood Insurance Program or if unavailable, \$500,000 for building or structure and \$500,000 contents.

** In no event will IRMA pay more than \$500,000 per Occurrence for Blanket Employee Dishonesty and Faithful Performance and Statutory Bonds combined. Higher limits are available for all Crime coverages upon written request and payment of additional contribution.

Equipment Breakdown Coverage Overview

COVERED OBJECTS	PER VALUES SUBMITTED
Air Conditioning Systems	Yes
Boilers & Pressure Vessels	Yes
Combustion Engines	Yes
Compressors	Yes
Electrical Motors	Yes
Electrical Wiring	Yes
Electronic Computer or Electronic Data Processing Equipment, Media or Data	Yes
Fans/Blowers	Yes
Generators	Yes
Hot Water Heating System Piping	Yes
Pumps	Yes
Refrigeration Systems	Yes
Static Content Vessels	Yes
Switchgear	Yes
Transformers	Yes
Turbines	Yes
Vacuum Vessels	Yes
COVERAGES INCLUDED (Including but not limited to)	
Business Income/Extra Expense	Yes
Explosion	Yes
Refrigeration Interruption	Yes
Replacement Cost Valuation	Yes
Spoilage & Contamination	Yes
SUBLIMITS	
Spoilage	\$500,000
Service Interruption	\$1,000,000
Expediting Expenses	\$500,000
Business Income and Extra Expense	\$10,000,000
Hazardous Substances	\$1,000,000
Ammonia Contamination	\$500,000
Electronic Data and Media	\$1,000,000
CFC Refrigerants	\$250,000
Computer Equipment	\$50,000,000
Deductible	\$25,000

- Jurisdictional inspections included
- Efficiency upgrade enhancement
- Infrared services available at discounted cost
- Privacy & Security incident response services coverage

Privacy and Security Liability and Expense

COVERAGES INCLUDED (Including but not limited to)	
Coverage Tier:	Green
Liability – Per Occurrence & Aggregate (subject to \$10,000,000 IRMA Annual Aggregate for all Members)	\$1,000,000
Sublimits (including but not limited to):	
Data Breach Expenses	\$1,000,000
Cyber Extortion Coverage – Annual Aggregate	\$50,000
Deductible	\$25,000

ACCG-IRMA

Renewal Proposal Summary

7/1/2025 to 7/1/2026

Member: Fayette County

COVERAGE	EXPIRING DEDUCTIBLES	RENEWAL DEDUCTIBLES
Auto Liability/Physical Damage (AL/APD)	\$25,000	Same as Expiring
Crime	\$25,000	
General Liability (GL)	\$25,000	
Law Enforcement Liability (LEL)	\$25,000	
Property & Equip. Breakdown (PROP)	\$25,000	
Public Officials Liability (POL)	\$25,000	
Privacy & Security (Cyber)	\$25,000	
RENEWAL PROPOSAL		
Renewal Contribution:		\$941,854
Less Safety Credit:		(\$43,088)
Net Contribution Due:		\$898,766

*The deductible will apply to all losses and all lines of coverage subject to a maximum of one deductible for all claims arising from a single loss. For scheduled properties in Special Hazard Zones for Flood, the deductible is the maximum limit available under the National Flood Insurance Program or if unavailable, \$500,000 for building or structure and \$500,000 contents. Highest applicable deductible will apply.

ADDITIONAL LIMITS OF LIABILITY COVERAGE	
Your Limit for Liability Coverage (Included in Contribution Above):	\$4,000,000
Note that these are the limits you chose last year.	With \$1,000,000 on Auto Liability
Your liability limits may be increased in increments of \$1,000,000. We have provided the cost of any additional limits below.	
(If Automobile Liability is specifically itemized in Your Limit of Liability Coverage above, that limit will remain the same even if you increase the other liability limits.)	
<u>Option</u>	<u>Additional Annual Cost</u>
Increase Limits to \$5,000,000	\$11,949
The Sovereign Immunity Protection Endorsement attached to the ACCG-IRMA Coverage Agreement caps Automobile Liability, where allowed by law, to limits of \$500,000 bodily injury per person / \$700,000 bodily injury per accident / \$50,000 property damage as stated under O.C.G.A. § 36-92-2.	
For those members buying a General Liability limit of \$4,000,000 or more, liability arising out of dams which are either 25 ft. or more in height or have an impounding capacity of 50 acre ft. or more will be limited to \$3,000,000 per occurrence unless underwriting requirements are met and the ACCG-IRMA Coverage Agreement is endorsed. Should you have questions about coverage on a particular dam, please call ACCG, the ACCG-IRMA Administrator, at 1.800.858.2224.	

Complete page 2 and return to accginsurance@accg.org by 7/1/2025

ACCG-IRMA

Renewal Contribution Worksheet

7/1/2025 to 7/1/2026

Member: Fayette County

COVERAGE	EXPIRING DEDUCTIBLES	RENEWAL PROPOSAL
Auto Liability/Physical Damage (AL/APD)	\$25,000	Same as Expiring
Crime	\$25,000	Same as Expiring
General Liability (GL)	\$25,000	Same as Expiring
Law Enforcement Liability (LEL)	\$25,000	Same as Expiring
Property & Equip. Breakdown (PROP)	\$25,000	Same as Expiring
Public Officials Liability (POL)	\$25,000	Same as Expiring
Privacy & Security (Cyber)	\$25,000	Same as Expiring
CONTRIBUTIONS		RENEWAL PROPOSAL
Renewal Contribution:		\$941,854
Less Safety Credit:		(\$43,088)
Net Contribution Due:		\$898,766

*The deductible will apply to all losses and all lines of coverage subject to a maximum of one deductible for all claims arising from a single loss. For scheduled properties in Special Flood Hazard Areas, the deductible is the maximum limit available under the National Flood Insurance Program or if unavailable, \$500,000 for building or structure and \$500,000 contents. Highest applicable deductible will apply.

ADDITIONAL LIMITS OF LIABILITY COVERAGE	
Your Limit for Liability Coverage (Included in Contribution Above):	\$4,000,000
Note that these are the limits you chose last year.	
	With \$1,000,000 on Auto Liability
Your liability limits may be increased in increments of \$1,000,000.	
We have provided the cost of any additional limits below.	
(If Automobile Liability is specifically itemized in your Limit of Liability Coverage above, that limit will remain the same even if you increase the other liability limits.)	
<u>Option</u>	<u>Additional Annual Cost</u>
Increase Limits to \$5,000,000	\$11,949

The Sovereign Immunity Protection Endorsement attached to the ACCG-IRMA Coverage Agreement caps Automobile Liability, where allowed by law, to limits of \$500,000 bodily injury per person / \$700,000 bodily injury per accident / \$50,000 property damage as stated under O.C.G.A. § 36-92-2.

For those members buying a General Liability limit of \$4,000,000 or more, liability arising out of dams which are either 25 ft. or more in height or have an impounding capacity of 50 acre ft. or more will be limited to \$3,000,000 per occurrence unless underwriting requirements are met and the ACCG-IRMA Coverage Agreement is endorsed. Should you have questions about coverage on a particular dam, please call ACCG Underwriting & Member Services at 1.800.858.2224.

Complete page 2 and return to accginsurance@accg.org by 7/1/2025

EXPOSURES AND VALUES NOTICE

It is important to maintain an accurate Schedule of Values on your entity's property in Origami at 100% replacement cost unless otherwise noted to secure sufficient coverage in the event of a claim. Coverage for each location is limited to a maximum of 125% of the scheduled value in Origami at the time of loss. It is the member's ultimate responsibility prior to renewal to review the appraisal report and subsequent property schedules and make any changes needed in the data or values in Origami. Members should also routinely update the property schedule online for additions, changes, or deletions. Not doing so could impact the amount of coverage provided. Vehicle, equipment, and unmanned aircraft schedule changes also must be updated online. All coverage schedule additions, changes, or deletions should be made online through your Origami Risk Member Dashboard here:

<https://live.origamirisk.com/Origami/Account/Login?account=ACCG>

OPTIONAL UNINSURED MOTORISTS COVERAGE

Uninsured Motorists coverage provides a source of recovery for the negligent and tortious acts of an owner or operator of an uninsured motor vehicle. County governments are not legally responsible for the liability caused by uninsured motorists. Any bodily injury suffered by a county employee during and in the course of employment is covered by Workers' Compensation; otherwise, their injuries should be covered by their health insurance. Physical damage to county-owned vehicles should be covered under the Physical Damage section of the ACCG-IRMA Coverage Agreement.

Your current Uninsured Motorists coverage limit selection on file is \$75,000. Should you wish to change this coverage selection to a different limit please call ACCG Underwriting & Member Services at 1.800.858.2224.

IMPORTANT: This Contribution Worksheet must be completed, signed, dated and returned to:

**email: accginsurance@accg.org
no later than 7/1/2025**

Please check to bind the Renewal Proposal:	
<input type="checkbox"/>	Renewal Proposal: \$25,000 AL/APD; \$25,000 Crime; \$25,000 GL; \$25,000 LEL; \$25,000 PROP; \$25,000 POL; \$25,000 Cyber
Please check ONE of the following limit options:	
<input type="checkbox"/>	Same Limit of Liability as Expiring Coverage: \$4,000,000 with \$1,000,000 on Automobile Liability
<input type="checkbox"/>	Different Limit of Liability Option (Insert Desired Limit): \$ _____

**SIGN
HERE**

Accepting For: Fayette County

Signature

Title

Date

Please do not let the lack of payment delay your return of this worksheet. Until we are otherwise notified, your expiring limits and deductibles will apply in the event of a claim.

****FULL PAYMENT IS DUE BY JULY 1st****

COUNTY AGENDA REQUEST

Page 165 of 403

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Request to approve Fayette County's Safe Streets and Roads for All (SS4A) Planning Study (25TAA). This project is a discretionary grant program with the Federal Highway Administration (FHWA).

Background/History/Details:

On September 8, 2022, the Board directed staff to apply for a Safety Action Plan grant under the SS4A program through the Infrastructure Investment and Jobs Act (IIJA). Since then, a grant has been awarded and a project team selected. The purpose of the SS4A program is to "improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on ALL users." Having an Action Plan is a prerequisite for submitting an Implementation Plan Grant application in subsequent years.

The reports reflect a robust public engagement process that included multiple public engagement events, surveys, stakeholders, presentations to elected officials, etc.

The SS4A Final Report is provided as back-up to this agenda request along with a presentation reporting our findings. All sections of the Safety Action Plan, including appendices, will be posted on Fayette County's Transportation Planning webpage: <https://fayettecountygga.gov/transportation-planning/index.htm> pending approval.

What action are you seeking from the Board of Commissioners?

Approval of Fayette County's Safe Streets and Roads for All (SS4A) Planning Study (25TAA). This project is a discretionary grant program with the Federal Highway Administration (FHWA).

If this item requires funding, please describe:

Funding for this is available from the 25TAA. Up to 80% of the costs are eligible for federal aid reimbursement.

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 Safe Streets and Roads for All (SS4A) Safety Action Plan

June 12, 2025



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Agenda

1. SS4A Overview

2. Public Engagement

3. Safety Analysis

4. Recommendations

5. Preliminary Analysis



SS4A Overview



SS4A Overview – Major Milestones

Page 169 of 403

Action Plan Grant Awarded

Completed



- Project Kickoff April 2024

Safety Action Plan Development & Adoption

Completed



- Baseline Conditions Report
- Draft Safety Action Plan
- Project Lists, Fact Sheets, & Cost Estimates

Project Submission Strategy

Completed



- Project Bundles
- High Injury Network & Risk Index Data
- Quick Wins (Short-Term) & High-Impact (Long-Term)

Apply for SS4A Implementation Grant (Summer 2025)

In Progress



- Funding requires 20% match

Implementation Phase (2026 and Beyond)

Next Phase



- Coordination with GDOT where state routes are involved

SS4A Overview – *Safety Action Plan*

Project Deliverables

Clearly identified list of projects, policies, and programs for implementation

Key Safety Challenges Considered

Safe Road Users

Safe Vehicles

Safe Speeds

Safe Roads

Post Crash Care

FHWA Requirements & Countermeasures

Speed Management

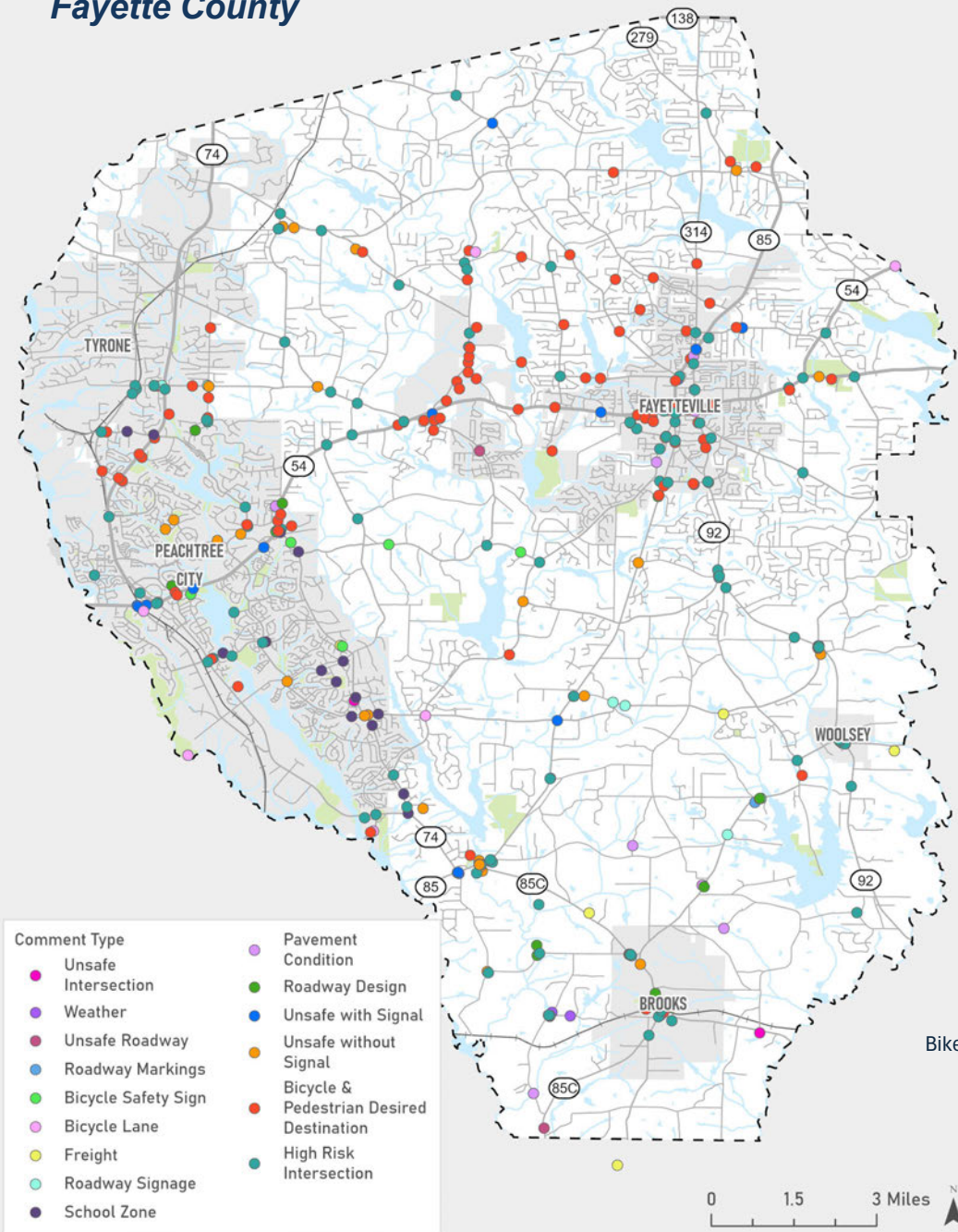
Intersection Design / Roadway Departure Prevention Measures

High Visibility, Lighting Conditions, Pedestrian / Bicycle Infrastructure

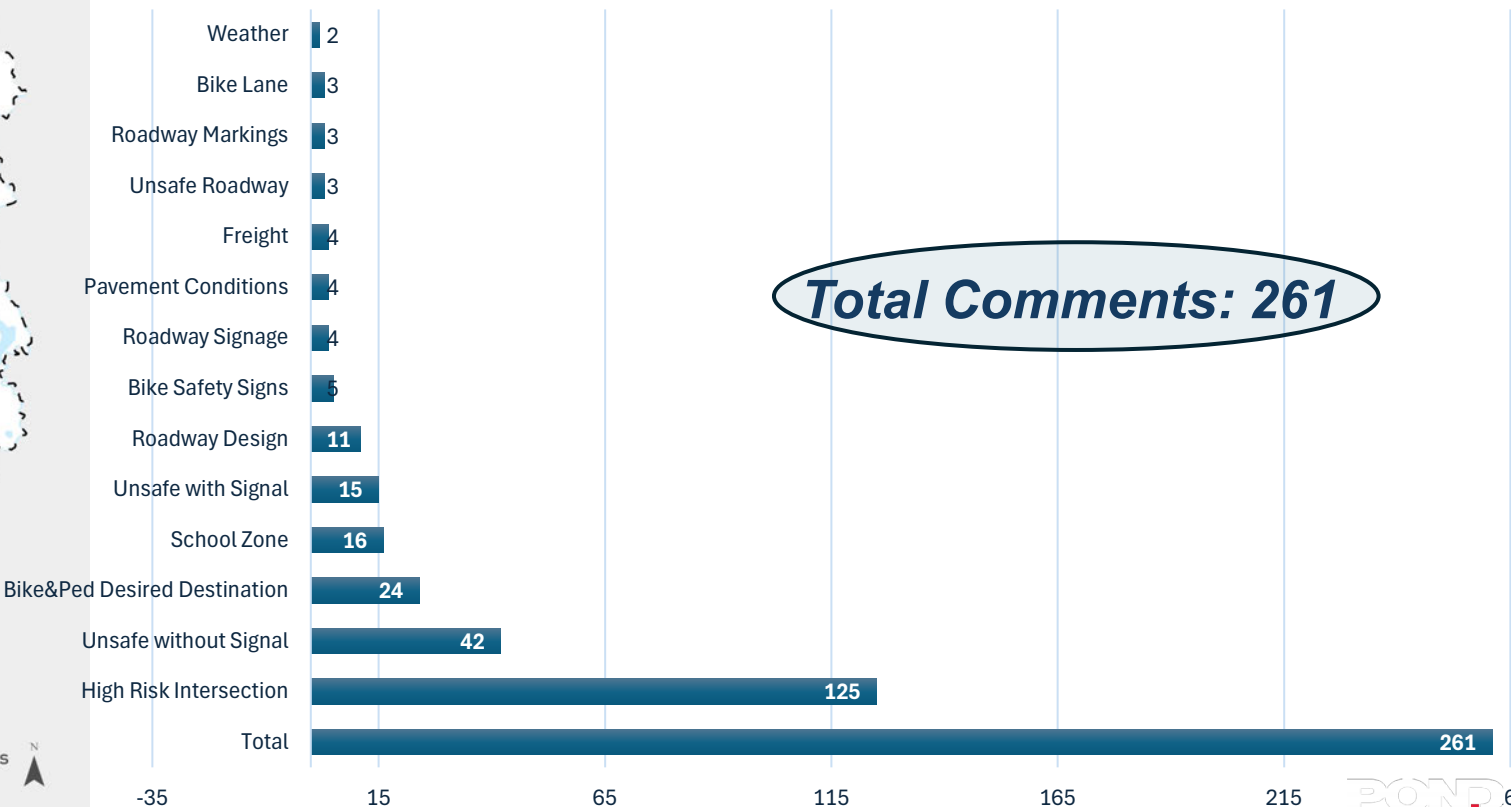


Public Engagement

Public Engagement – Interactive Map Tool



Public Engagement Summary – Unincorporated Fayette County



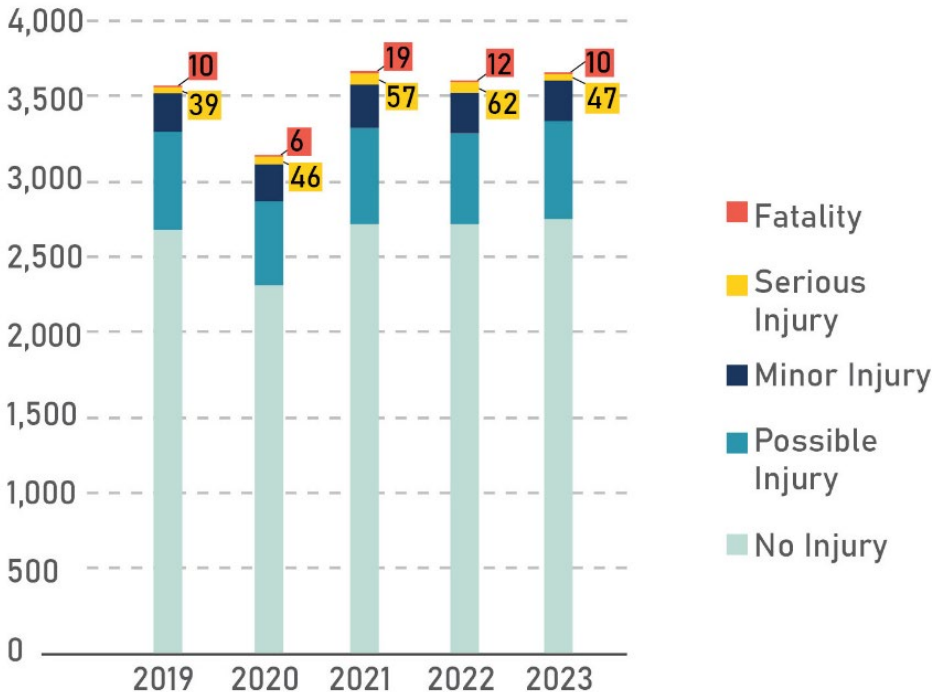
Safety Analysis

Safety Analysis – Safety Trends & Key Findings

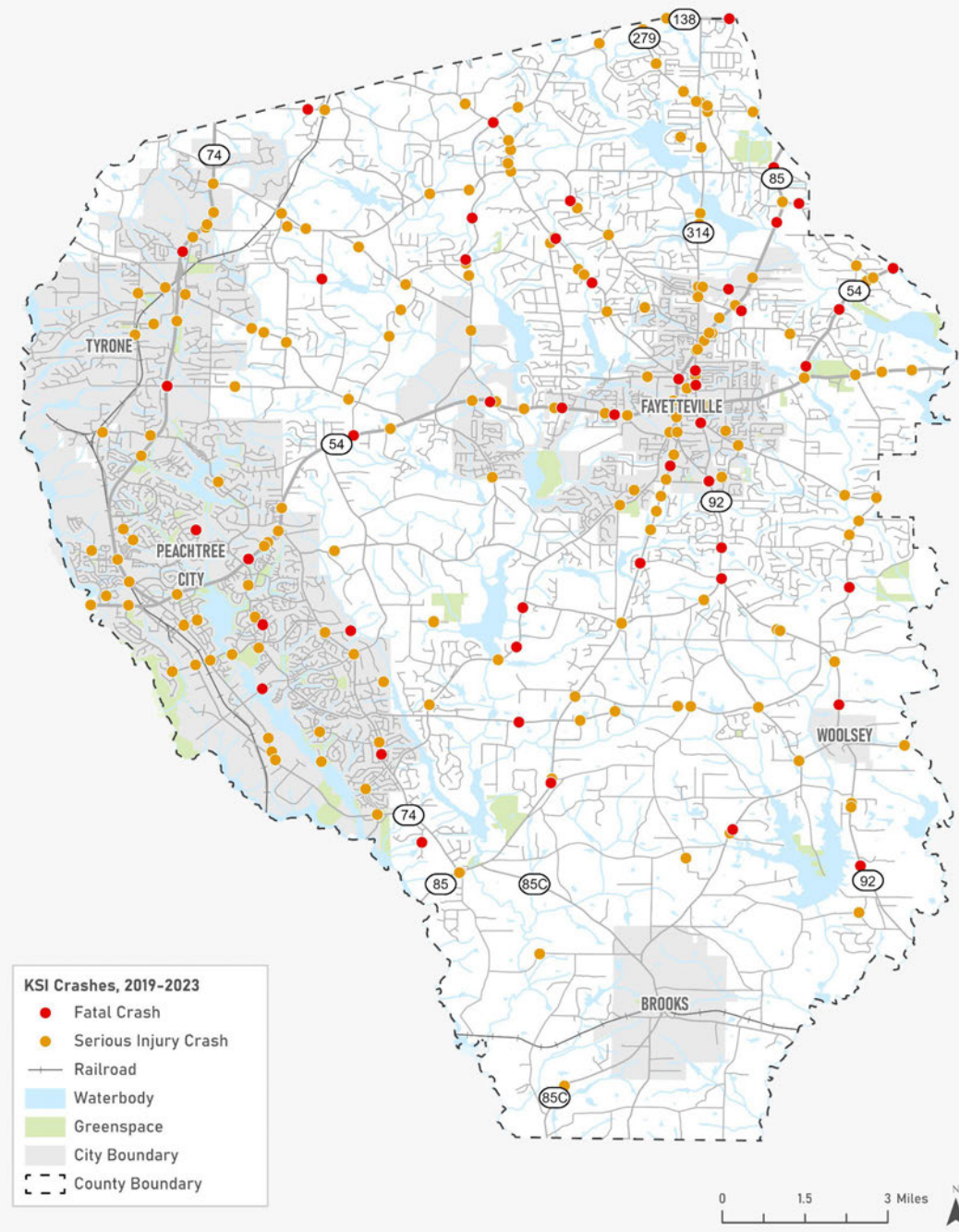
County Wide Statistics



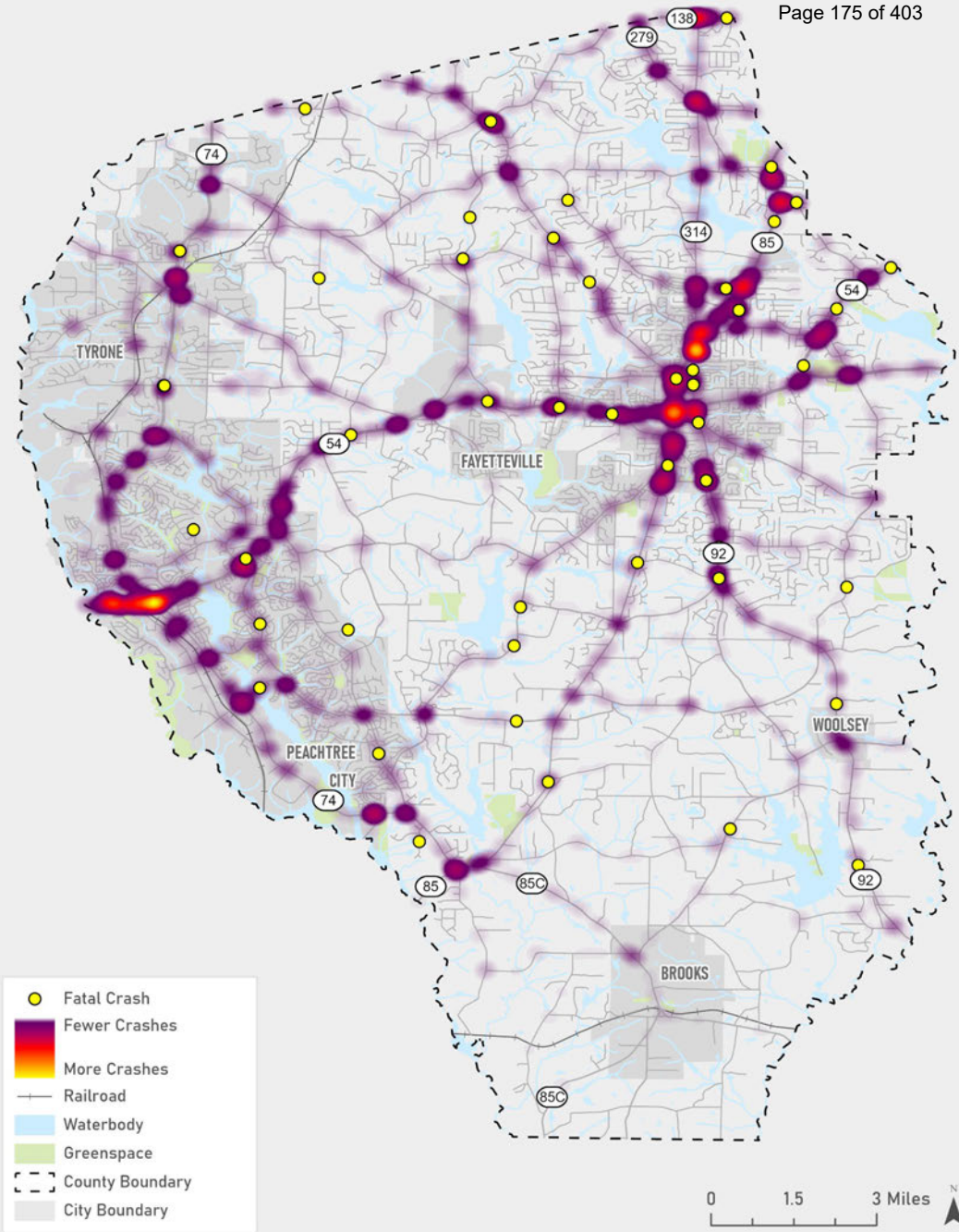
Figure 4.1 Annual Crashes by Outcome



Fatal & Serious Injury Crashes

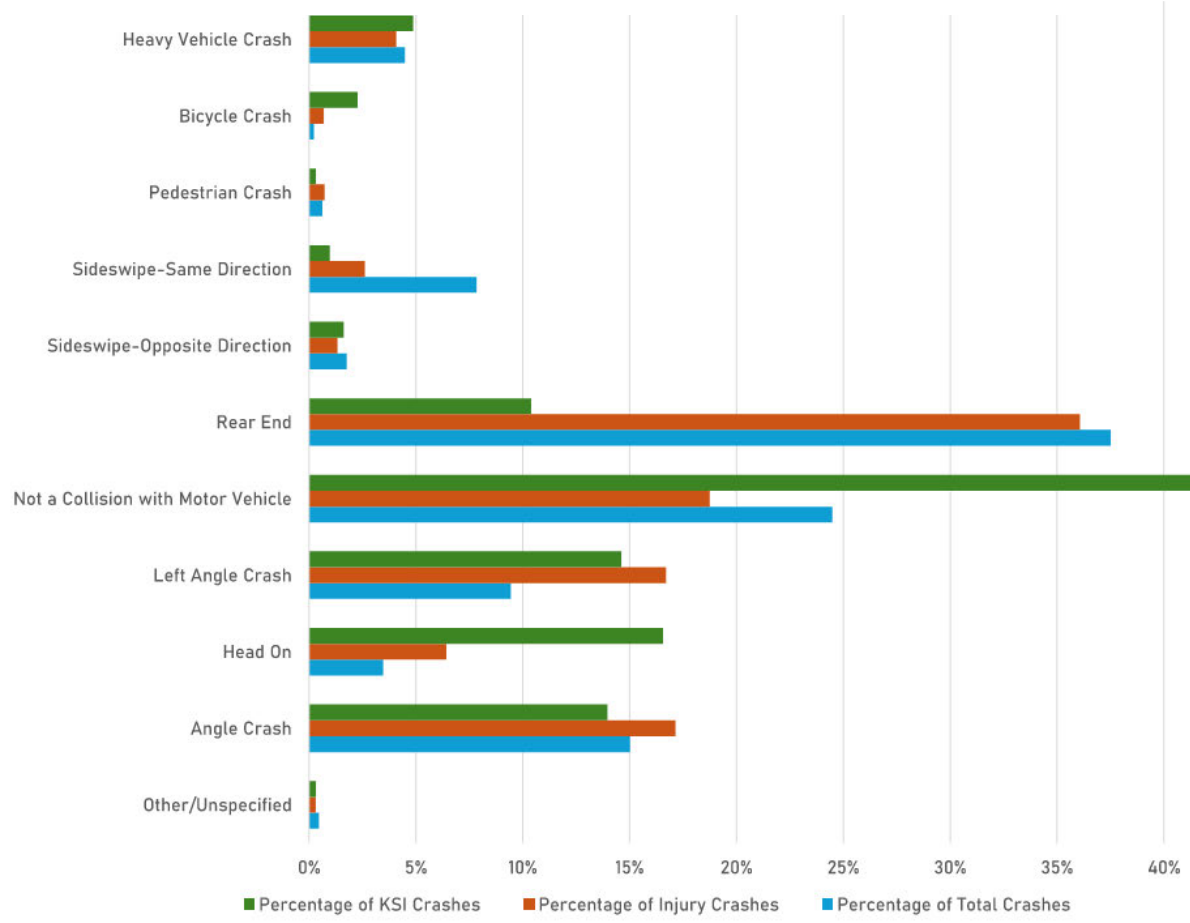


Crash Density & Fatalities

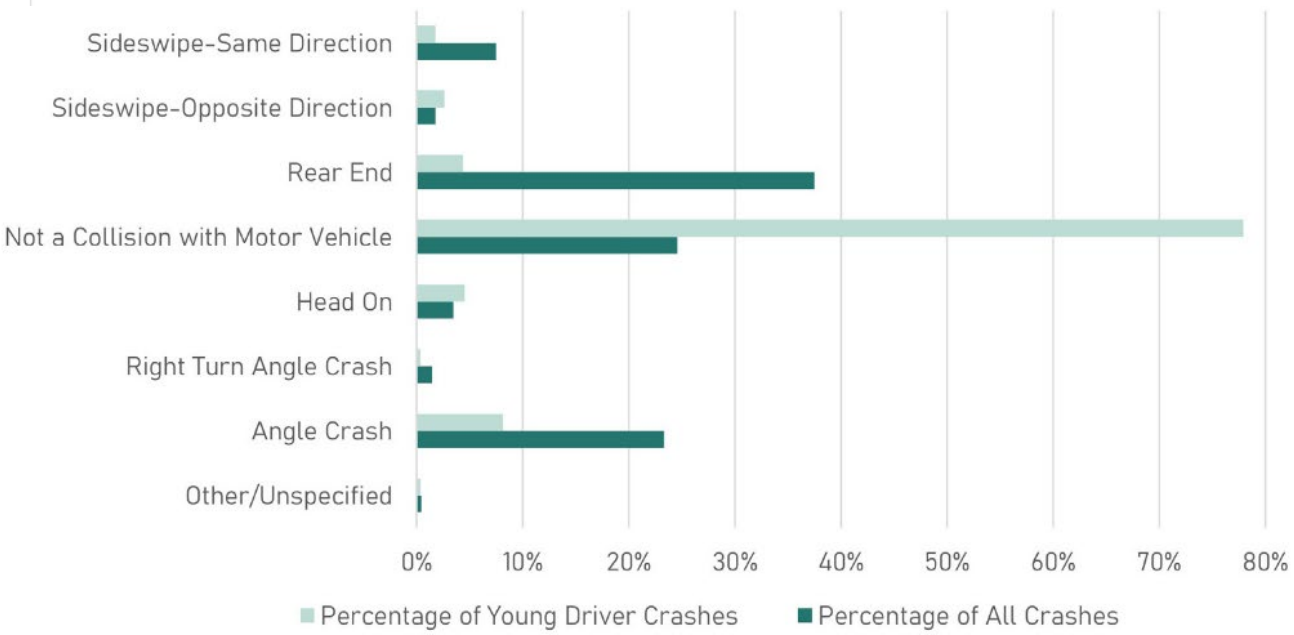


Safety Analysis – Safety Trends & Key Findings

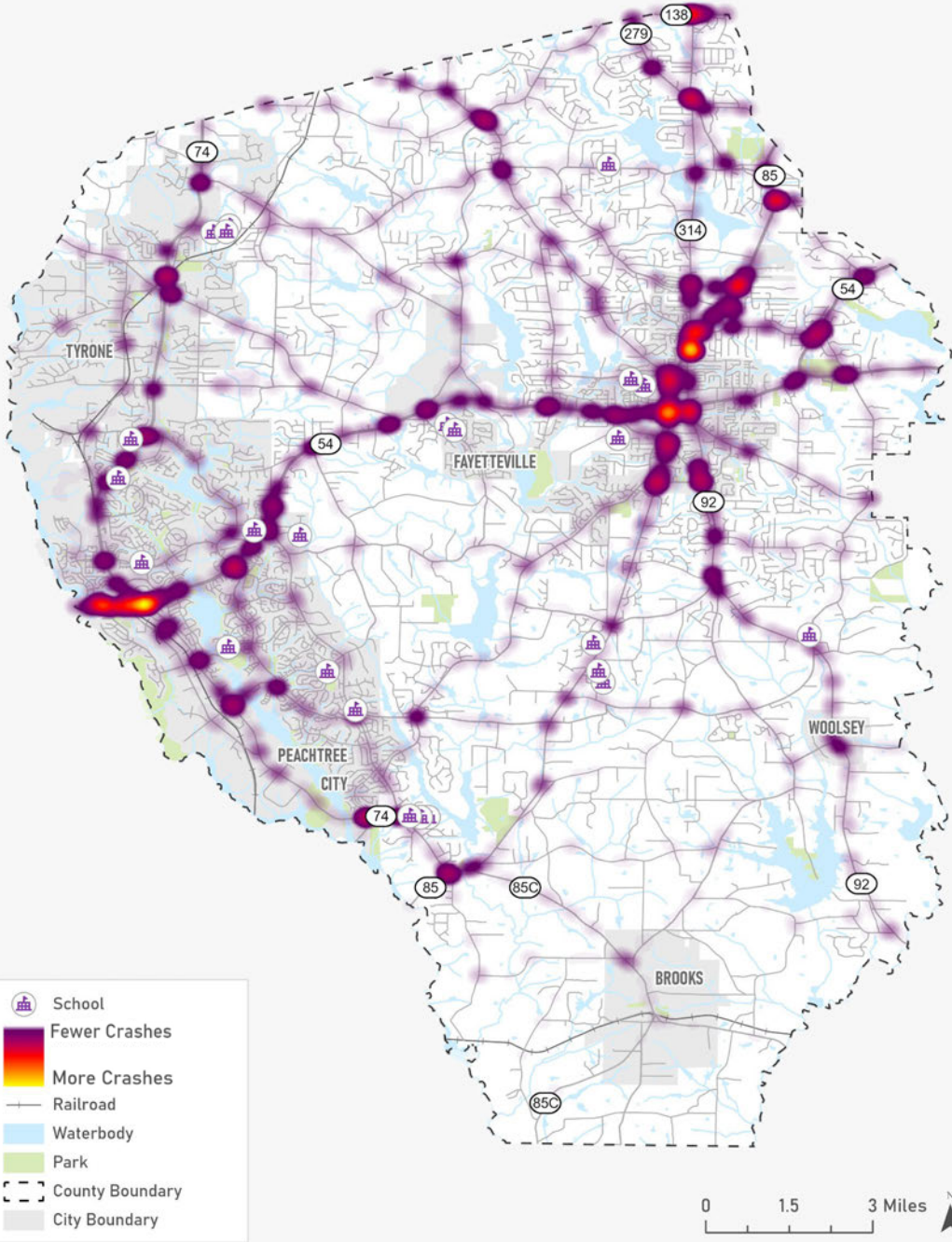
County Wide Statistics – Manner of Collision (All Drivers)



County Wide Statistics – Manner of Collision (Young Drivers)

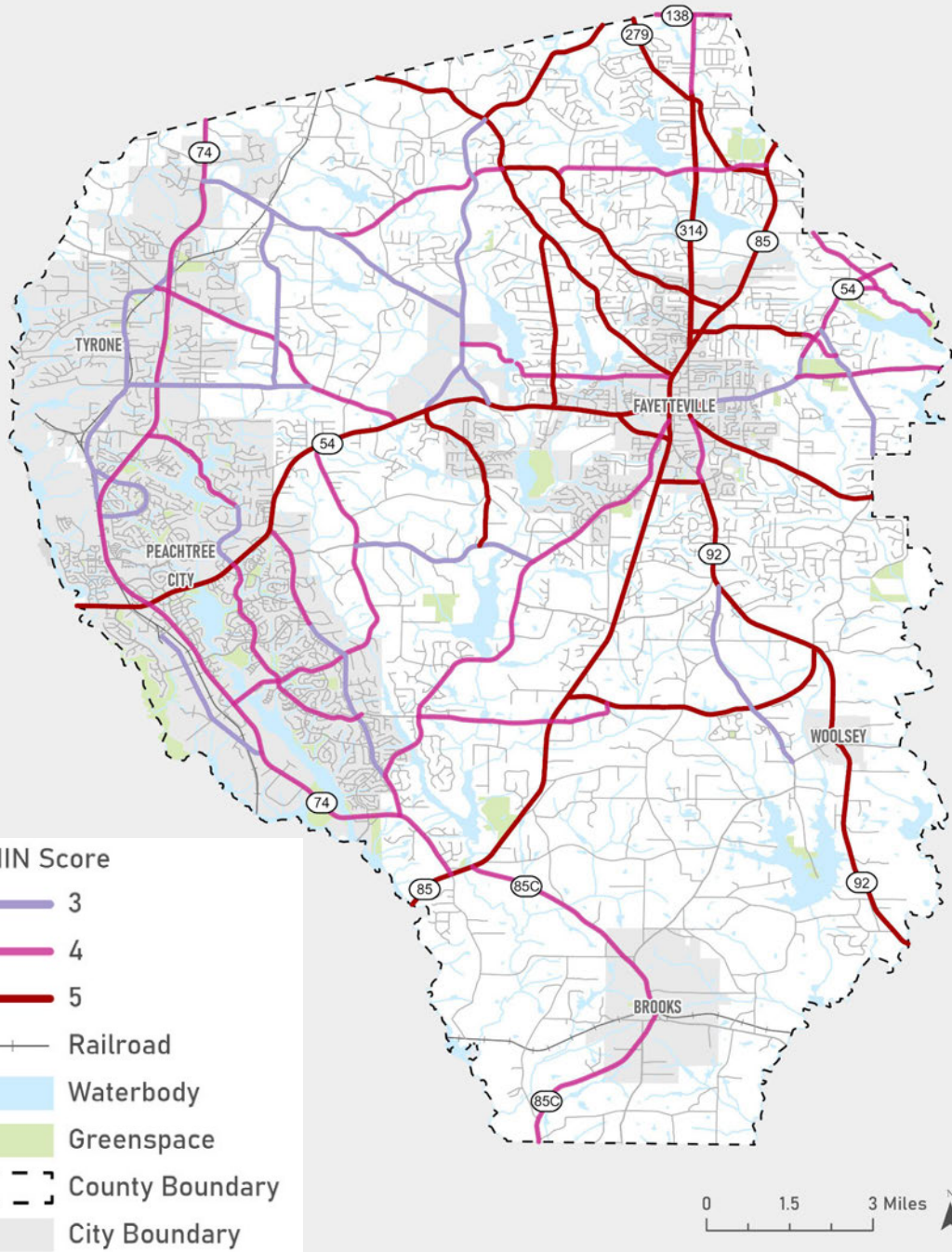


Safety Analysis – *Crashes in School Areas*



	SCHOOL NAME	# OF CRASHES WITHIN 1/2 MI	# OF KSI CRASHES WITHIN 1/2 MI
1	McIntosh High School	282	4
2	Crabapple Lane Elementary School	221	2
3	Fayette County High School	194	3
4	Kedron Elementary School	123	1
5	Peeples Elementary School	114	2
6	Rising Starr Middle School	106	2
7	Spring Hill Elementary School	74	0
8	Cleveland Elementary School	73	0
9	Braelinn Elementary School	68	0
10	Huddleston Elementary School	67	2

Safety Analysis – High Injury Network

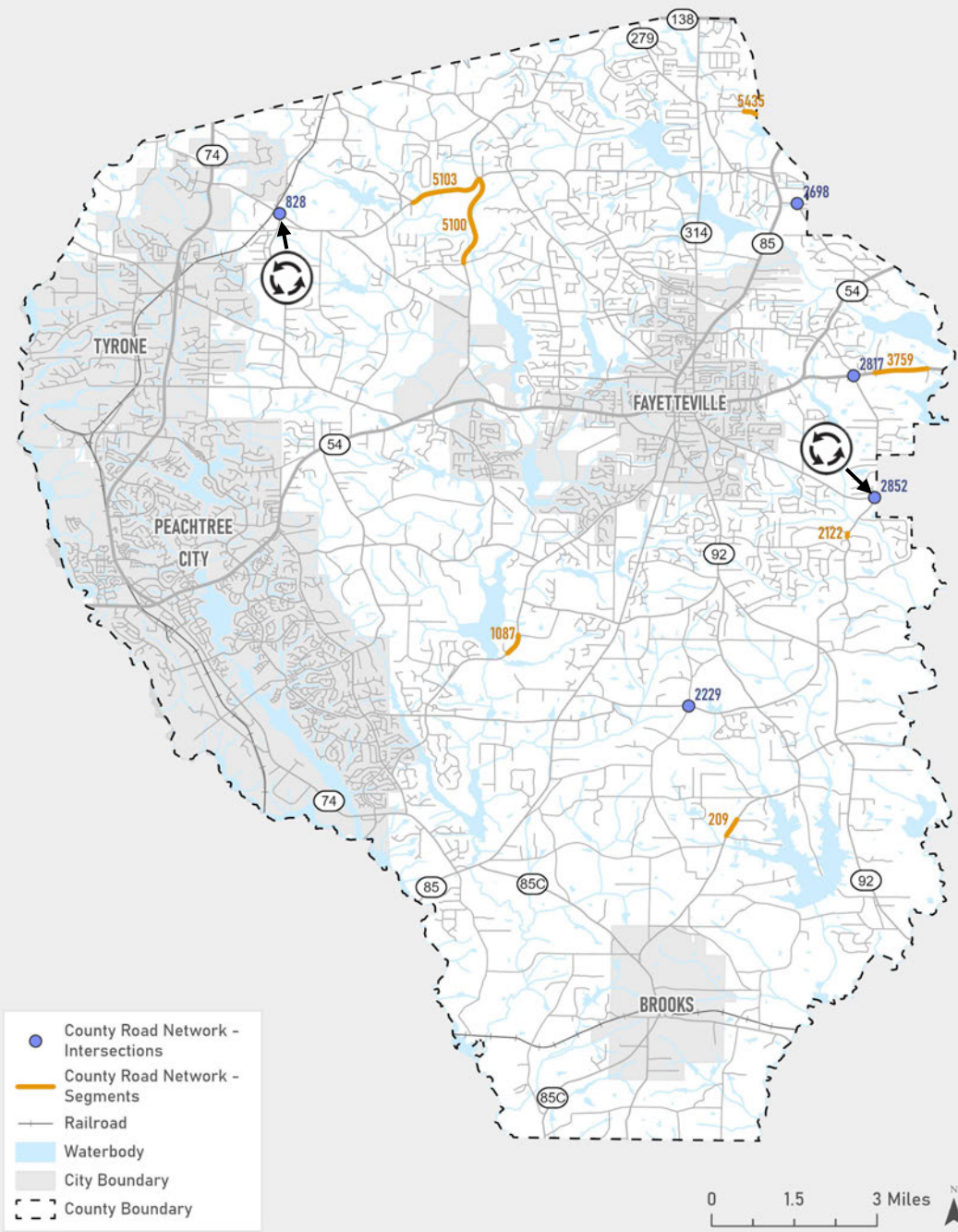


CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE
SR 279	Fulton County Line	SR 85	5	1	1	1	1	1
SR 85 S	Price Rd	County Line/south of Padgett Rd	5	1	1	1	1	1
Goza Rd	SR 85	SR 92	5	1	1	1	1	1
Westbridge Rd	SR 92	Old Jonesboro Rd	5	1	1	1	1	1
SR 138	Albania Dr	Old Hwy 138	4	1	1	1	1	0
SR 54	North of McDonough Rd	County Line/east of Corinth Rd	4	1	1	1	0	1
SR 314	SR 138	SR 279	4	1	1	1	1	0
Corinth Rd	County Line/north of Curved Rd	Hewell Rd	4	1	1	1	0	1
Kenwood Rd	New Hope Rd	SR 85	4	1	1	1	1	0
Bernhard Rd	Redwine Rd	Goza Rd	4	1	1	1	0	1
Lees Mill Rd	Sandy Creek Rd	SR 92	4	1	0	1	1	1
McDonough Rd	SR 54	County Line/west of Tara Rd	4	1	1	1	0	1
Hewell Rd	Fayetteville Rd/E Lanier Ave	Links Golf Club	4	1	1	1	0	1
Banks Rd E	Deer Forest Trl	McElroy Rd	4	1	1	1	1	0
County Line Rd	McDonough Rd	Clayton County Line	3	1	1	1	0	0
Ebenezer Church Rd	Ebenezer Rd	Redwine Rd	3	1	0	1	1	0
Veterans Pkwy	SR 92	Tillman Rd	3	1	0	1	0	1
Veterans Pkwy	Tillman Rd	SR 54	3	1	1	1	0	0
McElroy Rd	SR 54	McDonough Rd	3	1	1	1	0	0
Ellison Rd	Sandy Creek Rd	Dogwood Trl	3	1	1	0	1	0
Antioch Rd	SR 92	Winn Way	3	1	0	1	1	0

CRASH HISTORY
CRASH RATE
KILLED OR SERIOUS INJURY CRASH RATE
PEDESTRIAN RISK FACTORS
BICYCLIST RISK FACTORS

Recommendations

Recommendations – Safety Improvement *Projects & Programs*



ID	PROJECT/PROGRAM	CATEGORY
I-2852	S Jeff Davis/Northbridge Road at Inman Road/ County Line Road	Intersection Improvement
I-828	Sandy Creek at Ellison Road	Intersection Improvement
N/A	Context Based Design Upgrades	Design upgrades tailored to schools and recreational environments

 **Roundabout Improvement Project**

 **Context-Based Design Upgrades | School & Recreational Environments**

Recommendations –

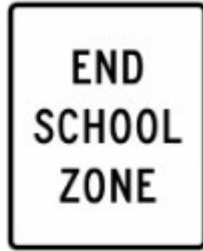
Safety Improvement *Projects & Programs* | *School & Recreational Areas*



SCHOOL SIGN

S1-1

Indicates the beginning of a school zone



END SCHOOL ZONE

S5-2

Indicates the end of a school zone



REDUCED SCHOOL SPEED LIMIT AHEAD SIGN

S4-5, S4-5A

Informs drivers of a reduced speed limit



CROSSWALK MARKINGS: Direct pedestrians to cross the street at safe locations

IN-STREET PEDESTRIAN CROSSING R1-6: Direct drivers to yield for pedestrians within the crosswalk

PEDESTRIAN WARNING SIGN W11-2: Alert of pedestrians crossing the roadway

DIAGONAL DOWNWARD PEDESTRIAN ARROW W16-7P: Placed where active mode users may cross the roadway



"SCHOOL" ON PAVEMENT

Applied in strategic areas



A map of Marion County, Georgia, showing various towns and highways. The towns labeled include Fayetteville, Lovejoy, Marion, Peachtree City, Woolsey, Hampton, Sunny Side, Sharpsburg, Turin, Brooks, Haralson, and Griffin. Highways shown include Interstate 85, State Route 54, State Route 74, State Route 81, and State Route 16. A large, dark blue text overlay reading "Questions?" is centered on the map.

Questions?



Safety Action Plan

MAY 2025

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Project Partners

Thank you to all of the community members who contributed to this process by sharing thoughts and personal stories about how road safety has affected you. Your input is integral in the Safety Action Plan and for the foundation of a safer Fayette County.

PROJECT MANAGEMENT TEAM

Fayette County
Town of Brooks
City of Fayetteville
City of Peachtree City
Town of Tyrone
Georgia Department of Transportation
Atlanta Regional Commission
Federal Highway Administration



Where Excellence and Creativity Merge

CONSULTANT TEAM

Pond & Company
Atlas Technical Associates
MPH Associates, Inc.



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CHAPTER I.

INTRODUCTION

WHAT IS THE SS4A PROGRAM?

Safe Streets and Roads for All (SS4A) is a transportation safety initiative through the U.S. Department of Transportation (USDOT) to enhance road safety and reduce traffic-related fatalities nationwide.

The SS4A program strives to address the critical need for comprehensive, data-driven strategies to create safer roadways. The SS4A discretionary program was established under the Bipartisan Infrastructure Law (BIL).

It is a grant program that will offer funding support from 2022–2026 for regional, local, and Tribal communities that want to prevent roadway deaths and serious injuries. The program outlines a Safe System Approach to guide the planning and demonstration and implementation of the safety action plans. This Safety Action Plan combines community input and data analysis to plan for solutions and implementation strategies.

In the following sections, this report will outline and explore needs and suggestions for Fayette County based on the SS4A framework and the community's needs.

SAFETY ACTION PLAN COMPONENTS



Leadership Commitment and Goal Setting



Planning Structure



Safety Analysis



Engagement and Collaboration



Transportation Disadvantaged Populations Considerations



Policy and Process Changes



Strategy and Project Selections



Process and Transparency

SAFE SYSTEM APPROACH

The Safe System Approach is a integrated and comprehensive roadway safety framework that is the core of the SS4A program. The program acknowledges the presence of human error and transportation and as a result focuses on accommodating and mitigating those errors through systemic and design improvements.

The Safe System Approach has six key principles:

- 1

Death and Serious Injuries are Unacceptable

A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- 2

Humans Make Mistakes

People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
- 3

Humans Are Vulnerable

Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- 4

Responsibility is Shared

All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
- 5

Safety is Proactive

Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- 6

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Source: FHWA

PRIORITIES

The major priorities of the SS4A program are designed to maximize the programs impact and address the most pressing safety concerns. Priority areas include **high-risk locations, vulnerable road users, and areas with the highest transportation disadvantaged populations and accessibility needs**. These categories have been allocated to different areas in Fayette County based on data analysis, stakeholder engagement, and community engagement.

Figure 1.1 Safe System Approach

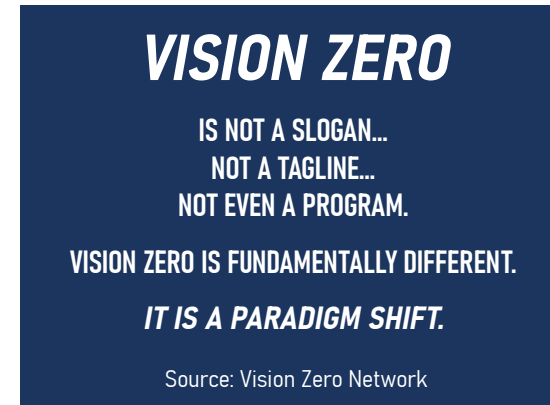
Source: FHWA



What is Vision Zero?

The Vision Zero initiative is a global movement that aims to eliminate all traffic-related fatalities and serious injuries by 2040. The focus of this initiative is to create a transportation system that prioritizes the safety of pedestrians, bicyclists, and vehicle operators.

Vision Zero differs from the status quo in two major ways. First, Vision Zero recognizes that people make mistakes, and the transportation system should be designed to forgive those mistakes. Second, it is an interdisciplinary approach that engages a broad cross section of stakeholders in order to address all of the factors that contribute to road safety.



TRADITIONAL SAFETY APPROACH VS SAFE SYSTEM APPROACH

Traditional approach	Safe System approach
Prevent crashes	Prevent death and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

Image source: USDOT

Traditionally, traffic safety initiatives have focused on driver behavior and enforcement. This perspective has placed an emphasis on traffic laws and penalties, individual responsibility, and crash prevention as the main solutions for crash occurrence. The Safe System approach focuses on traffic safety from a holistic perspective that is human centered. This approach acknowledges the margin for human error and asserts that the road system should be designed to reduce the risk of fatal and serious injuries. There is a shared responsibility between roadway users and governments to facilitate traffic safety within communities. A system-wide focus is utilized to identify safety measures for the entire road system.

VISION ZERO & THE SAFE SYSTEM PYRAMID



Source: [Ederer, et al](#)

The Safe System Pyramid categorizes safety measures into a hierarchy based on their effectiveness and level of impact. Different strategies have varying degrees of impact on individuals and the overall community, with each category contributing to the creation of a safe, resilient transportation system.

- **Education** is the foundation for cultivating awareness and encouraging road safety.
- **Active measures** focus on actively reducing unsafe behaviors through immediate interventions and enforcement.
- **Latent safety measures** minimize the consequences of crashes when they occur.
- The **built environment** prioritizes the design of roads and infrastructure that support safe travel and reduce crash risks.
- **Socioeconomic factors** ensure that vulnerable and underserved communities have access to the same protections as others.

TRANSLATING THE PYRAMID TO VISION ZERO

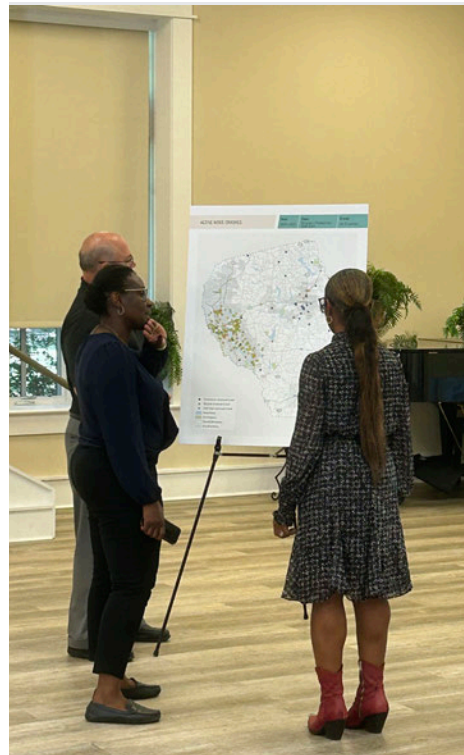


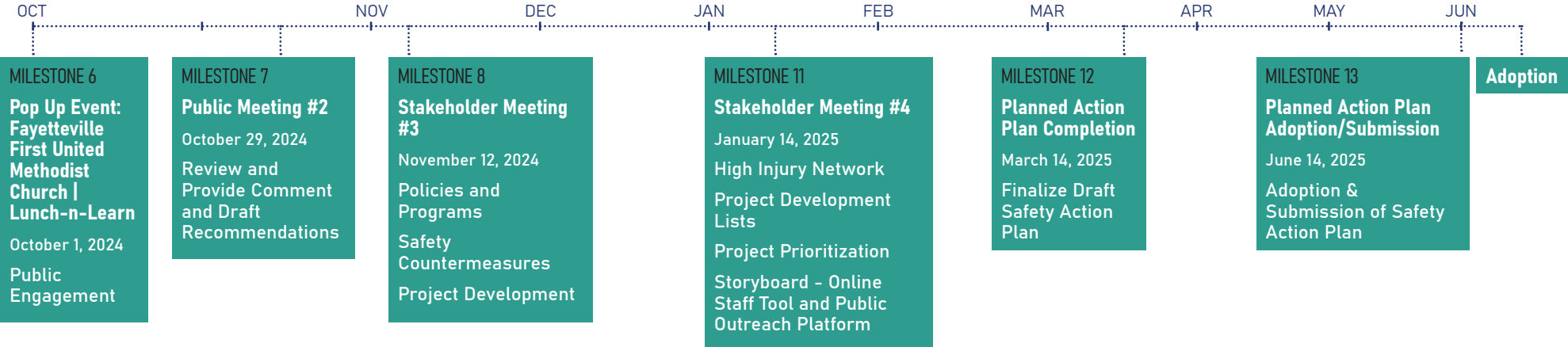
Credit: Prevention Institute's Spectrum of Prevention

While education and active measures can have a strong impact, their effects are often limited to the individuals they directly reach. In contrast, measures addressing the built environment and socioeconomic factors tackle the root causes of safety issues, creating broader, community-wide benefits.

To align the Safe System Pyramid with Vision Zero, the Vision Zero Network calls for a top-down approach emphasizing government responsibility for road-user safety. This approach begins with changes in policy, legislation, and organizational practices to eliminate fatal crashes. The next tier focuses on fostering coalitions and networks that promote safety and educating providers. The final tier focuses on community education and individual knowledge. This supports Vision Zero's paradigm shift from blaming individual road users to improving the entire transportation system.

SAP Process





What's in the Action Plan



RELEVANT POLICY

The Fayette County Safety Action Plan consists of seven key sections that incorporate the most relevant data, feedback, and recommendations to promote Safe Streets and Roads for All in Fayette County.

This chapter provides an overview of the existing policies and regulations that impact roadway and pedestrian safety in Fayette County. The policy framework included a review of local policies related to road safety and can be viewed in the Baseline Conditions Report (Appendix A).



WHAT WE'VE HEARD

The recommendations set forth in this plan have been created based on the extensive feedback and engagement with the stakeholders and community of Fayette County.



SAFETY ANALYSIS

A thorough analysis of Fayette County's existing transportation infrastructure, patterns, and data were analyzed and combined into the Baseline Conditions Report (appendix A). A summary of these findings is available in Chapter 4.



PROJECT DEVELOPMENT AND PRIORITIZATION

After identifying the safety issues and engaging with stakeholders, a list of projects was identified and prioritized based on a prioritization methodology.



POLICY FRAMEWORK

This chapter establishes a guiding principles and regulations to prioritize safety in transportation design, planning, and operations in Fayette County.



WORK PROGRAM

The work program outlines key initiatives that will improve infrastructure and promote safe travel to enhance roadway safety.



EVALUATION AND MONITORING PROCEDURES

This section outlines the system that will maintain the standard of continuous assessment of roadway safety and improvements in Fayette County.



EDUCATION AND PUBLIC AWARENESS

The Education and Public Awareness section outlines measures that bring awareness of traffic safety risks and promote safe behaviors through community engagement and educational initiatives.

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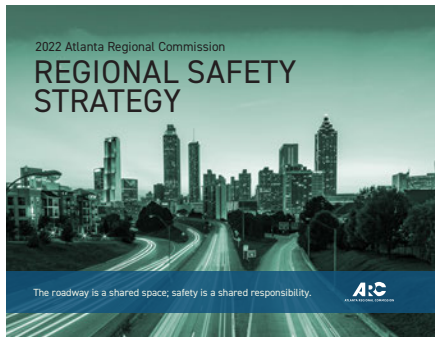
CHAPTER II.

RELEVANT POLICY

The Fayette County Safety Action Plan builds upon past planning and policy efforts that have shaped transportation safety in the county. Many existing county policies align with and support the goals of the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) initiative. Additionally, road safety within Fayette County is influenced by policies from the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT). This section outlines key policies and initiatives that have guided pedestrian and vehicle safety efforts in the county, providing a foundation for the recommendations presented in this plan.



ARC Regional Safety



The Atlanta Regional Commission (ARC) published a roadway safety strategy in 2022 to reduce the occurrence of roadway fatalities in the Atlanta region. The vision of ARC regional safety strategy is “The roadway is a shared space, safety is a shared responsibility”. The safety goal for this strategy is zero deaths and serious injuries on all public roadways. Through research, the ARC found a significant increase in crashes from 2013 to 2021 with the most prevalent crash types at intersections, roadway departure, and active mode crashes. Research showed that on an annual basis, approximately 600 people die and more than 3,000 people are seriously injured in traffic crashes throughout the region.

Georgia Strategic Highway Plan



The state of Georgia created a strategic highway safety plan to achieve **zero deaths and serious injuries for all road users in Georgia**. The plan is positioned based on the 4 E's: Engineering, Education, Enforcement, and Emergency Medical Services. In 2019, the state of Georgia had the fourth highest number of fatalities in the nation and ranked 22nd for the highest traffic fatalities per 100 million vehicles traveled in the US. The Safe System outlined in the plan has five elements to facilitate user safety: safe road users, safe vehicles, safe speeds, safe roads, and post-crash rate.

Fayette County Transportation Plan



The Fayette County CTP serves as a long-range transportation planning document that assesses current infrastructure, identifies future transportation needs, and recommends projects to enhance safety, connectivity, and mobility for all users. The plan addresses roadway capacity, pedestrian and bicycle infrastructure, transit options, and freight movement, ensuring a coordinated approach to transportation improvements throughout the county.

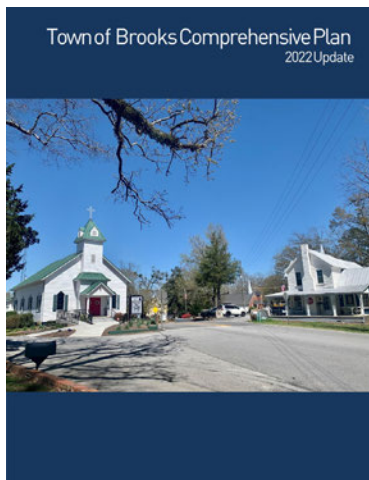
Fayette County Comprehensive Plan



The Fayette County Comprehensive Plan 2022 Update outlines a strategic vision for the county's growth and development through 2040, aiming to balance economic vitality with the preservation of its rural character. Key goals include managing land use to support diverse housing options, enhancing transportation infrastructure, promoting economic development, and conserving natural resources. Guided by public input and state planning standards, it prioritizes sustainability, transportation, and quality of life.

Local Comprehensive Plans

BROOKS



The Town of Brooks' Comprehensive Plan emphasizes preserving the town's rural character while addressing key transportation needs. It prioritizes roadway maintenance, safety enhancements, and traffic-calming measures to ensure safe travel for pedestrians, cyclists, and motorists. The plan also supports infrastructure improvements that accommodate future growth while maintaining Brooks' small-town appeal.

FAYETTEVILLE



The City of Fayetteville's Comprehensive Plan outlines the city's vision for growth, development, and transportation improvements. It emphasizes safety, walkability, and multimodal connectivity while supporting smart growth strategies that enhance the quality of life for residents. The plan includes policies that promote pedestrian-friendly development, roadway safety enhancements, and traffic management strategies.

PEACHTREE CITY



The Peachtree City Comprehensive Plan integrates transportation planning with the city's unique multi-use path system, which serves as a key element of its transportation network. The plan focuses on improving roadway safety, expanding the path system, and enhancing pedestrian and bicycle connectivity. It also includes traffic management strategies aimed at reducing congestion and improving overall mobility within the city.

TYRONE

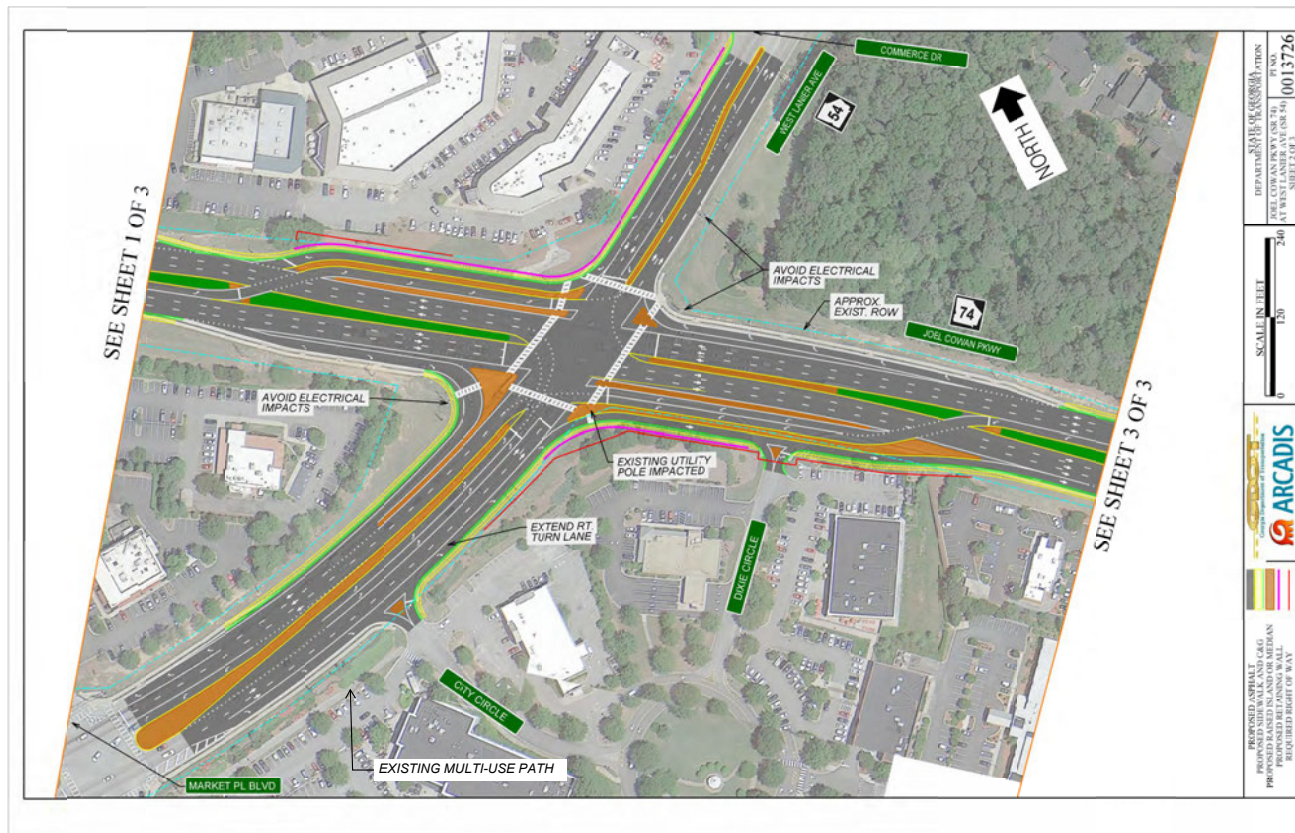


The Town of Tyrone's Comprehensive Plan focuses on maintaining the town's small-town character while improving transportation infrastructure. It highlights strategies for roadway safety, intersection improvements, and expanding pedestrian and cycling facilities to support a safe and accessible transportation network.

Previous Corridor Studies

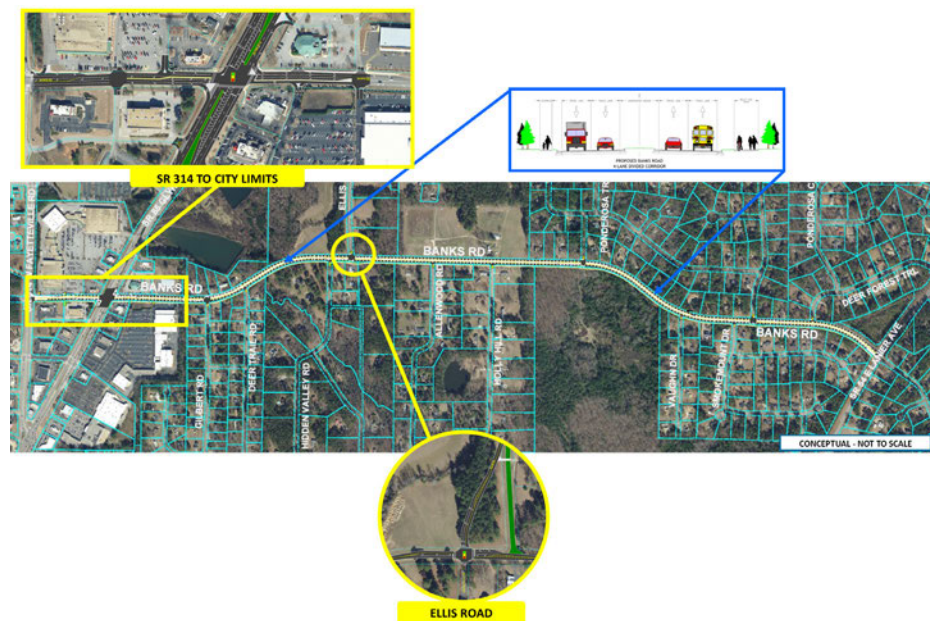
Fayette County has conducted corridor plans and studies to assess the character and function of its most heavily traveled roadways. These plans aim to improve conditions for pedestrians and drivers while supporting development by addressing each corridor's impact on the county's overall transportation network.

SR 54 @ SR 74



A proposed project on SR 54 at SR 74 in Fayette County has begun construction with a target completion date for 2026. The proposed project will install a displaced left turn lane from SR 74 Southbound to SR 54 Westbound. The project will create new dual right turn lanes that will be signalized, offering an additional right turn from SR 74 Southbound to SR 54 Westbound. Additionally, the right turn from SR 54 Eastbound to SR 74 Southbound will be signalized.

BANKS ROAD

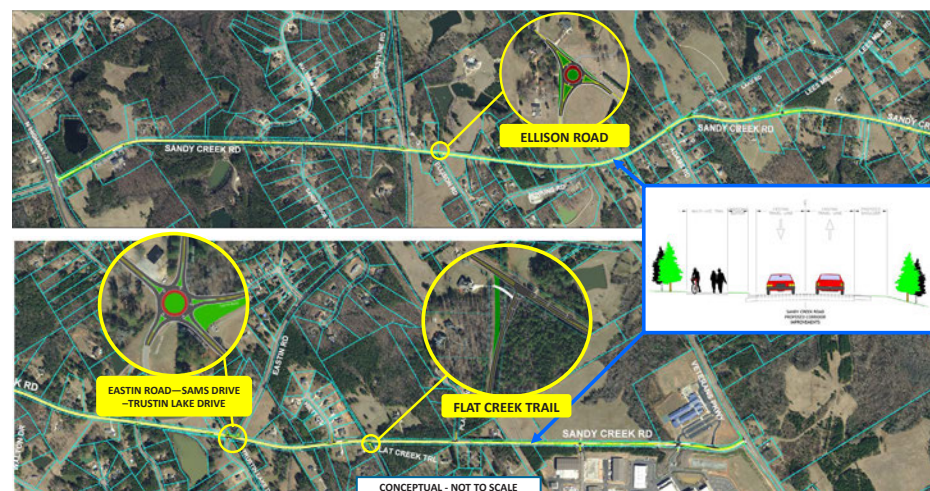


The 2019 Banks Road Corridor Study evaluates a 1.9-mile segment between SR 314 and SR 54 to address traffic congestion, safety concerns, and multimodal accessibility.

The study recommends widening the corridor from SR 54 to SR 85 to four lanes with a raised median to increase capacity and improve safety. From SR 314 to the Fayetteville city limits, it proposes access management treatments to reduce the high crash rate within the commercial node. Additional improvements include correcting horizontal and vertical curves, upgrading and installing warning signage, and improving the intersections at SR 85 and Ellis Road. The study also recommends a shared-use path on the south side of the road and a sidewalk on the north side.

These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.

SANDY CREEK ROAD



The 2019 Sandy Creek Road Corridor Study evaluates a 4.6-mile segment from Veterans Parkway in Fayetteville to SR 74 in Tyrone to address increasing traffic from regional growth, including developments such as Pinewood Studios.

The recommended improvements for Sandy Creek Road include maintaining two travel lanes, widening shoulders, adding a shared-use path on one side, correcting horizontal and vertical curves to improve sight distance, upgrading signage, and installing guardrails where necessary. The study also recommends improvements such as intersection upgrades, enhanced pedestrian and bicycle infrastructure, and access management strategies.

These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.

SR 279



The 2019 SR 279 Corridor Study evaluates a 4.25-mile segment from SR 85 to the Fayette-Fulton County line, aiming to enhance safety, mobility, and connectivity. The study also assessed the realignment of SR 279 to directly connect with Corinth Road.

The recommendations for SR 279 are divided into two segments. From SR 138 to SR 314, the study recommends widening the road to four lanes with a center median, installing a shared-use path on the north side of the road, and a sidewalk on the south side. From SR 314 to SR 85, the study recommends maintaining two lanes and adding a shared-use path on the north side. Additional recommendations include realigning SR 279 with Corinth Road, correcting horizontal and vertical curves, upgrading and installing warning signage, and making intersection improvements at Kenwood Road and Helmer Road.

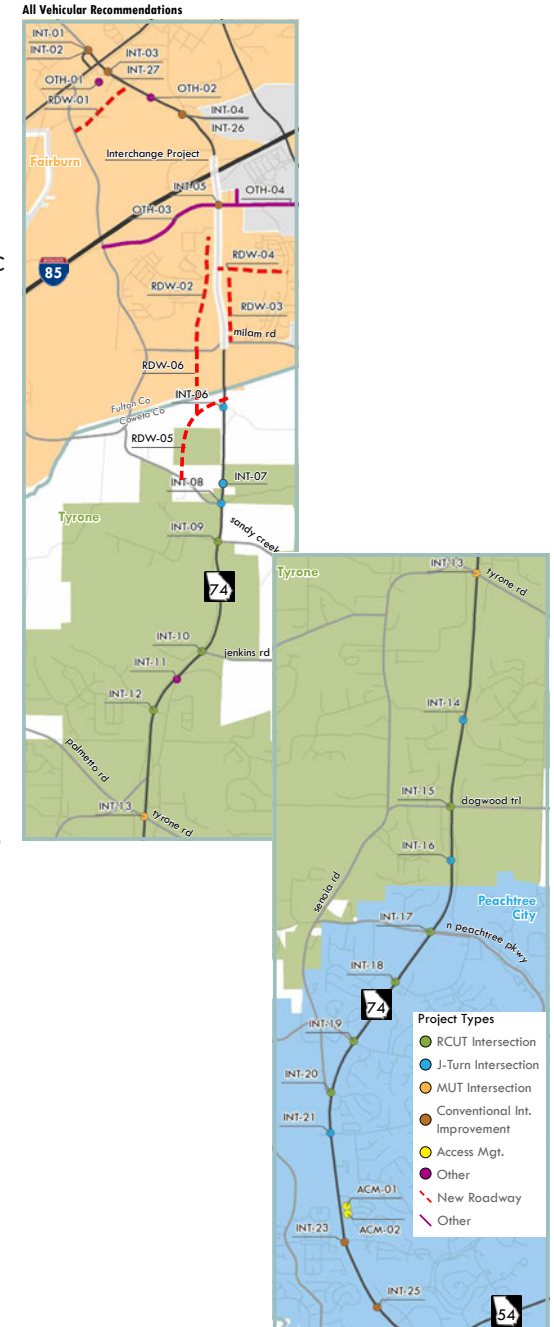
These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.

SR 74

The 2019 SR 74 Corridor Study evaluates the corridor from US 29 to SR 54, passing through Fairburn, Tyrone, and Peachtree City. The study aims to address the increased traffic demand from employment and residential growth.

The overall recommended improvement for SR 74 is a "Superstreet" concept, which is a combination of innovative intersection improvements such as Reduced Conflict U-Turns (RCUTs) and J-turns. Additional recommendations include access management strategies, crossing improvements, bicycle route, and multi-use paths to improve pedestrian and bicycle connectivity. Additionally, the study proposes transit enhancements, including extending MARTA bus routes and expanding park-and-ride facilities.

These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.



TYRONE ROAD - PALMETTO ROAD



The 2019 Tyrone-Palmetto Road Corridor Study evaluates a 4.5-mile segment of Tyrone Road from SR 54 to Senoia Road and a 1.7-mile segment of Palmetto Road from Senoia Road to the Coweta County line.

The recommendations for Tyrone Road-Palmetto Road are divided into two segments:

1. From Dogwood Trail to SR 54:
The study recommends widening Tyrone Road to four lanes with a raised median and installing a shared-use path on one side of the road. Recommended intersection improvements include upgraded signal timing and the addition of a left-turn lane for the eastbound Tyrone Road approach at SR 54, installation of a traffic signal at Flat Creek Trail, and a roundabout at Dogwood Trail.
2. From Dogwood Trail to the county line:
The study recommends maintaining two lanes, installing a shared-use path on one side of the road, and correcting horizontal and vertical curves. Recommended intersection improvements include a roundabout at Ellison Road, realignment and installation of a traffic signal at Senoia Road, and a SPLOST-funded roundabout at Spencer Lane - Arrowood Road.

These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.

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CHAPTER III.

WHAT WE'VE HEARD

Community involvement was essential to the Safety Action Plan (reference Appendix D for the full engagement summary), allowing stakeholders and residents to share their concerns and priorities in Fayette County. To address existing inequities, the project team implemented inclusive planning processes aimed at achieving more equitable outcomes.

This chapter discusses engagement activities that took place for the Cedartown, including:

- Stakeholder meetings
- Pop-up events
- Online



Figure 3.1 Stakeholder Meeting



Figure 3.2 Public Meeting

Public/Stakeholder Outreach Summary

Stakeholder engagement was utilized during each milestone phase of development of the Safety Action Plan. Stakeholder engagement was initiated in the summer of 2024 and continued at regular intervals through the development of the Safety Action Plan in the winter of 2025.

Additionally, two public meetings and four community pop-up events were concentrated during the (1) safety analysis and needs assessment phase and the (2) transportation disadvantaged populations in policy, strategy, and project selection phase of the plan development. Input from the public was used to guide the stakeholders and project management team in making critical decisions for plan development and implementation recommendations.

Key input from both the stakeholders and the public are summarized in each of these four categories.

LEADERSHIP COMMITMENT AND GOAL SETTING

Effective communication between public safety officials and the Board of Commissioners is essential for coordinated safety efforts. The county should establish uniform engineering standards, implement designated truck routes, and incorporate traffic calming measures to address increasing traffic concerns. Additionally, promoting safety education in schools, prioritizing golf cart safety, and adopting Vision Zero goals will ensure a comprehensive, countywide approach to long-term transportation safety.

SAFETY ANALYSIS AND NEEDS ASSESSMENT

Based on public and stakeholder outreach, a priority was placed on uniform school zone signage, improved reflective paint, and safer railroad crossings as key measures to enhance transportation safety across the county. Addressing high-crash locations, determining crash causes, and developing prioritization metrics will help guide solutions such as dedicated turn lanes, roundabouts, and bicycle lanes, while also incorporating input from stakeholders, local law enforcement, and school organizations. Additionally, golf cart safety concerns in Peachtree City and Fayetteville, unsafe mixing of bicycles and golf carts, and issues with truck traffic on unsuitable roads highlight the need for targeted interventions and policy updates.

TRANSPORTATION DISADVANTAGED POPULATIONS IN POLICY, STRATEGY, AND PROJECT SELECTION

Transportation disadvantaged populations were evaluated to ensure fair distribution of safety improvements and resources, especially in underserved communities. Context-based design and refined project selection address local needs and infrastructure disparities. Programs targeting speed management, school zones, and pedestrian and bike facilities prioritize vulnerable users like children, seniors, and low-income residents supporting safer, more accessible mobility for all.

PLAN FOR FUTURE PROGRESS AND TRANSPARENCY

Public and stakeholder outreach highlighted the importance of using Social Pinpoint data to identify hotspot clusters and develop countermeasure recommendations that address both past and future safety concerns. Participants emphasized the need for strategic project bundling, alignment with ARC funding parameters, and ensuring internal staff have access to key data to support implementation.

ONLINE MAP INPUT

The Fayette County Safe Streets for All planning process included in depth public engagement. Social Pinpoint was used to provide an online public input map, on which participants identified specific challenges and opportunities throughout the County. A total of 512 map comments were received between April 2024 and Oct 2024. Comments call out the location of specific issues or needed improvements throughout the County. Additionally, participants were able to up-vote or down-vote comments that were left on the public map.

The map activity included five comment categories. Within each category, there were several issue types. The most popular category commented upon was “intersections and signals,” which accounts for 65 percent of the total comments. One of the most frequent subjects that came up was how dangerous or difficult “turns or turning” can be on certain roads or intersections. The majority of the 336 “intersection and signals” comments are located within city boundaries. One notable intersection is located on Inman Rd which received 38 comments.

Figure 3.3 Action Plan Website



Welcome to the Fayette County Safety Action Plan homepage!

Fayette County secured a Safe Streets and Roads for All (SSRA) grant funded by the United States Department of Transportation (USDOT) for the development of a Safety Action Plan. The Safety Action Plan will combine public input, data analysis, and statistics to identify policies and projects that work to reduce crashes resulting in fatalities and serious injuries using the Safe Systems Approach.

Fayette County is committed to safer streets for all users, including drivers, pedestrians, cyclists, transit users, and individuals utilizing various modes of transportation. This commitment places a specific emphasis on disadvantaged communities, which may have experienced historical transportation disinvestment or face barriers to accessing transportation services and infrastructure, such as limited access to transportation options, inadequate pedestrian infrastructure, or disproportionately higher rates of road incidents.

ONLINE SURVEY

An online survey was open for several months to hear from the public about their perceptions of traffic safety issues and their support for different types of solutions. The survey asks questions about how safe people feel in traffic where they live and individualized questions about their use of the roads in the county. It was designed to be completed in ten minutes or less.

HIGHLIGHTS

- Approximately 66% of all comments received were related to intersection safety, both signalized and unsignalized.
- Approximately 20% of all comments received focused on pedestrian and bicycle safety, with many respondents identifying locations they would like to walk or bike to but cannot due to safety concerns.

Figure 3.4 Online Map Input Comments by Category

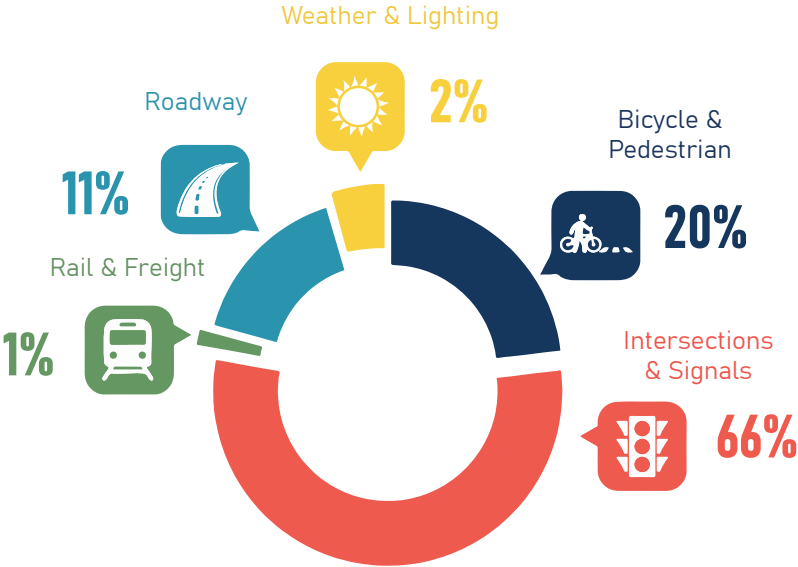


Table 3.1 Comment Types

COMMENT CATEGORY	COUNT
Bicycle & Pedestrian	103
Bike and Pedestrian Desired Destination	92
Bike Lane	6
Bike Safety Sign	5
Intersections & Signals	336
High Risk Intersection	239
Unsafe with Signal	26
Unsafe without Signal	71
Rail & Freight	7
Freight	7
Roadway	58
Pavement Condition	12
Roadway Design	19
Roadway Signage	7
Roadway Markings	4
School Zone	16
Weather & Lighting	8
Weather	2
Unsafe Roadway	4
Unsafe Intersection	2

Social Pinpoint Results

ONLINE MAP RESULTS

The results of the interactive map exercise are illustrated in these maps for Fayette County and the various municipalities. These include all the comment types people have reported including:

- Unsafe Intersections
- Weather
- Unsafe Roadways
- Roadway Markings
- Bicycle Safety Sign
- Bicycle Lane
- Freight
- Roadway Signage
- School Zone
- Pavement Condition
- Roadway Design
- Unsafe with Signal
- Unsafe without Signal
- Bicycle and Pedestrian Desired Destination
- High Risk Intersection

Figures 3.5 through 3.9 visually capture the community feedback gathered during the public engagement process, while Tables 3.2 through 3.6 outline the specific locations associated with the identified community priorities and concerns.

Figure 3.5 Tyrone Community Feedback

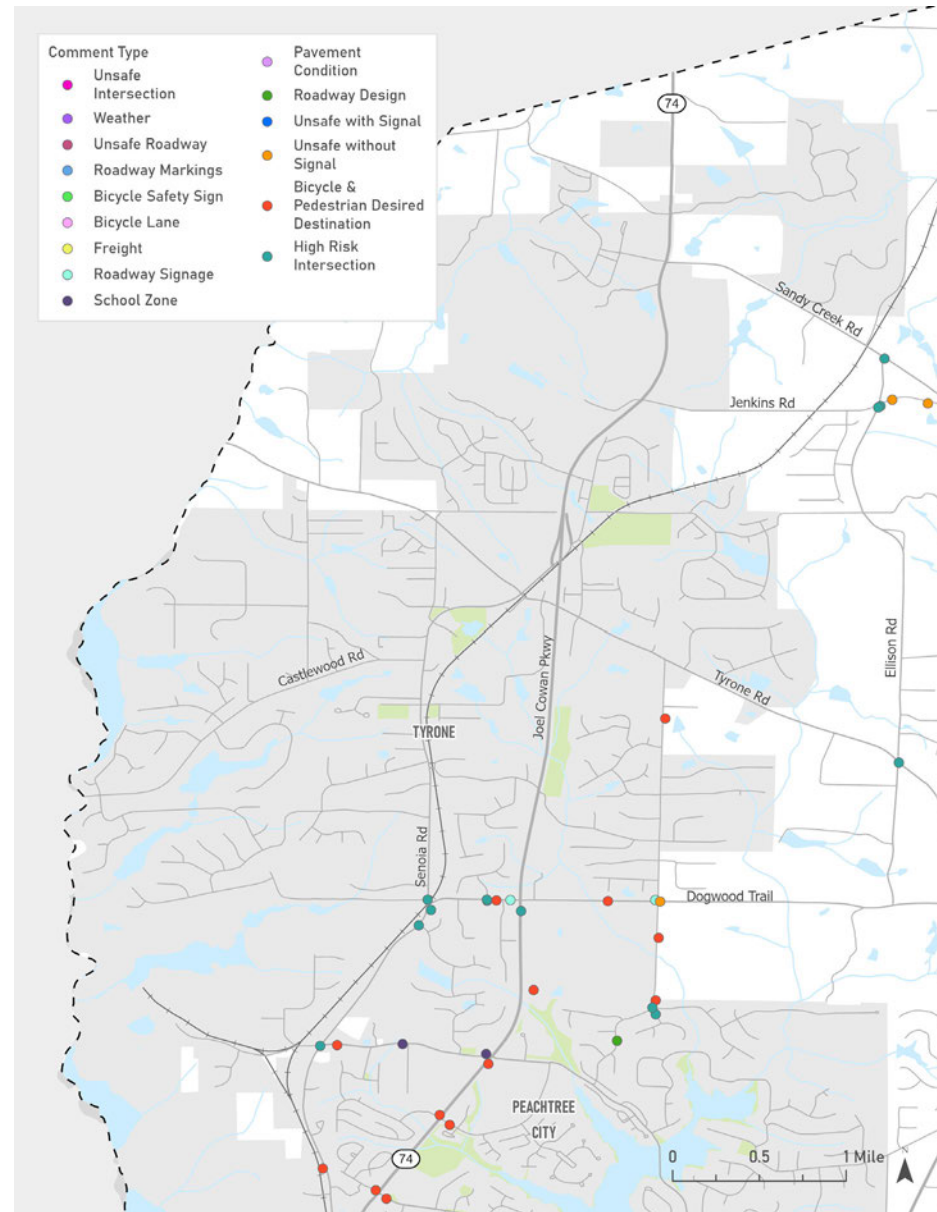


Table 3.2 Tyrone Community Priority Locations

INTERSECTION	PROJECT TYPE
Senoia Rd at Dogwood Trail	Path Crossing

Figure 3.6 Social Pinpoint Feedback -
Brooks



Table 3.3 Brooks Community Priority Locations

INTERSECTION	PROJECT TYPE
Morgan Mill at Hwy 85 C	Intersection Improvement
Morgan Mill	Correct Curve
Bankstown at Price Rd	Intersection Improvement
Price Rd at Hwy 85	Intersection Improvement
McIntosh Rd at Hwy 85	Intersection Improvement
Hwy 85 C	Path to cementary
Bankstown Rd	Culvert overflows
Hwy 85 C	Restrict freight

Figure 3.7 Social Pinpoint Feedback - Fayette County

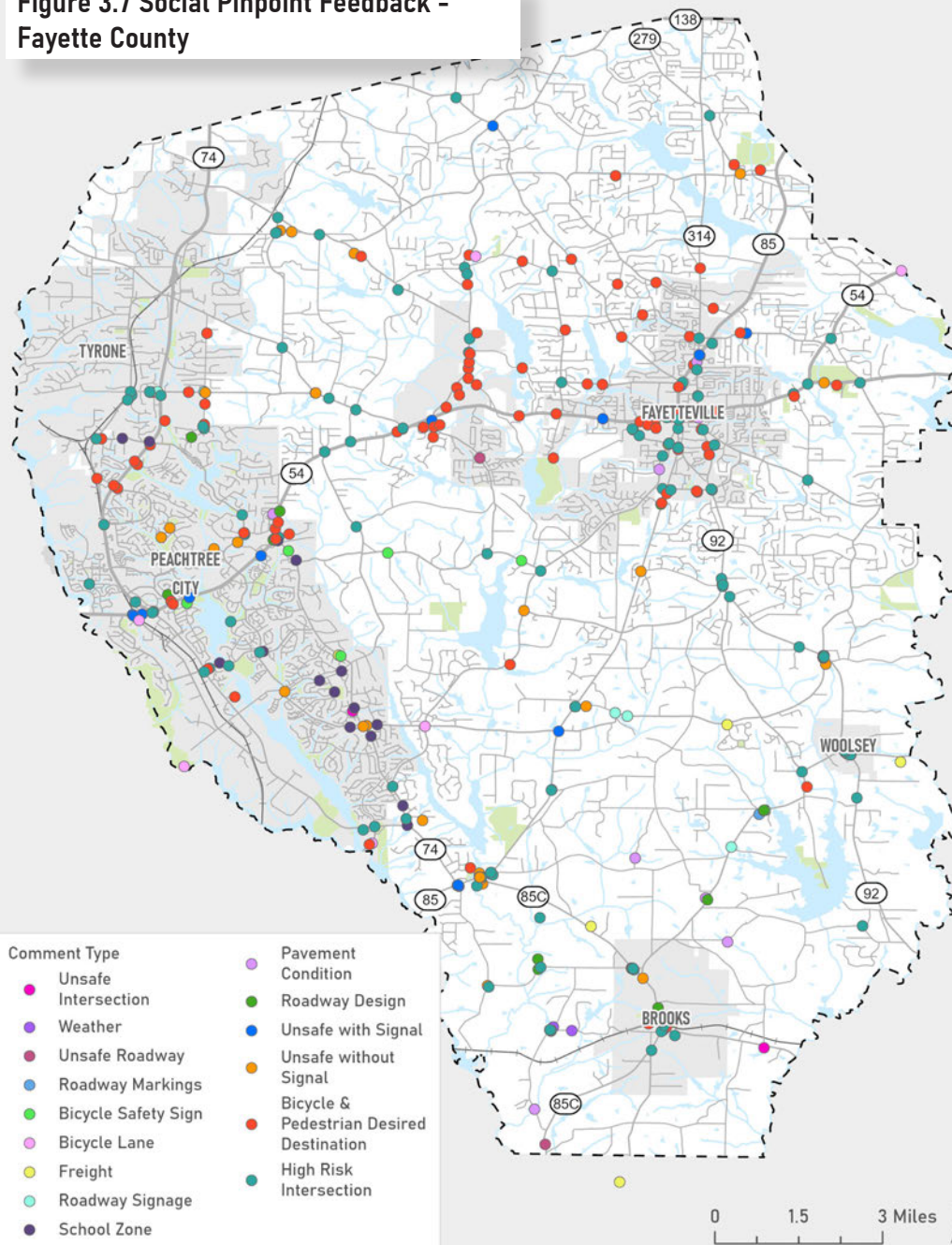


Table 3.4 County Community Priority Locations

INTERSECTION	PROJECT TYPE
Hwy 92 at Goza Road	Intersection Improvement
Hwy 85/Hwy 85 C	Intersection Improvement
Seay Rd at Hwy 85	Intersection Improvement
Graces Rd at Gingercake Road	Intersection Improvement
Hwy 92 at Hampton Rd	Intersection Improvement

Figure 3.8 Social Pinpoint Feedback - Fayetteville

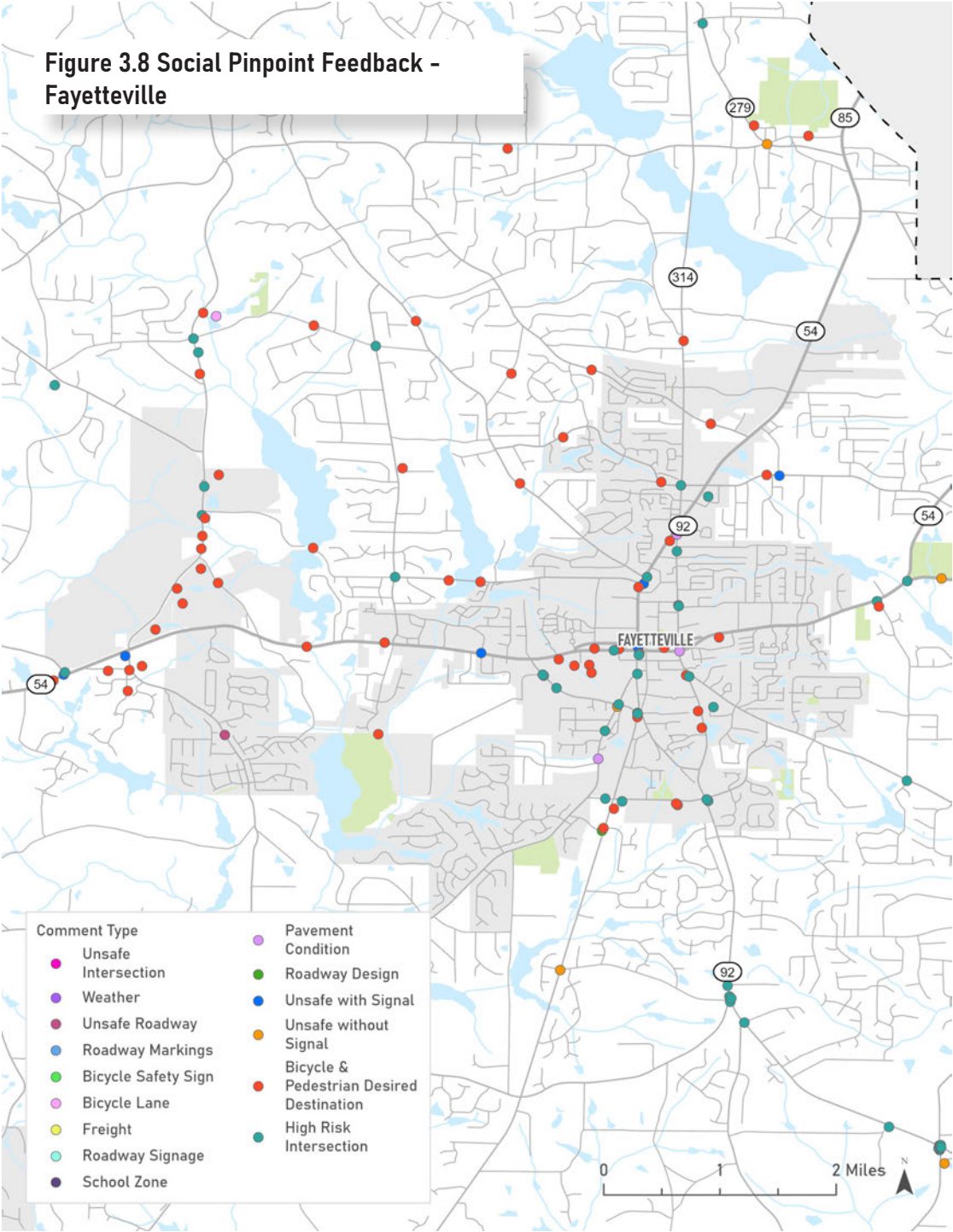
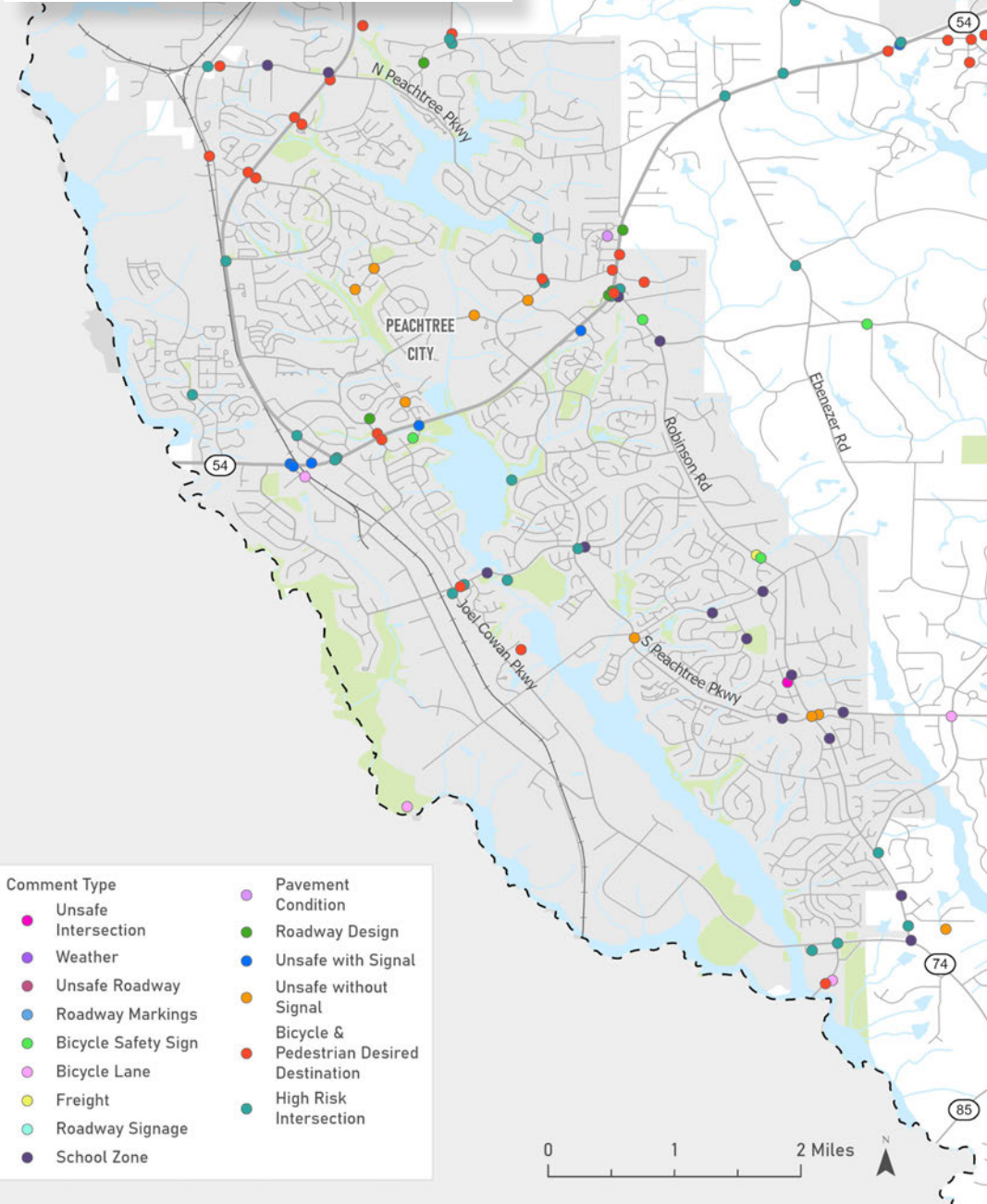


Table 3.5 Fayetteville Community Priority Locations

INTERSECTION	PROJECT TYPE
Grady Ave at Glynn St	Protected left turn arrow
Downtown Fayetteville	Paths/bike lanes
Hwy 85 & 314	Intersection Improvement

**Figure 3.9 Social Pinpoint Feedback -
Peachtree City**



**Table 3.6 Peachtree City Community Priority
Locations**

INTERSECTION	PROJECT TYPE
SR 54 and Carriage Lane	Path/crossings to schools
Hwy 74 and Kedron	Path

COMMUNITY ENGAGEMENT

Two public meetings and four community pop-up events were concentrated during the (1) safety analysis and needs assessment phase and the (2) transportation disadvantaged populations in policy, strategy, and project selection phase of the plan development. Input from the public was used to guide the stakeholders and project management team in making critical decisions for plan development and implementation recommendations.

Figure 3.10 Tyrone Farmer's Market pop-up event September 2024.



PROJECT PHASES

Safety Analysis and Needs Assessment

- Public Meetings and Community Pop-up events were held to share transportation safety data and to obtain community input through Social Pinpoint interactive mapping and transportation safety survey.

Transportation Disadvantaged Populations in Policy, Strategy, and Project Selection:

- Public meetings were held to review project evaluation metrics, the high injury network, high injury intersections, and high injury segments.

CHAPTER IV.

SAFETY ANALYSIS

This safety analysis considers a combination of historic crash data and risk factors to examine a holistic understanding of safety.

Crash history analysis includes data from 2019 to 2023, totaling five years of data. The crash history analysis considers crash severity, mode, lighting, type, and age of those involved. Crash rates were also calculated (for road segments and intersections), which shows how many crashes and severe outcomes (people killed or severely injured) occur relative to total traffic volumes.

Because there are relatively few walking and biking trips in Fayette County, crash history alone is not a reliable input to understand where walking and biking crashes

are likely to occur in the future. Therefore, this analysis also considers crash risk based on roadway characteristics. This analysis is based on data provided by the Atlanta Regional Commission (ARC), which considers the factors that contribute to crash risk for people walking and biking.

Speeding is a key concern contributing to severe crash outcomes. For crashes involving a pedestrian, the likelihood of pedestrian fatality drops from 46% to 8% when the vehicle is traveling at 40 MPH vs 20 MPH. Therefore, speeding patterns are also examined to identify areas with high 85th percentile speeds and speeding prevalence.

HIGHLIGHTS

- There have been 57 fatalities and 251 serious injuries from 2019 to 2023, with annual fatalities ranging from 6 to 19. While travel patterns were likely affected by the COVID-19 pandemic in 2020 and 2021, serious crashes have shown an overall upward trend, increasing from 40 in 2019 to 62 in 2022 and 47 in 2023.
- Crashes are typically concentrated along segments and intersections with the highest traffic volumes and congestion levels. Roadways carrying higher traffic volumes, particularly state routes, tend to experience more crashes.
- Most fatal and serious injury crashes occur on major roads, especially state routes such as SR 85, SR 54, and SR 74. These roads carry higher traffic volumes at faster speeds, making crashes more severe. Rural roads with sharp curves, like SR 92, also account for a share of fatal and serious injury crashes, often influenced by limited lighting and speeding.

Fayette Traffic Crashes—By the Numbers

17,678
Total Crashes
2019-2023

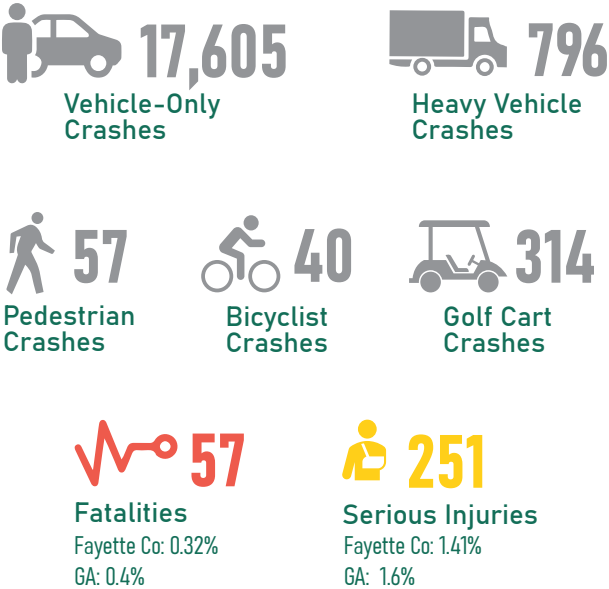
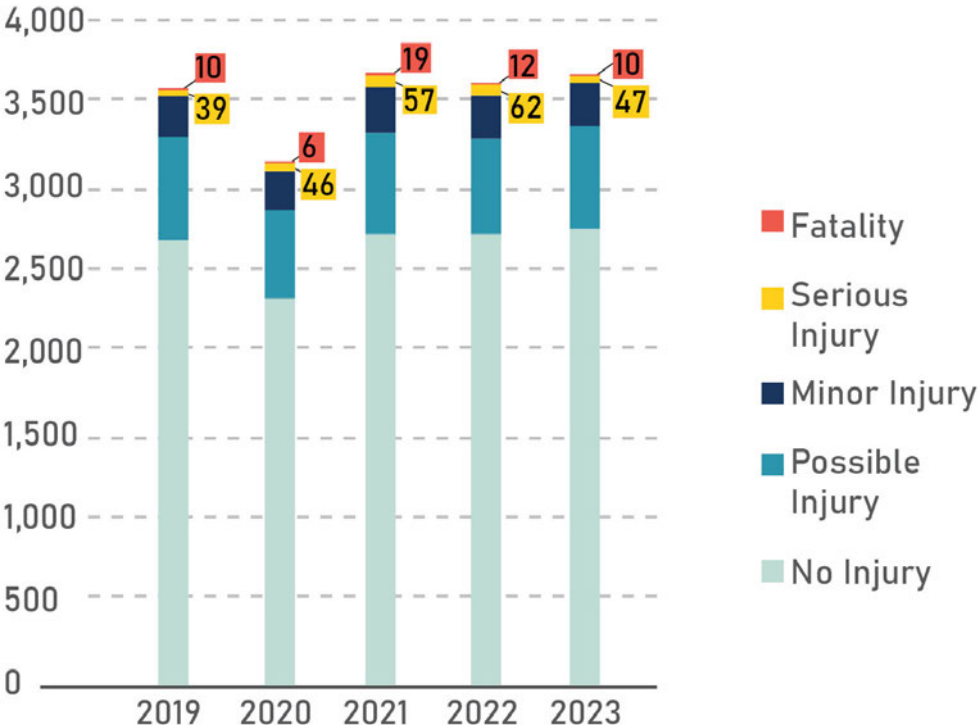


Figure 4.1 Annual Crashes by Outcome



Crash Severity

Figure 4.2 shows crash type by severity, providing a picture of which crash types are most common and commonly result in a death or severe injury. Rear end crashes make up the largest percentage of total crashes, although there are fewer rear end crashes that result in a fatality or serious injury (KSI). While these crashes occur relatively often, they are less likely to result in a severe outcome. Crashes not involving a collision with another motor vehicle make up a significant share of KSI crashes. These crashes make up over 40% of KSI crashes, but less than 25% of total crashes. This indicates that when these types of collisions occur, they are more likely result in a death or severe injury than other types of crashes. Similarly, head on, left angle, and bicycle crashes make up a much greater percentage of KSI crashes than total crashes, meaning they are more likely to result in a KSI. These represent the most dangerous types of crashes that occur.

Figure 4.2 Crash Type by Severity

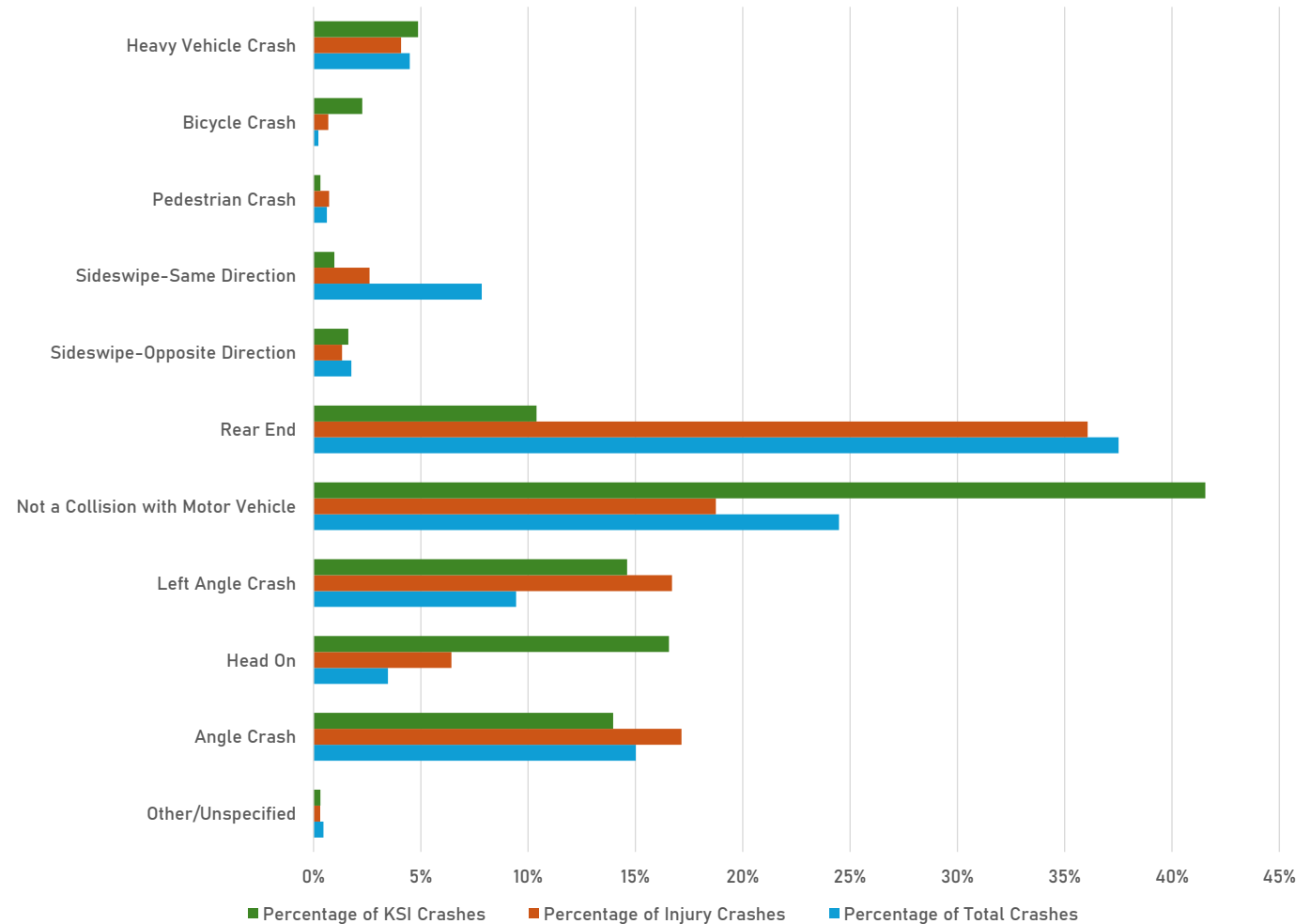


Figure 4.3 Crash Heatmap with Fatal Crashes

Source: GDOT Numetric 2019-2023

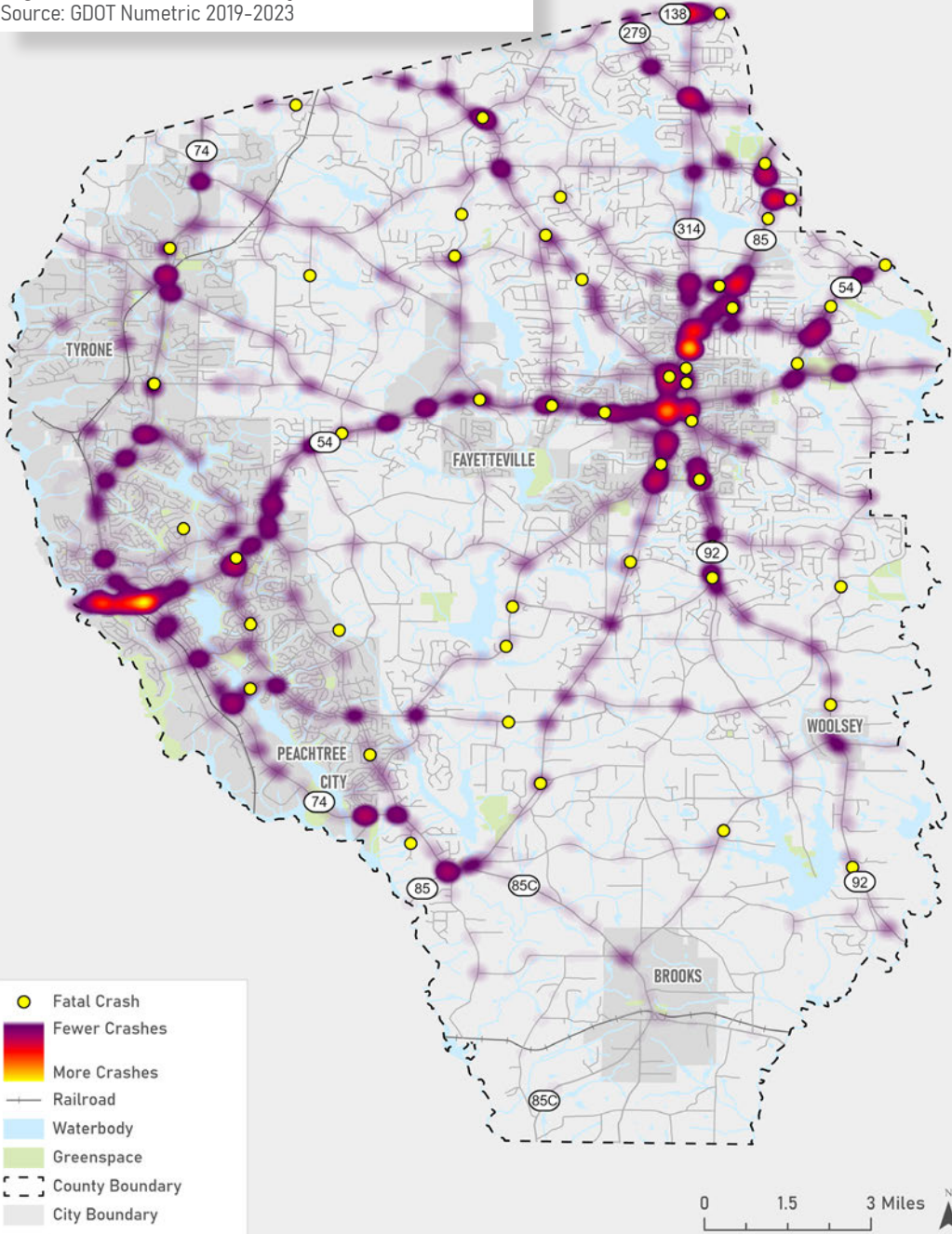


Table 4.1 Crash Density Focus Areas

Source: GDOT Numetric, 2019-2023

INTERSECTION	CRASHES	KSI	MUNICIPALITY
SR 85 Connector at Morgan Mill Rd	15	0	Brooks
SR 85 Connector at Brooks Woolsey Rd	3	0	Brooks
SR 85 at SR 314	236	4	Fayetteville
SR 85 at Commerce Dr	227	4	Fayetteville
SR 74 at SR 54	208	0	Peachtree City
SR 54 at Huddleston Rd	57	0	Peachtree City
SR 74 at Senoia Rd	113	0	Tyrone
SR 74 at Laurelmont Dr	55	1	Tyrone
SR 92 at Hampton Rd (South)	20	0	Woolsey
SR 92 at Hampton Rd (North)	12	0	Woolsey
SR 85 at Corinth Rd	151	4	County
SR 279 at SR 314	116	2	County

The crash heatmap in figure 4.3 illustrates the total number of crashes along each corridor from 2019 to 2023, based on data from the Georgia Department of Transportation’s (GDOT) Numetric crash database. Table 4.1 identifies high-crash-density focus areas within each jurisdiction.

Figure 4.4 Active Mode Crashes

Source: GDOT Numetric, 2019-2023

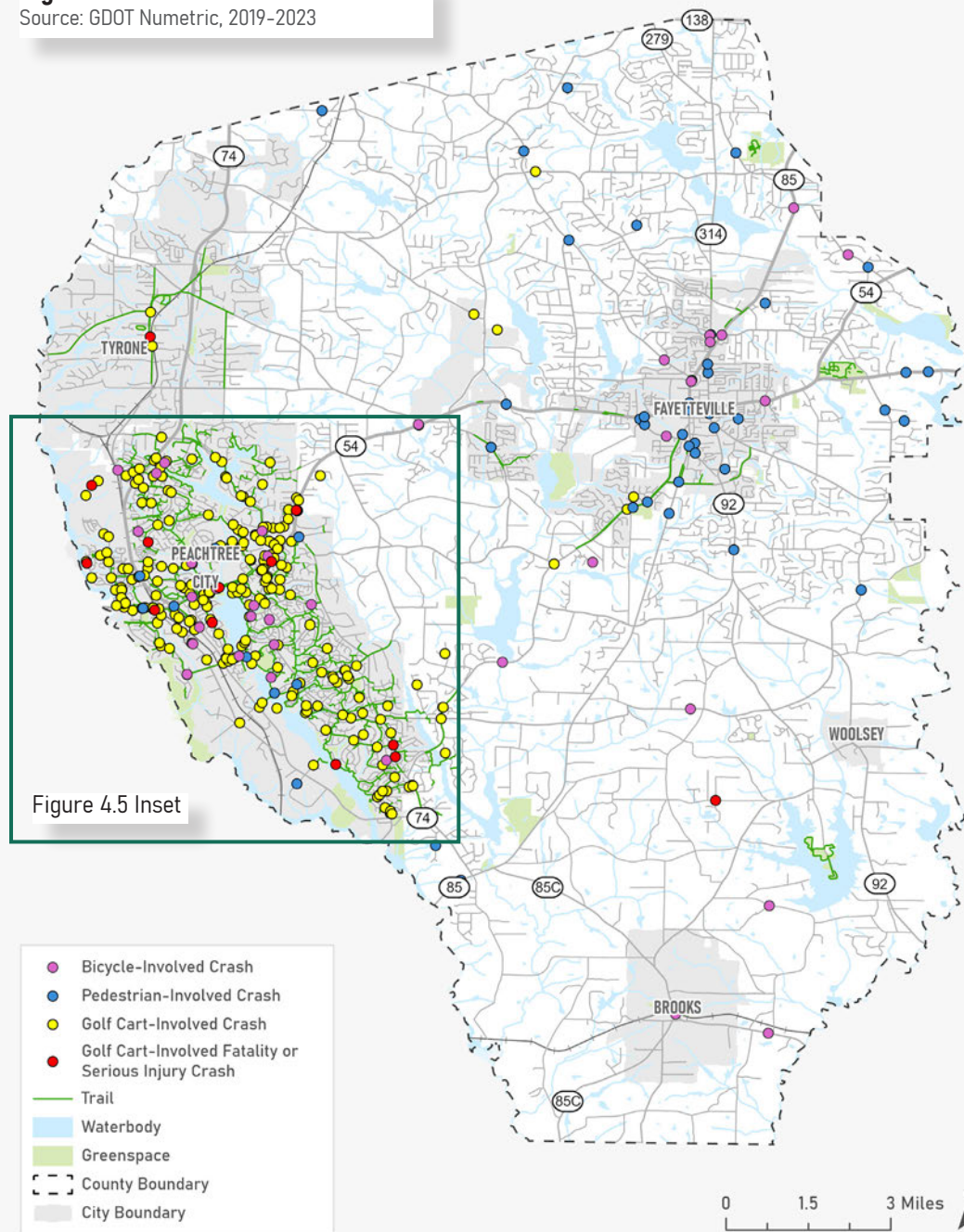


Figure 4.5 Peachtree City Active Mode Crashes

Active mode crashes include pedestrians, bicycles, and golf carts. Peachtree City, with its significant number of golf cart users utilizing the city's Path system, accounted for most golf cart-involved crashes, particularly near trail crossings where interactions with vehicles are more frequent.

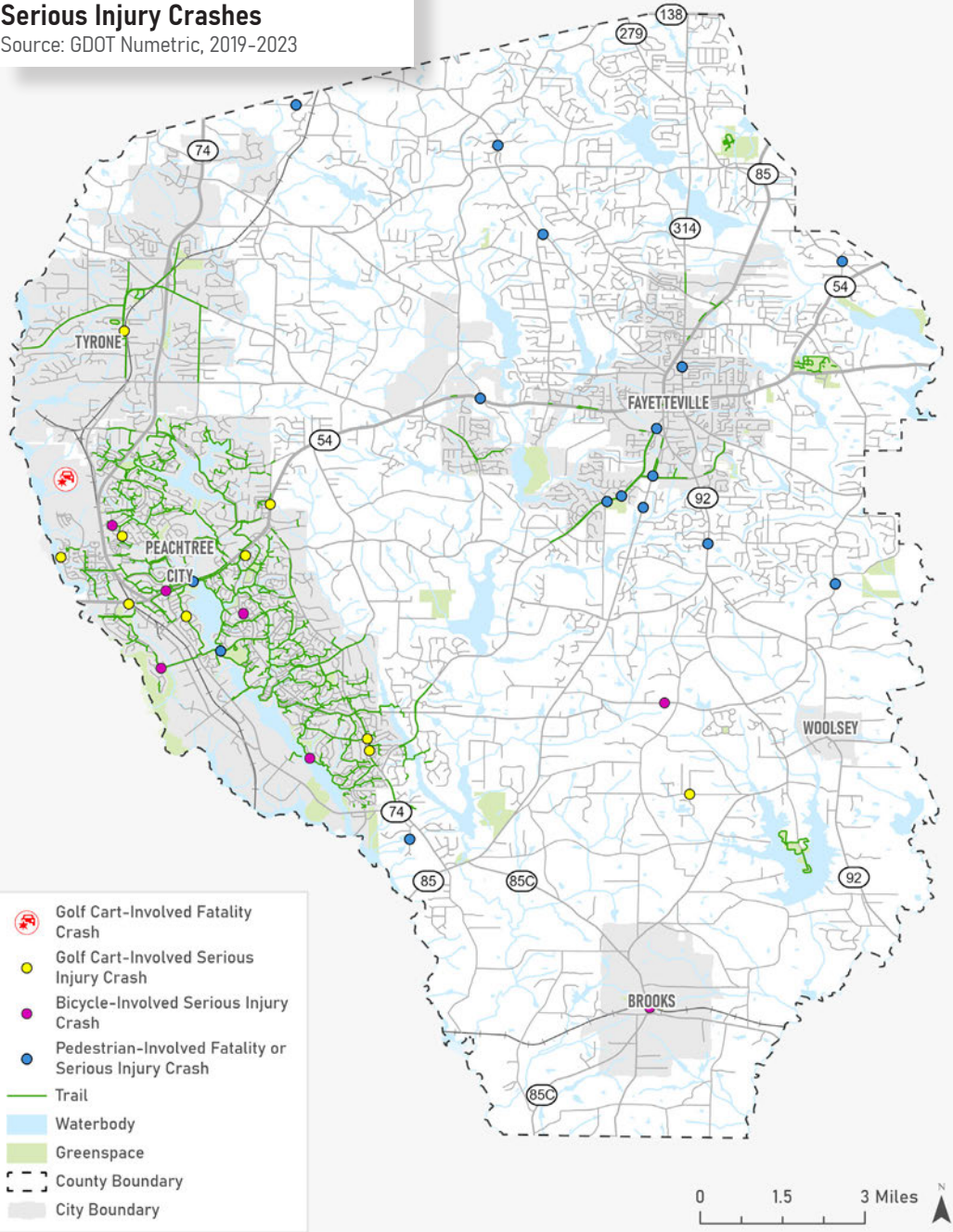
Pedestrian-involved crashes were most common in Fayetteville and Peachtree City, where denser development and continuous pedestrian facilities make walking a convenient and viable option.

Similarly, bicycle-involved crashes were concentrated in Peachtree City due to its extensive trail network, with additional bicycle crashes in northern Fayetteville near major commercial centers such as the Banks Station Shopping Center, likely reflecting these areas' roles as key destinations and employment hubs.

Some pedestrian and bicycle crashes also occurred on rural roads, where the lack of dedicated active transportation facilities increases risks for vulnerable roadway users.

Figure 4.6 Active Mode Fatality and Serious Injury Crashes

Source: GDOT Numetric, 2019-2023



Fatality and serious injury crashes involving active modes highlight the risks faced by vulnerable road users in Fayette County.

Golf cart-related crashes were the most common type of active mode crashes in Fayette County, with 314 crashes. Of these, there were 12 serious injury crashes and 1 fatality crash. Pedestrian-involved crashes totaled 57, including 12 that caused serious injuries and 6 fatalities. Bicycle-related crashes totaled 40, with 7 resulting in serious injuries and no reported fatalities.

Table 4.2 shows that most golf cart crashes involved collisions between two golf carts or between golf carts and vehicles. Crashes involving golf carts and bicyclists accounted for the least amount of golf cart-related crashes. No golf cart-related crashes involving pedestrians were reported.

Table 4.2 Golf Cart Related Crashes

CRASH TYPE	PERCENTAGE
Golf Cart to Golf Cart	54%
Golf Cart to Vehicle	38%
Golf Cart to Bicyclist	8%
Golf Cart to Pedestrian	0%

School-Related Trends

Schools are a key concern for traffic safety, as children are especially vulnerable to crashes and injuries, especially when walking or biking to school. This is most critical during drop-off and pick-up hours in high-traffic areas.

This safety analysis examines crashes within a half-mile of schools, a common walking and biking distance for students. As shown in Figure 4.7, rear-end crashes are slightly more common, while collisions not involving another motor vehicle occur at a significantly higher rate in these areas. Table 4.3 highlights schools with the highest number of crashes within a half-mile radius, helping identify opportunities for safety improvements that could greatly benefit students across Fayette County.

Table 4.3 Schools in Crash Hotspots

Source: GDOT Numetric 2019-2023

	SCHOOL NAME	# OF CRASHES WITHIN 1/2 MI	# OF KSI CRASHES WITHIN 1/2 MI
1	McIntosh High School	282	4
2	Crabapple Lane Elementary School	221	2
3	Fayette County High School	194	3
4	Kedron Elementary School	123	1
5	Peeples Elementary School	114	2
6	Rising Starr Middle School	106	2
7	Spring Hill Elementary School	74	0
8	Cleveland Elementary School	73	0
9	Braelinn Elementary School	68	0
10	Huddleston Elementary School	67	2

Figure 4.7 School Area Crash Trends

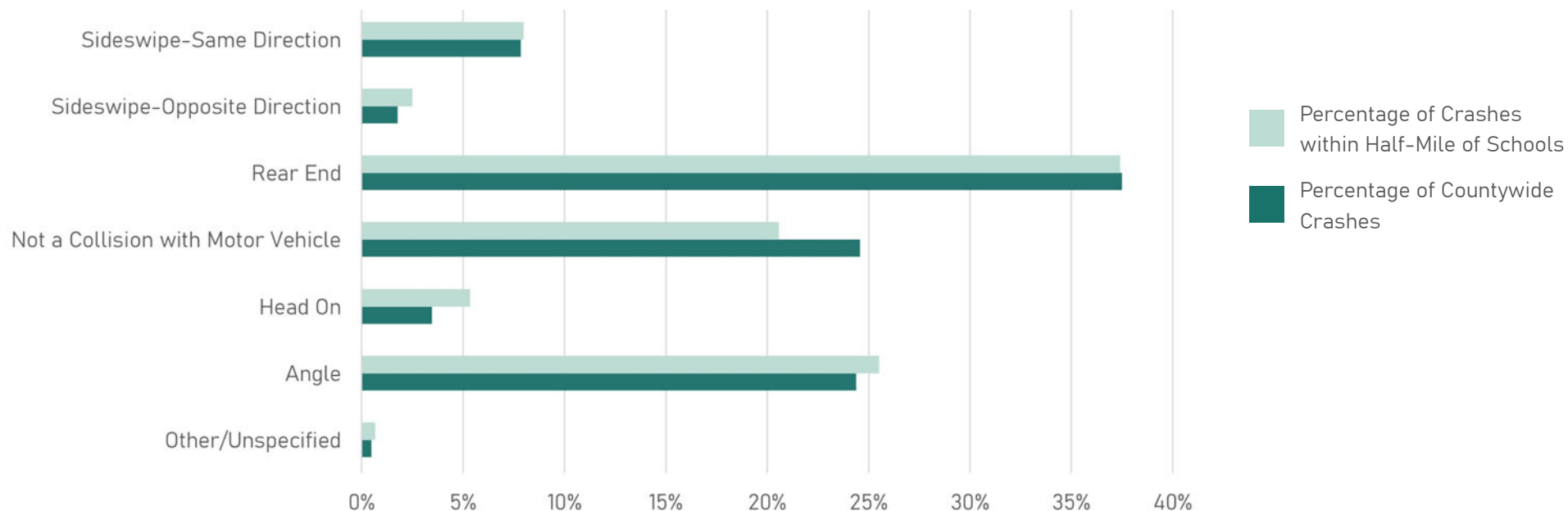


Figure 4.8 Crashes in School Areas

Source: GDOT Numetric 2019-2023

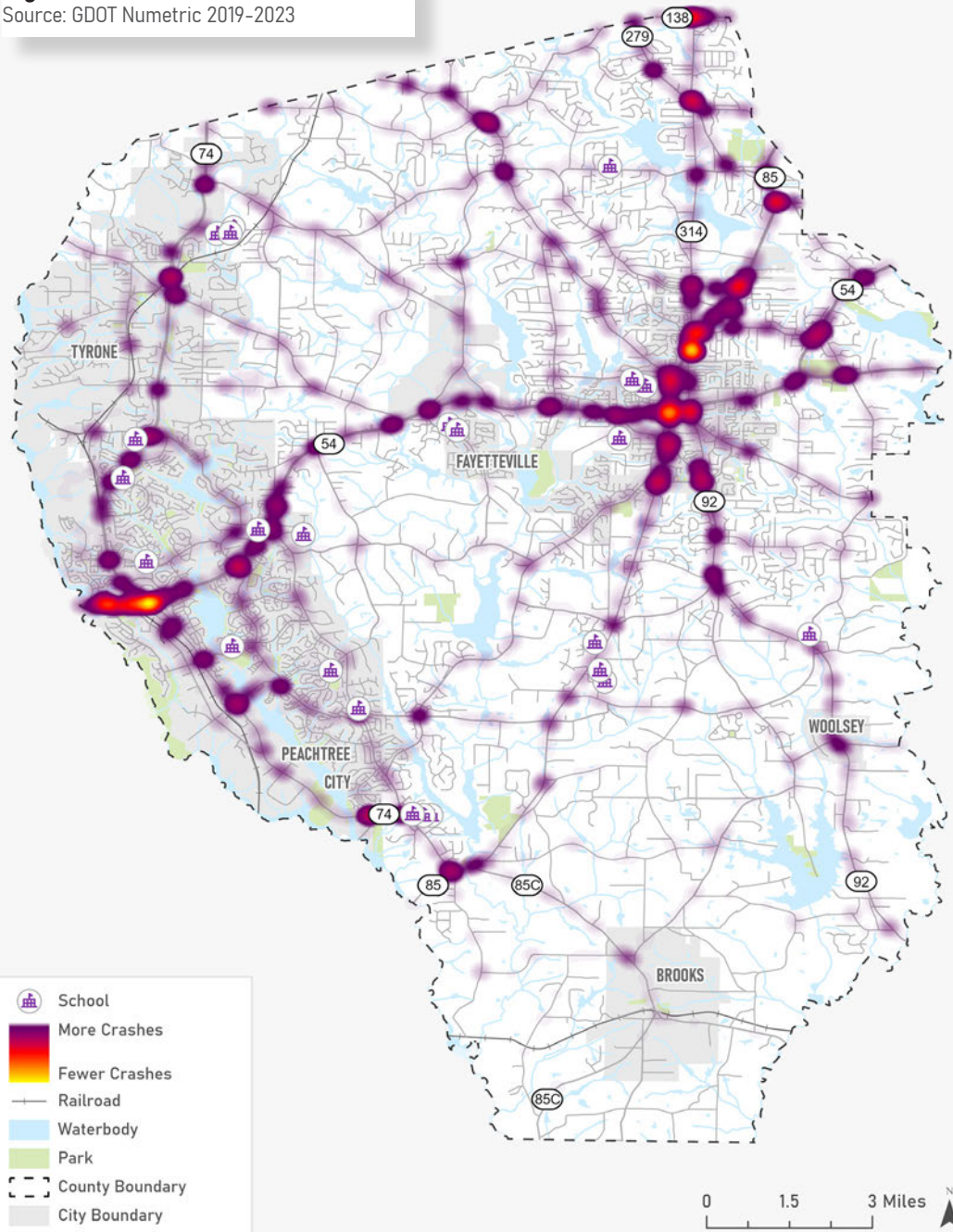


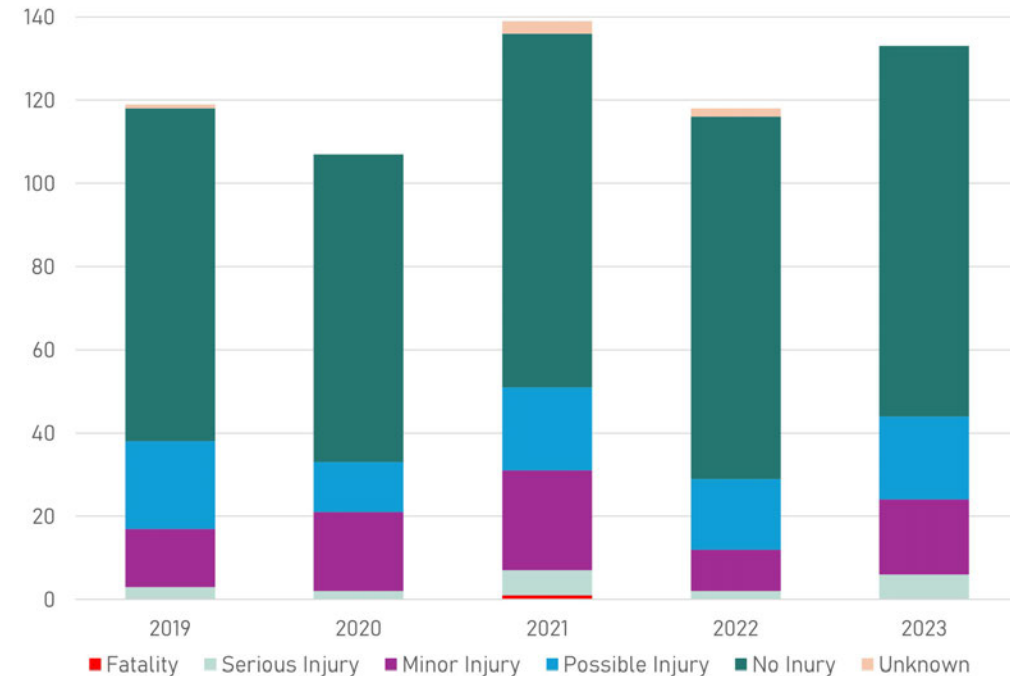
Figure 4.8 depicts the location of schools across Fayette County in relation to crash density, highlighting those with a high concentration of nearby crashes. Schools in areas with higher crash occurrences should be prioritized for safety interventions.

Young Driver Trends

Young drivers, ages 15-20, make up a notable portion of Fayette County's driving population. Due to their limited driving experience, driver education programs play a key role in fostering safe driving habits. This analysis examines crash trends involving young drivers to guide outreach and safety initiatives aimed towards young drivers.

From 2019 to 2023, there were 616 crashes involving young drivers in Fayette County. Figure 4.9 illustrates the yearly distribution of these crashes by crash severity.

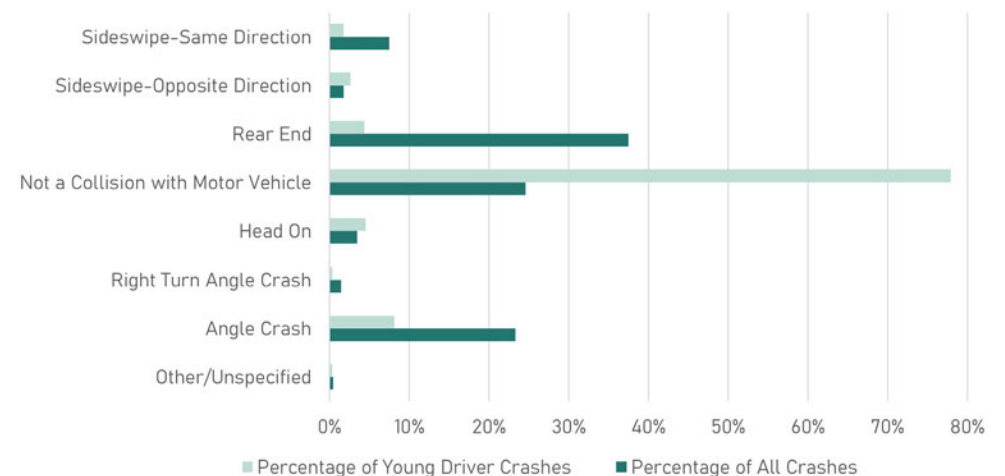
Figure 4.9 Young Driver Crashes by Year, 2019-2023



The types of crashes involving young drivers are shown in Figure 4.10 comparing their occurrence as a percentage of total young driver crashes and countywide crashes.

Young driver crash patterns closely follow countywide trends. Rear-end and angle crashes are the most frequent, often resulting in less severe injuries. Conversely, head-on crashes and non-motor vehicle collisions, which typically lead to more severe outcomes, are less common among young drivers. Understanding these trends is essential for developing targeted safety measures to reduce young driver crash risks in Fayette County.

Figure 4.10 Manner of Collision, 2019-2023



Contributing Factors

Certain contributing factors have been found to increase the risk and severity of traffic crashes. It is important to understand patterns in the historic crash conditions to understand any such factors that can be addressed with safety or roadway improvements. The following section highlights detailed analysis that was performed for common contributing factors.

SPEEDING

Speeding is often a major factor in vehicle crashes, having a particularly significant effect on the severity of crashes. This is especially true for crashes involving active modes, such as bicyclists and pedestrians. As such, speed control can be an effective tool at reducing fatalities and serious injury crashes. As shown in Figure 4.11, pedestrian survival is heavily impacted by vehicular speed during accidents.

Figure 4.12 depicts the percentage of crash outcomes for speeding-related crashes. While about 3% of total crashes are speeding-related, around 17% of KSI crashes are speeding related. Speed is a significant contributing factor to crashes in Fayette County, as higher speeds reduce reaction times and increase the severity of collisions.

Figure 4.11 Likelihood of Death for People Walking if Hit at These Speeds

Source: AAA Foundation, Tefft, B.C. (2011)

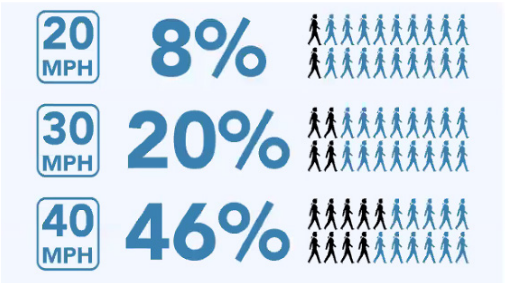
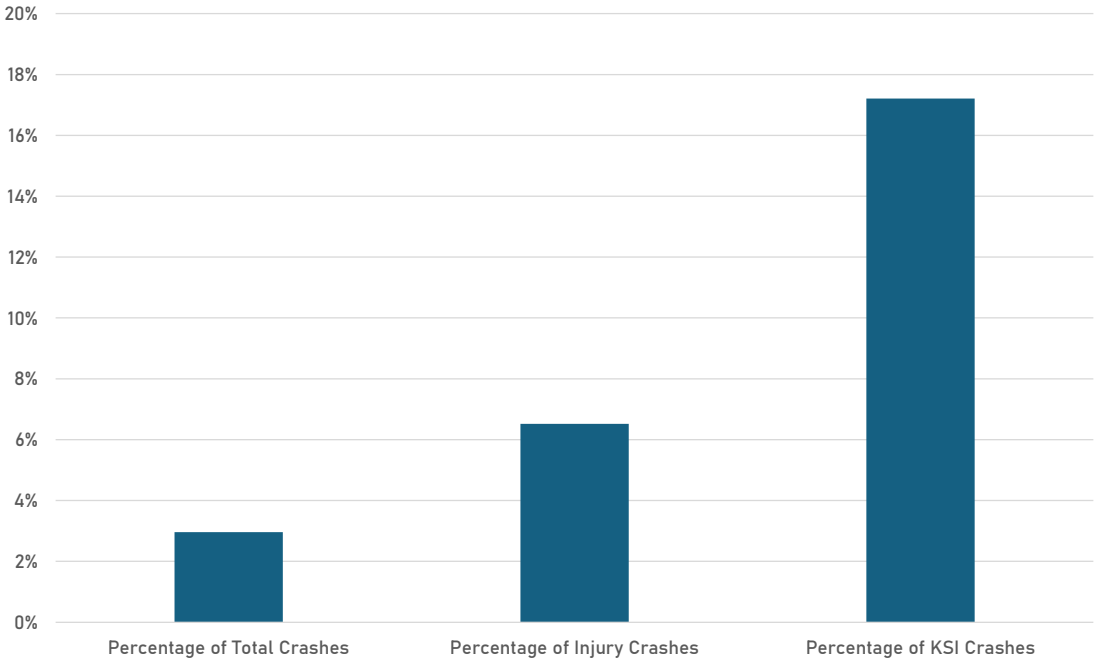


Figure 4.12 Speeding-Related Crashes



*data in the speed chart has been calculated based on countywide data

LIGHTING CONDITION

While most crashes occur during daylight when traffic volumes are higher, dark lighting conditions present greater hazards, as drivers may have less time to react to hazards or changes in the roadway that become visible only within the range of headlights. Lighting plays a significant role in crash outcomes.

Figure 4.13 shows crash severity by lighting conditions. Crashes in dark, unlit areas account for approximately 18% of total crashes but nearly 28% of fatal or serious injury crashes.

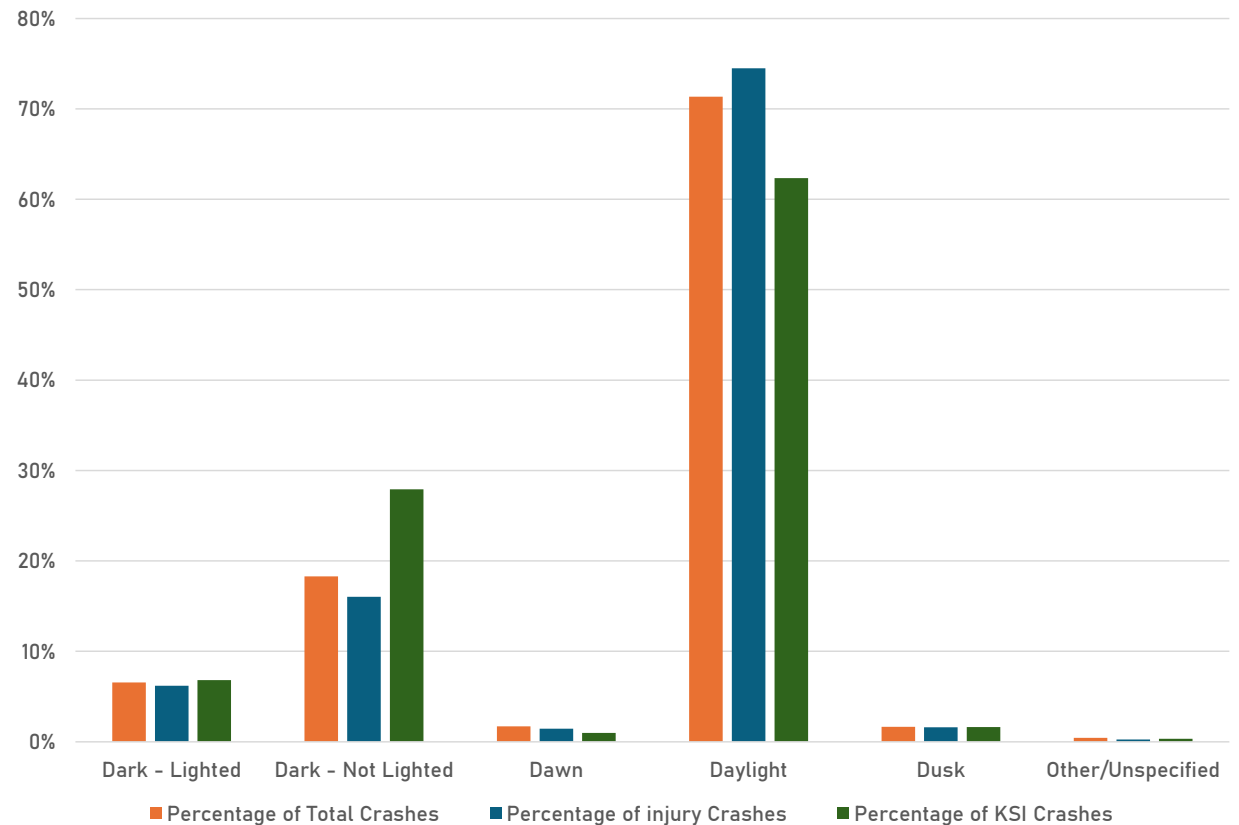
DRIVING/DUI

From 2019 to 2023, Fayette County recorded 755 crashes involving distracted driving and 623 crashes involving driving under the influence (DUI), representing approximately 4.3% and 3.5% of all crashes in the county, respectively.

Distracted driving was a factor in 3.6% of both injury and fatal crashes, while DUIs contributed to 13.9% of injury crashes and 21.4% of fatal crashes.

These statistics highlight the significant impact of distracted driving and DUI on roadway safety in Fayette County. While these behaviors constitute a relatively small percentage of total crashes, they are disproportionately represented in crashes resulting in fatalities and serious injuries. This underscores the critical need for targeted safety measures to address these high-risk driving behaviors and improve the safety of the county's roadways.

Figure 4.13 Crashes by Lighting Condition



DRIVING UNDER THE INFLUENCE (DUI) IS A FACTOR IN:



3.5%

of All Crashes



13.9%

of Injury Crashes



21.4%

of Fatality Crashes

DISTRACTED DRIVING IS A FACTOR IN:



4.3%

of All Crashes



3.6%

of Injury Crashes



3.6%

of Fatality Crashes

High Injury Network

The High Injury Network (HIN) identifies roadway segments and corridors with the highest concentrations of severe crashes, where targeted investments can have the most significant impact in reducing fatal and serious injuries. By focusing on roadways with a high proportion of serious injuries and fatalities, the HIN provides a data-driven framework for prioritizing safety improvements and advancing the county's overall safety objectives. The HIN also considers priority equity areas for focused investment that benefits historically disadvantaged populations.

The development of the HIN involved a comprehensive analysis using the following data:

- Crash data from GDOT's Numetric database for the years 2019 through 2023
- Pedestrian and bicycle risk factors from the ARC

Equity data from USDOT's ETC Explorer Tool and demographic data from the 2022 American Community Survey (ACS) was used to prioritize identified projects. This integrated analysis considering both safety and equity supports the SS4A program's goals and provides a more equitable approach to prioritizing safety investments, ensuring that improvements address both traffic safety concerns and the specific needs of vulnerable communities.

Figure 4.14 High Injury Network

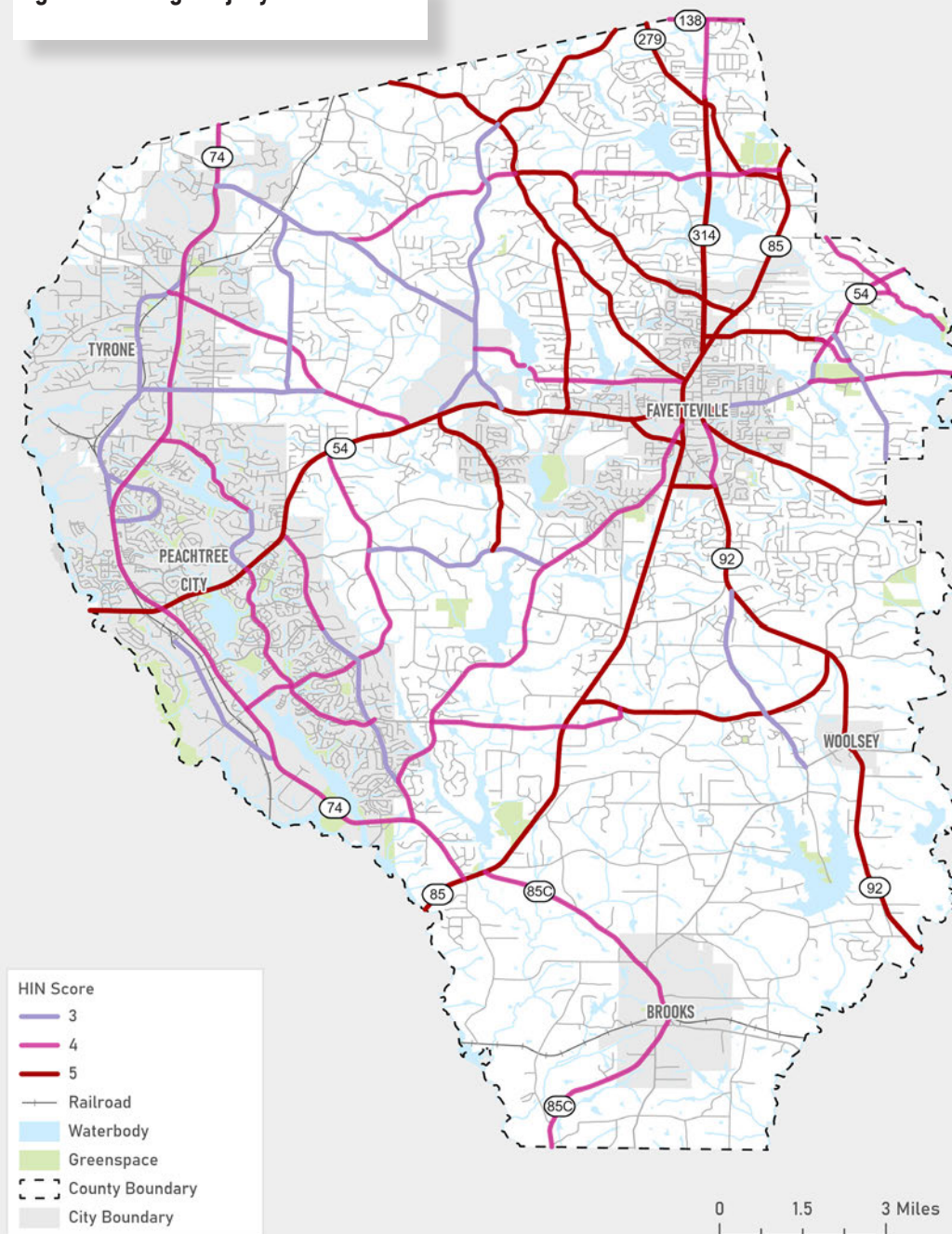


Table 4.4 High Injury Network Corridor Scoring

CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
SR 85C	SR 85	Spalding County Line/Tri County Rd	4	1	1	1	0	1	Brooks
Forrest Ave	Fulton County Line	Glynn St	5	1	1	1	1	1	Fayetteville
Banks Rd	SR 314	SR 54	5	1	1	1	1	1	Fayetteville
Gingercake Rd	SR 92	SR 54	5	1	1	1	1	1	Fayetteville
SR 85	County Line/north of Kenwood Rd	Whitney St	5	1	1	1	1	1	Fayetteville
SR 85	Whitney St	Price Rd	5	1	1	1	1	1	Fayetteville
SR 314	SR 314	SR 85	5	1	1	1	1	1	Fayetteville
Grady Ave	W Lanier Ave	Glynn St	5	1	1	1	1	1	Fayetteville
New Hope Rd	SR 92	SR 85	5	1	1	1	1	1	Fayetteville
S Jeff Davis Dr	SR 54	County Line Rd	5	1	1	1	1	1	Fayetteville
Lester Rd	SR 54	Ebenezer Church Rd	5	1	1	1	1	1	Fayetteville
SR 54	Coweta County Line	West of Booker Ave	5	1	1	1	1	1	Fayetteville, Peachtree City
SR 92	SR 85	Spalding County Line	5	1	1	1	1	1	Fayetteville, Woolsey
Hood Ave	Whitewater Creek	Glynn St	4	1	0	1	1	1	Fayetteville
Hood Rd	Veterans Pkwy	Whitewater Creek	4	1	0	1	1	1	Fayetteville
Jimmie Mayfield Blvd	S Jeff Davis Dr	SR 92/Helen Sams Pkwy	4	1	1	1	1	0	Fayetteville
Redwine Rd	SR 74	SR 85	4	1	1	1	0	1	Fayetteville, Peachtree City
SR 54	Gwinnett St	South of Banks Rd	3	1	1	1	0	0	Fayetteville
Ebenezer Rd	SR 54	Robinson Rd	4	1	1	1	1	0	Peachtree City
Crosstown Rd	SR 74	Robinson Rd	4	1	1	1	1	0	Peachtree City
Peachtree Pkwy	Loring Ln	Parkway Dr/Interlochen Dr	4	1	1	1	0	1	Peachtree City
Robinson Rd	SR 54	Camp Creek Trl	4	1	1	1	1	0	Peachtree City
S Peachtree Pkwy	SR 54	Robinson Rd	4	1	1	1	1	0	Peachtree City
SR 74	Fulton County Line	SR 85	4	1	1	1	1	0	Peachtree City, Tyrone
Kedron Dr	Senoia Rd	SR 74	3	1	1	1	0	0	Peachtree City
Dividend Dr	Paschall Rd	SR 74	3	1	1	1	0	0	Peachtree City
N Peachtree Pkwy	Parkway Dr/Interlochen Dr	SR 54	3	1	1	1	0	0	Peachtree City
Robinson Rd	Camp Creek Trl	Redwine Rd	3	1	1	0	0	1	Peachtree City
Senoia Rd	Tyrone Rd	SR 74	3	1	1	1	0	0	Peachtree City, Tyrone
Tyrone Rd	Senoia Rd	SR 54	4	1	1	1	0	1	Tyrone
Sandy Creek Rd	SR 74	SR 54	3	1	0	1	0	1	Tyrone

CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
Dogwood Trl	Senoia Rd	Tyrone Rd	3	1	1	1	0	0	Tyrone
SR 279	Fulton County Line	SR 85	5	1	1	1	1	1	
SR 85 S	Price Rd	County Line/south of Padgett Rd	5	1	1	1	1	1	
Goza Rd	SR 85	SR 92	5	1	1	1	1	1	
Westbridge Rd	SR 92	Old Jonesboro Rd	5	1	1	1	1	1	
SR 138	Albania Dr	Old Hwy 138	4	1	1	1	1	0	
SR 54	North of McDonough Rd	County Line/east of Corinth Rd	4	1	1	1	0	1	
SR 314	SR 138	SR 279	4	1	1	1	1	0	
Corinth Rd	County Line/north of Curved Rd	Hewell Rd	4	1	1	1	0	1	
Kenwood Rd	New Hope Rd	SR 85	4	1	1	1	1	0	
Bernhard Rd	Redwine Rd	Goza Rd	4	1	1	1	0	1	
Lees Mill Rd	Sandy Creek Rd	SR 92	4	1	0	1	1	1	
McDonough Rd	SR 54	County Line/west of Tara Rd	4	1	1	1	0	1	
Hewell Rd	Fayetteville Rd/E Lanier Ave	Links Golf Club	4	1	1	1	0	1	
Banks Rd E	Deer Forest Trl	McElroy Rd	4	1	1	1	1	0	
County Line Rd	McDonough Rd	Clayton County Line	3	1	1	1	0	0	
Ebenezer Church Rd	Ebenezer Rd	Redwine Rd	3	1	0	1	1	0	
Veterans Pkwy	SR 92	Tillman Rd	3	1	0	1	0	1	
Veterans Pkwy	Tillman Rd	SR 54	3	1	1	1	0	0	
McElroy Rd	SR 54	McDonough Rd	3	1	1	1	0	0	
Ellison Rd	Sandy Creek Rd	Dogwood Trl	3	1	1	0	1	0	
Antioch Rd	SR 92	Winn Way	3	1	0	1	1	0	

Roadway Network

HIN
16.4%

Other Roads

Total Crashes

HIN
73.5%

Other Roads

KSI Crashes

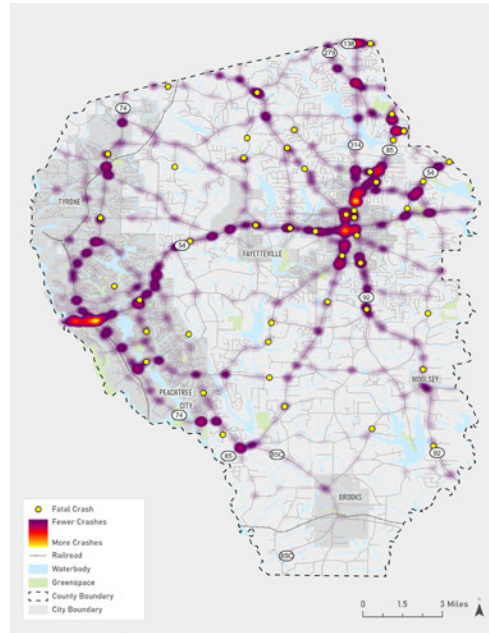
HIN
67.7%

Other Roads

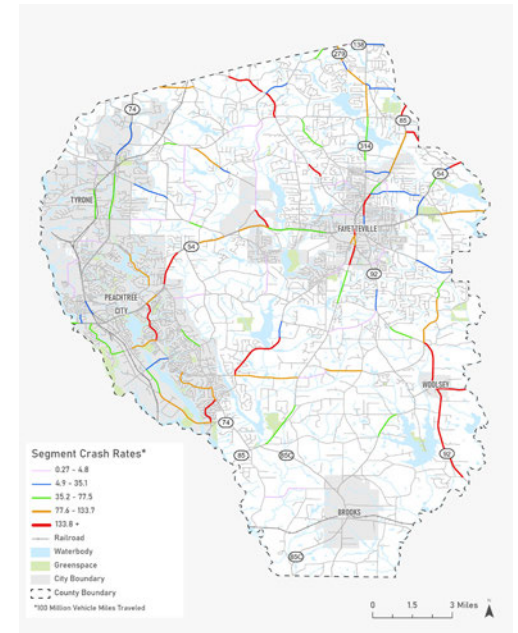
How are priority scores calculated?

The High Injury Network was determined using five safety criteria. Each roadway corridor was assigned a score based on how many of these high injury criteria were met. Each corridor in the HIN meets at least one criteria. A road with a score of 5 meets all of the criteria. The safety criteria are shown here.

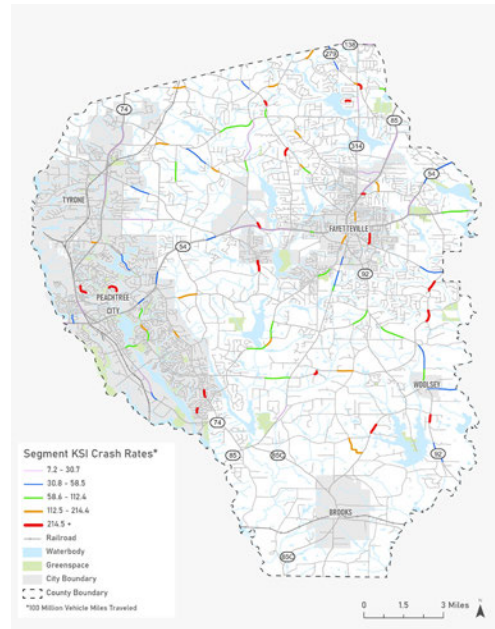
CRASH HISTORY



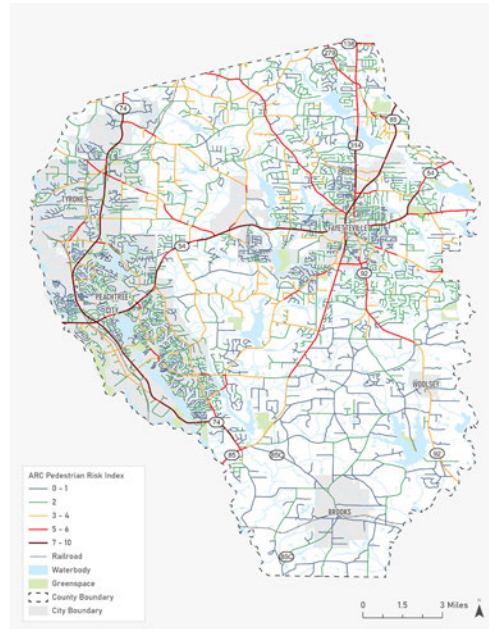
CRASH RATE



KILLED OR SERIOUS INJURY CRASH RATE



PEDESTRIAN RISK FACTORS



BICYCLIST RISK FACTORS

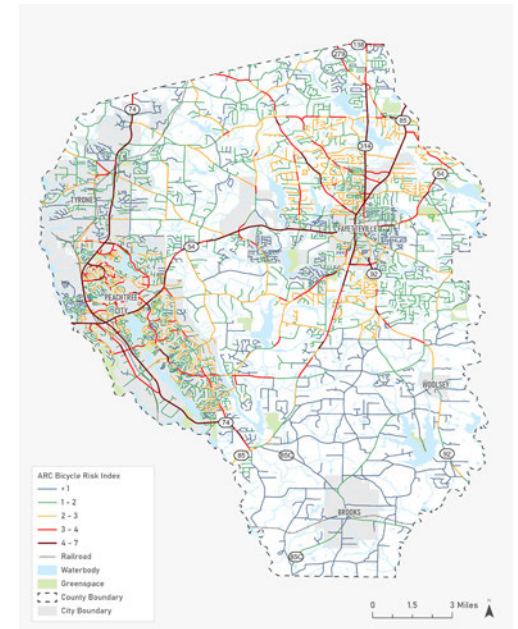
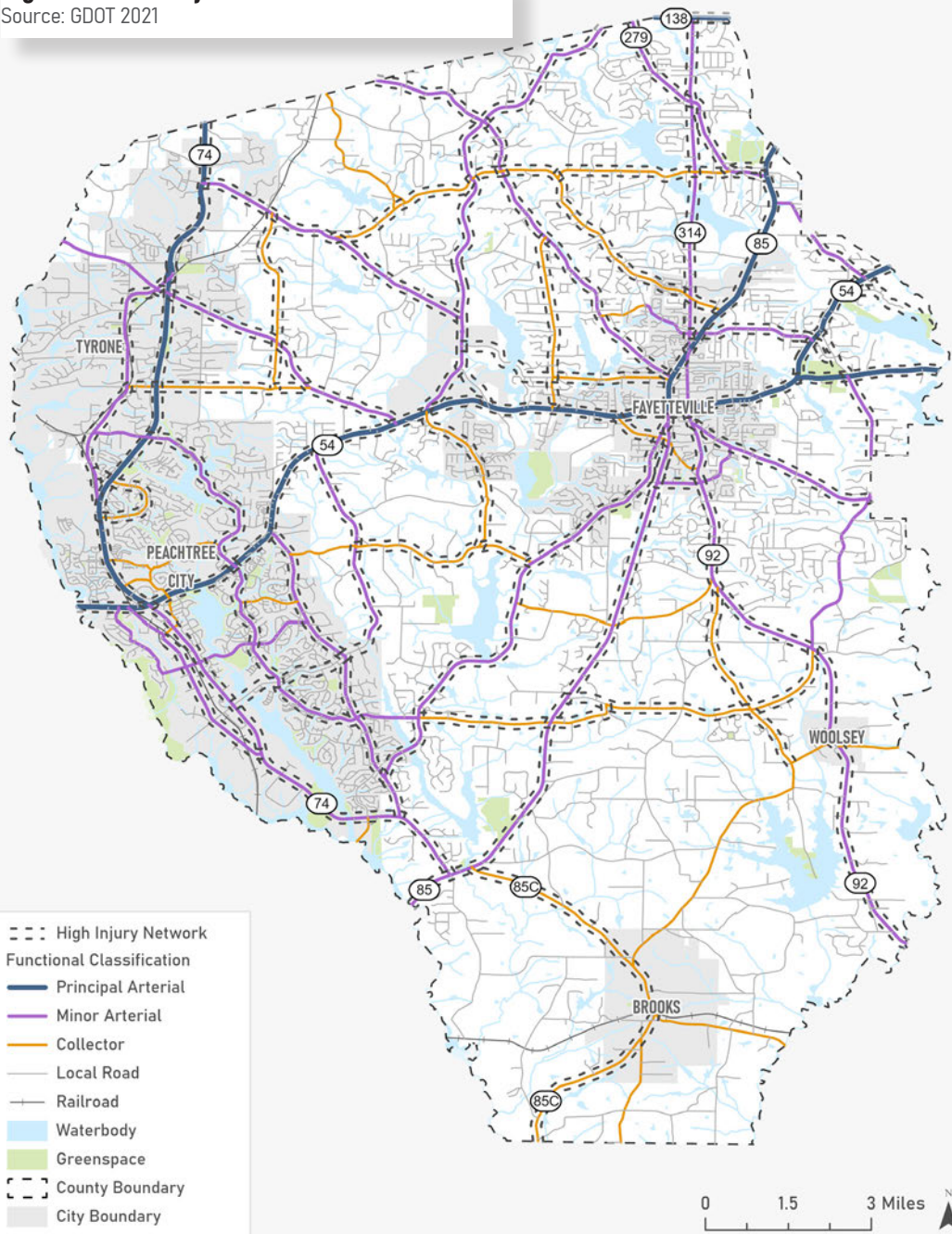


Figure 4.15 HIN by Functional Classification

Source: GDOT 2021



The functional classification of a roadway defines its role within the broader transportation network and its capacity to accommodate traffic volumes. Fayette County’s roadway functional classes, based on GDOT’S classification, were cross-referenced with the HIN that was developed in the Baseline Conditions report.

Crashes are more prevalent on major roadways, which typically carry higher traffic volumes. Based on this assessment, the HIN includes all principal arterials—SR 54, SR 74, and SR 85 north of Fayetteville—as well as all minor arterials and most collector roadways.

Figure 4.16 HIN by Roadway Ownership

Source: GDOT 2021

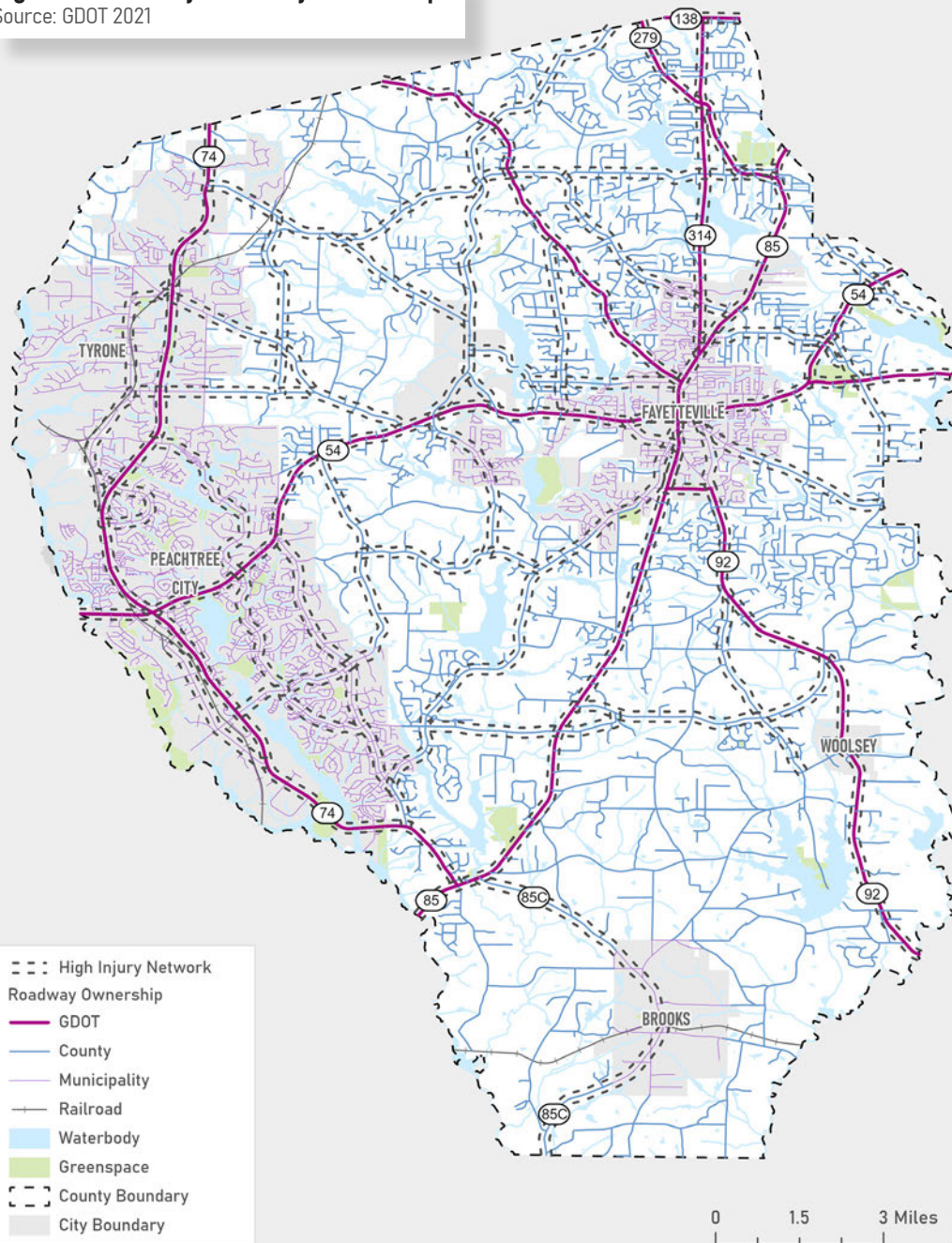


Figure 4.16 illustrates roadway ownership in Fayette County, highlighting the agencies responsible for maintaining and improving the transportation network. According to GDOT's roadway database, Fayette County's roads are managed by GDOT, Fayette County or municipal agencies. The Fayette County Road Department is responsible for maintaining county roads, managing over 500 miles of right-of-way and an additional 50 miles of prescriptive easement and gravel roads.

Major corridors, including SR 54, SR 74, SR 85, and SR 92, SR 279, SR 314, and SR 138, are maintained by GDOT, as they serve as key state routes with higher traffic volumes. Meanwhile, county and municipal agencies oversee local roads and some collector routes.

Figure 4.17 HIN versus Crash Density
Source: GDOT Numetric 2019-2023

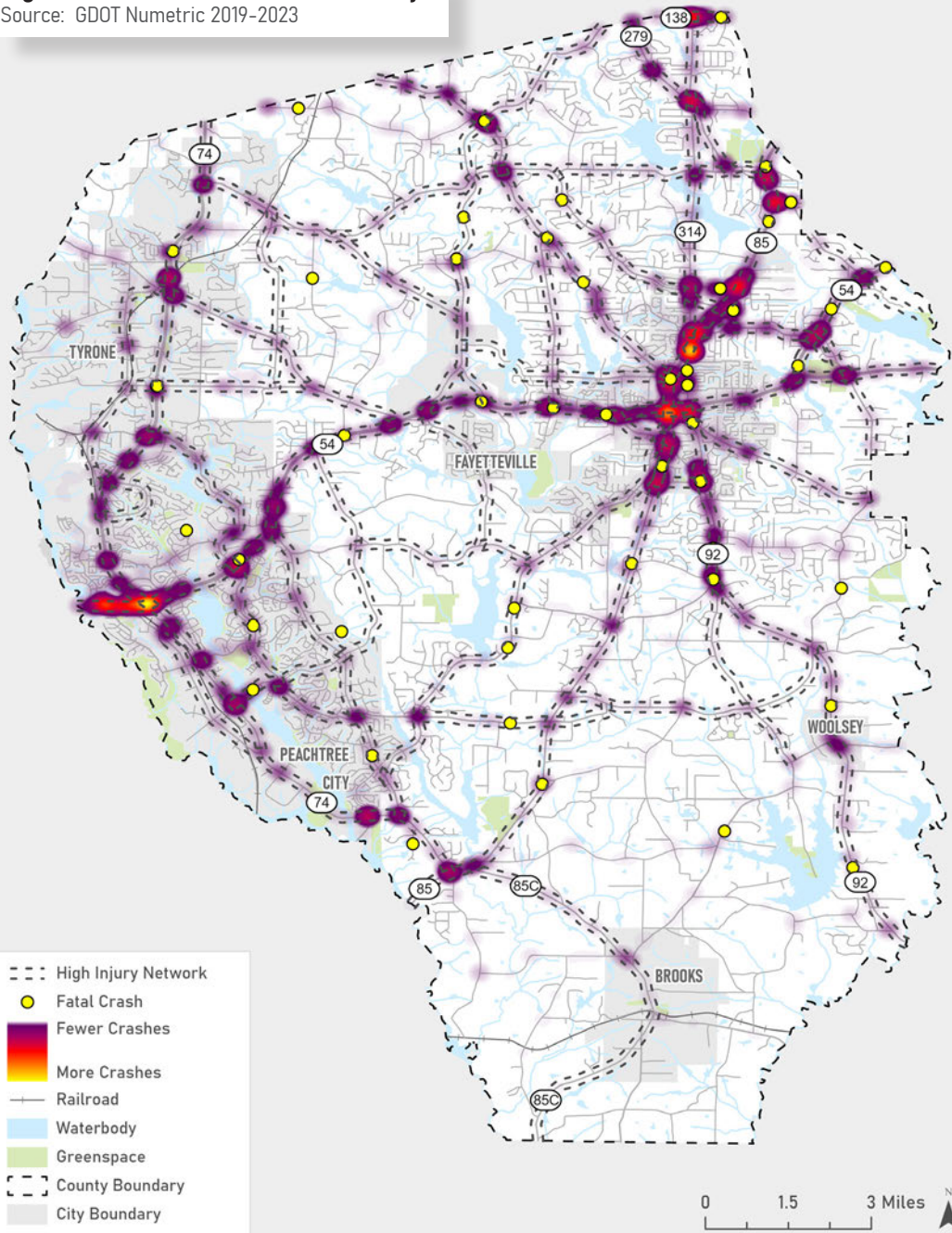


Figure 4.17 compares the HIN with crash density across Fayette County, based on recorded crashes from 2019 to 2023 using data from GDOT's Numetric dashboard. Areas with higher crash concentrations, shown in red, closely align with HIN corridors, reinforcing their designation as high-risk roadways. Fatal crashes, represented by yellow dots, are scattered throughout the county but are more prevalent along major corridors. These findings highlight the need for targeted safety interventions on key roadways to reduce crash frequency and severity.

CHAPTER V.

PROJECT DEVELOPMENT AND PRIORITIZATION

PROJECT DEVELOPMENT PROCESS

The project development process identifies and prioritizes locations with the highest risk of fatal and serious injury (KSI) crashes. The process began with a comprehensive analysis of crash data from 2019 to 2023, emphasizing locations where KSI crashes had occurred. To ensure an data-driven approach, priority was assigned based on KSI crash rates, which normalize the frequency of severe crashes relative to exposure.

For corridors, crash rates were normalized based on annual average daily traffic (AADT) volumes. For intersections, crash rates were normalized based on entering vehicle volumes.

This approach ensures that locations with higher traffic volumes were appropriately weighted when assessing crash severity.

The methodology considered additional safety-related factors, including historical crash trends, active mode risk factors (such as pedestrian, bicycle and golf cart activity), and community feedback from public and stakeholder engagement. This multi-faceted approach ensured that the project lists reflected both empirical safety data and local transportation concerns, guiding targeted improvements to reduce serious crashes across Fayette County.

Safe Street Design Standards: The Countermeasures

WHAT ARE THE SAFETY COUNTERMEASURES?

Proven safety countermeasures, identified by the Federal Highway Administration (FHWA), are roadway treatments and strategies that have demonstrated success in reducing traffic fatalities and serious injuries through rigorous research and widespread implementation. These countermeasures are applied systematically, even at locations without a crash history, to proactively address safety risks.

Designed to balance cost-effectiveness with flexibility, they emphasize context-sensitive solutions tailored to specific roadway types and environments. These strategies are supported by evidence-based results and align with national goals like Vision Zero, aiming to eliminate traffic-related fatalities and serious injuries.

The FHWA's Proven Safety Countermeasures initiative serves as a key resource, offering technical guidance and promoting best practices for implementation. Similarly, regional agencies like the Atlanta Regional Commission (ARC) integrate these countermeasures into local and regional safety plans, ensuring alignment with broader transportation safety goals.

Together, these measures reflect a comprehensive and adaptable approach to advancing roadway safety across the metropolitan region.

The following safety countermeasures address key areas of concern, improving overall roadway safety by reducing conflicts, enhancing visibility, and promoting safer interactions among all road users.

- Countermeasures at **intersections** decrease conflicts and enhance visibility.
- Measures for **roadway departures** focus on keeping vehicles on the road while reducing crash severity.
- Countermeasures for **pedestrians and cyclists** emphasize safe crossings, visibility, and designated areas for non-motorized users.
- **Speed management** strategies aim to align vehicle speeds with road conditions, enhancing drivers' reaction times.
- **Cross-cutting** measures tackle widespread safety issues by combining strategies from various domains, ensuring well-rounded and effective solutions.

Applications aimed at improving intersections minimize conflicts and enhance visibility and navigation for drivers, pedestrians, and cyclists.

Common strategies include optimizing signal timings, roundabouts, high-visibility crosswalks, and advanced warning systems. For roadways, measures such as rumble strips, guardrails, and enhanced pavement markings work to prevent roadway departures and mitigate crash severity. Pedestrian-centric solutions, including raised crosswalks, pedestrian hybrid beacons, and refuge islands, are to enhance crossing safety. Speed management initiatives involve the use of speed humps, radar speed signs, and road narrowing techniques to promote safe driving speeds. These solutions are distinct from cross-cutting applications, which integrate a variety of strategies, such as road diets or systemic safety enhancements, to tackle a broad spectrum of safety concerns.

In this plan, specific countermeasures are recommended at priority locations to enhance roadway safety based on the unique characteristics of Fayette County's roads and safety priorities. These countermeasures are categorized by emphasis area, with specific countermeasures of selected projects detailed in the summary sheets below. For reference, Appendix B provides a complete collection of countermeasure summary sheets.

*Table 5.1 provides an overview of the benefits of proven intersection countermeasures, while individual fact sheets that follow offer more detailed insights into their advantages and applications.



Table 5.1 Intersection Countermeasures

COUNTERMEASURE	HIGH SPEEDS	HIGH TRAFFIC VOLUMES	PERMISSIVE LEFT-TURN PHASING	LIMITED SIGHT DISTANCE	SKEWED INTERSECTION	INTERSECTION ON CURVE
Advance signs	✓			✓		✓
Application of multiple low-cost countermeasures	✓			✓		✓
Backplates with retroreflective borders	✓	✓				
Convert intersection to roundabout	✓				✓	✓
Corridor access management	✓	✓				
Flashing yellow arrow	✓	✓	✓			
Improve intersection angle	✓	✓		✓	✓	
Improve intersection sight distance	✓	✓	✓	✓	✓	✓
Left- and right-turn lanes	✓	✓				
Protected left-turn phase	✓	✓	✓	✓		
Yellow change intervals	✓	✓	✓			

Source: ARC Regional Safety Strategy

Table 5.2 provides an overview of the benefits of proven roadway departure countermeasures, while individual fact sheets that follow offer more detailed insights into their advantages and applications.



Table 5.2 Roadway Departure Countermeasures

COUNTERMEASURE	NARROW ROAD	NARROW SHOULDER	UNPAVED SHOULDER	HIGH SPEEDS	MULTIPLE LANES	SHARP CURVES	STEEP SLOPES
Advance markings for curves	✓	✓	✓	✓		✓	
Advance signs	✓	✓		✓		✓	
Enhanced delineation for horizontal curves	✓			✓		✓	
Enhanced friction for horizontal curves	✓			✓		✓	
Median barriers				✓	✓		
Median buffer				✓	✓		
Raised pavement markers	✓	✓		✓	✓	✓	
Roadside design improvements				✓		✓	✓
Rumble strips/strips	✓	✓	✓	✓		✓	✓
SafetyEdgeSM	✓	✓	✓	✓	✓	✓	✓
Wider pavement markings	✓	✓		✓	✓	✓	
Wider shoulder	✓	✓	✓	✓		✓	✓

Source: ARC Regional Safety Strategy

Table 5.3 provides an overview of the benefits of proven speeding countermeasures, while individual fact sheets that follow offer more detailed insights into their advantages and applications.

Table 5.3 Speed Management Countermeasures

COUNTERMEASURE	IMPROVES COMPLIANCE WITH SPEED LIMITS	REDUCES SPEEDING- RELATED CRASHES	ENHANCES SAFETY FOR ALL ROAD USERS	ADAPTS TO TRAFFIC & WEATHER CONDITIONS	SUPPORTS EFFICIENT ENFORCEMENT
Appropriate Speed Limits for All Road Users	✓	✓	✓		
Variable Speed Limits (VSLs)	✓	✓	✓	✓	
Speed Safety Cameras (SSCs)	✓	✓	✓		✓

Table 5.4 provides an overview of the benefits of proven pedestrian and bicycle countermeasures, while individual fact sheets that follow offer more detailed insights into their advantages and applications.

Table 5.4 Pedestrian and Bicyclist Countermeasures

Source: ARC Regional Safety Strategy

COUNTERMEASURE	HIGH SPEEDS	HIGH TRAFFIC VOLUMES	HIGH PEDESTRIAN VOLUMES	HIGH BICYCLE VOLUMES	MULTIPLE LANES	NO MEDIAN	LACK OF FACILITIES	LIMITED SIGHT DISTANCE	POOR VISIBILITY
Advance warning signs and markings	✓	✓	✓	✓	✓		✓	✓	✓
Curb extensions			✓		✓	✓	✓	✓	✓
Dedicated bicycle lanes	✓	✓		✓	✓		✓		
Grade separated crossing	✓	✓	✓	✓	✓	✓		✓	
High visibility crosswalk			✓				✓		✓
Leading pedestrian interval	✓	✓	✓		✓				
Lighting			✓	✓			✓		✓
Parking restriction near crossing		✓			✓	✓		✓	✓
Pedestrian hybrid signal	✓	✓	✓		✓	✓		✓	✓
Pedestrian refuge island	✓	✓	✓		✓	✓	✓	✓	✓
Prohibit right-turn on red		✓	✓					✓	✓
Protected left-turn phasing	✓	✓	✓					✓	✓
Raised crosswalk			✓				✓		
Rapid rectangular flashing beacon	✓	✓	✓		✓	✓			✓
Road diet	✓			✓	✓	✓	✓		
Separated multiuse path	✓	✓	✓	✓			✓		
Sidewalks	✓	✓	✓		✓		✓		✓

Project Recommendations

EMPIRICAL FOCUS AREAS

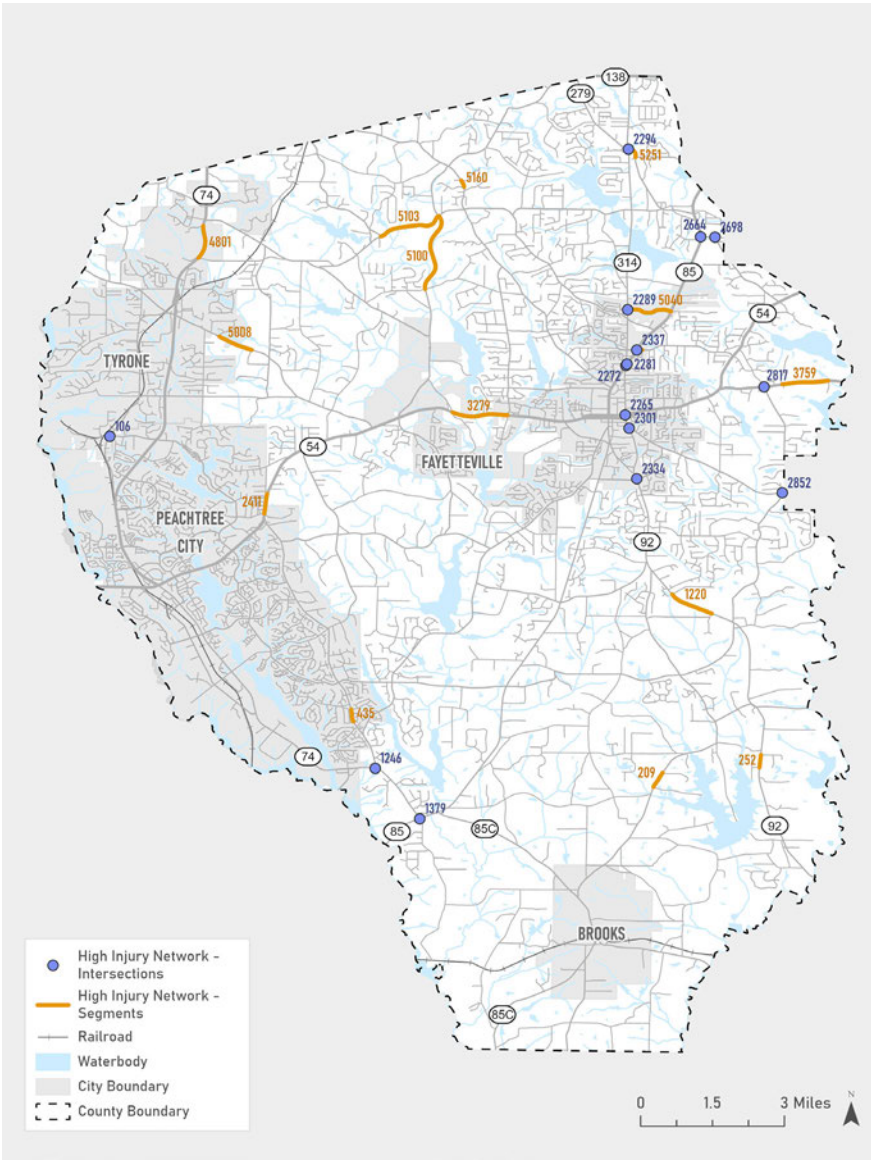


Table 5.5 County Wide Intersection Projects

ID	INTERSECTION LOCATION	COUNTY WIDE RANKING
2272*	SR 85/ W Fayetteville Rd at Commerce Dr	1
2234	Jimmie Mayfield Blvd at Helen Sams Pkwy	2
2281*	SR 85 at N Jeff Davis Dr	3
2664	SR 85 at Corinth Rd	4
2337	SR 85 at Banks Rd	5
2852	S Jeff Davis Dr at Inman Rd	6
2294	SR 314 at SR 279	7
1379	SR 85 at SR 74	8
2265	SR 54 at N Jeff Davis Dr	9
106	Rockwood Rd at Senoia Rd	10
2301	S Jeff Davis Dr at Jimmie Mayfield Blvd	11
2289	SR 314 at Beckett Ln	12
1246	SR 74 at Gates Entry	13
2698	Corinth Rd at Carter Rd	14
2817	County Line Road at McDonough Rd	15

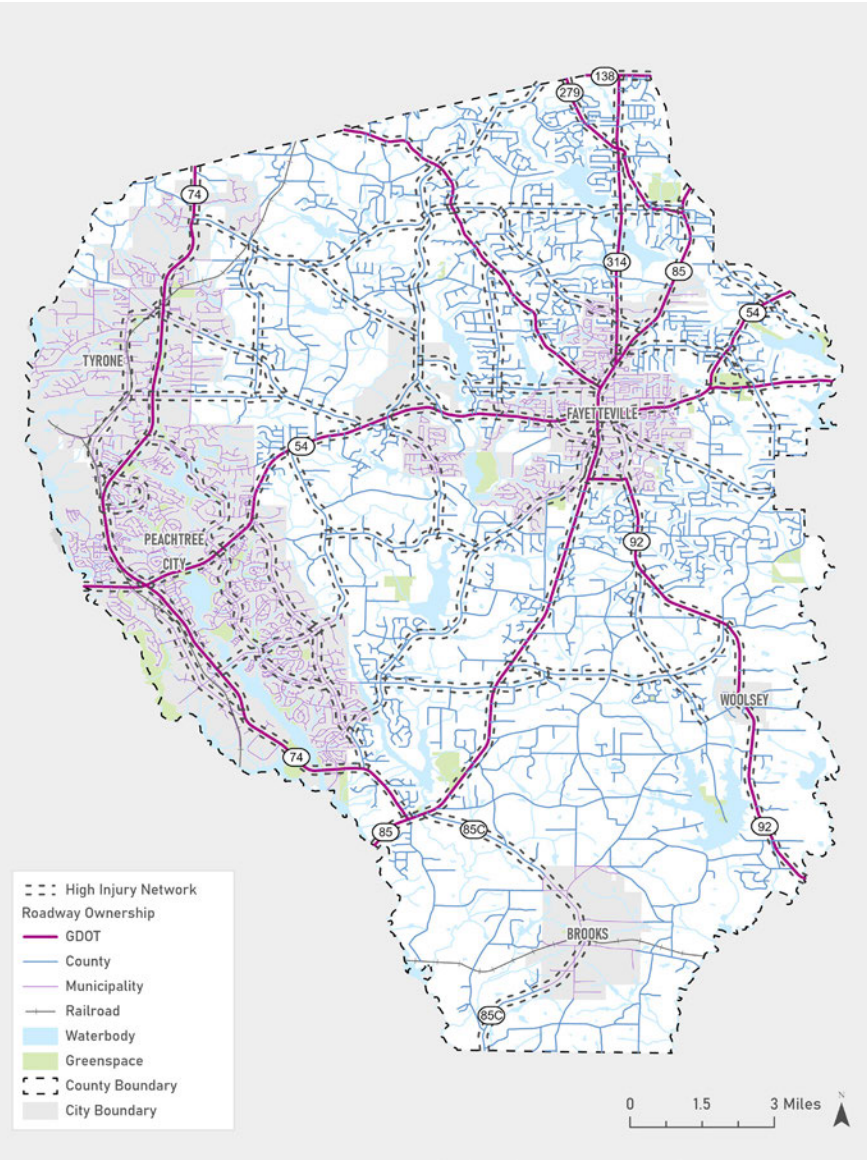
*Joint proposed improved projects.

Table 5.6 County Wide Segment Projects

ID	SEGMENT LOCATION	COUNTY WIDE RANKING
3759	McDonough Rd from Kellens Ct to Zoie Ct	1
2411	SR 54 from Shiloh Dr to Carriage Ln	2
209	Brooks Woolsey Rd from Acton Dr to Burch Lake Rd	3
5251	SR 279 from SR 314 to Helmer Rd	4
5103	Lee Mills Rd from Lees Lake Rd to Veterans Park	5
5040*	Pavillion Pkwy from SR 314 to SR 85	6
1220	SR 92 from Carrollwood Dr to McBride Rd	7
5160	SR 92 from Coleman Lake Rd to Ales Way	8
252	SR 92 from Peeples Rd to Wendy Way	9
3279	SR 54 from Old Norton Rd to Burch Rd	10
435	Robinson Rd from Kimmer Rd to Oakdale Ave	11
5008	Tyrone Rd from Anthony Dr to Scott Blvd	12
5100	Veterans Pkwy from Lees Mill Rd to Eastin Rd	13
4801	Senoia Rd from Cook Rd to Peggy Ln	14
4018	Banks Rd from SR 85 to SR 54	15

*Private roadway not within Fayetteville jurisdiction.

PROJECT LISTS



The project lists were developed for each jurisdiction—including unincorporated Fayette County, Fayetteville, Peachtree City, Tyrone, and Brooks—to ensure that safety improvements are tailored to the unique needs and challenges of each community. These jurisdiction-specific lists prioritize locations with a history of fatal and serious injury (KSI) crashes, following a data-driven approach that considers crash frequency, crash rates, and exposure factors.

In addition to these jurisdictional lists, a countywide analysis was conducted to identify high-risk locations that require safety interventions regardless of jurisdictional boundaries. This broader perspective allows for a systemic approach to transportation safety, ensuring that critical corridors and intersections with the highest crash risks are recognized and addressed at the county level.

A key component of this approach is its alignment with the High Injury Network (HIN)—a framework that identifies roadways where severe crashes are most concentrated. By integrating the HIN into the prioritization process, the project lists directly target Fayette County’s most dangerous road segments and intersections. This ensures that resources are allocated efficiently, focusing on locations where safety improvements will have the greatest impact on reducing serious injuries and fatalities.

By incorporating both localized and countywide perspectives, the project lists create a comprehensive framework for prioritizing and implementing safety interventions. This approach strengthens Fayette County’s ability to systematically reduce crash risks, enhance equitable transportation safety, and support long-term Vision Zero goals.

UNINCORPORATED COUNTY FOCUS AREAS

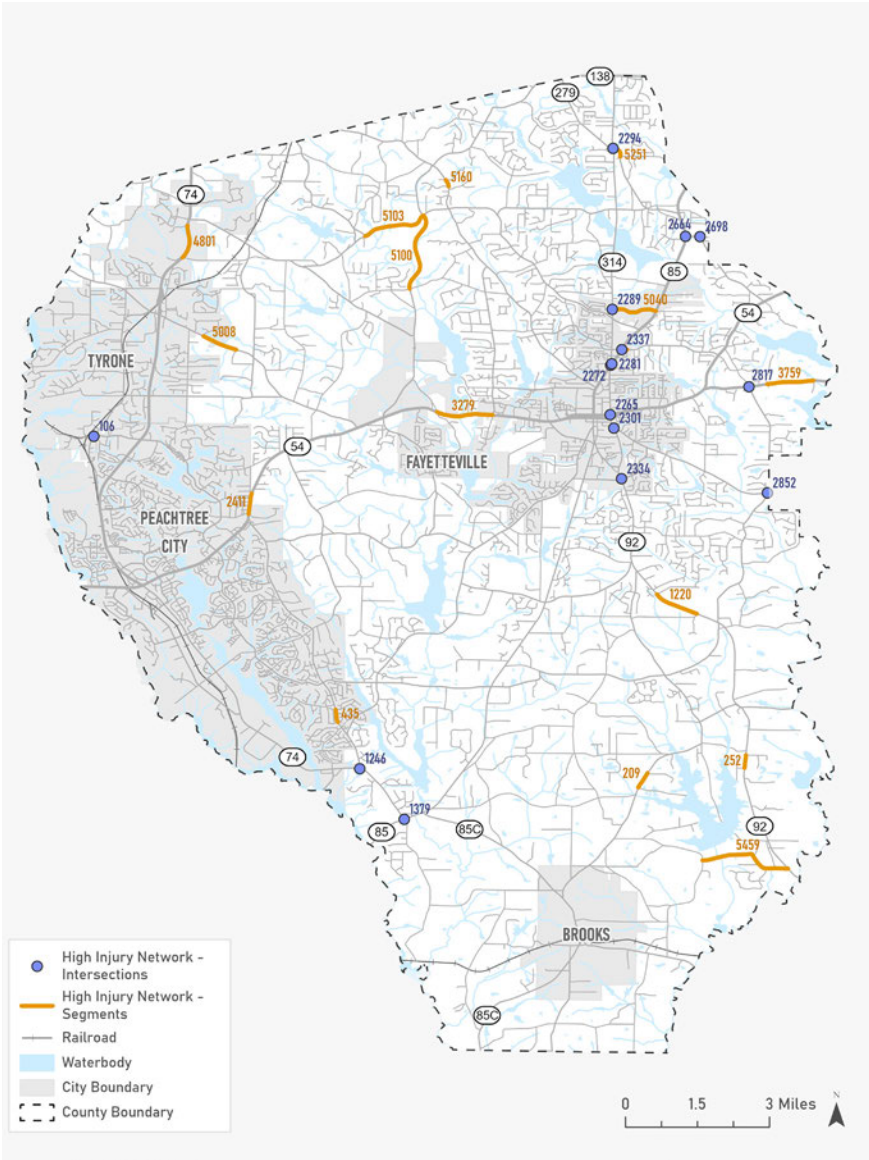


Table 5.7 Unincorporated County Intersection Projects

ID	INTERSECTION LOCATION	COUNTY (NON-STATE ROUTE) RANKING	COUNTY WIDE RANKING
2852*	S Jeff Davis Dr at Inman Rd	1	6
2698*	Corinth Rd at Carter Rd	2	14
2817	County Line Road at McDonough Rd	3	15
828	Sandy Creek Rd at Ellison Rd	4	18
2229**	Goza Rd at Old Greenville Rd	5	28

* Project is currently in the design phase.
 ** Location was converted to a four way stop and will be monitored to ensure additional improvements are not needed.

Table 5.8 Unincorporated County Segment Projects

ID	SEGMENT LOCATION	COUNTY (NON-STATE ROUTE) RANKING	COUNTY WIDE RANKING
3759	McDonough Rd from Kellens Ct to Zoie Ct	1	1
209	Brooks Woolsey Rd from Acton Dr to Burch Lake Rd	2	3
5103	Lees Mills Rd from Lees Lake Rd to Veterans Park	3	5
5100	Veterans Pkwy from Lees Mill Rd to Eastin Rd	4	13
5435	Helmer Rd from Stillbrook Way to County Line	5	18
2122	Inman Rd from Marron Rd to Betsill Rd	6	20
1087	Redwine Rd from Farms Rd to Harris Rd	7	25
5459	Lowery Road from Grant Rd to SR 92	-	-
5458	Kenwood Road from SR 279 to New Hope Road	-	-

* Project is currently in the design phase.

PEACHTREE CITY FOCUS AREAS

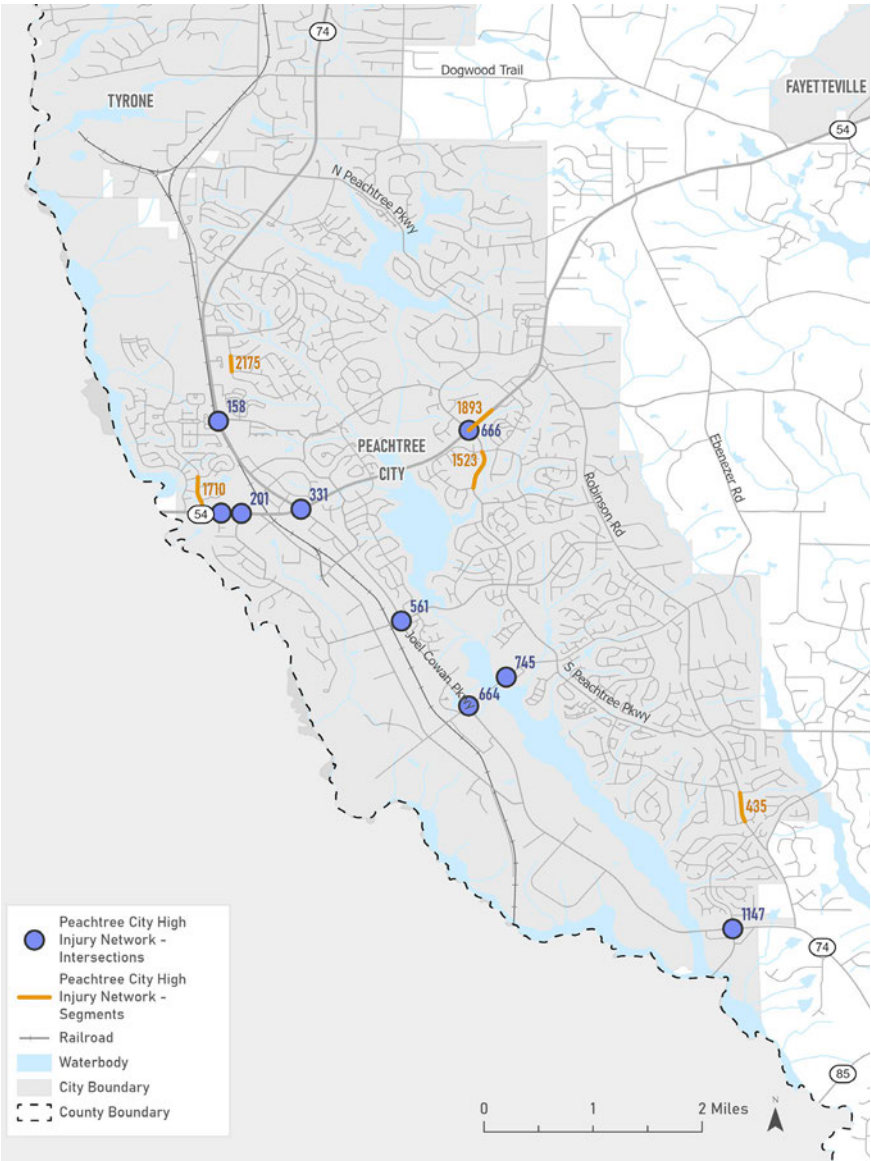


Table 5.9 Peachtree City Intersection Projects

ID	INTERSECTION LOCATION	CITY RANKING	COUNTY WIDE RANKING
1147	SR 74 at Holly Grove Road	1	27
745	Crosstown Dr at Crosstown Ct	2	30
201	SR 54 at Planterra Way	3	32
561	Kelly Dr at SR 74	4	40
158	SR 74 at Wisdom Rd	5	44
331*	SR 74 at SR 54	26	-
666*	SR 54 at Peachtree Parkway	38	-
163*	SR 54 at Line Creek	52	-
664*	SR 74 at Crosstown Dr	34	-

- County-wide ranking exceeds 100.
 * Stakeholder requested focus areas.

Table 5.10 Peachtree City Segment Projects

ID	SEGMENT LOCATION	CITY RANKING	COUNTY WIDE RANKING
435	Robinson Rd from Kimmer Rd to Oakdale Ave	1	11
1893	SR 54 from Peachtree Pkwy to Eastbrook Bnd	2	22
1523	Peachtree Pkwy from Waterwood Bnd to Bridlepath Ln	3	30
1710	McDuff Park from SR 54 to Saint Albans Way	4	31
2175	Walnut Grove Rd from magnolia Ln to Melrah Hi	5	37
5457	Peachtree Pjwy from Walt Banks Rd to Georgia Park	-	-

- County-wide ranking exceeds 100.

FAYETTEVILLE FOCUS AREAS

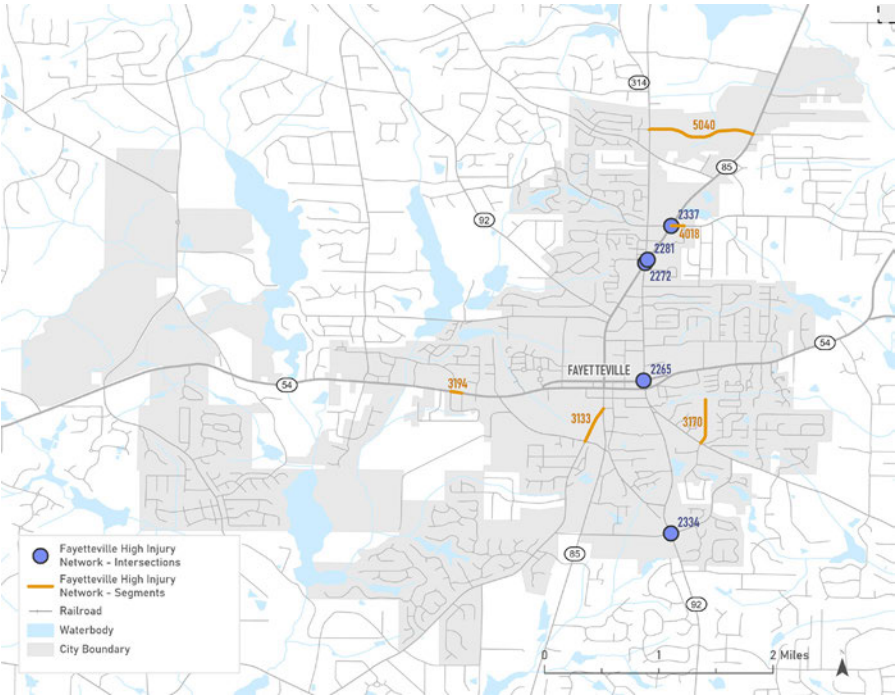


Table 5.11 Fayetteville Intersection Projects

ID	INTERSECTION LOCATION	CITY RANKING	COUNTY WIDE RANKING
2272*	SR 85 / W Fayetteville Rd at Commerce Dr	1	1
2334	Jimmie Mayfield Blvd at Helen Sams Pkwy	2	2
2281	SR 85 at N Jeff Davis Dr	3	3
2337	Banks Rd at SR 85	4	5
2265	SR 54 at N Jeff Davis Dr	5	9

* Intersection improvement projects will be carried out simultaneously.

Table 5.12 Fayetteville Segment Projects

ID	SEGMENT LOCATION	CITY RANKING	COUNTY WIDE RANKING
5040*	Pavillion Pkwy from SR 314 to SR 85	1	6
4018	Banks Rd from SR 85 to SR 54	2	15
3170	Industrial Way from S Jeff Davis Dr to End of Road	3	16
3133	Beauregard Blvd from Grady Ave to Fisher Ave	4	51
3194	SR 54 from Oak Street to Deep Forest Ln	5	88

* Private roadway not within Fayetteville jurisdiction.

BROOKS FOCUS AREAS



Table 5.13 Brooks Intersection Projects

ID	INTERSECTION LOCATION	CITY RANKING	COUNTY WIDE RANKING
1899	Morgan Mill Rd at SR 85 Conn	1	-
2072	Railroad St at SR 85 Conn	2	-
2073	McIntosh Rd at SR 85 Conn	3	-
1950	Morgan Mill Rd at Brooks Woolsey Rd	4	-
1949	Brooks Woolsey Rd at SR 85 Conn	5	-

- County-wide ranking exceeds 100.

Table 5.14 Brooks Segment Projects

ID	SEGMENT LOCATION	CITY RANKING	COUNTY WIDE RANKING
98	Brooks Woolsey Rd from Huckaby Rd to Friendship Church Rd	1	-
57	SR 85 Conn from Woods Rd to Price Rd	2	-
47	W McIntosh Rd from SR 85 Conn to Gable Rd	3	-
70	SR 85 Conn from Morgan Mill Rd to Brooks Woolsey Rd	4	-
69	Brooks Woolsey Rd from SR 85 Conn to Morgan Mill Rd	5	-

- County-wide ranking exceeds 100.

TYRONE FOCUS AREAS

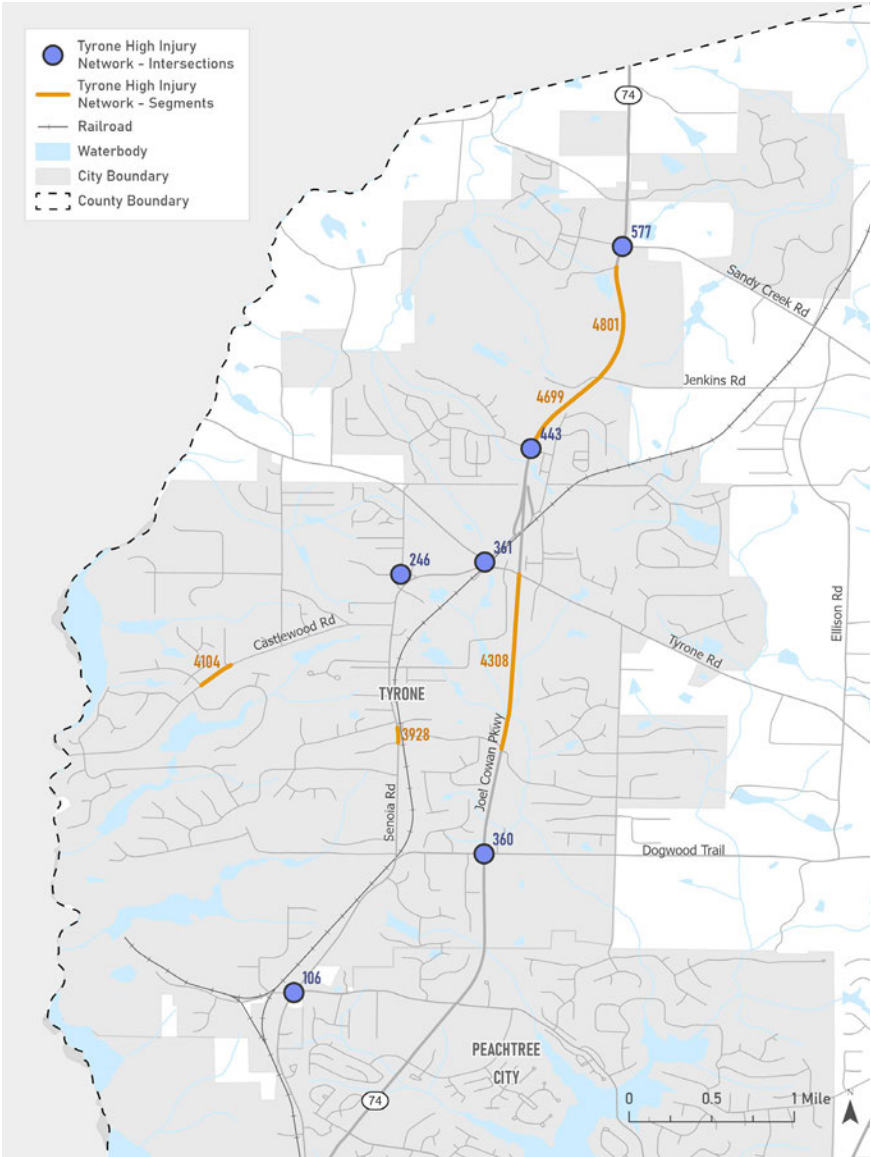


Table 5.15 Tyrone Intersection Projects

ID	INTERSECTION LOCATION	CITY RANKING	COUNTY WIDE RANKING
106**	Rockwood Rd at Senoia Rd	1	10
360	Dogwood Trl at SR 74	2	20
577	SR 74 at Sandy Creek Road	3	46
346	Arrowood Rd at Brentwood Rd	4	-
443	SR 74 at Carriage Oaks Drive	5	-
361	Palmetto Rd at Senoia Rd	6	-

- County-wide ranking exceeds 100.
**Location was converted to a four way stop and will be monitored to ensure additional improvements are not needed.

Table 5.16 Tyrone Segment Projects

ID	SEGMENT LOCATION	CITY RANKING	COUNTY WIDE RANKING
4801	SR 74 from Cook Rd to Peggy Ln	1	14
4308	SR 74 from Tyrone Rd to Crestwood Rd	2	84
4699	SR 74 from Peggy Ln to Carriage Oaks Dr	3	90
3928	Senoia Rd from Crestwood Rd to Irish Ln	4	-
4104	Castlewood Rd from Fork Rd to Whisperwood Trl	5	-

- County-wide ranking exceeds 100.

STAKEHOLDER PRIORITY PROJECTS AND PROGRAMS

While the identification of high-risk focus areas was grounded in a rigorous data-driven analysis of crash history, roadway characteristics, and transportation patterns, local insight plays a critical role in shaping a comprehensive safety strategy. This section highlights projects and programs that stakeholders—including city staff, community members, and local partners—have identified as priority investments. These stakeholder-informed priorities serve to supplement and reinforce the

data-driven recommendations, ensuring that the Safety Action Plan reflects both technical analysis and on-the-ground perspectives. By incorporating these stakeholder perspectives, the plan ensures that recommended projects are not only data-justified but also context-sensitive, maximizing their relevance, feasibility, and community support.

Table 5.17 Fayette County Priority Projects and Programs

ID	PROJECT/PROGRAM	CATEGORY	DESCRIPTION
I-2852	S Jeff Davis/Northbridge Road at Inman Road/ County Line Road	Intersection Improvement	Design complete. In ROW. Grant for construction only
I-828	Sandy Creek at Ellison Road	Intersection Improvement	Southeast parcel acquired. Design/Build funds needed
N/A	Context Based Design Upgrades	Design upgrades tailored to schools and recreational environments	Upgrade signage (LED Edge Lit), high visible pavement markings, upgraded and/or new crosswalks, sidewalk gap connections along or in the vicinity of the High Injury Network adjacent or directly serving community schools and/or recreation centers

- The prefix "I-" indicates an intersection project

Table 5.18 Brooks Priority Projects and Programs

ID	PROJECT/PROGRAM	CATEGORY	DESCRIPTION
I-1899	Morgan Mill Road at SR 85 Connector	Intersection Improvements	Short-Term: Installation of transverse rumble strips on the minor approach and enhancing signage with larger 48" stop sign, a wrapped post, and a flashing beacon. Long-Term: If deemed feasible and necessary, convert the intersection to a roundabout with updated geometry, signage, and pavement markings to improve safety and provide traffic calming.
N/A	Liberty Tech Charter School for Woods Road	Sidewalk Connection	Installation of a sidewalk along Price Road, SR 85 Connector, and Woods Road as well as pedestrian crossing.
N/A	Context Based Design Upgrades	Design upgrades tailored to schools and recreational environments	Upgrade signage (LED Edge Lit), high visible pavement markings, upgraded and/or new crosswalks, sidewalk gap connections along or in the vicinity of the High Injury Network adjacent or directly serving community schools and/or recreation centers

- The prefix "I-" indicates an intersection project

Table 5.19 Peachtree City Priority Projects and Programs

ID	PROJECT/PROGRAM	CATEGORY	DESCRIPTION
C-435	SR 54 at Robinson Road Grade Separated Crossing	Booth Middle School to McIntosh Highschool	Project conveys users over a segment along the HIN. The intent for this project is to provide a means for multi-use paths cross State Route 54 in a way that does not put users in conflict with traffic on the highway. Staff is currently in the 30% design phase.
I-561	Kelly Drive/McIntosh Trail at Lake Peachtree	Multi-Use Path Crossing Improvements	There are two multi-use path crossings in relatively close proximity to each other on Kelly Drive/McIntosh Trail. The intent of this project is to improve path user safety by installing Rectangular Rapid Flashing Beacons (RRFB) at this location. Crossings are within Huddleston Elementary school zone.
C-1523	North Peachtree Parkway e/o Peninsula Drive	Multi-Use Path Crossing Improvements	Existing path crossing a HIN corridor in need of safety improvements such as RRFB, concrete median refuge and advanced warning signs.
N/A	Context Based Design Upgrades	Design upgrades tailored to school and recreation	Upgrade signage (LED Edge Lit), high visible pavement markings, upgraded and/or new crosswalks, sidewalk gap connections along or in the vicinity of the High Injury Network adjacent or directly serving community schools and/or recreation centers

- The prefix "I-" indicates an intersection project
- The prefix "C-" indicates a corridor project

Table 5.20 Tyrone Priority Projects and Programs

ID	PROJECT/PROGRAM	CATEGORY	DESCRIPTION
N/A	Kellsworth Way at Greencastle Road	Crossing Improvements/ School Safety	Dogwood Trail RRFB X'ing from Kellsworth Way from Kellsworth Way to Greencastle Rd: Connects Tyrone path system to PTC on West side of SR-74 and provides a crossing to a private school K-12 (Konos Academy)
I-360	Farr Road at Crabapple Lane	Crossing Improvements/ General Safety	Upgrade crossing here to an RRFB or HAWK to conform to safer standard
N/A	Dogwood Trail at SR 72	Intersection Improvement	Improve intersection for vehicular safety. Protected left turn to southbound SR-74 traffic to Dogwood Trail. Advanced warning beacons, etc...
N/A	Context Based Design Upgrades	Design upgrades tailored to schools and recreational environments	Upgrade signage (LED Edge Lit), high visible pavement markings, upgraded and/or new crosswalks, sidewalk gap connections along or in the vicinity of the High Injury Network adjacent or directly serving community schools and/or recreation centers

- The prefix "I-" indicates an intersection project
- The prefix "C-" indicates a corridor project

Evaluation Metrics

The project prioritization is based on a structured evaluation framework that assigns weighted scores across key metrics. These metrics encompass safety, , multimodal accessibility, and stakeholder input, ensuring a comprehensive assessment of each project’s impact and feasibility as detailed in Table 5.21.

SAFETY CONSIDERATIONS:

Projects are evaluated based on historical crash data, posted speed limits, and design deficiencies. Higher scores are assigned to locations with documented serious injury or fatal crashes, high-speed limits, or significant design issues.

TRANSPORTATION DISADVANTAGED POPULATIONS FACTORS:

The assessment includes demographic considerations such as the presence of disadvantaged populations, minority communities, and areas with low vehicle ownership. Projects serving these communities receive higher prioritization.

MULTIMODAL CONNECTIVITY:

The methodology considers pedestrian, bicycle, and golf cart infrastructure needs. Projects that address existing gaps, provide new connectivity, or are located in areas with documented multi-modal crashes receive higher scores.

STAKEHOLDER ENGAGEMENT & FEASIBILITY:

Community support, potential deliverability challenges, and collaboration across jurisdictions are key factors in determining project feasibility. Higher engagement and fewer implementation barriers contribute to a more favorable prioritization.

Each project receives a cumulative score based on the sum of individual metric ratings. This data-driven approach ensures that funding and resources are allocated to projects with the greatest potential to improve safety, resources for transportation disadvantaged populations, and mobility while considering feasibility and public support. Among the key feasibility factors evaluated is constructability—how readily a project can be implemented given current site conditions, environmental constraints, and construction logistics. Constructability assessments include a review of factors such as utility conflicts, right-of-way availability, and potential disruptions to the surrounding community. Projects that demonstrate a higher degree of readiness and lower implementation risk are scored more favorably, ensuring that selected initiatives are not only impactful but also realistically achievable within budget and schedule constraints.

Table 5.21 Evaluation Metrics

EVALUATION METRIC	INDICATOR	DESCRIPTION	SCORE RANGE	
			LOW	HIGH
SS4A	High Injury Network	Is the project location on the High-Injury Network (i.e., a Fayette-County top 15 HIN roadway/intersection)? (Y/N)	0	5
SS4A	Disadvantaged Area	Is the project within or proximate to an area that may be considered Disadvantaged? Factors may include areas of low income/poverty, limited English, age (youth or seniors), male/female ratios, racial minorities, ethnic minorities, foreign-born, disabilities, etc. Score from 0 (no applicable factors) to 5 (several factors in same area).	0	5
Safety	Serious Injury Crash	Has a potentially-correctible serious injury occurred within the project area?	0	3
Safety	Fatal Crash	Has a potentially-correctible fatality occurred within the project area?	0	5
Safety	Posted Speed Limit	What is the posted speed limit for the project location? <30 mph - 0; 30 to 45 mph - 3; >45 mph - 5.	0	5
Safety	Design Deficiencies	Are there known design deficiencies relative to current design standards? Minimal to none - 0; Some - 3; Significant - 5.	0	5
Transportation Disadvantage Populations	Minority Population	Is the project located within or proximate to an area with higher-than-average (relative to Fayette County census data) minority populations? (Y/N)	0	3
Transportation Disadvantage Populations	Vehicle Ownership	Is there a known significant percentage of the population that does not own a vehicle (excluding golf carts)? (Y/N)	0	3
Multimodal	Pedestrian, Bicycle, or Golf Cart Involved Crash	Are there documented crashes with pedestrians, bicyclists, or golf carts in the project area? None - 0; One or Two crashes - 3; Several - 5	0	3
Multimodal	Existing Path Facility	Is the project in an area that lacks existing bike/ped/golf cart facilities and has latent demand for such accommodations? (Y/N)	0	3
Multimodal	Facility Gap Connection	Does the project provide bike/ped/golf cart connectivity to one or more destination centers OR fill a gap between existing bike/ped/golf cart infrastructure segments? (Y/N)	0	3
Engagement	Stakeholder / Public Identification	Is the project supported through engagement with the stakeholders and public? No - 0; Some - 3; Strongly - 5.	0	5
Engagement	Deliverability	Are there known deliverability concerns (e.g., environmental, private property impacts, utility conflicts, etc.) that surfaced during public engagement or preliminary evaluation? Major Issues - 0, Minimal - 1, None - 3.	0	3
Engagement	Collaboration	Is there an opportunity for multiple-jurisdiction support for the project? (Y/N)	0	3

Project Prioritization

INTERSECTIONS

Table 5.22 Intersection Project Prioritization

ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
2334	Jimmie Mayfield Blvd at Helen Sams Pkwy	2	41
2272**	SR 85 / W Fayetteville Rd at Commerce Dr	1	39
2281	SR 85 at N Jeff Davis Dr	3	39
201	SR 54 at Planterra Way	32	39
2337	SR 85 at Banks Rd	5	36
745	Crosstown Dr at Crosstown Ct	30	36
2664*	SR 85 at Corinth Rd	4	35
2301	S Jeff Davis Dr at Jimmie Mayfield Blvd	11	35
1379	SR 85 at SR 74	8	34
2817	County Line Road at McDonough Road	15	34
2265	SR 54 at S Jeff Davis Dr	9	33
1147	SR 74 at Holly Grove Road	27	33
331	SR 74 at SR 54	-	33
1246	SR 74 at Gates Entry	13	32
2698*	Corinth Rd at Carter Rd	14	30
561	Kelly Dr at SR 74	40	30
163	SR 54 at Line Creek	-	30
2294	SR 314 at SR 279	7	29

ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
2289**	SR 314 at Beckett Ln	12	29
2229***	Goza Rd at Old Greenville Rd	28	29
2852*	S Jeff Davis Dr at Inman Rd	6	28
664	SR 74 at Crosstown Dr	-	28
360	Dogwood Trl at SR 74	20	27
1899	Morgan Mill Rd at SR 85 Conn	-	26
2072	Railroad St at SR 85 Conn	-	26
2073	McIntosh Rd at SR 85 Conn	-	26
828	Sandy Creek Rd at Ellison Rd	18	25
1949	Brooks Woolsey Rd at SR 85 Conn	-	25
666	SR 54 at Peachtree Parkway	-	25
158	SR 74 at Wisdom Rd	44	24
443	SR 74 at Carriage Oaks Drive	-	24
361	Palmetto Rd at Senoia Rd	-	22
577	SR 74 at Sandy Creek Road	46	21
246	Arrowood Rd at Brentwood Rd	-	15
1950	Morgan Mill Rd at Brooks Woolsey Rd	-	14
106***	Rockwood Rd at Senoia Rd	10	0

-Empirical Ranking greater than 100.

*Intersection Improvements currently in design.

**Private Roadway not within Fayetteville Jurisdiction.

+To be improved in conjunction with Int ID 2281.

***Improvement recently installed. Continue to monitor intersection.

SEGMENTS

Table 5.23 Segment Project Prioritization

ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
2411	SR 54 from Shiloh Dr to Carriage Ln	2	47
1893	SR 54 from Peachtree Pkwy to Eastbrook Bnd	22	44
5457	Peachtree Pkwy from Walt Banks Rd to Georgian Park	-	39
3759	McDonough Rd from Kellens Ct to Zoie Ct	1	38
5458	Kenwood Road from SR 279 to New Hope Road	-	38
3194	SR 54 from Oak Street to Deep Forest Ln	88	36
5251	SR 279 from SR 314 to Helmer Rd	4	35
252	SR 92 from Hampton Road to Wendy Way	9	35
3279	SR 54 from Old Norton Rd to Burch Rd	10	35
4018	Banks Rd from SR 85 to SR 54	15	35
1220	SR 92 from Carrollwood Dr to McBride Rd	7	34
57	SR 85 Conn from Woods Rd to Price Rd	-	34
70	SR 85 Conn from Morgan Mill Rd to Brooks Woolsey Rd	-	34
5160	SR 92 from Coleman Lake Rd to Ales Way	8	33
1523	Peachtree Pkwy from Waterwood Bnd to Bridlepath Ln	30	33
209	Brooks Woolsey Rd from Acton Dr to Burch Lake Rd	3	30
1087	Redwine Rd from Farms Rd to Harris Rd	25	30
1710	McDuff Park from SR 54 to Saint Albans Way	31	30

-Empirical Ranking greater than 100.

**Private roadway not within Fayetteville jurisdiction.

ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
4308	SR 74 from Tyrone Rd to Crestwood Rd	84	30
69	Brooks Woolsey Rd from SR 85 Conn to Morgan Mill Rd	-	29
5103	Lees Mills Rd from Lees Lake Rd to Veterans Park	5	27
5100	Veterans Pkwy from Lees Mill Rd to Eastin Rd	13	27
5459	Lowery Road from Grant Rd to SR 92	-	27
47	W McIntosh Rd from SR 85 Conn to Gable Rd	-	27
435	Robinson Rd from Kimmer Rd to Oakdale Ave	11	25
5008	Tyrone Rd from Anthony Dr to Scott Blvd	12	25
98	Brooks Woolsey Rd from Huckaby Rd to Friendship Church Rd	-	25
4801	SR 74 from Cook Rd to Peggy Ln	14	24
4699	SR 74 from Peggy Ln to Carriage Oaks Dr	90	24
3928	Senoia Rd from Crestwood Rd to Irish Ln	-	24
3133	Beauregard Blvd from Grady Ave to Fisher Ave	51	23
5435	Helmer Rd from Stillbrook Way to County Line	18	22
2175	Walnut Grove Rd from Magnolia Ln to Melrah Hi	37	20
4104	Castlewood Rd from Fork Rd to Whisperwood Trl	-	20
2122	Inman Rd from S Jeff Davis Dr to Betsill Rd	20	14
3170	Industrial Way from S Jeff Davis Dr to End of Road	16	14
5040**	Pavilion Pkwy from SR 314 to SR 85*	6	0

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CHAPTER VI.

POLICY FRAMEWORK



Infrastructure projects alone are unlikely to be sufficient in achieving the County's Vision Zero goal. While they are a vital component, the County must also tackle the broader systemic issues that contribute to traffic-related fatalities and injuries.

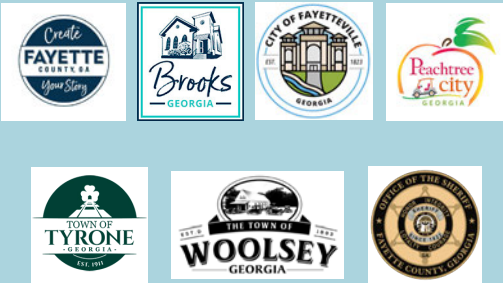
To fully realize this vision, policies and programs will be essential in cultivating a culture of safety, prioritizing human-centered design, and driving the paradigm shift needed for lasting change. The recommended policies and programs address specific needs and deficiencies identified through stakeholder and public engagement, ensuring they align with community priorities and provide a comprehensive approach to achieving Vision Zero.

These measures will complement infrastructure improvements by focusing on education, enforcement, and behavioral change—key factors for long-term success in realizing Vision Zero.

Potential Policy Recommendations

1. TRANSPORTATION COMMITTEE

To foster collaboration and enhance coordination on safety initiatives, Fayette County should leverage its existing multi-agency, multi-jurisdictional working group as a platform for stakeholders—including local governments, law enforcement, transportation agencies, and community organizations—to identify and address transportation safety challenges. This group should align efforts with existing county and city plans, such as the Comprehensive Transportation Plan (CTP), to ensure consistency and maximize impact.



The Fayette County Transportation Committee will serve as the multijurisdictional committee for implementation of the Safety Action Plan.

2. PROJECT SELECTION PROCESS

The Transportation Committee should review its project prioritization processes to ensure that locations with high crash frequencies receive the highest level of attention and resources. By focusing investments on high-risk areas, the county can maximize the impact of safety improvements and reduce severe crashes.

4. LAND DEVELOPMENT GUIDELINES

As development continues across Fayette County, it is critical to integrate safety considerations into the development review process. Updating review criteria will ensure that new developments proactively address transportation safety needs and contribute to a safer road network.

3. COUNTERMEASURE GUIDELINES

To improve the consistency and effectiveness of safety interventions, develop formal guidance on where, when, and how to implement safety countermeasures detailed within the Safety Action Plan. Additionally, the review of alternative intersection treatments, following GDOT's Intersection Control Evaluation (ICE) Policy, should be utilized to identify safer intersection designs.

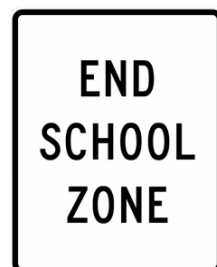
5. CONTEXT-BASED DESIGN STANDARDS

Develop design requirements tailored to specific environments, such as school zones, urban centers, and rural roadways. These standards will guide infrastructure improvements that prioritize safety for all road users. At a minimum, all school zones should include the following signage and pavement markings detailed in Figure 6.1.

Figure 6.1 Examples of School Zone Signage and Pavement Markings



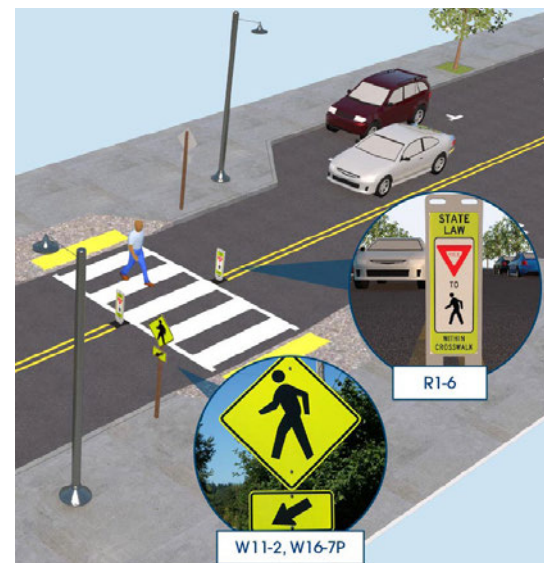
**SCHOOL SIGN
S1-1**
Indicates the
beginning of a school
zone



**END SCHOOL ZONE
S5-2**
Indicates the
end of a school
zone



**REDUCED SCHOOL SPEED LIMIT AHEAD SIGN
S4-5, S4-5A**
Informs drivers of a reduced speed limit



CROSSWALK MARKINGS: Direct pedestrians to cross the street at safe locations

IN-STREET PEDESTRIAN CROSSING R1-6: Direct drivers to yield for pedestrians within the crosswalk

PEDESTRIAN WARNING SIGN W11-2: Alert of pedestrians crossing the roadway

DIAGONAL DOWNWARD PEDESTRIAN ARROW W16-7P: Placed where active mode users may cross the roadway



"SCHOOL" ON PAVEMENT
Applied in strategic areas

Potential Program Recommendations

1. ACCESS MANAGEMENT PROGRAM

Conduct a thorough review of existing median breaks along high injury network corridors. Explore median closures using RCUT or RIRO designs to improve traffic flow and reduce crashes. Also consider adding grade-separated crossings for golf carts and active mode users to maintain safe connectivity.

2. SPEED MANAGEMENT PROGRAM

To address speeding-related crashes, target speeds should be established for priority roadways and implement appropriate speed management countermeasures. This may include traffic calming measures, speed enforcement enhancements, and roadway design modifications.

3. RURAL ROAD SAFETY PROGRAM

With ongoing development in rural areas, road safety concerns should be proactively monitored in high-growth zones. This program will identify and address potential hazards before they contribute to an increase in crashes.

4. RAPID RESPONSE/QUICK BUILD PROGRAM

A rapid response program will deploy low-cost safety countermeasures at high-priority locations quickly. This approach ensures that urgent safety concerns are addressed efficiently without waiting for long-term capital improvement projects.

5. SAFE ROUTES TO SCHOOL PROGRAM/SCHOOL ZONE SAFETY UPDATES

Develop a comprehensive strategy that incorporates the following elements:

- Assessing Current Conditions: Conducting an inventory of existing school zone infrastructure.
- Safety Audits: Evaluating the roadway network within a ½-mile radius of each school to identify safety concerns.
- Infrastructure Enhancements: Upgrades based on Context-Based Design Standards to improve safety.
- Priority should be given to schools with the highest number of crashes within a ½-mile radius, as outlined in Table 6.1.

6. GDOT DESIGN STANDARD UPGRADES

Collaborate with GDOT to identify and upgrade locations that do not meet current design requirements to align with modern roadway safety standards. This initiative will improve roadway conditions, enhancing safety for all users.

Table 6.1 Schools in Crash Hotspots

Source: GDOT Numetric 2019–2023

	SCHOOL NAME	# OF CRASHES WITHIN 1/2 MI	# OF KSI CRASHES WITHIN 1/2 MI
1	McIntosh High School	282	4
2	Crabapple Lane Elementary School	221	2
3	Fayette County High School	194	3
4	Kedron Elementary School	123	1
5	Peeples Elementary School	114	2
6	Rising Starr Middle School	106	2
7	Spring Hill Elementary School	74	0
8	Cleveland Elementary School	73	0
9	Braelinn Elementary School	68	0
10	Huddleston Elementary School	67	2

Table 6.2 Policy Stakeholders

POLICY		
ID	POLICY	STAKEHOLDERS
1	Transportation Committee	Representation from various agencies and jurisdictions
2	Project Selection Process	City/County Engineering Staff Partner(s): Local Law Enforcement
3	Context Based Design Standards	City/County Planning and Engineering Departments Partner(s): City/County School district, Neighborhood Associations, The public
4	Countermeasure Guidelines	Lead: City/County Planning and Engineering Departments Partner(s): GDOT, Neighborhood Associations, Local Law Enforcement
5	Land Development Guidelines	Lead: City/County Planning and Engineering Departments, Partner(s): City/County Legal Departments, the development community, Neighborhood Associations

Policy and Program Implementation Stakeholders

The Transportation Committee plays a pivotal role in the coordination and implementation of both policy and program initiatives. The committee ensures that efforts across various agencies, jurisdictions, and stakeholders are aligned with overarching transportation safety goals. Its involvement helps maintain consistency, promotes stakeholder engagement, and ensures that safety strategies are effectively integrated into planning and operations. The policy and program stakeholders are summarized in Table 6.3.

Table 6.3 Program Stakeholders

PROGRAM		
ID	PROGRAM	STAKEHOLDERS
A	Access Management	Lead: City/County Engineering Staff Partner(s): Local Law Enforcement, GDOT, Neighborhood Associations, the Public
B	Speed Management	Lead: City/County Engineering Staff Partner(s): Local Law Enforcement, GDOT, Neighborhood Associations, the Public
C	Rural Road Safety	Lead: City/County Engineering Staff Partner(s): City/County Planning Staff
D	Rapid Response	Lead: City/County Engineering Staff Partner(s): GDOT, Local Law Enforcement, Neighborhood Associations, the Public
E	School Zone Safety	Lead: City/County Engineering Staff Partner(s): City/County school districts, City/County Planning Staff
F	GDOT Design Updates	Lead: City/County Engineering Staff Partner(s): GDOT

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SECTION VII.

RECOMMENDED WORK PROGRAMS

IMPLEMENTATION STRATEGY FOR PRIORITY SAFETY RECOMMENDATIONS

To ensure the effective implementation of the priority safety recommendations outlined in Chapter 5, this section presents a coordinated work program that aligns with the needs and responsibilities of each jurisdiction within Fayette County:

- Unincorporated Fayette County
- Fayetteville
- Peachtree City
- Tyrone
- Brooks

Each jurisdiction should conduct its own localized improvement program while maintaining ongoing coordination with the others to promote consistency, maximize funding opportunities, and enhance safety across the entire county.

WORK PROGRAM STRUCTURE

The recommended work program organizes safety recommendations into short-term and mid-term projects, categorized based on complexity, cost, and priority.

- **Short-Term Projects focus on low-cost, high-impact improvements** that can be quickly implemented or bundled with similar improvement

countermeasures. Examples include enhanced signage, pavement markings, intersection visibility improvements, and targeted enforcement programs.

- **Mid-Term Projects require more detailed planning, funding acquisition, and engineering design.** Examples: corridor-level improvements, new pedestrian/bicycle infrastructure, signalization upgrades, and traffic calming projects. Jurisdictions should collaborate through the Transportation Committee to ensure project consistency across borders and explore joint funding opportunities.

Table 7.1 Short-Term Projects by Countermeasure

PROJECT ID	COUNTERMEASURE	SCOPE (DESCRIPTION OF COUNTERMEASURE)	COST	CATEGORY
2272, 828, 2698, 1593, 2301, 2265, 1147, 745, 1899, 360, SR 92 at Goza Road (Project ID TBD)	Systemic Application of Multiple Low-Cost Countermeasures	This comprehensive strategy for intersection safety includes implementing a set of affordable countermeasures, such as improved signage and pavement markings, at numerous intersections within Fayette County. These measures enhance drivers' awareness and recognition of intersections and potential conflicts.	Low	Intersection Countermeasures
2281, 2664, 1593, 1379, 2289, 1147	Protected Left-Turn Phase	This safety measure eliminates conflicts between left-turning vehicles and oncoming traffic by implementing a dedicated left-turn phase at signalized intersections. It reduces crash risks, enhances predictability for drivers, and improves overall intersection safety, especially in high-volume or high-speed environments.	Low	Intersection Countermeasures
2334, 2337, 2664, 1593, 2301, 2265, 1379, 2289, 1147, 360	Yellow Change Interval	At a signalized intersection, the yellow change interval is the duration for which the yellow signal is displayed after the green signal and before the red. This signal serves as a warning to drivers that the green phase has ended and that the red light will follow shortly.	Low	Intersection Countermeasures
2664, 1593	Flashing Yellow Arrow (FYA)	This signal treatment provides a protected phase for turning movements while allowing drivers to proceed permissively when safe gaps exist. It improves intersection efficiency, enhances driver understanding, and reduces unnecessary delays while maintaining safety.	Low	Intersection Countermeasures
3759, 435, 209, 5251, 1220, 4801, 3279	Rumble Strips	These roadway safety features consist of raised or grooved patterns placed along travel lanes or shoulders to provide audible and vibratory warnings. They enhance driver alertness, reduce lane departure crashes, and improve recognition of intersections or hazardous areas.	Low	Roadway Departure Countermeasures
435, 209, 5251, 5160, 252, 1220, 5100, 5040, 2122, 1893, 1553	Enhanced Delineation	This strategy improves roadway visibility and guidance by upgrading pavement markings, adding reflective signage, and installing delineators. It increases driver awareness, reduces lane departure crashes, and enhances nighttime and adverse weather visibility.	Low	Roadway Departure Countermeasures
209, 1220, 5008, 4801, 3279	Raised Pavement Marking	These durable, reflective markers improve lane visibility, especially in low-light and wet conditions. They enhance lane discipline, provide tactile and audible feedback to drivers, and reduce lane departure and roadway departure crashes.	Low	Roadway Departure Countermeasures
5040	Road Diet	This reconfiguration reduces the number of travel lanes to improve safety and accommodate other modes, such as bike lanes or turn lanes. It calms traffic, reduces vehicle speeds, decreases crash severity, and enhances multimodal accessibility.	Low	Pedestrian and Bicycle Countermeasures
3759, 5103, 1220, 2411, 4801, 1893, 3279	Variable Speed	This dynamic traffic control strategy adjusts speed limits based on real-time conditions such as congestion, weather, or incidents. It improves safety by reducing speed variance, enhancing driver compliance, and minimizing crash risks in changing roadway environments.	Low	Speed Management
3759, 5103	Crosswalk Visibility	This involves modifying roadside features to enhance safety, such as clearing obstacles, installing barriers, or flattening slopes. It reduces the severity of run-off-road crashes, minimizes the risk of collisions with fixed objects, and provides a safer recovery area for errant vehicles.	Low to Medium	Pedestrian and Bicycle Countermeasures

Table 7.2 Mid-Term Projects by Countermeasure

PROJECT ID	COUNTERMEASURE	SCOPE (DESCRIPTION OF COUNTERMEASURE)	COST	CATEGORY
2337, 1246	Reduced Left-Turn Conflict Intersections	This innovative intersection design restricts direct left turns and through movements from minor approaches, instead requiring right turns followed by U-turns at designated locations. It reduces conflict points, improves traffic flow, and enhances safety by minimizing severe-angle crashes.	Medium	Intersection Countermeasures
5008, 3279, 5100,	Roadside Design Improvement	This involves modifying roadside features to enhance safety, such as clearing obstacles, installing barriers, or flattening slopes. It reduces the severity of run-off-road crashes, minimizes the risk of collisions with fixed objects, and provides a safer recovery area for errant vehicles.	Medium	Roadway Departure Countermeasures
2411	Roadway Safety Audit (RSA)	This proactive safety assessment involves a multidisciplinary team evaluating existing or planned roadways to identify potential safety concerns. It enhances decision-making, reduces crash risks, and improves overall roadway design by recommending targeted safety improvements.	Medium to High	Cross Cutting
2281, 2852, 828, 2698	Improve Intersection Angle	This geometric modification realigns skewed intersections to create closer-to-right-angle approaches, enhancing sight distance and reducing crash risks. It improves driver recognition of conflicting movements, minimizes severe-angle collisions, and facilitates safer turning maneuvers.	Medium to High	Intersection Countermeasures
2852, 1899	Convert Intersection to Roundabout	"This geometric redesign replaces a traditional signalized or stop-controlled intersection with a roundabout, reducing conflict points and eliminating left-turn movements. It improves safety by lowering crash severity, enhances traffic flow, and provides better operational efficiency, especially in areas with moderate traffic volumes.	High	Intersection Countermeasures

POTENTIAL FUNDING OPPORTUNITIES

Safe Streets and Roads for All (SS4A)

A federal competitive grant program aimed at eliminating fatal and severe injury crashes on public roadways. Infrastructure projects must align with an eligible Safety Action Plan. Only local government entities can receive funding, with priority given to projects in transportation disadvantaged populations, as stated in the 2024 funding opportunity announcement.

Highway Safety Improvement Program

The Federal Highway Safety Improvement Program (HSIP) is a core federal-aid program that provides funding to states for projects aimed at reducing traffic fatalities and serious injuries on public roads. It supports data-driven, strategic approaches to improving roadway safety through infrastructure enhancements such as intersection upgrades, pedestrian facilities, and roadway lighting.

Quick Response Program

The Georgia DOT Quick Response Program provides grant funding for small-scale, low-cost operational improvements on state and local roadways. Designed for projects that can be implemented quickly, the program funds enhancements such as turn lanes, signal upgrades, signage, and pavement markings to improve traffic flow and safety.

Safe Routes to School Program (SRTS)

The Safe Routes to School (SRTS) grant program provides funding to improve safety and accessibility for children walking and biking to school. It supports infrastructure projects like sidewalks, crosswalks, and traffic calming measures, as well as educational initiatives that promote safe, active transportation. The program aims to reduce traffic-related injuries, encourage healthy habits, and create safer school travel environments.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program provides federal funding for transportation projects that improve safety, sustainability, access for transportation disadvantaged populations, and economic competitiveness. It supports a wide range of infrastructure improvements, including roads, bridges, public transit, rail, and multimodal projects. RAISE grants prioritize projects that enhance accessibility, reduce environmental impacts, and benefit underserved communities.

Georgia DOT Safety Grants

The Georgia DOT Safety Grants program provides funding to local governments and agencies for projects that enhance roadway safety and reduce crashes, fatalities, and serious injuries. These grants support infrastructure improvements such as intersection upgrades, pedestrian and bicycle facilities, signage, and lighting.

Transportation Improvement Program

The Atlanta Regional Transportation Improvement Program (TIP) allocates federal, state, and local funding to short-term transportation projects that improve mobility, safety, and infrastructure across the region. Administered by the Atlanta Regional Commission, the TIP supports a range of improvements including roadway upgrades, transit enhancements, pedestrian and bicycle facilities, and safety-focused initiatives.

CHAPTER VIII.

EVALUATION & MONITORING PROCEDURES

Effective monitoring and evaluation of the Fayette County Safe Streets and Roads for All (SS4A) implementation requires a committed and engaged management team that is proactive in overseeing the execution of the Safety Action Plan. This team will play a critical role in ensuring alignment with safety goals, addressing challenges, and adapting strategies as needed.

Additionally, the active participation of Action Plan implementers is essential, as they are responsible for executing specific initiatives and providing timely updates on progress. To track the plan's success, a structured system will be put in place to systematically collect, organize, and analyze data, which will allow for the ongoing assessment of project outcomes, identify areas for improvement, and ensure that all efforts are effectively contributing to the overall safety goals.

This approach ensures accountability, informed decision-making, and continuous progress in creating safer transportation environments for the community.



1. OVERSIGHT AND ACCOUNTABILITY

The Transportation Safety Committee will oversee the implementation of the Safety Action Plan, ensuring continuous progress and accountability.

The Committee will meet regularly, incorporating a safety-specific agenda item to discuss project and program updates.

Action Plan implementers will provide regular status updates on infrastructure, policy, and program initiatives.

2. REPORTING AND PUBLIC TRANSPARENCY

Each jurisdiction will produce a publicly accessible annual report, either as a standalone document or as part of an existing annual transportation report.

The report will include:

- Safety Trends: Fatal and serious injury crash data, highlighting changes over time.
- Project Progress: Updates on priority infrastructure projects, including implementation status and effectiveness.
- Program Progress: Evaluation of safety policies and programs, tracking their impact and adoption.

3. PERFORMANCE MEASURES

To assess the effectiveness of the Safety Action Plan, the following key performance indicators (KPIs) will be monitored:

1. System Performance Measures:

- Total KSI Crashes
- Active Mode KSI
- KSI by Manner of Collision

2. Priority Project Progress:

- Status of priority safety improvement projects
- Evaluation of project effectiveness in improving safety outcomes

3. Priority Program Progress:

- Implementation status of key safety policies and programs.
- Measurable impact of initiatives on road user behavior and safety culture.
- Educational Activities Completed
- Enforcement Activities Completed

This structured approach will ensure continuous evaluation, promote transparency, and guide data-driven safety improvements across Fayette County.

CHAPTER IX.

EDUCATION, PUBLIC AWARENESS, & COMMUNICATION

The Transportation Committee plays a key role in coordinating transportation policies and programs by ensuring alignment across agencies, jurisdictions, and stakeholders to support safety goals. It fosters collaboration, facilitates communication, and guides decision-making for consistent and effective implementation. Overall, the committee helps integrate safety strategies into planning and operations.

LEADERSHIP & OVERSIGHT

The Transportation Safety Committee will champion a Vision Zero culture, highlighting transportation safety as vital to residents' quality of life.

MEETING SCHEDULE & STRATEGIC PLANNING

To ensure a consistent and focused commitment to safety, the committee will:

- Convene at least quarterly.
- Develop and maintain a long-term safety education and awareness plan, which will be reviewed and updated regularly.
- Establish an annual strategy outlining planned safety campaigns and initiatives.

CAMPAIGN IMPLEMENTATION & EVALUATION

Each committee meeting will include:

- A review of past and upcoming safety education campaigns, events, and strategies.
- Discussions on the effectiveness of implemented programs and potential improvements.

INTEGRATION OF EDUCATION WITH SAFETY POLICIES & INFRASTRUCTURE

As safety policy and infrastructure countermeasures are implemented, a paired education and awareness campaign should be launched to explain how transportation system users can best realize the safety benefits of the implemented countermeasures. A proposed timeline for implementation and monitoring of education and awareness campaigns in conjunction with policy and infrastructure countermeasure treatments is outlined in the "Implementation and Monitoring" section below.

Partners

Partners from diverse geographic and disciplinary backgrounds should be involved in safety education and awareness. Campaigns should highlight key safety facts and their impact on quality of life. Initial partners, listed below, should be invited to quarterly Transportation Safety Committee meetings and help promote campaigns. The Committee should actively expand its network and broadly share safety education efforts to reach a broad audience.

Table 9.1 Potential Safety Education and Awareness Partners

POTENTIAL PARTNERS
Fayette County Board of Commissioners
Municipal Council Members
Fayette County Board of Education
High School and College Social Clubs
Fayette Chamber of Commerce
Safe Routes to School
North Fayette Community Association
Southern Crescent Technical College
Senior Centers
Disability Rights Groups
Service Organizations (Rotary, Lions Club, Scouts, Boys and Girls Club)
Bicycle Clubs
Motorcycle Clubs
American Association of Retired Persons
Fayette County Emergency Management Agency
Fayette County Sherriff's Office
Fayetteville Police Department
Peachtree City Police Department
Tyrone Police Department
Piedmont Fayette Hospital
Trilith
Fayette County Health Department

Toolbox

A variety of tools should be implemented to support safety education and awareness. All campaigns and programs should be housed on a central safety education webpage for community partners to access for use within their organization's communication channels and social media pages. A sample of education and awareness tools to be organized by the Transportation Safety Committee and promoted by the education and awareness partners are listed below.

Table 9.2 Potential Safety Education and Awareness Tools

POTENTIAL TOOLS
Safe Routes to School Program implemented and maintained in each school
Safety awareness meetings
Focus groups
Surveys
Web campaigns
Social media campaigns
Pop-up community events
Booths at regular municipal events
Safety pledge cards to sign at community events
Safety banners at community events
Social media badges
Stickers of support for safety
Art contests
Essay contests
Videos featuring local citizens or leaders
Safety quizzes
Dashboards
ArcGIS StoryMaps
Radio or podcast interviews
Radio and social media advertisements
Commissioner and municipal newsletters
Newspaper articles

Selecting a Campaign

Safety education and awareness campaigns should address community needs, focusing on specific safety concerns related to countermeasures, back-to-school, holidays, enforcement, and targeted demographics identified through safety data. Examples of potential campaigns are outlined below.

Table 9.3 Potential Safety Education and Awareness Campaigns

TARGET TOPIC	SAFETY EDUCATION AND AWARENESS FOCUS
School Zone Safety	Uniform school zone signage, speeds in school zones, roadway markings and flashing lights, pedestrians, drop off and pick up procedures and times, Addy's Law per stopped school buses, Safe Routes to School program elements
Holidays: Halloween, Memorial Day, Fourth of July, Labor Day, New Year's Eve	Drinking and Driving, nighttime roadway safety for drivers and pedestrians, safety alternatives
Golf Cart Safety	Underage driving, reckless and aggressive driving, share the road
Bicycle and Pedestrian	Signage education, share the road, reflective clothing, lights
Shared the Road Awareness	Roadway rules for vehicles, golf carts, bicycles, pedestrians
Intersection Safety	Left turns (protected and unprotected), roundabout operations, yielding, red light running
Young/New Drivers	Distracted driving, roadway signage and markings education
Speeding	Combination with targeted law enforcement campaigns
Drinking and Driving	Combination with targeted law enforcement campaigns
Safe Routes for Seniors	Needs and preferences to safely walk, access transit, or drive
Railroad Crossings	Procedures for safe vehicle and pedestrian crossing
Reentering Roadway After Tire Slip off Edge	Slow speed, check traffic, steer back on roadway gently
Deer/Wildlife	Brake firmly and stay in travel lane

Implementation & Monitoring

Safety education and awareness activities should be implemented, measured, evaluated, and adjusted on a continuous basis. Guidelines to measure and evaluate the education and awareness element of the Safety Action Plan include:

- Continuous development and implementation of education and awareness campaigns.
- Conduct community surveys before and after each education and awareness campaign to assess changes in awareness and behavior.
- Track participation in event attendance, campaign engagement, and materials disseminated or distributed.
- Prepare Annual Report on Safety Action highlighting baseline safety data, summaries of education and awareness campaigns, and updated safety data post campaign and countermeasure implementation.
- Identify obstacles and adjust education and awareness activities to increase reach and effectiveness.

A proposed schedule for implementation of the safety education and awareness program is outlined on the next page.

Table 9.4 Safety Education and Awareness Program Proposed Implementation Schedule

IMPLEMENTATION TIMELINE	STRATEGIC ELEMENTS	MEASURE OF SUCCESS
Summer 2025	Establish Safety Action Plan Implementation as a primary Transportation Committee agenda item once per quarter with status updates on implementation progress on each monthly agenda.	Quarterly agenda items should focus on upcoming elements of the plan – countermeasure implementation, policy adoptions, and education, awareness, and enforcement campaigns.
Summer/Fall 2025	<p>"Select a safety and awareness campaign focused on one key safety topic to develop and launch in Fall 2025. Refer to the "Selecting a Campaign" section above.</p> <p>Build a coalition of education and awareness partners for support in the outreach process. Ensure all organizations are prepared to participate in plan implementation in a consistent manner.</p> <p>Create central online storage location for campaign messaging infographics and strategy information. Ensure all partners are aware of and have access to the site."</p>	<p>"Safety and Awareness campaign is selected by the Transportation Committee</p> <p>Partner database is established.</p> <p>Education and awareness campaign materials are developed and disseminated."</p>
Fall 2025	<p>"Kick off the safety and awareness campaign with partner promotion, website updates, social media outreach, and community events.</p> <p>Emphasize consistent messaging with partners and encourage promotion of campaign."</p>	<p>"Implement the first safety and awareness campaign.</p> <p>Maintain communication and ensure consistency with partners."</p>
Winter 2025	<p>"Develop a safety and awareness campaign focused on one key policy or infrastructure countermeasure to launch in Spring 2026.</p> <p>Continue to add partners to the coalition of education and awareness partners for support."</p>	<p>"Select and develop a second campaign topic. Tie the campaign to planned or implemented safety countermeasures.</p> <p>Grow partners for support database."</p>
Spring 2026	<p>"Implement the second safety and awareness campaign with partner promotion, website updates, social media outreach, and community events.</p> <p>Emphasize consistent messaging with partners and encourage promotion of campaign."</p>	<p>"Implement the second safety and awareness campaign.</p> <p>Maintain communication and ensure consistency with partners."</p>
Annually after the initial year.	<p>"Publish the first Annual Report on Safety Action highlighting baseline safety data, summaries of education and awareness campaigns, and updated safety data post campaign and countermeasure implementation.</p> <p>Continue to select, develop, promote, and measure a minimum of two safety education and awareness campaign topics per year.</p> <p>Maintain and grow a strong relationship partner network to support and promote safety education and awareness."</p>	<p>"Progress toward vision zero milestones with reporting throughout the implementation of the Safety Action Plan.</p> <p>Implementation of a minimum of two safety education and awareness campaigns annually through the endurance of the implementation of the Safety Action Plan.</p> <p>Continue to identify obstacles and adjust education and awareness activities to increase reach and effectiveness."</p>

For additional resources to support implementation and monitoring of the Safety Action Plan education and awareness program, the following online resources are continually updated with a variety of initiatives and information.

Table 9.5 Safety Education and Awareness Program Online Resources

ORGANIZATION	FOCUS	WEBSITE
American Association of State Highway and Transportation Officials (AASHTO)	Resources and information about national safe transportation systems and practices	https://transportation.org/
Georgia Department of Transportation (GDOT) Safety Programs	Resource for transportation education and awareness campaigns in Georgia	https://www.dot.ga.gov/GDOT/Pages/Safety.aspx
Georgia Strategic Highway Safety Plan (SHSP)	Comprehensive Plan aimed at reducing traffic fatalities and injuries on Georgia's roadways	https://www.gahighwaysafety.org/shsp/
National Highway Traffic Safety Administration (NHTSA)	Raise awareness about road safety initiatives and safe driving practices	nhtsa.gov
Road Safety Toolkit – Federal Highway Administration (FHWA)	Toolkits and resources for road safety through various strategies including Safe Systems Approach	https://safety.fhwa.dot.gov/tools/
Safe Routes to School (SRTS)	Toolkits for training and workshops to facilitate children walking or biking to school safely	https://saferoutesga.org/
Vision Zero	Aims to eliminate traffic fatalities and severe injuries	visionzeronetwork.org

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FAYETTE COUNTY

SAFE STREETS FOR ALL



MAY 2025



Baseline Conditions Report



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SECTION I.

INTRODUCTION

The Safe Streets and Roads for All (SS4A) program, established by the U.S. Department of Transportation under the Bipartisan Infrastructure Law, is dedicated to eliminating roadway fatalities and injuries across the United States. Through Planning and Demonstration Grants and Implementation Grants, the program helps communities develop comprehensive Safety Action Plans and implement projects that address transportation safety challenges.

Guided by the Safe System approach, SS4A emphasizes safe speeds, self-enforcing roadway designs, and equitable safety measures to protect all road users, including pedestrians, cyclists, motorists, and golf cart operators. This approach fosters safer streets and improves the quality of life by addressing safety concerns systematically.

Fayette County, Georgia, is a recipient of an SS4A Planning and Demonstration Grant and is actively working to enhance transportation safety for its growing community of 122,030 residents. The plan incorporates key components, including building a long-term, community-driven safety action plan, adopting a proactive approach, and focusing on quick wins by integrating safety countermeasures into ongoing and programmed projects. Prioritizing low-cost solutions, the plan also emphasizes equitable outcomes through robust outreach and data collection efforts.

As part of the SS4A study process, Fayette County has prepared the Baseline Conditions and Policy Framework Report to document existing safety conditions and policies for the county and its municipalities: Fayetteville, Peachtree City, Tyrone, and Brooks.

With its 100+ mile network of cart and pedestrian paths connecting neighborhoods, schools, and businesses, Fayette County is well-positioned to leverage the SS4A program to create safer, more inclusive roadways and support its vibrant community.



Source: FHWA.

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SECTION II.

SAFETY ANALYSIS

The following section summarizes the detailed analysis of historical crash data and common risk factors, providing a comprehensive look at safety throughout the County.

Crash analysis focused on data from 2019–2023 that was available from the Georgia Department of Transportation's (GDOT) Numetric crash database. The data includes detailed information on each crash such as injury severity, as well as time, location, and weather conditions.

Crash density analysis identified locations across the County where the highest number of crashes are occurring. Crash severity analysis provided insight into where fatal and serious injury crashes most often occur. In addition to auto crashes,

those involving pedestrians, bicyclists, and freight vehicles were specifically analyzed. Understanding these different crash modes allows for safety treatments that target each mode.


A detailed analysis was performed to identify trends in common contributing factors to crashes. This includes speeding and lighting, which are major contributors to the severity of crash outcomes. These considerations can provide additional opportunities for relatively simple safety interventions, such as installing street lights on identified corridors. The maps in this section highlight specific crash analysis that was performed.

HIGHLIGHTS

17,678
Total Crashes

2019–2023


 **17,605**
Vehicle-Only
Crashes

 **796**
Heavy Vehicle
Crashes

 **57**
Pedestrian
Crashes

 **40**
Bicyclist
Crashes

 **314**
Golf Cart
Crashes

 **57**
Fatalities
Fayette Co: 0.32%
GA: 0.4%


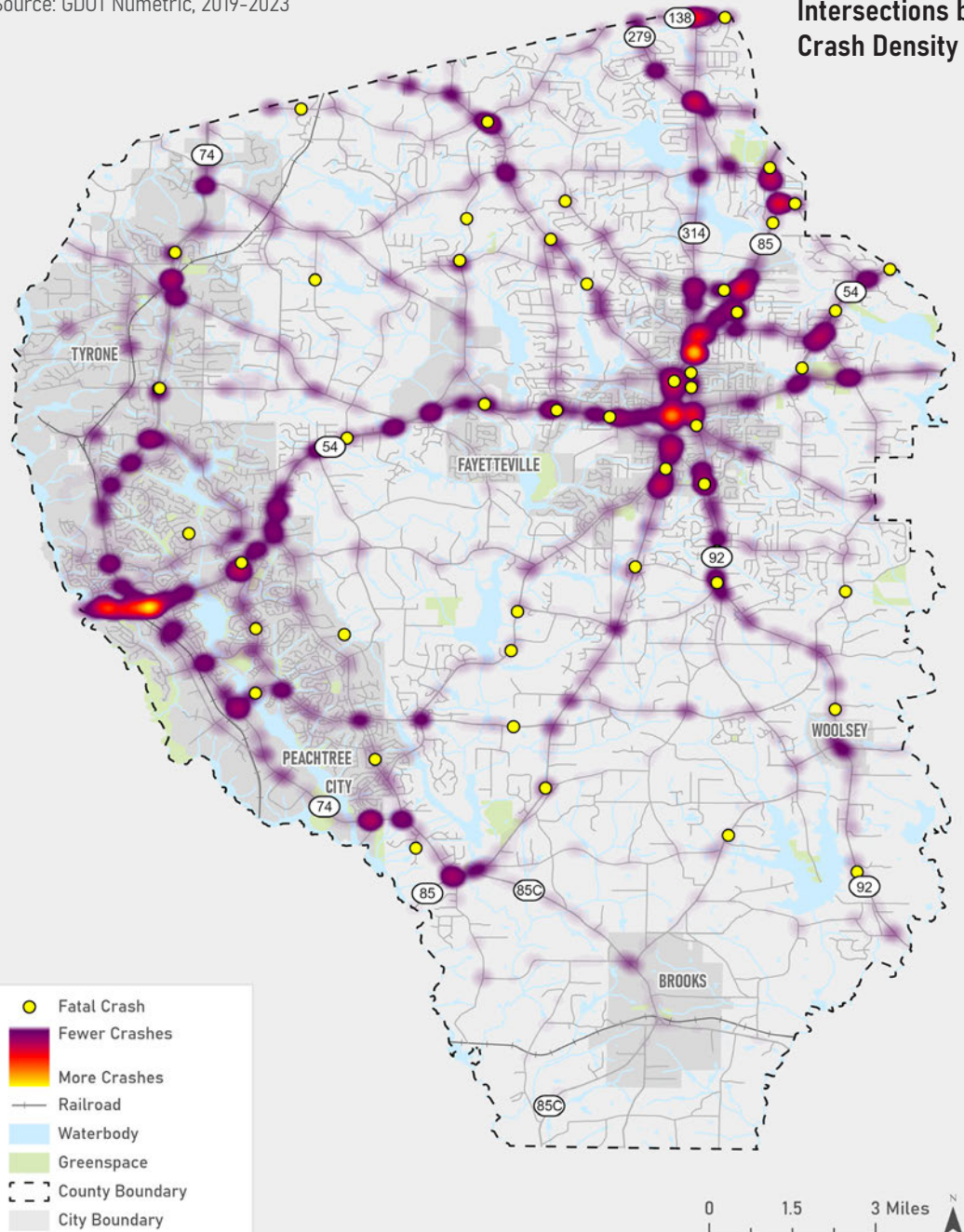
 **251**
Serious Injuries
Fayette Co: 1.41%
GA: 1.6%

Figure 2.1 Crash Density
Source: GDOT Numetric, 2019-2023

Table 2.2 Top Intersections by Crash Density

INTERSECTION	CRASHES	KSI	MUNICIPALITY
SR 85 Connector at Morgan Mill Rd	15	0	Brooks
SR 85 Connector at Brooks Woolsey Rd	3	0	Brooks
SR 85 at SR 314	236	4	Fayetteville
SR 85 at Commerce Dr	227	4	Fayetteville
SR 74 at SR 54	208	0	Peachtree City
SR 54 at Huddleston Rd	111	0	Peachtree City
SR 74 at Senoia Rd	113	0	Tyrone
SR 74 at Laurelmont Dr	55	1	Tyrone
SR 92 at Hampton Rd (South)	20	0	Woolsey
SR 92 at Hampton Rd (North)	12	0	Woolsey
SR 85 at Corinth Rd	151	4	County
SR 279 at SR 314	116	2	County

Figure 2.1 presents roadways where the highest concentrations of crashes occurred between 2019-2023. Crashes are typically concentrated along segments and at intersections with the highest traffic volumes and levels of congestion. Roadways carrying larger volumes of traffic see a greater number of crashes, specifically along state routes. Figure 2.1 also highlights fatal crashes, which occur in many areas with high crash densities.



*Database includes passenger vehicles, heavy vehicles, and vulnerable road users (bicyclists, pedestrians, golf carts)

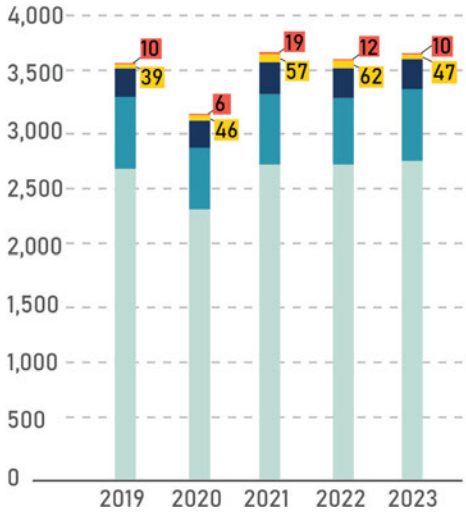


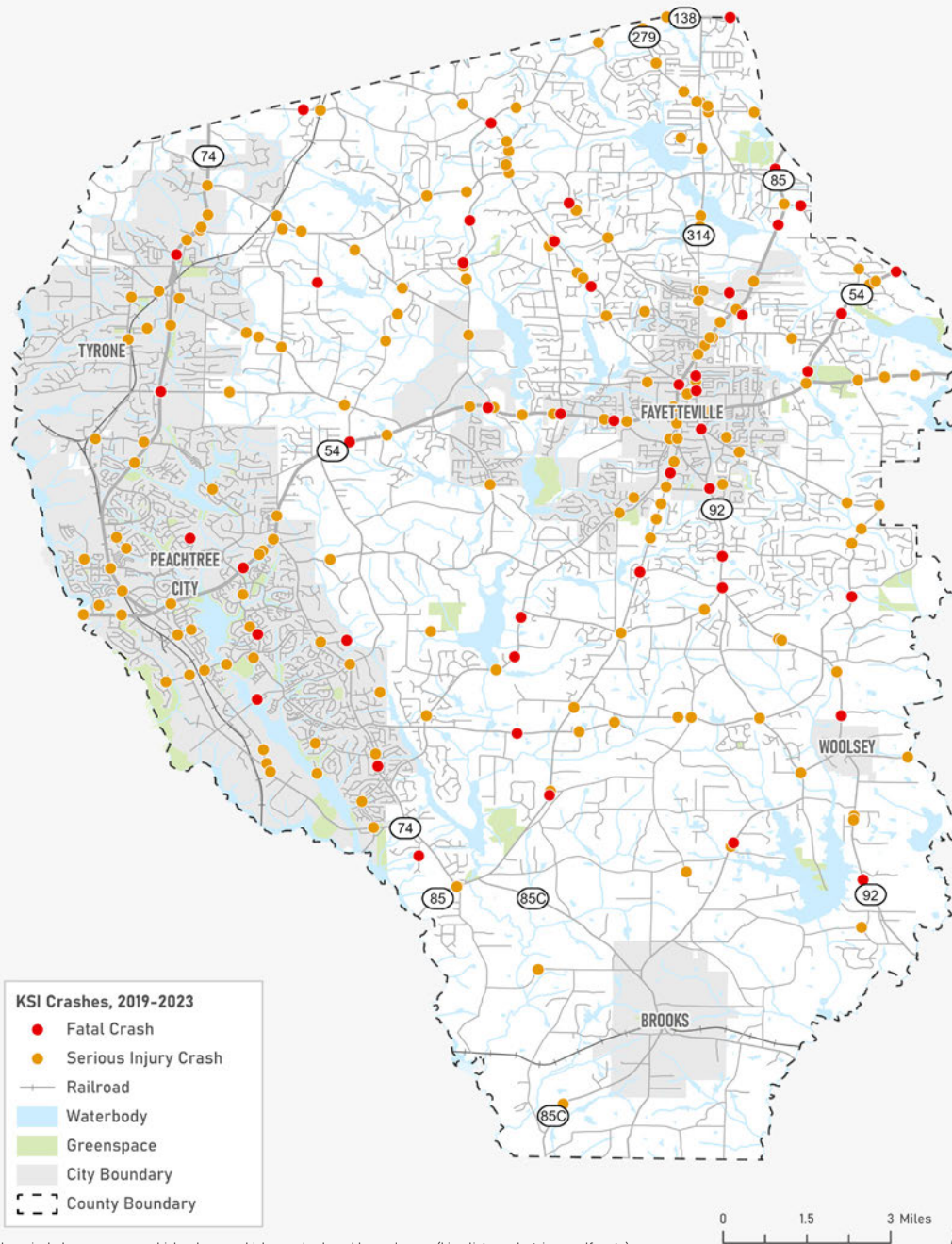
Figure 2.2 Annual Crashes by Outcome

Figure 2.3 Fatality and Serious Injury Crashes

Source: GDOT Numetric, 2019-2023

Figure 2.3 shows crashes across the County that resulted in a fatality or serious injury. Analysis of these crashes, often called KSI crashes, is important for understanding where the most severe crashes are occurring and where safety improvements can be implemented to reduce the most devastating incidences.

A majority of KSI crashes occur on major roads, often state routes, such as SR 85, SR 54, and SR 74. As these roads often carry more traffic at faster speeds, crashes on these roadways can be more dangerous than on smaller, slower roadways. Rural roads with significant curves, such as SR 92, also experience a large number of KSI crashes due to factors such as visibility.



*Database includes passenger vehicles, heavy vehicles, and vulnerable road users (bicyclists, pedestrians, golf carts)

Figure 2.4 Active Mode Crashes

Source: GDOT Numetric, 2019-2023

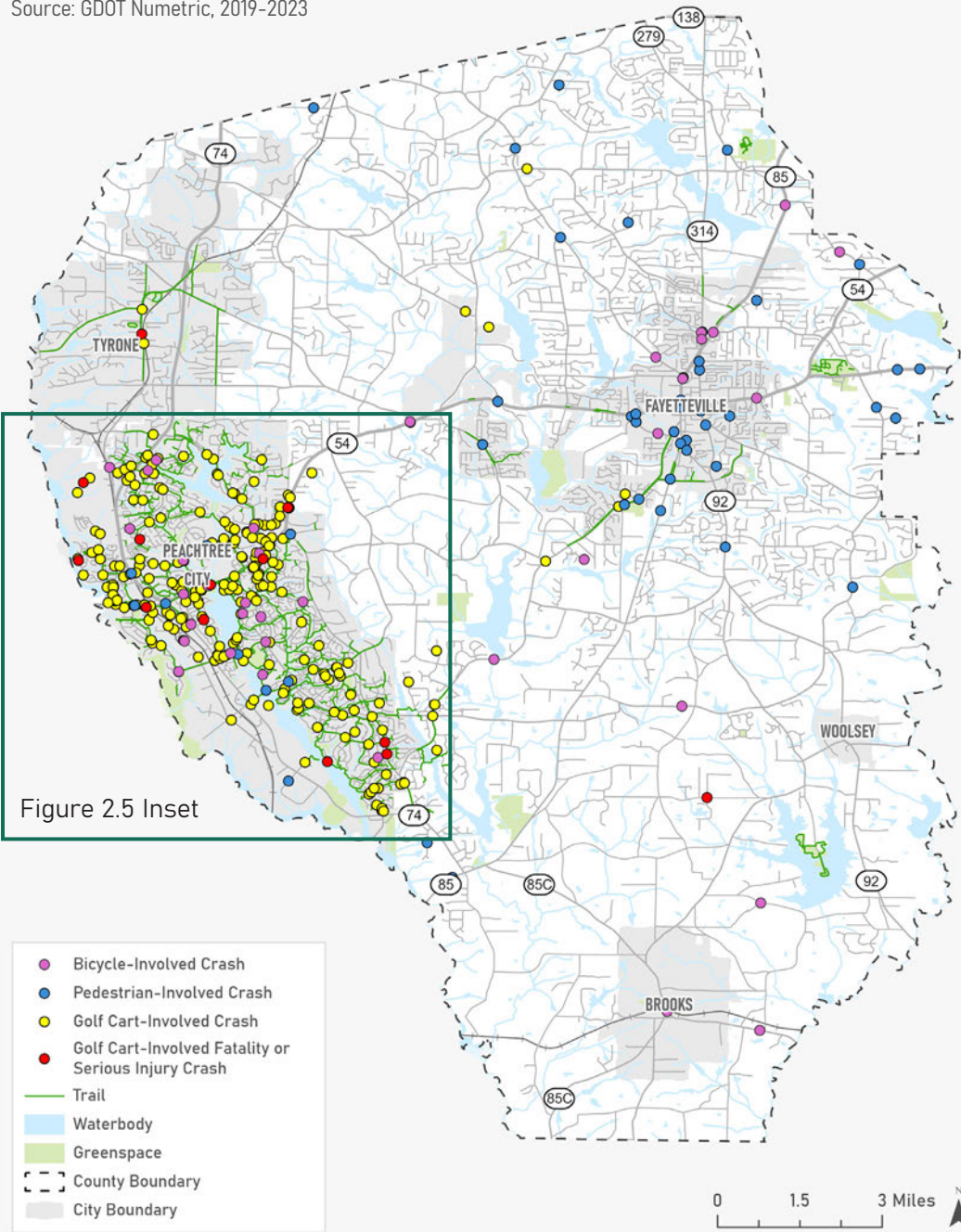
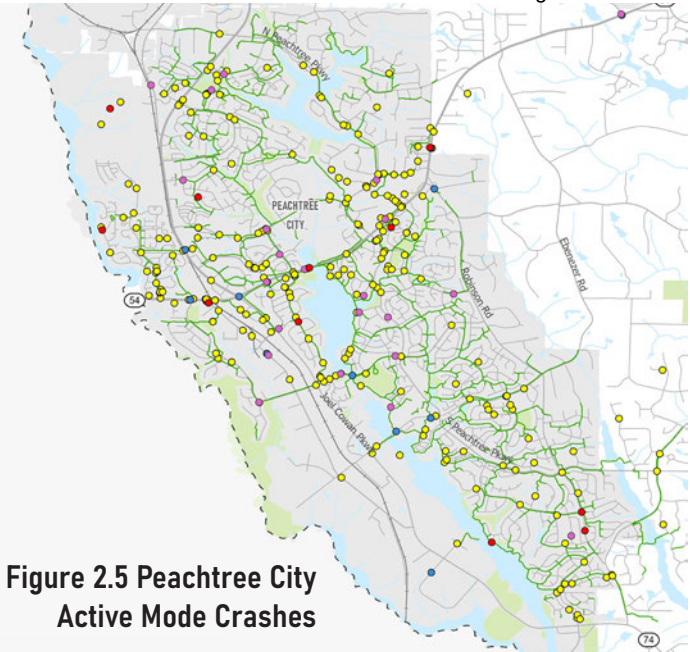


Figure 2.5 Peachtree City Active Mode Crashes



Active mode crashes include pedestrians, bicycles, and golf carts. Peachtree City, with its significant number of golf cart users utilizing the city's Path system, accounted for most golf cart-involved crashes, particularly near trail crossings where interactions with vehicles are more frequent.

Pedestrian-involved crashes were most common in Fayetteville and Peachtree City, where denser development and continuous pedestrian facilities make walking a convenient and viable option.

Similarly, bicycle-involved crashes were concentrated in Peachtree City due to its extensive trail network, with additional bicycle crashes in northern Fayetteville near major commercial centers such as the Banks Station Shopping Center, likely reflecting these areas' roles as key destinations and employment hubs.

Some pedestrian and bicycle crashes also occurred on rural roads, where the lack of dedicated active transportation facilities increases risks for vulnerable roadway users.

Figure 2.6 Active Mode Fatality and Serious Injury Crashes

Source: GDOT Numetric, 2019–2023

Fatality and serious injury crashes involving active modes highlight the risks faced by vulnerable road users in Fayette County.

Golf cart-related crashes were the most common type of active mode crashes in Fayette County, with 314 crashes. Of these, there were 12 serious injury crashes and 1 fatality crash. Pedestrian-involved crashes totaled 57, including 12 that caused serious injuries and 6 fatalities. Bicycle-related crashes totaled 40, with 7 resulting in serious injuries and no reported fatalities.

Table 2.1 shows that most golf cart crashes involved collisions between two golf carts or between golf carts and vehicles. Crashes involving golf carts and bicyclists accounted for the least amount of golf cart-related crashes. No golf cart-related crashes involving pedestrians were reported.

Table 2.3 Golf Cart Related Crashes

CRASH TYPE	PERCENTAGE
Golf Cart to Golf Cart	54%
Golf Cart to Vehicle	38%
Golf Cart to Bicyclist	8%
Golf Cart to Pedestrian	0%

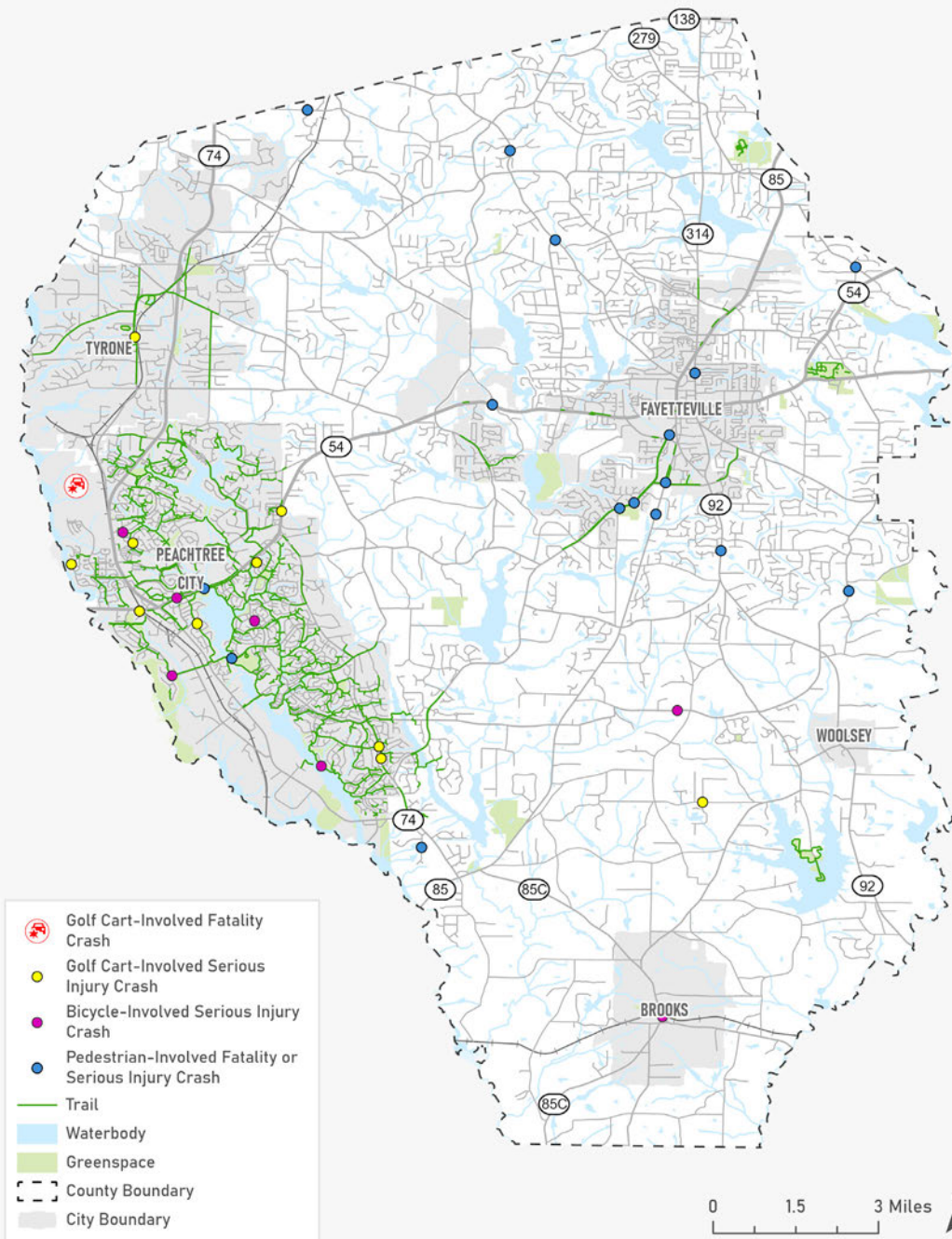
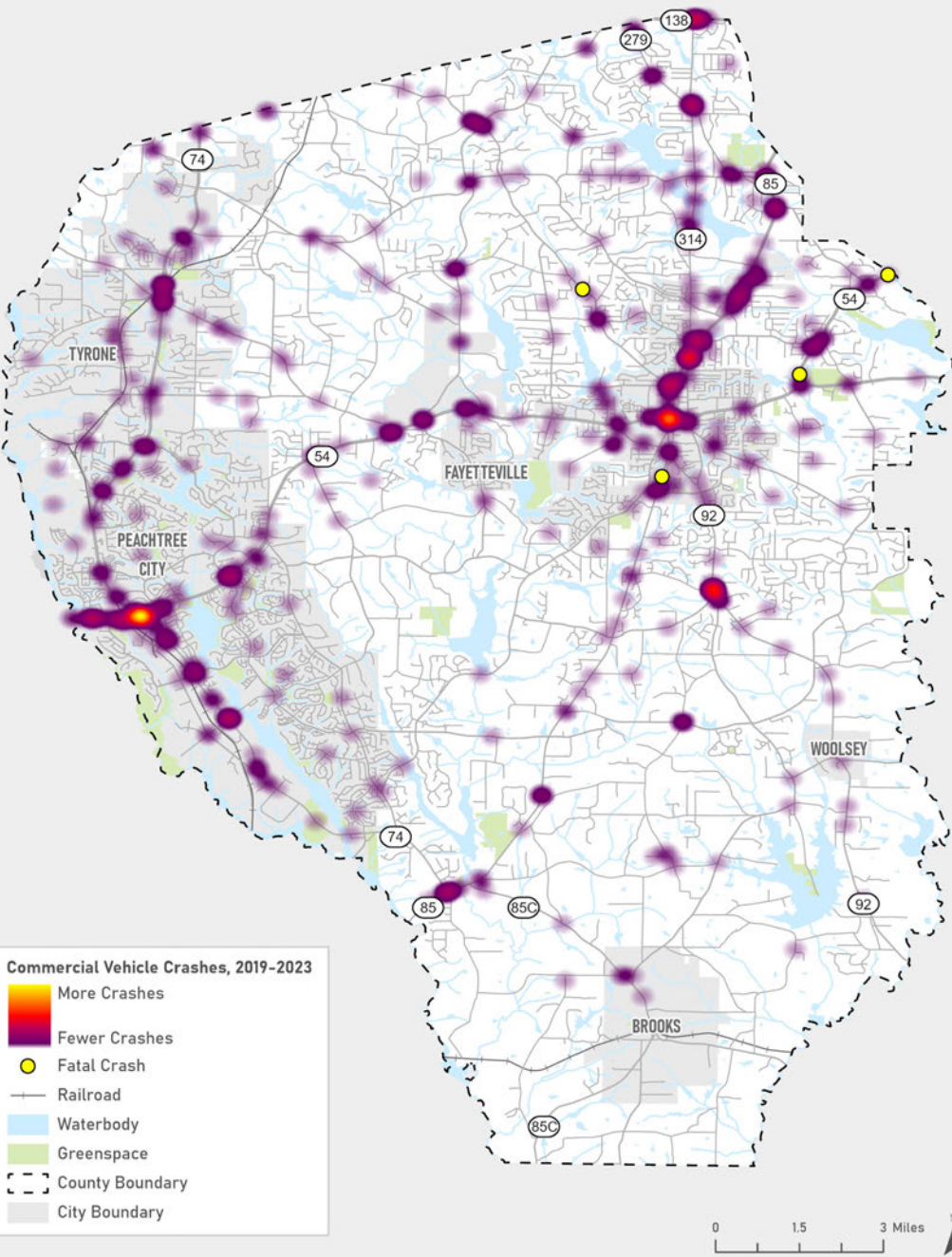


Figure 2.7 Freight Crashes
Source: GDOT Numetric, 2019-2023



A significant portion of freight traffic along the major corridors in Fayette County consist of through trips, with final destinations outside the county. However, this traffic has a notable impact on local safety. The analysis of freight crashes, illustrated in Figure 2.7, highlights areas of increased risk due to heavy vehicle traffic. This data is crucial for identifying specific locations where targeted safety improvements can enhance both freight movement and overall traffic safety.

Freight crashes are primarily concentrated along key routes that serve commercial transportation, including SR 85, SR 54, and SR 74. These incidents are particularly dense at major intersections along these corridors. The intersections of SR 74 and SR 54, as well as SR 85 and SR 54, show the highest concentration of freight crashes. The size and weight of freight vehicles can pose challenges when navigating complex intersections, increasing the risk of accidents. Implementing targeted safety enhancements in these critical areas can help mitigate the impact of freight traffic, improving safety for all road users while supporting efficient freight movement.

Figure 2.8 Pedestrian Risk Safety Index

Source: ARC, 2024

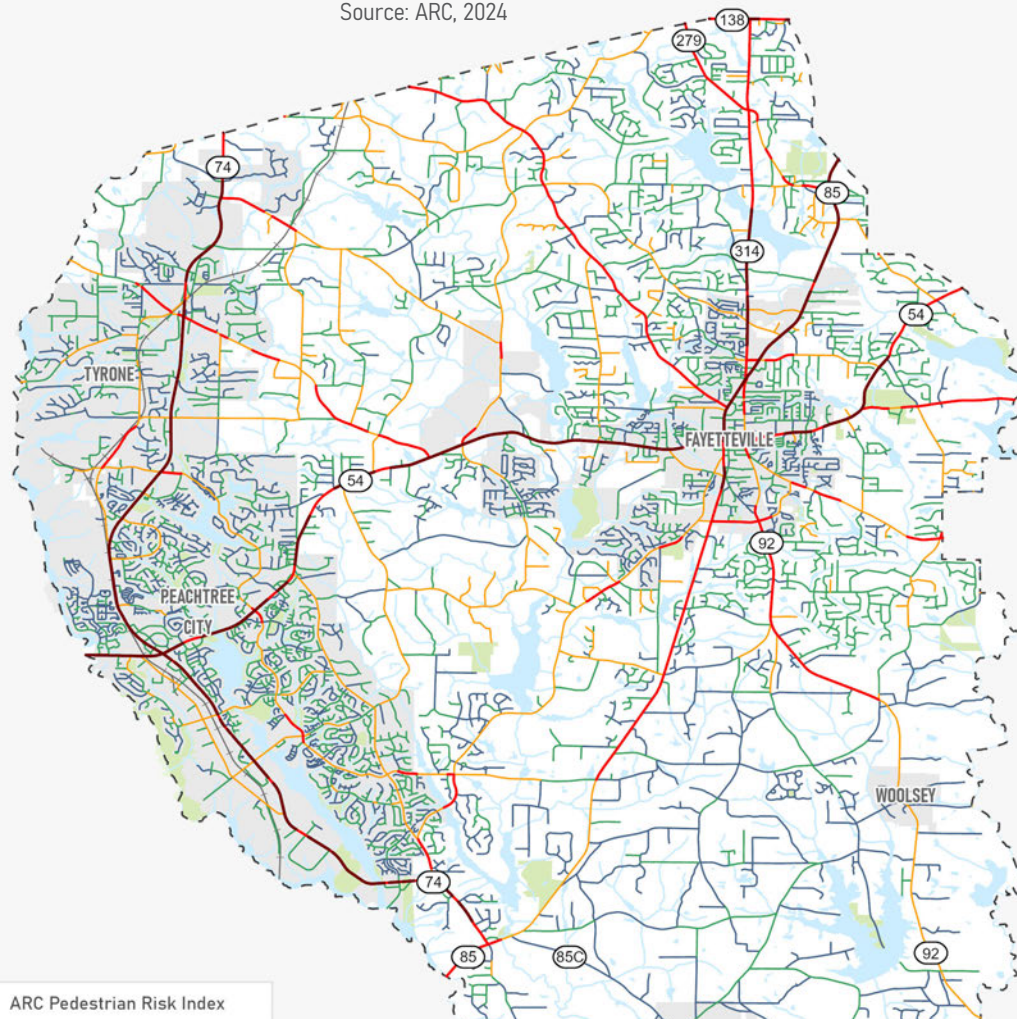


Table 2.4 Pedestrian Risk Safety Index Criteria

CRITERIA	
Number of Lanes	Proximity to Frequent Transit
Ownership	Proximity to Multiuse Trails
AADT	Adjacent land use patterns
Posted Speed Limit	Population Density
Functional Classification	Employment Density
Proximity to Transit Stops	Environmental Justice Score of Area

ARC developed a tool that combines data layers into a single high-risk corridor map. This tool highlights specific risk factors, outlined in Table 2.4, which reflect characteristics that influence crash severity and frequency. The risk assessment map shows the relative risk of pedestrian crashes along each roadway segment. It also identifies crash hotspots and underlying roadway design issues that need to be addressed through immediate and long-term solutions.

As shown in Figure 2.8, major roadways with more lanes, higher traffic volumes, and higher speed limits generally exhibit more risk factors. In Fayette County, SR 74, SR 54, SR 314, and SR 85 north of Fayetteville have the highest pedestrian risk, designating them as regional priorities. Additionally, many collector and local roads display two to four risk factors, suggesting their importance for pedestrian connectivity and potential opportunities for investments in safer walking facilities. These scores reflect the infrastructure and conditions of the facilities rather than the volume of users.

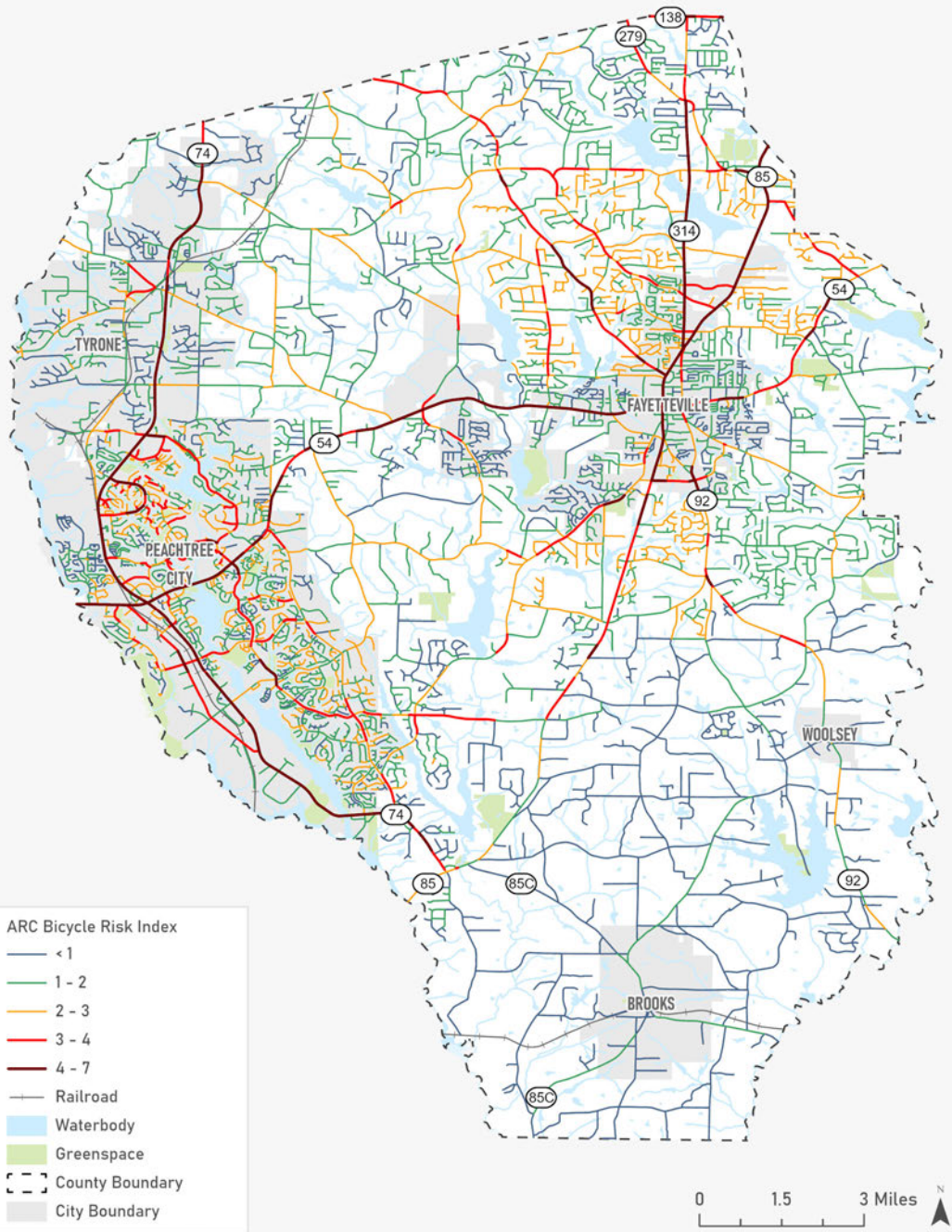
Table 2.5 Values Associated with Increased Ped Risk

RISK FACTOR	VALUE CONTRIBUTING TO MORE RISK
Functional Class	Urban other principal arterials Urban minor arterials
Ownership	GDOT
Traffic Volume	9,000+ vehicles per day
Number of Lanes	4+ lanes
Posted Speed	35+ mph
Community Context	Urbanized areas, high population densities, higher intensity development, and high frequency bus service
Socioeconomic Status	Lower average income, higher proportion of population that represents minority and non-white race and ethnicity
EJ Score	7+

*Figure 2.8 does not reflect volume of users on facility but infrastructure

Figure 2.9 Bicycle Risk Safety Index

Source: ARC, 2024



Similar factors are considered for the bicycle risk assessment. Table 2.6 below from the ARC Regional Safety Strategy presents a summary of common factors associated with a heightened risk of severe bicycle crashes.

Roads with the highest bicycle risk include SR 74, SR 314, and portions of SR 54, SR 85 and SR 92. These corridors have a bicycle risk index score 4 or higher and are therefore considered a priority. While the highest number of risk factors are seen on major roadways, two or three bicycle risk factors are seen on a number of collector or local roadways throughout the County. These may be important areas for dedicated or separated facilities to improve safety of bicyclists. Scoring reflects the infrastructure and conditions of facilities and not a reflection of volume of users on the facility.

Table 2.6 Values Associated with Increased Bike Risk

RISK FACTOR	VALUE CONTRIBUTING TO MORE RISK
Functional Class	Urban minor arterials, Urban major collectors
Ownership	City, County
Traffic Volume	20,000+ vehicles per day for GDOT arterials (does not apply to city and county roads)
Number of Lanes	2-lane city and county roads 2- or 4-lane GDOT arterials
Community Context	Urbanized areas, high population and employment densities, higher intensity development, and high frequency bus service
Socioeconomic Status	Bottom 20% of median household incomes and higher median incomes, particularly in tracts with a high population density

Crash Rates

Crash rates were calculated for all roadways in the county to identify segments and intersections with a higher frequency of crashes relative to traffic volume. This analysis is critical in identifying safety issues and opportunities to improve traffic conditions in Fayette County. Understanding specific locations with a high rate of crashes allows for targeted solutions to be developed in order to mitigate risks and improve safety for all roadway users.

This analysis used GDOT Numetric data from 2019 to 2023 and GDOT Roadway Inventory AADT data from 2022. Crash rates were calculated as follows:

Roadway Segments: Crash Rate = (Number of Crashes)/(100 Million Vehicle Miles Traveled)

Intersections: Crash Rate = (Number of Crashes)/(Million Entering Vehicles)

Crash rates were calculated only for roadway segments with an average daily traffic (ADT) of at least 2,000 vehicles per day (vpd) and intersections with a minimum of 2,000 entering vehicles per day. This threshold helps exclude low-traffic locations where crash rates may be skewed due to limited traffic volume.

However, segments or intersections with a high number of recorded crashes and heavy traffic flow may not necessarily have the highest crash rates. In such cases, a lower crash rate indicates that crashes occur less frequently relative to traffic volume compared to roads with lower traffic volumes.

While a segment or intersection with high number of traffic crashes might seem like the most dangerous roadway, crash rates help prioritize safety improvement by identifying areas that are at the highest risk for crashes.

HIGHLIGHTS

- Some of the corridors with high crash rates include SR 54, SR 85, and SR 92, roadways with high traffic volumes and speeds.
- Intersections with the highest crash rates are seen within the municipalities of Fayetteville, Peachtree City, and Woolsey.
- High KSI crash rates are located in more rural areas, likely corresponding to the roadway geometry and contributing factors like lighting conditions on these roadways.

Figure 2.10 Roadway Segment Crash Rates

Source: GDOT Crash Data Dashboard, 2019-2023

Crash rates along roadway segments are shown in Figure 2.10. High crash rates are generally found in and around Fayetteville and Peachtree City. These roads are likely carrying a significant amount of traffic and experiencing relatively high congestion.

- Roads **throughout Fayetteville** that show higher crash rates correspond with areas of congestion.
- A number of local roads within **Peachtree City** stemming from **SR 54** and **SR 74** have high crash rates, likely due to turning movements off of these major roads.
- Some smaller and more rural roads in **unincorporated Fayette County** with significant curves often see higher crash rates in certain instances, such as **Hilo Road**.

Specific improvements addressing the context in each location can improve safety across the County. In certain instances, operational improvements can be implemented to reduce areas of heavy congestions. In other locations, roadway improvements, such as improved lighting, can play a role in the number of crashes experienced.

Table 2.7 Average Crash Rate by Functional Class

FUNCTIONAL CLASS	AVERAGE CRASH RATE
Local	195
Collector	128
Minor Arterial	106
Principal Arterial	96

*Crash rate per million vehicle miles traveled

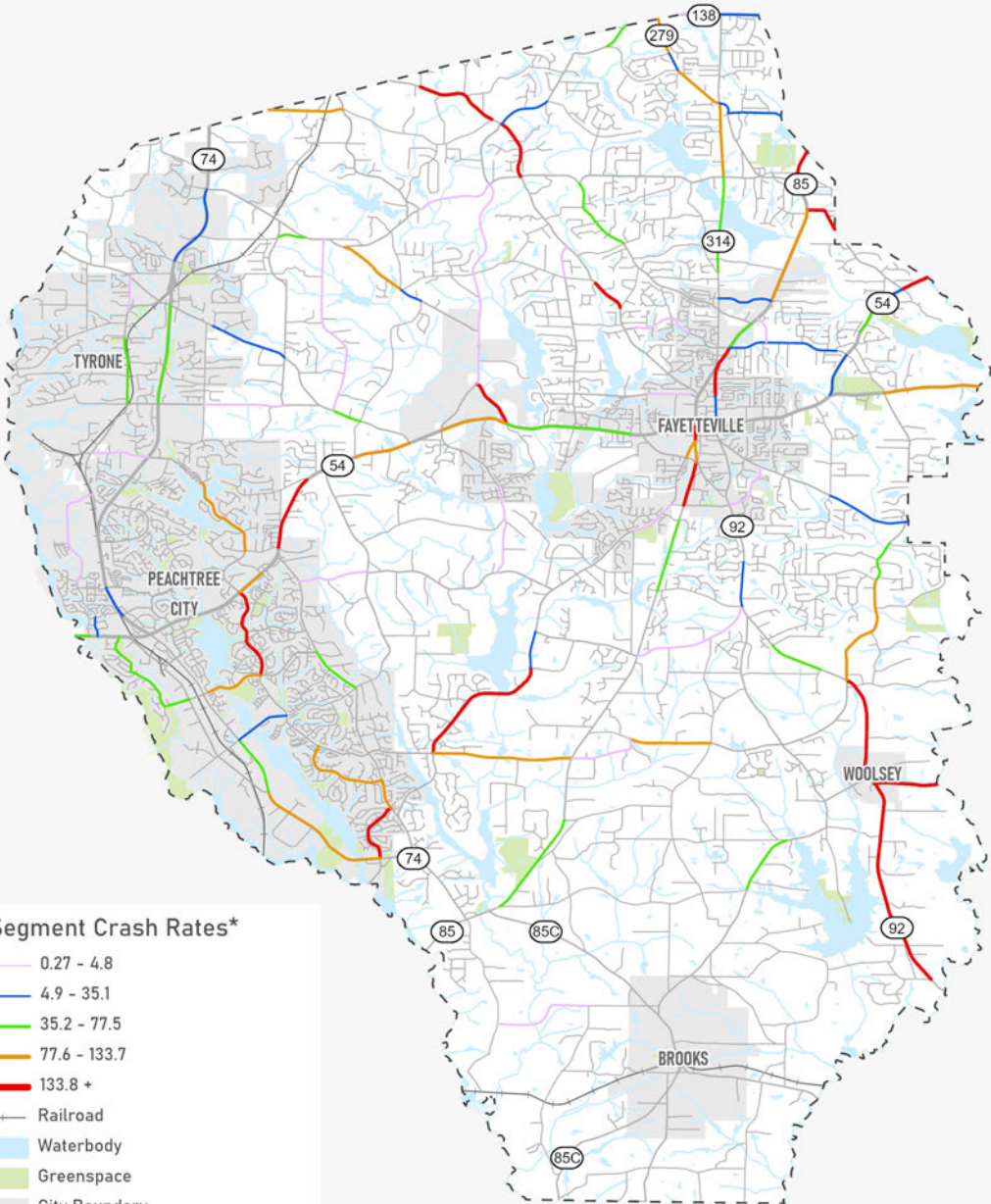


Figure 2.11 Roadway Segment KSI Crash Rates

Source: GDOT Crash Data Dashboard, 2019-2023

Crash rates for KSI crashes were analyzed to highlight roadways where a crash is more likely to result in a fatality or serious injury. KSI crash rates, shown in Figure 2.11, are seen on smaller and more rural roads throughout the County. While these roads are not necessarily carrying large amounts of traffic, they represent roads with certain dangerous conditions that lead to more severe crashes. Key roadways include:

- Local roads in Peachtree City, such as **Walnut Grove Road** and **Robinson Rd**, likely due to increased interaction with active modes of transportation, such as golf-carts and bicycles using the City's trail network.
- Land uses within Fayetteville play a significant role, with roads like **Banks Road**, in a major commercial area, and **Industrial Way**, an industrial corridor, showing high KSI rates. These locations likely see significant heavy vehicle traffic.
- Rural roads in **unincorporated Fayette County**, such as **Flat Creek Trail**. Roads like this often have significant curves, relatively high speed limits or experience speeding, and dark lighting conditions at night.
- Arterials such as **Brooks Woolsey Rd**, **SR 92**, and **SR 279**.

The Safety Action Plan emphasizes improvements in these areas in order to reduce the number of crashes with severe outcomes.

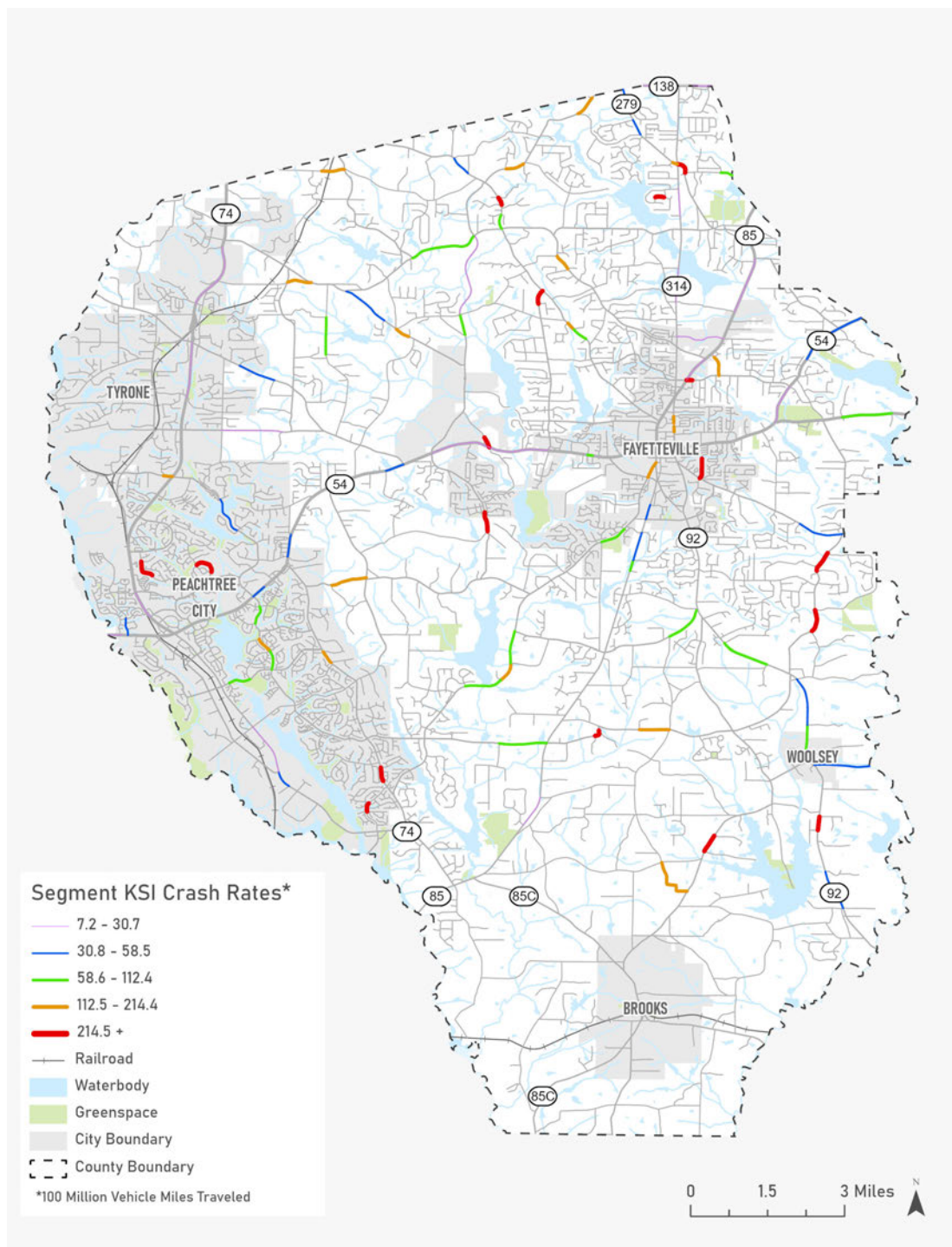
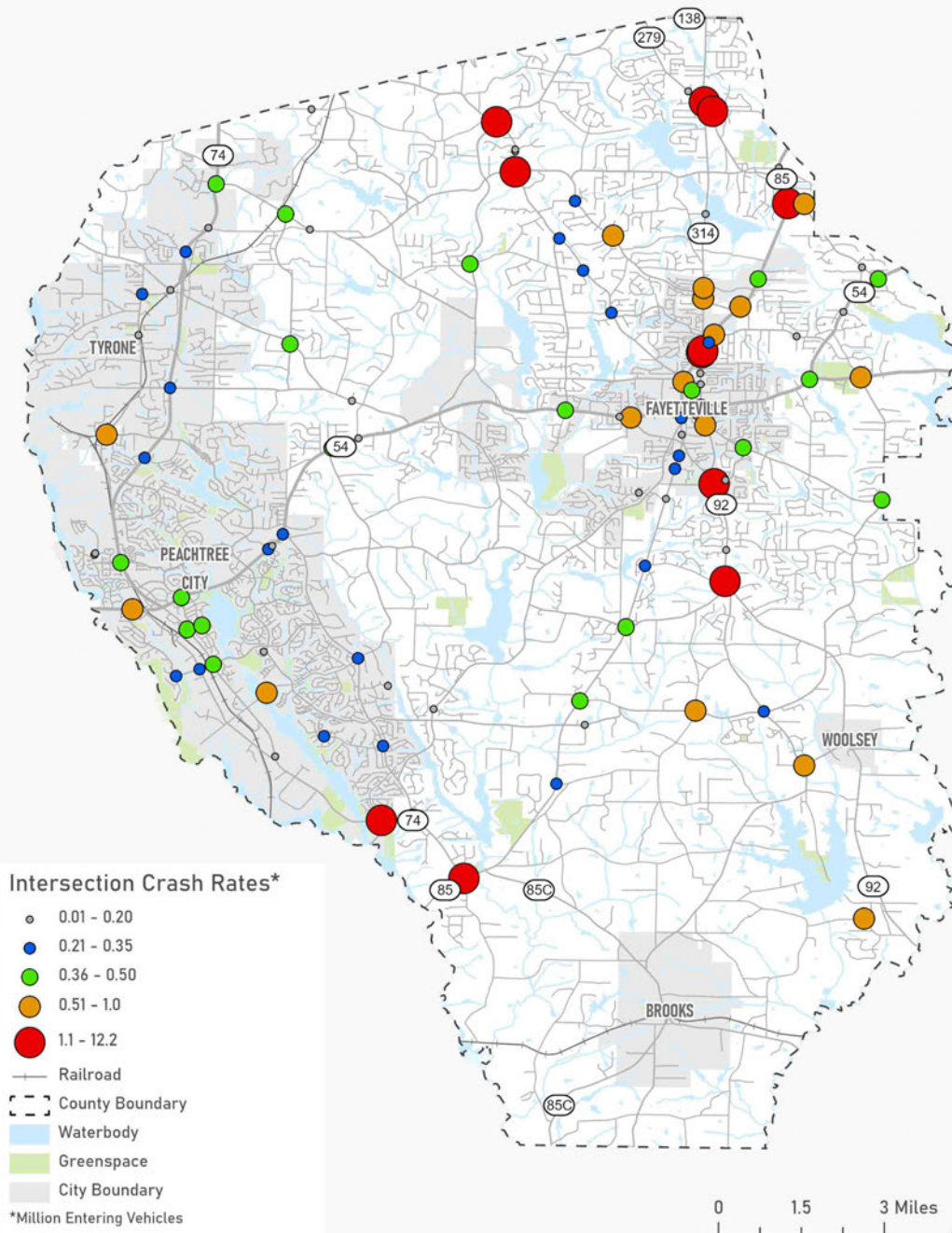


Figure 2.12 Intersection Crash Rates

Figure 2. Source: GDOT Crash Data Dashboard, 2019-2023



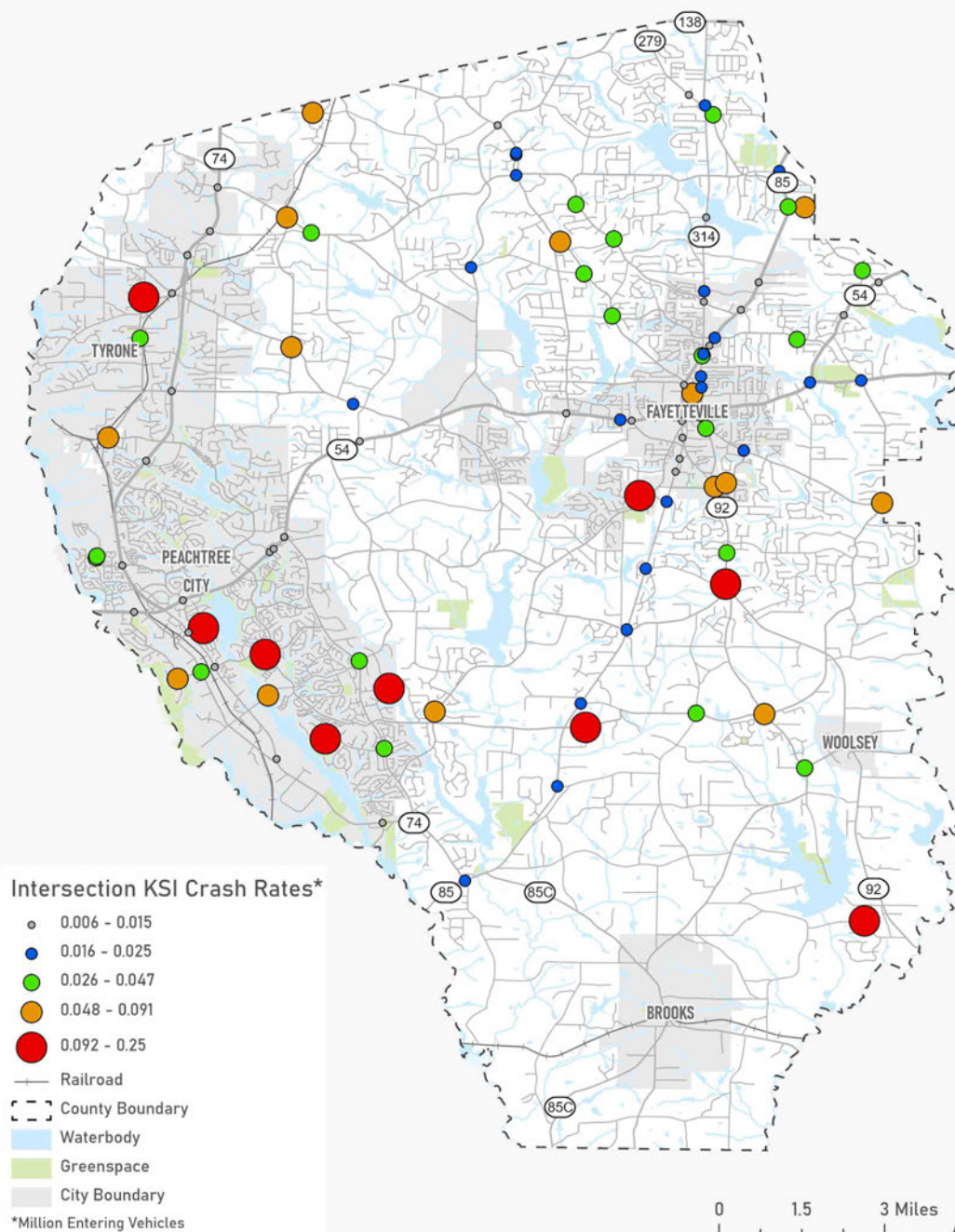
Intersection crash rates in Fayette County highlight the areas where traffic incidents are most frequent, providing crucial insights for targeted safety interventions. As depicted in Figure 2.12, the highest crash rates are typically concentrated within municipalities and along major roadways. Key locations with elevated crash rates include:

- **SR 279** in the northern portion of Fayette County, which stands out as a high-crash area, indicating a need for targeted safety improvements.
- **SR 85**, particularly at its intersection with **SR 314**, where traffic volumes and complex movements contribute to increased incidents.
- **SR 92**, south of downtown Fayetteville, a busy corridor with a high incidence of crashes, highlighting the need for enhanced intersection safety measures.
- **SR 74**, south of Peachtree City, where crash rates are also notably high, suggesting a need for better traffic control and intersection management.

These intersections are focal points for the Safety Action Plan, emphasizing the necessity for engineering enhancements, improved signage, signal optimization, and potential reconfiguration of high-risk intersections to reduce overall crash rates.

Figure 2.13 Intersection KSI Crash Rates

Source: GDOT Crash Data Dashboard, 2019-2023



In contrast to general intersection crash rates, the most severe incidents—those resulting in fatalities or serious injuries—are more likely to occur at intersections of local roads, rather than major thoroughfares. Figure 2.13 identifies some of the most dangerous intersections, where the risk of KSI crashes is significantly higher. Key areas of concern include:

- **South of downtown Fayetteville, along SR 92,** where KSI crash rates are elevated. These local roads feature significant curves and often have poor shoulder conditions, contributing to the severity of crashes.
- **In Peachtree City and unincorporated Fayette County,** intersections on local roads show high KSI crash rates. These areas experience a mix of active transportation users, including bicyclists and golf carts, which increases the risk at trail crossings where these users merge with vehicular traffic.

The Safety Action Plan aims to address these KSI hotspots by enhancing roadway design to accommodate active transportation users, improving visibility at intersections, and implementing advanced safety features. By focusing on the areas where crashes are most likely to result in serious injuries or fatalities, Fayette County seeks to reduce the severity of crashes and safeguard its most vulnerable road users.

Contributing Factors

Certain contributing factors have been found to increase the risk and severity of traffic crashes. It is important to understand patterns in the historic crash conditions to understand any such factors that can be addressed with safety or roadway improvements. The following section highlights detailed analysis that was performed for common contributing factors.

SPEEDING

Speeding is often a major factor in vehicle crashes, having a particularly significant effect on the severity of crashes. This is especially true for crashes involving active modes, such as bicyclists and pedestrians. As such, speed control can be an effective tool at reducing fatalities and serious injury crashes. As shown in Figure 2.14, pedestrian survival is heavily impacted by vehicular speed during accidents.

Figure 2.15 depicts the percentage of crash outcomes for speeding-related crashes. While about 3% of total crashes are speeding-related, around 17% of KSI crashes are speeding related. Speed is a significant contributing factor to crashes in Fayette County, as higher speeds reduce reaction times and increase the severity of collisions.

Figure 2.14 Likelihood of Death for People Walking if Hit at These Speeds

Source: AAA Foundation, Tefft, B.C. (2011)

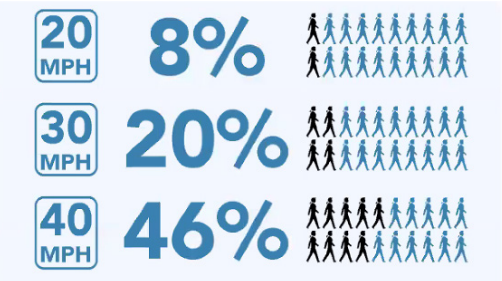
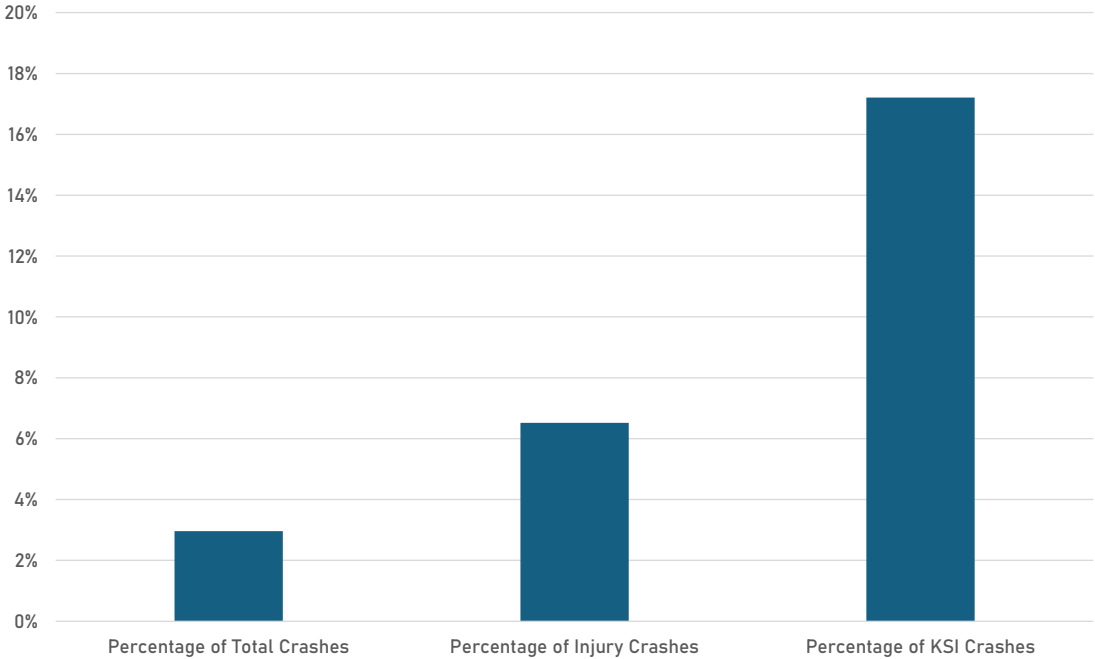


Figure 2.15 Speeding-Related Crashes



*data in the speed chart has been calculated based on countywide data

LIGHTING CONDITION

While most crashes occur during daylight when traffic volumes are higher, dark lighting conditions present greater hazards, as drivers may have less time to react to hazards or changes in the roadway that become visible only within the range of headlights. Lighting plays a significant role in crash outcomes.

Figure 2.16 shows crash severity by lighting conditions. Crashes in dark, unlit areas account for approximately 18% of total crashes but nearly 28% of fatal or serious injury crashes.

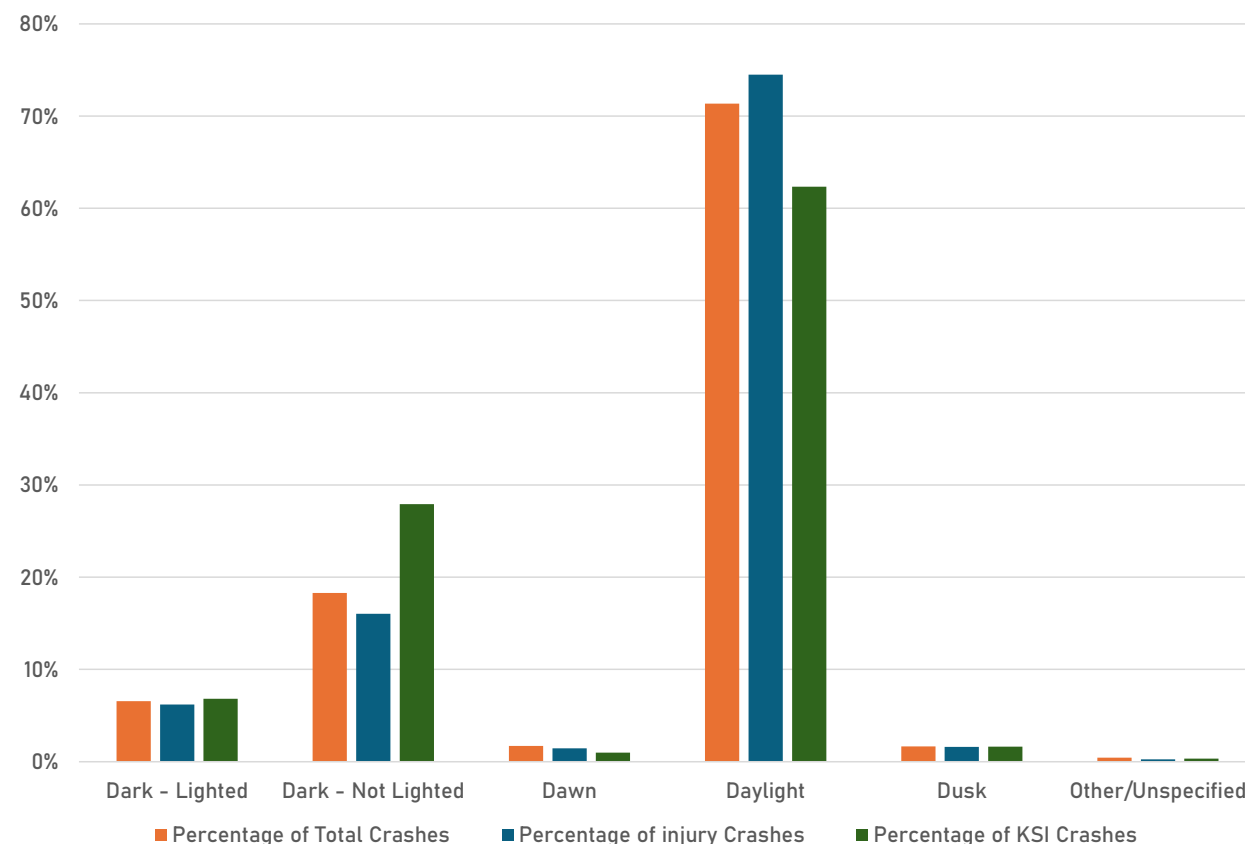
DISTANCE DRIVING/DUI

From 2019 to 2023, Fayette County recorded 755 crashes involving distracted driving and 623 crashes involving driving under the influence (DUI), representing approximately 4.3% and 3.5% of all crashes in the county, respectively.

Distracted driving and DUI contributed to 3.6% of injury crashes and 3.6% of fatal crashes. Notably, DUIs accounted for 13.9% of injury crashes and 21.4% of fatal crashes.

These statistics highlight the significant impact of distracted driving and DUI on roadway safety in Fayette County. While these behaviors constitute a relatively small percentage of total crashes, they are disproportionately represented in crashes resulting in fatalities and serious injuries. This underscores the critical need for targeted safety measures to address these high-risk driving behaviors and improve the safety of the county's roadways.

Figure 2.16 Crashes by Lighting Condition



DRIVING UNDER THE INFLUENCE (DUI) IS A FACTOR IN:



3.5%

of All Crashes



13.9%

of Injury Crashes



21.4%

of Fatality Crashes

DISTRACTED DRIVING IS A FACTOR IN:



4.3%

of All Crashes



3.6%

of Injury Crashes



3.6%

of Fatality Crashes

Crash Type

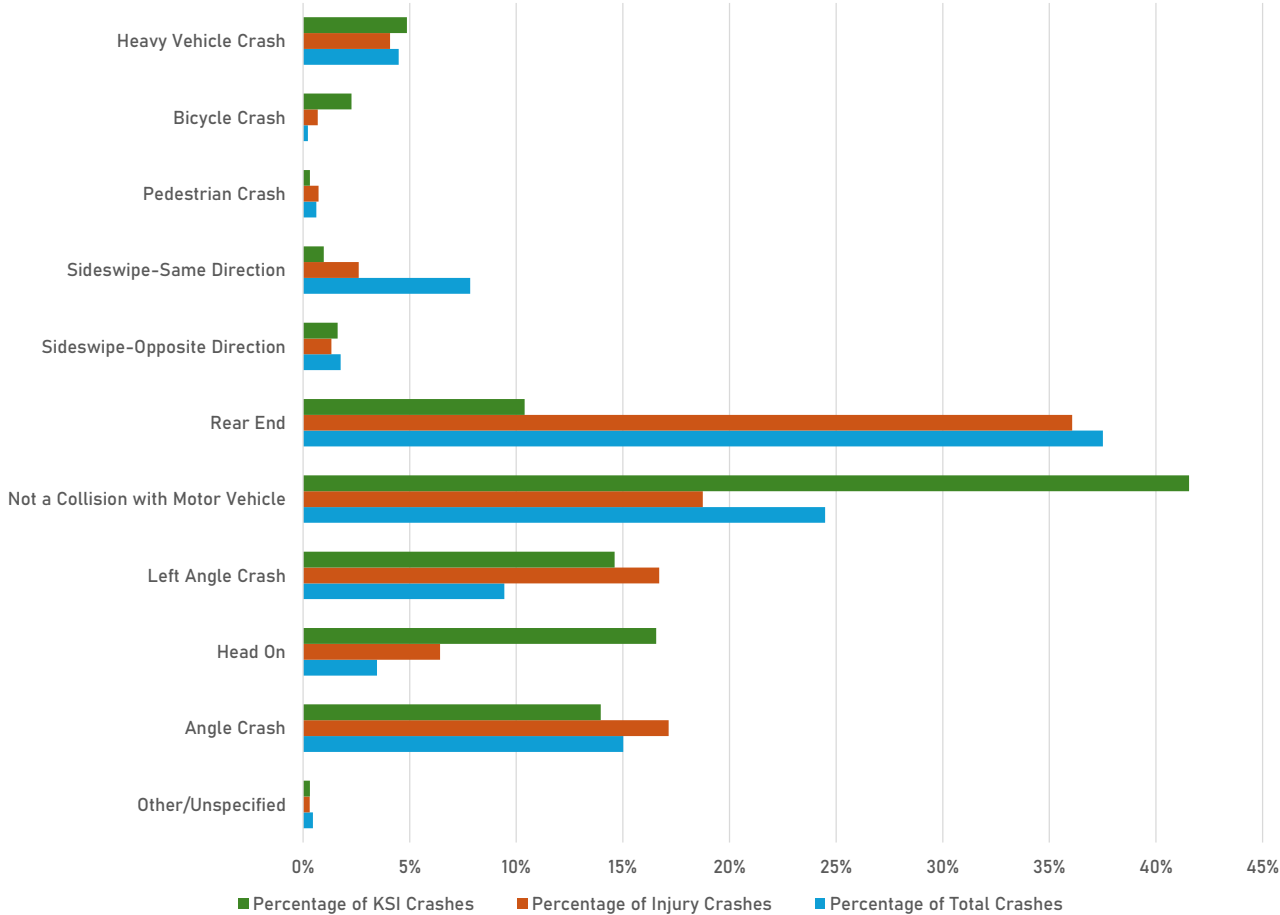
MANNER OF COLLISION

Figure 2.17 shows crash type by severity, providing a picture of which crash types are most common and commonly result in a death or severe injury.

Rear end crashes make up the largest percentage of total crashes, although there are fewer rear end crashes that result in a KSI. While these crashes occur relatively often, they are less likely to result in a severe outcome.

Crashes categorized as Not a collision with a motor vehicle make up a significant percentage of KSI crashes. These crashes make up over 40% of KSI crashes, but less than 25% of total crashes. This indicates that when these types of collisions occur, they are more likely result in a death or severe injury than other types of crashes. Similarly, head on, left angle, and bicycle crashes make up a much greater percentage of KSI crashes than total crashes, meaning they are more likely to result in a KSI. These represent the most dangerous types of crashes that occur.

Figure 2.17 Crash Type by Severity



High Injury Network

The High Injury Network (HIN) identifies roadway segments and corridors with the highest concentrations of severe crashes, where targeted investments can have the most significant impact in reducing fatal and serious injuries. By focusing on roadways with a high proportion of serious injuries and fatalities, the HIN provides a data-driven framework for prioritizing safety improvements and advancing the county's overall safety objectives. The HIN also considers priority equity areas for focused investment that benefits historically disadvantaged populations.

The development of the HIN involved a comprehensive analysis using the following data:

- Crash data from GDOT's Numetric database for the years 2019 through 2023
- Pedestrian and bicycle risk factors from the ARC

Equity data from USDOT's ETC Explorer Tool and demographic data from the 2022 American Community Survey (ACS) was used to prioritize identified projects. This integrated analysis considering both safety and equity supports the SS4A program's goals and provides a more equitable approach to prioritizing safety investments, ensuring that improvements address both traffic safety concerns and the specific needs of vulnerable communities.

THE HIGH INJURY
NETWORK REPRESENTS

12%

OF FAYETTE COUNTY'S ROADWAY
NETWORK



HIGHLIGHTS

- The HIN represents 12% of the roadway network, but 90% of total crashes and 94% of fatality and serious injury crashes that occur on roadways in Fayette County.
- The HIN includes 36 corridors. These roads can be considered the most dangerous for roadway users, and therefore require attention for safety improvements.
- The highest scoring roadways along the HIN are SR 54, SR 314, SR 85, SR 92, Ginger Cake Rd, and New Hope Rd.

HIN SCORING METHODOLOGY

The analysis focused on high-volume arterials and collector roadways, excluding local residential streets to allow a consistent comparison of major corridors, which typically present a higher risk of severe crashes.

Safety Analysis

Each roadway considered in the analysis was given a score based on the five safety criteria to determine the initial HIN. Roadways that meet one or more of these safety criteria thresholds are included in the initial HIN. A higher safety score indicates a higher priority for safety improvements.

Thresholds for the safety criteria were established by analyzing the distribution of each criterion across Fayette County. Key breaks in the data were identified to set thresholds that effectively highlight areas with elevated risk. This ensures that the threshold is relative to Fayette County’s specific existing conditions and that the resulting HIN consists of 10% to 15% of the County’s total roadway network, which is a goal of many Safety Action Plans as this provides implementable number of priority corridor for safety improvements.

Table 2.4 outlines the safety criteria and the corresponding thresholds used in the analysis. These thresholds were applied to each segment, and for corridor-level scoring, the highest segment score within the corridor was used. This approach ensures that the potential benefits of roadway improvements are fully captured.

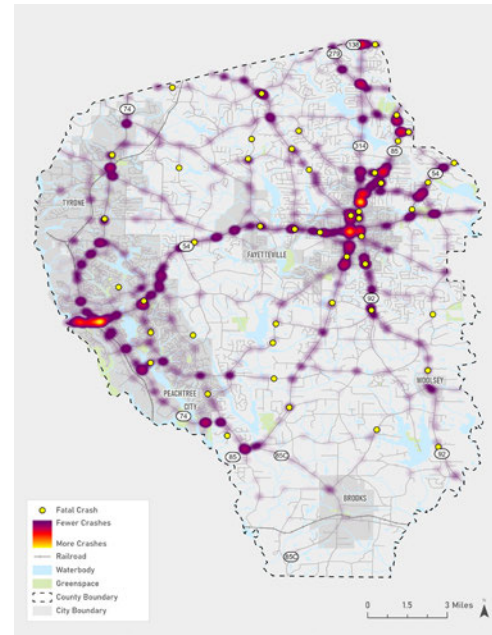
Table 2.8 Safety Criteria and Thresholds

CRITERIA	THRESHOLD
Crash History	> 5 Crashes
Crash Rate	> 240 crashes per 100million trips
KSI Crash Rate	> 25 KSI crashes per 100m trips
Pedestrian Risk Factors	2 Total Risk Factors
Bicycle Risk Factors	4 Total Risk Factors

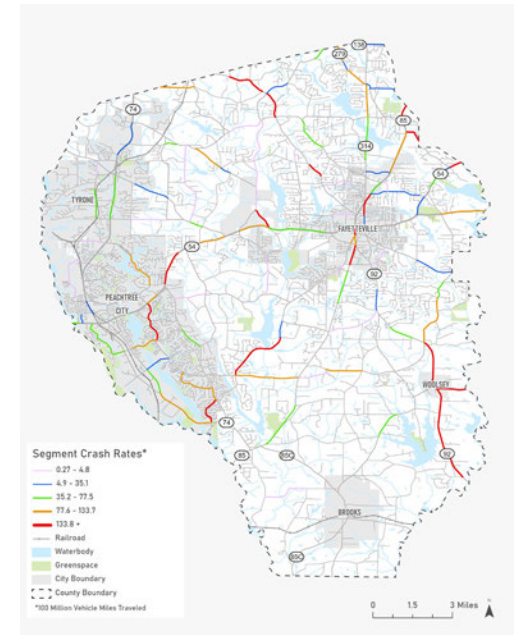
HIN SAFETY SCORING

The High Injury Network was determined using five safety criteria. Each roadway corridor was assigned a score based on how many of these high injury criteria were met. Each corridor in the HIN meets at least one criteria. A road with a score of 5 meets all of the criteria. The safety criteria are shown here.

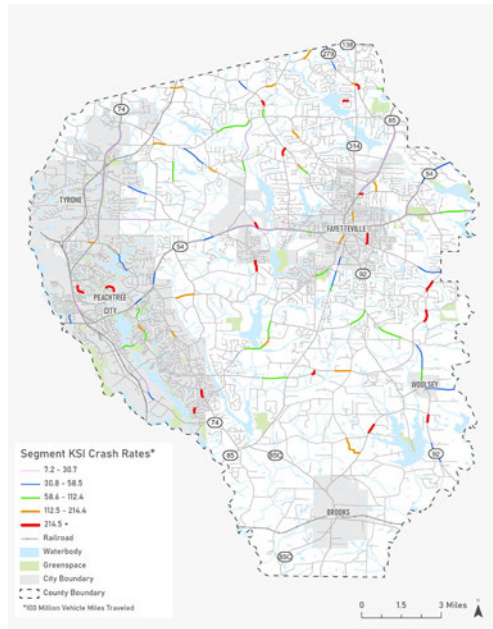
CRASH HISTORY



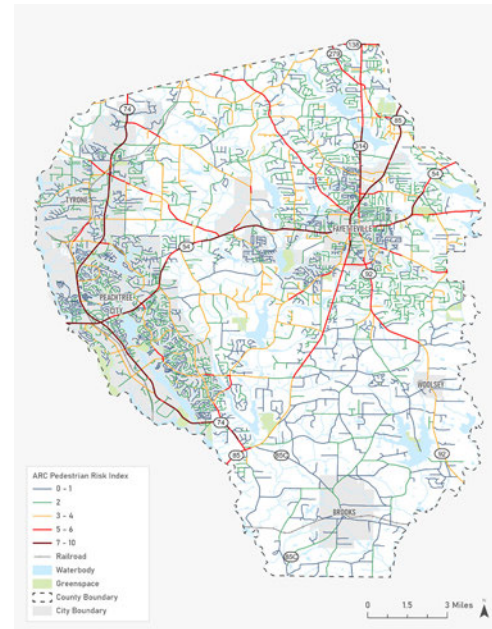
CRASH RATE



KILLED OR SERIOUS INJURY CRASH RATE



PEDESTRIAN RISK FACTORS



BICYCLIST RISK FACTORS

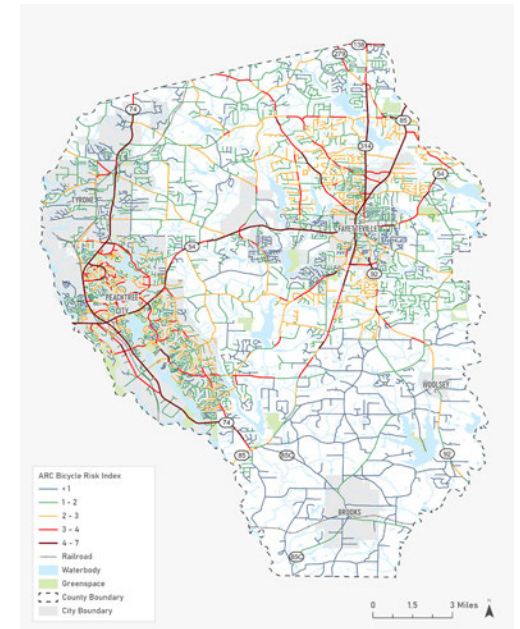


Figure 2.18 HIN List & Scoring

There are 36 total corridors included in the HIN, making up 145 miles of roadway. Figure 2.18 shows the final HIN and the safety criteria scoring that each corridor received. These corridors represent priority areas for safety investment. Table 2.5 provides a scoring matrix for the network.

The segments with this highest safety priority score are SR 54, SR 314, SR 85, SR 92, Ginger Cake Rd, and New Hope Rd.

While the HIN represents only 12% of the county's roadway network, it accounts for 90% of all reported crashes.

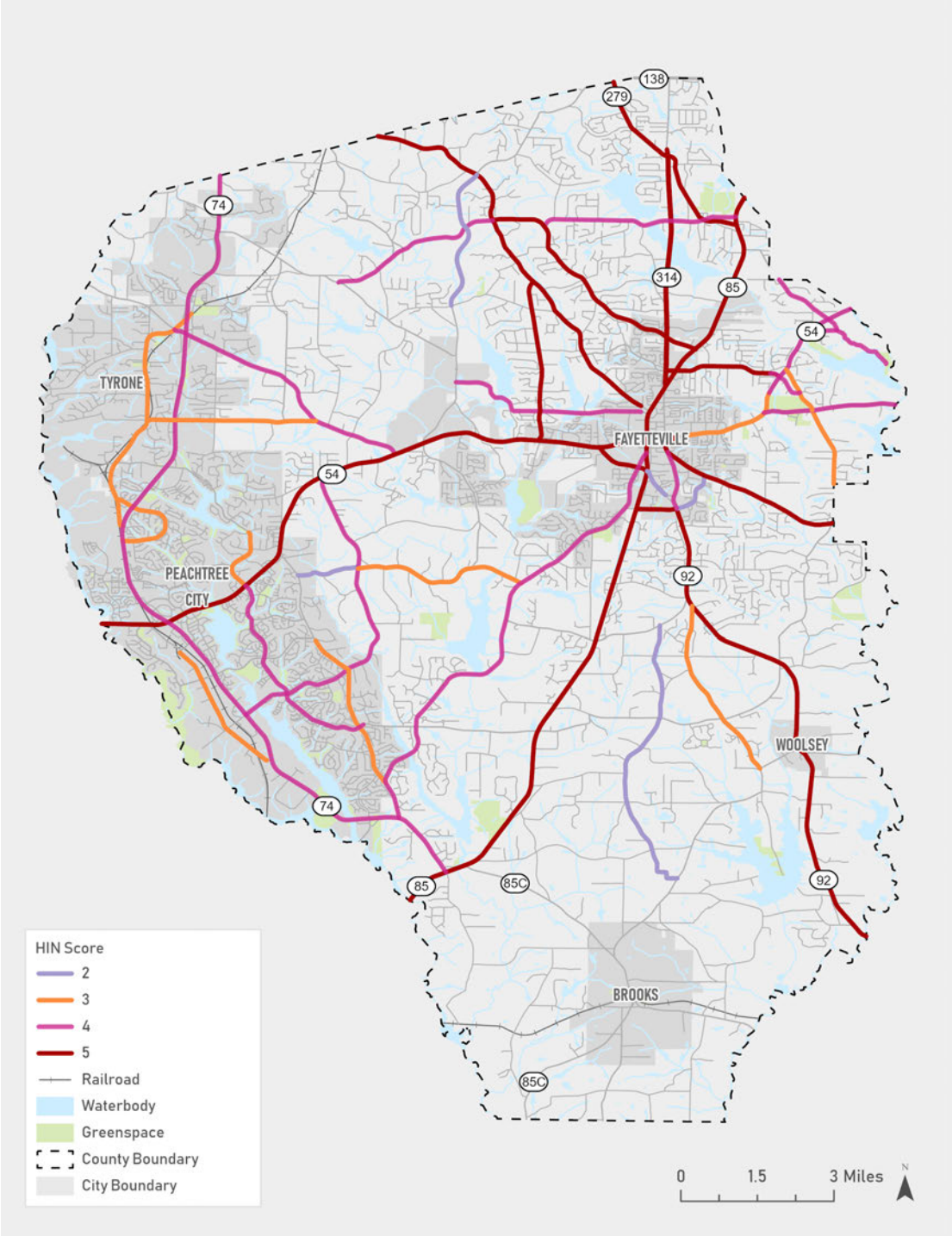


Table 2.9 High Injury Network Corridor Scoring

CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
SR 85C	SR 85	Spalding County Line/Tri County Rd	4	1	1	1	0	1	Brooks
Forrest Ave	Fulton County Line	Glynn St	5	1	1	1	1	1	Fayetteville
Banks Rd	SR 314	SR 54	5	1	1	1	1	1	Fayetteville
Gingercake Rd	SR 92	SR 54	5	1	1	1	1	1	Fayetteville
SR 85	County Line/north of Kenwood Rd	Whitney St	5	1	1	1	1	1	Fayetteville
SR 85	Whitney St	Price Rd	5	1	1	1	1	1	Fayetteville
SR 314	SR 314	SR 85	5	1	1	1	1	1	Fayetteville
Grady Ave	W Lanier Ave	Glynn St	5	1	1	1	1	1	Fayetteville
New Hope Rd	SR 92	SR 85	5	1	1	1	1	1	Fayetteville
S Jeff Davis Dr	SR 54	County Line Rd	5	1	1	1	1	1	Fayetteville
Lester Rd	SR 54	Ebenezer Church Rd	5	1	1	1	1	1	Fayetteville
SR 54	Coweta County Line	West of Booker Ave	5	1	1	1	1	1	Fayetteville, Peachtree City
SR 92	SR 85	Spalding County Line	5	1	1	1	1	1	Fayetteville, Woolsey
Hood Ave	Veterans Pkwy	Glynn St	4	1	0	1	1	1	Fayetteville
Jimmie Mayfield Blvd	S Jeff Davis Dr	SR 92/Helen Sams Pkwy	4	1	1	1	1	0	Fayetteville
Redwine Rd	SR 74	SR 85	4	1	1	1	0	1	Fayetteville, Peachtree City
SR 54	Gwinnett St	South of Banks Rd	3	1	1	1	0	0	Fayetteville
Ebenezer Rd	SR 54	Robinson Rd	4	1	1	1	1	0	Peachtree City
Crosstown Rd	SR 74	Robinson Rd	4	1	1	1	1	0	Peachtree City
Peachtree Pkwy	Loring Ln	Parkway Dr/Interlochen Dr	4	1	1	1	0	1	Peachtree City
Robinson Rd	SR 54	Camp Creek Trl	4	1	1	1	1	0	Peachtree City
S Peachtree Pkwy	SR 54	Robinson Rd	4	1	1	1	1	0	Peachtree City
SR 74	Fulton County Line	SR 85	4	1	1	1	1	0	Peachtree City, Tyrone
Kedron Dr	Senoia Rd	SR 74	3	1	1	1	0	0	Peachtree City
Dividend Dr	Paschall Rd	SR 74	3	1	1	1	0	0	Peachtree City
N Peachtree Pkwy	Parkway Dr/Interlochen Dr	SR 54	3	1	1	1	0	0	Peachtree City
Robinson Rd	Camp Creek Trl	Redwine Rd	3	1	1	0	0	1	Peachtree City
Senoia Rd	Tyrone Rd	SR 74	3	1	1	1	0	0	Peachtree City, Tyrone
Tyrone Rd	Senoia Rd	SR 54	4	1	1	1	0	1	Tyrone
Sandy Creek Rd	SR 74	SR 54	3	1	0	1	0	1	Tyrone
Dogwood Trl	Senoia Rd	Tyrone Rd	3	1	1	1	0	0	Tyrone

CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
SR 279	Fulton County Line	SR 85	5	1	1	1	1	1	
SR 85 S	Price Rd	County Line/south of Padgett Rd	5	1	1	1	1	1	
Goza Rd	SR 85	SR 92	5	1	1	1	1	1	
Westbridge Rd	SR 92	Old Jonesboro Rd	5	1	1	1	1	1	
SR 138	Albania Dr	Old Hwy 138	4	1	1	1	1	0	
SR 54	North of McDonough Rd	County Line/east of Corinth Rd	4	1	1	1	0	1	
SR 314	SR 138	SR 279	4	1	1	1	1	0	
Corinth Rd	County Line/north of Curved Rd	Hewell Rd	4	1	1	1	0	1	
Kenwood Rd	New Hope Rd	SR 85	4	1	1	1	1	0	
Bernhard Rd	Redwine Rd	Goza Rd	4	1	1	1	0	1	
Lees Mill Rd	Sandy Creek Rd	SR 92	4	1	0	1	1	1	
McDonough Rd	SR 54	County Line/west of Tara Rd	4	1	1	1	0	1	
Hewell Rd	Fayetteville Rd/E Lanier Ave	Links Golf Club	4	1	1	1	0	1	
Banks Rd E	Deer Forest Trl	McElroy Rd	4	1	1	1	1	0	
County Line Rd	McDonough Rd	Clayton County Line	3	1	1	1	0	0	
Ebenezer Church Rd	Ebenezer Rd	Redwine Rd	3	1	0	1	1	0	
Veterans Pkwy	North of Eastin Rd	Tillman Rd	3	1	0	1	0	1	
Veterans Pkwy	North of Sandy Creek Rd	SR 54	3	1	1	1	0	0	
McElroy Rd	SR 54	McDonough Rd	3	1	1	1	0	0	
Ellison Rd	Sandy Creek Rd	Dogwood Trl	3	1	1	0	1	0	
Antioch Rd	SR 92	Winn Way	3	1	0	1	1	0	

SECTION III.

EXISTING TRANSPORTATION NETWORK

Roadway Characteristics

The following section provides a comprehensive overview of Fayette County's roadways, discussing characteristics such as functional classification, number of lanes, vehicular volumes, and bottleneck locations. These elements are analyzed in relation to the HIN, highlighting their significant impact on safety and mobility, as well as their influence on overall quality of life and workforce access for residents throughout the county.

HIGHLIGHTS

- Fayette County's roadways are defined by key arterials such as SR 54, SR 74, and SR 85, which handle the highest traffic volumes and serve as major regional connectors.
- The majority of the county is served by two-lane roads, with larger arterials concentrated in Fayetteville and Peachtree City.
- Freight traffic is significant on SR 54 and SR 74, impacting local road safety and mobility, particularly near Peachtree City.

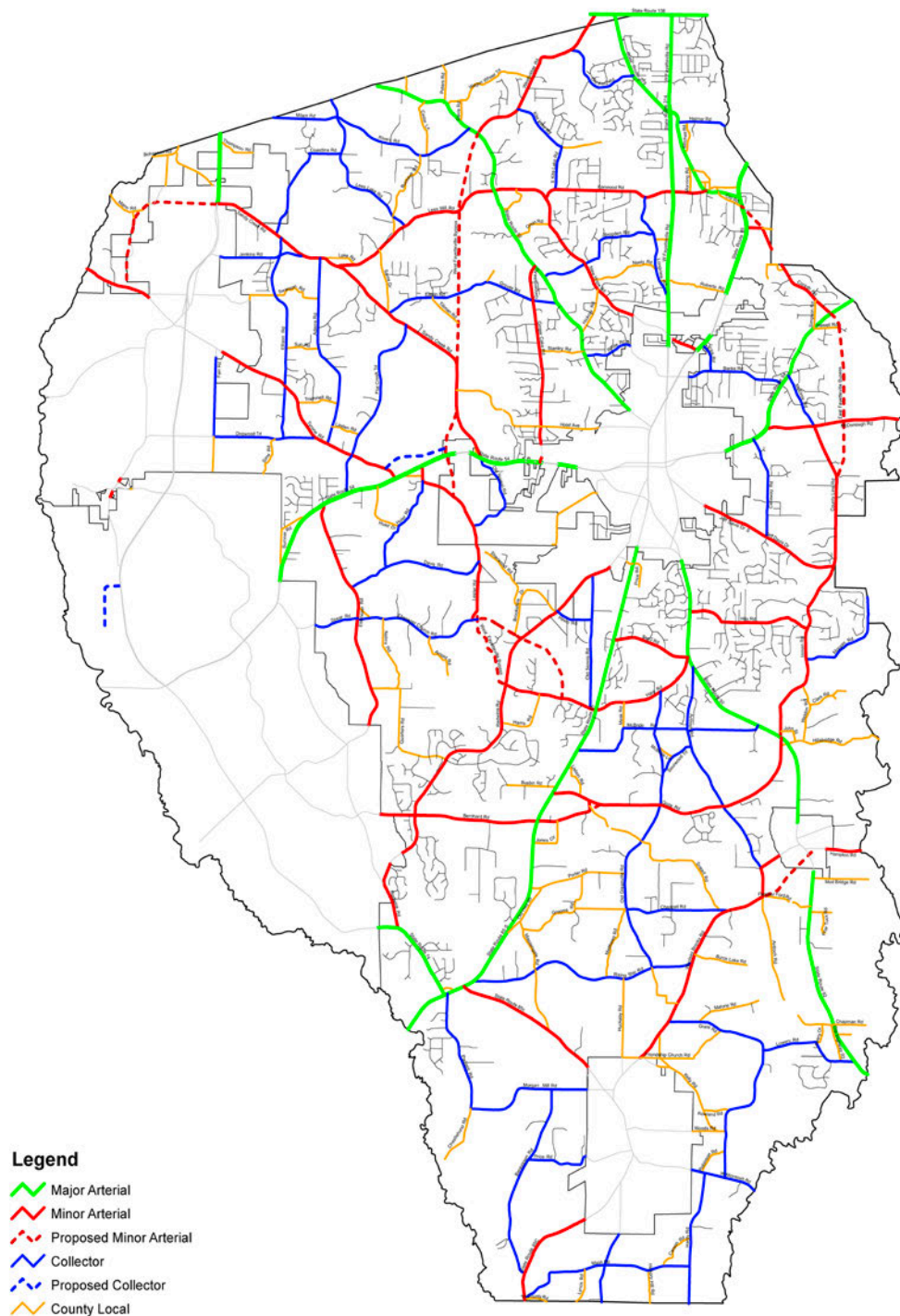
Figure 3.1 Functional Classification

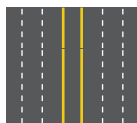
Source: Fayette County Thoroughfare Plan

Each roadway in Fayette County is classified based on its intended function within the transportation system. The three primary functional classifications are arterials, collectors, and local roads, with each category further subdivided into “Major” and “Minor” classifications. This functional classification system defines the role of each roadway in supporting traffic flow, access, and mobility. Over time, the functional classification of a roadway may change due to shifts in surrounding land use or improvements made to the roadway itself.

In this plan, roadways are classified according to the county’s thoroughfare plan, as shown in Figure 3.1, managed by the Department of Planning and Zoning. Streets not included in the thoroughfare plan are classified by the county engineer as needed. The classifications are defined as follows:

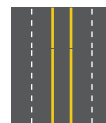
- **Major Arterial:** This includes all state routes within the county, serving as the primary corridors for regional traffic movement. Major arterials are designated for freight and truck traffic.
- **Minor Arterial:** Streets that facilitate traffic movement within the county and intersect with one or more major arterials.
- **Collector:** These streets primarily gather





MAJOR ARTERIALS

SR 54
SR 74
SR 85
SR 92
SR 314
SR 279



MINOR ARTERIALS

SR 85C
Brooks Woolsey Rd
Hampton Rd
McDonough Rd
Redwine Rd
S Peachtree Pkwy
Bernhard Rd
Goza Rd
Inman Rd
Hilo Rd
S Jeff Davis Dr
County Line Rd
Corinth Rd
Kenwood Rd
New Hope Rd
Lees Mill Rd
Ginger Cake Rd
Veterans Pkwy
Tillman Rd
Westbridge Rd
Sandy Creek Rd
Palmetto Rd
Tyrone Rd
Ebenezer Rd
Harp Rd
Seay Rd
Lester Rd



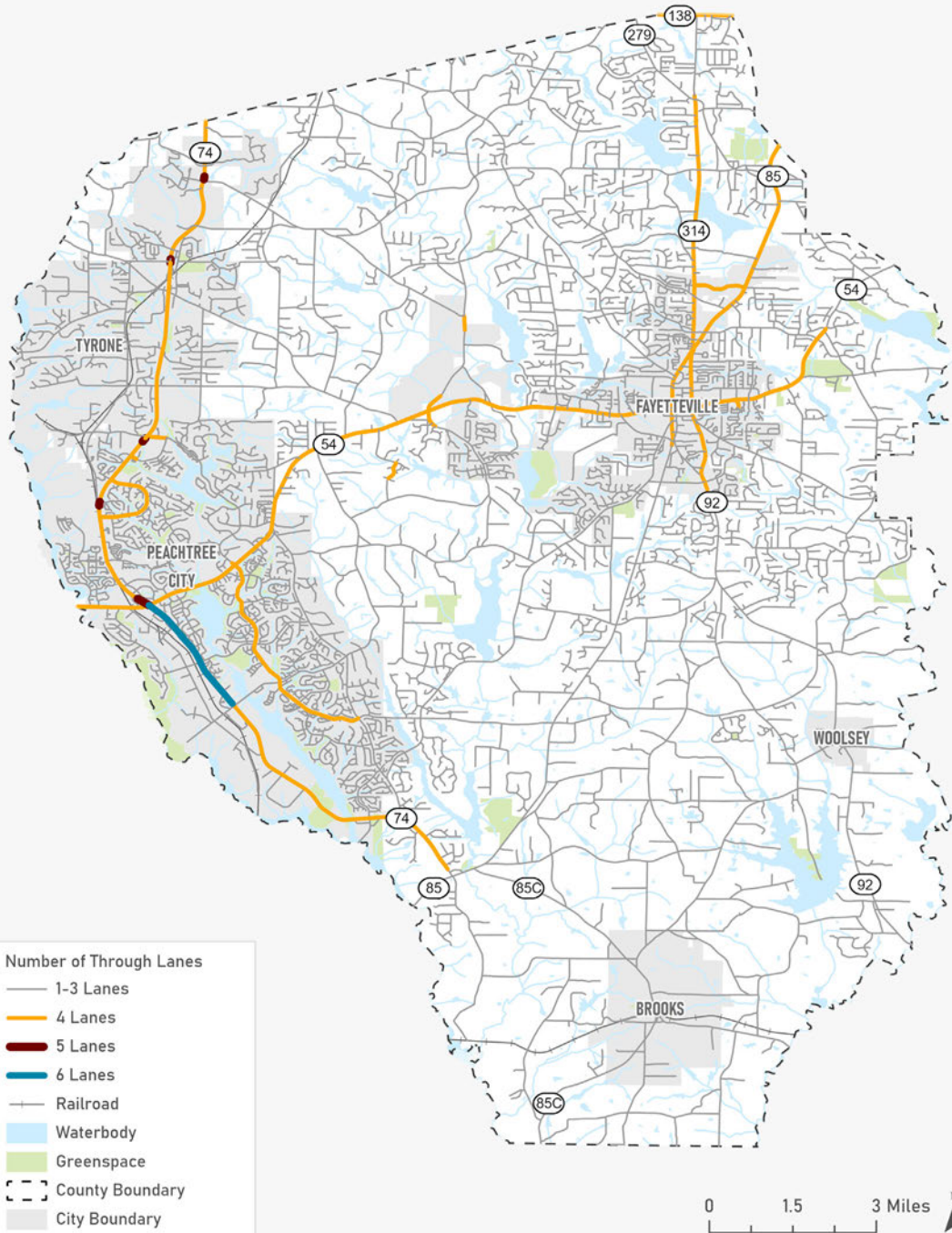
MAJOR COLLECTORS MINOR COLLECTORS

Mask Rd	Brogdon Rd
Brooks Rd	Roberts Rd
Hardy Rd	Old Ford Rd
Bankstown Rd	Kite Lake Rd
Price Rd	Rivers Rd
Morgan Mill Rd	Lees Lake Rd
Padgett Rd	Costline Rd
Rising Star Rd	Ellison Rd
W McIntosh Rd	Jenkins Rd
Grant Rd	Adams Rd
Lowery Rd	Flat Creek Trl
Chappell Rd	Dogwood Trl
Old Greenville Rd	Farr Rd
Antioch Rd	White Rd
McBride Rd	
Sourwood Trl	
Morgan Rd	
Old Senoia Rd	
Hawn Rd	
Ebenezer Church Rd	
Davis Rd	
Old Norton Rd	
Callaway Rd	
McElroy Rd	
Banks Rd	
Ellis Rd	
Longview Rd	

traffic from smaller roads, providing a connection to both minor and major arterials.

- **County Local:** Roads intended for access to adjacent properties and traffic flow within a confined area. Freight and truck traffic is not permitted on county local roads.
- **Low-Volume Local:** A subset of county local roads with an average daily traffic (ADT) of 400 vehicles or fewer. Roads may be designated as low-volume local if:
 - A. Requested by county staff, property owners, or the developer of a new road,
 - B. The road meets the ADT threshold,
 - C. Approved by the Board of Commissioners.
- **Internal Local:** Streets within a development that primarily support traffic circulation within that specific area.

Figure 3.2 Number of Lanes
Source: GDOT 2021



The number of lanes on a roadway directly impacts the capacity of a roadway at any given time. Through lanes are specifically designated for continuous traffic flow and exclude turn lanes, auxiliary lanes, and collector-distributor lanes. Figure 3.2 illustrates the number of through lanes on existing Fayette County roads, highlighting the variation from smaller local roads to larger arterials. The higher lane capacity is generally concentrated within Fayetteville and Peachtree City, as well as major roads like SR 53, SR 314, and SR 74 that provide significant connections to municipalities. The majority of the County is served by two lane roadways.

Figure 3.3 Bridge Conditions

Source: National Bridge Inventory (NBI) 2024

The state of Fayette County bridges was assessed by reviewing the National Bridge Inventory (NBI) database, which comprehensively records bridge information and inspection results nationwide. Each bridge is assigned a rating of Good (G), Fair (F), or Poor (P) based on the lowest condition rating among Deck, Superstructure, Substructure, or Culvert from the most recent inspection. Bridges with a rating of 7 or higher are deemed Good, while those with a rating of 4 or lower are classified as Poor. Bridges with ratings of 5 or 6 are categorized as Fair.

Fayette County has a total of 81 bridges, with 58 classified as Good and 20 as Fair condition. Notably, 3 bridges are classified as being in Poor condition. Table 3.1 shows the bridges in Fayette County with a Bridge Condition of Poor while Figure 3.3 shows the locations of bridges and their corresponding bridge condition.

Table 3.1 Bridges with a Bridge Condition of Poor

ROADWAY	FEATURE	RATING
Shoal Creek Dr	Shoal Creek	4
Cross Creek Trail	Gay Creel	4
Pye Ct	Ginger Cake Creek	4

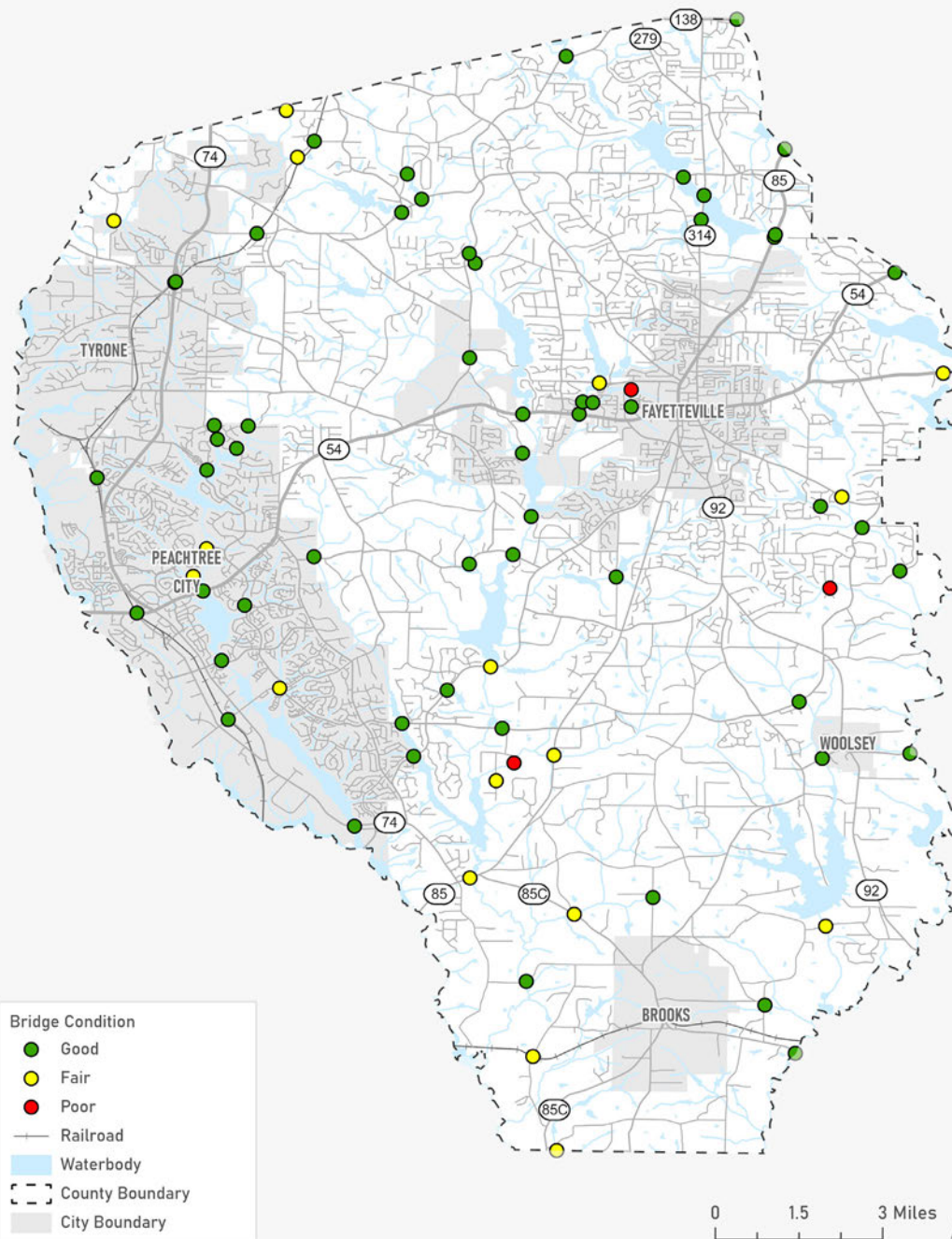
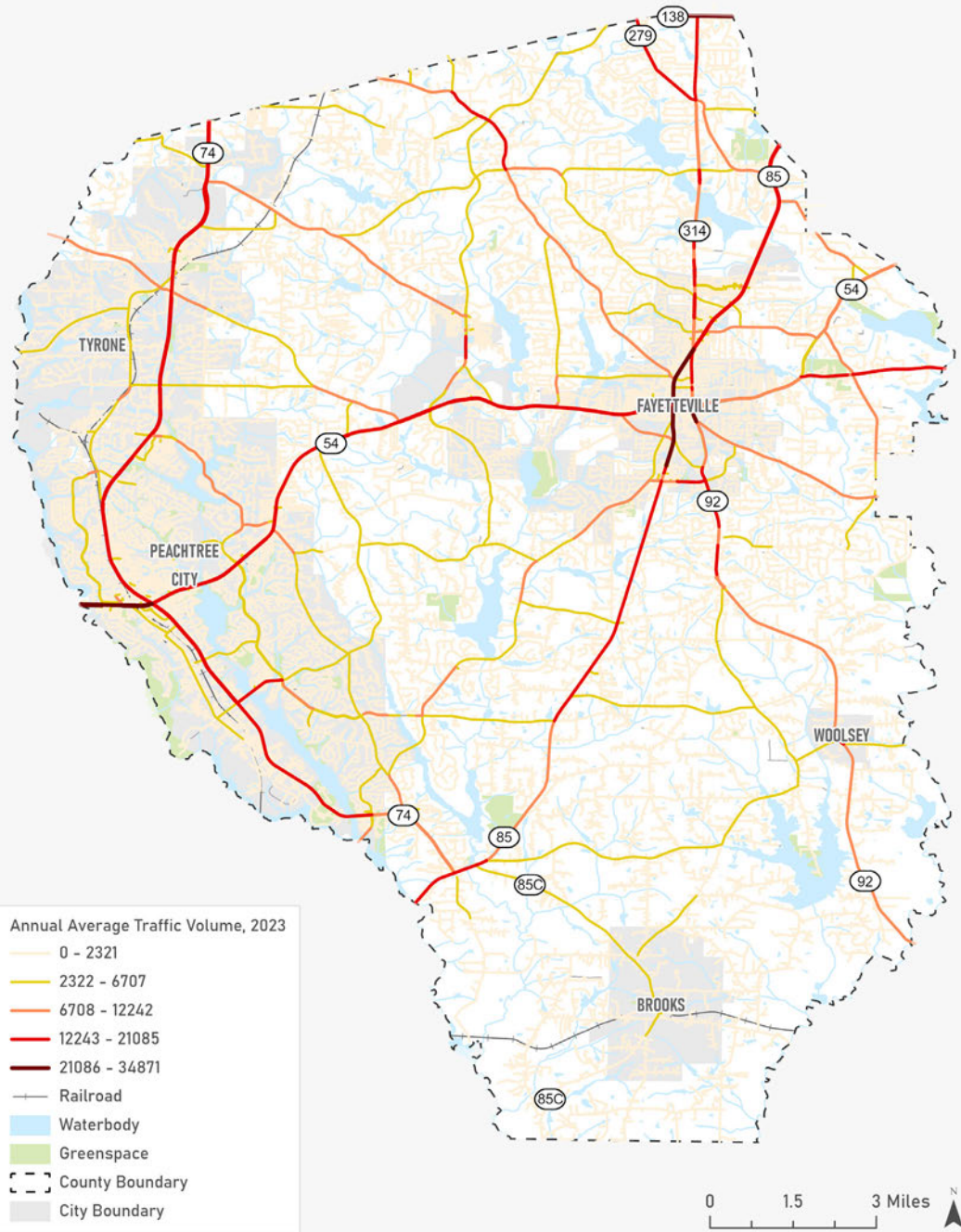


Figure 3.4 Vehicular Volumes

Source: GDOT 2021

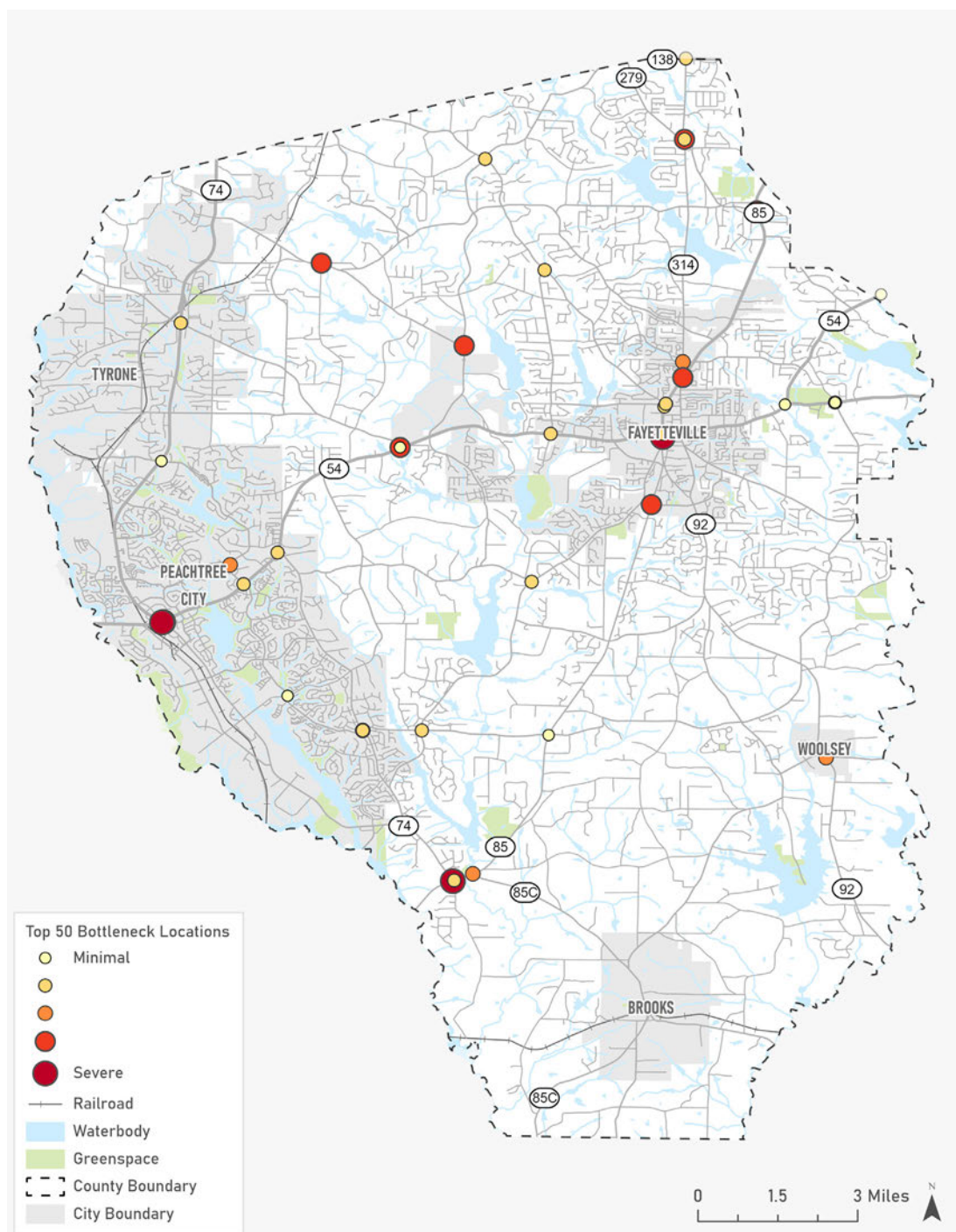


SR 54, SR 74, SR 85, SR 92, and SR 314 carry the highest traffic volumes in Fayette County. These arterials also have the most lanes. Specifically, SR 84 in Fayetteville and SR 54 in Peachtree City each handle vehicular volumes of 20,000 vehicles or more.

The high traffic volumes on SR 54, SR 74, SR 85, SR 92, and SR 314, combined with their classification as arterials with multiple lanes, make these roads critical focus areas for the Safety Action Plan. The significant vehicular volumes suggest a heightened risk for crashes and other safety concerns. As a result, targeted safety improvements are essential to mitigate risks and improve overall safety on these key corridors.

Figure 3.5 Top 50 Bottlenecks

Source: RITIS 2023



Roadway bottlenecks were identified using the Regional Integrated Transportation Information System (RITIS) Probe Data Analytics, which primarily leverages cell phone data for transportation insights. Bottlenecks refer to road segments where vehicles experience delays and backups, affecting upstream traffic flow. The analysis used data from September 2023, with Figure 3.5 showing the queue lengths at these bottlenecks in feet.

In RITIS, bottlenecks are ranked by total delay, which reflects the cumulative delay vehicles experience at a segment during the analysis period. Total delay is calculated by comparing free-flow travel time with actual travel time, factoring in average daily traffic volume (AADT) and adjusting for day-of-week variations.

Table 3.2 Top 15 Bottleneck Head Locations by Congestion

RANK	HEAD LOCATION
1	GA-54 N @ GA-74/JOEL COWAN PKWY
2	GA-74 S @ GA-54/FLOY FARR PKWY
3	GA-85 S @ GA-74/S JOEL COWAN PKWY
4	GA-85 S @ GA-54/STONEWALL ST/E LANIER AVE
5	GA-54 N @ GA-85/GA-92/GLYNN ST
6	GA-54 S @ TYRONE RD
7	GA-314 S @ GA-85/GLYNN ST N
8	GA-85 N @ GA-279/EVANDER HOLYFIELD HWY
9	GA-92 W @ GA-54/LANIER AVE/STONEWALL AVE
10	GA-279 S @ GA-314/W FAYETTEVILLE RD
11	SANDY CREEK RD W @ ADAMS RD
12	GA-85 S @ GA-92/RAMAH RD
13	GA-74 N @ GA-54/FLOY FARR PKWY
14	SANDY CREEK RD E @ VETERANS PKWY
15	GA-85 N @ GA-92/RAMAH RD

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Figure 3.6 Freight Volumes
Source: RITIS 2023

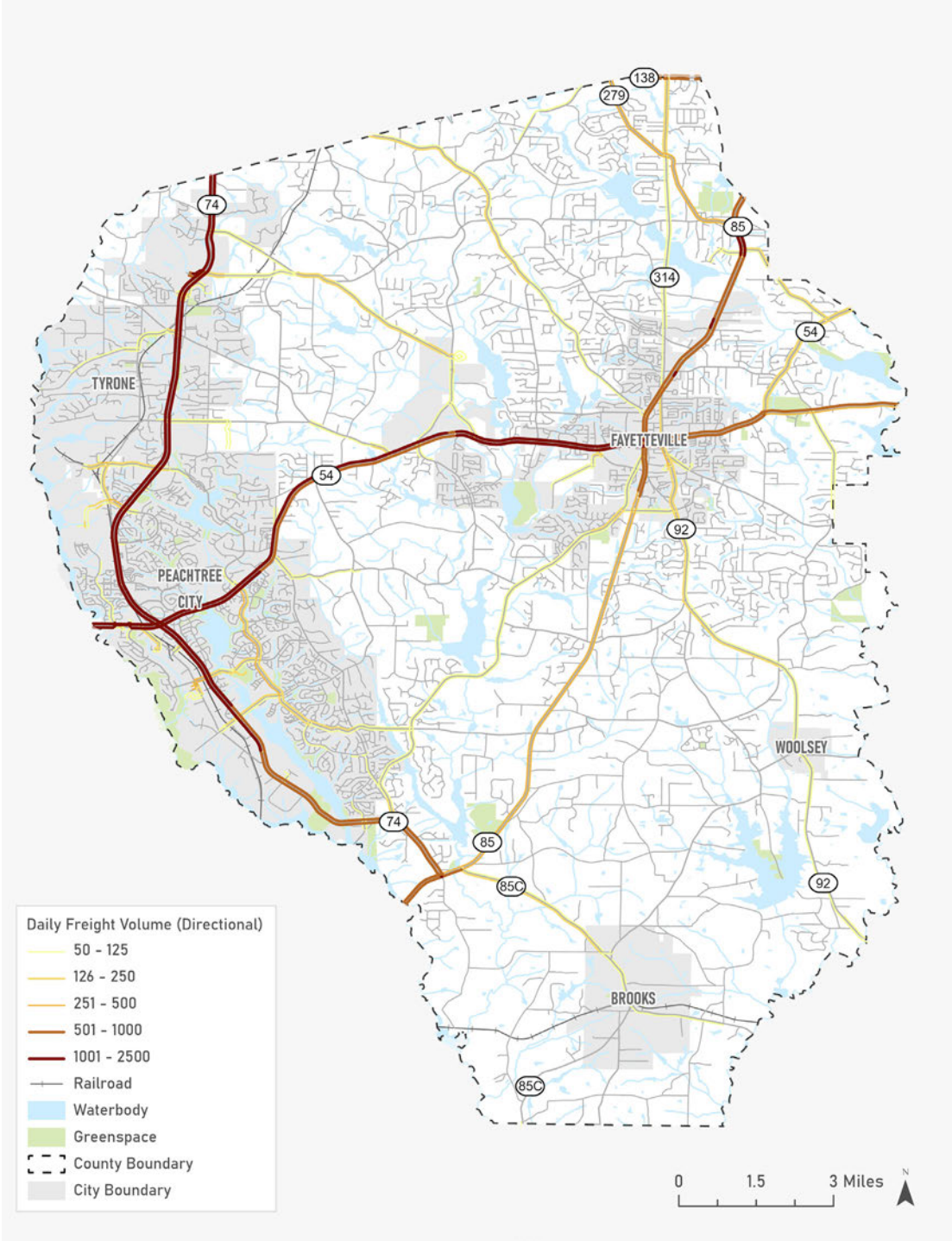
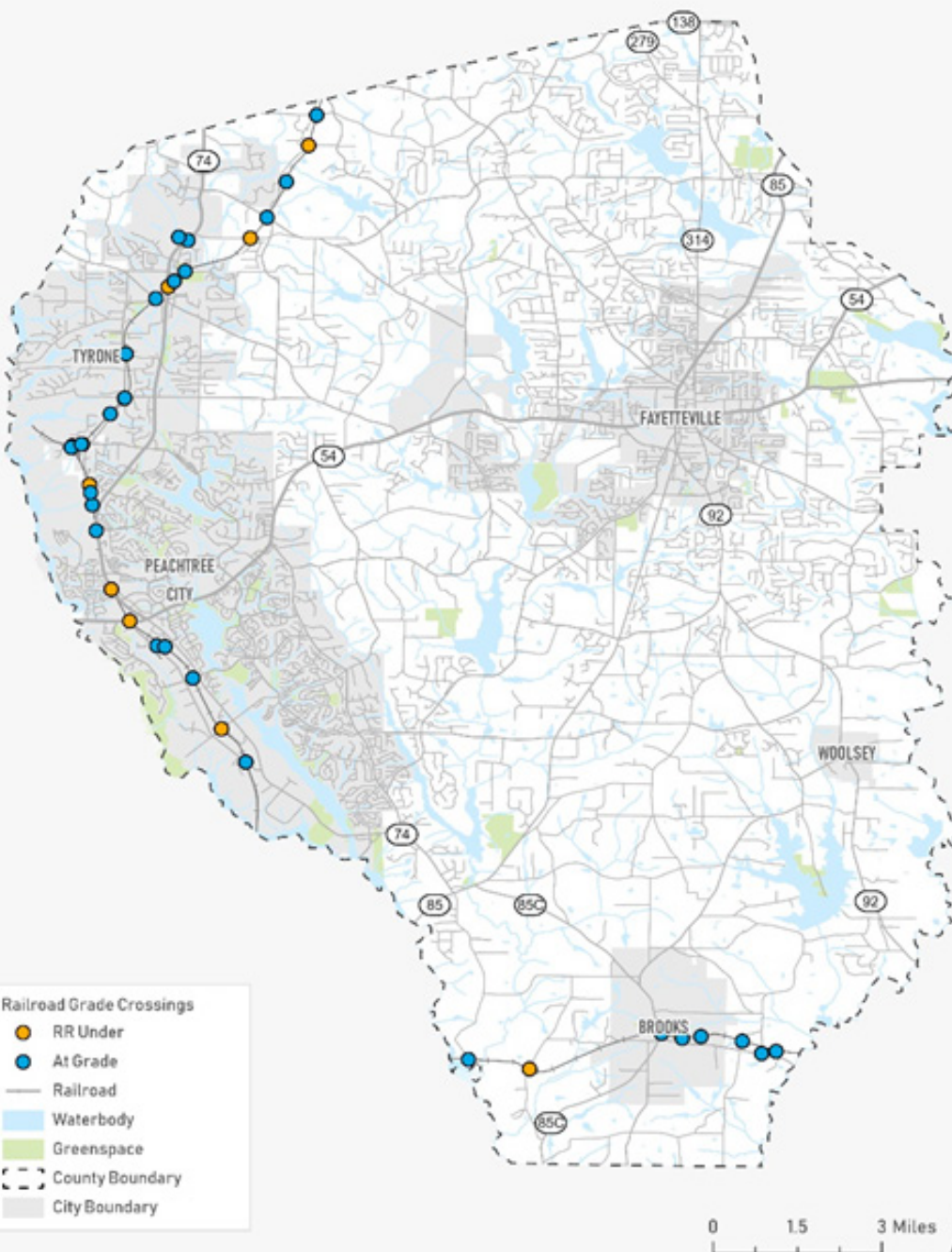


Figure 3.6 illustrates daily directional freight traffic volumes across key roadways in Fayette County, highlighting corridors essential for freight movement. Roads are classified by freight volume, with darker shades indicating higher volumes, from 1,001 - 2,500 vehicles daily, down to lighter shades representing 50 - 125 vehicles. Major freight routes, including segments of SR 74 and SR 54, particularly near Peachtree City and Tyrone, experience the highest volumes, with SR 85 north of Fayetteville also handling substantial freight traffic. These corridors connect Fayette County to broader networks; SR 85 and SR 54 link to I-75, while SR 74 connects to I-85, supporting both local and regional access. Understanding these freight patterns is essential for planning safety improvements that balance the needs of freight operations with community safety goals.

The ARC has identified a number of roadways that are important for regional truck movement and freight flows. The regional truck route network within Fayette County includes SR 54, SR 74, SR 85, SR 92 and SR 138. These corridors are also included in the National Highway System routes.

Figure 3.7 Railroad Crossings

Source: GDOT 2021



The CSX Transportation rail line runs north to south along the western side of Fayette County, while the Norfolk Southern rail line extends east to west across the southern tip of the county.

Rail crossings are distributed along the entire rail line, with most being underpasses. However, there are also at-grade crossings, which pose significant safety risks for all modes of travel, especially for vulnerable road users such as pedestrians.

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SECTION IV.

LAND USE CONTEXT

Understanding the interplay between land use, zoning regulations, and roadway safety is essential for creating communities that emphasize both mobility and safety. The way land is used, road design, and the resulting traffic patterns significantly influence infrastructure design and overall road safety. Effective zoning practices can help mitigate risks and promote safer conditions through several key mechanisms.

Zoning influences road design standards and access management. Zoning regulations can dictate road widths, sight lines, and the placement of signage, all of which contribute to safer driving conditions. In addition, zoning standards can mandate appropriate setbacks and carefully planned access points for developments, which help ensure safe entry and exit, thereby reducing collision risks and minimizing congestion.

Zoning and land development requirements also enhance safety through requirements related to lighting, landscaping, and infrastructure maintenance. Proper lighting in commercial and residential zones improves nighttime visibility, lowering the risk of accidents. Landscaping standards, such as maintaining clear sightlines at intersections and along roadways, further contribute to the safety of drivers and pedestrians. By integrating these safety considerations into zoning regulations, Fayette County can develop environments that support safe and efficient transportation for all road users.

HIGHLIGHTS

- Key commercial corridors are located along SR 85 in Fayetteville and SR 54 in Peachtree City.
- Areas of high growth include Peachtree City, Fayetteville and Tyrone.
- Industrial uses are found along major roads, such as SR 74 and SR 85.

FAYETTE COUNTY

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Fayette County is located in the heart of Georgia, in the southern portion of the Atlanta region. The county is characterized by its mix of suburban and urban proximity and resources. The county has a growing economy with a mix of residential, retail, manufacturing, and logistics. These industries are concentrated around the four incorporated municipalities: Fayetteville, Peachtree City, Tyrone, and Brooks.

HOW DO DIFFERENT LAND USES INFLUENCE TRANSPORTATION?



RESIDENTIAL

Residential land use areas typically cause more significant commuter traffic in response to their different densities and transportation options. High density residential areas tend to have a greater propensity for transit and active transportation such as walking or cycling. However, lower density residential areas rely more on auto-travel for commuting which can cause an increase in traffic congestion. With higher density residential areas having more access to transit and active transportation networks, the reliance on private cars is not as high as lower density residential areas.



COMMERCIAL/RETAIL

Due to commercial areas being a hub for retail, dining, and services, there is usually more traffic during the daytime, weekends, and holidays. There are also moderate freight demands in retail areas that receive deliveries throughout the day causing more cargo trains and trucks to travel alongside. Businesses in commercial areas typically cater to a diverse customer base which further increases traffic volumes as people travel to these areas to access their goods and services. Furthermore, commercial trips tend to attract shorter trips that generate more traffic in retail areas.



OFFICE

Office land use areas are catalysts for activating traffic hour trips and congestion, primarily due to concentrated travel demand during common work hours of the day. The high concentration of office workers commuting to and from work in these areas creates significant traffic volumes, particularly during morning and evening rush hours. To address these challenges, there is a growing demand for efficient transportation alternatives and transit options such as carpooling, cycling lanes, and pedestrian pathways.



INDUSTRIAL

Industrial land use holds a significant influence on transportation networks by generating high demands for freight traffic and workforce access. Since industrial areas are hubs for manufacturing, distribution, and logistics activities, there is a need for regular shipments of raw materials and finished goods through cargo trucks. Much of this traffic is associated with industrial lands that are serving as access points around highways and major roads leading to industrial facilities. This concentration of traffic flow can impact intersections and local roads with more congestion and potential damage to infrastructure.



PUBLIC/
INSTITUTIONAL

Institutional land use areas including schools, hospitals, government offices, and parks significantly impact transportation dynamics due to their concentrated daily activities and events. These areas experience high levels of pedestrian, vehicular, and emergency vehicle traffic, especially during peak hours when students arrive and leave school or when hospital staff change shifts. Therefore, these institutions' demands impact traffic patterns and increase the demand for parking. There is, therefore, a critical need for additional consideration and specialized traffic calming management to manage flow and ensure safety around these areas.

Fayette County Land Use and Zoning

The section describes the existing land use distribution in Fayette County.



RESIDENTIAL

Fayette county is the 21st largest county in the state of Georgia, with over 122,000 total residents. Residential land use accounts for 46.6% percent of land use in the unincorporated county. Single family dwellings account for majority of the county's residential land use, especially in the unincorporated county. Additional residential types include multi-family residential development and mobile home parks. These residential uses are concentrated near the county's municipalities.



COMMERCIAL/RETAIL

Commercial and retail hubs are concentrated in Peachtree City and Fayetteville which are both positioned along major roads and highways like GA Highway 85 and U.S. Highway 74. Peachtree City's commercial and retail centers are uniquely characterized by their integration of golf carts in the multi-modal transportation network and parking infrastructure.



OFFICE

Offices are concentrated within the four major municipalities in Fayette County. These offices center around professional services, healthcare, and corporate offices,



INDUSTRIAL

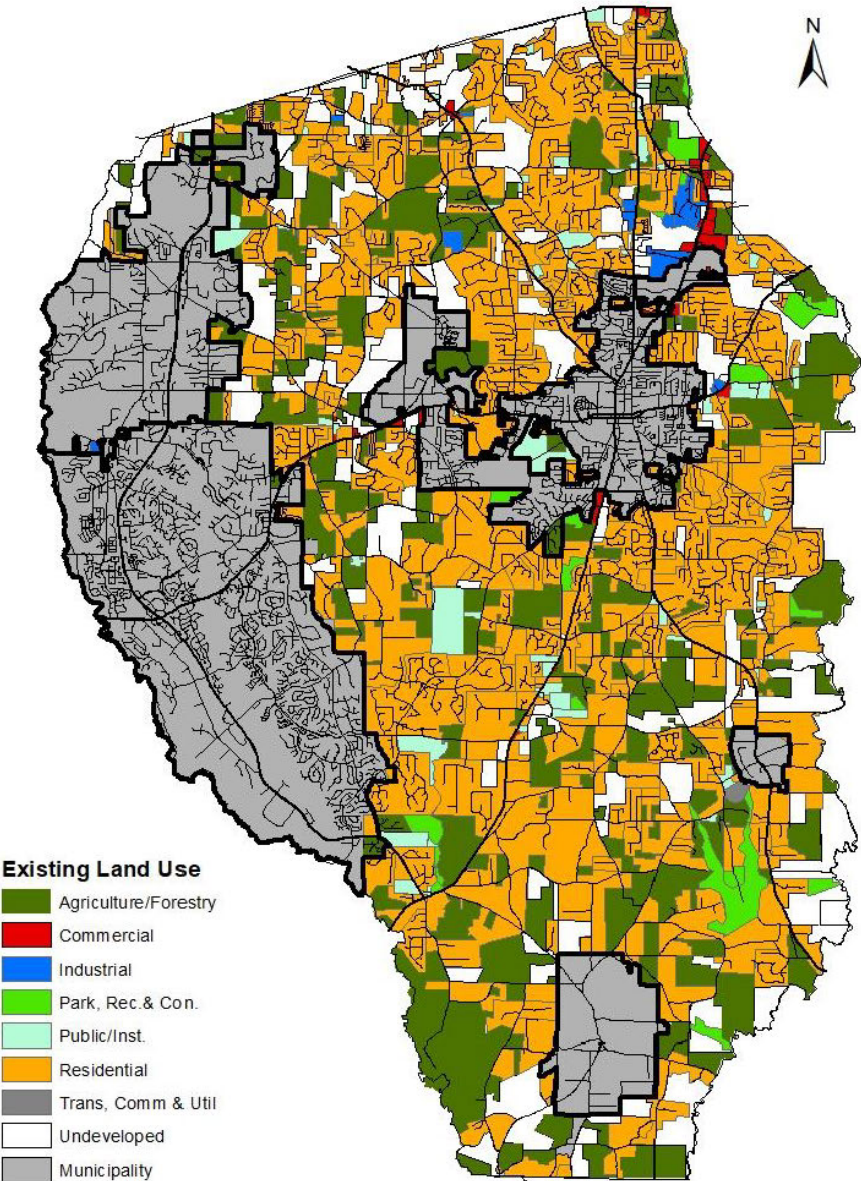
Industrial land use is ditributed throughout the county near the municipalities and state routes which connects the county to the larger, regional industrial energy. Within the county, industrial uses are concentrated near Fayetteville and the southeastern portion of the county. The most predominant industrial uses are light industry and distribution.



PUBLIC/ INSTITUTIONAL

The presence of public and institutional land in Fayette County includes government buildings, public and private schools, and additional public services. The county operates 24 public schools in total with 14 elementary schools, 5 middle schools, and 5 high schools. There are 5 higher education institutions including Middle Georgia State University.

Figure 4.1 Existing Land Use
Source: Fayette County GIS



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Figure 4.2 Future Land Use
Source: Fayette County GIS

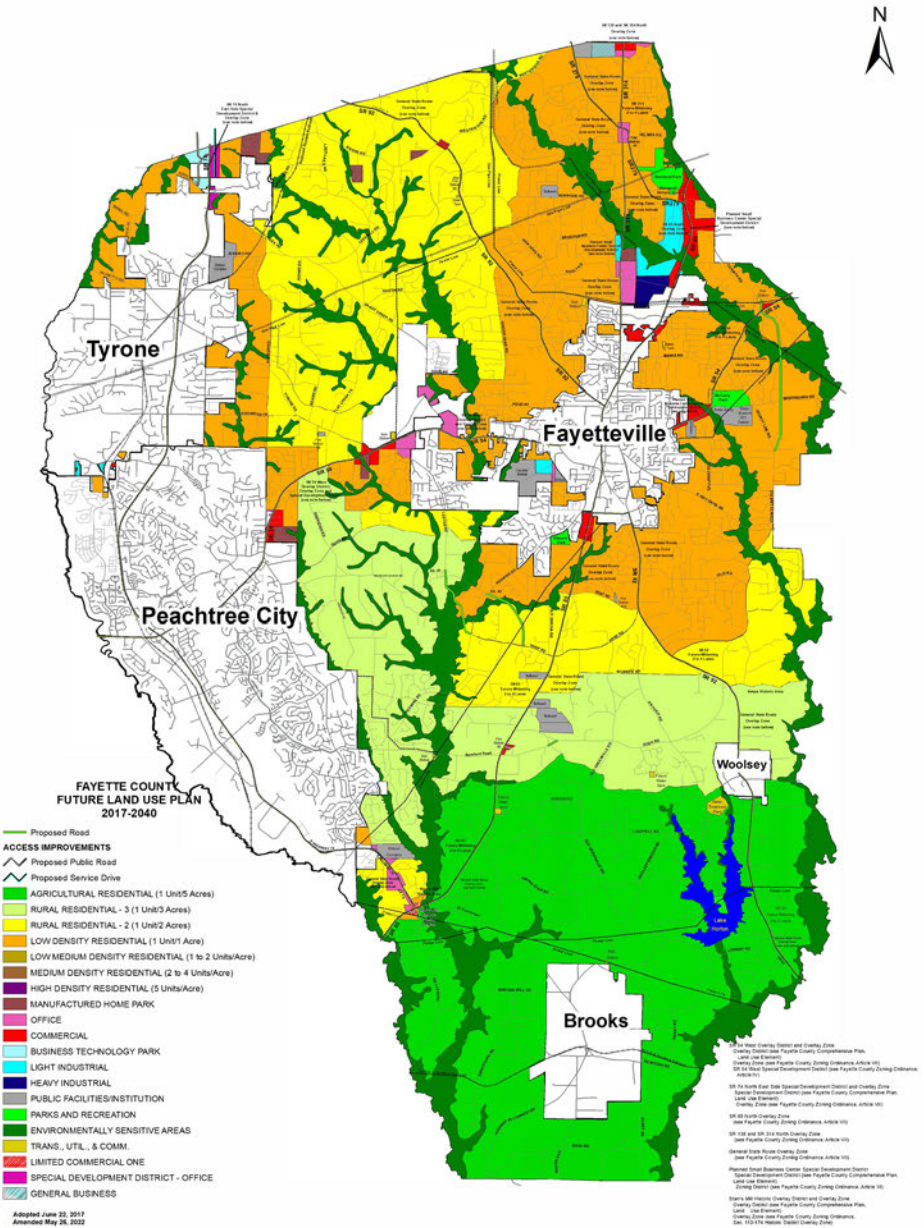


Table 4.1 Existing Land Use Distribution

Source: Fayette County Planning Department

LAND USE	ACRES	PERCENT OF UNINCORPORATED AREA
Residential	49,470	54.53%
Commercial & Office	581	0.64%
Industrial	621	0.68%
Public/Institutional	1,959	2.76%
Transportation/Communication/Utilities	92	0.10%
Park/Recreation/Conservation	1,959	2.16%
Agriculture & Forestry	20,580	22.68%
Undeveloped	14,913	16.28%
Total Acreage for Unincorporated County	91,616	
PERCENT OF TOTAL COUNTY AREA		
Acreage for Municipalities (Incorporated)	36,792	28.85%
Total County Acreage	127,516	

Compared to the Existing Land Uses, the Future Land Use Map depicts the proposed uses of land in the unincorporated portion of Fayette County. The Future Land Use Map of this Comprehensive Plan uses eight major land use designations and subcategories to depict the types of land uses that are allowed in the county:

Given that residential land use dominates the unincorporated areas of Fayette County—accounting for 54.53 percent of the land—there is a clear need to prioritize safety measures that cater to residential areas. These measures could include improved pedestrian and cyclist infrastructure, traffic calming techniques in neighborhoods, and safe routes to schools. The concentration of residential areas suggests that a large number of road users are local residents who may be more vulnerable in traffic situations.

The predominance of residential land use also means that the interaction between residential zones and other land uses like commercial and industrial areas must be carefully managed to minimize conflicts and enhance safety. For example, zoning strategies that buffer residential areas from high-traffic commercial zones or heavy industrial activities can reduce traffic volumes and potential safety hazards on neighborhood roads.

City of Fayetteville Land Use and Zoning



RESIDENTIAL

The city of Fayetteville is characterized by a diverse residential base that houses over 20,000 residents. It includes single family dwellings as well as higher density and mixed use development. Most of the city’s multi-family and townhome developments are located near or around amenities like parks, walking trails, and schools.



COMMERCIAL/RETAIL

Fayetteville has a well established retail base that serves an attraction for neighboring cities and counties as well as acting as an economic stimulus. The city has a mixture of shopping centers, regional retail stores, restaurants, and services. SR 85 runs north-south through the city and has seen major retail expansion along SR 85.



OFFICE

Office land use is concentrated along SR 85 and in downtown Fayetteville. The city has a good mix of small businesses and regional offices for larger business as well as healthcare facilities. Medical office spaces make up a substantial portion of the office land use in the city,



INDUSTRIAL

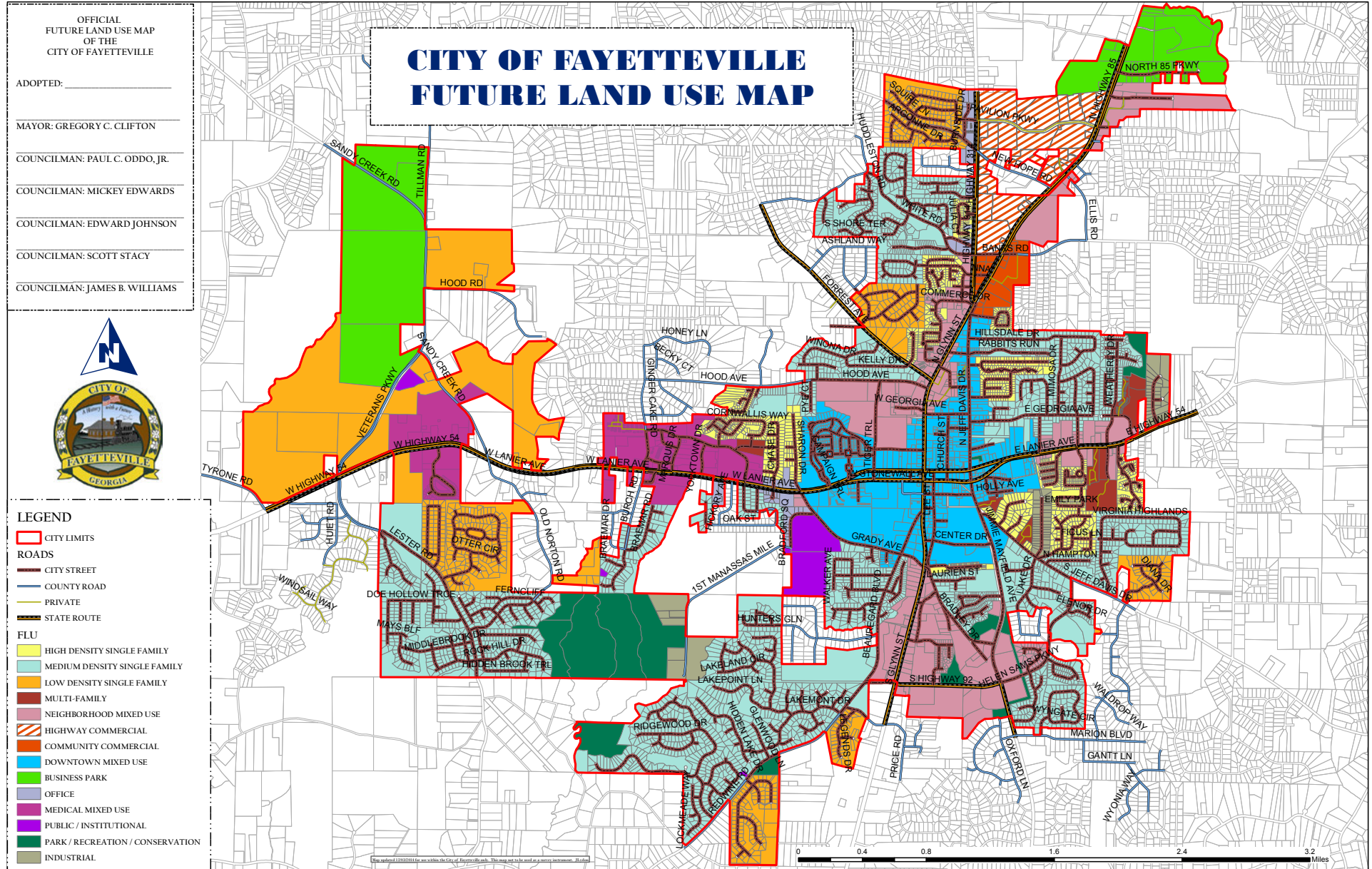
The industrial land use is concentrated in southern and southwestern Fayetteville along SR 85. This is supported by the city’s regional access to I-85.



INSTITUTIONAL

Public/Institutional land uses, comprising nearly 2.17 percent of the total developed acreage, consist mainly of churches, schools, and county-owned facilities and property. The Fayette County Courthouse, Fayette County Public Library, and county administrative offices are located in downtown Fayetteville. Other institutional education facilities include Fayette County High School and Bennett’s Mill Middle School. Piedmont Fayette Hospital is also located in Fayetteville along SR 54.

City of Fayetteville Land Use and Zoning



City of Peachtree City Land Use and Zoning



RESIDENTIAL

Peachtree City is the largest municipality in Fayette County. Residential land use is characterized by single and multi-family residential. The cities residential areas consist of planned communities that contain an extensive network of cart paths.



COMMERCIAL/RETAIL

Peachtree City has a substantial commercial retail base that includes shopping malls, retail centers, standalone stores. These outlets are concentrated along SR 54 and SR 74. The commercial developments emphasize walkability. The main commercial corridor in Peachtree City runs along Peachtree Parkway (SR 54). Major retail destinations include the Peachtree City Shopping Center, The Avenue Peachtree City, and McIntosh Village Shopping Center.



OFFICE

The Peachtree City Business Center and Windward Business Park are to major office parks that serve all of Fayette County. There are large office spaces concentrated predominantly along SR 54 and SR 74.



INDUSTRIAL

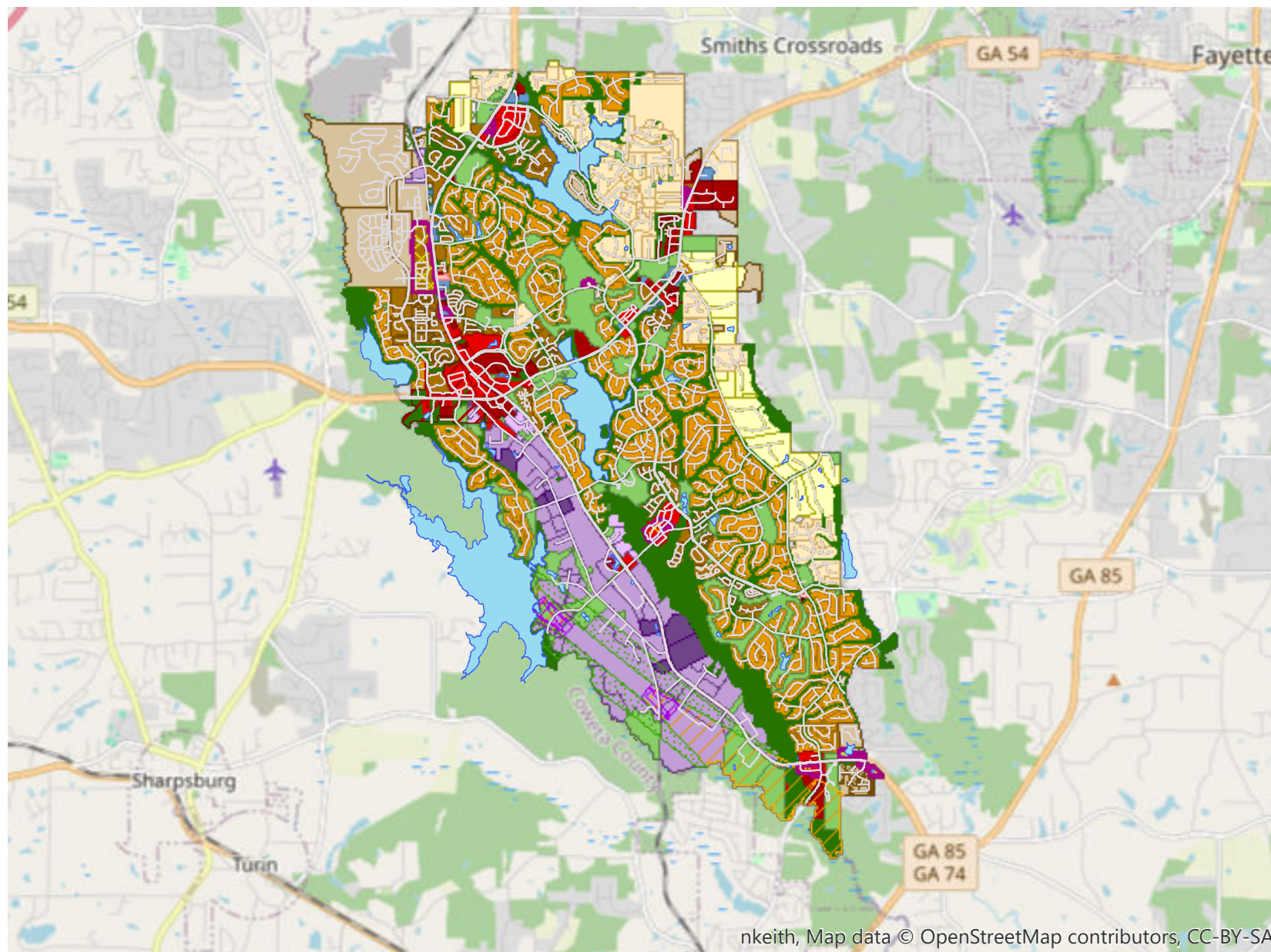
Peachtree city does not have much industrial land use. The uses are primarily light industry and located predominately along SR 54 and south of SR 54 west of the existing railroad tracks.



INSTITUTIONAL

McIntosh High School, RIsing Starr Middle School service Peachtree City as a part of Fayette County. The Peachtree City Library is located in downtown Peachtree City. The Atlanta Regional Airport – Falcon Field is located west of SR 74. predominately along SR 54 near the intersection of SR 74.

City of Peachtree City Land Use and Zoning



Town of Tyrone Land Use and Zoning

RESIDENTIAL

The city of Tyrone is one of the more rural municipalities and Fayette County and that is reflected in its residential base. The predominant housing type is single family dwellings that range from large to compact lots on wooded or semi-rural lots.

OFFICE

Tyrone has a smaller office base that is mainly characterized by medical practices, real estate offices, and law firms. There are a few small office parks along SR 74.

COMMERCIAL/RETAIL

Commercial and retail uses are limited in Tyrone and the existing uses are concentrated along SR 74 north of the Senoia Road Interchange.

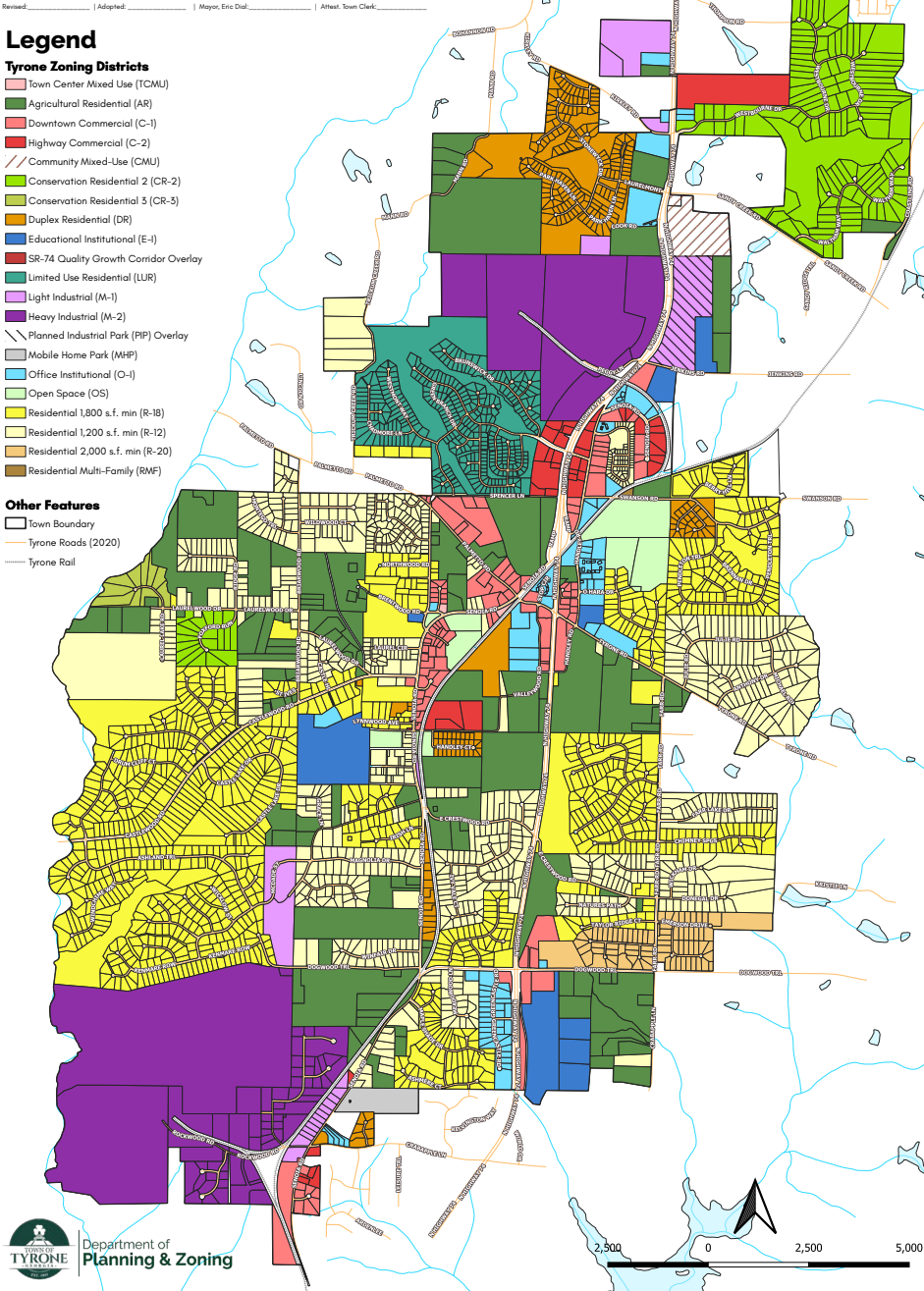
INDUSTRIAL

Industrial uses are mostly light industrial and distribution related. These uses are concentrated along SR 74. There is quarry located in Tyrone off Jenkins Drive/Peggy Lane at SR 74.

INSTITUTIONAL

The town is served by the Fayette County School District and is home to Tyrone Elementary School, as well as government buildings and public parks.

Town of Tyrone Official Zoning Map



Town of Brooks Land Use and Zoning



RESIDENTIAL

Brooks is characterized by primarily resident land with single-family residential being the predominant use. The housing is primarily focused on low-density residential development.



COMMERCIAL/RETAIL

Commercial and retail land use is concentrated along the SR 85 corridor and contains small-scale retail and professional services.



OFFICE

There is minimal office land use in Brooks compared to the rest of Fayette County.



INDUSTRIAL

Brooks has no industrial land use.



INSTITUTIONAL

There are no public schools in Brooks. The institutional land is made up of government buildings, public facilities, and religious institutions.

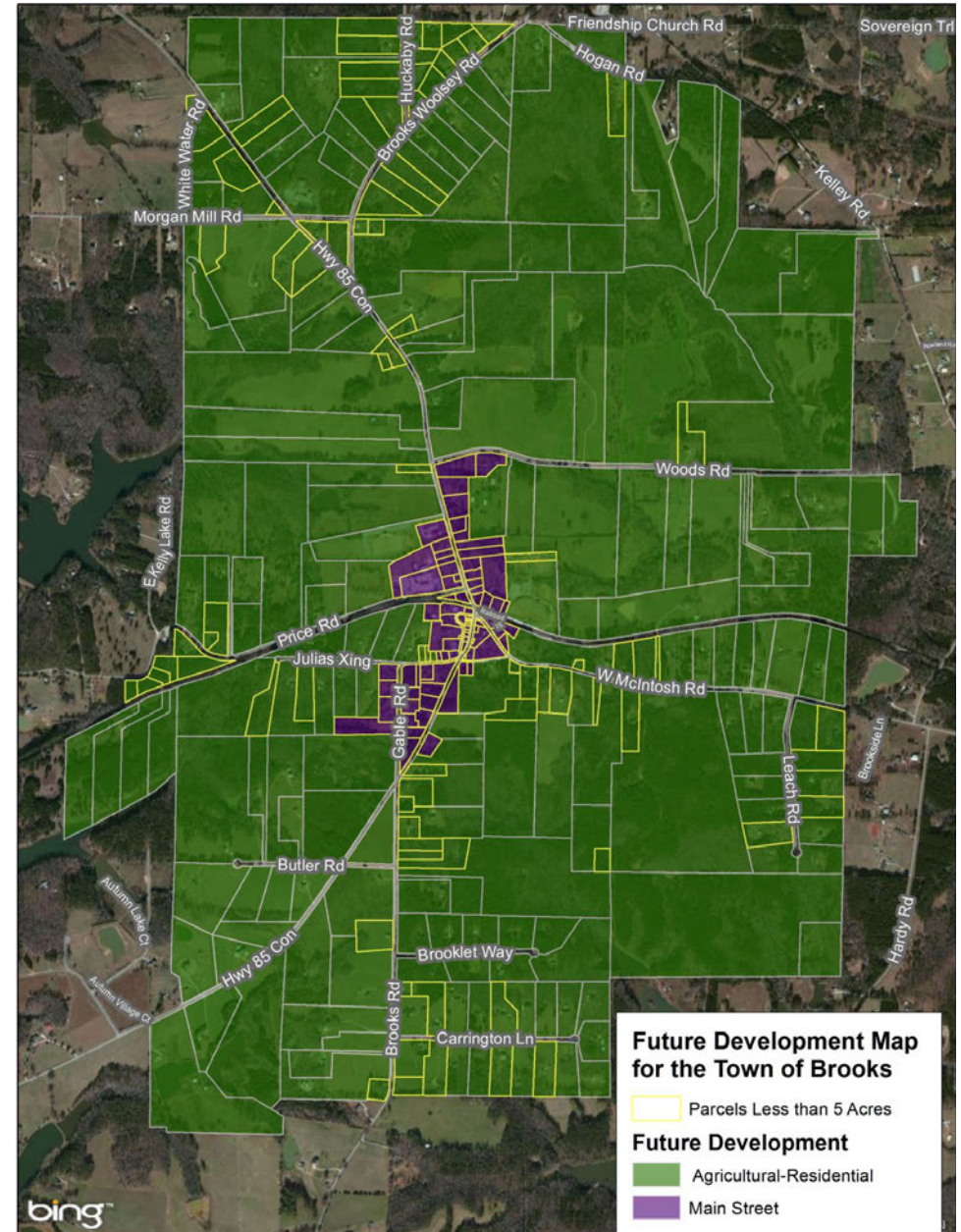


Figure 4.3 Emergency Facilities

Source: Fayette County, ARC

Emergency facilities, including hospitals, police stations, and fire stations, are essential for providing timely response and maintaining public safety across Fayette County. Ensuring quick access for first responders is a critical component of effective post-crash care, particularly along high-risk corridors identified in the High Injury Network. Figure 4.4 shows the locations of these emergency facilities in Fayette County.

Health care facilities, marked by yellow heart symbols, are primarily clustered in the Fayetteville area and strategically positioned near the county's busiest roadways, such as SR 54 and SR 74, both of which are part of the HIN. Fire stations, represented by red flame symbols, are evenly distributed throughout the county, allowing for quick responses to emergencies and often being the first on the scene at traffic crashes. Police stations, marked by blue stars, are concentrated in urban areas like Fayetteville and Peachtree City, where they play a key role in traffic enforcement and crash investigations, contributing to enhanced roadway safety.

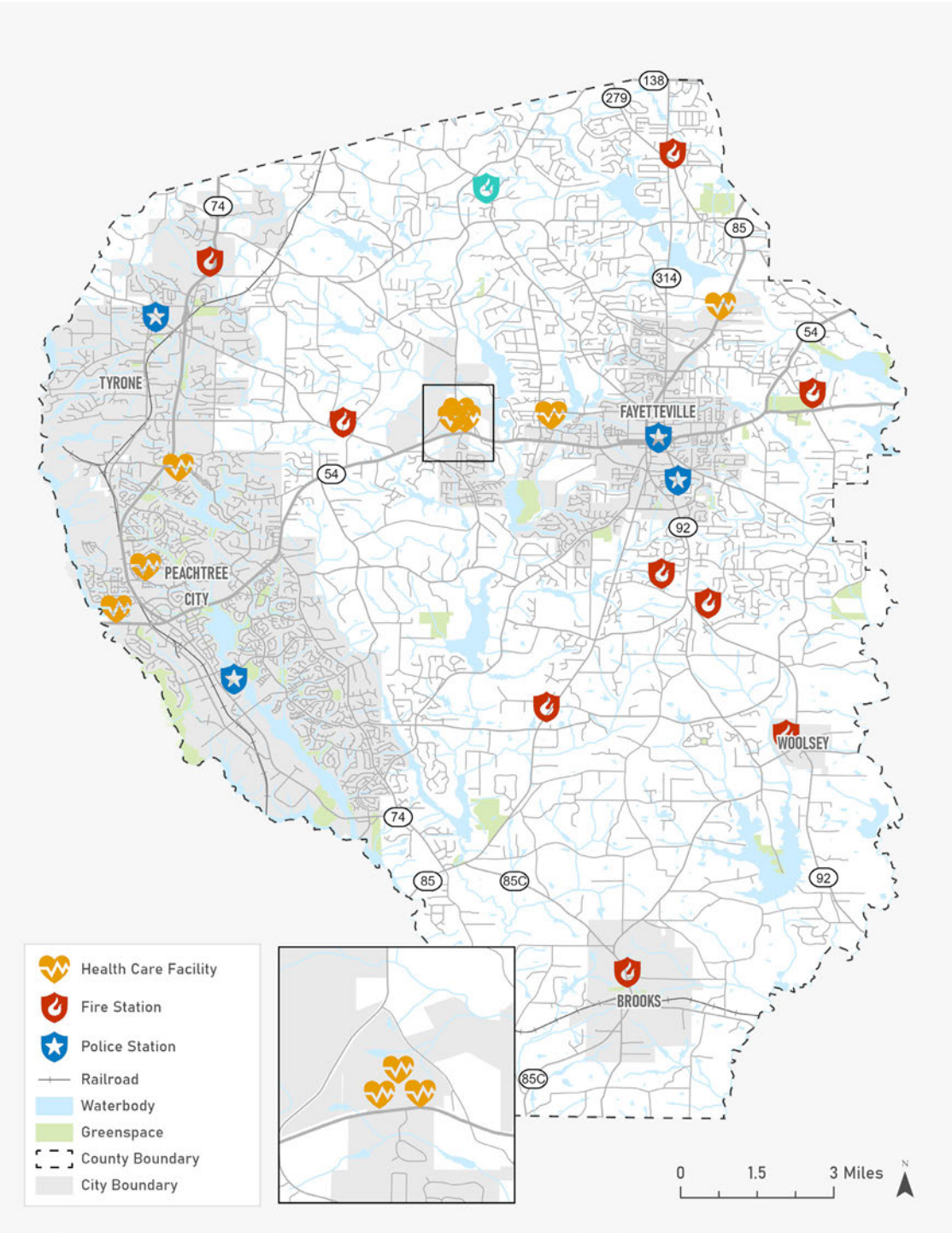
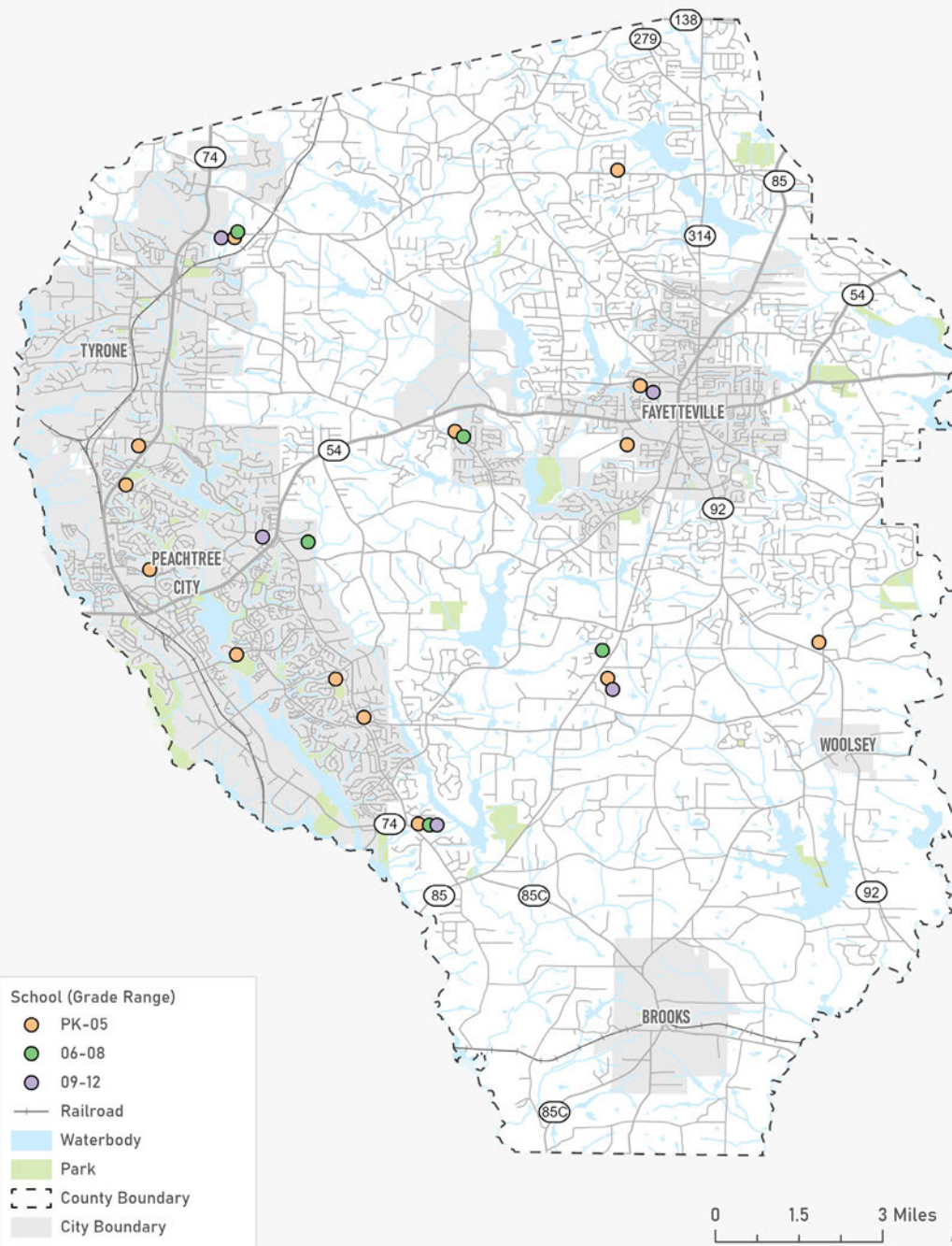


Figure 4.4 Community Facilities

Source: ARC, 2024



Community facilities are essential for supporting Fayette County's growth and quality of life, with demand for these services increasing as the county grows in population.

Community facilities, such as greenspaces and schools, have unique impacts on transportation safety. These destinations tend to generate more walking and biking activity.

Providing safe walking and biking infrastructure is especially important around schools, where students and families commonly walk to school. This is particularly true for elementary schools, which tend to have more students living within walking distance. As shown, schools in Fayette County are primarily concentrated in Fayetteville, Peachtree City, and Tyrone.

County parks include: Brooks Park, Kenwood Park, Kiwanis Park, Lake Horton Park, McCurry Park, Lake McIntosh Park, and Lake Kedron Park.

Equity Analysis

The SS4A program emphasizes reducing risks for vulnerable populations. Equity is central to the program's goals and objectives, highlighting the need to prioritize underserved communities, foster inclusive planning and implementation, ensure the equitable distribution of funding and resources, and address disparities through a data-driven approach. Vulnerable populations often face heightened risks due to barriers such as limited mobility, reduced access to safe transportation options, and inadequate infrastructure, making them more susceptible to high-risk crashes.

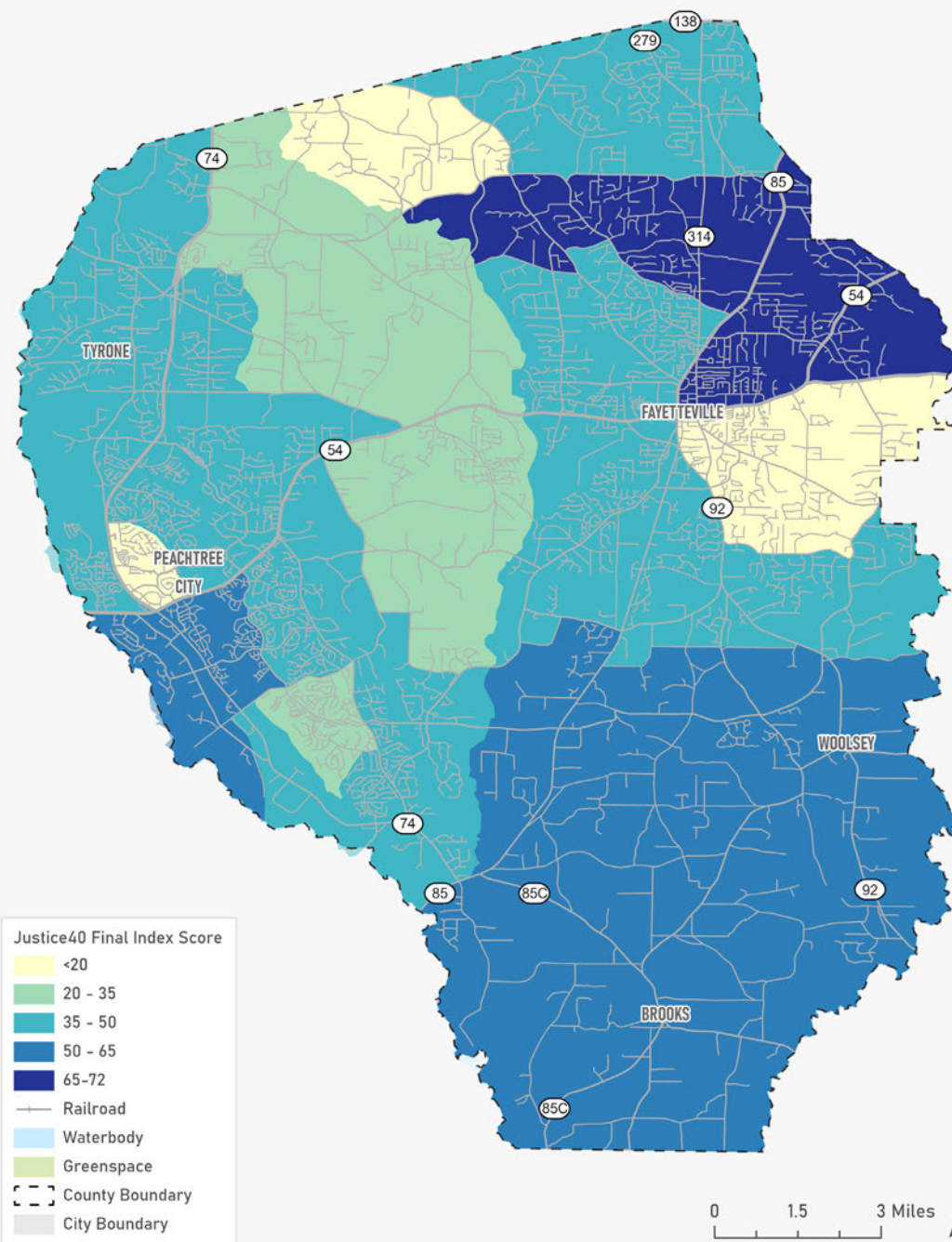
By addressing the specific needs of these groups, the program promotes a more equitable and effective approach to improving community safety. Prioritizing vulnerable populations helps create a safer and more inclusive environment for all residents. This section provides a snapshot of transportation users in Fayette County, focusing on key factors such as the Justice40 Final Index Score, households without access to a vehicle, race and ethnicity, income distribution, and age demographics.

To guide equitable decision-making, this analysis utilizes data from the USDOT Equitable Transportation Community (ETC) Explorer and the 2022 American Community Survey (ACS).



Figure 4.5 Justice40 Final Index Score

Source: USDOT 2022



The Justice40 initiative is a key component of USDOT's efforts to allocate at least 40% of benefits from specific federal investments to address decades of underinvestment in disadvantaged communities. Identifying disadvantaged areas, exploring the cumulative burdens faced by these communities, and understanding their unique challenges allow for more targeted efforts to implement projects and allocate funding. This ensures that DOT investments address transportation-related causes of disadvantage while promoting equity and sustainability across Fayette County.

The Justice40 index consists of five components: Transportation Insecurity, Climate and Disaster Risk, Environmental Burden, Health Vulnerability, and Social Vulnerability. Census tracts in the 0th percentile are the least disadvantaged, while those in the 100th percentile are the most disadvantaged. According to USDOT, a census tract is considered disadvantaged if its overall index score falls in the 65th percentile or higher.

As shown in Figure 4.5, Fayette County has two census tracts classified as disadvantaged, both located in the northeastern portion of the county.

Figure 4.6 Households without Access to a Vehicle

Source: American Community Survey (ACS) 2022

Approximately 3% of Fayette County's population does not have access to a vehicle. As shown in Figure 3.11, census tracts on the western side of the county, particularly in and around Peachtree City, have the highest percentages of households without vehicle access, reaching up to 16.5%. Fayette County, and Peachtree City in particular, are known for their extensive network of over 100 miles of golf cart paths, which serve as a primary mode of transportation for many residents. Golf carts are commonly used for commuting, running errands, and recreational purposes, making them an integral part of the city's transportation system. However, census commuting data may not fully reflect this, as it does not account for golf carts as a mode of transportation. Given the significant portion of residents who rely on alternative modes of travel, including golf carts, additional considerations for transportation safety are essential.

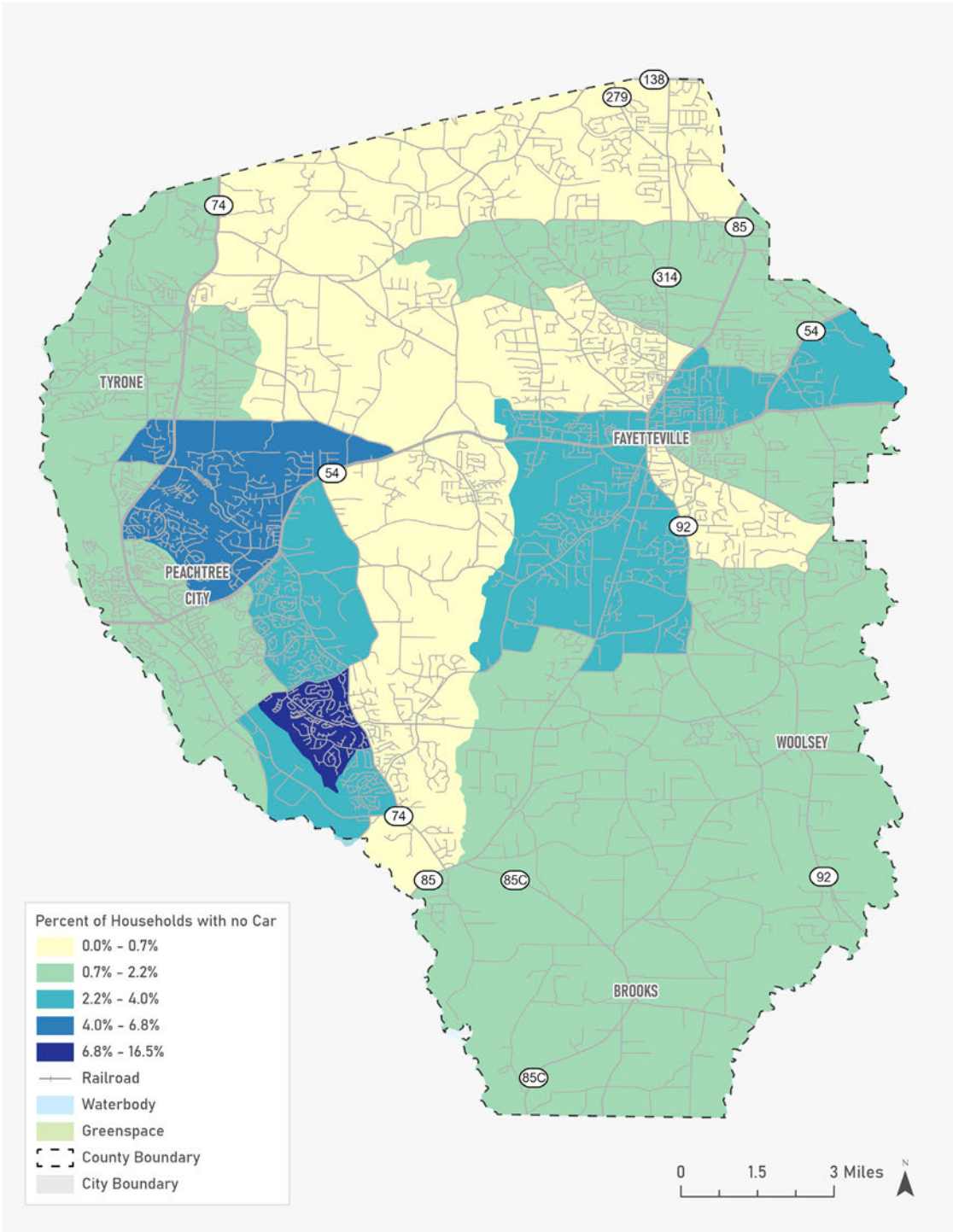


Figure 4.7 Race and Ethnicity

Source: ACS 2022

Fayette County's population is primarily concentrated along SR 54 and SR 74, as well as in the cities of Fayetteville, Tyrone, and Peachtree City, located in the northern and western parts of the county. Approximately 60% of the county's residents are White, with non-white residents also largely concentrated in these areas. This demographic distribution reflects broader residential patterns tied to key transportation corridors and economic centers within the county.

Figure 4.8 Racial Composition

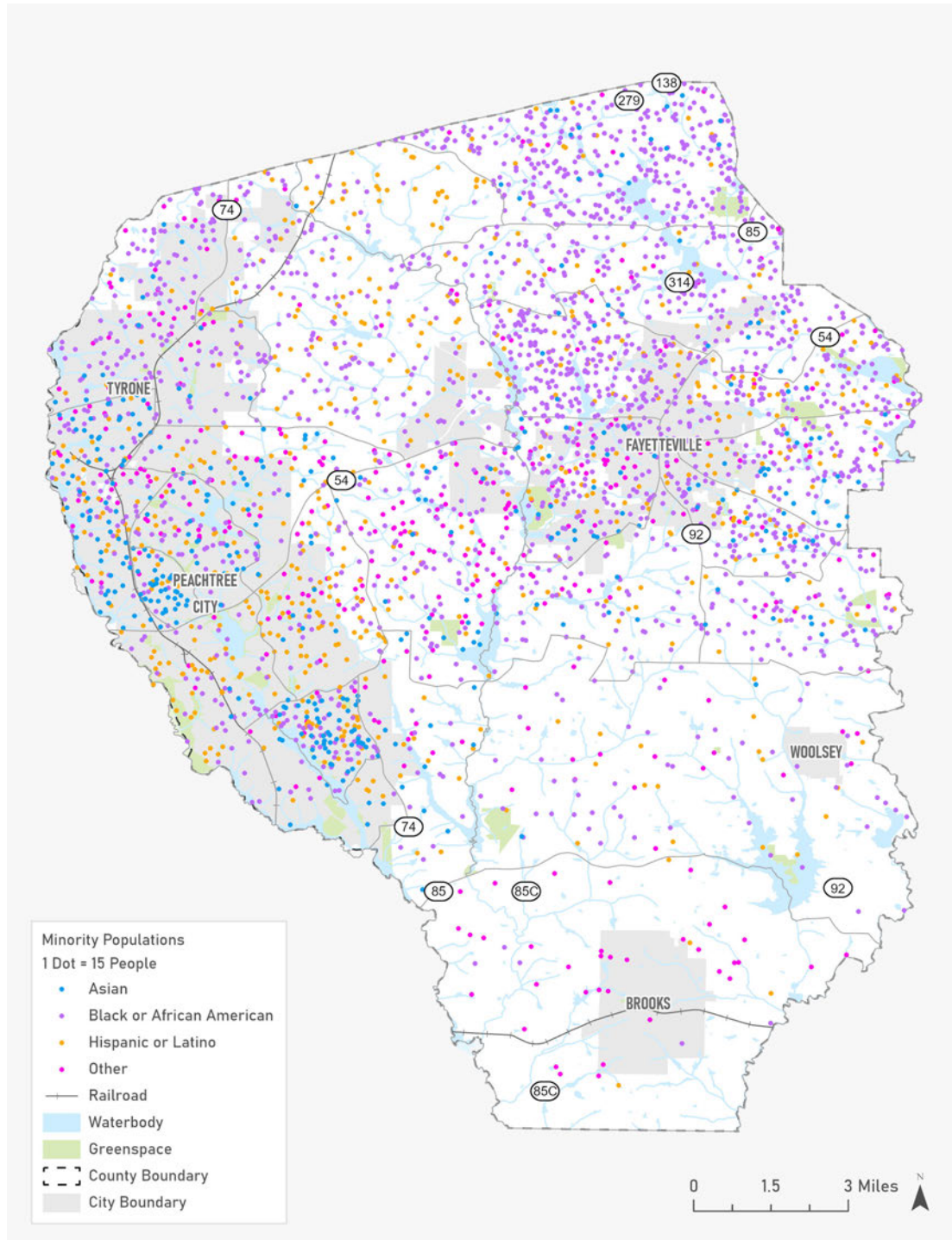
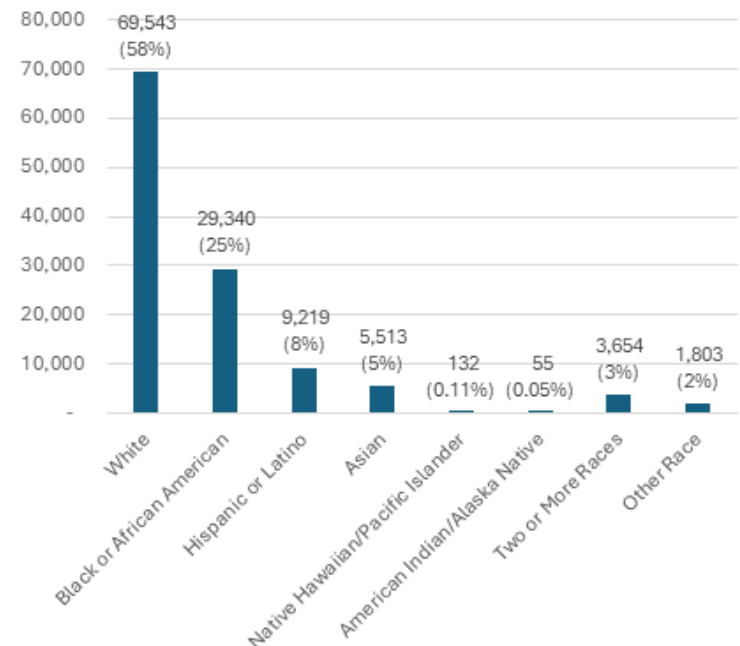


Figure 4.9 Income
Source: ACS 2022

The median household income for Fayette County residents is \$105,910, with approximately 13% of households earning \$35,000 or less annually. As shown in Figure 4.7, areas with a higher percentage of residents below the poverty level are primarily located around SR 54.

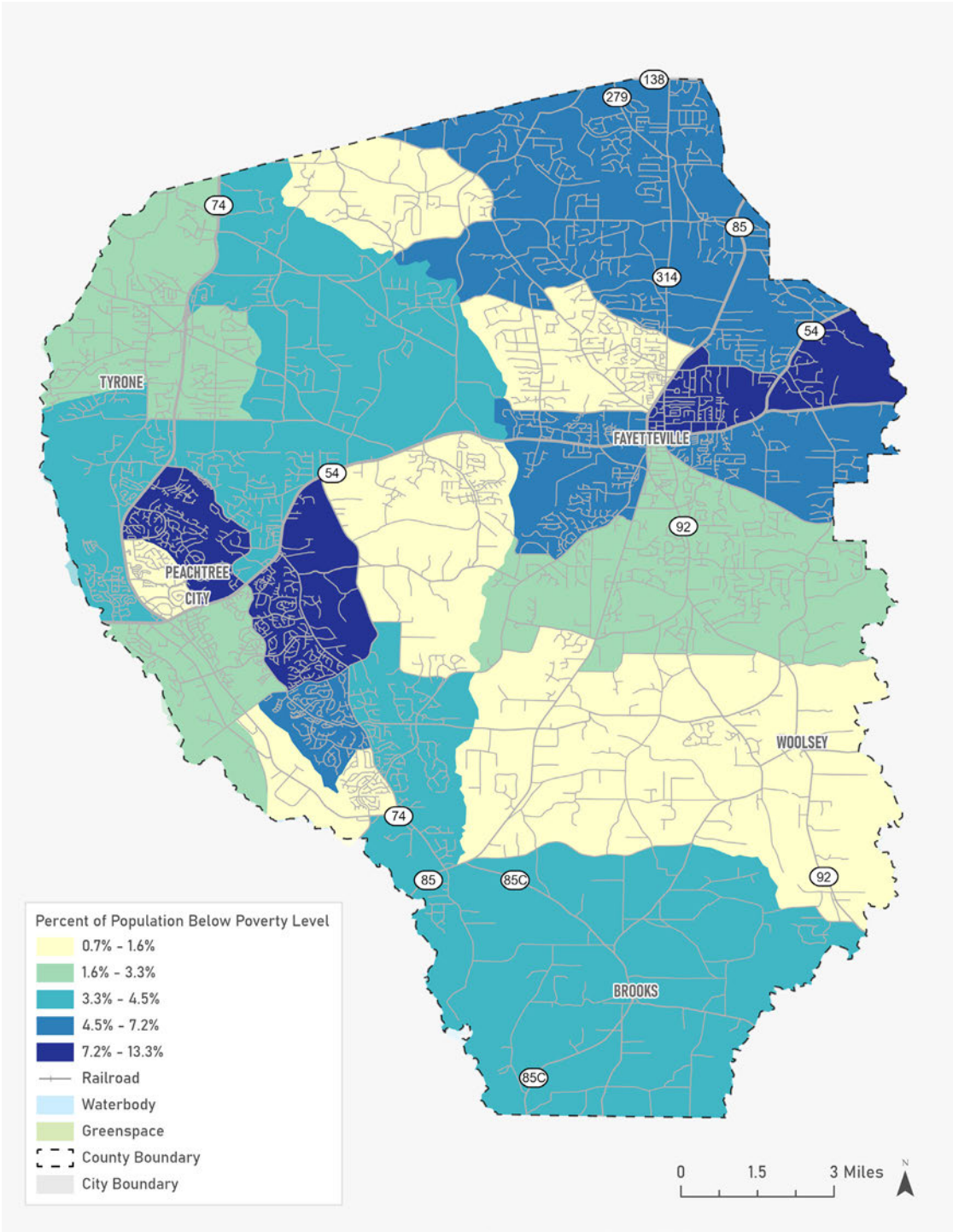


Figure 4.10 Concentration of Residents above the Age of 65

Source: ACS 2022

Fayette County's population consists primarily of working-age adults, with a median age of 43 years. Individuals aged 65 and older make up about 19% of the population. As shown in Figure 4.8, people aged 65 years and over are mostly situated around Peachtree City, Fayetteville, and the area north of Woolsey.

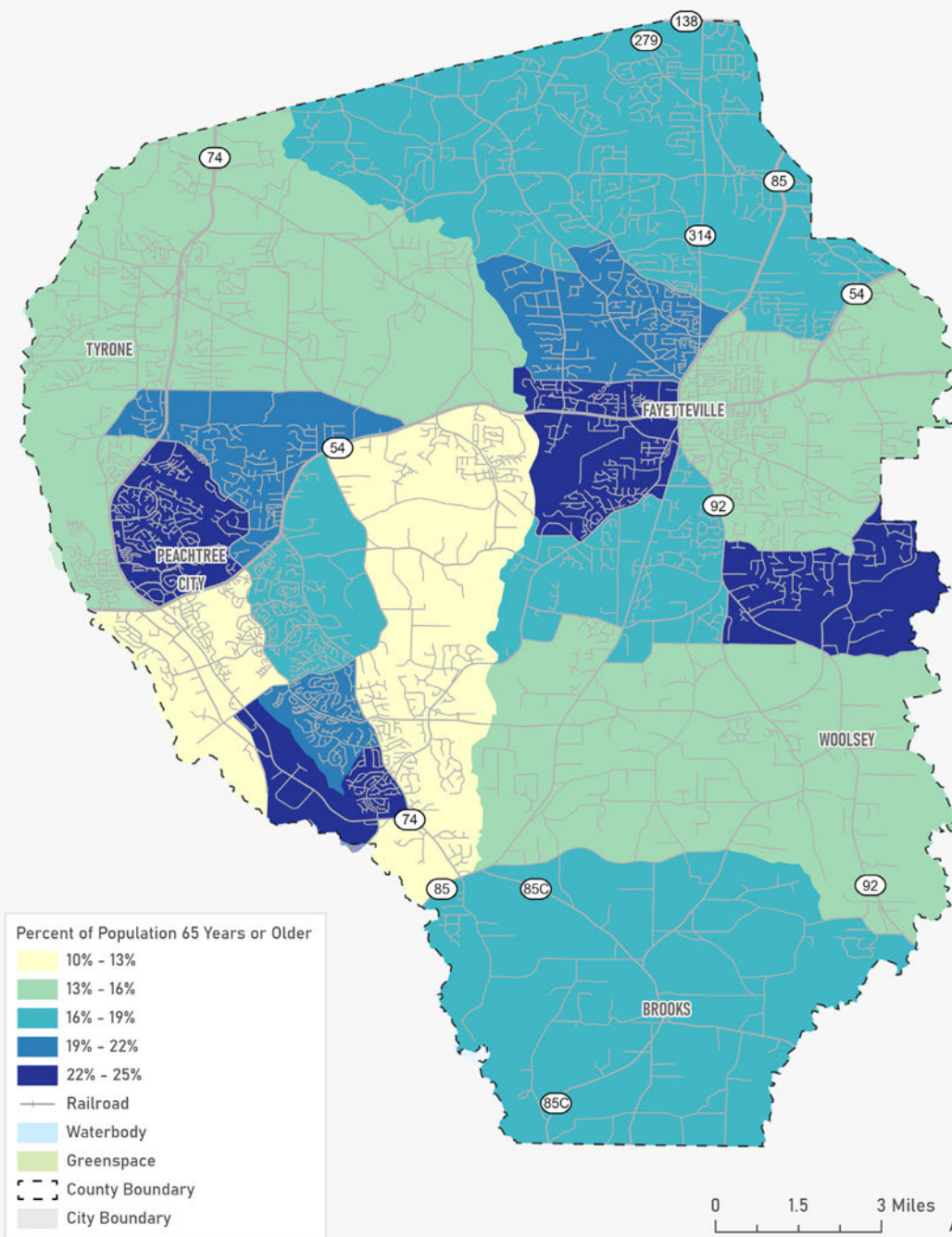
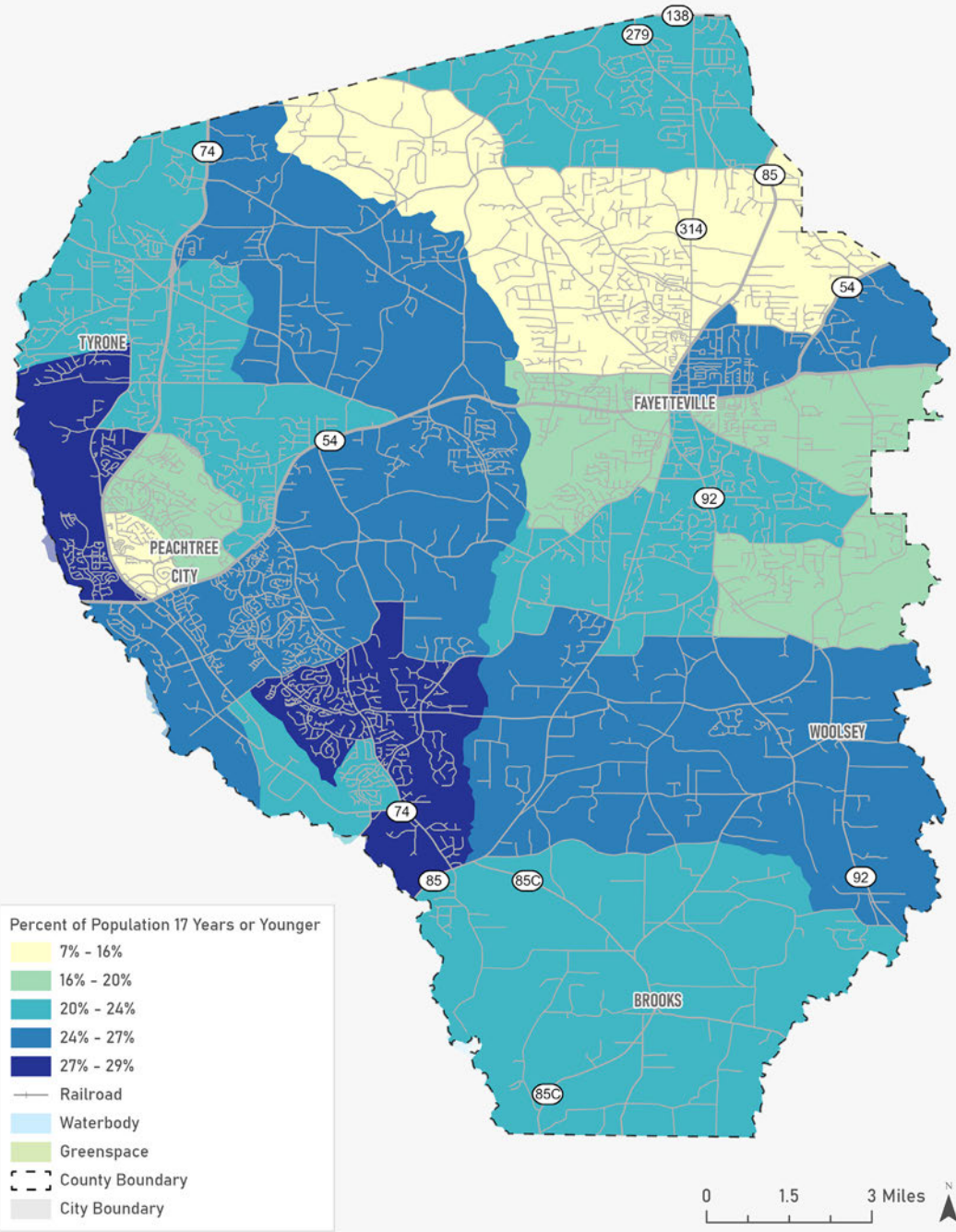


Figure 4.11 Concentration of Residents 17 Years and Younger
Source: ACS 2022

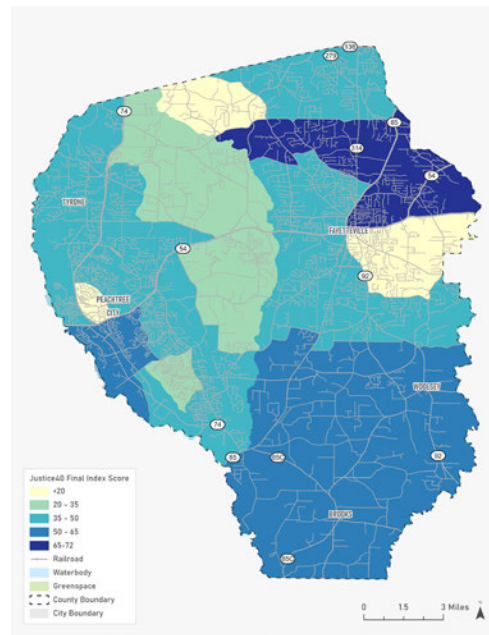


Children under 18 account for approximately 20% of Fayette County’s population. The map shown in Figure 4.9 indicates that higher concentrations of children aged 17 years and younger are found on the western side of the county, particularly in the western and southern areas of Peachtree City.

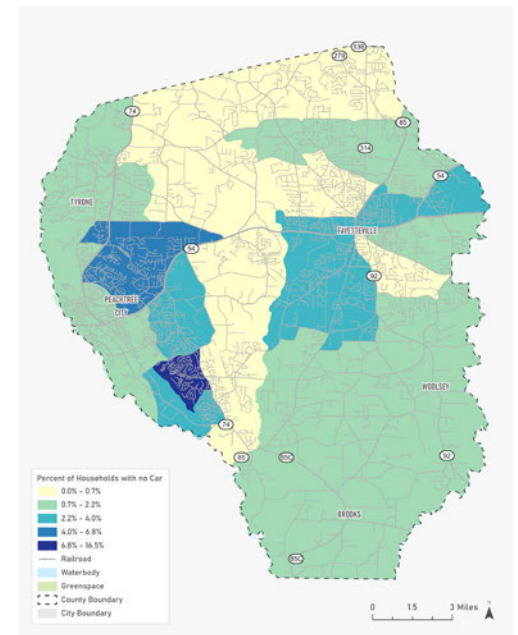
HIN EQUITY CONSIDERATIONS

The SS4A program emphasizes the need to address safety for historically disadvantaged populations. After the initial high injury network was determined, the network was analyzed using certain equity criteria to prioritize streets that affect vulnerable populations. Equity criteria considered are shown here.

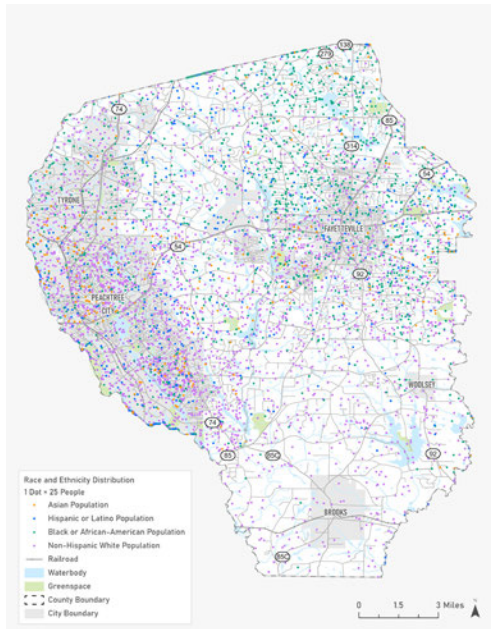
JUSTICE40 CENSUS TRACTS



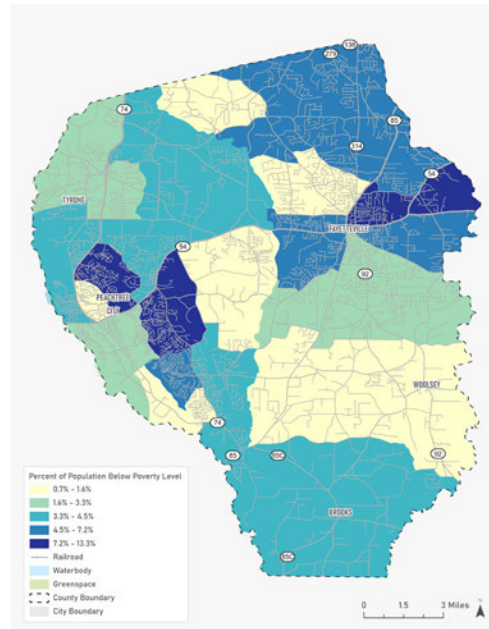
VEHICLE OWNERSHIP



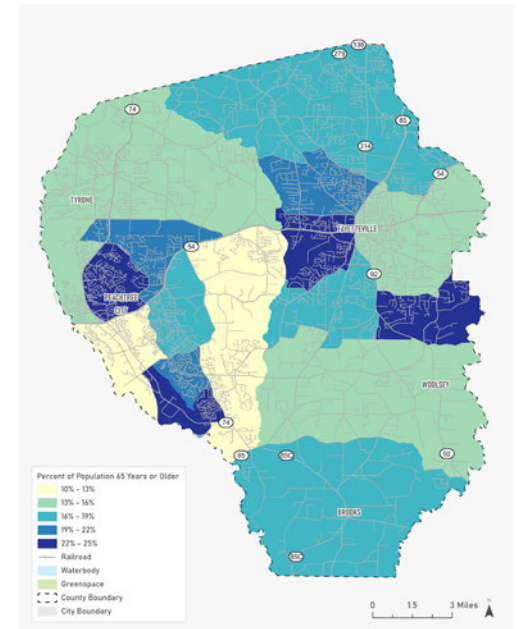
RACE



INCOME



AGE



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SECTION V.

KEY FINDINGS

This section condenses the findings into a clear summary that will support the development of a targeted and effective Safety Action Plan for Fayette County. The Baseline Conditions and Policy Framework Report for the Fayette County SS4A Safety Action Plan highlights the current safety conditions and policy landscape for Fayette County, including Fayetteville, Peachtree City, the Town of Tyrone, and the Town of Brooks. This analysis offers a comprehensive understanding of the key safety challenges faced by the county and guides the identification of equitable and effective solutions. The key findings are categorized into three primary areas: Safety Analysis, Existing Transportation Network, and Land Use Context.

HIGHLIGHTS

The key findings are categorized into three primary areas:

- Safety Analysis
- Existing Transportation Network
- Land Use Context

NEXT STEPS

- Identify Project Areas within the HIN
- Identify specific types of crashes prevalent to each project location
- Apply FHWA Proven Safety Countermeasures and refine based on roadway characteristics and community context

Safety Analysis

The historical crash analysis focused on available data from 2019–2023 utilizing GDOT’s Numetric database. Based on the results of a detailed analysis, the following trends were identified:

HIGH INJURY NETWORK

- Represents approximately 12% of Fayette County’s Roadway Network

The highest scoring roadways along the HIN include: SR 54, SR 314, SR 85, SR 92, Ginger Cake Rd, and New Hope Rd. While the HIN represents only 12% of the county’s roadway network, it accounts for 90% of all reported crashes.

TOTAL CRASHES (VEHICULAR)

- Vehicular Crashes – 17,756
- Heavy Vehicle Crashes – 790

Crashes are typically concentrated along segments and at intersections with the highest traffic volumes and levels of congestion. Crash density for all crashes are along roadways carrying the larger volumes of traffic which see a greater number of crashes, specifically along the state route system.

CONTRIBUTING FACTORS

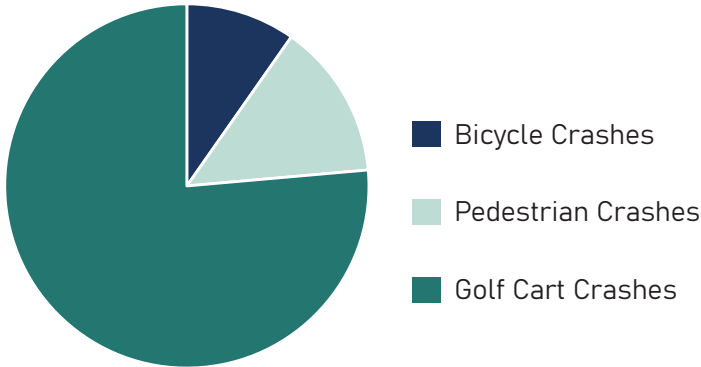
- Speeding
- Lighting
- Not a Collision with a Motor Vehicle

Speeding and lighting have been identified as major contributing factors within Fayette County. While approximately 3% of total crashes are speeding related, around 17% of KSI crashes are speeding related. Additionally, crashes occurring in dark – not lighted conditions make up less than 20% of the total crashes within the county but greater than 25% of all KSI crashes. It should also be noted that rear end crashes make up the largest percentage of total crashes. However, roadway departure crashes make up over 60% of all KSI type crashes, indicating that when these types of collisions occur, they are more likely to result in death or serious injury.

TOTAL CRASHES (ACTIVE MODE)

Active mode crashes, involving pedestrians, bicycles, and/or golf carts are primarily concentrated in the larger municipalities of Fayetteville and Peachtree City.

Figure 5.1 Active Mode Crashes



FATAL & SERIOUS INJURY (KSI) CRASHES

Fatalities

- Fayette County – 57 crashes – 0.32% all crashes
- Statewide GA – 0.4% of all crashes

Serious Injuries

- Fayette County – 251 crashes – 1.42% of all crashes
- Statewide GA – 1.6% of all crashes

Figure 5.2 Fatal Crashes

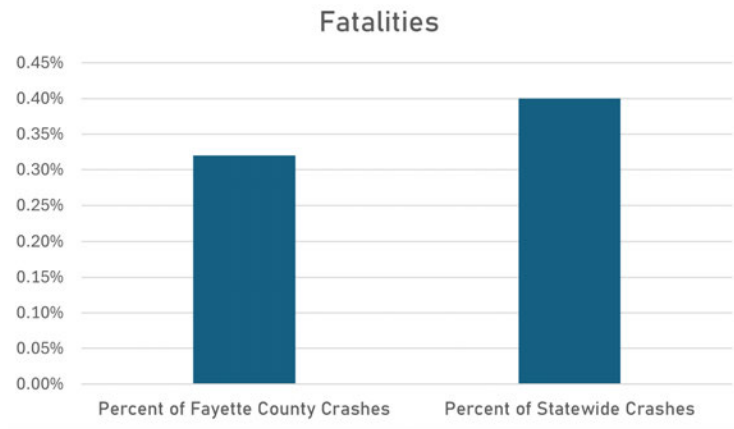
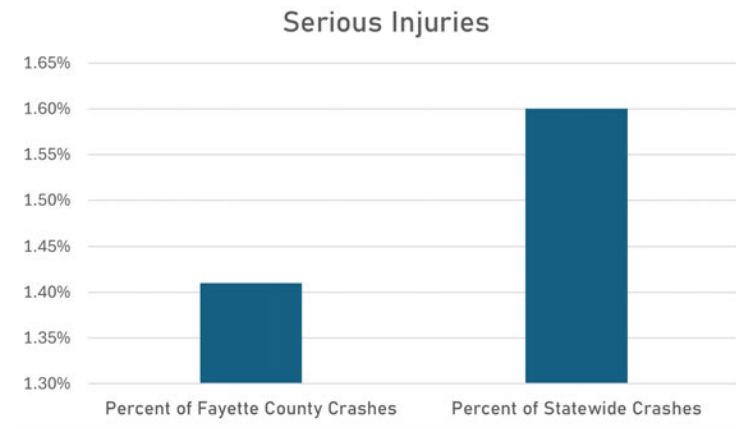


Figure 5.3 Serious Injury Crashes



A majority of the KSI crashes have occurred on major roads, often state routes, such as SR 85, SR 54, and SR 74. Rural roads with significant horizontal and vertical curves such as SR 92, also experience a large number of KSI crashes due to factors such as visibility.

CRASH RATES

- Roadway Segments = Number of Crashes / 100 Million Vehicle Miles Traveled
- Intersections = Number of Crashes / Million Entering Vehicles

Some of the corridors with high crash rates include SR 54, SR 85, and SR 92. These roadways experience a high volume of daily traffic and high speeds. Corridors and intersections that experience high fatal and/or serious injury (KSI) crash rates are located in more rural areas, likely corresponding to the roadway geometry and contributing factors like visibility.

Existing Transportation Network

ROADWAY CHARACTERISTICS

- SR 54, SR 74, and SR 85 all serve as Principal Arterials and provide major connections and carry the largest traffic volumes throughout the county

ACTIVE MODE

- Peachtree City has a robust existing path system that serves various vulnerable user groups and experiences the highest number of crashes involving pedestrians, bicycles, and/or golf carts

The roadways with higher traffic, which typically experience greater speeds and volumes, are also typically where the majority of crashes occur. Additionally, active mode crashes generally occur along the Peachtree City path system and at crossings.

Land Use Context

EQUITY ANALYSIS

- Disadvantaged Communities | Northeast Fayette County
- Households without Access to a Vehicle | 3%
- Income | Median Household Income of \$105,910, 12% of households earning less than \$35,000
- Age | 19% of the population is 65 or over, 23% is under 18

The equity analysis utilized the Federal Government’s Climate and Economic Justice Screening Tool. At the time of approval for the Planning and Demonstration Grant to complete this Safety Action Plan, the then available beta version representing 2022 data was referenced as part of this equity analysis.



SAFE STREETS FOR ALL (SS4A) ACTION PLAN Safety Countermeasure Fact Sheets Appendix B

1. Intersection Countermeasures
2. Roadway Departure Countermeasures
3. Pedestrian and Bicycle Countermeasures
4. Speed Management Countermeasures
5. Cross-Cutting Countermeasures

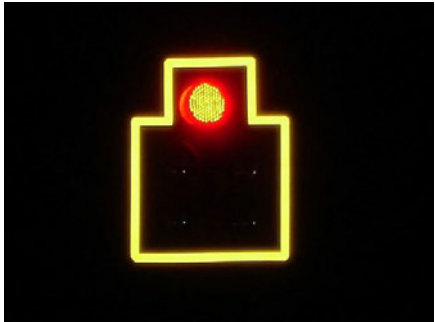
Backplates with Retroreflective Borders

Countermeasure Description

Backplates on traffic signals improve visibility by creating a contrast with the background. Adding a 1- to 3-inch yellow retroreflective border makes them even more noticeable. These backplates help drivers see signals better during both the day and night.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure Example Photo



Source: South Carolina DOT & FHWA



Safety Benefits

15% reduction in total crashes

Local Context

This treatment can be used on roads with higher speed limits and more traffic (Source: ARC regional safety strategy Plan). It helps improve traffic signal visibility for older drivers and those with color vision deficiencies. It’s also useful during power outages, as it provides a clear stop signal for drivers. Transportation agencies should include backplates with reflective borders in their safety measures at intersections. Adding a reflective border to an existing backplate is a low-cost option. This can be done by using reflective tape or by buying a new backplate with a border already on it. The best way to implement this safety measure is to use it consistently at all signalized intersections within a city or state. Some challenges include installation time and assessing if the existing signal supports can handle the extra wind load from a new backplate. This countermeasure is already being implemented on state routes throughout Fayette county. Within city limits, however, there is still potential to update backplates and make additional improvements.

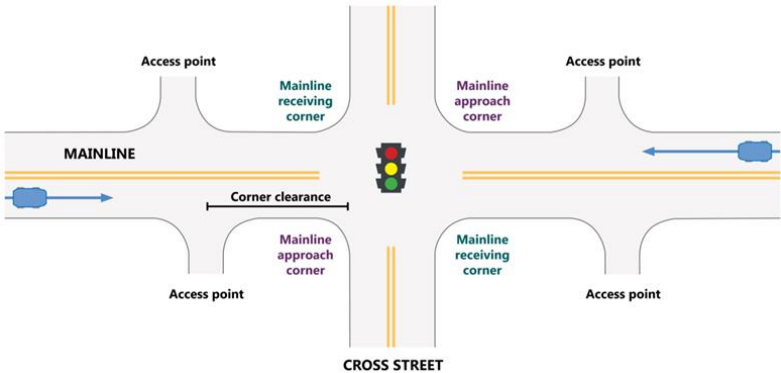
Corridor Access Management

Countermeasure Description

Effective access management involves strategically planning and controlling how people and vehicles enter and exit roadways. This includes carefully considering intersections with other roads and driveways leading to nearby properties. By implementing sound access management practices along a corridor, we can improve safety for all users (drivers, pedestrians, cyclists), encourage walking and biking, and minimize travel delays and traffic congestion.

Implementation Cost	
High	
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits

5-23% reduction in total crashes along two-lane rural roads
25-31% reduction in fatal and injury crashes along urban/suburban arterial

Local Context

The Federal Highway Administration (FHWA) developed crash prediction models to evaluate how different access management strategies affect roadway safety across various environments, including suburban and semi-rural areas like Fayette County. These strategies can be applied individually or in combination to improve safety and traffic flow on local roads.

- **Reduce Access Points:** Close unnecessary driveways, combine multiple driveways, or move them to safer spots.
- **Control Spacing:** Maintain proper distances between intersections and access points.
- **Limit Driveway Movements:** Restrict certain turns (e.g., allow only right-in/right-out).
- **Optimize Driveway Placement:** Position driveways near corners to lower crash rates.
- **Restrict Cross-Road Movements:** Use raised medians to prevent dangerous turns.
- **Improve Intersection Design:** Implement roundabouts or designs that reduce left-turn conflicts.
- **Provide Dedicated Turn Lanes:** Create lanes specifically for left turns, right turns, or two-way left turns.
- **Utilize Local Circulation Roads:** Use lower-speed one-way or two-way roads for local traffic to minimize conflict with main roads.

By implementing these strategies, Fayette County can enhance roadway safety for all users, including drivers, pedestrians, and cyclists, while supporting smoother traffic operations and reducing the likelihood of crashes.

Source: ARC & FHWA

Dedicated left and Right Turn Lanes

Countermeasure Description

Auxiliary turn lanes for both left and right turns enhance intersection safety by separating turning vehicles from the flow of through traffic. These lanes create a designated area for vehicles to decelerate prior to making a turn and for those waiting to execute their turns. Additionally, offsetting the left and right turn lanes increases visibility, significantly boosting safety—particularly when traffic is moving at higher speeds or is less congested.

Implementation Cost	
High	
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA & City of Greeley, Colorado

Safety Benefits

Left Turn Lane: 28-48% reduction in total crashes
Positive Offset Left-Turn lanes : 36% reduction in fatal and injury crashes
Right Turn Lanes: 14-26% reduction in total crashes

Local Context

At busy intersections in Fayette County, especially where local roads meet major routes like SR 54 or SR 92 adding a dedicated left- and right-turn lanes on the side streets can help reduce traffic conflicts and improve overall safety. This is particularly important in areas experiencing high volumes of turning traffic or where crash data shows a history of turn-related incidents. When planning these turn lanes, it’s essential to consider not only vehicle operations but also the safety of pedestrians and cyclists, such as those using multi-use paths in Peachtree City or walking near schools and parks. Offset turn lanes can improve visibility at intersections, but the design must be carefully balanced. Zero or negative offsets may block drivers’ sightlines, increasing risk for left-turning vehicles and cyclists. Positive offsets, by contrast, enhance visibility and reduce the chance of serious crashes. By incorporating well-designed turn lanes especially with attention to offset geometry Fayette County can create intersections that are safer and more efficient for all users, whether driving, walking, or biking.

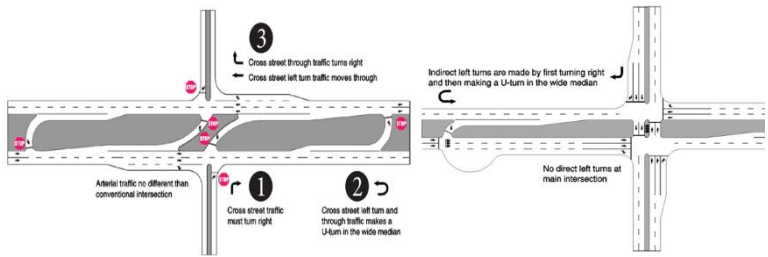
Reduced Left-Turn Conflict Intersections (RCUT)

Countermeasure Description

Reduced Left-Turn Conflict Intersections are innovative geometric designs that reconfigure how left-turn movements are made. By streamlining driver decisions, these designs reduce the risk of high-severity crashes, such as head-on or angle collisions. Two particularly effective designs that use U-turns to facilitate specific left-turn movements are the Restricted Crossing U-Turn (RCUT) and the Median U-Turn (MUT).

Implementation Cost	
High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits
Two-way stop Controlled to RCUT: 54% reduction in fatal and injury crashes
Signalized intersection to Signalized RCUT : 22% reduction in fatal and injury crashes
Unsignalized intersection to Unsignalized RCUT : 63% reduction in fatal and injury crashes
MUT : 30% reduction in intersection related injury crash rate

Local Context

The RCUT (Reduced Conflict Intersection)—also known as a J-Turn or Superstreet—replaces direct left turns for minor road traffic with a simpler maneuver. Drivers first make a right turn and then a U-turn at a designated location. This design is highly versatile, functioning effectively in a variety of settings, from rural high-speed roads to busy urban and suburban multimodal corridors. In Fayette County, RCUTs are particularly relevant along high-speed state routes like SR 74 and SR 85, where side street traffic frequently struggles to safely enter or cross the mainline.

The MUT (Median U-Turn Intersection), on the other hand, eliminates direct left turns for major road traffic. Instead, drivers continue straight through the intersection, make a U-turn farther downstream, and then turn right at the main intersection. Both designs improve safety and traffic efficiency by significantly reducing conflicts associated with left-turn movements.

Roundabout

Countermeasure Description

A modern roundabout is a circular intersection designed to move traffic safely and efficiently. It features channelized, curved approaches that naturally reduce vehicle speed. Additionally, roundabouts implement entry yield control, granting right-of-way to vehicles already circulating within the intersection. Traffic flows counterclockwise around a central island, which further minimizes potential conflict points between vehicles. As a result of these design elements, roundabouts significantly lower speeds and reduce conflicts, leading to a substantial decrease in crashes that result in injuries or fatalities.

Implementation Cost	
High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits

Two way stop Controlled to Roundabout: 82% reduction in fatal and injury crashes
Signalized intersection to Roundabout : 78% reduction in fatal and injury crashes

Local Context

Roundabouts can be utilized in both urban and rural settings, accommodating a variety of traffic conditions. They serve as effective alternatives to traffic signals, two-way stop signs, and all-way stop signs. In Fayette County, roundabouts have been considered or implemented in areas where speed management and safety are critical such as rural intersections with high crash histories or transitions near school zones. A notable example is the upcoming roundabout at the intersection of Redwine Road, Bernhard Road, and Peachtree Parkway. This location, currently an all-way stop, is being converted to a single-lane roundabout to enhance safety and traffic flow for vehicles, pedestrians, bicyclists, and golf carts. Roundabouts are especially effective in managing vehicle speeds and providing smooth transitions from high-speed to low-speed environments while improving overall intersection efficiency and safety.

Systemic Application of Multiple Low-Cost Countermeasures (Stop-Controlled)

Countermeasure Description

This systemic approach to intersection safety emphasizes the implementation of a range of low-cost improvements at numerous stop-controlled intersections. These enhancements, which include upgraded signage and improved pavement markings, are designed to boost driver awareness and recognition of both the intersection itself and any potential hazards.

Implementation Cost

High	
Medium	
Low	✓

Countermeasure Example Photo



Source: FHWA and SCDOT

Safety Benefits

10% reduction of fatal and injury crashes at all locations/types/areas

15% reduction of nighttime crashes at all locations/types/areas

27% reduction of fatal and injury crashes at rural intersections

19% reduction of fatal and injury crashes at two-lane by two-lane intersections

Local Context

To improve safety at stop-controlled intersections in Fayette County, the following low-cost countermeasures can be implemented:

On the Through Approach:

- Enhanced warning signage: Double- and oversized advance warning signs with supplemental street name plaques and flashing beacons, if necessary.
- Reflective sign post upgrades: Retroreflective sheeting on sign posts to improve visibility.
- Improved pavement markings: Enhanced edge lines to delineate through lanes.

On the Stop Approach:

- Advanced warning signage: Double- and oversized "Stop Ahead" warning signs with flashing beacons, if necessary.
- Enhanced stop sign placement: Double- and oversized Stop signs to increase visibility.
- Reflective sign post upgrades: Retroreflective sheeting on sign posts to improve visibility.
- Properly placed stop bars: Ensuring adequate clearance and visibility for stopped vehicles.
- Clear sight triangles: Removing vegetation, parking, or obstructions that limit sight distance.
- Double arrow warning signs: At T-intersections, where necessary, to indicate turning traffic.

Yellow Change Intervals

Countermeasure Description

At a signalized intersection, the yellow change interval refers to the duration during which the yellow signal is displayed after the green signal has ended. This yellow indication serves as a warning to road users that the green light is about to turn red.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits
36-50% reduction in red-light running
8-14% reduction in total crashes
12% reduction in injury crashes

Local Context

Red-light running is a significant contributor to severe crashes at signalized intersections, making the accurate timing of the yellow change interval critically important. An interval that is too short can leave drivers with insufficient time to stop safely, increasing the likelihood of unintentional red-light running. Conversely, an excessively long interval may encourage intentional violations, undermining respect for the signal. In Fayette County particularly along major arterials like SR 54 and SR 74 in Peachtree City and Fayetteville carefully calibrated yellow intervals are essential due to the combination of high approach speeds, multimodal traffic, and complex intersection layouts. Factors such as vehicle speed, driver reaction time, vehicle deceleration capabilities, and intersection geometry must all be considered when determining the appropriate yellow change interval to enhance safety and reduce the likelihood of red-light running.

Enhanced Delineation for Horizontal Curves

Countermeasure Description

Improved delineation significantly boosts driver awareness of impending curves by offering distinct visual indicators regarding the curve's direction, sharpness, and advisable speed. Effective strategies may include advanced pavement markings, in-lane curve warnings, retroreflective strips on signposts, curve delineators, chevron signs, larger fluorescent or retroreflective signage, dynamic curve warning displays, and speed radar feedback signs.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits
Chevrons Signs : 16% reduction in non intersection fatal and injury crashes
Oversized Chevron Signs: 15% reduction in fatal and injury crashes
In Lane Curve Warning Pavement Markings:35-38% reduction in all crashes.
New Fluorescent Curve Signs: 18% reduction in non-intersection, head –on, run-off-road, and sideswipe in rural areas.

Local Context

Fayette County can successfully adopt enhanced delineation strategies by taking the following steps:

- **Aligning Signing Practices with MUTCD Standards:** By ensuring that signing practices conform to the Manual on Uniform Traffic Control Devices (MUTCD) principles, agencies can provide consistent traffic control devices for similar curves. This uniformity helps set clear expectations for drivers.
- **Implementing a Systematic Approach for Problem Identification:** A proactive safety analysis is essential for identifying horizontal curves with elevated crash risk. This assessment should include factors such as curve radius, traffic volume, the presence of intersections within the curve, and any sight distance limitations caused by vegetation, elevation, or development. In Fayette County, this approach is especially relevant on rural collector roads and arterials—such as sections of Redwine Road or SR 92—where sharp curves and limited visibility have historically contributed to run-off-road crashes.
- **Choosing the Most Effective Delineation Strategies:** Once the issues are identified and MUTCD compliance is verified, agencies should select the most suitable delineation strategies. An incremental approach that begins with the most cost-effective solutions can often yield the best results over time.

Longitudinal Rumble Strips and Stipes on Two-lane Roads

Countermeasure Description

Rumble strips are raised or milled features on the road surface designed to alert drivers through tactile and auditory feedback when they stray from their lane. These strips can be installed on the shoulder, along the edge of the road, or near the center of an undivided highway. Rumble stripes, on the other hand, are a type of rumble strip where a pavement marking is applied on top of the raised strip. This design enhancement improves visibility and durability of the marking, especially in wet or low-light conditions, and is particularly beneficial in areas where snowplowing operations are common.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

Center line Rumble Strips : 44-64% reduction in head-on fatal and injury crashes on two-lane rural roads
Shoulder Rumble Strips: 13-51% reduction in single vehicle, run-off-road fatal and injury crashes

Local Context

In the United States, roadway departure crashes contribute to over half of all fatal roadway incidents each year. To mitigate these occurrences, rumble strips and stripes are employed to alert distracted, drowsy, or inattentive drivers who veer out of their lanes. Their effectiveness increases significantly when implemented on a systematic basis. Transportation agencies should prioritize the use of milled centerline rumble strips, even in passing zones where feasible, along with milled edge line or shoulder rumble strips that include bicycle gaps to maintain multimodal accessibility. In Fayette County, these treatments are particularly applicable on rural, higher-speed corridors such as SR 85, SR 92, and roads like Sandy Creek Road or Lees Mill Road where roadway departures have historically contributed to run-off-road and head-on crashes. Incorporating rumble strips into broad safety programs, targeted corridor safety upgrades, and routine resurfacing or reconstruction projects can significantly improve safety outcomes, especially in areas with limited lighting or frequent nighttime travel.

Median Barriers

Countermeasure Description

Median barriers serve as crucial safety features on divided highways, effectively separating opposing lanes of traffic. By doing so, they significantly diminish the likelihood of head-on collisions, which tend to occur more frequently at the higher speeds typical of these roadways.

Implementation Cost	
High	✓
Medium	✓
Low	✓

Countermeasure Example Photo



Source: AASHTO

Safety Benefits

97% reduction in cross-median crashes

Local Context*

AASHTO's Roadside Design Guide (RDG) provides guidelines for median barrier installation on high-speed, fully controlled-access roadways. Barriers are generally recommended for medians 30 feet or less in width with an average daily traffic (ADT) exceeding 20,000 vehicles per day. Barriers are optional for medians wider than 50 feet and ADTs below 20,000 vehicles per day. For medians between 30 and 50 feet, the RDG suggests an analysis to determine the cost-effectiveness of installation. To reduce cross-median crashes, transportation agencies should review their head-on crash history on divided highways to identify hot spots and implement a systemic approach to barrier placement based on risk factors such as traffic volume, vehicle types, median crossover history, crash incidents, and roadway geometry.

Types of Median Barriers:

- Cable Barriers:** These flexible systems consist of steel cables anchored by sturdy posts. They are designed to absorb crash energy, thereby reducing the force of impact on vehicle occupants.
- Metal-Beam Guardrails:** Constructed with semi-rigid W-beam or box-beam configurations, these barriers deform upon impact. This not only absorbs some of the energy from a collision but also helps redirect the vehicle away from danger.
- Concrete Barriers:** As rigid structures, these barriers offer little deflection during an impact. Their primary function is to redirect collision energy, and they require minimal ongoing maintenance.

* Some countermeasures, such as median barriers, may not be suitable for Fayette County due to roadway design, limited right-of-way, or surrounding land use. These measures should be considered on a case-by-case basis for feasibility and effectiveness.

Roadside Design Improvement at Curves

Countermeasure Description

According to the nationwide Fatality Analysis Reporting System (FARS), horizontal curves present a significant safety challenge, accounting for 27% of all fatal crashes. Alarminglly, 80% of these incidents involve vehicles veering off the roadway. To combat this issue, "Roadside Design Improvements" focus on enhancing safety along the outer edges of curves, where the risk is highest. These improvements include a variety of treatments aimed at reducing the severity of crashes by providing safer recovery options for vehicles that leave the roadway. By minimizing the likelihood of fatalities and serious injuries, these measures can be applied individually or in combination. They are especially recommended for curves where data indicates a high risk of roadway departure leading to severe or fatal outcomes.

Implementation Cost	
High	
Medium	✓
Low	✓

Countermeasure Example Photo



Source: ARC

Safety Benefits
Flatten sideslopes : 8-12% reduction for single-vehicle crashes
Increase the distance to roadside features: 22-44% reduction for all crashes

Local Context

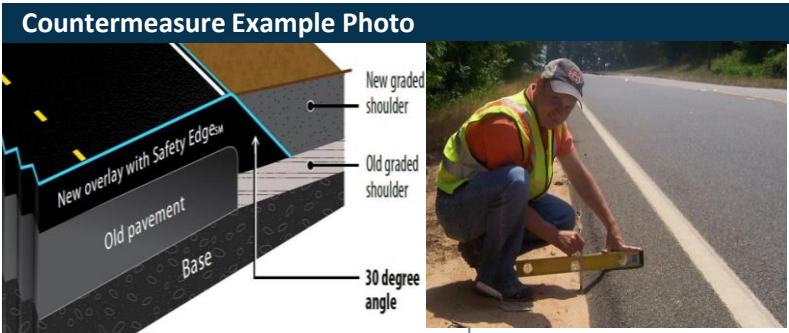
Horizontal curves are a major safety concern, contributing to approximately 27% of all fatal crashes nationwide. Alarminglly, about 80% of these crashes involve vehicles running off the roadway. To mitigate this risk, roadside design improvements aim to enhance safety along the outer edges of curves where the likelihood of roadway departures is highest. In Fayette County, such enhancements are particularly relevant on rural roadways like Veterans Pkwy, Tyrone Rd, or certain segments of SR 92 and SR 54, where curves, narrow shoulders, and limited clear zones increase the potential for serious run-off-road incidents. Implementing roadside design improvements at these locations can significantly reduce the likelihood of fatalities and serious injuries, particularly when guided by crash data and site-specific evaluations.

Safety Edge

Countermeasure Description

The SafetyEdgeSM technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt. Rural road crashes involving edge drop-offs are 2-4 times more likely to include a fatality than other crashes on similar roads.¹ Vehicles may leave the roadway for various reasons ranging from distracted driver errors to low visibility, or to the presence of an animal on the road. Exposed vertical pavement edges can cause vehicles to become unstable and prevent their safe return to the roadway. The SafetyEdgeSM gives drivers the opportunity to return to their travel lane while maintaining control of their vehicle.

Implementation Cost	
High	
Medium	
Low	✓



Safety Benefits
11% reduction in fatal and injury crashes
21% reduction in run-off road crashes
19% reduction in head-on crashes

Source: FHWA

Local Context

The SafetyEdgeSM technology can be implemented on Fayette County roadways with minimal changes to current paving practices. For asphalt roads, it simply involves attaching a commercially available device to the paver’s screed or endgate during hot-mix asphalt placement. On concrete roads, the angled edge can be easily shaped on-site by the contractor using standard construction methods. Unlike conventional vertical pavement edges, some transportation agencies permit the SafetyEdgeSM to remain exposed during construction. However, it’s important to ensure that, by the completion of the project, the roadside is level with the pavement—whether using the SafetyEdgeSM or traditional edge design. Over time, roadside settling, erosion, or tire wear may cause edge exposure. In these situations, the SafetyEdgeSM design, with its tapered slope, offers a safer transition for vehicles than the abrupt drop-off of a vertical pavement edge making it a potential choice for enhancing roadside safety in Fayette County.

Wider Edge Lines

Countermeasure Description

Roadway departures account for over half of all traffic fatalities in the United States. A significant contributing factor is drivers' inability to clearly perceive the edge of the travel lanes and the road's alignment ahead. To mitigate this risk, wider edge lines can significantly improve lane boundary visibility. By increasing the marking width from the standard 4 inches to 6 inches, drivers are provided with a more defined visual cue. This enhanced visibility reduces the likelihood of unintended lane departures.

Implementation Cost	
High	
Medium	
Low	✓



Source: FHWA

Safety Benefits
37% reduction for non-intersection, fatal and injury crashes on rural, two-lane roads.
22% reduction in fatal and injury crashes on rural freeways

Local Context

Wider edge lines increase drivers’ perception of the edge of the travel lane and can provide a safety benefit to all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways) in both urban and rural areas. Agencies should also consider implementing a systemic approach to wider edge line installation-based roadway departure crash risk factors. Potential risk factors for two-lane rural roads include:

- Pavement and shoulder widths.
- Presence of curves.
- Traffic volumes.
- History of nighttime crashes.

In Fayette County, wider edge lines may be especially beneficial on rural corridors like Brooks Woolsey Road, Ellison Road, ,where limited shoulder space and curvilinear geometry increase the risk of vehicles drifting out of the travel lane. Incorporating wider edge lines on such roads as part of resurfacing projects or targeted safety programs can improve lane visibility and enhance safety for all road users, particularly during nighttime or low-visibility conditions.

Appropriate Speed Limits for All Road Users

Countermeasure Description

Controlling speed is crucial for reducing traffic fatalities and serious injuries, especially on non-limited access roads where vehicles and vulnerable road users (like pedestrians and cyclists) share space. States and local governments play a key role in setting appropriate speed limits to protect everyone, particularly vulnerable road users. Enforcing these limits is a cornerstone of the Safe System Approach, a comprehensive framework for improving road safety. Evidence shows that adjusting speed limits can effectively lower travel speeds, reducing the frequency and severity of traffic crashes.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure Example Photo



Source: MUTCD

Safety Benefits

In alignment with Vision Zero and Safe System principles, setting speed limits below the 85th-percentile speed prioritizes safety over speed, helping to reduce the likelihood and severity of crashes while promoting greater driver compliance with posted limits.

Local Context

Posted speed limits often match the legislative statutory speed limits. However, designated authorities, including state and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones and many are doing so. Non-statutory speed limits must be based on an engineering study, conducted in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), involving multiple factors and engineering judgment. When setting a speed limit, agencies should consider a range of factors, including pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds.

Variable Speed Limits (VSLs)

Countermeasure Description

Setting appropriate speed limits is crucial for maintaining a safe and efficient transportation network. These limits are determined through engineering studies that consider factors like traffic volumes, operating speeds, roadway characteristics, and crash history. However, road conditions can change rapidly due to factors such as congestion, crashes, and weather. Drivers usually choose their speeds based on ideal conditions like good weather, straight roads, and clear visibility. When these conditions aren't met, the risk of crashes increases. Implementing variable speed limits (VSLs) that adapt to changing circumstances can help reduce crash frequency and severity.

Implementation Cost	
High	✓
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA & WSDOT

Safety Benefits

34% reduction in total crashes
65% reduction for rear-end crashes
51% reduction in fatal and injury crashes

Local Context*

Variable Speed Limits (VSLs) use current roadway information, such as traffic speed, volume, weather, and road conditions, to determine and display appropriate speeds to drivers. This strategy enhances safety and traffic flow by reducing speed variance, also known as speed harmonization. VSLs improve driver expectations by providing advance information about slowdowns and potential lane closures, thus reducing the likelihood of secondary crashes. They can also mitigate adverse weather conditions or slow fast-moving traffic as it approaches a queue or bottleneck. VSLs are particularly effective on urban and rural freeways and high-speed arterials with speed limits over 40 mph. They are often part of Active Traffic Management (ATM) plans or incorporated into existing Road Weather Information Systems. When used with ATM, VSLs can reduce rear-end, sideswipe, and other crashes on high-speed roadways. VSLs may be implemented as regulatory or advisory systems and can apply to entire roadway segments or individual lanes.

* Certain countermeasures, like VSLs, may not be feasible for Fayette County due to factors such as roadway design, limited right-of-way, or the surrounding land use. These measures should be evaluated individually to assess their feasibility and potential effectiveness.

Speed Safety Cameras (SSCs)

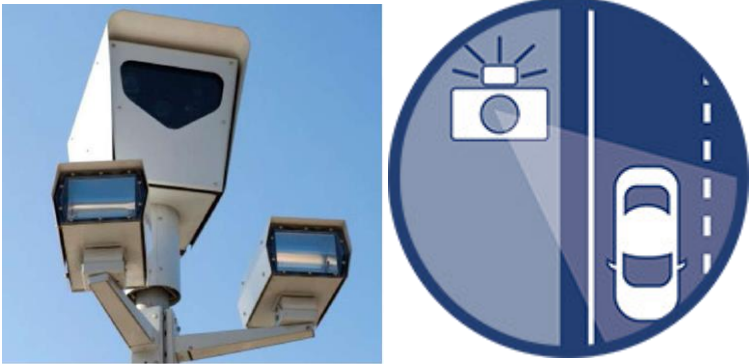
Countermeasure Description

Safe Speeds is a core principle of the Safe System Approach because high-speed crashes are more likely to be fatal. Enforcing safe speeds has been challenging, but with better information and tools, communities can reduce speeds. Agencies can use Speed Safety Cameras (SSCs) to effectively supplement traditional enforcement, engineering measures, and education. SSCs detect speeding and capture photographic or video evidence of vehicles violating the speed limit, helping to change social norms around speeding.

* Certain countermeasures, like Speed Safety Camera, may not be feasible for Fayette County due to factors such as roadway design, limited right-of-way, or the surrounding land use. These measures should be evaluated individually to assess their feasibility and potential effectiveness.

Implementation Cost	
High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits
Fixed Units: 54% reduction in total crashes and 47% reduction for injury crashes.
P2P Units: 37% reduction for fatal and injury crashes on urban expressways and principal arterial.
Mobile Units: 20% reduction in fatal and injury crashes on urban principal arterial.

Local Context

Agencies should conduct a network analysis of speeding-related crashes to identify locations to implement SSCs. The analysis can include scope (e.g., widespread, localized), location types (e.g., urban/suburban/rural, work zones, residential, school zones), roadway types (e.g., expressways, arterials, local streets), times of day, and road users most affected by speed-related crashes (e.g., pedestrians, bicyclists).

SSCs can be deployed as:

- Fixed units**—a single, stationary camera targeting one location.
- Point-to-Point (P2P) units**—multiple cameras to capture average speed over a certain distance.
- Mobile units**—a portable camera, generally in a vehicle or trailer.

Bicycle Lanes

Countermeasure Description

Most fatal bicycle crashes occur outside intersections, especially when motor vehicles overtake cyclists. The risk is heightened by the size and speed differences between vehicles and bicycles, which deters many from cycling. To enhance safety and encourage cycling, states and localities must prioritize installing dedicated bicycle lanes. This crucial step aligns with the Safe System Approach, which emphasizes separating users in space to minimize the risk of severe crashes.

Implementation Cost

High	✓
Medium	✓
Low	✓

Countermeasure Example Photo



Source: ARC

Safety Benefits

Bicycle Lane Additions: 49% reduction in total crashes on urban four-lane undivided collectors and local roads.

Bicycle Lane Additions: 30% reduction in total crashes on urban two-lane undivided collectors and local roads.

Local Context

FHWA's Bikeway Selection Guide and Incorporating On-Road Bicycle Networks into Resurfacing Projects help agencies determine the most beneficial facilities for various contexts. Bicycle lanes can be added to new roadways or existing roads by reallocating space in the right-of-way through Road Diets. Separated bicycle lanes, using vertical elements like flexible delineator posts, curbs, or vegetation, provide additional safety by creating a physical barrier between cyclists and motorized traffic lanes. For marked bike lanes without vertical elements, a lateral offset with a marked buffer helps further separate bicyclists from vehicle traffic, enhancing safety.

In Fayette County, expanding bicycle lane networks is especially relevant in Peachtree City, which already features an extensive golf cart path system and a growing interest in multimodal travel. Opportunities also exist to integrate on-road bike lanes into resurfacing projects along corridors like SR 54, Redwine Road, and Hood Avenue linking key destinations while supporting safe and comfortable travel for cyclists. These enhancements are aligned with broader active transportation goals and can improve both recreational and commuter biking experiences.

Source: FHWA

Crosswalk Visibility Enhancements

Countermeasure Description

Reduced visibility at crosswalks, caused by poor lighting, parked vehicles, and roadway curvature, greatly compromises pedestrian safety. On busy multilane roads with over 10,000 Average Annual Daily Traffic (AADT), a simple marked crosswalk is often not enough. Implementing more robust crossing improvements is crucial to reduce the risk of pedestrian accidents. High-visibility crosswalks, adequate lighting, and clear signage/markings are three key enhancements that improve crosswalk visibility. These measures not only increase driver awareness of pedestrians but also guide users to safe crossing locations. Agencies can implement these features individually or in combination.

Implementation Cost

High	
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

Bicycle Lane Additions: 49% reduction in total crashes on urban four-lane undivided collectors and local roads.

Bicycle Lane Additions: 30% reduction in total crashes on urban two-lane undivided collectors and local roads.

Local Context

High-visibility crosswalks

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

Improved Lighting

The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

In Fayette County, increasing crosswalk visibility is particularly important near schools, parks, and multi-use path crossings, especially in Peachtree City, where golf carts and pedestrians frequently share the roadway environment. Locations such as crossings along Peachtree Parkway and SR 54, or near community centers and recreational areas, would benefit from improved pavement markings and signage to alert drivers and support safe multimodal travel.

Source: FHWA

Leading Pedestrian Interval (LPI)

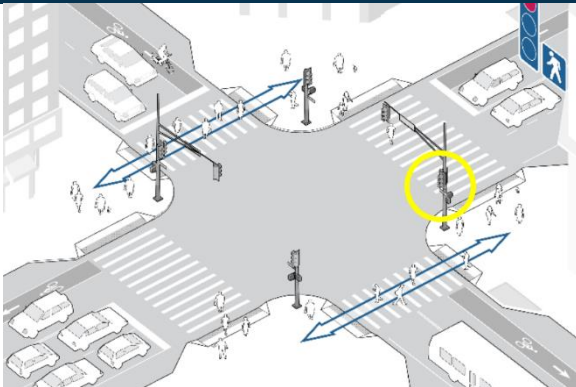
Countermeasure Description

A leading pedestrian interval (LPI) allows pedestrians to enter the crosswalk at a signalized intersection 3-7 seconds before vehicles receive a green signal. This extra time enables pedestrians to establish their presence in the crosswalk before vehicles start turning. LPIs offer several benefits, including increased visibility of pedestrians, reduced conflicts between pedestrians and vehicles, a higher likelihood of motorists yielding to pedestrians, and enhanced safety for pedestrians who may be slower to start crossing the intersection.

Implementation Cost

High	
Medium	
Low	✓

Countermeasure Example Photo



Source: Arlington County, Virginia

Safety Benefits

13% reduction in pedestrian-vehicle crashes at intersection

Local Context

FHWA's Handbook for *Designing Roadways for the Aging Population* recommends implementing Leading Pedestrian Intervals (LPIs) at intersections with high turning vehicle volumes. Transportation agencies should consult the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on LPI timing and ensure pedestrian signals are accessible to all users. The cost of implementing LPIs is very low when it only requires altering signal timing.

Medians and Pedestrian Refuge Islands

Countermeasure Description

A median is the space separating opposing lanes of traffic, excluding turn lanes. In urban and suburban settings, medians may be defined by pavement markings, raised structures, or islands designed to separate motorized and non-motorized road users. A pedestrian refuge island, or crossing area, is a specialized type of median that provides a designated safe space for pedestrians to pause while crossing the road, enhancing their protection and safety.

Implementation Cost	
High	
Medium	✓
Low	✓



Source: FHWA

Safety Benefits
Median with Marked Crosswalk: 46% reduction in pedestrian crashes.
Pedestrian Refuge Island: 56% reduction in pedestrian crashes.

Local Context

Medians and pedestrian refuge islands enhance pedestrian safety by allowing individuals to cross one direction of traffic at a time, significantly reducing exposure to moving vehicles. These features are especially effective on multi-lane roads with high traffic volumes and speeds, where crossing the entire roadway in one movement can be challenging—particularly for children, older adults, and people with mobility limitations. In Fayette County, implementing refuge islands can improve safety at key pedestrian crossings along major corridors such as SR 54, SR 85, and SR 74, especially in areas with commercial development or near transit stops. In Peachtree City, Fayetteville, and Tyrone, where multi-use paths and sidewalks intersect with busy arterials, medians with pedestrian refuges can create safer connections between neighborhoods, schools, and shopping centers.

Grade Separated Path Crossings

Countermeasure Description

A grade-separated crossing—such as an overpass or underpass—physically separates pedestrians, cyclists, and golf cart users from motor vehicle traffic, eliminating conflict points at high-traffic roadways and enhancing multimodal connectivity.

Implementation Cost

High	✓
Medium	
Low	

Countermeasure Example Photo



Source: Movement and Place

Safety Benefits

Grade-separated crossings can reduce pedestrian and bicyclist crashes by up to 90% at high-volume intersections.

Removes at-grade conflicts and improving visibility and user compliance.

Local Context

In Peachtree City, Fayetteville, and Tyrone, where an extensive multi-use path network supports golf carts, cyclists, and pedestrians, grade-separated crossings would significantly enhance safety and continuity at major arterial crossings such as SR 54 or SR 74, addressing critical gaps in the active transportation network.

Pedestrian Hybrid Beacons (PHB)

Countermeasure Description

The Pedestrian Hybrid Beacon (PHB) is a traffic control device designed to improve pedestrian safety at mid-block crossings and uncontrolled intersections on high-speed roadways. Featuring two red lenses above a single yellow lens, the PHB remains inactive until a pedestrian activates it by pressing a call button. Once triggered, the beacon begins a flashing yellow-to-red light sequence, alerting motorists to slow down and stop, granting pedestrians the right-of-way to cross. After pedestrians complete their crossing, the beacon deactivates and returns to its inactive state.

Implementation Cost	
High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits

55% reduction in pedestrian crashes.
29% reduction in total crashes.
15% reduction in serious injury and fatal crashes.

Local Context

Fayette County can refer to the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on the appropriate application of Pedestrian Hybrid Beacons (PHBs). PHBs are most effectively used on multi-lane roads with high vehicle volumes and speeds where pedestrian crossings are challenging and standard crosswalk markings may not provide adequate protection.

Fayette County has incorporated Pedestrian Hybrid Beacons (PHBs) into its pedestrian improvement plans. Specifically, a PHB was installed at an at-grade crossing of Redwine Road near the intersection with Birkdale Drive and Quarters Road. This enhancement is part of a broader initiative to expand the multi-use path network and improve safety for pedestrians, cyclists, and golf cart users.

Rectangular Rapid Flashing Beacons (RRFBs)

Countermeasure Description

Marked crosswalks and pedestrian warning signs improve safety, but they may not always ensure drivers notice and yield to pedestrians. To enhance visibility and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install Pedestrian Actuated Rectangular Rapid Flashing Beacons (RRFBs). RRFBs consist of two rectangular yellow LED arrays that flash alternately at a high frequency when activated. This rapid flashing significantly improves the visibility of pedestrians to approaching drivers..

Implementation Cost	
High	
Medium	✓
Low	

Countermeasure Example Photo



Safety Benefits

47% reduction in pedestrian crashes.

98% increase for motorist yielding.

Source: FHWA

Local Context

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour. Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes. RRFBs can also accompany school or trail crossing warning signs. RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing. The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

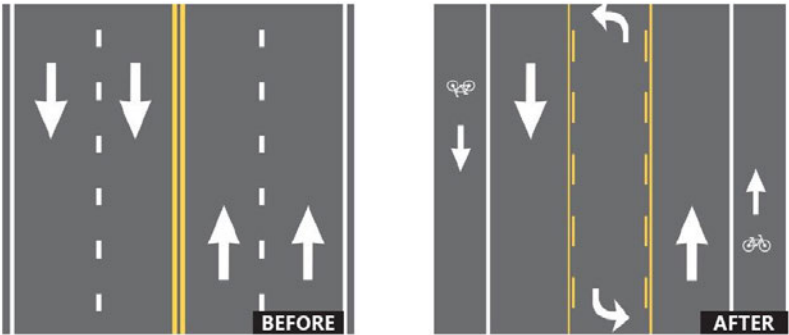
Road Diets (Roadway Reconfiguration)

Countermeasure Description

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).

Implementation Cost	
High	
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

Four lane to three-lane Road Diet Conversion: 19-47% reduction in total crashes.

Local Context

A Road Diet is a cost-effective safety enhancement strategy, especially when coordinated with routine resurfacing or pavement overlay projects. By reconfiguring roadway space often reducing four-lane undivided roads to three lanes (one travel lane in each direction with a center turn lane) a Road Diet can be implemented with minimal or no additional cost. These treatments are most effective on roadways with existing and projected average daily traffic (ADT) volumes of 25,000 vehicles or fewer. To further support Fayette County’s goals for safer, more livable streets, a variety of traffic calming measures can be integrated alongside or independent of Road Diets. To further enhance street safety and livability, Fayette County can combine Road Diets with other traffic calming treatments, such as:

- Splitter Islands: Slow and guide vehicles at intersections.
- Median Islands: Offer pedestrian refuge and narrow roadways.
- Curb Extensions: Shorten crossing distances and improve visibility.
- Chicanes: Add curves to slow traffic naturally.
- Speed Humps & Raised Crosswalks: Slow vehicles and highlight pedestrian zones.
- Mini-Roundabouts: Improve flow and reduce speeds at intersections.
- Greenways & Streetscaping: Use landscaping and design to visually calm traffic.
- Bike and Pedestrian Infrastructure: Add sidewalks, bike lanes, and trails to support active travel.

Path/Sidewalks

Countermeasure Description

A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders. Sidewalks and multi-use paths are foundational elements of a safe, accessible, and connected transportation network. These facilities encourage walking and biking by providing dedicated, comfortable spaces that separate non-motorized users from vehicular traffic.

Implementation Cost	
High	✓
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

Sidewalks: 65-89% reduction in crashes involving pedestrian walking along roadways.

Local Context

Sidewalks are particularly effective in urban and suburban areas for improving pedestrian safety, supporting ADA accessibility, and fostering walkable communities. Multi-use paths, typically wider and designed to accommodate pedestrians and cyclists. In Fayette County, the Fayette Forward Transportation Plan prioritizes expansion of the sidewalk and path network to fill gaps, improve access to schools, parks, and commercial centers, and enhance safety. Peachtree City’s extensive golf cart path system, along with new path connections along Redwine Road, illustrates the county’s commitment to multimodal connectivity. Municipalities like Fayetteville, Tyrone, and Brooks are also identifying strategic locations to improve or extend pedestrian infrastructure. Integrating these facilities into road widening, resurfacing, or development projects ensures long-term mobility benefits for all users.

Lighting

Countermeasure Description

Nighttime driving is significantly more dangerous than daytime driving. Although only 25% of vehicle miles are traveled at night, they account for a disproportionately high number of fatal crashes, with a fatality rate three times higher than during the day. This increased risk is due to reduced visibility, which limits a driver's ability to quickly react to hazards or roadway changes within the limited range of headlights. To mitigate this risk, continuous or spot lighting can be strategically implemented along road segments, at intersections, and at pedestrian crossings to enhance visibility and reduce the likelihood of crashes.

Implementation Cost

High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits

42% reduction for nighttime injury pedestrian crashes at intersection.

33-38% reduction for nighttime crashes at rural and urban intersections.

28% reduction for nighttime injury crashes on rural and urban highways.

Local Context

Roadway Segments: Research indicates that continuous lighting on both rural and urban highways (including freeways) has an established safety benefit for motorized vehicles. Agencies can provide adequate visibility of the roadway and its users through the uniform application of lighting that provides full coverage along the roadway and the strategic placement of lighting where it is needed the most.

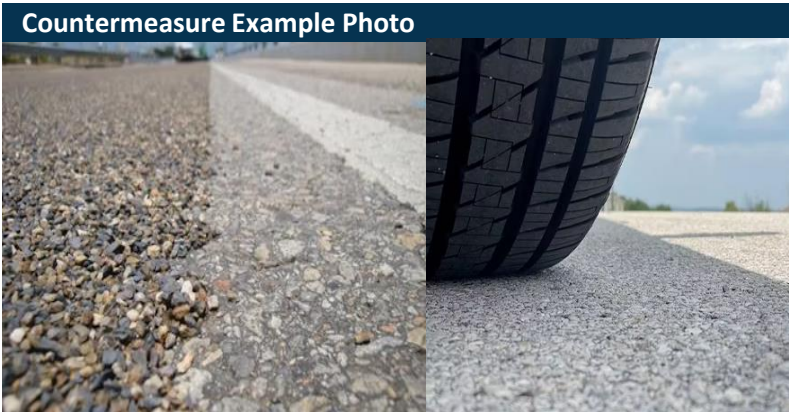
Intersection and Pedestrian Crossings: Increased visibility at intersections at nighttime is important since various modes of travel cross paths at these locations. Agencies should consider providing lighting to intersections based on factors such as a history of crashes at nighttime, traffic volume, the volume of non-motorized users, the presence of crosswalks and raised medians, and the presence of transit stops and boarding volumes.

Pavement Friction Management

Countermeasure Description

Pavement friction is a crucial factor influencing vehicle-roadway interaction and significantly impacts crash frequency. Regularly measuring, monitoring, and maintaining pavement friction, particularly at locations with frequent turning, slowing, and stopping maneuvers, is essential for preventing numerous roadway departure, intersection, and pedestrian-related crashes. Leveraging continuous pavement friction data in conjunction with crash and roadway data enables more targeted and efficient application of friction treatments like High Friction Surface Treatment (HFST), maximizing their effectiveness in enhancing road safety.

Implementation Cost	
High	
Medium	✓
Low	



Source: Construction Pro and Roads and Bridges Website

Safety Benefits
63% reduction for injury crashes at ramps.
48% reduction for injury crashes at horizontal curves.
20% reduction for total crashes at intersection.

Local Context

High Friction Surface Treatment (HFST) is a safety countermeasure used to improve pavement grip and reduce crash potential on Fayette County roadways. It involves applying a durable, skid-resistant aggregate, most effectively calcined bauxite, over a thermosetting polymer resin binder that holds the material in place. This combination significantly increases surface friction and improves traction, especially in wet conditions. In Fayette County, HFST is particularly recommended for areas where enhanced friction is critical, including sharp curves, interchange ramps, intersection approaches, steep downhill grades, and high-speed intersections with signals or stop signs. Locations with a history of crashes, such as rear-end, wet-weather, failure-to-yield, or red-light-running incidents, are ideal candidates. Approaches to crosswalks can also benefit from HFST to improve safety for pedestrians.

Road Safety Audit (RSAs)

Countermeasure Description

While most transportation agencies have traditional safety review procedures in place, a Road Safety Audit (RSA) or assessment stands out as a unique approach. RSAs are conducted by a multidisciplinary team that is independent of the project. They consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

Implementation Cost	
High	
Medium	✓
Low	✓

Countermeasure Example Photo



Safety Benefits
10-60% reduction in total crashes

Source: FHWA

Local Context

Road Safety Audits (RSAs) can be carried out at any stage of a roadway project in Fayette County, from early planning through final construction. These audits may be tailored to focus on specific roadway users, such as drivers, pedestrians, bicyclists, motorcyclists, or a combination of all users. Whenever possible, it is recommended that RSAs be conducted during the earliest phases of project development—while design alternatives are still being considered—to allow for the greatest flexibility in incorporating safety improvements.

Local Road Safety Plans (LRSPs)

Countermeasure Description

A Local Road Safety Plan (LRSP) offers a structured approach to identifying, analyzing, and prioritizing safety improvements on local roads. Tailored to address specific local needs and issues, the LRSP process results in a prioritized action list aimed at reducing fatalities and serious injuries. The Federal Highway Administration (FHWA) provides valuable resources, including an LRSP Do-It-Yourself website, to guide local agencies and their partners in creating and implementing effective LRSPs.

Implementation Cost	
High	
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

10-60% reduction in total crashes

Local Context

Developing a Local Road Safety Plan (LRSP) is essential for enhancing road safety at the local level and aligning with a State's Strategic Highway Safety Plan (SHSP). Key elements of an LRSP include engaging stakeholders from engineering, enforcement, education, and emergency services; fostering collaboration among various agencies to leverage expertise and resources; identifying target crash types and implementing proven safety countermeasures; and establishing timelines and goals for implementation and evaluation. LRSPs are valuable tools for prioritizing safety improvements, demonstrating proactive risk management, and reducing fatalities and injuries on local roads. They should be considered living documents that are regularly updated to reflect evolving local needs and priorities.

Fayette County Safety Action Plan Stakeholder Meeting

Tuesday, July 9

2:00 -3:30 pm

210 Stonewall Avenue

Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing Safety Action Plan in development for Fayette County and its municipalities.

Meeting Agenda:

1. Introductions and Project Management
2. Project Schedule Updates
3. Preliminary Analysis
4. Action Items
5. Stakeholder Goals

Golf Carts

- Golf Cart Crashes – Many are not reported (less so when a vehicle is involved)
 - Concerns / existing issues with underaged drivers and reckless driving behavior
 - Concerns / existing issues regarding speeds of golf carts and how they interact with other modes along path systems.
- It was recommended that a required safety course be implemented for all golf cart users / underaged drivers.

Education

- An education campaign is needed regarding how to share lanes and awareness of vulnerable users.
- Communication is needed between public safety and the Board of Commissioners
- Education on safety should be provided in schools.
- Currently only (1) school in Fayette County has Safe Routes to School program.
- The Chamber of Commerce prepared a media campaign for the SPLOST vote and was effective. This same strategy could also have a role in implementing a safety campaign. It should focus on the facts and emphasize quality of life.
- In developing a culture of safety, it is important to link safety and quality of life.

Enforcement

- Stop Arm violations occur frequently with school buses (60 per day but are often not upheld in court system)
- Meeting to be scheduled with EMA/Law Enforcement to engage early on in process.

Engineering

- Common standards are needed across the County for addressing engineering regarding safety for roads and the treatment of pedestrians. Existing policies and recommended changes will be reviewed.

- Peachtree City had a Pedestrian Advisory Committee that met for a while and provided recommendations that may not have been implemented.
- Common design standards are needed for new development, adjacent roadways, sidewalks, driveways, etc.
- A bile lane plan should be included and reflected in design standards.
 - Additional connections rather than wider roadways
- Every city has design standards that are different – what are some of the best practices that can be implemented?
- Review best practices in other similar communities around the state/country.

Truck Traffic

- The County tried to get designated truck routes but could not get an agreement.
- Trucks do not just use state routes, many use local routes if they are quicker.
- Majority of truck traffic is “thru” traffic traveling through the County to access the interstate system.
- Some truck traffic is traveling between I-75 and I-85 to cut off corner and avoid Atlanta.

Through Traffic

- How does the plan consider increasing traffic that goes through the County?
- There was discussion of the outer perimeter and the need to have an outer bypass of the Atlanta area.
- There is traffic traveling to the KIA plant that affects the larger surrounding area. If a freeway connection between Macon and Columbus is constructed, that could relieve some traffic.
- Woolsey has truck traffic from Hampton. Hampton road to the west was not built for trucks and infrastructure is suffering.

Vision Zero Goals

- One of the foundations of the SS4A plan is to adopt vision zero goals.
- One focus area is vulnerable users (bikes/pedestrians). One question is where the crashes affecting this user group are occurring on the path system and streets.
- There needs to be a policy countywide on golf carts, this would be easier to communicate and allow cities and counties to be more connected and allow easier enforcement.
- The goals should consider the next generation and their needs for safety.
- Have Safe Routes to School program at all schools.
- Goals should be staggered over time – cannot have short term to implement all policies.
- Implementation of a social media campaign to raise awareness of safety needs
- Cities and Counties must all adopt the safety action plan and therefore must all agree on policy recommendations.
- Public policy and ordinances must empower the public works office.

Vehicles

- EVs are being introduced and are heavier than similar gas-powered vehicles. What are the implications on safety (vehicle/pedestrian/bike interactions)

Data

- Where are crashes occurring post Covid? How does it compare to before covid? Our data is from 2019 to 2023. How does that affect things? Need to look at each year to see if patterns change.

Speeds

- Traffic calming needs to be included as an improvement to address safety.
- Lowering speeds overall should be a goal but major challenge is the need to set speed limits in accordance with 85th percentile speed, as required by GDOT to certify roads for radar speed enforcement.
- There was a lot of discussion about the 85th Percentile speed rule. FHWA was mentioned and the fact that they may be allowing jurisdictions to set speeds based on local policy instead. However, the 85% is still the state law. Pond will research this to provide more guidance.

Upcoming Milestones

- Public Meeting #1 – Late August 2024
- Public Meeting #2 – Late October 2024
- Stakeholder Meeting #2 – September 10, 2024
 - Review the Draft Projects and Prioritization
- Stakeholder Meeting #3 – November 12, 2024
 - Approval of Final Recommendations and Action Plan
- Stakeholder Meeting #4 – January 7, 2025
 - Review of Plan for Future Progress and Transparency
- Needs Assessment & Policy Framework Report – August 2024

Action Items

- Fayette County
 - Set up Emergency Department Meeting
 - Late July
 - Develop ongoing project list and share with Pond.
 - SPLOST, GIS
 - Provide path/sidewalk inventory from county and municipalities.
- Pond
 - Develop a bullet list of topics to share with the Emergency Department prior to meeting.
 - Update and launch social pinpoint.
 - Revise survey questions.
 - Develop High Injury Crash Network

Fayette County Safety Action Plan Stakeholder Meeting
Tuesday, September 10 at 2:00 -3:30 pm
210 Stonewall Avenue
Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing Safety Action Plan in development for Fayette County and its municipalities.

Meeting Agenda:

1. Schedule Overview
2. Public Engagement Update
3. Baseline Conditions
4. Recommendations and Next Steps

Meeting Notes:

A recommendation was made to develop uniform school zone signage throughout the county and all municipalities. The Safe Routes to School organization was recommended as a key participant.

Categories for inclusion in the Social Pinpoint Interactive Mapping tool were recommended:

Under the Roadway section, add a pin for “School Zone Identification.”

Under Bike/Ped/Golf Cart section, add “Bike Lane,” “Bike Route” and “Bike Advisory” such as instructing drivers to give bicycles a three-foot buffer when passing.

For the next public meeting, review technical terms to be used and ensure that a definition is included to educate the public on the meaning of countermeasures and other program elements.

It was noted the bicycle safety improvement needs are greater throughout the community than golf cart safety improvement needs. It was noted that mixing bicycle and golf cart traffic is not safe.

There was an inquiry regarding the current presence of school zone speed cameras. Are there currently any active cameras in school zones throughout Fayette County or the municipalities?

A recommendation was made to implement speed advisory signs throughout the county to measure vehicle speed and report this information to the driver.

Regarding the baseline conditions review, the definition of “equity groups” was discussed as the definition has changed since the award of the SS4A Safety Action Plan funding. How does this change affect the plan development and impact funding awards? Can the Justice 40 data be applied through the new lens?

Regarding Map Titles and Legends: “Justice 40 Index Score” and other similar terms should be replaced with more user-friendly titles and labels. Poverty level should be defined. Is poverty level by household, individual, etc.?

Consider several ways of normalizing the crash rates.

Filter the high crash locations by state route and by municipality such as top 15 on state routes and top 15 per municipality.

Note that improvements are currently underway at SR 54 and Ginger Cake Road.

Note that Pavilion Parkway is a private road and is not eligible for public funding.

Consider including an overall “Top 100” safety location concerns in the appendix.

Due to the slight differences in the KSI rates, consider arranging the list as “high/medium/low” risk as opposed to a numerical ranking.

Ensure that the cause of crashes is determined to identify those that have engineering solutions versus driver behavior solutions. Solutions for non-engineering related causes should feed into the policy recommendations. Examples include impaired driving and wildlife avoidance education.

Consider incorporating speed data from law enforcement as a consistent and reliable data source. Data on average speeds versus posted speeds could be a good data source for targeted safety treatments related to speed. Inquire about the availability of this data.

Potential Pop-up Events:

Brooks Market – September 21 9am-1pm; October 19 4-8pm

<https://www.brooksga.com/FarmersMarket.aspx>

contact Maurice Ungaro mungaro@brooksga.com

770-719-7666

Fayetteville Annual Fall Festival- Saturday October 26 4-8 pm

<https://allevents.in/fayetteville/city-of-fayetteville-annual-fall-festival/200027025132434>

Contact Chris Hindman chindman@fayetteville-ga.gov

Fayetteville Halloween Community Event – Saturday, October 27

Peachtree City Shakerag Arts and Crafts Festival – Sept. 21 10am-6pm; Sept. 22 12-5pm

<https://peachtree-city.org/1562/Shakerag-Arts-and-Crafts-Festival-2024>

contact Justin Strickland jstrickland@peachtree-city.org

770-631-3340

Tyrone Founders Day – October 4 5-10pm; October 5 12-7pm

<https://festivalnet.com/23896/Tyrone-Georgia/Festivals/Tyrone-Founders-Day>

contact Phillip Trocquet ptrocquet@tyrone.org

cell: 404-247-2186

Office Direct/Text: (770) 881-8322

Fayette County Staff Appreciation Day – Thursday October 18

McCurry Park

Next Steps:

A draft of the Baseline Conditions Report will be available for review at the end of September.

A meeting with law enforcement agencies needs to be scheduled.

A meeting with the Safe Routes to School and School Board needs to be scheduled.

Prioritization criteria and metrics need to be developed and presented to the stakeholders for input and consensus. It would be ideal to have this criterion ready for review during the September 19 Project Management Team meeting.

A public meeting will be held Tuesday, October 29 from 5-7 pm at Tyrone Town Hall, 950 Senoia Road, Tyrone, GA. Stakeholders are asked to invite members of their organizations and the community to attend.

Stakeholders were encouraged to visit [Fayette County Safety Action Plan | Social Pinpoint \(planningatpond.com\)](#) to complete the transportation safety needs survey and to record concerns on the interactive mapping tool.

Fayette County Safety Action Plan Stakeholder Meeting

Tuesday, November 12

2:00 -4:00 pm

210 Stonewall Avenue

Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing *Safety Action Plan* in development for Fayette County and its municipalities.

Meeting Agenda:

1. Schedule Overview
2. Public Engagement Update
3. Baseline Conditions (Recap)
4. Policies and Programs
5. Safety Countermeasures and Project Development

Meeting Notes:

The *Safety Action Plan* is on schedule for draft plan preparation by the end of 2024 and adoption by April or May 2025. The *Baseline Conditions Report* was scheduled to be submitted by Friday, November 15.

Stakeholders were given an update on the study's Social Pinpoint activity ([Fayette County Safety Action Plan | Social Pinpoint \(planningatpond.com\)](https://planningatpond.com)). Participation in the transportation safety needs survey and interactive mapping tool has been robust and informative.

A public meeting was held Tuesday, October 29 from 5-7 pm at Tyrone Town Hall, 950 Senoia Road, Tyrone, GA. Stakeholders were given a summary of the meeting's activities and feedback. Attendance was good and meaningful input was received.

What is the difference in the colors on the High Injury Map? One is the lowest priority and five is highest priority. Factors influencing the ratings include those in the table below:

Crash Data	Equity	Community Context and Infrastructure
Crash History	Justice 40 Tracts	Speeds
Intersection Crash Rates	Vehicle Ownership	Schools
Segment Crash Rates	Age	Bridge Conditions
Active Mode Risk Factors	Income	Rail Crossings
Annual Average Daily Traffic	Race	Trails and Paths

How were segments identified versus intersections? Intersections were classified using a 250-foot buffer and this data was not included in the segment – only in the intersection- data. Functional classification of a collector or above was the threshold for identification as an intersection.

Phil Mallon requested the formula to determine how the High Injury Network (HIN) was determined.

Baseline Conditions Notes:

During the review of the baseline conditions, two identified areas that stand out as unusual include Easton Graves Road and Ginger Cake Road. It was pointed out that there is frequent passing in sections with double yellow lines on these two roadways.

Matt Flynn will compile a list of locations that received a concentration of repeated comments through the Social Pinpoint interactive map and provide this to the stakeholders.

Outreach through the public school system to receive feedback from the professional bus drivers and to local law enforcement officials would be a useful source of input per locations of safety concern. A school system representative in the meeting indicated a willingness to arrange a meeting with or survey of bus drivers. Matt Flynn will follow up on arranging this meeting.

Policy Notes:

The development of a Transportation Safety Committee should be a top priority. Several stakeholders pointed out that this committee has already been formed.

Setting a goal for each jurisdiction to adopt Vision Zero should be a top priority.

Setting a goal for each jurisdiction to adopt a Complete Streets policy should be a top priority.

Change the wording from “Context Based Design *Standards*” to “Context Based Design *Guidelines*” to allow each community to tailor the approach per their specific community contexts. Context design is based on density, land use, speed, etc. Strive to establish a common minimum throughout the jurisdictions. The consultant team should provide guidance on the areas to focus on as the Transportation Safety Committee works together to give guidance and direction of elements to strive for versus providing a list of standards. FHWA is aiming for the committee to adopt the plan and the process – not specific standards to apply as a blanket standard across the area.

A suggestion was made to revisit all existing policies related to safety on the transportation network and ensure they are being implemented as a starting point. Roadways may have been designed to the standards in effect at the time and updated policies for roadway design may be in effect by today’s standards.

Phil Mallon requested the standard for providing a protected left turn signal. Richard Fangmann said this standard can be provided.

Phil Mallon requested a detailed analysis of crash data coupled with public input regarding high numbers of crashes while making left turns and numbers of crashes occurring during the evening hours.

Program Notes:

When adopting the *Safety Action Plan*, it is demonstrating a commitment to have a process to move toward safety as a focus.

A speed management program is especially important. Some speed limits may need to be adjusted. Some jurisdictions need to codify certain speed management policies. Speed management is typically based on land use and density. All neighborhoods in Tyron and Fayetteville are currently regulated at 25 MPH.

Intersection of SR 74 and SR 85 – Drivers often express aggression at this location.

Examine the intersection of SR 92/Inman Road/Goza.

If data indicates distracted driving versus roadway design, this indicates the need for an awareness or educational campaign versus an infrastructure modification.

Campaign and Enforcement Notes:

When reporting the preparation of the Safety Action Plan, ensure there is an emphasis that the study was based on KSI standards, not general crash rates.

Safety education on the transportation network should be a focus of the outreach campaign component of the plan.

Project Notes:

The final list of project recommendations should include separate lists for Fayette County, each additional jurisdiction, and GDOT routes.

Policy and Program Ranking Survey Notes:

PLEASE RANK THE FOLLOWING POLICIES BASED ON YOUR PRIORITIES

(lower scores indicate higher priority):

- Project Selection Process (SCORE 45)
 - Review project prioritization processes to ensure high-crash locations are prioritized.

COMMENTS:

 1. This is a requirement of the SS4A application qualification.
 2. The prioritization focuses on KSI, not just high crash rates.
- Context-Based Design Standards (SCORE 47)
 - Review existing and develop additional design requirements and/or standard details for different land-use contexts (e.g., School zone design standards)

COMMENTS:

 1. Replace the word “Standards” with “Guidelines.”
 2. What is context?
 3. Context-based guidelines should be tailored to each community.
 4. Needs further nuance.
 5. Common minimums are needed.
 6. Focus on Complete Streets.
 7. Look at Design Standard details in municipal ordinances for all areas, not just special or unique traffic areas.

- Transportation Safety Committee (SCORE 50)
 - Establish a multi-agency and multi-jurisdictional working group to coordinate and collaborate on safety issues.

COMMENTS:

 1. This has already been established so it ranks lower than items remaining to be implemented.
 2. More routine focus on safety
 3. This is a requirement of the SS4A application qualification.
- Land Development Guidelines (SCORE 50)
 - Update development review process and criteria to encourage new development to address safety needs.

COMMENTS:

 1. Land development should follow approved minimum standards.
- Countermeasure Guidelines (SCORE 53)
 - Develop guidance on where, when, and how to implement safety countermeasures (e.g., lighting, access management, signing and marking, shoulder widening) | Mandate review of alternative intersection treatments via GDOT's ICE Policy

COMMENTS:

 1. Countermeasures need to match good basic design standards.

PLEASE RANK THE FOLLOWING PROGRAMS BASED ON YOUR PRIORITIES:

(lower scores indicate higher priority):

- Speed Management Program (SCORE 47)
 - Establish target speeds for priority roadways and identify speed management countermeasures.

COMMENTS:

 1. Replace “priority” with “high crash.”
 2. Look at the design speed of the roadway.
 3. Include neighborhoods.
- Safe Routes to School Program / School Zone Safety Updates (SCORE 48)
 - In coordination with GDOT's SRTS program, establish a comprehensive community-based approach that seeks to improve the safety of children who walk and/or bike school. Develop inventory of all existing school zone conditions and update based on Context-Based Design Standards.
- Rapid Response/Quick Build Program (SCORE 51)
 - Create a program to rapidly deploy low-cost countermeasures at high-priority locations.

- Access Management Program (SCORE 62)
 - Review existing median breaks along high crash rate corridors for potential median closures via RCUT or RIRO intersections.
- GDOT Design Standard Upgrades (SCORE 70)
 - Coordinate with GDOT to develop a list of locations within the county that do not meet today's roadway design standards for upgrade.

COMMENTS:

1. Not sure if this should be included here since this identification and resolution impacts policies.

- Rural Road Safety Program (SCORE 73)
 - Monitor rural roadways in "high growth" areas and proactively address safety concerns related to development.

Fayette County Safety Action Plan Stakeholder Meeting

Tuesday, January 14, 2025

2:30 -4:00 pm

210 Stonewall Avenue

Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing *Safety Action Plan* in development for Fayette County and its municipalities.

Meeting Agenda:

1. Schedule Overview
2. High Injury Network
3. Project Development Lists
4. Project Prioritization
5. Storyboard – Online Staff Tool and Public Outreach Platform

Meeting Notes:

1. Schedule Overview

The *Safety Action Plan* is on schedule for draft plan preparation by the end of January, committee review during February, and final adoption in April or May 2025.

2. High Injury Network

Can the risk of intersections versus segments be compared?

- The calculations are based on different parameters involving volume at intersections versus vehicle miles traveled on segments so a direct comparison cannot be made based on the data sets used in the analysis. When applying for implementation grants, regardless of ranking, multiple segments and intersections should be strategically bundled. For instance, a corridor combined with multiple intersections or a bundle of intersections with similar countermeasures should be presented as one project with the data for the different elements available to support decrease of risk of injury or fatalities.

3. Project Development Lists

Unincorporated Fayette County:

Projects #1 and #3 (2272 and 2381) should be implemented together as one project.

Peachtree City:

SR 85 (4-lanes) at SR 74 (5-lanes) – A single lane roundabout is proposed. Should a multi-lane roundabout be considered?

Project ID #745 Crosstown Drive and Crosstown Court near Kroger – should a series of smaller roundabouts be considered to address multiple intersections?

Brooks:

Project ID #1899 Morgan Mill Road at SR 85 Connector – The preliminary recommendation indicates advanced warning and striping. This improvement has already been implemented. It was noted that a detailed analysis will be performed prior to final implementation recommendations.

The Highway 85 Connector roundabout is not on the list.

General:

A column stating “complete” was included in the spreadsheet sent out to the stakeholder committee. This was meant to be an internal column indicating that the review, not final recommendations, has been completed.

A request was made to include separate columns for both short-term (striping and signage) and long-term (more intense infrastructure) recommendations.

4. Project Prioritization

Paola is reviewing Social Pinpoint input to identify hotspot clusters identified through the input received.

Why are the Banks/Ellis intersections in Fayetteville and Brooks Woolsey Road/Morgan Mill in Brooks intersections not ranked higher?

- The identification is based on fatal and serious injury crashes (KSI) versus overall crash rates.

How should intersections that are already in design be considered?

- It may be beneficial to submit a package of intersections that have been through the design phase and are ready for implementation funds. As an example, design is complete on Project ID #2852 South Jeff Davis Drive at Inman Road and Right-of -Way is underway, would there be a need for the NEPA process to have been followed as federal funding will be utilized? Perhaps there should be consideration for applying for funding for projects with little to no NEPA documentation requirements to streamline and maximize funding.

Is there a consideration for the potential for future injuries and fatalities based on projections versus just looking at previous injury and fatality locations?

- Countermeasure recommendations should include addressing past issues and planning for potential issues in the future.

Atlanta Regional Commission (ARC) parameters for implementation fund applications should be taken into consideration as projects are incorporated into Fayette County's Comprehensive Transportation Plan (CTP).

What types of project bundles are successful in receiving grant funding? Could there be a single bundle of project implementation grant requests that cover all school zones throughout the county? Review recently funded grant applications to identify successful bundling strategies.

5. Storyboard – Online Staff Tool and Public Outreach Platform

Double check that the storyboard cover graphic is a photograph of a location in Fayette County.

Enlarge the font size throughout the site.

Pond is the host of the storyboard as they hold the subscription to the platform. Pond can continue to host the site on an annual basis and will follow up with a price for hosting on an annual basis. There was an inquiry regarding the ability to host the data site with an ESRI license. Follow up with the Fayette County GIS staff to explore this possibility.

The TCC made a recommendation to use the data for internal staff support only versus making the site available to the public. If the site should be made available for public use, a disclaimer regarding the data should be added and filters should be applied to only allow public access to certain portions of the site.

6. Next Steps

Pond will send the presentation from the meeting and a link to the storyboard to the PMT for review.

A draft Safety Action Plan will be prepared by the end of January and distributed to the committee for review and comment in February. The Pond Team would like to hold a final Stakeholder Meeting once the review of the draft plan is complete and comments have been received. The next meeting will focus on how to best utilize the Safety Action Plan as related to funding from various sources including SS4A, CTP, SPLOST, ARC Safety, etc.

Fayette County SS4A Safety Action Plan Public Meeting
Fayette County Library
1821 Heritage Parkway
Fayetteville, Georgia 30214
August 27, 2024

Attendees:

Earl and Vickie Frock
Summer Shealy
Isaac Logan
Shari Nettles
Paul Shealy
Julie Heard
Debora Starr
Aluelte Thomas
Deborah Martin
Donald E. Martin
Cintia Listenbee
Landis Brown
Charlie Harper
Maurice Ungano
Roslyn Daniel
R.D. Burcher
Latrelle Burcher
Bob Sitz
Teresa Cook
Obie and Denise Hurst
Michelle Bennett Copeland
C Franklin
Dylan Shoemaker

Fran Pendley
Kenneth Pendley
Howard and Maureen Keller
Keith Larson
Mark Libbon
Clint Holland
Tannista Banerjee
Megan Trocquet
Tammy Fowler-Dixon
Dr. Michelle Bacote
Vic Botton
Marie-Jose Schwartz
Rick and Sally Rice
Paulette Johnson
Kennedy Copeland
Adrine L. Green

Study Team Staff:

Lesley Peters, Fayette County
Bryan Keller, Fayette County
Richard Fangmann, Pond and Company
Matt Flynn, Pond and Company
Mary Huffstetler, MPH and Associates

Meeting Activities:

The purpose of the public meeting was to share transportation safety data and to obtain community input through Social Pinpoint interactive mapping and transportation safety survey. Thirteen data display boards were positioned in the room with study team staff stationed at the boards to answer questions and to take input regarding transportation safety concerns. Five tablet stations were set up to allow meeting attendees to participate in the interactive mapping and survey tools. Forty-four participants signed into the meeting. Contact information for attendees has been compiled in a database for future outreach.

An interactive exercise regarding potential transportation safety countermeasures was available for meeting attendees to place dots on a countermeasure display. The safety countermeasures scoring the highest include **Dedicated Left and Right Turn Lanes at Intersections, Roundabouts, Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections, Speed Safety Cameras, Bicycle Lanes, Rectangular Rapid Flashing Beacons, and Walkways**. The results are summarized below.

Countermeasure	Votes for Support
Roadway Departure	
Enhance Delineation of Horizontal Curves	7
Longitudinal Rumble Strips and Stripes on 2-Lane Roads	7
Median Barriers	2
Roadside Design Improvements at Curves	6
Wider Edge Lines	7
Intersections	
Corridor Access Management	2
Dedicated Left and Right Turn Lanes at Intersections	13
Reduce Left-Turn Conflict Intersections	6
Roundabouts	15
Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	17
Speed Management	
Appropriate Speed Limits for All Road Users	9
Speed Safety Cameras	13
Variable Speed Limits	3
Pedestrian/Bicyclist	
Bicycle Lanes	17
Crosswalk Visibility Enhancements	9
Pedestrian Hybrid Beacons	5
Rectangular Rapid Flashing Beacons	11
Walkways	19
Crosscutting	

Lighting	7
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Meeting Notes:

Veterans Parkway: High speed is an issue on Veterans Parkway.

Veterans Parkway at Lees Mill Road: There is a concern with the functionality of the roundabout here. People may not be using it correctly. Rumble strips may need to be added to the approach to increase awareness and control speeds entering the roundabout. The rumble strips at the Veterans Parkway and Easton roundabout have been beneficial.

Kenwood Road at the Elementary School: Traffic moving west on Kenwood Road from SR 314 blocking movement on the roadway. Traffic turning left out of the school causes problems with traffic movement. The vehicles in the center turn lane create a sight distance problem.

Veterans Parkway at SR 54: Left hand turns from SR 54 onto Veterans Parkway are difficult, especially at night. Visibility needs to be enhanced.

Kenwood Road: Two groups of citizens indicated that Kenwood Road has a speeding problem. It has a speed limit of 35 mph, but the residents have observed cars regularly traveling much faster. This is supported by information on the maps that shows an elevated level of travel by people going more than 20 mph over the posted speed limit. Some of the problem areas/situations include:

- Traffic passing at high speed in curves and other areas without passing zones.
- Traffic travels fast on the approach to New Hope Road, which has a curve and a stop-controlled intersection.
- People noted that there was a recent pedestrian fatality along the road which involved a person struck by a vehicle while walking along the Kenwood Road.

Kenwood Road Truck Traffic: Remove truck activity along Kenwood Road.

McDuff Parkway and Centennial Neighborhood in Peachtree City: A stop sign is needed on McDuff Parkway at the Centennial neighborhood entrance/exit. Children are crossing McDuff Parkway from the neighborhood to the park across the road.

US 74 at US 85: A roundabout would be ideal at this location.

SR 54 at Ginger Cake: New signal with no RTOR. Need to protect infrastructure to avoid vehicles hitting large poles.

SR 54 at SR 74: Requested no RTOR at this signal.

Hickory at SR 92: Left turn from Hickory onto SR 92 is dangerous. High speeds and limited sight distance.

Lafayette Educational Center: Improve walkability from LEC to downtown Fayetteville. Sidewalk gaps.

SR 279 at SR 314/138: Widening project needed due to large surrounding residential areas.

Inman Road at SR 92: School traffic exits on Inman Road and has difficulty accessing SR 92. Dangerous unsignalized left-turn movement.

Hampton Road / Winn Way at Antioch Road: Needs to be a roundabout. More crashes in 2024 than our data will not account for.

Goza Road at Antioch Road: Roundabout requested.

Goza Road at Old Greenville: Dangerous intersection, poor sight distance.

Speeding: Recommended idea to implement gates to auto detect speeding and enforcement.

Roundabouts: Suggested education campaign to teach people how to navigate.

Redwine Road: Needs a multi-use path and removal of passing zones.

Redwine Road Northeast of Bernhard Road: A resident complained about speeding along Redwine Road, just northeast of Bernhard Road.

McDonough Road and McElroy/County Line intersection: Howard (770-460-5288) and Maureen Keillor, who requested we look at the McDonough Road and McElroy/County Line intersection of functional improvements. They live at 314 McDonough Road and stated that heading east on McDonough Road backs up past their driveway (about 1,000 feet from the intersection) daily making a left onto Felton difficult.

Golf Cart Safety: There were comments on Golf Cart safety and crashes in Peachtree City and Fayetteville. Comments included:

- Residents in Fayetteville are allowed to take golf carts on some local roads and would like to have connections to allow them to travel farther.
- The State Routes provide a barrier to golf cart travel. Some residents want more connections across the State Routes and others mentioned the need to be cautious and limit such crossings.
- One resident indicated that golf cart crashes are often not reported, so the number would be much higher than shown.
- There were reports of aggressive driving on golf carts in Peachtree City and limited means for policing the trails.

Railroad Crossing Safety: There were questions regarding the RR crossings in the County and what can be done to make them safer. The resident suggested pursuing federal funding for RR crossing modification/elimination.

Truck Traffic: There were complaints regarding truck traffic and its presence on lower volume, narrow roads that were not designed for them.

Best practices: Reflective paint on the roadway and reflective tape on school children's bags could enhance safe school zone safety. Look at policies and practices in Scandinavia.

Data Display: A meeting participant commented that the maps should indicate the total number of crashes and fatalities versus just the dots and/or heat map.

Tyrone Public Event Idea: Founder's Day Festival – Oct 5

Fayette County SS4A Safety Action Plan Public Meeting
Tyrone Town Hall
950 Senoia Road
Tyrone, GA 30290
October 29, 2024
5:00-7:00 pm

Attendees:

Sapna Gumidyala
Ted Lombard
Dia Hunter
Jesna Thomas
Ryan Aversman
Keith Larson
Ted Burgess
Ziy Aullwson
Mau Bramblett
George Dillard
Arnie Geiger
Deanville Celestre
Brian Haynie
Certo Bean
Jeff Duncan
Jessica Whelan
Saskia Arnesen

Study Team Staff:

Lesley Peters, Fayette County
Bryan Keller, Fayette County
Paola Kimball, Fayette County
Mory Diawara, Atlas
Richard Fangmann, Pond and Company
Matt Flynn, Pond and Company
Mary Huffstetler, MPH and Associates

Meeting Activities:

The purpose of the public meeting was to review project evaluation metrics, the high injury network, high injury intersections, and high injury segments. Several interactive display boards were positioned in the room with study team staff stationed at the boards to answer questions and to take input regarding high injury network and proposed safety countermeasure treatments. An interactive exercise regarding draft recommended transportation safety countermeasures was available for meeting attendees to place dots on the display.

Seventeen participants signed into the meeting. Contact information for attendees has been compiled in a database for future outreach.

An interactive exercise regarding draft recommended transportation safety countermeasures was available for meeting attendees to place dots on the display.

County Network Focus Area Board: ID 828 Sandy Creek Road at Ellison Road: Make a traffic Circle or angle roads to make sure yield signs are visible.

Intersection High Injury Network Board: All feedback was positive in favor of proposed safety countermeasures. ID 106 Rockwood Road at Senoia Road: Higher visibility of the all way stop is needed. Additional Comments: Teach people how to signal at traffic circles; reduce the number of intersections on highways; Use an on/off ramp design to remove traffic signals.

Segment High Injury Network Board: All feedback was positive in favor of proposed safety countermeasures. ID 5100 Veterans Parkway from Lees Mill Road to Eastin Road: Add separate bike lanes on shoulder – extend south to Trilith Village. One additional location was suggested for inclusion: Add a traffic circle at SR 92 and Hampton Road

ID 3759 McDonough Road from Kellens Court to Zole Court Board: Two participants were in favor; five were neutral; none were opposed. Raise crosswalk at school zone area; raise whole road in school zone.

ID 1899 Morgan Mill Road at SR 85 Connector Board: Four participants were in favor; none were neutral; two were opposed. There are no problems now, but if there is a potential for accidents, then yes. Please provide accommodation for cyclists as this is on a training route; uniform signage for cyclists; people need to be taught how to signal when they use roundabouts.

ID 5458 Kenwood Road from SR 279 to New Hope Road Board: Three participants were in favor; one was neutral; none were opposed. Add school zone speed reduction lights (flashing when active); raise crosswalk at school zone area; raise whole road within school zone.

Kelly Drive at McIntosh Trail Board: Eight participants were in favor; one was neutral; one was opposed. Raise crosswalks; raise whole road between crosswalks. New development is planned at this intersection.

Tyrone Focus Area Board:

- ID 106 Senoia Road at Roxwood Road: All way stop control was installed six months ago.
- ID 360 Dogwood Trail at SR 74: Tunnell Dogwood under 74 and put on/off ramps.

- ID 361 Palmetto Road at Senoia Road: Turn into traffic circle.

Map Boards:

- Northeast Peachtree City Crabapple Lane at Loring Lane: Open the road and take the wall down.
- MacDuff Parkway at American Walk: Crossing in a curve.
- Huddleston Road at Paschael Road: Make a traffic circle.
- Dividend Drive at Kelly Green/Kelly Drive: Make traffic circles.
- Dividend Drive at Tdk Boulevard: Make a traffic circle.
- Dividend Drive: Extend path from Kelly Drive to Tdk Boulevard
- Kelly Drive/McIntosh Trail at Lake Peachtree Piano Key Spillway: Look at crossing for active transportation.
- SR 54 at Walt Banks Road/Carriage Lane: Look at active transportation needs.
- Summit Walk south of Crosstown Drive: Need flashing school zone measures.

Comments received by staff:

- A member of the BOE mentioned the concerns about speeding near schools. He also mentioned he prefers LED school signs along with flashing stop signs.
- A citizen asked why developers are not required to add paths when building new subdivisions.
- She also noted that she would like a path along Dogwood trail.
- One citizen noted that she would like to have a path connection on Dividend Drive. She said the path ends and golf carts are then using the road along Dividend Drive to Crosstown. She noted that this causes safety concerns for her as she has young kids on this road. She also mentioned of some of vertical divide along with shoulders if a path cannot be added on this road.
- Multiple citizens noted that they are in favor of hybrid beacons and prefer hybrid beacons over RRFBs.
- One citizen mentioned that she would like a hybrid beacon on Willowbend Drive. She said it is a similar crossing to others in PTC with hybrid beacons.
- One citizen had many concerns regarding Sandy Creek Road. He mentioned traffic congestion has increased significantly. He has issues getting out of his driveway and onto Sandy Creek. He also noted that there is a speeding issue and concern on this road. He asked why Veterans Pkwy is not used as the main entrance to the County rather than Sandy Creek. He believes because of the lack of safety on Peters Road, vehicles come into the county using SR 74 and Sandy Creek causing traffic congestion on this road. He believes there should be an on and exit ramp from the interstate right on Hwy 92 so vehicles can use that instead since that is what Veterans Pkwy was created for.
- The same citizen mentioned the need for a roundabout at Veterans Pkwy and Eastin Road.
- The same citizen believes there should be a roundabout at Graves Road and Hwy 92.
- Citizens noted that they do not support mini roundabouts.

- Citizen mentioned that she would like to see more bike signs on the roads along with asphalt shoulders for bikers to use.
- One citizen asked where the bridge at the hospital will connect to. She noted that she believes that it is not used right now because it does not connect to anything.
- Multiple citizens noted the need for turn lanes on Tyrone Road and Flat Creek Rd. They mentioned that even though the time delay has gotten better with the traffic signal, it still has a long queue due to not having turn lanes.
- Citizens also noted that there is a lot of construction traffic at QTS, and this causes long time delays during peak times.
- One citizen asked if there were any plans for a bridge at SR 54 across from McIntosh High School and Booth Middle School.
- Citizens noted that roundabouts are well liked but education is needed regarding the use of them and who has the right of way.
- Int ID 106 – Tyrone
 - All Way Stop Control already installed. Recommendation to monitor to ensure countermeasure remains successful.
- Int ID 360 – Tyrone
 - Joel Cowan at Dogwood Trail – Priority for town
- Path along Dogwood Trail
 - Phillip said it was not feasible due to culvert and other design restraints.
- Desire to establish design safety standards for school zones across the county.
 - Review feasibility of raised crosswalks at schools
- Traffic Calming needed along SR 74 just north of SR 54
- Brooks
 - Request for uniform signage regarding cyclists
 - Combine with an education campaign.
- Corridors with narrow / no shoulders are not good candidates for rumble strips in heavy bike route areas.
 - Can we use rumble strips as “buffer zone” between new wider shoulders/bike lanes?
- Need to establish uniform golf cart policy and enforcement.
 - Education Campaign for kids in school
 - Can we get tags on back instead of on side of golf cart to avoid “hit and runs”?
- SR 74 at Rock Way
 - Need turn lanes to remove stopped vehicles from travel lane.
- Potential future bike lane along Robinson Road from SR 74 to SR 54
 - Need to check with county bike / trail plans.
- Segment 5100
 - Extend further south and potentially add bike lanes to Trilith.
- SR 92 at Veterans Pkwy
 - Review feasibility of roundabout
- Potential Policy recommendation to require turn lanes at new development driveways to remove stopped vehicles from travel lane and less policy regarding “Traffic demand.”
- Fayetteville lacks sidewalks and mid-block crossings.
- SPLOST has \$6.5 Million.

- Veterans Parkway: SR 92 should be a roundabout; add a bicycle lane along Veterans Parkway
- Flat Creek at Tyrone Road: add turn lane.
- Program recommendation: Add turn lanes at all signalized intersections without turn lanes.
- SR 85 at Banks: This is a bicycle route with lots of traffic. Intersection improvements are needed.
- SR 54: new bicycle lanes north of Fayetteville
- Kelly Road: This was a golf cart path. Focus on pedestrian controls at crossings.
- Head Road: The bridge connection on the multi-use path near the cemetery.

Fayette County Safety Action Plan Pop-up Event Documentation

During the plan development process, four pop-up events were held throughout Fayette County. Input gathered at each event is documented below.

Tyrone Museum Market Saturday, September 7, 2024 10am-12pm

Attended: Matt Flynn and Mary Huffstetler

Three display boards illustrating crash rates on roadways and at intersections were displayed. Fact sheets and comment forms were available to the public. Staff were available to speak with the public and to take comments regarding transportation safety. Approximately forty people stopped by the booth to get more information and to make comments.

Comments:

Intersection of SR 54 and SR 74: High traffic volumes coupled with drivers allowing vehicles to make turns cutting through stopped traffic creates confusion and leads to traffic crashes.

Intersection of SR 85 and Grady Avenue/Bradley Drive in Fayetteville: A traffic signal is needed especially due to the limited sight distance from Grady Avenue and Bradley Drive. Dedicated left and right turn lanes are also needed.

SR 74 at Sandy Creek and Kirkley Road Intersections: Many drivers use the Kirkley Road intersection to U-turn on SR 74. The sight distance to make this turn is often hindered with simultaneous left turning traffic and u-turning traffic just below. Vehicles traveling SB on 74 cannot predict the movements of the turning traffic.

SR 54 Access to Walmart in Peachtree City: The only access to Walmart is from SR 54. Additional access is needed from MacDuff Parkway and/or SR 74. Traffic backs up on SR 54 creating unsafe traffic congestion.

SR 54 at Tyrone Road Intersection: Data Center traffic backs on Tyrone Road.

Tyrone Road and Ellison Road Intersection: Intersection alignment with angled approach creates sight distance problems from Ellison Road.

Tyrone Road at Flat Creek Trail: A new traffic signal has been installed and traffic backing up is still an issue. This is related to Data Center Traffic.

Sarnac Park Neighborhood off Tyrone Road: Traffic cuts through the Crestwood with speeding in the neighborhood. Accessing Tyrone Road from the neighborhood during PM peak is difficult.

Senioa Road at Tyrone Road: The curve creates a sight distance issue.

Sandy Creek and Ellison – traffic problems at this intersection, including Colonial Pipeline Construction on Ellison

Newnan to Fayetteville Connector: Traffic safety concerns along SR 54

Kenwood Park

Saturday, September 7, 2024

12:30-1:30pm

Attended: Richard Fangmann and Mary Huffstetler

The study staff engaged thirty (30) people at Kenwood Park regarding locations of safety concern.

Comments:

SR 85 and SR 54 Intersection: High pedestrian traffic

Stanley Road: Stanley Road has areas with difficult sight distance.

SS4A Fayette Senior Services Meeting Minutes

September 16, 2024

Attended: Paola Kimbell and Lesley Peters

Meeting notes:

- Opposing turn lanes and medians offer sight distance issues. Vehicles trying to turn left on opposite lanes block each other's sight distance. One citizen wished the medians were offset so both vehicles turning left could see traffic better.
- Citizen noted that flashing yellow arrows at signals feel safer and keep traffic moving. o Same citizen noted that he thinks PTC needs to upgrade some of their signals to have the flashing yellow arrows.
- One citizen noted that he feels unsafe trying to take left turns on main roads where there is no median for vehicles to wait until being able to merge. o Left turns feel unsafe.
- Single lane roundabouts are liked better than the two double lane roundabouts on Hwy 92 or Trilith roundabouts. They noted it seems like there are multiple crashes where trucks are involved.
- The roundabout at Grady Ave seems to need better curbing. There is not enough curbing that separates the truck apron with the lane.
- One citizen noted that people need to be better educated on how to navigate a roundabout. A comment was made that AARP has education on this.
- Citizens noted the speed tables in Publix Towne Center are not the safest. They mentioned the height of the humps is too tall and cars are now trying to go around these tables by crossing over the parking lot making it less safe.

- Ped crossing timing on signals is too short. They need to be extended for senior citizens who do not walk fast.
- Many noted that they see neighbors walking on the grass shoulders of roads. Paths are needed on Brooks Woolsey and on SR 54. o Citizen on a walker will walk on Brooks Woolsey regularly.
- Citizen noted that bikers will also take over the lanes in the south of the County. He feels its unsafe for both the vehicles in cars and the bikers.

Fayetteville First United Methodist Church

Titus II Lunch-n-Learn

Tuesday, October 1, 2024

Attended: Phil Mallon

Approximately forty county residents attended in downtown Fayetteville.

Phil explained the purpose of the study was to identify areas of concern for fatalities or serious injuries, based on data or roadway characteristics that could contribute to such accidents. He shared links for the survey and interactive maps.

The group consisted of retirees so the focus was to solicit feedback on issues that our older populations may have.

Feedback included:

- Support for roundabouts
- Concerns with the double roundabouts on Hwy 92. Two people asked if they could be re-stripped to one lane.
- Support for streetlights at intersections.

COUNTY AGENDA REQUEST

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Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Request to submit Fayette County's Safe Streets and Roads for All (SS4A) project implementation grant application to the Federal Highway Administration (FHWA) for a total project amount up to \$12,000,000, and approval for the Chairman to sign the accompanying resolution.

Background/History/Details:

The Safe Streets and Roads for All (SS4A) program, established under the Bipartisan Infrastructure Law, provides federal funding to help local governments develop and implement strategies to prevent roadway deaths and serious injuries. The program supports both planning and implementation grants aimed at improving traffic safety for all users. The grant would be a 80/20 match. An award of \$12M, would require a local match of \$2.4M. The application package is still being developed. Four projects are proposed:

- 1) Construction costs for the roundabout at South Jeff Davis, Inman Road, County Line Road and North Bridge Road (R-8A).
- 2) Construction costs for a roundabout at Sandy Creek Road and Ellison Road (17TAG).
- 3) Design and construction costs for a county-wide school zone and pedestrian safety initiative (17TAJ). Safety measures may include signs, traffic calming measures, pavement striping, pedestrian crosswalks, sidewalks, etc. All improvements would be within existing right-of-way.
- 4) Construction costs for a roundabout at Hwy 85 Connector and Morgan Mill Road (Town of Brooks).

IGAs would be prepared for partnership work, with each local providing its pro-rated local match.

What action are you seeking from the Board of Commissioners?

Request submit a Safe Streets 4 All project implementation grant application to the Federal Highway Administration (FHWA) for a total project amount up to \$12,000,000, and approval for the Chairman to sign the accompanying resolution.

If this item requires funding, please describe:

A minimum local match of 20% or greater would be required for each project, which would be funded by SPLOST and partnering local governments. Reimbursement from the municipalities would be governed by an Intergovernmental Agreement.

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. 2025-04

**A RESOLUTION OF THE BOARD OF COMMISSIONERS FOR FAYETTE
COUNTY; TO APPROVE AND ADOPT THE FAYETTE COUNTY 2025 SAFE
STREETS AND ROADS FOR ALL THE SAFETY ACTION PLAN.**

WHEREAS, Fayette County recognizes that roadway fatalities and serious injuries are a public health crisis that requires coordinated, proactive, and data-driven efforts; and

WHEREAS, the U.S. Department of Transportation (USDOT) has established the Safe Streets and Roads for All (SS4A) program to support local initiatives to develop comprehensive safety action plans that aim to significantly reduce or eliminate roadway deaths and serious injuries; and

WHEREAS, Fayette County has collaborated with regional and local partners, stakeholders, and members of the community to prepare a Safety Action Plan consistent with the SS4A program guidelines; and

WHEREAS, the SS4A Safety Action Plan for Fayette County identifies high-risk locations, recommends targeted strategies, promotes a Safe System approach, and sets forth a framework for safety improvements, prioritization, and implementation; and

WHEREAS, the adoption of this Plan reflects Fayette County's ongoing commitment to making transportation safer for all roadway users, including pedestrians, cyclists, golf cart drivers, and vulnerable road users; and

WHEREAS, the Board of Commissioners acknowledges that adoption of the SS4A Safety Action Plan will improve eligibility for federal funding opportunities to support implementation of identified strategies and projects; and

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

WHEREAS, Fayette County has designated the projects as eligible for SPLOST or other local funding.

NOW, THEREFORE, BE RESOLVED by the Fayette County Board of Commissioners as follows:

1. Approval and Adoption: The Board of Commissioners hereby approves and adopts the Fayette County Safe Streets and Roads for All Safety Action Plan, dated June 12, 2025, as the official guiding document for traffic safety improvements in the County.
2. Commitment to Action: The County affirms its commitment to using the Plan as a tool for reducing traffic fatalities and serious injuries, and to incorporating the recommendations and strategies into its transportation planning, engineering, and public outreach activities.
3. Funding and Partnerships: The County will seek to leverage available federal, state, and local funding opportunities and work in partnership with local jurisdictions, law enforcement agencies, schools, community groups, and other stakeholders to implement the Plan.
4. Monitoring and Evaluation: The County commits to tracking progress, evaluating outcomes, and updating the Safety Action Plan as necessary to reflect new data, community input, and evolving best practices.
5. Effective Date: This Resolution shall become effective immediately upon its adoption.

RESOLVED this ____ day of _____, 2025.

(Signatures on Next Page)

BOARD OF COMMISSIONERS
OF FAYETTE COUNTY

By: _____
LEE HEARN, Chairman

(SEAL)

ATTEST:

Tameca P. Smith, County Clerk

Approved as to form:

County Attorney

COUNTY AGENDA REQUEST

Page 399 of 403

Department:

Presenter(s):

Meeting Date:

Type of Request:

Wording for the Agenda:

Request to approve Resolution 2025-05 for the acquisition of a 5.01 acre parcel located in Land District 5, Land Lot 129 of Fayette County (parcel number 04-24-002, 115 Waterfall Way) on the north side of State Highway 85 next to Whitewater Creek from Starr's Mill, LLC, in the amount of \$700,000.

Background/History/Details:

This acquisition, located next to Starr's Mill and FCWS raw water pump house, will serve as the Starr's Mill Environmental Education Center approved in the 2023 SPLOST. Public restrooms and parking facilities will be constructed to serve all the county facilities in the surrounding area. Currently the Water System rents port-o-potties for public use by the Historical Society and for other special events.

Displays will showcase our water system processes, conservation efforts and water partnerships along with artifacts from our Horton Creek during the construction of Lake Horton Water Supply Reservoir. The Pump House will serve as an educational facility as well showcasing how raw water is extracted and then processed before being distributed.

What action are you seeking from the Board of Commissioners?

Approval of Resolution 2025-05; the acquisition of a 5.01 acre parcel located in Land District 5, Land Lot 129 of Fayette County (parcel number 04-24-002, 115 Waterfall Way) on the north side of State Highway 85 next to Whitewater Creek from Starr's Mill, LLC, in the amount of \$700,000.

If this item requires funding, please describe:

Funding is available in 2023 SPLOST R23AE.

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:

Buyer's Estimated Settlement Statement

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Settlement Date:

05/30/2025

Disbursement Date:

05/30/2025

File Number:

25-0642-JOY

Settlement Agent:

Slepian & Schwartz, LLC

42 Eastbrook Bend

Peachtree City, GA 30269

(770)486-1220 Fax: (770)631-2340

Phone:

Property location:

115 WATERFALL WAY

FAYETTEVILLE, GA 30215

Buyer:

STEVEN RAPSON

Seller:

STARRS MILL LLC

	Debit	Buyer	Credit
Financial Consideration			
Sale Price of Property	700,000.00		
Prorations/Adjustments			
County Taxes			1,021.58
01/01/25 - 05/29/25			
Escrow/Title Charges			
Attorney's Fee to Slepian & Schwartz, LLC	495.00		
Secured Closing Fee to Slepian & Schwartz, LLC - Title Account	50.00		
Title Exam/Review Fee to Slepian & Schwartz, LLC	275.00		
Wire Fees to Slepian & Schwartz, LLC - Title Account	32.00		
Owner's Title Insurance to Slepian & Schwartz, LLC	3,765.00		
Coverage: 700,000.00			
Recording Charges			
Recording Fees to Clerk of Superior Court	50.00		
Transfer Tax to Clerk of Superior Court	700.00		
Subtotals	705,367.00		1,021.58
Balance Due FROM Buyer			704,345.42
TOTALS	705,367.00		705,367.00

Printed on 05/28/25 at 2:31:05PM by jhinton

Page 1 of 1

25-0642-JOY / 58

STATE OF GEORGIA

FAYETTE COUNTY

RESOLUTION

NO. 2025-_____

A RESOLUTION OF THE BOARD OF COMMISSIONERS FOR FAYETTE COUNTY TO ACQUIRE CERTAIN REAL PROPERTY; TO ADVANCE THE WELFARE OF THE CITIZENS OF FAYETTE COUNTY; AND FOR OTHER PURPOSES.

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS FOR FAYETTE COUNTY THAT A 5.0139 ACRE PARCEL OF LAND LOCATED IN LAND LOT 129 OF THE 4th LAND DISTRICT OF FAYETTE COUNTY KNOWN AS 115 WATERFALL WAY, ALSO KNOWN AS TAX PARCEL 0424 002, BE ACQUIRED FROM STARR'S MILL, LLC:

WHEREAS, Fayette County is a political subdivision of the State of Georgia; and

WHEREAS, the powers of the government of Fayette County include the power to acquire any real property; and

WHEREAS, the powers of the government of Fayette County are to be exercised by the governing authority; and

WHEREAS, the Board of Commissioners is the governing authority vested with all the powers for governing Fayette County; and

WHEREAS, Starr's Mill, LLC is the owner of certain real property known as 115 Waterfall Way in Land Lot 129 of the 4th Land District of Fayette County, also known tax parcel 0424 002, hereinafter referred to as the "Parcel" and as described in Exhibit "A" attached hereto and hereby incorporated herein; and

WHEREAS, the Board of Commissioners for Fayette County has agreed to expend a sum of seven hundred thousand dollars (\$700,000.00) to acquire the Parcel; and

WHEREAS, it has been determined that the acquisition of the Parcel is in the best interest of Fayette County.

NOW THEREFORE BE IT RESOLVED by the Board of Commissioners for Fayette County and the same does hereby declare that a sum of seven hundred thousand dollars (\$700,000.00) be disbursed from the funds of Fayette County to Starr's Mill, LLC as consideration for the conveyance of the Parcel described in Exhibit "A" attached hereto; and

BE IT FURTHER RESOLVED that the County Administrator for Fayette County be authorized to execute any and all documents and expend additional, related funds (not to exceed \$5,000) as necessary to complete the County's acquisition of the Parcel.

SO RESOLVED this _____ day of _____, 2025.

BOARD OF COMMISSIONERS
FAYETTE COUNTY

(SEAL)

By: _____
Lee Hearn, Chairman

ATTEST:

Tameca P. Smith, County Clerk

Approved as to form:

County Attorney

LEGAL DESCRIPTION:

All that tract or parcel of land lying and being in Land Lot 129 of the 4th Land District of Fayette County, Georgia, and being more particularly described as follows:

BEGINNING at an iron pin located at the intersection of the southerly boundary of Land Lot 160 with the westerly boundary of the 4th Land District, proceed north 88 degrees 14 minutes 41 seconds east a distance of 493.52 feet to a pipe; thence proceed south 14 degrees 57 minutes 45 seconds west a distance of 568.80 feet to an iron pin; thence proceed north 88 degrees 50 minutes 18 seconds west a distance of 318.35 feet to a spike located on the westerly boundary of the 4th Land District; thence proceed north 03 degrees 25 minutes 38 seconds west along the westerly boundary of the 4th Land District a distance of 16.99 feet to an iron pin; thence proceed north 03 degrees 08 minutes 50 seconds west along the westerly boundary of the 4th Land District a distance of 28.30 feet to an iron pin; thence proceed north 03 degrees 02 minutes 39 seconds west along the westerly boundary of the 4th Land District a distance of 242.60 feet to an iron pin; thence proceed north 03 degrees 01 minutes 20 seconds west along the westerly boundary of the 4th Land District a distance of 240.81 feet to an iron pin and the original point of beginning.

The subject tract or parcel of land contains a total of 5.0739 acres as depicted on a plat of survey prepared for the Fayette County Board of Commissioners by Mallett & Associates, Registered Land Surveyors, dated February 5, 1991. Such plat of survey is, by this reference, incorporated in and made a part hereof.

EXHIBIT 'A'