

TECHNICAL COORDINATING COMMITTEE

Wednesday, February 17, 2021, 10:30 AM

Join Online via Computer or Smartphone via GoToMeeting:

https://www.gotomeet.me/GHMPO/tcc_february2021

Join By Phone: +1 (646) 749-3122

Access Code: 528-162-293, Audio Pin: #

AGENDA

- 1. Welcome – Adam Hazell, Chair**

- 2. Approval of October 14, 2020 Meeting Minutes**

- 3. Recommend Approval of Draft Amendment #6 to the FY 2018-2021 Transportation Improvement Program**
– Michael Haire, GHMPO

- 4. Recommend Approval of Draft Amendment #1 to the FY 2021-2024 Transportation Improvement Program**
– Michael Haire, GHMPO

- 5. Review of the Draft FY 2022 Unified Planning Work Program**
– Joseph Boyd, GHMPO

- 6. Recommend Approval of the Draft SR 365/Jesse Jewell Traffic Impact Study**
– Angela Sheppard, City of Gainesville & Eric Lusher, Pond

- 7. Jurisdiction and Agency Reports**
– City of Flowery Branch, City of Gainesville, City of Oakwood, Town of Braselton, Georgia Department of Transportation, Georgia Mountains Regional Commission, Hall Area Transit, Hall County, Jackson County

8. Other

- Update from GDOT on Flat Creek Bridge Quick Response Project
- Updates from TCC Subcommittees

9. Public Comment

10. Upcoming Meeting Date: April 21, 2021

11. Adjourn

Technical Coordinating COMMITTEE

Virtual Meeting Due To State & Federal COVID-19 Public Health Recommendations Draft Minutes of October 14, 2020 Meeting

Voting Members Present:

Adam Hazell, GMRC, Chairperson
Bill Andrew, City of Flowery Branch
Gina Roy, Jackson County
Jennifer Scott, Town of Braselton
Matthew Tarver, City of Gainesville
Habte Kassa, GDOT
Johnathan McLoyd, GDOT
Joseph Boyd, GHMPO

Voting Members Absent:

Angela Sheppard, City of Gainesville
Sandy Weinel, City of Oakwood
Srikanth Yamala, Hall County
Frank Miller, Hall County
Phillippa Lewis Moss, HAT
Sarah McQuade, GHMPO

Others Present:

Tamara Christian, FHA
Rachel Hatcher, RS&H
Eric Lusher, POND
Michael Haire, GHMPO

AGENDA

1. Welcome

Chairman Hazell opened the meeting at 10:32 AM.

2. Approval of May 12, 2020 Meeting Minutes

MOTION: Ms. Roy made a motion to approve the minutes of the July 15, 2020 meeting, with a second from Mr. Andrew, and the motion passed by unanimous vote.

3. Recommend Approval of Draft Amendment #1 to the FY 2021-2024 Transportation Improvement Program

Mr. Haire introduced the first amendment to the FY 2021-2024 Transportation Improvement Program, explaining that project GH-119 was initially being removed from the TIP document due to both phases being moved to years outside of the scope of the TIP. Mr. Haire further explained that the Georgia Department of Transportation had updated the requested change to keep the right-of-way (ROW) phase in 2022, and that the amendment will be updated as soon as GHMPO regains access to its shared network following the previous weeks' outage.

MOTION: Ms. Scott made a motion to recommend approval of Draft Amendment #1 to the FY 2021-2024 Transportation Improvement Program. This motion was seconded by Ms. Roy, and the motion passed by unanimous vote.

4. Recommend Approval of the Draft Jackson County Transit Feasibility Study

Ms. Hatcher presented the draft of the Jackson County Transit Feasibility Study on behalf of RS&H, giving an overview of several different possible scenarios for future transit plans, as well as scenario costs.

MOTION: Ms. Roy made a motion to approve the draft, which was seconded by Ms. Scott, and passed by unanimous vote.

5. Updates from the State Route 365/Jesse Jewell Traffic Impact Study

Mr. Lusher updated the committee on the progress of the State Route 365/Jesse Jewell Traffic Impact Study.

6. Jurisdiction and Agency Reports

Representatives shared the status of projects being completed by their jurisdictions: Mr. Andrew for the City of Flowery Branch, Ms. Scott for the City of Braselton, Mr. Tarver for the City of Gainesville, Mr. Hazell for the Georgia Mountain Regional Commission, and Ms. Roy for Jackson County.

GHMPO welcomes people with disabilities and their trained service animals. For questions about accessibility or to request reasonable accommodation to an event or facility, please contact Maria Tuck, Hall County Compliance Specialist at 770-531-6712 by 48 hours prior to the event or as soon as possible.

7. Other

Mr. Haire provided a brief update regarding the County Crash Profiles for 2019, which now include High Accident Location charts. Due to network issues they were unable to be added to the meeting packet, but are now available in full at www.ghmpo.org.

Mr. Boyd gave an update regarding the network issues that GHMPO and Hall County had been having and stated they hoped to be fully back online by the next week.

8. Public Comment

There were no public comments.

9. Upcoming Meeting Date: February 17, 2021

10. Adjourn

There being no other business, the meeting adjourned at 11:15 AM.

Adam Hazell, GMRC, Chair

Laura Ogletree, Clerk

TECHNICAL COORDINATING COMMITTEE

Wednesday, February 17, 2021, 10:30 AM

Join Online via Computer or Smartphone via GoToMeeting:

https://www.gotomeet.me/GHMPO/tcc_february2021

Join By Phone: +1 (646) 749-3122

Access Code: 528-162-293, Audio Pin: #

AGENDA

- 1. Welcome – Adam Hazell, Chair**

- 2. Approval of October 14, 2020 Meeting Minutes**

- 3. Recommend Approval of Draft Amendment #6 to the FY 2018-2021 Transportation Improvement Program**
– Michael Haire, GHMPO

- 4. Recommend Approval of Draft Amendment #1 to the FY 2021-2024 Transportation Improvement Program**
– Michael Haire, GHMPO

- 5. Review of the Draft FY 2022 Unified Planning Work Program**
– Joseph Boyd, GHMPO

- 6. Recommend Approval of the Draft SR 365/Jesse Jewell Traffic Impact Study**
– Angela Sheppard, City of Gainesville & Eric Lusher, Pond

- 7. Jurisdiction and Agency Reports**
– City of Flowery Branch, City of Gainesville, City of Oakwood, Town of Braselton, Georgia Department of Transportation, Georgia Mountains Regional Commission, Hall Area Transit, Hall County, Jackson County



MEMORANDUM

To: Technical Coordinating Committee Members
From: Michael Haire, Transportation Planner, GHMPO
Date: February 10, 2021
Re: Recommend Approval of Draft Amendment #6 to the FY 2018-2021 Transportation Improvement Program (TIP)

The Georgia Department of Transportation (GDOT) has requested that the Gainesville-Hall Metropolitan Planning Organization make Amendment #6 the FY 2018-2021 Transportation Improvement Program (TIP), adding the following project into the TIP planning years:

- **GH-121/PI 0017392 – Green Street Corridor Improvements**
 - Principal Engineering of \$800,000 in FY 2021

RECOMMENDED ACTION: Recommend Approval of Draft Amendment #6 to the FY 18-21 TIP

Attachment: Draft Amendment #6

GHMPO 2018-2021 DRAFT TIP AMENDMENT #6

GHMPO Project #	PL#	YEAR	Project Name	Improvement Type	Phase	Federal	State	Other	Total	FHWA Program Code/Local	Change Requested By	Purpose of Amendment
GH-121	PI 0017392	2021	SR 11/BU/SR 60 From CS 24/Academy Str to CS 548 Glenwood Dr	Median Work	PE	\$0.00	\$0.00	\$800,000	\$800,00	LOC	GDOT	Add project to TIP with funding amounts for 2021

2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

2/2/2021

GH/PO No.	GDOT No.	Segment Location	<div style="text-align: center;">\$ Thousands</div>																				
			FY 2018				FY 2019				FY 2020				FY 2021								
			SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	
GH-016	0003626	Sardis Rd Connector from SR 60 to Sardis Rd Near Chestatee Rd																					
GH-023	0009679	Spout Springs Rd from I-985 to Union Circle - Phase 1			\$9,246																		
GH-028	0013609	Bridge on SR 332 at Walnut Creek																					
GH-038	132610	SR 60 From SR 136 to Yellow Creek Rd																					
GH-056	0007170	Bridge on SR 136/Price Rd at Chestatee River																					
GH-057	122012	Bridge on SR 369 at Chattahoochee River/Lake Lanier																					
GH-069	0013322	SR 53 Connector/SR 60 at SR 60/SR 369																					
GH-085	0010212	Bridge on SR 53 Westbound at Chattahoochee River																					
GH-104		SR 53/Dawsonville Hwy at McEver Rd Operations																					
GH-109	0013545	I-85 from North of SR 53 to North of SR 211/US 129																					
GH-113	0015752	Oak Tree Drive Operations																					
GH-116	0013922	Bridge on I-985 at Elachee Dr																					
GH-117	0014935	Railroad Crossing on Tumbling Creek Rd at Norfolk Southern Railroad																					
GH-118	0013988	SR 211 from SR 124 to SR 347																					
GH-119	0015551	Bridge on SR 60 at Chattahoochee River																					
GH-120	0014130	I-985 from I-85 to SR 53																					
GH-121	0017392	SR 11B/SR 60 From CS 624/Academy St to CS 548/Glenwood Dr																					
GH-122	0015766	I-985 from I-85 to North of SR 53																					
GH-123	110610	I-85 from I-985 to North of SR 53																					
	0013978																						
	0013979																						
	0013980																						
	0013981																						
		Oversight Services for GH/PO CMAQ Projects																					
		TOTAL	\$500	\$3,659	\$10,476	\$57,214	\$0	\$0	\$3,186	\$15,212	\$33,116	\$7,766	\$0	\$1,070	\$23,894	\$188,937	\$0	\$870	\$710	\$26,089	\$256		

FY 18-21		\$ Thousands	
SCP		\$500	
PE		\$8,686	
ROW		\$50,292.08	
CST		\$305,356	
UTL		\$8,021	
TOTAL		\$372,856	

Yellow areas denote most recent changes.

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting Amendment #6 to the FY 2018-2021 Transportation
Improvement Program**

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2010 Census; and

WHEREAS, the Policy Committee (PC) is the recognized decision making body for transportation planning with the Gainesville-Hall Metropolitan Planning Organization (GHMPO); and

WHEREAS, the Transportation Improvement Program meets the requirement of Title 23 of the U.S. Code; and

WHEREAS, GHMPO did conduct a required 15-day public comment period on the FY 2018-2021 Transportation Improvement Program.

WHEREAS, the 2018-2021 TIP has been amended, per Attachment #1, to allocate funding for the PE phase of GH-121 in FY 2021, adding this project to the FY 2018-2021 TIP document.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #6 to the FY 2018-2021 Transportation Improvement Program.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 9th of March, 2021.

Chairman Richard Higgins, Chairperson
GHMPO Policy Committee

Subscribed and sworn to me this the 9th of March, 2021

Notary Public

My commission expires _____

TECHNICAL COORDINATING COMMITTEE

Wednesday, February 17, 2021, 10:30 AM

Join Online via Computer or Smartphone via GoToMeeting:

https://www.gotomeet.me/GHMPO/tcc_february2021

Join By Phone: +1 (646) 749-3122

Access Code: 528-162-293, Audio Pin: #

AGENDA

- 1. Welcome – Adam Hazell, Chair**

- 2. Approval of October 14, 2020 Meeting Minutes**

- 3. Recommend Approval of Draft Amendment #6 to the FY 2018-2021 Transportation Improvement Program**
– Michael Haire, GHMPO

- 4. Recommend Approval of Draft Amendment #1 to the FY 2021-2024 Transportation Improvement Program**
– Michael Haire, GHMPO

- 5. Review of the Draft FY 2022 Unified Planning Work Program**
– Joseph Boyd, GHMPO

- 6. Recommend Approval of the Draft SR 365/Jesse Jewell Traffic Impact Study**
– Angela Sheppard, City of Gainesville & Eric Lusher, Pond

- 7. Jurisdiction and Agency Reports**
– City of Flowery Branch, City of Gainesville, City of Oakwood, Town of Braselton, Georgia Department of Transportation, Georgia Mountains Regional Commission, Hall Area Transit, Hall County, Jackson County



MEMORANDUM

To: Technical Coordinating Committee Members
From: Michael Haire, Transportation Planner, GHMPO
Date: February 10, 2021
Re: Recommend Approval of Draft Amendment #1 to the FY 2021-2024 Transportation Improvement Program (TIP)

The Georgia Department of Transportation (GDOT) has requested that the Gainesville-Hall Metropolitan Planning Organization make Amendment #1 the FY 2021-2024 Transportation Improvement Program (TIP), adding the following project into the TIP planning years:

- **GH-121/PI 0017392 – Green Street Corridor Improvements**
 - Principal Engineering of \$800,000 in FY 2021

RECOMMENDED ACTION: Recommend Approval of Draft Amendment #1 to the FY 21-24 TIP

Attachment: Draft Amendment #1

GHMPO 2021-2024 DRAFT TIP AMENDMENT #1

GHMPO Project #	PL#	YEAR	Project Name	Improvement Type	Phase	Federal	State	Other	Total	FHWA Program Code/Local	Change Requested By	Purpose of Amendment
GH-121	Pl 0017392	2021	SR 11/BU/SR 60 From CS 24/Academy Str to CS 548 Glenwood Dr	Median Work	PE	\$0.00	\$0.00	\$800,000	\$800,000	LOC	GDOT	Add project to TIP with funding amounts for 2021

2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

GHMPO No.	GDOT No.	Segment Location	\$ Thousands																					
			FY 2021				FY 2022				FY 2023				FY 2024									
			SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL		
GH-016	0003626	Sardis Road Connector – SR 60/Thompson Bridge Rd to Sardis Rd/Chestatee Road																				\$31,026	\$915	
GH-020A	0122060	SR 11/US 129 from Lakeview Street to south of Nopone Road (Phase I)												\$12,342										
GH-025	0007233	SR 211/Old Winder Highway From SR 53/Winder Highway To SR 347/Friendship Road						\$700																
GH-056	0007170	SR 136/Price Road @ Chestatee River-Bridge				\$3,784	\$66																	
GH-119	0015551	SR 60/Thompson Bridge Road at Chattahoochee River							\$1,000	\$3,300														
GH-129	0016616	SR 13 at I-985 & At cr 527/Thurmon Tanner Pkwy					\$720	\$86																
GH-113	0015752	Oak Tree Drive - Operations: SR 60 Connector From SR 60/Green Street To SR 11 Business/NE Morningside Drive			\$710																			
GH-116	0013922	I-985 at CS 991/Elahee Dr- Bridge								\$3,300														
GH-121	0017392	SR 11BU/SR 60 From CS 624/Academy St to CS 548/Glenwood Dr						\$800																
GH-13981	0013981	Oversight Services for Gainesville MPO CMAQ Projects																						
GH-13982	0013982								\$70															
GH-13983	0013983																							
GH-13984	0013984																							
TOTAL			\$0	\$870	\$740	\$4,504	\$152	\$700	\$70	\$1,000	\$6,600	\$0	\$0	\$1,506	\$12,342	\$0	\$0	\$70	\$0	\$0	\$31,026	\$915		

\$ Thousands	
FY 2021-2024	
SCP	\$700
PE	\$2,516
ROW	\$14,053
CST	\$42,130
UTL	\$1,068
TOTAL	\$60,466

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting Amendment #1 to the FY 2021-2024 Transportation
Improvement Program**

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2010 Census; and

WHEREAS, the Policy Committee (PC) is the recognized decision making body for transportation planning with the Gainesville-Hall Metropolitan Planning Organization (GHMPO); and

WHEREAS, the Transportation Improvement Program meets the requirement of Title 23 of the U.S. Code; and

WHEREAS, GHMPO did conduct a required 15-day public comment period on the FY 2021-2024 Transportation Improvement Program.

WHEREAS, the 2021-2024 TIP has been amended, per Attachment #1, to allocate funding for the PE phase of GH-121 in FY 2021, adding this project to the FY 2021-2024 TIP document.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #1 to the FY 2021-2024 Transportation Improvement Program.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 9th of March, 2021.

Chairman Richard Higgins, Chairperson
GHMPO Policy Committee

Subscribed and sworn to me this the 9th of March, 2021

Notary Public

My commission expires _____

TECHNICAL COORDINATING COMMITTEE

Wednesday, February 17, 2021, 10:30 AM

Join Online via Computer or Smartphone via GoToMeeting:

https://www.gotomeet.me/GHMPO/tcc_february2021

Join By Phone: +1 (646) 749-3122

Access Code: 528-162-293, Audio Pin: #

AGENDA

- 1. Welcome – Adam Hazell, Chair**

- 2. Approval of October 14, 2020 Meeting Minutes**

- 3. Recommend Approval of Draft Amendment #6 to the FY 2018-2021 Transportation Improvement Program**
– Michael Haire, GHMPO

- 4. Recommend Approval of Draft Amendment #1 to the FY 2021-2024 Transportation Improvement Program**
– Michael Haire, GHMPO

- 5. Review of the Draft FY 2022 Unified Planning Work Program**
– Joseph Boyd, GHMPO

- 6. Recommend Approval of the Draft SR 365/Jesse Jewell Traffic Impact Study**
– Angela Sheppard, City of Gainesville & Eric Lusher, Pond

- 7. Jurisdiction and Agency Reports**
– City of Flowery Branch, City of Gainesville, City of Oakwood, Town of Braselton, Georgia Department of Transportation, Georgia Mountains Regional Commission, Hall Area Transit, Hall County, Jackson County



MEMORANDUM

To: Technical Coordinating Committee Members
From: Joseph Boyd, Transportation Planning Director, GHMPO
Date: February 10, 2021
Re: Review of First Draft of FY 2022 Unified Planning Work Program

The Draft FY 2022 Unified Planning Work Program (UPWP) describes the planning projects, studies, and activities the Gainesville-Hall Metropolitan Planning Organization (GHMPO) will undertake in FY 2022 from July 1, 2021 through June 30, 2022.

A first draft of the FY 2022 UPWP has been prepared for your review and comment. The draft FY 2022 UPWP will also be submitted to the Georgia Department of Transportation, Federal Highway Administration, and Federal Transit Administration for their review and comment. This is the first of two rounds of MPO review before its scheduled adoption on May 11, 2021 by the GHMPO Policy Committee. A 30-day public comment period will also occur on the draft document before adoption.

RECOMMENDED ACTION: None

Attachment: Draft FY 2022 UPWP Document



FY 2022

Unified Planning Work Program



In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status.

Prepared by the Gainesville-Hall
Metropolitan Planning Organization
In cooperation with
Hall Area Transit
Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration
Hall County Government



Proposed Adoption: May 11, 2021



2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.2625
Fax: 770.531.3902
ghmpo.org

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting the FY 2022 Unified Planning Work Program**

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization is the designated Metropolitan Planning Organization for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County and a portion of Jackson County following the 2010 Census; and

WHEREAS, Fixing America’s Surface Transportation (FAST) Act requires the Metropolitan Planning Organization to develop and adopt a Unified Planning Work Program; and

WHEREAS, the Unified Planning Work Program is consistent with all plans, goals, and objectives of the Gainesville-Hall Metropolitan Planning Organization.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2022 Unified Planning Work Program for the period from July 1, 2021 to June 30, 2022.

A motion was made by PC member _____ and seconded by PC member _____ and approved this the 11th Day of May, 2021.

Chairman Richard Higgins, Chair
GHMPO Policy Committee

Subscribed and sworn to me this the 11th of May, 2021

Notary Public

My commission expires _____

TABLE OF CONTENTS

INTRODUCTION	3
TASK # 1: ADMINISTRATION	8
Sub-Element 1.1: Operations and Administration	8
Sub-Element 1.2: Training/Employee Education	10
Sub-Element 1.3: Equipment and Supplies.....	12
Sub-Element 1.4: UPWP.....	12
TASK # 2: PUBLIC INVOLVEMENT.....	14
Sub-Element 2.1: Community Outreach/Education.....	14
TASK # 3: DATA COLLECTION	16
Sub-Element 3.1: Socioeconomic Data, Models, and Analysis.....	16
TASK # 4: SYSTEM PLANNING.....	18
Sub-Element 4.1: Intermodal Planning.....	18
Sub-Element 4.2: GIS & Model Development and Applications.....	19
Sub-Element 4.3: Long-Range Plan.....	20
Sub-Element 4.4: Transportation Improvement Program.....	21
Sub-Element 4.5: Special Transportation Studies.....	22
TASK # 5: TRANSIT PLANNING.....	23
Sub-Element 5.1: Program Support & Administration.....	23
Sub-Element 5.2: Long Range Transportation Planning	25
Sub-Element 5.3: Transportation Improvement Program (FTA ALI Code 44.25.00).....	26
GHMPO BUSINESS PLAN.....	27
FUNDING SOURCE BY TASK.....	28
FY 2020 TOTAL BUDGET	30
METROPOLITAN PLANNING FACTORS TO BE CONSIDERED	31
FY 2020 UPWP SCHEDULE.....	32
APPENDIX A: Safety Performance Management Targets Resolution.....	33
APPENDIX B: Bridge & Pavement Performance.....	34
APPENDIX C: Transit Asset Management Targets Resolution.....	37

INTRODUCTION

A. Purpose of the Unified Planning Work Program

The Fiscal Year 2022 Unified Planning Work Program (UPWP) describes the organization's planning goals and activities, provides cost estimates for each activity, identifies funding sources, and outlines a work schedule for the period July 1, 2021 through June 30, 2022. The document is organized into five major sections as follows:

1. Administration
2. Public Involvement
3. Data Collection
4. System Planning
5. Proposed Funding Source By Task

The five sections of the UPWP include information on the parties responsible for carrying out the various planning activities. These activities are mostly geared towards the preparation and development of the Long-Range Transportation Plan (LRTP) with at least a 25-year horizon and a Transportation Improvement Program (TIP) which defines funded projects over four years. Public participation is an integral part throughout the planning process.

B. FAST Act Planning Factors

The transportation planning process must explicitly address the eleven planning factors identified by the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce (or mitigate) the storm water impacts of the surface transportation; and
11. Enhance travel and tourism.

The overall planning program is designed to comply with the requirements of FAST Act which was signed into law on December 4, 2015. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

C. Planning Emphasis Areas (PEAs)

On April 23, 2014, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued the Planning Emphasis Areas (PEAs), which include transition to performance based planning and programming as per FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning, and access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.

The FAST Act federal transportation regulations and guidelines outline planning emphasis areas as (1) FAST Act Implementation, (2) Regional Models of Cooperation, and (3) Ladders of Opportunity. MPOs are required to include these emphasis areas in the FY 2022 UPWP. The GHMPO transportation planning process will include the following planning emphasis areas addressed in the UPWP work elements as listed below:

- FAST Act Implementation – Transition to performance-based planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed towards the achievement of transportation system performance outcomes. GHMPO will address this planning emphasis area by coordinating and collaborating with GDOT, FHWA, and FTA on establishment of performance measures, and then collect and compile the necessary data to measure such performance. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *4.4 Long-Range Plan* – Continue to manage the implementation of the transportation projects in the 2040 RTP update.
 - *4.5 Transportation Improvement Program* – Amend the TIP, as necessary.
- Regional Models of Cooperation - Ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, local government, and MPO boundaries to improve the effectiveness of transportation decision making. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability and commerce across boundaries. GHMPO will address this planning emphasis area by coordinating and collaborating with the Atlanta Regional Commission through interagency consultation and development of performance measures for the region. GHMPO will further work with neighboring local governments on projects that cross jurisdictional boundaries. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area. Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities. Work with the Georgia Association of Metropolitan Planning Organizations (GAMPO) and other state and national organizations on the role of MPOs in statewide and metropolitan transportation planning. Support statewide GAMPO activities through participation in meetings and events.
 - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

- Ladders of Opportunity – Access to essential services. GHMPO, along with Hall Area Transit, will identify transportation connectivity gaps in accessing essential services such as employment, healthcare, schools/education and recreation. In addition, GHMPO will address this planning emphasis area through the implementation of the following UPWP work elements:
 - *1.1 Operations and Administration* – Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
 - *2.1 Community Outreach/Education* – Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
 - *4.1 Intermodal Planning* – Pursue Hall County Trails Initiative with the citizen initiated trails group. Work with Hall Area Transit on transit expansion or improvement initiatives.

D. Gainesville-Hall Metropolitan Planning Organization (GHMPO) Planning Process

The UPWP originated from the Federal-Aid Highway Act of 1973 and is prepared annually to describe the ongoing transportation planning process for a Metropolitan Planning Organization (MPO). FAST Act, 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, is the most recent law establishing federal surface transportation policy and funding reauthorizations.

As the designated MPO for the Gainesville-Hall Area, the Gainesville-Hall Metropolitan Planning Organization is responsible under Section 134 of Title 23, United States Code, for carrying out a “continuing, cooperative and comprehensive” (3-C) transportation planning process. The process uses three committees (Policy Committee (PC) – the decision making body, Technical Coordinating Committee (TCC) – the staff, and Citizens Advisory Committee (CAC) – the public) to develop and carry out a comprehensive transportation planning process and to ensure that programs, improvements, and expenditures are consistent with regional goals, policies, and plans.

- The Policy Committee is the decision making body and is represented by elected officials from the member jurisdictions and an official from the Georgia Department of Transportation (GDOT). The committee is responsible for taking into consideration the recommendations from the Citizens Advisory Committee and the Technical Coordinating Committee when adopting plans or setting policy.
- The Technical Coordinating Committee membership includes staff from the member jurisdictions, various federal, state, and local agencies and associations that have a technical knowledge of transportation or planning. The TCC evaluates transportation plans and projects based on whether or not they are technically warranted and financially feasible.
- The Citizens Advisory Committee consists of volunteer members who are interested in transportation issues. They are appointed by their member jurisdictions. The CAC is responsible for ensuring that values and interests of the citizens in Hall County and a portion of Jackson County are taken into consideration in the transportation planning process.

The following agencies have roles in the development, implementation, approval of, and/or funding of this UPWP:

U.S. Department of Transportation

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly approve the UPWP. These two federal agencies provide valuable input into the process leading to the development of this document.

FHWA develops regulations, policies, and guidelines to achieve safety, access, economic development, and other goals of FHWA programs, and provides federal financial resources, technical training, education, and assistance to state and local transportation agencies.

FTA provides financial assistance and oversees grants to state and local transit providers, primarily through its regional and metropolitan offices. FTA is responsible for ensuring that grantees follow federal mandates along with statutory and administrative requirements. To better facilitate grant applications for the FTAs 5303 funds, the estimated FY2021 funds are shown for the appropriate work categories.

Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) serves as the liaison between the MPO, the state, and the United States Department of Transportation (USDOT). The MPO works cooperatively with GDOT on various transportation tasks, which include: Transportation Improvement Program, Long Range Transportation Plan, and Travel Demand Modeling. GDOT is the direct recipient of federal planning funds, and the MPOs are sub-recipients of these funds. Therefore, GDOT provides grant oversight of Federal Planning (PL) funds. GDOT also reviews and approves UPWPs and TIPs before requesting concurrency from FHWA and FTA.

E. GHMPO's Planning Priorities in FY 2022

The GHMPO will work towards the following 11 planning priorities in FY 2022:

1. Amend the current Regional Transportation Plan through agency, stakeholder, and public coordination, as necessary (see Task #4, Sub-Element 4.3).
2. Amend the Transportation Improvement Program, as necessary (See Task #4, Sub-Element 4.4).
3. Provide a more integrated multimodal and intermodal transportation system that increases travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region (See Task #4, Sub-Elements 4.1, 4.3, 4.4, 4.5, and Task #5, Sub-Element 5.2).
4. Maintain and improve transportation system safety and security for motorists, transit riders, pedestrians, and bicyclists (See Task #4, Sub-Elements 4.1, 4.3, 4.4, 4.5, and Task #5, Sub-Element 5.2).
5. Take steps to continually monitor and maintain the transportation system (See Task #1, Sub-Element 1.1 and Task #4, Sub-Elements 4.3, 4.4, and 4.5).
6. Develop a transportation system that conserves energy, maintains the attainment of air quality standards, protects the natural environment and minimizes adverse impacts (See Task #1, Sub-Elements 1.1 and 1.2, Task #3, Sub-Element 3.1, and Task #4 Sub-Element 4.3).
7. Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness (See Task #4, Sub Elements 4.3 and 4.4).

8. Develop a transportation system that is efficient by integrating transportation planning with land use decisions and other comprehensive planning tools (See Task #3, Sub-Element 3.1 and Task #4, Sub-Elements 4.3 and 4.4).
9. Support the Safety Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix A)
10. Support the Pavement and Bridge Condition (PM 2) and Performance of National Highway System, Freight, and Congestion Mitigation & Air Quality (PM 3) Performance Management Targets approved by the Georgia Department of Transportation regarding fatalities, rate of fatalities, serious injuries, rate of serious injuries, and the number of non-motorized fatalities and serious injuries. (See Appendix B)
11. Support the Transit Asset Management Targets approved by the Georgia Department of Transportation regarding inventory and condition of capital assets. (See Appendix C)

DRAFT

TASK # 1: ADMINISTRATION

Sub-Element 1.1: Operations and Administration

Objective

- Coordinate and conduct the transportation planning activities of the GHMPO in compliance with all federal, state, and local laws, regulations and requirements.
- Provide overall management of GHMPO's transportation planning program, and ensure compliance with applicable federal and state requirements.
- Support various transportation related committees and ensure communication among and between the committees.
- Manage the staff contributing to planning activities.
- Monitor consultant contracts performed as part of the MPO process.

Previous Work

- In FY 2021, the three GHMPO committees had four regular meetings. Meeting minutes were prepared and later archived on the GHMPO website.
- Quarterly reports, reimbursable forms, and an annual report were prepared and submitted to the GDOT Planning Office.
- Attended Interagency Consultation Group meetings.
- Coordinated and worked with local governments and agencies regarding rulemaking on MPO planning area reform and performance measures development.
- Represented GHMPO on Atlanta Regional Commission's Transportation Coordinating Committee.
- Attended various project specific meetings with GDOT, ARC, and other local agencies.
- Appointed new members to the Citizens Advisory Committee.
- Upon request, presented information on the GHMPO structure, budget, and current projects to local jurisdictions.
- GHMPO was an active member of the Association of Metropolitan Planning Organizations (AMPO).

Project Description

- Provide opportunities for an open and inclusive process assuring continuing, comprehensive, and cooperative decision making with all jurisdictions in the GHMPO planning area.
- Prepare proper study records for the development of progress and performance reports, certification, and reimbursement procedure.
- Coordinate activities of the GHMPO committees, including arranging meetings and preparing meeting minutes.
- Continue coordination surrounding the regional transportation planning activities.
- Coordinate/participate with other resource agencies at both state and local level on various project specific and/or on-going activities.
- Work with the Georgia Association of Metropolitan Planning Organizations (GAMPO) and other state and national organizations on the role of MPOs in statewide and metropolitan transportation planning. Support statewide GAMPO activities through participation in meetings and events.
- Staff will continue to inform the MPO committees of legislative and regulatory actions impacting transportation planning and funding.

- The GHMPO will continue to provide staff that will be the local expert in transportation areas, assisting planning partners in transportation project development, building consensus and value in alternatives analysis, shared planning products, and providing a forum for regional decision making.
- Task # 1.1 will address GHMPO planning priority numbers 5 through 11.

Product

- GHMPO committee meeting agendas and minutes
- Quarterly FY 2022 Reports and an Annual Performance Report FY 2022
- Accounting narratives and invoices

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Operations and administration

TARGET START AND END DATES	7/01/2021 – 6/30/2022	LEAD AGENCY	GHMPO

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$113,425.04
LOCAL IN-KIND MATCH (20%)	\$28,356.26
TOTAL	\$141,781.3

TASK # 1: ADMINISTRATION

Sub-Element 1.2: Training/Employee Education

Objective

Develop staff knowledge of transportation planning through relevant workshops and conferences.

Previous Work

In relation to the MPO activities, staff attended the following:

- Boyd and Haire attended webinar on Talking Freight: Examining the Growth of Inland Ports on July 15th, 2020.
- Boyd attended a webinar on American Legion v. American Humanist Association on September 4, 2020.
- Boyd and Haire attended the Georgia Planning Association Fall Conference virtually on September 23rd – September 25th and the 2021 Spring Conference in March 2021.
- Boyd and Haire attended a training hosted by Atlanta Regional Commission on Transportation Improvement Program amendments on October 1st.
- Boyd and Haire attended the Georgia Trails Virtual Summit on November 9-10th.
- **McQuade, Boyd, and Haire attended the virtual annual conference for the American Planning Association in May 2021.**

Project Description

- Staff plans to attend the 2021 Association of Metropolitan Planning Organizations Annual Conference in Scottsdale, Arizona.
- Staff plans to attend the 2022 American Planning Association National Conference in San Diego, California.
- Staff plans to attend the fall and spring conferences of the Georgia Planning Association (locations not yet announced).
- Staff may attend other transportation related conferences, seminars and courses including those offered by the Georgia Transit Association (GTA), National Highway Institute (NHI), Transportation Research Board (TRB), U.S. Environmental Protection Agency (EPA), Georgia Environmental Protection Division (EPD), FHWA, FTA, and GDOT.
- Task # 1.2 will address GHMPO planning priority numbers 4 through 8.
- Staff will attend classes and training related to Performance Based Planning and Programming as they occur.

Product

- Ongoing staff improvement and education

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Training and employee education

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GHMPO
-----------------------------------	----------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$15,000.00
LOCAL IN-KIND MATCH (20%)	\$3,750.00
TOTAL	\$18,750.00

DRAFT

TASK # 1: ADMINISTRATION

Sub-Element 1.3: Equipment and Supplies

Objective

- Maintain computer systems used by the MPO for relevant transportation planning activities.
- Acquire software and hardware, as necessary, to maintain the MPO’s transportation planning process.
- Purchase Geographic Information System (GIS) software and application materials for system planning.
- Purchase necessary office equipment to operate the MPO.

Previous Work

- Purchased docking stations, computer monitors, mouse and keyboards for both Haire and Boyd to optimize remote work during the COVID-19 pandemic.

Project Description

- Maintain computer systems and other office equipment used by the MPO in line with relevant transportation planning activities.
- Task # 1.3 will address GHMPO planning priority numbers 3 through 8.

Product

- Adequate technology and office equipment to operate the MPO.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Equipment and supplies

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GHMPO
-----------------------------------	----------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$3,000.00
LOCAL IN-KIND MATCH (20%)	\$750.00
TOTAL	\$3,750.00

TASK # 1: ADMINISTRATION

Sub-Element 1.4: UPWP

Objective

- Identify work tasks undertaken by the GHMPO to address metropolitan area transportation planning.
- Collect public and committee input on a proposed FY 2022 UPWP.
- Take into consideration MPO progress made on FY 2021 UPWP.
- Develop and draft final UPWP.

Previous Work

- Developed FY 2022 UPWP and annual budget.
- Submitted GHMPO's FY 2021 Annual Performance Report to GDOT.
- Program was reviewed and approved by the three committees.
- Legal advertisement was published in the *Gainesville Times* seeking public comment on draft FY 2022 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.

Project Description

- Identify transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2023 UPWP.
- Amend FY 2022 UPWP, as needed.
- Consider Planning Emphasis Areas (PEAs) under each work task.
- Incorporate and support the adopted Statewide Safety, Bridge and Pavement Performance, and Transit Asset Management Targets (See Appendices A, B, and C).
- Task # 1.4 will address GHMPO planning priority numbers 1 through 8.

Product

- Adopt FY 2023 UPWP by May 2022

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	UPWP

TARGET START AND END DATES	12/1/2020 – 5/31/2021	LEAD AGENCY	GHMPO
-----------------------------------	-----------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$10,000.00
LOCAL IN-KIND MATCH (20%)	\$2,500.00
TOTAL	\$12,500.00

TASK # 2: PUBLIC INVOLVEMENT

Sub-Element 2.1: Community Outreach/Education

Objective

- Gain input from the general public on transportation planning.
- Comply with the federal and local public participation requirements.
- Provide opportunities for convenient public access to review and comment on the GHMPO planning and programming documents and the data and processes leading to those documents.
- Identify and involve stakeholders and traditionally underserved groups in the transportation planning process.

Previous Work

- Published legal advertisements in the Times seeking public input on all MPO document updates and amendments (UPWP, TIP, RTP, Participation Plan, Title VI/EJ document, etc.).
- Delivered presentations to various stakeholder groups, such as Greater Hall Chamber of Commerce Issues Committee and Vision 2030 Transportation Committee on transportation issues.
- Updated and maintained a website on MPO activities, including a full redesign in December 2019 to allow for easier access to documents and studies.
- Updated and expanded mail and e-mail contact lists of citizens and stakeholders.
- Interviewed with the Gainesville Times and AccessWDUN on current local transportation topics for news dissemination.
- Updated and approved a new Participation Plan in May 2021.

Project Description

- Provide opportunity for public comment and review on various GHMPO and Hall Area Transit (HAT) documents and activities.
- Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
- Advertise the availability of draft documents for public review and comment.
- Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. This is an ongoing activity.
- Provide adequate notice of GHMPO activities as outlined in the Participation Plan.
- Maintain and update database of community stakeholders for mail and electronic notification of transportation activities.
- Review and update the Participation Plan as appropriate. Annually report on the status of the Participation Plan, Title VI compliance, Environmental Justice outreach, and Limited English Proficiency analysis. Staff will annually attend training events for ADA, Title VI, EJ, and LEP, as available.
- Continue to engage the Citizens Advisory Committee through innovative and new public involvement techniques to increase participation and public outreach.
- Continue to develop visualization tools and techniques to better communicate the transportation planning process, MPO plans, and programs for the public and local officials.
- The GHMPO will continue to carry out the strategies and policies identified in the Participation Plan for all documents and plans, as appropriate, including the 2050 RTP update.
- Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.

- Maintain and update information on the GHMPO website regarding Performance Based Planning and Program and in regards to the statewide targets.
- Task # 2.1 will address GHMPO planning priority numbers 1 through 8.

Product

- Ongoing community outreach and education
- Updated GHMPO website
- Updated mailing list
- Updated e-mail list

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Community outreach & education

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GHMPO
-----------------------------------	-----------------------------	--------------------	--------------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$8,000.00
LOCAL IN-KIND MATCH (20%)	\$2,000.00
TOTAL	\$10,000.00

TASK # 3: DATA COLLECTION

Sub-Element 3.1: Socioeconomic Data, Models, and Analysis

Objective

- Collect and prepare socioeconomic data for the development of long-range transportation plan and transportation studies.
- Gather information on existing and future land use patterns for the development of long-range transportation plan and transportation studies.
- Collect and analyze data for the development and update of transportation plan and studies.
- Areas covered include appropriate database development and maintenance for transportation planning issues and activities leading to the Regional Transportation Plan (RTP) and TIP.
- As needed for transportation planning efforts, use technical data – such as Average Annual Daily Traffic (AADT) and GIS mapping to provide important tools in the development of the TIP, RTP, and other MPO planning efforts.

Previous Work

- Collected 2019 crash data and updated crash profiles of Hall County and Jackson County.
- Established Safety, Bridge and Pavement, and Transit Asset Management (TAM) performance targets, consistent with the state targets, as required per the FAST Act’s Performance Based Planning & Programming.
- GHMPO staff worked with consultant group POND to update and adopt the SR 365/Jesse Jewell Traffic Impact Study.

Project Description

- Monitor socioeconomic data, and update, as necessary.
- Track land use and growth patterns of the GHMPO planning area and incorporate into the RTP, the regional travel demand model, and the Transportation Demand Management (TDM), as needed.
- Continue to use GIS as an analytical and data management tool in spatial work projects including RTP updates and demographic studies.
- As requested, attend meetings with local and regional agencies for data sharing regarding the Atlanta non-attainment area and planning data needs.
- Collect 2021 crash data, and update crash reports for Hall County and Jackson County.
- Continue to monitor, support, and assist as needed with the Statewide Safety Performance Management Targets.
- Task # 3.1 will address GHMPO planning priority numbers 1 through 8.

Product

- 2020 Hall County and Jackson County Crash Profiles by June 2021

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION

GHMPO

ACTIVITIES

Socio-economic data review and update

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GHMPO
-----------------------------------	----------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
TOTAL	\$6,250.00

DRAFT

TASK # 4: SYSTEM PLANNING

Sub-Element 4.1: Intermodal Planning

Objective

- Plan for intermodal modes of transportation.

Previous Work

- Completed the Jackson County Transit Feasibility Study.

Project Description

- Work with Hall Area Transit on transit expansion or improvement initiatives, including on the new microtransit service branded “WeGo”.
- Work with local jurisdictions on Highlands to Islands trail expansions.
- Task # 4.1 will address GHMPO planning priority numbers 4 through 8.

Product

- Assistance to local governments on trails grant applications
- Gainesville Connection and Hall Area Transit service expansion/enhancement, specifically involving “WeGo”

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Intermodal planning

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GHMPO
-----------------------------------	----------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
TOTAL	\$6,250.00

TASK # 4: SYSTEM PLANNING

Sub-Element 4.2: GIS & Model Development and Applications

Objective

- Update travel demand and air quality models as necessary.
- Apply GIS to develop maps for transportation plans and studies.

Previous Work

- Updated Hall County and Jackson County crash profiles, mapped crashes, and identified high crash locations.

Project Description

- Create GIS maps, as necessary, for analysis.
- Task # 4.2 will address GHMPO planning priority numbers 1 through 8.

Product

- Travel demand model updates as necessary.
- GIS map creation as necessary.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GDOT	Travel demand model development
GHMPO	Travel demand model & GIS applications

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GDOT
-----------------------------------	----------------------	--------------------	------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
TOTAL	\$6,250.00

TASK # 4: SYSTEM PLANNING

Sub-Element 4.3: Long-Range Plan

Objective

- The Long-Range Transportation Plan (LRTP) provides the basis for transportation investment of regionally significant projects and programs within the planning area. The LRTP addresses various modes of transportation as well as the safety and security of the region’s transportation system. The long-range 2050 RTP is the latest version of the LRTP document.
- Develop and update a long-range, multi-modal LRTP for the GHMPO planning area. This is a continuing work element.

Previous Work

- Amended the RTP, per request from GDOT, to add projects for funding and implementation

Project Description

- Continue to manage the implementation of the transportation projects in the 2050 RTP update.
- Task # 4.3 will address GHMPO planning priority numbers 1, 3, 4, 5, 6, 7, 8, 9, 10, and 11.

Product

- Gainesville-Hall Regional Transportation Plan: 2020 Update project implementation (ongoing)

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GHMPO
-----------------------------------	----------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
TOTAL	\$6,250.00

TASK # 4: SYSTEM PLANNING

Sub-Element 4.4: Transportation Improvement Program

Objective

- Undertake transportation planning activities that will lead to the development/implementation of a transportation improvement program (TIP) and other related transportation studies.
- The development and adoption of a TIP with a four-year element for project programming. The TIP is a process for selecting and scheduling all federally funded and regionally significant projects in a manner consistent with the RTP. The TIP is updated at least every five years and amended as required.

Previous Work

- Attended quarterly pre-construction project meetings at the GDOT District 1 Office.
- Coordinated with GDOT and local jurisdictions on project status and dollar amounts.
- Created and amended the 2021-2024 TIP document with the input of GDOT, the public, and the three GHMPO committees.

Project Description

- Amend the 2021-2024 TIP, as necessary.
- Incorporate and support the adopted Statewide Safety Performance and Management Targets (Appendix A), Bridge and Pavement Performance Targets (Appendix B), and Transit Asset Management Targets (Appendix C).
- Task # 4.4 will address GHMPO planning priority numbers 2, 3, 4, 5, 6, 7, 8, 10, and 11.

Product

- Amendments to the 2021-2024 Transportation Improvement Program as necessary.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GHMPO
-----------------------------------	-----------------------------	--------------------	--------------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL IN-KIND MATCH (20%)	\$1,250.00
TOTAL	\$6,250.00

TASK # 4: SYSTEM PLANNING

Sub-Element 4.5: Special Transportation Studies

Objective

- Integrate land use planning activities with transportation planning.
- Provide information and recommendations to member jurisdictions and other planning and design agencies.

Previous Work

- Completed the Gainesville Dawsonville Highway-McEver Road Connectivity Study.
- Completed the Gainesville Trail Connectivity Plan.
- Completed the Oakwood Citywide Traffic Improvement Study.
- Completed the South Hall Trail Connectivity Study.
- Completed the Jackson County Transportation Plan.
- Completed the Flowery Branch Sign and Speed Study.
- Completed the Jackson County Transit Feasibility Study.
- Completed the SR 365/Jesse Jewell Traffic Impact Study.
- Undertook an update of the Gainesville-Hall Regional Transportation Plan.

Project Description

- Complete any additional studies as needed.
- Task # 4.5 will address GHMPO planning priority numbers 3 through 8.

Product

- Additional studies and plans as needed.

TRANSPORTATION RELATED PLANNING ACTIVITY	
ORGANIZATION	ACTIVITY
GHMPO	Gainesville-Hall Regional Transportation Plan: 2020 Update

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GHMPO
-----------------------------------	----------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FHWA (80%)	\$48,000.00
LOCAL IN-KIND MATCH (20%)	\$12,000.00
TOTAL	\$60,000.00

TASK # 5: TRANSIT PLANNING

Sub-Element 5.1: Program Support & Administration (FTA ALI Code 44.21.00)

Objective

- Administer and operate the MPO transit planning process by properly coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, and all involved stakeholders, including accounting for all MPO transit planning-related activities during fiscal year 2022.

Previous Work

- Completed a Micro-Transit Feasibility Study.
- Developed the transit section in the 2020 UPWP and presented to the GHMPO committees.
- Adopted the FY 2021 UPWP in May of 2020.
- Attended the 2020 AMPO conference virtually by Joseph Boyd and Michael Haire.
- Managed the FY 2020 Section 5303 contract and successfully completed all tasks listed in the grant program.
- Participated in the transit program update calls conducted by GDOT.
- Prepared and submitted the FY 2022 Section 5303 grant application to GDOT.
- GHMPO retained its membership of the Georgia Transit Association.
- GHMPO retained its membership of the Association of Metropolitan Planning Organizations.

Project Description

- Provide transit planning administration and assistance to HAT.
- Continue coordination with HAT in developing the transit work element for the FY 2022 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Continue to assist HAT with their microtransit service “WeGo”.
- Task # 5.1 will address GHMPO planning priority numbers 3 through 8.

Product

- FY 2023 Section 5303 grant application by December 2021
- 2021-2024 TIP amendments, as necessary, by June 2022
- Transit section of FY 2022 UPWP by June 2022
- Accounting report at the end of each fiscal quarter

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Program Support & Administration

TARGET START AND END DATES	7/1/2021 – 6/30/2022	LEAD AGENCY	GHMPO
-----------------------------------	----------------------	--------------------	-------

FUNDING SOURCE	AMOUNT
FTA	\$41,152.00
STATE 5303 MATCH	\$5,144.00
LOCAL CASH MATCH	\$5,144.00
TOTAL	\$51,440.00

Anticipated Funding for FY 2023

FUNDING SOURCE	AMOUNT
FTA	\$41,561.50
STATE 5303 MATCH	\$5,195.44
LOCAL CASH MATCH	\$5,195.44
TOTAL	\$51,954.40

DRAFT

TASK # 5: TRANSIT PLANNING

Sub-Element 5.2: Long Range Transportation Planning (Project Level) (FTA ALI Code 44.23.01)

Objective

- Develop and keep current the transit portion of the Gainesville-Hall Regional Transportation Plan.
- Address the eleven FAST Act Planning Factors and the three Planning Emphasis Areas through this plan.

Previous Work

- Undertook an update of the Regional Transportation Plan.
- Completed a Micro-Transit Feasibility Study.

Project Description

- Amend the Regional Transportation Plan: 2020 Update as needed.
- Task # 5.2 will address GHMPO planning priority numbers 1 through 8.

Product

- Amend the Regional Transportation Plan: 2020 Update as needed.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	Long Range Transportation Planning (Project Level)

TARGET START AND END DATES

7/1/2021 – 6/30/2022

LEAD AGENCY

GHMPO

FUNDING SOURCE	AMOUNT
FTA	\$41,152.00
STATE 5303 MATCH	\$5,144.00
LOCAL CASH MATCH	\$5,144.00
TOTAL	\$51,440.00

Anticipated Funding for FY 2023

FUNDING SOURCE	AMOUNT
FTA	\$41,561.50
STATE 5303 MATCH	\$5,195.44
LOCAL CASH MATCH	\$5,195.44
TOTAL	\$51,954.40

TASK # 5: TRANSIT PLANNING

Sub-Element 5.3: Transportation Improvement Program (FTA ALI Code 44.25.00)

Objective

- Update and amend Transportation Improvement Program (TIP), as necessary, to keep it up-to-date.

Previous Work

- Adopted the 2021-2024 TIP.

Project Description

- Amend the 2021-2024 TIP, as necessary.
- Task # 5.3 will address GHMPO planning priority number 2.

Product

- Amendments to the 2021-2024 TIP.

TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION

ACTIVITIES

GHMPO

Transportation Improvement Program

**TARGET START
AND END DATES**

7/1/2021 – 6/30/2022

LEAD AGENCY

GHMPO

FUNDING SOURCE

AMOUNT

FTA	\$5,456.00
STATE 5303 MATCH	\$682.00
LOCAL CASH MATCH	\$682.00
TOTAL	\$6,820.00

Anticipated Funding for FY 2023

FUNDING SOURCE

AMOUNT

FTA	\$5,510.56
STATE 5303 MATCH	\$688.82
LOCAL CASH MATCH	\$688.82
TOTAL	\$6,888.20

GHMPO BUSINESS PLAN

Objective

- Provide GHMPO planning partners information on current and future unfunded projects and required planning activities.

Anticipated Products

Product	Cost Estimate	Date of Completion
Braselton/Hoschton Bypass Study	\$100,000	FY 2022
Economic Impact of Local Transportation Programs/Projects Study	\$50,000	FY 2023
North Hall Parkway Study	\$200,000	FY 2023
Gainesville Transportation Plan Update	\$150,000	FY 2024
Regional Transportation Plan: 2025 Update	\$250,000	FY 2025

GHMPO Five Year Funding Plan					
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
FHWA Allocation	\$222,425.04	\$224,649.29	\$226,895.78	\$229,164.74	\$231,456.39
FHWA PL Apply	\$100,000.00	\$250,000.00	\$150,000.00	\$250,000.00	\$0.00
FTA Allocation	\$87,760.00	\$88,637.60	\$89,523.98	\$90,419.22	\$91,323.41
State Match	\$10,970.00	\$11,079.70	\$11,190.50	\$11,302.40	\$11,415.43
Local Match	\$10,970.00	\$11,079.70	\$11,190.50	\$11,302.40	\$11,415.43
Total Revenue	\$432,125.04	\$585,446.29	\$488,800.75	\$592,188.76	\$345,610.65
Contracts	\$100,000.00	\$250,000.00	\$150,000.00	\$250,000.00	\$0.00
Staff/Direct	\$332,125.04	\$335,446.29	\$338,800.75	\$342,188.76	\$345,610.65
Total Expenditures	\$432,125.04	\$585,446.29	\$488,800.75	\$592,188.76	\$345,610.65

1% annual growth in allocation

Staff/Direct includes: salaries, fringe, indirect and other direct charges

FHWA PL Apply are prior year funds GHMPO must apply for

FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA- SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
PL	1.1	Operations & Administration	113,425.04	0	113,425.04	0	0	0	28,356.26*	141,781.3
PL	1.2	Training/Employee Education	15,000.00	0	15,000.00	0	0	0	3,750.00*	18,750.00
PL	1.3	Equipment & Supplies	3,000.00	0	3,000.00	0	0	0	750.00*	3,750.00
PL	1.4	UPWP	10,000.00	0	10,000.00	0	0	0	2,500.00*	12,500.00
PL	2.1	Community Outreach/Education	8,000.00	0	8,000.00	0	0	0	2,000.00*	10,000.00
PL	3.1	Socio-Economic Data	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.1	Intermodal Planning	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.2	GIS, Model Development & Apps.	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.3	Long Range Plan	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.4	TIP	5,000.00	0	5,000.00	0	0	0	1,250.00*	6,250.00
PL	4.5	Special Transportation Studies	48,000.00	0	48,000.00	0	0	0	12,000.00*	60,000.00
PL	1.1 - 4.5	Total	222,424.14	0	222,424.14	0	0	0	55,606.26*	278,031.3

*In-kind local match

FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FTA – 5303	FEDERAL TOTAL	STATE 5303 MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
5303	5.1	Program Support & Administration	41,152.00	41,152.00	5,144.00	5,144.00	5,144.00	51,440.00
5303	5.2	Long Range Planning	41,152.00	41,152.00	5,144.00	5,144.00	5,144.00	51,440.00
5303	5.3	TIP	5,456.00	5,456.00	682.00	682.00	682.00	6,820.00
5303	5.1 - 5.3	Total	87,760.00	87,760.00	10,970.00	10,970.00	10,970.00	109,700.00

FY 2022 TOTAL BUDGET

GHMPO's total budget for FY 2022 is **\$387,731.30** from all the sources:

Work Elements	PL Funds (\$)			Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
1.0 Administration								
1.1 Operations and Administration	141,781.30	113,425.04	28,356.26	0.00	0.00	0.00	0.00	141,781.30
1.2 Training/Employee Education	18,750.00	15,000.00	3,750.00	0.00	0.00	0.00	0.00	18,750.00
1.3 Equipment and Supplies	3,750.00	3,000.00	750.00	0.00	0.00	0.00	0.00	3,750.00
1.4 UPWP	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
Work Element 1.0 Total	176,781.30	141,425.04	35,356.26	0.00	0.00	0.00	0.00	176,781.30
2.0 Public Involvement								
2.1 Community Outreach/Education	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	10,000.00
Work Element 2.0 Total	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	10,000.00
3.0 Data Collection								
3.1 Socioeconomic Data	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
Work Element 3.0 Total	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.0 System Planning								
4.1 Intermodal Planning	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.2 GIS, Model Development & Applications	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.3 Long-Range Plan	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.4 Transportation Improvement Program	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.5 Special Transportation Studies	60,000.00	48,000.00	12,000.00	0.00	0.00	0.00	0.00	60,000.00
Work Element 4.0 Total	85,000.00	68,000.00	17,000.00	0.00	0.00	0.00	0.00	85,000.00
5.0 Transit Planning								
5.1 Program Support & Administration	0.00	0.00	0.00	51,440.00	41,152.00	5,144.00	5,144.00	51,440.00
5.2 Long Range Transportation Planning	0.00	0.00	0.00	51,440.00	41,152.00	5,144.00	5,144.00	51,440.00
5.3 Transportation Improvement Program	0.00	0.00	0.00	6,820.00	5,456.00	682.00	682.00	6,820.00
Work Element 5.0 Total	0.00	0.00	0.00	109,700.00	87,760.00	10,970.00	10,970.00	109,700.00
Total Work Elements (\$)	278,031.30	222,425.04	55,606.26	109,700.00	87,760.00	10,970.00	10,970.00	387,731.30

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED

METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2022 UPWP												
Work Element	Work Sub-Element	METROPOLITAN PLANNING FACTORS										
		1	2	3	4	5	6	7	8	9	10	11
1.0 Program Support & Administration	1.1: Operations & Administration	X	X	X	X	X	X	X	X	X	X	X
	1.2: Employee Training & Development	X	X	X	X	X	X	X	X	X		
	1.3: Equipment & Supplies	X						X				
	1.4: Unified Planning Work Program	X	X	X	X	X	X	X	X	X		
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X			
3.0 Data Collection	3.1: Socio-Economic Data	X						X				
4.0 System Planning	4.1: Intermodal Planning		X	X	X		X	X		X	X	X
	4.2: GIS, Model Development & Applications							X				
	4.3: Long Range Plan	X	X	X	X	X	X	X	X	X	X	X
	4.4: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X
	4.5: Special Transportation Studies							X	X			
5.0: Transit Planning	5.1: Program Support & Administration	X	X	X	X	X	X	X	X	X		X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X		X	X	X
	5.3: Transportation Improvement Program	X			X			X		X	X	X

FY 2022 UPWP SCHEDULE

FY 2022 GHMPO UNIFIED PLANNING WORK PROGRAM SCHEDULE

Work Element	Work Sub-Element	2021						2022					
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1.0 Administration	1.1: Operations and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	1.2: Training/Employee Education	X	X	X	X	X	X	X	X	X	X	X	X
	1.3: Equipment and Supplies	X	X	X	X	X	X	X	X	X	X	X	X
	1.4: Unified Planning Work Program				X	X		X	X	X	X	X	
2.0 Public Involvement	2.1: Community Outreach/Education	X	X	X	X	X	X	X	X	X	X	X	X
3.0 Data Collection	3.1: Socio-Economic Data, Models, and Analysis	X	X	X	X	X	X	X	X	X	X	X	X
4.0 System Planning	4.1: Intermodal Planning	X	X	X	X	X	X	X	X	X	X	X	X
	4.2: GIS & Model Development and Applications	X	X	X	X	X	X	X	X	X	X	X	X
	4.3: Long Range Plan	X			X			X			X		
	4.4: Transportation Improvement Program	X			X			X			X		
	4.5: Special Transportation Studies	X	X	X	X	X	X	X	X	X	X	X	X
5.0: Transit Planning	5.1: Program Support and Administration	X	X	X	X	X	X	X	X	X	X	X	X
	5.2: Long Range Transportation Planning (Project Level)	X			X			X			X		
	5.3: Transportation Improvement Program	X			X			X			X		

1/26/2021

DRAFT

APPENDIX A: Safety Performance Management Targets Resolution



2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.2625
Fax: 770.531.3902
ghmpo.org

Safety Performance Management Targets for 2020*

GHMPO supports the following Safety Performance Management Targets approved by the Georgia Department of Transportation for calendar year 2020:

- **Number of Fatalities: 1,698**
 - To maintain the 5-year moving average traffic fatalities under the projected 1,698 (2016-2020) 5-year average by December 2020
- **Number of Serious Injuries: 24,094**
 - To maintain the 5-year moving average serious traffic injuries under the projected 24,094 (2016-2020) 5-year average by December 2020
- **Fatality Rate: 1.28**
 - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.28 (2016-2020) 5-year average by December 2020
- **Serious Injury Rate: 21.8**
 - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 21.8 (2016-2020) 5-year average by December 2020
- **Total Number of Non-Motorized Fatalities and Serious Injuries: 1,163**
 - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 1,163 (2016-2020) 5-year average by December 2020

**The 2019 Safety Performance Management Targets were officially adopted by the GHMPO Policy Committee on February 12, 2019. At the direction of GDOT and FHWA, moving forward all future adoptions of the state-wide Safety Performance Management Targets may be made via administrative modification by GHMPO staff. GHMPO staff will continue to keep committee members up to speed on changes made to all required performance measures.*

APPENDIX B: Bridge & Pavement Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Bridge and Pavement Performance Management Targets

WHEREAS, federal regulations require that the Long Range Transportation Plans and the Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas; and

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO), in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt Bridge and Pavement Performance Management Targets for use in the transportation process; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on July 17, 2018 and July 26, 2018 respectively recommended that GHMPO support the Bridge and Pavement Performance Management Targets approved by the GDOT as follows:

Bridge Level of Service Measures and Targets

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Bridge Structures	Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge area	Bridge conditions are based on the results of inspections on all bridge structures. Bridges rated as “Poor” are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in Good condition as a percentage of total NHS bridge area	Bridges rated “Good” will be evaluated as to cost of to maintain Good condition. Bridges rated as “Fair” will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to a condition rating of Good.	Greater than or equal to 60% (NHS) in Good Condition

2875 Browns Bridge Road
Gainesville, Georgia 30504

(770) 297-2625
www.ghmpo.org

APPENDIX B: Bridge & Pavement Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

Pavement Level of Service Measures and Targets

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in Poor condition	Pavement conditions are measured through field inspections. Pavements in “poor” condition are in need of work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in Good condition	Interstate pavement rated as “good” will be considered for potential pavement preservation treatments to maintain the “good” rating	Greater than or equal to 50% in Good Condition
Non-Interstate NHS	Percent of Non-Interstate NHS pavements in Poor condition	Non-interstate NHS pavements in “poor” condition are in need of major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Non-Interstate NHS	Percent of Non-Interstate NHS pavements in Good condition	Non-interstate NHS pavements in “good” condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition

Summary of the PM 3 Performance Measures

PERFORMANCE MEASURE	GEORGRAPHIC EXTENT	APPLICABLE ROADWAYS	TIMEFRAME
Percent of person-miles traveled on the Interstate that are reliable	Statewide	Interstate	2-year and 4-year targets
Percent of person-miles traveled on the non-Interstate that are reliable	Statewide	Non-Interstate	4-year target
Truck Travel Time Reliability (TTTR) Index	Statewide	Interstate	2-year and 4-year targets
Total Emissions Reduction	Statewide	All Roads	2-year and 4-year targets

2875 Browns Bridge Road
Gainesville, Georgia 30504

(770) 297-2625
www.ghmpo.org

APPENDIX B: Bridge & Pavement Performance Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

PM 3 Targets

PERFORMANCE MEASURE	2-YEAR TARGET	4-YEAR TARGET
Percent of person-miles traveled on the Interstate that are reliable	73.0%	67.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	N/A	81.0%
Truck Travel Time Reliability (TTTR) Index	1.66	1.78
Total Emissions Reduction	VOC: 205.7 kg/day NO _x : 563.3 kg/day	VOC: 386.6 kg/day NO _x : 1,085.0 kg/day

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the Bridge and Pavement Performance Management Targets as well as the Targets for Performance of the National Highway System, Freight, and Congestion Mitigation and Air Quality, as approved by GDOT.

A motion was made by PC member Danny Dunagan and seconded by PC member Lamar Scroggs and approved this the 14th of August, 2018.



Mayor Mike Miller, Chair
Policy Committee

Subscribed and sworn to me this the 14th of August, 2018.



Notary Public
My commission expires March, 26, 2022
*Melissa McCain
Notary Public, Hall County, Ga.
My Commission Expires
March, 26, 2022*

2875 Browns Bridge Road
Gainesville, Georgia 30504

(770) 297-2625
www.ghmpo.org

APPENDIX C: Transit Asset Management Targets Resolution



Gainesville - Hall Metropolitan Planning Organization

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Setting Transit Asset Management Targets

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Gainesville-Hall Planning Area which includes entire Hall County and a western portion of Jackson County; and

WHEREAS, federal legislation and rulemaking under MAP-21 (Moving Ahead for Progress in the 21st Century) and the FAST Act (Fixing America's Surface Transportation) established new performance management requirements to ensure state Departments of Transportation (DOT) and MPOs focus the use of federal transportation funds on projects which address national transportation goals; and

WHEREAS, GHMPO, in coordination with the Federal Transit Administration and the Georgia Department of Transportation (GDOT), has reviewed the requirement to adopt a Group Transit Asset Management Plan for use in the transportation planning process; and

WHEREAS, transit providers are required to establish and assess state of good repair performance targets; and

WHEREAS, MPOs are required to establish state of good repair transit performance targets after the transit providers establish their initial targets; and

WHEREAS, in consultation with GDOT and transit providers, GHMPO may update its state of good repair targets annually; and

WHEREAS, the Technical Coordinating Committee (TCC) and the Citizens Advisory Committee (CAC) at their meetings on January 16th and January 31st respectively recommended that GHMPO support the Group Transit Asset Management Plan Targets approved by the GDOT as follows:

Transit Asset Management 2019-2022 Performance Targets:

*2875 Browns Bridge Road
Gainesville, Georgia 30504*

*(770) 297-2625
www.ghmpo.org*

APPENDIX C: Transit Asset Management Targets



Gainesville - Hall Metropolitan Planning Organization

Asset Category/Class	Total Number	Useful Life Benchmark (ULB)	Number Exceeding ULB ¹ / 3.0 TERM Rating	% Exceeding ULB / 3.0 TERM Rating	Proposed FY19 Targets
Rolling Stock	775		96	12.4%	
BU-Bus (35' - 40')	82	14 yrs.	8	9.8%	15%
BU-Bus (29' - 30')	54	12 yrs.	21	38.9%	35%
CU-Cutaway bus	593	7 yrs.	52	8.8%	10%
MV-Minivan	1	8 yrs.	1	100.0%	50%
SB-School bus ²	33	15 yrs.	8	24.2%	50%
VN-Van	12	8 yrs.	6	50.0%	50%
Equipment	55		23	42.6%	
AO - Automobile	18	8 yrs.	11	61.1%	55%
Trucks and other Rubber Tire Vehicles	31	10 yrs.	11	35.5%	55%
Equip. > \$50,000 ³	6	14 yrs.	n/a	n/a	n/a
Facilities	83		7	8.4%	
Administration	62	n/a	2	3.2%	25%
Maintenance	11	n/a	5	45.5%	25%
Passenger / Parking Facilities	10	n/a	0	0%	10%

¹ For facilities, number below 3.0 TERM rating is used

² Refers to vehicle type, not type of service operated

³ For equipment, FTA requires performance targets to only be set for non-revenue or service vehicles

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee (PC) concurs with the recommendations of the TCC and CAC that GHMPO agree to support the Group Transit Asset Management Targets as approved by GDOT.

A motion was made by PC member Danny Dunagan and seconded by PC member Richard Higgins and approved this the 12th of February, 2019.


 Mayor Mike Miller, Chair
 Policy Committee

Subscribed and sworn to me this the 12th of February, 2019


 Notary Public

Emily Foote
 Notary Public
 Hall County
 State of Georgia
 My commission expires July 31, 2022

My commission expires 7/31/2022

2875 Browns Bridge Road
 Gainesville, Georgia 30504

(770) 297-2625
www.ghmpo.org

TECHNICAL COORDINATING COMMITTEE

Wednesday, February 17, 2021, 10:30 AM

Join Online via Computer or Smartphone via GoToMeeting:

https://www.gotomeet.me/GHMPO/tcc_february2021

Join By Phone: +1 (646) 749-3122

Access Code: 528-162-293, Audio Pin: #

AGENDA

- 1. Welcome – Adam Hazell, Chair**

- 2. Approval of October 14, 2020 Meeting Minutes**

- 3. Recommend Approval of Draft Amendment #6 to the FY 2018-2021 Transportation Improvement Program**
– Michael Haire, GHMPO

- 4. Recommend Approval of Draft Amendment #1 to the FY 2021-2024 Transportation Improvement Program**
– Michael Haire, GHMPO

- 5. Review of the Draft FY 2022 Unified Planning Work Program**
– Joseph Boyd, GHMPO

- 6. Recommend Approval of the Draft SR 365/Jesse Jewell Traffic Impact Study**
– Angela Sheppard, City of Gainesville & Eric Lusher, Pond

- 7. Jurisdiction and Agency Reports**
– City of Flowery Branch, City of Gainesville, City of Oakwood, Town of Braselton, Georgia Department of Transportation, Georgia Mountains Regional Commission, Hall Area Transit, Hall County, Jackson County

MEMORANDUM

To: Technical Coordinating Committee Members
From: Angela Sheppard, City of Gainesville
Date: February 10, 2021
Re: Recommend Approval of the Draft SR 365/Jesse Jewell Traffic Impact Study Document

In July 2019, the City of Gainesville and GHMPO collaborated to begin work on the State Route 365/Jesse Jewell Parkway Traffic Impact Study to explore options to relieve congestion through the corridor due to recent developments and with the knowledge of the soon-to-be constructed Inland Port being developed off of State Route 365 north of Howard Road.

Pond was selected to conduct this study and has provided the City and GHMPO with the final document containing recommendations for the corridor, ranging from short-term quick fixes to long-term major transportation project solutions.

RECOMMENDED ACTION: **Recommend Approval of Draft SR 365 Study Document**

Attachment: *Draft SR 365/Jesse Jewell Traffic Impact Study Document*

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

DRAFT REPORT



TABLE OF CONTENTS

INTRODUCTION	4
EXISTING CONDITIONS	6
FUTURE NEEDS.....	14
ACTION PLAN.....	28

APPENDICES

- A: Traffic Count Data
- B: Synchro Analysis Output
- C: Stakeholder Interviews Summary
- D: Forecasting Materials
- E: Intersection Project One-Sheets
- F: Cost Estimate Worksheets
- G: Concept Designs

This report has been prepared by Pond & Company for the Gainesville-Hall Metropolitan Planning Organization and the City of Gainesville with support from Moffat & Nichol, Blue Cypress, and Rochester & Associates.



INTRODUCTION

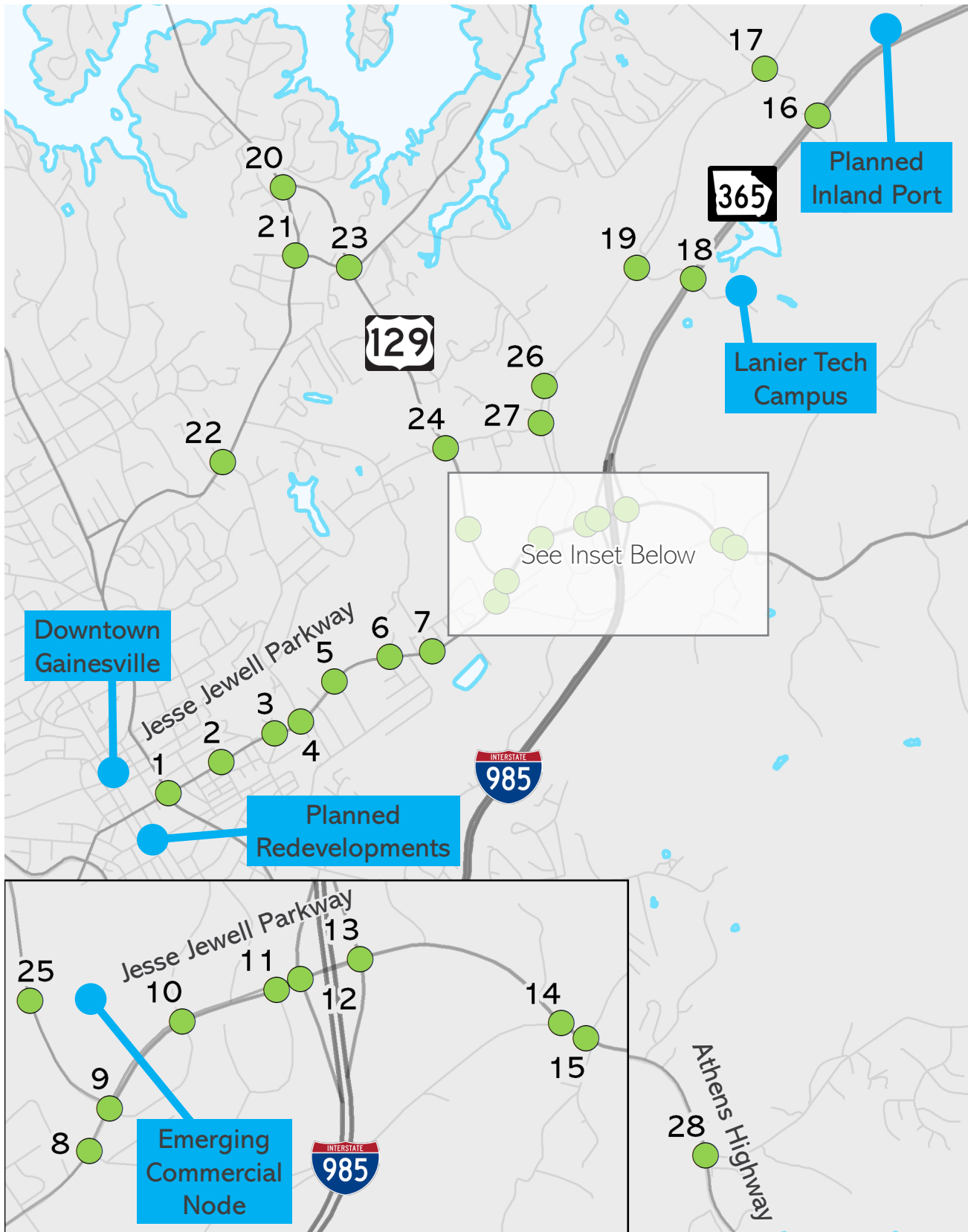
The eastern part of Gainesville has seen increasing development pressures in the past decade including most recently the emergence of a commercial node at Limestone Parkway/Jesse Jewell Parkway, the new Lanier Tech campus, and increased residential and employment growth. With more anticipated development coming - including the construction of a new Inland Port along SR 365 and redevelopment in downtown Gainesville, the Gainesville-Hall Metropolitan Organization and City of Gainesville commissioned this study to understand the transportation impacts of the various planned and anticipated development and to identify long-term solutions that can proactively maintain traffic flow and safety along Jesse Jewell Parkway, SR 365, and other corridors in the eastern part of Gainesville.

To more fully understand the needs of the area, this study focuses on key intersections along Jesse Jewell Parkway, SR 365, and other major corridors in the eastern part of Gainesville. All study intersections are shown on the facing page and are listed here:

1. SR 369/Jesse Jewell Parkway at SR 60/Athens Highway
2. SR 369/Jesse Jewell Parkway at Prior Street
3. SR 369/Jesse Jewell Parkway at Summitt Street
4. SR 369/Jesse Jewell Parkway at Downey Boulevard
5. SR 369/Jesse Jewell Parkway at Barn Street
6. SR 369/Jesse Jewell Parkway at Terrace Street/Community Way
7. SR 369/Jesse Jewell Parkway at Myrtle Street/Quarry Street
8. SR 369/Jesse Jewell Parkway at Old Cornelia Highway (west)
9. SR 369/Jesse Jewell Parkway at Limestone Parkway
10. SR 369/Jesse Jewell Parkway at White Sulphur Road
11. SR 369/Jesse Jewell Parkway at E Crescent Drive
12. SR 369/Jesse Jewell Parkway at I-985 Southbound Ramps
13. SR 369/Jesse Jewell Parkway at I-985 Northbound Ramps
14. SR 369/Jesse Jewell Parkway at Old Cornelia Highway (east)
15. SR 369/Jesse Jewell Parkway at Oconee Circle
16. US 23/SR 365/Cornelia Highway at Ramsey Road
17. White Sulphur Road at Ramsey Road
18. US 23/SR 365/Cornelia Highway at Howard Road
19. White Sulphur Road at Howard Road
20. Limestone Parkway at Cleveland Highway
21. Cleveland Highway at Barrett Street
22. SR 11/Morningside Drive at S Enota Drive
23. Limestone Parkway at Barrett Street
24. Limestone Parkway at Beverly Road
25. Limestone Parkway at Pine Valley Road
26. White Sulphur Road at Pine Valley Road
27. White Sulphur Road at Beverly Road
28. Athens Highway at Gaines Mill Road

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

STUDY INTERSECTIONS



EXISTING CONDITIONS

To understand the needs of the Jesse Jewell Parkway corridor and surrounding network, a review of existing conditions was performed. This review includes a history of crashes in the area, and both a field visit and a technical analysis of existing traffic conditions.

CRASH HISTORY

Crash history on study corridors was reviewed to gain an understanding of safety challenges currently being faced. Crashes were retrieved from the Georgia Department of Transportation's (GDOT's) Georgia Electronic Accident Reporting System (GEARS) for all dates from 2014 through 2018. The map on the facing page shows a heat map of all crashes. Crashes with injuries are shown with an orange dot and crashes with fatalities in this timeframe are shown with a red "X". A table of crashes at each of the study intersections begins on the page following the map.

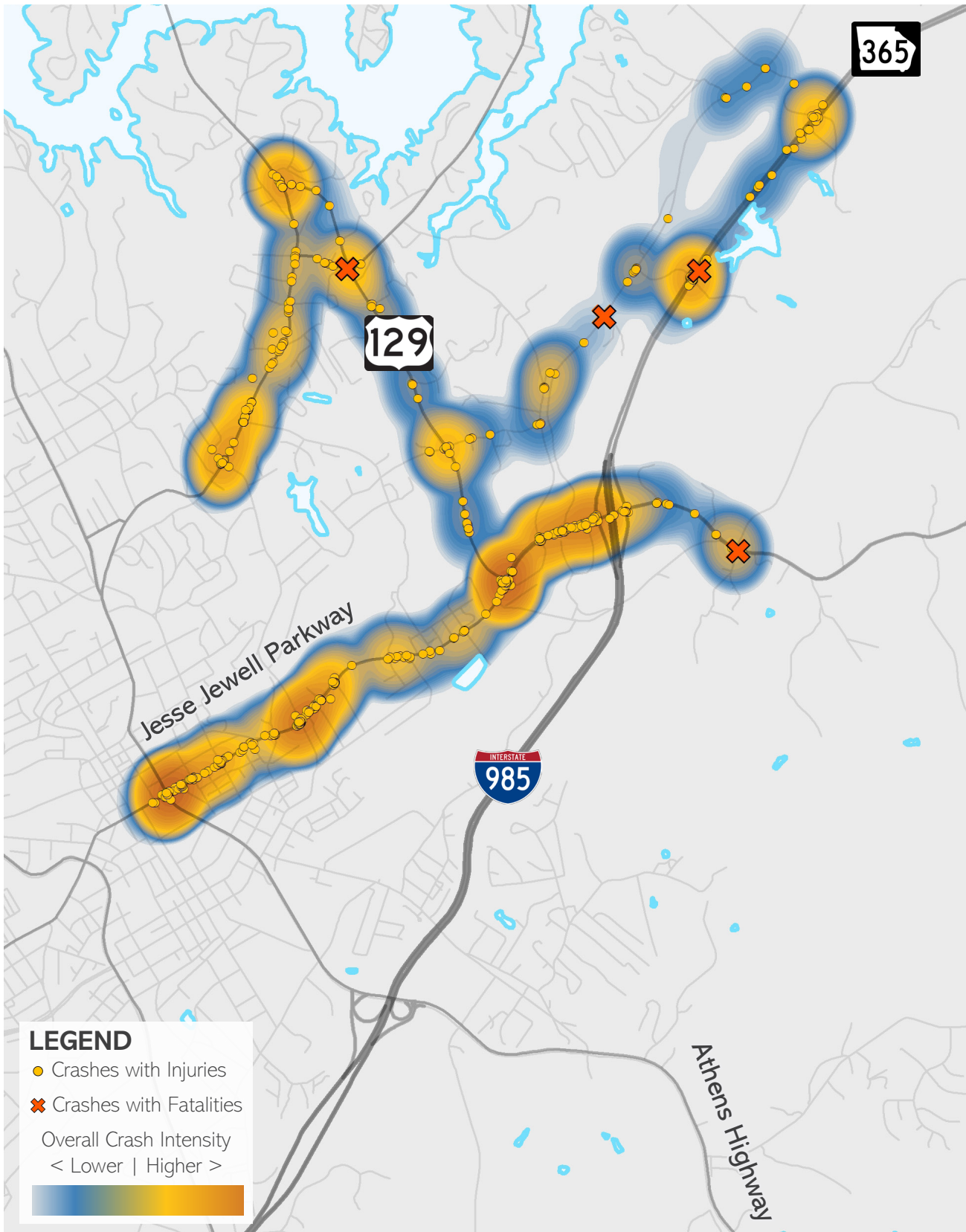
As is typical, crashes occur most frequently at intersections on high-volume roadways. Jesse Jewell Parkway and Limestone Parkway each have extensive crash history as high-volume corridors. SR 365/Cornelia Highway has significant clusters of crashes as well, especially at intersections immediately north of Jesse Jewell Parkway. Currently, Jesse Jewell Parkway is the last grade-separated interchange for northbound travelers. The change in conditions likely contributes to the high volume of crashes at Cornelia Highway at Howard Road, which is the first at-grade intersection to the north.

TOP INTERSECTIONS BY CRASH HISTORY (2014-2018)

- 1** Jesse Jewell Parkway at Limestone Parkway (293 crashes)
- 2** Jesse Jewell Parkway at Athens Highway (273 crashes)
- 3** Jesse Jewell Parkway at Downey Boulevard (183 crashes)
- 4** Limestone Parkway at Cleveland Highway (136 crashes)
- 5** Cornelia Highway at Howard Road (116 crashes)

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

CRASH HEAT MAP (2014-2018)



CRASH HISTORY BY INTERSECTION (2014-2018)

ID	Intersection	Manner of Collision										Crashes Involving Pedestrian	Crashes Involving Bicycle	Crashes Involving Commercial Vehicle	Crashes in Dark Unlit Conditions
		Total Crashes	Injury Crashes	Fatality Crashes	Angle	Head On	Rear End	Sideswipe- Same Direction	Sideswipe- Opposite Direction	Not a Collision with a Motor Vehicle	Other				
1	Jesse Jewell Parkway at Athens Highway	273	40	0	43	2	174	42	4	8	0	0	0	18	2
2	Jesse Jewell Parkway at Prior Street	78	25	0	15	0	54	5	0	4	0	0	0	1	0
3	Jesse Jewell Parkway at Summitt Street	39	9	0	14	0	21	2	0	2	0	0	1	0	1
4	Jesse Jewell Parkway at Downey Blvd	183	46	0	60	4	96	18	1	4	0	0	0	4	7
5	Jesse Jewell Parkway at Barn Street	56	10	0	4	1	43	3	0	5	0	0	0	0	1
6	Jesse Jewell Parkway at Terrace Street/Community Way	27	3	0	8	0	16	2	0	1	0	0	0	1	0
7	Jesse Jewell Parkway at Myrtle Street/Quary Street	8	2	0	4	0	2	2	0	0	0	0	0	0	0
8	Jesse Jewell Parkway at Old Cornelia Highway (West)	3	1	0	1	0	1	0	0	1	0	0	0	0	0
9	Jesse Jewell Parkway at Limestone Parkway	293	60	0	44	3	211	29	0	6	0	0	0	4	18
10	Jesse Jewell Parkway at White Sulphur Road	99	27	0	37	3	46	6	3	4	0	0	0	0	16
11	Jesse Jewell Parkway at E Crescent Drive	47	12	0	10	1	29	5	0	2	0	0	0	1	5
12	Jesse Jewell Parkway at I-985 Southbound Ramps	95	22	0	10	0	81	3	0	1	0	0	0	2	10
13	Jesse Jewell Parkway at I-985 Northbound Ramps	37	11	0	11	0	22	2	0	2	0	0	0	1	3
14	Jesse Jewell Parkway at Old Cornelia Highway (East)	3	0	0	0	0	3	0	0	0	0	0	0	0	1

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

ID	Intersection	Manner of Collision										Crashes Involving Pedestrian	Crashes Involving Bicycle	Crashes Involving Commercial Vehicle	Crashes in Dark Unlit Conditions
		Total Crashes	Injury Crashes	Fatality Crashes	Angle	Head On	Rear End	Sideswipe- Same Direction	Sideswipe- Opposite Direction	Not a Collision with a Motor Vehicle	Other				
15	Jesse Jewell Parkway at Oconee Cir	26	3	0	9	1	6	5	0	5	0	0	0	0	2
16	Cornelia Highway at Ramsey Road	78	23	0	7	0	51	6	1	13	0	0	0	8	10
17	White Sulphur Road at Ramsey Road	9	2	0	2	0	1	2	1	3	0	0	0	0	3
18	Cornelia Highway at Howard Road	116	42	0	37	3	53	13	0	10	0	0	0	10	20
19	White Sulphur Road at Howard Road	20	5	0	13	0	2	1	0	4	0	2	0	0	1
20	Limestone Parkway at Cleveland Highway	136	15	0	9	4	118	1	0	4	0	0	0	2	12
21	Cleveland Highway at Barrett Street	26	6	0	8	0	17	1	0	0	0	0	0	0	4
22	Morningside Drive at S Enota Drive	112	31	0	40	3	55	8	1	4	1	0	0	2	4
23	Limestone Parkway at Barrett Street	67	14	1	27	4	20	9	0	7	0	2	0	5	6
24	Limestone Parkway at Beverly Road	67	17	0	27	1	29	1	1	8	0	0	0	4	8
25	Limestone Parkway at Private Drive	13	8	0	4	0	9	0	0	0	0	0	0	0	1
26	White Sulphur Road at Pine Valley Road	16	3	0	2	0	9	0	4	1	0	0	0	2	2
27	White Sulphur Road at Beverly Road	12	5	0	5	0	5	0	0	2	0	0	0	0	2
28	Athens Highway at Gaines Mill Road	32	10	2	5	0	16	2	1	8	0	1	0	1	9

CURRENT OPERATIONS

To develop an understanding of current conditions at study intersections, traffic counts were performed on Tuesday, August 28th, 2019 at all locations and are included in **Appendix A**. These volumes were used directly as the basis of current (year 2019) operations.

All signalized and stop-controlled intersections were analyzed using Trafficware's Synchro 11 software. Analysis was performed based on methodologies published in the Highway Capacity Manual (HCM). HCM methodology determines the average amount of delay an intersection control (signal, stop sign, etc.) causes for each vehicle in the intersection. This is typically expressed in average seconds of delay per vehicles (sec/veh). Intersections (or individual approaches or movements at intersections) are then assigned a Level of Service based on this average delay, based on research about drivers' perceptions of delay. Levels of Service range from A to F, with different threshold for signalized and unsignalized control. Generally drivers expect longer delays at traffic signals, and thus the same LOS will accept a higher delay at a signal than at a stop sign or other unsignalized control. Different jurisdictions have different policies, but generally an LOS of A through D is considered acceptable, while LOS of E or F is cause for concern. At signalized intersections, an overall average delay is shown. At side-street stop-controlled intersections, each stop-controlled approach is shown separately.

The newest versions of the HCM methodology cannot be applied in certain situations, including intersections with non-standard phasing and with shared lanes. Because this corridor has both of those complications, methodology from the HCM 2000 was used for all intersections in all timeframes. Full Synchro output for all intersections is included in **Appendix B**.

Several intersections and approaches already report failing level of service today, including the Cleveland Highway at Barrett Street signal and several stop-controlled approaches.

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

EXISTING TRAFFIC CONGESTION ANALYSIS RESULTS

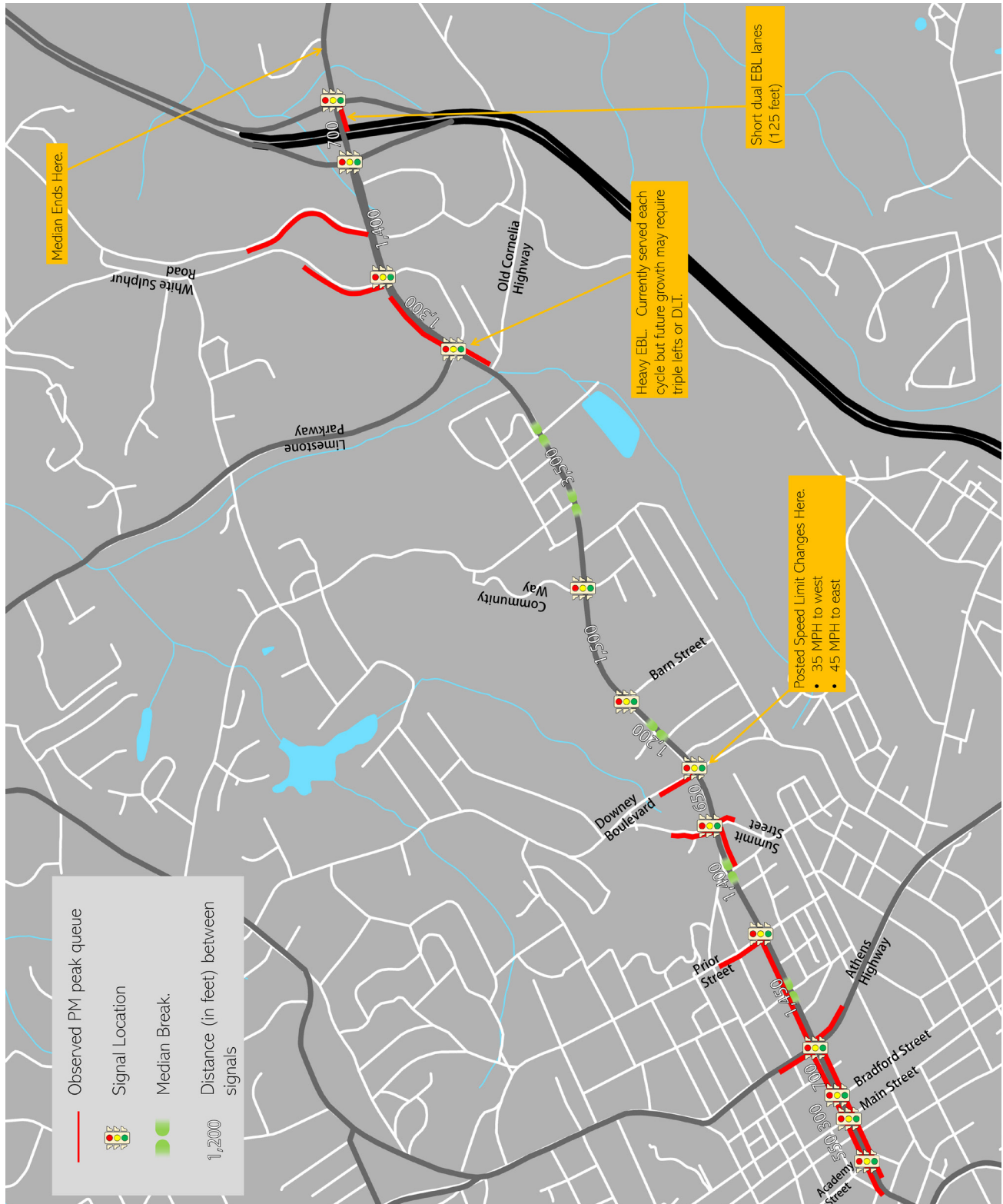
ID	Intersection	Control Type	Direction	Existing	
				AM Delay* (LOS)	PM Delay* (LOS)
1	Jesse Jewell Parkway at Athens Highway	Signalized	Total	44 (D)	69 (E)
2	Jesse Jewell Parkway at Prior Street	Signalized	Total	10 (A)	23 (C)
3	Jesse Jewell Parkway at Summitt Street	Signalized	Total	11 (B)	13 (B)
4	Jesse Jewell Parkway at Downey Boulevard	Signalized	Total	24 (C)	34 (C)
5	Jesse Jewell Parkway at Barn Street	Signalized	Total	13 (B)	15 (B)
6	Jesse Jewell Parkway at Terrace Street/Community Way	Signalized	Total	22 (C)	10 (A)
7	Jesse Jewell Parkway at Myrtle Street/Quary Street	Unsignalized	NB	69 (F)	>300 (F)
		Unsignalized	SB	81 (F)	31 (D)
8	Jesse Jewell Parkway at Old Cornelia Highway (West)	Unsignalized	NB	13 (B)	33 (D)
9	Jesse Jewell Parkway at Limestone Parkway	Signalized	Total	48 (D)	38 (D)
10	Jesse Jewell Parkway at White Sulphur Road	Signalized	Total	22 (C)	26 (C)
11	Jesse Jewell Parkway at E Crescent Drive	Unsignalized	NB	21 (C)	149 (F)
12	Jesse Jewell Parkway at I-985 Southbound Ramps	Signalized	Total	28 (C)	13 (B)
13	Jesse Jewell Parkway at I-985 Northbound Ramps	Signalized	Total	40 (D)	36 (D)
14	Jesse Jewell Parkway at Old Cornelia Highway (East)	Unsignalized	EB	>300 (F)	21 (C)
15	Jesse Jewell Parkway at Oconee Cir	Unsignalized	NB	>300 (F)	17 (C)
		Unsignalized	SB	127 (F)	13 (B)
16	Cornelia Highway at Ramsey Road	Signalized	Total	16 (B)	7 (A)
17	White Sulphur Road at Ramsey Road	Signalized	Total	25 (C)	25 (C)
18	Cornelia Highway at Howard Road	Signalized	Total	16 (B)	31 (C)
19	White Sulphur Road at Howard Road	Unsignalized	WB	17 (C)	25 (C)
20	Limestone Parkway at Cleveland Highway	Signalized	Total	9 (A)	22 (C)
21	Cleveland Highway at Barrett Street	Signalized	Total	42 (D)	113 (F)
22	Morningside Drive at S Enota Drive	Signalized	Total	37 (D)	41 (D)
23	Limestone Parkway at Barrett Street	Signalized	Total	44 (D)	21 (C)
24	Limestone Parkway at Beverly Road	Signalized	Total	25 (C)	34 (C)
25	Limestone Parkway at Private Drive	Signalized	Total	3 (A)	5 (A)
26	White Sulphur Road at Pine Valley Road	Unsignalized	EB	20 (C)	31 (D)
27	White Sulphur Road at Beverly Road	Unsignalized	EB	35 (D)	64 (F)
28	Athens Highway at Gaines Mill Road	Unsignalized	WB	>300 (F)	20 (C)

*Delay shown in average seconds of delay per vehicle

FIELD VISIT

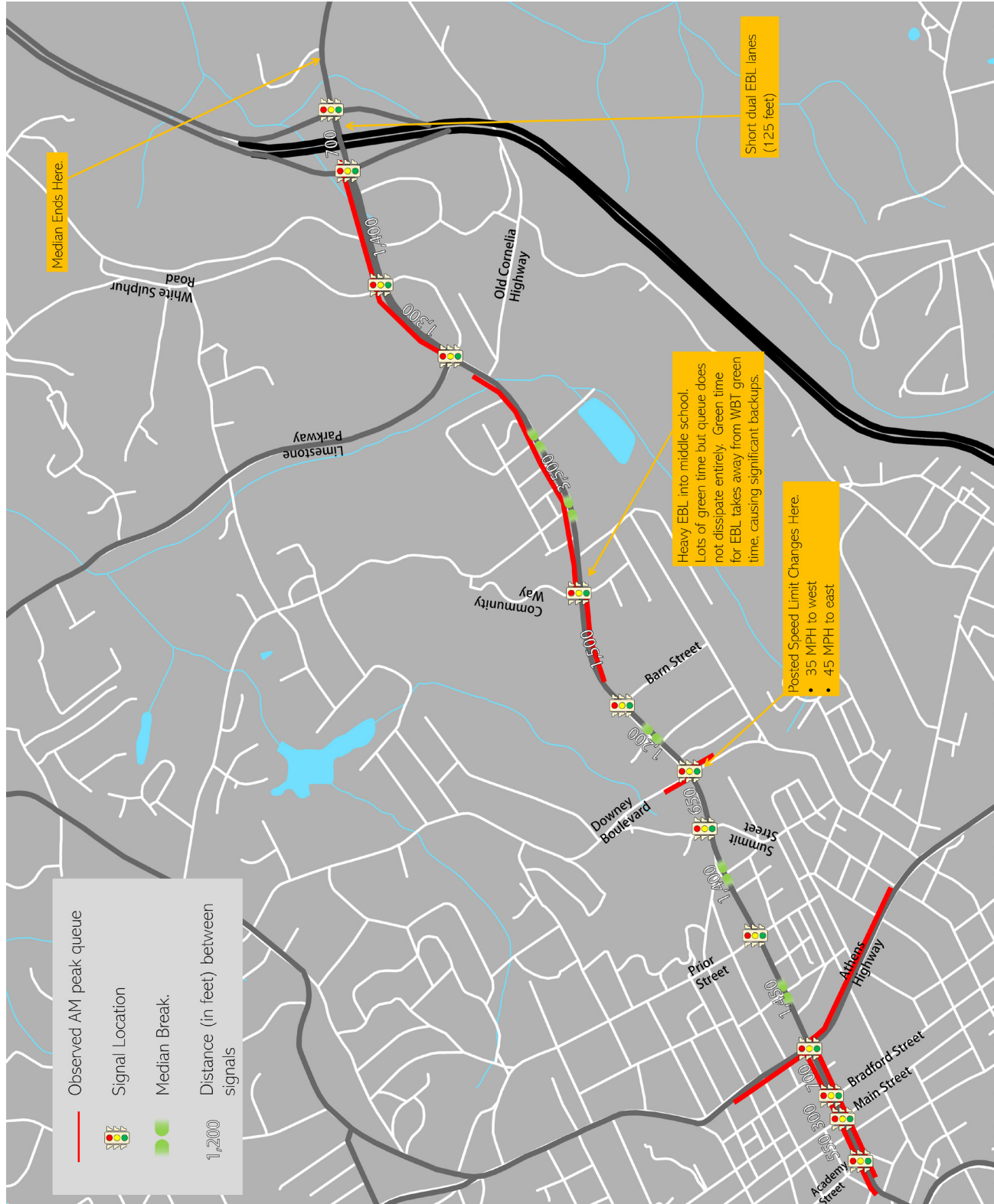
Field visits were made to the Jesse Jewell Corridor on the morning and afternoon of January 14, 2020. These field visits were used to observe queues and notable traffic conditions. Notes from each visit are shown below (morning period) and on the facing page (afternoon period)

AM FIELD VISIT NOTES



STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

PM FIELD VISIT NOTES



FUTURE NEEDS

FORECASTING METHODOLOGY

To best project future traffic conditions in the area, three primary sources were referenced. GDOT provides historic volume data that can be used to understand how traffic has changed and grown in the past, which is an indication of how growth may happen in the future. In the area there are a number of known upcoming developments that will add traffic to the roadway network. These are reviewed and also referenced against the assumptions in the regional travel demand model, which uses socioeconomic forecasts to attempt to project future travel conditions. All of these sources were reviewed and considered in the development of the final forecasting methodology.

HISTORIC DATA

To encompass the study area, historic volumes at ten GDOT count stations were reviewed, as shown in the table below. GDOT regularly collects volume data at these locations and calculates an estimated Annual Average Daily Traffic (AADT) each year, based on counts at that location and nearby locations. A regression analysis was used to calculate the compound annual growth rate (CAGR) at each location. At each location a coefficient of determination (also called r^2) was calculated. At locations with a high coefficient of determination, the historic trend is consistent and more likely to be predictive than at locations with a low coefficient of determination, where the historic growth data is less consistent. For this reason, growth rates at locations with low coefficients of determination are considered less reliable than others.

Count locations were combined along seven major segments of the study network. When there were multiple count locations on a segment, the average of the CAGR at each location, weighted by the latest volume count, was used to calculate an average CAGR for the segment, shown on the map on the facing page.

Location	Jesse Jewell Pkwy East of Downey Blvd	Jesse Jewell Pkwy East of Myrtle St	Jesse Jewell Pkwy East of Limestone Pkwy	Jesse Jewell Pkwy North of Old Cornelia Hwy	Limestone Pkwy North of Clarks Bridge Rd	Limestone Pkwy North of Beverly Rd	Limestone Pkwy South of Beverly Rd	Cornelia Hwy North of Howard Rd	Athens Hwy East of 985	Athens Hwy North of Gaines Mill Rd
AADT	2009							29,000		
	2010		24,000			16,100	14,700	29,600		31,000
	2011	27,000		27,200		8,460		28,800		28,300
	2012		24,700		9,680		16,200	28,800	26,100	
	2013	26,800		26,800				17,000		31,600
	2014		27,300				17,200	30,000	34,700	
	2015	29,900		27,700		8,590		17,600	30,000	32,600
	2016		30,300		10,700		18,300	31,000	30,100	
	2017			30,000						
	2018		31,500		12,900		18,000		32,900	
CAGR	2.60%	3.80%	1.70%	4.60%	0.40%	1.70%	3.80%	0.80%	2.80%	1.80%
R ²	0.70	0.97	0.70	0.85	1.00	0.86	0.96	0.64	0.30	0.45

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

HISTORIC GROWTH RATES



KNOWN DEVELOPMENT

Three specific developments are underway near the study area. Traffic generated by each was considered.

Limestone Parkway

A horizontally mixed-use development along Limestone Parkway north of Jesse Jewell Parkway is anticipated. The development is expected to include commercial properties near Limestone Parkway, and then include multi-family residential properties at the back of the development. There is an accompanying smaller single-family residential neighborhood planned off of Lakeview Drive. In total, this development is expected to add:

- 130,200 square feet of new retail space,
- 53,200 square feet of new office space,
- 252 new multi-family units, and
- 30 new single-family homes.

Inland Port

As part of a statewide freight strategy, GDOT is building an "inland port" near Gainesville that will serve as a rail-to-truck transfer facility for cargo traveling through Georgia Ports, including the Port of Savannah. This facility is expected to employ approximately 20 people and will see between 460 and 640 trucks a day, which are all expected to access Interstate 985 and SR 365.

Downtown Gainesville Developments

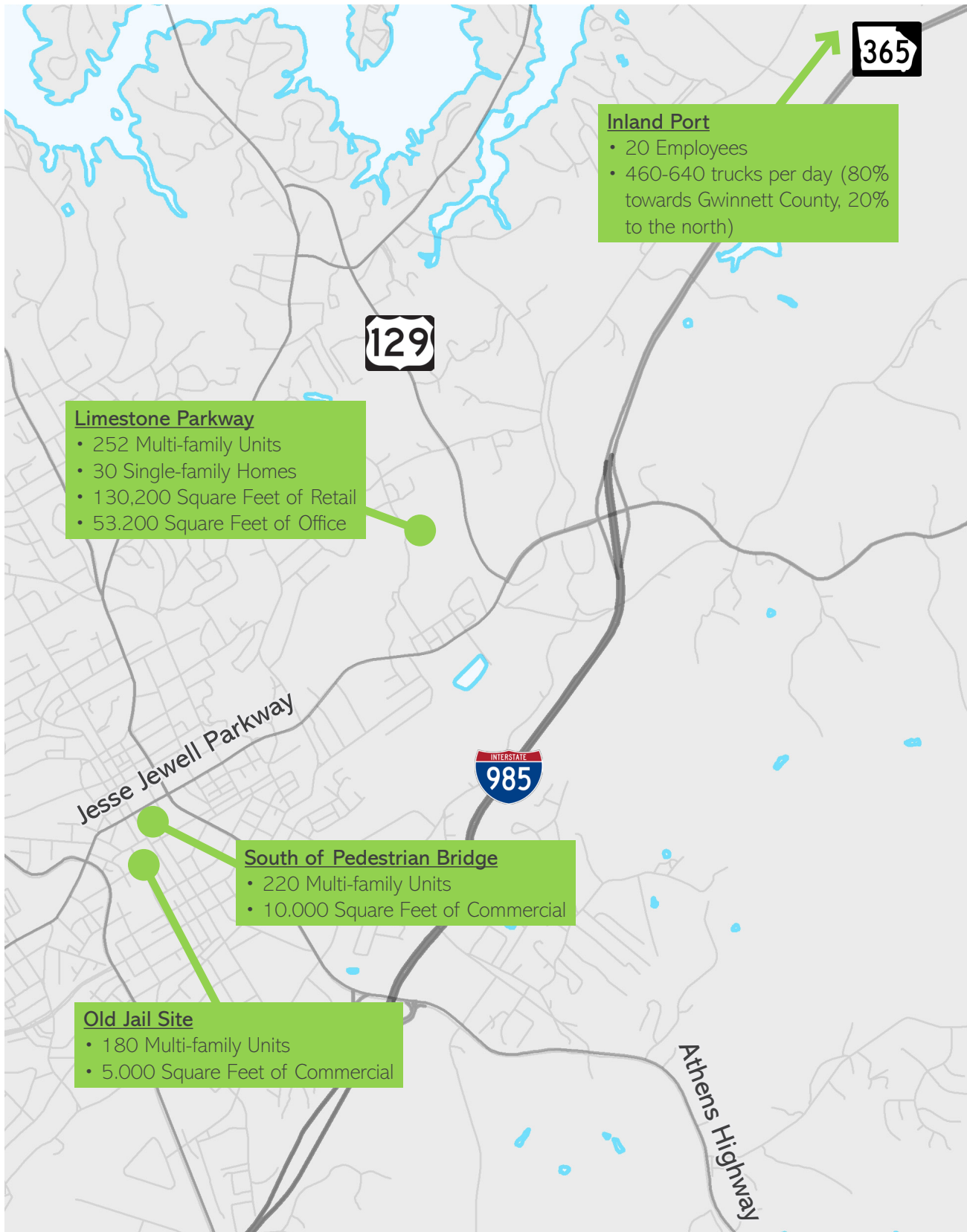
In downtown Gainesville, near the western edge of the study area, two new mixed-use developments will also be bringing new travelers to the area. The first, immediately south of the pedestrian bridge, is expected to bring 220 multi-family units and 10,000 square feet of commercial space to the area. The former jail site is also being redeveloped and is expected to include 180 multi-family units and 5,000 square feet of commercial space.

LIMESTONE PARKWAY DEVELOPMENT SITE PLAN



STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

SPECIFIC ANTICIPATED DEVELOPMENTS



MODEL DATA

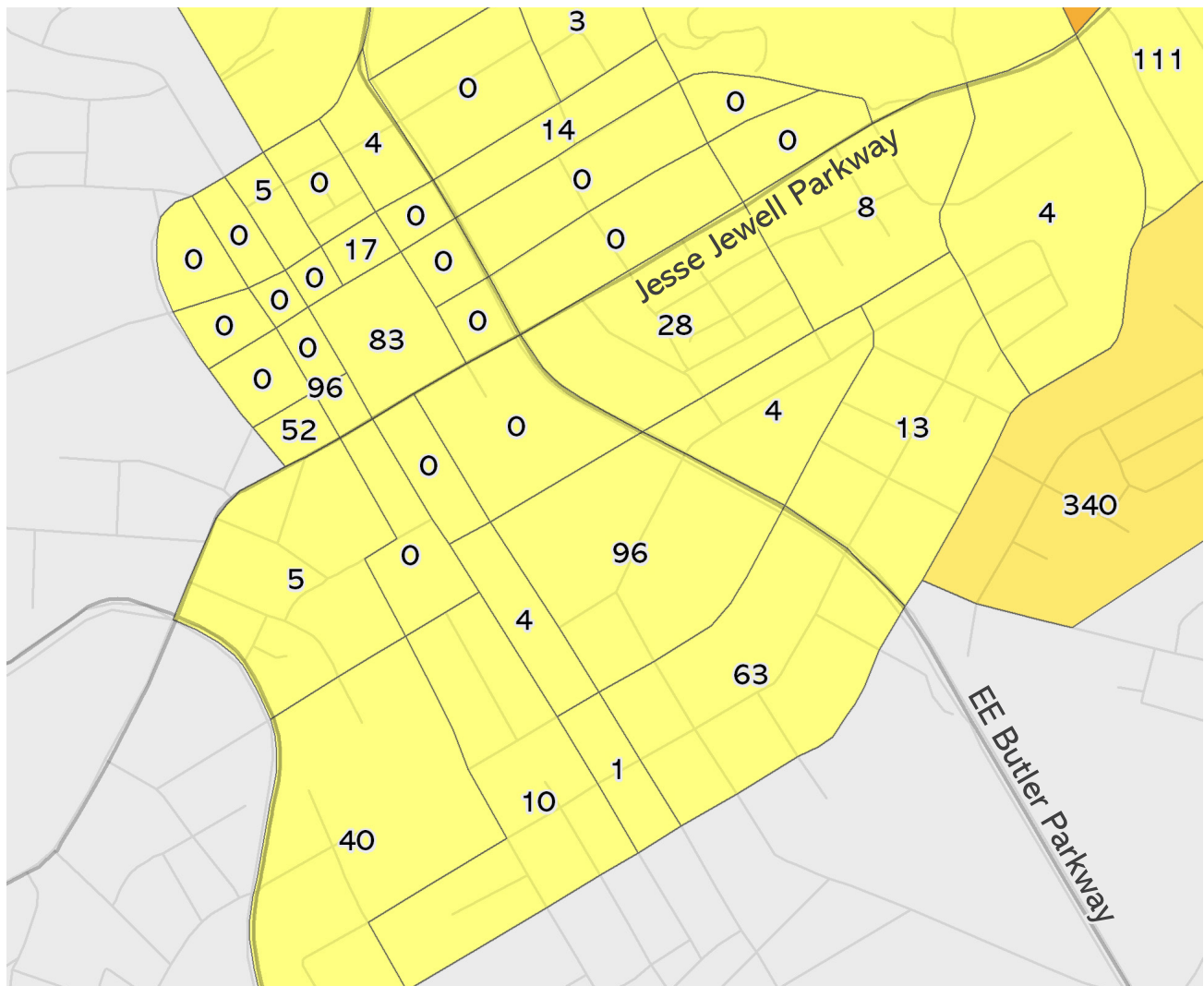
GDOT and the GHMPO maintain a regional travel demand model (TDM) that uses socioeconomic projections (forecasts of how many people will live and work in each different areas) to project how travel behaviors will change as more people and jobs move to the area. This tool can provide forecasts more responsive to anticipated growth than simply looking at historic trends.

As part of this study, three major components of the TDM were reviewed: population/households, employment, and total traffic. Population/households and employment projections from year 2015 to year 2050 were compared to anticipated development, and average annual traffic growth over the same time period was compared to historic trends.

Population/Households

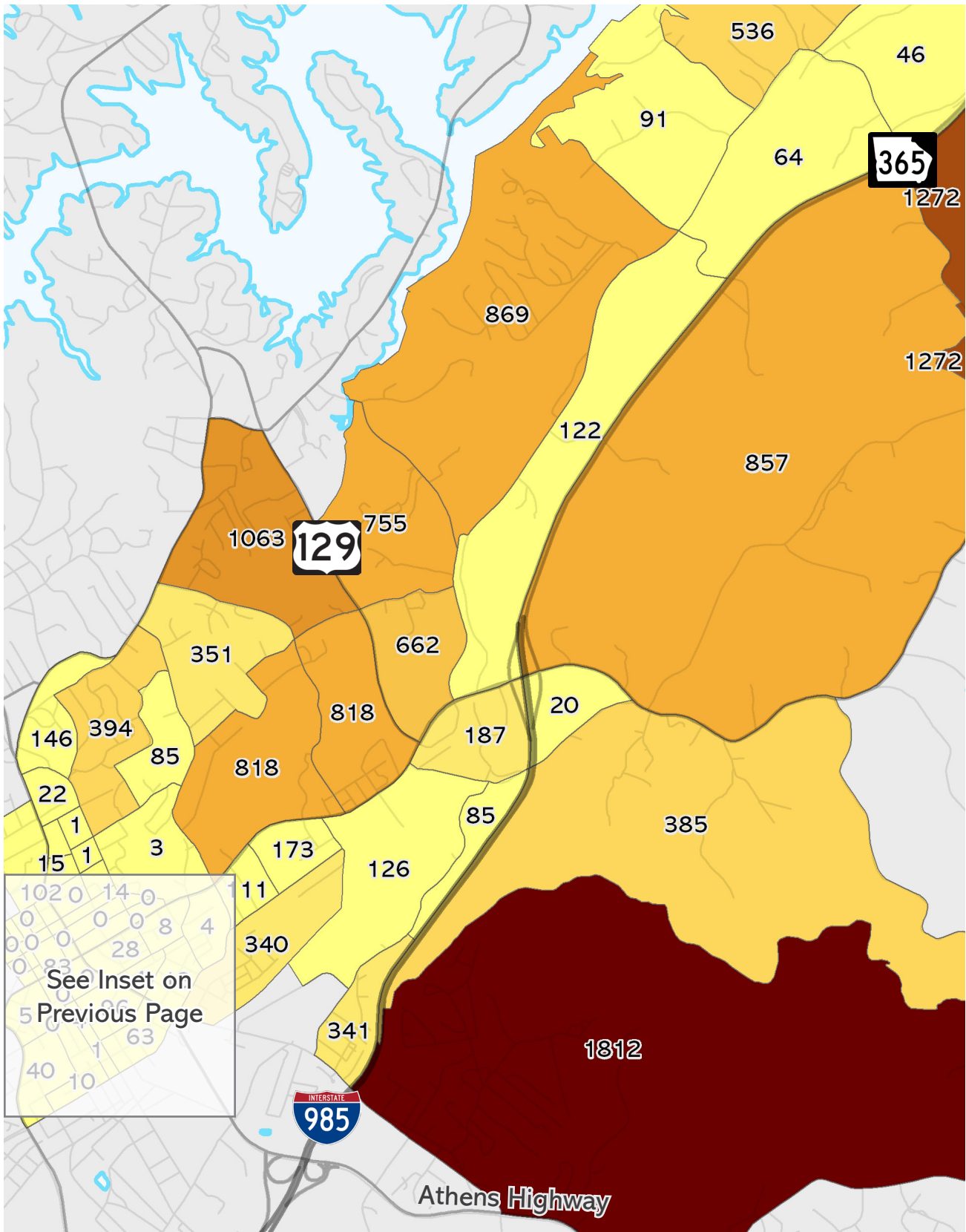
Population growth by traffic allocation zone (TAZ) is shown on the facing page. TAZs with specific anticipated developments are called out. As shown, the TAZ containing the Limestone Parkway development site is expecting a population increase of 818 people. 815 new residents are anticipated as part of that development specifically, so that development is well-included in the TDM inputs. While no residential component is included in the Inland Port, that TAZ is expected to add residents elsewhere. The residential components of the two downtown Gainesville developments are not well-included in the TDM inputs. Neither TAZ containing the developments includes any projected increase in population between year 2015 and year 2050.

TRAVEL DEMAND MODEL ANTICIPATED POPULATION GROWTH 2015-2050 (DOWNTOWN GAINESVILLE)



STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

TRAVEL DEMAND MODEL ANTICIPATED POPULATION GROWTH 2015-2050



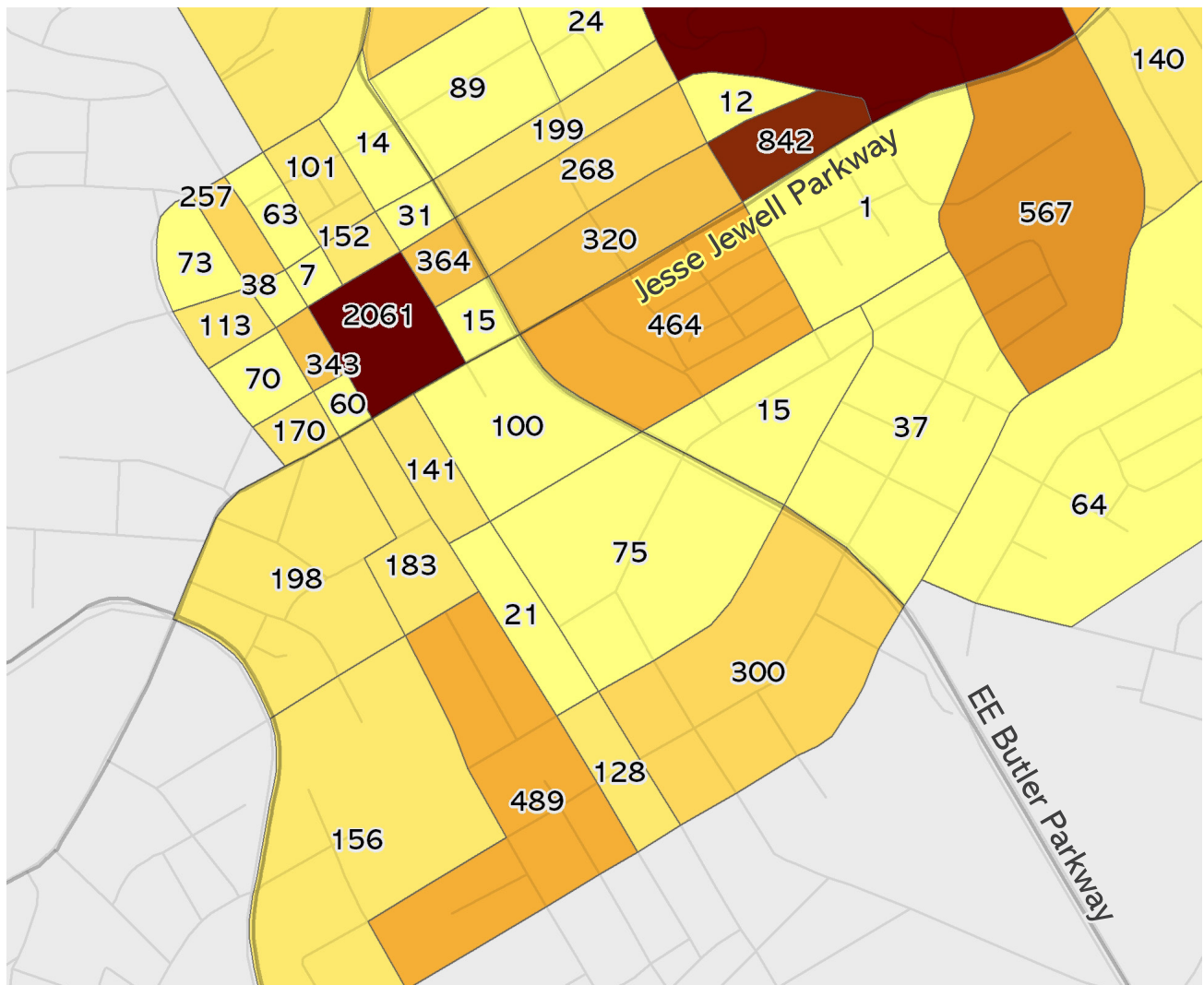
Employment

A similar comparison of jobs was made. Near the Inland Port, more employment growth is projected than is expected from the Inland Port itself. This likely represents other expected commercial and industrial ventures expected to develop around the Port and the I-985 corridor. At the Limestone Parkway development, fewer jobs were expected to be added than are expected from the development, indicating that the model may under-project traffic there. At the downtown developments, far more jobs were expected to be added than those developments are expected to provide. While additional jobs may be added nearby, this may indicate that the model will over-project employment traffic here. This may help to balance out the under-representation of the residential population.

Traffic Volume Impacts

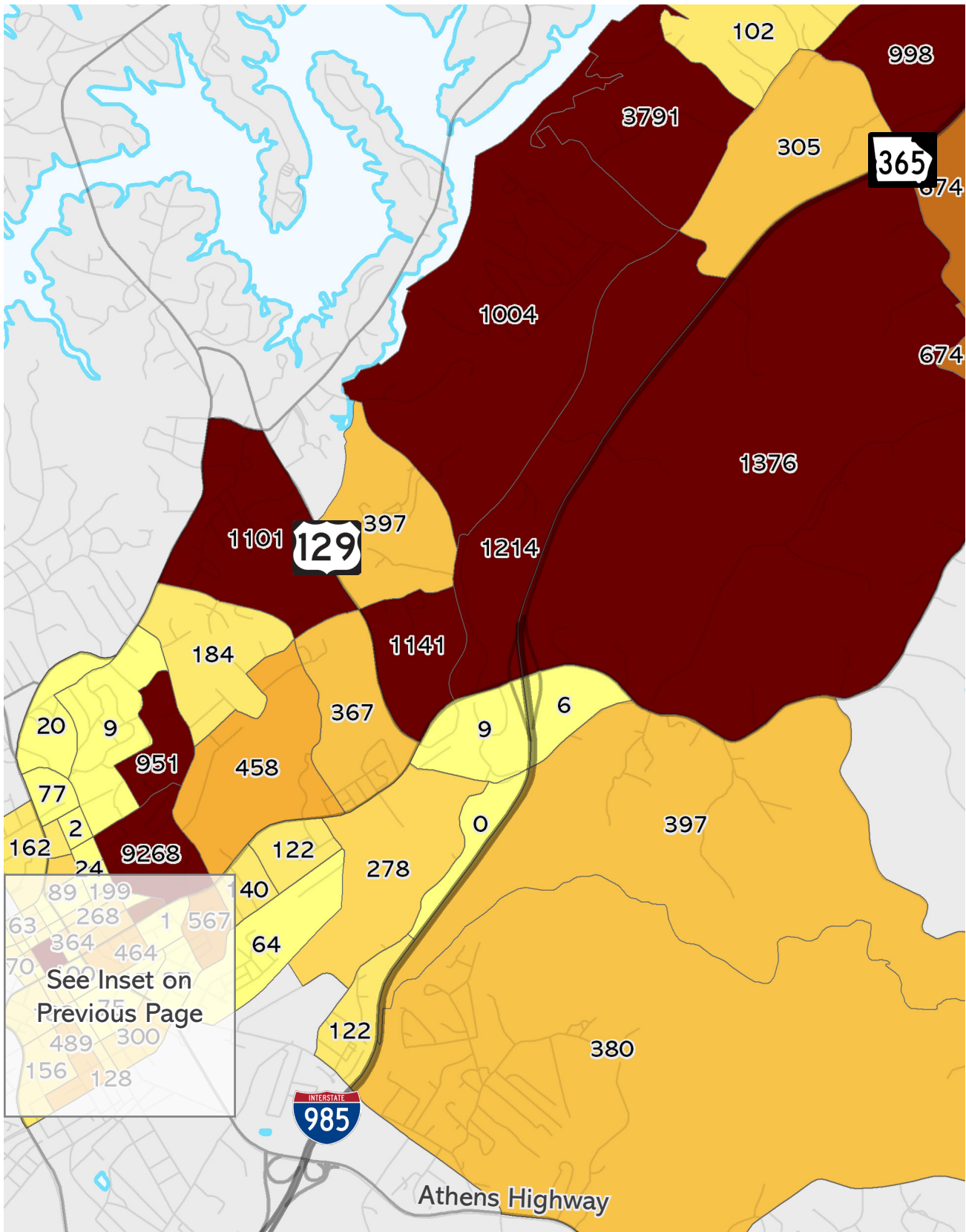
Using these growth projections, the TDM estimates traffic volumes in year 2050. The CAGR of traffic volume growth from year 2015 to year 2050 in the TDM is shown in the following section for each of the seven major roadway segments considered in this study. Based on the understanding of the limitations and imperfections of the TDM, this information was used as a piece of the overall forecasting decision making.

TRAVEL DEMAND MODEL ANTICIPATED EMPLOYMENT GROWTH 2015-2050 (DOWNTOWN GAINESVILLE)



STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

TRAVEL DEMAND MODEL ANTICIPATED EMPLOYMENT GROWTH 2015-2050



FORECASTING METHODOLOGY

Based on historic trends and the TDM, projected CAGRs were selected for each of the seven major roadway segments in this study. The CAGR from historic trends and from the TDM are shown with the selected growth rate used for analysis below and on the facing page. The text below also includes the rationale for selecting each growth rate. Additional details regarding these decisions, including future volume forecasts and laneage needs for each, are included in **Appendix D**.

1. Jesse Jewell Parkway west of Limestone Parkway

- Historic GDOT CAGR: 3.21%
- Projected TDM CAGR: 1.59%
- Proposed CAGR: 1.6%

While the Travel Demand Model input assumptions lean low relative to known downtown Gainesville redevelopment, this redevelopment is not likely to result in the large increases in vehicular traffic demand represented by the historical growth rate based scenarios. Similarly, relatively few arterials in the United States serve more than 60,000 vehicles a day as there is an inherent ceiling on how much a surface arterial can serve. Because of this, the TDM growth rate was used to forecast analysis volumes on this segment.

2. Jesse Jewell Parkway between Limestone Parkway and Interstate 985

- Historic GDOT CAGR: 1.65%
- Projected TDM CAGR: 2.08%
- Proposed CAGR: 1.9%

The travel demand model may be trending a little low here but applying its growth rate results in a very high AADT. Because of this, the average of the historic and TDM rates was used to forecast volumes on this segment. With use of the slightly more modest averaged rate, projections still reflect conditions similar to what the model anticipates. In the future, this segment of Jesse Jewell is anticipated to have slightly more traffic than the segment west of Limestone Parkway.

3. Jesse Jewell Parkway east of Interstate 985

- Historic GDOT CAGR: 4.56%
- Projected TDM CAGR: 1.67%
- Proposed CAGR: 3.1%

Extrapolation of historical trends in this area would result in an extremely high future AADT. While anticipated growth is high anticipated in this area, averaging with the model sourced growth rate to use a-still-very-high rate of 3.1% a year is likely to produce a more reasonable and likely result.

4. Limestone Parkway

- Historic GDOT CAGR: 2.74%
- Projected TDM CAGR: 1.99%
- Proposed CAGR: 2.4%

Review of socioeconomic data suggests that the model may be predicting a little low in this area. Conversely, use of the historical growth rate (going back to the year 2009) is representative of a very specific moment in time as the area started to develop and is therefore likely too aggressive to be sustained. Therefore, an average rate is recommended.

5. White Sulphur Road

- Historic GDOT CAGR: 2.3%
- Projected TDM CAGR: 3.0%
- Proposed CAGR: 3.0%

While the travel demand model may be over-estimating how employment growth will drive traffic growth in this area, it still sources what appears to be the most representative rate to reflect future anticipated conditions.

6. Cornelia Highway

- Historic GDOT CAGR: 0.82%
- Projected TDM CAGR: 1.85%
- Proposed CAGR: 1.3%

While the Travel Demand Model may be producing higher than anticipated results in this area, use of a historical growth rate doesn't really reflect the potential and likelihood of future growth along this corridor. Therefore, an averaging of the two rates is recommended.

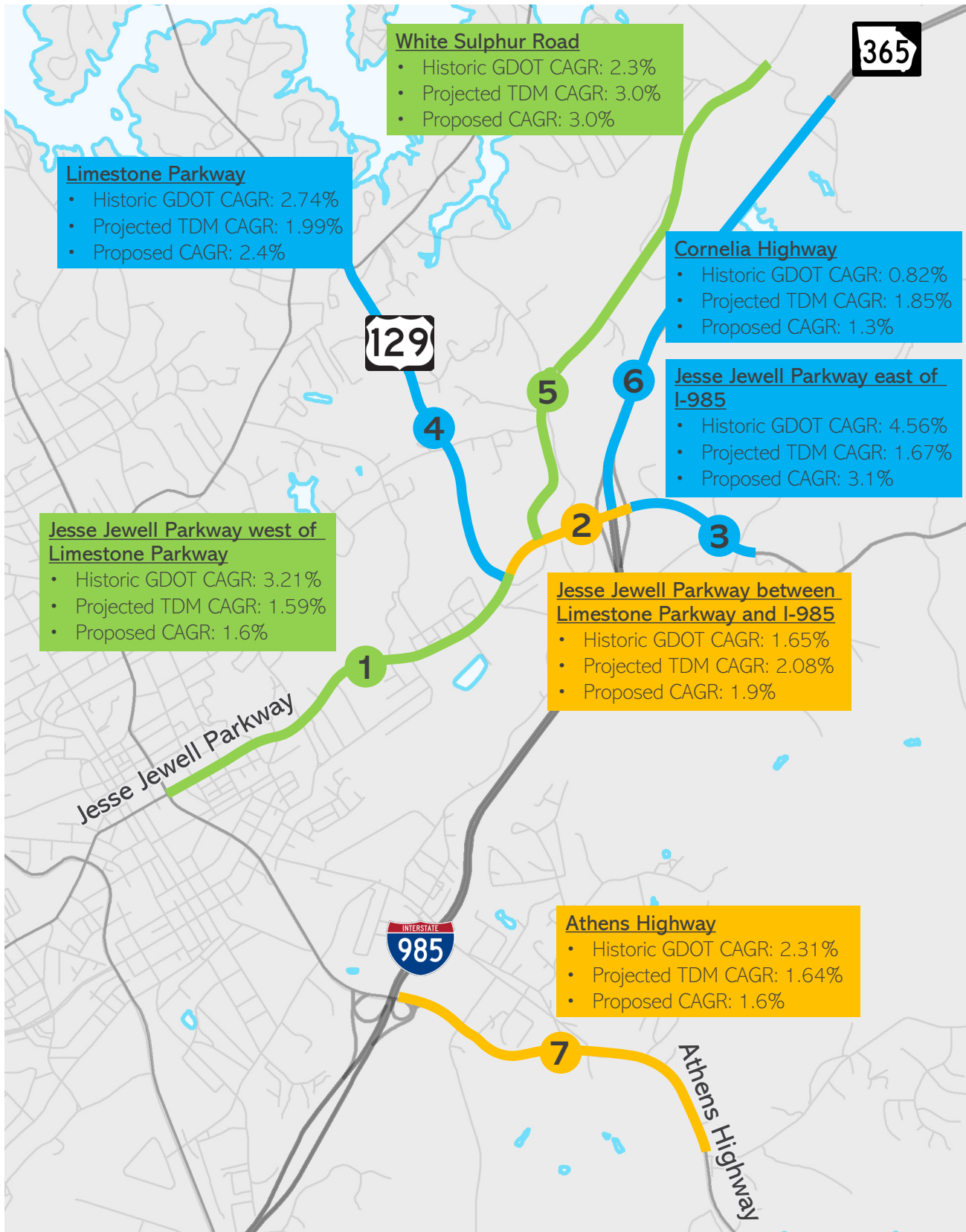
7. Athens Highway

- Historic GDOT CAGR: 2.31%
- Projected TDM CAGR: 1.64%
- Proposed CAGR: 1.6%

Current expectations for future development suggest this area will continue to grow though not necessarily as aggressively as other areas in the region. Given this, application of both the historical growth rate and the averaged rate reflects a future AADT that is not likely. Therefore, the rate suggested by the travel demand model is suggested.

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

SPECIFIC ANTICIPATED DEVELOPMENTS



FUTURE NO-BUILD OPERATIONS

Using these growth rates, year 2050 volumes were projected. These volumes were used to perform an additional analysis of traffic congestion needs in year 2050, using the same methodology used to analyze the year 2019 conditions. Results of this analysis are shown below. Full Synchro output is included as part of **Appendix B**.

Due to high growth, several signals and unsignalized approaches are expected to experience poor levels of service by year 2050.



STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

YEAR 2050 NO BUILD OPERATIONS

ID	Intersection	Control Type	Direction	Existing		2050 No Build Conditions	
				AM Delay* (LOS)	PM Delay * (LOS)	AM Delay* (LOS)	PM Delay* (LOS)
1	Jesse Jewell Pkwy at Athens Hwy	Signalized	Total	44 (D)	69 (E)	162 (F)	190 (F)
2	Jesse Jewell Pkwy at Prior St	Signalized	Total	10 (A)	23 (C)	24 (C)	62 (E)
3	Jesse Jewell Pkwy at Summitt St	Signalized	Total	11 (B)	13 (B)	33 (C)	43 (D)
4	Jesse Jewell Pkwy at Downey Blvd	Signalized	Total	24 (C)	34 (C)	115 (F)	123 (F)
5	Jesse Jewell Pkwy at Barn St	Signalized	Total	13 (B)	15 (B)	55 (D)	171 (F)
6	Jesse Jewell Pkwy at Terrace St/ Community Way	Signalized	Total	22 (C)	10 (A)	145 (F)	143 (F)
7	Jesse Jewell Pkwy at Myrtle St/ Quarry St	Unsig.	NB	69 (F)	>300 (F)	>300 (F)	>300 (F)
		Unsig.	SB	81 (F)	31 (D)	>300 (F)	>300 (F)
8	Jesse Jewell Pkwy at Old Cornelia Hwy (West)	Unsig.	NB	13 (B)	33 (D)	22 (C)	178 (F)
9	Jesse Jewell Pkwy at Limestone Pkwy	Signalized	Total	48 (D)	38 (D)	281 (F)	273 (F)
10	Jesse Jewell Pkwy at White Sulphur Rd	Signalized	Total	22 (C)	26 (C)	210 (F)	>300 (F)
11	Jesse Jewell Pkwy at E Crescent Dr	Unsig.	NB	21 (C)	149 (F)	134 (F)	>300 (F)
12	Jesse Jewell Pkwy at I-985 Southbound Ramps	Signalized	Total	28 (C)	13 (B)	196 (F)	83 (F)
13	Jesse Jewell Pkwy at I-985 Northbound Ramps	Signalized	Total	40 (D)	36 (D)	131 (F)	82 (F)
14	Jesse Jewell Pkwy at Old Cornelia Hwy (East)	Unsig.	EB	>300 (F)	21 (C)	>300 (F)	>300 (F)
15	Jesse Jewell Pkwy at Oconee Cir	Unsig.	NB	>300 (F)	17 (C)	>300 (F)	>300 (F)
		Unsig.	SB	127 (F)	13 (B)	>300 (F)	>300 (F)
16	Cornelia Hwy at Ramsey Rd	Signalized	Total	16 (B)	7 (A)	107 (F)	69 (E)
17	White Sulphur Rd at Ramsey Rd	Signalized	Total	25 (C)	25 (C)	29 (C)	33 (C)
18	Cornelia Hwy at Howard Rd	Signalized	Total	16 (B)	31 (C)	102 (F)	137 (F)
19	White Sulphur Rd at Howard Rd	Unsig.	WB	17 (C)	25 (C)	>300 (F)	>300 (F)
20	Limestone Pkwy at Cleveland Hwy	Signalized	Total	9 (A)	22 (C)	85 (F)	>300 (F)
21	Cleveland Hwy at Barrett St	Signalized	Total	42 (D)	113 (F)	294 (F)	>300 (F)
22	Morningside Dr at S Enota Dr	Signalized	Total	37 (D)	41 (D)	>300 (F)	>300 (F)
23	Limestone Pkwy at Barrett St	Signalized	Total	44 (D)	21 (C)	>300 (F)	61 (E)
24	Limestone Pkwy at Beverly Rd	Signalized	Total	25 (C)	34 (C)	>300 (F)	264 (F)
25	Limestone Pkwy at Private Dr	Signalized	Total	3 (A)	5 (A)	18 (B)	181 (F)
26	White Sulphur Rd at Pine Valley Rd	Unsig.	EB	20 (C)	31 (D)	>300 (F)	>300 (F)
27	White Sulphur Rd at Beverly Rd	Unsig.	EB	35 (D)	64 (F)	>300 (F)	>300 (F)
28	Athens Hwy at Gaines Mill Rd	Unsig.	WB	>300 (F)	20 (C)	>300 (F)	>300 (F)

*Delay shown in average seconds of delay per vehicle

STAKEHOLDER ENGAGEMENT

The project team carried out several interviews to gain area stakeholder perspectives on current and future area traffic challenges and opportunities. The information collected provides additional data points to supplement the technical analyses guiding the study recommendations.

Twenty-two stakeholder interview candidates from a variety of Gainesville's government agencies, industries, education system, medical system, private businesses, and nonprofit agencies as well as regional and state partners were identified by the project team. A list of all identified stakeholders is available in **Appendix C**.

- An initial email was sent from the Gainesville-Hall Metropolitan Planning Organization (GHMPO) to each stakeholder. The email briefly described the study and notified individuals that the team would like to conduct a 30-minute remote meeting.
- Approximately 24 hours after the initial GHMPO email, Blue Cypress Consulting sent each stakeholder an email inviting them to schedule a brief, remote meeting.
- A total of 15 interviews were conducted: 12 via Zoom remote videoconferencing, 1 typed and emailed, 1 over the phone, and 1 was given by a stakeholder contact and recorded.

Each interview consisted of two sections of questions. The first section consisted of nine questions for all stakeholders, while the second section consisted of different questions depending on the stakeholder's affiliation. The interview questions can be found in **Appendix C**. A map of the study area, highlighting focus intersections (see Figure A on page 2), was provided to each interviewee and available during the interview for reference.

PRIORITY INTERSECTIONS

All interviewees were asked to identify the top three priority intersections for improvements or new policies to facilitate traffic flow. The interview team did not limit responses in cases where participants were unable to limit their top priorities to just three intersections. Priority intersections, in order of most votes to least, are shown here with the number of times mentioned in parentheses.

- 18 – Cornelia Hwy (SR 365) at Howard Rd (9)
- 1 – Jesse Jewell Pkwy at Athens Hwy (9)
- 16 – Cornelia Hwy at Ramsey Rd (7)
- 6 - Jesse Jewell Pkwy at Terrace St./Community Way (6)
- 9 - Jesse Jewell Pkwy at Limestone Pkwy (5)
- 17 - White Sulphur Rd at Ramsey Rd (4)
- 10 – Jesse Jewell Pkwy at White Sulphur Rd (4)
- 27 – White Sulphur Rd at Beverly Rd (3)
- 22 -Morningside Dr at S Enota Dr (3)
- 15 – Jesse Jewell Pkwy at Oconee Cir (3)
- 12 – Jesse Jewell Pkwy at I-985 SB (3)
- 2 - Jesse Jewell Pkwy at Prior St (3)

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

GENERAL CORRIDOR ISSUES

A handful of underlying intersection and/or corridor issues were identified by stakeholders as factors contributing to increased traffic congestion, as summarized below.

- Left turn lanes back up into general purpose lanes. This is an issue, in particular, in the busy area between intersections #1 and #9 along Jesse Jewel Parkway where there are several different uses that people are entering and leaving.
- U-turns are regularly carried out by travelers to make their individual trips more efficient. Such traffic movement is either illegal and/or results in inefficient traffic flow and safety issues. Areas where this occurs include Ramsey Road at SR 365 and around the Kroger Marketplace.
- High speeds along SR 365 pose dangerous conditions and result in accidents north of the interchange at Jesse Jewel Parkway, particularly at Ramsey Road and Howard Road/Lanier Tech Drive.
- Due to intersection back-ups on SR 365, White Sulphur Road is increasingly becoming an alternative route. Conflicts between freight vehicles and passenger vehicles seem to be increasing in this area.
- There is no bypass around Gainesville to go north. That issue, along with the limited crossings over Lake Lanier, makes some commercial through-traffic in downtown Gainesville unavoidable. Ultimately, this causes a backup along Jesse Jewel Parkway coming into downtown.
- Increased development results in greater congestion.

FREIGHT MOVEMENT/INLAND PORT IMPACTS

Almost every interviewee mentioned the proposed North Georgia Inland Port, the associated possibility of increased freight traffic, and how it might affect the traffic and safety within the study area. A couple of interviewees stated that the Inland Port has the potential to positively affect the area by attracting more businesses and people to Gainesville.

- Intersections #16 and #17 were identified as potential traffic and safety concerns due to freight traffic combining with Kubota traffic and the possibility of school-related traffic from the proposed school consolidation at intersection #17.
- Additionally, intersections #10 through #15 and possibly #9 were identified as those intersections most likely to be impacted by freight traffic from the inland port.
- The potential impact on north/south railway activity was mentioned several times and specifically at railway crossings in the study area. Intersection #26 is an unsignalized railway crossing and is a major safety concern for the tractor trailers coming in and out of the nearby chicken facility. This at-grade crossing also causes a bottleneck that impacts Kubota employees and trucks as well as other vehicles traveling White Sulphur Road.
- Intersection #18 was also identified as a possible concern due to increasing freight traffic mixing with Lanier Technical College student traffic.

SCHOOL-RELATED TRAFFIC AND SAFETY

Two school districts, Gainesville City Schools and Hall County Schools, have schools within the study area and utilize buses for student transportation. Two higher education providers (Brenau University and Lanier Technical College) also reside in the study area. Several schools were identified by interviewees as causing traffic issues and safety concerns during peak school hours due to student drop-off and pick-up by buses, personal vehicles, and pedestrians as well as during lunch time for the two higher education providers. The perceived increase in freight traffic from the inland port has intensified these traffic and safety concerns. Several interviewees mentioned their traffic and safety concerns for the proposed school consolidation and school construction at intersection #17.

- Intersection #17 currently has businesses on all four corners, while residential and industrial development line White Sulfur Road. Many interviewees raised safety concerns about the planned addition of an elementary school at this intersection, which will bring with it buses and parents, adding to the current traffic, freight, and railway crossings mix.
- Intersection #18 was identified as currently being a dangerous intersection due to all the traffic volume from Lanier Tech as well as the area's increasing development. It was emphasized that an overpass needs to be designed and implemented as soon as possible.
- Traffic from intersections #6 and #7 tends to back into each other during peak school hours (Gainesville Middle School). One explanation given was that not enough time is provided between signals at these peak times.



STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

ALTERNATIVE MODES OF TRANSPORTATION

Multiple interviews identified alternative modes of transportation (walking, biking, public transit, or any combination of these) as a way to ease traffic congestion. They also mentioned the need for resources to encourage and facilitate their use. Sidewalk connectivity and poor sidewalk conditions were cited throughout the study area. The lack of connectivity and poor conditions was highlighted as extremely unsafe for students walking to and from school as well as for people who rely on public transit and need to walk to bus stops.

- Intersections #1 and #2 are packed with businesses but are not pedestrian-friendly.
- Intersections #4 and #5 lack complete sidewalks.
- The City of Gainesville Parks and Recreation Department pointed out that the community wants bike lanes and sidewalks, although they did not have specific recommendations for where these make sense in the study area.

ACTION PLAN

INTERSECTION PROJECT DEVELOPMENT

At each study intersection, improvements were determined as needed based on engineering judgment, feasibility and delay reduction. These improvements were modeled in Synchro and analyzed using HCM methodology to calculate the 2050 Build Conditions in the AM and PM peak hours. Full Synchro output is included in **Appendix B**. At some intersections, multiple alternative improvements were considered. These are included in the table, and were both analyzed to determine which was preferred, as described in the next section. One-sheets for each project are included in **Appendix E**.

INTERSECTION PROJECT DESCRIPTIONS

ID	Intersection	Project Description
1	Jesse Jewell Pkwy at Athens Hwy	No Feasible Improvements at Intersection. Possible diversion through Spring and Washington Streets (see project 35)
2	Jesse Jewell Pkwy at Prior St	Add SBR Turn Lane; Add SBL Turn Lane
3	Jesse Jewell Pkwy at Summitt St	Add NBR Turn Lane ; Add SBR Turn Lane
4	Jesse Jewell Pkwy at Downey Blvd	Convert NBR to Free Flow; Convert WBL to Drop Lane; Convert EBL to Double LT; Convert SBL to Double LT; Make WBL Double Left
5	Jesse Jewell Pkwy at Barn St	Widen Jesse Jewell Pkwy to 6 Lanes; Make SBL pm+pt
6	Jesse Jewell Pkwy at Terrace St/ Community Way	Widen Jesse Jewell Pkwy to 6 Lanes; Add SBR Turn Lane
7	Jesse Jewell Pkwy at Myrtle St/ Quary St	Widen Jesse Jewell Pkwy to 6 Lanes; Add NBL and SBL Turn Lanes
8	Jesse Jewell Pkwy at Old Cornelia Hwy (West)	Widen Jesse Jewell Pkwy to 6 Lanes
9	Jesse Jewell Pkwy at Limestone Pkwy	Widen Jesse Jewell Pkwy to 6 Lanes; Add SBR Turn Lane; Convert SBL to Triple Left; Convert WBR to Free Flow; Convert SBR to Double RT
10	Jesse Jewell Pkwy at White Sulphur Rd	Widen Jesse Jewell Pkwy to 6 Lanes; Convert SBL to Double LT; Add SBR Turn Lane; Convert EBL to double LT
11	Jesse Jewell Pkwy at E Crescent Dr	Widen Jesse Jewell Pkwy to 6 Lanes; Add NBRTL
12	Jesse Jewell Pkwy at I-985 Southbound Ramps	Widen Jesse Jewell Pkwy to 6 Lanes; Convert EBR to Free Flow; Extend WBL Turn Bay lengths to 290 ft

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

ID	Intersection	Project Description
13	Jesse Jewell Pkwy at I-985 Northbound Ramps	Widen Jesse Jewell Pkwy to 6 Lanes; Convert NBL to Triple LT; Extend EBL Turn Bay Lengths to 290 ft
14	Jesse Jewell Pkwy at Old Cornelia Hwy (East)	Widen Jesse Jewell Pkwy to 4 Lanes; Signalize; Add LTL on Old Cornelia
15	Jesse Jewell Pkwy at Oconee Cir	Widen Jesse Jewell Pkwy to 4 Lanes; Signalize; Add WB, NB and SB LT and RT Lanes; Add EBL Turn Lane; Make SBR Free Flow
16	Cornelia Hwy at Ramsey Rd	RCUT (Lefts from main st allowed, side street right out only)
17	White Sulphur Rd at Ramsey Rd	Give WBL a pm+pt phase
18	Cornelia Hwy at Howard Rd	Grade Separate
19	White Sulphur Rd at Howard Rd	<i>Alternative 1:</i> Signalize and add SBL Turn lane and NBRTL
		<i>Alternative 2:</i> Roundabout w/ SBT Bypass Lane and NBRTL
20	Limestone Pkwy at Cleveland Hwy	Widen Cleveland Hwy to 4 lanes; Remove NBR Free Flow and Add SBL double LTL; Convert WBR to double RT
21	Cleveland Hwy at Barrett St	Widen Cleveland Hwy to 4 Lanes; Add WBL, NBR Turn Bays; Remove split phasing give WBL pm+pt phase
22	Morningside Dr at Cleveland Hwy	Add EBR, NBR, SBR Turn lanes; Remove WBR Free Flow and widen Morningside Dr to 4 lanes; Make EBL a double LTL; Make WBR a double RT
23	Limestone Pkwy at Barrett St	Widen Limestone Pkwy to 6 lanes, add EB LTL and EB Double RTL, Make NBL pm+pt; make WBL double
24	Limestone Pkwy at Beverly Rd	Widen Limestone Pkwy to 6 lanes; Add EBL and EBR Turn lanes; Add WBL turn lane; make NBL pm+pt
25	Limestone Pkwy at Private Dr	Widen Limestone Pkwy to 6 Lanes; Make SBL pm+pt
26	White Sulphur Rd at Pine Valley Rd	Add EBR, NBL, SBR Turn lanes; signalize; make NBL pm+pt
27	White Sulphur Rd at Beverly Rd	<i>Alternative 1:</i> Add EBR, NBL, SBR Turn lanes; signalize; make NBL pm+pt
		<i>Alternative 2:</i> Roundabout w bypass lanes on all approaches
28	Athens Hwy at Gaines Mill Rd	Widen Athens Hwy to 6 Lanes; Signalize; make SBL pm+ pt

SYSTEMATIC IMPROVEMENT DEVELOPMENT

In addition to intersection improvements, other broader improvements should be considered to maintain and improve mobility in the area around the Jesse Jewell Parkway corridor. A project to widen Jesse Jewell Parkway is included in the current Regional Transportation Plan (RTP) for the GHMPO. As such, a 6-lane section on Jesse Jewell Parkway was incorporated into these recommendations. Additional corridor widenings (Cornelia Highway, Cleveland Highway, Limestone Parkway, and Athens Highway) are also included here. At the intersections along these corridors, these widenings are needed to provide quality service and throughput.

Systematic improvements are shown in the table below and on the map on the facing page. These projects were largely considered separately from the intersection improvements.

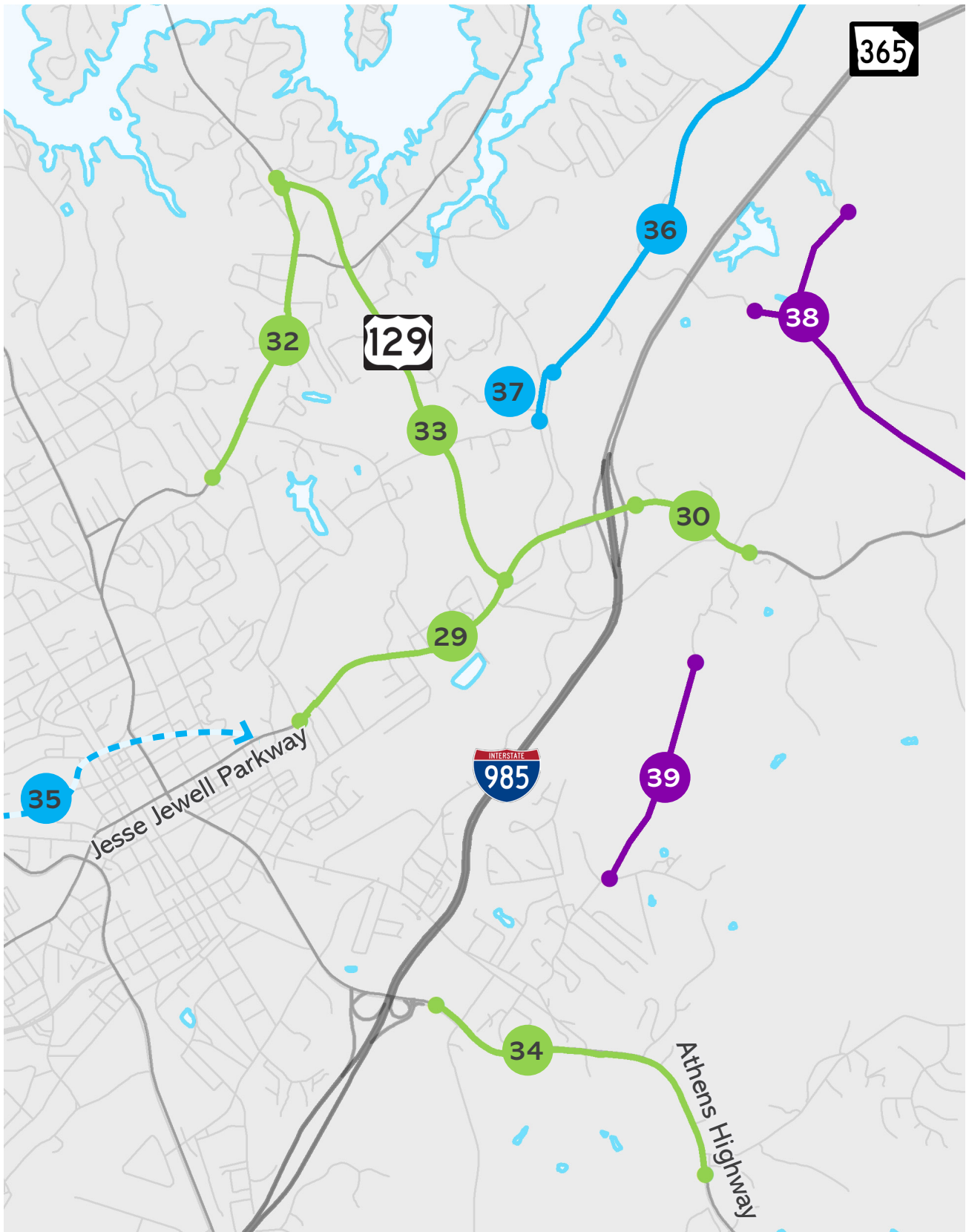
Two alternatives were considered at the confluence of White Sulphur Road, Beverly Road, and Pine Valley Road near the Norfolk Souther railroad. Alternative 1 includes a new roadway with a grade-separated crossing of the railroad, while alternative 2 would build a roundabout around the rail crossing to better tie in the various road legs at that location. Upon further review, feasibility concerns around alternative 2 rose due to horizontal and vertical profile and concerns about property impacts including adjacent churches. For these reasons, only alternative 1 was ultimately preferred at this location.

SYSTEMATIC IMPROVEMENT DESCRIPTIONS

ID	Intersection	Project Description
29	Widen Jesse Jewell Parkway	Widen Jesse Jewell Pkwy to 6 lanes
30	Widen Jesse Jewell Parkway	Widen Jesse Jewell Pkwy to 4 lanes
32	Widen Cleveland Hwy/Morningside Dr	Widen Cleveland Hwy/Morningside Dr to 4 lanes
33	Widen Limestone Pkwy	Widen Limestone Pkwy to 6 lanes
34	Widen Athens Hwy	Widen Athens Hwy to 6 lanes
35	Spring Street and Academy Street Corridors	Improve corridor for diversion from Jesse Jewell Pkwy to John W Morrow Pkwy
36	White Sulphur to Beverly Road	Improve Corridor for access to businesses from SR 365 to Beverly Rd
37	White Sulphur/Beverly/Pine Valley	<i>Alternative 1: Grade Separate with New Location at RR</i> <i>Alternative 2: Roundabout at rail crossing</i>
38	Joe Chandler Connection to Howard or Ramsey	New roadway connection
39	Oconee Circle Extension	New Location connection to Gaines Mill Rd

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

SYSTEMATIC IMPROVEMENTS



INTERSECTION OPERATIONAL ANALYSIS

To understand the impact of each improvement, the proposed configurations were analyzed using the same methodology as used previously. The results of this analysis are shown in the table on the facing page. At locations where a stop-controlled intersection is converted to a traffic signal or to a roundabout, the stop-controlled approach delay is shown where appropriate, and the full intersection delay is shown in the build condition.

At both intersections 19 and 27, both a roundabout and a signal were considered. At White Sulphur Road and Howard Road (intersection 19), the roundabout is expected to perform slightly better in the morning period, but notably worse in the afternoon period. For this reason, the signal (alternative 1) was preferred at this location. At White Sulphur Road at Beverly Road, the signal performs worse than the roundabout option in the morning but better in the afternoon. While the overall performance of the two alternatives is comparable, a roundabout's larger footprint may conflict with the existing utility poles. For this reason, the signal is also preferred at this location.

FUTURE NO BUILD OPERATIONS

ID	Intersection	Existing/ Future Control Type	Direction	2050 No Build		2050 Build	
				AM Delay* (LOS)	PM Delay* (LOS)	AM Delay* (LOS)	PM Delay* (LOS)
1	Jesse Jewell Pkwy at Athens Hwy	Signalized	Total	162 (F)	190 (F)	162 (F)	191 (F)
2	Jesse Jewell Pkwy at Prior St	Signalized	Total	24 (C)	62 (E)	19 (B)	30 (C)
3	Jesse Jewell Pkwy at Summitt St	Signalized	Total	33 (C)	43 (D)	27 (C)	22 (C)
4	Jesse Jewell Pkwy at Downey Blvd	Signalized	Total	115 (F)	123 (F)	92 (F)	77 (E)
5	Jesse Jewell Pkwy at Barn St	Signalized	Total	55 (D)	171 (F)	38 (D)	67 (E)
6	Jesse Jewell Pkwy at Terrace St/ Community Way	Signalized	Total	145 (F)	143 (F)	54 (D)	45 (D)
7	Jesse Jewell Pkwy at Myrtle St/ Quarry St	Unsig.	NB	>300 (F)	>300 (F)	>300 (F)	>300 (F)
		Unsig.	SB	>300 (F)	>300 (F)	>300 (F)	>300 (F)
8	Jesse Jewell Pkwy at Old Cornelia Hwy (West)	Unsig.	NB	22 (C)	178 (F)	15 (B)	76 (F)
9	Jesse Jewell Pkwy at Limestone Pkwy	Signalized	Total	281 (F)	273 (F)	65 (E)	42 (D)
10	Jesse Jewell Pkwy at White Sulphur Rd	Signalized	Total	210 (F)	>300 (F)	61 (E)	80 (F)
11	Jesse Jewell Pkwy at E Crescent Dr	Unsig.	NB	134 (F)	>300 (F)	12 (B)	>300 (F)
12	Jesse Jewell Pkwy at I-985 Southbound Ramps	Signalized	Total	196 (F)	83 (F)	66 (E)	47 (D)
13	Jesse Jewell Pkwy at I-985 Northbound Ramps	Signalized	Total	131 (F)	82 (F)	43 (D)	43 (D)

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

FUTURE NO BUILD OPERATIONS (CONTINUED)

ID	Intersection	Existing/ Future Control Type	Direction	2050 No Build		2050 Build	
				AM Delay* (LOS)	PM Delay* (LOS)	AM Delay* (LOS)	PM Delay* (LOS)
14	Jesse Jewell Pkwy at Old Cornelia Hwy (East)	Unsig/ Signalized	EB	>300 (F)	>300 (F)	49 (D)	38 (D)
15	Jesse Jewell Pkwy at Oconee Cir	Unsig/ Signalized	NB	>300 (F)	>300 (F)	50 (D)	13 (B)
			SB	>300 (F)	>300 (F)		
16	Cornelia Hwy at Ramsey Rd	Signalized	Total	107 (F)	69 (E)	64 (E)	40 (D)
17	White Sulphur Rd at Ramsey Rd	Signalized	Total	29 (C)	33 (C)	29 (C)	35 (C)
18	Cornelia Hwy at Howard Rd	Signalized	Total	102 (F)	137 (F)	0 (A)	0 (A)
19	White Sulphur Rd at Howard Rd	Unsig./Sig Unsig/RAB	WB	>300 (F)	>300 (F)	17 (B)	18 (B)
			WB	>300 (F)	>300 (F)	13 (B)	46 (E)
20	Limestone Pkwy at Cleveland Hwy	Signalized	Total	85 (F)	>300 (F)	25 (C)	42 (D)
21	Cleveland Hwy at Barrett St	Signalized	Total	294 (F)	>300 (F)	24 (C)	23 (C)
22	Morningside Dr at S Enota Dr	Signalized	Total	>300 (F)	>300 (F)	63 (E)	77 (E)
23	Limestone Pkwy at Barrett St	Signalized	Total	>300 (F)	61 (E)	72 (E)	54 (D)
24	Limestone Pkwy at Beverly Rd	Signalized	Total	>300 (F)	264 (F)	47 (D)	35 (D)
25	Limestone Pkwy at Private Dr	Signalized	Total	18 (B)	181 (F)	12 (B)	18 (B)
26	White Sulphur Rd at Pine Valley Rd	Unsig/Sig	EB	>300 (F)	>300 (F)	59 (E)	60 (E)
27	White Sulphur Rd at Beverly Rd	Unsig/Sig Unsig/RAB	EB	>300 (F)	>300 (F)	69 (E)	36 (D)
			EB	>300 (F)	>300 (F)	26 (D)	66 (F)
28	Athens Hwy at Gaines Mill Rd	Unsig.	WB	>300 (F)	>300 (F)	70 (E)	22 (C)

*Delay shown in average seconds of delay per vehicle

INTERSECTION PRIORITIZATION PROCESS

These intersection improvements were prioritized relative to each other based on a variety of technical score and input from the community. Scores were calculated based on the six following pieces of data:

SAFETY

Number of crashes at each intersection from 2014-2018

EXISTING DELAY

Existing peak hour delay observed at each intersection

DELAY REDUCTION

Change in peak hour delay observed at each intersection with improvement

VEHICLES SERVED

Number of peak hour vehicles anticipated to use each intersection in the year 2050

STAKEHOLDER INPUT

Rankings of relative need as indicated by organizational stakeholders

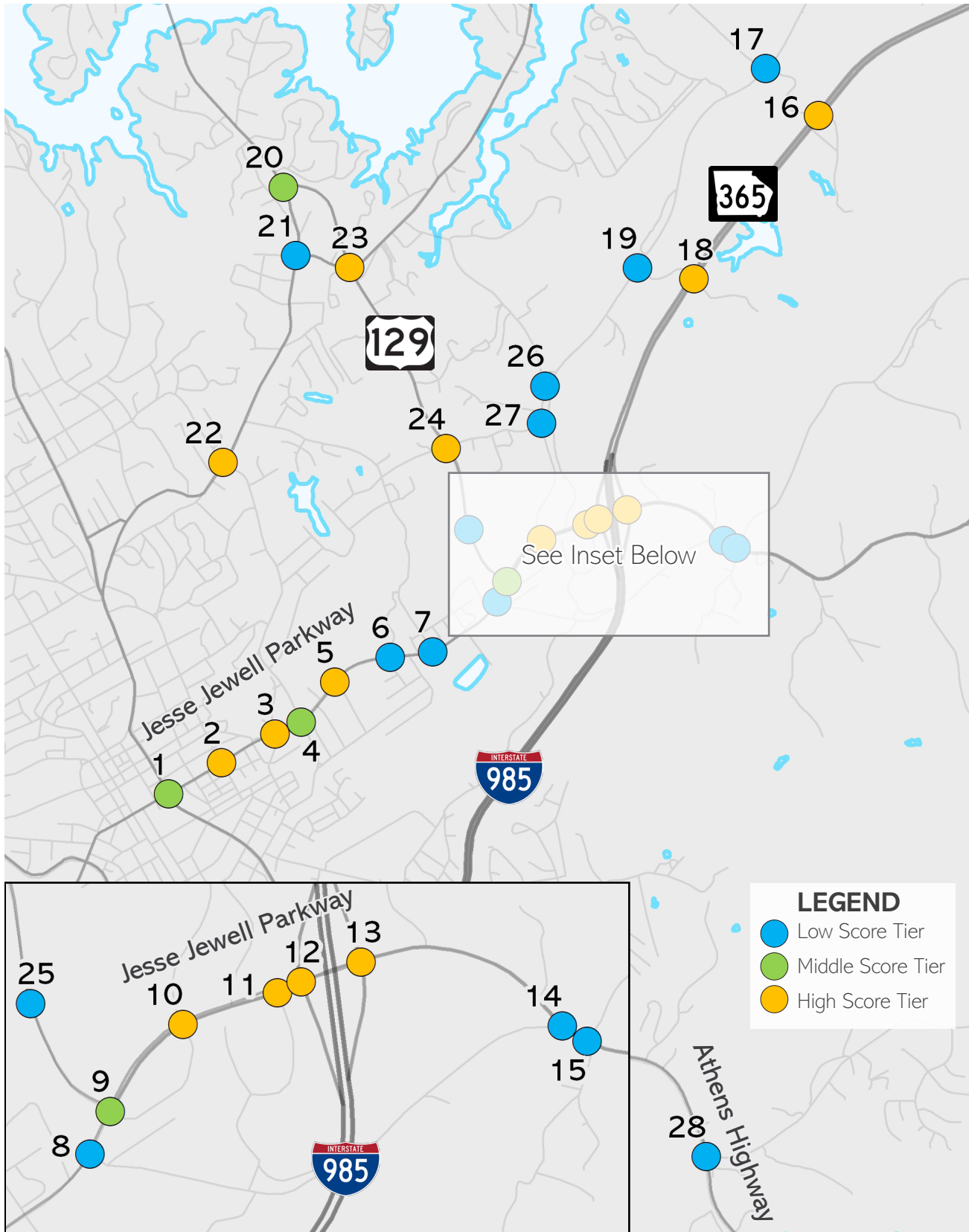
COMMUNITY INPUT

Rankings of relative need as indicated by the community during the recent GHMPO Regional Transportation Plan surveys

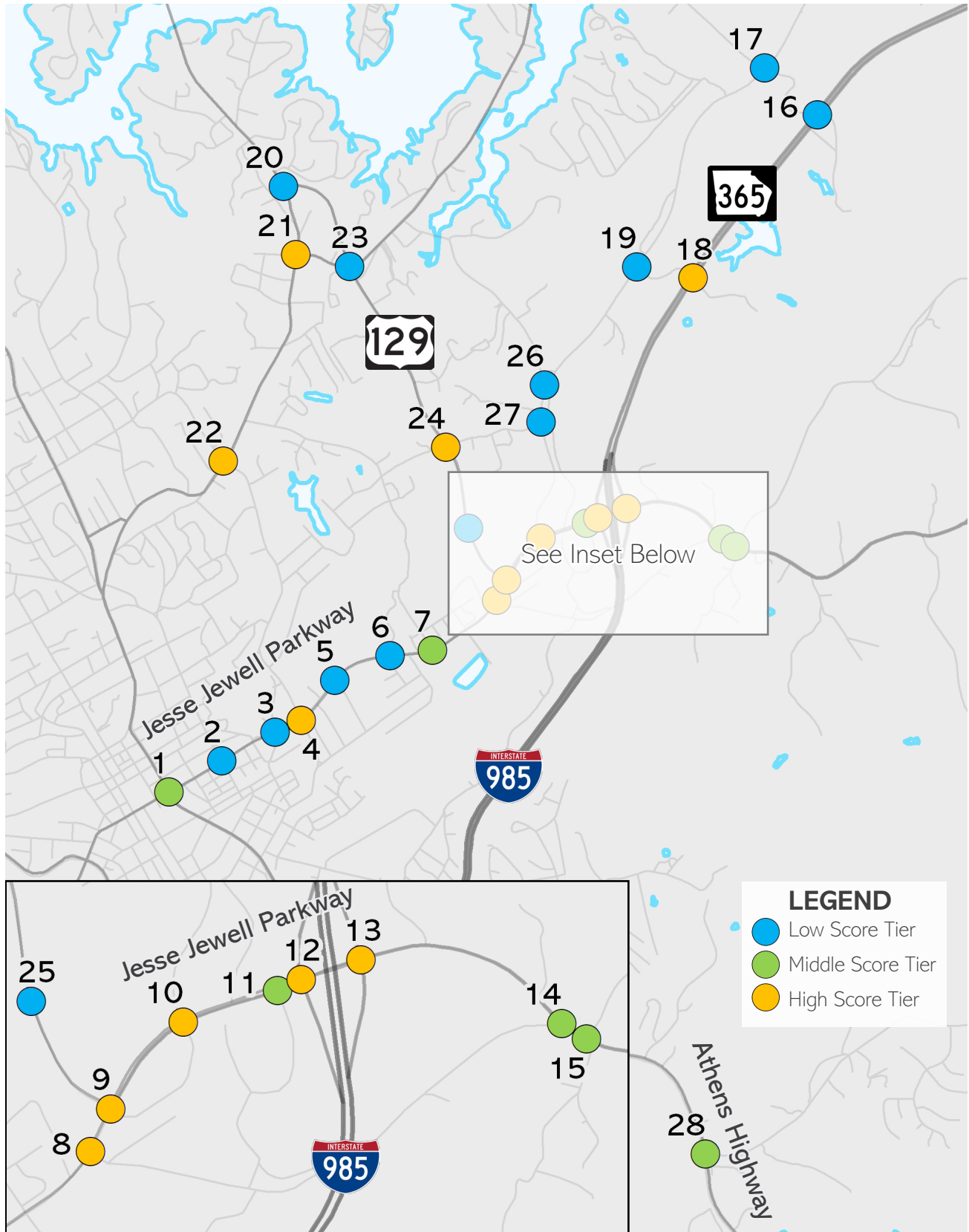
Each score was assigned a value between zero and two based on its relative value compared to the other intersections. These scores were added together to produce a final, total prioritization score. Maps of how each intersection was ranked in each category are shown on the following pages, followed by a table with all scores for all projects.

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

CRASH SCORE

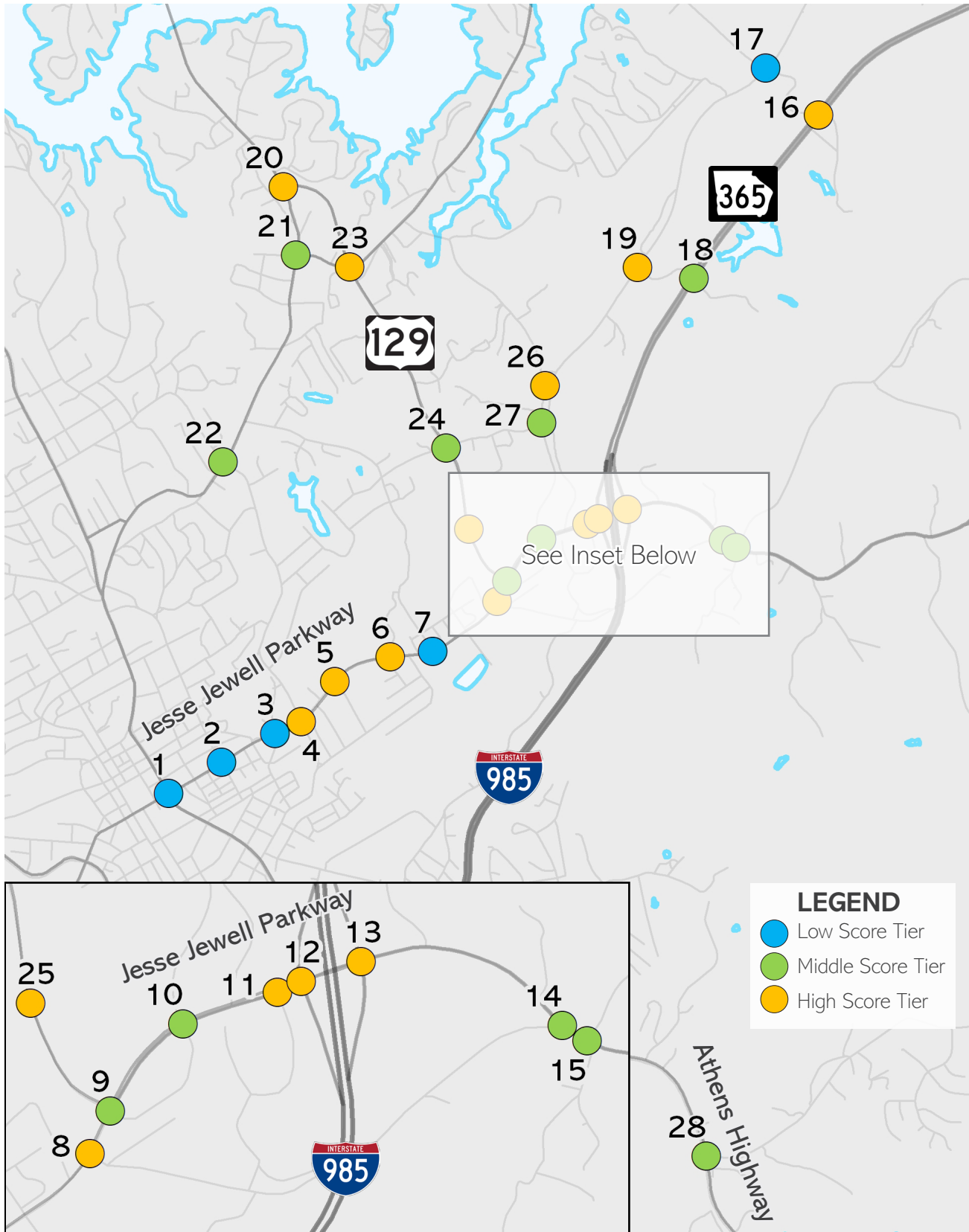


EXISTING DELAY SCORE

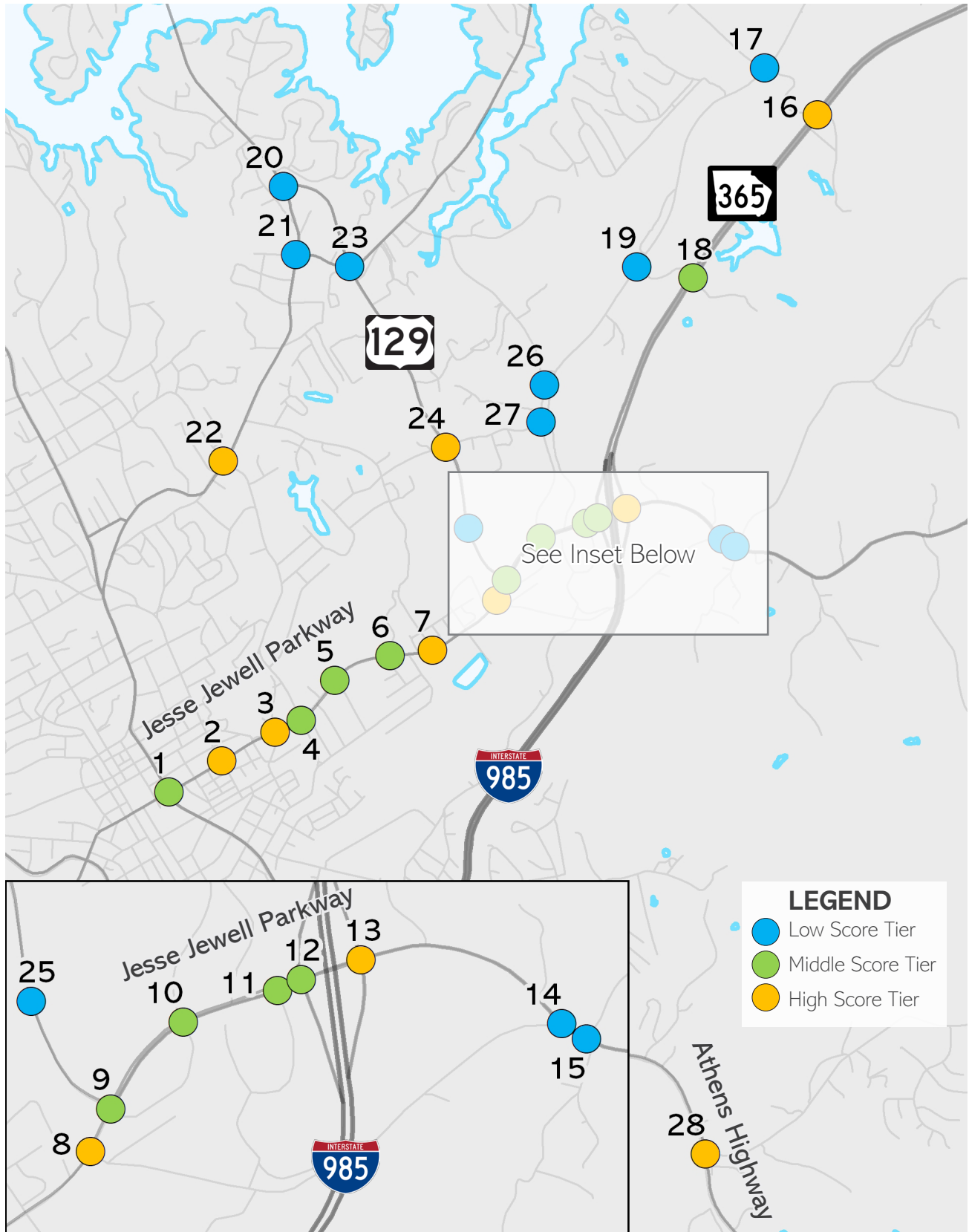


STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

2050 DELAY REDUCTION SCORE

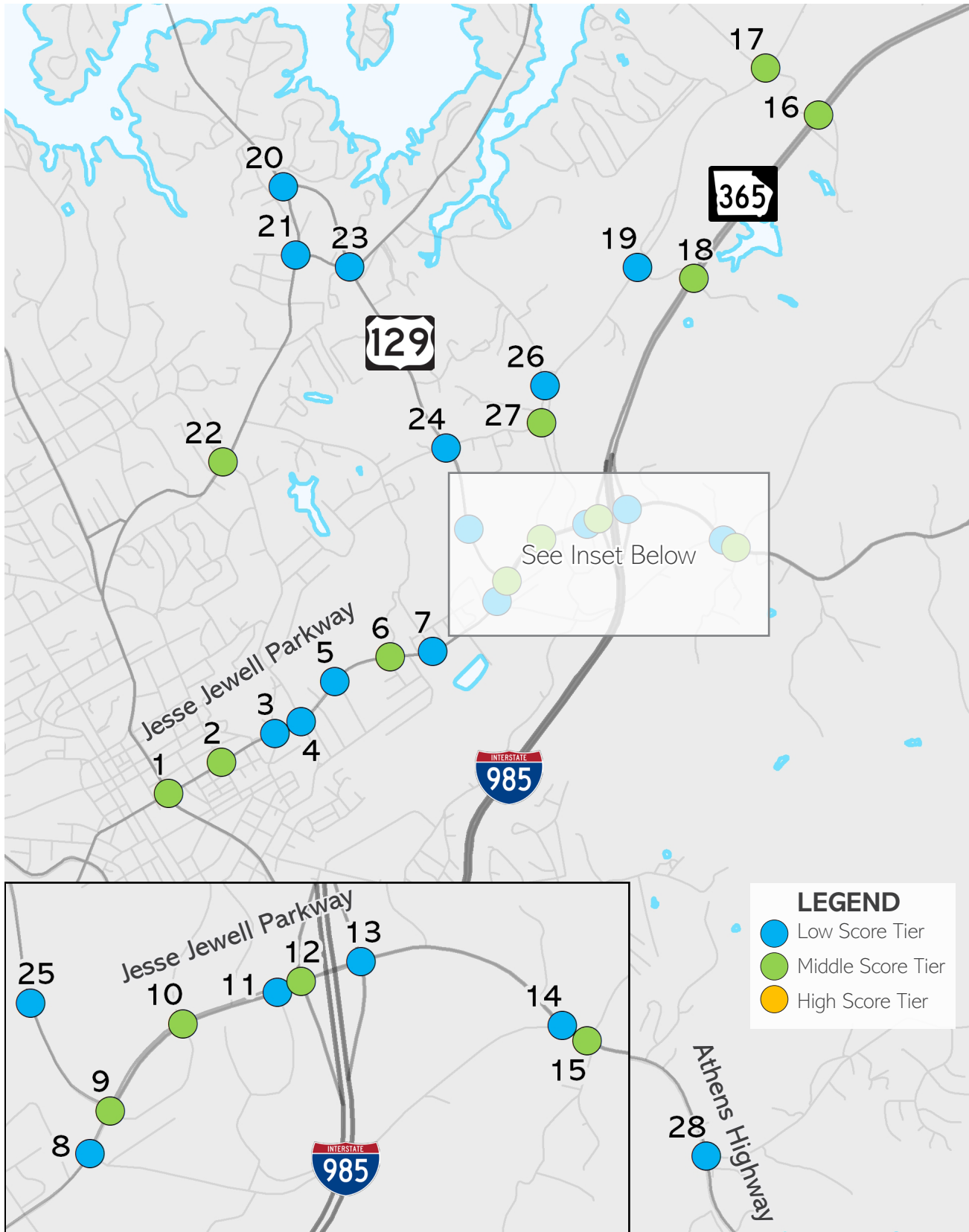


2050 VEHICLES SERVED SCORE

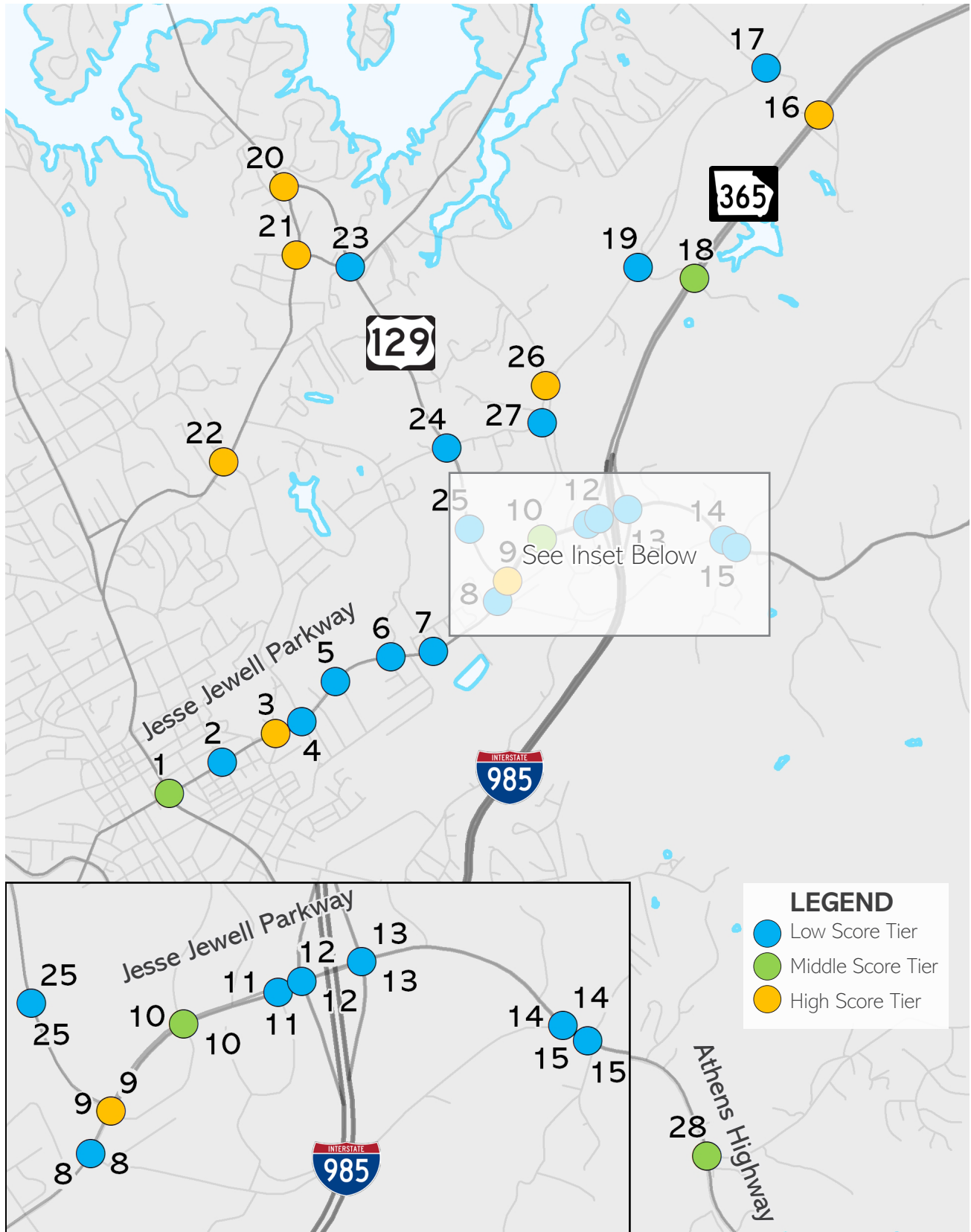


STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

STAKEHOLDER INPUT SCORE



PUBLIC INPUT SCORE



STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

INTERSECTION PRIORITIZATION SCORES

ID	Intersection	Crash Score	Existing Delay Score	Delay Reduction Score	Vehicles Served Score	Stakeholder Input Score	Public Input Score	Total Score
9	Jesse Jewell Pkwy at Limestone Pkwy	2.0	1.1	2.0	1.8	1.5	0.9	9.3
1	Jesse Jewell Pkwy at Athens Hwy	1.9	1.4	0.0	2.0	2.0	1.4	8.7
18	Cornelia Hwy at Howard Rd	1.3	0.8	1.4	1.7	2.0	1.0	8.1
28	Athens Hwy at Gaines Mill Rd	0.7	1.8	1.9	1.6	0.0	2.0	8.0
10	Jesse Jewell Pkwy at White Sulphur Rd	1.2	0.8	1.8	1.8	1.3	1.0	7.9
22	Morningside Dr at Cleveland Hwy	1.2	0.8	1.8	1.6	1.2	0.5	7.1
15	Jesse Jewell Pkwy at Oconee Cir	0.6	1.4	1.7	1.4	1.2	0.0	6.3
16	Cornelia Hwy at Ramsey Rd	1.0	0.5	0.7	1.6	1.8	0.5	6.1
12	Jesse Jewell Pkwy at I-985 SB Ramps	1.1	0.7	1.2	1.8	1.2	0.0	6.0
6	Jesse Jewell Pkwy at Terrace St/Community Way	0.6	0.6	1.2	1.6	1.6	0.0	5.7
24	Limestone Pkwy at Beverly Rd	1.0	0.7	1.9	1.6	0.0	0.0	5.1
4	Jesse Jewell Pkwy at Downey Blvd	1.6	0.9	0.8	1.8	0.0	0.0	5.0
20	Limestone Pkwy at Cleveland Hwy	1.4	0.4	1.2	1.3	0.0	0.7	5.0
11	Jesse Jewell Pkwy at E Crescent Dr	0.8	1.4	1.0	1.7	0.0	0.0	4.9
21	Cleveland Hwy at Barrett St	0.6	0.9	1.4	1.2	0.0	0.7	4.8
27	White Sulphur Rd at Beverly Rd	0.4	0.6	1.4	1.2	1.2	0.0	4.7
14	Jesse Jewell Pkwy at Old Cornelia Hwy (East)	0.2	1.4	1.7	1.4	0.0	0.0	4.7
2	Jesse Jewell Pkwy at Prior St	1.0	0.6	0.5	1.5	1.2	0.0	4.7
23	Limestone Pkwy at Barrett St	1.0	0.6	1.1	1.4	0.0	0.0	4.1
5	Jesse Jewell Pkwy at Barn St	0.9	0.6	0.9	1.6	0.0	0.0	4.0
13	Jesse Jewell Pkwy at I-985 NB Ramps	0.7	0.8	0.9	1.5	0.0	0.0	3.9
26	White Sulphur Rd at Pine Valley Rd	0.5	0.4	1.3	1.1	0.0	0.5	3.9
7	Jesse Jewell Pkwy at Myrtle St/Quary St	0.3	2.0	0.0	1.5	0.0	0.0	3.9
3	Jesse Jewell Pkwy at Summitt St	0.7	0.5	0.4	1.5	0.0	0.5	3.7
8	Jesse Jewell Pkwy at Old Cornelia Hwy (West)	0.2	0.7	0.9	1.6	0.0	0.0	3.4
19	White Sulphur Rd at Howard Rd	0.5	0.3	1.3	1.0	0.0	0.0	3.1
25	Limestone Pkwy at Private Dr	0.4	0.2	1.0	1.4	0.0	0.0	3.1
17	White Sulphur Rd at Ramsey Rd	0.4	0.3	0.0	0.8	1.3	0.0	2.8

COST ESTIMATES

In order to assist transportation decision makers, the costs of candidate transportation projects were estimated to include the cost of preliminary engineering, right-of-way, utilities, construction, and contingencies if feasible. For other projects, a more detailed scoping is required to develop realistic cost estimates. Most cost estimates are considered 'planning-level' in that they reflect general ballpark estimation that may fluctuate as actual engineering, design, and construction of the project is conducted. Project Cost Estimates are presented in the table below, with more detailed costing information included in **Appendix F**. Note that for these costs, preliminary engineering expenses are in year 2020 dollars, right of way is in year 2021 dollars, and contingency and construction funds are in year 2022 dollars. In addition, more detailed concept designs were created for nine key intersections and are included in **Appendix G**.

PROJECT COST ESTIMATES

ID	Location	Description	Total Cost
1	Jesse Jewell Pkwy at EE Butler Pkwy	No Feasible Improvements at Intersection. Possible diversion through Spring and Washington Streets (see project 35)	See Note 1
2	Jesse Jewell Pkwy at Prior St	Add SBR Turn Lane; Add SBL Turn Lane	\$2,005,000
3	Jesse Jewell Pkwy at Summit St	Add NBR Turn Lane ; Add SBR Turn Lane	\$1,935,000
4	Jesse Jewell Pkwy at Downey Blvd	Convert NBR to Free Flow; Convert WBL to Drop Lane; Convert EBL to Double LT; Convert SBL to Double LT; Make WBL Double Left	\$3,574,000
5	Jesse Jewell Pkwy at Barn St	Widen Jesse Jewell Pkwy to 6 Lanes; Make SBL pm+pt	\$279,000
6	Jesse Jewell Pkwy at Terrace St/Community Way	Widen Jesse Jewell Pkwy to 6 Lanes; Add SBR Turn Lane	\$1,940,000
7	Jesse Jewell Pkwy at Myrtle St/Quary St	Widen Jesse Jewell Pkwy to 6 Lanes; Add NBL and SBL Turn Lanes	\$1,019,000
8	Jesse Jewell Pkwy at Old Cornelia Hwy (West)	Widen Jesse Jewell Pkwy to 6 Lanes	See Note 2
9	Jesse Jewell Pkwy at Limestone Pkwy	Widen Jesse Jewell Pkwy to 6 Lanes; Add SBR Turn Lane; Convert SBL to Triple Left; Convert WBR to Free Flow; Convert SBR to Double RT	\$7,873,000
10	Jesse Jewell Pkwy at White Sulfur Rd	Widen Jesse Jewell Pkwy to 6 Lanes; Convert SBL to Double LT; Add SBR Turn Lane; Convert EBL to double LT	\$10,548,000
11	Jesse Jewell Pkwy at E Crescent Dr	Widen Jesse Jewell Pkwy to 6 Lanes; Add NBRTL	\$793,000
12	Jesse Jewell Pkwy at I-985 SB Ramps	Widen Jesse Jewell Pkwy to 6 Lanes; Convert EBR to Free Flow; Extend WBL Turn Bay lengths to 290 ft	\$8,736,000
13	Jesse Jewell Pkwy at I-985 NB Ramps (See Note)	Widen Jesse Jewell Pkwy to 6 Lanes; Convert NBL to Triple LT; Extend EBL Turn Bay Lengths to 290 ft	\$1,285,000
14	Jesse Jewell Pkwy at Old Cornelia Hwy (East)	Widen Jesse Jewell Pkwy to 4 Lanes; Signalize; Add LTL on Old Cornelia	See Note 3
15	Jesse Jewell Pkwy at Oconee Cir	Widen Jesse Jewell Pkwy to 4 Lanes; Signalize; Add WB, NB and SB LT and RT Lanes; Add EBL Turn Lane; Make SBR Free Flow	\$7,414,000
16	SR 365 at Rasmey Road	RCUT (Lefts from main st allowed, side street right out only)	\$566,000

STATE ROUTE 365/JESSE JEWELL PARKWAY TRAFFIC IMPACT STUDY

ID	Location	Description	Total Cost
17	White Sulphur Road at Ramsey Road	Give WBL a pm+pt phase	\$279,000
18	SR 365 at Howard Rd	Grade Separate	\$14,025,476 ⁴
19	White Sulphur Rd at Howard Rd	<i>Alternative 1:</i> Signalize and add SBL Turn lane and NBRTL	\$2,885,000
20	Limestone Pkwy at Cleveland Hwy	Widen Cleveland Hwy to 4 lanes; Remove NBR Free Flow and Add SBL double LTL; Convert WBR to double RT	\$6,493,000
21	SR 11 at Barrett St	Widen Cleveland Hwy to 4 Lanes; Add WBL, NBR Turn Bays; Remove split phasing give WBL pm+pt phase	\$5,711,000
22	SR 11 at Cleveland Hwy	Add EBR, NBR, SBR Turn lanes; Remove WBR Free Flow and widen Morningside Dr to 4 lanes; Make EBL a double LTL; Make WBR a double RT	\$7,981,000
23	Limestone Pkwy at Barrett St	Widen Limestone Pkwy to 6 lanes, add EB LTL and EB Double RTL, Make NBL pm+pt; make WBL double	\$6,700,000
24	Limestone Pkwy at Beverly Rd	Widen Limestone Pkwy to 6 lanes; Add EBL and EBR Turn lanes; Add WBL turn lane; make NBL pm+pt	\$5,594,000
25	Limestone Pkwy at Private Dr	Widen Limestone Pkwy to 6 Lanes; Make SBL pm+pt	\$279,000
26	White Sulphur Rd at Pine Valley Rd	Add EBR, NBL, SBR Turn lanes; signalize; make NBL pm+pt	\$3,872,000
27	White Sulphur Rd at Beverly Rd	<i>Alternative 1:</i> Add EBR, NBL, SBR Turn lanes; signalize; make NBL pm+pt	\$3,872,000
28	Athens Hwy at Gaines Mill Rd	Widen Athens Hwy to 6 Lanes; Signalize; make SBL pm+pt	\$279,000
29	Widen Jesse Jewell Parkway (1)	Widen Jesse Jewell Pkwy to 6 lanes	\$19,570,000
30	Widen Jesse Jewell Parkway (2)	Widen Jesse Jewell Pkwy to 4 lanes	\$2,122,000
32	Widen SR 11/Morningside Dr	Widen Cleveland Hwy/Morningside Dr to 4 lanes	\$12,045,000
33	Widen Limestone Pkwy	Widen Limestone Pkwy to 6 lanes	\$34,470,000
34	Widen Athens Hwy	Widen Athens Hwy to 6 lanes	\$30,182,000
35	Spring Street and Academy Street Corridors	Improve corridor for diversion from Jesse Jewell Pkwy to John W Morrow Pkwy	\$14,663,000
36	White Sulphur Rd to Beverly Rd	Improve Corridor for access to businesses from SR 365 to Beverly Rd	\$26,484,000
37	White Sulphur/Beverly/Pine Valley	Grade Separate with New Location at RR	\$7,530,000
38	Joe Chandler Connection to Howard or Ramsey	New roadway connection	\$17,226,000
39	Oconee Circle Extension	New Location connection to Gaines Mill Rd	\$28,562,000

1: No Feasible Improvements at Intersection. Possible diversion through Spring and Washington Streets (see project 35)

2: No upgrades to intersection. Cost is included in project 29

3: No upgrades to intersection. Cost is included in project 15

4: Costs from GDOT project development. Year of expenditure for PE 2019, ROW 2022, and UTL and CST 2024

TECHNICAL COORDINATING COMMITTEE

Wednesday, February 17, 2021, 10:30 AM

Join Online via Computer or Smartphone via GoToMeeting:

https://www.gotomeet.me/GHMPO/tcc_february2021

Join By Phone: +1 (646) 749-3122

Access Code: 528-162-293, Audio Pin: #

AGENDA

- 1. Welcome – Adam Hazell, Chair**

- 2. Approval of October 14, 2020 Meeting Minutes**

- 3. Recommend Approval of Draft Amendment #6 to the FY 2018-2021 Transportation Improvement Program**
– Michael Haire, GHMPO

- 4. Recommend Approval of Draft Amendment #1 to the FY 2021-2024 Transportation Improvement Program**
– Michael Haire, GHMPO

- 5. Review of the Draft FY 2022 Unified Planning Work Program**
– Joseph Boyd, GHMPO

- 6. Recommend Approval of the Draft SR 365/Jesse Jewell Traffic Impact Study**
– Angela Sheppard, City of Gainesville & Eric Lusher, Pond

- 7. Jurisdiction and Agency Reports**
– City of Flowery Branch, City of Gainesville, City of Oakwood, Town of Braselton, Georgia Department of Transportation, Georgia Mountains Regional Commission, Hall Area Transit, Hall County, Jackson County

8. Other

- Update from GDOT on Flat Creek Bridge Quick Response Project
- Updates from TCC Subcommittees

9. Public Comment

10. Upcoming Meeting Date: April 21, 2021

11. Adjourn

8. Other

- Update from GDOT on Flat Creek Bridge Quick Response Project
- Updates from TCC Subcommittees

9. Public Comment

10. Upcoming Meeting Date: April 21, 2021

11. Adjourn

8. Other

- Update from GDOT on Flat Creek Bridge Quick Response Project
- Updates from TCC Subcommittees

9. Public Comment

10. Upcoming Meeting Date: April 21, 2021

11. Adjourn

8. Other

- Update from GDOT on Flat Creek Bridge Quick Response Project
- Updates from TCC Subcommittees

9. Public Comment

10. Upcoming Meeting Date: April 21, 2021

11. Adjourn