



Newnan City Council Meeting

May 13, 2025

Newnan City Hall

Richard A. Bolin Council Chambers

25 LaGrange Street

2:30 PM

CALL TO ORDER

INVOCATION

READING OF MINUTES

- A. Minutes from Regular Meeting on April 15, 2025

REPORTS OF BOARDS AND COMMISSIONS

- B. 1 Appointment - Christmas Commission, 3-year term
- C. 1 Appointment - Convention Center Authority, 3-year term
- D. 2 Appointments - Cultural Arts Commission, 3-year terms
- E. 2 Appointments - Ethics Commission, 2- year terms
- F. 1 Appointment - Newnan Urban Redevelopment Agency, 3-year term
- G. 1 Appointment - Tree & Parks Commission, 3-year term
- H. 2 Appointments - Youth Activities Commission, 3-year terms

REPORTS ON OPERATIONS BY CITY MANAGER

REPORTS AND COMMUNICATIONS FROM MAYOR

- I. Discussion Regarding an Amendment to the Code of Ordinances, Chapter 10
Environment, Article II, Section 10-36, Noises to Change the time from 10pm to 9pm

NEW BUSINESS

- J. Public Hearing - Application for Alcohol Beverage License - Bell Street Burrito - Retail
On Premise (Pouring) Sales of Distilled Spirits, Malt Beverages and Wine - 55
Newnan Crossing Bypass - Reason: New Business
- K. Appointment of Voting Delegate for GMA Annual Business Meeting 2025
- L. Election of GMA's District 4 Officers for 2025-2026
- M. Consideration of 2025 City Council Retreat Report
- N. Consideration of Bicycle and Pedestrian Facilities Plan Update 2025
- O. Discussion of Potential Island Annexation at Certain Properties

- P. Consideration of Contract Award for Asphaltic Concrete Pavement Preservation 2025
- Q. Discussion of Cemetery Staffing and Future Operations
- R. Consideration of Ordinance to Amend the Code of Ordinances, Chapter 7, Section 56, Personnel to Dig Graves
- S. Consideration of a Contract Extension for Debris Removal Services
- T. Consideration of Surplus Property Declaration and Disposition of Capital Assets and Controlled Assets
- U. Consideration of a 180-day Postponement of the Arbitration Proceedings in the Annexation Request of Greentop Road Everhour Phase 2

UNFINISHED BUSINESS

VISITORS, PETITIONS, COMMUNICATIONS & COMPLAINTS

- V. Request from RPM to close Madison St. between Jefferson St. and Jackson St. for three community events Summer 2025
- W. Request from Bridging the Gap to host Summer Lunch at CJ Smith Park from May 27th - July 25th, Monday-Friday from 11:30am - 1:30pm
- X. Request to Close Wesley St. between St. Clair and Richard Allen Dr. on May 25, 2025 from 3pm-7pm for Rocky Hill Day event
- Y. Request from Lolita Whitaker to close Paul St. between Pinson St. and Johnson Ave on July 26, 2025 from 2pm-6pm for Back to School Bash

MOTION TO ENTER INTO EXECUTIVE SESSION

- Z. Motion to Enter into Executive Session

ADJOURNMENT

The regular meeting of the City Council of the City of Newnan, Georgia was held on Tuesday, April 15, 2025 at 6:30 p.m. in the Richard A. Bolin Council Chambers of City Hall with Mayor Keith Brady presiding.

CALL TO ORDER

Mayor Brady called the meeting to order and delivered the invocation.

PRESENT

Mayor Keith Brady: Council members present: Ray DuBose, Jim Thomasson, Cynthia Jenkins, Rhodes Shell, Paul Guillaume and Dustin Koritko. Also present: City Manager, Cleatus Phillips; Assistant City Manager, Hasco Craver; Assistant City Manager, Meg Kelsey; City Clerk, Megan Shea and City Attorney, Brad Sears.

READING OF MINUTES

A. Minutes from the Regular Meeting on March 25, 2025

Motion by Councilman DuBose, seconded by Councilman Koritko to dispense with the reading of the minutes of the Regular Meeting on March 25, 2025 and adopt them as presented.

MOTION CARRIED. (7-0)

B. Minutes from the Work Session on March 25, 2025

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Koritko to dispense with the reading of the minutes of the Work Session on March 25, 2025 and adopt them as presented.

MOTION CARRIED. (7-0)

REPORTS OF BOARDS AND COMMISSIONS

C. Newnan Youth Council Graduates

Mayor Brady, Councilwoman Jenkins and Roy Garner, Chairman of the Newnan Youth Activities Commission announced the graduating seniors and their future plans. They were presented with certificates and honor cords. Graduating Seniors: Alex Allen, Emma Caylor, Helena Gibson, Mary Lois Griffis, Laci Johnson, Ashlynn Jones, Sarah Park Lee, Jenna Mollner, Madison Pater, Nysha Reddy, Isabella Scarano and Anna Beth Shelnett.

Youth Council Attendees

Mayor Brady announced that Ansley Lane was in attendance to fulfill her one meeting requirement.

D. 3 Appointments – Newnan Urban Redevelopment Agency, 3-year terms

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Koritko to reappoint Tony Galioto for another term.

MOTION CARRIED. (7-0)

Motion by Councilwoman Jenkins, seconded by Councilman Koritko to reappoint Gerald Walton for another term.

MOTION CARRIED. (7-0)

Motion by Councilman Shell, seconded by Mayor Pro Tem Thomasson to appoint Hank Arnold to the Urban Redevelopment Agency, to fill an unexpired term.

MOTION CARRIED. (7-0)

Continue other appointment to next agenda.

E. 1 Appointment – Tree & Parks Commission, 3-year term

Continue to next agenda.

F. 3 Appointments – Youth Activities, 3-year terms

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Shell to reappoint Roy Garner for another term.

MOTION CARRIED. (7-0)

Motion by Councilwoman Jenkins, seconded by Councilman Koritko to reappoint Michael Nix for another term.

MOTION CARRIED. (7-0)

Continue other appointment to next agenda.

REPORTS AND COMMUNICATIONS FROM MAYOR

G. Update on 27 Clark St. lease with Historical Society

Mayor Brady stated that this has been discussed several times and there was a recent article about it in the Times Herald. He said it's been discussed but no action has been taken yet. He asked Council to

consider a motion to instruct Staff to develop the documents needed to step through the process with the Historical Society.

Motion by Councilman DuBose, seconded by Councilwoman Jenkins to instruct Staff and City Attorney to develop documents and bring back to Council.

MOTION CARRIED. (7-0)

NEW BUSINESS

H. Public Hearing – Application for Alcohol Beverage License – A Bronx Tale, LLC.– Retail On Premise (Pouring) Sales of Malt Beverages and Wine – 31 Market Square Rd., Ste 101 – Reason: New Business

Mayor Brady opened a public hearing on the application for a Retail On Premise (Pouring) Sales of Malt Beverages and Wine for A Bronx Tale, LLC at 31 Market Square Rd., Ste 101.

A representative of the applicant was present for the hearing. No one spoke for or against the application. Mayor Brady closed the public hearing. The City Clerk advised that all the documentation had been received and everything was in order.

Motion by Councilman Koritko, seconded by Councilman Shell to approve the application for a Retail On Premise (Pouring) Sales of Malt Beverages and Wine.

MOTION CARRIED. (7-0)

I. Authorization to Proceed with Ordinance Amendments as discussed during Council Retreat

City Manager explained that ordinance amendments were discussed at the recent retreat and 3 are being brought forward for official authorization to proceed. First one is related to the number of model homes in a subdivision, second is regulate short term rentals and third is to allow for and regulate backyard chickens.

Councilman Koritko asked if the model homes ordinance will specifically state one model type per home? Mr. Phillips said that language will be developed for the ordinance.

Motion by Councilman Shell, seconded by Mayor Pro Tem Thomasson to instruct staff to draft the ordinance amendments and bring back to Council.

MOTION CARRIED. (7-0)

J. Consideration of the Guaranteed Maximum Price (GMP) for the expansion of the House of Pickleball facility; and approval of the associated budget

Meg Kelsey, Assistant City Manager, explained that this was also discussed at retreat, Staff have been working with Headley Construction on the design/build contract for 6 additional pickleball courts. Headley has provided a guaranteed maximum price of about \$1.3 million. The pricing is a bit

overbudget but the pricing on construction for Lynch Park is underbudget, so the whole line item for parks projects will be in line with the budget.

Staff recommended approval of the GMP, amending the existing contract and approving the budget.

Motion by Councilman Shell, seconded by Councilwoman Jenkins to approve the GMP and associated budget as presented.

MOTION CARRIED. (7-0)

K. Consideration to Accept Auction Offer on the City-Owned Property at 28 Westgate Park Lane

Tracy Dunnavant, Planning Director, stated that in 2023 Council approved the lot to be surplus and sent to auction after a request from the adjacent property owner. This was advertised and the adjacent property owner and the Housing Authority were notified, as both were interested in the lot. Auction was held on April 1, 2025 and the Housing Authority of Newnan (HAN) was the only one present with a bid of \$5,000. If approved by Council, HAN would like to build an owner occupied home using grant funds.

Councilman Guillaume asked what the value of the property is? Ms. Dunnavant said a lot in that area, maybe around \$15,000.

Motion by Councilman Koritko, seconded by Councilwoman Jenkins to accept the auction offer of \$5,000 as presented.

MOTION CARRIED. (7-0)

UNFINISHED BUSINESS

L. Public Hearing – Zoning Ordinance Text Amendments to Articles 2 and 3 – revising the distance requirements for Child Day Care center locations

Mayor Brady opened the public hearing.

Dean Smith, Senior Planner, stated that the request is to reduce the distance a child day care center must be from another child day care center, from 1,000ft to 300ft.

Councilwoman Jenkins asked why was this part of the ordinance in the first place? Mr. Smith said it is associated in the same category as personal care group homes, assisted living facilities and substance abuse facilities and there was concern initially regarding traffic with these uses. Variances have been issued in the past after the 1,000ft radius was established, and allowed child day care centers closer together. There was a request for a variance that was brought to the Board of Zoning Appeals, and it was determined that this is a legislative issue, but the discussion was tabled. A new request for this same variance led to the request for the zoning text amendment.

Council discussed the traffic implications from allowing this shorter distance and if this is just a one time exception? Mr. Smith stated that there is a need for more child day care centers with more families moving to the area and this change would make that more feasible. Councilwoman Jenkins expressed

further concern regarding traffic and infrastructure issues in the future with child day cares too close together.

No one spoke for or against. Mayor Brady closed the public hearing.

Motion by Councilman Shell, seconded by Councilman Guillaume to accept the report and recommendation from the Planning Commission.

MOTION CARRIED. (7-0)

Motion by Councilman Shell, seconded by Mayor Pro Tem Thomasson to adopt the ordinance amendments as presented. Opposed: Jenkins

MOTION CARRIED. (6-1)

M. Public Hearing – Rezoning Request RZ2025-02 by Steven L. Jones, on behalf of GHV Newnan, LLC for 8.30 + acres on Newnan Crossing Blvd East (Tax Parcel #098A-295) from OI-1 (Low Density Office and Institutional District) to RU-7 (Urban Residential Single-Family District) for the purpose of developing a townhouse community

Mayor Brady opened the public hearing.

Mr. Smith said that the full details of the request are in the agenda packet and available online. He showed the subject property, which is situated between two other residential communities. In 2008 this property was rezoned for the purpose of developing office buildings, but it is currently wooded and vacant. There are portions of the property that have been used to develop the LINC trails. The request is to rezone RU-7 to develop 33 townhome units. Minimum lot sizes will be 2,100 sq ft, fee simple, marketed for sale with price points in the high \$400,000s to low \$500,000s.

The application meets all 8 standards and Mr. Smith gave a summary of those. The proposed use is suitable in view of zoning and development of nearby properties. The anticipated impact is traffic and the applicant's concept plan show one way traffic which will help with the flow of traffic and therefore the adverse effect will be minimal. The property could be used as currently zoned, however, there are environmental constraints that may impact that and to date there have been no developments proposed as such. All service providers have indicated they could respond and serve the proposed development. The future land use map shows the property as business/office but with recent residential developments in the area this would fit. The proposed use is consistent with the residential proposed zoning district. There is a need for more housing options and this proposal accommodates that need. The project does reflect a reasonable balance between the promotion of public health, safety, morality or general welfare and the right to unrestricted use of property.

City Landscape Architect, Mike Furbush, has expressed concern with the tree management plan, specifically the area between the right of way and the townhomes. He would like to see more details on those plans. The Planning Commission voted 3-2 for approval of the project. Suggested conditions are that the project will be consistent with the density, project data, amenities, proffered conditions and

architectural details as provided in the application, project will be capped at 33 units and rental units capped at 10%.

Applicant:

Mr. Steven Jones, on behalf of the applicant, addressed Council and spoke about some of the concerns brought up in the work session that was held previously. Concerns were LINC trail running behind the property, amenity areas and the homogeneous façade. He said a concept plan with the LINC trail running behind the property was drawn as an easement, but they realized that there were some impervious setbacks which would make it impossible for the builder to construct it. The City has constructed LINC sections previously under these conditions and so Mr. Jones showed the new concept plan, illustrating where the LINC is existing (in green) and where it is proposed (in yellow). The applicant proposed an additional condition, which would be, dedicating in fee simple the yellow proposed LINC trail and property south to the property line for the City to construct the trails. The applicant also proposed an easement for relocation of the existing LINC trails farther into the site. Mr. Jones passed out a copy of the proposed condition to Council and City Attorney for review.

Mr. Jones highlighted another internal amenity area on the plan but stated that the LINC is considered the central amenity for the property. Council will soon have another rezoning before them for property to the west of this property, across the street and they are proposing a LINC tie in. Each home will have a two-car garage and with the driveway there is space for an additional two cars. There is additional parking on the street as well. Mr. Jones showed some modified renderings with alternate color schemes, as the builder is indifferent to the colors for the homes.

No one spoke in opposition. Mayor Brady closed the public hearing.

Motion by Councilwoman Jenkins, seconded by Councilman Guillaume to accept the report and recommendation from the Planning Commission.

MOTION CARRIED. (7-0)

City Attorney said after reviewing the new condition to be added, it does put burden on the City to maintain the property to the east of the proposed easement. This was done previously with another development. City Manager said there would be little maintenance. He said if Council approves the condition, then this would be a section of the LINC done with potential grant funds that Council previously approved Staff to apply for.

Mr. Sears said the motion to approve would need to add the new condition as condition #4. Councilwoman Jenkins asked if this was just for the yellow portion shown on the concept plan. Mr. Sears said the applicant may need to give the City a temporary construction easement to the west, maybe 10ft. to be able to construct without too much damage to the donated properties. He asked if that could be added in, at least 10ft off the edge of the 20ft. Mr. Phillips stated that different construction techniques need to be used when building in environmentally sensitive areas, so it helps to not have to infringe too close to the creek. Mr. Jones confirmed that the applicant is fine with that. Mr. Jones also answered Councilwoman Jenkins question, it would be all the yellow portion and highlighted yellow line. The blue shown is for a proposed easement that the builder will put for the relocation of the LINC.

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Shell to adopt the ordinance for rezoning with the addition of condition #4.

Councilman Koritko asked to clarify, the condition would be for the easements and the builder is not responsible for building any of the LINC? Mr. Jones said the builder would be willing to build the blue portion, but asked about any credit for permit fees since it would be a contribution to the whole system? Mr. Phillips stated that impact fees are used to develop LINC sections so they could calculate that and credit it back in the impact fee category. He said that is standard and has been done with other projects. Mayor Brady reiterated that the blue area is builder responsibility and Mr. Jones said yes.

Councilman Guillaume asked about the color scheme and if that is up to the builder to determine? Mr. Jones stated that they are indifferent, and another condition could be added to say there cannot be a homogeneous color scheme. Councilman Guillaume asked if that could be added. Councilman Koritko asked if the blue section will be built to LINC "standards" and Mr. Phillips said yes, they will make sure they have the specs needed and then receive credit.

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Shell to adopt the ordinance for rezoning with the addition of condition #4, to also include no homogenous color schemes.

MOTION CARRIED. (7-0)

VISITORS, PETITIONS, COMMUNICATIONS & COMPLAINTS

N. Request from Race for Orphans to block parking and close Brown St. between W. Washington St. and Madison St. starting at 6pm on Friday, May 2nd for Saturday, May 3rd event

Motion by Councilman Koritko, seconded by Councilwoman Jenkins to approve the request as presented.

MOTION CARRIED. (7-0)

O. Request from Dooley Mack Constructors for exemption to the City Noise Ordinance to pour concrete for Tractor Supply Project at 4am on Saturday, May 3rd

Mr. David Coeplas with Dooley Mack, the superintendent on the project, explained that the concrete starts to set up in a short amount of time and traffic during rush hour can make that difficult with a continuous pour and such a large slab.

Mayor Brady expressed concern for the nearby residents and the noise that comes with concrete trucks. City Manager stated that the ordinance allows for a 7am start time until 10pm. Mayor Brady stated that he could not vote in favor of this, as it a lot to ask of the residents. Saturday traffic is typically lighter anyway. Councilman Shell asked how far back this would affect the residents? Mayor Brady said he walked the property and the trucks will back right up to residents.

Mayor Pro Tem Thomasson asked if the 7am start time would work for them? Mr. Coeplas said they will make it work.

Motion by Mayor Pro Tem Thomasson, seconded by Councilwoman Jenkins to deny the request.

MOTION CARRIED. (7-0)

P. Consideration of Contract Terms from Caldwell Development Investments regarding 57 East

Mayor Brady stated that this would be moved into Executive Session to discuss this item.

COUNCIL COMMENTS:

Councilman DuBose announced that he will not run for his City Council seat later this year. He said it has been a pleasure serving his district and the Citizens of Newnan for the last 20 years. He said it is time for him to retire. He thanked his fellow City Council members and City Manager, both Assistant City Managers and City Clerk for all their help along the way.

MOTION EXECUTIVE SESSION

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Koritko that we now enter into closed session as allowed by O.C.G.A. Section 50-14-4 and pursuant to advice by the City Attorney, for the purpose of discussing legal and real estate and that we move, in open session to adopt a resolution authorizing and directing the Mayor or presiding officer to execute an affidavit in compliance with O.C.G.A. Section 50-14-4, and that this body ratify the actions of the Council taken in closed session and confirm that the subject matters of the closed session were within exceptions permitted by the open meetings law at 6:58PM.

MOTION CARRIED. (7-0)

RESOLUTION/MAYOR'S AFFIDAVIT FOR EXECUTIVE SESSION

Motion by Mayor Pro Tem Thomasson, seconded by Councilman Koritko to adopt the resolution authorizing the Mayor to execute the affidavit stating that the subject matter of the closed portion of the Council was within the exceptions provided by O.C.G.A. Section 50-14-4(b).

MOTION CARRIED. (7-0)

ADJOURNMENT

Motion by Councilman DuBose, seconded by Councilman Guillaume to adjourn the Council meeting at 9:03pm.

MOTION CARRIED. (7-0)

Megan Shea, City Clerk

Keith Brady, Mayor

APPLICATION FOR ALCOHOL BEVERAGE LICENSE

Name: **Bell Street Burrito**

Licensee: **Ben Eidson**

License Representative: **N/A**

Type License: **Retail On Premise (Pouring) Distilled Spirits, Malt Beverages & Wine**

Location: **55 Newnan Crossing Bypass**

TO THE CITY COUNCIL: REASON – NEW BUSINESS

(1) The above application with supporting documents and application fee has been filed in the City Clerk's office; reviewed by the appropriate departments of the City and appears to be (complete). (Sec 3-33)

If incomplete, reasons _____

(2) The citizenship requirements (have) been met. (Sec. 3-34)

If not, reasons _____

(3) Residency requirements (have) been met. (Sec. 3-35)

If not, reasons _____

(4) The location appears (to comply) with zoning requirements. (Sec 3-37)

If not, reasons _____

(5) The location of the proposed premises appears (to comply) with the distance requirements set forth in Sec. 3-39.

If not, reasons _____

(6) All taxes or other debts to the City (are) current. (Sec 3-38)

If not, reasons _____

(7) A publisher's affidavit (has not) been filed showing the notice requirement (has not) been complied with. (Sec 3-40 (a))

If not, reasons Advertised. Will file affidavit prior to hearing.

(8) An affidavit from the applicant certifying posting of the proposed premises (has) been filed. (Sec. 3-40(b))

Respectfully submitted,

Megan Shea
City Clerk

ELECTION OF GMA'S DISTRICT 4 OFFICERS FOR 2025-2026

BALLOT

The nominating committee comprised of current District 4 officers and three additional elected officials nominated the following city officials as GMA's District 4 Officers for 2025-2026:

President	Michael Johnson, Mayor, Temple
First Vice President	Tammy Howe, Councilmember, Warm Springs
Second Vice President	Steve Fry, Mayor, Williamson
Third Vice President	Jacqueline Bridges, Councilmember, Carrollton

Is your city in favor of the nominees for positions of President, First Vice President, Second Vice President, and Third Vice President

Yes ____ No ____

Please provide the following information:

City: _____

Name of person submitting ballot: _____

I affirm that I am authorized to vote on behalf of the city:

Signature: _____

Please mail or email the ballot by May 23 to:

Niles Ford, Georgia Municipal Association, P.O. Box 105377, Atlanta, GA 30348; email at nford@gacities.com .



To: Mayor and Council
Date: May 13, 2025
Agenda Item: Consideration of 2025 City Council Retreat Report
Prepared By: Hasco Craver, Assistant City Manager

Purpose:

Newnan City Council may consider the 2025 City Council Retreat Report.

Background:

Newnan City Council, on March 27, 2025 and March 28, 2025, held a retreat to discuss certain items and their future strategic importance.

Please find a copy of the retreat report attached herein.

Funding:

NA

Recommendation:

Newnan City Council may consider the 2025 City Council retreat Report as presented.

Attachments:

1. 2025 City Council Retreat Report

Previous Discussion with Council:

NA

City of Newnan City Council 2025 Retreat Report



**The Hotel at Auburn University
241 South College Street
Auburn, AL 36830**

Introduction

The City of Newnan held a City Council Retreat on March 27th and 28th in Auburn, Alabama, to consider certain items and their future strategic importance. The retreat was facilitated by Cleatus Phillips, City Manager, Meg Kelsey, Assistant City Manager and Hasco Craver, Assistant City Manager. Newnan City Council members were presented with several topics that were derived from feedback presented to Cleatus Phillips in advance of the meeting.

The following topics were listed as those of interest and therefore, part of an agenda:

- Community Development
 - Rezoning/Annexation Work Session Feedback and Education
 - Island Annexation Discussion
 - NURA 5-Year Work Plan
 - Bike/Ped Plan
- Project Updates
 - LINC Concept Direction
 - SPLOST Park Projects
 - Land Use Projects in the Hopper
- Finance
 - FLOST Referendum Discussion
- Boards
 - Water & Light Commission
- Open Discussion

Members Present: Keith Brady, Cynthia Jenkins, Rhodes Shell, Ray DuBose, Paul Guillaume, Jim Thomasson, Dustin Koritko
Staff Present: Cleatus Phillips, Brad Sears, Meg Kelsey, Hasco Craver
Guests Present: Laura Camper (Newnan Times Herald)

Mayor Keith Brady called the meeting to order at 10:55am on Thursday, March 27, 2025.

The notes below are representative of the discussion that took place during the retreat.

The meeting was adjourned at 10:10am on Friday, March 28, 2025.

Rezoning/Annexation Work Session Feedback

Cleatus Phillips opened the retreat by leading a conversation related to the City Council's desire to continue hosting work sessions for rezoning and annexation applications. All members of the City Council were supportive of the current process. Cleatus Phillips reminded all members of the City Council how to most appropriately engage with staff and applicants during work

sessions. Cleatus Phillips mentioned that the process is designed to gather facts; applicants should not be advocating for projects; council members should not be sharing opinions. Brad Sears mentioned that final opinions should come after a public hearing, ensuring that due process and procedure are adhered to. Councilmember Shell asked Brad Sears about when it's appropriate to meet with applicants who are making applications for rezoning and/or annexation. Brad Sears mentioned that Councilmembers are not required to meet with applicants. Brad Sears mentioned that if Councilmembers decide to meet with applicants that they should not share or indicate an opinion of the proposed project. Councilmember Koritko asked if the same is true when considering a rezoning versus an annexation. Brad Sears mentioned that any item that will require a vote from Council should be treated the same. Brad Sears mentioned that all members should reserve their opinions until hearing all the facts related to a project. Members inquired about the time in which the City must respond to a request for annexation and/or rezoning. City staff mentioned that they would report back to the City Council with information related to the required timing of responding to annexation and/or rezoning petitions.

Island Annexation Discussion

Hasco Craver shared a presentation that included information about the methods in which municipalities may consider annexations. (Presentation attached herein). Thereafter, Hasco Craver shared information compiled by City Staff that included two groupings of certain properties that may be considered for annexation in the future as the City Council consider doing so to streamline delivery for citizens. The first group of properties includes 27 parcels that are completely surrounded by the City limits. The second group of properties included parcels that are "almost" completely surrounded by the City limits. Please see the provided map attached herein. Councilmembers were supportive of the phased approach. In addition, Councilmembers suggested that public meetings are held in advance of taking formal action to make residents aware of potential changes in service delivery. In advance of the City Council taking formal action to initiate annexations, they requested certain data: owner vs rental units, current utility providers/future potential utility service access. Councilmembers mentioned that the second group of parcels may need to be divided into phases in the future.

NURA 5-Year Work Plan

Hasco Craver shared a presentation that provided historic information related to the need and establishment of the Newnan Urban Redevelopment Agency (NURA). (Presentation attached herein). Hasco Craver mentioned that the Newnan City Council passed a 2009 resolution establishing areas of "blight", then a 2010 resolution establishing NURA and adopting the Urban Redevelop Plan. Hasco Craver mentioned that NURA is comprised of 9 Members (7 appointed by City Council, 2 appointed by Mayor and are Housing Authority members). Hasco Craver briefly described the Statutory Powers (O.C.G.A 36-61-17) afforded to NURA to undertake redevelopment activities (i.e. borrow and/or apply for loans, grants, other contributions; sale/dispose of property, engage in contracts). The following programs were noted as currently part of the NURA 5 Year Plan:

- Murray Street Workforce Housing Program

- Bi-Annual Paint Day
- Annual Housing Resource Fair
- US Department of Housing & Urban Development EDI Grant
- Chalk Level Neighborhood Plan Update
- Neighborhood Placemaking
- Weatherization and Minor Rehabilitation
- Housing Needs Assessment

Councilmembers reviewed the NURA 5 Year Plan of Work (attached herein). Councilmembers were supportive of numerous ancillary programs. However, Councilmembers had numerous questions about the future of the US Department of Housing & Urban Development EDI Grant. Very specifically, Councilmembers were interested in better understanding the time, funding and expertise required to secure property, build homes and sell homes over time. City staff mentioned that they would put together a program to help better illustrate the organization's ability to deliver housing units. Councilmembers suggested that the City staff narrow their focus to the Chalk Level Neighborhood in the near term. In addition, Councilmembers suggested that the NURA work to engage partner organizations such as the local Habitat for Humanity affiliate.

Bike/Ped Plan

Hasco Craver shared a presentation that included information about the Newnan Bicycle and Pedestrian Facilities Plan Update 2025 (Bike/Ped Plan). (Presentation attached herein). The presentation slides included information about the primary components of the plan, including:

- Literature Review
- Visioning/Goal Setting
- Existing Conditions Assessment
- Community Engagement
- Infrastructure/Facility Recommendations
- Policy and Program Recommendations
- Implementation Strategy

Hasco Craver shared certain information, including maps and data, illustrating existing conditions of bicycle and pedestrian facilities (sidewalks, etc.), as well as identified future improvements, policy and program ideas and a short-term implementation strategy. Mayor Brady mentioned that the Newnan Downtown Development Authority (DDA) was currently working on a marketing program to promote safe pedestrian movement in the downtown commercial district. Mayor Brady mentioned that the DDA would likely bring recommendations for physical improvements to the City Council for consideration. Councilmembers discussed potential remedies to the downtown environment. Hasco Craver mentioned that the City Council could consider closing certain streets. Cleatus Phillips mentioned that the City Council may consider installing "speed tables" at certain intersections. Councilman Thomasson was supportive of utilizing novel interventions. Consensus did not exist to further explore closing roadways, installing "speed tables" or hiring an experience consultant to study the downtown transportation network for pedestrian-oriented improvements. Councilmembers, upon reviewing the Bike/Ped Plan implementation strategy, asked City staff to put together an annual improvement program for consideration.

Water & Light Commission

Cleatus Phillips mentioned that the Newnan City Council was interested in discussing how members of the Newnan Water and Light Commission are appointed. Councilmembers discussed differing ideas of the preferred characteristics (resident, utility customer, business owner/executive, etc.) desired for those that may serve as commissioners. Councilmembers agreed that Newnan Utilities, through the commission, continues to provide excellent services.

LINC Concept Direction

Meg Kelsey shared a presentation that included information about LINC sections 12 and 13. (Presentation attached herein). Meg Kelsey mentioned that the Alexander Property, located at/along Boone Drive and adjacent to the City's Public Works and Beautification Departments, had been removed from LINC Section 12 due to the ongoing efforts of Plant Newnan, Inc. to derive a future work program concept to illustrate an arboretum at the subject location. Mayor Brady, as a member of Plant Newnan, Inc., provided an update on the status of the organization's efforts. Councilmember Thomasson, in reviewing LINC Section 12, preferred to keep the trail off roadways as much as possible. Councilmember Thomasson mentioned that he preferred the alternate route that would include trail facilities along an existing creek, which travels south/southwest from Fourth Street, near Meadowbrook Drive to a point along Boone Drive. Mayor Brady was supportive of Councilmember Thomasson's suggestion. Mayor Brady inquired about the ability to gain private foundation support for the LINC. City staff mentioned that they would research private foundations that had an interest in multi-use trail projects. At the conclusion of Meg Kelsey's presentation, Councilmembers were supportive of moving into full design for LINC Section 13 due to the potential partnerships that exist (Coweta County Schools, Newnan Utilities), ability to connect to existing sidewalks (LaGrange Street, Spence Avenue), to provide safety improvements for pedestrians along Cougar Way and to coordinate the improvements with near term roadway paving improvements to Cougar Way, Sewell Road and Armory Drive. Cleatus Phillips mentioned that Hasco Craver would be making a presentation to the Coweta County Board of Education the following week related to LINC Section 13. Councilmembers were supportive of connecting LINC Section 13 from a starting point of Lagrange/Cougar Way to Sewell Road/Spence Avenue.

SPLOST Park Projects

Meg Kelsey presented updates of certain SPLOST-funded Parks Projects. More specifically, Meg Kelsey shared information about the Newnan Pickleball Complex, Lynch Park, Bicentennial Park and Greenville Street Park. (Presentation attached herein). Councilmember Guillaume mentioned that he would like to better understand the Return on Investment (ROI) for parks and/or quality of life projects. Cleatus Phillips stated that there are firms that may be

hired to quantify the ROI of parks/recreation projects. Consensus to engage such a firm was not found.

Newnan Pickleball Complex

Meg Kelsey mentioned that the project design team will be submitting full design documents for review and Council approval in mid- to late-April. Meg Kelsey mentioned that the design team has been in communication with the Newnan Pickleball Association. Meg Kelsey stated that the project includes the addition of six new courts as well as the installation of underground detention facilities.

Lynch Park

Meg Kelsey described the Council-approved project and mentioned that the City staff will be hosting a pre-construction meeting on Friday, April 4, 2025, to initiate the construction phase of the project. Meg Kelsey mentioned that the project is currently running under budget.

Bicentennial Park

Meg Kelsey shared a copy of the current conceptual design. Meg Kelsey mentioned that City staff, through a “value engineering process”, has been able to get the project within budget. Councilmembers noted that they would like to add restroom facilities to the park. Councilmember suggested that the design team reconsider the location of LINC facilities, allowing the LINC to remain on the north side of East Washington Street.

Greenville Street Park

Meg Kelsey presented information related to the design concept for expanding the stage and viewing area at Greenville Street Park. Meg Kelsey noted that a larger stage area will likely result in the project being over budget. After the conversation, Councilmembers were supportive of the larger stage remaining as part of the project.

Land Use Projects in the Hopper

Hasco Craver presented slides depicting a map of development projects currently “under review”, “zoning approved”, “construction approved” and “recently completed projects.” (Presentation attached herein)

FLOST Referendum Discussion

Cleatus Phillips provided an update on HB92, which included an amendment to HB581 allowing the City of Newnan and Coweta County to remain within the regulations of HB581. Cleatus Phillips provided a summary review of his prior presentation relating to the City of Newnan considering a call for a referendum to enact a Floating Local Option Sales Tax (FLOST) for the

purposes of providing property tax relief. Cleatus Phillips reiterated that, if approved by referendum, the FLOST may allow the City of Newnan to set its millage rate at 0. Councilmembers were supportive of calling for a referendum to enact a FLOST. City staff will work with Coweta County officials to prepare the items required to undertake the aforementioned action.

Open Discussion

Cleatus Phillips led a “round table” exercise that allowed each Councilmember to offer items of interest to the group in an effort to gauge support for future discussion/consideration.

Councilmember Shell mentioned that he would like to see the City Council consider allowing chickens to be kept in residential districts. Councilmember Shell stated that there should be appropriate regulations brought to the City Council for consideration. Councilmember Shell received support. Councilmember Guillaume asked if the City Council had been successful in providing sufficient regulations to dissuade automobile dealerships from locating in the City. City staff mentioned that they believed the City Council’s work to further regulate automobile dealerships in the winter of 2024/2025 achieved the goal. Mayor Brady mentioned that Residential Planned Development Districts currently allow three differing housing types, however the City’s ordinances only permit the construction of one model home. Mayor Brady suggested that the City Council consider amending the ordinance to allow for additional model homes in Planned Development Districts. Mayor Brady received support. Councilmember Koritko suggested that the City Council host a multi-jurisdictional event to include Coweta County as well as the other municipalities within the County. Councilmember Koritko suggested that the event only includes members of the local jurisdictions. Councilmember Koritko received support. Councilmember Thomasson mentioned that he would like the City to consider adopting a goal for Bike/Ped improvements. Councilmember DuBose mentioned that he would like to see additional sculptures in the downtown area. During conversation, Councilmember Shell suggested that the City consider adopting a Public Art Policy. City staff mentioned that they have seen Public Art Policies divide communities and not result in their intended goals. City staff suggested that the City Council adopt a plan that may identify locations for public art. City staff will present more information at a future date. Councilmember Guillaume suggested that the City consider adopting a policy that would require developments to begin construction activities within a certain time frame or return to the City Council for “re-approval”. Mayor Brady suggested that the City Council revisit regulating Short Term Vacation Rentals. Mayor Brady received support.

APPENDIX

1. Topic Presentations
 - a. Island Annexation
 - b. NURA 5 Year Work Plan
 - c. Bike/Ped Plan
 - d. LINC Concept Plans
 - e. SPLOST Parks Projects
 - f. Development Projects

Island Annexation Discussion

March 27, 2025



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Why?

Annexation Methods

- **100 Percent Method**

- All land owners sign a written application requesting annexation

- **60 Percent Method**

- 60 percent of the land owners and 60 percent of the electors sign a written application requesting annexation

- **Resolution and Referendum Method**

- City pass a resolution indicating intent to annex, city conducts a public hearing and completes extension of service report, after public hearing City calls for a referendum to be held in the area to be annexed. Only those registered voters residing in the area may vote

- **Local Act of the General Assembly**

- General Assembly may act on the behalf of the municipality, if the area is more than 50 percent residential and includes more than 500 people, a referendum is required

Phase I: Unincorporate Islands

Location #s 8 - 13

- Completely surrounded within the county's jurisdiction
- O.C.G.A 36-36-92 allows municipalities authority to “annex all of any portion of unincorporated islands contiguous to the existing municipal limits.”
- Process requires City Council to initiate, lacks an official annexation petition

Phase II: Potential Areas of Annexation

Location #s 1 - 7

- Areas are “almost” surrounded within the county’s jurisdiction
- Varying zoning classifications (residential, commercial, etc.)
- Generally located at periphery of current city limits



Newnan Urban Redevelopment Agency (NURA) 5-Year Work Plan

March 27, 2025



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Newnan Urban Redevelopment Agency

- 2009 Resolution establishing areas of “blight”
- 2010 resolution establishing NURA and adopting the Urban Redevelop Plan
- 9 Members:
 - 7 appointed by City Council, 2 appointed by Mayor and are Housing Authority members
- Statutory Powers (O.C.G.A 36-61-17) to undertake redevelopment activities:
 - Borrow and/or apply for loans, grants, other contributions; sale/dispose of property, engage in contracts
- Historically, NURA has hosted Paint Day, Housing Resource Fair, Housing Condition Survey (2023), URP Analysis, Chalk Level Neighborhood Plan (2012, 2025)

Current/Planned Programs and Projects

- Murray Street Workforce Housing Program
- Bi-Annual Paint day
- Annual Housing Resource Fair
- US Department of Housing & Urban Development EDI Grant
- Chalk Level Neighborhood Plan Update
- Neighborhood Placemaking
- Weatherization and Minor Rehabilitation
- Housing Needs Assessment



Bicycle and Pedestrian Facilities Plan Update 2025

March 27, 2025



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Newnan Bike-Ped Plan Update 2025

Tasks:

- Literature Review
- Visioning/Goal Setting
- Existing Conditions Assessment
- Community Engagement
- Infrastructure/Facility Recommendations
- Policy and Program Recommendations
- Implementation Strategy

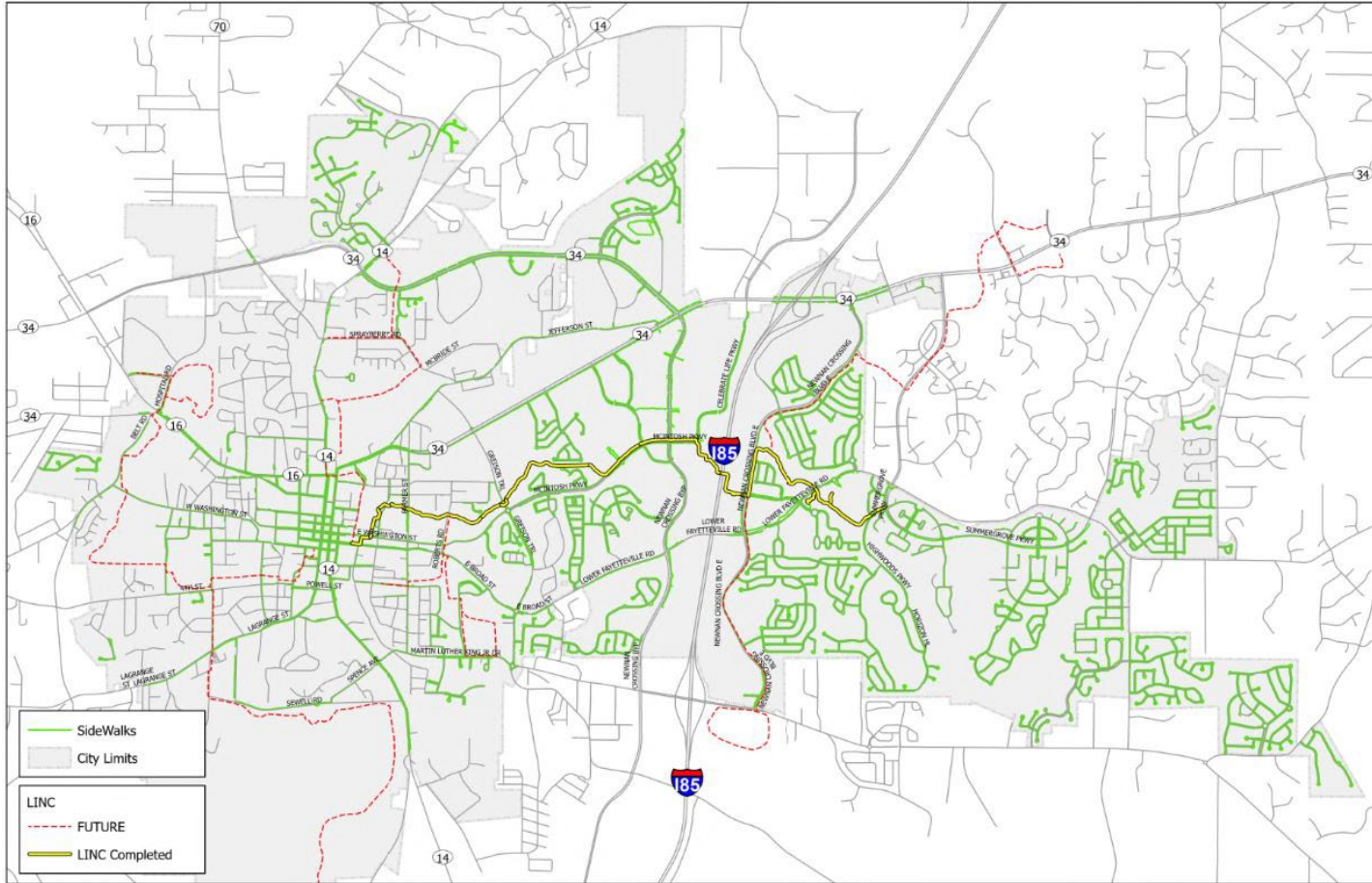
Literature Review

- 2013 Bike Walk Newnan Plan
- LINC Master Plan (2017)
- City of Newnan Comprehensive Plan (2021-2041)
- Newnan Livable Centers Initiative (2013)
- Safe Routes to Schools Safety Walk Report (2020)

Visioning/Goal Setting

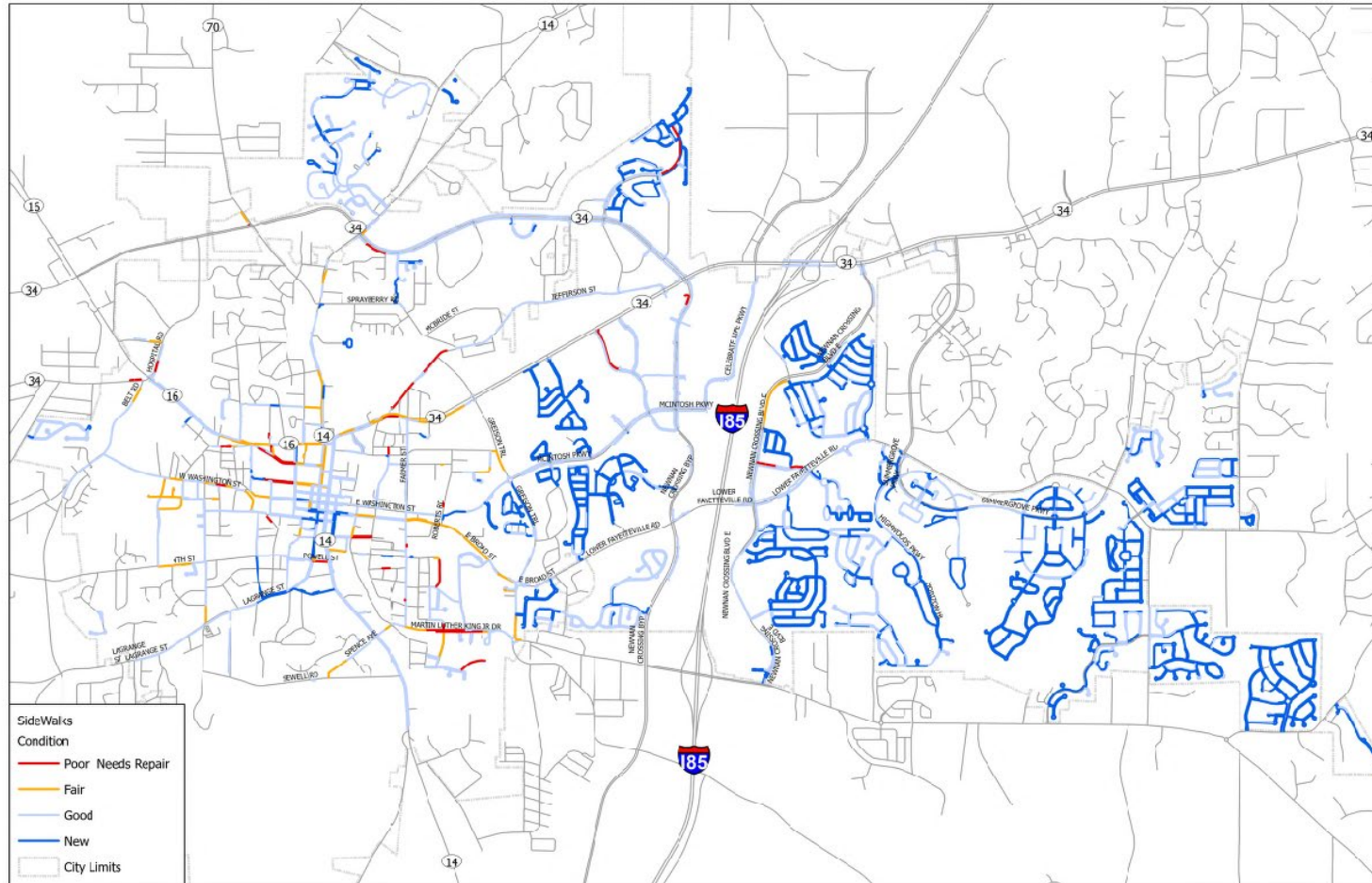
- Support bicycling and walking as viable transportation modes in Newnan
- Promote bicycling and walking in the city by improving awareness of bicycle and pedestrian facilities and opportunities (public awareness campaign)
- Integrate bicycle and pedestrian planning into Newnan's planning process
- Promote safety for everyone, regardless of their age, ability, income or background

Existing Conditions



- Pedestrian Facilities Map

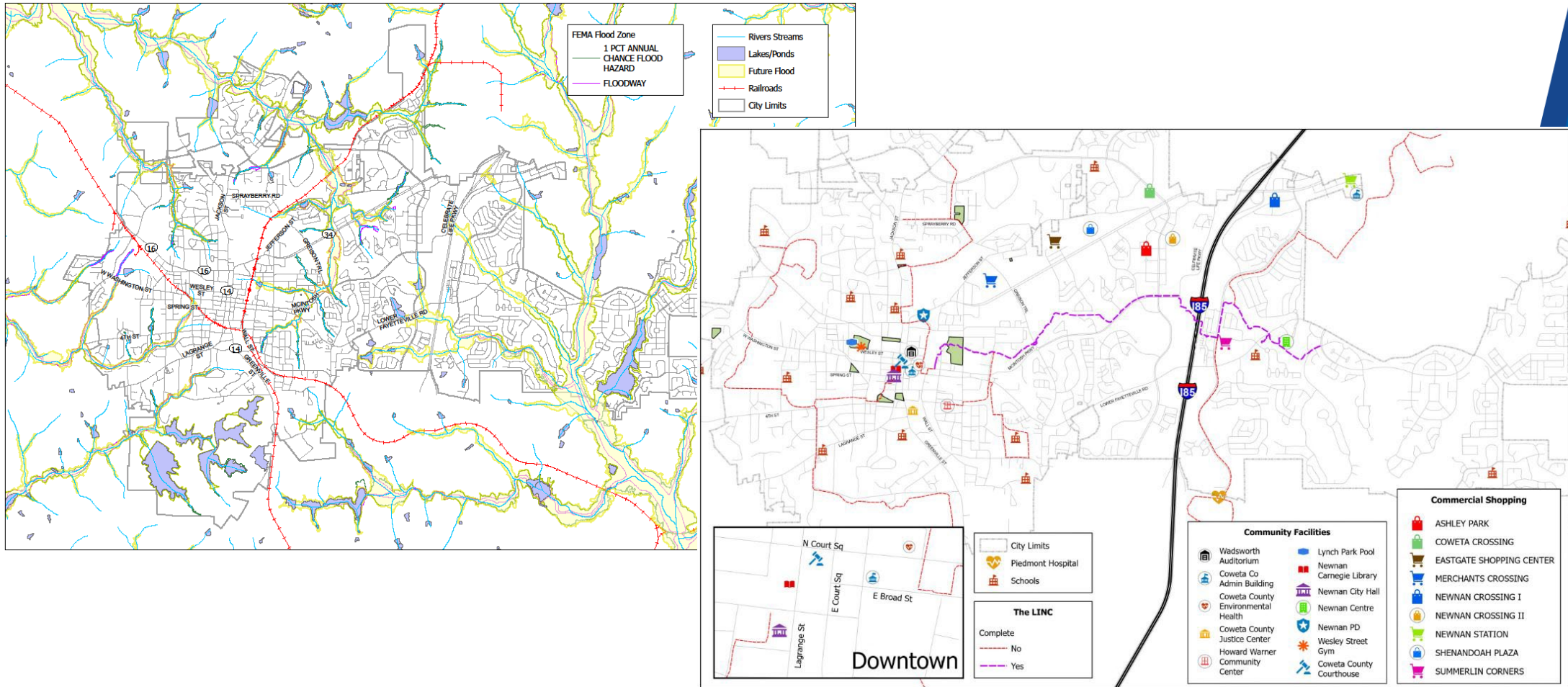
Existing Conditions



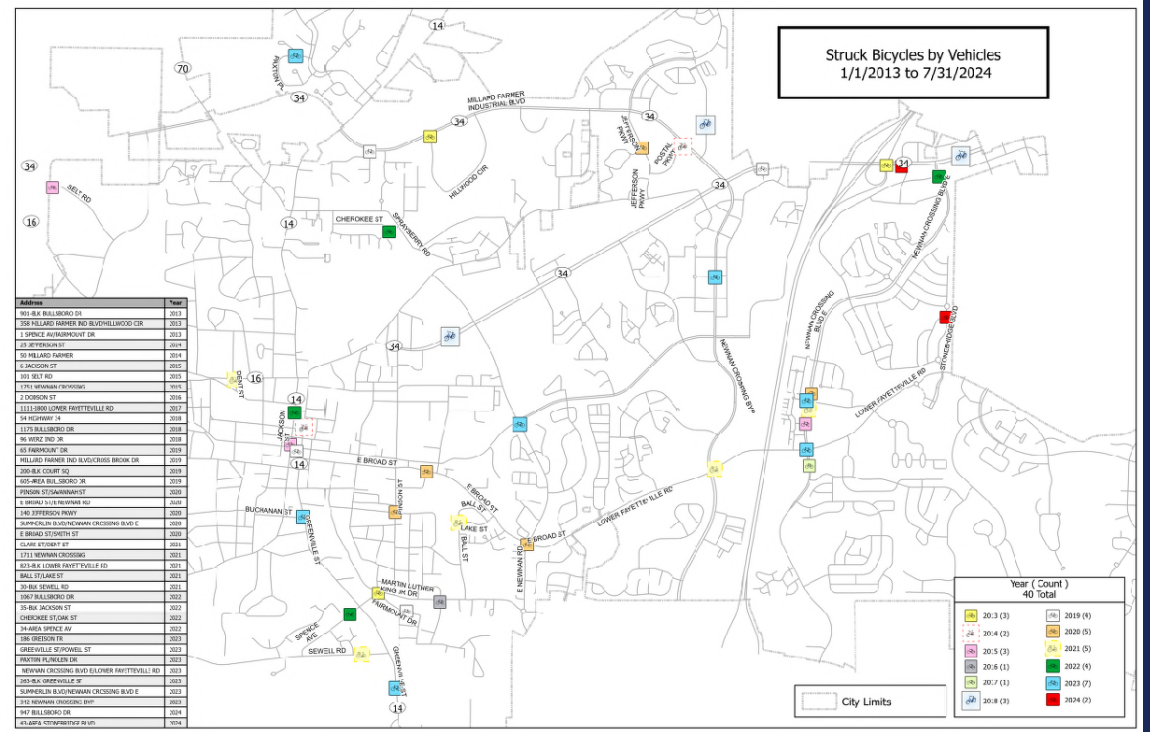
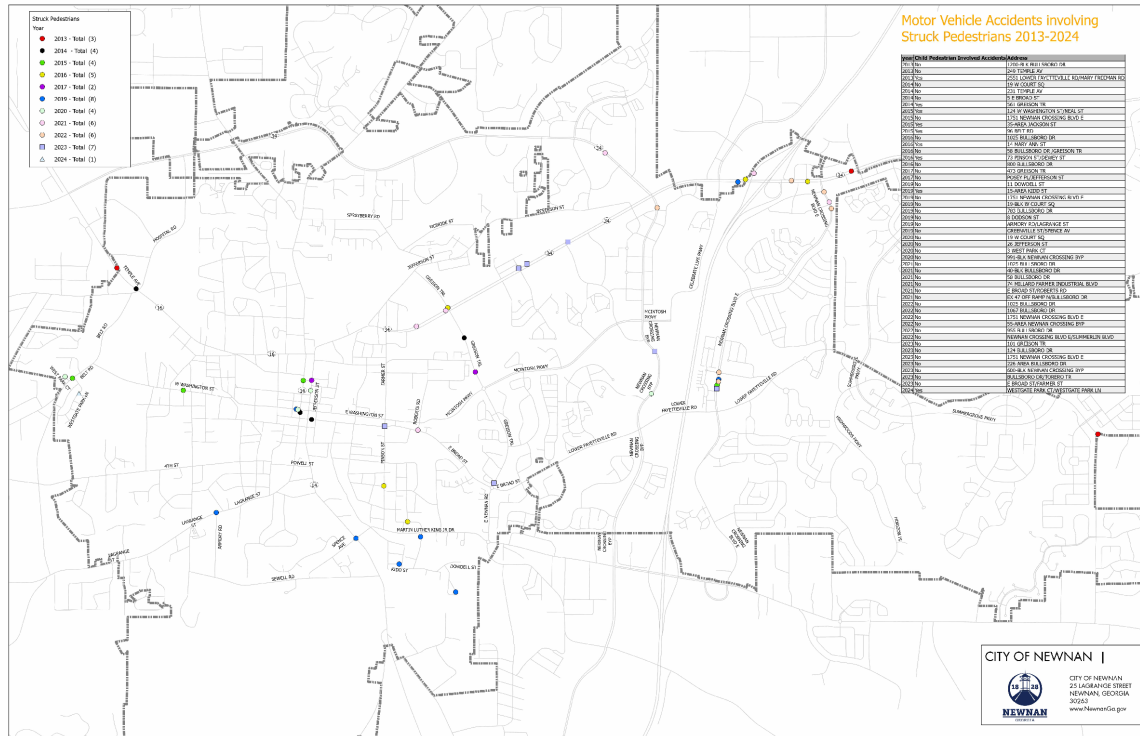
- Sidewalk Conditions Map

Existing Conditions

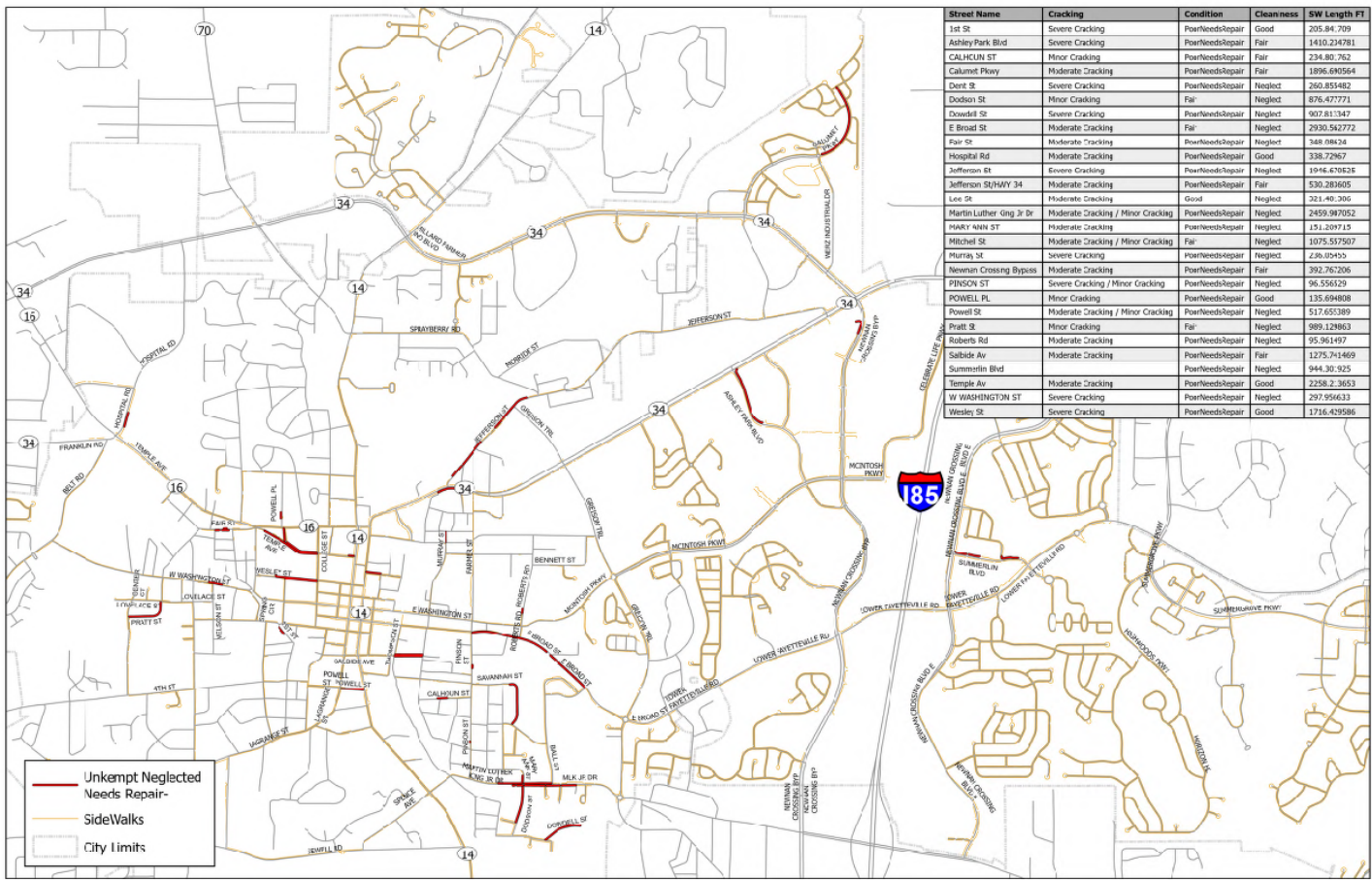
- Physical Considerations and Key Destinations Maps



- Pedestrian and Bicycle Accident Maps

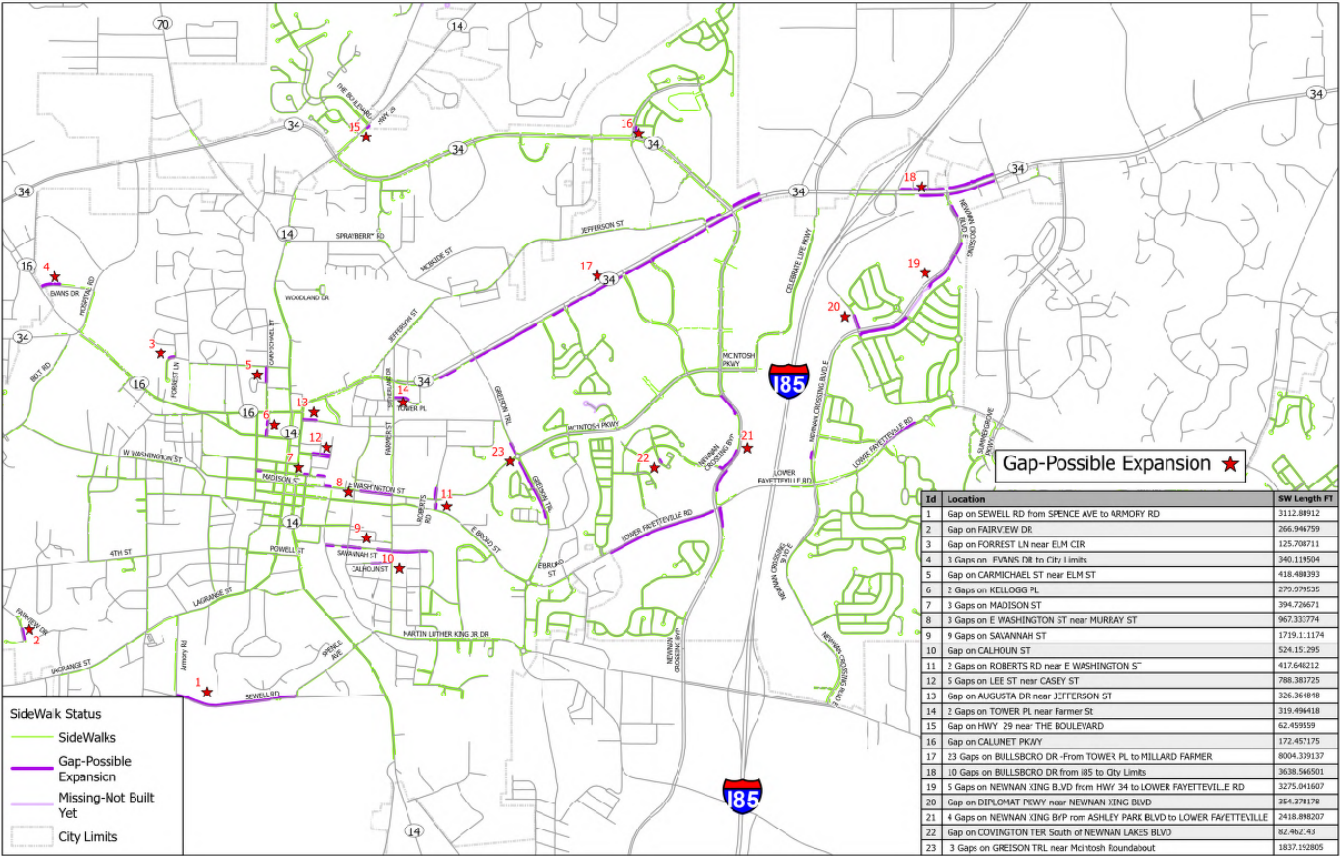


Infrastructure/Facility Recommendations



- Sidewalk Assessment Prioritization Map

Infrastructure/Facility Recommendations



- Sidewalk GAP Prioritization Map

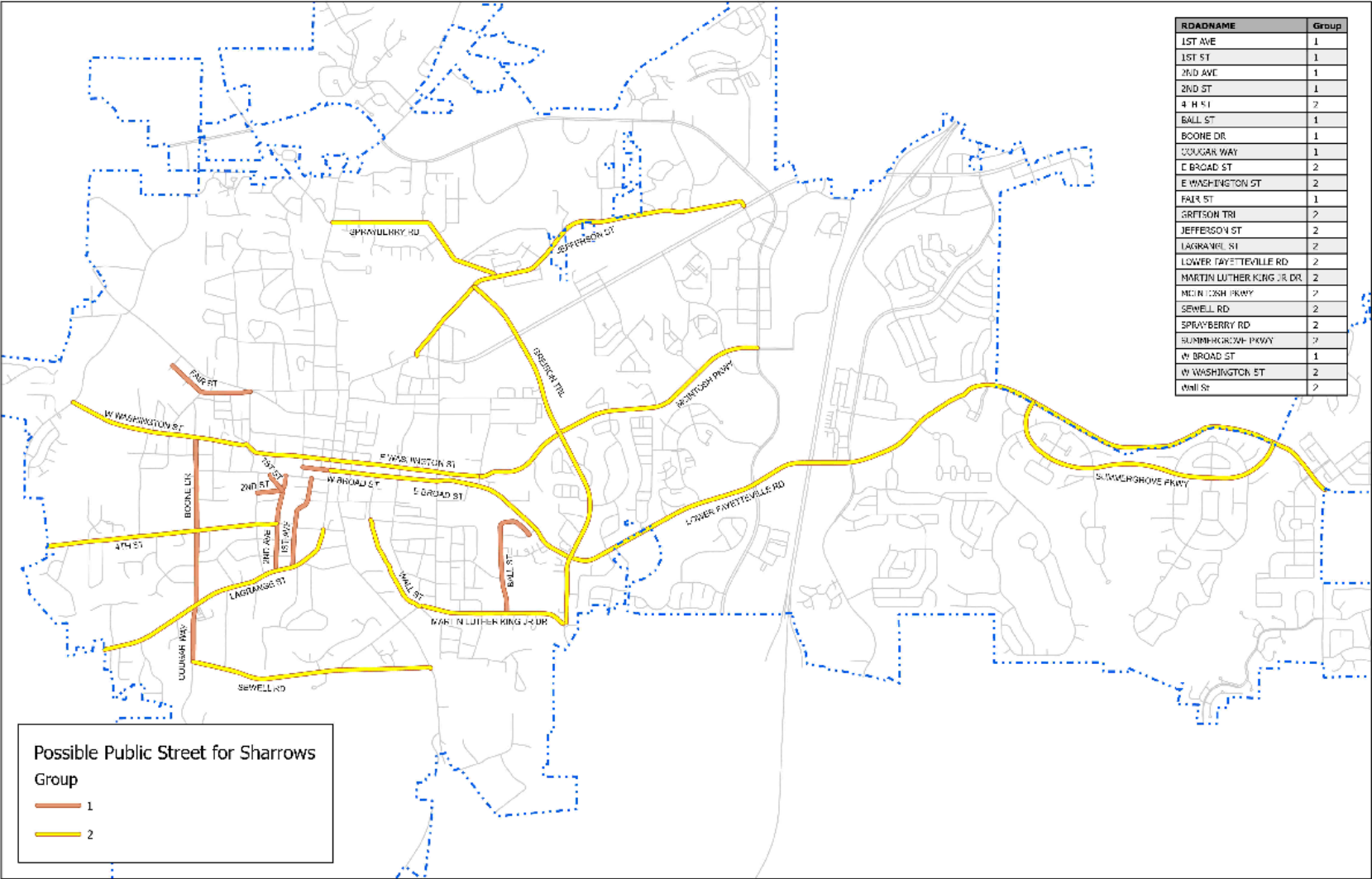
Policy and Program Recommendations

- Implement the Newnan Bicycle and Pedestrian Facilities Plan Update recommendations
- Support bicycling and walking as viable transportation modes in Newnan
- Integrate bicycle and pedestrian planning into the City of Newnan's planning process
- Routinely maintain and enhance existing sidewalks and trail facilities
- Promote bicycling and walking in Newnan by improving awareness

Implementation Strategy

- Top 5 Recommended Maintenance Projects
 - Lee Street, Martin Luther King Jr. Drive, Jefferson Street, Wesley Street, Salbide Avenue
- Top 5 Recommended GAP Projects
 - Greison Trail, East Washington Street, Lee Street, Madison Street, Savannah Street
- Additional Implementation Tasks
 - Policy to include bike racks on certain projects, participate in ARC's Regional Active Transportation Roundtable, Sharrows, bike safety event with FOL, market Newnan LINC Roler Coaster Trail, identify additional mountain bike trails, locate bike racks

Potential Locations for Sharrows





LINC – FUTURE DIRECTION

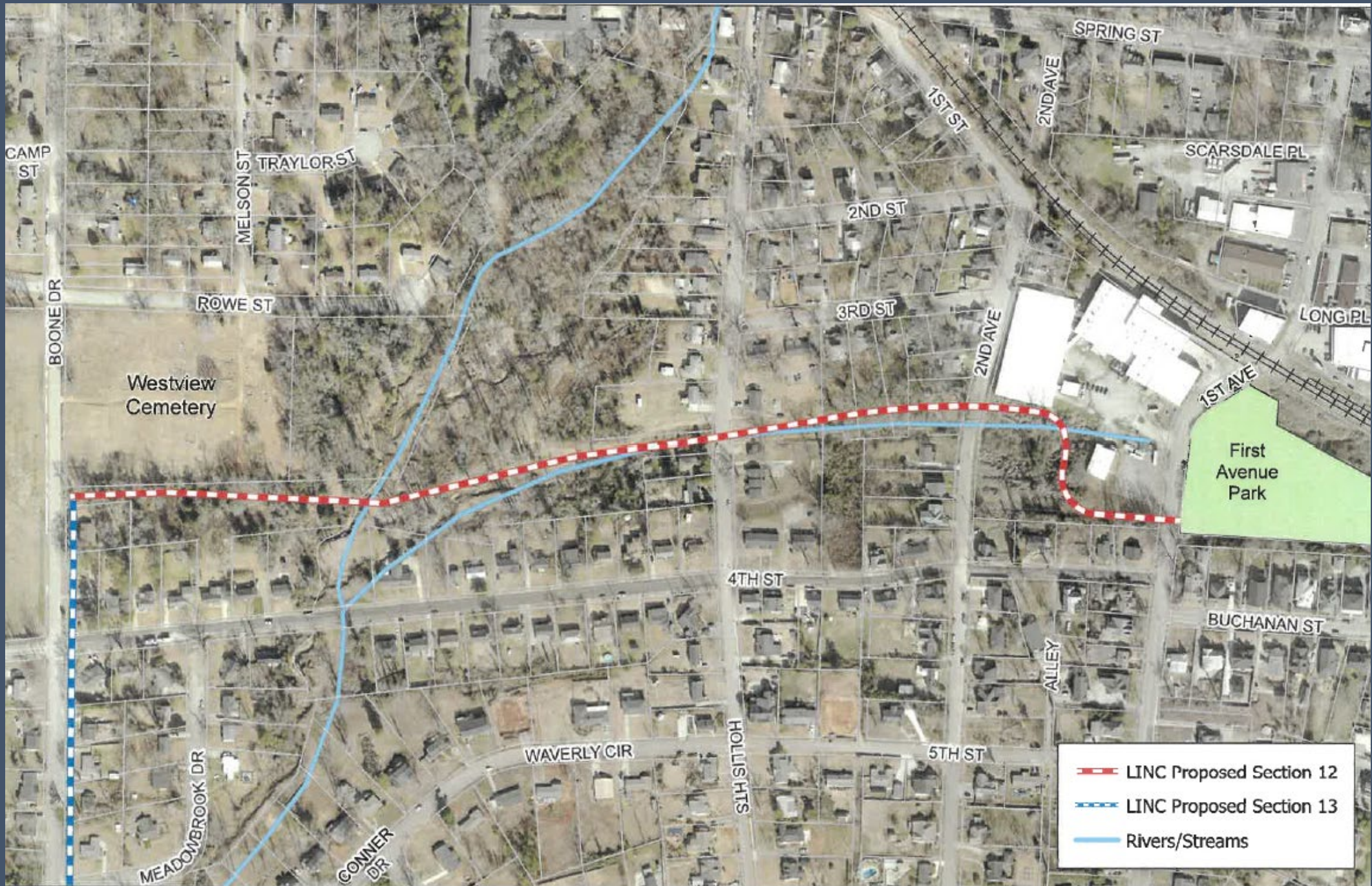
COUNCIL RETREAT – MARCH 27-28, 2025





LINC SECTION 12

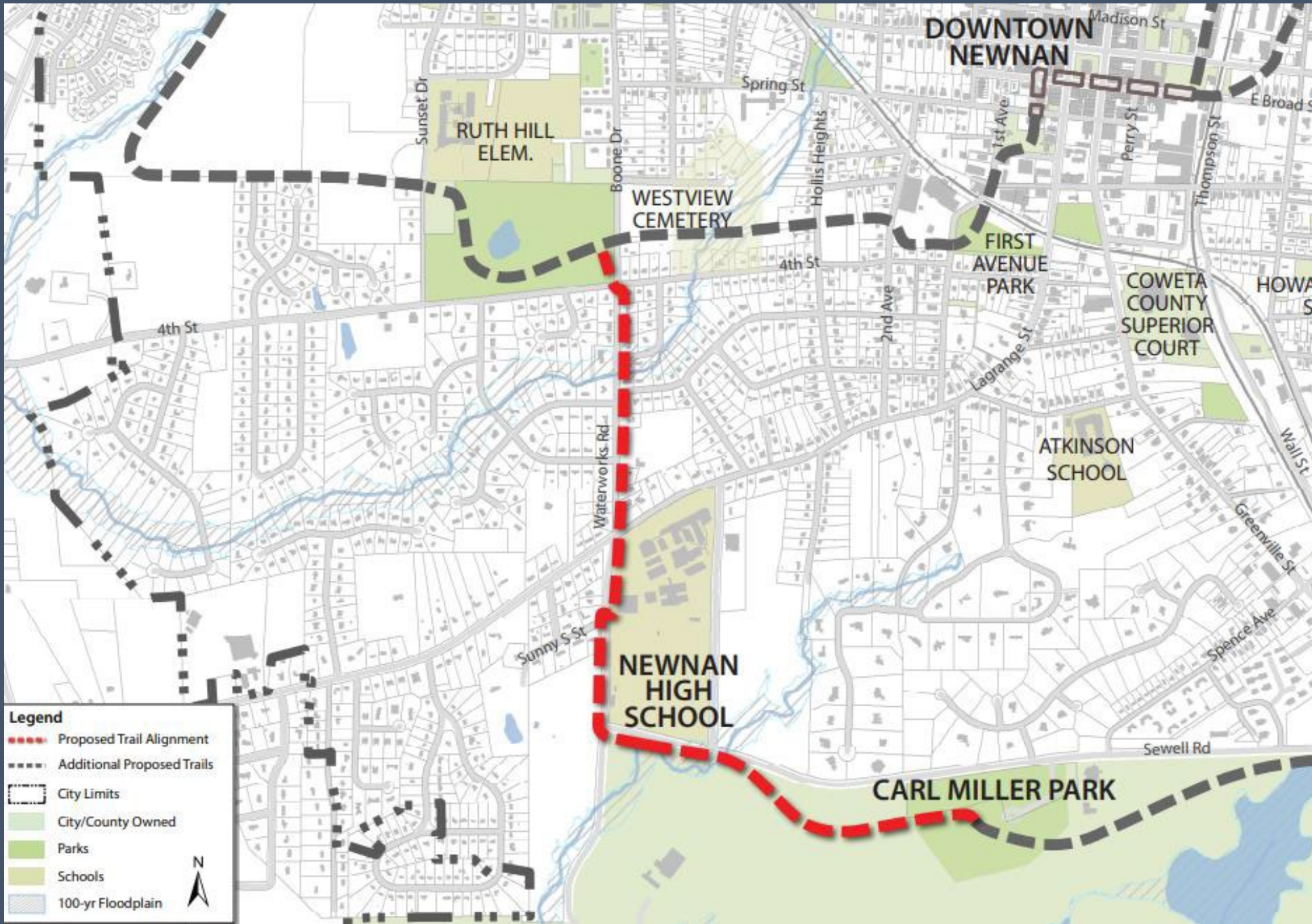




LINC 12 - WEST DOWNTOWN CONNECTOR

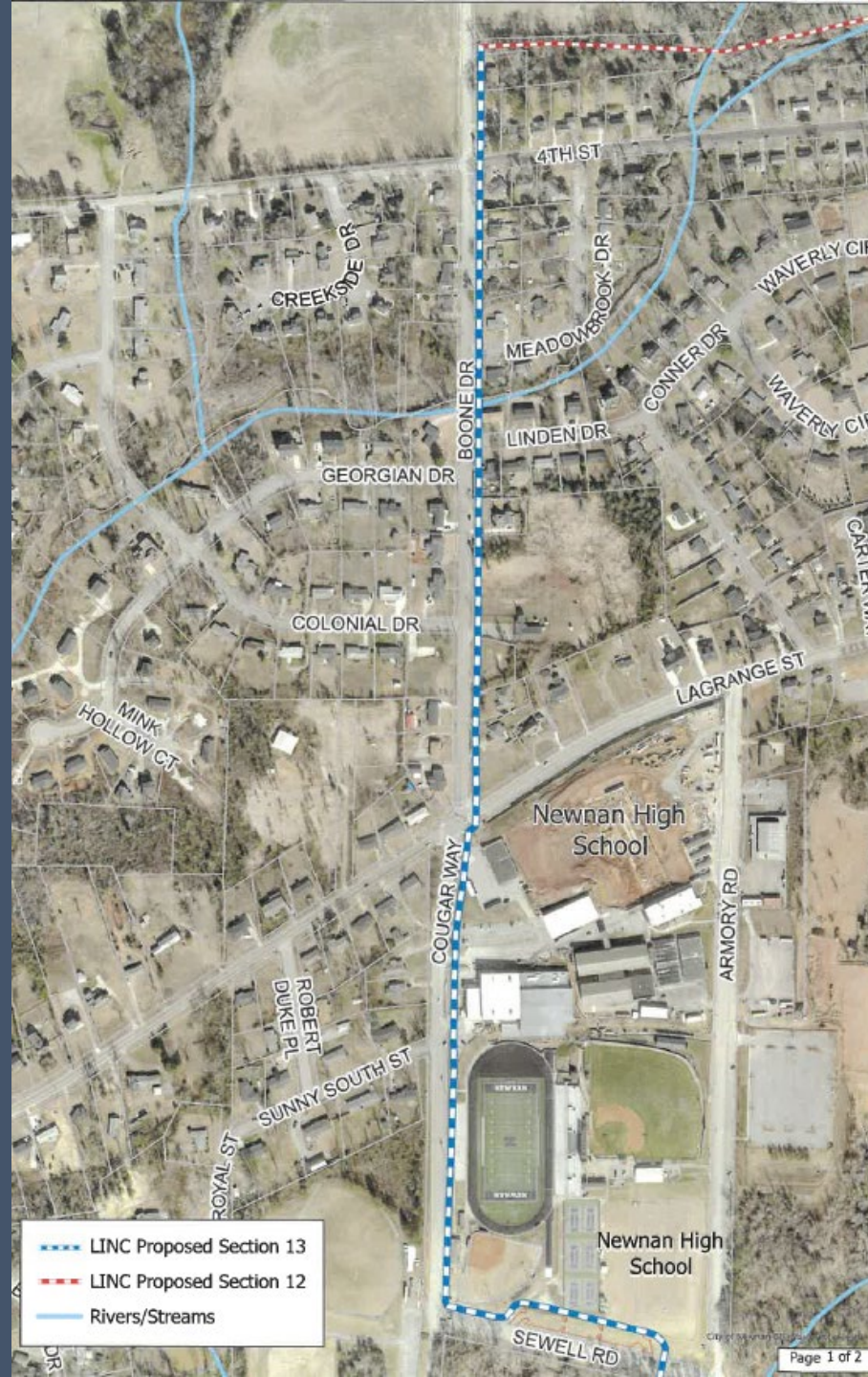
- Location
 - First Avenue Park to Boone Drive
 - Future Arboretum Property Removed from Segment Pending Development Plans
- Trail Predominately Off Road
- Mileage - .54 miles
- Estimated Cost - \$2,475,230 (with a 20% contingency)
- 8 Potential Property Acquisitions Needed





LINC SECTION 13







— LINC Proposed Section 13
— Rivers/Streams

LINC 13- CARL MILLER CONNECTION

- Location –
 - Boone Drive (Intersection with Segment 12 to LaGrange Street)
 - Cougar Way (Intersection of LaGrange Street to Sewell Road)
 - Sewell Road (Cougar Way to Spence Avenue)
- Trail Prominently On Road
- Mileage – 1.6 miles
- Potential Partnerships with Board of Education and Newnan Utilities
- Address Student Safety along Cougar Way
- Create Parking Lot along Sewell Road on BOE property
- Property Acquisition – Board of Education (Cougar Way/Sewell Rd)
- Large Number of Driveway Aprons to Address along Boone Drive
- Spence/Sewell Terminating Point – Connection to Existing Sidewalk System



LINC 13- CARL MILLER CONNECTION

- Implement Repaving of Streets Surrounding High School
 - Cougar Way, Armory Road, Sewell Road
 - LRA Funding FY 2025 - \$607,912.90
 - LMIG Funding
 - 3 Year Paving Plan Adopted Includes Outlined Streets
- Estimated Cost \$3,834,503 (with 20% contingency)



Funding Sources

- SPLOST 25
 - \$2,000,000 - 2025
 - \$2,000,000 - 2028
 - \$2,000,000 - 2030
- Impact Fees
 - Parks \$417,287.32 (as of 2/28/25)





SPLOST PARK PROJECTS -2025

Council Retreat – March 27-28, 2025

HOUSE OF PICKLEBALL

- **ADDITION OF 6 COURTS**
 - **DESIGN PROVIDES SAME AESTHETIC FEEL OF EXISTING COMPLEX**
 - **COMMUNITY INPUT – ONLINE SURVEY WITH VARIOUS OPTIONS PROVIDED**
 - **BIGGEST DESIRE WAS MORE COURT SPACE**
 - **76% OF SURVEYED PICKED CURRENT CONCEPT**
- **CURRENT SCHEDULE**
 - **3/25: Construction Documents Issuance for client review**
 - **3/26: In person Owner –Architect-Contractor (OAC) to review / discuss feedback from client**
 - **3/28: Permit submission deadline (assuming minimal changes required)**
 - **4/16: Guaranteed Maximum Price Established**
 - **4/22: Approval of Pricing – Mayor and Council**
 - **4/23: Notice to Proceed/Construction Start**
 - **4/28: Mobilization**

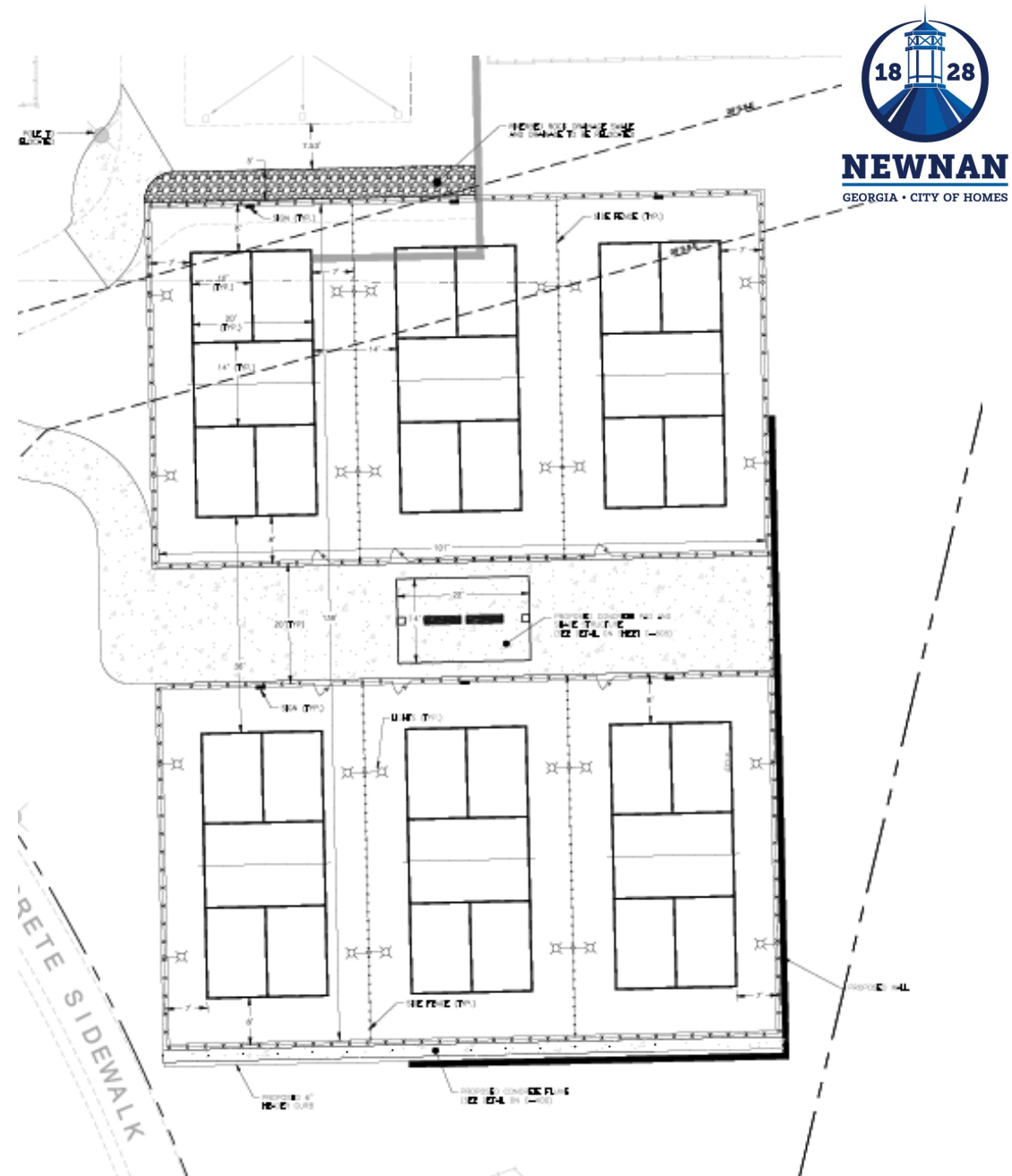


HOUSE OF PICKLEBALL

- **BUDGET OVERVIEW**

- **SPLOST 25 BUDGET - \$900,000**
- **ESTIMATED CONSTRUCTION COST \$1,349,310 (SPLOST 2025)**
- **DESIGN/ENGINEERING COSTS \$120,584.00 (SPLOST 2019) CROY/HEADLEY**
- **GENERAL CONTRACTOR FEE FOR CONSTRUCTION \$99,091 (SPLOST 2019) – HEADLEY**
- **PROJECT MANAGEMENT COSTS \$26,680 (SPLOST 2019)- CPS**



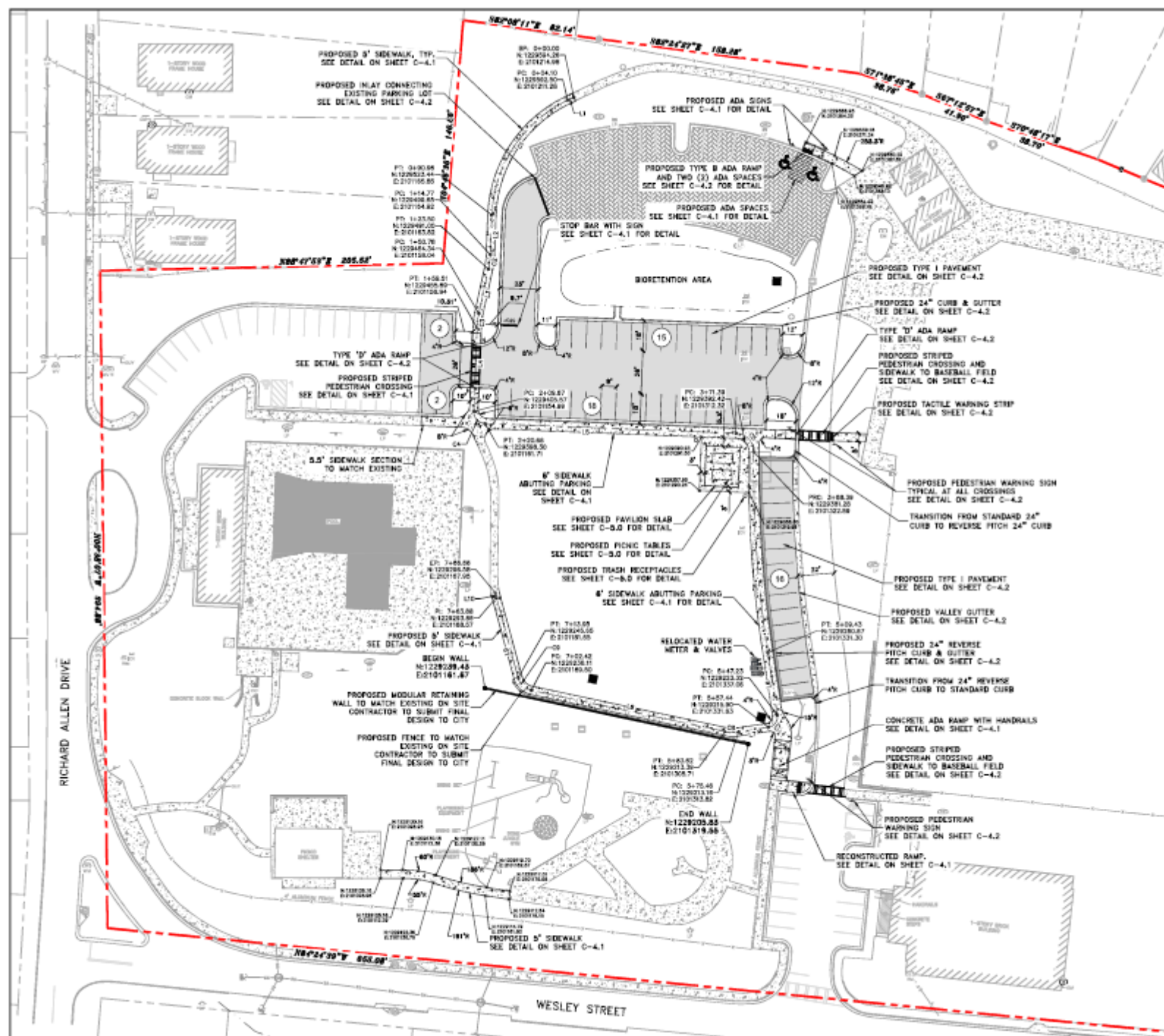




LYNCH PARK



- **ADDITION OF PARKING SPACES**
 - **CURRENT PARKING – 80 SPACES**
 - **PROJECT WILL PROVIDED AN ADDITIONAL 57 SPACES**
 - **TOTAL PARKING WILL ACCOMMODATE 137 SPACES**
- **ADDITIONAL IMPROVEMENTS**
 - **LANDSCAPING**
 - **NEW SHELTER STRUCTURE**
 - **NEW SIDEWALK PATHS**
 - **CROSSWALKS**
- **CURRENT SCHEDULE**
 - **2/25: Invitation to Bid Deadline – 6 bids received**
 - **3/11: Approval of Contract and Project Budget by the Mayor and Council with Piedmont Paving - Council Approved a Budget of \$793,988.35**
 - **Contract Under Review - Awaiting Notice to Proceed/Construction Start (Estimate 4/15/25 – Construction)**
- **BUDGET OVERVIEW**
 - **SPLOST 25 BUDGET - \$1,200,000**
 - **LOW BID – PIEDMONT PAVING \$712,688 (SPLOST 2025)**
 - **DESIGN/ENGINEERING COSTS \$ 141,786.75 (SPLOST 2019) – COLUMBIA**
 - **PROJECT MANAGEMENT COSTS \$35,580 (SPLOST 2019)- CPS**



BI-CENTENNIAL PARK

- **CREATION OF NEW 1.3 ACRE PARK SPACE BETWEEN E. BROAD STREET AND EAST WASHINGTON STREET**
 - **COMMEMORATING NEWNAN'S 200TH BIRTHDAY**
 - **LINC TRAILHEAD**
 - **CONCEPT BUILT FROM IRONWOODS ORIGINAL DESIGN OF FLAG**
- **FEATURES**
 - **ART WALK – INCORPORATING NEWNAN'S HISTORY**
 - **INCLUDING BENCHES AND ART WALL**
 - **WALKING PATHS (3)**
 - **LAWNS**
 - **POLLINATOR BORDER GARDEN**
 - **HEAVY LANDSCAPING**
 - **SEATING PLATFORM**
 - **STARGAZER PAVILION**
 - **AREA FOR FOOD TRUCKS**
- **CURRENT SCHEDULE**
 - **Anticipate Construction Date in November of 2025**

BI-CENTENNIAL PARK

- **BUDGET OVERVIEW**
 - **SPLOST 25 BUDGET - \$3,000,000**
 - **CONCEPTUAL BUDGET 3/12/25 - \$3,568,915**
 - **CONCEPTUAL BUDGET WITH VALUE ENGINEERING - \$2,944,637**
 - **PROJECT MANAGEMENT COSTS \$88,930 (SPLOST 2019)- CPS**
- **ADDITIONAL DESIGN CHANGES**
 - **PROVIDE A SMALLER PAVILLION STRUCTURE THAT PROVIDES SHADE**
 - **MOVE LINC SECTION TO SOUTHERN SIDE OF E. WASHINGTON**
 - **REMOVE FROM CONTRACT**
 - **POTENTIALLY USE IMPACT FEE REVENUE**



PARK KEYS:

- 01 LINC TRAIL GATEWAY TO THE PARK
- 02 FREE STANDING WALL
- 03 ART WALK W/BENCHES & ART WALL
- 04 FLAGWALK
- 05 LAWN
- 06 POLLINATOR BOARDER GARDEN
- 07 NATIVE GRASSES
- 08 SEATING PLATFORM
- 09 SEGMENTED CONCRETE BENCHES
- 10 GAZER PAVILION
- 11 STAIRCASE LEADING UP TO THE PARK
- 12 CORTEN WIND SCULPTURE
- 13 PRIVATE PARKING
- 14 NATIVE BUFFER PLANTING
- 15 CAFE SEATING UNDER EXISTING CANOPY (OPTIONAL: PLAYGROUND/DOG PARK)
- 16 BUFFER PLANTING
- 17 EXISTING FENCE TO BE REPLACED W/MURAL WALL

BICENTENNIAL PARK & LINC TRAIL

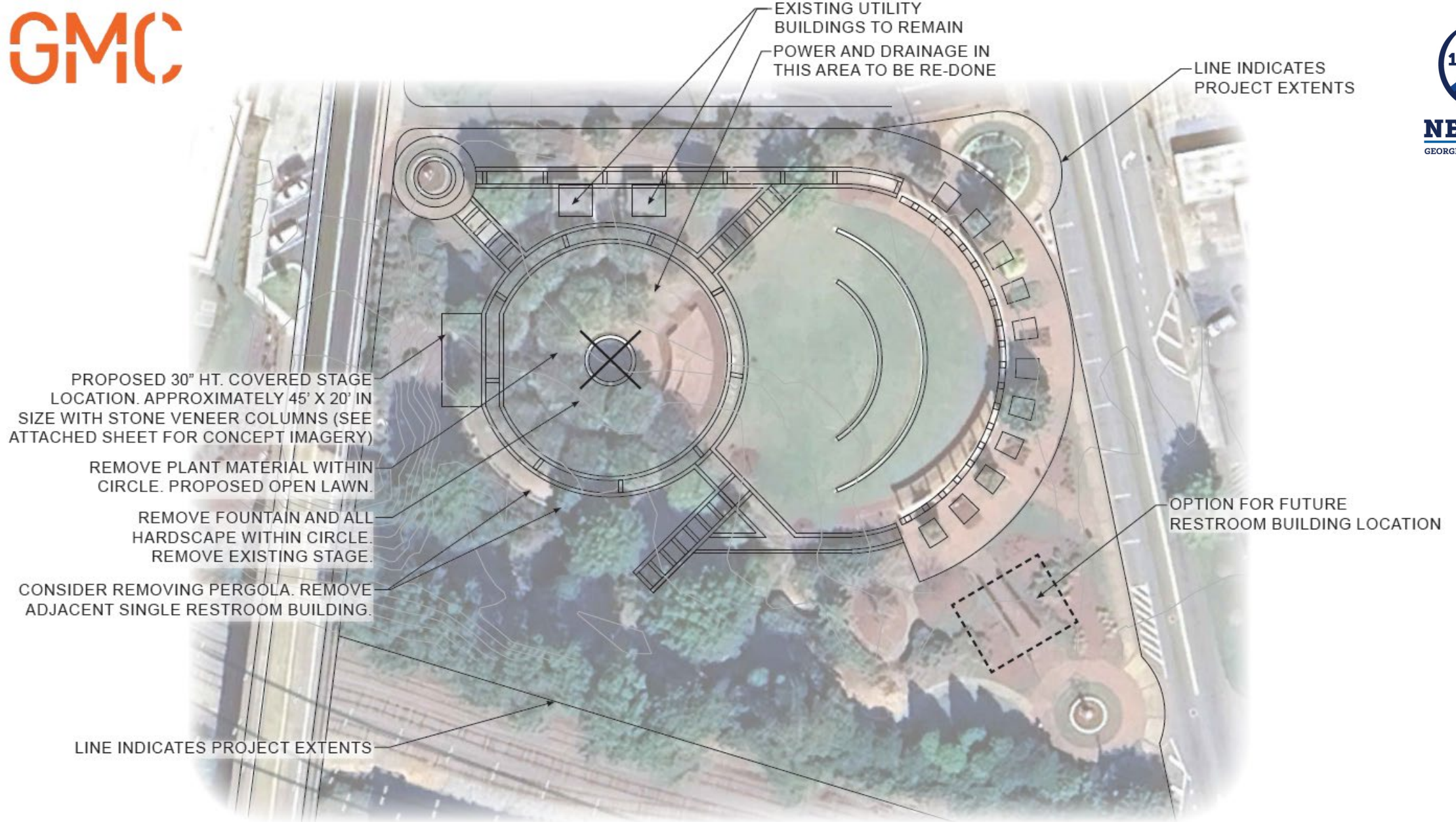
City of Newnan | CONCEPTUAL SITE PLAN

01.10.2025

GREENVILLE STREET PARK

- **ENHANCEMENTS TO PARK**
 - **CREATION OF NEW STAGE FOR LIVE PERFORMANCES**
 - **COVERED STAGE**
 - **EQUIPPED WITH POWER/AUDIO AND VISUAL UPGRADES**
 - **EXPANDED SEATING AREA**
 - **GREENSPACE**
 - **LIGHTING**
- **CURRENT SCHEDULE**
 - **Anticipate Construction Date in November of 2025**
- **BUDGET OVERVIEW**
 - **SPLOST 25 BUDGET - \$1,000,000**
 - **INITIAL COST PROJECTION - \$1,700,430**
 - **EVALUATING COST SAVING MEASURES**
 - **REDUCING SIZE OF STAGE CANOPY**
 - **REDUCING DESIGN CONTINGENCY AS HARD COSTS ARE DETERMINED**
 - **REALISTIC PRICE \$1,400,000**
 - **PROJECT MANAGEMENT COSTS \$29,640 (SPLOST 2019)- CPS**



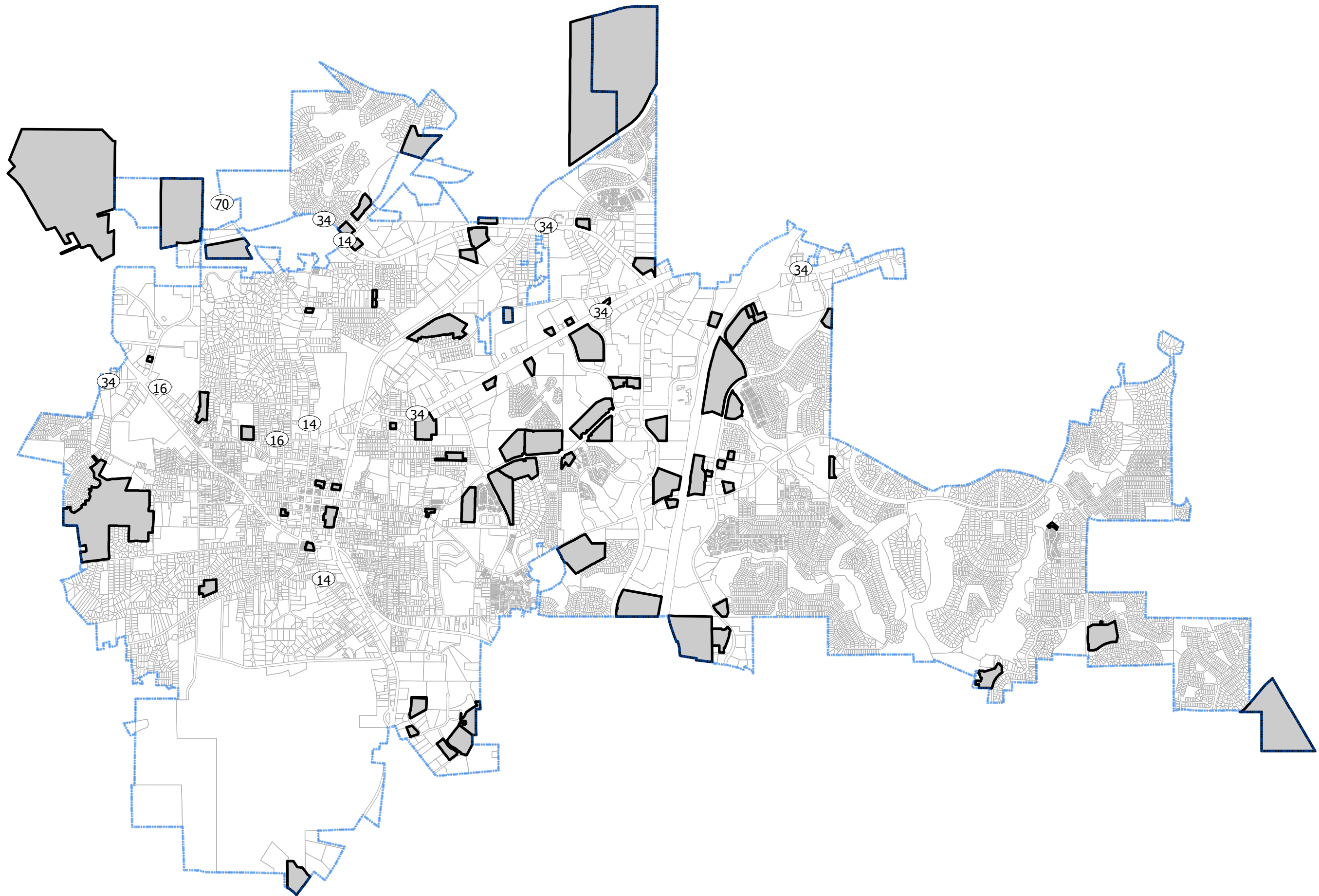


NEWNAN SPLOST PARKS - GREENVILLE STREET PARK

NEWNAN, GA

1.22.2025







To: Mayor and Council
Date: May 13, 2025
Agenda Item: Consideration of Bicycle and Pedestrian Facilities Plan Update 2025
Prepared By: Hasco Craver, Assistant City Manager

Purpose:

Newnan City Council may consider the adoption of the Bicycle and Pedestrian Facilities Plan Update 2025.

Background:

Newnan City Council, at the March 2025 Retreat, received a draft version of an updated Bicycle and Pedestrian Facilities Plan. City staff shared information about the primary components of the plan: Literature Review, Visioning/Goal Setting, Existing Conditions Assessment, Community Engagement, Infrastructure/Facility Recommendations, Policy and Program Recommendations and an Implementation Strategy. Numerous exhibits, including but not limited to maps and data, were shared with the City Council. A copy of the presentation from the retreat is attached herein.

Newnan City Council members were supportive of the plan as presented.

In addition to presenting the plan for consideration and adoption, Newnan City Council members requested that the City staff compile an annual improvement program for consideration (detailed as an exhibit within the proposed plan). Proposed public infrastructure projects may be funded using SPLOST 2025 Streetscape monies.

Over time, the Newnan City Council has considered and adopted certain planning tools that contemplate bicycle and pedestrian facilities. Beginning in 2013, the Newnan City Council adopted the Bike Walk Newnan Plan, thereafter, the Livable Centers Initiative (2013), the LINC Master Plan (2017), the Safe Routes to Schools Safety Walk Report (2020) and the Comprehensive Plan (2021) have been adopted and employed. Each of the aforementioned plans consider certain bicycle and pedestrian facilities.

The Newnan Bicycle and Pedestrian Facilities Plan Update 2025 considered aspects of previous plans as well as the current state and future possibilities for public improvement projects, programmatic developments and policy directives. Please find a copy of the proposed Bicycle and Pedestrian Facilities Plan Update 2025 attached herein.

Funding:

N/A

Recommendation:

Newnan City Council may consider the adoption of the Newnan Bicycle and Pedestrian Facilities Plan Update 2025 in its current form.

Attachments:

1. Bike-Ped Plan Discussion
2. Draft Bike Ped Plan Update 2025

Previous Discussion with Council:

Newnan City Council was presented a copy of the Newnan Bicycle and Pedestrian Facilities Plan Update 2025 at the March 2025 City Council Retreat.

Bicycle and Pedestrian Facilities Plan Update 2025

March 27, 2025



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Newnan Bike-Ped Plan Update 2025

Tasks:

- Literature Review
- Visioning/Goal Setting
- Existing Conditions Assessment
- Community Engagement
- Infrastructure/Facility Recommendations
- Policy and Program Recommendations
- Implementation Strategy

Literature Review

- 2013 Bike Walk Newnan Plan
- LINC Master Plan (2017)
- City of Newnan Comprehensive Plan (2021-2041)
- Newnan Livable Centers Initiative (2013)
- Safe Routes to Schools Safety Walk Report (2020)

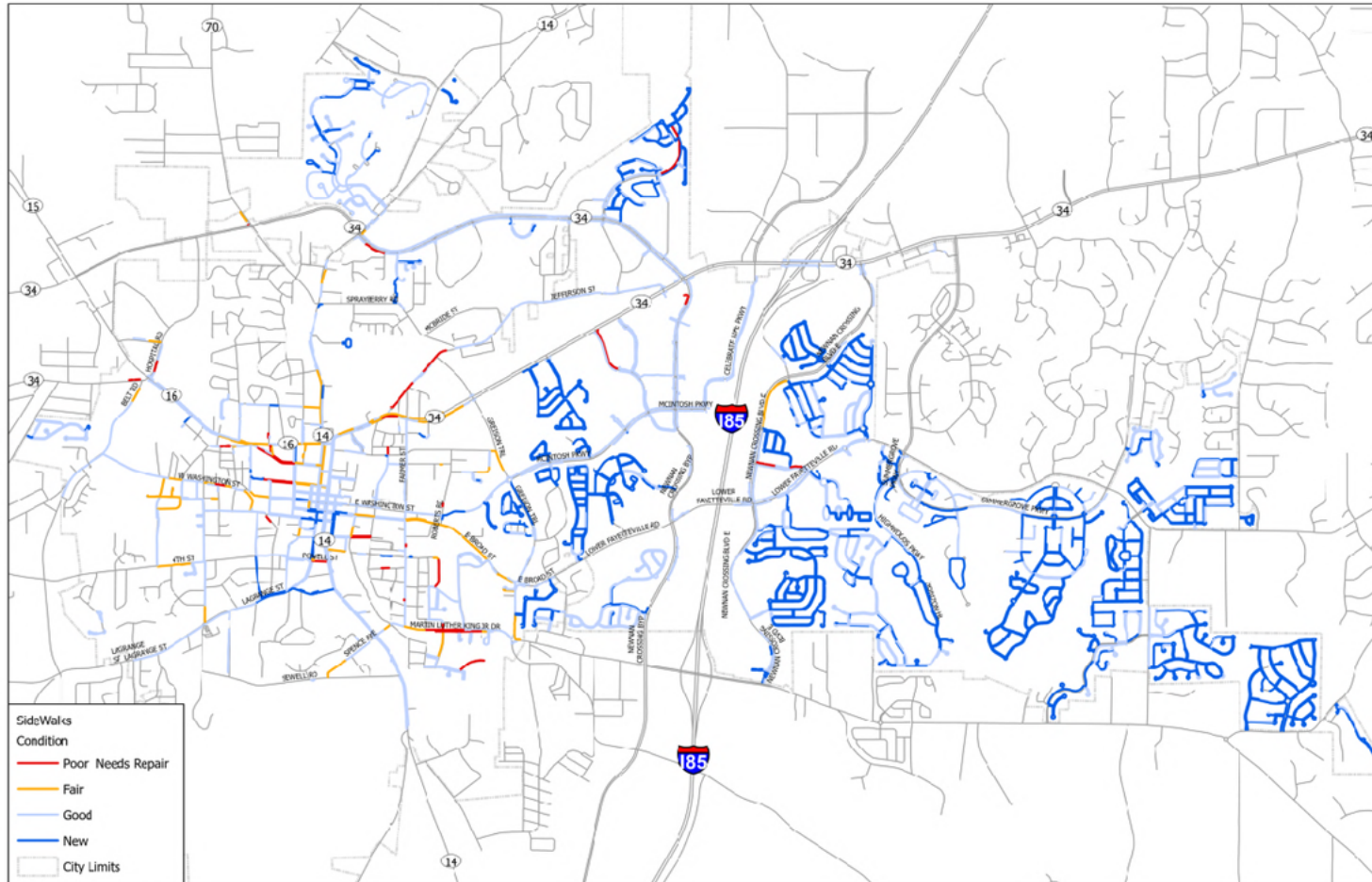
Visioning/Goal Setting

- Support bicycling and walking as viable transportation modes in Newnan
- Promote bicycling and walking in the city by improving awareness of bicycle and pedestrian facilities and opportunities (public awareness campaign)
- Integrate bicycle and pedestrian planning into Newnan's planning process
- Promote safety for everyone, regardless of their age, ability, income or background

- Pedestrian Facilities Map

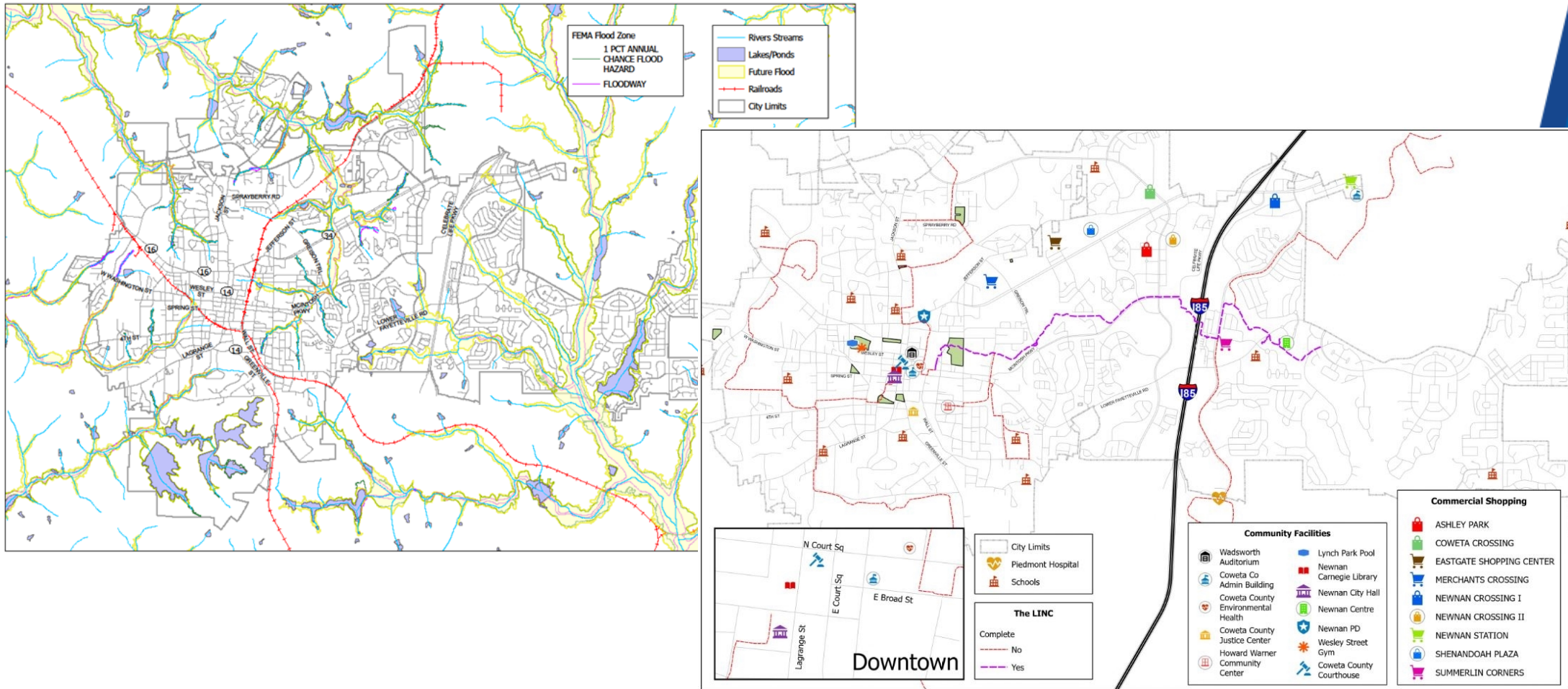


- Sidewalk Conditions Map

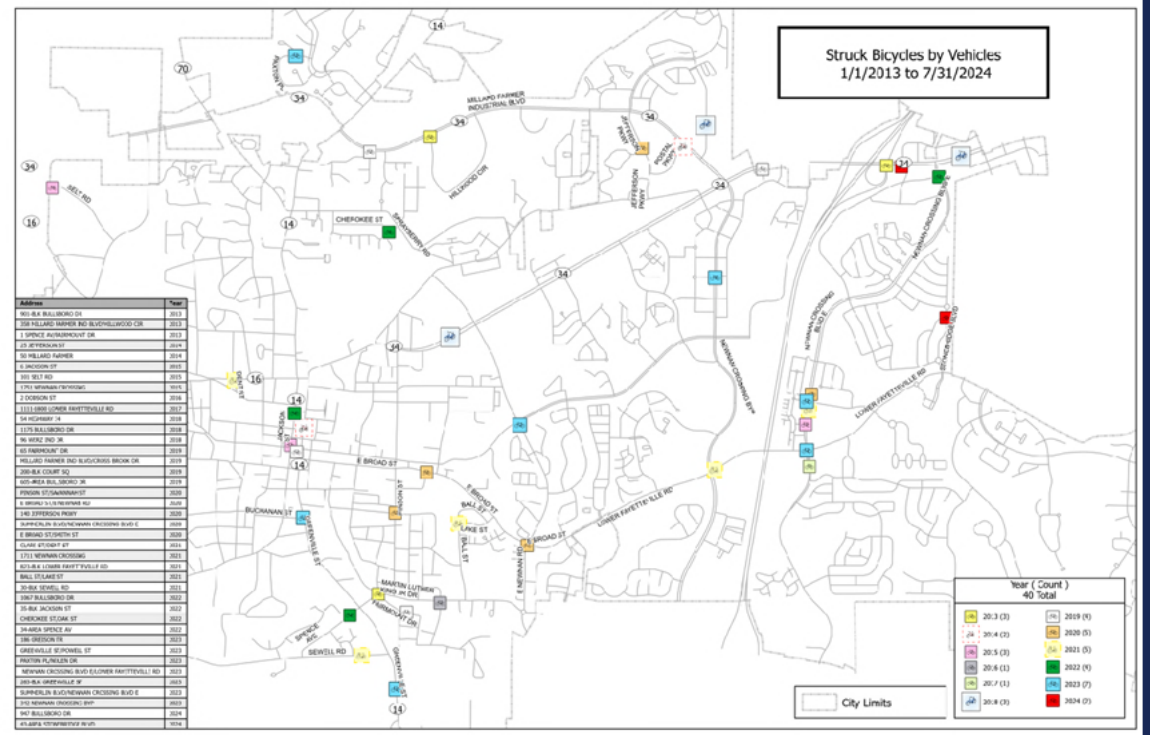


Existing Conditions

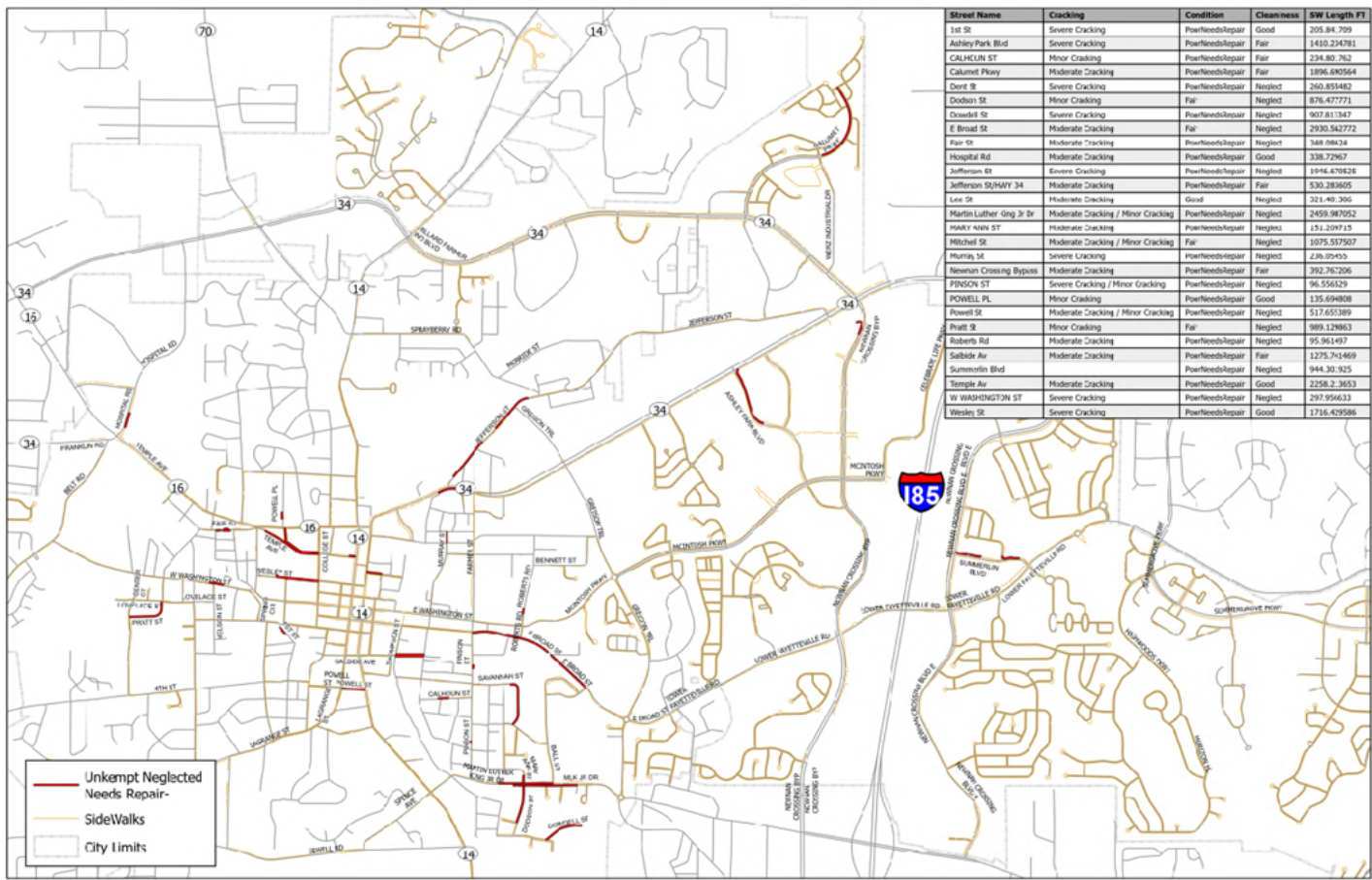
- Physical Considerations and Key Destinations Maps



- Pedestrian and Bicycle Accident Maps

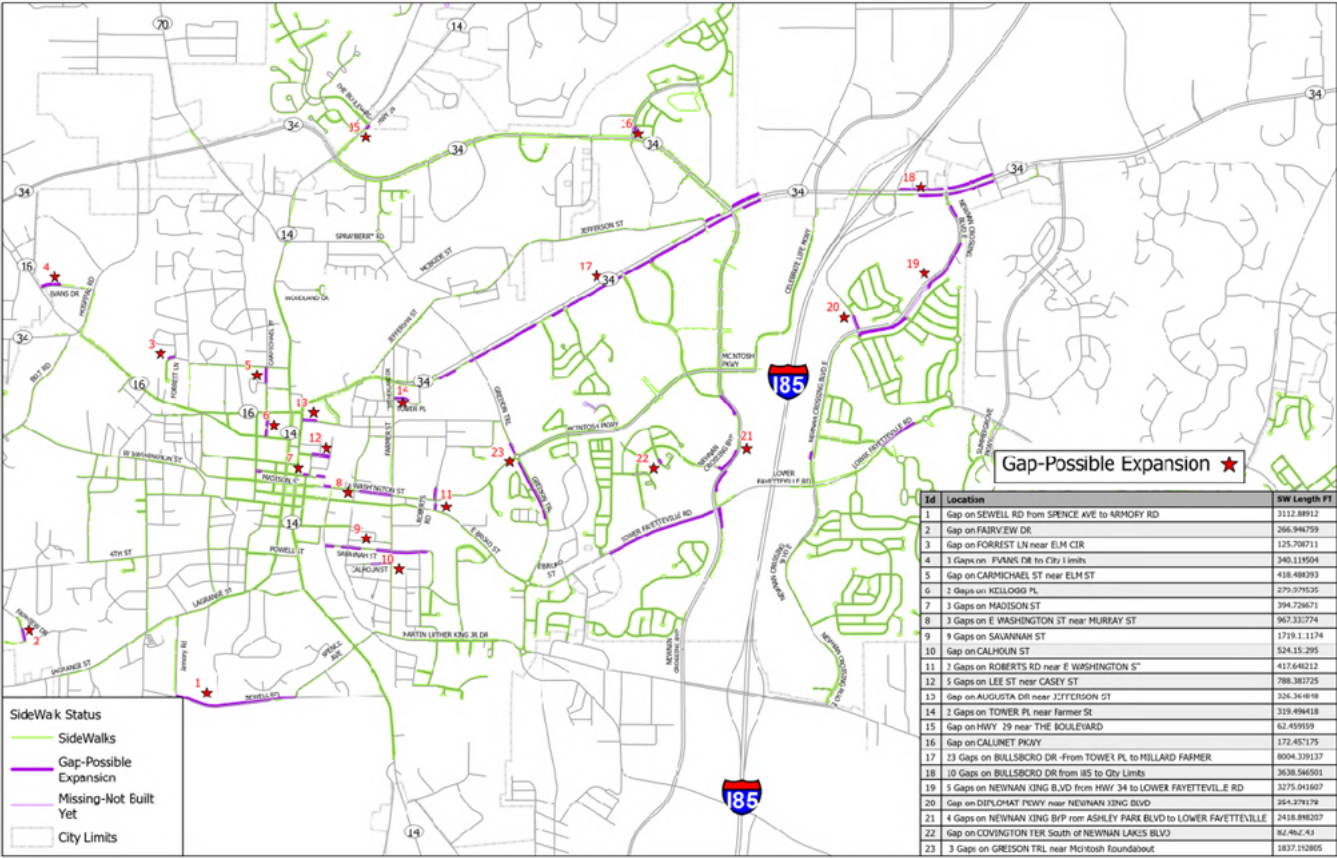


Infrastructure/Facility Recommendations



- Sidewalk Assessment Prioritization Map

Infrastructure/Facility Recommendations



- Sidewalk GAP Prioritization Map

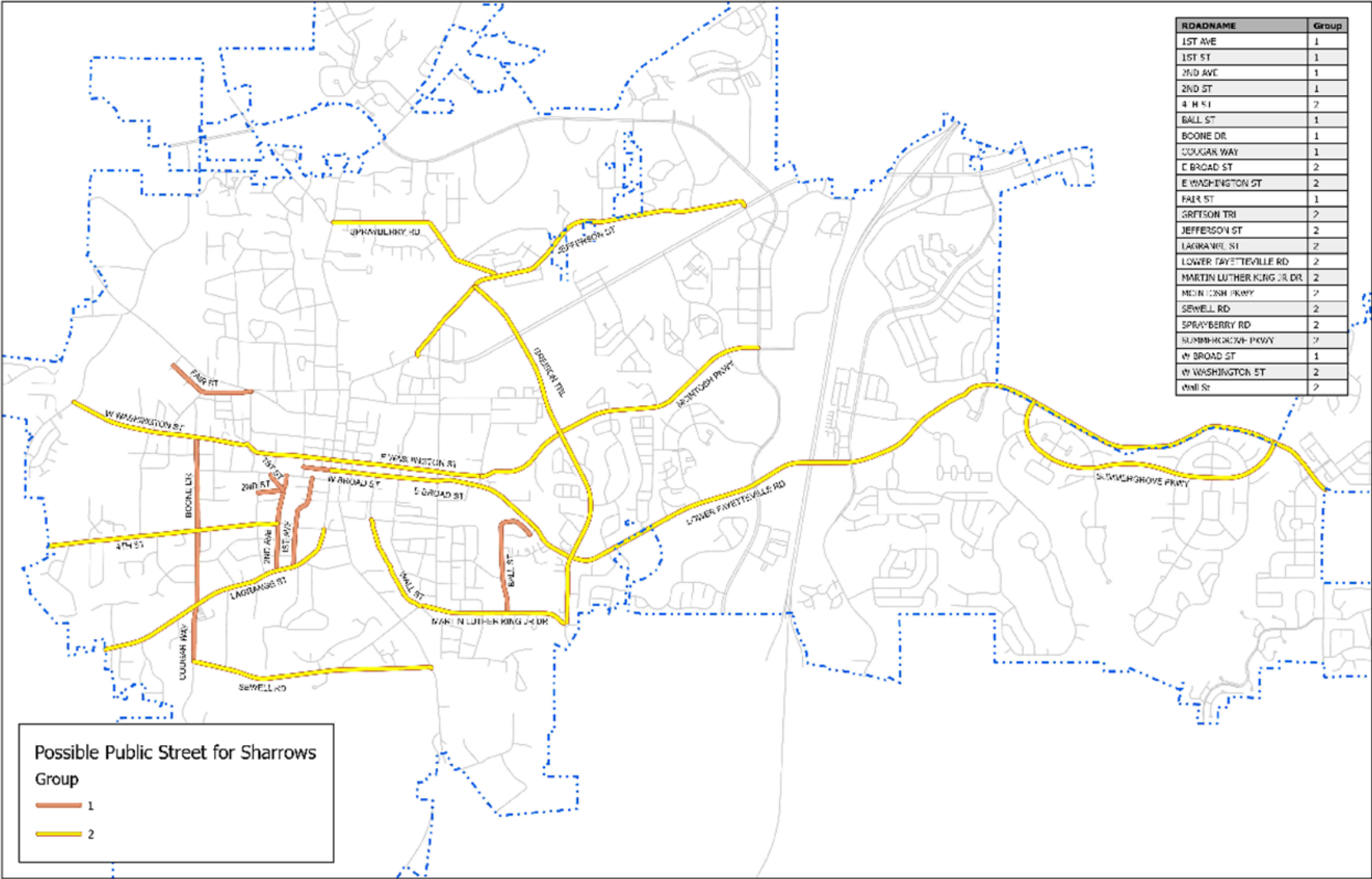
Policy and Program Recommendations

- Implement the Newnan Bicycle and Pedestrian Facilities Plan Update recommendations
- Support bicycling and walking as viable transportation modes in Newnan
- Integrate bicycle and pedestrian planning into the City of Newnan's planning process
- Routinely maintain and enhance existing sidewalks and trail facilities
- Promote bicycling and walking in Newnan by improving awareness

Implementation Strategy

- Top 5 Recommended Maintenance Projects
 - Lee Street, Martin Luther King Jr. Drive, Jefferson Street, Wesley Street, Salbide Avenue
- Top 5 Recommended GAP Projects
 - Greison Trail, East Washington Street, Lee Street, Madison Street, Savannah Street
- Additional Implementation Tasks
 - Policy to include bike racks on certain projects, participate in ARC's Regional Active Transportation Roundtable, Sharrows, bike safety event with FOL, market Newnan LINC Roler Coaster Trail, identify additional mountain bike trails, locate bike racks

Potential Locations for Sharrows







NEWNAN BICYCLE AND PEDESTRIAN FACILITIES PLAN UPDATE 2025

Acknowledgments

The City would like to thank the many residents, staff members, Coweta County 911/EMA and other organizations who assisted in the update of the Newnan Bicycle and Pedestrian Facilities Plan. The City's survey was a success because of the efforts of The Friends of the LINC, the Newnan Times Herald, several cycling clubs and the many other organizations who helped spread the word. The input received from the responses was key in assessing where participants bike and walk and in determining future facility needs.

A special thank you to McKay Kelley, University of West Georgia Masters student, for his work on the sidewalk assessment portion of the update. McKay was instrumental in creating the project scoring matrix and grading the existing sidewalk facilities.

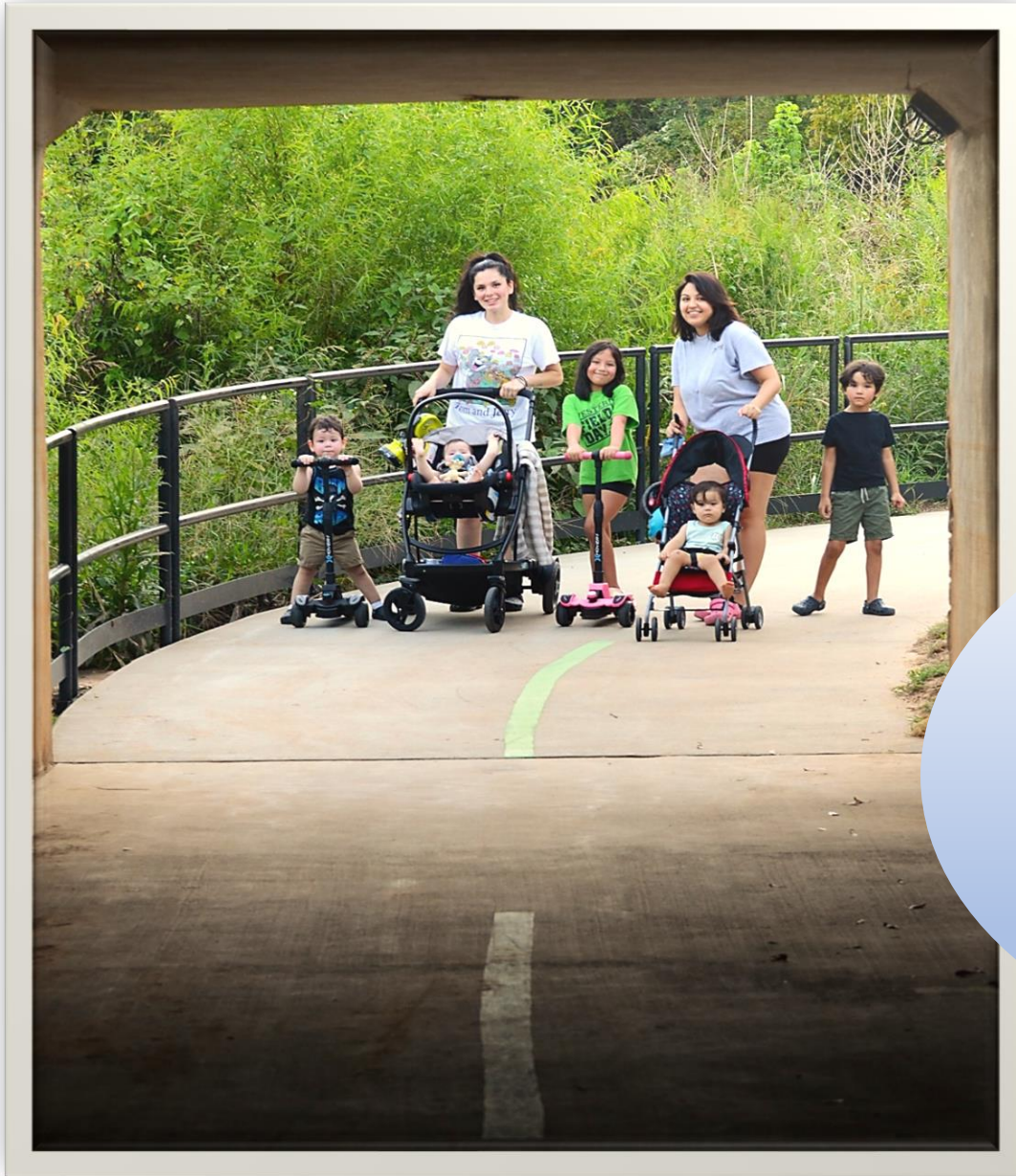
Finally, the City thanks the Newnan Planning and Zoning Department's staff and the City Engineer for their assistance with gathering data, creating maps, assessing roads and drafting text. Without their support and assistance, this update would not have been possible.

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Chapter 1

Executive Summary

The Newnan Bicycle and Facilities Plan Update adapts the recommendations of the 2013 *Bike Walk Newnan Plan* to the City's needs and context today. While many of the facility, program and policy recommendations from the 2013 Plan remain, others have been removed, edited or updated to better reflect what is currently needed and planned.

Newnan is in an excellent position to capitalize on its existing bicycle/pedestrian attributes. The City parks, LINC trail, state bicycle routes, and walkable downtown provide a great foundation upon which its future network can be built. Improving the pedestrian and cycling experience will help maintain the small-town charm for which Newnan is known while providing transportation alternatives that will help create a safer, healthier and more economically viable community.

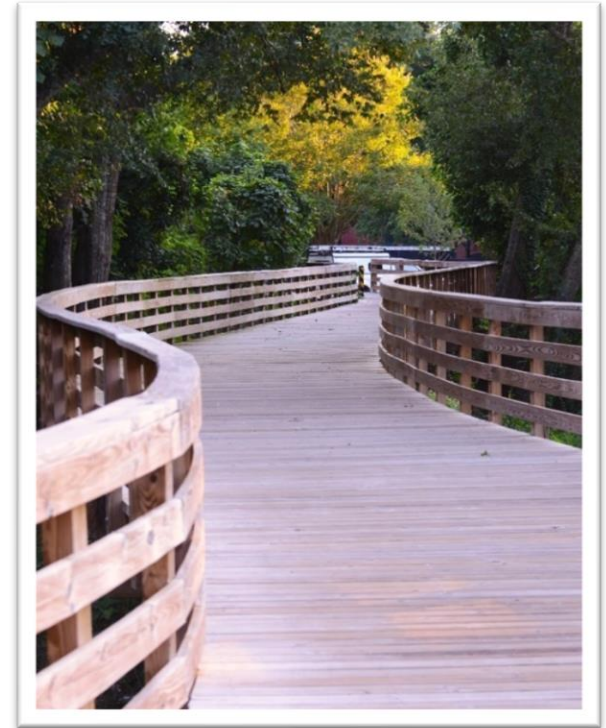
Summary of Priority Projects

Priority projects were selected based on safety factors, proximity to destinations, ease of construction, quality of sidewalk and right-of-way requirements. More information regarding the specific projects, including scoring for each category and cost estimates can be found in Chapter 5. The top ten scoring projects in each category are as follows:

Maintenance and Repair Sidewalk Projects – East Broad Street, Hospital Road, Summerlin Boulevard, West Washington Street, Martin Luther King Jr., Drive, Lee Street, Ashley Park Boulevard, Dodson Street, Powell Street, and Dowdell Street.

Possible Sidewalk Gap Expansion Projects – Two segments on Bullsboro Drive (Tower Place to Yamaha), Newnan Crossing Bypass (Ashley Park to Lower Fayetteville Road), Madison Street, Highway 29 @ the Boulevard, Newnan Crossing Boulevard East, Greison Trail, Augusta Drive, Mitchell Street and East Washington Street.

New LINC Expansion Projects – The City is considering constructing segments #12 (from downtown to the Ruth Hill area) and #13 (from the Ruth Hill area to Carl Miller Park) as next LINC phases. This would allow the facility to be used by citizens on the west side of Newnan. Eight potential LINC connections were also identified that would provide access to existing neighborhoods.



Future Sidewalk Projects - The City has identified several sidewalk projects that will address facility needs not included in the maintenance and gap listings. Those include Lower Fayetteville Road, Jackson Street, Sprayberry Road and other sidewalk projects related to the City's round-a-bout intersection improvements.

Additional Implementation Projects – Several bike projects were also included to ensure the promotion of future cycling efforts.

Summary of Programs and Policies

Chapter 6 of the update provides the plan's supportive programs and policies. They were grouped into four main categories which are summarized below:

Pedestrian Supported Policies: Adopting a Complete Streets program, identifying traffic calming opportunities, and identifying future connectivity between existing neighborhoods and the LINC.

Strategic Coordination: Coordinating with neighboring and surrounding jurisdictions, working with the LINC board, and identifying grant opportunities.

Assessment and Maintenance: Addressing and enhancing existing sidewalks, evaluating the safety of existing intersections for bicyclists and pedestrians, and updating prioritization on an annual basis.

Education: Encouraging greater awareness of existing bicycle and pedestrian facilities, focusing on wayfinding, and hosting/partnering on community events.

Summary of Funding Sources

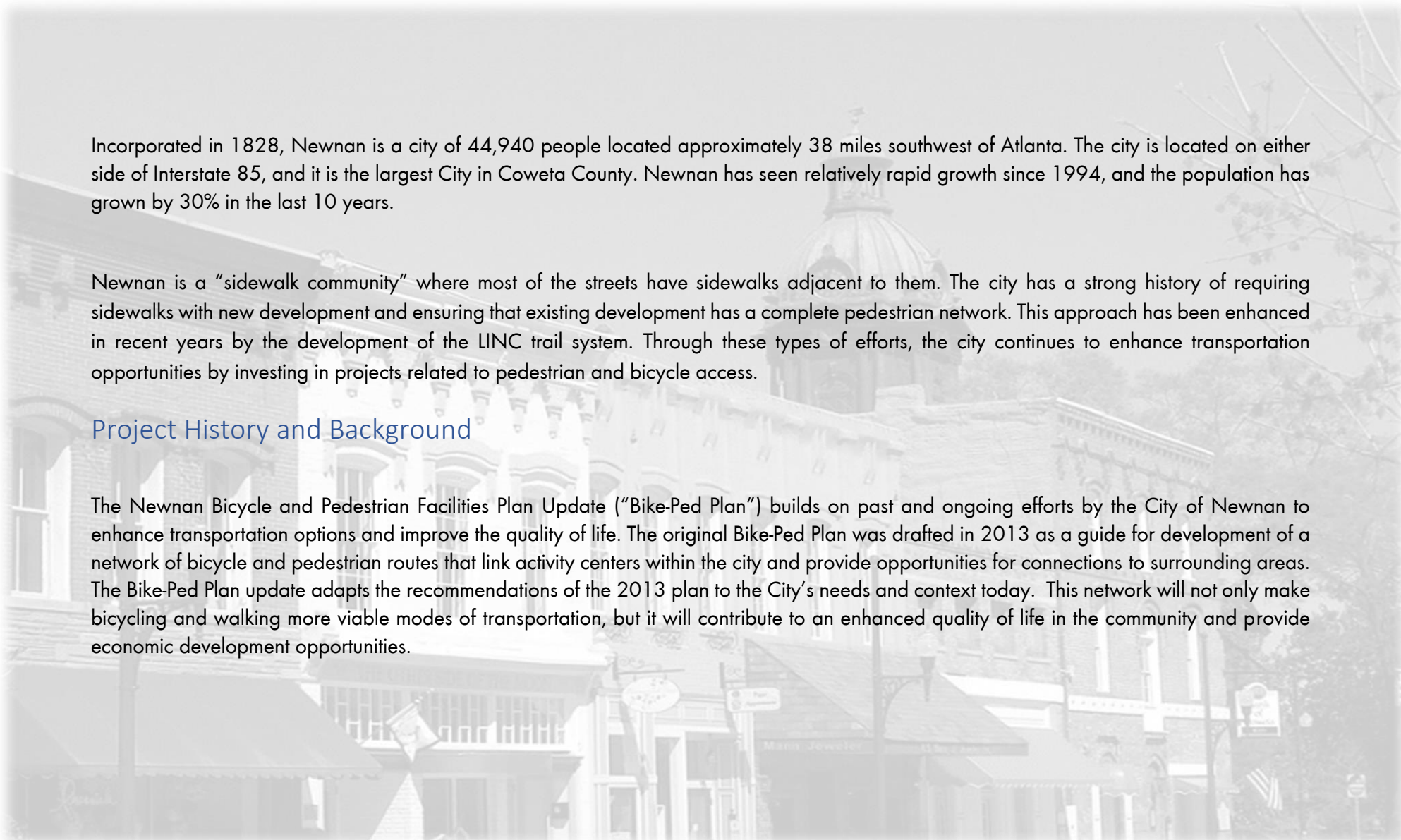
To accomplish the goals of the plan, possible funding sources must be identified. Chapter 7 provides a listing including:

- Local Funds
- State and Federal Grants
- Private Development
- Other Sources

The City follows the guidelines recommended by The American Association of State Highway Transportation Officials (AASHTO) and the Georgia Department of Transportation.

Chapter 2 Introduction





Incorporated in 1828, Newnan is a city of 44,940 people located approximately 38 miles southwest of Atlanta. The city is located on either side of Interstate 85, and it is the largest City in Coweta County. Newnan has seen relatively rapid growth since 1994, and the population has grown by 30% in the last 10 years.

Newnan is a “sidewalk community” where most of the streets have sidewalks adjacent to them. The city has a strong history of requiring sidewalks with new development and ensuring that existing development has a complete pedestrian network. This approach has been enhanced in recent years by the development of the LINC trail system. Through these types of efforts, the city continues to enhance transportation opportunities by investing in projects related to pedestrian and bicycle access.

Project History and Background

The Newnan Bicycle and Pedestrian Facilities Plan Update (“Bike-Ped Plan”) builds on past and ongoing efforts by the City of Newnan to enhance transportation options and improve the quality of life. The original Bike-Ped Plan was drafted in 2013 as a guide for development of a network of bicycle and pedestrian routes that link activity centers within the city and provide opportunities for connections to surrounding areas. The Bike-Ped Plan update adapts the recommendations of the 2013 plan to the City’s needs and context today. This network will not only make bicycling and walking more viable modes of transportation, but it will contribute to an enhanced quality of life in the community and provide economic development opportunities.

Benefits of Bicycling and Walking

Bicycling and walking are low-cost means of transportation that are pollution-free, energy-efficient, versatile, healthy, and fun. Both modes can help build physical activity into our daily lives, while reducing traffic congestion and air pollution and saving money. The many advantages of walking and bicycling include:

- Walking and bicycling can increase home values. A National Association of Realtors survey found that 90% of millennial and Gen Z respondents were willing to pay more in a walkable community.¹
- Walking and bicycling can save families money. By replacing short car trips, bicycling and walking can help lessen personal transportation costs by as much as \$356.67 per month or \$4,280 per year.²
- The quality of life that comes with enhanced bicycle and pedestrian activity are likely to produce various other indirect economic benefits. New businesses often consider quality of life issues when choosing new locations.
- Walking and biking are a great way to maintain overall health and help address chronic health conditions.
- Excellent bicycle and pedestrian facilities can draw tourists to Newnan, both as a stop en route and as an end destination.
- Increased walking and biking can also help people gain a deeper understanding and appreciation of the city's built and natural environment. When driving, people often fail to notice many of the subtleties that make Newnan so charming.



¹Realtor Magazine. (2023) *Survey: Buyers May Pay More to Live in Walkable Communities*.

²Yahoo Finance. (2022). *How Much Money Would Biking to Work Save You Over a Year?*

Vision and Goals

The 2013 plan adopted a specific vision and several goals for the City to pursue in developing its bicycle and pedestrian facilities. While they are still viable today, the goals have been updated by emphasizing safety as a priority.

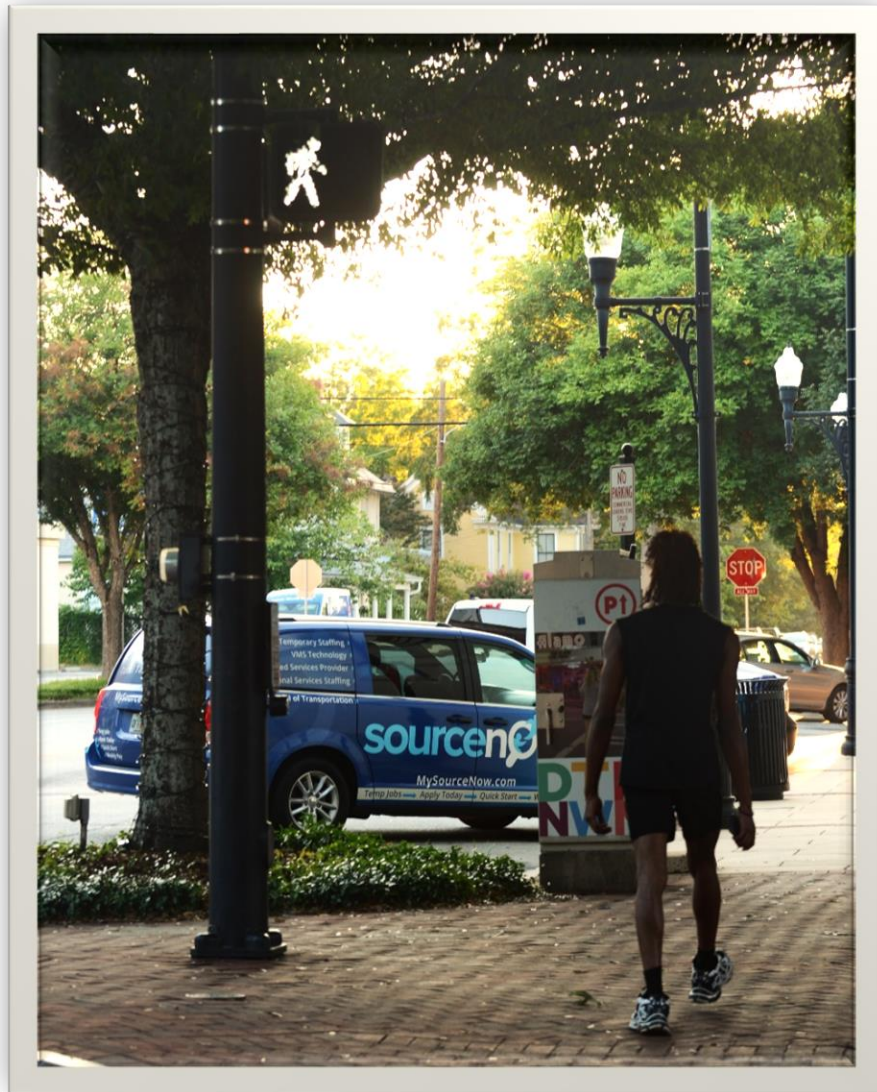
Vision - The City of Newnan will enhance transportation choices by developing a network of on-street and off-street bicycle and pedestrian facilities that provide connections to destinations throughout the city and will work with partners to educate the public about biking and walking, as well as encourage biking and walking for transportation and recreational trips.

Goal 1 - Support bicycling and walking as viable transportation modes in Newnan.

Goal 2 - Promote bicycling and walking in the city by improving awareness of bicycle and pedestrian facilities and opportunities (public awareness campaign).

Goal 3 - Integrate bicycle and pedestrian planning into Newnan's planning processes.

Goal 4 - Promote safety for everyone, regardless of their age, ability, income or background.



Chapter 3 Existing Conditions

To fully update the 2013 Bicycle and Pedestrian Facilities Plan, an inventory of current conditions needed to be taken. This included researching current demographics, reviewing previous plans, soliciting public comments and inventorying existing infrastructure. This chapter includes information related to the existing conditions data that was collected and analyzed in preparing this document.

Demographic Overview

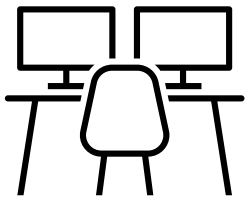
To determine where sidewalks, trails and bike lanes are needed as an active means of transportation, it is imperative that the demographic makeup of the community is understood. Staff used the Census Bureau's American Community Survey 5-year estimates between 2018-2022 to summarize relevant data for Newnan. This information provides a better understanding of the community needs which helps in the project prioritization process.



Population

According to the American Census Survey, Total Population in Newnan has increased from 30,160 in 2010 to 42,689 in 2022. That is an increase of roughly 42 percent for the 12-year period. In that same time frame, the minority population went from 41.6 percent to 50.8 percent. Whites make up 49.2 percent of the population, black or African Americans 34.6 percent, Hispanic or Latinos 8.4 percent, Asians 3.6 percent and multi-race individuals and others accounting for the remaining 4.2 percent. The median age in Newnan is 35 years.

Income and Jobs

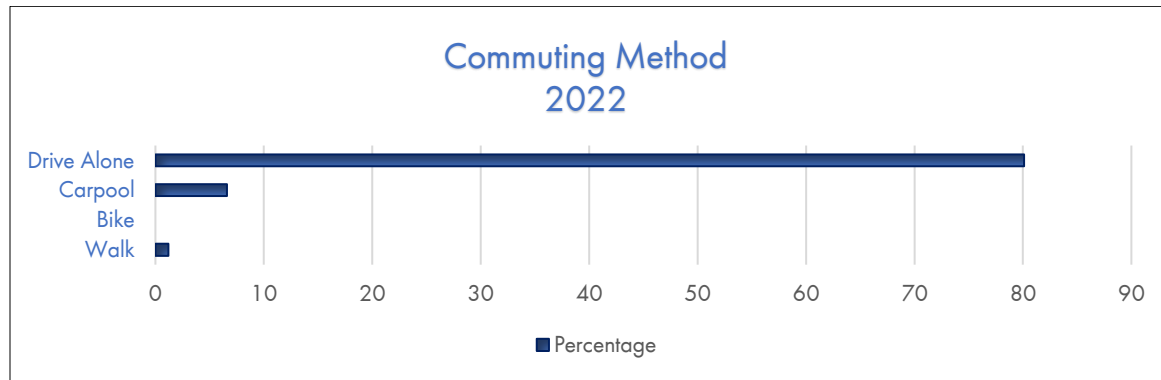


The median income for Newnan is \$74,606, which is roughly \$10,000 less than the median income for Coweta County, but almost \$2,000 more than the median income for the State of Georgia. Census counts showed the total number of jobs in Newnan at 17,416 for 2021, which was an increase of a little over 65% from the 10,887 jobs in 2010.

Commuting Patterns

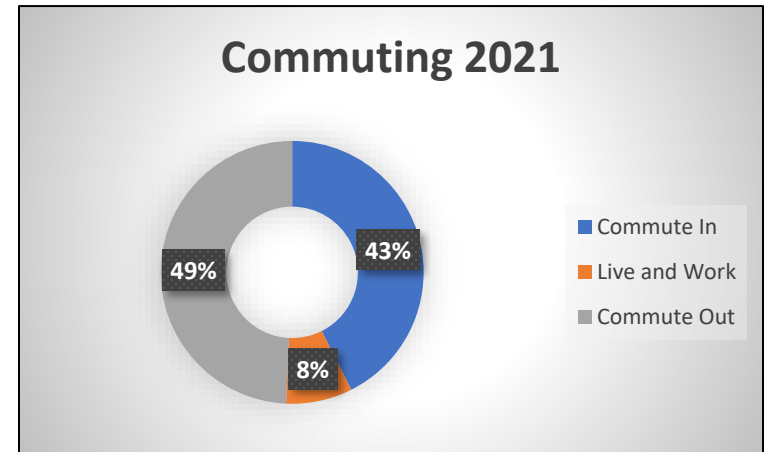
As with most suburban areas within the metro Atlanta area, most workers (80%) commute alone in a car to work. Another 7% choose to carpool, only 1% walk and less than 1% ride a bike.

Over 16,500 workers commute out of Newnan while 736 live and work inside the city limits.



Data Source: US Census American Community Survey 2022 5-year estimate

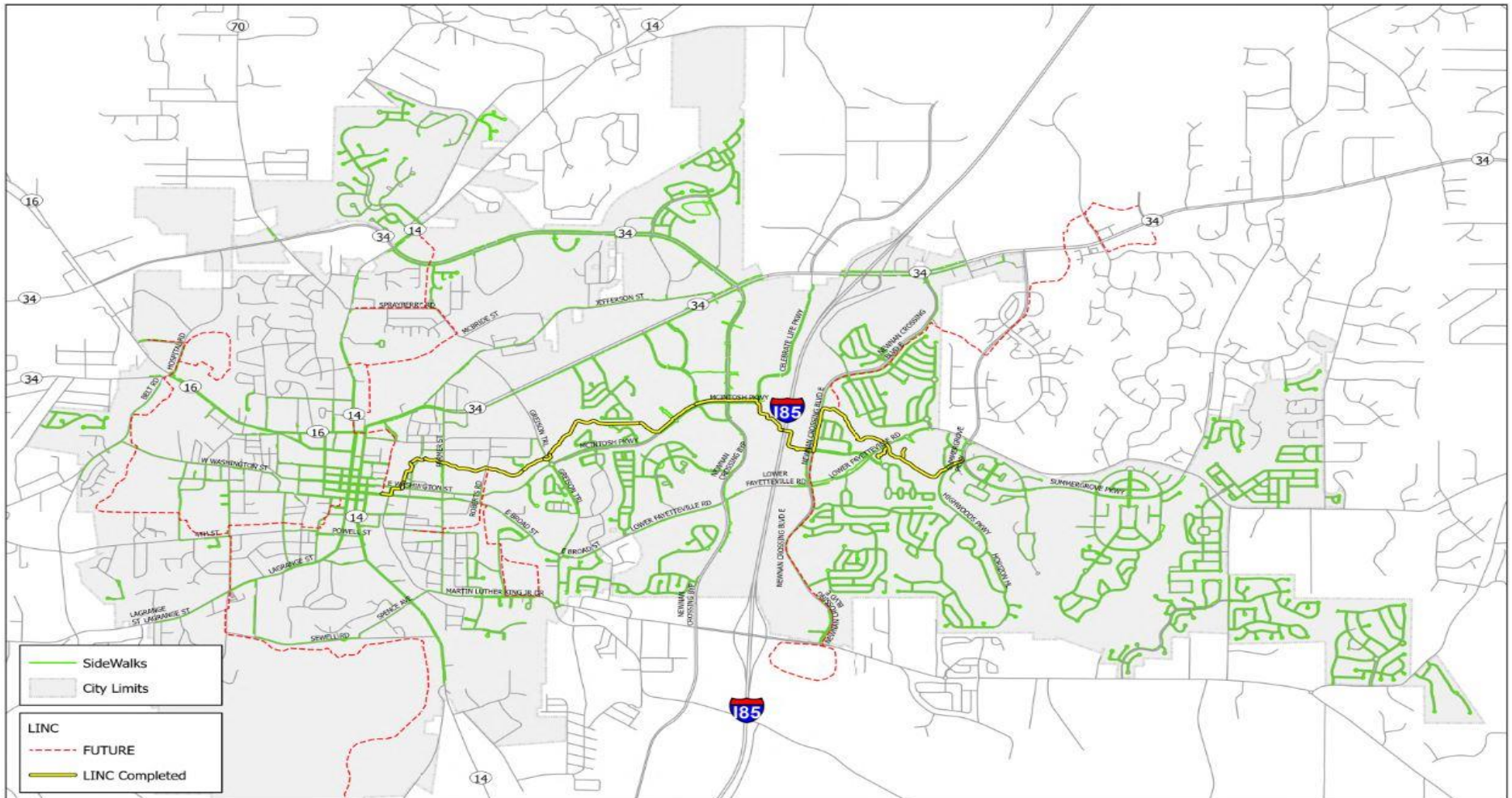
Statistics for 2021 show that 14,680 persons commuted into Newnan to work, while 16,503 persons commuted out. Only 2,736 persons reported they live and work within the city limits.



Data Source: US Census American Community Survey 2022 5-year estimate

Existing Pedestrian Facilities Map

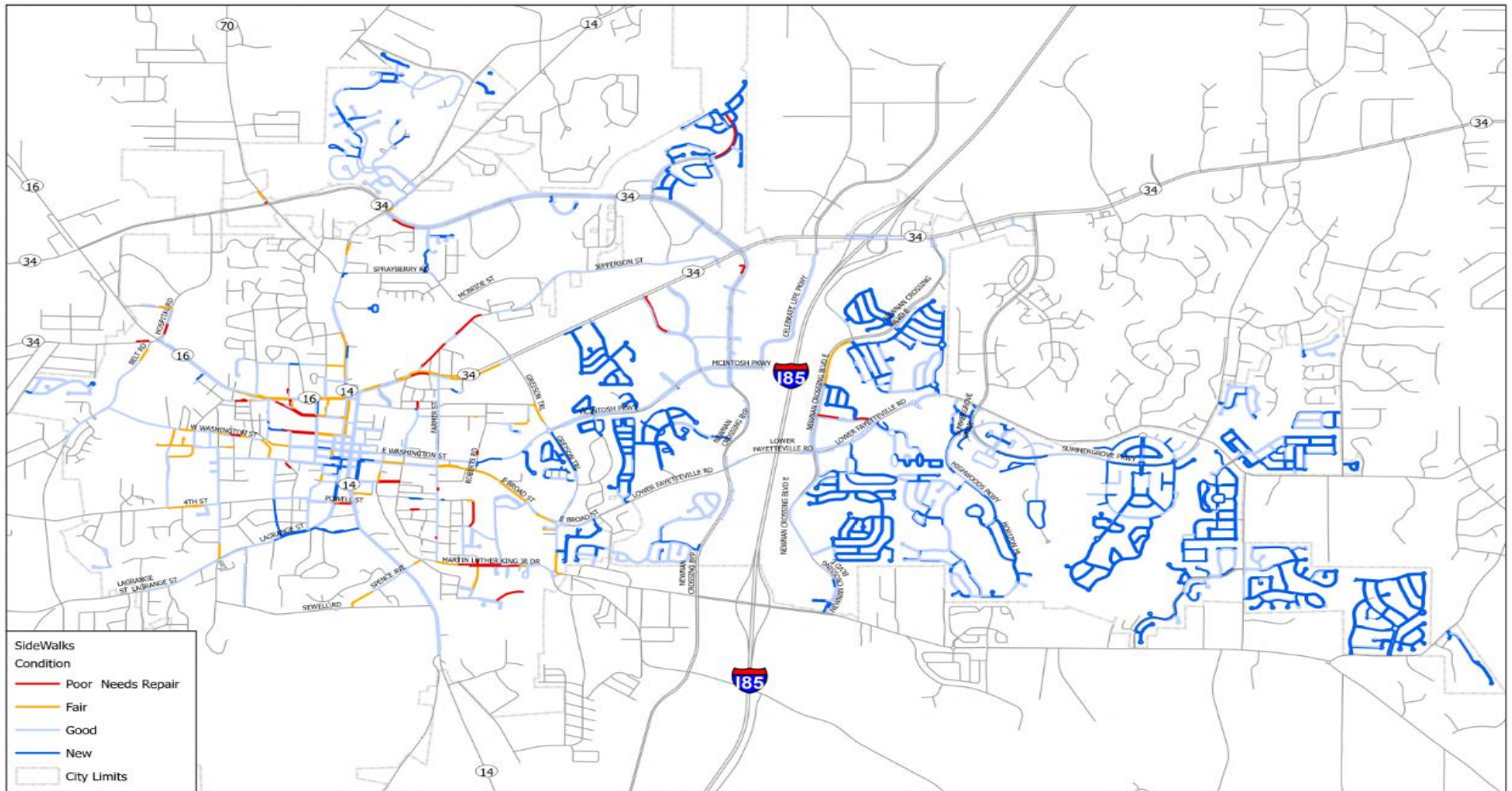
A key step in updating the City's Bicycle and Pedestrian Facilities Plan was to conduct an inventory of our existing sidewalks. A windshield survey was performed to ascertain sidewalk condition, as well as to identify areas with missing segments or no sidewalks at all. Below is a map which reflects sidewalk facilities within the city limits.



Data Source: City of Newnan

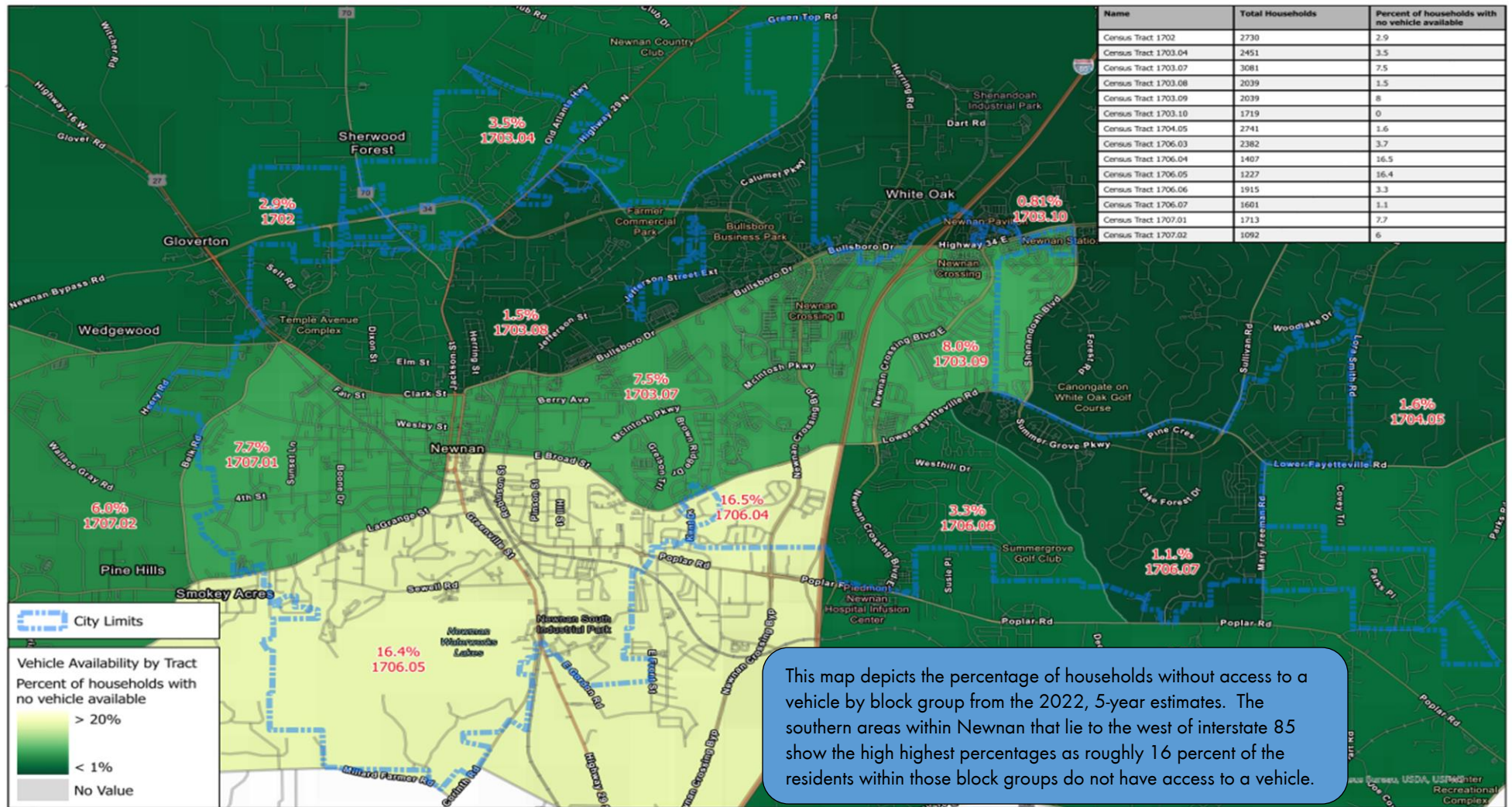
Sidewalk Conditions Map

A windshield survey was performed to ascertain sidewalk conditions as well as to identify areas with missing segments or no sidewalks at all. Below is a map which reflects the condition of the existing sidewalk facilities within the city limits. (blue = "new" conditions; light blue = "good"; gold = "fair"; red = "poor needs repair")



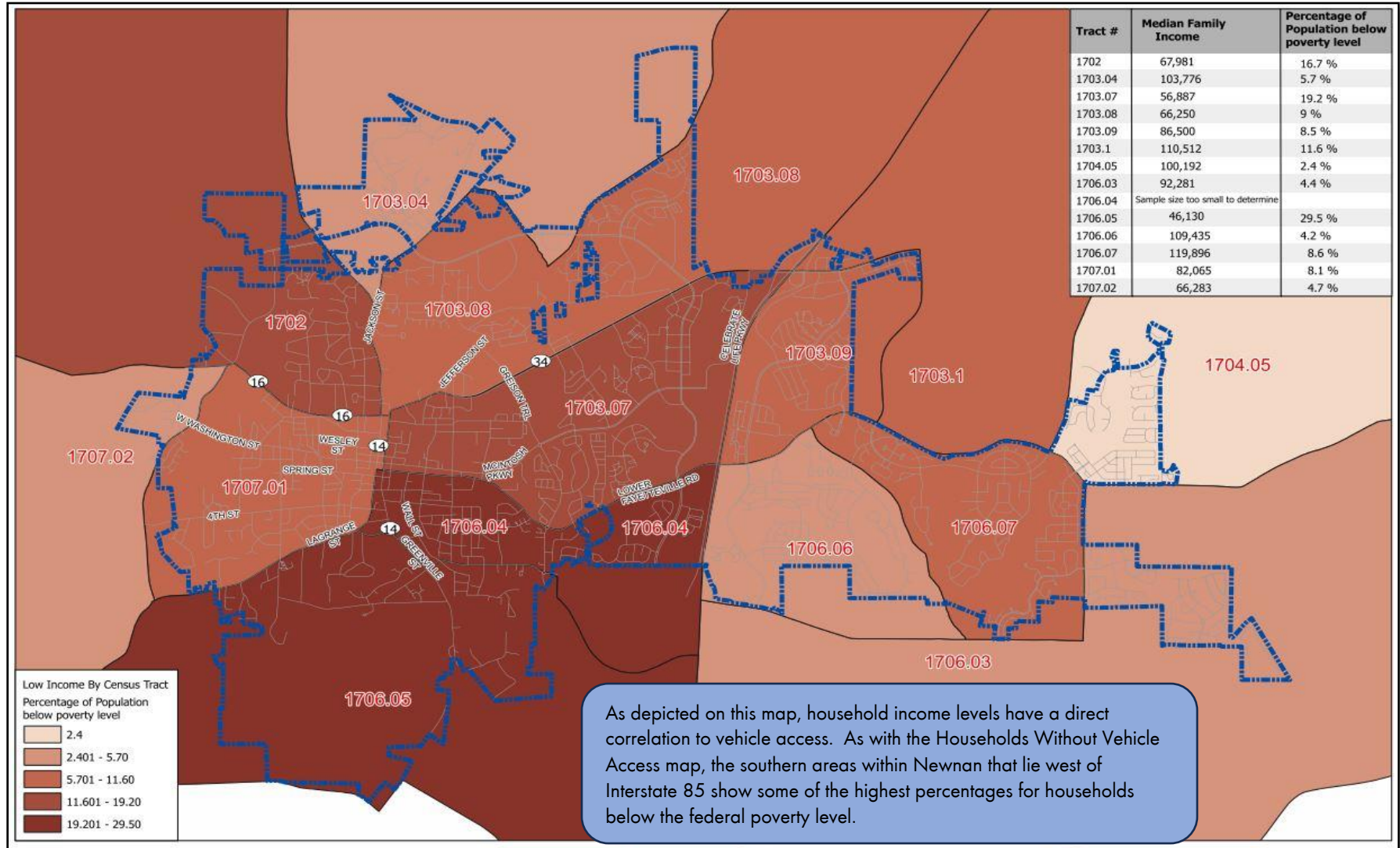
Data Source: City of Newnan

Households Without Vehicle Access Map



Data Source: US Census American Community Survey 2022 5-year estimate

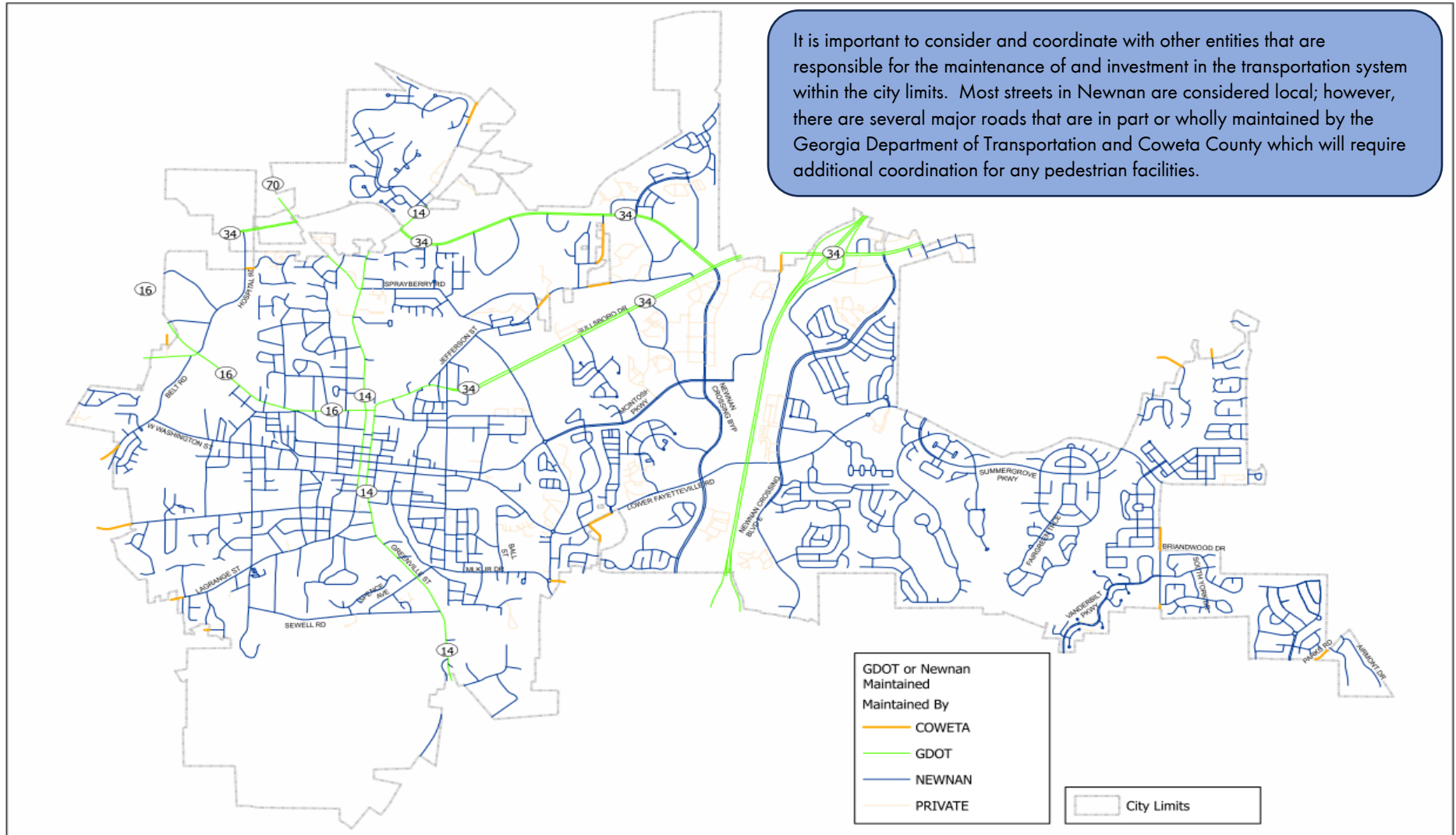
Poverty Rates Map



Data Source: US Census American Community Survey 2022 5-year estimate

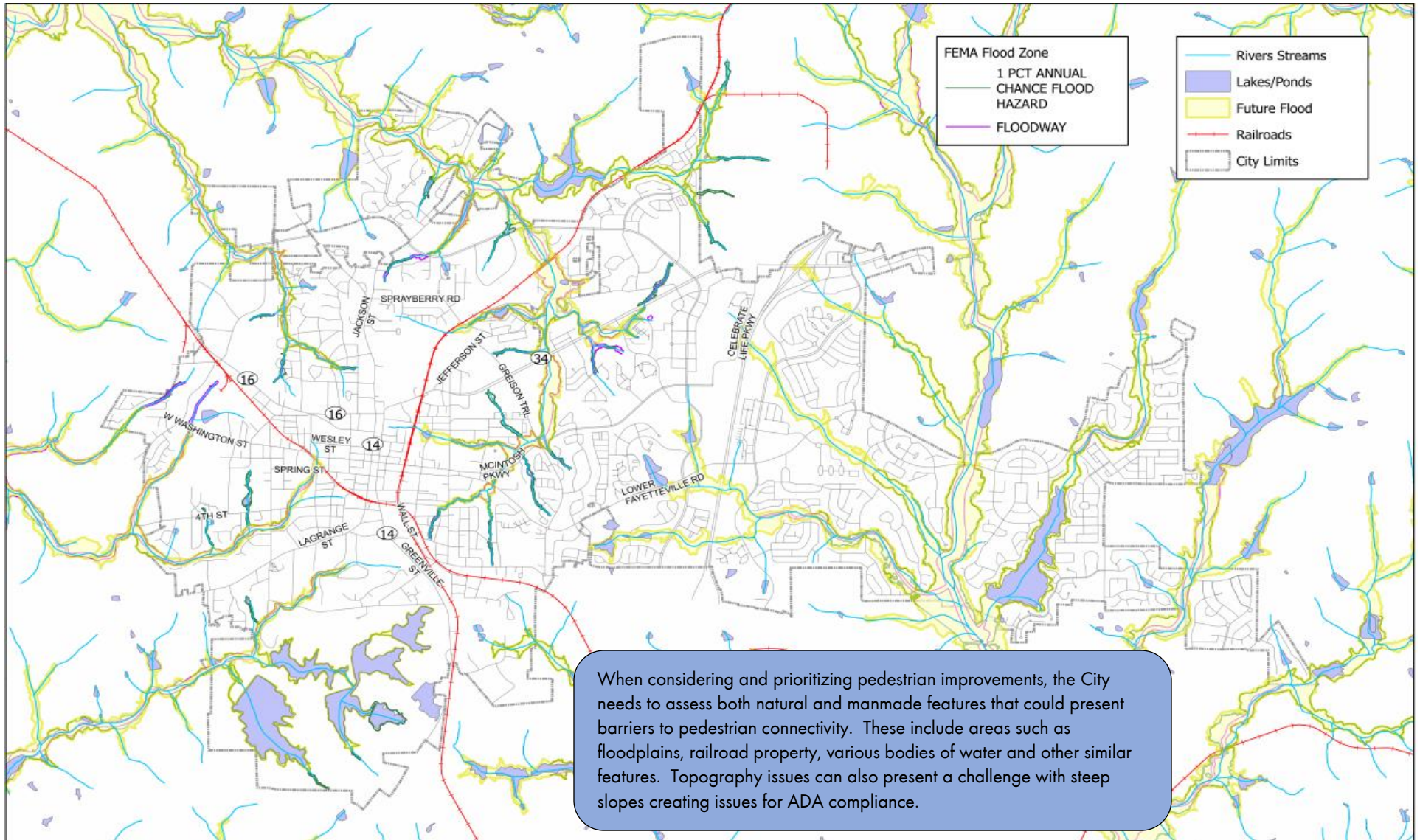
Roadway Maintenance Map

It is important to consider and coordinate with other entities that are responsible for the maintenance of and investment in the transportation system within the city limits. Most streets in Newnan are considered local; however, there are several major roads that are in part or wholly maintained by the Georgia Department of Transportation and Coweta County which will require additional coordination for any pedestrian facilities.



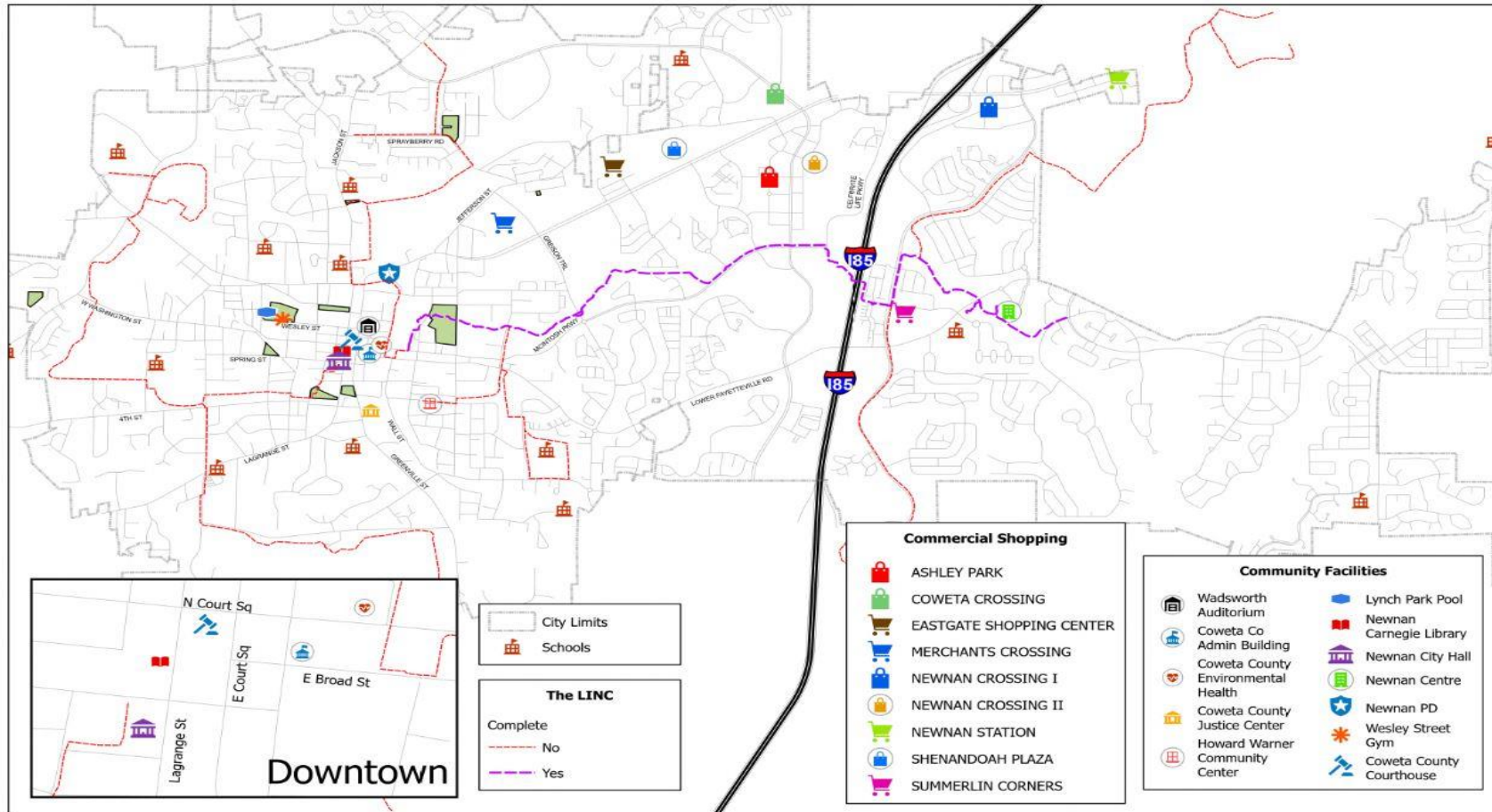
Data Source: City of Newnan

Physical Considerations Map



Data Source: City of Newnan

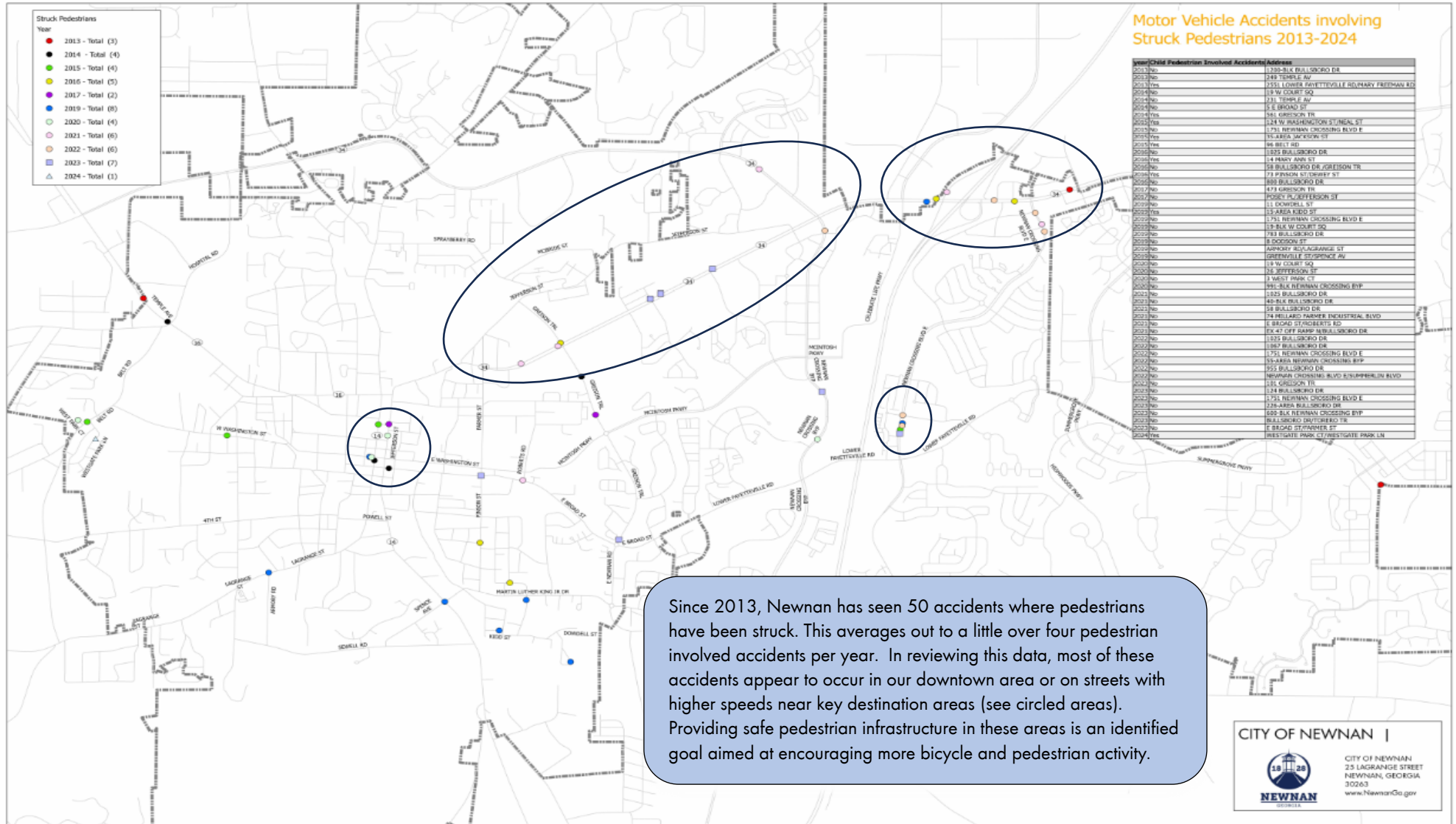
Key Destinations Map



Data Source: City of Newnan

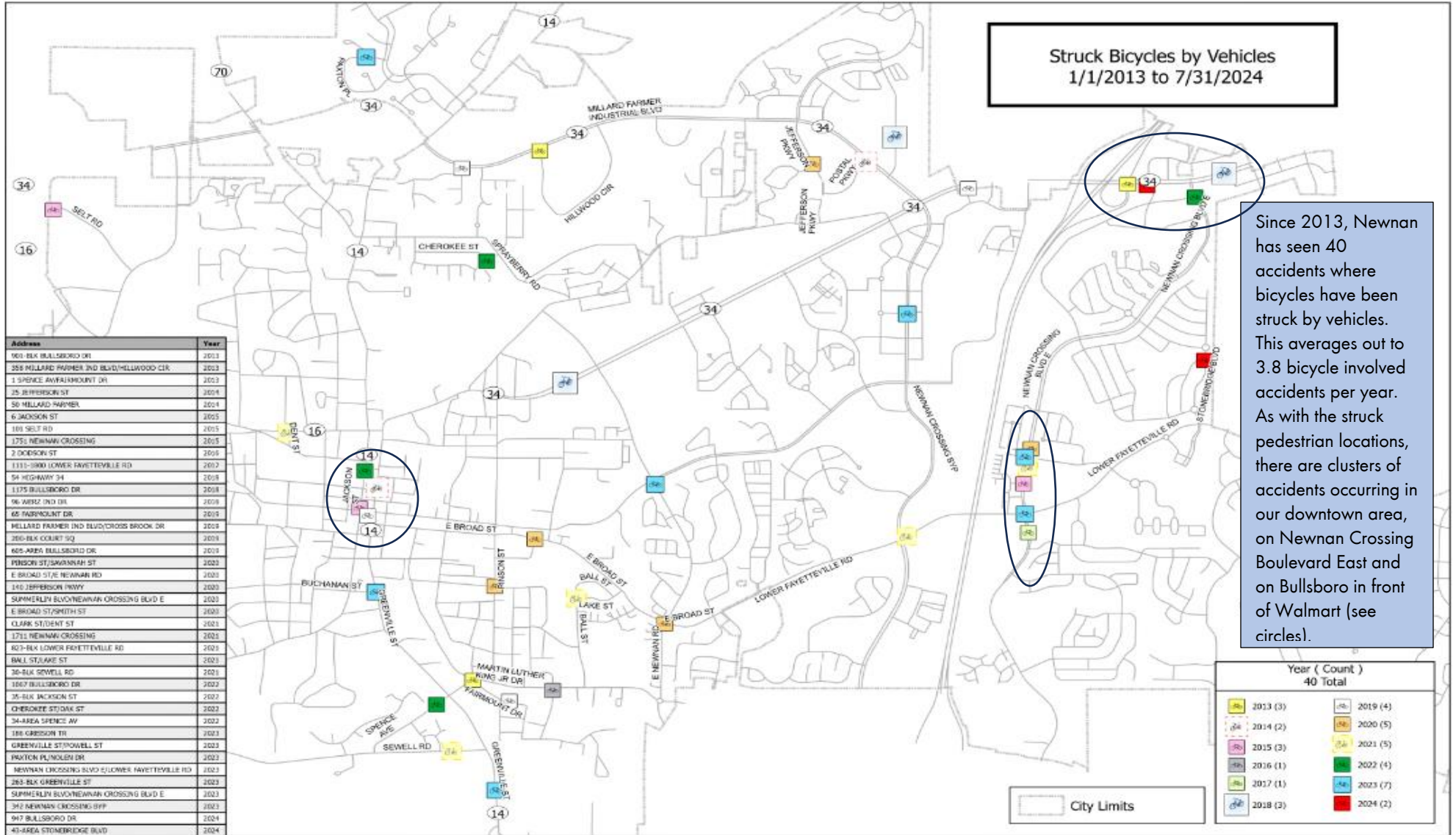
Key destinations are community amenities such as schools, churches, civic buildings, employment centers, retail areas, parks, medical facilities and other destinations that attract and cater to both residents and visitors. It is important to consider these areas when prioritizing pedestrian needs as one of the goals is to connect residents to these destinations.

Pedestrian Crash Locations



Data Source: City of Newnan

Struck Bicycles Locations



Data Source: Coweta County 911/EMA

Previous Plan Reviews

Newnan Bicycle and Pedestrian Facilities Plan (2013)

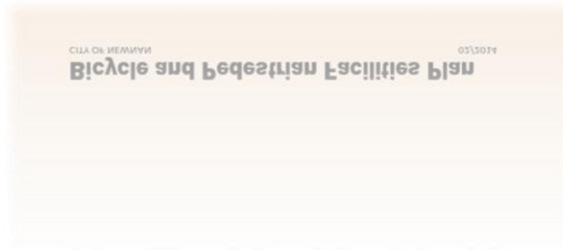
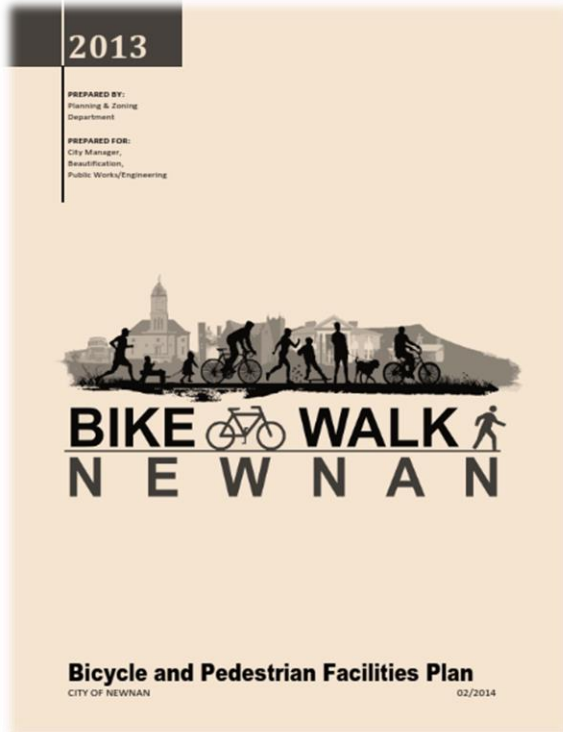
The City drafted its Bike-Ped Plan in 2013 in order to assist in locating and prioritizing future facilities. The plan included detailed information regarding design, costs, and policies, and provided a sidewalk and multi-use prioritization with scoring based on safety, destination, and ease of construction.

Key Goals

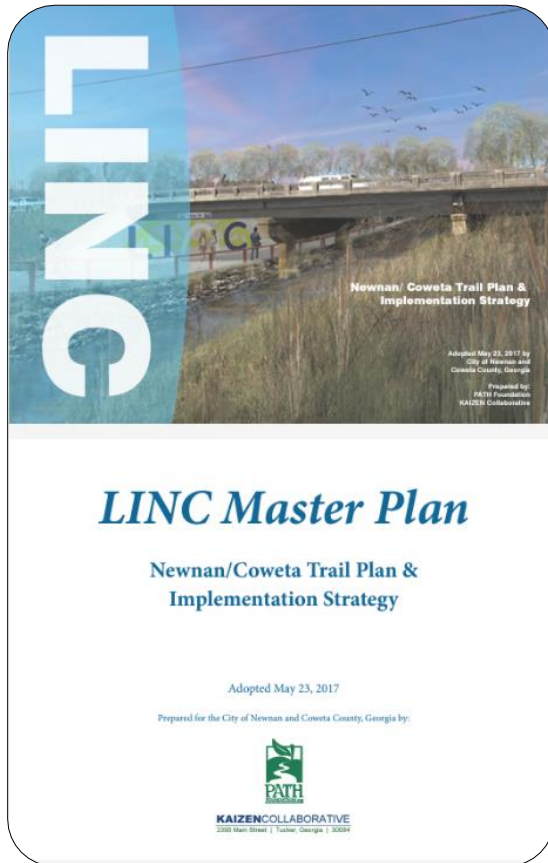
- Support bicycling and walking as viable transportation modes in Newnan.
- Promote bicycling and walking in the City of Newnan by improving awareness of bicycle and pedestrian facilities and opportunities (Public Awareness Campaign)
- Integrate bicycle and pedestrian planning into Newnan's Planning Processes.

Key Recommendations

- Require sidewalks for both new and redevelopment projects.
- Complete missing sidewalk segments, provide pedestrian signals at all intersections with crosswalks and ensure sidewalks are compliant with ADA guidelines.
- Increase bicycle parking at destinations and require bicycle parking in all new commercial, industrial, and multi-family developments.
- Focus on wayfinding to ensure that bicycle and pedestrian networks are clearly identified.



LINC Master Plan: Newnan/Coweta Trail Plan & Implementation Strategy (2017)



Key Goals:

- Create a trail system that is safe, enjoyable, convenient and attractive.
- Repurpose some of the public rights-of-way and greenspace to create safe and enjoyable spaces for walking, biking and socializing in Newnan/Coweta.
- Connect the east and west sides of Newnan with all trails leading to the downtown business district.

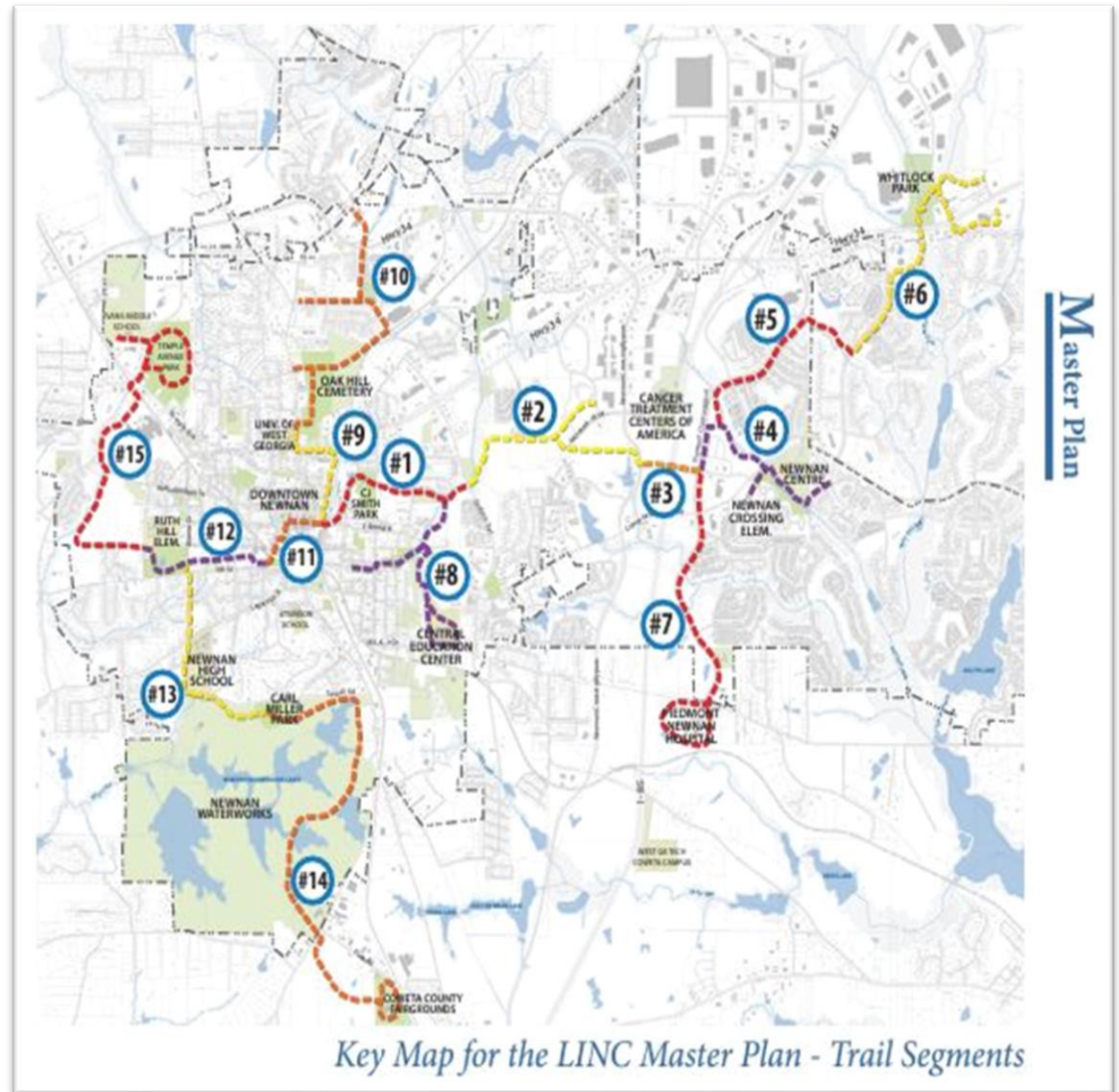
Key Recommendations:

- Identified 25.5 miles of multi-use trail opportunities within the City of Newnan and Coweta County.
- Supported the creation of "Friends of the LINC" to coordinate fund raising, public relations, community education, and implementation support for the LINC.
- Developed an implementation plan that prioritized four of the 15 segments based on existing development projects, existing and projected funding, connectivity to downtown, and opportunities to provide loop trails to desired destinations.
- Recommended adoption of branding and design standards for the LINC.

LINC Master Plan Proposed Segment Locations

The LINC Master Plan identified 25.5 miles of multi-use trail opportunities that they presented in fifteen potential segments. The LINC connects schools, neighborhoods, commercial centers, and other key destinations throughout the city limits.

The first six segments of the LINC have been constructed. Users can walk or bike from Summergrove in east Newnan all the way to the downtown area. Currently, the city is looking at possibly expanding the LINC by constructing segments #12 and #13 to address facility needs on the west side of the community.



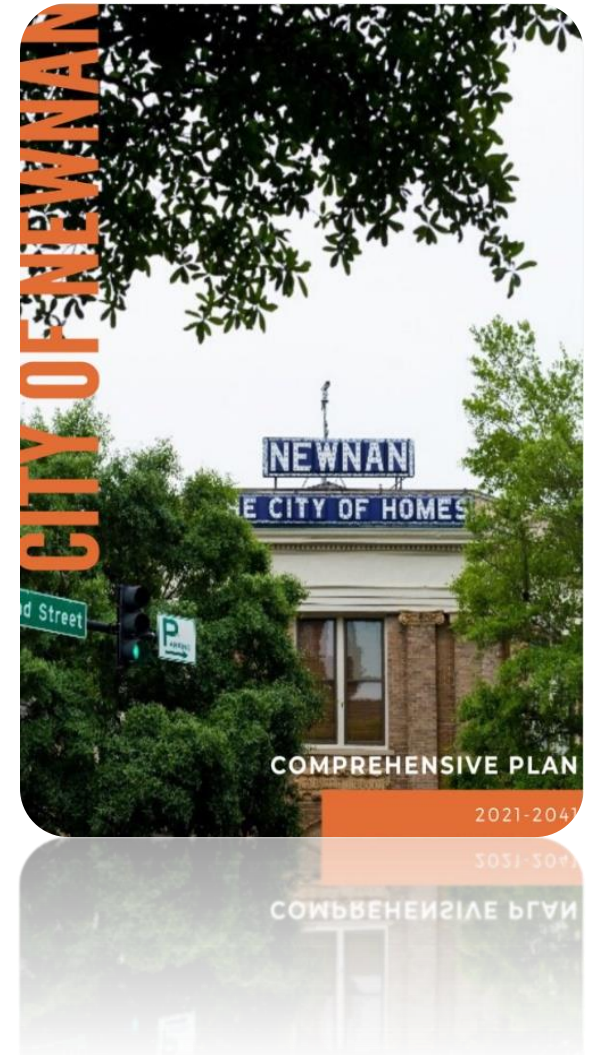
City of Newnan Comprehensive Plan (2021-2041)

Key Goals:

- Allowing and encouraging integrated sidewalks/paths citywide.
- Making connections between neighborhood schools and residential developments with pedestrian and bike facilities.
- Considering wide pathways that include pedestrian and bikeways and connecting to existing pedestrian/bike paths.
- Continuing maintenance of existing transportation network.

Key Recommendations:

- Develop the remaining phases of the LINC trail system
- Make improvements to Lower Fayetteville Road (including sidewalks)
- Develop LINC Trail system
- Sidewalks along Greison Trail, Sprayberry Road and Jackson Street
- Operational and Pedestrian Improvements along Bullsboro Drive and Clark Street



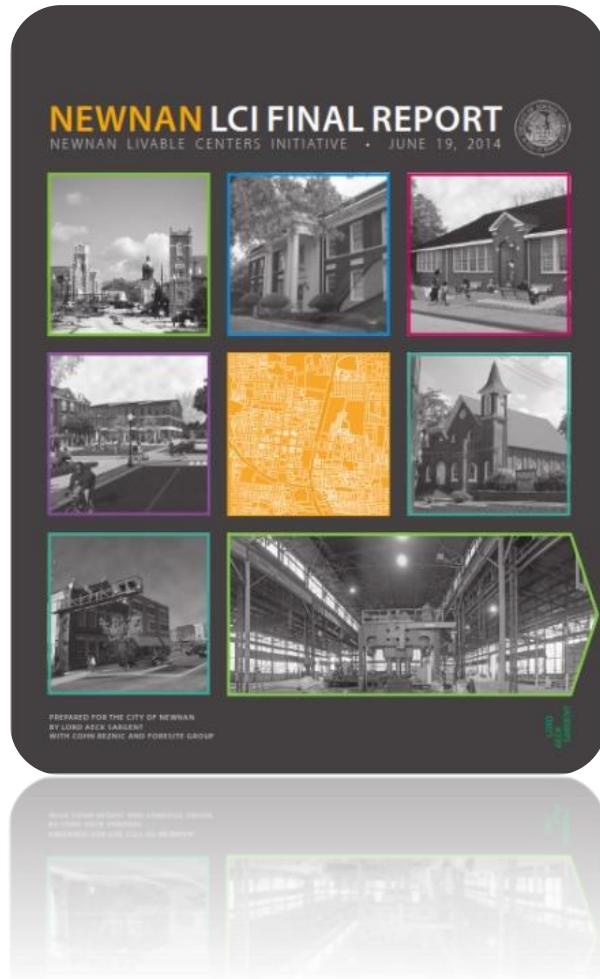
Newnan Livable Centers Initiative - LCI Study (2013)

Key Goals:

- Determine future growth strategies for the City's downtown and its historic "in-town" neighborhoods to the east.
- Provide better connectivity for existing neighborhoods to the City's core.
- Identify both long- and short-term projects and initiatives that address the transportation needs in the LCI study area.

Key Recommendations:

- *Transportation & Circulation* - Identified potential new street locations, operational improvements, dedicated pedestrian/bicycle trail connections and streetscape projects.
- *Development and Preservation* - Highlighted potential and ongoing construction projects as well as underutilized properties that present opportunities for future development and adaptive re-use.
- *Parks & Open Space Improvements* - Illustrated opportunities for new parks/open spaces and identified existing parks where major improvements could be made.



Safe Routes to Schools Safety Walk Report (2020)

Safety Walk: Newnan Area Schools

Elm St. Elementary, Atkinson Elementary, Maggie Brown Alt.
Middle, Newnan High, and Ruth Hill Elementary
August 26, 2020

Prepared by: Patti Pittman

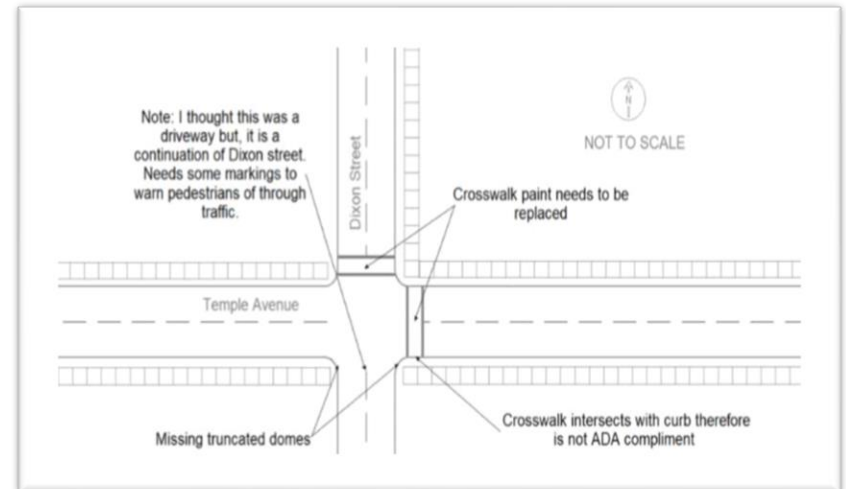


In addition to the plans listed above, the City, in conjunction with the Safe Routes to School program, conducted a safety walk at several school locations within the city limits. Specific observations and suggestions were made for each area and a copy of the report has been included as Appendix IV.

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General Observations

- The sidewalks are generally maintained with a few exceptions.
- The speeds through town are fast with high car, pedestrian, and bicycle traffic volumes. (*The speed in downtown has now been lowered to 25 mph.*)
- Street lighting is present at most intersections; however, the observation was completed during the daylight hours and the report suggested conducting an assessment at night.
- Consider educating students and the community on pedestrian and bike laws, driver responsibilities, safety and best practices.
- Consider adding bike racks at the schools to encourage students' active transportation.
- Consider scheduling walk/bike to school days.
- Consider adding Park and Walk programs and locations to help reduce traffic around the schools at arrival and dismissal times.



Opportunities and Constraints

In updating the plan, it is important to understand the opportunities and constraints that can impact the future expansion of the bicycle and pedestrian network.

Opportunities:

- Numerous county bike routes and greenway trails converge in Newnan, providing an opportunity for future connectivity to the LINC.
- The City has a plan in place for future LINC segments that may allow connections to existing neighborhoods.
- Wide arterial and collector streets outside of downtown may be retrofitted with bicycle facilities and additional sidewalks.
- Grid street network in older sections of the city provide opportunities for a well-connected network of bicycle boulevards and pedestrian walkways.
- Sidewalks associated with the Lower Fayetteville Road expansion project will provide greater connectivity to existing shopping centers, medical facilities and the LINC.
- The majority of Newnan's sidewalk network includes sidewalks and the City's current regulations require all new developments to build sidewalks as part of the project.
- Downtown businesses cater to pedestrians through their sidewalk displays and outdoor seating areas.

Constraints:

- Narrow downtown streets may be difficult to accommodate on-street bicycles with facilities beyond shared lane markings.
- Suburban-style development in newer neighborhoods lack a grid street pattern which is beneficial when seeking connectivity.
- I-85, state routes and railroad facilities can be barriers to expansion of the network due to safety, cooperation, and expense.
- Lack of resources to pay for the improvements.
- Limited right-of-ways on many older streets within existing neighborhoods.

Chapter 4 Community Engagement



City Bicycle/Pedestrian Survey

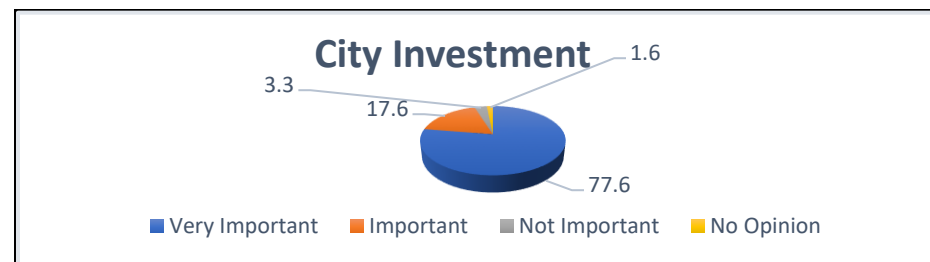
When assessing bicycle and pedestrian needs, it is important to receive feedback from the citizens who use or have access to the facilities. Therefore, the City conducted a survey that was distributed via social media, at an in-person housing event, using signage on the LINC and through community partners. A total of 245 participants provided their input on a variety of topics including attitudes about walking/biking, the need for public investment, and factors influencing their decision to walk and/or bike. They were also asked about specific locations that could be improved for better biking and/or walkability in the community. Full survey results can be found in the attachments section of this plan.

Participant Demographic Breakdown

Most respondents (88 percent) lived in the City of Newnan. Roughly eight percent more women than men completed the survey. The age distribution was well mixed with 42 percent being age 46 to 65; 27 percent age 31 to 45; 17 percent age 65+ and 9 percent age 19 to 30. Very few people under 18 chose to participate. Participant gross annual household income tended to run \$65,000 and up.

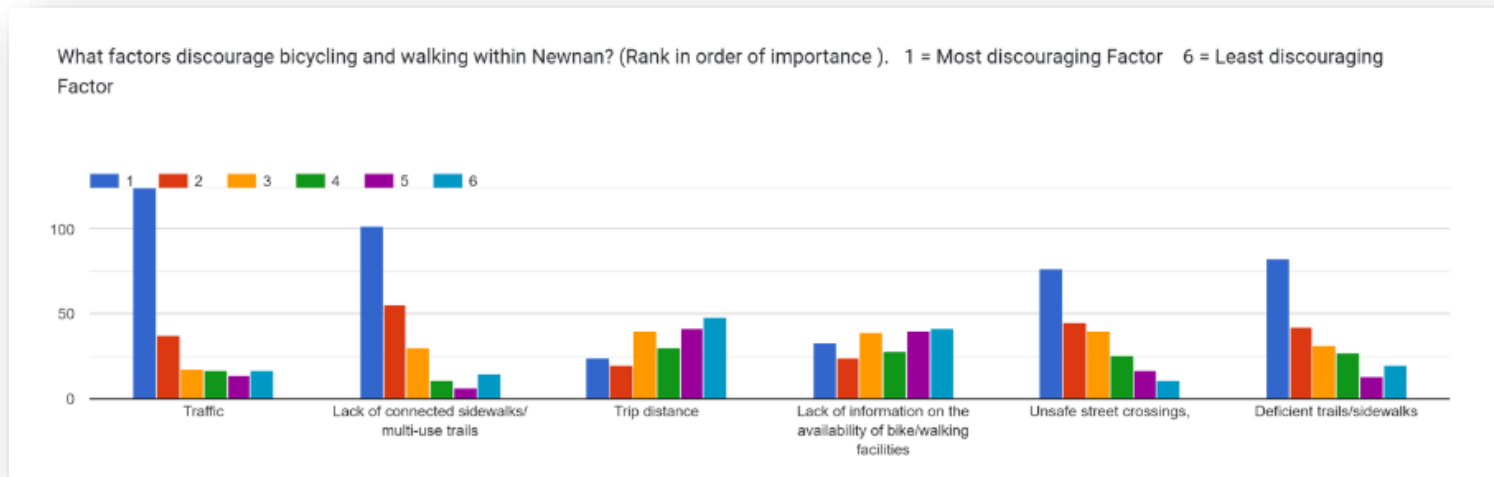
Survey Results Overview

Over 96 percent of all respondents felt that bike-ability and/or walkability were important factors when choosing where to live or work in a community. They also viewed exercise and health, recreation and quality of life as the greatest benefits. The majority of respondents also indicated that it was very important for the City to invest in bicycle and pedestrian facilities.



Participants walked and biked for social, recreation and exercise more than they did to go to work, school or to run an errand. When asked where they typically bike or walk, respondents overwhelmingly selected sidewalks, local roads and the LINC.

The survey also sought input on the factors that discouraged people from bicycling and walking. Traffic along with a lack of connected sidewalks/multi-use trails received the most votes. Deficient trails/sidewalks and safety concerns also received a significant number of votes.



LOCATION	MENTIONS
Downtown	125
Lower Fayetteville Road	73
Newnan Crossing Bypass	53
Ashley Park	47
Bullsboro	42
Millard Farmer Industrial Boulevard	32
Newnan Crossing Boulevard East	20
Werz Industrial Drive	20

Finally, the survey wanted to determine where respondents felt improvements needed to be made to the City's bicycle and pedestrian facilities. This was an open-ended question that received over 245 total responses. The top eight areas have been identified in the adjacent table.

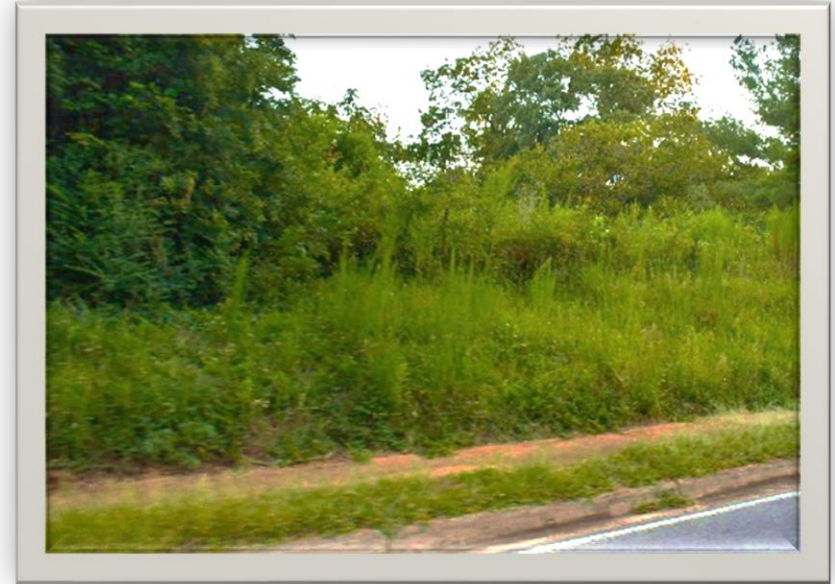
Respondents were also asked for any additional comments they may have regarding the City's bike/ped efforts. The top three answers were 1) Expand the LINC; 2) increase Safety; and 3) fix broken sidewalks.

A full compilation of the survey results has been included in Appendix I of this document.

- Bathrooms
- Trail Expansion
- Lighting/Drink Stations/Pet Water Stations/Trash Cans/Benches
- Dog Parks/Pocket Parks/Exercise Equipment
- Usable Downloadable Trail Map
- Safety/Emergency Phones/Markers
- Playgrounds
- Utility/Maintenance Requests

Inclusive playgrounds! We have a large population of children with disabilities in this community, and we don't have enough to support them!
Handicap swings, adaptive play materials and PECS panels (pictured) for our non-verbal kiddos





Chapter 5 Facility Recommendations

Project Prioritization

The method to determine the project prioritization for this plan is focused through five categories. These categories are: Safety, Destination, Ease of Construction, Sidewalk, and Right-of-Way Ownership. Each category has several subcategories which have options to determine specific conditions of a given road. Safety has six subcategories being the highest. This prioritization system uses a weight-based method to determine the final score. Due to this, each category has a total possible pre-weight score of 60 points. Since Safety has the most subcategories, it is used as the base for determining total possible pre-weighted scores for prioritization. Every other category has had a percent change formula applied to their subcategories to ensure they equal a pre-weight total possible score of 60 points. This ensures the point scale is not skewed before applying the assigned weights. Finally, the weight multiplier is applied to give the final prioritization score.

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			210
	Street Speed	10	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			180
	Transportation	15	
	Commerce	15	
	Residence	15	
	Ammenities	15	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Propertie	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			60
	Quality of Sidewall	30	
	Sidewalk Complete	30	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			660

Safety

Safety is a major priority for this project and this is reflected through safety being weighted the highest at 3.5 times the pre-weighted score. Safety, in this plan, is scored through six subcategories. The first category is the road's street speed. Data shows that roads with a higher road speed have a higher need than those with slower speed limits due to the dangers of faster-moving vehicles. The second category is if there is a crossing area risk. This comes from areas that have been identified as a risk from crash data. The third category is if there is an identified lack of vehicles. Here, the city looks at census data to determine what areas would have more pedestrian or bike traffic from a lack of vehicles. The fourth category is if there is a curb buffer. Curb buffers on roads help contribute to the safety of pedestrian or bike traffic. The fifth category is if there are street lights. Visibility is very important to nonvehicular traffic. Finally, the sixth category is if there is a raised curb. Raised curbs contribute to safety much like curb buffers.

Safety	Points (3.5 Weight)	Total Possible Points	Total Possible Weighted Points
Street Speed		60	210
35 or lower	1		
40-45	5		
50 or higher	10		
Crossing Area Risk Level			
High Risk Crossing Area	10		
Medium Risk Crossing Area	5		
Low Risk Crossing Area	1		
Lack of Vehicles			
Census Identified Yes	10		
Census Identified No	1		
Curb Buffers			
100% Roadside Curb Buffer	10		
50% - 99% Roadside Curb Buffer	5		
0% - 49% Roadside Curb Buffer	1		
Street Lights			
100% Pedestrian Street Lights	10		
50% - 99% Pedestrian Street Lights	5		
0% - 49% Pedestrian Street Lights	1		
Raised Curb			
100% Raised Curb Exists	10		
50% - 99% Raised Curb Exists	5		
49% or Less Raised Curb Exists	1		

Destination

Destination gives insight into the surrounding land uses and the modes of transportation that serve the area. Destination was given a high weight of three due to several factors. The first is that data collected by the city shows a higher likelihood of crashes depending on what types of destinations are present. This ultimately is due to the potential for high levels of bike and pedestrian traffic moving with vehicle traffic. A second reason is that this category helps to identify needs depending on how often the road would be utilized by the public.

Four subcategories were created to assess area conditions. The first is "transportation", which evaluates how many different modes of transportation connects to the road. The second, "commerce", is the number of businesses located on the road. The third, "residence", considers the different types of residences that have been built in the area. The fourth, "amenities", considers uses such as churches, retail centers, parks, etc. which tend to attract large groups of people.

Destination	Points (3.0 Weight)	Total Possible Points	Total Possible Weighted Points
Transportation		60	180
Connects to Multiple Modes of Transportation	15		
Connects to a Single Mode of Transportation	7.5		
Connects to a Planned Mode of Transportation	1.5		
Commerce			
Connects to 11 or More Businesses	15		
Connects to 6-10 Businesses	7.5		
Connects to 1-5 Businesses	1.5		
Residence			
Connects to Public Housing	15		
Connects to Multifamily Homes	7.5		
Connects to Single Family Homes	1.5		
Ammenities			
Connects to 11 or More Ammenities	15		
Connects to 6-10 Ammenities	7.5		
Connects to 1-5 Ammenities	1.5		

Ease of Construction

Ease of Construction has five subcategories that were developed in cooperation with City of Newnan's Engineering Department to determine what would be helpful information to score a road. This category has a weight of 2 and is the third highest weight. The first subcategory, "construction", determines what types of construction the road would need to be implemented. This made up of any utilities or vegetation that needs to be moved or if grading is necessary. The second, "easements", determines the number of easements needed for implementation. The third, "adjacent properties", details the number of properties that would be involved in the project. The fourth, "driveway aprons", gives insight into the number of driveway aprons that would be impacted. Finally, the fifth, "structures required", explains if there is need for any fencing, railing, or walls to be constructed.

Ease of Construction	Points (2.0 Weight)	Total Possible Points	Total Possible Weighted Points
Construction (Moving Utilities, Grading, and Removal of Vegetation)		60	120
Requires None	12		
Requires 1-2	6		
Requires All	1.2		
Easements			
0 - 5 Easements	12		
6 - 10 Easements	6		
11 or More Easements	1.2		
Adjacent Properties			
0 - 5 Properties	12		
6 - 10 Properties	6		
11 or More Easements	1.2		
Driveway Aprons			
0 - 5 Driveway Aprons	12		
6 - 10 Driveway Aprons	6		
11 or More Driveway Aprons	1.2		
Structures Required			
Needs Fence, Rail or Wall	0		
No Need	12		

Sidewalk Condition

The sidewalk category has two subcategories and is weighted at one. These two subcategories detail two important pieces of information for the plan. This first subcategory, "quality of sidewalk" details the condition of the sidewalk on the road in question. The data was collected by the city using GIS mapping and a windshield assessment of the city's sidewalks. The second subcategory, "sidewalk complete", explains how much sidewalk is complete on a given road. This data was collected using the same methods. The city uses this data to incorporate into this scoring method to understand the current conditions of the road in question.

Sidewalk	Points (1.0 Weight)	Total Possible Points	Total Possible Weighted Points
Quality of Sidewalk		60	60
100% Doesn't Need Repair	30		
50% - 99% Doesn't Need Repair	15		
0% - 49% Doesn't Need Repair	3		
Sidewalk Complete			
100% Complete	30		
50% - 99% Complete	15		
0% - 49% Complete	3		

Public Comment

The public comment category has four subcategories and is weighted at 1. The categories reflect the number of times the segment/street was identified by participants who completed the City's Bike-Ped survey.

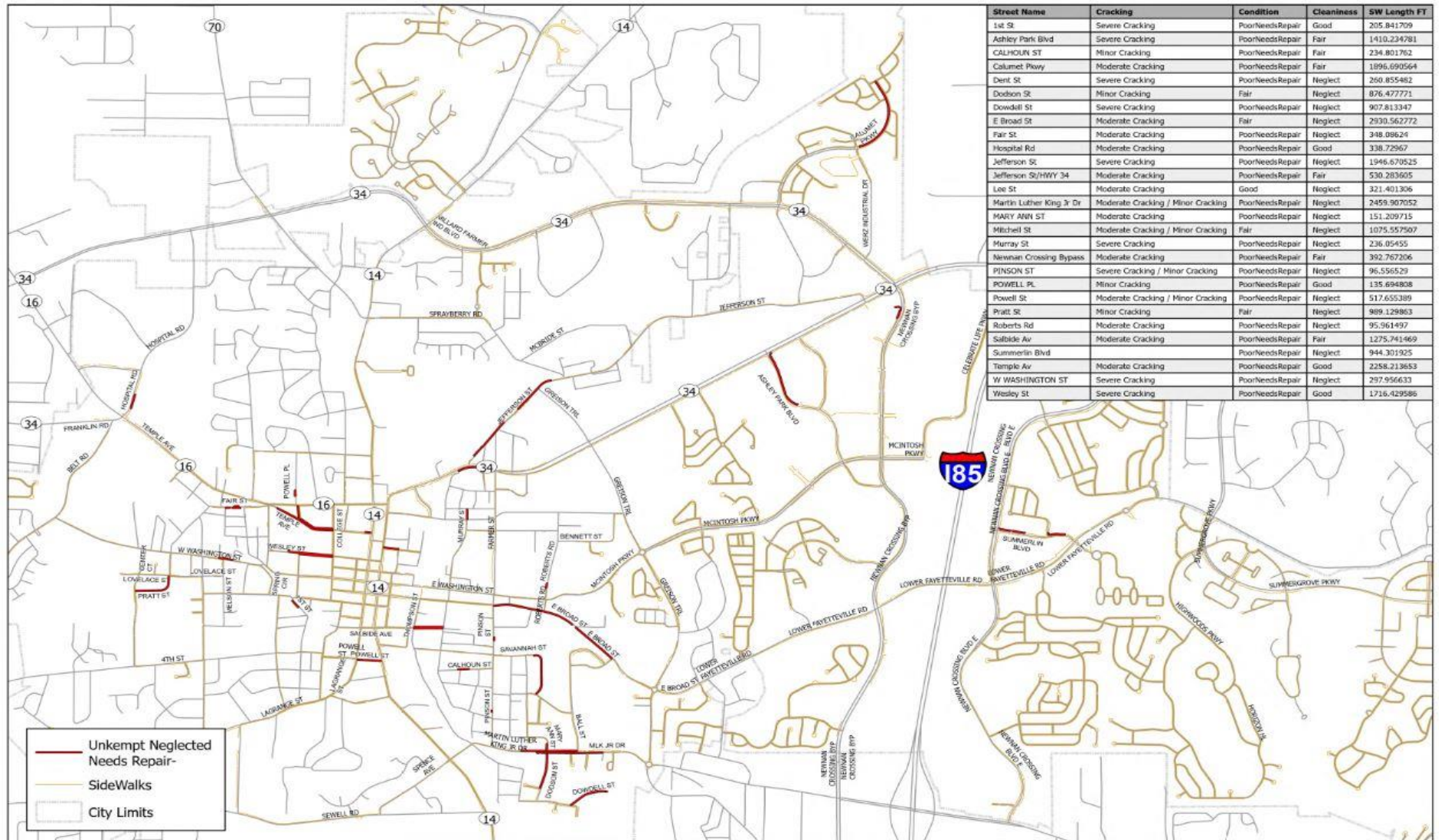
Public Comment	Points (1.0 Weight)	Total Possible Points	Total Possible Weighted Points
Survey		60	60
Area identified by more than 3 participants	60		
Area identified by 2 participants	30		
Area identified by 1 participant	6		
Area identified by no participants	0		

Right of Way

This category is weighted at a 0.5. This category helps determine the right-of-way ownership when planning for implementation. However, it is weighted the least due to having the least impact on feasibility of implementation.

Right of Way	Points (0.5 Weight)	Total Possible Points	Total Possible Weighted Points
Ownership		60	30
City or State	60		
County	30		
Federal	6		
Private or RR	0		

Sidewalk Assessment Prioritization Map



Data Source: City of Newnan

Sidewalk Segments with Fair to Poor Ratings

To address the sidewalks with the most severe issues, staff selected sidewalks that rated either “fair” or “poor” and completed a prioritization assessment. Scores were given and cost estimates were developed to help determine where future maintenance should be focused. The assessments are segment-based and do not pertain to the entire sidewalk. Cost is based on an estimate of \$70 per square yard for removal and replacement of the segments.

Street Name	Length of Segment FT	Condition	Prioritization Score	Cost Estimate (Remove and Replace)
E Broad St	2,930.56	Moderate Cracking/Unkempt	486.5	\$113,966
Hospital Rd	338.72	Moderate Cracking	473	\$13,172
Summerlin Blvd	944.30	Unkempt – Cracking TBD	473	\$36,723
W Washington St	297.96	Severe Cracking/Unkempt	473	\$11,587
Martin Luther King, Jr. Dr	2,459.91	Moderate Cracking/Unkempt	466.5	\$95,663
Lee St	321.40	Moderate Cracking/Unkempt	444	\$12,499
Ashley Park Blvd	1,410.23	Severe Cracking/Unkempt	441.5	\$54,842
Dodson St	876.48	Minor Cracking/Unkempt	441	\$34,085
Powell St	517.66	Moderate Cracking/Unkempt	429.5	\$20,131
Dowdell St	907.81	Severe Cracking/Unkempt	429	\$35,304
Fair St	348.09	Moderate Cracking/Unkempt	429	\$13,537
Jefferson St	2,476.95	Severe Cracking/Unkempt	429	\$96,325
Temple Ave	2,258.21	Moderate Cracking/Unkempt	420.5	\$87,819
Wesley St	1,716.43	Severe Cracking	420.5	\$66,750

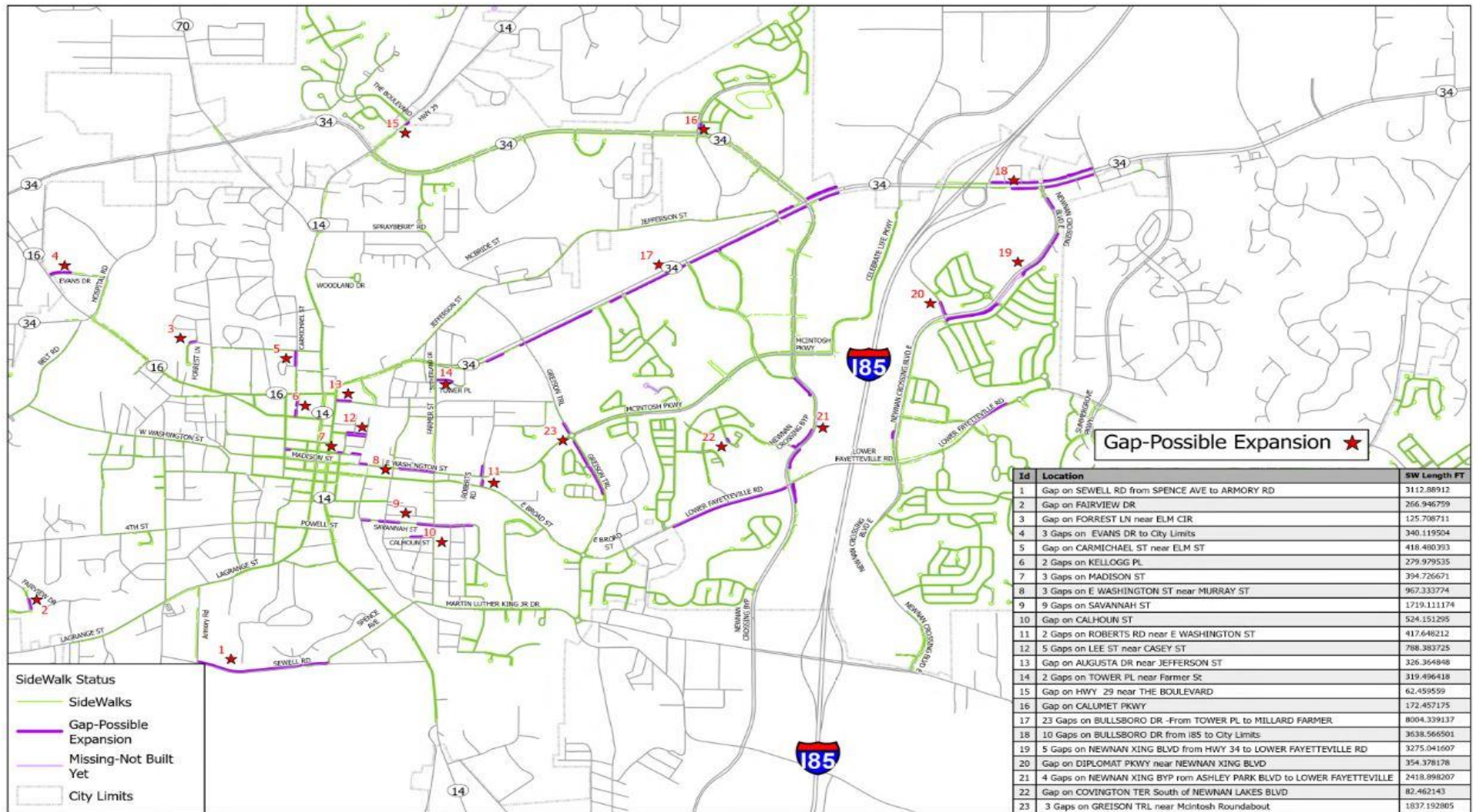
NEWNAN BICYCLE AND PEDESTRIAN FACILITIES PLAN UPDATE 2025

Street Name	Length of Segment FT	Condition	Prioritization Score	Cost Estimate (Remove and Replace)
Pratt St	989.13	Minor Cracking/Unkempt	406.5	\$38,467
Pinson St	96.56	Severe Cracking/Unkempt	401	\$3,755
Mitchell St	1,075.56	Moderate Cracking/Unkempt	400.5	\$41,827
Salbide Ave	1,275.74	Moderate Cracking/Unkempt	397	\$49,612
Roberts Rd	95.96	Moderate Cracking/Unkempt	395.5	\$3,732
Mary Ann St	151.21	Unkempt	385.5	\$5,880
Dent St	260.86	Severe Cracking	375	\$10,145
Powell Pl	135.69	Minor Cracking	360	\$5,277
Calumet Pkwy	1,896.69	Moderate Cracking	357	\$73,760
Calhoun St	234.80	Minor Cracking	354	\$9,131
Murray St	236.05	Severe Cracking/Unkempt	326.1	\$9,180
First St	205.84	Severe Cracking	294	\$8,005

Source: Newnan Mapping Department Assessment

A scoring sheet for each segment has been included in Appendix II of this update.

Sidewalk GAP Prioritization Map



Data Source: City of Newnan

Identified Sidewalk Gaps

If the City plans to adopt a “complete streets” mentality, it needs to address existing gaps in the sidewalk system. An assessment was completed for each identified missing segment. Scores and cost estimates were developed to help determine where future construction should be focused. Cost was based on an estimate of \$65 per square yard to address the gaps shown on the Sidewalk Gap Prioritization Map.

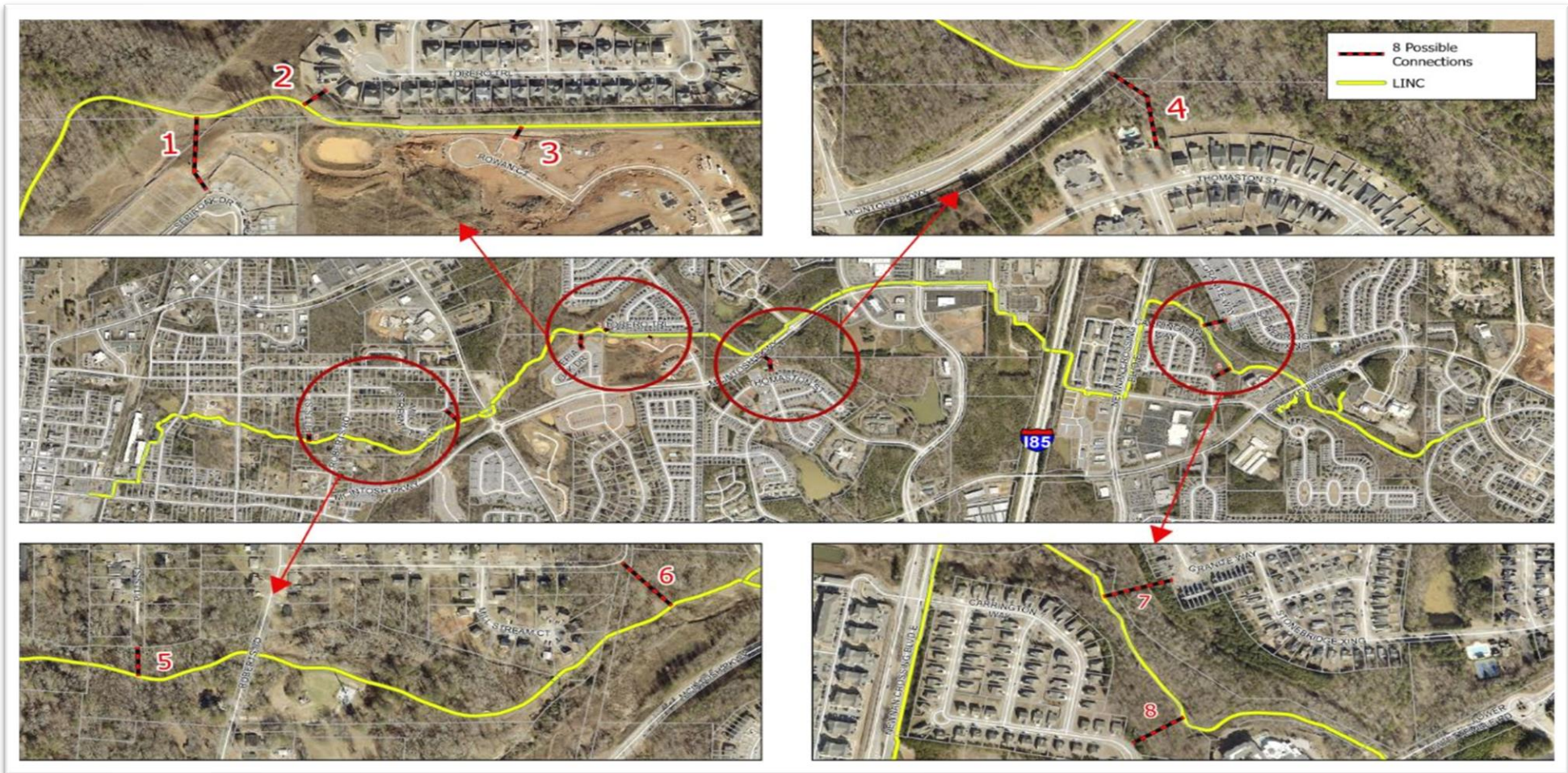
Street Name	Length of Segment FT	Prioritization Score	Cost Estimate (New Construction)
Bullsboro Dr (I-85 to Yamaha)	3,638.57	511.8	\$131,393
Newnan Crossing Byp (Ashley Park to LFR)	2,418.90	508	\$87,349
Madison St	394.73	476	\$14,254
Hwy 29 @ The Boulevard	62.46	471	\$2,256
Bullsboro Dr (Tower Pl to the Bypass)	8,004.34	464.8	\$289,046
Newnan Crossing Blvd E	3,275.04	443.5	\$118,265
Greison Tr.	1,837.19	438.5	\$66,343
Augusta Dr	326.36	406.4	\$11,785
Mitchell St	1,075.56	400.5	\$38,840
E Washington St	967.33	400.1	\$34,931
Diplomat Pkwy	354.38	399	\$12,797
Kellogg Pl	279.98	391.5	\$10,110
Lee St	788.38	384	\$28,469

NEWNAN BICYCLE AND PEDESTRIAN FACILITIES PLAN UPDATE 2025

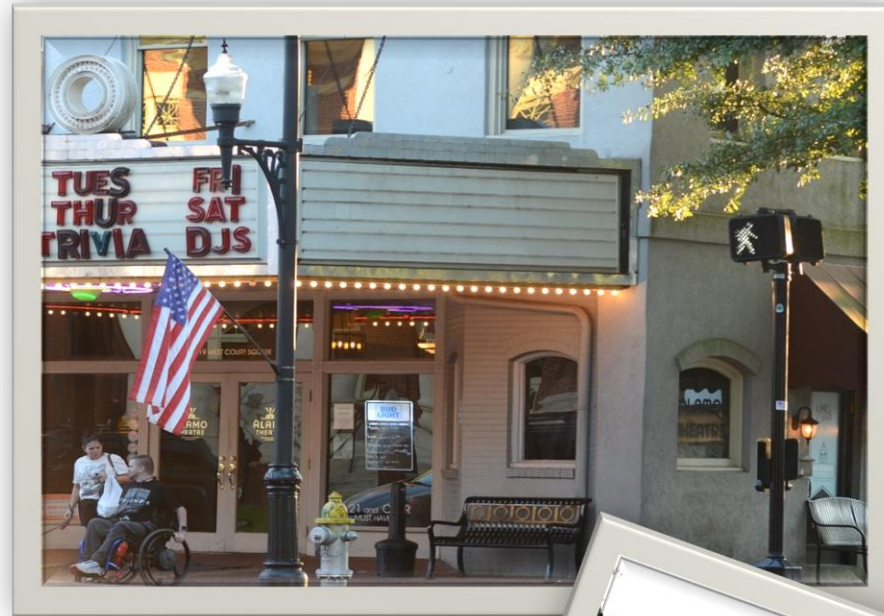
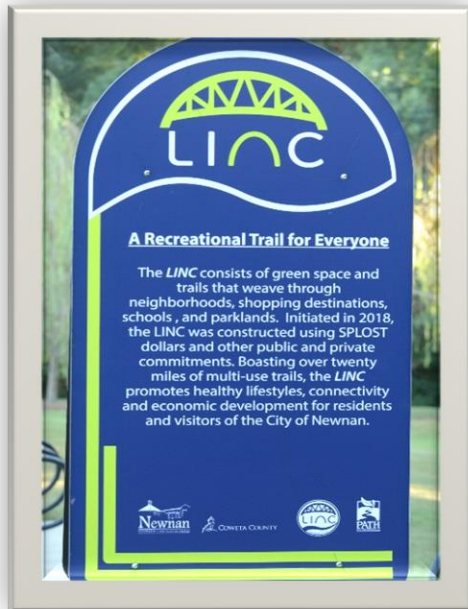
Street Name	Length of Segment FT	Prioritization Score	Cost Estimate (New Construction)
Covington Ter	82.46	373.5	\$2,978
Roberts Rd	417.65	369.5	\$15,082
Fairview Dr	267.95	369	\$9,676
Sewell Rd	3,112.89	354.4	\$112,410
Carmichael St	418.48	348.9	\$15,112
Calumet Pkwy	172.46	344.5	\$6,228
Tower Pl	319.50	343.5	\$11,538
Forrest Ln	125.71	338.5	\$4,540
Evans Dr	340.12	323.5	\$12,282
Savannah St	1,719.11	314.3	\$62,079
Calhoun St	524.15	296.7	\$18,928

A scoring sheet for each gap area has been included in Appendix III of this update.

Potential LINC Connections Map



In reviewing the current LINC facilities, it appears that connections could be made to the following residential developments: (1) The Cottages (connection already approved), (2) Bullsboro Crossing, (3) Halcyon, (4) Newnan Lakes, (5) Pitts Street, (6) Mill Stream, (7) Stonebridge, and (8) Woodbury Estates. These potential connections are based on a high-level review and may not be feasible due to constraints that may be identified during further analysis in the future.



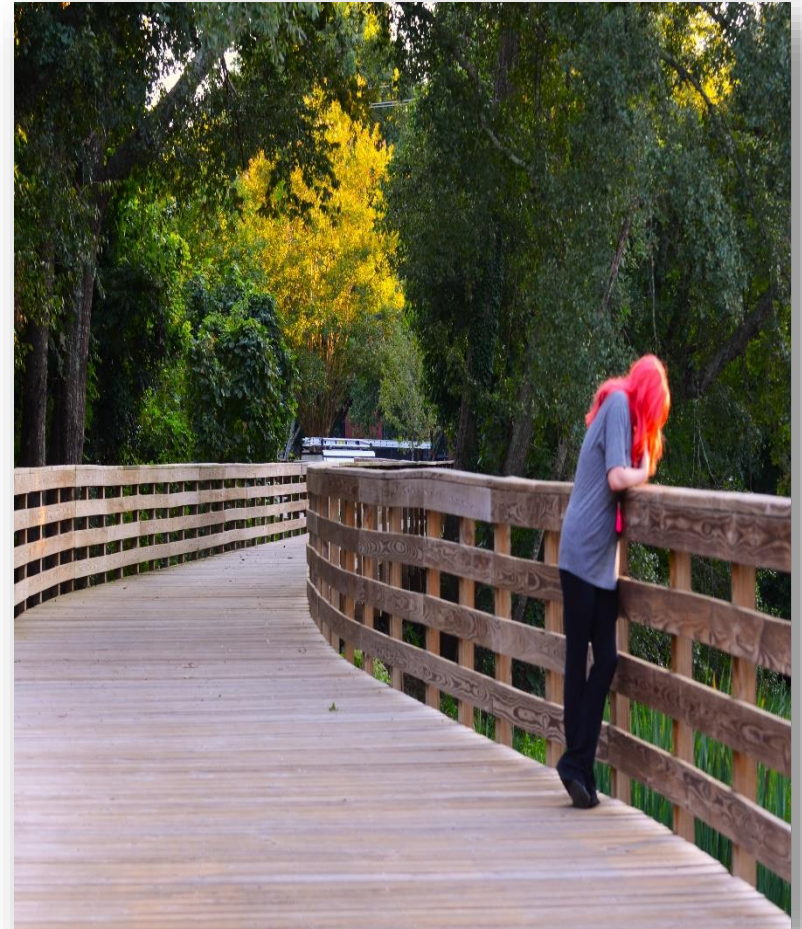
Chapter 6

Policy and Program Recommendations

The City of Newnan Bike-Ped Plan provides the long-term vision for the development of a community-wide bikeway and walkway network usable by residents and visitors for transportation and recreation. Implementation of the plan will take place over many years. The implementation strategy presents a targeted methodology for how the City of Newnan can institutionalize bicycle and pedestrian improvements into the local planning processes and projects.

Recommendations contained in this report should be considered planning-level only and each will require further analysis before implementation. Further analysis may include review of current traffic volumes, turning movements, engineering plans, parking needs, etc. Construction projects that may affect state or county highway facilities must be coordinated with GDOT or Coweta County and may need to conform to those entities' applicable standards.

Recommendations from this plan that may affect state highway facilities include grade-separated crossings of state highways, bike lanes and sidewalks on state highways, and improvements at intersections along state highways. Every proposed action in this plan that involves publicly funded infrastructure will be considered separately upon receiving funding and prior to implementation. Each project will have to comply with applicable federal, state, and local design guidelines. Upon further analysis, some recommendations in this plan may be determined not to be feasible.



The following Bike-Ped Goals are accompanied by Objectives for each Goal, as well as the Actions to be taken:

Pedestrian-Supportive Policies

Goal: *Support bicycling and walking as viable transportation modes in Newnan*

Objective 1. Implement the Newnan Bicycle and Pedestrian Facilities Plan Update recommendations.

Action 1. Begin addressing the prioritized sidewalk gap and maintenance projects over the next five years (2025-2030).

Action 2. Review goals and policies and create an implementation schedule for action items.

Objective 2. Improve safety and accessibility of the existing bike/pedestrian network to ensure people of all ages and abilities move safely and comfortably between places and destinations.

Action 1. Make intersections throughout the city safe and comfortable for both pedestrians and bicyclists.

Action 2. Consider adopting a “Complete Streets” program to ensure all modes of transportation are properly addressed on future projects.

Action 3. Identify traffic calming opportunities to reduce vehicle speed in areas heavily traveled by bicyclists and pedestrians.

Action 4. Identify future connectivity between existing neighborhoods and the LINC.

Action 5. Increase the number of bike racks in the downtown area and at other amenities throughout the city. Consider requiring bike racks for large commercial and industrial developments.

Action 6. Consider adding a leading pedestrian interval at the crossing areas along the downtown square to help address safety issues with vehicles turning left on green.

Strategic Coordination

Goal: *Integrate bicycle and pedestrian planning into the City of Newnan's planning processes*

Objective 1. *Institutionalize bicycle and pedestrian planning into the City of Newnan's Beautification and Engineering/Public Works department plans.*

Action 1. Utilize the "Complete Streets" model in new development and roadway reconstruction.

Action 2. Identify areas along the LINC where additional amenities can be located.

Objective 2 *Pursue ideal linkage of existing/proposed Coweta County bike routes and Greenway trails and promote a high level of connectivity to the LINC and the City's Downtown area from these trails*

Action 1. Develop bicycle and pedestrian wayfinding signage to clearly direct bicyclists and pedestrians along bikeways and walkways through Downtown Newnan and to the LINC.

Action 2. Identify existing state and county bike routes and include connectivity in future transportation planning efforts.

Objective 3. *Seek new funding sources and strategies to reduce the financial impact on the City.*

Action 1. Coordinate with neighboring and surrounding jurisdictions on bike/ped network expansions.

Action 2. Seek funding for bicycle and pedestrian transportation projects through grant opportunities.

Action 3. Continue to work with the Friends of the LINC and other bike/ped organizations to enhance bike/ped services.

Assessment and Maintenance

Goal: *Routinely maintain and enhance existing sidewalks and trail facilities*

Objective 1. *Assess and maintain existing and future bicycle and pedestrian facilities.*

Action 1. Formalize the process for regular maintenance of bicycle and pedestrian infrastructure including pavement markings, regular vegetation clearing and bike/shared lane markings.

Action 2. Review and update the Bicycle and Pedestrian Facilities Plan projects and program priorities every two years; update of the entire plan every five years.

Objective 2. *Eliminate gaps in existing sidewalk network.*

Action 1. Begin addressing the high-priority sidewalk gaps identified in the plan over the next five years (2025-2030).

Education

Goal: *Promote bicycling and walking in Newnan by improving awareness of bicycle and pedestrian facilities and opportunities (public awareness campaign)*

Objective 1. *Improve public awareness of the on-street bicycle network and presence of bicyclists.*

Action 1. Develop a wayfinding signage plan to increase awareness of the existing network.

Action 2. Make bicycling and walking resources available through the City of Newnan's website.

Education (Continued)

Objective 2. Support education and encouragement efforts in the city.

Action 1. Apply to become a Bicycle Friendly Community (BFC) through the League of American Bicyclists.

Action 2. Consider developing a standing Pedestrian and Bicycle Advisory Committee (PBAC) to focus on plan implementation and obtaining funding for bicycle and pedestrian projects and programs.

Action 3. Consider hosting/partnering on community events that educate and encourage biking and walking in Newnan.



Chapter 7 Implementation

The City of Newnan Bicycle and Pedestrian Facilities Plan Update concludes with an implementation plan that recommends priority projects, provides potential sources of funding and lists organizations with design guideline information to ensure pedestrian and bicycle facilities are constructed to the appropriate standards.

Recommended Priority Projects

When determining which projects to prioritize, there is typically a discrepancy between the cost of the project and the available funding. Therefore, it is important to identify projects that best use limited funds. The recommended projects are just a starting point for conversations and are based on the city staff's assessment of current conditions. In addition, the costs associated with each project is an estimate based on current cost per square yard and could fluctuate due to supply costs, use of city labor, passage of time and other unanticipated factors.

Top 5 Recommended Maintenance Projects

Lee Street – This project only involves a segment of 321 feet located on the north side of Lee Street and running from Jefferson Street to Perry Street. With the improvements to the sidewalks surrounding the Wadsworth parking area, this would complete the sidewalk repairs in that area. In addition, the estimated cost of the project is relatively low at \$12,499.

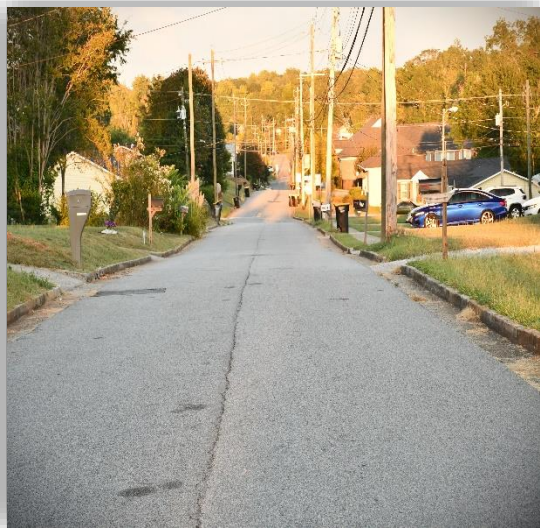
Martin Luther King, Jr. Drive - This area sees a lot of pedestrian activity and is located in census tracts rated highest for poverty rate and households without access to vehicles. This area also services the Continuing Education Center, Housing Authority properties, and some of the only commercial properties in Chalk Level. The improvements would run 2,459 feet from Price Street to Hastings Street with an estimated cost of \$95,663.

Jefferson Street – The identified segments are located between Bullsboro Drive and Sprayberry Road. This sidewalk would tie into the proposed roundabout; therefore, providing a more complete street for the area. The total length of sidewalk improvements is 2,476 feet with an estimated cost of \$96,325.

Wesley Street – Located in the downtown historic area known as Rocky Hill, this sidewalk is heavily used as it provides access to the city gym, pool, Pickett Field, Lynch Park and the Boys and Girls Club. The estimated cost for this project is \$66,750, which would address 1,716 feet of deficiencies.

Salbide Avenue – Salbide Avenue provides connectivity between downtown and the existing historic neighborhoods and the Chalk Level community. The City has been working to address sidewalk deficiencies in this area and these repairs would complete those efforts. The estimated cost is \$49,612 for 1,275 feet running from Thompson Street to Robinson Street.

Top 5 Recommended Gap Projects



Greison Trail – The Greison Trail area provides a direct connection to the commercial areas on Bullsboro Drive as well as many apartment and townhouse developments. It also serves as a trailhead for the City's LINC. The right-of-way is heavily used by pedestrians, as is evidenced by a worn path where sidewalk gaps exist. This project would add 1,837 feet and would address missing sidewalk segments from The Preserve to just beyond the roundabout on McIntosh Parkway. The cost of the project is estimated at \$66,343. Once this is completed, consideration should be given to adding new sidewalk connecting to Bullsboro Drive.

East Washington Street – This gap runs from Murray Street to Farmer Street. It was identified in the LCI study and once connected, the sidewalk will provide access to the LINC as well as the Ashley Park area. The gap is 967 feet and is estimated to cost \$34,931.

Lee Street – This City is considering a master plan for the railroad district and completing this sidewalk will help address pedestrian traffic in that area. The gap runs from Perry Street to Andrew Street and is 788 feet long. Estimated cost for this improvement is \$28,469.

Madison Street – The gaps on Madison Street are primarily on its north side running from just before its intersection with Perry Street to Beaulieu Place. With the redevelopment of the old city jail and the Pathways building, this would complement the Lee Street improvements and enhance connectivity between the railroad district and the downtown. The estimated cost is \$14,254, which addresses 394 feet of sidewalk.

Savannah Street – Savannah Street is in the heart of the City's redevelopment area. It is also located in the census tract with the highest poverty rate and number of households without access to vehicles. In addition to the Howard Warner Center, the Verona Rosser Center, and the Community Action For Improvement (CAFI) office, many pedestrians use Savannah Street to access the retail store at the intersection of Savannah Street and Robinson Street. This project would address nine gaps or 1,719 feet of new sidewalk. The estimated cost is \$62,079.

Additional Implementation Tasks

Task 1 - Adopt a policy requiring new construction within 100 feet of the LINC to include bike racks. This would apply to all non-residential developments, subdivision amenity areas, and all multi-family developments with clubhouses, and/or amenity areas including townhouses.

Task 2 - Appoint a representative to participate with the Atlanta Regional Commission's (ARC) Regional Active Transportation Roundtable

Task 3 - Determine the feasibility of placing sharrows on streets within the city limits. (See Potential Streets for Sharrows Map – Page # 59)

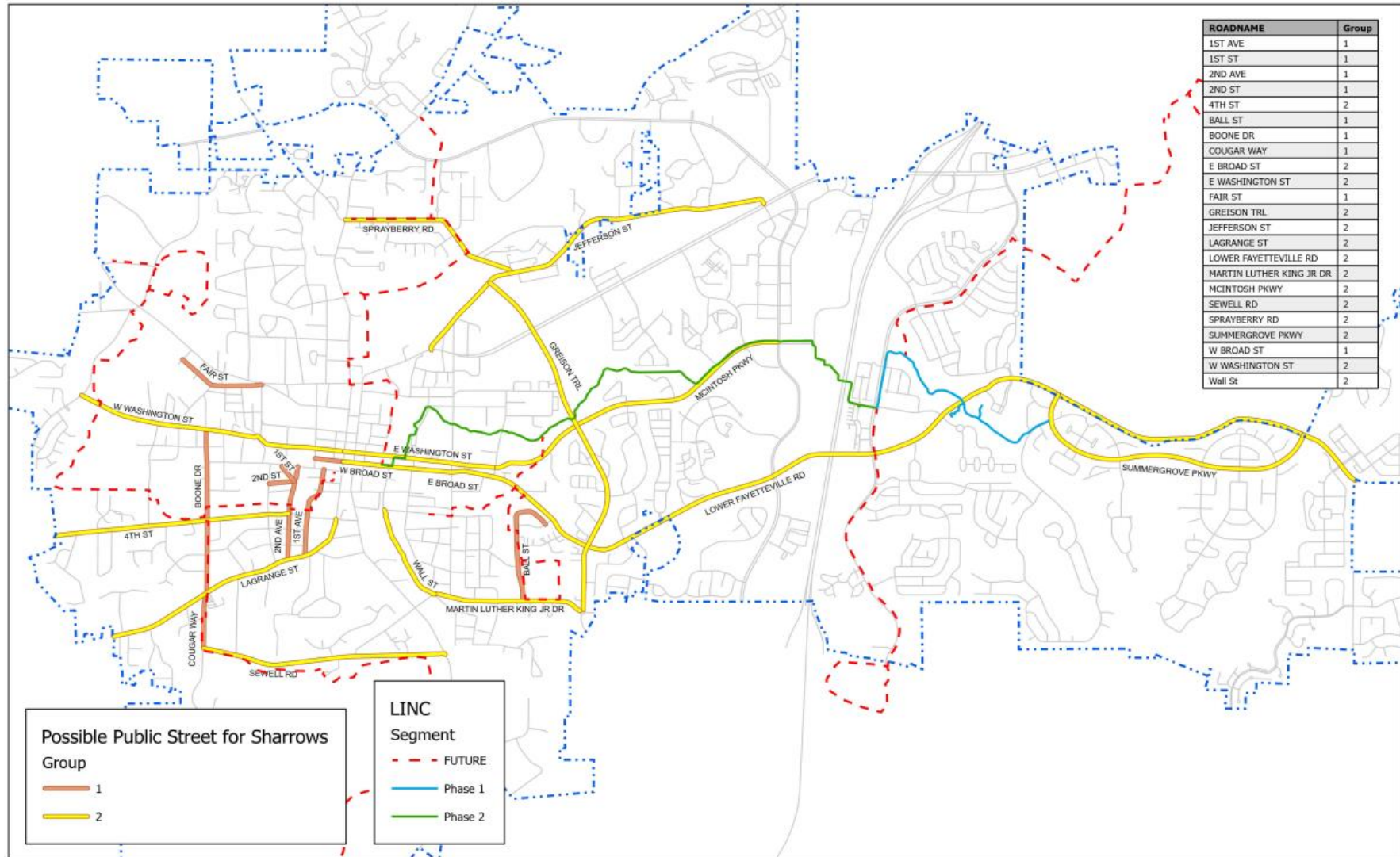
Task 4 - Hold a bike safety event in conjunction with the Friends of the LINC.

Task 5 - Market the Newnan LINC Roller Coaster Bike Trail

Task 6 - Identify possible mountain bike trail locations that could connect to future LINC expansion areas.

Task 7 - Identify city properties and facilities where bike racks can be installed.

Potential Streets for Sharrows Map



Data Source: City of Newnan

Funding Sources

SPLOST (Special Local Option Sales Tax): The City has identified SPLOST as a source of funding for multiple transportation projects listed in its 2024 Capital Improvement Element update. SPLOST is a 1% sales tax approved by voters for a set period that is used to fund capital projects. It helps reduce pressure on property taxes by being generated by everyone who makes a retail or online purchase in the county.

LCI (Livable Centers Initiative Funds) via Transportation

Improvement Program (TIP): LCI is a grant program, administered by the Atlanta Regional Commission (ARC), that “incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide access to jobs and services.” The City was selected and conducted an LCI study back in 2013, which makes them eligible to apply for implementation funds through ARC’s TIP program.

Impact Fees: Impact fees are one-time fees charged for new construction to help defray the costs associated with expanding capital facilities to serve new growth and development. They ensure that builders/land developers pay their proportionate share of the impact their development will have on certain public facilities. The City adopted an impact fee program in 2004 and roads, streets and bridges remain one of the public facilities funded through the program.



Funding Sources (Continued)

Grants: There are grants at both the state and federal levels that can assist the city with transportation funding. The Federal Highway Administration (FHWA) and the Office of the Secretary of Transportation has several grants which can be used for bike and pedestrian projects. A few examples are TAP (Transportation Alternatives Program), the Safe Routes to School program, Safe Streets and Roads for All program, and the RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant.

Private Development: Currently, the city requires all new development to include sidewalks as part of the project. The sidewalks must be built to GDOT standards and be ADA (Americans with Disabilities Act) compliant. This allows the city to increase its pedestrian network without having to pay for the additional facilities.

Non-Profit Organizations: Possibilities exist for the city to partner with non-profit groups that champion alternative transportation efforts. Funds have been used in some communities for wayfinding projects, bike-rack installation, and to sponsor bike/ped awareness and educational events.

Design Guidelines and Standards

The general design guidelines for pedestrian and bicycle facilities can be found in the documents listed in the table below:

Guide for Planning, Design, and Operations of Pedestrian Facilities	The American Association of State Highway Transportation Officials (AASHTO)
Special Report: accessible Public Rights-of-Way Planning and Design for Alterations	Access Board
ADA and ABA Accessibility Guidelines for Buildings and Facilities	Architectural and Transportation Barriers Compliance Board
Accessible Shared Streets: Notable Practices and Considerations for accommodating Pedestrians with Vision Disability	Federal Highway Administration (FHWA)
Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts	
Federal Highway Administration Bicycle and Pedestrian Planning, Program, and Project Development	
Manual on Uniform Traffic Control Devices (MUTCD) Part 4 (11 th Edition): Pedestrian Control Features	
Manual on Uniform Traffic Control Devices (MUTCD) Part 7 (11 th Edition): Traffic Controls for School Areas	
Getting Around Town	
Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disability	
Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflict	Institute of Transportation Engineers (ITE) and Congress for New Urbanism
Bicycle and Pedestrian Planning, Program and Project Development	
Designing Walkable Urban Throughfares: A Context Sensitive Approach	
Urban Street Design Guide	National Association of City Transportation Officials (NACTO)

Conclusion

The City of Newnan strives to create a vision of the community as a place where bicycling and walking help serve the transportation needs of both residents and visitors. The Newnan Bicycle and Pedestrian Facilities Plan helps carry this vision forward by outlining a strategy to develop a safer walking and bicycling network and an active transportation culture through programs and events.

Walking and biking are affordable transportation options available to everyone. By using this update, the City can ensure that transportation decisions will consider existing and future needs, identified opportunities, and potential issues that will create a legacy of active, healthy transportation options for generations to come.



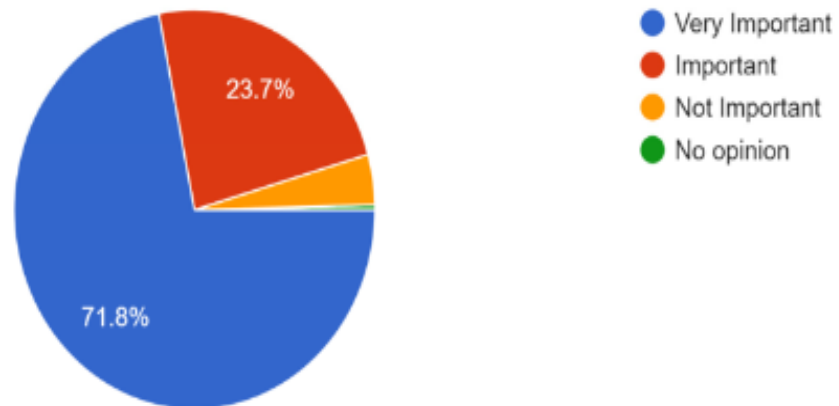
Appendices





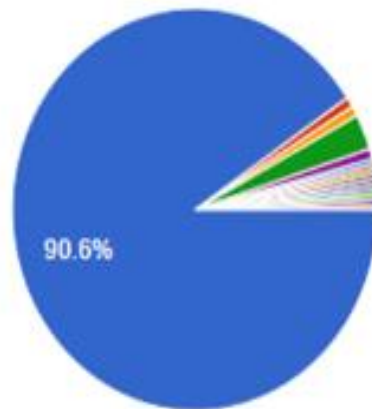
Bike/Ped Survey Responses

How important do you think bike-ability and/or walkability is when choosing where to live or work?
245 responses



What do you think is the most important benefit that you receive from bicycling/walking?

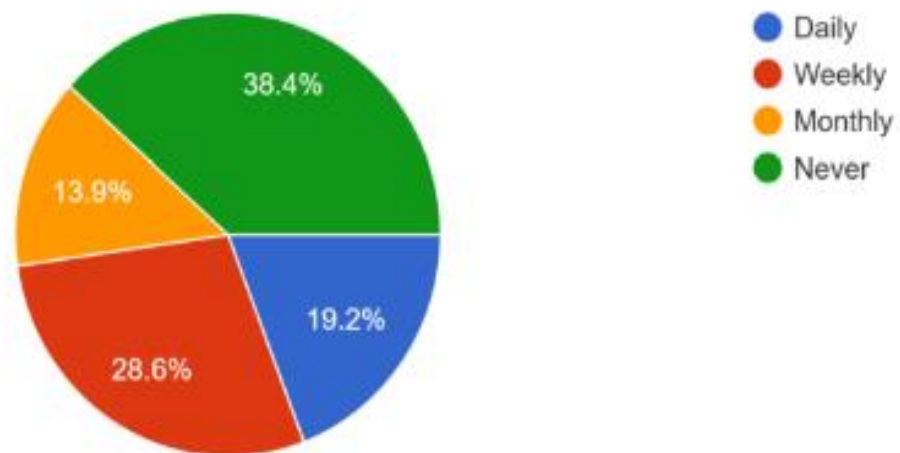
245 responses



- Exercise and Health, Recreation, Qual...
- Connectivity to Schools
- Environmental Impact
- Commuting Options
- All the above
- I believe that all of the above are equa...
- I'm in a wheelchair and our sidewalks...
- Safety
- dont care
- Not necessaril
- walking dogs
- All of the above
- Accessibility for thsoe with disabilities
- more energy
- All of them

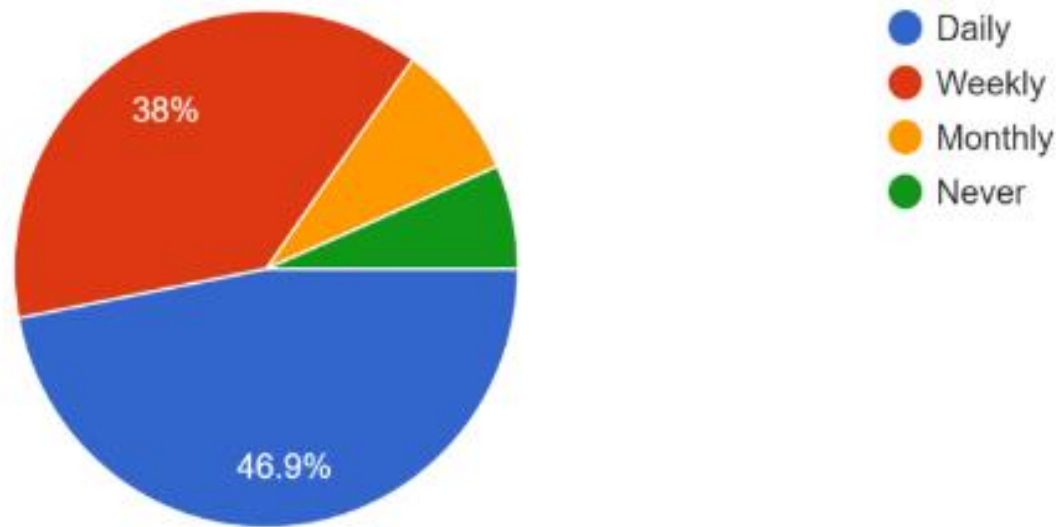
How often do you walk or bicycle between home, work, school or to run an errand?

245 responses



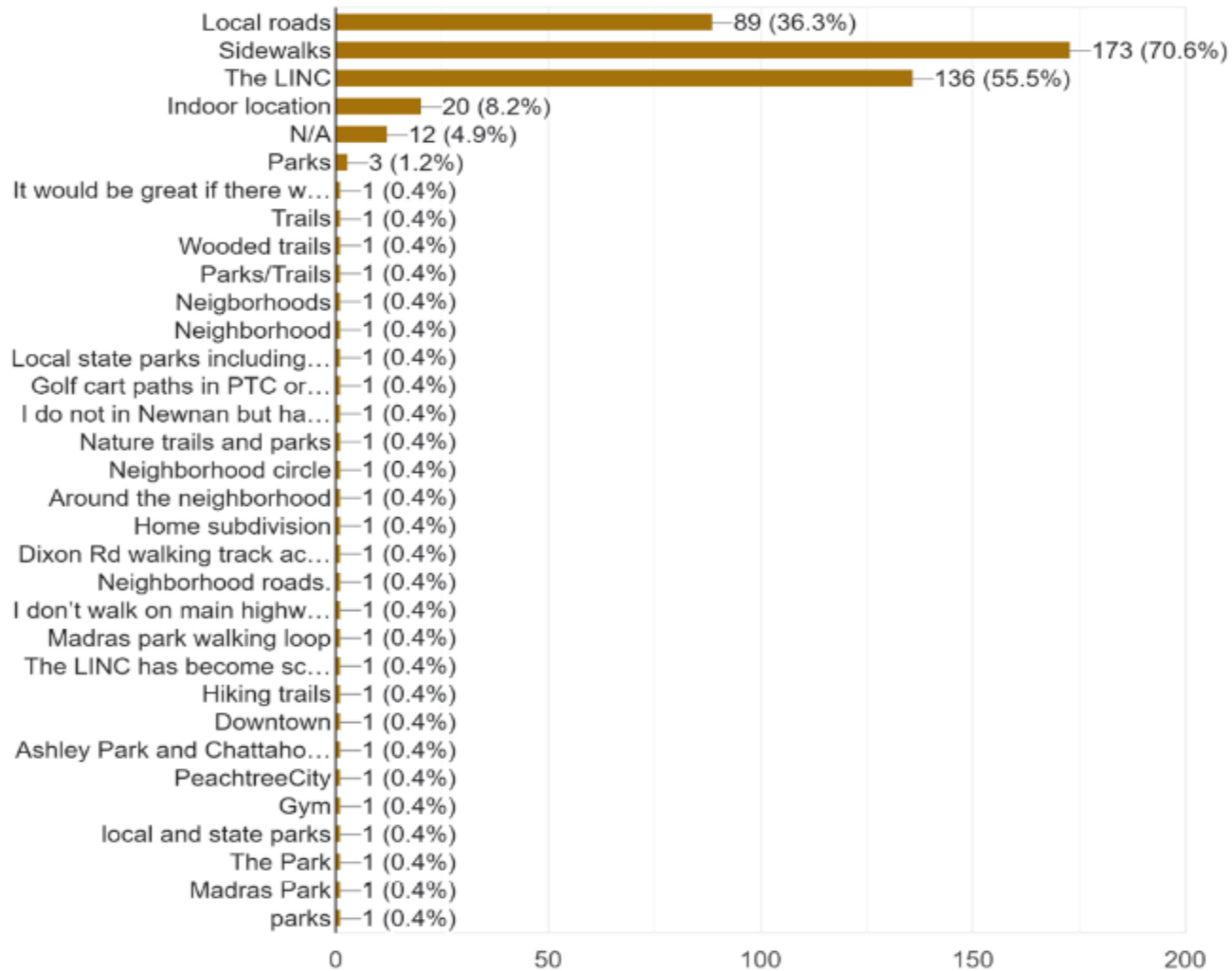
How often do you walk or bicycle for social, recreation or exercise?

245 responses



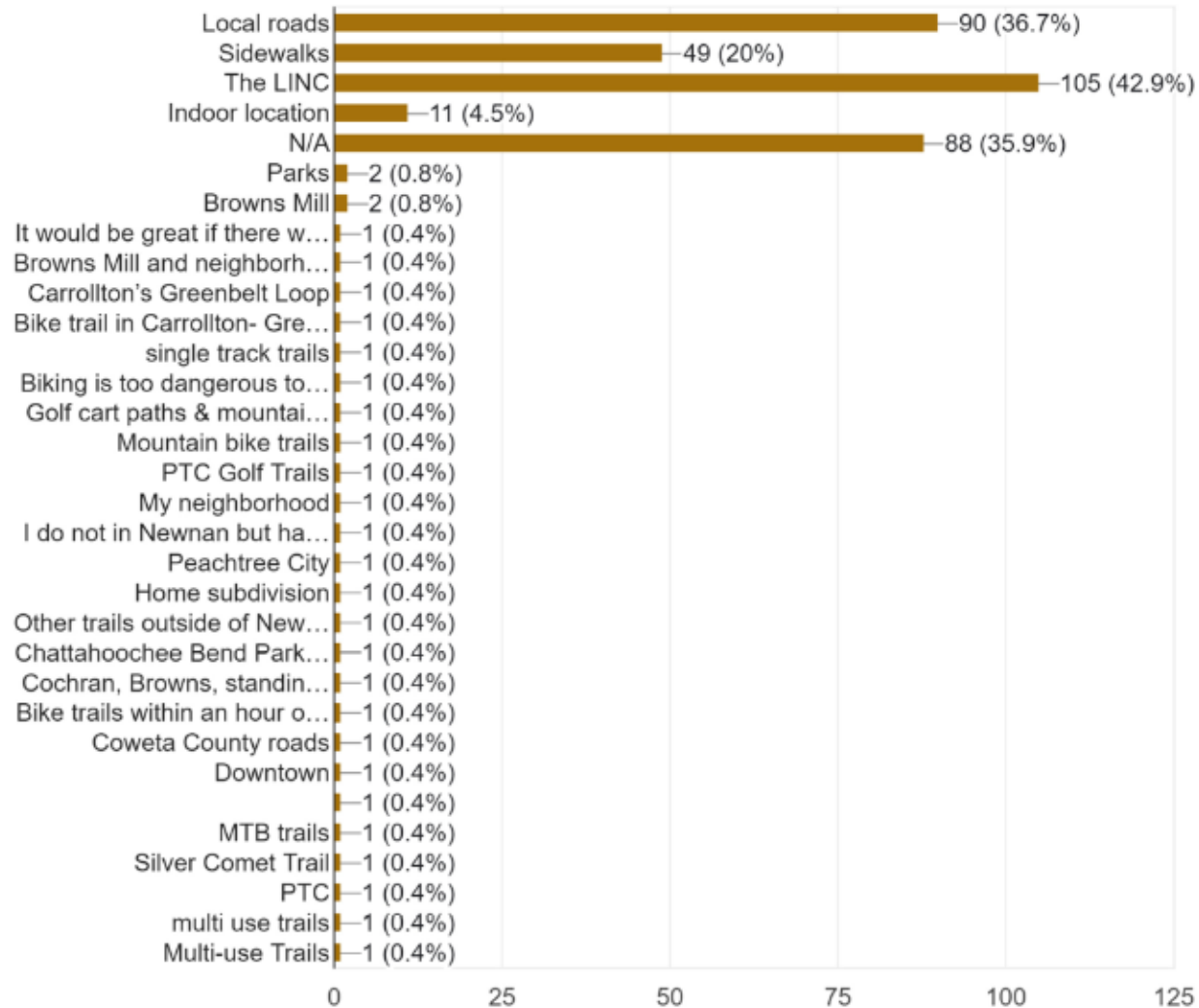
If you regularly walk, where do you usually choose to undertake this activity? Choose all that apply.

245 responses

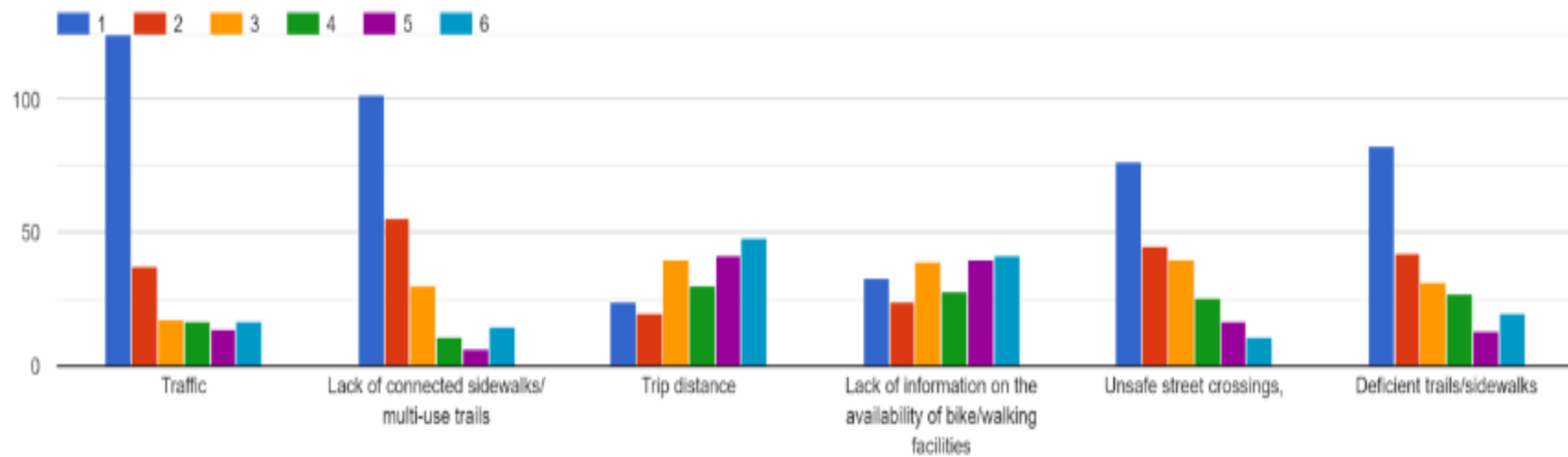


If you regularly bike, where do you usually choose to undertake this activity? Choose all that apply.

245 responses



What factors discourage bicycling and walking within Newnan? (Rank in order of importance). 1 = Most discouraging Factor 6 = Least discouraging Factor



If you have other factors not listed above, please briefly describe below.

54 responses

will not bike on a 4 lane+ busy road
Public restrooms, water refill station, pet relief areas
to use the Linc most pp have to load up their bikes & then drive there - go one direction, turn around and go back to your car
The City is poised to become more of tourism destination. Walkability and Bikeability are critical to tourism infrastructure.
Lack of respect by car drivers
Bicycles are to steal. More bike parking where you can lock your bike to a sturdy structure would be great around downtown and Ashley Park.
Parking for teal, beginner options, and bathrooms nearby
Would love flatter trails to ride on.
Parking is limited near LINC access points.
Unsafe bike lanes
For road cycling, there are no shoulders or bike lanes
Sidewalks are not consistent through out the city often ending in random places forcing pedestrians to walk on the side of the road. For instance, there is no safe way to walk/bike to the Carl Miller Park as there are no sidewalks directly going to the park.
Drivers who fly by both ke riders
Better maps for the linc
Cross walk enforcement is non existent and drivers routinely react to bicyclist on the roads with hostility.

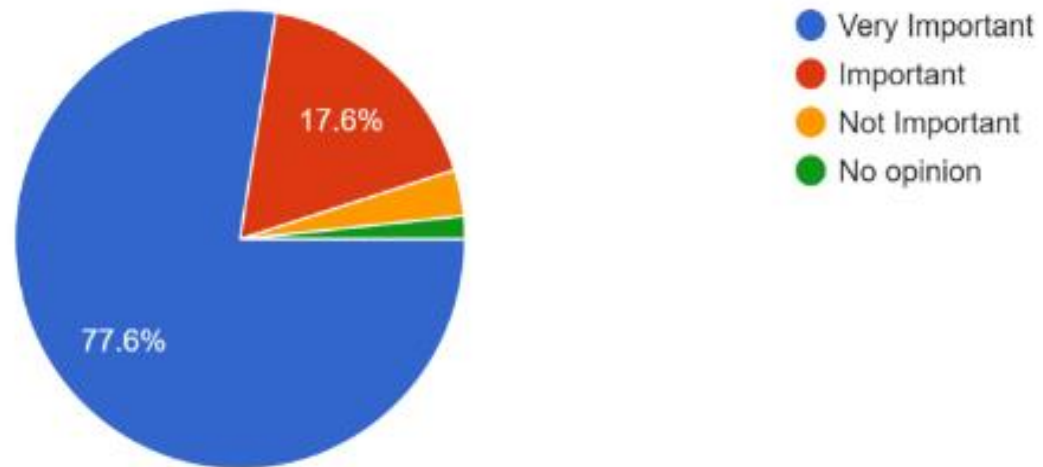
Do NOT waste money on more bicycle paths. They are empty now.
The linc section off of McIntosh Parkway is desolate. No lighting, cameras, etc. Construction workers hanging by the trail making me feel quite uncomfortable. Long story short - security Sidewalk and overhanging tree maintenance; having to interact directly with traffic when no sidewalk is available or to avoid debris, trees, damage
Our sidewalks are terrible. Sometimes they just randomly end. Also inLOVE the Linc and frequently use it to get to our local roads and county roads for long distance cyclibg
Lack of bike lanes or shared lanes
Roads too narrow - and with the new rumble strips
Failure to maintain grass, weeds, and area around sidewalks makes it unsafe and unpleasant to walk or bike on Rast Broad Street. It is difficult to cross the street by bike or on foot because missing curb cuts and height of curb/sidewalk above street level at intersections and conditions of sidewalk.
People's awareness of traffic laws and pedestrian
Downtown speed limit is not enforced
No map or trail head.
No restroom/facilities or water fountains accesible without walking up to business locations.
The side walk is unfinished on industrial warts and it is scary walking or riding my bike!
Restroom, water station availability
SPEEDING cars in LaGrange Street. It's 25 MPH no matter if school is in session or not. And still 25 MPH after passing the school leaving the city.
I am legally blind and live on the square in Newnan. The crosswalk indictators are blocked by trees often. Beeping crosswalks would be extremely helpful.
Blocked walkways by vehicles or trash

Lack of bike lanes on primary roadways
Crossing the LINC on Newnan Crossing Blvd and Bypass is dangerous as hell. PTC's overhead crossings would be better
Speaking more to trip distance, my destinations are spread out over miles. More places in a smaller geographic area, like downtown, would make this more appealing.
Currently, only restrooms are available at the parks, which becomes a factor in which sections of the Linc we most frequent.
The city needs sidewalks for pedestrian safety.
If we had a path network like PTC it would be amazing for travel and recreation
It is illegal to ride a bike on the road and the streets are not wide enough to ride safely.
N/A
The biggest issue is the lack of bycicle lanes on public roads
Lack of bicycle lanes or shoulder
Safety is also an issue I consider when trying to decide where to go walking. For example, as a woman, it doesn't feel safe to do the Linc road alone. Also, some streets are a bit deserted so pedestrians may try to avoid those as much as possible when walking.
No bike lanes anywhere in the city, city is generally hostile toward cyclists and pedestrians
No bike lanes/paths on bullsboro or lower fatyetteville road.
Speeding traffic on local roads is very discouraging with kids

I like it when i can access all of the trails from one entry point
Living near downtown doesn't feel as safe as it should with 18 wheelers flying down Jackson st all day, homeless people roaming, and an abundance of pitbulls in the area
Jackson st is insane people drive 55 past my house all day long. 18 wheelers and dump trucks pass within minutes inches of the sidewalk it isn't safe. People treat it like a highway. We have got to lower the speed limit to 25 and actually enforce it within city limits. Stop allowing thru traffic for semis and large trucks.
We would love to see more of the linc finished
A few more seconds to cross streets.
Please decrease posted speed limits from downtown to Ashley park so we residents with LSVs and golf carts can ride safely to Ashley Park from downtown!
Please open up golf cart paths so we can access to go shopping and restaurants
I don't think its safe for bicyclist to be on main roads
Living in a rural area there is no where to ride.

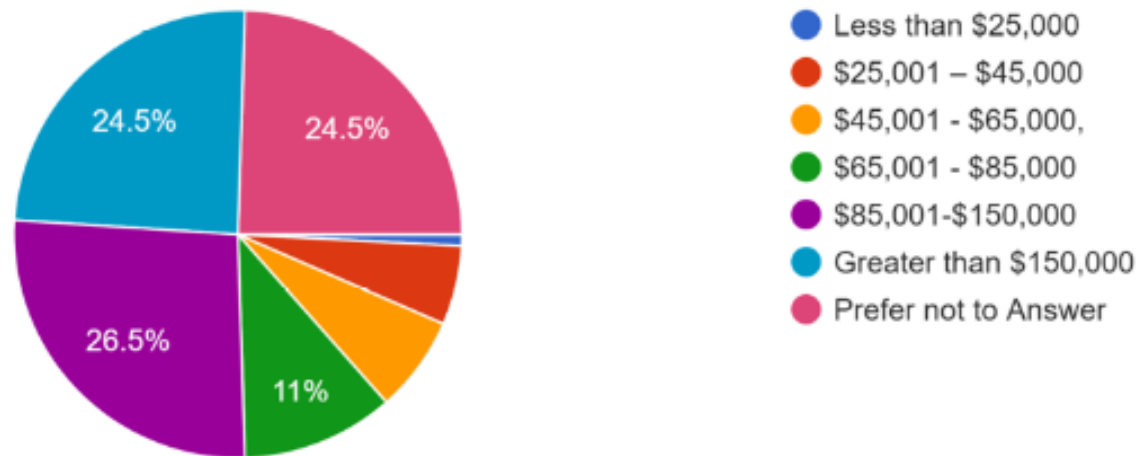
Do you think it is important for the City to invest in bicycle and pedestrian facilities?

245 responses



What is your gross annual household income?

245 responses



List up to three locations that should be improved for better bike or walkability in the community.

(Ex: Intersection of Lower Fayetteville Rd & Newnan Crossing Bypass)

Court Square
connections to downtown
Downtown sidewalk repairs are needed in some areas
Intersection of Lower Fayetteville Rd & Newnan Crossing Bypass
More connection points for those who live outside the city limits, such as at the recreation centers. I'd love a connection at Hunter Recreation Center.
Sharpsburg McCullum road
Newnan to ptc
I'm not familiar enough with all the locations in the area
Bullsboro
Downtown to Fairgrounds/Browns Mill
Though downtown,
Poplar Rd corridor, but I'm thinking that may be county.
Lower Fayetteville Rd
After you have crossed the 85 bridge going west bound before you get to the hospital there is a tall black fence that blocks the view from oncoming traffic or pedestrians on the linc. There are multiple curves that needs mirrors so you can see what is approaching or lower the fence. This is a dangerous path.
Atkinson Street crossing Clark Street at UWG.

Intersection of McIntosh pkwy and Newnan
Crossing blvd
Crossing the street -Newnan Crossing Blvd. at the Kroger
None
Within and around the Railroad District downtown
Summer Grove to the LINC - narrow bridge and sidewalks in Summer Grove
connect the LINC all the way to PTC
1. Lower Fayetteville- Newnan to central soccer fields
Downtown newnan close to Coweta fairgrounds
All of the roundabouts.
Lower Fayetteville Road
Clark Street/Temple Ave.
LaGrange Street from City Limits to Downtown
none
The Linc should come all the way to Parks Road since there are neighborhoods in the City of Newnan an located that far out.
Bike lane on Greenville St
LINC crossing at Newnan Crossing Bypass
Bullsboro
Amlajack

Ashley Park connection to Target and other stores
Linc Intersection at Newnan crossing bypass
Lower Fayetteville and Mary freeman. Mary freeman to east Summergrove (no complete sidewalk or bike lane. Hunter complex to linc
Most roads need a wider margin or shoulder past the white line.
Central Library area for biking
Lake Redwine/Happy Valley area
Intersection of Lower Fayetteville Rd & Newnan Crossing Bypass
Please extend the Linc trail so we have more safe places to walk and ride safely
Court Square downtown - coming off the Linc on bicycle up Washington is fine, but be nice to have a dedicated way to ride to/through the square
Millard Farmer Industrial Blvd (notably between HWY 29 & HWY 34)
Yes and along the bypass
Lower Fayetteville & Newnan Crossing Bypass
roads to include more shoulders/bike lanes
Mary Freeman Rd & Poplar Rd
Na
Linc made longer around city.
Intersection of Lower Fayetteville Rd & Newnan Crossing bypass
Above mentioned Sewell Rd. to Carl Miller Park down to Newnan High
Thomas crossroads area
Anywhere you have subdivisions, walking. Or biking access to stores would be a good idea. Elderly and others cannot always drive.
Hampton Rd

Bullsboro @ Newnan Crossing Bypass
Almost all of the Link road crossings. Some drivers either don't treat these as legal crossings and ignore the pedestrians' rights,
Lower fayetville
Millard Farmer and Jackson Street
lower fayetteville road and the newnan bypass
access to LINC and downtown
Intersection of Lower Fayetteville Rd & Newnan Crossing Bypass
Lagrange Street after their highshool
On the Linc, public restrooms at the Nixon Center and at the Fire Training Center would be helpful.
Lower Fayetteville and Lora Smith
Lower fayetteville road (general)
Connecting lakes of white oak neighborhoods with kingsbrook pebble creek with lower Fayetteville, summergrove and linc using the available land on Sullivan branch
Downtown Newnan and surrounding area
The highway to get to Aldi
Newnan Crossing Bypass
Sharpsburg town, East Coweta Highschool, Hwy 154, Marion Beavers Road
Thomas Crossroads
Crossing lower Fayetteville rd From SummerGrove to White Oak
Those place where you have or had designated bike routed
Intersection of Lower Fayetteville rd and newnan crossing bypass

East Broad Street
Hwy 29/16
Pine Road
Corinth
Lora Smith Road
Newnan circle
Court Square (should close streets for pedestrians only on weekends, should raise crosswalks or paint yellow to improve safety)
Downtown
Temple
Bullsboro
Temple ave
Exactly^ I see people walking from the apts there to the grocery store daily with no sidewalks.
Dangerous!!!
Bullsboro- bike paths from downtown Newnan to grocery stores on Bullsboro (Kroger, Publix)
Crossing Clark street at Dent St / College St / Duncan St
None. There are many completely unused bicycle paths on roads now. We have sidewalks.
Lower Fayetteville
Dangerous to cross at Newnan Crossing Bypass intersecting with City of Hope Road
(Celebrate parkway)?
Better tree trimming, removal of dirt/mus on and around sidewalk, streetlight maintenance (cut back overgrowth around street lights along Newnan Crossing from Stillwood to Lower Fayetteville Rd.

Thomas crossroads intersection of 154 and 34
Lower Fayetteville Rd & Newnan Crossing Bypass
Lower Fayetteville Rd & Newnan Crossing Bypass intersection
Werz Industrial from Calumet roundabout to Millard Farmer. Sidewalk already in place part of the way along Commonwealth community. A lot of folks walk to work and shop and walk along the curb/road which is very unsafe.
Werz Industrial Blvd
Hertz industrial blvd
Wertz Industrial Blvd
stop spending my tax dollars - CUT PROPERTY TAXES!!!!!!!!!!!!!!
Lower Fayetteville Rd & Sullivan Rd
Wertz Industrial and Newnan Bypass
Werz Industrial Blvd;
Millard Farmer Blvd
Industrial BLVD
Werz Industrial Dr between Millard Farmer Industrial Blvd and Calumet Pkwy
Werz Industrial
Werz
Werz Industrial Boulevard all the way to the Circle.
Lower Fayetteville rd, hwy 29
Werz Industrial
East broad street
East Broad Street sidewalks across the RR tracks are a mess. No curb cuts for wheelchairs, strollers, bikes, or pedestrians to safely cross or access sidewalks. Sidewalks are broken and uneven. New sidewalks not poured to match the old pebbled sidewalk. No wheelchair access near train depot after RR crossing. People parking on sidewalk and blocking it is dangerous and inconsiderate.
None

A restroom on the LINC close to the Nixon Center
Newnan crossing between Low Fay and Poplar
E Broad St and railroad crossing in downtown Newnan
Whole town also industrial areas to be able to bike to work without trouble and danger.
Going south down Newnan Crossing Bypass from the intersection with Lower Fayetteville should have a consistent sidewalk or trail to hospital/Chick Fil A/RaceTrac/etc.
More wide bike paths through downtown Newnan neighborhoods - along Creekside
sidewalk on Poplar Rd between Newnan Bypass and MLK
Poplar Rd
Newnan Crossing Bypass for LINC
Intersection of lower Fayetteville and Newnan crossing blvd
Down town area
The example was going to be my first location.
Water reservoir in newnan
Downtown Newnan - All Sidewalks
Adding sidewalks to Lora Smith road

Bullsboro
Werz industrial
Werz Industrial
Downtown intersections
Werz industrial to Millard Farmer
Werz Industrial
Q
None
Werz Industrial & Miller Farmer Industrial Rd
na
Lagrange st
Millard Farmer
Jackson Street crossings
Put in a sidewalk along Mary Freeman to connect Welch Elementary to Eastlake subdivision. It looks like it could be done easily and would provide access for many
Welcome Road to Downtown
lower fayetteville rd & newnan crossing bypass (always scary to cross there & never feels like the walking sign is long enough).
Industrial Wertz finishing the unfinished sidewalk
Summergrove to Welch Elementary School
Connecting a sidewalk from Jackson St and the bypass
Madras
Greison Trail

Crossing Jackson st. at the intersection with Clark
 Upper Jackson ST. The sidewalk is extremely narrow and right on the road unlike the wide and safer sidewalks downtown
 Jackson st from Millard farmer ind all the way into town
 Et. All
 Connection to Senoia Trails
 Lower Fayetteville and Newnan crossing boulevard, we like to do a loop of the linc and it's very tricky getting up lower Fayetteville back to the linc
 Hwy 54 to Fischer
 Lower Fayetteville
 downtown sidewalks need to be repaired espically on clark st/ college st.
 bike/ sidewalks paths around town with clearance room on SR27
 Bullsboro
 Roscoe Rd
 Local neighborhoods
 Lower Fayetteville and Bypass
 Lora Smith
 McIntosh decrease speed limit to 35 to use for LSV/golf carts
 Sprayberry Road
 Linc system needs to open paths for golf carts
 None
 Any stretch of lower Fayetteville. Too scary to walk or bike.

Slow down traffic on LaGrange St
 Featherston Height neighborhood
 Thomas crossroads
 Lower Fayetteville rd
 Industrial Werz & calumet parkway
 Jackson Street/Bullsboro Intersection
 Linc and Newnan crossing
 The intersections around the historic courthouse. Crosswalk indicators are blocked by trees. Beeping indicators would helpful.
 We need a bike path to Ashley Park
 Jefferson and Jackson
 Sewell Road
 Intersection of Lower Fayetteville Rd & Shenandoah Blvd
 East Newnan
 Millard farmer x roscoe into downtown
 Along Hwy 34
 Where the trail kind of just stops just short of historic downtown. It could be a nicer more grand entry and exit into that part of town.
 By old Newnan
 Ashley park to old navy area
 Sprayberry Road

Tall utility box at Northwest corner of Spring St. and LaGrange St. blocks southbound driver's view of pedestrians crossing Spring St.
 Ashley park and newnan crossing bypass.
 Newnan Bypass
 Lower Fayetteville Rd, Newnan crossing bypass, and near walmart
 Down town Newnan
 Ashely Park Across from BJs and Old Navy
 n/a
 N/A
 The path between texas roadhouse and walmart
 Hwy 29 N
 Mary Freeman
 Ashley Park
 expand outward from existing
 N/A
 N/A
 Bullsboro
 White Oak/ Sullivan Rod to Summergrove
 29 HWY
 29 HWY Rd
 lower fayetteville

Ashley Park
 Can the link be extended further down lower Fayetteville twoard HWY 154
 Intersection of Bullsboro/Hwy 34 and Millard Farmer/Newnan Crossing Bypass.
 Clark Street at Jackson Street
 Bypass & Poplar
 N/A
 Greison Trail
 Downtown
 N/A
 Newnan Crossing
 Downtown Newnan
 N/A
 Lower Fayetteville Road
 Downtown
 N/A
 N/A
 Country Club Road
 All of Lower Fayetteville Road
 N/A
 The crosswalk lights don't change on the link bypass
 N/A
 Bullsboro
 N/A
 N/A
 downtown

intersection by ashley park

west washington

N/A

downtown

N/A

Beverly Park/Browns Mill - connect with sidewalk to get to downtown

Wider bike lanes in downtown newnan

sharpsburg area

4th street

Rt 34

From Calhoun St to Downtown

Build a bridge by Newnan Crossing Lync Trail

connections to Ahley Park

N/A

Intersection of Poplar Rd & Newnan Crossing Bypass

More bike parking at Ashley Park, especially charging points for e-bikes.

Downtown

Downtown to Madras (Heritage, Wesley Woods, Madras Park and School)

Jackson street

Millard Farmer Road North of 34

After passing the 85 bridge west bound you come to a green painted crosswalk by the hospital. If cross you can follow the link to the left but if you go right on the very nice and wide side walk on the road by the hospital you get to the back of "At Home Store". But there is no side walk connecting the road on the other side. A 40ft side walk would make all the stores on that side accessible without having to bike down to the heavier traffic areas. I would love to show someone this. This would a great improvement and probably one of the cheapest. As of now one has to walk or bicycle across a grassy field.

Linc intersection at Newnan crossing Blvd

Drivers need more education about other road users.

Senioa area for biking

Madras area

Lower Fayetteville and Newnan Crossing Blvd

Sidewalks to continue on Broad/Lower Fayetteville to at least Newnan Crossing Bypass

Jackson St

Downtown

connectivity of sidewalks and existing trails

Na

Something from Lake Redwine area to Downtown would be nice.

End of Linc at McIntosh Crossing over Newnan Crossing. Cars turning left DO NOT yield to pedestrians. Several reports of parents with strollers, small children biking almost hit. Should be a bridge or tunnel as cars DON'T expect pedestrians

Hwy 154

Biking trails should not mix with roadways at all. Senioa bikers are aggressive and hinder traffic

Baker Rd

Crossing the street-Newnan Crossing Bypass at the City of Hope

There are few, if any, areas to safely cross Bullsboro/Hwy 34 ..especially near major shopping centers including Ashley Park.

Lack of walking/biking access trails to the YMCA

add dedicated bike lanes across the county

East Coweta HS- Central Soccer Fields

Corinth road

Lower Fayetteville and Newnan Crossing

Poplar Road

Sewell Road

none

More safety features between Greison Trail and the Skate park. People on the Linc are very vulnerable there in the woods and there is a lot of crime in those neighborhoods.

Bike lane on LaGrange St

LINC crossing at Newnan Crossing Blvd

E Washington st

Poplar Road @ NCB

Any section of hwy 29 up to the country club

Intersection of Lower Fayetteville Rd & Newnan Crossing Boulevard

Temple Ave in general	sidewalks and bike lanes all along Bullsboro from downtown to city limits
Connecting the Sprayberry Rd Dog Park to the Linc	Bullsboro
Lower Fayetteville and Shenandoah	4th street
Access from linc to kroger lower fayetteville and newnan crossing blvd	Bypass
Overpasses on Newnan Crossing blvd and bypass	new crossing
High and Middle Schools	Where ever there are sidewalks people will use them!
Marion Beavers Road, Lee Middle School	Bike path/sidewalk from Downtown Newnan to Mitchell Powell Library
Intersection by East Coweta High School	Crossing Jackson And Jefferson at Wesley
Newnan Bypass Near Ashley Park	We do not want these paths.
Tommy Lee Cook area	Mary Freeman
Jefferson street	Linc should be wider in some areas. Some areas the size of a side walk.
Lower Fayetteville Road	Better connection to LINC for pedestrians and walkers from areas nearby.
Lower Fayette	Extend the LINC to west side of county. Franklin Hwy/Welcome Rd area for example.
	Poplar road
Expanding the path system further east along the Lower Fayetteville Rd corridor	E Broad St Lower Fayetteville Rd
Sidewalk on Bypass between Poplar Rd and Ashley Park	Hwy 34 toward downtown newnan
Turkey Creek Rd	Along Bullsboro Dr between Millard Farmer and Greison Tr
Sprayberry's/Roscoe Road sidewalk ends to downtown.	Powell Branch library area
Not sure	Werz Industrial Boulevard all the way to the Circle
Smokey road area	Greison trail
Sidewalks on Lower Fayetteville Rd around Newnan Crossing Elementary.	Farmer street and the LINC trail. Pedestrian signals are installed on the wrong sides of the trail on each side of the road causing a person to have to be on the wrong g side of the trail to press the button. I believe it is the same at the Grieson trail crossing. The tunnel is a mess with washing mud with any rain and traffic doesn't stop for the signal on Grieson trail usually because they are going too fast.
Emc	Intersection of bullsboro and Millard farm
Jackson Street Sidewalks	Corner of Millard farmer and bullsboro. Too scared to cross
N/a	Bypass crossings
Newnan crossing intersection at Ashley park	Q
Repair the sidewalk along Calumet from the roundabout to Millard Farmer. Sections are buckled and disjointed.	None
Jefferson st	
stop spending my tax dollars - CUT PROPERTY TAXES!!!!!!!!!!!!	

Jackson st
 Corinth Road (new and old)
 Provide more trails and access to the Linc for the subdivisions east of Summergrove that include Ashton Place and Fox Ridge
 Downtown to Ashley Park
 Newnan Center roundabout to Kroger (Linc bridge at Lower Fayetteville)
 Sidewalk connecting dog Park at Sprayberry to either/both Jackson and Jefferson.
 Bullsboro
 Slow down traffic on all downtown roads.
 Hwy 154
 Linc and Newnan bypass
 More connectivity to shipping
 By City Hall and the park

 Intersection of Lower Fayetteville
 Sprayberry rd
 Hwy 34
 Hwy 34 and Bypass
 Decrease speed limit on Jackson st past Millard Farmer. Currently it is 45 mph and the traffic there is dangerous for school buses and cars trying to commute in the mornings and afternoons!
 Jackson Street
 Downtown areas to Ashley park
 New crosswind development and NCB or. Route 16
 Bike park and newnan downtown
 Newnan bypass to Piedmont Newnan Hospital
 Bullsboro between 85 and Downtown Newnan
 The path between walmart and kroger
 Tanglewood Rd

Greison Trail
 Intersection of Lower Fayetteville & Newnan Crossing Bypass
 Downtown Newnan
 Ability to cross 34 near whitlock park
 Along Jefferson Street
 Aldi if possible (I know the road is busy)
 Truetts chic fil a
 Walmart to kohls
 Pine Rd. around fairgrounds
 Jackson st as a whole should not be a highway for 18 wheelers when there are other routes for them around town
 Downtown to house or pickle
 Jackson and lagrange
 Fischer to Lower Fayetteville
 Fischer

 Piedmont Hopsital to Poplar
 connect to ashley park
 Outskirts of Newnan
 27 HWY
 27 HWY Rd
 Lower Fayetteville
 Intersection of Bullsboro/Hwy 34 and Shenandoah Blvd.
 Jefferson Street at the Wadsworth
 Greison Trail
 Lower Fayetteville Rd
 Dogwood Park
 CEC School Needs Cross Walks
 Roads leading into downtown
 Newnan Crossing Bypass

Downtown

Brown Battle Field

lower fayetteville

belk/belt

bypass

Kroger connect for ore walkability

hwy 29

Beverly Park

Roscoe Road

Lync on bullsboro

connections to City Parks

N/A

Sidewalks along lower Fayetteville Rd because those connect to Kroger/Publix, those that connect to Ashley Park, downtown newnan, soccer parks/library/trails that connect to all coweta parks

Lower Fayetteville & the Bypass

All around the city and county different routes

Anywhere in Downtown Newnan. Wish it was golf cart only on certain streets. Is used as a cut through. I personally have almost been hit many times by cars blowing stop signs or not yielding to pedestrians.

I would love to see a walking trail in Senoia. If it has shade from trees or goes by water itâ€™s even better. A place to stroll with children would be wonderful.

154

Getting to the Linc from downtown

Intersections all along Newnan Crossing Bypass

LINC crossing Newnan Crossing

More tickets for motorists who don't yield to pedestrians in cross walks

Greenville st

Downtown to Evans Middle School

Around schools

Jackson Street both sides of Millard Farmers

This is a safety issue that is all over the Linc. The Linc path concrete edge is not even with the ground next to it. When bicycling, If your front wheel departs the concrete it will get stuck on the lower ground and you will fall trying to get back up. Even the ground with the concrete will fix this. I have myself fallen this way and I have also seen multiple riders that went down this way. It is an easy fix (add dirt) and should be part of construction when building new Linc paths.

Temple Avenue area of Newnan

Motor vehicle drivers attitude towards other road users are a big problem.

Jim Starr/Tommy Lee Cook area

Lower Fayetteville Rd and Summergrove entrances

Both crossings of the Linc at Newnan Crossing Bypass and Newnan Crossing Blvd can be hectic during high traffic. The Bypass feels somewhat dangerous even with walk signals, the Blvd has a weird flow because you have to cross the Blvd first, then Summerlin if you follow the Linc trail. Not sure if anything can be done, but definitely something I noticed.

Highway 34

Bullsboro (From Temple to Thomas Crossroads

expansion of single track trail systems

Na

Sidewalks available on all streets within city limits.

Newnan Crossing Bypass and NC Blvd.

Connection from LaGrange Street to LINC

none

Bike lane on E Broad St

Extend LINC northward along Newnan Crossing Blvd

most of Bullsboro

The Bypass itself.

Entry into and exit from downtown square

Honestly the entire cities sidewalks are trash Iâ€™ll take anything at this point

A connector between Greenville St Park and the First Avenue Park

Lower Fayetteville and Sullivan Rd

Need walking paths next to lower fayetteville rd by summervrove pkwy, I always see people walking in the grass there

Work with the county on building a sidewalk on lora smith and sullivan. There are a lot of subdivisions in the city limits but we are completely ignored. There are a lot of kids who would walk to school.

Fair Grounds

Newnan Bypass/Millard Farmer intersection

Robinson street (basically, everywhere near/ surrounding the streets mentioned)

Lakes of White Oak community

Hwy 34

better connect LINC to downtown, expand LINC

Lagrange st

Lagrange st

Hwy 29

bullboro

Bike paths/walking paths connected to all retirement communities

Connecting downtown to LINC via Madison/W.Washington

Lora Smith

Intersection of Shenandoah Blvd and Bullsboro Drive (alongside most other intersections with Bullsboro)

Northgate

Safe routes around fairgrounds

Along Temple Avenue

More coffee shop accessibility

Foxtail coffee (my favorite!!!!)

All of downtown

Bullsboro Dr.

Lower speed limit on Jackson st/ enforce the current one

Lower Fayetteville to LINC

54

Jackson Street

Hey 34 bypass

Decrease areas where posted speed limit is over 35 so we can drive our golf cart legally!

Complete all sidewalks to nowhere....

Better ADA accomodation with ramps at intersections at many areas in neighborhoods (At southern Stillwood and Newnan Crossing for example)

Mary freeman

Areas going toward Moreland

Greenville Street to Corinth Road needs bike lane

Not sure

Newnan high school area

LaGrange Street Sidewalks

N/a

stop spending my tax dollars - CUT PROPERTY TAXES!!!!!!!!!!!!!!

Hwy 34 at walmart/Quik trip intersection

Werz Industrial Boulevard all the way to the Circle

Washington street

McIntosh parkway on the Linc the angles and elevation of the curb cuts at the crossings is difficult to maneuver and is a safety issue. It makes it hard to msuever without hitting the curbs while crossing.

None

na

Greenville st

Pine road

Whitlocke to Ashley Park

Newnan Center roundabout to entrance of Summergrove on Lower Fayetteville

Lagrange St to Smokey and Corinth Roads

Did I mention slow down and the traffic? Write tickets for those over the speed limit.

More linc

Anywhere along Lower Fayetteville

East Broad toward LFR

Lessen speed limits

downtown

The path between the nissan dealership and ashley park

Downtown Square

connect ashley park to walmar

Chalk level

16 HWY

16 HWY Rd

The Ave

Intersection of Bullsboro/Hwy 34 and Jefferson St.

Greenville Street between the Park and Savannah Street

Salvide Ave

In Town

More Trails by CEC

Bypass Industiral Blvd

West Newnan/East Newnan

Smokey Road/LaGrange Street

bullsboro

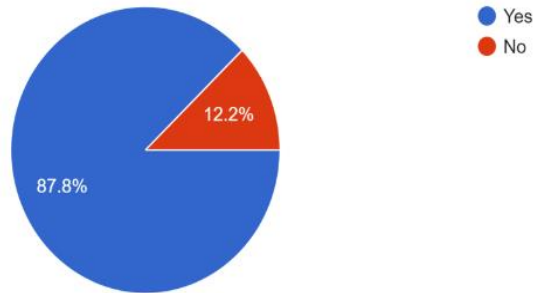
4th street area to downtown - sidewalk

minix road area

Buddy West Rd

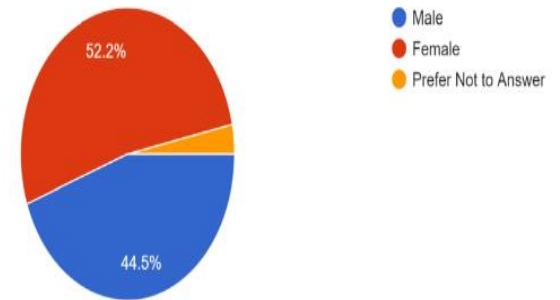
Do you live in Newnan?

245 responses



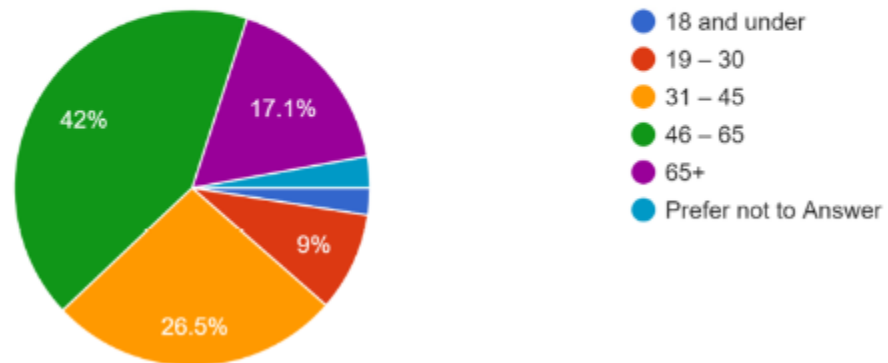
What is your gender?

245 responses



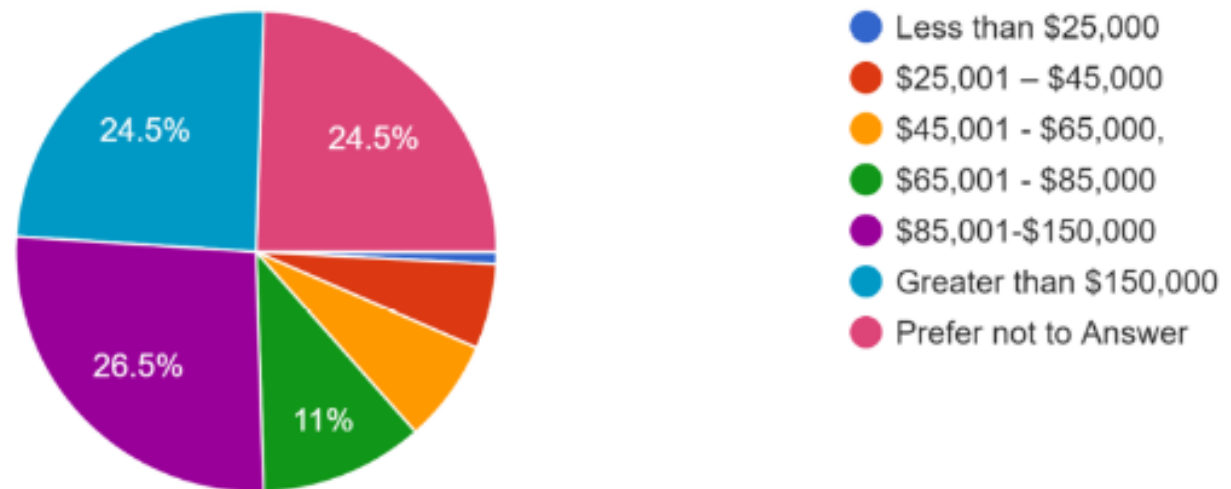
What is your age?

245 responses



What is your gross annual household income?

245 responses



Do you have any other comments or suggestions related to Bike/Ped?

87 responses

No

Let's Invest

Pedestrian only time for downtown crosswalks, no one yields to pedestrians

The LINC is great...just keep adding to it!

Make it safe for people to be able to reach and stores/food places without fear of getting hit by vehicles. Add rest stops/ public restrooms/ pet relief area/ water refill station

Thanks for asking for our thoughts. Any new trails would be appreciated

We used to bike 3-4 times a week but since moving here and this area not being bike friendly other than the short Linc, we hardly ever bike. No dedicated bike lanes to even be able to bike to the Linc. Thank you for the survey so the community can provide some feedback. We miss being able to bike like we used to.

Please include Bike Coweta in this planning so to take advantage of their subject matter expertise and the audience and advocates that they have organized.

Thank you. Please continue reaching out to the community and expanding the great LINC Trail. Excellent upkeep, too.

Would appreciate Linc path being longer

In general, we could use more pedestrian options including bridges/tunnels.. future completed LINC Trail projects will help. If you link most shopping centers with residents, including low income areas, could that help increase revenue? Schools and worship centers also important. Without public transportation, pedestrian-friendly options help fill the gaps so-to-speak, improve quality of life and reduce pollution.

The LINC is a great asset to Newnan, we should encourage more of the same.

I feel connected in Newnan, but would like to see more connections within the county.

When they build a new road, how hard is it to include 4 to 6 ft of bike path?

Get the bicyclist off the public streets. They never follow traffic laws - never stopping at a stop signs or traffic lights. They are the ones that cause accidents with vehicles.

Thank you for putting the Linc in we all love it.

Really need to connect the Linc to east Sharpsburg !! Lower Fayetteville needs bike lane, east Sharpsburg needs a public playground. With walking path

The LINC has fast bicyclist, please consider options that help protect the safety of walkers and young beginner bicyclist.

Thank you for all you do. The LINC is great. Seeking shadier, flatter trails due to our age (58 and 66).

Keep building multi use paths, they are so good for the community!

In the few "bike lanes" we do have, it is common to see drivers driving half way into them, better marking (green painting?), and/or separated areas (medians, bollards, etc) would be a great improvement, and a huge step in the right direction

More space for electro bike riding

Thank you for improving cycling access in our county!

The Linc is amazing but not very safe on the Newnan City end. The sidewalks in Newnan really should be complete all the way to Pine Rd., out Temple Ave. and to CVS on Jackson.

Keep it up! We need to invest in quality of life in our towns. I own property in Newnan and senioia. I will drive to Newnan to use Linc at times.

Drivers are dangerous to pedestrians and bikers. Biking and walking options should have good distance from roads

I do notice a lot of people do try to bike/skateboard to work as I drive along Bullsboro.

Bike lanes would be very appreciated

I am hard of hearing. The use of electric bikes is common on the link even though they are banned. A few times I have come very close to being hit from behind by one of them while walking on the link.

Introduce golf cart paths

create a loop around Newnan like that in Carrollton

Be wheelchair friendly not just "accessible"

Signs for motorists leading into downtown: "Heavy Pedestrian Area - Pedestrians Have Right-of-Way"

Please install sidewalks along Lower Fayetteville Rd when the road is widened so residents can bike and walk to the Linc without fear of being hit by a car. Thank you.

Create a path along lower fayetteville road from costco to downtown newnan, this would encourage future connectors and increase accessibility across all areas

We need more sidewalks and bike lanes especially in the east side of the city.

I would love to see a spot where we can rent bikes like major metro cities offer

Having Bike lanes on public roads attract new tax payers

We need safe places to ride bikes

It would be nice to have sidewalk and bike trails

Investing in pedestrian and cycling safety will only add vibrancy to our community and improve quality of life. I personally get so much joy from riding my bike or walking downtown and engaging with my neighbors. We should absolutely prioritize bike-ability and walkability over cars.

I don't feel safe biking outside my small subdivision but I would really like to go other places. Hwy 16 near Raymond is too dangerous!

Crossing Clark is a huge problem as the neighborhoods south of Clark are zoned for Elm Street Elementary. Many kids from the neighborhood walk or bike to that school and crossing Clark is usually a harrowing experience with kids. Speeding on Wesley / Temple also a problem.

The question that reads "Do you think it is important for the City to invest in bicycle and pedestrian facilities?" Will not allow the answer very important to be selected. I feel it is very important.

Again, the city has plenty of sidewalks. The ones built in places like the Bypass are unused by pedestrians. The bicycle paths there are unused, probably because no one in their right mind would ride a bicycle in that traffic.

Thank you so much for trying to improve and for the wonderful trails we do have! I am an active 66 year old that definitely appreciates this.

Please keep expanding out Linc trail!!! Also make our intersections more ped friendly like Newnan Bypass Linc crossing.

I would love to see more dedicated bike and pedestrian paths through out the city. Protected bike lanes would also be a great addition. This type of infrastructure would greatly increase the ability for people to walk or ride bikes not only for exercise and recreation but also for running errands or going to work. This would help decrease traffic and pollution, while also saving people money by reducing how much they drive a vehicle. This would also benefit the health of our community by people being able to be more active and doing so in a safe way. Thank you for your consideration and look forward to seeing these plans improve our community.

PLEASE extend the side walk from the MLK roundabout down Poplar Rd to 85!

Paint and signage seem the easiest to start with. Shared roads signage, keep crossing striping painted, Jackson Street one way section very dangerous crossings. Thank you for. this survey. We have a great town for walking and biking.

Invest in MTB trails.

Fix the sidewalks and enforce the speed limits in downtown.

Thank you for the survey. Walk/bike ability focus benefits everyone.

Would love to see widened shoulders that allows for safer cycling

The Linc Trail is great but would be even better with an overhead crossing on Newnan Crossing Bypass.

stop spending my tax dollars - CUT PROPERTY TAXES!!!!!!!!!!!!!!

More bikes, more sidewalk, less driving and more healthy

The LINC trailhead needs to be completed soon. The pedestrian crossing signals need to be corrected where they were installed on the wrong sides of the trail on each side of the road. A

cyclist or pedestrian should be able to approach and activate the signals on the proper side of the trail on each side of the crossing. Sidewalks and crossings should be remediated and lighting should be upgraded on East Broad Street at Cole town as it had been in the other areas of downtown. This is the major East/West connector and entrance to downtown and it is both unattractive and unsafe for pedestrians and cyclists. Please be more equitable to this area and neighborhood for the benefit of all.

Wast of money

Lights on trail and emergency poles would b useful

I would walk to Ashley park if I could get there without dying

I usually walk downtown. Nice sidewalks, no complaints. Would be cool to have a longer, connected bike trail like the silver comet in Smyrna from Newnan to Senoia or something similar

Repair downtown sidewalks

The speed of cars on Jackson is concerning. The crossing at Temple and Jackson is helpful but many people do not respect the flashing light for the cross walk. I'm glad it is there but you still have to be extremely cautious when using it with the multiple lanes of traffic and speeding vehicles.

PLEASE, please work with the city and police department to enforce the law of cars not parking at the end of their driveways so that they are actually blocking pedestrians from being able to walk on the sidewalk within subdivisions. This forces the ped\biker to walk on the street (often into speeding traffic) to get around these vehicles. Unfortunately, this is the norm in my subdivision and it makes walking, riding a bike, pushing a stroller, etc both difficult and dangerous.

Larger shoulders and safer bike lanes.

Greater public knowledge of the LINC and future expansion.

We LOVE using the LINC trail and are excited to see it getting bigger/more accessible.

Please finish the unfinished sidewalk on Industrial Wertz in Newnan!

I know it's tricky, but maybe a couple more water fountains.

This would be a great idea, I'm just afraid though that someone might get hit as cars fly down calumet parkway

Pedestrian traffic should never be forced into the road because a sidewalk has been blocked.

Love the linc trail. It is one of the big reasons I moved to Newnan.

I love the progress that has been made and hope it will continue

Our young and growing family and many families we know do not feel safe walking in downtown Newnan or on the LINC. It is a shame and we are so happy to see this survey and hope some change comes from it. Thank you!!

Please consider the people that live here and pay taxes first instead of corporations and homeless people

We would love to see a Pedestrian crossing sign and cross walk going from parking lot to Central Baptist across Spring street

Our family (with 3 teenage boys) would walk and bike a LOT more if it wasn't so dangerous where we live with heavy traffic and no sidewalks.

I would bike or walk much more frequently if I had better access. I'm in Sharpsburg and am locked in my neighborhood unless I want to cross busy streets

i used to bike down lower fayetteville. the summergrove was built. biking in newnan had gotten so dangerous for me- i gave it up. this was before newnan built linc. but the linc has brought crime into areas now. i would be happy if newnan just fixed all the broked sidewalks they already have.

I got hit on my bike by someone that was distracted on SR27 near downtown Newnan

Lighted pathways for safety and security at night. Maybe some security camera

Not exactly, but longer trolley route would be wonderful.

Please add LSV/ golf cart paths in Newnan and have speed limits decreased from downtown to go to Ashley Park! Last year the posted speed limit on Washington/McIntosh was 35! Now it's 45! Let us ENJOY where we live, where we pay taxes!

Please open up Golf cart paths so this city isn't miserable

There needs to be drinking water available on the Linc. If you don't want it available in the middle at lease have a fountain at City of Hope parking lot or at the Centre parking lot.

Have seen police on bicycles, but would like to see them more often on Linc

This is probably impossible, but putting more sidewalks in some of the older, more established neighborhoods would be really neat, especially to allow kids to walk to school easier.

Appendix II Sidewalk Segments Scoring Assessment

Calulator	Column1	Column2	Column3	Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points	Category	Subcategory	Points	Total Points
Safety			129.5	Safety			115.5
	Street Speed	1			Street Speed	1	
	Crossing Area Risk	5			Crossing Area Risk	1	
	Lack of Vehicles	10			Lack of Vehicles	10	
	Curb Buffer	10			Curb Buffer	1	
	Street Lights	1			Street Lights	10	
	Raised Curb	10			Raised Curb	10	
Destination			117	Destination			58.5
	Transportation	15			Transportation	15	
	Commerce	15			Commerce	1.5	
	Residence	7.5			Residence	1.5	
	Ammenities	1.5			Ammenities	1.5	
Ease of Construction			120	Ease of Construction			120
	Construction	12			Construction	12	
	Easements	12			Easements	12	
	Adjacent Properties	12			Adjacent Properties	12	
	Driveway Aprons	12			Driveway Aprons	12	
	Structures	12			Structures	12	
Sidewalk			45	Sidewalk			30
	Quality of Sidewalk	15			Quality of Sidewalk	15	
	Sidewalk Complete	30			Sidewalk Complete	15	
Public Comment			0	Public Comment			0
	Survey	0			Survey	0	
Right of Way			30	Right of Way			30
	Ownership	60			Ownership	60	
Final Prioritization Score			441.5	Final Prioritization Score			354
Ashley Park Blvd				Calhoun St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			115.5
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			357
Calumet Parkway			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			115.5
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			375
Dent St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			441
Dodson St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			429
Dowdell St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			192.5
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			486.5
East Broad St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			429
Fair St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			84
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	1	
	Raised Curb	10	
Destination			54
	Transportation	15	
	Commerce	1,5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			294
First St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			473
Hospital Rd			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	10	
	Lack of Vehicles	1	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			429
Jefferson St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			30
	Quality of Sidewalk	15	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			444
Lee St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			115.5
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	1	
	Street Lights	10	
	Raised Curb	10	
Destination			99
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			74.4
	Construction	1.2	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	0	
Sidewalk			18
	Quality of Sidewalk	15	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			336.9
Lovelace St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			178.5
	Street Speed	1	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	7.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			108
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	6	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			466.5
MLK Dr			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			30
	Quality of Sidewalk	15	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			385.5
Mary Ann St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			400.5
Mitchell St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			115.5
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	1	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	15	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			360
Powell Pl			
Murray St			

Calulator	Column1	Column2	Column3	Column3
Category	Subcategory	Points	Total Points	Points
Safety			129.5	9.5
	Street Speed	1		
	Crossing Area Risk	5		
	Lack of Vehicles	10		
	Curb Buffer	1		
	Street Lights	10		
	Raised Curb	10		
Destination			117	
	Transportation	15		6.5
	Commerce	15		
	Residence	1.5		
	Ammenities	7.5		
Ease of Construction			120	
	Construction	12		
	Easements	12		20
	Adjacent Properties	12		
	Driveway Aprons	12		
	Structures	12		
Sidewalk			33	
	Quality of Sidewalk	3		
	Sidewalk Complete	30		45
Public Comment			0	
	Survey	0		
Right of Way			30	0
	Ownership	60		
Final Prioritization Score			429.5	30
Powell St				101
Pinson St				

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			406.5
Pratt St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			393.5
Roberts Rd			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			143.5
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	5	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			397
	Salbide		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	5	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			45
	Quality of Sidewalk	15	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			473
	Summerlin		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			420.5
Temple Ave			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	7.5	
	Residence	15	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			33
	Quality of Sidewalk	3	
	Sidewalk Complete	30	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			461
W Washington St			

Appendix III Sidewalk Gaps Scoring Assessment

Calulator	Column1	Column2	Column3	Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points	Category	Subcategory	Points	Total Points
Safety			161	Safety			175
	Street Speed	1			Street Speed	10	
	Crossing Area Risk	5			Crossing Area Risk	10	
	Lack of Vehicles	10			Lack of Vehicles	10	
	Curb Buffer	10			Curb Buffer	5	
	Street Lights	10			Street Lights	10	
	Raised Curb	10			Raised Curb	5	
Destination			99	Destination			117
	Transportation	15			Transportation	15	
	Commerce	15			Commerce	15	
	Residence	1.5			Residence	7.5	
	Ammenities	1.5			Ammenities	1.5	
Ease of Construction			98.4	Ease of Construction			76.8
	Construction	1.2			Construction	12	
	Easements	12			Easements	12	
	Adjacent Properties	12			Adjacent Properties	1.2	
	Driveway Aprons	12			Driveway Aprons	1.2	
	Structures	12			Structures	12	
Sidewalk			18	Sidewalk			6
	Quality of Sidewalk	3			Quality of Sidewalk	3	
	Sidewalk Complete	15			Sidewalk Complete	3	
Public Comment			0	Public Comment			60
	Survey	0			Survey	60	
Right of Way			30	Right of Way			30
	Ownership	60			Ownership	60	
Final Prioritization Score			406.4	Final Prioritization Score			464.8
Augusta Dr				Bullsboro Dr (Tower Pl to Bypass)			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			210
	Street Speed	10	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			76.8
	Construction	12	
	Easements	12	
	Adjacent Properties	1.2	
	Driveway Aprons	1.2	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			471.3
Bullsboro Dr (I-85 to Yamaha)			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			43.2
	Construction	6	
	Easements	1.2	
	Adjacent Properties	1.2	
	Driveway Aprons	1.2	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			296.7
Calhoun St			

Calulator	Column1	Column2	Column3	Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points	Category	Subcategory	Points	Total Points
Safety			112	Safety			126
Street Speed	1			Street Speed	1		
Crossing Area Risk	1			Crossing Area Risk	5		
Lack of Vehicles	0			Lack of Vehicles	0		
Curb Buffer	10			Curb Buffer	10		
Street Lights	10			Street Lights	10		
Raised Curb	10			Raised Curb	10		
Destination			76.5	Destination			76.5
Transportation	15			Transportation	15		
Commerce	1.5			Commerce	1.5		
Residence	7.5			Residence	1.5		17
Ammenities	1.5			Ammenities	7.5		
Ease of Construction			108	Ease of Construction			98.4
Construction	6			Construction	1.2		
Easements	12			Easements	12		
Adjacent Properties	12			Adjacent Properties	12		20
Driveway Aprons	12			Driveway Aprons	12		
Structures	12			Structures	12		
Sidewalk			18	Sidewalk			18
Quality of Sidewalk	3			Quality of Sidewalk	3		
Sidewalk Complete	15			Sidewalk Complete	15		6
Public Comment			0	Public Comment			0
Survey	0			Survey	0		
Right of Way			30	Right of Way			30
Ownership	60			Ownership	60		
Final Prioritization Score			344.5	Final Prioritization Score			348.9
Calumet Pkwy				Carmichael St			99
Covington Terrace				Diplomat Pkwy			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			157.5
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	15	
Ease of Construction			33.6
	Construction	1.2	
	Easements	1.2	
	Adjacent Properties	1.2	
	Driveway Aprons	1.2	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			400.1
E Washington St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			91
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	0	
	Curb Buffer	0	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			108
	Construction	6	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			323.5
Evans Dr			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			54
	Transportation	15	
	Commerce	0	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			369
	Fairview Dr		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			112
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	0	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			58.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			338.5
	Forrest Ln		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			129.5
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	1	
	Street Lights	10	
	Raised Curb	1	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			84
	Construction	6	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	0	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			438.5
Greison Trail (McIntosh Roundabout Area)			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			126
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	0	
	Curb Buffer	10	
	Street Lights	1	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			471
Hwy 29 @ The Boulevard			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			391.5
	Kellogg Pl		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			72
	Construction	6	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	6	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			384
	Lee St		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			135
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	7.5	
Ease of Construction			72
	Construction	6	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	6	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			476
Madison St			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			122.5
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	0	
	Curb Buffer	5	
	Street Lights	10	
	Raised Curb	5	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			108
	Construction	6	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			443.5
Newnan Crossing Blvd E			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			175
	Street Speed	5	
	Crossing Area Risk	10	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	5	
	Raised Curb	10	
Destination			117
	Transportation	15	
	Commerce	15	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			120
	Construction	12	
	Easements	12	
	Adjacent Properties	12	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			508
Newnan Crossing Bypass (Ashley Pk to LFR)			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			84
	Construction	6	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			369.5
Roberts Road			

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			161
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	1.5	
	Ammenities	7.5	
Ease of Construction			28.8
	Construction	6	
	Easements	1.2	
	Adjacent Properties	1.2	
	Driveway Aprons	6	
	Structures	0	
Sidewalk			18
	Quality of Sidewalk	3	
	Sidewalk Complete	15	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			314.3
	Savannah St		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			91
	Street Speed	1	
	Crossing Area Risk	5	
	Lack of Vehicles	10	
	Curb Buffer	0	
	Street Lights	10	
	Raised Curb	0	
Destination			117
	Transportation	15	
	Commerce	1.5	
	Residence	15	
	Ammenities	7.5	
Ease of Construction			50.4
	Construction	1.2	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	12	
	Structures	0	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			60
	Survey	60	
Right of Way			30
	Ownership	60	
Final Prioritization Score			354.4
	Sewell Road		

Calulator	Column1	Column2	Column3
Category	Subcategory	Points	Total Points
Safety			147
	Street Speed	1	
	Crossing Area Risk	1	
	Lack of Vehicles	10	
	Curb Buffer	10	
	Street Lights	10	
	Raised Curb	10	
Destination			76.5
	Transportation	15	
	Commerce	1.5	
	Residence	7.5	
	Ammenities	1.5	
Ease of Construction			84
	Construction	6	
	Easements	6	
	Adjacent Properties	6	
	Driveway Aprons	12	
	Structures	12	
Sidewalk			6
	Quality of Sidewalk	3	
	Sidewalk Complete	3	
Public Comment			0
	Survey	0	
Right of Way			30
	Ownership	60	
Final Prioritization Score			343.5
Tower PI			

Appendix IV Safe Routes to School Safety Walk Report

Safety Walk: Newnan Area Schools

Elm St. Elementary, Atkinson Elementary, Maggie Brown Alt.
Middle, Newnan High, and Ruth Hill Elementary

August 26, 2020



Prepared by: Patti Pittman

Georgia

Participants

Day of Walk

8/26/2020

- Rhodes Shell, Councilman, City of Newnan
- Chris Doane, President, Bike Coweta
- Patti Pittman, North GA Outreach Coordinator, GA Safe Routes to School Resource Center

Alternate Day Area Observations (Covid-19 response)

- 8/28/2020 Chad Moore, Civil Engineer, GA Department of Transportation District 3
- Multiple dates Cleatus Phillips, Newnan City Manager together with The City of Newnan Public Works department

Georgia SRTS Resource Center | 2

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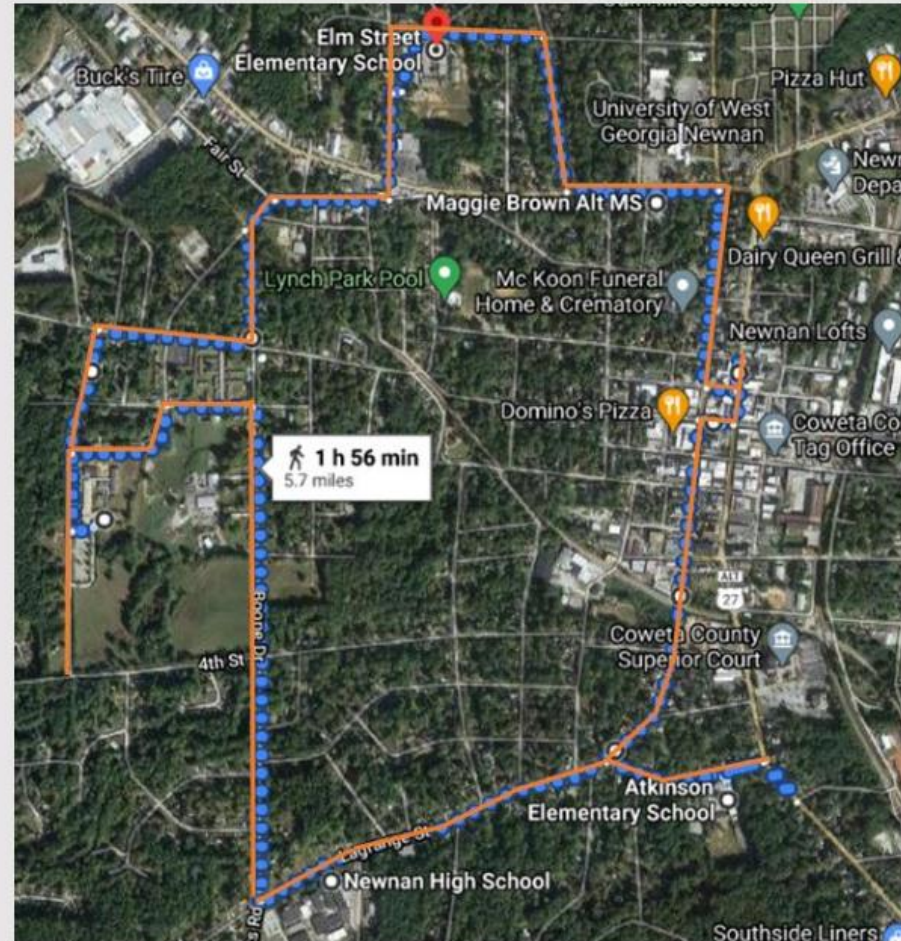
- | | | | |
|-----|---|-----|--|
| 4. | Walk Routes | 22. | Nimmons St. |
| 5. | Area Overview and General Notes | 23. | Atkinson Elementary |
| 7. | Elm Street Elementary | 24. | Greenville St. (16) and Nimmons St. Intersection |
| 8. | Elm St. | 25. | Newnan High School |
| 9. | Carmichael St./
Atkinson St. and Elm St. Intersection | 26. | Boone Dr./ Waterworks Rd. and LaGrange St. Intersection |
| 10. | Carmichael St. | 27. | Boone Dr. |
| 11. | Clark St. (Alt 27/16/34) and Carmichael St. Intersection | 28. | Lovelace St. |
| 12. | Clark St. | 29. | Pratt St. |
| 13. | Clark St. (Alt 27/16/34) and Jackson St. (Alt 27/29/16/34/14)
Intersection | 30. | Pratt St. and Sunset Ln. Intersection |
| 14. | Jackson St. (Alt 27/29/16/34/14) | 31. | Ruth St. Elementary |
| 15. | Jackson St. (Alt 27/29/16/34/14) and
Madison St.
Intersection | 32. | Sunset Lane |
| 16. | Madison St. | 33. | W. Washington St. and Sunset Ln. Intersection |
| 17. | Madison St. and Jefferson St. (Alt 27/29/16/34/14)
Intersection | 34. | W. Washington St. |
| 18. | Jefferson St. (Alt 27/29/16/34/14) | 35. | Hamilton Bohannon Dr./ Boone Dr. and
W. Washington St. Intersection |
| 19. | Newnan Square Area: Jefferson St (Alt 27/29/16/34/14),
N. Court Square, Jackson St (Alt 27/29/16/34/14), S.
Courthouse Square | 36. | Hamilton Bohannon Dr. |
| 20. | LaGrange St. (Alt 27/16/14) | 37. | VC St. |
| | | 38. | Fair St. |
| | | 39. | Dixon St. and Temple Ave. Intersection |
| | | 40. | Dixon St. |
| | | 41. | Crash Data |

*Please note, this document contains a brief overview based on initial observations.

Walk Route

Walk Route (in orange at right)

- Began at Elm St. Elementary
- East on Elm St.
- South on Carmichael St.
- East on Clark St.
- Maggie Brown Alt. MS
- South on Jackson St.
- East on Madison St.
- North on Jefferson St. to Wesley St. Intersection
- South on Jefferson St.
- West on N. Court St.
- South on W. Court St.
- Continue South onto Lagrange St.
- East on Nimmons St. to Greenville St. Intersection
- West on Nimmons St.
- Atkinson Elementary
- West on Nimmons St.
- Southwest on Lagrange St.
- Newnan High School
- North on Boone Dr.
- West on Lovelace St.
- South on Pratt St.
- South on Sunset Lane
- Ruth Hill Elementary
- North on Sunset Lane
- East on W. Washington St.
- North on Hamilton Bohannon Dr.
- North East on VC St.
- East on Fair St.
- North on Dixon St.
- End at Elm St. Elementary

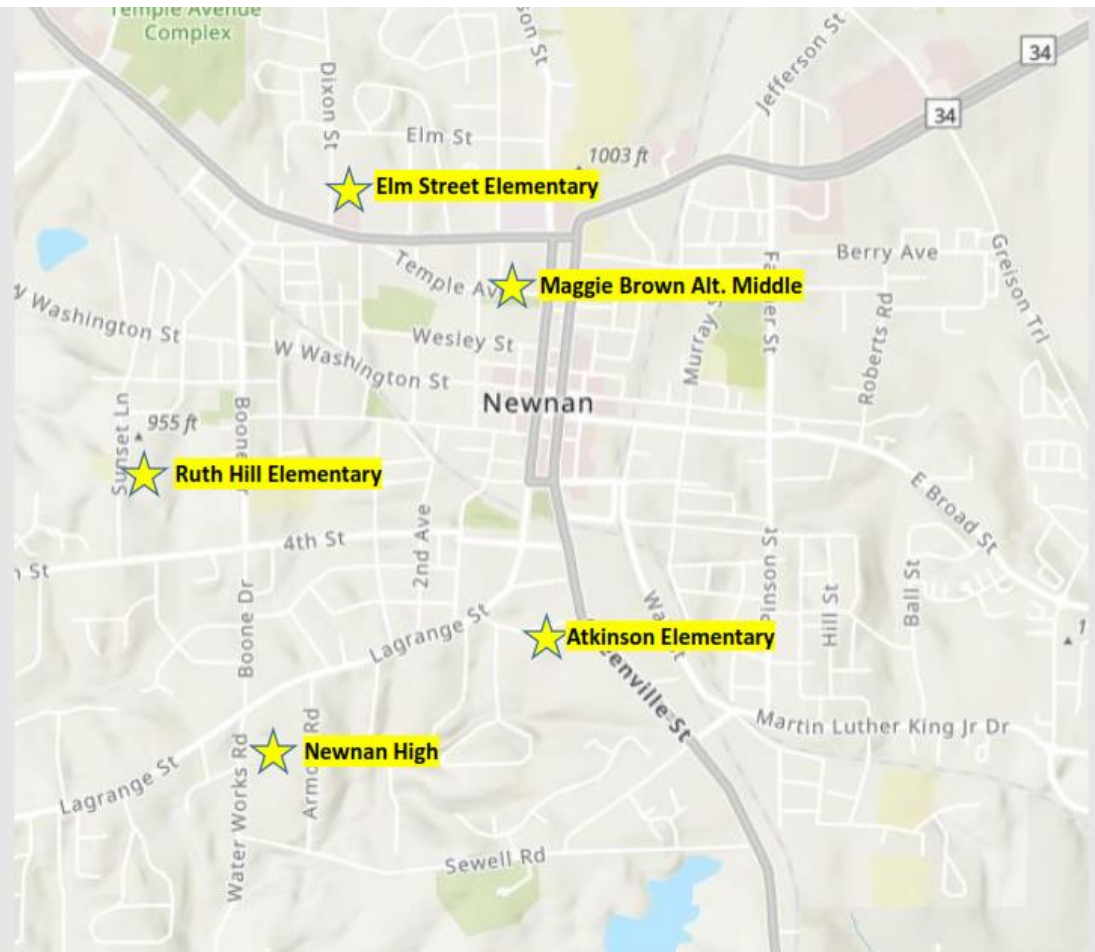


<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,14.39m/data=!3m1!1e3!4m5!3m4!1s0x884c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>

Georgia SRTS Resource Center | 4

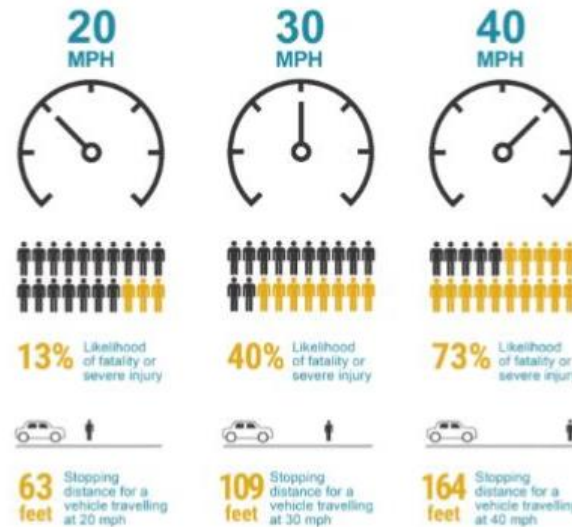
Observation Area General Notes

- The sidewalks are generally well maintained.
 - The observed area between Newnan High and Elm St. Elementary has many cracked/uneven sidewalks and is missing crosswalks and curb cuts. Vegetation is encroaching on the walk path.
- The speeds through town are fast (35 mph) with high car, pedestrian, and bicycle traffic volumes.
 - The streets 'feel' uncomfortable to cross. The minor streets are 25 mph and much more comfortable.
 - Consider reducing speeds in town to 25 mph to increase pedestrian safety and reduce risk of pedestrian/bike car crashes.
 - Lawrenceville and Cumming, GA, are similar cities to Newnan that have implemented lower SR and USR speeds of 25 mph through town and school areas. They may serve as resources when evaluating the consideration. (SR 20, 9, 120, 124, and US 29)
 - Consider adding designated bicycle lanes to roads wide enough to support them.
 - Consider adding a leading pedestrian interval (LPI) to existing traffic signals during school arrival and dismissal times and during peak pedestrian hours.
- Street lighting is present at most intersections. Observation completed during daylight hours.
 - Consider observing intersections with pedestrian crossings at night to identify that lighting exists and is working for better pedestrian visibility during the early morning fall/winter commute to schools.



Observation Area General Notes

- Consider educating students and the community on pedestrian and bike laws, driver responsibilities, safety, and best practices.
 - Consider school partnerships with Safe Routes to School for assistance in encouraging walking and bicycling and for ongoing support in education and best practices.
 - www.saferoutesga.org
 - Email pattip@saferoutesga.org for more information and to establish the schools with a free partnership.
- Consider adding bike racks at the schools to encourage students' active transportation.
- Consider scheduling walk/bike to school days to encourage student's active transportation.
- Consider adding Park and Walk programs and locations to help reduce traffic around the schools at arrival and dismissal times.
 - Partner with locations such as the old Papp Clinic Parking lot for parent parking.
 - Information on Park and Walk programs may be found at: <http://saferoutesga.org/sites/default/files/u12/GA%20SRTS%20Park%20and%20Walk%20Park%20Signs.pdf>.



Sources: Tefft, Brian C. *Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention*. 50. 2013

University of Pennsylvania School of Engineering. "Vehicle Stopping Distance and Time."

Note: Stopping distances include braking deceleration distance and perception reaction distance.

<http://www.dot.ga.gov/PartnerSmart/DesignManuals/TrafficOps/GDOT%20Pedestrian%20and%20Streetscape%20Guide.pdf>



What is a **PARK WALK** Location?



A park and walk location is a pre-determined place where families who drive can park and walk the remaining distance to school.

Benefits:

- Reduces traffic congestion around schools.
- Encourages physical activity for parents and children.
- Provides families who live far from the school a safe route to school.
- Increases neighborhood awareness of Safe Routes to School programs.

Quick Steps to Formalizing a Park and Walk Location:

- Locate a parking lot or other nearby location where parents can park.
- Map a route to be walked from parking area.
- Post a sign at the location.
- Assign the park and walk location.
- Post a sign at the school office.
- Post a sign at the activity area.
- Post a sign at the activity area.

Safety Considerations:

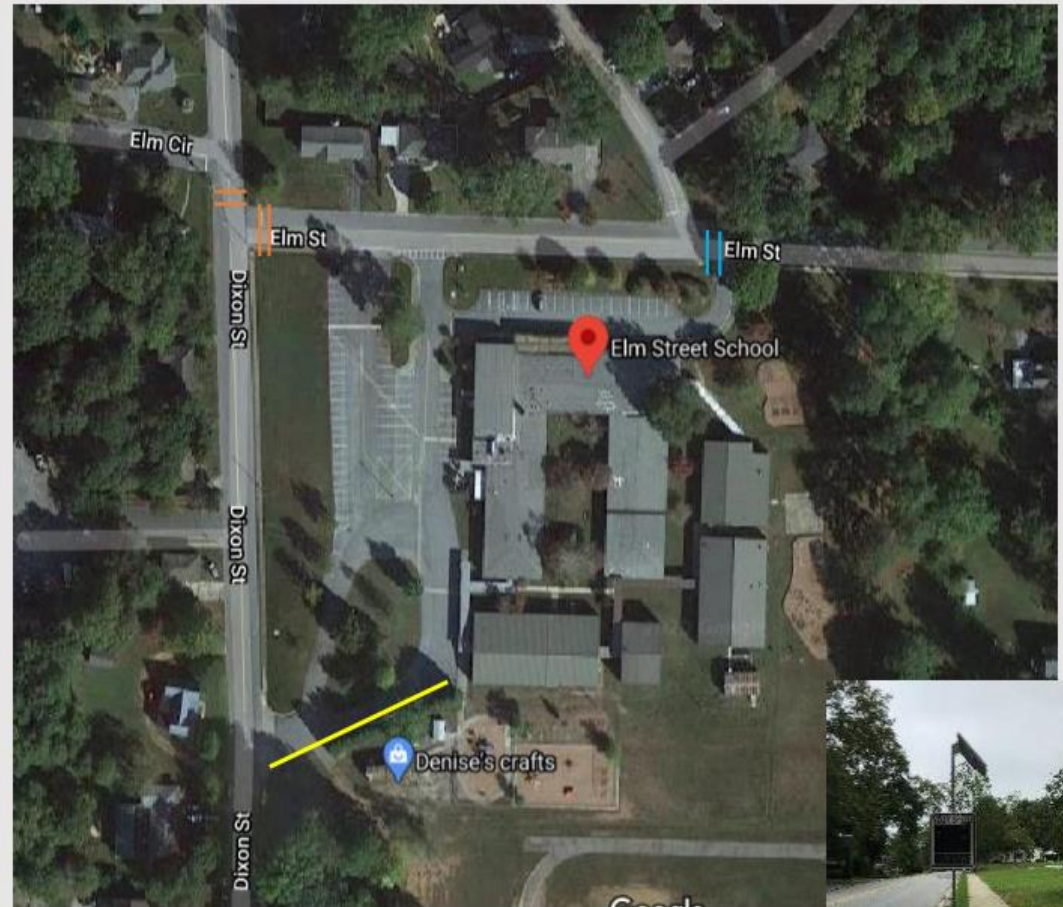
- Requires monitoring a safe route from the parking area to the school.
- Requires parents or designated adult volunteers to walk through the parking area to school.



Parents and Guardians are responsible for transporting, supervising, monitoring and personal safety. Do not use cell phones while walking.

Elm Street Elementary Observations and Suggestions

- A sidewalk exists in front of the school from the east drive on Elm St. extending the length of the front of school and from the west drive on Elm St. extending to the parking lot.
 - No sidewalk exists at the Dixon St. Entrance
 - Consider extending the sidewalk for students walking to/from the west side of the school to reduce vehicle and car/bicyclist interaction. (shown in yellow at right)
- School zone signs are present - 20 mph.
- A speed feedback sign exists on Elm St. in the school zone.
- No crosswalks exist from neighborhoods/homes north of the school across Elm St. or to the west of the school across Dixon St.
 - Consider adding a mid-block crossing with a rapid flashing beacon and signage. (shown in blue at right)
 - Consider adding crosswalks with pedestrian warning signs at the Elm St. and Dixon St. intersection. (shown in orange at right)
- Crosswalks exist at the school entrances.
 - Consider repainting faded paint on crosswalks to enhance pedestrian safety.



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>

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Elm St. Observations and Suggestions

- Current speed limit is 25 mph.
- Sidewalks exist on the south side of the street with crosswalks, curb cuts, and tactile warning strips.
- The street appears wide.
 - Consider marking bike lanes if space warrants.
- No crosswalks exist from north side of Elm St. to the sidewalk on the south side.
 - Consider adding mid-block crossings with rapid flashing beacons and signage.



2-Lane Roadway (Bike Lane Option)



2-Lane Roadway (Separated Bike Lane Option)



https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

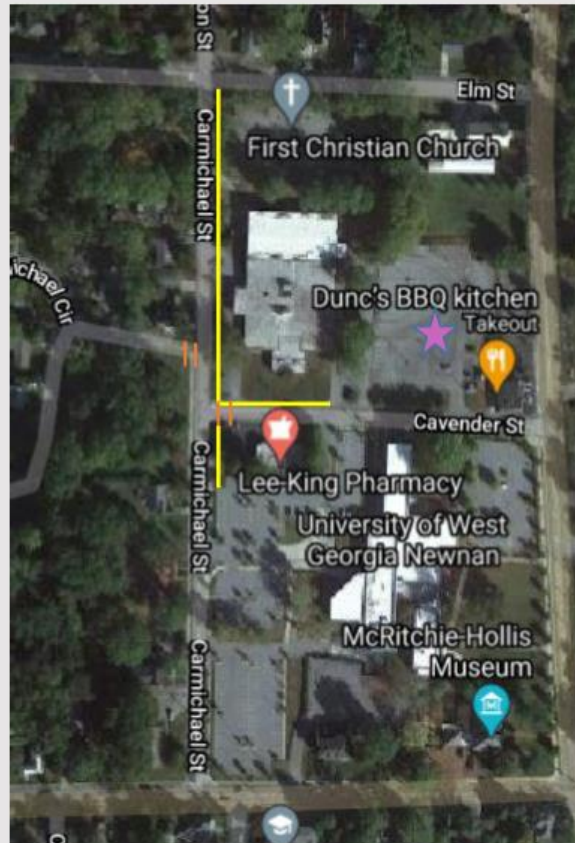
Carmichael St./ Atkinson St. and Elm St. Intersection Observations and Suggestions

- This is a four-way stop sign intersection.
- Street lights are present.
- There are no crosswalks present.
 - Consider adding crosswalks on all sides of the intersection.
 - Include curb cuts and ADA accommodations.



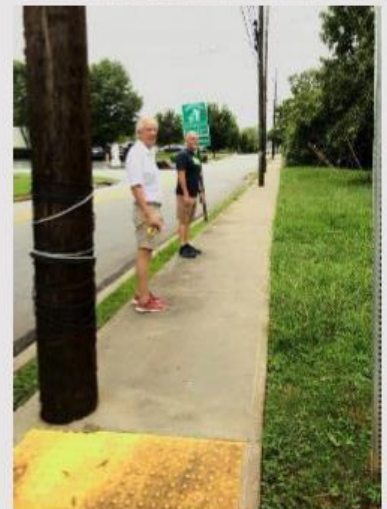
Carmichael St. Observations and Suggestions

- Current speed limit is 25 mph.
- No sidewalks are present north of Carmichael Cir.
- Crosswalks are not present at intersecting streets.
 - Consider painting crosswalks. (Shown at right in orange.)
- At Carmichael Cir., a sidewalk exists on west side of the street until the University of West Georgia (UWG) campus. From the UWG campus, sidewalks exist on both sides of the street.
 - Consider extending the sidewalk north to the intersection with Elm St. and including a crosswalk at Cavender St. (Sidewalk shown in yellow at right. Potential Park and Walk location shown with a purple star.)



Suggested sidewalk shown in yellow. Suggested crosswalks shown in orange. Potential Park and Walk location shown with a purple star.

<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



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Clark St. (Alt 27/16/34) and Carmichael St. Intersection Observations and Suggestions

- This is a stop sign intersection at Carmichael St. with a crosswalk, curb cuts, and tactile warning strips.
- No designated way to cross Clark St. exists near the intersection.
 - This is near Maggie Brown Alt. Middle (no active transportation is currently allowed at the school)
 - The next designated crossing is Jackson St. or Temple Ave.
 - UWG students and residents are frequently seen crossing Clark St. (35 mph) near Carmichael St.
 - Consider adding a mid-block crossing with a pedestrian activated rapid flashing beacon to stop traffic. (Shown in orange at right)

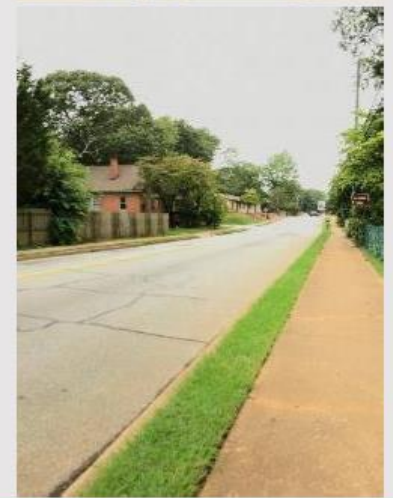
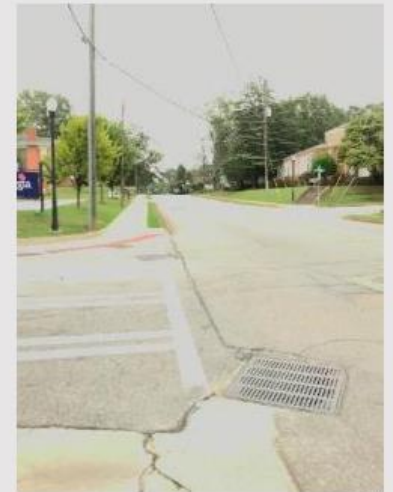


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Countermeasure: Rectangular Rapid-Flashing Beacon (RRFB)



https://safety.fhwa.dot.gov/ped_bike/step/resources/docs/fhwasa18018.pdf



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Clark St. Observations and Suggestions

- Current speed limit is 35 mph.
- Sidewalks exist on both sides of street.
- Crosswalks exist at intersecting streets.
 - No crosswalk exists at the McRitchie-Hollis Museum entrance. Consider adding a crosswalk for enhanced pedestrian visibility.
- Car speeds seem fast, and the street appears wide. Many pedestrians were observed.
 - Consider marking bike lanes and reducing the speed to 25 mph if conditions warrant.



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Clark St. (Alt 27/16/34) and Jackson St. (Alt 27/29/16/34/14) Intersection Observations and Suggestions

- This intersection has a traffic signal with crosswalks and countdown pedestrian crossing signals at the east, south, and west sides of intersection.
 - The crosswalk paint is faded. Consider repainting.
 - Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times.
- Streetlights, curb cuts, and tactile warning strips are present.



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Jackson St. (Alt 27/29/16/34/14) Observations and Suggestions

- Current speed limit is 35 mph. One-way southbound street.
- Sidewalks exist with a wide grass border between the sidewalks and the street.
- Crosswalks with curb cuts and tactile warning strips exist at the intersecting minor streets.
- The street feels wide and has on-street parking
 - Consider designating bike lanes if space warrants.
 - Car and truck speeds feel much faster than 35 mph.
 - Consider reducing the speed to 25 mph in the city area.
- A mid-block crossing with bump outs and a rapid flashing beacon exists near Temple Ave.



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Jackson St. (Alt 27/29/16/34/14) and Madison St. Intersection Observations and Suggestions

- A traffic signal exists with crosswalks, curb cuts, and countdown pedestrian crossing signals on the east, west, and south sides of intersection.
- The bump outs at Jackson St. shorten the pedestrian crossing distance.
- Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times.
- Tactile warning strips are not present at all crosswalks. Consider adding.
- Street lighting is present near the intersection.



Madison St. Observations

- Current speed limit is 25 mph.
- Sidewalks exist on both sides.
- On street parking is available.
- The ally has been repurposed for common/gathering space.



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Madison St. and Jefferson St. (Alt 27/29/16/34/14) Intersection Observations and Suggestions

- Traffic signal with crosswalks, curb cuts, tactile warning strips, and countdown pedestrian crossing signals on the east, west, and south sides of the intersection.
 - Bump outs on all four corners shorten the pedestrian crossing distance.
 - Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times.



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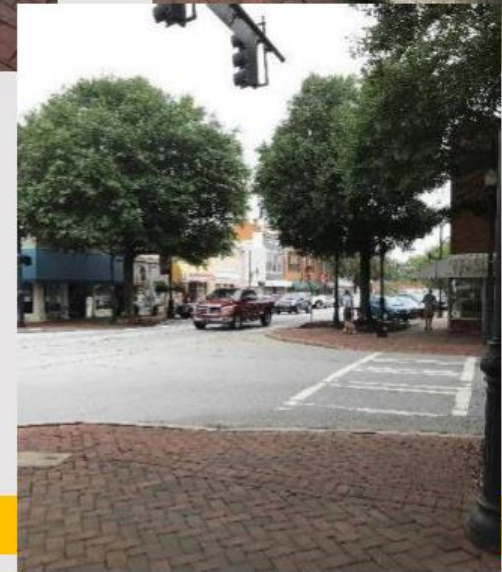
Jefferson St. (Alt 27/29/16/34/14) Observations and Suggestions

- Current speed limit is 35 mph. One-way northbound street.
- Sidewalks exist on both sides of the road with crosswalks, curb cuts, and tactile warning strips at intersecting minor streets.
- On-street angle-in parking exists on the street.
 - When the cars occupy spaces, it is difficult to see oncoming traffic and cars turning. (Noticed walking northbound at Wesley St.)
- The street is very wide with on street parking.
 - Consider marking bike lanes if existing space warrants or parallel parking with bike lanes.
 - Cars travel very fast – felt like much faster than 35 mph.
 - Consider reducing speed to 25 mph in the city.



Newnan Square Area: Jefferson St (Alt 27/29/16/34/14), N. Court Square, Jackson St (Alt 27/29/16/34/14), S. Courthouse Square Observations and Suggestions

- Current speed limit is 35 mph. All one-way streets.
- Sidewalks exist on all sides with high pedestrian traffic.
- Traffic lights with crosswalks, curb cuts, and pedestrian signals on three sides of each intersection.
 - Consider adding tactile warning strips for the vision impaired.
 - Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times and peak pedestrian traffic times.
- Angle in parking on all sides.
- Feels uncomfortable to cross at intersections.
 - Traffic travels at high speeds; cars backing out of parking spaces, with other cars/trucks stopping fast to avoid collision.
 - Consider making area 20 or 25 mph.
 - No bicycle parking; bikes are left on sidewalks.
 - Consider the space around the courthouse for allocating parking spaces to bike racks.

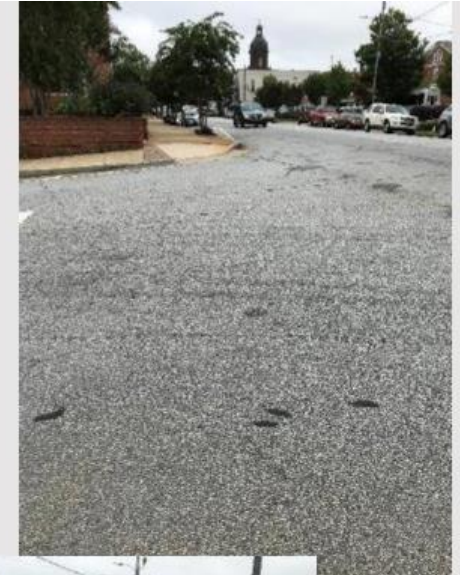


LaGrange St. (Alt 27/16/14) Observations and Suggestions

- Current speed limit is 35 mph in town then 25 south of Long Place.
- Sidewalks exist on both sides of the street. Most intersections with minor streets have curb cuts.
 - Consider painting crosswalks and adding ADA facilities.
- The Long Place/Salbide Ave intersection is hard to cross due to traffic volume and speeds.
 - Consider adding a pedestrian activated HAWK signal prior to the intersection on the north side and on the south side of the intersection at the existing crosswalk if conditions merit. (shown in blue at right)
 - Consider painting a crosswalk at the Long Place stop sign. (shown in orange at right)
- The intersection at Salbide Avenue at Jefferson/Greenville Street paint is worn. The curb and truncated dome surface is broken in multiple places.
 - Consider evaluating for maintenance.



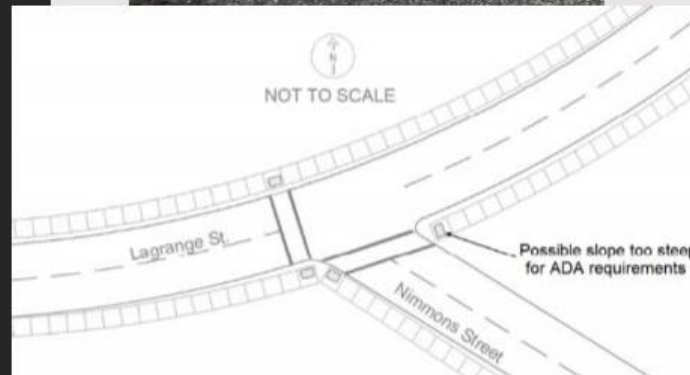
<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,14.39m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



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LaGrange St. (Alt 27/16/14) Observations and Suggestions (cont.)

- LaGrange St. becomes residential south of Long Place.
 - Consider adding multiple mid-block crossings with street lighting (example at right).
- A Mid-block crossing exists at Nimmons St. leading to Atkinson Elementary. See GDOT graphic at right for additional notes.
 - Consider checking the street light for adequate pedestrian visibility in the early morning commute.
 - Consider a rapid flashing beacon to improve visibility to drivers.
- The north/west side of the sidewalk ends at Watson Dr. without a crosswalk to the continuing sidewalk on the south/east side.
 - Consider adding a mid-block crossing with rapid flashing beacon. A street light exists at this location.
- School zone signs (25 mph) exist before Newnan High School.



<https://ifworlddesignguide.com/entry/62323-crosswalk-lamp>

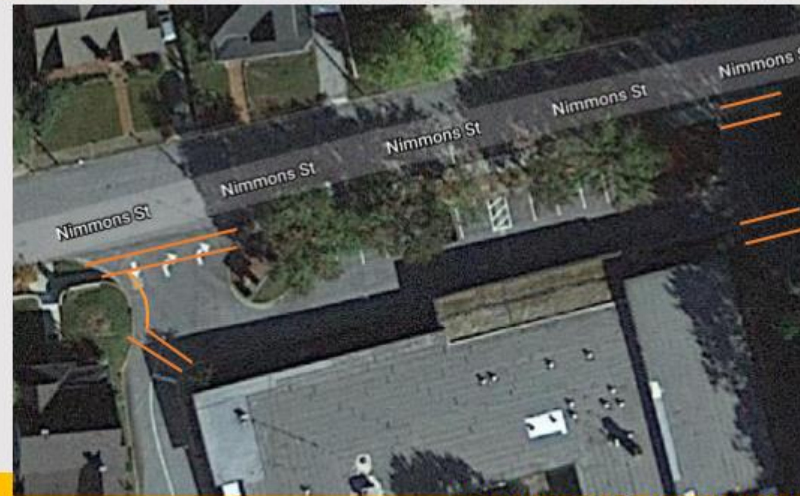
Nimmons St. Observations and Suggestions

- Current speed limit is 25 mph.
- A sidewalk exists on the south side of the street. Partial sidewalks exist on the north side (not connecting to each other).
 - A crosswalk is not present at the intersection with Woodbine Dr. Consider painting.
- A school zone sign is located prior to Atkinson Elementary
 - 20 mph
- There is not a designated street crossing by the school.
 - Consider adding a mid-block crossing near the school with signs and street lighting.
- There is some vegetation encroachment on the sidewalk. Consider evaluating for maintenance.



Atkinson Elementary Observations and Suggestions

- No crosswalks exist at school entrances.
 - Consider adding crosswalks at the school entrance and a stop bar with a crosswalk at the school exit (shown in orange at right).
- A bike rack is present.
- The sidewalks in front of school do not connect to the street sidewalks.
 - On the east side of school, consider painting a crosswalk near the corner of the school building (shown in orange at right).
 - On the west side of the school, consider adding a painted walkway with bollards to designate walking space with a crosswalk near the corner of the school building (shown in orange at right).



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Greenville St. (16) and Nimmons St. Intersection Observations and Suggestions

- This is a traffic light intersection with crosswalks, curb cuts, and pedestrian signals on the north, west, and south sides of the intersection. Street lights are present.
 - Some tactile warning strips are missing. Consider adding.
 - Consider adding a leading pedestrian interval (LPI) during school arrival and dismissal times.



Newnan High School Observations

- Sidewalks to the school exist with good connectivity to the school and are structured to mitigate pedestrian and car interaction.



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>

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Boone Dr./ Waterworks Rd. and LaGrange St. Intersection Observations and Suggestions

- This is a traffic signal intersection with crosswalks, curb cuts, tactile warning strips, and pedestrian signals on south and east side of intersection.
 - Ped head at SW corner is not functioning correctly. Consider checking as soon as possible. Lights are out on stop phase.
 - City of Newnan went to evaluate morning of 8/31/20
 - Ped head at SE corner is not angled correctly. Consider checking as soon as possible.
 - Consider adding a count down timer and leading pedestrian interval (LPI) during school arrival and dismissal times.
 - Consider adding street lighting.
- Intersection is being upgraded. Currently out for bids. 8/31/2020



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Boone Dr. Observations and Suggestions

- Current speed limit is 25 mph.
- A sidewalk exists on east side to 4th St. then on the west side.
 - Crosswalks and street lighting are present at 4th St. and Boone Dr., a four-way stop intersection.
 - Consider repainting crosswalks for better visibility.
 - Vegetation has encroached on the sidewalk.
 - Consider evaluating for maintenance.
- Curb cuts and a crosswalk are not present at the intersections of Boone Dr. and the Public Works entrance, Camp St., and Central Ave.
 - Consider adding curb cuts and crosswalks.
- The sidewalks from Camp St. to Lovelace St. have uneven and cracked sections.
 - Consider evaluating sidewalks for maintenance.
- A mid-block crossing exists at Spring St. with street lighting.
 - Consider adding pedestrian crossing signs and repainting the crosswalk for higher visibility to drivers.



Lovelace St. Observations and Suggestions

- Current speed limit is 25 mph.
- A sidewalk exists on the south side of the street to Pratt St. then continues on the north side.
 - Vegetation has encroached on the sidewalk.
 - Consider evaluating for maintenance.
- The Pratt St. intersection is a four-way stop with curb cuts, tactile warning strips, and crosswalks in all directions. Street lighting exists at the intersection.
- A mid-block crossing exists at Neal St. with pedestrian crossing signs and street lights.



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb18m2!3d33.3806716!4d-84.7996573>

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Pratt St. Observations and Suggestions

- Current speed limit is 25 mph.
- Sidewalk exists on west side of the street
 - Cracks, uneven sidewalks, and overgrown vegetation exist.
 - Consider evaluating area for maintenance.



Pratt St. and Sunset Ln. Intersection Observations and Suggestions

- This is a "T" intersection with stop sign on Pratt St.
- No curb cut, crosswalk, tactile warning strips or lighting exists.
 - This intersection borders school property. Consider adding pedestrian improvements.
- No crosswalk to the sidewalk on the west side of Sunset exists.
 - Consider adding a crosswalk with pedestrian warning signs and a rapid flashing beacon or making the intersection a three-way stop with crosswalks (shown in orange at right).



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb18m2!3d33.3806716!4d-84.7996573>



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Ruth St. Elementary Observations and Suggestions

- Sidewalks exist in front of the school and border the school property.
 - Sidewalks have gaps along Sunset Ln. Consider adding the sidewalk portions that are missing to have a continuous route.
 - Parked cars overlap the sidewalk. Consider adding parking stops.
- Sidewalks in front of the school are not connected to the street sidewalks on the north side.
 - A 'goat path' exists on the north side to the school. Consider adding a sidewalk with a crosswalk to the north corner of the school.
- Crosswalks and curb cuts do not exist at all school entrances.
 - Consider adding curb cuts and crosswalks for enhanced pedestrian crossing visibility and accessibility.
- School zone signs exist. 20 mph



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



Sunset Lane and Intersection Sunset Lane and Lovelace St. Observations and Suggestions

- Current speed limit is 25 mph.
- Sidewalk exists on west side of the street.
- Sunset Ln and Lovelace St. intersection
 - Stop signs exist on Lovelace St. Consider making a four-way stop and adding crosswalks across Sunset.
 - Intersection has curb cuts with tactile warning strips and street lighting. No crosswalks exist.
 - Consider adding crosswalks with pedestrian crossing signs (shown in orange at right).



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



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W. Washington St. and Sunset Ln. Intersection Observations and Suggestions

- Stop sign on Sunset Ln.
- Street lighting exists at intersection.
- No crosswalk at W. Washington St. to sidewalk.
 - Consider adding a crosswalk, pedestrian crossing signs, and rapid flashing beacon or making the intersection a three-way stop (shown in orange at right).



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>



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W. Washington St. Observations and Suggestions

- Current speed limit is 25 mph.
- A sidewalk exists on north side of the street.
 - The sidewalk is missing a section east of Sunset Ln.
 - Cracks, uneven spots, and vegetation are present.
 - Consider evaluating the area for maintenance
- No crosswalks exist at intersecting streets. Some curb cuts are missing or require maintenance.
 - Consider painting crosswalks and adding curb cuts and tactile warning strips.



Hamilton Bohannon Dr./ Boone Dr. and W. Washington St. Intersection Observations and Suggestions

- This is a four-way stop signed intersection.
- There are no crosswalks. One curb cut exists.
 - Consider adding crosswalks, curb cuts, and tactile warning strips.
- Street lights exist near the intersection.
 - Consider evaluating lighting at night for adequate lighting pedestrian.



<https://www.google.com/maps/place/Newnan,+GA/@33.3801286,-84.8029477,1439m/data=!3m1!1e3!4m5!3m4!1s0x88f4c62a4dc53ab9:0xf4ea9dda60240ecb!8m2!3d33.3806716!4d-84.7996573>

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Hamilton Bohannon Dr. Observations and Suggestions

- Current speed limit is 25 mph.
- No sidewalk exists.
- Consider adding a sidewalk if traffic is moderate/heavy in the area during school commute times.
 - Dependent on ample right of way and area resident need/want.



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VC St. Observations and Suggestions

- Current speed limit is 25 mph.
- No sidewalk exists. The street crosses railroad tracks.
 - Consider adding a sidewalk and pedestrian crossing at railroad tracks if traffic is moderate/heavy in the area during school commute times. (Example at right.)



http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=66

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Fair St. Observations and Suggestions

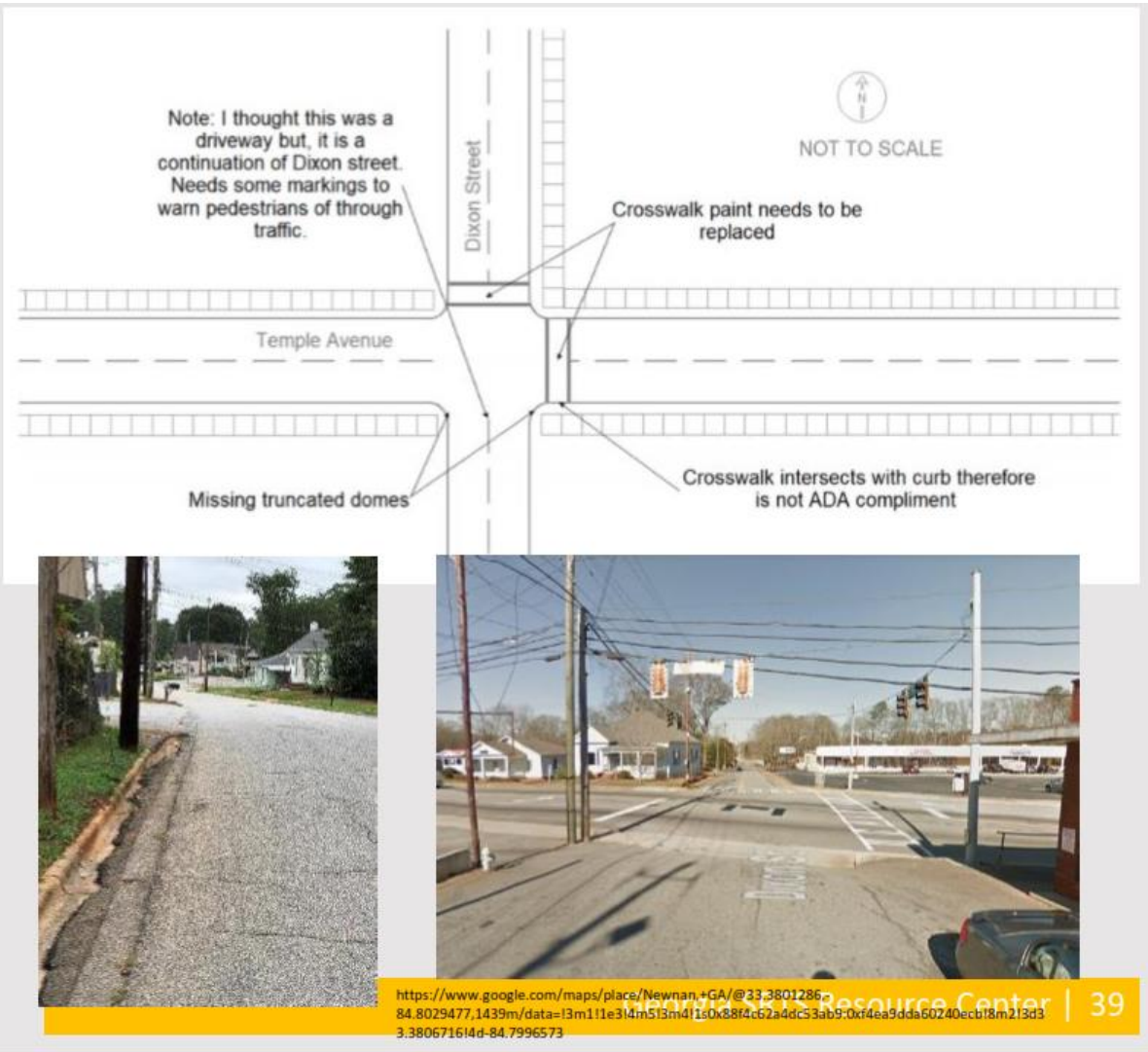
- Current speed limit is 25 mph.
- The sidewalk begins approximately 25 feet from VC St. and exists on the south side of the road.
 - Consider extending the sidewalk to the intersection.
- No curb cuts or crosswalks exist at intersecting streets.
 - Consider adding curb cuts, crosswalks, and tactile warning strips.
- The sidewalks have some cracks, uneven sections, and some vegetation growth.
 - Consider evaluating the area for maintenance.
- A deep sink hole exists next to the sidewalk near AAA Transmission and the Ray St. intersection. Please evaluate as soon as possible.
 - Utility issue. The utility is aware.



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Dixon St. and Temple Ave. Intersection Observations and Suggestions

- No crosswalk exists from Fair St. to Dixon St. (a parking lot cut-through to the intersection).
 - Consider adding a crosswalk with pedestrian crossing signs.
- Please see GDOT diagram with Chad Moore's notes at right for details.
 - This is a traffic light three-way intersection with four possible streets to enter.
 - Crosswalks with curb cuts, tactile warning strips, and pedestrian signals with countdown timers exist on north and east sides. Street lights are present.
 - Consider repainting crosswalks and evaluating the lighting during non-daylight hours.



Dixon St. Observations and Suggestions

- Current speed limit is 30 mph.
- Sidewalk exists on east side
 - Consider painting crosswalks at apartment and business drives to bring attention to children walking.
- School zone speeds are posted - 20 mph.
- Cracks and uneven spots are present in the sidewalk.
 - Consider evaluating for repairs.

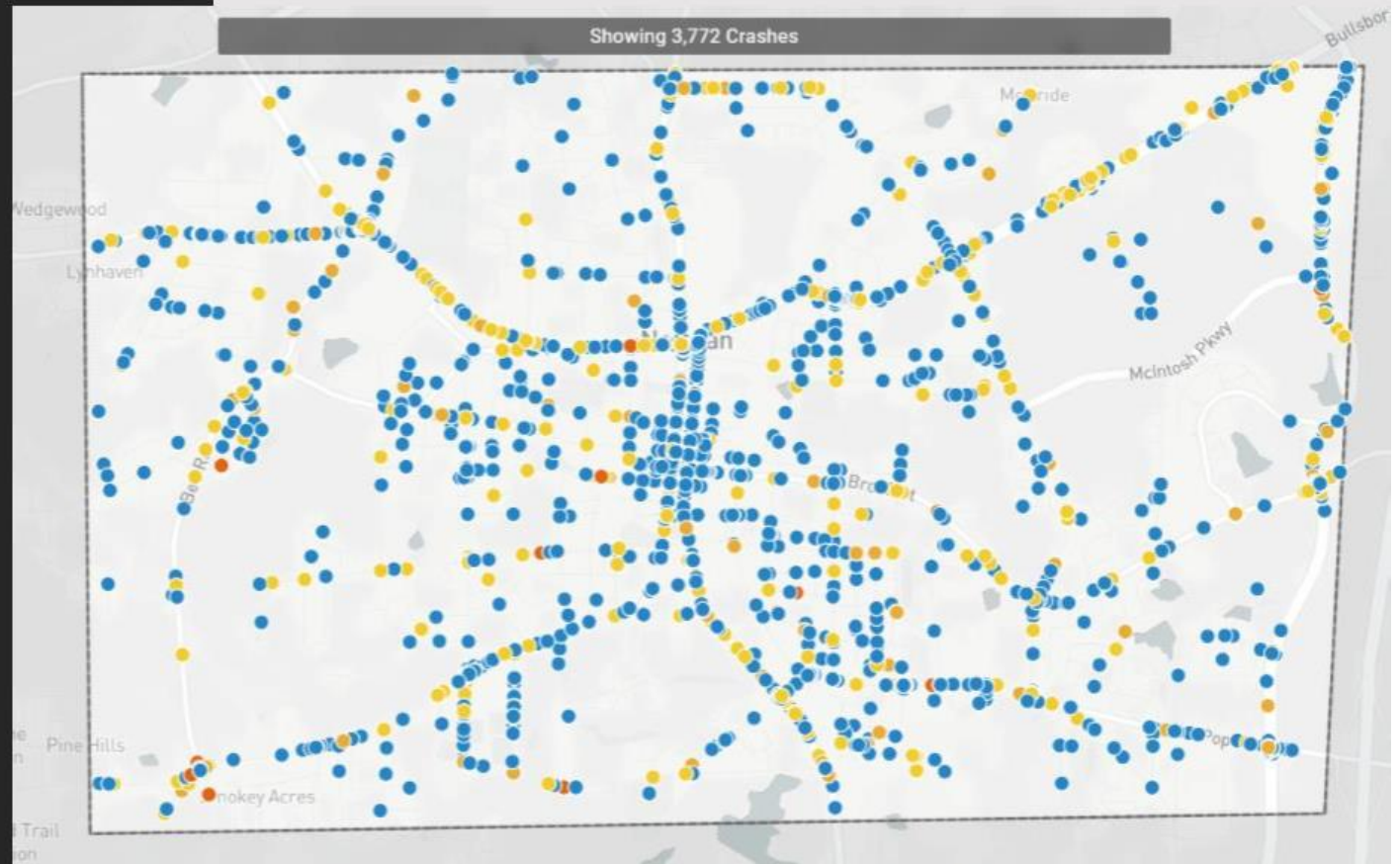


Crash Data Area Overview All Crash Types

January 2015 through June 2019

- No Injury
- Possible Injury/ Complaint
- Suspected Minor/ Visible Injury
- Suspected Serious Injury
- Fatal Injury
- Unknown

*Please note, this data may not be comprehensive due to incidents unreported, under-reported, or reports without geographic data.



<https://gdot.numetric.com/crash-query#/metrics>

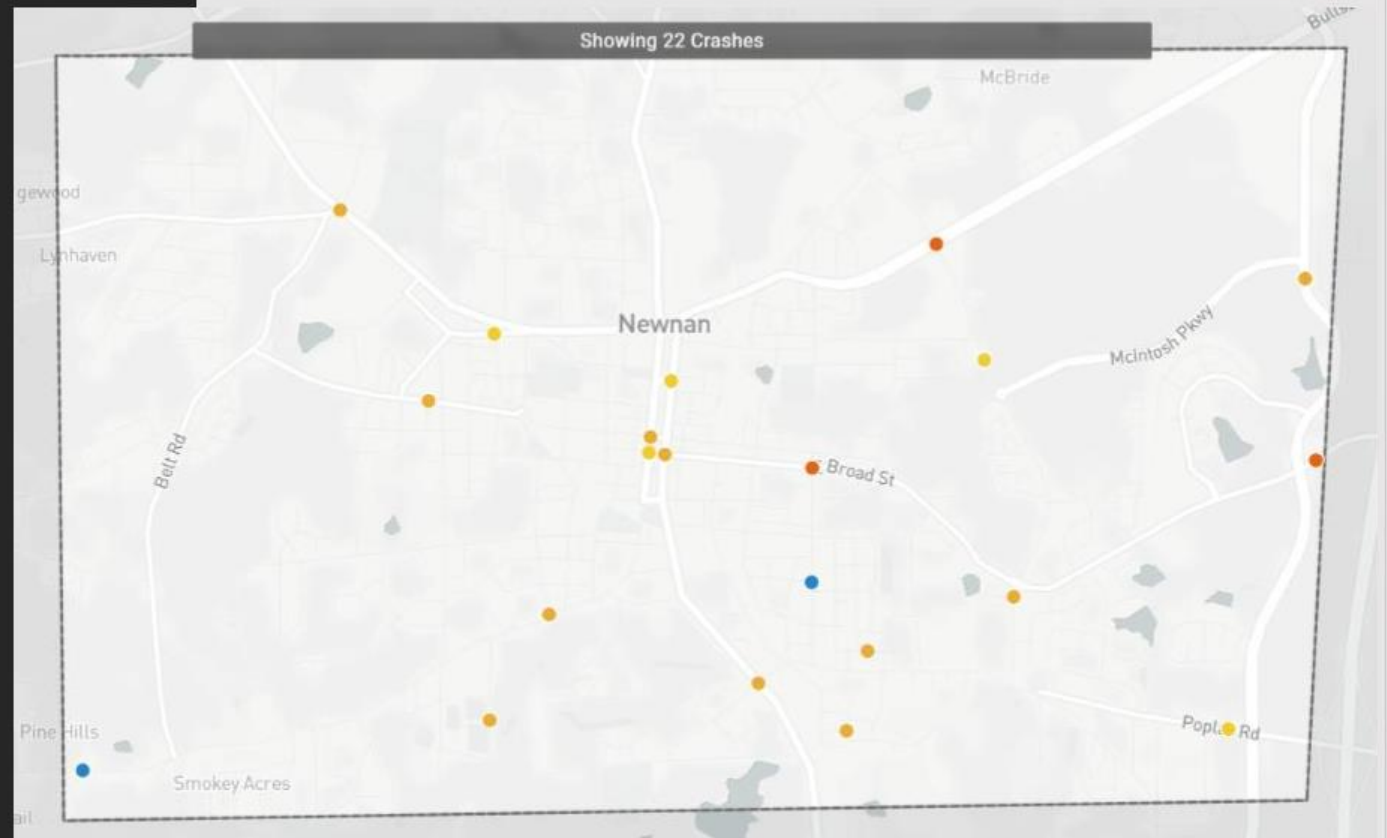
Georgia SRTS Resource Center | 41

Crash Data Area Overview Pedestrian Crashes

January 2015 through June 2019

- No Injury
- Possible Injury/ Complaint
- Suspected Minor/ Visible Injury
- Suspected Serious Injury
- Fatal Injury
- Unknown

*Please note, this data may not be comprehensive due to incidents unreported, under-reported, or reports without geographic data.



<https://gdot.numetric.com/crash-query#/metrics>

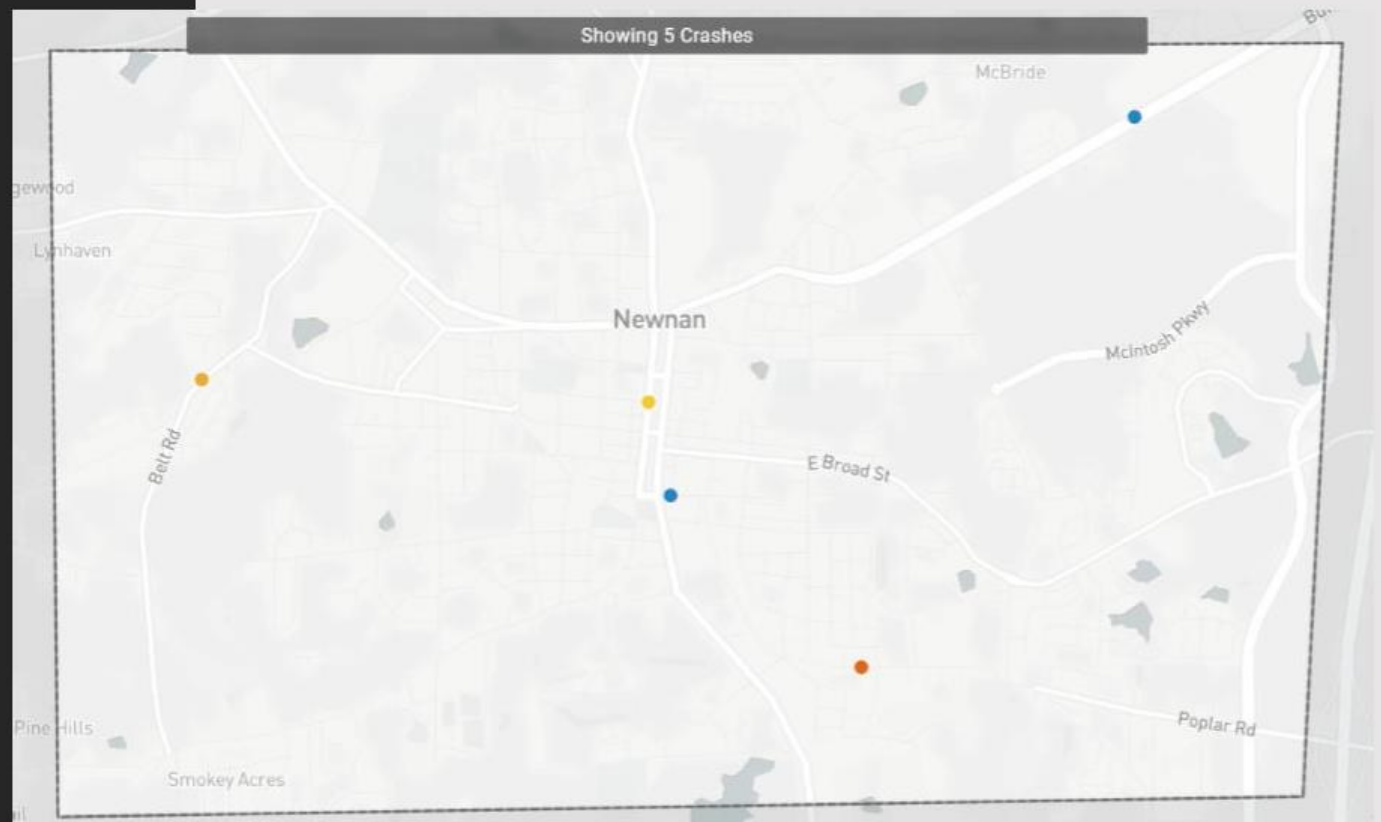
Georgia SRTS Resource Center | 42

Crash Data Area Overview Bicycle Crashes

January 2015 through June 2019

- No Injury
- Possible Injury/ Complaint
- Suspected Minor/ Visible Injury
- Suspected Serious Injury
- Fatal Injury
- Unknown

*Please note, this data may not be comprehensive due to incidents unreported, under-reported, or reports without geographic data.



<https://gdot.numetric.com/crash-query#/metrics>

Georgia SRTS Resource Center | 43

Overview of Georgia SRTS Resource Center



The Georgia Safe Routes to School Resource Center is a Georgia Department of Transportation (GDOT) project that provides hands-on support, assistance, resources, and materials to schools and communities to make walking and bicycling to school a more desirable and safer transportation option. Safety Walks and arrival and dismissal observations are scheduled at the request of the school administrator, SRTS Champion, and/or community stakeholders. The Safety Walk participants include stakeholders and experts that can impact safe routes to the school. This report includes the suggestions, comments, observations, and notes compiled from the participants at the walk audit.

**For more information, visit our website at
www.saferoutesga.org**



NEWNAN
GEORGIA • CITY OF HOMES

To: Mayor and Council
Date: May 13, 2025
Agenda Item: Discussion of Potential Island Annexation at Certain Properties
Prepared By: Hasco Craver, Assistant City Manager

Purpose:

Newnan City Council may review information related to certain properties for potential island annexation.

Background:

Newnan City Council, at the March 2025 Retreat, considered the potential annexation of islands located entirely within the city limits of the City of Newnan. As part of the discussion, Newnan City Council members requested that City staff prepare a report containing the following information:

- Ownership Status
- Current Utility Provider (water/sewer)

Location	ParcelNumb	Homestead Exemption	NU Water	NU Sewer
8	086 5055 001	No	Yes	Yes
8	086 5055 004	No	Yes	Yes
Total Parcels 2				
9	086 5055 002	No	Yes	Yes
Total Parcels 1				
10	N57D 060	No	Yes	Yes
Total Parcels 1				
11	N57D 077	Yes	Yes	No
Total Parcels 1				
12	N57D 010A	No	Yes	No
12	N57D 012	No	Yes	No

12	N57D 008	Yes	Yes	No
12	N57D 010	No	Yes	Yes
12	N57D 009	No	Yes	Yes
12	N57D 010B	No	Yes	Yes
12	N57D 011	No	Yes	No
12	N57D 013	No	Yes	Yes
12	N57D 092	No	Yes	No
12	N57D 091	No	Yes	No
12	N57D 071	No	Yes	No
12	N57D 090	No	Yes	No
12	N57D 072	No	Yes	No
12	N57D 089	No	Yes	No
12	N57D 073	Yes	Yes	No
12	N57D 088	No	Yes	No
12	N57D 087	No	Yes	No
12	N57D 086	Yes	Yes	No
12	N57D 085	No	Yes	No
12	N57D 014	Yes	Yes	No
12	N57D 075	No	Yes	No
Total Parcels 21				
13	N57 010	No	Yes	No
Total Parcels 1				

** note: location number corresponds to number on attached map*

In summary, the properties being considered herein include 27 parcels; 5 parcels claim homestead exemption (likely owner-occupied units), all properties are currently served municipal water by Newnan Utilities and 8 properties are provided municipal sewer service by Newnan Utilities.

Funding:

NA

Recommendation:

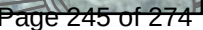
Newnan City Council may provide direction to City staff for future direction and action.

Attachments:

1. Unincorporated Islands Map_2025

Previous Discussion with Council:

Newnan City Council discussed the potential annexation of islands at the March 2025 Retreat.





To: Mayor and Council
Date: May 13, 2025
Agenda Item: Consideration of Contract Award for Asphaltic Concrete Pavement Preservation 2025
Prepared By: Michael Klahr, City Engineer

Purpose:

Council may consider a contract award for the above referenced project

Background:

Six separate sealed bids were received at the office of City Manager, April 22, 2025. The low bid, submitted by **Blount Construction Company, Inc**, has been found to be responsive to the request for bids. All criteria outlined in the bid documents have been met.

This work includes the variable depth milling, deep patching, and overlay of approximately 2.741 centerline miles on 10 streets, and full depth reclamation and paving of approximately 0.971 centerline miles on 3 streets, and the application of thermoplastic traffic stripe and pavement markings.

The City of Newnan has received funding assistance (LMIG FY 2025) from the Georgia Department of Transportation (GDOT) in the amount of **\$495,514.22**.

The contract will be quantity/ unit price based.

Funding:

SPLOST 2025

Recommendation:

Award a contract to **Blount Construction Company, Inc** for a base bid amount of **\$2,159,637.84**

Attachments:

1. ACPP2025 Bid Tabs
2. ACPP 2025 Exhibit A MDO
3. ACPP 2025 Exhibit B FDR

Previous Discussion with Council:



City of Newnan, Georgia

BID OPENING: Asphaltic Concrete Preservation 2025
Tuesday, April 22nd 2025 – 2pm

BIDDER	BID AMOUNT	COMMENTS
Triple R Paving & Construction, LLC	2,277,619.09	
Blount Construction	2,159,637.84 84	
C. W. Matthews	2,297,280.36	
Atlanta Paving & Concrete Construction	2,468,855.77	
Magnum Paving, LLC	2,313,345.55	
Piedmont Paving	2,347,650.14	

BIDS OPENED BY

EXHIBIT A Mill, Deep Patch, Overlay						
Street Segment	From	To	Length	Width	SY	Approach
Diplomat Pkwy	Newnan Crossing Blvd E	Shopping Center	3657	24	9752	MDO
Pecan Crescent	Summergrove Pkwy	Summergrove Pkwy	2660	24	7093	MDO
Woodmere	Pecan Crescent	Cul d Sac	593	24	2779	MDO
Briarleigh Way	Pecan Crescent	Cul d Sac	139	24	371	MDO
Pickett Pl	Pecan Trace	Pecan Trace	966	24	2576	MDO
Verandah Pl	Pecan Trace	Pecan Trace	816	24	2394	MDO
Pecan Trace	Summergrove Pkwy	Pecan Crescent	733	24	5897	MDO
Quail Run Ct	Pecan Crescent	Cul d Sac	257	24	1464	MDO
Newnan Crossing Blvd E	Stillwood Dr	Lower Fayetteville Rd	2544	55	15328	MDO
Newnan Crossing Blvd E	Stillwood Dr	Stillwood Dr	2142	24	5712	MDO
Murray St	E Washington St	Wilcoxon St	2016	24	5376	MDO

EXHIBIT B Full Depth Reclamation, Overlay						
Street Segment	From	To	Length	Width	SY	Approach
Evans Dr	Hospital Rd	Temple Ave	1385	65	10003	FDR
Dixon St	Elm Cir	Brookside Dr	1831	24	4883	FDR
Westhill Dr	Huntarian Pl	Fairway Dr	1962	24	5232	FDR



To: Mayor and Council
Date: May 13, 2025
Agenda Item: Discussion of Cemetery Staffing and Future Operations
Prepared By: Ray Norton, Public Works Director

Purpose:

Discussion about staffing needs and the possibility of contractors performing grave openings and closings.

Background:

On November 12, 2024, Newnan City Council discussed ordinance, operational changes and master planning. Staff were instructed to proceed with issuing a Request for Proposal for Burial Openings and Closings.

On January 7, 2025, 2 proposals were received. The bid prices ranged from \$850 to \$900 for weekday services. Currently, the charge for openings and closings is \$600 for City staff to perform these services on a weekday.

At the March 25, 2025, City Council Meeting, staff members were asked to bring back a study with the increased service levels and a cost comparison, as well as looking at past performance with contractors used at the cemeteries.

Funding:

General Fund

Recommendation:

Staff recommend changing the current ordinance to allow awarding a contract for openings and closings. Provided the ordinance is amended, Council can consider a contract award to the private vendor.

Attachments:

1. Cemetery Staffing and Future Operations

Previous Discussion with Council:

November 12, 2024 and March 25, 2025.

Cemetery Staffing and Future Operations

The Cemetery Department currently consists of 8 Fulltime Employees and 2 Seasonal Workers.

The Department currently mows just over 60 acres at Oak Hill and Boone Drive Cemeteries. They average a 10-day schedule to mow the 60 acres, so roughly 6 acres per day. This schedule will vary depending on the weather and the number of grave opening and closures. The mowing involves a tremendous amount of weed eating due to the headstones, markers, and other commemorative pieces.

Of the 10 employees in the department, 9 of these employees are typically performing maintenance. However, not all 9 are mowing or weed eating each and every day. The number of employees mowing or weeding per day depends on how many crew members are needed to perform grave openings/closures, meeting with families/funeral homes, or on vacation/sick leave.

The grass at Eastview and Eastview Annex are currently maintained by a third-party contractor. The City would like to bring these services back in-house. Eastview is roughly 11 acres and Eastview Annex is just over 8 acres, totaling 19 acres. While staff is maintaining roughly 6 acres per day, we believe we can do more than 6 acres per day at Eastview due to the lower number of burial sites. We estimate adding 3 days to the schedule initially, but we believe that it can be reduced to 2 days once we get everything in shape and establish a good pattern.

The Cemetery Department currently does not maintain the grounds at the Farmer Street Cemetery, but plans are in place to transition maintenance to the department. This Cemetery is just over 8.5 acres. We do not know the final details of improvements at the Cemetery, but we estimate that a minimum of 1 day will need to be added to the schedule.

By adding Eastview and Farmer Street Cemeteries to the schedule, we are estimating the mowing schedule to increase from a 10-day period to a 14-day period. Staff believes the additional four days will create unacceptable conditions in the cemeteries.

If grave openings/closures are outsourced, we believe we can maintain the 10-day schedule with existing staffing level. If we want to maintain openings/closures in-house, we estimate that 4 additional employees will be required to maintain the 10-day schedule at all our cemeteries. These 4 employees will increase our average acreage maintained per day from 6 to over 8 acres. We would suggest at least 2 of these employees be full-time and potentially all 4. We struggle to find and keep seasonal employees due to the nature of the work. Without benefits it's simply not an easy position to keep filled.

With the upcoming development of the Cemetery Master Plan, we do feel like there will be a need to perform additional duties in the non-mowing season. Some of these duties include: repairing sunken graves, trimming and installing trees, fixing broken curbs and storm inlets, installing water lines, repairing gates, maintenance of mowers and equipment, and other improvements that may be identified in the Master Plan.

The annual cost of a full-time employee is \$70,550, including all benefits. The hourly rate of pay for a seasonal worker is \$17.76 and we budget for 20 weeks. No benefits are included for seasonal workers.

See the following page for cost estimates and staffing efficiency models.

CURRENT STAFFING EFFICIENCY					
Cemetery	Acreage	Maintenance Cycle in Days	Acres Maintained Per Day	Maintenance Employees	Acres Per Employee
Oak Hill	55.65				
Boone Drive	4.5				
	60.15	10	6.015	9	0.668

FUTURE STAFFING EFFICIENCY					
Cemetery	Acreage	Maintenance Cycle in Days	Acres Maintained Per Day	Maintenance Employees	Acres Per Employee
Oak Hill	55.65				
Boone Drive	4.5				
Eastview	11.3				
Eastview Annex	8.37				
Farmer Street	8.77				
	88.59	10	8.859	13	0.681

Cemetery Associate	
Salary	\$36,940.80
FICA	\$ 2,825.97
Retirement	\$ 4,802.30
Medical	\$23,979.60
Life Insurance	\$ 337.68
Workers Comp	\$ 1,664.00
	\$70,550.36



To: Mayor and Council

Date: May 13, 2025

Agenda Item: Consideration of Ordinance to Amend the Code of Ordinances, Chapter 7, Section 56, Personnel to Dig Graves

Prepared By: Ray Norton, Public Works Director

Purpose:

Amending Chapter 7, Section 56 of the Code of Ordinance will allow the opening and closing of graves by outside independent contractors when staff determines such activity to be in the best interest of the citizens of the City of Newnan.

Background:

At the March 25, 2025 Newnan Council Meeting, staff were instructed to bring the amended ordinance back to Council.

Funding:

General Fund

Recommendation:

Staff recommends approving the Chapter 7, Section 56 Ordinance Amendments.

Attachments:

1. Sec 7-56 Cemetery Ordinance

Previous Discussion with Council:

On March 25, 2025, Newnan City Council approved a motion to move ahead with the ordinance amendments.

**AN ORDINANCE TO AMEND THE CODE OF ORDINANCES
OF THE CITY OF NEWNAN BY ADOPTING AN
ORDINANCE TO AMEND SECTION 7-56, PERSONNEL TO DIG
GRAVES, OF CHAPTER 7, CEMETERIES,**

WHEREAS, the cemeteries in the City of Newnan are intended to be a sleeping place for those buried or otherwise interred there, as the word cemetery is defined in its Greek origination; and

WHEREAS, a sleeping place envisions a dignified, peaceful setting for the honor of those who have passed on; and

WHEREAS, the City of Newnan has adopted regulations to protect the dignity and honor of its cemeteries, by limiting the use of the cemetery grounds and its streets and sidewalks to cemetery purposes; and

WHEREAS, Staff has requested that the Cemetery Ordinance be amended to permit the opening and closing of graves by outside independent contractors when staff determines such activity to be in the best interest of the citizens of the City of Newnan; and

WHEREAS, the City has determined that it is in the best interest of the health and welfare of the citizens of the City of Newnan and specifically those citizens buried or otherwise interred in its cemeteries, that Section 7-56 of the Code of Ordinances of the City of Newnan be amended to address the activities described hereinabove.

SECTION I. NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Newnan and it is hereby ordained by the authority of same that Section 7-56, Personnel to dig graves, Article II, Interments and Disinterment's, Chapter 7, Cemeteries of the Code of Ordinances of the City of Newnan be and is hereby amended to read as follows:

Sec. 7-56. Personnel to dig graves.

All graves in the cemeteries must be dug by the superintendent of cemeteries and his assistants or by independent contractors approved by the City Council pursuant to the City's established policies and procedures.

SECTION II. All Ordinance or parts of Ordinances in conflict or inconsistent with this Ordinance are hereby replaced.

SECTION III. This Ordinance shall be effective upon adoption.

Adopted in regular session assembled, this _____ day of _____, 2025.

ATTEST:

Megan Shea, City Clerk

L. Keith Brady, Mayor

Reviewed:

James J. Thomasson III, Mayor Pro-Tem

C. Bradford Sears, Jr., City Attorney

Cynthia E. Jenkins, Councilmember

Cleatus Phillips, City Manager

Rhodes H. Shell, Councilmember

Raymond F DuBose, Councilmember

Dustin Koritko, Councilmember

Paul Guillaume, Councilmember



To: Mayor and Council
Date: May 13, 2025
Agenda Item: Consideration of a Contract Extension for Debris Removal Services
Prepared By: Ray Norton, Public Works Director

Purpose:

Newnan City Council may consider a 1-year contract extension to Southern Disaster Recovery's (SDR) existing contract for Debris Removal Services.

Background:

On April 7, 2021 the City of Newnan issued a Request for Proposals (RFP) for Debris Removal Services after Newnan was impacted by an EF4 tornado that effected numerous public and private properties.

The RFP contemplated an initial term of one (1) year with an option to renew for four (4) consecutive one (1) year periods under the same terms and conditions.

On May 11, 2021 a contract was awarded to Southern Disaster Recovery for Debris Removal Services.

Southern Disaster Recovery, LLC
109 White Oak Rd
Greenville SC 29609

Please note that the subject contract C Debris Removal Services Services is for "on-call" purposes and will only be utilized in the event of an emergency.

Funding:

No cost are associated with this extension.

Recommendation:

City Staff recommends that the Newnan City Council consider extending the current contract with Southern Disaster Recovery for one (1) year.

Attachments:

1. Contract_Extension #4_NEWNAN.GA_2025.04.29

Previous Discussion with Council:

Newnan City Council, in April 2021, awarded a contract for Debris Removal Services to Southern Disaster Recovery.



Contract Extension Agreement #4

This Extension Agreement made and entered into this ____ day of _____, 2025 by and between **City of Newnan, Georgia** hereinafter termed the "Owner", and **SDR**, hereinafter termed the "Contractor".

WITNESSETH

WHEREAS, the parties entered into a certain Contract Agreement for Disaster Debris Removal Services on the 30th day of April, 2021.

WHEREAS, the parties agree to extend the term of the Contract Agreement in accordance with the terms of the Contract Agreement.

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

1. The parties agree to extend the term of the Contract Agreement for a period of 1 year(s), which shall be from the extension effective date to April 29, 2026.
2. This extension Agreement shall be binding upon and inure to the benefit of the parties, their successors, and personal representatives. This document, including the original Contract Agreement, is the entire agreement between the parties.

All other terms and conditions of the original Contract Agreement remain unchanged.

CITY OF NEWNAN, GEORGIA

SOUTHERN DISASTER RECOVERY

By: _____

By: Al McClaran

Title: _____

Title: CEO

Date: _____

Date: 05/06/2025



City of Newnan, Georgia - Mayor and Council

Date: May 13, 2025

Agenda Item: Surplus Property Declaration and Disposition of Capital Assets and Controlled Assets

Prepared By: Kim Adams, Finance Department

Purpose: To obtain Council approval of the disposal of the City's surplus inventory schedule attached.

Background: Surplus inventory items submitted by various departments as.

Funding: N/A

Recommendation: Staff recommends that Council declare as surplus the equipment listed on the attached Surplus Property Schedule.

Previous Discussion with Council: N/A

Surplus Property Pending Sale

Asset #	Vehicle #	Description	VIN or Serial #	Comments	Disp Form	Title
200476	PD-306	09 FORD CROWN VIC	2FAHP71V39X148004	No longer in service	Y	Y
200461	PD-403	10 FORD CROWN VIC	2FABP7BV4AX134962	No longer in service	Y	Y
200619	PD-443	15 Dodge Ram 1500	1C6RR6KG7FS685757	No Longer in service	Y	Y
200637	PD-450	2016 Dodge Durango	1C4RDHFG0GC397684	No Longer in service	Y	Y
200019	PD-389	08 DODGE CHARGER	2B3KA43G88H252061	No Longer in service	Y	Y
200460	PD-404	10 FORD CROWN VIC	2FABP7BV2AX134961	No Longer in service	Y	Y
200462	PD-402	10 FORD CROWN VIC	2FABP7BV6AX134963	No Longer in service	Y	Y
200471	PD-320	09 FORD CROWN VIC	2FAHP71V59X147999	No Longer in service	Y	Y
200510	PD-380	11 FORD CROWN VIC	2FABP7BV8BX148218	No Longer in service	Y	Y
200370	PD-316	01 FORD CROWN VIC	2FAFP71W91X125556	No Longer in service	N	Y
200504	PD-341	11 FORD CROWN VIC	2FABP7BV9BX149054	No Longer in service	N	Y
200787	PD-513	13 Infiniti G37	JN1CV6AP0DM723197	No Longer in service	Y	Y
200494	FD-411	2016 Ford Explorer	1FM5K7B81GGC92038	No Longer in service	Y	Y
200638	FD-402	11 FORD Expedition	1FMJU1G58BEF19086	No Longer in service	Y	Y
200517	FD-403	F150 Pickup Truck 4X2	1FTEX1CM2BFB72276	To Costly for Repairs	Y	Y
200574	BI-506	14 Ford F-150 X-cab	1FTFX1CF1EFB02522	No Longer in service	Y	Y
200126	PB-205	2005 FORD F-150 XL	1FTRF12W65NA62641	Involved in accident	Y	Y
200427	EN-906	2008 Chevrolet Silverado	1GCEC14008Z145964	Too Costly for Repairs	N	Y
200636	ST-205	1991 International Road Tractor	1HSGCN4R0MH355423	No Longer in service	Y	Y
200122	GA-135	2002 Chevrolet Silverado	1GCEK14V72Z305182	No Longer in service	Y	Y
200450	SA-101	2008 Sterling Boom Truck	2FZACGDJ38AZ59659	No Longer in service	Y	Y
100504	PD-Mis	Honda 4Wheeler	HM-569715	No Longer in service	Y	
100503	PD-Mis	Yamaha BearTracker 4Wheeler	5Y4AG01W2XA000029	No Longer in service	Y	
200087	E-218	04 Exmark LHP5223KC 52	499515	No Longer in service	Y	
Missing	BEA	Husq Edger	Can't Read	No Longer in service	Y	

100814	BEA	Husq Edger	Can't Read	No Longer in service	Y	
103497	BEA	Stihl Edger	Can't Read	No Longer in service	Y	
103647	BEA	Stihl Weed Eater	Can't Read	No Longer in service	Y	
103912	BEA	Husq Weed Eater	Can't Read	No Longer in service	Y	
Missing	BEA	Husq Weed Eater	Can't Read	No Longer in service	Y	
Missing	BEA	Husq Weed Eater	Can't Read	No Longer in service	Y	
Missing	BEA	Husq Weed Eater	Can't Read	No Longer in service	Y	
104054	BEA	Husq Weed Eater	Can't Read	No Longer in service	Y	
104056	BEA	Husq Weed Eater	Can't Read	No Longer in service	Y	
Missing	BEA	Husq Blower	Can't Read	No Longer in service	Y	
200587	BEA	Hustler Mower	14092821	No Longer in service	Y	
103641	BEA	Stihl Auger	512423017	No longer in service	Y	
100664	BEA	Stihl Auger	272817986	No longer in service	Y	
104849	BEA	Stihl Auger	529012218	Motor Bad	N	
200196	E-262	1998 Dresser Wheel Loader	7009	No Longer in service	y	
100268	CH	Round Wooden Table		No Longer Needed	Y	
100183	CH	Wooden Chair		No Longer Needed	Y	
100220	CH	Wooden Chair		No Longer Needed	Y	
100185	CH	Wooden Chair		No Longer Needed	Y	
100187	CH	Wooden Chair		No Longer Needed	Y	
100155	CH	Wooden Chair		No Longer Needed	Y	
104103	CH	Tan Cushioned Chair		No Longer Needed	Y	
100026	CH	Wooden Conference Table		No Longer Needed	Y	
100024	CH	Wooden Conference Table		No Longer Needed	Y	
100154	FIN	Voice Recorder	Trashed	No Longer Needed	Y	
100173	FIN	3 Drawer Filing Cabinet		No Longer Needed	Y	
100174	FIN	4 Drawer Filing Cabinet			Y	
100148	FIN	5 Drawer Filing Cabinet			Y	

100212	FIN	6 Drawer Filing Cabinet		No Longer Needed	Y	
100289	FIN	5 Drawer Filing Cabinet		No Longer Needed	Y	
100290	FIN	5 Drawer Filing Cabinet		No Longer Needed	Y	
100175	FIN	5 Drawer Filing Cabinet		No Longer Needed	Y	
100291	FIN	5 Drawer Filing Cabinet		No Longer Needed	Y	
102943	FIN	Task Chair		Broken – Unable to Use	Y	
100173	FIN	3 Drawer Filing Cabinet		No Longer Needed	Y	
100174	FIN	3 Drawer Filing Cabinet		No Longer Needed	Y	
100148	FIN	3 Drawer Filing Cabinet		No Longer Needed	Y	
100212	FIN	3 Drawer Filing Cabinet		No Longer Needed	Y	
Missing	FIN	Portable Water Tank		No Longer Needed	N	
104577	FM	GE Washing Machine	GTW335ASN1WW	Does Not Work	Y	
10119	FM	Wooded Table		No Longer Needed	Y	
100024	FM	Wooden Conference Table		No Longer Needed	Y	
103846	FM	Wooden L-Shaped Desk		No Longer Needed	Y	
104010	FM	Gym Rower		No Longer Needed	Y	
	IT	Printer & Scanner	VNB3N07896	OLD	Y	
	IT	View Sonic Monitor	UCY191600242	Broken-unable to use	Y	
	IT	Acer LCD Monitor	MMTG3AA0019040067	OLD	Y	
103474	IT	LifeBook	R7402197	OLD	Y	
103152	IT	LifeBook	RG404739	OLD	Y	
103189	IT	LifeBook	RG504372	OLD	Y	
	IT	LifeBook				
101367	IT	Dell Laptop	DQNMWL1	OLD	Y	
102223	IT	LifeBook	RG902849	OLD	Y	
	IT	Dell Laptop	4S35VCI	OLD	Y	
101375	IT	Dell Laptop	DQLRWL1	OLD	Y	
103157	IT	LifeBook	FPCDL307AP	OLD	Y	

	IT	IPAD	DMPSJMX7HGGR	Recycle	Y	
103032	IT	IPAD	DMPR30FKG5YL	Recycle	Y	
102315	IT	IPAD	DMPJJDU8F18W	Recycle	Y	
	IT	IPAD		Recycle	Y	
	IT	IPAD		Recycle	Y	
102312	IT	IPAD	DMPM87M6F18P	Recycle	Y	
102453	IT	IPAD	DMPMM891F18P	Recycle	Y	
103338	IT	IPAD	DMPPH5LRF4YD	Recycle	Y	
102405	IT	IPAD	DMPMMG7TF18P	Recycle	Y	
102661	IT	IPAD	DR5LLONCDJHF	Recycle	Y	
	IT	IPAD	DMPWVE305F88	Recycle	Y	
	IT	IPAD		Recycle	Y	
	IT	ASUS Workstation	E8PFCG000DH3	Recycle	Y	
102720	IT	ASUS Workstation	E8PFCG000D0T	Recycle	Y	
	IT	Lenovo Workstation	MJOD8WST	Recycle	Y	
104372	IT	Lenovo Workstation	MJ09VHH3	Recycle	Y	
104018	IT	Dell Laptop	5GNLRR2	Recycle	Y	
	IT	Lenovo Workstation	MJO9F9ZV	Recycle	Y	
104016	IT	Dell Laptop	5GFJRR2	Recycle	Y	
103187	IT	Fujitsu	R6404347	Recycle	Y	
103222	IT	Fujitsu	R6303159	Recycle	Y	
103484	IT	Fujitsu	R7502644	Recycle	Y	
103487	IT	Fujitsu	R7502590	Recycle	Y	
103150	IT	Fujitsu	RG506738	Recycle	Y	
	IT	Gateway Laptop	T3B74N1022578	Junk	Y	
	IT	HP All-In-One	4CS2160DVW	Recycle	Y	
103657	IT	Dell Desktop	DW5X8M2	Recycle	Y	
	IT	Acer Monitor	MMT9DAA003813007003900	Recycle	Y	

	IT	Acer Monitor	MMT90AA003813006F43900	Recycle	Y	
101738	IT	Acer Monitor	C4LMTF046504	Recycle	Y	
	IT	Dell Monitor		Recycle	Y	
	IT	Brother Printer	U6418OE0N903796	Recycle	Y	
102762	IT	HP Printer	CNDF609032	Recycle	Y	
102317	IT	Apple IPAD	DR5LL0YZDJHF	Recycle	Y	
	IT	DeLL Monitor	CN0KU31164180785	Recycle	Y	
	IT	Fujitsu	R9401695	Recycle	Y	
103223	IT	Fujitsu	R6903018	Recycle	Y	
	IT	DELL	SFXHRR2	Recycle	Y	
103062	IT	Lenovo Workstation	MJ03DQ1R	Recycle	Y	
102715	IT	ASUS Workstation	38PFCG000D14	Recycle	Y	
101360	IT	DELL	DQKWWC1	Recycle	Y	
102411	IT	DELL	46XFYZ1	Recycle	Y	
102931	IT	Lenovo Workstation		Recycle	Y	
	IT	DELL	DKUS	Recycle	Y	
104690	IT	Panasonic	CF-19AHUL51-M	Recycle	Y	
103225	IT	Fujitsu	RG902995	Recycle	Y	
103473	IT	Fujitsu	R740219G	Recycle	Y	
103155	IT	Fujitsu	RG506693	Recycle	Y	
103151	IT	Fujitsu	RG506714	Recycle	Y	
	IT	Shortel	0010491GCD15	Broken-unable to use	Y	
101002	IT	Dell	BKXXKK1	OLD	Y	
	IT	HP Laptop	5CG0226MQ5	OLD	Y	
101359	IT	Dell	DQNNWL1	OLD	Y	
103592	IT	Dell Optiplex 3050	D7MJL2	Recycle	Y	
104042	IT	Dell optiplex 5060	DZ379T2	Recycle	Y	
104295	IT	Lenono Thinkcentre	MJ09LQRL	Recycle	Y	

104363	IT	Lenono Thinkcentre	MJ09V26J	Recycle	Y	
104183	IT	Lenono Thinkcentre	MJ08Z5WZ	Recycle	Y	
104219	IT	Lenono Thinkcentre	MJ096VE7	Recycle	Y	
104443	IT	Lenono Thinkcentre	MJ0A75Z2	Recycle	Y	
	IT	Brother Printer	461944M8J240339	Recycle	Y	
	IT	Brother Printer	U6418E8N114451	Recycle	Y	
101575	IT	Dell Optiplex790	6Y1HWR1	Recycle	Y	
100280	IT	Dell Printer		Recycle	Y	
103328	IT	Dell Optiplex 7040	3XB7ND2	Recycle	Y	
103757	IT	Dell Optiplex 5050	2GLG9N2	Recycle	Y	
	IT	Custom PC		Recycle	Y	
	IT	Dell Monitor	CN-0TG116-71618	Recycle	Y	
	IT	Aver Monitor	MMLL1MAD00125	Recycle	Y	
	IT	Dell Monitor	B1KNJN2	Recycle	Y	
	IT	AOC Monitor	AAPE69A005889	Recycle	Y	
103084	IT	Acer Monitor		Recycle	Y	
	IT	Dell	CMQWHB2	Recycle	Y	
	IT	Lexmark	9440656745	Recycle	Y	
	IT	Dell Laptop	DC27P32	Recycle	Y	
101577	IT	Dell Workstation	6Y0MWR1	Recycle	Y	
200044	IT	Dell Workstation	726T611	Recycle	Y	
100243	IT	Dell Monitor		Recycle	Y	
104196	IT	IPAD	F9FYDOUQLMWR	Recycle	Y	
104651	IT	Leveno Workstation	MJ0D8TY6	Recycle	Y	
103663	IT	Dell Workstation	3DTHBM2	Recycle	Y	
104445	IT	Lenovo Workstation	MJ0A83WR	Recycle	Y	
	IT	MSI All-In-One		Recycle	Y	
103791	IT	Dell Workstation	F3F48N2	Recycle	Y	

	IT	Dell Workstation	4HOHXK2	Recycle	Y	
103782	IT	Dell Workstation	4LR57P2	Recycle	Y	
103690	IT	Dell Workstation	F4VY7N2	Recycle	Y	
103756	IT	Dell Workstation	F2ZY7N2	Recycle	Y	
103778	IT	Dell Workstation	9702ND2	Recycle	Y	
103829	IT	Dell Workstation	4F837P2	Recycle	Y	
103781	IT	Dell Workstation	4DH37P2	Recycle	Y	
103760	IT	Dell Workstation	F3HZ7N2	Recycle	Y	
104220	IT	Lenovo Thinkcentre	MJ096VE6	Recycle	Y	
104364	IT	Lenovo Thinkcentre	MJ09T49J	Recycle	Y	
104446	IT	Lenovo Thinkcentre	MJOA83WQ	Recycle	Y	
102734	IT	lenovo Workstation	MJ0247HH	Recycle	Y	
103978	IT	Dell Workstation	4PYSYQ2	Recycle	Y	
101473	IT	Lenovo Workstation	ES07221995	Recycle	Y	
104040	IT	Dell Workstation	DZ099T2	Recycle	Y	
103689	IT	Dell Workstation	2HHL9N2	Recycle	Y	
103688	IT	Dell Workstation	F3B18N2	Recycle	Y	
103795	IT	Dell Workstation	F4Y28N2	Recycle	Y	
	IT	Denon Recorder	5073503564	Recycle	Y	
	IT	Cisco Switch	FD01735Z0VP	Recycle	Y	
	IT	Cisco Firewall	JMX1612X0P1	Recycle	Y	
103976	IT	Dell Workstation	4PFYYQ2	Recycle	Y	
103691	IT	Dell Workstation	J66LZC2	Recycle	Y	

INTERGOVERNMENTAL AGREEMENT REGARDING ARBITRATION PROCEDURE

This Intergovernmental Agreement is made and entered into by and between Coweta County, Georgia (the “County”) and the City of Newnan, Georgia (the “City”) this _____ day of _____, 2025:

WHEREAS, the City provided the County with its Notice of Intent to annex 122.64± acres off Greentop Road into the City (the “Annexation Project”); and

WHEREAS, on April 22, 2025, pursuant to O.C.G.A. § 36-36-110, et seq. the County issued its Notice of Objection to the City of the Annexation Project; and

WHEREAS, pursuant to O.C.G.A. § 36-36-110, et seq., this dispute has been submitted to the Georgia Department of Community Affairs (“DCA”) to administer the annexation arbitration proceeding; and

WHEREAS, an arbitration panel was appointed on May 7, 2025; and

WHEREAS, due to the size of the Annexation Project, it was required to be submitted for a Development of Regional Impact study (“DRI”) and the parties are awaiting a Notice of Decision from the DRI process; and

WHEREAS, the County and the City find that the Notice of Decision will be instructive to and determinative of many, if not all, of the issues for resolution at the arbitration of the Annexation Project; and

WHEREAS, pursuant to O.C.G.A. § 36-36-115(a)(1)(A), the City and the County wish to postpone the arbitration proceedings by mutual agreement for up to 180 days pending a Notice of Decision on the Annexation Project’s DRI study, application no. 4427-Everhour Phase 2 Residential Development; and

WHEREAS, the County and the City find that it is in the best interest of the public health safety and welfare to postpone the annexation proceedings for up to 180 days;

NOW, THEREFORE, by and in consideration of the covenants and agreements hereinafter stated, the Parties hereto agree as follows:

1. The recitals above are hereby incorporated herein and made a part hereof by reference.
2. Pursuant to O.C.G.A. § 36-36-115(a)(1)(A), the County and the City hereby agree to stay the arbitration proceedings for a period of 180 days from the appointment of the arbitration panel, up to and including November 4, 2025;

3. During the period of the 180 day stay, the County and the City shall negotiate in good faith in attempts to resolve this dispute.
4. Nothing in this Agreement shall be construed as a waiver of any rights of either the County or the City, which rights shall be fully retained.
5. Nothing in this Agreement shall be construed as any admission or denial of any facts by the County or the City.
6. The City and the County may modify this Agreement only in writing by having a modification signed by all parties and adopted pursuant to the Open Meetings Act, O.C.G.A. 50-14-1 *et seq.*
7. This Agreement is a full and complete statement of the agreement of the parties as to the subject matter hereof and has been authorized by proper action of the respective parties.
8. This Agreement may be executed in several counterparts, each of which shall be deemed an original and all of which together shall constitute the same instrument.
9. This Agreement and all transactions contemplated hereby, shall be governed by, construed and enforced according to the laws of the State of Georgia.
10. Should any provision of this Agreement or application thereof to any person or circumstance be held invalid or unenforceable, the remainder of this Agreement, or the application of such provision, to any person or circumstance, other than those to which it is held invalid or unenforceable, shall not be affected thereby, and each provision of this Agreement shall be valid and enforceable to the full extent permitted by law.

So agreed as of the date written above.

COWETA COUNTY, GEORGIA

CITY OF NEWNAN, GEORGIA

Chairman

Mayor

Clerk: _____

Clerk: _____

Hi, Megan!

It's that time of year and we have all the summer events planned out in advance this time!
May we be added to the next agenda for the below road closer requests, please?

Event: Tuff Stuff, Benefit/fundraiser

Purpose: raising money for local dog (Tuff) needing eye surgery

Date: Sunday May 18, 2025

Time: 11am to 6pm

Location: RPM Full Service, 15 Jackson St, Newnan, GA

Event: Throttle Junkies For Vets by Vets Annual Benefit Ride

Purpose: raising funds for local Newnan nonprofit- June's Second Chance Ranch, saving Vets and Pets through rescue and equine therapy

Date: Saturday June 7, 2025

Time: 11am to 6pm

Location: RPM Full Service, 15 Jackson St, Newnan, GA

Event: Cyclorama

Purpose: community event to thank everyone for participating in all the fundraisers (no money collected, just a ride and live music!)

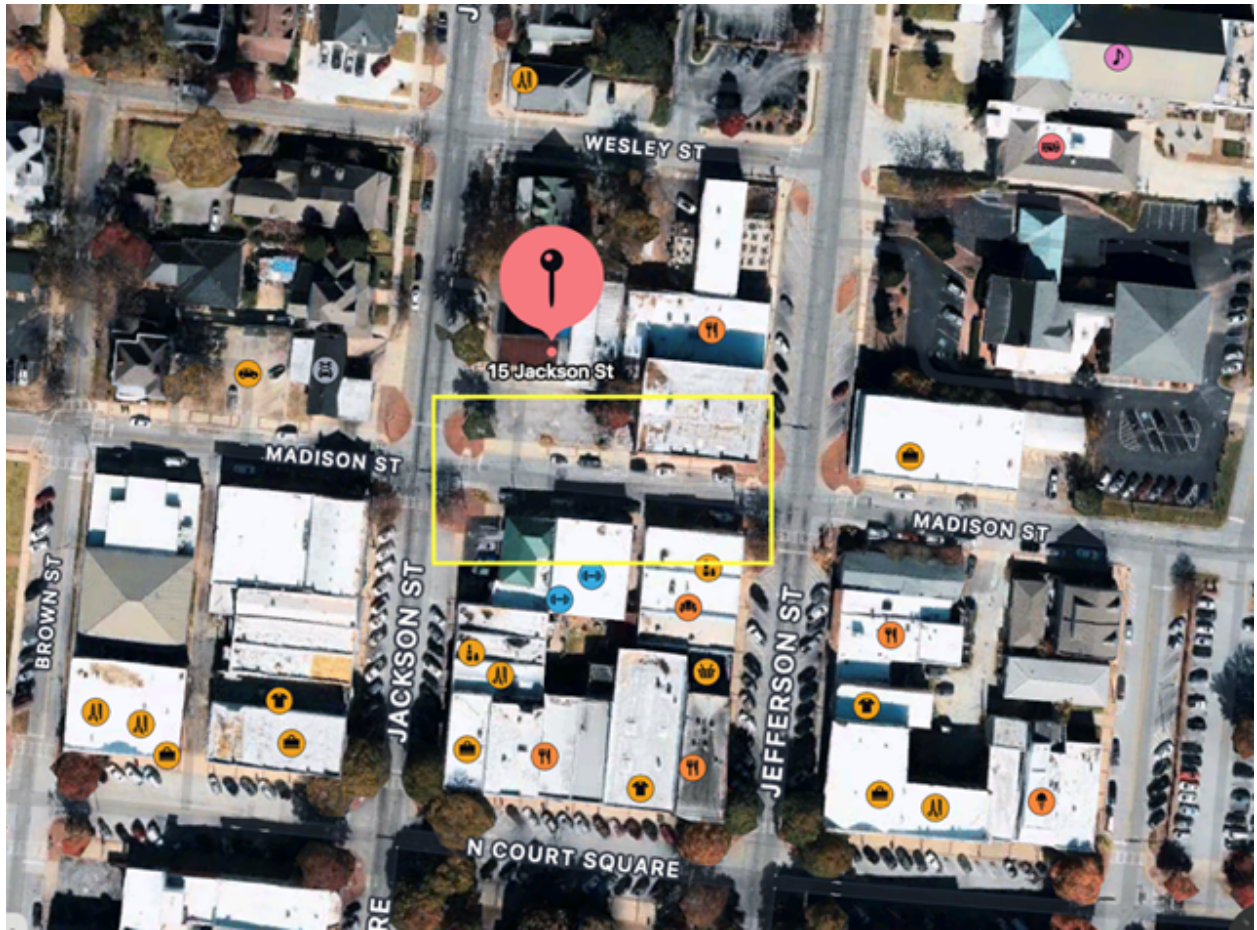
Date: Sunday July 13, 2025

Time: 11am to 6pm

Location: RPM Full Service, 15 Jackson St, Newnan, GA

We always looking forward to working with the Council on these! It's amazing what the road closer does to these events through the better safety of pedestrians and riders which is the first goal, but the passing community also notices the closures and stop in to join the fun!

Anna-Elizabeth Nix
678.517.5589



Hi,

I was reaching out to inquire about going before the city council to use CJ Smith Park for BTG Summer Lunch again this year. We would be in the park starting May 27th until July 25th Monday – Friday except July 4th. We would use the park from 11:30 AM – 1:30 PM each day. We would bring our own tables again for lunch distribution.

Thank you
Tonya Graham



Tonya Graham | Marketing and Communications

Bridging the Gap Community Outreach, INC.
19 First Avenue | Newnan, GA 30263
770.683.9110 | Text: 470.977.2870
www.btgcommunity.org

[VOLUNTEER](#)

[DONTATE](#)

[MORE INFO](#)

BLANDENBURG DR

burg Dr

Richard Allen Dr

Lynch Park
Pool

Lynch Park
Pool

Lynch Park

Wesley Street
Gym

Greater Mount
Zion AME
Church

RICHARD ALLEN DR

Richard Allen Dr

Boys & Girls
Clubs of Metro
Atlanta

WESLEY ST

ST CLAIR ST

Wesley St

RAY ST

W WASHINGTON ST



Road Barrier



Road Closure



LOVED BY LO SALON

BACK TO

School

5th Annual Bash

July 26th 2025

food, face painting, games &
FREE BOOK BAGS W/ SUPPLIES

**FREE HAIRCUTS & FREE NATURAL
BRAID STYLES AGES 4-12**

FREE FEED IN BRAIDS (4 MAX)

AGES 12-17

MUST COME SHAMPOOED &
BLOW-DRYED

1ST COME 1ST SERVED

**RAFFLE TICKETS FOR SALE FOR KIDS
BASKET & ADULT BASKET**

DONATIONS ARE WELCOME PLEASE
CONTACT OWNER @404 503-5602
LOVEDBYLO34@YAHOO.COM



Pinson St

PINSON ST

PINSON ST

Johnson Ave

JOHNSON AVE

JOHNSON AVE

PAUL ST

Paul St

Church of
GOD

WALKER ST

W



Road Barrier



Road Closure

Motion to Enter into Executive Session

I move that we now enter into closed session as allowed by O.C.G.A. §50-14-4 and pursuant to advice by the City Attorney, for the purpose of discussing

And that we, in open session, adopt a resolution authorizing and directing the Mayor or presiding officer to execute an affidavit in compliance with O.C.G.A. §50-14-4, and that this body ratify the actions of the Council taken in closed session and confirm that the subject matters of the closed session were within exceptions permitted by the open meetings law.

Motion to Adopt Resolution after Adjourning Back into Regular Session

I move that we adopt the resolution authorizing the Mayor to execute the affidavit stating that the subject matter of the closed portion of the council meeting was within the exceptions provided by O.C.G.A. §50-14-4(b).