FAYETTE TRANSPORTATION PLAN

JACOBS

Fayette Transportation Plan

Highlights and Lessons Learned

Transportation Coordinating Committee

February 21, 2020

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Fayette County Public Works

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PEACHTREE CITY PLAN TO STAY™

TOWN OF TYRONE GEORGIA EST. 1911

FAYETTE County Create Your Story!

EST. 1823 FAYETTEVILLE GEORGIA

ARC ATLANTA REGIONAL COMMISSION

Consultant Team

JACOBS

BLUE CYPRESS CONSULTING

alta PLANNING + DESIGN

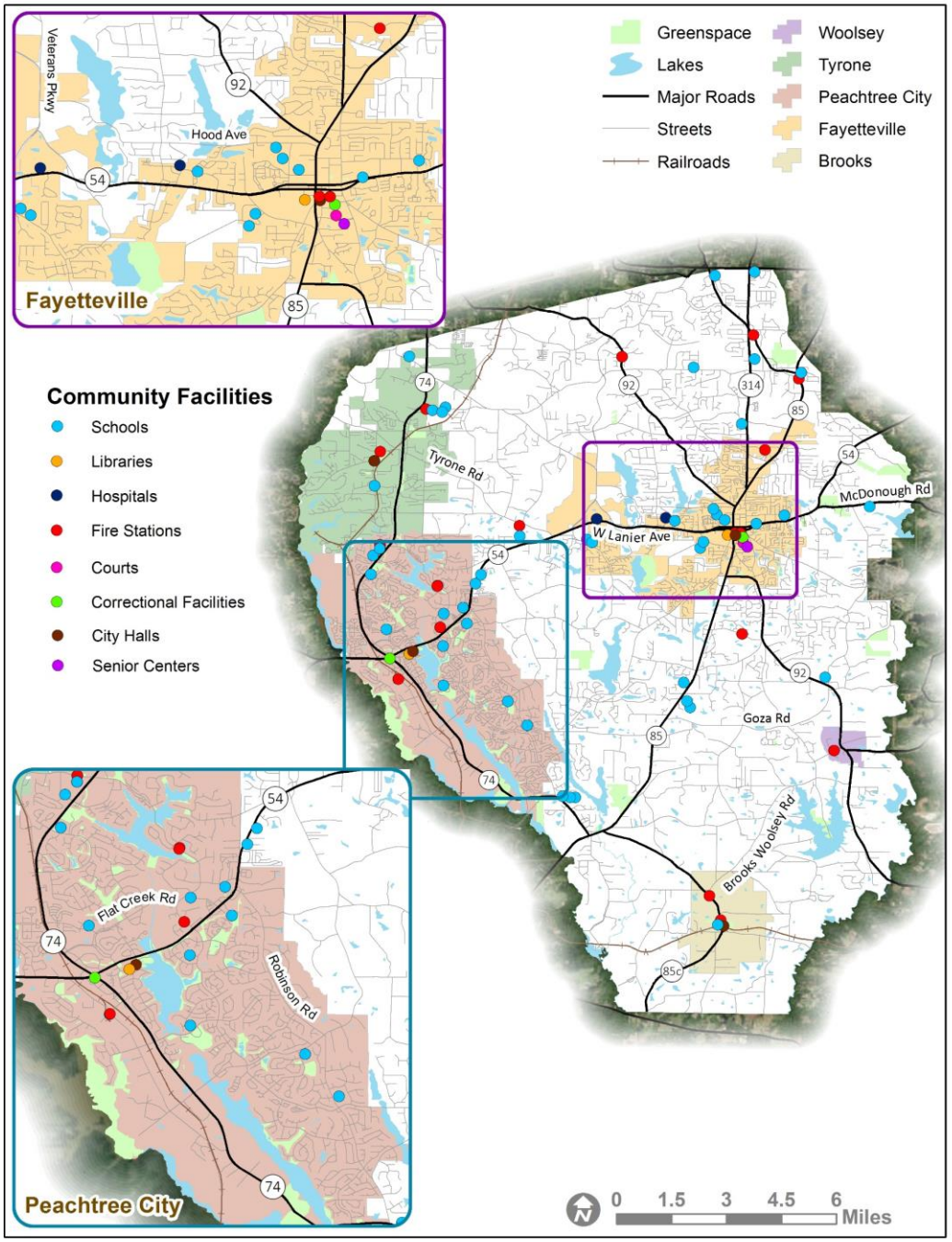
RS&H

FAYETTE COUNTY

Douglas County
Fulton County
Rockdale County
Clayton County
TYRONE
FAYETTEVILLE
Fayette County
WOOLSEY
BROOKS
Henry County
Coweta County
Butts County
Spalding County
Pike County
Lamar County
Meriwether County
20
675
75
27
29
19

Welcome to Fayette

- Population: 109,495
- 199 square miles
- Major Municipalities
  - Peachtree City
  - City of Fayetteville
  - Town of Tyrone



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Welcome to Fayette

- No Interstate
- 250,000 vehicles pass into and out of County each day, most on State Routes
- Unincorporated Land Use: 1-acre minimum lots in north transitioning to 5-acre in south.
- No sewer in unincorporated County

Welcome to Fayette

Growth & Age Information

- Predicted Population Growth thru 2040: 29% increase (32,088)
- Annualized Growth Rate of 1.10%
- 2040 Population: 141,583
- Employment expected to increase 36% by 2040
- A wise population
  - Median age in Fayette County: 43.5
  - Median age in Atlanta MSA: 35.9

FAYETTE TRANSPORTATION PLAN

Welcome to Fayette

Transportation System Characteristics

- Five State Routes: 77 miles
- County Paved: 475 miles (without municipalities)
- County Gravel: 50 miles
- 64 Signalized Intersections (~95% on State Routes)
- Bridges: 47
- Traffic Volume – top ten AADT values all on state routes and range between 30,100 and 45,500 vpd

Welcome to Fayette

County Crash Data

- Average number of vehicular crashes: 3,500 per year
- Average number of injuries: 729 per year (20.8%)
- Average number of fatalities: 8.7 per year

Source: Gears Crash Data for 2015, 2016 and 2017

HIGHLIGHTS

Highlights

- Public Outreach
  - Coordination with Cities
  - Coordination with Ongoing Planning Processes
- Master Path Plan
  - Data Collection
  - Countywide Network
  - Design Guidelines
- Recommendations

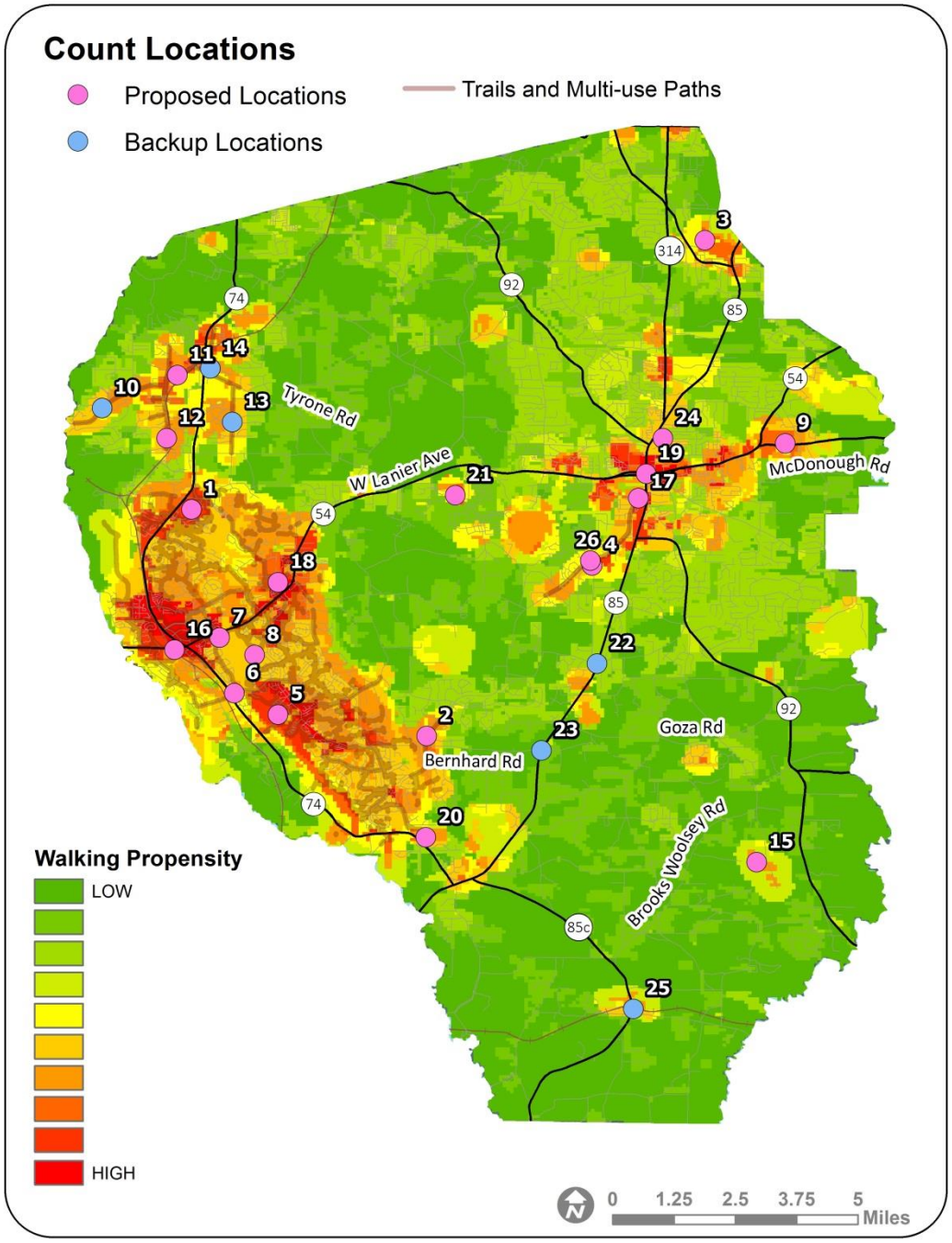

FAYETTE
MASTER PATH PLAN
Your Story

Community Engagement Activities

- Community Events
  - Brooks Farmer's Market
  - Fayette Visioning Summit
  - PTC Night Market
  - Balloon Festival
- Transportation Plan Open Houses – 400+ attendees
  - Round 1: March 1, 2018 & March 6, 2018
  - Round 2: July 12, 2018 & July 16, 2018
- Two Electronic Surveys – More than 1,300 responses
- Stakeholder Committee
- Project Management Team – Coordination with Cities

Data Collection

- Bike, Ped, and Golf Cart Counts



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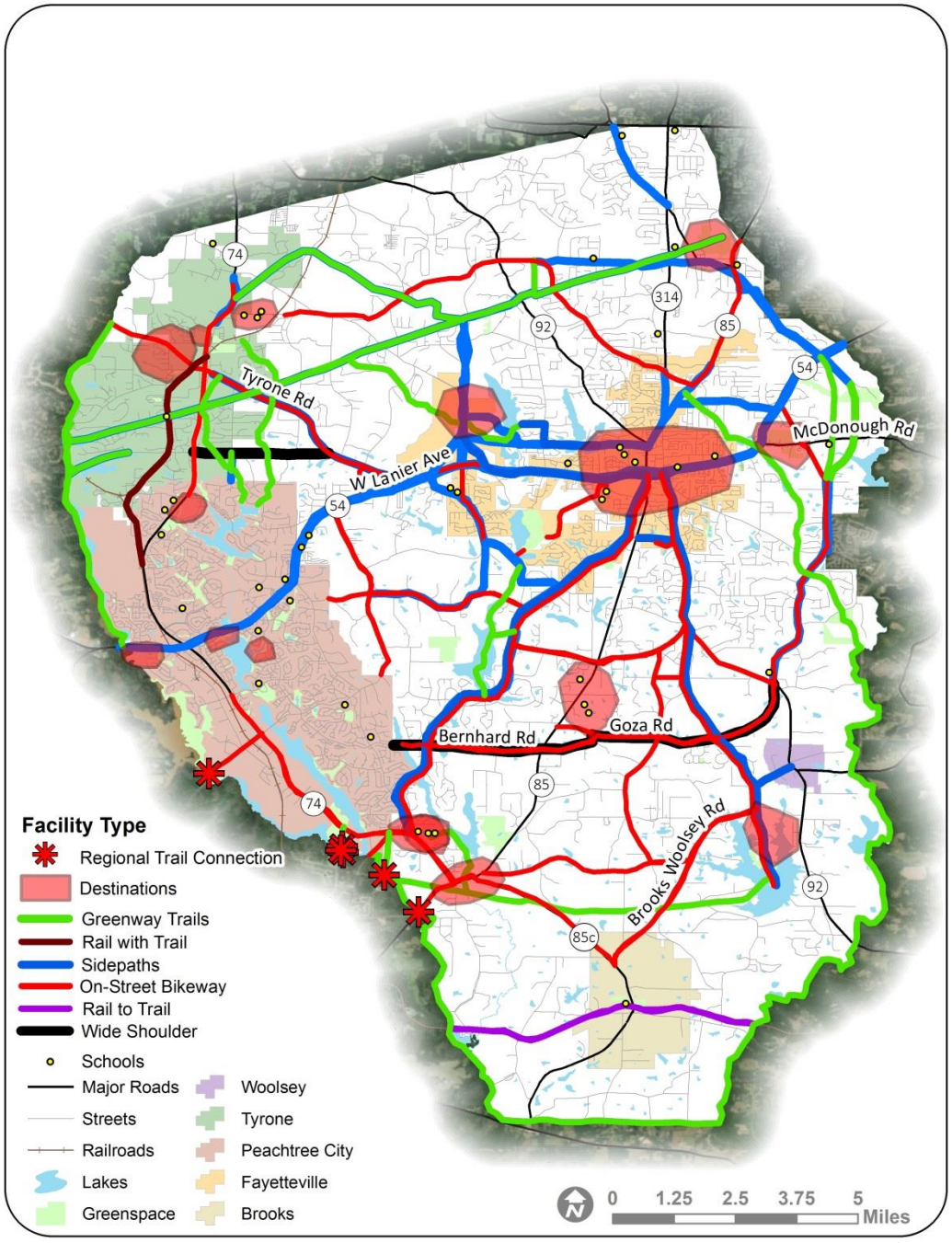
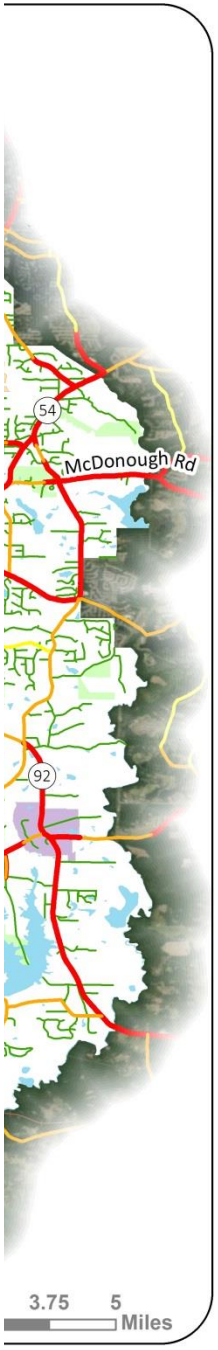
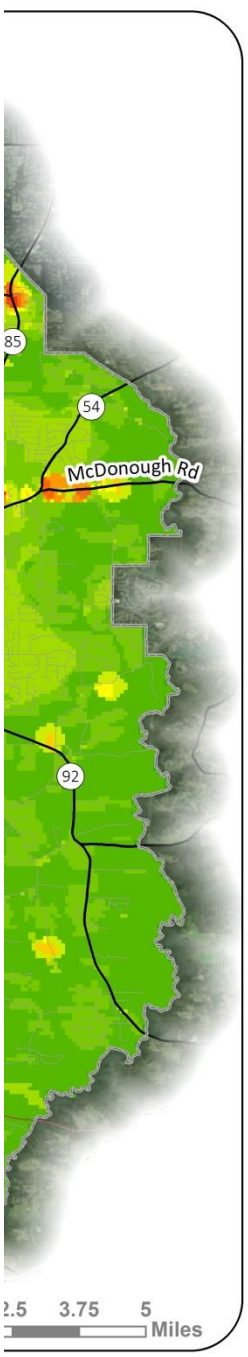
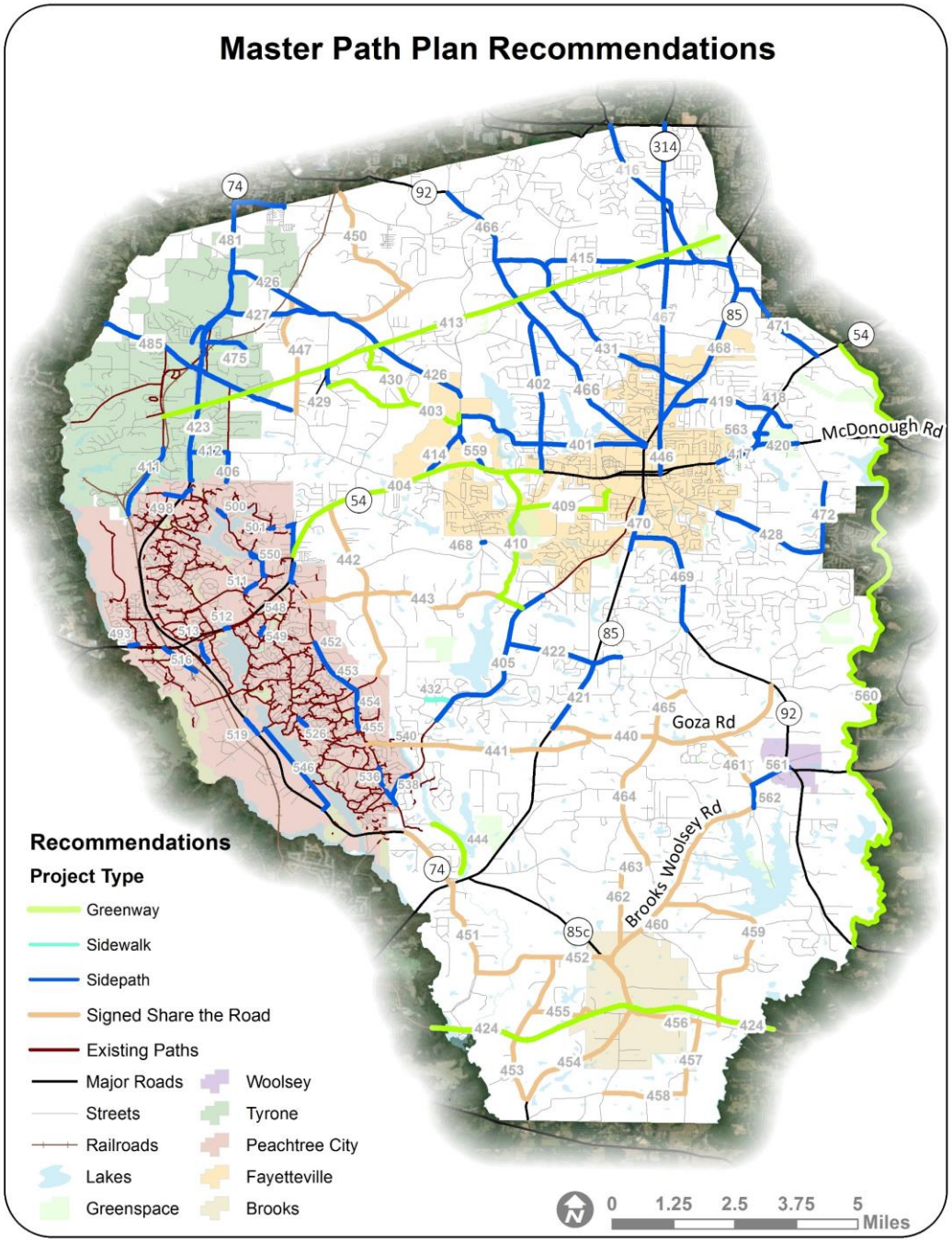

Tyrone Rd
W Lanier Ave
McDonough Rd
Bernhard Rd
Goza Rd
Brooks Woolsey Rd
74
314
92
85
54
85c
Facility Type
Regional Trail Connection
Destinations
Greenway Trails
Rail with Trail
Sidepaths
On-Street Bikeway
Rail to Trail
Wide Shoulder
Schools
Major Roads
Streets
Railroads
Lakes
Greenspace
Woolsey
Tyrone
Peachtree City
Fayetteville
Brooks
0 1.25 2.5 3.75 5 Miles

McDonough Rd
54
92
3.75 5 Miles

McDonough Rd
54
85
92
2.5 3.75 5 Miles

McDonough Rd
54
Woolsey
Town Center
92
2.5 3.75 5 Miles

Master Path Plan

Project Type

- Greenway
- Sidewalk
- Sidepath
- Signed Bike Route
- Existing Paths



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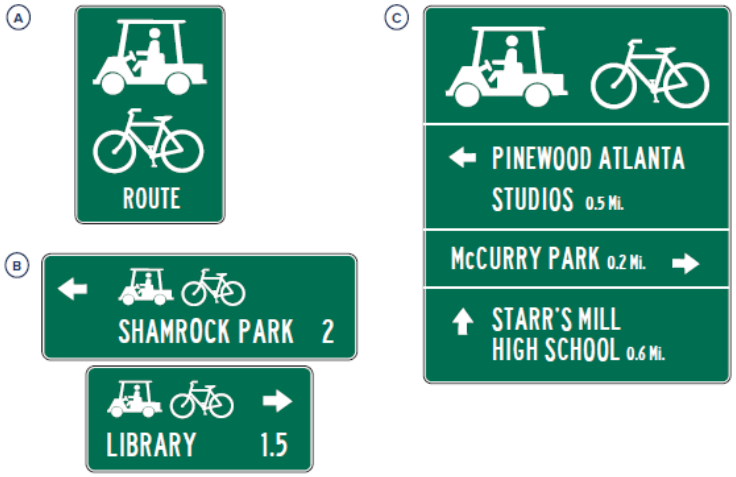


WAYFINDING

A path wayfinding system consists of comprehensive signing and/or pavement markings to guide users to their destinations along preferred routes.

TYPICAL APPLICATION

- Wayfinding signs will increase users' comfort and accessibility to the path system.
- Signage can serve both wayfinding and safety purposes including:
  - Help familiarize users with the path system
  - Help users identify the best routes to destinations within bicycling, and golf-cart-trip distances or connections to other modes
  - Help address misperceptions about time and distance
  - Help overcome a "barrier to entry" for people who do not frequent the path system

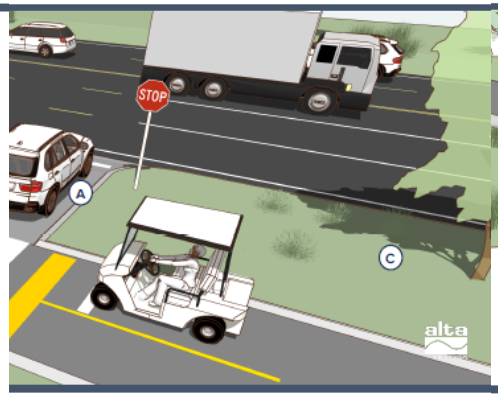
SIGN TYPES

(A) Confirmation signs indicate that golf cart users and bicyclists are on the right path to their destinations. They include destinations and distance/time, but not arrows.

(B) Turn signs indicate where a route turns from one street onto another street.

(C) Decision signs indicate the junction of two or more golf cart and bicycling routes to access key destinations. The signs include destinations, arrows and distances. Travel times are optional.

- Modified versions of standard MUTCD bicycle wayfinding signage is shown. The County could consider custom wayfinding signage with branding to reflect community character.



OR ROADWAY

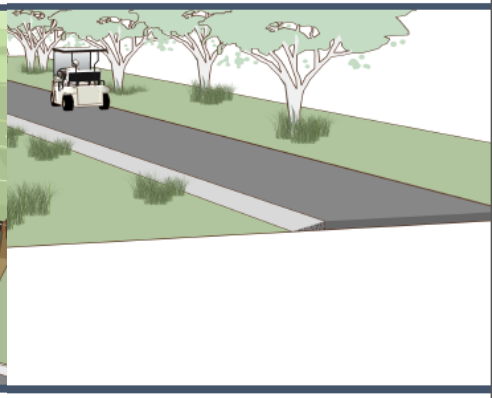
ians, bicyclists, and golf cart users along high-aths should be designed to a higher standard paths along major roadways should be set back TO guidance of 5 feet, should feature design cues ers at driveways, and should provide shade trees ine the path edge.

(B) Maintain a level path surface at roadway intersections.

(C) Provide shade trees in the 20' landscaped buffer between the roadway and sidepath, taking care to maintain clear sight triangles at driveways and cross streets.

(D) Mark crosswalk and yield lines at high-volume driveway.

(E) Install "Do Not Block Crosswalk" signage.



'Y CORRIDOR

modate multi-use paths. Easements over ral gas, or buried electric or optic lines are well s telephone, cable or overhead electric may velopment. Utility companies benefit from this essible routes to their facilities.

DESIGN FEATURES

(A) Utility companies may require specific landscaping limitations, such as regular trimming or vegetative height restrictions that may compromise the aesthetics of the multi-use path.

- Individual utility companies may have their own policies and guidelines about buffer requirements.
- Given the context, there may be structural requirements for multi-use paths to support maintenance activities of utility companies.

Highlights

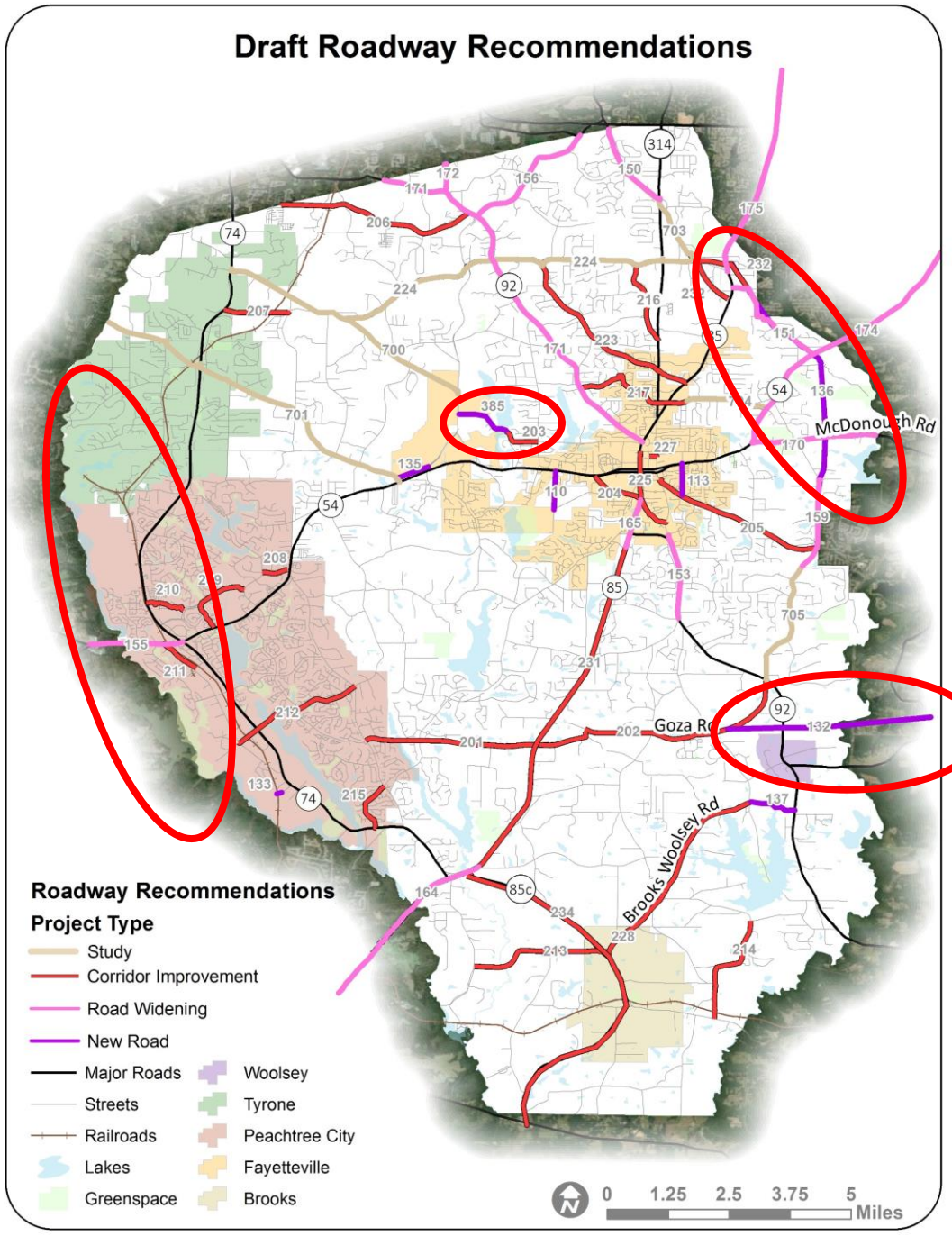
- Recommendations
  - Master Path Plan and Design Guidelines
  - Road Widening of multiple State Routes – not popular
  - New Road Connections (help needed)
    - West Side: Coweta County focus group
    - East Side: growing east-west movement
  - Corridor Safety and Operational Upgrades – popular!

Roadway Projects

Roadway Recommendations

Project Type

- Corridor Improvement
- Road Widening
- New Road



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LESSONS LEANED

Lessons Learned – time mgt.

Two too many studies

- **CTP Update**
- Master Path Plan
- SR 74 Corridor Study
- Banks Road Corridor Study
- Sandy Creek Road Corridor Study
- Tyrone/Palmetto Road Corridor Study
- SR 279 Corridor Study

Lessons Learned - community

- Fayette County is primarily, and will likely remain, a bedroom community
- Protect access to Interstates and the Airport
- Expect significant growth between Peachtree City and Fayetteville, around the Hospital and Pinewood
- Road capacity concerns: SR 74, SR 54 and SR 85

Lessons Learned – planning/design

- Planning studies must account for DRIs within and around Fayette County
- Fayette's Development Standards and transportation plans must better plan for freight movement
- There is little existing transit service in County and little public support for expansion
- Embrace **Access Management** – limit and/or manage left turns

Lessons Learned – planning/design

- Select Link Analysis – good tool; provides data sometimes counter to public opinion
- TDM indicates needs for additional/improved connections with neighboring Counties
- Multi-Use Paths – loved by the public but difficult to fund, build, operate and maintain

Lessons Learned – CTP process

- Condense schedule
- Managing Input - Project Management Team, Stakeholders, Transportation Committee and Elected Officials
- Build-in staff review time
- City/Town participation
- Excellent community engagement with public
  - Local newspapers, VMBs, and HOAs
- Keep public informed and deliver projects