

Appendix A: Public Engagement

Stakeholder Engagement & Public Outreach

Purpose

This section documents the Stakeholder Engagement and Public Outreach activities for the project. Stakeholder involvement was a key element in the Comprehensive Transportation Plan (CTP) and Master Path Plan (MPP) because of the various layers of information regarding transportation and path planning. With both publicly and privately held spaces, information from stakeholders with direct knowledge of the facilities helped to inform the framework of the study. Community involvement was also an important element in the CTP and MPP because community members had firsthand knowledge of the transportation issues in Fayette County and informed the plans for greater community impact.

Stakeholder Engagement

Stakeholder engagement included coordination with both a Project Management Team (PMT) and a Stakeholder Advisory Committee (SAC) throughout the development of both plans.

Project Management Team

The PMT included Fayette County staff, representatives from each municipality within Fayette County, GDOT, ARC, and the Fayette Chamber of Commerce. The PMT made decisions about the project direction at key milestones and served as a resource for the consultant team throughout the life of the project. PMT meetings were held regularly, approximately once per month, at the Fayette County Administrative Campus (140 Stonewall Avenue, Suite 101, Fayetteville, GA 30215). PMT membership is listed in **Table A-1**.

Table A-1: Project Management Team Membership

Agency	Name	Role
ARC	Audrey Johnson	Jurisdiction Liaison
ARC	David Haynes	CTP Program Manager
ARC	Aileen Daney	Jurisdiction Liaison
City of Brooks	Ellen Walls	City Manager
City of Fayetteville	LaShawn Gardiner	Community Development Planner
City of Fayetteville	Ray Gibson	City Manager
Fayette County	Vanessa Birrell	Director, of Environmental Management
Fayette County	Phil Mallon	Director, Public Works
Fayette County	Joe Robison	Public Works
Fayette Chamber	Carlotta Ungaro	President
GDOT	Roshnee Lawrence	Planner
GDOT	Vivian Delgadillo Canizares	Branch Chief
Peachtree City	David Borkowski	City Engineer
Peachtree City	Robin Cailloux	Senior Planner
Town of Tyrone	Phillip Trocquet	Planning & Development Coordinator

Three members of the Project Management Team also served on Fayette County's Transportation Committee and those representatives were responsible for giving regular updates to the Transportation

Committee. All recommendations were presented to and approved by the Transportation Committee.

Stakeholder Advisory Committee

In coordination with PMT, a SAC was created to represent the varied interests of those throughout the County. **Table A-2** lists those interest groups.

Table A-2: Stakeholder Interest Groups

Adjacent Jurisdictions	Aging population	Atlanta Regional Commission
Bicycle/Pedestrian Advocacy	Economic and Community Development	Environmental Groups
Freight/Major Employers	Hartsfield-Jackson Atlanta International Airport	Local Jurisdictions
Parks	Religious Community	Sherriff/Public Safety

The SAC consisted of approximately 40 representatives. The list of individuals who served on the SAC is included in **Appendix C**. An electronic online stakeholder database was also created and used to store stakeholder information. The database allowed a stakeholder to add or update his/her information via a brief survey link, or by e-mailing one of the project team members. The SAC met three time over the course of the project.

SAC Meeting 1

The initial SAC meeting was held November 14, 2017 from 5:30 to 7:30 PM at the Fayette Chamber of Commerce (600 West Lanier Avenue, Suite 205, Fayetteville, GA 30214). The meeting included a project overview, which detailed the role of the SAC, and included interactive exercises to capture feedback about the direction of the project. The major outcome of this meeting was development of goals and objectives which were used as guiding principles for the remainder of the planning process.

SAC Meeting 2

The second SAC meeting was held April 10, 2018 from 5:00 to 7:00 PM at the Fayette Chamber of Commerce. The meeting focused on the creation of a MPP and included a presentation detailing the benefits and goals of the path network, as well as an overview of the various types of facilities. Participants gave feedback through an electronic polling exercise and a hard-copy map exercise regarding the path network design and locations. Information gathered at this meeting led to the creation of a composite universe of potential path projects (**Figure A-1**).

SAC Meeting 3

The final SAC meeting was held August 28, 2018 from 5:30 to 7:30 PM at the Fayette Chamber of Commerce. At this meeting the draft project recommendations were presented to the committee and the proposed recommendations were vetted in detail. Concerns, comments, and other input was gathered from the committee and used to finalize recommendations for the CTP and MPP.

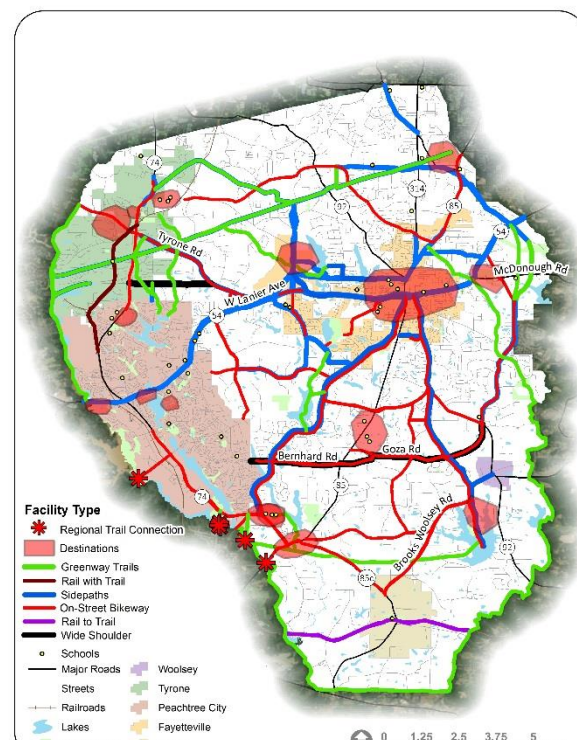


Figure A-1: Stakeholder Path Composite

Public Outreach Strategy

Public outreach strategies were formulated to share information with Fayette County residents and to encourage meaningful input that could be incorporated into the final recommendations. The public participation opportunities included public meetings, community events, and online survey efforts. The feedback and data collected as part of the outreach were used to establish and prioritize goals and needs as they relate to transportation and path projects. Public meetings were conducted in two rounds. The first round presented results from the Existing Conditions phase and collected feedback for the Needs Assessment phase. The second round presented results of the Needs Assessment and collected feedback for the Recommendations phase.

Website and Interested Parties E-mail List

A project website was built and maintained by Fayette County, and can be viewed at the following link: <http://fayettecountyga.gov/transportation-planning.htm>. The website was a repository for project information and served to keep the stakeholders and community abreast of the project and its progress. Project updates and graphics were provided by the project team to the County for the website.

Additionally, an e-mail list for the project was created using MailChimp, which allowed interested parties to opt in for e-mail notifications about the project. The notifications that were sent to the e-mail list included public meeting notifications, notifications about community events, and reminders about taking the project surveys. All the notifications sent during the life of the project can be found in **Appendix C**.

Public Meetings

The public participation meetings served to educate the public on the project; share the information and ongoing analysis; and to gather feedback about goals, objectives, priorities, and preferences. The public participation meetings were all held as open-house style, where members of the community were invited to drop in anytime during the meeting to view the exhibits, participate in the interactive exercises, and talk to the project team.

All public meetings were advertised in compliance with the local Title VI Plan and all federal and state regulations applicable at the start of this project. Notifications were included in the following places:

- Fayette County News
- Fayette County website
- Atlanta Regional Commission's Social Media Sites and Community Engagement Newsletter (Facebook, Twitter, Instagram, and LinkedIn)
- County/City social media
- Emails to "interested parties" distribution list
- Variable message signs along key roadways in the county

Round 1

The first round of public outreach meetings was held on March 01, 2018 and March 06, 2018. The March 1st meeting was held from 5:00 PM to 7:30 PM at the Fayette County Administrative Complex. The March 6th meeting was held from 5:00 PM to 7:00 PM at Sandy Creek High School, 360 Jenkins Road, Tyrone, GA 30290. During this initial round of public meetings, the overall project goals and initial analyses were presented, and feedback was gathered on those items. The information presented at both meetings was identical and included:

- Continuously looping PowerPoint presentation with project information
- Two iPad stations with the public survey loaded on them
- 15 Project boards
- "Live Work Play" mapping exercise
- Informational handout on project
- Comment Cards

Meeting 1: Fayette County Administrative Complex

A total of 39 people signed in for the first meeting and several others attended but did not sign in. The sign-in sheets, presentation, Live Work Play exercise, handout, comment card and photos from the meeting are included in **Appendix C**.

Meeting 2: Sandy Creek High School

The second meeting was well-attended, with 108 people signing in and participating in the various activities. The sign-in sheets, presentation, Live Work Play exercise, handout, and photos from the meeting are included in **Appendix C**.

Round 2

The second round of public outreach meetings was held on July 12, 2018 and July 16, 2018. The July 12th meeting was held from 5:30 PM to 7:30 PM at the Peachtree City Council Chambers, at 151 Willowbend Drive, Peachtree City, GA 30269. The July 16th meeting was held from 5:30 PM to 7:00 PM at the Fayette County Public Library, Large Meeting Room, at 1821 Heritage Park Way, Fayetteville, GA 30214. During this second round of public meetings, assessment results were presented, and feedback for recommendations was gathered. The set-up of the meetings included the following activities:

- Five iPad stations with the public survey loaded on them
- 14 Project boards
- Informational handout on project
- Comment Cards

Meeting 3: Peachtree City Council Chambers

A total of 36 people signing in and participating in the exercises. The sign-in sheets, handout, comment card and photos from the meeting are included in **Appendix C**.

Meeting 4: Fayette County Public Library

This meeting had the highest attendance with 118 people signing in and participating in the exercises. The sign-in sheets, presentation, handout, comment card and photos from the meeting are included in **Appendix C**.

Community Events

The project team participated in eight community events that were already occurring in Fayette County, to bring the project to the community. The handouts, giveaways, and photos from all the community events are included in **Appendix C**. The meetings were attended before each round of public meetings to inform residents and promote attendance.

Round 1

The first round of community events occurred once a month from November 2017 to February 2018 and at various locations throughout the county. They focused on raising community awareness of the project and encouraging community members to participate in the project's initial online survey. The first round of community events is detailed below.

Brooks Farmer's Market, November 18, 2018

A project information booth was set up at the Brooks Farmer's Market and included a sign-up sheet for the project notification e-mail list; an informational postcard about the project which included a link to the online survey; and giveaways with the project logo, including reusable bags and pens.

Fayette Visioning Summit, December 8, 2018

A project information booth was set up at the Fayette Visioning Summit to raise awareness among the business leaders in the community. The booth included an electronic sign-up for the project notification

e-mail list; an informational postcard about the project; and giveaways with the project logo, including reusable bags and pens. The booth also included three tablets with the first survey loaded on them. Approximately 125 people attended the event, and while only 10 people took the survey at the event, every participant received an informational postcard with a link to the project website.

Fayette County NAACP Martin Luther King, Jr. Day Meeting, January 15, 2018

The Fayette County NAACP allowed the project team to set up a project information booth at their annual MLK Day Meeting, next to the NAACP registration booth. The booth included a sign-up sheet for the project notification e-mail list, an information card about the project, and giveaways with the project logo. There were approximately 500 people in attendance, and an effort was made to give an information card to every attendee.

Peachtree City Farmer's Market, February 24, 2018

A project information booth was set up at the Peachtree City Farmer's Market to raise community awareness about the project. The booth included a sign-up sheet for the project notification e-mail list, an information card about the project which included a link to the online survey, and giveaways with the project logo, including reusable bags and pens. Attendees were encouraged to spend some time talking to the project team, as well as to take the survey online at their leisure.

Round 2

The second round of community events occurred once a month from February 2018 to June 2018 and at various locations throughout the county. This round focused on raising community awareness of the project and encouraging community members to participate in the project's second online survey. The second round of community events is detailed below.

FACTOR, February 24, 2018

Phil Mallon, Fayette County's Public Works Division Director, presented at the February FACTOR meeting where he discussed the county's proposed transportation plans and highlighted both the CTP and the MPP. The meeting included both a discussion and Q&A session where feedback was gathered from the FACTOR members. Information gathered included what the participating agencies biggest needs were with respect to transportation, number of people needing transit services, alternative transportation ideas (i.e. shuttles or vans), as well as specific locations needing transportation improvements. Meeting notes containing the suggestions can be found in **Appendix C**.

Hot Off the Press @ Fayette County Library, April 23, 2018

Phil Mallon and the consultant team presented at the Hot Off the Press Coffee Hour at the Fayette County Library. A PowerPoint presentation reviewing the CTP was presented along with several interactive electronic polling questions to gather the audience feedback on project priorities and initiatives. The PowerPoint, questions and results can be found in **Appendix C**.

3rd Annual Balloons Over Fayette, June 24, 2018

Two team members attended the Balloons Over Fayette festival and handed out informational flyers about the project which included a link to the second online survey. Team members answered questions regarding the project.

Peachtree City Night Market, February 24, 2018

Two team members attended the Peachtree City Night Market to hand out project information cards and raise community awareness about the project. Attendees were encouraged to spend some time talking to the project team, as well as to take the survey online at their leisure.

Electronic Surveys

Two electronic surveys were created using Survey Monkey. The surveys were an important part of the public participation, as they were used to guide goals and preferences, as well as to locate potential projects.

Round 1

The first survey asked for feedback on the project goals, and for specific input about locations for projects to include in the CTP and MPP. This survey gathered participant opinions about the existing conditions of the transportation and path networks in Fayette County. The survey also revisited the goals and objectives that were defined in the 2010 CTP update to gather opinions on their applicability to this update. The survey opened on December 7, 2017 and closed on March 21, 2018.

The survey link was made available on the project website and was sent to the interested parties e-mail list. It was also shared with the PMT and the SAC; both were asked to advertise the survey within their networks. The survey was also available at the first round of Public Meetings and Community Events.

Appendix B includes a complete list of the questions and responses from the first survey.

Survey Findings

The first survey was open for three and half months with a total of 774 people participating ranging in age from 16 to over 64 years of age. Over half (60%) of the participants were between the ages of 45 and 64 years (**Figure A-4**). Participants lived and worked throughout Fayette County with over three fourths of them living in either Peachtree City (30269) or Fayetteville (30215 and 30214) (**Figure A-2**). Almost half (45%) of the participants worked outside of Fayette County in surrounding counties and across Metro Atlanta (**Figure A-3**).

Figure A-2: What's the ZIP code where you live?

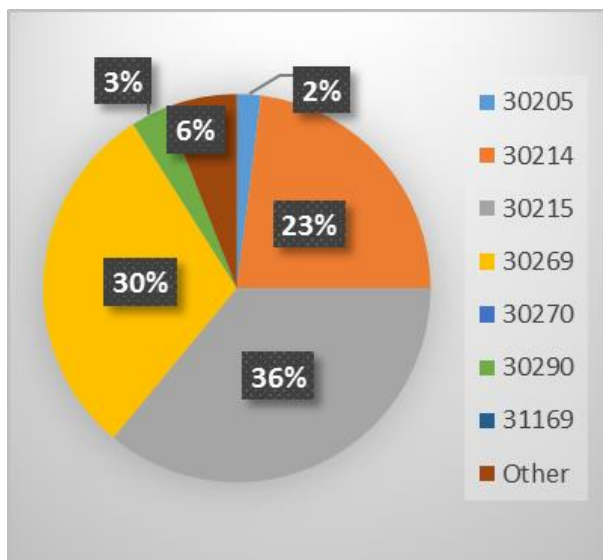


Figure A-3: What's the ZIP code where you work?

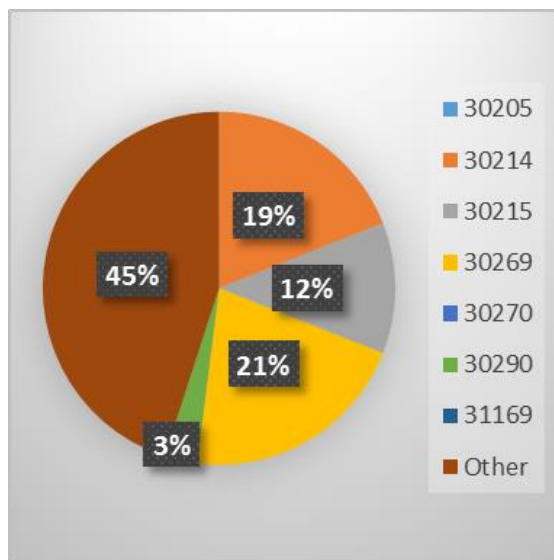
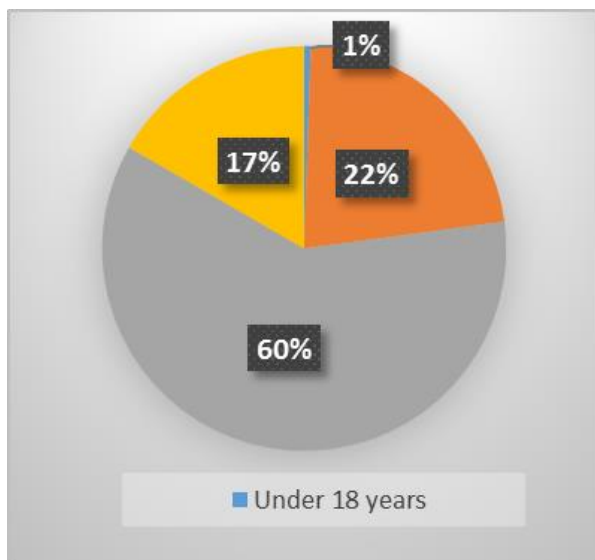
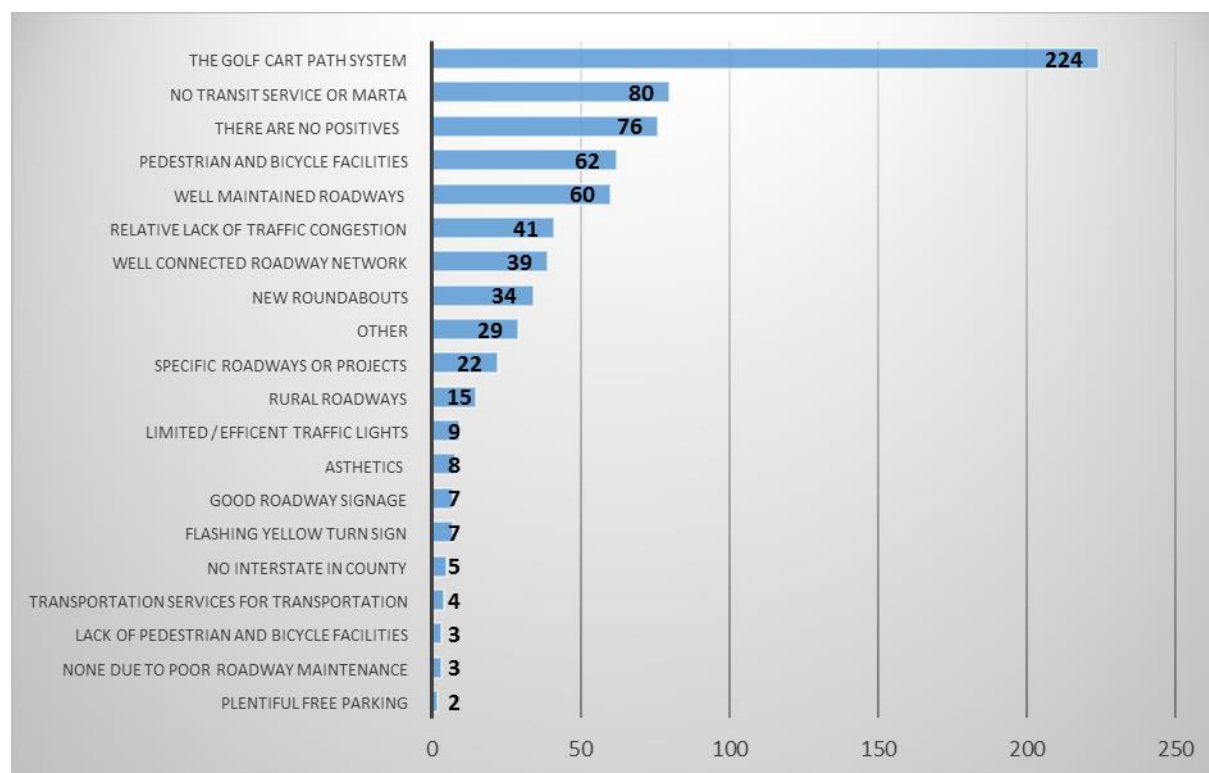


Figure A-4: What is your age range?



The first section of the survey focused on the current condition of Fayette County's transportation system. Participants were asked to identify the best thing about the transportation system and the responses are presented in **Figure A-5**.

Figure A-5: What is your favorite/best thing about the transportation system in Fayette County?



The multi-use path system found in Peachtree City, Fayetteville and several other areas throughout Fayette County was identified as the best aspect of the current transportation system with 224 responses, which is almost three times as many responses than the next highest response of no transit service or MARTA. The other three aspects making up the top quartile of responses were: there are no positives, pedestrian and bicycle facilities, and well-maintained roadways.

When asked to rate the condition of each transportation system in Fayette County including signs and signals, bicycle facilities, multi-use paths, sidewalks, and roads and streets, an “Average” rating had the most responses for each system except for “Signs and Signals” which was rated above average as seen in **Figure A-6**. The top ratings for each of the transportation systems were both “Average” and “Above Average” except for bicycle facilities which was “Average” and “Below Average”. The lowest rating of “Terrible” had the most responses for bicycle facilities while the highest rating of “Excellent” had the most responses for “Multi-Use Paths”.

Participants were also asked to rate the availability of each of the transportation systems using the same scale. The rating of “Average” had the most responses for each system’s availability except for roads and streets which was “Above Average” (223) as seen in **Figure A-7**. The top ratings for the availability of each transportation systems were once again both “Average” and “Above Average” except for bicycle facilities which was “Average” and “Below Average”. The lowest rating of “Terrible” had the most responses for signs and signals while the highest rating of “Excellent” had the most responses for roads and streets.

Figure A-6: Rate the CONDITION of transportation systems

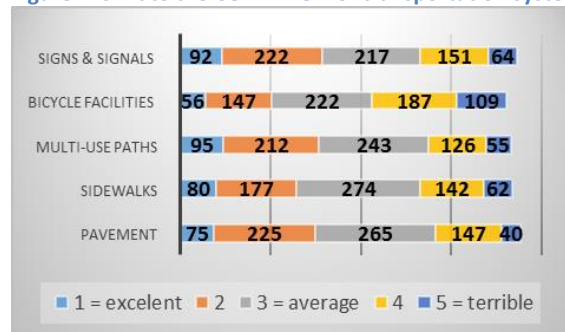
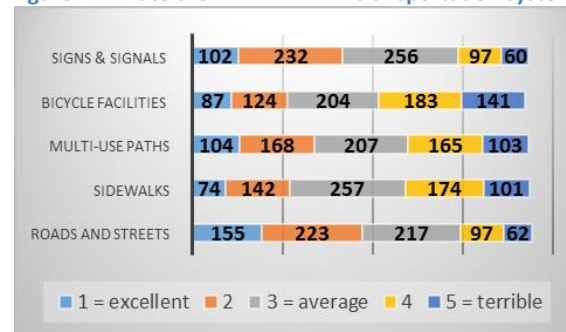
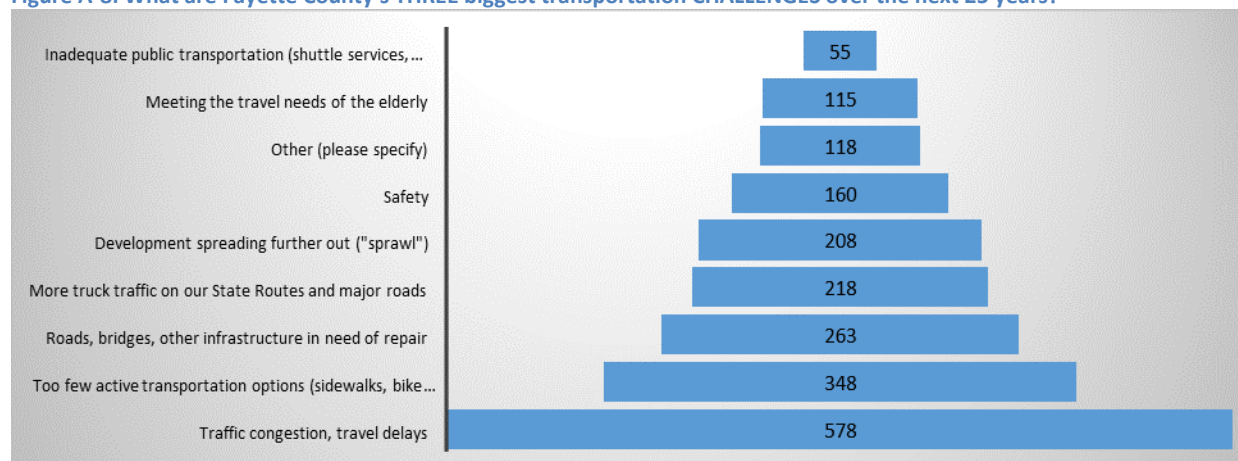


Figure A-7: Rate the AVAILABILITY transportation systems



The last three questions in this section of the survey concerned Fayette County's transportation challenges, including the identification of specific locations with heavy congestion, safety concerns and gaps in the existing path network and/or sidewalks. Participants were asked to identify Fayette County's three biggest transportation challenges over the next 25 years (**Figure A-8**). The top three challenges identified were "traffic congestion and delays" with just over 75% of the responses, followed by "too few active transportation options", and "roads, bridges, other infrastructure in need of repair".

Figure A-8: What are Fayette County's THREE biggest transportation CHALLENGES over the next 25 years?



Participants were asked to identify specific locations with heavy traffic congestion (**Table A-3**). The responses showed 12 distinct locations. The most often identified location was SR 85 (30) which runs through Fayetteville and south through Fayette County between Whitewater and Porter's Ridge. McDuff Parkway (15) and Planterra Way (12), both located in Peachtree City commercial districts, were the next most identified corridors.

Table A-3: Name any other specific areas/roads/intersections with traffic congestion

Location	Responses
GA85 (SR85)	30
McDuff Pkwy.	15
Planterra Way	12
Highway 54	11
McDonough Rd.	9
Huddleston Rd.	9
Banks Rd.	9
Grady Ave.	7
Interstate 85	7
Downtown Fayetteville	5
Home Depot	4
Jimmy Mayfield	4

Listed in **Table A-4**, participants identified 16 locations with safety concerns. The single most identified location was Antioch Road, specifically at the intersections of Goza Road and Highway 92.

Table A-4: Name any specific areas that have safety concerns

Location	Responses
Antioch Rd.	3
SR 85	2
Peachtree Pkwy.	2
Goza Rd.	2
Hwy. 74	2
Hwy. 92	2
Sandy Creek Rd.	2
Hwy. 54	1
New Hope Rd.	1
Redwine Rd.	1
Planterra Way	1
Jeff Davis Pkwy.	9
Banks Rd. and Hwy. 54	7
Helen Sams Pkwy.	6
Veterans Pkwy.	5
McDuff Pkwy.	2

Safety concerns included unsafe roadways, left-turns, poor lighting, school congestion, limited site distance, and unsafe pedestrian conditions (**Table A-5**). The safety concern identified most often in the responses was Roadways (94) and for multiple issues including lack of sidewalks, dangerous intersections, and too narrow.

Table A-5: Identified Safety Concerns

Safety Concern	Responses
Roadway	94
Turn	66
Poor Lighting	29
Golf Cart	27
Pedestrians	25
School Congestion/Safety	18
Limited Sight Distance	12
Not Aware of Any	3

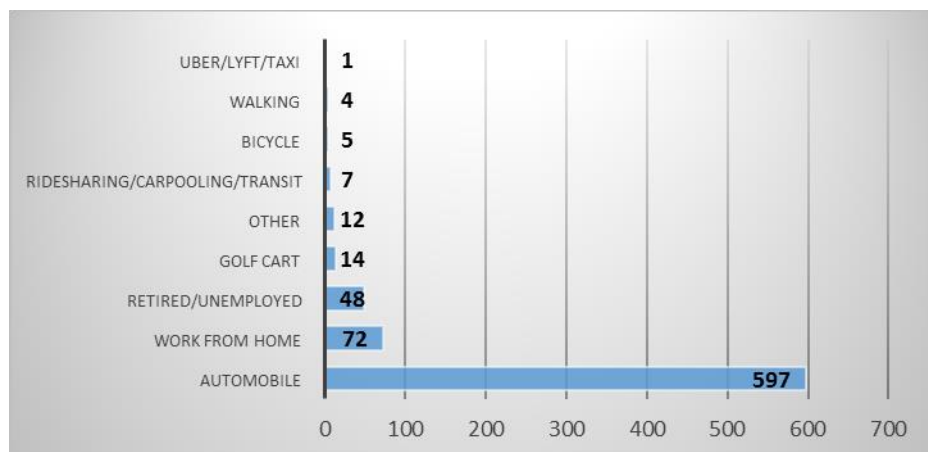
Finally, participants were asked to identify any gaps in the existing path network and/or sidewalks in Fayette County. A total of 18 networks were identified (**Table A-6**) and the top four networks identified where Fayetteville, Peachtree Parkway, The Timber Lake Community, and Peachtree City. The gap in multiuse paths between the cities in Fayette County was one issue trending in the survey responses and specifically between Fayetteville and Peachtree City. Another issue mentioned often was the gap in sidewalks or multiuse paths between subdivisions or subdivisions to retail hubs in Peachtree City.

Table A-6: Citizen Identified Sidewalk Gaps

Location	Responses
Fayetteville	42
Peachtree Pkwy.	31
Timber Lake Community	31
Peachtree City	20
Robinson Rd.	11
Jeff Davis Pkwy.	8
Crosstown Dr.	8
Ginger Rd.	7
Southside	7
Hwy. 92	6
Lester Rd.	6
Multiple Roads	6
Whitewater Creek Community	5
Hwy 74	5
Hwy 314	3
New Haven Community	3
Flat Creek Bridge	2
Line Creek Nature Center	2

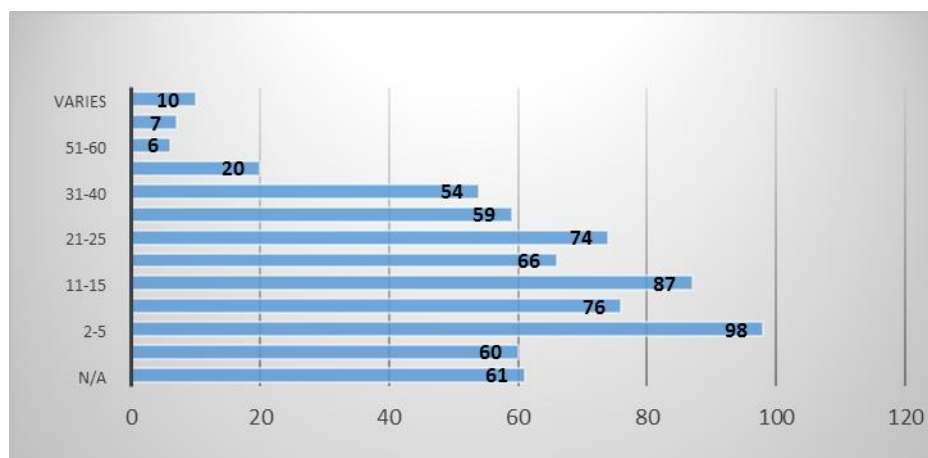
The second section of the survey focused on participants' mode of transportation and daily commutes. Just over three fourths of the survey participants (83%) identified an automobile as their primary mode of transportation to work (**Figure A-9**) and just over 17% of participants identified as working from home or retired.

Figure A-9: Primary mode of transportation to work in Fayette County



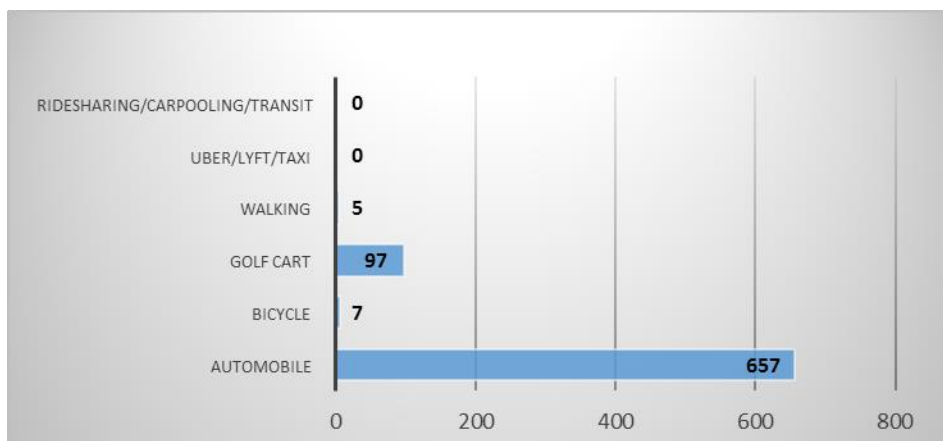
Most of the working participants (73%) reported (**Figure A-10**) commuting between 2 to 25 miles one way to work with the highest number traveling just 2 to 5 miles followed by 11 to 15 miles. Just under one fifth (18%) of the participants reported commuting over 30 miles one way to work.

Figure A-10: In miles, how long is your commute one-way?



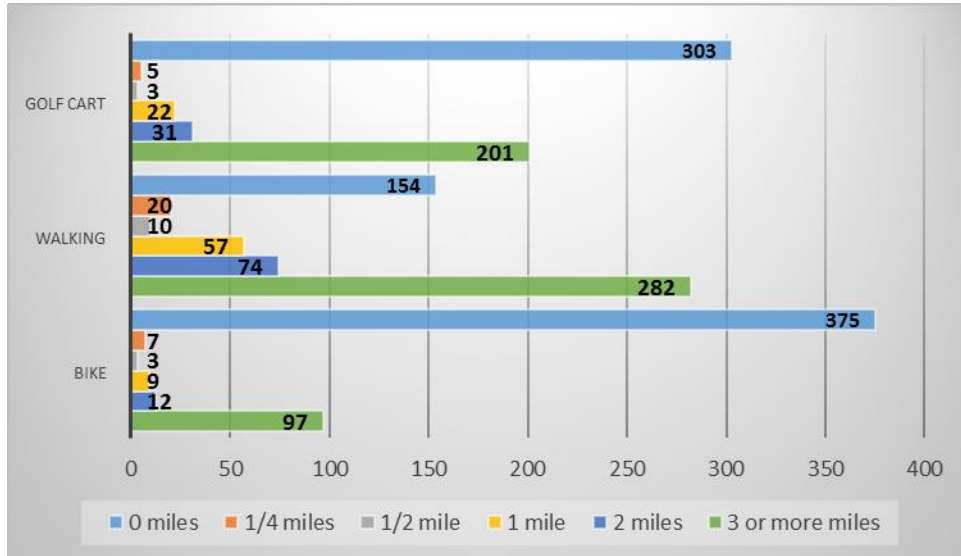
Participants were asked to identify their primary mode of transportation for non-work-related trips such as to the grocery store or doctor appointments (**Figure A-11**). Again, the highest reported mode of transportation was an automobile with 86% of the responses followed by golf cart then bicycle and finally walking .

Figure A-11: What is your primary mode of transportation around your community for non-work-related trips (e.g., Grocery, Dr. Office, and Library)?



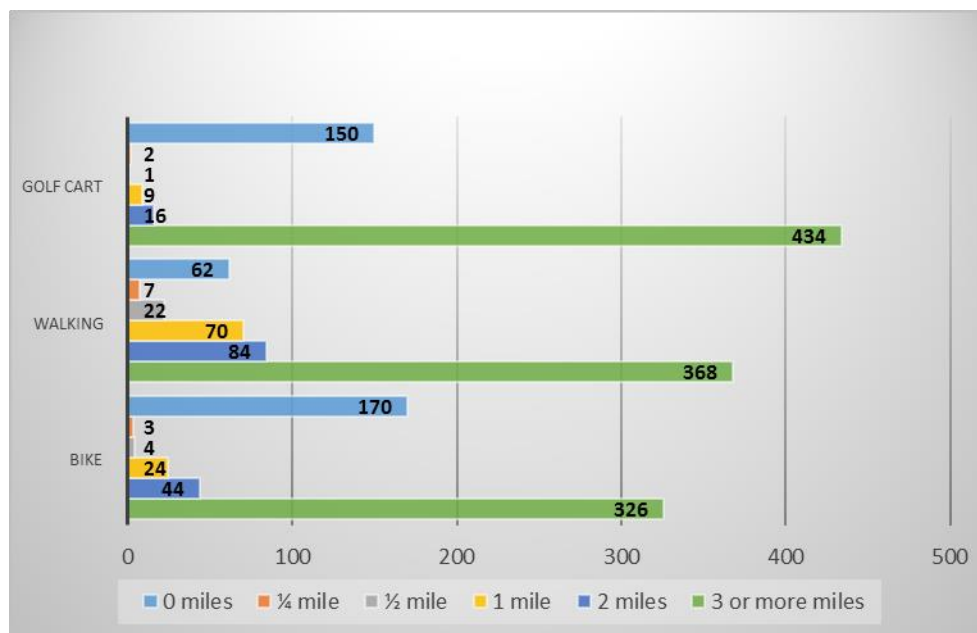
The next question asked participants to identify how far they travel by; golf cart, walking and bicycle, in a typical week. Most participants reported that they did not travel by golf cart or bicycle during a typical week. However when it came to walking, the majority reported traveling three or more miles a week (**Figure A-12**). Participants that did identify biking or golf carting during a typical week, the majority reported doing so three miles or more a week.

Figure A-12: In a typical week, how far do you travel (in miles) by: Golf Cart, Walking, and Bike?



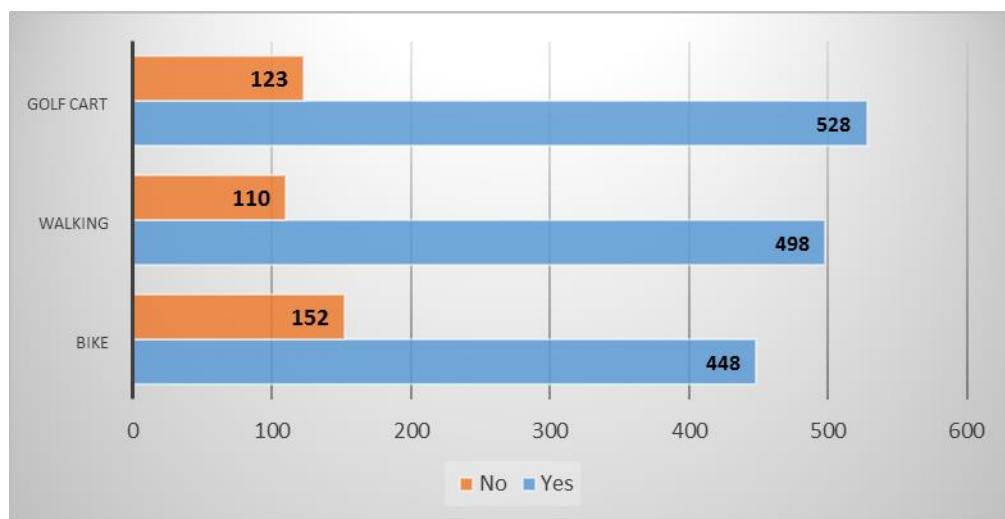
The final question of this section asked if given adequate facilities, how far would they be willing to travel by: golf cart, walking, and bike? The majority off participants responded that they would travel three or more miles a week by all three modes of transportation with the highest number of participants identifying golf cart (**Figure A-13**)

Figure 13: If there were adequate facilities (sidewalks, paths, and/or bike lanes), how far (in miles) would you be willing to travel by: Golf Cart, Walking, and Bike?



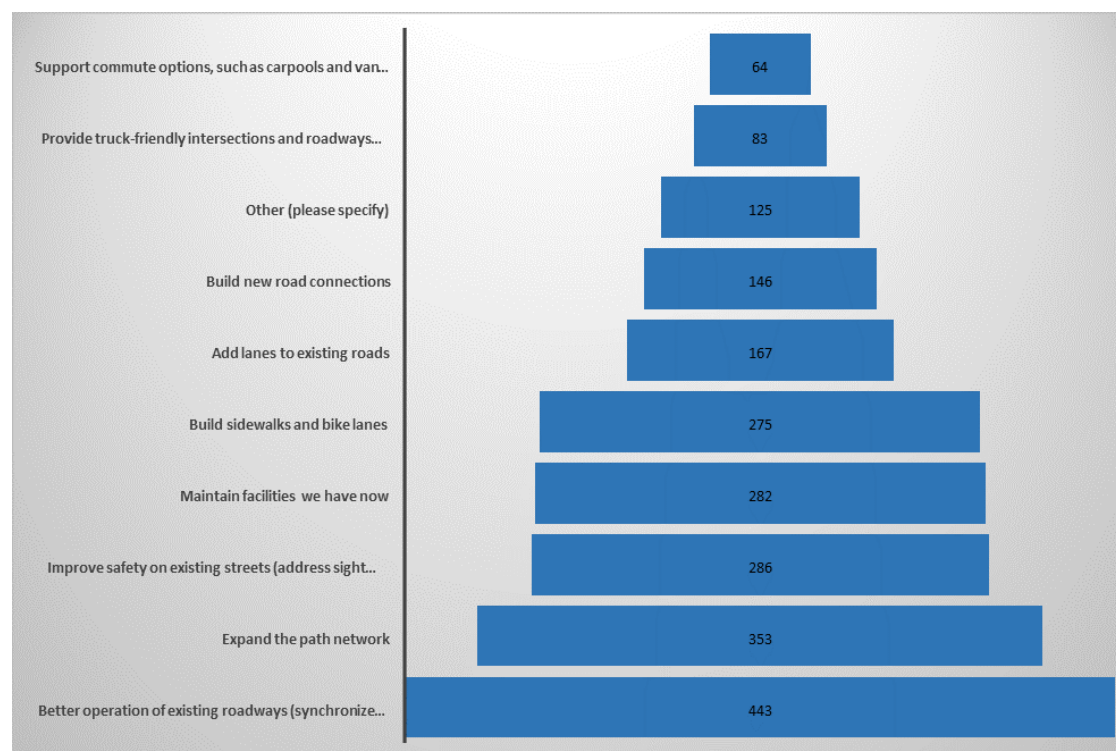
The third part of the survey focused on the future of Fayette County's transportation system and identified priorities and recommendations of Fayette County residents and stakeholders. Participants were asked if an expanded path network should be developed to prioritize travel by golf cart, walking, and bike. Many of the survey participants agreed that an expanded path network should be developed to prioritize travel by those modes of transportation with walking receiving the most responses (82%) followed by golf carts (81%) and then bike (75%) (**Figure A-14**).

Figure A-14: Should an expanded path network be developed to prioritize travel by: Golf Cart, Walking, and Bike?



When asked to identify their highest priorities for transportation improvements over half of the participants (58%) rated “better operation of existing roadways” as their highest priority followed by “expand the path network” (46%), and just over one third of the participants rated either “improving safety on exciting streets”, “maintain facilities we have now”, or “build sidewalks and bike lanes” as a top priority (**Figure A-15**).

Figure A-15: Which THREE of the following would be your highest priorities for transportation improvements?



When asked to identify the locations participants would like to travel to on a path that does not currently exist, Peachtree City was identified the most often (**Figure A-7**).

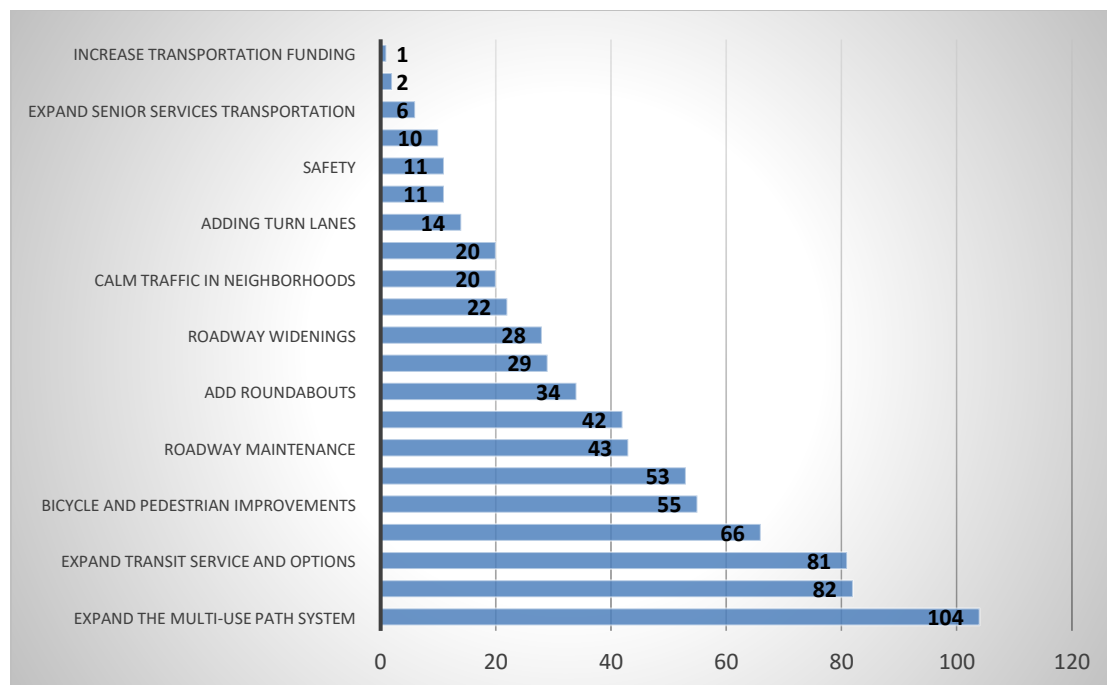
Table A-7: Which areas or destinations would you like to travel to on a path that don't currently have a path connection?

Location	Responses
Peachtree City	96
Fayetteville	70
Peachtree Pkwy.	26
Whitewater Creek Community	24
Redwine Rd.	23
Shopping Center	22
Robinson Rd.	11
Piedmont Fayette Hospital	7
Starr's Mill	7
New Hope Rd.	7
Brechin Park	7
Grocery Stores	7
Lake Horton	6
Pinewood Forest	6
Sandy Creek	6
Soccer Fields	5
Kedron Village	4
Coweta County	4
South Fayette	3
Movie Theater	3
Hwy. 74	3
S Jeff Davis	3
Unincorporated Fayette	2
Baseball Fields	2
North Fayette	1

More specifically, participants mentioned wanting a path between Peachtree City and one of the surrounding cities within Fayette County, or another subdivision or retail destination within Peachtree City itself. Fayetteville was identified next for the same reasons as Peachtree City.

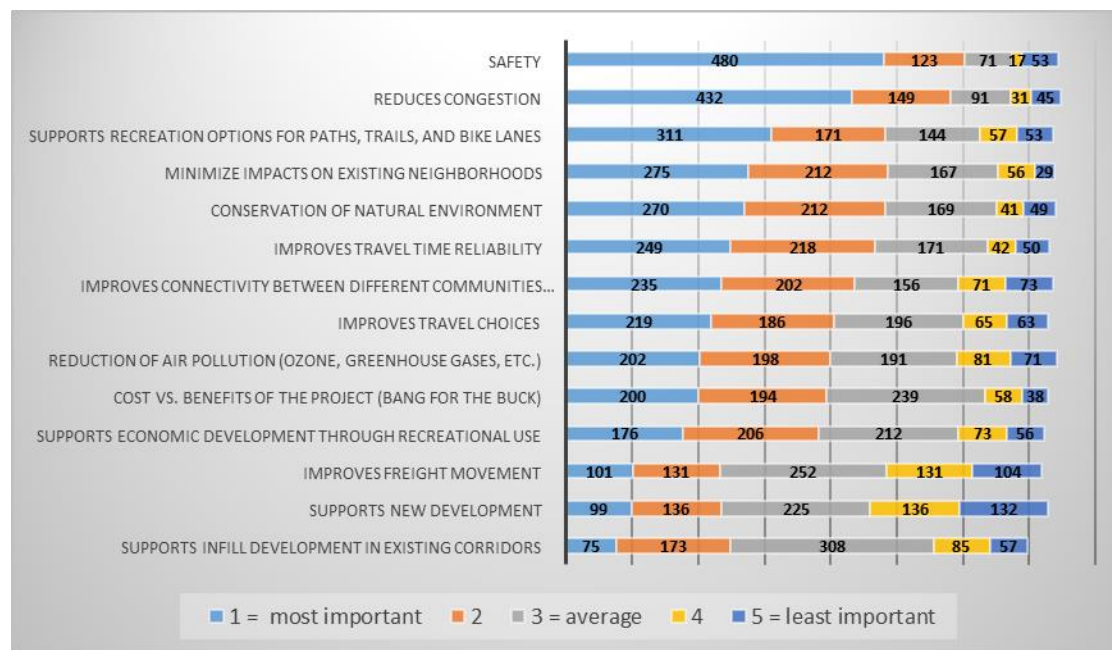
Participants were given the opportunity to recommend specific changes to improve the quality of transportation in Fayette County. The top three recommendations (**Figure A-16**) were expand the multi-use path system (104), specific roadway projects (82), and expand transit service and options (81).

Figure A-16: What specific changes would you recommend to improve the quality of transportation in Fayette County?



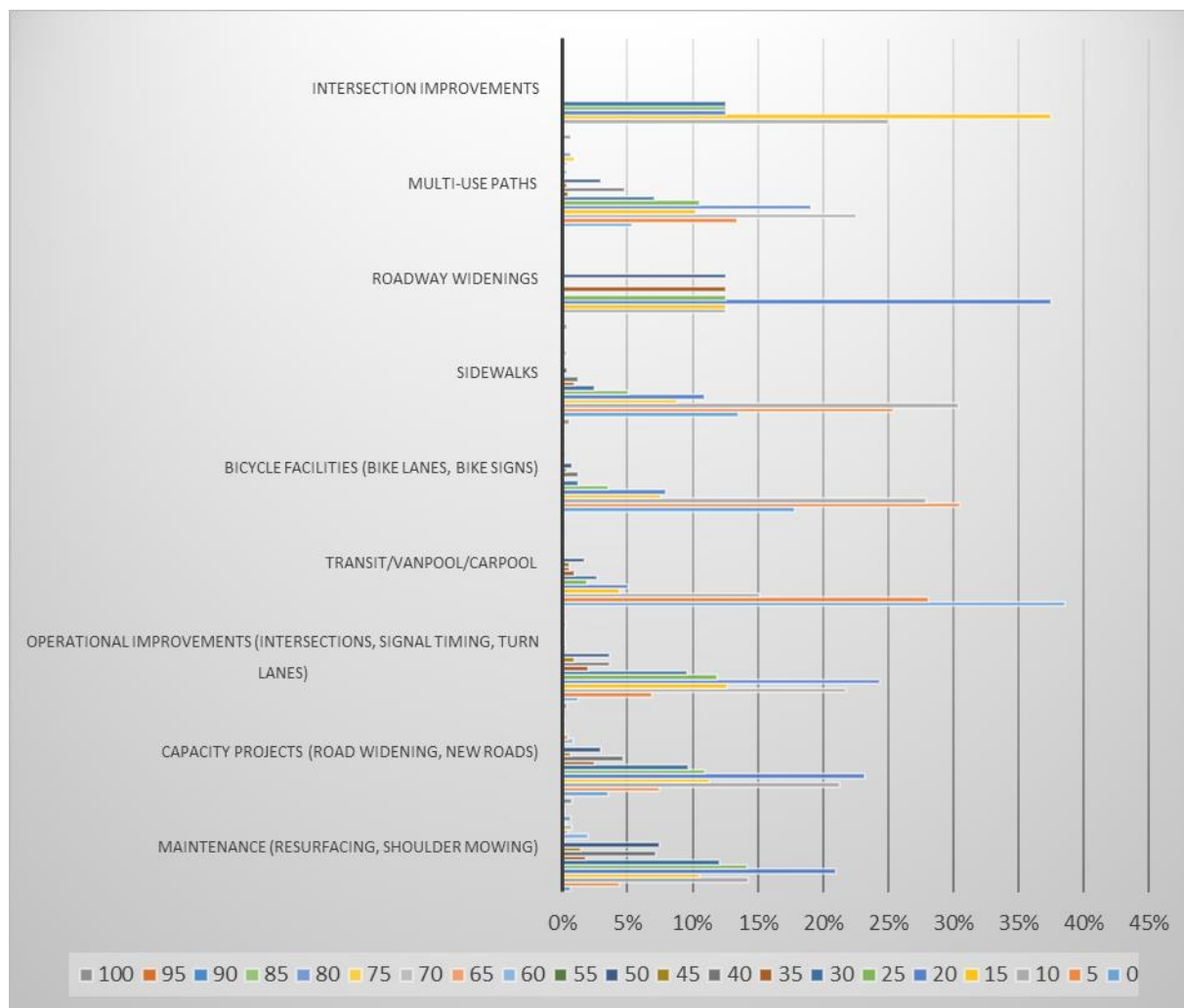
Responses pertaining to the multi-use path systems highlighted the desire to connect not only cities, neighborhood, and retail within the county but also to neighboring counties, as well as adding paths throughout the county specifically Fayetteville and Tyrone. Several roadways and intersections, specifically Antioch and Highway 92, State Routes 54/74 and McDuff Parkway, were repeatedly mentioned in the responses and suggested included adding roundabouts, traffic lights, or turn signals as well as widening roads. Expanding Fayette County’s transit services and options was another top recommendation and included expanding MARTA, increasing bus routes and stops throughout Fayette County, and adding commuter options to the Hartsfield Jackson-Atlanta International Airport and downtown Atlanta. Participants were also asked to identify what they consider to be most important when selecting transportation projects (**Figure A-17**).

Figure A-17: Please rate the following items by their importance for consideration when SELECTING transportation projects. Rate each 1 to 5 where 1 is most important, 3 is average, and 5 is least important



Participants identified “safety” (64%) and “reduce congestion” (58%) as their top priorities followed by “supports recreation options for paths, trails, and bike lanes” (42%), “minimize impacts on existing neighborhoods” (37%) and “conservation of natural environment” (36%). Participants found “improves freight movement” and “supports new development” as the lowest priority when selecting transportation projects. Participants were then asked how they would allocate funds to transportation (**Figure A-18**).

Figure A-18: How would you allocate available funds to transportation (total should add up to 100%)?



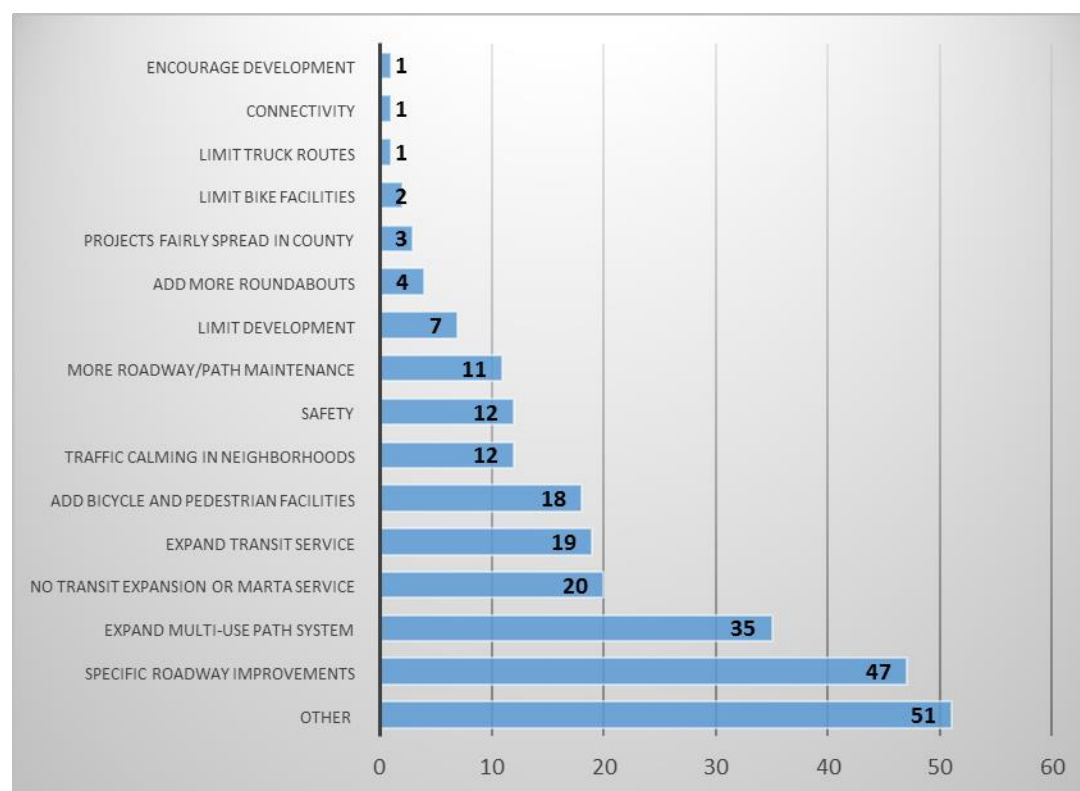
The most popular funding allocations for each category were:

- Maintenance – 20% (137 responses)
- Capacity Projects – 20% (144 responses)
- Operational Improvements 20% (159 responses)
- Transit – 0% (202 responses)
- Bicycle Facilities – 5% (173 responses)
- Road widenings – 20% (3 responses)
- Sidewalks – 10% (172 responses)
- Intersections – 15% (3 responses)
- Multi-use Paths – 20% (119 responses)

The survey ended with an opportunity for participants to leave a comment and as seen in **Figure A-19** several themes emerged. The largest number of referenced specific roadway improvements throughout

the county. One participant left a comment suggesting that the Hwy 72/54 intersection needs to be fixed and that Fayetteville's 54 corridor should look like Peachtree City's 54 corridor. Another participant stressed the need to improve the SR 74/I-85 interchange while a third participant requested the creation of an entrance/exit for Hwy 92 to I-85 and to increase Hwy 92 to four lanes. The next most occurring theme was the expansion of the multi-use path system and once again participants want to improve connectivity between the cities within the county as well as improve connectivity to surrounding counties. Two additional themes stood out because of their conflicting stances. Twenty participants commented against the expansion of transit and MARTA service in Fayette County while nineteen participants wanted to expand transit service in Fayette County.

Figure A-19: Themes found in the additional comments left by participants



Round 2

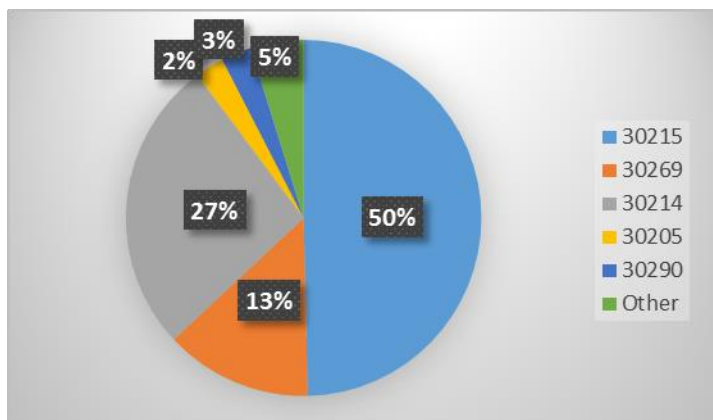
The second survey asked for feedback on project and transportation priorities and project recommendations. The results of this survey helped the project team create a prioritized list of projects to be completed in Fayette County.

The survey link was made available on the project website for three weeks between July 8, 2018 and July 30, 2018 and was sent to the interested parties e-mail list. The survey was also available at the second round of Community Events and Public Meetings. A total of 693 people throughout Fayette County participated in the second survey. **Appendix B** has a complete list of the questions and responses from the second survey.

Survey Findings

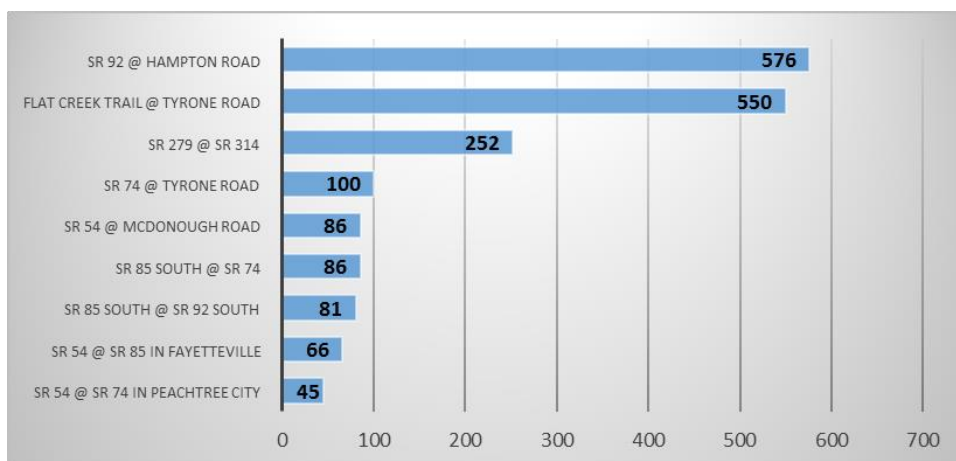
Just over three fourths of the participants living in Fayetteville from the 30215 and 30114 zip codes, almost a quarter living in Peachtree City in the 30269 zip code, and the rest living throughout the county and surrounding counties (**Figure A-20**).

Figure A-20: What is the ZIP Code where you live?



The first section of the second survey focused on prioritizing the identified congestion bottlenecks and how best to address two specific corridors: Sandy Creek Rd and Tyrone Rd. Participants were first asked to identify which three of the nine congestion bottlenecks identified in the first round of public meetings and survey were the most important to be address (**Figure A-21**). Participants identified SR 92 at Hampton Rd. (84%), Flat Creek Trail at Tyrone Rd (80%), and SR 279 at SR 314 (37%) as the top three bottlenecks.

Figure A-21: Our analysis has identified several congestion bottlenecks. Which are the most important to address?



Participants were asked the best way to address the issues affecting the Sandy Creek and Tyrone Rd corridors. The three options were as follows: a traditional road widening from 2 to 4 lanes, a corridor improvement that improves intersections, addresses safety issues, adds turn lanes, add passing lanes, etc.

without widening; a traditional road widening from 2 to 4 lanes; or leave the road as-is and develop a new roadway connecting SR 54 and SR 74 (**Figures A-22 and A-24**). Almost half of the participants (44%) identified a corridor improvement without widening as the best way to address Sandy Creek Corridor. **Figure A-24** illustrates that participants also identified a corridor improvement without widening (49%) as the best option for addressing for the Tyrone corridor and then leave the road as-is and develop a new roadway connecting SR 54 and SR 74 (23%). Participants were asked how important (important, neutral, or not important) a path system along the two corridors in addition to the improvements mentioned in the previous questions would be (**Figures A-23 and A-25**). Neutral was the option chosen most often for both the Sandy Creek Road. (44%) and Tyrone Road. (42%) corridors.

Figure A-22: What is the best way to address the issues identified along Sandy Creek Road?

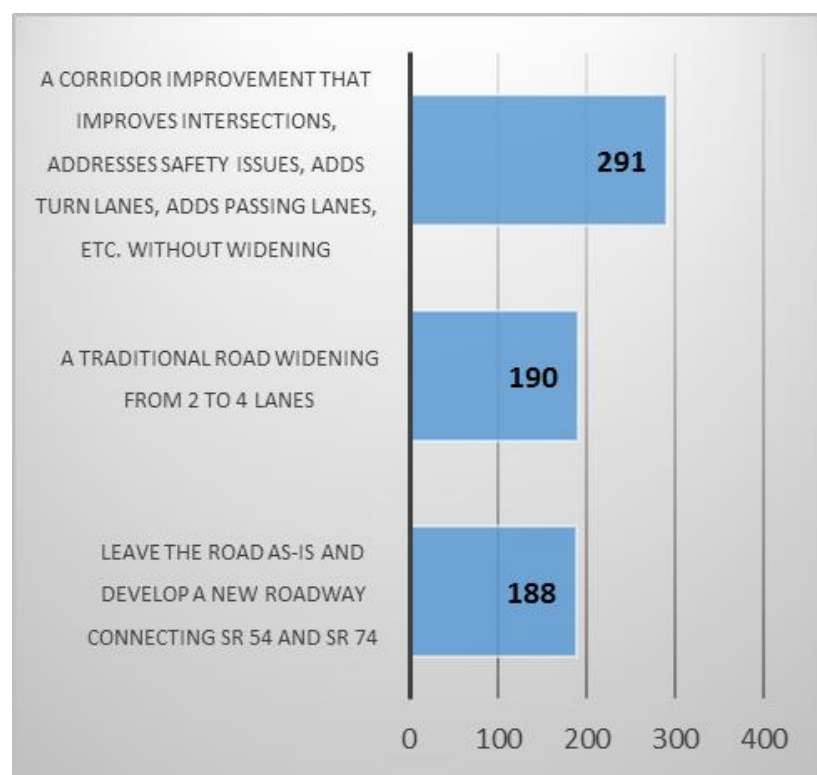


Figure A-23: How Important is a path system along Sandy Creek Road in addition to automobile improvements?

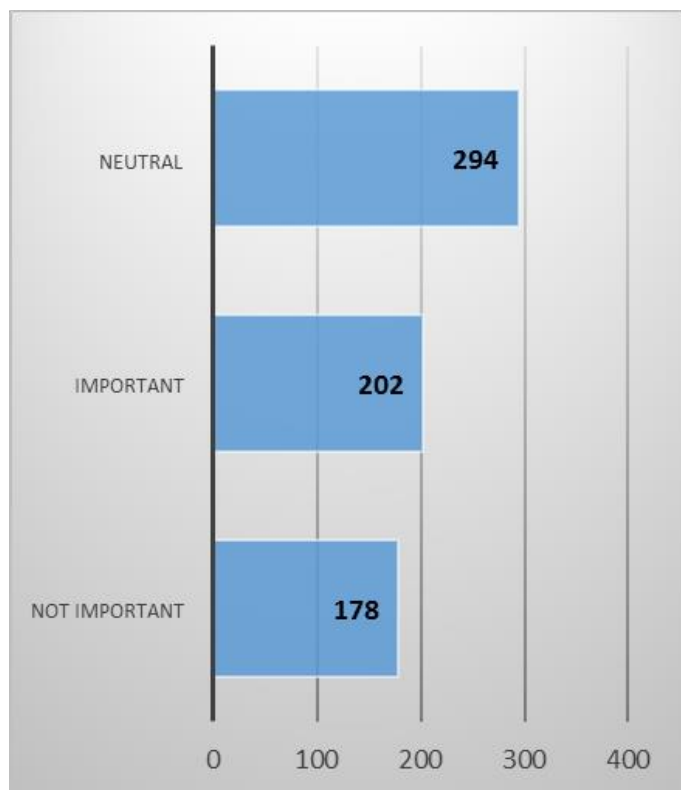


Figure A-24: What is the best way to address the issues identified along Tyrone Road?

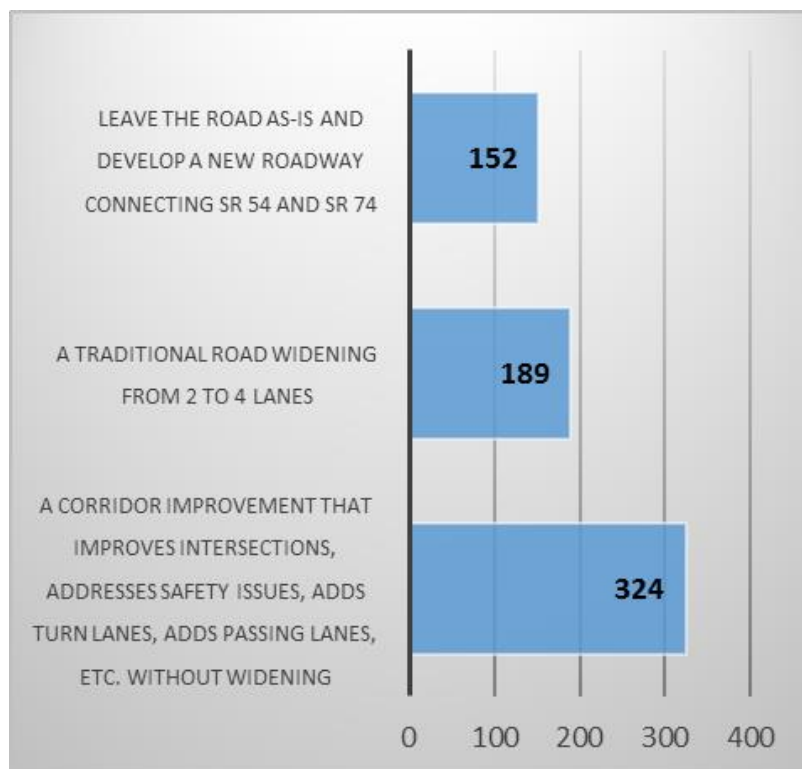
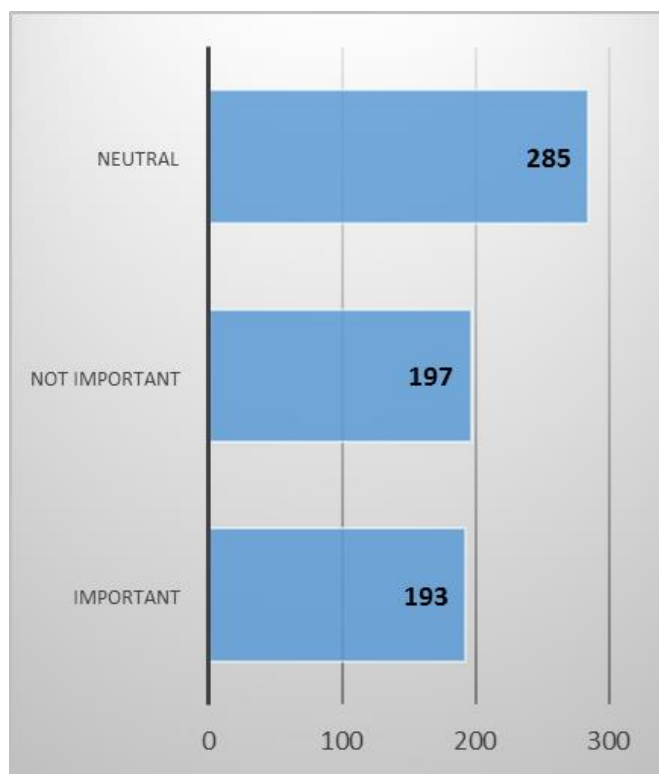
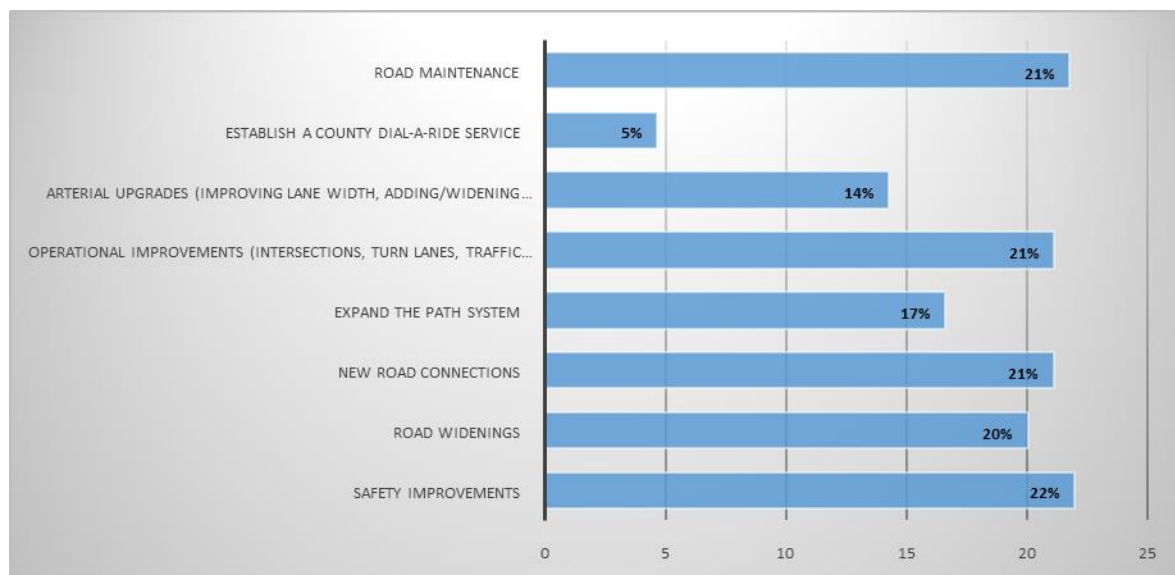


Figure A-25: How Important is a path system along Tyrone Road in addition to automobile improvements?



The second section of the survey focused on several transportation options, transportation funding, and connectivity. Participants were asked how they would allocate SPLOST funding (percentage) to the following transportation improvements: safety improvements, road widenings, new road connections, expand the path system, operational improvements, arterial upgrades, establish a county Dial-A-Ride, and road maintenance (**Figure A-26**).

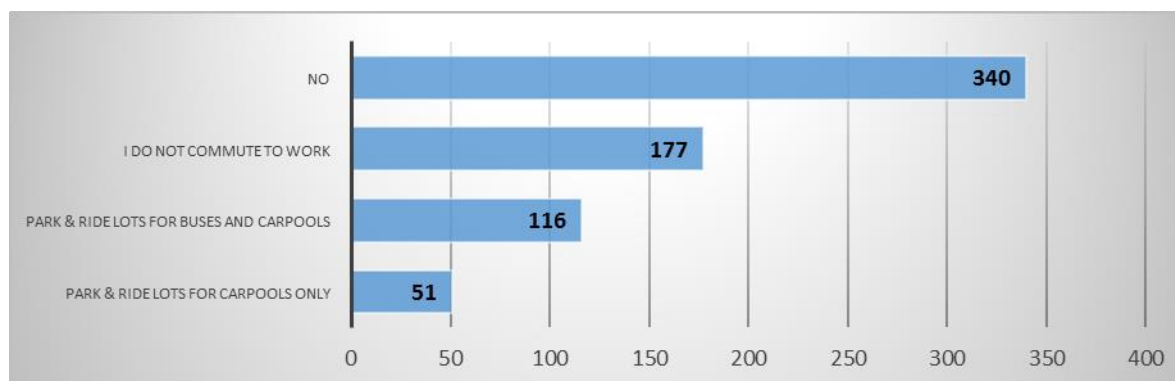
Figure A-26: If you were to allocate SPLOST funding to transportation projects what percentage would you spend on each type of improvement?



Five of the improvements had an average allocation of 20% to 22%, with the highest allocation for “safety improvements”, followed by “road maintenance”, “operational improvements” and “new road connections” with averages of 22%, and then “road widening” with an average allocation of 20%. Both “expand the path system” and “arterial upgrades” had average allocations in the teens. The lowest average allocation was for “establish a county Dial-A-Ride”.

The next question asked if participants would utilize park & ride lots for carpooling and bus service to commute to work if they were available. Most of the participants (67%), when disregarding the non-commuters, indicated that they would not utilize a park & ride lot to commute to work (**Figure A-27**).

Figure A-27: Clayton, Fulton, and Coweta Counties have park & ride lots that allow for both carpooling and bus services. Would you use either of the following for your commute to work if they were available in Fayette County?



The following two questions asked participants to determine which was more important to them: develop alternative corridors within Fayette County, widen existing roads and preserve the rural

character of Fayette County, or address congestion (**Figures A-28 and A-29**). For both questions the responses were close with 52% of participants favoring developing alternative corridors over widening existing roads (48%) and 56% participants favoring addressing congestion over preserving the rural character of Fayette County (44%).

Figure A-28: Is it more important to develop alternative corridors (i.e. build new roads) within Fayette County or to widen existing roads?

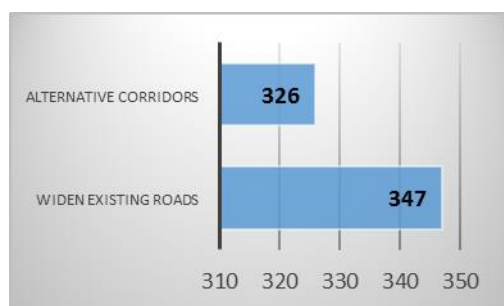
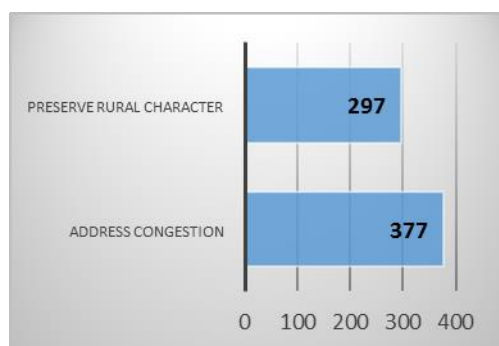
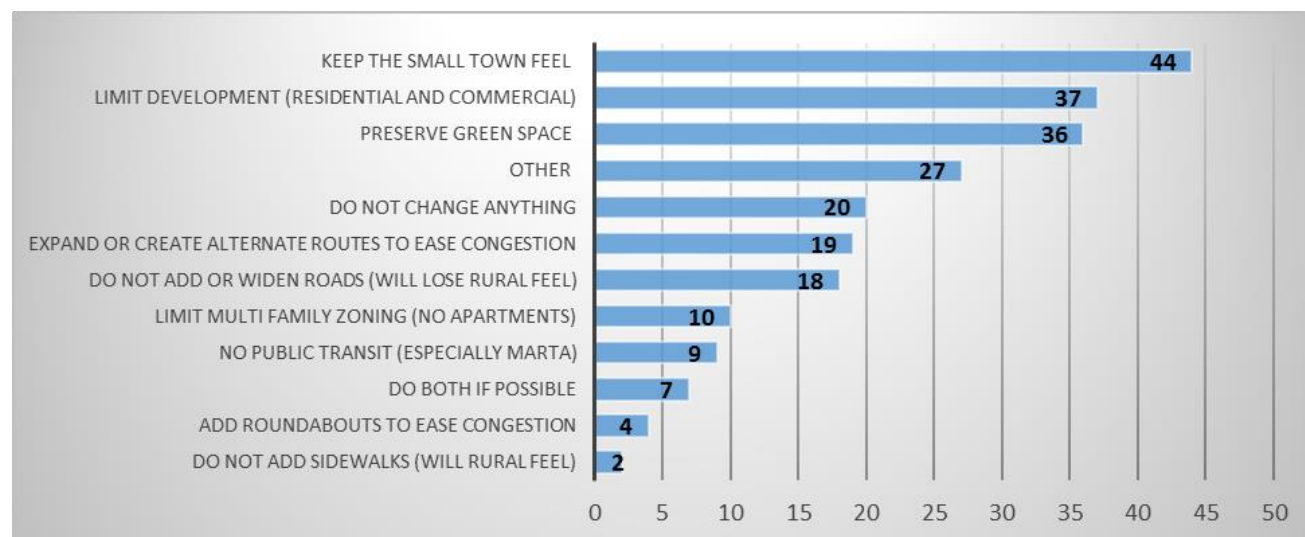


Figure A-29: Is it more important preserve the rural character of Fayette County or to address congestion?



All participants that indicated that they favored the preservation of Fayette County’s rural character were then asked what that meant to them. Twelve main themes were found in the responses as seen in **Figure A-30** below. The most reoccurring definition of "Preserve Rural Character" was “keeping the small-town feel” as seen in one participant’s comment: “The rural, small town feel of Fayette cities is what drew me to the area. Keep the trees and houses with yards. I don’t want major roads, or development so congested that all the cities connect down the highways with gas stations and more half-used commercial lots”. Another participant said, “keeping the town from becoming more like a city, more of a small feel, and less of the big feel”. Two themes emerged as the next most often definitions of “Preserve Rural Character” and they were; “Limit Development” (37) and “Preserve Green Space” (36). Participants specified that limiting development included both commercial and residential development. One participant pointed out; “continue to be cautious in developing beyond our ability to absorb new residents. Each new home creates more obligations for infrastructure.” The already existing greenspace in Fayette county was mentioned multiple times as well as the need to preserve it as seen in this comment, “The golf cart trails are just beautiful and there's no other place in GA like Fayette County. The nature needs to be preserved”. Twenty participants left comments stating that nothing needed to be changed in Fayette County as it is great the way it is as highlighted in this comment, “We want to keep Fayetteville the way it is that is why we love it, and everyone moves here. “

Figure A-30: If you selected "Preserve Rural Character", please provide a few words explaining what that means to you.



The final question asked participants if Fayette County should pursue new or expanded regional connection to neighboring counties and if so what areas are of concern? Most of the participants (58%) responded no to regional connections while 42% responded yes (**Figure A-31**). Of the participants that responded yes, 25 agreed that connectivity was needed to Coweta County, while 11 participants identified the interstate and expressway, and 5 pointed to Newnan.

Figure A-31: Should Fayette County pursue new or expanded regional connections with neighboring Counties?

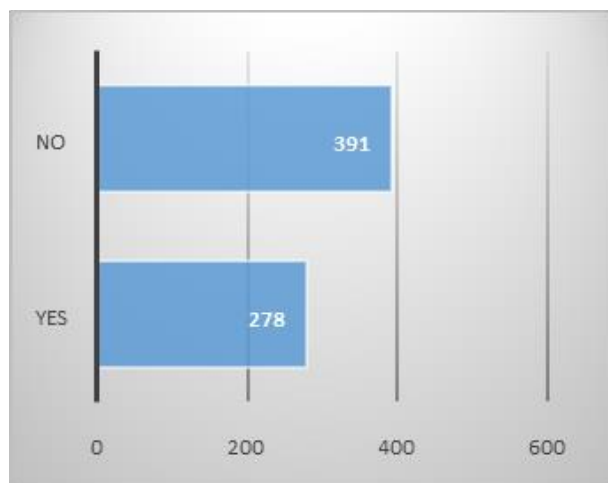


Table A-8: Areas of concern Locations identified as Needing Connectivity

Location	Responses
Coweta	25
Newnan	5
Henry	2
Fairburn	1
Fulton	2
Clayton	2
Interstate / Expressway	11
Sharpsburg	1