



Meeting Minutes

July 14th, 2020

2:00 P.M.

Committee Members Present: Randy Ognio, Fayette County BOC
Shayne Robinson, Peachtree City Citizen Representative
Charles W. Oddo, Fayette County BOC
Maurice Ungaro, Town of Brooks Staff
Martin Sas, Fayette County Citizen Representative
Sgt. Chris Robison, Fayette County Sheriff's Office
Phil Mallon, Fayette County Staff
Stanley Merantus, Fayette County Staff

Committee Members Absent: Mayor Gary Laggis, Town of Woolsey
Jaimi Tapp, Town of Tyrone Citizen Representative
Chris Hindman, City of Fayetteville Staff

Guests: Chelsie Boynton, Fayette County Staff
Dan Cupertino, Citizen
Gary Fields, Citizen

1. Call to Order by Chair Randy Ognio

Chairman Ognio called the July 14th, 2020 Transportation Committee Meeting to order at 2:03 pm.

2. Ascertainment of Quorum

Chairman Ognio acknowledged that a Quorum of the Transportation Committee was present.

3. Acceptance of Meeting Agenda

Mrs. Robinson moved to accept the meeting agenda. Mr. Ungaro seconded the motion. The motion passed unanimously.

4. Review and Approval of the March Transportation Committee Meeting Minutes

Mrs. Robinson moved to accept the June meeting minutes. Mr. Sas seconded the motion. The motion passed unanimously.

5. Report of Committee Members

a. Introduction of new Fayette Staff Committee Member- Stanley Merantus

Mr. Merantus joins Fayette County as a Transportation Engineer in the Engineering Department. He comes from Florida and has worked with other similar size counties including Broward County and Highlands County in Florida.

b. County SPLOST update

Mr. Mallon provided updates on the County SPLOST projects.

- Ebenezer Church Road Bridge – ROW work is underway.
- East Fayetteville Bypass – Bridge design remains on hold as GDOT prepares requirements for wetland mitigation bank impacts.
- Brogdon Road New Hope Road Roundabout – The construction plans are being revised to reflect comments from the Water System. Once complete the bid package will be finalized and sent to Purchasing.
- Ebenezer Church Road and Ebenezer Road – no additional grave sites were found. Croy is proceeding with grading options for the road's vertical curve and shoulders. The intent is to improve sight distance.
- Hampton Road and SR 92 – The town of Woolsey recently approved the concept for the R-CUT. The concept is set to go before the Board of Commissioners at the July 23rd BOC Meeting. Mr. Ungaro made a motion to recommend the Hampton concept. Mrs. Robinson seconded the motion. The motion passed unanimously.
- Redwine Path Project – County has received approval of the PS&E package.

c. City/Town SPLOST updates

Mr. Ungaro stated the town of Brooks is identifying future SPLOST projects. He further mentioned he would like to place signs at completed SPLOST projects to show citizens which projects were funded by SPLOST.

Ms. Robinson stated Peachtree City's asphalt work remain on schedule. The pedestrian bridge over SR 54 is beginning to take shape. This bridge will be a gateway to the city from Coweta County.

Chairman Ognio stated the pedestrian bridge in the city of Fayetteville is moving forward. He recently completed the DocuSign for funding.

6. Public Comment

- ### a.
- Dan Cupertino is a resident of City of Fayetteville and spoke about the Redwine Road Sidepath (FTP-405). He stated it is a proposed 3 mile path that would connect downtown

Fayetteville with Peachtree City. Mr. Cupertino stated he is in support and advocating for the path to be built and was surprised to see it was unfunded.

- b. Gary Fields is a resident in the Deer Glen Forest subdivision and attended the committee meeting to speak about and hear what the County could do to assist with the traffic speeding through the subdivision. Cars have been cutting through the subdivision from SR 54 to Banks Road and vice versa because of the GDOT SR 54 widening project

7. Unfinished Business

a. 2019 Corridor Studies Project Prioritizations

Mr. Mallon reviewed the 2019 Corridor studies and stated the SR 279 and Corinth Road is likely to receive federal aid funding based on ARC staff recommendations. Mr. Mallon presented a spreadsheet to demonstrate the amount of funding that would remain for other projects after the County's local match was provided for the SR 279 alignment project. Mr. Mallon then presented various graphs that showed the crashes and congestion volume at intersections along the four corridors. After some discussion, the committee agreed that the remaining balance would be most beneficial for two Tyrone Road projects. Ms. Robinson made a motion for recommendation to move forward with a traffic signal or roundabout at Tyrone Road and Flat Creek Trail and an intersection improvement at Tyrone Road and SR 54. Mr. Ungaro second the motion and the motion passed unanimously. The graphs for this item are presented as backup to the meeting minutes.

8. New Business

a. Traffic Calming Revisited

i. Deer Forest Glen S/D

Mr. Mallon said Fayette County continued to receive calls from citizens about slowing traffic and inquiring about speed tables. Citizens in the Deer Glen Forest Subdivision have reported seeing a number of cars pass through their subdivision as a cut through from SR 54 to Banks Road. Mr. Mallon shared emails and verbal comments provided to County staff from property owners in the subdivision, including unofficial vehicle counts of 60 plus cars over a 20-minute period on a Saturday afternoon and 80 cars over 20 minutes on a Sunday (6/28).

Mr. Mallon discussed options to help slow down traffic that included alternatives to placing speed tables on the roads. He provided a slide show of control measures used in other locations for traffic calming. Commissioner Oddo expressed interest in measures that use striping or lane narrowing instead of vertical structures to control speed (like the example provided from St. Pete, FL). Mr. Mallon said staff does not plan to proposed further traffic calming measures unless directed to do so by the Board of Commissioners.

b. Review of 2019 CTP recommended projects for 2019-2023

Mr. Mallon reviewed the recommended Short Range projects that are currently listed in the 2019 Comprehensive Transportation Plan (CTP). He stated a few of these projects do not

currently have funding and it may be worth reviewing the list and see if there are any that should be removed from the list. There was support from the Committee for the short-range list of projects to be updated annually.

c. Truck Routes and No Thru Truck Restrictions

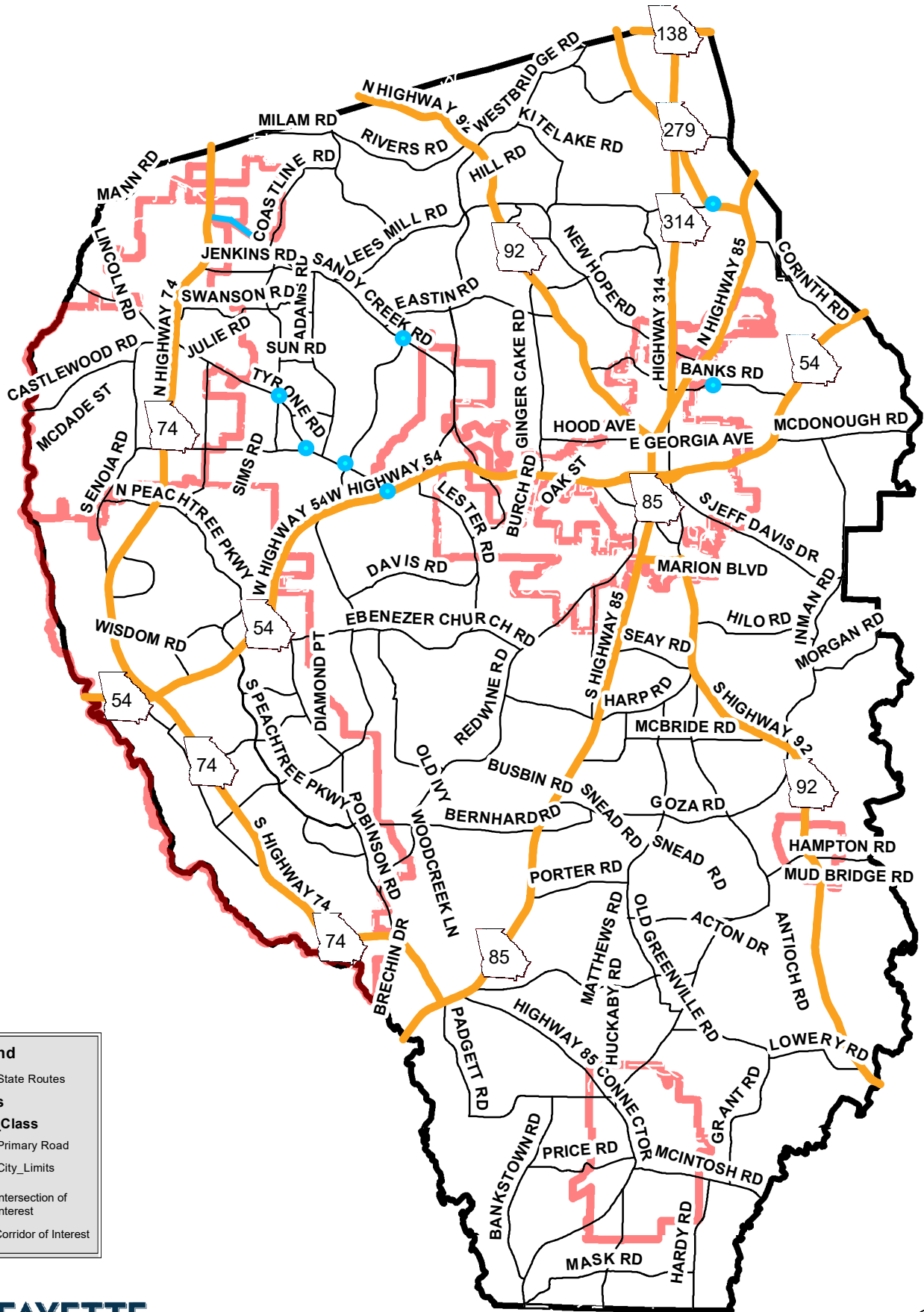
Mr. Mallon discussed creating a Truck Route ordinance and creating designated roads for trucks. County staff provided a draft map with select roads highlighted as “truck routes.” Questions were raised on how to handle with bridge weight limitations (e.g., McDonough Road), coordination with neighboring cities and counties, and enforcement. Sgt. Robison said enforcement is often simply a matter of an officer seeing and following a truck for some distance, and then checking its manifest.

The committee supports an ordinance if the above concerns can be addressed. Ms. Robinson will discuss it with Peachtree City’s City Manager.






d. Morgan Road/Lakeside Parkway request

Chairman Ognio stated he received a concern from a citizen about Morgan Road. The citizen stated that people are driving down the road and participating in inappropriate activities. They requested that the road be turned into a dead end. The committee discussed the idea and decided it would be best to keep the road as is. The road provides back-up connectivity in the event of an emergency/road closure. Also, several Committee members felt a dead-end road would be its own attractive nuisance. Mr. Mallon said he reached out to Clayton County for comment but did not get a reply.

- 9. Adjournment** – The meeting adjourned at approximately 3:40 PM with a motion by Shayne Robinson and second by Martin Sas.



Legend

-  State Routes
- Roads**
- Road_Class**
-  Primary Road
-  City_Limits
-  Intersection of Interest
-  Corridor of Interest



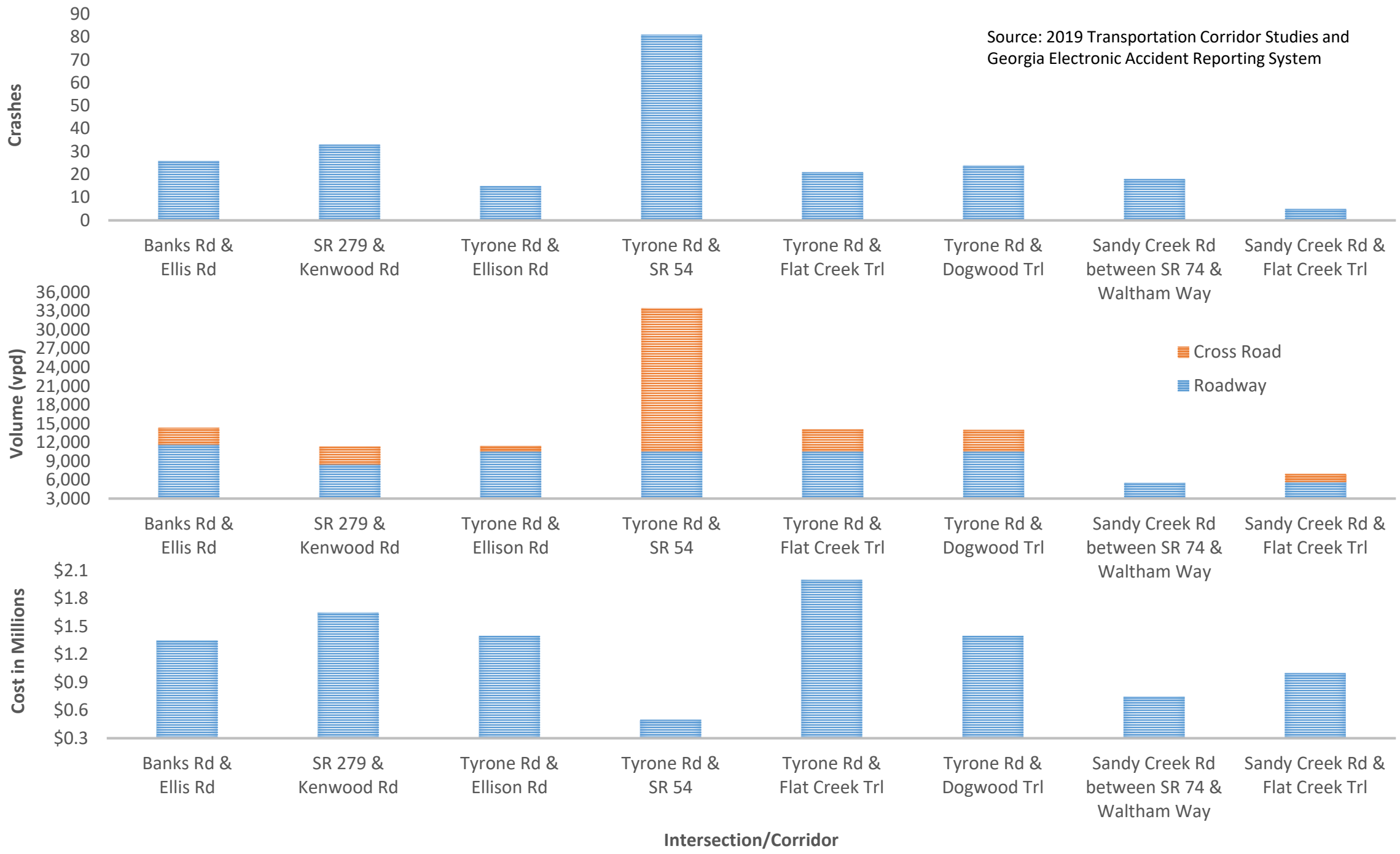
1 inch = 12,000 feet

Draft Recommended 2017 SPLOST Projects

\$8,256,000

ID	Project	Total Cost \$	Federal \$	SPLOST \$	SPLOST Balance
SR-8	SR 279 and Corinth Road Realignment - PE	\$265,029	\$212,023	\$53,006	\$8,202,994
SR-8	SR 279 and Corinth Road Realignment - ROW	\$5,490,000	\$3,294,000	\$2,196,000	\$6,006,994
SR-8	SR 279 and Corinth Road Realignment - UTL & ENV	\$130,000	\$0	\$130,000	\$5,876,994
SR-8	SR 279 and Corinth Road Realignment - CST	\$2,120,230	\$1,696,184	\$424,046	\$5,452,948
SR-8	SR 279 and Corinth Road Realignment - CST Oversight	\$148,416	\$118,733	\$29,683	\$5,423,265
BK-4	Traffic Signal (w realignment) or Roundabout at Banks & Ellis	\$1,800,000	\$0	\$1,800,000	
SR-4	Intersection Improvement at SR 279 & Kenwood Road	\$1,650,000	\$0	\$1,650,000	
TP-3	Roundabout at Tyrone Rd & Ellison Road	\$1,400,000	\$0	\$1,400,000	
TP-5	Intersection Improvement at Tyrone Rd & SR 54	\$500,000	\$0	\$500,000	
TP-6A	Traffic Signal or Roundabout at Tyrone Rd & Flat Creek Trail	\$2,000,000	\$0	\$2,000,000	
TP-6B	Roundabout at Tyrone Rd & Dogwood Trail	\$1,400,000	\$0	\$1,400,000	
SC-3	Safety Enhancements between SR 74 And Waltham Way	\$750,000	\$0	\$750,000	
SC-10	Realignment and turn lanes at Sandy Creek Rd & Flat Creek Trail	\$1,000,000	\$0	\$1,000,000	

Source: 2019 Transportation Corridor Studies and Georgia Electronic Accident Reporting System



Intersection/Corridor	2040 No Build LOS		2040 Build LOS	
	AM Peak	PM Peak	AM Peak	PM Peak
Banks Rd & Ellis Rd (Traffic Signal)	C	F	A	B
Banks Rd & Ellis Rd (roundabout)	C	F	B	C
SR 279 & Kenwood Rd	C	F	A	B
Tyrone Rd & Ellison Rd	C	C	A	A
Tyrone Rd & SR 54	D	C	C	C
Tyrone Rd & Flat Creek Trl (Traffic Signal)	F	F	C	C
Tyrone Rd & Flat Creek Trl (roundabout)	F	F	B	C
Tyrone Rd & Dogwood Trl (realignment & left turn)	D	C	C	C
Tyrone Rd & Dogwood Trl (roundabout)	D	C	B	A
Sandy Creek Rd between SR 74 & Waltham Way	-	-	-	-
Sandy Creek Rd & Flat Creek Trl	C	C	C	C

Source: 2019 Transportation Corridor Studies

Table 25: 5-Year Action Plan (Short-Range Recommendations 2019 - 2023)

	ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
County	FTP-223	2010 FTP		Corridor Improvements	New Hope Road	SR 85	SR 92	\$3,831,569	Arterial Upgrade
Fytl	FTP-225	2010 FTP	OP-014	Corridor Improvements	SR 85	Grady Avenue	Georgia Avenue	\$806,646	Scoping to explore locations of safety and operational improvements
GDOT	FTP-231	TIP	AR-302	Corridor Improvements	SR 85	SR 92	SR 16 (Coweta County)	\$9,242,819	Safety Upgrades
GDOT	FTP-232	SPLOST		Corridor Improvements	SR 279	Carter Road	Kenwood to SR 85	\$1,848,563	Arterial Upgrade
PTC/GDOT	FTP-300	2018 FTP, SR 74 Corridor Study	INT-25	Intersection Improvements	SR 74 @ Aberdeen Parkway			\$46,000	Intersection Improvement Study
Fytl/GDOT	FTP-305	2018 FTP	NA	Intersection Improvements	SR 314 @ Beckett Lane/Pavilion Parkway			\$46,000	Intersection Improvement Study
Fytl/GDOT	FTP-307	2018 FTP	NA	Intersection Improvements	SR 85 @ SR 314			\$46,000	Intersection Improvement Study
PTC	FTP-367	2010 FTP, SPLOST	IR-031	Intersection Improvements	Peachtree Parkway	Peachtree Parkway	Crosstown Drive	\$2,600,000	Turn Lane and Roundabout
GDOT	FTP-387	2010 FTP	BG-009	Bridge Upgrade	SR 54 @ Hickory Avenue Culvert Improvements			TBD	Bridge Upgrade
GDOT	FTP-391	2018 FTP	NA	Bridge Upgrade	McDonough Road @ Flint River			\$2,366,000	Bridge Upgrade
County	FTP-393	2018 FTP	NA	Bridge Upgrade	Redwine Road @ Whitewater Creek			\$1,420,000	Bridge Upgrade
County	FTP-405	2018 FTP		Sidepath	Redwine Road Sidepath	Old Ivy	Horseshoe Circle	\$3,501,000	Sidepath
County	FTP-444	TIP	FA-352	Sidepath	Starrs Mill Complex	SR 85	Stars Mill High School	\$1,651,753	Sidepath
Fytl	FTP-445	TIP	FA-353	Sidepath	SR 54	Veterans Parkway	Sandy Creek Road	\$5,373,816	Sidepath
County/GDOT	FTP-613	SR 74 Corridor Study	INT-06	Intersection Improvements	SR 74 @ Thompson Road				J-Turn

	ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
Tyr/GDOT	FTP-614	SR 74 Corridor Study	INT-08	Intersection Improvements	SR 74 @ Kirkley Road				J-Turn
Tyr/GDOT	FTP-615	SR 74 Corridor Study	INT-09	Intersection Improvements	SR 74 @ Sandy Creek Road				RCUT
Tyr/GDOT	FTP-616	SR 74 Corridor Study	INT-10	Intersection Improvements	SR 74 @ Jenkins Road				RCUT
Tyr/GDOT	FTP-617	SR 74 Corridor Study	INT-12	Intersection Improvements	SR 74 @ Carriage Oaks Drive				RCUT
Tyr/GDOT	FTP-618	SR 74 Corridor Study	INT-13	Intersection Improvements	SR 74 @ Tyrone Road				MUT
Tyr/GDOT Dogwood?	FTP-620	SR 74 Corridor Study	INT-16	Intersection Improvements	SR 74 @ Maple Shade Drive				J-Turn
County	FTP-638	SPLOST		Intersection Improvements	Redwine Road @ Bernhard Road	Redwine Road	Bernhard Road	\$1,200,000	Roundabout
County	FTP-639	SPLOST		Intersection Improvements	Ebenezer Road @ Spear Road	Ebenezer Road	Spear Road	\$1,500,000	Roundabout
County	FTP-640	SPLOST		Intersection Improvements	Antioch Road @ Goza Road	Antioch Road	Goza Road	\$1,070,000	Roundabout
Brooks	FTP-641	SPLOST		Intersection Improvements	SR 85C	@ Gable Road/Brooks Road		\$392,000	4-way stop or roundabout
Tyr	FTP-644	SPLOST		Intersection Improvements	Palmetto Rd	@ Spencer/Arrowood		\$1,200,000	Roundabout
Fytlv	FTP-645	SPLOST		Intersection Improvements	Downtown Master Plan Road Engineering	City of Fayetteville		\$500,000	Engineering for portion of new downtown ROW
Fytlv	FTP-646	SPLOST		Intersection Improvements	Redwine	Road @ Ramah Road		\$1,200,000	Roundabout
County	FTP-700	2018 FTP	SPLOST	Study	Sandy Creek Road	Veterans Parkway	SR 74	\$250,000	In-depth study of corridor
County	FTP-701	2018 FTP	SPLOST	Study	Tyrone Road	SR 54	I-85 (in Coweta County)	\$250,000	In-depth study of corridor
County	FTP-702	2018 FTP	SPLOST	Study	Lees Mill Road	Sandy Creek Road	Kenwood Road	\$250,000	In-depth study of corridor

County

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County

ID	Project Source	Source ID	Project Type	Project Name	From	To	Cost 2018 Dollars	Description
FTP-703	2018 FTP	SPLOST	Study	SR 279	SR 314	Kenwood Road	\$250,000	In-depth study of corridor
FTP-704	2018 FTP	SPLOST	Study	Banks Road	Deer Trail	SR 54	\$250,000	In-depth study of corridor
FTP-705	2018 FTP	SPLOST	Study	Inman Road	South Jeff Davis Drive	SR 92	\$250,000	In-depth study of corridor

No Action

In Progress

Complete

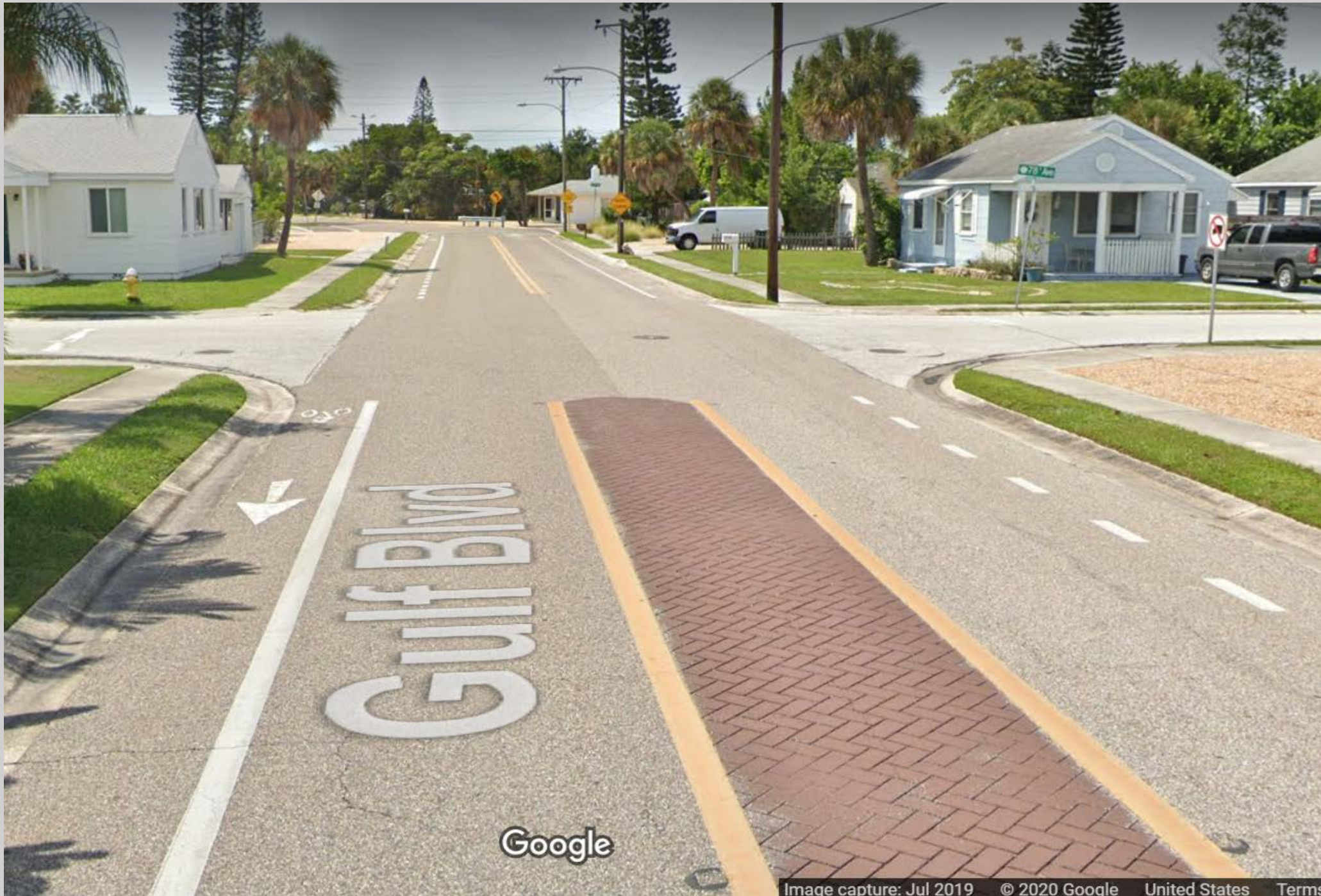
Nationwide Traffic Calming Examples

Fayette County Transportation Committee

July 14, 2020



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Google

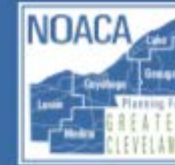


Ten foot travel lanes reduced to 7.5-ft along island. Island is 50-ft long with 30-ft taper and set back from intersecting street 25 ft. Pavement width including bike lanes is ~25-ft.



Evaluation of Low Cost T...
[researchgate.net](https://www.researchgate.net)

Franklin Boulevard Traffic Calming Study



City of Cleveland
Prepared by the Northeast Ohio Areawide Coordinating Agency
August 2019



Traffic Calming Countermeasures

Several traffic calming measures were presented to stakeholders and then the public for discussion and feedback at the first public meeting. They were subsequently incorporated into alternatives presented to stakeholders and then the public at the second public meeting. Some of these measures are summarized on this page, and the following pages present the alternatives and proposed improvements at specific locations along the study corridor.

Raised Crosswalks

Raised crosswalks are shown to reduce crashes (Crash Modification Factor of 0.7), are effective at lowering speeds and crash severity, and improve pedestrian and vehicle visibility. They can also improve driver yield rates, particularly when combined with other treatments such as signage and advanced yield lines.



Image 12: Raised Crosswalk, University Heights

Curb Extensions

Curb extensions improve pedestrian and vehicle visibility, reduce pedestrian crossing distances, and may improve motorist yield rates at pedestrian crossings when combined with other treatments such as signage and advanced yield lines. They also encourage slower turning speeds at corners, prevent parking too close to a crosswalk, and can also give drivers the sense that they are entering a neighborhood area.



Image 13: Curb extension, Cleveland Heights

Mid-block Curb Extensions (also known as neckdowns or chicanes)

Mid-block curb extensions reduce vehicle speeds by narrowing travel lanes, encouraging more cautious driving at these locations.



Image 14: Mid-block Curb Extensions, Shaker Heights

Neighborhood Traffic Circles

Neighborhood traffic circles reduce vehicle speeds, reduce crashes, reduce overall delay for users at intersections, and can replace unwarranted traffic signals with 4-way yield or stop control.



Image 15: Neighborhood Traffic Circle Rendering

In-Street Pedestrian Crossing Sign

In-street pedestrian crossing yield signs improve motorist yield rates and are relatively inexpensive. They can be damaged by traffic and need to be occasionally replaced.



Image 16: In-Street Pedestrian Crossing Sign

(Source: www.pedbikeimages.org /Dan Burden)

Traffic Diversion using Partial Closure Curbs

Partial closures, or traffic diverters, prohibit vehicular traffic movement in certain directions, while maintaining bicycle movement in both directions. These diverters are intended to encourage pass-through traffic to use more appropriate arterial roads, while allowing local access. Lower traffic volumes increase comfort for cyclists and reduce conflicts with vehicles. Closure curbs can be designed to allow for authorized vehicles to run over them (see Images 18 and 19), or be fully curbed islands offering pedestrian refuge.



Image 18: Regulatory Partial Closure



Image 17: Partial Closure Designs



Image 19: Regulatory Partial Closure

Image Source: NACTO Urban Bikeway Design Guide, <https://nacto.org/publication/urban-bikeway-design-guide/>