

2021

# TOWN OF MORELAND COMPREHENSIVE PLAN

**Draft**



## Table of Contents

<b>Introduction</b> .....	<b>3</b>
<b>Community Goals</b> .....	<b>5</b>
Vision Statement.....	5
List of Goals and Policies .....	6
<b>Needs and Opportunities</b> .....	<b>11</b>
SWOT Analysis .....	11
Comprehensive List of Needs and Opportunities:.....	12
<b>Character Areas and Land Use</b> .....	<b>14</b>
Historic Town Center.....	14
Traditional Neighborhood .....	16
Rural Development.....	17
Gateway Corridor .....	18
Character Area Map.....	19
<b>Transportation Element</b> .....	<b>20</b>
<b>Broadband Element</b> .....	<b>21</b>
Federal Communications Commission Map: .....	21
DCA GBDI Availability Map: .....	21
<b>Community Work Program</b> .....	<b>22</b>
Report of Plan Accomplishments (2016-2021).....	22
2021-2026 Community Work Program .....	24
<b>Appendix</b> .....	<b>25</b>
<ul style="list-style-type: none"> <li>➤ Committee Meeting Sign-In Sheets</li> <li>➤ Public Invitations to Steering Committee Meetings Documentation</li> <li>➤ Demographic Key Facts</li> <li>➤ Joint Coweta County Comprehensive Transportation Plan Summary and Excerpt</li> </ul>	

## Introduction

This plan update was completed in accordance with the Georgia Planning Act of 1989 and the Georgia Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Planning.

It is located in lower central Coweta County approximately seven miles south of Newnan, GA and 43 miles southwest of Atlanta. The major thoroughfare through the community is US 29/US 27 Alternate. The CSX Railway bisects the town. According to the 2010 census, the population is 399. The 2019 ACS 5-year population estimate is 385.

### Purpose of the Comprehensive Plan

The Town of Moreland Comprehensive Plan shall provide guidance and policy standards for future growth and development. The plan also identifies needs and opportunities which currently exist within the community. Goals, polices, and specific implementation measures are also listed to set policy for particular segments and specific areas of the city. Character areas were designated to indicate desired future land use preferences.

#### **Council Members**

Dick Ford, *Mayor*

Jeff Burgess, *Councilman*

George Cole, *Councilman*

Jason Duncan, *Councilman*

Kenneth Tharpe, *Councilman*



## Plan Process

Two public hearings were held in regards to the comprehensive plan update process in which citizens could obtain information about the planning process, review, and comment on the plan. The public hearings were held on April 5, 2021 and August 2, 2021.

The Town of Moreland Council selected a Comprehensive Plan Steering Committee to assist and guide the update of the comprehensive plan. A series of consecutive meetings took place to address the components of the plan update.

## Plan Steering Committee and Public Involvement

The Moreland Town Council appointed committee met regularly to address each element of the plan. An updated set of needs and opportunities using a SWOT analysis, goals and policies, and vision statement were compiled along with a new character area/land use map.

### **Steering Committee Members**

Dick Ford, *Mayor*

Jason Duncan, *Councilman and local business owner*

Brandi Loeper, *City Clerk*

Jim Grulke, *Local stakeholder*

Lisa Washington, *Local stakeholder*

Eric Brown, *Local stakeholder*

As part of the public participation process, local stakeholders and citizens were invited and participated in the plan steering committee meetings so that each topic area of the plan had direct by-in from area residents. Notifications included the local Facebook page as seen in the appendix.



## Community Goals

The purpose of the Community Goals and Policies section is to guide and direct the Town of Moreland's decision making process for the future of the community. Following the established goals and policies ensures the plan is implemented by the citizens and local leaders.

## Vision Statement

A broad vision statement which was developed by the community stakeholders is below and depicts what the community is and what it desires to become in the future.

### *Vision Statement for the Town of Moreland, Georgia*

Moreland is a historic small town with strong community spirit. While honoring and promoting the heritage which makes Moreland unique and embracing the past we will welcome the new. The diversification of the economy and opportunities for growth will be pursued with thoughtful planning and citizen involvement. The historic town center of Moreland will be the social and cultural heart of the community and neighborhoods will exude a small town charm where people feel safe and secure, away from the stresses of big town life.

## List of Goals and Policies

### Economic and Community Development

**Goal:** Expand economic development opportunities within the Town of Moreland by supporting the expansion and creation of new businesses, capitalizing on assets, marketing for increased tourism.

#### **Policies:**

- We will continue to rehabilitate and promote the historic mill.
- We will target reinvestment in the Gateway Corridor Character Area to encourage private sector business development and redevelopment to accommodate future growth.
- We will encourage the development of the Historic Town Center as a vibrant place which features local culture, small scale businesses, festivals, and recreation.
- We will seek to accommodate food trucks and other local vendors to support community events and draw residents and visitors to the town green.
- We will continue to support and participate in GA Made – GA Grown programs.
- The Town of Moreland will accommodate new development while enhancing existing local assets.
- We will collaborate with Coweta County in the planning of developments near Moreland so as to protect the area within the current town limits and to provide nearby employment, retail, and residential opportunities.
- The Town of Moreland will promote the historic mill, pavilion and other assets to increase tourism opportunities.
- We will work with Moreland Elementary on various projects, promotions and community events.
- We will work to implement the recommendations from the Blueprints for Successful Communities report.

## Natural and Cultural Resources

**Goal:** Protect, enhance, and efficiently use the natural and cultural resources within the Town of Moreland.

### **Policies:**

- Establish a tree planting program and other natural enhancements throughout the town and especially along the Gateway Corridor.
- The protection and conservation of our community's resources will play an important role in the decision-making process.
- We will incorporate the connection, maintenance, and enhancement of greenspace in all new development.
- We will reduce the impact of development on existing vegetation through limiting land disturbance activities and clear cutting.
- We will encourage new development in suitable locations in order to protect natural resources and valuable historic or cultural resources from human encroachment through land development regulations and or incentives.
- We will invest in parks and open space within our community.
- We will promote the Town of Moreland's rich literary heritage and other historic assets.

## Community Facilities and Services

**Goal:** Provide for the citizens of Moreland adequate facilities and services, infrastructure, which meet their needs and make the Town a quality place to live.

### **Policies:**

- We will seek to limit the amount of development within our community to areas that can be reasonably served by public infrastructure.
- Our community will use planned infrastructure to support areas identified as suitable for development.
- We will expand the system of sidewalks within the Town of Moreland to enhance pedestrian safety and connectivity.

- We will encourage open space, walking paths, and bicycle lanes that are accessible to all.
- We will seek to incorporate bike lanes and shared use signage to appropriate roadways.
- We profits to provide pleasant, accessible public gathering spaces for community wide events and festivals.
- We will sponsor and partner with other civic groups and non-profits to support various community wide events such as the July 4<sup>th</sup> celebrations, Lewis Grizzard Bike Ride Day, movies in the park, Christmas dinner among others.
- We will work with providers and utility companies to expand and enhance broadband connectivity throughout the town.

### Housing

**Goal:** Allow for accessible, affordable, diverse housing options for all the citizens that want to call the Town of Moreland home.

#### **Policies:**

- We will encourage infill housing development in existing neighborhoods.
- Our residential neighborhoods will gain increased access to schools, parks, homes, and businesses through extended sidewalks, bike paths, and connected roadways.
- The Town of Moreland will promote walkable and safe neighborhoods for its citizens.
- We will encourage parks and community facilities to be located as focal points in existing and new neighborhoods.

### Land Use

**Goal:** To make the best and most efficient use of land within the Town of Moreland while utilizing existing infrastructure, and maintaining the small town nature of the community.

#### **Policies:**

- Our gateway corridor and other roadways will create a sense of place and offer a welcoming nature into our community.



- Recreation and greenspace will become an important part of our community's land use policy.
- Greenspace will be a major component with existing and new residential neighborhoods, along roadways, and commercial developments.
- We will support opportunities for residential and non-residential in-fill development that positively impacts the character of existing neighborhoods.
- Throughout the community, we will encourage the use of landscaping, lighting, signage, underground utilities, and building design which will add aesthetic value.
- We will encourage increased walkability and safe access to businesses and public services.
- We will utilize innovative planning concepts to achieve well designed residential neighborhoods and preserve open space
- We will review land planning and development concepts successful in other areas and feasibly apply them to the Town of Moreland.
- We will continue to provide planning and zoning commissioner training.

### Transportation

**Goal:** To meet the transportation needs of every resident while focusing on safety, accessibility, and connectivity.

#### **Policies:**

- We will work with the county and GDOT to implement the Joint Coweta County Transportation Plan.
- We will encourage transportation corridors that support multiple modes of transportation which make areas of town safe and accessible for all users.
- We will work to minimize the impact of vehicular traffic so that it will not harm the safety and small town nature of our community.
- We will seek to incorporate traffic calming measures especially along the Gateway Corridor Character Area.
- We will Increase accessibility and connectivity for cyclists and pedestrians.

- We will consider Complete Streets policies when planning for transportation improvements.
- We will work with GDOT on incorporating increased safety and connectivity across Highway 29.

## Needs and Opportunities

The Needs and Opportunities section addresses what the Town of Moreland needs to make it what it wants to become and what it currently lacks to achieve its vision. This section also showcases existing opportunities available within the community which should be utilized and supported to implement the vision.

To help gain a more accurate and balanced list of needs and opportunities, a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis is conducted.

### SWOT Analysis (Strengths, Weaknesses, Opportunities, Threats)

<b>Strengths</b>	
<ul style="list-style-type: none"> <li>• Parks</li> <li>• Sidewalks</li> <li>• Local community events</li> <li>• Proactive planning and ordinances</li> <li>• Recreational facilities</li> <li>• Financially stable</li> <li>• Literary history</li> <li>• Puckett Station Festival</li> </ul>	<ul style="list-style-type: none"> <li>• Moreland Elementary School</li> <li>• Small town charm</li> <li>• Moreland mill</li> <li>• Citizens</li> <li>• Local authors and museums</li> <li>• Tourism potential</li> <li>• Fire station</li> <li>• Broadband connectivity</li> </ul>
<b>Weaknesses</b>	
<ul style="list-style-type: none"> <li>• Small city limits</li> <li>• Property maintenance both business and residential</li> <li>• Highway traffic</li> <li>• Lack of retail and businesses</li> <li>• Lack of welcome and directional signage</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of consistent community involvement</li> <li>• Hospital access</li> <li>• Lack of housing variety</li> <li>• Additional trash along streets</li> <li>• Lack of sewer</li> </ul>
<b>Opportunities</b>	
<ul style="list-style-type: none"> <li>• Additional community wide events such as a community yard sale</li> <li>• Senior housing</li> <li>• Additional events at the mill</li> <li>• Sports and social clubs such as walking and tennis</li> <li>• Implementation of the Georgia Conservancy Blueprints Report</li> <li>• Bike facilities and clubs</li> <li>• Implement Moreland Economic Strategy report</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalk expansion</li> <li>• Sewer system</li> <li>• Beautification of Hwy 29/27 corridor and gateways</li> <li>• Mega site</li> <li>• Streetscape improvements</li> <li>• Annexation</li> <li>• Cemetery expansion</li> <li>• Walking and biking paths</li> </ul>
<b>Threats</b>	
<ul style="list-style-type: none"> <li>• Increased crime</li> <li>• Lack of neighborhood watch groups</li> <li>• Increased industrial growth to the north</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of street and intersection lighting</li> <li>• Increased population placing pressure on infrastructure</li> <li>• Rapid industrial growth to the north</li> </ul>

## **Comprehensive List of Needs and Opportunities:**

The Plan Steering Committee identified needs and opportunities which exist within the Town of Moreland. This list should help guide future planning efforts and prioritize projects undertaken by the City.

### Needs:

- Sidewalk expansion throughout the town.
- Increased commercial and business recruitment.
- Increased small scale retail.
- Increased housing appropriate for seniors.
- Expand city limits to grow and expand tax base.
- Need to seek possible annexations to accommodate future growth.
- Activate vacant and underutilized commercial spaces.
- Establish bike and walking paths.
- Increase lighting in needed areas of town.
- Zoning for senior housing.
- Welcome and directional signage.
- Establish sports and leisure clubs.
- Need to establish neighborhood watch groups.

### Opportunities

- Increased opportunities for tourism with the combination of mill museum and writer and author heritage.
- Moreland mill museum and events.
- Gateway beautification possibilities with the 27/29 round-about.
- Blueprints for Successful Communities implementation.

- Expansion of local festivals and establish a community wide yard sale.
- Mega site could increase housing and job opportunities.
- Streetscape downtown will enhance historic town center.
- Possible sewer connections which could bring additional commercial and residential expansion.

## Character Areas and Land Use

Character areas are geographic sub-areas of a community which contain unique characteristics and physical form. According to the Department of Community Affairs, Character areas have unique or special characteristics, have potential to evolve into a unique area when provided specific and intentional guidance, or require special attention due to unique development issues. Character areas may be identified by the types of development found there which vary from historic downtowns, commercial/industrial areas, or residential neighborhoods. Other character areas may lack development and include more natural features such as greenspace or parkland.

The following list identifies character areas found within the Town of Moreland. Each character area listed contains a description and desired development patterns, recommended land uses, and a list of implementation measures. Current photos are also included which give an actual snap shot into each distinct character area.

Character areas within the Town of Moreland are designated as:

- Historic Town Center
- Traditional Residential
- Rural Residential Development
- Gateway Corridor

### Historic Town Center

#### Description

The Historic Town Center of the Town of Moreland is the heart of the community and encompasses the majority of the built environment. At the center of this area sits the historic Moreland hosiery mill which also now serves as city hall. Other civic uses are located within this area as well which include the two historic churches, a Masonic hall, a fire station, Founder's Cemetery, and many historic residences.



### Desired Development Patterns

The Historic Town Center is and will remain the traditional focal point and gathering place for the Town. Preserving, enhancing and improving will be first and foremost with any future development in the area. Future improvements will increase pedestrian access and safety, landscaping, and enhanced gathering spaces. Site plans and building design of any new infill development of vacant spaces should match the character of the surrounding area. Facilities for bikes such as racks and bike lanes to the area from surrounding residential neighborhoods should be incorporated. The revitalization of existing commercial structures and the reuse of any vacant or underutilized structures should be encouraged.



### Land Use

Multiple land uses are allowed within the Historic Town Center and will include single family residential, commercial, and civic/institutional.

### Implementation Measures

- Building in vacant property and infill should be of similar quality and compatible with the existing architecture.
- Consider an update to the historic resource survey.
- Pedestrian and bicycle facilities should be expanded throughout the area to increase connectivity to other sections of the community.
- Consider listing the Historic Town Center on the National Register of Historic Places.
- Install directional signage to important sites and attractions.
- Initiate beautification program.
- Seek possible ways to relocate the Caldwell House to God's Little Acre Park.



## Traditional Neighborhood

### Description

Traditional neighborhood residential surrounds the Historic Town Center to the east of the CSX Railroad. Homes within this area are relatively well maintained, are placed on similar lot sizes, located close to the street and for the most part served by sidewalks. There is a mix of historic, mid-century, and recently built residences. Single family residential makes up the majority of the land use and also includes Moreland Elementary School, Southview Cemetery, and parkspace.



### Desired Development Patterns

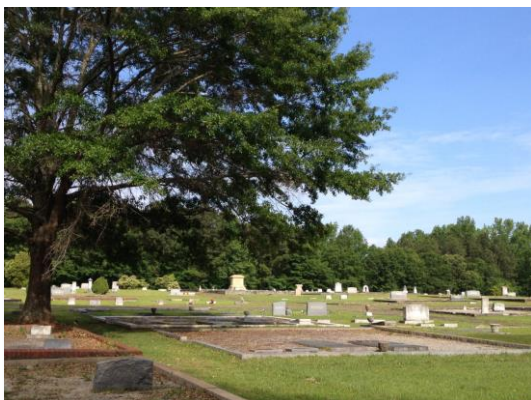
New residential development should match the mix of housing types and styles of the older residential neighborhoods closer to the Historic Town Center. New development that reflects traditional neighborhood design principles, such as smaller lots, orientation to the street, mix of housing types, and pedestrian/bicycle access to the elementary school and the Historic Town Center.

### Land Use

The primary land uses within this character area will be single-family residential along with civic/institutional.

### Implementation Measures

- Encourage home ownership to maintain neighborhood stability and property maintenance.
- Building in vacant property and infill should be of similar quality and compatible with the existing architecture.
- Pedestrian and bicycle facilities should be expanded throughout the area to increase connectivity to other sections of the community.
- Enforce codes and development regulations.
- Consider the possibility of a municipal court.





## Rural Development

### Description

The area west of the Historic Town Center and the CSX Railroad and the extreme northeast area within the Town of Moreland is largely undeveloped land and large acre residential development. The northern section of this part of town will likely face pressure for new residential and possible commercial or industrial development.

### Desired Development Pattern

Although there will be future growth possibilities in this area, the community would seek to preserve as much of the rural character that can be achieved. Maintaining open space and tree cover while allowing for limited residential development. Conservation subdivision development would be the ideal approach to new residential development.

### Land Use

Currently the primary land use in this character area will be single-family residential.

### Implementation Strategies

- Maintain rural and small town atmosphere.
- Encourage cluster or conservation subdivision design to save open space.
- Encourage compatible architectural design which is compatible with surrounding rural character.
- Preserve tree cover and open space.
- Buffer any possible future development.
- Protect rural and scenic viewshed.
- Encourage farmland preservation and conservation easements.



## Gateway Corridor

### Description

The main artery which travels through the entire length of the Town of Moreland is the combined highways of US 27 Alternate and US 29. The roadway acts as a gateway and gives direct access to the Historic Town Center and the surrounding residential neighborhoods.

### Desired Development Patterns

The Gateway Corridor is a heavily travelled route and highly visible. The newly established Moreland beautification committee will strive to make this corridor aesthetically pleasing to visitors to Moreland and those just passing through. Tree planting, landscaping and implementing traffic calming measures will be a priority. Redevelopment of older commercial centers and quality design of new development will be encouraged. Locating commercial parking to the rear of will be desired for any new construction. Welcome signage at the north and south entry points should be incorporated.



### Land Use

A variety of uses are to be located along the Gateway Corridor and include, commercial, single-family residential, and civic/institutional.

### Implementation Measures

- Incorporate welcome and directional/wayfinding signage along the route especially to the town green, historic mill, and Moreland Elementary School.
- Implement beautification and landscaping.
- Consider adopting a quality development overlay along the route to ensure quality design and compatible land use.
- Install traffic calming measures.



# Character Area Map



## Transportation Element

### Transportation Priorities:

- Increased safety and connectivity across Highway 29
- Completion of Highway 29 and Highway 27 ALT roundabout
- Extension of the sidewalk network

The Town of Moreland is located within the Atlanta MPO (Metropolitan Planning Organization) which requires a Transportation Element to be included in the comprehensive plan update. The Town of Moreland participated in the recent update to the Joint Coweta County Comprehensive Transportation Plan (CTP) and it will serve as the transportation element. A summary of the CTP can be found on the following pages of the appendix.

### Joint Comprehensive Transportation Plan (CTP)

The Joint Coweta County Comprehensive Transportation Plan is currently being updated as of July 2021. Until it is officially updated with new transportation projects and recommendations for the Town of Moreland, the 2014 plan will remain as the official plan reference.

The 2014 CTP Plan Summary provides an overview of the entire transportation plan update process and details the suite of multimodal projects and strategies to meet the transportation needs of Coweta County and the municipalities of Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg, and Turin through year 2040. The CTP Update Plan Summary and supporting technical documentation was adopted by the Coweta County Board of Commissioners on March 4, 2014, followed by adoptions by the various municipalities:

City of Senoia	Adopted March 3, 2014
Town of Sharpsburg	Adopted March 24, 2014
City of Newnan	Adopted March 25, 2014
<b>Town of Moreland</b>	<b>Adopted April 1, 2014</b>
City of Grantville	Adopted April 14, 2014
Town of Turin	Adopted March 18, 2014
City of Haralson	Adopted May 12, 2014

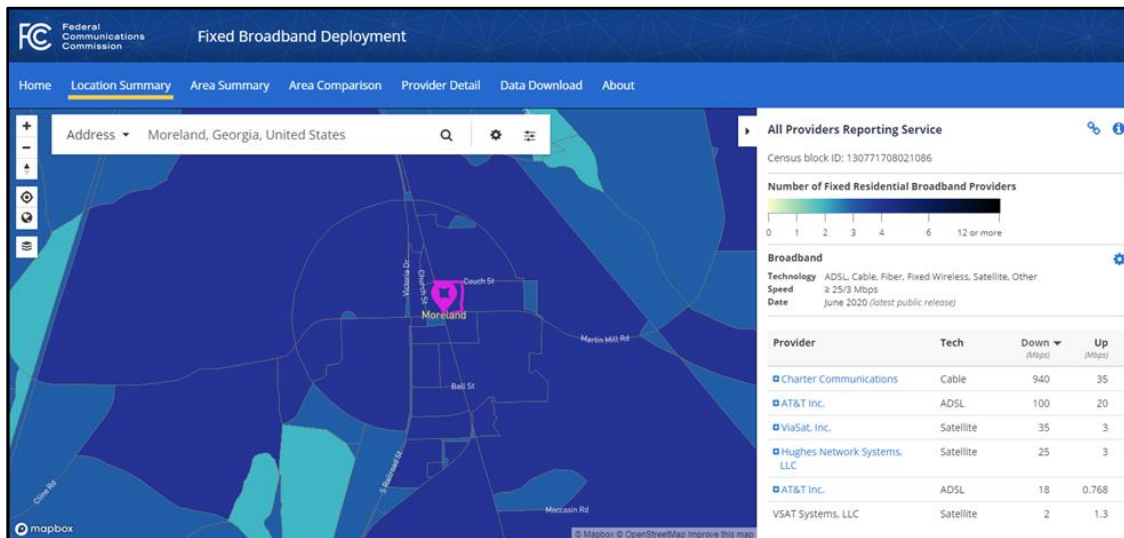
## Broadband Element

The Town of Moreland, as indicated on the maps below, is well served by broadband services. Both the Federal Communications Commission and the Georgia Department of Community Affairs show city-wide high speed internet coverage with Charter Communications as the primary provider at nearly 1G download speeds.

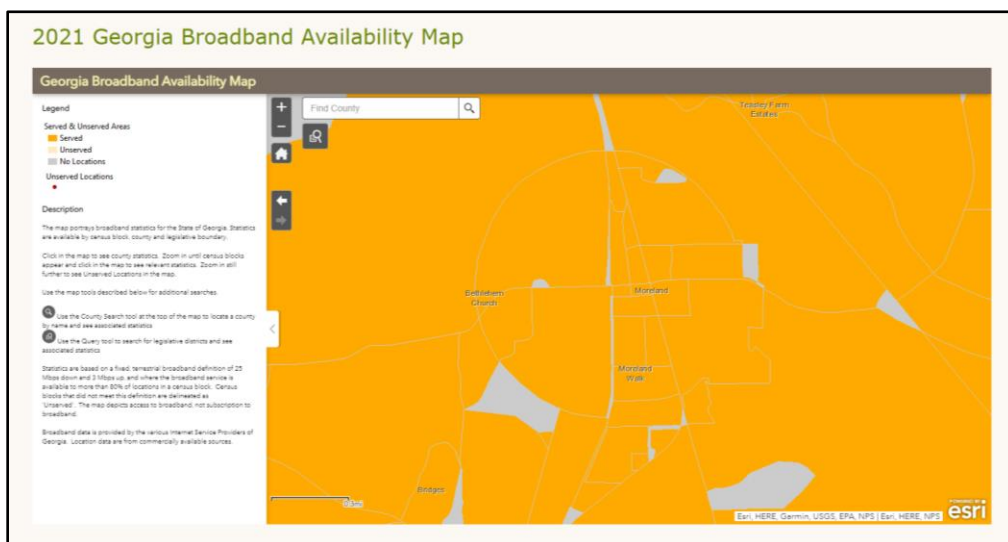
### Broadband Strategies:

- Consider becoming a Broadband Ready Community.
- Partner with providers and utility companies to expand and enhance broadband connectivity throughout the town.
- Promote broadband as an asset and strength of the community for businesses and residents.

### Federal Communications Commission Map:



### DCA GBDI Availability Map:



## Community Work Program

The Town of Moreland Community Work Program is a list of priority projects to be undertaken by the City within in the next five years. The Community Work Program includes the specific activity or project, an estimated timeframe in which to complete the activity, the responsible entity overseeing the activity, the estimated cost, and the likely source of funding.

### Report of Plan Accomplishments (2016-2021)

A Report of Plan Accomplishments serves as a status report for the most recent Short Term Work Program covering the years 2016-2021.

<b>TOWN OF MORELAND 2011-2015 SHORT TERM WORK PROGRAM REPORT OF ACCOMPLISHMENTS</b>		
<b>Project or Activity</b>	<b>Status*</b>	<b>Explanation</b>
Continue to rehabilitate Moreland Mill	Underway	Ongoing project. Moved to policies.
Develop upstairs author media center at Mill	Cancelled	Not a priority or feasible project at this time.
Continue July 4 <sup>th</sup> Celebrations	Underway	Ongoing project. Moved to policies.
Continue Lewis Grizzard Bike Ride Day	Underway	Ongoing project. Moved to policies.
Continue Memorial Day, Heritage Day, Taste & Tour, Christmas dinner, Movies in Park, others	Underway	Ongoing project. Moved to policies.
Locate barn behind house museum for historic farm equipment	Cancelled	Not a priority or feasible project at this time.
Develop mini-rest station, parking area on US 29	Cancelled	Not a town led project. Moreland Cultural Arts Alliance project.
Offer façade incentives and beautification contests	Postponed	This will likely become an incentive project by the future beautification committee. Moved to new CWP.
Update and maintain Moreland brochure, website and Facebook page	Complete	
Include Moreland in the "Camera Ready" program for movie productions	Complete	

Participate in GA Made – GA Grown; antique car club events, auctions	Underway	Ongoing project. Moved to policies.
Develop visitor welcome center at the Mill	Underway	Moved to CWP.
Relocate Caldwell House to God’s Little Acre Park	Cancelled	Not a priority or feasible project at this time.
Provide Planning and Zoning Commissioner training	Underway	Ongoing project. Moved to policies.
Upgrade Town Square w/ sidewalks, lights, benches, pedestrian lights, link to School and trail in park	Complete	
Continue adding sidewalks to all remaining streets	Underway	Moved to CWP to include specific streets.
Install directional signs for downtown and Mill	Underway	Moved to CWP.
Install cross walks and “stop for pedestrian” signs at key intersections	Cancelled	Not a priority or feasible project at this time.
Develop strategies for acquiring open space and recreation areas	Complete	Town has acquired the needed greenspace.
Establish a tree planting program	Cancelled	Not a priority or feasible project at this time.
Develop “God’s Little Acre” Park	Underway	Site plan needed. Moved to CWP.

## 2021-2026 Community Work Program

Below is the Town of Moreland Community Work Program for the next five years. This is a list of priority projects identified by the town during the comprehensive plan process.

<b>Town of Moreland - Community Work Program 2021-2026</b>				
<b>Activity</b>	<b>Years</b>	<b>Estimated Cost</b>	<b>Responsible Party</b>	<b>Funding Sources</b>
Establish a beautification committee	2022	Staff time	Town, volunteers	General fund
Start a "yard of the month" program	2022	\$100	Town	General fund
Purchase event tables for the mill	2021-2022	\$2,400	Town	General fund
Upgrade playground	2021-2022	\$30,000	Town	General fund, SPLOST
Sidewalk repairs along Railroad Street, Ball Street, and Church Street	2021-2022	\$30,000	Town	General fund, SPLOST
Sidewalk expansions along Railroad Street, Carroll Street, Harris Street, and Camp Street	2022-2023	\$150,000	Town	General fund, SPLOST
Install directional signage	2022	\$5,000	Town	General fund
Install dog trash bag receptacles	2022	\$800	Town	General fund
Complete a site/master plan for God's Little Acre Park	2022-2023	\$10,000	Town	General fund
Update subdivision ordinance	2021-2022	\$1,500	Town	General fund
Develop satellite visitor center	2021-2022	TBD	Town, County, CVB, Moreland Cultural Arts Alliance	General fund, County



## **Appendix**

# Town of Moreland Comprehensive Plan Update

Plan Steering Committee Meeting #1

Moreland Town Hall

Tuesday, May 4, 2021 @ 6:00 PM

## Sign-In Sheet

NAME	ORGANIZATION	EMAIL ADDRESS	PHONE
Brandi Weeper	Moreland	BrandiWeeper@yahoo.com	770-301-0020
Dick Ford	MORELAND	dickford@gmail.com	770 8803450
JASON DUNCAN	MORELAND	jduncan@clandgdaas.com	404-304-8977
Jim Grulke	Moreland	jimgulke@gmail.com	770-337-1122
Cecil Adams	Moreland	ceciladams1@bellsouth.net	770 598 9082
Amy Feaster	moreland	fsuamyf2@yahoo.com	706 536 5443
Lisa Washington	Moreland	lisawashingtoncharter.net	770/301-1617
Eric Bowin	Moreland	ericoffirstgroup.us.com	678-378-0911
Tina M Wiggins	Moreland	tinauwiggins@gmail.com	770-301-3199

**Town of Moreland Comprehensive Plan Update**  
 Plan Steering Committee Meeting #2  
 Moreland Town Hall  
 Tuesday, May 18, 2021 @ 6:00 PM








Sign-In Sheet

NAME	EMAIL ADDRESS	PHONE	SIGN
Brandi Loeper	<a href="mailto:BrandiLoeper@yahoo.com">BrandiLoeper@yahoo.com</a>	770-301-0020	
Dick Ford	<a href="mailto:dickfords@gmail.com">dickfords@gmail.com</a>	770-880-3450	
Jason Duncan	<a href="mailto:jduncan@dandgdoors.com">jduncan@dandgdoors.com</a>	404-304-8977	
Jim Grutbe <b>GRULKE</b>	<a href="mailto:jimgrutbe@gmail.com">jimgrutbe@gmail.com</a>	770-337-1122	<i>Jim Grutbe</i>
Cecil Adams	<a href="mailto:Ceciladams1@bellsouth.net">Ceciladams1@bellsouth.net</a>	770-598-9082	<i>Cecil Adams</i>
Amy Feaster	<a href="mailto:Fsuamy02@yahoo.com">Fsuamy02@yahoo.com</a>	706-536-5443	
Lisa Washington	<a href="mailto:lisabwashington@charter.net">lisabwashington@charter.net</a>	770-301-1612	<i>Lisa Washi</i>
Eric Brown	<a href="mailto:ericb@fivestargroup.us.com">ericb@fivestargroup.us.com</a>	678-378-0911	
Tina M. Wiggins	<a href="mailto:Tinawiggins07@gmail.com">Tinawiggins07@gmail.com</a>	770-301-3199	
<b>JIMMY HAYNES</b>	<a href="mailto:oiak1@att.net">oiak1@att.net</a>	770-253-1967	
<i>Eric Brown</i>	-	-	<i>Eric Brown</i>
Alisha Link		678 877 1018	<i>Alisha Link</i>
Taylor Link		678 633 8165	<i>Taylor Link</i>

*Scott Dix* [RScottDix@emsdspring.com](mailto:RScottDix@emsdspring.com) 404-388-0106 *Scott Dix*

**Town of Moreland Comprehensive Plan Update**  
**Plan Steering Committee Meeting #3**  
**Moreland Town Hall**  
**Tuesday, June 8, 2021 @ 6:00 PM**

Sign-In Sheet

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# Public Invitation to Steering Committee Meetings



Salt of the Earth

Dominant Tapestry Segment

KEY FACTS



446

Total Population



\$275,000

Median Home Value



13

Businesses



412

Daytime Population



41.4

Median Age



1.0%

2010-2021 Pop Growth Rate



\$32,653

Per Capita Income



2.8

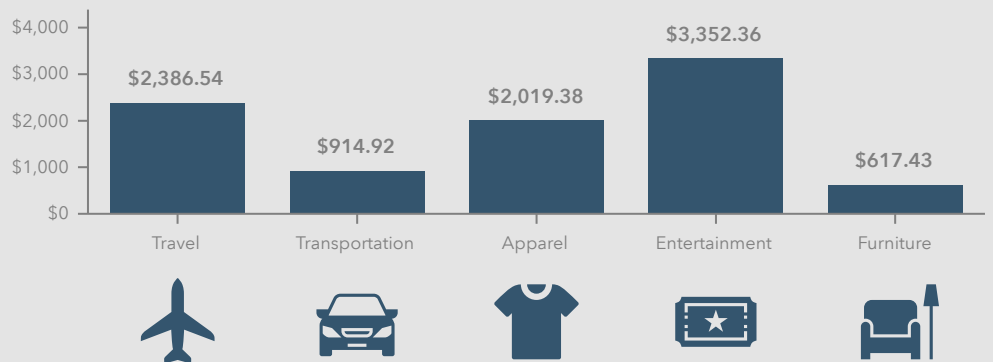
Avg Household Size



\$76,222

Median Household Income

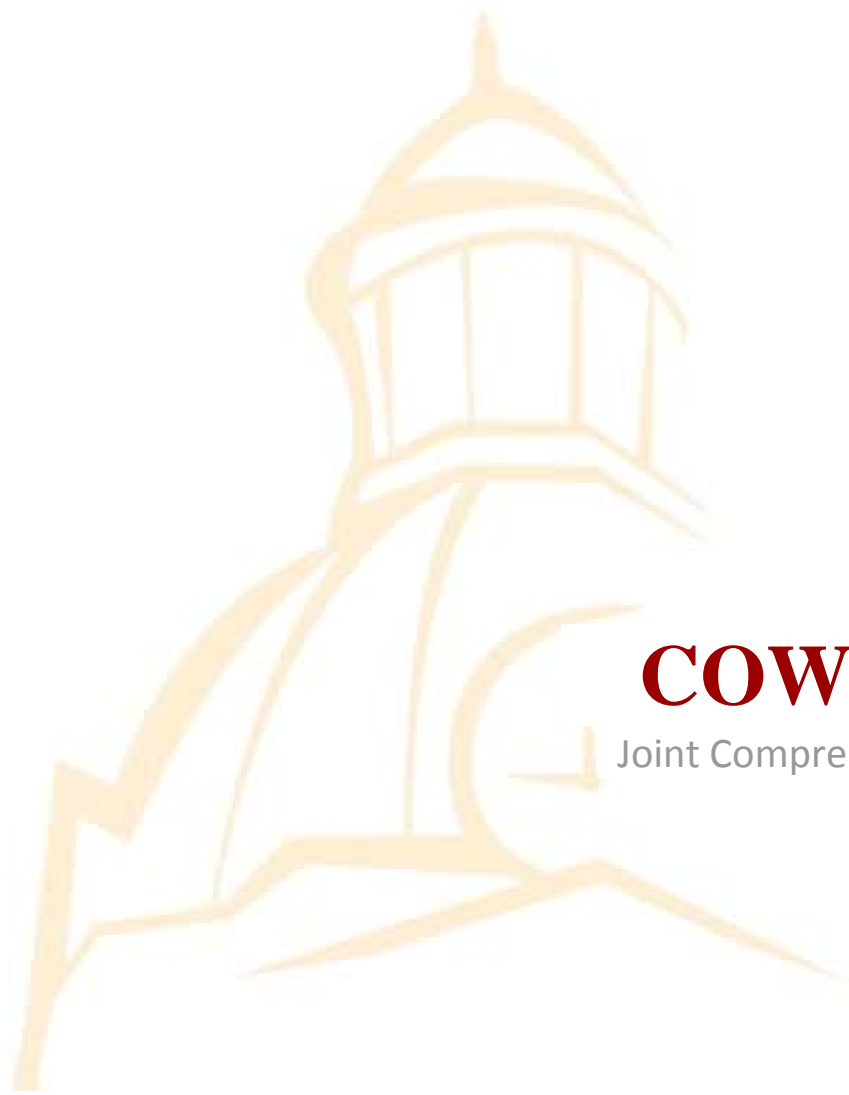
KEY SPENDING FACTS



This infographic contains data provided by Esri, Esri and Bureau of Labor Statistics, Esri and Data Axle. The vintage of the data is 2021, 2026.

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Spending facts are average annual dollars per household



# COWETA COUNTY

Joint Comprehensive Transportation Plan Update

## Plan Summary

March 4, 2014



# Table of Contents

<b>Introduction .....</b>	<b>1</b>
PLANNING PROCESS AND PURPOSE .....	1
STUDY AREA .....	1
<i>Study Area Map</i> .....	2
<b>Vision &amp; Goals .....</b>	<b>3</b>
OVERALL CTP VISION.....	3
CTP UPDATE GOALS .....	4
<b>Community Outreach &amp; Input .....</b>	<b>5</b>
ADVISORY COMMITTEES.....	5
LOCAL JURISDICTIONS .....	5
GENERAL PUBLIC.....	6
<b>Land Use &amp; Growth.....</b>	<b>7</b>
<i>Future Development Map</i> .....	8
<b>Existing Conditions &amp; Identified Needs.....</b>	<b>9</b>
ROADWAYS & BRIDGES.....	9
FREIGHT.....	9
PUBLIC TRANSPORTATION .....	9
BICYCLE NETWORK & PEDESTRIAN FACILITIES.....	10
LAND USE & TRANSPORTATION .....	10
<b>Recommendations .....</b>	<b>11</b>
PROJECT IDENTIFICATION .....	11
COMPARATIVE EVALUATION OF PROJECTS .....	12
ROADWAYS & BRIDGES.....	13
<i>Roadway &amp; Bridge Project List</i> .....	13
<i>Interchange, New Location, Operational Upgrade &amp; Widening/Capacity Projects (Coweta County)</i> ....	18
<i>Interchange, New Location, Operational Upgrade &amp; Widening/Capacity Projects (City of Newnan)</i> ....	19
<i>Bridge, Railroad Crossing &amp; Intersection Modification Projects (Coweta County)</i> .....	20



# Table of Contents

*(continued)*

## Recommendations *(continued)*

FREIGHT, RAIL & AVIATION .....	17
PUBLIC TRANSPORTATION .....	21
<i>Potential Transit Routes</i> .....	22
BICYCLE NETWORK & PEDESTRIAN FACILITIES.....	23
<i>Bicycle &amp; Pedestrian Project List</i> .....	23
<i>Bicycle &amp; Pedestrian Facility Projects (Coweta County)</i> .....	24
<i>Bicycle &amp; Pedestrian Facility Projects (City of Newnan)</i> .....	25
<i>Bicycle &amp; Pedestrian Facility Projects (Moreland, Senoia &amp; Sharpsburg)</i> .....	26
COSTS & PHASING .....	27
FUNDING.....	28

## **Municipality Snapshots..... 29**

CITY OF GRANTVILLE .....	29
CITY OF HARALSON .....	29
TOWN OF MORELAND .....	29
CITY OF NEWNAN .....	29
CITY OF SENOIA.....	30
TOWN OF SHARPSBURG.....	30
TOWN OF TURIN.....	30

## **CTP Documentation..... 30**



**The ultimate goal of the CTP Update is to develop a plan for a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within and outside of Coweta County.**

## Introduction

### **PLANNING PROCESS AND PURPOSE**

In 2005, the Atlanta Regional Commission (ARC) initiated a program to encourage counties and their municipalities to develop joint long-range transportation plans. Coweta County and the municipalities of Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg and Turin completed a *Joint Comprehensive Transportation Plan (CTP)* in 2006. The jurisdictions came together again to complete the Joint CTP Update, which was initiated in October 2012 and completed in December 2013.

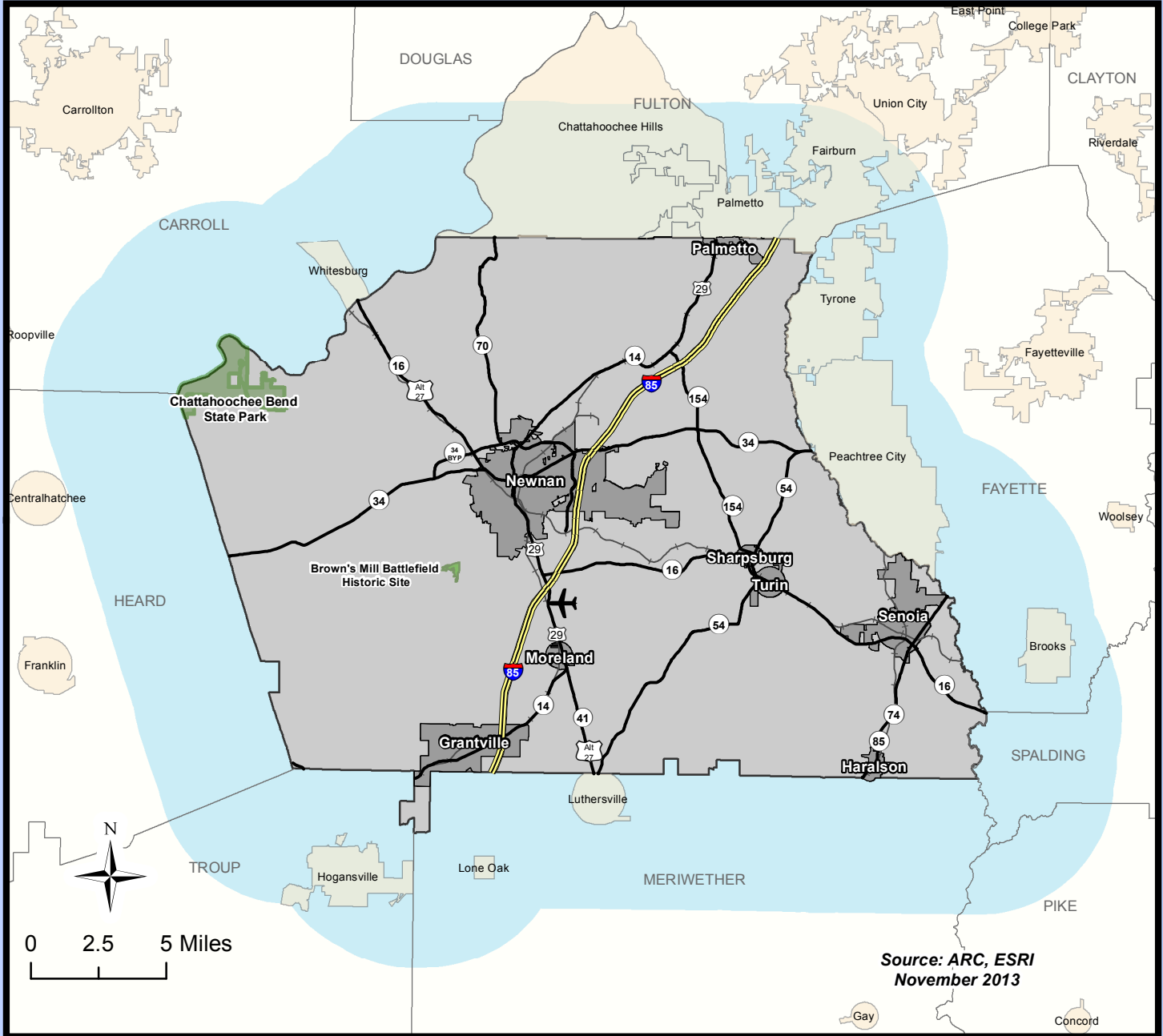
Building on the 2006 CTP, the Update assesses changes in demographics and transportation conditions over the intervening seven years in order to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040. During the update process, Coweta County coordinated with other planning partners, including adjacent counties, the Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority, (GRTA), Three Rivers Regional Commission (TRRC), and ARC.

A CTP serves several important purposes. First, it provides a means of tying growth to infrastructure, pacing transportation improvements to when the growth actually occurs. It is a guide for ensuring the transportation system that needs to be in place to support existing and future growth is known and used when preparing project programs and funding. It also relates proposed improvements to “real world” funding availability. The CTP furthers the relationship between planning and programming at the local, regional and state level. The CTP Update process included a review of transportation and related plans and programs completed and/or adopted by the County and its jurisdictions over recent years. This provides for continuity in planning efforts, community goals, and desired results.

### **STUDY AREA**

The CTP study area, shown on the next page, includes all of Coweta County and its seven municipalities. The City of Palmetto, located in both Fulton and Coweta counties, conducts its planning primarily with Fulton County and as such was included in the recent *South Fulton CTP*. A “buffer” area stretching several miles into adjacent counties ensured consideration of transportation conditions in areas that directly impact one another.

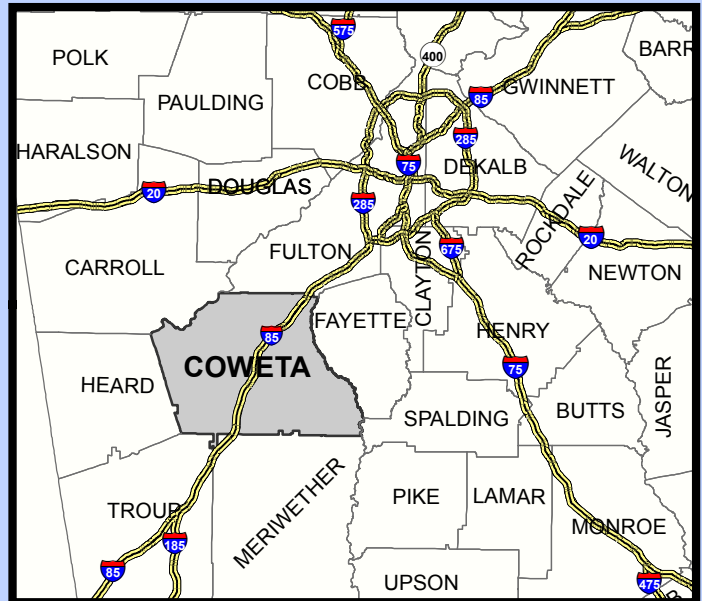
# Coweta County Joint CTP Study Area



Source: ARC, ESRI  
November 2013

## Legend

- Study Area
- Bordering Cities
- Coweta Cities
- Coweta County
- Expressways
- Brown's Mill Battlefield Historic Site
- Chattahoochee Bend State Park
- Newnan- Coweta County Airport



# Vision & Goals

## OVERALL CTP VISION

The vision can best be defined as how the community sees itself in the future and the role of the transportation system in achieving its ideal. At the start of the transportation planning process, it is necessary to develop an overarching “community vision” that guides goals and objectives, and eventually, transportation project needs. Together, the vision and goals create a means of identifying and monitoring county transportation system performance and needs.

The CTP update effort began by relooking the vision and goals established during the 2006 CTP. Through coordination with staff representing Coweta County and its jurisdictions, as well as input from stakeholders, the 2006 CTP’s vision and goals were revised slightly so as to be more reflective of current conditions. The overall vision of the Coweta County Joint CTP Update is highlighted at right.



***Coweta County will strive to develop a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods within, into, and out of Coweta County.***

***It will support economic development through enhanced access to job centers and other destinations, and will improve the operational efficiency of the existing transportation system through investments that are coordinated with local land use plans and policies.***

***The transportation system will provide multiple modes including public transit, multi-use trails, sidewalks, and bicycle lanes as viable alternatives to the automobile, and will focus on commute alternatives such as additional public transit, carpools, and vanpools for the citizens of the County and its municipalities.***



## CTP UPDATE GOALS

The goals, objectives and strategies are:

### 1. Promote coordination of land use and transportation

- Integrate transportation and land use planning
- Limit/control access and development that will negatively impact transportation corridors

### 2. Support economic and community development

- Develop a transportation system that supports the highest quality sustainable growth and new development opportunities
- Adopt appropriate policies, standards, and guidelines related to transportation system safety, access, efficiency, and sustainability
- Leverage transportation improvements to opportunities to attract businesses to the community

### 3. Improve accessibility, connectivity, and safety, for the movement of people and goods

- Assure the preservation, maintenance, and operations of existing multimodal transportation system
- Ensure adequate mobility and access to job centers and new development
- Promote improved freight movement to industrial parks and the interstate
- Prioritize and improve transportation corridors
- Improve east/west connectivity
- Create a distributed network that improves interconnectivity of major travel corridors
- Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households



**Goals are the long-term general outcomes of the CTP, consistent with the established vision.**

**They are supported by *objectives* (specific and measurable statements relating to the attainment of goals) and *implementation strategies* (actions undertaken to achieve the goals and objectives).**

### 4. Develop a multimodal transportation system that maximizes community and regional support

- Identify realistic funding opportunities
- Include a sound financial plan and approach to phasing of projects
- Preserve and enhance the multimodal transportation system that includes public transportation
- Provide mobility options for older adults, persons with special needs, persons with disabilities and zero car households
- Integrate the CTP into the regional and state transportation planning efforts
- Improve interagency collaboration and communication between Coweta County and jurisdictions within and adjacent to the County
- Collaborate with federal, state, regional, local, and non-governmental partners
- Accurately classify roads and address potential infrastructure and land use changes associated with new interchanges on I-85 and other major improvements

### 5. Preserve and enhance the natural and social environment

- Promote alternative modes of transportation to improve quality of life, air and water quality, the visual character, and foster more livable communities
- Identify and preserve local, rural, scenic routes and state corridors

# Community Outreach & Input

## ADVISORY COMMITTEES

The Coweta County Joint CTP Update incorporated guidance from three committees: the Stakeholder Advisory Committee (SAC), Technical Advisory Committee (TAC), and Transit Technical Advisory Committee (TTAC). Each committee met three times, at key milestones, over the course of the study. The committees served as a check and balance on plan development in terms of political consensus and meeting the diverse needs of a broad-based constituency.

The SAC represented the larger community, helping to build partnerships and share information with major stakeholders. The SAC provided a continuing forum for direct input into the planning process, focusing on education, exchange, understanding, questioning and clarification.

The TAC included representatives from key transportation planning agencies, including Coweta County, its municipalities, regional planning partners (GDOT, ARC, GRTA and TRRC), and neighboring jurisdictions. It was formed to provide input and guidance on technical aspects.

The TTAC was assembled specifically to support the supplemental *Transit Needs and Feasibility Study*. Conducted simultaneous with the CTP Update, the study's focus was to identify and quantify transit needs and define investment strategies. Committee members represented public transit and human services transportation related agencies in Coweta, including the current operator of Coweta's demand response service, GRTA, ARC, TRRC, Southern Crescent Area Agency on Aging, and the Department of Human Services.

## LOCAL JURISDICTIONS

Coordination with local jurisdictions occurred throughout the CTP Update process. Local staffs and officials were an important source of information on current and future land use and transportation system conditions, deficiencies and needs. Local jurisdiction representatives participated in TAC/SAC meetings, one-on-one meetings, small group meetings for local jurisdictions only, and the public open house meetings. Their staffs played a key role in clarifying transportation conditions, needs and improvement opportunities, as well as in responding to comments and questions from the general public. They also provided insight into ongoing and recent studies, including the *Newnan Livable Centers Initiative (LCI) Study* within downtown and nearby neighborhoods and the Town of Moreland's *Blueprints* plan with the Georgia Conservancy.

**The Coweta Joint CTP Update incorporated guidance from three committees (the SAC, TAC, and TTAC), local jurisdiction representatives, and the general public.**



## GENERAL PUBLIC

Public participation is the foundation for any planning effort, and efforts must be made to encourage active and widespread participation. This is especially true with transportation planning, which must take into account different types of users, travel modes, geographic areas, and development patterns.

Public information meetings were conducted at two critical points in the CTP Update process. The County also maintained a web page devoted to the CTP Update on its website, where study materials were posted for review and an email address provided for comments.

An initial round of public meetings was conducted between July 25 and August 1, 2013. Hosted by the County Commissioner for each district, the five meetings were held over three evenings at the East Coweta Senior Center, Central Library, Madras Middle School, Newnan Centre, and Grantville Library. The public was informed of the study process and key findings to date, and asked to comment on the potential projects developed to respond to identified needs. A variety of handouts and maps, a formal presentation with Q&A period, and a comment form were provided. A total of 63 general citizens attended, with 12 comment forms received.

Immediately following the meetings, a “Virtual Public Information Meeting (PIM)” was posted to the County’s website. An eight-minute video summarized the key points presented during the actual meetings, including the maps and project lists. People were encouraged to submit comments through an online survey tool during the two-week comment period immediately following the public meetings. A total of 46 people submitted comments online.

A final public open house was held on November 7, 2013, at the Coweta County Fairgrounds Conference Center to present draft project recommendations. A brief presentation summarized the study process and recommendations, while project recommendations were identified by project type and geography on handouts and maps. The comment form included a place for attendees to list their top three priorities. A total of 23 individuals attended the meeting, including members of the public, city and county staff, and elected officials.

A summary of all comments received through the public meeting Q&A and comment forms and Virtual PIM online survey are included as appendices to the CTP’s technical reports.



# Land Use & Growth

A primary goal of the CTP process is to coordinate and integrate land use and transportation.

Transportation needs must be considered within the larger context of community dynamics with regards to population and employment trends, land use and development characteristics, and associated factors. Essentially, the needs of the people who comprise the community translate into travel patterns, travel demand, and transportation facility needs. Furthermore, the broader plan for future development described in the local Comprehensive Plans provides a strong basis for projecting future needs.

One of the greatest determinants of transportation need is total population and population density. Transportation needs in sparsely populated rural areas are generally less than those of highly populated areas due to less demand. Coweta County has historically had a rural, agriculturally based economy and community structure, but this has changed dramatically in recent decades. ARC forecasts for 2040 show Coweta at nearly 250,000 in population, which equates to a 95 percent increase above the 2010 population of 127,317. According to projections, population and employment densities will likely continue to grow in the central and northeastern portion of Coweta while the southern and western portion remains less populous.



**Coweta's population is concentrated in an area from Newnan northward and eastward to the county lines. In 2010, Coweta's population density was 511 people per square mile in this area, while the rural areas to the west and south had a density of 90 people per square mile.**

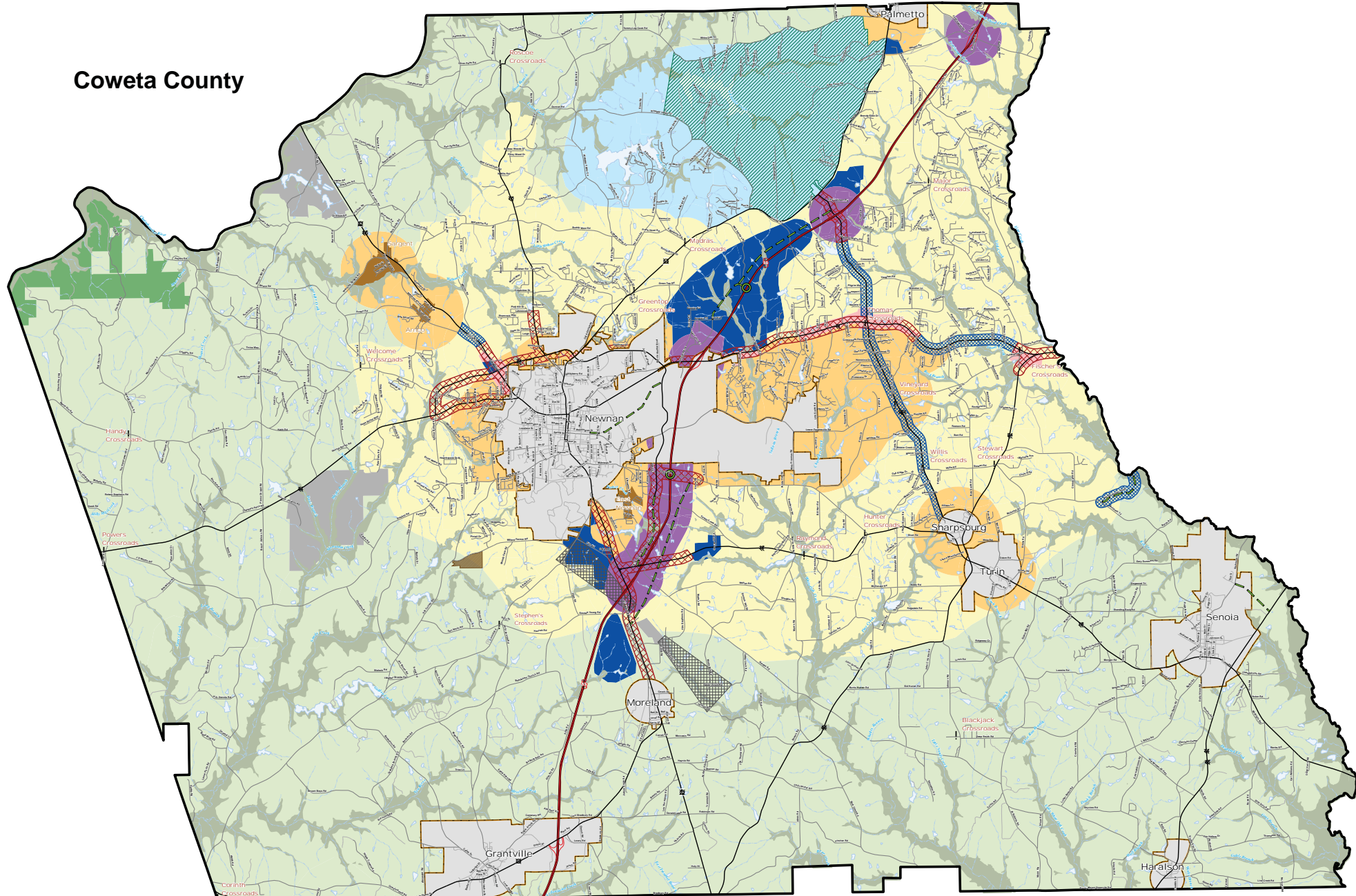
Coweta County has also experienced growth in employment. However, employment growth since 2000 has been significantly reduced in comparison to 1990-2000 growth and has not kept pace with the rate of population growth. Discussions with local staff indicate the expectation for more aggressive employment growth in coming years, reflecting the community's ongoing efforts to promote additional economic development, particularly in the medical and education sectors.




Although Coweta's established land use patterns generally favor a vehicle-oriented transportation system, the Coweta County Future Development Map recommends that new development concentrate in compact, mixed use and crossroads service centers. These centers, which include the cities and towns, are intended to accommodate a mix of residential, commercial and institutional uses that reduce the need for automobiles and encourage walking and biking. Internal job growth can also positively impact transportation needs since shorter trips have a greater likelihood to be made by alternate modes.



# Coweta County




**Coweta County 2006-2026  
Comprehensive Plan**



JORDAN JONES & GOULDING

8



## Future Development Map

Amended April 17, 2007

<ul style="list-style-type: none"> <li> Planned Interchange</li> <li> Planned Roadway</li> <li> Crossroads Service Center</li> <li> Mill Village</li> <li> Interstate Gateway</li> </ul>	<ul style="list-style-type: none"> <li> Runway Protection Zone</li> <li> Commercial Corridor</li> <li> Neighborhood Institutional and Service Corridor</li> </ul> <p><b>Future Land Use</b></p> <ul style="list-style-type: none"> <li> Employment Center - Commercial/Office</li> <li> Employment Center - Industrial</li> </ul>	<ul style="list-style-type: none"> <li> Infill Neighborhood Low Density</li> <li> Infill Neighborhood Medium Density</li> <li> Transportation/Communication/Utilities</li> <li> Lakeside Residential</li> <li> Conservation</li> <li> Rural Conservation</li> </ul>	<ul style="list-style-type: none"> <li> Interstate</li> <li> Ramp</li> <li> State Highway</li> <li> County Road</li> <li> Road</li> <li> River/Stream</li> </ul>	<ul style="list-style-type: none"> <li> Brown's Mill Battlefield</li> <li> Lake/Pond</li> <li> Cedar Creek Zoning District Boundary</li> <li> Chattahoochee Bend State Park</li> <li> City Boundary</li> <li> County Boundary</li> </ul>
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# Existing Conditions & Identified Needs

## ROADWAYS & BRIDGES

A number of improvements to the roadway network have occurred since the previous CTP, including new/upgraded traffic signals, intersection geometric improvements, and additional capacity through new roadways and widening. While there are some areas where traffic volumes exceed capacity, overall the roadway network continues to operate at acceptable levels of service under existing and projected 2040 conditions. Locations where notable volumes or deficient levels of service exist are within the City of Newnan limits and on major state routes throughout the county, including SR 154, SR 34, and SR 16.

Intersections and roadway segments experiencing operational or safety deficiencies remain a top priority. In coordination with Georgia DOT, bridges are also closely monitored to identify and prioritize any requiring rehabilitation or replacement.

## FREIGHT

Freight is a critical element of the transportation system that increasingly imposes significant mobility, safety, economic, and quality of life impacts on the county. Primary truck corridors in Coweta include I-85, US 27 Alt/ SR16, US 29, SR 16, SR 34, and SR 74/85. Several freight issues to be addressed include: funding for maintenance, rehabilitation, and replacement of transportation facilities that carry a majority of the freight in the county; conflict of truck traffic with local commercial and residential traffic; degradation of roads and bridges due to truck traffic; and continued coordination/outreach on ways to improve the existing freight system and allow for positive freight growth in the future.

## PUBLIC TRANSPORTATION

Transportation mobility has improved in and around Coweta County since inception of two transit services available to all within the county. GRTA operates the Xpress commuter bus service weekdays between Newnan and Midtown/ Downtown Atlanta. Countywide demand response service is offered by Coweta Transit Dial-A-Ride. The utilization of current transit hints at opportunities to expand the fleet and services.



Coweta County continues to experience growth in employment, medical facilities, shopping centers, educational institutions, public and private services, and recreational amenities. Connecting citizens geographically with economic opportunity centers will be challenging under current conditions, particularly for those seeking alternatives to private vehicles and/or those without access to personal transportation.

The primary transit enhancement needs include:

- Increasing the Coweta Transit Dial-A-Ride fleet to accommodate growing travel demands
- Expanding and connecting local transit service to local and regional activity centers
- Connecting the GRTA Park & Ride Lot via expanded local circulator services

## **BICYCLE NETWORK & PEDESTRIAN FACILITIES**

Bicycle facilities in Coweta have essentially not changed since the previous CTP, although significant work has occurred in planning for expanded bicycling infrastructure. Together, the *Coweta County Bicycle Plan* and *Coweta County Greenway Master Plan* serve as the foundation for future bicycle improvements. Securing capital funds for implementation remains the challenge.

Newer and recently upgraded sidewalks are in good condition, although some older sidewalks have deteriorated. Except in subdivisions and commercial developments, sidewalks are minimal, particularly outside the cities. As a result, the biggest need regarding pedestrian facilities is the need to add them. Additionally, most existing sidewalks in the cities do not meet Americans with Disabilities Act (ADA) requirements. If Coweta County wants to encourage walking, emphasis is needed for more aggressive development regulations and a larger local match to capture additional external funds for construction.

Overall, stakeholders identified safety as the first priority when discussing the needs of bicycle and pedestrian facilities in Coweta County. It was also recognized that the needs of bicyclists are different from those of pedestrians. Finally, the jurisdictions expressed the need for additional sidewalks to connect the gaps in the existing network and link to activity centers, particularly within the downtowns.



## **LAND USE & TRANSPORTATION**

In recent years, Coweta County, Newnan and Senoia have adopted ordinances and development guidelines that promote important aspects of land use and transportation coordination. During this time, development activity has been significantly less than in prior years. As development begins to ramp up again, it will be important to implement adopted regulations, track their effectiveness, and refine regulations based on practical outcomes.

***Coweta's Comprehensive Land Use Plan encourages growth to develop in a compact fashion and in population centers to maximize efficient expansion of infrastructure.***

To realize the *Coweta County Comprehensive Plan's* goal of concentrating new development in mixed use centers and infill neighborhoods, mobility enhancements will be important. Priority should be given to roadway enhancements complementary to the Future Development Map, particularly within and connecting mixed use and infill areas. Expanded transit service where feasible, as well as bicycle and pedestrian facilities connecting between and within activity centers, will be needed. Coordination of land use, transportation and future expansion of sewer infrastructure, in concert with a sewer service area strategy, can further encourage the desired development outcome.

# Recommendations

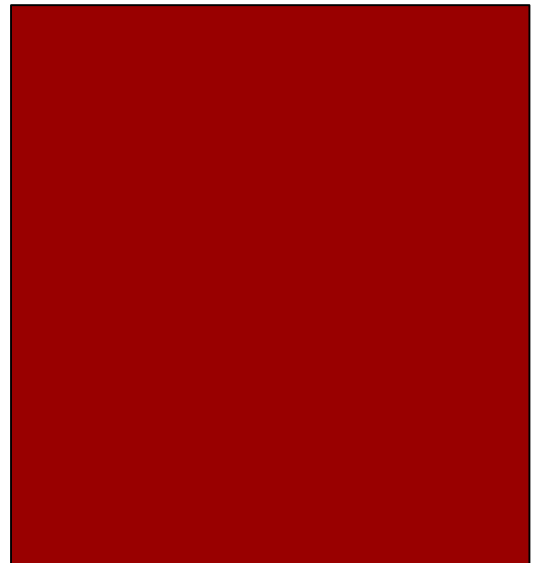
## PROJECT IDENTIFICATION

A comprehensive list of potential projects to address the identified needs was developed and then refined to form a list of recommended projects. The project lists included in the currently adopted 2006 Coweta County Joint CTP, Coweta County SPLOST, and ARC short-term Transportation Improvement Program (TIP) and long-term Regional Transportation Plan (RTP) were the primary sources for existing project recommendations. Due to the long horizon period of many planning studies (often as much as 30 years), only a small fraction of recommended projects are typically completed within the relatively short update interval (every 5-8 years) of a CTP. As such, many recommended but as yet incomplete projects remain viable improvements and are carried forward into subsequent plans. Recommendations included within other planning efforts at the regional, local, and subarea levels are also important resources for project identification.

## Stakeholder coordination and public involvement are important resources for project identification.

Combined with background socioeconomic and land use data, the travel demand model utilizes data on current and projected future traffic volumes and roadway characteristics and capacities to forecast current and future conditions across Coweta's entire roadway network. Through this process, locations with deficient operations can be readily identified for further analysis. Crash statistics also indicate locations for which increased safety may be achieved through targeted improvements. However, quantitative data alone cannot provide a sufficiently complete picture of existing and future conditions and needs, so qualitative assessments are also used.

Importantly, the stakeholders' and public's daily experiences using the transportation network can confirm what the data indicates. They ensure that problem areas do not get overlooked and that the community's vision and goals remain at the forefront during the prioritization process.



## COMPARATIVE EVALUATION OF PROJECTS

Five key “factors” were used to comparatively evaluate individual roadway and bridge projects. Each factor consists of several “considerations,” which helped to highlight relative differences between similar projects.

**The evaluation factors tie back to the overall CTP vision and goals, thereby ensuring a continued connection between goals and recommendations.**



The factors and their considerations are:

### 1. Mobility

- Delay/constriction
- Congestion
- Access management

### 2. Safety

- Crashes
- Bridge condition
- Bicycle/pedestrian interactions

### 3. Connectivity

- Cross-county/inter-county connectivity
- Subarea connectivity (activity centers)
- “Fill the gaps”
- Transit access

### 4. Economic Development

- Freight routes
- Improved access to commercial/industrial/job sites

### 5. Community & Environment

- Consistent with land use
- In another approved plan
- Access to alternate modes and community facilities

Individual projects were scored for each factor on a low-to-high scale of 1 to 5. As a way for some factors to provide relatively more impact on the total score than others, the factors were weighted from 3 (maximum) to 1 (minimum), as follows: 3=mobility and safety; 2=connectivity and economic development; 1=community and environment. When complete, a project’s total score ranged from 11 to 55, with higher scores indicating relatively greater need for the project.

This scored approach to project evaluation was a primary input to the prioritization process for roadway and bridge recommendations. However, additional knowledge gained from local staff and professional experience, stakeholder coordination and public outreach also played an important role in project prioritization.

This type of scored evaluation was not conducted for freight, bicycle/pedestrian, or transit recommendations. There are a number of reasons for this, several of which are: (1) prioritization and implementation may primarily be done locally by the county and the towns/cities; (2) funding limitations and schedule requirements necessitate extreme flexibility in project selection and initiation, and (3) other regional considerations and partners are involved.

## ROADWAYS & BRIDGES

The list of proposed roadway recommendations includes projects to improve the safety and operational efficiency of the roadway network while decreasing congestion. Projects are categorized as follows:



- Capacity Additions = 18
  - New Interchange (I) = 2
  - New Location Roadway (N)= 11
  - Road Widening/Capacity (C) = 5
- Operations Improvements = 65
  - Operational Upgrade\* (OP) = 25
  - Intersection Modification (M) = 40
- Corridor Improvements\*\* (COR) = 7
- Bridge Upgrades (B) = 30
- Railroad Crossings (R) = 7

\* Examples include safety/shoulder/intersection radii improvements and addition of sidewalks/bike lanes

\*\*Further detailed analysis required; could include a combination of widening, operational upgrades, intersection modifications and new location roadways

### ROADWAY & BRIDGE PROJECT LIST

Map ID	Roadway/Location	Jurisdiction	Phase
<b>NEW INTERCHANGES</b>			
I1	<b>Poplar Rd at I-85</b> (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Blvd	Coweta Co	Short
I2	<b>Amlajack Interchange at I-85</b> (Mile Marker 49)	Coweta Co	Short
<b>NEW LOCATION ROADWAY</b>			
N1	<b>Coweta Industrial Pkwy Extension</b> from Coweta Industrial Pkwy terminus to Amlajack Blvd Extension (2 lanes)	Coweta Co	Short
N2	<b>Madras Connector</b> from Amlajack Blvd Extension to US 29 and Happy Valley Cir (2 lanes)	Coweta Co	Mid
N3	<b>Amlajack Blvd Extension</b> from Amlajack Blvd termini to Coweta Industrial Pkwy (2 lanes)	Coweta Co	Short
N4	<b>Hollz Pkwy Extension</b> from Hollz Pkwy termini to Amlajack Blvd Extension (4 lanes)	Coweta Co	Short
N5	<b>McIntosh Pkwy Extension</b> from McIntosh Pkwy termini near Newnan Crossing Bypass to McIntosh Pkwy termini near Farmer St (4 lanes)	Newnan	Short
N6	<b>Andrew St Extension</b> from Augusta Dr to East Washington St (2 lanes)	Newnan	Short
N7	<b>Campus Dr Extension</b> from Campus Dr termini/Turkey Creek Rd to SR 16 (2 lanes)	Coweta Co	Long
N8	<b>Newnan Bypass Extension</b> from Turkey Creek Rd to SR 16 (4 lanes)	Coweta Co	Short
N9	<b>US 29 Connector</b> from US 29 north of Moreland to Bethlehem Church Rd (2 lanes)	Coweta Co	Mid
N10	<b>Vernon Hunter Pkwy</b> from McIntosh Trail to TDK Blvd Extension	Coweta Co	Mid
N11	<b>New roadway north of Senoia</b> from end of Ivy Ln to SR 74/85 (2 lanes)	Senoia	Long

Map ID	Roadway/Location	Jurisdiction	Phase
<b>ROADWAY WIDENING/CAPACITY</b>			
C1	<b>SR 154</b> from SR 34 to US 29 (to 4 lanes)	Coweta Co	Mid
C2	<b>SR 154</b> from Lower Fayetteville Rd to SR 34 (to 4 lanes)	Coweta Co	Mid
C3	<b>Lower Fayetteville Rd (Phase 1)</b> from Newnan Lakes Blvd to Shenandoah Blvd (to 4 lanes)	Newnan	Mid
C4	<b>Newnan Crossing Blvd East</b> from Stillwood Dr to Poplar Rd (to 4 lanes)	Newnan	Mid
C5	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
C6	<b>SR 16</b> from US 29 to I-85 (to 4 lanes)	Coweta Co	Short
<b>OPERATIONAL UPGRADE</b>			
OP1	<b>Thomas Powers Rd/Hewlette South Rd</b> from SR 34 to Bud Davis Rd	Coweta Co	Long
OP2	<b>Bud Davis Rd</b> from Mt. Carmel Rd/ Hewlette South Rd to Chattahoochee Bend State Park entrance	Coweta Co	Long
OP3	<b>Mt. Carmel Rd</b> from Bud Davis Rd to Payton Rd	Coweta Co	Long
OP4	<b>Payton Rd</b> from Mt. Carmel Rd to Boone Rd	Coweta Co	Long
OP5	<b>Boone Rd</b> from Payton Rd to Wagers Mill Rd	Coweta Co	Long
OP6	<b>Wagers Mill Rd</b> from Boone Rd to SR 16/Alt 27	Coweta Co	Long
OP7	<b>Macedonia Rd/Buddy West Rd</b> from SR 16 to Happy Valley Cir, including intersection modification at SR 70	Coweta Co	Mid
OP8	<b>Happy Valley Cir</b> from Buddy West Rd to Hal Jones Rd	Coweta Co	Mid
OP9	<b>Cannongate Rd</b> from Palmetto-Tyrone Rd to Collinsworth Rd (CR548), with intersection realignment at Collinsworth Rd	Coweta Co	Mid
OP10	<b>Fischer Rd (CR 40)</b> from SR 54 to Palmetto-Tyrone Rd	Coweta Co	Short
OP11	<b>SR 34</b> from Jefferson St/Ashley Park to SR 154	Newnan/ Coweta Co	Long
OP12	<b>SR 54</b> from SR 154 to SR 34	Sharpsburg/ Coweta Co	Long
OP13	<b>Poplar Rd</b> from Newnan Crossing Blvd to SR 16	Coweta Co	Mid
OP14	<b>Sullivan Rd</b> from Lower Fayetteville Rd to SR 34 East	Newnan/ Coweta Co	Long
OP15	<b>Marion Beavers Rd</b> from SR 16 to SR 154	Coweta Co	Long
OP16	<b>SR 154</b> from Old Hwy 16 to Lower Fayetteville Rd	Sharpsburg/ Coweta Co	Long
OP17	<b>SR 154</b> from Old Hwy 16 to SR 54	Sharpsburg	Long
OP18	<b>Willis Rd/Stewart Rd</b> from SR 154 to SR 54	Coweta Co	Long
OP19	<b>Reese Rd</b> from McIntosh Trl to SR 54	Coweta Co	Long
OP20	<b>McIntosh Trl</b> from SR 54 to Stallings Rd	Sharpsburg/ Coweta Co	Mid
OP21	<b>Stallings Rd</b> from Couch St to McIntosh Trl	Senoia/ Coweta Co	Long
OP22	<b>US 29/27Alt</b> from I-85 to Airport Rd	Coweta Co	Mid
OP23	<b>US 29</b> from SR 41 to Church St	Moreland	Long
OP24	<b>Railroad St</b> from Main St to Harris St, including College St to Us 29 and Harris St to cemetery	Moreland	Mid
OP25	<b>US 29</b> from LaGrange St to Griffin St/Clarence McCambry Rd, including CSX RR overpass bridge	Grantville	Long

Map ID	Roadway/Location	Jurisdiction	Phase
<b>INTERSECTION MODIFICATIONS</b>			
M1	US 29 at Tommy Lee Cook Rd	Palmetto	Long
M2	Collinsworth Rd at Weldon Rd	Palmetto	Short
M3	Fischer Rd (CR 40) at Andrew Bailey Rd	Coweta Co	Short
M4	Herring Rd at US 29 and CSX Railroad	Coweta Co	Short
M5	SR 16 at Witcher Rd and Glover Rd	Coweta Co	Short
M6	SR 34 West at SR 34 Bypass and Ishman Ballard Rd (roundabout)	Coweta Co	Long
M7	SR 34/Franklin Rd at Belt Rd and Norfolk Southern Railroad	Newnan	Long
M8	SR 34/Franklin Hwy at Pete Davis Rd and Thigpen Rd	Coweta Co	Long
M9	SR 34/Franklin Hwy at Welcome Rd	Coweta Co	Long
M10	Old Corinth Rd and Belk Rd at Smokey Rd	Coweta Co	Short
M11	Greenville St/US 29 at Sewell Rd	Newnan	Long
M12	Five Points Intersection Reconfiguration—East Newnan Rd at Poplar Rd, Turkey Creek Rd, and Martin Luther King, Jr. Dr (roundabout)	Newnan/ Coweta Co	Short
M13	SR 16 at Pine Rd	Coweta Co	Short
M14	SR 34/Bullsboro Dr at Amlajack Blvd and Parkway North	Coweta Co	Short
M15	I-85 Southbound Off Ramp at SR 34/Bullsboro Dr	Newnan	Short
M16	SR 34 at Baker Rd and Sullivan Rd	Coweta Co	Long
M17	Lora Smith Rd at SR 34	Coweta Co	Short
M18	Lora Smith Rd at Lower Fayetteville Rd	Coweta Co	Short
M19	Lower Fayetteville Rd at Fischer Rd/SR 34 East	Coweta Co	Mid
M20	Lower Fayetteville Rd at Parks Rd	Coweta Co	Short
M21	US 29 at Corinth Rd	Newnan	Long
M22	Poplar Rd at Parks Rd	Coweta Co	Short
M23	SR 16 at Turkey Creek Rd	Coweta Co	Long
M24	SR 154 at Old Hwy 16 (roundabout)	Sharpsburg	Long
M25	SR 154 at Terrentine St	Sharpsburg	Long
M26	SR 16 at SR 54 (roundabout)	Turin	Short
M27	SR 54 at Johnson Rd	Coweta Co	Long
M28	SR 16 at Elders Mill Rd	Coweta Co	Long
M29	SR 16 at Pylant St	Senoia	Short
M30	Rockaway Rd at Heritage Point Pkwy	Senoia	Short
M31	SR 74/85 at Seavy St	Senoia	Long
M32	Eastside School Rd at Old Hwy 85	Coweta Co	Short
M33	Gordon Rd at Elders Mill Rd	Coweta Co	Short
M34	SR 74/85 at Gordon Rd	Haralson	Long
M35	Line Creek Rd at Shaddix Rd	Haralson	Short
M36	Line Creek Rd at Main St	Haralson	Short
M37	SR 14 at SR 41 (roundabout)	Coweta Co	Long
M38	Corinth Rd at West Grantville Rd, Earl North Rd, and Hannah Rd	Coweta Co	Short
M39	US 29 at Lowery Rd	Grantville	Long
M40	Griffin St at Charlie Patterson Rd (roundabout)	Grantville	Short



Map ID	Roadway/Location	Jurisdiction	Phase
<b>CORRIDOR IMPROVEMENTS</b>			
COR1	<b>SR 16</b> from location in Carroll County to SR 34 Bypass	Coweta Co	N/A
COR2	<b>SR 34 Bypass</b> from SR 34 (Franklin Highway) to US 27 Alt/SR 16 (Carrollton Hwy)	Coweta Co	N/A
COR3	<b>Ishman Ballard Rd</b> from Smokey Rd to SR 34	Coweta Co	N/A
COR4	Southwest Newnan Bypass from US 29 to Smokey Rd at Ishman Ballard Rd	Coweta Co	N/A
COR5	<b>SR 16</b> from I-85 to Poplar Rd	Coweta Co	N/A
COR6	<b>SR 16</b> from Poplar Rd to Carl Williams Rd	Sharpsburg/ Turin/ Senoia/ Coweta Co	N/A
COR7	<b>SR 16</b> from Carl Williams Rd to location in Spalding Co	Coweta Co	N/A
<b>BRIDGE UPGRADES</b>			
B1	<b>Payton Rd</b> , 9.2 miles NW of Newnan	Coweta Co	N/A
B2	<b>Boone Rd</b> , 8.9 miles NW of Newnan	Coweta Co	N/A
B3	<b>Mt. Carmel Rd</b> at Thomas Creek	Coweta Co	Short
B4	<b>Summers McKoy Rd</b> at Thomas Creek	Coweta Co	Short
B5	<b>Main St</b> , 2.5 miles NW of Newnan over railroad	Coweta Co	N/A
B6	<b>Henry Bryant Rd</b> at Wahoo Creek	Coweta Co	N/A
B7	<b>Duncan Rd</b> at Cedar Creek Tributary	Coweta Co	Short
B8	<b>Happy Valley Cir</b> , 6.0 miles N of Newnan	Coweta Co	N/A
B9	<b>J.D. Walton Rd</b> at Caney Creek	Coweta Co	Short
B10	<b>Corinth Rd</b> at New River	Coweta Co	N/A
B11	<b>Chandler Rd</b> , 4.0 miles SW of Newnan	Coweta Co	N/A
B12	<b>Holbrook Rd</b> at Sandy Creek	Coweta Co	Short
B13	<b>Potts Rd</b> at Sandy Creek	Coweta Co	Short
B14	<b>Bobo Banks Rd</b> at Messiers Creek	Coweta Co	N/A
B15	<b>Bohannon Rd</b> at Messiers Creek	Coweta Co	Short
B16	<b>Minnie Sewell Rd</b> at Yellow Jacket Creek	Coweta Co	Short
B17	<b>Bexley Rd</b> at Yellow Jacket Creek	Coweta Co	Short
B18	<b>Bradbury Rd</b> at Yellow Jack Creek	Coweta Co	N/A
B19	<b>Lowery Rd Extension</b> , 2.5 miles E of Grantville	Coweta Co	N/A
B20	<b>Allen Rd</b> , 0.5 miles N of Grantville	Coweta Co	N/A
B21	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B22	<b>Hines Rd</b> , 4.0 miles S of Moreland	Coweta Co	N/A
B23	<b>Gordon Rd</b> at White Oak Creek	Coweta Co	N/A
B24	<b>Gordon Rd</b> at Abandoned Railroad	Coweta Co	N/A
B25	<b>Moore Rd</b> at Little White Oak Creek	Coweta Co	Short
B26	<b>McDonald Rd</b> at Pine Creek (box culvert replacement)	Coweta Co	Short
B27	<b>Lower Fayetteville Rd</b> at Shoal Creek Tributary (culvert replacement)	Coweta Co	N/A
B28	<b>SR 54</b> at Shoal Creek	Coweta Co	N/A
B29	<b>McIntosh Trl</b> at Keg Creek	Coweta Co	N/A
B30	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B31	<b>SR 74/85</b> at Central of Georgia rail line between SR 16 and Seavy St	Senoia	Short
B32	<b>Gray Girls Rd</b> , 4.0 miles SE of Senoia	Coweta Co	N/A

Map ID	Roadway/Location	Jurisdiction	Phase
<b>RAILROAD CROSSING</b>			
R1	<b>Walt Sanders Rd</b> (Railroad crossing 050420R) (add warning device)	Coweta Co	N/A
R2	<b>Walt Sanders Rd</b> (Railroad crossing 050419W) (add warning device)	Coweta Co	N/A
R3	<b>Johnson Cir</b> (Railroad crossing 050408J) (add warning device)	Coweta Co	N/A
R4	<b>Main St</b> (Railroad crossing 050458M) (upgrade crossing)	Grantville	N/A
R5	<b>Seavy St</b> at CSX (upgrade crossing)	Senoia	N/A
R6	<b>Johnson St</b> at CSX (upgrade crossing)	Senoia	N/A
R7	<b>Seavy St</b> at Norfolk Southern (upgrade crossing)	Senoia	N/A
<b>OTHER</b>			
N/A	Signage inventory and wayfinding study	Coweta Co and Cities	N/A
N/A	Parking study	Moreland	N/A
N/A	Off-system safety improvements at 10 locations in Coweta and Heard Co.	GDOT	N/A

*Phasing: short-term=2014-2020; mid-term = 2021-2030; long-term = 2031-2040*

*Note: N/A is shown in the Phase column for bridge and rail crossing projects because those projects are prioritized and selected for funding based on safety and rail crossing programs administered by GDOT.*

## FREIGHT, RAIL & AVIATION

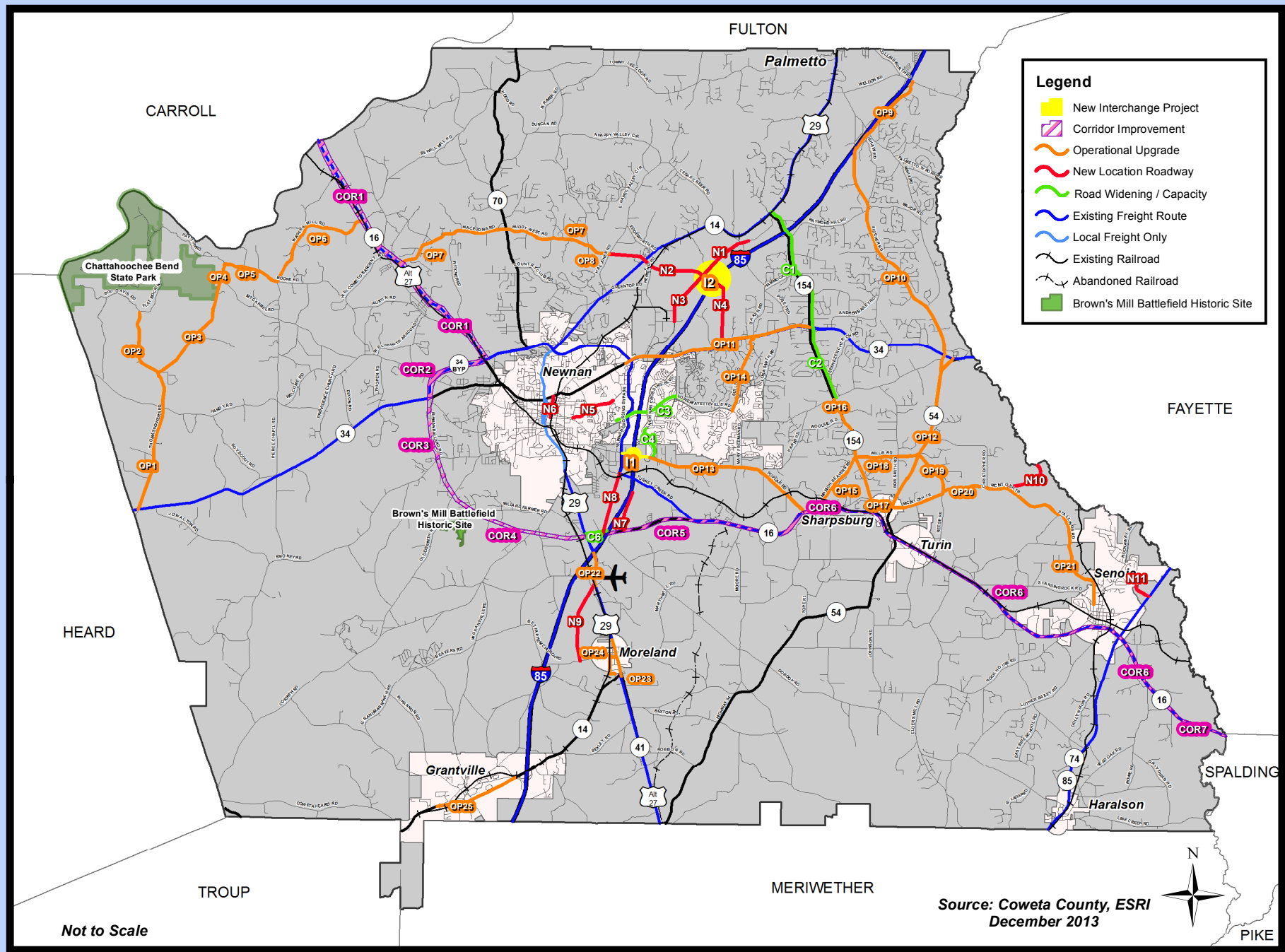
Freight movement in Coweta predominantly involves trucking and railroads. The CTP's freight recommendations are designed to respond to several specific needs:

- Optimize economic growth by ensuring a balanced and efficient goods transport system
- Provide roadway and intersection facilities that maintain safe and efficient freight access and mobility
- Improve the roadway network to accommodate growing freight transport, delivery and transfer needs
- Minimize the impact of freight movement in environmentally sensitive and populated areas

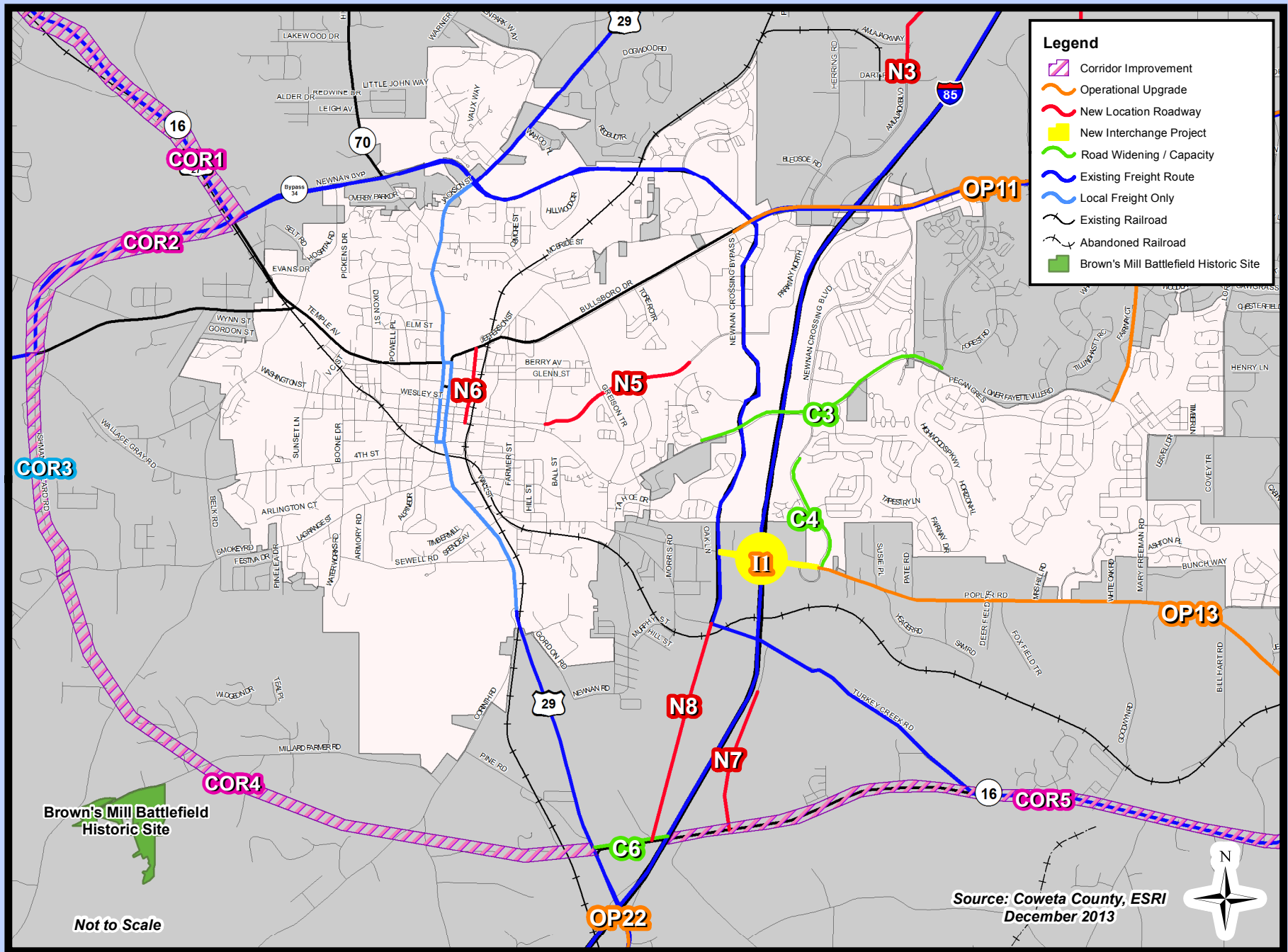


The CTP freight recommendations are:

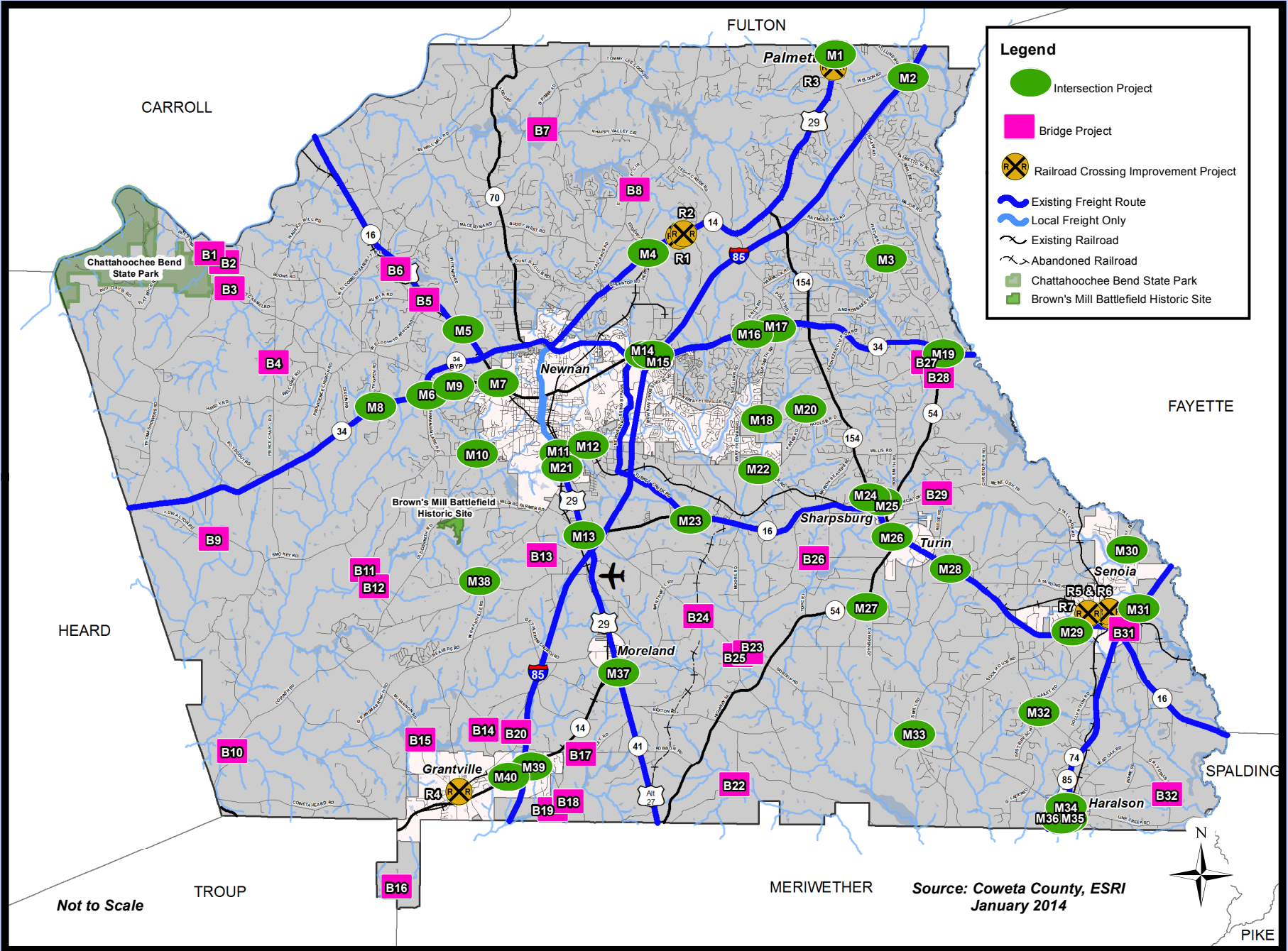
- Develop a Local Freight Route Network to include designated State/Regional Freight Routes and other critical freight corridors
- Designate Local Freight Routes as appropriate
  - Hwy 154 from I-85 westward to US 29
  - Collinsworth Road/Weldon Road from I-85 westward to US 29
  - When Amlajack Boulevard Interchange is constructed, add Amlajack Boulevard, Coweta Industrial Parkway, and Holz Parkway
- When Newnan Bypass Extension is constructed, revise Regional Truck Route Network to add Newnan Bypass Extension from Turkey Creek Road to SR 16 and SR 16 from I-85 to US 29, and remove Turkey Creek Road
- Periodically evaluate Regional Truck Route Network in Coweta with ARC and GDOT
- Continue to monitor at-grade rail crossings to evaluate whether changing conditions in roadway traffic volumes or rail traffic volumes result in greater potential for conflicts
- Upgrade at-grade railroad crossings at key vehicular traffic locations to improve safety and mobility for roadways and rail (refer to Railroad Crossings in the roadway recommendations list for specific locations)



**Coweta County Joint Comprehensive Transportation Plan Update  
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)**



**Coweta County Joint Comprehensive Transportation Plan Update  
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (City of Newnan)**



**Coweta County Joint Comprehensive Transportation Plan Update**  
**Bridge, Railroad Crossing, and Intersection Modification Projects (Coweta County)**

**Strategically located along US 29 and adjacent to I-85, the Newnan-Coweta Airport is a transportation facility that supports economic growth in Coweta County.**



The Newnan-Coweta Airport maintains a Capital Improvement Plan (CIP), updated yearly, detailing needed airport improvements. Need and support for the CIP improvements exists, but a lack of available funding has caused delays. The Airport Authority, supported by the County, will continue to apply for funding for their CIP projects in an effort to continuously expand and improve facilities. In addition, the operational upgrades to US 29/US 27Alt from I-85 to Airport Road, included in the CTP's roadway recommendations, supports improved access to the airport.

### **TRANSIT STRATEGIES**

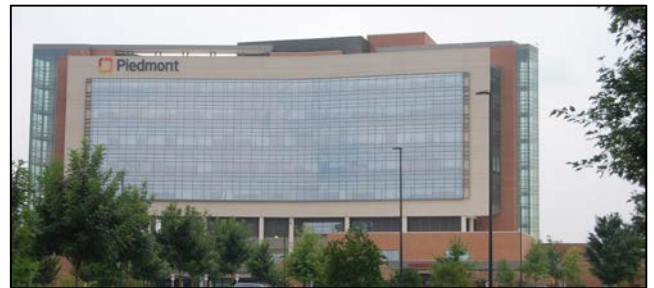
The focus of transit activities was on developing broad "strategies" covering many different service types to increase access to public transportation opportunities. Strategies fall into one of three categories—expanded service, new service, and service coordination and optimization—and include fixed-route transit circulators/shuttles, vanpool/ rideshare programs, and subscription services.

#### **Expanded Services**

- Increase demand response service to high demand areas
- GRTA service to Hartsfield-Jackson Atlanta International Airport
- Add park and ride lot at Exit 51 (serviced as part of existing Newnan Xpress bus service)

#### **New Services**

- Fixed route/route deviation service—Downtown Newnan to/from intown neighborhoods and Piedmont Newnan Hospital/West Georgia Technical College
- Newnan Trolley shuttle service—Downtown Newnan/Newnan Centre/Ashley Park
- Express connector service—Downtown Newnan/Bullsboro Corridor/Newnan Crossing/Ashley Park, with morning/afternoon connection to GRTA Xpress park and ride lot
- Circulator service—Ashley Park/Newnan Crossing/Piedmont Newnan Hospital/West Georgia Technical College
- Express shuttle service—Senoia/Sharpsburg/Bullsboro Corridor/Downtown Newnan
- Shuttle service—University of West Georgia's Newnan and Carrollton (main) campuses

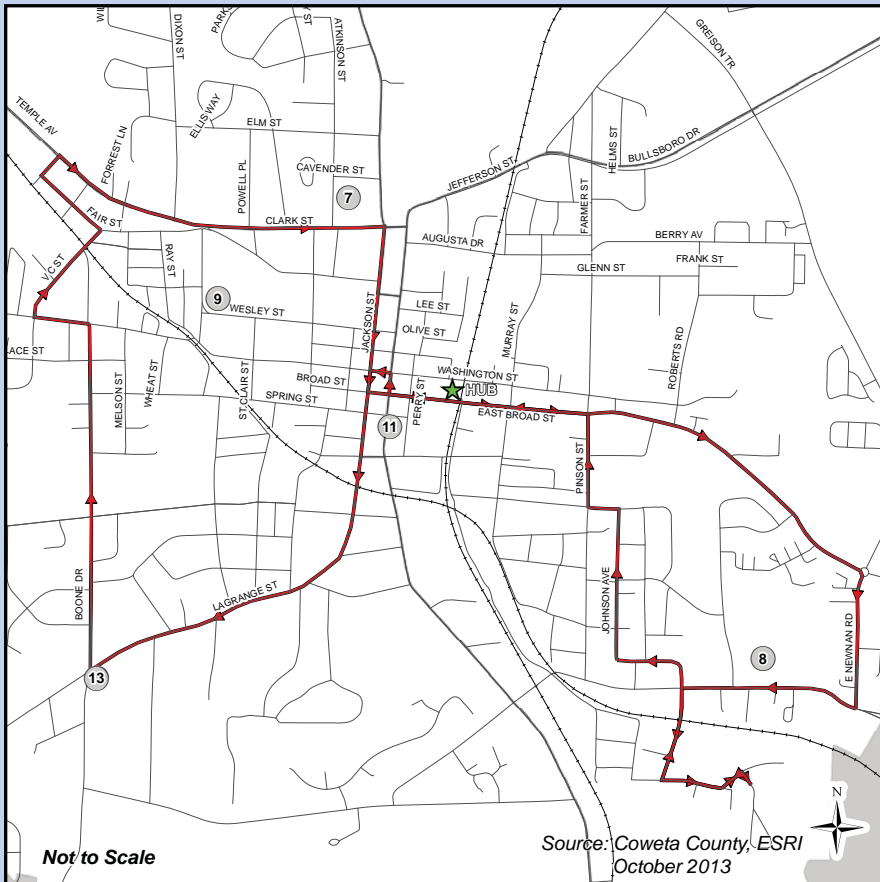
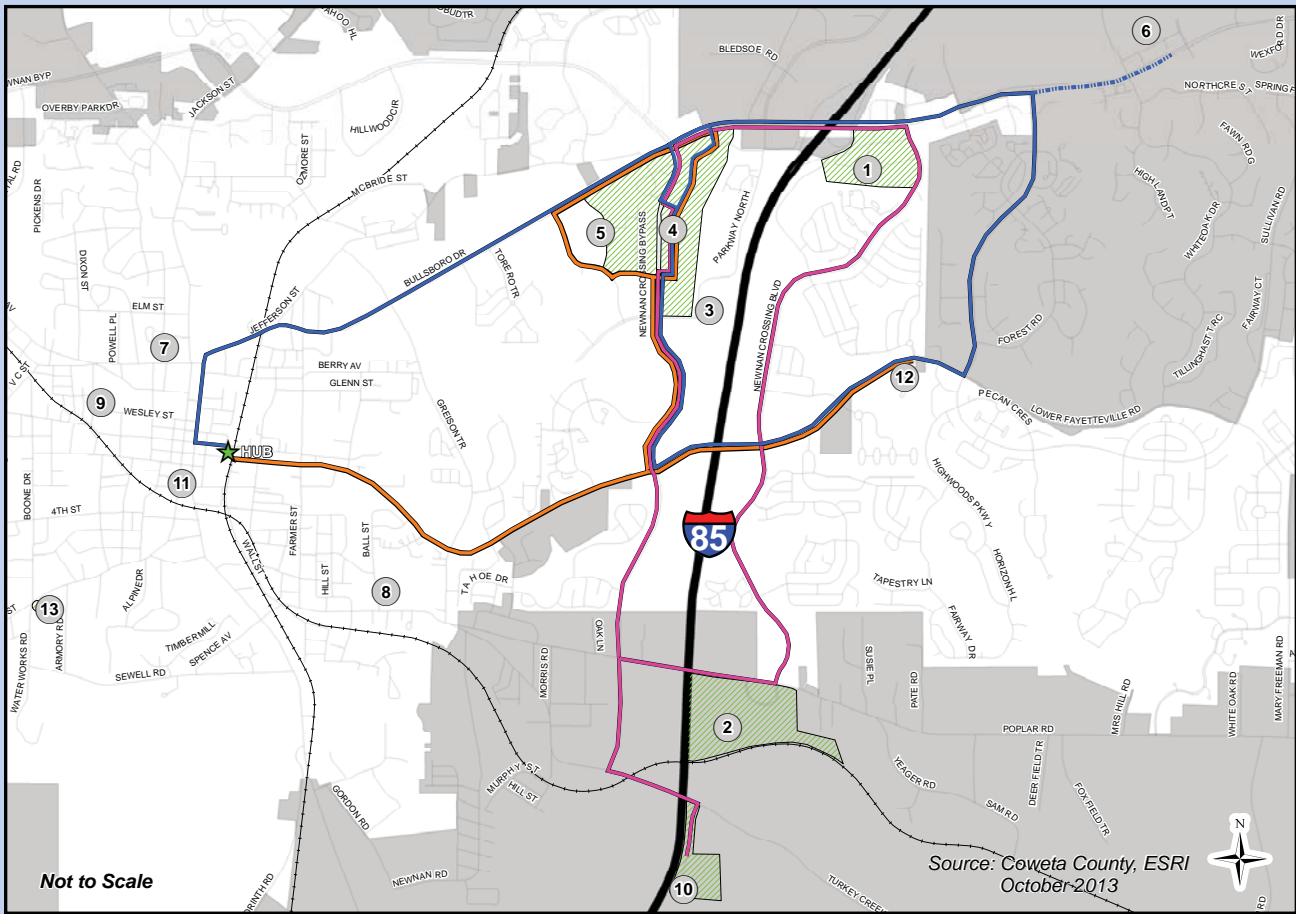


#### **Service Coordination and Optimization**

- Mobility Manager
- Private sector partnerships
- Marketing and service referral program

Full implementation of recommended strategies is likely to be accomplished in a phased fashion over the next 15-25 years, with continued assessment of the type and geographical distribution of needs.

**The success of current Coweta County Transit and GRTA Xpress services, combined with continuing requests for additional services, indicates the need to expand existing public transit services as warranted by demand.**



- ### Points of Interest
1. Walmart Shopping Center
  2. Piedmont Newnan Hospital
  3. Cancer Treatment Centers of America
  4. Newnan Crossing Shopping Center
  5. Ashley Park Shopping Center
  6. GRTA Park and Ride Lot
  7. Future Location of UWG - Newnan Campus
  8. Central Education Center  
(Current location of W. Georgia Technical College)
  9. Newnan/Coweta Boys and Girls Club of America
  10. New Campus of West Georgia Technical College
  11. Newnan Post Office
  12. The Newnan Centre
  13. Newnan High School

- ### Legend
- Points of Interest
  - HUB
  - Bullsboro Express
  - GRTA Xpress Connection
  - Bullsboro/Poplar Circulator
  - Newnan Centre/Ashley Park Trolley
  - Intown Neighborhood Loop
  - Existing Railroad
  - Abandoned Railroad

# Coweta County Joint Comprehensive Transportation Plan Update Potential Transit Routes

## BICYCLE NETWORK & PEDESTRIAN FACILITIES

Coweta County has undertaken efforts in recent years to expand its bicycle and pedestrian network, most notably through the approved Greenway Master Plan. Bicycle and pedestrian facility recommendations aim to tie together existing and proposed facilities by connecting points of interest and upgrading/rehabilitating the existing network. The focus of the CTP Update’s bicycle/pedestrian recommendations is to:

- “Fill the gaps” in the sidewalk network in cities/towns and activity centers
- Prioritize Greenway Master Plan multi-use path segments for construction
- Where feasible and appropriate, evaluate applicable roadway widening and repaving projects using “Complete Streets” criteria to consider adding bicycle lanes/sidewalks
- Install “Share the Road” signage along designated bicycle routes
- Provide for bicycle racks at commercial and industrial developments



Together with these general strategies, the CTP Update recommends 14 specific bicycle and pedestrian projects to improve connections on existing and proposed facilities.

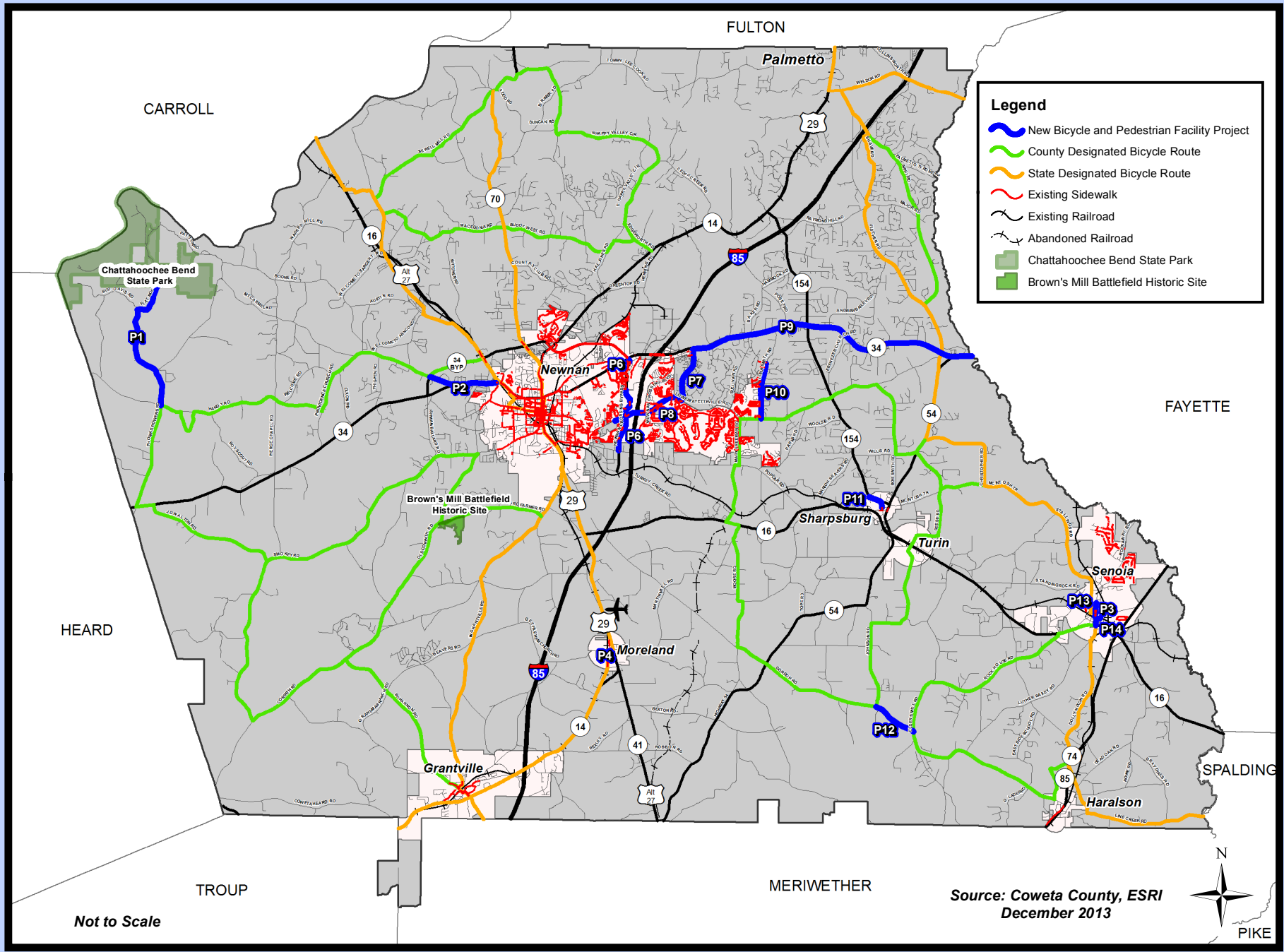
**An important consideration for all bicycle and pedestrian facilities remains the safety of the network for all users, whether bicyclist, pedestrian or motorist.**

## BICYCLE & PEDESTRIAN PROJECT LIST

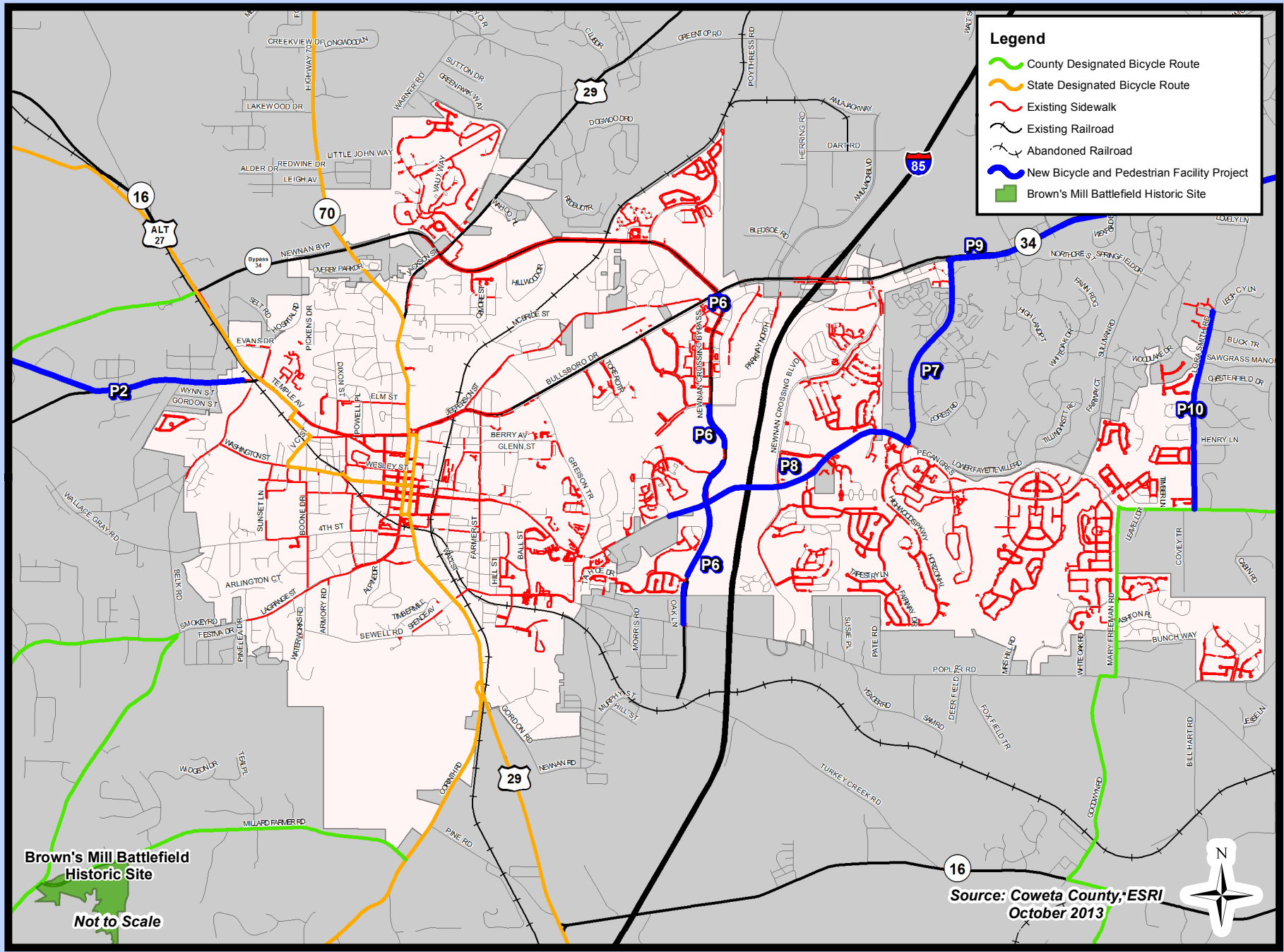
P1	Bike route connection to Chattahoochee Bend State Park
P2	Extend existing bike route along Franklin Road to Newnan city limits
P3	Rehabilitate non-vehicular use bridge over railroad on Bridge Street at Senoia city limits (bicycle/pedestrian/golf cart use only)
P4	Sidewalks in Moreland between existing sidewalks on Railroad and Church Streets
P5	Chattahoochee Hill Country Regional Greenway Trail System Pilot Project <i>(exact project location yet to be finalized)</i>
P6	Sidewalks along SR 34 Bypass and Newnan Crossing Bypass to connect key destinations
P7	Sidewalks along Shenandoah Boulevard
P8	Sidewalks or bike paths along Lower Fayetteville Road
P9	Multi-use path along SR 34 from Newnan to Peachtree City
P10	Sidewalks along Lora Smith Road to connect two schools to subdivisions along roadway
P11	Sidewalk connection between existing sidewalks in downtown Sharpsburg and East Coweta High School
P12	Bike route on Gordon Road between Johnson Road and Elders Mill Road to connect two existing bike routes
P13	Sidewalk connection on Main Street in Senoia from Couch Street to Johnson Street to connect two existing sidewalks
P14	Sidewalks from Main Street in downtown Senoia to SR 16 (Broad Street)

It should also be noted that, although bicycle and pedestrian facility project recommendations from approved local jurisdiction plans are not listed individually in the CTP project recommendations, the CTP supports local jurisdictions’ continued development of such plans and implementation of the projects recommended therein as funding becomes available.





# Coweta County Joint Comprehensive Transportation Plan Update Bicycle and Pedestrian Facility Projects (Coweta County)



**Legend**

-  County Designated Bicycle Route
-  State Designated Bicycle Route
-  Existing Sidewalk
-  Existing Railroad
-  Abandoned Railroad
-  New Bicycle and Pedestrian Facility Project
-  Brown's Mill Battlefield Historic Site

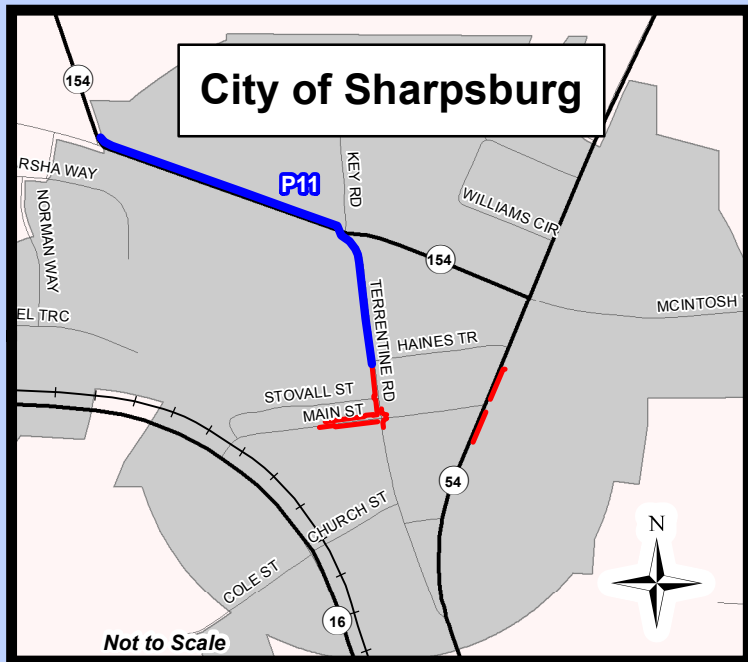
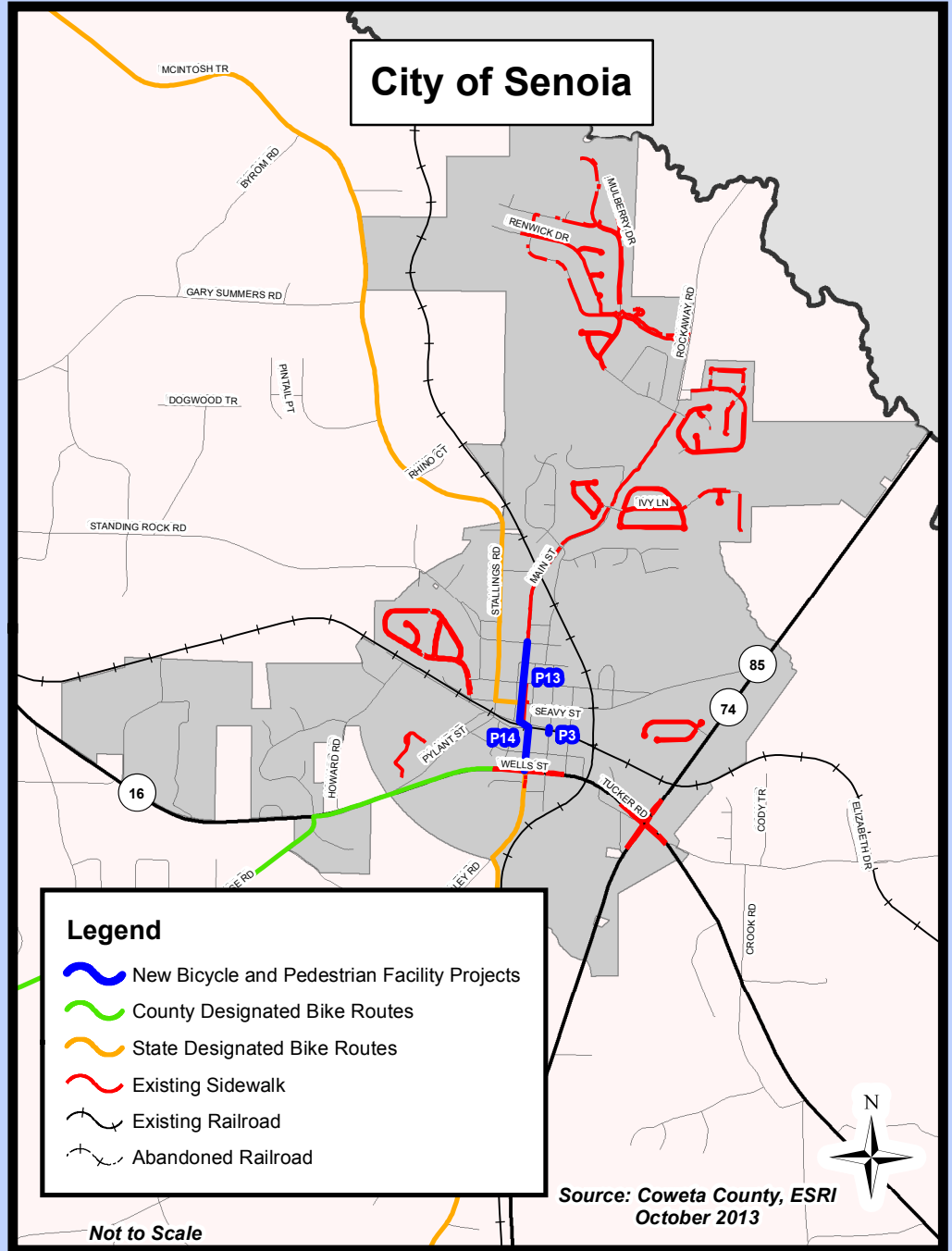
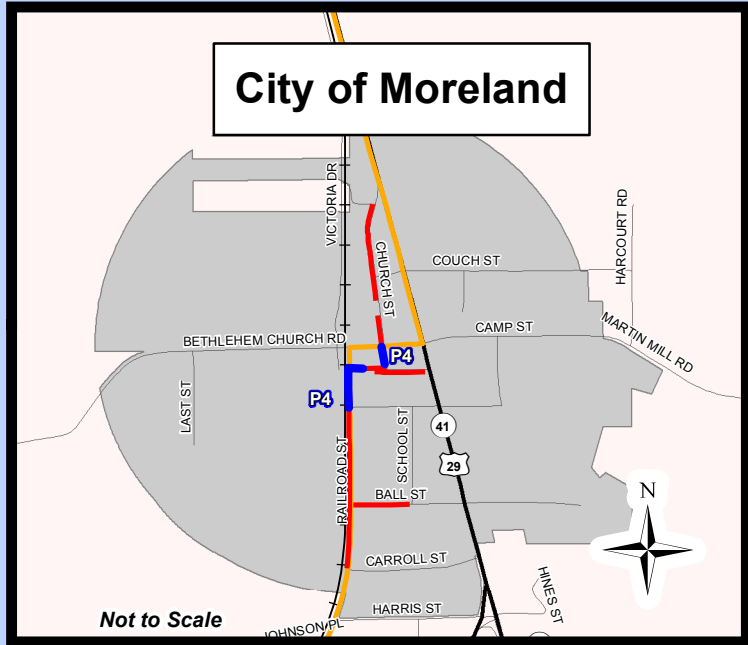
Brown's Mill Battlefield  
Historic Site

Not to Scale

Source: Coweta County, ESRI  
October 2013



# Coweta County Joint Comprehensive Transportation Plan Update Bicycle and Pedestrian Facility Projects (City of Newnan)



**Coweta County Joint Comprehensive Transportation Plan Update  
Bicycle and Pedestrian Facility Projects (Moreland, Senoia and Sharpsburg)**

## **COSTS & PHASING**

Costs for all the roadway and bridge project recommendations total an estimated \$673.4 million, broken down by project type as follows:

- New Interchanges = \$70.8 million
- New Location Roadways = \$156.1 million
- Road Widening/Capacity = \$98.3 million
- Operational Upgrades = \$105.0 million
- Intersection Modifications = \$55.9 million
- Corridor Improvements = \$159.5 million
- Bridge Upgrades = \$26.4 million
- Railroad Crossings = \$1.4 million

Prioritization of projects took into consideration several primary factors, including: nature, degree and estimated timing of need, continuity with adjacent improvements, and anticipated funding levels and sources. Projects were prioritized into three implementation time periods:

- Short-term = 2014-2020
- Mid-term = 2021-2030
- Long-term = 2031-2040

Roadway and bridge projects programmed in the ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST compose the majority of short-term projects. They include 9 ARC TIP projects (\$104.3 million) and 13 remaining Coweta County SPLOST projects (\$7.3 million), with another 5 projects planned in the SPLOST should sufficient funding become available (\$12.7 million).

An additional 17 projects were prioritized into the “gap” years (2018-2020) remaining in the short-term period, assuming inclusion in the next ARC TIP or Coweta County SPLOST (if voter approved). These include several key mobility and economic development projects, such as those connected to the new Amlajack interchange, as well as a number of intersection improvements on locally maintained roads throughout Coweta. These 17 projects total an estimated \$90.8 million.

The 15 projects prioritized into the mid-term period consist mostly of new/widened roadways and corridor operational improvements on both the Federal/State and locally maintained roadway network. They have a total estimated cost of \$183.7 million.

The long-term projects predominantly include corridor operational improvements across the network, as well as intersection modifications on the Federal/State system. These 36 projects have a total estimated cost of \$94.9 million.

Several types of roadway improvements were not included within this prioritization due to the nature of the project and how they are traditionally funded. This includes the “corridor improvements,” bridges (non-programmed only), and railroad crossing upgrades.

As mentioned previously, the 7 projects identified as corridor improvements will require further detailed analysis by the Georgia DOT and/or the ARC to determine the exact nature of the improvement, which could include a combination of widening, operational upgrades, intersection modifications and new location roadways. These projects are all located along SR 16 as it crosses Coweta from Carroll to Spalding counties and including the proposed Southwest Bypass to the west and south of Newnan.

With the exception of any bridge and railroad crossings currently programmed in the ARC TIP or Coweta County SPLOST, it was assumed that all future improvements would be funded under State or regional programs dedicated to bridge upgrades and railroad crossing safety. Georgia DOT maintains a strict monitoring system of all bridges and railroad crossings statewide, and programs improvements as necessary based on need and available funding.

## FUNDING

Project funding is categorized into federal, state, and local sources. Locally, SPLOSTs and impact fees are common ways to fund transportation improvements beyond what is available through general funds. Local sources may also include quasi-governmental agencies (school boards/development authorities) and the private sector (business/community improvement organizations and developers/property owners). Federal, state and regionally maintained programs fund specific types of improvements, ranging from bridges and transit to those focused on air quality and safety.

The only CTP projects with committed funding are those in the short-term ARC 2012-2017 TIP and Coweta County 2013-2018 SPLOST. Funding availability through 2040 remains uncertain at all levels. Because of this uncertainty, assumptions were made based on current funding levels to derive the fiscally constrained plan of projects.

Total estimated funding by prioritization period is:

- Short-term (2013-2020) = \$160.7 million
  - ARC 2012-2017 TIP = \$104.3 million
  - Coweta 2013-2018 SPLOST = \$7.3 million
  - “Gap” ARC (2018-2020) = \$26.8 million
  - “Gap” SPLOST (2019-2020) = \$22.3 million
- Mid-term (2021-2030) = \$131.6 million
  - ARC RTP = \$34.4 million
  - Coweta SPLOST = \$97.2 million
- Long-term (2031-2040) = \$123.6 million
  - ARC RTP = \$34.4 million
  - Coweta SPLOST = \$89.2 million

These amounts assume current sources and levels continue mostly unchanged through 2040. As such, SPLOST funding of \$11.15 million per year was assumed for all but four years through 2040. Although Coweta voters have been supportive of the SPLOST in recent years, those four years allow for occasional breaks between SPLOST periods.

Similarly, the ARC funding amount in the short-term “gap” years equals the 2012-2017 TIP value for federal and state sources only, annualized, for three years. In the mid-term period, ARC funding equals the amount already allocated to the one project currently in the RTP. The long-term period funding assumes the same value as currently allocated in the RTP in those years.

Several additional notes should be made regarding funding assumptions. First, future estimated SPLOST amounts do not account for funding set-asides that some ongoing roadway rehabilitation, striping and maintenance programs currently receive. Additionally, several other types of CTP project recommendations, such as bicycle/pedestrian and transit, are not included in this costing, phasing or funding analysis. Finally, federal/state funding typically requires a local match of no less than 20 percent, which Coweta has funded in recent years with SPLOST revenues.

Achieving funding at estimated levels will require significant efforts on the part of Coweta County staff and officials. Local funding, primarily through the SPLOST, necessitates a continued commitment to ensuring that public funds are spent as efficiently and effectively as possible, and that the citizens are aware and supportive of those efforts and projects. Additionally, lean economic times mean that state and regional funding is limited and highly competitive. Coweta County officials and staff must continue to be proactive in efforts to inform regional and state planning partners of the County’s transportation needs and priorities, as well as in stridently promoting the County’s interests in the competition for any available funding.

# Municipality Snapshots



## CITY OF GRANTVILLE

Located on Coweta's southern border adjacent to Troup and Meriwether counties, the City of Grantville has a population of over 3,000 and area of 5.2 square miles. Grantville area projects are:

- Operational improvements on US 29 between LaGrange Street and Griffin Street
- Intersection modifications on US 29 at Lowery Road and Griffin Street at Charlie Patterson Road
- 7 bridge upgrades over the Messiers and Yellow Jacket creeks
- Railroad crossing upgrade on Main Street
- Sidewalks connecting key destinations

## CITY OF HARALSON

The small community of Haralson, on the southeast border with Meriwether and Spalding counties, has a population of 166 and area of 0.7 square miles. CTP projects in/near Haralson are:

- Intersection modifications to SR 74/85 at Gordon Road and Line Creek Road at Shaddix Road and Main Street
- Additional sidewalk to connect downtown destinations and residential areas



## TOWN OF MORELAND

South of Newnan in central Coweta County, the Town of Moreland has a population of almost 400 and area of 0.9 square miles. CTP projects located in and around Moreland include:

- Operational improvements on US 29 between SR 41 and Church Street, and on Railroad Street from Main Street to Harris Street
- Intersection modification at SR 14 and SR 41
- New two-lane roadway connecting from US 29 north of Moreland near the airport to Bethlehem Church Road to the west of town
- Sidewalk to connect the gaps in existing facilities along Railroad and Church streets and link other downtown destinations



## CITY OF NEWNAN

The City of Newnan is Coweta's county seat and largest city in both population and size, with more than 33,000 residents and a land area of over 18 square miles. Not surprisingly, a number of CTP projects are located in Newnan and adjacent unincorporated areas of the county. Several key CTP projects around Newnan include:

- New I-85 interchanges at Poplar Road and Amlajack Boulevard
- Additional capacity on Lower Fayetteville Road and Newnan Crossing Boulevard East
- New roadway extensions to McIntosh Parkway and Andrews Street
- Various intersection modifications, including realignment of the Five Points intersection
- Sidewalks and multi-use paths connecting key destinations



### **CITY OF SENOIA**

Located in southeastern Coweta adjacent to Fayette County, Senoia has a population of 3,300 and area of 4.7 square miles. The CTP includes a wide variety of projects in and around Senoia:

- New two-lane roadway connecting the end of Ivy Lane to SR 74/85
- Operational improvements along Stallings Road from Couch Street to McIntosh Trail
- Intersection modifications on SR 16 at Pylant Street, Rockaway Road at Heritage Point Parkway, and SR 74/85 at Seavy Street
- Upgrade the bridge over the rail line on SR 74/85 between SR 16 and Seavy Street
- Rehabilitate the bridge over the railroad on Bridge Street for non-vehicular use
- Railroad crossing improvements along Seavy Street and Johnson Street
- Sidewalks along Main Street and in downtown to SR 16 and other key destinations

### **TOWN OF SHARPSBURG**

The Town of Sharpsburg is located in eastern-central Coweta County, along SR 16 between Newnan and Senoia. It has a population of approximately 341 residents and a land area of 0.6 square miles. A number of improvements are recommended in the vicinity of Sharpsburg:

- Intersection modifications on SR 154 at Old Hwy 16 and at Terrentine Street
- Operational improvements along SR 54, SR 154, and McIntosh Trail to the north and east
- Sidewalks to connect downtown with East Coweta High School and other residential destinations

### **TOWN OF TURIN**

Immediately southeast of Sharpsburg along SR 16, the Town of Turin has 274 residents within its 1.3 square miles. The CTP recommends around Turin:

- Intersection improvements on SR 16 at SR 54
- Further detailed analysis along the SR 16 corridor to determine the best combination of specific improvements
- Sidewalk connections to destinations in downtown and residential areas



## CTP Documentation

The Coweta County Joint CTP Update was a 15-month study, over the course of which a number of interim and final deliverables were produced. These supplemental study products, listed below, provide more detailed descriptions of study activities, technical analyses and findings. Copies can be requested from the Coweta County Transportation & Engineering Department.

- Project Management Plan
- Public Involvement Plan
- Inventory of Existing Conditions
- Needs Assessment Report
- Recommendations Report
- Final Joint Comprehensive Transportation Plan Technical Report
- Transit Needs and Feasibility Study

