



CITY COUNCIL

Kim Learnard, Mayor

Clinton Holland, Mayor Pro Tem | Laura Johnson, Post 1

Suzanne Brown, Post 2 | Vacant, Post 4

SCAN FOR AGENDA
PACKET



Revised Work Session Agenda

May 8, 2025 | 9:30 AM

City Hall

1. **Call to Order**
2. **Public Comment**
3. **Announcements**
 - A. **Declaration of Vacancy of City Council Post 4** (Kim Learnard, Mayor)
 - B. National Bike Month Proclamation and Unveiling (Kim Learnard, Mayor)
4. **Work Session Discussion Items**
 - A. Fayette County Safe Streets for All Presentation (David Borkowski)
 - B. FY2025 Budget Amendment - Insurance Reimbursement - PD (Janet Moon, Matt Myers)
 - C. FY2025 Budget Amendment - Continued IT Consolidation, Server, and Camera (Kelly Bush)
 - D. FY2025 Budget Amendment - Back to School Bash Sponsorship Donation (Kelly Bush)
 - E. Meade Lacrosse Field Irrigation Renovation (Harold Layton)
 - F. Lighting Upgrades at Lacrosse and PAC Baseball Fields (David Borkowski)
 - G. ~~Drake Field Restrooms Design~~ (withdrawn by City Manager)
 - H. Connected Vehicle Program - No Cost Lease Agreement (David Borkowski)
 - I. Multi Use Bridge B18/Cedar Croft Path Fencing Replacement (David Borkowski)
 - J. Construction Bid for City Hall Renovations (David Borkowski)
 - K. Huddleston Road Path & Sewer Project (David Borkowski)
 - L. 214 Southwick Stormdrain Replacement (David Borkowski)
 - M. 2025 Street Paving Bid Award (Jonathan Miller)
 - N. Transportation Advisory Group 2025 Multi-Use Path Master Plan (Jonathan Miller)
 - O. Burn Permit Ordinance and Process Review (Jeff Felmet)
5. **Old Agenda Items**
 - A. 112124-CA-C Capital Improvement Vehicle Purchases (Clint Murphy)
6. **New Agenda Items**
 - A. FY2025 Budget Amendment - United Pools Glenloch Splash Pad (Harold Layton)
 - B. **Filling Vacancy on Council** (Justin Strickland)

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

This meeting will be held in the Frances Meaders Council Chambers at City Hall. Page 1 of 293

- 7. Council/Staff Topics**
- 8. Executive Session**
- 9. Adjourn**

It is the policy of the City of Peachtree City that all city-sponsored public meetings and events are accessible to people with disabilities and are in compliance with Title VI of the Civil Rights Act of 1964. If you need assistance in participating in this meeting or event due to a disability as defined under the ADA or need assistance per Title VI, please contact the City's Title VI and ADA Coordinator, Dr. Teaa Allston-Bing at (770) 632-4276 or e-mail tallston-bing@peachtree-city.org at least three (3) business days before the scheduled meeting or event to request an accommodation.

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

This meeting will be held in Council Chambers at City Hall

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: David Borkowski, City Engineer 4/27/2025
Kelly Bush, Financial & Administrative Services Director 4/30/2025
Chris Hobby, Assistant City Manager 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: Fayette County Safe Streets for All Presentation

Recommendation:

No action needed at this time

Discussion:

Fayette County received a grant through the Bipartisan Infrastructure Law (BIL) Safe Streets for a discretionary program to develop a Safety Action Plan for the entire County. The overall "vision" of this plan is to reduce all traffic-related fatalities and serious injuries. Fayette County partnered with all the local municipalities to assist in selecting the consultant and in developing the actual plan. The development of this plan took several months and included 5 years of crash history analysis for intersections and road segments. Crash risk for people walking and biking were also considered based on roadway characteristics. In addition, speeding patterns were also examined to identify areas with high 85th percentile speeding prevalence. The end result of the Safety Action Plan is a list of intersections and roadway segments that have been prioritized for corrective action to reduce accident risk. The plan also contains recommendations for mitigation measures for each intersection and roadway segment in the plan.

Fayette County will have their consultant (POND) make a presentation to Council outlining the overall plan development and recommendations. The goal will be for all the municipalities to adopt the Safety Action Plan.

After the plan is adopted the next step could be to apply for Federal Grants to fund projects in the plan. The reason for needing to get municipal approval of this plan in May is that there is a **Federal Grant deadline application on June 23rd**. We don't know if it will be reauthorized next year.

If Council wishes to participate, the 2023 SPLOST Project 30 (Grade separation bridge on SR 54 East) would be a great candidate. It qualifies as it is on a high injury network roadway in the Safety Action Plan, and is currently funded so we could cover the 20% match with the SPLOST funds.

Budget Impact:

Plan itself was funded 100% by Fayette County. Application of the grants would also be covered by Fayette County. Implementation of any desired individual projects in the plan within Peachtree City could be funded through various grant programs.

Attachments:

1. DRAFT Fayette County Safety Action Plan_Complete Set-022025
2. Appendix A-Fayette SS4A Baseline Conditions Report
3. Appendix B-Countermeasure Fact Sheets
4. Peachtree City Council Presentation-SS4A_20250508



Safety Action Plan

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Project Partners

Thank you to all of the community members who contributed to this process by sharing thoughts and personal stories about how road safety has affected you. Your input is integral in the Safety Action Plan and for the foundation of a safer Fayette County.

PROJECT MANAGEMENT TEAM

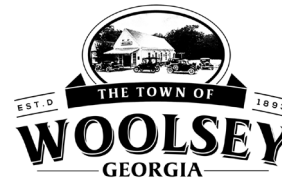
Fayette County
Town of Brooks
City of Fayetteville
City of Peachtree City
Town of Tyrone
Georgia Department of Transportation
Atlanta Regional Commission
Federal Highway Administration

CONSULTANT TEAM

Pond & Company
Atlas Technical Associates
MPH Associates, Inc.



Add Woolsey



Content

SECTION 1. INTRODUCTION	7	SECTION 6. POLICY FRAMEWORK	91
SAP Process	11	Policy Recommendations	92
What's in the Action Plan	13		
SECTION 2. RELEVANT POLICY	15	SECTION 7. RECOMMENDED WORK PROGRAMS	97
		Project Sheets	100
SECTION 3. WHAT WE'VE HEARD	19	SECTION 8. EVALUATION & MONITORING PROCEDURES	103
Public/Stakeholder Outreach Summary	20		
Social Pinpoint Results	23	SECTION 9. EDUCATION, PUBLIC AWARENESS, & COMMUNICATION	105
		Partners	106
SECTION 4. SAFETY ANALYSIS	27	Toolbox	106
Crash Severity	29	Selecting a Campaign	107
School-Related Trends	33	How to Measure Success	107
Young Driver Trends	35		
Contributing Factors	36	APPENDICES	
How are priority scores calculated?	41	A. Baseline Conditions Report	
		B. Safety Countermeasures Fact Sheets	
SECTION 5. PROJECT DEVELOPMENT AND PRIORITIZATION	45		
Safe Street Design Standards: The Countermeasures	46		
Project Recommendations	79		
Evaluation Metrics	86		
Project Prioritization	88		

Tables

Table 3.1 Top Comment Locations	22	Table 5.8 Unincorporated County Segment Projects.....	81
Table 3.2 Tyrone Community Priority Locations.....	23	Table 5.9 Peachtree City Intersection Projects.....	82
Table 3.3 Brooks Community Priority Locations	23	Table 5.10 Peachtree City Segment Projects.....	82
Table 3.4 County Community Priority Locations	24	Table 5.11 Fayetteville Intersection Projects.....	83
Table 3.5 Fayetteville Community Priority Locations	24	Table 5.12 Fayetteville Segment Projects.....	83
Table 3.6 Peachtree City Community Priority Locations.....	24	Table 5.13 Brooks Intersection Projects.....	84
Table 4.1 Crash Density Focus Areas	30	Table 5.14 Brooks Segment Projects.....	84
Table 4.2 Golf Cart Related Crashes	32	Table 5.15 Tyrone Intersection Projects.....	85
Table 4.3 Schools in Crash Hotspots.....	33	Table 5.16 Tyrone Segment Projects.....	85
Table 4.4 High Injury Network Corridor Scoring.....	39	Table 5.17 Evaluation Metrics	87
Table 5.1 Intersection Countermeasures	47	Table 5.18 Intersection Project Prioritization	88
Table 5.2 Roadway Departure Countermeasures	55	Table 5.19 Segment Project Prioritization	89
Table 5.3 Speed Management Countermeasures	62	Table 6.5 Schools in Crash Hotspots.....	95
Table 5.4 Pedestrian and Bicyclist Countermeasures.....	66	Table 6.6 Policy Stakeholders.....	95
Table 5.5 County Wide Intersection Projects.....	79	Table 6.7 Program Stakeholders.....	95
Table 5.6 County Wide Segment Projects	79	Table 7.1 Short-Term Projects by Countermeasure.....	98
Table 5.7 Unincorporated County Intersection Projects	81	Table 7.2 Mid-Term Projects by Countermeasure.....	99

Figures

Figure 1.1 Safe System Approach	8
Figure 3.1 Stakeholder Meeting	19
Figure 3.2 Stakeholder Meeting	19
Figure 3.3 Action Plan Website	21
Figure 3.4 Online Map Input Comments by Category	22
Figure 3.5 Tyrone Community Feedback.....	23
Figure 3.6 Brooks	23
Figure 3.7 Fayette County.....	24
Figure 3.8 Fayetteville	24
Figure 3.9 Peachtree City.....	24
Figure 3.10 Tyrone Farmer’s Market pop-up event September 2024.....	25
Figure 4.1 Annual Crashes by Outcome	28
Figure 4.2 Crash Type by Severity	29
Figure 4.3 Crash Heatmap with Fatal Crashes.....	30
Figure 4.4 Active Mode Crashes	31
Figure 4.5 Peachtree City Active Mode Crashes	31
Figure 4.6 Active Mode Fatality and Serious Injury Crashes.....	32
Figure 4.7 School Area Crash Trends.....	33
Figure 4.8 Crashes in School Areas.....	34
Figure 4.9 Young Driver Crashes by Year, 2019-2023	35
Figure 4.10 Manner of Collision, 2019-2023	35
Figure 4.11 Likelihood of Death for People Walking if Hit at These Speeds	36
Figure 4.12 Speeding-Related Crashes.....	36
Figure 4.13 Crashes by Lighting Condition	37
Figure 4.14 Crashes in School Areas	38
Figure 4.15 HIN by Functional Classification	42
Figure 4.16 HIN by Roadway Ownership.....	43
Figure 4.17 HIN versus Crash Density.....	44
Figure 6.1 Examples of School Zone Signage and Pavement Markings	93

CHAPTER I.

INTRODUCTION

WHAT IS THE SS4A PROGRAM?

Safe Streets and Roads for All (SS4A) is a transportation safety initiative through the U.S. Department of Transportation (USDOT) to enhance road safety and reduce traffic-related fatalities nationwide.

The SS4A program strives to address the critical need for comprehensive, data-driven strategies to create safer roadways. The SS4A discretionary program was established under the Bipartisan Infrastructure Law (BIL).

It is a grant program that will offer funding support from 2022–2026 for regional, local, and Tribal communities that want to prevent roadway deaths and serious injuries. The program outlines a Safe System Approach to guide the planning and demonstration and implementation of the safety action plans. This Safety Action Plan combines community input and data analysis to plan for solutions and implementation strategies.

In the following sections, this report will outline and explore needs and suggestions for Fayette County based on the SS4A framework and the community's needs.

SAFETY ACTION PLAN COMPONENTS



Leadership Commitment and Goal Setting



Planning Structure



Safety Analysis



Engagement and Collaboration



Equity Considerations



Policy and Process Changes



Strategy and Project Selections



Process and Transparency

SAFE SYSTEM APPROACH

The Safe System Approach is a integrated and comprehensive roadway safety framework that is the core of the SS4A program. The program acknowledges the presence of human error and transportation and as a result focuses on accommodating and mitigating those errors through systemic and design improvements.

The Safe System Approach has six key principles:

- 1

Death and Serious Injuries are Unacceptable

A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- 2

Humans Make Mistakes

People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
- 3

Humans Are Vulnerable

Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- 4

Responsibility is Shared

All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
- 5

Safety is Proactive

Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- 6

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Source: FHWA

PRIORITIES

The major priorities of the SS4A program are designed to maximize the programs impact and address the most pressing safety concerns. Priority areas include **high-risk locations, vulnerable road users, and areas with the highest equity and accessibility needs**. These categories have been allocated to different areas in Fayette County based on data analysis, stakeholder engagement, and community engagement.

Figure 1.1 Safe System Approach

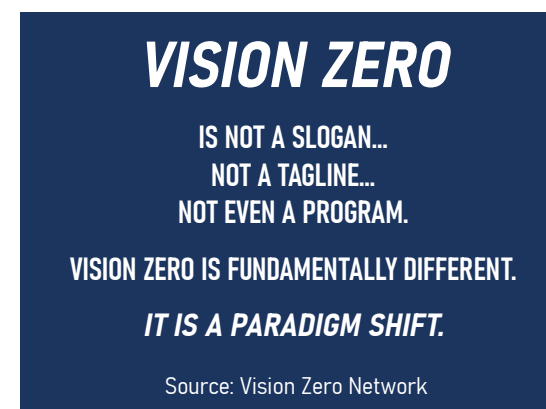
Source: FHWA



What is Vision Zero?

The Vision Zero initiative is a global movement that aims to eliminate all traffic-related fatalities and serious injuries by 2040. The focus of this initiative is to create a transportation system that prioritizes the safety of pedestrians, bicyclists, and vehicle operators.

Vision Zero differs from the status quo in two major ways. First, Vision Zero recognizes that people make mistakes, and the transportation system should be designed to forgive those mistakes. Second, it is an interdisciplinary approach that engages a broad cross section of stakeholders in order to address all of the factors that contribute to road safety.



TRADITIONAL SAFETY APPROACH VS SAFE SYSTEM APPROACH

Traditional approach	Safe System approach
Prevent crashes	Prevent death and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

Image source: USDOT

Traditionally, traffic safety initiatives have focused on driver behavior and enforcement. This perspective has placed an emphasis on traffic laws and penalties, individual responsibility, and crash prevention as the main solutions for crash occurrence. The Safe System approach focuses on traffic safety from a holistic perspective that is human centered. This approach acknowledges the margin for human error and asserts that the road system should be designed to reduce the risk of fatal and serious injuries. There is a shared responsibility between roadway users and governments to facilitate traffic safety within communities. A system-wide focus is utilized to identify safety measures for the entire road system.

VISION ZERO & THE SAFE SYSTEM PYRAMID



Source: [Ederer, et al](#)

The Safe System Pyramid categorizes safety measures into a hierarchy based on their effectiveness and level of impact. Different strategies have varying degrees of impact on individuals and the overall community, with each category contributing to the creation of a safe, resilient transportation system.

- **Education** is the foundation for cultivating awareness and encouraging road safety.
- **Active measures** focus on actively reducing unsafe behaviors through immediate interventions and enforcement.
- **Latent safety measures** minimize the consequences of crashes when they occur.
- The **built environment** prioritizes the design of roads and infrastructure that support safe travel and reduce crash risks.
- **Socioeconomic factors** ensure that vulnerable and undeserved communities have access to the same protections as others.

TRANSLATING THE PYRAMID TO VISION ZERO

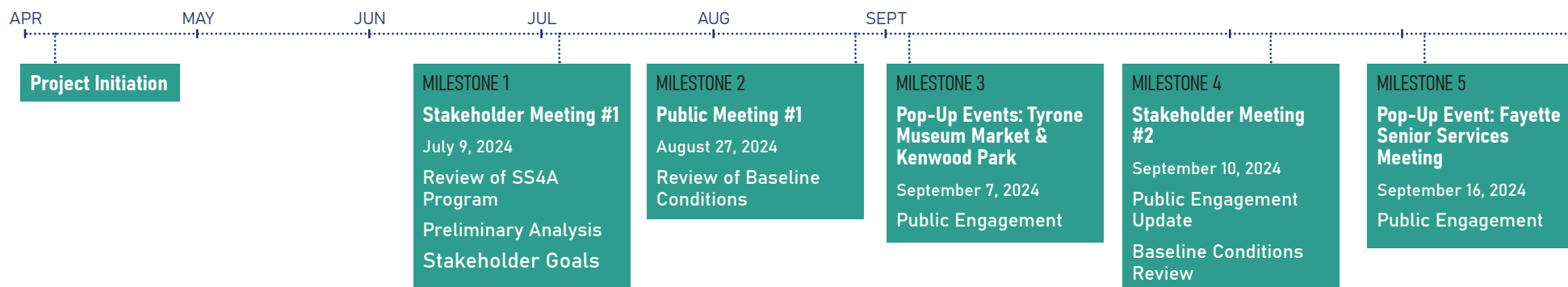


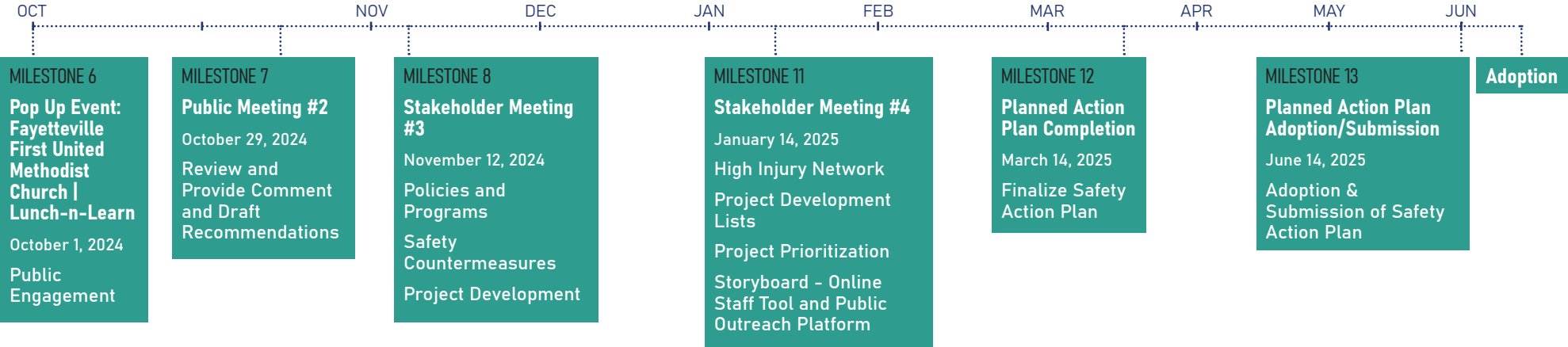
Credit: Prevention Institute's Spectrum of Prevention

While education and active measures can have a strong impact, their effects are often limited to the individuals they directly reach. In contrast, measures addressing the built environment and socioeconomic factors tackle the root causes of safety issues, creating broader, community-wide benefits.

To align the Safe System Pyramid with Vision Zero, the Vision Zero Network calls for a top-down approach emphasizing government responsibility for road-user safety. This approach begins with changes in policy, legislation, and organizational practices to eliminate fatal crashes. The next tier focuses on fostering coalitions and networks that promote safety and educating providers. The final tier focuses on community education and individual knowledge. This supports Vision Zero's paradigm shift from blaming individual road users to improving the entire transportation system.

SAP Process





What's in the Action Plan



RELEVANT POLICY

The Fayette County Safety Action Plan consists of seven key sections that incorporate the most relevant data, feedback, and recommendations to promote Safe Streets and Roads for All in Fayette County.

This chapter provides an overview of the existing policies and regulations that impact roadway and pedestrian safety in Fayette County. The policy framework included a review of local policies related to road safety and can be viewed in the Baseline Conditions Report (Appendix A).



WHAT WE'VE HEARD

The recommendations set forth in this plan have been created based on the extensive feedback and engagement with the stakeholders and community of Fayette County.



SAFETY ANALYSIS

A thorough analysis of Fayette County's existing transportation infrastructure, patterns, and data were analyzed and combined into the Baseline Conditions Report (appendix A). A summary of these findings is available in Chapter 4.



PROJECT DEVELOPMENT AND PRIORITIZATION

After identifying the safety issues and engaging with stakeholders, a list of projects was identified and prioritized based on a prioritization methodology.



POLICY FRAMEWORK

This chapter establishes a guiding principles and regulations to prioritize safety in transportation design, planning, and operations in Fayette County.



WORK PROGRAM

The work program outlines key initiatives that will improve infrastructure and promote safe travel to enhance roadway safety.



EVALUATION AND MONITORING PROCEDURES

This section outlines the system that will maintain the standard of continuous assessment of roadway safety and improvements in Fayette County.



EDUCATION AND PUBLIC AWARENESS

The Education and Public Awareness section outlines measures that bring awareness of traffic safety risks and promote safe behaviors through community engagement and educational initiatives.

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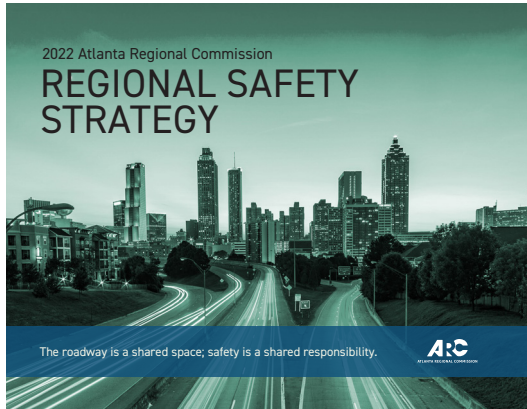
CHAPTER II.

RELEVANT POLICY

The Fayette County Safety Action Plan builds upon past planning and policy efforts that have shaped transportation safety in the county. Many existing county policies align with and support the goals of the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) initiative. Additionally, road safety within Fayette County is influenced by policies from the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT). This section outlines key policies and initiatives that have guided pedestrian and vehicle safety efforts in the county, providing a foundation for the recommendations presented in this plan.

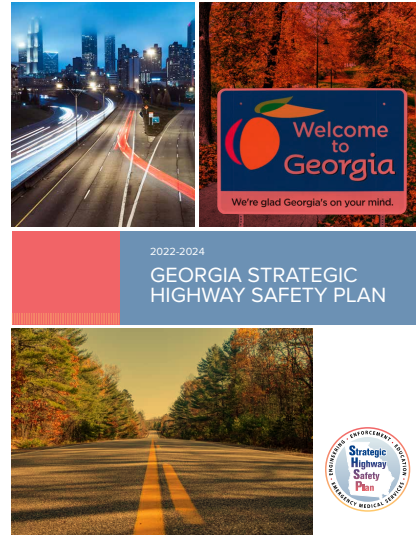


ARC Regional Safety



The Atlanta Regional Commission (ARC) published a roadway safety strategy in 2022 to reduce the occurrence of roadway fatalities in the Atlanta region. The vision of ARC regional safety strategy is “The roadway is a shared space, safety is a shared responsibility”. The safety goal for this strategy is zero deaths and serious injuries on all public roadways. Through research, the ARC found a significant increase in crashes from 2013 to 2021 with the most prevalent crash types at intersections, roadway departure, and active mode crashes. Research showed that on an annual basis, approximately 600 people die and more than 3,000 people are seriously injured in traffic crashes throughout the region.

Georgia Strategic Highway Plan



The state of Georgia created a strategic highway safety plan to achieve **zero deaths and serious injuries for all road users in Georgia**. The plan is positioned based on the 4 E's: Engineering, Education, Enforcement, and Emergency Medical Services. In 2019, the state of Georgia had the fourth highest number of fatalities in the nation and ranked 22nd for the highest traffic fatalities per 100 million vehicles traveled in the US. The Safe System outlined in the plan has five elements to facilitate user safety: safe road users, safe vehicles, safe speeds, safe roads, and post-crash rate.

County Comp Plan

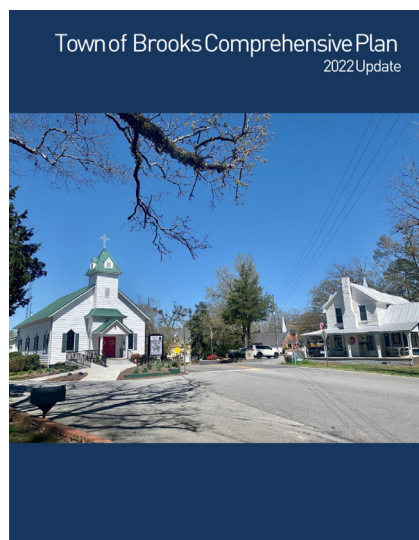
Fayette County Transportation Plan



The Fayette County CTP serves as a long-range transportation planning document that assesses current infrastructure, identifies future transportation needs, and recommends projects to enhance safety, connectivity, and mobility for all users. The plan addresses roadway capacity, pedestrian and bicycle infrastructure, transit options, and freight movement, ensuring a coordinated approach to transportation improvements throughout the county.

Local Comprehensive Plans

BROOKS



The Town of Brooks' Comprehensive Plan emphasizes preserving the town's rural character while addressing key transportation needs. It prioritizes roadway maintenance, safety enhancements, and traffic-calming measures to ensure safe travel for pedestrians, cyclists, and motorists. The plan also supports infrastructure improvements that accommodate future growth while maintaining Brooks' small-town appeal.

FAYETTEVILLE



The City of Fayetteville's Comprehensive Plan outlines the city's vision for growth, development, and transportation improvements. It emphasizes safety, walkability, and multimodal connectivity while supporting smart growth strategies that enhance the quality of life for residents. The plan includes policies that promote pedestrian-friendly development, roadway safety enhancements, and traffic management strategies.

PEACHTREE CITY



The Peachtree City Comprehensive Plan integrates transportation planning with the city's unique multi-use path system, which serves as a key element of its transportation network. The plan focuses on improving roadway safety, expanding the path system, and enhancing pedestrian and bicycle connectivity. It also includes traffic management strategies aimed at reducing congestion and improving overall mobility within the city.

TYRONE



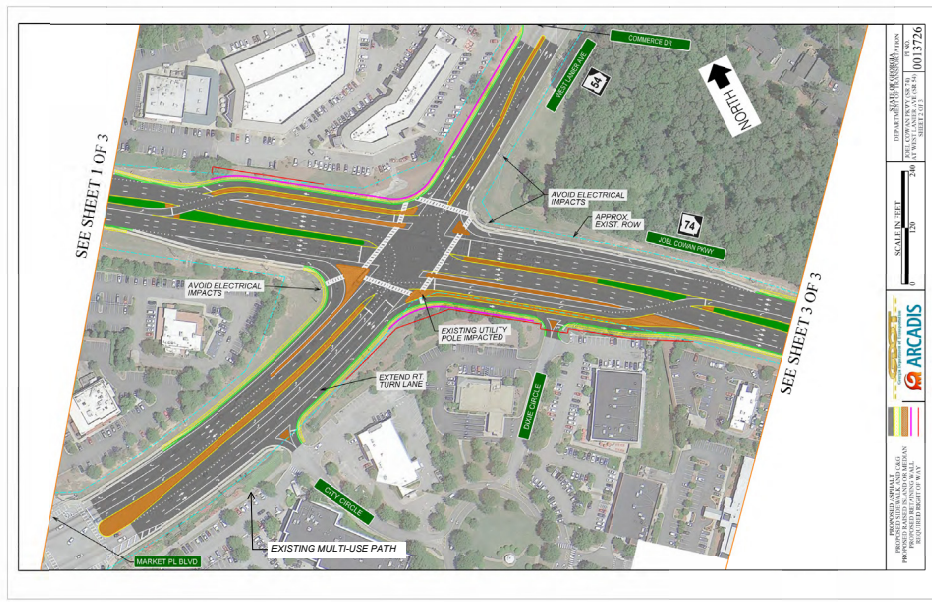
The Town of Tyrone's Comprehensive Plan focuses on maintaining the town's small-town character while improving transportation infrastructure. It highlights strategies for roadway safety, intersection improvements, and expanding pedestrian and cycling facilities to support a safe and accessible transportation network.

Previous Corridor Plans

Fayette County has conducted corridor plans and studies to evaluate the character of some of the county's most trafficked corridors. These plans help improve transportation conditions for pedestrians and vehicle operators while planning for development and redevelopment by addressing the traffic implications of each corridor on the greater county.

Sandy Creek, Banks Rd, SR 74, SR 279, Inman Road

SR 54 @ SR 74



A proposed project on SR 54 at SR 74 in Fayette County has begun construction with a target completion date for 2026. The proposed project will install a displaced left turn lane from SR 74 Southbound to SR 54 Westbound. The project will create new dual right turn lanes that will be signalized, offering an additional right turn from SR 74 Southbound to SR 54 Westbound. Additionally, the right turn from SR 54 Eastbound to SR 74 Southbound will be signalized.

CHAPTER III.

WHAT WE'VE HEARD

Community involvement was essential to the Safety Action Plan, allowing stakeholders and residents to share their concerns and priorities in Fayette County. To address existing inequities, the project team implemented inclusive planning processes aimed at achieving more equitable outcomes.

This chapter discusses engagement activities that project members have contributed to, including:

- Stakeholder meetings
- Pop-up events
- Online



Figure 3.1 Stakeholder Meeting



Figure 3.2 Stakeholder Meeting

Public/Stakeholder Outreach Summary

Stakeholder engagement was utilized during each milestone phase of development of the Safety Action Plan. Stakeholder engagement was initiated in the summer of 2024 and continued at regular intervals through the development of the Safety Action Plan in the winter of 2025.

Additionally, two public meetings and four community pop-up events were concentrated during the (1) safety analysis and needs assessment phase and the (2) equity in policy, strategy, and project selection phase of the plan development. Input from the public was used to guide the stakeholders and project management team in making critical decisions for plan development and implementation recommendations.

Key input from both the stakeholders and the public are summarized in each of these four categories.

LEADERSHIP COMMITMENT AND GOAL SETTING

Effective communication between public safety officials and the Board of Commissioners is essential for coordinated safety efforts. The county should establish uniform engineering standards, implement designated truck routes, and incorporate traffic calming measures to address increasing traffic concerns. Additionally, promoting safety education in schools, prioritizing golf cart safety, and adopting Vision Zero goals will ensure a comprehensive, countywide approach to long-term transportation safety.

SAFETY ANALYSIS AND NEEDS ASSESSMENT

Based on public and stakeholder outreach, a priority was placed on uniform school zone signage, improved reflective paint, and safer railroad crossings as key measures to enhance transportation safety across the county. Addressing high-crash locations, determining crash causes, and developing prioritization metrics will help guide solutions such as dedicated turn lanes, roundabouts, and bicycle lanes, while also incorporating input from stakeholders, local law enforcement, and school organizations. Additionally, golf cart safety concerns in Peachtree City and Fayetteville, unsafe mixing of bicycles and golf carts, and issues with truck traffic on unsuitable roads highlight the need for targeted interventions and policy updates.

EQUITY IN POLICY, STRATEGY, AND PROJECT SELECTION

Equity in policy, strategy, and project selection can ensure that safety improvements and transportation resources are distributed fairly across all communities, particularly those historically underserved. Refining project selection and implementing context-based design standards help tailor solutions to the unique needs of different areas, addressing disparities in infrastructure quality and safety. Additionally, programs focused on speed management, school zone safety, and enhanced pedestrian and bicycle facilities prioritize vulnerable road users, including children, seniors, and low-income residents who may rely more on non-motorized transportation, ensuring safer and more accessible mobility for all.

PLAN FOR FUTURE PROGRESS AND TRANSPARENCY

Public and stakeholder outreach highlighted the importance of using Social Pinpoint data to identify hotspot clusters and develop countermeasure recommendations that address both past and future safety concerns. Participants emphasized the need for strategic project bundling, alignment with ARC funding parameters, and ensuring internal staff have access to key data to support implementation. To maintain transparency and progress, a draft Safety Action Plan is expected to be completed by January, with committee review and feedback scheduled for February.

ONLINE MAP INPUT

The Fayette County Safe Streets for All planning process included in depth public engagement. Social Pinpoint was used to provide an online public input map, on which participants identified specific challenges and opportunities throughout the County. A total of 512 map comments were received between April 2024 and Oct 2024. Comments call out the location of specific issues or needed improvements throughout the County. Additionally, participants were able to up-vote or down-vote comments that were left on the public map.

The map activity included five comment categories. Within each category, there were several issue types. The most popular category commented upon was “intersections and signals,” which accounts for 65 percent of the total comments. One of the most frequent subjects that came up was how dangerous or difficult “turns or turning” can be on certain roads or intersections. The majority of the 336 “intersection and signals” comments are located within city boundaries, with one single intersection on Inman Rd having 38 comments.

Figure 3.3 Action Plan Website



ONLINE SURVEY

An online survey was open for several months to hear from the public about their perceptions of traffic safety issues and their support for different types of solutions. The survey asks questions about how safe people feel in traffic where they live and individualized questions about their use of the roads in the county. It was designed to be completed in ten minutes or less.

HIGHLIGHTS

- Approximately 65% of all comments received were related to intersection safety, both signalized and unsignalized.
- Approximately 20% of all comments received were related to pedestrian and bicycle safety with a large number of people wanting a bike and pedestrian intersection implemented.

Figure 3.4 Online Map Input Comments by Category

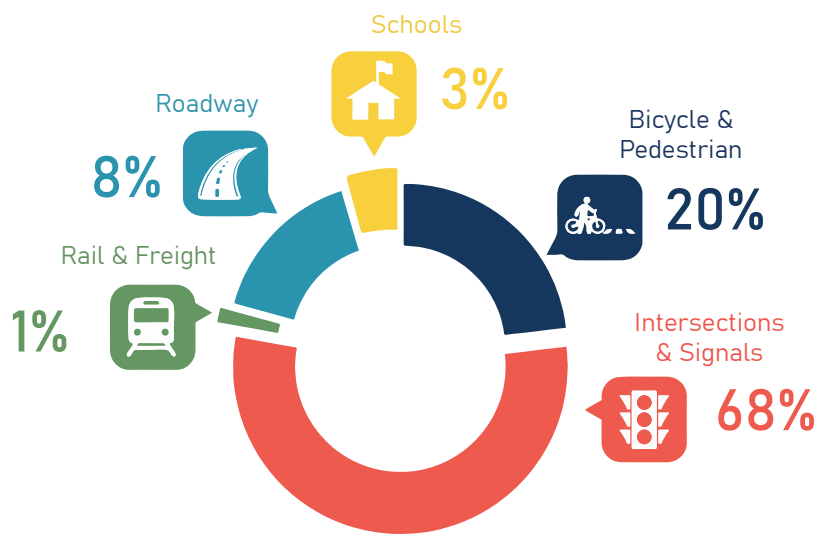


Table 3.1 Top Comment Locations

COMMENT CATEGORY	COUNT
Bicycle & Pedestrian	98
Bike and Pedestrian Desired Intersection	92
Bike Lane	6
Intersections & Signals	336
High Risk Intersection	239
Unsafe with Signal	26
Unsafe without Signal	71
Rail & Freight	7
Freight	7
Roadway	38
Pavement Condition	12
Roadway Design	19
Roadway Signage	7
School Zone	16
School Zone	16

Social Pinpoint Results

ONLINE MAP RESULTS

The results of the interactive map exercise are illustrated in these maps for Fayette County and the various municipalities. These include all the comment types people have reported including:

- Unsafe Intersections
- Weather
- Unsafe Roadways
- Roadway Markings
- Bicycle Safety Sign
- Bicycle Lane
- Freight
- Roadway Signage
- School Zone
- Pavement Condition
- Roadway Design
- Unsafe with Signal
- Unsafe without Signal
- Bicycle and Pedestrian Desired Intersection
- High Risk Intersection

each jurisdiction should have its own page

Figures 3.5 through 3.9 visually capture the community feedback gathered during the public engagement process, while Tables 3.2 through 3.6 outline the specific locations associated with the identified community priorities and concerns.

Figure 3.5 Tyrone Community Feedback

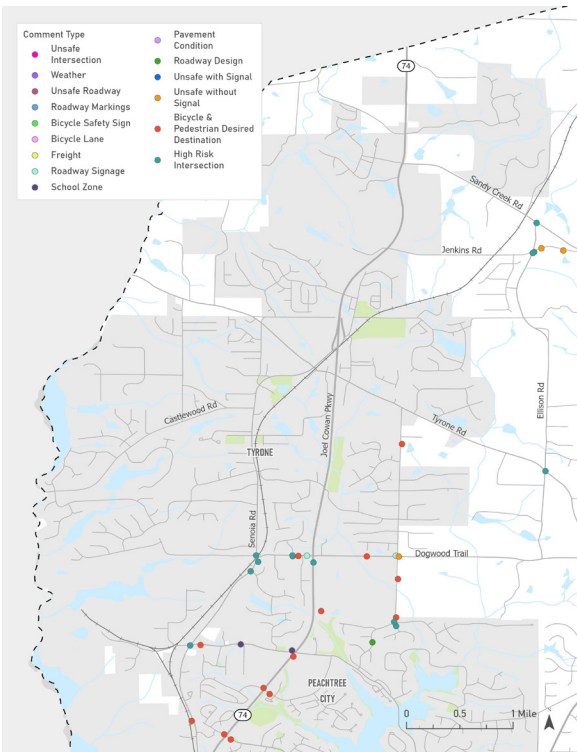


Table 3.2 Tyrone Community Priority Locations

INTERSECTION	PROJECT TYPE
Senoia Rd at Dogwood Trail	Path Crossing

update legend wording and make maps bigger/easier to read...expand with greater detail in new appendix.

Figure 3.6 Brooks



Table 3.3 Brooks Community Priority Locations

INTERSECTION	PROJECT TYPE
Morgan Mill at Hwy 85 C	Intersection Improvement
Morgan Mill	Correct Curve
Bankstown at Price Rd	Intersection Improvement
Price Rd at Hwy 85	Intersection Improvement
McIntosh Rd at Hwy 85	Intersection Improvement
Hwy 85 C	Path to cementary
Bankstown Rd	Culvert overflows
Hwy 85 C	Restrict freight

Figure 3.7 Fayette County

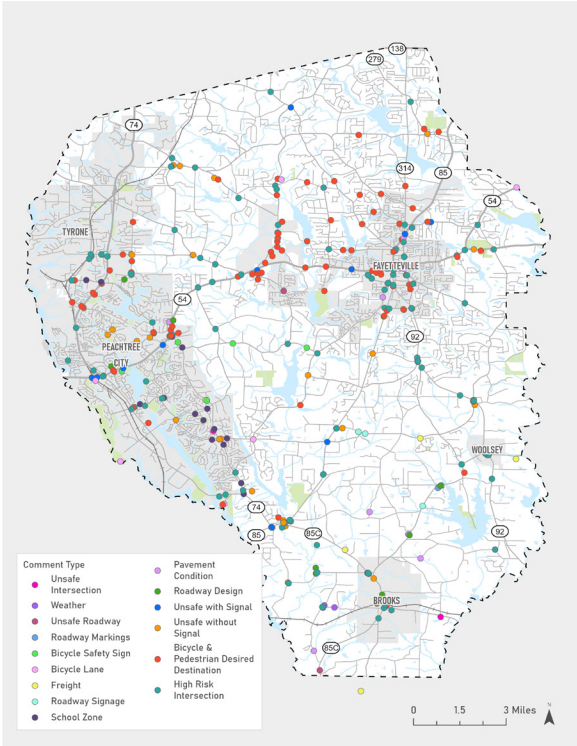


Table 3.4 County Community Priority Locations

INTERSECTION	PROJECT TYPE
Hwy 92 at Goza Road	Intersection Improvement
Hwy 85/Hwy 85 C	Intersection Improvement
Seay Rd at Hwy 85	Intersection Improvement
Graces Rd at Gingercake Road	Intersection Improvement
Hwy 92 at Hampton Rd	Intersection Improvement

Figure 3.8 Fayetteville

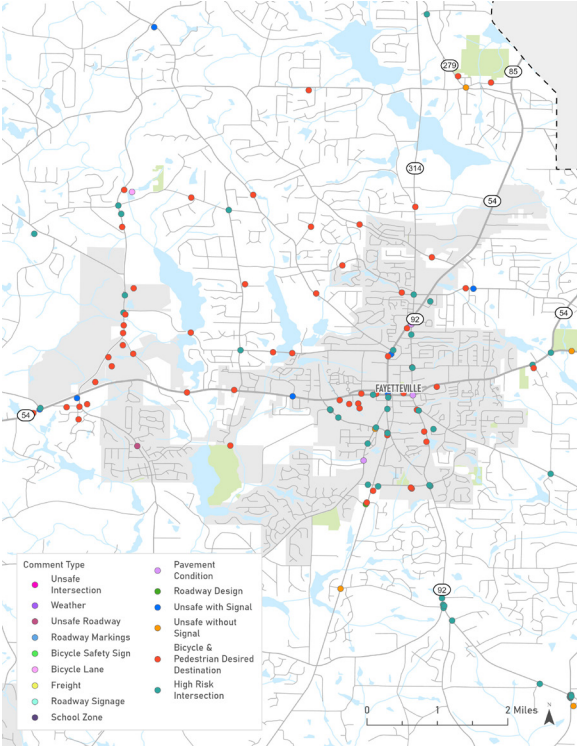


Table 3.5 Fayetteville Community Priority Locations

INTERSECTION	PROJECT TYPE
Grady Ave at Glynn St	Protected left turn arrow
Downtown Fayetteville	Paths/bike lanes
Hwy 85 & 314	Intersection Improvement

Figure 3.9 Peachtree City

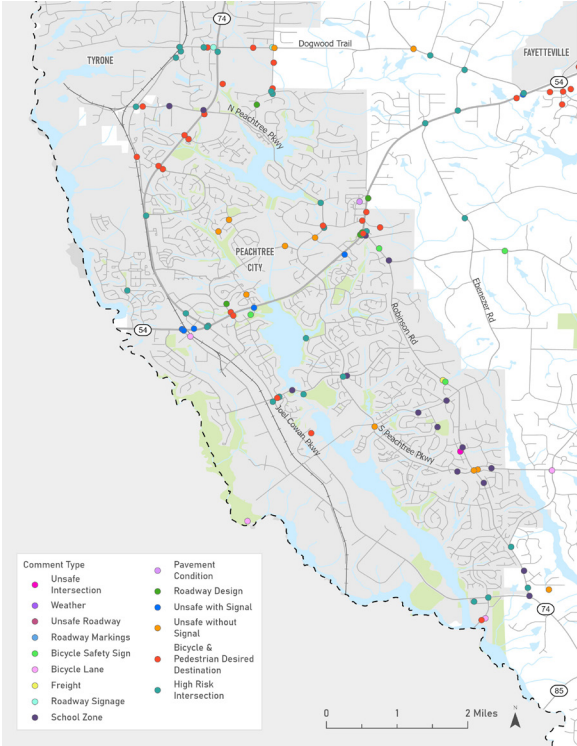


Table 3.6 Peachtree City Community Priority Locations

INTERSECTION	PROJECT TYPE
SR 54 and Carriage Lane	Path/crossings to schools
Hwy 74 and Kedron	Path

COMMUNITY ENGAGEMENT

Two public meetings and four community pop-up events were concentrated during the (1) safety analysis and needs assessment phase and the (2) equity in policy, strategy, and project selection phase of the plan development. Input from the public was used to guide the stakeholders and project management team in making critical decisions for plan development and implementation recommendations.

Figure 3.10 Tyrone Farmer's Market pop-up event September 2024.



PROJECT PHASES

Safety Analysis and Needs Assessment

- Public Meetings and Community Pop-up events were held to share transportation safety data and to obtain community input through Social Pinpoint interactive mapping and transportation safety survey.

Equity in Policy, Strategy, and Project Selection:

- Public meetings were held to review project evaluation metrics, the high injury network, high injury intersections, and high injury segments.

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CHAPTER IV.

SAFETY ANALYSIS

This safety analysis considers a combination of historic crash data and risk factors to examine a holistic understanding of safety.

Crash history analysis includes data from 2019 to 2023, totaling five years of data. The crash history analysis considers crash severity, mode, lighting, type, and age of those involved. Crash rates were also calculated (for road segments and intersections), which shows how many crashes and severe outcomes (people killed or severely injured) occur relative to total traffic volumes.

Because there are relatively few walking and biking trips in Fayette County, crash history alone is not a reliable input to understand where walking and biking crashes

are likely to occur in the future. Therefore, this analysis also considers crash risk based on roadway characteristics. This analysis is based on data provided by the Atlanta Regional Commission (ARC), which considers the factors that contribute to crash risk for people walking and biking.

Speeding is a key concern contributing to severe crash outcomes. For crashes involving a pedestrian, the likelihood of pedestrian fatality drops from 46% to 8% when the vehicle is traveling at 40 MPH vs 20 MPH. Therefore, speeding patterns are also examined to identify areas with high 85th percentile speeds and speeding prevalence.

HIGHLIGHTS

- There have been 57 total fatalities and 251 serious injuries from 2019 to 2023. Fatalities have ranged from 6 to 18 per year. Serious crashes have been increasing, from 40 in 2019 to 62 in 2022 and 47 in 2023.
- Crashes are typically concentrated along segments and at intersections with the highest traffic volumes and levels of congestion. Roadways carrying the larger volumes of traffic see a greater number of crashes, specifically along state routes.
- A majority of fatal and serious injury crashes occur on major roads, often state routes such as SR 85, SR 54, and SR 74. As these roads often carry more traffic at faster speeds, crashes on these roadways can be more dangerous. Rural roads with significant curves, such as SR 92, also experience a portion of fatal and serious injury crashes, influenced by lighting conditions and speeding.

Fayette Traffic Crashes—By the Numbers

17,678

Total Crashes

2019-2023

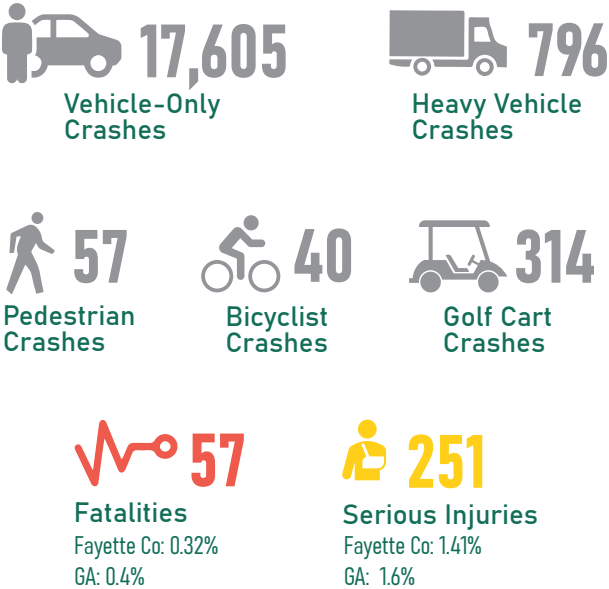
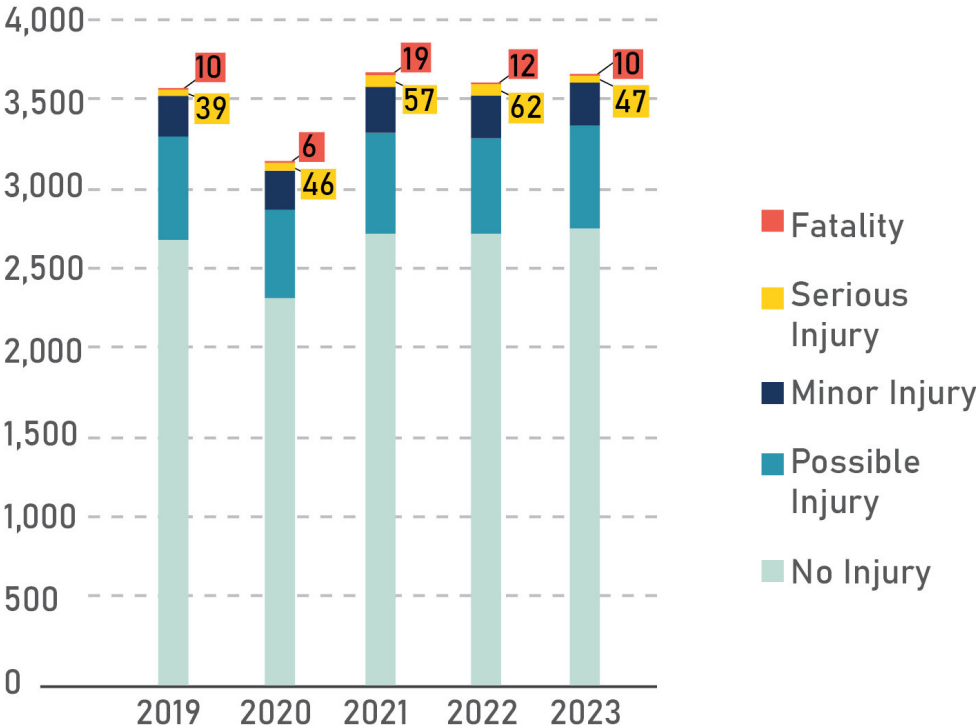


Figure 4.1 Annual Crashes by Outcome



Crash Severity

Figure 4.2 shows crash type by severity, providing a picture of which crash types are most common and commonly result in a death or severe injury. Rear end crashes make up the largest percentage of total crashes, although there are fewer rear end crashes that result in a KSI. While these crashes occur relatively often, they are less likely to result in a severe outcome. Crashes categorized as Not a collision with a motor vehicle make up a significant percentage of KSI crashes. These crashes make up over 40% of KSI crashes, but less than 25% of total crashes. This indicates that when these types of collisions occur, they are more likely result in a death or severe injury than other types of crashes. Similarly, head on, left angle, and bicycle crashes make up a much greater percentage of KSI crashes than total crashes, meaning they are more likely to result in a KSI. These represent the most dangerous types of crashes that occur.

define KSI

Figure 4.2 Crash Type by Severity

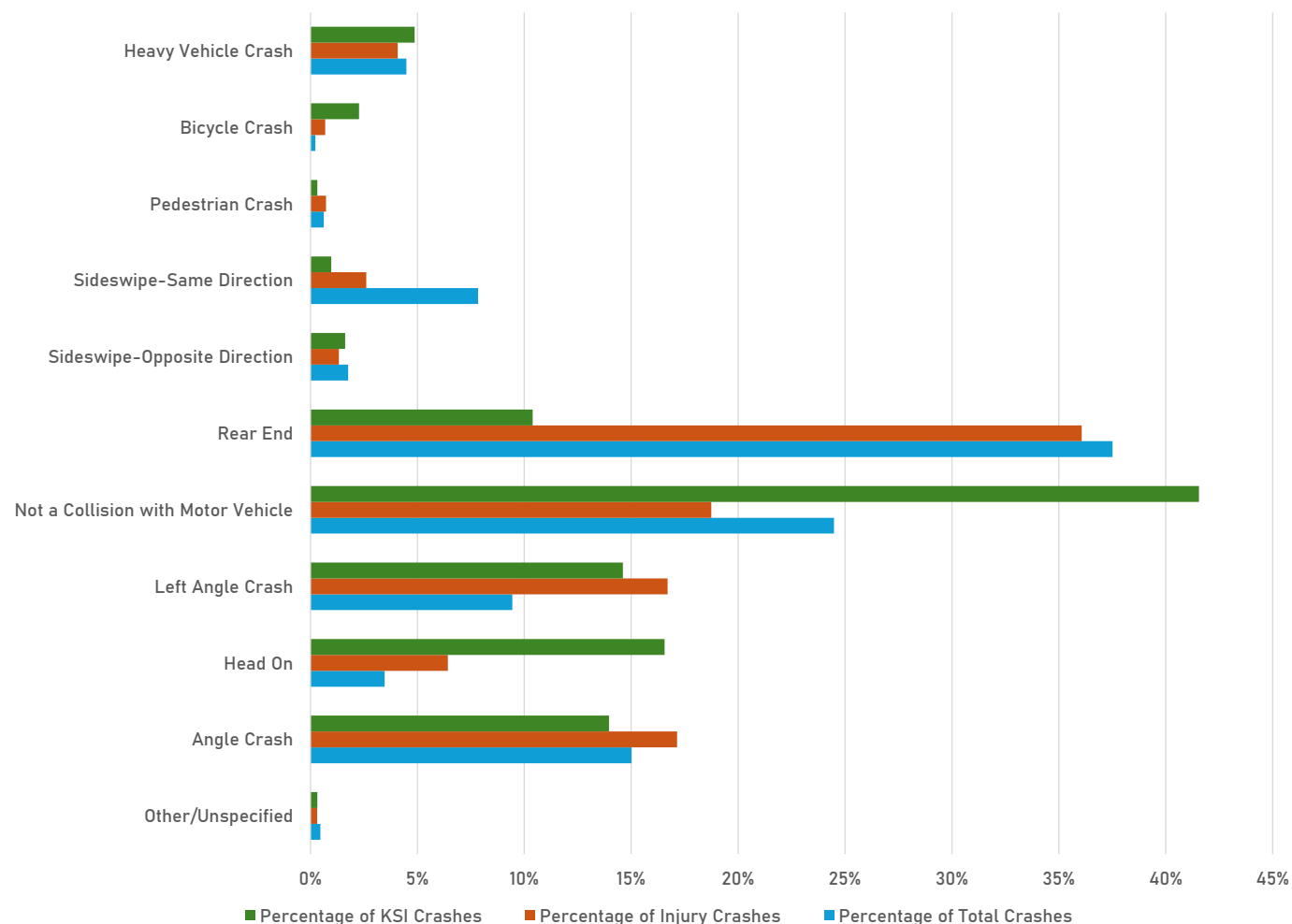


Figure 4.3 Crash Heatmap with Fatal Crashes

Source: GDOT Numetric 2019-2023

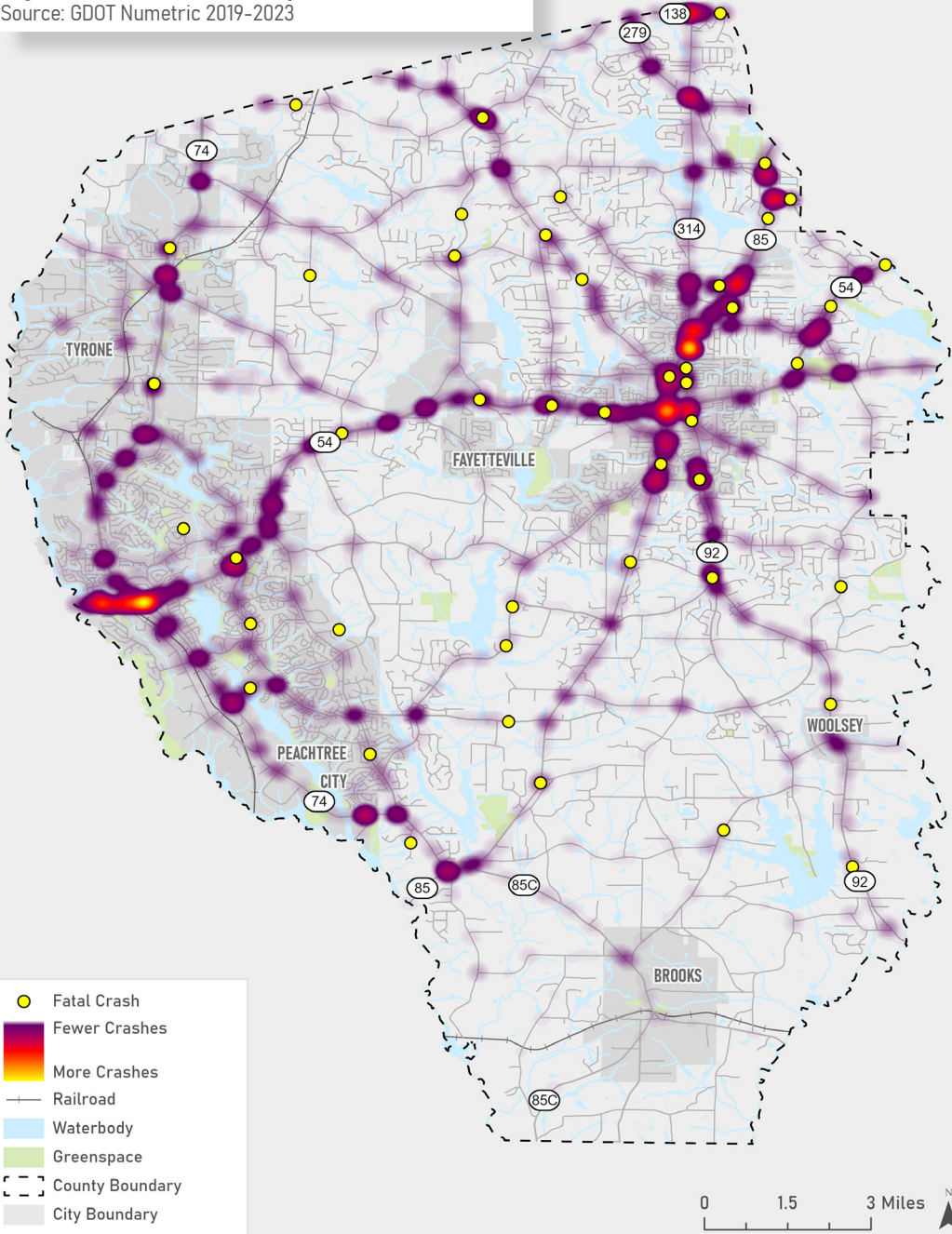


Table 4.1 Crash Density Focus Areas

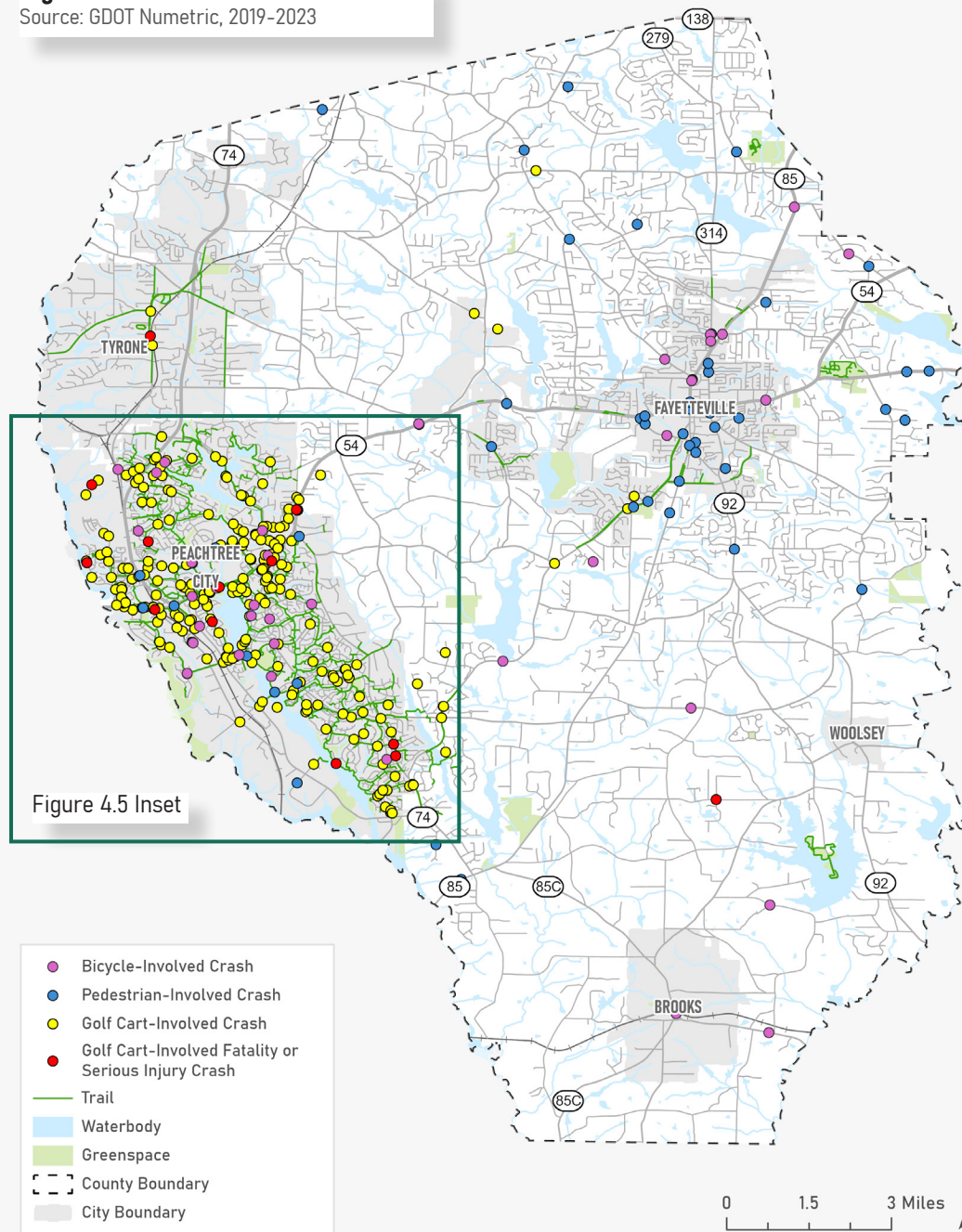
Source: GDOT Numetric, 2019-2023

INTERSECTION	CRASHES	KSI	MUNICIPALITY
SR 85 Connector at Morgan Mill Rd	15	0	Brooks
SR 85 Connector at Brooks Woolsey Rd	3	0	Brooks
SR 85 at SR 314	236	4	Fayetteville
SR 85 at Commerce Dr	227	4	Fayetteville
SR 74 at SR 54	208	0	Peachtree City
SR 54 at Huddleston Rd	57	0	Peachtree City
SR 74 at Senoia Rd	113	0	Tyrone
SR 74 at Laurelmont Dr	55	1	Tyrone
SR 92 at Hampton Rd (South)	20	0	Woolsey
SR 92 at Hampton Rd (North)	12	0	Woolsey
SR 85 at Corinth Rd	151	4	County
SR 279 at SR 314	116	2	County

The crash heatmap in figure 4.3 illustrates the total number of crashes along each corridor from 2019 to 2023, based on data from the Georgia Department of Transportation’s (GDOT) Numetric crash database. Table 4.1 identifies high-crash-density focus areas within each jurisdiction.

Figure 4.4 Active Mode Crashes

Source: GDOT Numetric, 2019-2023

**Figure 4.5 Peachtree City Active Mode Crashes**

Active mode crashes include pedestrians, bicycles, and golf carts. Peachtree City, with its significant number of golf cart users utilizing the city's Path system, accounted for most golf cart-involved crashes, particularly near trail crossings where interactions with vehicles are more frequent.

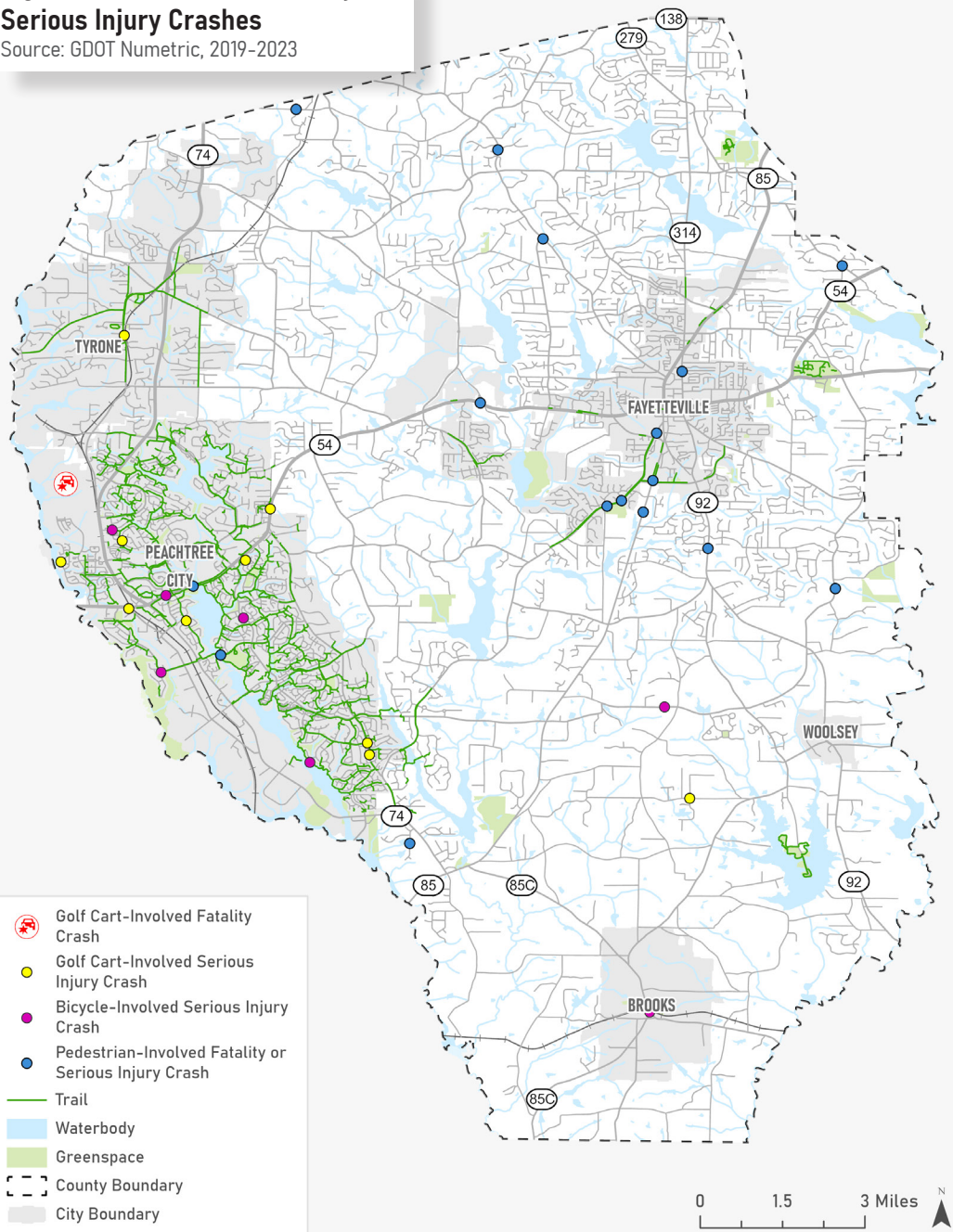
Pedestrian-involved crashes were most common in Fayetteville and Peachtree City, where denser development and continuous pedestrian facilities make walking a convenient and viable option.

Similarly, bicycle-involved crashes were concentrated in Peachtree City due to its extensive trail network, with additional bicycle crashes in northern Fayetteville near major commercial centers such as the Banks Station Shopping Center, likely reflecting these areas' roles as key destinations and employment hubs.

Some pedestrian and bicycle crashes also occurred on rural roads, where the lack of dedicated active transportation facilities increases risks for vulnerable roadway users.

Figure 4.6 Active Mode Fatality and Serious Injury Crashes

Source: GDOT Numetric, 2019-2023



Fatality and serious injury crashes involving active modes highlight the risks faced by vulnerable road users in Fayette County.

Golf cart-related crashes were the most common type of active mode crashes in Fayette County, with 314 crashes. Of these, there were 12 serious injury crashes and 1 fatality crash. Pedestrian-involved crashes totaled 57, including 12 that caused serious injuries and 6 fatalities. Bicycle-related crashes totaled 40, with 7 resulting in serious injuries and no reported fatalities.

Table 4.2 shows that most golf cart crashes involved collisions between two golf carts or between golf carts and vehicles. Crashes involving golf carts and bicyclists accounted for the least amount of golf cart-related crashes. No golf cart-related crashes involving pedestrians were reported.

Table 4.2 Golf Cart Related Crashes

CRASH TYPE	PERCENTAGE
Golf Cart to Golf Cart	54%
Golf Cart to Vehicle	38%
Golf Cart to Bicyclist	8%
Golf Cart to Pedestrian	0%

School-Related Trends

Schools are a key concern for traffic safety, as children are especially vulnerable to crashes and injuries, especially when walking or biking to school. This is most critical during drop-off and pick-up hours in high-traffic areas.

This safety analysis examines crashes within a half-mile of schools, a common walking and biking distance for students. As shown in Figure 4.7, rear-end crashes are slightly more common, while collisions not involving another motor vehicle occur at a significantly higher rate in these areas. Table 4.3 highlights schools with the highest number of crashes within a half-mile radius, helping identify opportunities for safety improvements that could greatly benefit students across Fayette County.

Table 4.3 Schools in Crash Hotspots

Source: GDOT Numetric 2019-2023

	SCHOOL NAME	# OF CRASHES WITHIN 1/2 MI	# OF KSI CRASHES WITHIN 1/2 MI
1	McIntosh High School	282	4
2	Crabapple Lane Elementary School	221	2
3	Fayette County High School	194	3
4	Kedron Elementary School	123	1
5	Peeples Elementary School	114	2
6	Rising Starr Middle School	106	2
7	Spring Hill Elementary School	74	0
8	Cleveland Elementary School	73	0
9	Braelinn Elementary School	68	0
10	Huddleston Elementary School	67	2

Figure 4.7 School Area Crash Trends

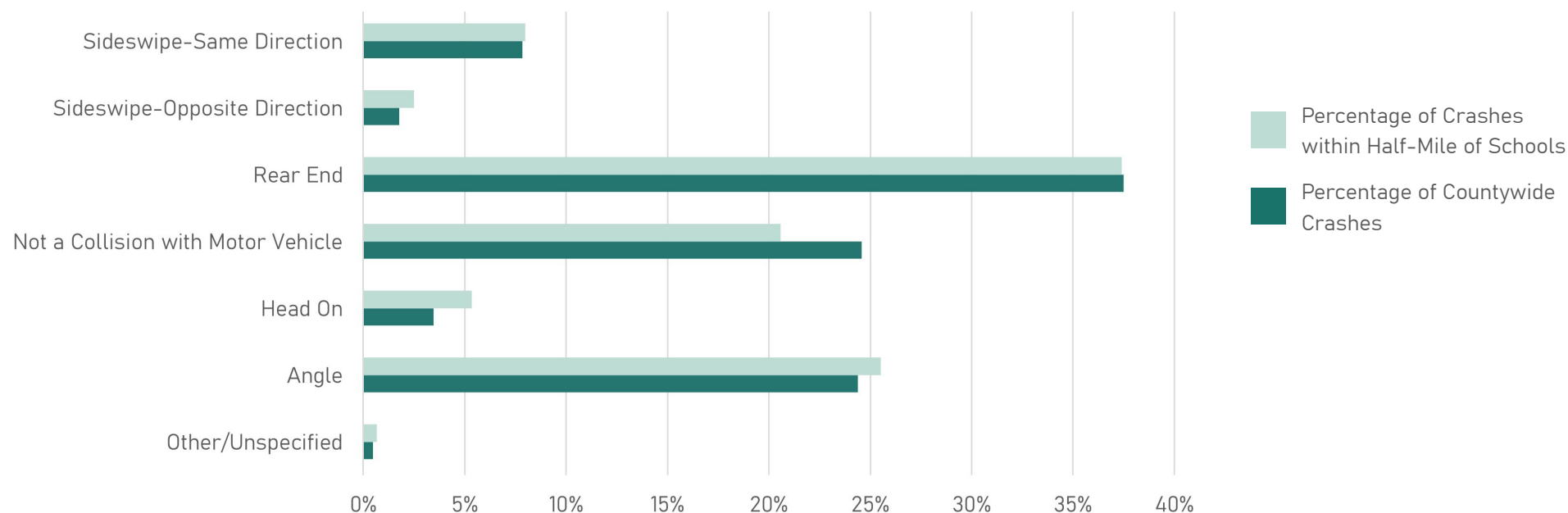


Figure 4.8 Crashes in School Areas

Source: GDOT Numetric 2019-2023

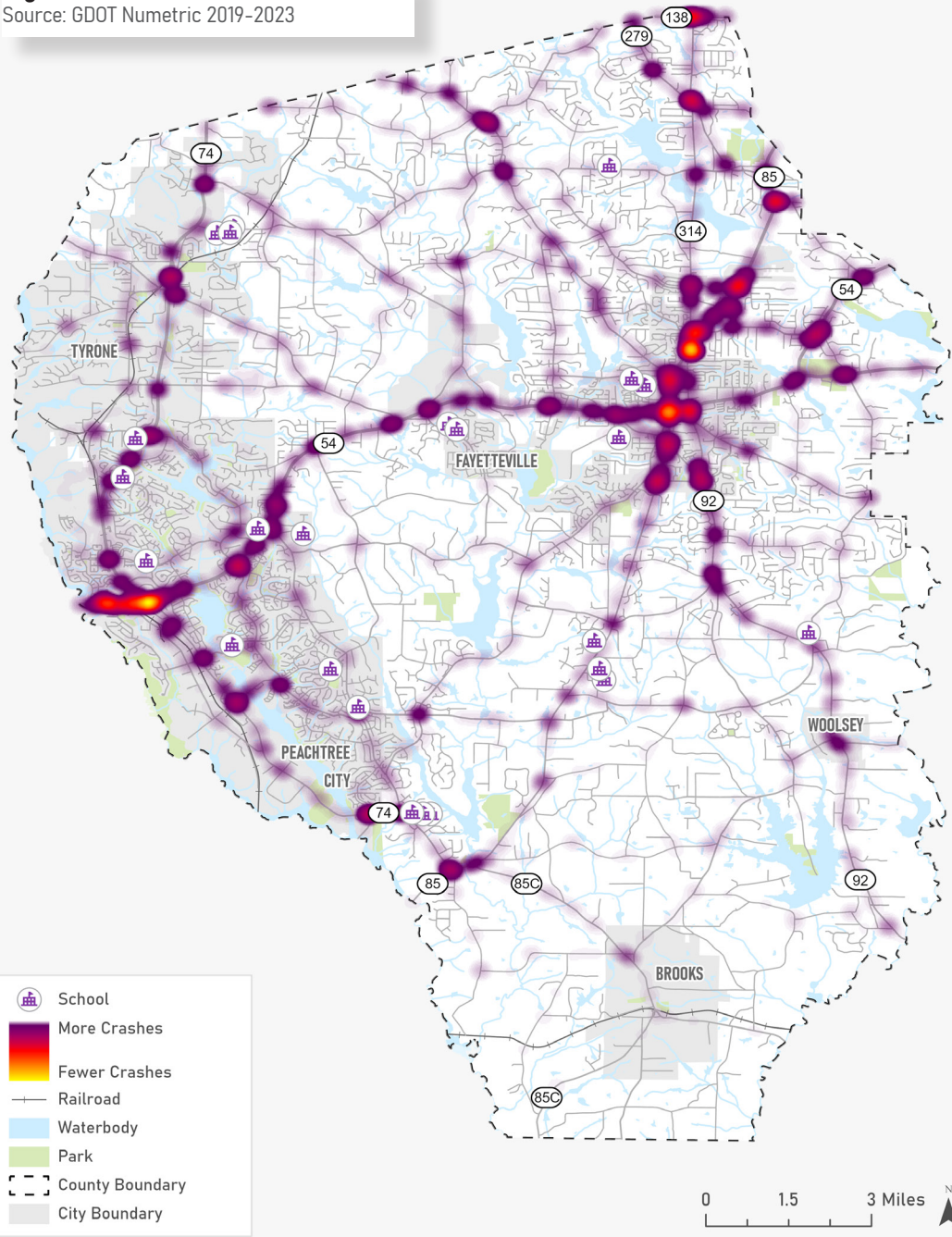


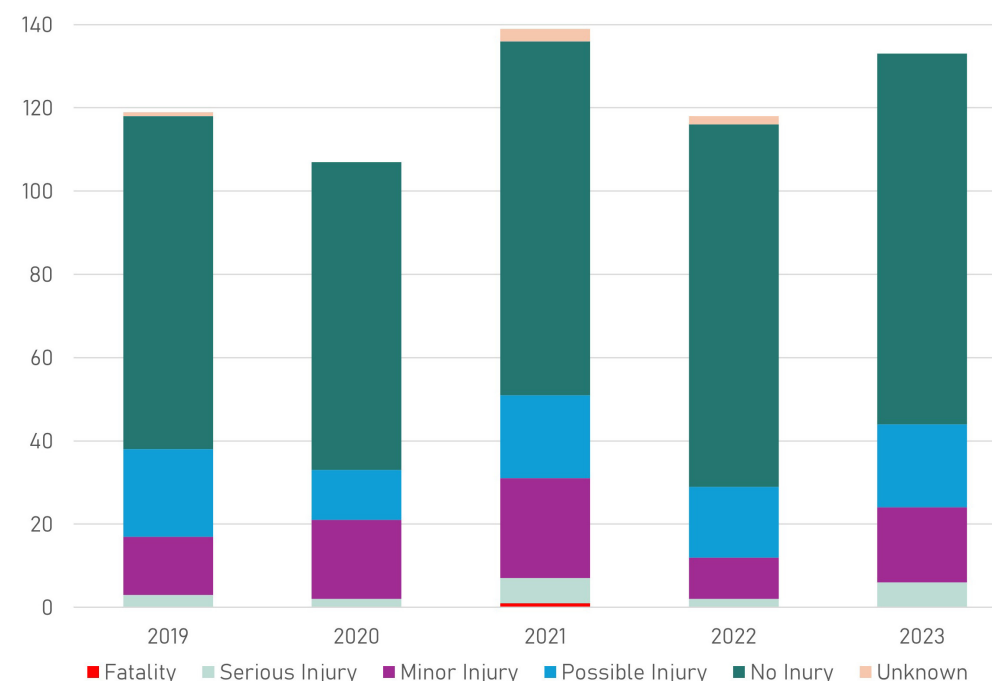
Figure 4.8 depicts the location of schools across Fayette County in relation to crash density, highlighting those with a high concentration of nearby crashes. Schools in areas with higher crash occurrences should be prioritized for safety interventions.

Young Driver Trends

Young drivers, ages 15-20, make up a notable portion of Fayette County's driving population. Due to their limited driving experience, driver education programs play a key role in fostering safe driving habits. This analysis examines crash trends involving young drivers to guide outreach and safety initiatives aimed towards young drivers.

From 2019 to 2023, there were 616 crashes involving young drivers in Fayette County. Figure 4.9 illustrates the yearly distribution of these crashes by crash severity.

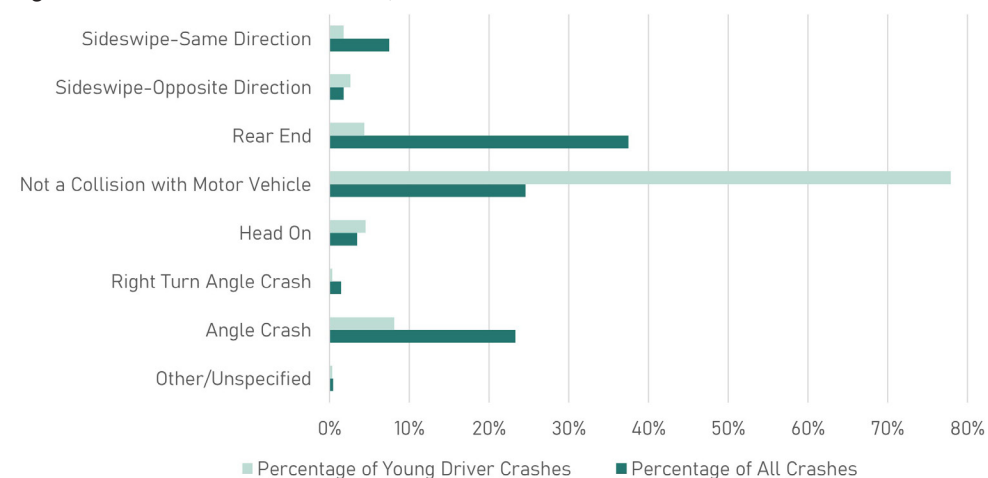
Figure 4.9 Young Driver Crashes by Year, 2019-2023



The types of crashes involving young drivers are shown in Figure 4.10 comparing their occurrence as a percentage of total young driver crashes and countywide crashes.

Young driver crash patterns closely follow countywide trends. Rear-end and angle crashes are the most frequent, often resulting in less severe injuries. Conversely, head-on crashes and non-motor vehicle collisions, which typically lead to more severe outcomes, are less common among young drivers. Understanding these trends is essential for developing targeted safety measures to reduce young driver crash risks in Fayette County.

Figure 4.10 Manner of Collision, 2019-2023



Contributing Factors

Certain contributing factors have been found to increase the risk and severity of traffic crashes. It is important to understand patterns in the historic crash conditions to understand any such factors that can be addressed with safety or roadway improvements. The following section highlights detailed analysis that was performed for common contributing factors.

SPEEDING

Speeding is often a major factor in vehicle crashes, having a particularly significant effect on the severity of crashes. This is especially true for crashes involving active modes, such as bicyclists and pedestrians. As such, speed control can be an effective tool at reducing fatalities and serious injury crashes. As shown in Figure 4.11, pedestrian survival is heavily impacted by vehicular speed during accidents.

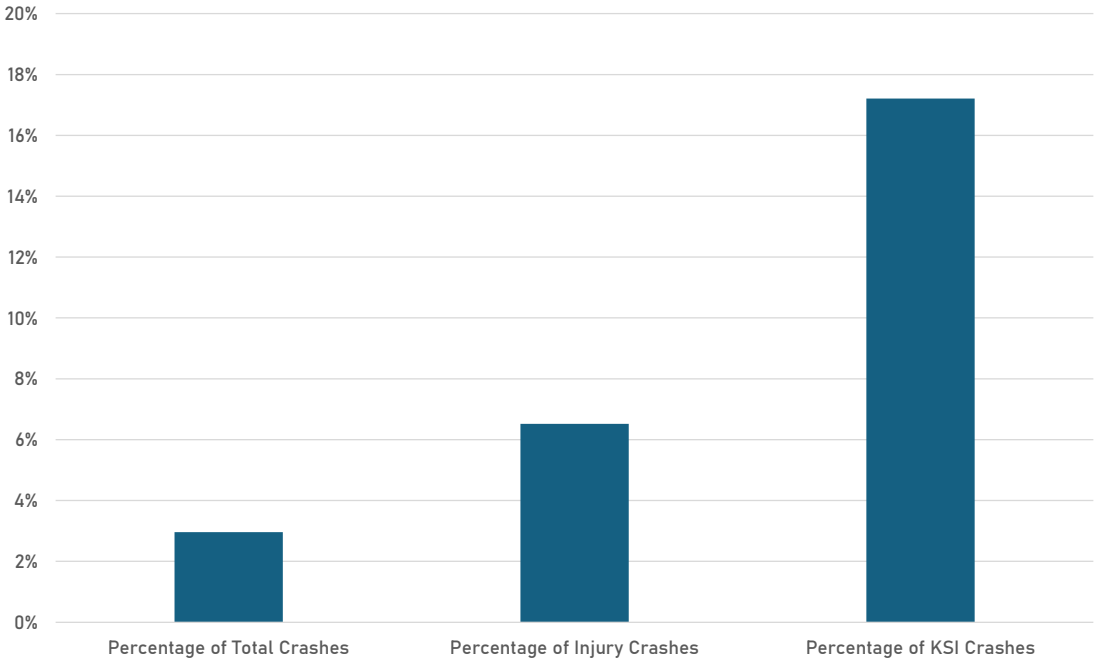
Figure 4.12 depicts the percentage of crash outcomes for speeding-related crashes. While about 3% of total crashes are speeding-related, around 17% of KSI crashes are speeding related. Speed is a significant contributing factor to crashes in Fayette County, as higher speeds reduce reaction times and increase the severity of collisions.

Figure 4.11 Likelihood of Death for People Walking if Hit at These Speeds

Source: AAA Foundation, Tefft, B.C. (2011)



Figure 4.12 Speeding-Related Crashes



*data in the speed chart has been calculated based on countywide data

LIGHTING CONDITION

While most crashes occur during daylight when traffic volumes are higher, dark lighting conditions present greater hazards, as drivers may have less time to react to hazards or changes in the roadway that become visible only within the range of headlights. Lighting plays a significant role in crash outcomes.

Figure 4.13 shows crash severity by lighting conditions. Crashes in dark, unlit areas account for approximately 18% of total crashes but nearly 28% of fatal or serious injury crashes.

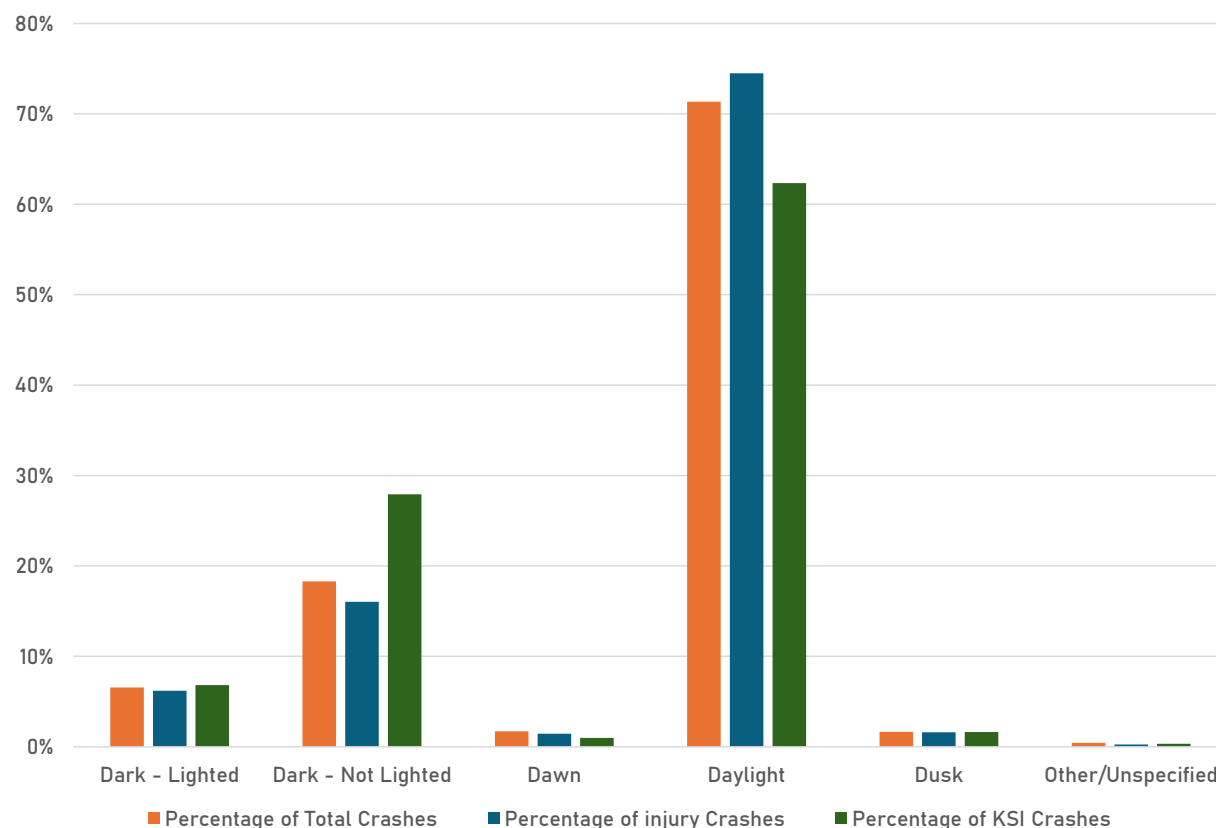
DRISTRACED DRIVING/DUI

From 2019 to 2023, Fayette County recorded 755 crashes involving distracted driving and 623 crashes involving driving under the influence (DUI), representing approximately 4.3% and 3.5% of all crashes in the county, respectively.

Distracted driving and DUI contributed to 3.6% of injury crashes and 3.6% of fatal crashes. Notably, DUIs accounted for 13.9% of injury crashes and 21.4% of fatal crashes.

These statistics highlight the significant impact of distracted driving and DUI on roadway safety in Fayette County. While these behaviors constitute a relatively small percentage of total crashes, they are disproportionately represented in crashes resulting in fatalities and serious injuries. This underscores the critical need for targeted safety measures to address these high-risk driving behaviors and improve the safety of the county's roadways.

Figure 4.13 Crashes by Lighting Condition



DRIVING UNDER THE INFLUENCE (DUI) IS A FACTOR IN:



3.5%

of All Crashes



13.9%

of Injury Crashes



21.4%

of Fatality Crashes

DISTRACED DRIVING IS A FACTOR IN:



4.3%

of All Crashes



3.6%

of Injury Crashes



3.6%

of Fatality Crashes

High Injury Network

The High Injury Network (HIN) identifies roadway segments and corridors with the highest concentrations of severe crashes, where targeted investments can have the most significant impact in reducing fatal and serious injuries. By focusing on roadways with a high proportion of serious injuries and fatalities, the HIN provides a data-driven framework for prioritizing safety improvements and advancing the county's overall safety objectives. The HIN also considers priority equity areas for focused investment that benefits historically disadvantaged populations.

The development of the HIN involved a comprehensive analysis using the following data:

- Crash data from GDOT's Numetric database for the years 2019 through 2023
- Pedestrian and bicycle risk factors from the ARC

Equity data from USDOT's ETC Explorer Tool and demographic data from the 2022 American Community Survey (ACS) was used to prioritize identified projects. This integrated analysis considering both safety and equity supports the SS4A program's goals and provides a more equitable approach to prioritizing safety investments, ensuring that improvements address both traffic safety concerns and the specific needs of vulnerable communities.

Figure 4.14 Crashes in School Areas

Source: GDOT Numetric 2019-2023

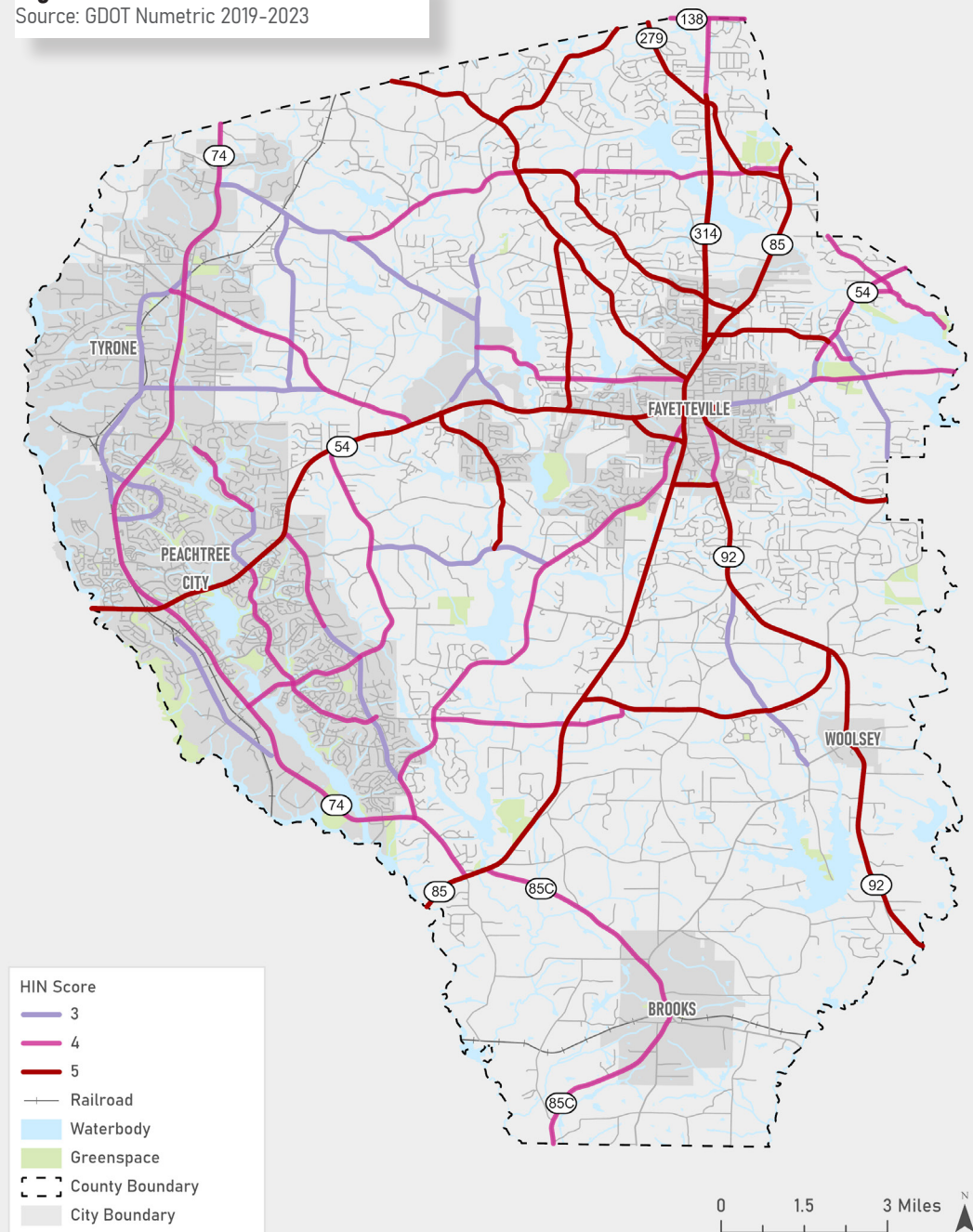


Table 4.4 High Injury Network Corridor Scoring

CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
SR 85C	SR 85	Spalding County Line/Tri County Rd	4	1	1	1	0	1	Brooks
Forrest Ave	Fulton County Line	Glynn St	5	1	1	1	1	1	Fayetteville
Banks Rd	SR 314	SR 54	5	1	1	1	1	1	Fayetteville
Gingercake Rd	SR 92	SR 54	5	1	1	1	1	1	Fayetteville
SR 85	County Line/north of Kenwood Rd	Whitney St	5	1	1	1	1	1	Fayetteville
SR 85	Whitney St	Price Rd	5	1	1	1	1	1	Fayetteville
SR 314	SR 314	SR 85	5	1	1	1	1	1	Fayetteville
Grady Ave	W Lanier Ave	Glynn St	5	1	1	1	1	1	Fayetteville
New Hope Rd	SR 92	SR 85	5	1	1	1	1	1	Fayetteville
S Jeff Davis Dr	SR 54	County Line Rd	5	1	1	1	1	1	Fayetteville
Lester Rd	SR 54	Ebenezer Church Rd	5	1	1	1	1	1	Fayetteville
SR 54	Coweta County Line	West of Booker Ave	5	1	1	1	1	1	Fayetteville, Peachtree City
SR 92	SR 85	Spalding County Line	5	1	1	1	1	1	Fayetteville, Woolsey
Hood Ave	Veterans Pkwy	Glynn St	4	1	0	1	1	1	Fayetteville
Jimmie Mayfield Blvd	S Jeff Davis Dr	SR 92/Helen Sams Pkwy	4	1	1	1	1	0	Fayetteville
Redwine Rd	SR 74	SR 85	4	1	1	1	0	1	Fayetteville, Peachtree City
SR 54	Gwinnett St	South of Banks Rd	3	1	1	1	0	0	Fayetteville
Ebenezer Rd	SR 54	Robinson Rd	4	1	1	1	1	0	Peachtree City
Crosstown Rd	SR 74	Robinson Rd	4	1	1	1	1	0	Peachtree City
Peachtree Pkwy	Loring Ln	Parkway Dr/Interlochen Dr	4	1	1	1	0	1	Peachtree City
Robinson Rd	SR 54	Camp Creek Trl	4	1	1	1	1	0	Peachtree City
S Peachtree Pkwy	SR 54	Robinson Rd	4	1	1	1	1	0	Peachtree City
SR 74	Fulton County Line	SR 85	4	1	1	1	1	0	Peachtree City, Tyrone
Kedron Dr	Senoia Rd	SR 74	3	1	1	1	0	0	Peachtree City
Dividend Dr	Paschall Rd	SR 74	3	1	1	1	0	0	Peachtree City
N Peachtree Pkwy	Parkway Dr/Interlochen Dr	SR 54	3	1	1	1	0	0	Peachtree City
Robinson Rd	Camp Creek Trl	Redwine Rd	3	1	1	0	0	1	Peachtree City
Senoia Rd	Tyrone Rd	SR 74	3	1	1	1	0	0	Peachtree City, Tyrone
Tyrone Rd	Senoia Rd	SR 54	4	1	1	1	0	1	Tyrone
Sandy Creek Rd	SR 74	SR 54	3	1	0	1	0	1	Tyrone
Dogwood Trl	Senoia Rd	Tyrone Rd	3	1	1	1	0	0	Tyrone

CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
SR 279	Fulton County Line	SR 85	5	1	1	1	1	1	
SR 85 S	Price Rd	County Line/south of Padgett Rd	5	1	1	1	1	1	
Goza Rd	SR 85	SR 92	5	1	1	1	1	1	
Westbridge Rd	SR 92	Old Jonesboro Rd	5	1	1	1	1	1	
SR 138	Albania Dr	Old Hwy 138	4	1	1	1	1	0	
SR 54	North of McDonough Rd	County Line/east of Corinth Rd	4	1	1	1	0	1	
SR 314	SR 138	SR 279	4	1	1	1	1	0	
Corinth Rd	County Line/north of Curved Rd	Hewell Rd	4	1	1	1	0	1	
Kenwood Rd	New Hope Rd	SR 85	4	1	1	1	1	0	
Bernhard Rd	Redwine Rd	Goza Rd	4	1	1	1	0	1	
Lees Mill Rd	Sandy Creek Rd	SR 92	4	1	0	1	1	1	
McDonough Rd	SR 54	County Line/west of Tara Rd	4	1	1	1	0	1	
Hewell Rd	Fayetteville Rd/E Lanier Ave	Links Golf Club	4	1	1	1	0	1	
Banks Rd E	Deer Forest Trl	McElroy Rd	4	1	1	1	1	0	
County Line Rd	McDonough Rd	Clayton County Line	3	1	1	1	0	0	
Ebenezer Church Rd	Ebenezer Rd	Redwine Rd	3	1	0	1	1	0	
Veterans Pkwy	North of Eastin Rd	Tillman Rd	3	1	0	1	0	1	
Veterans Pkwy	North of Sandy Creek Rd	SR 54	3	1	1	1	0	0	
McElroy Rd	SR 54	McDonough Rd	3	1	1	1	0	0	
Ellison Rd	Sandy Creek Rd	Dogwood Trl	3	1	1	0	1	0	
Antioch Rd	SR 92	Winn Way	3	1	0	1	1	0	

Roadway Network

HIN

Other County Roads

12.6%

90%

Other County Roads

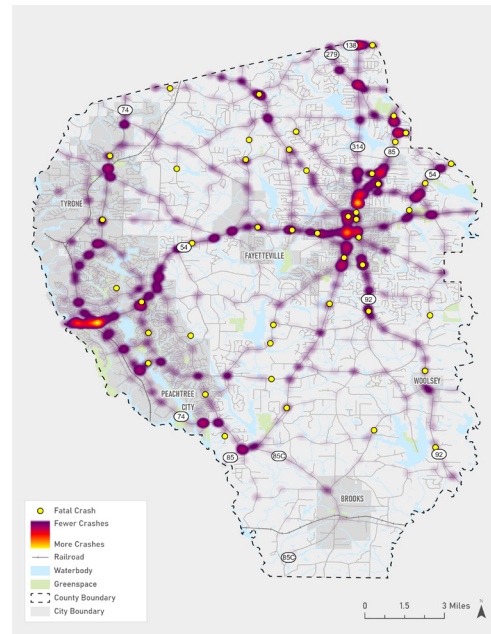
Crashes

HIN

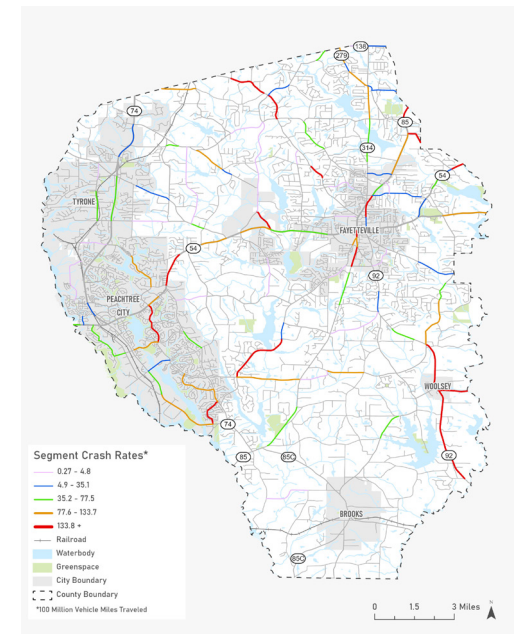
How are priority scores calculated?

The High Injury Network was determined using five safety criteria. Each roadway corridor was assigned a score based on how many of these high injury criteria were met. Each corridor in the HIN meets at least one criteria. A road with a score of 5 meets all of the criteria. The safety criteria are shown here.

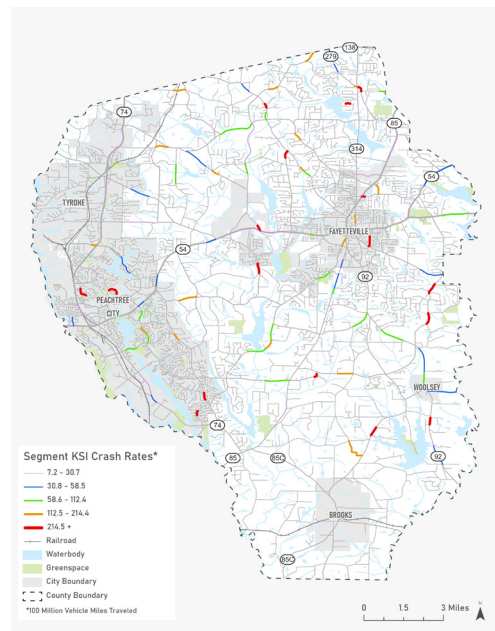
CRASH HISTORY



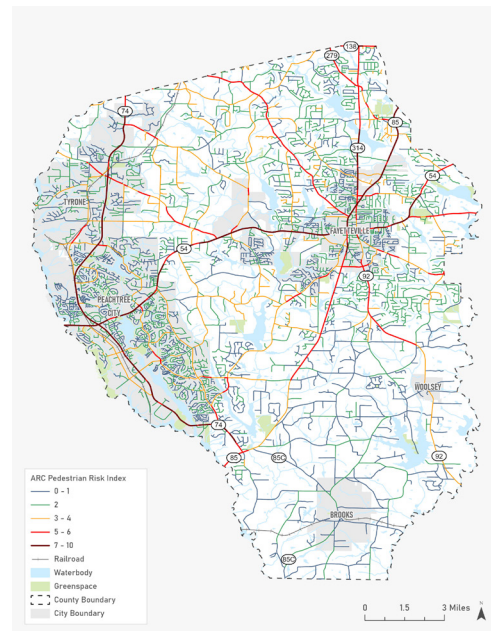
CRASH RATE



KILLED OR SERIOUS INJURY CRASH RATE



PEDESTRIAN RISK FACTORS



BICYCLIST RISK FACTORS

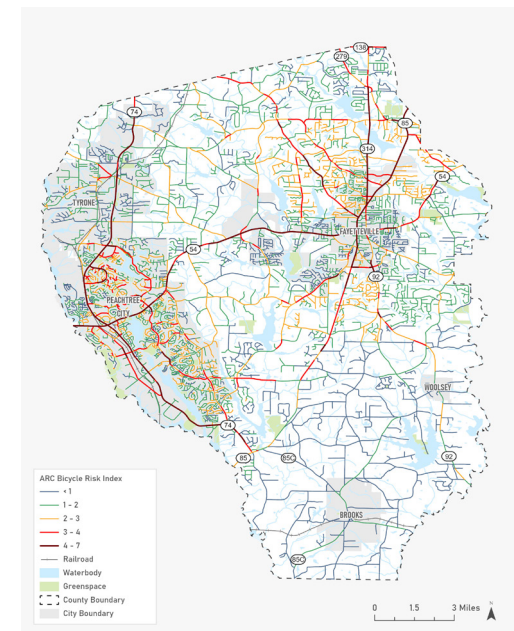
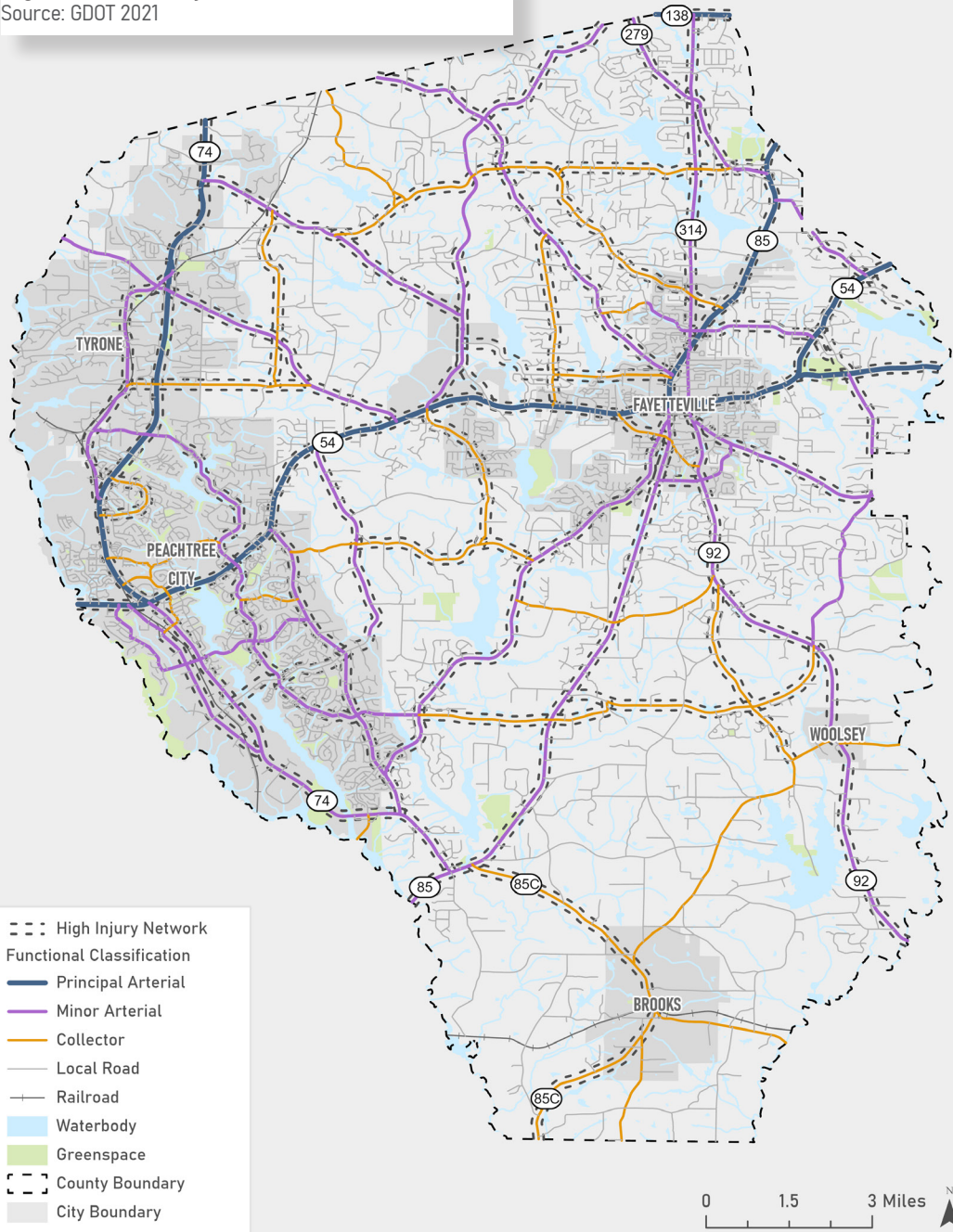


Figure 4.15 HIN by Functional Classification

Source: GDOT 2021



The functional classification of a roadway defines its role within the broader transportation network and its capacity to accommodate traffic volumes. Fayette County's roadway functional classes, based on GDOT's classification, were cross-referenced with the HIN that was developed in the Baseline Conditions report.

Crashes are more prevalent on major roadways, which typically carry higher traffic volumes. Based on this assessment, the HIN includes all principal arterials—SR 54, SR 74, and SR 85 north of Fayetteville—as well as all minor arterials and most collector roadways.

Figure 4.16 HIN by Roadway Ownership

Source: GDOT 2021

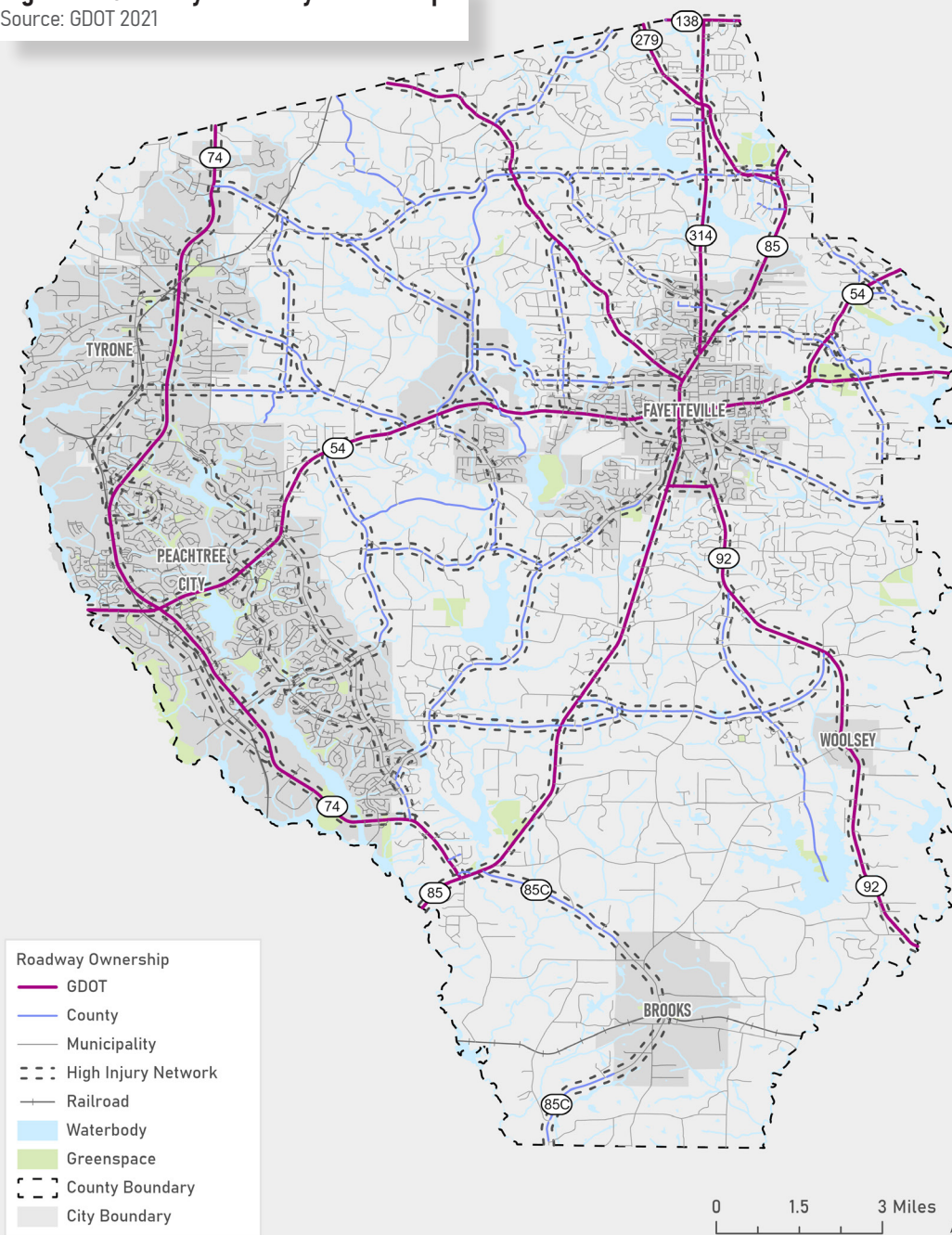


Figure 4.16 illustrates roadway ownership in Fayette County, highlighting the agencies responsible for maintaining and improving the transportation network. According to GDOT's roadway database, Fayette County's roads are managed by GDOT, Fayette County or municipal agencies. The Fayette County Road Department is responsible for maintaining county roads, managing over 500 miles of right-of-way and an additional 50 miles of prescriptive easement and gravel roads.

Major corridors such as SR 54, SR 74, SR 85, and SR 92 are maintained by GDOT, as they serve as key state routes with higher traffic volumes. Meanwhile, county and municipal agencies oversee local roads and some collector routes.

Figure 4.17 HIN versus Crash Density
Source: GDOT Numetric 2019-2023

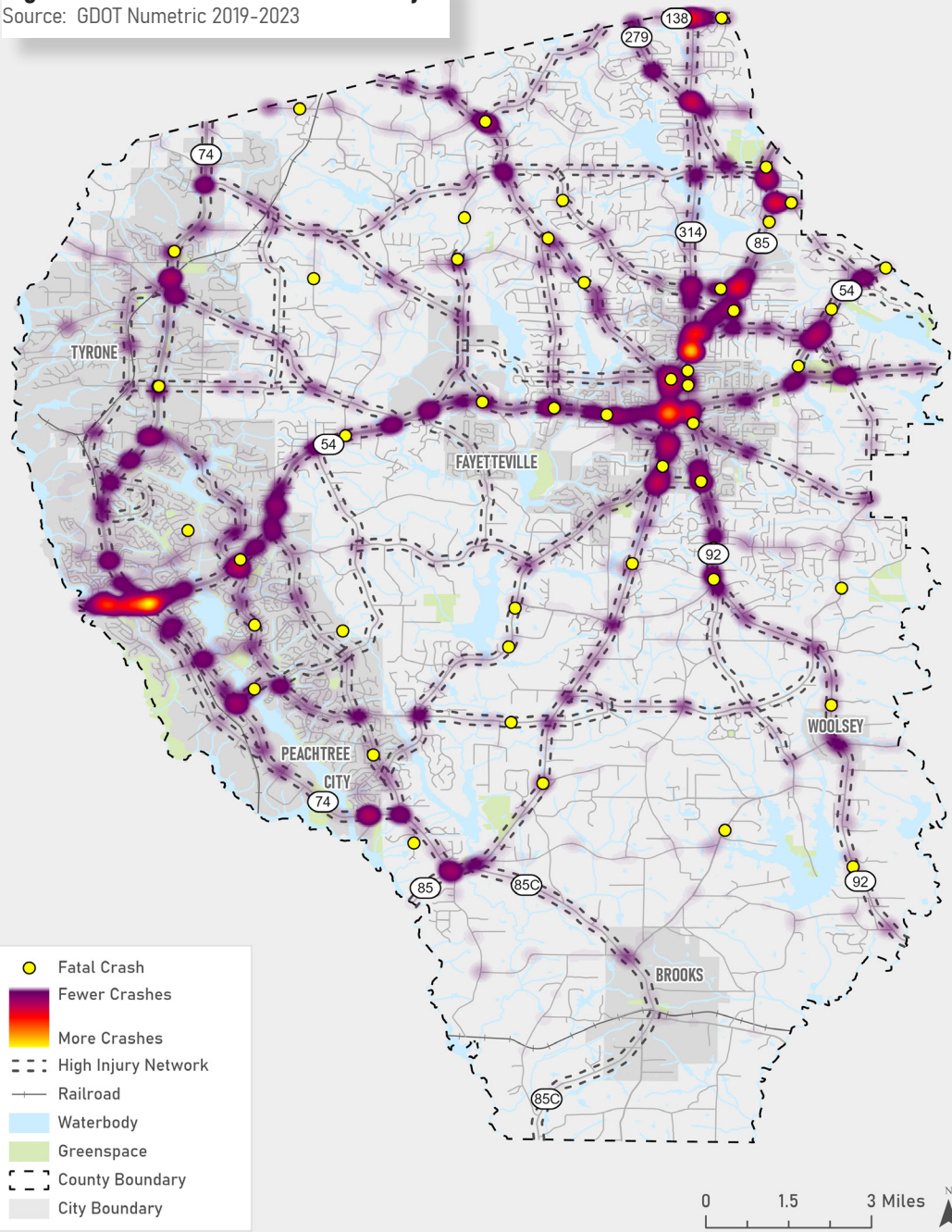


Figure 4.17 compares the HIN with crash density across Fayette County, based on recorded crashes from 2019 to 2023 using data from GDOT's Numetric dashboard. Areas with higher crash concentrations, shown in red, closely align with HIN corridors, reinforcing their designation as high-risk roadways. Fatal crashes, represented by yellow dots, are scattered throughout the county but are more prevalent along major corridors. These findings highlight the need for targeted safety interventions on key roadways to reduce crash frequency and severity.

CHAPTER V.

PROJECT DEVELOPMENT AND PRIORITIZATION

PROJECT DEVELOPMENT PROCESS

The project development process identifies and prioritizes locations with the highest risk of fatal and serious injury (KSI) crashes. The process began with a comprehensive analysis of crash data from 2019 to 2023, emphasizing locations where KSI crashes had occurred. To ensure an data-driven approach, priority was assigned based on KSI crash rates, which normalize the frequency of severe crashes relative to exposure.

For corridors, crash rates were normalized based on annual average daily traffic (AADT) volumes. For intersections, crash rates were normalized based on entering vehicle volumes.

This approach ensures that locations with higher traffic volumes were appropriately weighted when assessing crash severity.

The methodology considered additional safety-related factors, including historical crash trends, active mode risk factors (such as pedestrian, bicycle and golf cart activity), and community feedback from public and stakeholder engagement. This multi-faceted approach ensured that the project lists reflected both empirical safety data and local transportation concerns, guiding targeted improvements to reduce serious crashes across Fayette County.

Safe Street Design Standards: The Countermeasures

WHAT ARE THE SAFETY COUNTERMEASURES?

Proven safety countermeasures, identified by the Federal Highway Administration (FHWA), are roadway treatments and strategies that have demonstrated success in reducing traffic fatalities and serious injuries through rigorous research and widespread implementation. These countermeasures are applied systematically, even at locations without a crash history, to proactively address safety risks.

Designed to balance cost-effectiveness with flexibility, they emphasize context-sensitive solutions tailored to specific roadway types and environments. These strategies are supported by evidence-based results and align with national goals like Vision Zero, aiming to eliminate traffic-related fatalities and serious injuries.

The FHWA's Proven Safety Countermeasures initiative serves as a key resource, offering technical guidance and promoting best practices for implementation/ Similarly, regional agencies like the Atlanta Regional Commission (ARC) integrate these countermeasures into local and regional safety plans, ensuring alignment with broader transportation safety goals.

Together, these measures reflect a comprehensive and adaptable approach to advancing roadway safety across the metropolitan region.

The following safety countermeasures address key areas of concern, improving overall roadway safety by reducing conflicts, enhancing visibility, and promoting safer interactions among all road users.

- Countermeasures at **intersections** decrease conflicts and enhance visibility.
- Measures for **roadway departures** focus on keeping vehicles on the road while reducing crash severity.
- Countermeasures for **pedestrians and cyclists** emphasize safe crossings, visibility, and designated areas for non-motorized users.
- **Speed management** strategies aim to align vehicle speeds with road conditions, enhancing drivers' reaction times.
- **Cross-cutting** measures tackle widespread safety issues by combining strategies from various domains, ensuring well-rounded and effective solutions.

Applications aimed at improving intersections minimize conflicts and enhance visibility and navigation for drivers, pedestrians, and cyclists.

Common strategies include optimizing signal timings, roundabouts, high-visibility crosswalks, and advanced warning systems. For roadways, measures such as rumble strips, guardrails, and enhanced pavement markings work to prevent roadway departures and mitigate crash severity. Pedestrian-centric solutions, including raised crosswalks, pedestrian hybrid beacons, and refuge islands, are to enhance crossing safety. Speed management initiatives involve the use of speed humps, radar speed signs, and road narrowing techniques to promote safe driving speeds. These solutions are distinct from cross-cutting applications, which integrate a variety of strategies, such as road diets or systemic safety enhancements, to tackle a broad spectrum of safety concerns.

In this plan, specific countermeasures are recommended at priority locations to enhance roadway safety based on the unique characteristics of Fayette County's roads and safety priorities. These countermeasures are categorized by emphasis area, with specific countermeasures of selected projects detailed in the summary sheets below. For reference, Appendix B provides a complete collection of countermeasure summary sheets.

*Table 5.1 provides an overview of the benefits of proven intersection countermeasures, while individual fact sheets that follow offer more detailed insights into their advantages and applications.



Table 5.1 Intersection Countermeasures

COUNTERMEASURE	HIGH SPEEDS	HIGH TRAFFIC VOLUMES	PERMISSIVE LEFT-TURN PHASING	LIMITED SIGHT DISTANCE	SKEWED INTERSECTION	INTERSECTION ON CURVE
Advance signs	✓			✓		✓
Application of multiple low-cost countermeasures	✓			✓		✓
Backplates with retroreflective borders	✓	✓				
Convert intersection to roundabout	✓				✓	✓
Corridor access management	✓	✓				
Flashing yellow arrow	✓	✓	✓			
Improve intersection angle	✓	✓		✓	✓	
Improve intersection sight distance	✓	✓	✓	✓	✓	✓
Left- and right-turn lanes	✓	✓				
Protected left-turn phase	✓	✓	✓	✓		
Yellow change intervals	✓	✓	✓			

Source: ARC Regional Safety Strategy

INTERSECTION COUNTERMEASURES

COUNTERMEASURES | Backplates with Retroreflective Borders

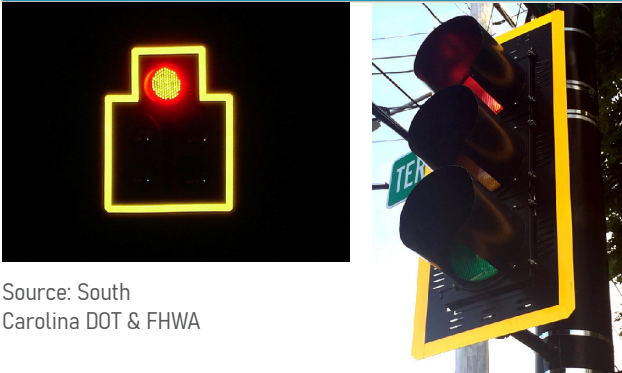
DESCRIPTION

Backplates on traffic signals improve visibility by creating a contrast with the background. Adding a 1- to 3-inch yellow retroreflective border makes them even more noticeable. These backplates help drivers see signals better during both the day and night.

IMPLEMENTATION COST

High	
Medium	
Low	✓

EXAMPLE PHOTO



Source: South Carolina DOT & FHWA

SAFETY BENEFITS

15% reduction in total crashes

Local Context box

APPLICATION

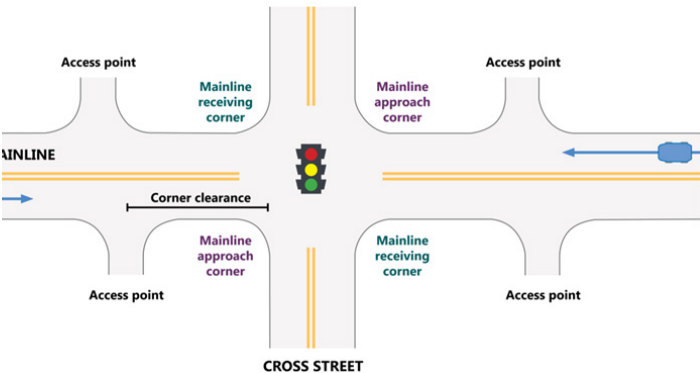
This treatment can be used on roads with higher speed limits and more traffic (Source: ARC regional safety strategy Plan). It helps improve traffic signal visibility for older drivers and those with color vision deficiencies. It's also useful during power outages, as it provides a clear stop signal for drivers. Transportation agencies should include backplates with reflective borders in their safety measures at intersections. Adding a reflective border to an existing backplate is a low-cost option. This can be done by using reflective tape or by buying a new backplate with a border already on it. The best way to implement this safety measure is to use it consistently at all signalized intersections within a city or state. Some challenges include installation time and assessing if the existing signal supports can handle the extra wind load from a new backplate. Agencies should check the design of the current support structure to ensure it can support the additional weight.

COUNTERMEASURES | Corridor Access Management

DESCRIPTION

Effective access management involves strategically planning and controlling how people and vehicles enter and exit roadways. This includes carefully considering intersections with other roads and driveways leading to nearby properties. By implementing sound access management practices along a corridor, we can improve safety for all users (drivers, pedestrians, cyclists), encourage and biking, and minimize travel delays and traffic congestion. walking

EXAMPLE PHOTO



Source: FHWA

IMPLEMENTATION COST

High	
Medium	✓
Low	

SAFETY BENEFITS

5-23% reduction in total crashes along 2-lane rural roads
25-31% reduction in fatal and injury crashes along urban/suburban arterial

APPLICATION

The FHWA created crash prediction models to assess how various access management techniques impact safety across different areas, land uses, road types, and traffic volumes. You can use these access management strategies individually or together:

- **Reduce Access Points:** Close unnecessary driveways, combine multiple driveways, or move them to safer spots.
- **Control Spacing:** Maintain proper distances between intersections and access points.
- **Limit Driveway Movements:** Restrict certain turns (e.g., allow only right-in/right-out).
- **Optimize Driveway Placement:** Position driveways near corners to lower crash rates.
- **Restrict Cross-Road Movements:** Use raised medians to prevent dangerous turns.
- **Improve Intersection Design:** Implement roundabouts or designs that reduce left-turn conflicts.
- **Provide Dedicated Turn Lanes:** Create lanes specifically for left turns, right turns, or two-way left turns.
- **Utilize Local Circulation Roads:** Use lower-speed one-way or two-way roads for local traffic to minimize conflict with main roads.

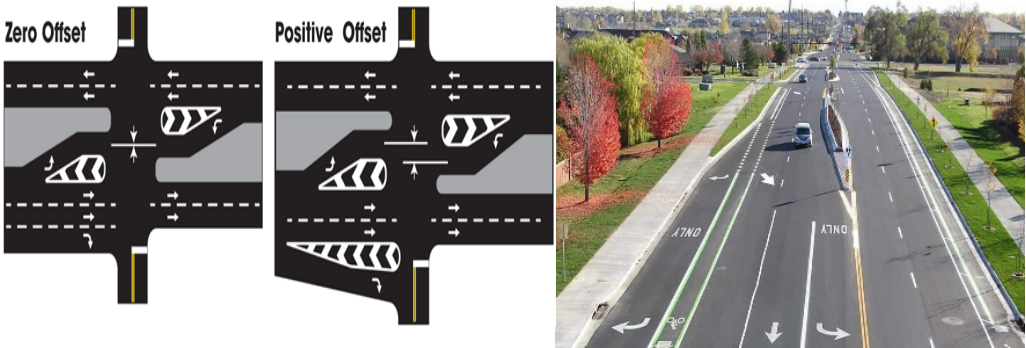
Overall, these strategies aim to improve traffic flow, enhance safety for all users (drivers, pedestrians, cyclists), and reduce accident risks.

COUNTERMEASURES | Dedicated Left and Right Turn Lanes

DESCRIPTION

Auxiliary turn lanes for both left and right turns enhance intersection safety by separating turning vehicles from the flow of through traffic. These lanes create a designated area for vehicles to decelerate prior to making a turn and for those waiting to execute their turns. Additionally, offsetting the left and right turn lanes increases visibility, significantly boosting safety—particularly when traffic is moving at higher speeds or is less congested.

EXAMPLE PHOTO



Source: FHWA & City of Greeley, Colorado

IMPLEMENTATION COST

High	
Medium	✓
Low	

SAFETY BENEFITS

Left Turn Lane: 28-48% reduction in total crashes
Positive Offset Left-Turn lanes : 36% reduction in fatal and injury crashes
Right Turn Lanes: 14-26% reduction in total crashes

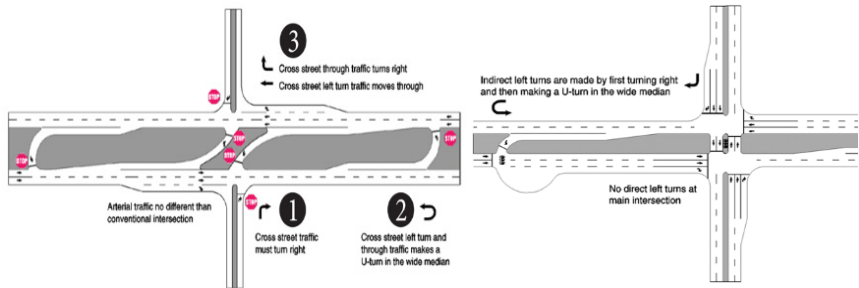
APPLICATION

At busy intersections with stop control on the minor road, consider installing left- and right-turn lanes to reduce conflicts and improve safety. This is especially important when there are high volumes of turning traffic or a history of turn-related accidents. When designing these lanes, balance pedestrian and cyclist safety with the need for clear visibility. Offset turn lanes can help but be mindful of their impact on pedestrians. Zero or negative offsets can block sightlines and create hazards, particularly for left-turning vehicles and cyclists. Positive offset, on the other hand, can improve sight distance and reduce the risk of severe crashes. By thoughtfully designing turn lanes with offset, you can minimize conflicts and create a safer intersection for all users.

COUNTERMEASURES | Reduced Left-Turn Conflict Intersections (RCUT)

DESCRIPTION
Reduced Left-Turn Conflict Intersections are innovative geometric designs that reconfigure how left-turn movements are made. By streamlining driver decisions, these designs reduce the risk of high-severity crashes, such as head-on or angle collisions. Two particularly effective designs that use U-turns to facilitate specific left-turn movements are the Restricted Crossing U-Turn (RCUT) and the Median U-Turn (MUT).

EXAMPLE PHOTO



Source: FHWA

IMPLEMENTATION COST	
High	✓
Medium	✓
Low	

SAFETY BENEFITS	
Two-way stop Controlled to RCUT:	54% reduction in fatal and injury crashes
Signalized intersection to Signalized RCUT:	22% reduction in fatal and injury crashes
Unsignalized intersection to Unsignalized RCUT:	63% reduction in fatal and injury crashes
MUT:	30% reduction in intersection related injury crash rate

APPLICATION

The RCUT (Reduced Conflict Intersection)—also known as a J-Turn or Superstreet—replaces direct left turns for minor road traffic with a simpler maneuver. Drivers first make a right turn and then a U-turn at a designated location. This design is highly versatile, functioning effectively in a variety of settings, from rural high-speed roads to busy urban and suburban multimodal corridors. The MUT (Median U-Turn Intersection), on the other hand, eliminates direct left turns for major road traffic. Instead, drivers continue straight through the intersection, make a U-turn farther downstream, and then turn right at the main intersection. Both designs improve safety and traffic efficiency by significantly reducing conflicts associated with left-turn movements.

COUNTERMEASURES | Roundabouts

DESCRIPTION

A modern roundabout is a circular intersection designed to move traffic safely and efficiently. It features channelized, curved approaches that naturally reduce vehicle speed. Additionally, roundabouts implement entry yield control, granting right-of-way to vehicles already circulating within the intersection. Traffic flows counterclockwise around a central island, which further minimizes potential conflict points between vehicles. As a result of these design elements, roundabouts significantly lower speeds and reduce conflicts, leading to a substantial decrease in crashes that result in injuries or fatalities.

EXAMPLE PHOTO



Source: FHWA

IMPLEMENTATION COST

High	✓
Medium	✓
Low	

SAFETY BENEFITS

Two way stop Controlled to Roundabout: 82% reduction in fatal and injury crashes
Signalized intersection to Roundabout : 78% reduction in fatal and injury crashes

APPLICATION

Roundabouts can be utilized in both urban and rural settings, accommodating a variety of traffic conditions. They serve as effective alternatives to traffic signals, two-way stop signs, and all-way stop signs. Additionally, roundabouts are particularly useful for managing vehicle speed and facilitating the transition of traffic from high-speed to low-speed environments, such as at freeway interchange ramp terminals and rural intersections on high-speed roads.

COUNTERMEASURES | Systemic Application of Multiple Low-Cost Measurements (Stop-Controlled)

DESCRIPTION

This systemic approach to intersection safety emphasizes the implementation of a range of low-cost improvements at numerous stop-controlled intersections. These enhancements, which include upgraded signage and improved pavement markings, are designed to boost driver awareness and recognition of both the intersection itself and any potential hazards.

IMPLEMENTATION COST

High	
Medium	
Low	✓

EXAMPLE PHOTO



Source: FHWA & SCDOT

SAFETY BENEFITS

10% reduction of fatal and injury crashes at all locations/types/areas
15% reduction of nighttime crashes at all locations/types/areas
27% reduction of fatal and injury crashes at rural intersections
19% reduction of fatal and injury crashes at 2-lane by 2-lane intersections

APPLICATION

To improve safety at stop-controlled intersections, the following low-cost countermeasures can be implemented:

On the Through Approach:

- Enhanced warning signage: Double- and oversized advance warning signs with supplemental street name plaques and flashing beacons, if necessary.
- Reflective sign post upgrades: Retroreflective sheeting on sign posts to improve visibility.
- Improved pavement markings: Enhanced edge lines to delineate through lanes.

On the Stop Approach:

- Advanced warning signage: Double- and oversized "Stop Ahead" warning signs with flashing beacons, if necessary.
- Enhanced stop sign placement: Double- and oversized Stop signs to increase visibility.
- Reflective sign post upgrades: Retroreflective sheeting on sign posts to improve visibility.
- Properly placed stop bars: Ensuring adequate clearance and visibility for stopped vehicles.
- Clear sight triangles: Removing vegetation, parking, or obstructions that limit sight distance.
- Double arrow warning signs: At T-intersections, where necessary, to indicate turning traffic.

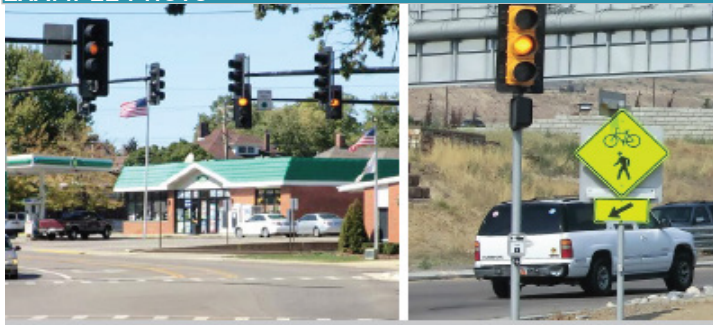
COUNTERMEASURES | Yellow Change Intervals

DESCRIPTION

At a signalized intersection, the yellow change interval refers to the duration during which the yellow signal is displayed after the green signal has ended. This yellow indication serves as a warning to motorists that the green light is about to turn red.

roadway users

EXAMPLE PHOTO



Source: FHWA

IMPLEMENTATION COST	
High	
Medium	
Low	✓

SAFETY BENEFITS	
36-50% reduction in red-light running	
8-14% reduction in total crashes	
12% reduction in injury crashes	

APPLICATION

Red-light running is a significant contributor to severe crashes at signalized intersections. Therefore, accurately timing the yellow change interval is crucial. An interval that is too short can force drivers to run the red light to avoid a collision, while an excessively long interval can encourage drivers to intentionally disregard the red light. Factors such as vehicle speed, driver reaction time, vehicle deceleration, and intersection geometry must be considered when determining the appropriate yellow change interval.

- To enhance safety and reduce red-light running, transportation agencies should:
- Review and update their traffic signal timing policies and procedures.
 - Implement regular evaluation and adjustment protocols for existing signal timing.
 - Consult the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on yellow change interval timing requirements and recommendations.

Table 5.2 provides an overview of the benefits of proven roadway departure countermeasures, while individual fact sheets that follow offer more detailed insights into their advantages and applications.



Table 5.2 Roadway Departure Countermeasures

COUNTERMEASURE	NARROW ROAD	NARROW SHOULDER	UNPAVED SHOULDER	HIGH SPEEDS	MULTIPLE LANES	SHARP CURVES	STEEP SLOPES
Advance markings for curves	✓	✓	✓	✓		✓	
Advance signs	✓	✓		✓		✓	
Enhanced delineation for horizontal curves	✓			✓		✓	
Enhanced friction for horizontal curves	✓			✓		✓	
Median barriers				✓	✓		
Median buffer				✓	✓		
Raised pavement markers	✓	✓		✓	✓	✓	
Roadside design improvements				✓		✓	✓
Rumble strips/strips	✓	✓	✓	✓		✓	✓
SafetyEdge SM	✓	✓	✓	✓	✓	✓	✓
Wider pavement markings	✓	✓		✓	✓	✓	
Wider shoulder	✓	✓	✓	✓		✓	✓

Source: ARC Regional Safety Strategy

ROADWAY COUNTERMEASURES

COUNTERMEASURES | Enhanced Delineation for Horizontal Curves

DESCRIPTION
Improved delineation significantly boosts driver awareness of impending curves by offering distinct visual indicators regarding the curve's direction, sharpness, and advisable speed. Effective strategies may include advanced pavement markings, in-lane curve warnings, retroreflective strips on signposts, curve delineators, chevron signs, larger fluorescent or retroreflective signage, dynamic curve warning displays, and speed radar feedback signs.



Source: FHWA

IMPLEMENTATION COST	
High	
Medium	
Low	✓

SAFETY BENEFITS	
Chevrons Signs :	16% reduction in non intersection fatal and injury crashes
Oversized Chevron Signs :	15% reduction in fatal and injury crashes
In Lane Curve Warning Pavement Markings :	35-38% reduction in all crashes.
New Fluorescent Curve Signs :	18% reduction in non-intersection, head -on, run-off-road, and sideswipe in rural areas.

APPLICATION

Agencies can successfully adopt enhanced delineation strategies by taking the following steps:

1. **Aligning Signing Practices with MUTCD Standards:** By ensuring that signing practices conform to the Manual on Uniform Traffic Control Devices (MUTCD) principles, agencies can provide consistent traffic control devices for similar curves. This uniformity helps set clear expectations for drivers.
2. **Implementing a Systematic Approach for Problem Identification:** To enhance safety, a thorough analysis of problematic curves is essential. This assessment should consider factors such as curve radius, traffic volume, the occurrence of intersections within the curve, and any visual obstructions. These elements will help prioritize areas that require improvements.
3. **Choosing the Most Effective Delineation Strategies:** Once the issues are identified and MUTCD compliance is verified, agencies should select the most suitable delineation strategies. An incremental approach that begins with the most cost-effective solutions can often yield the best results over time.

COUNTERMEASURES | Longitudinal Rumble Strips and Stripes on Two-lane Roads

DESCRIPTION
Rumble strips are raised or milled features on the road surface designed to alert drivers through tactile and auditory feedback when they stray from their lane. These strips can be installed on the shoulder, along the edge of the road, or near the center of an undivided highway. Rumble stripes, on the other hand, are a type of rumble strip where a pavement marking is applied on top of the raised strip. This design enhancement improves visibility and durability of the marking, especially in wet or low-light conditions, and is particularly beneficial in areas where snowplowing operations are common.



Source: FHWA

IMPLEMENTATION COST	
High	
Medium	
Low	✓

SAFETY BENEFITS	
Center line Rumble Strips :	44-64% reduction in head-on fatal and injury crashes on two-lane rural roads
Shoulder Rumble Strips:	13-51% reduction in single vehicle, run-off-road fatal and injury crashes

APPLICATION
In the United States, roadway departure crashes contribute to over half of all fatal roadway incidents each year. To mitigate these occurrences, rumble strips and stripes are employed to alert distracted, drowsy, or inattentive drivers who veer out of their lanes. Their effectiveness increases significantly when implemented on a systematic basis. Transportation agencies should prioritize the installation of milled centerline rumble strips, including in passing zones, as well as milled edge line or shoulder rumble strips that incorporate bicycle gaps. These measures should be considered for broad safety initiatives, targeted corridor improvements, and during reconstruction or resurfacing projects.

COUNTERMEASURES | Median Barriers

DESCRIPTION

Median barriers serve as crucial safety features on divided highways, effectively separating opposing lanes of traffic. By doing so, they significantly diminish the likelihood of head-on collisions, which tend to occur more frequently at the higher speeds typical of these roadways.

IMPLEMENTATION COST

High	✓
Medium	✓
Low	✓

EXAMPLE PHOTO



Source: FHWA

SAFETY BENEFITS

97% reduction in cross-median crashes

APPLICATION

AASHTO’s Roadside Design Guide (RDG) provides guidelines for median barrier installation on high-speed, fully controlled-access roadways. Barriers are generally recommended for medians 30 feet or less in width with an average daily traffic (ADT) exceeding 20,000 vehicles per day. Barriers are optional for medians wider than 50 feet and ADTs below 20,000 vehicles per day. For medians between 30 and 50 feet, the RDG suggests an analysis to determine the cost-effectiveness of installation. To reduce cross-median crashes, transportation agencies should review their head-on crash history on divided highways to identify hot spots and implement a systemic approach to barrier placement based on risk factors such as traffic volume, vehicle types, median crossover history, crash incidents, and roadway geometry.

Types of Median Barriers:

- Cable Barriers: These flexible systems consist of steel cables anchored by sturdy posts. They are designed to absorb crash energy, thereby reducing the force of impact on vehicle occupants.
- Metal-Beam Guardrails: Constructed with semi-rigid W-beam or box-beam configurations, these barriers deform upon impact. This not only absorbs some of the energy from a collision but also helps redirect the vehicle away from danger.
- Concrete Barriers: As rigid structures, these barriers offer little deflection during an impact. Their primary function is to redirect collision energy, and they require minimal ongoing maintenance.

COUNTERMEASURES | Roadside Design Improvement at Curves

national stat

DESCRIPTION

Horizontal curves present a significant safety challenge, accounting for 27% of all fatal crashes. Alarming, 80% of these incidents involve vehicles veering off the roadway. To combat this issue, "Roadside Design Improvements" focus on enhancing safety along the outer edges of curves, where the risk is highest. These improvements include a variety of treatments aimed at reducing the severity of crashes by providing safer recovery options for vehicles that leave the roadway. By minimizing the likelihood of fatalities and serious injuries, these measures can be applied individually or in combination. They are especially recommended for curves where data indicates a high risk of roadway departure leading to severe or fatal outcomes.

EXAMPLE PHOTO



Source: ARC

IMPLEMENTATION COST

High	
Medium	✓
Low	✓

SAFETY BENEFITS

Flatten sideslopes : 8-12% reduction for single-vehicle crashes

Increase the distance to roadside features: 22-44% reduction for all crashes

APPLICATION

Horizontal curves are a major safety concern, contributing to 27% of all fatal crashes. Alarming, 80% of these crashes involve vehicles running off the roadway. To address this hazard, "Roadside Design Improvements" focus on enhancing safety along the outer edges of curves, where the risk is greatest. These improvements consist of various measures designed to reduce crash severity by providing safer recovery options for vehicles that leave the roadway. By decreasing the likelihood of fatalities and serious injuries, these strategies can be implemented individually or in combination. They are particularly recommended for curves with data indicating a high risk of severe or fatal crashes caused by roadway departures.

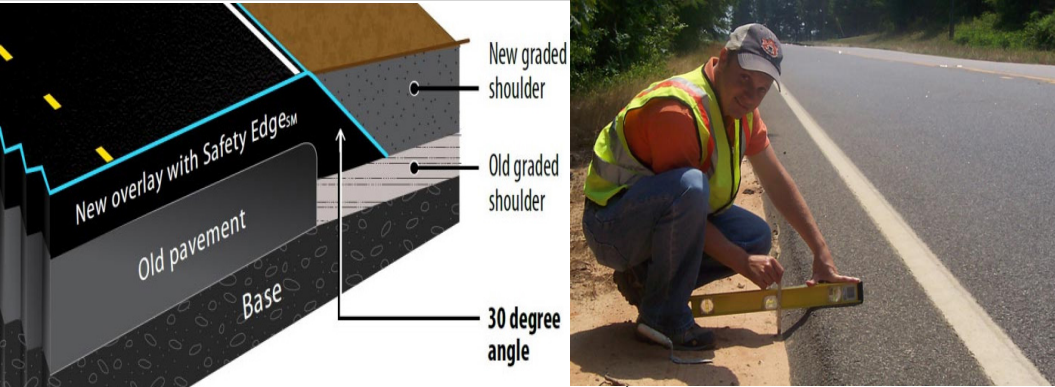
COUNTERMEASURES | **Safety Edge**

DESCRIPTION

The SafetyEdgeSM technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt. Rural road crashes involving edge drop-offs are 2-4 times more likely to include a fatality than other crashes on similar roads.¹ Vehicles may leave the roadway for various reasons ranging from distracted driver errors to low visibility, or to the presence of an animal on the road. Exposed vertical pavement edges can cause vehicles to become unstable and prevent their safe return to the roadway. The SafetyEdgeSM gives drivers the opportunity to return to their travel lane while maintaining control of their vehicle.

IMPLEMENTATION COST	
High	
Medium	
Low	✓

EXAMPLE PHOTO



Source: FHWA

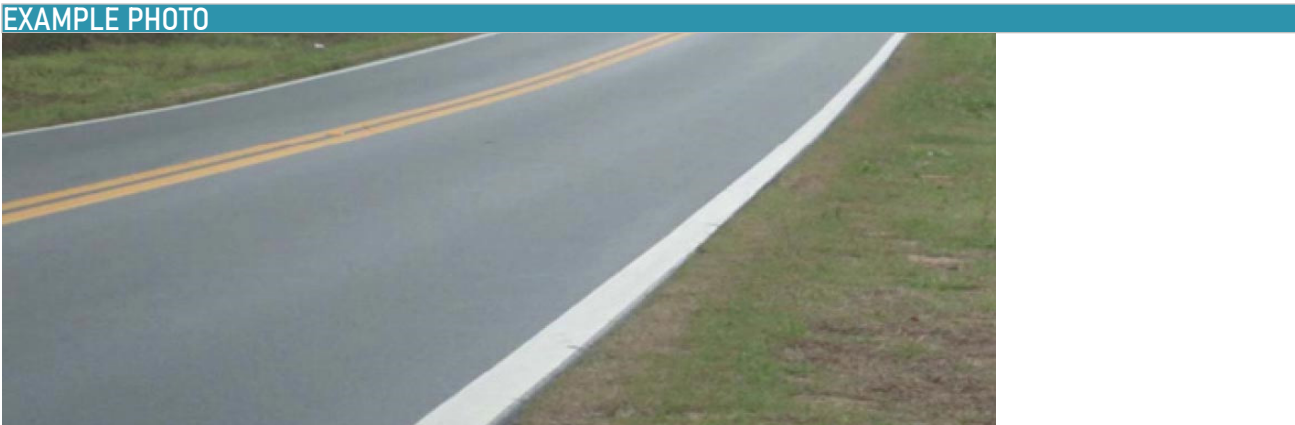
SAFETY BENEFITS	
11% reduction in fatal and injury crashes	
21% reduction in run-off road crashes	
19% reduction in head-on crashes	

APPLICATION

The SafetyEdgeSM technology requires only the addition of a commercially available device to the screed or endgate when laying hot-mix asphalt. For concrete pavements, shaping the edge is even simpler and can be done on-site by the contractor. Unlike conventional pavement edges, some agencies allow the SafetyEdgeSM to remain exposed during construction. However, it's essential to ensure that the adjacent roadside is flush with the top of the pavement for both the SafetyEdgeSM and traditional pavement edges before the project concludes. Over time, regardless of the edge type, exposure due to settling, erosion, and tire wear may occur. In such cases, the gentle slope provided by the SafetyEdgeSM is preferred over the traditional vertical pavement edge.

COUNTERMEASURES | Wider Edge Lines

DESCRIPTION
Roadway departures account for over half of all traffic fatalities in the United States. A significant contributing factor is drivers' inability to clearly perceive the edge of the travel lanes and the road's alignment ahead. To mitigate this risk, wider edge lines can significantly improve lane boundary visibility. By increasing the marking width from the standard 4 inches to 6 inches, drivers are provided with a more defined visual cue. This enhanced visibility reduces the likelihood of unintended lane departures.



Source: FHWA

IMPLEMENTATION COST	
High	
Medium	
Low	✓

SAFETY BENEFITS	
37% reduction for non-intersection, fatal and injury crashes on rural, two-lane roads.	
22% reduction in fatal and injury crashes on rural freeways	

APPLICATION
Wider edge lines increase drivers' perception of the edge of the travel lane and can provide a safety benefit to all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways) in both urban and rural areas. Agencies should also consider implementing a systemic approach to wider edge line installation-based roadway departure crash risk factors. Potential risk factors for two-lane rural roads include:

- Pavement and shoulder widths.
- Presence of curves.
- Traffic volumes.
- History of nighttime crashes.

Table 5.3 provides an overview of the benefits of proven speeding countermeasures, while individual fact sheets that follow offer more detailed insights into their advantages and applications.

Table 5.3 Speed Management Countermeasures

COUNTERMEASURE	IMPROVES COMPLIANCE WITH SPEED LIMITS	REDUCES SPEEDING- RELATED CRASHES	ENHANCES SAFETY FOR ALL ROAD USERS	ADAPTS TO TRAFFIC & WEATHER CONDITIONS	SUPPORTS EFFICIENT ENFORCEMENT
Appropriate Speed Limits for All Road Users	✓	✓	✓		
Variable Speed Limits (VSLs)	✓	✓	✓	✓	
Speed Safety Cameras (SSCs)	✓	✓	✓		✓

SPEED MANAGEMENT

COUNTERMEASURES | Appropriate Speed Limits for All Road Users

DESCRIPTION

Controlling speed is crucial for reducing traffic fatalities and serious injuries, especially on non-limited access roads where vehicles and vulnerable road users (like pedestrians and cyclists) share space. States and local governments play a key role in setting appropriate speed limits to protect everyone, particularly vulnerable road users. Enforcing these limits is a cornerstone of the Safe System Approach, a comprehensive framework for improving road safety. Evidence shows that adjusting speed limits can effectively lower travel speeds, reducing the frequency and severity of traffic crashes.

EXAMPLE PHOTO



Source: MUTCD

APPLICATION

Posted speed limits often match the legislative statutory speed limits. However, designated authorities, including state and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones—and many are doing so. Non-statutory speed limits must be based on an engineering study, conducted in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), involving multiple factors and engineering judgment. When setting a speed limit, agencies should consider a range of factors, including pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds.

IMPLEMENTATION COST

High	
Medium	
Low	✓

SAFETY BENEFITS

Setting a speed limit no more than 5 mph below the 85th-percentile speed may result in fewer total and fatal plus injury crashes, and lead to drivers complying closely with the posted speed limit

COUNTERMEASURES | Variable Speed Limits (VSLs)

DESCRIPTION
Setting appropriate speed limits is crucial for maintaining a safe and efficient transportation network. These limits are determined through engineering studies that consider factors like traffic volumes, operating speeds, roadway characteristics, and crash history. However, road conditions can change rapidly due to factors such as congestion, crashes, and weather. Drivers usually choose their speeds based on ideal conditions like good weather, straight roads, and clear visibility. When these conditions aren't met, the risk of crashes increases. Implementing variable speed limits (VSLs) that adapt to changing circumstances can help reduce crash frequency and severity.

IMPLEMENTATION COST	
High	✓
Medium	✓
Low	✓

EXAMPLE PHOTO



Source: FHWA & WSDOT

update photo

Can we modify this to showcase what Tyrone is using for speed limit warning signs.

SAFETY BENEFITS	
34% reduction in total crashes	
65% reduction for rear-end crashes	
51% reduction in fatal and injury crashes	

APPLICATION
Variable Speed Limits (VSLs) use current roadway information, such as traffic speed, volume, weather, and road conditions, to determine and display appropriate speeds to drivers. This strategy enhances safety and traffic flow by reducing speed variance, also known as speed harmonization. VSLs improve driver expectations by providing advance information about slowdowns and potential lane closures, thus reducing the likelihood of secondary crashes. They can also mitigate adverse weather conditions or slow fast-moving traffic as it approaches a queue or bottleneck. VSLs are particularly effective on urban and rural freeways and high-speed arterials with speed limits over 40 mph. They are often part of Active Traffic Management (ATM) plans or incorporated into existing Road Weather Information Systems. When used with ATM, VSLs can reduce rear-end, sideswipe, and other crashes on high-speed roadways. VSLs may be implemented as regulatory or advisory systems and can apply to entire roadway segments or individual lanes.

COUNTERMEASURES | Speed Safety Camera (SSCs)

Paola to provide
additoinal comment
and details

DESCRIPTION

Safe Speeds is a core principle of the Safe System Approach because high-speed crashes are more likely to be fatal. Enforcing safe speeds has been challenging, but with better information and tools, communities can reduce speeds. Agencies can use Speed Safety Cameras (SSCs) to effectively supplement traditional enforcement, engineering measures, and education. SSCs detect speeding and capture photographic or video evidence of vehicles violating the speed limit, helping to change social norms around speeding.

IMPLEMENTATION COST

High	✓
Medium	✓
Low	

EXAMPLE PHOTO



Source: FHWA



SAFETY BENEFITS

Fixed Units: 54% reduction in total crashes and 47% reduction for injury crashes.

P2P Units: 37% reduction for fatal and injury crashes on urban expressways and principal arterial.

Mobile Units: 20% reduction in fatal and injury crashes on urban principal arterial.

APPLICATION

Agencies should conduct a network analysis of speeding-related crashes to identify locations to implement SSCs. The analysis can include scope (e.g., widespread, localized), location types (e.g., urban/suburban/rural, work zones, residential, school zones), roadway types (e.g., expressways, arterials, local streets), times of day, and road users most affected by speed-related crashes (e.g., pedestrians, bicyclists).

SSCs can be deployed as:

- **Fixed units**—a single, stationary camera targeting one location.
- **Point-to-Point (P2P) units**—multiple cameras to capture average speed over a certain distance.
- **Mobile units**—a portable camera, generally in a vehicle or trailer.

Table 5.4 provides an overview of the benefits of proven pedestrian and bicycle countermeasures, while individual fact sheets that follow offer more detailed insights into their advantages and applications.

Table 5.4 Pedestrian and Bicyclist Countermeasures

Source: ARC Regional Safety Strategy

COUNTERMEASURE	HIGH SPEEDS	HIGH TRAFFIC VOLUMES	HIGH PEDESTRIAN VOLUMES	HIGH BICYCLE VOLUMES	MULTIPLE LANES	NO MEDIAN	LACK OF FACILITIES	LIMITED SIGHT DISTANCE	POOR VISIBILITY
Advance warning signs and markings	✓	✓	✓	✓	✓		✓	✓	✓
Curb extensions			✓		✓	✓	✓	✓	✓
Dedicated bicycle lanes	✓	✓		✓	✓		✓		
Grade separated crossing	✓	✓	✓	✓	✓	✓		✓	
High visibility crosswalk			✓				✓		✓
Leading pedestrian interval	✓	✓	✓		✓				
Lighting			✓	✓			✓		✓
Parking restriction near crossing		✓			✓	✓		✓	✓
Pedestrian hybrid signal	✓	✓	✓		✓	✓		✓	✓
Pedestrian refuge island	✓	✓	✓		✓	✓	✓	✓	✓
Prohibit right-turn on red		✓	✓					✓	✓
Protected left-turn phasing	✓	✓	✓					✓	✓
Raised crosswalk			✓				✓		
Rapid rectangular flashing beacon	✓	✓	✓		✓	✓			✓
Road diet	✓			✓	✓	✓	✓		
Separated multiuse path	✓	✓	✓	✓			✓		
Sidewalks	✓	✓	✓		✓		✓		✓

PEDESTRIAN AND BICYCLIST COUNTERMEASURES

COUNTERMEASURES | Bicycle Lanes

DESCRIPTION

Most fatal bicycle crashes occur outside intersections, especially when motor vehicles overtake cyclists. The risk is heightened by the size and speed differences between vehicles and bicycles, which deters many from cycling. To enhance safety and encourage cycling, states and localities must prioritize installing dedicated bicycle lanes. This crucial step aligns with the Safe System Approach, which emphasizes separating users in space to minimize the risk of severe crashes.

EXAMPLE PHOTO



Source: ARC

IMPLEMENTATION COST

High	✓
Medium	✓
Low	✓

SAFETY BENEFITS

Bicycle Lane Additions: 49% reduction in total crashes on urban 4-lane undivided collectors and local roads.

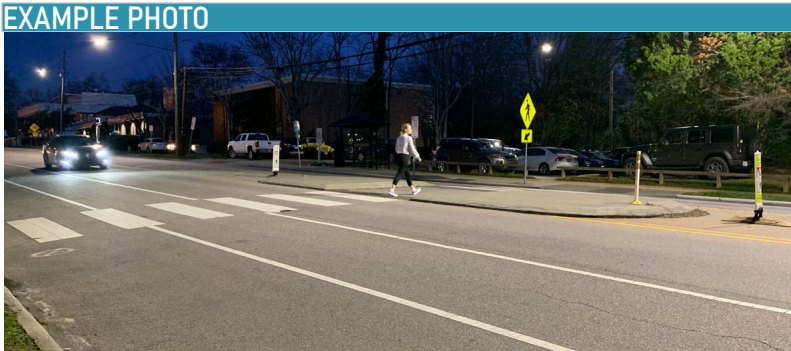
Bicycle Lane Additions: 30% reduction in total crashes on urban 2-lane undivided collectors and local roads.

APPLICATION

FHWA's Bikeway Selection Guide and Incorporating On-Road Bicycle Networks into Resurfacing Projects help agencies determine the most beneficial facilities for various contexts. Bicycle lanes can be added to new roadways or existing roads by reallocating space in the right-of-way through Road Diets. Separated bicycle lanes, using vertical elements like flexible delineator posts, curbs, or vegetation, provide additional safety by creating a physical barrier between cyclists and motorized traffic lanes. For marked bike lanes without vertical elements, a lateral offset with a marked buffer helps further separate bicyclists from vehicle traffic, enhancing safety.

COUNTERMEASURES | Crosswalk Visibility Enhancements

DESCRIPTION
Reduced visibility at crosswalks, caused by poor lighting, parked vehicles, and roadway curvature, greatly compromises pedestrian safety. On busy multilane roads with over 10,000 Average Annual Daily Traffic (AADT), a simple marked crosswalk is often not enough. Implementing more robust crossing improvements is crucial to reduce the risk of pedestrian accidents. High-visibility crosswalks, adequate lighting, and clear signage/markings are three key enhancements that improve crosswalk visibility. These measures not only increase driver awareness of pedestrians but also guide users to safe crossing locations. Agencies can implement these features individually or in combination.



Source: FHWA

IMPLEMENTATION COST	
High	
Medium	
Low	✓

SAFETY BENEFITS	
Bicycle Lane Additions:	49% reduction in total crashes on urban 4-lane undivided collectors and local roads.
Bicycle Lane Additions:	30% reduction in total crashes on urban 2-lane undivided collectors and local roads.

APPLICATION

High-visibility crosswalks

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

Improved Lighting

The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

Enhanced Signing and Pavement Markings

On multilane roadways, agencies can use "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk to indicate where a driver should stop or yield to pedestrians, depending on State law. To supplement the signing, agencies can also install a STOP or YIELD bar (commonly referred to as "shark's teeth") pavement markings.

COUNTERMEASURES | Leading Pedestrian Interval (LPI)

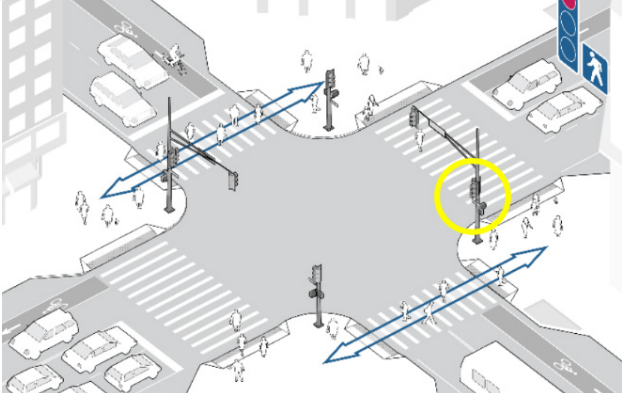
DESCRIPTION

A leading pedestrian interval (LPI) allows pedestrians to enter the crosswalk at a signalized intersection 3-7 seconds before vehicles receive a green signal. This extra time enables pedestrians to establish their presence in the crosswalk before vehicles start turning. LPIs offer several benefits, including increased visibility of pedestrians, reduced conflicts between pedestrians and vehicles, a higher likelihood of motorists yielding to pedestrians, and enhanced safety for pedestrians who may be slower to start crossing the intersection.

IMPLEMENTATION COST

High	
Medium	
Low	✓

EXAMPLE PHOTO



Source: Arlington County, Virginia

SAFETY BENEFITS

13% reduction in pedestrian-vehicle crashes at intersection

APPLICATION

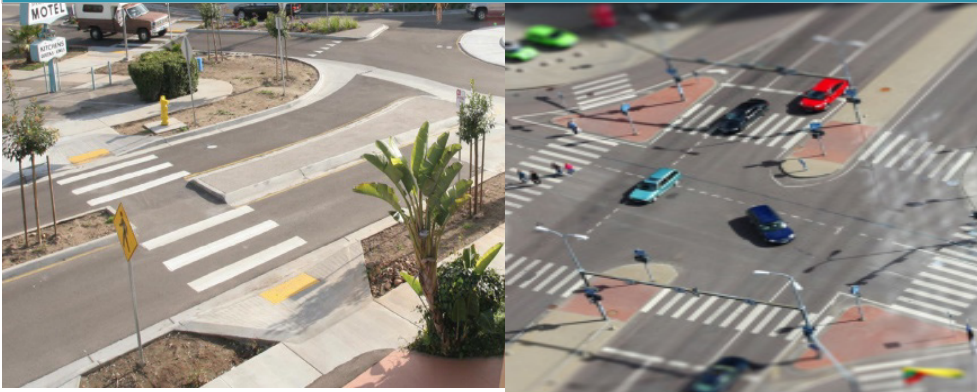
FHWA's Handbook for Designing Roadways for the Aging Population recommends implementing Leading Pedestrian Intervals (LPIs) at intersections with high turning vehicle volumes. Transportation agencies should consult the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on LPI timing and ensure pedestrian signals are accessible to all users. The cost of implementing LPIs is very low when it only requires altering signal timing.

COUNTERMEASURES | Medians and Pedestrian Refuge Islands

DESCRIPTION

A median is the space separating opposing lanes of traffic, excluding turn lanes. In urban and suburban settings, medians may be defined by pavement markings, raised structures, or islands designed to separate motorized and non-motorized road users. A pedestrian refuge island, or crossing area, is a specialized type of median that provides a designated safe space for pedestrians to pause while crossing the road, enhancing their protection and safety.

EXAMPLE PHOTO



Source: FHWA

IMPLEMENTATION COST

High	
Medium	✓
Low	✓

SAFETY BENEFITS

Median with Marked Crosswalk: 46% reduction in pedestrian crashes.
Pedestrian Refuge Island: 56% reduction in pedestrian crashes.

APPLICATION

Transportation agencies should explore the inclusion of medians or pedestrian refuge islands in curbed sections of urban and suburban multilane roadways, particularly in areas with heavy pedestrian and vehicle traffic, traffic volumes exceeding 9,000 vehicles per day, and travel speeds greater than 35 mph. Ideally, these features should be 8 feet wide to ensure pedestrian comfort. They should be implemented at mid-block crossings, along approaches to multilane intersections, and in proximity to transit stops or other areas frequented by pedestrians.

COUNTERMEASURES | Pedestrian Hybrid Beacons (PHB)

DESCRIPTION
The Pedestrian Hybrid Beacon (PHB) is a traffic control device designed to improve pedestrian safety at mid-block crossings and uncontrolled intersections on high-speed roadways. Featuring two red lenses above a single yellow lens, the PHB remains inactive until a pedestrian activates it by pressing a call button. Once triggered, the beacon begins a flashing yellow-to-red light sequence, alerting motorists to slow down and stop, granting pedestrians the right-of-way to cross. After pedestrians complete their crossing, the beacon deactivates and returns to its inactive state.

IMPLEMENTATION COST	
High	✓
Medium	✓
Low	

EXAMPLE PHOTO



Source: FHWA

add fluff

SAFETY BENEFITS	
55% reduction in pedestrian crashes.	
29% reduction in total crashes.	
15% reduction in serious injury and fatal crashes.	

APPLICATION
Transportation agencies should refer to the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on the appropriate application of Pedestrian Hybrid Beacons (PHBs). PHBs are most effectively used in locations where pedestrian crossings are challenging, such as where speed limits exceed 35 miles per hour, traffic volumes exceed 9,000 vehicles per day, and three or more lanes must be crossed. Successful PHB installations necessitate a marked crosswalk and a pedestrian countdown signal. To ensure community understanding and acceptance, agencies should conduct public education and outreach campaigns prior to PHB implementation.

COUNTERMEASURES | Rectangular Rapid Flashing Beacons (RRFBs)

DESCRIPTION
Marked crosswalks and pedestrian warning signs improve safety, but they may not always ensure drivers notice and yield to pedestrians. To enhance visibility and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install Pedestrian Actuated Rectangular Rapid Flashing Beacons (RRFBs). RRFBs consist of two rectangular yellow LED arrays that flash alternately at a high frequency when activated. This rapid flashing significantly improves the visibility of pedestrians to approaching drivers.



Source: FHWA

IMPLEMENTATION COST	
High	
Medium	✓
Low	

SAFETY BENEFITS	
47% reduction in pedestrian crashes.	
98% increase for motorist yielding.	

APPLICATION
The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour. Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes. RRFBs can also accompany school or trail crossing warning signs. RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing. The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

COUNTERMEASURES | Road Diets (Roadway Reconfiguration)

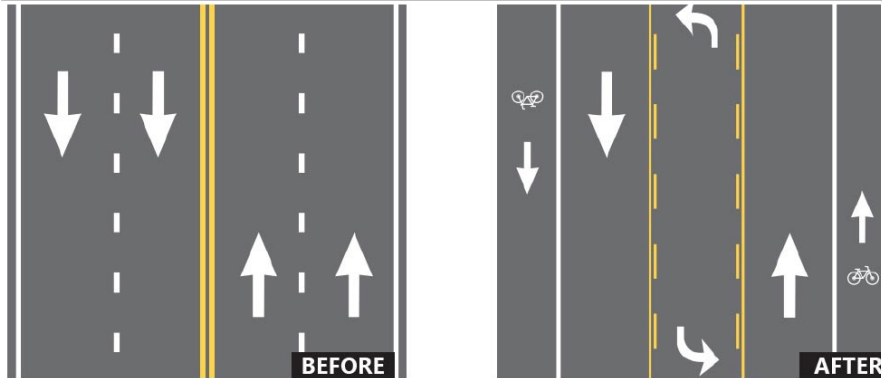
DESCRIPTION

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).

IMPLEMENTATION COST

High	
Medium	✓
Low	✓

EXAMPLE PHOTO



Source: FHWA

SAFETY BENEFITS

4 lane to 3-lane Road Diet Conversion: 19-47% reduction in total crashes.

APPLICATION

Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less. **Talk about different traffic calming measures like splitter islands and medians instead of road diets**

COUNTERMEASURES | Walkways

DESCRIPTION

A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.

IMPLEMENTATION COST

High	✓
Medium	✓
Low	✓

EXAMPLE PHOTO



Source: FHWA

SAFETY BENEFITS

Sidewalks: 65-89% reduction in crashes involving pedestrian walking along roadways.

APPLICATION

Well-designed pedestrian walkways, shared use paths, and sidewalks enhance pedestrian safety and mobility. Pedestrians should have a direct and connected network of walking routes to reach their destinations without gaps or sudden changes. In rural or suburban areas where such walkways aren't feasible, safe well marked roadway shoulders can provide a place for pedestrians to walk alongside the road.

Transportation agencies should incorporate pedestrian facilities into all roadway projects unless exceptional circumstances exist. It is crucial to provide and maintain accessible safe sidewalks along both sides of the road in urban areas, especially near school zones, transit locations, and areas with high pedestrian activity.

COUNTERMEASURES | Lighting

DESCRIPTION

Nighttime driving is significantly more dangerous than daytime driving. Although only 25% of vehicle miles are traveled at night, they account for a disproportionately high number of fatal crashes, with a fatality rate three times higher than during the day. This increased risk is due to reduced visibility, which limits a driver's ability to quickly react to hazards or roadway changes within the limited range of headlights. To mitigate this risk, continuous or spot lighting can be strategically implemented along road segments, at intersections, and at pedestrian crossings to enhance visibility and reduce the likelihood of crashes.

EXAMPLE PHOTO



Source: FHWA

IMPLEMENTATION COST

High	✓
Medium	✓
Low	

SAFETY BENEFITS

42% reduction for nighttime injury pedestrian crashes at intersection.

33-38% reduction for nighttime crashes at rural and urban intersections.

28% reduction for nighttime injury crashes on rural and urban highways.

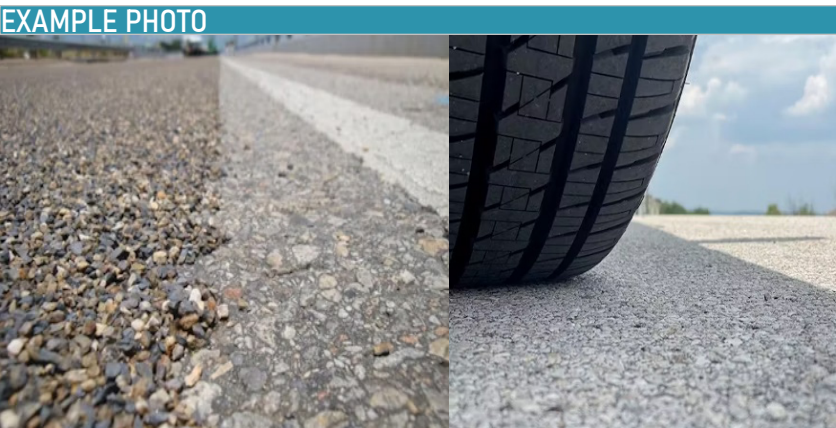
APPLICATION

Roadway Segments: Research indicates that continuous lighting on both rural and urban highways (including freeways) has an established safety benefit for motorized vehicles. Agencies can provide adequate visibility of the roadway and its users through the uniform application of lighting that provides full coverage along the roadway and the strategic placement of lighting where it is needed the most.

Intersection and Pedestrian Crossings: Increased visibility at intersections at nighttime is important since various modes of travel cross paths at these locations. Agencies should consider providing lighting to intersections based on factors such as a history of crashes at nighttime, traffic volume, the volume of non-motorized users, the presence of crosswalks and raised medians, and the presence of transit stops and boarding volumes.

COUNTERMEASURES | Pavement Friction Management

DESCRIPTION
Pavement friction is a crucial factor influencing vehicle-roadway interaction and significantly impacts crash frequency. Regularly measuring, monitoring, and maintaining pavement friction, particularly at locations with frequent turning, slowing, and stopping maneuvers, is essential for preventing numerous roadway departure, intersection, and pedestrian-related crashes. Leveraging continuous pavement friction data in conjunction with crash and roadway data enables more targeted and efficient application of friction treatments like High Friction Surface Treatment (HFST), maximizing their effectiveness in enhancing road safety.



Source: Construction Pro and Roads and Bridges Website

IMPLEMENTATION COST	
High	
Medium	✓
Low	

SAFETY BENEFITS	
63% reduction for injury crashes at ramps.	
48% reduction for injury crashes at horizontal curves.	
20% reduction for total crashes at intersection.	

APPLICATION
High Friction Surface Treatment (HFST) comprises a durable, anti-abrasion, and polish-resistant aggregate applied over a thermosetting polymer resin binder. This binder secures the aggregate in place, enhancing friction and skid resistance. Calcined bauxite is the most effective aggregate for HFST applications. Applications of HFST: HFST should be used in locations requiring increased friction, such as horizontal curves, interchange ramps, intersection approaches, higher-speed signalized and stop-controlled intersections, steep downward grades, and areas with a history of rear-end, failure-to-yield, wet-weather, or red-light-running crashes. Crosswalk approaches also benefit from HFST.

COUNTERMEASURES | Road Safety Audit (RSAs)

DESCRIPTION
While most transportation agencies have traditional safety review procedures in place, a Road Safety Audit (RSA) or assessment stands out as a unique approach. RSAs are conducted by a multidisciplinary team that is independent of the project. They consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

IMPLEMENTATION COST	
High	
Medium	✓
Low	✓



SAFETY BENEFITS	
10-60% reduction in total crashes	

APPLICATION
RSAs can be performed in any phase of project development, from planning through construction. Agencies may focus RSAs specifically on motorized vehicles, pedestrians, bicyclists, motorcyclists, or a combination of these roadway users. Agencies are encouraged to conduct an RSA at the earliest stage possible, as all roadway design options and alternatives are being explored.

COUNTERMEASURES | Local Road Safety Plans (LRSPs)

DESCRIPTION
A Local Road Safety Plan (LRSP) offers a structured approach to identifying, analyzing, and prioritizing safety improvements on local roads. Tailored to address specific local needs and issues, the LRSP process results in a prioritized action list aimed at reducing fatalities and serious injuries. The Federal Highway Administration (FHWA) provides valuable resources, including an LRSP Do-It-Yourself website, to guide local agencies and their partners in creating and implementing effective LRSPs

IMPLEMENTATION COST	
High	
Medium	✓
Low	



Source: FHWA

SAFETY BENEFITS	
10-60% reduction in total crashes	

APPLICATION
Developing a Local Road Safety Plan (LRSP) is essential for enhancing road safety at the local level and aligning with a State's Strategic Highway Safety Plan (SHSP). Key elements of an LRSP include engaging stakeholders from engineering, enforcement, education, and emergency services; fostering collaboration among various agencies to leverage expertise and resources; identifying target crash types and implementing proven safety countermeasures; and establishing timelines and goals for implementation and evaluation. LRSPs are valuable tools for prioritizing safety improvements, demonstrating proactive risk management, and reducing fatalities and injuries on local roads. They should be considered living documents that are regularly updated to reflect evolving local needs and priorities.

not projects currently
in design

Project Recommendations

EMPIRICAL FOCUS AREAS

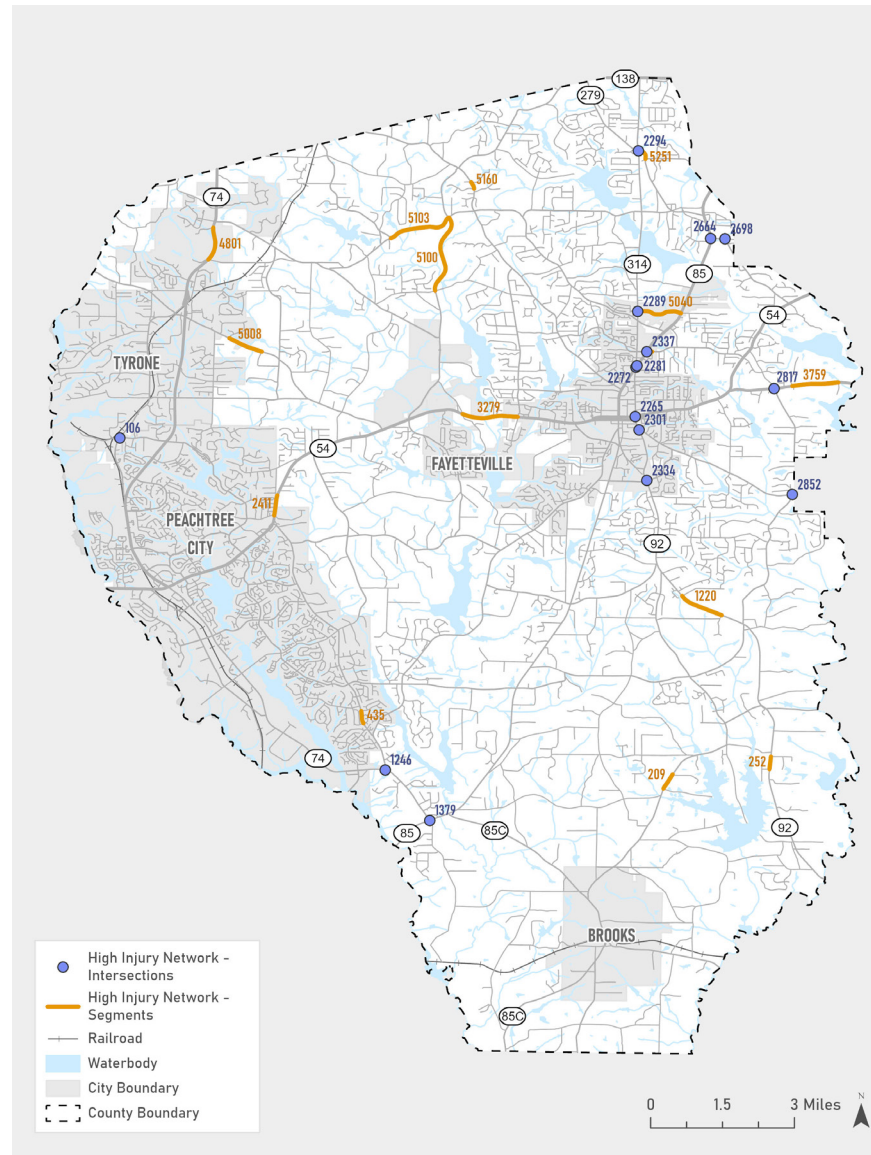


Table 5.5 County Wide Intersection Projects

ID	INTERSECTION LOCATION	COUNTY WIDE RANKING
2272*	SR 85/ W Fayetteville Rd at Commerce Dr	1
2234	Jimmie Mayfield Blvd at Helen Sams Pkwy	2
2281*	SR 85 at N Jeff Davis Dr	3
2664	SR 85 at Corinth Rd	4
2337	SR 85 at Banks Rd	5
2852	S Jeff Davis Dr at Inman Rd	6
2294	SR 314 at SR 279	7
1379	SR 85 at SR 74	8
2265	SR 54 at N Jeff Davis Dr	9
106	Rockwood Rd at Senoia Rd	10
2301	S Jeff Davis Dr at Jimmie Mayfield Blvd	11
2289	SR 314 at Beckett Ln	12
1246	SR 74 at Gates Entry	13
2698	Corinth Rd at Carter Rd	14
2817	County Line Road at McDonough Rd	15

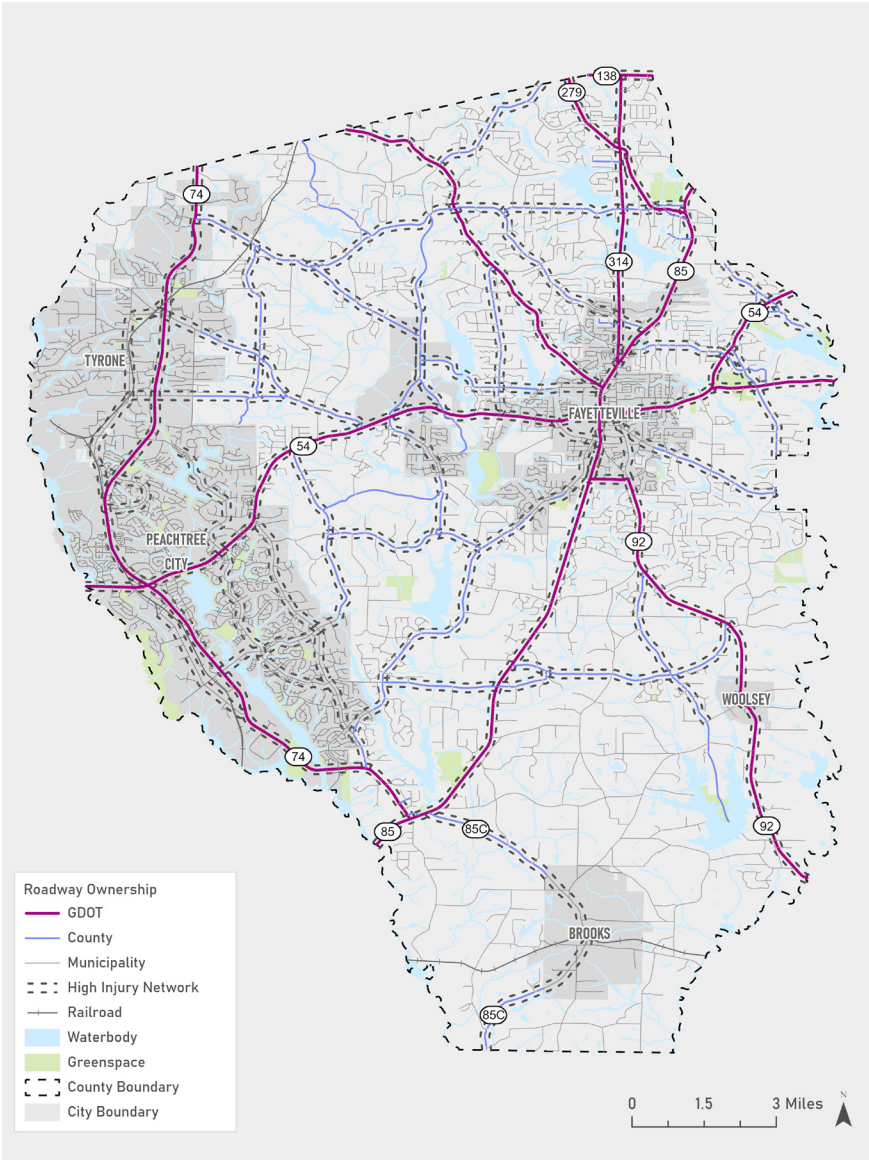
*Intersection improvement projects will be carried out simultaneously.

Table 5.6 County Wide Segment Projects

ID	SEGMENT LOCATION	COUNTY WIDE RANKING
3759	McDonough Rd from Kellens Ct to Zoie Ct	1
2411	SR 54 from Shiloh Dr to Carriage Ln	2
209	Brooks Woolsey Rd from Acton Dr to Burch Lake Rd	3
5251	SR 279 from SR 314 to Helmer Rd	4
5103	Lee Mills Rd from Lees Lake Rd to Veterans Park	5
5040*	Pavillion Pkwy from SR 314 to SR 85	6
1220	SR 92 from Carrollwood Dr to McBride Rd	7
5160	SR 92 from Coleman Lake Rd to Ales Way	8
252	SR 92 from Peeples Rd to Wendy Way	9
3279	SR 54 from Old Norton Rd to Burch Rd	10
435	Robinson Rd from Kimmer Rd to Oakdale Ave	11
5008	Tyrone Rd from Anthony Dr to Scott Blvd	12
5100	Veterans Pkwy from Lees Mill Rd to Eastin Rd	13
4801	Senoia Rd from Cook Rd to Peggy Ln	14
4018	Banks Rd from SR 85 to SR 54	15

*Private roadway not within Fayetteville jurisdiction.

PROJECT LISTS



The project lists were developed for each jurisdiction—including unincorporated Fayette County, Fayetteville, Peachtree City, Tyrone, and Brooks—to ensure that safety improvements are tailored to the unique needs and challenges of each community. These jurisdiction-specific lists prioritize locations with a history of fatal and serious injury (KSI) crashes, following a data-driven approach that considers crash frequency, crash rates, and exposure factors.

In addition to these jurisdictional lists, a countywide analysis was conducted to identify high-risk locations that require safety interventions regardless of jurisdictional boundaries. This broader perspective allows for a systemic approach to transportation safety, ensuring that critical corridors and intersections with the highest crash risks are recognized and addressed at the county level.

A key component of this approach is its alignment with the High Injury Network (HIN)—a framework that identifies roadways where severe crashes are most concentrated. By integrating the HIN into the prioritization process, the project lists directly target Fayette County’s most dangerous road segments and intersections. This ensures that resources are allocated efficiently, focusing on locations where safety improvements will have the greatest impact on reducing serious injuries and fatalities.

By incorporating both localized and countywide perspectives, the project lists create a comprehensive framework for prioritizing and implementing safety interventions. This approach strengthens Fayette County’s ability to systematically reduce crash risks, enhance equitable transportation safety, and support long-term Vision Zero goals.

UNINCORPORATED COUNTY FOCUS AREAS

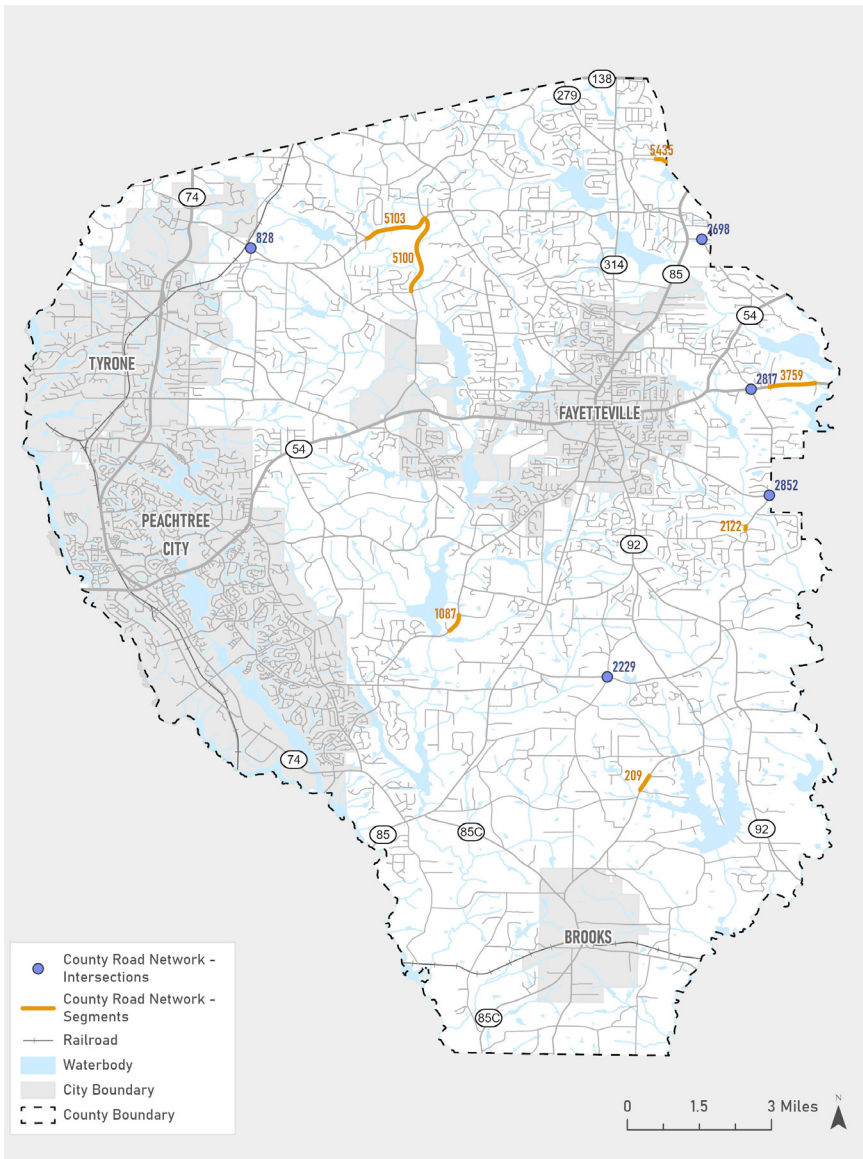


Table 5.7 Unincorporated County Intersection Projects

ID	INTERSECTION LOCATION	COUNTY (NON-STATE ROUTE) RANKING	COUNTY WIDE RANKING
2852*	S Jeff Davis Dr at Inman Rd	1	6
2698*	Corinth Rd at Carter Rd	2	14
2817	County Line Road at McDonough Rd	3	15
828	Sandy Creek Rd at Ellison Rd	4	18
2229	Goza Rd at Old Greenville Rd	5	28

Table 5.8 Unincorporated County Segment Projects

ID	SEGMENT LOCATION	COUNTY (NON-STATE ROUTE) RANKING	COUNTY WIDE RANKING
3759	McDonough Rd from Kellens Ct to Zoie Ct	1	1
209	Brooks Woolsey Rd from Acton Dr to Burch Lake Rd	2	3
5103	Lees Mills Rd from Lees Lake Rd to Veterans Park	3	5
5100	Veterans Pkwy from Lees Mill Rd to Eastin Rd	4	13
5435	Helmer Rd from Stillbrook Way to County Line	5	18
2122	Inman Rd from Marron Rd to Betsill Rd	6	20
1087	Redwine Rd from Farms Rd to Harris Rd	7	25
0	Lowery Road from Grant Rd to SR 92	-	-
5458	Kenwood Road from SR 279 to New Hope Road	-	-

PEACHTREE CITY FOCUS AREAS

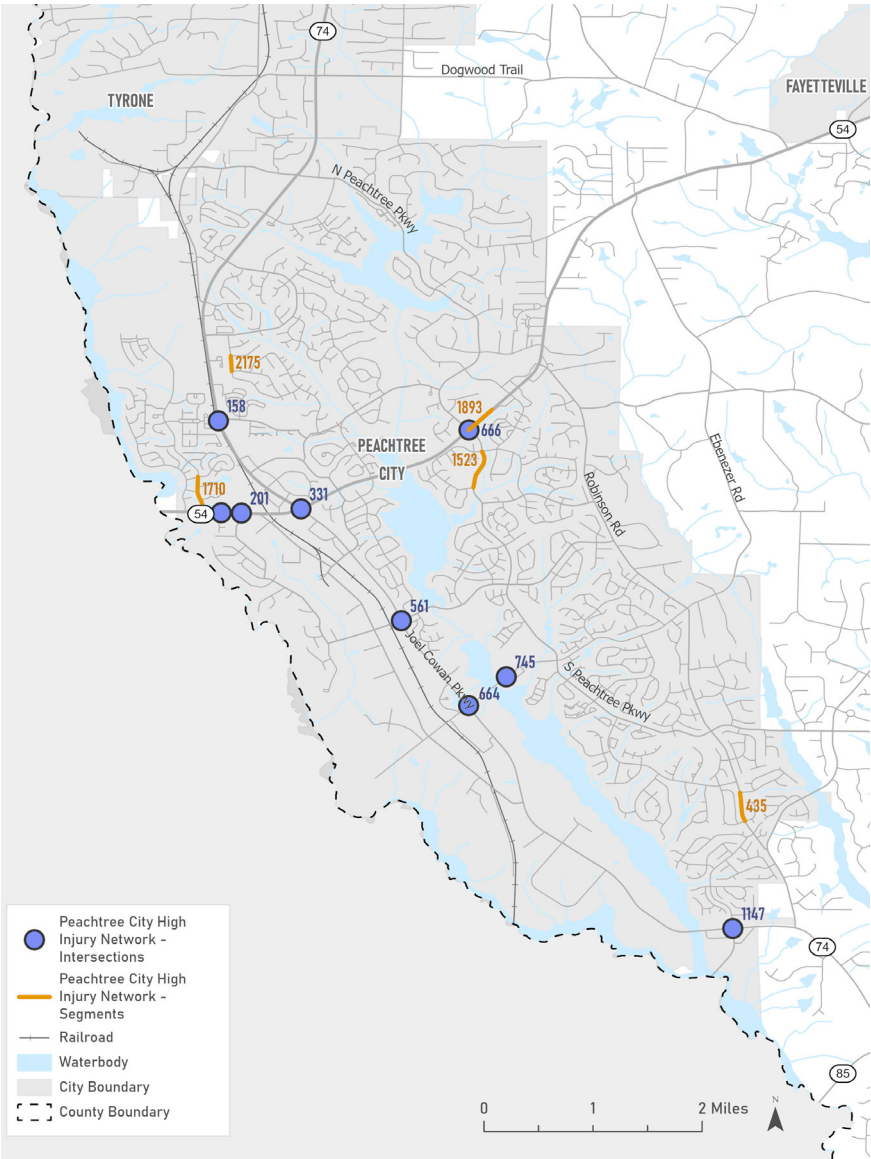


Table 5.9 Peachtree City Intersection Projects

ID	INTERSECTION LOCATION	CITY RANKING	COUNTY WIDE RANKING
1147	SR 74 at Holly Grove Road	1	27
745	Crosstown Dr at Crosstown Ct	2	30
201	SR 54 at Planterra Way	3	32
561	Kelly Dr at SR 74	4	40
158	SR 74 at Wisdom Rd	5	44
331*	SR 74 at SR 54	26	-
666*	SR 54 at Peachtree Parkway	38	-
163*	SR 54 at Line Creek	52	-
664*	SR 74 at Crosstown Dr	34	-

-County wide ranking exceeds 100.
*Stakeholder requested focus areas.

Table 5.10 Peachtree City Segment Projects

ID	SEGMENT LOCATION	CITY RANKING	COUNTY WIDE RANKING
435	Robinson Rd from Kimmer Rd to Oakdale Ave	1	11
1893	SR 54 from Peachtree Pkwy to Eastbrook Bnd	2	22
1523	Peachtree Pkwy from Waterwood Bnd to Bridlepath Ln	3	30
1710	McDuff Park from SR 54 to Saint Albans Way	4	31
2175	Walnut Grove Rd from magnolia Ln to Melrah Hi	5	37
5457	Peachtree Pjwy from Walt Banks Rd to Georgia Park	-	-

-County wide ranking exceeds 100.

FAYETTEVILLE FOCUS AREAS

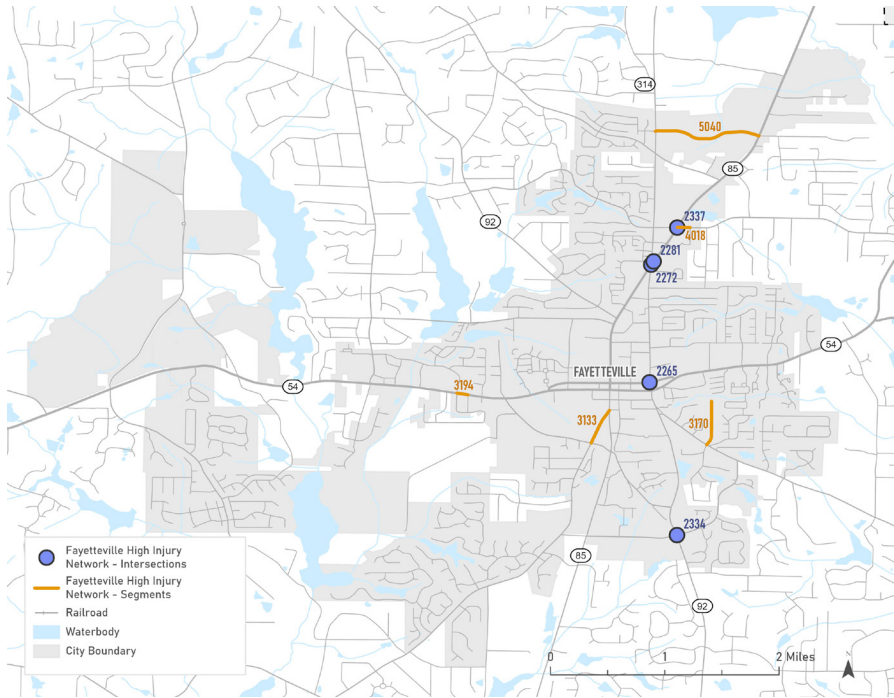


Table 5.11 Fayetteville Intersection Projects

ID	INTERSECTION LOCATION	CITY RANKING	COUNTY WIDE RANKING
2272*	SR 85 / W Fayetteville Rd at Commerce Dr	1	1
2334	Jimmie Mayfield Blvd at Helen Sams Pkwy	2	2
2281	SR 85 at N Jeff Davis Dr	3	3
2337	Banks Rd at SR 85	4	5
2265	SR 54 at N Jeff Davis Dr	5	9

*Intersection improvement projects will be carried out simultaneously.

Table 5.12 Fayetteville Segment Projects

ID	SEGMENT LOCATION	CITY RANKING	COUNTY WIDE RANKING
5040*	Pavillion Pkwy from SR 314 to SR 85	1	6
4018	Banks Rd from SR 85 to SR 54	2	15
3170	Industrial Way from S Jeff Davis Dr to End of Road	3	16
3133	Beauregard Blvd from Grady Ave to Fisher Ave	4	51
3194	SR 54 from Oak Street to Deep Forest Ln	5	88

*Private roadway not within Fayetteville jurisdiction.

BROOKS FOCUS AREAS

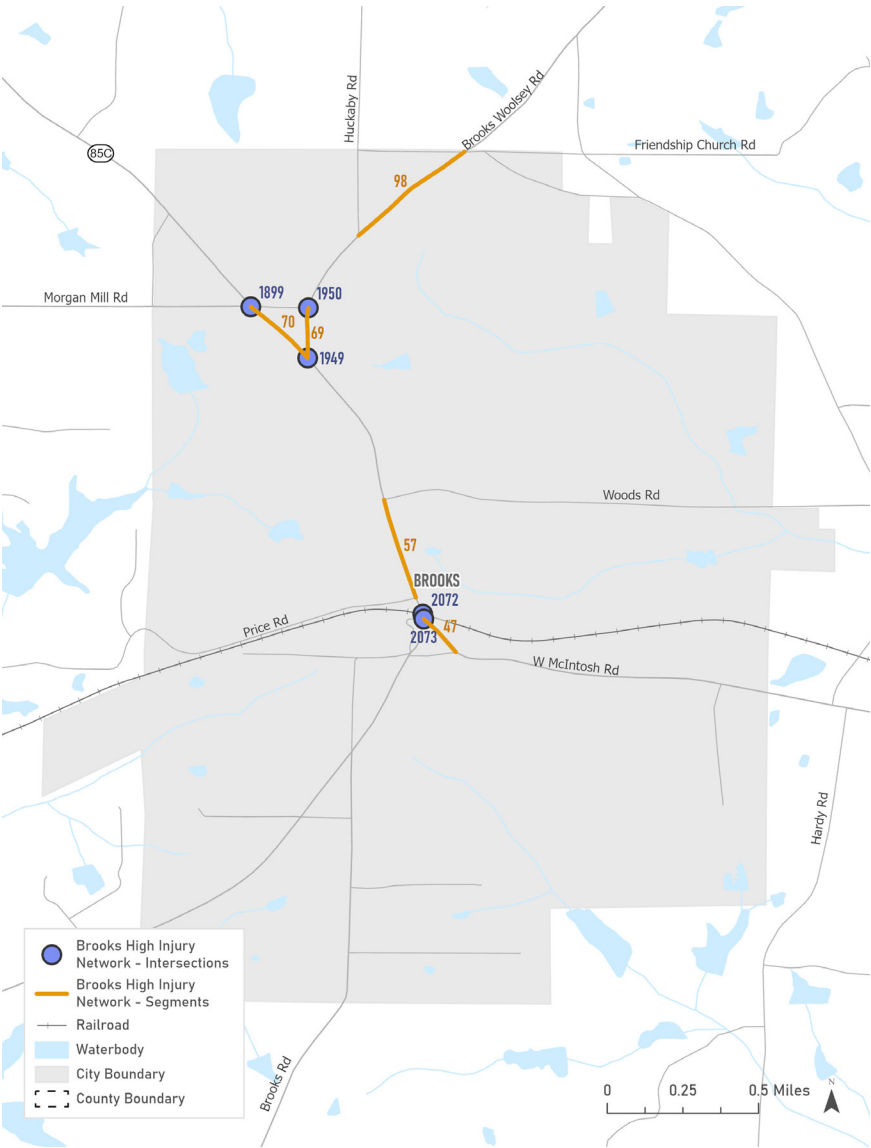


Table 5.13 Brooks Intersection Projects

ID	INTERSECTION LOCATION	CITY RANKING	COUNTY WIDE RANKING
1899	Morgan Mill Rd at SR 85 Conn	1	-
2072	Railroad St at SR 85 Conn	2	-
2073	McIntosh Rd at SR 85 Conn	3	-
1950	Morgan Mill Rd at Brooks Woolsey Rd	4	-
1949	Brooks Woolsey Rd at SR 85 Conn	5	-

-County wide ranking exceeds 100.

Table 5.14 Brooks Segment Projects

ID	SEGMENT LOCATION	CITY RANKING	COUNTY WIDE RANKING
98	Brooks Woolsey Rd from Huckaby Rd to Friendship Church Rd	1	-
57	SR 85 Conn from Woods Rd to Price Rd	2	-
47	W McIntosh Rd from SR 85 Conn to Gable Rd	3	-
70	SR 85 Conn from Morgan Mill Rd to Brooks Woolsey Rd	4	-
69	Brooks Woolsey Rd from SR 85 Conn to Morgan Mill Rd	5	-

-County wide ranking exceeds 100.

TYRONE FOCUS AREAS

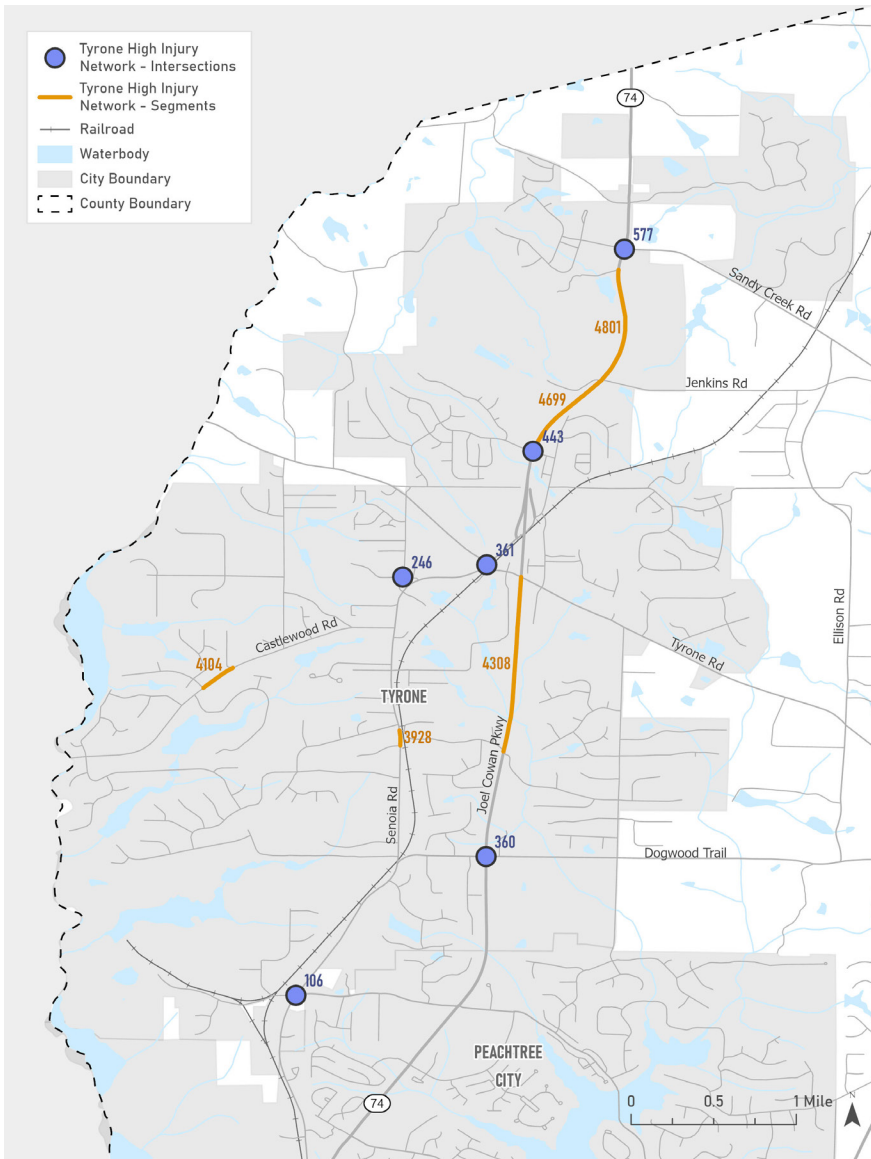


Table 5.15 Tyrone Intersection Projects

ID	INTERSECTION LOCATION	CITY RANKING	COUNTY WIDE RANKING
106*	Rockwood Rd at Senoia Rd	1	10
360	Dogwood Trl at SR 74	2	20
577	SR 74 at Sandy Creek Road	3	46
346	Arrowood Rd at Brentwood Rd	4	-
443	SR 74 at Carriage Oaks Drive	5	-
361	Palmetto Rd at Senoia Rd	6	-

-County wide ranking exceeds 100.

Table 5.16 Tyrone Segment Projects

ID	SEGMENT LOCATION	CITY RANKING	COUNTY WIDE RANKING
4801	SR 74 from Cook Rd to Peggy Ln	1	14
4308	SR 74 from Tyrone Rd to Crestwood Rd	2	84
4699	SR 74 from Peggy Ln to Carriage Oaks Dr	3	90
3928	Senoia Rd from Crestwood Rd to Irish Ln	4	-
4104	Castlewood Rd from Fork Rd to Whisperwood Trl	5	-

-County wide ranking exceeds 100.

Evaluation Metrics

The project prioritization is based on a structured evaluation framework that assigns weighted scores across key metrics. These metrics encompass safety, equity, multimodal accessibility, and stakeholder input, ensuring a comprehensive assessment of each project’s impact and feasibility as detailed in Table 5.17.

SAFETY CONSIDERATIONS:

Projects are evaluated based on historical crash data, posted speed limits, and design deficiencies. Higher scores are assigned to locations with documented serious injury or fatal crashes, high-speed limits, or significant design issues.

EQUITY FACTORS:

The assessment includes demographic considerations such as the presence of disadvantaged populations, minority communities, and areas with low vehicle ownership. Projects serving these communities receive higher prioritization.

MULTIMODAL CONNECTIVITY:

The methodology considers pedestrian, bicycle, and golf cart infrastructure needs. Projects that address existing gaps, provide new connectivity, or are located in areas with documented multimodal crashes receive higher scores.

STAKEHOLDER ENGAGEMENT & FEASIBILITY:

Community support, potential deliverability challenges, and collaboration across jurisdictions are key factors in determining project feasibility. Higher engagement and fewer implementation barriers contribute to a more favorable prioritization.

Each project receives a cumulative score based on the sum of individual metric ratings. This data-driven approach ensures that funding and resources are allocated to projects with the greatest potential to improve safety, equity, and mobility while considering feasibility and public support. The project prioritizations scoring results are detailed in Table 5.18 for intersections and Table 5.19 for segments.

how was constructibility accounted for. Expand on that.

Table 5.17 Evaluation Metrics

EVALUATION METRIC	INDICATOR	DESCRIPTION	SCORE RANGE	
			LOW	HIGH
SS4A	High Injury Network	Is the project location on the High-Injury Network (i.e., a Fayette-County top 15 HIN roadway/intersection)? (Y/N)	0	5
SS4A	Disadvantaged Area	Is the project within or proximate to an area that may be considered Disadvantaged? Factors may include areas of low income/poverty, limited English, age (youth or seniors), male/female ratios, racial minorities, ethnic minorities, foreign-born, disabilities, etc. Score from 0 (no applicable factors) to 5 (several factors in same area).	0	5
Safety	Serious Injury Crash	Has a potentially-correctible serious injury occurred within the project area?	0	3
Safety	Fatal Crash	Has a potentially-correctible fatality occurred within the project area?	0	5
Safety	Posted Speed Limit	What is the posted speed limit for the project location? <30 mph - 0; 30 to 45 mph - 3; >45 mph - 5.	0	5
Safety	Design Deficiencies	Are there known design deficiencies relative to current design standards? Minimal to none - 0; Some - 3; Significant - 5.	0	5
Equity	Minority Population	Is the project located within or proximate to an area with higher-than-average (relative to Fayette County census data) minority populations? (Y/N)	0	3
Equity	Vehicle Ownership	Is there a known significant percentage of the population that does not own a vehicle (excluding golf carts)? (Y/N)	0	3
Multimodal	Pedestrian, Bicycle, or Golf Cart Involved Crash	Are there documented crashes with pedestrians, bicyclists, or golf carts in the project area? None - 0; One or Two crashes - 3; Several - 5	0	3
Multimodal	Existing Path Facility	Is the project in an area that lacks existing bike/ped/golf cart facilities and has latent demand for such accommodations? (Y/N)	0	3
Multimodal	Facility Gap Connection	Does the project provide bike/ped/golf cart connectivity to one or more destination centers OR fill a gap between existing bike/ped/golf cart infrastructure segments? (Y/N)	0	3
Engagement	Stakeholder / Public Identification	Is the project supported through engagement with the stakeholders and public? No - 0; Some - 3; Strongly - 5.	0	5
Engagement	Deliverability	Are there known deliverability concerns (e.g., environmental, private property impacts, utility conflicts, etc.) that surfaced during public engagement or preliminary evaluation? Major Issues - 0, Minimal - 1, None - 3.	0	3
Engagement	Collaboration	Is there an opportunity for multiple-jurisdiction support for the project? (Y/N)	0	3

Project Prioritization

INTERSECTIONS

Table 5.18 Intersection Project Prioritization

ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
2334	Jimmie Mayfield Blvd at Helen Sams Pkwy	2	41
2272**	SR 85 / W Fayetteville Rd at Commerce Dr	1	39
2281	SR 85 at N Jeff Davis Dr	3	39
201	SR 54 at Planterra Way	32	39
2337	SR 85 at Banks Rd	5	36
745	Crosstown Dr at Crosstown Ct	30	36
2664	SR 85 at Corinth Rd	4	35
2301	S Jeff Davis Dr at Jimmie Mayfield Blvd	11	35
1379	SR 85 at SR 74	8	34
2817	County Line Road at McDonough Road	15	34
2265	SR 54 at S Jeff Davis Dr	9	33
1147	SR 74 at Holly Grove Road	27	33
331	SR 74 at SR 54	-	33
1246	SR 74 at Gates Entry	13	32
2698*	Corinth Rd at Carter Rd	14	30
561	Kelly Dr at SR 74	40	30
163	SR 54 at Line Creek	-	30
2294	SR 314 at SR 279	7	29

-Empirical Ranking greater than 100.

*Intersection Improvements currently in design.

**Private Roadway not within Fayetteville Jurisdiction.

+To be improved in conjunction with Int ID 2281.

***Improvement recently installed. Continue to monitor intersection.

ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
2289**	SR 314 at Beckett Ln	12	29
2229	Goza Rd at Old Greenville Rd	28	29
2852*	S Jeff Davis Dr at Inman Rd	6	28
664	SR 74 at Crosstown Dr	-	28
360	Dogwood Trl at SR 74	20	27
1899	Morgan Mill Rd at SR 85 Conn	-	26
2072	Railroad St at SR 85 Conn	-	26
2073	McIntosh Rd at SR 85 Conn	-	26
828	Sandy Creek Rd at Ellison Rd	18	25
1949	Brooks Woolsey Rd at SR 85 Conn	-	25
666	SR 54 at Peachtree Parkway	-	25
158	SR 74 at Wisdom Rd	44	24
443	SR 74 at Carriage Oaks Drive	-	24
361	Palmetto Rd at Senoia Rd	-	22
577	SR 74 at Sandy Creek Road	46	21
246	Arrowood Rd at Brentwood Rd	-	15
1950	Morgan Mill Rd at Brooks Woolsey Rd	-	14
106***	Rockwood Rd at Senoia Rd	10	0

SEGMENTS

Table 5.19 Segment Project Prioritization

ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
2411	SR 54 from Shiloh Dr to Carriage Ln	2	47
1893	SR 54 from Peachtree Pkwy to Eastbrook Bnd	22	44
5457	Peachtree Pkwy from Walt Banks Rd to Georgian Park	-	39
3759	McDonough Rd from Kellens Ct to Zoie Ct	1	38
5458	Kenwood Road from SR 279 to New Hope Road	-	38
3194	SR 54 from Oak Street to Deep Forest Ln	88	36
5251	SR 279 from SR 314 to Helmer Rd	4	35
252	SR 92 from Hampton Road to Wendy Way	9	35
3279	SR 54 from Old Norton Rd to Burch Rd	10	35
4018	Banks Rd from SR 85 to SR 54	15	35
1220	SR 92 from Carrollwood Dr to McBride Rd	7	34
57	SR 85 Conn from Woods Rd to Price Rd	-	34
70	SR 85 Conn from Morgan Mill Rd to Brooks Woolsey Rd	-	34
5160	SR 92 from Coleman Lake Rd to Ales Way	8	33
1523	Peachtree Pkwy from Waterwood Bnd to Bridlepath Ln	30	33
209	Brooks Woolsey Rd from Acton Dr to Burch Lake Rd	3	30
1087	Redwine Rd from Farms Rd to Harris Rd	25	30
1710	McDuff Park from SR 54 to Saint Albans Way	31	30

ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
4308	SR 74 from Tyrone Rd to Crestwood Rd	84	30
69	Brooks Woolsey Rd from SR 85 Conn to Morgan Mill Rd	-	29
5103	Lees Mills Rd from Lees Lake Rd to Veterans Park	5	27
5100	Veterans Pkwy from Lees Mill Rd to Eastin Rd	13	27
0	Lowery Road from Grant Rd to SR 92	-	27
47	W McIntosh Rd from SR 85 Conn to Gable Rd	-	27
435	Robinson Rd from Kimmer Rd to Oakdale Ave	11	25
5008	Tyrone Rd from Anthony Dr to Scott Blvd	12	25
98	Brooks Woolsey Rd from Huckaby Rd to Friendship Church Rd	-	25
4801	SR 74 from Cook Rd to Peggy Ln	14	24
4699	SR 74 from Peggy Ln to Carriage Oaks Dr	90	24
3928	Senoia Rd from Crestwood Rd to Irish Ln	-	24
3133	Beauregard Blvd from Grady Ave to Fisher Ave	51	23
5435	Helmer Rd from Stillbrook Way to County Line	18	22
2175	Walnut Grove Rd from Magnolia Ln to Melrah Hi	37	20
4104	Castlewood Rd from Fork Rd to Whisperwood Trl	-	20
2122	Inman Rd from S Jeff Davis Dr to Betsill Rd	20	14
3170	Industrial Way from S Jeff Davis Dr to End of Road	16	14
5040	Pavilion Pkwy from SR 314 to SR 85*	6	0

-Empirical Ranking greater than 100.

**Private roadway not within Fayetteville jurisdiction.

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CHAPTER VI.

POLICY FRAMEWORK



Infrastructure projects alone are unlikely to be sufficient in achieving the County's Vision Zero goal. While they are a vital component, the County must also tackle the broader systemic issues that contribute to traffic-related fatalities and injuries.

To fully realize this vision, policies and programs will be essential in cultivating a culture of safety, prioritizing human-centered design, and driving the paradigm shift needed for lasting change. The recommended policies and programs address specific needs and deficiencies identified through stakeholder and public engagement, ensuring they align with community priorities and provide a comprehensive approach to achieving Vision Zero.

These measures will complement infrastructure improvements by focusing on education, enforcement, and behavioral change—key factors for long-term success in realizing Vision Zero.

recommend that each jurisdiction may / should do this individually with cohesive approach

Policy Recommendations

1. TRANSPORTATION COMMITTEE

To foster collaboration and enhance coordination on safety initiatives, Fayette County should utilize the previously established a multi-agency and multi-jurisdictional working group to serve as a platform for stakeholders, including local governments, law enforcement agencies, transportation departments, and community organizations, to identify and address transportation safety challenges effectively.



The Fayette County Transportation Committee will serve as the multijurisdictional committee for implementation of the Safety Action Plan.

2. PROJECT SELECTION PROCESS

The Transportation Committee should review its project prioritization processes to ensure that locations with high crash frequencies receive the highest level of attention and resources. By focusing investments on high-risk areas, the county can maximize the impact of safety improvements and reduce severe crashes.

3. COUNTERMEASURE GUIDELINES

To improve the consistency and effectiveness of safety interventions, develop formal guidance on where, when, and how to implement safety countermeasures detailed within the Safety Action Plan. Additionally, the review of alternative intersection treatments, following GDOT's Intersection Control Evaluation (ICE) Policy, should be utilized to identify safer intersection designs.

4. LAND DEVELOPMENT GUIDELINES

As development continues across Fayette County, it is critical to integrate safety considerations into the development review process. Updating review criteria will ensure that new developments proactively address transportation safety needs and contribute to a safer road network.

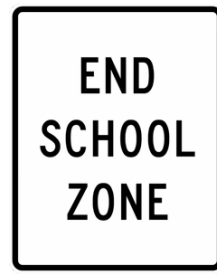
5. CONTEXT-BASED DESIGN STANDARDS

Develop design requirements tailored to specific environments, such as school zones, urban centers, and rural roadways. These standards will guide infrastructure improvements that prioritize safety for all road users. At a minimum, all school zones should include the following signage and pavement markings detailed in Figure 6.1.

Figure 6.1 Examples of School Zone Signage and Pavement Markings



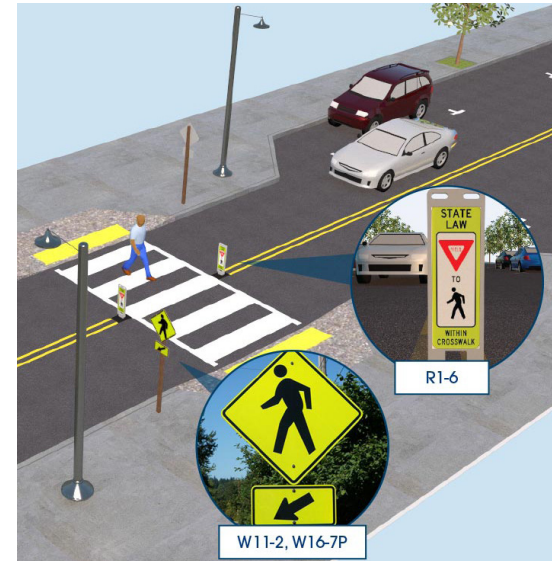
**SCHOOL SIGN
S1-1**
Indicates the
beginning of a school
zone



**END SCHOOL ZONE
S5-2**
Indicates the
end of a school
zone



**REDUCED SCHOOL SPEED LIMIT AHEAD SIGN
S4-5, S4-5A**
Informs drivers of a reduced speed limit



CROSSWALK MARKINGS: Direct pedestrians to cross the street at safe locations

IN-STREET PEDESTRIAN CROSSING R1-6: Direct drivers to yield for pedestrians within the crosswalk

PEDESTRIAN WARNING SIGN W11-2: Alert of pedestrians crossing the roadway

DIAGONAL DOWNWARD PEDESTRIAN ARROW W16-7P: Placed where active mode users may cross the roadway



"SCHOOL" ON PAVEMENT
Applied in strategic areas

Program Recommendations

1. ACCESS MANAGEMENT PROGRAM

Fayette County should conduct a thorough review of existing median breaks along corridors within the high injury network. The program should explore potential median closures using Reduced Conflict U-Turn (RCUT) or Right-In/Right-Out (RIRO) intersections to enhance traffic flow and reduce crash risk.

2. SPEED MANAGEMENT PROGRAM

To address speeding-related crashes, the County should establish target speeds for priority roadways and implement appropriate speed management countermeasures. This may include traffic calming measures, speed enforcement enhancements, and roadway design modifications.

3. RURAL ROAD SAFETY PROGRAM

With ongoing development in rural areas, Fayette County must proactively monitor road safety concerns in high-growth zones. This program will identify and address potential hazards before they contribute to an increase in crashes.

4. RAPID RESPONSE/QUICK BUILD PROGRAM

A rapid response program will enable the County to deploy low-cost safety countermeasures at high-priority locations quickly. This approach ensures that urgent safety concerns are addressed efficiently without waiting for long-term capital improvement projects.

5. SAFE ROUTES TO SCHOOL PROGRAM/SCHOOL ZONE SAFETY UPDATES

Fayette County should develop a comprehensive strategy that incorporates the following elements:

- **Assessing Current Conditions:** Conducting an inventory of existing school zone infrastructure.
- **Safety Audits:** Evaluating the roadway network within a ½-mile radius of each school to identify safety concerns.
- **Infrastructure Enhancements:** Upgrades based on Context-Based Design Standards to improve safety.
- **Priority** should be given to schools with the highest number of crashes within a ½-mile radius, as outlined in Table 4.3.

6. GDOT DESIGN STANDARD UPGRADES

To align with modern roadway safety standards, Fayette County should collaborate with GDOT to identify and upgrade locations that do not meet current design requirements. This initiative will improve roadway conditions, enhancing safety for all users.

Policy and Program Implementation Stakeholders

The Transportation Committee plays a pivotal role in the coordination and implementation of both policy and program initiatives. The committee ensures that efforts across various agencies, jurisdictions, and stakeholders are aligned with overarching transportation safety goals. Its involvement helps maintain consistency, promotes stakeholder engagement, and ensures that safety strategies are effectively integrated into planning and operations. The policy and program stakeholders are summarized in Table 6.5

Table 6.6 Policy Stakeholders

POLICY		
ID	POLICY	STAKEHOLDERS
1	Transportation Committee	Representation from various agencies and jurisdictions
2	Project Selection Process	City/County Engineering Staff Partner(s): Local Law Enforcement
3	Context Based Design Standards	City/County Planning and Engineering Departments Partner(s): City/County School district, Neighborhood Associations, The public
4	Countermeasure Guidelines	Lead: City/County Planning and Engineering Departments Partner(s): GDOT, Neighborhood Associations, Local Law Enforcement
5	Land Development Guidelines	Lead: City/County Planning and Engineering Departments, Partner(s): City/County Legal Departments, the development community, Neighborhood Associations

Table 6.7 Program Stakeholders

PROGRAM		
ID	PROGRAM	STAKEHOLDERS
A	Access Management	Lead: City/County Engineering Staff Partner(s): Local Law Enforcement, GDOT, Neighborhood Associations, the Public
B	Speed Management	Lead: City/County Engineering Staff Partner(s): Local Law Enforcement, GDOT, Neighborhood Associations, the Public
C	Rural Road Safety	Lead: City/County Engineering Staff Partner(s): City/County Planning Staff
D	Rapid Response	Lead: City/County Engineering Staff Partner(s): GDOT, Local Law Enforcement, Neighborhood Associations, the Public
E	School Zone Safety	Lead: City/County Engineering Staff Partner(s): City/County school districts, City/County Planning Staff
F	GDOT Design Updates	Lead: City/County Engineering Staff Partner(s): GDOT

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SECTION VII.

RECOMMENDED WORK PROGRAMS

IMPLEMENTATION STRATEGY FOR PRIORITY SAFETY RECOMMENDATIONS

To ensure the effective implementation of the priority safety recommendations outlined in Chapter 5, this section presents a coordinated work program that aligns with the needs and responsibilities of each jurisdiction within Fayette County:

- Unincorporated Fayette County
- Fayetteville
- Peachtree City
- Tyrone
- Brooks

Each jurisdiction should conduct its own localized improvement program while maintaining ongoing coordination with the others to promote consistency, maximize funding opportunities, and enhance safety across the entire county.

WORK PROGRAM STRUCTURE

The recommended work program organizes safety recommendations into short-term and mid-term projects, categorized based on complexity, cost, and priority.

- **Short-Term Projects focus on low-cost, high-impact improvements** that can be quickly implemented or bundled with similar improvement

countermeasures. Examples include enhanced signage, pavement markings, intersection visibility improvements, and targeted enforcement programs.

- **Mid-Term Projects require more detailed planning, funding acquisition, and engineering design.** Examples: corridor-level improvements, new pedestrian/bicycle infrastructure, signalization upgrades, and traffic calming projects. Jurisdictions should collaborate through the Transportation Committee to ensure project consistency across borders and explore joint funding opportunities.

Table 7.1 Short-Term Projects by Countermeasure

PROJECT ID	COUNTERMEASURE	SCOPE (DESCRIPTION OF COUNTERMEASURE)	COST	CATEGORY
2272, 828, 2698, 1593, 2301, 2265, 1147, 745, 1889, 360, SR 92 at Gonza Road (Project ID TBD)	Systemic Application of Multiple Low-Cost Countermeasures	This comprehensive strategy for intersection safety includes implementing a set of affordable countermeasures, such as improved signage and pavement markings, at numerous intersections within Fayette County. These measures enhance drivers' awareness and recognition of intersections and potential conflicts.	Low	Intersection Countermeasures
2281, 2664, 1593, 1379, 2289, 1147	Protected Left-Turn Phase	This safety measure eliminates conflicts between left-turning vehicles and oncoming traffic by implementing a dedicated left-turn phase at signalized intersections. It reduces crash risks, enhances predictability for drivers, and improves overall intersection safety, especially in high-volume or high-speed environments.	Low	Intersection Countermeasures
2334, 2337, 2664, 1593, 2301, 2265, 1379, 2289, 1147, 360	Yellow Change Interval	At a signalized intersection, the yellow change interval is the duration for which the yellow signal is displayed after the green signal and before the red. This signal serves as a warning to drivers that the green phase has ended and that the red light will follow shortly.	Low	Intersection Countermeasures
2664, 1593	Flashing Yellow Arrow (FYA)	This signal treatment provides a protected phase for turning movements while allowing drivers to proceed permissively when safe gaps exist. It improves intersection efficiency, enhances driver understanding, and reduces unnecessary delays while maintaining safety.	Low	Intersection Countermeasures
3759, 435, 209, 5251, 1220, 4801, 3279	Rumble Strips	These roadway safety features consist of raised or grooved patterns placed along travel lanes or shoulders to provide audible and vibratory warnings. They enhance driver alertness, reduce lane departure crashes, and improve recognition of intersections or hazardous areas.	Low	Roadway Departure Countermeasures
435, 209, 5251, 5160, 252, 1220, 5100, 5040, 2122, 1893, 1553	Enhanced Delineation	This strategy improves roadway visibility and guidance by upgrading pavement markings, adding reflective signage, and installing delineators. It increases driver awareness, reduces lane departure crashes, and enhances nighttime and adverse weather visibility.	Low	Roadway Departure Countermeasures
209, 1220, 5008, 4801, 3279	Raised Pavement Marking	These durable, reflective markers improve lane visibility, especially in low-light and wet conditions. They enhance lane discipline, provide tactile and audible feedback to drivers, and reduce lane departure and roadway departure crashes.	Low	Roadway Departure Countermeasures
5040	Road Diet	This reconfiguration reduces the number of travel lanes to improve safety and accommodate other modes, such as bike lanes or turn lanes. It calms traffic, reduces vehicle speeds, decreases crash severity, and enhances multimodal accessibility.	Low	Pedestrian and Bicycle Countermeasures
3759, 5103, 1220, 2411, 4801, 1893, 3279	Variable Speed	This dynamic traffic control strategy adjusts speed limits based on real-time conditions such as congestion, weather, or incidents. It improves safety by reducing speed variance, enhancing driver compliance, and minimizing crash risks in changing roadway environments.	Low	Speed Management
3759, 5103	Crosswalk Visibility	This involves modifying roadside features to enhance safety, such as clearing obstacles, installing barriers, or flattening slopes. It reduces the severity of run-off-road crashes, minimizes the risk of collisions with fixed objects, and provides a safer recovery area for errant vehicles.	Low to Medium	Pedestrian and Bicycle Countermeasures

Table 7.2 Mid-Term Projects by Countermeasure

PROJECT ID	COUNTERMEASURE	SCOPE (DESCRIPTION OF COUNTERMEASURE)	COST	CATEGORY
2337, 1246	Reduced Left-Turn Conflict Intersections	This innovative intersection design restricts direct left turns and through movements from minor approaches, instead requiring right turns followed by U-turns at designated locations. It reduces conflict points, improves traffic flow, and enhances safety by minimizing severe-angle crashes.	Medium	Intersection Countermeasures
5008, 3279, 5100,	Roadside Design Improvement	This involves modifying roadside features to enhance safety, such as clearing obstacles, installing barriers, or flattening slopes. It reduces the severity of run-off-road crashes, minimizes the risk of collisions with fixed objects, and provides a safer recovery area for errant vehicles.	Medium	Roadway Departure Countermeasures
2411	Roadway Safety Audit (RSA)	This proactive safety assessment involves a multidisciplinary team evaluating existing or planned roadways to identify potential safety concerns. It enhances decision-making, reduces crash risks, and improves overall roadway design by recommending targeted safety improvements.	Medium to High	Cross Cutting
2281, 2852, 828, 2698	Improve Intersection Angle	This geometric modification realigns skewed intersections to create closer-to-right-angle approaches, enhancing sight distance and reducing crash risks. It improves driver recognition of conflicting movements, minimizes severe-angle collisions, and facilitates safer turning maneuvers.	Medium to High	Intersection Countermeasures
2852, 1889	Convert Intersection to Roundabout	"This geometric redesign replaces a traditional signalized or stop-controlled intersection with a roundabout, reducing conflict points and eliminating left-turn movements. It improves safety by lowering crash severity, enhances traffic flow, and provides better operational efficiency, especially in areas with moderate traffic volumes.	High	Intersection Countermeasures

*Additional project fact sheets attached

Project Sheets

Jimmy Mayfield Boulevard at Helen Sams Parkway

Project INT ID: 2334

DESCRIPTION

These countermeasures include implementing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow down. Additionally, ensuring properly calibrated yellow light intervals can help reduce red-light running and enhance overall intersection safety.



OBJECTIVE

The goal of this project is to enhance safety at the intersection of Jimmy Mayfield Blvd and Helen Sams Pkwy in Fayette County by implementing targeted countermeasures to reduce speeding and red-light running. This includes deploying speed management measures such as speed feedback signs and radar-activated dynamic speed warning systems to encourage safer driving behaviors. Additionally, optimizing yellow light intervals through proper calibration will help mitigate red-light running and improve overall intersection safety for all road users.

DETAILS

Project Source	Fayette County SS4A
Total Estimated Cost	\$50,000
Jurisdiction	Fayetteville
County Wide Ranking	2
Municipal Ranking	2
<i>*countermeasures can be applied along corridor beyond priority segment</i>	

POTENTIAL FUNDING SOURCES

SS4A Implementation		HPP	
SPL0ST	✓	TAP	
SRTA/GTIB	✓	State Aid - Other	
Quick Response (GDOT)		Fed Aid - Other	

McDonough Rd

Project Segment ID: 3759

EXTENTS

From Kellens Court to Zoie Court

DESCRIPTION

These countermeasures include implementing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow down. Additionally, installing highly visible, retroreflective fluorescent yellow-green school zone signs and flashing beacons will help capture driver attention during school hours. To further enhance safety, edge line rumble strips will be installed along the roadway to reduce roadway departure crashes. These rumble strips provide both audible and tactile warnings to drivers who drift from their lane, making them especially effective in rural or high-speed areas.

Add
trail/path/shoulder
work in addition to
recommendation

zach has local cost
adjustment?

DETAILS

Project Source	HAMPO MTP & HAMPO SS4A
Length	4,350 ft
Total Estimated Cost	\$250,000 - \$300,000
Jurisdiction	Unincorporated County
County Wide Ranking	1
*countermeasures can be applied along corridor beyond priority segment	

LOCATION



POTENTIAL FUNDING SOURCES

SS4A Implementation	✓	HPP	
SPL0ST	✓	TAP	
SRTA/GTIB	✓	State Aid - Other	
Quick Response (GDOT)		Fed Aid - Other	

OBJECTIVE

This project aims to enhance roadway safety along McDonough Road in Fayette County by implementing strategic countermeasures to reduce speeding, improve school zone visibility, and prevent roadway departures. Key improvements include installing speed feedback signs and radar-activated dynamic speed warning systems to promote safer driving behaviors. Additionally, highly visible, retroreflective fluorescent yellow-green school zone signs and flashing beacons will be added to increase driver awareness during school hours. To further improve safety, edge line rumble strips will be installed to provide audible and tactile warnings for drivers who drift out of their lane, helping to prevent roadway departure crashes, particularly in rural or high-speed areas.

POTENTIAL FUNDING OPPORTUNITIES

Safe Streets and Roads for All (SS4A)

A federal competitive grant program aimed at eliminating fatal and severe injury crashes on public roadways. Infrastructure projects must align with an eligible Safety Action Plan. Only local government entities can receive funding, with priority given to projects in equity priority areas, as stated in the 2024 funding opportunity announcement.

Highway Safety Improvement Program

The Federal Highway Safety Improvement Program (HSIP) is a core federal-aid program that provides funding to states for projects aimed at reducing traffic fatalities and serious injuries on public roads. It supports data-driven, strategic approaches to improving roadway safety through infrastructure enhancements such as intersection upgrades, pedestrian facilities, and roadway lighting.

Quick Response Program

The Georgia DOT Quick Response Program provides grant funding for small-scale, low-cost operational improvements on state and local roadways. Designed for projects that can be implemented quickly, the program funds enhancements such as turn lanes, signal upgrades, signage, and pavement markings to improve traffic flow and safety.

Safe Routes to School Program (SRTS)

The Safe Routes to School (SRTS) grant program provides funding to improve safety and accessibility for children walking and biking to school. It supports infrastructure projects like sidewalks, crosswalks, and traffic calming measures, as well as educational initiatives that promote safe, active transportation. The program aims to reduce traffic-related injuries, encourage healthy habits, and create safer school travel environments.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program provides federal funding for transportation projects that improve safety, sustainability, equity, and economic competitiveness. It supports a wide range of infrastructure improvements, including roads, bridges, public transit, rail, and multimodal projects. RAISE grants prioritize projects that enhance accessibility, reduce environmental impacts, and benefit underserved communities.

Georgia DOT Safety Grants

The Georgia DOT Safety Grants program provides funding to local governments and agencies for projects that enhance roadway safety and reduce crashes, fatalities, and serious injuries. These grants support infrastructure improvements such as intersection upgrades, pedestrian and bicycle facilities, signage, and lighting.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a federal grant program that funds projects to improve non-motorized transportation infrastructure, such as pedestrian and bicycle facilities, trails, and safe routes to school. Administered by state and local agencies, TAP supports initiatives that enhance mobility, accessibility, and safety while promoting active transportation and community connectivity.

TIP

CHAPTER VIII.

EVALUATION & MONITORING PROCEDURES

Effective monitoring and evaluation of the Fayette County Safe Streets and Roads for All (SS4A) implementation requires a committed and engaged management team that is proactive in overseeing the execution of the Safety Action Plan. This team will play a critical role in ensuring alignment with safety goals, addressing challenges, and adapting strategies as needed.

Additionally, the active participation of Action Plan implementers is essential, as they are responsible for executing specific initiatives and providing timely updates on progress. To track the plan's success, a structured system will be put in place to systematically collect, organize, and analyze data, which will allow for the ongoing assessment of project outcomes, identify areas for improvement, and ensure that all efforts are effectively contributing to the overall safety goals.

This approach ensures accountability, informed decision-making, and continuous progress in creating safer transportation environments for the community.



1. OVERSIGHT AND ACCOUNTABILITY

The Transportation Safety Committee will oversee the implementation of the Safety Action Plan, ensuring continuous progress and accountability.

The Committee will meet regularly, incorporating a safety-specific agenda item to discuss project and program updates.

Action Plan implementers will provide regular status updates on infrastructure, policy, and program initiatives.

2. REPORTING AND PUBLIC TRANSPARENCY

The Transportation Committee will produce a publicly accessible annual report, either as a standalone document or as part of an existing annual transportation report.

The report will include:

- Safety Trends: Fatal and serious injury crash data, highlighting changes over time.
- Project Progress: Updates on priority infrastructure projects, including implementation status and effectiveness.
- Program Progress: Evaluation of safety policies and programs, tracking their impact and adoption.

3. PERFORMANCE MEASURES

To assess the effectiveness of the Safety Action Plan, the following key performance indicators (KPIs) will be monitored:

1. System Performance Measures:

- Total KSI Crashes
- Active Mode KSI
- KSI by Manner of Collision

2. Priority Project Progress:

- Status of priority safety improvement projects
- Evaluation of project effectiveness in improving safety outcomes

3. Priority Program Progress:

- Implementation status of key safety policies and programs.
- Measurable impact of initiatives on road user behavior and safety culture.
- Educational Activities Completed
- Enforcement Activities Completed

This structured approach will ensure continuous evaluation, promote transparency, and guide data-driven safety improvements across Fayette County.

CHAPTER IX.***EDUCATION, PUBLIC AWARENESS,
& COMMUNICATION***

The Transportation Committee plays a key role in coordinating transportation policies and programs by ensuring alignment across agencies, jurisdictions, and stakeholders to support safety goals. It fosters collaboration, facilitates communication, and guides decision-making for consistent and effective implementation. Overall, the committee helps integrate safety strategies into planning and operations.

LEADERSHIP & OVERSIGHT

The Transportation Safety Committee will champion a Vision Zero culture, highlighting transportation safety as vital to residents' quality of life.

MEETING SCHEDULE & STRATEGIC PLANNING

To ensure a consistent and focused commitment to safety, the committee will:

- Convene quarterly at a designated time and location.
- Develop and maintain a long-term safety education and awareness plan, which will be reviewed and updated regularly.
- Establish an annual strategy outlining planned safety campaigns and initiatives.

CAMPAIGN IMPLEMENTATION & EVALUATION

Each committee meeting will include:

- A review of past and upcoming safety education campaigns, events, and strategies.
- Discussions on the effectiveness of implemented programs and potential improvements.

INTEGRATION WITH SAFETY POLICIES & INFRASTRUCTURE

As new safety policies and infrastructure improvements are introduced, corresponding education and awareness campaigns will be launched to:

- Explain the benefits of the improvements.
- Guide the public on how to use or adapt to the changes for maximum safety impact.

Partners

Partners with varying geographic and disciplinary backgrounds must be involved in safety education and awareness. Campaigns should focus on safety facts and their impact on quality of life. The initial partners listed below should be invited and encouraged to participate in quarterly Transportation Safety Committee meetings and promote safety campaigns. The Transportation Safety Committee should employ a active outreach to continuously expand the list of partners. Opportunities to share safety education efforts should be advertised to reach a broad audience.

POTENTIAL PARTNERS
Fayette County Board of Commissioners
Municipal Council Members
Fayette County Board of Education
High School and College Social Clubs
Fayette Chamber of Commerce
Safe Routes to School
North Fayette Community Association
Southern Crescent Technical College
Senior Centers
Disability Rights Groups
Service Organizations (Rotary, Lions Club, Scouts, Boys and Girls Club)
Bicycle Clubs
Motorcycle Clubs
American Association of Retired Persons
Fayette County Emergency Management Agency
Fayette County Sherriff's Office
Fayetteville Police Department
Peachtree City Police Department
Tyrone Police Department
Piedmont Fayette Hospital
Trilith
Fayette County Health Department

Toolbox

A variety of tools should be implemented to support safety education and awareness. All campaigns and programs should be housed on a central safety education webpage for community partners to access for use within their organization's communication channels and social media pages. A sample of education and awareness tools to be organized by the Transportation Safety Committee and promoted by the education and awareness partners are listed below.

POTENTIAL TOOLS
Safe Routes to School Program implemented and maintained in each school
Safety awareness meetings
Focus groups
Surveys
Web campaigns
Social media campaigns
Pop-up community events
Booths at regular municipal events
Safety pledge cards to sign at community events
Safety banners at community events
Social media badges
Stickers of support for safety
Art contests
Essay contests
Videos featuring local citizens or leaders
Safety quizzes
Dashboards
ArcGIS StoryMaps
Radio or podcast interviews
Radio and social media advertisements
Commissioner and municipal newsletters
Newspaper articles

Selecting a Campaign

Safety education and awareness campaigns should address community needs, focusing on specific safety concerns related to countermeasures, back-to-school, holidays, enforcement, and targeted demographics identified through safety data. Examples of potential campaigns are outlined below.

TARGET TOPIC	SAFETY EDUCATION AND AWARENESS FOCUS
School Zone Safety	Uniform school zone signage, speeds in school zones, roadway markings and flashing lights, pedestrians, drop off and pick up procedures and times, Addy's Law per stopped school buses, Safe Routes to School program elements
Holidays: Halloween, Memorial Day, Fourth of July, Labor Day, New Year's Eve	Drinking and Driving, nighttime roadway safety for drivers and pedestrians, safety alternatives
Golf Cart Safety	Underage driving, reckless and aggressive driving, share the road
Bicycle and Pedestrian	Signage education, share the road, reflective clothing, lights
Shared the Road Awareness	Roadway rules for vehicles, golf carts, bicycles, pedestrians
Intersection Safety	Left turns (protected and unprotected), roundabout operations, yielding, red light running
Young/New Drivers	Distracted driving, roadway signage and markings education
Speeding	Combination with targeted law enforcement campaigns
Drinking and Driving	Combination with targeted law enforcement campaigns
Safe Routes for Seniors	Needs and preferences to safely walk, access transit, or drive
Railroad Crossings	Procedures for safe vehicle and pedestrian crossing
Reentering Roadway After Tire Slip off Edge	Slow speed, check traffic, steer back on roadway gently
Deer/Wildlife	Brake firmly and stay in travel lane

How to Measure Success

The safety education and awareness activities should be measured, evaluated, and adjusted on a continuous basis. Several methods of measurement and evaluation should be implemented. Examples of potential measurement and evaluation criteria include:

- Publication of quarterly and annual reports highlighting baseline safety data, summaries of education and awareness campaigns, and updated safety data post campaign and countermeasure implementation. Progress toward vision zero milestones should be reported throughout the implementation of the safety action plan.
- Conduct community surveys before and after each education and awareness campaign to assess changes in awareness and behavior.
- Track participation in event attendance, campaign engagement, and materials disseminated or distributed.
- Identify obstacles and adjust education and awareness activities to increase reach and effectiveness.

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FAYETTE COUNTY

SAFE STREETS FOR ALL



DRAFT FEB 2025



Baseline Conditions Report



Contents

SECTION I. INTRODUCTION..... 5

SECTION II. SAFETY ANALYSIS.....7

Crash Rates..... 15

Contributing Factors..... 20

Crash Type22

High Injury Network23

SECTION III. EXISTING TRANSPORTATION NETWORK29

Roadway Characteristics.....29

SECTION IV. LAND USE CONTEXT39

Fayette County Land Use and Zoning 41

City of Fayetteville Land Use and Zoning 44

City of Fayetteville Land Use and Zoning 45

City of Peachtree City Land Use and Zoning 46

City of Peachtree City Land Use and Zoning 47

Town of Tyrone Land Use and Zoning 48

Town of Brooks Land Use and Zoning 49

Equity Analysis..... 52

SECTION V. KEY FINDINGS61

Safety Analysis.....62

Existing Transportation Network 64

Land Use Context 64

Figures

Figure 2.1 Crash Density.....	8
Figure 2.2 Annual Crashes by Outcome.....	8
Figure 2.3 Fatality and Serious Injury Crashes.....	9
Figure 2.4 Active Mode Crashes.....	10
Figure 2.5 Peachtree City Active Mode Crashes.....	10
Figure 2.6 Active Mode Fatality and Serious Injury Crashes.....	11
Figure 2.7 Freight Crashes.....	12
Figure 2.8 Pedestrian Risk Safety Index.....	13
Figure 2.9 Bicycle Risk Safety Index.....	14
Figure 2.10 Roadway Segment Crash Rates.....	16
Figure 2.11 Roadway Segment KSI Crash Rates.....	17
Figure 2.12 Intersection Crash Rates.....	18
Figure 2.13 Intersection KSI Crash Rates.....	19
Figure 2.15 Speeding-Related Crashes.....	20
Figure 2.14 Likelihood of Death for People Walking if Hit at These Speeds.....	20
Figure 2.16 Crashes by Lighting Condition.....	21
Figure 2.17 Crash Type by Severity.....	22
Figure 2.18 HIN List & Scoring.....	26
Figure 3.1 Functional Classification.....	30
Figure 3.2 Number of Lanes.....	32
Figure 3.3 Bridge Conditions.....	33
Figure 3.4 Vehicular Volumes.....	34
Figure 3.5 Top 50 Bottlenecks.....	35
Figure 3.6 Freight Volumes.....	36
Figure 3.7 Railroad Crossings.....	37
Figure 4.1 Existing Land Use.....	42
Figure 4.2 Future Land Use.....	42
Figure 4.3 Emergency Facilities.....	50
Figure 4.4 Community Facilities.....	51
Figure 4.5 Justice40 Final Index Score.....	53
Figure 4.6 Households without Access to a Vehicle.....	54
Figure 4.8 Racial Composition.....	55
Figure 4.7 Race and Ethnicity.....	55
Figure 4.9 Income.....	56
Figure 4.10 Concentration of Residents above the Age of 65.....	57
Figure 4.11 Concentration of Residents 17 Years and Younger.....	58

Tables

Table 2.2 Top Intersections by Crash Density.....	8
Table 2.3 Golf Cart Related Crashes.....	11
Table 2.4 Pedestrian Risk Safety Index Criteria.....	13
Table 2.5 Values Associated with Increased Ped Risk.....	13
Table 2.6 Values Associated with Increased Bike Risk.....	14
Table 2.7 Average Crash Rate by Functional Class.....	16
Table 2.8 Safety Criteria and Thresholds.....	24
Table 2.9 High Injury Network Corridor Scoring.....	27
Table 4.1 Existing Land Use Distribution.....	43

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SECTION I.

INTRODUCTION

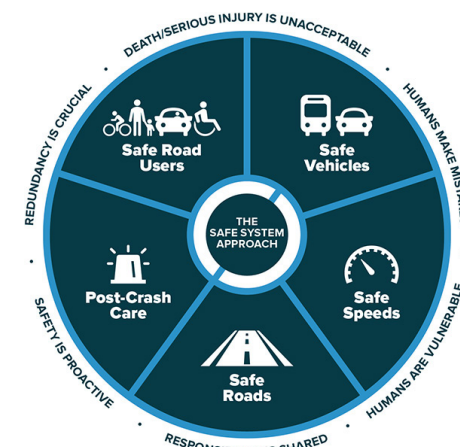
The Safe Streets and Roads for All (SS4A) program, established by the U.S. Department of Transportation under the Bipartisan Infrastructure Law, is dedicated to eliminating roadway fatalities and injuries across the United States. Through Planning and Demonstration Grants and Implementation Grants, the program helps communities develop comprehensive Safety Action Plans and implement projects that address transportation safety challenges.

Guided by the Safe System approach, SS4A emphasizes safe speeds, self-enforcing roadway designs, and equitable safety measures to protect all road users, including pedestrians, cyclists, motorists, and golf cart operators. This approach fosters safer streets and improves the quality of life by addressing safety concerns systematically.

Fayette County, Georgia, is a recipient of an SS4A Planning and Demonstration Grant and is actively working to enhance transportation safety for its growing community of 122,030 residents. The plan incorporates key components, including building a long-term, community-driven safety action plan, adopting a proactive approach, and focusing on quick wins by integrating safety countermeasures into ongoing and programmed projects. Prioritizing low-cost solutions, the plan also emphasizes equitable outcomes through robust outreach and data collection efforts.

As part of the SS4A study process, Fayette County has prepared the Baseline Conditions and Policy Framework Report to document existing safety conditions and policies for the county and its municipalities: Fayetteville, Peachtree City, Tyrone, and Brooks.

With its 100+ mile network of cart and pedestrian paths connecting neighborhoods, schools, and businesses, Fayette County is well-positioned to leverage the SS4A program to create safer, more inclusive roadways and support its vibrant community.



Source: FHWA.

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SECTION II.

SAFETY ANALYSIS

The following section summarizes the detailed analysis of historical crash data and common risk factors, providing a comprehensive look at safety throughout the County.

Crash analysis focused on data from 2019–2023 that was available from the Georgia Department of Transportation's (GDOT) Numetric crash database. The data includes detailed information on each crash such as injury severity, as well as time, location, and weather conditions.

Crash density analysis identified locations across the County where the highest number of crashes are occurring. Crash severity analysis provided insight into where fatal and serious injury crashes most often occur. In addition to auto crashes,

those involving pedestrians, bicyclists, and freight vehicles were specifically analyzed. Understanding these different crash modes allows for safety treatments that target each mode.

A detailed analysis was performed to identify trends in common contributing factors to crashes. This includes speeding and lighting, which are major contributors to the severity of crash outcomes. These considerations can provide additional opportunities for relatively simple safety interventions, such as installing street lights on identified corridors. The maps in this section highlight specific crash analysis that was performed.

HIGHLIGHTS

17,678
Total Crashes

2019–2023



17,605

Vehicle-Only
Crashes



796

Heavy Vehicle
Crashes



57

Pedestrian
Crashes



40

Bicyclist
Crashes



314

Golf Cart
Crashes



57

Fatalities

Fayette Co: 0.32%
GA: 0.4%



251

Serious Injuries

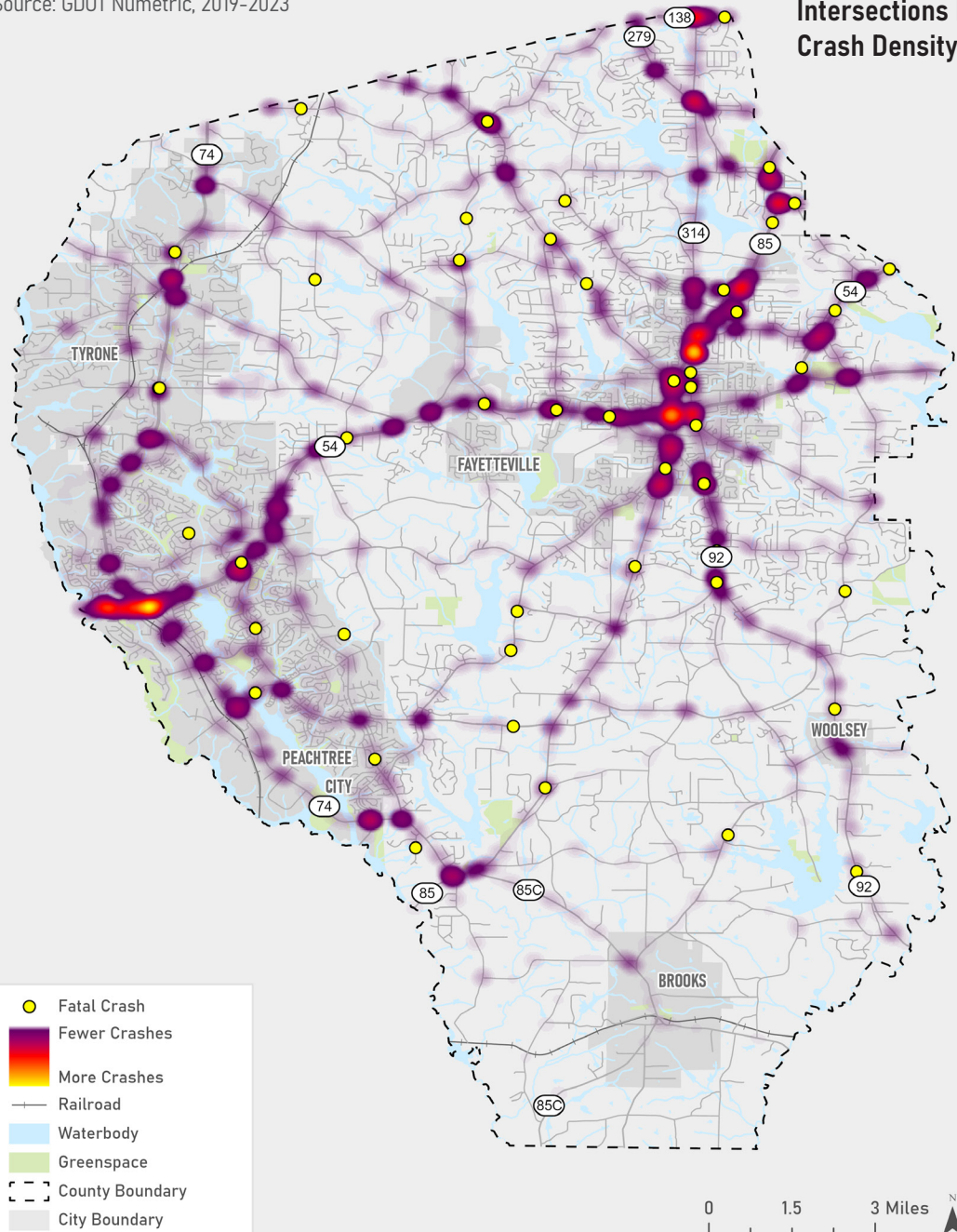
Fayette Co: 1.41%
GA: 1.6%

Figure 2.1 Crash Density
Source: GDOT Numetric, 2019-2023

Table 2.2 Top Intersections by Crash Density

INTERSECTION	CRASHES	KSI	MUNICIPALITY
SR 85 Connector at Morgan Mill Rd	15	0	Brooks
SR 85 Connector at Brooks Woolsey Rd	3	0	Brooks
SR 85 at SR 314	236	4	Fayetteville
SR 85 at Commerce Dr	227	4	Fayetteville
SR 74 at SR 54	208	0	Peachtree City
SR 54 at Huddleston Rd	111	0	Peachtree City
SR 74 at Senoia Rd	113	0	Tyrone
SR 74 at Laurelmont Dr	55	1	Tyrone
SR 92 at Hampton Rd (South)	20	0	Woolsey
SR 92 at Hampton Rd (North)	12	0	Woolsey
SR 85 at Corinth Rd	151	4	County
SR 279 at SR 314	116	2	County

Figure 2.1 presents roadways where the highest concentrations of crashes occurred between 2019-2023. Crashes are typically concentrated along segments and at intersections with the highest traffic volumes and levels of congestion. Roadways carrying larger volumes of traffic see a greater number of crashes, specifically along state routes. Figure 2.1 also highlights fatal crashes, which occur in many areas with high crash densities.



*Database includes passenger vehicles, heavy vehicles, and vulnerable road users (bicyclists, pedestrians, golf carts)

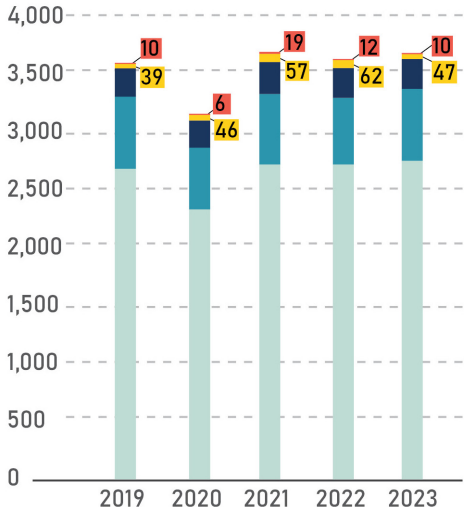
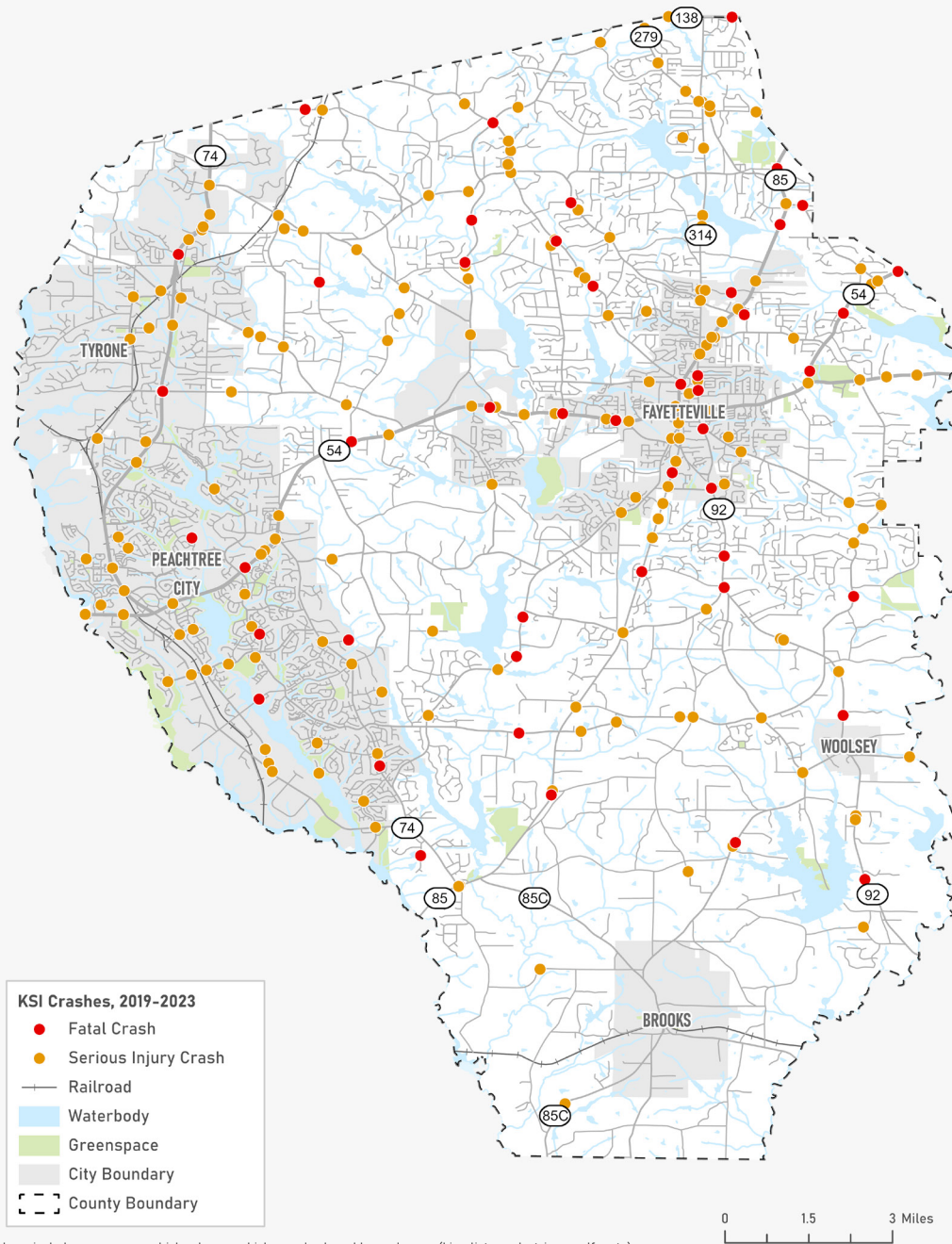


Figure 2.2 Annual Crashes by Outcome

- Fatality
- Serious Injury
- Minor Injury
- Possible Injury
- No Injury

Figure 2.3 Fatality and Serious Injury Crashes

Source: GDOT Numetric, 2019-2023



*Database includes passenger vehicles, heavy vehicles, and vulnerable road users (bicyclists, pedestrians, golf carts)

Figure 2.3 shows crashes across the County that resulted in a fatality or serious injury. Analysis of these crashes, often called KSI crashes, is important for understanding where the most severe crashes are occurring and where safety improvements can be implemented to reduce the most devastating incidences.

A majority of KSI crashes occur on major roads, often state routes, such as SR 85, SR 54, and SR 74. As these roads often carry more traffic at faster speeds, crashes on these roadways can be more dangerous than on smaller, slower roadways. Rural roads with significant curves, such as SR 92, also experience a large number of KSI crashes due to factors such as visibility.

Figure 2.4 Active Mode Crashes

Source: GDOT Numetric, 2019-2023

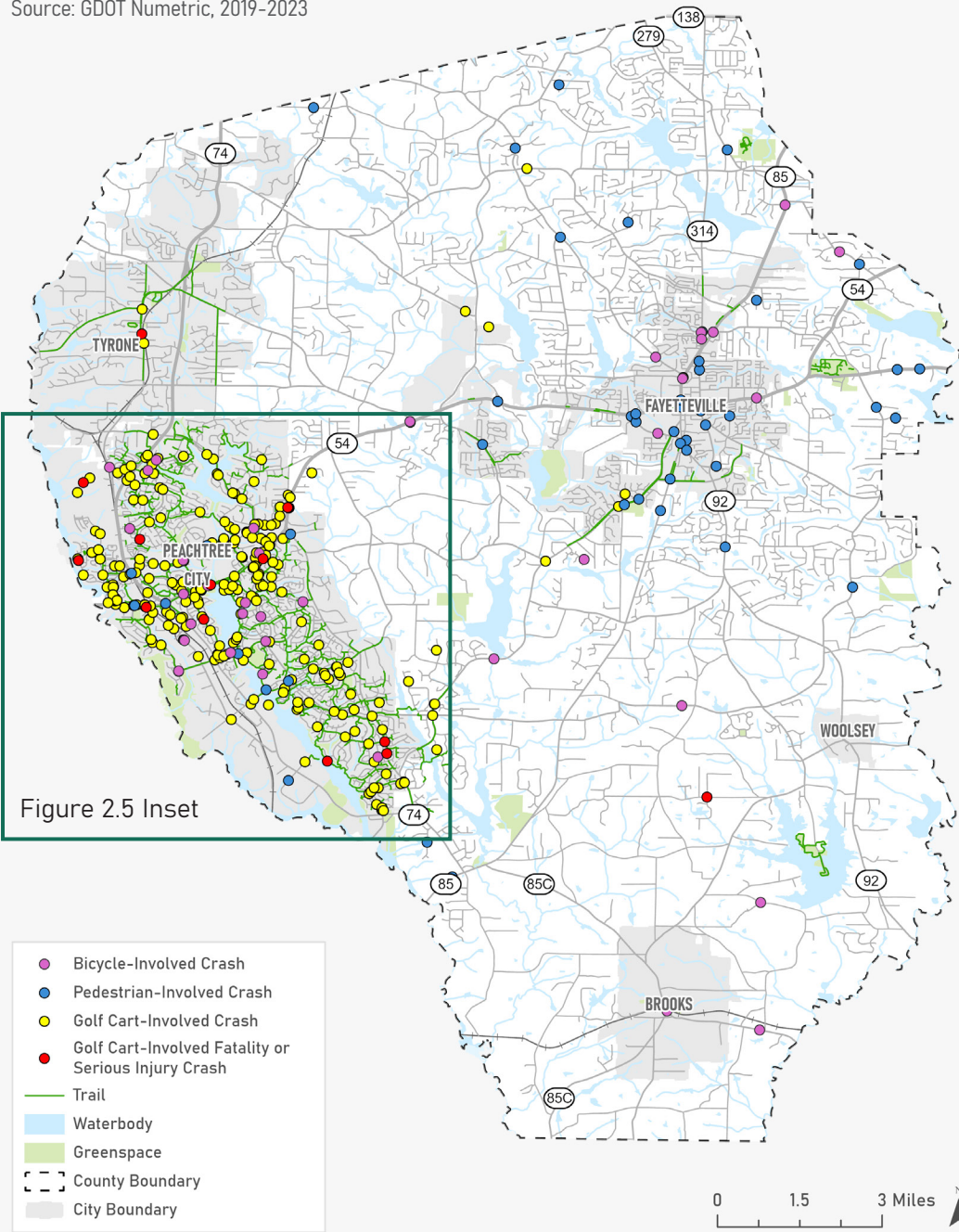


Figure 2.5 Inset

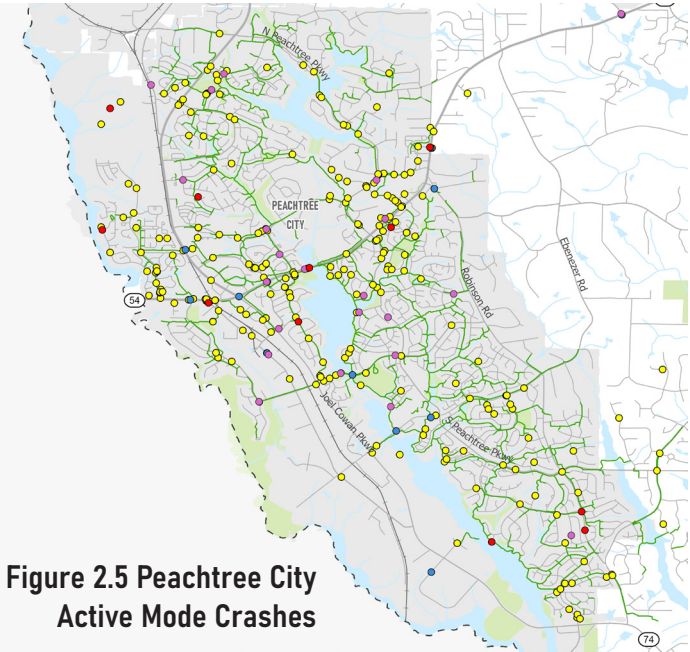


Figure 2.5 Peachtree City Active Mode Crashes

Active mode crashes include pedestrians, bicycles, and golf carts. Peachtree City, with its significant number of golf cart users utilizing the city's Path system, accounted for most golf cart-involved crashes, particularly near trail crossings where interactions with vehicles are more frequent.

Pedestrian-involved crashes were most common in Fayetteville and Peachtree City, where denser development and continuous pedestrian facilities make walking a convenient and viable option.

Similarly, bicycle-involved crashes were concentrated in Peachtree City due to its extensive trail network, with additional bicycle crashes in northern Fayetteville near major commercial centers such as the Banks Station Shopping Center, likely reflecting these areas' roles as key destinations and employment hubs.

Some pedestrian and bicycle crashes also occurred on rural roads, where the lack of dedicated active transportation facilities increases risks for vulnerable roadway users.

Figure 2.6 Active Mode Fatality and Serious Injury Crashes

Source: GDOT Numetric, 2019–2023

Fatality and serious injury crashes involving active modes highlight the risks faced by vulnerable road users in Fayette County.

Golf cart-related crashes were the most common type of active mode crashes in Fayette County, with 314 crashes. Of these, there were 12 serious injury crashes and 1 fatality crash. Pedestrian-involved crashes totaled 57, including 12 that caused serious injuries and 6 fatalities. Bicycle-related crashes totaled 40, with 7 resulting in serious injuries and no reported fatalities.

Table 2.1 shows that most golf cart crashes involved collisions between two golf carts or between golf carts and vehicles. Crashes involving golf carts and bicyclists accounted for the least amount of golf cart-related crashes. No golf cart-related crashes involving pedestrians were reported.

Table 2.3 Golf Cart Related Crashes

CRASH TYPE	PERCENTAGE
Golf Cart to Golf Cart	54%
Golf Cart to Vehicle	38%
Golf Cart to Bicyclist	8%
Golf Cart to Pedestrian	0%

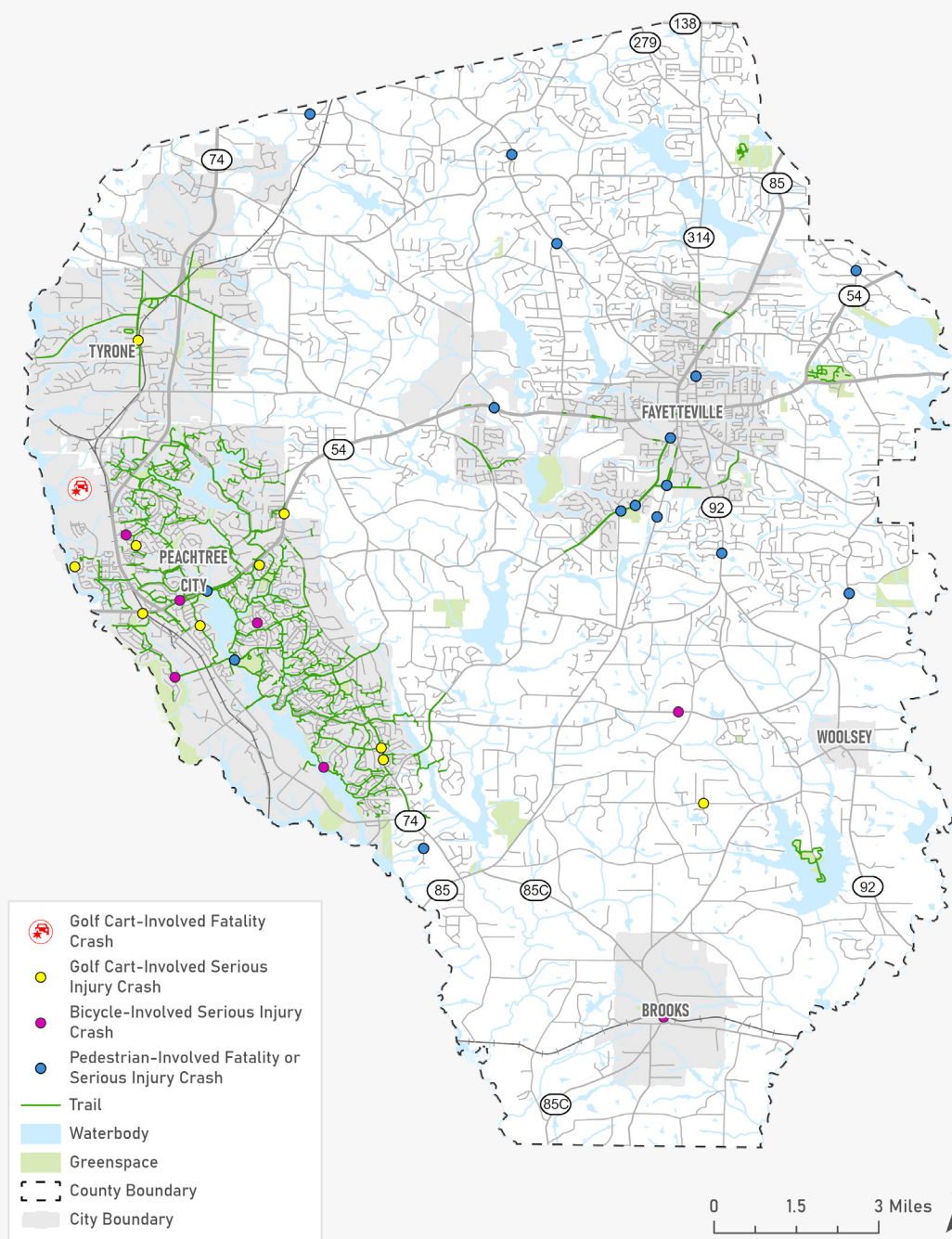
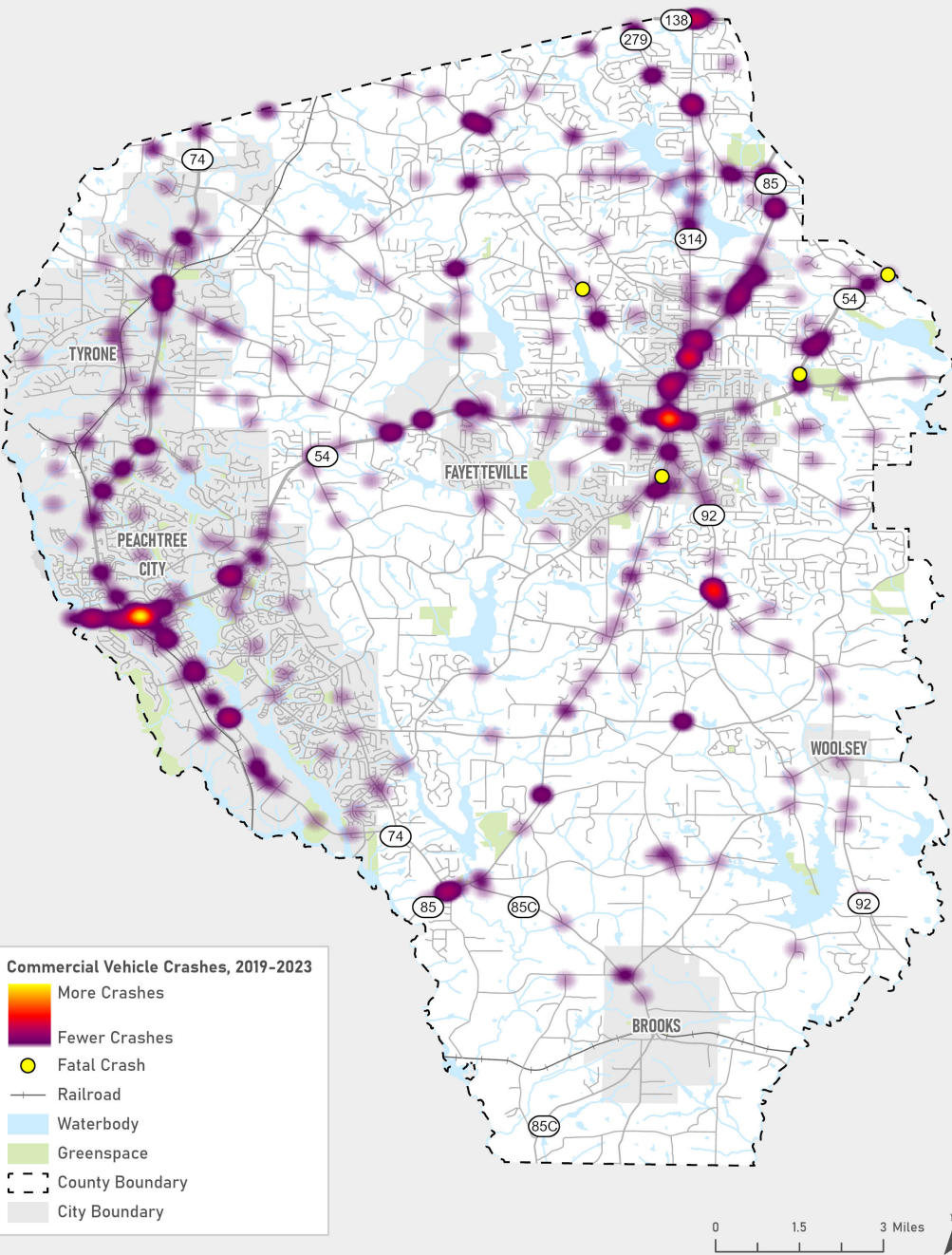


Figure 2.7 Freight Crashes
Source: GDOT Numetric, 2019-2023



A significant portion of freight traffic along the major corridors in Fayette County consist of through trips, with final destinations outside the county. However, this traffic has a notable impact on local safety. The analysis of freight crashes, illustrated in Figure 2.7, highlights areas of increased risk due to heavy vehicle traffic. This data is crucial for identifying specific locations where targeted safety improvements can enhance both freight movement and overall traffic safety.

Freight crashes are primarily concentrated along key routes that serve commercial transportation, including SR 85, SR 54, and SR 74. These incidents are particularly dense at major intersections along these corridors. The intersections of SR 74 and SR 54, as well as SR 85 and SR 54, show the highest concentration of freight crashes. The size and weight of freight vehicles can pose challenges when navigating complex intersections, increasing the risk of accidents. Implementing targeted safety enhancements in these critical areas can help mitigate the impact of freight traffic, improving safety for all road users while supporting efficient freight movement.

Figure 2.8 Pedestrian Risk Safety Index

Source: ARC, 2024

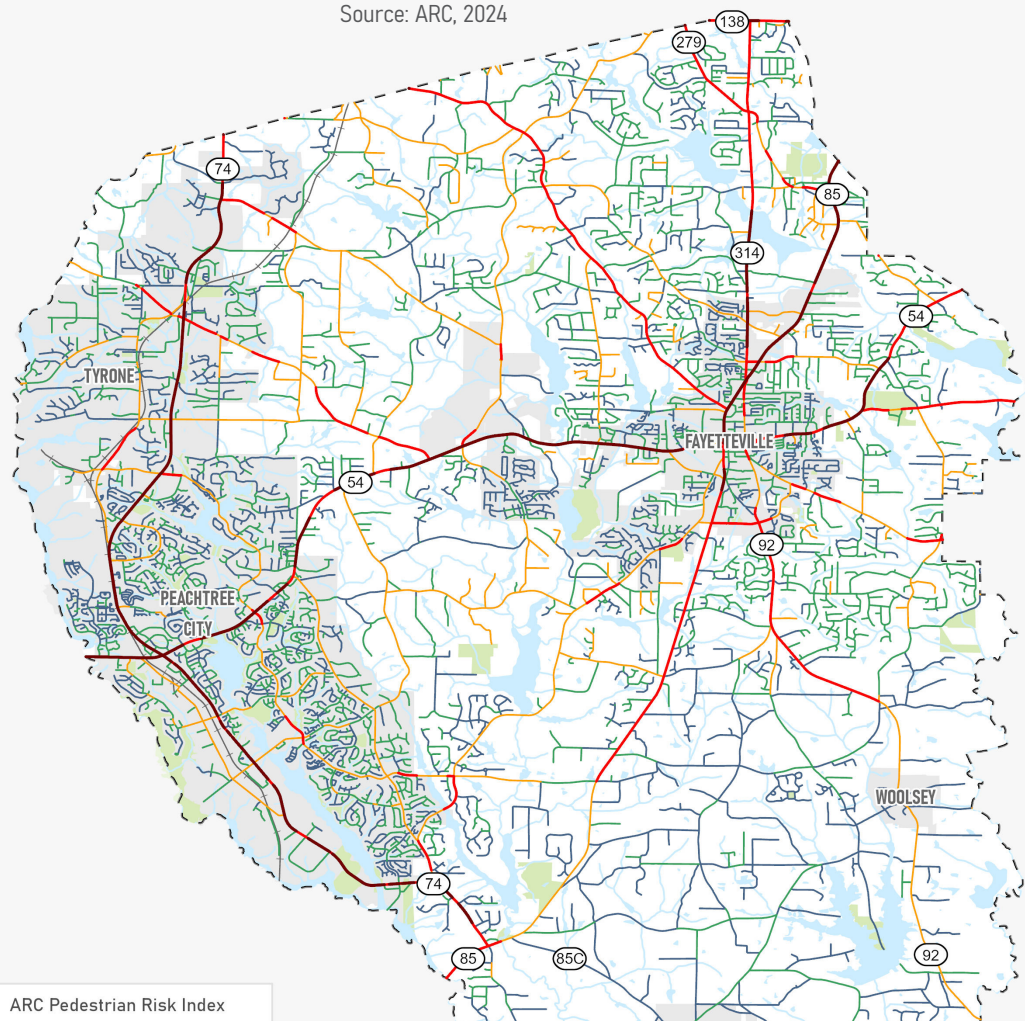


Table 2.4 Pedestrian Risk Safety Index Criteria

CRITERIA	
Number of Lanes	Proximity to Frequent Transit
Ownership	Proximity to Multiuse Trails
AADT	Adjacent land use patterns
Posted Speed Limit	Population Density
Functional Classification	Employment Density
Proximity to Transit Stops	Environmental Justice Score of Area

ARC developed a tool that combines data layers into a single high-risk corridor map. This tool highlights specific risk factors, outlined in Table 2.4, which reflect characteristics that influence crash severity and frequency. The risk assessment map shows the relative risk of pedestrian crashes along each roadway segment. It also identifies crash hotspots and underlying roadway design issues that need to be addressed through immediate and long-term solutions.

As shown in Figure 2.8, major roadways with more lanes, higher traffic volumes, and higher speed limits generally exhibit more risk factors. In Fayette County, SR 74, SR 54, SR 314, and SR 85 north of Fayetteville have the highest pedestrian risk, designating them as regional priorities. Additionally, many collector and local roads display two to four risk factors, suggesting their importance for pedestrian connectivity and potential opportunities for investments in safer walking facilities. These scores reflect the infrastructure and conditions of the facilities rather than the volume of users.

Table 2.5 Values Associated with Increased Ped Risk

RISK FACTOR	VALUE CONTRIBUTING TO MORE RISK
Functional Class	Urban other principal arterials Urban minor arterials
Ownership	GDOT
Traffic Volume	9,000+ vehicles per day
Number of Lanes	4+ lanes
Posted Speed	35+ mph
Community Context	Urbanized areas, high population densities, higher intensity development, and high frequency bus service
Socioeconomic Status	Lower average income, higher proportion of population that represents minority and non-white race and ethnicity
EJ Score	7+

*Figure 2.8 does not reflect volume of users on facility but infrastructure

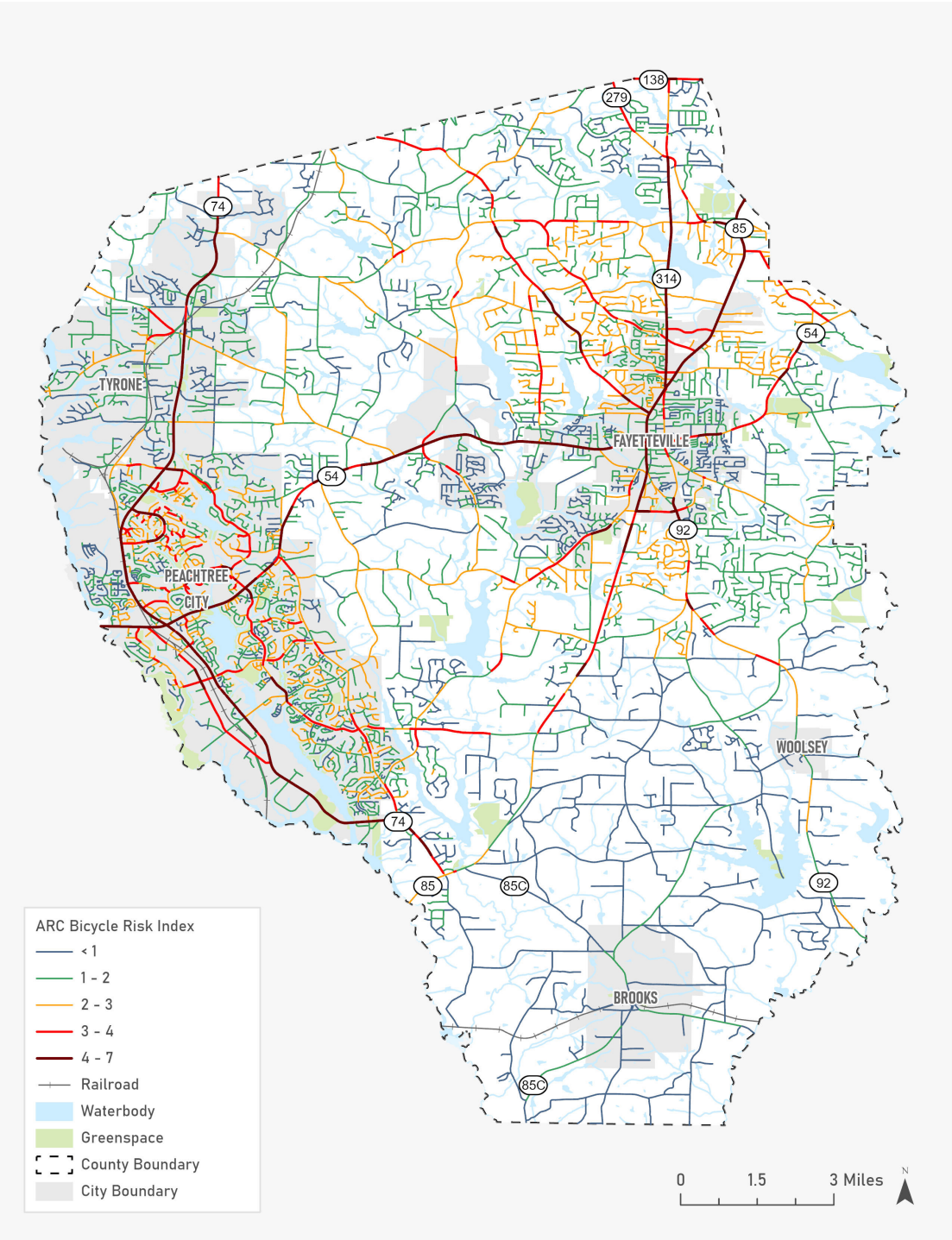


Figure 2.9 Bicycle Risk Safety Index

Source: ARC, 2024

Similar factors are considered for the bicycle risk assessment. Table 2.6 below from the ARC Regional Safety Strategy presents a summary of common factors associated with a heightened risk of severe bicycle crashes.

Roads with the highest bicycle risk include SR 74, SR 314, and portions of SR 54, SR 85 and SR 92. These corridors have a bicycle risk index score 4 or higher and are therefore considered a priority. While the highest number of risk factors are seen on major roadways, two or three bicycle risk factors are seen on a number of collector or local roadways throughout the County. These may be important areas for dedicated or separated facilities to improve safety of bicyclists. Scoring reflects the infrastructure and conditions of facilities and not a reflection of volume of users on the facility.

Table 2.6 Values Associated with Increased Bike Risk

RISK FACTOR	VALUE CONTRIBUTING TO MORE RISK
Functional Class	Urban minor arterials, Urban major collectors
Ownership	City, County
Traffic Volume	20,000+ vehicles per day for GDOT arterials (does not apply to city and county roads)
Number of Lanes	2-lane city and county roads 2- or 4-lane GDOT arterials
Community Context	Urbanized areas, high population and employment densities, higher intensity development, and high frequency bus service
Socioeconomic Status	Bottom 20% of median household incomes and higher median incomes, particularly in tracts with a high population density

Crash Rates

Crash rates were calculated for all roadways in the county to identify segments and intersections with a higher frequency of crashes relative to traffic volume. This analysis is critical in identifying safety issues and opportunities to improve traffic conditions in Fayette County. Understanding specific locations with a high rate of crashes allows for targeted solutions to be developed in order to mitigate risks and improve safety for all roadway users.

This analysis used GDOT Numetric data from 2019 to 2023 and GDOT Roadway Inventory AADT data from 2022. Crash rates were calculated as follows:

Roadway Segments: Crash Rate = (Number of Crashes)/(100 Million Vehicle Miles Traveled)

Intersections: Crash Rate = (Number of Crashes)/(Million Entering Vehicles)

Crash rates were calculated only for roadway segments with an average daily traffic (ADT) of at least 2,000 vehicles per day (vpd) and intersections with a minimum of 2,000 entering vehicles per day. This threshold helps exclude low-traffic locations where crash rates may be skewed due to limited traffic volume.

However, segments or intersections with a high number of recorded crashes and heavy traffic flow may not necessarily have the highest crash rates. In such cases, a lower crash rate indicates that crashes occur less frequently relative to traffic volume compared to roads with lower traffic volumes.

While a segment or intersection with high number of traffic crashes might seem like the most dangerous roadway, crash rates help prioritize safety improvement by identifying areas that are at the highest risk for crashes.

HIGHLIGHTS

- Some of the corridors with high crash rates include SR 54, SR 85, and SR 92, roadways with high traffic volumes and speeds.
- Intersections with the highest crash rates are seen within the municipalities of Fayetteville, Peachtree City, and Woolsey.
- High KSI crash rates are located in more rural areas, likely corresponding to the roadway geometry and contributing factors like lighting conditions on these roadways.

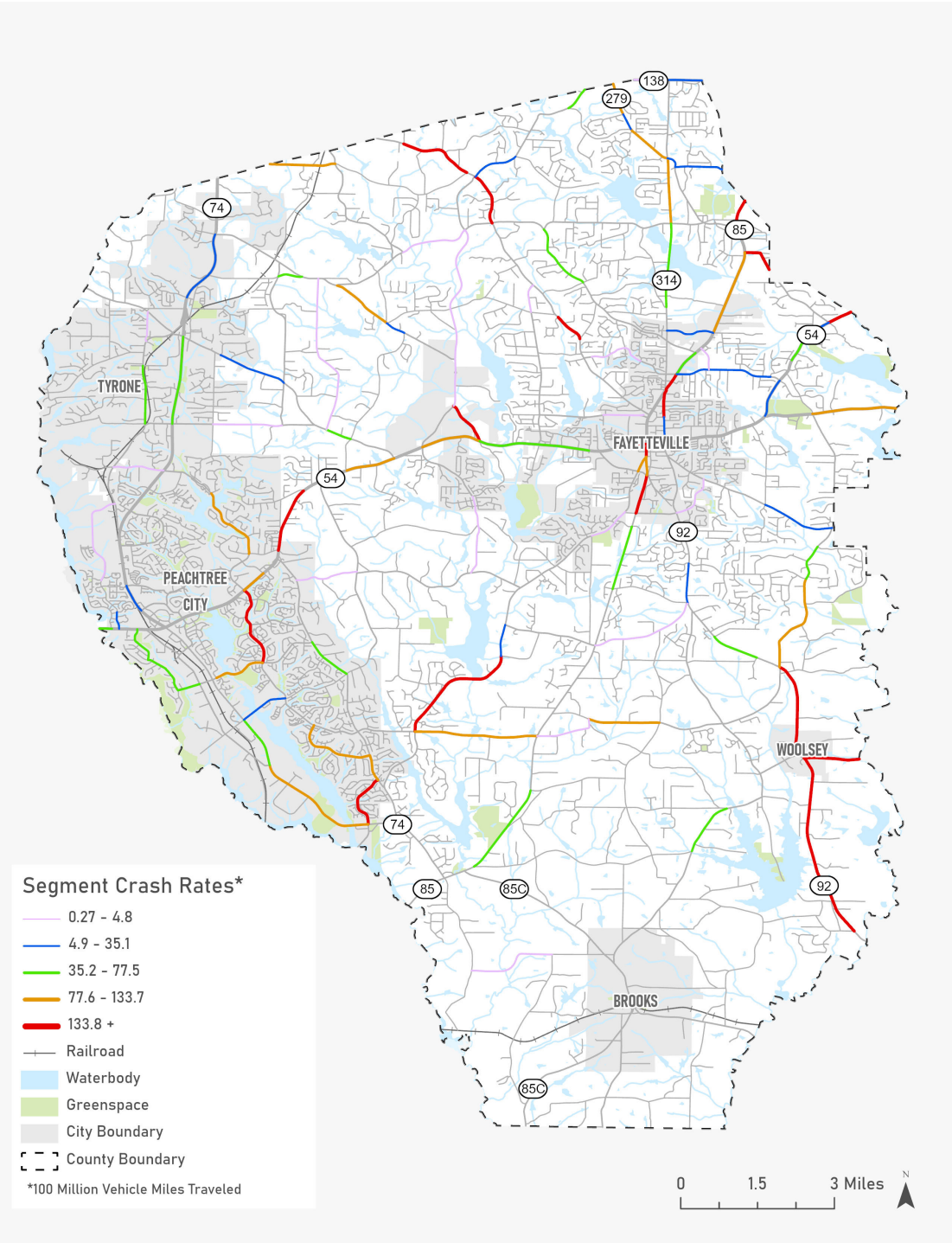


Figure 2.10 Roadway Segment Crash Rates

Source: GDOT Crash Data Dashboard, 2019-2023

Crash rates along roadway segments are shown in Figure 2.10. High crash rates are generally found in and around Fayetteville and Peachtree City. These roads are likely carrying a significant amount of traffic and experiencing relatively high congestion.

- Roads **throughout Fayetteville** that show higher crash rates correspond with areas of congestion.
- A number of local roads within **Peachtree City** stemming from **SR 54** and **SR 74** have high crash rates, likely due to turning movements off of these major roads.
- Some smaller and more rural roads in **unincorporated Fayette County** with significant curves often see higher crash rates in certain instances, such as **Hilo Road**.

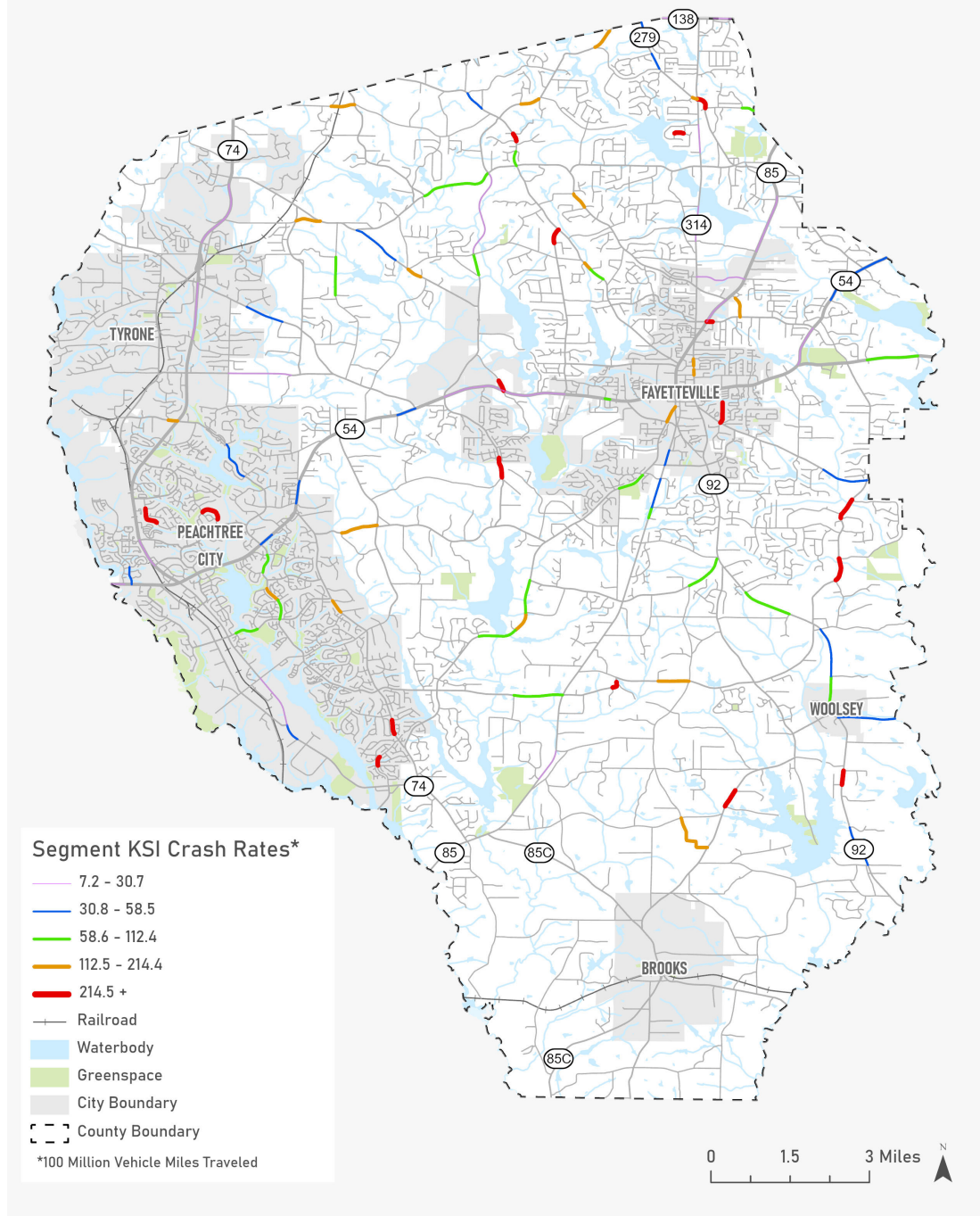
Specific improvements addressing the context in each location can improve safety across the County. In certain instances, operational improvements can be implemented to reduce areas of heavy congestions. In other locations, roadway improvements, such as improved lighting, can play a role in the number of crashes experienced.

Table 2.7 Average Crash Rate by Functional Class	
FUNCTIONAL CLASS	AVERAGE CRASH RATE
Local	195
Collector	128
Minor Arterial	106
Principal Arterial	96

*Crash rate per million vehicle miles traveled

Figure 2.11 Roadway Segment KSI Crash Rates

Source: GDOT Crash Data Dashboard, 2019-2023



Crash rates for KSI crashes were analyzed to highlight roadways where a crash is more likely to result in a fatality or serious injury. KSI crash rates, shown in Figure 2.11, are seen on smaller and more rural roads throughout the County. While these roads are not necessarily carrying large amounts of traffic, they represent roads with certain dangerous conditions that lead to more severe crashes. Key roadways include:

- Local roads in Peachtree City, such as **Walnut Grove Road** and **Robinson Rd**, likely due to increased interaction with active modes of transportation, such as golf-carts and bicycles using the City's trail network.
- Land uses within Fayetteville play a significant role, with roads like **Banks Road**, in a major commercial area, and **Industrial Way**, an industrial corridor, showing high KSI rates. These locations likely see significant heavy vehicle traffic.
- Rural roads in **unincorporated Fayette County**, such as **Flat Creek Trail**. Roads like this often have significant curves, relatively high speed limits or experience speeding, and dark lighting conditions at night.
- Arterials such as **Brooks Woolsey Rd**, **SR 92**, and **SR 279**.

The Safety Action Plan emphasizes improvements in these areas in order to reduce the number of crashes with severe outcomes.

Figure 2.12 Intersection Crash Rates

Figure 2. Source: GDOT Crash Data Dashboard, 2019-2023

Intersection crash rates in Fayette County highlight the areas where traffic incidents are most frequent, providing crucial insights for targeted safety interventions. As depicted in Figure 2.12, the highest crash rates are typically concentrated within municipalities and along major roadways. Key locations with elevated crash rates include:

- **SR 279** in the northern portion of Fayette County, which stands out as a high-crash area, indicating a need for targeted safety improvements.
- **SR 85**, particularly at its intersection with **SR 314**, where traffic volumes and complex movements contribute to increased incidents.
- **SR 92**, south of downtown Fayetteville, a busy corridor with a high incidence of crashes, highlighting the need for enhanced intersection safety measures.
- **SR 74**, south of Peachtree City, where crash rates are also notably high, suggesting a need for better traffic control and intersection management.

These intersections are focal points for the Safety Action Plan, emphasizing the necessity for engineering enhancements, improved signage, signal optimization, and potential reconfiguration of high-risk intersections to reduce overall crash rates.

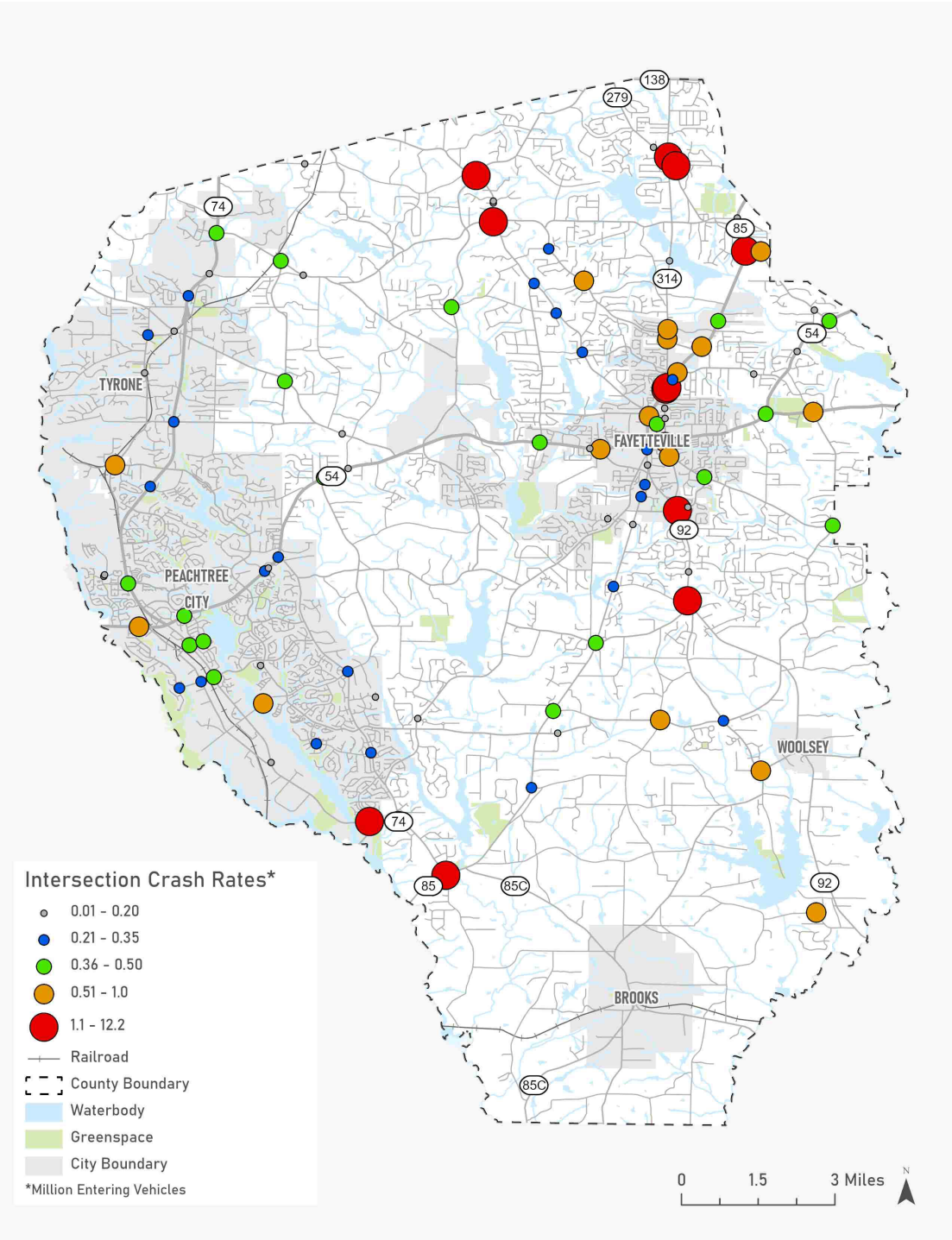
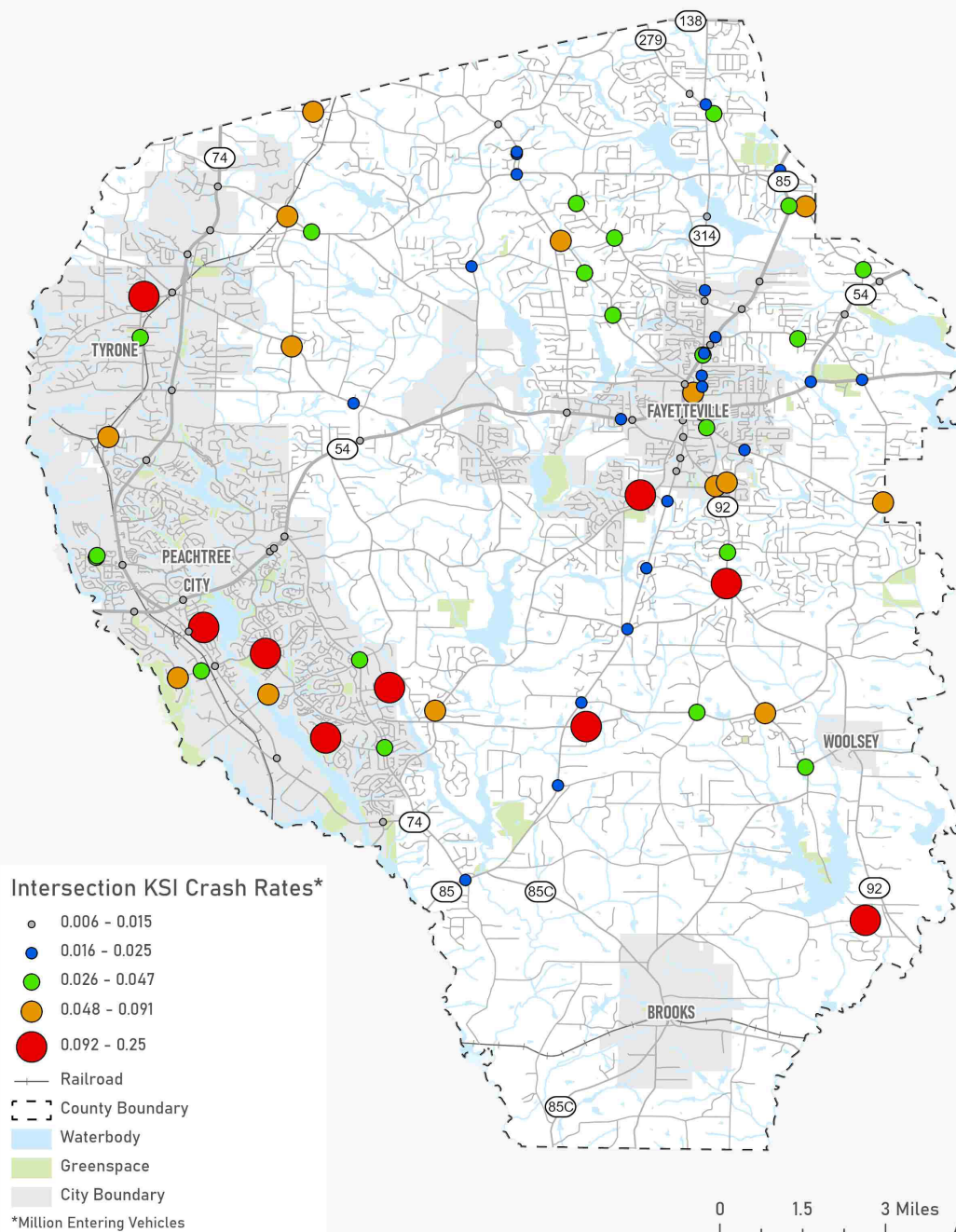


Figure 2.13 Intersection KSI Crash Rates

Source: GDOT Crash Data Dashboard, 2019-2023



In contrast to general intersection crash rates, the most severe incidents—those resulting in fatalities or serious injuries—are more likely to occur at intersections of local roads, rather than major thoroughfares. Figure 2.13 identifies some of the most dangerous intersections, where the risk of KSI crashes is significantly higher. Key areas of concern include:

- **South of downtown Fayetteville, along SR 92**, where KSI crash rates are elevated. These local roads feature significant curves and often have poor shoulder conditions, contributing to the severity of crashes.
- **In Peachtree City and unincorporated Fayette County**, intersections on local roads show high KSI crash rates. These areas experience a mix of active transportation users, including bicyclists and golf carts, which increases the risk at trail crossings where these users merge with vehicular traffic.

The Safety Action Plan aims to address these KSI hotspots by enhancing roadway design to accommodate active transportation users, improving visibility at intersections, and implementing advanced safety features. By focusing on the areas where crashes are most likely to result in serious injuries or fatalities, Fayette County seeks to reduce the severity of crashes and safeguard its most vulnerable road users.

Contributing Factors

Certain contributing factors have been found to increase the risk and severity of traffic crashes. It is important to understand patterns in the historic crash conditions to understand any such factors that can be addressed with safety or roadway improvements. The following section highlights detailed analysis that was performed for common contributing factors.

SPEEDING

Speeding is often a major factor in vehicle crashes, having a particularly significant effect on the severity of crashes. This is especially true for crashes involving active modes, such as bicyclists and pedestrians. As such, speed control can be an effective tool at reducing fatalities and serious injury crashes. As shown in Figure 2.14, pedestrian survival is heavily impacted by vehicular speed during accidents.

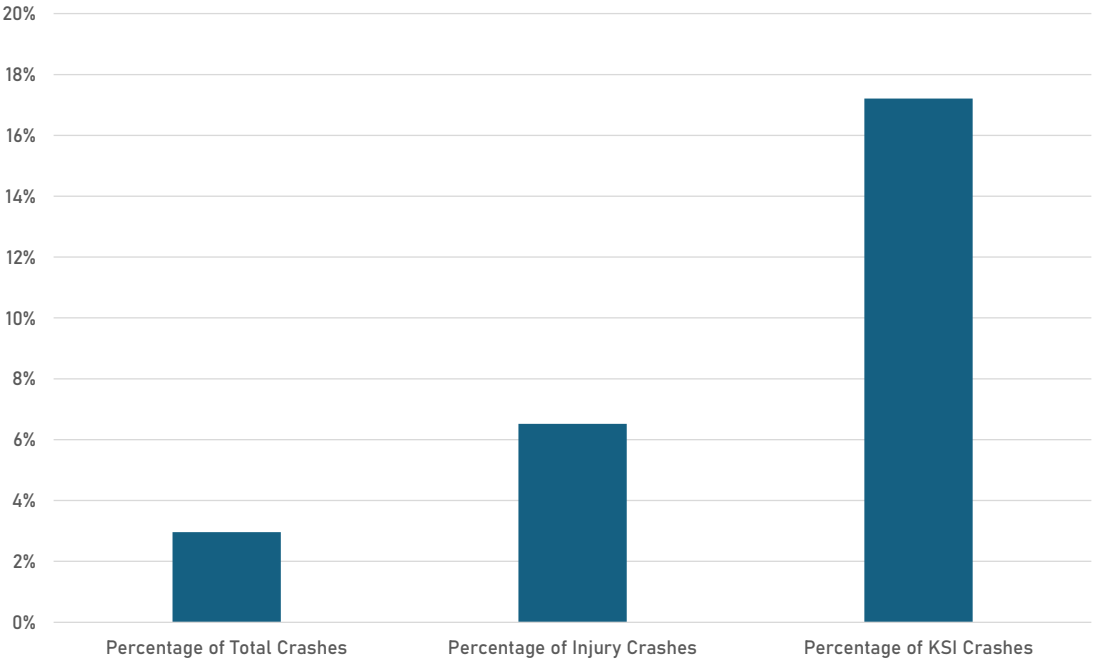
Figure 2.15 depicts the percentage of crash outcomes for speeding-related crashes. While about 3% of total crashes are speeding-related, around 17% of KSI crashes are speeding related. Speed is a significant contributing factor to crashes in Fayette County, as higher speeds reduce reaction times and increase the severity of collisions.

Figure 2.14 Likelihood of Death for People Walking if Hit at These Speeds

Source: AAA Foundation, Tefft, B.C. (2011)



Figure 2.15 Speeding-Related Crashes



*data in the speed chart has been calculated based on countywide data

LIGHTING CONDITION

While most crashes occur during daylight when traffic volumes are higher, dark lighting conditions present greater hazards, as drivers may have less time to react to hazards or changes in the roadway that become visible only within the range of headlights. Lighting plays a significant role in crash outcomes.

Figure 2.16 shows crash severity by lighting conditions. Crashes in dark, unlit areas account for approximately 18% of total crashes but nearly 28% of fatal or serious injury crashes.

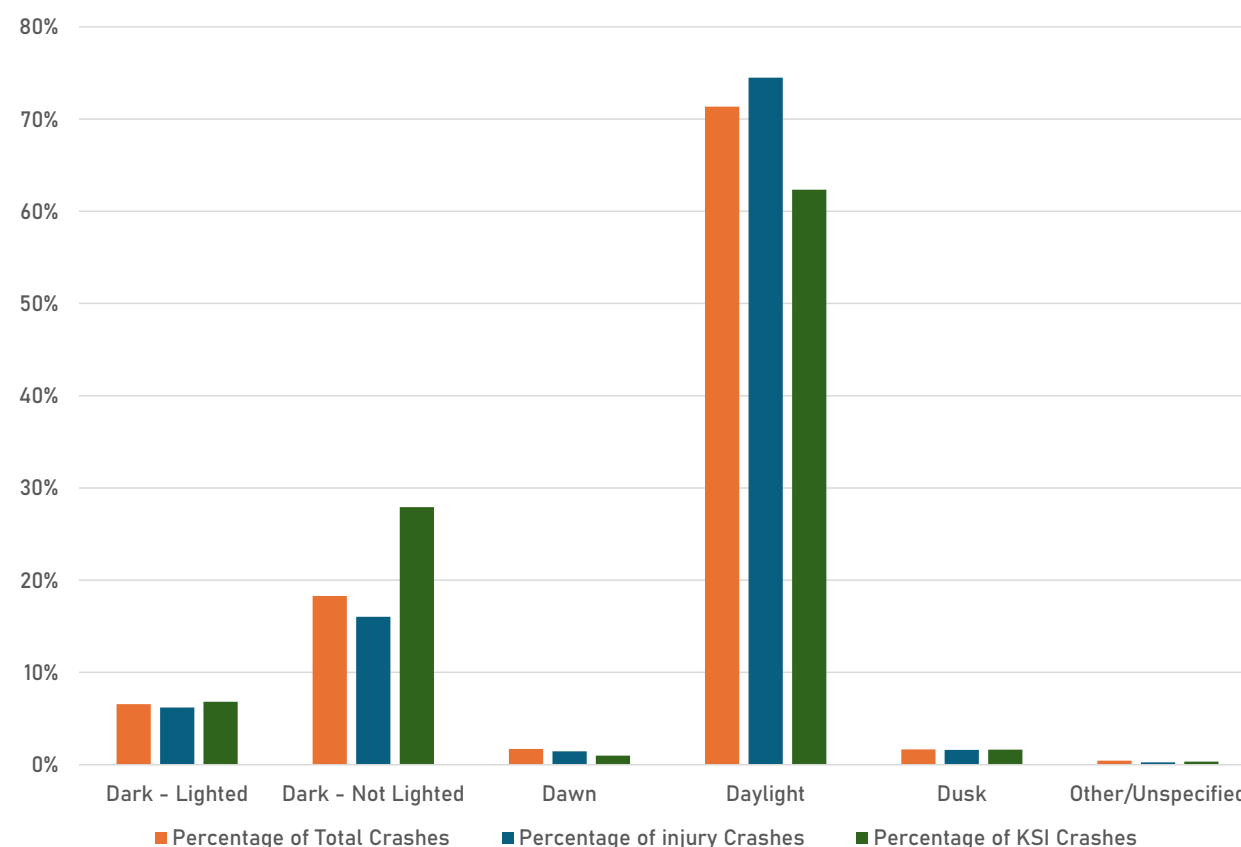
DISTANCE DRIVING/DUI

From 2019 to 2023, Fayette County recorded 755 crashes involving distracted driving and 623 crashes involving driving under the influence (DUI), representing approximately 4.3% and 3.5% of all crashes in the county, respectively.

Distracted driving and DUI contributed to 3.6% of injury crashes and 3.6% of fatal crashes. Notably, DUIs accounted for 13.9% of injury crashes and 21.4% of fatal crashes.

These statistics highlight the significant impact of distracted driving and DUI on roadway safety in Fayette County. While these behaviors constitute a relatively small percentage of total crashes, they are disproportionately represented in crashes resulting in fatalities and serious injuries. This underscores the critical need for targeted safety measures to address these high-risk driving behaviors and improve the safety of the county's roadways.

Figure 2.16 Crashes by Lighting Condition



DRIVING UNDER THE INFLUENCE (DUI) IS A FACTOR IN:



3.5%

of All Crashes



13.9%

of Injury Crashes



21.4%

of Fatality Crashes

DISTRACTED DRIVING IS A FACTOR IN:



4.3%

of All Crashes



3.6%

of Injury Crashes



3.6%

of Fatality Crashes

Crash Type

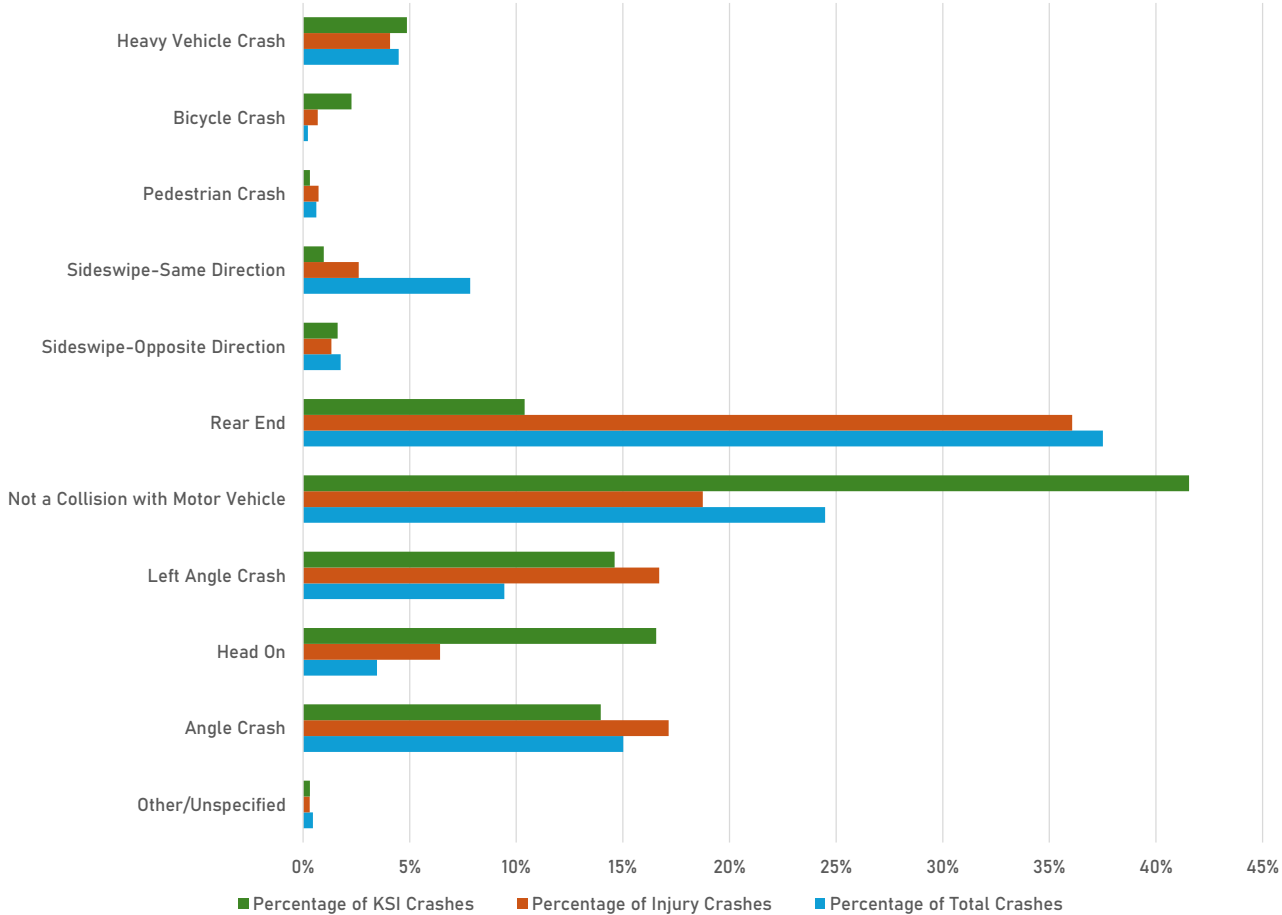
MANNER OF COLLISION

Figure 2.17 shows crash type by severity, providing a picture of which crash types are most common and commonly result in a death or severe injury.

Rear end crashes make up the largest percentage of total crashes, although there are fewer rear end crashes that result in a KSI. While these crashes occur relatively often, they are less likely to result in a severe outcome.

Crashes categorized as Not a collision with a motor vehicle make up a significant percentage of KSI crashes. These crashes make up over 40% of KSI crashes, but less than 25% of total crashes. This indicates that when these types of collisions occur, they are more likely result in a death or severe injury than other types of crashes. Similarly, head on, left angle, and bicycle crashes make up a much greater percentage of KSI crashes than total crashes, meaning they are more likely to result in a KSI. These represent the most dangerous types of crashes that occur.

Figure 2.17 Crash Type by Severity



High Injury Network

The High Injury Network (HIN) identifies roadway segments and corridors with the highest concentrations of severe crashes, where targeted investments can have the most significant impact in reducing fatal and serious injuries. By focusing on roadways with a high proportion of serious injuries and fatalities, the HIN provides a data-driven framework for prioritizing safety improvements and advancing the county's overall safety objectives. The HIN also considers priority equity areas for focused investment that benefits historically disadvantaged populations.

The development of the HIN involved a comprehensive analysis using the following data:

- Crash data from GDOT's Numetric database for the years 2019 through 2023
- Pedestrian and bicycle risk factors from the ARC

Equity data from USDOT's ETC Explorer Tool and demographic data from the 2022 American Community Survey (ACS) was used to prioritize identified projects. This integrated analysis considering both safety and equity supports the SS4A program's goals and provides a more equitable approach to prioritizing safety investments, ensuring that improvements address both traffic safety concerns and the specific needs of vulnerable communities.

THE HIGH INJURY
NETWORK REPRESENTS

12%

OF FAYETTE COUNTY'S ROADWAY
NETWORK



HIGHLIGHTS

- The HIN represents 12% of the roadway network, but 90% of total crashes and 94% of fatality and serious injury crashes that occur on roadways in Fayette County.
- The HIN includes 36 corridors. These roads can be considered the most dangerous for roadway users, and therefore require attention for safety improvements.
- The highest scoring roadways along the HIN are SR 54, SR 314, SR 85, SR 92, Ginger Cake Rd, and New Hope Rd.

HIN SCORING METHODOLOGY

The analysis focused on high-volume arterials and collector roadways, excluding local residential streets to allow a consistent comparison of major corridors, which typically present a higher risk of severe crashes.

Safety Analysis

Each roadway considered in the analysis was given a score based on the five safety criteria to determine the initial HIN. Roadways that meet one or more of these safety criteria thresholds are included in the initial HIN. A higher safety score indicates a higher priority for safety improvements.

Thresholds for the safety criteria were established by analyzing the distribution of each criterion across Fayette County. Key breaks in the data were identified to set thresholds that effectively highlight areas with elevated risk. This ensures that the threshold is relative to Fayette County’s specific existing conditions and that the resulting HIN consists of 10% to 15% of the County’s total roadway network, which is a goal of many Safety Action Plans as this provides implementable number of priority corridor for safety improvements.

Table 2.4 outlines the safety criteria and the corresponding thresholds used in the analysis. These thresholds were applied to each segment, and for corridor-level scoring, the highest segment score within the corridor was used. This approach ensures that the potential benefits of roadway improvements are fully captured.

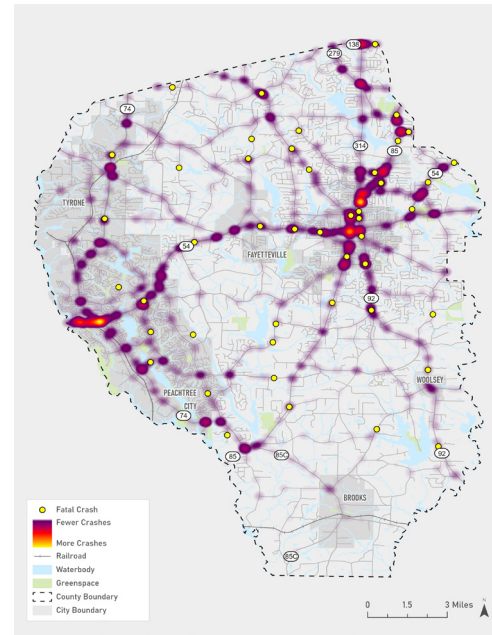
Table 2.8 Safety Criteria and Thresholds

CRITERIA	THRESHOLD
Crash History	> 5 Crashes
Crash Rate	> 240 crashes per 100million trips
KSI Crash Rate	> 25 KSI crashes per 100m trips
Pedestrian Risk Factors	2 Total Risk Factors
Bicycle Risk Factors	4 Total Risk Factors

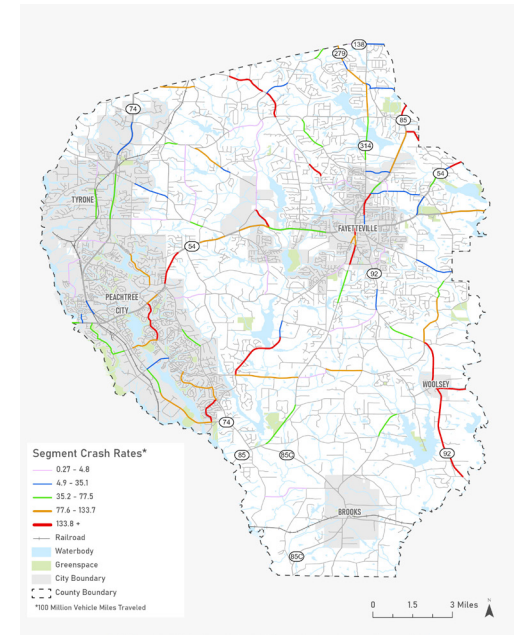
HIN SAFETY SCORING

The High Injury Network was determined using five safety criteria. Each roadway corridor was assigned a score based on how many of these high injury criteria were met. Each corridor in the HIN meets at least one criteria. A road with a score of 5 meets all of the criteria. The safety criteria are shown here.

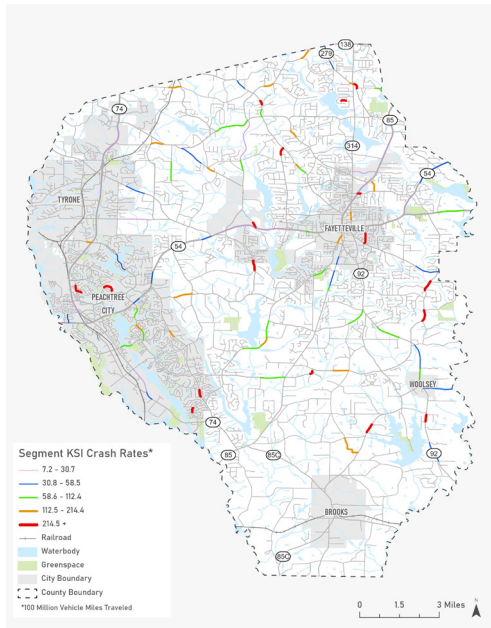
CRASH HISTORY



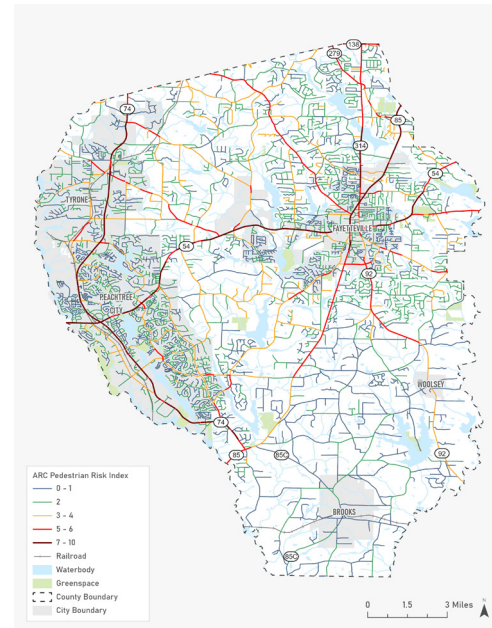
CRASH RATE



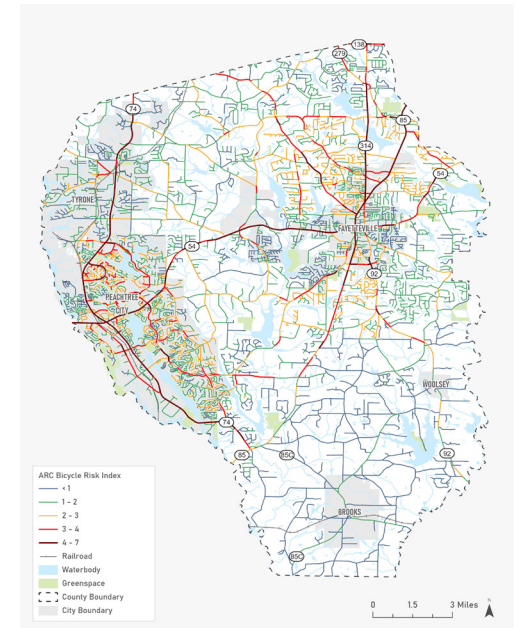
KILLED OR SERIOUS INJURY CRASH RATE



PEDESTRIAN RISK FACTORS



BICYCLIST RISK FACTORS



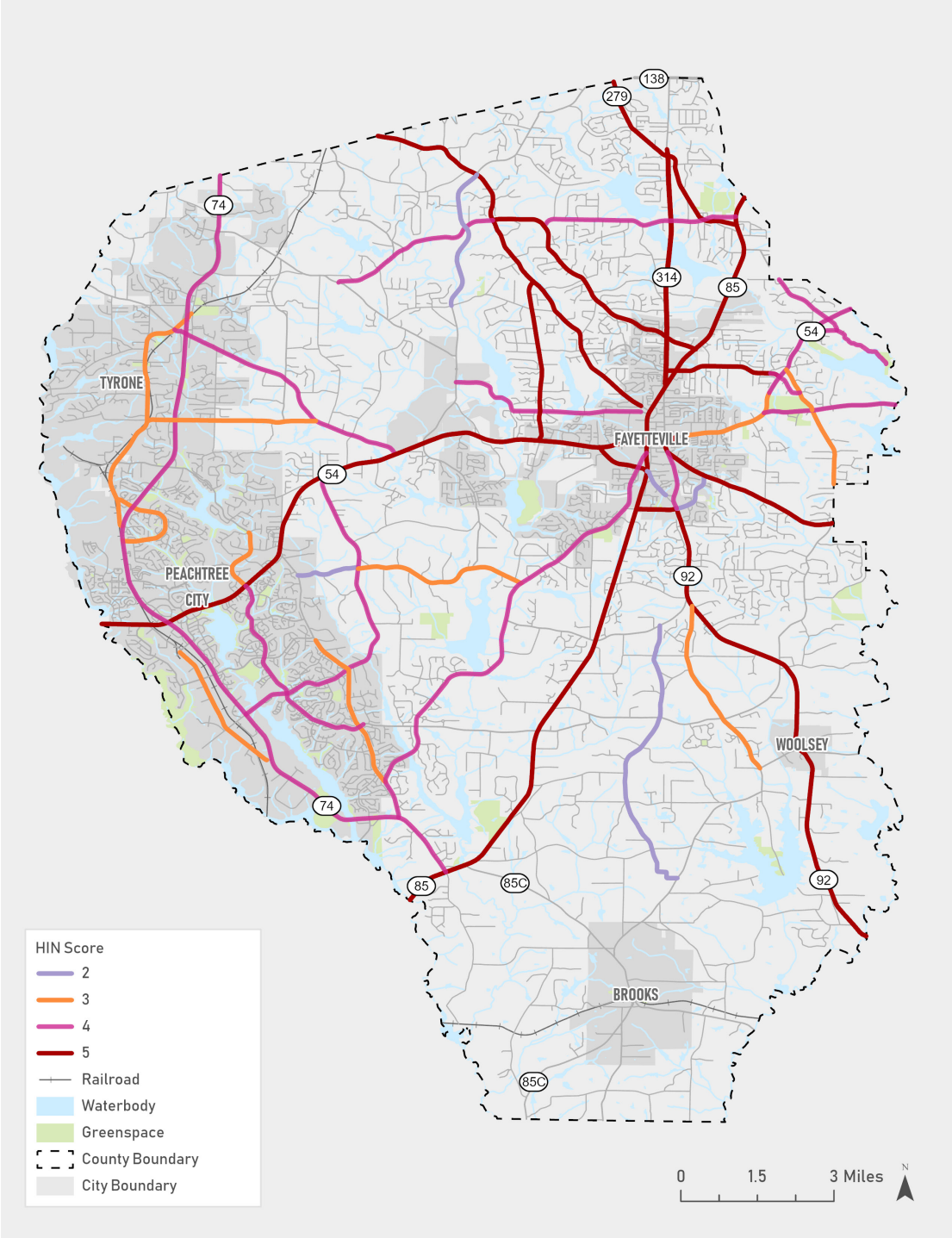


Figure 2.18 HIN List & Scoring

There are 36 total corridors included in the HIN, making up 145 miles of roadway. Figure 2.18 shows the final HIN and the safety criteria scoring that each corridor received. These corridors represent priority areas for safety investment. Table 2.5 provides a scoring matrix for the network.

The segments with this highest safety priority score are SR 54, SR 314, SR 85, SR 92, Ginger Cake Rd, and New Hope Rd.

While the HIN represents only 12% of the county's roadway network, it accounts for 90% of all reported crashes.

Table 2.9 High Injury Network Corridor Scoring

CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
SR 85C	SR 85	Spalding County Line/Tri County Rd	4	1	1	1	0	1	Brooks
Forrest Ave	Fulton County Line	Glynn St	5	1	1	1	1	1	Fayetteville
Banks Rd	SR 314	SR 54	5	1	1	1	1	1	Fayetteville
Gingercake Rd	SR 92	SR 54	5	1	1	1	1	1	Fayetteville
SR 85	County Line/north of Kenwood Rd	Whitney St	5	1	1	1	1	1	Fayetteville
SR 85	Whitney St	Price Rd	5	1	1	1	1	1	Fayetteville
SR 314	SR 314	SR 85	5	1	1	1	1	1	Fayetteville
Grady Ave	W Lanier Ave	Glynn St	5	1	1	1	1	1	Fayetteville
New Hope Rd	SR 92	SR 85	5	1	1	1	1	1	Fayetteville
S Jeff Davis Dr	SR 54	County Line Rd	5	1	1	1	1	1	Fayetteville
Lester Rd	SR 54	Ebenezer Church Rd	5	1	1	1	1	1	Fayetteville
SR 54	Coweta County Line	West of Booker Ave	5	1	1	1	1	1	Fayetteville, Peachtree City
SR 92	SR 85	Spalding County Line	5	1	1	1	1	1	Fayetteville, Woolsey
Hood Ave	Veterans Pkwy	Glynn St	4	1	0	1	1	1	Fayetteville
Jimmie Mayfield Blvd	S Jeff Davis Dr	SR 92/Helen Sams Pkwy	4	1	1	1	1	0	Fayetteville
Redwine Rd	SR 74	SR 85	4	1	1	1	0	1	Fayetteville, Peachtree City
SR 54	Gwinnett St	South of Banks Rd	3	1	1	1	0	0	Fayetteville
Ebenezer Rd	SR 54	Robinson Rd	4	1	1	1	1	0	Peachtree City
Crosstown Rd	SR 74	Robinson Rd	4	1	1	1	1	0	Peachtree City
Peachtree Pkwy	Loring Ln	Parkway Dr/Interlochen Dr	4	1	1	1	0	1	Peachtree City
Robinson Rd	SR 54	Camp Creek Trl	4	1	1	1	1	0	Peachtree City
S Peachtree Pkwy	SR 54	Robinson Rd	4	1	1	1	1	0	Peachtree City
SR 74	Fulton County Line	SR 85	4	1	1	1	1	0	Peachtree City, Tyrone
Kedron Dr	Senoia Rd	SR 74	3	1	1	1	0	0	Peachtree City
Dividend Dr	Paschall Rd	SR 74	3	1	1	1	0	0	Peachtree City
N Peachtree Pkwy	Parkway Dr/Interlochen Dr	SR 54	3	1	1	1	0	0	Peachtree City
Robinson Rd	Camp Creek Trl	Redwine Rd	3	1	1	0	0	1	Peachtree City
Senoia Rd	Tyrone Rd	SR 74	3	1	1	1	0	0	Peachtree City, Tyrone
Tyrone Rd	Senoia Rd	SR 54	4	1	1	1	0	1	Tyrone
Sandy Creek Rd	SR 74	SR 54	3	1	0	1	0	1	Tyrone
Dogwood Trl	Senoia Rd	Tyrone Rd	3	1	1	1	0	0	Tyrone

CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
SR 279	Fulton County Line	SR 85	5	1	1	1	1	1	
SR 85 S	Price Rd	County Line/south of Padgett Rd	5	1	1	1	1	1	
Goza Rd	SR 85	SR 92	5	1	1	1	1	1	
Westbridge Rd	SR 92	Old Jonesboro Rd	5	1	1	1	1	1	
SR 138	Albania Dr	Old Hwy 138	4	1	1	1	1	0	
SR 54	North of McDonough Rd	County Line/east of Corinth Rd	4	1	1	1	0	1	
SR 314	SR 138	SR 279	4	1	1	1	1	0	
Corinth Rd	County Line/north of Curved Rd	Hewell Rd	4	1	1	1	0	1	
Kenwood Rd	New Hope Rd	SR 85	4	1	1	1	1	0	
Bernhard Rd	Redwine Rd	Goza Rd	4	1	1	1	0	1	
Lees Mill Rd	Sandy Creek Rd	SR 92	4	1	0	1	1	1	
McDonough Rd	SR 54	County Line/west of Tara Rd	4	1	1	1	0	1	
Hewell Rd	Fayetteville Rd/E Lanier Ave	Links Golf Club	4	1	1	1	0	1	
Banks Rd E	Deer Forest Trl	McElroy Rd	4	1	1	1	1	0	
County Line Rd	McDonough Rd	Clayton County Line	3	1	1	1	0	0	
Ebenezer Church Rd	Ebenezer Rd	Redwine Rd	3	1	0	1	1	0	
Veterans Pkwy	North of Eastin Rd	Tillman Rd	3	1	0	1	0	1	
Veterans Pkwy	North of Sandy Creek Rd	SR 54	3	1	1	1	0	0	
McElroy Rd	SR 54	McDonough Rd	3	1	1	1	0	0	
Ellison Rd	Sandy Creek Rd	Dogwood Trl	3	1	1	0	1	0	
Antioch Rd	SR 92	Winn Way	3	1	0	1	1	0	

SECTION III.***EXISTING TRANSPORTATION NETWORK***

Roadway Characteristics

The following section provides a comprehensive overview of Fayette County's roadways, discussing characteristics such as functional classification, number of lanes, vehicular volumes, and bottleneck locations. These elements are analyzed in relation to the HIN, highlighting their significant impact on safety and mobility, as well as their influence on overall quality of life and workforce access for residents throughout the county.

HIGHLIGHTS

- Fayette County's roadways are defined by key arterials such as SR 54, SR 74, and SR 85, which handle the highest traffic volumes and serve as major regional connectors.
- The majority of the county is served by two-lane roads, with larger arterials concentrated in Fayetteville and Peachtree City.
- Freight traffic is significant on SR 54 and SR 74, impacting local road safety and mobility, particularly near Peachtree City.

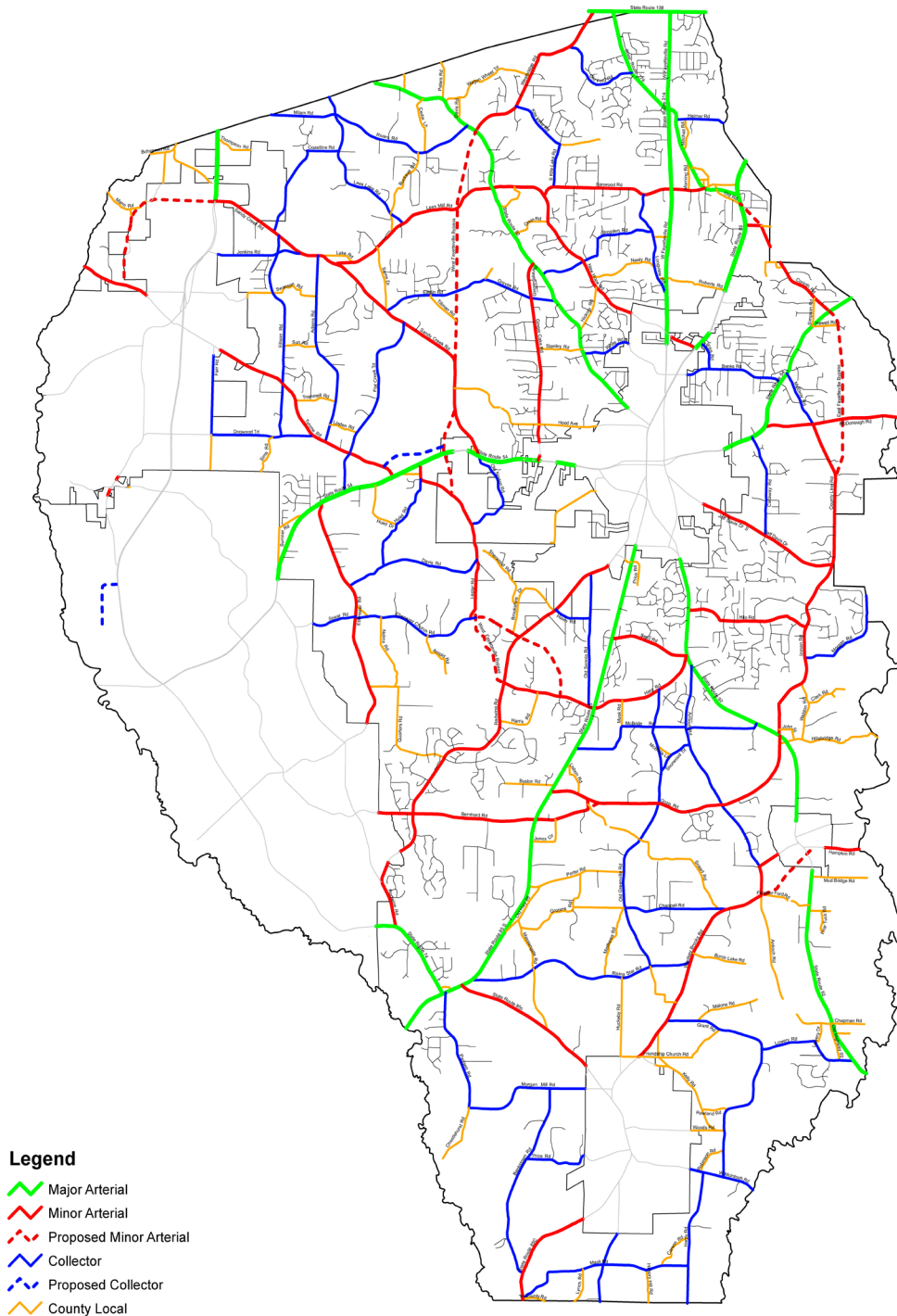
Figure 3.1 Functional Classification

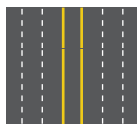
Source: Fayette County Thoroughfare Plan

Each roadway in Fayette County is classified based on its intended function within the transportation system. The three primary functional classifications are arterials, collectors, and local roads, with each category further subdivided into “Major” and “Minor” classifications. This functional classification system defines the role of each roadway in supporting traffic flow, access, and mobility. Over time, the functional classification of a roadway may change due to shifts in surrounding land use or improvements made to the roadway itself.

In this plan, roadways are classified according to the county’s thoroughfare plan, as shown in Figure 3.1, managed by the Department of Planning and Zoning. Streets not included in the thoroughfare plan are classified by the county engineer as needed. The classifications are defined as follows:

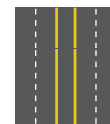
- **Major Arterial:** This includes all state routes within the county, serving as the primary corridors for regional traffic movement. Major arterials are designated for freight and truck traffic.
- **Minor Arterial:** Streets that facilitate traffic movement within the county and intersect with one or more major arterials.
- **Collector:** These streets primarily gather





MAJOR ARTERIALS

SR 54
SR 74
SR 85
SR 92
SR 314
SR 279



MINOR ARTERIALS

SR 85C
Brooks Woolsey Rd
Hampton Rd
McDonough Rd
Redwine Rd
S Peachtree Pkwy
Bernhard Rd
Goza Rd
Inman Rd
Hilo Rd
S Jeff Davis Dr
County Line Rd
Corinth Rd
Kenwood Rd
New Hope Rd
Lees Mill Rd
Ginger Cake Rd
Veterans Pkwy
Tillman Rd
Westbridge Rd
Sandy Creek Rd
Palmetto Rd
Tyrone Rd
Ebenezer Rd
Harp Rd
Seay Rd
Lester Rd



MAJOR COLLECTORS MINOR COLLECTORS

Mask Rd	Brogdon Rd
Brooks Rd	Roberts Rd
Hardy Rd	Old Ford Rd
Bankstown Rd	Kite Lake Rd
Price Rd	Rivers Rd
Morgan Mill Rd	Lees Lake Rd
Padgett Rd	Costline Rd
Rising Star Rd	Ellison Rd
W McIntosh Rd	Jenkins Rd
Grant Rd	Adams Rd
Lowery Rd	Flat Creek Trl
Chappell Rd	Dogwood Trl
Old Greenville Rd	Farr Rd
Antioch Rd	White Rd
McBride Rd	
Sourwood Trl	
Morgan Rd	
Old Senoia Rd	
Hawn Rd	
Ebenezer Church Rd	
Davis Rd	
Old Norton Rd	
Callaway Rd	
McElroy Rd	
Banks Rd	
Ellis Rd	
Longview Rd	

traffic from smaller roads, providing a connection to both minor and major arterials.

- **County Local:** Roads intended for access to adjacent properties and traffic flow within a confined area. Freight and truck traffic is not permitted on county local roads.
- **Low-Volume Local:** A subset of county local roads with an average daily traffic (ADT) of 400 vehicles or fewer. Roads may be designated as low-volume local if:
 - A. Requested by county staff, property owners, or the developer of a new road,
 - B. The road meets the ADT threshold,
 - C. Approved by the Board of Commissioners.
- **Internal Local:** Streets within a development that primarily support traffic circulation within that specific area.

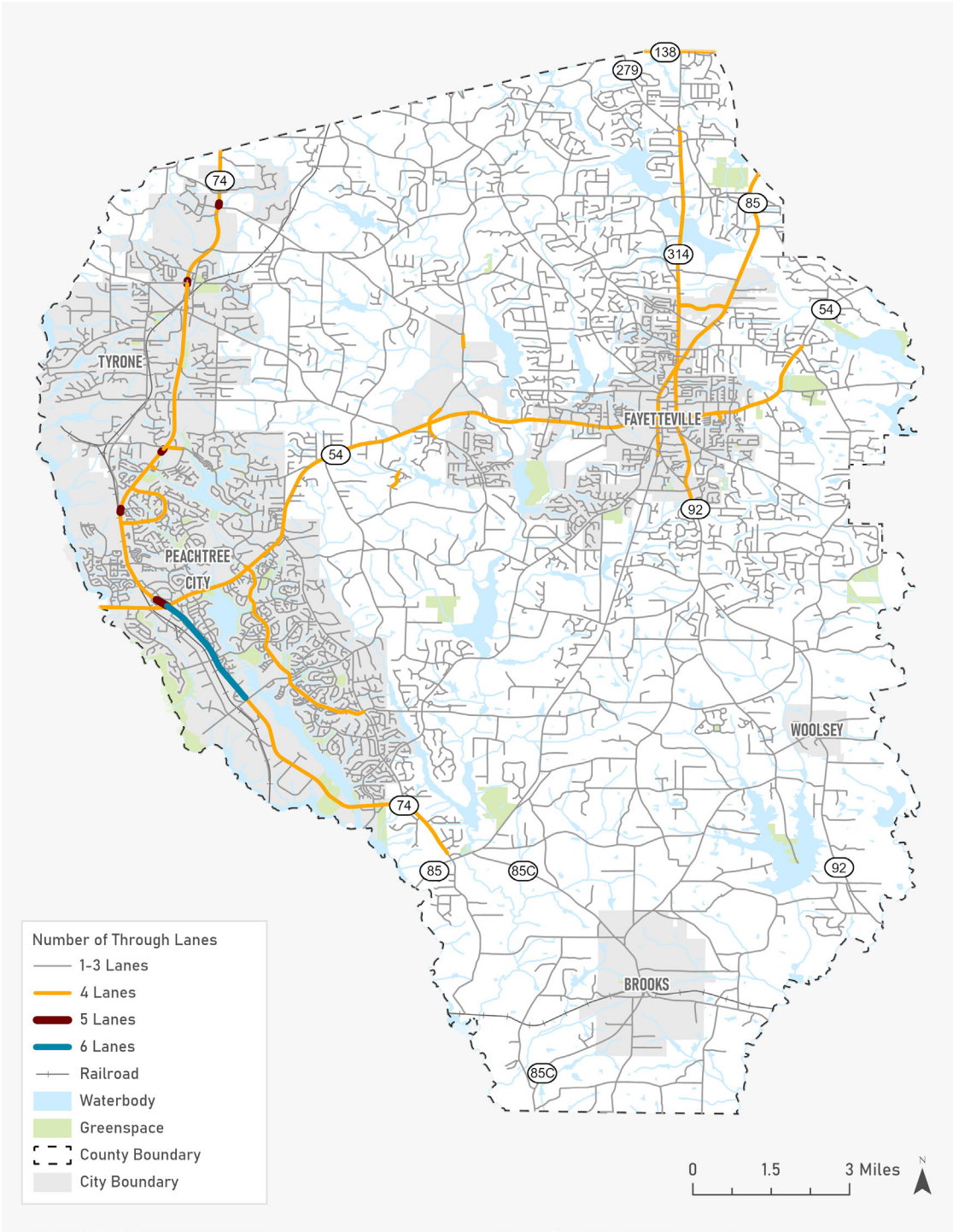


Figure 3.2 Number of Lanes

Source: GDOT 2021

The number of lanes on a roadway directly impacts the capacity of a roadway at any given time. Through lanes are specifically designated for continuous traffic flow and exclude turn lanes, auxiliary lanes, and collector-distributor lanes. Figure 3.2 illustrates the number of through lanes on existing Fayette County roads, highlighting the variation from smaller local roads to larger arterials. The higher lane capacity is generally concentrated within Fayetteville and Peachtree City, as well as major roads like SR 53, SR 314, and SR 74 that provide significant connections to municipalities. The majority of the County is served by two lane roadways.

Figure 3.3 Bridge Conditions
Source: National Bridge Inventory (NBI) 2024

The state of Fayette County bridges was assessed by reviewing the National Bridge Inventory (NBI) database, which comprehensively records bridge information and inspection results nationwide. Each bridge is assigned a rating of Good (G), Fair (F), or Poor (P) based on the lowest condition rating among Deck, Superstructure, Substructure, or Culvert from the most recent inspection. Bridges with a rating of 7 or higher are deemed Good, while those with a rating of 4 or lower are classified as Poor. Bridges with ratings of 5 or 6 are categorized as Fair.

Fayette County has a total of 81 bridges, with 58 classified as Good and 20 as Fair condition. Notably, 3 bridges are classified as being in Poor condition. Table 3.1 shows the bridges in Fayette County with a Bridge Condition of Poor while Figure 3.3 shows the locations of bridges and their corresponding bridge condition.

Table 3.1 Bridges with a Bridge Condition of Poor

ROADWAY	FEATURE	RATING
Shoal Creek Dr	Shoal Creek	4
Cross Creek Trail	Gay Creel	4
Pye Ct	Ginger Cake Creek	4

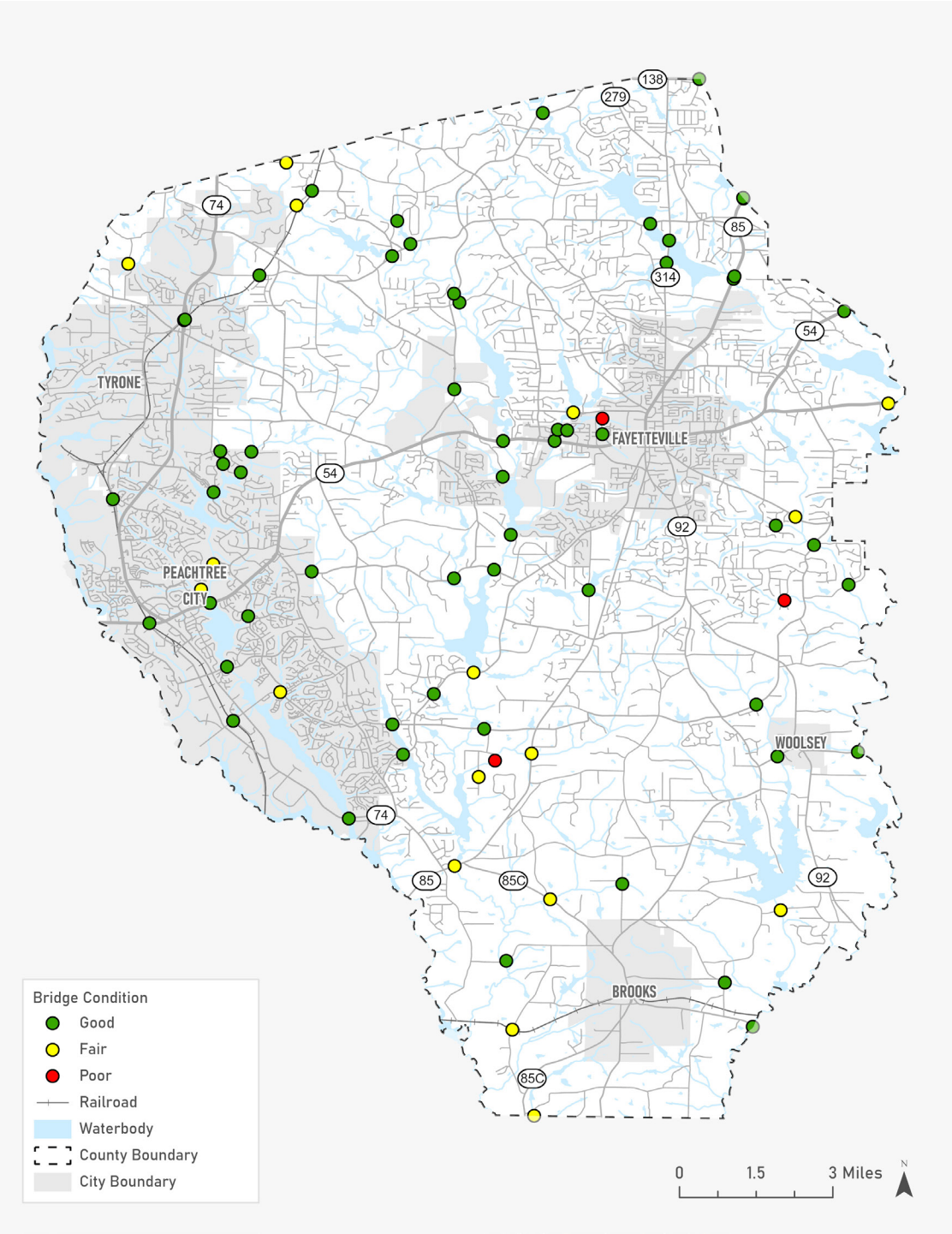
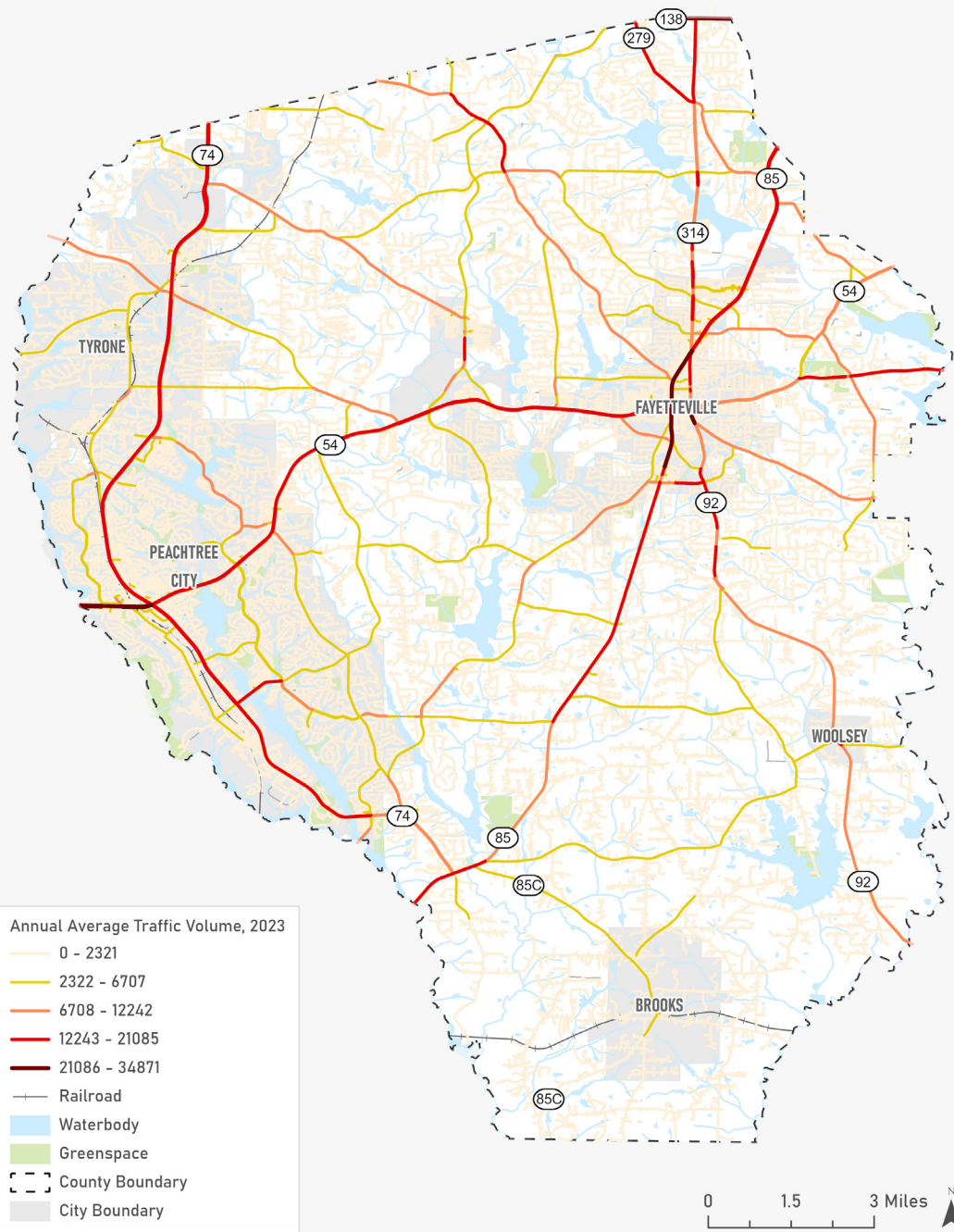


Figure 3.4 Vehicular Volumes
Source: GDOT 2021

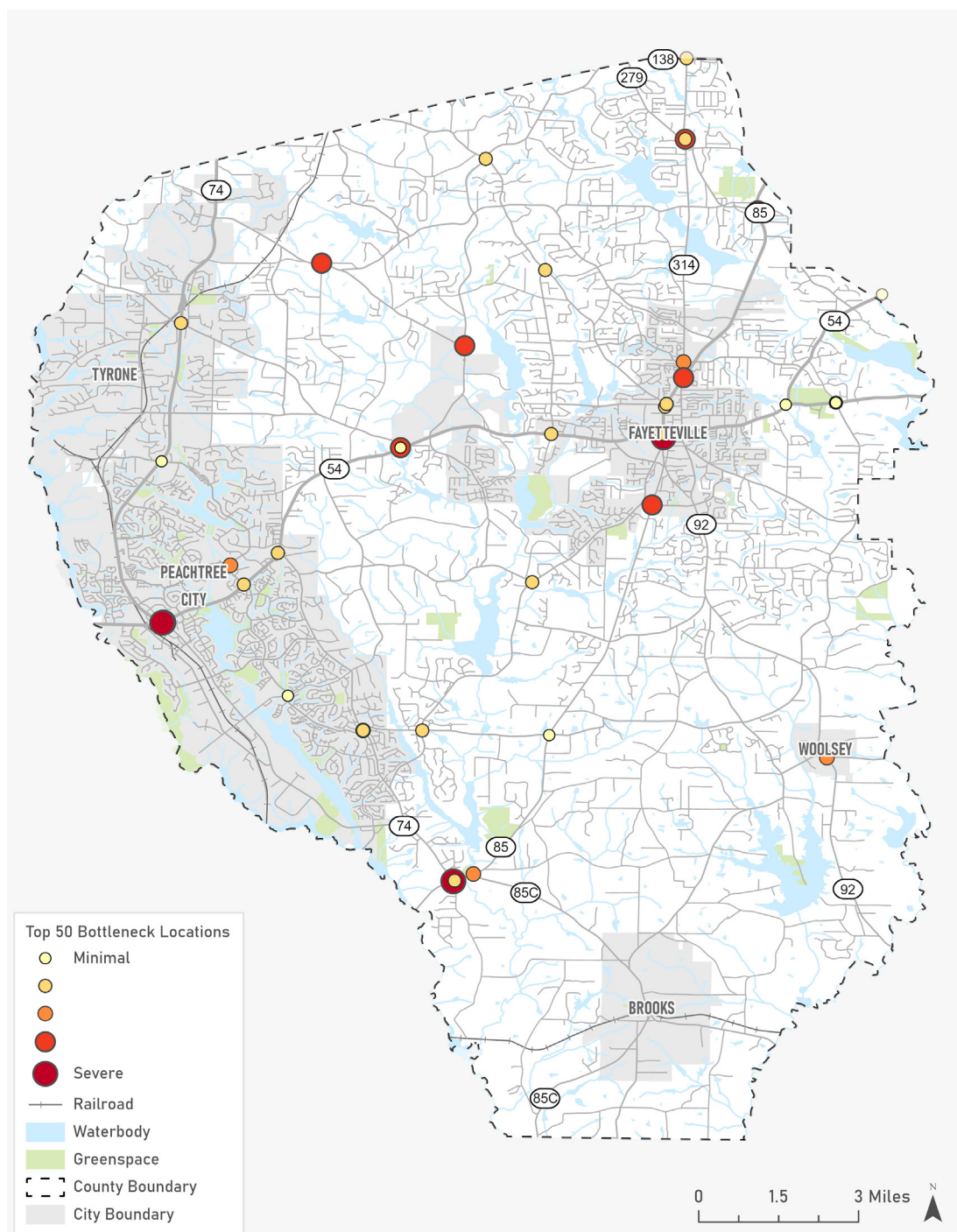


SR 54, SR 74, SR 85, SR 92, and SR 314 carry the highest traffic volumes in Fayette County. These arterials also have the most lanes. Specifically, SR 84 in Fayetteville and SR 54 in Peachtree City each handle vehicular volumes of 20,000 vehicles or more.

The high traffic volumes on SR 54, SR 74, SR 85, SR 92, and SR 314, combined with their classification as arterials with multiple lanes, make these roads critical focus areas for the Safety Action Plan. The significant vehicular volumes suggest a heightened risk for crashes and other safety concerns. As a result, targeted safety improvements are essential to mitigate risks and improve overall safety on these key corridors.

Figure 3.5 Top 50 Bottlenecks

Source: RITIS 2023



Roadway bottlenecks were identified using the Regional Integrated Transportation Information System (RITIS) Probe Data Analytics, which primarily leverages cell phone data for transportation insights. Bottlenecks refer to road segments where vehicles experience delays and backups, affecting upstream traffic flow. The analysis used data from September 2023, with Figure 3.5 showing the queue lengths at these bottlenecks in feet.

In RITIS, bottlenecks are ranked by total delay, which reflects the cumulative delay vehicles experience at a segment during the analysis period. Total delay is calculated by comparing free-flow travel time with actual travel time, factoring in average daily traffic volume (AADT) and adjusting for day-of-week variations.

Table 3.2 Top 15 Bottleneck Head Locations by Congestion

RANK	HEAD LOCATION
1	GA-54 N @ GA-74/JOEL COWAN PKWY
2	GA-74 S @ GA-54/FLOY FARR PKWY
3	GA-85 S @ GA-74/S JOEL COWAN PKWY
4	GA-85 S @ GA-54/STONEWALL ST/E LANIER AVE
5	GA-54 N @ GA-85/GA-92/GLYNN ST
6	GA-54 S @ TYRONE RD
7	GA-314 S @ GA-85/GLYNN ST N
8	GA-85 N @ GA-279/EVANDER HOLYFIELD HWY
9	GA-92 W @ GA-54/LANIER AVE/STONEWALL AVE
10	GA-279 S @ GA-314/W FAYETTEVILLE RD
11	SANDY CREEK RD W @ ADAMS RD
12	GA-85 S @ GA-92/RAMAH RD
13	GA-74 N @ GA-54/FLOY FARR PKWY
14	SANDY CREEK RD E @ VETERANS PKWY
15	GA-85 N @ GA-92/RAMAH RD

Figure 3.6 Freight Volumes
Source: RITIS 2023

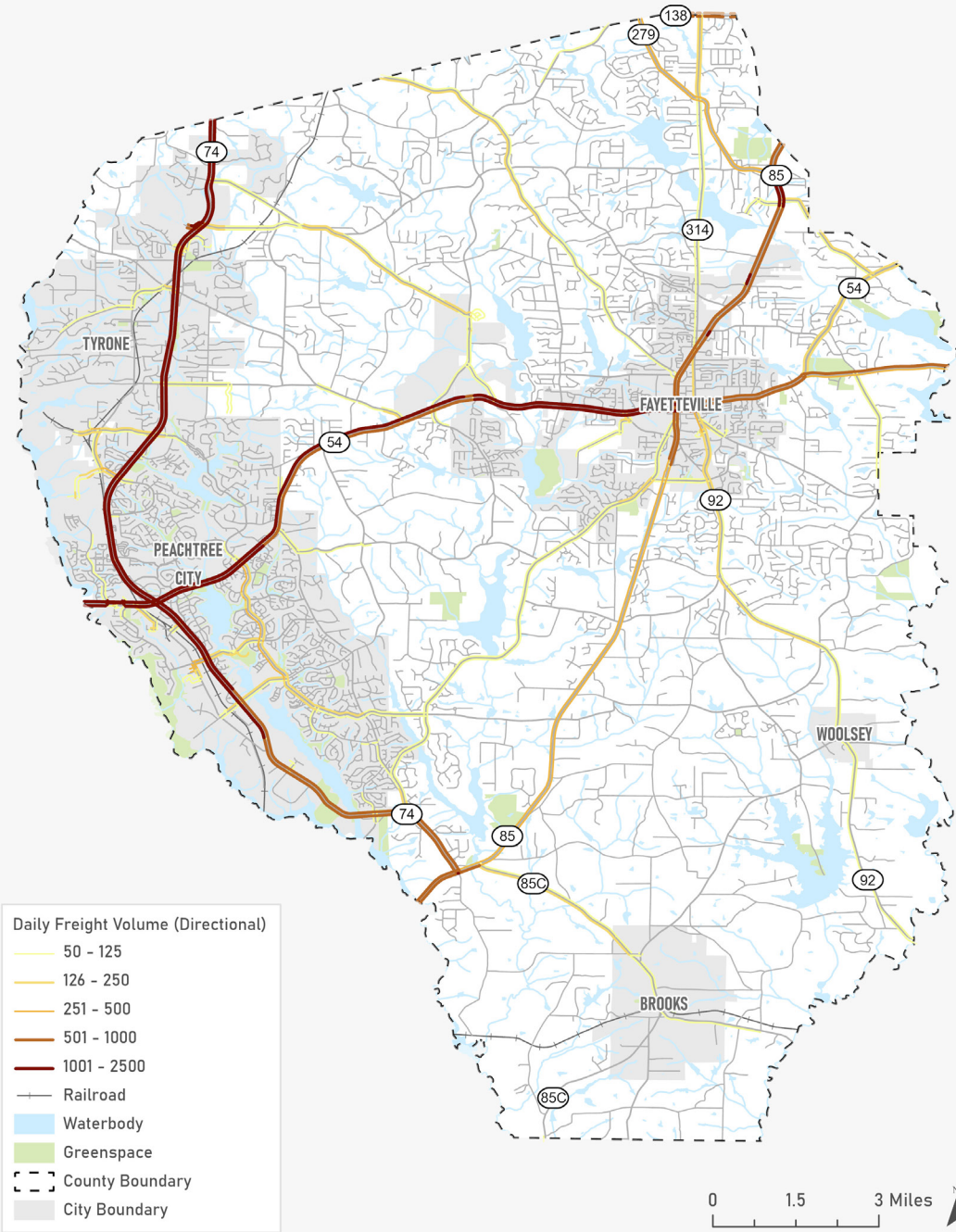
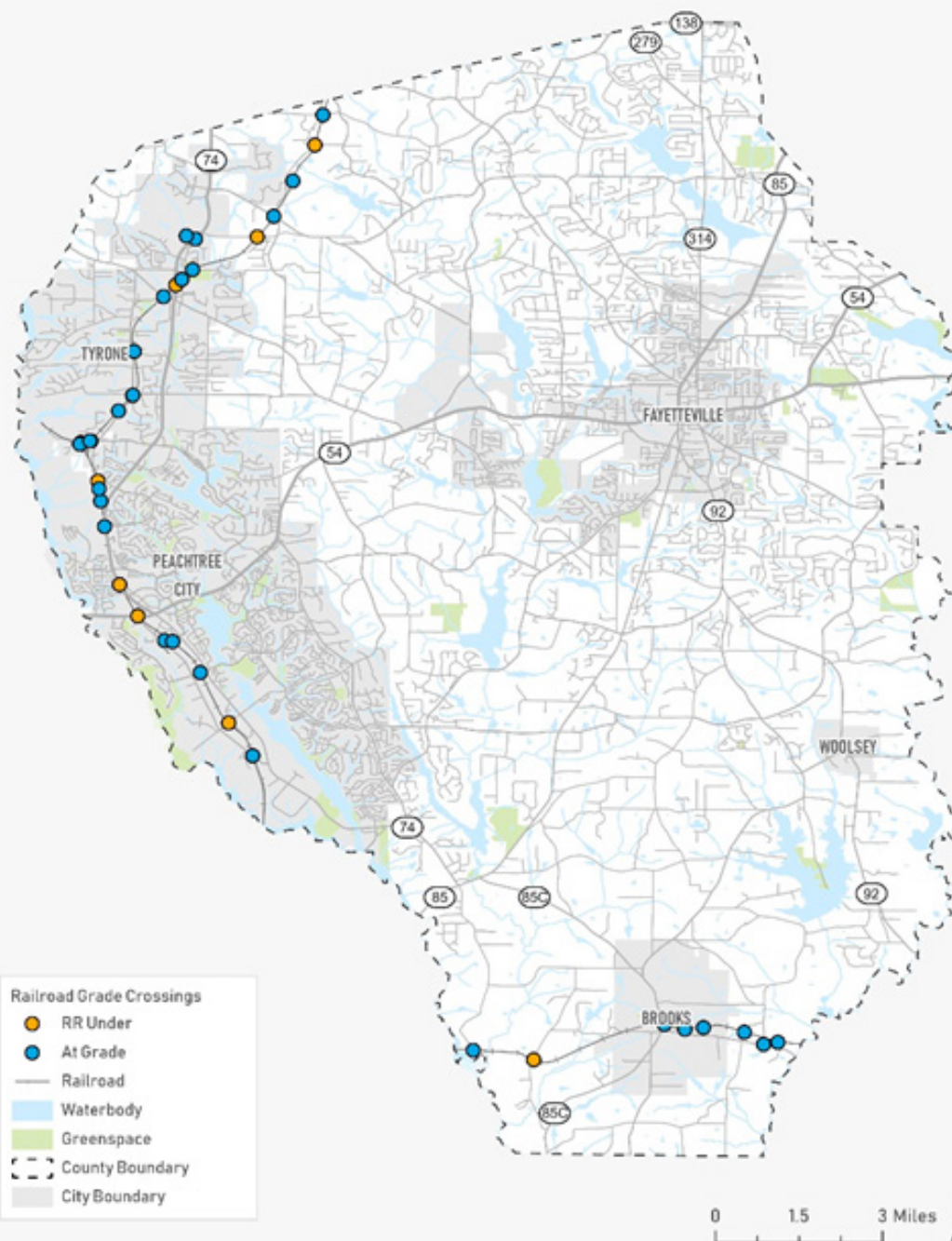


Figure 3.6 illustrates daily directional freight traffic volumes across key roadways in Fayette County, highlighting corridors essential for freight movement. Roads are classified by freight volume, with darker shades indicating higher volumes, from 1,001 - 2,500 vehicles daily, down to lighter shades representing 50 - 125 vehicles. Major freight routes, including segments of SR 74 and SR 54, particularly near Peachtree City and Tyrone, experience the highest volumes, with SR 85 north of Fayetteville also handling substantial freight traffic. These corridors connect Fayette County to broader networks; SR 85 and SR 54 link to I-75, while SR 74 connects to I-85, supporting both local and regional access. Understanding these freight patterns is essential for planning safety improvements that balance the needs of freight operations with community safety goals.

The ARC has identified a number of roadways that are important for regional truck movement and freight flows. The regional truck route network within Fayette County includes SR 54, SR 74, SR 85, SR 92 and SR 138. These corridors are also included in the National Highway System routes.

Figure 3.7 Railroad Crossings

Source: GDOT 2021



The CSX Transportation rail line runs north to south along the western side of Fayette County, while the Norfolk Southern rail line extends east to west across the southern tip of the county.

Rail crossings are distributed along the entire rail line, with most being underpasses. However, there are also at-grade crossings, which pose significant safety risks for all modes of travel, especially for vulnerable road users such as pedestrians.

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SECTION IV.

LAND USE CONTEXT

Understanding the interplay between land use, zoning regulations, and roadway safety is essential for creating communities that emphasize both mobility and safety. The way land is used, road design, and the resulting traffic patterns significantly influence infrastructure design and overall road safety. Effective zoning practices can help mitigate risks and promote safer conditions through several key mechanisms.

Zoning influences road design standards and access management. Zoning regulations can dictate road widths, sight lines, and the placement of signage, all of which contribute to safer driving conditions. In addition, zoning standards can mandate appropriate setbacks and carefully planned access points for developments, which help ensure safe entry and exit, thereby reducing collision risks and minimizing congestion.

Zoning and land development requirements also enhance safety through requirements related to lighting, landscaping, and infrastructure maintenance. Proper lighting in commercial and residential zones improves nighttime visibility, lowering the risk of accidents. Landscaping standards, such as maintaining clear sightlines at intersections and along roadways, further contribute to the safety of drivers and pedestrians. By integrating these safety considerations into zoning regulations, Fayette County can develop environments that support safe and efficient transportation for all road users.

HIGHLIGHTS

- Key commercial corridors are located along SR 85 in Fayetteville and SR 54 in Peachtree City.
- Areas of high growth include Peachtree City, Fayetteville and Tyrone.
- Industrial uses are found along major roads, such as SR 74 and SR 85.

HOW DO DIFFERENT LAND USES INFLUENCE TRANSPORTATION?



RESIDENTIAL

Residential land use areas typically cause more significant commuter traffic in response to their different densities and transportation options. High density residential areas tend to have a greater propensity for transit and active transportation such as walking or cycling. However, lower density residential areas rely more on auto-travel for commuting which can cause an increase in traffic congestion. With higher density residential areas having more access to transit and active transportation networks, the reliance on private cars is not as high as lower density residential areas.



COMMERCIAL/RETAIL

Due to commercial areas being a hub for retail, dining, and services, there is usually more traffic during the daytime, weekends, and holidays. There are also moderate freight demands in retail areas that receive deliveries throughout the day causing more cargo trains and trucks to travel alongside. Businesses in commercial areas typically cater to a diverse customer base which further increases traffic volumes as people travel to these areas to access their goods and services. Furthermore, commercial trips tend to attract shorter trips that generate more traffic in retail areas.



OFFICE

Office land use areas are catalysts for activating traffic hour trips and congestion, primarily due to concentrated travel demand during common work hours of the day. The high concentration of office workers commuting to and from work in these areas creates significant traffic volumes, particularly during morning and evening rush hours. To address these challenges, there is a growing demand for efficient transportation alternatives and transit options such as carpooling, cycling lanes, and pedestrian pathways.



INDUSTRIAL

Industrial land use holds a significant influence on transportation networks by generating high demands for freight traffic and workforce access. Since industrial areas are hubs for manufacturing, distribution, and logistics activities, there is a need for regular shipments of raw materials and finished goods through cargo trucks. Much of this traffic is associated with industrial lands that are serving as access points around highways and major roads leading to industrial facilities. This concentration of traffic flow can impact intersections and local roads with more congestion and potential damage to infrastructure.



PUBLIC/
INSTITUTIONAL

Institutional land use areas including schools, hospitals, government offices, and parks significantly impact transportation dynamics due to their concentrated daily activities and events. These areas experience high levels of pedestrian, vehicular, and emergency vehicle traffic, especially during peak hours when students arrive and leave school or when hospital staff change shifts. Therefore, these institutions' demands impact traffic patterns and increase the demand for parking. There is, therefore, a critical need for additional consideration and specialized traffic calming management to manage flow and ensure safety around these areas.

FAYETTE COUNTY

Fayette County is located in the heart of Georgia, in the southern portion of the Atlanta region. The county is characterized by its mix of suburban and urban proximity and resources. The county has a growing economy with a mix of residential, retail, manufacturing, and logistics. These industries are concentrated around the four incorporated municipalities: Fayetteville, Peachtree City, Tyrone, and Brooks.

Fayette County Land Use and Zoning

The section describes the existing land use distribution in Fayette County.



RESIDENTIAL

Fayette county is the 21st largest county in the state of Georgia, with over 122,000 total residents. Residential land use accounts for 46.6% percent of land use in the unincorporated county. Single family dwellings account for majority of the county's residential land use, especially in the unincorporated county. Additional residential types include multi-family residential development and mobile home parks. These residential uses are concentrated near the county's municipalities.



COMMERCIAL/RETAIL

Commercial and retail hubs are concentrated in Peachtree City and Fayetteville which are both positioned along major roads and highways like GA Highway 85 and U.S. Highway 74. Peachtree City's commercial and retail centers are uniquely characterized by their integration of golf carts in the multi-modal transportation network and parking infrastructure.



OFFICE

Offices are concentrated within the four major municipalities in Fayette County. These offices center around professional services, healthcare, and corporate offices,



INDUSTRIAL

Industrial land use is ditributed throughout the county near the municipalities and state routes which connects the county to the larger, regional industrial energy. Within the county, industrial uses are concentrated near Fayetteville and the southeastern portion of the county. The most predominant industrial uses are light industry and distribution.



PUBLIC/ INSTITUTIONAL

The presence of public and institutional land in Fayette County includes government buildings, public and private schools, and additional public services. The county operates 24 public schools in total with 14 elementary schools, 5 middle schools, and 5 high schools. There are 5 higher education institutions including Middle Georgia State University.

Figure 4.1 Existing Land Use
Source: Fayette County GIS

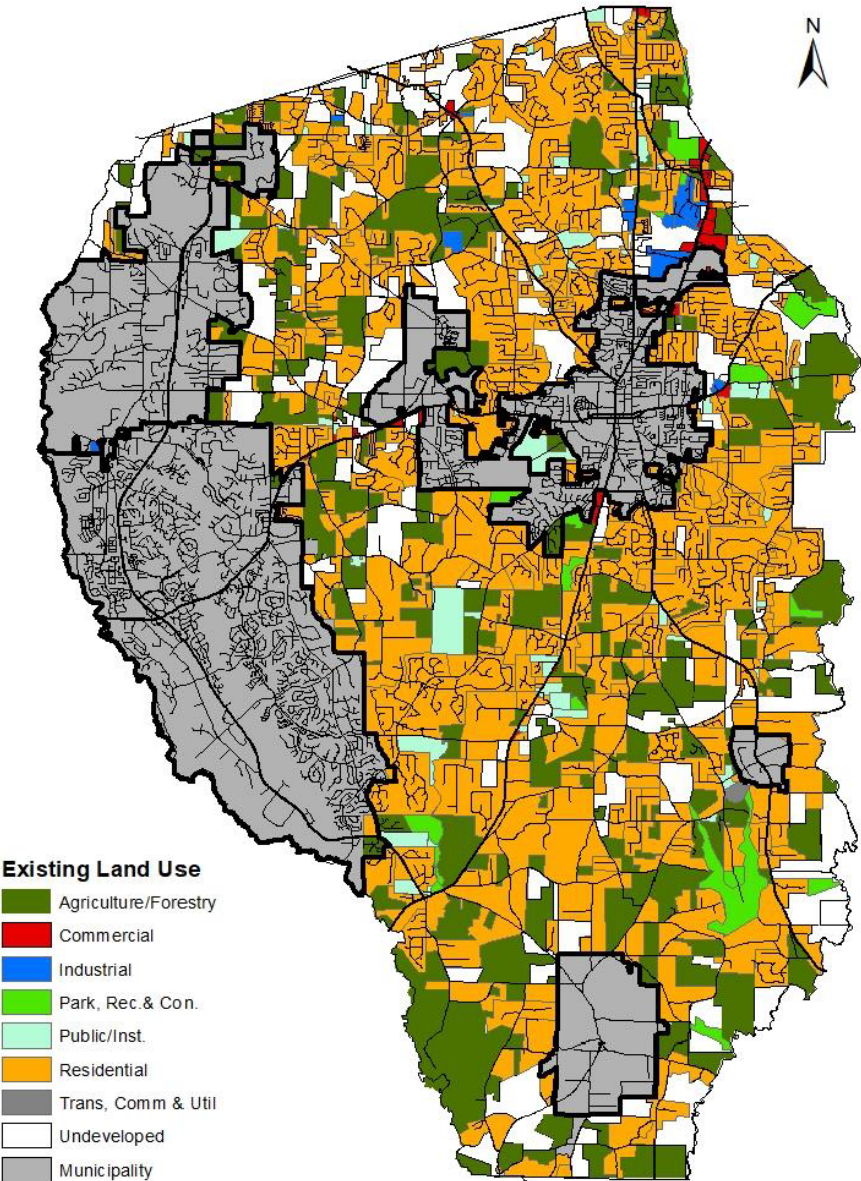


Figure 4.2 Future Land Use
Source: Fayette County GIS

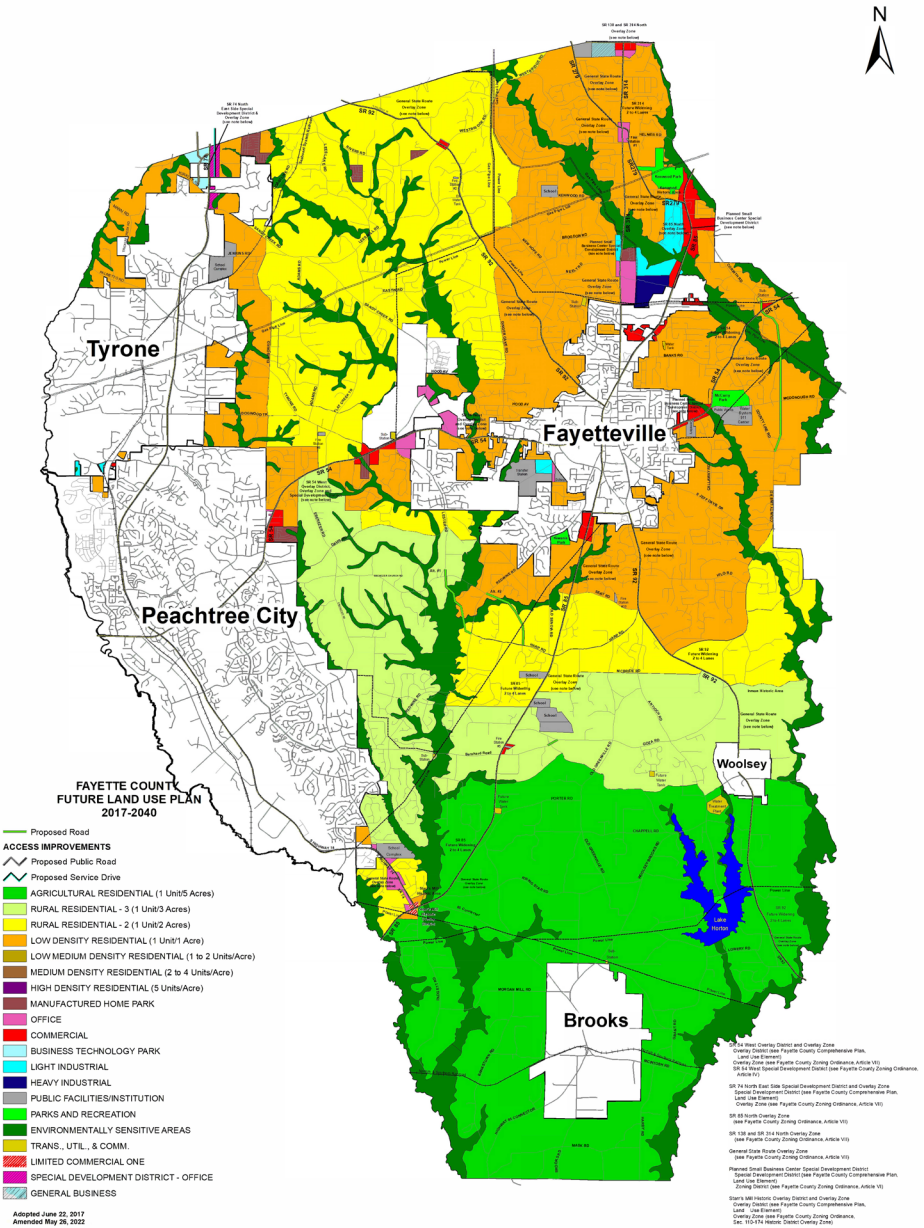


Table 4.1 Existing Land Use Distribution

Source: Fayette County Planning Department

LAND USE	ACRES	PERCENT OF UNINCORPORATED AREA
Residential	49,470	54.53%
Commercial & Office	581	0.64%
Industrial	621	0.68%
Public/Institutional	1,959	2.76%
Transportation/Communication/Utilities	92	0.10%
Park/Recreation/Conservation	1,959	2.16%
Agriculture & Forestry	20,580	22.68%
Undeveloped	14,913	16.28%
Total Acreage for Unincorporated County	91,616	
PERCENT OF TOTAL COUNTY AREA		
Acreage for Municipalities (Incorporated)	36,792	28.85%
Total County Acreage	127,516	

Compared to the Existing Land Uses, the Future Land Use Map depicts the proposed uses of land in the unincorporated portion of Fayette County. The Future Land Use Map of this Comprehensive Plan uses eight major land use designations and subcategories to depict the types of land uses that are allowed in the county:

Given that residential land use dominates the unincorporated areas of Fayette County—accounting for 54.53 percent of the land—there is a clear need to prioritize safety measures that cater to residential areas. These measures could include improved pedestrian and cyclist infrastructure, traffic calming techniques in neighborhoods, and safe routes to schools. The concentration of residential areas suggests that a large number of road users are local residents who may be more vulnerable in traffic situations.

The predominance of residential land use also means that the interaction between residential zones and other land uses like commercial and industrial areas must be carefully managed to minimize conflicts and enhance safety. For example, zoning strategies that buffer residential areas from high-traffic commercial zones or heavy industrial activities can reduce traffic volumes and potential safety hazards on neighborhood roads.

City of Fayetteville Land Use and Zoning



RESIDENTIAL

The city of Fayetteville is characterized by a diverse residential base that houses over 20,000 residents. It includes single family dwellings as well as higher density and mixed use development. Most of the city’s multi-family and townhome developments are located near or around amenities like parks, walking trails, and schools.



COMMERCIAL/RETAIL

Fayetteville has a well established retail base that serves an attraction for neighboring cities and counties as well as acting as an economic stimulus. The city has a mixture of shopping centers, regional retail stores, restaurants, and services. SR 85 runs north-south through the city and has seen major retail expansion along SR 85.



OFFICE

Office land use is concentrated along SR 85 and in downtown Fayetteville. The city has a good mix of small businesses and regional offices for larger business as well as healthcare facilities. Medical office spaces make up a substantial portion of the office land use in the city,



INDUSTRIAL

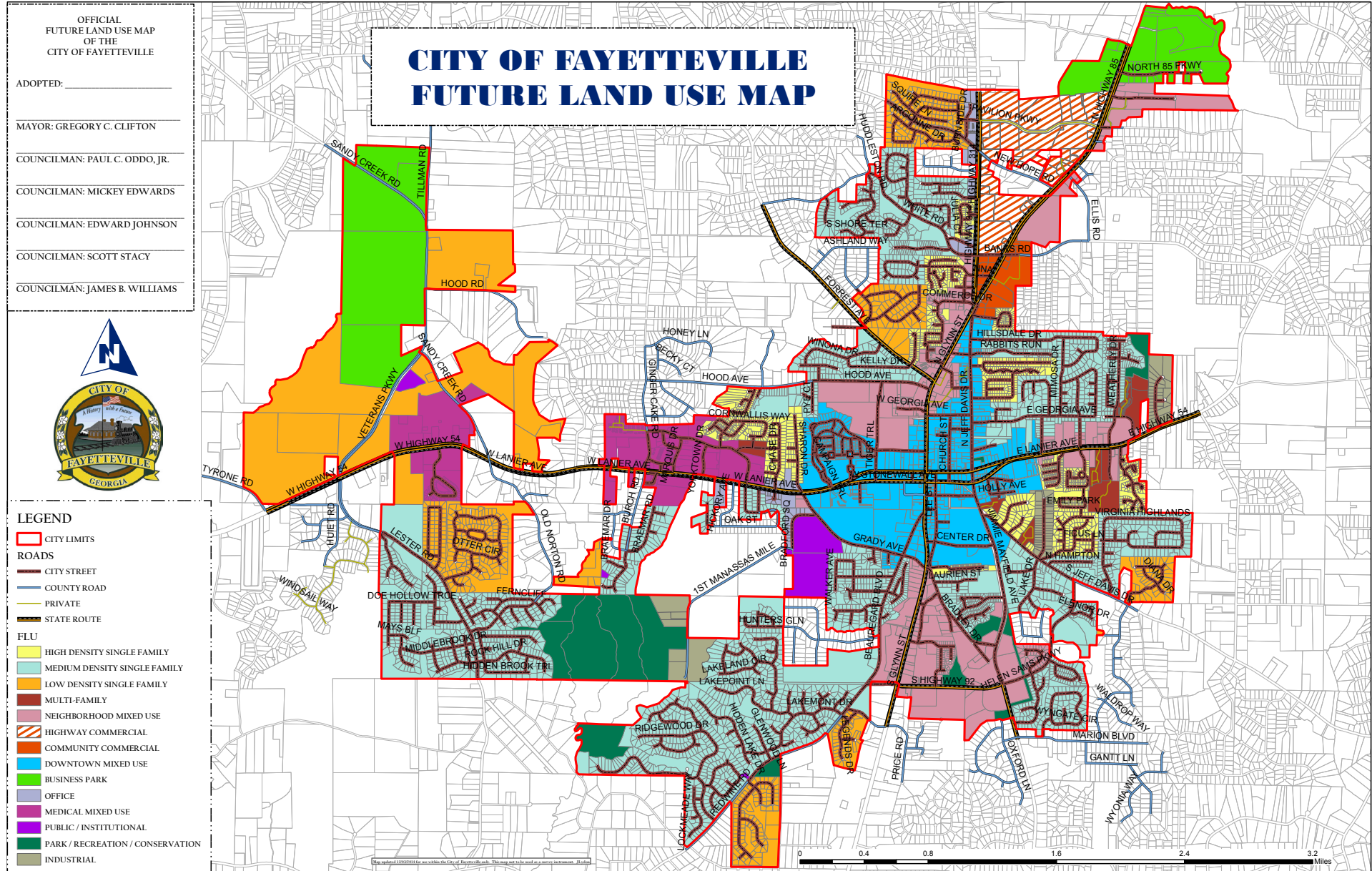
The industrial land use is concentrated in southern and southwestern Fayetteville along SR 85. This is supported by the city’s regional access to I-85.



INSTITUTIONAL

Public/Institutional land uses, comprising nearly 2.17 percent of the total developed acreage, consist mainly of churches, schools, and county-owned facilities and property. The Fayette County Courthouse, Fayette County Public Library, and county administrative offices are located in downtown Fayetteville. Other institutional education facilities include Fayette County High School and Bennett’s Mill Middle School. Piedmont Fayette Hospital is also located in Fayetteville along SR 54.

City of Fayetteville Land Use and Zoning



City of Peachtree City Land Use and Zoning



RESIDENTIAL

Peachtree City is the largest municipality in Fayette County. Residential land use is characterized by single and multi-family residential. The cities residential areas consist of planned communities that contain an extensive network of cart paths.



COMMERCIAL/RETAIL

Peachtree City has a substantial commercial retail base that includes shopping malls, retail centers, standalone stores. These outlets are concentrated along SR 54 and SR 74. The commercial developments emphasize walkability. The main commercial corridor in Peachtree City runs along Peachtree Parkway (SR 54). Major retail destinations include the Peachtree City Shopping Center, The Avenue Peachtree City, and McIntosh Village Shopping Center.



OFFICE

The Peachtree City Business Center and Windward Business Park are to major office parks that serve all of Fayette County. There are large office spaces concentrated predominantly along SR 54 and SR 74.



INDUSTRIAL

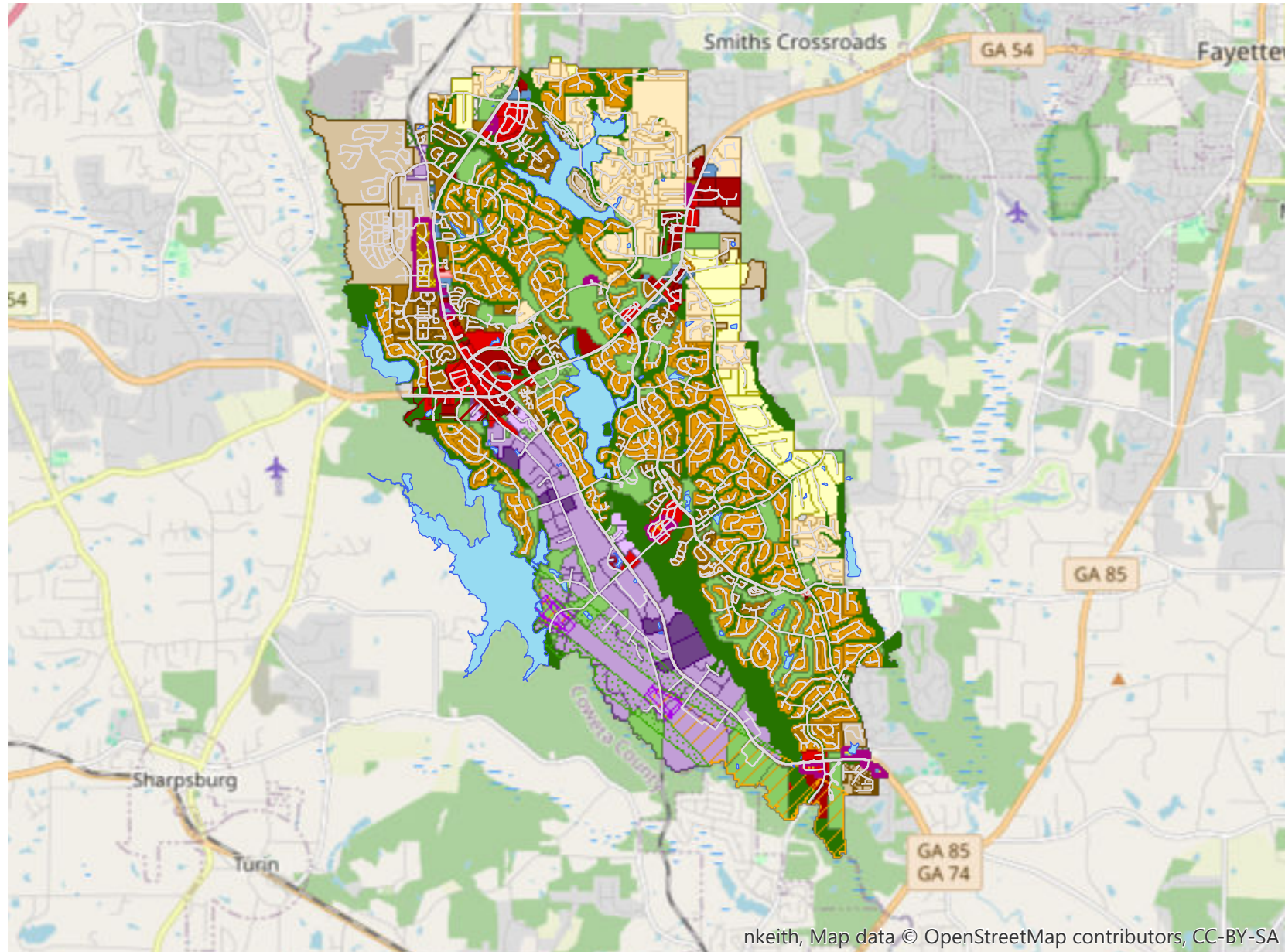
Peachtree city does not have much industrial land use. The uses are primarily light industry and located predominately along SR 54 and south of SR 54 west of the existing railroad tracks.



INSTITUTIONAL

McIntosh High School, RIsing Starr Middle School service Peachtree City as a part of Fayette County. The Peachtree City Library is located in downtown Peachtree City. The Atlanta Regional Airport – Falcon Field is located west of SR 74. predominately along SR 54 near the intersection of SR 74.

City of Peachtree City Land Use and Zoning



Town of Tyrone Land Use and Zoning

RESIDENTIAL

The city of Tyrone is one of the more rural municipalities and Fayette County and that is reflected in its residential base. The predominant housing type is single family dwellings that range from large to compact lots on wooded or semi-rural lots.

OFFICE

Tyrone has a smaller office base that is mainly characterized by medical practices, real estate offices, and law firms. There are a few small office parks along SR 74.

COMMERCIAL/RETAIL

Commercial and retail uses are limited in Tyrone and the existing uses are concentrated along SR 74 north of the Senoia Road Interchange.

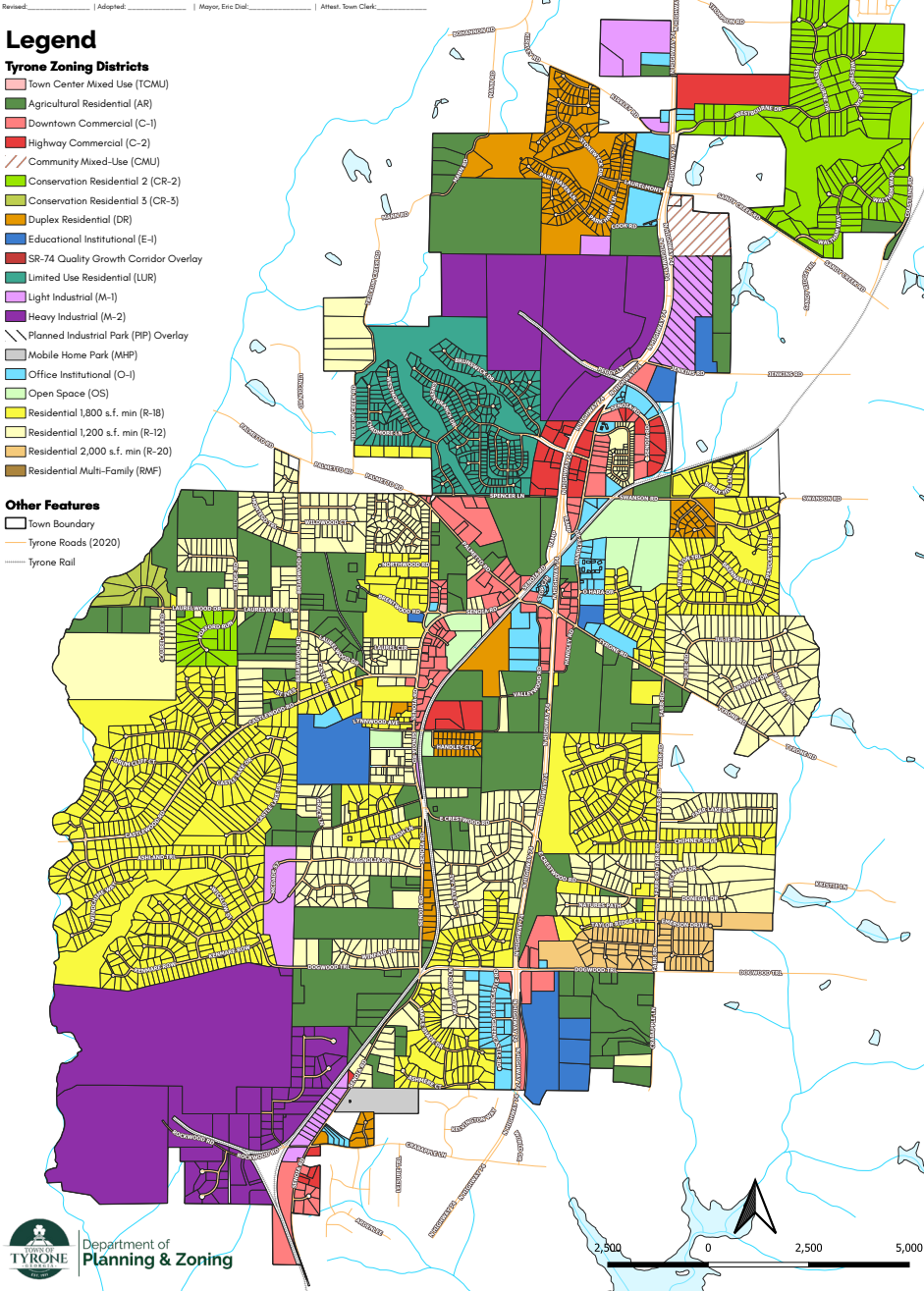
INDUSTRIAL

Industrial uses are mostly light industrial and distribution related. These uses are concentrated along SR 74. There is quarry located in Tyrone off Jenkins Drive/Peggy Lane at SR 74.

INSTITUTIONAL

The town is served by the Fayette County School District and is home to Tyrone Elementary School, as well as government buildings and public parks.

Town of Tyrone Official Zoning Map



Town of Brooks Land Use and Zoning



RESIDENTIAL

Brooks is characterized by primarily resident land with single-family residential being the predominant use. The housing is primarily focused on low-density residential development.



COMMERCIAL/RETAIL

Commercial and retail land use is concentrated along the SR 85 corridor and contains small-scale retail and professional services.



OFFICE

There is minimal office land use in Brooks compared to the rest of Fayette County.



INDUSTRIAL

Brooks has no industrial land use.



INSTITUTIONAL

There are no public schools in Brooks. The institutional land is made up of government buildings, public facilities, and religious institutions.

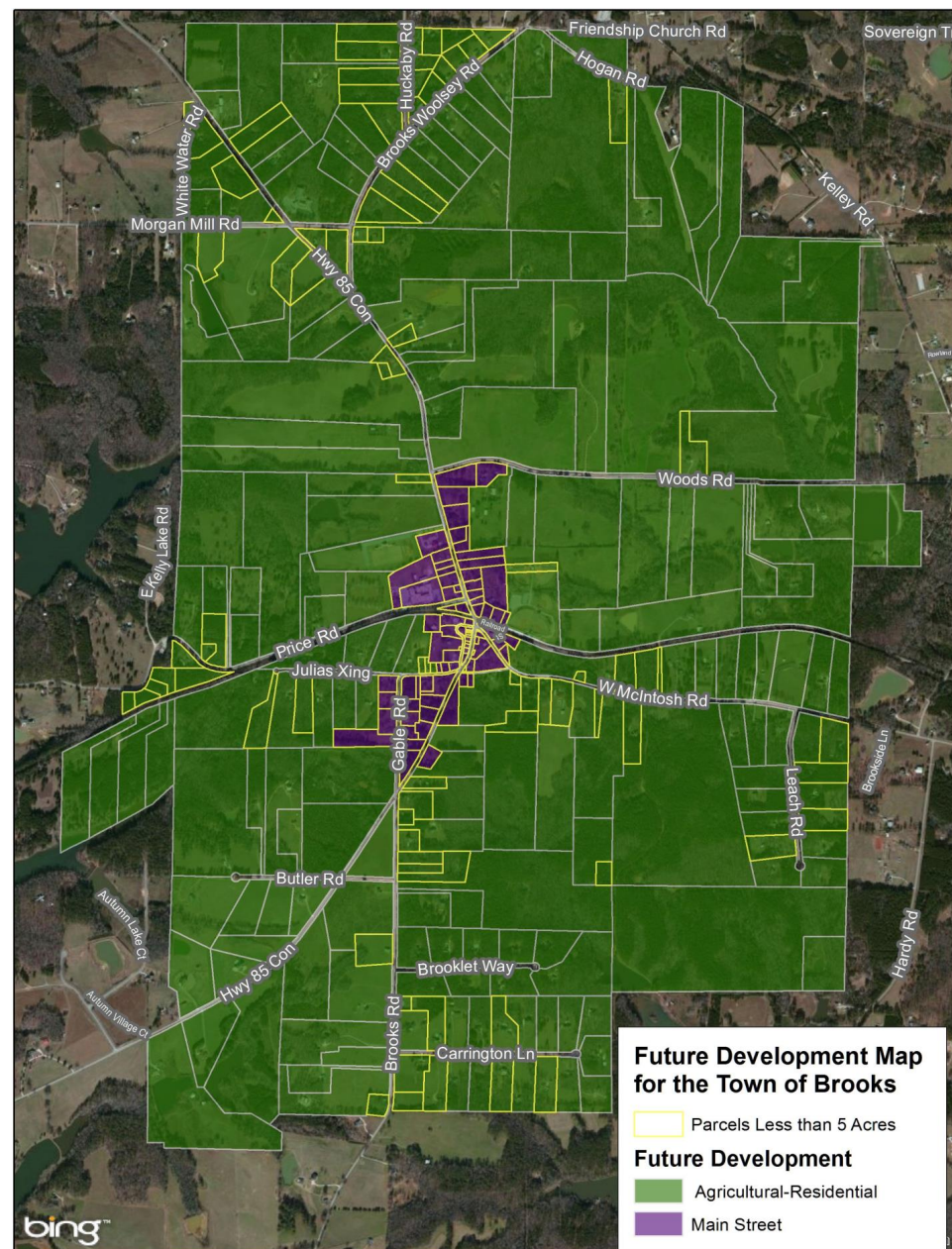


Figure 4.3 Emergency Facilities

Source: Fayette County, ARC

Emergency facilities, including hospitals, police stations, and fire stations, are essential for providing timely response and maintaining public safety across Fayette County. Ensuring quick access for first responders is a critical component of effective post-crash care, particularly along high-risk corridors identified in the High Injury Network. Figure 4.4 shows the locations of these emergency facilities in Fayette County.

Health care facilities, marked by yellow heart symbols, are primarily clustered in the Fayetteville area and strategically positioned near the county's busiest roadways, such as SR 54 and SR 74, both of which are part of the HIN. Fire stations, represented by red flame symbols, are evenly distributed throughout the county, allowing for quick responses to emergencies and often being the first on the scene at traffic crashes. Police stations, marked by blue stars, are concentrated in urban areas like Fayetteville and Peachtree City, where they play a key role in traffic enforcement and crash investigations, contributing to enhanced roadway safety.

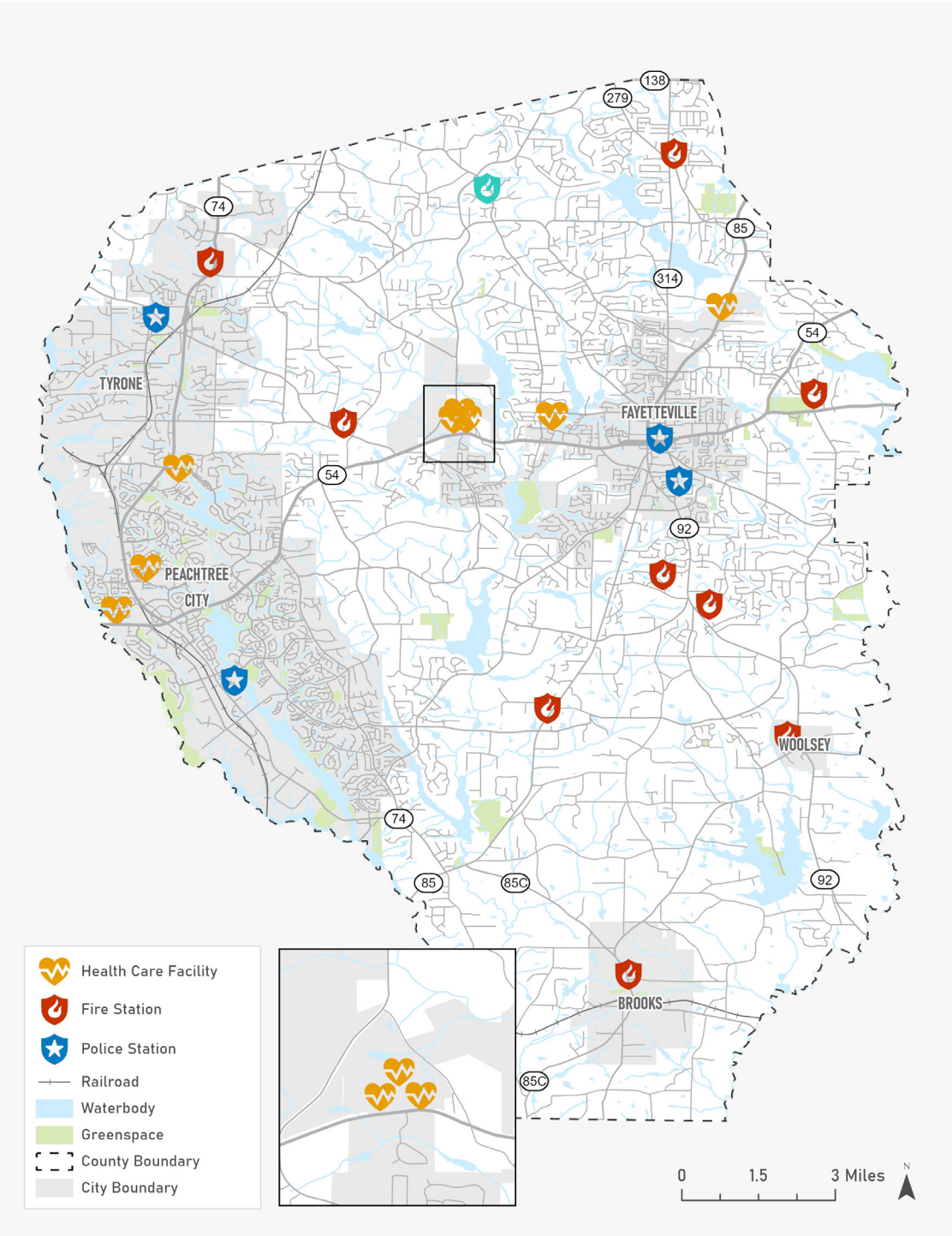
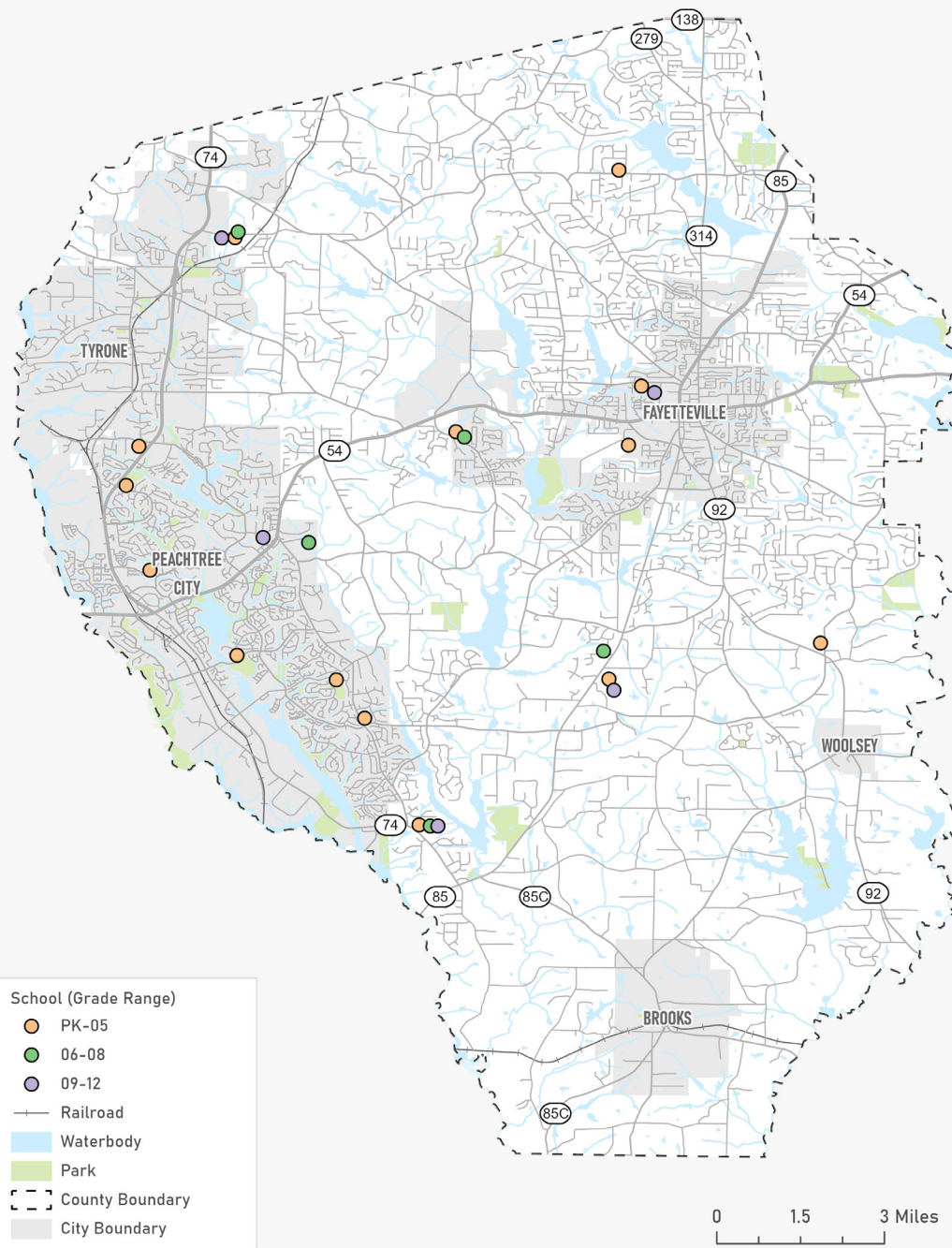


Figure 4.4 Community Facilities

Source: ARC, 2024



Community facilities are essential for supporting Fayette County's growth and quality of life, with demand for these services increasing as the county grows in population.

Community facilities, such as greenspaces and schools, have unique impacts on transportation safety. These destinations tend to generate more walking and biking activity.

Providing safe walking and biking infrastructure is especially important around schools, where students and families commonly walk to school. This is particularly true for elementary schools, which tend to have more students living within walking distance. As shown, schools in Fayette County are primarily concentrated in Fayetteville, Peachtree City, and Tyrone.

County parks include: Brooks Park, Kenwood Park, Kiwanis Park, Lake Horton Park, McCurry Park, Lake McIntosh Park, and Lake Kedron Park.

Equity Analysis

The SS4A program emphasizes reducing risks for vulnerable populations. Equity is central to the program's goals and objectives, highlighting the need to prioritize underserved communities, foster inclusive planning and implementation, ensure the equitable distribution of funding and resources, and address disparities through a data-driven approach. Vulnerable populations often face heightened risks due to barriers such as limited mobility, reduced access to safe transportation options, and inadequate infrastructure, making them more susceptible to high-risk crashes.

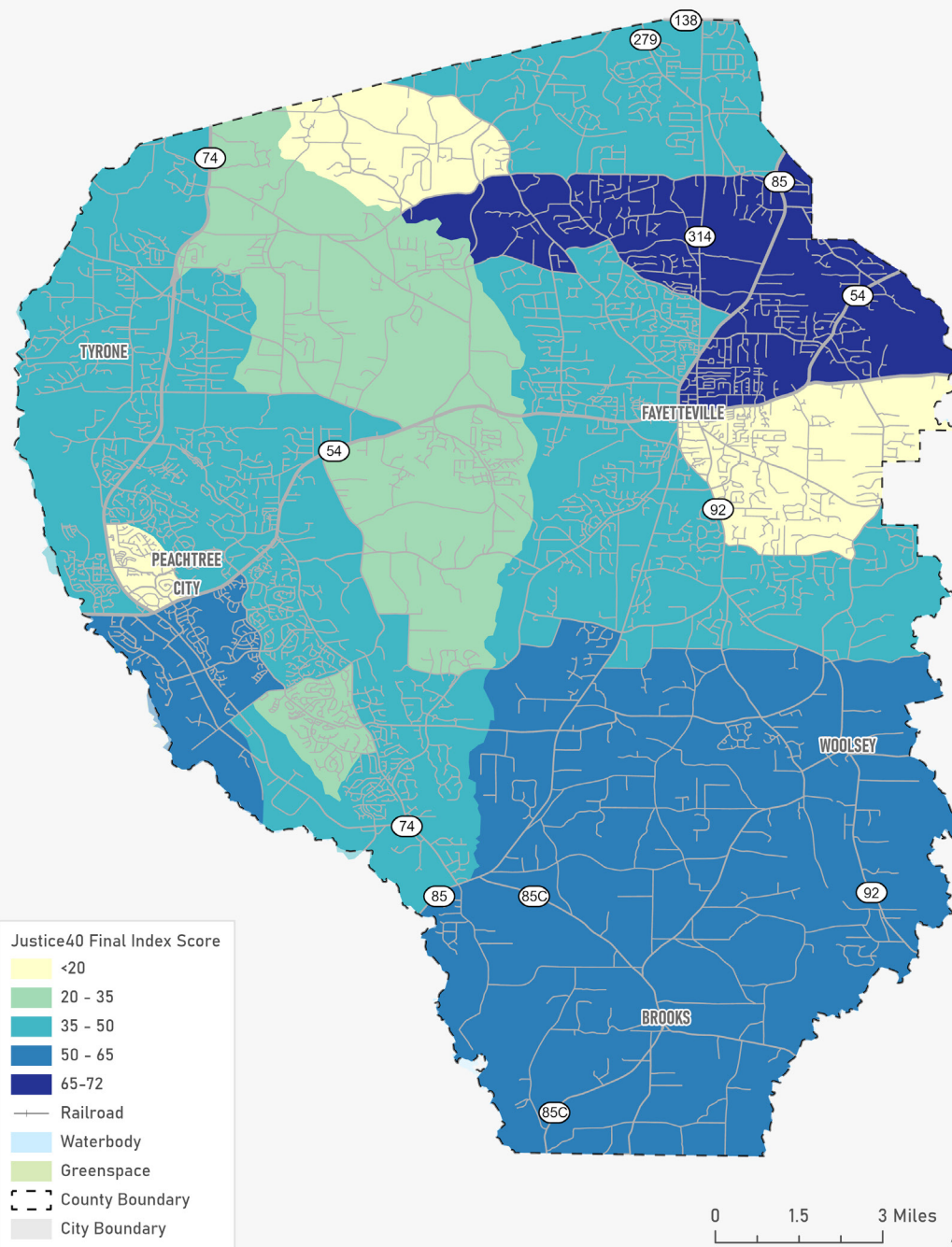
By addressing the specific needs of these groups, the program promotes a more equitable and effective approach to improving community safety. Prioritizing vulnerable populations helps create a safer and more inclusive environment for all residents. This section provides a snapshot of transportation users in Fayette County, focusing on key factors such as the Justice40 Final Index Score, households without access to a vehicle, race and ethnicity, income distribution, and age demographics.

To guide equitable decision-making, this analysis utilizes data from the USDOT Equitable Transportation Community (ETC) Explorer and the 2022 American Community Survey (ACS).



Figure 4.5 Justice40 Final Index Score

Source: USDOT 2022



The Justice40 initiative is a key component of USDOT's efforts to allocate at least 40% of benefits from specific federal investments to address decades of underinvestment in disadvantaged communities. Identifying disadvantaged areas, exploring the cumulative burdens faced by these communities, and understanding their unique challenges allow for more targeted efforts to implement projects and allocate funding. This ensures that DOT investments address transportation-related causes of disadvantage while promoting equity and sustainability across Fayette County.

The Justice40 index consists of five components: Transportation Insecurity, Climate and Disaster Risk, Environmental Burden, Health Vulnerability, and Social Vulnerability. Census tracts in the 0th percentile are the least disadvantaged, while those in the 100th percentile are the most disadvantaged. According to USDOT, a census tract is considered disadvantaged if its overall index score falls in the 65th percentile or higher.

As shown in Figure 4.5, Fayette County has two census tracts classified as disadvantaged, both located in the northeastern portion of the county.

Figure 4.6 Households without Access to a Vehicle

Source: American Community Survey (ACS) 2022

Approximately 3% of Fayette County's population does not have access to a vehicle. As shown in Figure 3.11, census tracts on the western side of the county, particularly in and around Peachtree City, have the highest percentages of households without vehicle access, reaching up to 16.5%. Fayette County, and Peachtree City in particular, are known for their extensive network of over 100 miles of golf cart paths, which serve as a primary mode of transportation for many residents. Golf carts are commonly used for commuting, running errands, and recreational purposes, making them an integral part of the city's transportation system. However, census commuting data may not fully reflect this, as it does not account for golf carts as a mode of transportation. Given the significant portion of residents who rely on alternative modes of travel, including golf carts, additional considerations for transportation safety are essential.

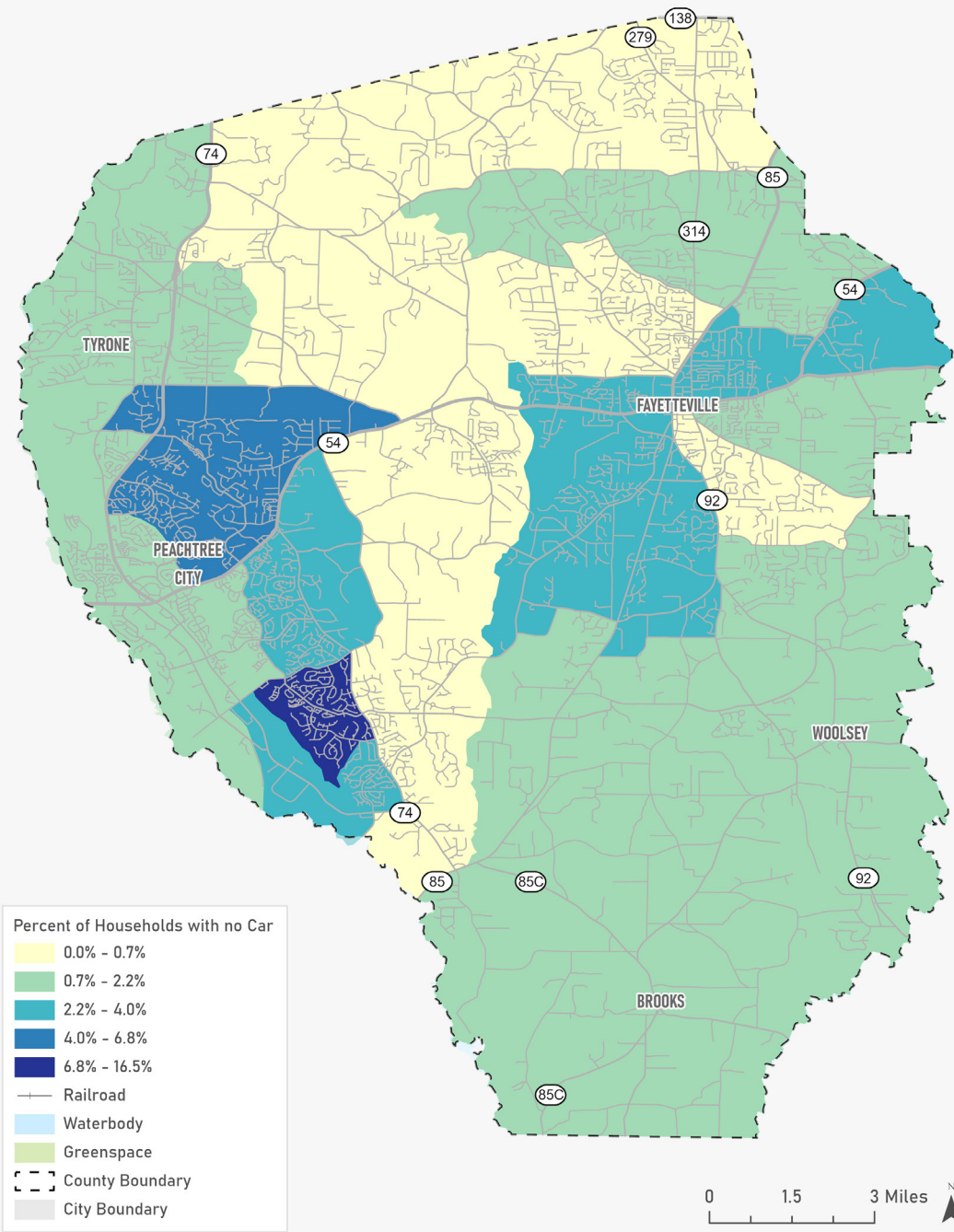


Figure 4.7 Race and Ethnicity

Source: ACS 2022

Fayette County's population is primarily concentrated along SR 54 and SR 74, as well as in the cities of Fayetteville, Tyrone, and Peachtree City, located in the northern and western parts of the county. Approximately 60% of the county's residents are White, with non-white residents also largely concentrated in these areas. This demographic distribution reflects broader residential patterns tied to key transportation corridors and economic centers within the county.

Figure 4.8 Racial Composition

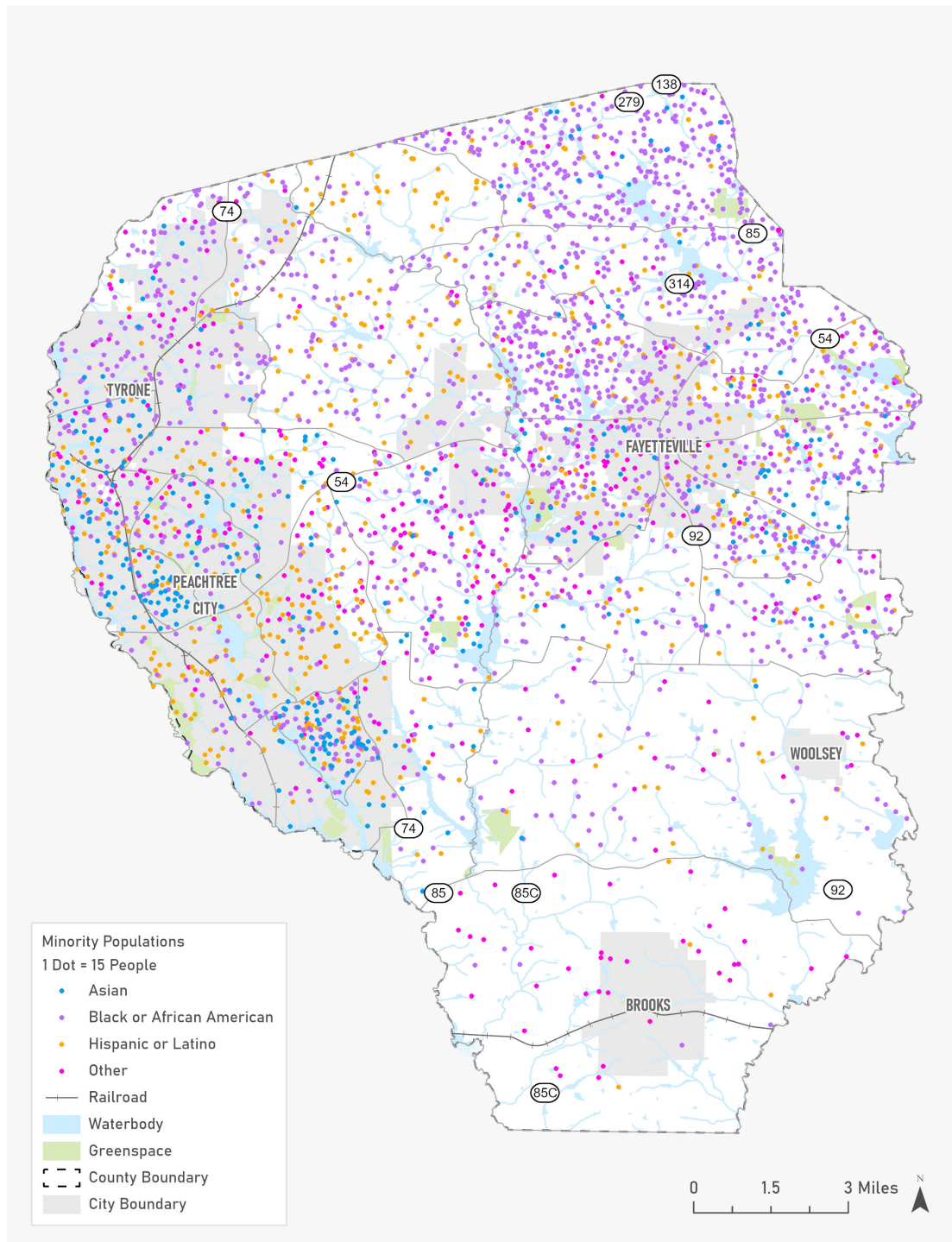
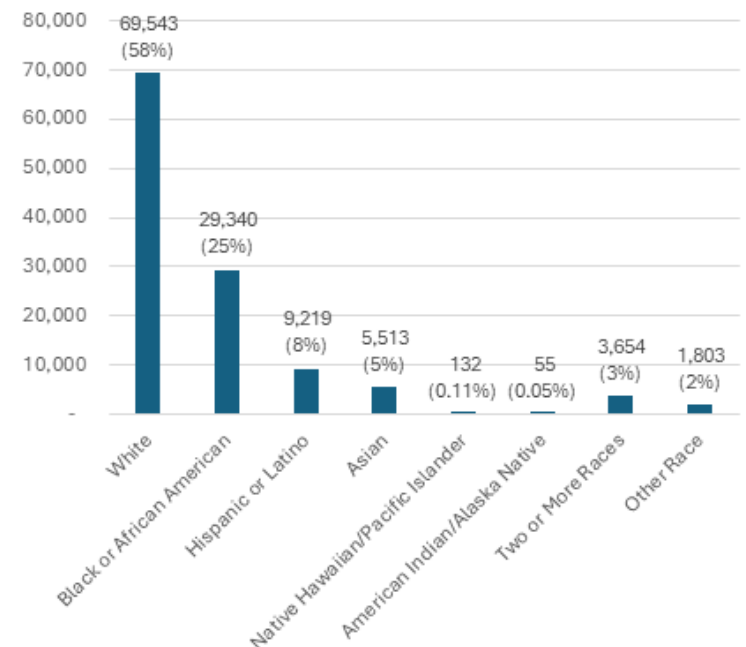


Figure 4.9 Income
Source: ACS 2022

The median household income for Fayette County residents is \$105,910, with approximately 13% of households earning \$35,000 or less annually. As shown in Figure 4.7, areas with a higher percentage of residents below the poverty level are primarily located around SR 54.

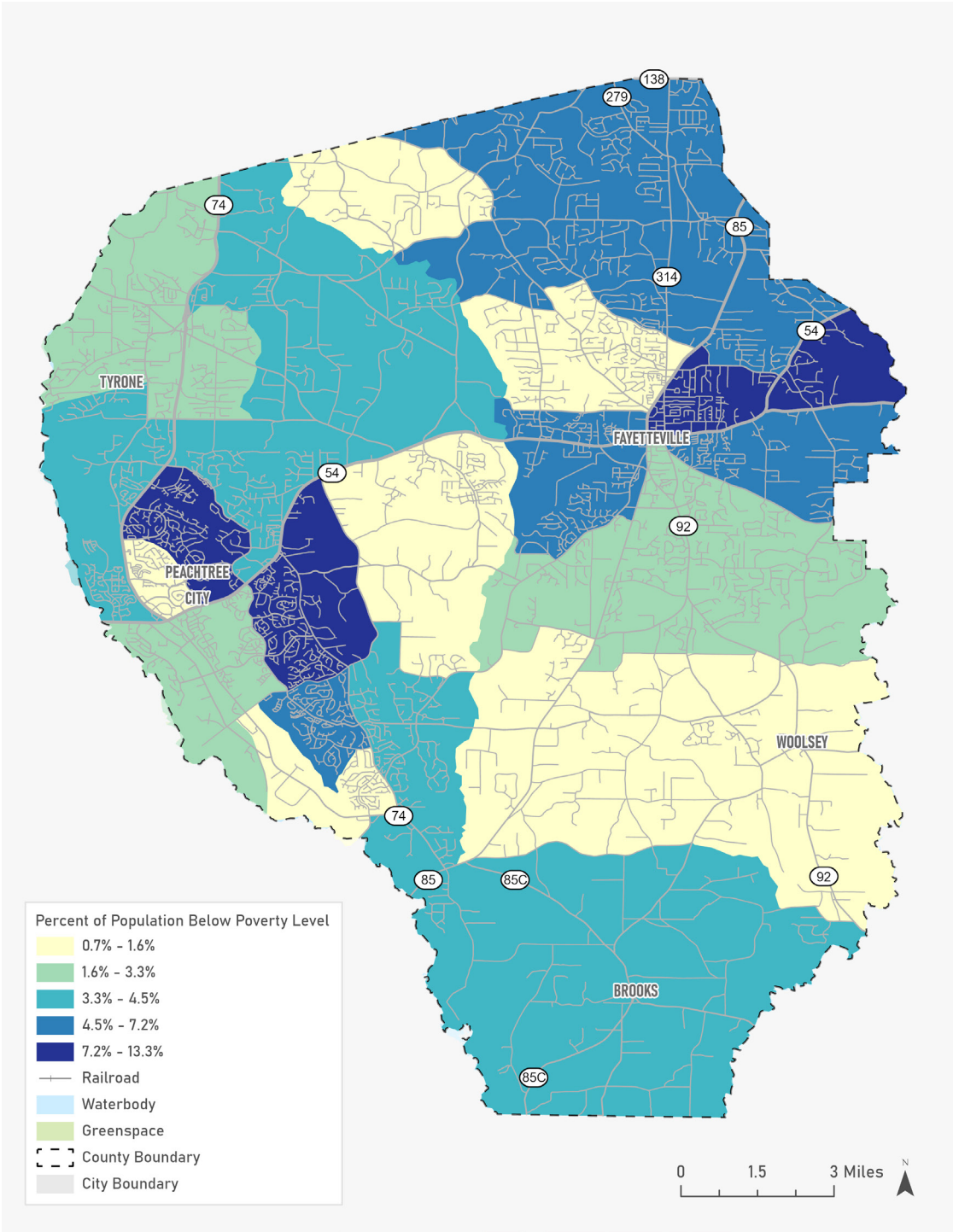
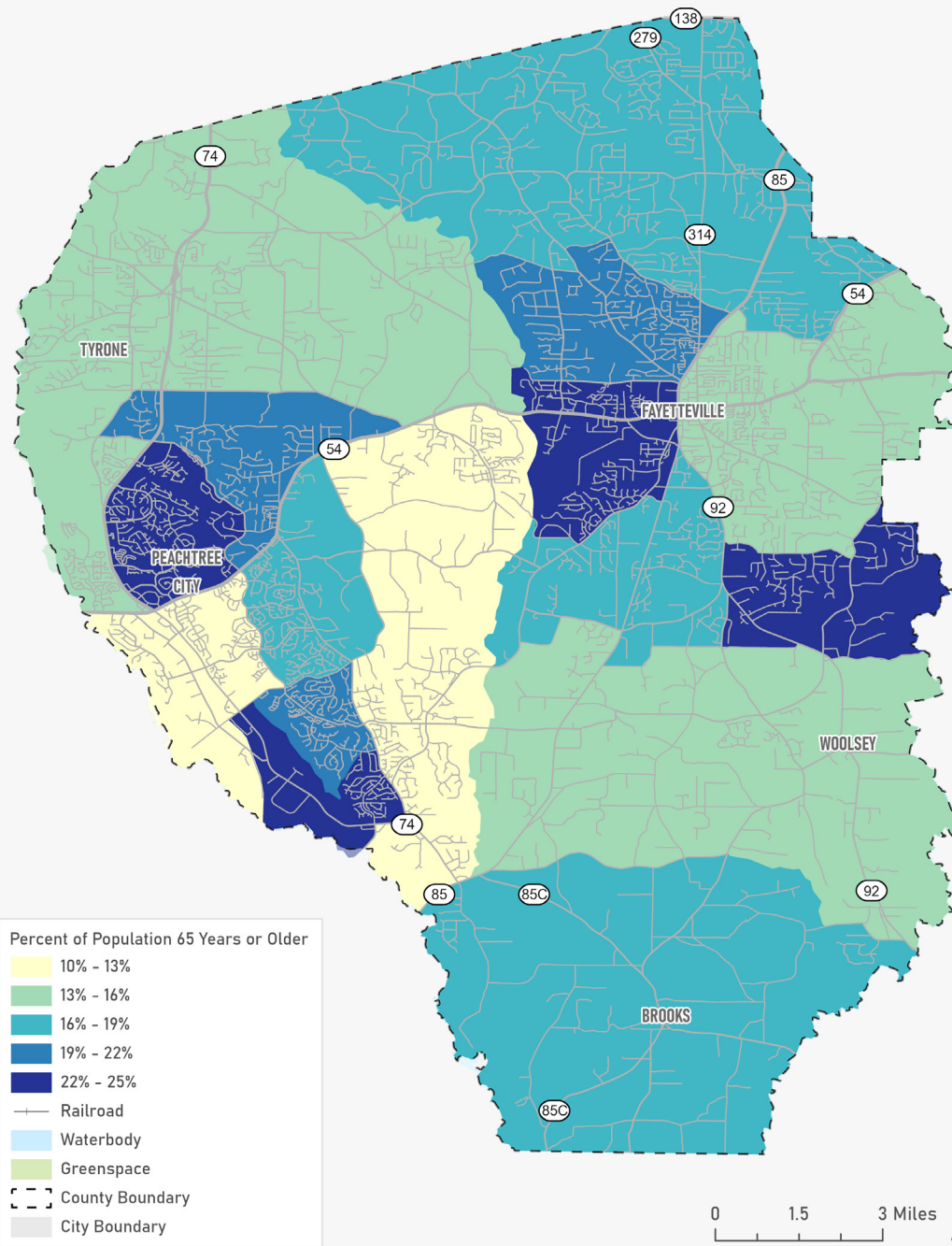


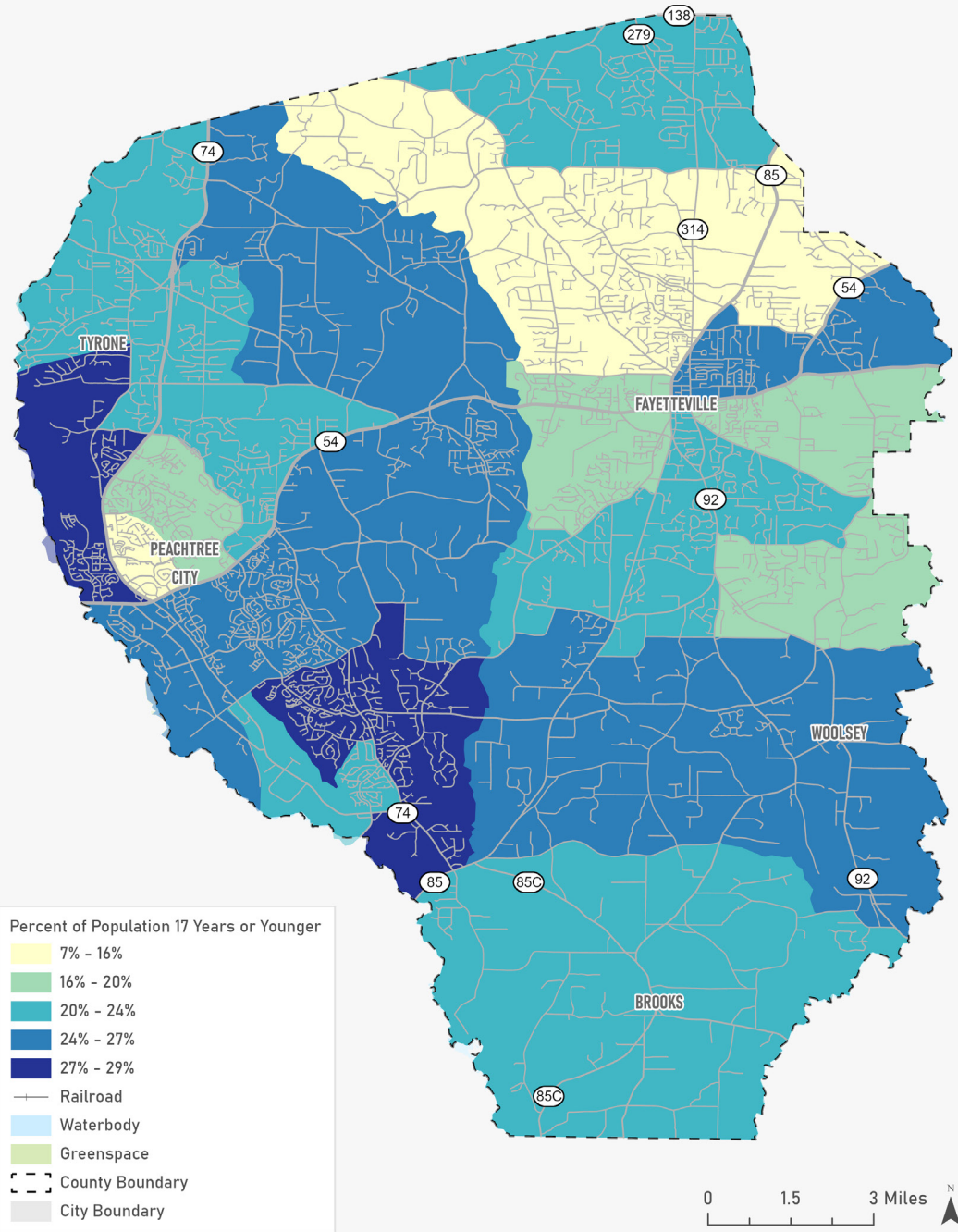
Figure 4.10 Concentration of Residents above the Age of 65

Source: ACS 2022



Fayette County's population consists primarily of working-age adults, with a median age of 43 years. Individuals aged 65 and older make up about 19% of the population. As shown in Figure 4.8, people aged 65 years and over are mostly situated around Peachtree City, Fayetteville, and the area north of Woolsey.

Figure 4.11 Concentration of Residents 17 Years and Younger
Source: ACS 2022

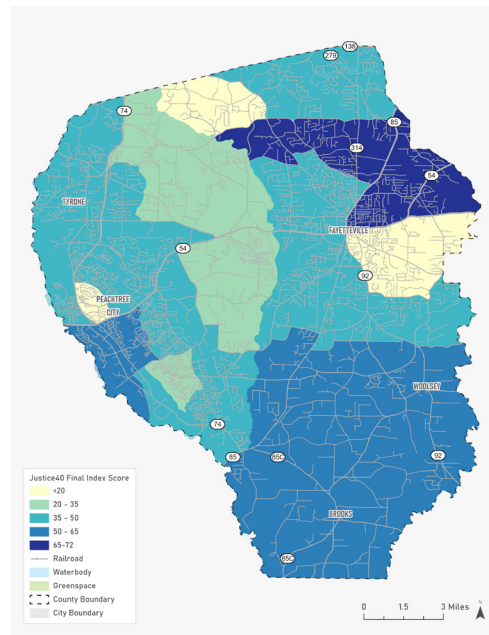


Children under 18 account for approximately 20% of Fayette County's population. The map shown in Figure 4.9 indicates that higher concentrations of children aged 17 years and younger are found on the western side of the county, particularly in the western and southern areas of Peachtree City.

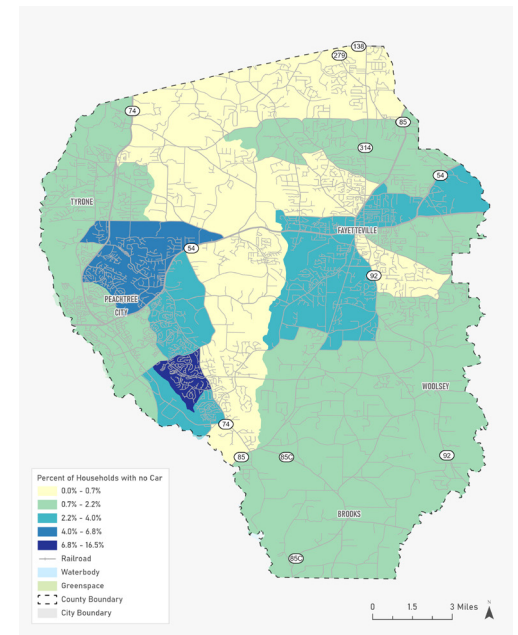
HIN EQUITY CONSIDERATIONS

The SS4A program emphasizes the need to address safety for historically disadvantaged populations. After the initial high injury network was determined, the network was analyzed using certain equity criteria to prioritize streets that affect vulnerable populations. Equity criteria considered are shown here.

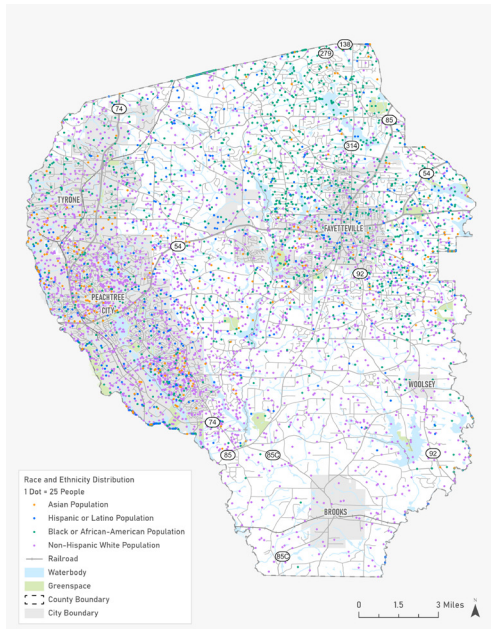
JUSTICE40 CENSUS TRACTS



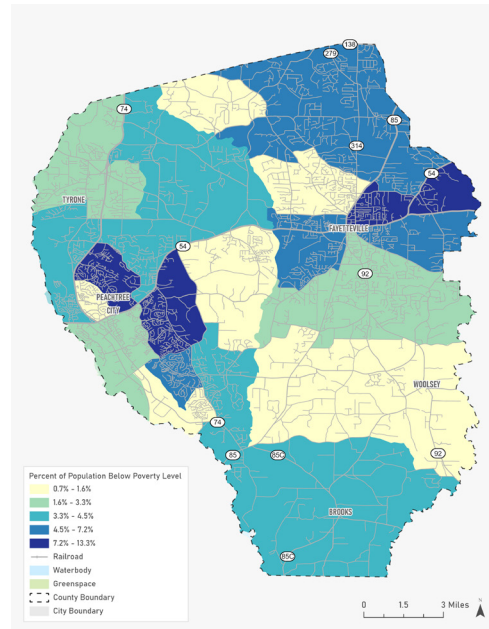
VEHICLE OWNERSHIP



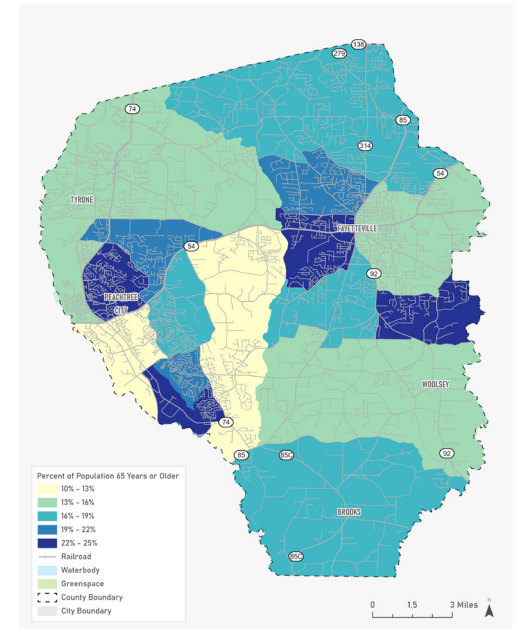
RACE



INCOME



AGE



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SECTION V.

KEY FINDINGS

This section condenses the findings into a clear summary that will support the development of a targeted and effective Safety Action Plan for Fayette County. The Baseline Conditions and Policy Framework Report for the Fayette County SS4A Safety Action Plan highlights the current safety conditions and policy landscape for Fayette County, including Fayetteville, Peachtree City, the Town of Tyrone, and the Town of Brooks. This analysis offers a comprehensive understanding of the key safety challenges faced by the county and guides the identification of equitable and effective solutions. The key findings are categorized into three primary areas: Safety Analysis, Existing Transportation Network, and Land Use Context.

HIGHLIGHTS

The key findings are categorized into three primary areas:

- Safety Analysis
- Existing Transportation Network
- Land Use Context

NEXT STEPS

- Identify Project Areas within the HIN
- Identify specific types of crashes prevalent to each project location
- Apply FHWA Proven Safety Countermeasures and refine based on roadway characteristics and community context

Safety Analysis

The historical crash analysis focused on available data from 2019–2023 utilizing GDOT’s Numetric database. Based on the results of a detailed analysis, the following trends were identified:

HIGH INJURY NETWORK

- Represents approximately 12% of Fayette County’s Roadway Network

The highest scoring roadways along the HIN include: SR 54, SR 314, SR 85, SR 92, Ginger Cake Rd, and New Hope Rd. While the HIN represents only 12% of the county’s roadway network, it accounts for 90% of all reported crashes.

TOTAL CRASHES (VEHICULAR)

- Vehicular Crashes – 17,756
- Heavy Vehicle Crashes – 790

Crashes are typically concentrated along segments and at intersections with the highest traffic volumes and levels of congestion. Crash density for all crashes are along roadways carrying the larger volumes of traffic which see a greater number of crashes, specifically along the state route system.

CONTRIBUTING FACTORS

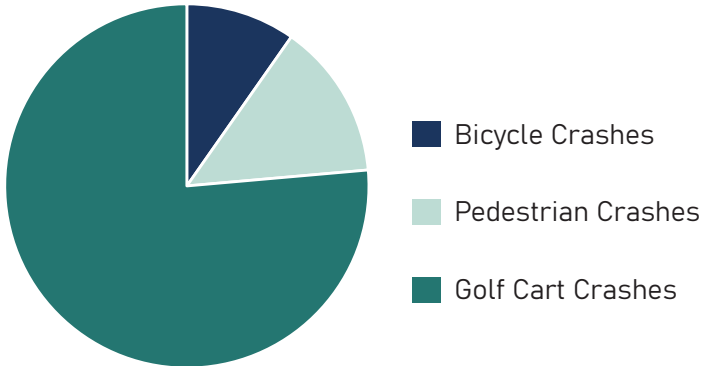
- Speeding
- Lighting
- Not a Collision with a Motor Vehicle

Speeding and lighting have been identified as major contributing factors within Fayette County. While approximately 3% of total crashes are speeding related, around 17% of KSI crashes are speeding related. Additionally, crashes occurring in dark – not lighted conditions make up less than 20% of the total crashes within the county but greater than 25% of all KSI crashes. It should also be noted that rear end crashes make up the largest percentage of total crashes. However, roadway departure crashes make up over 60% of all KSI type crashes, indicating that when these types of collisions occur, they are more likely to result in death or serious injury.

TOTAL CRASHES (ACTIVE MODE)

Active mode crashes, involving pedestrians, bicycles, and/or golf carts are primarily concentrated in the larger municipalities of Fayetteville and Peachtree City.

Figure 5.1 Active Mode Crashes

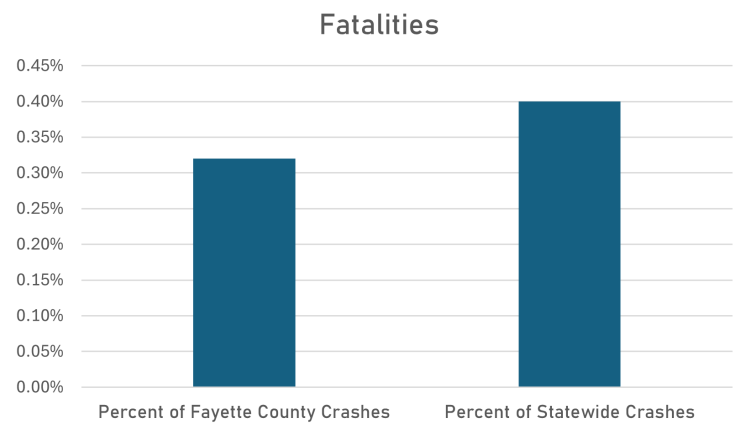


FATAL & SERIOUS INJURY (KSI) CRASHES

Fatalities

- Fayette County – 57 crashes – 0.32% all crashes
- Statewide GA – 0.4% of all crashes

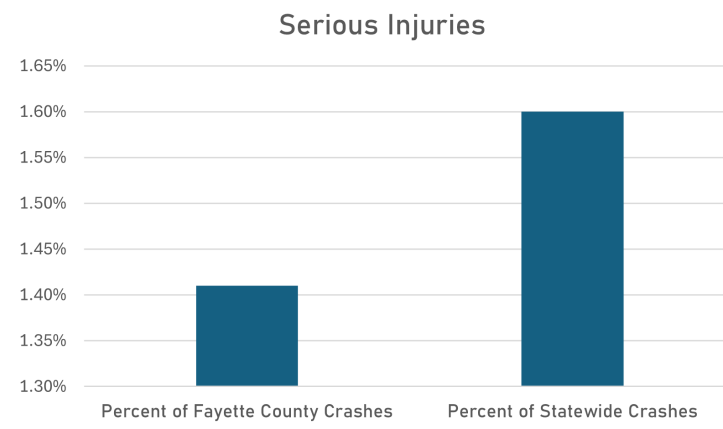
Figure 5.2 Fatal Crashes



Serious Injuries

- Fayette County – 251 crashes – 1.42% of all crashes
- Statewide GA – 1.6% of all crashes

Figure 5.3 Serious Injury Crashes



A majority of the KSI crashes have occurred on major roads, often state routes, such as SR 85, SR 54, and SR 74. Rural roads with significant horizontal and vertical curves such as SR 92, also experience a large number of KSI crashes due to factors such as visibility.

CRASH RATES

- Roadway Segments = Number of Crashes / 100 Million Vehicle Miles Traveled
- Intersections = Number of Crashes / Million Entering Vehicles

Some of the corridors with high crash rates include SR 54, SR 85, and SR 92. These roadways experience a high volume of daily traffic and high speeds. Corridors and intersections that experience high fatal and/or serious injury (KSI) crash rates are located in more rural areas, likely corresponding to the roadway geometry and contributing factors like visibility.

Existing Transportation Network

ROADWAY CHARACTERISTICS

- SR 54, SR 74, and SR 85 all serve as Principal Arterials and provide major connections and carry the largest traffic volumes throughout the county

ACTIVE MODE

- Peachtree City has a robust existing path system that serves various vulnerable user groups and experiences the highest number of crashes involving pedestrians, bicycles, and/or golf carts

The roadways with higher traffic, which typically experience greater speeds and volumes, are also typically where the majority of crashes occur. Additionally, active mode crashes generally occur along the Peachtree City path system and at crossings.

Land Use Context

EQUITY ANALYSIS

- Disadvantaged Communities | Northeast Fayette County
- Households without Access to a Vehicle | 3%
- Income | Median Household Income of \$105,910, 12% of households earning less than \$35,000
- Age | 19% of the population is 65 or over, 23% is under 18

The equity analysis utilized the Federal Government’s Climate and Economic Justice Screening Tool. At the time of approval for the Planning and Demonstration Grant to complete this Safety Action Plan, the then available beta version representing 2022 data was referenced as part of this equity analysis.



SAFE STREETS FOR ALL (SS4A) ACTION PLAN Safety Countermeasure Fact Sheets January 31, 2025

1. Intersection Countermeasures
2. Roadway Departure Countermeasures
3. Pedestrian and Bicycle Countermeasures
4. Speed Management Countermeasures
5. Cross-Cutting Countermeasures

Backplates with Retroreflective Borders

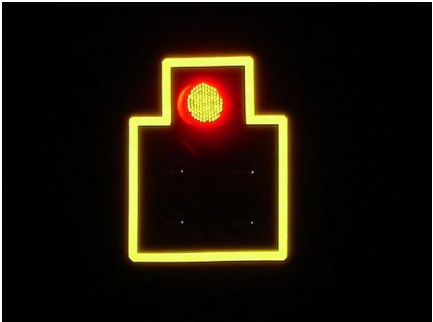
Countermeasure Description

Backplates on traffic signals improve visibility by creating a contrast with the background. Adding a 1- to 3-inch yellow retroreflective border makes them even more noticeable. These backplates help drivers see signals better during both the day and night.

Implementation Cost

High	
Medium	
Low	✓

Countermeasure Example Photo



Source: South Carolina DOT & FHWA



Safety Benefits

15% reduction in total crashes

Application

This treatment can be used on roads with higher speed limits and more traffic (Source: ARC regional safety strategy Plan). It helps improve traffic signal visibility for older drivers and those with color vision deficiencies. It’s also useful during power outages, as it provides a clear stop signal for drivers. Transportation agencies should include backplates with reflective borders in their safety measures at intersections. Adding a reflective border to an existing backplate is a low-cost option. This can be done by using reflective tape or by buying a new backplate with a border already on it. The best way to implement this safety measure is to use it consistently at all signalized intersections within a city or state. Some challenges include installation time and assessing if the existing signal supports can handle the extra wind load from a new backplate. Agencies should check the design of the current support structure to ensure it can support the additional weight.

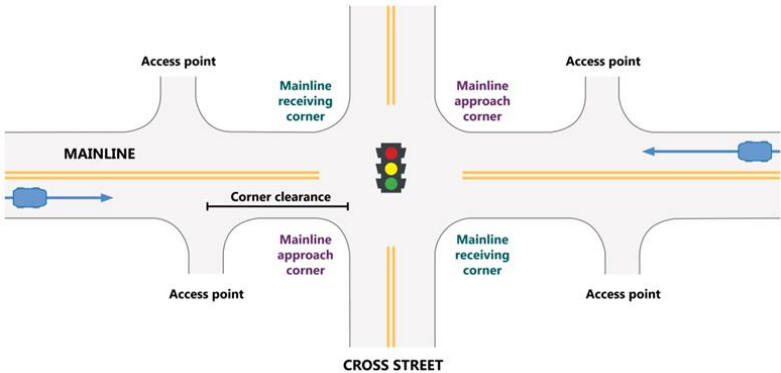
Corridor Access Management

Countermeasure Description

Effective access management involves strategically planning and controlling how people and vehicles enter and exit roadways. This includes carefully considering intersections with other roads and driveways leading to nearby properties. By implementing sound access management practices along a corridor, we can improve safety for all users (drivers, pedestrians, cyclists), encourage walking and biking, and minimize travel delays and traffic congestion.

Implementation Cost	
High	
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits

5-23% reduction in total crashes along 2-lane rural roads

25-31% reduction in fatal and injury crashes along urban/suburban arterial

Application

The FHWA created crash prediction models to assess how various access management techniques impact safety across different areas, land uses, road types, and traffic volumes. You can use these access management strategies individually or together:

- **Reduce Access Points:** Close unnecessary driveways, combine multiple driveways, or move them to safer spots.
- **Control Spacing:** Maintain proper distances between intersections and access points.
- **Limit Driveway Movements:** Restrict certain turns (e.g., allow only right-in/right-out).
- **Optimize Driveway Placement:** Position driveways near corners to lower crash rates.
- **Restrict Cross-Road Movements:** Use raised medians to prevent dangerous turns.
- **Improve Intersection Design:** Implement roundabouts or designs that reduce left-turn conflicts.
- **Provide Dedicated Turn Lanes:** Create lanes specifically for left turns, right turns, or two-way left turns.
- **Utilize Local Circulation Roads:** Use lower-speed one-way or two-way roads for local traffic to minimize conflict with main roads.

Overall, these strategies aim to improve traffic flow, enhance safety for all users (drivers, pedestrians, cyclists), and reduce accident risks.

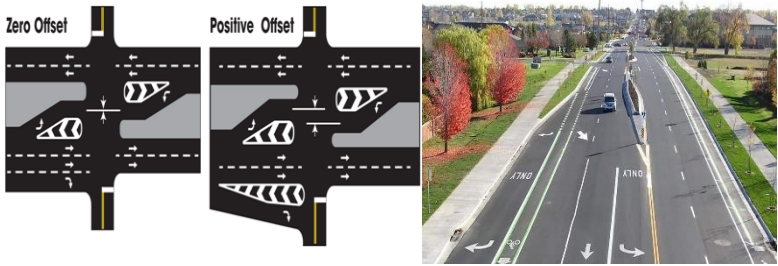
Dedicated left and Right Turn Lanes

Countermeasure Description

Auxiliary turn lanes for both left and right turns enhance intersection safety by separating turning vehicles from the flow of through traffic. These lanes create a designated area for vehicles to decelerate prior to making a turn and for those waiting to execute their turns. Additionally, offsetting the left and right turn lanes increases visibility, significantly boosting safety—particularly when traffic is moving at higher speeds or is less congested.

Implementation Cost	
High	
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA & City of Greeley, Colorado

Safety Benefits

Left Turn Lane: 28-48% reduction in total crashes
Positive Offset Left-Turn lanes : 36% reduction in fatal and injury crashes
Right Turn Lanes: 14-26% reduction in total crashes

Application

At busy intersections with stop control on the minor road, consider installing left- and right-turn lanes to reduce conflicts and improve safety. This is especially important when there are high volumes of turning traffic or a history of turn-related accidents. When designing these lanes, balance pedestrian and cyclist safety with the need for clear visibility. Offset turn lanes can help but be mindful of their impact on pedestrians. Zero or negative offsets can block sightlines and create hazards, particularly for left-turning vehicles and cyclists. Positive offset, on the other hand, can improve sight distance and reduce the risk of severe crashes. By thoughtfully designing turn lanes with offset, you can minimize conflicts and create a safer intersection for all users.

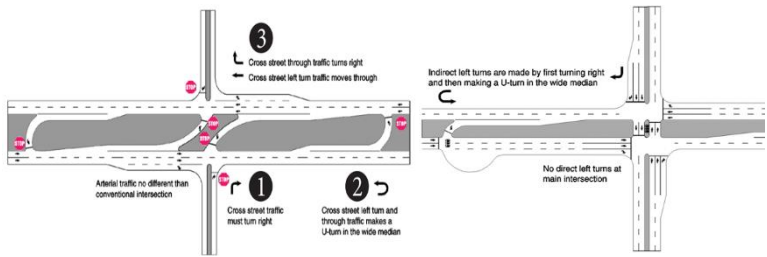
Reduced Left-Turn Conflict Intersections (RCUT)

Countermeasure Description

Reduced Left-Turn Conflict Intersections are innovative geometric designs that reconfigure how left-turn movements are made. By streamlining driver decisions, these designs reduce the risk of high-severity crashes, such as head-on or angle collisions. Two particularly effective designs that use U-turns to facilitate specific left-turn movements are the Restricted Crossing U-Turn (RCUT) and the Median U-Turn (MUT).

Implementation Cost	
High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits
Two-way stop Controlled to RCUT: 54% reduction in fatal and injury crashes
Signalized intersection to Signalized RCUT : 22% reduction in fatal and injury crashes
Unsignalized intersection to Unsignalized RCUT : 63% reduction in fatal and injury crashes
MUT : 30% reduction in intersection related injury crash rate

Application

The RCUT (Reduced Conflict Intersection)—also known as a J-Turn or Superstreet—replaces direct left turns for minor road traffic with a simpler maneuver. Drivers first make a right turn and then a U-turn at a designated location. This design is highly versatile, functioning effectively in a variety of settings, from rural high-speed roads to busy urban and suburban multimodal corridors. The MUT (Median U-Turn Intersection), on the other hand, eliminates direct left turns for major road traffic. Instead, drivers continue straight through the intersection, make a U-turn farther downstream, and then turn right at the main intersection. Both designs improve safety and traffic efficiency by significantly reducing conflicts associated with left-turn movements.

Roundabout

Countermeasure Description

A modern roundabout is a circular intersection designed to move traffic safely and efficiently. It features channelized, curved approaches that naturally reduce vehicle speed. Additionally, roundabouts implement entry yield control, granting right-of-way to vehicles already circulating within the intersection. Traffic flows counterclockwise around a central island, which further minimizes potential conflict points between vehicles. As a result of these design elements, roundabouts significantly lower speeds and reduce conflicts, leading to a substantial decrease in crashes that result in injuries or fatalities.

Implementation Cost	
High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits

Two way stop Controlled to Roundabout: 82% reduction in fatal and injury crashes
Signalized intersection to Roundabout : 78% reduction in fatal and injury crashes

Application

Roundabouts can be utilized in both urban and rural settings, accommodating a variety of traffic conditions. They serve as effective alternatives to traffic signals, two-way stop signs, and all-way stop signs. Additionally, roundabouts are particularly useful for managing vehicle speed and facilitating the transition of traffic from high-speed to low-speed environments, such as at freeway interchange ramp terminals and rural intersections on high-speed roads.

Systemic Application of Multiple Low-Cost Countermeasures (Stop-Controlled)

Countermeasure Description

This systemic approach to intersection safety emphasizes the implementation of a range of low-cost improvements at numerous stop-controlled intersections. These enhancements, which include upgraded signage and improved pavement markings, are designed to boost driver awareness and recognition of both the intersection itself and any potential hazards.

Implementation Cost

High	
Medium	
Low	✓

Countermeasure Example Photo



Source: FHWA and SCDOT

Safety Benefits

- 10% reduction of fatal and injury crashes at all locations/types/areas
- 15% reduction of nighttime crashes at all locations/types/areas
- 27% reduction of fatal and injury crashes at rural intersections
- 19% reduction of fatal and injury crashes at 2-lane by 2-lane intersections

Application

To improve safety at stop-controlled intersections, the following low-cost countermeasures can be implemented:

On the Through Approach:

- Enhanced warning signage: Double- and oversized advance warning signs with supplemental street name plaques and flashing beacons, if necessary.
- Reflective sign post upgrades: Retroreflective sheeting on sign posts to improve visibility.
- Improved pavement markings: Enhanced edge lines to delineate through lanes.

On the Stop Approach:

- Advanced warning signage: Double- and oversized "Stop Ahead" warning signs with flashing beacons, if necessary.
- Enhanced stop sign placement: Double- and oversized Stop signs to increase visibility.
- Reflective sign post upgrades: Retroreflective sheeting on sign posts to improve visibility.
- Properly placed stop bars: Ensuring adequate clearance and visibility for stopped vehicles.
- Clear sight triangles: Removing vegetation, parking, or obstructions that limit sight distance.
- Double arrow warning signs: At T-intersections, where necessary, to indicate turning traffic.

Yellow Change Intervals

Countermeasure Description

At a signalized intersection, the yellow change interval refers to the duration during which the yellow signal is displayed after the green signal has ended. This yellow indication serves as a warning to motorists that the green light is about to turn red.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

36-50% reduction in red-light running
8-14% reduction in total crashes
12% reduction in injury crashes

Application

Red-light running is a significant contributor to severe crashes at signalized intersections. Therefore, accurately timing the yellow change interval is crucial. An interval that is too short can force drivers to run the red light to avoid a collision, while an excessively long interval can encourage drivers to intentionally disregard the red light. Factors such as vehicle speed, driver reaction time, vehicle deceleration, and intersection geometry must be considered when determining the appropriate yellow change interval.

- To enhance safety and reduce red-light running, transportation agencies should:
- Review and update their traffic signal timing policies and procedures.
 - Implement regular evaluation and adjustment protocols for existing signal timing.
 - Consult the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on yellow change interval timing requirements and recommendations.

Enhanced Delineation for Horizontal Curves

Countermeasure Description

Improved delineation significantly boosts driver awareness of impending curves by offering distinct visual indicators regarding the curve's direction, sharpness, and advisable speed. Effective strategies may include advanced pavement markings, in-lane curve warnings, retroreflective strips on signposts, curve delineators, chevron signs, larger fluorescent or retroreflective signage, dynamic curve warning displays, and speed radar feedback signs.

Implementation Cost

High	
Medium	
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

Chevrons Signs : 16% reduction in non intersection fatal and injury crashes

Oversized Chevron Signs: 15% reduction in fatal and injury crashes

In Lane Curve Warning Pavement Markings: 35-38% reduction in all crashes.

New Fluorescent Curve Signs: 18% reduction in non-intersection, head-on, run-off-road, and sideswipe in rural areas.

Application

Agencies can successfully adopt enhanced delineation strategies by taking the following steps:

- **Aligning Signing Practices with MUTCD Standards:** By ensuring that signing practices conform to the Manual on Uniform Traffic Control Devices (MUTCD) principles, agencies can provide consistent traffic control devices for similar curves. This uniformity helps set clear expectations for drivers.
- **Implementing a Systematic Approach for Problem Identification:** To enhance safety, a thorough analysis of problematic curves is essential. This assessment should consider factors such as curve radius, traffic volume, the occurrence of intersections within the curve, and any visual obstructions. These elements will help prioritize areas that require improvements.
- **Choosing the Most Effective Delineation Strategies:** Once the issues are identified and MUTCD compliance is verified, agencies should select the most suitable delineation strategies. An incremental approach that begins with the most cost-effective solutions can often yield the best results over time.

Source: FHWA

Longitudinal Rumble Strips and Stipes on Two-lane Roads

Countermeasure Description

Rumble strips are raised or milled features on the road surface designed to alert drivers through tactile and auditory feedback when they stray from their lane. These strips can be installed on the shoulder, along the edge of the road, or near the center of an undivided highway. Rumble stripes, on the other hand, are a type of rumble strip where a pavement marking is applied on top of the raised strip. This design enhancement improves visibility and durability of the marking, especially in wet or low-light conditions, and is particularly beneficial in areas where snowplowing operations are common.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits
Center line Rumble Strips : 44-64% reduction in head-on fatal and injury crashes on two-lane rural roads
Shoulder Rumble Strips: 13-51% reduction in single vehicle, run-off-road fatal and injury crashes

Application

In the United States, roadway departure crashes contribute to over half of all fatal roadway incidents each year. To mitigate these occurrences, rumble strips and stripes are employed to alert distracted, drowsy, or inattentive drivers who veer out of their lanes. Their effectiveness increases significantly when implemented on a systematic basis. Transportation agencies should prioritize the installation of milled centerline rumble strips, including in passing zones, as well as milled edge line or shoulder rumble strips that incorporate bicycle gaps. These measures should be considered for broad safety initiatives, targeted corridor improvements, and during reconstruction or resurfacing projects.

Median Barriers

Countermeasure Description

Median barriers serve as crucial safety features on divided highways, effectively separating opposing lanes of traffic. By doing so, they significantly diminish the likelihood of head-on collisions, which tend to occur more frequently at the higher speeds typical of these roadways.

Implementation Cost

High	✓
Medium	✓
Low	✓

Countermeasure Example Photo



Source: AASHTO

Safety Benefits

97% reduction in cross-median crashes

Application

AASHTO's Roadside Design Guide (RDG) provides guidelines for median barrier installation on high-speed, fully controlled-access roadways. Barriers are generally recommended for medians 30 feet or less in width with an average daily traffic (ADT) exceeding 20,000 vehicles per day. Barriers are optional for medians wider than 50 feet and ADTs below 20,000 vehicles per day. For medians between 30 and 50 feet, the RDG suggests an analysis to determine the cost-effectiveness of installation. To reduce cross-median crashes, transportation agencies should review their head-on crash history on divided highways to identify hot spots and implement a systemic approach to barrier placement based on risk factors such as traffic volume, vehicle types, median crossover history, crash incidents, and roadway geometry.

Types of Median Barriers:

Cable Barriers: These flexible systems consist of steel cables anchored by sturdy posts. They are designed to absorb crash energy, thereby reducing the force of impact on vehicle occupants.

Metal-Beam Guardrails: Constructed with semi-rigid W-beam or box-beam configurations, these barriers deform upon impact. This not only absorbs some of the energy from a collision but also helps redirect the vehicle away from danger.

Concrete Barriers: As rigid structures, these barriers offer little deflection during an impact. Their primary function is to redirect collision energy, and they require minimal ongoing maintenance.

Source: FHWA

Roadside Design Improvement at Curves

Countermeasure Description

Horizontal curves present a significant safety challenge, accounting for 27% of all fatal crashes. Alarminglly, 80% of these incidents involve vehicles veering off the roadway. To combat this issue, "Roadside Design Improvements" focus on enhancing safety along the outer edges of curves, where the risk is highest. These improvements include a variety of treatments aimed at reducing the severity of crashes by providing safer recovery options for vehicles that leave the roadway. By minimizing the likelihood of fatalities and serious injuries, these measures can be applied individually or in combination. They are especially recommended for curves where data indicates a high risk of roadway departure leading to severe or fatal outcomes.

Implementation Cost	
High	
Medium	✓
Low	✓

Countermeasure Example Photo



Source: ARC

Safety Benefits
Flatten sideslopes : 8-12% reduction for single-vehicle crashes
Increase the distance to roadside features: 22-44% reduction for all crashes

Application

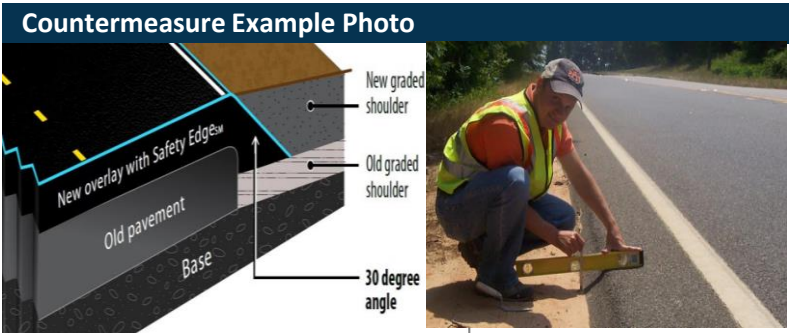
Horizontal curves are a major safety concern, contributing to 27% of all fatal crashes. Alarminglly, 80% of these crashes involve vehicles running off the roadway. To address this hazard, "Roadside Design Improvements" focus on enhancing safety along the outer edges of curves, where the risk is greatest. These improvements consist of various measures designed to reduce crash severity by providing safer recovery options for vehicles that leave the roadway. By decreasing the likelihood of fatalities and serious injuries, these strategies can be implemented individually or in combination. They are particularly recommended for curves with data indicating a high risk of severe or fatal crashes caused by roadway departures.

Safety Edge

Countermeasure Description

The SafetyEdgeSM technology shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process. This safety practice eliminates the potential for vertical drop-off at the pavement edge, has minimal effect on project cost, and can improve pavement durability by reducing edge raveling of asphalt. Rural road crashes involving edge drop-offs are 2-4 times more likely to include a fatality than other crashes on similar roads.¹ Vehicles may leave the roadway for various reasons ranging from distracted driver errors to low visibility, or to the presence of an animal on the road. Exposed vertical pavement edges can cause vehicles to become unstable and prevent their safe return to the roadway. The SafetyEdgeSM gives drivers the opportunity to return to their travel lane while maintaining control of their vehicle.

Implementation Cost	
High	
Medium	
Low	✓



Source: FHWA

Safety Benefits
11% reduction in fatal and injury crashes
21% reduction in run-off road crashes
19% reduction in head-on crashes

Application

The SafetyEdgeSM technology requires only the addition of a commercially available device to the screed or endgate when laying hot-mix asphalt. For concrete pavements, shaping the edge is even simpler and can be done on-site by the contractor. Unlike conventional pavement edges, some agencies allow the SafetyEdgeSM to remain exposed during construction. However, it's essential to ensure that the adjacent roadside is flush with the top of the pavement for both the SafetyEdgeSM and traditional pavement edges before the project concludes. Over time, regardless of the edge type, exposure due to settling, erosion, and tire wear may occur. In such cases, the gentle slope provided by the SafetyEdgeSM is preferred over the traditional vertical pavement edge.

Wider Edge Lines

Countermeasure Description

Roadway departures account for over half of all traffic fatalities in the United States. A significant contributing factor is drivers' inability to clearly perceive the edge of the travel lanes and the road's alignment ahead. To mitigate this risk, wider edge lines can significantly improve lane boundary visibility. By increasing the marking width from the standard 4 inches to 6 inches, drivers are provided with a more defined visual cue. This enhanced visibility reduces the likelihood of unintended lane departures.

Implementation Cost	
High	
Medium	
Low	✓



Source: FHWA

Safety Benefits
37% reduction for non-intersection, fatal and injury crashes on rural, two-lane roads.
22% reduction in fatal and injury crashes on rural freeways

Application

Wider edge lines increase drivers’ perception of the edge of the travel lane and can provide a safety benefit to all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways) in both urban and rural areas. Agencies should also consider implementing a systemic approach to wider edge line installation-based roadway departure crash risk factors. Potential risk factors for two-lane rural roads include:

- Pavement and shoulder widths.
- Presence of curves.
- Traffic volumes.
- History of nighttime crashes.

Appropriate Speed Limits for All Road Users

Countermeasure Description

Controlling speed is crucial for reducing traffic fatalities and serious injuries, especially on non-limited access roads where vehicles and vulnerable road users (like pedestrians and cyclists) share space. States and local governments play a key role in setting appropriate speed limits to protect everyone, particularly vulnerable road users. Enforcing these limits is a cornerstone of the Safe System Approach, a comprehensive framework for improving road safety. Evidence shows that adjusting speed limits can effectively lower travel speeds, reducing the frequency and severity of traffic crashes.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure Example Photo



Source: MUTCD

Safety Benefits

Setting a speed limit no more than 5 mph below the 85th-percentile speed may result in fewer total and fatal plus injury crashes, and lead to drivers complying closely with the posted speed limit

Application

Posted speed limits often match the legislative statutory speed limits. However, designated authorities, including state and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones—and many are doing so. Non-statutory speed limits must be based on an engineering study, conducted in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), involving multiple factors and engineering judgment. When setting a speed limit, agencies should consider a range of factors, including pedestrian and bicyclist activity, crash history, land use context, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds.

Variable Speed Limits (VSLs)

Countermeasure Description

Setting appropriate speed limits is crucial for maintaining a safe and efficient transportation network. These limits are determined through engineering studies that consider factors like traffic volumes, operating speeds, roadway characteristics, and crash history. However, road conditions can change rapidly due to factors such as congestion, crashes, and weather. Drivers usually choose their speeds based on ideal conditions like good weather, straight roads, and clear visibility. When these conditions aren't met, the risk of crashes increases. Implementing variable speed limits (VSLs) that adapt to changing circumstances can help reduce crash frequency and severity.

Implementation Cost	
High	✓
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA & WSDOT

Safety Benefits

34% reduction in total crashes
65% reduction for rear-end crashes
51% reduction in fatal and injury crashes

Application

Variable Speed Limits (VSLs) use current roadway information, such as traffic speed, volume, weather, and road conditions, to determine and display appropriate speeds to drivers. This strategy enhances safety and traffic flow by reducing speed variance, also known as speed harmonization. VSLs improve driver expectations by providing advance information about slowdowns and potential lane closures, thus reducing the likelihood of secondary crashes. They can also mitigate adverse weather conditions or slow fast-moving traffic as it approaches a queue or bottleneck. VSLs are particularly effective on urban and rural freeways and high-speed arterials with speed limits over 40 mph. They are often part of Active Traffic Management (ATM) plans or incorporated into existing Road Weather Information Systems. When used with ATM, VSLs can reduce rear-end, sideswipe, and other crashes on high-speed roadways. VSLs may be implemented as regulatory or advisory systems and can apply to entire roadway segments or individual lanes.

Speed Safety Cameras (SSCs)

Countermeasure Description

Safe Speeds is a core principle of the Safe System Approach because high-speed crashes are more likely to be fatal. Enforcing safe speeds has been challenging, but with better information and tools, communities can reduce speeds. Agencies can use Speed Safety Cameras (SSCs) to effectively supplement traditional enforcement, engineering measures, and education. SSCs detect speeding and capture photographic or video evidence of vehicles violating the speed limit, helping to change social norms around speeding.

Implementation Cost	
High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits

Fixed Units: 54% reduction in total crashes and 47% reduction for injury crashes.
P2P Units: 37% reduction for fatal and injury crashes on urban expressways and principal arterial.
Mobile Units: 20% reduction in fatal and injury crashes on urban principal arterial.

Application

Agencies should conduct a network analysis of speeding-related crashes to identify locations to implement SSCs. The analysis can include scope (e.g., widespread, localized), location types (e.g., urban/suburban/rural, work zones, residential, school zones), roadway types (e.g., expressways, arterials, local streets), times of day, and road users most affected by speed-related crashes (e.g., pedestrians, bicyclists).

- SSCs can be deployed as:
- Fixed units**—a single, stationary camera targeting one location.
 - Point-to-Point (P2P) units**—multiple cameras to capture average speed over a certain distance.
 - Mobile units**—a portable camera, generally in a vehicle or trailer.

Bicycle Lanes

Countermeasure Description

Most fatal bicycle crashes occur outside intersections, especially when motor vehicles overtake cyclists. The risk is heightened by the size and speed differences between vehicles and bicycles, which deters many from cycling. To enhance safety and encourage cycling, states and localities must prioritize installing dedicated bicycle lanes. This crucial step aligns with the Safe System Approach, which emphasizes separating users in space to minimize the risk of severe crashes.

Implementation Cost

High	✓
Medium	✓
Low	✓

Countermeasure Example Photo



Source: ARC

Safety Benefits

Bicycle Lane Additions: 49% reduction in total crashes on urban 4-lane undivided collectors and local roads.

Bicycle Lane Additions: 30% reduction in total crashes on urban 2-lane undivided collectors and local roads.

Application

FHWA’s Bikeway Selection Guide and Incorporating On-Road Bicycle Networks into Resurfacing Projects help agencies determine the most beneficial facilities for various contexts. Bicycle lanes can be added to new roadways or existing roads by reallocating space in the right-of-way through Road Diets. Separated bicycle lanes, using vertical elements like flexible delineator posts, curbs, or vegetation, provide additional safety by creating a physical barrier between cyclists and motorized traffic lanes. For marked bike lanes without vertical elements, a lateral offset with a marked buffer helps further separate bicyclists from vehicle traffic, enhancing safety.

Crosswalk Visibility Enhancements

Countermeasure Description

Reduced visibility at crosswalks, caused by poor lighting, parked vehicles, and roadway curvature, greatly compromises pedestrian safety. On busy multilane roads with over 10,000 Average Annual Daily Traffic (AADT), a simple marked crosswalk is often not enough. Implementing more robust crossing improvements is crucial to reduce the risk of pedestrian accidents. High-visibility crosswalks, adequate lighting, and clear signage/markings are three key enhancements that improve crosswalk visibility. These measures not only increase driver awareness of pedestrians but also guide users to safe crossing locations. Agencies can implement these features individually or in combination.

Implementation Cost	
High	
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

Bicycle Lane Additions: 49% reduction in total crashes on urban 4-lane undivided collectors and local roads.

Bicycle Lane Additions: 30% reduction in total crashes on urban 2-lane undivided collectors and local roads.

Application

High-visibility crosswalks

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

Improved Lighting

The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

Enhanced Signing and Pavement Markings

On multilane roadways, agencies can use "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk to indicate where a driver should stop or yield to pedestrians, depending on State law. To supplement the signing, agencies can also install a STOP or YIELD bar (commonly referred to as "shark's teeth") pavement markings.

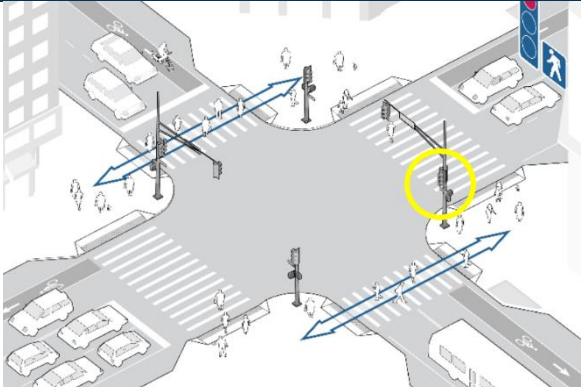
Leading Pedestrian Interval (LPI)

Countermeasure Description

A leading pedestrian interval (LPI) allows pedestrians to enter the crosswalk at a signalized intersection 3-7 seconds before vehicles receive a green signal. This extra time enables pedestrians to establish their presence in the crosswalk before vehicles start turning. LPIs offer several benefits, including increased visibility of pedestrians, reduced conflicts between pedestrians and vehicles, a higher likelihood of motorists yielding to pedestrians, and enhanced safety for pedestrians who may be slower to start crossing the intersection.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure Example Photo



Source: Arlington County, Virginia

Safety Benefits

13% reduction in pedestrian-vehicle crashes at intersection

Application

FHWA's Handbook for *Designing Roadways for the Aging Population* recommends implementing Leading Pedestrian Intervals (LPIs) at intersections with high turning vehicle volumes. Transportation agencies should consult the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on LPI timing and ensure pedestrian signals are accessible to all users. The cost of implementing LPIs is very low when it only requires altering signal timing.

Medians and Pedestrian Refuge Islands

Countermeasure Description

A median is the space separating opposing lanes of traffic, excluding turn lanes. In urban and suburban settings, medians may be defined by pavement markings, raised structures, or islands designed to separate motorized and non-motorized road users. A pedestrian refuge island, or crossing area, is a specialized type of median that provides a designated safe space for pedestrians to pause while crossing the road, enhancing their protection and safety.

Implementation Cost	
High	
Medium	✓
Low	✓



Source: FHWA

Safety Benefits
Median with Marked Crosswalk: 46% reduction in pedestrian crashes.
Pedestrian Refuge Island: 56% reduction in pedestrian crashes.

Application

Transportation agencies should explore the inclusion of medians or pedestrian refuge islands in curbed sections of urban and suburban multilane roadways, particularly in areas with heavy pedestrian and vehicle traffic, traffic volumes exceeding 9,000 vehicles per day, and travel speeds greater than 35 mph. Ideally, these features should be 8 feet wide to ensure pedestrian comfort. They should be implemented at mid-block crossings, along approaches to multilane intersections, and in proximity to transit stops or other areas frequented by pedestrians.

Pedestrian Hybrid Beacons (PHB)

Countermeasure Description

The Pedestrian Hybrid Beacon (PHB) is a traffic control device designed to improve pedestrian safety at mid-block crossings and uncontrolled intersections on high-speed roadways. Featuring two red lenses above a single yellow lens, the PHB remains inactive until a pedestrian activates it by pressing a call button. Once triggered, the beacon begins a flashing yellow-to-red light sequence, alerting motorists to slow down and stop, granting pedestrians the right-of-way to cross. After pedestrians complete their crossing, the beacon deactivates and returns to its inactive state.

Implementation Cost	
High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits
55% reduction in pedestrian crashes.
29% reduction in total crashes.
15% reduction in serious injury and fatal crashes.

Application

Transportation agencies should refer to the Manual on Uniform Traffic Control Devices (MUTCD) for guidance on the appropriate application of Pedestrian Hybrid Beacons (PHBs). PHBs are most effectively used in locations where pedestrian crossings are challenging, such as where speed limits exceed 35 miles per hour, traffic volumes exceed 9,000 vehicles per day, and three or more lanes must be crossed. Successful PHB installations necessitate a marked crosswalk and a pedestrian countdown signal. To ensure community understanding and acceptance, agencies should conduct public education and outreach campaigns prior to PHB implementation.

Rectangular Rapid Flashing Beacons (RRFBs)

Countermeasure Description

Marked crosswalks and pedestrian warning signs improve safety, but they may not always ensure drivers notice and yield to pedestrians. To enhance visibility and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install Pedestrian Actuated Rectangular Rapid Flashing Beacons (RRFBs). RRFBs consist of two rectangular yellow LED arrays that flash alternately at a high frequency when activated. This rapid flashing significantly improves the visibility of pedestrians to approaching drivers..

Implementation Cost	
High	
Medium	✓
Low	

Countermeasure Example Photo



Safety Benefits

47% reduction in pedestrian crashes.

98% increase for motorist yielding.

Source: FHWA

Application

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour. Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes. RRFBs can also accompany school or trail crossing warning signs. RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing. The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

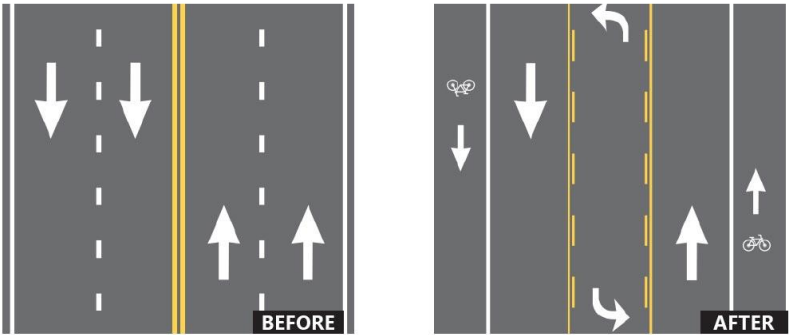
Road Diets (Roadway Reconfiguration)

Countermeasure Description

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).

Implementation Cost	
High	
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

4 lane to 3-lane Road Diet Conversion: 19-47% reduction in total crashes.

Application

Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less.

Walkways

Countermeasure Description

A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.

Implementation Cost	
High	✓
Medium	✓
Low	✓



Source: FHWA

Safety Benefits
Sidewalks: 65-89% reduction in crashes involving pedestrian walking along roadways.

Application

Well-designed pedestrian walkways, shared use paths, and sidewalks enhance pedestrian safety and mobility. Pedestrians should have a direct and connected network of walking routes to reach their destinations without gaps or sudden changes. In rural or suburban areas where such walkways aren't feasible, safe well marked roadway shoulders can provide a place for pedestrians to walk alongside the road.

Transportation agencies should incorporate pedestrian facilities into all roadway projects unless exceptional circumstances exist. It is crucial to provide and maintain accessible safe sidewalks along both sides of the road in urban areas, especially near school zones, transit locations, and areas with high pedestrian activity.

Lighting

Countermeasure Description

Nighttime driving is significantly more dangerous than daytime driving. Although only 25% of vehicle miles are traveled at night, they account for a disproportionately high number of fatal crashes, with a fatality rate three times higher than during the day. This increased risk is due to reduced visibility, which limits a driver's ability to quickly react to hazards or roadway changes within the limited range of headlights. To mitigate this risk, continuous or spot lighting can be strategically implemented along road segments, at intersections, and at pedestrian crossings to enhance visibility and reduce the likelihood of crashes.

Implementation Cost

High	✓
Medium	✓
Low	

Countermeasure Example Photo



Source: FHWA

Safety Benefits

42% reduction for nighttime injury pedestrian crashes at intersection.

33-38% reduction for nighttime crashes at rural and urban intersections.

28% reduction for nighttime injury crashes on rural and urban highways.

Application

Roadway Segments: Research indicates that continuous lighting on both rural and urban highways (including freeways) has an established safety benefit for motorized vehicles. Agencies can provide adequate visibility of the roadway and its users through the uniform application of lighting that provides full coverage along the roadway and the strategic placement of lighting where it is needed the most.

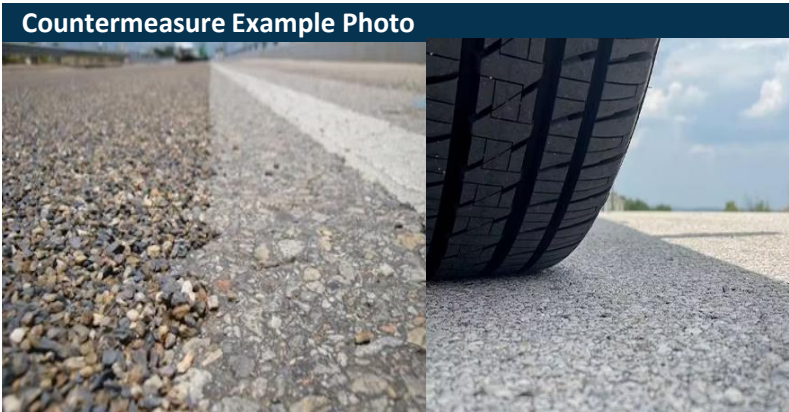
Intersection and Pedestrian Crossings: Increased visibility at intersections at nighttime is important since various modes of travel cross paths at these locations. Agencies should consider providing lighting to intersections based on factors such as a history of crashes at nighttime, traffic volume, the volume of non-motorized users, the presence of crosswalks and raised medians, and the presence of transit stops and boarding volumes.

Pavement Friction Management

Countermeasure Description

Pavement friction is a crucial factor influencing vehicle-roadway interaction and significantly impacts crash frequency. Regularly measuring, monitoring, and maintaining pavement friction, particularly at locations with frequent turning, slowing, and stopping maneuvers, is essential for preventing numerous roadway departure, intersection, and pedestrian-related crashes. Leveraging continuous pavement friction data in conjunction with crash and roadway data enables more targeted and efficient application of friction treatments like High Friction Surface Treatment (HFST), maximizing their effectiveness in enhancing road safety.

Implementation Cost	
High	
Medium	✓
Low	



Source: Construction Pro and Roads and Bridges Website

Safety Benefits
63% reduction for injury crashes at ramps.
48% reduction for injury crashes at horizontal curves.
20% reduction for total crashes at intersection.

Application

High Friction Surface Treatment (HFST) comprises a durable, anti-abrasion, and polish-resistant aggregate applied over a thermosetting polymer resin binder. This binder secures the aggregate in place, enhancing friction and skid resistance. Calcined bauxite is the most effective aggregate for HFST applications. Applications of HFST: HFST should be used in locations requiring increased friction, such as horizontal curves, interchange ramps, intersection approaches, higher-speed signalized and stop-controlled intersections, steep downward grades, and areas with a history of rear-end, failure-to-yield, wet-weather, or red-light-running crashes. Crosswalk approaches also benefit from HFST.

Road Safety Audit (RSAs)

Countermeasure Description

While most transportation agencies have traditional safety review procedures in place, a Road Safety Audit (RSA) or assessment stands out as a unique approach. RSAs are conducted by a multidisciplinary team that is independent of the project. They consider all road users, account for human factors and road user capabilities, are documented in a formal report, and require a formal response from the road owner.

Implementation Cost	
High	
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

10-60% reduction in total crashes

Application

RSAs can be performed in any phase of project development, from planning through construction. Agencies may focus RSAs specifically on motorized vehicles, pedestrians, bicyclists, motorcyclists, or a combination of these roadway users. Agencies are encouraged to conduct an RSA at the earliest stage possible, as all roadway design options and alternatives are being explored.

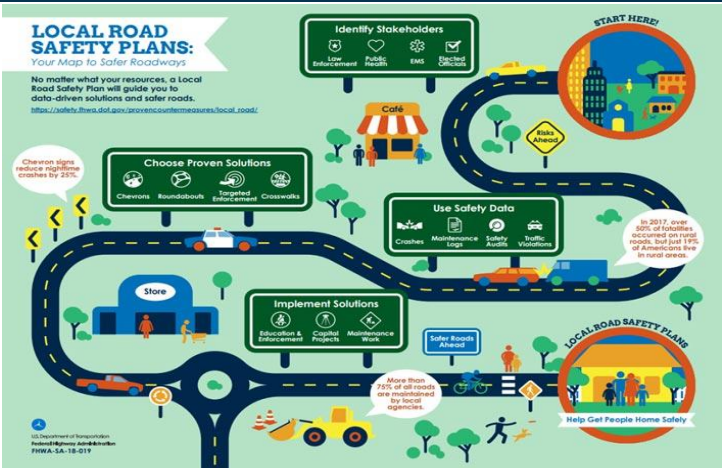
Local Road Safety Plans (LRSPs)

Countermeasure Description

A Local Road Safety Plan (LRSP) offers a structured approach to identifying, analyzing, and prioritizing safety improvements on local roads. Tailored to address specific local needs and issues, the LRSP process results in a prioritized action list aimed at reducing fatalities and serious injuries. The Federal Highway Administration (FHWA) provides valuable resources, including an LRSP Do-It-Yourself website, to guide local agencies and their partners in creating and implementing effective LRSPs.

Implementation Cost	
High	
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

10-60% reduction in total crashes

Application

Developing a Local Road Safety Plan (LRSP) is essential for enhancing road safety at the local level and aligning with a State's Strategic Highway Safety Plan (SHSP). Key elements of an LRSP include engaging stakeholders from engineering, enforcement, education, and emergency services; fostering collaboration among various agencies to leverage expertise and resources; identifying target crash types and implementing proven safety countermeasures; and establishing timelines and goals for implementation and evaluation. LRSPs are valuable tools for prioritizing safety improvements, demonstrating proactive risk management, and reducing fatalities and injuries on local roads. They should be considered living documents that are regularly updated to reflect evolving local needs and priorities.



Fayette County Safe Streets and Roads for All (SS4A) Safety Action Plan

May 8, 2025



Agenda

1. SS4A Overview

2. Public Engagement

3. Safety Analysis

4. Recommendations

5. Preliminary Analysis





SS4A Overview

SS4A Overview – Major Milestones

Action Plan Grant Awarded

- Project Kickoff April 2024

Completed



Safety Action Plan Development & Adoption

- Baseline Conditions Report
- Draft Safety Action Plan
- Project Lists, Fact Sheets, & Cost Estimates

In Progress



Project Submission Strategy

- Project Bundles
- High Injury Network & Risk Index Data
- Quick Wins (Short-Term) & High-Impact (Long-Term)

In Progress



Apply for SS4A Implementation Grant (Summer 2025)

- Funding requires 20% match

In Progress



Implementation Phase (2026 and Beyond)

- Coordination with Fayette County, Peachtree City, and/or GDOT

Next Phase



SS4A Overview – *Safety Action Plan*

Project Deliverables

Clearly identified list of projects, policies, and programs for implementation

Key Safety Challenges Considered

Safe Road Users

Safe Vehicles

Safe Speeds

Safe Roads

Post Crash Care

FHWA Requirements & Countermeasures

Speed Management

Intersection Design / Roadway Departure Prevention Measures

High Visibility, Lighting Conditions, Pedestrian / Bicycle Infrastructure

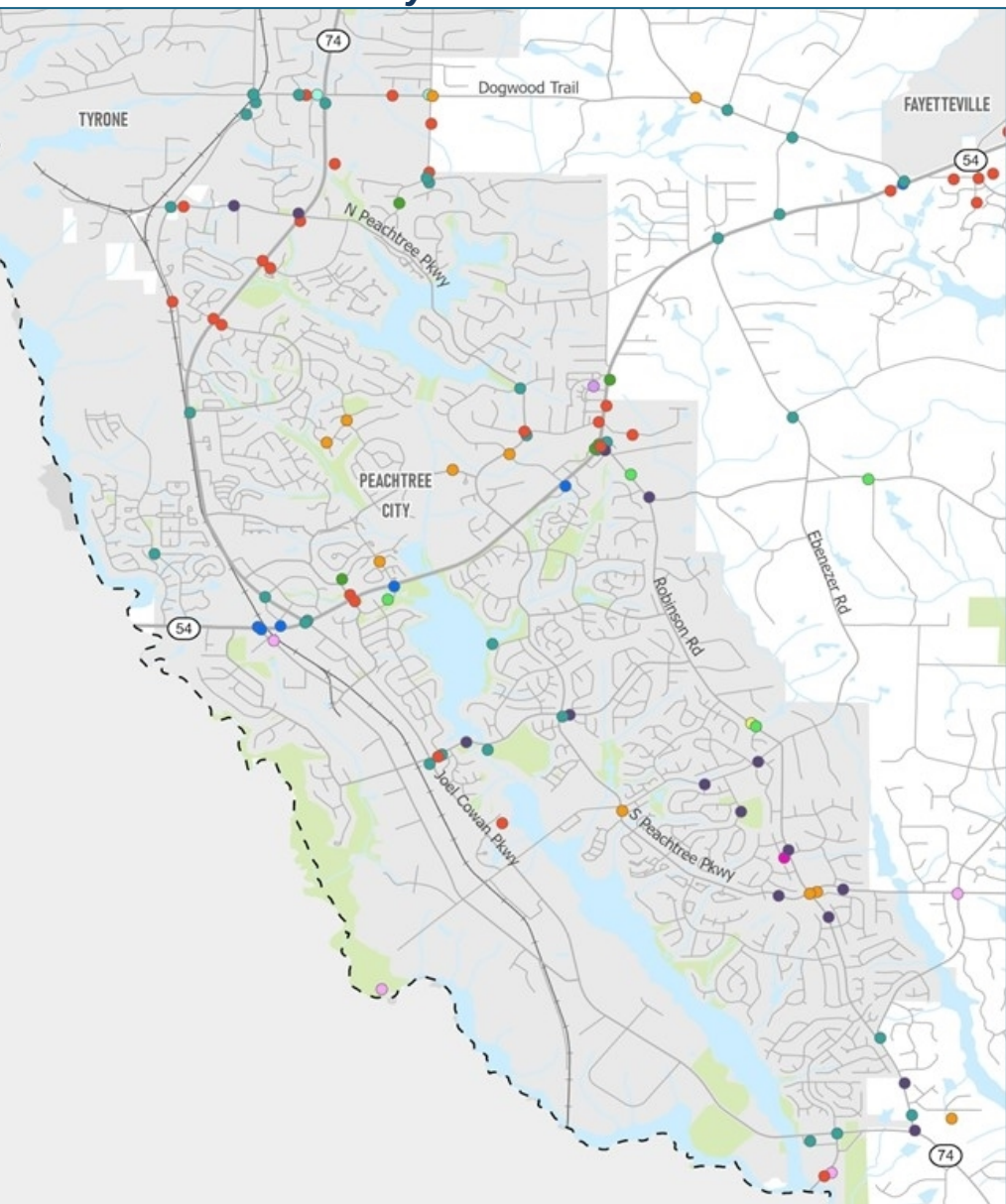


A map of Marion County, Georgia, showing various towns and highways. The towns labeled include Fayetteville, Lovejoy, Peachtree City, Sharpsburg, Turin, Woolsey, Sunny Side, Brooks, Haralson, and Griffin. Highways shown include I-85, GA-54, GA-74, GA-85, GA-81, GA-16, and GA-19-41. The text "Public Engagement" is overlaid in a large, bold, dark blue font across the center of the map.

Public Engagement

Public Engagement – *Interactive Map Tool*

Peachtree City



Summary of Comment Types



☐ Bike & Ped Desired Destination

☐ High Risk Intersections

☐ Unsafe without Signal

☐ Freight

☐ Roadway Design

☐ Unsafe with Signal

☐ Pavement Conditions

Number of Comments



☐ 21

☐ 14

☐ 7

☐ 3

☐ 3

☐ 2

☐ 1

Total Comments: 51

A map of Marion County, Georgia, with the title 'Safety Analysis' overlaid. The map shows various towns including Fayetteville, Peachtree City, Sharpsburg, Turin, Haralson, Brooks, Woolsey, Lovejoy, Hampton, Sunny Side, and Griffin. Major highways are marked with shields: 85, 54, 74, 81, 16, and 19-41. The text 'Safety Analysis' is centered in a large, bold, dark blue font.

Safety Analysis

Safety Analysis – Safety Trends & Key Findings

County Wide Statistics



17,605

Vehicle-Only
Crashes



796

Heavy Vehicle
Crashes



57

Pedestrian
Crashes



40

Bicyclist
Crashes



314

Golf Cart
Crashes



57

Fatalities

Fayette Co: 0.32%

GA: 0.4%



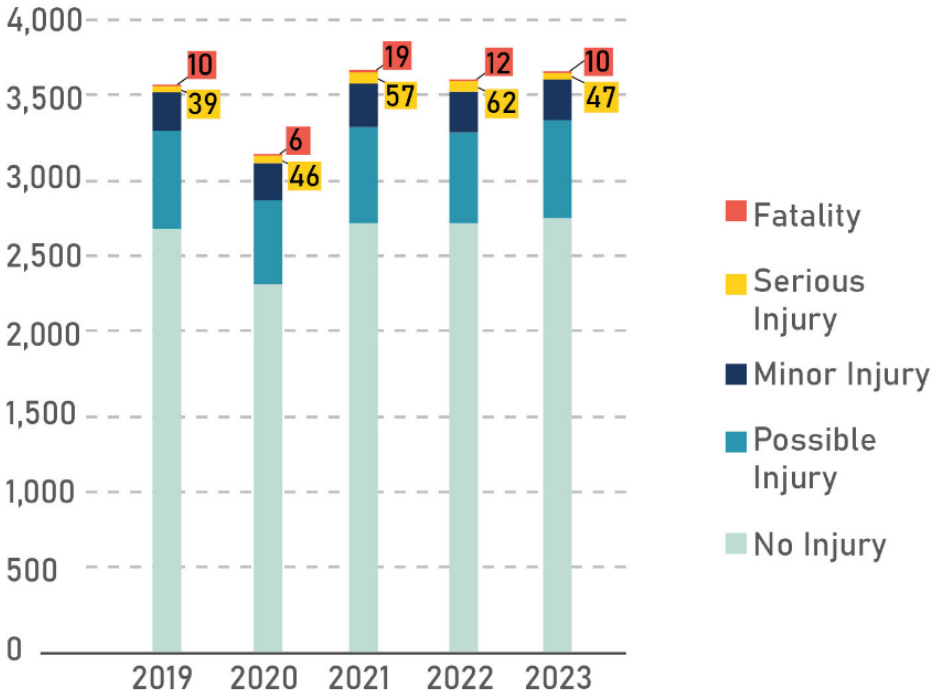
251

Serious Injuries

Fayette Co: 1.41%

GA: 1.6%

Figure 4.1 Annual Crashes by Outcome



Roadway
Network

HIN

Other County Roads

12.6%

90%

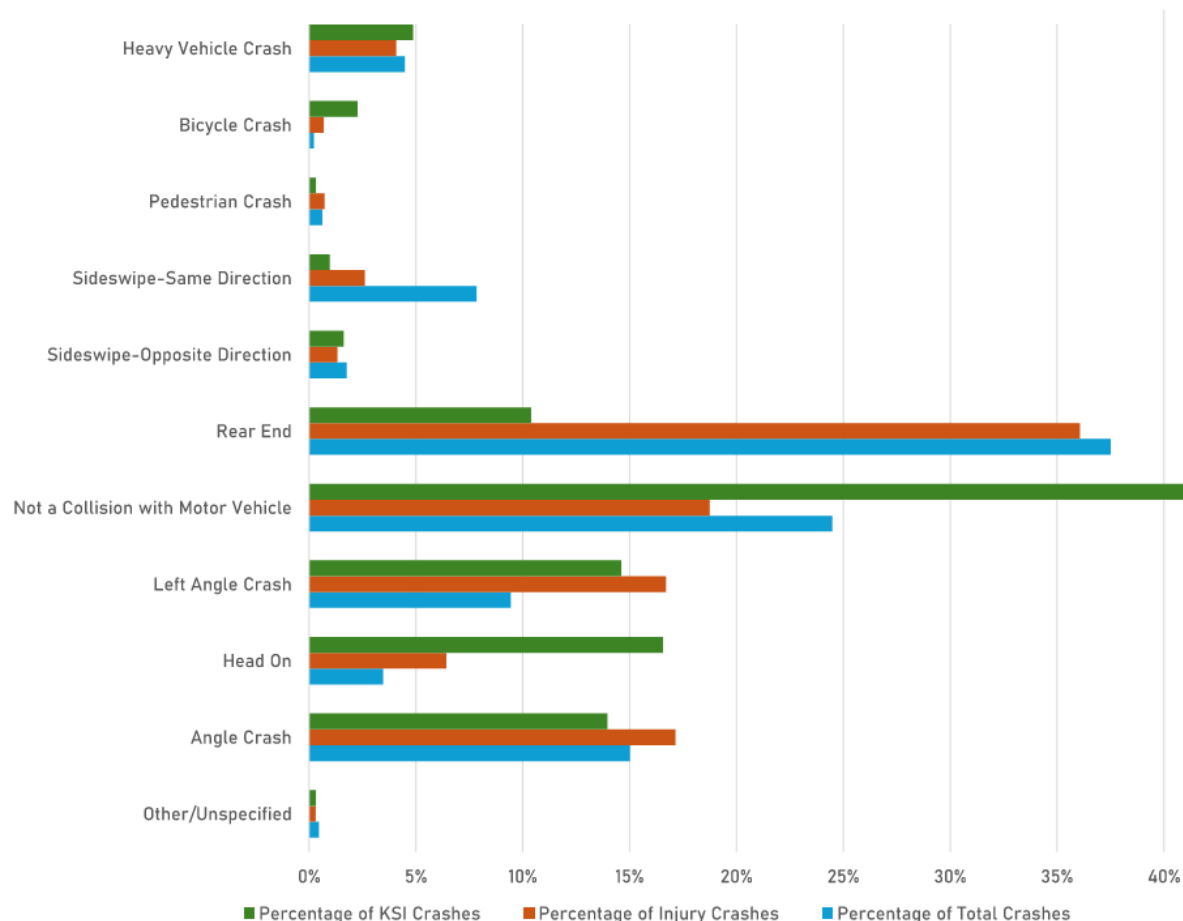
Crashes

HIN

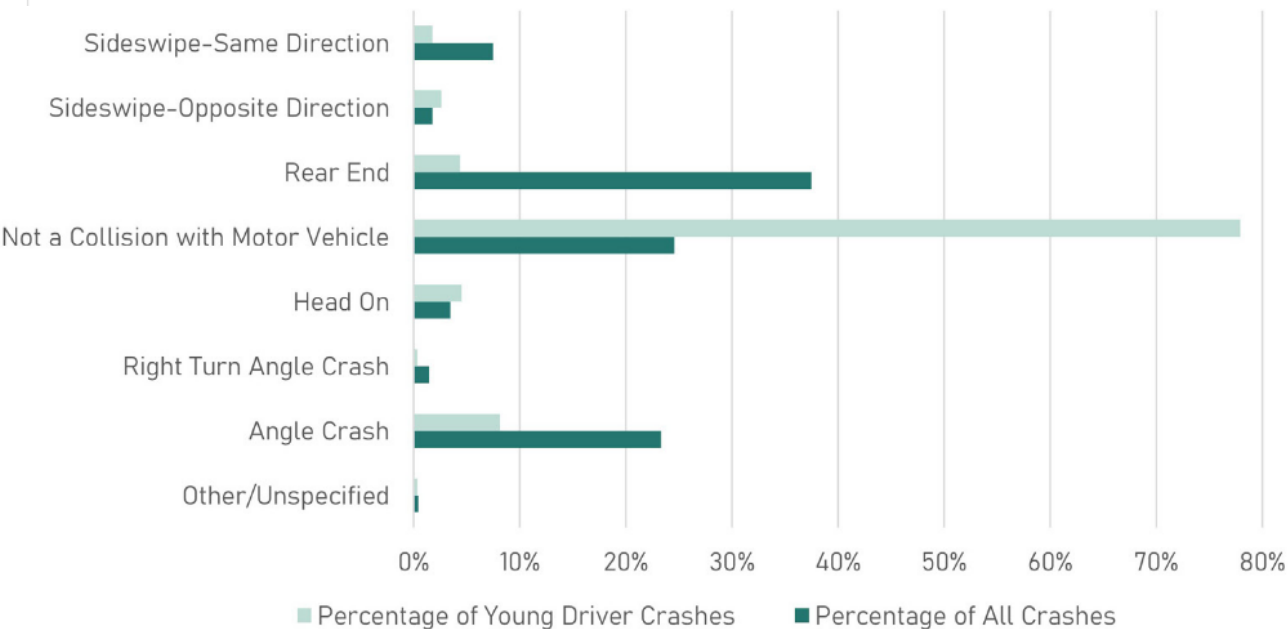
Other County Roads

Safety Analysis – Safety Trends & Key Findings

County Wide Statistics – Manner of Collision (All Drivers)

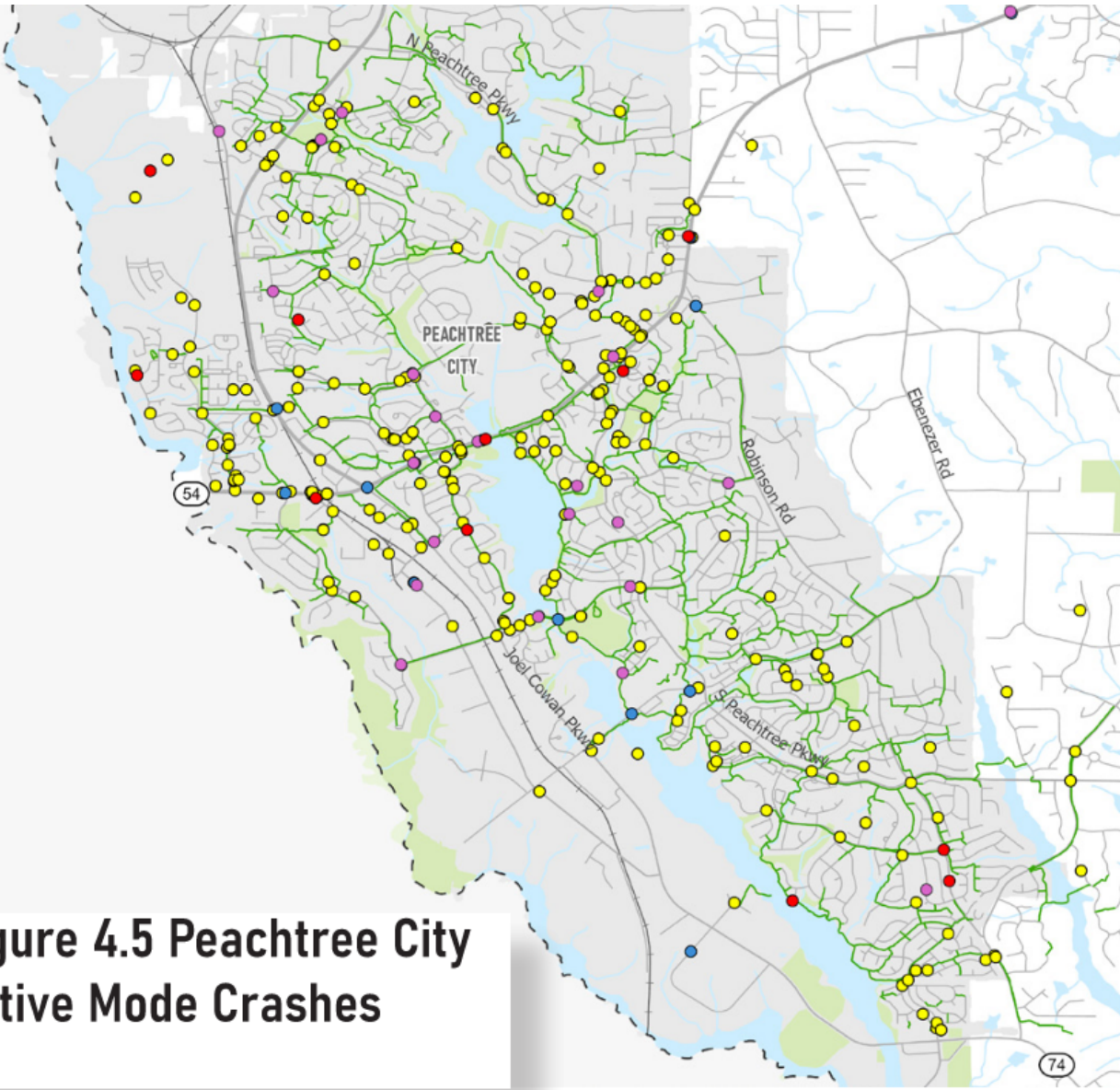


County Wide Statistics – Manner of Collision (Young Drivers)



Safety Analysis – Safety Trends & Key Findings

Peachtree City

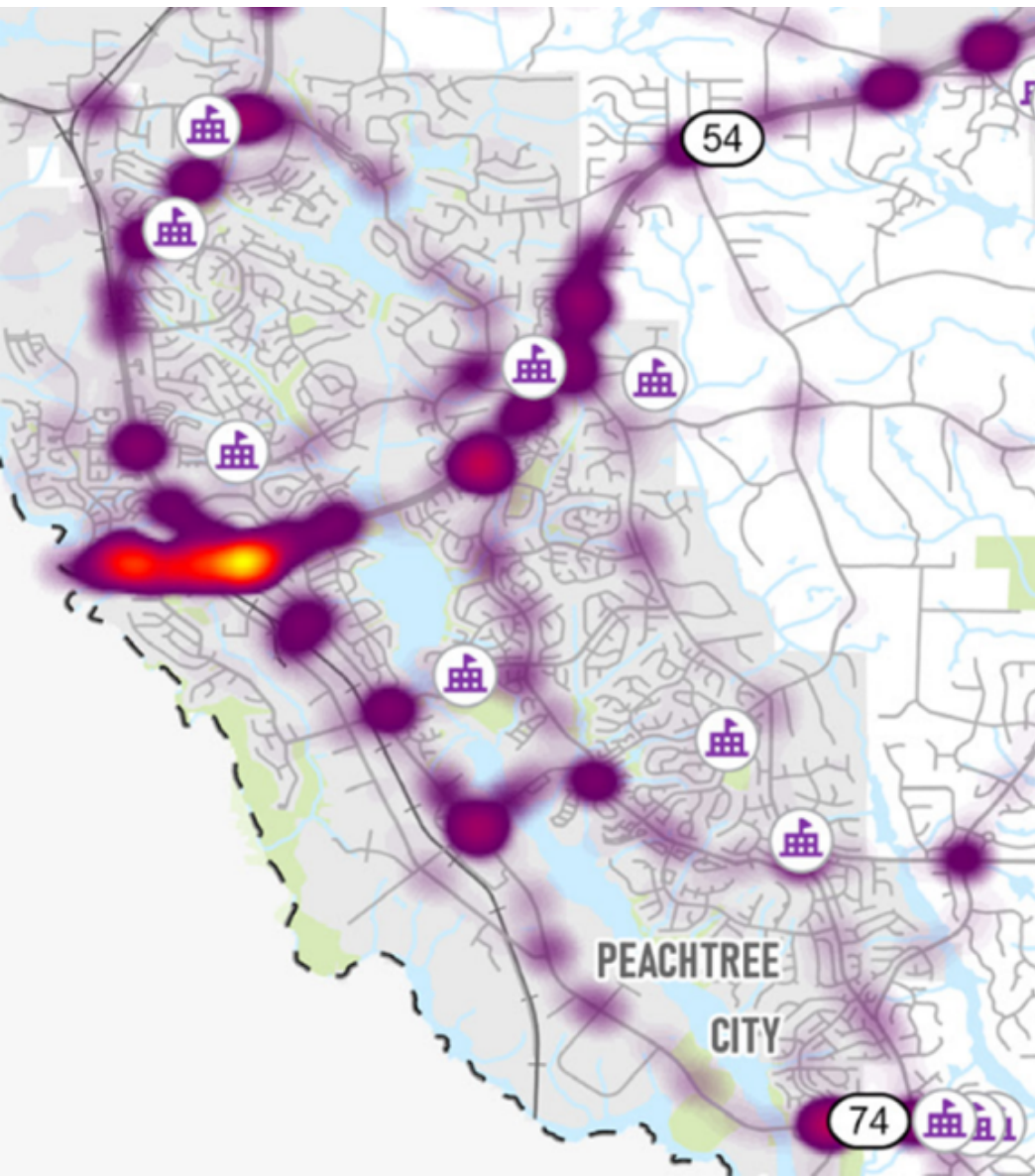


**Figure 4.5 Peachtree City
Active Mode Crashes**

CRASH TYPE	PERCENTAGE
Golf Cart to Golf Cart	54%
Golf Cart to Vehicle	38%
Golf Cart to Bicyclist	8%
Golf Cart to Pedestrian	0%

Safety Analysis – Safety Trends & Key Findings

Peachtree City

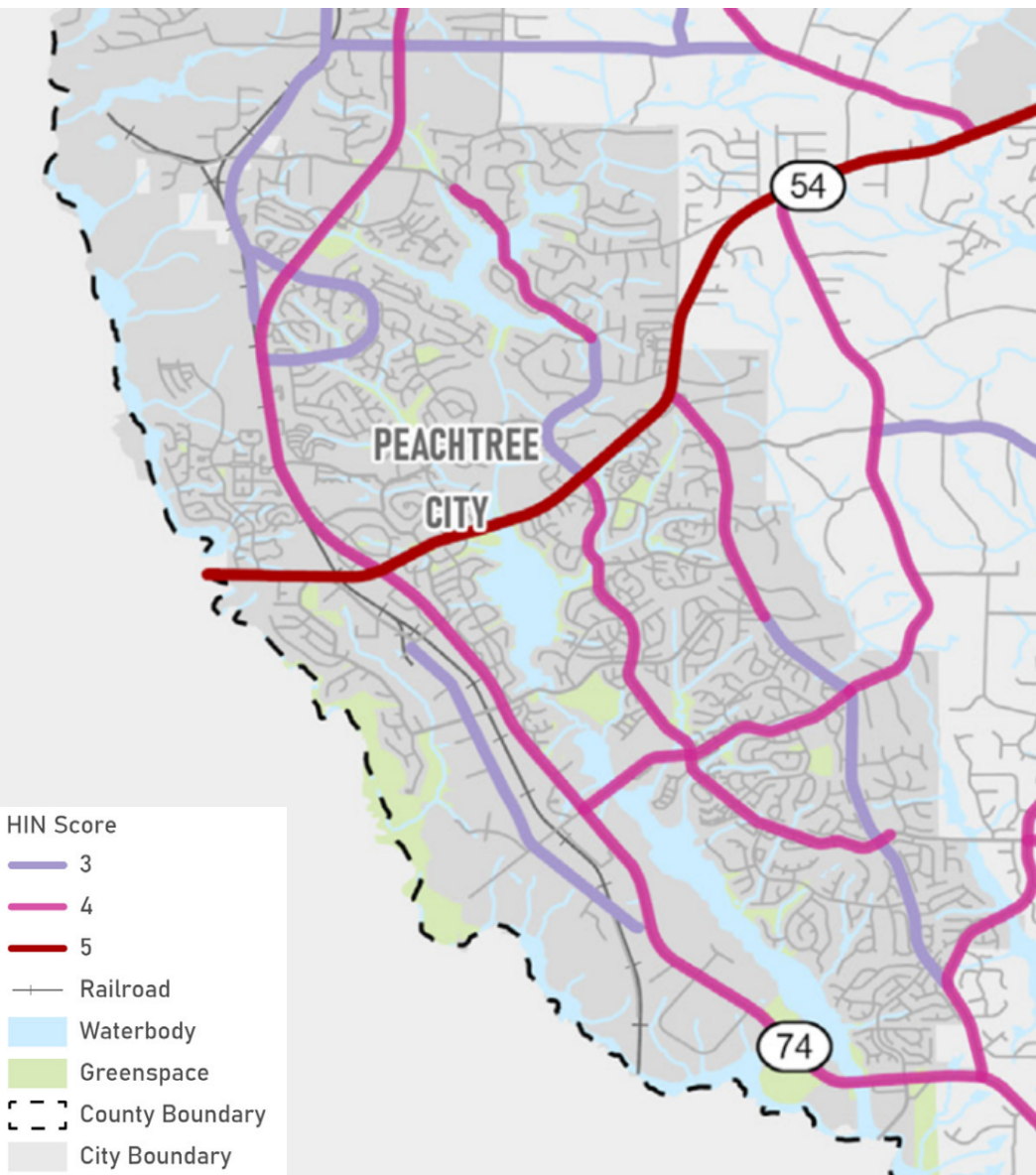


	SCHOOL NAME	# OF CRASHES WITHIN 1/2 MI	# OF KSI CRASHES WITHIN 1/2 MI
1	McIntosh High School	282	4
2	Crabapple Lane Elementary School	221	2
3	Fayette County High School	194	3
4	Kedron Elementary School	123	1
5	Peebles Elementary School	114	2
6	Rising Starr Middle School	106	2
7	Spring Hill Elementary School	74	0
8	Cleveland Elementary School	73	0
9	Braelinn Elementary School	68	0
10	Huddleston Elementary School	67	2

Highlighted Locations within PTC Limits

Safety Analysis – Safety Trends & Key Findings

Peachtree City



The High Injury Network was determined using five safety criteria. Each roadway corridor was assigned a score based on how many of these high injury criteria were met. Each corridor in the HIN meets at least one criteria. A road with a score of 5 meets all of the criteria. The safety criteria are shown here.

- CRASH HISTORY
- CRASH RATE
- KILLED OR SERIOUS INJURY CRASH RATE
- PEDESTRIAN RISK FACTORS
- BICYCLIST RISK FACTORS

CORRIDOR NAME	EXTENT FROM	EXTENT TO	MUNICIPALITY
Ebenezer Rd	SR 54	Robinson Rd	Peachtree City
Crosstown Rd	SR 74	Robinson Rd	Peachtree City
Peachtree Pkwy	Loring Ln	Parkway Dr/Interlochen Dr	Peachtree City
Robinson Rd	SR 54	Camp Creek Trl	Peachtree City
S Peachtree Pkwy	SR 54	Robinson Rd	Peachtree City
SR 74	Fulton County Line	SR 85	Peachtree City, Tyrone
Kedron Dr	Senoia Rd	SR 74	Peachtree City
Dividend Dr	Paschall Rd	SR 74	Peachtree City
N Peachtree Pkwy	Parkway Dr/Interlochen Dr	SR 54	Peachtree City
Robinson Rd	Camp Creek Trl	Redwine Rd	Peachtree City
Senoia Rd	Tyrone Rd	SR 74	Peachtree City, Tyrone

A map of Marion County, Georgia, showing various towns and highways. The word "Recommendations" is overlaid in large, bold, blue text. The map includes labels for towns such as Fayetteville, Marion, Peachtree City, Woolsey, Brooks, Haralson, Griffin, Sunny Side, Hampton, Lovejoy, Sharpsburg, and Turin. Highway shields for 85, 54, 74, 16, and 81 are visible. A specific route is marked with a shield labeled "19-41".

Recommendations

Recommendations – Safety Improvement *Projects*

PEACHTREE CITY FOCUS AREAS

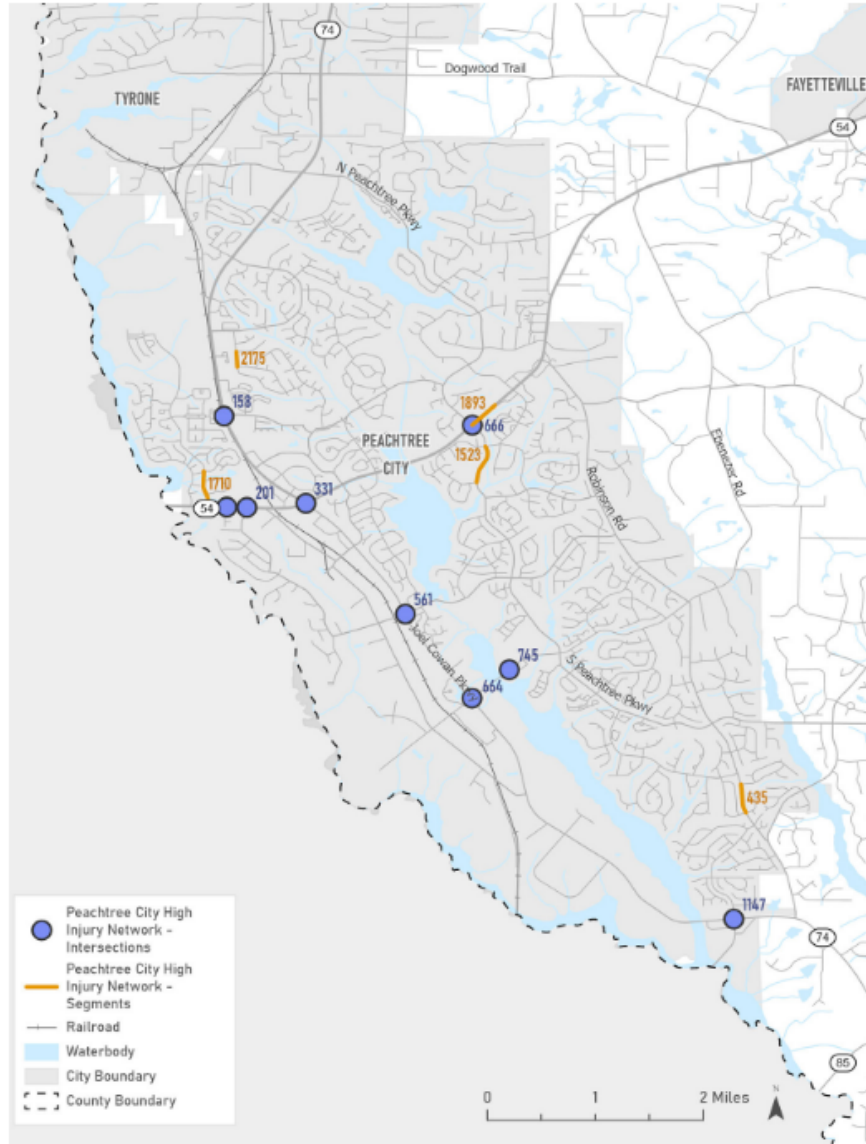


Table 5.9 Peachtree City Intersection Projects

ID	INTERSECTION LOCATION	CITY RANKING	COUNTY WIDE RANKING
1147	SR 74 at Holly Grove Road	1	27
745	Crosstown Dr at Crosstown Ct	2	30
201	SR 54 at Planterra Way	3	32
561	Kelly Dr at SR 74	4	40
158	SR 74 at Wisdom Rd	5	44
331*	SR 74 at SR 54	26	-
666*	SR 54 at Peachtree Parkway	38	-
163*	SR 54 at Line Creek	52	-
664*	SR 74 at Crosstown Dr	34	-

-County wide ranking exceeds 100.

*Stakeholder requested focus areas.

Table 5.10 Peachtree City Segment Projects

ID	SEGMENT LOCATION	CITY RANKING	COUNTY WIDE RANKING
435	Robinson Rd from Kimmer Rd to Oakdale Ave	1	11
1893	SR 54 from Peachtree Pkwy to Eastbrook Bnd	2	22
1523	Peachtree Pkwy from Waterwood Bnd to Bridlepath Ln	3	30
1710	McDuff Park from SR 54 to Saint Albans Way	4	31
2175	Walnut Grove Rd from magnolia Ln to Melrah Hi	5	37
5457	Peachtree Pkwy from Walt Banks Rd to Georgia Park	-	-

-County wide ranking exceeds 100.

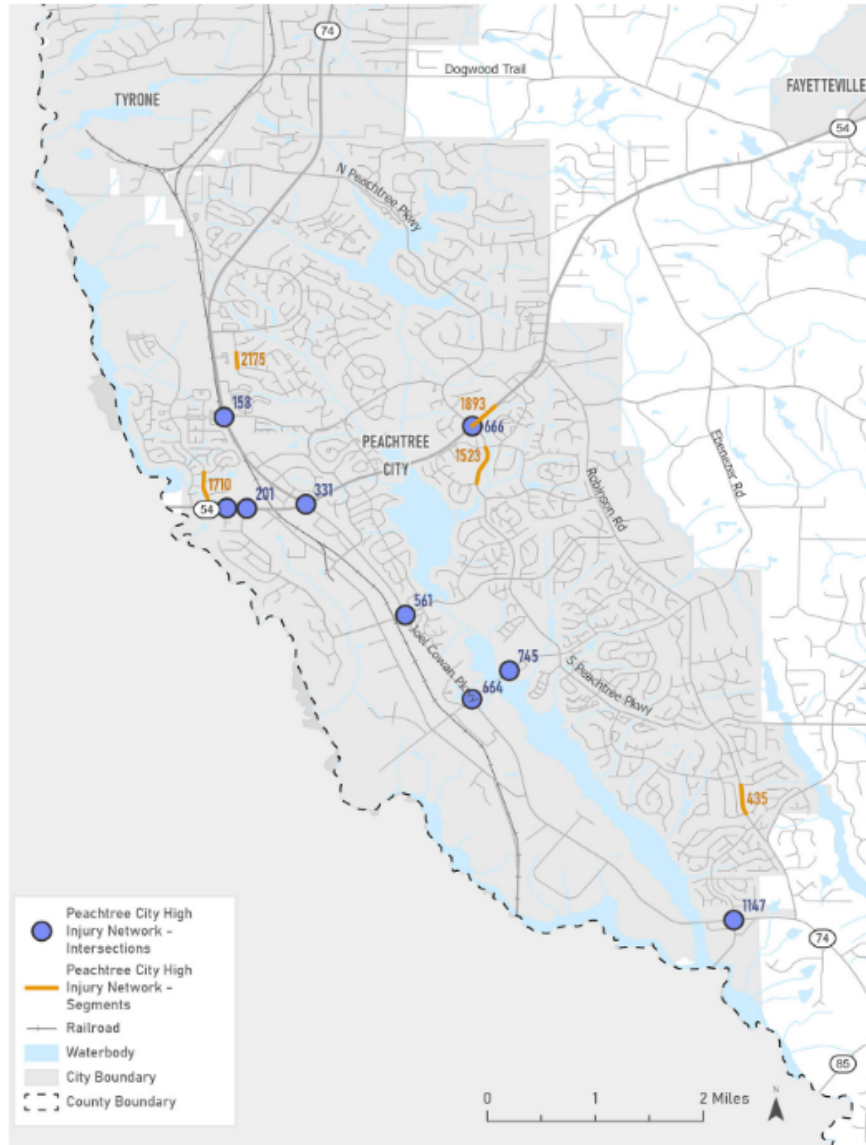
PEACHTREE CITY FOCUS AREAS



Page 222 of 293

Recommendations – Prioritized Corridors

PEACHTREE CITY FOCUS AREAS



ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
2411	SR 54 from Shiloh Dr to Carriage Ln	2	47
1893	SR 54 from Peachtree Pkwy to Eastbrook Bnd	22	44
5457	Peachtree Pkwy from Walt Banks Rd to Georgian Park	-	39
3759	McDonough Rd from Kellens Ct to Zoie Ct	1	38
5458	Kenwood Road from SR 279 to New Hope Road	-	38
3194	SR 54 from Oak Street to Deep Forest Ln	88	36
5251	SR 279 from SR 314 to Helmer Rd	4	35
252	SR 92 from Hampton Road to Wendy Way	9	35
3279	SR 54 from Old Norton Rd to Burch Rd	10	35
4018	Banks Rd from SR 85 to SR 54	15	35
1220	SR 92 from Carrollwood Dr to McBride Rd	7	34
57	SR 85 Conn from Woods Rd to Price Rd	-	34
70	SR 85 Conn from Morgan Mill Rd to Brooks Woolsey Rd	-	34
5160	SR 92 from Coleman Lake Rd to Ales Way	8	33
1523	Peachtree Pkwy from Waterwood Bnd to Bridlepath Ln	30	33
209	Brooks Woolsey Rd from Acton Dr to Burch Lake Rd	3	30
1087	Redwine Rd from Farms Rd to Harris Rd	25	30
1710	McDuff Park from SR 54 to Saint Albans Way	31	30

-Empirical Ranking greater than 100.

**Private roadway not within Fayetteville jurisdiction.

ID	LOCATION	COUNTY WIDE RANKING	PRIORITY SCORE
4308	SR 74 from Tyrone Rd to Crestwood Rd	84	30
69	Brooks Woolsey Rd from SR 85 Conn to Morgan Mill Rd	-	29
5103	Lees Mills Rd from Lees Lake Rd to Veterans Park	5	27
5100	Veterans Pkwy from Lees Mill Rd to Eastin Rd	13	27
0	Lowery Road from Grant Rd to SR 92	-	27
47	W McIntosh Rd from SR 85 Conn to Gable Rd	-	27
435	Robinson Rd from Kimmer Rd to Oakdale Ave	11	25
5008	Tyrone Rd from Anthony Dr to Scott Blvd	12	25
98	Brooks Woolsey Rd from Huckaby Rd to Friendship Church Rd	-	25
4801	SR 74 from Cook Rd to Peggy Ln	14	24
4699	SR 74 from Peggy Ln to Carriage Oaks Dr	90	24
3928	Senoia Rd from Crestwood Rd to Irish Ln	-	24
3133	Beauregard Blvd from Grady Ave to Fisher Ave	51	23
5435	Helmer Rd from Stillbrook Way to County Line	18	22
2175	Walnut Grove Rd from Magnolia Ln to Melrah Hi	37	20
4104	Castlewood Rd from Fork Rd to Whisperwood Trl	-	20
2122	Inman Rd from S Jeff Davis Dr to Betsill Rd	20	14
3170	Industrial Way from S Jeff Davis Dr to End of Road	16	14
5040	Pavilion Pkwy from SR 314 to SR 85*	6	0

Highlighted Locations within PTC Limits

Recommendations – Multimodal Projects

SR 54 at Lexington Circle / Broken Bow Drive

Project ID: M4

Description

This multimodal project includes the installation of a Pedestrian Refuge Islands and the implementation of a Leading Pedestrian Interval (LPI).

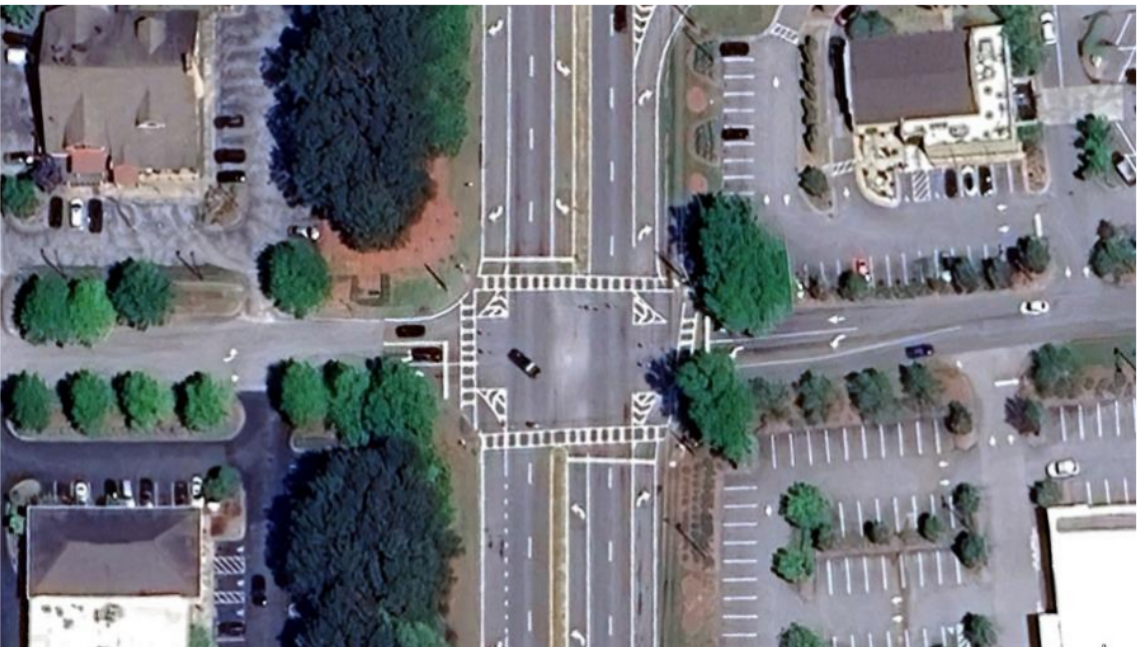
Details

Project Source	Fayette County SS4A
Total Estimated Cost	\$50k- \$200k (Source: USDOT, FHWA, & www.pedbikesafe.org)

Potential Funding Sources

SS4A Implementation	✓	HPP	
SPLOST	✓	TAP	
SRTA/GTIB	✓	State Aid - Other	
Quick Response (GDOT)		Fed Aid - Other	

Location



Objective

The purpose of the multimodal project at SR 54 and Lexington Circle / Broken Bow Drive is to significantly enhance pedestrian safety and accessibility at the intersection. This project includes the installation of Pedestrian Refuge Islands, which provides a safe haven for pedestrians crossing the busy intersection by offering a protected space to wait. Additionally, the implementation of a Leading Pedestrian Interval (LPI) will give pedestrians a head start when crossing the road, allowing them to begin crossing before vehicles receive a green light, thereby increasing their visibility to drivers and enhancing safety.

Recommendations – Multimodal Projects

Kelly Drive at McIntosh Trail

Project ID: M5

Description

Multimodal improvements include installing a Rectangular Rapid Flashing Beacon (RRFB) with overhead signage and a pedestrian refuge.

Details

Project Source	Fayette County SS4A
Total Estimated Cost	\$50k - \$100k (Source: USDOT, FHWA, & www.pedbikesafe.org)

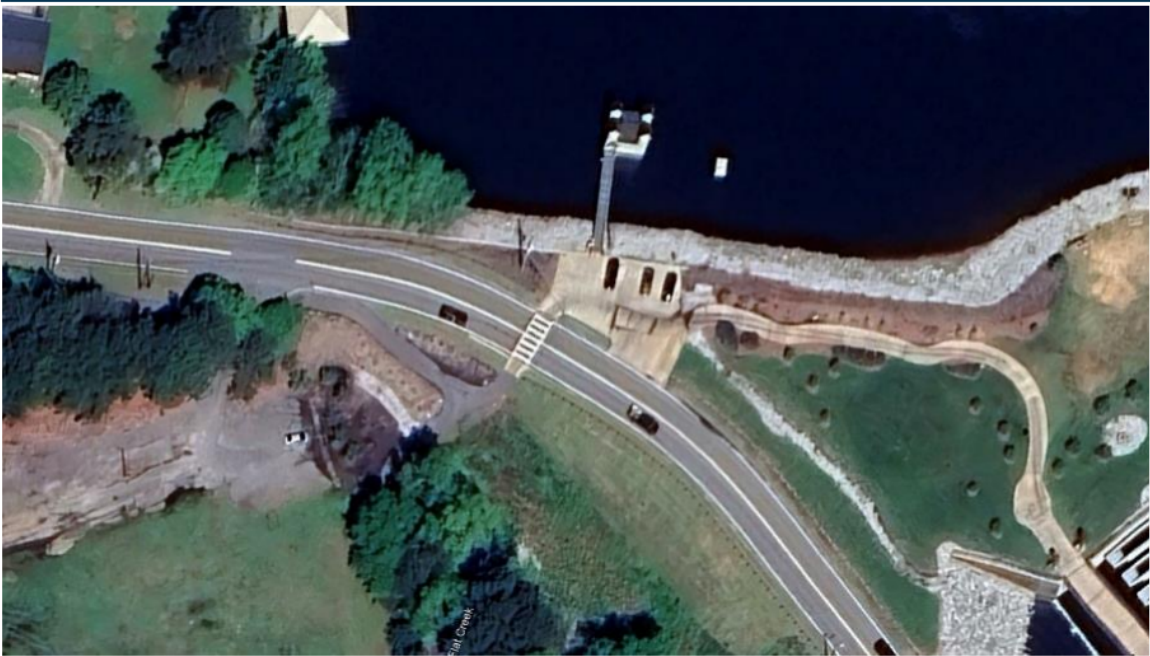
Potential Funding Sources

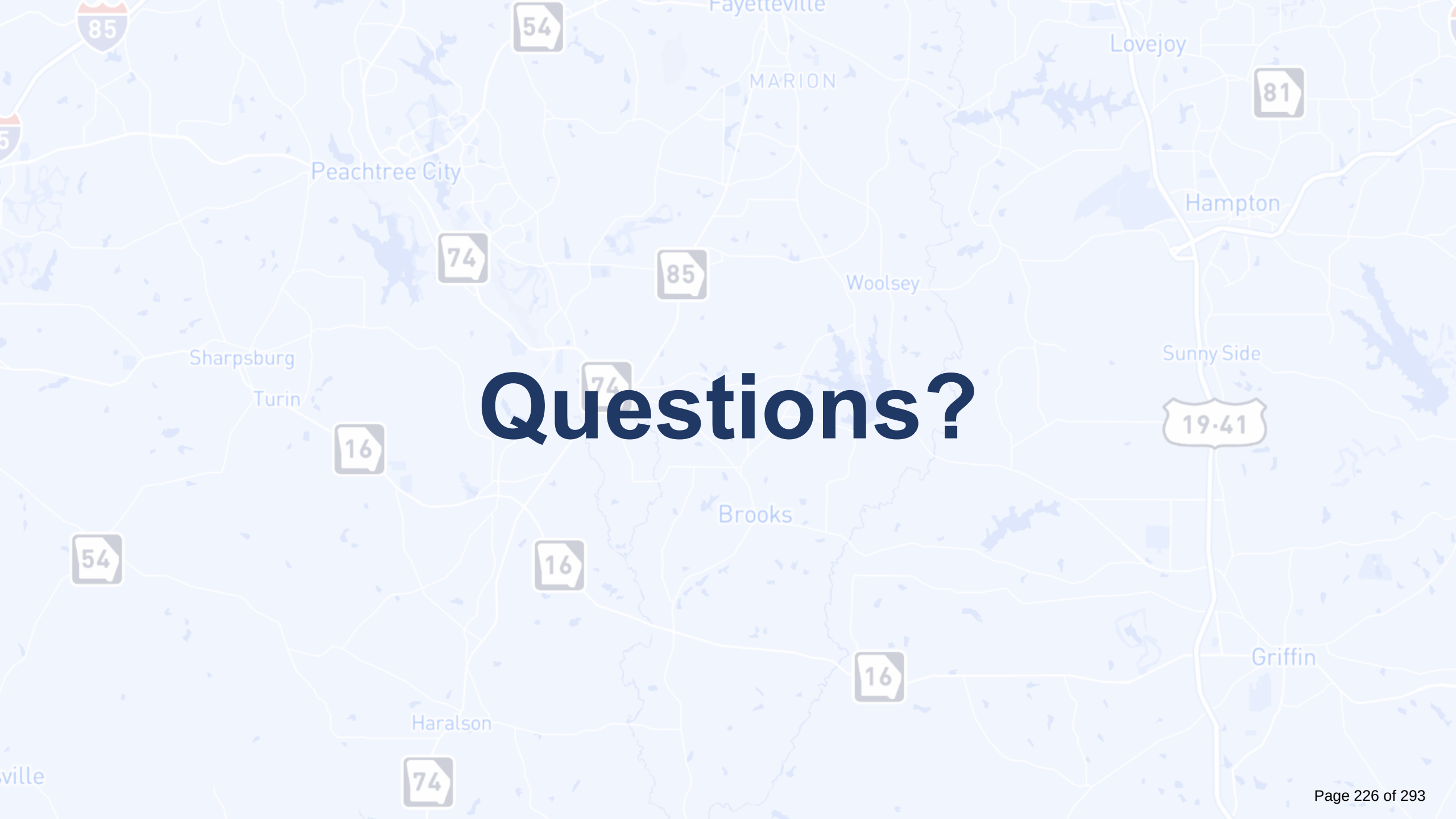
SS4A Implementation	✓	HPP	
SPLOST	✓	TAP	
SRTA/GTIB	✓	State Aid - Other	
Quick Response (GDOT)		Fed Aid - Other	

Objective

The purpose of the multimodal project for the Fayette County SS4A at Kelly Drive and McIntosh Trail mid-block crossing is to improve pedestrian safety and accessibility in the area. The project includes installing a Rectangular Rapid Flashing Beacon (RRFB) with overhead signage, which will enhance the visibility of pedestrians to drivers, especially during nighttime or low-visibility conditions. Additionally, a pedestrian refuge will be constructed to provide a safe waiting area for pedestrians crossing the road. These multimodal improvements aim to create a safer and more convenient environment for pedestrians, encouraging walking and reducing the potential for accidents at this mid-block crossing.

Location



A map of Marion County, Georgia, showing various towns and highways. The word "Questions?" is overlaid in the center in a large, bold, dark blue font. The map includes labels for towns such as Fayetteville, Marion, Peachtree City, Woolsey, Brooks, Haralson, Griffin, Sunny Side, Hampton, Lovejoy, Sharpsburg, and Turin. Highway shields for routes 54, 74, 85, 16, and 81 are visible. A specific route shield for 19-41 is also shown near Sunny Side. The map features a light blue background with white lines for roads and yellowish-green areas for land.

Questions?

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Matt Myers, Assistant Police Chief 4/25/2025
Janet Moon, Police Chief 4/25/2025
Kelly Bush, Financial & Administrative Services Director 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: FY2025 Budget Amendment - Insurance Reimbursement - PD

Recommendation:

No action required at this time.

Discussion:

The attached budget amendment 25–14 requests to increase the Police Department's Vehicle Repair and Maintenance and the Insurance Reimbursement budget by \$12,618. This amendment is needed to account for repair costs associated with two separate vehicle accidents:

- November 21, 2024 – Insurance reimbursement of \$6,799
- December 28, 2024 – Insurance reimbursement of \$5,819

Both claims have been reimbursed through our insurance provider, and the amendment will be fully offset by the corresponding revenue.

Budget Impact:

This budget amendment will increase both revenues and expenditures in the General Fund with the revenue coming from insurance reimbursement.

Attachments:

1. Budget Amendments for Insurance Reimbursement

[illegible]

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Kelly Bush, Financial & Administrative Services Director 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: FY2025 Budget Amendment - Continued IT Consolidation, Server, and Camera

Recommendation:

Approve the attached budget amendment 25-13 for continued IT consolidation, unsupported server solution, and camera replacement.

Discussion:

As a continuation of our effort to consolidate technical services into the Information Technology (IT) Department, I am requesting an additional budget amendment to move remaining technical services amounts that were not identified during the initial reallocation. This will ensure full consolidation and maintain the intended transparency and consistency across departmental budgets.

In addition, I am requesting a reallocation of funds from the IT Department's contingency line to the IT computer supplies line item. This transfer will fund two critical needs:

1. The purchase of a software solution to address the unsupported Spillman server, ensuring continued functionality and security.
2. The replacement of essential cameras that are no longer reliable or compatible with current systems.

These adjustments will allow us to address immediate operational needs while maintaining our goal of streamlining and clarifying IT-related expenses.

Budget Impact:

This budget amendment reallocates funds currently budgeted from multiple departments into IT. It will not increase the budget.

Attachments:

1. Budget Amendment - 25-13 IT Contingency

CITY OF PEACHTREE CITY

BUDGET AMENDMENT

NUMBER 25-13

DATE 10-01-2024/05-08-2025

ACCOUNT	PROJECT	DESCRIPTION	INCREASE	DECREASE
100-1320-521304	CM	TECHNICAL SERVICES - ALLOCATED		\$ 6,707
100-1511-521304	Finance	TECHNICAL SERVICES - ALLOCATED		\$ 7,666
100-1517-521304	Purchasing	TECHNICAL SERVICES - ALLOCATED		\$ 1,056
100-1540-521304	HR	TECHNICAL SERVICES - ALLOCATED		\$ 4,031
100-1565-521304	Buildings	TECHNICAL SERVICES - ALLOCATED		\$ 4,889
100-1566-521304	Grounds	TECHNICAL SERVICES - ALLOCATED		\$ 24,049
100-1570-521304	Pub Comm	TECHNICAL SERVICES - ALLOCATED		\$ 3,881
100-1575-521304	Eng	TECHNICAL SERVICES - ALLOCATED		\$ 3,931
100-1580-521304	City Clerk	TECHNICAL SERVICES - ALLOCATED		\$ 1,206
100-2650-521304	Court	TECHNICAL SERVICES - ALLOCATED		\$ 3,931
100-3210-521304	Police	TECHNICAL SERVICES - ALLOCATED		\$ 79,613
100-3510-521304	Fire	TECHNICAL SERVICES - ALLOCATED		\$ 93,024
100-4100-521304	PW	TECHNICAL SERVICES - ALLOCATED		\$ 27,382
100-6110-521304	Rec	TECHNICAL SERVICES - ALLOCATED		\$ 31,713
100-6510-521304	Library	TECHNICAL SERVICES - ALLOCATED		\$ 17,396
100-7410-521304	P&Z	TECHNICAL SERVICES - ALLOCATED		\$ 4,004
100-7450-521304	Code	TECHNICAL SERVICES - ALLOCATED		\$ 3,980
521-4250-521304	SW	TECHNICAL SERVICES - ALLOCATED		\$ 8,721
565-6180-521304	Amp	TECHNICAL SERVICES - ALLOCATED		\$ 2,004
100-1535-521304	IT	TECHNICAL SERVICES - ALLOCATED	\$ 329,184	
100-1505-579142		Contengency - Information Systems		\$ 50,000
100-1535-531180		Computer Supplies	\$ 50,000	

NOW , THEREFORE, BE IT RESOLVED Council hereby amends the Fiscal Year 2025 Budget Resolution to reallocate budget for continued IT consolidation and for Spillman Server solution and camera upgrades.

Entered

Approved

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Harold Layton 5/2/2025
Kelly Bush, Financial & Administrative Services Director 5/2/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: FY2025 Budget Amendment - Back to School Bash Sponsorship Donation

Recommendation:

No action required at this time.

Discussion:

Staff received a Presenting Sponsorship from Brian F. Bragassa, DMD., in the amount of \$2,000.

The attached budget amendment accepts the \$2,000 in sponsorship and budgets for the expense in the recreation non-support programs.

Budget Impact:

The proposed budget amendment will increase both revenues and expenditures in the General Fund.

Attachments:

1. Budget Amendment 25-16 Back to School Bash Donation

[illegible]

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Kelly Bush, Financial & Administrative Services Director 5/2/2025
Chris Hobby, Assistant City Manager 5/2/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: Meade Lacrosse Field Irrigation Renovation

Recommendation:

No action is required at this time.

Discussion:

The current irrigation system does not cover the entire athletic field and needs to be replaced to ensure complete coverage of the turf at Meade Lacrosse. The irrigation wires have been damaged and are no longer functional. The system is run by a battery timer that has to be replaced monthly. The recommendation is to replace the system completely with new irrigation rotors and valves, as well as new piping and wires. This will also include a new irrigation timer to manage the system. Funding for this project will be through the utilization of TPD funds for the complex. Three quotes have been obtained for this project: All South Lawnsapes - \$46,058.12, GA Turf - \$46,980.00, Aabby - \$44,950.00.

Budget Impact:

Funding is available in the TPD Fund 276

Attachments:

1. A Abby Estimate #7713 (002) 04282025
2. Meade Irrigation- All South 2025
3. Meade Irrigation- Georgia Sprinklers 2025



A ABBY GROUP
 154 Rockwood Road
 TYRONE, GA 30290
 +17706327288
 www.aabbygroup.com

Estimate

ADDRESS

The City of Peachtree City
 151 Willowbend Rd
 Peachtree City, GA 30269

ESTIMATE #	DATE	
7713	03/17/2025	

DESCRIPTION	QTY	RATE	AMOUNT
Meade Lacrosse Irrigation Irrigation System for both fields	1	43,450.00	43,450.00
• 16 zones (Hunter 2 inch brass valves) • 72 heads (K-rain ss pro sport 1 in heads) • 2 inch schd 40 from shut off to each valve and on the field to each 1 inch swing joint • (4) 2 inch brass ball valves (2 for shutoffs for each field and 1 installed in the middle of each field) • 12 inch valve boxes for each valve and shutoff • 2 red and 2 white wires • Controller installed inside of the room			
Note: no patching of asphalt or sod. Repair for Copper supply Pipe	1	1,500.00	1,500.00

TOTAL

\$44,950.00

Accepted By

Accepted Date



CHAD AUSTIN - PTC PARKS

PEACHTREE CITY, GEORGIA 30269

Sales: Alex Kidd

| Chad Austin - PTC PARKS | Design-Build

Peachtree City, Georgia 30269

Est ID: EST5190373

Date: Mar-07-2025

Irrigation at Meade Fields (2 Fields)	\$46,058.12
--	--------------------

Irrigation Install for 2 Fields at Meade Field

- 16 Zones
- 72 - K-Rain Pro Sport Rotors
- 16 - 2" Brass Globe valve
- 2" sch40 pipe going from backflow (existing) to each valve, 2" from valve to each head
- Neck down 2" pipe to 1" swing joints for heads
- Add 2" ball valves by building and 2" brass ball valves with 2" threaded hose adaptor by side of fields
- 12" valve boxes
- 2 red and 2 white wires in each trench going to valves
- Add Controller (not included) to inside building
- Cover and pack trenches (no sod or seed over trenches)
- Saw cut asphalt (no repair to asphalt after cut)
- Fix copper pipe by backflow

1 Each Irrigation Supplies/ Materials

	Subtotal	\$46,058.12
	Taxes	\$0.00
	Estimate Total	\$46,058.12

Contractor: _____
 Alex Kidd

Client: _____

Signature Date: _____
 03/12/2025

Signature Date: _____

Email: Alex@allsouthlawnsclapes.com



QUOTE

DATE: 03/10/2025

EXP. DATE:

QUOTE #

10135

Georgia Sprinklers LLC
Georgia Sprinklers
6855 E HIGHWAY 16
STE 109
SENOIA, GA 30276
Phone: 678-723-7234
Email: Info@georgiasprinklers.com

BILL TO:

Chad Austin
201 McIntosh Trail
Peachtree City, GA 30269, United States

SERVICE TO:

Chad Austin
201 McIntosh Trail
Peachtree City, GA 30269, United States

ITEM	DESCRIPTION	QTY	PRICE PER	UNIT	AMOUNT	TAX
Install	-Install 16 rotor zones with two inch schedule 40 mainline and laterals using two inch brass hunter valves and k-rain pro sport rotors (stainless steel) -Install extra common and hot wires for every valve -Install 2 four inch brass ball valves	1.00	\$46,980.00	Item	\$46,980.00	N
SUBTOTAL					\$46,980.00	
TAX RATE*						
TAX					\$0.00	
OTHER					-	
TOTAL					\$46,980.00	

MEMO

TERMS & CONDITIONS

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: David Borkowski, City Engineer 4/27/2025
Harold Layton 5/2/2025
Kelly Bush, Financial & Administrative Services Director 5/2/2025
Chris Hobby, Assistant City Manager 5/2/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: Lighting Upgrades at Lacrosse and PAC Baseball Fields

Recommendation:

No action is required at this time.

Discussion:

This project is for upgraded lighting at various City recreation fields, which include the lacrosse fields at Meade, the Field of Hope, T-ball field, and the upper and lower baseball quads at the Peachtree City Athletic Complex (PAC). The girls' softball fields at Meade have already been upgraded as part of this project. ARPA revenue funds, which are residing in our Capital Improvement Fund, were allocated to this project.

This project was previously bid on and awarded contingent on the contractor showing they could satisfy all the bidding specifications. However, the contractor was not able to satisfy the conditions of the award, so the bid was rejected. During this extended review process, staff determined that a change in specifications was necessary before the project could be reissued for bidding.

The plans were updated and staff reissued the project for bidding. The bids were due on 5/1/25. Staff will be reviewing the bids and recommend award at the next City Council meeting. The apparent low bidder before staff review is Georgia Power at \$1,120,000.00.

Budget Impact:

This project is being funded out of the remaining funds for athletic field lighting upgrades. There is sufficient funding available to cover the cost of construction.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: David Borkowski, City Engineer 3/27/2025
Chris Hobby, Assistant City Manager 3/27/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: Connected Vehicle Program - No Cost Lease Agreement

Recommendation:

No action is required at this time.

Discussion:

The City has partnered with the Georgia Department of Transportation (GDOT) to implement "connected vehicle" technology into our traffic signal network. This involved GDOT placing CV2x technology into most of the signal cabinets in the City that will enable vehicles of the future to "talk" to each other

Budget Impact:

None

Attachments:

1. (2023.04.11) Equipment Loan Agreement (ALL Entities)REV6123 Peachtree City

**EQUIPMENT LOAN AGREEMENT
BETWEEN
THE GEORGIA DEPARTMENT OF TRANSPORTATION
AND
PEACHTREE CITY
REGARDING THE USE OF ON-BOARD UNITS FOR V2X COMMUNICATIONS
FOR
VEHICLE TO INFRASTRUCTURE COMMUNICATIONS**

This EQUIPMENT LOAN AGREEMENT REGARDING THE USE OF ON-BOARD UNITS FOR V2X COMMUNICATIONS FOR VEHICLE TO INFRASTRUCTURE COMMUNICATIONS (“Equipment Loan Agreement” or “Agreement”) is entered into on _____ by and between the Georgia Department of Transportation (“Department”), a department within the executive branch of government of the State of Georgia, whose address is 600 W. Peachtree Street, NW, Atlanta, Georgia 30308 and PEACHTREE CITY (“CITY”), a JURISDICTION INCORPORATED IN THE STATE OF GEORGIA, , (both of which may hereinafter be referred to singly or collectively as the “Party” or “Parties,” respectively).

WHEREAS, the Department is the owner of certain personal property **ON-BOARD UNITS FOR V2X COMMUNICATIONS** listed and more particularly described in **Exhibit A** (the “Loaned Property”), attached hereto and incorporated herein; and

WHEREAS, THE CITY desires to utilize the Loaned Property for vehicle to infrastructure communications; and

WHEREAS, the Department has consented to “THE CITY’s limited and temporary access to the Loaned Property solely for the purpose of vehicle to infrastructure communications; and

WHEREAS, the Department has consented to making the Loaned Property available to **THE CITY** under the stipulation that the loaned property is kept in operational condition, its general location is known at all times, and is maintained in its condition for its appropriate and initially determined purpose in operation; and

WHEREAS, and has determined that use of the Loaned Property will provide for increased safety and mobility of the public service fleet vehicles in Peachtree City

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the Parties agree as follows:

1. The above “Whereas” clauses are hereby incorporated by reference as though fully set forth herein.

2. At a time and in a manner convenient to the Department, as determined by the Department in its sole discretion, the Department shall make available the Loaned Property to **THE CITY**. Any cost incurred by the Department for the transfer of the Loaned Property to **THE CITY** shall be borne by **THE CITY**.

3. **THE CITY** understands and agrees that they shall not take sole custody or control of the Loaned Property and shall not access the Loaned Property in contravention of any conditions or stipulations set forth in this Agreement.

4. **THE CITY** further understands and agrees that it shall not at any time modify the Loaned Property. **THE CITY** shall immediately notify the Department in the event the Loaned Property is modified. Whether the Loaned Property is unchanged or not shall be determined by the Department in its sole discretion. If it is determined the Loaned Property has been changed, **THE CITY** shall reimburse the Department the value of the Loaned Property.

5. **THE CITY** assumes full responsibility for the Loaned Property and shall be solely liable for any theft, damage, loss, or injury to people or property that occurs while such Loaned Property is in its care, custody and possession, which shall commence upon the Loaned Property's arrival at **Peachtree City** and end upon its return to the Department's possession. In the event all or any of the Loaned Property is damaged, lost or stolen while in its the possession, control or custody, **THE CITY** agrees to reimburse the Department an amount equal to the cost incurred (or anticipated to be incurred) by the Department in replacing the damaged item(s) with similar item(s). The Department, in its sole discretion, shall determine whether a replacement property is substantially the same as or similar to the Loaned Property item.

6. The Department shall make the Loaned Property available as follows: all equipment will be provided directly to **THE CITY** or their designee.

7. The Department will provide a "List of Loaned Property Items and Their Condition at the Time of Arrival and Return" (**Exhibit A**) to **THE CITY** to document the condition of the Loaned Property at delivery and upon its return to the Department.

8. The Loaned Property will only be available for a period of **TWENTY (20) YEARS** from the date of delivery of the Loaned Property. Unless otherwise agreed upon by the Parties, **THE CITY** will return of the Loaned Property, by overnight mail return receipt requested no later than ten (10) business days from expiration or early termination of this Agreement. **THE CITY** understands and agrees that it shall be responsible for any damage sustained to the returned Loaned Property until it has been delivered and accepted by the Department's.

9. Exclusion of Warranties. The Loaned Property that is loaned under this Agreement is provided "as is". The Department makes no warranties, representations or other agreements, express or implied, with respect to the equipment. All warranties, express or implied, are hereby disclaimed, including without limitation, warranties of quality, performance, merchantability or fitness for a particular purpose.

10. Maintenance and Repair. Upon receipt of the Loaned Property, **THE CITY** shall be responsible for the operation and maintenance of the Loaned Property. The Department shall have no obligation or responsibility whatsoever to provide maintenance for the Loaned Property.

11. No Resale or Use By/Transfer to Third Party. **THE CITY** represents that it shall at all times maintain possession of **THE Loaned Property** for its own use and agrees that the Loaned Property shall not be used by any other person or entity. **THE CITY** further acknowledges that the Loaned Property shall not be resold, remarketed or distributed or transferred to any other person or entity. If **THE CITY** discontinues use or desires to relinquish possession of the Loaned Property, it shall immediately notify the Department of such intention, and shall return the Loaned Property to the Department, subject to paragraphs 4 and 5 of this Agreement.

12. Indemnity.

- a. **THE CITY** shall indemnify and hold harmless the Department and all of its officers, members and employees (hereinafter collectively referred to as the "Indemnitees")

from and against any and all claims, suits, demands, lawsuits, causes of action, liabilities, losses, damages, judgments, costs or expenses (including but not limited to attorneys' fees) of every kind and nature whatsoever, including claims of intellectual property infringement, (hereinafter referred to as "Claim" or "Claims") due to liability to a third party or parties, for any loss due to bodily injury (including but not limited to death), personal injury (including but not limited to death), and property damage (including but not limited to inverse condemnation and theft) arising out of, in connection with or resulting from the use or possession of the Loaned Property.

- b. If and to the extent such damage or loss (including costs and expenses) as covered by this indemnification is paid by the State Tort Claims Trust Fund, the State Authority Liability Trust Fund, the State Employee Broad Form Liability Fund, the State Insurance and Hazard Reserve Fund, and other self-insured funds established and maintained by the State of Georgia Department of Administrative Services Risk Management Division or any successor agency (all such funds hereinafter collectively referred to as the "Funds"), **THE CITY** agrees to reimburse the Funds for such monies paid out by the Funds.
- c. The indemnification obligation extends to all successors and assigns of **THE CITY**. The indemnification obligation survives the termination of this Agreement, a default by **THE CITY** and the dissolution or, to the extent allowed by law, the bankruptcy of **THE CITY**.
- d. This indemnification applies where the Indemnitees are partially responsible for the situation giving rise to the Claim; provided, however, that this indemnification does not apply to the extent of the sole negligence of the Indemnitees.
- e. The indemnification obligation set forth in this Section 12 shall not be limited by the limits of insurance.

13. Compliance with Laws. **THE CITY** shall obtain all licenses, permits and approvals required by all government entities applicable to the Loaned Property, and shall comply with all applicable federal, state, and local laws, regulations, statutes, and ordinances, now or hereafter enacted, related in any way to the receipt, possession and use of the Loaned Property.

14. At no time shall the Loaned Property be considered a gift to **THE CITY** and neither **THE CITY** nor any other person or entity may dispose of the Loaned Property.

15. Notices. All notices, certificates, or other communications hereunder will be sufficiently given and will be deemed given when delivered by facsimile, hand, courier, or registered or certified mail, postage prepaid, addressed as follows:

For the Department:

Georgia Department of Transportation
Traffic Management Center
Attn: Victoria Coulter
Address: 935 United Ave SE, Bldg 24
Atlanta, GA 30316
Phone: 470-698-9066
E-mail: vcoulter@dot.ga.gov

For THE CITY:

Peachtree City

Attn: Dave Borkowski
Address: 209 McIntosh Trail
Peachtree City, GA 30269
Phone: 770-487-5183
E-mail: dborkowski@peachtree-city.org

Either Party may change its point of contact upon written notice to the other Party no later than five (5) business days following the change.

16. Governing Law. This Agreement is being made and performed in the State of Georgia. The validity, interpretation and effect of this Agreement shall be governed by and in accordance with the laws of the State of Georgia without regard to the State's conflict of laws principles, and any actions to enforce the terms of this Agreement shall be commenced in the Superior Court of Fulton County, Georgia. This Agreement constitutes the entire understanding between the parties relating to the subject matter hereof. Nothing herein shall be construed as a waiver of the Department's or the State of Georgia's Eleventh Amendment immunity.

17. Counterparts. This Agreement may be executed in multiple counterparts, with the same force and effect as if all the signatures thereto appeared on the same instrument.

18. For the purpose of this Agreement, all Parties shall be, and shall be deemed to be, independent contractors and not agents or employees of the other. No Party shall have authority to make any statements, representations or commitments of any kind, or to take any action, that will be binding on another Party.

19. Severability. If any one or more of the provisions of this Agreement shall be held to be invalid, illegal or unenforceable, the validity, legality or enforceability of the remaining provisions of this Agreement shall not in any way be affected or impaired thereby.

20. Continuity. This Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors and assignees.

21. No change, modification, extension, termination or waiver of this Agreement, or any of the provisions herein contained, shall be valid unless made in writing and signed by a duly authorized representative of each Party.

22. The Parties agree that they have participated equally in the formation of this Agreement and that the language herein should not be presumptively construed against either of them.

23. Execution. Each of the individuals executing this Agreement represents that they are authorized to execute this Agreement on behalf of their respective entities.

24. Non-Waiver. No failure of any Party to exercise any right or power given to such Party under this Agreement, or to insist upon strict compliance by another Party with the provisions of this Agreement, and no custom or practice of any Party at variance with the terms and conditions of this Agreement, will constitute a waiver of any Party's right to demand exact and strict compliance by the another Party with the terms and conditions of this Agreement.

25. Assignment. The rights of the Parties under this Agreement are personal and may not be assigned without the prior written consent of the Parties hereto except that this Agreement may be assigned to any State of Georgia entity that succeeds the authority and obligations of the Department hereunder through an Act of the General Assembly.

26. No Third Party Beneficiaries. Nothing contained herein shall be construed as conferring upon or giving to any person, other than the Parties hereto, any rights or benefits under or by reason of this Agreement.

IN WITNESS WHEREOF, the Department and Lessee have caused this Agreement to be executed by their duly authorized representatives.

**GEORGIA DEPARTMENT OF
TRANSPORTATION**, an agency in the
executive branch of the State of Georgia.

By: _____

Title: Commissioner

PEACHTREE CITY,
a **JURISDICTION INCORPORATED IN
THE STATE OF GEORGIA.**

By: _____

Title: City Engineer

ATTEST:

Treasurer

EXHIBIT A

List of Loaned Property Items and Their Condition at the Time of Arrival and Return

ITEM	Description	Quantity	Asset Tag#/Serial #	ARRIVAL CONDITION	RETURNED CONDITION
(A)	Cohda MK6	3	04E5485010C0 04E548500FD8 04E548501098		
(B)					
(C)					
(D)					

SENT:

Signature

Print Name _____

Title _____

Date _____

RETURNED:

Signature

Print Name _____

Title _____

Date _____

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: David Borkowski, City Engineer 4/27/2025
Kelly Bush, Financial & Administrative Services Director 4/30/2025
Chris Hobby, Assistant City Manager 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: Multi Use Bridge B18/Cedar Croft Path Fencing Replacement

Recommendation:

No action is required at this time.

Discussion:

The multi-use path that runs behind Cedar Croft neighborhood from Macduff Parkway to the bridge over SR74 goes up a long incline to make the elevation change from the roadway to the bridge crossing safely. This incline is built on a rising hill with steep side slopes. In order to keep path users safe, the section of the path with the steepest slopes includes fencing on both sides to prevent pedestrians, cyclists, or carts from accidentally falling down the slope. Currently, this fencing is black-coated chain-link with black steel support posts. Over the years, this fence has been struck multiple times and trees have grown up through the links in the fence. Due to the nature of chain link fences, it is difficult to repair when a section is damaged and trimming vegetation behind the fence is equally difficult to manage. This fence also fails to meet current standards for golf cart safety.

Staff worked with a consultant to develop a more robust railing system for this path that meets the safety needs of all path users. It is also hoped that this new design will be easier to maintain and more aesthetically pleasing.

Staff put the plans out to bid and the bids are due 5/6/25. Staff will be reviewing the bids and will recommend award at the next City Council meeting.

Budget Impact:

The funding for this project will come from the 2023 SPLOST project 29, Path Tunnel and Bridge Maintenance in which there exists sufficient funding for the construction.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: David Borkowski, City Engineer 4/27/2025
Chris Hobby, Assistant City Manager 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: Construction Bid for City Hall Renovations

Recommendation:

No action is required at this time.

Discussion:

As part of the American Rescue Plan Act (ARPA), the City was given Federal funding to allocate towards revenue loss replacement. As part of this, the City allocated funding towards improvements at City Hall to include an elevator, roof replacement, HVAC improvements to I.T., major electrical system upgrades, and renovations to the upstairs and downstairs lobby areas. These improvements to City Hall were designed and put out to bid. The City received five (5) bids for the project. Staff and the City's architect are reviewing the bids to determine the lowest responsive bid. Staff's plan is to have a formal recommendation on the bid award for the next City Council Meeting.

Budget Impact:

The budget allocated for this project is \$2,270,598.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: David Borkowski, City Engineer 4/27/2025
Kelly Bush, Financial & Administrative Services Director 4/30/2025
Chris Hobby, Assistant City Manager 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: Huddleston Road Path & Sewer Project

Recommendation:

No action is required at this time.

Discussion:

Creating a multi-use path down Huddleston Road from Paschall Road up to around State Route 54 is a current SPLOST project in Peachtree City. There is also a Peachtree City Water and Sewerage (WASA) project to extend public sewer to this same area. Because of these projects being in the same area, both the City and WASA have decided to partner in the design and construction of this path and sewer project. The City will pay for all items related to the path, street and stormwater items, while WASA will pay for all items related to the sewer.

The first step in this process is to procure a design consultant with experience in these areas. Staff sent out a Request for Proposals to solicit a consultant and we have received five (5) proposals. Staff is in the process of reviewing the proposals for qualifications and will shortlist the top two to three firms. Staff will then open the price proposals (hourly rates) and re-rank the shortlisted firms. The plan is to be able to make a recommendation to City Council at the May 15th City Council Meeting.

Budget Impact:

Once a consultant is selected, they will prepare Task Orders for specific design services based on the hourly rates in their proposal. These Task Orders will be submitted to the City for approval before any design takes place.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM:

Jordan Fuhrman, Storm Water Manager	4/30/2025
David Borkowski, City Engineer	4/30/2025
Angela Egan, Purchasing Manager	4/30/2025
Kelly Bush, Financial & Administrative Services Director	5/2/2025
Chris Hobby, Assistant City Manager	5/2/2025
Justin Strickland, City Manager	5/2/2025

DATE: May 8, 2025

SUBJECT: 214 Southwick Stormdrain Replacement

Recommendation:

No action is required at this time.

Discussion:

The pipe system adjacent to 214 Southwick has collapsed and had created a large sinkhole on this property and the adjacent property. This collapse has placed the structure at risk; therefore Staff proceeded with the design of a replacement system. The design was competed and was put out to bid for construction. The City received nine (9) bids and Staff is currently evaluating them. The plan is to have a recommendation to award at the May 15th Council Meeting.

Budget Impact:

Once bids are reviewed the full budget impact will be known. There is currently \$124,000 left in pipe lining and replacement account.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Angela Egan, Purchasing Manager 4/30/2025
Kelly Bush, Financial & Administrative Services Director 4/30/2025
Chris Hobby, Assistant City Manager 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: 2025 Street Paving Bid Award

Recommendation:

No action required at this time.

Discussion:

The 2025 Street Paving bid is scheduled to be opened on May 8, 2025, and is anticipated to be awarded at the May 15, 2025, Council Meeting. The paving bid includes 7.8 miles of roadway resurfacing and the resurfacing of the Peachtree Athletic Center (PAC-32,400 square yards).

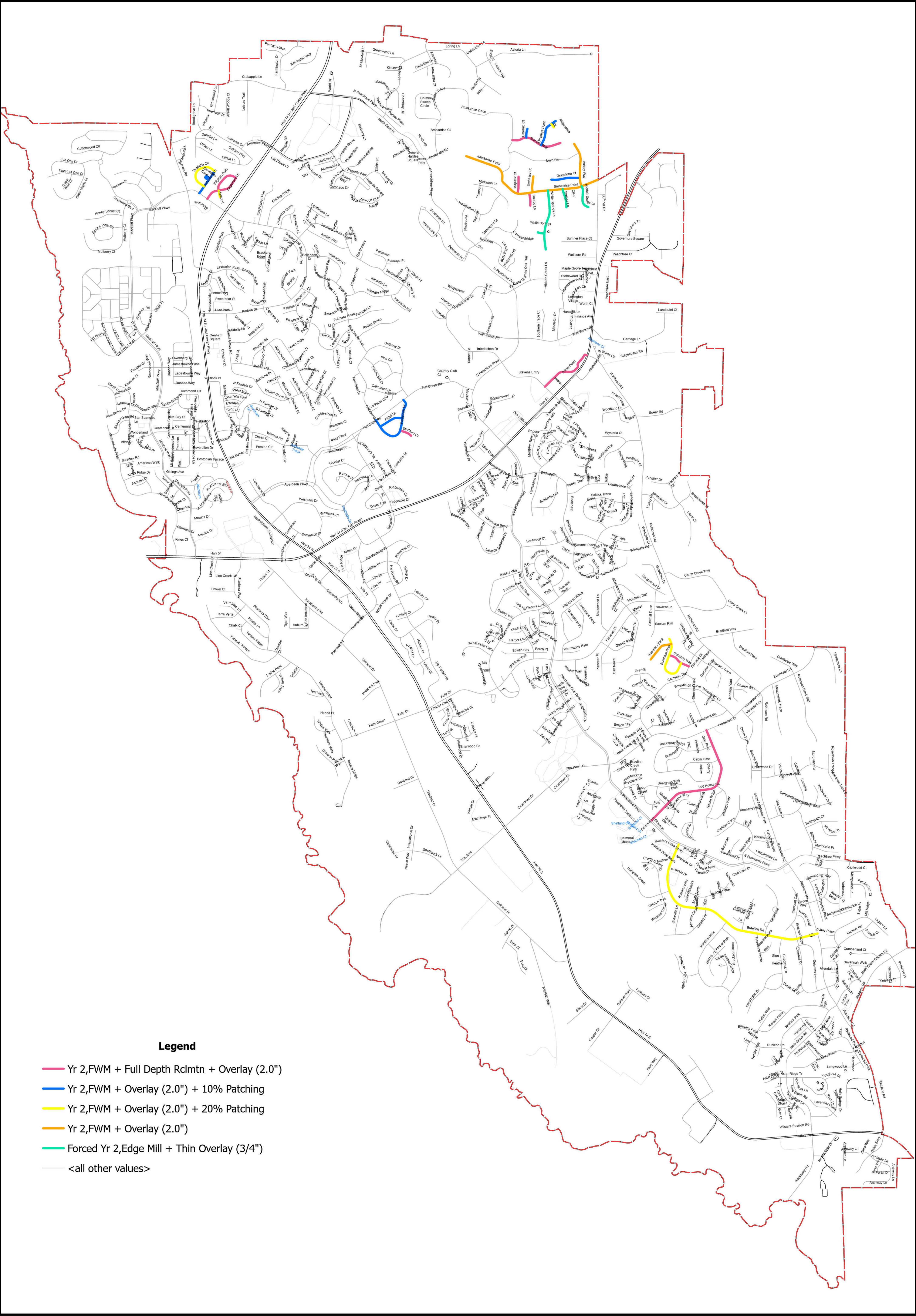
Budget Impact:

There are sufficient funds available in the 2023 SPLOST Program and the LMIG Program.

Attachments:

1. APPENDIX A-2025 Paving Final Map
2. APPENDIX F-PAC Paving Detail and Map

APPENDIX A

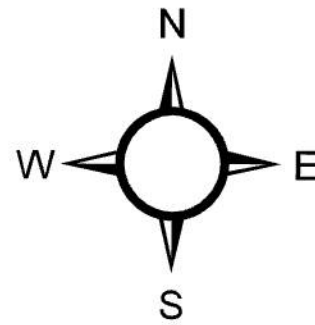


Map Information:

Date:
Current Time: 2/14/2025 9:07
AM

Drawn By:

SCALE



APPENDIX F

PAC LOT REPAVING MAP

On Street	Area (YD ²)	Rehab Activity	Notes
PAC AREA 1	14972	FWM + Overlay (2.0-in) + 20% Patching	3,965 L.F of Curb and Gutter Replacement Throughout all of PAC
PAC AREA 2	1232	Full Depth Rclmntn + Overlay (2.0-in)	3,965 L.F of Curb and Gutter Replacement Throughout all of PAC
PAC AREA 3	5651	FWM + Overlay (2.0-in) + 20% Patching	3,965 L.F of Curb and Gutter Replacement Throughout all of PAC
PAC AREA 4	1449	FWM + Overlay (2.0-in) + 20% Patching	3,965 L.F of Curb and Gutter Replacement Throughout all of PAC
PAC AREA 5	1900	FWM + Overlay (2.0-in) + 20% Patching	3,965 L.F of Curb and Gutter Replacement Throughout all of PAC
PAC AREA 6	7134	FWM + Overlay (2.0-in) + 20% Patching	3,965 L.F of Curb and Gutter Replacement Throughout all of PAC

Area 3
5,651 SY
Estimated

Area 4
1,449 SY
Estimated

Area 1
14,972 SY
Estimated

Area 6
7,134 SY
Estimated

Area 5
1,900 SY
Estimated

Area 2
1,232 SY
Estimated

Peachtree
City Athletic
Complex

AFC Lightning
Soccer Club

Field of t

Joel Cowan Pkwy
74

Joel Co

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Chris Hobby, Assistant City Manager 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: Transportation Advisory Group 2025 Multi-Use Path Master Plan

Recommendation:

No action required as of this time.

Discussion:

The Transportation Advisory Group has conducted an annual review of the Multi-Use Path Master Plan with additions or deletions to the Plan. The Transportation Advisory Group utilized multiple data sources, performed a gap analysis, and engaged in community discussions to develop the proposed Multi-Use Master Plan. A presentation from the Transportation Advisory Group will be given at the May 15, 2025, Council Meeting.

Budget Impact:

Path projects are funded by SPLOST and Impact Fees.

Attachments:

1. MultiUseMasterPlan043025
2. Multi-Use Path Master Plan Update - Project Roster



Peachtree City Multi-Use Path System Master Plan

Peachtree City Boundary

Master Plan Hawk Signal

2025 TAG Group Proposed Internal Park Path

2025 TAG Group Proposed HAWK Signal

2025 TAG Group Proposed Paths

2025 TAG Group Proposed Bridge

Master Plan MultiUse Path

Complete; Existing

In Progress

2022 Proposed Master Plan

Proposed Bridge

Lakes

1 inch=1,500 feet

Page 260 of 293

2025 MASTER PATH PLAN UPDATE - PATH PROJECTS

In Progress	Rec Master Plan	Safety Project
--------------------	------------------------	-----------------------

Project #	PATH Project_Name	Update Notes	Comments
2	N. Peachtree Pkwy - North Hill	SPLOST17 project # 10	In-progress; design
4	N. P'tree Pkwy/ boat docks	Proposed	Existing parking lot in use
5	N. Peachtree Pkwy - Parkway Dr	SP17 # 19	In-progress; design
6	Smokerise Pt (Ph I) White Springs LN	Proposed	Creates continous sidepath
7	Smokerise Pt (Ph II) Ashley WY to Sumner Rd	Proposed	Creates continous sidepath
8	Sumner Road	ImpactFees/SPLOST23	In-progress; design
10	SR 54 E (Phase II)	SP17 # 8	In-progress; design, requires GDOT ROW approval
11	SR 54 E (Phase I)	SP17 # 8	In-progress; design, requires GDOT ROW approval
12	Prime Point - Sidepath	Proposed	McIntosh HS and new SR54 bridge crossing

13	Stevens Entry	Proposed	Creates coninous sidepath
17	Willow Rd	Proposed	Connect neighborhood
21	Crosstown Business Park	Proposed	Crosstown RD thru to Police Station
27	S. Peachtree Pkwy (Phase I)	Proposed	Braelinn Village Center connection
30	S. Peachtree Pkwy (Phase II)	Proposed	Connects to unbuilt County side path
31	Redwine Road (Phase II)	County SPLOST/IGA	In progress; construction
31	Redwine Road (Phase II)	County SPLOST/IGA	In progress; construction
32	Redwine Road (Phase I)	County SPLOST/IGA	In progress; construction
34	Robinson Road (Holly Grove Rd connection)	County SPLOST/IGA	In progress; construction
35	Holly Grove Road	Proposed	Continuous path on one side of the road
36	SR 74 S/Mill Farms connection	Proposed	Connects isolated lots along SR74
37	SR 74 S/ South Fire Station - Mill Ponds	Proposed - SP17 #24 Design	In progress; design

40	Flat Creek to SR 74 (to Sany Way)	Proposed	No SR74 crossing at this location
41	SR 74 South (Phase I) Cooper Cir to SR74 S PAC Tunnel	Proposed	GDOT ROW
42	SR 74 South (Phase II) Dividend to Cooper Cir	Proposed	GDOT ROW
43	Dividend Drive South - TDK BLD to SR 74	Proposed	Current Bike Lanes
45	TDK Blvd (Phase I) SR74 to Dividend	Proposed	CSX rail bridge
46	TDK Blvd (Phase II) Dividend to Lake McIntosh	Proposed	Dividend to Lake McIntosh Dam Park
47	Dividend Drive North	Proposed	Current Bike Lanes
48	Paschall Rd	SP17 #48	In progress; design, requires CSX approval
49	Peachtree Villas	Proposed	Senior Housing
50	Huddleston Road	SP17 # 17	In progress; design, with sewage line construction
54	SR 54 W gateway bridge connection	Proposed	Connect to MacDuff tunnel

59	Senoia Road - SR74 to Saranac	Proposed	Connect to businesses
62	Kensington Garden	2023 PTC Planning Commission	Developer required path segment
63	SR 54 West	2024 PTC Planning Commission	Developer required path segment to Magnolia
64	Flat Creek Rd - Peachtree Pkwy to Flat Creek Country Club	Proposed	Creates continous sidepath
65	MacDuff Pkwy - Chadsworth to American	Proposed	Creates continous sidepath
66	Kelly DR - Spillway dam to Hip Pocket	Proposed	Creates continous sidepath
67	Kelly DR HAWK - path crossing at Dam	Proposed - 2025 Fayette Co Safety Action Plan	SS4A Path Safety project
68	MacDuff Pkwy HAWK - path crossing	Proposed	Safety project high volume - mid street
69	World Drive to Tyrone	Proposed	Connect using GDOT old Tinsley Mill Rd ROW
70	Jim Mead Memorial Park	Proposed - 2025 Recreation Master Plan	Connect to SR74 path & tunnel, sports fields
71	McIntosh HS Back Lot to Prime Point	Proposed	School to new SR54 crossover bridge
72	Lexington Cir connect to Walt Banks Road	Proposed	School & shopping high volume traffic

73	SR 74 South (Phase III) Kelly Dr to Widget Dr	Proposed	GDOT ROW replacing sidewalk
74	Somerby Woods NA Connection	Proposed - 2025 Recreation Master Plan	New public access and path to Nature Area
75	Braelinn Recreation Complex	Proposed - 2025 Recreation Master Plan	Internal park paths
76	Rockaway Pickleball Complex	Proposed - 2025 Recreation Master Plan	Internal park paths
77	Pebblepocket Park	Proposed - 2025 Recreation Master Plan	Internal park paths
78	Battery Way Park	Proposed - 2025 Recreation Master Plan	Internal park paths
79	Kelly Drive Park	Proposed - 2025 Recreation Master Plan	Internal park paths
80	Glenlock Recreation Complex	Proposed - 2025 Recreation Master Plan	Internal park paths
81	McIntosh Trail Recreation Complex	Proposed - 2025 Recreation Master Plan	Internal park paths
82	Luther Glass Pond Park	Proposed - 2025 Recreation Master Plan	Internal park paths
83	Riley Field Complex	Proposed - 2025 Recreation Master Plan	Park path to Peachtree Elementary School
84	Crosstown Path Relocation	Proposed -SP23 #22	Regions Bank connection, ADA slope

85	Mead Field DR to Line Creek	Proposed	Regional Path Connection to Senoia
86	Lake McIntosh Dam Paths	Proposed	Regional connection, Fayette Co Dam Bridge
87	Stoneybrook Plantation - Mickleton LN to Stonington Dr.	Proposed	Stoneybrook HOA ROW
88	Gittings Ave connection	Proposed	City ROW to Turnbridge neighborhood
91	SR 54 West	Proposed	Regional Connection
92	Smokerise Trace to Loring LN	Proposed	Smokerise HOA ROW
None	Mill Farms - North connections	2023 PTC Planning Commission	Developer required path segment to #31
None	Mill Farms - South connections	2023 PTC Planning Commission	Developer required path segment to #37

2025 MASTER PATH PLAN UPDATE - BRIDGE PROJECTS

Project_Numbe	BRIDGE Project_Name	Update Notes	Comments
9	SR 54 E - Lexington Village Bridge	SP23 #30	In-progress; design, near Robinson RD
1	SR 74 N - North Gateway Bridge	Proposed	North of Crabapple Lane to World Drive
89	SR54 E - East Gateway Bridge	Proposed. 2024 PTC Planning Commission	SR54 West approved site plan for ROW.
90	SR 74 S - Crosstown Bridge	Proposed	SP17 #24- Feasibility Study. Two options South of Crosstown RD.

2025 MASTER PATH PLAN UPDATE - TUNNEL PROJECTS

Project_Numbe	TUNNEL Project_Name	Update Notes	Comments
TBD	Crosstown Tunnel Replacement	Proposed; SP23 #28	Shortest Tunnel - Behind Crosstown Grille
TBD	Crosstown Tunnel Approaches	Propoed; SP23 #28	South side - Arbor Terrace
TBD	Luther Glass Tunnel Approaches	Proposed; - SP23 #28	East side - Luther Glass
TBD	Crosstown Dr Tunnel Approaches	Proposed; - SP23 #28	Near Rockspray

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Jeff Felmet, Fire Marshal 4/23/2025
Clint Murphy, Fire Chief 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: Burn Permit Ordinance and Process Review

Recommendation:

No action required at this time.

Discussion:

The Fire Marshal drafted two versions of the Burning and Burying Ordinance for the Council's consideration.

Version 1 is a total ban on the burning of yard debris for all residents of Peachtree City.

Version 2 is a ban on the burning of yard debris with exceptions to lots of a size to be determined by the council.

Please consider either of the two versions of the Burning and Burying Ordinance as amended to approve or provide direction to staff.

Staff recommends version 1 for changes to the ordinance.

Budget Impact:

No budget impact on this item.

Attachments:

1. Burn Ordinance Presentation



Peachtree City Outdoor Burning

Presented by _____

Fire Marshal Jeff Felmet

Uncompromised Excellence



Current Ordinance

Sec. 42-45. - Burning or burying.

- **Permit is Required for Every Day of Burning**
- **Only Yard Debris to be burned. No Trash**
- **75 Cubic Feet max burn pile**
- **No Permit Required for Cooking or Entertainment Fire**
- **No Permits Issued During Statewide Ban**



Statewide Burn-Ban

Imposed by the Georgia EPD

- **May 1st- September 30th**
- **Affects 54 counties in GA**
- **Includes Fayette County**
- **Due to Pollutants, not Fire Danger**



Current Process

- **Citizens go to City Website to Get Permit**
- **Permit States Rules to Follow**
- **Permit Must be on Hand**
- **Fire Must Meet Specifications on the Permit**
- **Fire Must be Attended at All Times**
- **Fire Must be Extinguished at Dark**



- An open fire MUST be 50 feet for any structure including fences, decks, and outbuildings.
- A burn container or barrel MUST be 25 feet from any structure including fences, decks, and outbuildings.
- All fires MUST be at least 25 feet from the wood line. Wood line would be any wooded area that is not an island.

- Burn Permits **MUST** be obtained daily and are good only on the date issued. Permits expire at sunset daily.
- Burn piles may not be larger than 5 feet by 5 feet and 3 feet high.
- Only the burning of garden trash, yard debris, and brush are permitted. The burning of garbage, rubbish, tires, household items, construction debris, treated lumber, adhesives, paints, stains, plastics, foam, and other products is prohibited.

- Burn Permits **MUST** be obtained daily and are good only on the date issued. Permits expire at sunset daily.
- Burn piles may not be larger than 5 feet by 5 feet and 3 feet high.
- Only the burning of garden trash, yard debris, and brush are permitted. The burning of garbage, rubbish, tires, household items, construction debris, treated lumber, adhesives, paints, stains, plastics, foam, and other products is prohibited.

Other Cities

- **Newnan**
 - **Permits only issued if Fire is 200 feet From all structures.**
 - **Fire Marshal performs site visit before Issuing permit**
- **Fayetteville**
 - **Allows Burning without permit during Non-Burn Ban**
- **Griffin**
 - **No burning of yard debris permitted**
 - **Only cooking and recreation fires**
- **Fairburn**
 - **Allows burning with permit**



Georgia Forestry

- **Stopped issuing permits for burning in 2021**
- **Only restrictions are imposed by Cities or Counties**
- **Advises “Safe Practices” on their website**



Who uses our Permit Process?

- **Total Permits issued Past 24 Months- 4881**
- **Past 12 Months- 1423**
- **1509 address in the city obtained burn permits- Past 24 Months**
- **542 Last 12 Months**
- **50% (2440) of permits issued to 137 addresses- Past 24 Months**
- **57% (811) permits issued to 135 addresses- Past 12 Months**



Proposed Changes to Ordinance

Option 1

Total Ban -

**This change would be
a total ban of the outdoor
Burning of yard debris
Within the City limits**



Proposed Changes to Ordinance

Option 2

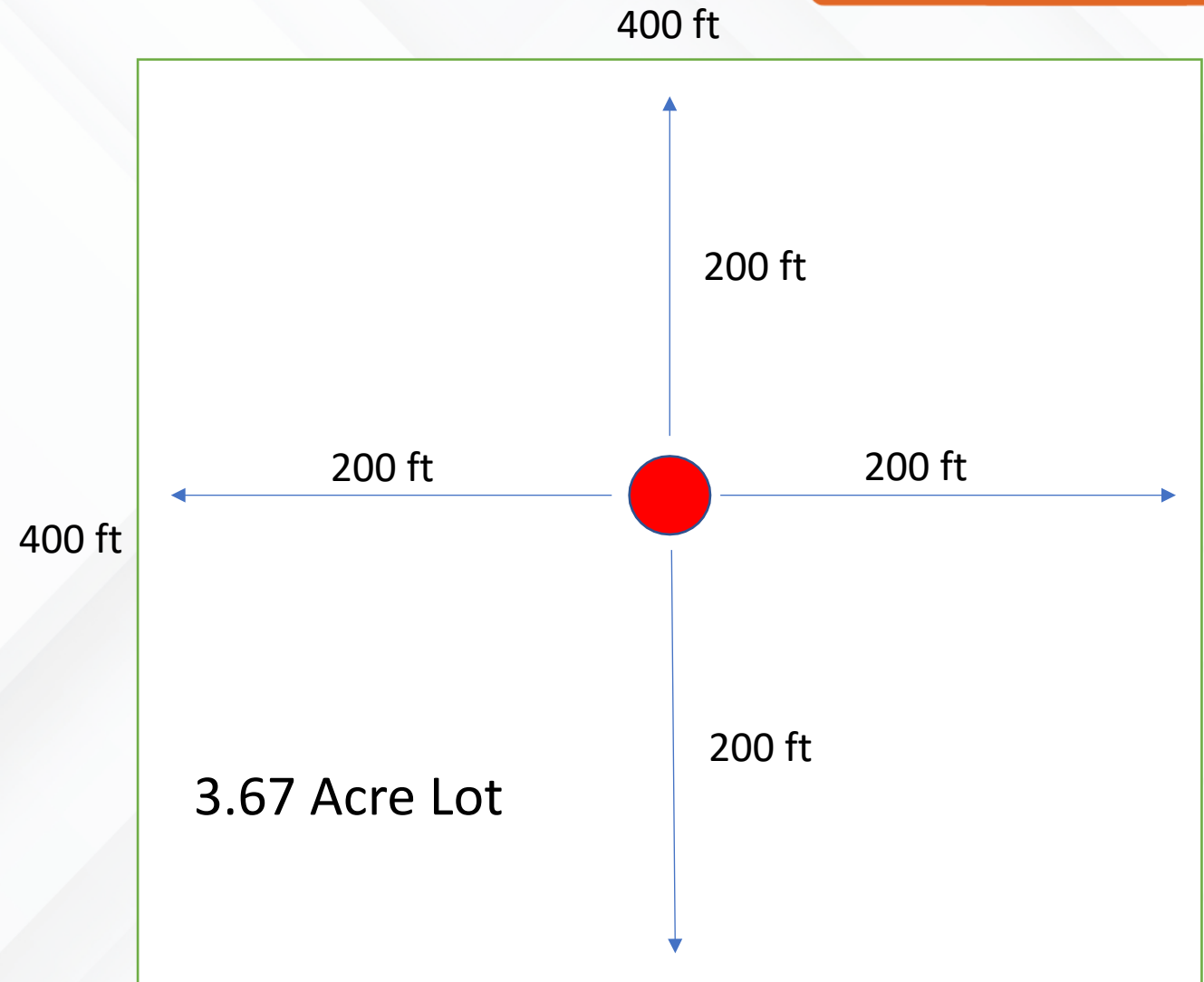
Allow burning on large lots-

**This change would be
a ban of the outdoor
burning of yard debris
within the City limits for lots
under a certain size**



Lot Measurements

1 Acre = 43560 square feet

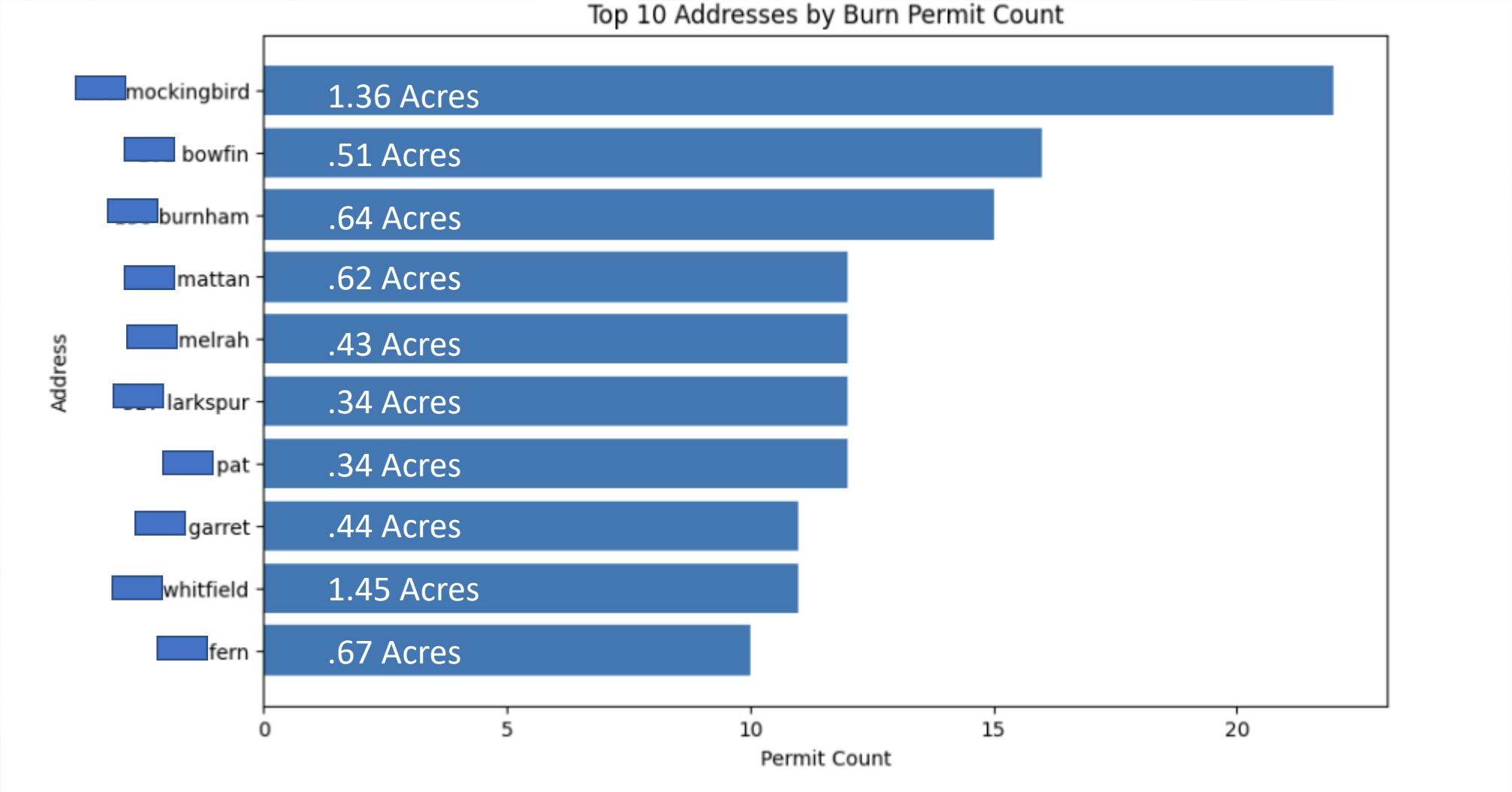


Large Lots in the City

- **2+ Acres- 224 Lots**
- **2.5+ Acres- 184 Lots**
- **3+ Acres- 155 Lots**
- **3.5+ Acres- 101 Lots**
- **4+ Acres- 70 Lots**
- **5+ Acres- 42 Lots**



Top 10 Addresses for Burn Permits Last 12 Months



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, curved shapes in varying shades of green, creating a sense of depth and movement. The background is a solid, vibrant green.

Questions?

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Clint Murphy, Fire Chief 4/24/2025
Kelly Bush, Financial & Administrative Services Director 4/24/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: 112124-CA-C Capital Improvement Vehicle Purchases

Recommendation:

Authorize the purchase of the Fire Department staff vehicle replacement from Hondru Ford in the amount of \$44,985.

Discussion:

Council authorized a list of vehicles to be purchased through financing during the fiscal year on November 21, 2024. This authorization had the caveat that purchases would come back to Council if they were over budget. This vehicle was budgeted at \$53,000 for the vehicle and the accessories. However, the current purchase price for the vehicle is \$1,463 over budget.

The original quotes for the 2025 Explorer were as follows: \$43,495 (Hondru Ford), \$43,803 (Mike Patton Ford), \$44,239 (Fayetteville Ford), \$44,308 (Allan Vigil Ford). The purchase order was written to Hondru Ford for \$43,495. Shortly after this purchase order, Ford announced issues with supplying the engine that was made for this vehicle, so only "on-the-lot" Explorers could be chosen. Only two dealers had this vehicle "on-the-lot"; Allan Vigil Ford (\$45,538 due to a higher-value package) and Hondru Ford (\$44,985 due to a higher-value package). There were other Explorers readily available at prices over \$50k, but those were not considered due to budget restraints.

This staff vehicle for the Fire Department also requires the installation of emergency lighting, which totals \$9,477.47. The budget for lighting did not change.

The total purchase after Ford cost increase is \$54,462.47.

Budget Impact:

This purchase is \$1,463 over budget, however, the fire department was under budget \$3,814 in their financed purchase of the Lifepak 35 Cardiac Monitor, so no budget reallocation or amendment is required.

Attachments:

None

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council

VIA: Justin Strickland, City Manager

FROM: Harold Layton 4/28/2025
Kelly Bush, Financial & Administrative Services Director 4/30/2025
Chris Hobby, Assistant City Manager 4/30/2025
Justin Strickland, City Manager 5/2/2025

DATE: May 8, 2025

SUBJECT: FY2025 Budget Amendment - United Pools Glenloch Splash Pad

Recommendation:

Approve the attached amendment 25-15 to the FY2025 budget resolution for funding of the increased United Pool contract for the Glenloch Splash Pad extended hours.

Discussion:

The attached budget amendment 25–15 requests funding to increase the summer pool contract with United Pools to cover additional cleaning, sanitation, and maintenance services for the Glenloch splash pad. This adjustment is necessary due to the extension of the splash pad’s operating hours.

Currently, the contract provides for one maintenance visit per day from May 24–September 1. The proposed amendment will allow for:

Two maintenance visits per day from May 1 – May 23

Two maintenance visits per day from September 2 – September 30

One additional maintenance visit per day (total of two) from May 24 – September 1

These increases are necessary to maintain appropriate sanitation and functionality of the splash pad during the extended hours of operation.

Budget Impact:

This will increase revenues and expenditures in the General Fund \$24,980.00 with the revenue coming from fund balance.

Attachments:

1. Glenloch SP - Heavy (002) 2025

2. Budget Amendment 25-15 United Pools

	Pool: City of PTC - Glenloch 2025 Attachment "A"						Cover Sheet & 2025 Pool Hours			County & State: Fayette - GA				
	Saturday		Sunday		Monday		Tuesday		Wednesday		Thursday		Friday	
April	12		13		14		15		16		17		18	
	19		20		21		22		23		24		25	
May	26		27		28		29		30		1	Maint Visit	2	Maint Visit
											2		2	
	3	Maint Visit	4	Maint Visit	5	Maint Visit	6	Maint Visit	7	Maint Visit	8	Maint Visit	9	Maint Visit
	2		2		2		2		2		2		2	
	10	Maint Visit	11	Maint Visit	12	Maint Visit	13	Maint Visit	14	Maint Visit	15	Maint Visit	16	Maint Visit
	2		2		2		2		2		2		2	
	17	Maint Visit	18	Maint Visit	19	Maint Visit	20	Maint Visit	21	Maint Visit	22	Maint Visit	23	Maint Visit
	2		2		2		2		2		2		2	
June	24	Maint Visit	25	Maint Visit	26	Maint Visit	27	Maint Visit	28	Maint Visit	29	Maint Visit	30	Maint Visit
	1		1		1		1		1		1		1	
	31	Maint Visit	1	Maint Visit	2	Maint Visit	3	Maint Visit	4	Maint Visit	5	Maint Visit	6	Maint Visit
	1		1		1		1		1		1		1	
	7	Maint Visit	8	Maint Visit	9	Maint Visit	10	Maint Visit	11	Maint Visit	12	Maint Visit	13	Maint Visit
	1		1		1		1		1		1		1	
	14	Maint Visit	15	Maint Visit	16	Maint Visit	17	Maint Visit	18	Maint Visit	19	Maint Visit	20	Maint Visit
	1		1		1		1		1		1		1	
July	21	Maint Visit	22	Maint Visit	23	Maint Visit	24	Maint Visit	25	Maint Visit	26	Maint Visit	27	Maint Visit
	1		1		1		1		1		1		1	
	28	Maint Visit	29	Maint Visit	30	Maint Visit	1	Maint Visit	2	Maint Visit	3	Maint Visit	4	Maint Visit
	1		1		1		1		1		1		1	
	5	Maint Visit	6	Maint Visit	7	Maint Visit	8	Maint Visit	9	Maint Visit	10	Maint Visit	11	Maint Visit
	1		1		1		1		1		1		1	
	12	Maint Visit	13	Maint Visit	14	Maint Visit	15	Maint Visit	16	Maint Visit	17	Maint Visit	18	Maint Visit
	1		1		1		1		1		1		1	
Aug	19	Maint Visit	20	Maint Visit	21	Maint Visit	22	Maint Visit	23	Maint Visit	24	Maint Visit	25	Maint Visit
	1		1		1		1		1		1		1	
	26	Maint Visit	27	Maint Visit	28	Maint Visit	29	Maint Visit	30	Maint Visit	31	Maint Visit	1	Maint Visit
	1		1		1		1		1		1		1	
	2	Maint Visit	3	Maint Visit	4	Maint Visit	5	Maint Visit	6	Maint Visit	7	Maint Visit	8	Maint Visit
	1		1		1		1		1		1		1	
	9	Maint Visit	10	Maint Visit	11	Maint Visit	12	Maint Visit	13	Maint Visit	14	Maint Visit	15	Maint Visit
	1		1		1		1		1		1		1	
Sept	16	Maint Visit	17	Maint Visit	18	Maint Visit	19	Maint Visit	20	Maint Visit	21	Maint Visit	22	Maint Visit
	1		1		1		1		1		1		1	
	23	Maint Visit	24	Maint Visit	25	Maint Visit	26	Maint Visit	27	Maint Visit	28	Maint Visit	29	Maint Visit
	1		1		1		1		1		1		1	
	30	Maint Visit	31	Maint Visit	1	Maint Visit	2	Maint Visit	3	Maint Visit	4	Maint Visit	5	Maint Visit
	1		1		1		2		2		2		2	
	6	Maint Visit	7	Maint Visit	8	Maint Visit	9	Maint Visit	10	Maint Visit	11	Maint Visit	12	Maint Visit
	2		2		2		2		2		2		2	
Oct	13	Maint Visit	14	Maint Visit	15	Maint Visit	16	Maint Visit	17	Maint Visit	18	Maint Visit	19	Maint Visit
	2		2		2		2		2		2		2	
	20	Maint Visit	21	Maint Visit	22	Maint Visit	23	Maint Visit	24	Maint Visit	25	Maint Visit	26	Maint Visit
	2		2		2		2		2		2		2	
	27	Maint Visit	28	Maint Visit	29	Maint Visit	30	Maint Visit	1		2		3	
	2		2		2		2							
	Key: Shift Start - Shift End (number of staff on duty during the scheduled hours)													
	Contracted Dates				Notes: Pool opens/closes to swimmers 30 minutes after/before the above scheduled hours. This time is built in for opening and closing duties. Maint Visits are not guaranteed to happen on the dates scheduled above.									
	Opening Date													
	Swim Team Dates													
	First Day with Staff													
	Last Day of School													
	Memorial Day													
	July 4th													
	First Day of School													
	Labor Day													
	Last Day with Staff													
	Closed for Season													

[illegible]

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

MEMO TO: Mayor and City Council
VIA: Justin Strickland, City Manager
FROM:
DATE: May 8, 2025
SUBJECT: Filling Vacancy on Council

Recommendation:

Determine if Council would like to have the seat remain vacant until January 2026 or begin the appointment process as stated in section 2-22 of the code.

Discussion:

Sec. 2.8. - Filling vacancies on council.

(a) In the event that the office of mayor, or the office of any one or more of the councilmembers shall become vacant by death, resignation, removal or otherwise, and said vacancy or vacancies are for unexpired terms of twelve (12) months or less, then said vacancy or vacancies may be filled by appointment and selected by majority vote of the remaining members of the mayor and council in the case of vacancies in said council, and by the councilmembers in the case of a vacancy in the office of mayor.

(b) Persons so selected shall be duly qualified to fill such vacancies for the unexpired terms.

(c) Unless provided otherwise by ordinance, the mayor, or in the case of a vacancy in the office of mayor, the mayor pro tem, shall determine the procedure for council to follow in the appointment process; provided, however, that such procedure shall comply with the laws of the state and of the United States and, further, provided that such procedures are given to the members of council at least ten (10) days before the meeting during which such appointment is to be made.

(d) Should such vacancy or vacancies exceed twelve (12) months then a special election shall be called to determine the person who shall fill the unexpired term. The date of such special election shall comply with the laws of the state and of the United States. In the event of such vacancy or vacancies which exceed twelve (12) months, the city council may appoint an individual or individuals to fill such vacant office or offices until the date of the next available election. In no event shall any appointment be for a period exceeding one year.

DIVISION 1. - GENERALLY

Sec. 2-22. - Procedure for appointing council members or mayor.

In the event that city council is authorized to appoint an individual to fill a vacancy on the council, the following procedure shall be followed:

- (1) Within five days of the occurrence of a vacancy on the city council, the mayor shall declare that a council seat is vacant and shall direct the city clerk to publish a notice in the legal organ of the city that the seat is vacant and that the city will accept applications from all citizens who are legally eligible to hold an elected council position.
- (2) Applications shall be accepted by the city clerk beginning Monday following the date the notice set forth in subsection (1) is published. Applications shall be accepted for one business week from 8:30 a.m. to 4:30 p.m. Monday through Friday unless such week contains a legal holiday in which case applications shall be accepted on the remaining business days of that week.
- (3) During the week following the acceptance of the applications on a date and time set by the mayor, the city council shall interview each of the applicants separately in a public meeting, with applicants waiting outside the meeting until their time to interview. The interviews shall consist of an oral presentation of no more than five minutes made by each candidate to the city council and no more than two questions from any single member of the city council to each applicant, with a limit of two minutes per applicant response to each question.
- (4) After all of the interviews are completed, each member of the city council shall rate the four applicants of whom he or she would like to have as a finalist for the appointment. The council members shall give a rating of "4" to his or her favorite applicant, a "3" to his or her next favorite, and so forth. If there are only three or four applicants, then the city council shall rate only two such applicants. If there are only two applicants, then the city council shall exclude this vote and proceed on to the procedure set forth in subsection (6).
- (5) The four applicants who receive the highest aggregate points shall be the four finalists. If more than one applicant ties for the fourth highest aggregate points, then all of those applicants who so tied shall also be included as a finalist. If the city council is only selecting two applicants to be finalist as provided in subsection (4), then the same procedure as set forth in this section shall be followed, but for only two finalists as opposed to four.
- (6) The finalists shall be further interviewed by the city council in a common session. After the interviews are completed, the mayor shall instruct the city council to rank each of the finalists in writing by assigning the number equal to the number of finalists for his or her favorite finalist (e.g., if there are four finalists, then the favorite would receive a ranking of "4"), a ranking of one less than the number of finalists for his or her second favorite (e.g., if there are four finalists, then the second favorite would receive a ranking of "3"), and so forth so that a numerical rating is given to each finalist. The finalist with the highest aggregate score shall be appointed as a council member for the vacant seat.
- (7) In case there is a tie for the finalist with the highest aggregate score, then the city manager and city attorney will announce that there is a tie. The mayor shall instruct the city council to rank each of the finalists that tied the highest aggregate score in writing

by assigning the number equal to the number of tied finalists for his or her favorite finalist (e.g., if there are two finalists that are tied, then the favorite would receive a ranking of "2"), a ranking of one less than the number of finalists for his or her second favorite (e.g., if there are two finalists tied, then the second favorite would receive a ranking of "1"), and so forth so that a numerical rating is given to each finalist. The finalist with the highest aggregate score shall be appointed as a council member for the vacant seat. In the event of a tie for the highest aggregate score, then the procedure set forth above shall continue until two finalists remain. If the procedure is conducted again with only two finalists and a tied result, the mayor will initiate discussion between council members and a subsequent round of voting will be held. In the event of a tie, the city manager and city attorney will consult the round one scores for the tied finalists, and whichever finalist had the higher aggregate score in round one shall be appointed to the vacant seat. In the event of a tie among the same candidates in round one, the mayor shall indicate which of the two tied candidates shall be considered "heads" and the city attorney shall flip a coin to determine the appointment for the vacant position. After a candidate is identified to fill the vacant position, a motion shall be made, seconded, and voted upon to appoint the applicant to the vacant council position.

(8) All written votes shall be counted by the city manager and city attorney.

(9) All written votes shall contain the name of the voting council member and shall be maintained following the meeting by the city clerk. All written votes are open records.

Budget Impact:

Attachments:

None