

City Council of Peachtree City
Meeting Minutes
Tuesday, February 6, 2024
6:30 PM

Call to Order

The Peachtree City Council met for a workshop at 6:30 p.m. on Tuesday, February 6, 2024. Members in attendance: Mayor Kim Learnard, Council Members Laura Johnson and Suzanne Brown. Council Members Clinton Holland and Frank Destadio were absent.

Meeting Video Link: [Peachtree City City Council Workshop - February 6th, 2024 \(youtube.com\)](#)

Discussion Items

A. Engineering

City Engineer Dave Borkowski and Assistant City Engineer John Schnick led a discussion of several current and future engineering projects. Those projects, all transportation-related, fell into the categories of path and bridge projects, intersection projects, road projects, facilities, and Americans with Disabilities Act (ADA) compliance.

Picnic Park/Drake Field Pedestrian Bridge

The first item Borkowski discussed was a 2017 Special Purpose Local Option Sales Tax (SPLOST) project that had been on hold for awhile. It called for creating a pedestrian bridge to connect Picnic Park with Drake Field. At one time, a cart path bridge was proposed, but that would be too expensive, Borkowski remarked. The design-build part of the project had been completed by Kiewit several years ago, and the geotech had been completed. Some additional design was needed, then construction could begin. This bridge would be the same materials and general appearance as others around the lake.

Learnard asked how much they would be spending. Borkowski said he did not know since the design and the cost estimate were not complete, but he thought it would be fully funded from the SPLOST. He recalled the cost for the cart path bridge would have been more than \$1 million.

Johnson asked if he had a timeline for all these projects, and Borkowski replied that they did for some. There were no dates yet for the Picnic Park project, but he said now that work had begun on the Lake Peachtree/SR 54 path bridge, work could start on that, too. Curnow noted that this project had been delayed because they had considered a couple of options, including a floating bridge. Learnard commented that this had been discussed for 20 years.

Redwine Road Tunnel

The tunnel under Redwine Road at the intersection with Robinson Road was a County-initiated project, Borkowski explained. The County still had to address the plan comments Peachtree City had submitted, and they still needed rights-of-way from four properties. They were deciding if they wanted to put it out to bid without those rights-of-way. If they did that, the project would be built while school was out this summer. If not, they might ask the City's thoughts on doing it during the school year, but that was tough because the whole road would have to be closed for about three weeks. This tunnel would be funded through the County SPLOST. The paths leading to it were funded by Safe Routes to School, which was a Federal grant project.

Brown noted she had observed drainage issues near the location of this proposed tunnel. There was a drainage design, Borkowski stated, and drains would catch water at the upstream end so it would not flow through the tunnel. Brown said there were other places farther north where water was a problem, too. There had been no discussions of another location, Curnow remarked.

Brown said they might need that talk. Learnard commented that she had talked with the County Commission Chairman that day, and this was where their money was going. He, too, told her they intended to build this summer.

North Peachtree Parkway/Kedron Docks HAWK Signal

Schnick explained that construction had started for the high intensity activated crosswalk beacon (HAWK) signal on North Peachtree Parkway at the Kedron docks. The path realignment was complete, and the new crosswalk markings had been put down. There had been a delay in the delivery of the signal poles. Left to do were material testing, pole installation, and electrical installation. This project was funded through impact fees and should be complete in a couple of months, he stated.

Walt Banks to Kedron Docks Path Connection

Next, Schnick went over the 2017 SPLOST project to extend the multi-use path from Walt Banks Road to the Kedron docks. It was originally planned to go from Walt Banks to the Kedron docks HAWK signal. However, the purpose was to provide connectivity to areas not currently on the path network and all of those unconnected properties were between Walt Banks and Parkway Drive. Also, the path between Parkway Drive and the HAWK signal was extremely steep, Schnick stated, and that meant it would be quite expensive to build that section. So, since it would not connect any new properties to the paths, that section was left out of the concept design.

The concept design was complete and showed where the path would go and where the retaining walls needed to be. They would need to talk to property owners about maintenance easements into those properties, and a meeting with property

owners had been scheduled.

Johnson asked how residents of Parkway Estates could cross the Parkway? Schnick said they could either go all the way down to Walt Banks or they could take neighborhood streets to the HAWK signal. Curnow mentioned the meeting with property owners, and Borkowski said they had information sheets showing the impact if Council wanted to look at them.

SR 54/Lake Peachtree Path Bridge

Moving on, Borkowski said the design was completed, the Georgia Department of Revenue (GDOT) had issued a permit, the pre-construction meeting had been held, and construction had begun on the SR 54/Lake Peachtree multi-use path bridge. It should be complete by June. Borkowski said they would be working closely with the public information staff to get the word out about when there would be path closures. They had already had one closure and had posted a map of the detours on the City website and social media and even along the paths. Schools had been notified to keep up with the updates on social media.

Curnow asked Borkowski to go into more detail about closing the bridge and possible impacts on SR 54. GDOT was letting them use part of the shoulder of the highway so carts, bicyclists, and pedestrians could still go through this area, separated by a concrete barrier from the construction area. However, at least one lane of the highway would have to be closed at certain times. Learnard asked if the detour on the shoulder for the golf carts would accommodate two-way traffic, and Borkowski said it would. There would be work at night during certain phases, including the demolition of the existing bridge.

Learnard asked if anyone in the audience had any questions about what they had covered. Ed Ortman asked if the detour around the 54 bridge could be shortened? He suggested cutting through the Flat Creek Club's golf course, but Borkowski noted that was private property.

Going back to an earlier project, Jason Smith of Peachtree Estates said the path stopping at Walt Banks Court would create a pinch point at Lake Kedron. Borkowski pointed out where it would stop at Parkway Estates. He said there was a crossing at Interlochen that went to the boat ramps. Smith said high school kids would use the path and create more traffic. Learnard said they understood that.

Carriage Lane Path

One of the more difficult 2017 SPLOST projects was connecting the path that ended at Robinson Road to the Peachtree East Shopping Center via Carriage Lane. This project had a long history; Borkowski said they had done several concepts and looked at several potential routes, but the cemetery owners were adamant that no path would run through that property. They had considered going through the church parking lot and going around the cemetery, but once again the cemetery objected.

The cemetery owners did agree to a path running along the right-of-way of SR 54. There was a power line easement there, as well. GDOT had no objections, as long as the path was out of the clear zone, which Borkowski explained was the unobstructed area on the side of the roadway. This would require going through the church property, which would affect their detention pond and require the City to design a remedy. They would also have to acquire property from the corner of Carriage Lane and the highway. The path would be outside the right-of-way, but not in the clear zone.

SR 54 Grade-Separated Crossing

The next step was to complete the path design, and Borkowski said the aim was to coordinate this with the 2023 SPLOST project of a grade-separated highway crossing to connect Booth Middle School with McIntosh High. A feasibility study was being done to determine the best location for that crossing. Borkowski showed an aerial photo on which he had indicated the ADA runout slope needed for two potential sites. He asked Council to imagine a bridge 19 feet above the roadway. ADA set the maximum slope at 5%, meaning the runout area would have to be about the length of a football field. Showing how much space was required illustrated the difficulty of fitting a bridge or a tunnel into a developed area.

Brown asked about where the clear zone would be if there was a barrier along the path. Last year, GDOT said it would not allow a barrier, but Borkowski said he had heard some of their rules had changed, so he would bring it back up again. Did they need to reduce the speed in this area? Brown asked. Borkowski said the speeds had just been increased there, but Brown said they increased past Publix. The speed limit on SR 54 dictated the type of barrier used to ensure the safety of path users, she continued. A metal guardrail would keep a car in the lane, Borkowski said, but GDOT did not like the idea of a barrier, but they would ask them again.

Brown said she had walked that area and saw that the closer they got to the path to SR 54, the easier the construction would be, based on the slope. Borkowski agreed, saying it would be more advantageous to install a decorative Jersey barrier than to relocate power lines.

The crossing location was not decided, and Johnson noted the photo showed it could be as far away from the two schools as Stein Mart. Most of the middle schoolers crossing over to McIntosh would not walk that far just to use the tunnel or bridge; they would simply cross the highway at Carriage Lane. Therefore, she would like to see the crossing closer to the schools.

One of the issues with the tunnel on Redwine was that it would require people to go all the way north to cross at the tunnel. Brown, using the example of a high schooler running late, said they were not going to do that; they would just cross the road at the exit of their subdivision. She did not want to see that situation here if it

could be avoided.

Paschall Road Path

Another 2017 SPLOST project was the Paschall Road path. Schnick showed the SR 74 tunnel on an aerial photo and explained how this new section of path would run in front of the fire station and connect back to Huddleston Road. This project was currently in the concept phase, and a design firm was researching the concept layout and reaching out to CSX railroad to find out the initial steps in getting a crossing approved. Schnick said they wanted something similar to the crossing at Kelly Green.

Citizen Gary Mercer observed that the people coming out of the tunnel to go to Huddleston did not go to The Avenue and turn around; they crossed the railroad tracks.

Huddleston Road

This project tied into the next one, which Borkowski described as multi-faceted: sewer, path, and drainage along Huddleston Road. The first part would be to extend sewer down Huddleston, giving access to all parcels; currently they were on septic. A 2017 SPLOST project would extend the path all the way up Huddleston. Borkowski said another part of this project would correct drainage issues along the road.

Mercer asked if the sewer lines were on private property, and Borkowski said they were on easements with the sewer authority. He noted, too, that the railroad had abandoned the spur in the right-of-way.

The stormwater fund would pay for the drainage work, he stated, while the Water and Sewerage Authority (WASA) would pay for sewer work. SPLOST and impact fees would pay for the path.

Learnard asked if they had reached out to property owners, and Curnow said that would be later in the process. Depending on what they did about stormwater, the City might need to acquire some land.

Huddleston Road/SR 54 Turn Lanes

The upgrades tied into the Huddleston Road/SR 54 intersection project that would put dual left turn lanes on Huddleston to relieve the traffic backup that sometimes occurred. The design was complete, and a signal permit had been granted by GDOT. In order to get the timing to work out and get GDOT approval, they had to free up signal time, which was accomplished by not allowing cross traffic going to Best Buy. The shopping center owner was fine with that. Borkowski said they wanted to get the bids out this month and complete this project over the summer. GDOT wanted it done before work started on the displaced left turn (DLT) on SR 74 so they could re-time the whole corridor. Borkowski said the goal was to be done by August.

Peachtree Parkway/Crosstown Roundabout

Since 2003, a roundabout at Peachtree Parkway and Crosstown Road had been discussed. Several concepts and traffic studies were complete, and Council had directed them to finish the 60% design and bring it back for approval before moving on to 100%. The design would be back to Council in April, Borkowski stated. They were looking at the option of slip lanes in all four corners, enabling drivers to turn right at every corner without having to get into the roundabout.

Brown asked if this would be a double-lane roundabout that required drivers to be in the proper lane. She said those worked really well, but Borkowski said this would be simpler, but they would be able to remove the medians and make it two lanes in the future.

Learnard said this roundabout could not come soon enough, and Johnson remarked that it seemed very user-friendly because even if you did not know about the slip lane, you could get into the circle and exit where you needed to.

Brown recalled earlier discussion about removal of trees on the four corners, as well as issues with utilities. Borkowski explained that they had met with some property owners around the intersection. The bank on the northwest corner had not responded, and they had not met with homeowners around the northeast corner because they did not have a homeowners association (HOA). They had talked with Brookside's HOA, which liked the idea of a roundabout, but were concerned about tree loss. There would be a 50-foot greenbelt left, and Borkowski said they had promised them additional landscaping or maybe a decorative wall. Were they concerned about noise or light? Brown asked. Borkowski said that figured into the plea for a buffer, which the City would provide.

What if they did not talk to the bank? Brown asked. Borkowski said they would need property from the bank and would send a letter. If the bank did not respond, they would get legal involved. Brown asked about the dimensions of the roundabout, and Borkowski said he did not remember.

Schnick had reached out to the Arbor Terrace senior living community at the southwest corner. Safety was their major concern. Right now, traffic backed up on Crosstown at this intersection, making it difficult to exit and enter Arbor Terrace. He said they wanted to make it a right-in, right-out. He also related that the subdivision to the south of Arbor Terrace, Village Park, did not like roundabouts because getting traffic flowing more consistently south would limit their ability to exit the subdivision. Borkowski agreed and said there needed to be an R-cut on Peachtree Parkway so drivers could not turn left out of Village Park. They would turn right and make a U-turn at the next intersection. Someone coming northbound would still be about to turn left into Village Park.

SR 54/74 DLT

GDOT had awarded a contract on this, Borkowski stated, but he said he had not been able to get in touch with anyone about a timeframe. He and Schnick had been invited to the pre-construction meeting and would report back afterwards. This was an \$18 million project. Borkowski said it was previously budgeted at \$13 million; he did not know where GDOT got the extra money. Peachtree City was using a 2017 SPLOST project to install upgraded overhead signage with lighting at a cost of \$900,000. There were seven stages to GDOT's maintenance and traffic plan to keep traffic moving during construction. Two lanes in every direction would be open at all times.

A GDOT video showed how the DLT worked, and Borkowski said the important thing to remember was that left turns and straight movement through the intersection took place at the same time. On the video, he pointed out an advance signal where drivers who wanted to turn left would stack. Meanwhile, straight traffic was still moving. When the light changed, the left turners would cross those straight lanes and head to the left turn lanes, where there was also a signal.

There could be a long lane of traffic on 74 getting in the left turn lane, and Brown asked if drivers might have to sit through several rotations of the light. Borkowski said that was true, and he did not know what the timing would be, but he could check. Would there be a dedicated right turn lane for every direction of traffic? Brown continued. There would not, Borkowski replied; from SR 54 heading east, a driver wanting to turn right and head south would have a light before merging onto SR 74 because there was not enough room for a merge lane.

Johnson asked if the merge lane on the other side by Longhorn would be extended? There would be two signalized right turn lanes, Borkowski told her. No right turn on red, the Mayor added.

Citizen Ed Ortman asked if the grading issues had been addressed? North and south on SR 74 and west on SR 54 were all uphill, he noted, which was difficult for semi-trailers to climb and that slowed traffic. Borkowski said he had not looked at the grading plan.

Learnard said she was not Mayor in 2020 when GDOT came to Peachtree City to hold public workshops on this project. At one, GDOT records showed that 158 people showed up to give input, resulting in the dedicated right turn on SR 74 being changed to dual lanes, with a signal and no right turns on red. GDOT also came to a Council meeting in January 2020.

Heading north on 74, there would be two DLTs leading to Coweta County, while southbound on 74, there was just one heading towards Fayetteville. Johnson clarified that there were two right turn lanes heading off 74 to Coweta, and Curnow again pointed out the benefit of no right turn on red.

Learnard asked about the lighting on the upgraded sign on SR 74. Borkowski said

they would be illuminated and have some downlighting. Brown asked if the Peachtree City sign would be backlit, and he said that was correct.

Curnow asked again about the timeline, and Borkowski said he had heard 24 to 36 months. Did they want Huddleston done before this started? Johnson asked. GDOT wanted it done as soon as possible, he stated, with Brown adding it would be a disaster to have construction at both those intersections at one time.

Learnard said she had a few things to say, noting that she was glad to see this project starting, but it would not be the end all, be all in regards to that heavily-trafficked intersection. She mentioned all the traffic lights on 54 west, saying everyone wondered what would be happening there. In conjunction with the DLTs, GDOT would re-signalize the entire corridor, but she said they needed to realize there was a need for additional steps forward. There was land for an additional lane; there were opportunities for reducing curb cuts, she suggested, but she did not know what would be best.

Learnard said she thought it would be wise to commission a study of the 54 West corridor to help them decide the next steps. Those studies were expensive, but the Atlanta Regional Commission (ARC) often would provide some funding, usually at an 80/20 split. She thought they should partner with Coweta and Fayette counties and split the cost and asked Johnson and Brown if they were interested in furthering the conversation to see what had to happen next. Learnard said since they knew the specific area they wanted to study, they could go into the scoping phase, which was more detailed and could include utilities and more details on rights-of-way.

Johnson asked about curb cuts, and Learnard said they had some land to work with. Johnson said anything to improve that area was worth a conversation.

Brown stated that Coweta County had developed its side of 54 with no regard for Peachtree City. They were allowing unimpeded development, and she said she was not inclined to work with them. Johnson said she did not see anything wrong with having a conversation. Brown said Coweta was putting in massive amounts of housing and did not want to entertain continuing Fischer Road up to the interstate so they could funnel their own traffic within their own county. If they talked to Coweta County, that was something Coweta needed to bring to the table, Brown asserted.

Learnard agreed that was compelling and said the Coweta Commissioner she and Curnow had spoken with seemed willing to negotiate. While traffic that intended to head north on I-85 was an issue, there would always be the matter of Coweta traffic coming through the heart of Peachtree City, and that is why she wanted to move a conversation forward that might result in funding for a study.

Johnson noted that a lot of people came into Peachtree City to work. Just because

relations with Coweta had not been great in the past did not mean they should not pursue an agreement now, she remarked.

Brown replied that she was willing to talk, but she was not willing to open up TDK Boulevard for a massive influx of Coweta traffic. They would discuss that issue next, Learnard told her, and then she asked Brown if she would be agreeable to having a conversation about a 54 corridor study. Brown said that would be fine. Johnson reported that she recently had been told that when several governments worked together on a project, it went higher on the DOT list.

Some time ago, Brown stated, SR 54 was identified as a commercial corridor and she thought it should be maintained as such, with less residential development on SR 54. She said Fayetteville had a proposed residential project on 54, although that had been withdrawn.

With Brown and Johnson agreeing that a conversation with Coweta was needed, Learnard moved on to a related issue, saying that SR 54 was the only east-west corridor that connected Coweta and Fayette. More than 20 years ago, it was proposed that TDK could be another, but that was shot down. She acknowledged she did not disagree with the decision but noted no alternative had been proposed. Relationships had not been built that could result in ideas for another east-west corridor. It was this Council's problem to solve, she remarked.

GDOT conducted a traffic reliever study on SR 54 in August 2020, and that was the most recent study. The Mayor said she would like them to dust it off and use it as a starting point to look at east-west connector ideas, saying they should move forward and stop complaining about decisions made 20 years ago. Brown said she thought all five Council Members should be present to make that decision. Johnson said she could not make a recommendation on a solution but did not object to a review of that study.

Brown then commented that she wanted to see the 2020 study before she made a decision on a new study. They were talking about different topics, Learnard stated, saying she thought there were two different aspects to the 54 situation. One was to move forward on a study of SR 54, while the other was to explore ideas for alternative east-west corridors, which is what the August 2020 study examined. She suggested again they get staff to look at that report before they did anything.

Brown reiterated that she had no appetite for opening up TDK Boulevard. No one had suggested that, the Mayor stated. Brown said she saw a report that predicted 10,000 vehicles a day through the heart of Peachtree City if they did the development in Coweta. TDK was not on the table any more, Learnard replied.

Johnson said it was good for Council to emphasize that a TDK extension was not being considered, and she thought they should explore the possibility of another solution. An overpass/underpass would have helped the 54 traffic at 74/54, Brown

volunteered. That was another conversation and those decisions had been made, Learnard replied.

Learnard said they had agreed to move forward with the 54 West study. GDOT called it a scoping phase, which included more engineering detail. She asked Borkowski if this study could be on the County's Transportation Improvement Projects (TIP) list?

Did the majority of those present agree? Curnow asked. Brown asked if that study was from SR 74 to the county line and into Coweta? The Mayor said that was correct. They would probably have to hire a consultant, Curnow said. Johnson affirmed that they would try to get money from the ARC to fund this, but said she was worried about contingencies they might impose.

Borkowski explained that the TIP program began with a call for projects. The counties would get together with their municipalities and put together a list. The City would tell them they wanted funding for this study. Curnow again said the study needed to scope out the entire corridor. The outcome of the study would help them identify future projects. He needed all three of them to give them the go-ahead to pursue this.

Brown said she realized they had a quorum present but felt this was a terrible way to proceed by not giving a voice to two members who were absent for health reasons. She thought they should have a chance to ask questions and state their opinions. It would be better in the long run if they were a cohesive body on the 74/54 issue because it was so important to citizens.

Learnard said she did not agree with this, but they could bring it up at the next Council meeting. They agreed to let Curnow include it on the next agenda under Council/Staff topics.

A previous study had been done in 2014 with a long list of recommendations that they had gotten done, including improvements at the MacDuff Parkway and Planterra intersections with SR 54 and restricting Westpark Walk access from SR 54, Learnard stated. Not done was adding a third westbound lane on SR 54, but they were moving ahead on one of the long-term solutions: DLTs on SR 74.

Brown said she was glad to hear there was space on SR 54 for a third lane, and the Mayor noted it was interesting that had not been pursued.

Citizen Gary Mercer asked what plans the City had made for alternate routes during the DLT construction, noting that it would be a great inconvenience for two years or more. Learnard said that was a point well-taken.

MacDuff Parkway

Borkowski related some history: MacDuff Parkway was completed between 2016

and 2019, and there was an agreement with the developer at the time to put in tunnels for multi-use paths. However, that proved to be too expensive, so the City allowed them to install traffic-calming devices (raised intersections) instead.

The new Parkway started at Franklin Ridge Drive in Centennial and ran to the railroad tracks and Senoia Road. At all intersections, there were marked cart crossings or carts were allowed to cross the roads like vehicles in the travel lanes. In some intersections, there was a "refuge area" where carts could stop halfway through the crossing. The stop signs along the Parkway were placed by engineers for the two developers, which sometimes created a conflict because each worked on a separate section.

Engineering did not recommend removing any stop signs; Borkowski stated that would create unsafe situations because drivers had gotten used to them being there. Removing the raised intersections would involve quite a bit of work, such as re-doing drainage and grading. No funding had been earmarked for this.

A resident of St. Simon's Cove subdivision said he used MacDuff as a bypass around the 54/74 intersection and expected most people coming from the north side to use it when construction on the DLT started. He advised Council to leave the speed bumps. The problem was that there were nine stop signs on MacDuff.

Was that the major concern of people who lived in the area? Learnard asked. He said it was, and agreed that if they reduced that number, traffic flow would improve. A stop sign was needed at Cresswind, but from there south, there were few high-density subdivisions that accessed MacDuff. All the other stop signs could be removed, he told her.

Johnson was incredulous that there were nine stop signs, and the resident said they were all within 2.5 miles; every subdivision had a four-way stop. Would the residents of those subdivisions be upset if they no longer had those stop signs? Learnard mused. Johnson theorized that some subdivisions, such as Everton, had more than one stop sign, so residents could just go to the exit that had a stop sign, if that is what they wanted. It might be a little further, but they would still have a stop sign.

Brown pointed out that, like they had just discussed on Peachtree Parkway, someone could make a right turn out of their subdivision to MacDuff, then make a U-turn.

Another citizen mentioned a concern about southbound 74 traffic that wanted to turn right on Kedron to get onto MacDuff. Brown acknowledged that a lot of people would be using MacDuff when work started on the DLTs.

Johnson listed their options: do nothing or complete a traffic study, design, demo and regrade. Curnow remarked that when looking at re-routing traffic around the

74/54 intersection, they needed to consider the increased volume on MacDuff. That might cause backup into the neighborhoods by default if stop signs were removed. Also, people might start using Willowbend as an alternate. The main problem was there was no other east/west corridor. People would be finding all sorts of go-arounds, but there was not enough traffic on those back roads to design a traffic plan.

Removing the speed tables could interfere with drainage, and they also were a traffic calming device in most cases, Brown said. However, she would support removing some of the stop signs. She thought they had to, but the City needed to figure out which would be best to remove. Curnow said a traffic study could determine the amount of ingress and egress from each development. Right now, he had not been given any direction to look at this corridor. A traffic study would give them numbers to help make a decision.

Ortman mentioned that the stop signs and speed bumps were put in in lieu of tunnels. That is right, Learnard said, they were put in for the safety of golf carts.

Brown asked how long a traffic analysis would take and what would it cost? Could City staff make some sort of assessment without a study? Curnow said he could find out what that would take if that is what Council directed him to do. Johnson said it would be foolish not to look at it, noting she heard a lot of complaints about MacDuff when she was campaigning.

Learnard said she agreed with Johnson. Brown concurred. The Mayor told Curnow Council needed an idea of the cost and timeframe to conduct a study to consider taking out some of the stop signs.

Station 85

Next, Borkowski gave an update on the new fire station that would be constructed on SR 74 South on the site of the old County animal shelter. The property and easement acquisition were complete, and a prototype station layout had been done with the Fire Chief and the architect. Surveying was the next step and was underway. Geotech work was needed, the existing building must be demolished, and all the design work would have to be done.

This was a 2023 SPLOST project, with \$2.5 million allotted. That was not enough based on current prices—the cost would more likely come to \$6 million to \$8 million, Borkowski estimated. Fund balance was a possible source of funding.

Learnard asked Curnow how he reconciled the prioritization of this particular station compared to moving the Peachtree Parkway station, for example, or a fire station on the east or west side. This should be next because of demand, he replied.

ADA

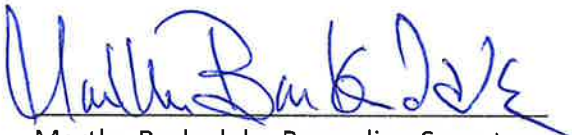
GDOT had told them they must file a transition plan, Borkowski said, and some of the things they needed to include was a written policy on how people with disabilities could file complaints and the City's procedures for how they upgraded their crossings. The idea was to get the policies and procedures in writing.

There was SPLOST money for upgrading paths and roads to be ADA-compliant, but facilities upgrades were not funded, he remarked. Johnson asked if there were any buildings that were not ADA-compliant, and Borkowski said some of the older buildings complied at the time they were built, but if they did renovations, they would have to comply with current standards. He pointed out that City Hall was compliant it was built because there was ADA parking in both the upper and lower areas. However, if a disabled person wanted to go from one level to the other, they would have to get in the car and drive or go through the library and use its elevator.

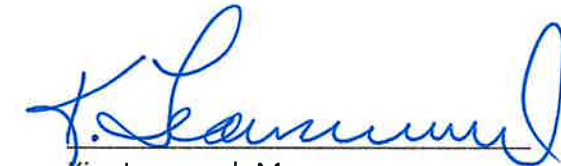
Brown said they had to do this by law; and Borkowski noted that the transition plan was required by GDOT, and everything with GDOT was tied to access to funding.

Adjourn

There was no further business, and the workshop adjourned at 8:52 p.m.



Martha Barksdale, Recording Secretary



Kim Learnard, Mayor