

RESOLUTION NO. \_\_\_\_\_

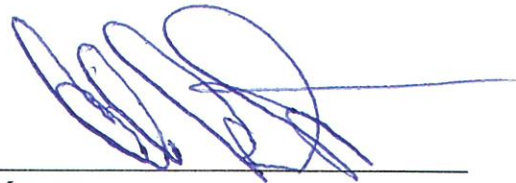
**A RESOLUTION APPROVING & ADOPTING THE  
2021 COMPREHENSIVE PLAN UPDATE  
FOR THE TOWN OF TURIN**

WHEREAS, the Georgia General Assembly adopted House Bill 215, the Georgia Planning Act, requiring all local governments to prepare a comprehensive plan in accordance with the Minimum Planning Standards and Procedures promulgated by the Georgia Department of Community Affairs; and

WHEREAS, the Comprehensive Plan Update for the Town of Turin, Georgia was prepared in accordance with the Minimum Planning Standards and Procedures;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Turin, Georgia, and it is hereby resolved that the 2021 Comprehensive Plan Update, as approved by the Georgia Department of Community Affairs, is hereby approved and adopted, and the Three Rivers Regional Commission shall be notified of said adoption.

IT IS SO RESOLVED this 18<sup>th</sup> of October, 2021, by the Town Council of the Town of Turin.



\_\_\_\_\_  
Mayor

Attest: Rena Green  
Clerk



# **Town of Turin**

Comprehensive Plan

2021-2041

*Adopted October 2021*

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## INTRODUCTION

This plan update was completed with technical assistance by Three Rivers Regional Commission in accordance with the Georgia Planning Act of 1989 and the Georgia Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Planning.

## PURPOSE OF THE PLAN

The Town of Turin 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 Town. At the time of the plan update, the members of the Turin Town Council were:

### **Town Council**

Alan Starr, Mayor

Clarence Bolden, Councilmember

Fernando Ramos, Councilmember

Susan Reimer, Councilmember

Alan Stapp, Councilmember



## COMPREHENSIVE PLAN STEERING COMMITTEE AND PUBLIC PARTICIPATION

The Town of Turin Council appointed 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. The Steering Committee included members of the town council, town government and other community stakeholders. The members of the committee were:

### **Comprehensive Plan Steering Committee**

Fernando Ramos, Councilmember

Jennifer Starr, Planning Commission

Michael Frnka, Resident

William Lawson, Resident

Nancy Flinn, Business Owner

Janelle Garner, Resident

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. In an effort to gain greater community input, an open house was advertised as part of the second public hearing.

## COMMUNITY GOALS AND POLICIES

The purpose of the Community Goals and Policies section is to guide and direct the Town of Turin's decision making process for the future of the community.

### VISION STATEMENT

*The Town of Turin will provide for sound and thoughtful growth focusing on sustainable economic development, preservation of historic resources and continuation of its unique small town atmosphere. Turin is a close-knit community where the appreciation of a less complicated life, preservation of its historic identity and protection of its rural roots is apparent. Through sound planning and decision-making, the Town of Turin will provide a safe, friendly and prosperous quality of life.*

### LIST OF COMMUNITY GOALS

#### **Economic Prosperity:**

Encourage development or expansion of businesses and light industries that are suitable for the community. Factors to consider when determining suitability include job skills required; long-term sustainability; linkages to other economic activities in the region; impact on the resources of the area; or prospects for creating job opportunities that meet the needs of a diverse local workforce.

#### **Resource Management:**

Promote the efficient use of natural resources and identify and protect environmentally sensitive areas of the community. This may be achieved by promoting energy efficiency and renewable energy generation; encouraging green building construction and renovation; utilizing appropriate waste management techniques; fostering water conservation and reuse; or setting environmentally sensitive areas aside as green space or conservation reserves.

#### **Efficient Land Use:**

Maximize the use of existing infrastructure and minimize the costly conversion of undeveloped land at the periphery of the community. This may be achieved by encouraging development or redevelopment of sites closer to the traditional core of the community; designing new development to

minimize the amount of land consumed; carefully planning expansion of public infrastructure; or maintaining open space in agricultural, forestry, or conservation uses.

**Local Preparedness:**

Identify and put in place the prerequisites for the type of future the community seeks to achieve. These prerequisites might include infrastructure (roads, water, sewer) to support or direct new growth; ordinances and regulations to manage growth as desired; leadership and staff capable of responding to opportunities and managing new challenges; or undertaking an all-hazards approach to disaster preparedness and response.

**Sense of Place:**

Protect and enhance the community’s unique qualities. This may be achieved by maintaining the downtown as focal point of the community; fostering compact, walkable, mixed-use development; protecting and revitalizing historic areas of the community; encouraging new development that is compatible with the traditional features of the community; or protecting scenic and natural features that are important to defining the community's character.

**Regional Cooperation:**

Cooperate with neighboring jurisdictions to address shared needs. This may be achieved by actively participating in regional organizations; identifying joint projects that will result in greater efficiency and less cost to the taxpayer; or developing collaborative solutions for regional issues such as protection of shared natural resources, development of the transportation network, or creation of a tourism plan.

**Housing Options**

The Town of Turin shall enhance residential preservation through updated historic design guidelines. The neighborhoods will be an interactive community where residents have easy access to schools, parks, residences and businesses by way of sidewalks, bike access path, and roads. We will stimulate infill housing development in existing neighborhoods. We will increase investments in the existing neighborhoods.

**Transportation Options**

Address the transportation needs, challenges and opportunities of all community residents. This may be achieved by fostering alternatives to transportation by automobile, including walking and cycling, employing traffic calming measures throughout the community; requiring adequate connectivity between adjoining developments; or coordinating transportation and land use decision-making within the community.



## **Community Health**

Ensure that all community residents, regardless of age, ability, or income, have access to critical goods and services, safe and clean neighborhoods, and good work opportunities. This may be achieved by providing services to support the basic needs of disadvantaged residents; instituting programs to foster better health and fitness; or providing all residents the opportunity to improve their circumstances in life and to fully participate in the community.

## LIST OF COMMUNITY POLICIES

### **Development Patterns**

- Our decisions on new development will contribute to, not take away from, our community's character and sense of place.
- We encourage development that is sensitive to the historic context, sense of place, and overall setting of the community.
- We encourage development whose design, landscaping, lighting, signage, and scale add value to our community.
- We will preserve the rural character of our community and provide the opportunity for agricultural and forestry activities to remain a vital part of the community.
- Our gateways and corridors will create a "sense of place" for our community.
- We will encourage the development of downtown as a vibrant center of the community in order to improve overall attractiveness and local quality of life.
- We are committed to creating walkable, safe, and attractive neighborhoods throughout the community, parks, and necessary services without having to travel by car.
- Creation of recreational facilities and set-aside of greenspace are important to our community.
- We are committed to providing pleasant, accessible public gathering places and parks throughout the community.
- We are committed to redeveloping and enhancing existing commercial and industrial areas within our community such as future streetscape improvements downtown in preference to new development in greenfield (previously undeveloped) areas of the community.
- We support appropriate residential and non-residential in-fill development and redevelopment in ways that complement surrounding areas.
- We support new land uses that contribute to protecting the environment and preserving meaningful open space.
- We are open to land planning and development concepts that may be new to our area but have been tried successfully in other places.
- We will pursue appropriate annexations to expand economic and housing opportunities.
- We will make decisions that encourage walking, biking, car-pooling, and other alternative transportation choices
- Our new and reconstructed roadways will be appropriately designed, using context sensitive design considerations, to enhance community aesthetics and to minimize environmental impacts.
- Our new and reconstructed roadways will be designed to accommodate multiple functions, including pedestrian facilities, parking, bicycle routes, as well as local vehicular circulation.
- We will promote connectivity of our road network (such as fostering a grid network of streets, multiple connections between subdivisions).
- We support creation of a community-wide pedestrian trail network.
- We will ensure (through traffic calming and other design considerations) that excessive vehicular traffic will not harm the peaceful nature of our residential neighborhoods.

### **Resource Conservation**

- The protection and conservation of our community’s resources will play an important role in the decision-making process when making decisions about future growth and development.
- We will minimize inefficient land consumption to preserve green open space and natural resource areas.
- We will encourage new development to locate in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from encroachment.
- We will factor potential impacts on air and water quality in making decisions on new developments and transportation improvements.
- Infrastructure networks will be developed to steer new development away from sensitive natural resource areas.
- We will promote the protection and maintenance of trees and green open space in all new development.
- We will promote low impact development that preserves the natural topography and existing vegetation of development sites.
- We will work to redirect development pressure away from agricultural areas in order to conserve farmland to protect and preserve this important component of our community.
- We will ensure safe and adequate supplies of water through protection of ground and surface water sources.
- We will continue the efforts to meet 25% water reduction goal.
- We will promote enhanced solid waste reduction and recycling initiatives.

### **Community Facilities and Infrastructure**

- Our community will make efficient use of existing infrastructure and public facilities in order to minimize the need for costly new/expanded facilities and services.
- We will protect existing infrastructure investments (i.e., already paid for) by encouraging infill redevelopment, and compact development patterns.
- We will ensure that new development does not cause a decline in existing levels of service for the community’s residents and employers.
- We will limit development within our community to areas that can be reasonably served by public infrastructure.
- The community will use sequential, phased extension of utilities and services to encourage rational expansion of development to areas immediately contiguous to already developed areas of the community.
- Our community will use planned infrastructure expansion to support development in areas identified (in the comprehensive plan) as suitable for such development.
- The community will seek ways for new growth to pay for itself (in terms of public investment in infrastructure and services to support the development) to the maximum extent possible.

- We will invest in parks and open space to enhance the quality of life for our citizens.
- We will address stormwater and drainage issues in problem areas of the community.
- We will explore alternative well locations to support the municipal water system.
- We will support the expansion and increased access to broadband services within the community in partnership with providers and utility companies.

### **Social and Economic Development**

- We will support the retention, expansion and creation of local small scale businesses that are a good fit for our community's economy.
- We will partner with the Coweta County Chamber of Commerce to promote Turin.
- We will target reinvestment to declining, existing neighborhoods, vacant or underutilized sites or buildings in preference to new economic development projects in Greenfield (previously undeveloped) areas of our community.
- We will take into account access to housing and impacts on transportation when considering economic development projects.
- We will take into account impacts on infrastructure and natural resources in our decision making on economic development projects.
- We will carefully consider costs as well as benefits in making decisions on proposed economic development projects.
- We will eliminate substandard or dilapidated housing in our community.
- We will stimulate infill housing development in existing neighborhoods.
- We will encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence (home-ownership).
- We will work to address dilapidated structures for threat to public safety and community beautification.

### **Governmental Relations**

- We will seek opportunities to share services and facilities with neighboring jurisdictions when mutually beneficial.
- We will work jointly with neighboring jurisdictions on developing solutions for shared regional issues (such as growth management, watershed protection)
- We will pursue joint processes for collaborative planning and decision-making with neighboring jurisdictions.
- We will consult other public entities in our area when making decisions that are likely to impact them.

- We will provide input to other public entities in our area when they are making decision that are likely to have an impact on our community or our plans for future development.
- We will engage in cooperative planning between the local government and local school board in regard to the appropriate location and use of schools as community facilities.

## NEEDS AND OPPORTUNITIES

The Needs and Opportunities section addresses what the Town of Turin currently lacks or sectors of the Town where improvements are needed. This section also lists existing opportunities available which should be pursued.

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

<b>SWOT (Strengths, Weaknesses, Opportunities, Threats)</b>
<b>Strengths</b>
<ul style="list-style-type: none"> <li>• Structure in local government</li> <li>• People who care about the town</li> <li>• Water System</li> <li>• Planning and Zoning Commission</li> <li>• Small town atmosphere</li> <li>• Rural setting</li> <li>• Room for planned future growth</li> <li>• Broadband availability</li> </ul>
<b>Weaknesses</b>
<ul style="list-style-type: none"> <li>• Aging infrastructure</li> <li>• Lack of sewer</li> <li>• Lack of light industrial and retail</li> <li>• Small town with limited resources and sources of revenue</li> <li>• Lack of formal code enforcement</li> </ul>
<b>Opportunities</b>
<ul style="list-style-type: none"> <li>• Expansion of water customer base</li> <li>• East Coweta Historical Society</li> <li>• Local and regional cooperation</li> <li>• Ability to control growth</li> <li>• New and revised ordinances</li> <li>• Future annexations</li> <li>• Future community-wide events such as a farmer’s and artist market</li> </ul>
<b>Threats</b>
<ul style="list-style-type: none"> <li>• Traffic congestion and safety on Highway 16</li> <li>• Loss of historic structures</li> <li>• Rapid growth in the county and surrounding municipalities</li> <li>• Railroad as a barrier</li> <li>• Local addresses are Senoia and not Turin</li> </ul>

## LIST OF COMMUNITY NEEDS AND OPPORTUNITIES

### *Economic Development*

- We need to improve our public facility capacity in Town in order to attract new development.
- We need to promote revitalization of our downtown.
- We need to promote revitalization of some parts of our community.
- We'd like to develop a strategy for appropriate economic development of our community.
- We'd like to support broadband expansion to all Turin residents now and into the future.

### *Development Patterns*

- We'd like to develop and promote tourism opportunities in our community.
- We'd like to avoid unplanned development.
- We'd like to improve the appearance of our community.
- We'd like to promote development of vacant sites or abandoned structures in our community.
- We'd like to consider annexation of potential, viable areas.
- We'd like to study the feasibility of sewer expansion into the town.
- We need to consider a zoning ordinance revision to plan for future growth and the preservation of the sense of place.
- We need to maintain signage through the community.

### *Mobility*

- We'd like to provide more bike paths and trails.
- We'd like to provide increased connectivity through improved and expanded sidewalks and pedestrian facilities.
- We'd like to size our streets (width, etc.) to better fit neighborhood needs.
- We'd like to improve the roads within the community especially into the new developments.

### *Community*

- We'd like to discourage visual clutter (such as excessive signage) along roadways.
- We'd like to improve the curb-appeal of some commercial or shopping areas.
- We'd like to increase the amount of greenspace or parkland in our community.
- We'd like to provide more protection of historic resources.
- We'd like to consider starting a farmers market.
- We'd like to consider placing a historic marker at the old school and town hall.
- We need community wide events to bring people together

### ***Conservation***

- We'd like to better protect our natural resources (such as streams, wetlands, etc.).
- We'd like to encourage development to locate in areas most suitable for new growth.
- We'd like to ensure our community has enough water now and in the future.
- We need to preserve the rural character surrounding the town.
- We need to survey our historic resources.
- We'd like to encourage historic resources to be placed on the National Register of Historic Places.
- We'd like to manage our storm water run-off and drainage.
- We'd like to preserve our rural scenery.
- We'd like to protect our trees, particularly where new development takes place.

### ***Livability***

- We need to manage traffic congestion.
- We'd like to provide more community gathering spaces.
- We'd like to encourage food trucks.

### ***Governance***

- We need help addressing neighborhood opposition to new developments.
- We'd like to coordinate with neighboring jurisdictions on shared needs.
- We'd like to improve our local government processes.



## 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 Turin. 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.

### COMMERCIAL



**Definition:** Turin has a commercial area that is developing along one major highway that runs through the Town. This area also includes a cluster of early 19<sup>th</sup> century commercial structures which

make up what is considered the downtown. Currently the most thriving businesses are auto parts stores and automotive repair shop along with other small businesses.

**Recommended development patterns:** Turin recommends improvement of sidewalk and street appearance, increased parking arrangements that reduce overall parking needs. Future streetscape improvements could address much of these improvements while attracting creating increased pedestrian access and safety.

**Specific land usage:** Land dedicated to non-industrial business uses, including retail sales, office, service and entertainment facilities.

**Implementation measures:**

- Community Improvement District (CID) - Self-taxing entity formed by property owners, businesses, institutions and/or citizens, within a specific geographic area. A CID can be formed to provide additional services, to make the area safer and more attractive, or for various other purposes;
- Quality Control Overlay – Enforcement of the overlay
- Signage – Enforce and enhance sign regulations and
- Buffers – Consider buffers between incompatible uses

AGRICULTURE

**Definition:** This area represents the largest land area and retains rural character with active agriculture and large lot estate style residential.

Homes in this area typically belong to the farmer and/ or owner of the land. Portions of this area are becoming increasingly threatened, as scattered new development continues to encroach.



**Recommended development patterns:** Turin recommends large minimum lot size requirements to limit development density and protect farmland and rural character; preservation of environmentally sensitive areas by setting them aside as public parks, and trails.

**Specific land usage:** This character area is for land dedicated to farming,

**Implementation measures:**

- Purchase of Development Rights-Purchase of private development rights, by a qualified conservation organization or government agency, to protect properties from development and preserve open space
- Conservation subdivisions – Consider the use of conservation subdivisions to preserve greenspace and rural environment
- Rural zoning – Consider revising the zoning ordinance in order to preserve the rural nature of the area
- Buffer requirements

## TRADITIONAL RESIDENTIAL



**Definition:** This area includes the historic neighborhood core of the Town of Turin including historic residential, landmarks and churches.

**Recommended development patterns:** The majority of this area is built out and includes the historic neighborhood core of the town. Infill housing is encouraged to respect the historic setting in design and scale. This area also includes the town's historic churches.

**Specific land usage:** Single family residential, small scale commercial and public/institutional uses.

**Implementation measures:**

- Encourage architecturally compatible infill housing
- Consider listing structures on the National Register of Historic Places
- Consider historic overlay zoning
- Consider the expansion of the quality development overlay

**RESIDENTIAL DEVELOPMENT**

**Definition:** Immediately south of the historic town limits suburban style residential development has been annexed into the town.

**Recommended development patterns:** This area is meant to support suburban style medium density residential development focused on one acre or more lot sizes. Neighborhoods are encouraged to preserve greenspace and allow for common areas.

Trails connecting adjacent neighborhoods is encouraged to increase connectivity.

**Specific land usage:** Land designated for single-family and multi-family dwelling units organized into general categories of net densities according to the Turin zoning ordinance.

**Implementation measures:**

- Preserve greenspace
- Encourage trails to connect neighborhoods
- Encourage common areas and greenspace



CHARACTER AREA MAP



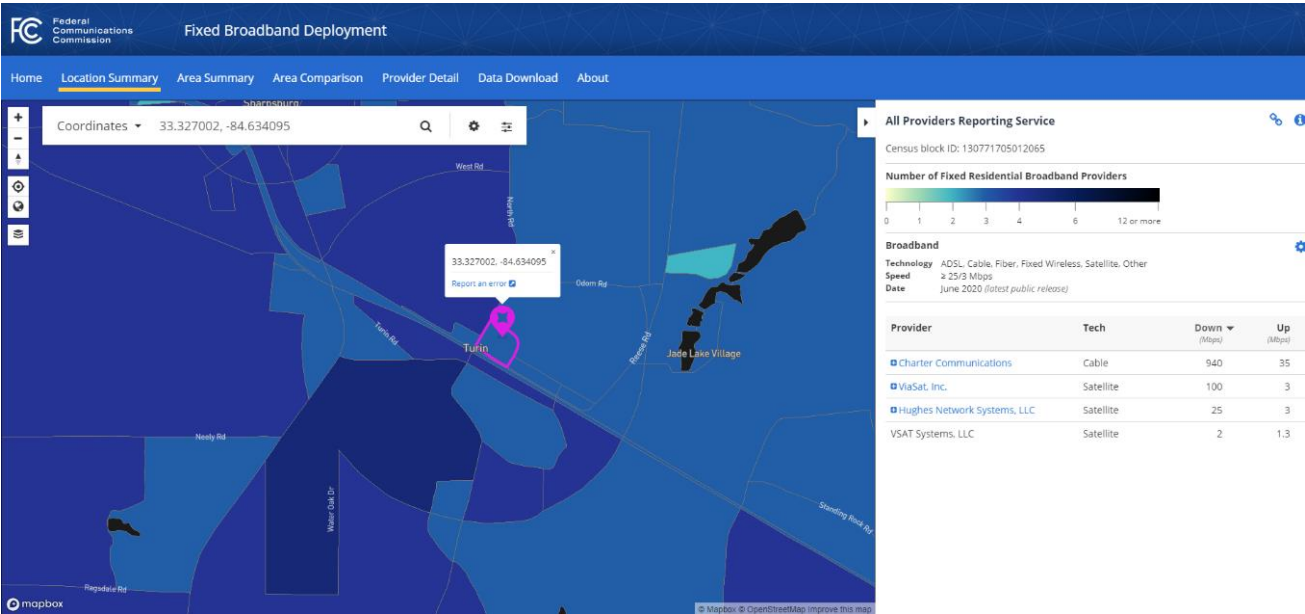
# BROADBAND

The Town of Turin, 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 citywide high-speed internet coverage with a combination of Charter Communications, AT&T, and Comcast providing 1G download speeds.

### Broadband Strategies:

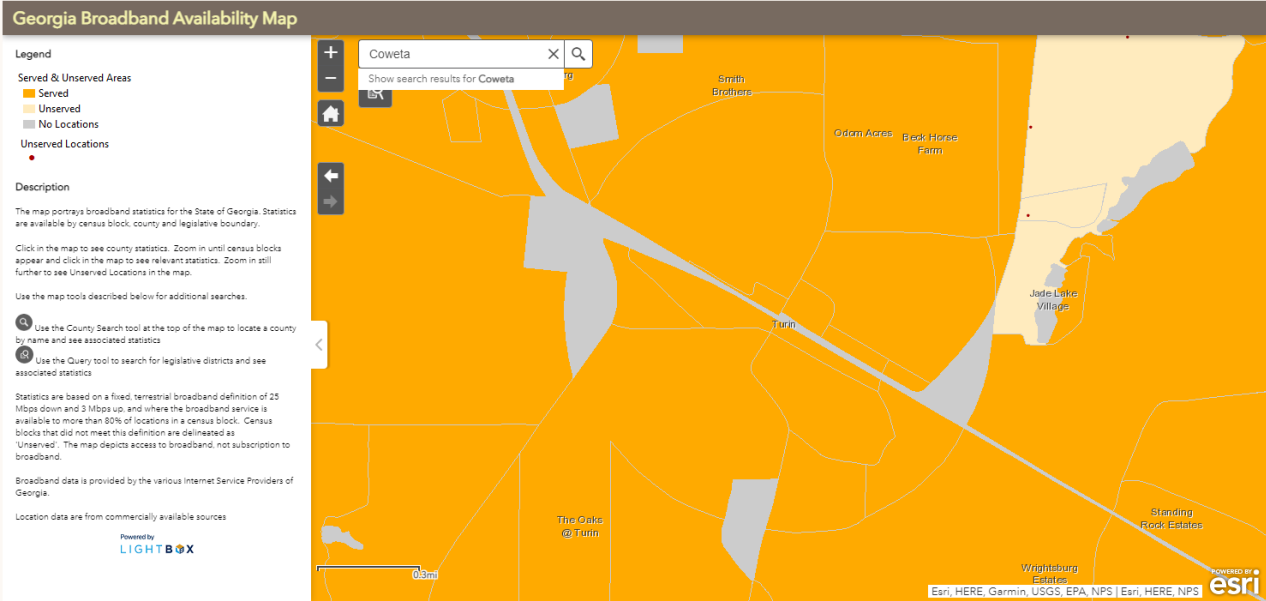
- Consider becoming a Broadband Ready Community.
- Partner with providers and utility companies to expand and enhance broadband connectivity as the town grows geographically and in population.
- Promote broadband as an asset and strength of the community for businesses and residents.

## FCC BROADBAND MAP



# DCA BROADBAND AVAILABILITY MAP

## 2021 Georgia Broadband Availability Map



## COMMUNITY WORK PROGRAM

### 2016-2021 REPORT OF ACCOMPLISHMENTS

<b>2016-2021 Report of Accomplishments</b>		
<b>Activity</b>	<b>Status</b>	<b>Explanation</b>
Acquire centralized sewage for downtown	Cancelled	Long term goal. Moved to goals and policies.
Beautify railroad track area	Underway	Lease with RR pending. Move to new CWP. 2021-2023
Exploration for an alternative well for water system	Postponed	Assessment needed. Moved to Goal/policy.
Address stormwater/drainage issues	Postponed	A need. Moved to goals and policies.
Investigate cost to streetscape downtown	Postponed	Moved to long term planning item. Moved to policies and character area
Survey West Road Community for potential annexation	Cancelled	Part of a long term annexation policy. Moved to policies.
Survey Jade Lake Community for potential annexation	Cancelled	Not a current priority.
Construct a golf cart path	Cancelled	Not a current priority.
Install/maintain sidewalks on Turin Road	Postponed	Needs funding and not likely to be accomplished in the next five years. Not included in the new CWP.
Install traffic calming measures in downtown	Postponed	Item changed to the exploration of traffic tables along S. Hunter and other feasible streets.



Hold Founder’s Day Event	Complete	
Renovation of old Community Center	Postponed	Local priority that will be addressed in the next few years. Move to new CWP.
Work with the Coweta County Chamber of Commerce to promote Turin	Underway	Ongoing policy. Moved to policies.
Incorporate history museum and public library in the Walter B. Hill Technical School	Postponed	Long range need and future goal for town hall. Will not be added to new CWP.
Replace asbestos water lines	Underway	Part of roundabout construction. Move to new CWP.
Renovation of the water system	Complete	
Research a long range recreation plan	Cancelled	Not a high priority in the next 5 years.
Research funding sources for recreation	Cancelled	Not a high priority in the next 5 years.
Annual water tank maintenance	Complete	
Continue to meet 25% water reduction	Underway	Ongoing policy. Moved to policies.
Address dilapidated structures for threat to public safety	Underway	Ongoing policy. Moved to policies.
Construct a walking trail/picnic area/playground	Postponed	Funding needed. Part of city park project. Moved to new CWP.
Amend the zoning ordinance and map as needed	Underway	Zoning ordinance update. Moved to new CWP.
Contract for ordinances	Underway	Part of above project.
Replace street signs and add road improvements in town	Complete	

Begin construction of sidewalks downtown	Cancelled	Duplicate project from above activity.
Annual road improvements and repaving	Underway	Specific roadways selected for the new CWP.
Complete a historic housing survey	Postponed	Changed to an update to the historic resource survey. Move to new CWP.
Create a Community Improvement District in Commercial District	Cancelled	Not a town priority or feasible project.
Maintain housing for low-income and special needs populations	Cancelled	Not a town priority or feasible project.

2021-2026 COMMUNITY WORK PROGRAM

<b>Community Work Program 2021-2026</b>				
<b>Activity</b>	<b>Years</b>	<b>Responsible Party</b>	<b>Cost</b>	<b>Funding Sources</b>
Beautify railroad track area	2021-2022	Town	\$5,000	General Fund, SPLOST
Renovation of old Community Center	2022-2025	Town	\$30,000	General Fund/SPLOST/grants
Install experimental speed tables and other traffic calming measures on feasible streets such as S. Hunter	2021-2023	Town	\$20,000	General Fund/SPLOST
Replace asbestos water lines	2021-2023	Town	\$250,000	Water Fund/Grants/SPLOST/GDOT
Construct a walking trail/picnic area/playground at new city park	2022-2026	Town	\$25,000	General Fund/SPLOST/grants
Update the zoning ordinance and map	2022-2023	Town	\$5,000	General Fund
Road improvements and repaving along Linch Road	2024-2026	Town	\$250,000	General Fund/SPLOST/grants
Road improvements and repaving along Longstreet Avenue	2024-2026	Town	\$250,000	General Fund/SPLOST/grants
Acquire lot for downtown parking	2021-2022	Town	\$15,000	General Fund/SPLOST
Conduct a sewer assessment or study	2021-2026	Town, consultants	\$20,000	General Fund

## APPENDIX

- ✓ Sign-In Sheets
- ✓ Public Open House Invitation
- ✓ Demographic Key Facts
- ✓ Transportation Element - 2014 Joint Coweta County Comprehensive Transportation Plan (CTA)

**Town of Turin Comprehensive Plan Update**  
**Plan Steering Committee Meeting #1**

Turin Town Hall

Friday, July 9, 2021 @10:00 AM

Sign-In Sheet

Meeting #2  
7-19-21

NAME	ORGANIZATION	EMAIL ADDRESS	PHONE
Michael Frnka	Resident	michael.frnka@gmail.com	770-639-7523
William Lawson	Resident	Lawson@SeniorFire.com	770-876-1338
Nancy Flinn	Business Owner	nancyflinn@charter.net	770-845-1066
Fernando Ramps	Council	Firenos@townofturin.com	(404) 277-1893
Jennifer Starr	D+Z	jenniferstarr7@gmail.com	678-416-5443
Jane Libbey	Residents	janeylibbey@gmail.com	678-416-2854

Meeting #3  
7-30-21

MF  
CSC  
NF  
FR  
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MF  
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NF  
FR  
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# Public Open House Invitation Record

The screenshot shows the Town of Turin website with a navigation menu (HOME, ABOUT, GOVERNMENT, SERVICES, PLANNING & ZONING, PAY ONLINE) and a central announcement: "Comp Plan Open House on September 7, 2021 7pm at Town Hall". Below the announcement are nine service categories, each with an icon and a brief description:

- Town Council**: Contact the Mayor and Town Council
- Water**: Town of Turin Water Service Information and Application
- Zoning Ordinances**: Town and County Ordinances, Zoning Ordinances, Zoning Map
- Meetings & Minutes**: Meeting Schedules, Agendas and Minutes for the Turin Town Council
- Town Services**: Garbage Collection, Coweta County Schools, Coweta County Tax Commissioner
- Find a Form**: Sitewide Application, Form and Document Search
- Employment**: Employment Opportunities with the Town of Turin
- Planning & Zoning**: Contact the Planning & Zoning Commission, Meeting Schedule
- Permits & Applications**: Building Permits and Applications

The footer contains the navigation menu items: ABOUT, GOVERNMENT, SERVICES, PLANNING & ZONING, and Town of Turin.

# Key Facts

Turin Town, GA 2  
 Turin Town, GA (1377764)  
 Geography: Place

Prepared by Esri

## KEY FACTS

702

Population

41.3

Median Age

2.6

Average Household Size

\$80,826

Median Household Income

## EDUCATION

6%

No High School Diploma



33%

High School Graduate



33%

Some College



28%

Bachelor's/Grad/Pr of Degree

## BUSINESS



26

Total Businesses



94

Total Employees

## EMPLOYMENT



68%

White Collar



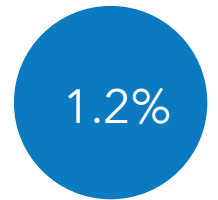
20%

Blue Collar



13%

Services



Unemployment Rate

## INCOME



\$80,826

Median Household Income



\$31,211

Per Capita Income



\$239,372

Median Net Worth

## Households By Income

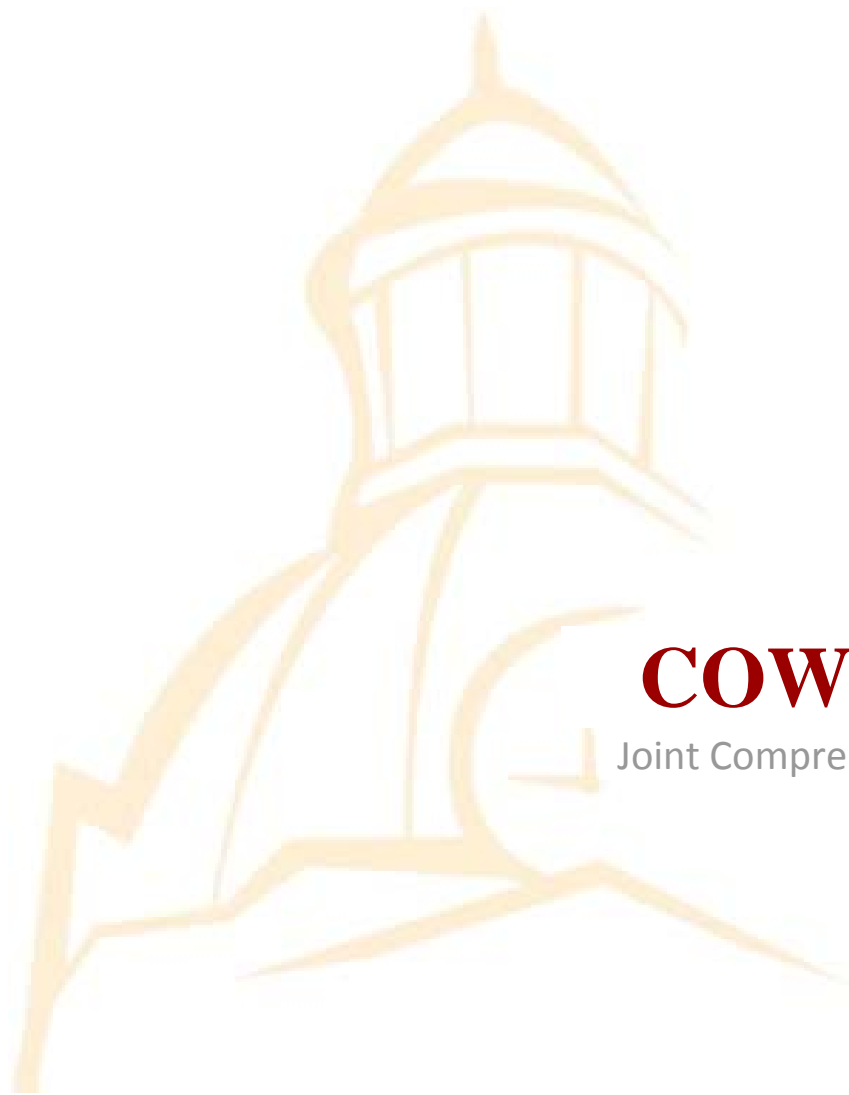
The largest group: \$100,000 - \$149,999 (29.6%)

The smallest group: \$200,000+ (1.5%)

Indicator ▲	Value	Diff	
<\$15,000	7.5%	-1.3%	
\$15,000 - \$24,999	4.1%	-2.8%	
\$25,000 - \$34,999	6.7%	+1.1%	
\$35,000 - \$49,999	6%	-3.4%	
\$50,000 - \$74,999	20.6%	+3.6%	
\$75,000 - \$99,999	16.5%	+1.8%	
\$100,000 - \$149,999	29.6%	+7.3%	
\$150,000 - \$199,999	7.1%	-3.3%	
\$200,000+	1.5%	-3.5%	

Bars show deviation from Coweta County





# COWETA COUNTY

Joint Comprehensive Transportation Plan Update

## Plan Summary

March 4, 2014



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**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.

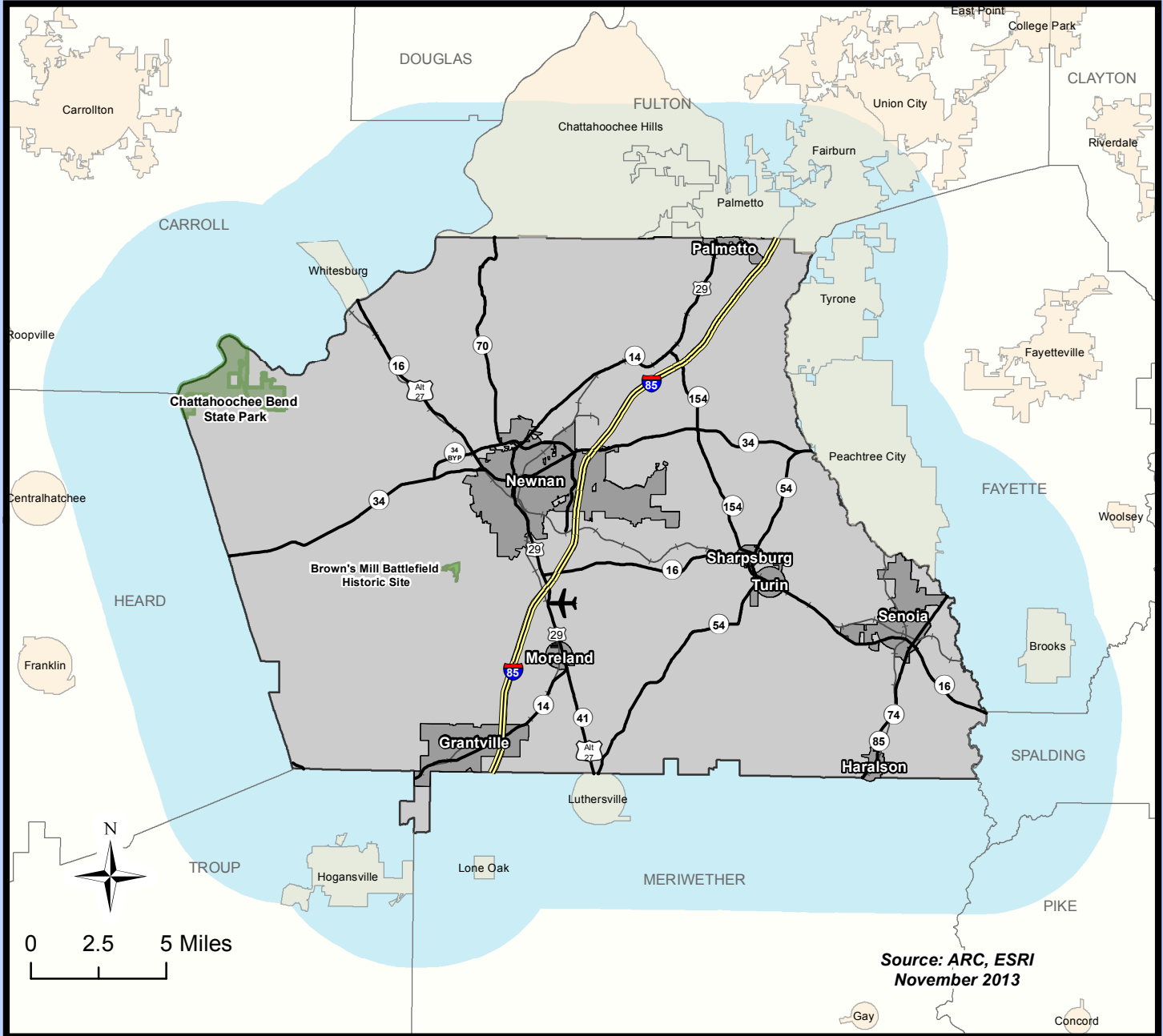
Building on the 2006 CTP, the Update assesses changes in demographics and transportation conditions over the intervening seven years in order to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040. During the update process, 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.

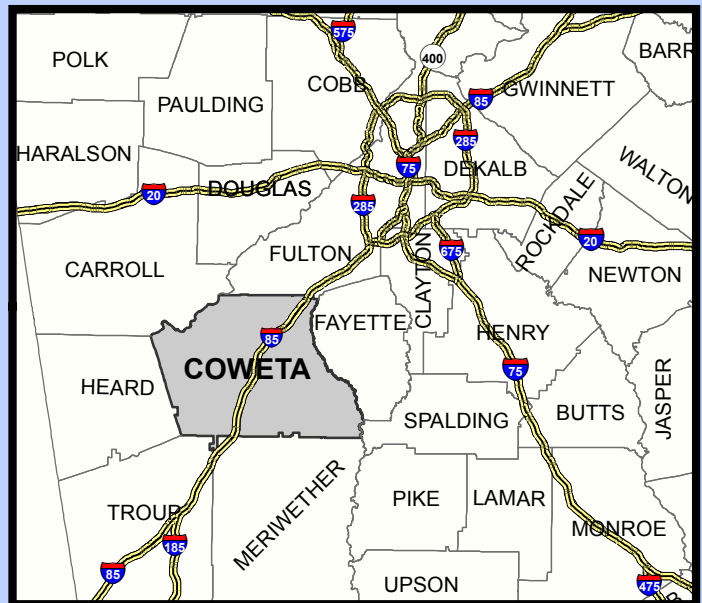
# Coweta County Joint CTP Study Area



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.



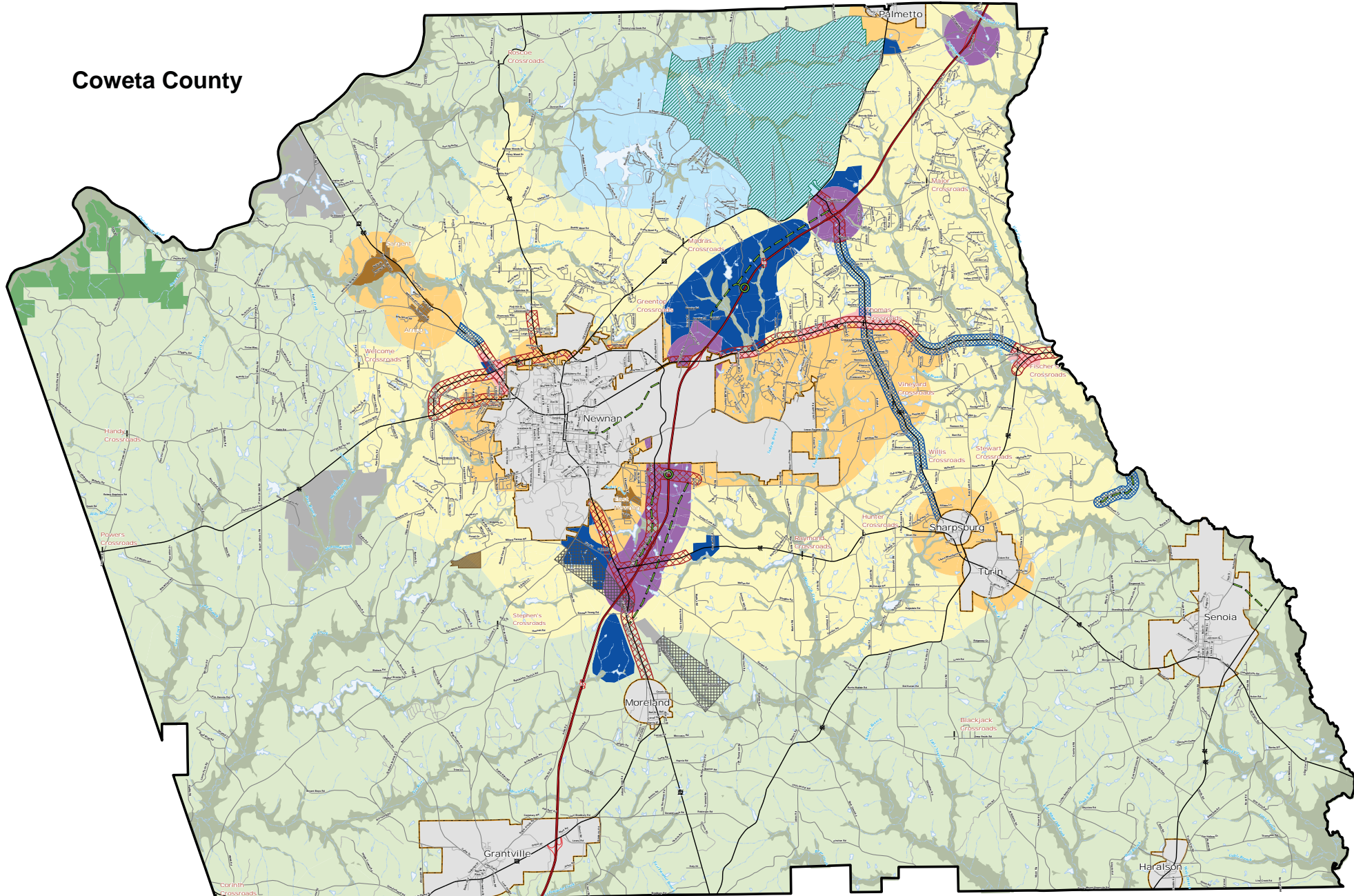
**Coweta's population is concentrated in an area from Newnan northward and eastward to the county lines. In 2010, Coweta's population density was 511 people per square mile in this area, while the rural areas to the west and south had a density of 90 people per square mile.**

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

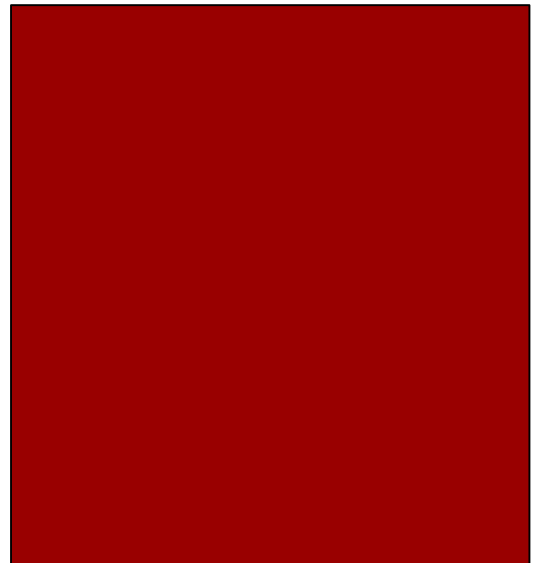
## PROJECT IDENTIFICATION

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:

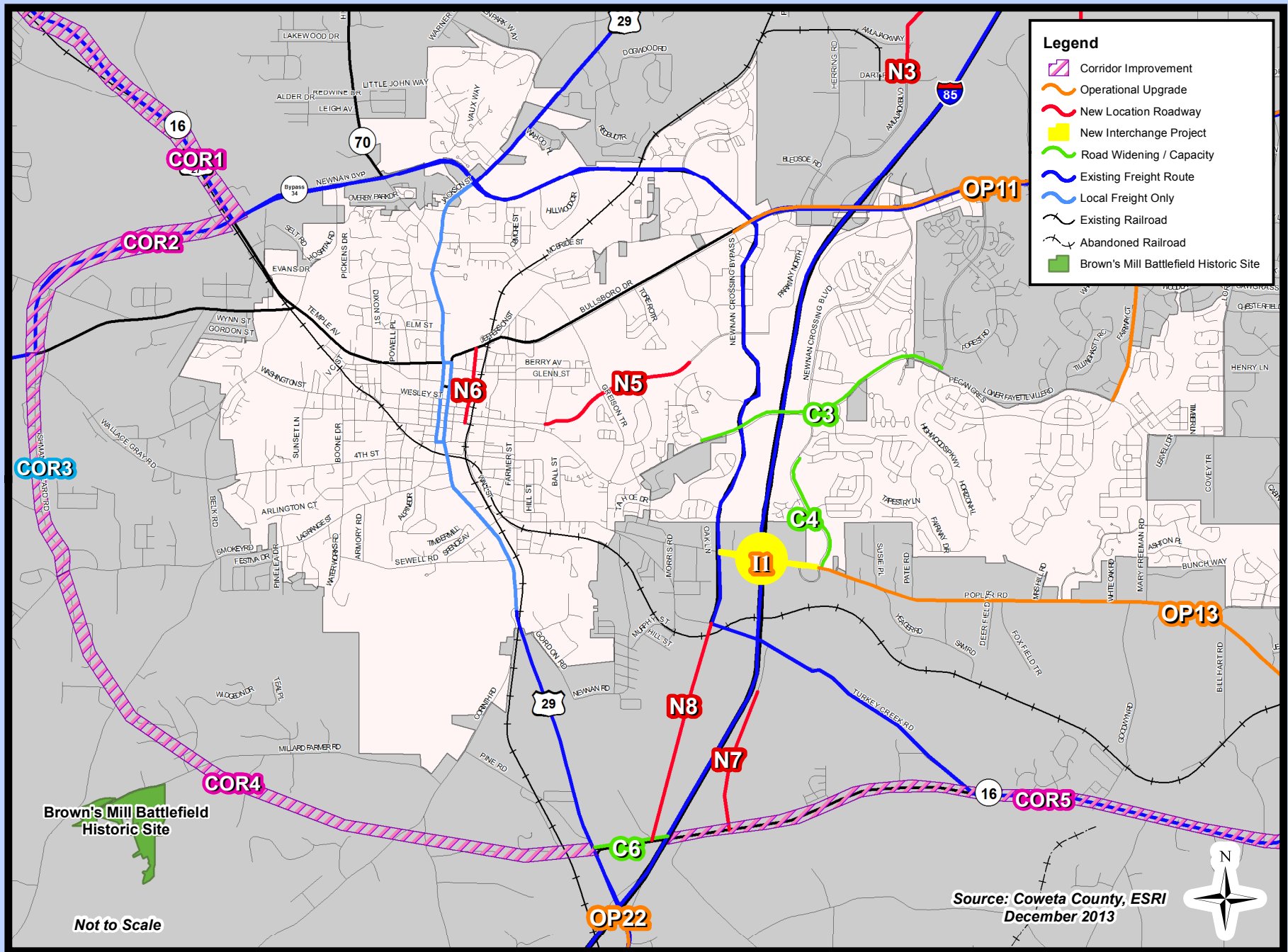
- Optimize economic growth by ensuring a balanced and efficient goods transport system
- Provide roadway and intersection facilities that maintain safe and efficient freight access and mobility
- Improve the roadway network to accommodate growing freight transport, delivery and transfer needs
- Minimize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



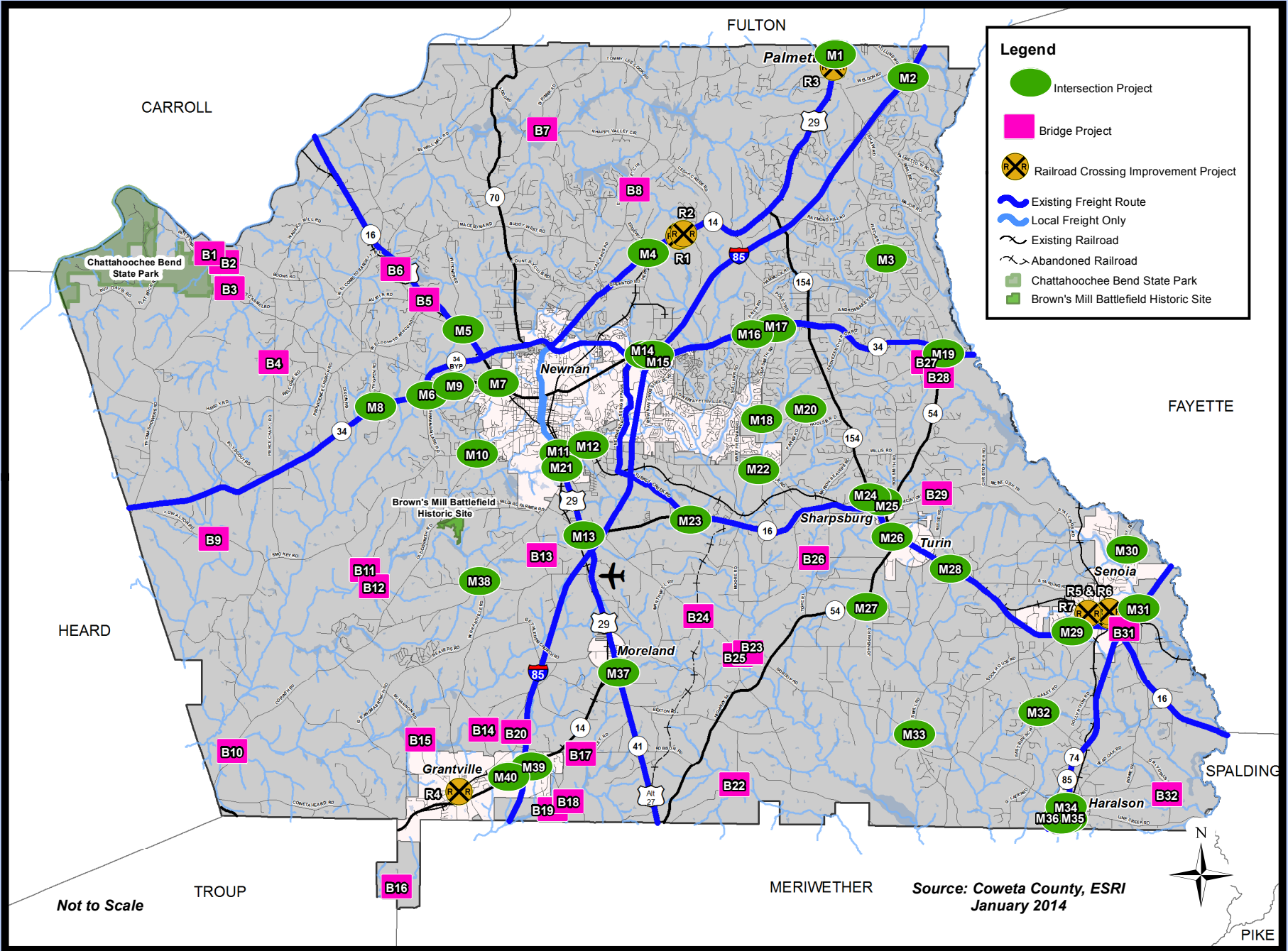
The CTP freight recommendations are:

- 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 (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



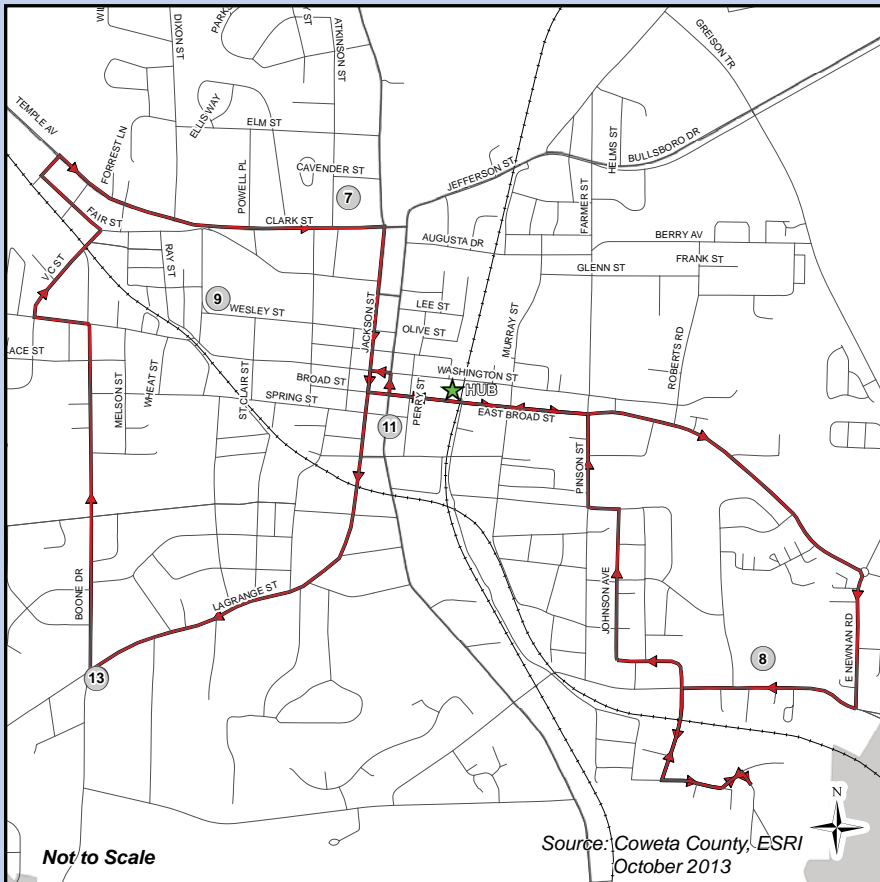
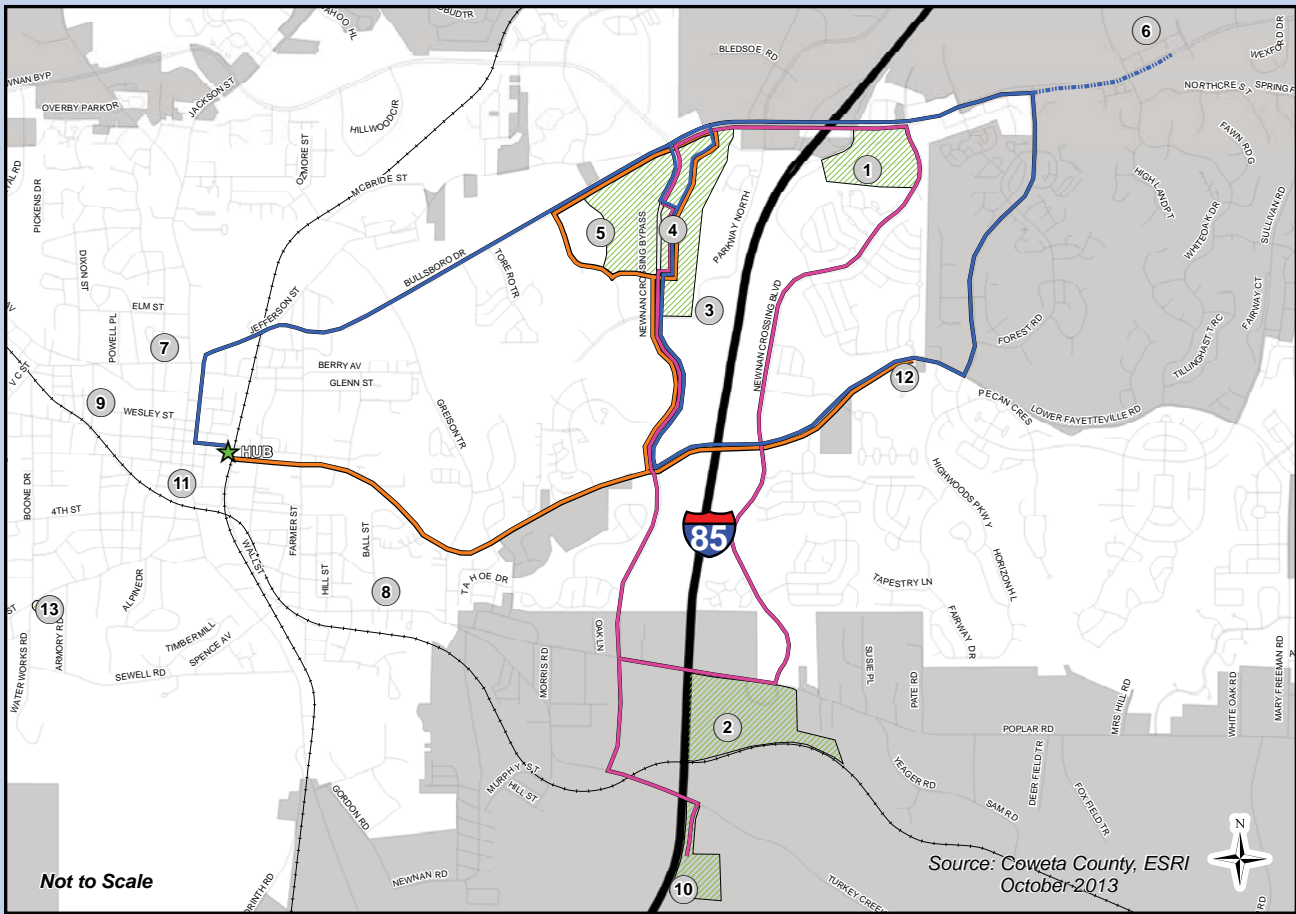
#### **Service Coordination and Optimization**

- 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.

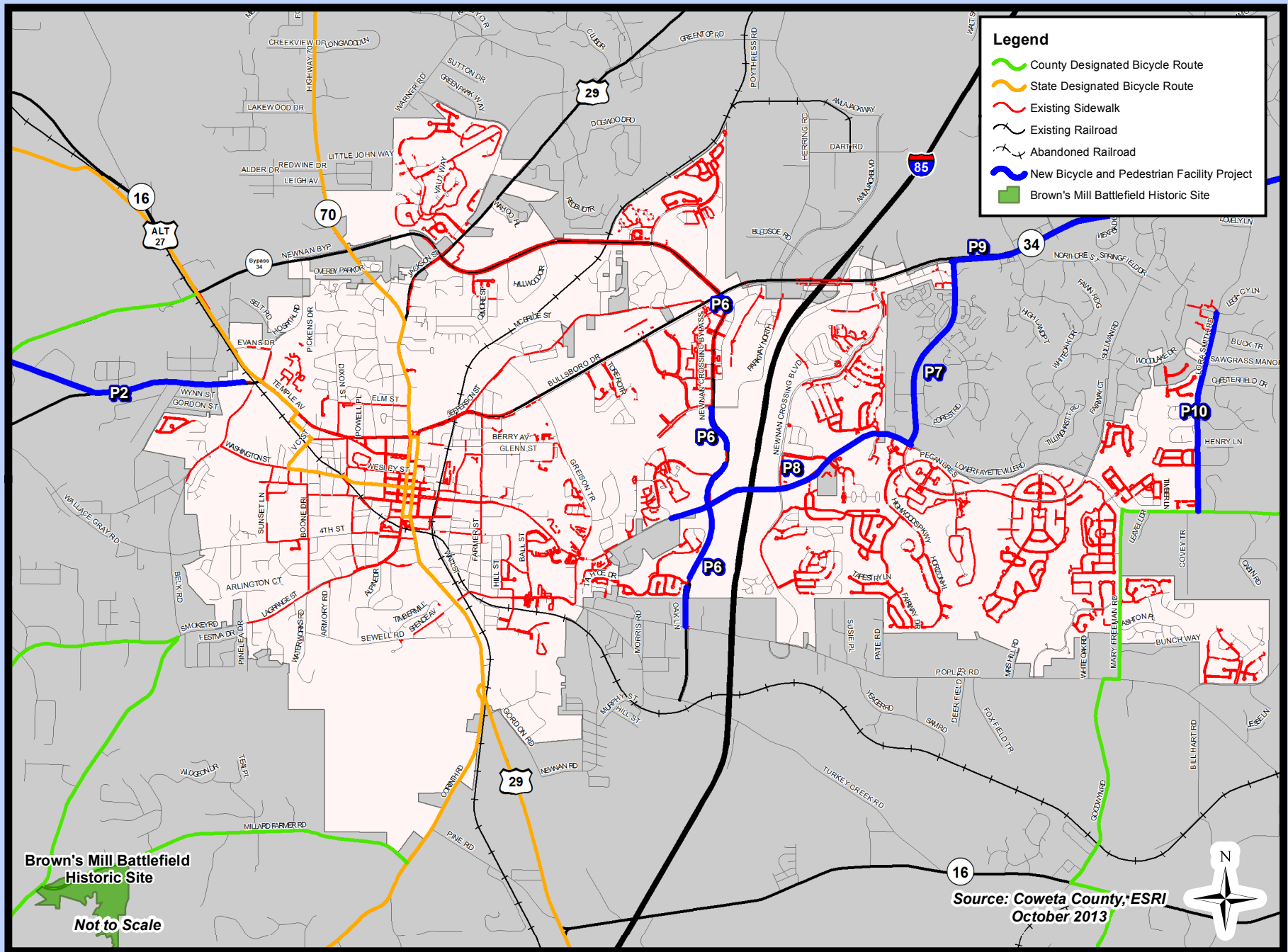
**An important consideration for all bicycle and pedestrian facilities remains the safety of the network for all users, whether bicyclist, pedestrian or motorist.**

## BICYCLE & PEDESTRIAN PROJECT LIST

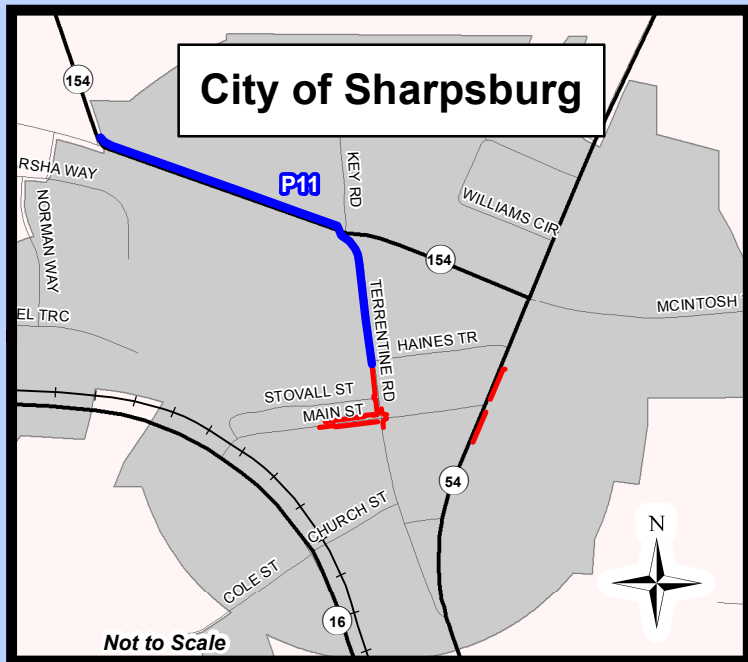
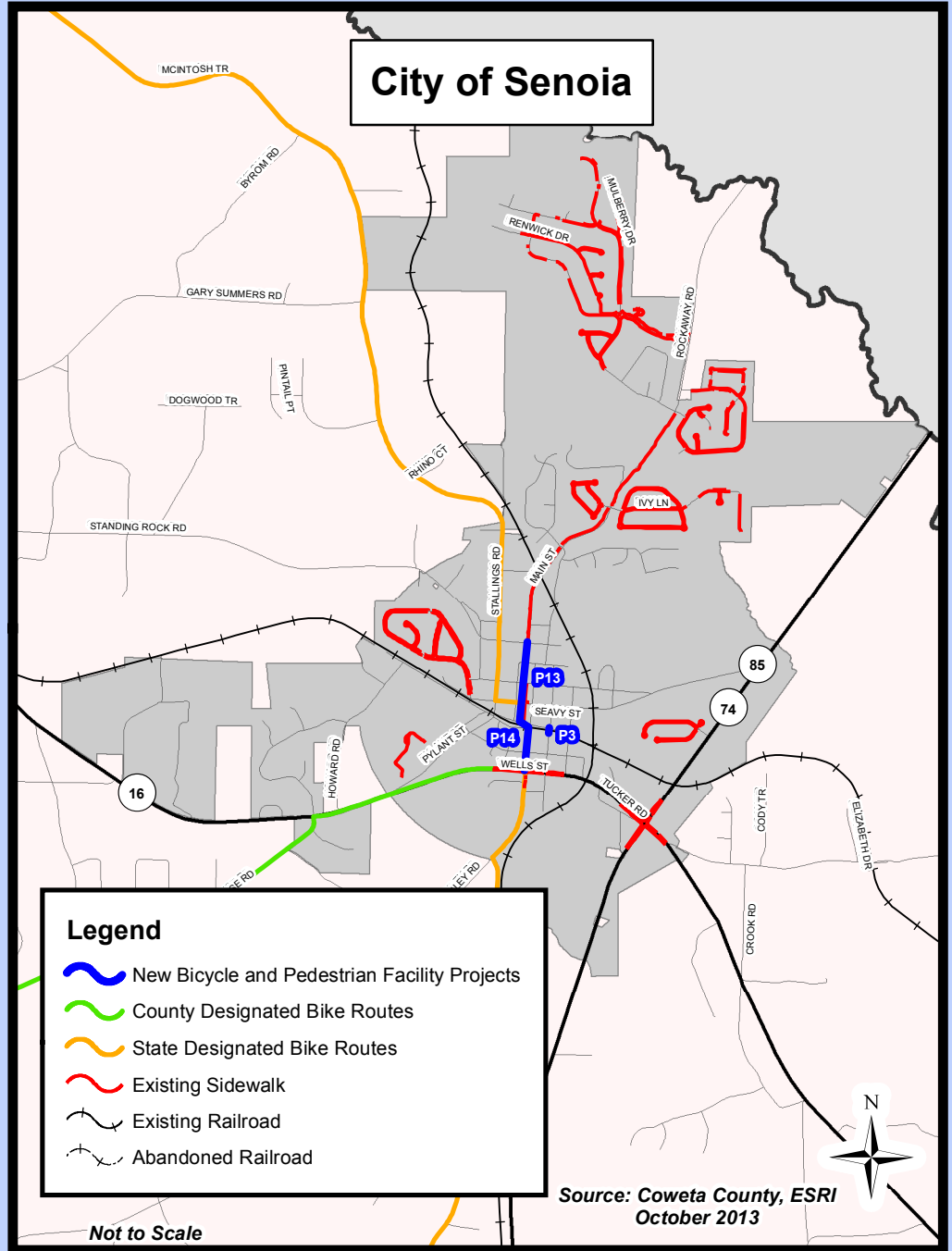
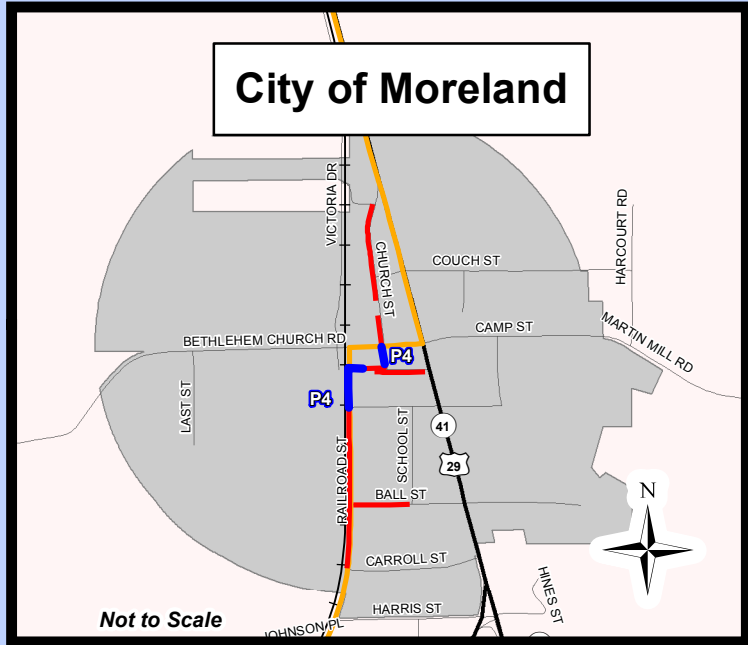
P1	Bike route connection to Chattahoochee Bend State Park
P2	Extend existing bike route along Franklin Road to Newnan city limits
P3	Rehabilitate non-vehicular use bridge over railroad on Bridge Street at Senoia city limits (bicycle/pedestrian/golf cart use only)
P4	Sidewalks in Moreland between existing 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 (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

