Multi-Use Path Master Plan

City Council Meeting
February 21, 2019
The Mayor and City Council of Peachtree City will hold a Retreat Workshop on Tuesday, March 5, 2019, 6:30 p.m., in Council Chambers. The purpose of the workshop is to discuss and consider safeguarding our community, to include:

- Comprehensive Plan Initiatives
- Development/Re-Development Initiatives and Tool
  - Public Investment – Infrastructure Maintenance and Updates
  - Private Investments – Community Improvement Districts
    - 54 West
    - 54 East
    - Huddleston Road
  - Code Enforcement
Budget Policy

The City’s primary objective is to provide a standard of budgetary performance that both staff and Council have endorsed and to provide budgetary decision making with greater continuity, reinforcing the City’s core financial values and preserving them for successive staff and council.

• Baseline and Service Level Funding

The City’s top program priority is to maintain existing service levels in all divisions and departments. **A baseline should be set and serve as an agreed upon point of departure for subsequent budget discussions** ie: a new facility or service. Any additional services above the baseline shall be fully funded at the time of the adoption of the annual budget and ongoing funding sources shall be clearly identified. **Such ongoing funding sources must be either new or increased revenues or clearly identified expense reductions.**
Politically Acceptable  
(Can’t you just)

Administratively Sustainable  
(No I can’t)

Public Policy Gap

Multi-Use Path System- 
Leashes, Horns, Signs, Stripes, etc.
As a signature amenity for our community, the multi-use path system is cherished by our residents.

As recreational trails, many residents take advantage of the trails to enjoy cycling, running, or simply walking to enjoy the evening hours.

In addition, residents are provided the opportunity to convert many automobile trips into short, pleasurable trips by “carting” through vegetated greenways to their intended destination.

Has developed over the years to an expansive network throughout the city.
100+ Miles of paved paths
29 Tunnels
35 Multi-use bridges (Carts and Pedestrian)
177 At-grade crossings

$20 Million Asset
2010 Master Plan

Identifies:

- 24.75 miles of new paths
- 59 new path projects
- 5 new multi-use bridges/tunnels
- 10 new tunnels (to replace existing corrugated metal tunnels)

Paths prioritized using evaluation matrix including connectivity, design and construction, safety and funding.
-Discussion Points

- Costs
- Master Plan Progress- Additions/Removals
  16 paths/bridges are current SPLOST projects
COST- You can only spend a dollar once!

Street Comparison-2018 Mill & Pave = ~$1.40 per sqft.
1 Mile= 5,280 X 22= 116,160 sqft. (116,160 x 1.40= $162K)

Path Comparison-
Material
Gravel base and asphalt ~$14.5/ft. or $1.45 Sqft. X 5,280= $76K/Mile

Labor
$97K/mile

I Mile=Multi-Use Path - $174K to rebuild path(10 Miles=1.8 Million Dollars)

Absolute Advantage, Specialization
Marginal Utility

~800’
CMP Multi-Use Tunnels

• 10 Locations
  • Windgate Rd. (Marginal Utility)
  • McIntosh Trail
  • Crosstown Rd.
  • Etc.

• $6 Million Replacement Estimate
### Multi Use Path Projects

<table>
<thead>
<tr>
<th>SPLOST Project Number</th>
<th>Master Plan Project</th>
<th>Year</th>
<th>Project Identifier</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>10</td>
<td>2017</td>
<td>SR 54 E (Peachtree East to PTC United Methodist Church)</td>
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<tr>
<td>13</td>
<td>24</td>
<td>2017</td>
<td>Crosstown Dr crossing</td>
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<tr>
<td>14</td>
<td>15</td>
<td>2017</td>
<td>Robinson Road - Whitfield Farms connection</td>
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<tr>
<td>15</td>
<td>25</td>
<td>2017</td>
<td>Crosstown Drive (Wendy's connection)</td>
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<td>21</td>
<td>3</td>
<td>2017</td>
<td>Kedron Village retail path relocation</td>
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<tr>
<td>23</td>
<td>53</td>
<td>2017</td>
<td>Line Creek Nature Area</td>
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<tr>
<td>24</td>
<td>N/A</td>
<td>2017</td>
<td>Hwy 74/Crosstown Bridge/Tunnel (Engineering Only)</td>
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<tr>
<td>20</td>
<td>20</td>
<td>2019</td>
<td>Police Station</td>
</tr>
<tr>
<td>22</td>
<td>16</td>
<td>2019</td>
<td>SR 54 E/Lake Peachtree multi-use bridge replacement</td>
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<tr>
<td>10</td>
<td>2</td>
<td>2020</td>
<td>N Peachtree Parkway Path/North Hill</td>
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<tr>
<td>11</td>
<td>26-40</td>
<td>2020</td>
<td>Flat Creek Nature Area (PAC/ MOBA to Crosstown Drive)</td>
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<tr>
<td>12</td>
<td>14</td>
<td>2020</td>
<td>North Peachtree Pkwy (Flat Creek Rd connection)</td>
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<td>16</td>
<td>48</td>
<td>2020</td>
<td>Paschall Rd</td>
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<tr>
<td>18</td>
<td>N/A</td>
<td>2020</td>
<td>Cedarcroft to 74 bridge Path via long drainage easement adjacent to MacDuff</td>
</tr>
<tr>
<td>17</td>
<td>50</td>
<td>2021</td>
<td>Huddleston Road</td>
</tr>
<tr>
<td>19</td>
<td>14</td>
<td>2021</td>
<td>Walt Banks and N. Peachtree Pkwy to Kedron Crossing</td>
</tr>
<tr>
<td>9</td>
<td>54</td>
<td>2017-2019</td>
<td>SR 54 W multi-use bridge and gateway feature</td>
</tr>
</tbody>
</table>

- **Green is complete**
- **Matching Funds for grants**
- **Easement Acquisition Underway**
Increasing Costs and Path Expansion

- **Asphalt**,  
  10/1/18 $65.80  
  4/1/19 $74.30  
  13% Increase

- **GAB**  
  10/1/18 $15.25  
  4/1/19 $22.35  
  46% Increase

- **Labor- CPI 2.5%**
COST- You can only spend a dollar once!

Path Comparison- Material
- Gravel base and asphalt ~$14.5/ft. or $1.45 Sqft. X 52,800 = ~$76K/Mile
- Gravel base and asphalt ~$18.20/ft. or $1.82 Sqft. X 52,800 = ~$96K/Mile

Labor
- $97K/mile
- $97K x 102.5% = 99.4K/mile

1 Mile= Multi-Use Path - $174K to rebuild path (10 Miles= ~1.74 Million Dollars)
1 Mile= Multi-Use Path - $195K to rebuild path (10 Miles= ~1.95 Million Dollars)

Street Comparison-2018 Mill & Pave = ~$1.40 per sqft.
- 1 Mile= 5,280 X 22= 116,160 sqft. (116,160 x 1.40= $162K)
2019
9 Miles
$665,000

2020
6.5 Miles
$665,000

2020
9 Miles
$837,900
Questions?

What is Administratively Sustainable?