



Regional Active Transportation Roundtable

Wednesday September 10, 2025

In Person Meeting

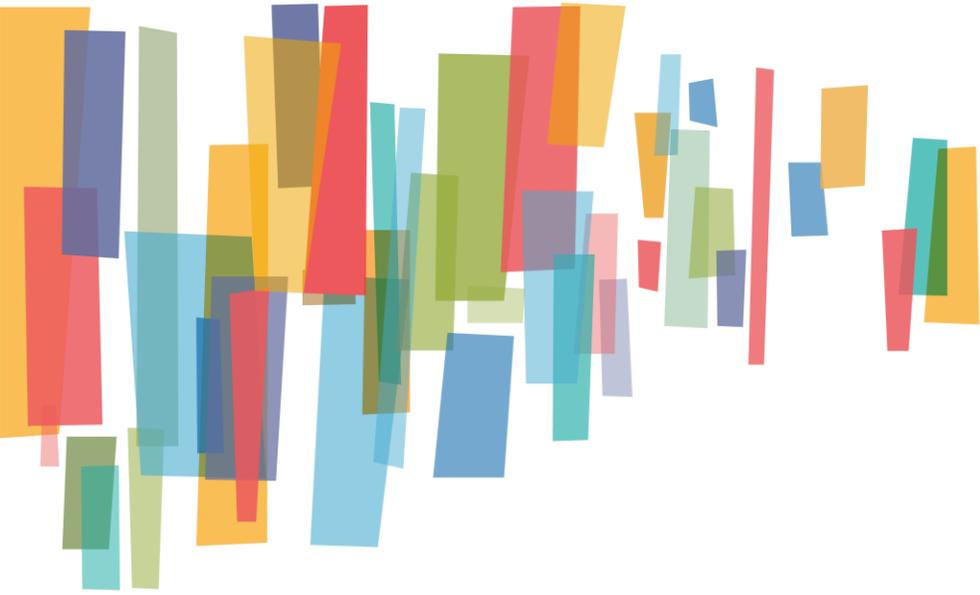
A decorative graphic consisting of several overlapping, semi-transparent geometric shapes in various colors including blue, orange, red, green, and teal. The shapes are arranged in a way that they appear to be floating or falling from the top right towards the bottom left.

ONE
great
REGION

Agenda

- 📌 Welcome & Introductions
- 📌 100 Miles of Multi-Use Paths [Peachtree City]
- 📌 The Trilith Model Mile [Canvas Planning Group]
- 📌 Multi-Jurisdictional Collaboration [Fayette Forward]
- 📌 An Advocate's Perspective [Bike-Walk Fayette]
- 📌 Closing Remarks

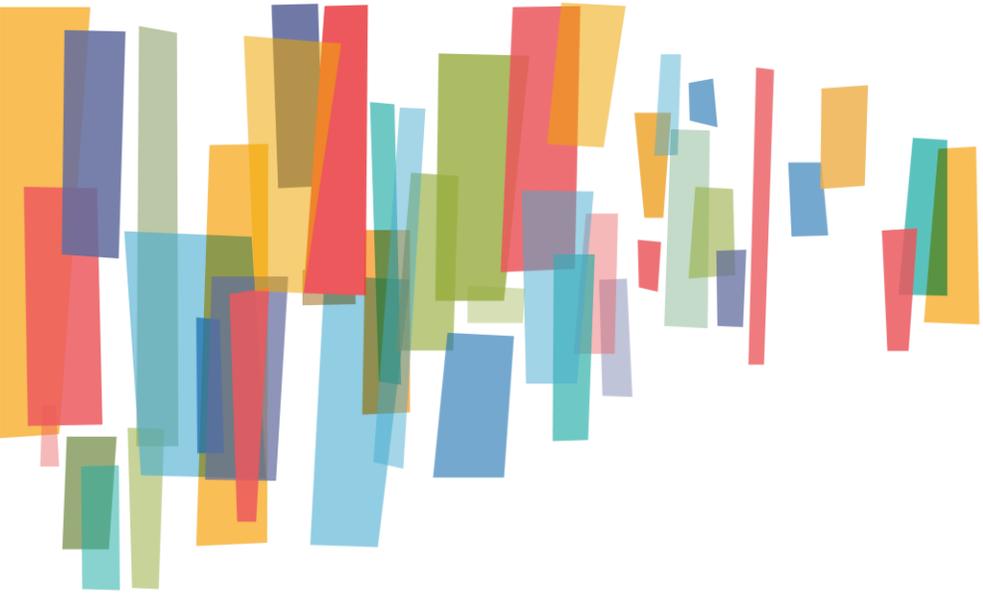
1 AICP Credit
*is available for today's
RAT Roundtable
(#9316034)*



Welcome to Trilith Studios

Dan Cathy, Chick-fil-A

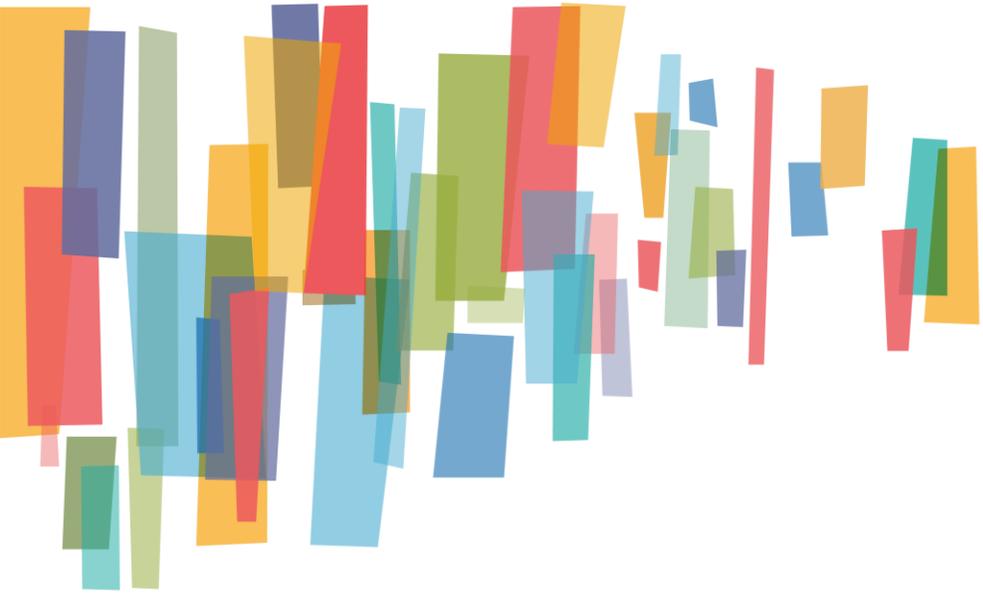




Atlanta Regional Commission

Mike Alexander, Chief Operating Officer

Eric Meyer, Transportation Planning



100 Miles of Multi-Use Paths

Justin Strickland, City Manager

Peachtree City

A paved path winds through a dense forest of tall, thin trees with vibrant green leaves. The path is dark and smooth, curving gently to the right. The ground is covered in a layer of brown, fallen leaves and some green undergrowth. The trees are tall and slender, creating a canopy overhead. The overall scene is peaceful and natural.

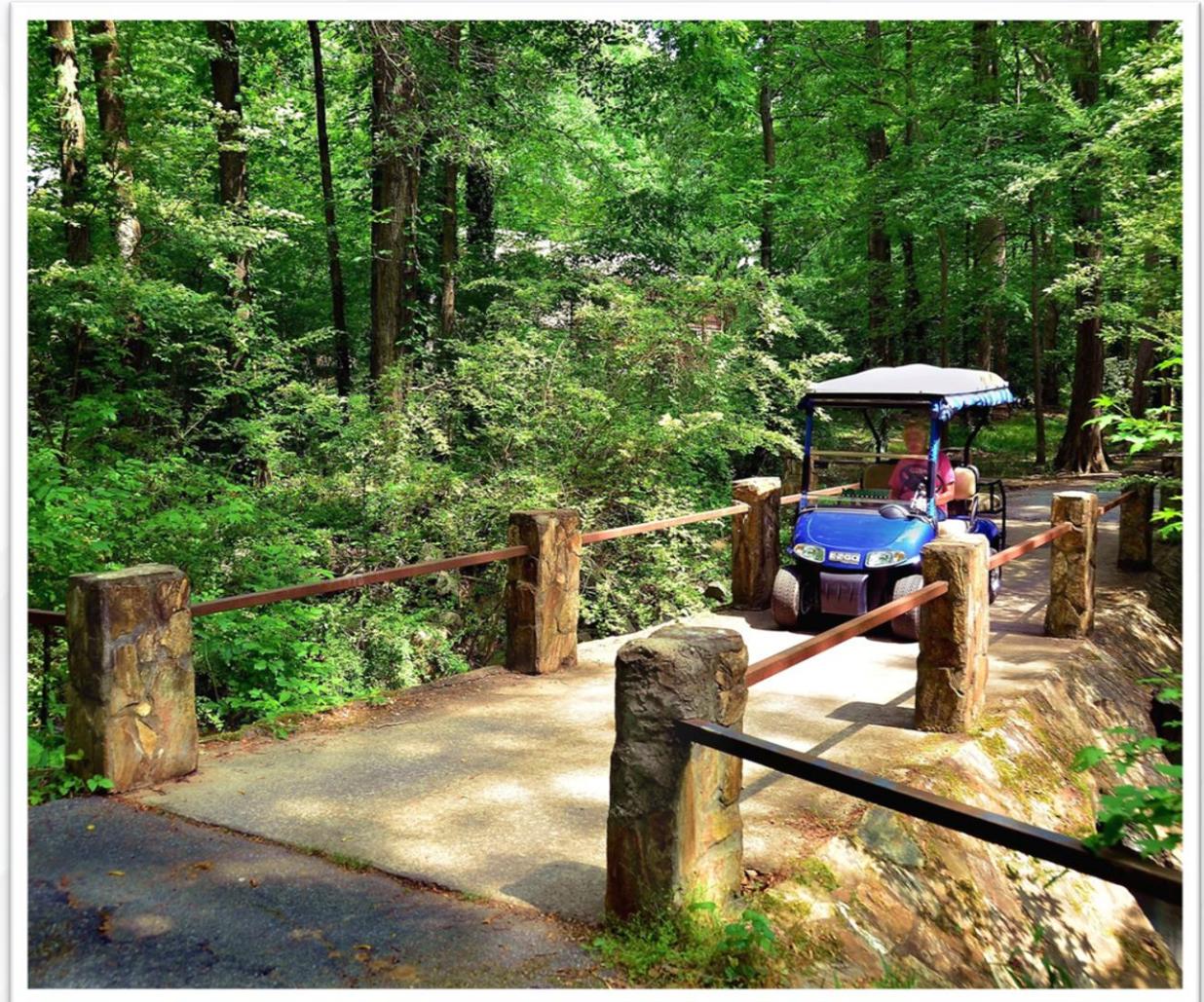
Peachtree City's Path System

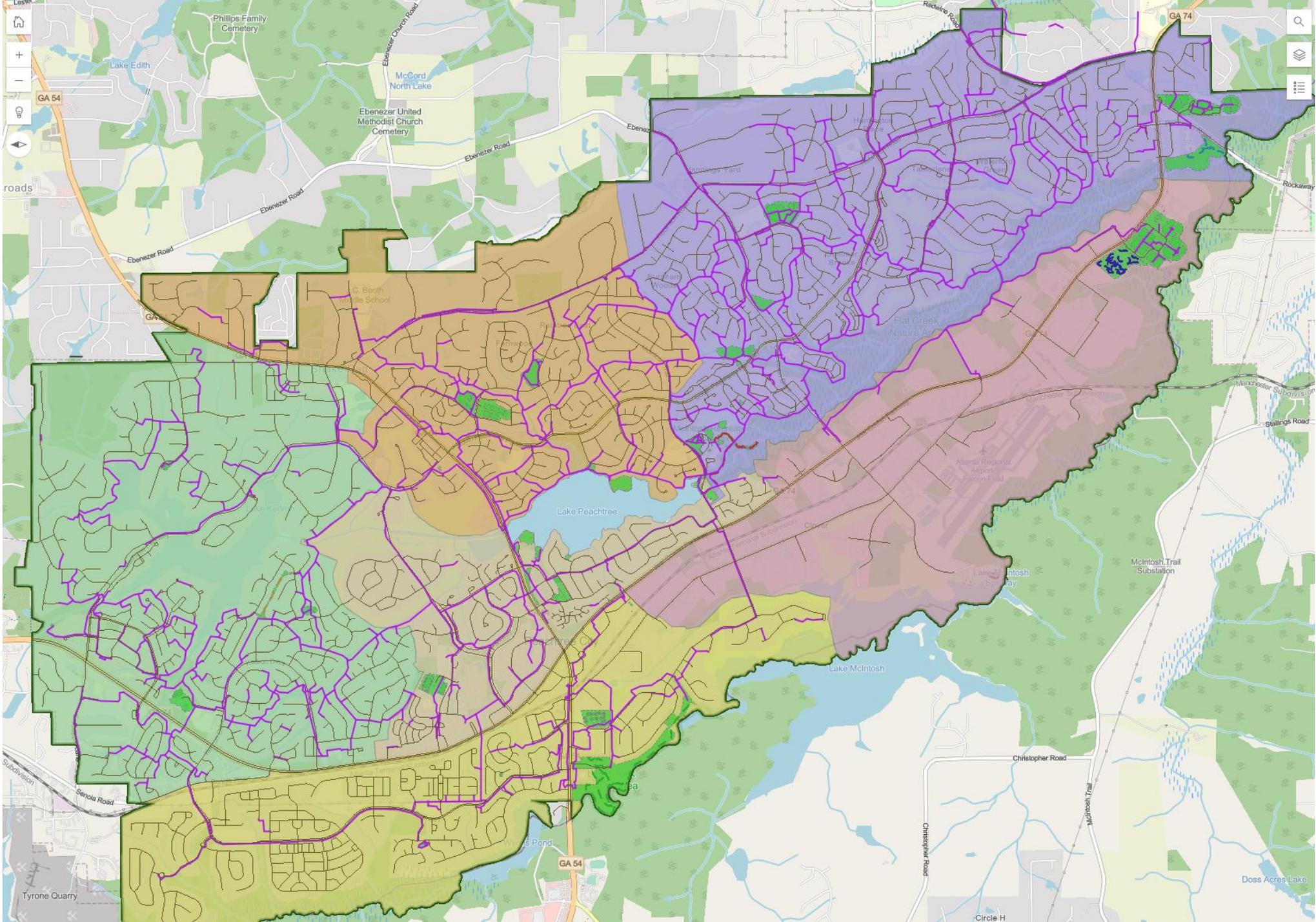
September 10, 2025

Justin Strickland
City Manager

Basic Info

- 113.02 Total Miles
 - 105.77 of City maintained path
- 36 Bridges
- 30 Tunnels
- All Asphalt or Concrete Paths
- 239 At-Grade Street Crossings
- #1 Peachtree City Amenity





GA 54

GA 74

roads

GA 54

GA 54

Subdivision

Tyrone Quarry

Senola Road

Woods Pond

Christopher Road

Circle H

Christopher Road

McIntosh Trail

Phillips Family Cemetery

Lake Edith

McCord North Lake

Ebenezer United Methodist Church Cemetery

Ebenezer Church Road

Ebenezer Road

C Booth Middle School

Lake Peachtree

Lake McIntosh

McIntosh Trail Substation

Atlanta Regional Airport Falcon Field

Flat Creek Nature Area

Doss Acres Lake

McIntosh Subdivision

Stallings Road

Rockaway

History

- 1959: Peachtree City chartered.
- 1973: Ordinance permitting golf carts on streets and paths.
- 1977: Ordinance requiring paths be used instead of streets when available
- 1979: Ordinance allowing 12-year-olds to operate carts with an adult in the front seat.
- **1980: Ordinance forbidding carts on major roads (Hwys 54 & 74, Peachtree Parkway), defining what is allowed on the path system, operating regulations, hazardous activities, and penalties.**
- 1984: Ordinance allowing the impounding of carts if in violation.
- 1993: Ordinance requiring carts be registered with the City.
- 2001: Ordinance allowing LSMV on the paths.
- 2005: Ordinance requiring renewal of cart registrations every 3 years.
- 2023: Phone Navigation App Introduced
- 2026?: Registration decals required on the front & back and revised definitions of carts, LSMVs, e-bikes, electric play vehicles, etc.

Going Mobile Legislation Now Backs Cart Use In PC, Georgia

The last legal hurdle has been cleared for unchallenged use of golf carts on Peachtree City streets.

Governor Jimmy Carter recently signed into law a measure which exempts motorized carts, such as golf carts, from motor vehicle registration, inspection and equipment requirements.

Representative John Carlisle of Griffin, who authored the legislation, said the measure passed during the 1974 General Assembly Session has general statewide application and can be utilized by any incorporated city in Georgia, but the need for the law first became evident in Peachtree City.

Actually, two "golf cart" bills introduced by Representative Carlisle were passed by the 1973 General Assembly and signed by Governor Carter. The bill which exempted motorized carts from motor vehicle registration and licensing requirements was later killed when it came into conflict with a Department of Revenue bill which was also passed during the 1973 legislative session. However, the other bill which exempted motorized carts from safety inspections and equipment requirements, was used last summer by the PC City Council as a basis for allowing the operation of golf carts on city streets.

Representative Carlisle said the bill which was approved this year was redrafted in order to avoid the conflict with the revenue measure.

Peachtree City Mayor Howard Morgan said that while utilization of the motorized carts on city streets is now legal, cart operators are encouraged to confine their traveling to the extensive path system now under construction in the city.

"Of course, in areas where paths are not yet available,

street use by carts will be necessary," he noted.

The "golf cart" legislation defines a motorized cart as a motor vehicle "having not less than three wheels in contact with the ground, having an unladen weight less than 1,300 pounds, which is designed to be and is operated at not more than 20 miles an hour and designed to carry not more than two persons, including the driver."

The laws establish certain conditions under which

motorized carts can be operated legally on city streets and require the approval of the local municipal governing body.

The legislation does not allow motorized carts to be operated on state highways, except to cross at certain clearly marked points to be selected by the State Department of Transportation. However, Mayor Morgan said that such designation would probably be minimal in PC since a pedestrian bridge over State Highway 54 is wide enough for two carts to pass.

The legislation restricts usage of carts to daylight hours unless they are equipped with proper headlights, brake lights and turn signals.

As part of the work of developing Peachtree City, Garden Cities Corporation is incorporating a network of paved cart paths for use by motorized carts, bicycles, and walkers. It was originally planned for Peachtree City's 15,000 acres to include 23 miles of paved paths, but officials say it now appears there will be more.



STATE REPRESENTATIVE John Carlisle, author of the Georgia motorized cart legislation, receives a tour of Peachtree City's paved cart path system. Conducting the mini-trip is PC Mayor Howard Morgan. In background is pedestrian bridge spanning State Highway 54 in Peachtree City.



Maintenance

\$3,477,210 million per year

- Salaries
- Contracted Services
 - Trees
 - KPTCB
- Vehicles & Equipment
- Materials & Supplies
- Fuel

Paving

- 31% cost increase for GAB and Asphalt since 2022
- One mile of path reconstruction costs around \$166,863.36
 - 13% increase since 2022



Multiuse Path Maintenance

Multiuse Path List by Year

- 1157 - All Childrens Playground
- 0319 - Rubicon Rd. to 0317
- 0323 - From Kensington Dr. to Braellin Rd.
- 0324 - From Kensington Dr. to Braellin Rd.
- 0326 - Colonade Dr. to 0323
- 0343 - Ambrose Ln. to 0319
- 0339 - Weatherstone way to 0324
- 0345 - 0320 to 0323 Crosses Kenton Place
- 0310 - Hampton Green to Shawville Ln.
- 0402 - Pinehurst Dr. to Robinson Rd.
- 0403 - From Pkwy Tunnel to Braellin Rd. Tunnel
- 0411 - From Andrean Way to 0403
- 0413 - Monterey Dr to 0403 (concrete path)
- 0401 - Pinehurst Dr. to Robinson Rd.
- 0414 - From 0401 to Monterey Dr.
- 0503 - Woodruff Way to WhiteHall Close
- 0508 - Woodruff Way to 0503
- 0511 - Dartmouth Pl. W to 0508
- 0946 - Tapestry Trace to 0926
- 0817 - Gazebo path at Rec Adm.
- 1305 - Teal Vista

****Selection changes

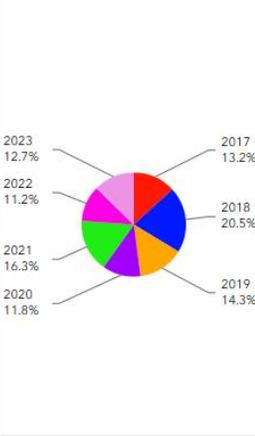
Maintenance by Year

Click on the Year to view the Ca...

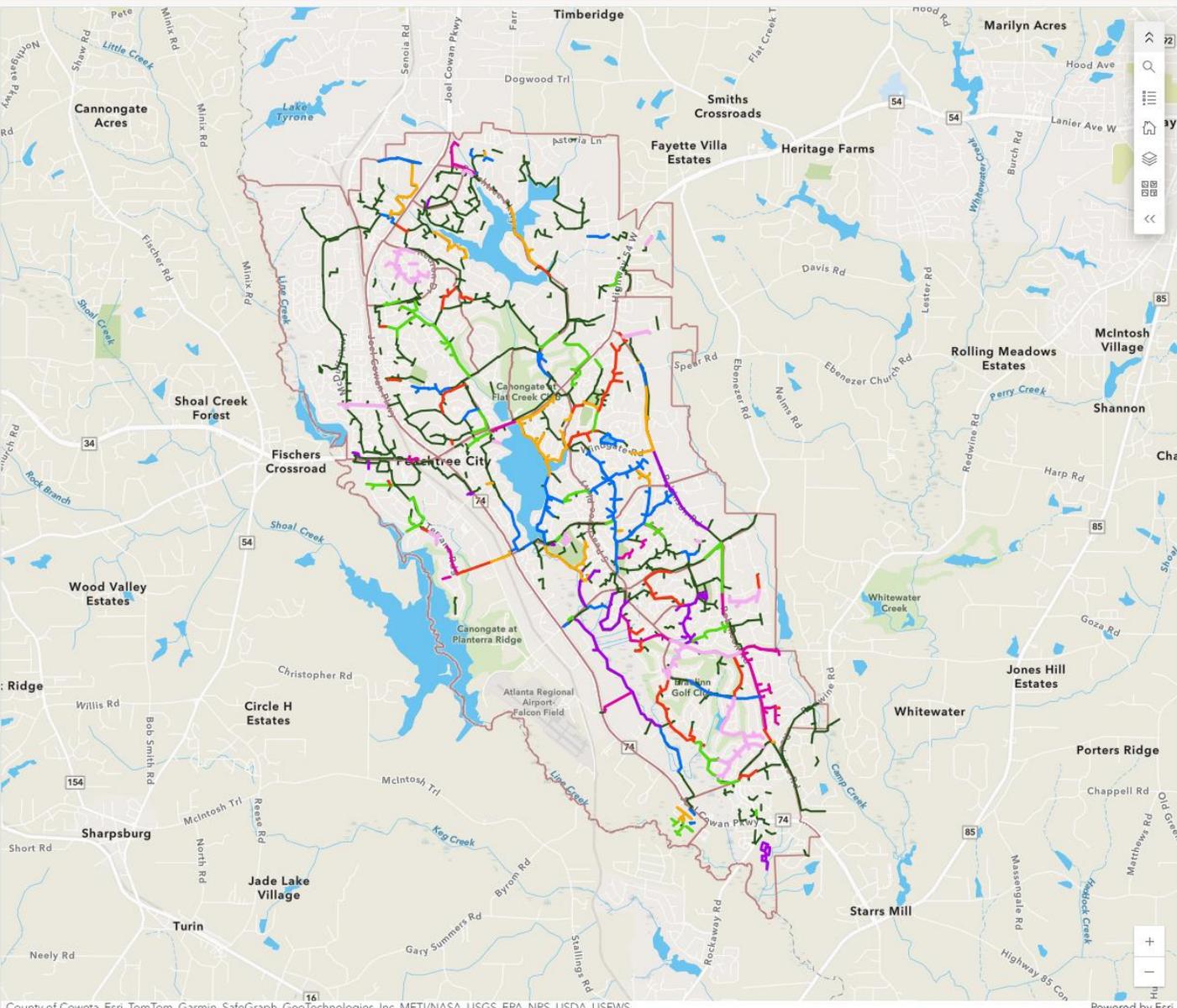
2023
2022
2021
2020
2019
2018
2017

To remove selection, click on the Selected Year, and it will be Unselected.

Path Maintenance by Year



Paved Miles for 2023:	7.089
Breakup of Paved Miles for 2022:	
Resurfaced Cart Paths -	4.99 Miles
New Cart Paths -	1.04 Miles
Parking Lots (Converted Path Miles) -	2.07 Miles
Paved Miles for 2021:	9.14



County of Coweta, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/NASA, USGS, EPA, NPS, USDA, USFWS

Path Rating	Count
0101 - Rating: 88	45
0102 - Rating: 88	10
0103 - Rating: 88	5
0104 - Rating: 88	5
0105 - Rating: 88	5
0106 - Rating: 88	5
0107 - Rating: 88	5
0108 - Rating: 88	5
0109 - Rating: 88	5
0110 - Rating: 88	5
0111 - Rating: 88	5
0112 - Rating: 88	5
0113 - Rating: 88	5
0114 - Rating: 88	5
0115 - Rating: 88	5
0116 - Rating: 88	5
0117 - Rating: 88	5
0118 - Rating: 88	5
0119 - Rating: 88	5
0120 - Rating: 88	5
0121 - Rating: 88	5
0122 - Rating: 88	5
0123 - Rating: 88	5
0124 - Rating: 88	5
0125 - Rating: 88	5
0126 - Rating: 88	5
0127 - Rating: 88	5
0128 - Rating: 88	5
0129 - Rating: 88	5
0130 - Rating: 88	5
0131 - Rating: 88	5
0132 - Rating: 88	5
0133 - Rating: 88	5
0134 - Rating: 88	5
0135 - Rating: 88	5
0136 - Rating: 88	5
0137 - Rating: 88	5
0138 - Rating: 88	5
0139 - Rating: 88	5
0140 - Rating: 88	5
0141 - Rating: 88	5
0142 - Rating: 88	5
0143 - Rating: 88	5
0144 - Rating: 88	5
0145 - Rating: 88	5
0146 - Rating: 88	5
0147 - Rating: 88	5
0148 - Rating: 88	5
0149 - Rating: 88	5
0150 - Rating: 88	5

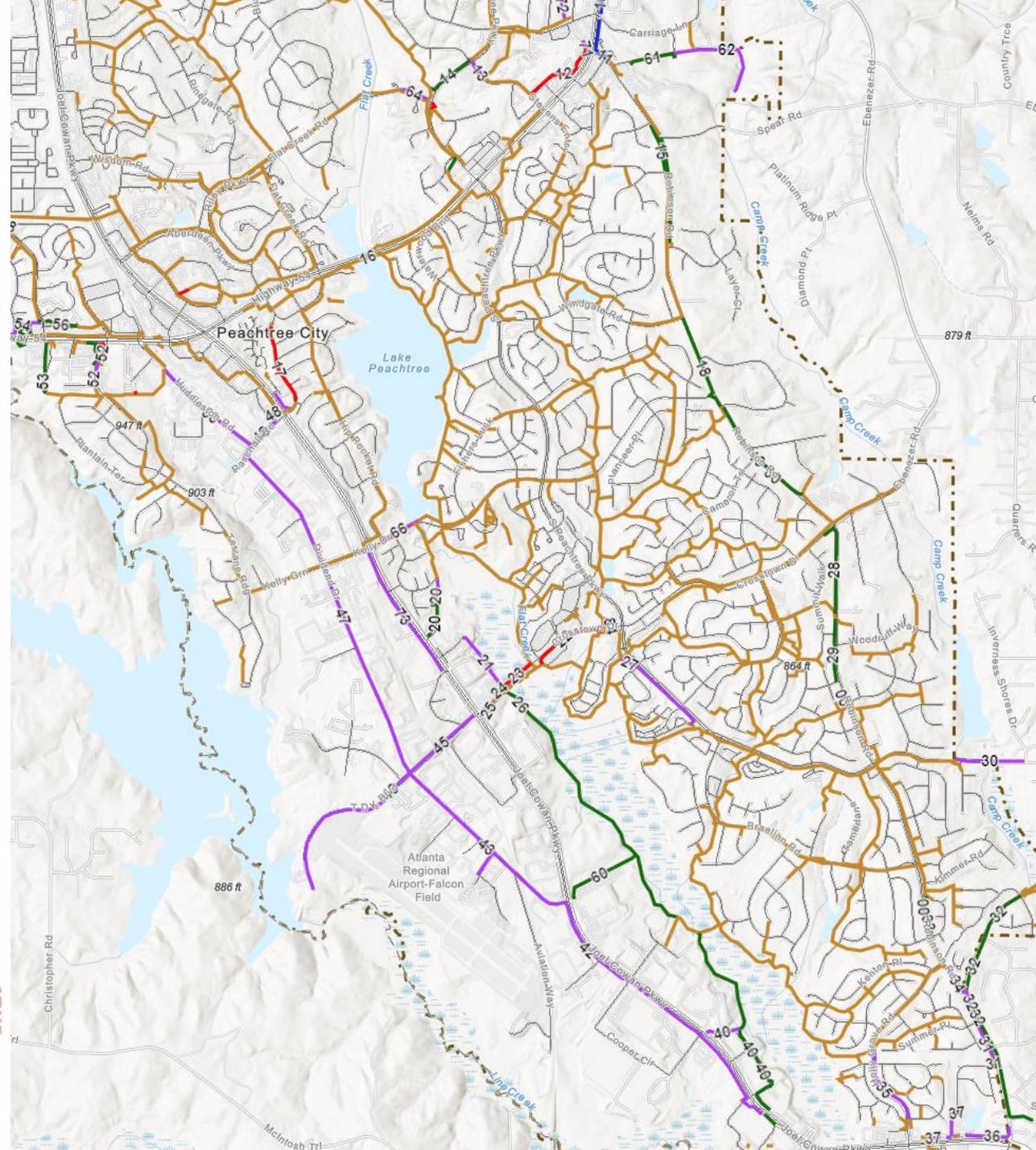
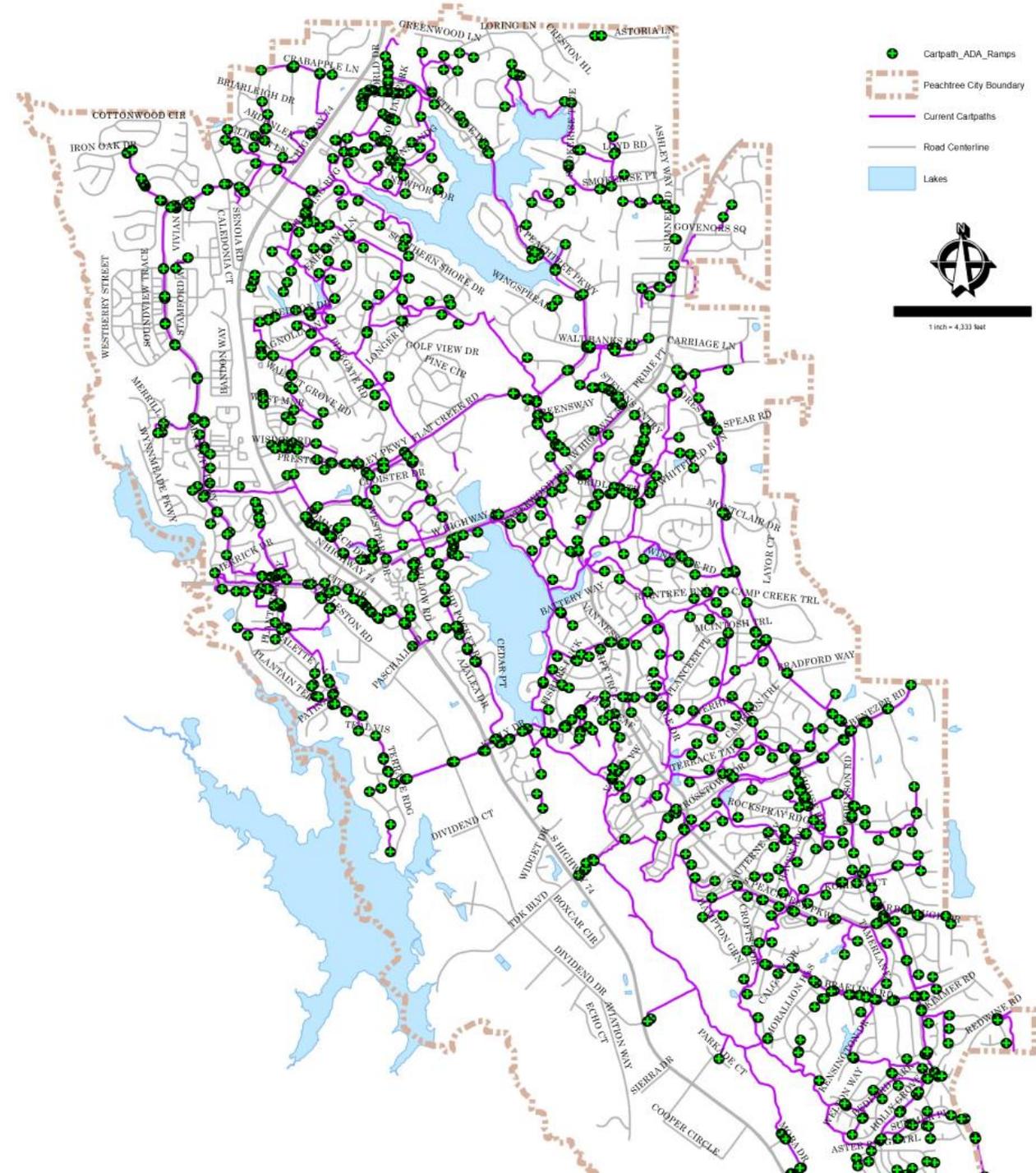


Powered by Esri

Future & Challenges

- 14,000 vehicles registered for the path system
- User Conflicts – Carts, LSMVs, Bicycles, Pedestrians, Scooters, Skateboards, Rollerblades, etc.
- Safety, Ease of Use, and Education
- ADA & Maintenance – 478 ramps
- Signage & Street Markings
- Outside Connections
 - Fayette Forward







DISC GOLF

FLYING DISCS







Public Works Path Activity

There are many parameters that are evaluated prior to construction of a new path. Typically, overall cost is a driving factor for where and how a path is constructed.

Considerations/Factors for Path Construction Cost

- Property Lines or Property Access
- Topography/Grade
- Drainage/Pipes
- Tree Removal
- ADA Accommodation
- Sight Distance
- Material Hand-in/Hand-out
- Fuel/Logistics (Equipment)
- Construction Cost

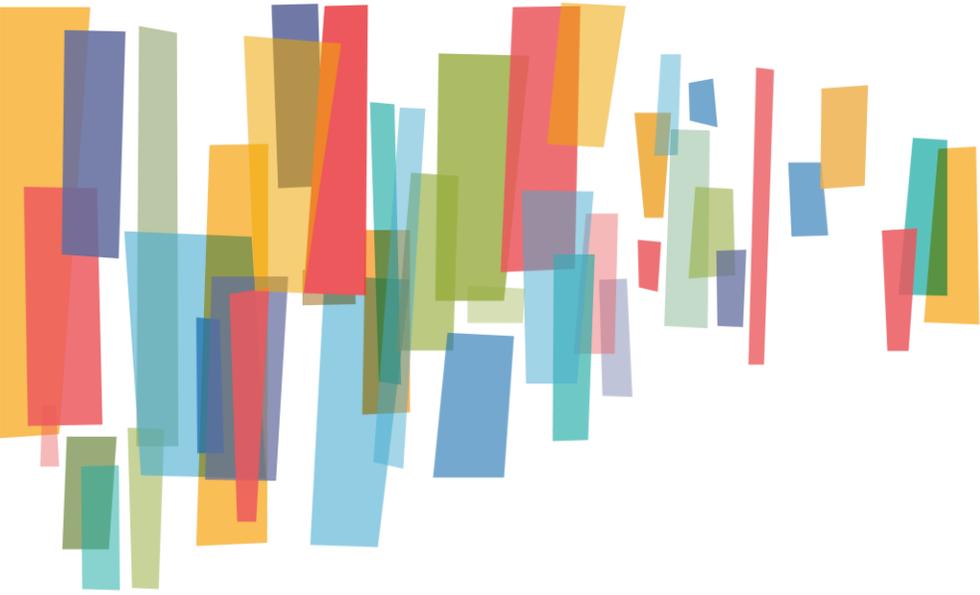


NEW NAVIGATE PTC APP



A large, stylized green leaf graphic is positioned on the left side of the slide, partially overlapping the text. The leaf is composed of several overlapping, semi-transparent green shapes that create a sense of depth and movement. The background is a solid, vibrant green color.

Questions?



Trilith Model Mile

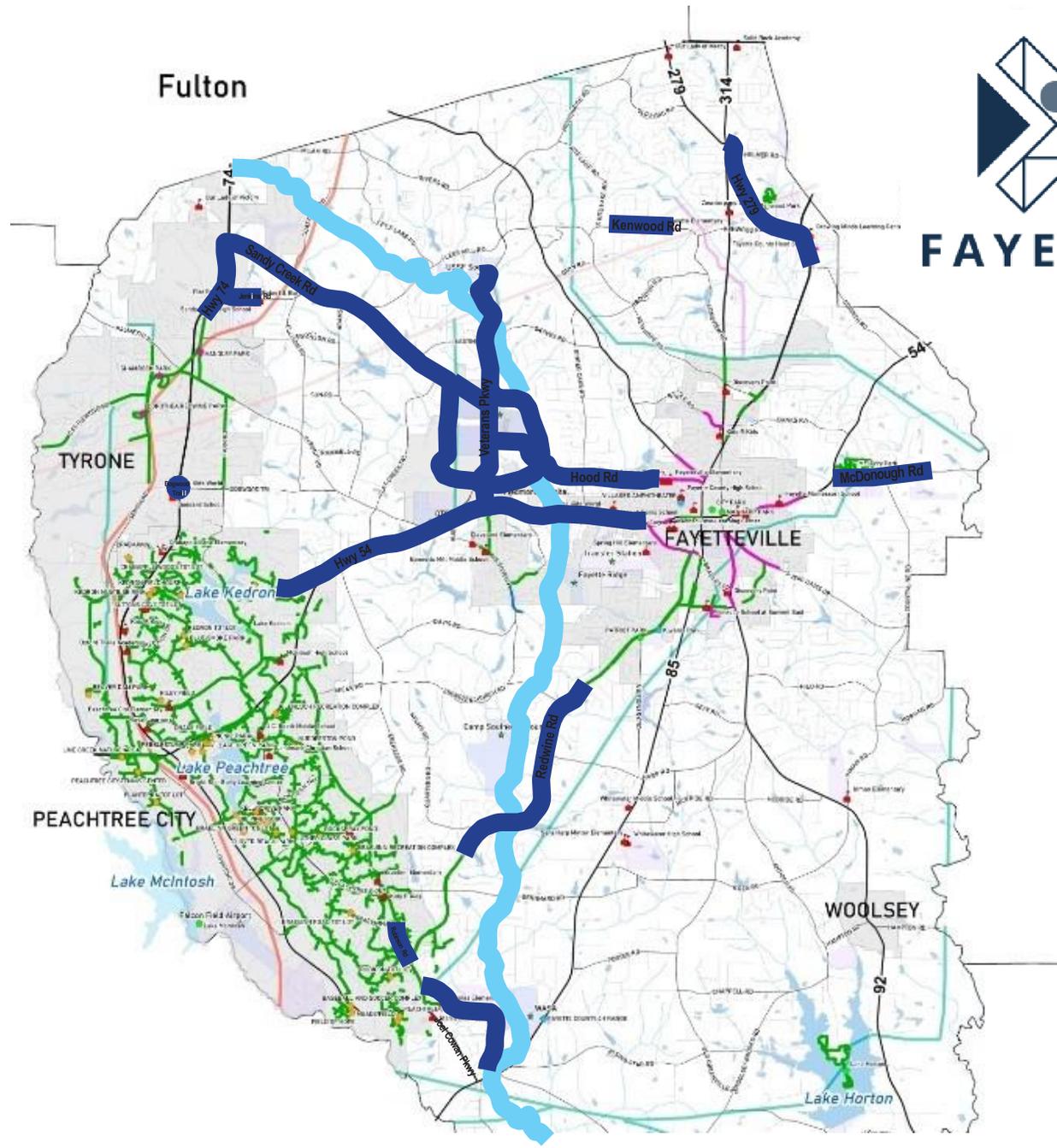
Aaron Fortner, AICP

Canvas Planning Group

PATH DESIGN A UNIFYING LINEAR PARK SYSTEM

The County-wide Path system will be characterized by the following attributes...

- A system that connects the Towns and Cities of the County to each other
- A 12-foot wide concrete path
- Accommodates golf carts, bicycles, and pedestrians
- A linear park with a unified design elements including a system name, color scheme, markings, logo, and signage
- Public Art installations and Storytelling markers
- A combination of paths that are located parallel and adjacent to roadways and paths that are located along natural environmental corridors such as streams and creeks



FAYETTE *Forward*


Emerging Priority


Whitewater Creek

PATH DESIGN VARYING CONDITIONS

URBAN CONDITIONS

The Path system can exist in one of 3 different types of built environment conditions: Urban areas, Roadways and Highways Side-Paths, and Natural and Environmental areas. In Urban conditions, buildings should be oriented to and should actively engage the Path system - treating the Path as a Main Street.



Urban Path



Urban Path



Urban Path

PATH DESIGN VARYING CONDITIONS

ROADWAY SIDE-PATH CONDITIONS



Roadway Side-Path



Roadway Side-Path



Roadway Side-Path



Roadway Side-Path

PATH DESIGN VARYING CONDITIONS

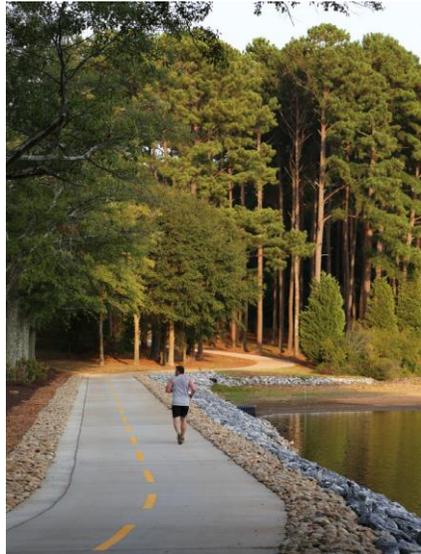
NATURAL CONDITIONS



Nature Path



Nature Path



Nature Path



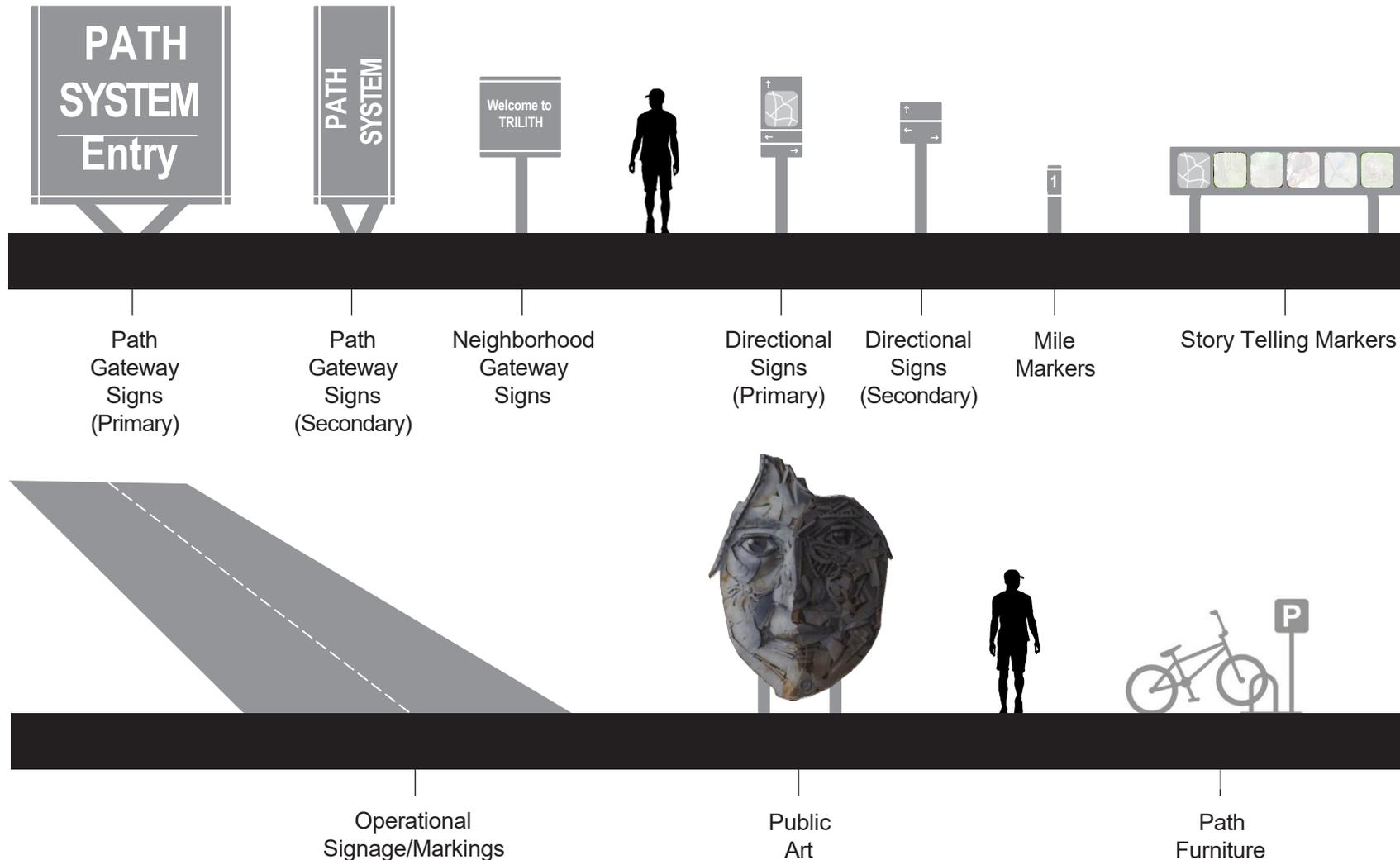
Nature Path



Nature Path

PATH DESIGN PROGRAMMING ELEMENTS

The Fayette County path system will develop a unique set of programming elements



PATH DESIGN PROGRAMMING ELEMENTS

PATH GATEWAY SIGNS (PRIMARY)

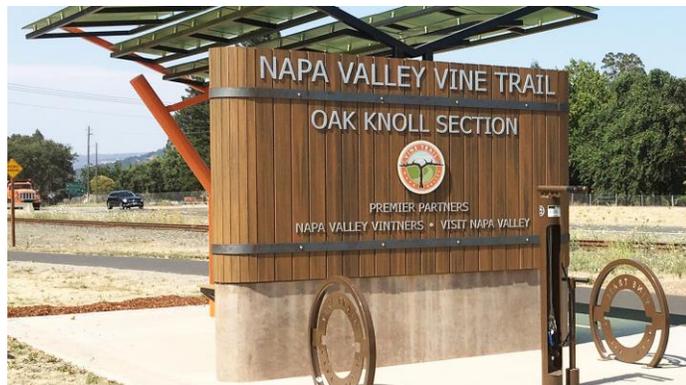
Primary Path Gateway Signs are the marquee installations located at all major Path entrances. Large signs are also appropriate for Path trailheads and parking areas.



Gateway Sign (Primary)



Gateway Sign (Primary)



Gateway Sign (Primary)



Gateway Sign (Primary)

PATH DESIGN PROGRAMMING ELEMENTS

PATH GATEWAY SIGNS (SECONDARY)

Secondary Path Gateway Signs are the appropriate for other Path entrances that are secondary in nature and are not considered to be the “primary” or “front door” entrances.



Gateway Sign (Secondary)



Gateway Sign (Secondary)



Gateway Sign (Secondary)

PATH DESIGN PROGRAMMING ELEMENTS

NEIGHBORHOOD GATEWAY SIGNS

Neighborhood Gateway Signs are utilized to indicate entrance into a distinct neighborhood, district, or area of the community.



Neighborhood Gateway



Neighborhood Gateway



Neighborhood Gateway



Neighborhood Gateway



Neighborhood Gateway

PATH DESIGN PROGRAMMING ELEMENTS

DIRECTIONAL SIGNS (PRIMARY)

Primary Directional Signs communicate navigational and directional information such as routes with maps, and distances and directional navigation to nearby areas of interest.



Directional Sign



Directional Sign



Directional Sign



Directional Sign



Directional Sign

PATH DESIGN PROGRAMMING ELEMENTS

DIRECTIONAL SIGNS (SECONDARY)

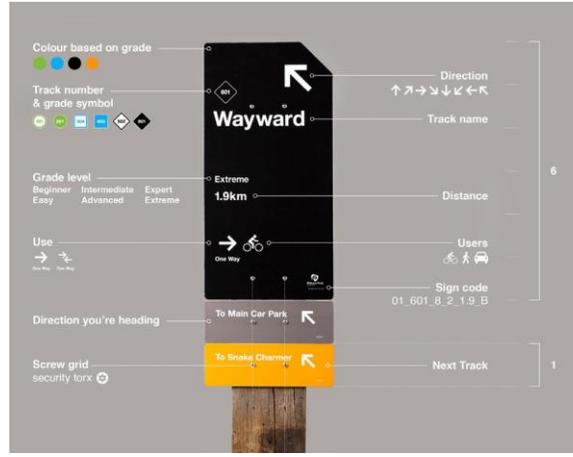
Secondary Directional Signs communicate a condensed form of navigational and directional information and typically do not contain maps. These signs are provided more frequently.



Directional Sign



Directional Sign



Directional Sign



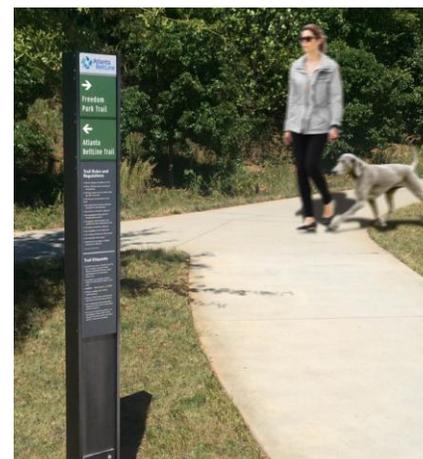
Directional Sign



Directional Sign



Directional Sign



Directional Sign



Directional Sign

PATH DESIGN PROGRAMMING ELEMENTS

MILE MARKERS

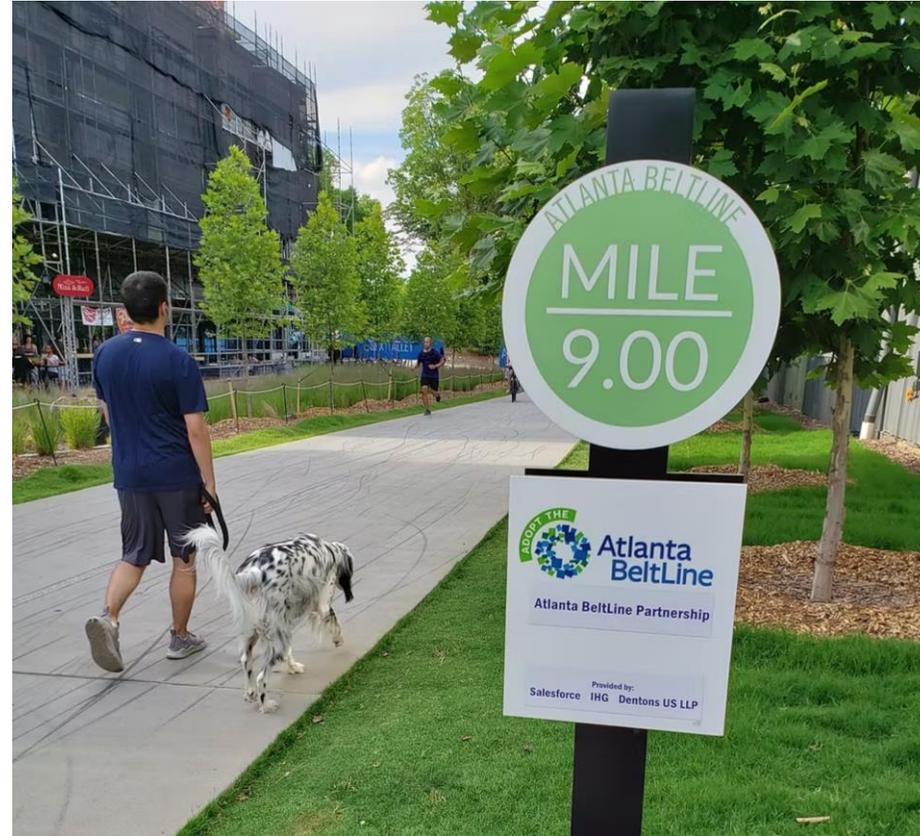
Mile Markers are utilized to provide overall orientation for segments of the entire Path system for both trail users and maintenance crews as well as for emergency responders.



Mile Marker



Mile Marker



Mile Marker

PATH DESIGN PROGRAMMING ELEMENTS

STORYTELLING MARKERS

Storytelling Markers are placemaking tools that provide information on a specific area along the Path. Stories can include information related to history or historical figures, environmental features, native wildlife, or information related to public art.



Storytelling Marker



Storytelling Marker



Storytelling Marker



Storytelling Marker

PATH DESIGN PROGRAMMING ELEMENTS

OPERATIONAL SIGNAGE/MARKINGS



Operational Signage/Markings



Operational Signage/Markings



Operational Signage/Markings



Operational Signage/Markings

PATH DESIGN PROGRAMMING ELEMENTS

OPERATIONAL SIGNAGE/MARKINGS



Operational Signage/Markings



Operational Signage/Markings



Operational Signage/Markings



Operational Signage/Markings

PATH DESIGN PROGRAMMING ELEMENTS

PUBLIC ART

The Path system should provide opportunities for public art to be integrated into the built environment. Art ties the system to the local community and enables community members to provide creative expressions along the Path. This art further serves an orientation purpose - enabling Path users to better orient themselves to where they are along the system.



Public Art



Public Art



Public Art



Public Art

PATH DESIGN PROGRAMMING ELEMENTS

FURNITURE

Path Furniture should be well-designed and consistently used along the entire Path system as a way of further unifying the experience and ensuring that Path users always know when they are on the Path based on the consistent aesthetic style.



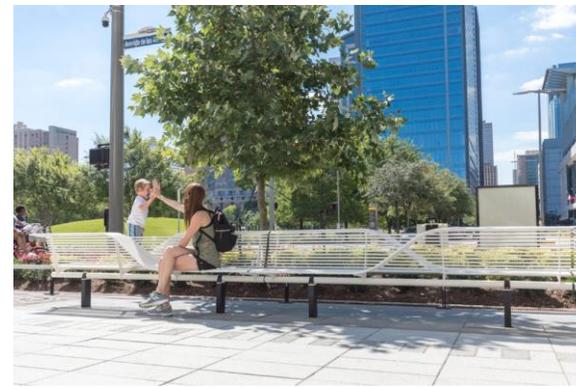
Furniture



Furniture

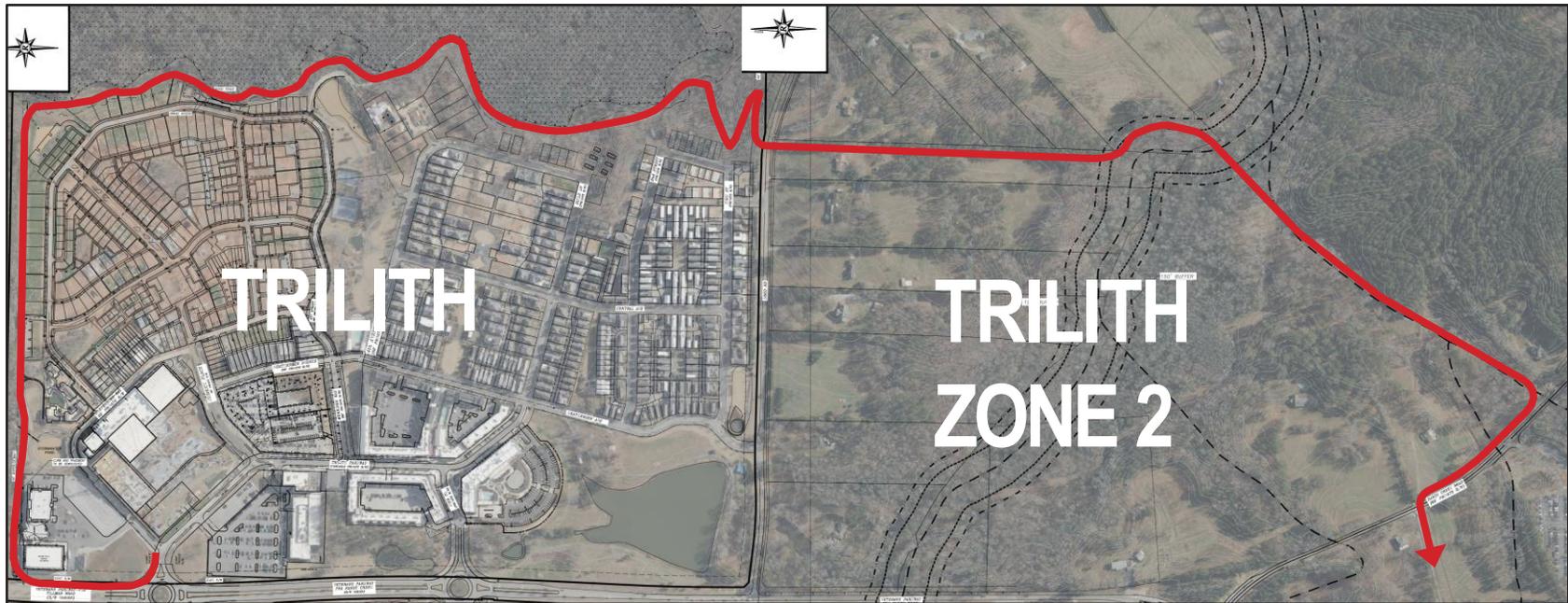


Furniture



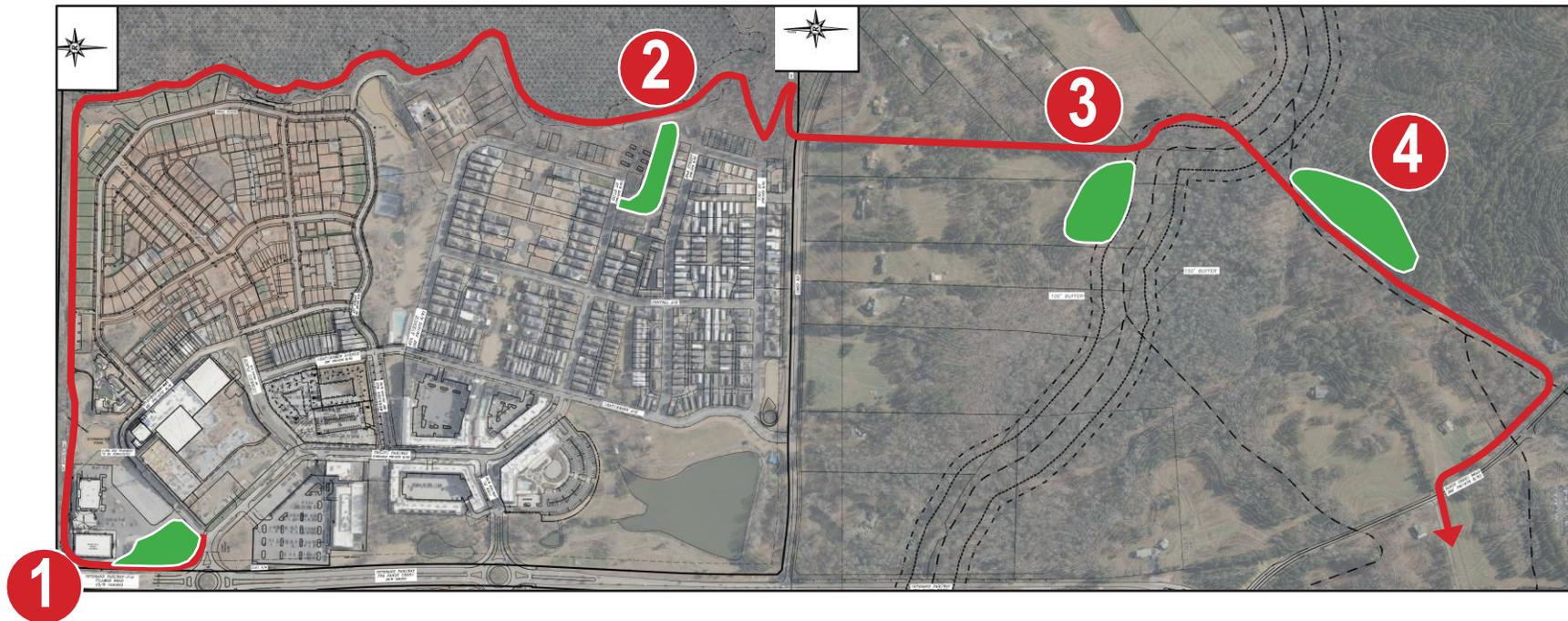
Furniture

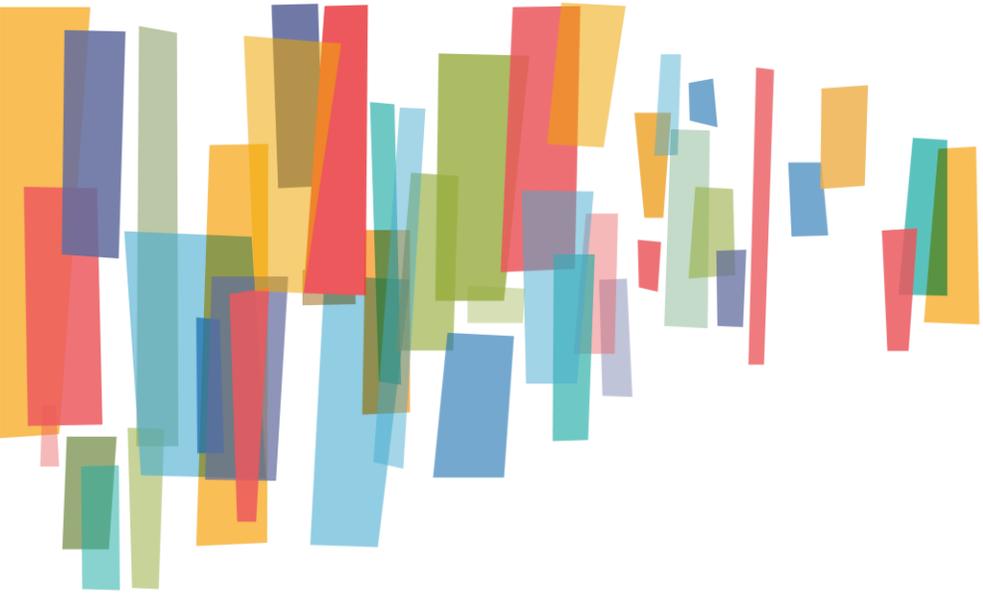
TRILITH TRAIL SCHEDULE	2025							2026				
	J	J	A	S	O	N	D	J	F	M	A	M
PATH DESIGN	█	█	█									
SIGNAGE, WAYFINDING				█	█	█	█	█	█			
PERMITTING				█	█							
CONSTRUCTION					█	█	█	█	█	█	█	█



TRILITH Mountain Bike Parks

- 1 September 2025
- 2 December 2025
- 3 February 2026
- 4 May 2026

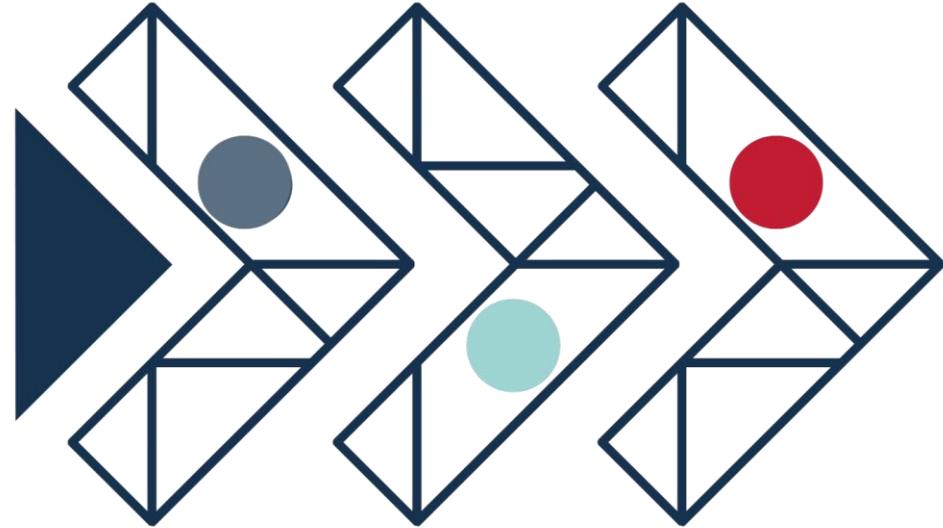




Multi-Jurisdictional Collaboration

Eric Dial, Executive Director

Fayette Forward



FAYETTE *Forward*

SEPTEMBER 2025

STAFF

Eric Dial
Executive Director

Lindsey Woody, MRED
Director of Community Development



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Niki Vanderslice – Ex-officio



HISTORY

In the Fall of 2024, approximately 50 Fayette County leaders visited Bentonville, Arkansas, the home of Wal-Mart's corporate headquarters. We experienced the recent progress they have made in ***growth, infrastructure, and collaboration*** between neighboring cities and businesses.



MISSION

Fayette Forward (FF) is a nonprofit organization committed to advancing **community development, economic growth, and quality of life** for all of Fayette County.

As Fayette continues to grow, FF will serve as a ***unifying organization*** for public-private partnerships, guiding initiatives that enhance public spaces, improve accessibility, and foster community cohesion.

STRATEGIC INITIATIVES

Advancing Infrastructure Priorities

Recognizing that strong infrastructure is key to Fayette County's growth, FF will work to improve transportation, path systems, and public spaces:

- Countywide Path Systems: Advocate for the thoughtful expansion of path systems to support Fayette.
- SPLOST Support: Partner with local and regional agencies to expand roadways, improve infrastructure, and support alternative transportation.

Countywide Collaboration & Planning

FF will focus on unifying efforts across Fayette County to ensure coordinated growth and development:

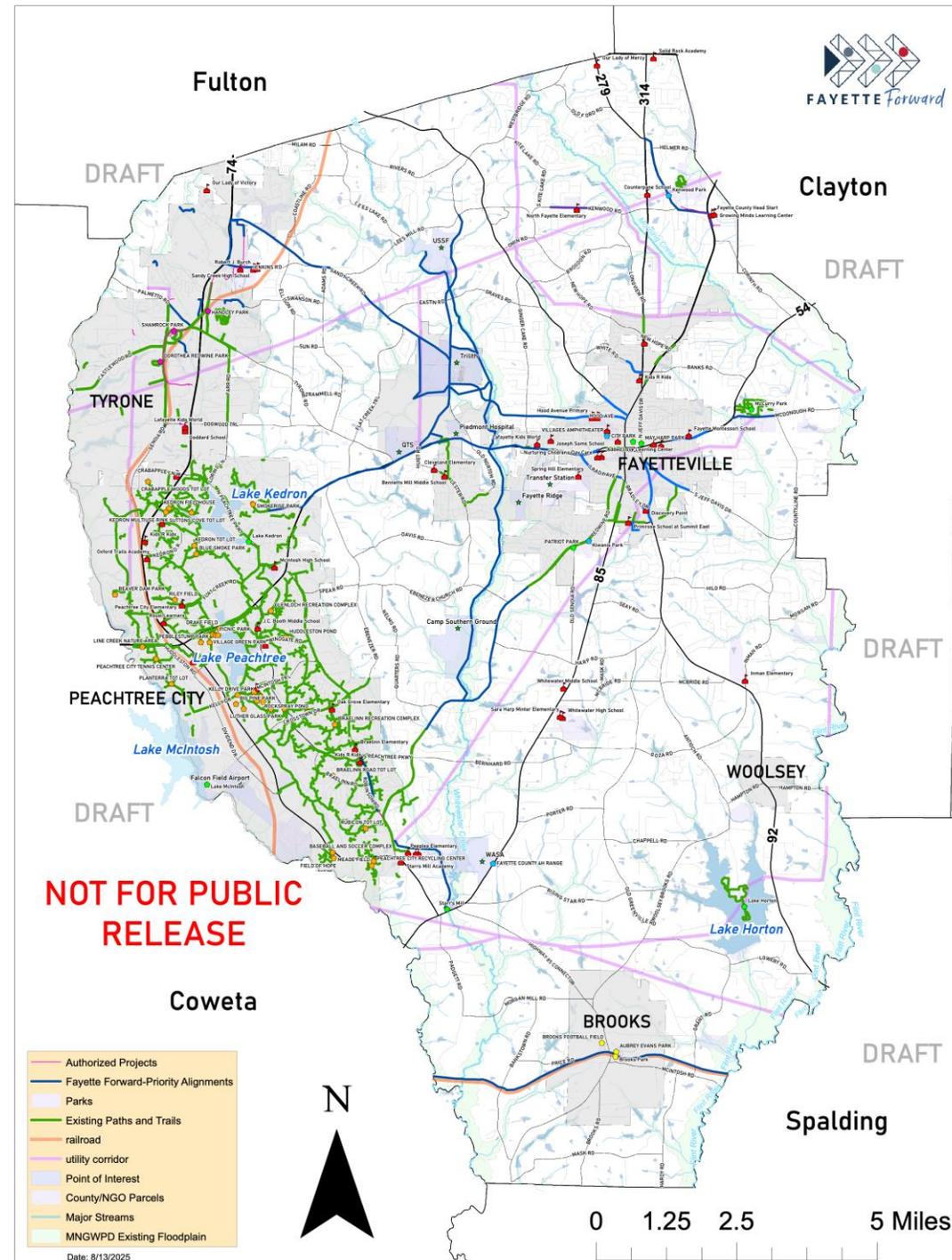
- Partner with municipalities and the county to consolidate visions and accelerate deliveries.
- Resource Sharing: Facilitate collaborations that enable municipalities and community organizations to share resources and work on joint projects.

REGULAR STAKEHOLDER ENGAGEMENTS

- Transportation Committee Meeting (Hosted by Fayette County)
- Fayette County Intergovernmental Committee (Hosted by Fayette Chamber)
- Trilith Construction Meetings (Hosted by Trilith Development)
- Biweekly Meetings with Trilith Path Team
- Coordination agent between private landowners and local governments
- Frequent meetings with elected officials and senior staff
- Inspiration trips

COUNTYWIDE PATH PLAN

- Promote and advocate for connectivity throughout all of Fayette
- Consolidate visions and accelerate deliveries

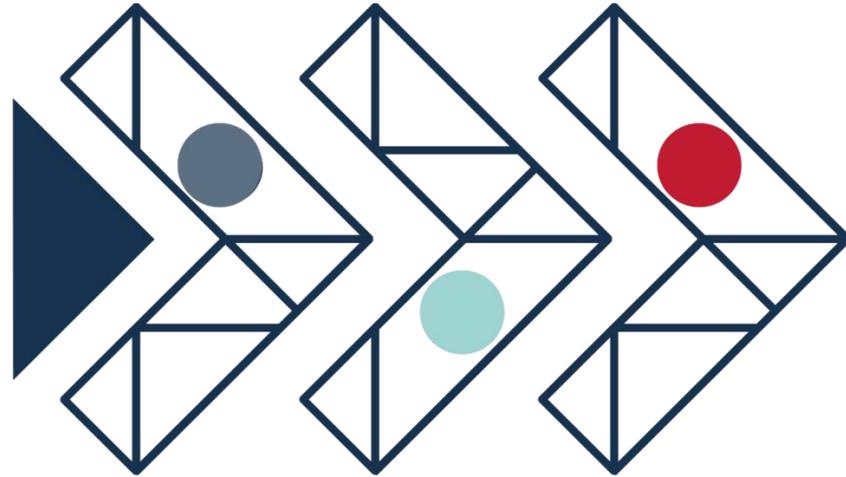


PROJECT PRIORITIZATION

Project Description	Units	Unit Rates	1A	1B
Name	na	na	Sample	
			Project Data	Costs & Benefits
CTP Project ID	na	na	FTP-123	
Finance ID	na	na	25ABC	
ARC ID	na	na	na	
GDOT PI	na	na	na	
Owner	na	na	Fayette County	
Facility Type	na	na	Path	
Status	na	na	Active Project	
Phase	na	na	Concept	
Termini 1	na	na	GT Drive	
Termini 2	na	na	UGA Avenue	
Connective	na	na	Yes - same	
Cost Estimate (all phases)	na	na	\$3,141,590	
Type of Cost Estimate	na	na	Concept Level	
Date of Cost Estimate	na	na	8/3/25	
Funding				
Local Government(s)	(\$)	na	\$3,000,000	
Grant	(\$)	na	\$0	
Private	(\$)	na	\$141,590	
Other	(\$)	na	\$0	
Total	(\$)	na	\$3,141,590	
Path Characteristics and Quantities				
Path Length	(ft)	na	3,200	
Path Width	(ft)	na	12	
Typical Required Right-of-Way Width	(ft)	na	15	
Existing ROW Width to be used	(ft)	na	8	
% of R/W to be Cleared & Graded	(%)	na	70%	
Surface Thickness - Asphalt	(in)	na	2	
Surface Thickness - Concrete	(in)	na	6	
Surface Thickness - Natural	(in)	na	6	
Quantities			4,267	
Asphalt @ 110#/inch/sy	(tons)	\$130	\$/ton	4
Compacted GAB @ 130 #/cf	(tons)	\$85	\$/ton	4
Concrete	(cy)	\$850	cy	6
Natural Surface	(sy)	\$100	\$/cy	
Small Culverts (<= 40")	(ea)	\$2,500	ea	
Mid Culverts (>40")	(ea)	\$10,000	ea	
Large Culverts (>60")	(ea)	\$15,000	ea	
Bridge	(sf)	\$300	\$/sf	
Elevated Boardwalk over Wetlands	(sf)	\$200	\$/sf	
Clearing, Grubbing, Earthwork	(acres)	\$120,000	\$/ac	
Wetland Impacts	(sf)	\$1.72	\$/sf	
Floodplain Impacts	(sf)	\$0.57	\$/sf	
Floodway Impacts	(sf)	\$1.15	\$/sf	
Grading (3:1 max slopes)	(acres)	\$180,000	\$/ac	
Retaining Wall	(sf)	\$250	\$/sf	
Ground Stabilization	(acres)	\$65,340	\$/acre	
Project Amenities				
Parking (drive and up to 5 spaces)	(ea)	\$15,000	ea	
Additional Parking Spaces	(ea)	\$1,500	ea	
Call boxes	(ea)	\$2,500	ea	
Trash Cans	(ea)	\$800	ea	
Lighting (per pole)	(ea)	\$1,200	ea	
Restrooms	(ea)	\$75,000	ea	
Benches	(ea)	\$1,200	ea	
Right-of-Way				
Parcels Impacted	(ea)	na		
Displacements / Relocations	(ea)	na		
% Strip Take	(%)	na		
% Other	(%)	na		
Required ROW - Strip	(acres)	\$75,000	\$/ac	
Required ROW - Other	(acres)	\$112,500	\$/ac	
Sum of Project Costs (not the cost estimate!)				

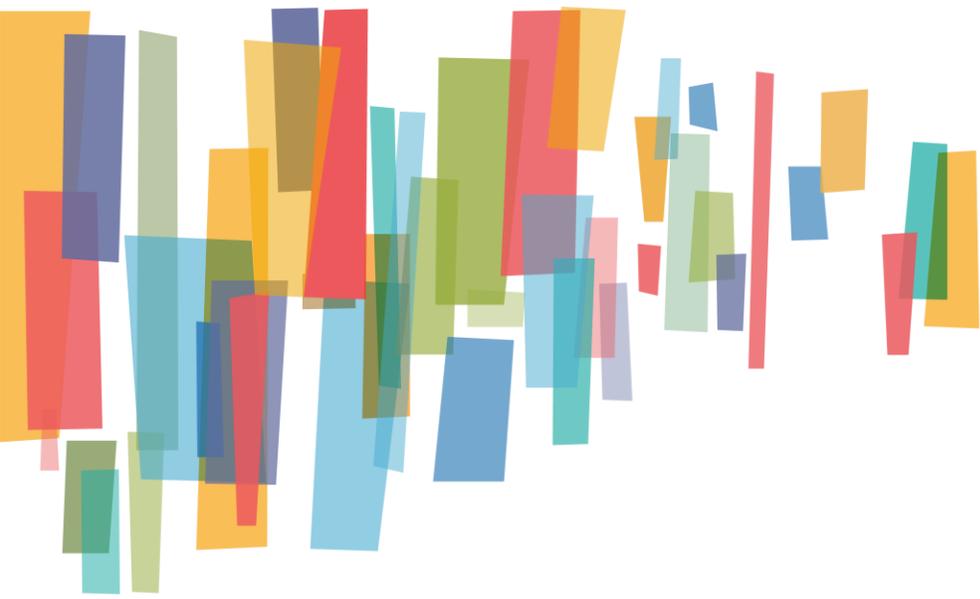
Project Benefits		
<i>Project Proximity to Destinations</i>		
Homes abutting path	(ea)	5 BP
Homes <1/4 mile connection	(ea)	4 BP
Homes <1/2 mile connection	(ea)	2 BP
Homes <1 mile connection	(ea)	1 BP
Schools abutting path	(ea)	200 BP
Schools <1/4 mile connection	(ea)	160 BP
Schools <1/2 mile connection	(ea)	80 BP
Schools <1 mile	(ea)	40 BP
Major Destination abutting path	(ea)	100 BP
Major Dest. <1/4 mile connection	(ea)	80 BP
Major Dest. <1/2 mile connection	(ea)	40 BP
Major Dest. <1 mile connection	(ea)	20 BP
Minor Destination abutting path	(ea)	50 BP
Major Dest. <1/4 mile connection	(ea)	40 BP
Major Dest. <1/2 mile connection	(ea)	20 BP
Major Dest. <1 mile connection	(ea)	10 BP
Public Park/Recreation Area abutting path	(ea)	100 BP
Park <1/4 mile connection	(ea)	80 BP
Park <1/2 mile connection	(ea)	40 BP
Park <1 mile connection	(ea)	20 BP
<i>Fills a Gap</i>		
Proposed path length	(miles)	na na
Existing Path 1	(miles)	na na
Existing Path 2	(miles)	na na
Total Path Length	(miles)	25 BP/mile
<i>Extends a Segment</i>		
Proposed path length	(miles)	na na
Existing Path 1	(miles)	na na
Total Path Length	(miles)	25 BP/mile %
% Proposed Path	%	na na

Safety Benefits		
Project eliminates demand to cross a SR	(ea)	300 BP
Project eliminates demand to cross a local road	(ea)	150 BP
New grade-separated crossing of a SR	(ea)	300 BP
New grade-separated crossing of a Local Road	(ea)	150 BP
New at-grade crossing of a SR	(ea)	80 BP
New at-grade crossing of a Local Road	(ea)	40 BP
Enhancement of existing crossing	(ea)	40 BP
Provides buffer or barrier to existing path	(miles)	300 BP/mile
Provides path as alternate to local road	(miles)	200 BP/mile
<i>Multijurisdictional Benefits</i>		
New County to County connection	(ea)	200 BP
New City/Town to City/Town connection	(ea)	150 BP
New County to City/Town connection	(ea)	100 BP
<i>Environmental Benefits</i>		
Protection of nature area	(acres)	50 BP/acre
Access to nature	(miles)	300 BP/mile
<i>Benefits Subtotal</i>		
<i>Benefits Multiplier</i>		
Political Support (0.7 to 1.3 multiplier)	na	na na
Public Support (0.8 to 1.2 multiplier)	na	na na
<i>User Multiplier</i>		
Pedestrians	y/n	0.30
ADA Compliant	y/n	0.25
Golf Carts	y/n	0.25
Peddle Bikes	y/n	0.25
E-Bikes	y/n	0.20
Horses	y/n	0.05
User Sum Value Multiplier	na	
<i>Benefits Total</i>		



Let's move **F A Y E T T E** *Forward* together.

QUESTIONS?



An Advocates' Perspective

Keith Larson

Bike-Walk Fayette



ARC Active Transportation Roundtable

Fayette Co. Community Advocate Perspective

September 10, 2025

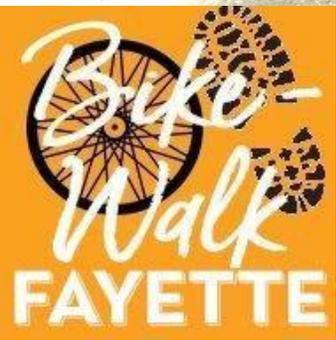


Keith Larson

Community Advocate

keith@bikewalkfayette.org

<https://bikewalkfayette.org>



Bike-Walk FAYETTE is the Fayette Co. Bicycle-Pedestrian Community Advocacy forum to build partnerships, educate, and establish safe and enjoyable recreation and commuting networks for bicycles and pedestrians throughout Fayette County & Southern Crescent Counties. (FBL Inc. since 1999)

SUBURBAN & RURAL BICYCLE INFRASTRUCTURE

Non-urban bicycle infrastructure also benefits pedestrians:

- ❖ Shared-use paths/sidepaths & off-road bike trails
- ❖ Bicycle lanes (conventional & separated)
 - Low-speed streets & roads (25mph speed-limit designation)
 - Gravel roads (also usually 25mph speed-limit)
 - Rural roadway curb extensions and paved shoulders
 - Identifying & designating popular bicycle routes
 - Traffic safety signs and road markings
 - SS4A Plan & Safe Routes to School (SRTS) projects
 - Bicycle parking & end-of-trip facilities
- ❖ Included in the ARC Trail inventory

February 2025 *OpenStreetMap* data used to measure quality of low stress bike networks. Determines comfort level of an adult interested in riding a bike but is concerned about interaction with vehicles.

ARC participants (52 of 75 cities) show incremental improvements over time.

Fayette County is a great place to bike and walk.

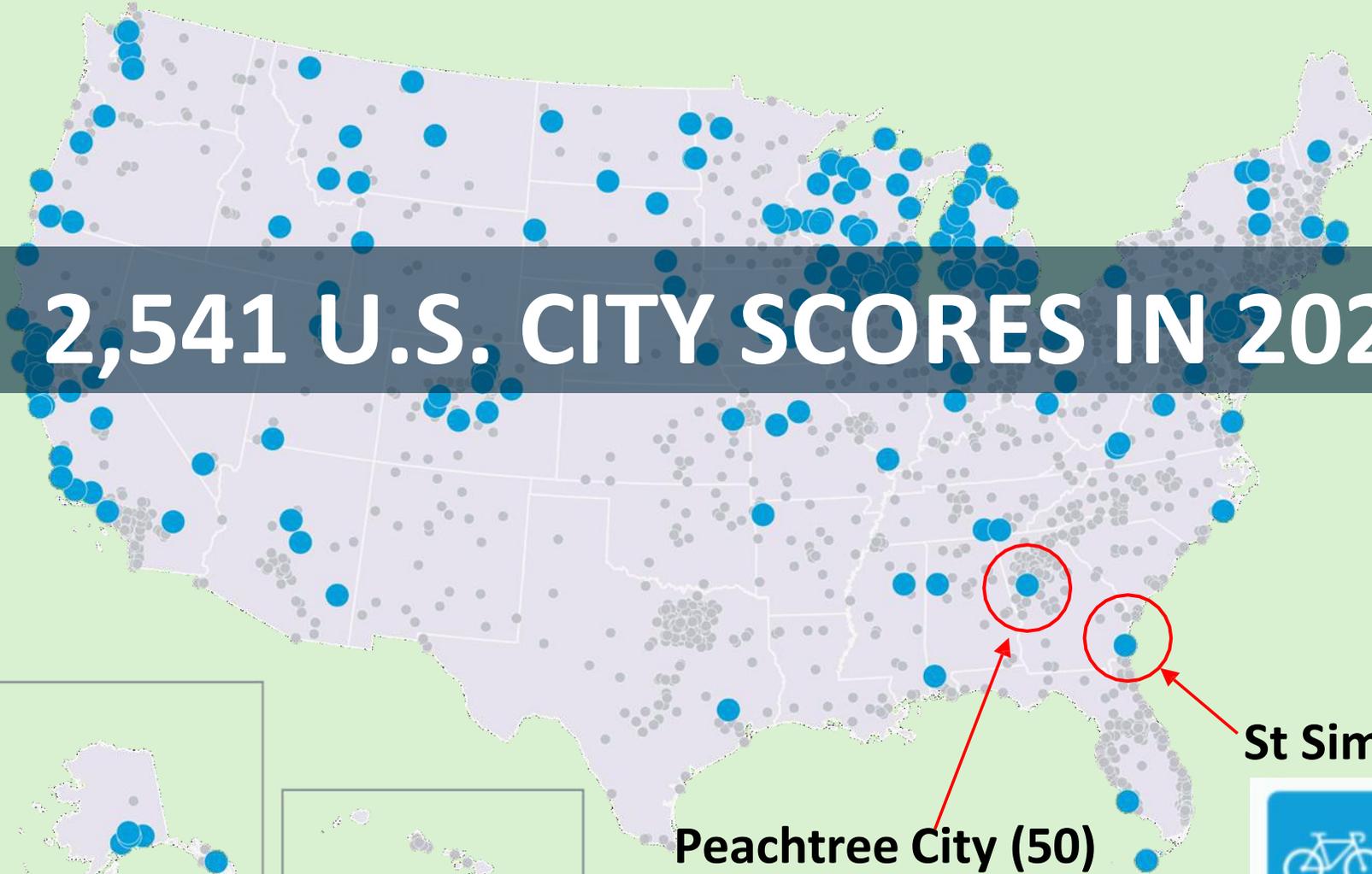
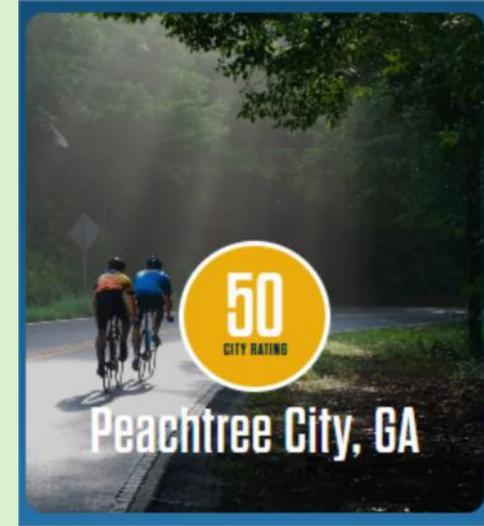
Improved OSM data entry and completed bicycle connections ● can significantly improve connectivity scoring.

Annexation ○ or OSM data correction can also decrease scores until infrastructure is added.

SUMMARY		2025	2024	2023v	2023v	2022	2021	2020	2019
Georgia Participating		93	87	71	60	25	25	14	13
ARC Participating Cities		52	51	47	45	13	12	8	7
Average State Score		19	18	15.6	15.1	12.8	11.5	12.8	12.6
Rank	Georgia	2025	2024	2023v	2023v	2022	2021	2020	2019
1	St. Simons	52 ●	42	37					
2	Peachtree City	50	48	41	40 ●	20	20	20	20
3	Tallulah Falls	42	42	42					
4	Braswell	39	39 ●	50	50				
5	Senoia	38 ●	11	9	9				
6	White	34	34						
7	Whitesburg	33	33						
8	Hamilton	33							
9	Fayetteville	32	31	24	24	21			
10	Atlanta	31	30	26	25	25	23	22 ●	9
11	Dawsonville	31							
12	Johns Creek	31	31	23	22				
AVERAGE U.S. CITY SCORE IN 2025 - 30									
13	Hapeville	29	29	7	7				
14	Suwanee	27	26	25	25				
15	Dahlonega	27	28	23					
16	Pine Mountain	27	25						
17	Cumming	26	24						
18	Grayson	26	26	19	19	21	21		
19	Guyton	25	25						
20	Smyrna	24	23	21	21				
21	Tyrone	23 ●	26	13	13				
22	Roswell	23	23	18	17	16	16	13	13
23	Woodstock	23	23	17	17				

THE SIGNIFICANCE OF CITIES OVER 50

234 U.S. Cities / 9 percent scored 50+



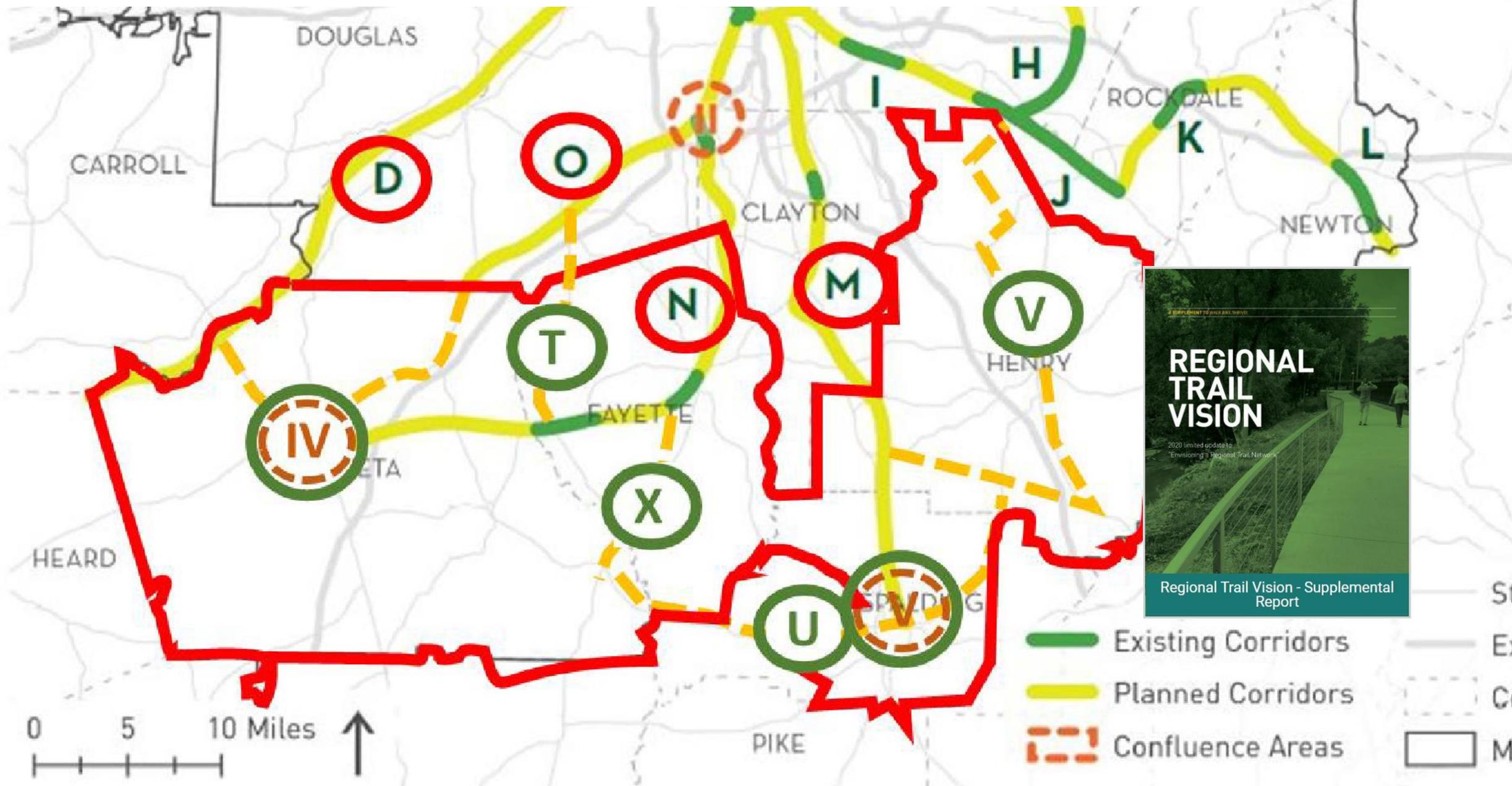
2,541 U.S. CITY SCORES IN 2025

St Simons (52)

Peachtree City (50)



ARC Regional Trail Vision – *SOUTHSIDE PROPOSALS*

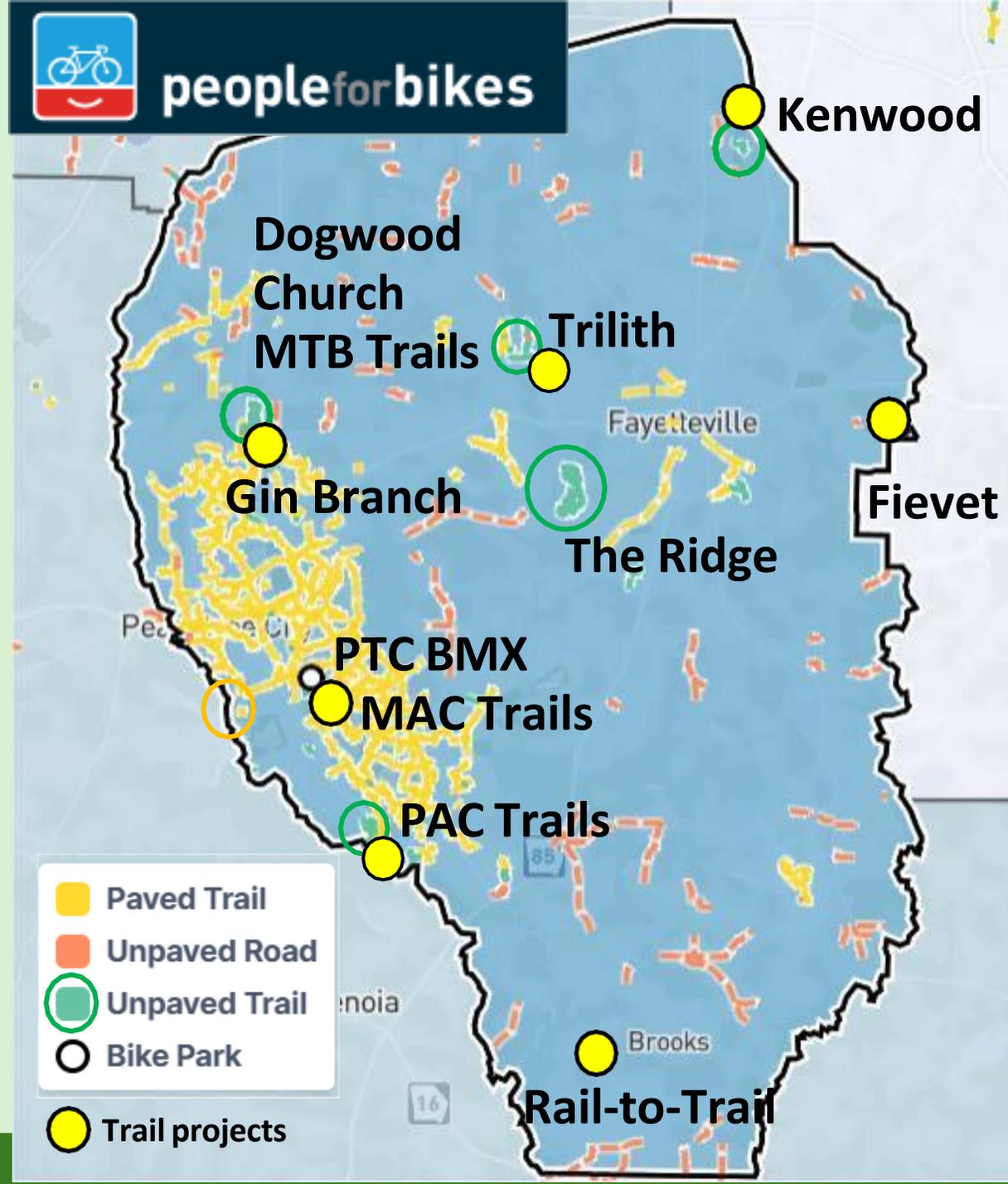


Recreational Bicycling Access Tool

Shows where there are network gaps between existing bicycle infrastructure and gravel roads to Bike Parks & MTB trails.

Guides investments to improve bike network connections & end-of-trip facilities.

Proposed new ***Fayette County Recreation Trail Plan*** to guide development of natural surface trail network.



Micromobility Devices on Paths and Sidewalks

Micromobility - small, light-weight devices that typically carry a single rider and are either human-powered, electric-powered or a mix of both.

							
Human-Powered Bicycle *	Electric Bicycle * (e-bike)	Scooter or Electric Scooter (e-scooter)	Human Powered Skateboard	Electric Skateboard	Human-powered Unicycle	Self-balancing Electric One Wheel Skateboard	Electric Personal Assistive Mobility Device *

* GA Code § 40-1-1 description or regulation

ADA Considerations - Other Power-Driven Mobility Devices (OPDMD) are any battery, fuel, or engine-powered devices used for locomotion by individuals with mobility disabilities, including golf carts, EPAMDs, or any mobility device designed to operate in areas without defined pedestrian routes. Adaptive cycles, tricycles, quad-cycles & e-bike variants.

O.C.G.A. Undefined E-Devices With Public Risk



30-80mph



30-80mph



eMoto means a high-performance electric motorized cycle, with either foot pads or pedals, designed by the manufacturer for operation primarily on the highway and which exceeds the Georgia Code vehicle specifications to be categorized for operation as an electric bicycle. Eligible eMotos should be registered and operated by licensed motorcycle drivers for street use or restricted to off-highway private property use.

Not yet in the *Georgia Code*.

O.C.G.A. Motorized Carts and Low Speed Vehicles



GOLF CART – 15mph

- Only on private property or a golf course
- Must treat as PTV when on streets



MOTORIZED CART – 20mph

- First added in 1973 to include local gov. authority to operate on streets
- Personal Transportation Vehicle (PTV) standards added 2014



LOW-SPEED VEHICLE – 25mph

- LSV – GA DMV registration to operate on streets <35mph

UPCOMING



GO GEORGIA
YOUR VOICE FOR ACTIVE TRANSPORTATION & RECREATION

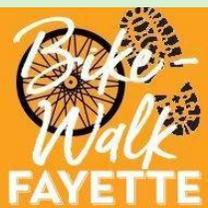
**Georgia
BIKE
WALK
LIVE
SUMMIT**

**Columbus, GA
Oct. 2-4, 2025**

including the
**Georgia Trail
Summit!**

TRAIL SUMMIT

REGISTRATION IS OPEN NOW
<https://bit.ly/BWLSummit25>



BACK-UP SLIDES

ARC Regional Significant Trails – SouthSide Proposals

ID	Corridor Name	Jurisdictions	Source Documentation
D	Chattahoochee Riverlands	Forsythe, Gwinnet, Fulton, Cobb, Douglas, Coweta	Chattahoochee River Greenway Study Coweta County CTP Update
M	Clayton-Henry-Spalding Corridor	Clayton, Henry, Spalding Counties	Clayton County Trails Master Plan , Henry County Master Path Plan, Flint River Trail Plan, Spalding County Master Path Plan, Spalding County Recreation Master Plan
N	Clayton-Fayette-Coweta Corridor	Clayton, Fayette, Coweta Counties, Peachtree City, Senoia	Fayette County Transportation Plan, Coweta County Greenway Master Plan, Coweta-Newnan LINC Trail, Senoia LCI
O	Roosevelt Highway	Atlanta, Fulton, Coweta, Newnan	Atlanta Transportation Plan , South Fulton CTP, Coweta Co CTP
ID	New Corridor Name	Jurisdictions	Source Documentation
T	SR 74 Corridor	Fulton, Fayette Co, Fairburn, Tyrone, Peachtree City	SR 74 Corridor Study
U	Southern Crescent Trail	Coweta, Fayette, Spalding, Henry Counties, Senoia, Brooks, Griffin	Coweta County Greenway Master Plan, Fayette Co CTP, Spalding Co CTP, Henry Co CTP, Senoia LCI & Spalding Rail-With-Trail Plan
V	Henry Trail Name TBD	Henry County	Henry Co Master Path Plan
X	South Fayette Corridor	Coweta, Fayette Counties Fayetteville, Peachtree City, Senoia	Coweta County CTP Update Fayette County Transportation Plan Peachtree City MPP, Senoia LCA

Electric Bicycles –Definition

Georgia Code – Electric Assisted Bicycle revised 2019

"Electric assisted bicycle" means a device with two or three wheels which has a saddle and fully operative pedals for human propulsion and also has an electric motor having a power output of **not more than 750 watts**.

(1) "Class I electric assisted bicycle" provides assistance only when the rider is pedaling and that ceases to provide assistance when the device reaches a speed of 20 miles per hour.

(2) "Class II electric assisted bicycle" may be used exclusively to propel the vehicle but is not capable of reaching a speed of 20 miles per hour.

(3) "Class III electric assisted bicycle" provides assistance only when the rider is pedaling and that ceases to provide assistance when the device reaches a speed of 28 miles per hour.

Permanently affixed label also required by Georgia Code.

The revised Georgia Code for e-Bikes has been adopted by 48 States

Other Micromobility Definitions

Adaptive bicycle means every device propelled by human or electric power upon which any person may ride, h Adaptive bicycles include upright tricycles, semi-recumbents, tandems, and handcycles, each equipped with spec headrests to ensure safe, comfortable, and accessible riding for people of all abilities.

Dirt-bike means any electric or gasoline powered motorized two-wheel vehicle with footpads or with pedals of capable of cross-country travel and not intended for use predominantly on public roads. See also “Off-road vehicle

Golf cart means any motorized vehicle designed for the purpose and exclusive use of conveying one or more persons and equipment to play the game of golf in an area designated as a golf course.

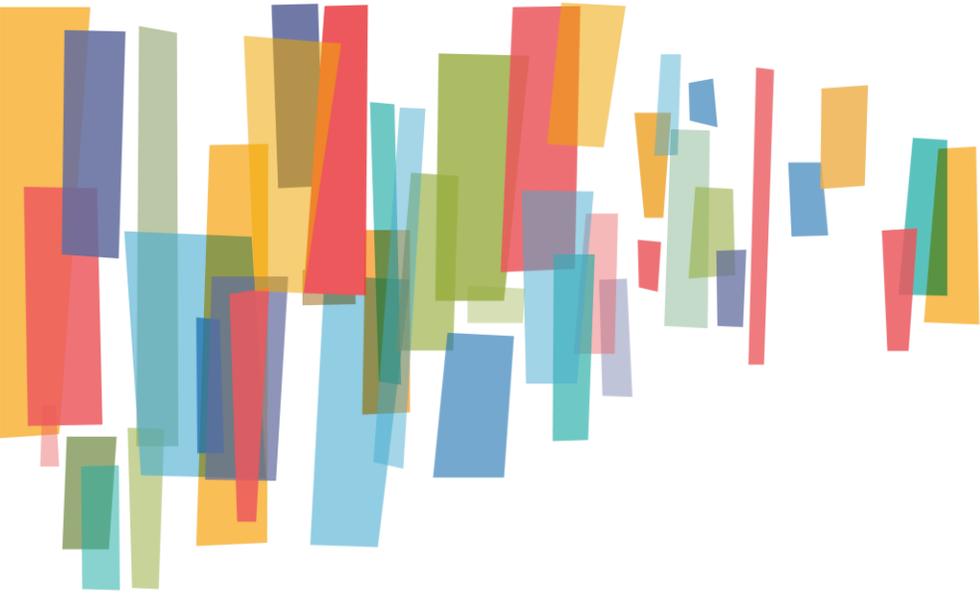
Miniature on-road vehicle means any motorized vehicle with four or more wheels, operates over 25 miles per manufactured for use upon roadways in another country that has been imported into the United States and is no as a golf cart, all-terrain vehicle, or multipurpose off-highway vehicle.

Other Micromobility Definitions

Motorized cart also referred to as a personal transportation vehicle (PTV) and includes golf carts operated on local streets and paths, means every motor vehicle having no fewer than three wheels and an unladen weight of 1,300 pounds or less, width not to exceed 50 inches and which cannot operate at more than 20 miles per hour.

Off-road vehicle means any recreational motorized vehicle designed for or capable of cross-country travel on or immediately over land, water, snow, ice, marsh, swampland, or other natural terrain and not intended for use predominantly on public roads. The term includes, but is not limited to, four-wheel drive vehicles, low-pressure tire vehicles, two-wheel vehicles, nonhighway tire vehicles, amphibious machines, ground effect or air cushion vehicles, and any other means of transportation deriving power from any source other than muscle or wind.

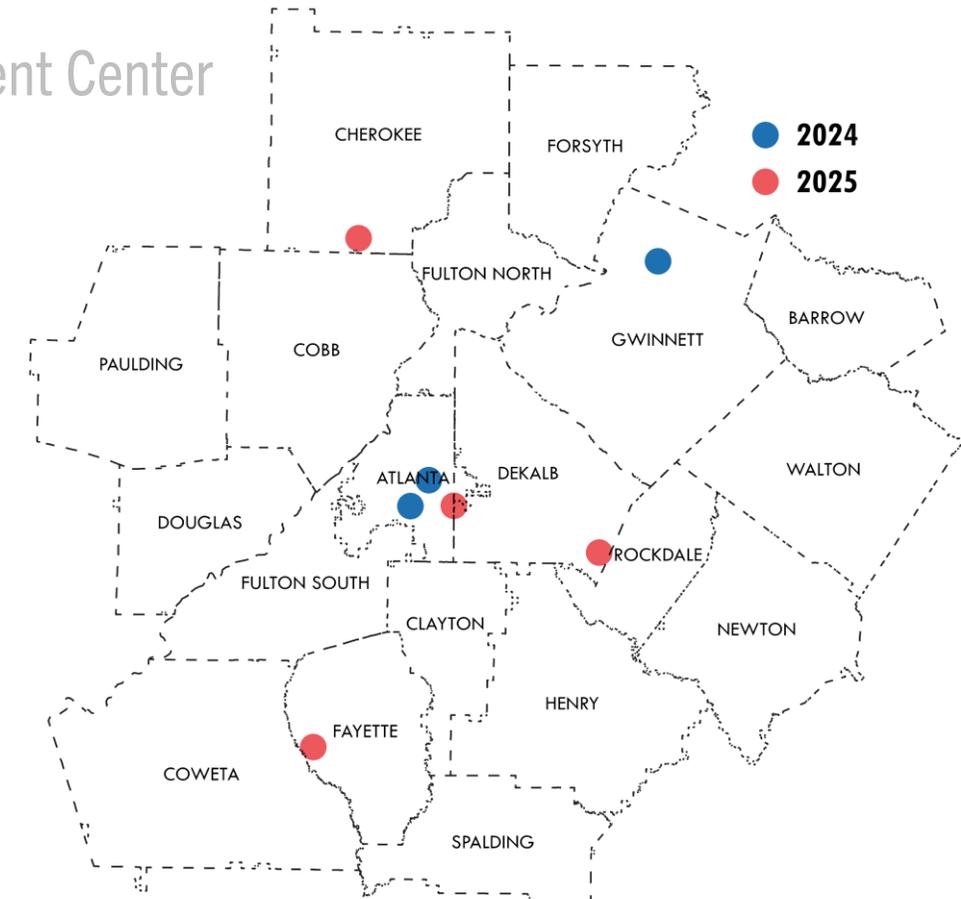
Personal delivery device means a powered vehicle that utilizes an automated driving system to transport cargo, is not designed to transport passengers, and has a maximum unladen weight of 500 pounds or a maximum weight of 600 pounds when carrying any cargo.



2025 Roundtable Schedule

2025 RAT Roundtable Schedule

1. February 11 at 1:30pm: GDOT Transportation Management Center
 - GDOT Safety Programs
2. April 2 at 1:30pm: Stonecrest Library + Arabia Mountain
 - DeKalb County Trails Master Plan
3. May 15 at 1:00pm: Virtual Meeting (Zoom)
 - Local Codes and Ordinances
4. July 29 at 10:00am: Virtual Meeting (Zoom)
 - NACTO + AASHTO – What’s New?
5. September 10 at 1:00pm: Trilith Studios
 - Fayette County Master Path Plan
6. **November 12 at 1:00pm: City of Woodstock**
 - Cherokee County Trail Planning



We are trying to ensure all are AICP credit eligible!