FAYETTE COUNTY

SAFE STREETS FOR ALL

Safety Action Plan

MAY 2025

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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.

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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
- Transportation Disadvantaged Populations 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 transportation disadvantaged populations 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.

VISION ZERO

IS NOT A SLOGAN...
NOT A TAGLINE...
NOT EVEN A PROGRAM.

VISION ZERO IS FUNDAMENTALLY DIFFERENT.

IT IS A PARADIGM SHIFT.

Source: Vision Zero Network

TRADITIONAL SAFETY APPROACH VS SAFE SYSTEM APPROACH

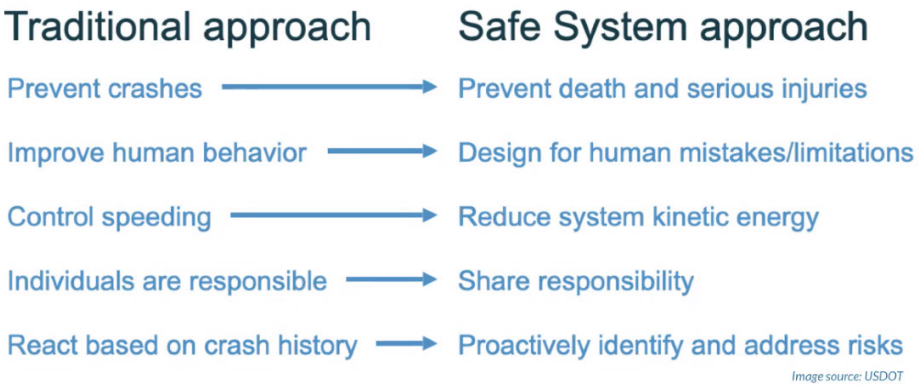
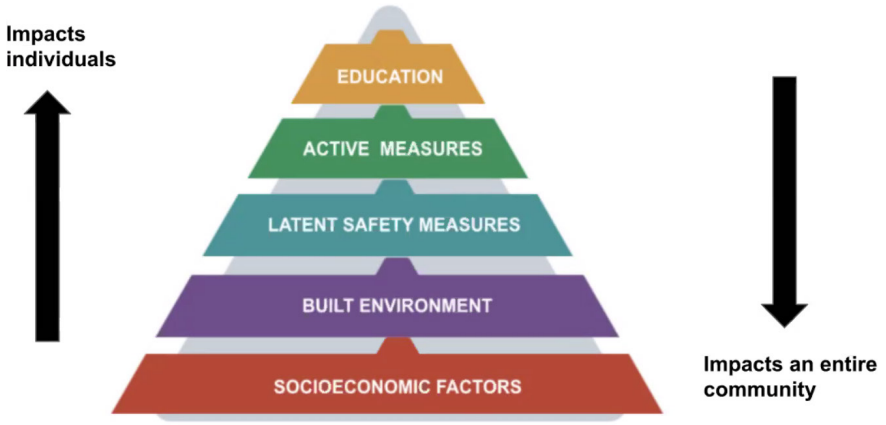


Image source: USDOT

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 reduces 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

TRANSLATING THE PYRAMID TO VISION ZERO

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.

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

APR | MAY | JUN | JUL | AUG | SEPT

Project Initiation

MILESTONE 1

Stakeholder Meeting #1

July 9, 2024

Review of SS4A Program

Preliminary Analysis

Stakeholder Goals

MILESTONE 2

Public Meeting #1

August 27, 2024

Review of Baseline Conditions

MILESTONE 3

Pop-Up Events: Tyrone Museum Market & Kenwood Park

September 7, 2024

Public Engagement

MILESTONE 4

Stakeholder Meeting #2

September 10, 2024

Public Engagement Update

Baseline Conditions Review

MILESTONE 5

Pop-Up Event: Fayette Senior Services Meeting

September 16, 2024

Public Engagement

OCT NOV DEC JAN FEB MAR APR MAY JUN

MILESTONE 6

Pop Up Event: Fayetteville First United Methodist Church | Lunch-n-Learn

October 1, 2024

Public Engagement

MILESTONE 7

Public Meeting #2

October 29, 2024

Review and Provide Comment and Draft Recommendations

MILESTONE 8

Stakeholder Meeting #3

November 12, 2024

Policies and Programs

Safety Countermeasures

Project Development

MILESTONE 11

Stakeholder Meeting #4

January 14, 2025

High Injury Network

Project Development Lists

Project Prioritization

Storyboard - Online Staff Tool and Public Outreach Platform

MILESTONE 12

Planned Action Plan Completion

March 14, 2025

Finalize Draft Safety Action Plan

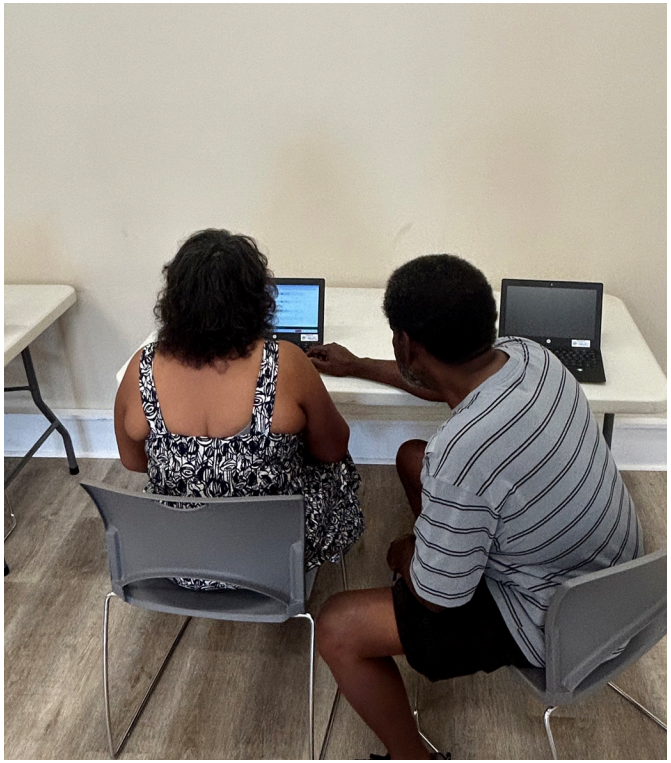
MILESTONE 13

Planned Action Plan Adoption/Submission

June 14, 2025

Adoption & Submission of Safety Action Plan

Adoption



What's in the Action Plan

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.

RELEVANT POLICY

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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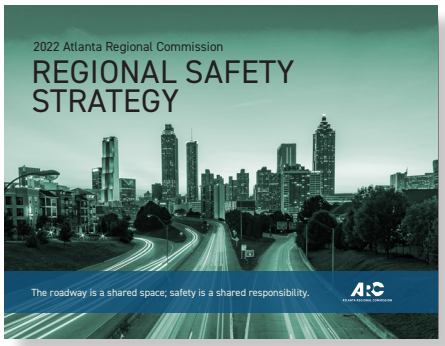
CHAPTER II.

RELEVANT POLICY

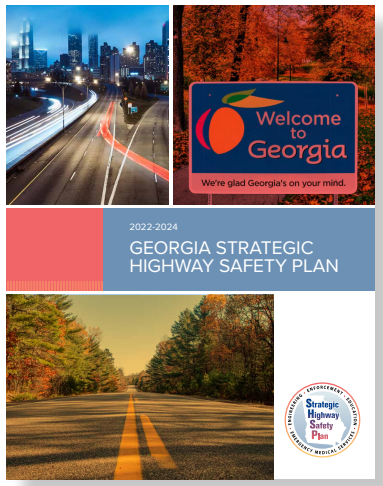
The Fayette County Safety Action Plan builds upon past planning and policy efforts that have shaped transportation safety in the county. Many existing county policies align with and support the goals of the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) initiative. 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



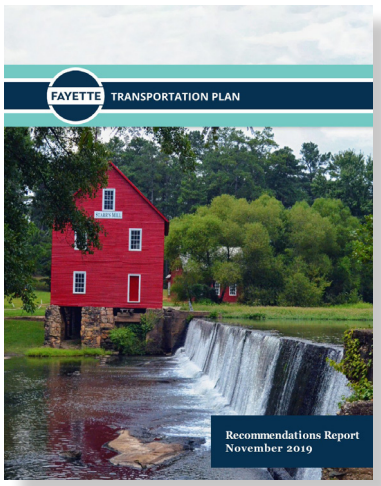
The Atlanta Regional Commission (ARC) published a roadway safety strategy in 2022 to reduce the occurrence of roadway fatalities in the Atlanta region. The vision of ARC regional safety strategy is “The roadway is a shared space, safety is a shared responsibility”. The safety goal for this strategy is zero deaths and serious innuries on all public roadys. 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 fatalties 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.

Fayette County Transportation Plan



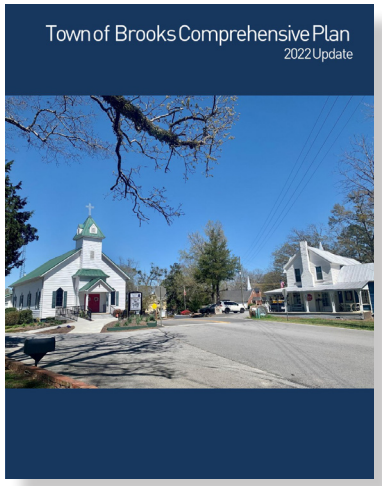
The Fayette County CTP serves as a long-range transportation planning document that assesses current infrastructure, identifies future transportation needs, and recommends projects to enhance safety, connectivity, and mobility for all users. The plan addresses roadway capacity, pedestrian and bicycle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

Fayette County Comprehensive Plan

The Fayette County Comprehensive Plan 2022 Update outlines a strategic vision for the county’s growth and development through 2040, aiming to balance economic vitality with the preservation of its rural character. Key goals include managing land use to support diverse housing options, enhancing transportation infrastructure, promoting economic development, and conserving natural resources. Guided by public input and state planning standards, it prioritizes sustainability, transportation, and quality of life.

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.

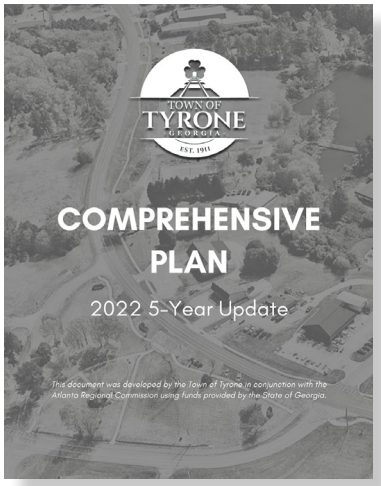
FAYETTEVILLE

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

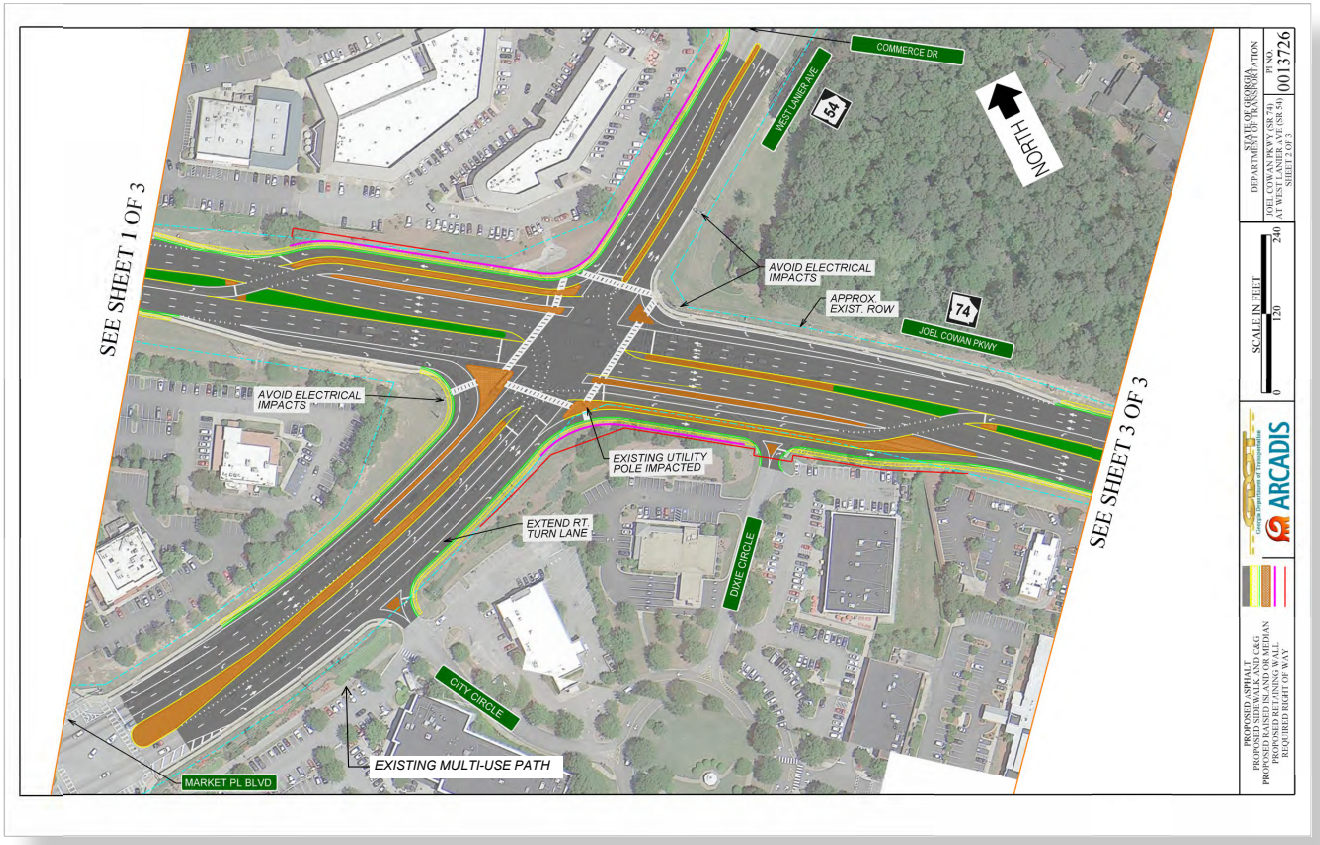


The Town of Tyrone's Comprehensive Plan focuses on maintaining the town's small-town character while improving transportation infrastructure. It highlights strategies for roadway safety, intersection improvements, and expanding pedestrian and cycling facilities to support a safe and accessible transportation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

Previous Corridor Studies

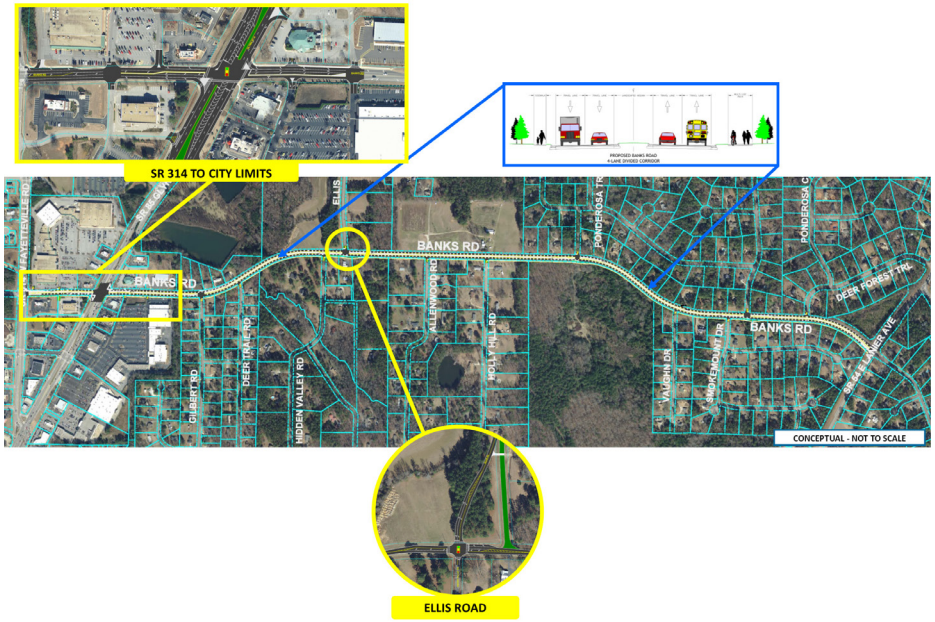
Fayette County has conducted corridor plans and studies to assess the character and function of its most heavily traveled roadways. These plans aim to improve conditions for pedestrians and drivers while supporting development by addressing each corridor's impact on the county's overall transportation network.

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.

BANKS ROAD

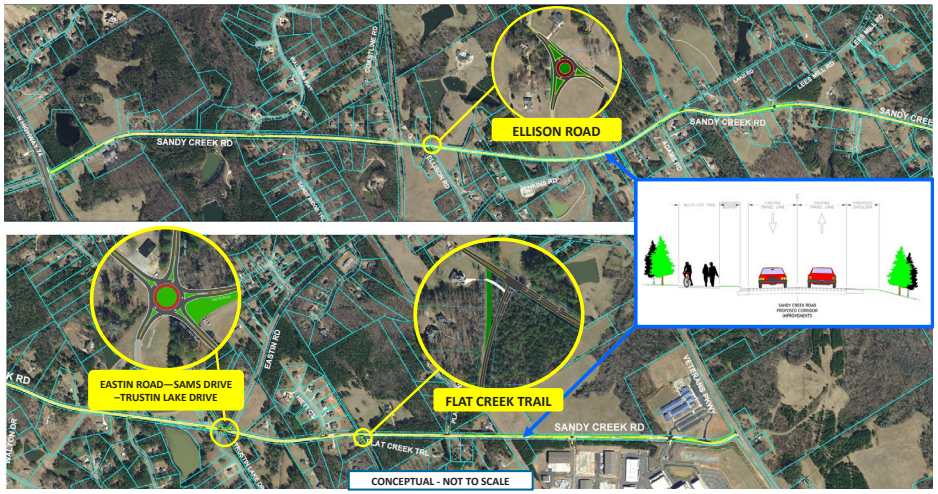


The 2019 Banks Road Corridor Study evaluates a 1.9-mile segment between SR 314 and SR 54 to address traffic congestion, safety concerns, and multimodal accessibility.

The study recommends widening the corridor from SR 54 to SR 85 to four lanes with a raised median to increase capacity and improve safety. From SR 314 to the Fayetteville city limits, it proposes access management treatments to reduce the high crash rate within the commercial node. Additional improvements include correcting horizontal and vertical curves, upgrading and installing warning signage, and improving the intersections at SR 85 and Ellis Road. The study also recommends a shared-use path on the south side of the road and a sidewalk on the north side.

These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.

SANDY CREEK ROAD

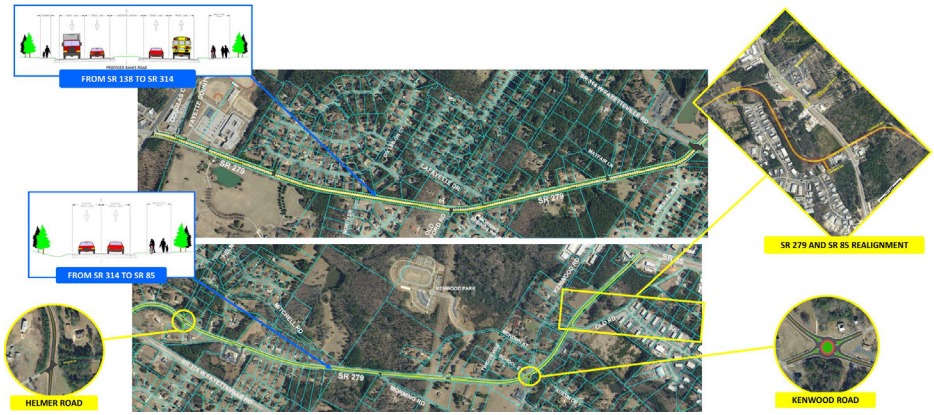


The 2019 Sandy Creek Road Corridor Study evaluates a 4.6-mile segment from Veterans Parkway in Fayetteville to SR 74 in Tyrone to address increasing traffic from regional growth, including developments such as Pinewood Studios.

The recommended improvements for Sandy Creek Road include maintaining two travel lanes, widening shoulders, adding a shared-use path on one side, correcting horizontal and vertical curves to improve sight distance, upgrading signage, and installing guardrails where necessary. The study also recommends improvements such as intersection upgrades, enhanced pedestrian and bicycle infrastructure, and access management strategies.

These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.

SR 279



The 2019 SR 279 Corridor Study evaluates a 4.25-mile segment from SR 85 to the Fayette-Fulton County line, aiming to enhance safety, mobility, and connectivity. The study also assessed the realignment of SR 279 to directly connect with Corinth Road.

The recommendations for SR 279 are divided into two segments. From SR 138 to SR 314, the study recommends widening the road to four lanes with a center median, installing a shared-use path on the north side of the road, and a sidewalk on the south side. From SR 314 to SR 85, the study recommends maintaining two lanes and adding a shared-use path on the north side. Additional recommendations include realigning SR 279 with Corinth Road, correcting horizontal and vertical curves, upgrading and installing warning signage, and making intersection improvements at Kenwood Road and Helmer Road.

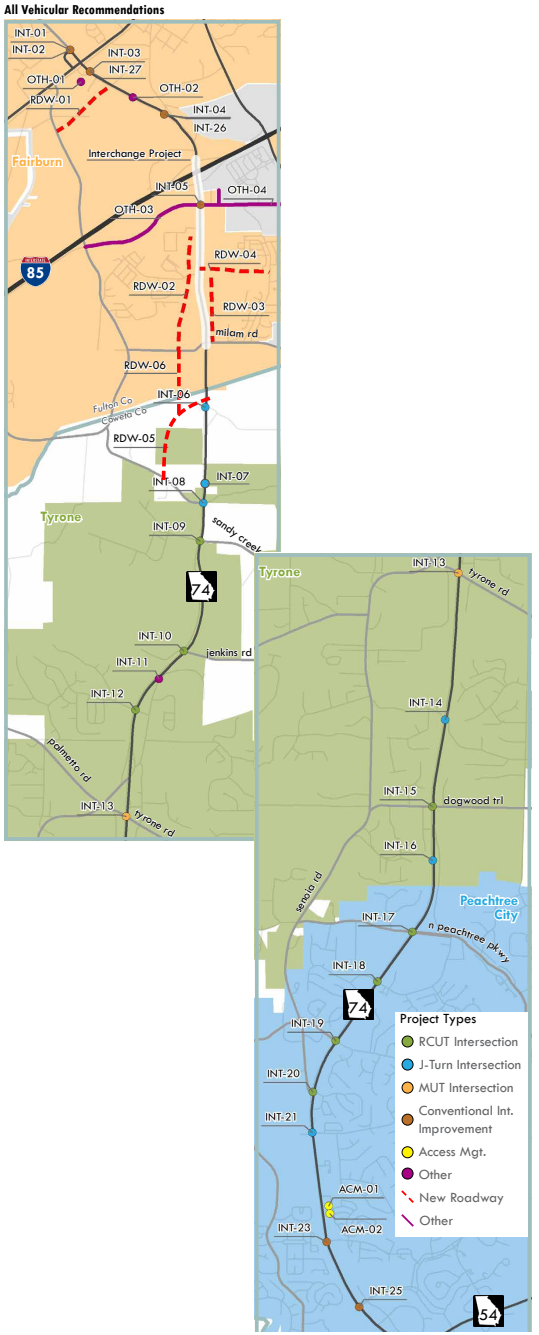
These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.

SR 74

The 2019 SR 74 Corridor Study evaluates the corridor from US 29 to SR 54, passing through Fairburn, Tyrone, and Peachtree City. The study aims to address the increased traffic demand from employment and residential growth.

The overall recommended improvement for SR 74 is a "Superstreet" concept, which is a combination of innovative intersection improvements such as Reduced Conflict U-Turns (RCUTs) and J-turns. Additional recommendations include access management strategies, crossing improvements, bicycle route, and multi-use paths to improve pedestrian and bicycle connectivity. Additionally, the study proposes transit enhancements, including extending MARTA bus routes and expanding park-and-ride facilities.

These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.



TYRONE ROAD - PALMETTO ROAD

The 2019 Tyrone-Palmetto Road Corridor Study evaluates a 4.5-mile segment of Tyrone Road from SR 54 to Senoia Road and a 1.7-mile segment of Palmetto Road from Senoia Road to the Coweta County line.

The recommendations for Tyrone Road–Palmetto Road are divided into two segments:

1. From Dogwood Trail to SR 54:
   The study recommends widening Tyrone Road to four lanes with a raised median and installing a shared-use path on one side of the road. Recommended intersection improvements include upgraded signal timing and the addition of a left-turn lane for the eastbound Tyrone Road approach at SR 54, installation of a traffic signal at Flat Creek Trail, and a roundabout at Dogwood Trail.

2. From Dogwood Trail to the county line:
   The study recommends maintaining two lanes, installing a shared-use path on one side of the road, and correcting horizontal and vertical curves. Recommended intersection improvements include a roundabout at Ellison Road, realignment and installation of a traffic signal at Senoia Road, and a SPLOST-funded roundabout at Spencer Lane - Arrowood Road.

These recommendations are part of the county's broader 2017 SPLOST-funded transportation initiative aimed at fostering safer and more efficient mobility.

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CHAPTER III.

WHAT WE'VE HEARD

Community involvement was essential to the Safety Action Plan (reference Appendix D for the full engagement summary), 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 took place for the Cedartown , including:

- Stakeholder meetings
- Pop-up events
- Online

Figure 3.1 Stakeholder Meeting

Figure 3.2 Public 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) transportation disadvantaged populations 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.

TRANSPORTATION DISADVANTAGED POPULATIONS IN POLICY, STRATEGY, AND PROJECT SELECTION

Transportation disadvantaged populations were evaluated to ensure fair distribution of safety improvements and resources, especially in underserved communities. Context-based design and refined project selection address local needs and infrastructure disparities. Programs targeting speed management, school zones, and pedestrian and bike facilities prioritize vulnerable users like children, seniors, and low-income residents supporting safer, 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.

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. One notable intersection is located on Inman Rd which received 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 66% of all comments received were related to intersection safety, both signalized and unsignalized.
- Approximately 20% of all comments received focused on pedestrian and bicycle safety, with many respondents identifying locations they would like to walk or bike to but cannot due to safety concerns.

Figure 3.4 Online Map Input Comments by Category

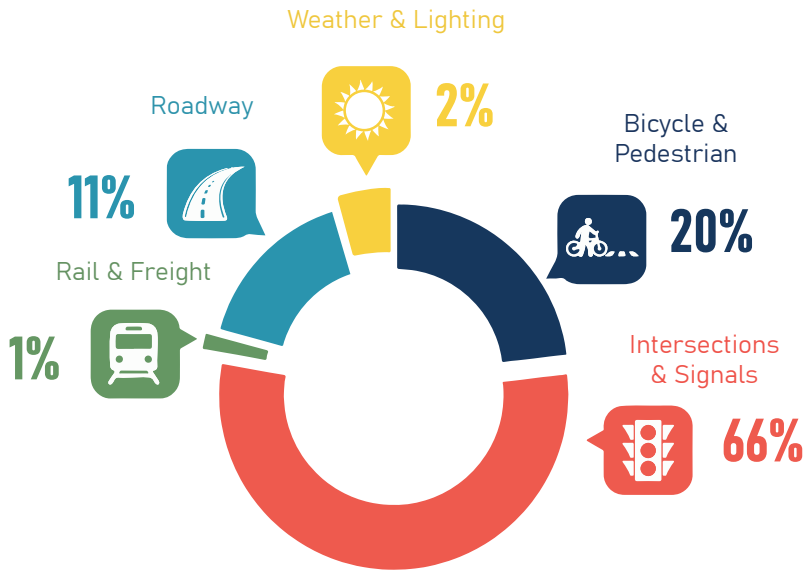


Table 3.1 Comment Types

COMMENT CATEGORY	COUNT
Bicycle & Pedestrian	**103**
Bike and Pedestrian Desired Destination	92
Bike Lane	6
Bike Safety Sign	5
Intersections & Signals	**336**
High Risk Intersection	239
Unsafe with Signal	26
Unsafe without Signal	71
Rail & Freight	**7**
Freight	7
Roadway	**58**
Pavement Condition	12
Roadway Design	19
Roadway Signage	7
Roadway Markings	4
School Zone	16
Weather & Lighting	**8**
Weather	2
Unsafe Roadway	4
Unsafe Intersection	2

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 Destination
- High Risk Intersection

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

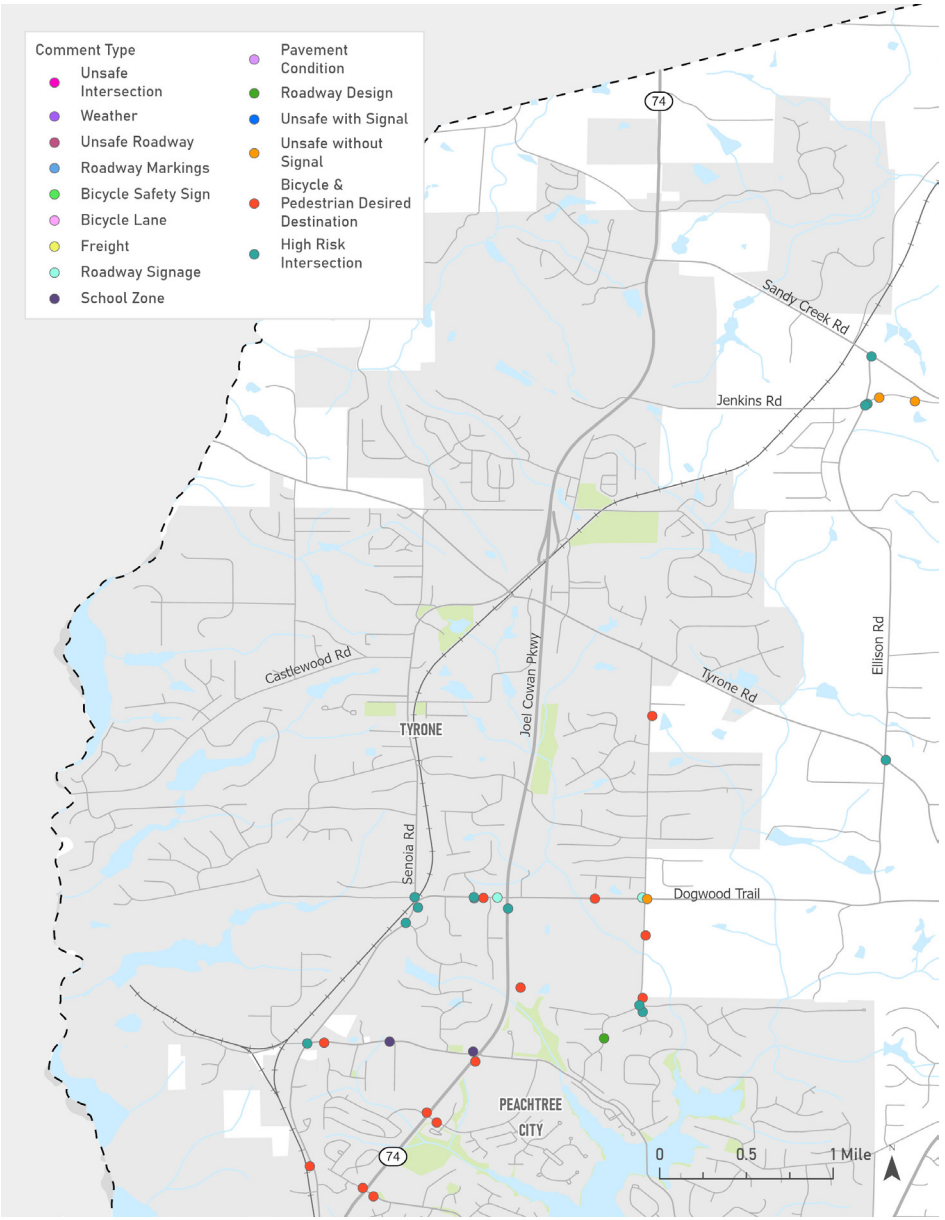


Table 3.2 Tyrone Community Priority Locations

INTERSECTION	PROJECT TYPE
Senoia Rd at Dogwood Trail	Path Crossing

Figure 3.6 Social Pinpoint Feedback - 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 Social Pinpoint Feedback - Fayette County

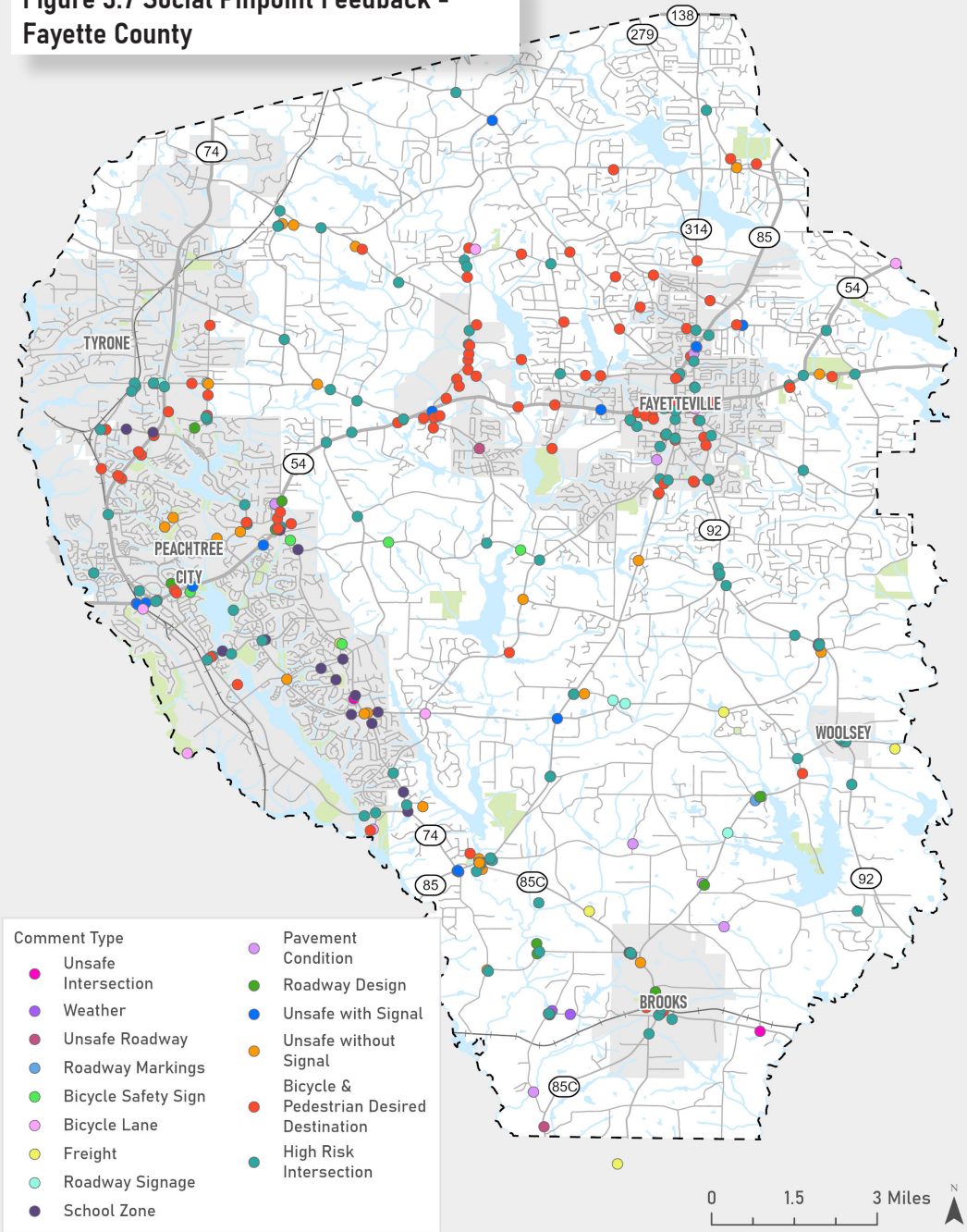


Table 3.4 County Community Priority Locations

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 Social Pinpoint Feedback - Fayetteville

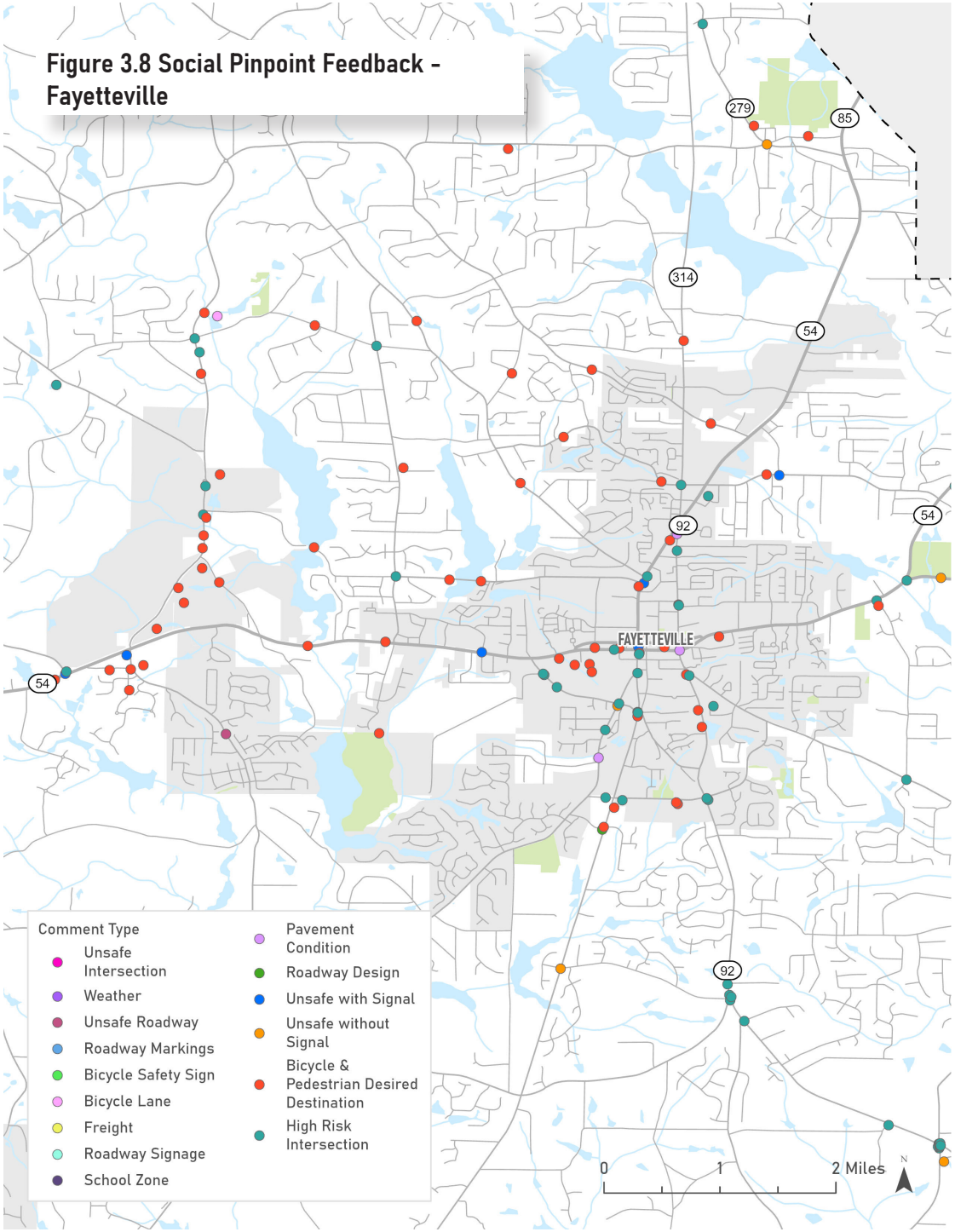


Table 3.5 Fayetteville Community Priority Locations

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 Social Pinpoint Feedback - Peachtree City

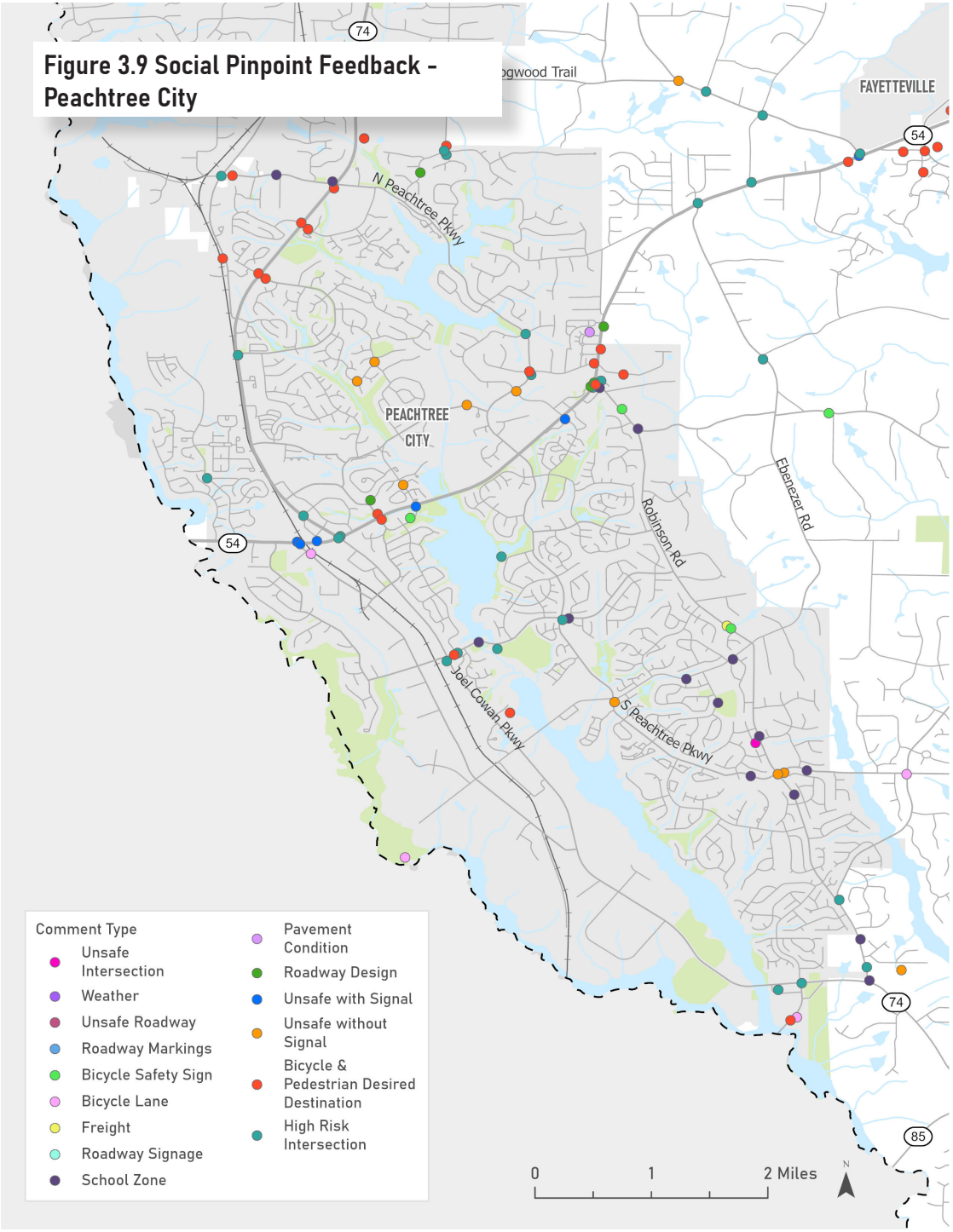


Table 3.6 Peachtree City Community Priority Locations

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) transportation disadvantaged populations 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.

Transportation Disadvantaged Populations 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.

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 fatalities and 251 serious injuries from 2019 to 2023, with annual fatalities ranging from 6 to 19. While travel patterns were likely affected by the COVID-19 pandemic in 2020 and 2021, serious crashes have shown an overall upward trend, increasing from 40 in 2019 to 62 in 2022 and 47 in 2023.
- Crashes are typically concentrated along segments and intersections with the highest traffic volumes and congestion levels. Roadways carrying higher traffic volumes, particularly state routes, tend to experience more crashes.
- Most fatal and serious injury crashes occur on major roads, especially state routes such as SR 85, SR 54, and SR 74. These roads carry higher traffic volumes at faster speeds, making crashes more severe. Rural roads with sharp curves, like SR 92, also account for a share of fatal and serious injury crashes, often influenced by limited lighting and speeding.

Fayette Traffic Crashes—By the Numbers

17,678
Total Crashes
2019-2023

17,605
Vehicle-Only Crashes

796
Heavy Vehicle Crashes

57
Pedestrian Crashes

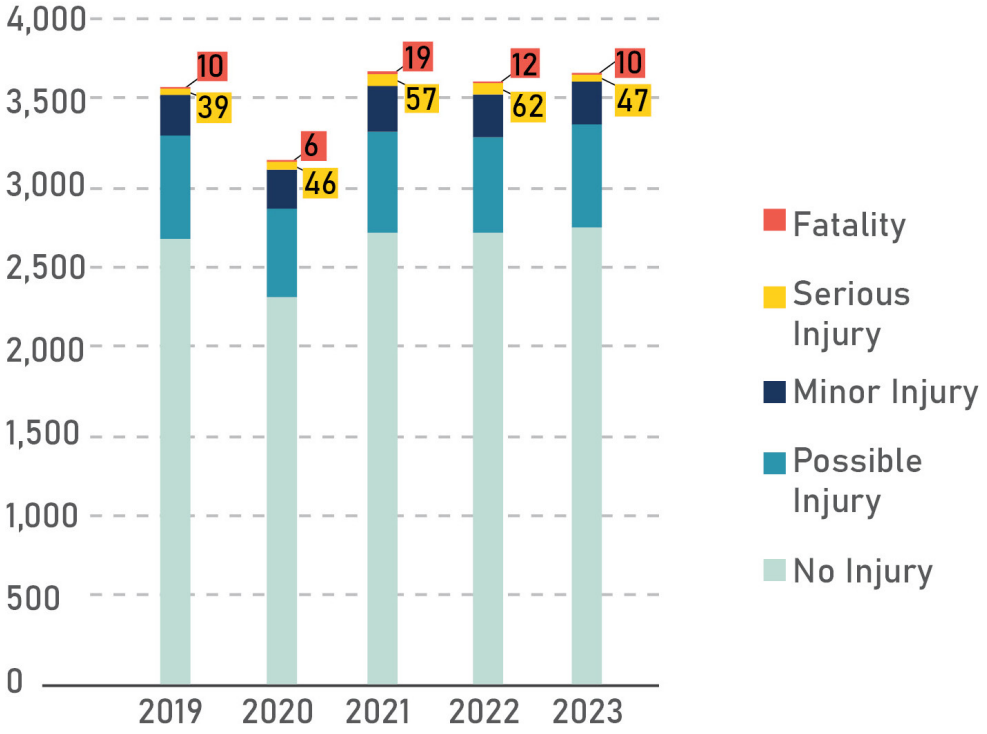
40
Bicyclist Crashes

314
Golf Cart Crashes

57
Fatalities
Fayette Co: 0.32%
GA: 0.4%

251
Serious Injuries
Fayette Co: 1.41%
GA: 1.6%

Figure 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 fatality or serious injury (KSI). While these crashes occur relatively often, they are less likely to result in a severe outcome. Crashes not involving a collision with another motor vehicle make up a significant share 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 4.2 Crash Type by Severity

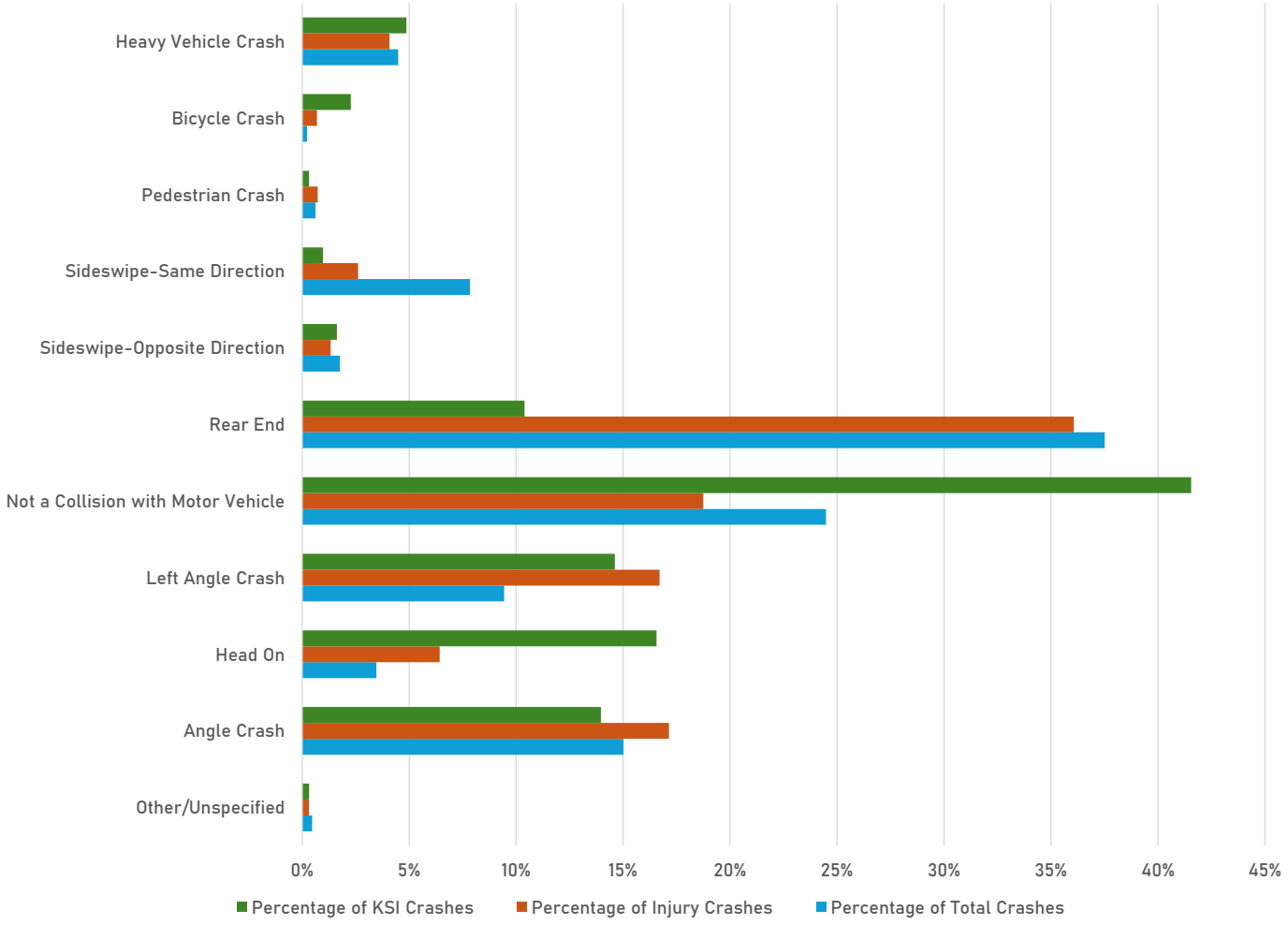


Figure 4.3 Crash Heatmap with Fatal Crashes
Source: GDOT Numetric 2019-2023

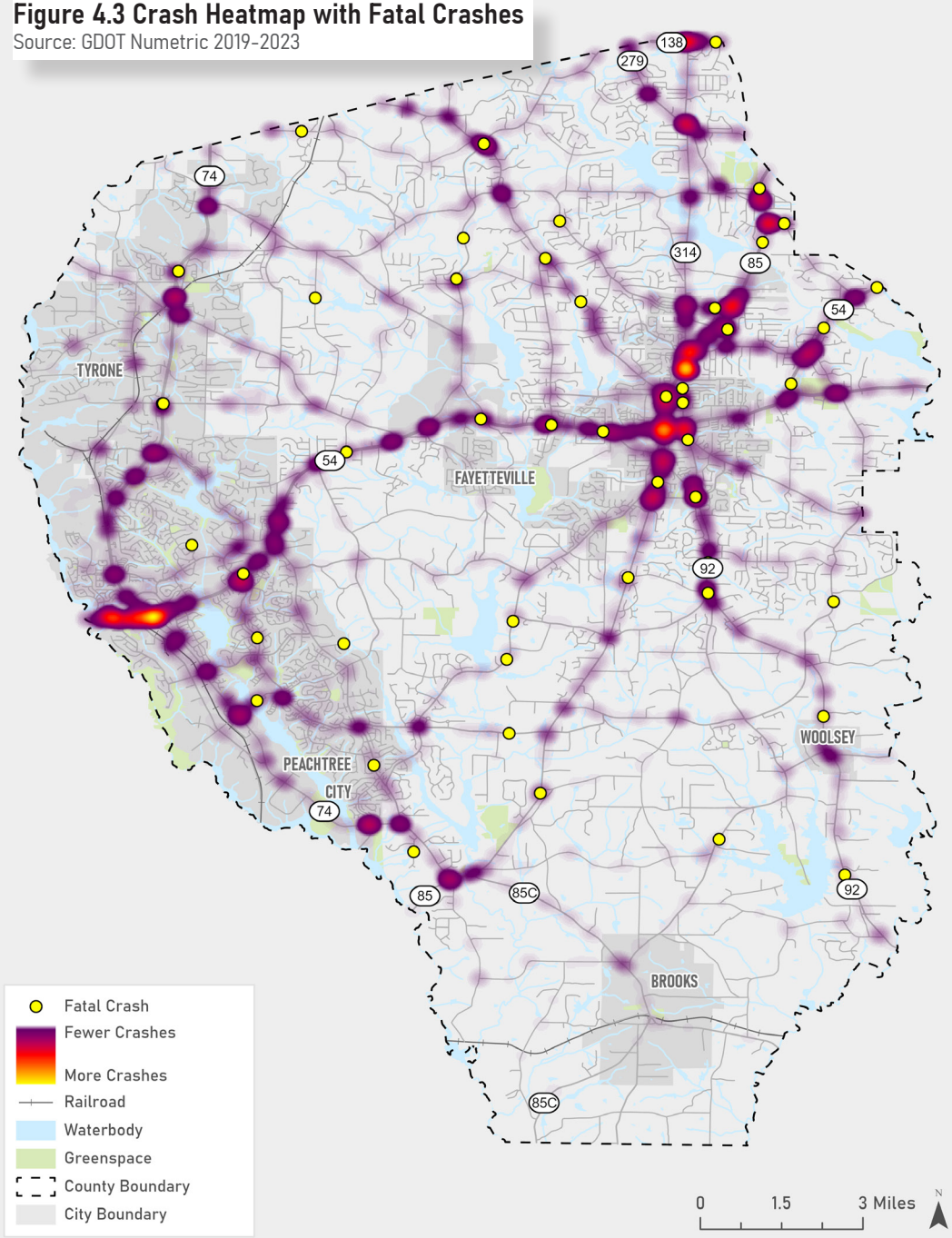
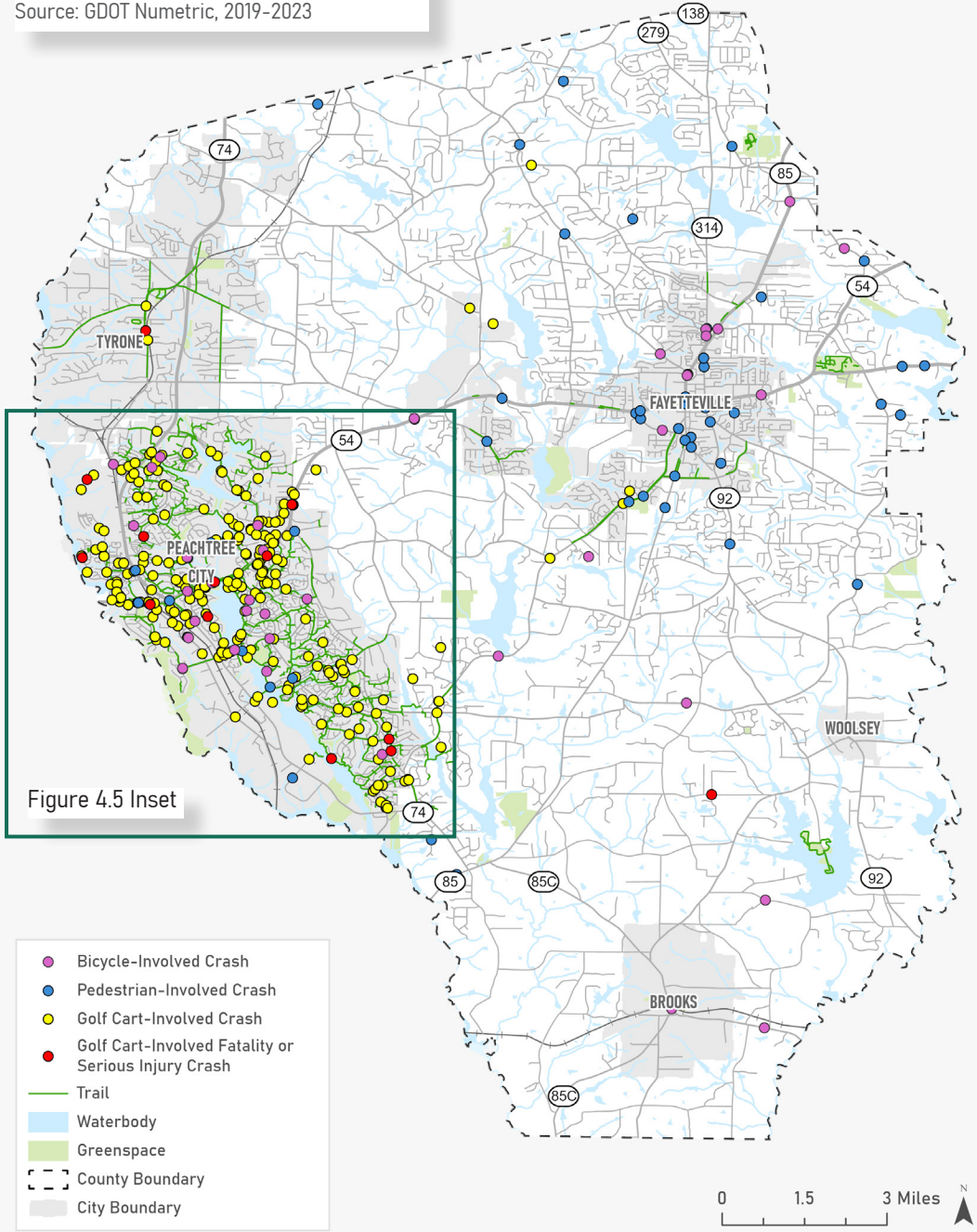


Table 4.1 Crash Density Focus Areas
Source: GDOT Numetric, 2019-2023

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



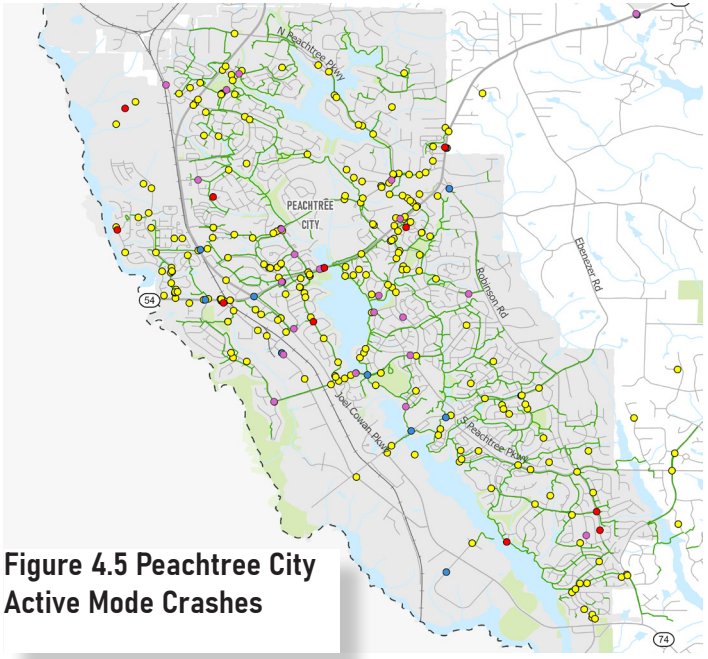


Figure 4.5 Peachtree City Active Mode Crashes

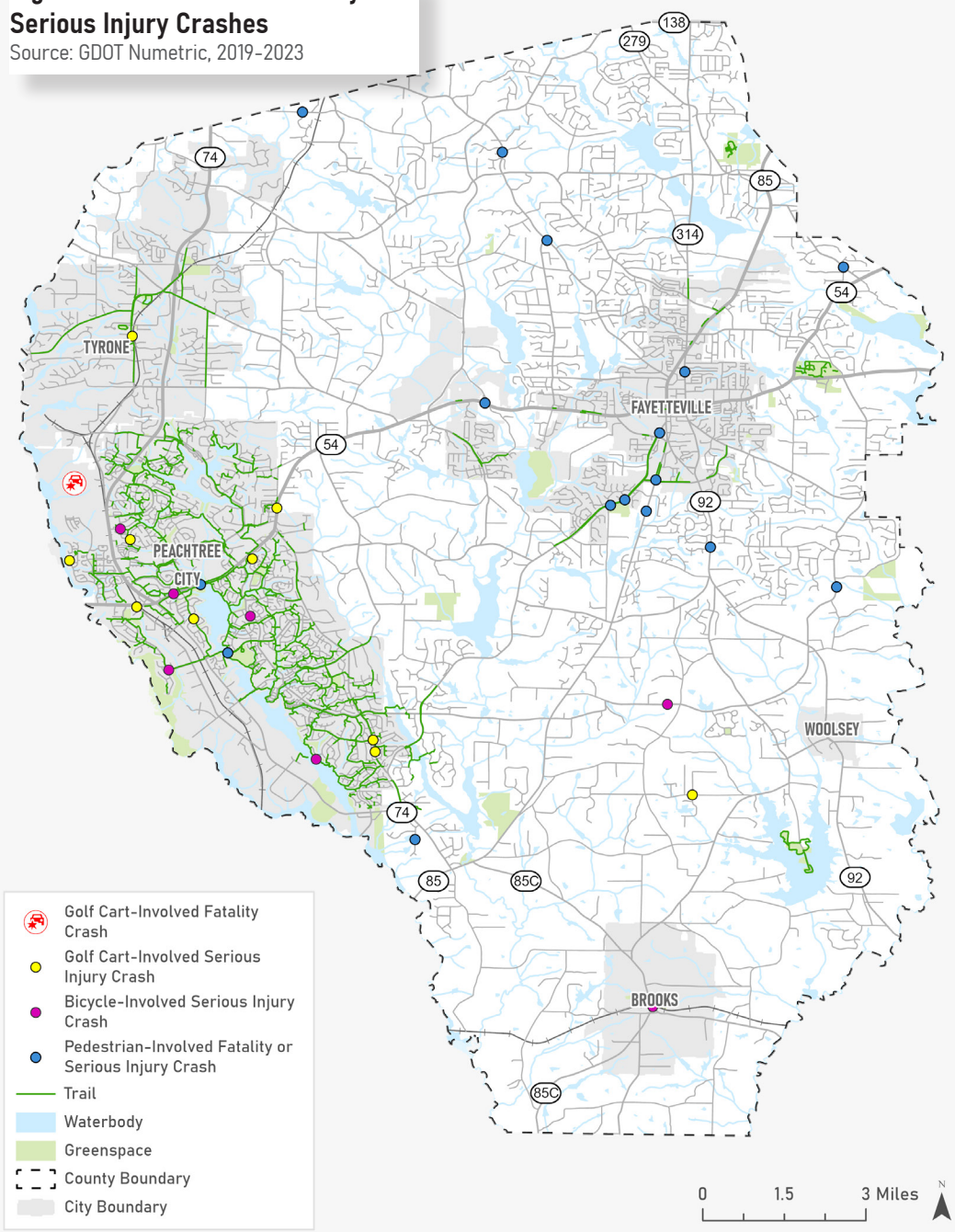
Active mode crashes include pedestrians, bicycles, and golf carts. Peachtree City, with its significant number of golf cart users utilizing the city's Path system, accounted for most golf cart-involved crashes, particularly near trail crossings where interactions with vehicles are more frequent.

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

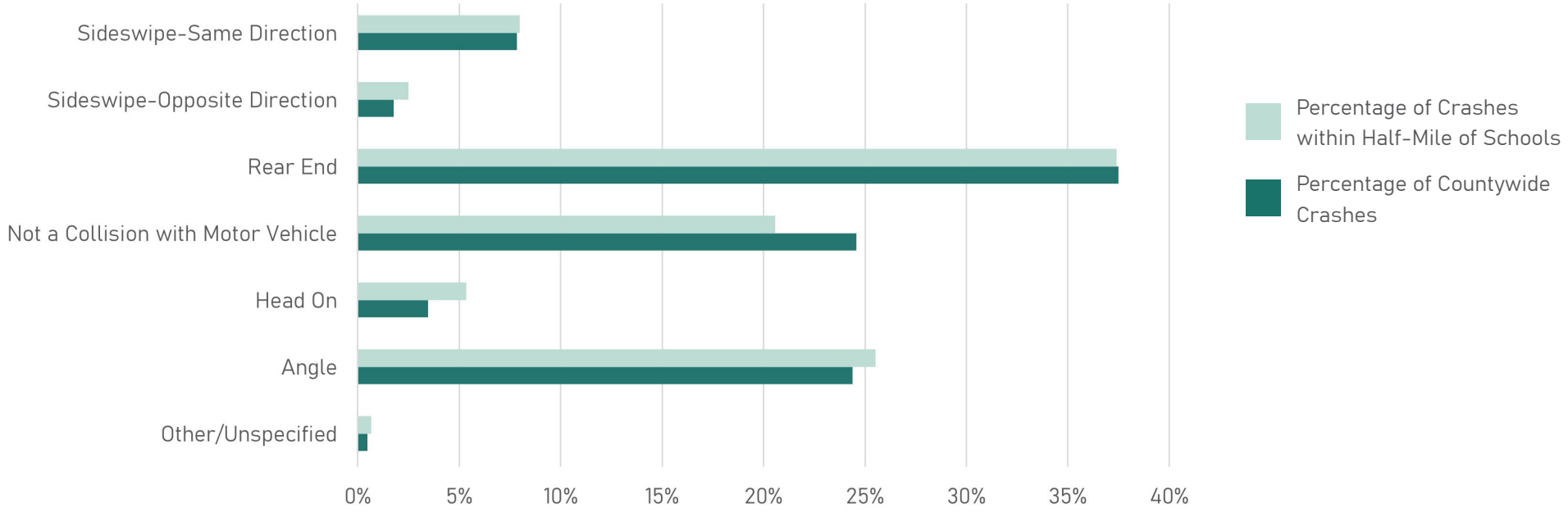


Figure 4.8 Crashes in School Areas
Source: GDOT Numetric 2019-2023

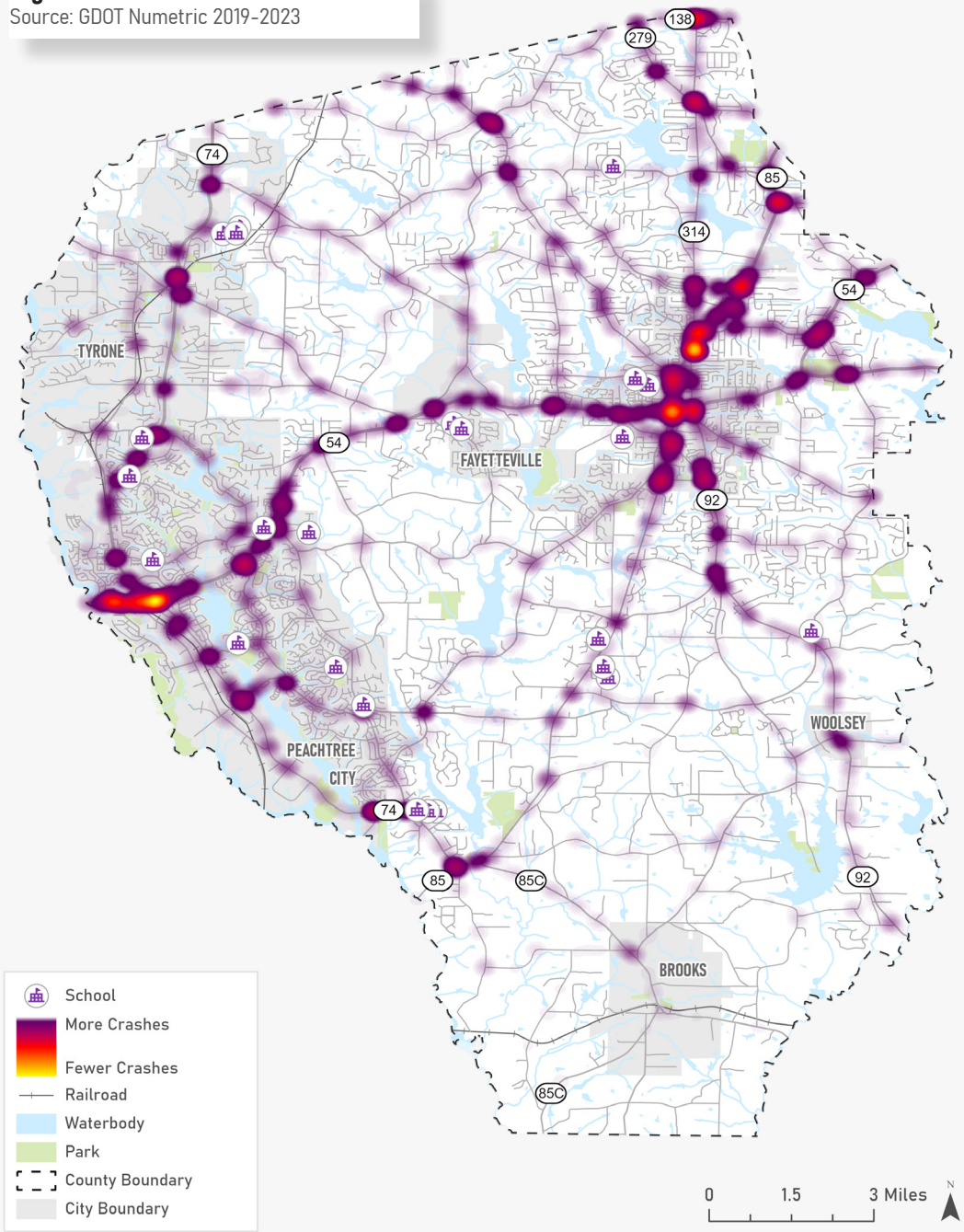


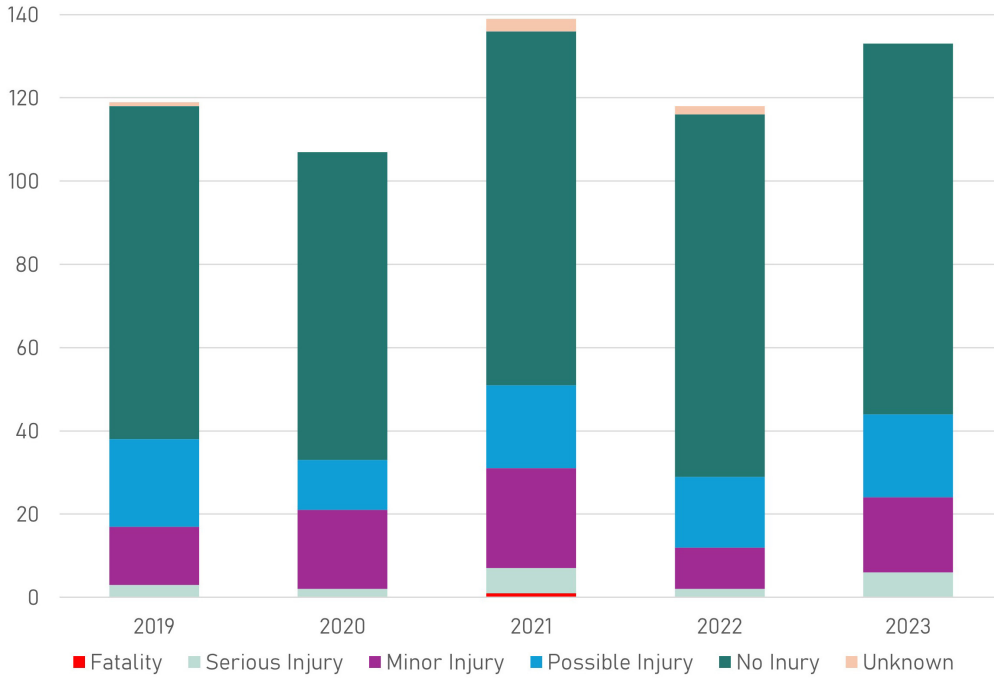
Figure 4.8 depicts the location of schools across Fayette County in relation to crash density, highlighting those with a high concentration of nearby crashes. Schools in areas with higher crash occurrences should be prioritized for safety interventions.

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.

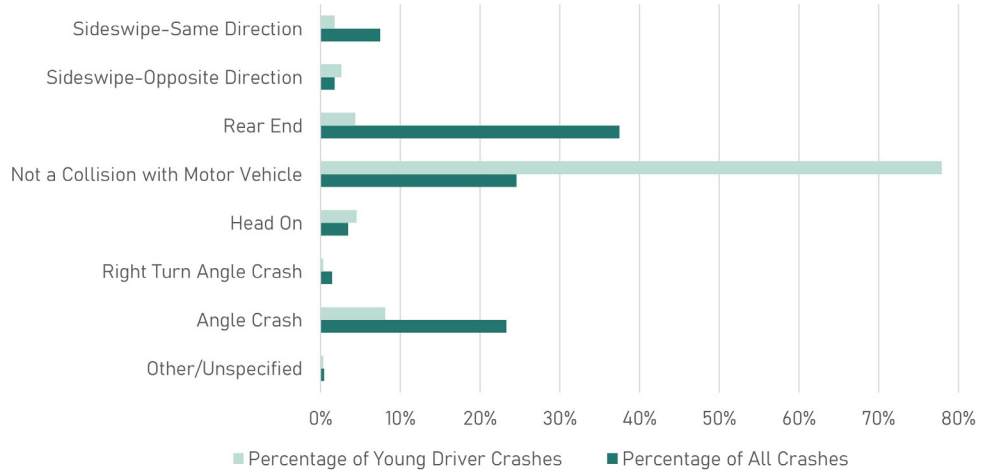
Figure 4.9 Young Driver Crashes by Year, 2019-2023



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.

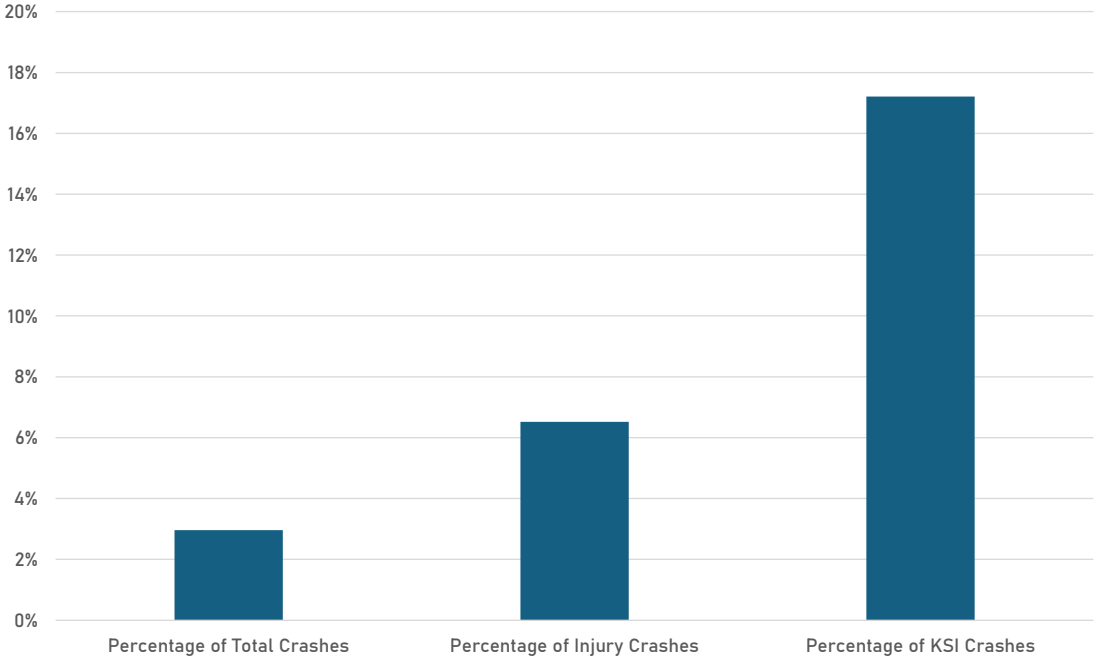
SPEEDING

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.

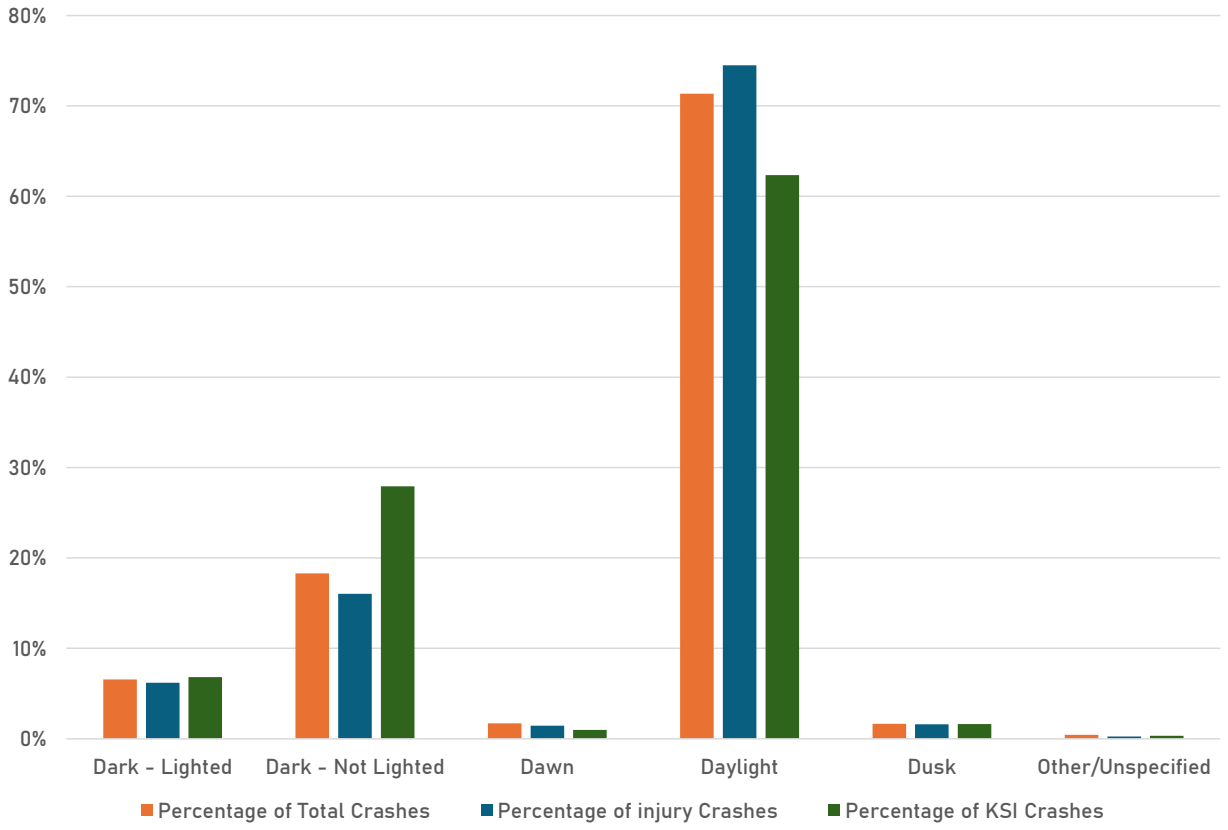
DRIVING/DUI

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 was a factor in 3.6% of both injury and fatal crashes, while DUIs contributed to 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

DISTRACTED 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 High Injury Network

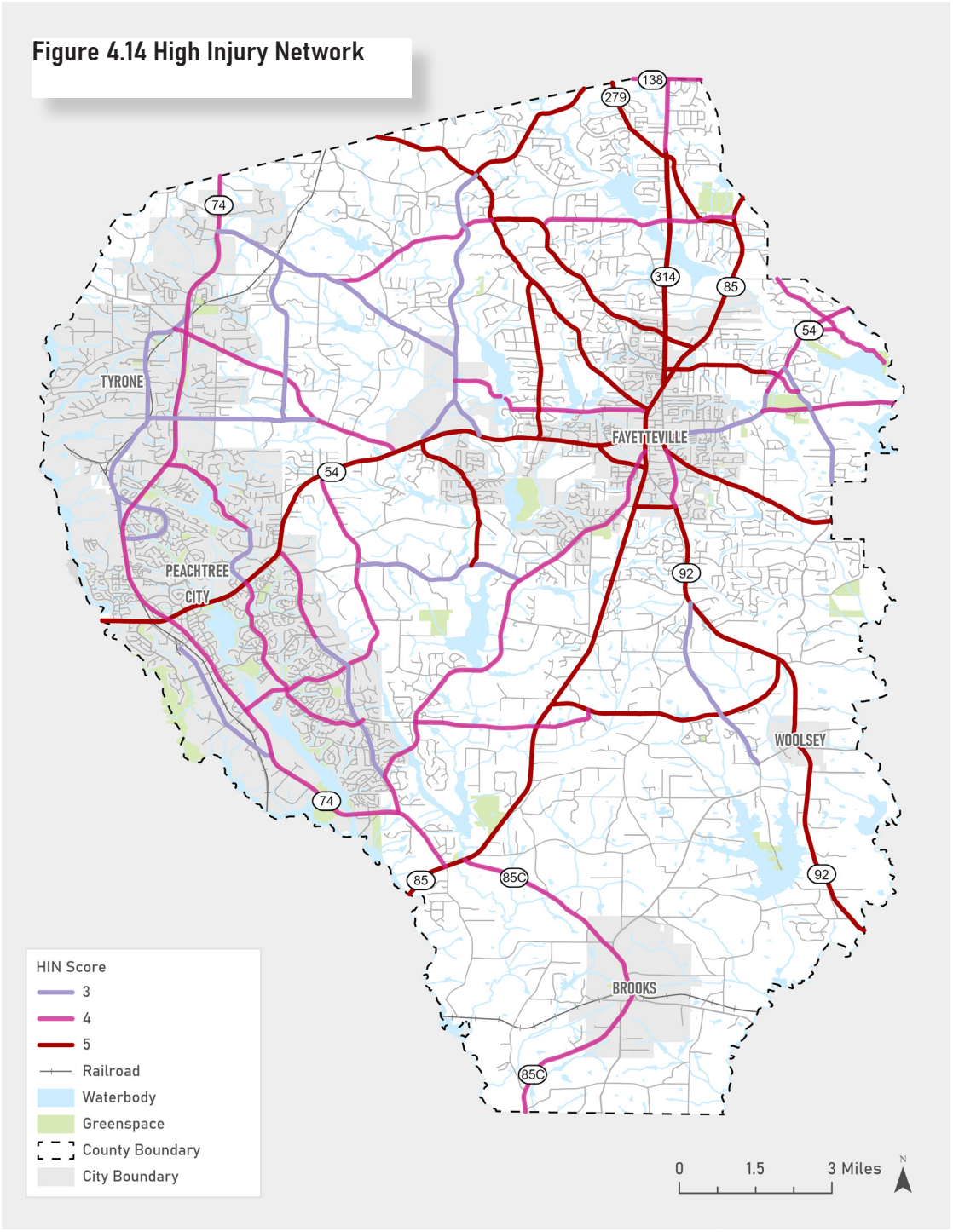


Table 4.4 High Injury Network Corridor Scoring

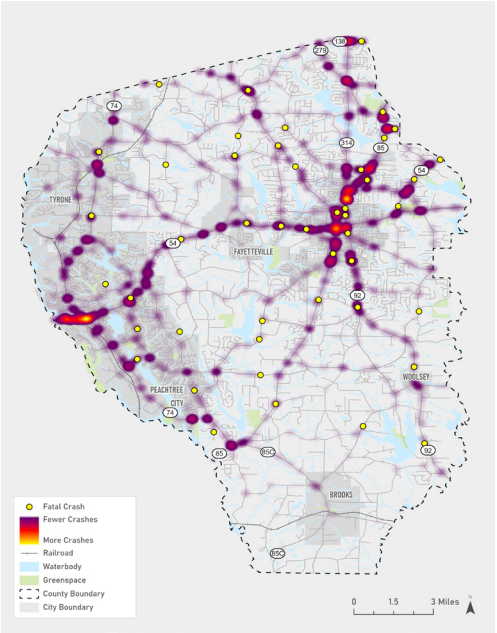
CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
SR 85C	SR 85	Spalding County Line/Tri County Rd	4	1	1	1	0	1	Brooks
Forrest Ave	Fulton County Line	Glynn St	5	1	1	1	1	1	Fayetteville
Banks Rd	SR 314	SR 54	5	1	1	1	1	1	Fayetteville
Gingercake 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	Whitewater Creek	Glynn St	4	1	0	1	1	1	Fayetteville
Hood Rd	Veterans Pkwy	Whitewater Creek	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

CORRIDOR NAME	EXTENT FROM	EXTENT TO	TOTAL SCORE	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI RATE	MUNICIPALITY
Dogwood Trl	Senoia Rd	Tyrone Rd	3	1	1	1	0	0	Tyrone
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	SR 92	Tillman Rd	3	1	0	1	0	1	
Veterans Pkwy	Tillman 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	

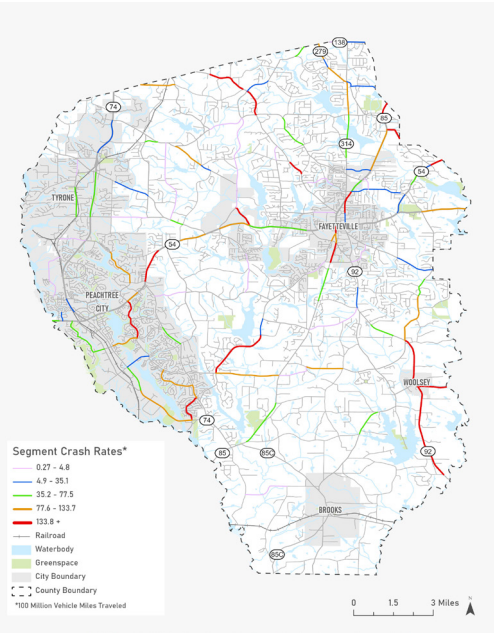
How are priority scores calculated?

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.

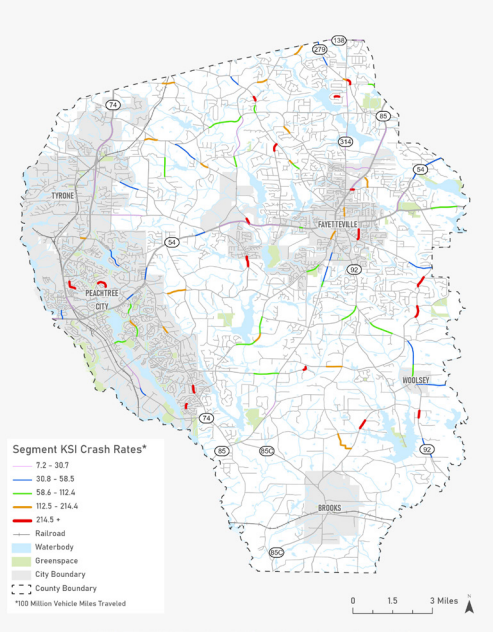
CRASH HISTORY



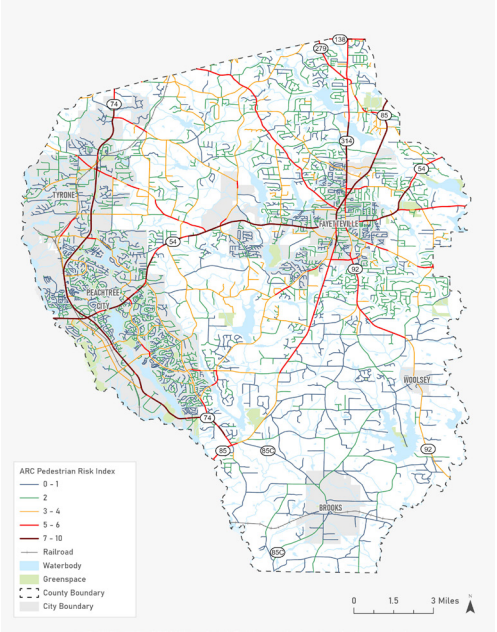
CRASH RATE



KILLED OR SERIOUS INJURY CRASH RATE



PEDESTRIAN RISK FACTORS



BICYCLIST RISK FACTORS

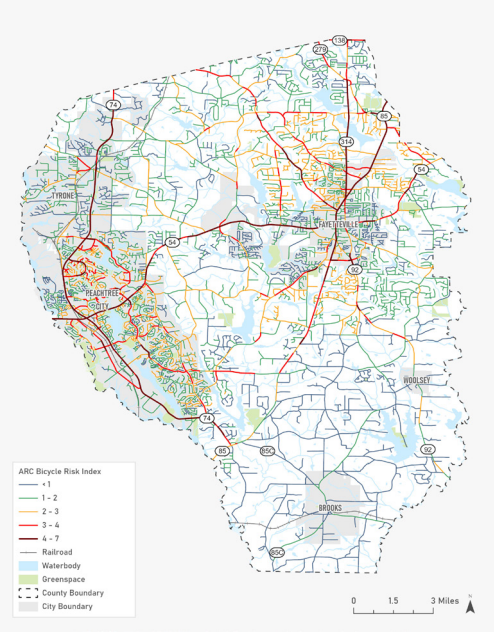
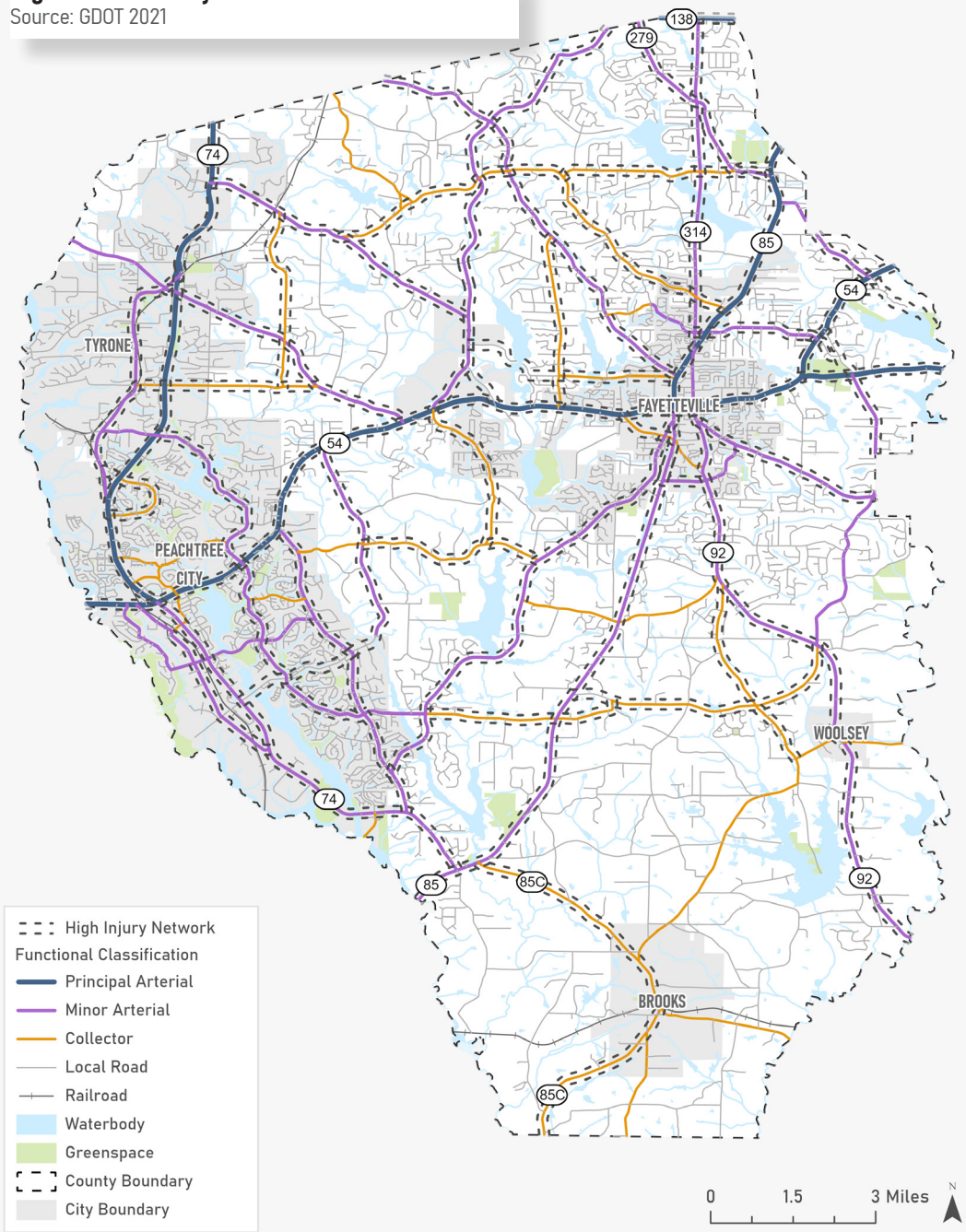


Figure 4.15 HIN by Functional Classification
Source: GDOT 2021



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 classifiction, 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

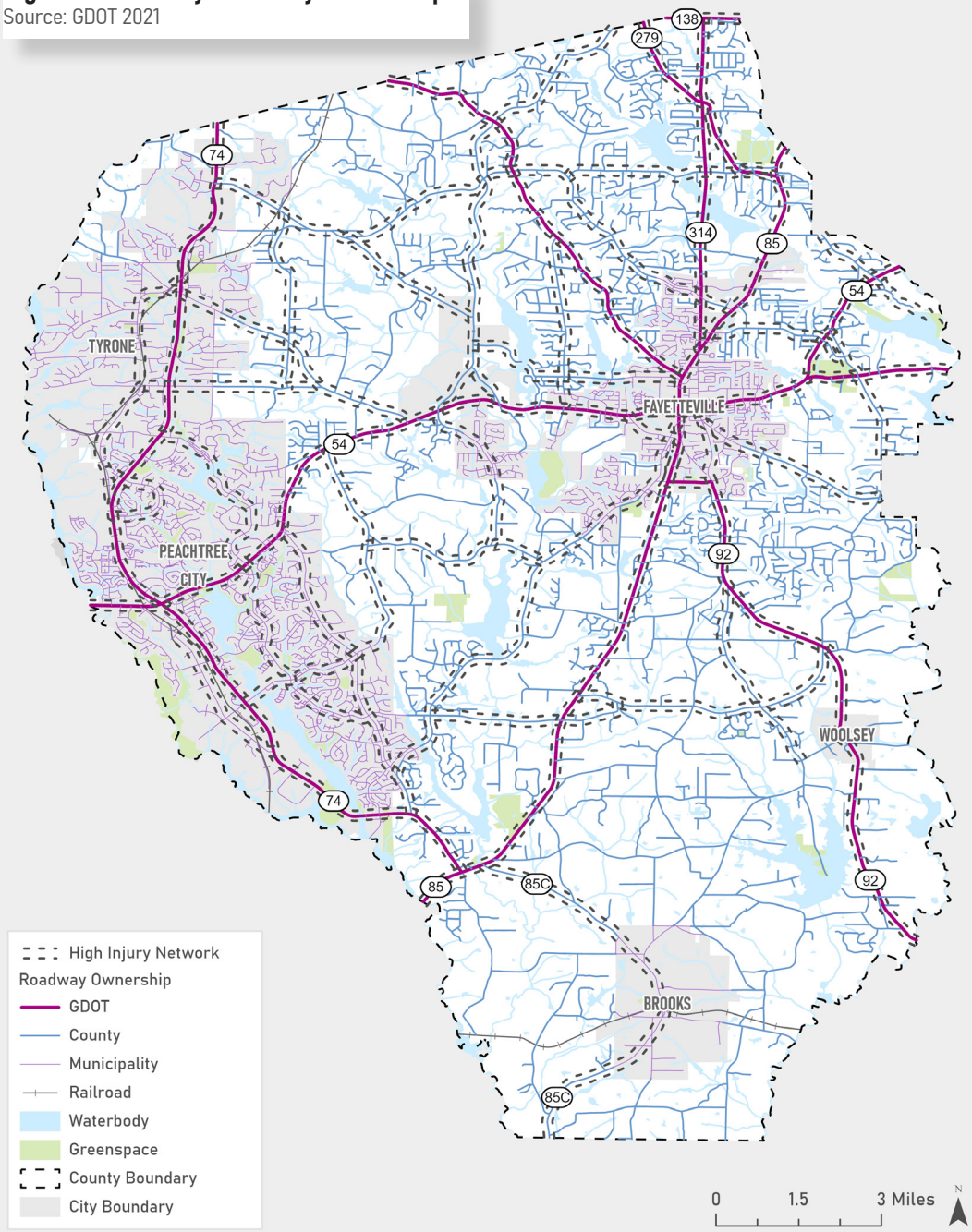


Figure 4.16 illustrates roadway ownership in Fayette County, highlighting the agencies responsible for maintaining and improving the transportation network. According to GDOT's roadway database, Fayette County's roads are managed by GDOT, Fayette County or municipal agencies. The Fayette County Road 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, including SR 54, SR 74, SR 85, and SR 92, SR 279, SR 314, and SR 138, 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

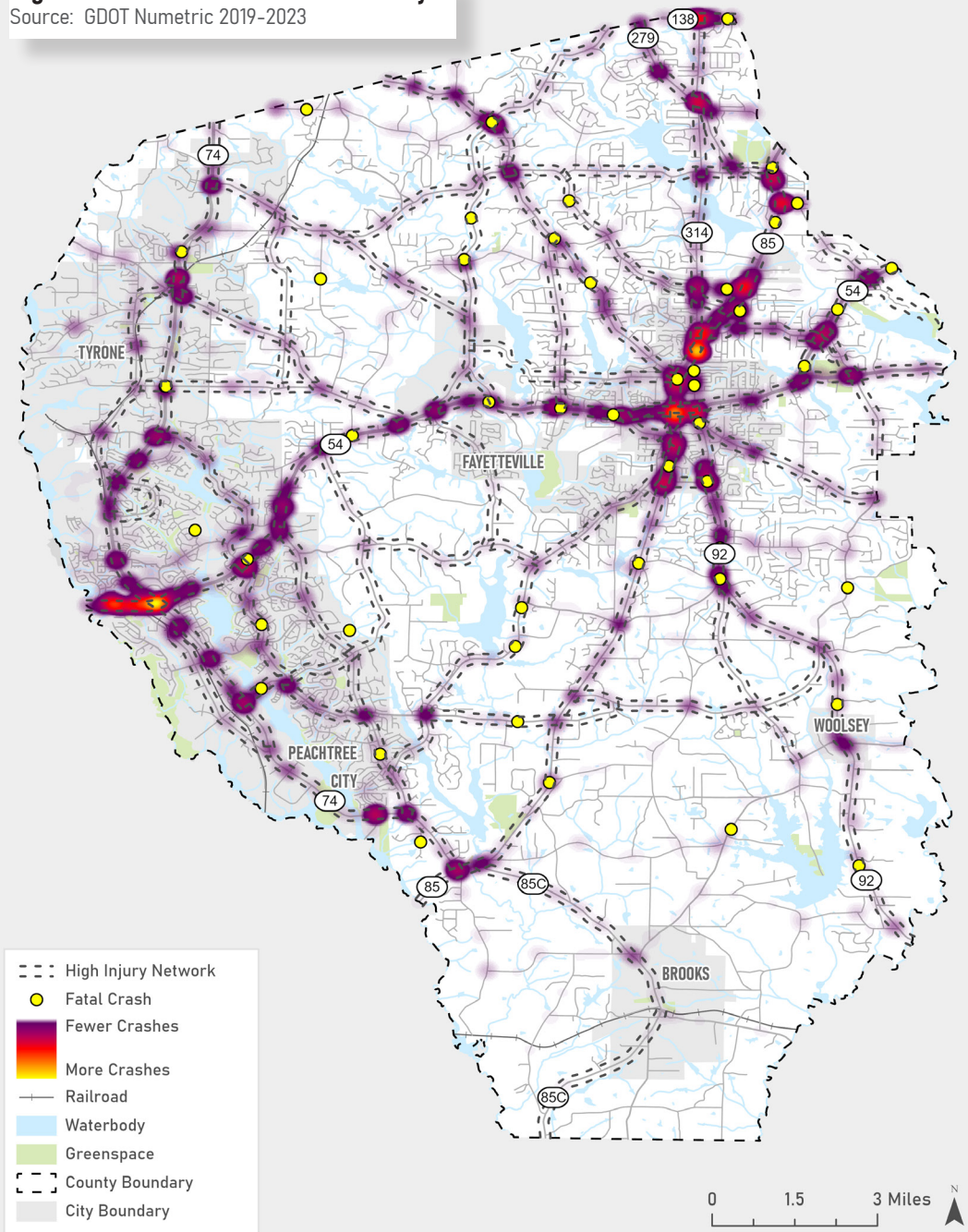


Figure 4.17 compares the HIN with crash density across Fayette County, based on recorded crashes from 2019 to 2023 using data from GDOT's Numetric dashboard. Areas with higher crash concentrations, shown in red, closely align with HIN corridors, reinforcing their designation as high-risk roadways. Fatal 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.

More information and interactive tool available via: https://highways.dot.gov/safety/proven-safety-countermeasures

**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

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/stripes	✓	✓	✓	✓		✓	✓
SafetyEdge^{SM}	✓	✓	✓	✓	✓	✓	✓
Wider pavement markings	✓	✓		✓	✓	✓	
Wider shoulder	✓	✓	✓	✓		✓	✓

Source: ARC Regional Safety Strategy

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 Limites (VSLs)	✓	✓	✓	✓	
Speed Safety Cameras (SSCs)	✓	✓	✓		✓

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	✓	✓	✓		✓		✓		✓

Project Recommendations

EMPIRICAL FOCUS AREAS

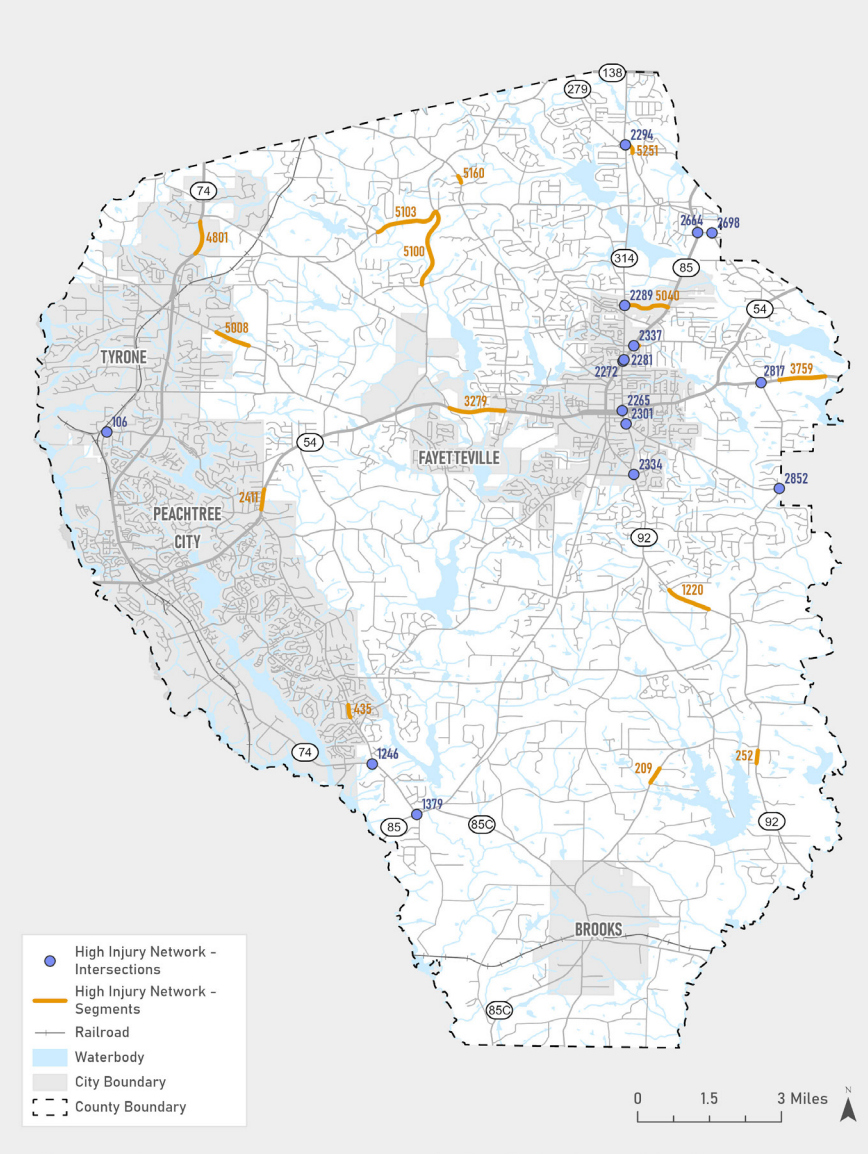


Table 5.5 County Wide Intersection Projects

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

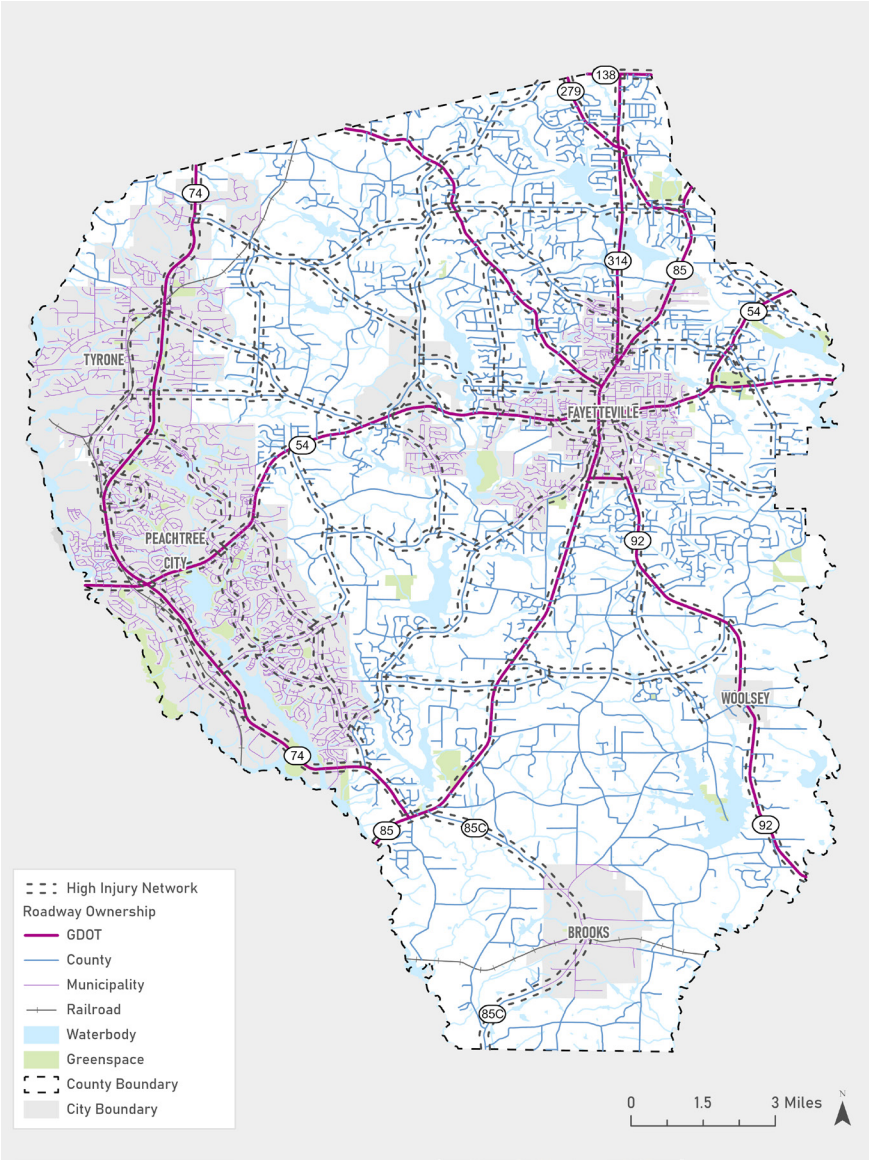
*Joint proposed improved projects.

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

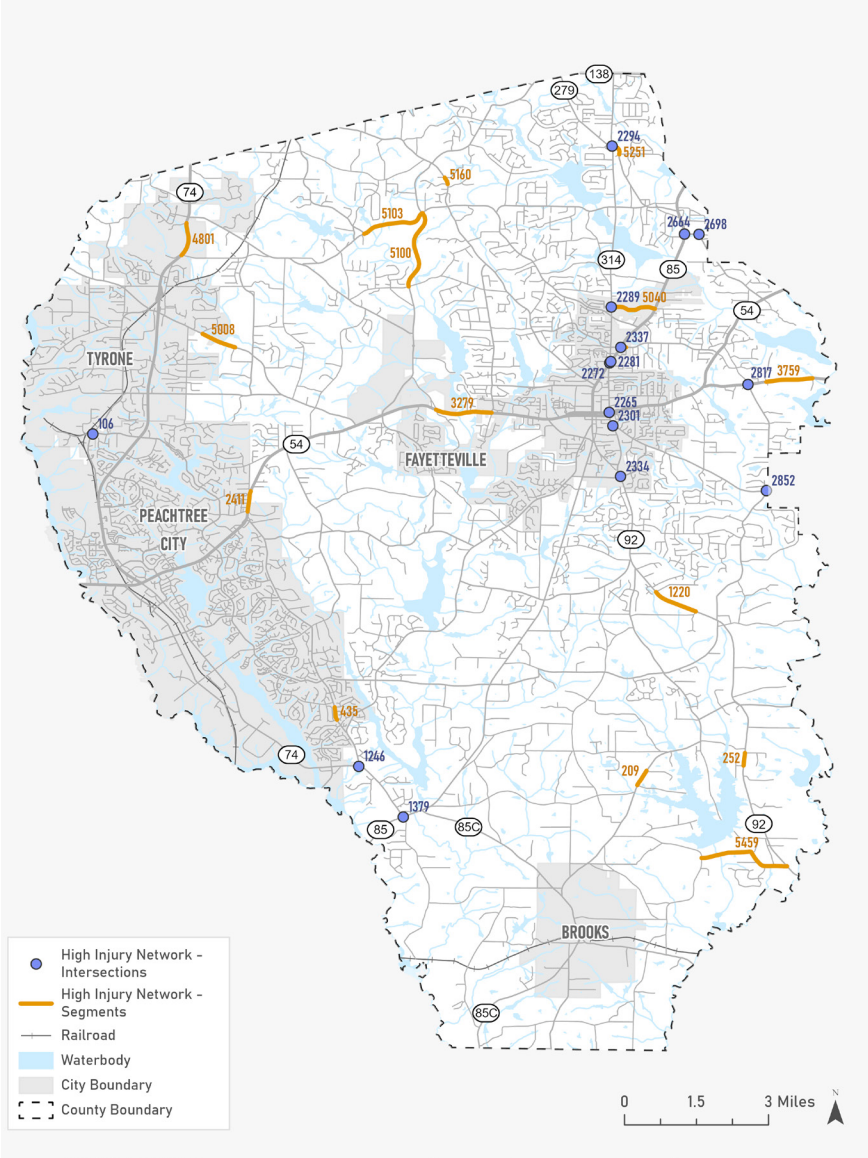


Table 5.7 Unincorporated County Intersection Projects

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

* Project is currently in the design phase.
** Location was converted to a four way stop and will be monitored to ensure additional improvements are not needed.

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
5459	Lowery Road from Grant Rd to SR 92	-	-
5458	Kenwood Road from SR 279 to New Hope Road	-	

* Project is currently in the design phase.

PEACHTREE CITY FOCUS AREAS

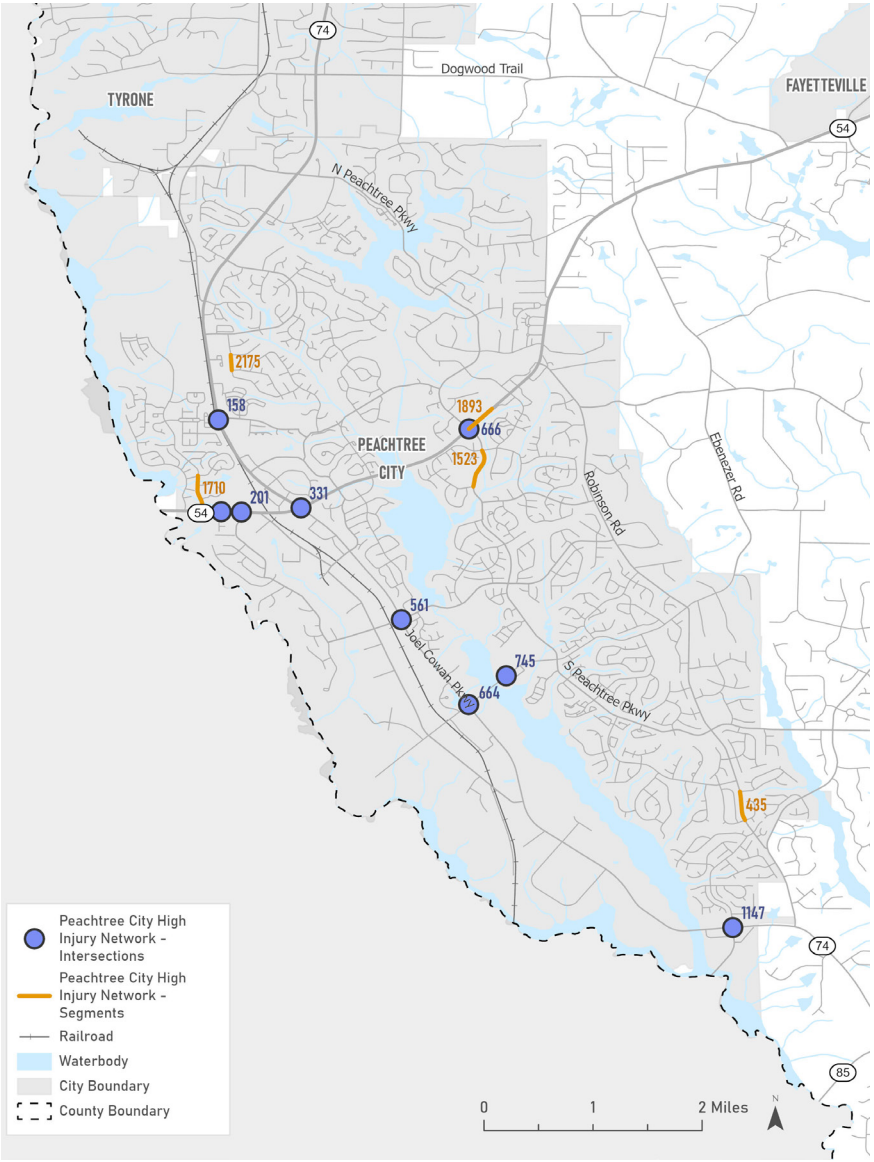


Table 5.9 Peachtree City Intersection Projects

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

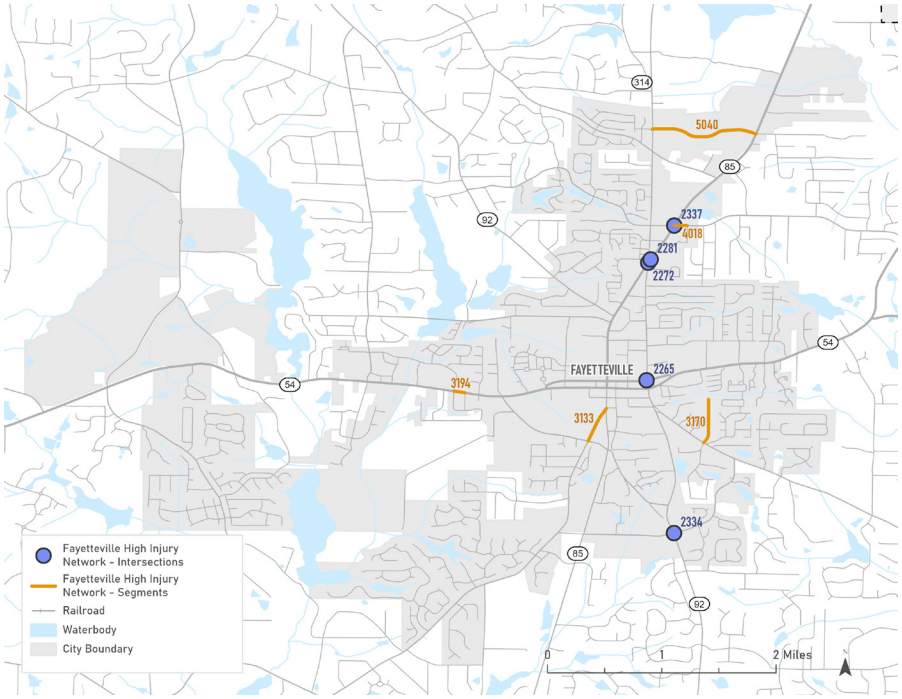


Table 5.11 Fayetteville Intersection Projects

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

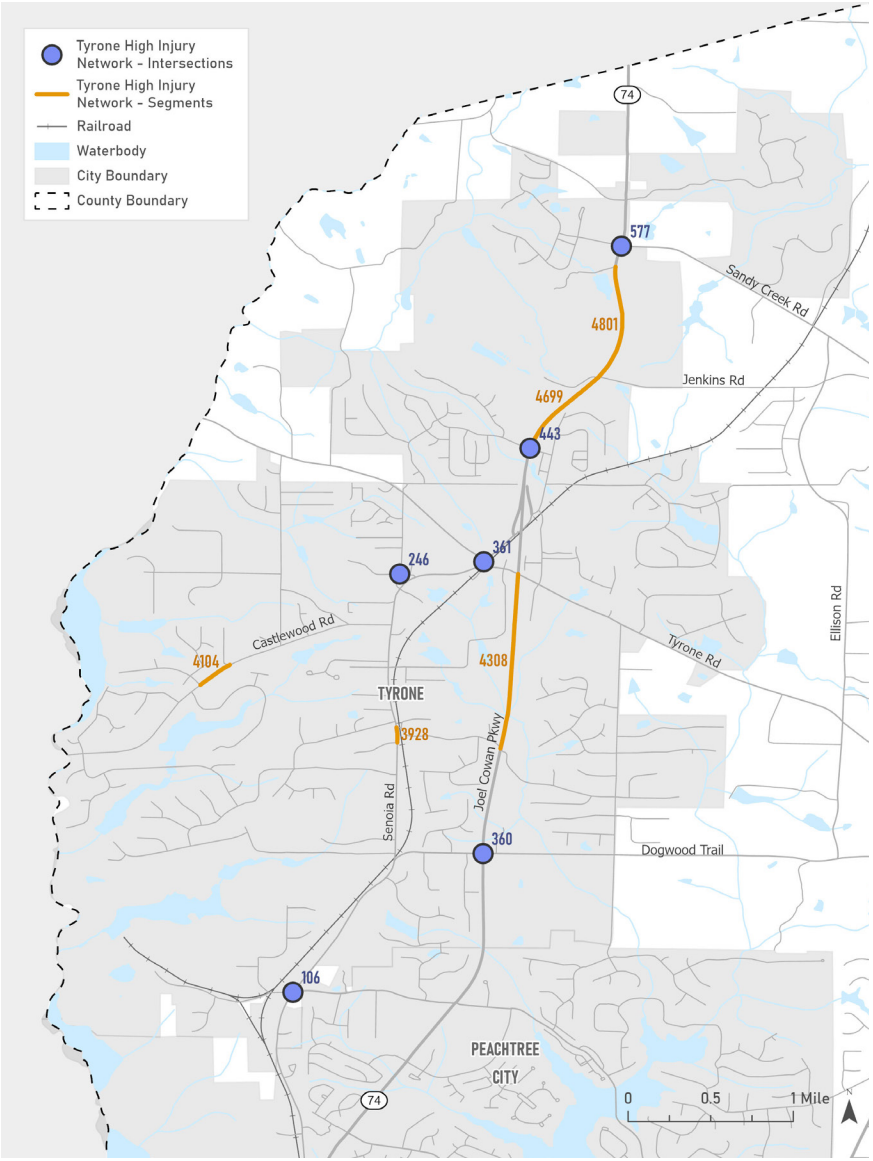


Table 5.15 Tyrone Intersection Projects

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.
**Location was converted to a four way stop and will be monitored to ensure additional improvements are not needed.

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.

STAKEHOLDER PRIORITY PROJECTS AND PROGRAMS

While the identification of high-risk focus areas was grounded in a rigorous data-driven analysis of crash history, roadway characteristics, and transportation patterns, local insight plays a critical role in shaping a comprehensive safety strategy. This section highlights projects and programs that stakeholders—including city staff, community members, and local partners—have identified as priority investments. These stakeholder-informed priorities serve to supplement and reinforce the data-driven recommendations, ensuring that the Safety Action Plan reflects both technical analysis and on-the-ground perspectives. By incorporating these stakeholder perspectives, the plan ensures that recommended projects are not only data-justified but also context-sensitive, maximizing their relevance, feasibility, and community support.

Table 5.17 Fayette County Priority Projects and Programs

ID	PROJECT/PROGRAM	CATEGORY	DESCRIPTION
I-2852	S Jeff Davis/Northbridge Road at Inman Road/ County Line Road	Intersection Improvement	Design complete. In ROW. Grant for construction only
I-828	Sandy Creek at Ellison Road	Intersection Improvement	Southeast parcel acquired. Design/Build funds needed
N/A	Context Based Design Upgrades	Design upgrades tailored to schools and recreational environments	Upgrade signage (LED Edge Lit), high visible pavement markings, upgraded and/or new crosswalks, sidewalk gap connections along or in the vicinity of the High Injury Network adjacent or directly serving community schools and/or recreation centers

- The prefix "I-" indicates an intersection project

Table 5.18 Brooks Priority Projects and Programs

ID	PROJECT/PROGRAM	CATEGORY	DESCRIPTION
I-1899	Morgan Mill Road at SR 85 Connector	Intersection Improvements	Short-Term: Installation of transverse rumble strips on the minor approach and enhancing signage with larger 48" stop sign, a wrapped post, and a flashing beacon. Long-Term: If deemed feasible and necessary, convert the intersection to a roundabout with updated geometry, signage, and pavement markings to improve safety and provide traffic calming.
N/A	Liberty Tech Charter School for Woods Road	Sidewalk Connection	Installation of a sidewalk along Price Road, SR 85 Connector, and Woods Road as well as pedestrian crossing.
N/A	Context Based Design Upgrafes	Design upgrades tailored to schools and recreational environments	Upgrade signage (LED Edge Lit), high visible pavement markings, upgraded and/or new crosswalks, sidewalk gap connections along or in the vicinity of the High Injury Network adjacent or directly serving community schools and/or recreation centers

- The prefix "I-" indicates an intersection project

Table 5.19 Peachtree City Priority Projects and Programs

ID	PROJECT/PROGRAM	CATEGORY	DESCRIPTION
C-435	SR 54 at Robinson Road Grade Separated Crossing	Booth Middle School to McIntosh Highschool	Project conveys users over a segment along the HIN. The intent for this project is to provide a means for multi-use paths cross State Route 54 in a way that does not put users in conflict with traffic on the highway. Staff is currently in the 30% design phase.
I-561	Kelly Drive/McIntosh Trail at Lake Peachtree	Multi-Use Path Crossing Improvements	There are two multi-use path crossings in relatively closs proximity to each other on Kelly Drive/McIntosh Trail. The intent of this project is to improve path user safety by installing Rectangular Rapid Flashing Beacons (RRFB) at this location. Crossings are within Huddleston Elementary school zone.
C-1523	North Peachtree Parkway e/o Peninsula Drive	Multi-Use Path Crossing Improvements	Existing path crossing a HIN corridor in need of safety improvements such as RRFB, concrete median refuge and advanced warning signs.
N/A	Context Based Design Upgrades	Design upgrades tailored to school and recreation	Upgrade signage (LED Edge Lit), high visible pavement markings, upgraded and/or new crosswalks, sidewalk gap connections along or in the vicinity of the High Injury Network adjacent or directly serving community schools and/or recreation centers

- The prefix "I-" indicates an intersection project
- The prefix "C-" indicates a corridor project

Table 5.20 Tyrone Priority Projects and Programs

ID	PROJECT/PROGRAM	CATEGORY	DESCRIPTION
N/A	Kellsworth Way at Greencastle Road	Crossing Improvements/ School Safety	Dogwood Trail RRFB X'ing from Kellsworth Way from Kellsworth Way to Greencastle Rd: Connects Tyrone path system to PTC on West side of SR-74 and provides a crossing to a private school K-12 (Konos Academy)
I-360	Farr Road at Crabapple Lane	Crossing Improvements/ General Safety	Upgrade crossing here to an RRFB or HAWK to conform to safer standard
N/A	Dogwood Trail at SR 72	Intersection Improvement	Improve intersection for vehicular safety. Protected left turn to southbound SR-74 traffic to Dogwood Trail. Advanced warning beacons, etc...
N/A	Context Based Design Upgrafes	Design upgrades tailored to schools and recreational environments	Upgrade signage (LED Edge Lit), high visible pavement markings, upgraded and/or new crosswalks, sidewalk gap connections along or in the vicinity of the High Injury Network adjacent or directly serving community schools and/or recreation centers

- The prefix "I-" indicates an intersection project
- The prefix "C-" indicates a corridor project

Evaluation Metrics

The project prioritization is based on a structured evaluation framework that assigns weighted scores across key metrics. These metrics encompass safety, , multimodal accessibility, and stakeholder input, ensuring a comprehensive assessment of each project's impact and feasibility as detailed in Table 5.21.

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.

TRANSPORTATION DISADVANTAGED POPULATIONS 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 multi-modal 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, resources for transportation disadvantaged populations, and mobility while considering feasibility and public support. Among the key feasibility factors evaluated is constructability—how readily a project can be implemented given current site conditions, environmental constraints, and construction logistics. Constructability assessments include a review of factors such as utility conflicts, right-of-way availability, and potential disruptions to the surrounding community. Projects that demonstrate a higher degree of readiness and lower implementation risk are scored more favorably, ensuring that selected initiatives are not only impactful but also realistically achievable within budget and schedule constraints.

Table 5.21 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
Transportation Disadvantage Populations	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
Transportation Disadvantage Populations	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 5.22 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
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

-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.

SEGMENTS

Table 5.23 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
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
5459	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.

Potential Policy Recommendations

1. TRANSPORTATION COMMITTEE

To foster collaboration and enhance coordination on safety initiatives, Fayette County should leverage its existing multi-agency, multi-jurisdictional working group as a platform for stakeholders—including local governments, law enforcement, transportation agencies, and community organizations—to identify and address transportation safety challenges. This group should align efforts with existing county and city plans, such as the Comprehensive Transportation Plan (CTP), to ensure consistency and maximize impact.

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

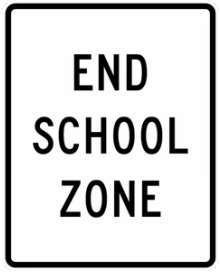
As development continues across Fayette County, it is critical to integrate safety considerations into the development review process. Updating review criteria will ensure that new developments proactively address transportation safety needs and contribute to a safer road network.

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.

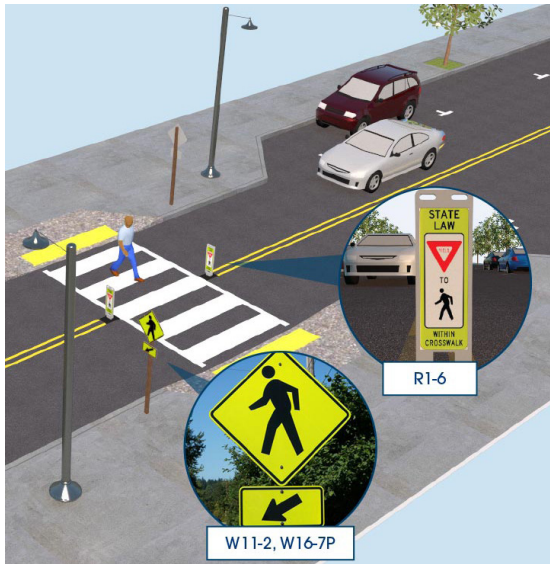
Figure 6.1 Examples of School Zone Signage and Pavement Markings

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

Potential Program Recommendations

1. ACCESS MANAGEMENT PROGRAM

Conduct a thorough review of existing median breaks along high injury network corridors. Explore median closures using RCUT or RIRO designs to improve traffic flow and reduce crashes. Also consider adding grade-separated crossings for golf carts and active mode users to maintain safe connectivity.

2. SPEED MANAGEMENT PROGRAM

To address speeding-related crashes, target speeds should be established 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, road safety concerns should be proactively monitored 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 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

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 6.1.

6. GDOT DESIGN STANDARD UPGRADES

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

Table 6.1 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

Table 6.2 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

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 6.3.

Table 6.3 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, 1899, 360, SR 92 at Goza 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 Counrermeasures
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 Counrermeasures
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 Counrermeasures
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 Counrermeasures
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, 1899	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

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 transportation disadvantaged populations, 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, access for transportation disadvantaged populations, 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 Improvement Program

The Atlanta Regional Transportation Improvement Program (TIP) allocates federal, state, and local funding to short-term transportation projects that improve mobility, safety, and infrastructure across the region. Administered by the Atlanta Regional Commission, the TIP supports a range of improvements including roadway upgrades, transit enhancements, pedestrian and bicycle facilities, and safety-focused initiatives.

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
2. Reporting and Public Transparency
3. Performance Measures

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

Each jurisdiction 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 at least quarterly.
- 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 OF EDUCATION WITH SAFETY POLICIES & INFRASTRUCTURE

As safety policy and infrastructure countermeasures are implemented, a paired education and awareness campaign should be launched to explain how transportation system users can best realize the safety benefits of the implemented countermeasures. A proposed timeline for implementation and monitoring of education and awareness campaigns in conjunction with policy and infrastructure countermeasure treatments is outlined in the "Implementation and Monitoring" section below.

Partners

Partners from diverse geographic and disciplinary backgrounds should be involved in safety education and awareness. Campaigns should highlight key safety facts and their impact on quality of life. Initial partners, listed below, should be invited to quarterly Transportation Safety Committee meetings and help promote campaigns. The Committee should actively expand its network and broadly share safety education efforts to reach a broad audience.

Table 9.1 Potential Safety Education and Awareness Partners

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.

Table 9.2 Potential Safety Education and Awareness Tools

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.

Table 9.3 Potential Safety Education and Awareness Campaigns

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

Implementation & Monitoring

Safety education and awareness activities should be implemented, measured, evaluated, and adjusted on a continuous basis. Guidelines to measure and evaluate the education and awareness element of the Safety Action Plan include:

- Continuous development and implementation of education and awareness campaigns.
- 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.
- Prepare Annual Report on Safety Action highlighting baseline safety data, summaries of education and awareness campaigns, and updated safety data post campaign and countermeasure implementation.
- Identify obstacles and adjust education and awareness activities to increase reach and effectiveness.

A proposed schedule for implementation of the safety education and awareness program is outlined on the next page.

Table 9.4 Safety Education and Awareness Program Proposed Implementation Schedule

IMPLEMENTATION TIMELINE	STRATEGIC ELEMENTS	MEASURE OF SUCCESS
Summer 2025	Establish Safety Action Plan Implementation as a primary Transportation Committee agenda item once per quarter with status updates on implementation progress on each monthly agenda.	Quarterly agenda items should focus on upcoming elements of the plan – countermeasure implementation, policy adoptions, and education, awareness, and enforcement campaigns.
Summer/Fall 2025	"Select a safety and awareness campaign focused on one key safety topic to develop and launch in Fall 2025. Refer to the "Selecting a Campaign" section above. Build a coalition of education and awareness partners for support in the outreach process. Ensure all organizations are prepared to participate in plan implementation in a consistent manner. Create central online storage location for campaign messaging infographics and strategy information. Ensure all partners are aware of and have access to the site."	"Safety and Awareness campaign is selected by the Transportation Committee Partner database is established. Education and awareness campaign materials are developed and disseminated."
Fall 2025	"Kick off the safety and awareness campaign with partner promotion, website updates, social media outreach, and community events. Emphasize consistent messaging with partners and encourage promotion of campaign."	"Implement the first safety and awareness campaign. Maintain communication and ensure consistency with partners."
Winter 2025	"Develop a safety and awareness campaign focused on one key policy or infrastructure countermeasure to launch in Spring 2026. Continue to add partners to the coalition of education and awareness partners for support."	"Select and develop a second campaign topic. Tie the campaign to planned or implemented safety countermeasures. Grow partners for support database."
Spring 2026	"Implement the second safety and awareness campaign with partner promotion, website updates, social media outreach, and community events. Emphasize consistent messaging with partners and encourage promotion of campaign."	"Implement the second safety and awareness campaign. Maintain communication and ensure consistency with partners."
Annually after the initial year.	"Publish the first Annual Report on Safety Action highlighting baseline safety data, summaries of education and awareness campaigns, and updated safety data post campaign and countermeasure implementation. Continue to select, develop, promote, and measure a minimum of two safety education and awareness campaign topics per year. Maintain and grow a strong relationship partner network to support and promote safety education and awareness."	"Progress toward vision zero milestones with reporting throughout the implementation of the Safety Action Plan. Implementation of a minimum of two safety education and awareness campaigns annually through the endurance of the implementation of the Safety Action Plan. Continue to identify obstacles and adjust education and awareness activities to increase reach and effectiveness."

For additional resources to support implementation and monitoring of the Safety Action Plan education and awareness program, the following online resources are continually updated with a variety of initiatives and information.

Table 9.5 Safety Education and Awareness Program Online Resources

ORGANIZATION	FOCUS	WEBSITE
American Association of State Highway and Transportation Officials (AASHTO)	Resources and information about national safe transportation systems and practices	https://transportation.org/
Georgia Department of Transportation (GDOT) Safety Programs	Resource for transportation education and awareness campaigns in Georgia	https://www.dot.ga.gov/GDOT/Pages/Safety.aspx
Georgia Strategic Highway Safety Plan (SHSP)	Comprehensive Plan aimed at reducing traffic fatalities and injuries on Georgia's roadways	https://www.gahighwaysafety.org/shsp/
National Highway Traffic Safety Administration (NHTSA)	Raise awareness about road safety initiatives and safe driving practices	nhtsa.gov
Road Safety Toolkit – Federal Highway Administration (FHWA)	Toolkits and resources for road safety through various strategies including Safe Systems Approach	https://safety.fhwa.dot.gov/tools/
Safe Routes to School (SRTS)	Toolkits for training and workshops to facilitate children walking or biking to school safely	https://saferoutesga.org/
Vision Zero	Aims to eliminate traffic fatalities and severe injuries	visionzeronetwork.org

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FAYETTE COUNTY
SAFE STREETS FOR ALL

MAY 2025

Baseline Conditions Report

FAYETTE COUNTY

SAFE STREETS & ROADS

Appendix A

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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

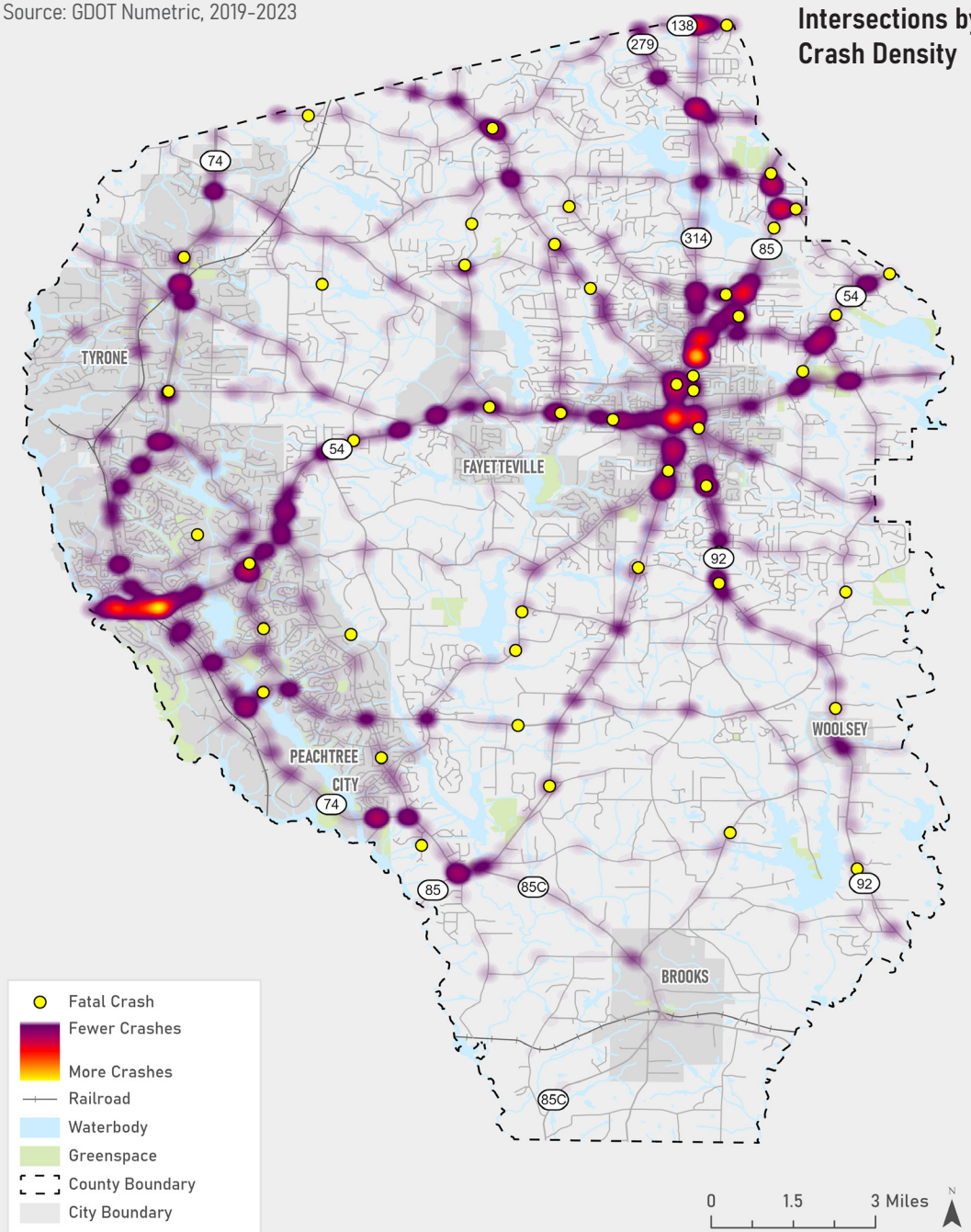
40
Bicyclist Crashes

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



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

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.

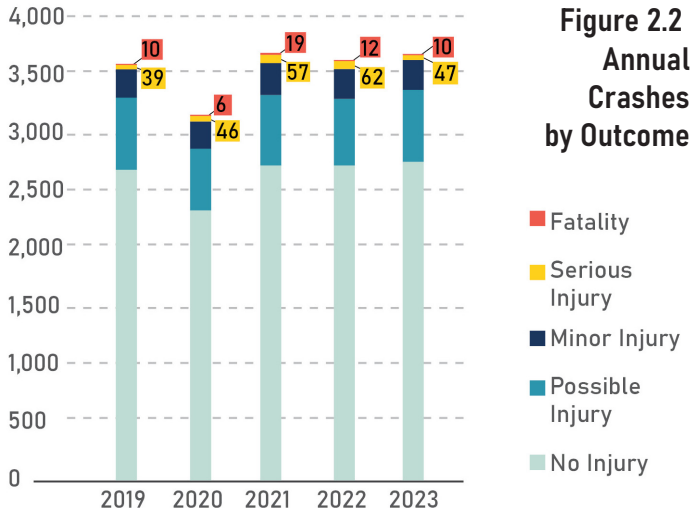
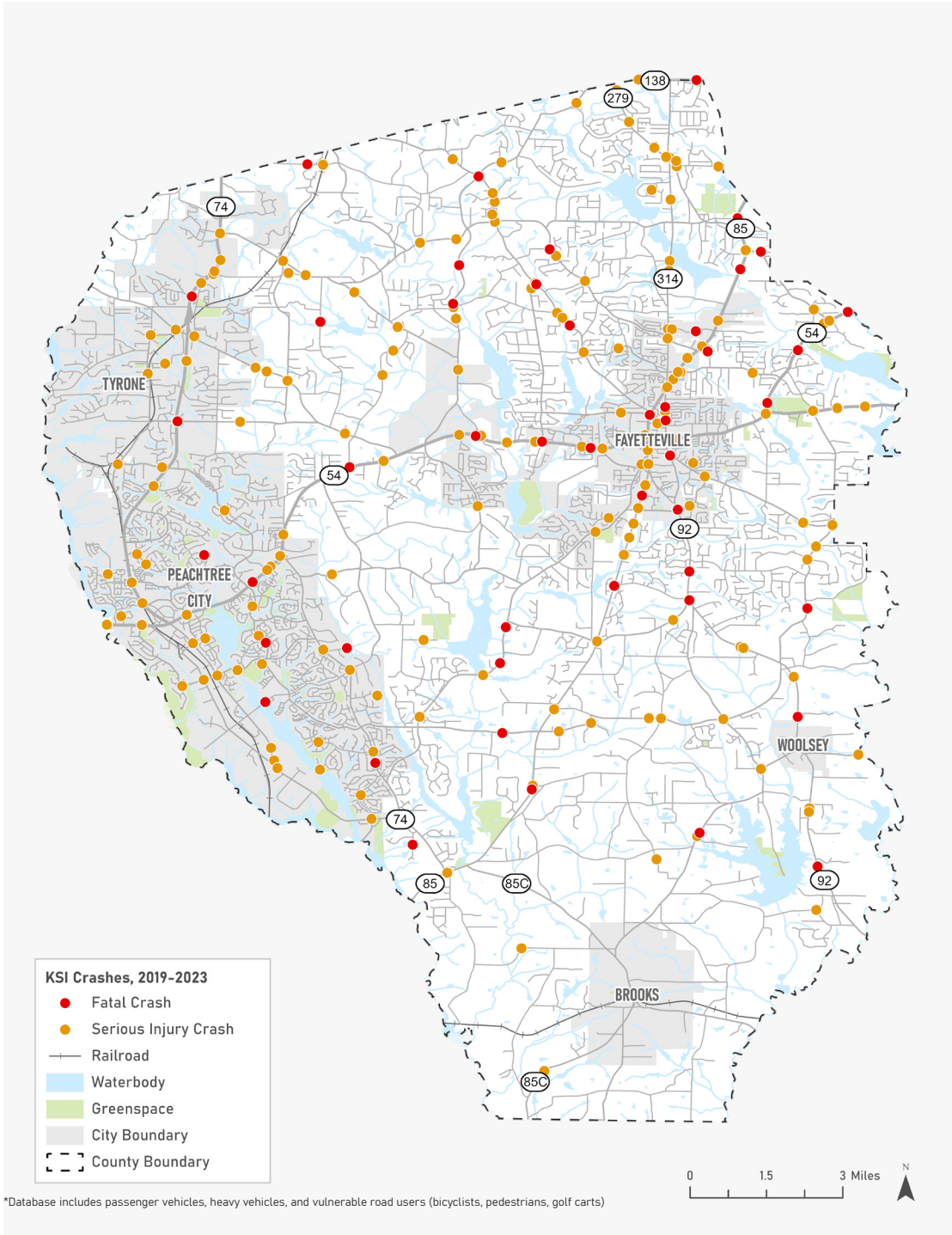


Figure 2.2 Annual Crashes by Outcome



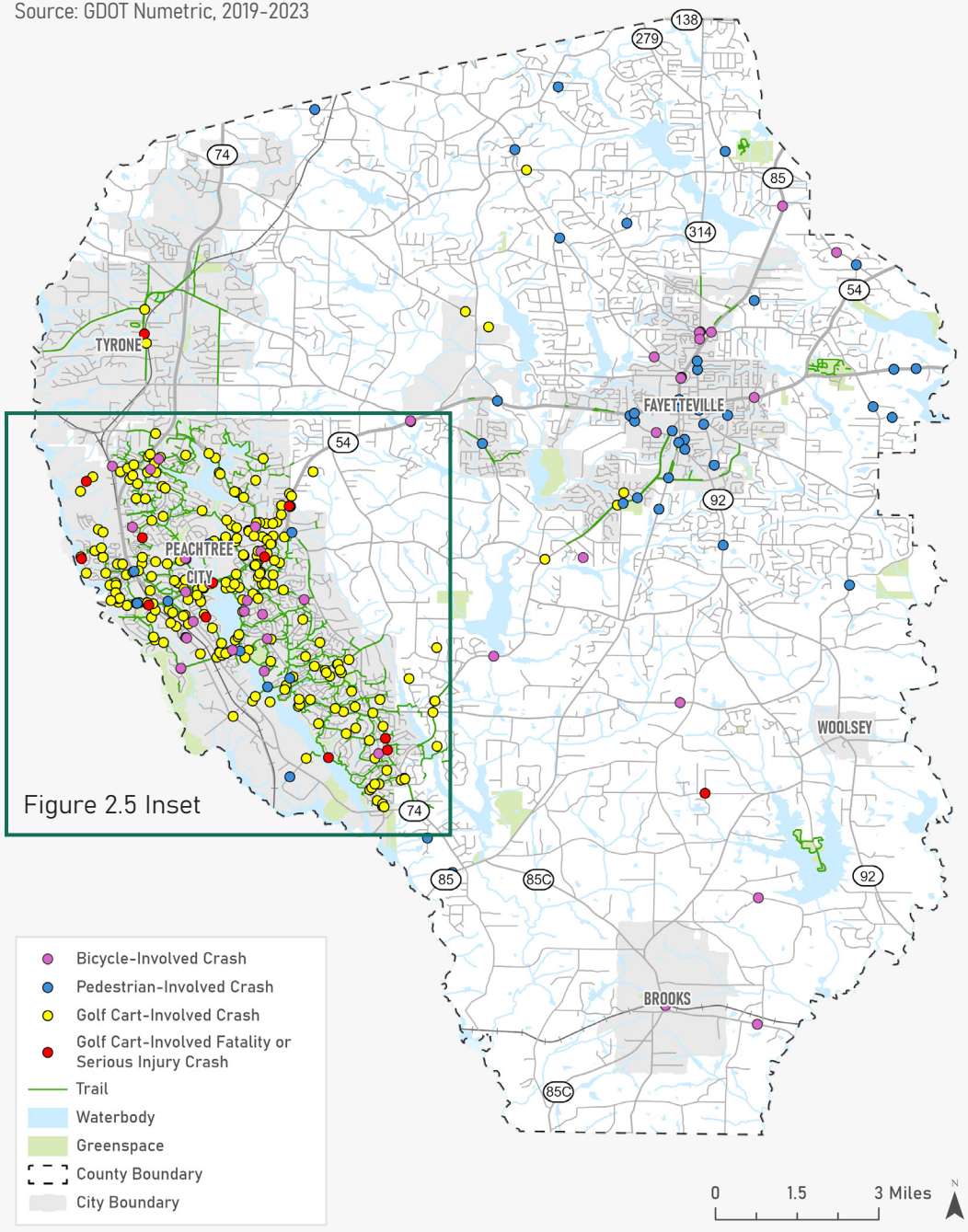
*Database includes passenger vehicles, heavy vehicles, and vulnerable road users (bicyclists, pedestrians, golf carts)

Figure 2.3 Fatality and Serious Injury Crashes
Source: GDOT Numetric, 2019-2023

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



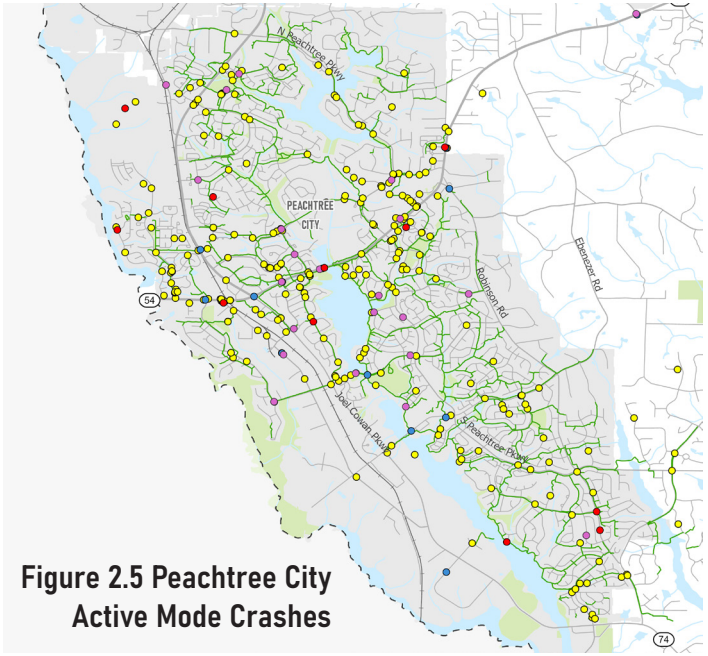


Figure 2.5 Peachtree City Active Mode Crashes

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.

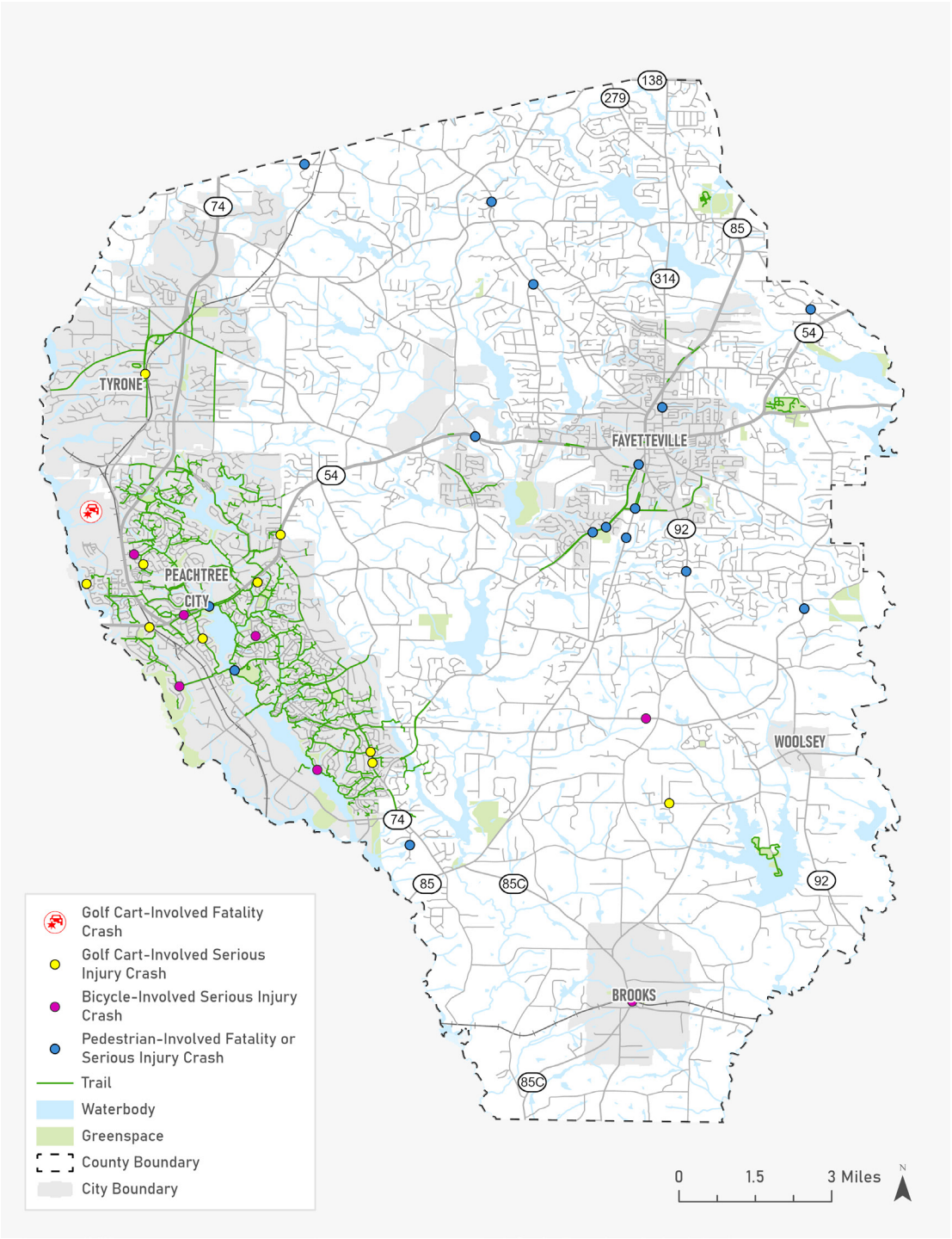


Figure 2.6 Active Mode Fatality and Serious Injury Crashes
Source: GDOT Numetric, 2019-2023

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%

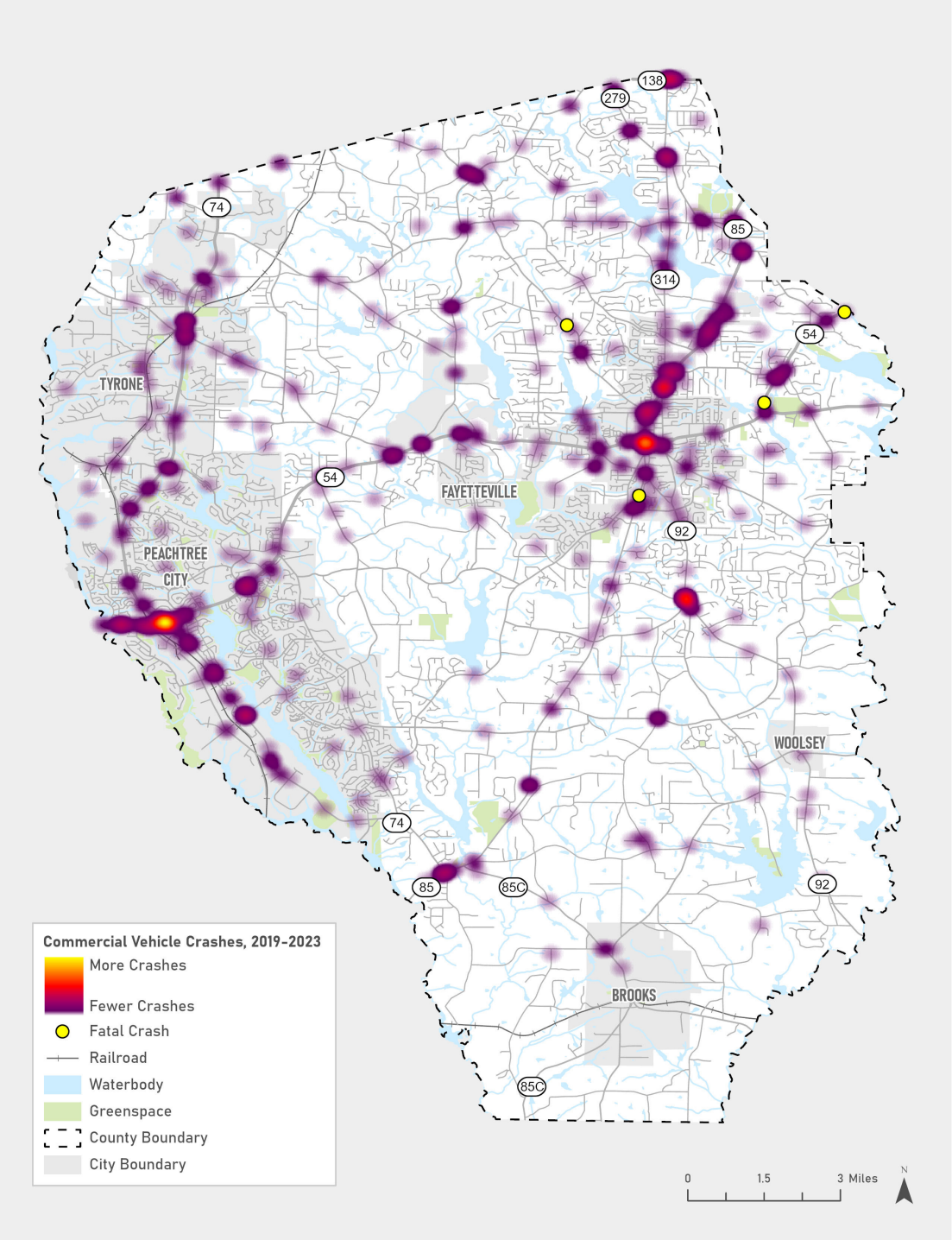


Figure 2.7 Freight Crashes
Source: GDOT Numetric, 2019-2023

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

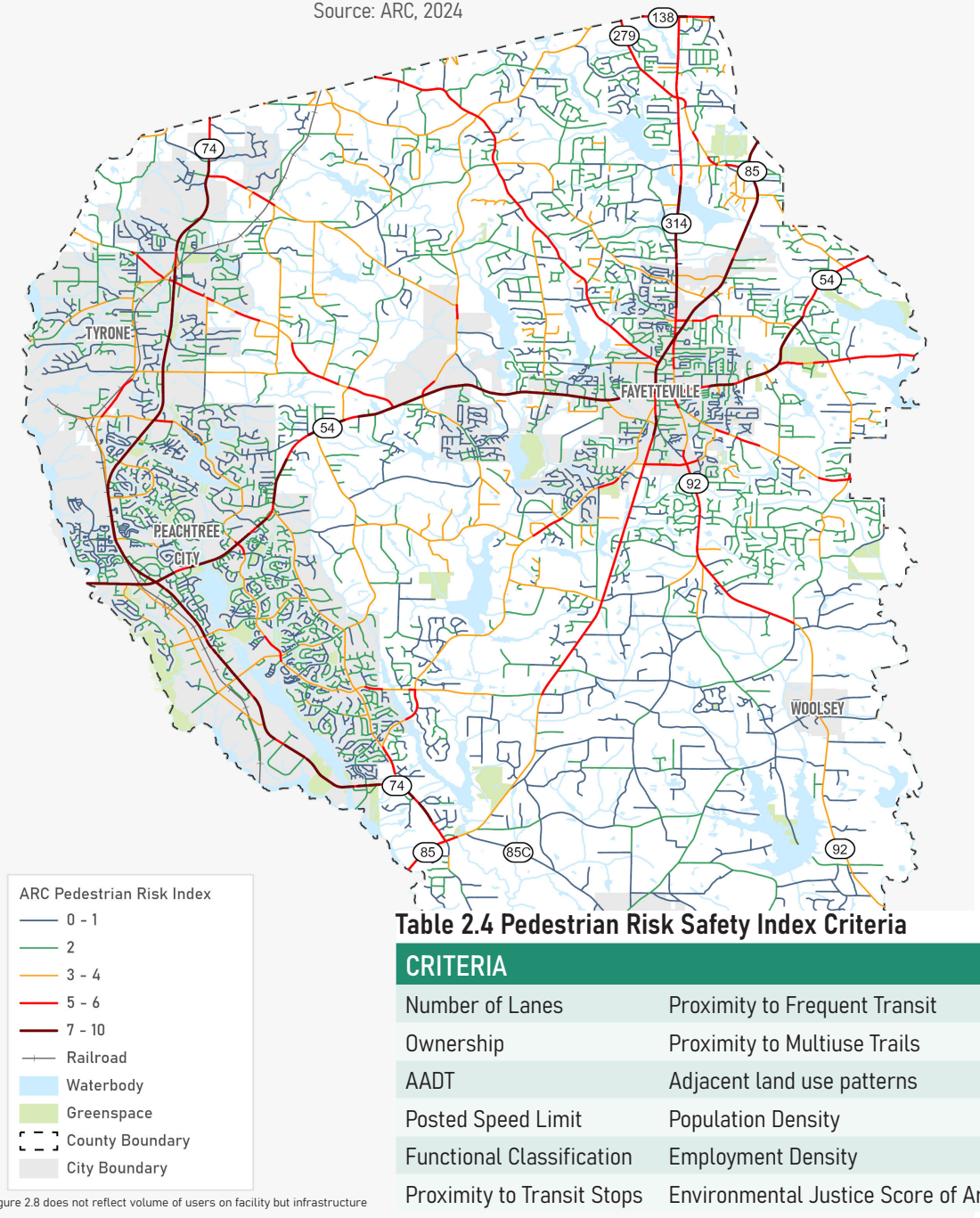


*Figure 2.8 does not reflect volume of users on facility but infrastructure

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+

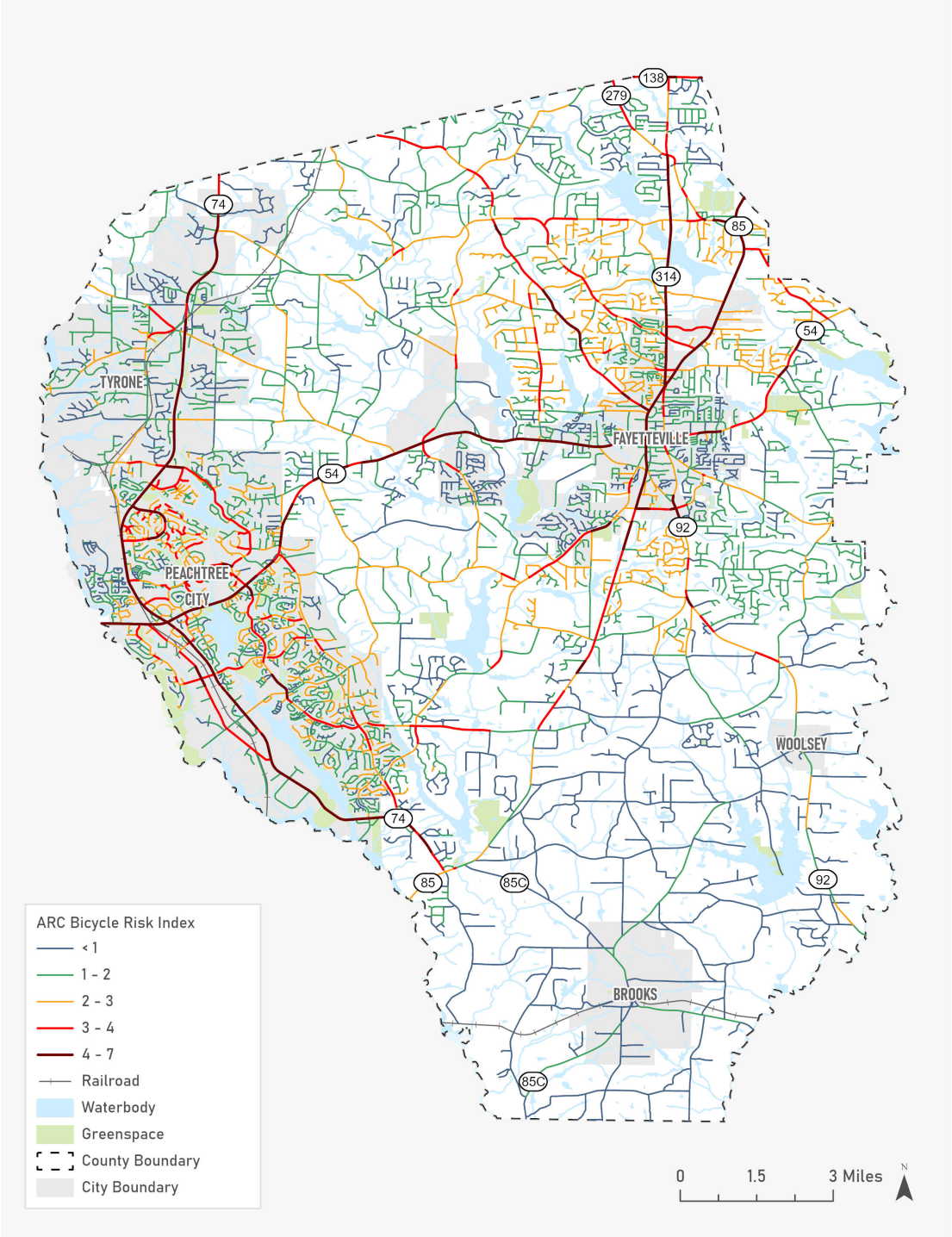


Figure 2.9 Bicycle Risk Safety Index
Source: ARC, 2024

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.

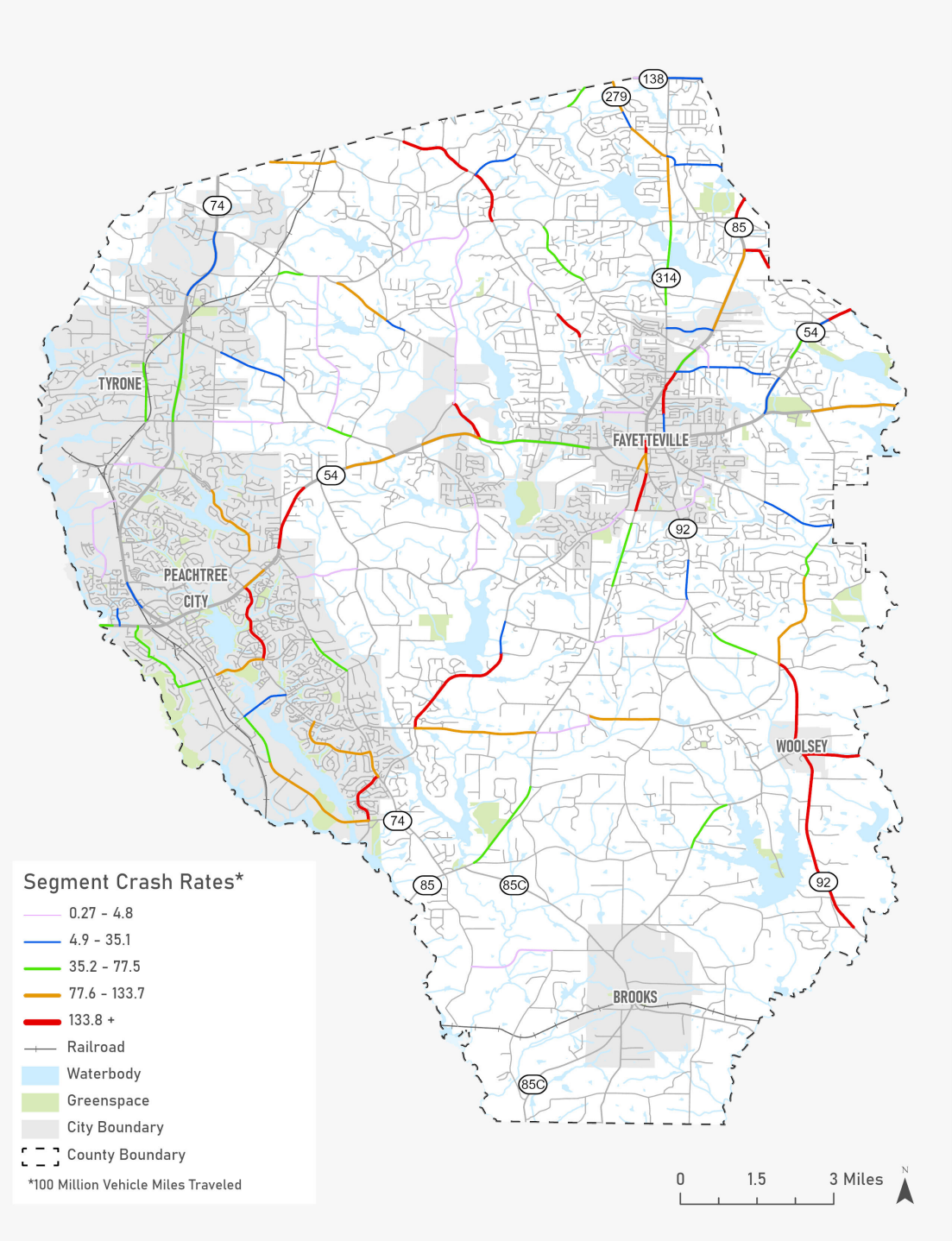


Figure 2.10 Roadway Segment Crash Rates
Source: GDOT Crash Data Dashboard, 2019-2023

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

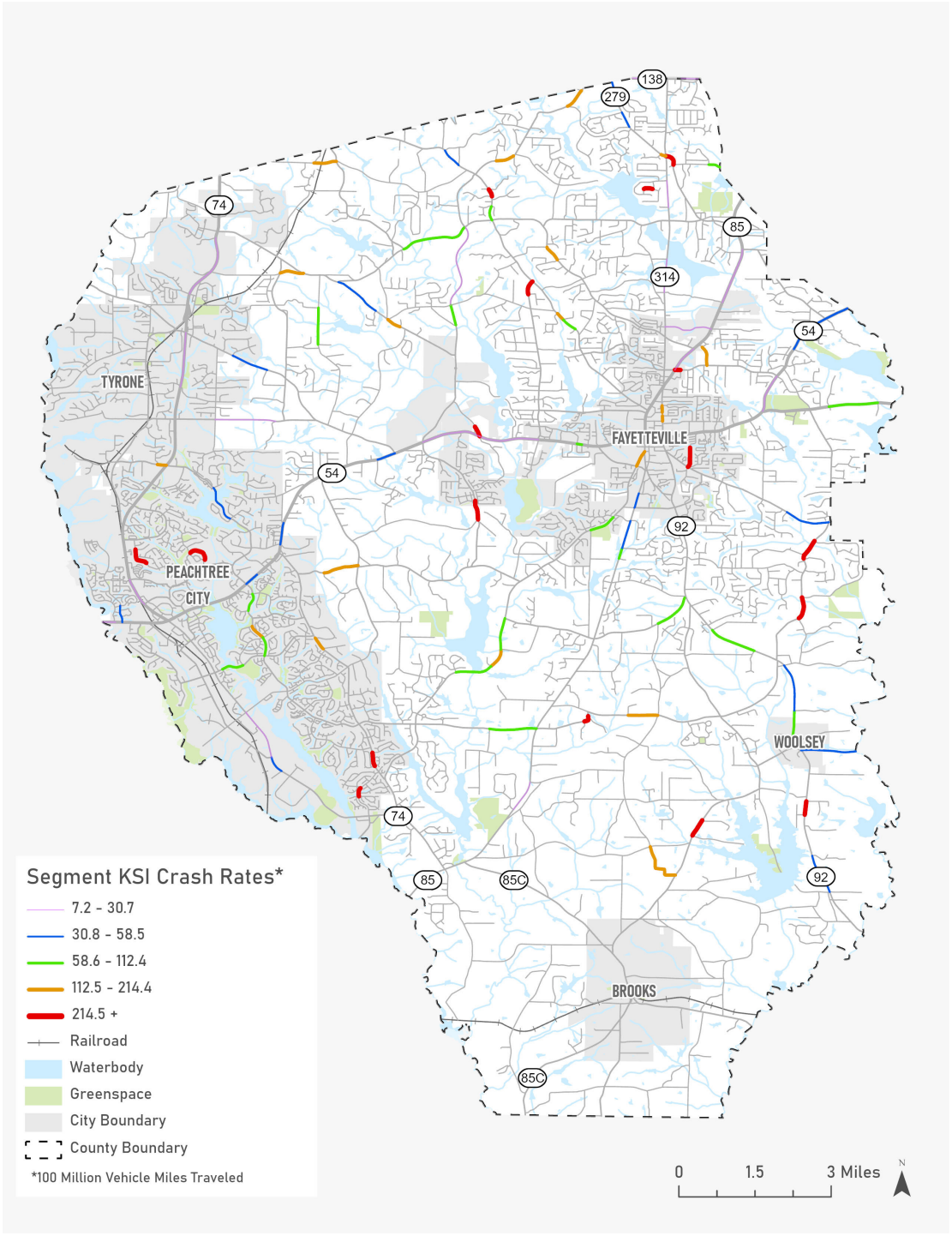


Figure 2.11 Roadway Segment KSI Crash Rates
Source: GDOT Crash Data Dashboard, 2019-2023

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.

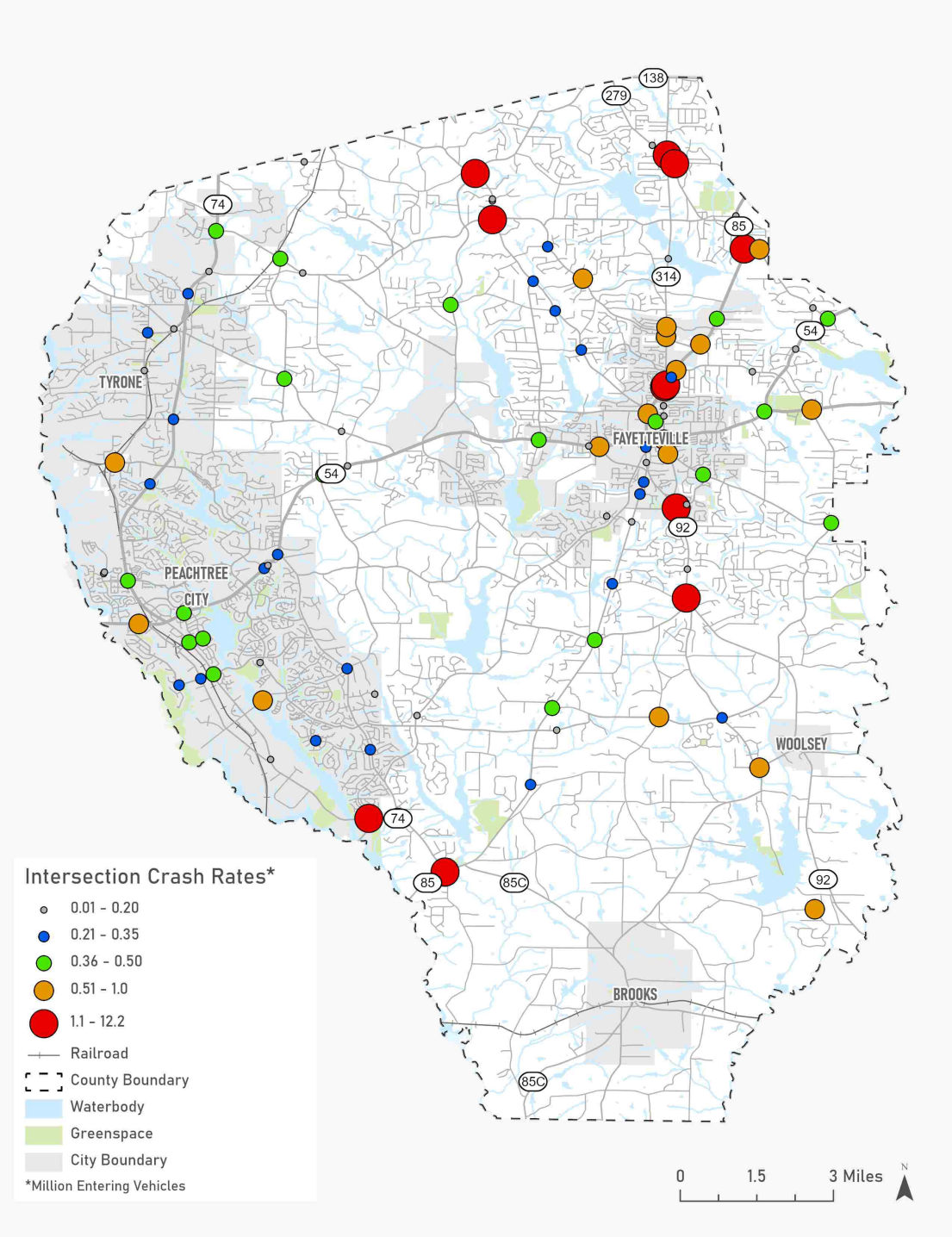


Figure 2.12 Intersection Crash Rates

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.

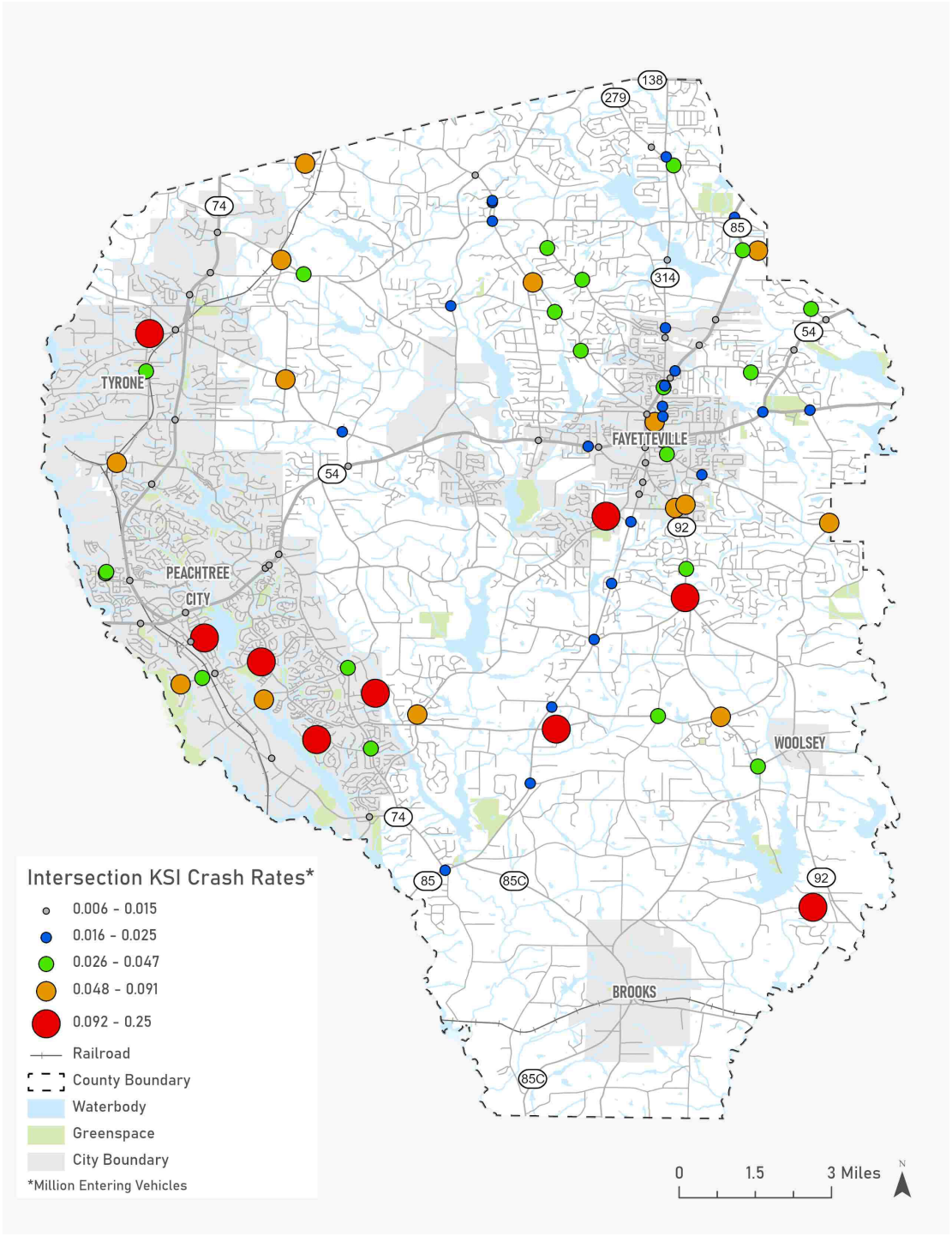


Figure 2.13 Intersection KSI Crash Rates
Source: GDOT Crash Data Dashboard, 2019-2023

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

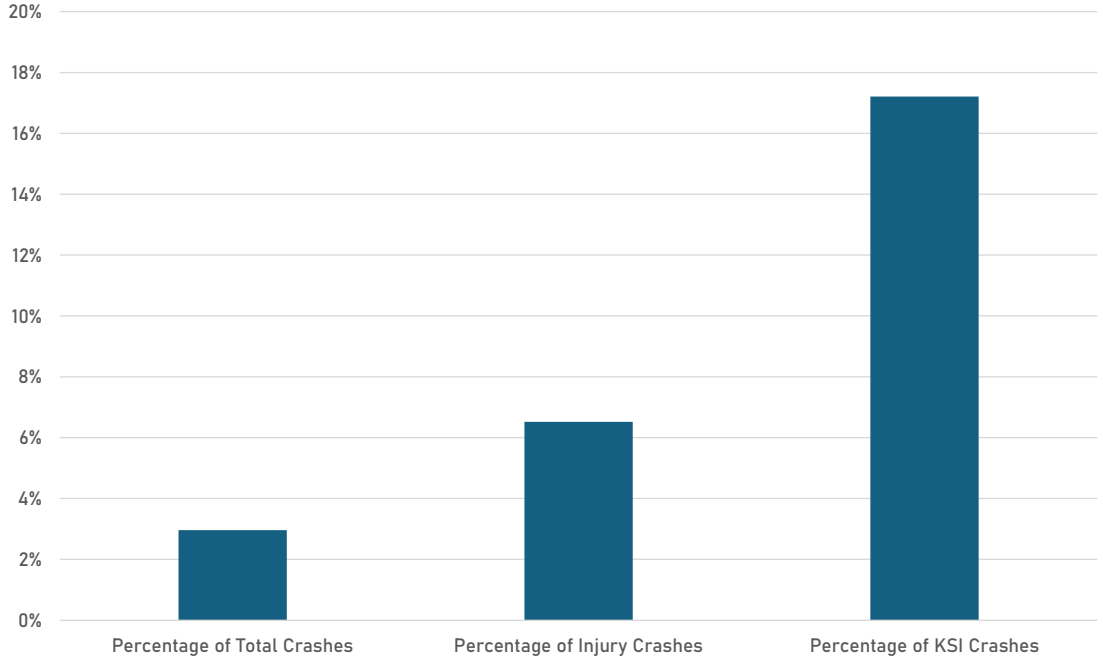
Speeding is often a major factor in vehicle crashes, having a particularly significant effect on the severity of crashes. This is especially true for crashes involving active modes, such as bicyclists and pedestrians. As such, speed control can be an effective tool at reducing fatalities and serious 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 significanr 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.

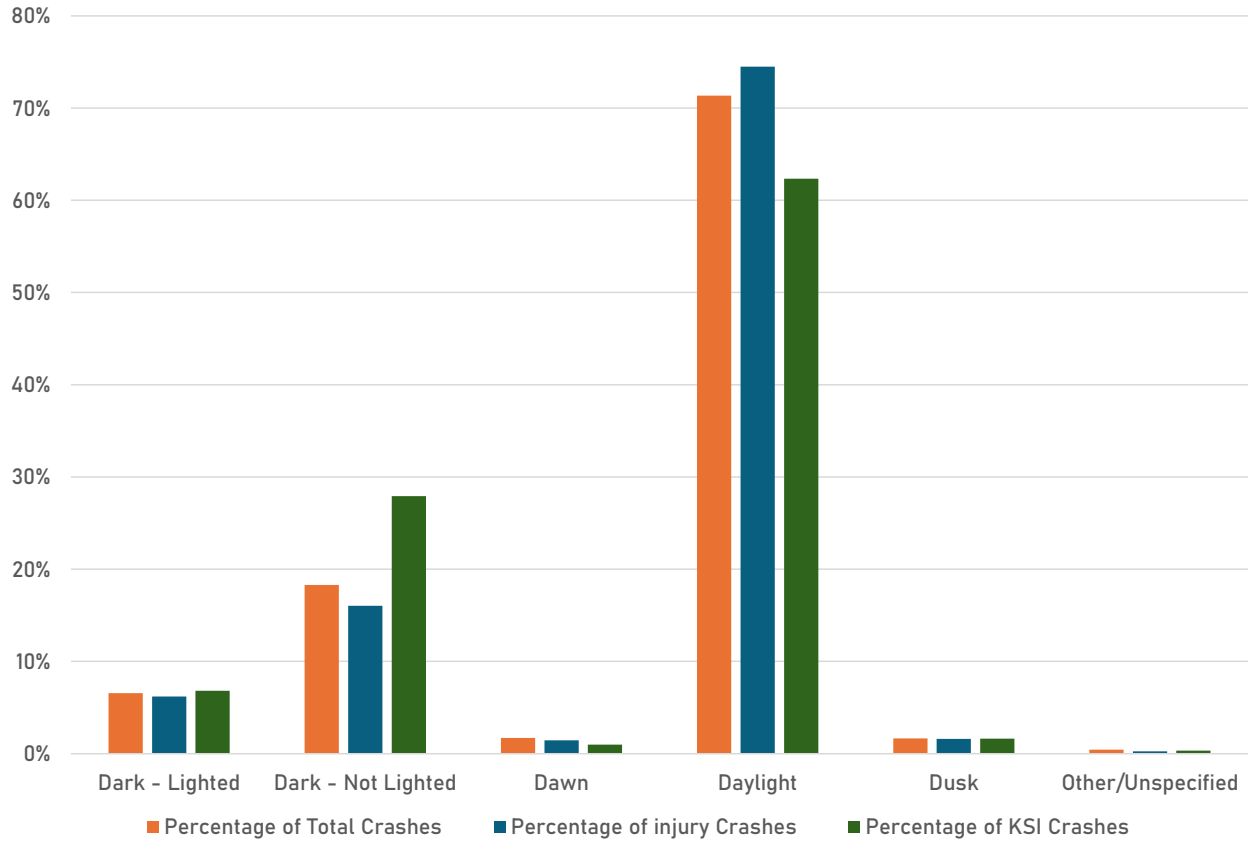
DISTANCE DRIVING/DUI

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%	13.9%	21.4%
of All Crashes	of Injury Crashes	of Fatality Crashes

DISTRACTED DRIVING IS A FACTOR IN:

4.3%	3.6%	3.6%
of All Crashes	of Injury Crashes	of Fatality Crashes

Crash Type

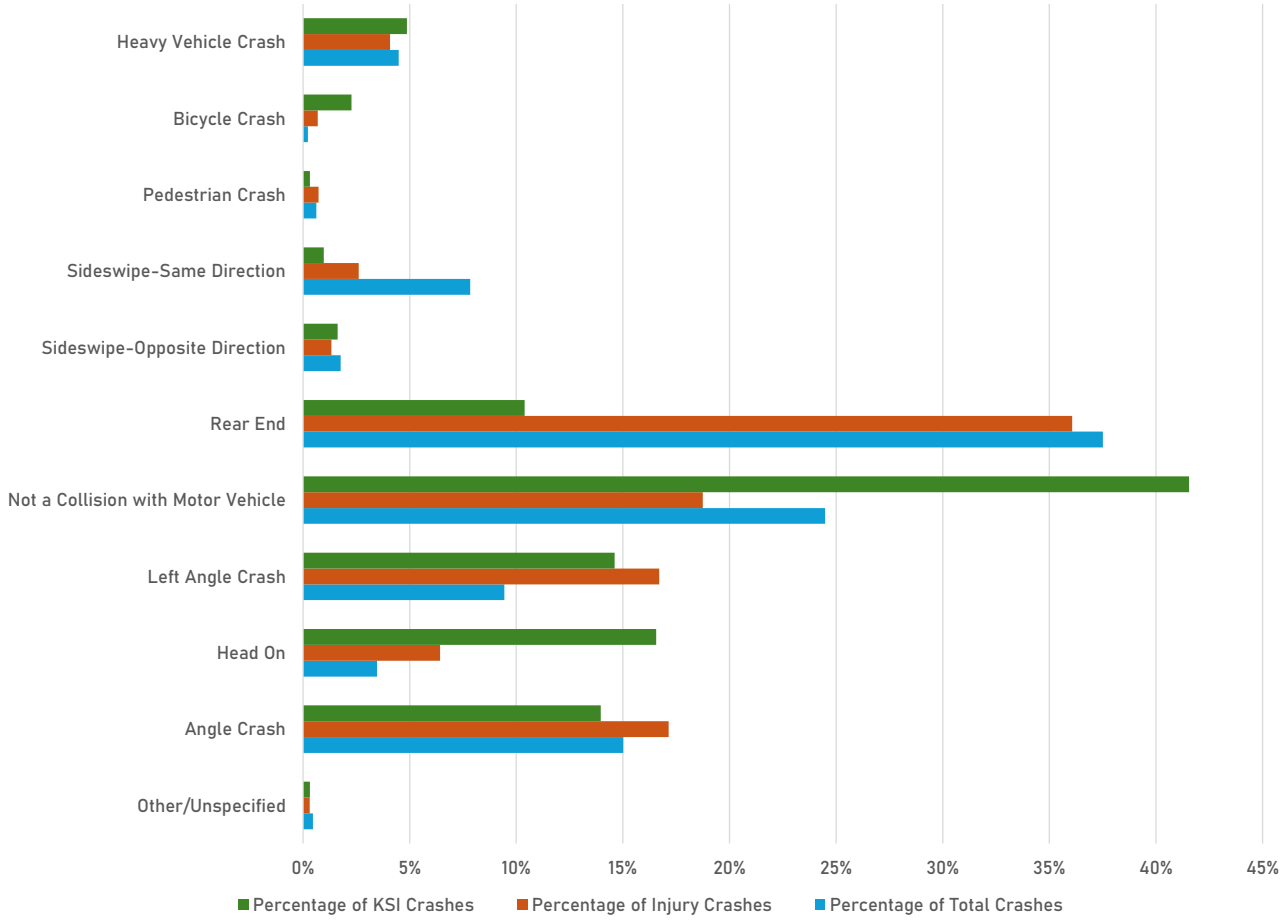
MANNER OF COLLISION

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.

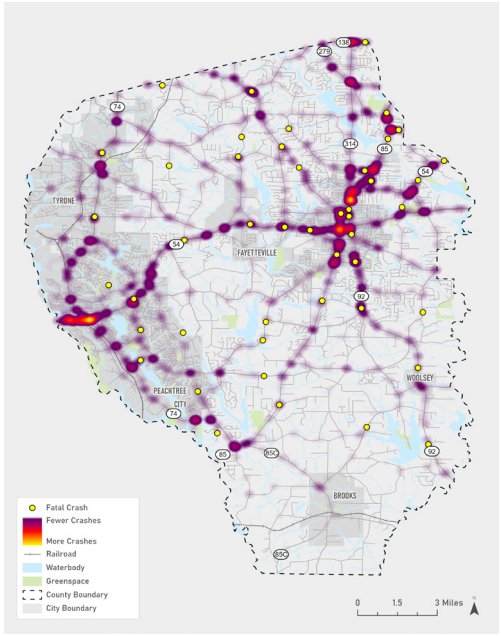
Table 2.8 Safety Criteria and Thresholds

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

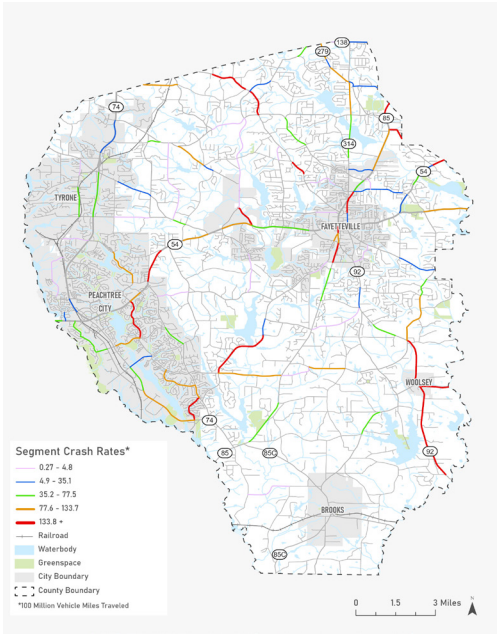
HIN SAFETY SCORING

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.

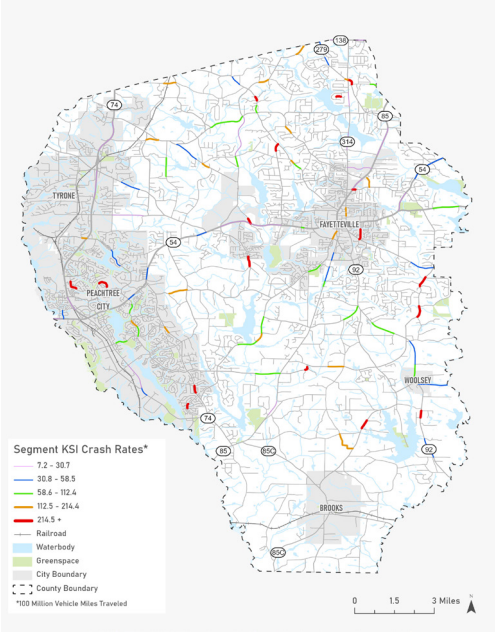
CRASH HISTORY



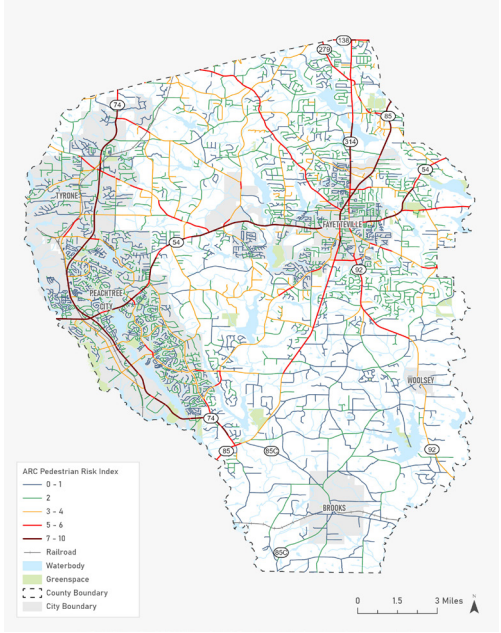
CRASH RATE



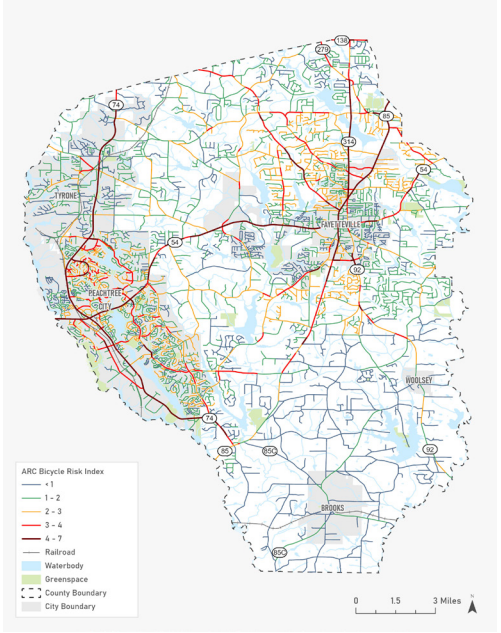
KILLED OR SERIOUS INJURY CRASH RATE



PEDESTRIAN RISK FACTORS



BICYCLIST RISK FACTORS



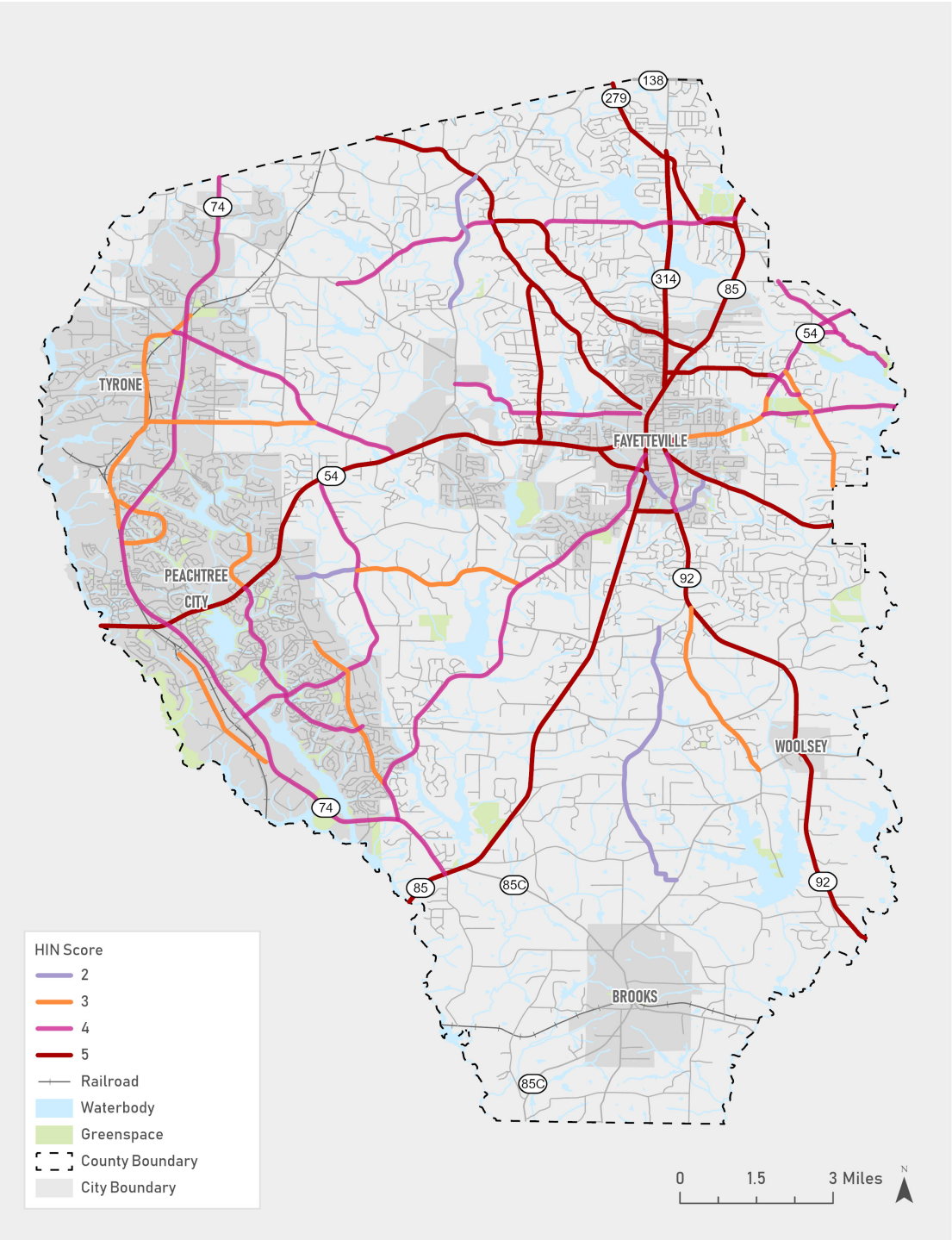


Figure 2.18 HIN List & Scoring

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.

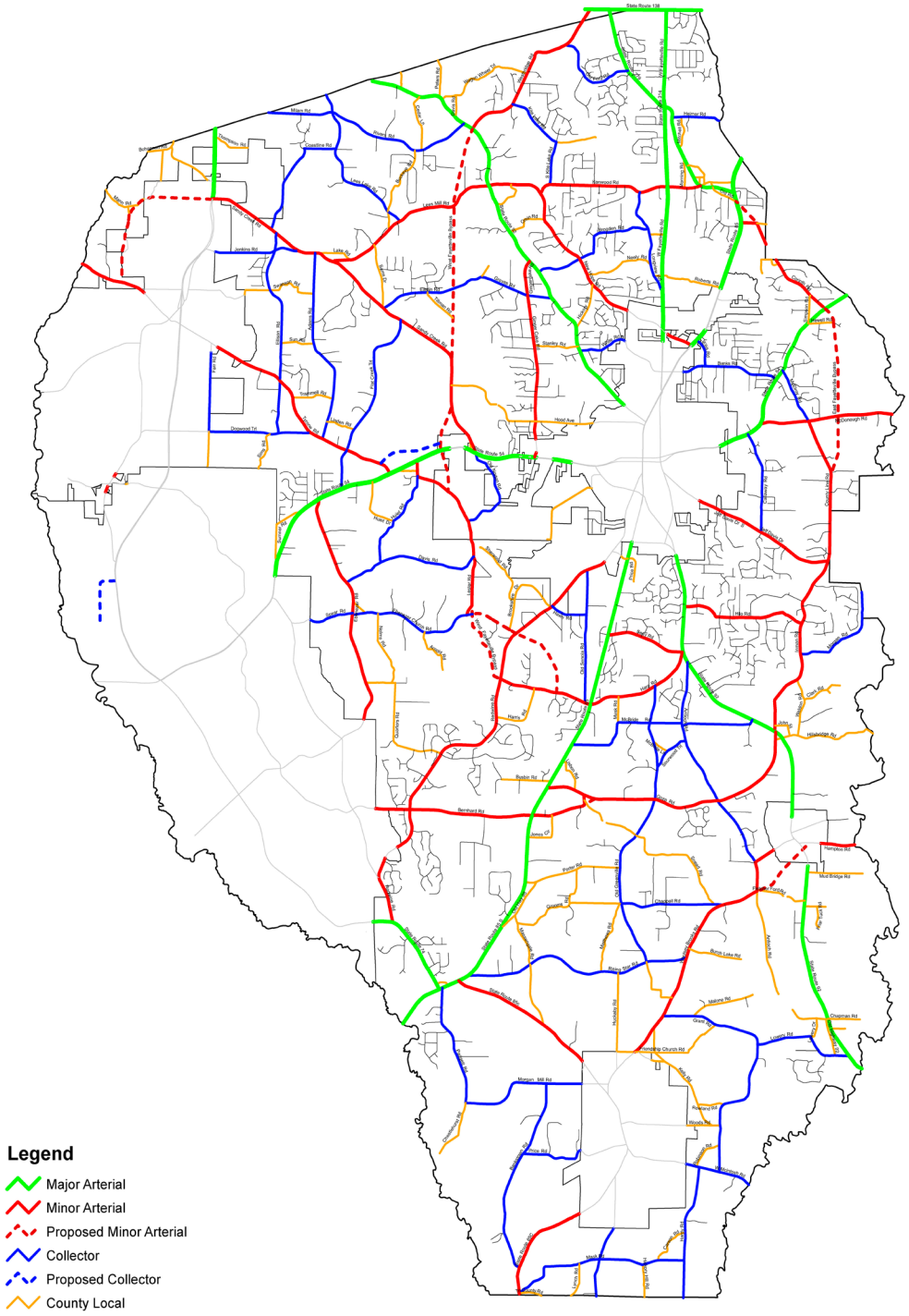


Figure 3.1 Functional Classification
Source: Fayette County Thoroughfare Plan

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

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

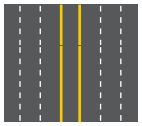
- **County Local:** Roads intended for access to adjacent properties and traffic flow within a confined area. Freight and truck traffic is not permitted on county local roads.
- **Low-Volume Local:** A subset of county local roads with an average daily traffic (ADT) of 400 vehicles or fewer. Roads may 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,

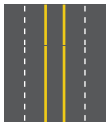
    C. Approved by the Board of Commissioners.

- **Internal Local:** Streets within a development that primarily support traffic circulation within that specific area.



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
Brooks RdRoberts Rd
Hardy Rd
Bankstown Rd
Price Rd
Morgan Mill Rd
Padgett Rd
Rising Star Rd
W McIntosh Rd
Grant Rd
Lowery Rd
Chappell Rd
Old Greenville Rd
Antioch 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
Brogdon Rd
Helmer Rd
Old Ford Rd
Kite Lake Rd
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Jenkins Rd
Adams Rd
Flat Creek Trl
Dogwood Trl
Farr Rd
White Rd

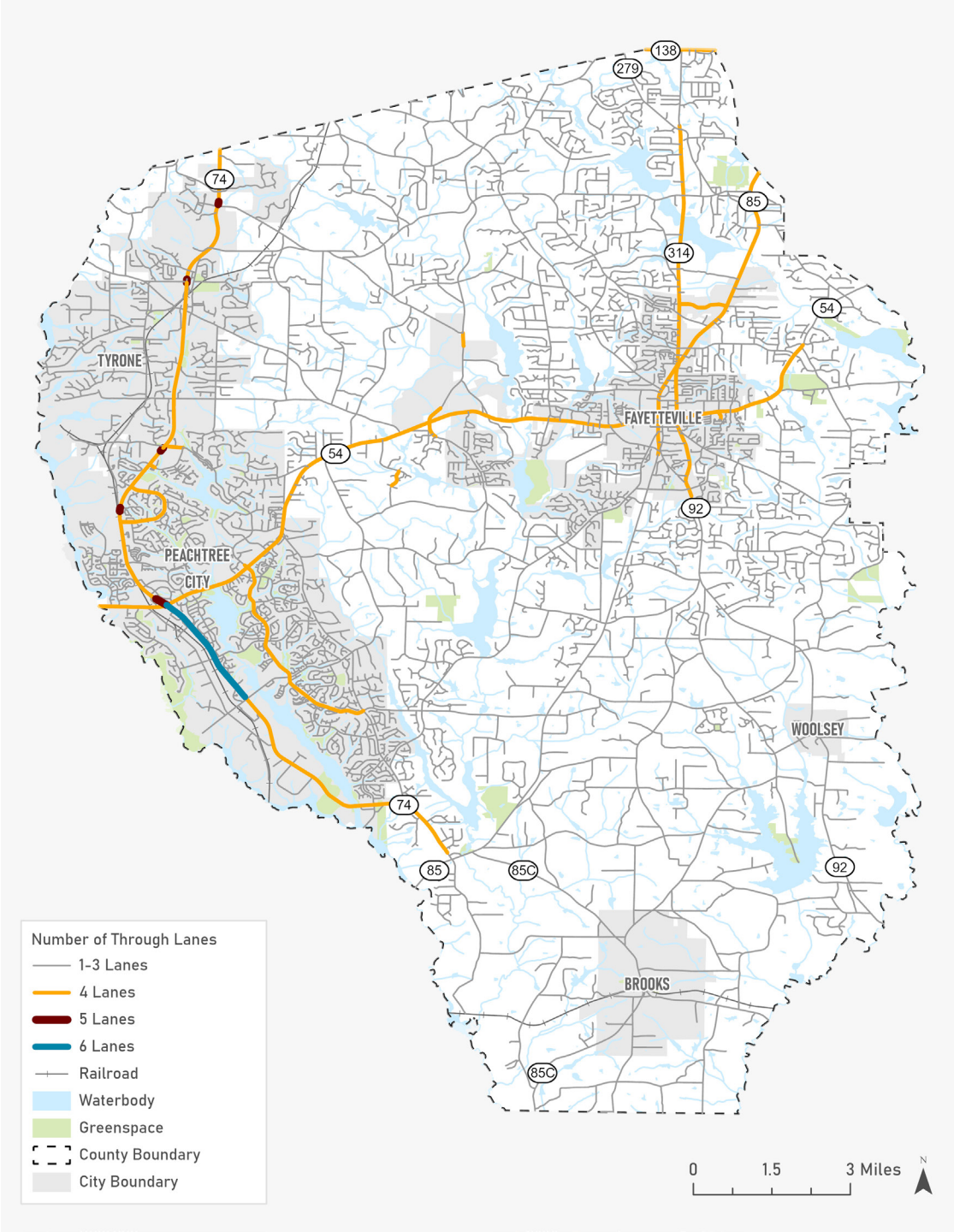

Figure 3.2 Number of Lanes
Source: GDOT 2021

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.

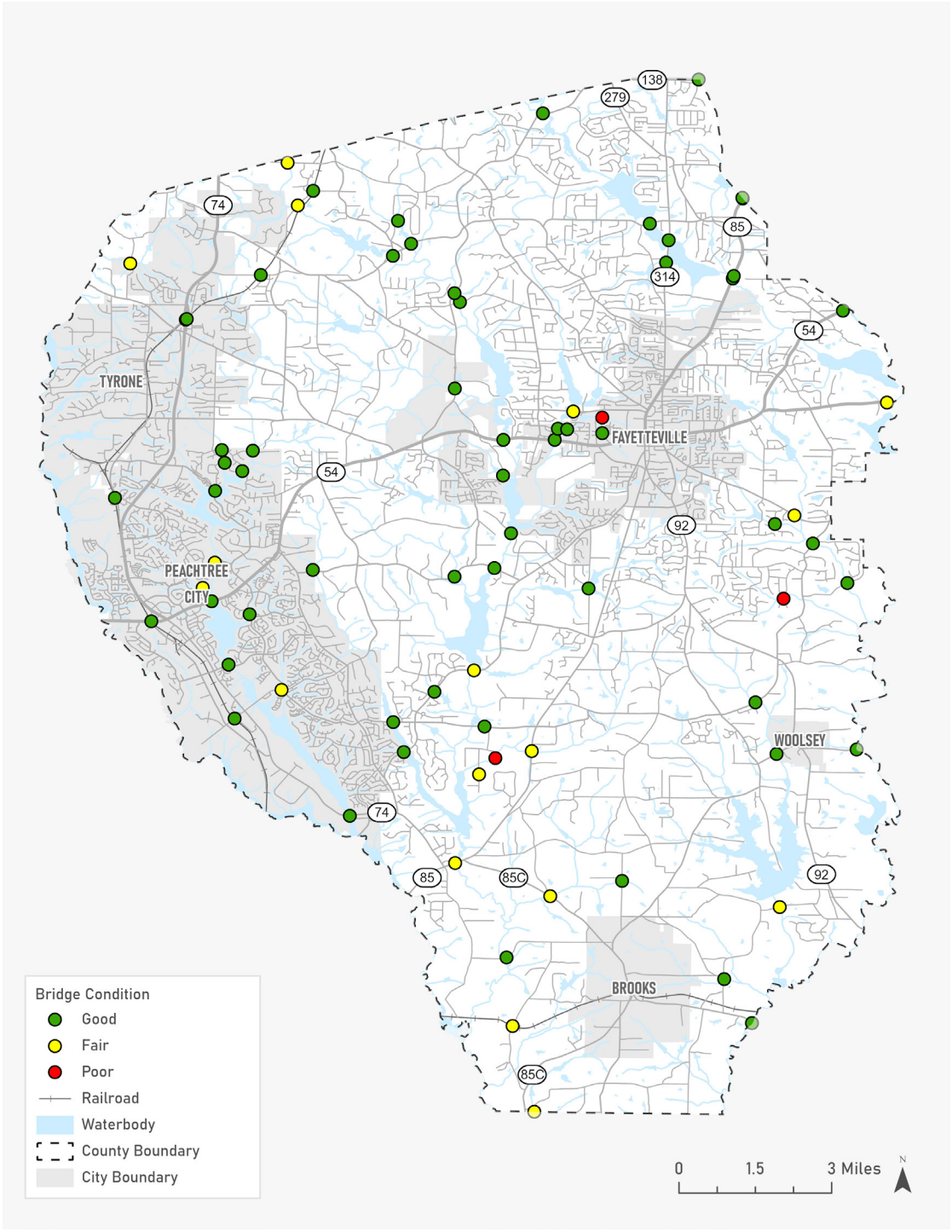

Figure 3.3 Bridge Conditions
Source: National Bridge Inventory (NBI) 2024

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

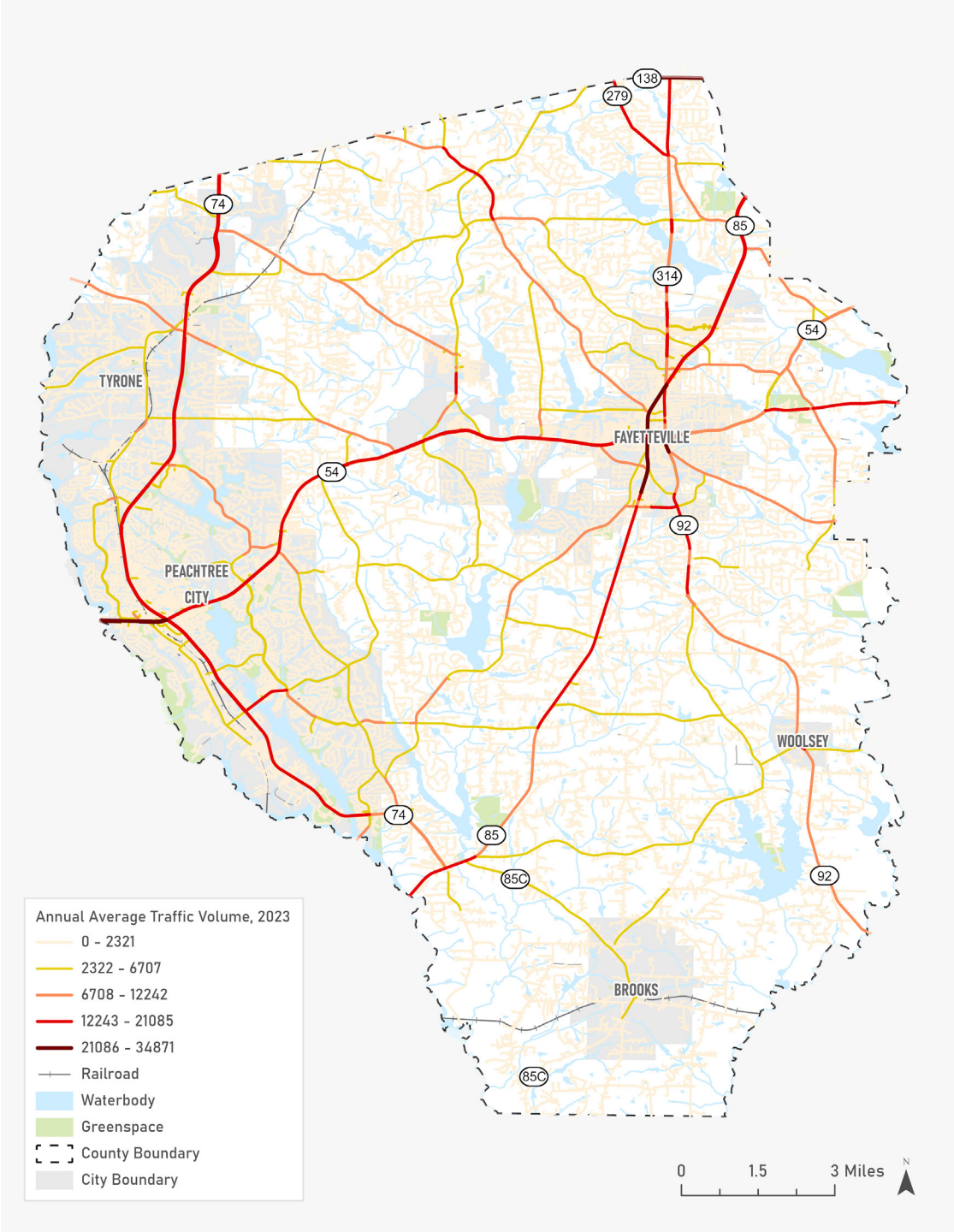

Figure 3.4 Vehicular Volumes
Source: GDOT 2021

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.

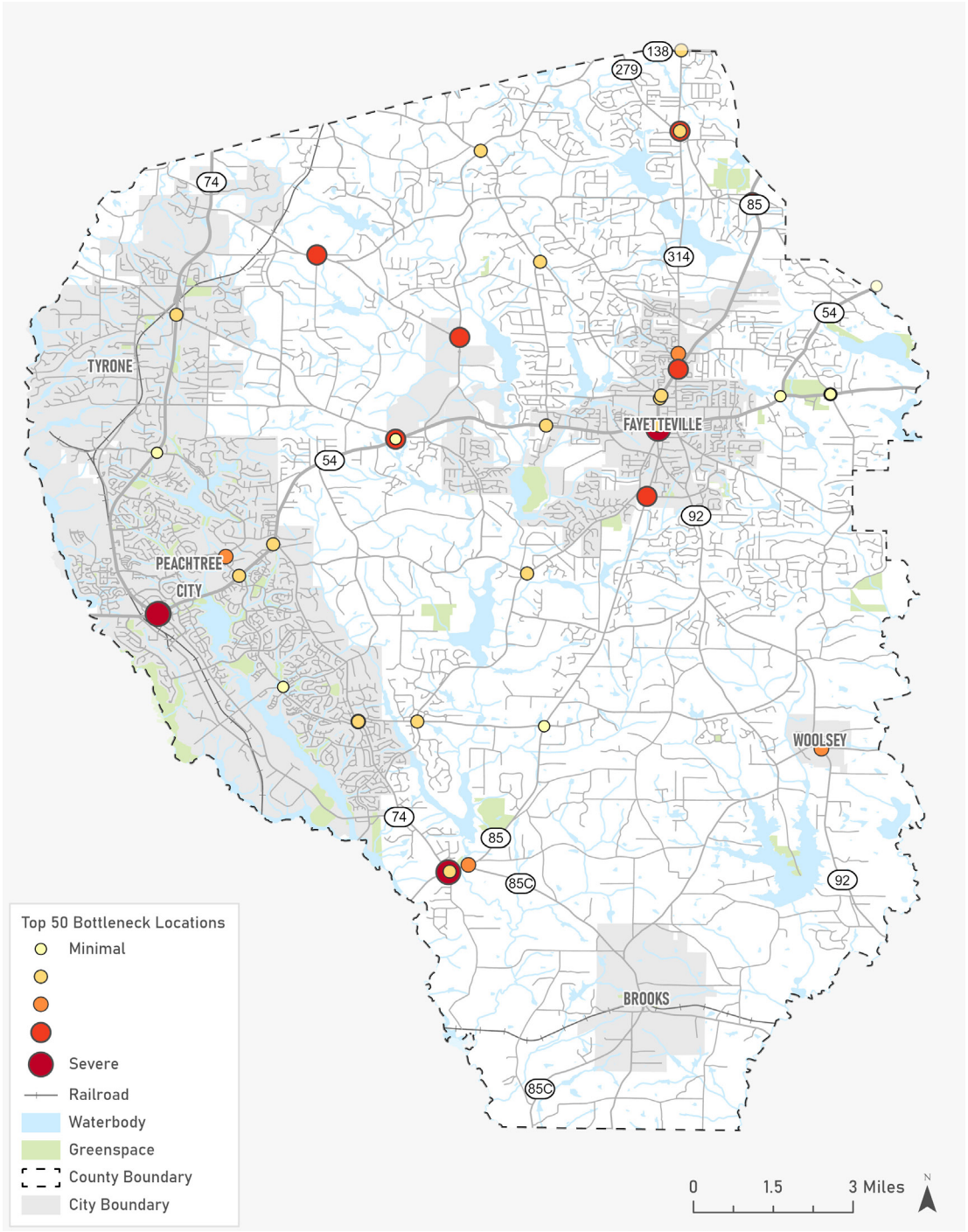

Figure 3.5 Top 50 Bottlenecks
Source: RITIS 2023

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

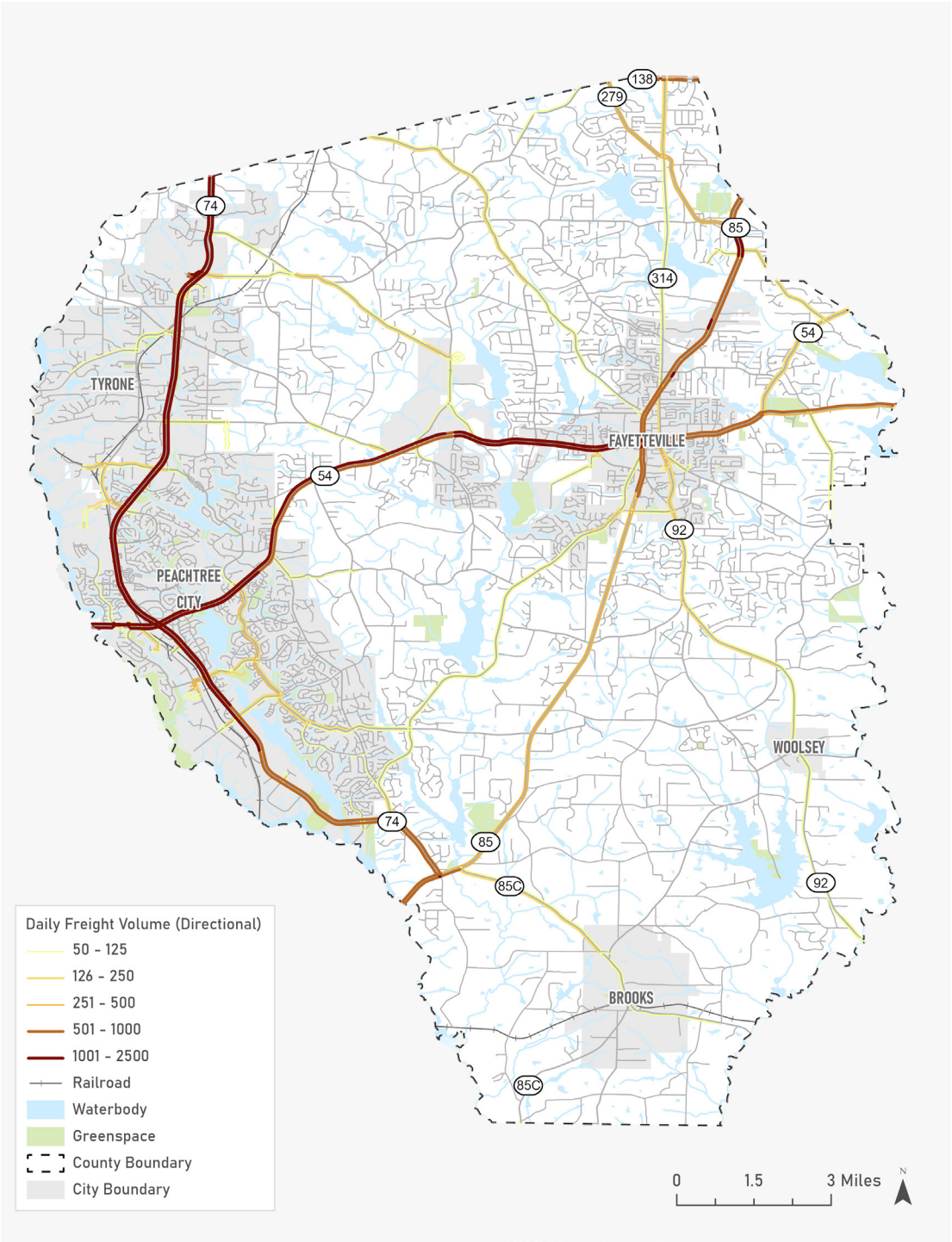

Figure 3.6 Freight Volumes
Source: RITIS 2023

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.

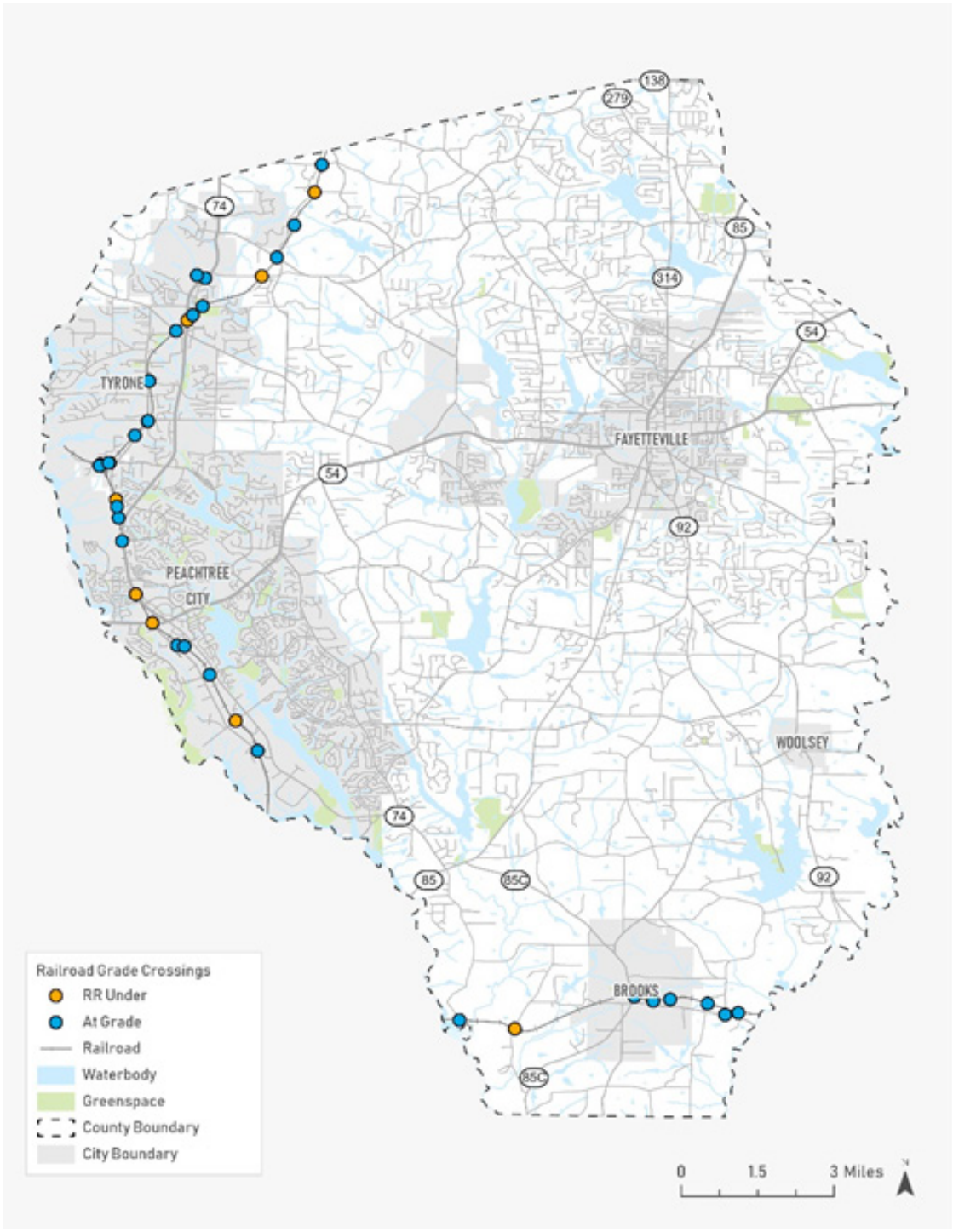

Figure 3.7 Railroad Crossings
Source: GDOT 2021

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.

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.

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 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

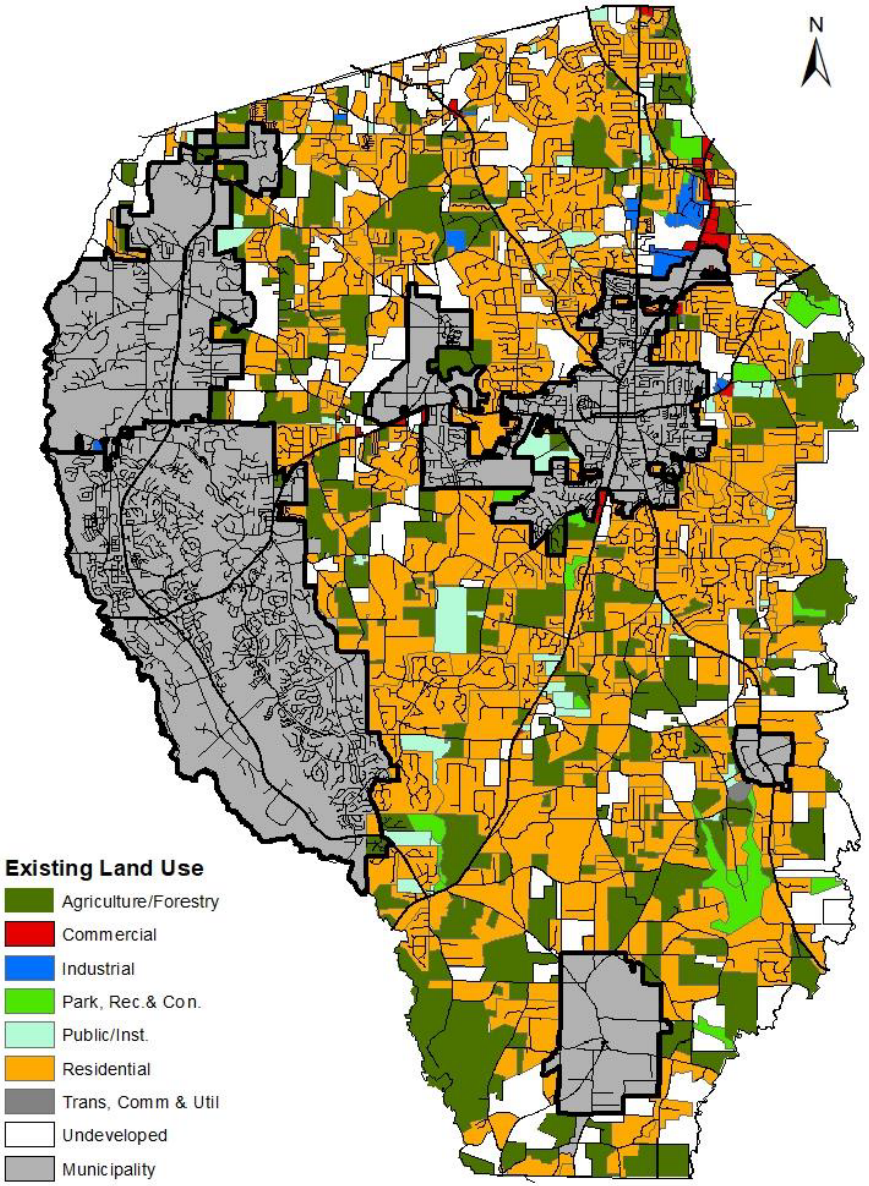


Figure 4.2 Future Land Use
Source: Fayette County GIS

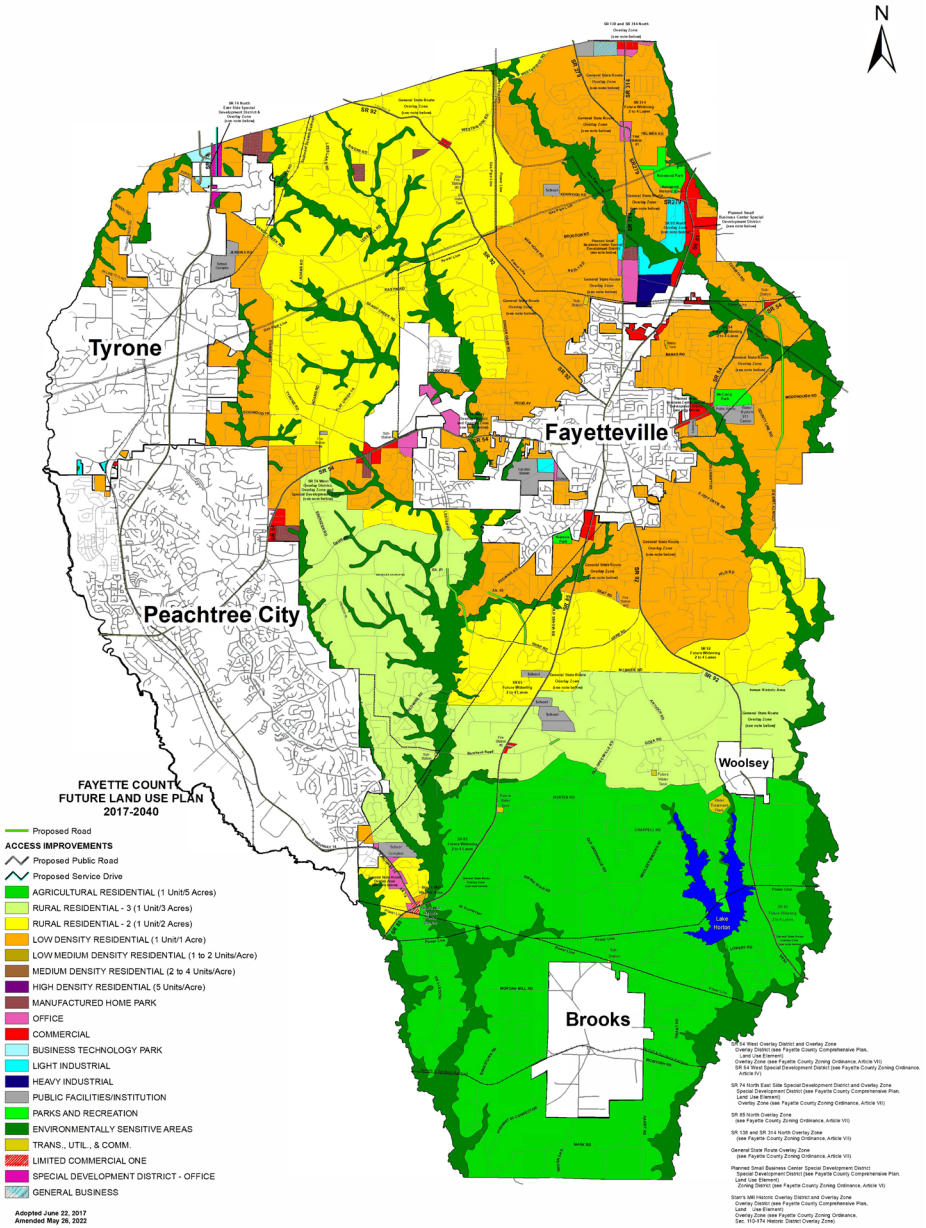


Table 4.1 Existing Land Use Distribution

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 economiic stimulus. The city has a mixture of shopping centers, regional retail stores, resturaunts, 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,

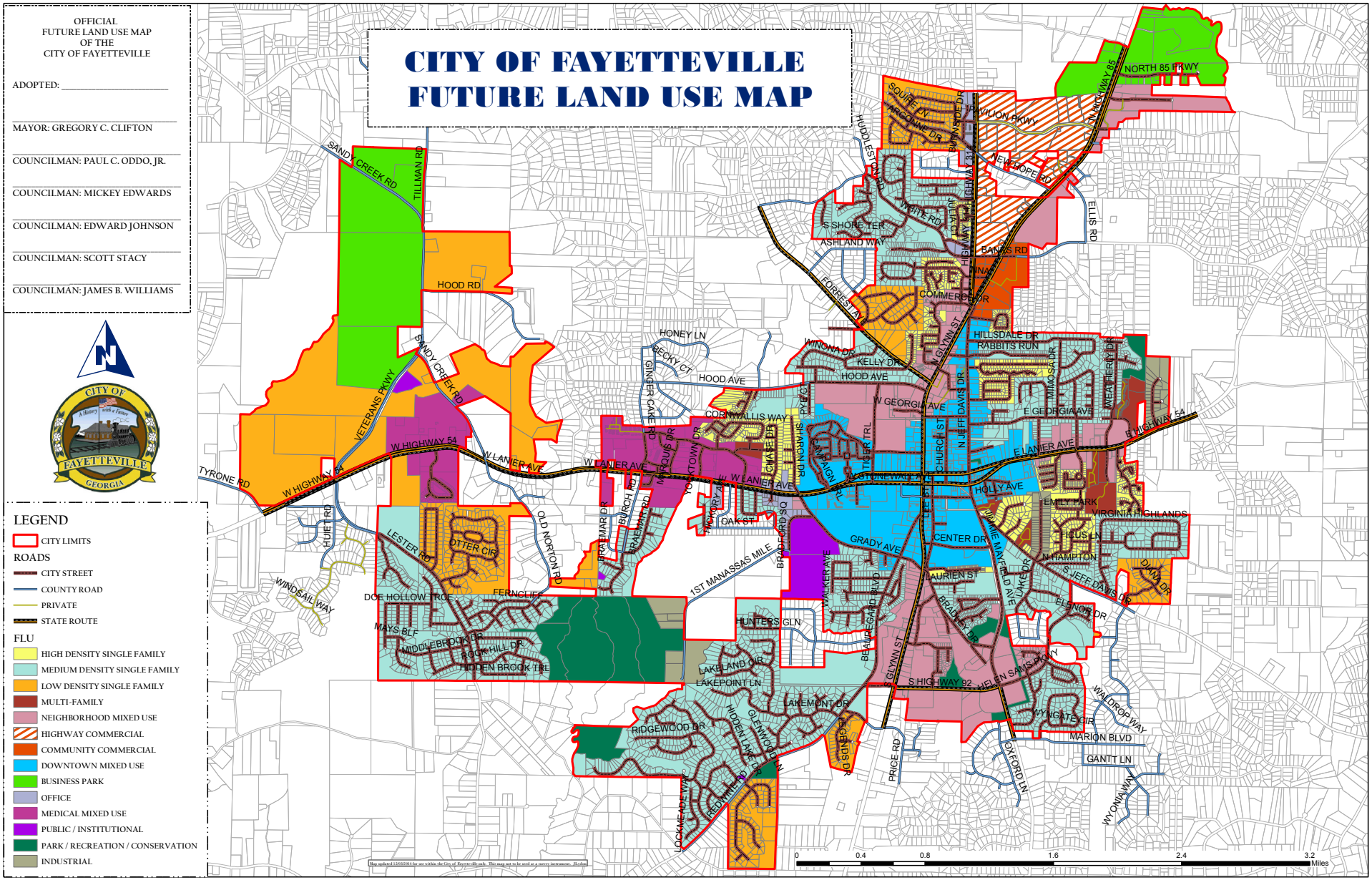
INDUSTRIAL

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 instituttional 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.

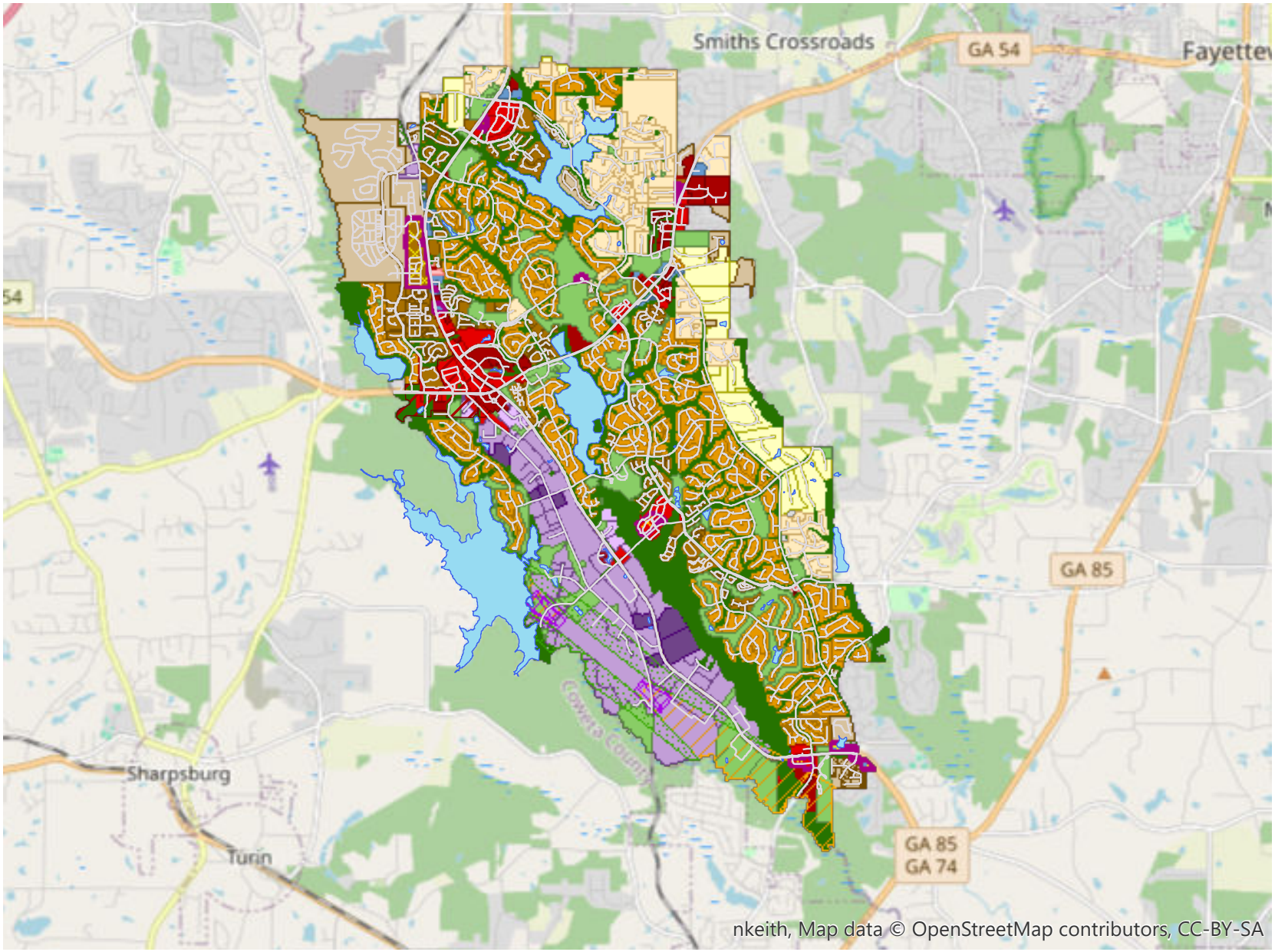
INDUSTRIAL

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.

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.

OFFICE

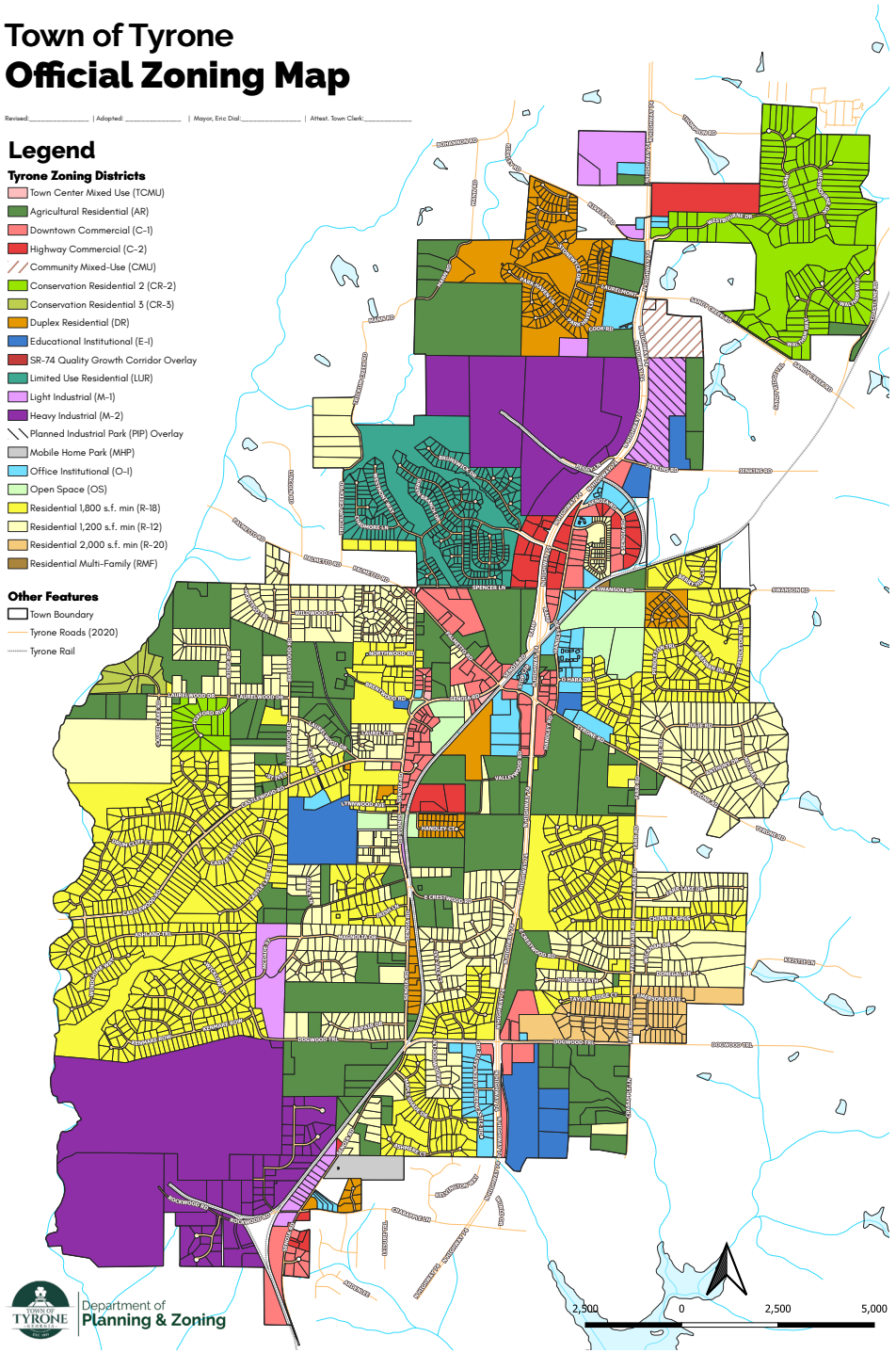
Tyrone has a smaller office base that is mainly characterized by medical practices, real estate offices, and law firms. There are a few small office parks along SR 74.

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 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

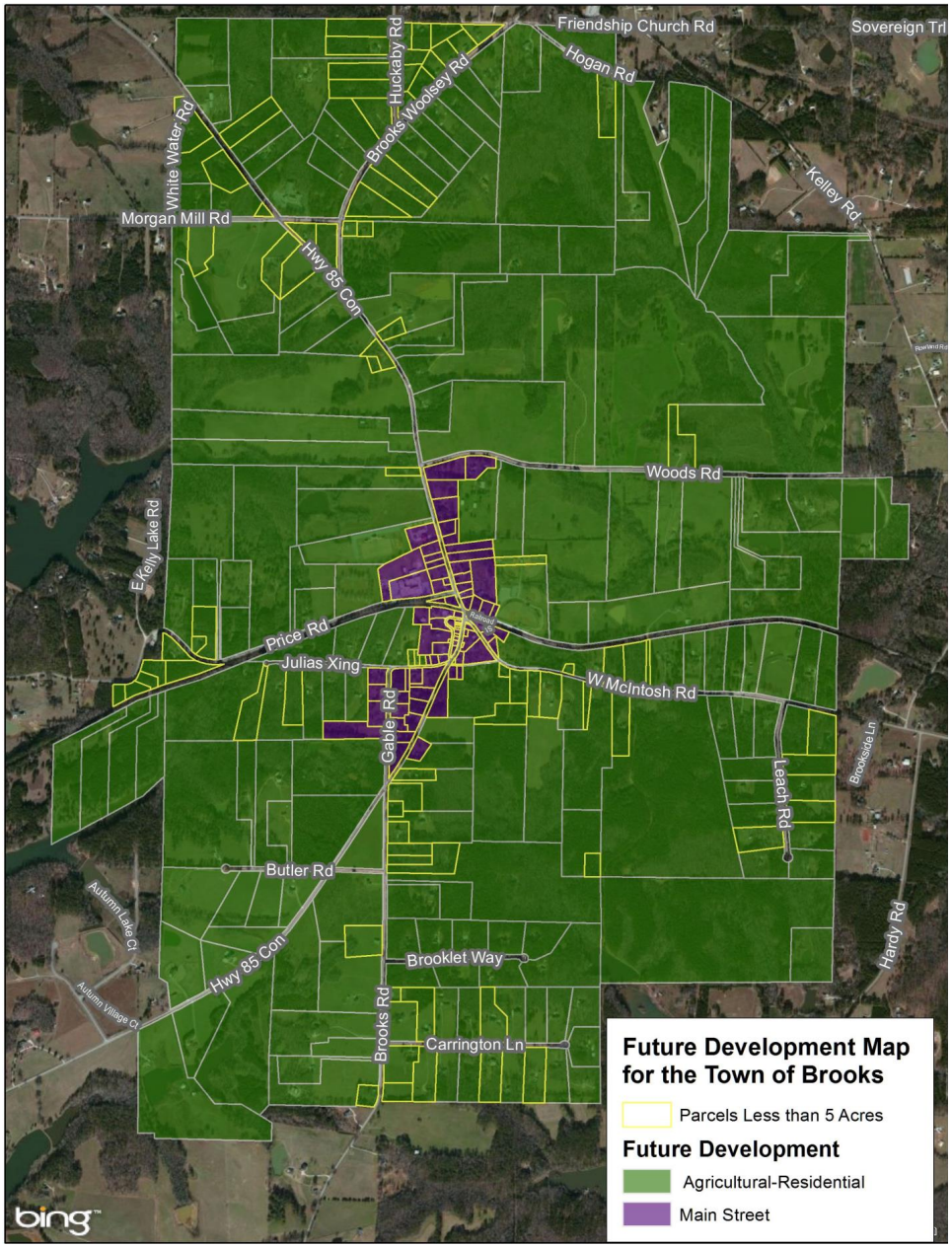
There is minimal office land use in Brooks compared to the rest of Fayette County.

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.



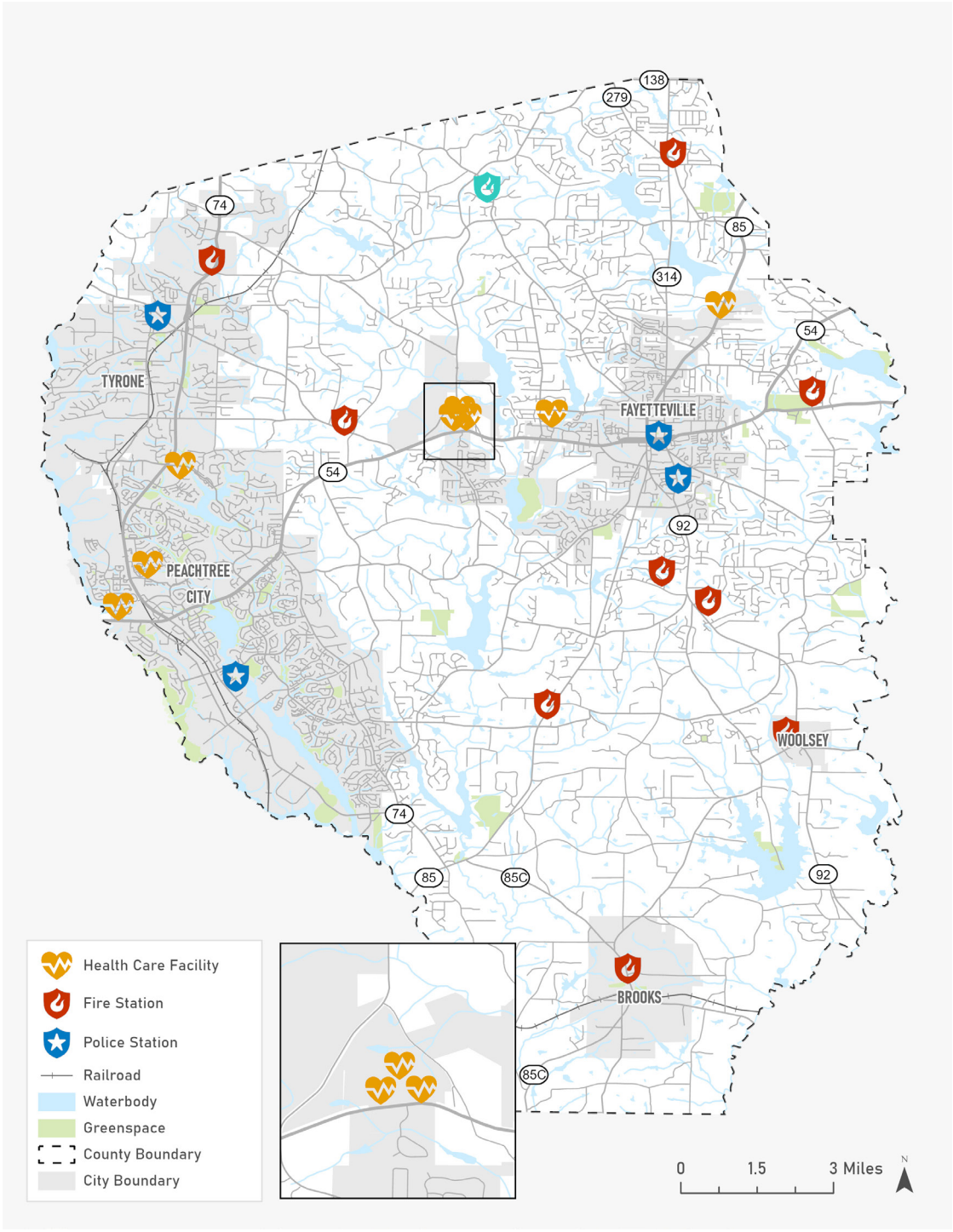


Figure 4.3 Emergency Facilities
Source: Fayette County, ARC

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.

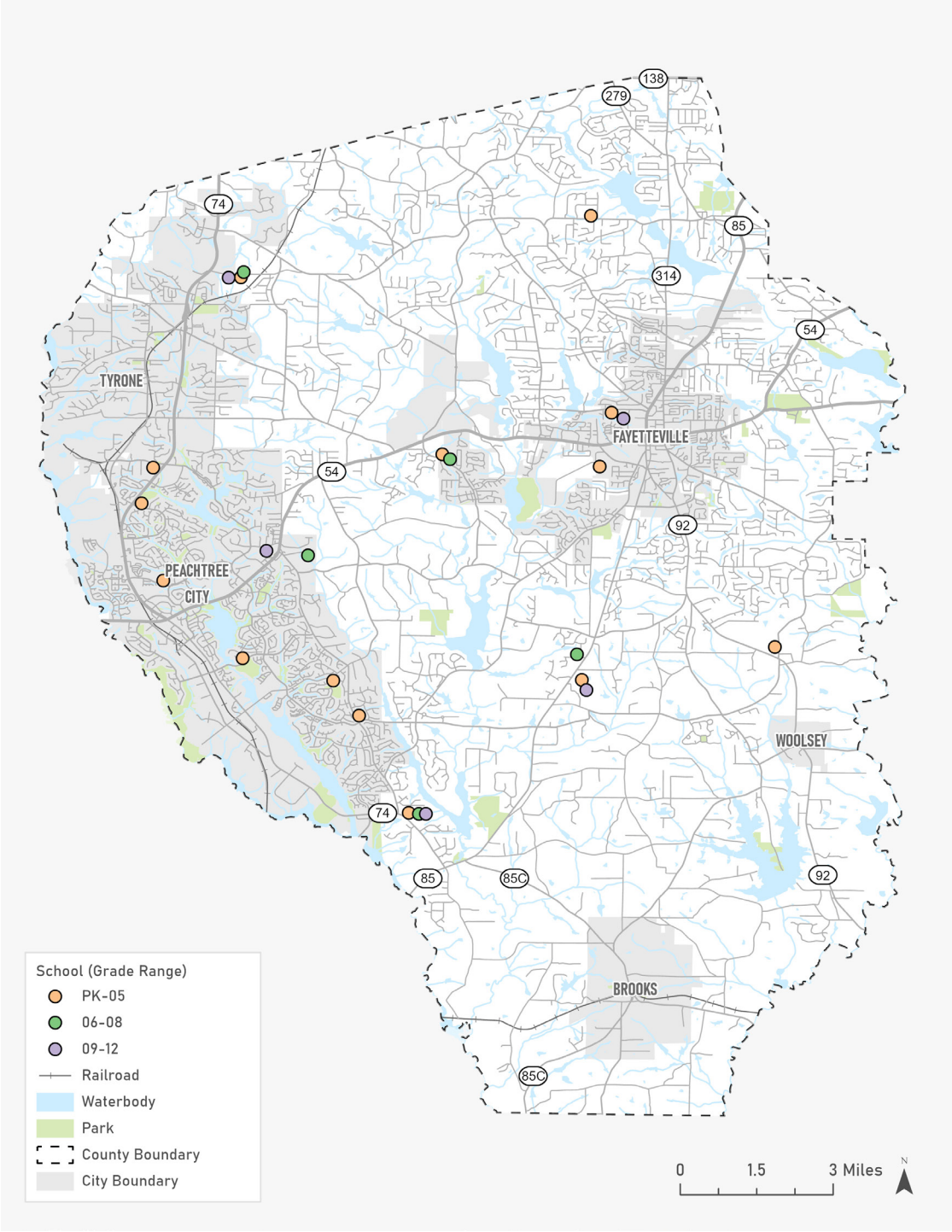


Figure 4.4 Community Facilities
Source: ARC, 2024

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).

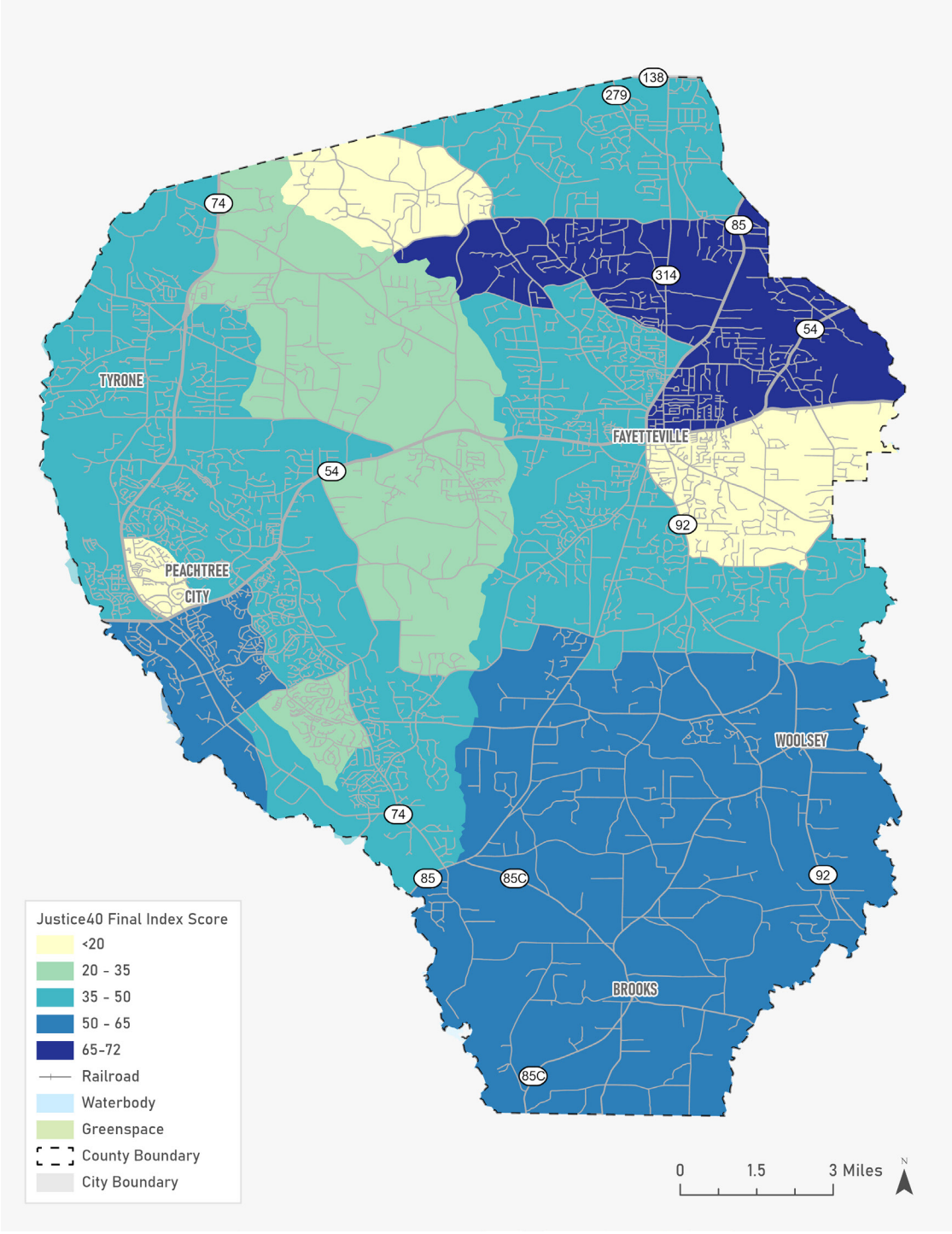


Figure 4.5 Justice40 Final Index Score
Source: USDOT 2022

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.

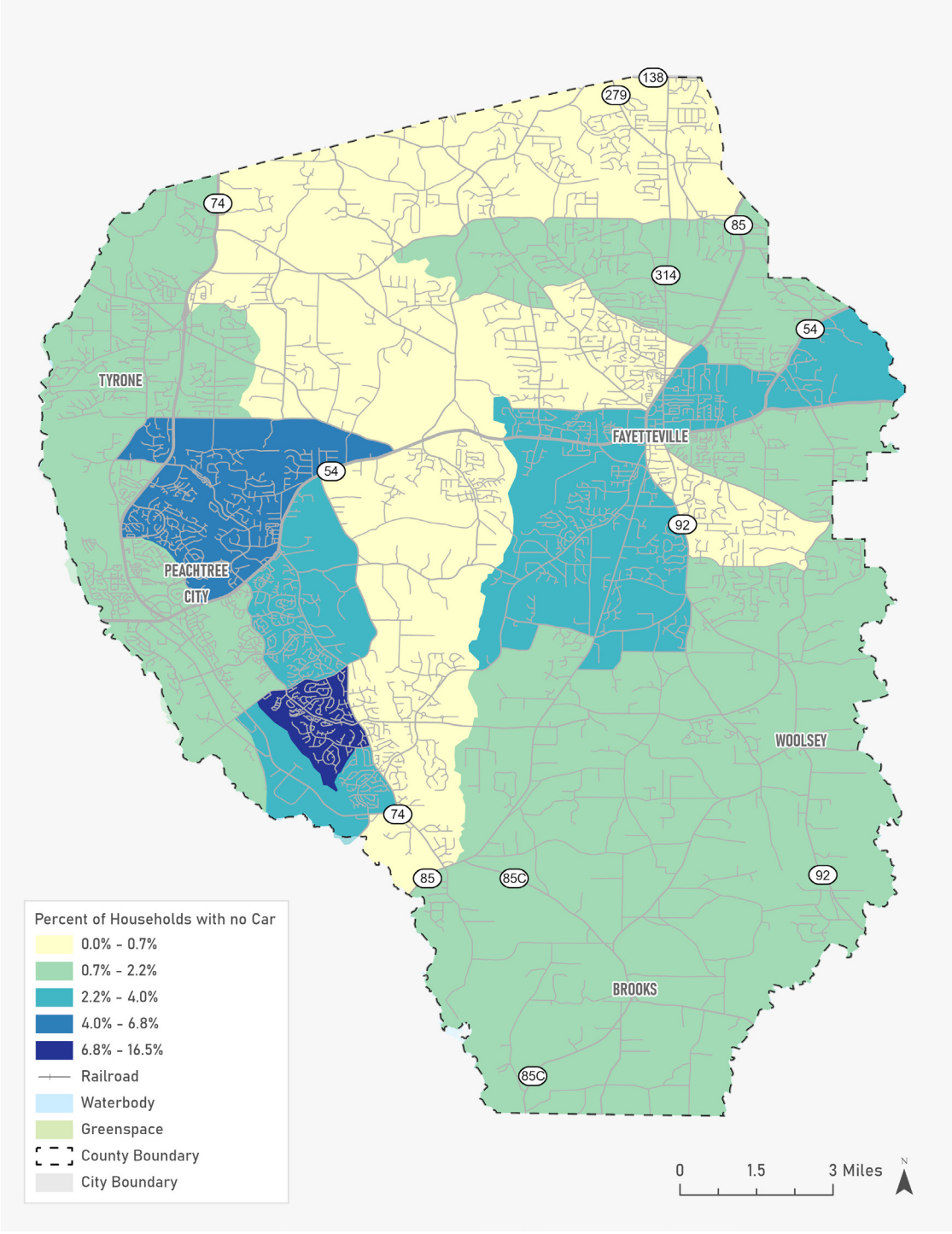


Figure 4.6 Households without Access to a Vehicle
Source: American Community Survey (ACS) 2022

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.

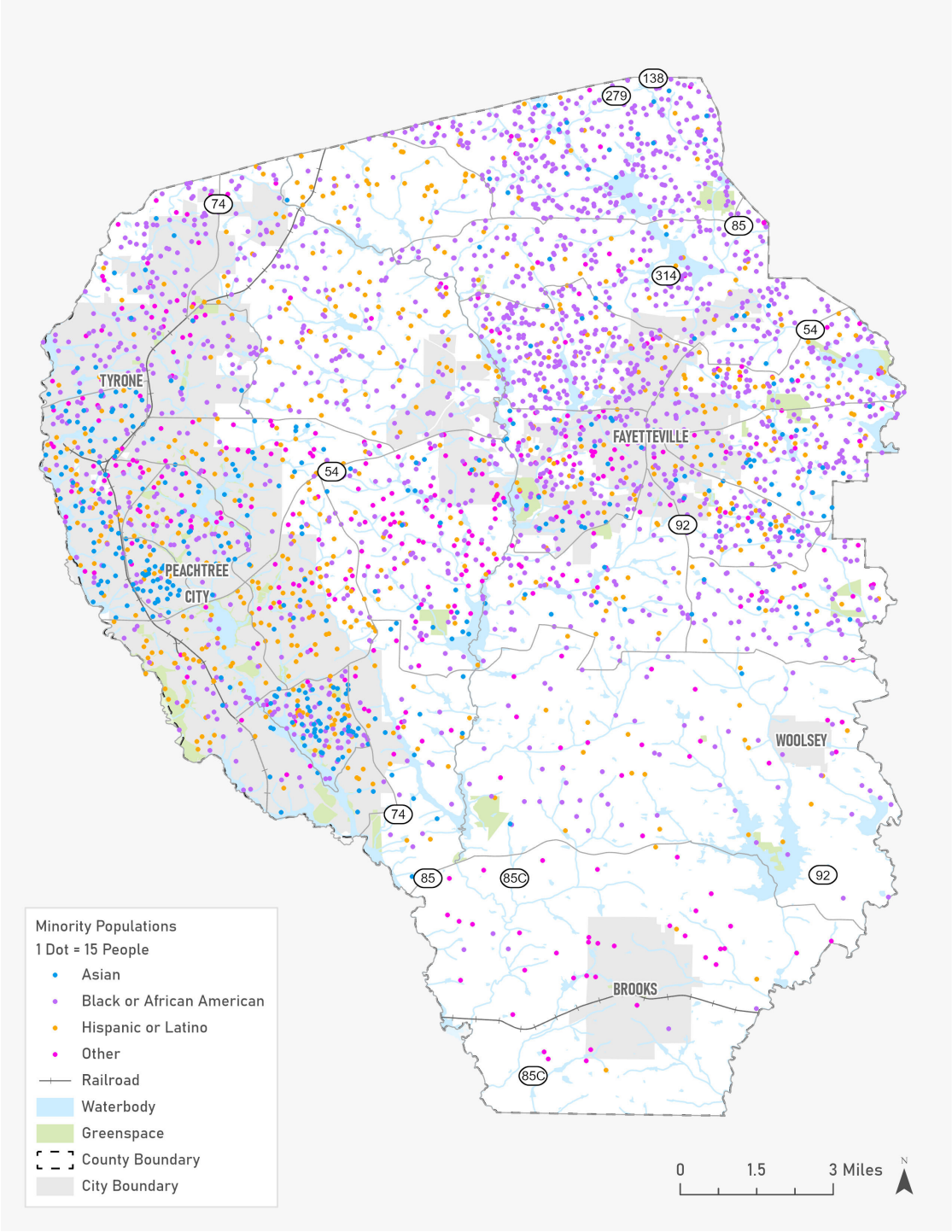
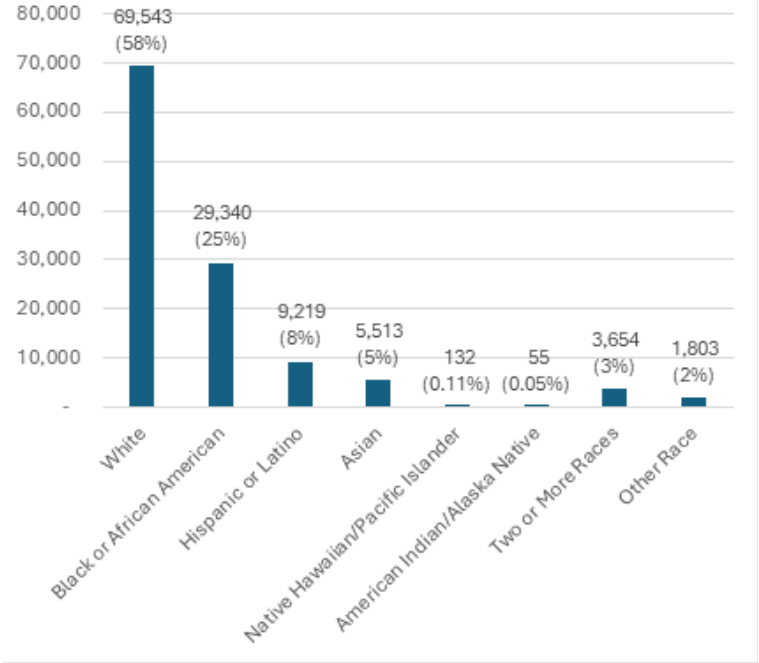


Figure 4.7 Race and Ethnicity
Source: ACS 2022

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



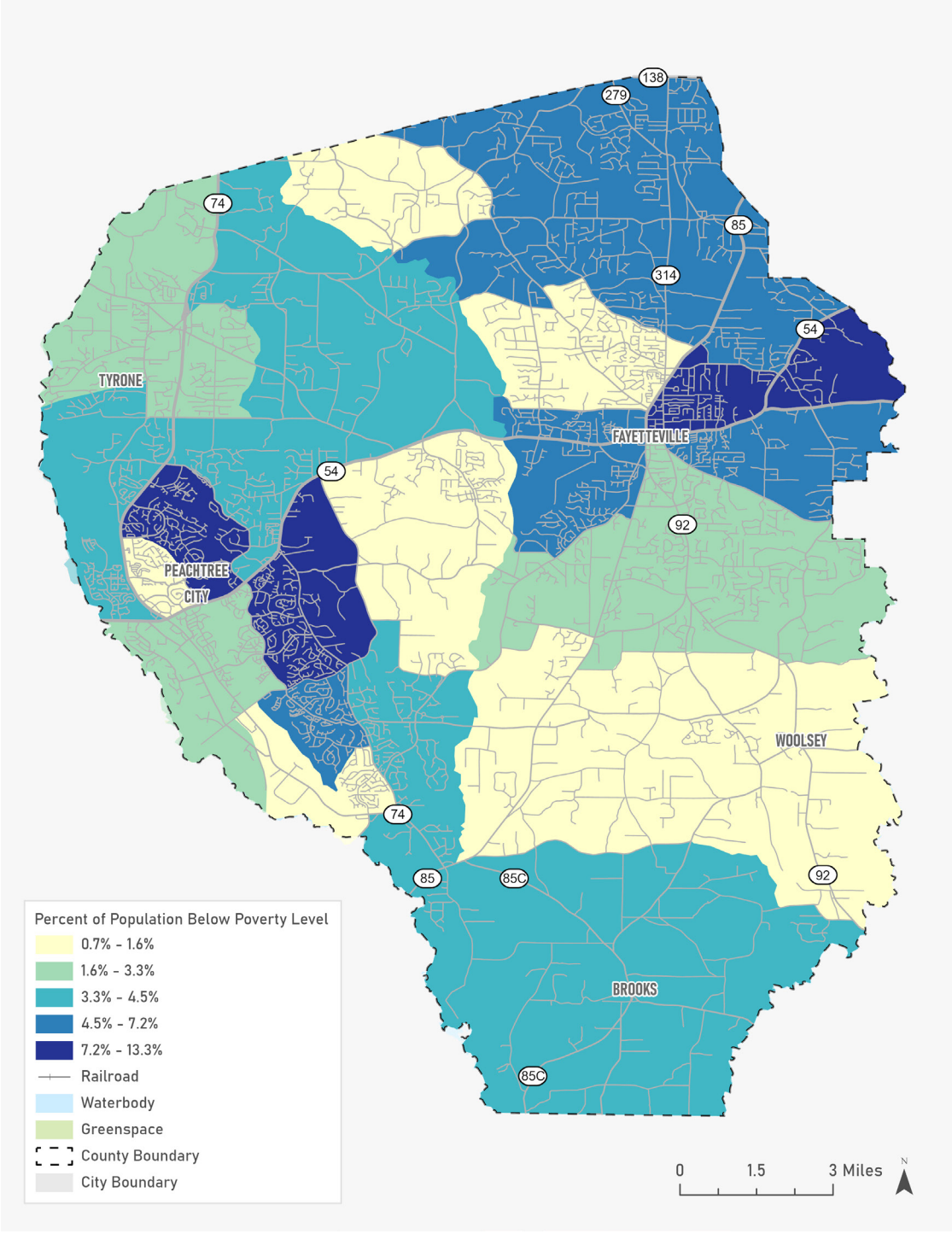


Figure 4.9 Income
Source: ACS 2022

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.

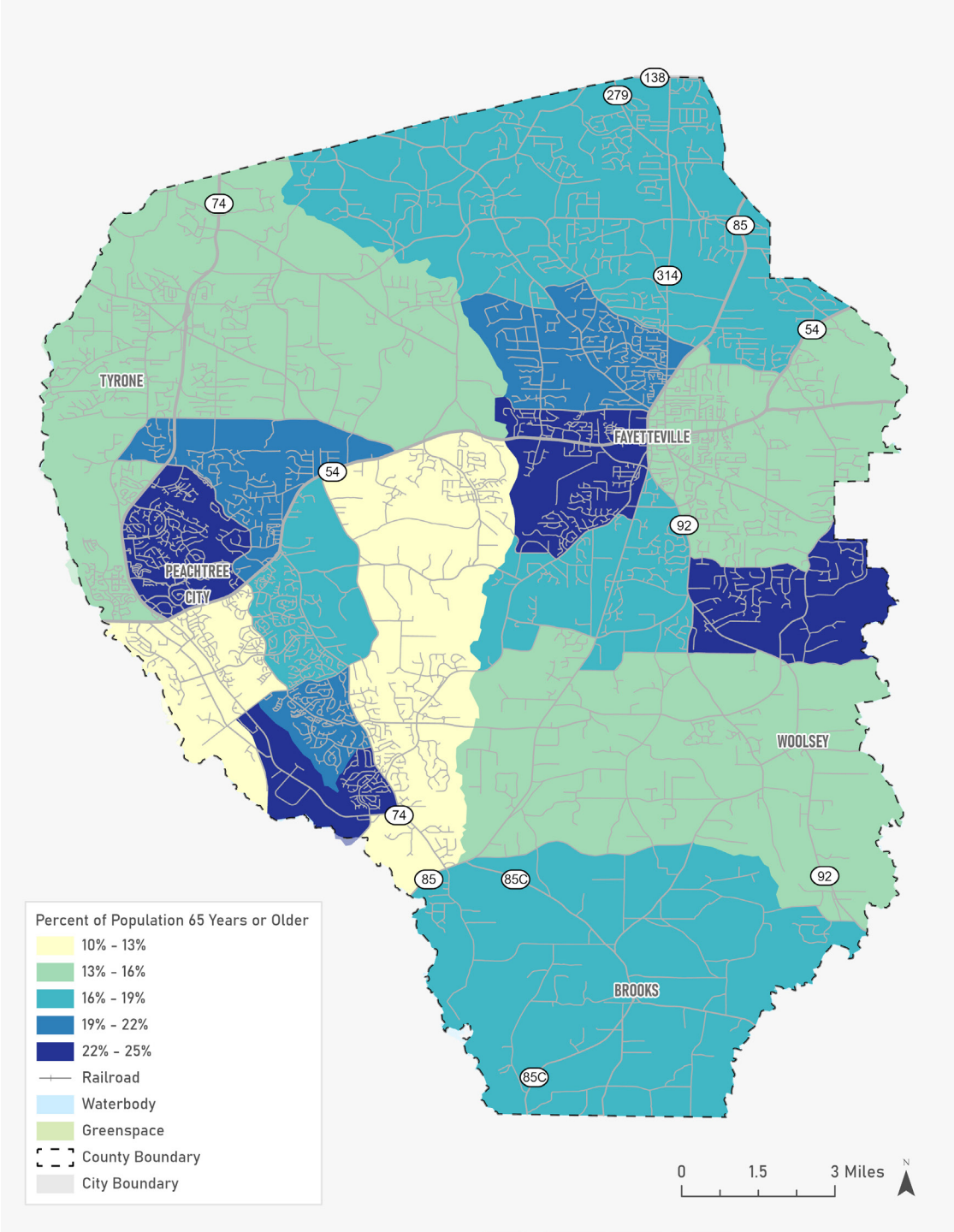


Figure 4.10 Concentration of Residents above the Age of 65
Source: ACS 2022

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.

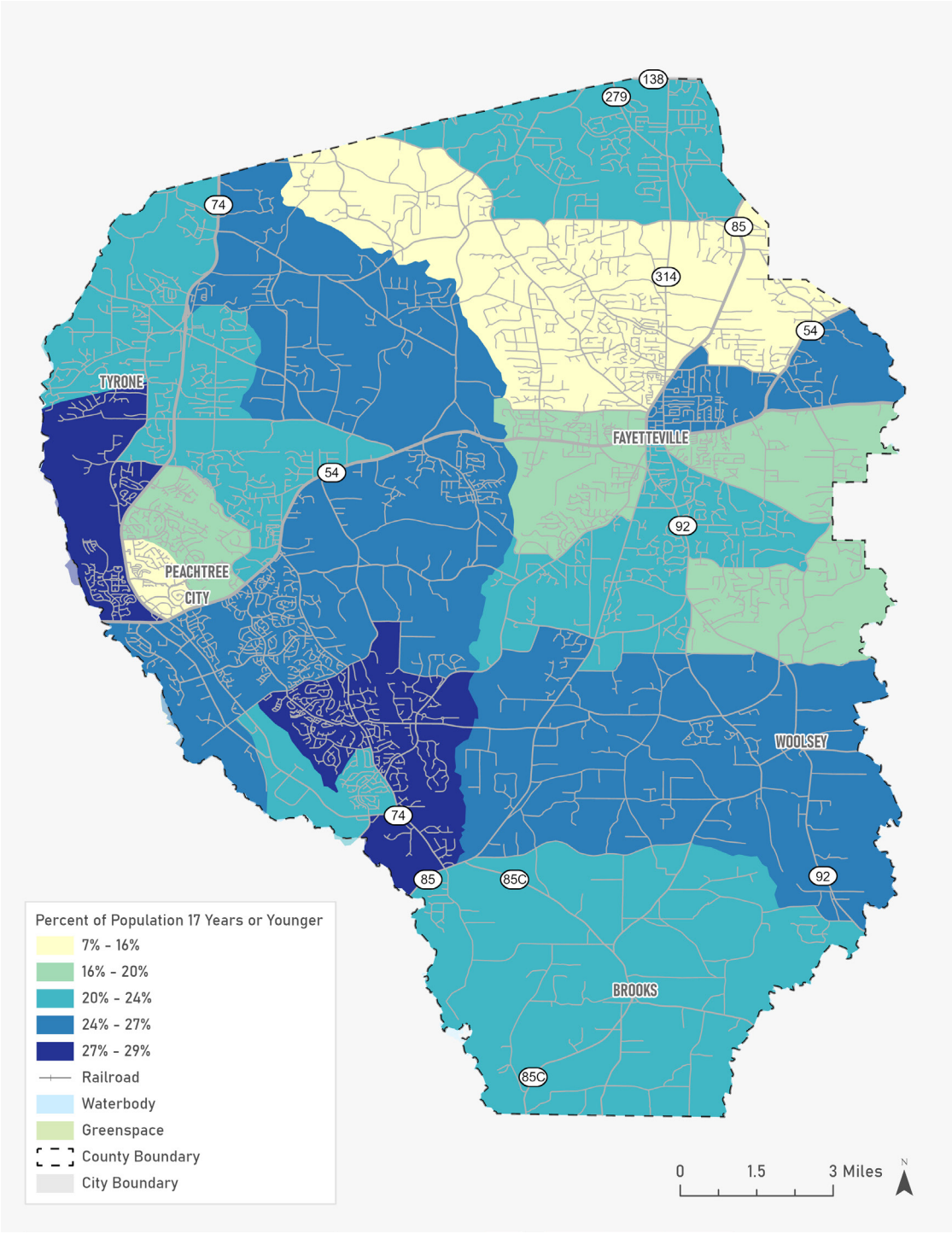


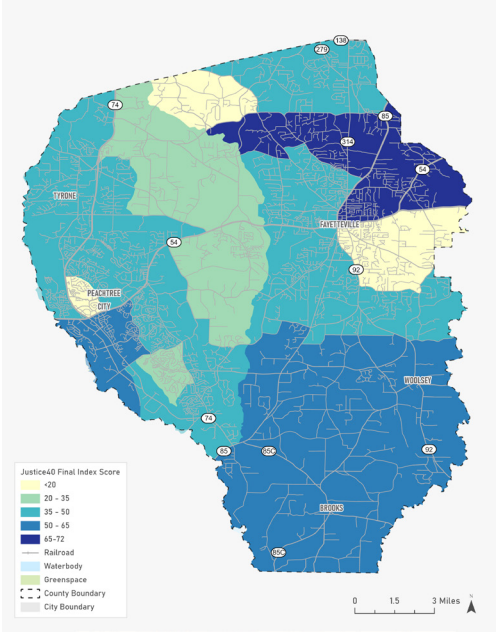
Figure 4.11 Concentration of Residents 17 Years and Younger
Source: ACS 2022

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.

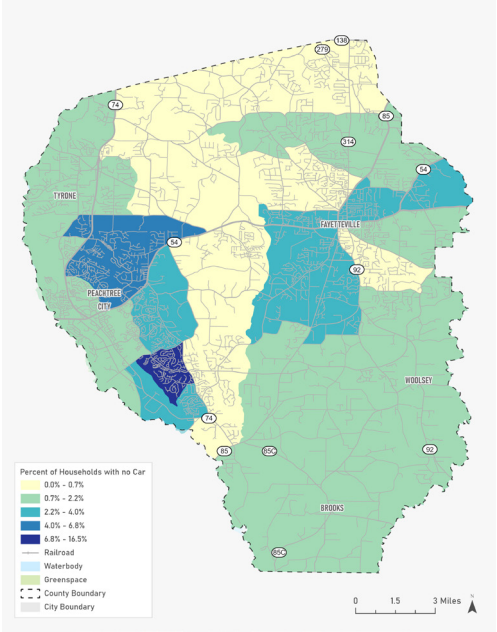
HIN EQUITY CONSIDERATIONS

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.

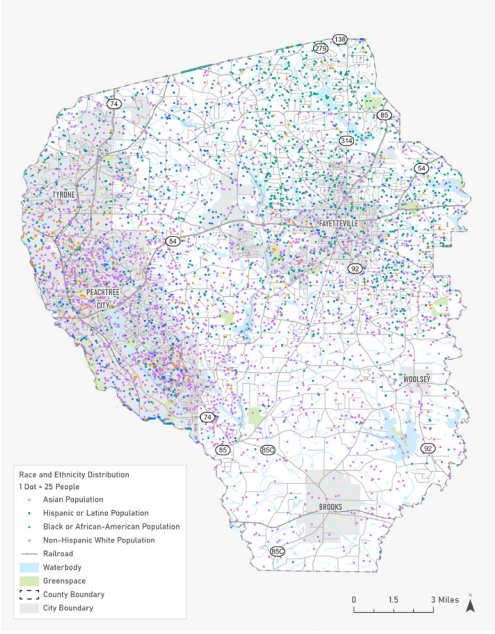
JUSTICE40 CENSUS TRACTS



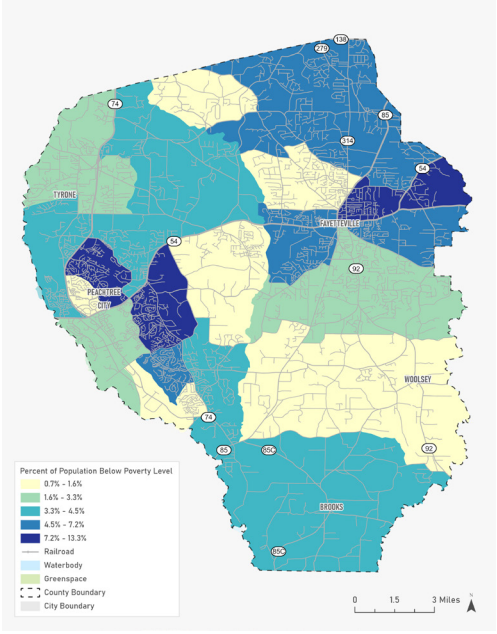
VEHICLE OWNERSHIP



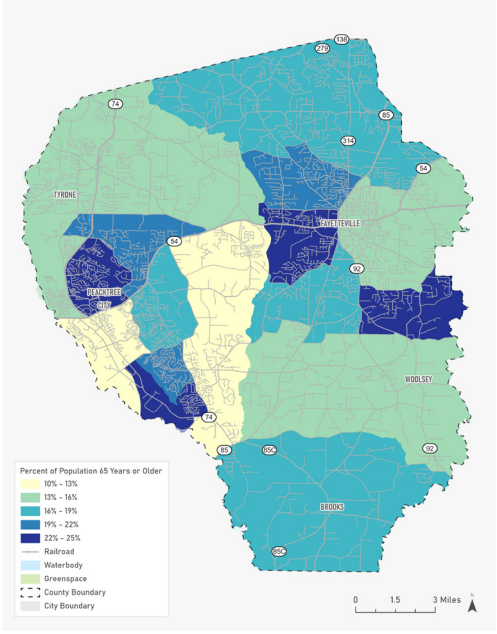
RACE



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)

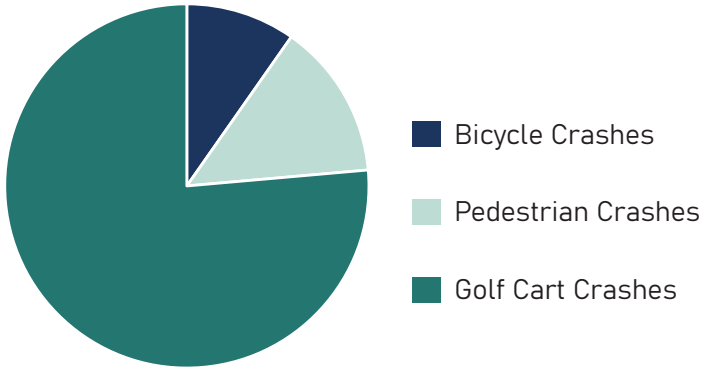
- Vehicular Crashes – 17,756
- Heavy Vehicle Crashes – 790

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.

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



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.

FATAL & SERIOUS INJURY (KSI) CRASHES

Fatalities

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

Serious Injuries

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

Figure 5.2 Fatal Crashes

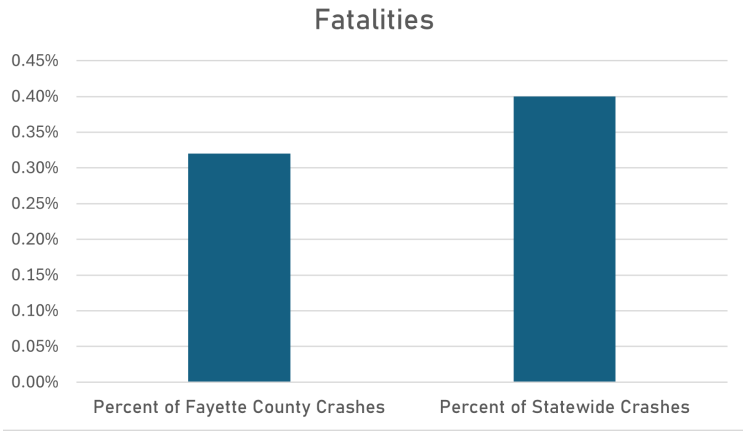
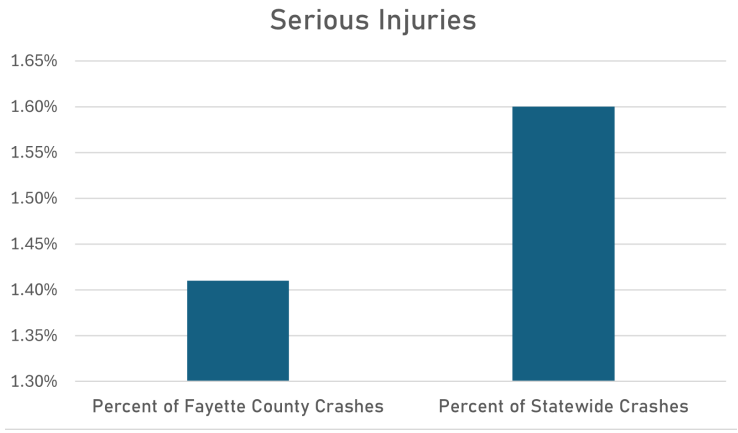


Figure 5.3 Serious Injury Crashes



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
Appendix B

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

Local Context

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. This countermeasure is already being implemented on state routes throughout Fayette county. Within city limits, however, there is still potential to update backplates and make additional improvements.

Source: ARC & FHWA

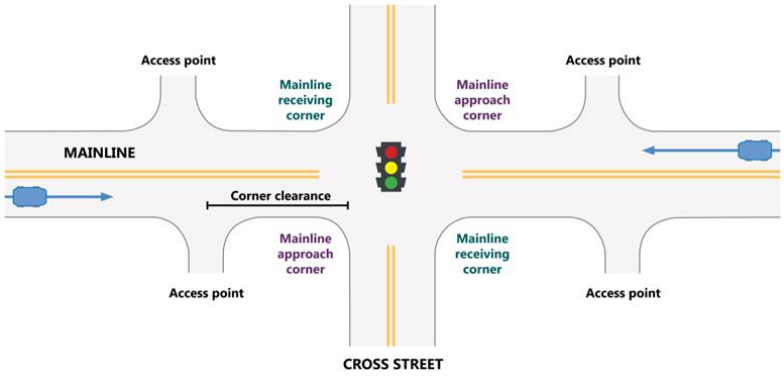
Corridor Access Management

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 two-lane rural roads
25-31% reduction in fatal and injury crashes along urban/suburban arterial

Local Context

The Federal Highway Administration (FHWA) developed crash prediction models to evaluate how different access management strategies affect roadway safety across various environments, including suburban and semi-rural areas like Fayette County. These strategies can be applied individually or in combination to improve safety and traffic flow on local roads.

- **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.

By implementing these strategies, Fayette County can enhance roadway safety for all users, including drivers, pedestrians, and cyclists, while supporting smoother traffic operations and reducing the likelihood of crashes.

Source: ARC & FHWA

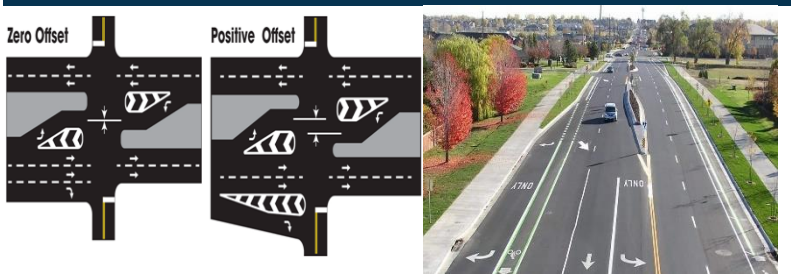
Dedicated left and Right Turn Lanes

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

Local Context

At busy intersections in Fayette County, especially where local roads meet major routes like SR 54 or SR 92 adding a dedicated left- and right-turn lanes on the side streets can help reduce traffic conflicts and improve overall safety. This is particularly important in areas experiencing high volumes of turning traffic or where crash data shows a history of turn-related incidents. When planning these turn lanes, it's essential to consider not only vehicle operations but also the safety of pedestrians and cyclists, such as those using multi-use paths in Peachtree City or walking near schools and parks. Offset turn lanes can improve visibility at intersections, but the design must be carefully balanced. Zero or negative offsets may block drivers' sightlines, increasing risk for left-turning vehicles and cyclists. Positive offsets, by contrast, enhance visibility and reduce the chance of serious crashes. By incorporating well-designed turn lanes especially with attention to offset geometry Fayette County can create intersections that are safer and more efficient for all users, whether driving, walking, or biking.

Source: FHWA

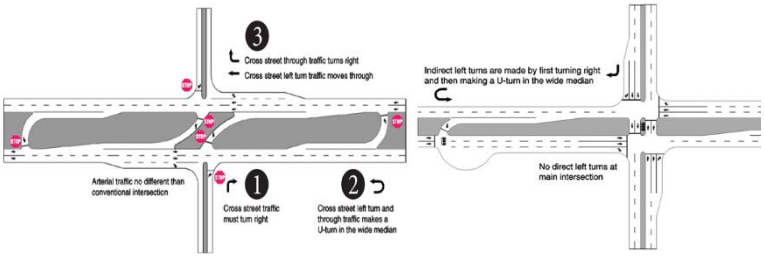
Reduced Left-Turn Conflict Intersections (RCUT)

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

Local Context

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. In Fayette County, RCUTs are particularly relevant along high-speed state routes like SR 74 and SR 85, where side street traffic frequently struggles to safely enter or cross the mainline.

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.

Source: FHWA

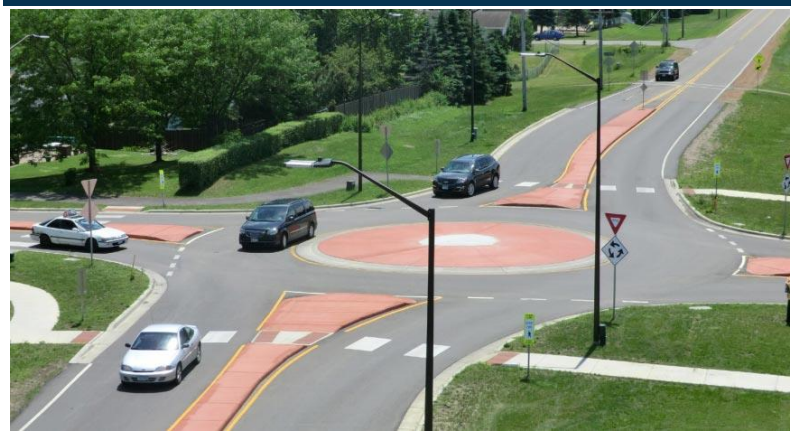
Roundabout

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

Local Context

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. In Fayette County, roundabouts have been considered or implemented in areas where speed management and safety are critical such as rural intersections with high crash histories or transitions near school zones. A notable example is the upcoming roundabout at the intersection of Redwine Road, Bernhard Road, and Peachtree Parkway. This location, currently an all-way stop, is being converted to a single-lane roundabout to enhance safety and traffic flow for vehicles, pedestrians, bicyclists, and golf carts.
Roundabouts are especially effective in managing vehicle speeds and providing smooth transitions from high-speed to low-speed environments while improving overall intersection efficiency and safety.

Source: FHWA

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 two-lane by two-lane intersections

Local Context

To improve safety at stop-controlled intersections in Fayette County, 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.

Source: FHWA

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 road users 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

Local Context

Red-light running is a significant contributor to severe crashes at signalized intersections, making the accurate timing of the yellow change interval critically important. An interval that is too short can leave drivers with insufficient time to stop safely, increasing the likelihood of unintentional red-light running. Conversely, an excessively long interval may encourage intentional violations, undermining respect for the signal. In Fayette County particularly along major arterials like SR 54 and SR 74 in Peachtree City and Fayetteville carefully calibrated yellow intervals are essential due to the combination of high approach speeds, multimodal traffic, and complex intersection layouts. Factors such as vehicle speed, driver reaction time, vehicle deceleration capabilities, and intersection geometry must all be considered when determining the appropriate yellow change interval to enhance safety and reduce the likelihood of red-light running.

Source: FHWA

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.

Local Context

Fayette County 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: A proactive safety analysis is essential for identifying horizontal curves with elevated crash risk. This assessment should include factors such as curve radius, traffic volume, the presence of intersections within the curve, and any sight distance limitations caused by vegetation, elevation, or development. In Fayette County, this approach is especially relevant on rural collector roads and arterials—such as sections of Redwine Road or SR 92—where sharp curves and limited visibility have historically contributed to run-off-road crashes.
- 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

Local Context

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 use of milled centerline rumble strips, even in passing zones where feasible, along with milled edge line or shoulder rumble strips that include bicycle gaps to maintain multimodal accessibility. In Fayette County, these treatments are particularly applicable on rural, higher-speed corridors such as SR 85, SR 92, and roads like Sandy Creek Road or Lees Mill Road where roadway departures have historically contributed to run-off-road and head-on crashes. Incorporating rumble strips into broad safety programs, targeted corridor safety upgrades, and routine resurfacing or reconstruction projects can significantly improve safety outcomes, especially in areas with limited lighting or frequent nighttime travel.

Source: FHWA

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

Local Context*

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.

***** Some countermeasures, such as median barriers, may not be suitable for Fayette County due to roadway design, limited right-of-way, or surrounding land use. These measures should be considered on a case-by-case basis for feasibility and effectiveness.

Source: FHWA

Roadside Design Improvement at Curves

Countermeasure Description

According to the nationwide Fatality Analysis Reporting System (FARS), horizontal curves present a significant safety challenge, accounting for 27% of all fatal crashes. Alarmingly, 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

Local Context

Horizontal curves are a major safety concern, contributing to approximately 27% of all fatal crashes nationwide. Alarmingly, about 80% of these crashes involve vehicles running off the roadway. To mitigate this risk, roadside design improvements aim to enhance safety along the outer edges of curves where the likelihood of roadway departures is highest. In Fayette County, such enhancements are particularly relevant on rural roadways like Veterans Pkwy, Tyrone Rd, or certain segments of SR 92 and SR 54, where curves, narrow shoulders, and limited clear zones increase the potential for serious run-off-road incidents. Implementing roadside design improvements at these locations can significantly reduce the likelihood of fatalities and serious injuries, particularly when guided by crash data and site-specific evaluations.

Source: FHWA

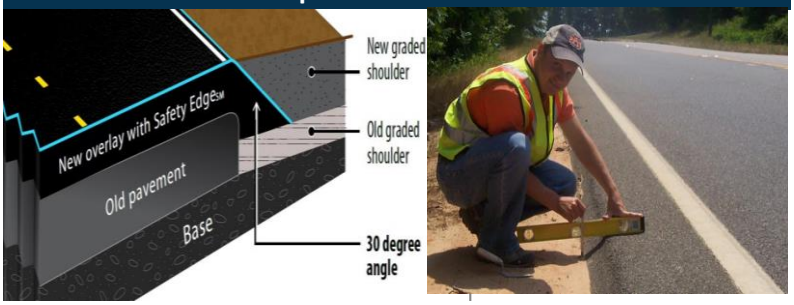
Safety Edge

Countermeasure Description

The SafetyEdge[SM] 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 SafetyEdge[SM] gives drivers the opportunity to return to their travel lane while maintaining control of their vehicle.

Implementation Cost	
High	
Medium	
Low	✓

Countermeasure 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

Local Context

The SafetyEdgeSM technology can be implemented on Fayette County roadways with minimal changes to current paving practices. For asphalt roads, it simply involves attaching a commercially available device to the paver's screed or endgate during hot-mix asphalt placement. On concrete roads, the angled edge can be easily shaped on-site by the contractor using standard construction methods. Unlike conventional vertical pavement edges, some transportation agencies permit the SafetyEdgeSM to remain exposed during construction. However, it's important to ensure that, by the completion of the project, the roadside is level with the pavement—whether using the SafetyEdgeSM or traditional edge design. Over time, roadside settling, erosion, or tire wear may cause edge exposure. In these situations, the SafetyEdgeSM design, with its tapered slope, offers a safer transition for vehicles than the abrupt drop-off of a vertical pavement edge making it a potential choice for enhancing roadside safety in Fayette County.

Source: FHWA

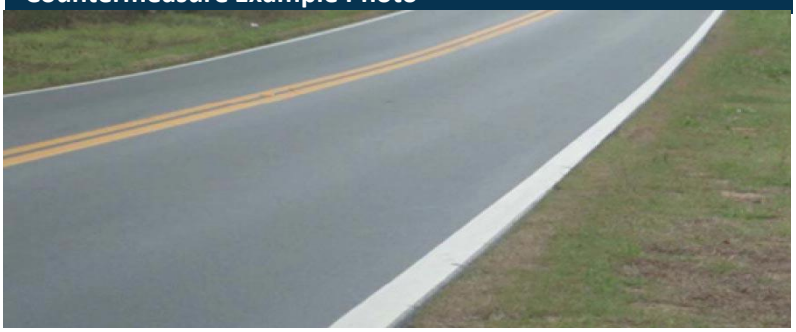
Wider Edge Lines

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	✓

Countermeasure Example Photo



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

Local Context

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.**

In Fayette County, wider edge lines may be especially beneficial on rural corridors like Brooks Woolsey Road, Ellison Road, ,where limited shoulder space and curvilinear geometry increase the risk of vehicles drifting out of the travel lane. Incorporating wider edge lines on such roads as part of resurfacing projects or targeted safety programs can improve lane visibility and enhance safety for all road users, particularly during nighttime or low-visibility conditions.

Source: FHWA

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

In alignment with Vision Zero and Safe System principles, setting speed limits below the 85th-percentile speed prioritizes safety over speed, helping to reduce the likelihood and severity of crashes while promoting greater driver compliance with posted limits.

Local Context

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.

Source: FHWA

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

Local Context*

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.

* Certain countermeasures, like VSLs, may not be feasible for Fayette County due to factors such as roadway design, limited right-of-way, or the surrounding land use. These measures should be evaluated individually to assess their feasibility and potential effectiveness.

Source: FHWA

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.

* Certain countermeasures, like Speed Safety Camera, may not be feasible for Fayette County due to factors such as roadway design, limited right-of-way, or the surrounding land use. These measures should be evaluated individually to assess their feasibility and potential effectiveness.

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.

Local Context

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.

Source: FHWA

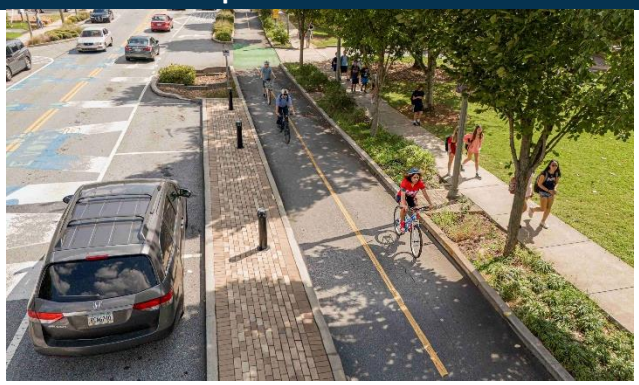
Bicycle Lanes

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

Local Context

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.

In Fayette County, expanding bicycle lane networks is especially relevant in Peachtree City, which already features an extensive golf cart path system and a growing interest in multimodal travel. Opportunities also exist to integrate on-road bike lanes into resurfacing projects along corridors like SR 54, Redwine Road, and Hood Avenue linking key destinations while supporting safe and comfortable travel for cyclists. These enhancements are aligned with broader active transportation goals and can improve both recreational and commuter biking experiences.

Source: FHWA

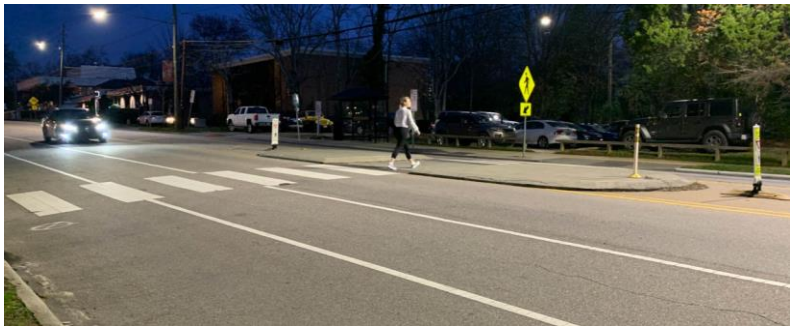
Crosswalk Visibility Enhancements

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

Local Context

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.

In Fayette County, increasing crosswalk visibility is particularly important near schools, parks, and multi-use path crossings, especially in Peachtree City, where golf carts and pedestrians frequently share the roadway environment. Locations such as crossings along Peachtree Parkway and SR 54, or near community centers and recreational areas, would benefit from improved pavement markings and signage to alert drivers and support safe multimodal travel.

Source: FHWA

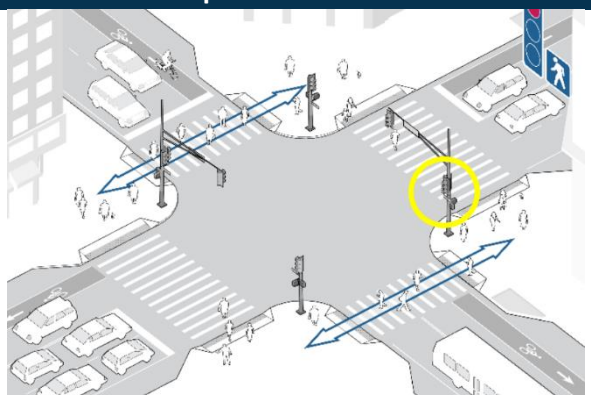
Leading Pedestrian Interval (LPI)

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

Local Context

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.

Source: FHWA

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	✓

Countermeasure Example Photo


Source: FHWA

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

Local Context

Medians and pedestrian refuge islands enhance pedestrian safety by allowing individuals to cross one direction of traffic at a time, significantly reducing exposure to moving vehicles. These features are especially effective on multi-lane roads with high traffic volumes and speeds, where crossing the entire roadway in one movement can be challenging—particularly for children, older adults, and people with mobility limitations. In Fayette County, implementing refuge islands can improve safety at key pedestrian crossings along major corridors such as SR 54, SR 85, and SR 74, especially in areas with commercial development or near transit stops. In Peachtree City, Fayetteville, and Tyrone, where multi-use paths and sidewalks intersect with busy arterials, medians with pedestrian refuges can create safer connections between neighborhoods, schools, and shopping centers.

Source: FHWA

Grade Separated Path Crossings

Countermeasure Description

A grade-separated crossing—such as an overpass or underpass—physically separates pedestrians, cyclists, and golf cart users from motor vehicle traffic, eliminating conflict points at high-traffic roadways and enhancing multimodal connectivity.

Implementation Cost	
High	✓
Medium	
Low	

Countermeasure Example Photo

Source: Movement and Place

Safety Benefits
Grade-separated crossings can reduce pedestrian and bicyclist crashes by up to 90% at high-volume intersections.
Removes at-grade conflicts and improving visibility and user compliance.

Local Context

In Peachtree City, Fayetteville, and Tyrone, where an extensive multi-use path network supports golf carts, cyclists, and pedestrians, grade-separated crossings would significantly enhance safety and continuity at major arterial crossings such as SR 54 or SR 74, addressing critical gaps in the active transportation network.

Source: FHWA

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.

Local Context

Fayette County can 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 on multi-lane roads with high vehicle volumes and speeds where pedestrian crossings are challenging and standard crosswalk markings may not provide adequate protection.

Fayette County has incorporated Pedestrian Hybrid Beacons (PHBs) into its pedestrian improvement plans. Specifically, a PHB was installed at an at-grade crossing of Redwine Road near the intersection with Birkdale Drive and Quarters Road. This enhancement is part of a broader initiative to expand the multi-use path network and improve safety for pedestrians, cyclists, and golf cart users.

Source: FHWA

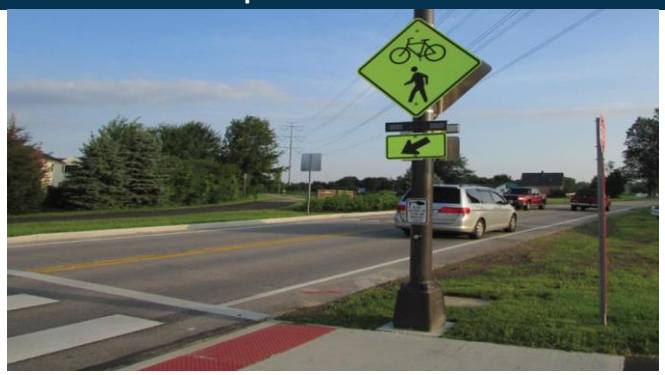
Rectangular Rapid Flashing Beacons (RRFBs)

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



Source: FHWA

Safety Benefits
47% reduction in pedestrian crashes.
98% increase for motorist yielding.

Local Context

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 at 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.

Source: FHWA

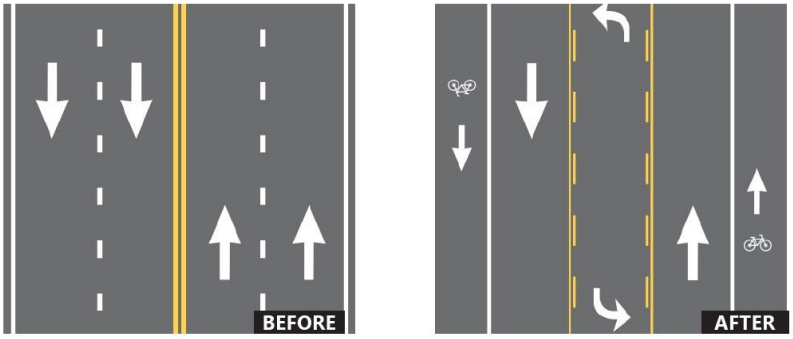
Road Diets (Roadway Reconfiguration)

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

Four lane to three-lane Road Diet Conversion: 19-47% reduction in total crashes.

Local Context

A Road Diet is a cost-effective safety enhancement strategy, especially when coordinated with routine resurfacing or pavement overlay projects. By reconfiguring roadway space often reducing four-lane undivided roads to three lanes (one travel lane in each direction with a center turn lane) a Road Diet can be implemented with minimal or no additional cost. These treatments are most effective on roadways with existing and projected average daily traffic (ADT) volumes of 25,000 vehicles or fewer. To further support Fayette County's goals for safer, more livable streets, a variety of traffic calming measures can be integrated alongside or independent of Road Diets. To further enhance street safety and livability, Fayette County can combine Road Diets with other traffic calming treatments, such as:

- Splitter Islands: Slow and guide vehicles at intersections.
- Median Islands: Offer pedestrian refuge and narrow roadways.
- Curb Extensions: Shorten crossing distances and improve visibility.
- Chicanes: Add curves to slow traffic naturally.
- Speed Humps & Raised Crosswalks: Slow vehicles and highlight pedestrian zones.
- Mini-Roundabouts: Improve flow and reduce speeds at intersections.
- Greenways & Streetscaping: Use landscaping and design to visually calm traffic.
- Bike and Pedestrian Infrastructure: Add sidewalks, bike lanes, and trails to support active travel.

Source: FHWA

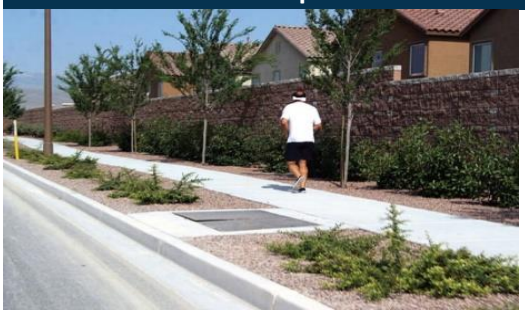
Path/Sidewalks

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.
Sidewalks and multi-use paths are foundational elements of a safe, accessible, and connected transportation network. These facilities encourage walking and biking by providing dedicated, comfortable spaces that separate non-motorized users from vehicular traffic.

Implementation Cost	
High	✓
Medium	✓
Low	✓

Countermeasure Example Photo



Source: FHWA

Safety Benefits

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

Local Context

Sidewalks are particularly effective in urban and suburban areas for improving pedestrian safety, supporting ADA accessibility, and fostering walkable communities. Multi-use paths, typically wider and designed to accommodate pedestrians and cyclists. In Fayette County, the Fayette Forward Transportation Plan prioritizes expansion of the sidewalk and path network to fill gaps, improve access to schools, parks, and commercial centers, and enhance safety. Peachtree City's extensive golf cart path system, along with new path connections along Redwine Road, illustrates the county's commitment to multimodal connectivity. Municipalities like Fayetteville, Tyrone, and Brooks are also identifying strategic locations to improve or extend pedestrian infrastructure. Integrating these facilities into road widening, resurfacing, or development projects ensures long-term mobility benefits for all users.

Source: FHWA

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.

Local Context

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.

Source: FHWA

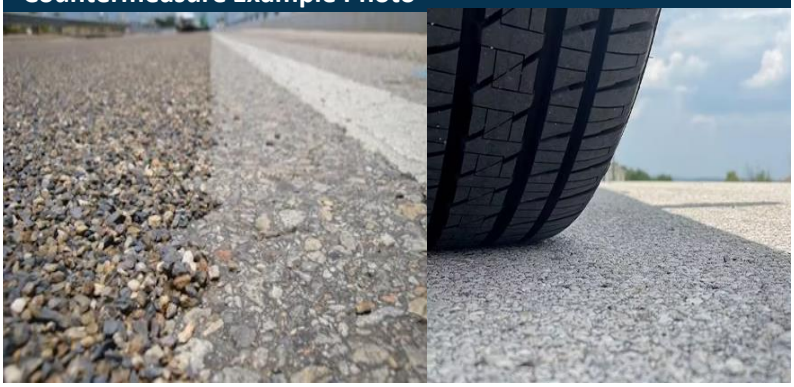
Pavement Friction Management

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	

Countermeasure Example Photo



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.

Local Context

High Friction Surface Treatment (HFST) is a safety countermeasure used to improve pavement grip and reduce crash potential on Fayette County roadways. It involves applying a durable, skid-resistant aggregate, most effectively calcined bauxite, over a thermosetting polymer resin binder that holds the material in place. This combination significantly increases surface friction and improves traction, especially in wet conditions. In Fayette County, HFST is particularly recommended for areas where enhanced friction is critical, including sharp curves, interchange ramps, intersection approaches, steep downhill grades, and high-speed intersections with signals or stop signs. Locations with a history of crashes, such as rear-end, wet-weather, failure-to-yield, or red-light-running incidents, are ideal candidates. Approaches to crosswalks can also benefit from HFST to improve safety for pedestrians.

Source: FHWA

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

Local Context

Road Safety Audits (RSAs) can be carried out at any stage of a roadway project in Fayette County, from early planning through final construction. These audits may be tailored to focus on specific roadway users, such as drivers, pedestrians, bicyclists, motorcyclists, or a combination of all users. Whenever possible, it is recommended that RSAs be conducted during the earliest phases of project development—while design alternatives are still being considered—to allow for the greatest flexibility in incorporating safety improvements.

Source: FHWA

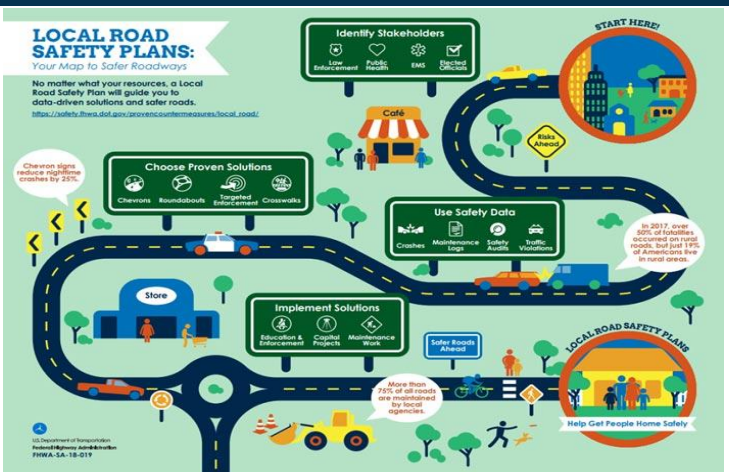
Local Road Safety Plans (LRSPs)

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

Safety Benefits
10-60% reduction in total crashes

Local Context

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.

Source: FHWA

Stakeholder and Public Engagement Summary | Appendix D

Fayette County Safety Action Plan Stakeholder Meeting
Tuesday, July 9
2:00 -3:30 pm
210 Stonewall Avenue
Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing Safety Action Plan in development for Fayette County and its municipalities.

Meeting Agenda:

1. Introductions and Project Management
2. Project Schedule Updates
3. Preliminary Analysis
4. Action Items
5. Stakeholder Goals

Golf Carts

- Golf Cart Crashes – Many are not reported (less so when a vehicle is involved)
    - Concerns / existing issues with underaged drivers and reckless driving behavior
    - Concerns / existing issues regarding speeds of golf carts and how they interact with other modes along path systems.
- It was recommended that a required safety course be implemented for all golf cart users / underaged drivers.

Education

- An education campaign is needed regarding how to share lanes and awareness of vulnerable users.
- Communication is needed between public safety and the Board of Commissioners
- Education on safety should be provided in schools.
- Currently only (1) school in Fayette County has Safe Routes to School program.
- The Chamber of Commerce prepared a media campaign for the SPLOST vote and was effective. This same strategy could also have a role in implementing a safety campaign. It should focus on the facts and emphasize quality of life.
- In developing a culture of safety, it is important to link safety and quality of life.

Enforcement

- Stop Arm violations occur frequently with school buses (60 per day but are often not upheld in court system
- Meeting to be scheduled with EMA/Law Enforcement to engage early on in process.

Engineering

- Common standards are needed across the County for addressing engineering regarding safety for roads and the treatment of pedestrians. Existing policies and recommended changes will be reviewed.

- Peachtree City had a Pedestrian Advisory Committee that met for a while and provided recommendations that may not have been implemented.
- Common design standards are needed for new development, adjacent roadways, sidewalks, driveways, etc.
- A bile lane plan should be included and reflected in design standards.
    - Additional connections rather than wider roadways
- Every city has design standards that are different – what are some of the best practices that can be implemented?
- Review best practices in other similar communities around the state/country.

Truck Traffic

- The County tried to get designated truck routes but could not get an agreement.
- Trucks do not just use state routes, many use local routes if they are quicker.
- Majority of truck traffic is "thru" traffic traveling through the County to access the interstate system.
- Some truck traffic is traveling between I-75 and I-85 to cut off corner and avoid Atlanta.

Through Traffic

- How does the plan consider increasing traffic that goes through the County?
- There was discussion of the outer perimeter and the need to have an outer bypass of the Atlanta area.
- There is traffic traveling to the KIA plant that affects the larger surrounding area. If a freeway connection between Macon and Columbus is constructed, that could relieve some traffic.
- Woolsey has truck traffic from Hampton. Hampton road to the west was not built for trucks and infrastructure is suffering.

Vision Zero Goals

- One of the foundations of the SS4A plan is to adopt vision zero goals.
- One focus area is vulnerable users (bikes/pedestrians). One question is where the crashes affecting this user group are occurring on the path system and streets.
- There needs to be a policy countywide on golf carts, this would be easier to communicate and allow cities and counties to be more connected and allow easier enforcement.
- The goals should consider the next generation and their needs for safety.
- Have Safe Routes to School program at all schools.
- Goals should be staggered over time – cannot have short term to implement all policies.
- Implementation of a social media campaign to raise awareness of safety needs
- Cities and Counties must all adopt the safety action plan and therefore must all agree on policy recommendations.
- Public policy and ordinances must empower the public works office.

Vehicles

- EVs are being introduced and are heavier than similar gas-powered vehicles. What are the implications on safety (vehicle/pedestrian/bike interactions)

Data

- Where are crashes occurring post Covid? How does it compare to before covid? Our data is from 2019 to 2023. How does that affect things? Need to look at each year to see if patterns change.

Speeds

- Traffic calming needs to be included as an improvement to address safety.
- Lowering speeds overall should be a goal but major challenge is the need to set speed limits in accordance with 85th percentile speed, as required by GDOT to certify roads for radar speed enforcement.
- There was a lot of discussion about the 85ht Percentile speed rule. FHWA was mentioned and the fact that they may be allowing jurisdictions to set speeds based on local policy instead. However, the 85% is still the state law. Pond will research this to provide more guidance.

Upcoming Milestones

- Public Meeting #1 – Late August 2024
- Public Meeting #2 – Late October 2024
- Stakeholder Meeting #2 – September 10, 2024
    - Review the Draft Projects and Prioritization
- Stakeholder Meeting #3 – November 12, 2024
    - Approval of Final Recommendations and Action Plan
- Stakeholder Meeting #4 – January 7, 2025
    - Review of Plan for Future Progress and Transparency
- Needs Assessment & Policy Framework Report – August 2024

Action Items

- Fayette County
    - Set up Emergency Department Meeting
        - Late July
    - Develop ongoing project list and share with Pond.
        - SPLOST, GIS
    - Provide path/sidewalk inventory from county and municipalities.
- Pond
    - Develop a bullet list of topics to share with the Emergency Department prior to meeting.
    - Update and launch social pinpoint.
        - Revise survey questions.
    - Develop High Injury Crash Network

Fayette County Safety Action Plan Stakeholder Meeting
Tuesday, September 10 at 2:00 -3:30 pm
210 Stonewall Avenue
Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing Safety Action Plan in development for Fayette County and its municipalities.

Meeting Agenda:

1. Schedule Overview
2. Public Engagement Update
3. Baseline Conditions
4. Recommendations and Next Steps

Meeting Notes:

A recommendation was made to develop uniform school zone signage throughout the county and all municipalities. The Safe Routes to School organization was recommended as a key participant.

Categories for inclusion in the Social Pinpoint Interactive Mapping tool were recommended:

Under the Roadway section, add a pin for "School Zone Identification."

Under Bike/Ped/Golf Cart section, add "Bike Lane," "Bike Route" and "Bike Advisory" such as instructing drivers to give bicycles a three-foot buffer when passing.

For the next public meeting, review technical terms to be used and ensure that a definition is included to educate the public on the meaning of countermeasures and other program elements.

It was noted the bicycle safety improvement needs are greater throughout the community than golf cart safety improvement needs. It was noted that mixing bicycle and golf cart traffic is not safe.

There was an inquiry regarding the current presence of school zone speed cameras. Are there currently any active cameras in school zones throughout Fayette County or the municipalities?

A recommendation was made to implement speed advisory signs throughout the county to measure vehicle speed and report this information to the driver.

Regarding the baseline conditions review, the definition of "equity groups" was discussed as the definition has changed since the award of the SS4A Safety Action Plan funding. How does this change affect the plan development and impact funding awards? Can the Justice 40 data be applied through the new lens?

Regarding Map Titles and Legends: "Justice 40 Index Score" and other similar terms should be replaced with more user-friendly titles and labels. Poverty level should be defined. Is poverty level by household, individual, etc.?

Consider several ways of normalizing the crash rates.

Filter the high crash locations by state route and by municipality such as top 15 on state routes and top 15 per municipality.

Note that improvements are currently underway at SR 54 and Ginger Cake Road.

Note that Pavilion Parkway is a private road and is not eligible for public funding.

Consider including an overall "Top 100" safety location concerns in the appendix.

Due to the slight differences in the KSI rates, consider arranging the list as "high/medium/low" risk as opposed to a numerical ranking.

Ensure that the cause of crashes is determined to identify those that have engineering solutions versus driver behavior solutions. Solutions for non-engineering related causes should feed into the policy recommendations. Examples include impaired driving and wildlife avoidance education.

Consider incorporating speed data from law enforcement as a consistent and reliable data source. Data on average speeds versus posted speeds could be a good data source for targeted safety treatments related to speed. Inquire about the availability of this data.

Potential Pop-up Events:

Brooks Market – September 21 9am-1pm; October 19 4-8pm
https://www.brooksga.com/FarmersMarket.aspx
contact Maurice Ungaro mungaro@brooksga.com
770-719-7666

Fayetteville Annual Fall Festival- Saturday October 26 4-8 pm
https://allevents.in/fayetteville/city-of-fayetteville-annual-fall-festival/200027025132434
Contact Chris Hindman chindman@fayetteville-ga.gov

Fayetteville Halloween Community Event – Saturday, October 27

Peachtree City Shakerag Arts and Crafts Festival – Sept. 21 10am-6pm; Sept. 22 12-5pm
https://peachtree-city.org/1562/Shakerag-Arts-and-Crafts-Festival-2024
contact Justin Strickland jstrickland@peachtree-city.org
770-631-3340

Tyrone Founders Day – October 4 5-10pm; October 5 12-7pm
https://festivalnet.com/23896/Tyrone-Georgia/Festivals/Tyrone-Founders-Day
contact Phillip Trocquet ptrocquet@tyrone.org
cell: 404-247-2186
Office Direct/Text: (770) 881-8322

Fayette County Staff Appreciation Day – Thursday October 18
McCurry Park

Next Steps:

A draft of the Baseline Conditions Report will be available for review at the end of September.

A meeting with law enforcement agencies needs to be scheduled.

A meeting with the Safe Routes to School and School Board needs to be scheduled.

Prioritization criteria and metrics need to be developed and presented to the stakeholders for input and consensus. It would be ideal to have this criterion ready for review during the September 19 Project Management Team meeting.

A public meeting will be held Tuesday, October 29 from 5-7 pm at Tyrone Town Hall, 950 Senoia Road, Tyrone, GA. Stakeholders are asked to invite members of their organizations and the community to attend.

Stakeholders were encouraged to visit Fayette County Safety Action Plan | Social Pinpoint (planningatpond.com) to complete the transportation safety needs survey and to record concerns on the interactive mapping tool.

Fayette County Safety Action Plan Stakeholder Meeting
Tuesday, November 12
2:00 -4:00 pm
210 Stonewall Avenue
Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing *Safety Action Plan* in development for Fayette County and its municipalities.

Meeting Agenda:

1. Schedule Overview
2. Public Engagement Update
3. Baseline Conditions (Recap)
4. Policies and Programs
5. Safety Countermeasures and Project Development

Meeting Notes:

The *Safety Action Plan* is on schedule for draft plan preparation by the end of 2024 and adoption by April or May 2025. The *Baseline Conditions Report* was scheduled to be submitted by Friday, November 15.

Stakeholders were given an update on the study's Social Pinpoint activity (Fayette County Safety Action Plan | Social Pinpoint (planningatpond.com)). Participation in the transportation safety needs survey and interactive mapping tool has been robust and informative.

A public meeting was held Tuesday, October 29 from 5-7 pm at Tyrone Town Hall, 950 Senoia Road, Tyrone, GA. Stakeholders were given a summary of the meeting's activities and feedback. Attendance was good and meaningful input was received.

What is the difference in the colors on the High Injury Map? One is the lowest priority and five is highest priority. Factors influencing the ratings include those in the table below:

Crash Data	**Equity**	**Community Context and Infrastructure**
Crash History	Justice 40 Tracts	Speeds
Intersection Crash Rates	Vehicle Ownership	Schools
Segment Crash Rates	Age	Bridge Conditions
Active Mode Risk Factors	Income	Rail Crossings
Annual Average Daily Traffic	Race	Trails and Paths

How were segments identified versus intersections? Intersections were classified using a 250-foot buffer and this data was not included in the segment – only in the intersection- data. Functional classification of a collector or above was the threshold for identification as an intersection.

Phil Mallon requested the formula to determine how the High Injury Network (HIN) was determined.

Baseline Conditions Notes:

During the review of the baseline conditions, two identified areas that stand out as unusual include Easton Graves Road and Ginger Cake Road. It was pointed out that there is frequent passing in sections with double yellow lines on these two roadways.

Matt Flynn will compile a list of locations that received a concentration of repeated comments through the Social Pinpoint interactive map and provide this to the stakeholders.

Outreach through the public school system to receive feedback from the professional bus drivers and to local law enforcement officials would be a useful source of input per locations of safety concern. A school system representative in the meeting indicated a willingness to arrange a meeting with or survey of bus drivers. Matt Flynn will follow up on arranging this meeting.

Policy Notes:

The development of a Transportation Safety Committee should be a top priority. Several stakeholders pointed out that this committee has already been formed.

Setting a goal for each jurisdiction to adopt Vision Zero should be a top priority.

Setting a goal for each jurisdiction to adopt a Complete Streets policy should be a top priority.

Change the wording from "Context Based Design *Standards*" to "Context Based Design *Guidelines*" to allow each community to tailor the approach per their specific community contexts. Context design is based on density, land use, speed, etc. Strive to establish a common minimum throughout the jurisdictions. The consultant team should provide guidance on the areas to focus on as the Transportation Safety Committee works together to give guidance and direction of elements to strive for versus providing a list of standards. FHWA is aiming for the committee to adopt the plan and the process – not specific standards to apply as a blanket standard across the area.

A suggestion was made to revisit all existing policies related to safety on the transportation network and ensure they are being implemented as a starting point. Roadways may have been designed to the standards in effect at the time and updated policies for roadway design may be in effect by today's standards.

Phil Mallon requested the standard for providing a protected left turn signal. Richard Fangmann said this standard can be provided.

Phil Mallon requested a detailed analysis of crash data coupled with public input regarding high numbers of crashes while making left turns and numbers of crashes occurring during the evening hours.

Program Notes:

When adopting the *Safety Action Plan*, it is demonstrating a commitment to have a process to move toward safety as a focus.

A speed management program is especially important. Some speed limits may need to be adjusted. Some jurisdictions need to codify certain speed management policies. Speed management is typically based on land use and density. All neighborhoods in Tyron and Fayetteville are currently regulated at 25 MPH.

Intersection of SR 74 and SR 85 – Drivers often express aggression at this location.

Examine the intersection of SR 92/Inman Road/Goza.

If data indicates distracted driving versus roadway design, this indicates the need for an awareness or educational campaign versus an infrastructure modification.

Campaign and Enforcement Notes:

When reporting the preparation of the Safety Action Plan, ensure there is an emphasis that the study was based on KSI standards, not general crash rates.

Safety education on the transportation network should be a focus of the outreach campaign component of the plan.

Project Notes:

The final list of project recommendations should include separate lists for Fayette County, each additional jurisdiction, and GDOT routes.

Policy and Program Ranking Survey Notes:

PLEASE RANK THE FOLLOWING POLICIES BASED ON YOUR PRIORITIES

(lower scores indicate higher priority):

- Project Selection Process (SCORE 45)
    - Review project prioritization processes to ensure high-crash locations are prioritized.
      COMMENTS:
        1. This is a requirement of the SS4A application qualification.
        2. The prioritization focuses on KSI, not just high crash rates.

- Context-Based Design Standards (SCORE 47)
    - Review existing and develop additional design requirements and/or standard details for different land-use contexts (e.g., School zone design standards)
      COMMENTS:
        1. Replace the word “Standards” with “Guidelines.”
        2. What is context?
        3. Context-based guidelines should be tailored to each community.
        4. Needs further nuance.
        5. Common minimums are needed.
        6. Focus on Complete Streets.
        7. Look at Design Standard details in municipal ordinances for all areas, not just special or unique traffic areas.

- Transportation Safety Committee (SCORE 50)
    - Establish a multi-agency and multi-jurisdictional working group to coordinate and collaborate on safety issues.
      COMMENTS:
        1. This has already been established so it ranks lower than items remaining to be implemented.
        2. More routine focus on safety
        3. This is a requirement of the SS4A application qualification.

- Land Development Guidelines (SCORE 50)
    - Update development review process and criteria to encourage new development to address safety needs.
      COMMENTS:
        1. Land development should follow approved minimum standards.

- Countermeasure Guidelines (SCORE 53)
    - Develop guidance on where, when, and how to implement safety countermeasures (e.g., lighting, access management, signing and marking, shoulder widening) | Mandate review of alternative intersection treatments via GDOT's ICE Policy
      COMMENTS:
        1. Countermeasures need to match good basic design standards.

PLEASE RANK THE FOLLOWING PROGRAMS BASED ON YOUR PRIORITIES:

(lower scores indicate higher priority):

- Speed Management Program (SCORE 47)
    - Establish target speeds for priority roadways and identify speed management countermeasures.
      COMMENTS:
        1. Replace "priority" with "high crash."
        2. Look at the design speed of the roadway.
        3. Include neighborhoods.

- Safe Routes to School Program / School Zone Safety Updates (SCORE 48)
    - In coordination with GDOT's SRTS program, establish a comprehensive community-based approach that seeks to improve the safety of children who walk and/or bike school. Develop inventory of all existing school zone conditions and update based on Context-Based Design Standards.

- Rapid Response/Quick Build Program (SCORE 51)
    - Create a program to rapidly deploy low-cost countermeasures at high-priority locations.

- Access Management Program (SCORE 62)
    - Review existing median breaks along high crash rate corridors for potential median closures via RCUT or RIRO intersections.

- GDOT Design Standard Upgrades (SCORE 70)
    - Coordinate with GDOT to develop a list of locations within the county that do not meet today's roadway design standards for upgrade.

      COMMENTS:

      1. Not sure if this should be included here since this identification and resolution impacts policies.

- Rural Road Safety Program (SCORE 73)
    - Monitor rural roadways in "high growth" areas and proactively address safety concerns related to development.

Fayette County Safety Action Plan Stakeholder Meeting
Tuesday, January 14, 2025
2:30 -4:00 pm
210 Stonewall Avenue
Fayetteville, GA

Immediately following the MPO Technical Coordinating Committee (TCC) meeting, the same group met to discuss the ongoing *Safety Action Plan* in development for Fayette County and its municipalities.

Meeting Agenda:

1. Schedule Overview
2. High Injury Network
3. Project Development Lists
4. Project Prioritization
5. Storyboard – Online Staff Tool and Public Outreach Platform

Meeting Notes:

1. Schedule Overview

   The *Safety Action Plan* is on schedule for draft plan preparation by the end of January, committee review during February, and final adoption in April or May 2025.

2. High Injury Network

   Can the risk of intersections versus segments be compared?

   - The calculations are based on different parameters involving volume at intersections versus vehicle miles traveled on segments so a direct comparison cannot be made based on the data sets used in the analysis. When applying for implementation grants, regardless of ranking, multiple segments and intersections should be strategically bundled. For instance, a corridor combined with multiple intersections or a bundle of intersections with similar countermeasures should be presented as one project with the data for the different elements available to support decrease of risk of injury or fatalities.

3. Project Development Lists

   Unincorporated Fayette County:

   Projects #1 and #3 (2272 and 2381) should be implemented together as one project.

Peachtree City:

SR 85 (4-lanes) at SR 74 (5-lanes) – A single lane roundabout is proposed. Should a multi-lane roundabout be considered?

Project ID #745 Crosstown Drive and Crosstown Court near Kroger – should a series of smaller roundabouts be considered to address multiple intersections?

Brooks:

Project ID #1899 Morgan Mill Road at SR 85 Connector – The preliminary recommendation indicates advanced warning and striping. This improvement has already been implemented. It was noted that a detailed analysis will be performed prior to final implementation recommendations.

The Highway 85 Connector roundabout is not on the list.

General:

A column stating "complete" was included in the spreadsheet sent out to the stakeholder committee. This was meant to be an internal column indicating that the review, not final recommendations, has been completed.

A request was made to include separate columns for both short-term (striping and signage) and long-term (more intense infrastructure) recommendations.

4. Project Prioritization

Paola is reviewing Social Pinpoint input to identify hotspot clusters identified through the input received.

Why are the Banks/Ellis intersections in Fayetteville and Brooks Woolsey Road/Morgan Mill in Brooks intersections not ranked higher?

- The identification is based on fatal and serious injury crashes (KSI) versus overall crash rates.

How should intersections that are already in design be considered?

- It may be beneficial to submit a package of intersections that have been through the design phase and are ready for implementation funds. As an example, design is complete on Project ID #2852 South Jeff Davis Drive at Inman Road and Right-of -Way is underway, would there be a need for the NEPA process to have been followed as federal funding will be utilized? Perhaps there should be consideration for applying for funding for projects with little to no NEPA documentation requirements to streamline and maximize funding.

Is there a consideration for the potential for future injuries and fatalities based on projections versus just looking at previous injury and fatality locations?

- Countermeasure recommendations should include addressing past issues and planning for potential issues in the future.

Atlanta Regional Commission (ARC) parameters for implementation fund applications should be taken into consideration as projects are incorporated into Fayette County's Comprehensive Transportation Plan (CTP).

What types of project bundles are successful in receiving grant funding? Could there be a single bundle of project implementation grant requests that cover all school zones throughout the county? Review recently funded grant applications to identify successful bundling strategies.

5. Storyboard – Online Staff Tool and Public Outreach Platform

   Double check that the storyboard cover graphic is a photograph of a location in Fayette County.

   Enlarge the font size throughout the site.

   Pond is the host of the storyboard as they hold the subscription to the platform. Pond can continue to host the site on an annual basis and will follow up with a price for hosting on an annual basis. There was an inquiry regarding the ability to host the data site with an ESRI license. Follow up with the Fayette County GIS staff to explore this possibility.

   The TCC made a recommendation to use the data for internal staff support only versus making the site available to the public. If the site should be made available for public use, a disclaimer regarding the data should be added and filters should be applied to only allow public access to certain portions of the site.

6. Next Steps

   Pond will send the presentation from the meeting and a link to the storyboard to the PMT for review.

   A draft Safety Action Plan will be prepared by the end of January and distributed to the committee for review and comment in February. The Pond Team would like to hold a final Stakeholder Meeting once the review of the draft plan is complete and comments have been received. The next meeting will focus on how to best utilize the Safety Action Plan as related to funding from various sources including SS4A. CTP, SPLOST, ARC Safety, etc.

Fayette County SS4A Safety Action Plan Public Meeting
Fayette County Library
1821 Heritage Parkway
Fayetteville, Georgia 30214
August 27, 2024

Attendees:

Earl and Vickie Frock
Summer Shealy
Isaac Logan
Shari Nettles
Paul Shealy
Julie Heard
Debora Starr
Aluelte Thomas
Deborah Martin
Donald E. Martin
Cintia Listenbee
Landis Brown
Charlie Harper
Maurice Ungano
Roslyn Daniel
R.D. Burcher
Latrelle Burcher
Bob Sitz
Teresa Cook
Obie and Denise Hurst
Michelle Bennett Copeland
C Franklin
Dylan Shoemaker

Fran Pendley
Kenneth Pendley
Howard and Maureen Keller
Keith Larson
Mark Libbon
Clint Holland
Tannista Banerjee
Megan Trocquet
Tammy Fowler-Dixon
Dr. Michelle Bacote
Vic Botton
Marie-Jose Schwartz
Rick and Sally Rice
Paulette Johnson
Kennedy Copeland
Adrine L. Green

Study Team Staff:

Lesley Peters, Fayette County
Bryan Keller, Fayette County
Richard Fangmann, Pond and Company
Matt Flynn, Pond and Company
Mary Huffstetler, MPH and Associates

Meeting Activities:

The purpose of the public meeting was to share transportation safety data and to obtain community input through Social Pinpoint interactive mapping and transportation safety survey. Thirteen data display boards were positioned in the room with study team staff stationed at the boards to answer questions and to take input regarding transportation safety concerns. Five tablet stations were set up to allow meeting attendees to participate in the interactive mapping and survey tools. Forty-four participants signed into the meeting. Contact information for attendees has been compiled in a database for future outreach.

An interactive exercise regarding potential transportation safety countermeasures was available for meeting attendees to place dots on a countermeasure display. The safety countermeasures scoring the highest include Dedicated Left and Right Turn Lanes at Intersections, Roundabouts, Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections, Speed Safety Cameras, Bicycle Lanes, Rectangular Rapid Flashing Beacons, and Walkways. The results are summarized below.

Countermeasure	Votes for Support
Roadway Departure	
Enhance Delineation of Horizontal Curves	7
Longitudinal Rumble Strips and Stripes on 2-Lane Roads	7
Median Barriers	2
Roadside Design Improvements at Curves	6
Wider Edge Lines	7
Intersections	
Corridor Access Management	2
Dedicated Left and Right Turn Lanes at Intersections	13
Reduce Left-Turn Conflict Intersections	6
Roundabouts	15
Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	17
Speed Management	
Appropriate Speed Limits for All Road Users	9
Speed Safety Cameras	13
Variable Speed Limits	3
Pedestrian/Bicyclist	
Bicycle Lanes	17
Crosswalk Visibility Enhancements	9
Pedestrian Hybrid Beacons	5
Rectangular Rapid Flashing Beacons	11
Walkways	19
Crosscutting	

Lighting	7

Meeting Notes:

Veterans Parkway: High speed is an issue on Veterans Parkway.

Veterans Parkway at Lees Mill Road: There is a concern with the functionality of the roundabout here. People may not be using it correctly. Rumble strips may need to be added to the approach to increase awareness and control speeds entering the roundabout. The rumble strips at the Veterans Parkway and Easton roundabout have been beneficial.

Kenwood Road at the Elementary School: Traffic moving west on Kenwood Road from SR 314 blocking movement on the roadway. Traffic turning left out of the school causes problems with traffic movement. The vehicles in the center turn lane create a sight distance problem.

Veterans Parkway at SR 54: Left hand turns from SR 54 onto Veterans Parkway are difficult, especially at night. Visibility needs to be enhanced.

Kenwood Road: Two groups of citizens indicated that Kenwood Road has a speeding problem. It has a speed limit of 35 mph, but the residents have observed cars regularly traveling much faster. This is supported by information on the maps that shows an elevated level of travel by people going more than 20 mph over the posted speed limit. Some of the problem areas/situations include:

- Traffic passing at high speed in curves and other areas without passing zones.
- Traffic travels fast on the approach to New Hope Road, which has a curve and a stop-controlled intersection.
- People noted that there was a recent pedestrian fatality along the road which involved a person struck by a vehicle while walking along the Kenwood Road.

Kenwood Road Truck Traffic: Remove truck activity along Kenwood Road.

McDuff Parkway and Centennial Neighborhood in Peachtree City: A stop sign is needed on McDuff Parkway at the Centennial neighborhood entrance/exit. Children are crossing McDuff Parkway from the neighborhood to the park across the road.

US 74 at US 85: A roundabout would be ideal at this location.

SR 54 at Ginger Cake: New signal with no RTOR. Need to protect infrastructure to avoid vehicles hitting large poles.

SR 54 at SR 74: Requested no RTOR at this signal.

Hickory at SR 92: Left turn from Hickory onto SR 92 is dangerous. High speeds and limited sight distance.

Lafayette Educational Center: Improve walkability from LEC to downtown Fayetteville. Sidewalk gaps.
SR 279 at SR 314/138: Widening project needed due to large surrounding residential areas.

Inman Road at SR 92: School traffic exits on Inman Road and has difficulty accessing SR 92. Dangerous unsignalized left-turn movement.

Hampton Road / Winn Way at Antioch Road: Needs to be a roundabout. More crashes in 2024 that our data will not account for.

Goza Road at Antioch Road: Roundabout requested.

Goza Road at Old Greenville: Dangerous intersection, poor sight distance.

Speeding: Recommended idea to implement gates to auto detect speeding and enforcement.

Roundabouts: Suggested education campaign to teach people how to navigate.

Redwine Road: Needs a multi-use path and removal of passing zones.

Redwine Road Northeast of Bernhard Road: A resident complained about speeding along Redwine Road, just northeast of Bernhard Road.

McDonough Road and McElroy/County Line intersection: Howard (770-460-5288) and Maureen Keillor, who requested we look at the McDonough Road and McElroy/County Line intersection of functional improvements. They live at 314 McDonough Road and stated that heading east on McDonough Road backs up past their driveway (about 1,000 feet from the intersection) daily making a left onto Felton difficult.

Golf Cart Safety: There were comments on Golf Cart safety and crashes in Peachtree City and Fayetteville. Comments included:

- Residents in Fayetteville are allowed to take golf carts on some local roads and would like to have connections to allow them to travel farther.
- The State Routes provide a barrier to golf cart travel. Some residents want more connections across the State Routes and others mentioned the need to be cautious and limit such crossings.
- One resident indicated that golf cart crashes are often not reported, so the number would be much higher than shown.
- There were reports of aggressive driving on golf carts in Peachtree City and limited means for policing the trails.

Railroad Crossing Safety: There were questions regarding the RR crossings in the County and what can be done to make them safer. The resident suggested pursuing federal funding for RR crossing modification/elimination.

Truck Traffic: There were complaints regarding truck traffic and its presence on lower volume, narrow roads that were not designed for them.

Best practices: Reflective paint on the roadway and reflective tape on school children's bags could enhance safe school zone safety. Look at policies and practices in Scandinavia.

Data Display: A meeting participant commented that the maps should indicate the total number of crashes and fatalities versus just the dots and/or heat map.

Tyrone Public Event Idea: Founder's Day Festival – Oct 5

Fayette County SS4A Safety Action Plan Public Meeting
Tyrone Town Hall
950 Senoia Road
Tyrone, GA 30290
October 29, 2024
5:00-7:00 pm

Attendees:

Sapna Gumidyala
Ted Lombard
Dia Hunter
Jesna Thomas
Ryan Aversman
Keith Larson
Ted Burgess
Ziy Aullwson
Mau Bramblett
George Dillard
Arnie Geiger
Deanville Celestre
Brian Haynie
Certo Bean
Jeff Duncan
Jessica Whelan
Saskia Arnesen

Study Team Staff:

Lesley Peters, Fayette County
Bryan Keller, Fayette County
Paola Kimball, Fayette County
Mory Diawara, Atlas
Richard Fangmann, Pond and Company
Matt Flynn, Pond and Company
Mary Huffstetler, MPH and Associates

Meeting Activities:

The purpose of the public meeting was to review project evaluation metrics, the high injury network, high injury intersections, and high injury segments. Several interactive display boards were positioned in the room with study team staff stationed at the boards to answer questions and to take input regarding high injury network and proposed safety countermeasure treatments. An interactive exercise regarding draft recommended transportation safety countermeasures was available for meeting attendees to place dots on the display.

Seventeen participants signed into the meeting. Contact information for attendees has been compiled in a database for future outreach.

An interactive exercise regarding draft recommended transportation safety countermeasures was available for meeting attendees to place dots on the display.

County Network Focus Area Board: ID 828 Sandy Creek Road at Ellison Road: Make a traffic Circle or angle roads to make sure yield signs are visible.

Intersection High Injury Network Board: All feedback was positive in favor of proposed safety countermeasures. ID 106 Rockwood Road at Senoia Road: Higher visibility of the all way stop is needed. Additional Comments: Teach people how to signal at traffic circles; reduce the number of intersections on highways; Use an on/off ramp design to remove traffic signals.

Segment High Injury Network Board: All feedback was positive in favor of proposed safety countermeasures. ID 5100 Veterans Parkway from Lees Mill Road to Eastin Road: Add separate bike lanes on shoulder – extend south to Trilith Village. One additional location was suggested for inclusion: Add a traffic circle at SR 92 and Hampton Road

ID 3759 McDonough Road from Kellens Court to Zole Court Board: Two participants were in favor; five were neutral; none were opposed. Raise crosswalk at school zone area; raise whole road in school zone.

ID 1899 Morgan Mill Road at SR 85 Connector Board: Four participants were in favor; none were neutral; two were opposed. There are no problems now, but if there is a potential for accidents, then yes. Please provide accommodation for cyclists as this is on a training route; uniform signage for cyclists; people need to be taught how to signal when they use roundabouts.

ID 5458 Kenwood Road from SR 279 to New Hope Road Board: Three participants were in favor; one was neutral; none were opposed. Add school zone speed reduction lights (flashing when active); raise crosswalk at school zone area; raise whole road within school zone.

Kelly Drive at McIntosh Trail Board: Eight participants were in favor; one was neutral; one was opposed. Raise crosswalks; raise whole road between crosswalks. New development is planned at this intersection.

Tyrone Focus Area Board:

- ID 106 Senoia Road at Roxwood Road: All way stop control was installed six months ago.
- ID 360 Dogwood Trail at SR 74: Tunnell Dogwood under 74 and put on/off ramps.

- ID 361 Palmetto Road at Senoia Road: Turn into traffic circle.

Map Boards:

- Northeast Peachtree City Crabapple Lane at Loring Lane: Open the road and take the wall down.
- MacDuff Parkway at American Walk: Crossing in a curve.
- Huddleston Road at Paschael Road: Make a traffic circle.
- Dividend Drive at Kelly Green/Kelly Drive: Make traffic circles.
- Dividend Drive at Tdk Boulevard: Make a traffic circle.
- Dividend Drive: Extend path from Kelly Drive to Tdk Boulevard
- Kelly Drive/McIntosh Trail at Lake Peachtree Piano Key Spillway: Look at crossing for active transportation.
- SR 54 at Walt Banks Road/Carriage Lane: Look at active transportation needs.
- Summit Walk south of Crosstown Drive: Need flashing school zone measures.

Comments received by staff:

- A member of the BOE mentioned the concerns about speeding near schools. He also mentioned he prefers LED school signs along with flashing stop signs.
- A citizen asked why developers are not required to add paths when building new subdivisions.
- She also noted that she would like a path along Dogwood trail.
- One citizen noted that she would like to have a path connection on Dividend Drive. She said the path ends and golf carts are then using the road along Dividend Drive to Crosstown. She noted that this causes safety concerns for her as she has young kids on this road. She also mentioned of some of vertical divide along with shoulders if a path cannot be added on this road.
- Multiple citizens noted that they are in favor of hybrid beacons and prefer hybrid beacons over RRFBs.
- One citizen mentioned that she would like a hybrid beacon on Willowbend Drive. She said it is a similar crossing to others in PTC with hybrid beacons.
- One citizen had many concerns regarding Sandy Creek Road. He mentioned traffic congestion has increased significantly. He has issues getting out of his driveway and onto Sandy Creek. He also noted that there is a speeding issue and concern on this road. He asked why Veterans Pkwy is not used as the main entrance to the County rather than Sandy Creek. He believes because of the lack of safety on Peters Road, vehicles come into the county using SR 74 and Sandy Creek causing traffic congestion on this road. He believes there should be an on and exit ramp from the interstate right on Hwy 92 so vehicles can use that instead since that is what Veterans Pkwy was created for.
- The same citizen mentioned the need for a roundabout at Veterans Pkwy and Eastin Road.
- The same citizen believes there should be a roundabout at Graves Road and Hwy 92.
- Citizens noted that they do not support mini roundabouts.

- Citizen mentioned that she would like to see more bike signs on the roads along with asphalt shoulders for bikers to use.
- One citizen asked where the bridge at the hospital will connect to. She noted that she believes that it is not used right now because it does not connect to anything.
- Multiple citizens noted the need for turn lanes on Tyrone Road and Flat Creek Rd. They mentioned that even though the time delay has gotten better with the traffic signal, it still has a long queue due to not having turn lanes.
- Citizens also noted that there is a lot of construction traffic at QTS, and this causes long time delays during peak times.
- One citizen asked if there were any plans for a bridge at SR 54 across from McIntosh High School and Booth Middle School.
- Citizens noted that roundabouts are well liked but education is needed regarding the use of them and who has the right of way.
- Int ID 106 – Tyrone
    - All Way Stop Control already installed. Recommendation to monitor to ensure countermeasure remains successful.
- Int ID 360 – Tyrone
    - Joel Cowan at Dogwood Trail – Priority for town
- Path along Dogwood Trail
    - Phillip said it was not feasible due to culvert and other design restraints.
- Desire to establish design safety standards for school zones across the county.
    - Review feasibility of raised crosswalks at schools
- Traffic Calming needed along SR 74 just north of SR 54
- Brooks
    - Request for uniform signage regarding cyclists
    - Combine with an education campaign.
- Corridors with narrow / no shoulders are not good candidates for rumble strips in heavy bike route areas.
    - Can we use rumble strips as “buffer zone” between new wider shoulders/bike lanes?
- Need to establish uniform golf cart policy and enforcement.
    - Education Campaign for kids in school
    - Can we get tags on back instead of on side of golf cart to avoid “hit and runs”?
- SR 74 at Rock Way
    - Need turn lanes to remove stopped vehicles from travel lane.
- Potential future bike lane along Robinson Road from SR 74 to SR 54
    - Need to check with county bike / trail plans.
- Segment 5100
    - Extend further south and potentially add bike lanes to Trilith.
- SR 92 at Veterans Pkwy
    - Review feasibility of roundabout
- Potential Policy recommendation to require turn lanes at new development driveways to remove stopped vehicles from travel lane and less policy regarding “Traffic demand.”
- Fayetteville lacks sidewalks and mid-block crossings.
- SPLOST has $6.5 Million.

- Veterans Parkway: SR 92 should be a roundabout; add a bicycle lane along Veterans Parkway
- Flat Creek at Tyrone Road: add turn lane.
- Program recommendation: Add turn lanes at all signalized intersections without turn lanes.
- SR 85 at Banks: This is a bicycle route with lots of traffic. Intersection improvements are needed.
- SR 54: new bicycle lanes north of Fayetteville
- Kelly Road: This was a golf cart path. Focus on pedestrian controls at crossings.
- Head Road: The bridge connection on the multi-use path near the cemetery.

Fayette County Safety Action Plan
Pop-up Event Documentation

During the plan development process, four pop-up events were held throughout Fayette County. Input gathered at each event is documented below.

Tyrone Museum Market
Saturday, September 7, 2024
10am-12pm
Attended: Matt Flynn and Mary Huffstetler

Three display boards illustrating crash rates on roadways and at intersections were displayed. Fact sheets and comment forms were available to the public. Staff were available to speak with the public and to take comments regarding transportation safety. Approximately forty people stopped by the booth to get more information and to make comments.

Comments:

Intersection of SR 54 and SR 74: High traffic volumes coupled with drivers allowing vehicles to make turns cutting through stopped traffic creates confusion and leads to traffic crashes.

Intersection of SR 85 and Grady Avenue/Bradley Drive in Fayetteville: A traffic signal is needed especially due to the limited sight distance from Grady Avenue and Bradley Drive. Dedicated left and right turn lanes are also needed.

SR 74 at Sandy Creek and Kirkley Road Intersections: Many drivers use the Kirkley Road intersection to U-turn on SR 74. The sight distance to make this turn is often hindered with simultaneous left turning traffic and u-turning traffic just below. Vehicles traveling SB on 74 cannot predict the movements of the turning traffic.

SR 54 Access to Walmart in Peachtree City: The only access to Walmart is from SR 54. Additional access is needed from MacDuff Parkway and/or SR 74. Traffic backs up on SR 54 creating unsafe traffic congestion.

SR 54 at Tyrone Road Intersection: Data Center traffic backs on Tyrone Road.

Tyrone Road and Ellison Road Intersection: Intersection alignment with angled approach creates sight distance problems from Ellison Road.

Tyrone Road at Flat Creek Trail: A new traffic signal has been installed and traffic backing up is still an issue. This is related to Data Center Traffic.

Sarnac Park Neighborhood off Tyrone Road: Traffic cuts through the Crestwood with speeding in the neighborhood. Accessing Tyrone Road from the neighborhood during PM peak is difficult.

Senioa Road at Tyrone Road: The curve creates a sight distance issue.

Sandy Creek and Ellison – traffic problems at this intersection, including Colonial Pipeline Construction on Ellison

Newnan to Fayetteville Connector: Traffic safety concerns along SR 54

Kenwood Park
Saturday, September 7, 2024
12:30-1:30pm
Attended: Richard Fangmann and Mary Huffstetler

The study staff engaged thirty (30) people at Kenwood Park regarding locations of safety concern.

Comments:
SR 85 and SR 54 Intersection: High pedestrian traffic

Stanley Road: Stanley Road has areas with difficult sight distance.

SS4A Fayette Senior Services Meeting Minutes
September 16, 2024
Attended: Paola Kimbell and Lesley Peters

Meeting notes:

- Opposing turn lanes and medians offer sight distance issues. Vehicles trying to turn left on opposite lanes block each other's sight distance. One citizen wished the medians were offset so both vehicles turning left could see traffic better.

- Citizen noted that flashing yellow arrows at signals feel safer and keep traffic moving. o Same citizen noted that he thinks PTC needs to upgrade some of their signals to have the flashing yellow arrows.

- One citizen noted that he feels unsafe trying to take left turns on main roads where there is no median for vehicles to wait until being able to merge. o Left turns feel unsafe.

- Single lane roundabouts are liked better than the two double lane roundabouts on Hwy 92 or Trilith roundabouts. They noted it seems like there are multiple crashes where trucks are involved.

- The roundabout at Grady Ave seems to need better curbing. There is not enough curbing that separates the truck apron with the lane.

- One citizen noted that people need to be better educated on how to navigate a roundabout. A comment was made that AARP has education on this.

- Citizens noted the speed tables in Publix Towne Center are not the safest. They mentioned the height of the humps is too tall and cars are now trying to go around these tables by crossing over the parking lot making it less safe.

- Ped crossing timing on signals is too short. They need to be extended for senior citizens who do not walk fast.

- Many noted that they see neighbors walking on the grass shoulders of roads. Paths are needed on Brooks Woolsey and on SR 54. o Citizen on a walker will walk on Brooks Woolsey regularly.

- Citizen noted that bikers will also take over the lanes in the south of the County. He feels its unsafe for both the vehicles in cars and the bikers.

Fayetteville First United Methodist Church
Titus II Lunch-n-Learn
Tuesday, October 1, 2024
Attended: Phil Mallon

Approximately forty county residents attended in downtown Fayetteville.

Phil explained the purpose of the study was to identify areas of concern for fatalities or serious injuries, based on data or roadway characteristics that could contribute to such accidents. He shared links for the survey and interactive maps.

The group consisted of retirees so the focus was to solicit feedback on issues that our older populations may have.

<u>Feedback included:</u>

- Support for roundabouts
- Concerns with the double roundabouts on Hwy 92. Two people asked if they could be re-striped to one lane.
- Support for streetlights at intersections.