FAYETTE TRANSPORTATION PLAN

Comprehensive Transportation Plan / Master Path Plan – Draft Recommendations

By: Phil Mallon, Fayette County Public Works

To: Brooks Town Council

Date: October 15 ,2018

Life of a Transportation Project

1. Need & Purpose
2. Funding
3. Concept Development
4. Design & Environmental Permitting
5. Land acquisition
6. Construction
7. Operations & Maintenance

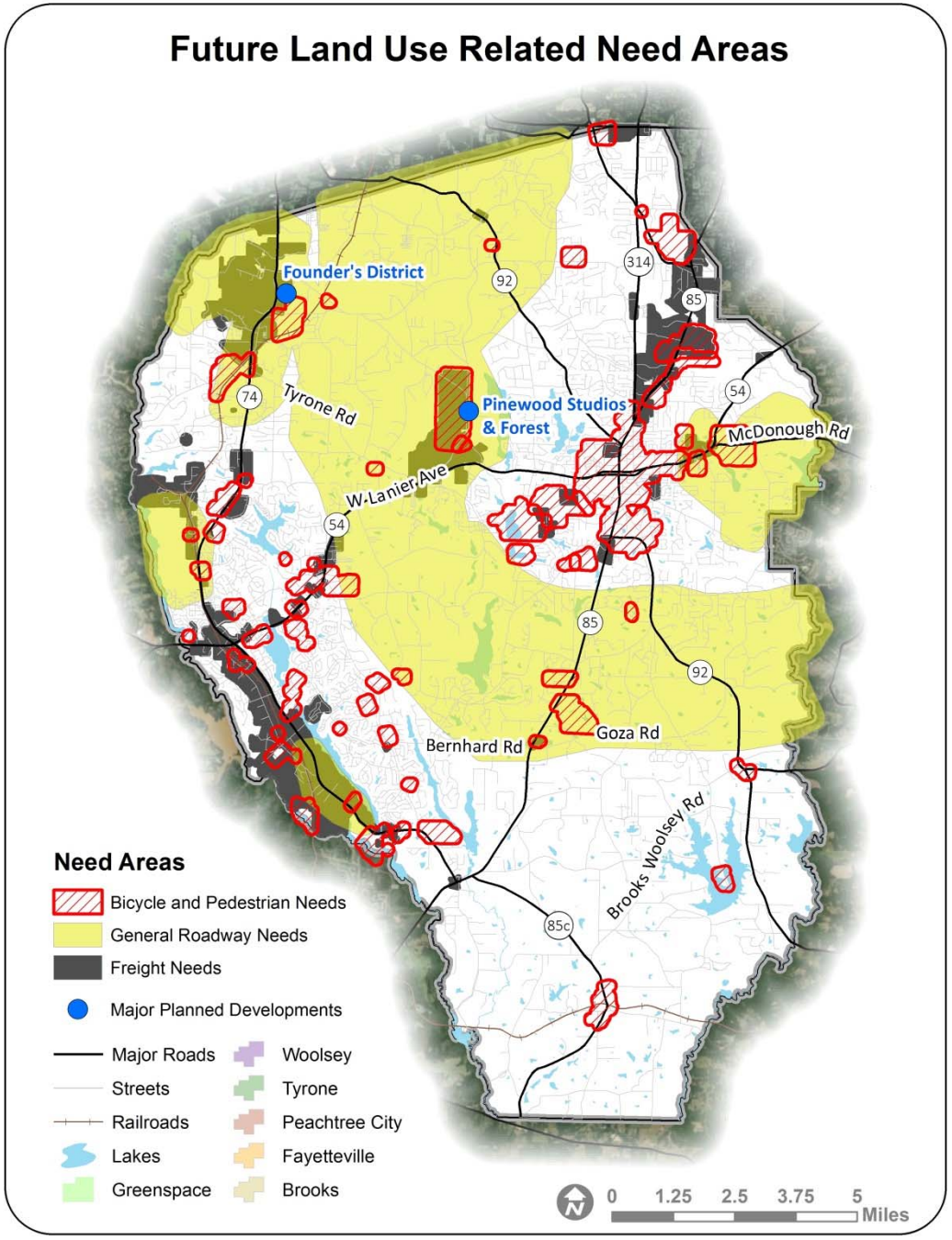
Needs Assessment

FUTURE LAND USE

FAYETTE TRANSPORTATION PLAN

Future Land Use Need Areas (1)

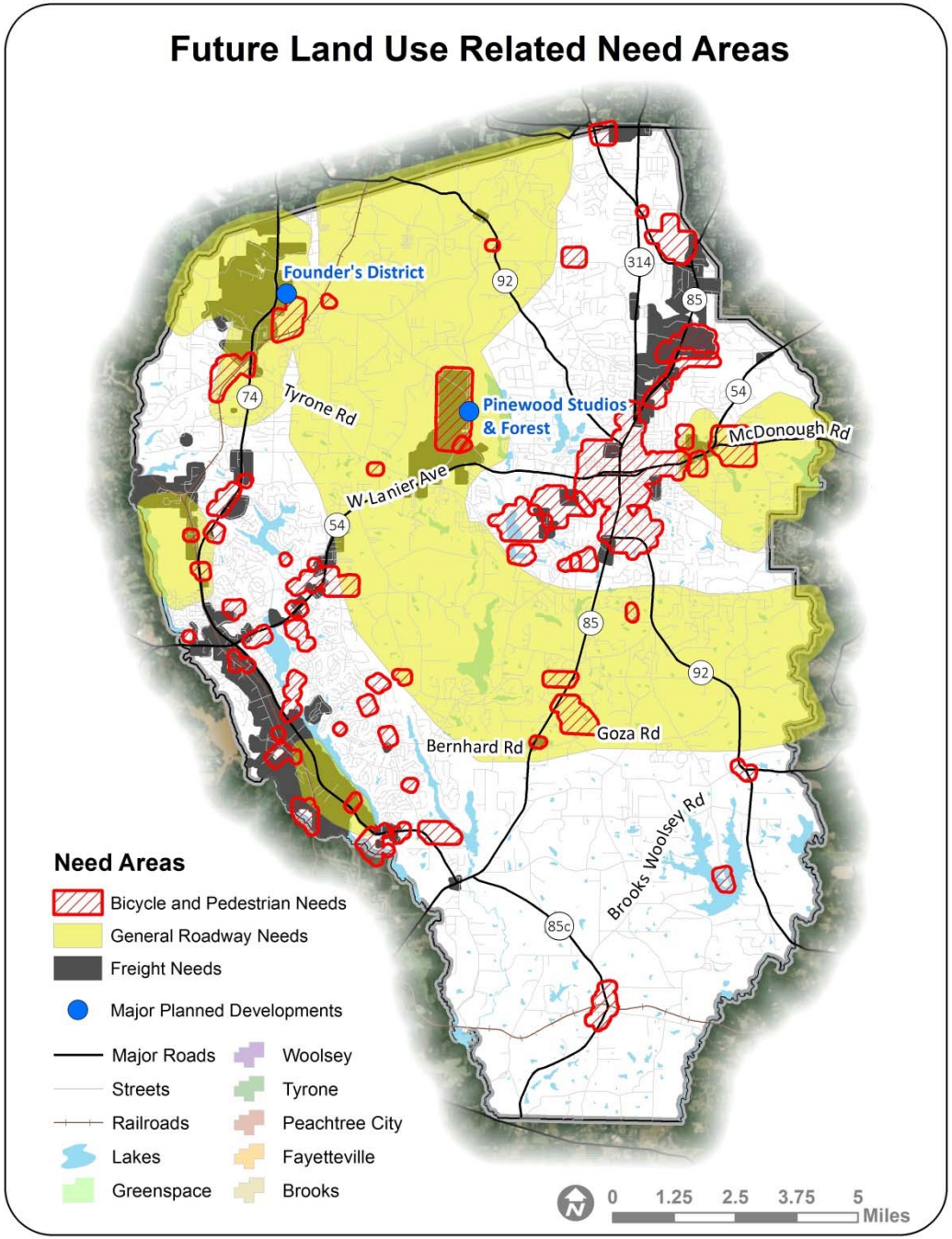
- Major Planned Developments
  - Pinewood Studios & Pinewood Forest
  - Founder's District
- Bike & Ped Needs
  - Mixed-Use
  - Parks
  - Community Facilities



FAYETTE TRANSPORTATION PLAN

Future Land Use Need Areas (2)

- General Roadway Needs
  - Areas of Major Land Use Change
- Freight Needs
  - Industrial
  - Large-Scale Commercial



FAYETTE TRANSPORTATION PLAN

Needs Assessment

TRAFFIC CALMING

FAYETTE TRANSPORTATION PLAN

Traffic Calming Needs

- Traffic Calming: *Use of Physical Solutions to Reduce Traffic Speeds and/or Cut-Through Traffic to Improve Safety*
- Frequently Identified Need in County
- Examples include:
  - Marron Road-Inman Road
  - Sandy Creek Road
  - Terrane Ridge-Planterra Way
  - Adams Road
  - New Hope Road
- Recommendations Report will include recommended traffic calming interventions, techniques and policy changes

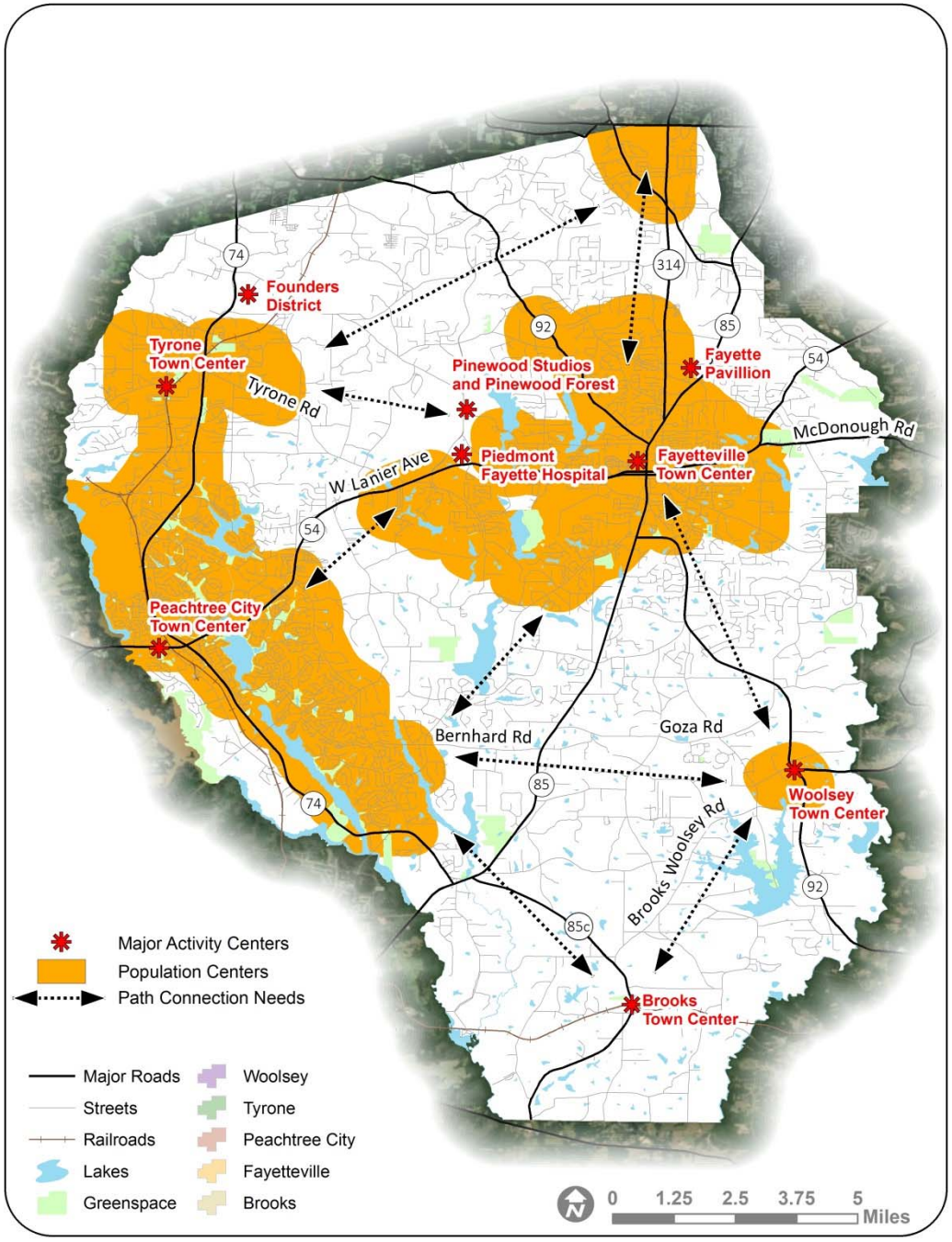
Needs Assessment

BICYCLE & PEDESTRIAN

FAYETTE TRANSPORTATION PLAN

Path Connectivity Needs

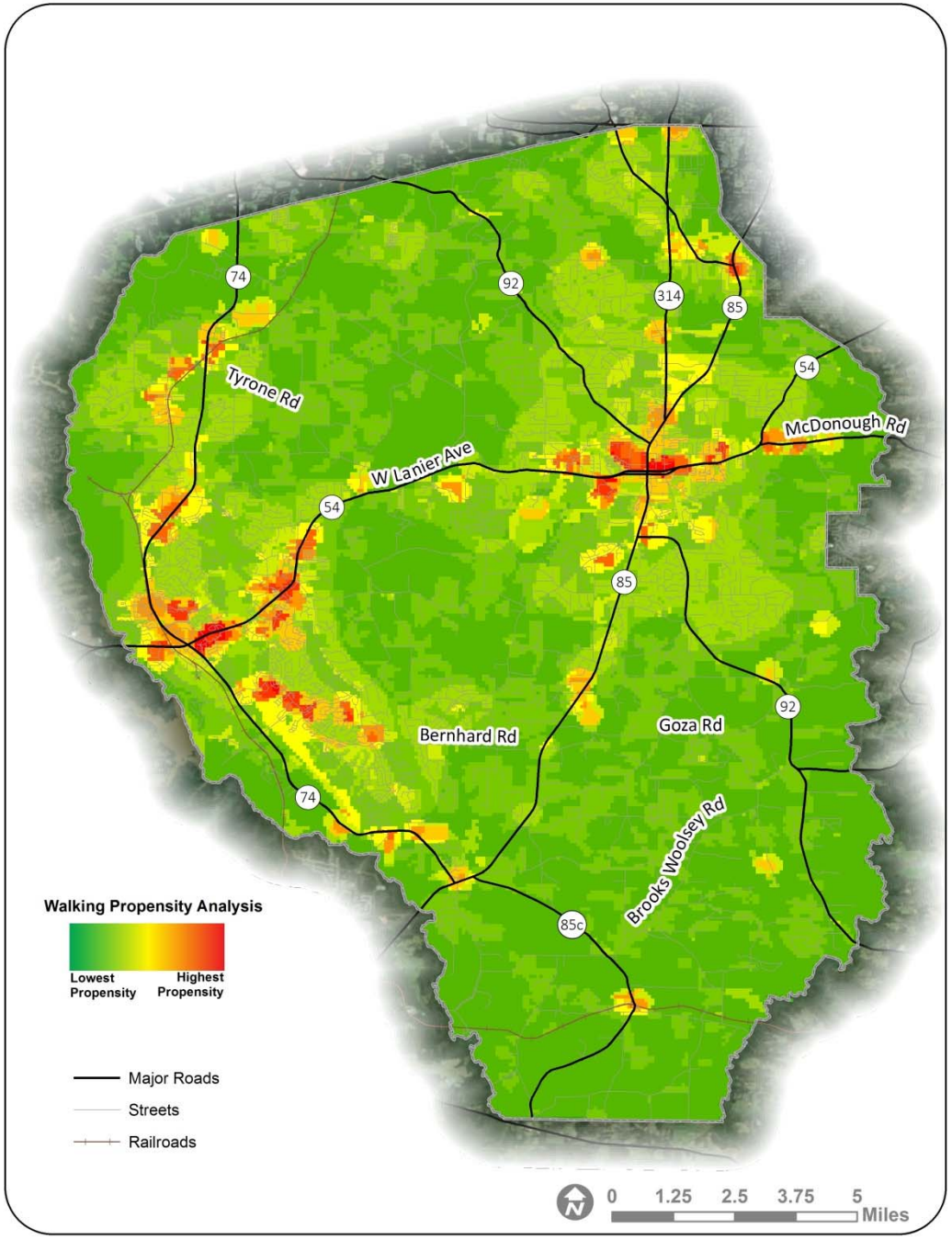
- Population Centers
  - Peachtree City/Tyrone
  - Fayetteville
  - Woolsey
  - NE Fayette County
- Activity Centers
  - Town Centers
  - Commercial Centers



FAYETTE TRANSPORTATION PLAN

Walking Propensity Analysis

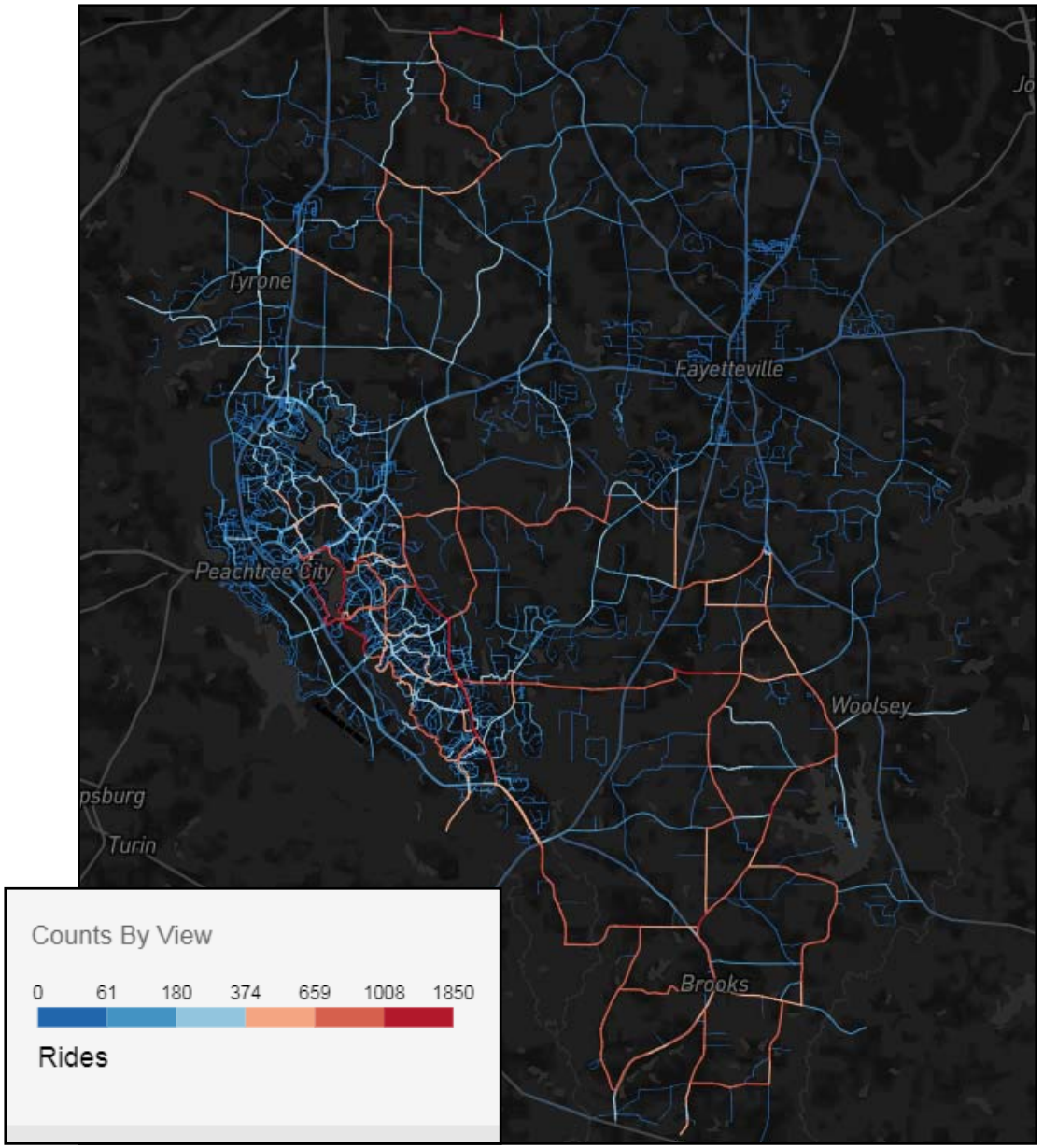
- Priority Areas for Pedestrian Improvements
- Four Factors
  - Existing Land Use
  - Intersection Density
  - School and Park Locations
  - Pedestrian Crashes



FAYETTE TRANSPORTATION PLAN

Strava Data

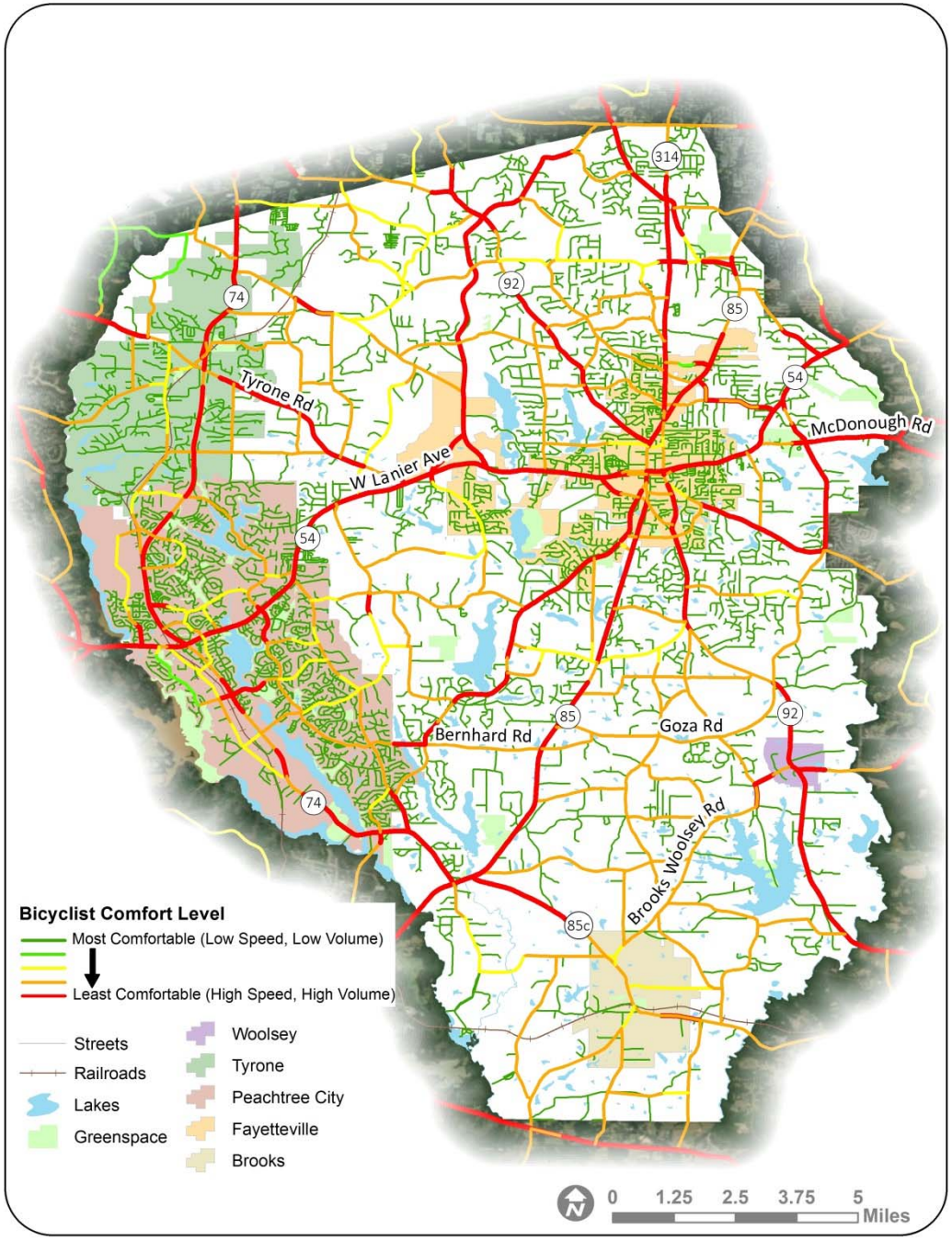
- Data on Total Bicycle Trips, Unique Cyclists, and Bicycle Commutes (11%)
- Used to Identify the Most Frequently used Bicycle Routes
- Top Corridors:
  - Bernhard Road
  - Goza Road
  - Brooks-Woolsey Road
  - Ebenezer Church Road
  - Robinson Road



FAYETTE TRANSPORTATION PLAN

Bicycle Comfort Index

- Used to assess bicyclist comfort, safety, and willingness to bicycle
- Two Factors
  - Traffic Volumes
  - Posted Speed
- Appropriate Facility Type
  - No Facility
  - On-Street Facility
  - Off-Street Facility



FAYETTE TRANSPORTATION PLAN

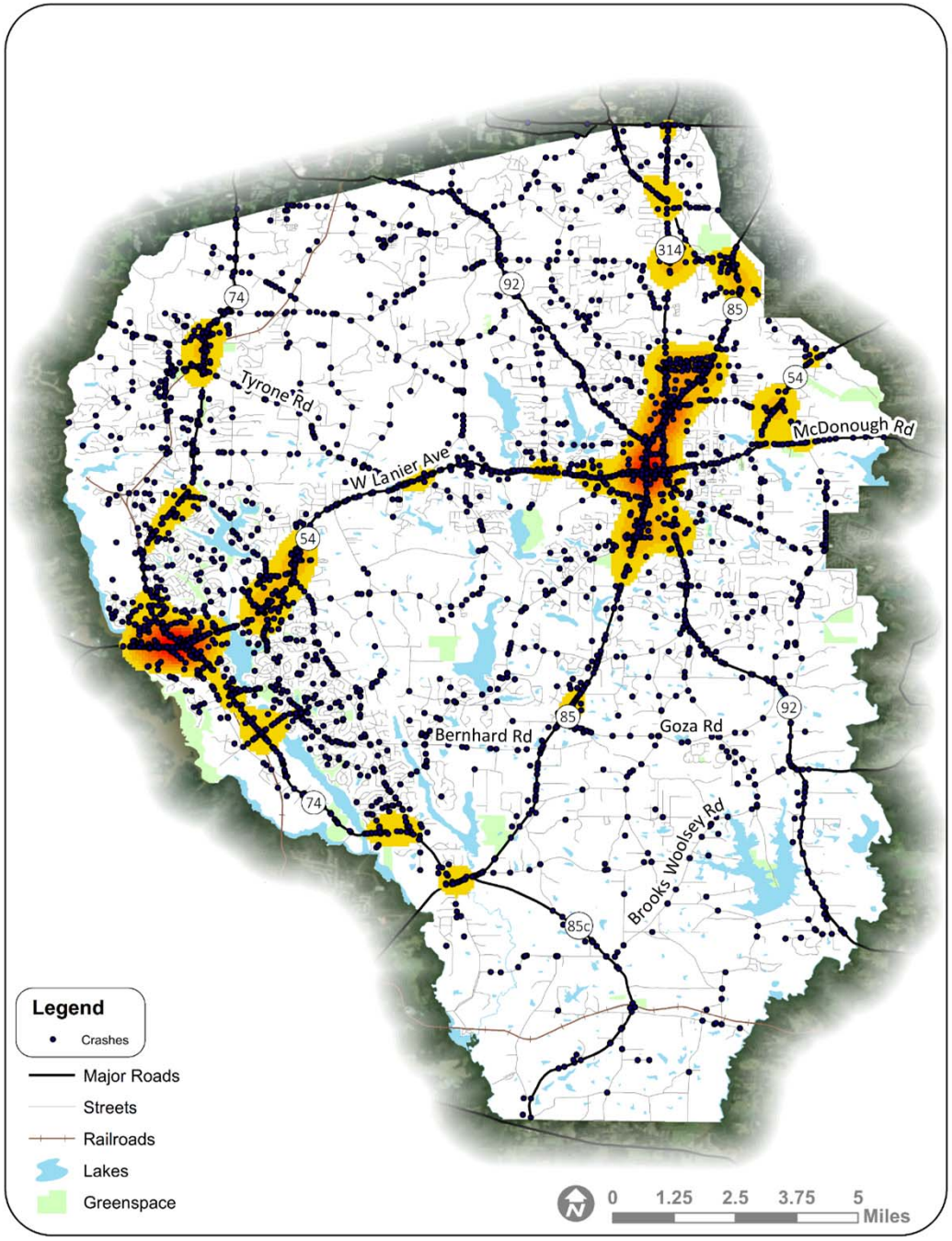
Crash Rate Analysis

ROADWAY SAFETY

FAYETTE TRANSPORTATION PLAN

All Crashes

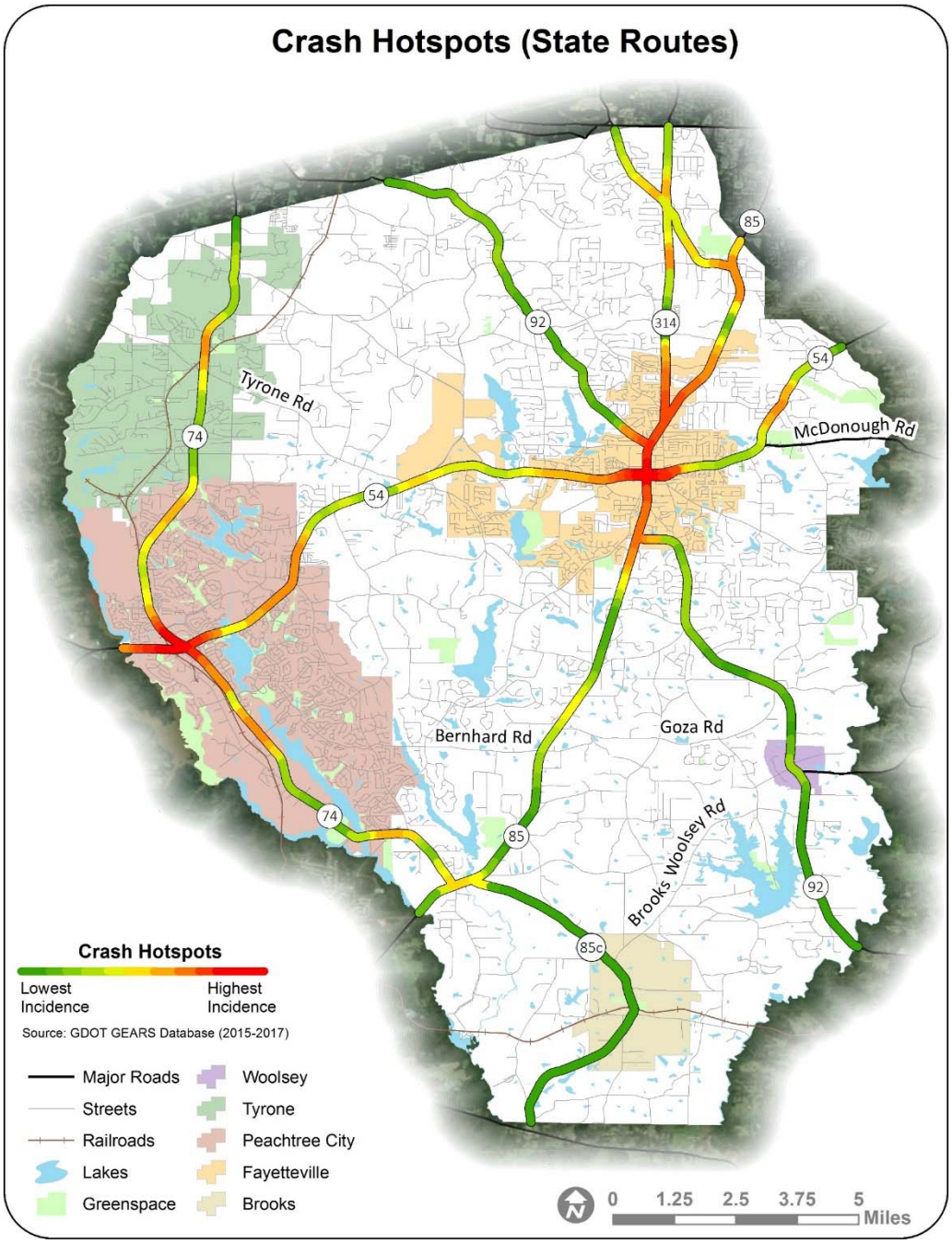
Automobile crashes mostly occur along state routes and other high volume roads



FAYETTE TRANSPORTATION PLAN

Crash Hot Spots on State Routes

Crash hot spots identified in Fayetteville and PTC



FAYETTE TRANSPORTATION PLAN

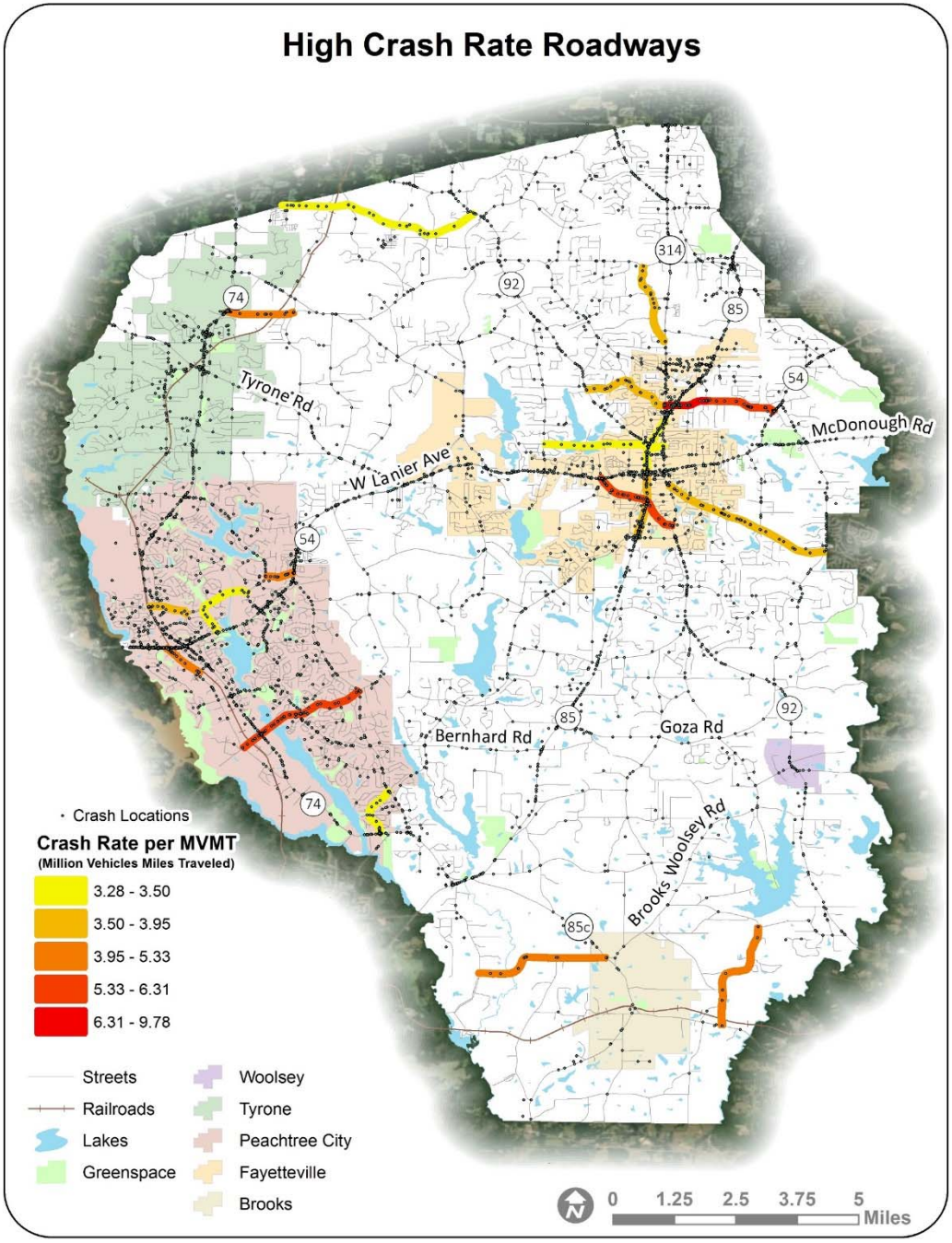
High Crash Rate Corridors

High crash rate corridors are those that have a higher crash rate than similar roads across the State of Georgia.

All high crash rate corridors are off the state system.

Top Three:

- Banks Road (County)
- Grady Avenue (Fayetteville)
- Crosstown Drive (PTC)

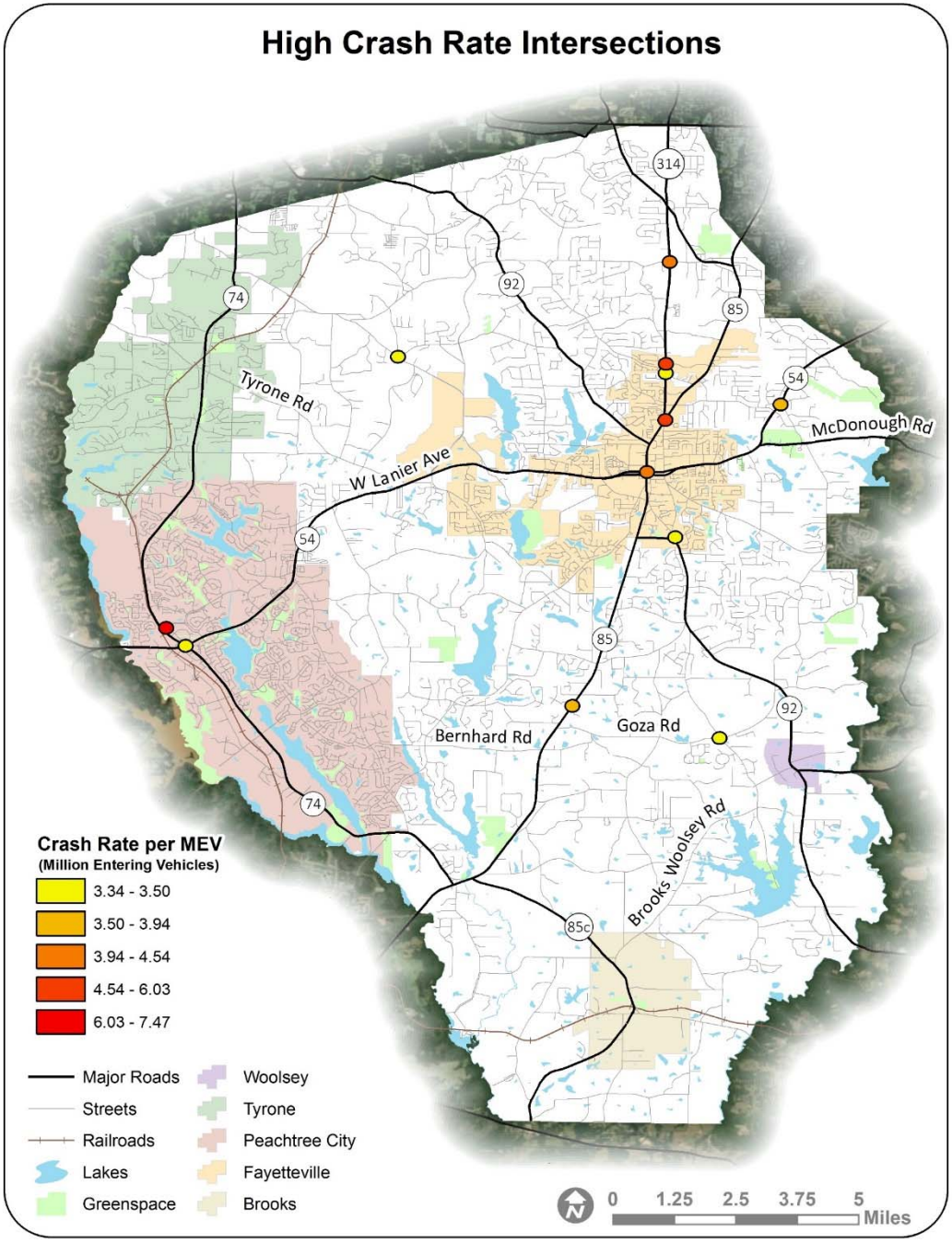


FAYETTE TRANSPORTATION PLAN

High Crash Rate Corridors			2015-2017 Crash Statistics		
Location	Crash Rate	Average Daily Volume	Crashes	Injuries	Fatalities
Banks Road between SR 314 & Ellis Road	9.78	4,478	35	9	-
Grady Ave / Bradley DR from SR 54 to Jimmie Mayfield BLVD	6.31	4,634	53	13	-
TDK/Crosstown Boulevard from Dividend Drive to Robinson Road	5.94	3,461	54	8	-
Banks Road between Ellis Road and SR 85	5.78	7,050	54	26	-
Huddleston Road	5.33	4,321	19	12	-
Jenkins Road	5.32	2,097	14	4	-
Grant Road	4.96	393	5	-	-
Walt Banks Road	4.88	5,270	14	2	-
Morgan Mill Road	4.71	495	6	6	-
Longview Road	3.95	1,032	7	3	-
Wisdom Road	3.83	4,047	12	2	-
White Road from SR 925 to SR 314	3.82	2,929	20	5	-
Jeff Davis Drive from County Line Road / Inman Road to Jimmie Mayfield Blvd	3.79	6,930	88	28	-
SR 85/92 from SR 54 to Ramah Road	3.68	25,200	131	35	-
Holly Grove Road	3.50	4,703	19	4	-
Milam Road / Rivers Road from county line to SR 92	3.48	1,772	24	9	1
SR 85/92 from SR 54 to SR 314	3.44	36,900	157	43	-
Hood Ave/Kathi Avenue	3.33	1,868	14	19	1
Flat Creek Road	3.28	3,105	16	3	-

High Crash Rate Intersections

High crash rate intersections have been mainly identified on state Routes.



FAYETTE TRANSPORTATION PLAN

High Crash Rate Intersections

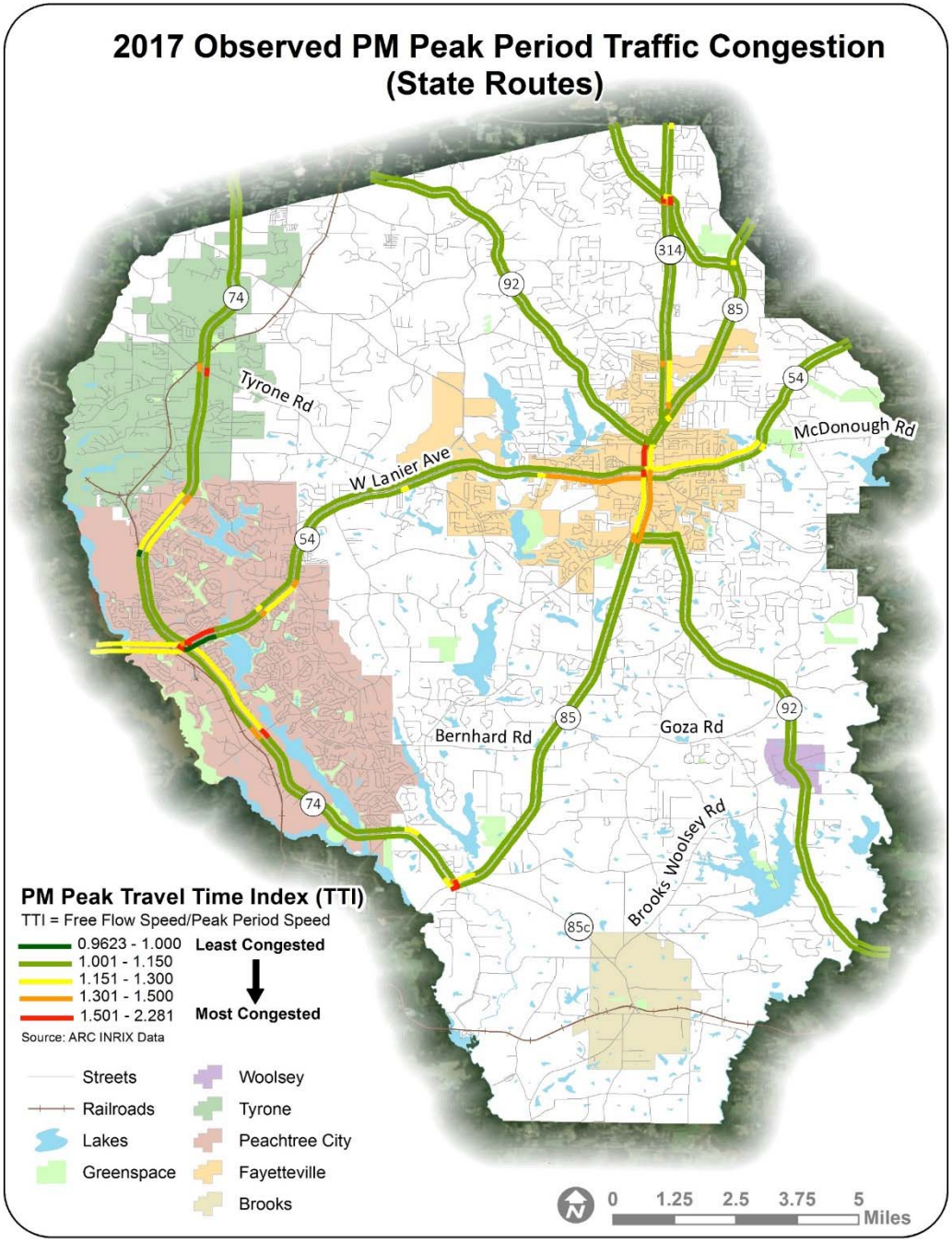
			2015-2017 Crash Statistics		
Location	Crash Rate	Daily Entering Volume	Crashes	Injuries	Fatalities
Aberdeen Pkwy at Commerce Drive	7.47	1,345	11	4	-
SR 314 at Pavilion Parkway	6.03	10,000	66	21	-
SR 314 at SR 85	5.40	31,273	185	32	-
SR 85/92 at SR 54/Lanier Avenue	4.54	49,265	245	47	-
SR 92 at Sam Helens Parkway	4.34	17,675	84	31	-
SR 314 at Kenwood Road	4.14	20,967	95	48	-
SR 85 & Whitewater High School / Sara Harp Minter Elementary School	3.94	8,350	36	19	-
SR 54 at McElroy Road	3.59	11,444	45	21	-
SR 74 at SR 54	3.50	60,053	230	39	-
Goza Rd at Antioch Road	3.39	7,276	27	31	1
Sandy Creek Rd at Eastin Road	3.39	5,126	19	13	-
SR 314 at New Hope Road	3.35	14,731	54	14	-

Current and Future Year

CONGESTION

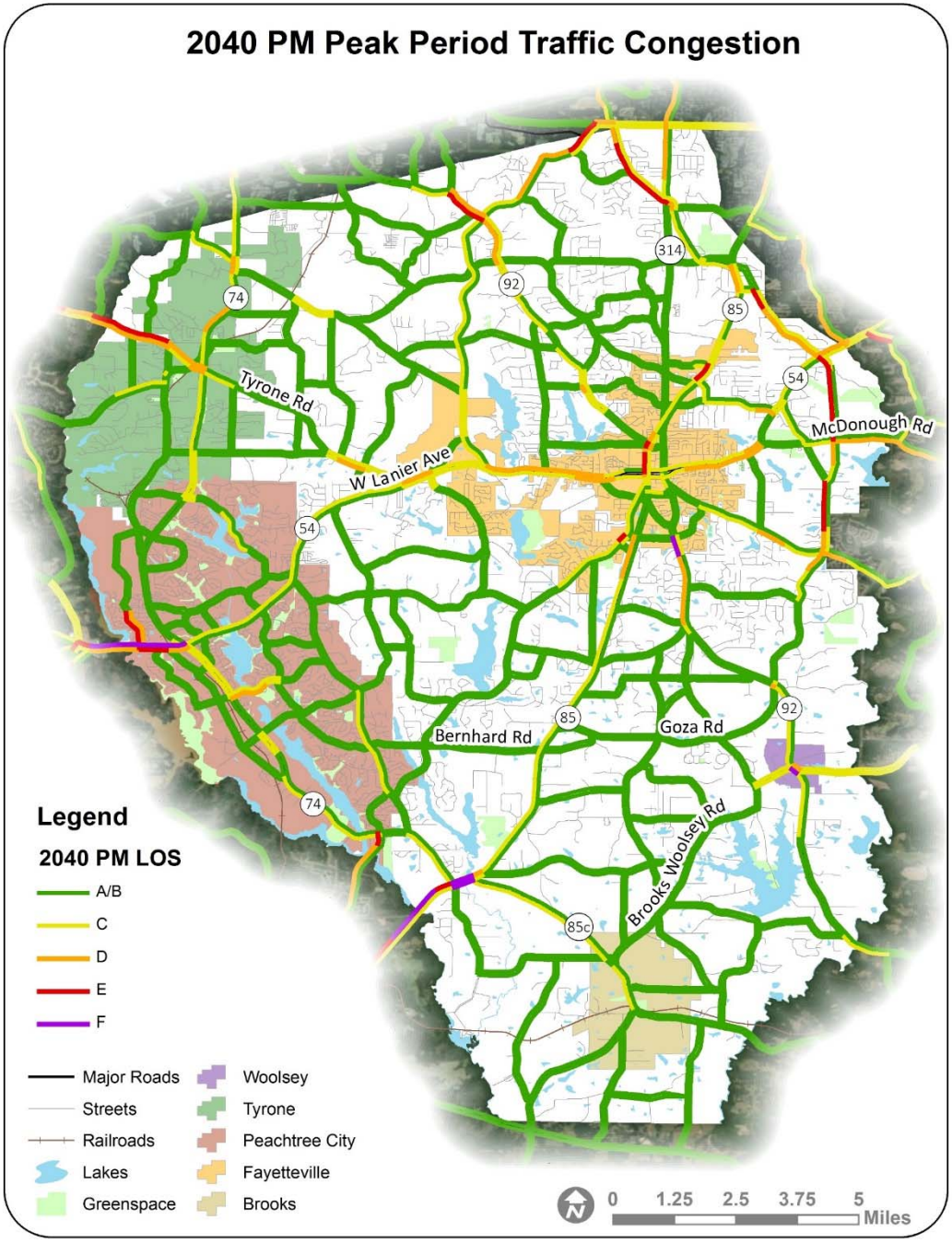
FAYETTE TRANSPORTATION PLAN

2017 Congestion (Observed)



FAYETTE TRANSPORTATION PLAN

2040 Congestion (Modeled)



FAYETTE TRANSPORTATION PLAN

LOS Changes in State Routes 2017 - 2040

Roadway	Location	2017 LOS	2040 E+C LOS
SR 85	North of Fayetteville	C	E
SR 85	From Fayetteville to SR 85c	A/B	C
SR 85	From SR 85c into Coweta County	C/E	F
SR 85 Connector	From Brooks Woolsey Rd to SR 85	A/B	C
SR 74	Tyrone	C	D
SR 74	Peachtree City	A/B	C
SR 54	Fayetteville	C	D
SR 54	Between Fayetteville and Peachtree City	A/B	C
SR 54	From SR 74 into Coweta County	E	F
SR 279	From Fulton County to SR 314	D	E
SR 92	Near Veterans Parkway	D	E
SR 85/92	Downtown Fayetteville	D	E

LOS Changes Non-State Routes 2017 - 2040

Roadway	Location	2017 LOS	2040 E+C LOS
Corinth Rd	From SR 85 to SR 54	C	D
Westbridge Rd	From Fulton County to SR 92	D	E
Palmetto Rd	From SR 74/Tyrone Rd into Coweta County	D	E
Rockaway Rd	SR 74 to Coweta County	A/B	D
Hampton Rd	From Brooks Woolsey Rd to Clayton County	A/B	C

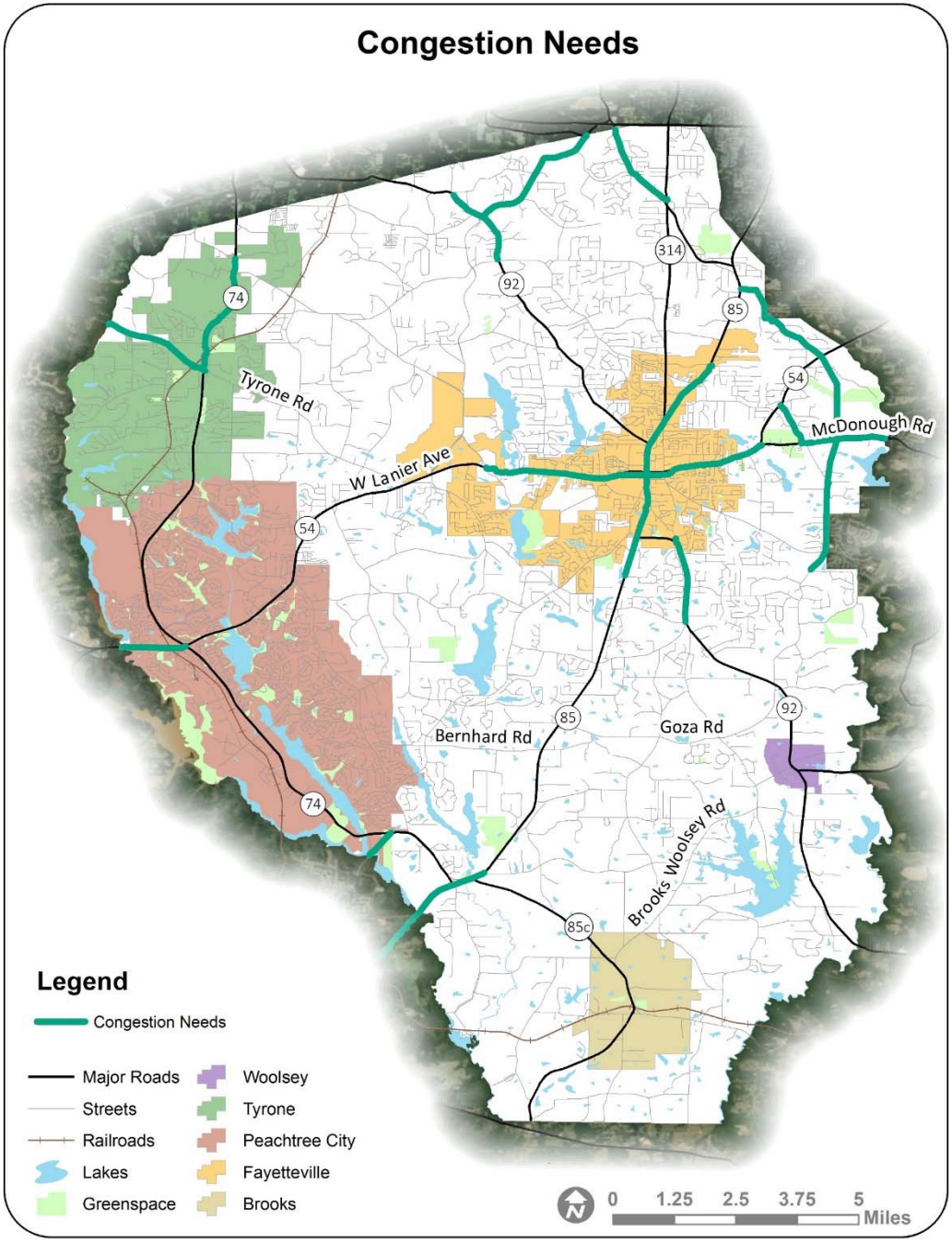
FAYETTE TRANSPORTATION PLAN

2040 Travel Demand Model Summary

- Need additional connections with Coweta County. Worsening congestion along:
  - SR 54, SR 85, Palmetto Road and Rockaway Road.
- East Fayetteville Bypass between SR 54 and Jeff Davis Hwy: Two lanes might not be sufficient for this facility to meet future 2040 demand.
- Corinth Road from SR 85 to SR 54: With the completion of the East Fayetteville Bypass, demand is projected to increase on Corinth Road as a continuation of a northeastern bypass around Fayetteville.
- The downtown Fayetteville bottleneck is projected to worsen from LOS D to LOS E on SR 85/92 and from LOS C to D on SR 54.

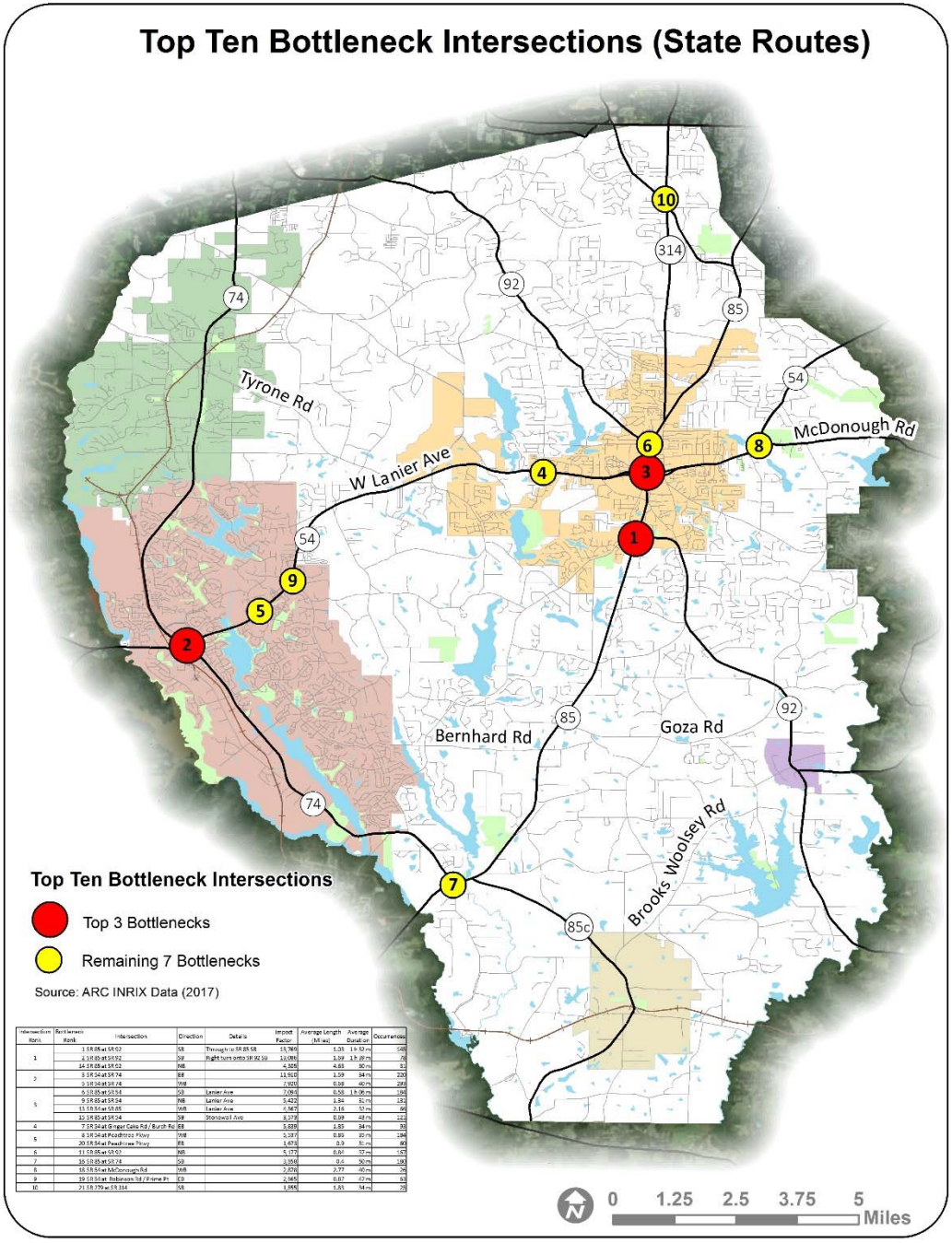
Congestion Needs

- SR 74 (Tyrone)
- Palmetto Road
- SR 54 (PTC)
- SR 54 (Fayetteville)
- Rockaway Road
- SR 85 South (to Coweta)
- SR 85 South (Fayetteville)
- SR 85 North (Fayetteville)
- SR 92
- Westbridge Road
- Corinth Road
- County Line Road
- E. Fayetteville Bypass
- SR 279
- McElroy Road



FAYETTE TRANSPORTATION PLAN

2017 Bottlenecks (Observed)

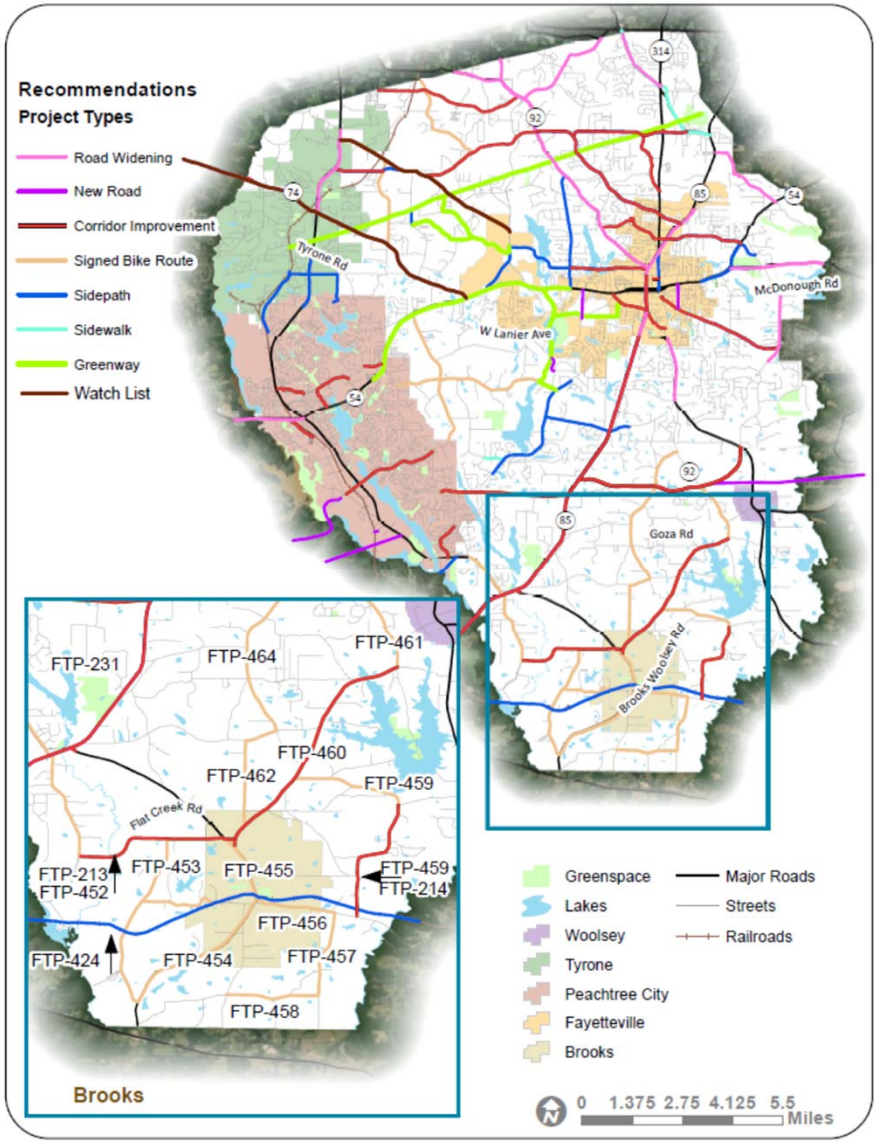


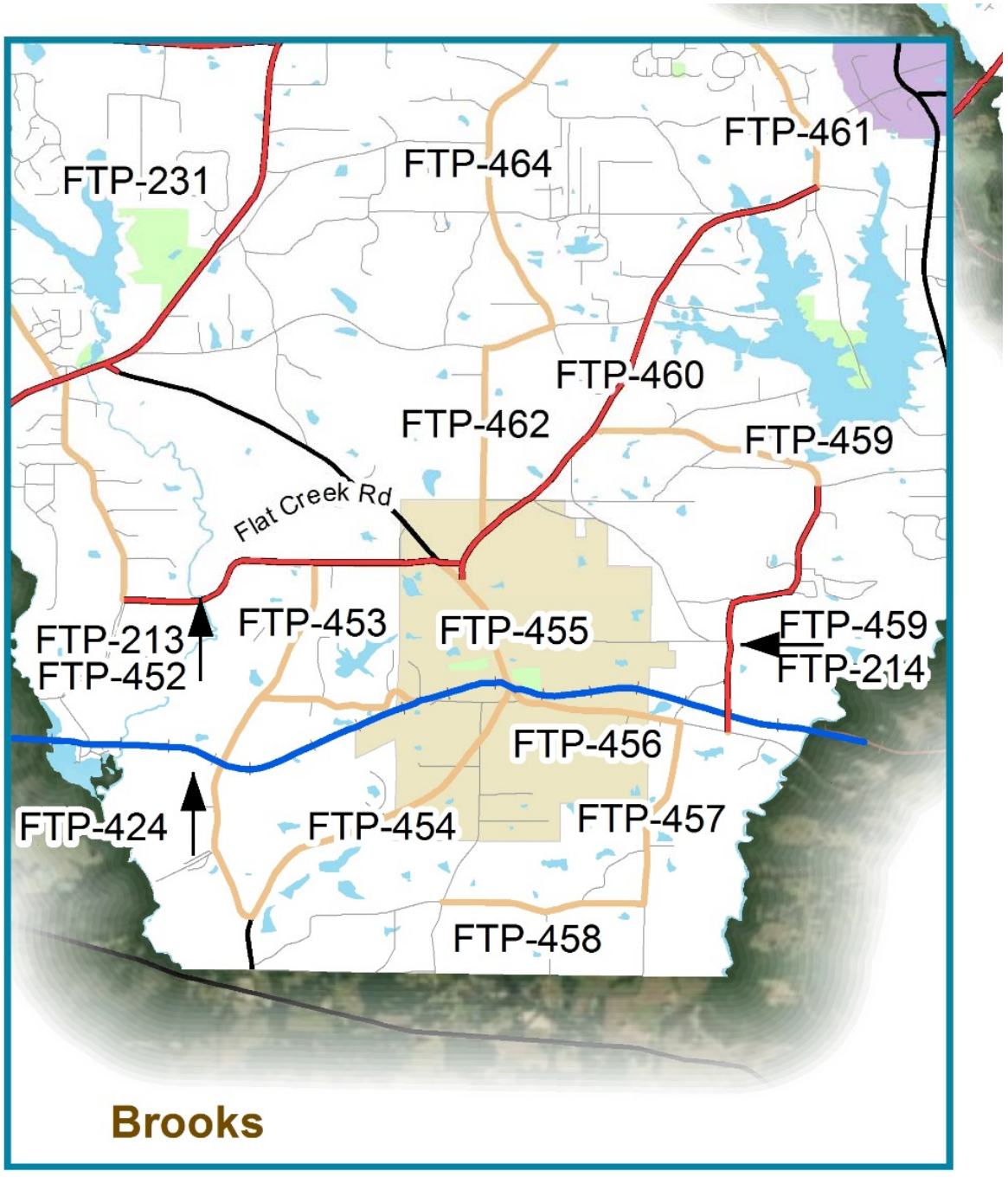
FAYETTE TRANSPORTATION PLAN

Draft

ROAD & PATH PROJECTS

FAYETTE TRANSPORTATION PLAN


Recommendations
Project Types
Road Widening
New Road
Corridor Improvement
Signed Bike Route
Sidepath
Sidewalk
Greenway
Watch List
Tyrone Rd
W Lanier Ave
McDonough Rd
Goza Rd
Brooks Woolsey Rd
FTP-231
FTP-464
FTP-461
FTP-460
FTP-462
FTP-459
Flat Creek Rd
FTP-213
FTP-452
FTP-453
FTP-455
FTP-459
FTP-214
FTP-456
FTP-424
FTP-454
FTP-457
FTP-458
Brooks
Greenspace
Lakes
Woolsey
Tyrone
Peachtree City
Fayetteville
Brooks
Major Roads
Streets
Railroads
0 1.375 2.75 4.125 5.5
Miles



FAYETTE TRANSPORTATION PLAN

PRJ_ID	PRJ_SRC	PRJ_NAME	PRJ_TYPE	RDWY_NAME
FTP-213	2018 FTP	Morgan Mill Road	Roadway-Operations and Safety	Morgan Mill Road
FTP-214	2018 FTP	Grant Road	Roadway-Operations and Safety	Grant Road
FTP-231	TIP	SR 85 Safety and Operations Improvements	Roadway-Operations and Safety	SR 85
FTP-424	2018 FTP	Southside Rail-to-Trail	Last Mile Connectivity/Joint Bike-Ped Facilities	Old Rail Line
FTP-452	2018 FTP	Morgan Mill Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Morgan Mill Road
FTP-453	2018 FTP	Bankstown Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Bankstown Road
FTP-454	2018 FTP	85C Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	85C
FTP-455	2018 FTP	Price Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Price Road
FTP-456	2018 FTP	McIntosh Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	McIntosh Road
FTP-457	2018 FTP	Hardy Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Hardy Road
FTP-458	2018 FTP	Mask Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Mask Road
FTP-459	2018 FTP	Grant Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Grant Road
FTP-460	2018 FTP	Brooks-Woolsey Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Brooks-Woolsey Road
FTP-461	2018 FTP	Antioch Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Antioch Road
FTP-462	2018 FTP	Huckaby Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Huckaby Road
FTP-464	2018 FTP	Old Greenville Road Signed Bike Route	Last Mile Connectivity/Bicycle Facilities	Old Greenville Road

Comprehensive Transportation Plan

A. Support for Corridor Improvements of Sandy Creek Road, Palmetto & Tyrone Roads, Banks Road, and SR 279

B. The need for new or improved capacity into Coweta County

C. Safety Improvements along multiple roads, including Crosstown Drive, Grady Avenue, South Jeff Davis

Comprehensive Transportation Plan

D. New road construction from SR 54 to First Manassas Mile Road

E. Reconstruction of Hood Avenue Bridge over Whitewater Creek

F. Connection of Sherwood Road with Lester Road

G. Multiple intersection improvements

Master Path Plan

A. Common standards for path design and signs
B. Path along SR 54 (long range), possibly as Greenway Trail
C. Installation of bike lanes on select corridors
D. Construction of continuous path along Redwine Road
E. Greenway Trail vision – possible regional connections

Master Path Plan

F. Develop paths for schools, parks, and for connections between Cities & Towns

G. Develop additional paths connecting Tyrone and Peachtree City

H. Address future maintenance costs while planning path expansion