

# PERSONAL TRANSPORTATION PLAN (PTV)

## CITY OF FLOWERY BRANCH

### EXECUTIVE SUMMARY

CPL has been engaged by the City of Flowery Branch to develop a Personal Transportation Vehicle Plan (PTV) for the City. The Plan incorporates public feedback, best practices and engineering techniques, and a regulatory outline so the City can allow the safe operation of PTVs within the City limits. The final plan presented for adoption provides a summary of State law requirements for local governments pursuing PTV Plans; analysis of a public input survey, designed to gauge the public's interest in permitting PTVs in Flowery Branch and make simple decisions on how they should be regulated. A Route Plan map has been developed to identify where, upon adoption, PTVs can operate with appropriate criteria for assessing new or altered streets in the future; signage and marking plans to ensure crossings at State Highways are properly signed in accordance with State law; a detailed registration process that includes all necessary forms, inventories, and ordinance language for consideration by City Council; and finally, an implementation plan provides a short term action plan to ensure the registration process is adequately set-up, and measures are identified for ongoing maintenance of the program.

### REGULATORY SUMMARY

- 1) State Law
  - a) OCGA 40-6-365 stipulates that local governments can expressly permit and regulate the use of personal transportation vehicles upon the adoption of a Personal Transportation Vehicle (PTV) Plan. While there are minimum standards for development of a PTV Plan, there are other regulations local governments may regulate, should they choose to incorporate them into the regulations. The relevant sections of State Law are attached herein for reference.
- 2) Local Authority
  - a) The City of Flowery Branch is relegated authority to permit and regulate PTVs in accordance with State Law. The process outlined herein represents and defines the City's regulatory authority upon adoption by the City Council.

### SURVEY ANALYSIS

- 1) Response Summary

- a) In an effort to gauge community interest in allowing and regulating PTVs, the City posted a survey from July 10 until August 24. The survey was posted on the City's website, accompanied by general project information. Over the duration of the survey period, 245 respondents provided input. The raw data can be found in the PTV Plan appendix.
- 2) Findings
  - a) Overall, 76 percent of respondents indicated they think PTVs should be legal in Flowery Branch. By comparison, only 33 percent of respondents currently own a PTV, and another 23 percent say they would like to own one. That leaves a total of 56 percent of people who will likely own a PTV if the City Council moves forward with this PTV Plan and another 20 percent of people who support the idea of legalizing the vehicles but do not intend to own one. Therefore, there is strong community support for pursuing this process.
  - b) The survey results have been reviewed, and several regulations have been developed to address feedback provided by respondents.
    - i) The following regulations have been included in the draft ordinance:
      - (1) Age to operate PTVs: 17 years old – 79 percent of respondents preferred drivers to be over 16 years of age.
      - (2) Type vehicle: Both electric and gas powered PTVs are permitted – 72 percent of respondents favored allowing both.
    - ii) The following recommendations have been added to the action plan:
      - (1) Prioritize development of multi-use paths that are wide enough to accommodate PTVs – 47 percent of respondents indicated this is the most important action for City Council with respect to PTVs.
      - (2) PTV Plan Map identifies legal streets for PTV operations on internal neighborhood streets and streets signed 25 MPH or less – the top locations identified for PTV use in descending popularity are as follows: Sterling on the Lake internal streets, other neighborhood streets, any streets signed 25 MPH or less, downtown streets, and city parks.
      - (3) Require private developers to provide off-street paths in new developments to connect to the existing and planned PTV route network – 49 percent of respondents recommended developing requirements for developers to provide paths.

## FACILITIES PLANNING

- 1) On-street PTV Route Plan
  - (1) The attached on-street PTV Route Plan summarizes the public and private roads in Flowery Branch that will be permitted to accept PTVs. These streets were determined to be safe and acceptable for PTVs based on their permitted speed limits, design speeds, line of sight, and proximity to destinations.

- 2) Signage Upgrades Plan
  - a) Prior to implementing the PTV Plan, the attached Signage Upgrades Plan indicates the signage that will be required to be installed throughout the City to adequately inform the public of the PTV routes.
- 3) Conceptual Off-Street Path Plan
  - a) Off-street paths have been identified as relatively high priorities for members of the community wanting to legalize the use of PTVs in the City of Flowery Branch. Off-street paths provide a level of separation and comfort from higher speed traffic as an alternative to sharing the road with other automobiles. The attached plan identifies some conceptual alignments that have been recommended based on very preliminary engineering considerations.
- 4) New Street Petition Process
  - a) From time to time, new or existing streets may be of interest to be added to the On-street PTV route plan. This process has been created so interested residents/developers may request the addition of new streets based on meeting minimum criteria for application without the need to update the on-street PTV Route Plan. In order to make an application request, minimum standards are required and outlined below. Once it has been determined those standards are met, the petition can be forwarded to the Mayor and City Council for review. Mayor and City Council shall use the following criteria in considering whether a route may be added to the On-street PTV Route Plan:
    - (a) New streets shall have a maximum speed of 25 MPH and a maximum slope of 20 percent.
    - (b) If the street is already occupied with residents, a minimum of 10 percent of property owners who are addressed off the subject sheet must sign a petition in favor of adding the street to the PTV Route Plan.
- 5) Cost estimate
  - a) A cost estimate for implementing the various components of the action plan is provided with each line item so City Council may make informed decisions as they pursue implementation.

## REGISTRATION PROCESS

- 1) Process Summary
  - a) Any PTV operating in the City of Flowery Branch city limits is required to register the vehicle. The owner of a personal transportation vehicle (PTV) shall register the PTV with the city once every five (5) years for a \$15.00 fee. Registration is filed with the Community Development Director. A form is provided to applicants to enter the necessary information based on the ordinance requirements. As part of the registration process, each owner shall be required to sign an affidavit that the information provided by the owner on the registration form is true and correct to the best of his knowledge and that the owner will abide by all City of Flowery

Branch laws and regulations regarding ownership and operation of a PTV, as well as any applicable state laws. The registration decal provided by the City is required to be posted in any PTV operated within the City of Flowery Branch.

- 2) Draft Ordinance – attached.
- 3) Application – attached.
- 4) Permit Log

## **IMPLEMENTATION**

- 1) Action Plan – attached.
- 2) Standard Operating Procedures
- 3) Website Content and FAQs
- 4) On-street PTV Route Plan
- 5) Signage Upgrades Plan
- 6) Conceptual Off-Street Path Plan

## **APPENDIX**

- 1) Raw survey data – attached.
- 2) State Law Reference