

FAYETTE

TRANSPORTATION PLAN



**Inventory of Existing
Conditions Report**
November 2019

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Supported By:



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1. Introduction

The Atlanta Regional Commission (ARC) created the Comprehensive Transportation Plan (CTP) program to encourage counties and their municipalities to develop joint long-range transportation plans. ARC uses CTPs as the foundation of the wider regional vision for transportation investment in the Atlanta region. This CTP, known as the FAYETTE TRANSPORTATION PLAN, is funded with financial support from ARC and will be used to make funding and implementation decisions in the county for the next five years and beyond. Transportation projects identified during this planning process will be eligible for inclusion in the Regional Transportation Plan (RTP) and may be considered for federal and state funding. The Inventory of Existing Conditions Report details the condition of transportation facilities in the Fayette County, City of Brooks, City of Fayetteville, City of Peachtree City, City of Woolsey and Town of Tyrone.

This plan incorporates and builds upon the previous 2010 CTP. Unimplemented recommendations from that plan were reevaluated under current situations to ensure validity. A unique part of this planning process is a deep dive into a countywide bicycle, pedestrian, and golf cart path network. This network is known as the Master Path Plan (MPP).

1.1. Plan Overview

The Fayette Transportation Plan follows a three-step technical documentation process (**Figure 1**):

- The first step is an **INVENTORY** of the present-day makeup and condition of the transportation network in and around Fayette County. This includes factors that influence transportation such as demographics, employment, land use, and development
- The second step is an **ASSESSMENT** of transportation needs both today and through the year 2040. Needs are identified using technical methods such as travel demand modeling as well as input from community and stakeholders
- The third step is the development of policy and project **RECOMMENDATIONS** designed to address the issues identified in step two

This document is the first step in the planning process: The Inventory of Existing Conditions Report.

Figure 1. The Planning Process



1.1. Purpose of Report

The purpose of the Inventory of Existing Conditions Report is to provide detailed information on the present day make up and condition of the transportation network in Fayette County. This also includes factors that influence transportation demand such as demographics, employment, land use, and development. This background information is necessary to inform the planning process moving forward and help with needs identification in the next phase of the plan.

The report includes sections that focus on a review of relevant studies, land use and development characteristics, demographics, the transportation network, traffic analysis, active transportation, transit, and previously proposed transportation improvements and transportation funding. This report is designed to be descriptive in nature. The implications of the data collected here, in addition to future projections, will be analyzed in greater detail in the next step of the planning process. However, where appropriate, initial observations and key takeaways have been made for further analysis in the Assessment of Current and Future Needs Report.

2. Review of Previous Studies

This section provides a review of previous studies relevant to the Fayette County Comprehensive Transportation Plan. It provides a general summary and references the most important findings. Policies and projects with an impact on the CTP are detailed in the following sections.

2.1. ARC Regional Transportation Plan (RTP)

The Atlanta Regional Commission (ARC) adopted its Regional Transportation Plan (RTP) in February 2016. It was last updated in December 2017. The overarching objective of the Atlanta Region's Plan is to "maintain and expand our world-class infrastructure, sustain and diversify our competitive economy, and foster and strengthen our healthy livable communities."

The Regional Transportation Plan identifies three goal areas; providing and maintaining world class infrastructure, healthy livable communities, and a competitive economy. Objectives to achieve these goals include:

- 1) Maintain and operate the existing transportation system to provide for reliable travel
- 2) Improve transit and non-SOV (single occupant vehicles) options to boost economic competitiveness and reduce environmental impacts
- 3) Strategically expand the transportation system while supporting local land use plans.
- 4) Provide for a safe and secure transportation system
- 5) Promote an accessible and equitable transportation system
- 6) Support the reliable movement of freight and goods
- 7) Foster the application of advanced technologies to the transportation system

The RTP programs multiple projects within Fayette county. These include a state route widening, bridge upgrade/replacements, a bypass, and multi-use path projects. A few projects from the RTP are listed below:

- Bridge upgrade/replacement projects at three locations; SR 85 @ Whitewater Creek, Ebenezer Church Road @ Whitewater Creek, Coastline Road @ CSX Railroad
- SR 85 widening
- East Fayetteville Bypass
- Fayetteville Multi-Use Trails and Paths

2.2. Fayette Forward – 2010 Fayette County CTP

The 2010 Fayette County Comprehensive Transportation Plan (2010 CTP) was created through a cooperative effort of Fayette County; the Cities of Fayetteville, Peachtree City, and Tyrone; the Towns of Brooks, and Woolsey; and the Atlanta Regional Commission (ARC). The objective of the 2010 CTP was to support the adopted comprehensive plans through the year 2030 by focusing on transportation infrastructure and policy. The emphasis on transportation and land use formed a vision for the County's desired character and quality of life.

The overall goals of the 2010 Fayette County Comprehensive Transportation Plan were to not only provide a series of project recommendations, but also craft policy that was not project-specific on subjects of roadway maintenance, access management, and support transportation services for special needs populations.

Through public outreach, the plan determined the following values were essential to Fayette County:

- Adaptive reuse of historic structures, citing positive examples like Jeff Davis Drive in Fayetteville
- Preserving open space and agricultural lands
- Creating mobility plans for the entire community, including special needs populations
- Responsible use of public money in project allocations and planning, with varied opinions on the West Fayetteville Bypass concerning neighborhood and rural impacts

2.3. Fayette County Comprehensive Plan

The 2017-2040 Fayette County Comprehensive Plan was updated and approved by the Fayette County Board of Commissioners on June 22, 2017. This section focuses on the transportation recommendations of the plan. The future land recommendations from this plan are detailed in **Section 3.1**.

The Fayette County Comprehensive Plan 2017-2040 is the County's official, long-term policy guide and strategy for future growth and development. The Transportation Element of Comprehensive Plan outlines the overall needs for the community. Growth in Fayette County and the surrounding counties has contributed to increased congestion, particularly along major corridors and at major intersections during peak travel periods. As there is no public transportation in Fayette County, the automobile is the major mode of transportation, and improving the efficiency of the transportation network is crucial to the well-being of citizens and Fayette County's future, as it can mitigate congestion. Likewise, the path system is fundamental to offsetting automobile travel for short trips and is a key element to transportation within Fayette County, as it can also mitigate congestion.

Transportation policies outlined in the comprehensive plan include:

- Creating a transportation network that provides adequate capacity
- Forming a network of multiuse paths that serves as an integral part of the overall transportation network
- Balancing transportation improvements with the County's land use goals and objectives
- Increasing the public safety of the transportation network

2.4. Town of Brooks Comprehensive Plan

One of metro Atlanta's smallest incorporated communities, the Town of Brooks is located in rural southern Fayette centered on the 85 Connector. Brooks' comprehensive plan was updated in 2017. The 2016 American Community Survey lists Brooks as having a population of 518; slightly less than years before.

The 85 Connector serves as the main road for Brooks as it is situated along the roadway. The remaining roadways in Brooks are local streets that are maintained by Brooks. In 2017, the Special Purpose Local Option Sales Tax was voted in, which expands capital projects, including key repaving projects and intersection upgrades.

2.5. City of Fayetteville Comprehensive Plan

The City of Fayetteville is the county seat of Fayette County. Its latest comprehensive plan is from 2017. The major trend of the City is creating a transportation network that facilitates multiple modes of transportation, including walking and bicycling. Some of the issues facing the transportation network include connecting existing destinations with sidewalks and bike trails, as well as providing connectivity between roadways within residential development, between commercial developments, and within the Citywide sidewalks/greenways network. Fayette County citizens approved the Special Purpose Local Option Sales Tax (SPLOST) of 1 percent (1 cent) in March of 2017. Counties and municipalities can use SPLOST funds for specific capital projects.

To further this endeavor, the comprehensive plan recommends supporting:

- Signal timing improvements along SR 54 and SR 85
- The development of alternative routes around the Downtown Historic District
- Any bypass proposals that will alleviate congestion on SR 85
- Continuing to require sidewalks within new residential developments and making those sidewalks connect with existing bicycle and pedestrian infrastructure
- Mixed-use development providing for inter-parcel access through sidewalks/multi-use trails, as well as roadways

2.6. Peachtree City Comprehensive Plan

Peachtree City recently updated and adopted its 2017 Comprehensive Plan in which Peachtree City identified five key points to focus on concerning transportation:

- The expansion and completion of the multi-use path system, to encourage alternative mode use
- Work with the surrounding jurisdictions and State departments to continue to develop and employ regional transportation solutions
- Identify appropriate truck routes through the City
- Use modern technology to maximize the utility of current infrastructure
- Work with Fayette County on the Comprehensive Transportation Plan

Managing congestion and providing transportation options are also concepts emphasized within the comprehensive plan. Peak hour congestion is an issue on the two major highways that run through Peachtree City; State Road 54, and State Road 74. These routes facilitate access to local shopping, as well as serve commuters going in, out, and through Peachtree City. Likewise, public engagement resulted in public interest for adopting a Complete Streets policy at appropriate locations, and expanding the multi-use trail system, with improved connectivity to activity centers.

2.7. Town of Tyrone Comprehensive Plan

As one of the youngest municipalities in resident age group (58 percent under 45 years of age), the Town of Tyrone has grown from a population of 131 in 1970 to nearly 7,000 in 2015. The Town of Tyrone updated its comprehensive plan in 2017. Situated between Fairburn and Peachtree City, Tyrone's main roadway is SR 74, which provides connections to Interstate 85 via intersecting roadways.

The majority of residents (2,931) commute out of town and only 183 people live and work in the Town of Tyrone. The majority of residents (40 percent) travel 10-24 miles to work. Commute destinations include the Hartsfield–Jackson Atlanta International Airport, Atlanta business districts, and nearby municipalities including Peachtree City, Fayetteville, and Newnan.

Similar to Peachtree City, the Town of Tyrone has invested in multi-use path, sidewalk, and cart path systems along some of its major streets and has plans to further invest in and connect the network. Some of the Town's infrastructure goals include:

- Connecting both sides of the Town through its multi-use path system
- Enhance street connections within the Town to promote connectivity while limiting cut-through traffic
- Make investments in wayfinding, beautification, gateways, and alternative modes (as congestion is not a serious problem)

2.8. Town of Woolsey Comprehensive Plan

The Town of Woolsey updated its comprehensive plan in March of 2017. A rural community, Woolsey is situated at the intersection of Hampton Road and SR 92. One of the smallest incorporated communities in the metro Atlanta region, the majority of workers in Woolsey commute out of the town, and all of its residents use an automobile to get to work (eight percent carpool).

There are two long term Fayette County transportation projects that will affect the Town of Woolsey; intersection improvements along SR 92 from McBride Road south to the county line of Spalding, and the

relocation of a portion of Hampton Road in Woolsey, away from Historic properties creating a direct connection to Brooks-Woolsey Road.

It is also noted that events at the Atlanta Motor Speedway can create traffic delays in and around the City of Woolsey.

Through a paper survey to each registered voter within in the Town of Woolsey in the fall of 2016, the top priority project was determined; developing a connection to Lake Horton from the town. The completion of this project would have to be done in conjunction with Fayette County. Through this same survey, the following concerns were chief among participants:

- Concern regarding commuter traffic on SR 92 (cut-through traffic)
- A desire for more sidewalks and trails
- A near split disagreement as to whether Hampton Road should be relocated to align with Brooks Woolsey Road and whether the town should explore adding a signal or roundabout at the intersection of SR 92 and Hampton Road
- An agreement that the speed limit on SR 92 should be 35 miles per hour

2.9. SR 54 Traffic Study

A SR 54 traffic study was completed in 2014. The study examined conditions along SR 54 from MacDuff Parkway to Willowbend Road/Flat Creek Road in order to reduce congestion through operational improvements. SR 54 is the primary east-west connection between Coweta County and Fayette County, while allowing access to SR 74, which is an essential arterial that has an interchange with I-85 10 miles north of Peachtree City. The study found the following causes and issues along the corridor:

- The morning commute capacity is an issue as traffic travels east from Coweta/Fayette County line towards SR 74
- While coordinated signals provide substantial green time, side streets for residential access like Panterra Way and MacDuff Parkway become bottlenecks. SR 54 at SR 74 is a bottleneck given the need for green time to the north-south movement
- Evening commute time problematic given the higher volumes of traffic, and access points to retail developments along SR 54
- As people access these developments in the evening, rather than the morning, congestion is more substantial

Short-term, mid-term, and long-term recommendations were suggested to address deficiencies in the network, with their associated projected costs.

Short-term (2014 – 2020: \$2.7 million)

- Modify access points close to SR 54 at SR 74 intersection
- Modify bottleneck intersection of Planterra Way to improve efficiency of side street movements
- Modify MacDuff Parkway intersection to accommodate current needs and additional traffic due to planned development

- Signalize the intersection of SR 54 and Line Creek Drive with a continuous green to accommodate additional traffic due to planned development

Mid-term (2020 – 2030: \$9.3 million)

- Modify bottleneck intersection of Huddleston Road to improve efficiency of side street movements
- Provide additional capacity along SR 54 in the congested westbound direction
- Connect Commerce Drive area to residential area to the northeast
- Provide additional capacity along SR 54 in the eastbound direction and east of SR 74
- Plan parallel connections to SR 54 corridor

Long-term (2030 – 2040: \$5 million - \$15 million)

- Improve capacity at the critical intersection SR 54 and SR 74
- Construct parallel connections to SR 54 Corridor

2.10. Livable Centers Initiatives (LCIs)

The Livable Centers Initiative is a program instituted by the ARC that promotes the development of transportation and land use plans to enhance the livability, connectivity, and mobility of communities by awarding grants to local governments in the metropolitan Atlanta region.

The LCI program is paying dividends. The creation of more vibrant, walkable communities means fewer vehicles on the road and cleaner air for all of us. Since the program began in 2000, vehicle miles traveled per capita each day has dropped 13 percent. At the same time, communities are re-imagining their public spaces. Public parks have been established in more than half of LCI areas, while public art has been installed in one-third of LCI areas.

2.10.1. Fayetteville LCI

Within the City of Fayetteville, the Fayetteville LCI study area overlaps the central portion of Fayetteville; it is the Downtown Historic District and it encompasses the area in which all of the state roads in this part of Fayette County meet. Much of the development in the study area is residential; single-family and multi-family. Commercial land use, as well as institutional and government offices are also located within the study area. In the 2003 Fayetteville LCI Plan, it was recommended to develop a new mixed-use center for Downtown Fayetteville and connect the downtown to residential and commercial areas via pedestrian and bicycle facilities. The Villages of Lafayette Park is the first of the Planned Community Development (PCD) zoning classification of the City of Fayetteville. With 235 residential units, and 5-acres of downtown commercial development, the area is located between Fayette County High School and Lanier Avenue; the southwest portion of the LCI study area. **Table 1** describes the existing conditions and recommendations for the Fayetteville LCI study area.

Table 1: Fayetteville LCI Recommendations

Fayetteville LCI		
Existing Conditions	Project Recommendations	Policy Recommendations
<ul style="list-style-type: none"> • SR 85, SR 92, SR 314, and SR 54 provide multi-directional ingress and egress routes. • Natural resources and discontinuous multi-use trails. • Local street network. • Direct access to job centers in central Atlanta and Hartsfield International Airport. • As a retail/trade center for the area, with City and County offices and various institutions, it is a major attractor. 	<ul style="list-style-type: none"> • The defining characteristic is the Courthouse Square. • Creating a connected sidewalk network is a community priority. • Offering incentives for the construction of mixed-use developments is recommended. • Make infill development compatible with surrounding uses and architecture styles. • Housing variety; single-family, townhomes, condominiums. • Transform current corridor commercial development along SR 85 into commercial nodes. 	<ul style="list-style-type: none"> • Preserve greenspace and connect multi-use trails. • Create bike/ped facilities connecting mixed use developments and cul-de-sacs. • Create high pedestrian orientation development, to facilitate 5- and 10-minute walking radii. • Adopt a complete streets policy. • Ensure roadway projects are completed using context sensitive solutions. • Adopt guidelines for a mixed-use parking structure to serve the downtown Fayetteville development.

Source: Fayetteville LCI

2.10.2. Peachtree City LCI

The Peachtree City LCI is situated in the central area of Peachtree City, adjacent to SR 74, at the intersection of SR 74 and SR 54. It encompasses The Avenue Peachtree City development, as well as the developments westward to the county line. Much of the development within the area is commercial, with a Walmart Supercenter and Home Depot north of SR 54 and west of SR 74, and multi-family housing just north of SR 54. Single-family homes continue westward to the county line. With room for more development, the area will continue to grow. **Table 2** describes the existing conditions and recommendations for the Peachtree City LCI study area.

Figure 2. Fayette County Livable Centers Initiative (LCIs)

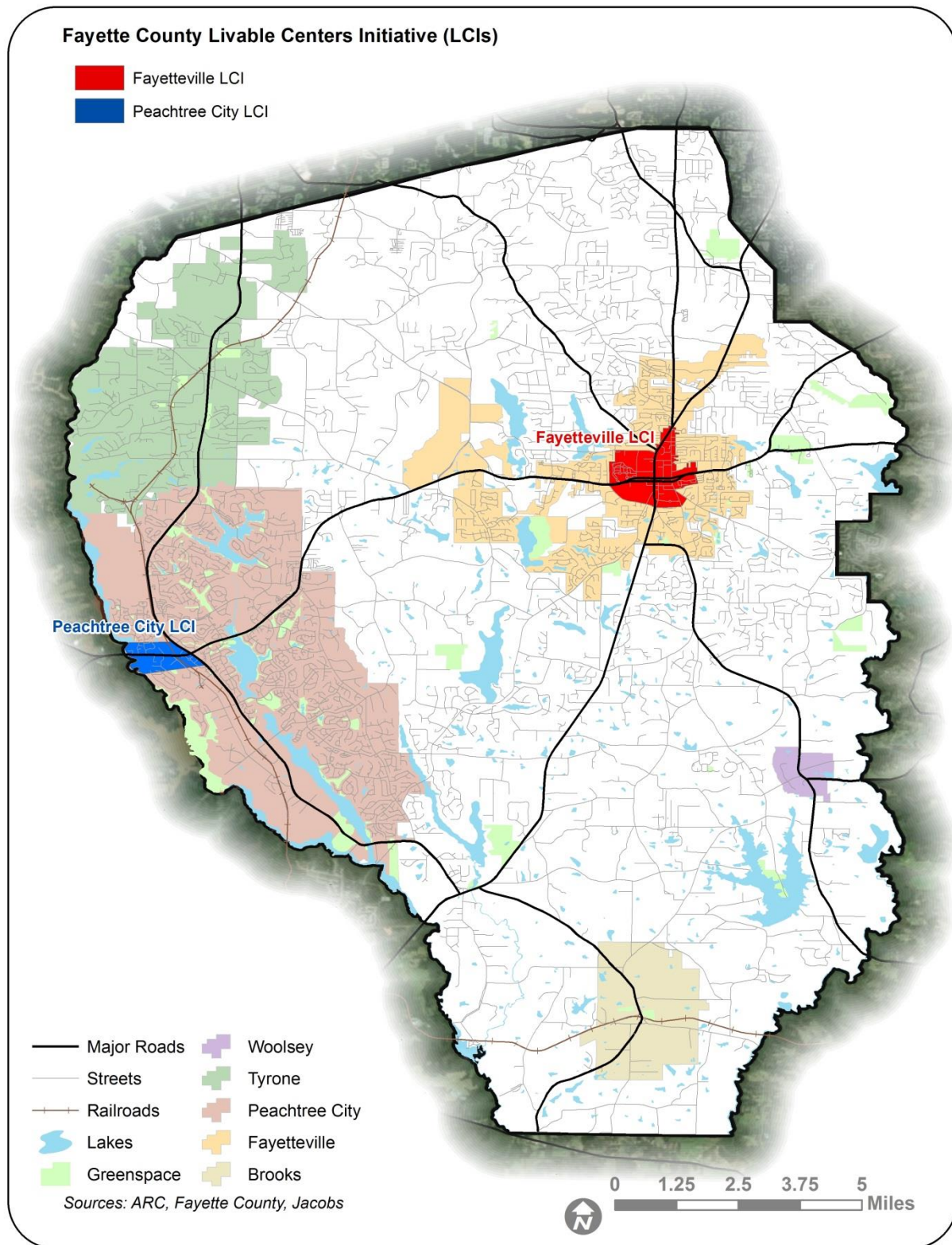


Table 2. Peachtree City LCI Recommendations

Peachtree City LCI Recommendations		
Existing Conditions	Project Recommendations	Policy Recommendations
<ul style="list-style-type: none"> • SR 74 and SR 54 provide multi-directional ingress and egress routes. • Natural resources and multi-use trails. • Local street network. • Direct access to job centers in central Atlanta and Hartsfield International Airport via SR 74 and Interstate 85. • Major retail/trade center attractor. 	<ul style="list-style-type: none"> • Create a defining characteristic; mixed use development/retail/commercial nodes. • Pursue funding for the LCI for more study along major corridors. • Further connect sidewalk and multi-use path network. • Offering incentives for the construction of mixed-use developments is recommended. • Improve core of existing roadway infrastructure, in addition to new facilities. 	<ul style="list-style-type: none"> • Preserve greenspace and connect multi-use trails. • Create bike/ped facilities connecting mixed use developments and cul-de-sacs. • Create compact, mixed-use development in walkable centers, to facilitate 5- and 10-minute walking radii. • Adopt a complete streets policy. • Promote shared parking among differing land uses. • Ensure roadway projects are completed using context sensitive solutions.

Source: Peachtree City LCI

3. Land Use and Development Characteristics

3.1. Existing Land Use

To assess existing land use patterns in Fayette County, the ARC's LandPro 2012 data set was utilized. This data set provides a consistent land use classification system throughout each municipality and county within the Atlanta region. It is helpful when analyzing existing land uses in counties with multiple municipalities. Existing land uses have been mapped in **Figure 3** and the acreages of each category are detailed in **Table 3**.

The most prevalent land use category within the county is single-family residential, which comprises 40.5% of the county. This includes single-family homes on a variety of lot sizes. This includes traditional suburban subdivision densities of quarter acre lots and more rural densities of homes on lots greater than 1 acre. The majority of this type consists of homes on lots greater than 1 acre in size (80 percent of the total). Large-lot single-family residential can be found dispersed throughout the county, while denser subdivisions are found primarily in Peachtree City and Fayetteville.

The second most prevalent land use category is agriculture-forest-open space, which comprises 40 percent of the county. This indicates there is still a large amount of undeveloped land in the county, which can accommodate significant levels of additional growth. This category is comprised of agricultural uses, including cropland, pasture land, areas dedicated to livestock production and equestrian facilities. General forest cover and undeveloped open space are also included in this category. These uses are found throughout the county, but are seen predominately in northwest and southern Fayette County.

The third most common land use type is park-recreation-conservation, with 7.3 percent of the total. This land use type is comprised of parks, wetlands, floodplains, and golf courses. Prominent land uses include the Line Creek Nature Preserve and the Peachtree City Athletic Complex. The majority of this land use type consists of private golf courses and floodplains or wetlands along creeks within the county.

Commercial uses are the fourth most prevalent land use and comprise 2.7 percent of the county. While they only constitute a relatively small percentage of the total land area, they have a heavy influence on the transportation network. These uses generate a high number of trips and serve as a major destination for county residents and heavy truck deliveries. This category consists primarily of big-box retail centers, restaurants, and strip/convenience retail. These uses are found primarily in Peachtree City and Fayetteville and along major transportation corridors, which include SR 74, SR 85 and SR 54. Notable commercial uses in the county include Pinewood Atlanta Studios, The Avenue Peachtree City and Fayetteville Pavilion.

Public-Institutional uses constitute the fifth most common land use type in the county, with 2.4 percent of the total. This category includes schools, churches, cemeteries, libraries, hospitals, police stations, fire stations and government facilities. Notable land uses in the category include the Piedmont Fayette Hospital, Starr's Mill High School, and Sandy Creek High School.

Waterbodies total 2.3 percent of the land area in the county. This category is comprised of lakes and reservoirs. Major waterbodies include Lake Horton, Lake Peachtree, and Lake Kedron.

Transitional land uses or land uses that are currently under construction total 1.6 percent of the county. This category includes areas that are cleared for development, but are not fully built out. Within the county this primarily includes partially built residential subdivisions.

Industrial land uses comprise 1.5 percent of the county total. This category includes warehousing and distribution centers, light manufacturing, and quarries. These uses are clustered in several locations throughout the county. This includes the SR 74/Dividend Drive industrial corridor in Peachtree City, Shamrock Industrial Boulevard in Tyrone and the Kenwood Business Park immediately north of Fayetteville. The SR 74/Dividend Drive industrial corridor contains several manufacturers, which include Sany America, Sigvaris, Scholle IPN, Hoshizaki America, MA Industries, Metal Tech-USA and Gerresheimer. This category also includes two large quarries, the Martin Marietta – Tyrone Quarry and Hanson Quarry, both located in Tyrone.

Transportation-Communication-Utilities (TCU) land uses constitute 1.2 percent of the county and encompass a diverse set of land use types. This includes areas designated for transportation

infrastructure, utility infrastructure (water and wastewater facilities, electrical substations, and power line easements) and communication uses (cell phone towers, antennas, and satellite dishes). Major land uses in this category include the Atlanta Regional Airport – Falcon Field and electric transmission line easements throughout the county.

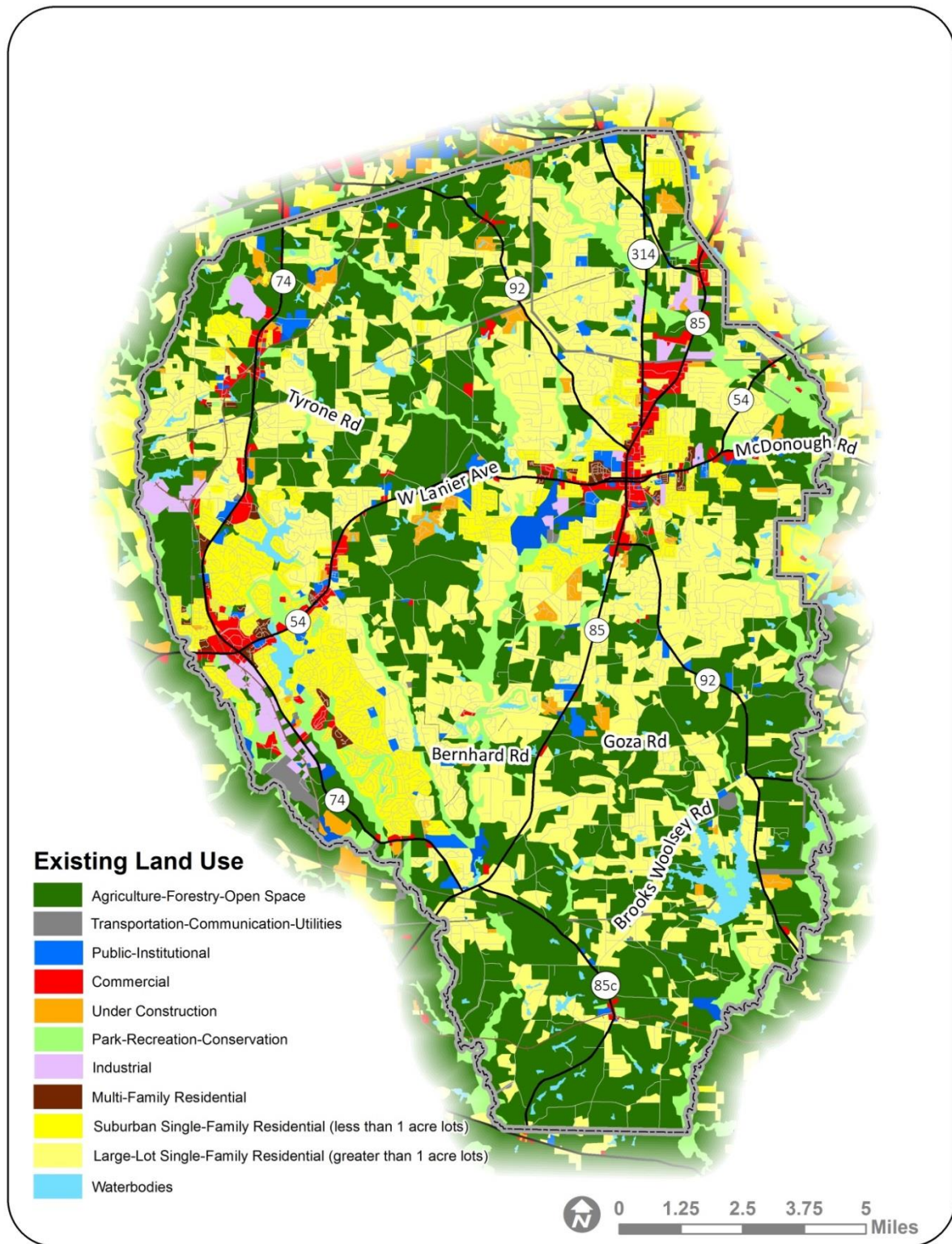
Multi-family residential is not a major land use within the county, constituting only 0.6% of the total. This category includes a limited number of apartment and condominium complexes. These multi-family residential uses are primarily found in Peachtree City and Fayetteville. The vast majority of residential uses in the county consist of single-family residential.

Table 3: Existing Land Use Composition of Fayette County

Land Use Category	Acreage	Percentage
Single-Family Residential	51,658	40.5%
Agriculture-Forest-Open Space	50,969	40%
Park-Recreation-Conservation	9,304	7.3%
Commercial	3,392	2.7%
Public-Institutional	3,026	2.4%
Waterbodies	2,939	2.3%
Under Construction	2,026	1.6%
Industrial	1,960	1.5%
Transportation-Communication-Utilities	1,501	1.2%
Multi-Family Residential	763.58	0.6%
Total	127,544.41	100%

Source: ARC LandPro 2012, Jacobs

Figure 3. Existing Land Use (ARC LandPro)



3.2. Future Land Use

This section provides an overview of planned future land uses within the county. This is useful in identifying areas where future development is likely to result in transportation needs. It is also helpful in coordinating proposed transportation improvements with future development patterns.

The adopted future land use plans for unincorporated Fayette County and the municipalities of Brooks, Fayetteville, Peachtree City, Tyrone and Woolsey and have been collected and analyzed. These plans have all been recently adopted by each local jurisdiction in 2017. The future land use for unincorporated Fayette County is displayed in **Figure 4** and the five municipalities are shown in **Figure 5**.

3.2.1. Unincorporated Fayette County

The Future Land Use Plan for unincorporated Fayette County is primarily comprised of single-family residential development at varying residential densities. The densest residential development at one unit per acre is planned for northern Fayette County in areas surrounding Fayetteville and Tyrone. Residential densities of one unit per two and three acres are planned for central Fayette County. The least dense category, Agriculture-Residential, at densities of one unit per five acres is planned for southern Fayette.

A large portion of the county has been identified as Environmentally Sensitive Areas. These areas include waterways, watershed protection areas, floodplains, poor soils and steep slopes that are not conducive to development. These areas are concentrated along major water supply streams which include the Flint River, Whitewater Creek and Line Creek.

The land use plan identifies a special development district focused on office development north of Tyrone from the Tyrone border to the Fulton County boundary along SR 74 (Joel Cowan Parkway). This district is referred to as the SR 74 North East Side Special Development District. The purpose of this district is to promote planned office development along the eastern frontage of SR 74 to a depth of approximately 800 feet.

A large area of commercial and industrial land uses are planned along SR 85 north of Fayetteville. This area is planned under the designation of Planned Small Business Center Special Development District. This category is intended to promote business incubator center through a planned, mixed-use nonresidential development pattern consisting primarily of a mix of office uses, service uses, and light industrial uses, with limited small-scale commercial uses as appropriate for the area.

A series of overlay districts have been planned throughout the county. These have been adopted along major transportation corridors to facilitate desired development. These districts include the:

- SR 54 West Overlay District and Overlay Zone
- SR 74 North East Side Special Development District and Overlay Zone Special Development District
- SR 85 North Overlay Zone
- SR 138 and SR 314 North Overlay Zone
- General State Route Overlay Zone
- Starr's Mill Historic District and Overlay Zone
- Transportation Corridor Overlay Zone

The Transportation Corridor Overlay Zone establishes an overlay zone on all state highways that traverse Fayette County. This is applied to all new non-residential development along these corridors. These corridors include SR 54 West, SR 74 North, and SR 85 North. The purpose of this district is to promote and maintain orderly development and an efficient traffic flow along highway corridors. It is also designed to protect the aesthetics for existing and future residential areas. Design guidelines are required for new development that encourage a cohesive high-quality design aesthetic.

3.2.2. Brooks

The Town of Brooks has two character area designations identified within their Future Development Map. These include the Main Street and Agricultural-Residential character areas. The Main Street character area is comprised of parcels abutting the 85 Connector from Brooks Road to Woods Road. This character area features historic properties, commercial uses, single-family homes, and institutional uses essential to the fabric of the community. Historic preservation is of critical importance in this area. Any new development in this area should complement the historic nature and scale of Brook's Main Street.

The rest of the land area with Brooks is classified as Agricultural-Residential. This character area is comprised of properties on larger lots. Currently residential properties range from one to five acre lots or more. Common open space and site amenities are not typical in Brooks, as residents appear to favor a less structured environment.

3.2.3. Fayetteville

The majority of Fayetteville is developed and significant land uses changes are not anticipated in accordance with to their adopted Future Land Use Map. There are however several areas where land use changes are planned. This includes the undeveloped area in western Fayetteville along Veterans Parkway between Piedmont Fayette Hospital and Pinewoods Atlanta Studios. This area is designated as a Business Park, which is intended to maximize the potential for job creation. This location is seen as appropriate for large scale office, research and development, healthcare and educational facilities. It is also seen as appropriate for other supportive related uses such as hotels, restaurants, and small-scale retail. This Business Park designation is also applied to northern Fayetteville in undeveloped areas along SR 85 just north of the Fayetteville Pavilion.

The future land use plan indicates a growth area of Suburban Commercial in the undeveloped area surrounding the intersection of Jimmie Mayfield Boulevard and SR 92. This designation is seen as appropriate for conventional suburban commercial development. This development type is intended to provide convenient vehicular access, as well as pedestrian access.

There is large area of planned Suburban Office west of downtown Fayetteville centered on SR 54 and Brandywine Boulevard. This designation is considered ideal for medical, legal, financial, engineering, real estate, insurance and governmental offices. These sites are primarily designed for vehicular access, although pedestrian connections are present.

The Walkable Mixed Use designation is applied to historic downtown Fayetteville, the SR 85 corridor from Lafayette Avenue north to SR 314, on the tract of land known as the Williams property, and in the Pinewood Forrest development. Land uses within this category should be planned for the pedestrian first

and vehicles second. Uses in this category should contain a mixture of retail, office, and residential land uses. Residential uses should generally be located above the first floor.

3.2.4. Peachtree City

The Future Land Use Plan of Peachtree City illustrates a continuation of the existing land use pattern. The majority of the city is built-out with little land use change anticipated. Commercial areas are not anticipated to grow in the city. Two areas that have land use change includes the northern Wilksmoor Village area and the southern Industrial Village area.

The northern Wilksmoor Village area is currently undeveloped and planned for residential development under the Single Family Medium designation. This designation is comprised of single-family homes on lots that are generally a quarter of an acre to one acre in size.

The second major growth area is within the Industrial Village area. Areas that are currently undeveloped along the SR 74 and Dividend Drive corridors are planned for additional industrial development. This future land use category includes manufacturing facilities, warehousing, processing plants, factories, laboratories and similar uses.

3.2.5. Tyrone

Tyrone's Future Development Map clusters the most intense land uses within the SR 74 and Senoia Road corridors. The Town Center district is located along Senoia Road and represents the historic downtown area of the Tyrone. It contains a mix of uses and is planned to feature pedestrian-oriented buildings at heights not to exceed three stories.

Areas adjacent to SR 74 in the northern and southern portion of Tyrone are designated as the SR 74 Community Gateway. This character area is currently relatively undeveloped and is planned to include extensive design guidelines to ensure quality development and proper access management. These areas are viewed as ideal locations for future medical, entertainment and other emerging high tech industries. Commercial and industrial uses are planned for the SR 74 and Senoia Road corridors. The remaining portions of the town are planned for single-family residential at primarily large-lot densities.

3.2.6. Woolsey

The Town of Woolsey is comprised of three character area designations identified on the Town's Future Development Map. These include Town Center, Estate Residential, and Rural Residential. The Town Center designation is found on parcels centered around the intersection of SR 92 and Hampton Road. The Town Center designation is comprised of historic properties and institutional uses. This area is planned to accommodate pedestrian-scale, commercial development. It is also planned to include stores and workplaces, modestly sized buildings, a hierarchy of streets, parks, civic buildings, and a visually unified commercial area.

Rural Residential uses are found in eastern and northern Woolsey. This area currently features homesteads on very large lots with active agricultural uses present. The development of residential subdivisions in this area is not indicated. Residential uses on large lots with a reservation of greenspace to preserve the equestrian and rural character is desired in these areas.

The Estate Residential character area is found primarily in western Woolsey west of SR 92. This character area is comprised of properties on large lots that range from one to five acre lots. These areas are within easy walking distance to the Town Center. Common open space and site amenities are not desired in this area, as residents appear to favor a less structured environment.

3.3. Community Facilities

A thorough inventory of community facilities is important for identifying major trip generators within the county. A map of these facilities can be found in **Figure 6**. This includes government facilities including city halls, libraries, senior centers, courthouses, fire stations and correctional facilities. Schools and hospitals are also included.

Notable community facilities within the county include Piedmont Fayette Hospital and Piedmont Physicians Immediate Care. Other notable uses include the Fayette County Justice Center, which includes the Fayette County Superior Court and Fayette County Jail. Three public libraries are located within the county including the Fayette County Public Library, Peachtree City Library and Tyrone Public Library. There are 35 public schools within the county, which includes 21 elementary schools, nine middle schools and five high schools. The county also contains 10 private schools.

Fayette Senior Services operates one major senior center within the county. This is the Life Enrichment Center in downtown Fayetteville. Fayette Senior Services also conducts activities for seniors in Peachtree City at the Gathering Place in the Flat Creek Nature Area.

Figure 4. Future Land Use (Unincorporated Fayette County)

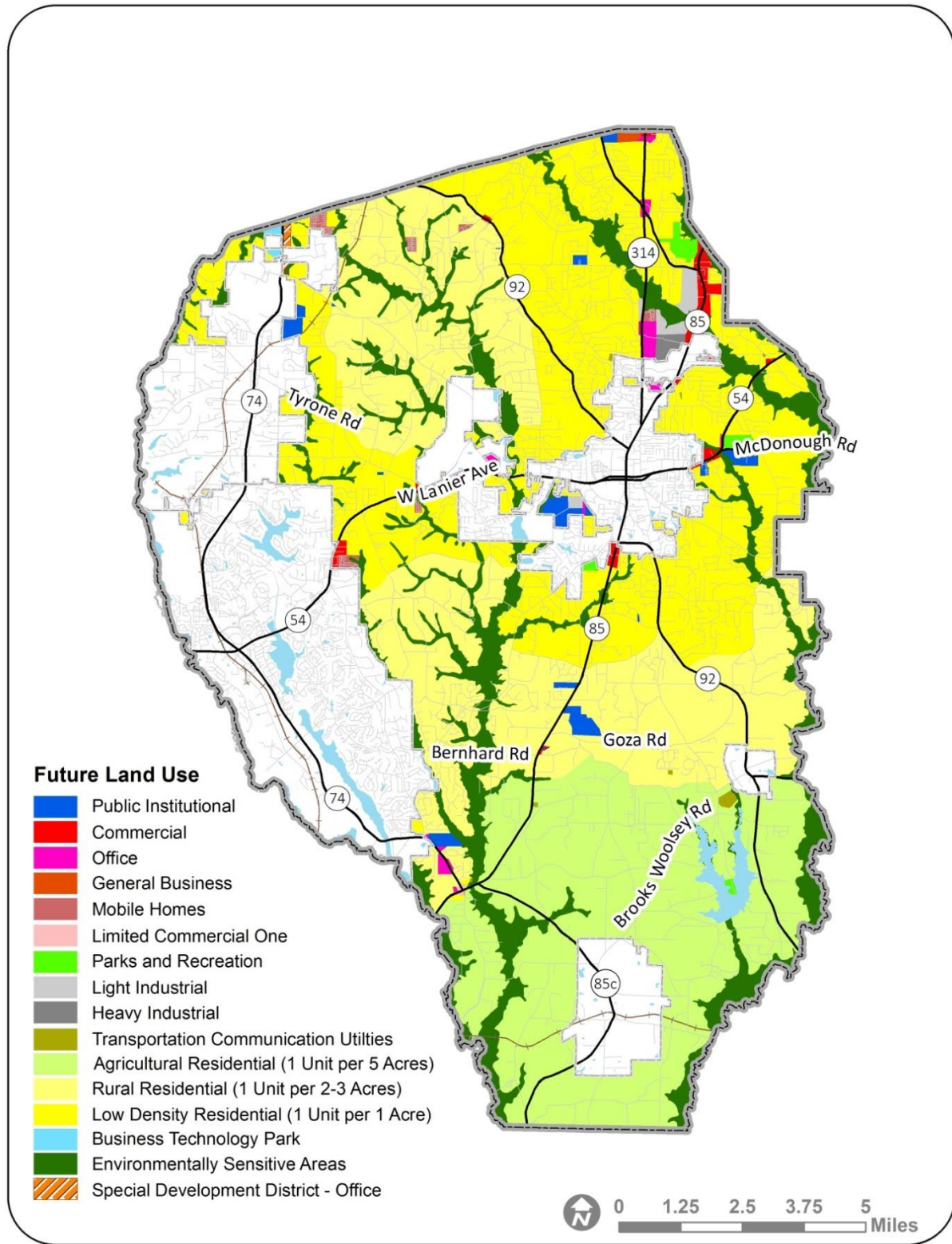


Figure 5. Future Land Use (Municipalities)

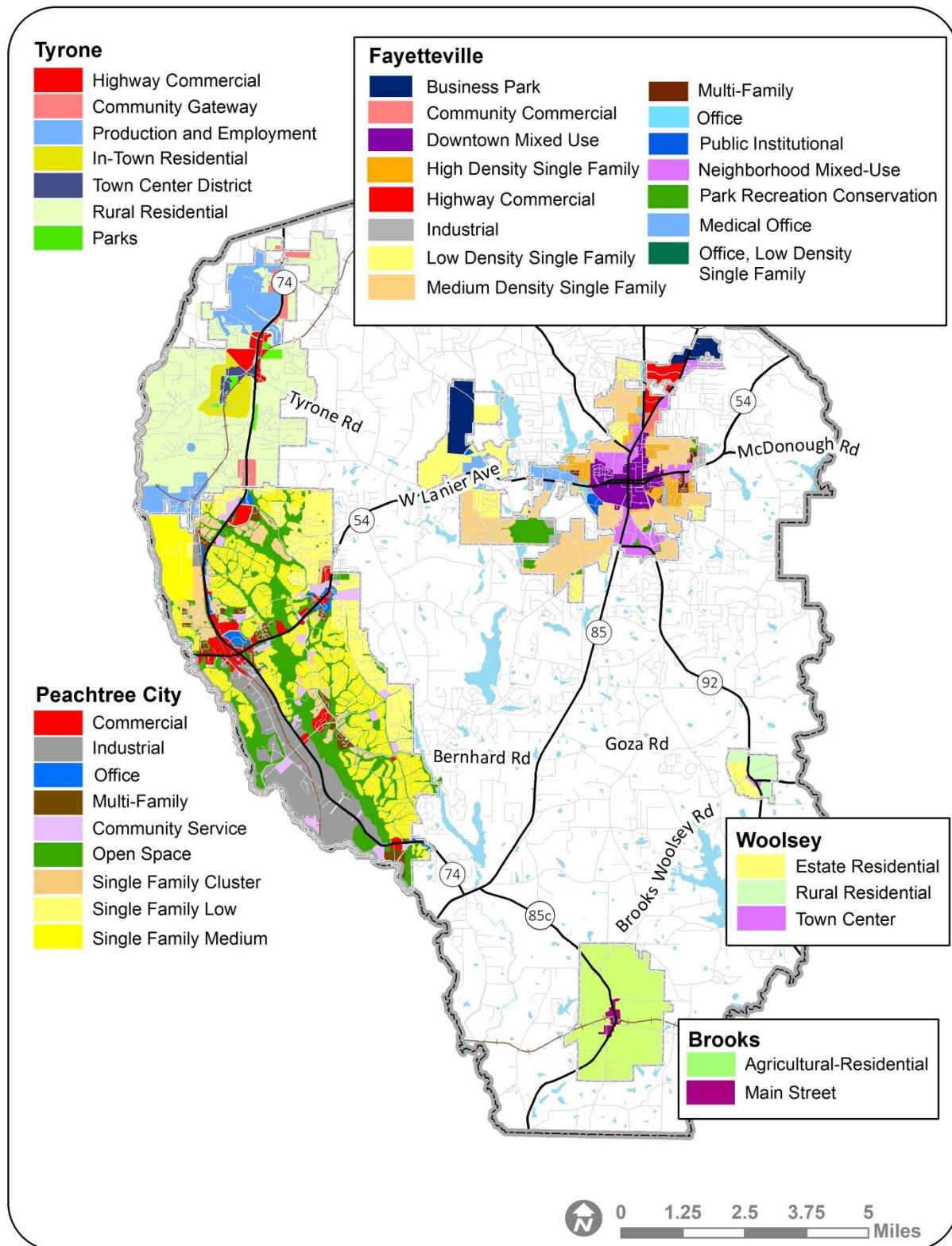
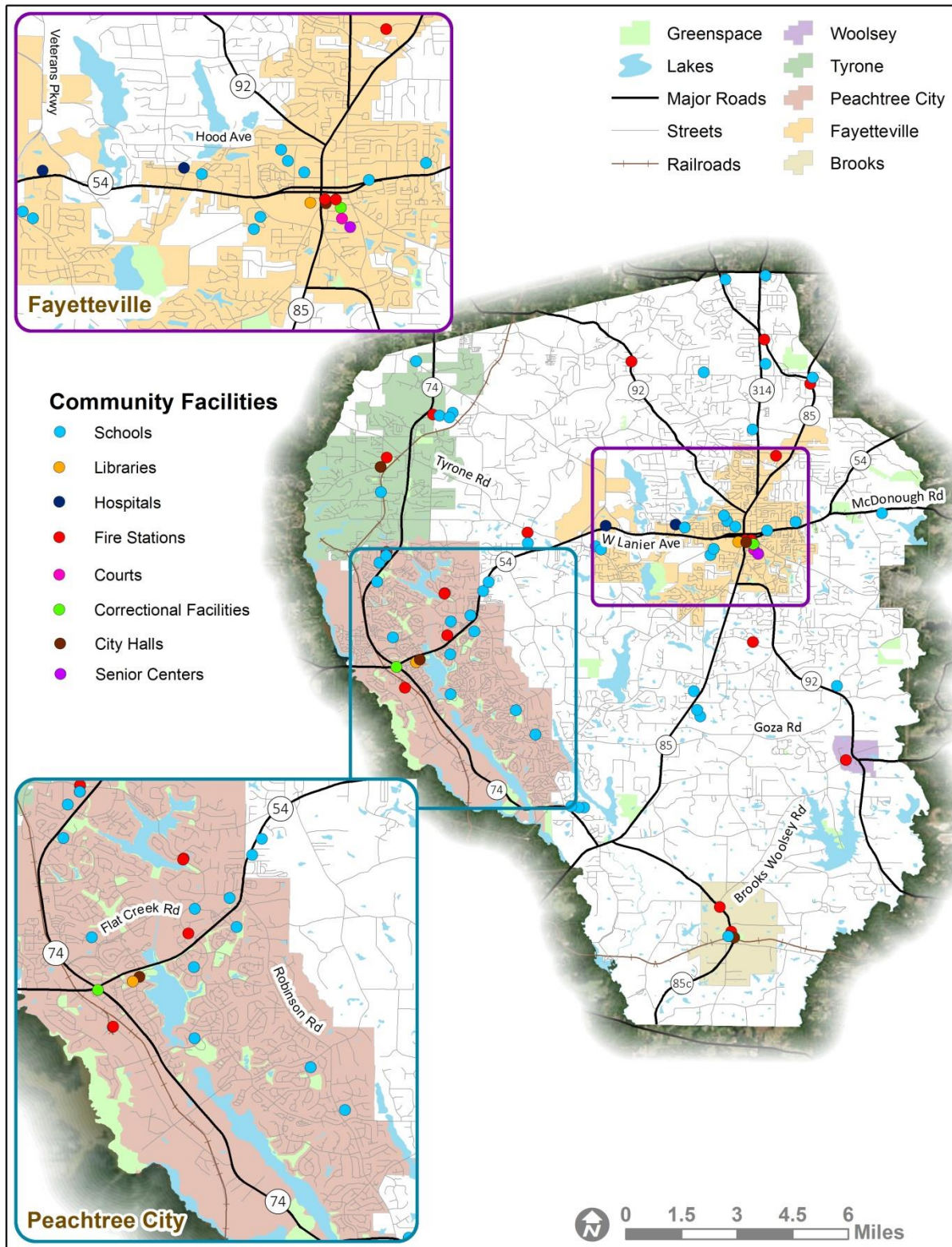


Figure 6. Community Facilities in Fayette County



4. Demographic Profile

This segment explains the demographic and employment profile for Fayette County. The central demographic characteristics are population density, income level, below poverty population, senior population, disabled persons, minority population, and zero-car households. Employment characteristics include primary job sectors and major employers within the county.

4.1. Population

The 2016 population of Fayette County was 109,495, according to the US Bureau of the Census American Community Survey (ACS), accounting for 1.95 percent of the Atlanta Metropolitan Statistical Area (MSA) population of 5,612,777. Table 4 compares population density of Fayette County and the Atlanta MSA.

Table 4: Population Density in Fayette County and the Atlanta MSA

	Fayette County		Atlanta MSA	
	Number	Density per square mile	Number	Density per square mile
Population	109,495	550	5,612,777	670
Area in Square Miles	199	-	8,376	-

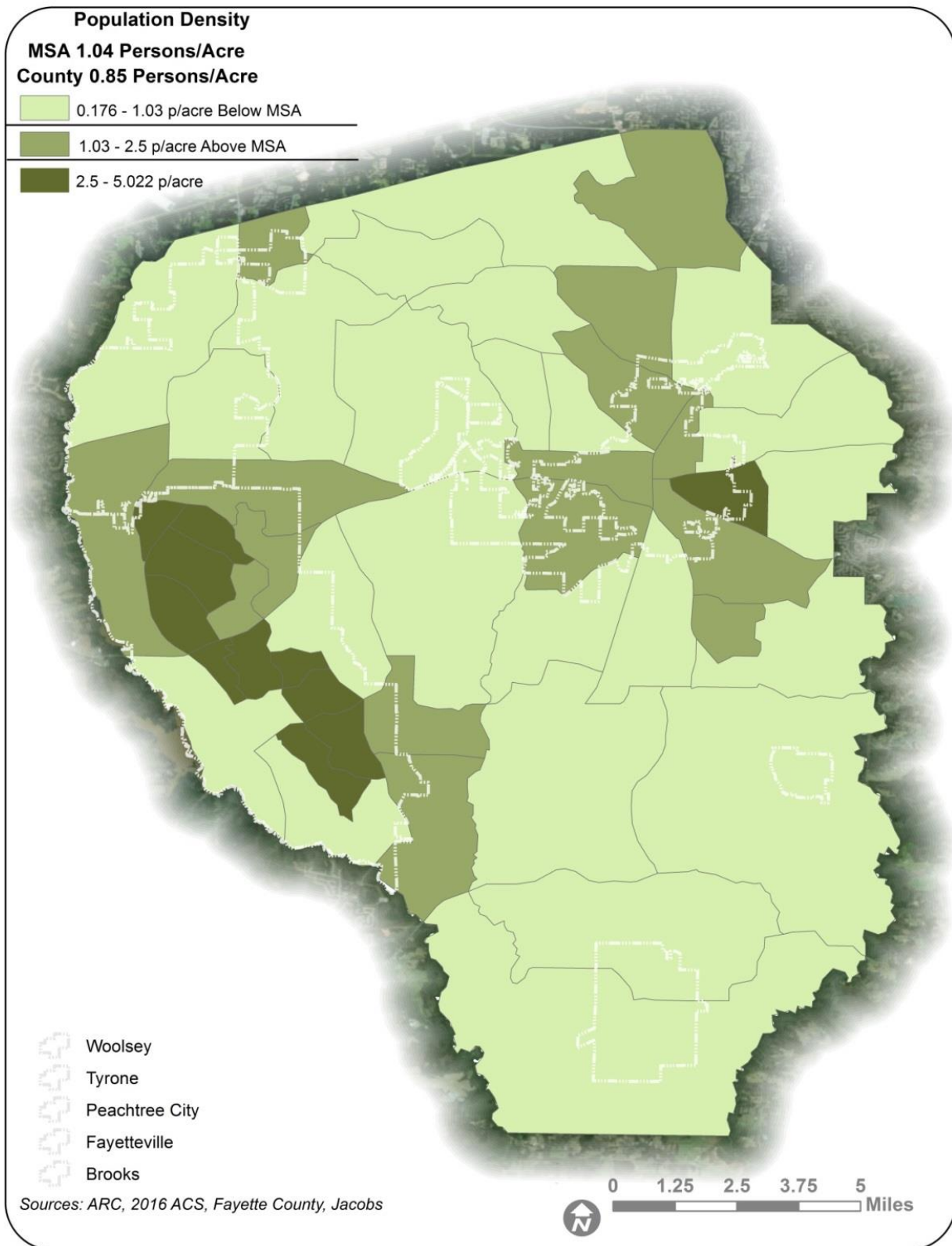
Source: 2016 ACS, Jacobs

Fayette County is an exurban community, with more development, population and density than Barrow County, but less than that of Cobb County.

4.1.1. Population Density

Population density per census block group is illustrated in **Figure 7**. Population is greatly concentrated in the northeastern quadrant of the county around SR 54 and SR 85, about Fayetteville, and the western half of the county, around the intersection of SR 54 and SR 74, about Peachtree City, as well as along SR 74. While Brooks and Woolsey are in the southern portion of the county, they have lower levels of population density, just as the central portion of the county.

Figure 7: Population Density



4.1.2. Employment

The majority of the jobs in Fayette County (64 percent) are in five job sectors. Depicted in **Table 5**, employment in educational services, and health care and social assistance (21 percent); transportation and warehousing, and utilities (14 percent); professional, scientific, and management, and administrative and waste management services (11 percent); retail trade (9 percent); and manufacturing (9 percent) account for 64 percent of county employment. Three of these sectors are the top sectors for MSA jobs [educational services, and health care and social assistance (20 percent); professional, scientific, and management, and administrative and waste management services (14 percent); retail trade (12 percent)]. Fayette County and the Atlanta MSA have similar employment sector figures indicating that they are similarly diversified.

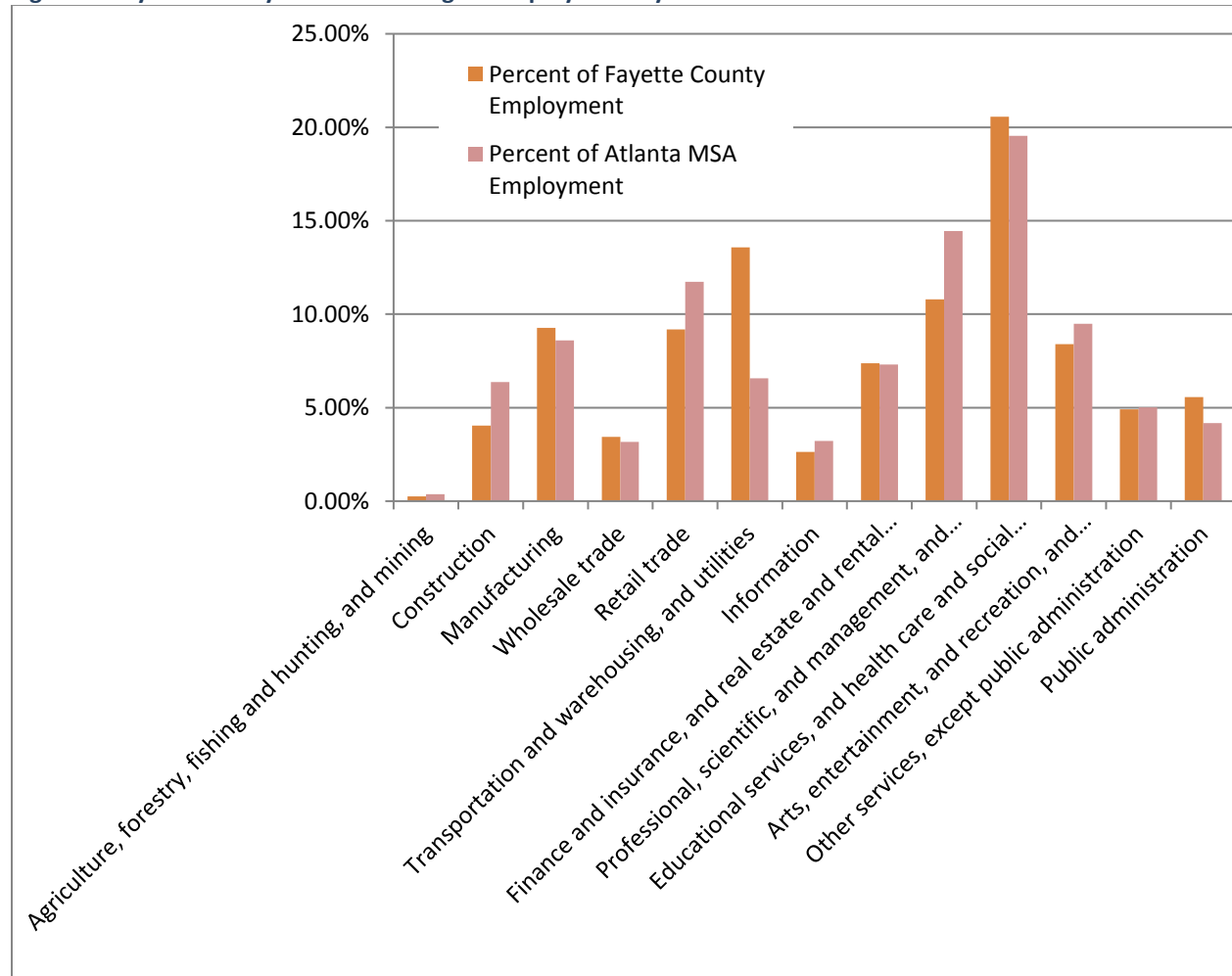
Table 5: County and Regional Employment by Sector

Sector	Fayette County Employment Total	Percent of Fayette County Employment	Atlanta MSA Employment	Percent of Atlanta MSA Employment
Agriculture, forestry, fishing and hunting, and mining	130	0%	10,103	0%
Construction	2,055	4%	170,047	6%
Manufacturing	4,719	9%	229,501	9%
Wholesale trade	1,747	3%	84,596	3%
Retail trade	4,678	9%	313,327	12%
Transportation and warehousing, and utilities	6,908	14%	175,486	7%
Information	1,339	3%	86,122	3%
Finance and insurance, and real estate and rental and leasing	3,752	7%	195,328	7%
Professional, scientific, and management, and administrative and waste management services	5,495	11%	385,627	14%
Educational services, and health care and social assistance	10,462	21%	521,662	20%
Arts, entertainment, and recreation, and accommodation and food services	4,272	8%	253,269	9%
Other services, except public administration	2,501	5%	133,923	5%
Public administration	2,835	6%	111,497	4%
Total	50,893	100%	2,670,488	100%

Source: 2016 American Community Survey (ACS)

Fayette County slightly outpaces the Atlanta MSA, in educational services, and health care and social assistance (21 percent versus 20 percent), and are equivalent in manufacturing (9 percent). Fayette significantly outpaces the Atlanta MSA in transportation and warehousing, and utilities (14 percent versus 7 percent).

Figure 8. Fayette County and Atlanta Region Employment by Sector



Source: American Community Survey 2016

Healthcare, communication, and lighting, are the top private employers in Fayette County. These sectors benefit from Fayette County's proximity to both Hartsfield-Jackson Atlanta International Airport (H-JAIA) and SR 54 and SR 85, which allow easy movement of goods. **Table 7** lists Fayette County employers (not including government) with more than 100 employees.

Table 6: Large County Employers

Company	City	Products and Services	Total Employees
Piedmont Fayette Hospital	Fayetteville	Hospitals, General Medical & Surgical	1,700
Panasonic Automotive Systems Co. (Corporate)	Peachtree City	Radio, TV Broadcasting & Communication Equipment	800
Eaton Lighting Solutions	Peachtree City	Lighting Fixtures, Elect, Residential	700
Walmart SuperCenter	Peachtree City	Department Stores	427
Walmart	Fayetteville	Department Stores	400
Hoshizaki America Inc.	Peachtree City	Air Conditioning/Warm Air Heating/Refrigeration Equipment	275
Osmose Utilities Services Inc.	Peachtree City	Water, Sewer, Pipeline, Power Line	255
Ply Gem Industries Inc. Windows Division	Peachtree City	Metal Doors, Sash, Frames, Molding & Trim	250
Kindred Transitional Care & Rehab	Fayetteville	Nursing Care Facilities	210
Gerresheimer Peachtree City LP	Peachtree City	Surgical & Medical Instruments & Equipment	208
Publix	Peachtree City	Grocery Stores	200
Southland Health & Rehabilitation	Peachtree City	Nursing Care Facilities	190
Avery Dennison Corp.	Peachtree City	Coated & Laminated Paper, Other	170
Kroger	Peachtree City	Grocery Stores	160
Crowne Plaza Peachtree City	Peachtree City	Hotels & Motels	150
Lowe's Home Improvement Warehouse	Fayetteville	Lumber & Other Building Materials	150
NCR Corp. Center of Excellence	Peachtree City	Computers, Computer Equipment & Software	150
Scholle IPN Atlanta Corp.	Peachtree City	Plastics Products, Other	150
Target	Fayetteville	Department Stores	150
Target	Peachtree City	Department Stores	150
Kroger	Fayetteville	Grocery Stores	140
Publix	Fayetteville	Grocery Stores	140
Peachtree Hotel Conference Center	Peachtree City	Hotels & Motels	136
Kroger	Peachtree City	Grocery Stores	130

Company	City	Products and Services	Total Employees
TDK Components USA Inc.	Peachtree City	Semiconductors & Related Devices	130
Home Depot	Fayetteville	Lumber & Other Building Materials	125
UPS/United Parcel Service Inc.	Peachtree City	Air Courier Services	125
Eaton's Cooper Wiring Devices	Peachtree City	Wiring Devices, Current Carrying	120
Kroger	Fayetteville	Grocery Stores	120
Operation Mobilization	Tyrone	Religious Organizations	120
Sigvaris Inc.	Peachtree City	Orthopedic, Prosthetic, Surgical Appliances	120
Somerby of Peachtree City	Peachtree City	Nursing & Personal Care, Other	120

Source: Fayette County Development Authority

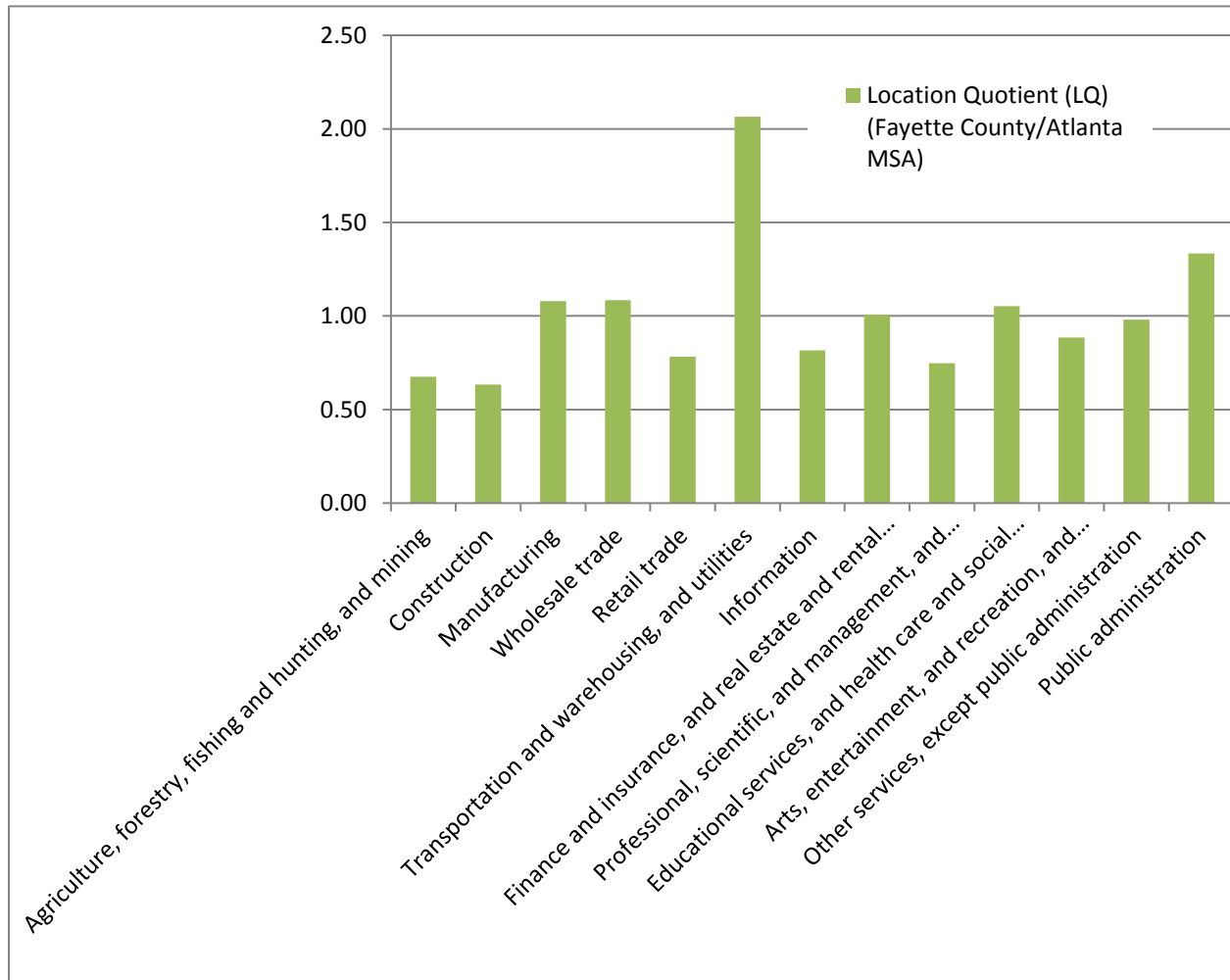
A key component in understanding industries and industry clusters is quantifying how concentrated an industry is in an area compared to a larger geographical area. This is known as a location quotient (LQ); in this case we are comparing Fayette County to the Atlanta MSA. LQs are used to determine which industries make the smaller geographical area unique, in other words, what makes Fayette County unique. The table below shows location quotients for each industry in the Fayette County area (**Table 6**). LQs above 1.0 indicate a county strength in that sector as opposed to the Atlanta MSA as whole (the county has proportionally more workers employed in a specific industry than the Atlanta MSA). The following graph depicts this information as well (**Figure 9**).

Table 7: Location Quotient (Fayette County/Atlanta MSA)

Sector	Location Quotient (LQ) (Fayette County/Atlanta MSA)
Agriculture, Forestry, Fishing and Hunting, and Mining	0.68
Construction	0.63
Manufacturing	1.08
Wholesale Trade	1.08
Retail Trade	0.78
Transportation and Warehousing, and Utilities	2.07
Information	0.82
Finance and Insurance, and Real Estate and Rental and Leasing	1.01
Professional, Scientific, and Management, and Administrative and Waste Management Services	0.75
Educational Services, and Health Care and Social Assistance	1.05
Arts, Entertainment, and Recreation, and Accommodation and Food Services	0.89
Other Services, except Public Administration	0.98
Public Administration	1.33

Source: 2016 American Community Survey (ACS)

Figure 9. Location Quotient (Fayette County/Atlanta MSA)



Source: 2016 American Community Survey (ACS)

The table and graph indicate that Fayette County is significantly more concentrated in the areas of manufacturing (1.08); whole sale trade (1.08); Finance and insurance, and real estate and rental and leasing (1.01); Educational services, and health care and social assistance (1.05); and particularly Public administration (1.33) than the Atlanta MSA. The sector of public administration could be in great local demand given its high LQ (1.33). Likewise, Fayette County is twice as concentrated (2.07) in Transportation and warehousing, and utilities, than the Atlanta MSA, which means it is a particularly impactful industry to the Fayette County economy. Fayette should do much to encourage this cluster of industry in relation to the Atlanta MSA as a whole, as it is a specialization for Fayette.

4.1.3. Travel Demand Model and Socioeconomic Data

Using the ARC Travel Demand Model, socioeconomic data was obtained for the years 2017 and 2040. Population density and employment density are mapped for the years 2017 and 2040 in **Figures 10 - 13**.

County population is projected to increase to 141,583 by 2040 – a 29% increase over 2017. Employment is expected to increase to 76,005 by 2040 – a 36% increase over 2017.

Both populations and employment as derived from the travel demand model follow the same spatial patterns as described in sections 4.1.4 and 4.1.2 above.

4.1.4. Employment Density and Travel Patterns

Additional census data pertaining to employment density, worker locations, and job locations is presented in **Section 5.2**. This information is used to identify travel patterns to, from, and within Fayette County.

Figure 10. 2017 Population Density

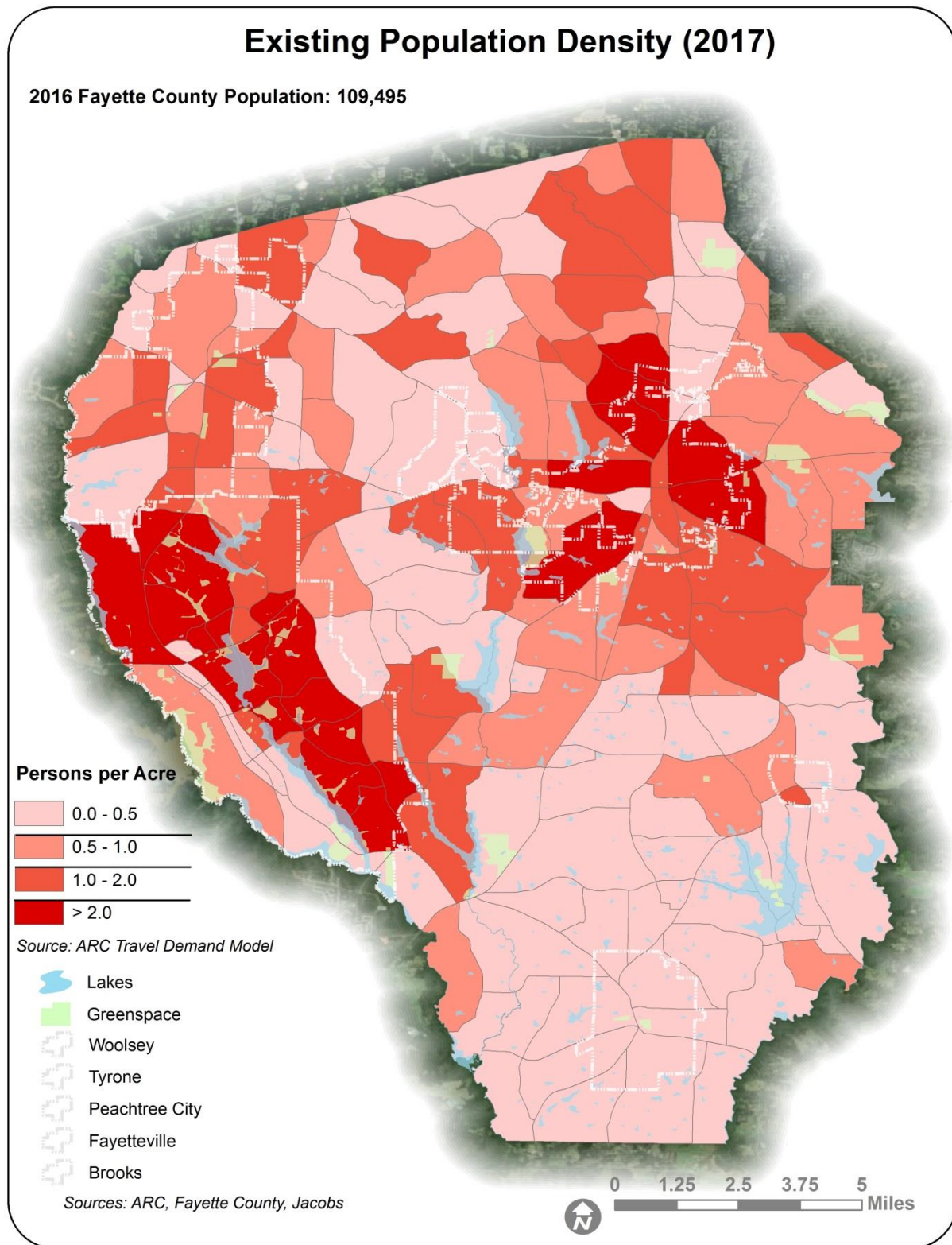


Figure 11. 2040 Population Density

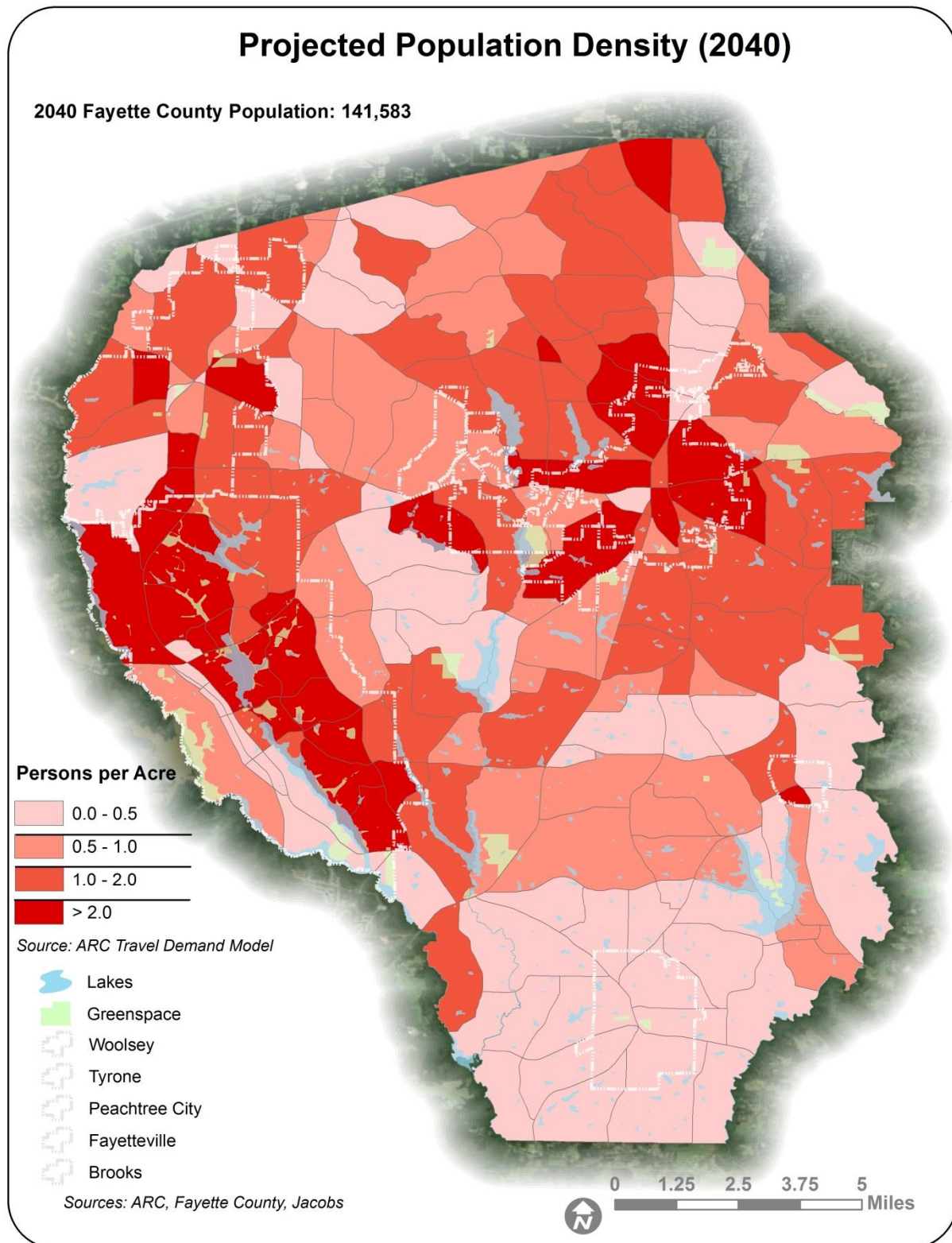


Figure 12. 2017 Employment Density

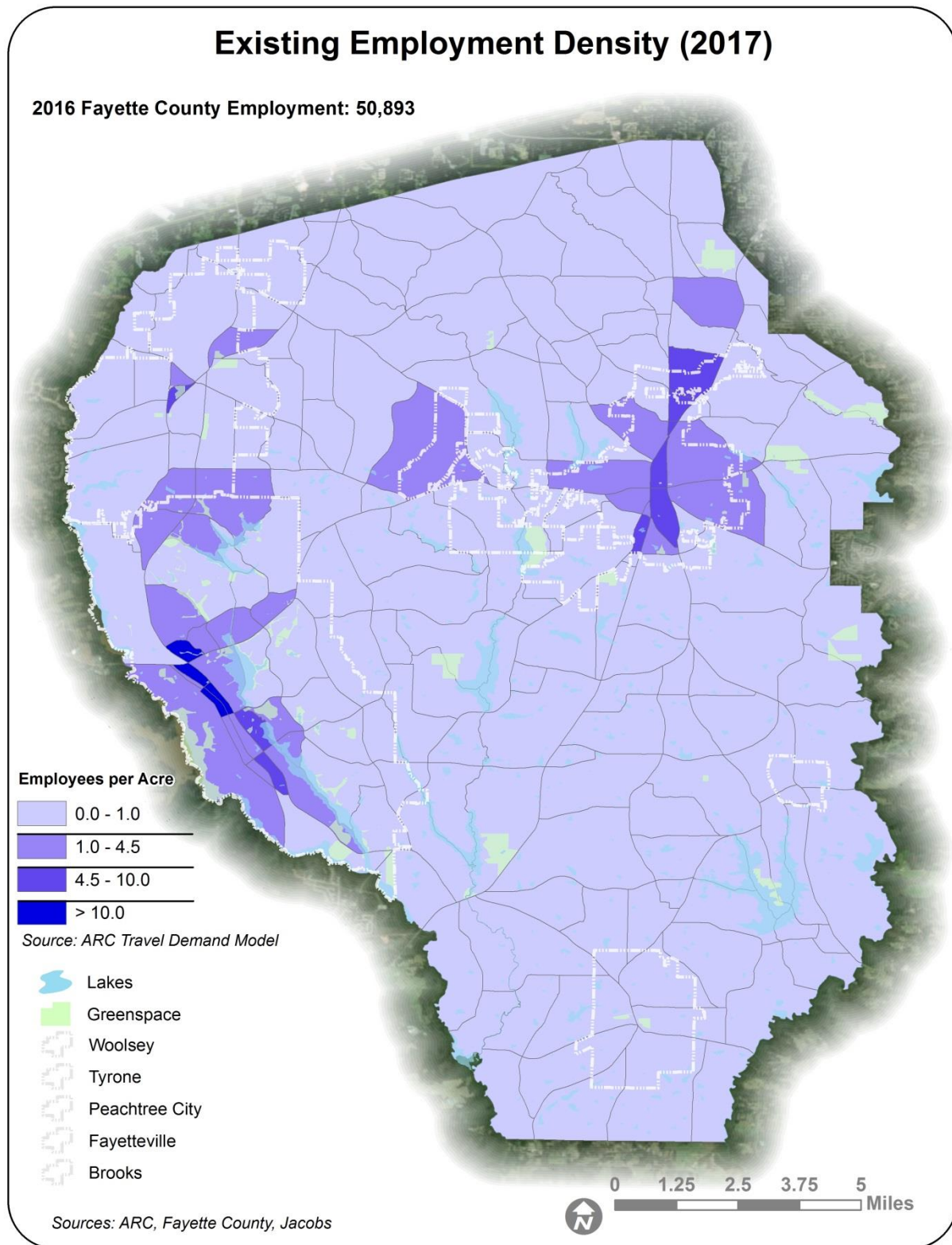
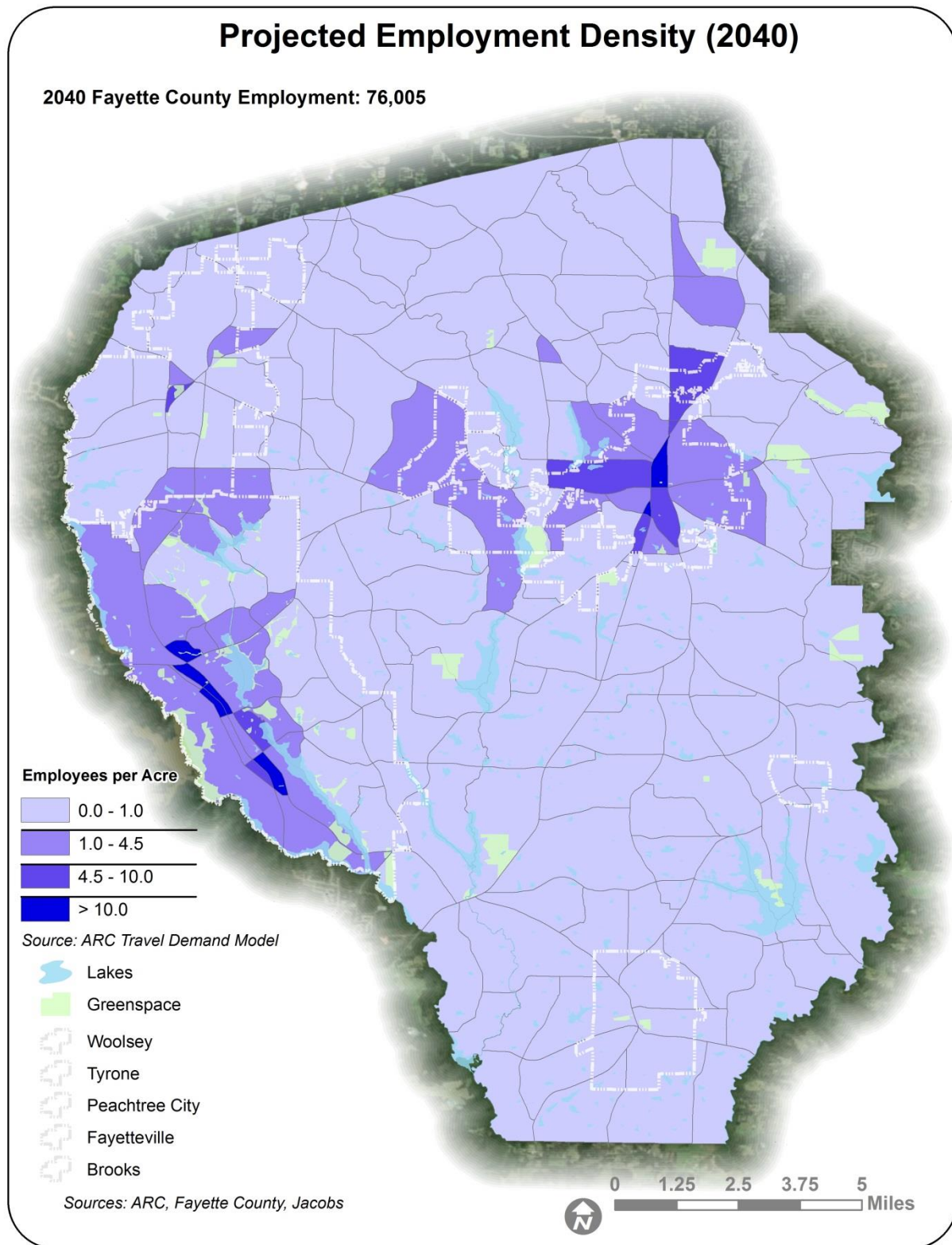


Figure 13. 2040 Employment Density



1.1.5 Income

The median income in Fayette County is \$81,689, which is significantly higher than that of the MSA average of \$59,183, according to ACS data. As indicated in **Figure 14**, median incomes in Fayette County are mainly above the MSA average, save a few areas in central Fayetteville, and northeast of Tyrone.

1.1.6 Poverty

A lower percentage of Fayette County households are in poverty, as defined by the US Department of Health and Human Services, than in the MSA, according to American Community Survey (ACS) data. Households considered below the poverty line account for 7.1 percent of Fayette County, compared to 14.9 percent of MSA households, as can be seen in **Figure 15**.

Low-income households have income under 80 percent of the Fayette County median income, or no more than \$65,351 per year, are detailed in **Table 8**. These households are primarily found in Fayetteville and just northeast of Tyrone. Household incomes of 120 percent or more of the county median, or at least \$98,027, are primarily in the area between Fayetteville and Peachtree City, as well as in Fayetteville and Peachtree City.

Table 8: 2016 Median Income Levels in Fayette County

Income	Fayette County
80 % of Median Income	\$ 65,351
Median Income	\$ 81,689
120 % of Median Income	\$ 98,027
Source: ACS 2016	

1.1.7 Workforce Income

‘Workforce housing’ describes housing that is affordable for households with an earned income insufficient to secure quality ‘market rate’ housing within a reasonable proximity to a workplace. That income is typically between 60 percent and 120 percent of the Area Median Income (AMI). ‘Workforce’ refers to those who are gainfully employed but not typically thought of as the focus of affordable housing (nurses, teachers, law enforcement, firefighters, retail clerks, etc.). Having housing within a reasonable proximity to the workplace is essential given the dynamics between housing and transportation. As depicted in **Figure 6**, community facilities are primarily located in higher median income areas, whereas major commercial centers are more diversely located. Promoting and maintaining workforce housing in these areas improves transportation and increases overall community quality of life.

Table 9: 2016 Workforce Income Levels in Fayette County

Income	Fayette County
60 % of Median Income	\$ 49,013
Median Income	\$ 81,689
120 % of Median Income	\$ 98,027

Source: ACS 2016

Figure 14. 2016 Median Income

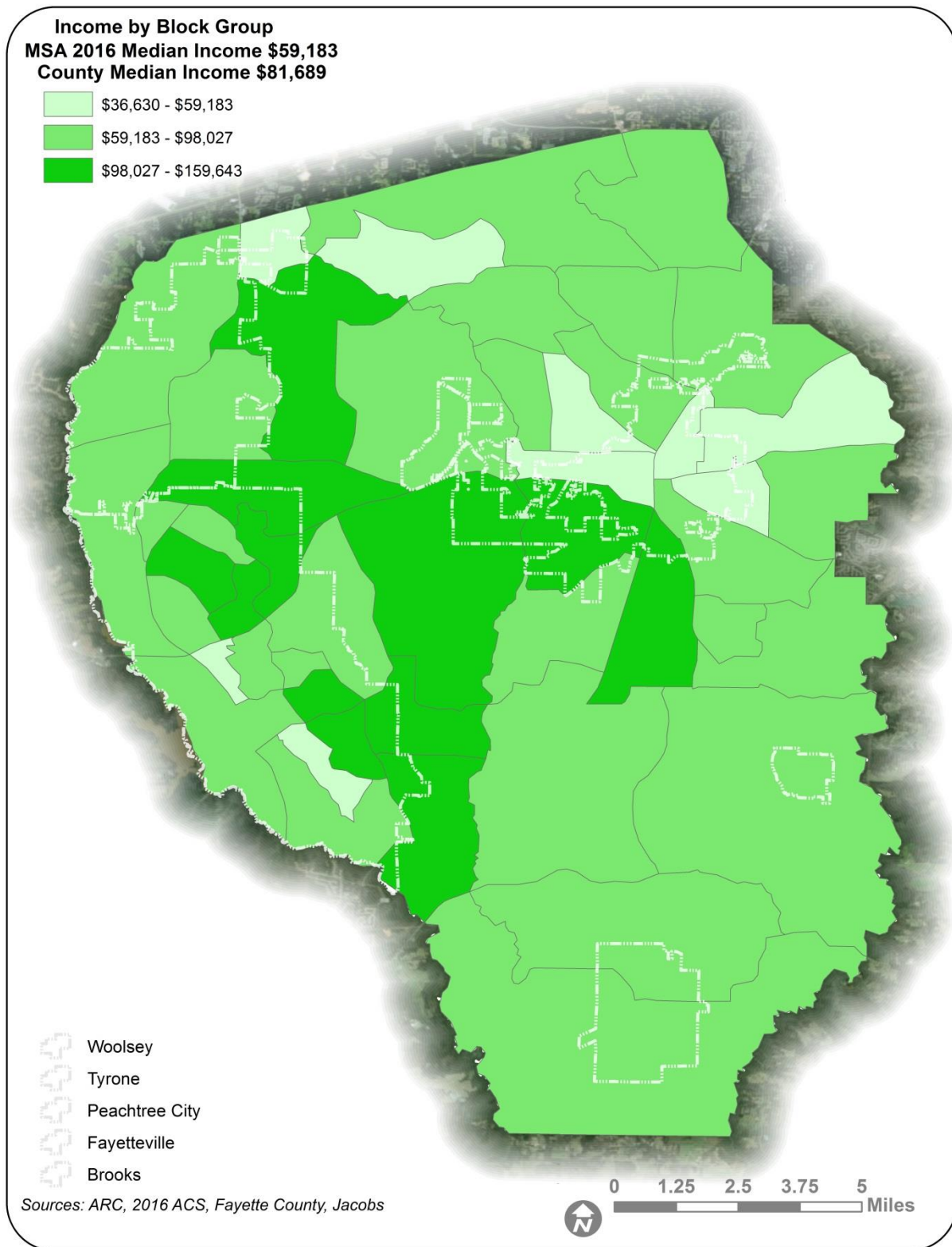
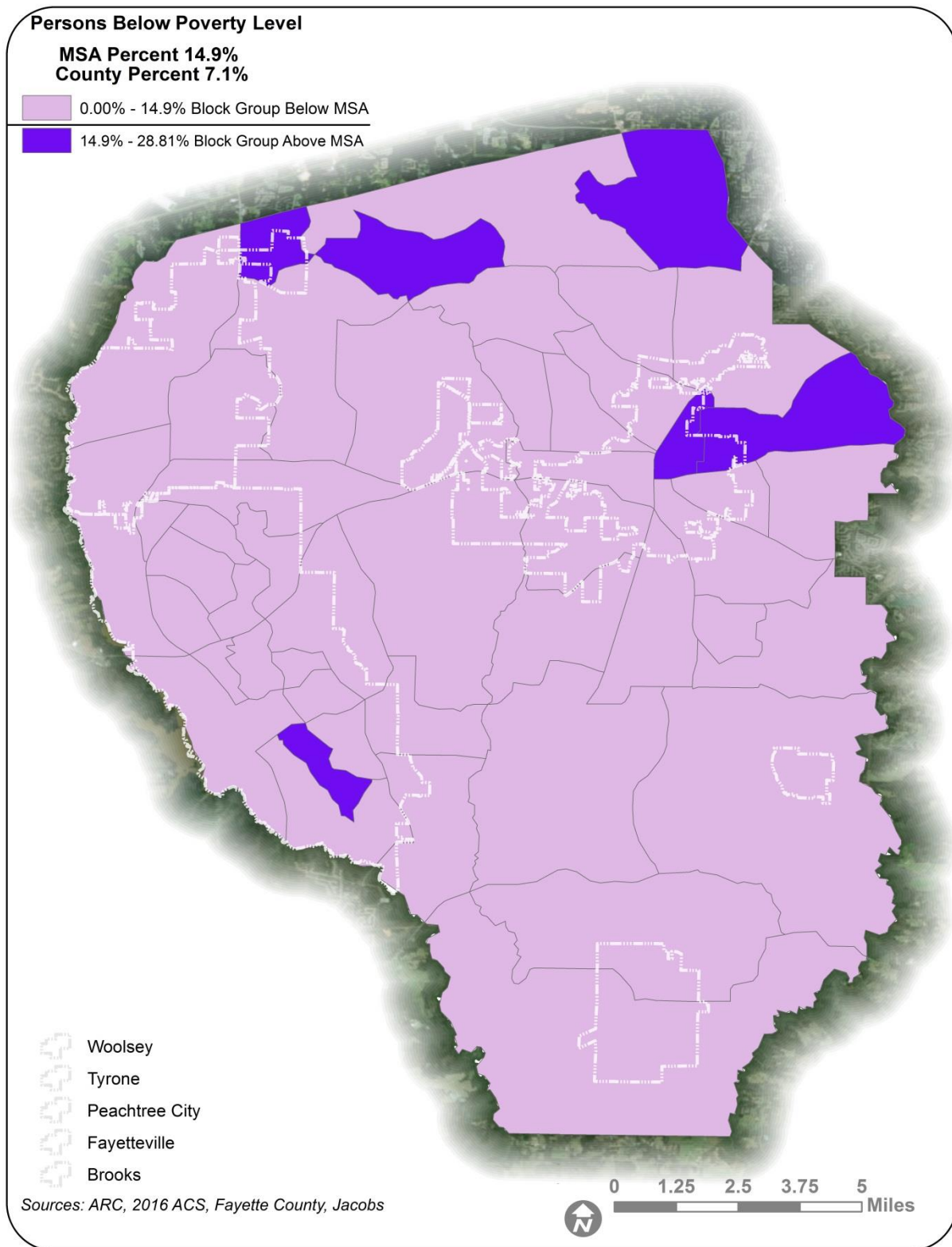


Figure 15. Population below Federal Poverty Line



1.1.8 Senior Population

The median age in Fayette County is 43.5, according to 2016 ACS data, which is significantly higher than the Atlanta MSA median age of 35.9. Of Fayette County's population, 16.03 percent is age 65 or older, which is higher than the Atlanta MSA average of 10.75 percent. Senior populations are highly concentrated throughout Fayette, with exception to the northern central area, and the western most area near Peachtree City. This distribution is illustrated in **Figure 16**. Because the senior population is high throughout the county, and the median income throughout the county is higher than the MSA median, much of the senior population has a high median income.

1.1.9 Disabled Persons

Disabled persons account for 9.6 percent of Fayette County's population, and 9.9 percent of the Atlanta MSA's population, according to 2013 ACS data. Block groups with disabled populations higher than the MSA average can be found primarily in the northeast and south central areas of Fayette County. The concentrations can be found in **Figure 17**. The northeast most block group has a high concentration of disabled persons, a high concentration of minority population, and high concentrations of persons below poverty level.

1.1.10 Minority Population

According to the 2016 ACS, Fayette County is 34.99 percent minority population, which is defined as all persons who self-identify as non-white or Hispanic, and less than the 44.25 percent minority population of the Atlanta MSA. Minority populations are concentrated in the northeast portion of Fayette County along and near the Clayton County line, and the north western portion of Peachtree City, as mapped in **Figure 18**.

1.1.11 Zero-Car Households

Only 2.7 percent of households in Fayette County lack access to a vehicle, while in the Atlanta MSA, 6.17 percent of households lack access to a vehicle. The block groups with the highest percent of zero-car households, particularly higher than the Atlanta MSA average, are in east Fayetteville, the northern and southern portions of Peachtree City, and just southeast of Fayetteville. **Figure 19** shows zero-car households in the county. There is one block group in east Fayetteville that has both high zero-car ownership and low median income. Likewise, there is one block group in south Peachtree City that has high zero-car ownership, a high senior population, and a high concentration of persons below poverty level.

Figure 16. Senior Population

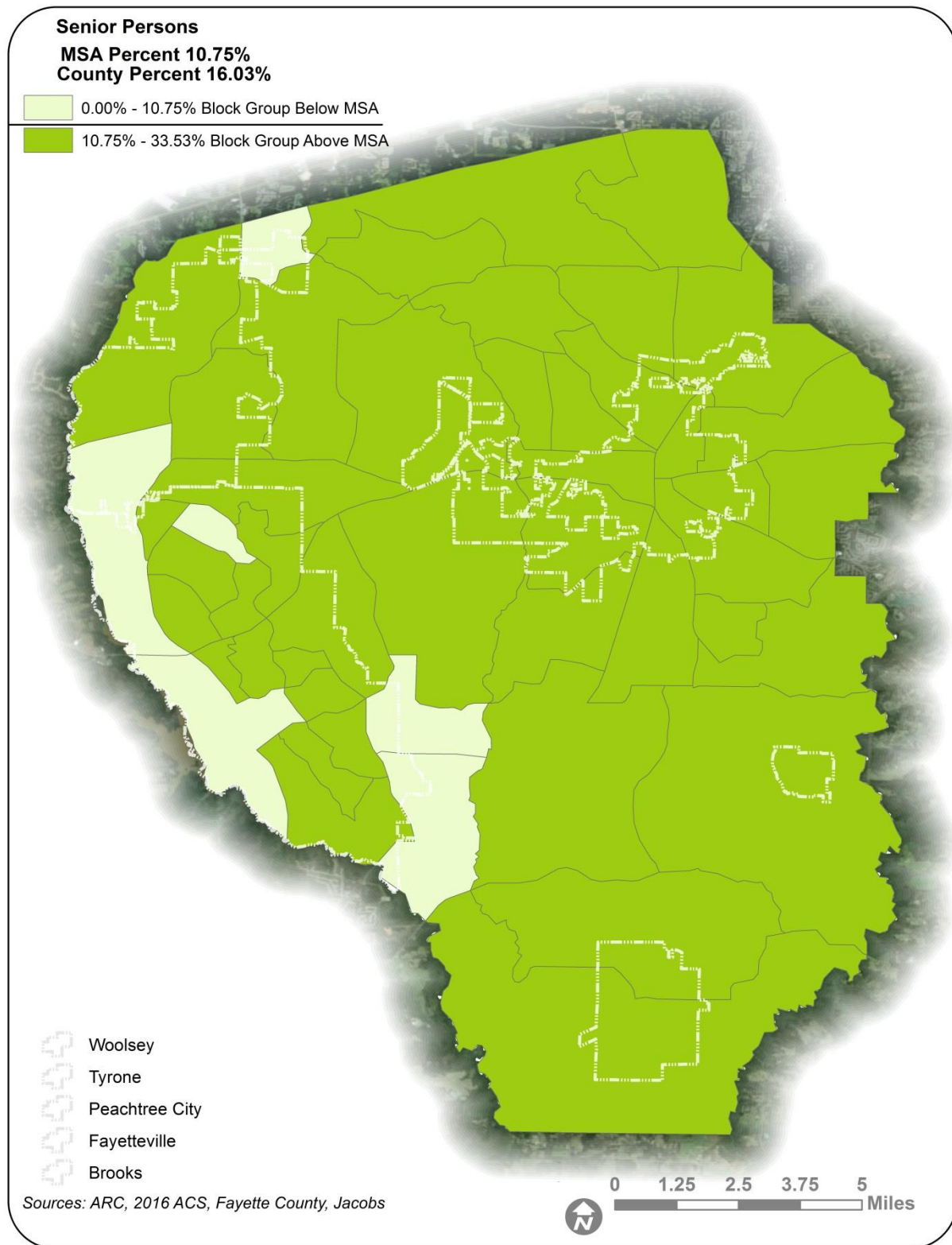


Figure 17. Disabled Persons

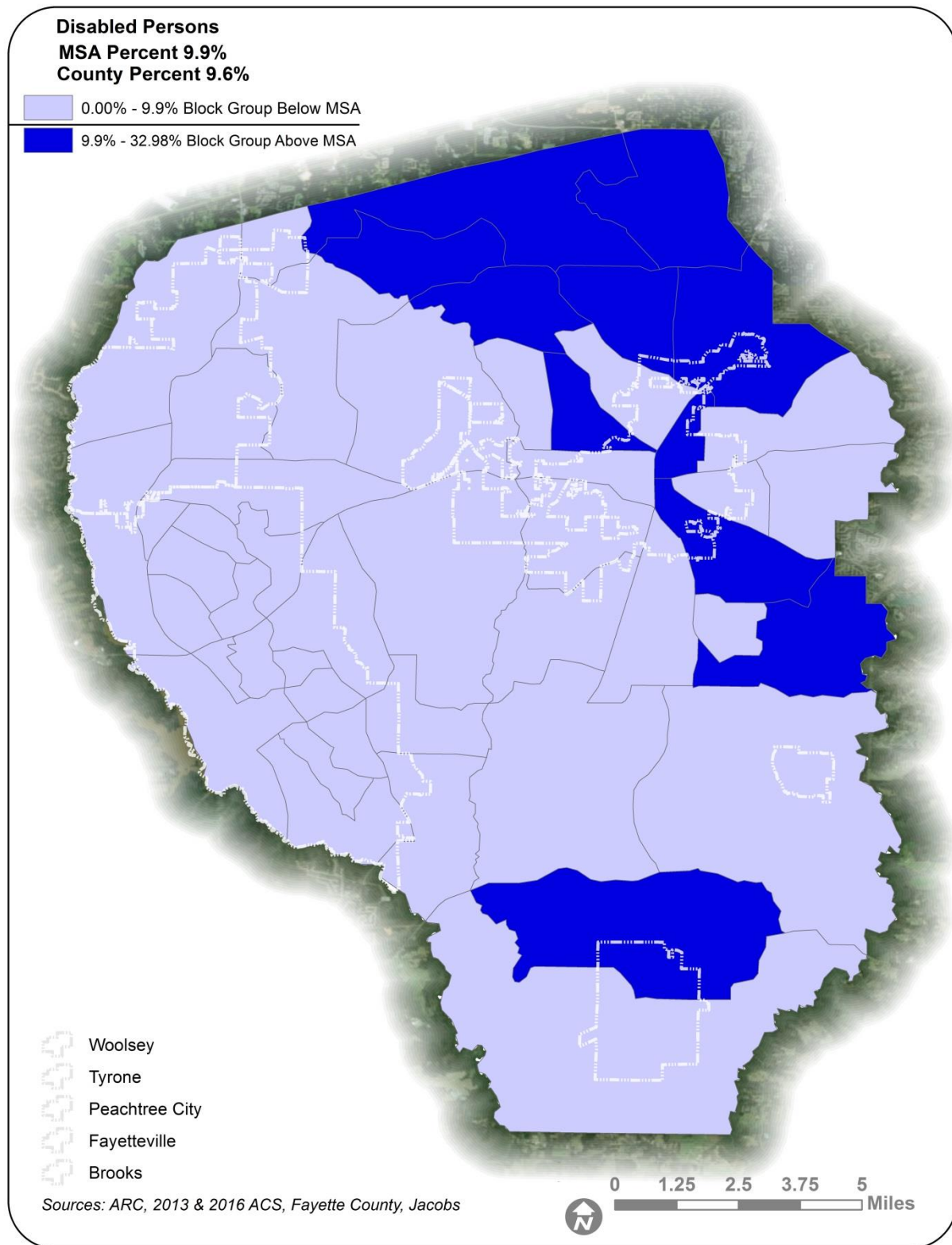


Figure 18. Minority Population

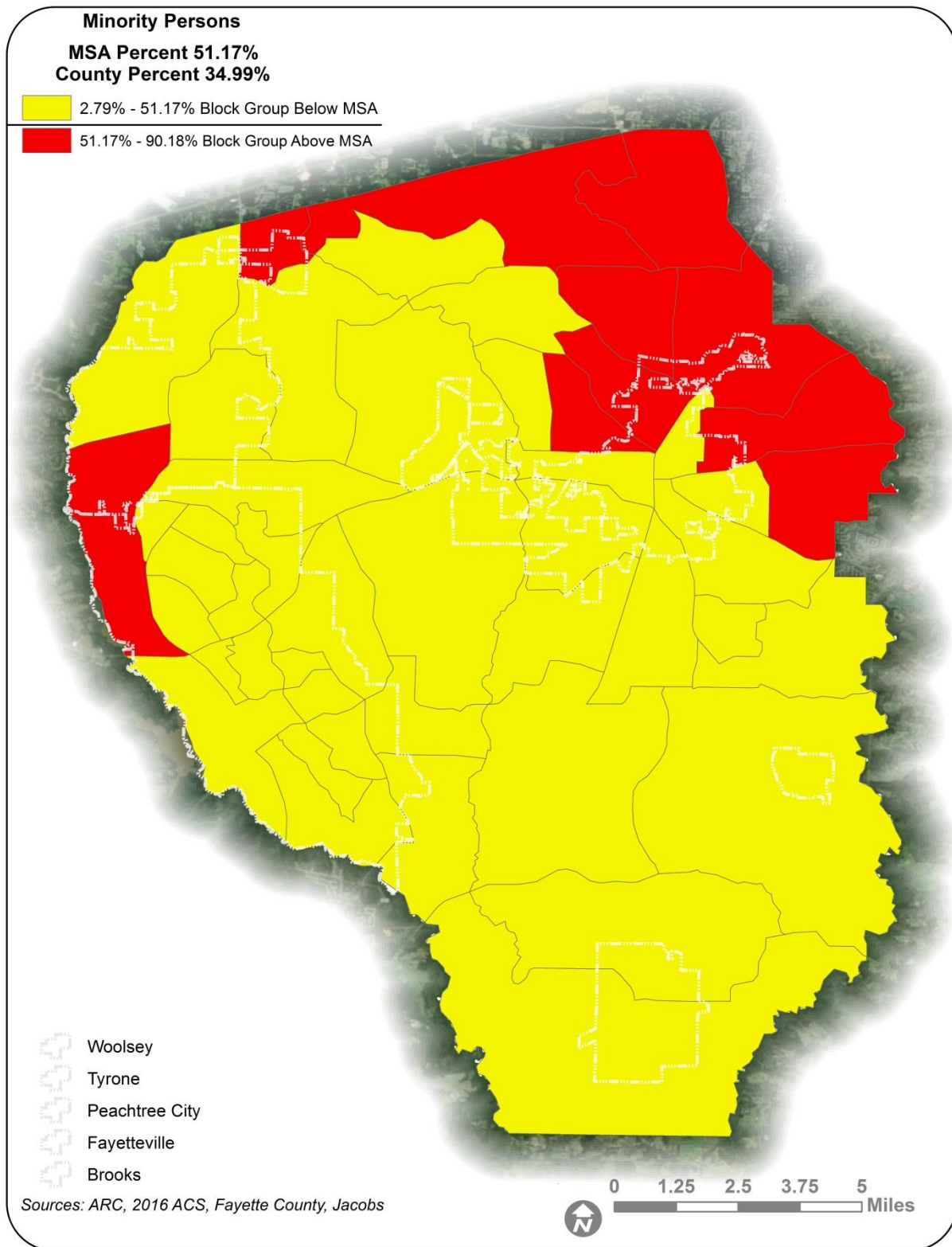
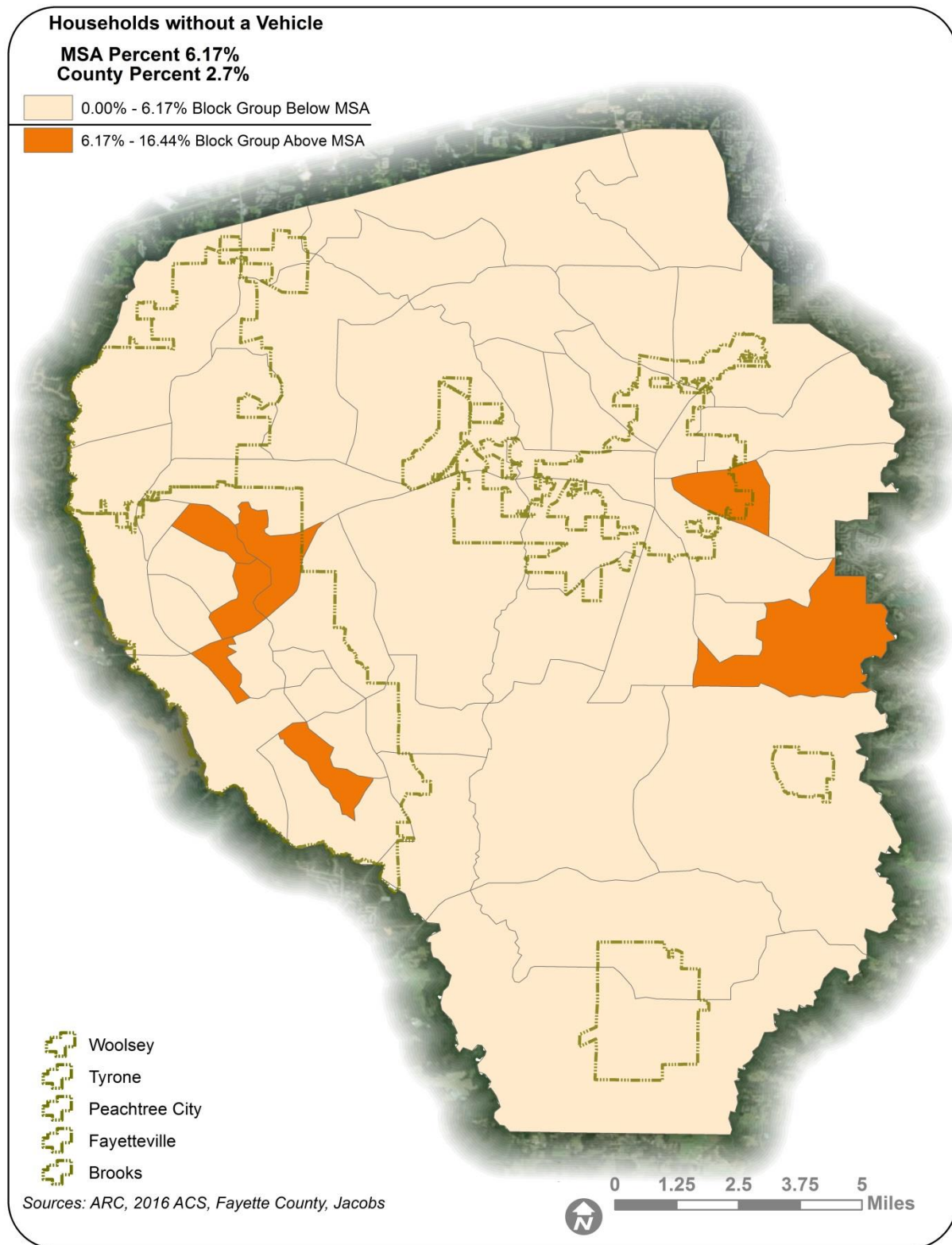


Figure 19. Zero-Car Households



5. Transportation System Characteristics

The section of the Existing Conditions report will describe the multi-modal characteristics of the transportation system in Fayette County. This includes the roadway network as well as active transportation (biking & walking) and golf carts.

5.1 Roadway Network Characteristics

The section describes the characteristics of the roadway network in Fayette County.

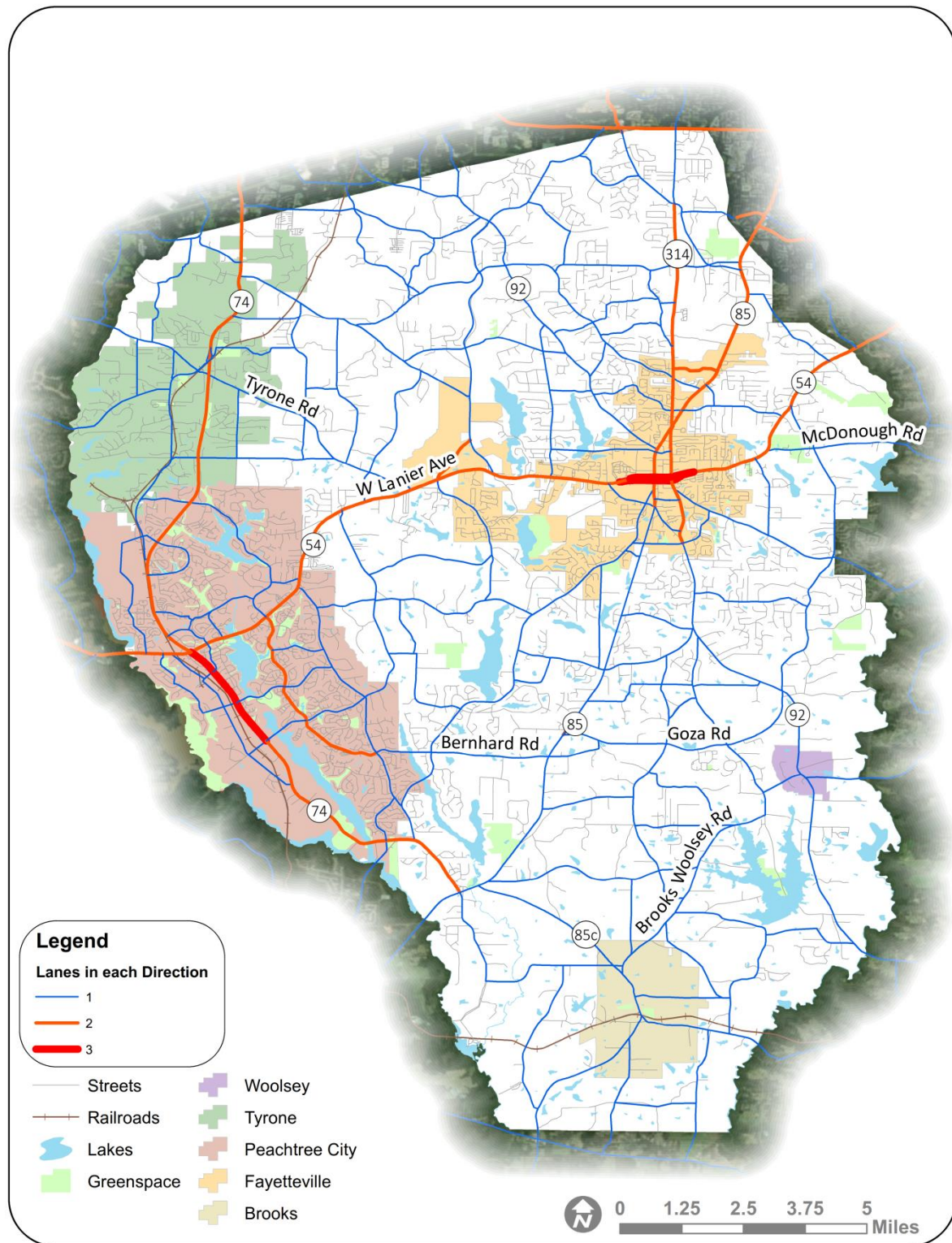
5.1.1 Number of Lanes

Figure 20 shows the number of travel lanes for the major roads in Fayette County. The majority of the roadways have one (1) travel lane in each direction including SR 279, SR 92 north and south of Fayetteville, SR 85 south of Fayetteville, and 85c.

SR 74, SR 54, SR 314, and SR 85 are predominately two (2) lanes in each direction. There are sections of roadways in Peachtree City and Fayetteville that have three (3) lanes in each direction. In Peachtree City, SR 74 has three (3) lanes in each direction between SR 54 and Crosstown Road. And in Fayetteville, SR 54 / West Lanier Avenue has 3 lanes as it crosses Glynn Street and Jeff Davis Drive. Stonewall Avenue, which runs parallel and just south of SR 54 through Fayetteville, is similarly configured.

The number of travel lanes is correlated to the roadway functional classification as roads with higher functional class (such as principal arterials) typically have more travel lanes.

Figure 20. Number of Travel Lanes



5.1.2 Functional Classification

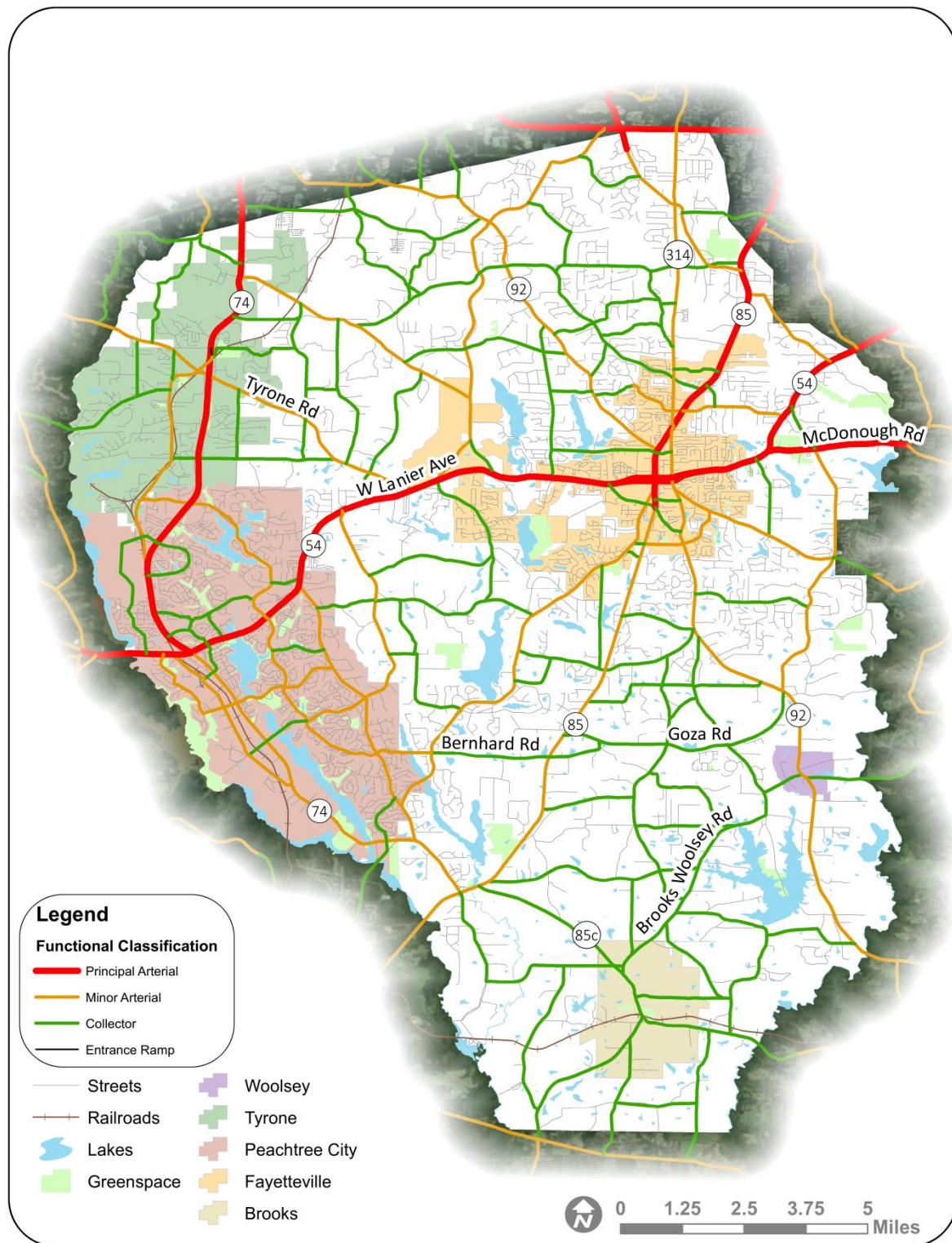
The roadway functional classification provides information about the character of the roadway, the amount of service it provides, and its access to other roadways. According to the Federal Highway Administration (FHWA), principal arterials are typically interstates or highways and provide a high degree of mobility and often connect metropolitan centers.¹ Access on and off principal arterials is typically controlled, and surrounding land uses often cannot be directly accessed. Minor arterials are typically used for shorter trips and provide access to the arterial roadway system. Collectors connect local and arterial roads to provide service between residential neighborhoods and commercial areas.

Based on the ARC travel demand model updated by the study team for the Fayette Transportation Plan, **Figure 21** shows the functional classification (FC) for the principal arterials, minor arterials, collectors, and entrance ramps for the county roadways.

The principal arterial roads include SR 74, SR 54, SR 85, and McDonough Rd located in the northern portion of the county and traverse Fayetteville, Peachtree City, and Tyrone. The southern portion of Fayette County is more rural in nature, where the majority of the roads are collectors.

¹https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm - January, 2018

Figure 21. Functional Classification



5.1.3 Signalized Intersections

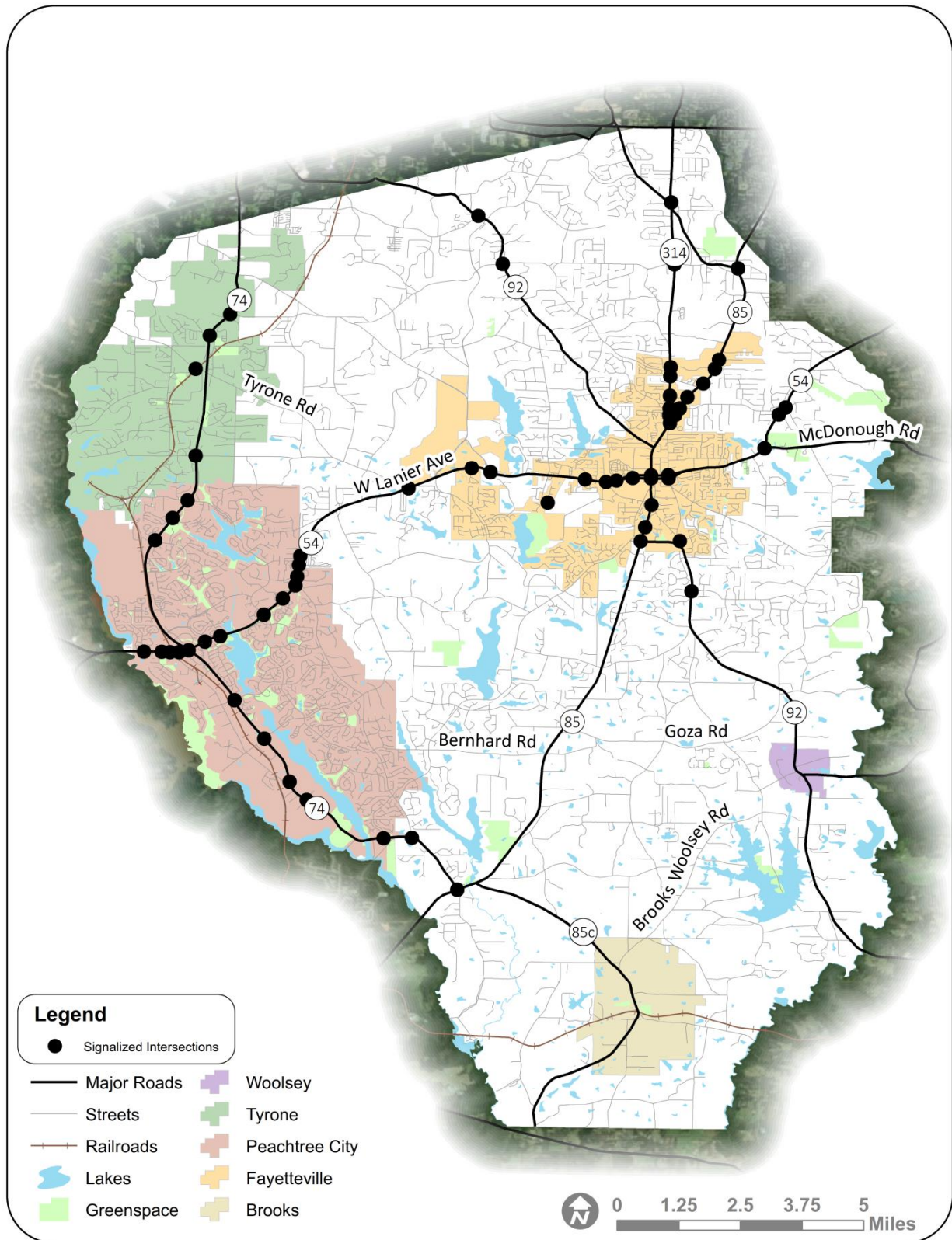
Based on Fayette County data, there are sixty-four (64) signalized intersections in the county. As shown in **Figure 22**, the majority of these intersections are located within the Peachtree City, Fayetteville, and Tyrone municipal boundaries. **Table 10** shows the number of signalized intersections in each municipality as well as in the unincorporated areas of the county. Most of the signalized intersections are located on state routes.

Table 10: Number of Signalized Intersections by Jurisdiction

Jurisdiction	Number of Signalized Intersections
Brooks	0
Fayetteville	25
Peachtree City	21
Tyrone	4
Unincorporated Fayette County	14
Woolsey	0
Total	64

Source: Fayette County

Figure 22. Signalized Intersections



5.1.4 Safety

Due in part to its suburban / rural character and lower traffic volumes, the number of vehicular crashes in Fayette County is lower than that of the more urban Atlanta metropolitan counties. However, with recent increases in urbanization, traffic volume and congestion, and truck traffic, the safety of the road network is of utmost importance and a goal of this plan.

The Georgia Electronic Accident Reporting System (GEARS) crash data for 2015 – 2017 shows that Fayette County, including cities and towns, had an increase in the number of vehicular crashes from 2015-2016 and then this number held steady between 2016-2017. In 2015, there were a total of 3,398 crashes. This number increased to 3,552 in 2016 and was reported to be 3,551 in 2017. **Table 11** shows the total number of crashes (including property damage only, injury, and fatality crashes) for this three-year period.

Table 11: Fayette County Vehicular Crashes for 2015-2017

Vehicular Crashes	2015	2016	2017	Total
Total	3,398	3,552	3,551	10,501

Source: GEARS Crash Data, 2015-2017

There are clusters of crashes that are primarily located on high volume, state routes and within the Peachtree City and Fayetteville metropolitan centers. **Figure 23** illustrates the location of these crashes as a heat map. The areas shaded in yellow, orange, and red have a higher density of crashes, with red showing the highest number of incidents. These crash hotspots are intersections and corridors where crashes are more likely to occur.

The two primary crash hotspots are SR 54 / SR 74 in Peachtree City and SR 54 / SR 85 in Fayetteville. These hotspots will be examined in further detail in the Needs Assessment.

5.1.4.1 Injuries

The total number of vehicular injury crashes for 2015-2017 is detailed in **Table 12** and illustrated in **Figure 24**. The number of crashes increased between 2015 and 2016 and then decreased between 2016-2017. The majority of the injury crashes during this time period were single person injuries. Injury crash rates will be computed and studied in more detail during the Needs Assessment.

Table 12: Number of Injury (Non-Fatality) Crashes (2015-2017)

Number of Injury Crashes	2015	2016	2017	Total
Total	751	796	641	2,188

Source: GEARS Crash Data, 2015-2017

5.1.4.2 Fatalities

Table 13 shows the number of fatal crashes for 2015–2017, and **Figure 25** shows the locations of the fatal crash sites. Annual fatalities have more than doubled from 2015 to 2017. The fatal crash locations do not appear to align with the densest areas of the crash heat map. Rather, the fatal crashes are distributed throughout the county with the highest number along the SR 74 corridor. Crash rates will be computed and studied in more detail during the Needs Assessment and will be compared to those of other Atlanta metropolitan region counties.

Table 13: Number of Fatal Crashes (2015-2017)

Number of Fatal Crashes	2015	2016	2017	Total
Total	5	8	13	26

Source: GEARS Crash Data, 2015-2017

Figure 23. Vehicular Crash Heat Map

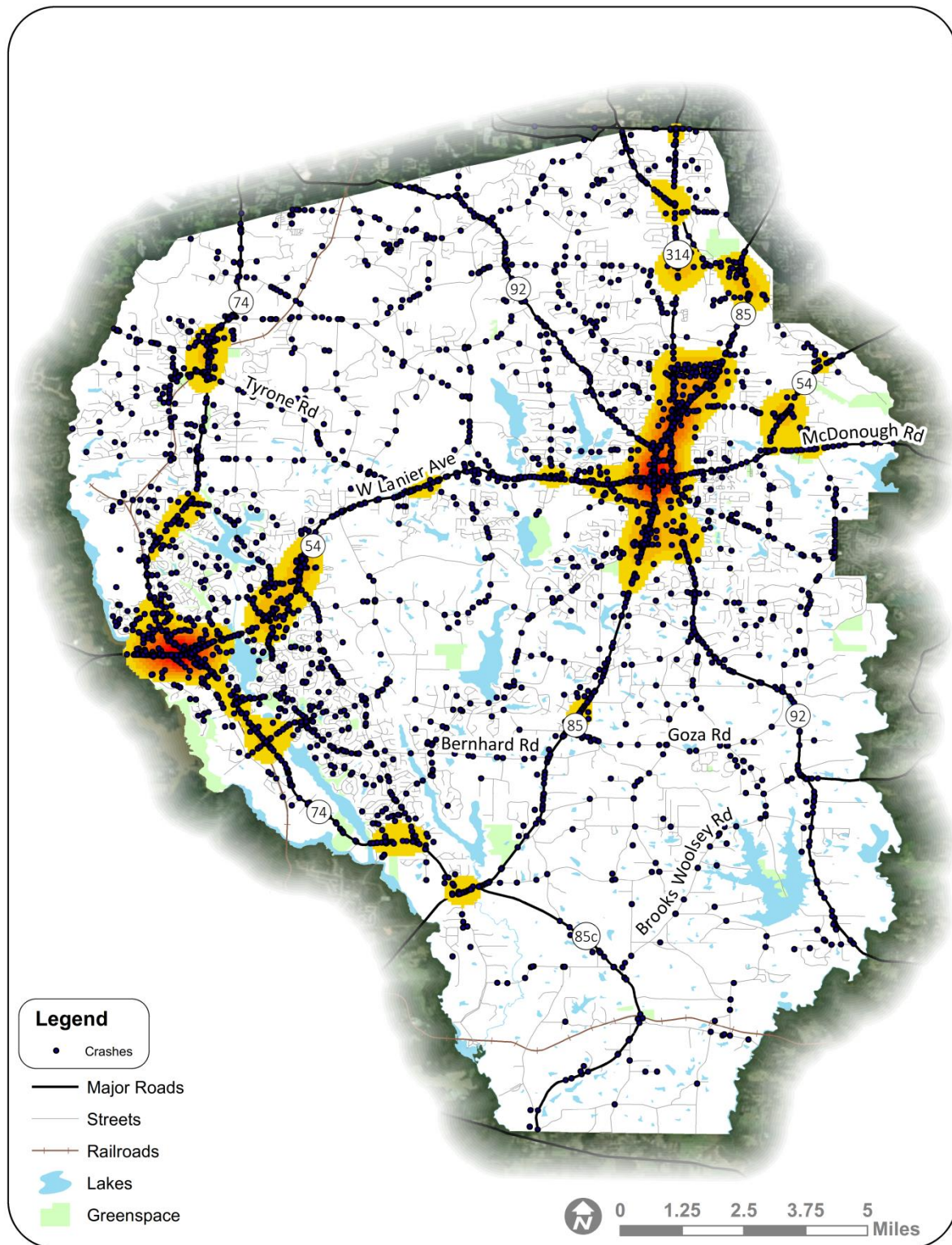


Figure 24. Vehicular Injury (Non-Fatality) Crash Locations (2015-2017)

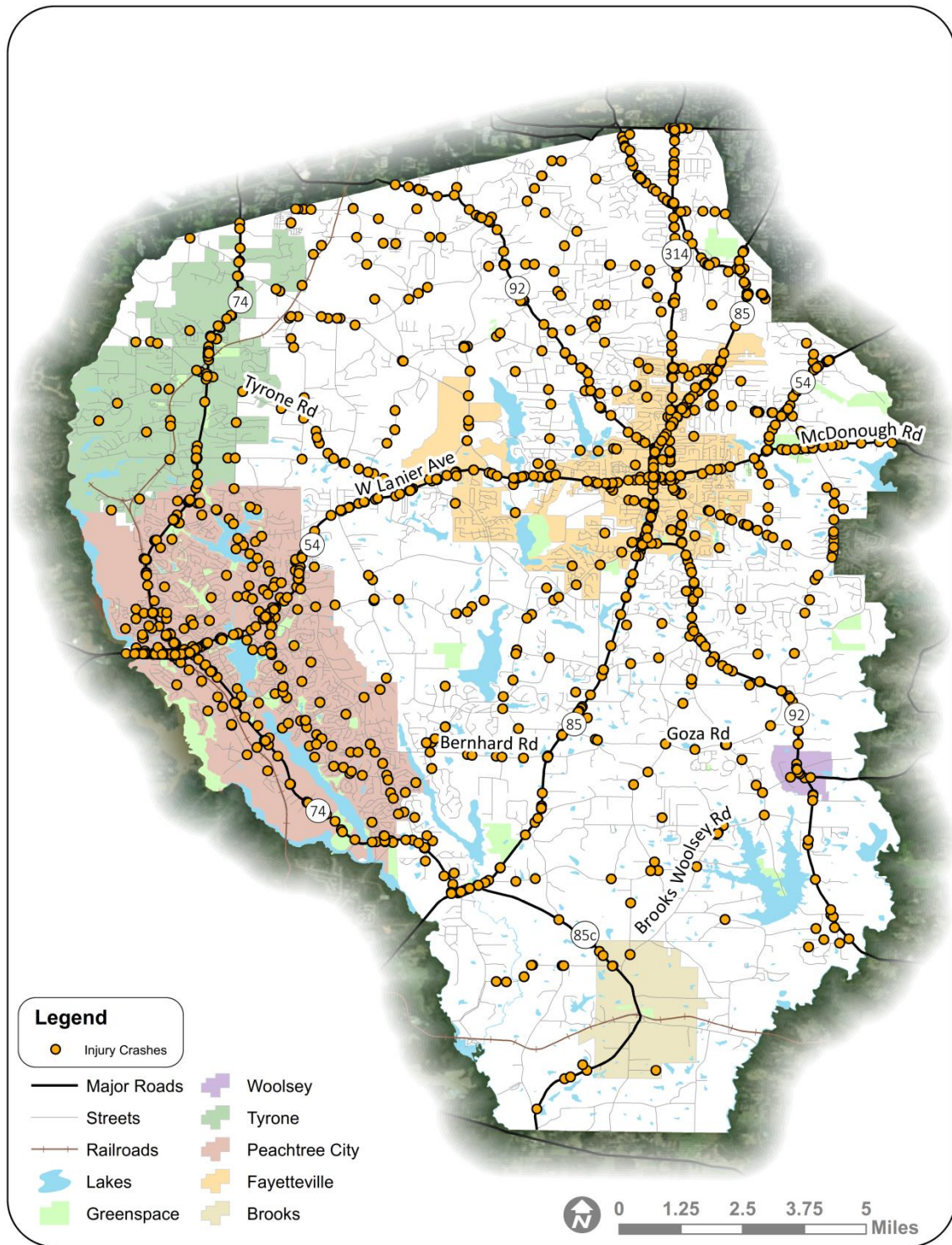
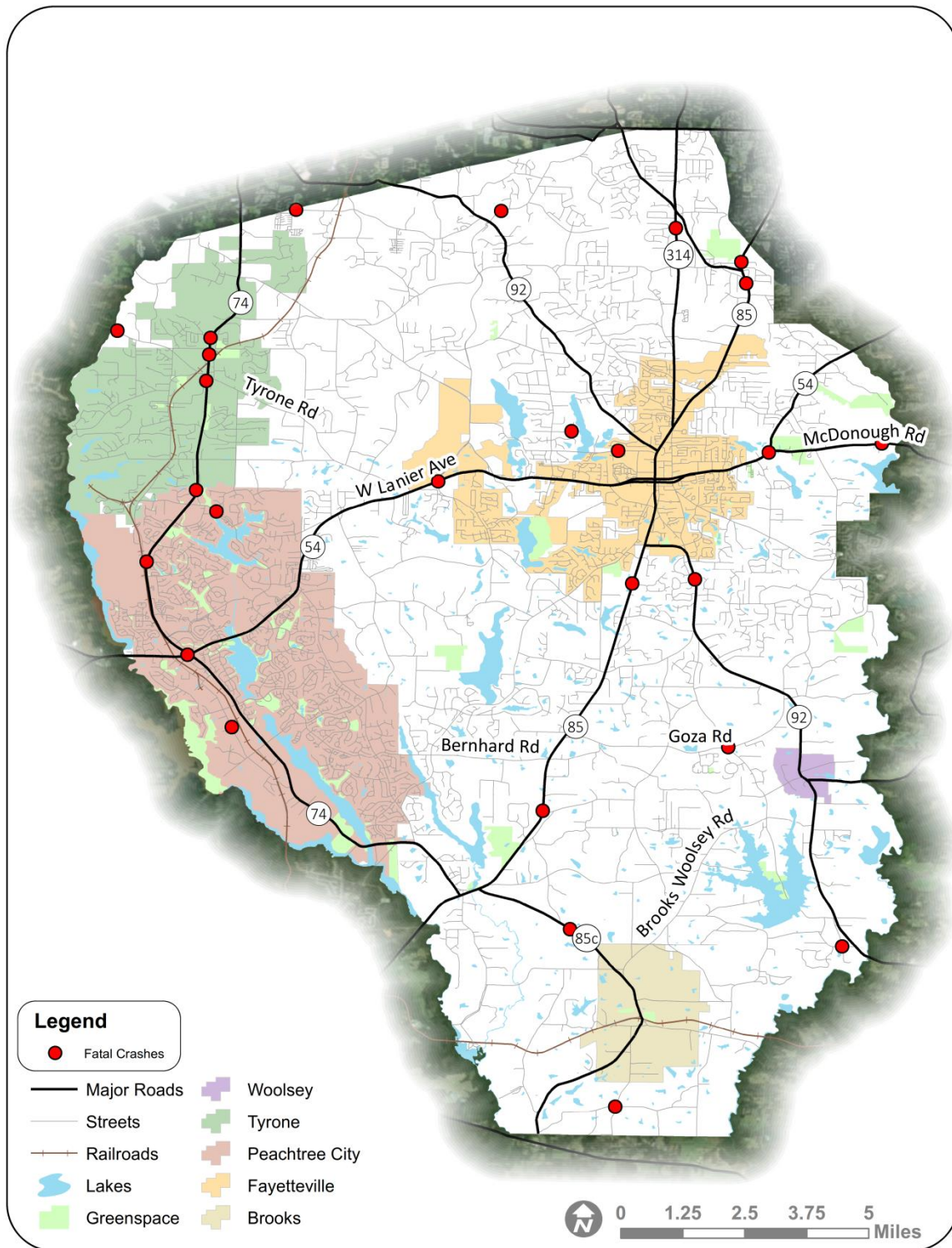


Figure 25. Vehicular Fatality Crash Locations (2015-2017)



5.2 Asset Management

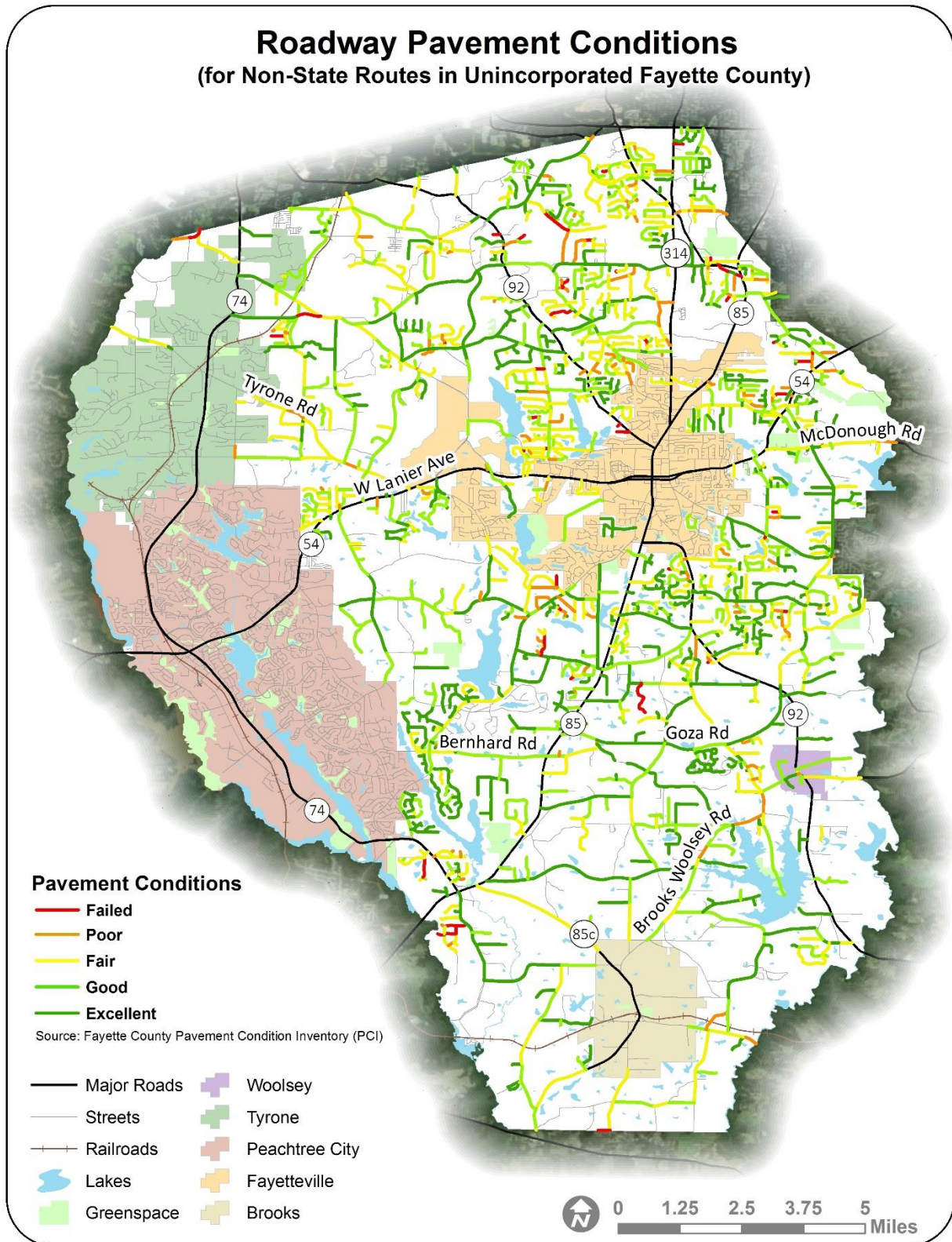
This section describes the current maintenance conditions of the roads and bridges in Fayette County.

5.2.1 Pavement Conditions

The Pavement Condition Index (PCI) is a numerical value that provides information regarding the condition of the pavement. The PCI value ranges from zero (0) to one-hundred (100) and are based on an evaluation of pavement rutting, depressions, edge cracking, as well as other surface deficiencies². Based on Fayette County's pavement condition data, **Figure 26** shows the PCI values for all non-state route roads in the unincorporated areas of the county. The majority of roadways have a satisfactory PCI rating above 60.

² See ASTM D6433-18 *Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys*
<https://www.astm.org/Standards/D6433.htm>

Figure 26. Pavement Condition Index



5.2.2 Bridge Conditions

The project team has access to two (2) sources of information regarding the condition of bridges in Fayette County:

- Fayette County bridge inventory
- National Bridge Inventory (NBI)

The county's inventory includes bridge sufficiency ratings. The NBI contains a federal listing of bridges in the county and includes performance information in the form of the NBI rating. The following provide information for both sets.

Based on the county's bridge inventory, **Table 14** lists the number of bridges in each of the Fayette's municipalities as well as in the unincorporated areas of the county (excluding culverts). **Figure 27** shows the bridge locations. Based on data from Fayette County's bridge program, there are 47 bridges in the county with the majority located on minor arterial and collector roads and a few located at railroad crossings.

Table 14: Number of Bridges by Municipality

Municipality	Number of Bridges
Brooks	0
Fayetteville	2
Peachtree City	12
Tyrone	0
Unincorporated	33
Woolsey	0
Total	47

Source: Fayette County

Fayette County's bridge inventory contains bridge sufficiency information. The bridge sufficiency rating indicates the condition of the bridge and takes into consideration the bridge deck, substructure, superstructure, and culvert. The structural condition and adequacy of the waterway are often also included as part of the sufficiency information.³ The bridge sufficiency rating is on a scale of zero (0) to one-hundred (100) with 0 being the lowest and 100 being the highest score and is used to prioritize bridges in need of maintenance or repair. In Georgia, a bridge with a sufficiency rating below 50 is considered structurally deficient (although not necessarily a threat to drivers).

Table 15 provides information for bridges with a sufficiency rating of 50 or below, and **Figure 28** shows the location of the bridges included in the Fayette County bridge dataset by sufficiency rating (<50 and >50).

³ <https://www.fhwa.dot.gov/bridge/britab.cfm> - January, 2018

Figure 27. Fayette County Bridges

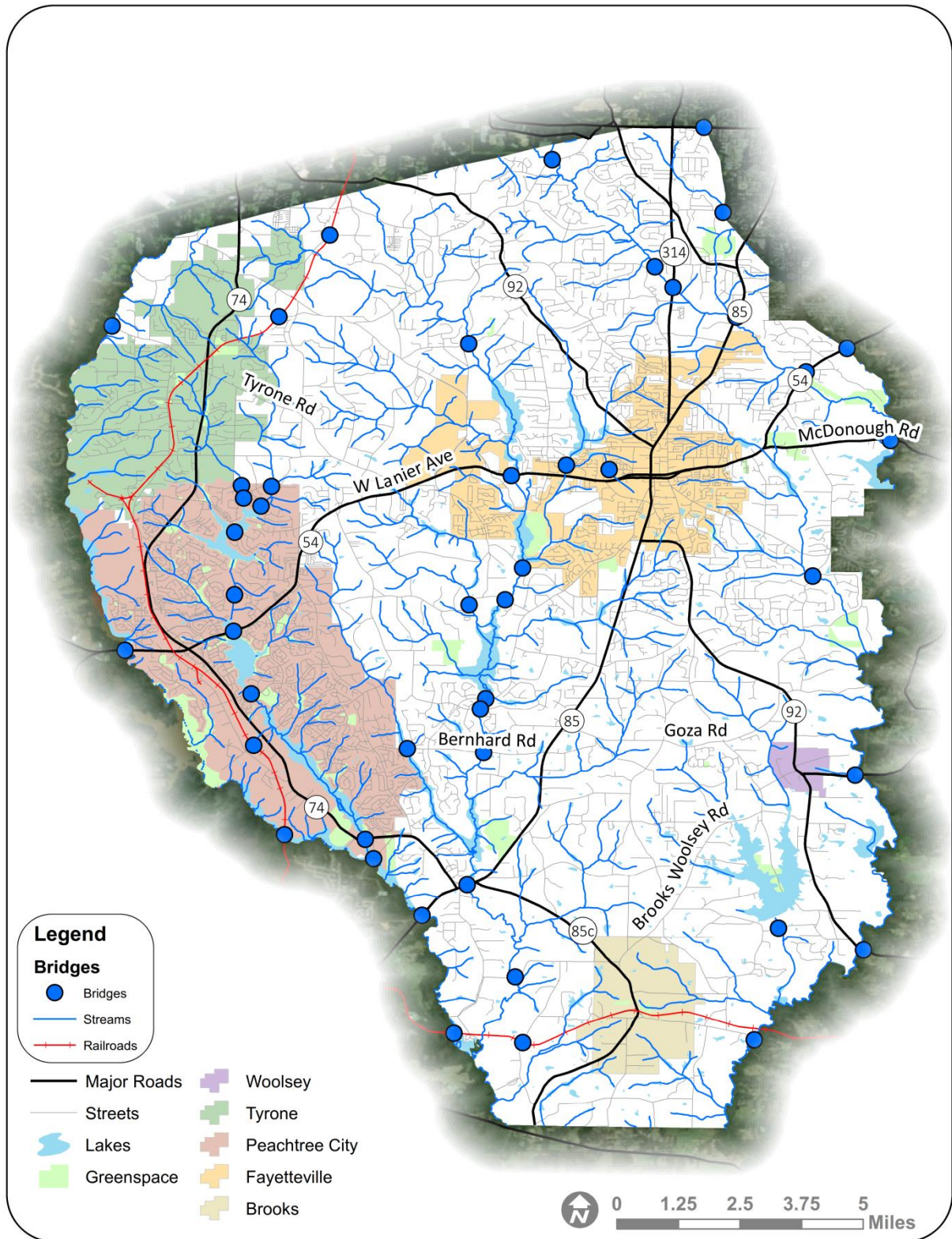


Figure 28. Bridge Sufficiency Rating

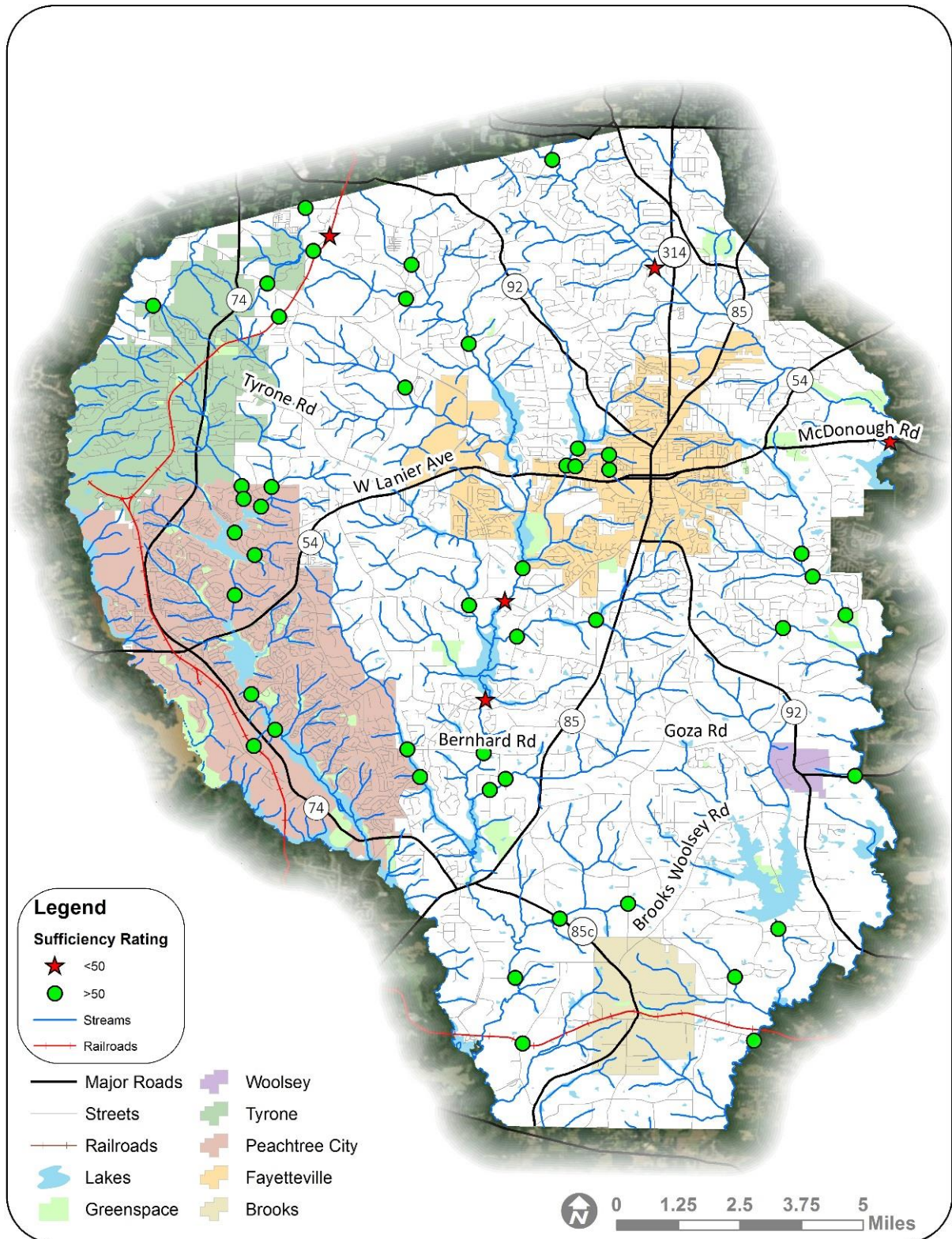


Table 15: Fayette County Bridges with a Sufficiency Rating of 50 or below

Bridge	Location	Road	Sufficiency Rating
113-01677F-003.52N	Whitewater Creek	Redwine Road	44.91
113-00287X-000.46W	Whitewater Creek	Ebenezer Baptist	36.24
113-00357X-007.06E	Morning Creek	Kenwood Road	17.54
OUT OF SERVICE	CSX Railroad	Coastline Road	10.32
113-02009F-002.09E	Flint River	McDonough Road	9.84

Source: National Bridge Inventory

The second set of bridge data is the National Bridge Inventory (NBI). Bridge condition can be expressed based on NBI data in the form of the NBI rating scale.

In May 2017, the FHWA released the final set of national performance measures, which included a new directive for measuring bridge performance on the National Highway System (NHS). This federally mandated performance measure addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act.

The new bridge performance measures are based on FHWA National Bridge Inventory (NBI) data for the deck, superstructure, substructure, and culvert. These bridge areas are rated on a scale from zero (0) at the low end (representing poor conditions) to ten (10) at the high end (representing good conditions). As explained in the FHWA bridge performance measure final rulemaking⁴, the condition rating is based on the lowest NBI rating for the deck, superstructure, substructure, and culvert. **Figure 29** shows the NBI rating scale.

Figure 29: National Bridge Inventory (NBI) Rating Scale



Source: US Department of Transportation / Federal Highway Administration

⁴ <https://www.fhwa.dot.gov/tpm/pubs/PM2BridgeFactSheet.pdf> - February, 2018

The bridge deck area length and width is then factored into the condition rating so that larger bridges have more weight. The federal performance measures that the Georgia Department of Transportation (GDOT) and the Atlanta Regional Commission (ARC) must report are the following:

- % of NHS bridges by deck area classified as in Good condition (rating of 7-9)
- % of NHS bridges by deck area classified as in Poor condition (rating of 0-4)

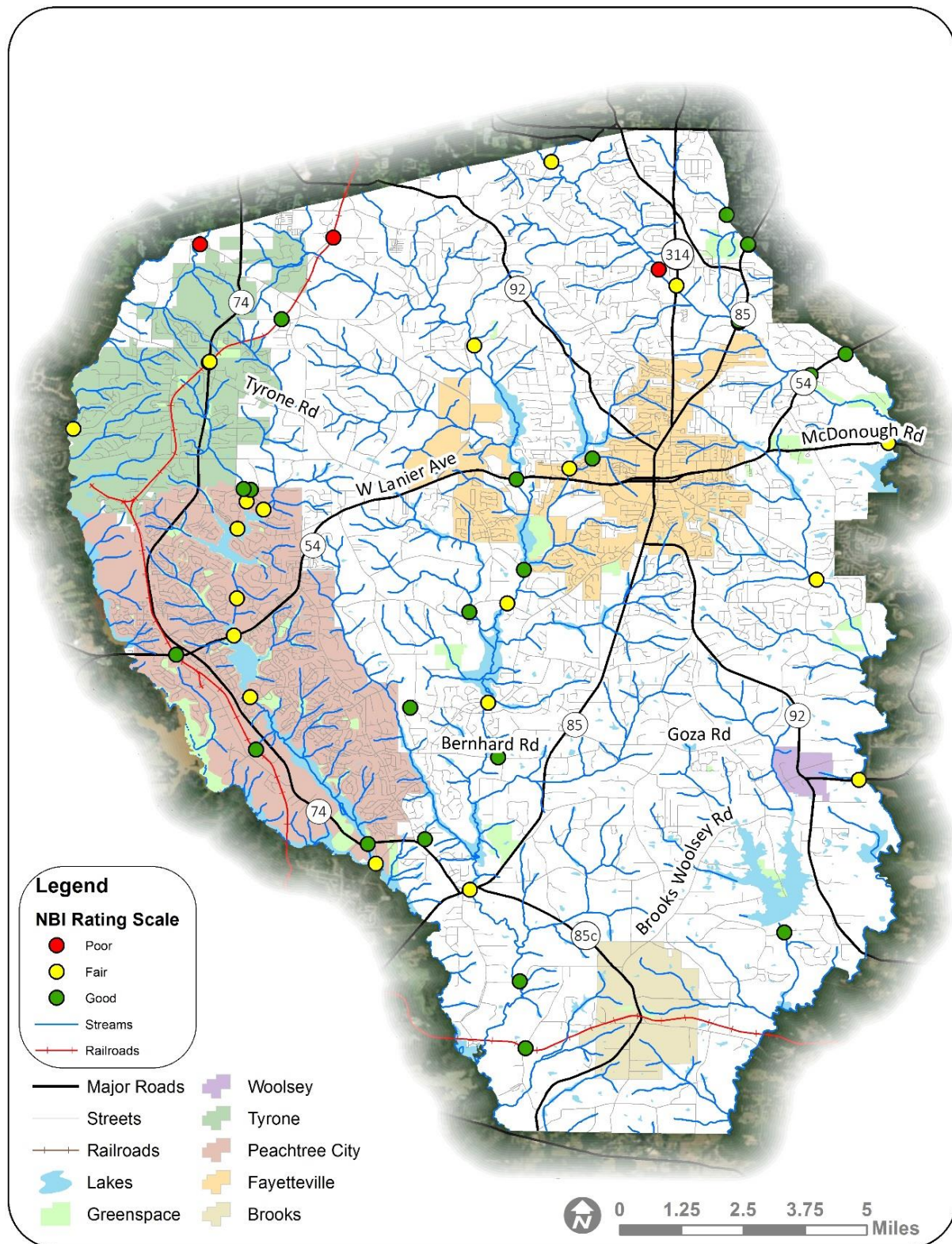
Figure 30 shows the Fayette County National Bridge Inventory (NBI) ratings. **Table 16** below identifies the Fayette County bridges with a condition rating of “poor” (4 or lower) and “satisfactory” (5 or 6).

Table 16: Fayette County Bridges with a Poor or Satisfactory Condition Rating

Location	Road	Description	Minimum Score	Rating
Murphy Creek	Inman Road	2.2 Miles north of Inman	6	Fair
Morning creek	West Bridge Road	6.5 miles north of Fayetteville	6	Fair
Kedron Creek	Smoke Rise Trace	Peachtree City	6	Fair
Flat Creek	Smoke Rise Trace	Peachtree City	6	Fair
Flint River	Hampton Road	1 mile east of Woolsey	6	Fair
Whitewater Creek	SR 85	3.9 miles northwest of Brooks	6	Fair
Whitewater Creek	Ebenezer Road Church	5.5 miles east of Peachtree City	6	Fair
Line Creek	Palmetto Tyrone Road	Fayette County Line	6	Fair
CR 480-CSX RAILROAD	SR 74 Westbound Lane	Tyrone City Limits	6	Fair
Kedron Lake	Peachtree Parkway	PEACHTREE CITY	6	Fair
Line Creek	Rockaway Road	2 miles northeast of Senoia	6	Fair
Whitewater Creek	Redwine Road	5.2 miles east of Peachtree City	6	Fair
Ginger Creek Cake	Brandywine Boulevard	Fayetteville City Limit	6	Fair
CR 480-CSX Railroad	SR 74 Eastbound Lane	Tyrone City Limits	6	Fair
Flat Creek	SR 54	Peachtree City	6	Fair
Flat Creek	Kelly Drive	Peachtree City Limits	6	Fair
Camp Creek	SR 85 Northbound Lane	5 miles north of Fayetteville	5	Fair
Morning Creek	SR 85 Southbound Lane	3.5 miles north of Fayetteville	5	Fair
Whitewater Creek	Eastin Road	3 miles northwest of Fayetteville	5	Fair
Flat Creek	Flat Creek Road	Peachtree City	5	Fair
Flint River	McDonough Road	4.1 miles east of Fayetteville	5	Fair
Morning Creek	SR 314	3.8 miles north of Fayetteville	5	Fair
CSX Railroad (639500S)	Coastline Road	3 miles northeast of Tyrone	4	Poor
Morning Creek	Kenwood Road	4.2 miles north of Fayetteville	4	Poor
Line Creek	Johnson Road	Fulton-Fayette County Line	3	Poor

Source: National Bridge Inventory

Figure 30. National Bridge Inventory (NBI) Bridge Condition Rating



5.3. Roadway Travel Conditions

The section provides information on the performance of the roadway network in terms of congestion. The main sources of data for this analysis are the ARC regional travel demand model, GDOT traffic count stations, and real-world speed data from INRIX.

5.3.1. Traffic Volumes

Traffic volumes, typically expressed as average annual daily traffic (AADT), represent the number of vehicles which travel on a road on a daily basis. Two measures of traffic volume are included in this section. The first is the 2015 AADT from the Fayette County traffic count locations, and the second set is the 2017 traffic volumes based on the Fayette County travel demand model. Typically, actual counts are preferred, but travel demand models provide better coverage of roadways and can be used to study changes based on population and employment growth.

Figure 31 below shows the 2015 AADT at the Fayette County traffic count stations. These are color coded by AADT with yellow and orange representing the fewest number of vehicles and red and purple showing the higher volume count stations. The top ten (10) AADT are identified with a thick black border.

Table 17 below ranks the top 10 major roadways 2015 AADT. These heavily traveled roadways are primary located in the cities. The western side of Peachtree City where SR 54 meets SR 74 has the highest AADT of 45,500 vehicles per day. Other count stations in close proximity show AADT values of 37,600 on SR 54 west of the SR 54 / SR 74 intersection and 33,900 north of the SR 54 / SR 74 intersection.

The count stations along SR 74 in the northern section of Peachtree City and in Tyrone have high AADT values which is expected given that SR 74 is a major travel corridor for Fayette County residents to reach I-85 and travel north into Fulton County and the City of Atlanta or travel south to Newnan or other points south.

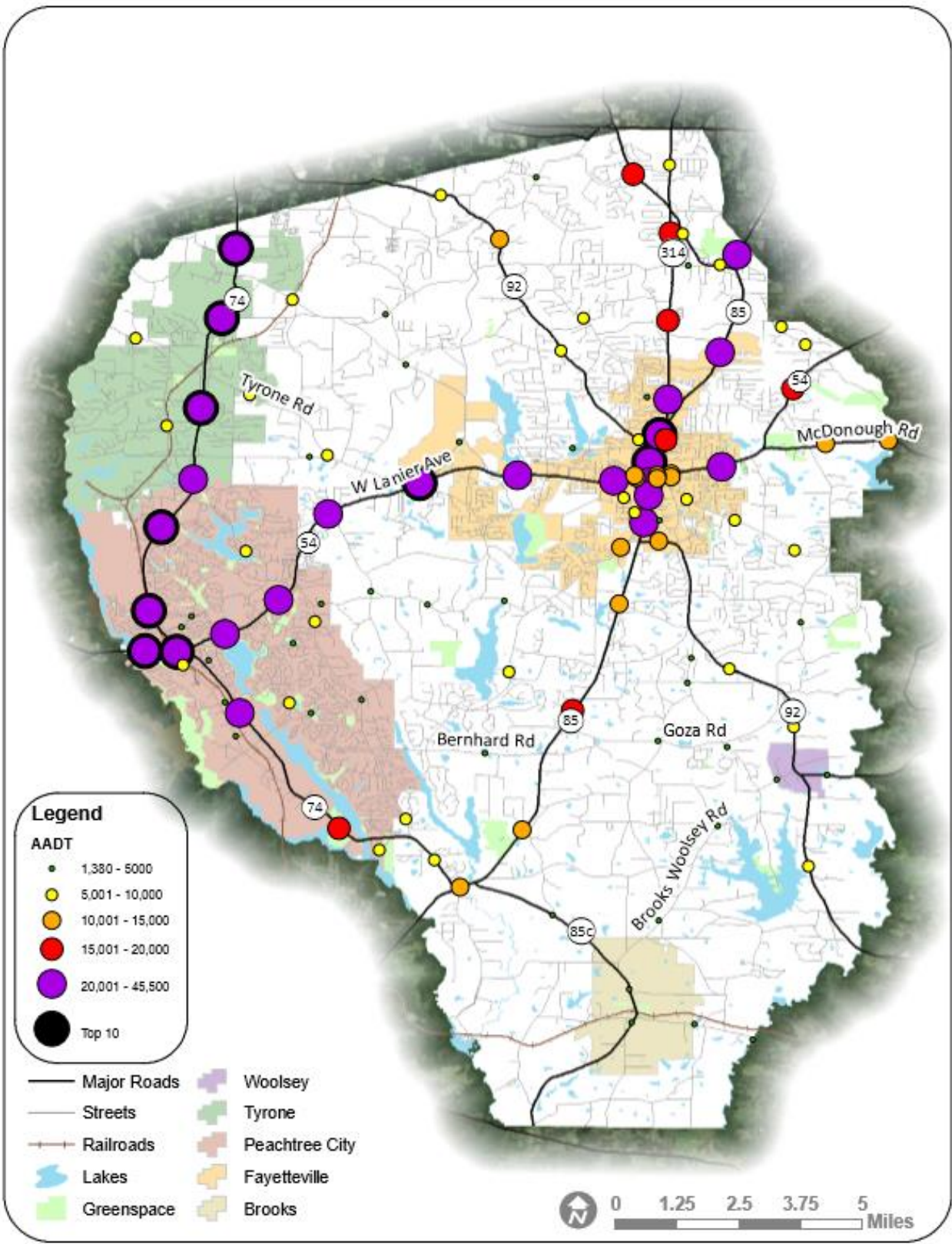
The other high AADT values are along SR 54 between Peachtree City and Fayetteville and in Fayetteville on SR 85. There are numerous roadways with AADT counts over 20,000 within Fayetteville.

Table 17: Fayette County Roadways with the Highest AADT, 2015

Roadway	Jurisdiction	Location Description	AADT
SR 54	Peachtree City	West of SR 74	45,500
SR 54	Peachtree City	West of SR 74 / Western portion of the County	37,600
SR 85	Fayetteville	North of SR 54	36,900
SR 74	Tyrone	South of Jenkins Road	34,300
SR 74	Peachtree City	North of SR 54 / SR 74 Intersection	33,900
SR 74	Tyrone	North of Sandy Creek Road / Northern portion of the County	33,700
SR 85	Fayetteville	North of Highway 92	33,600
SR 74	Peachtree City	South of Tyrone	31,600
SR 54	Fayetteville	West of Veterans Parkway	30,600
SR 74	Tyrone	South of Tyrone Road	30,100

Source: Fayette County AADT, 2015

Figure 31. 2015 Average Annual Daily Traffic (AADT)



In addition to the traffic count station data, the Fayette County travel demand model provides modeled, bi-directional, daily traffic volumes for each roadway link. The 2017 modeled, bi-directional volumes for the AM Peak (6:00am to 10:00am) are shown in **Figure 32**. The areas experiencing high volumes are similar to that shown in the count stations map.

Note: the regional travel demand model provides a simulated project of travel conditions. In some cases, the model results may differ in scale from existing real-world conditions. While not 100% accurate at all locations the travel demand model provides important information on travel patterns on most county roads. It is also a powerful tool for predicting travel conditions in the future. Future year (2040) analysis will be completed during the Needs Assessment phase of this planning process.

Table 18 shows the travel demand model results show high AM Peak volumes (>4,000 vehicles) in the following areas.

Table 18: Fayette County Travel Demand Model – High Volume Roadways, AM Peak, 2017

Roadway / Travel Direction	Location Description	AM Peak Single-Direction Volume
SR 74 EB	Vehicles traveling EB into Peachtree City from Coweta County. Traffic continues east on SR 54 or turns onto SR 74.	6,240
SR 74 NB	Vehicles traveling north from Peachtree City through Tyrone towards I-85	4,940
SR 54 EB	Vehicles traveling east-bound from Ebenezer Road through Fayetteville to McDonough Road.	4,490
SR 85	Downtown Fayetteville	4,840
SR 54	Vehicles traveling northeast towards Clayton County	5,376
SR 85	Vehicles traveling northeast towards Clayton County	4,230

Source: ARC Travel Demand Model

There are other roadways in the county experiencing AM peak volumes in the 2,001 to 4,000 vehicle range.

In the PM Peak (3:00pm – 7:00pm), vehicles are traveling back into Fayette County from Coweta County to the west, Fulton County to the north, and Clayton County to the east (see **Figure 33**). It is important to note that the SR 54 and SR 74 intersection in Peachtree City is a high traffic volume area in all travel directions. SR 54 through Fayetteville also exhibits significant traffic volumes in both directions with SR 54 showing a high volume westbound from McDonough Road to South Peachtree Parkway in Peachtree City (about nine miles).

Figure 32. 2017 AM Peak Volumes

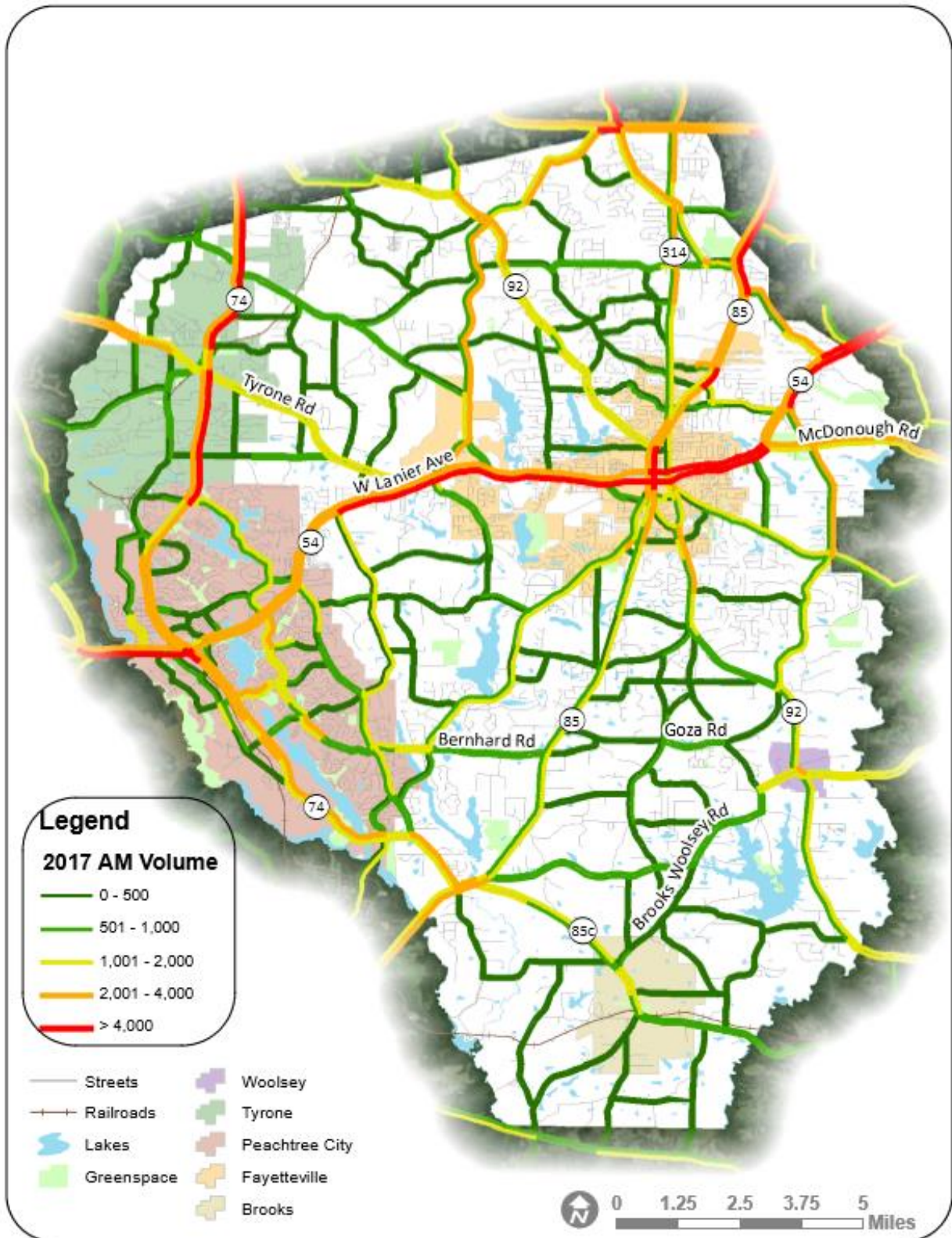
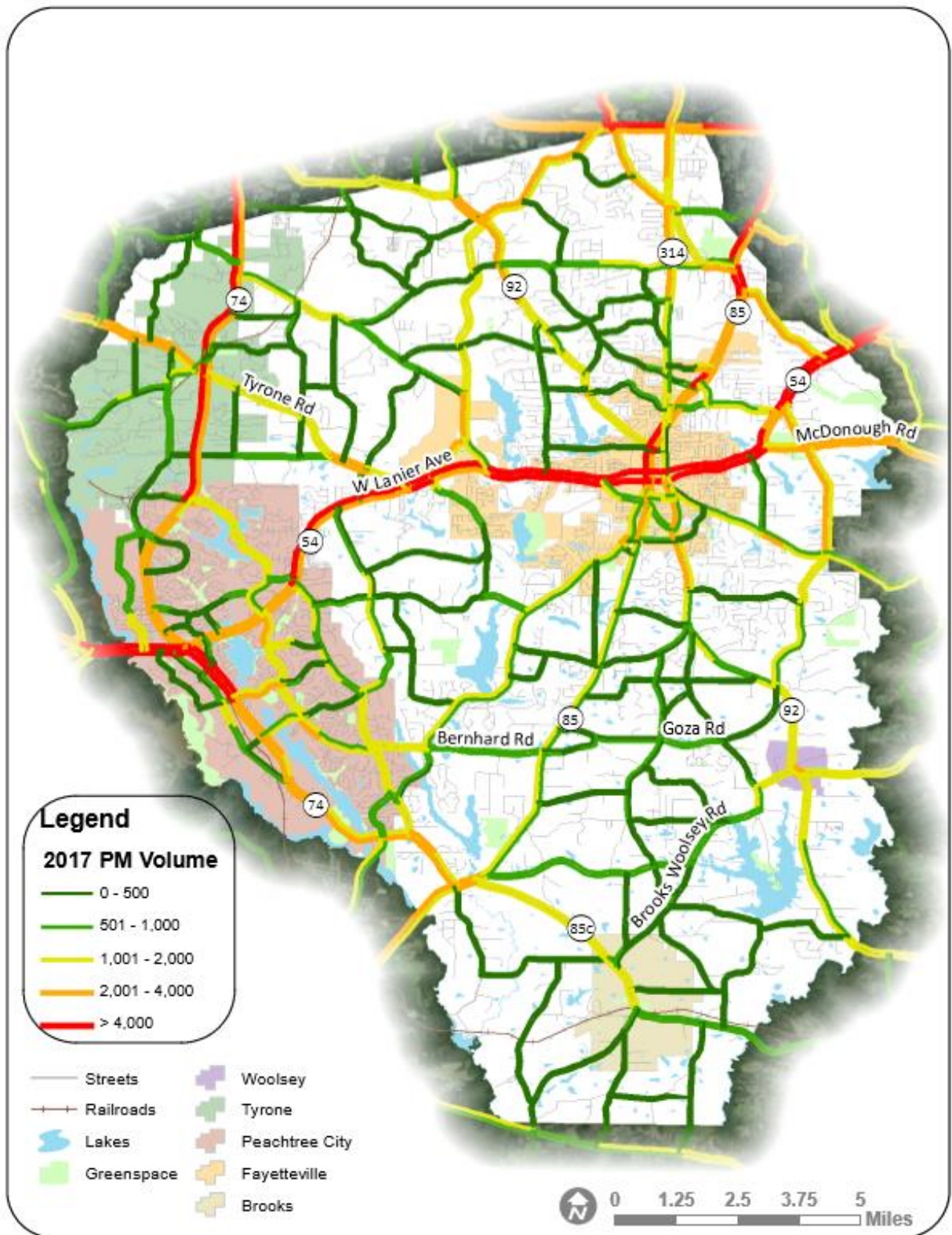








Figure 33. 2017 PM Peak Volumes



5.3.2. Level of Service

Level of Service (LOS) provides information about the traffic conditions in the AM and PM Peak Periods. The LOS scale ranges from “A”, unrestricted flow, to “F”, heavy congestion. **Figure 34** illustrates level of service and the general conditions for two-lane highways and multi-lane highways.

Figure 34: Level of Service (LOS) Descriptions

<h2 style="text-align: center;">LEVELS OF SERVICE</h2> <p style="text-align: center;">for Two-Lane Highways</p>		
Level of Service	Flow Conditions	Technical Descriptions
A		Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. No delays
B		Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. No delays
C		Stable traffic flow, but less freedom to select speed, change lanes, or pass. Minimal delays
D		Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. Minimal delays
E		Unstable traffic flow. Speeds change quickly and maneuverability is low. Significant delays
F		Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. Considerable delays

The LOS in the following maps was calculated using the ARC Travel Demand Model and is based on volume to capacity (V/C) ratios. The v/c ratio compares the number of vehicles on a roadway to the roadway capacity. As the volume approaches the capacity of the roadway, traffic congestion increases and the LOS decreases. The majority of roadways within the county have acceptable LOS (A, B, or C) during the AM Peak Period.

A few sections, listed in **Table 19**, have LOS of D and E, which means that traffic volume is approaching the capacity of the roadway segment. It is important to note that the majority of roads with a level of service D and E are in the northern portion of the county and in downtown Fayetteville. Two notable bottlenecks during the morning peak period are SR 54 eastbound approaching SR 74, and McElroy Road northbound approaching SR 54. Both peak at LOS E. The portion of SR 85 in the southwestern portion of the county between SR 74 and SR 85C is also showing delay. There are no roadways that report a level of service F in the AM Peak Period.

Table 19: Fayette County Roadways with Level of Service D and E – AM Peak Period, 2017

Roadway / Travel Direction	Location Description	AM Peak LOS
SR 54 EB	Approaching SR 74	E & D
McElroy Rd NB	Approaching SR 54	E & D
SR 92 NB	Near Rivers Rd	E
Corinth Rd NB	Approaching SR 85	D
Redwine Rd NB	Approaching Ramah Rd	D
SR 279 NB	Approaching SR 138	D
SR 85 NB	Approaching 85 Connector	D
SR 92 NB	Approaching Helen Sams Pkwy	D

Source: ARC Travel Demand Model

The afternoon peak period experiences a broader extent and higher intensity of congestion than the morning peak (see Figure 18). On many roadways, the peak direction flips between the AM and PM Peak periods with higher volumes of traffic traveling north to Atlanta in the AM and then traveling south returning to Fayette County in the PM Peak. Most of the hotspots that showed up during the morning peak period are also congested in the afternoon peak period in the opposite direction. Some additional roadways with LOS D arise in during the afternoon peak, such as SR 85 southbound approaching SR 54 in downtown Fayetteville.

Table 20 shows the segments that operate at a LOS D or worse in the afternoon peak period. These intersections in particular and the travel conditions in general will be analyzed relative to planned projects and policies as part of the Needs Assessment.

Table 20: Fayette County Roadway with Level of Service D and E – PM Peak, 2017

Roadway / Travel Direction	Location Description	PM Peak LOS
SR 54 WB	Approaching county line	E & D
SR 85 SB	Approaching SR 74	E
SR 92 SB	South of Hellen Sams Pkwy	E
Corinth Rd NB	Approaching SR 85	D
McDonough Rd EB	Approaching county line	D
McElroy Rd SB	Approaching McDonough Rd	D
Palmetto Rd WB	Approaching county line	D
Redwine Rd SB	Near Ramah Rd	D
SR 279 SB	Approaching SR 314	D
SR 85 NB	Approaching 85 Connector	D
SR 85 SB	Approaching SR 54	D
SR 92 SB	Near Rivers Rd	D
SR 92 SB	Approaching between Hampton Roads	D
Westbridge Rd SB	Near County Line	D

Source: ARC Travel Demand Model

Figure 35. 2017 AM Peak Level of Service

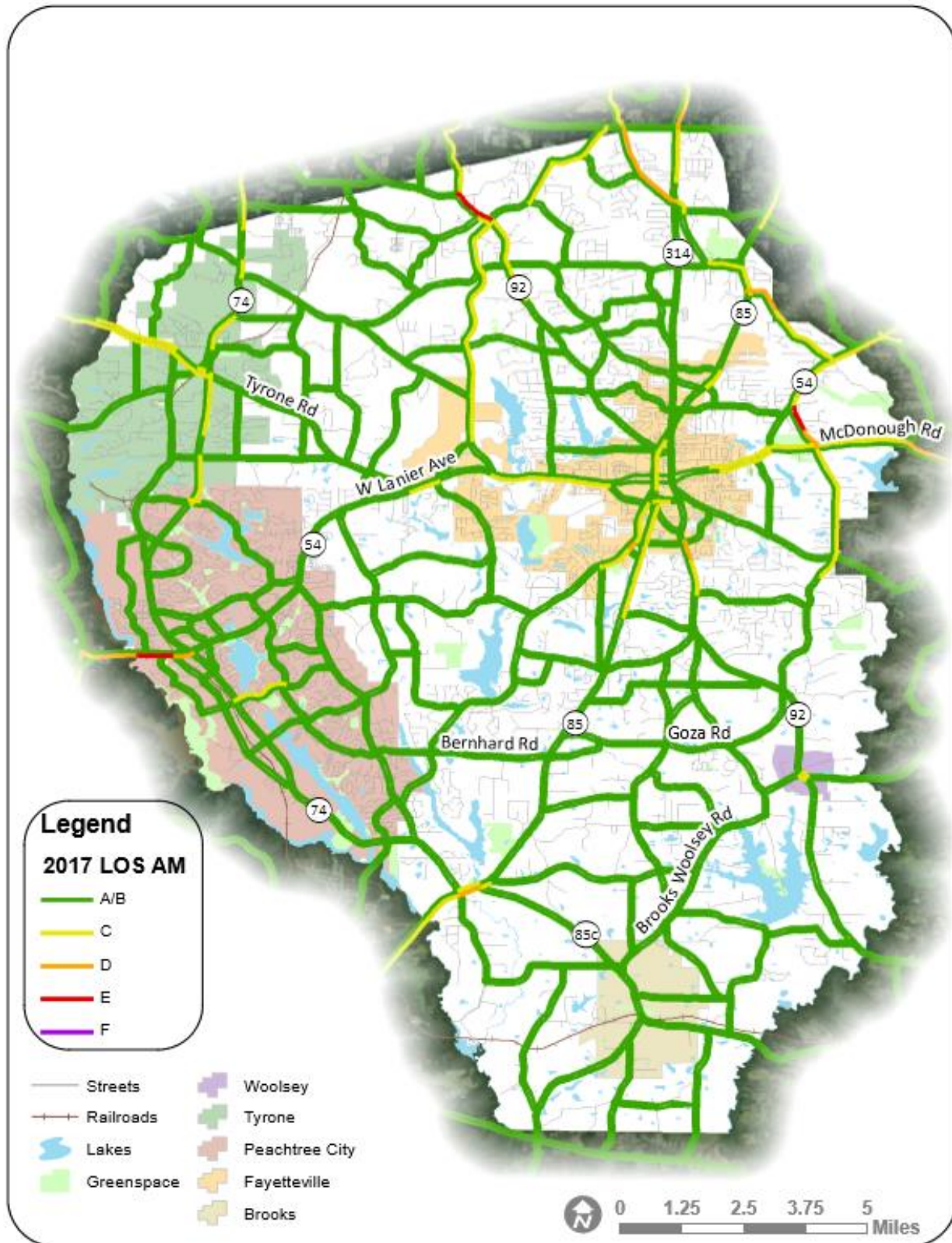
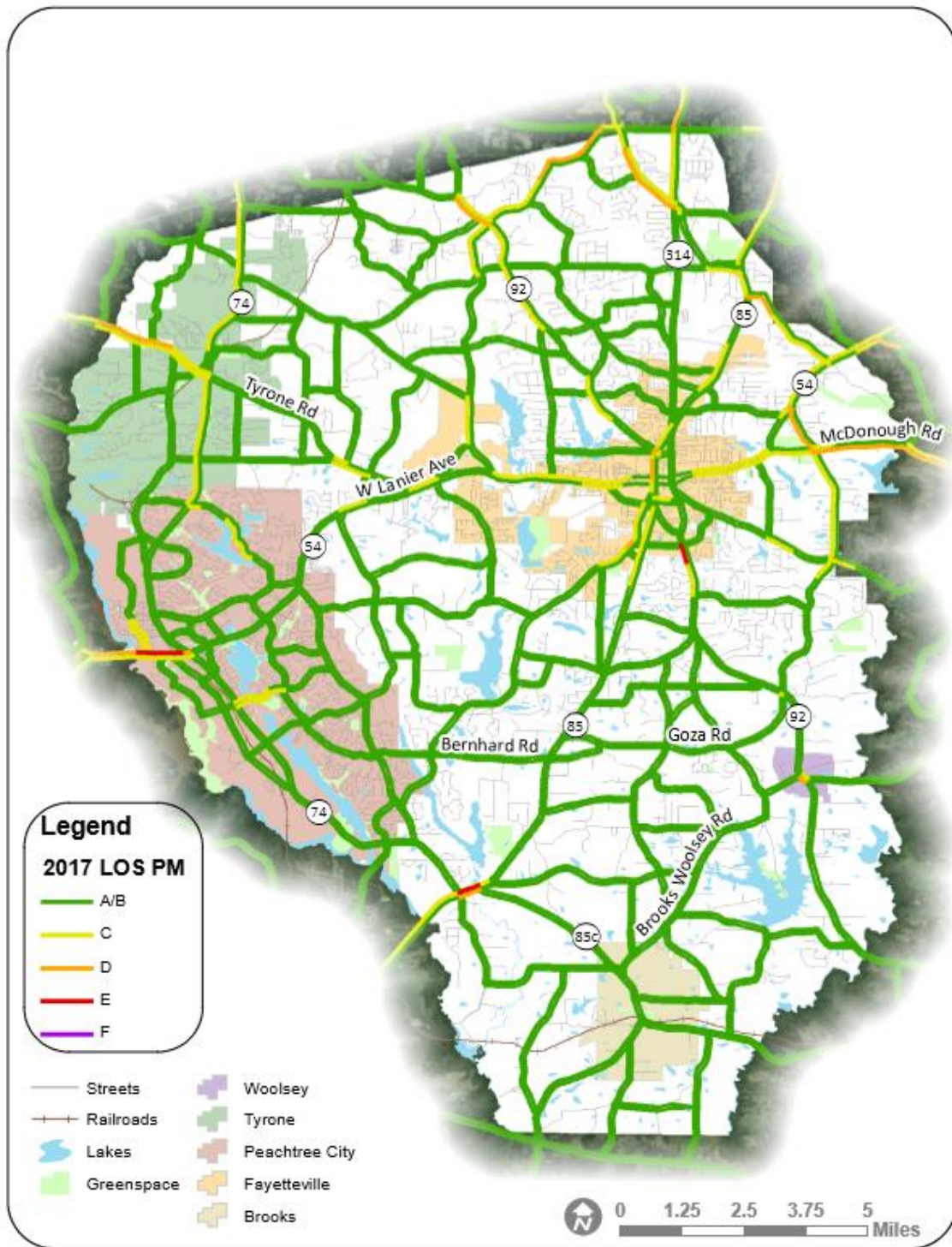


Figure 36. 2017 PM Peak Period Level of Service



5.3.3. Observed Travel Speeds – INRIX Data

INRIX specializes in the collection of vehicle speeds and count data points based on millions of real-time anonymous mobile phones and vehicles connected with Global Positioning Systems (GPS). The benefit of INRIX data is that it is observed and provides finer detail of congestion than travel demand model data. In particular, the INRIX data is better suited to capture delay at intersections than the model.

The INRIX speed data was obtained by ARC for year 2017. For each roadway link, a reference speed was established to represent free flow speed based on observed speeds when there was no congestion. The 6:00 AM to 10:00 AM morning and 3:00 PM to 7:00 PM afternoon peak period average speeds were calculated. The travel time index (TTI) represents congestion by comparing the free flow speed to the peak period speed. A TTI value of less than one indicates no congestion; the free flow speed is less than the peak period average speed. A TTI of two would mean that the free flow speed is twice as great as the peak period average speed.

Figures 37 and 38 show the morning and afternoon peak period TTIs. In the morning, the greatest congestion hotspot is SR 74 at SR 54. Other intersections with elevated levels of delay include SR 74 at SR 85 and SR 314 at SR 279. During the afternoon peak period, congestion is much worse. Delay intensifies at SR 74 and SR 54, particularly SR 54 westbound. Downtown Fayetteville experiences elevated TTI on SR 85 southbound, SR 85 northbound, and SR 54 eastbound, all going into town. Delay is also apparent on SR 74 at Tyrone Road and at Crosstown Drive.

Figure 37: 2017 AM Observed TTI

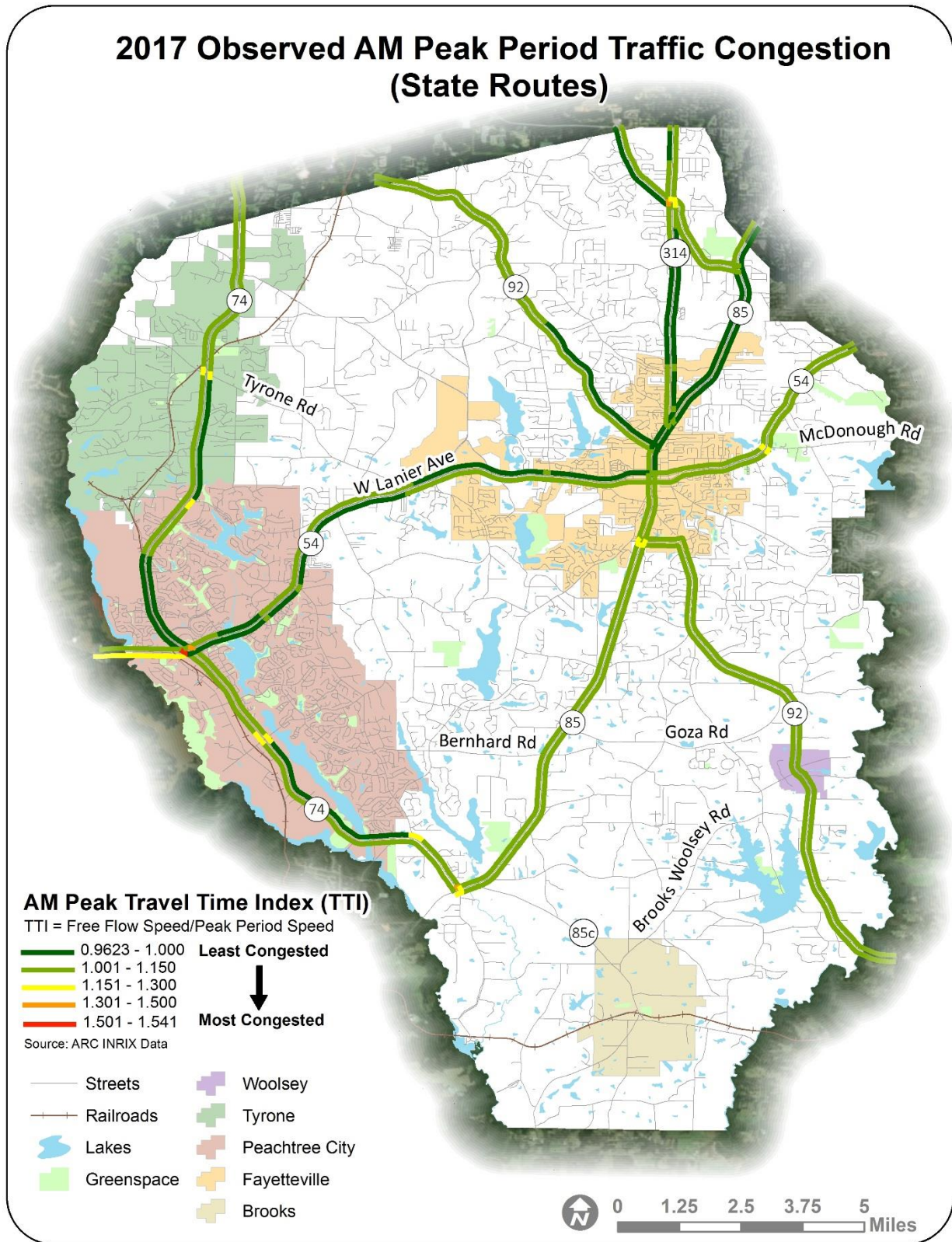
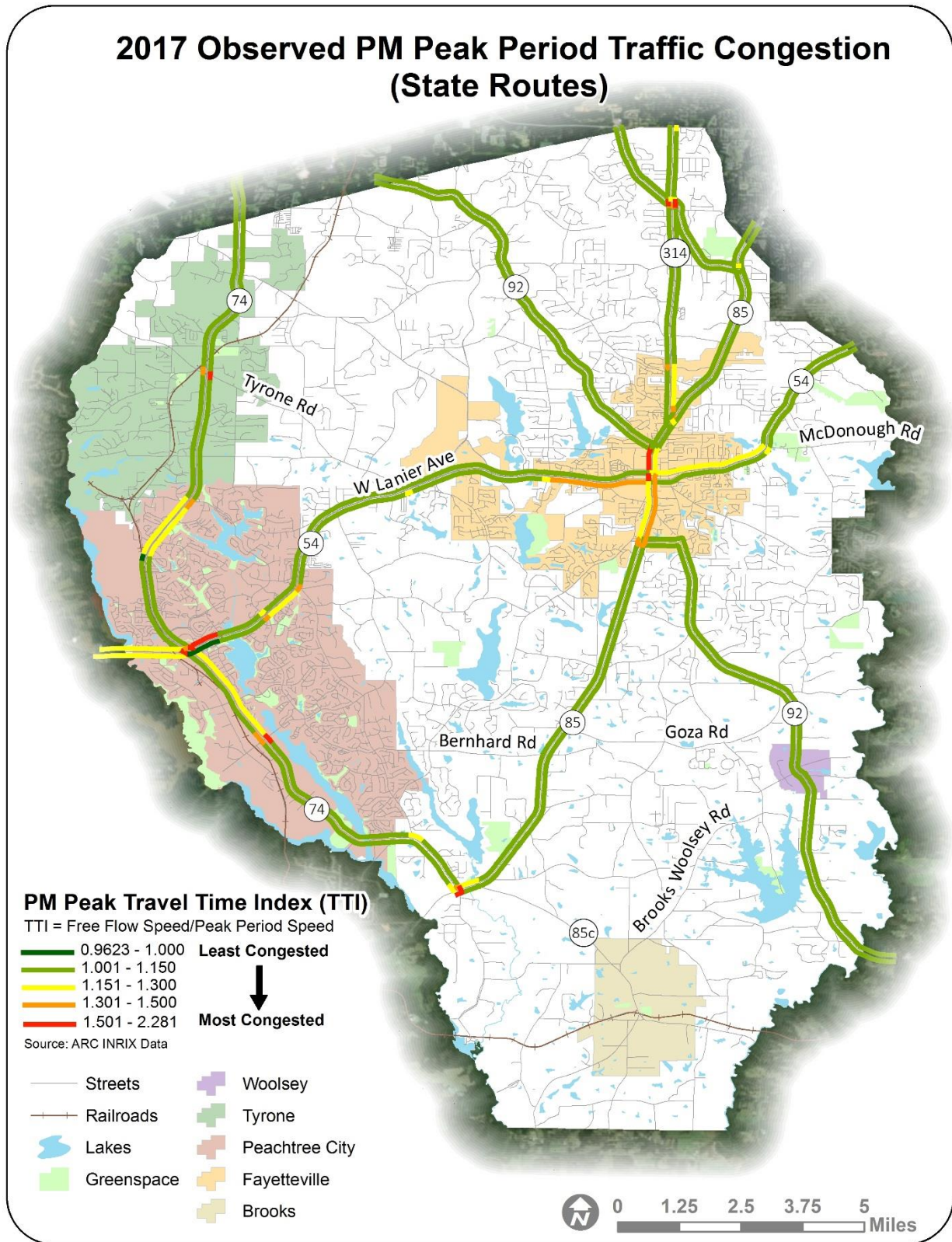


Figure 38: 2017 PM Observed TTI



6. Public Transportation and Human Service Transportation (HST)

This section documents existing public transportation and human services transportation options in Fayette County.

6.1. Fayette Senior Services

Fayette Senior Services is a non-profit, 501 (c)(3). Along with providing life-enhancing services to Fayette County residents ages 50 and older, the organization also offers transportation services. This section describes the transportation service provided.

Figure 39: Fayette Senior Services Vehicle



Source: Fayette Senior Services

Fayette Senior Services is the leading provider of low-cost, flexible transportation in Fayette County for disabled and older adults. The transportation programs are open to Fayette County residents age 60 and older, as well as disabled adults age 18 to 59 who cannot drive by no fault of their own. The service is demand response service only, which is advance scheduled curb-to-curb rides. There are no fixed routes.

Two types of transportation service are available 9:30 AM to 4 PM, Monday through Friday: Voucher Transportation and Non-emergency Medical Transportation.

6.1.1. Voucher Transportation

For a nominal fee, clients can purchase a voucher and arrange their own transportation with one of Fayette Senior Service's drivers. The transportation vouchers can be used for any transportation need; grocery store, shopping, and so on.

6.1.2. Non-emergency Medical Transportation

Also offered is handicap accessible transport. For non-emergency medical transportation, clients arrange to have one of Fayette Senior Service's drivers take them to their appointments.

Service covers inside and outside Fayette County to:

- Dialysis Centers
- Medical Appointments
- Pharmacies for Prescription Pick-ups

7. Travel Demand Management

Major corridors and major intersections are experiencing increased congestion during peak travel periods as Fayette County continues to grow. Automobiles are the main mode of transportation in Fayette County, therefore increasing the efficiency of the transportation network will help balance future growth.

Transportation Demand Management (TDM) strategies are significant tools for policy-makers in combating congestion and will aid in addressing transportation problems associated with growth.

TDM programs are strategies aimed at reducing or controlling demand for transportation facilities, particularly in single occupant vehicles. Fundamental TDM strategies include road pricing, car sharing, carpooling, vanpooling, managed highway lanes, parking management and parking pricing, and non-traditional transit and mobility services. While these initiatives are often coordinated or operated at a regional level, they can also be implemented at a local level.

Many major state roads pass through Fayette County and are integral roadways to the operation of many cities and towns in Fayette. Given Fayette's growth and increasing highway traffic, the regional TDM strategy is an important factor in the county's well-being. While the interstate system does not course through Fayette County, interstate 85 is situated in neighboring Fulton and Coweta counties, which is a corridor highly utilized by residents of Tyrone and Peachtree City for morning and evening commutes. As such, a feasibility study has been conducted to implement managed lanes in Fulton and Coweta Counties.

7.1. Managed Lanes

Led by GDOT, the Georgia Express Lanes (GEL) projects are designed to form a network of managed lanes to help control demand on congested corridors and provide more consistent travel times. For commuters who choose to carpool, vanpool, or take regional bus service, such as GRTA Xpress, managed lanes will also improve travel times. In 2015 GDOT updated its Managed Lanes Implementation Plan (MLIP) and Major Mobility Investment Program. An update to the 2010 Managed Lane System Plan (MLSP), the study revises priorities and financial plans. The MLIP identifies all capacity-adding projects where the use of managed lanes may be appropriate.

In Fulton and Coweta Counties, interstate 85 South (from interstate 285 South to US 29) was identified as an MSLP Candidate Corridor Tier 3, which means it is of lowest priority for additional capacity. While interstate 85 South was not selected for further priced managed lane evaluation, the corridor is anticipated to experience higher levels of congestion through 2040, and will be reviewed in the future.

7.2. Vanpooling and Carpooling

A range of regional vanpooling, carpooling, and general ridesharing programs exist that can serve the residents of Fayette County. Unlike other Atlanta region counties, Fayette County does not operate its own dedicated vanpool service.

The following tables indicate the commuting characteristics of residents of Fayette County and the Atlanta MSA (Tables 21-24).

Table 21: Mode Split in Fayette County and Atlanta MSA

Population	Fayette	MSA
Workers 16 years and over	50,098	2,615,735
Means of Transportation to Work		
Car, truck, or van	88.40%	87.80%
- Drove alone	80.60%	77.90%
- Carpooled	7.80%	9.90%
- Workers per car, truck, or van	1.05	1.07
Public transportation (excluding taxicab)	1.00%	3.00%
Walked	0.60%	1.40%
Bicycle	0.00%	0.20%
Taxicab, motorcycle, or other means	1.50%	1.30%
Worked at home	8.50%	6.30%

Source: 2016 ACS, Jacobs

Table 22: Place of Work in Fayette County and Atlanta MSA

Place of Work		
	Fayette County	MSA
Worked in state of residence	98.20%	98.60%
- Worked in county of residence	47.00%	53.10%
- Worked outside county of residence	51.10%	45.50%
Worked outside state of residence	1.80%	1.40%

Source: 2016 ACS, Jacobs

Table 23: Travel Time to Work in Fayette County and Atlanta MSA

Travel Time to Work		
	Fayette	MSA
Less than 10 minutes	9.80%	7.60%
10 to 14 minutes	11.60%	10.30%
15 to 19 minutes	12.50%	12.80%
20 to 24 minutes	9.30%	14.10%
25 to 29 minutes	6.50%	6.10%
30 to 34 minutes	13.90%	15.80%
35 to 44 minutes	10.90%	8.70%

Travel Time to Work		
45 to 59 minutes	13.30%	12.00%
60 or more minutes	12.20%	12.60%
Mean travel time to work (minutes)	31.70	31.00

Source: 2016 ACS, Jacobs

Table 24: Vehicle Available in Fayette County and Atlanta MSA

Vehicle Available		
	Fayette	MSA
Workers 16 years and over in households	50,094	2,602,456
No vehicle available	1.20%	3.10%
1 vehicle available	12.90%	22.50%
2 vehicles available	40.30%	42.90%
3 or more vehicles available	45.60%	31.50%

Source: 2016 ACS, Jacobs

The ACS 2016 data reports that:

- 3,907 Fayette County workers self-reported carpooling or vanpooling to work as their primary transportation mode, meaning 7.80 percent of all workers age 16 or older in the County. In comparison, 9.90 percent of workers in the Atlanta metropolitan area reported vanpooling or carpooling as their primary means to work, placing Fayette County slightly lower than the regional average ride-share level.
- The majority of carpools, 6.40 percent, are 2-person carpools.
- 51.10 percent of the County's general working population worked outside of their county of residence. This indicates that vanpools are not as attractive, or as well known, to longer range commuters.

The above findings indicate that Fayette has an emerging ride-sharing market that can grow. Existing TDM strategies within the County may need to expand to accommodate increased demand for ride-sharing.

The most prominent program in the region is the Xpress service, a regional commuter coach operated by the Georgia Regional Transportation Authority (GRTA) that draws ridership from 44 counties, and has no routes in Fayette County. The closest Xpress stops to Fayette County are Union City route 453, to the northwest in Fulton County; Newnan route 453, west of Peachtree City in Coweta County; Riverdale route 442, to the northeast in Clayton County; Jonesboro routes 440 & 441, to the east in Clayton County; and Hampton route 440, due east in Henry County. No local government-led vanpool service exists, although funding assistance for such a service may be available from GDOT and ARC. No Transportation Management Associations (TMAs) exist in the county currently, although private vanpool vendors that operate in the Atlanta region are available to contract for privately-organized vanpools.

Stakeholder meeting feedback indicates that demand for transit or vanpools from employment centers to housing, collector stations, and so on exists. One solution could be to have employers like Delta, or

Hartsfield–Jackson Atlanta International Airport purchase, own, or operate shuttles to certain pick-up locations from employment centers, such as the airport since it is a major employment destination.

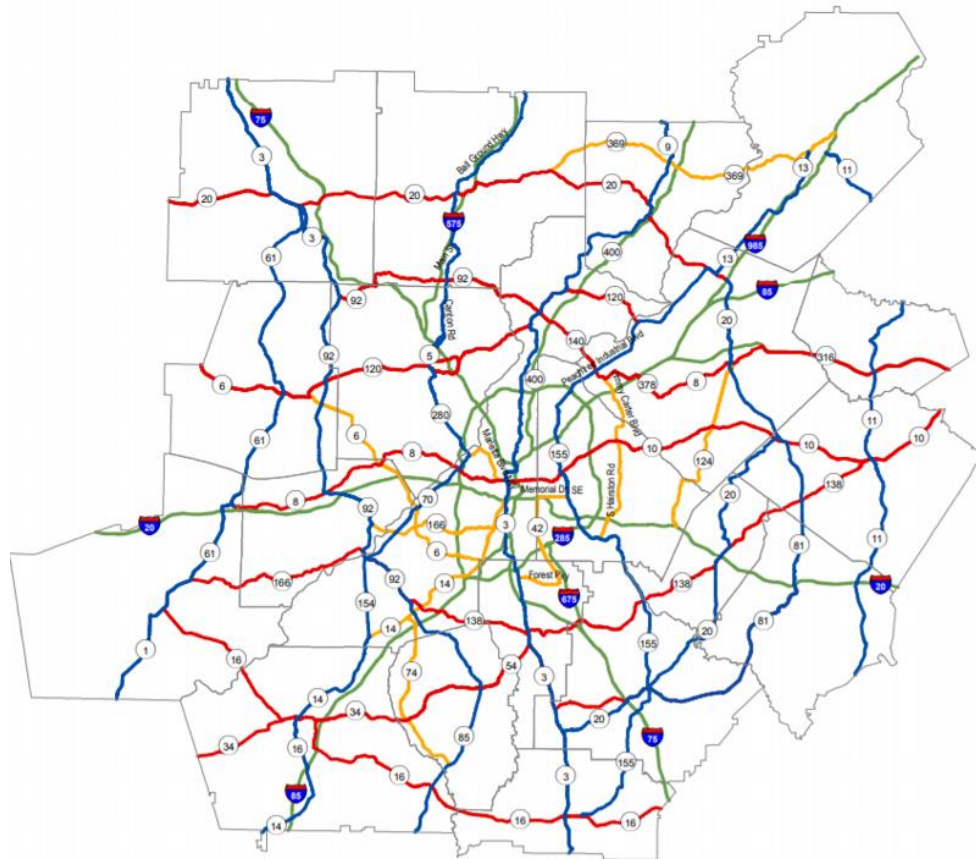
8. Freight Transportation

This section documents transportation infrastructure supporting freight mobility in Fayette County.

8.1. Regional Truck Routes

The 2010 Atlanta Strategic Truck Route Master Plan (ASTRoMaP), as shown in **Figure 40**, identifies routes and strategies to efficiently move truck freight traffic through the region while minimizing negative effects to communities. The ASTRoMaP routes connect freight/industrial hubs of activities and have the roadway design characteristics to manage freight movements. Those characteristics ideally include appropriate roadway functional class, travel lane width, shoulder width, design speed and speed limit, appropriate grades, signage, bridge conditions, and clear zones⁵. Additionally, intersections must have adequate turning radii, and interactions between trucks and other modes of transport (especially bicycles and pedestrians) are given consideration.

Figure 40. ARC Regional Truck Route Network



⁵ http://documents.atlantaregional.com/transportation/tp_S RTP_Toolkit_Trucks.pdf

The ASTRoMaP regional truck routes in Fayette County are shown in **Figure 41**. These routes include SR 74 which connects Hwy 29 north of the county to SR 85 in the south-western portion of the county, SR 54 which provides an east-west connection through Fayette, and SR 92 and SR 85 which provide a north-south truck route. Additionally, SR 74 is identified in the report as a corridor which provides access to freight generating clusters but does not provide regional access.

8.2. Freight Corridors

8.2.1. State Routes

Georgia code stipulates that trucks cannot be banned from state routes. As such state routes are de facto truck routes in all communities. The state highway system forms the truck route network in Fayette County.

8.2.2. National Highway System and Regional Truck Route Network

The National Highway System (NHS) is a federally designated system of roads “important to the nation’s economy, defense, and mobility.” The NHS includes many subsets of roadways:

- The Interstate System
- Other principal arterials – access to freight facilities
- Strategic Highway Network – important to national defense
- Major Strategic Highway Connectors - Access to military facilities
- Intermodal connectors – access to intermodal facilities

In Fayette County routes SR 54, SR 74, SR 85, SR 92, and SR 138 are NHS routes. The ARC has identified a number of roadways that are important for regional truck movements and freight flows. The Regional Truck Route Network within Fayette County includes SR 54, SR 74, SR 85, SR 92, and SR 138.

8.2.3. Truck-Prohibited Corridors

Fayette County has specific corridors that are not open to truck traffic. These routes are:

- Buckeye Road – Board of Commissioners (BOC) voted to suspend any further land acquisition or paving on Buckeye Road, post “no-thru” traffic signs and to discourage cut-through traffic on Buckeye Road. February 23, 1989.
- Jenkins Road – designated as a Collector and “no thru trucks” from SR 74 to Ellison Road. Approved August 23, 1990.
- Brogdon Road – designated as “no thru trucks.” Approved November 14, 1991.
- Gingercake Road – designated as “no thru trucks” for vehicles with weights of 8,000 pounds or more. Approved October 5, 1994.
- Newton Road – BOC approval to post “no thru trucks” sign on the Fayette County end of Newton Road. December 4, 1996.

The entire Fayette County Truck Route network is displayed in **Figure 42**.

Figure 41. ASTRoMap Regional Truck Routes in Fayette County

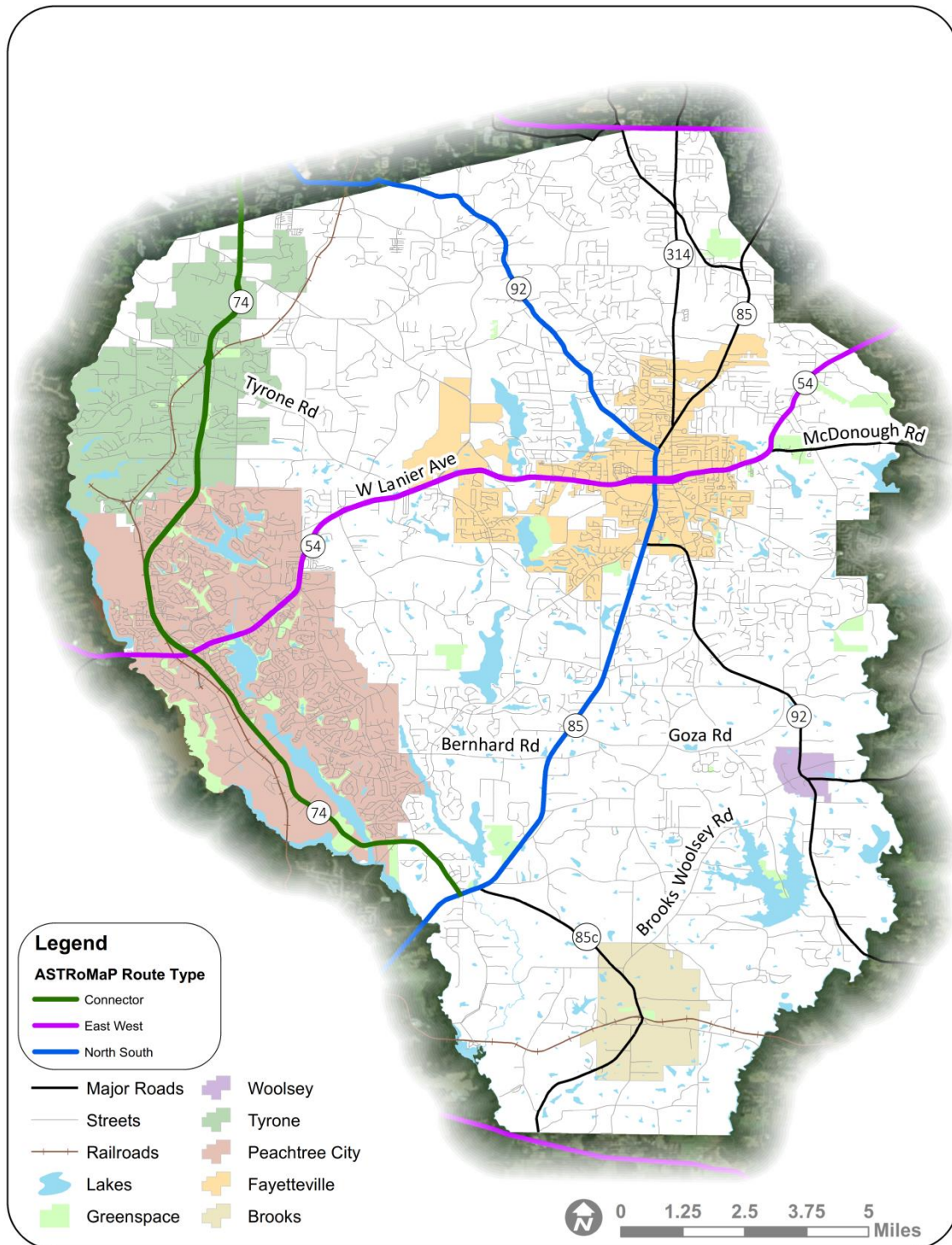
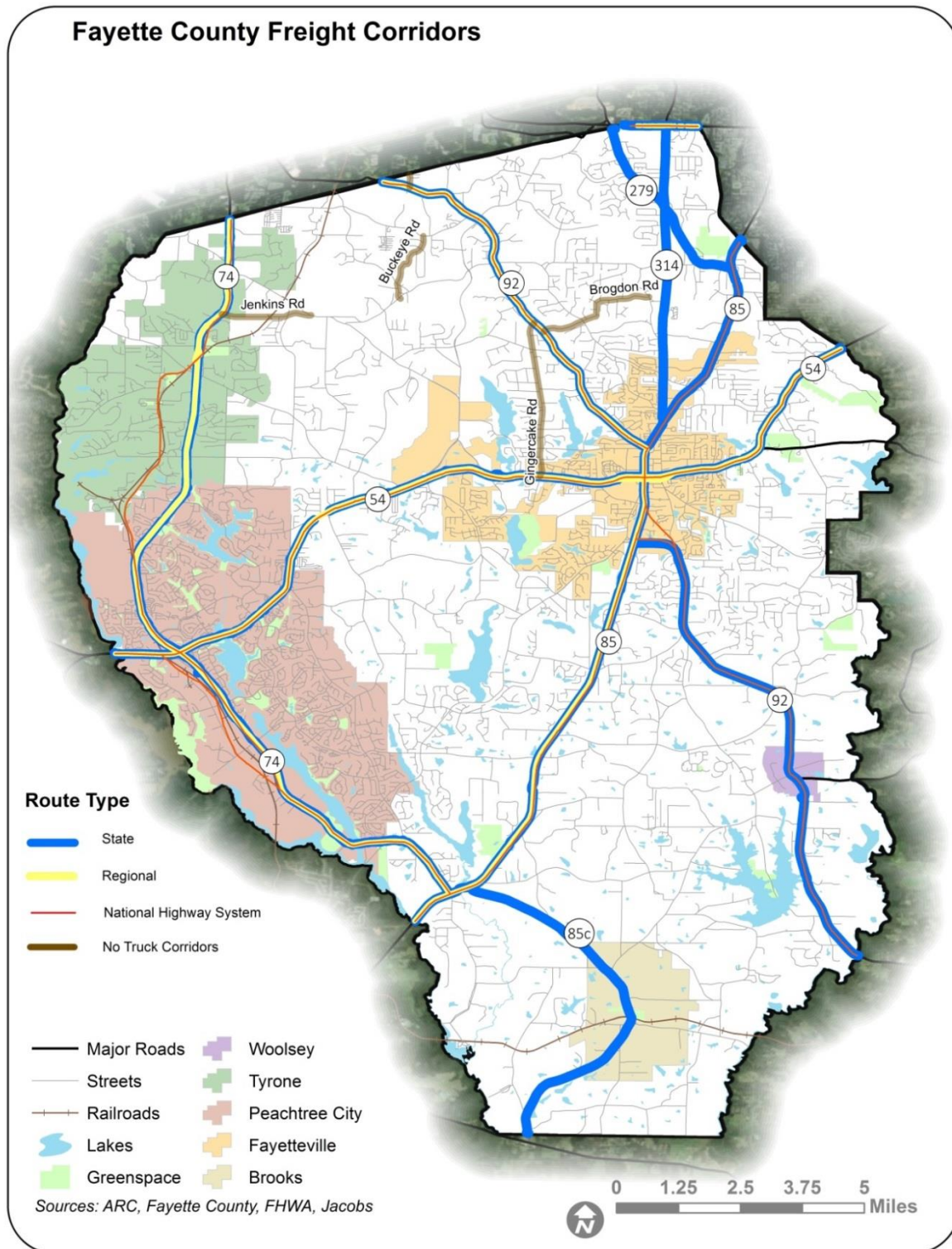


Figure 42. Freight Corridors



8.3. Truck Volumes

Truck volumes were obtained from Geocounts Traffic Counts for Fayette by the Georgia Department of Transportation. Counts for 2016, the latest year, are adjacent to each station in **Figure 44**. SR 54 and SR 74 are the most frequently traveled routes for freight traffic. **Figure 45** depicts the 2016 Annual Average Daily Traffic on the same routes, at the same count stations.

8.4. ARC Regional Freight Mobility Plan

The freight planning efforts of the Atlanta Regional Commission focus on developing a framework for facilitating and enhancing goods movement in the region, improving economic competitiveness, and minimizing negative environmental and community impacts.

ARC's guiding freight planning document is the Atlanta Regional Freight Mobility Plan. This plan was updated in 2016. The primary Update were to:

- Assess the current plan against the latest understanding of existing conditions and forecasts
- Update the plan based on the latest federal, state, and Atlanta regional policies
- Support the development of a FAST Act compliant Regional Transportation Plan (RTP) as it relates to applicable freight provisions
- Identify projects of national, state, and regional significance
- Define a path forward for project investment and establishment of responsive strategies and initiatives

The plan identified and focused primarily on 7 freight intensive clusters, none of which are in Fayette County. The Freight Clusters are Airport/Clayton, Fairburn, Fulton Industrial Blvd, Gwinnett/Satellite Blvd/SR 316, I-20 East, I-85/Jimmy Carter Blvd, and McDonough/Henry County. The nearest two clusters, Fairburn and Airport/Clayton, can potentially impact the transportation network in Fayette County. However, because there is no direct interstate access in Fayette, demand for through truck movements are limited. The identified clusters are shown in **Figure 43**.

The plan identified minor clusters of manufacturing and warehousing along SR 74 in Peachtree City.

The Regional Freight Mobility Plan identifies 91 freight related transportation projects throughout the 20-county metropolitan area. No projects were identified in Fayette County.

Figure 43: Major Freight Activity Clusters

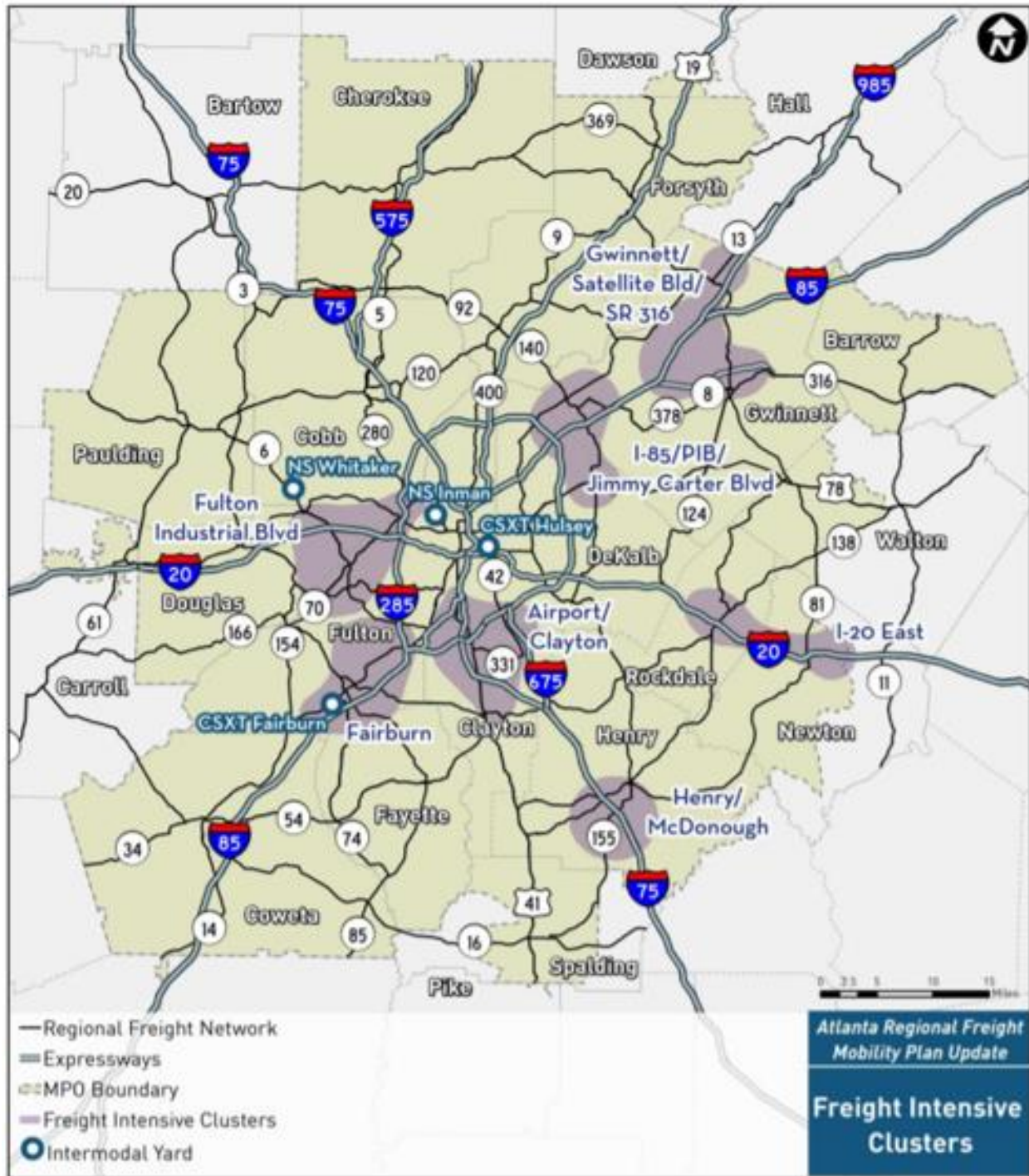


Figure 44. Truck Volumes

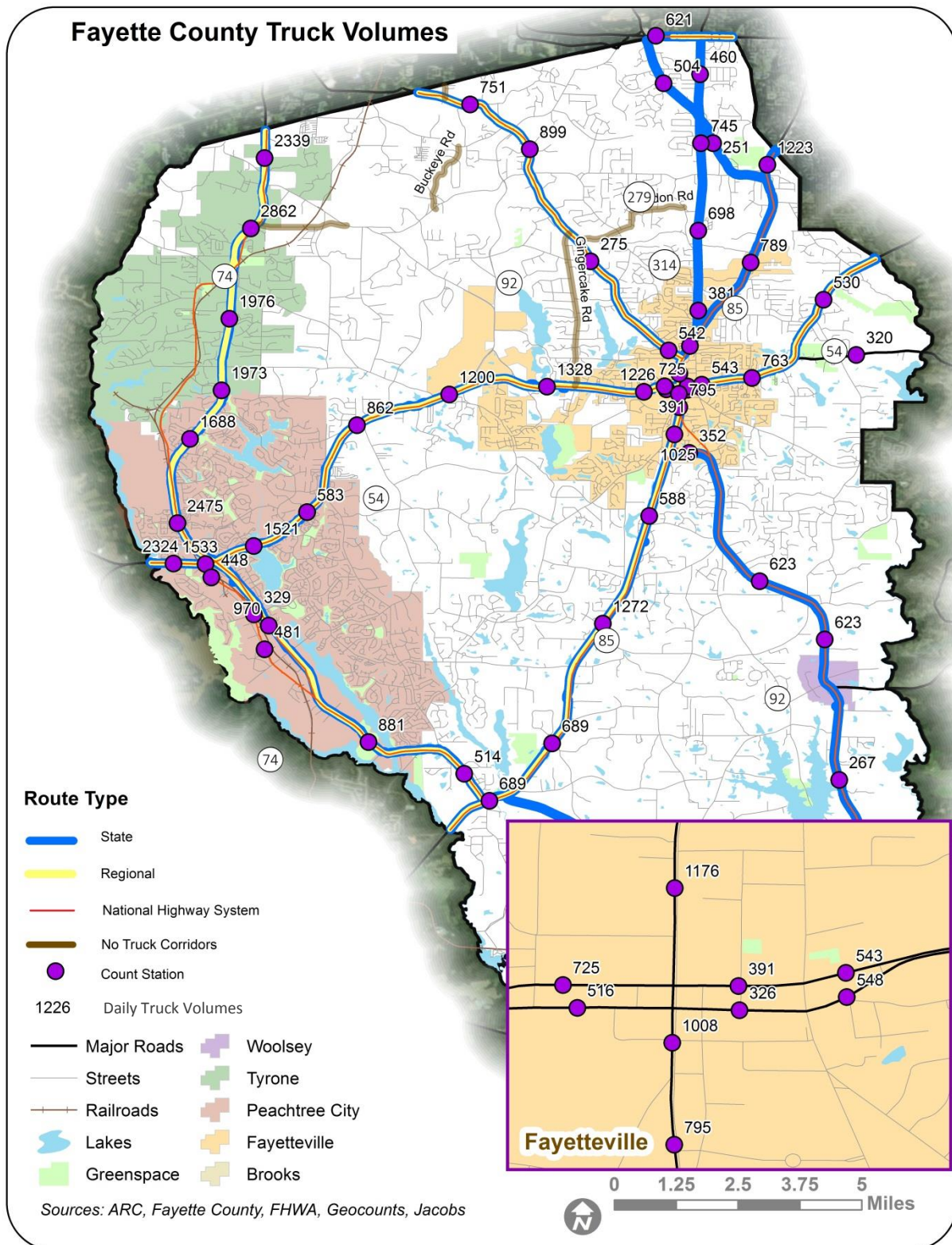
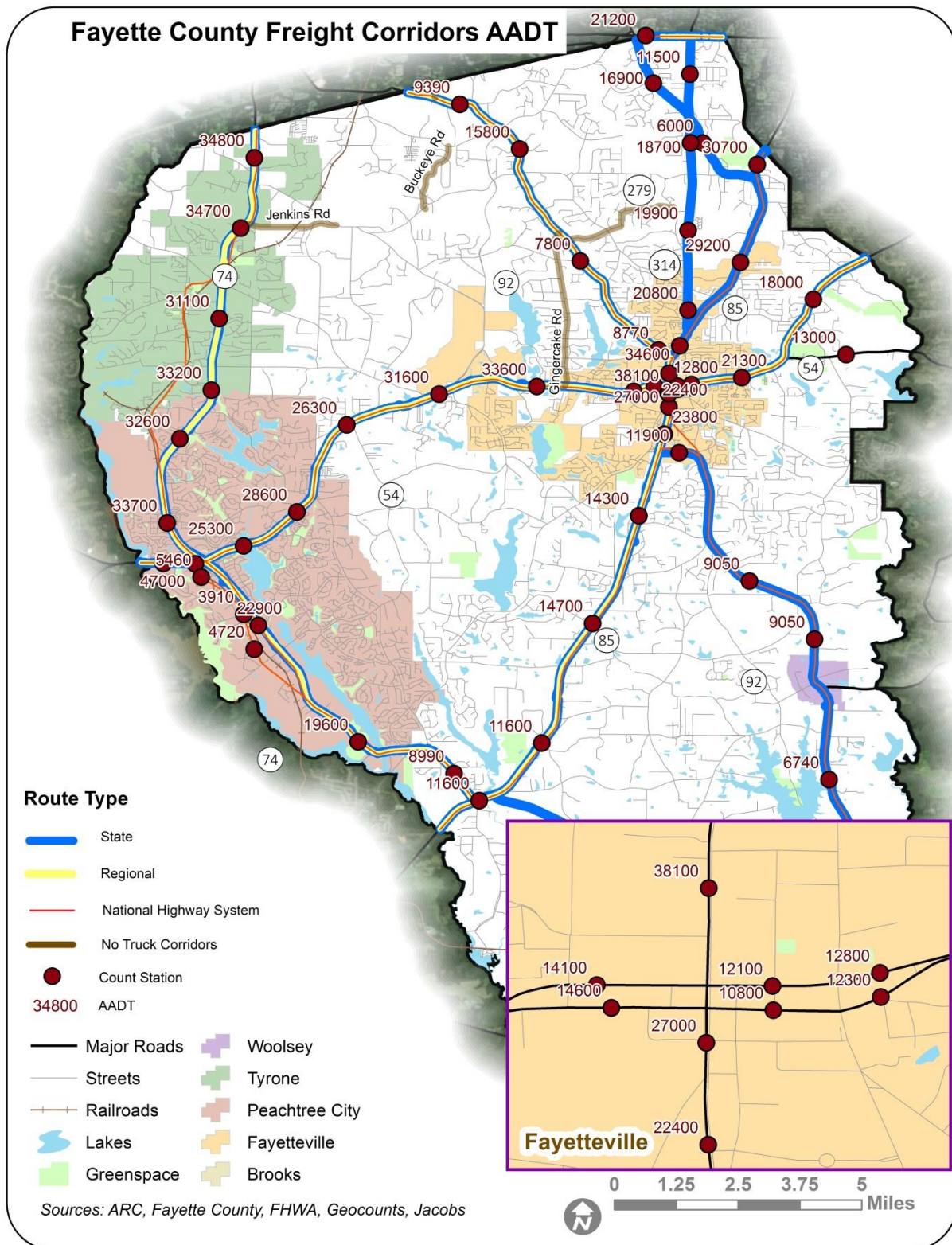


Figure 45. Freight Corridor Volumes



9. Planned and Programmed Improvements

Multiple state roads traverse Fayette County and facilitate both commuter and freight traffic. The following state roadways are located in Fayette County (listed clockwise): SR 279, SR 314, SR 85, SR 54, SR 92, and SR 74. The ARC's Transportation Improvement Plan (TIP) contains a list of improvements to some of these roadways, as well as bridge and multi-use trail improvements. The TIP is the ARC's short-term implementation plan for improvements within the (2018-2023) time frame. Projects within the TIP have dedicated sources of funding allocated to them. These projects are detailed in **Table 25** and are mapped in **Figure 46 and 47**.

These projects are primarily bridge replacement projects. One project, the operations and safety improvements for SR 85, is a multi-county project that is long ranged (surpasses the 2018-2023 timeframe of the TIP). The remaining projects include the East Fayetteville Bypass, the widening of SR 85, and multi-use paths and sidepaths.

Table 25: Planned & Programmed Improvements in Fayette County

ARCID	Project Description	From	To	Improvement	PE	ROW	CST
AR-302	SR 85 Safety and Operations Improvements	SR 92 (Fayette County)	SR 16 (Coweta County)	Safety and Operations Improvements			
FA-236	East Fayetteville bypass	S. Jeff Davis Dr.	SR 85	New 2 lane roadway	2006	2015	2017
FA-085	SR 85 Widening	SR 92	Grady Avenue	Widening from 2 to 4 lanes	2014	LR 2024-2030	LR 2024-2030
FA-267	McIntosh Road Bridge Replacement	-	-	Bridge Upgrade @ Flint River	2011	2014	2016
FA-355	SR 85 Bridge Replacement	-	-	Bridge Upgrade @ Whitewater Creek	2016	2019	2020
FA-349	Ebenezer Church Rd Bridge Replacement	-	-	Bridge Upgrade @ Whitewater Creek	2016	2019	2020
FA-358	Coastline Road Bridge Replacement	-	-	Bridge Replacement @ CSX Railroad	2018	2020	2022
FA-352	Multi-use path for the Starrs Mill School Complex	-	-	Bike-Ped Facilities			
FA-353	Sidepaths and Trails for West Fayetteville Neighborhoods	-	-	Bike-Ped Facilities	2014	2016	2018

Source: ARC, Jacobs

Figure 46. Regionally Planned and Programmed Improvements (ARC)

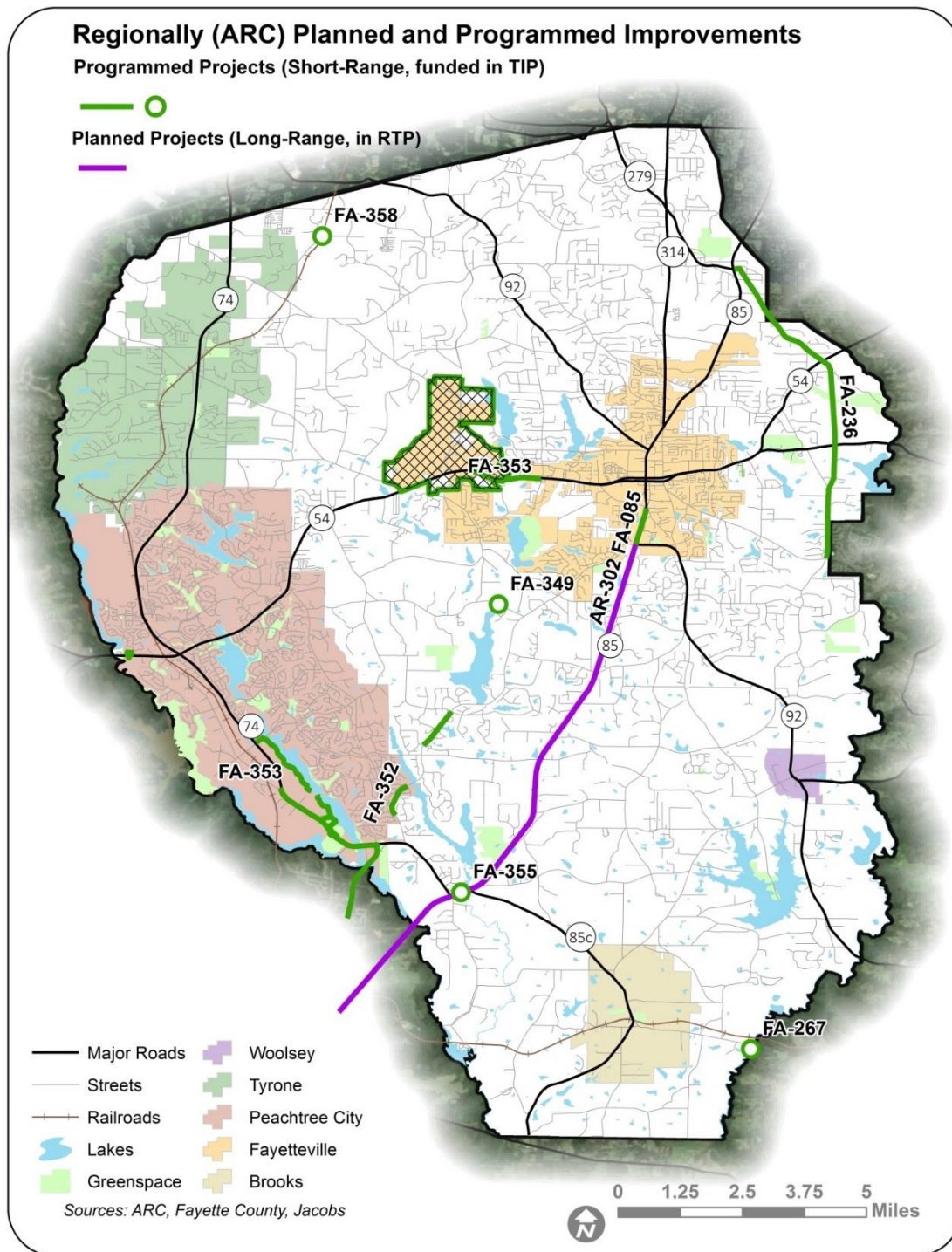


Figure 47. Regionally Planned and Programmed Improvements (with Surrounding Counties)

