

Stakeholder and Public Involvement Appendix

Fayette County Safety Action Plan Stakeholder Meeting

Tuesday, July 9

2:00 -3:30 pm

210 Stonewall Avenue

Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing Safety Action Plan in development for Fayette County and its municipalities.

Meeting Agenda:

1. Introductions and Project Management
2. Project Schedule Updates
3. Preliminary Analysis
4. Action Items
5. Stakeholder Goals

Golf Carts

- Golf Cart Crashes – Many are not reported (less so when a vehicle is involved)
 - Concerns / existing issues with underaged drivers and reckless driving behavior
 - Concerns / existing issues regarding speeds of golf carts and how they interact with other modes along path systems.
- It was recommended that a required safety course be implemented for all golf cart users / underaged drivers.

Education

- An education campaign is needed regarding how to share lanes and awareness of vulnerable users.
- Communication is needed between public safety and the Board of Commissioners
- Education on safety should be provided in schools.
- Currently only (1) school in Fayette County has Safe Routes to School program.
- The Chamber of Commerce prepared a media campaign for the SPLOST vote and was effective. This same strategy could also have a role in implementing a safety campaign. It should focus on the facts and emphasize quality of life.
- In developing a culture of safety, it is important to link safety and quality of life.

Enforcement

- Stop Arm violations occur frequently with school buses (60 per day but are often not upheld in court system)
- Meeting to be scheduled with EMA/Law Enforcement to engage early on in process.

Engineering

- Common standards are needed across the County for addressing engineering regarding safety for roads and the treatment of pedestrians. Existing policies and recommended changes will be reviewed.

- Peachtree City had a Pedestrian Advisory Committee that met for a while and provided recommendations that may not have been implemented.
- Common design standards are needed for new development, adjacent roadways, sidewalks, driveways, etc.
- A bile lane plan should be included and reflected in design standards.
 - Additional connections rather than wider roadways
- Every city has design standards that are different – what are some of the best practices that can be implemented?
- Review best practices in other similar communities around the state/country.

Truck Traffic

- The County tried to get designated truck routes but could not get an agreement.
- Trucks do not just use state routes, many use local routes if they are quicker.
- Majority of truck traffic is “thru” traffic traveling through the County to access the interstate system.
- Some truck traffic is traveling between I-75 and I-85 to cut off corner and avoid Atlanta.

Through Traffic

- How does the plan consider increasing traffic that goes through the County?
- There was discussion of the outer perimeter and the need to have an outer bypass of the Atlanta area.
- There is traffic traveling to the KIA plant that affects the larger surrounding area. If a freeway connection between Macon and Columbus is constructed, that could relieve some traffic.
- Woolsey has truck traffic from Hampton. Hampton road to the west was not built for trucks and infrastructure is suffering.

Vision Zero Goals

- One of the foundations of the SS4A plan is to adopt vision zero goals.
- One focus area is vulnerable users (bikes/pedestrians). One question is where the crashes affecting this user group are occurring on the path system and streets.
- There needs to be a policy countywide on golf carts, this would be easier to communicate and allow cities and counties to be more connected and allow easier enforcement.
- The goals should consider the next generation and their needs for safety.
- Have Safe Routes to School program at all schools.
- Goals should be staggered over time – cannot have short term to implement all policies.
- Implementation of a social media campaign to raise awareness of safety needs
- Cities and Counties must all adopt the safety action plan and therefore must all agree on policy recommendations.
- Public policy and ordinances must empower the public works office.

Vehicles

- EVs are being introduced and are heavier than similar gas-powered vehicles. What are the implications on safety (vehicle/pedestrian/bike interactions)

Data

- Where are crashes occurring post Covid? How does it compare to before covid? Our data is from 2019 to 2023. How does that affect things? Need to look at each year to see if patterns change.

Speeds

- Traffic calming needs to be included as an improvement to address safety.
- Lowering speeds overall should be a goal but major challenge is the need to set speed limits in accordance with 85th percentile speed, as required by GDOT to certify roads for radar speed enforcement.
- There was a lot of discussion about the 85th Percentile speed rule. FHWA was mentioned and the fact that they may be allowing jurisdictions to set speeds based on local policy instead. However, the 85% is still the state law. Pond will research this to provide more guidance.

Upcoming Milestones

- Public Meeting #1 – Late August 2024
- Public Meeting #2 – Late October 2024
- Stakeholder Meeting #2 – September 10, 2024
 - Review the Draft Projects and Prioritization
- Stakeholder Meeting #3 – November 12, 2024
 - Approval of Final Recommendations and Action Plan
- Stakeholder Meeting #4 – January 7, 2025
 - Review of Plan for Future Progress and Transparency
- Needs Assessment & Policy Framework Report – August 2024

Action Items

- Fayette County
 - Set up Emergency Department Meeting
 - Late July
 - Develop ongoing project list and share with Pond.
 - SPLOST, GIS
 - Provide path/sidewalk inventory from county and municipalities.
- Pond
 - Develop a bullet list of topics to share with the Emergency Department prior to meeting.
 - Update and launch social pinpoint.
 - Revise survey questions.
 - Develop High Injury Crash Network

Fayette County Safety Action Plan Stakeholder Meeting
Tuesday, September 10 at 2:00 -3:30 pm
210 Stonewall Avenue
Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing Safety Action Plan in development for Fayette County and its municipalities.

Meeting Agenda:

1. Schedule Overview
2. Public Engagement Update
3. Baseline Conditions
4. Recommendations and Next Steps

Meeting Notes:

A recommendation was made to develop uniform school zone signage throughout the county and all municipalities. The Safe Routes to School organization was recommended as a key participant.

Categories for inclusion in the Social Pinpoint Interactive Mapping tool were recommended:

Under the Roadway section, add a pin for “School Zone Identification.”

Under Bike/Ped/Golf Cart section, add “Bike Lane,” “Bike Route” and “Bike Advisory” such as instructing drivers to give bicycles a three-foot buffer when passing.

For the next public meeting, review technical terms to be used and ensure that a definition is included to educate the public on the meaning of countermeasures and other program elements.

It was noted the bicycle safety improvement needs are greater throughout the community than golf cart safety improvement needs. It was noted that mixing bicycle and golf cart traffic is not safe.

There was an inquiry regarding the current presence of school zone speed cameras. Are there currently any active cameras in school zones throughout Fayette County or the municipalities?

A recommendation was made to implement speed advisory signs throughout the county to measure vehicle speed and report this information to the driver.

Regarding the baseline conditions review, the definition of “equity groups” was discussed as the definition has changed since the award of the SS4A Safety Action Plan funding. How does this change affect the plan development and impact funding awards? Can the Justice 40 data be applied through the new lens?

Regarding Map Titles and Legends: “Justice 40 Index Score” and other similar terms should be replaced with more user-friendly titles and labels. Poverty level should be defined. Is poverty level by household, individual, etc.?

Consider several ways of normalizing the crash rates.

Filter the high crash locations by state route and by municipality such as top 15 on state routes and top 15 per municipality.

Note that improvements are currently underway at SR 54 and Ginger Cake Road.

Note that Pavilion Parkway is a private road and is not eligible for public funding.

Consider including an overall “Top 100” safety location concerns in the appendix.

Due to the slight differences in the KSI rates, consider arranging the list as “high/medium/low” risk as opposed to a numerical ranking.

Ensure that the cause of crashes is determined to identify those that have engineering solutions versus driver behavior solutions. Solutions for non-engineering related causes should feed into the policy recommendations. Examples include impaired driving and wildlife avoidance education.

Consider incorporating speed data from law enforcement as a consistent and reliable data source. Data on average speeds versus posted speeds could be a good data source for targeted safety treatments related to speed. Inquire about the availability of this data.

Potential Pop-up Events:

Brooks Market – September 21 9am-1pm; October 19 4-8pm

<https://www.brooksga.com/FarmersMarket.aspx>

contact Maurice Ungaro mungaro@brooksga.com

770-719-7666

Fayetteville Annual Fall Festival- Saturday October 26 4-8 pm

<https://allevents.in/fayetteville/city-of-fayetteville-annual-fall-festival/200027025132434>

Contact Chris Hindman chindman@fayetteville-ga.gov

Fayetteville Halloween Community Event – Saturday, October 27

Peachtree City Shakerag Arts and Crafts Festival – Sept. 21 10am-6pm; Sept. 22 12-5pm

<https://peachtree-city.org/1562/Shakerag-Arts-and-Crafts-Festival-2024>

contact Justin Strickland jstrickland@peachtree-city.org

770-631-3340

Tyrone Founders Day – October 4 5-10pm; October 5 12-7pm

<https://festivalnet.com/23896/Tyrone-Georgia/Festivals/Tyrone-Founders-Day>

contact Phillip Trocquet ptrocquet@tyrone.org

cell: 404-247-2186

Office Direct/Text: (770) 881-8322

Fayette County Staff Appreciation Day – Thursday October 18

McCurry Park

Next Steps:

A draft of the Baseline Conditions Report will be available for review at the end of September.

A meeting with law enforcement agencies needs to be scheduled.

A meeting with the Safe Routes to School and School Board needs to be scheduled.

Prioritization criteria and metrics need to be developed and presented to the stakeholders for input and consensus. It would be ideal to have this criterion ready for review during the September 19 Project Management Team meeting.

A public meeting will be held Tuesday, October 29 from 5-7 pm at Tyrone Town Hall, 950 Senoia Road, Tyrone, GA. Stakeholders are asked to invite members of their organizations and the community to attend.

Stakeholders were encouraged to visit [Fayette County Safety Action Plan | Social Pinpoint \(planningatpond.com\)](#) to complete the transportation safety needs survey and to record concerns on the interactive mapping tool.

Fayette County Safety Action Plan Stakeholder Meeting

Tuesday, November 12

2:00 -4:00 pm

210 Stonewall Avenue

Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing *Safety Action Plan* in development for Fayette County and its municipalities.

Meeting Agenda:

1. Schedule Overview
2. Public Engagement Update
3. Baseline Conditions (Recap)
4. Policies and Programs
5. Safety Countermeasures and Project Development

Meeting Notes:

The *Safety Action Plan* is on schedule for draft plan preparation by the end of 2024 and adoption by April or May 2025. The *Baseline Conditions Report* was scheduled to be submitted by Friday, November 15.

Stakeholders were given an update on the study's Social Pinpoint activity ([Fayette County Safety Action Plan | Social Pinpoint \(planningatpond.com\)](https://planningatpond.com)). Participation in the transportation safety needs survey and interactive mapping tool has been robust and informative.

A public meeting was held Tuesday, October 29 from 5-7 pm at Tyrone Town Hall, 950 Senoia Road, Tyrone, GA. Stakeholders were given a summary of the meeting's activities and feedback. Attendance was good and meaningful input was received.

What is the difference in the colors on the High Injury Map? One is the lowest priority and five is highest priority. Factors influencing the ratings include those in the table below:

Crash Data	Equity	Community Context and Infrastructure
Crash History	Justice 40 Tracts	Speeds
Intersection Crash Rates	Vehicle Ownership	Schools
Segment Crash Rates	Age	Bridge Conditions
Active Mode Risk Factors	Income	Rail Crossings
Annual Average Daily Traffic	Race	Trails and Paths

How were segments identified versus intersections? Intersections were classified using a 250-foot buffer and this data was not included in the segment – only in the intersection- data. Functional classification of a collector or above was the threshold for identification as an intersection.

Phil Mallon requested the formula to determine how the High Injury Network (HIN) was determined.

Baseline Conditions Notes:

During the review of the baseline conditions, two identified areas that stand out as unusual include Easton Graves Road and Ginger Cake Road. It was pointed out that there is frequent passing in sections with double yellow lines on these two roadways.

Matt Flynn will compile a list of locations that received a concentration of repeated comments through the Social Pinpoint interactive map and provide this to the stakeholders.

Outreach through the public school system to receive feedback from the professional bus drivers and to local law enforcement officials would be a useful source of input per locations of safety concern. A school system representative in the meeting indicated a willingness to arrange a meeting with or survey of bus drivers. Matt Flynn will follow up on arranging this meeting.

Policy Notes:

The development of a Transportation Safety Committee should be a top priority. Several stakeholders pointed out that this committee has already been formed.

Setting a goal for each jurisdiction to adopt Vision Zero should be a top priority.

Setting a goal for each jurisdiction to adopt a Complete Streets policy should be a top priority.

Change the wording from “Context Based Design *Standards*” to “Context Based Design *Guidelines*” to allow each community to tailor the approach per their specific community contexts. Context design is based on density, land use, speed, etc. Strive to establish a common minimum throughout the jurisdictions. The consultant team should provide guidance on the areas to focus on as the Transportation Safety Committee works together to give guidance and direction of elements to strive for versus providing a list of standards. FHWA is aiming for the committee to adopt the plan and the process – not specific standards to apply as a blanket standard across the area.

A suggestion was made to revisit all existing policies related to safety on the transportation network and ensure they are being implemented as a starting point. Roadways may have been designed to the standards in effect at the time and updated policies for roadway design may be in effect by today’s standards.

Phil Mallon requested the standard for providing a protected left turn signal. Richard Fangmann said this standard can be provided.

Phil Mallon requested a detailed analysis of crash data coupled with public input regarding high numbers of crashes while making left turns and numbers of crashes occurring during the evening hours.

Program Notes:

When adopting the *Safety Action Plan*, it is demonstrating a commitment to have a process to move toward safety as a focus.

A speed management program is especially important. Some speed limits may need to be adjusted. Some jurisdictions need to codify certain speed management policies. Speed management is typically based on land use and density. All neighborhoods in Tyron and Fayetteville are currently regulated at 25 MPH.

Intersection of SR 74 and SR 85 – Drivers often express aggression at this location.

Examine the intersection of SR 92/Inman Road/Goza.

If data indicates distracted driving versus roadway design, this indicates the need for an awareness or educational campaign versus an infrastructure modification.

Campaign and Enforcement Notes:

When reporting the preparation of the Safety Action Plan, ensure there is an emphasis that the study was based on KSI standards, not general crash rates.

Safety education on the transportation network should be a focus of the outreach campaign component of the plan.

Project Notes:

The final list of project recommendations should include separate lists for Fayette County, each additional jurisdiction, and GDOT routes.

Policy and Program Ranking Survey Notes:

PLEASE RANK THE FOLLOWING POLICIES BASED ON YOUR PRIORITIES

(lower scores indicate higher priority):

- Project Selection Process (SCORE 45)
 - Review project prioritization processes to ensure high-crash locations are prioritized.

COMMENTS:

 1. This is a requirement of the SS4A application qualification.
 2. The prioritization focuses on KSI, not just high crash rates.

- Context-Based Design Standards (SCORE 47)
 - Review existing and develop additional design requirements and/or standard details for different land-use contexts (e.g., School zone design standards)

COMMENTS:

 1. Replace the word “Standards” with “Guidelines.”
 2. What is context?
 3. Context-based guidelines should be tailored to each community.
 4. Needs further nuance.
 5. Common minimums are needed.
 6. Focus on Complete Streets.
 7. Look at Design Standard details in municipal ordinances for all areas, not just special or unique traffic areas.

- Transportation Safety Committee (SCORE 50)
 - Establish a multi-agency and multi-jurisdictional working group to coordinate and collaborate on safety issues.

COMMENTS:

 1. This has already been established so it ranks lower than items remaining to be implemented.
 2. More routine focus on safety
 3. This is a requirement of the SS4A application qualification.

- Land Development Guidelines (SCORE 50)
 - Update development review process and criteria to encourage new development to address safety needs.

COMMENTS:

 1. Land development should follow approved minimum standards.

- Countermeasure Guidelines (SCORE 53)
 - Develop guidance on where, when, and how to implement safety countermeasures (e.g., lighting, access management, signing and marking, shoulder widening) | Mandate review of alternative intersection treatments via GDOT's ICE Policy

COMMENTS:

 1. Countermeasures need to match good basic design standards.

PLEASE RANK THE FOLLOWING PROGRAMS BASED ON YOUR PRIORITIES:

(lower scores indicate higher priority):

- Speed Management Program (SCORE 47)
 - Establish target speeds for priority roadways and identify speed management countermeasures.

COMMENTS:

 1. Replace "priority" with "high crash."
 2. Look at the design speed of the roadway.
 3. Include neighborhoods.

- Safe Routes to School Program / School Zone Safety Updates (SCORE 48)
 - In coordination with GDOT's SRTS program, establish a comprehensive community-based approach that seeks to improve the safety of children who walk and/or bike school. Develop inventory of all existing school zone conditions and update based on Context-Based Design Standards.

- Rapid Response/Quick Build Program (SCORE 51)
 - Create a program to rapidly deploy low-cost countermeasures at high-priority locations.

- Access Management Program (SCORE 62)
 - Review existing median breaks along high crash rate corridors for potential median closures via RCUT or RIRO intersections.
- GDOT Design Standard Upgrades (SCORE 70)
 - Coordinate with GDOT to develop a list of locations within the county that do not meet today's roadway design standards for upgrade.

COMMENTS:

1. Not sure if this should be included here since this identification and resolution impacts policies.

- Rural Road Safety Program (SCORE 73)
 - Monitor rural roadways in "high growth" areas and proactively address safety concerns related to development.

Fayette County Safety Action Plan Stakeholder Meeting

Tuesday, January 14, 2025

2:30 -4:00 pm

210 Stonewall Avenue

Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing *Safety Action Plan* in development for Fayette County and its municipalities.

Meeting Agenda:

1. Schedule Overview
2. High Injury Network
3. Project Development Lists
4. Project Prioritization
5. Storyboard – Online Staff Tool and Public Outreach Platform

Meeting Notes:

1. Schedule Overview

The *Safety Action Plan* is on schedule for draft plan preparation by the end of January, committee review during February, and final adoption in April or May 2025.

2. High Injury Network

Can the risk of intersections versus segments be compared?

- The calculations are based on different parameters involving volume at intersections versus vehicle miles traveled on segments so a direct comparison cannot be made based on the data sets used in the analysis. When applying for implementation grants, regardless of ranking, multiple segments and intersections should be strategically bundled. For instance, a corridor combined with multiple intersections or a bundle of intersections with similar countermeasures should be presented as one project with the data for the different elements available to support decrease of risk of injury or fatalities.

3. Project Development Lists

Unincorporated Fayette County:

Projects #1 and #3 (2272 and 2381) should be implemented together as one project.

Peachtree City:

SR 85 (4-lanes) at SR 74 (5-lanes) – A single lane roundabout is proposed. Should a multi-lane roundabout be considered?

Project ID #745 Crosstown Drive and Crosstown Court near Kroger – should a series of smaller roundabouts be considered to address multiple intersections?

Brooks:

Project ID #1899 Morgan Mill Road at SR 85 Connector – The preliminary recommendation indicates advanced warning and striping. This improvement has already been implemented. It was noted that a detailed analysis will be performed prior to final implementation recommendations.

The Highway 85 Connector roundabout is not on the list.

General:

A column stating “complete” was included in the spreadsheet sent out to the stakeholder committee. This was meant to be an internal column indicating that the review, not final recommendations, has been completed.

A request was made to include separate columns for both short-term (striping and signage) and long-term (more intense infrastructure) recommendations.

4. Project Prioritization

Paola is reviewing Social Pinpoint input to identify hotspot clusters identified through the input received.

Why are the Banks/Ellis intersections in Fayetteville and Brooks Woolsey Road/Morgan Mill in Brooks intersections not ranked higher?

- The identification is based on fatal and serious injury crashes (KSI) versus overall crash rates.

How should intersections that are already in design be considered?

- It may be beneficial to submit a package of intersections that have been through the design phase and are ready for implementation funds. As an example, design is complete on Project ID #2852 South Jeff Davis Drive at Inman Road and Right-of -Way is underway, would there be a need for the NEPA process to have been followed as federal funding will be utilized? Perhaps there should be consideration for applying for funding for projects with little to no NEPA documentation requirements to streamline and maximize funding.

Is there a consideration for the potential for future injuries and fatalities based on projections versus just looking at previous injury and fatality locations?

- Countermeasure recommendations should include addressing past issues and planning for potential issues in the future.

Atlanta Regional Commission (ARC) parameters for implementation fund applications should be taken into consideration as projects are incorporated into Fayette County's Comprehensive Transportation Plan (CTP).

What types of project bundles are successful in receiving grant funding? Could there be a single bundle of project implementation grant requests that cover all school zones throughout the county? Review recently funded grant applications to identify successful bundling strategies.

5. Storyboard – Online Staff Tool and Public Outreach Platform

Double check that the storyboard cover graphic is a photograph of a location in Fayette County.

Enlarge the font size throughout the site.

Pond is the host of the storyboard as they hold the subscription to the platform. Pond can continue to host the site on an annual basis and will follow up with a price for hosting on an annual basis. There was an inquiry regarding the ability to host the data site with an ESRI license. Follow up with the Fayette County GIS staff to explore this possibility.

The TCC made a recommendation to use the data for internal staff support only versus making the site available to the public. If the site should be made available for public use, a disclaimer regarding the data should be added and filters should be applied to only allow public access to certain portions of the site.

6. Next Steps

Pond will send the presentation from the meeting and a link to the storyboard to the PMT for review.

A draft Safety Action Plan will be prepared by the end of January and distributed to the committee for review and comment in February. The Pond Team would like to hold a final Stakeholder Meeting once the review of the draft plan is complete and comments have been received. The next meeting will focus on how to best utilize the Safety Action Plan as related to funding from various sources including SS4A, CTP, SPLOST, ARC Safety, etc.

APPENDIX

PUBLIC MEETING NOTES (2 sets)

Fayette County SS4A Safety Action Plan Public Meeting
Fayette County Library
1821 Heritage Parkway
Fayetteville, Georgia 30214
August 27, 2024

Attendees:

Earl and Vickie Frock
Summer Shealy
Isaac Logan
Shari Nettles
Paul Shealy
Julie Heard
Debora Starr
Aluelte Thomas
Deborah Martin
Donald E. Martin
Cintia Listenbee
Landis Brown
Charlie Harper
Maurice Ungano
Roslyn Daniel
R.D. Burcher
Latrelle Burcher
Bob Sitz
Teresa Cook
Obie and Denise Hurst
Michelle Bennett Copeland
C Franklin
Dylan Shoemaker

Fran Pendley
Kenneth Pendley
Howard and Maureen Keller
Keith Larson
Mark Libbon
Clint Holland
Tannista Banerjee
Megan Trocquet
Tammy Fowler-Dixon
Dr. Michelle Bacote
Vic Botton
Marie-Jose Schwartz
Rick and Sally Rice
Paulette Johnson
Kennedy Copeland
Adrine L. Green

Study Team Staff:

Lesley Peters, Fayette County
Bryan Keller, Fayette County
Richard Fangmann, Pond and Company
Matt Flynn, Pond and Company
Mary Huffstetler, MPH and Associates

Meeting Activities:

The purpose of the public meeting was to share transportation safety data and to obtain community input through Social Pinpoint interactive mapping and transportation safety survey. Thirteen data display boards were positioned in the room with study team staff stationed at the boards to answer questions and to take input regarding transportation safety concerns. Five tablet stations were set up to allow meeting attendees to participate in the interactive mapping and survey tools. Forty-four participants signed into the meeting. Contact information for attendees has been compiled in a database for future outreach.

An interactive exercise regarding potential transportation safety countermeasures was available for meeting attendees to place dots on a countermeasure display. The safety countermeasures scoring the highest include **Dedicated Left and Right Turn Lanes at Intersections, Roundabouts, Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections, Speed Safety Cameras, Bicycle Lanes, Rectangular Rapid Flashing Beacons, and Walkways**. The results are summarized below.

Countermeasure	Votes for Support
Roadway Departure	
Enhance Delineation of Horizontal Curves	7
Longitudinal Rumble Strips and Stripes on 2-Lane Roads	7
Median Barriers	2
Roadside Design Improvements at Curves	6
Wider Edge Lines	7
Intersections	
Corridor Access Management	2
Dedicated Left and Right Turn Lanes at Intersections	13
Reduce Left-Turn Conflict Intersections	6
Roundabouts	15
Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	17
Speed Management	
Appropriate Speed Limits for All Road Users	9
Speed Safety Cameras	13
Variable Speed Limits	3
Pedestrian/Bicyclist	
Bicycle Lanes	17
Crosswalk Visibility Enhancements	9
Pedestrian Hybrid Beacons	5
Rectangular Rapid Flashing Beacons	11
Walkways	19
Crosscutting	

Lighting	7
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Meeting Notes:

Veterans Parkway: High speed is an issue on Veterans Parkway.

Veterans Parkway at Lees Mill Road: There is a concern with the functionality of the roundabout here. People may not be using it correctly. Rumble strips may need to be added to the approach to increase awareness and control speeds entering the roundabout. The rumble strips at the Veterans Parkway and Easton roundabout have been beneficial.

Kenwood Road at the Elementary School: Traffic moving west on Kenwood Road from SR 314 blocking movement on the roadway. Traffic turning left out of the school causes problems with traffic movement. The vehicles in the center turn lane create a sight distance problem.

Veterans Parkway at SR 54: Left hand turns from SR 54 onto Veterans Parkway are difficult, especially at night. Visibility needs to be enhanced.

Kenwood Road: Two groups of citizens indicated that Kenwood Road has a speeding problem. It has a speed limit of 35 mph, but the residents have observed cars regularly traveling much faster. This is supported by information on the maps that shows an elevated level of travel by people going more than 20 mph over the posted speed limit. Some of the problem areas/situations include:

- Traffic passing at high speed in curves and other areas without passing zones.
- Traffic travels fast on the approach to New Hope Road, which has a curve and a stop-controlled intersection.
- People noted that there was a recent pedestrian fatality along the road which involved a person struck by a vehicle while walking along the Kenwood Road.

Kenwood Road Truck Traffic: Remove truck activity along Kenwood Road.

McDuff Parkway and Centennial Neighborhood in Peachtree City: A stop sign is needed on McDuff Parkway at the Centennial neighborhood entrance/exit. Children are crossing McDuff Parkway from the neighborhood to the park across the road.

US 74 at US 85: A roundabout would be ideal at this location.

SR 54 at Ginger Cake: New signal with no RTOR. Need to protect infrastructure to avoid vehicles hitting large poles.

SR 54 at SR 74: Requested no RTOR at this signal.

Hickory at SR 92: Left turn from Hickory onto SR 92 is dangerous. High speeds and limited sight distance.

Lafayette Educational Center: Improve walkability from LEC to downtown Fayetteville. Sidewalk gaps.

SR 279 at SR 314/138: Widening project needed due to large surrounding residential areas.

Inman Road at SR 92: School traffic exits on Inman Road and has difficulty accessing SR 92. Dangerous unsignalized left-turn movement.

Hampton Road / Winn Way at Antioch Road: Needs to be a roundabout. More crashes in 2024 than our data will not account for.

Goza Road at Antioch Road: Roundabout requested.

Goza Road at Old Greenville: Dangerous intersection, poor sight distance.

Speeding: Recommended idea to implement gates to auto detect speeding and enforcement.

Roundabouts: Suggested education campaign to teach people how to navigate.

Redwine Road: Needs a multi-use path and removal of passing zones.

Redwine Road Northeast of Bernhard Road: A resident complained about speeding along Redwine Road, just northeast of Bernhard Road.

McDonough Road and McElroy/County Line intersection: Howard (770-460-5288) and Maureen Keillor, who requested we look at the McDonough Road and McElroy/County Line intersection of functional improvements. They live at 314 McDonough Road and stated that heading east on McDonough Road backs up past their driveway (about 1,000 feet from the intersection) daily making a left onto Felton difficult.

Golf Cart Safety: There were comments on Golf Cart safety and crashes in Peachtree City and Fayetteville. Comments included:

- Residents in Fayetteville are allowed to take golf carts on some local roads and would like to have connections to allow them to travel farther.
- The State Routes provide a barrier to golf cart travel. Some residents want more connections across the State Routes and others mentioned the need to be cautious and limit such crossings.
- One resident indicated that golf cart crashes are often not reported, so the number would be much higher than shown.
- There were reports of aggressive driving on golf carts in Peachtree City and limited means for policing the trails.

Railroad Crossing Safety: There were questions regarding the RR crossings in the County and what can be done to make them safer. The resident suggested pursuing federal funding for RR crossing modification/elimination.

Truck Traffic: There were complaints regarding truck traffic and its presence on lower volume, narrow roads that were not designed for them.

Best practices: Reflective paint on the roadway and reflective tape on school children's bags could enhance safe school zone safety. Look at policies and practices in Scandinavia.

Data Display: A meeting participant commented that the maps should indicate the total number of crashes and fatalities versus just the dots and/or heat map.

Tyrone Public Event Idea: Founder's Day Festival – Oct 5

Fayette County SS4A Safety Action Plan Public Meeting
Tyrone Town Hall
950 Senoia Road
Tyrone, GA 30290
October 29, 2024
5:00-7:00 pm

Attendees:

Sapna Gumidyala
Ted Lombard
Dia Hunter
Jesna Thomas
Ryan Aversman
Keith Larson
Ted Burgess
Ziy Aullwson
Mau Bramblett
George Dillard
Arnie Geiger
Deanville Celestre
Brian Haynie
Certo Bean
Jeff Duncan
Jessica Whelan
Saskia Arnesen

Study Team Staff:

Lesley Peters, Fayette County
Bryan Keller, Fayette County
Paola Kimball, Fayette County
Mory Diawara, Atlas
Richard Fangmann, Pond and Company
Matt Flynn, Pond and Company
Mary Huffstetler, MPH and Associates

Meeting Activities:

The purpose of the public meeting was to review project evaluation metrics, the high injury network, high injury intersections, and high injury segments. Several interactive display boards were positioned in the room with study team staff stationed at the boards to answer questions and to take input regarding high injury network and proposed safety countermeasure treatments. An interactive exercise regarding draft recommended transportation safety countermeasures was available for meeting attendees to place dots on the display.

Seventeen participants signed into the meeting. Contact information for attendees has been compiled in a database for future outreach.

An interactive exercise regarding draft recommended transportation safety countermeasures was available for meeting attendees to place dots on the display.

County Network Focus Area Board: ID 828 Sandy Creek Road at Ellison Road: Make a traffic Circle or angle roads to make sure yield signs are visible.

Intersection High Injury Network Board: All feedback was positive in favor of proposed safety countermeasures. ID 106 Rockwood Road at Senoia Road: Higher visibility of the all way stop is needed. Additional Comments: Teach people how to signal at traffic circles; reduce the number of intersections on highways; Use an on/off ramp design to remove traffic signals.

Segment High Injury Network Board: All feedback was positive in favor of proposed safety countermeasures. ID 5100 Veterans Parkway from Lees Mill Road to Eastin Road: Add separate bike lanes on shoulder – extend south to Trilith Village. One additional location was suggested for inclusion: Add a traffic circle at SR 92 and Hampton Road

ID 3759 McDonough Road from Kellens Court to Zole Court Board: Two participants were in favor; five were neutral; none were opposed. Raise crosswalk at school zone area; raise whole road in school zone.

ID 1899 Morgan Mill Road at SR 85 Connector Board: Four participants were in favor; none were neutral; two were opposed. There are no problems now, but if there is a potential for accidents, then yes. Please provide accommodation for cyclists as this is on a training route; uniform signage for cyclists; people need to be taught how to signal when they use roundabouts.

ID 5458 Kenwood Road from SR 279 to New Hope Road Board: Three participants were in favor; one was neutral; none were opposed. Add school zone speed reduction lights (flashing when active); raise crosswalk at school zone area; raise whole road within school zone.

Kelly Drive at McIntosh Trail Board: Eight participants were in favor; one was neutral; one was opposed. Raise crosswalks; raise whole road between crosswalks. New development is planned at this intersection.

Tyrone Focus Area Board:

- ID 106 Senoia Road at Roxwood Road: All way stop control was installed six months ago.
- ID 360 Dogwood Trail at SR 74: Tunnell Dogwood under 74 and put on/off ramps.

- ID 361 Palmetto Road at Senoia Road: Turn into traffic circle.

Map Boards:

- Northeast Peachtree City Crabapple Lane at Loring Lane: Open the road and take the wall down.
- MacDuff Parkway at American Walk: Crossing in a curve.
- Huddleston Road at Paschael Road: Make a traffic circle.
- Dividend Drive at Kelly Green/Kelly Drive: Make traffic circles.
- Dividend Drive at Tdk Boulevard: Make a traffic circle.
- Dividend Drive: Extend path from Kelly Drive to Tdk Boulevard
- Kelly Drive/McIntosh Trail at Lake Peachtree Piano Key Spillway: Look at crossing for active transportation.
- SR 54 at Walt Banks Road/Carriage Lane: Look at active transportation needs.
- Summit Walk south of Crosstown Drive: Need flashing school zone measures.

Comments received by staff:

- A member of the BOE mentioned the concerns about speeding near schools. He also mentioned he prefers LED school signs along with flashing stop signs.
- A citizen asked why developers are not required to add paths when building new subdivisions.
- She also noted that she would like a path along Dogwood trail.
- One citizen noted that she would like to have a path connection on Dividend Drive. She said the path ends and golf carts are then using the road along Dividend Drive to Crosstown. She noted that this causes safety concerns for her as she has young kids on this road. She also mentioned of some of vertical divide along with shoulders if a path cannot be added on this road.
- Multiple citizens noted that they are in favor of hybrid beacons and prefer hybrid beacons over RRFBs.
- One citizen mentioned that she would like a hybrid beacon on Willowbend Drive. She said it is a similar crossing to others in PTC with hybrid beacons.
- One citizen had many concerns regarding Sandy Creek Road. He mentioned traffic congestion has increased significantly. He has issues getting out of his driveway and onto Sandy Creek. He also noted that there is a speeding issue and concern on this road. He asked why Veterans Pkwy is not used as the main entrance to the County rather than Sandy Creek. He believes because of the lack of safety on Peters Road, vehicles come into the county using SR 74 and Sandy Creek causing traffic congestion on this road. He believes there should be an on and exit ramp from the interstate right on Hwy 92 so vehicles can use that instead since that is what Veterans Pkwy was created for.
- The same citizen mentioned the need for a roundabout at Veterans Pkwy and Eastin Road.
- The same citizen believes there should be a roundabout at Graves Road and Hwy 92.
- Citizens noted that they do not support mini roundabouts.

- Citizen mentioned that she would like to see more bike signs on the roads along with asphalt shoulders for bikers to use.
- One citizen asked where the bridge at the hospital will connect to. She noted that she believes that it is not used right now because it does not connect to anything.
- Multiple citizens noted the need for turn lanes on Tyrone Road and Flat Creek Rd. They mentioned that even though the time delay has gotten better with the traffic signal, it still has a long queue due to not having turn lanes.
- Citizens also noted that there is a lot of construction traffic at QTS, and this causes long time delays during peak times.
- One citizen asked if there were any plans for a bridge at SR 54 across from McIntosh High School and Booth Middle School.
- Citizens noted that roundabouts are well liked but education is needed regarding the use of them and who has the right of way.
- Int ID 106 – Tyrone
 - All Way Stop Control already installed. Recommendation to monitor to ensure countermeasure remains successful.
- Int ID 360 – Tyrone
 - Joel Cowan at Dogwood Trail – Priority for town
- Path along Dogwood Trail
 - Phillip said it was not feasible due to culvert and other design restraints.
- Desire to establish design safety standards for school zones across the county.
 - Review feasibility of raised crosswalks at schools
- Traffic Calming needed along SR 74 just north of SR 54
- Brooks
 - Request for uniform signage regarding cyclists
 - Combine with an education campaign.
- Corridors with narrow / no shoulders are not good candidates for rumble strips in heavy bike route areas.
 - Can we use rumble strips as “buffer zone” between new wider shoulders/bike lanes?
- Need to establish uniform golf cart policy and enforcement.
 - Education Campaign for kids in school
 - Can we get tags on back instead of on side of golf cart to avoid “hit and runs”?
- SR 74 at Rock Way
 - Need turn lanes to remove stopped vehicles from travel lane.
- Potential future bike lane along Robinson Road from SR 74 to SR 54
 - Need to check with county bike / trail plans.
- Segment 5100
 - Extend further south and potentially add bike lanes to Trilith.
- SR 92 at Veterans Pkwy
 - Review feasibility of roundabout
- Potential Policy recommendation to require turn lanes at new development driveways to remove stopped vehicles from travel lane and less policy regarding “Traffic demand.”
- Fayetteville lacks sidewalks and mid-block crossings.
- SPLOST has \$6.5 Million.

- Veterans Parkway: SR 92 should be a roundabout; add a bicycle lane along Veterans Parkway
- Flat Creek at Tyrone Road: add turn lane.
- Program recommendation: Add turn lanes at all signalized intersections without turn lanes.
- SR 85 at Banks: This is a bicycle route with lots of traffic. Intersection improvements are needed.
- SR 54: new bicycle lanes north of Fayetteville
- Kelly Road: This was a golf cart path. Focus on pedestrian controls at crossings.
- Head Road: The bridge connection on the multi-use path near the cemetery.

APPENDIX
POP UP EVENT SUMMARY

Fayette County Safety Action Plan Pop-up Event Documentation

During the plan development process, four pop-up events were held throughout Fayette County. Input gathered at each event is documented below.

Tyrone Museum Market Saturday, September 7, 2024 10am-12pm

Attended: Matt Flynn and Mary Huffstetler

Three display boards illustrating crash rates on roadways and at intersections were displayed. Fact sheets and comment forms were available to the public. Staff were available to speak with the public and to take comments regarding transportation safety. Approximately forty people stopped by the booth to get more information and to make comments.

Comments:

Intersection of SR 54 and SR 74: High traffic volumes coupled with drivers allowing vehicles to make turns cutting through stopped traffic creates confusion and leads to traffic crashes.

Intersection of SR 85 and Grady Avenue/Bradley Drive in Fayetteville: A traffic signal is needed especially due to the limited sight distance from Grady Avenue and Bradley Drive. Dedicated left and right turn lanes are also needed.

SR 74 at Sandy Creek and Kirkley Road Intersections: Many drivers use the Kirkley Road intersection to U-turn on SR 74. The sight distance to make this turn is often hindered with simultaneous left turning traffic and u-turning traffic just below. Vehicles traveling SB on 74 cannot predict the movements of the turning traffic.

SR 54 Access to Walmart in Peachtree City: The only access to Walmart is from SR 54. Additional access is needed from MacDuff Parkway and/or SR 74. Traffic backs up on SR 54 creating unsafe traffic congestion.

SR 54 at Tyrone Road Intersection: Data Center traffic backs on Tyrone Road.

Tyrone Road and Ellison Road Intersection: Intersection alignment with angled approach creates sight distance problems from Ellison Road.

Tyrone Road at Flat Creek Trail: A new traffic signal has been installed and traffic backing up is still an issue. This is related to Data Center Traffic.

Sarnac Park Neighborhood off Tyrone Road: Traffic cuts through the Crestwood with speeding in the neighborhood. Accessing Tyrone Road from the neighborhood during PM peak is difficult.

Senioa Road at Tyrone Road: The curve creates a sight distance issue.

Sandy Creek and Ellison – traffic problems at this intersection, including Colonial Pipeline Construction on Ellison

Newnan to Fayetteville Connector: Traffic safety concerns along SR 54

Kenwood Park

Saturday, September 7, 2024

12:30-1:30pm

Attended: Richard Fangmann and Mary Huffstetler

The study staff engaged thirty (30) people at Kenwood Park regarding locations of safety concern.

Comments:

SR 85 and SR 54 Intersection: High pedestrian traffic

Stanley Road: Stanley Road has areas with difficult sight distance.

SS4A Fayette Senior Services Meeting Minutes

September 16, 2024

Attended: Paola Kimbell and Lesley Peters

Meeting notes:

- Opposing turn lanes and medians offer sight distance issues. Vehicles trying to turn left on opposite lanes block each other's sight distance. One citizen wished the medians were offset so both vehicles turning left could see traffic better.
- Citizen noted that flashing yellow arrows at signals feel safer and keep traffic moving. o Same citizen noted that he thinks PTC needs to upgrade some of their signals to have the flashing yellow arrows.
- One citizen noted that he feels unsafe trying to take left turns on main roads where there is no median for vehicles to wait until being able to merge. o Left turns feel unsafe.
- Single lane roundabouts are liked better than the two double lane roundabouts on Hwy 92 or Trilith roundabouts. They noted it seems like there are multiple crashes where trucks are involved.
- The roundabout at Grady Ave seems to need better curbing. There is not enough curbing that separates the truck apron with the lane.
- One citizen noted that people need to be better educated on how to navigate a roundabout. A comment was made that AARP has education on this.
- Citizens noted the speed tables in Publix Towne Center are not the safest. They mentioned the height of the humps is too tall and cars are now trying to go around these tables by crossing over the parking lot making it less safe.

- Ped crossing timing on signals is too short. They need to be extended for senior citizens who do not walk fast.
- Many noted that they see neighbors walking on the grass shoulders of roads. Paths are needed on Brooks Woolsey and on SR 54. o Citizen on a walker will walk on Brooks Woolsey regularly.
- Citizen noted that bikers will also take over the lanes in the south of the County. He feels its unsafe for both the vehicles in cars and the bikers.

Fayetteville First United Methodist Church

Titus II Lunch-n-Learn

Tuesday, October 1, 2024

Attended: Phil Mallon

Approximately forty county residents attended in downtown Fayetteville.

Phil explained the purpose of the study was to identify areas of concern for fatalities or serious injuries, based on data or roadway characteristics that could contribute to such accidents. He shared links for the survey and interactive maps.

The group consisted of retirees so the focus was to solicit feedback on issues that our older populations may have.

Feedback included:

- Support for roundabouts
- Concerns with the double roundabouts on Hwy 92. Two people asked if they could be re-stripped to one lane.
- Support for streetlights at intersections.