Baseline Conditions Report

FAYETTE COUNTY

SAFE STREETS & ROADS

DRAFT January 2025

Contents

Figures

Tables

Page Intentionally Blank

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.

Page Intentionally Blank

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

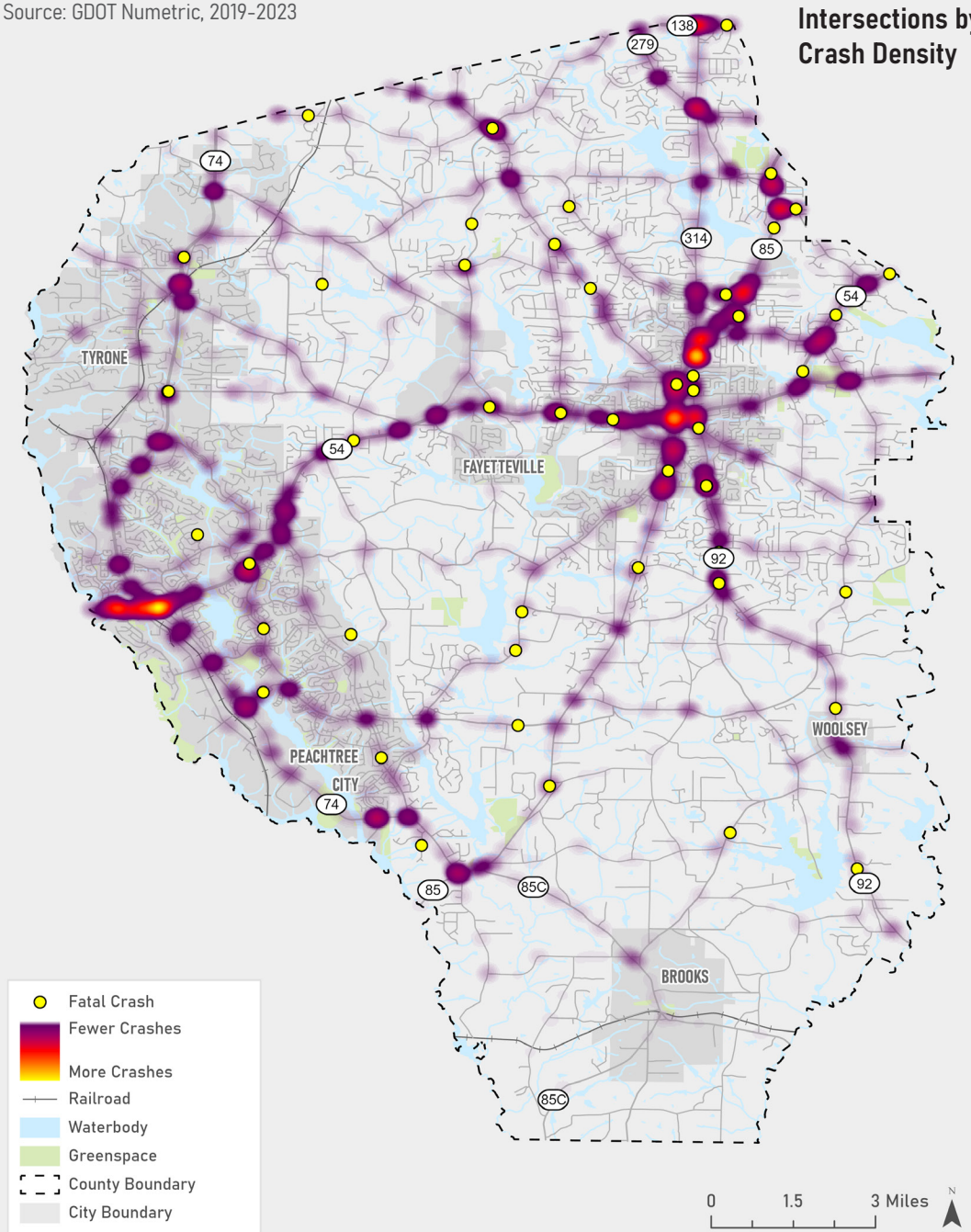
40
Bicyclist Crashes

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



*Database includes passenger vehicles, heavy vehicles, and vulnerable road users (bicyclists, pedestrians, golf carts)

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.

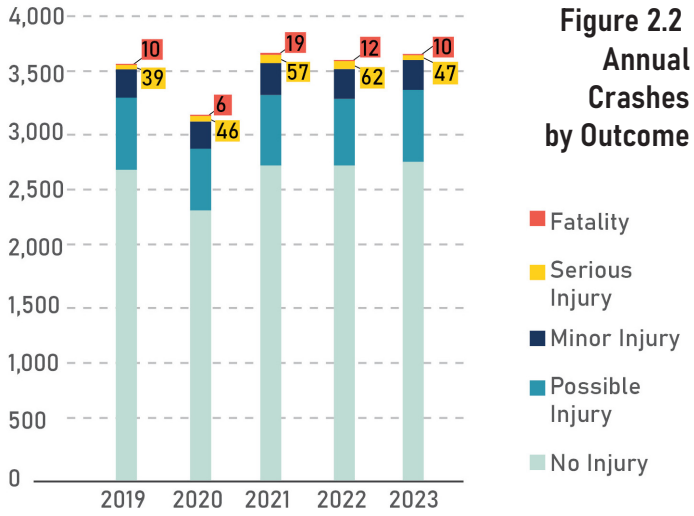
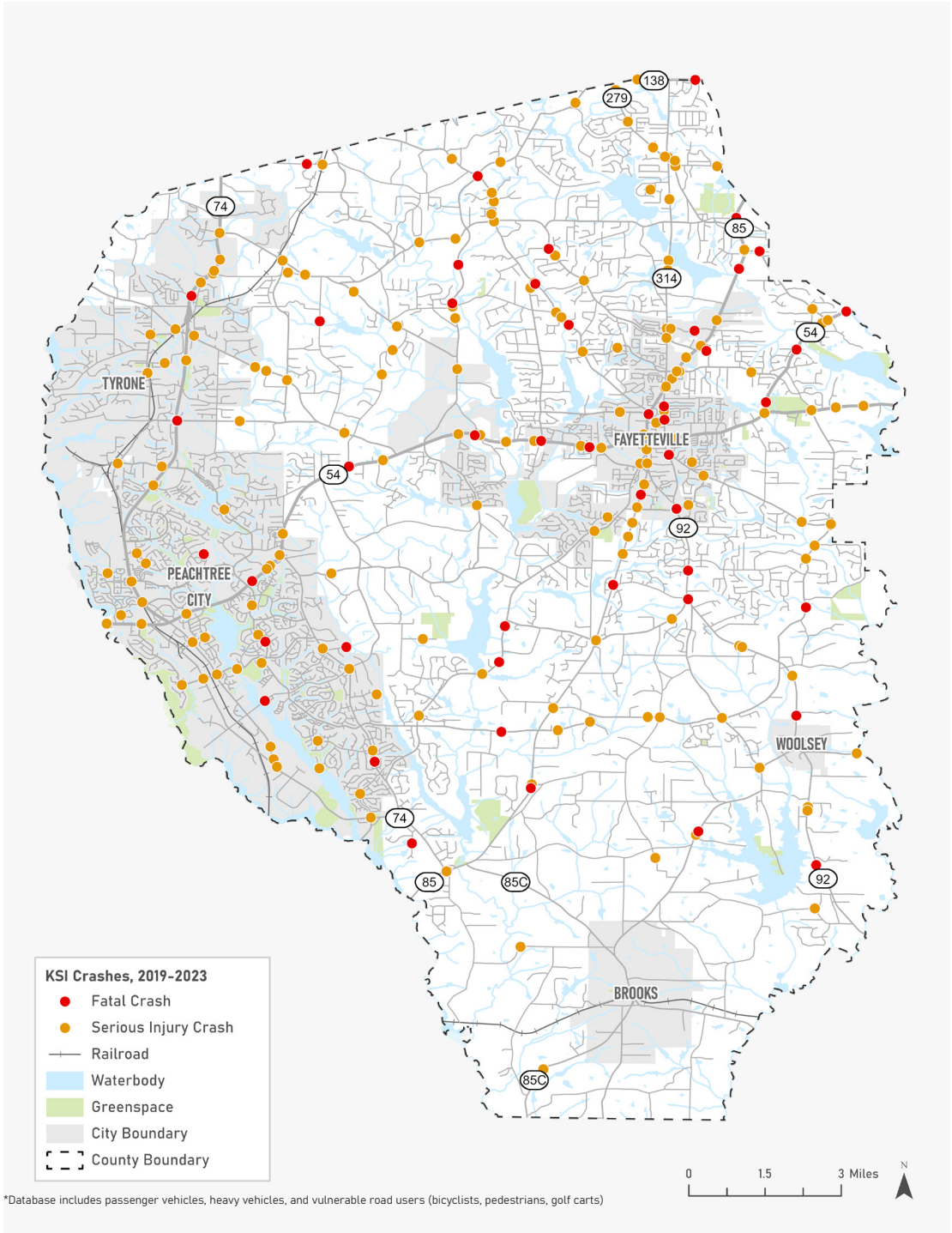


Figure 2.2 Annual Crashes by Outcome



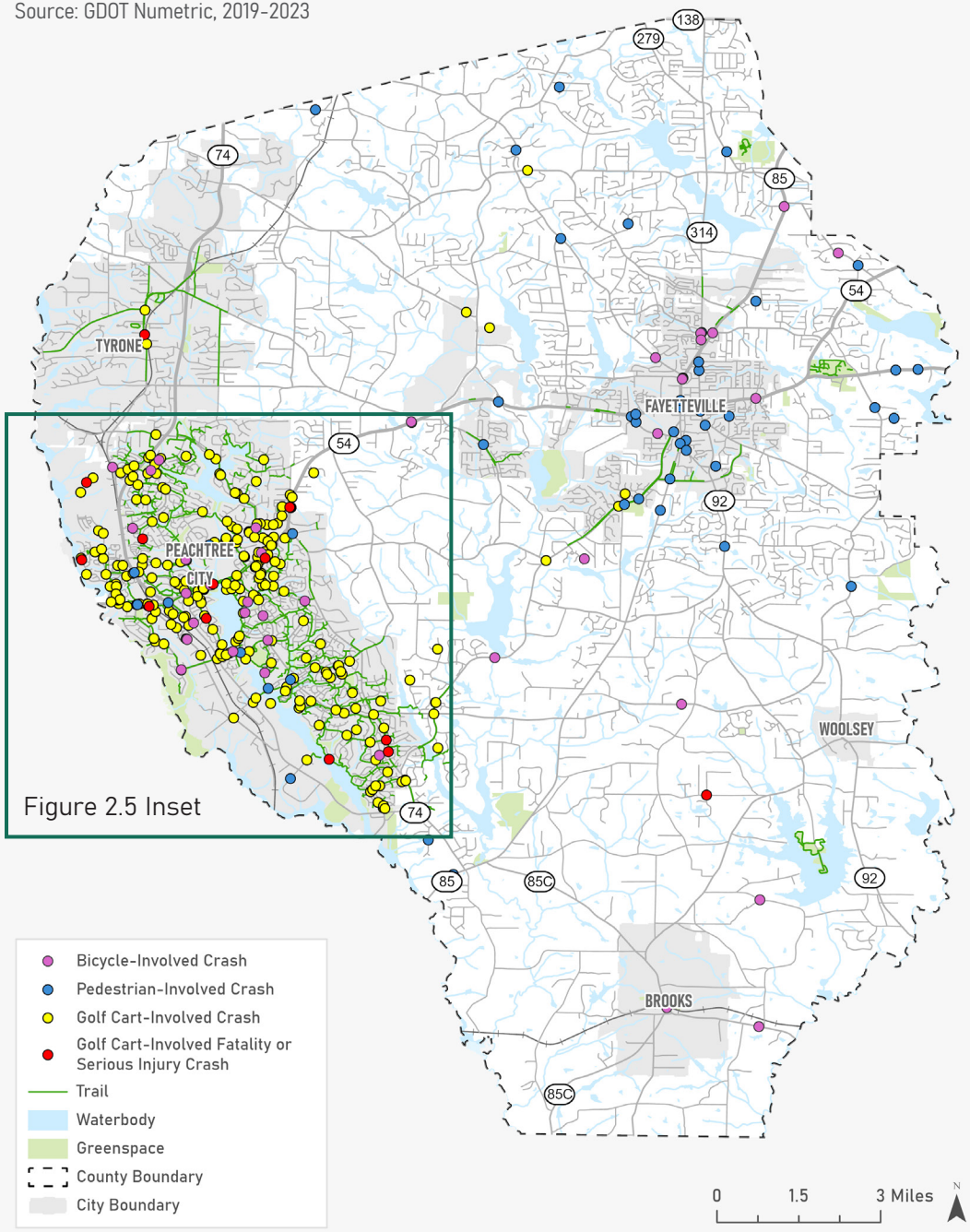
*Database includes passenger vehicles, heavy vehicles, and vulnerable road users (bicyclists, pedestrians, golf carts)

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.

Figure 2.4 Active Mode Crashes
Source: GDOT Numetric, 2019-2023



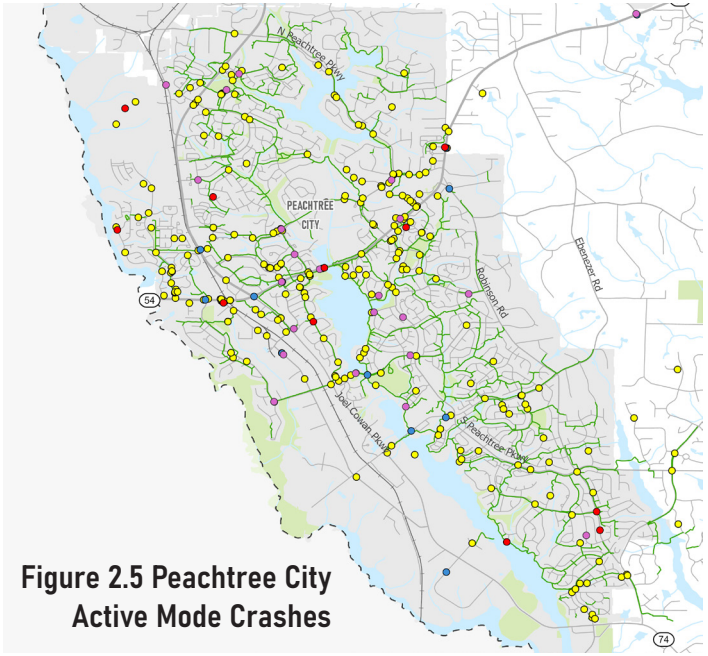


Figure 2.5 Peachtree City Active Mode Crashes

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.

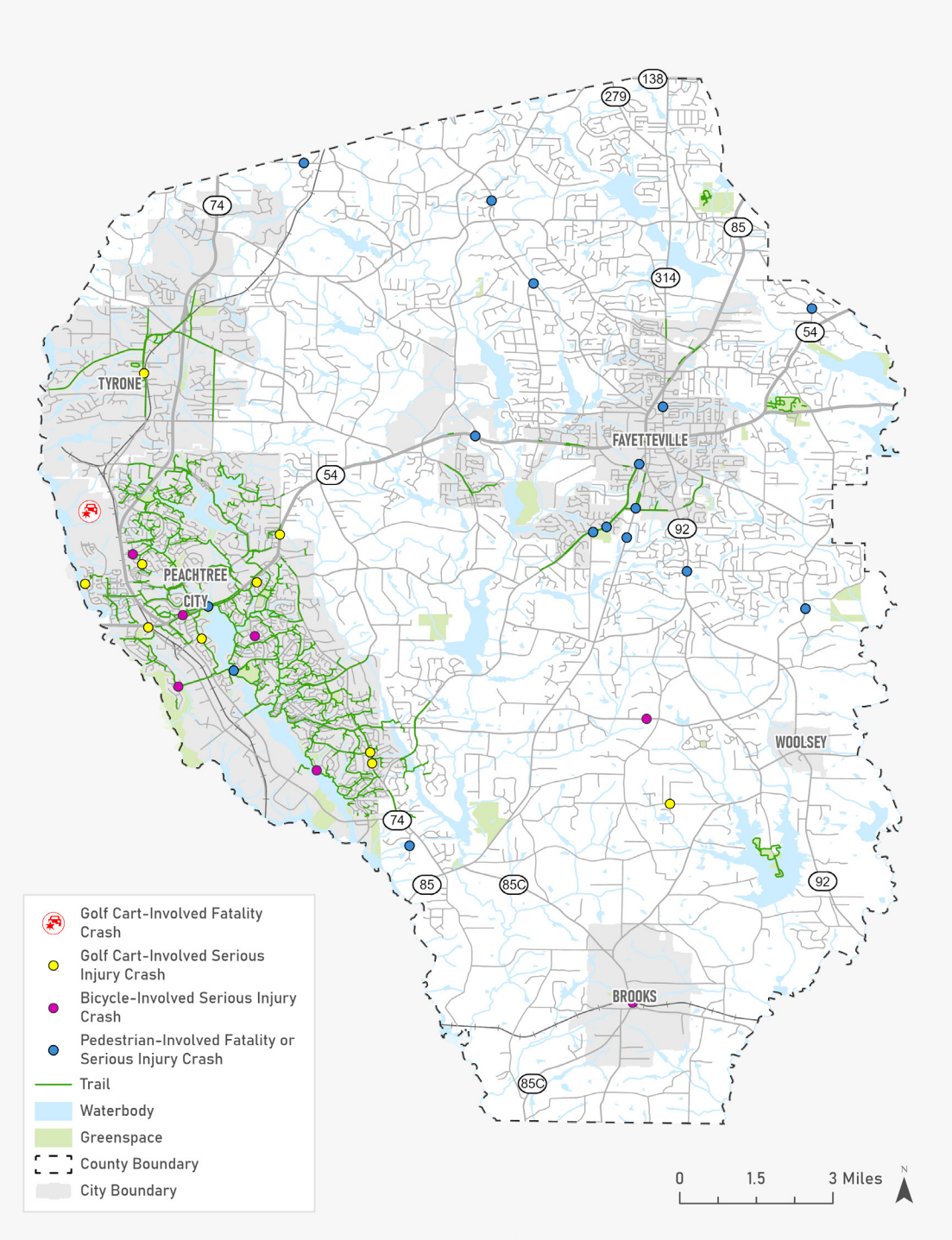


Figure 2.6 Active Mode Fatality and Serious Injury Crashes
Source: GDOT Numetric, 2019-2023

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%

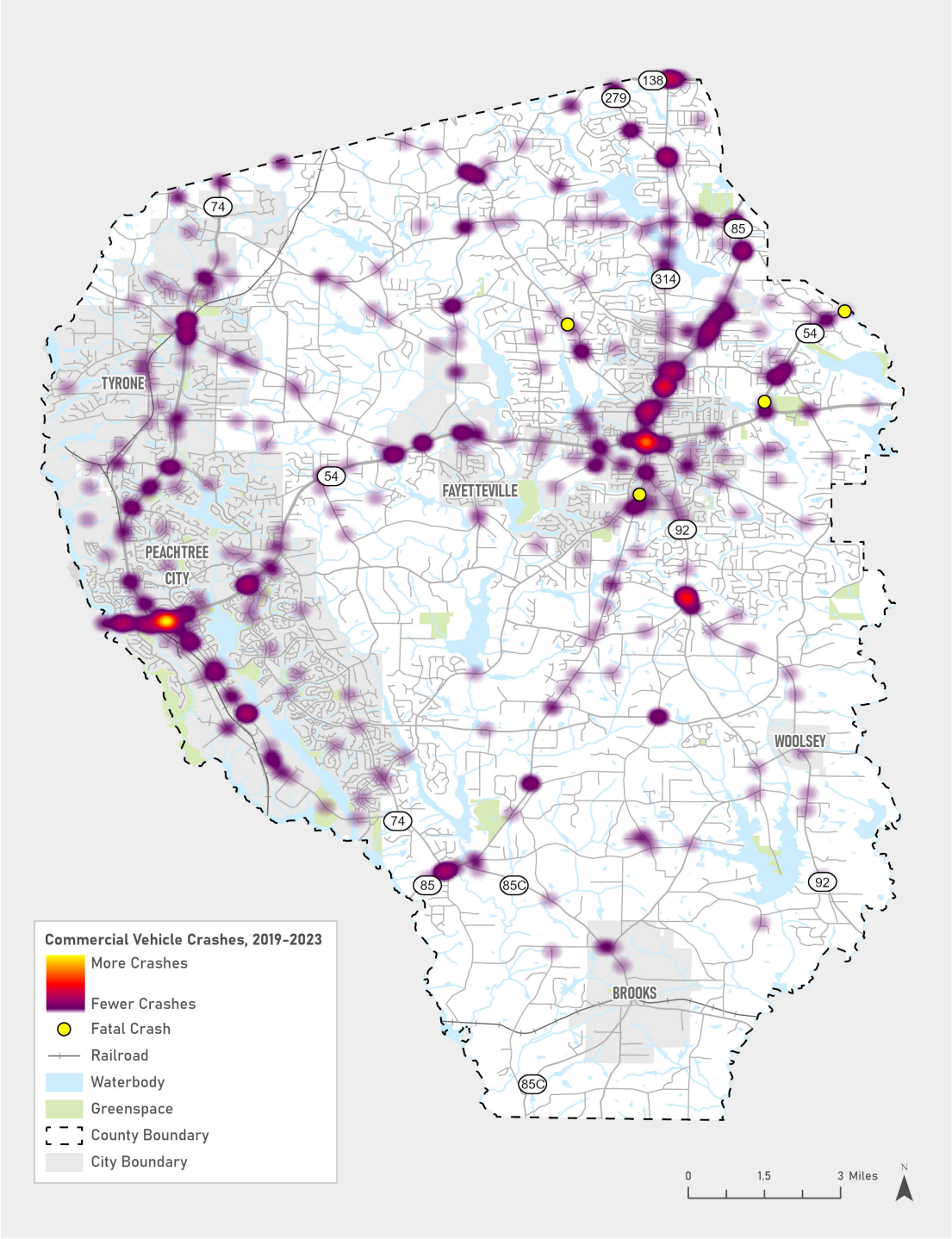


Figure 2.7 Freight Crashes
Source: GDOT Numetric, 2019-2023

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

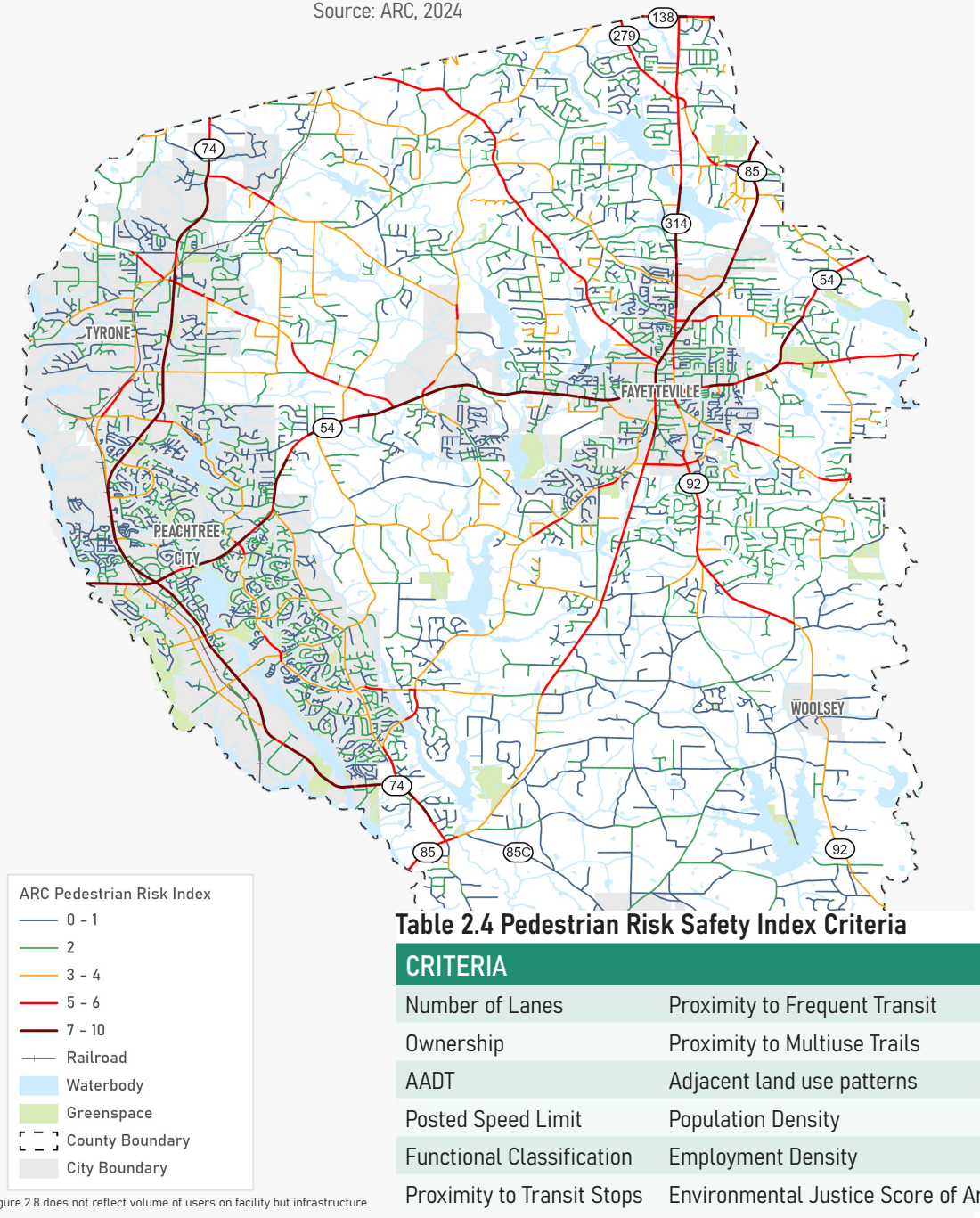


*Figure 2.8 does not reflect volume of users on facility but infrastructure

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+

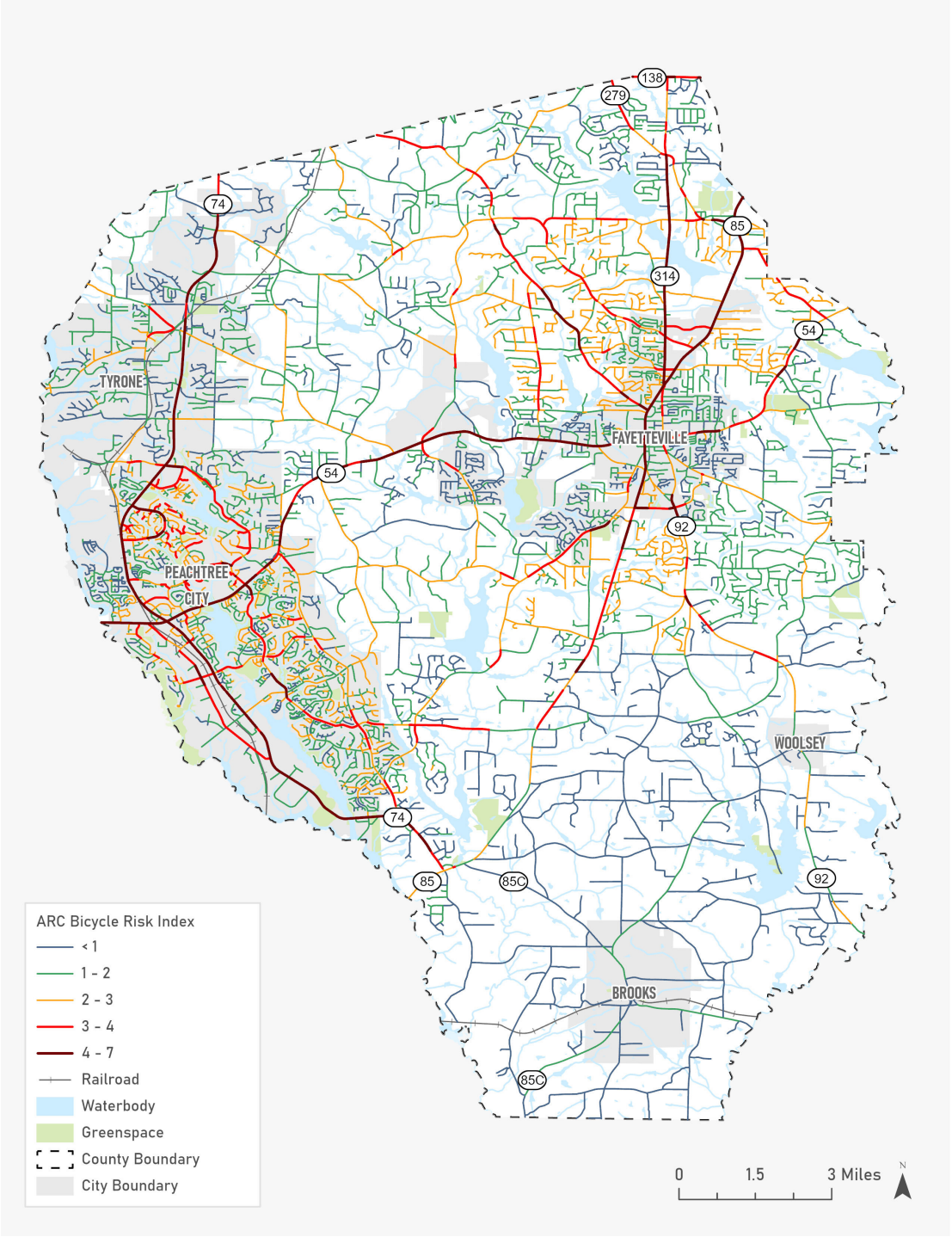


Figure 2.9 Bicycle Risk Safety Index
Source: ARC, 2024

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.

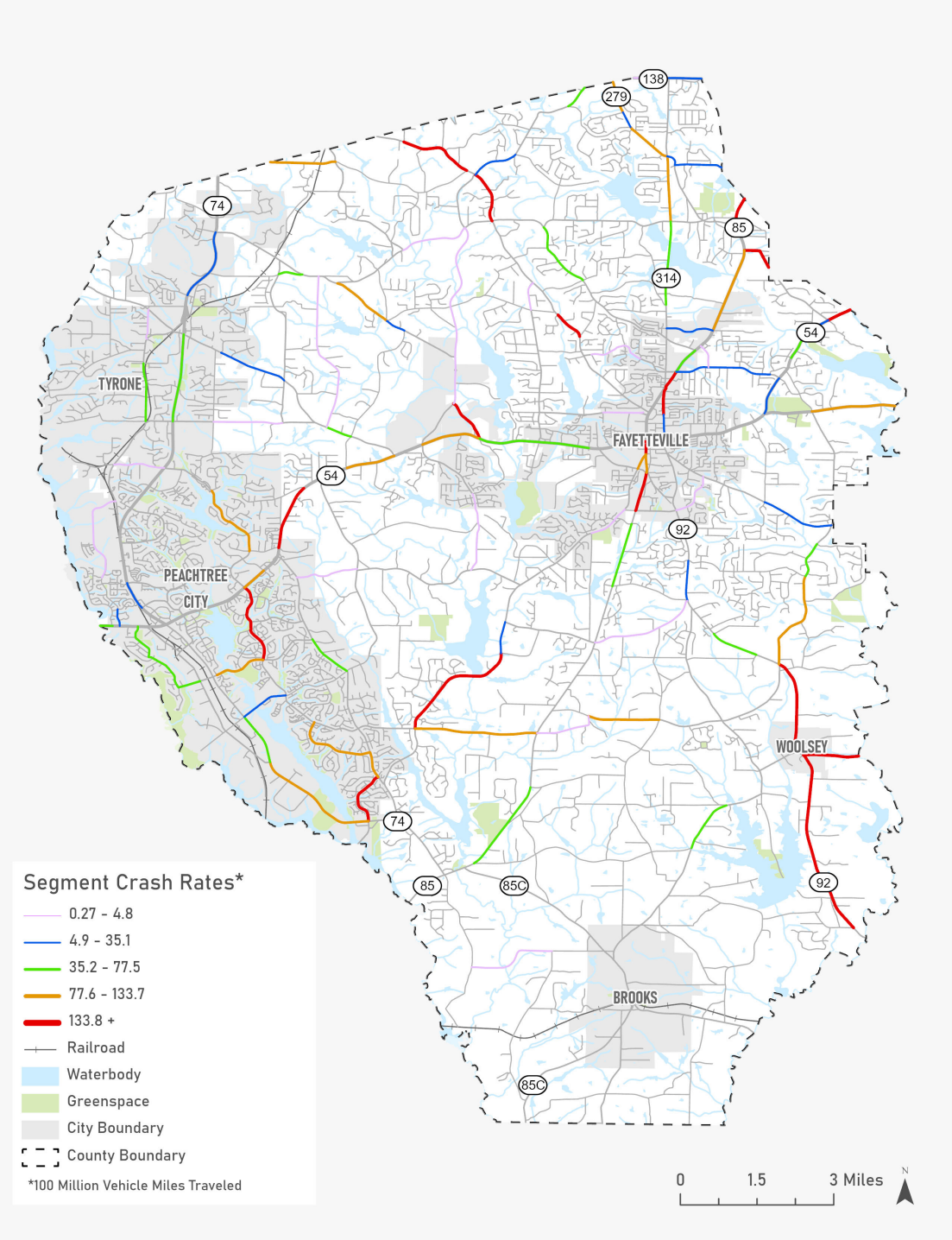


Figure 2.10 Roadway Segment Crash Rates
Source: GDOT Crash Data Dashboard, 2019-2023

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

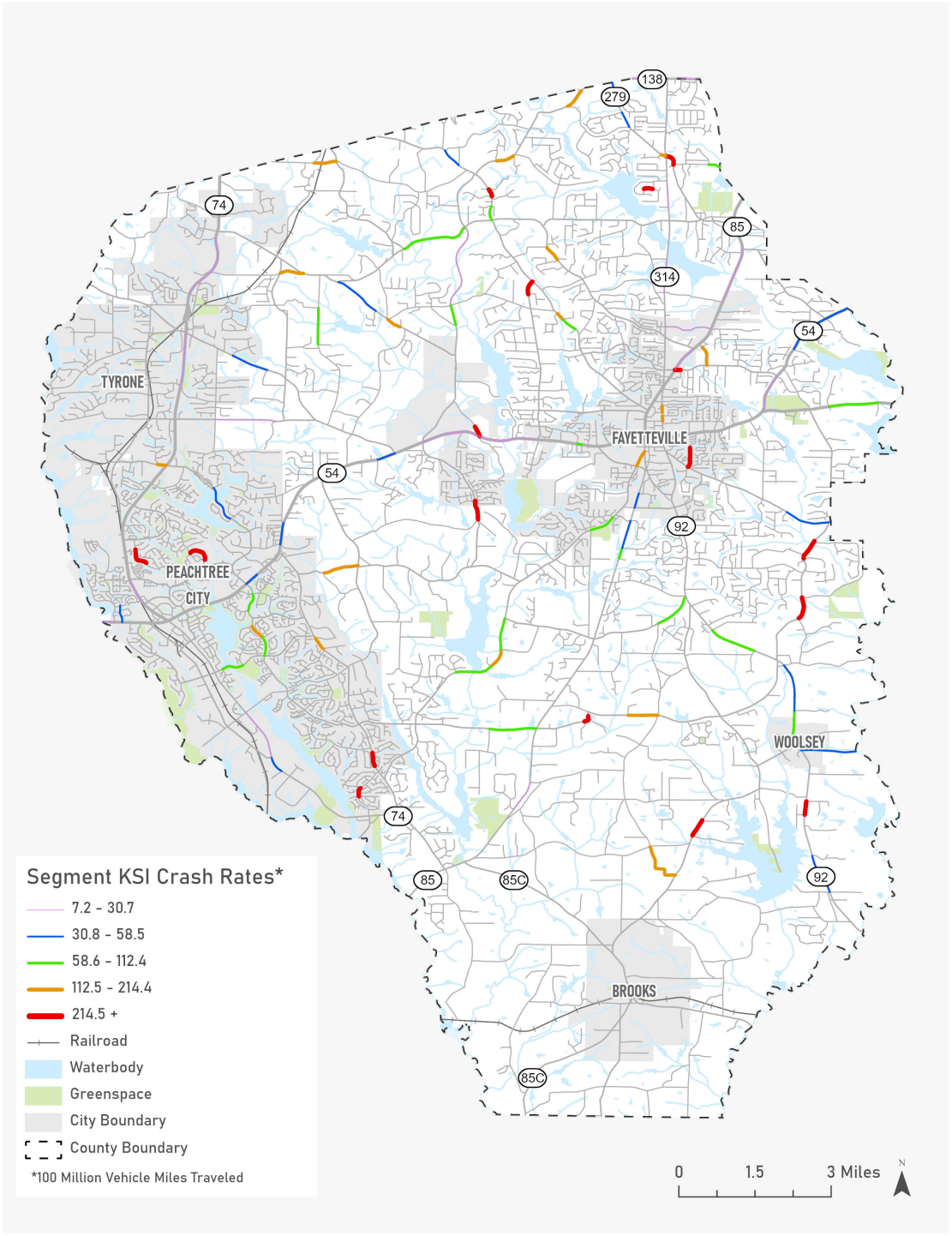


Figure 2.11 Roadway Segment KSI Crash Rates
Source: GDOT Crash Data Dashboard, 2019-2023

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.

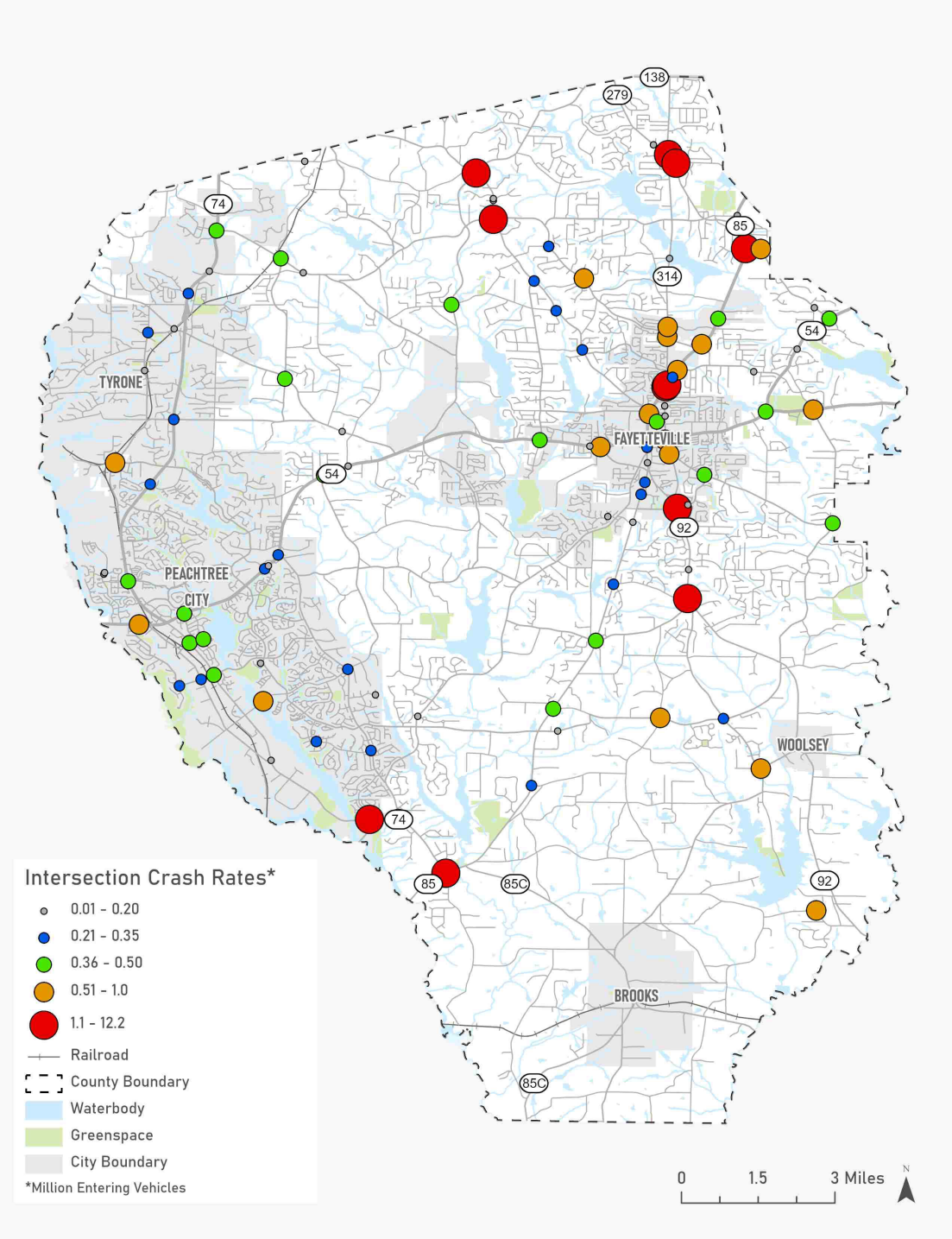


Figure 2.12 Intersection Crash Rates

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.

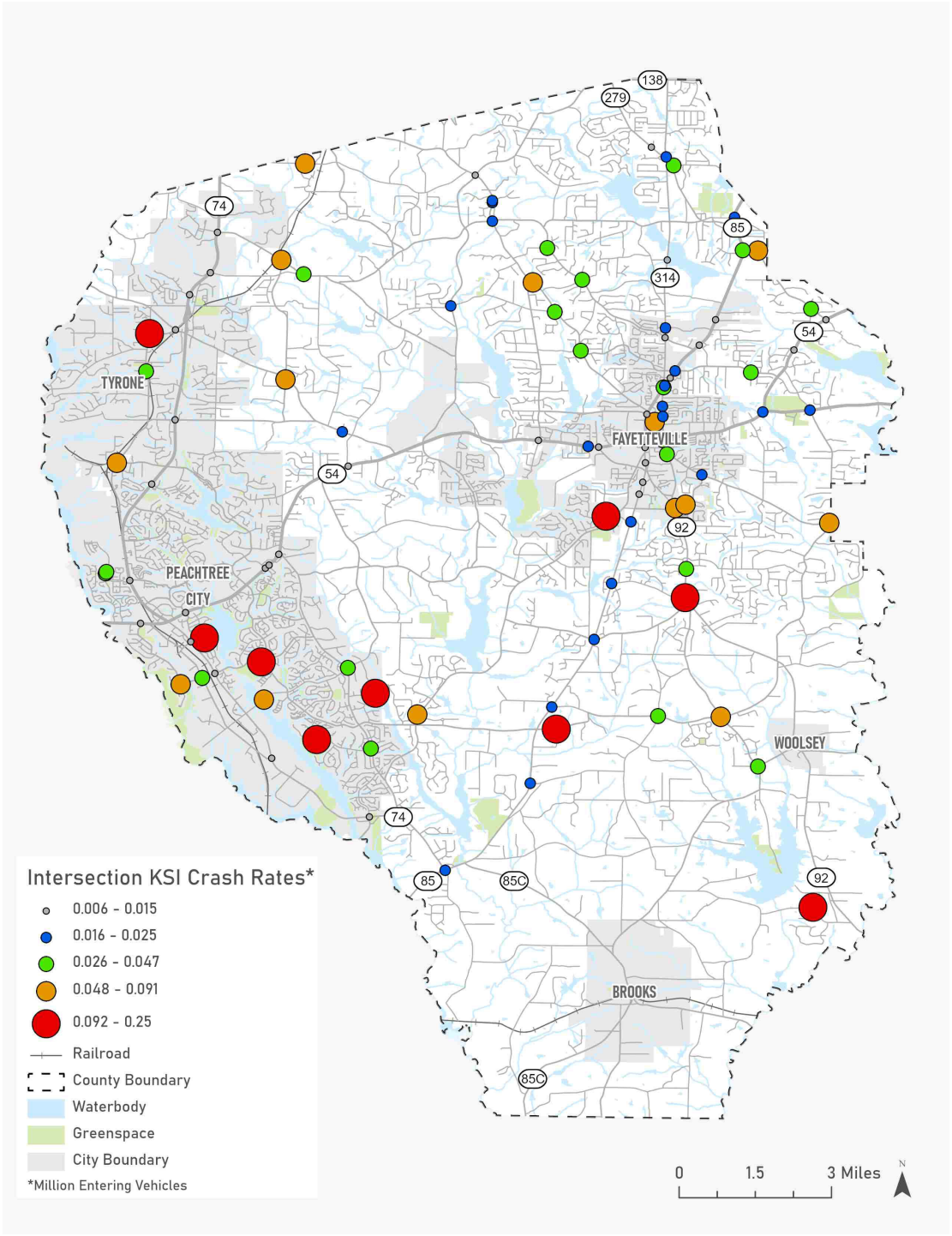


Figure 2.13 Intersection KSI Crash Rates
Source: GDOT Crash Data Dashboard, 2019-2023

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

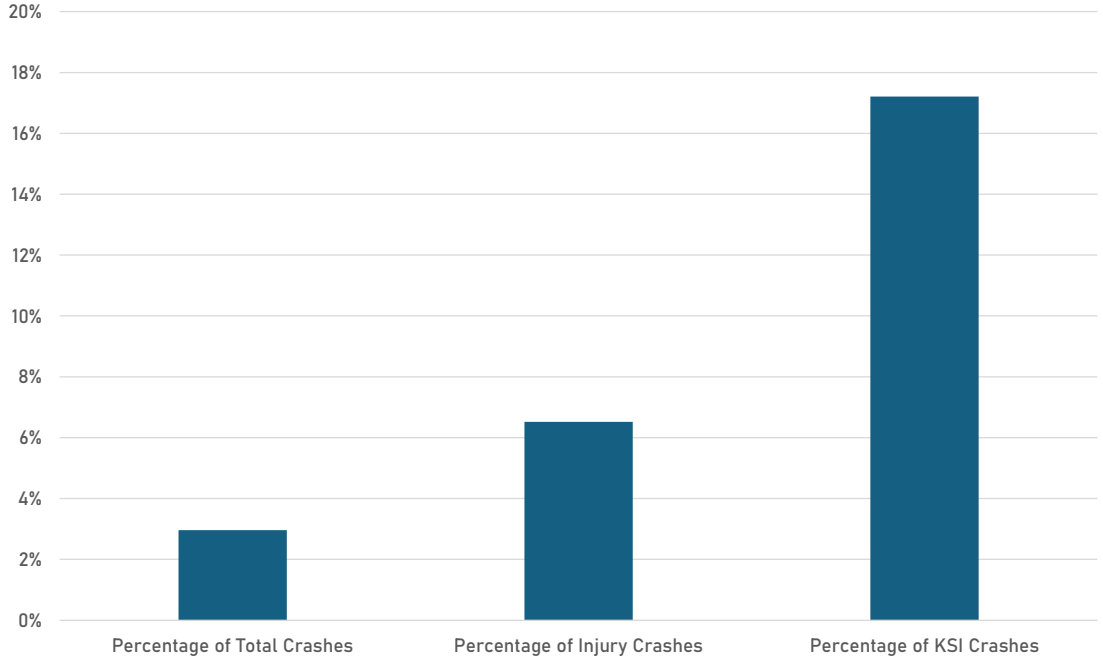
Speeding is often a major factor in vehicle crashes, having a particularly significant effect on the severity of crashes. This is especially true for crashes involving active modes, such as bicyclists and pedestrians. As such, speed control can be an effective tool at reducing fatalities and serious 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 significanr 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.

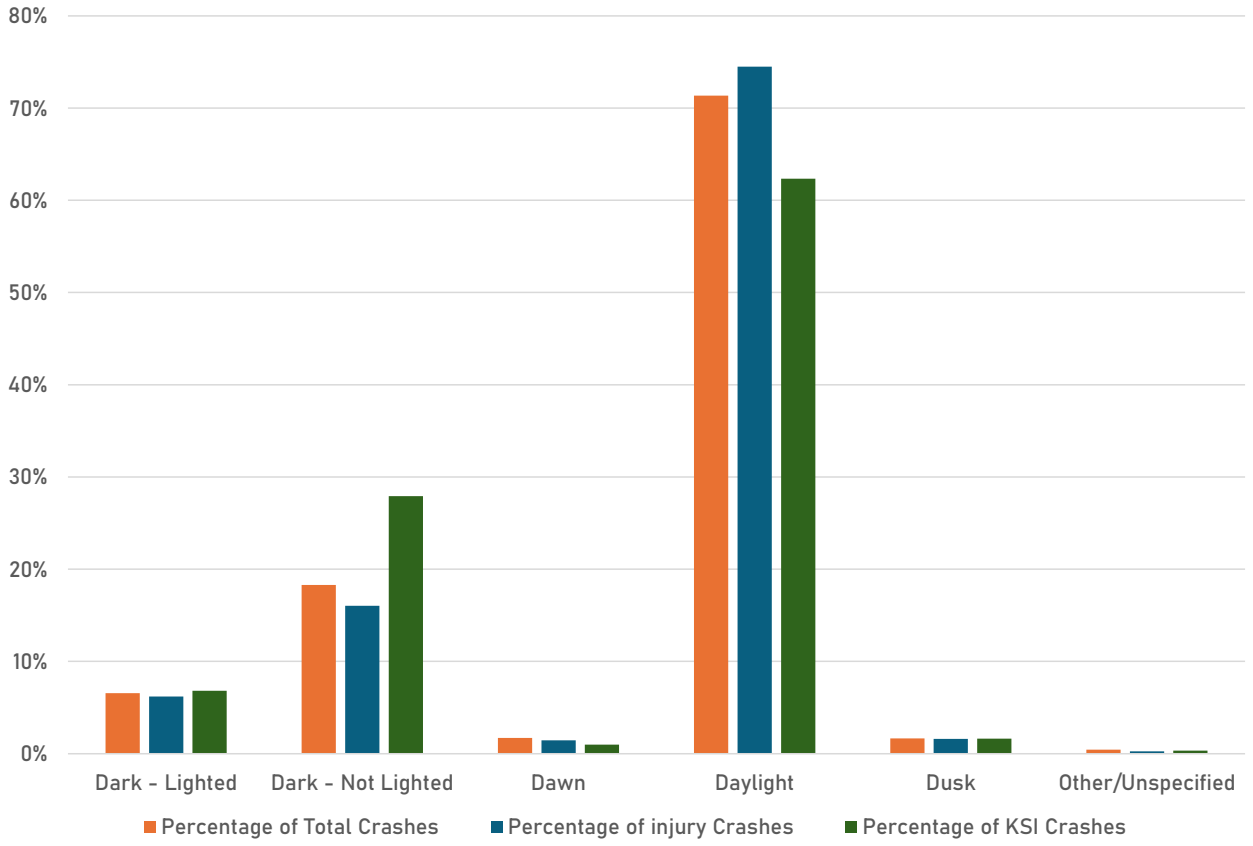
DISTANCE DRIVING/DUI

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

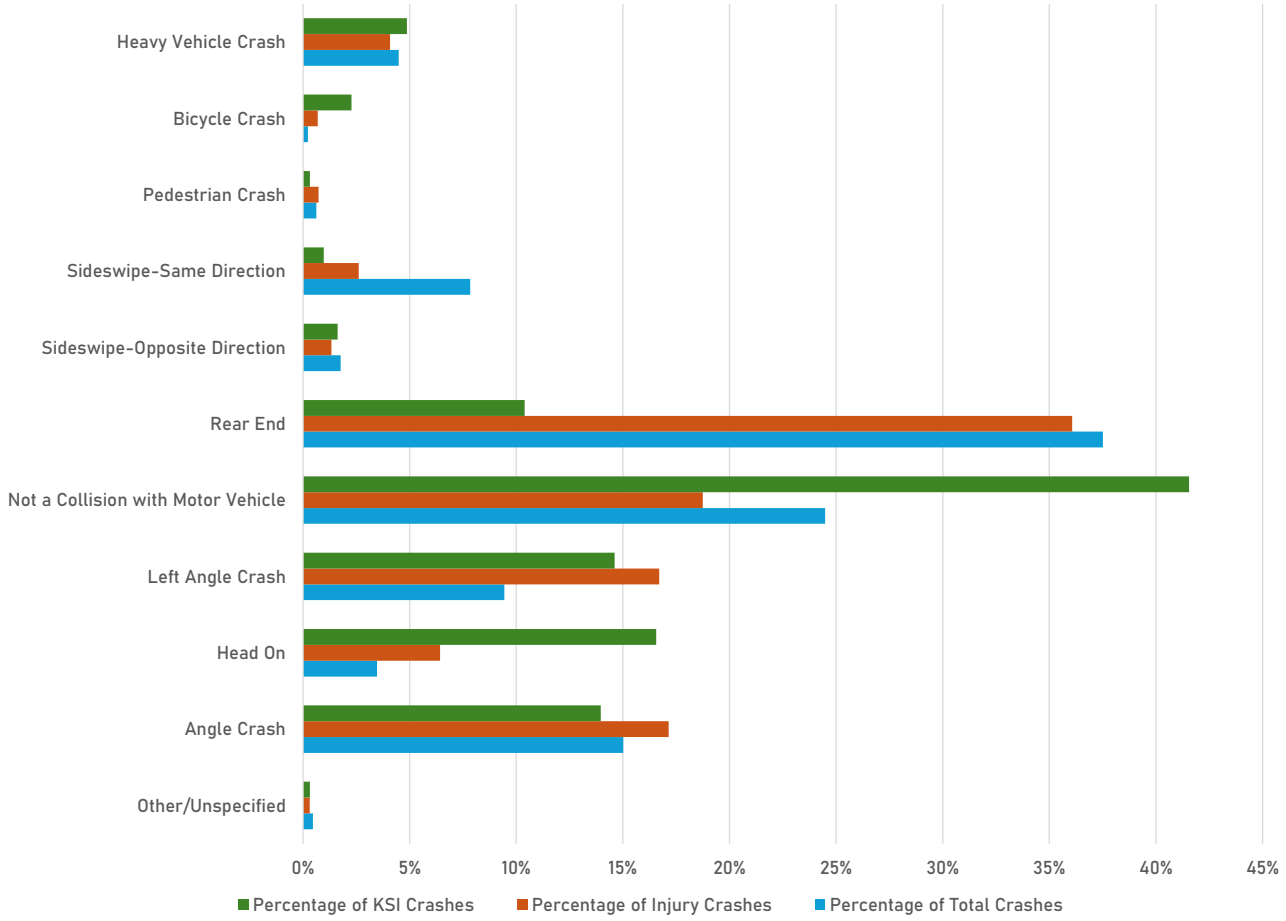
MANNER OF COLLISION

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.

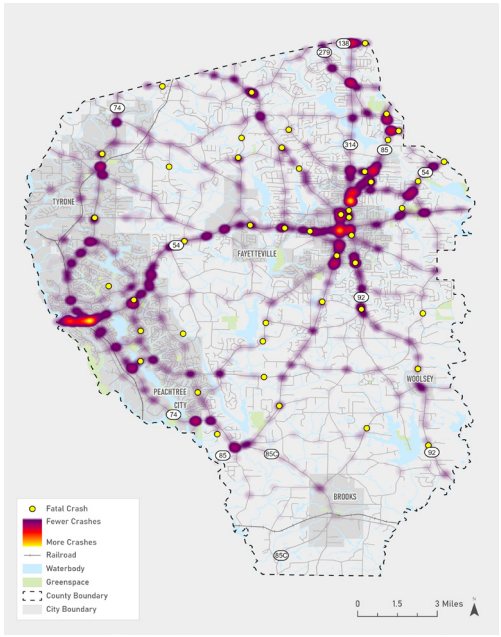
Table 2.8 Safety Criteria and Thresholds

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

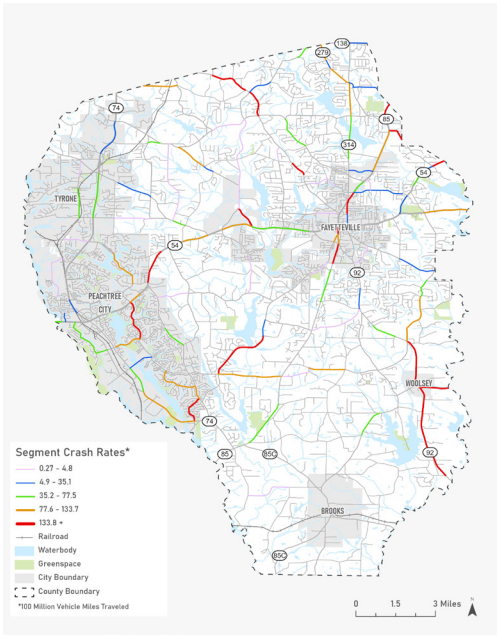
HIN SAFETY SCORING

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.

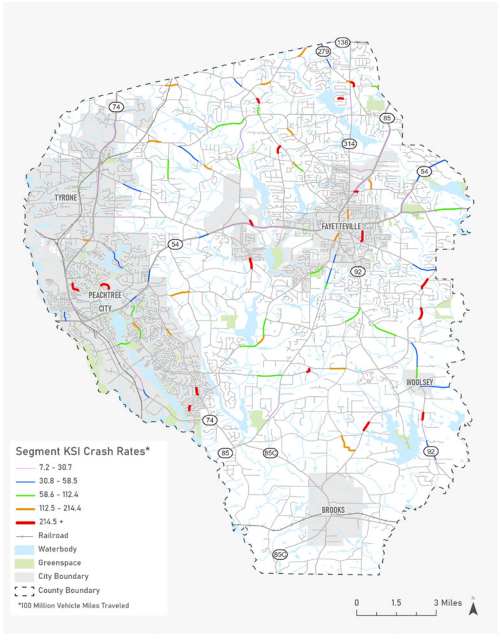
CRASH HISTORY



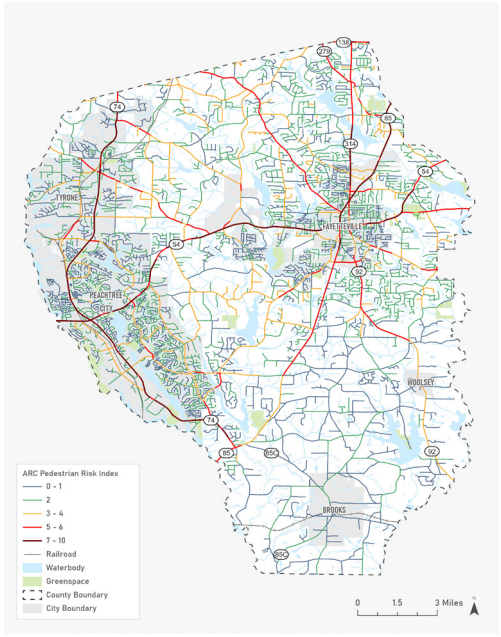
CRASH RATE



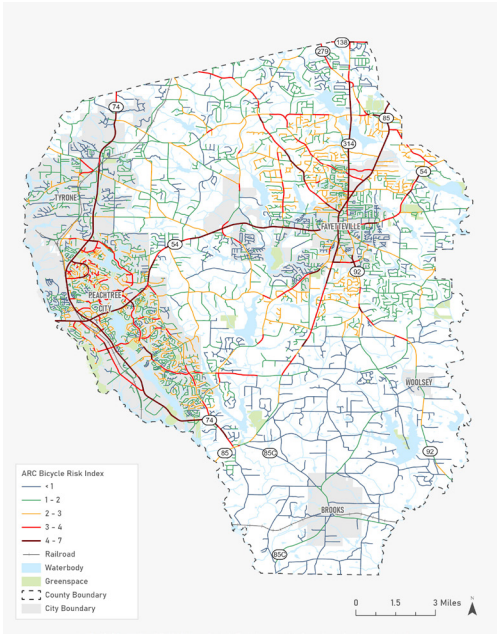
KILLED OR SERIOUS INJURY CRASH RATE



PEDESTRIAN RISK FACTORS



BICYCLIST RISK FACTORS



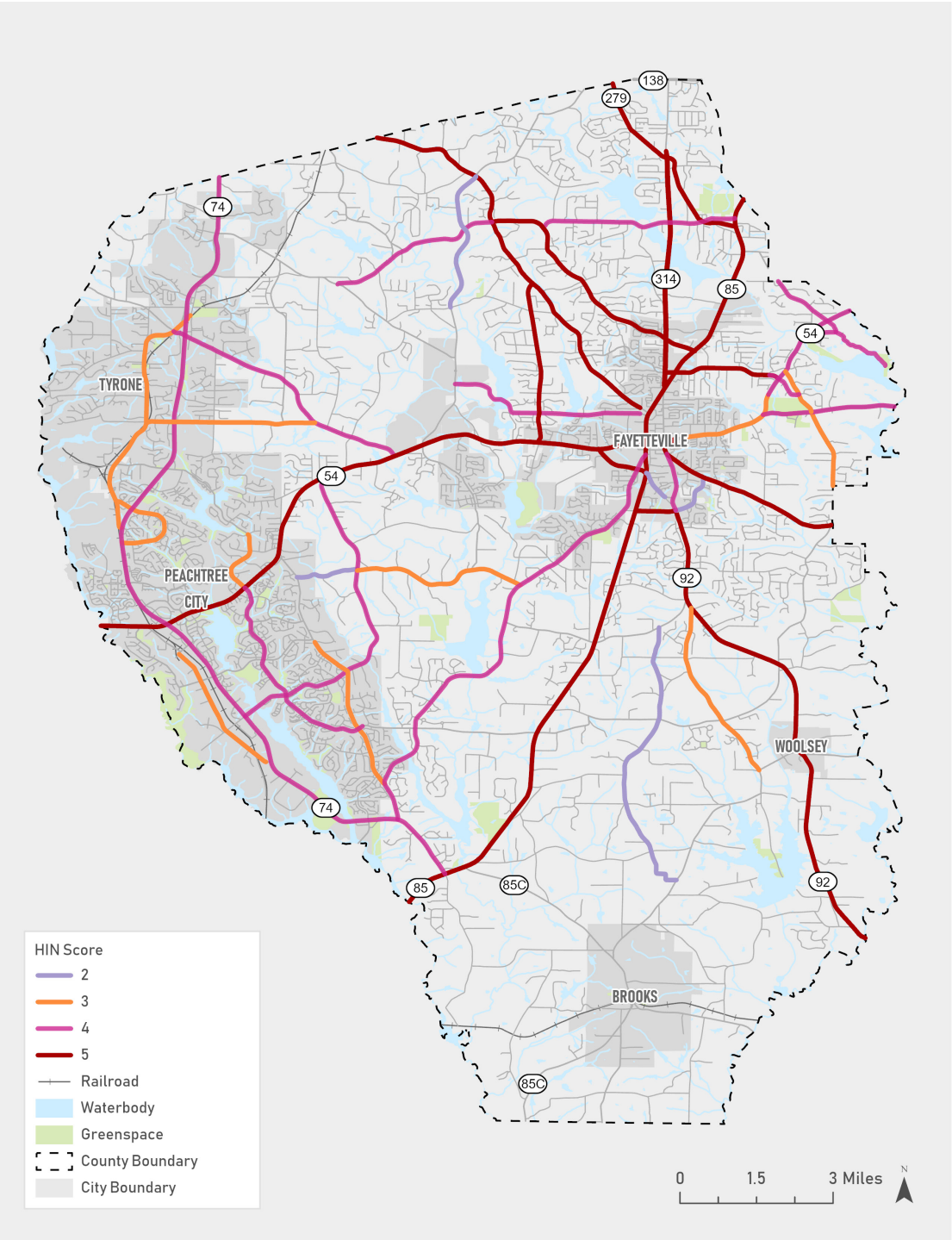


Figure 2.18 HIN List & Scoring

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.

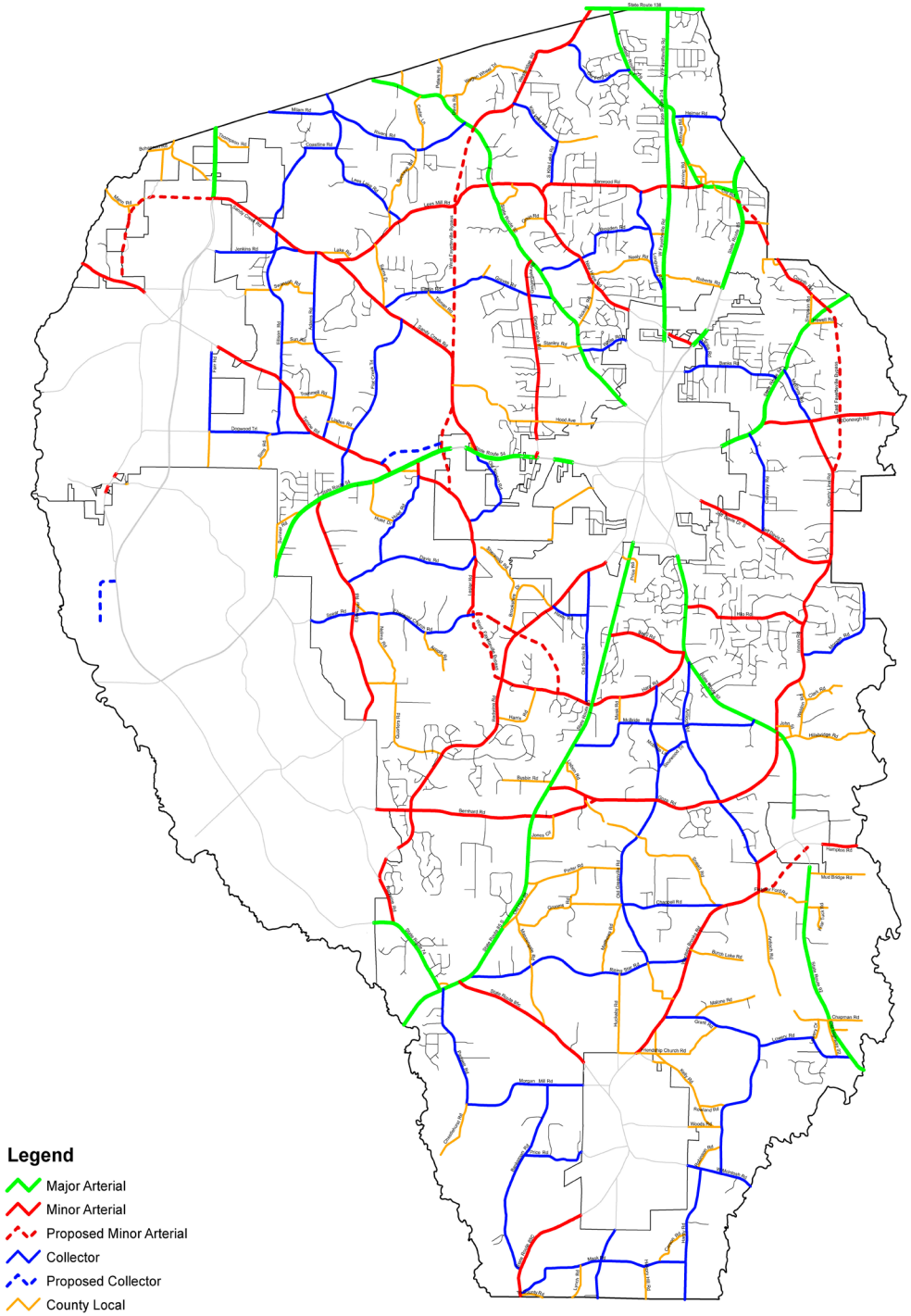


Figure 3.1 Functional Classification
Source: Fayette County Thoroughfare Plan

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

traffic from smaller roads, providing a connection to both minor and major arterials.

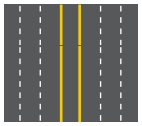
- **County Local:** Roads intended for access to adjacent properties and traffic flow within a confined area. Freight and truck traffic is not permitted on county local roads.
- **Low-Volume Local:** A subset of county local roads with an average daily traffic (ADT) of 400 vehicles or fewer. Roads may 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,

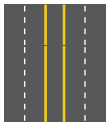
    C. Approved by the Board of Commissioners.

- **Internal Local:** Streets within a development that primarily support traffic circulation within that specific area.



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
Brooks RdRoberts Rd
Hardy Rd
Bankstown Rd
Price Rd
Morgan Mill Rd
Padgett Rd
Rising Star Rd
W McIntosh Rd
Grant Rd
Lowery Rd
Chappell Rd
Old Greenville Rd
Antioch 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
Brogdon Rd
Helmer Rd
Old Ford Rd
Kite Lake Rd
Rivers Rd
Lees Lake Rd
Costline Rd
Ellison Rd
Jenkins Rd
Adams Rd
Flat Creek Trl
Dogwood Trl
Farr Rd
White Rd

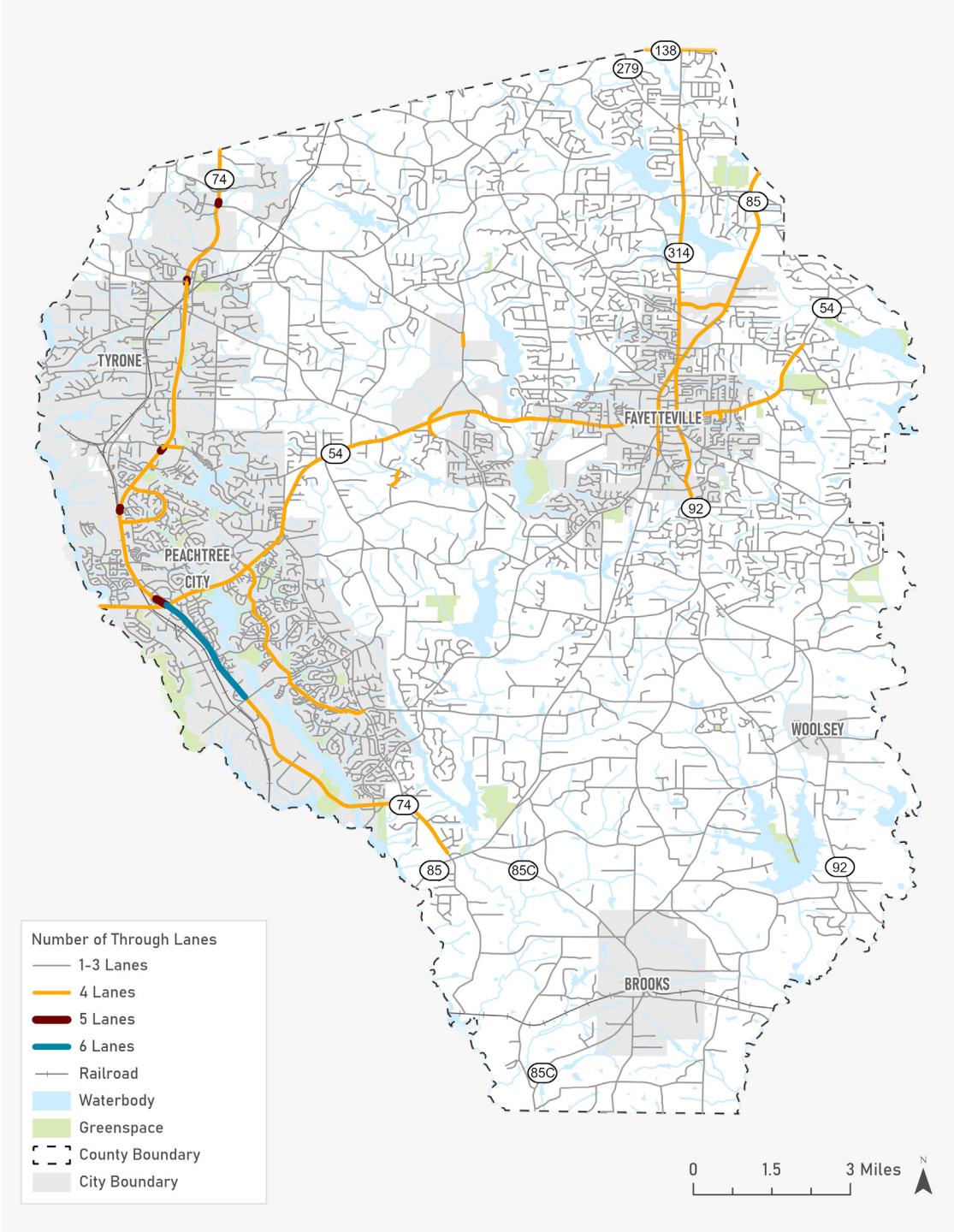


Figure 3.2 Number of Lanes
Source: GDOT 2021

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.

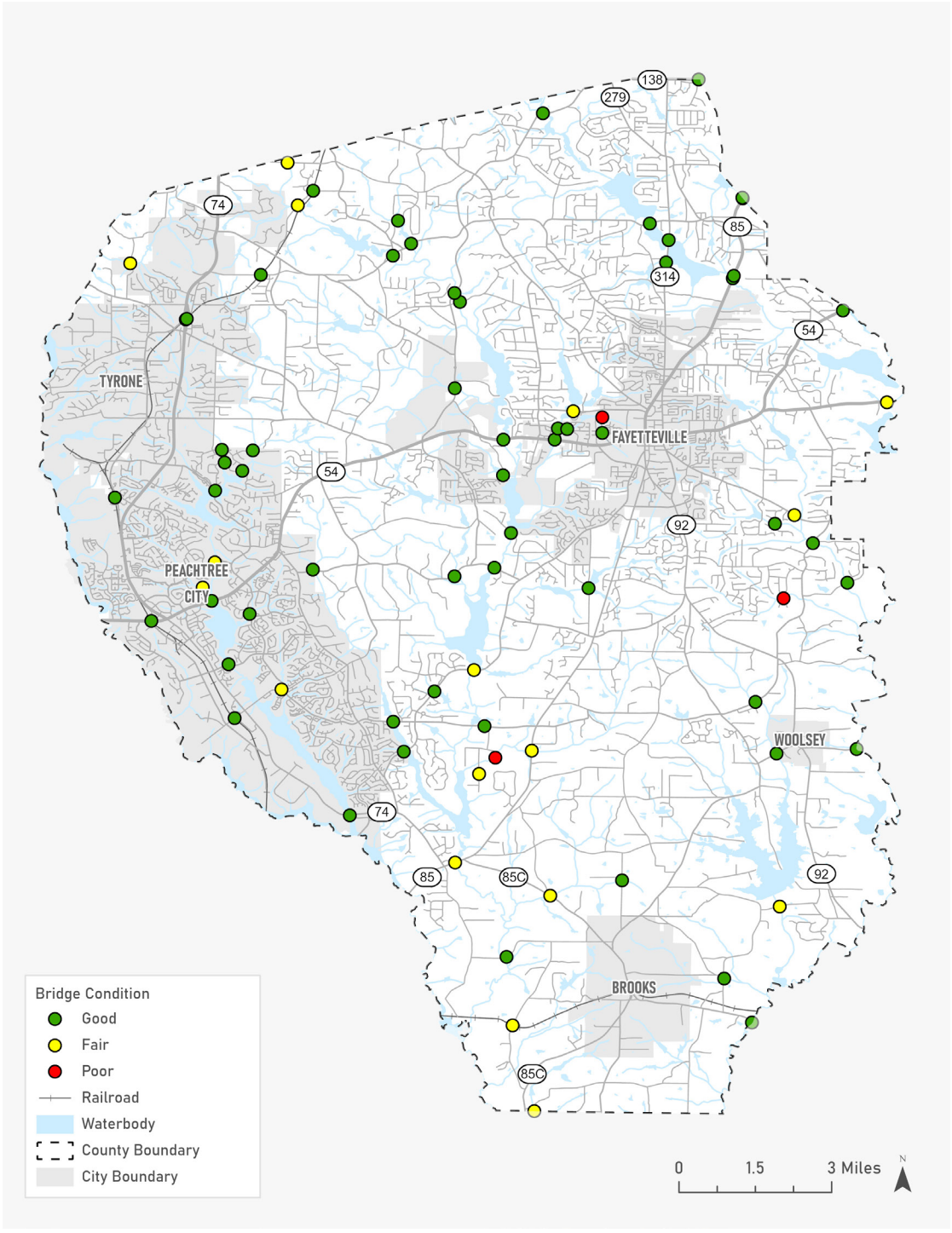


Figure 3.3 Bridge Conditions
Source: National Bridge Inventory (NBI) 2024

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

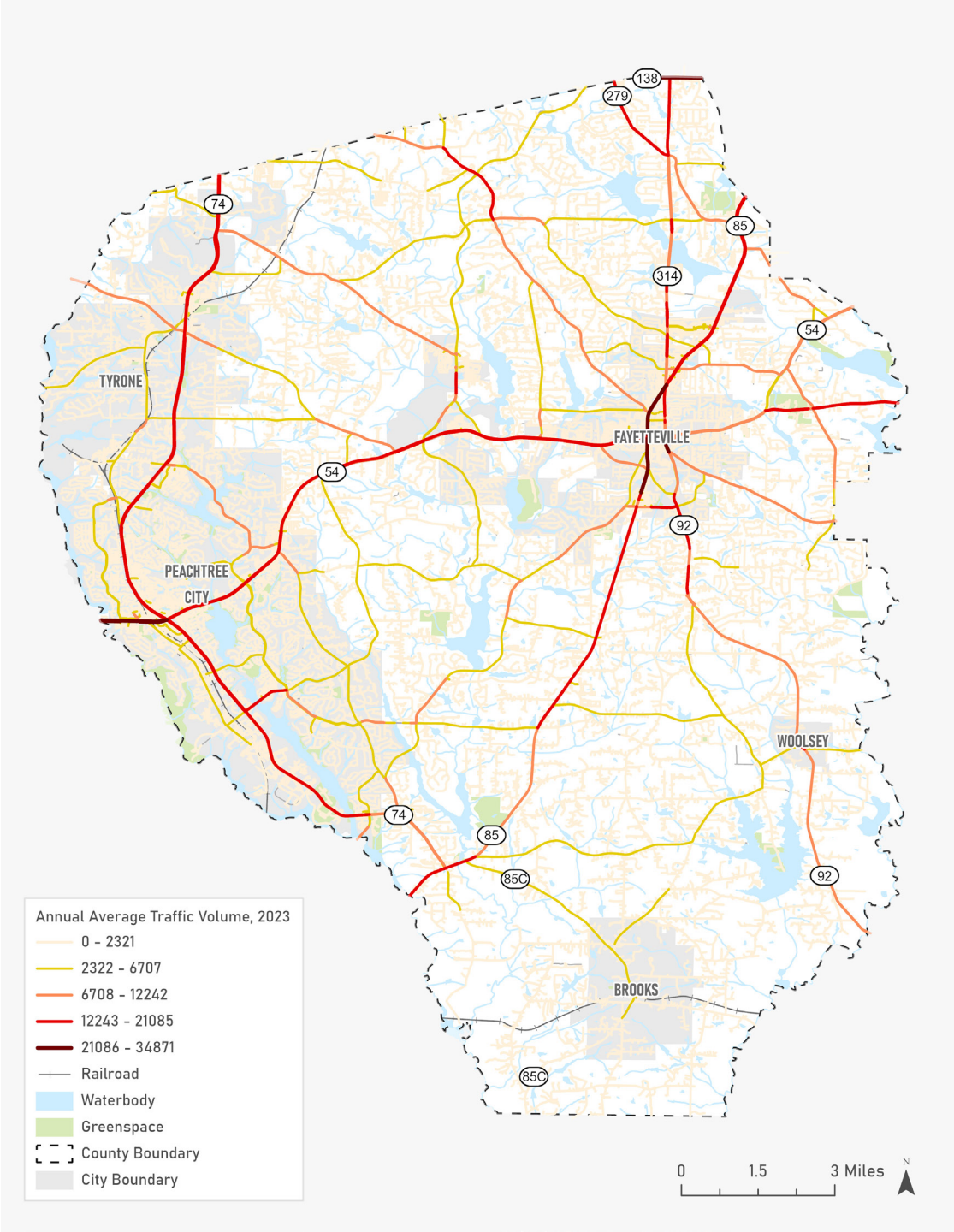


Figure 3.4 Vehicular Volumes
Source: GDOT 2021

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.

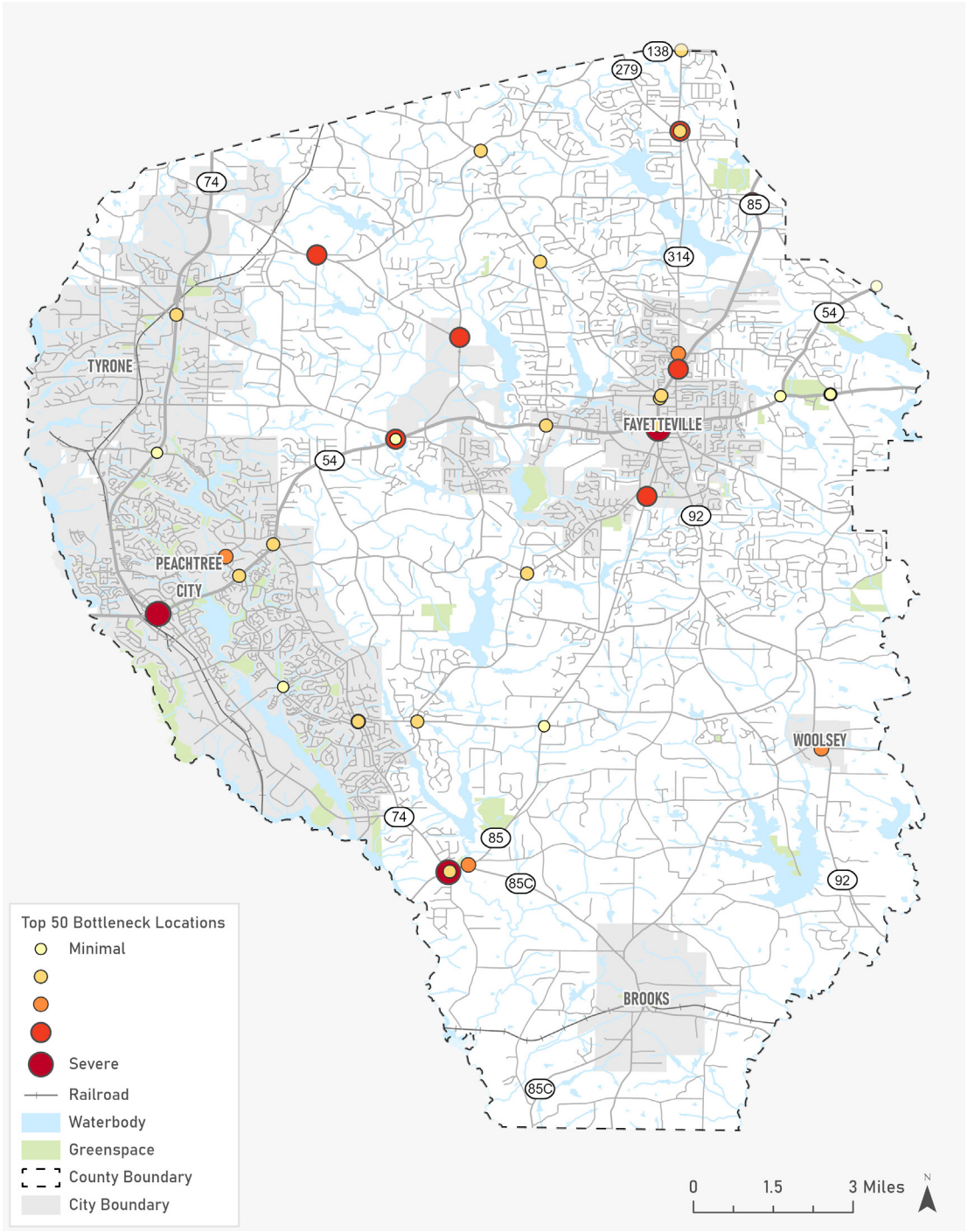


Figure 3.5 Top 50 Bottlenecks
Source: RITIS 2023

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

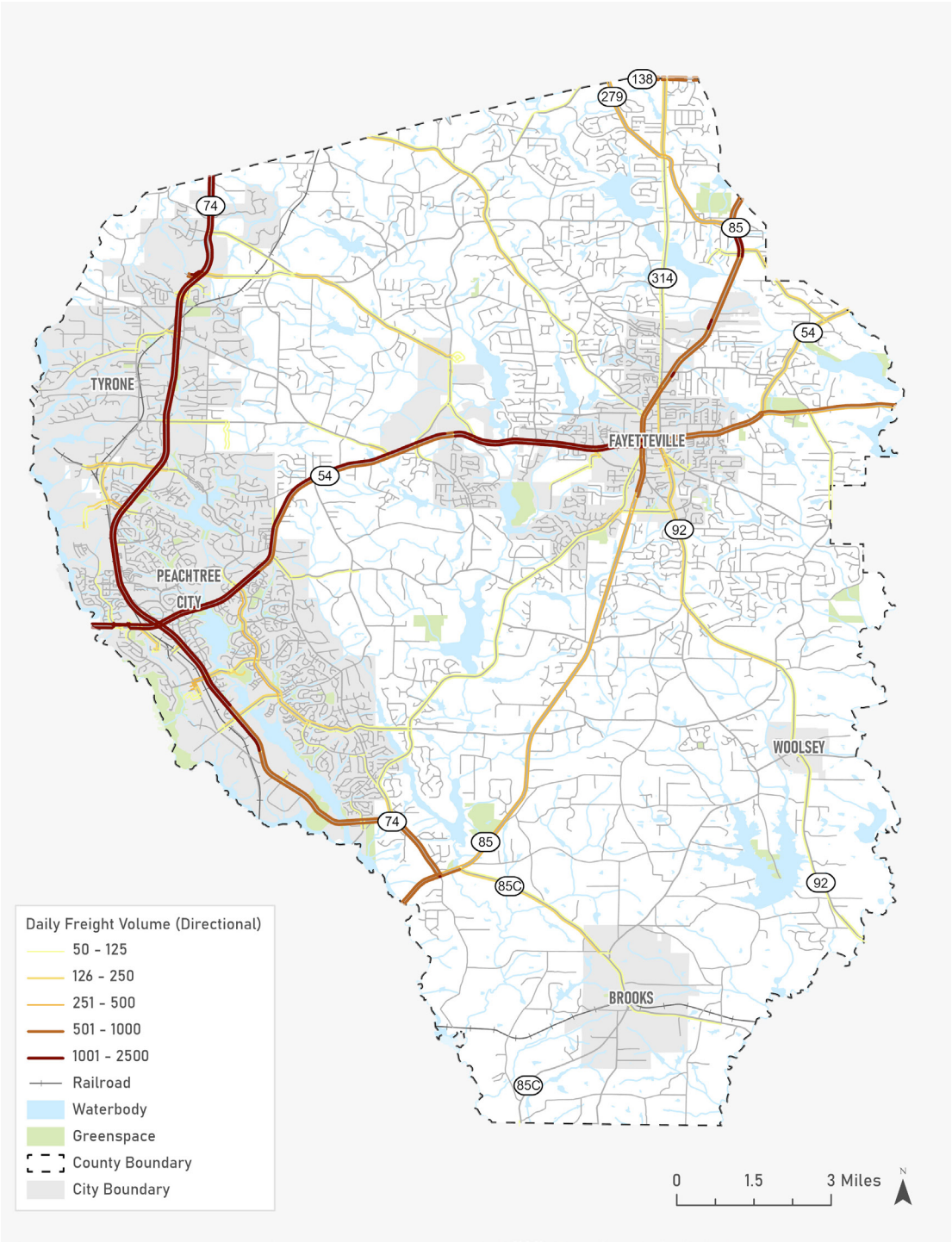


Figure 3.6 Freight Volumes
Source: RITIS 2023

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.

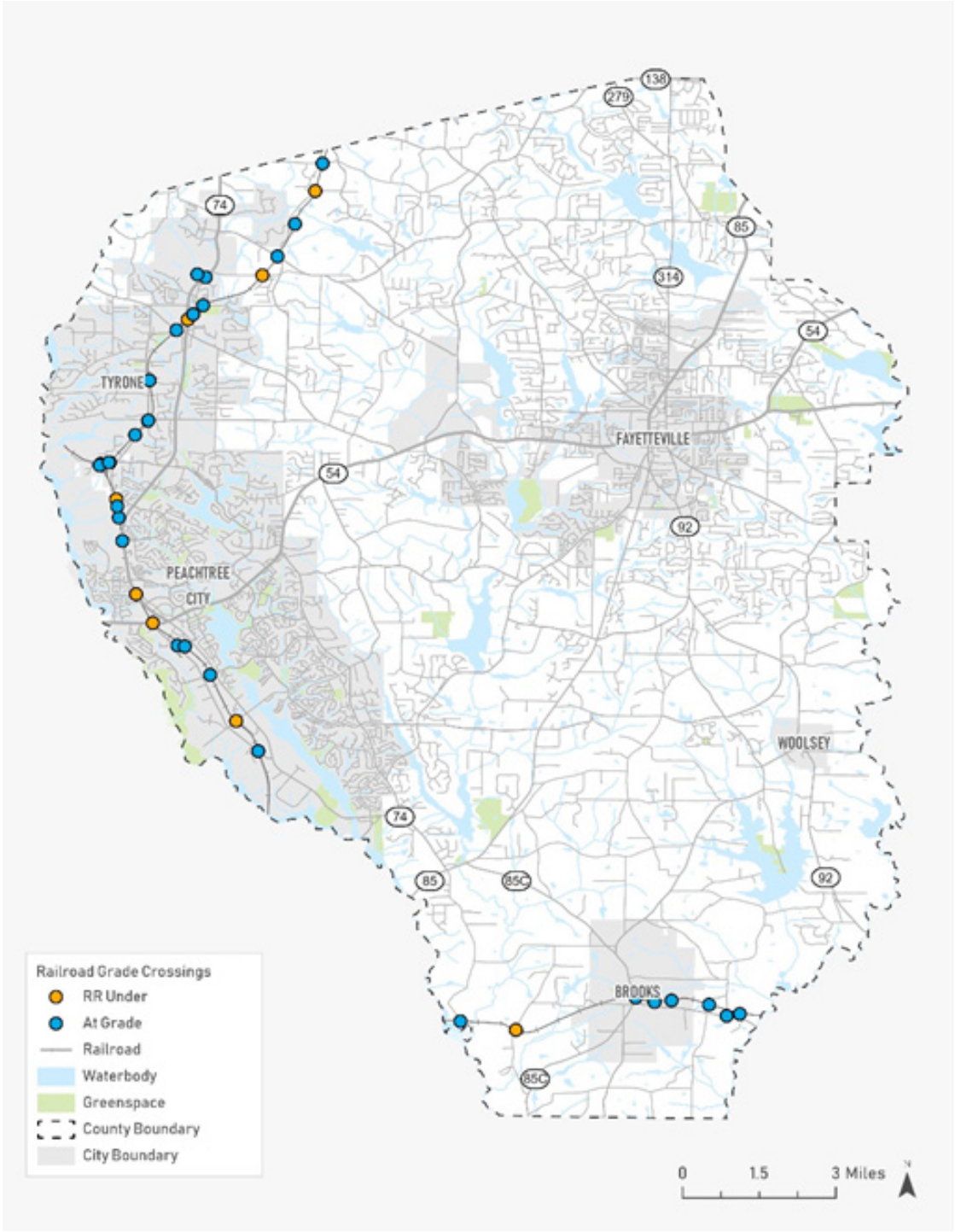


Figure 3.7 Railroad Crossings
Source: GDOT 2021

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.

Page Intentionally Blank

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

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

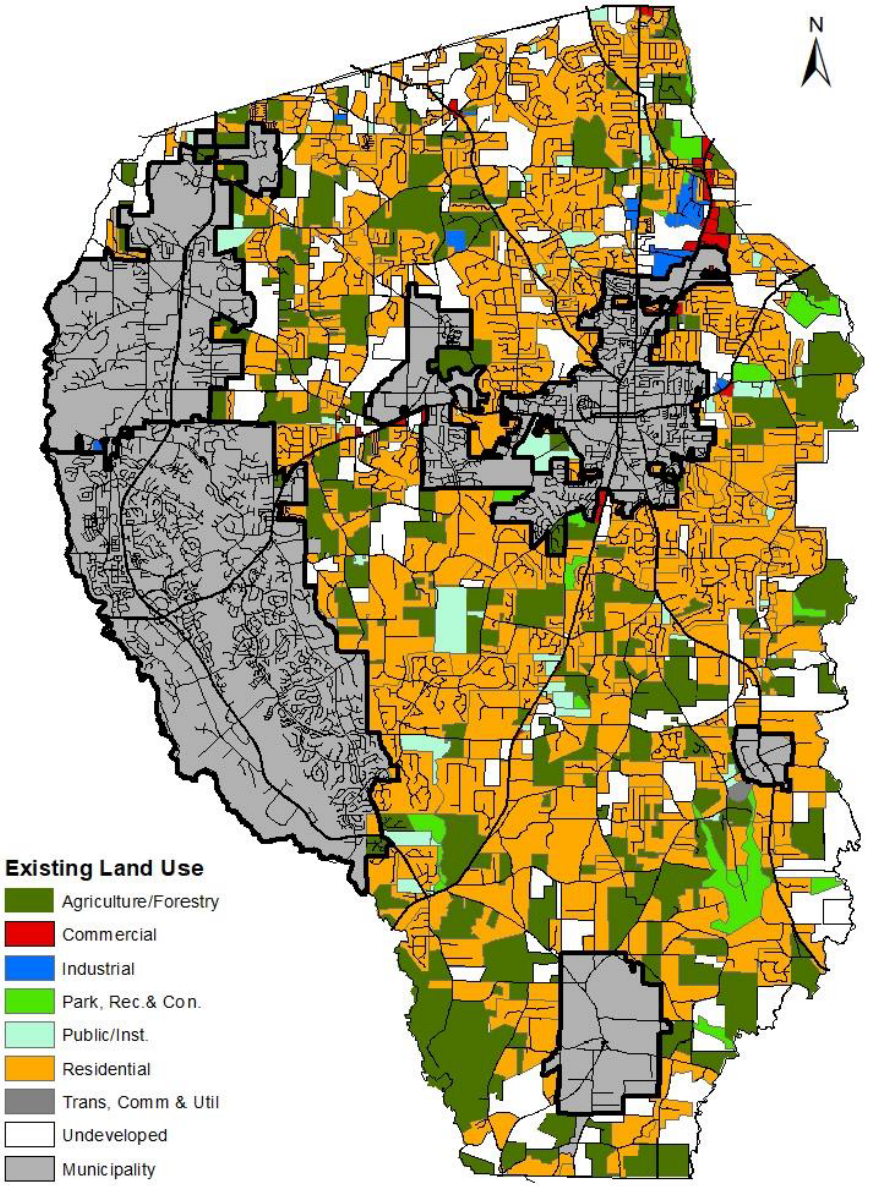


Figure 4.2 Future Land Use

Source: Fayette County GIS

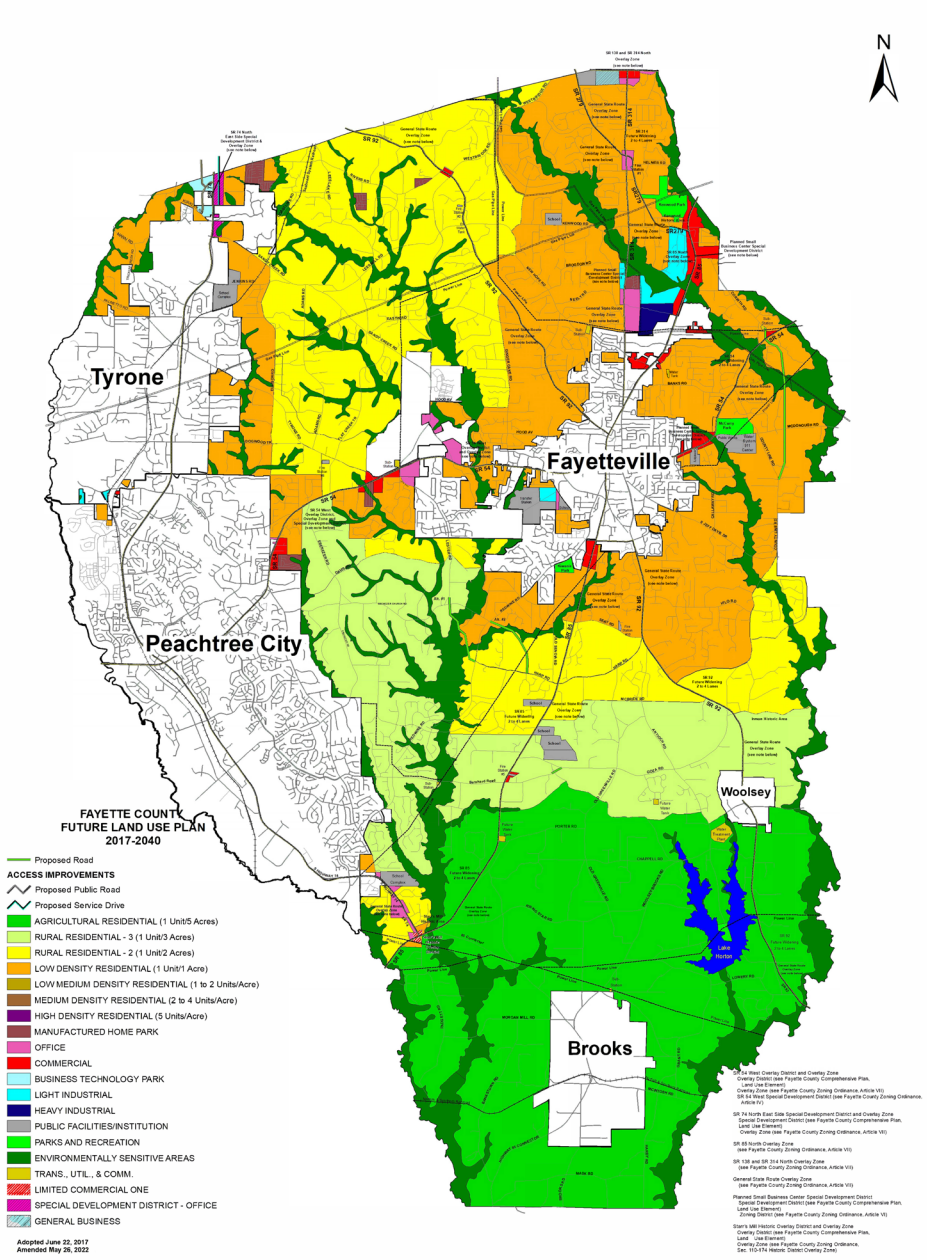


Table 4.1 Existing Land Use Distribution

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 economiic stimulus. The city has a mixture of shopping centers, regional retail stores, resturaunts, 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,

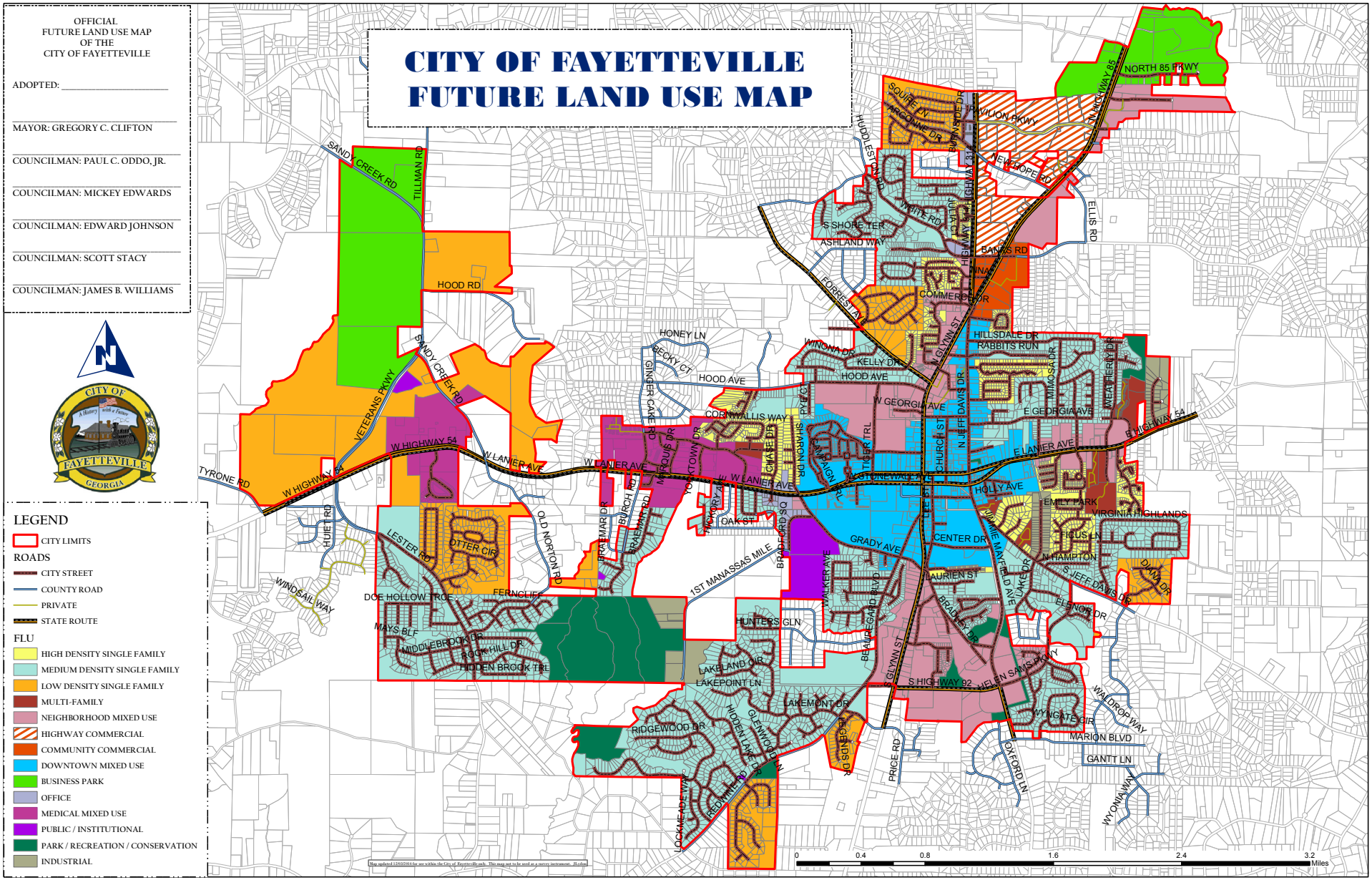
INDUSTRIAL

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 instituttional 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.

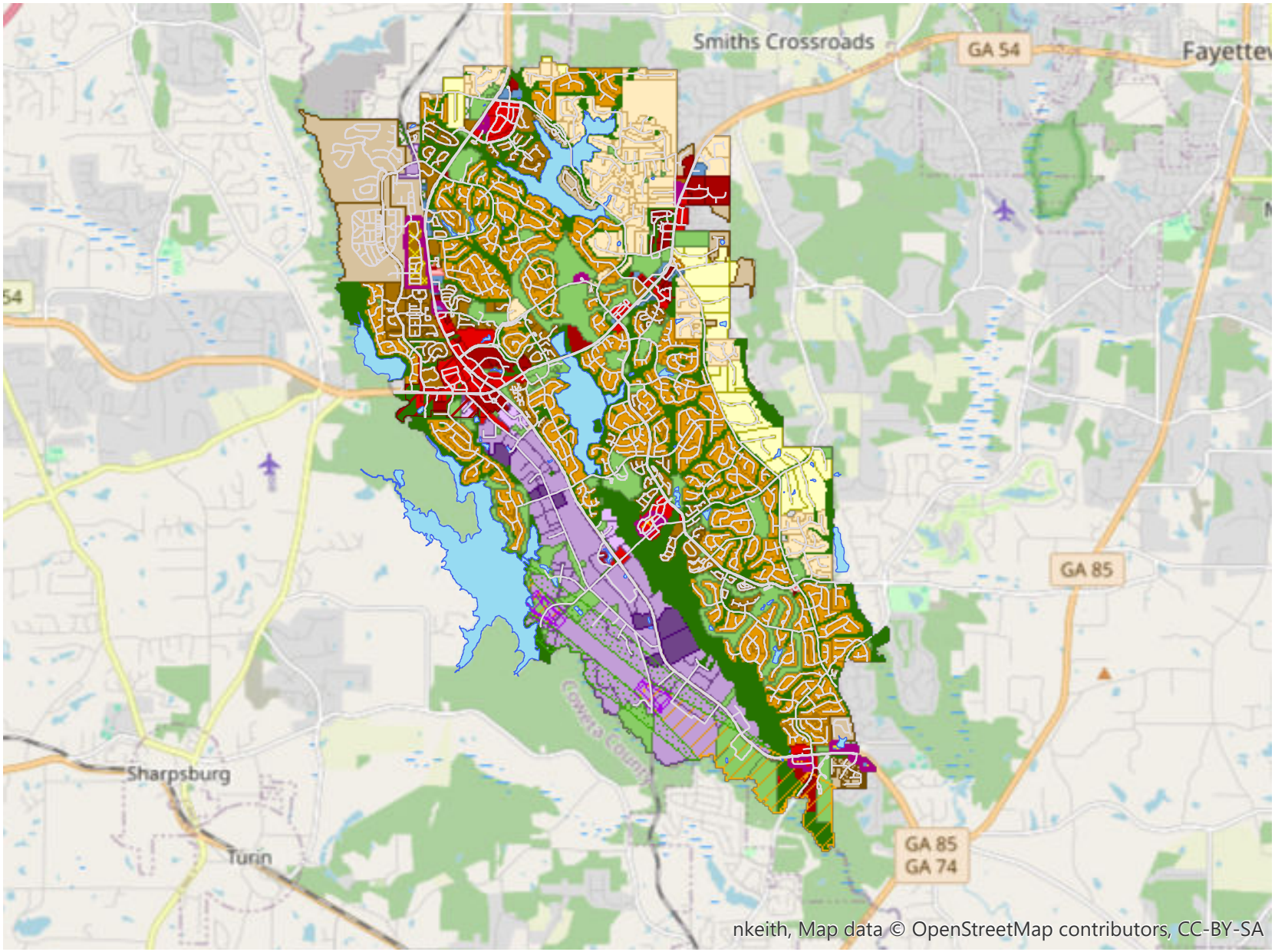
INDUSTRIAL

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.

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.

OFFICE

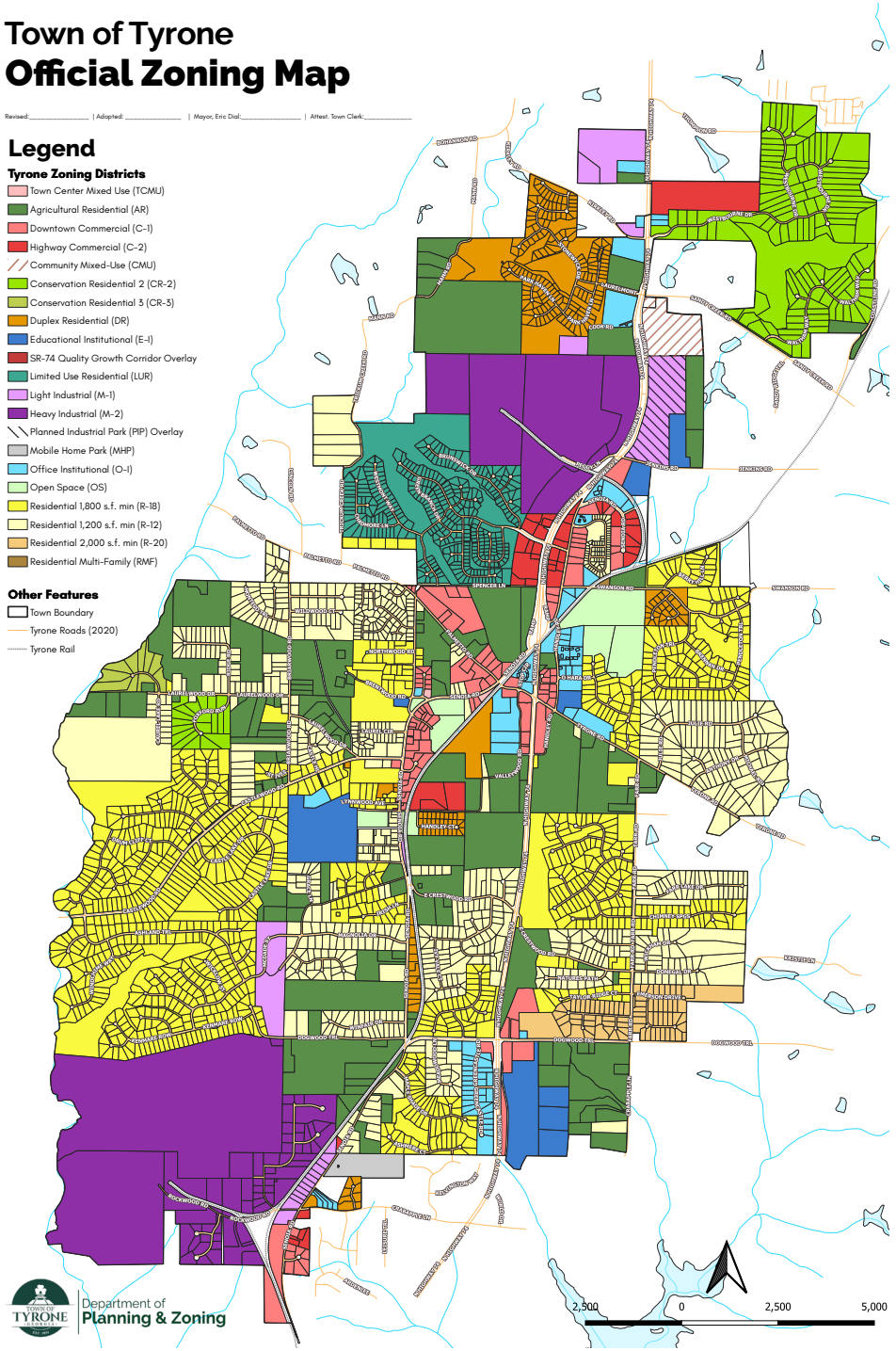
Tyrone has a smaller office base that is mainly characterized by medical practices, real estate offices, and law firms. There are a few small office parks along SR 74.

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 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

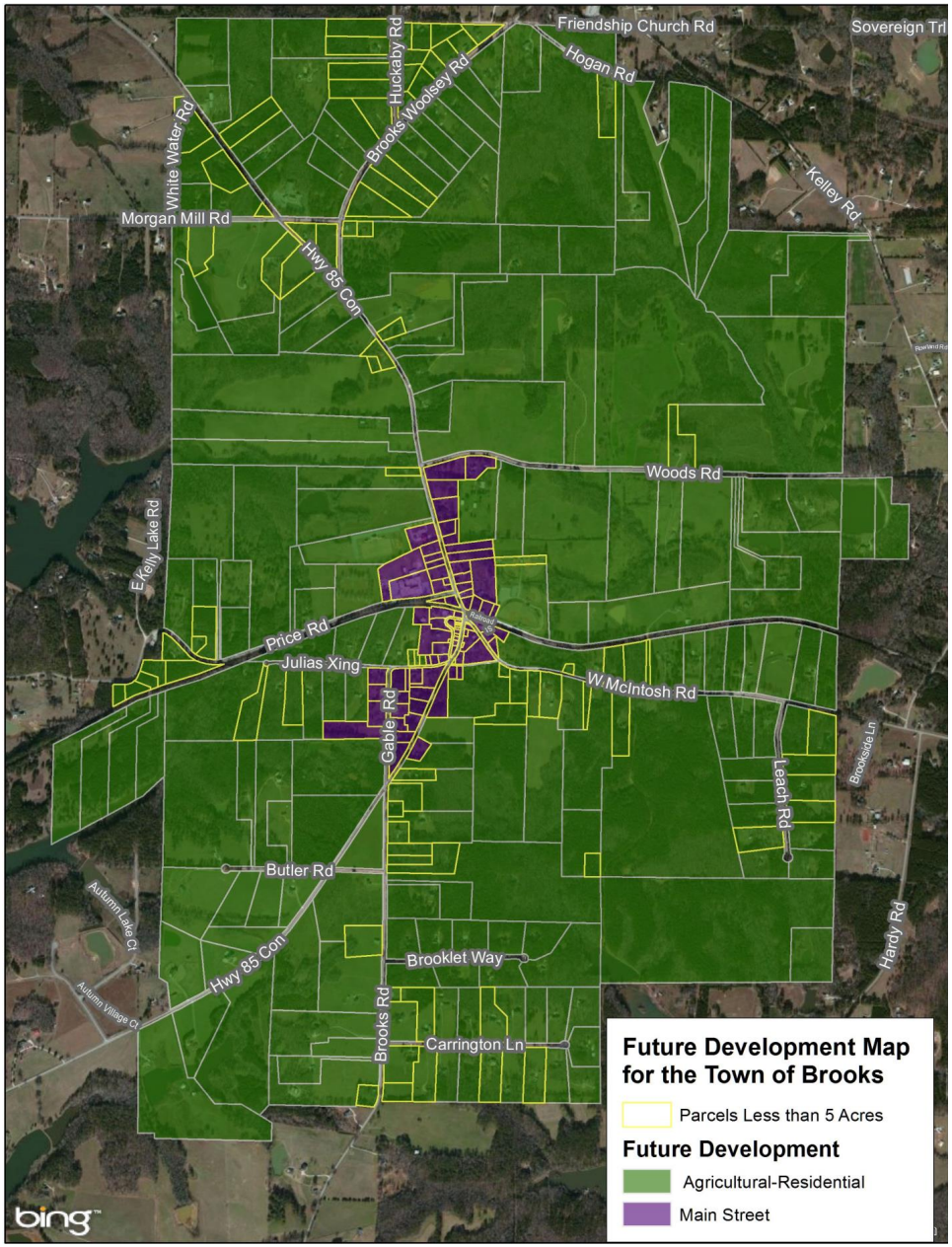
There is minimal office land use in Brooks compared to the rest of Fayette County.

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.



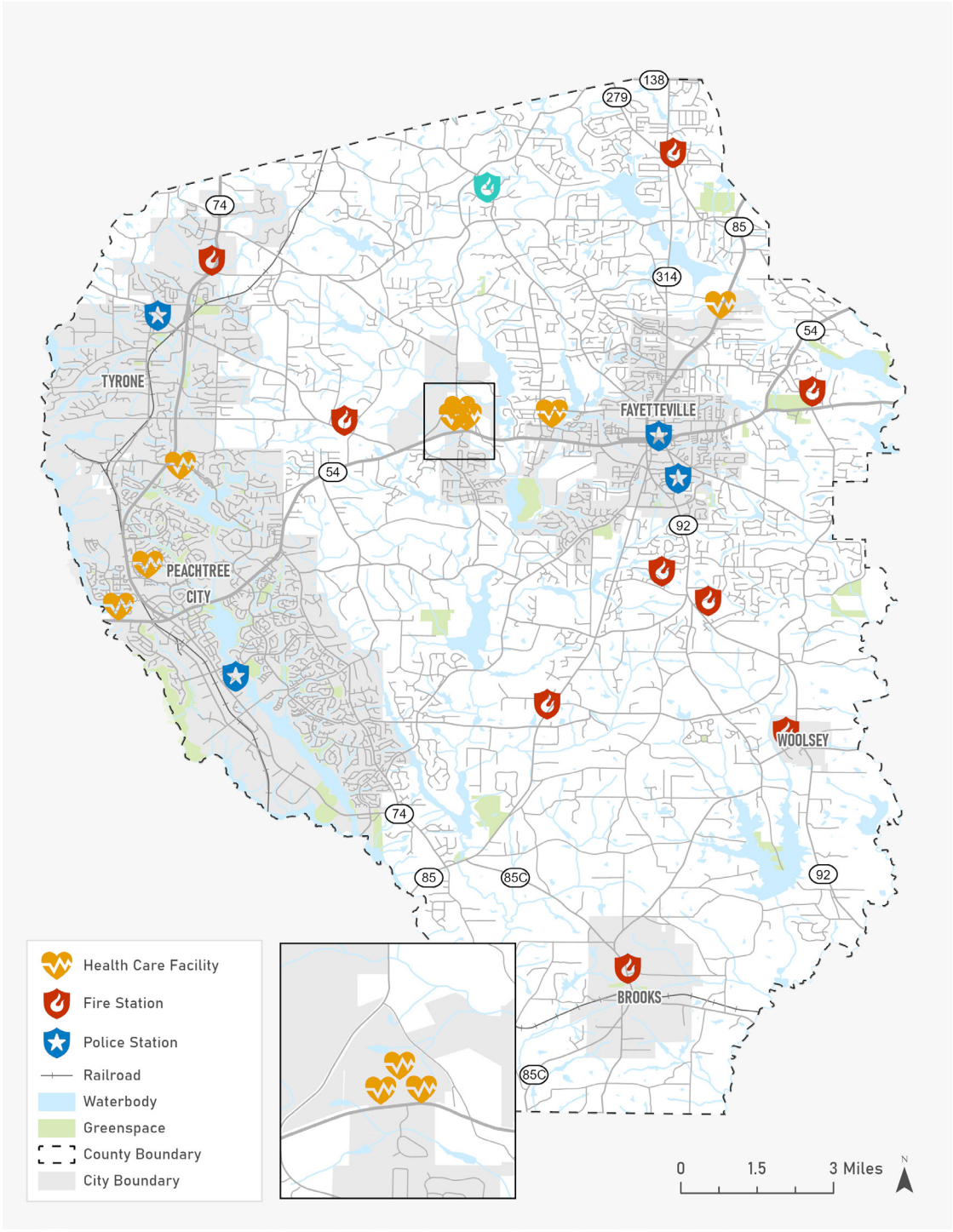


Figure 4.3 Emergency Facilities
Source: Fayette County, ARC

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.

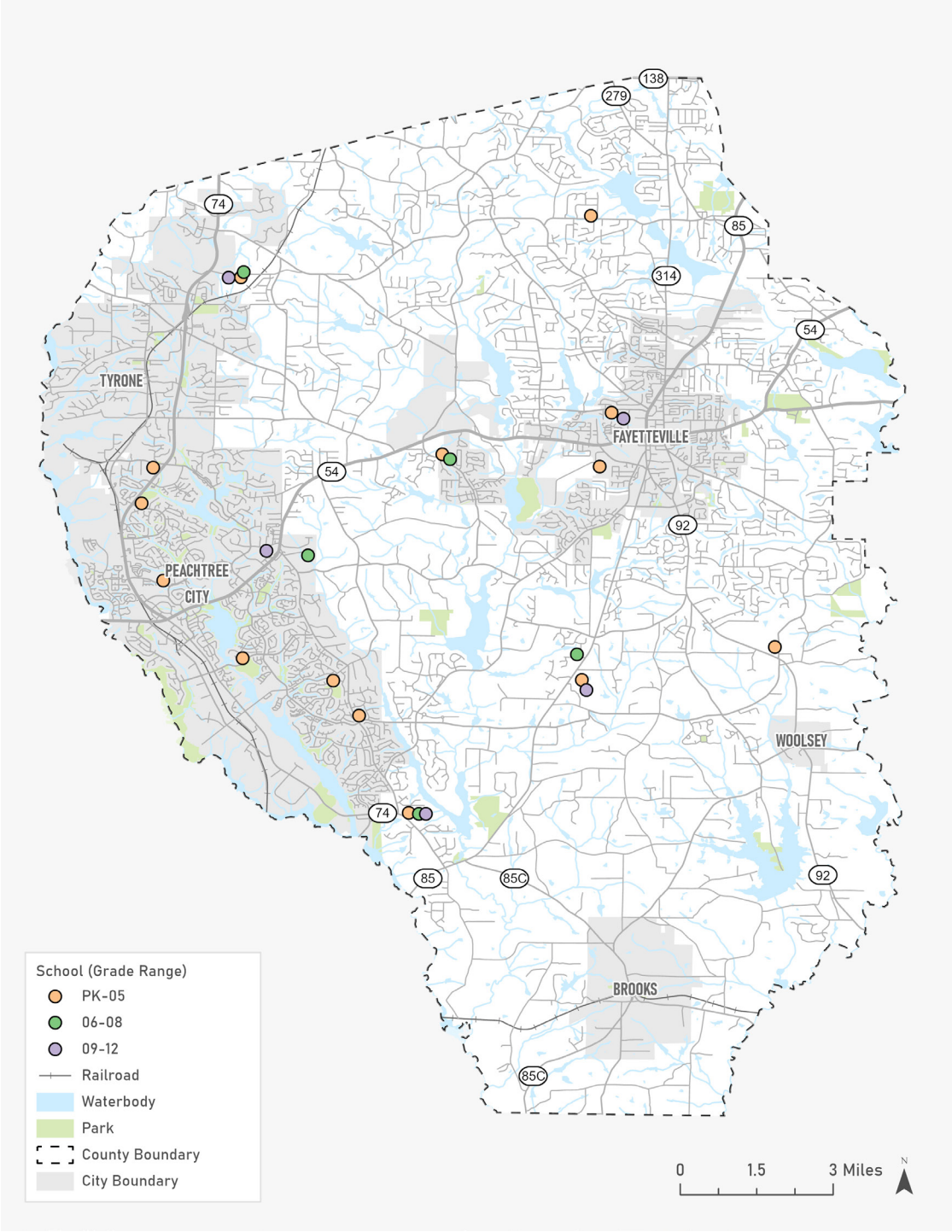


Figure 4.4 Community Facilities
Source: ARC, 2024

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).

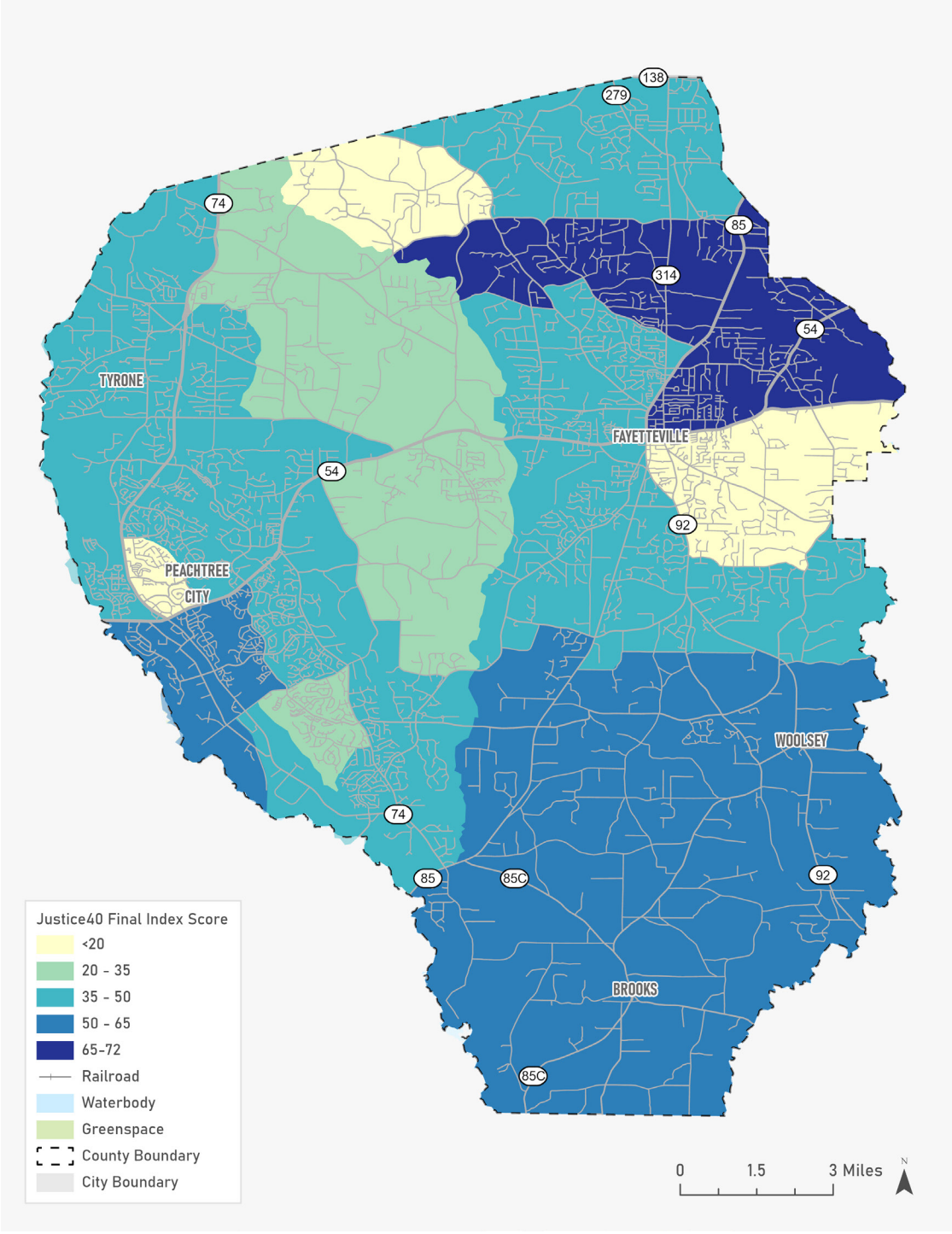


Figure 4.5 Justice40 Final Index Score
Source: USDOT 2022

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.

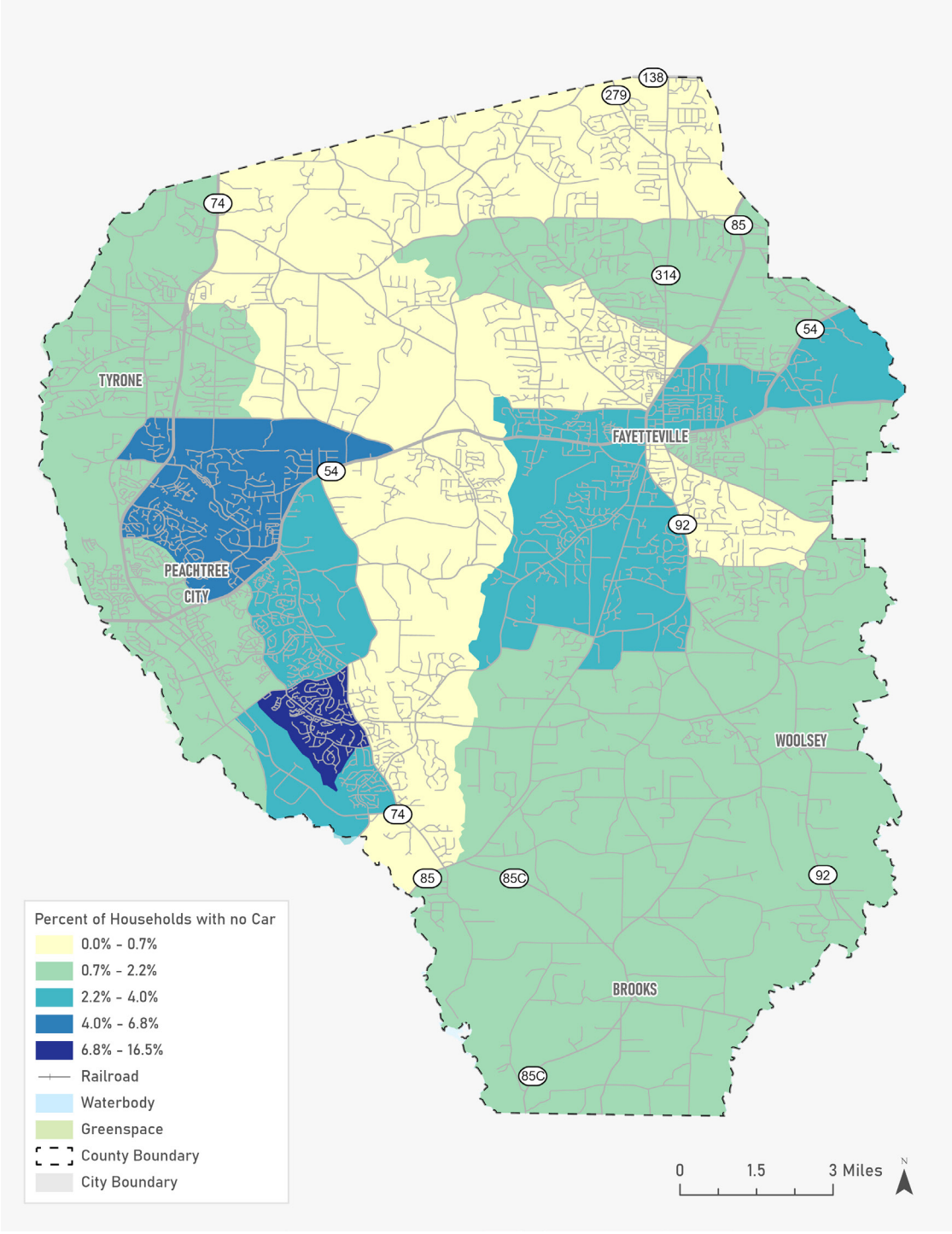


Figure 4.6 Households without Access to a Vehicle
Source: American Community Survey (ACS) 2022

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.

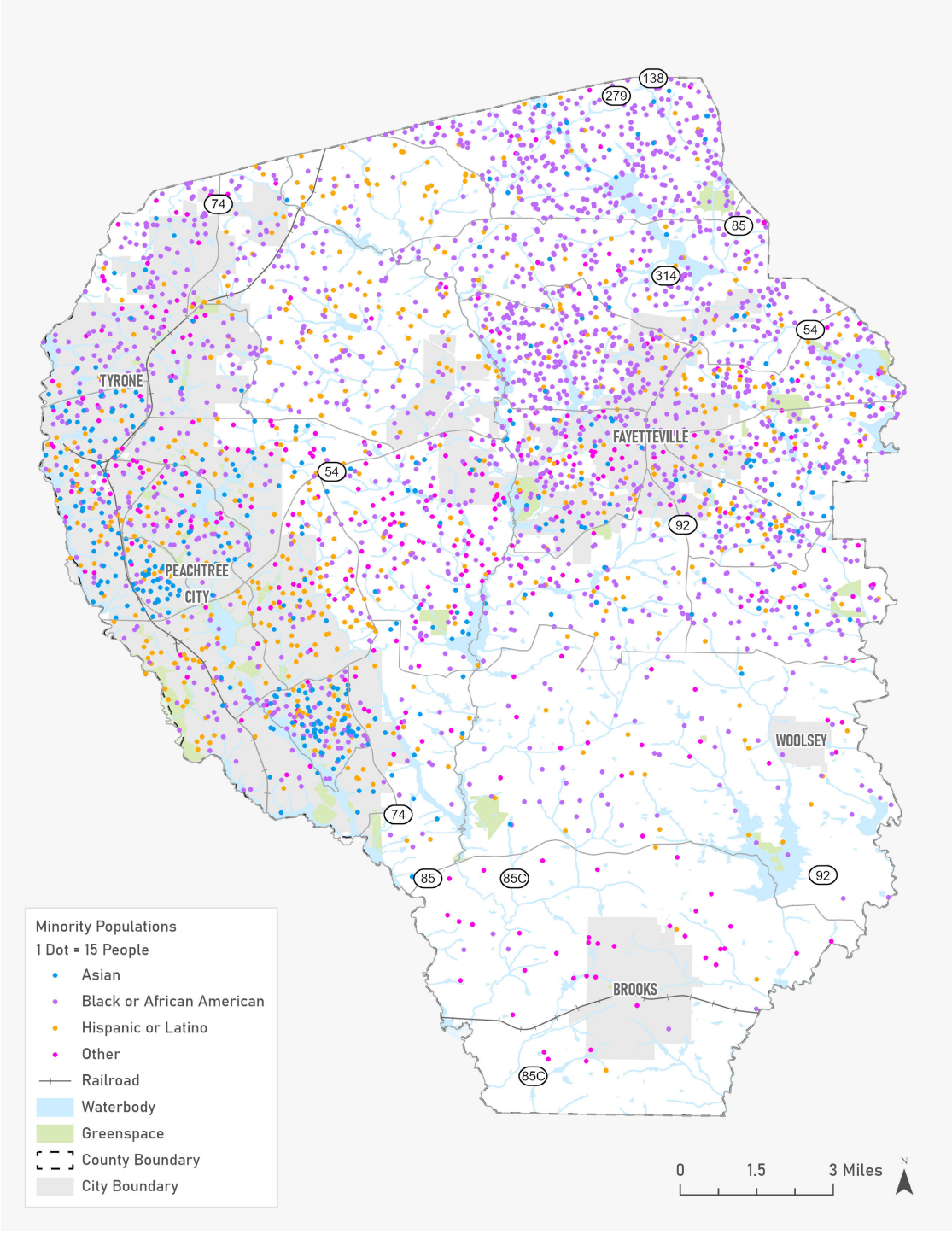
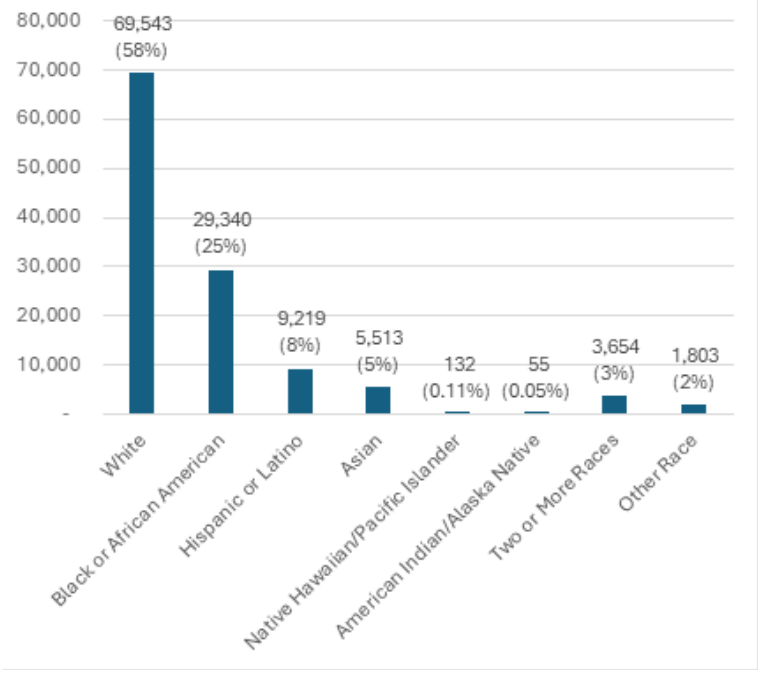


Figure 4.7 Race and Ethnicity
Source: ACS 2022

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



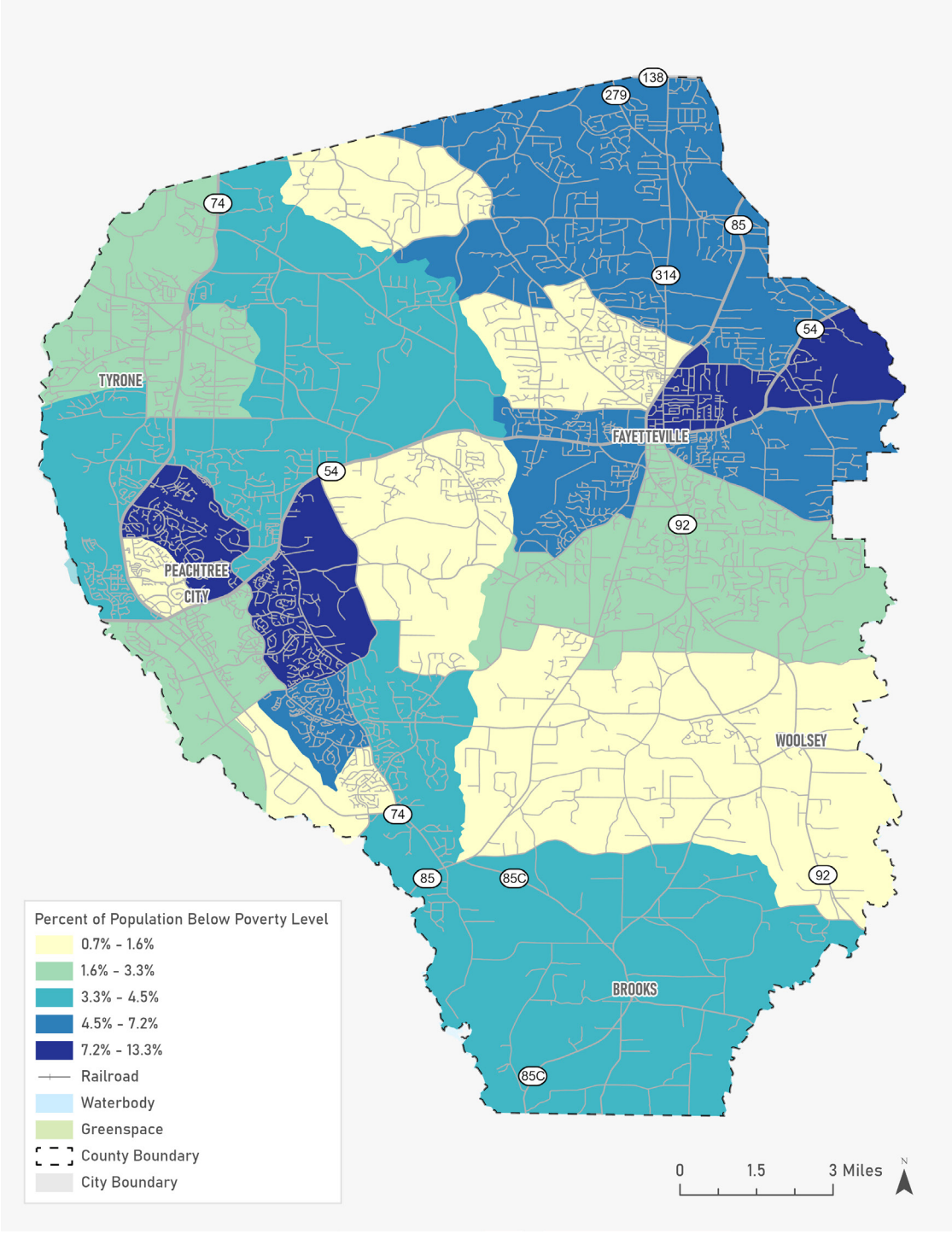


Figure 4.9 Income
Source: ACS 2022

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.

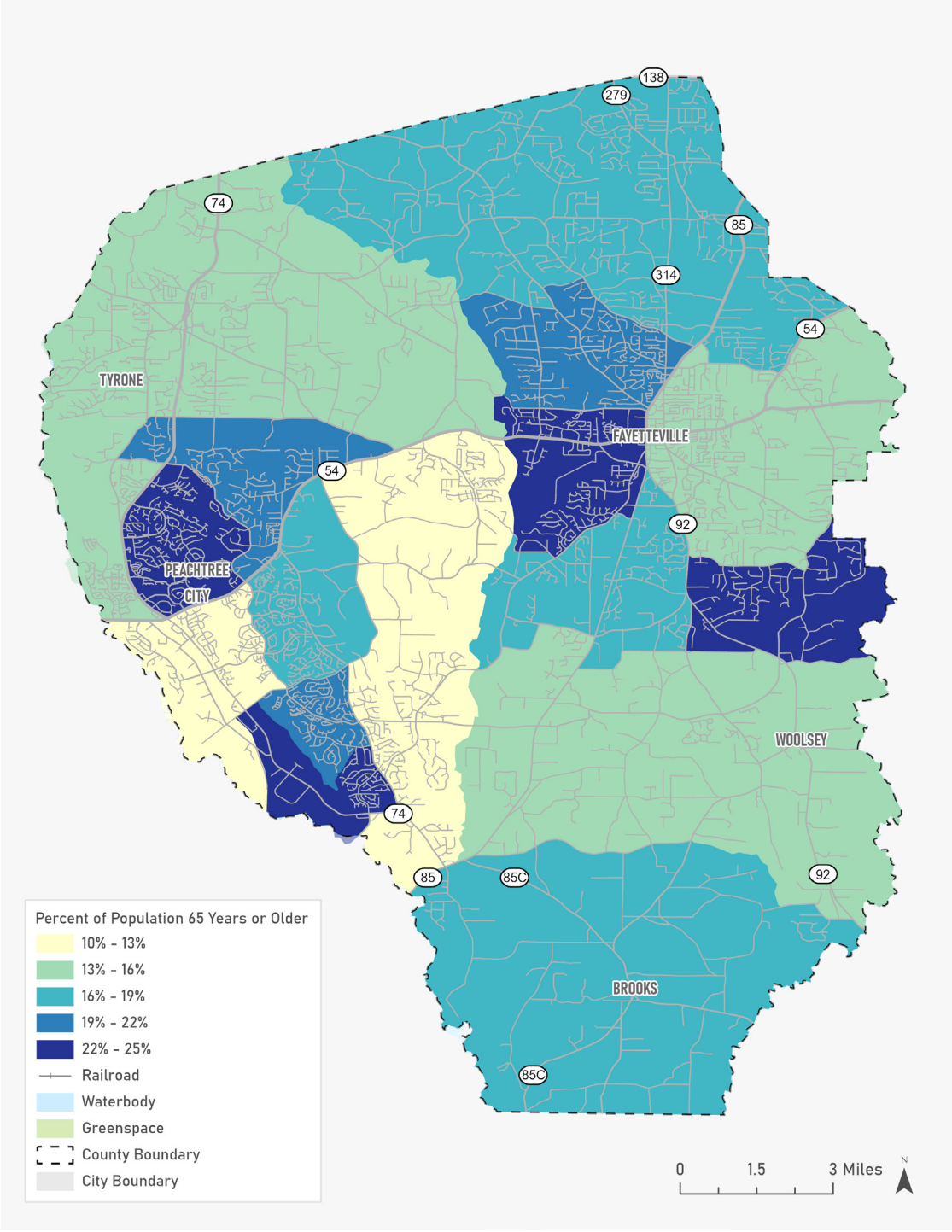


Figure 4.10 Concentration of Residents above the Age of 65
Source: ACS 2022

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.

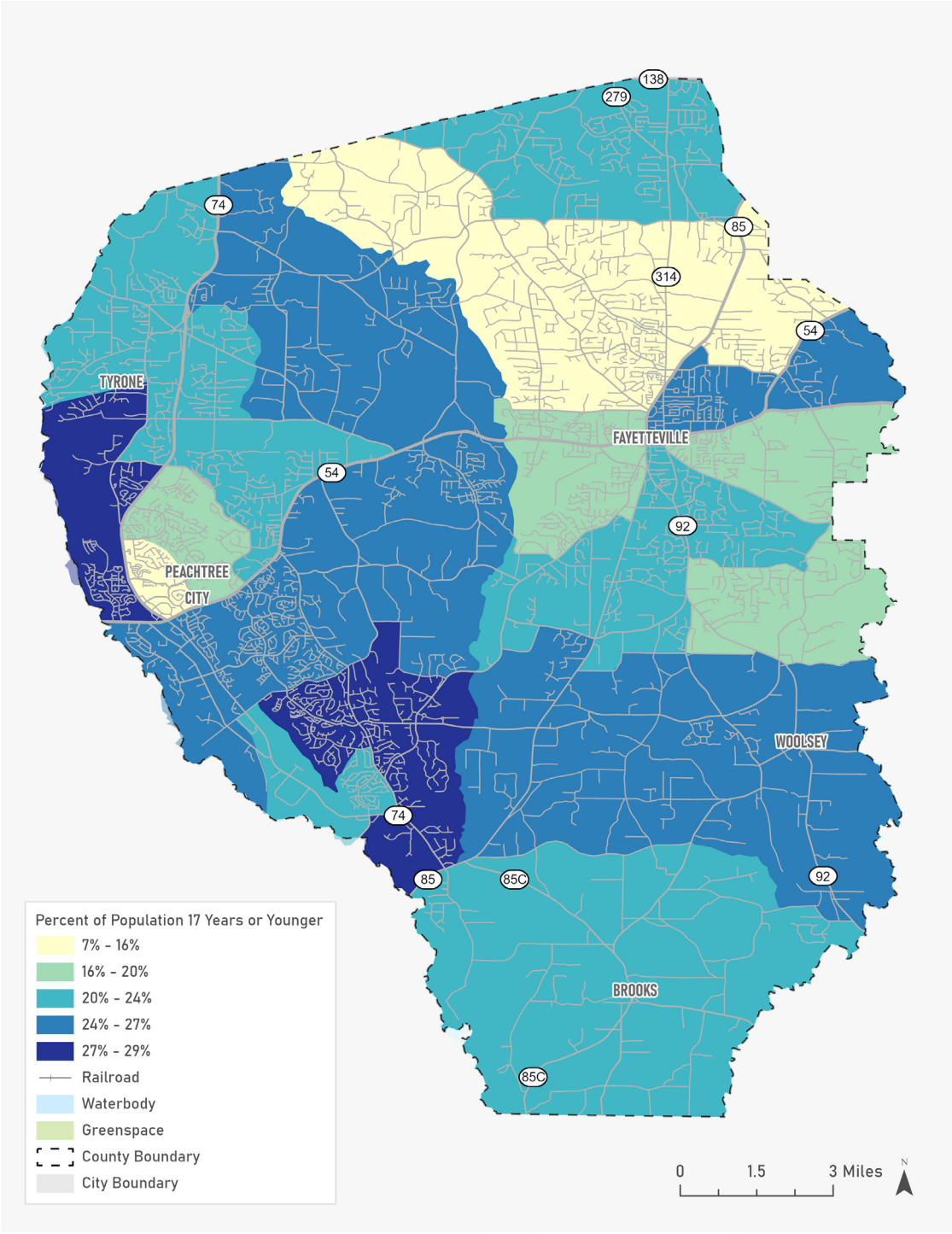


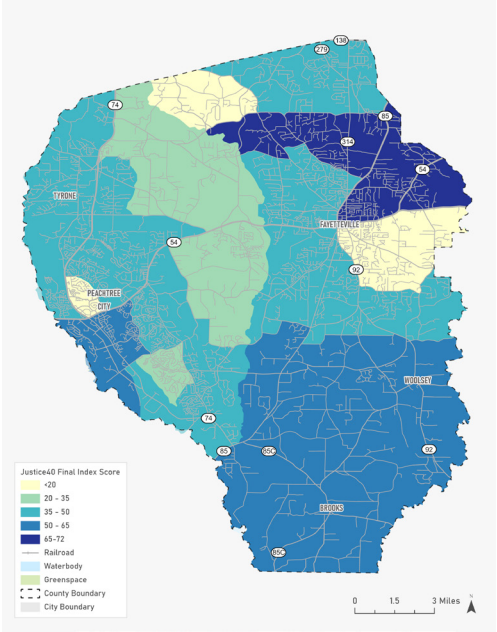
Figure 4.11 Concentration of Residents 17 Years and Younger
Source: ACS 2022

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.

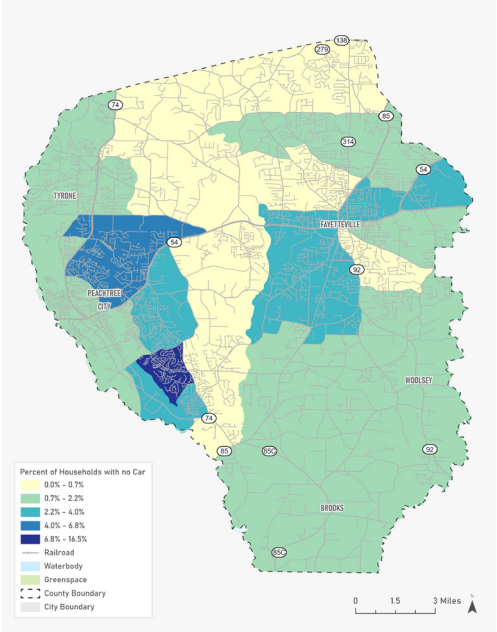
HIN EQUITY CONSIDERATIONS

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.

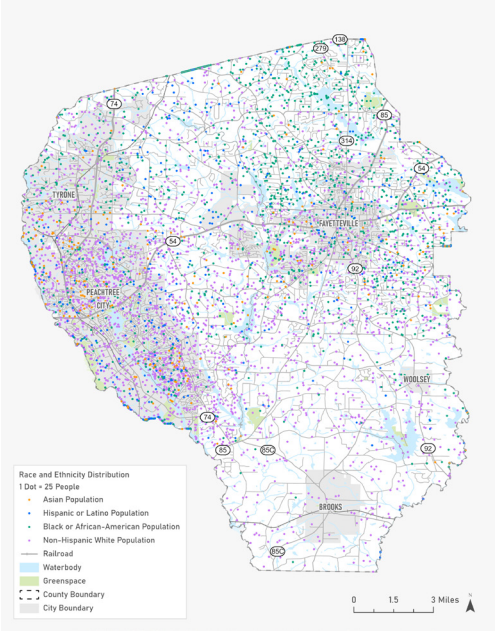
JUSTICE40 CENSUS TRACTS



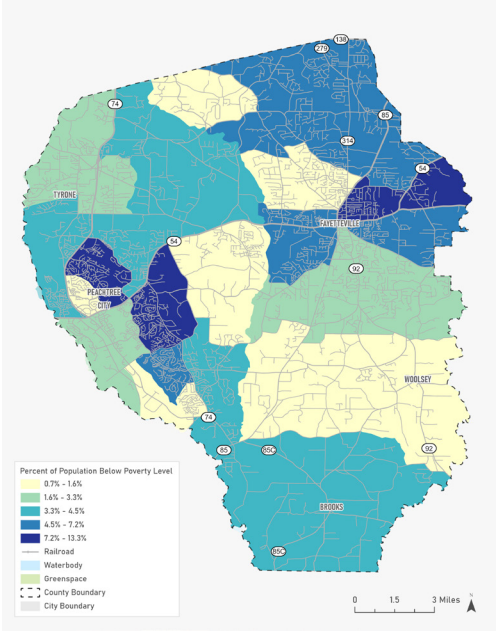
VEHICLE OWNERSHIP



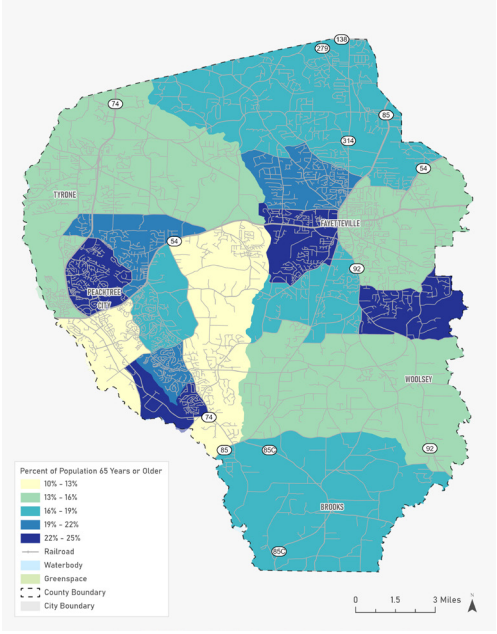
RACE



INCOME



AGE



Page Intentionally Blank

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)

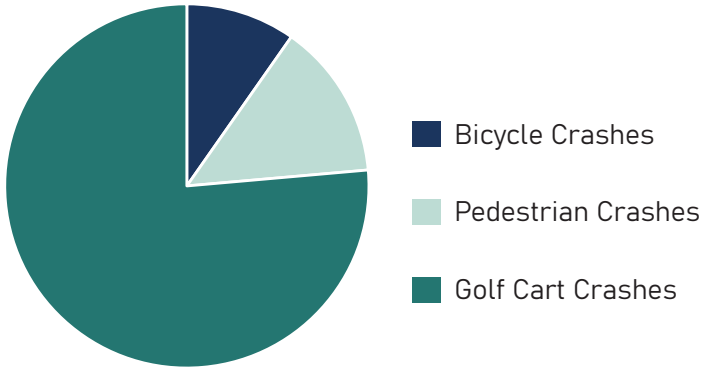
- Vehicular Crashes – 17,756
- Heavy Vehicle Crashes – 790

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.

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



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.

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

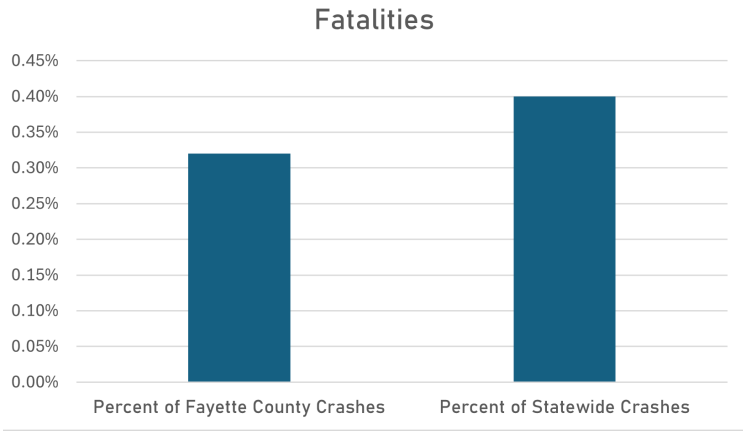
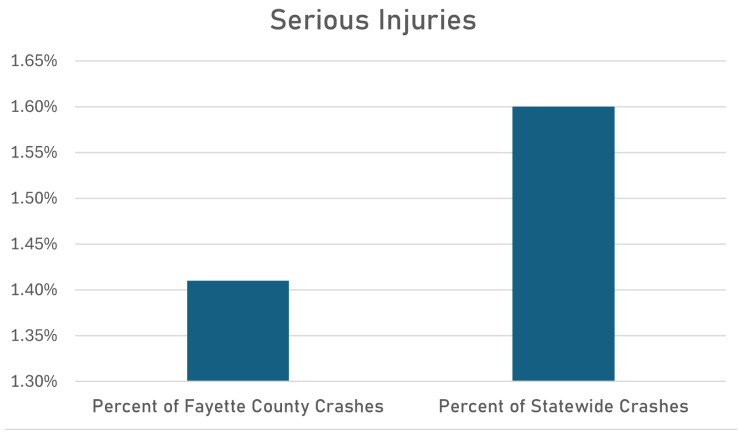


Figure 5.3 Serious Injury Crashes



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.