

*GAINESVILLE-HALL METROPOLITAN PLANNING  
ORGANIZATION*

*2025 BICYCLE AND PEDESTRIAN PLAN UPDATE*

*DRAFT REPORT*



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City of Flowery Branch  
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# Introduction

## INTRODUCTION

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) Bicycle and Pedestrian Plan Update sets a vision for a safe, accessible, and connected bicycle and pedestrian network within the GHMPO planning boundary area. This plan uses results from the analysis of current conditions for bicycling and walking and provides an updated inventory of facilities and infrastructure. The Bicycle and Pedestrian Plan Update culminates in project and policy recommendations to create and maintain a vibrant and well-connected walking and biking network.

### **Background**

GHMPO adopted its first comprehensive Bicycle and Pedestrian Plan in 2005 in response to public comments received during development of the GHMPO's initial Long Range Transportation Plan (LRTP). In 2014, the plan was partially updated to focus on the development of multi-use trails to maximize the potential for walking and biking among many different types of user groups. The Bicycle and Pedestrian Plan Update serves as an update to these former plans to address the changing conditions and needs within the community.

### **Advisory Committee**

The Trails Subcommittee is an active GHMPO subcommittee of the Technical Coordinating Committee (TCC) that meets regularly to discuss planning and advancement of the Highlands to Islands Trail System. This subcommittee served as the Advisory Committee for the Bicycle and Pedestrian Plan Update and they provided local insight, served as a sounding board for priorities, and continued to champion multimodal movements.

The Advisory Committee met twice over the course of developing the plan in February 2024 and January 2025. **Table 1** shows the Advisory Committee members.

**TABLE 1. ADVISORY COMMITTEE MEMBERS**

<b>Name</b>	<b>Organization</b>	<b>Title</b>
<b>Angela Sheppard</b>	City of Gainesville	Assistant City Manager
<b>Kate Mattison</b>	City of Gainesville	Parks and Rec Director
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<b>Chris McCrary</b>	City of Flowery Branch	Community Development Director
<b>Sarah Bell</b>	Elachee Nature Center	Director
<b>Allyson Everett</b>	Vision 2030/Greenspace	Member
<b>Anna Hester</b>	Vision 2030/Greenspace	Director
<b>John Girardeau</b>	Vision 2030/Greenspace	Member
<b>RK Whitehead</b>	Vision 2030/Greenspace	Member
<b>Gina Roy</b>	Jackson County	Assistant County Manager
<b>Jamie Dove</b>	Jackson County	Planning Director
<b>Jennifer Scott</b>	Town of Braselton	Town Manager
<b>Sandy Weinel</b>	Town of Braselton	Public Works Director
<b>Jennifer Kidd-Harrison</b>	City of Hoschton	City Manager



## **Goals**

The goals established for the Bicycle and Pedestrian Plan Update are intended to guide the development of the plan as well as the GHMPO's active transportation initiatives over the coming years. The GHMPO sought input on plan goals from the Advisory Committee and the public prior to adoption.

The goals are as follows:

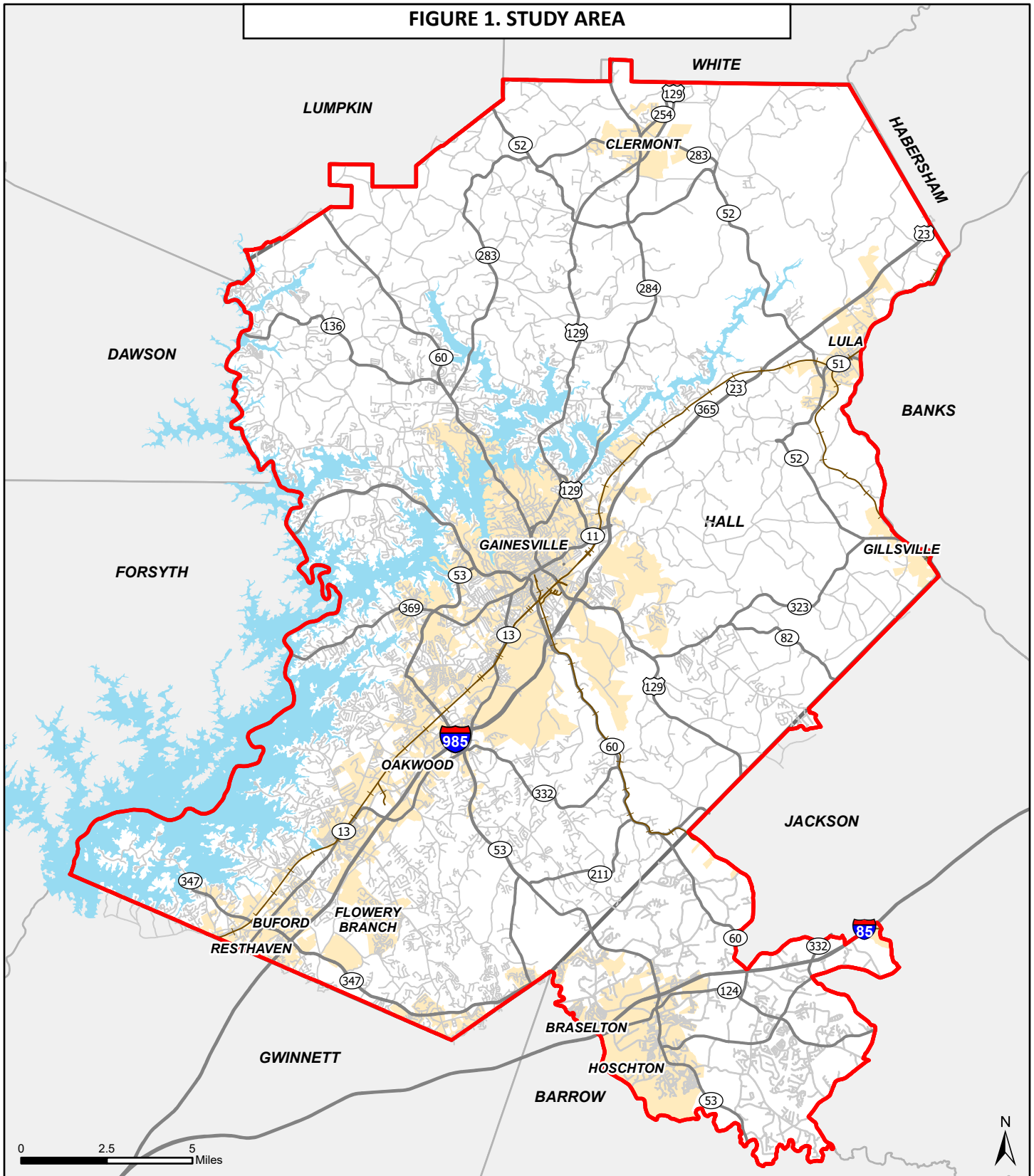
- Focus on regional connectivity.
- Address areas with a demonstrated safety need(s).
- Identify and prioritize connections to existing and planned bicycle and pedestrian infrastructure (such as the Highlands to Islands Trail or Braselton Life Path).
- Identify regional activity centers and emphasize connections: 1) between neighborhoods and regional activity centers and 2) between activity centers.
- Identify funding sources and establish feasible/reasonable timeframes for implementation.

## **Study Area**

The study area aligns with the GHMPO planning area boundary and includes all of Hall County, the western portion of Jackson County, the Town of Braselton, and the cities of Flowery Branch, Gainesville, Hoschton, and Oakwood.

**Figure 1** illustrates the study area, including the municipalities and major roadway system.

**FIGURE 1. STUDY AREA**



**Legend**

- ▬ GHMPO Planning Boundary
- ▬ Lake Lanier
- ▬ City Limit
- ▬ County Boundary
- ▬ Major Roadway
- ▬ Roadway



**GAINESVILLE-HALL**  
Metropolitan Planning Organization

Source: GHMPO

### **Role of the MPO**

The GHMPO does not directly design, build, or maintain transportation projects (including bicycle and pedestrian projects), but is responsible for several key planning functions related to bicycle and pedestrian infrastructure including:

- Setting a regional vision
- Programming federal transportation funds for bicycle and pedestrian infrastructure
- Assisting local jurisdictions with planning and promoting walking and bicycling across the GHMPO region
- Encouraging collaboration and communication among member jurisdictions

A major role of the GHMPO is the development of a cost-constrained Metropolitan Transportation Plan (MTP), which helps assign funding for major transportation improvements throughout the community. As part of the MTP, multimodal aspects and information are included to ensure other modes are included within the regional transportation networks. Additionally, GHMPO facilitates the inclusion of the Trails Subcommittee as part of its regular TCC meetings who advocate for the advancement of active transportation infrastructure in the planning area boundary.



# Existing Conditions



## EXISTING CONDITIONS

An existing conditions analysis was conducted to help the GHMPO develop a complete understanding of the existing and planned bicycle and pedestrian network, identify needs and deficiencies, and set the framework for the project and policy recommendations developed later in the planning process. The analysis included a review of relevant plans and studies, documentation of existing policies and guidelines, examination of available data, and consideration of input from the Advisory Committee and the public.

### Relevant Plans and Studies

Several relevant plans and studies have been completed or are underway in the GHMPO planning area boundary. These plans were reviewed to determine community goals, identify needs and deficiencies, and discover relevant projects that should be carried forward into this update.

#### **JACKSON COUNTY TRANSPORTATION PLAN UPDATE (2025)**

This plan outlines the county's current transportation needs and develops recommendations to address them, including current and future transportation projects.

#### **HALL COUNTY SAFE STREETS FOR ALL (SS4A) SAFETY ACTION PLAN (2025)**

Hall County was recently awarded a federal grant to help develop a Countywide Comprehensive Safety Action Plan. The plan includes both a needs assessment and plan recommendations.

#### **GHMPO 2025 METROPOLITAN TRANSPORTATION PLAN (MTP) (2025)**

The GHMPO 2025 MTP is a comprehensive planning document that sets forth the Gainesville-Hall metropolitan area's short-term and long-term vision for its multi-modal transportation system. Several roadway projects funded through 2055 include bicycle and pedestrian elements.

#### **FLOWERY BRANCH PARKING & MOBILITY STUDY (2024)**

The study provides the City of Flowery Branch with information for future decision-making on streets, mobility strategies, and parking management, including adding sidewalks to make the downtown area more walkable.

#### **BRASELTON TRAIL STUDY (2022)**

The Braselton Trail Study explored possible connections and identified a preferred route for an extension of the Braselton Lifepath from its current terminus near State Route 211/Liberty Church Road to Downtown Braselton.

#### **HIGHLANDS TO ISLANDS DESIGN GUIDE (2022)**

The Highlands to Islands Design Guide, prepared for GHMPO, provides tools, references, and standards for city and county staff, local elected officials, developers, consultants, and trail organizations involved in the implementation of the regional Highlands to Islands Trail system.

Details on the guidelines are included in the Existing Policies and Guidelines section.

#### **JACKSON COUNTY TRANSIT FEASIBILITY STUDY (2020)**

This study details potential transit system scenarios for the County moving forward and recommends the most feasible solutions for implementing transit service in the Jackson County area.

### **GAINESVILLE & SOUTH HALL TRAIL STUDIES (2019)**

These studies explored feasible multi-use path routes that would connect existing trails throughout Hall County. The Gainesville Trail Study focused on connecting the Midland Greenway and the Chicopee Trail while the South Hall Trail Study explored possible connections between the Chicopee Trail and Friendship Road.

### **OAKWOOD CITYWIDE TRAFFIC IMPROVEMENT STUDY (2018)**

This traffic study assessed current traffic conditions on various roads and intersections in Oakwood and recommended solutions to ease congestion and enhance mobility.

### **GHMPO SIDEWALK INVENTORY REPORT (2017)**

The Sidewalk Inventory Report highlights sidewalk availability throughout the GHMPO planning area boundary and discusses potential opportunities to improve connectivity in the future.

### **MITCHELL STREET CONCEPTUAL STUDY (2017)**

The Mitchell Street Conceptual Study explored three different concepts for improving the aesthetics and operations of the Mitchell Street corridor.

### **GREEN STREET CORRIDOR STUDY – PHASE 1 AND 2 (2016, 2017)**

This study analyzed existing conditions to lay the groundwork for future corridor improvement recommendations, which included improvements to pedestrian facilities.

### **GHMPO BICYCLE AND PEDESTRIAN PLAN (2014)**

The 2014 Bicycle and Pedestrian Plan Update was used as a baseline when documenting existing facilities and identifying needs and deficiencies.

## **Existing Policies and Guidelines**

### **POLICIES**

#### *Complete Streets*

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. The Georgia Department of Transportation (GDOT), GHMPO, the city of Gainesville, and the city of Oakwood have adopted Complete Streets Policies to ensure appropriate roadways are consistently designed with users of all ages and abilities in mind, focusing on the provision of multimodal transportation opportunities and safety.

#### **GDOT**

GDOT adopted a Complete Streets Policy in 2012. This policy formalized construction of transportation projects that support the needs of all modes of transportation and integrates the uses in a way that preserves public safety. Chapter 9.1 of GDOT's *Design Policy Manual* (2024)<sup>1</sup> states the following:

*"It is the policy of the Georgia Department of Transportation (GDOT) to routinely incorporate bicycle, pedestrian, and transit accommodations into transportation infrastructure projects as a means for improving*

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<sup>1</sup> <https://www.dot.ga.gov/PartnerSmart/DesignManuals/DesignPolicy/GDOT-DPM.pdf>

*mobility, access, and safety for the traveling public. Accordingly, GDOT coordinates with local governments and planning organizations to ensure that bicycle, pedestrian, and transit needs are addressed, beginning with system planning and continuing through design, construction, maintenance and operations. This is the "Complete Streets" approach for promoting pedestrian, bicycle, and transit travel in the State of Georgia."*

GDOT identifies the following Principles for bicycle, pedestrian, and transit infrastructure:

- Accommodation for bicycles and pedestrians should be integrated into roadway construction projects through design features appropriate to the context and function of the transportation facility.
- The design and construction of new facilities should anticipate latent demand for bicycling and pedestrian facilities within the design life of the facility.
- The design of intersections should accommodate bicyclists and pedestrians in a manner that addresses the need to safely cross roadways, as well as to travel along them.
- The design of new and reconstructed roadways should not preclude the future accommodation of bicyclists and pedestrians along and across designated corridors.
- While it is not the intent of maintenance resurfacing to expand existing facilities, opportunities to provide facilities or to enhance safety for pedestrians and bicyclists should be considered during the development of these projects.
- Accommodation for transit users should be integrated into roadway construction projects through design features appropriate for the context and function of the roadway, and associated transit-supportive facilities (e.g., transit stops, sidewalks and crosswalks).
- The design of roadways and intersections should address the needs of pedestrians to safely navigate parallel to, and across roadways, to access nearby transit facilities.

The design of new and reconstructed roadways should not preclude the accommodation of transit facilities (e.g., for light rail, street cars, and bus rapid transit) planned and funded for construction within the design life of the roadway project.

## GHMPO

GHMPO adopted a Complete Streets Policy and supporting principles to guide the development of transportation projects within the region in 2017.<sup>2</sup>

The GHMPO Complete Streets Vision is as follows:

*"Every public right-of-way shall be planned, designed, constructed, and maintained such that all residents within the Gainesville-Hall Metropolitan Planning Organization (GHMPO) planning area have multi-modal transportation options to safely and conveniently travel to and from their destinations."*

Supporting the Vision is a series of Principles identified to promote the consideration of complete streets and its applicability as projects are implemented. The Complete Streets Principles are included below:

- This policy directs decision makers to consistently design and maintain streets for people of all ages, abilities, income levels, and backgrounds by accommodating all anticipated users including

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<sup>2</sup> <https://www.ghmpo.org/studies-resources/bike-and-pedestrian-information/complete-streets-policy/>

but not limited to cars, bikes, pedestrians, freight and commercial vehicles, and emergency response vehicles where possible and appropriate.

- Each phase in the life of a roadway, including planning, funding, designing, constructing, operating, and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes into the roadway.
- Accommodation for people riding bicycles and for people walking should be integrated into new roadway construction and reconstruction projects in a manner that is appropriate to the context of the planned roadway features, surrounding land use, and desires of the community.
- The design and construction of new facilities should anticipate latent demand for bicycling and pedestrian facilities within the design life of the facility.
- The design of intersections should accommodate people riding bicycles and people walking in a manner that allows for safe crossings.
- Complete Streets principles may not apply to short-term maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, spot repair, or interim measures on detour or haul routes). Complete Streets principles do apply to resurfacing activities. Resurfacing efforts should be used, when applicable, as opportunities to create new facilities, such as bike lanes, or to improve existing facilities such as reconditioning road shoulders.
- Complete Streets may be achieved through single projects, incrementally through a series of smaller improvements, and/or through maintenance activities.
- The transportation network should be planned and constructed as a well-connected system that encourages multiple connections to destinations.
- Not all roadways are suitable for complete streets treatment. In corridors whose primary purpose is to carry inter- and intra-regional traffic, for example, a limited range of modal accommodations may be appropriate. At a minimum, sidewalks should be installed unless local conditions dictate otherwise.
- Planned and completed Complete Streets projects ought to be tracked and made publicly available, including exemptions.
- Exemptions to the Complete Streets policy include:
  - *Cost, Equivalent Facility, Need, Critical Safety Issue, Environmental Impact, Context Sensitivity, & User Restrictions*

In order to reach the Vision and uphold the Principles outlined above, GHMPO has adopted the following Strategies:

- GHMPO will provide technical support to local governments as necessary to assist in developing, implementing and funding complete streets policies, programs and projects.
- GHMPO shall develop a procedure to provide financial assistance to worthy complete streets projects with an emphasis on funding projects that provide high benefit at low cost.
- Every jurisdiction in the GHMPO planning area is encouraged to adopt a Complete Streets Policy appropriate for its community. In addition, GHMPO will continue to work with all agencies within the planning area to achieve a region wide complete streets vision wherever possible.
- Complete Streets elements should be considered when local governments develop, modify or update local government comprehensive plans, manuals, rules, regulations and programs, as appropriate.



- American Association of State Highway and Transportation Officials (AASHTO)<sup>3</sup> compliant transportation facilities for all modes, including pedestrian, bicycle, public transit, and motor vehicle, should be provided on all roadways as applicable.
- Local governments are encouraged to apply context sensitive solutions to solve transportation problems in a manner consistent with community characteristics and as desired by local officials, citizens and stakeholders.
- When possible, context sensitive streetscape plans that incorporate appropriate Georgia plants and landscaping materials should be developed whenever a street is newly constructed, reconstructed, or relocated.
- Design standards should include performance measures for tracking the progress of implementing the Complete Streets Policy and detail the procedures for granting exceptions. Performance measures may include, but are not limited to:
  - *Number of Crashes*
  - *Injuries and Fatalities for all Modes*
  - *Number of Countdown Signals*
  - *Miles of Bike Lanes*
  - *Percentage of Sidewalk Network Completed*
- Augmenting non-transportation projects, such as storm water or private sector development, to concurrently implement complete streets principles should be considered as a cost-effective means to achieve mobility enhancements.
- GHMPO and local jurisdictions are encouraged to cooperatively implement complete streets concepts on appropriate local roads by, for example, augmenting resurfacing projects or other major construction activity, filling sidewalk gaps, ensuring transit stops on local roads are accessible, and resolving potential permitting issues early in the project development process.
- Implementation of the GHMPO Complete Streets Policy will proceed as follows:
  - *GHMPO staff will make the Complete Streets policy a routine part of everyday operations and shall approach all transportation projects as an opportunity to improve the transportation network for all users of all abilities and will work in coordination with all jurisdictions.*
  - *GHMPO will maintain a priority list of all transportation improvement projects including those for problem intersections and roadways.*
  - *GHMPO will continue to maintain a comprehensive network of bike and pedestrian infrastructure and identify key projects that could help to eliminate any gaps within that network.*
  - *GHMPO will continue to train staff on best Complete Streets principles and practices.*
  - *GHMPO will seek out appropriate funding sources for successful implementation of Complete Streets policies*

The Vision, Principles, and Strategies within the GHMPO Complete Streets Policy help align its actions and those of its member agencies toward the development of complete streets. This format allows for increased understanding and adaptation of the policy to meet local needs, without being so prescriptive that it would require frequent updates.

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<sup>3</sup> <https://transportation.org/>

### City of Gainesville

The City of Gainesville adopted a Complete Streets Policy in 2015. The Policy includes a Vision, Principles and Strategies consistent with GHMPO's Policy.

### City of Oakwood

The City of Oakwood adopted a Complete Streets Policy in 2014. The Policy includes a Vision, Principles and Strategies consistent with GHMPO's Policy.

### Hall County

Hall County does not have an adopted Complete Streets Policy; however, the adoption of one was identified in their Community Work Program for 2025.

### Local Codes and Ordinances

Several local codes and ordinances also have multimodal requirements. These are summarized in **Table 2** below.

**TABLE 2. LOCAL BICYCLE AND PEDESTRIAN POLICIES**

Jurisdiction	Code/Ordinance	Article/Section/ Division	Summary
<b>Hall County</b>	Unified Development Code	Article 8, Section 8.4	Sidewalks are required to be installed along new public rights-of-way or private streets (with certain exemptions). Includes design and construction standards and maintenance requirements.
		Article 9, Section 9.4.8	Includes sidewalk installation standards for residential subdivisions.
		Article 5	Includes pedestrian access requirements in mixed-use and business districts.
		Article 6	Requires installation of sidewalk on both sides of a proposed street in a Special or Overlay District
<b>Jackson County</b>	Unified Development Code	Article 16 Division III	Sidewalks are required to be installed by the developer at the time of development as follows: <ul style="list-style-type: none"><li>• On both sides of all new commercial and industrial streets</li><li>• On both sides of streets serving residential subdivisions with 25 or more lots (some exceptions)</li><li>• Along the side of existing county streets and roads that abut a subdivision where sidewalk are required, or abut a multi-family or nonresidential development</li></ul> Includes standards for sidewalk placement and construction.

Jurisdiction	Code/Ordinance	Article/Section/ Division	Summary
		Article 3, Section 3-085	Notes that internal pedestrian access in master planned development, industrial-commercial mix, such as sidewalks, bike paths, bike lanes, and/or trails, will be established during the review process.
<b>Gainesville</b>	Unified Development Ordinance	Section 9-13-9- 26	Requires installation of five-foot-wide sidewalks along all new streets. Includes sidewalk placement and construction standards.
		Chapter 9-9-6	Includes pedestrian retail design guidelines for the more urban parts of the city.
		Chapter 9-13-15	Requires conservation subdivision applications to show potential connections with existing greenspace and trails.
<b>Oakwood</b>	Code of Ordinances	Section 44-150	Requires developments to provide sidewalks along the street from which the development has access and other adjoining streets.
		Sections 44-151 through 44-153	Address sidewalk location requirements, design standards, and installation deadlines.
		Article IV	The Town has multiple overlay districts/corridors, including downtown. This Article establishes design standards to implement goals in local plans including improving the pedestrian environment and promoting public safety.
<b>Braselton</b>	Development Code	Article 9	This article establishes design and construction standards to be implemented in the case of new roads and developments. A variety of street types and other facilities (such as trails) are defined, along with criteria for road type selection.
<b>Flowery Branch</b>	Code of Ordinances	Article 10, Section 1024	Requires sidewalk installation in subdivisions with lots averaging less than one acre in area. May require a subdivider to install sidewalks on roads leading to or going through commercial areas, school sites, places of public assembly, and other congested areas, or as may be otherwise recommended in the City's comprehensive plan.
		Article 10, Section 10.8	Have pedestrian retail areas designed with attention to the pedestrian rather than the automobile.
		Article 7, Section 705	Minimum 5' wide sidewalks shall be provided along each side of any street within or adjacent to the development. Wider sidewalks shall be required when called for pursuant to

Jurisdiction	Code/Ordinance	Article/Section/ Division	Summary
			design criteria specified for the character area. A 2' wide landscape buffer shall be installed, where possible.
		Article 8, Section 8.4	Require bicycle parking in the Mixed-Use Development District.
<b>Hoschton</b>	Subdivision and Land Development Ordinance	Article VI, Section 618	Sidewalks shall be provided in accordance with the following requirements: (a) Sidewalks shall be a minimum of five (5) feet in width. (b) Sidewalks shall be installed along both sides of new residential and commercial subdivision streets. [...] (d) Sidewalks shall not be less than two (2) feet from street curbs or the edge of required pavement. The sidewalk location may be varied at the discretion of the Zoning Administrator. [...] (h) The city may require additional width for the installation of multi-use or golf-cart paths when called for in the comprehensive plan or city improvement plans.

## GUIDELINES

Planning for future bicycle and pedestrian infrastructure requires compliance and inclusion of best practices for the implementation of safe multimodal transportation facilities. These best practices help identify areas to improve, effective types of improvements, and the designs of the improvements. The development of safe and effective transportation infrastructure is an ever-changing environment with studies and reviews being conducted to modify strategies and identify their effectiveness.

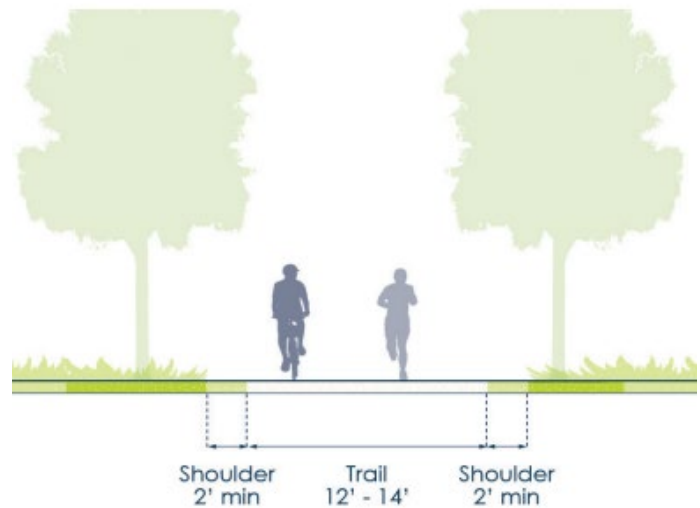
Best practices and design standards are available at all levels, from federal guidance to local development codes. **Table 3** lists bicycle and pedestrian facility design and construction guidelines applicable to the GHMPO planning area boundary and the source agencies.

**TABLE 3. AVAILABLE GUIDELINES**

Agency	Guidance
<b>Federal Highway Administration (FHWA)</b>	Manual on Uniform Traffic Control Devices (MUTCD)
	Improving Intersections for Pedestrians and Bicyclists
	Separated Bike Lane Planning and Design Guide
	Small Town and Rural Multimodal Networks
<b>American Association of State Highway and Transportation Officials (AASHTO)</b>	Greenbook: A policy on Geometric Design of Highways and Streets
	Guide for the Development of Bicycle Facilities
<b>National Association of City Transportation Officials (NACTO)</b>	Urban Street Design Guide
	Urban Bikeway Design Guide
<b>Smart Growth America</b>	Complete Streets Policy Framework
	Best Complete Streets Policies 2023
<b>Georgia Department of Transportation (GDOT)</b>	Design Policy Manual (Chapter 9)
	Pedestrian and Streetscape Guide
	Guidebook for Pedestrian Planning
	ADA Accessibility Guidelines
	Vulnerable Roadway User Safety Assessment
<b>GHMPO</b>	Highlands to Islands Design Guide
<b>Hall County</b>	Unified Development Code
	Hall County Comprehensive Plan
<b>Jackson County</b>	Unified Development Code
<b>City of Oakwood</b>	Downtown Overlay District Design Standards

Other agencies that advocate for active transportation and distribute public educational materials include Go Georgia, the National Child Safety Council, the League of American Bicyclists, and the American Association of Retired Persons (AARP).

The *Highlands to Islands Design Guide* is an important local guide, representing a collective community consensus on design and construction standards, trail amenities, branding, and more. The Guide ensures aesthetic cohesion of the expanding trail network. It starts with recommendations for amenity enhancements along existing portions of the trail. A visual preference survey was conducted to ensure recommended products matched the desired style. The Guide includes details on design typology including minimum and recommended width, shoulder width, clearance and striping

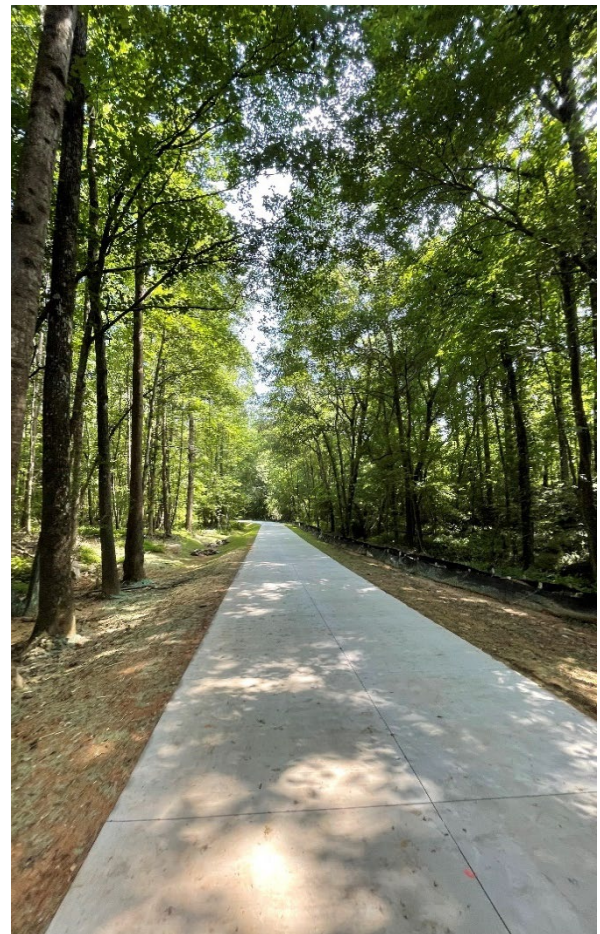


*Design Guidelines in Highlands to Islands Design Guide*



requirements, and use of bollards. The Design Guide notes how to modify design features when the trail is along a riparian or utility corridor or is a sidepath instead of multiuse path<sup>4</sup>.

The Guide includes detailed design guidelines related to general trail construction and accommodating different users. It also includes guidance for designing different locations of the trail, including at intersections, trail spurs, underpasses and overpasses, and stream crossings. One chapter of the Guide contains guidance and recommended furnishings and amenities for the Highlands to Islands Trail network. Each amenity category has detailed guidance on placement and typical applications as well as recommended products and manufacturers. The Guide ends with a comprehensive operations and management plan to assure resources and facilities are kept in good usable condition.



*Left: Conceptual rendering of Highlands to Islands Trail  
Right: Image of constructed Highlands to Island Trail*

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<sup>4</sup> Sidepaths can be used to provide continuity between multi-use paths, along collector roadways, and/or near schools. In all cases, the infrastructure shall be paved and meet specific minimum dimensions outlined in the guide.

## Data Review

Data from several sources, including the GHMPO MTP travel demand model, the MPO, the US Census, AASHTOWare Numetric, Replica, and local governments were reviewed and analyzed. The key findings are documented on the following pages.

### DEMOGRAPHIC DATA

#### *Population Density*

According to the 2025 MTP, GHMPO had a 2020 population of approximately 278,000. Population density is highest within municipal limits, particularly Gainesville, Oakwood, Braselton, and Flowery Branch. **Figure 2** shows 2020 Population Density by transportation analysis zone (TAZ)<sup>5</sup> in the planning area boundary.

The population is expected to reach 432,547 people by 2055, as the Atlanta and Athens metropolitan areas continue to expand, bringing more residents to Hall and Jackson Counties. This growth is largely concentrated in and around municipal limits and major thoroughfares. **Figure 3** shows 2055 Population Density by TAZ in the planning area boundary.

#### *Population Growth*

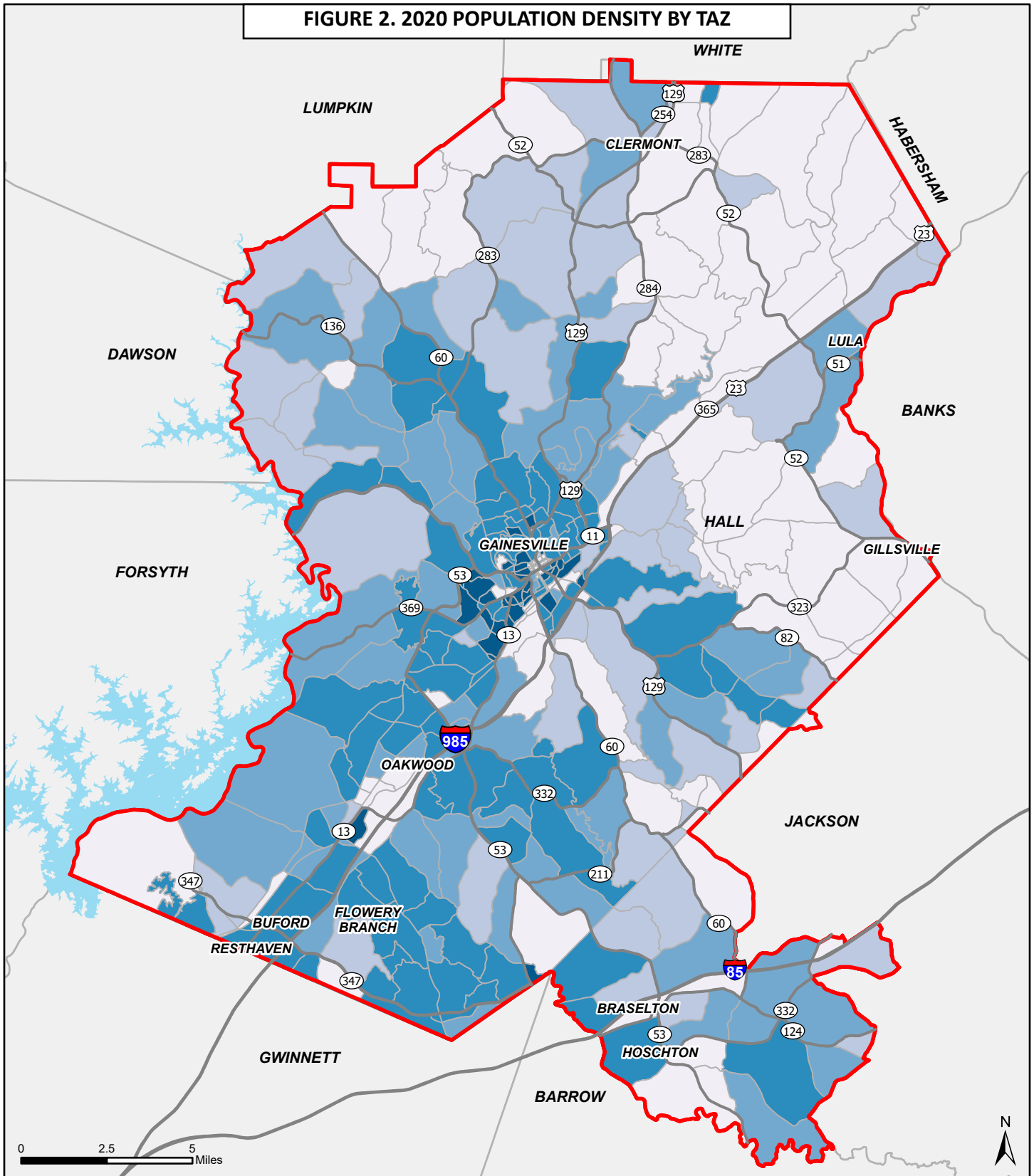
Population growth is anticipated to be the highest within municipal limits and areas immediately surrounding municipal limits and between I-85 and I-985. Population growth is shown in **Figure 4**.

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<sup>5</sup> A TAZ is a unit of geography used in the MTP travel demand model.

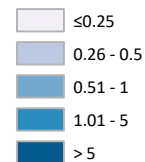


**FIGURE 2. 2020 POPULATION DENSITY BY TAZ**

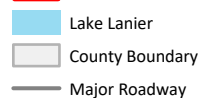


**Legend**

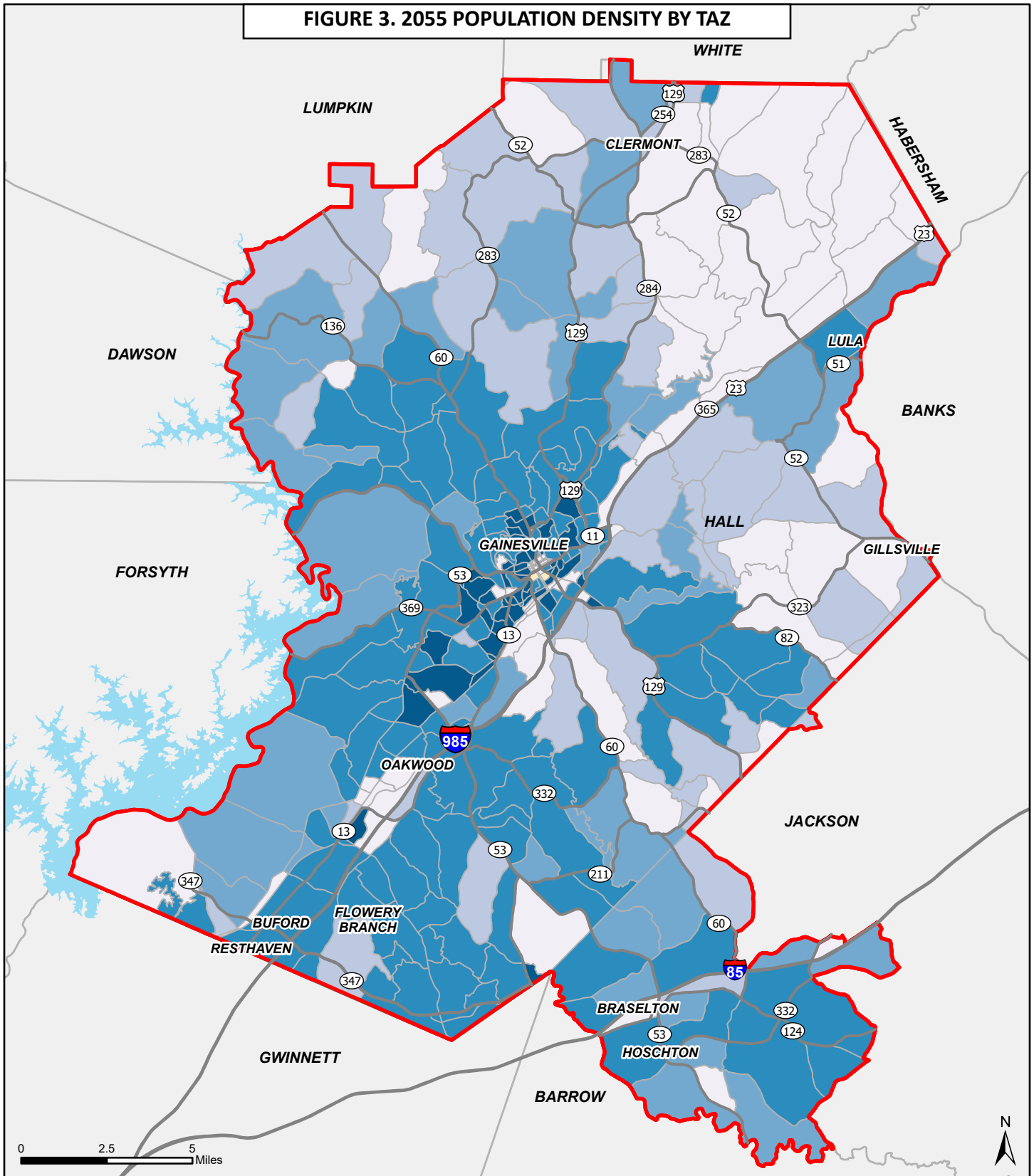
2020 Population per Acre



GHMPO Planning Boundary



**FIGURE 3. 2055 POPULATION DENSITY BY TAZ**



**Legend**

2055 Population per Acre

- ≤ 0.25
- 0.26 - 0.5
- 0.51 - 1
- 1.01 - 5
- > 5

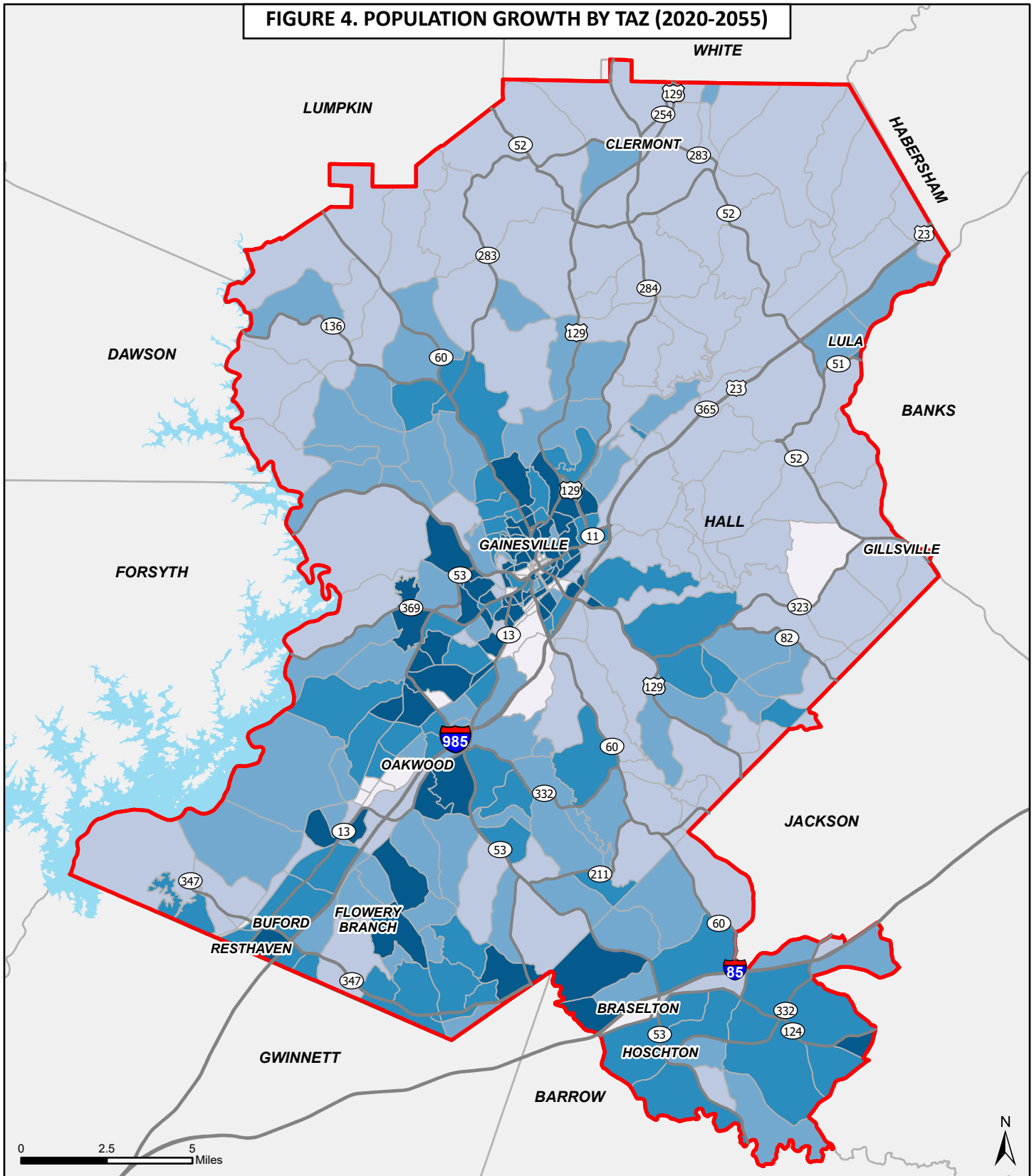
GHMPO Planning Boundary

Lake Lanier

County Boundary

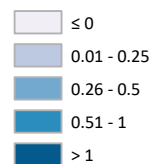
Major Roadway

**FIGURE 4. POPULATION GROWTH BY TAZ (2020-2055)**



**Legend**

Population Growth (2020-2055) per Acre



GHMPO Planning Boundary

Lake Lanier

County Boundary

Major Roadway

### *Employment Density*

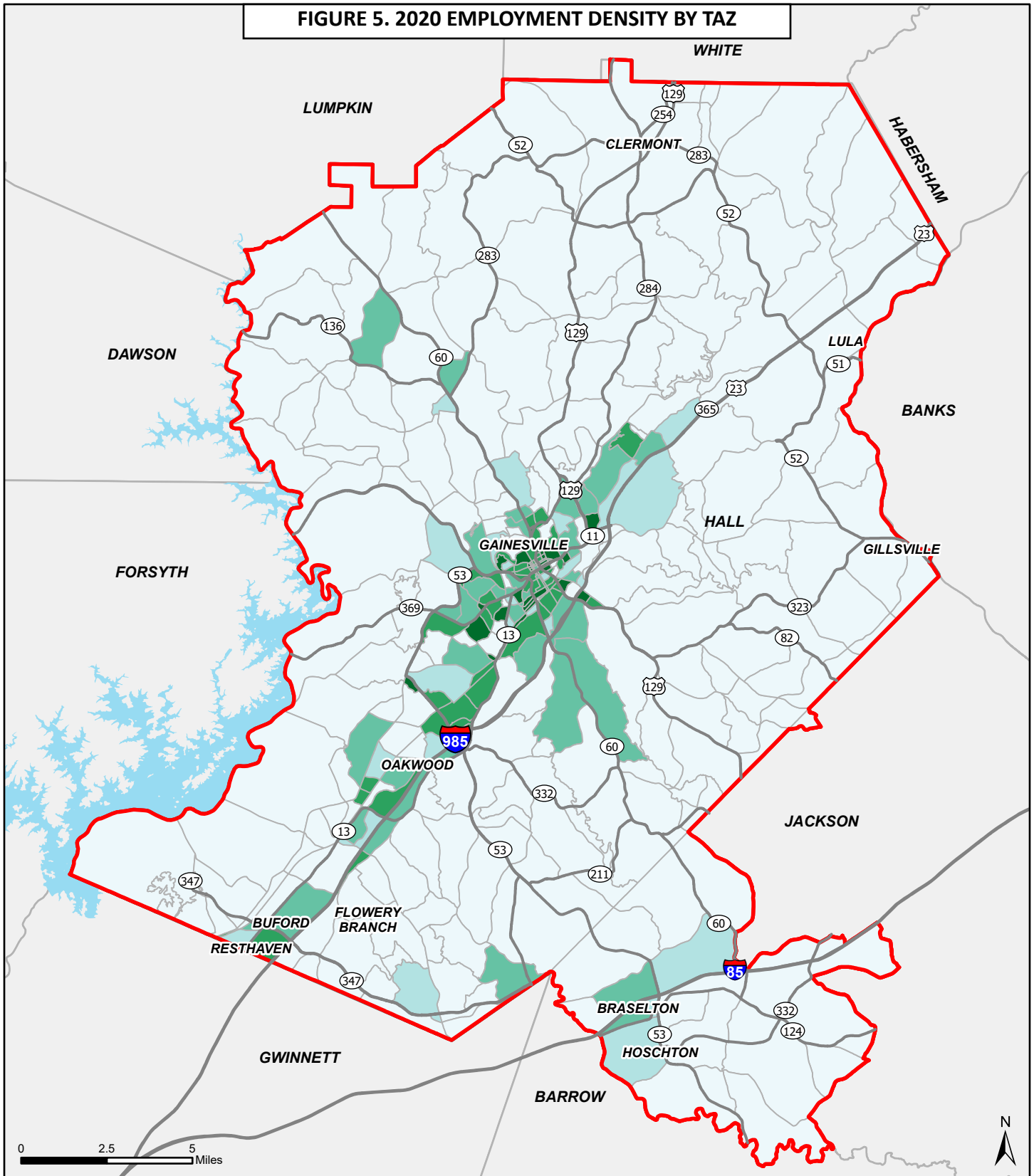
According to the 2025 MTP, GHMPO had a 2020 employment of approximately 136,000. Employment density is highest within Gainesville and along I-985 and I-85. **Figure 5** shows 2020 Employment Density by TAZ in the planning area boundary.

The employment (number of employees) within the GHMPO region is anticipated to reach 197,140 jobs by 2055. Employment density is expected to increase in and around the major urban areas and further north along SR 365 in proximity to the new Blue Ridge Connector, which is currently under construction. The ease of access provided by the interstate routes will focus most of the new employment opportunities connected to the Inland Port along the I-985 corridor. **Figure 6** shows 2055 Employment Density by TAZ in the planning area boundary.

### *Employment Growth*

Employment growth is anticipated to be the highest in Gainesville and around the I-85 corridor in Jackson County, with additional high growth areas located along the I-985/SR 365 corridor. Employment growth is shown in **Figure 7**.

**FIGURE 5. 2020 EMPLOYMENT DENSITY BY TAZ**



**Legend**

2020 Employment per Acre

≤ 0.5

0.51 - 1

1.01 - 3

3.01 - 10

>10

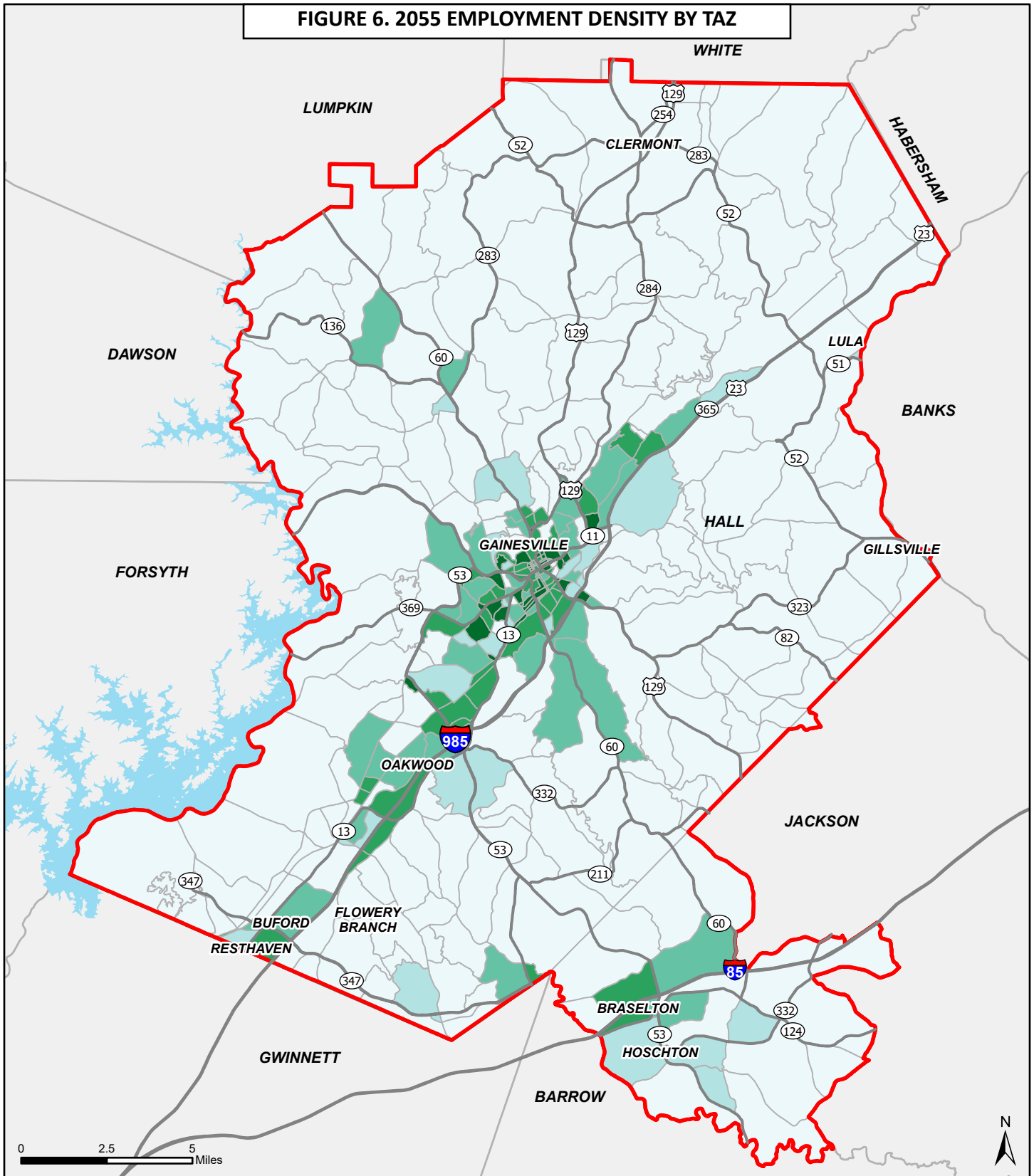
GHMPO Planning Boundary

Lake Lanier

County Boundary

Major Roadway

**FIGURE 6. 2055 EMPLOYMENT DENSITY BY TAZ**



**Legend**

2055 Employment per Acre

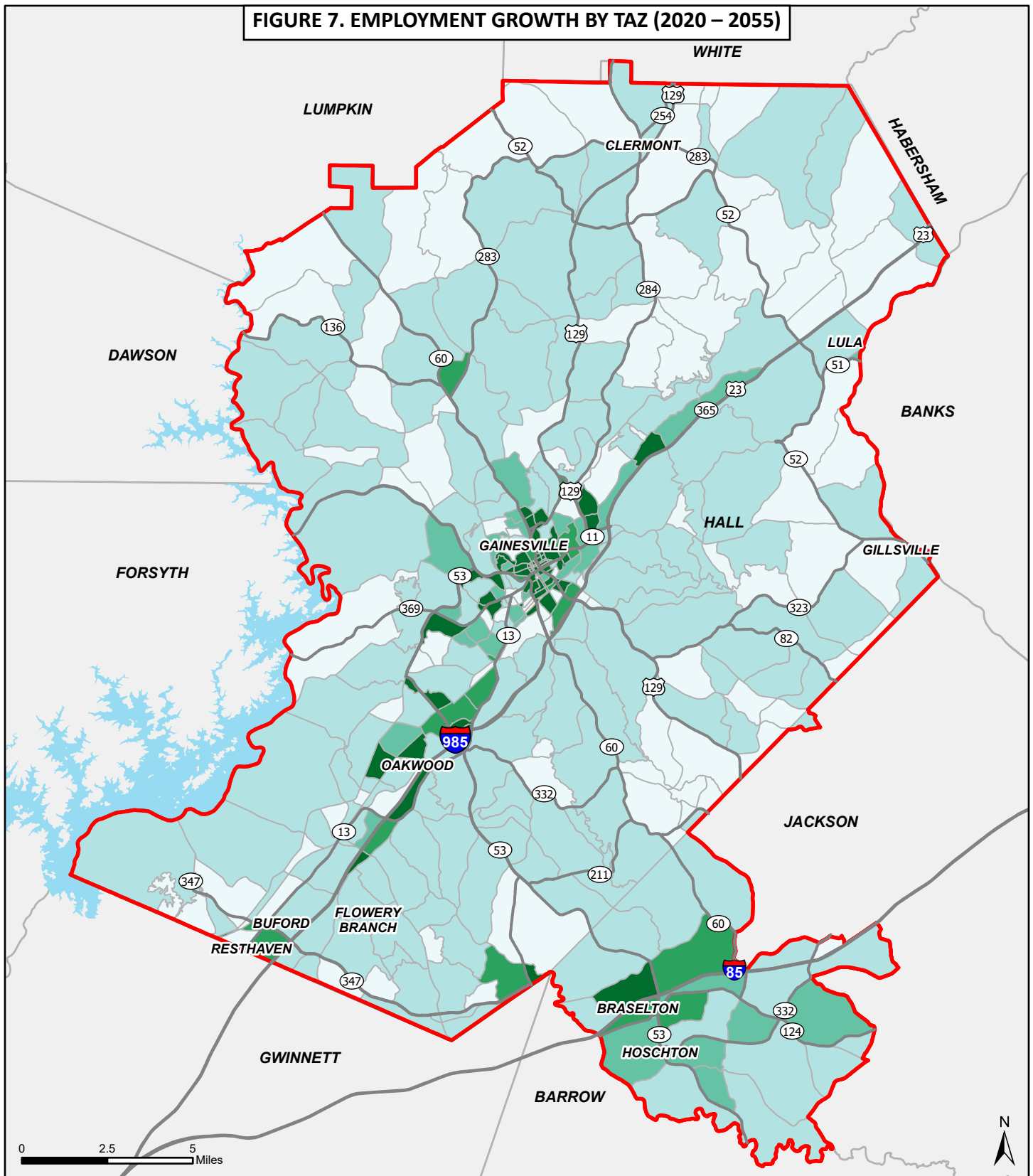
- ≤ 0.5
- 0.51 - 1
- 1.01 - 3
- 3.01-10
- >10

GHMPO Planning Boundary

- Lake Lanier
- County Boundary
- Major Roadway

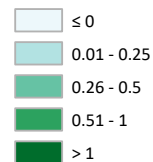


**FIGURE 7. EMPLOYMENT GROWTH BY TAZ (2020 – 2055)**

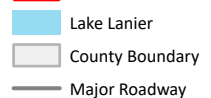


**Legend**

Employment Growth (2020-2055) per Acre



GHMPO Planning Boundary



## ENVIRONMENTAL JUSTICE

Environmental Justice (EJ) in the context of transportation planning refers to the “full and fair participation by potentially affected minority and low-income populations in every phase of the transportation decision-making process to achieve an equitable distribution of benefits and burdens<sup>6</sup>.” Minority and low-income populations have historically represented households with high percentages of low / no access to automobiles and rely more on transit and non-motorized transportation for daily living. The nine EJ population groups within the GHMPO planning area boundary include:

- African American
- Asian
- Disabled
- Elderly
- Hispanic/Latino
- Other Populations
- Combined Minority Populations
- Impoverished Populations
- Zero-Car Households

For purposes of this plan, census tracts with EJ populations exceeding the GHMPO planning area average are identified and a four-level “degree of impact” assessment scale is applied:

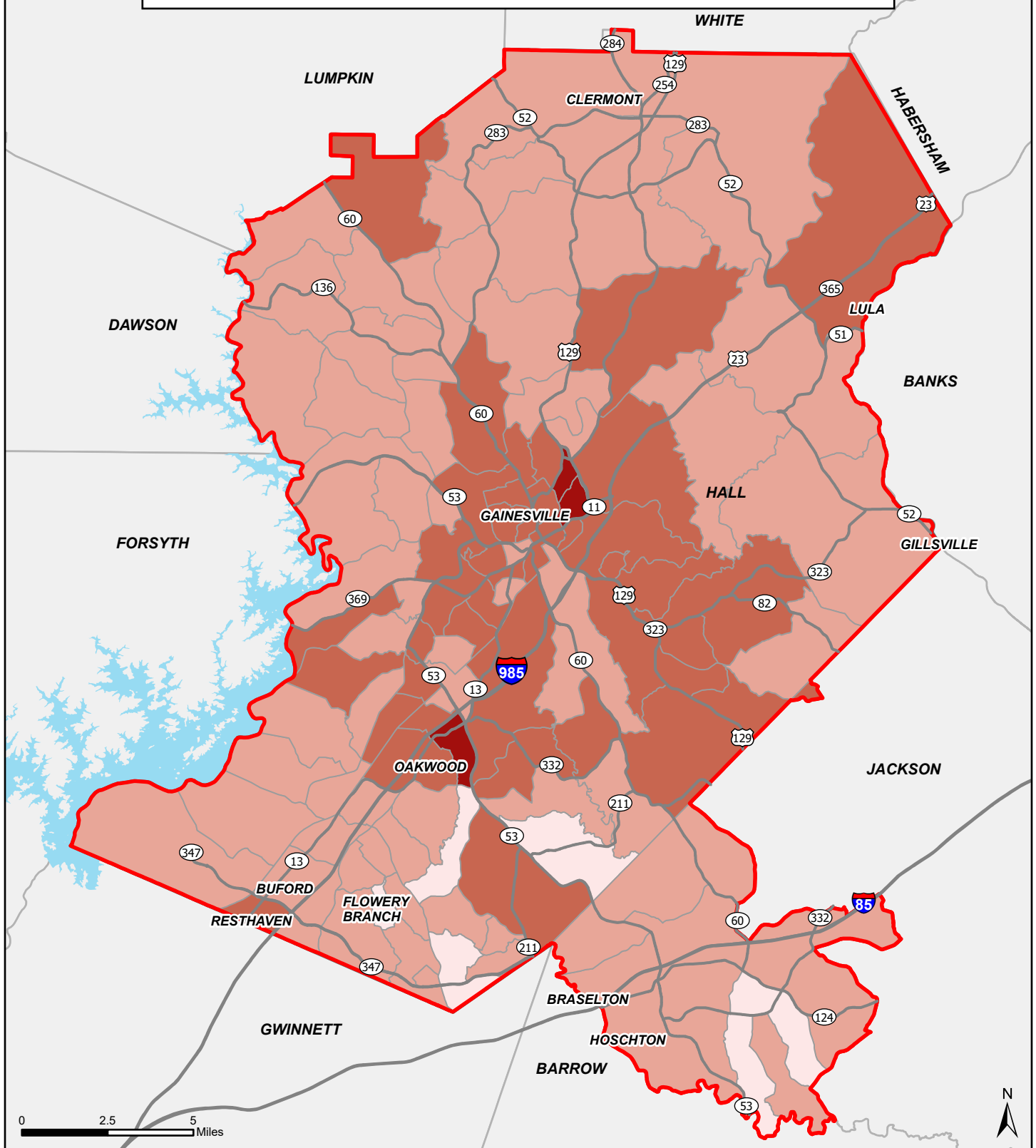
- Tracts with 0 EJ groups exceeding area averages denote No Concentration
- Tracts with 1-3 EJ groups exceeding area averages denote Slight Concentration
- Tracts with 4-6 EJ groups exceeding area averages denote Moderate Concentration
- Tracts with 7-9 EJ groups exceeding area averages denote High Concentration

Census tracts with a High Concentration of EJ groups are predominately located in Gainesville and Oakwood and census tracts with a Moderate Concentration of EJ groups are in the central portion of Hall County, around Gainesville and Oakwood. **Figure 8** shows the concentrations of EJ populations above the regional average by census tract in the GHMPO planning area boundary.

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<sup>6</sup> [https://www.fhwa.dot.gov/environment/environmental\\_justice/](https://www.fhwa.dot.gov/environment/environmental_justice/)

**FIGURE 8. CONCENTRATION OF ENVIRONMENTAL JUSTICE POPULATIONS**



**Legend**

No. of EJ Populations Above GHMPO Average

0 (No Concentration)

1 - 3 (Slight Concentration)

4 - 6 (Moderate Concentration)

7 - 9 (High Concentration)

GHMPO Planning Boundary

Lake Lanier

County Boundary

Major Roadway

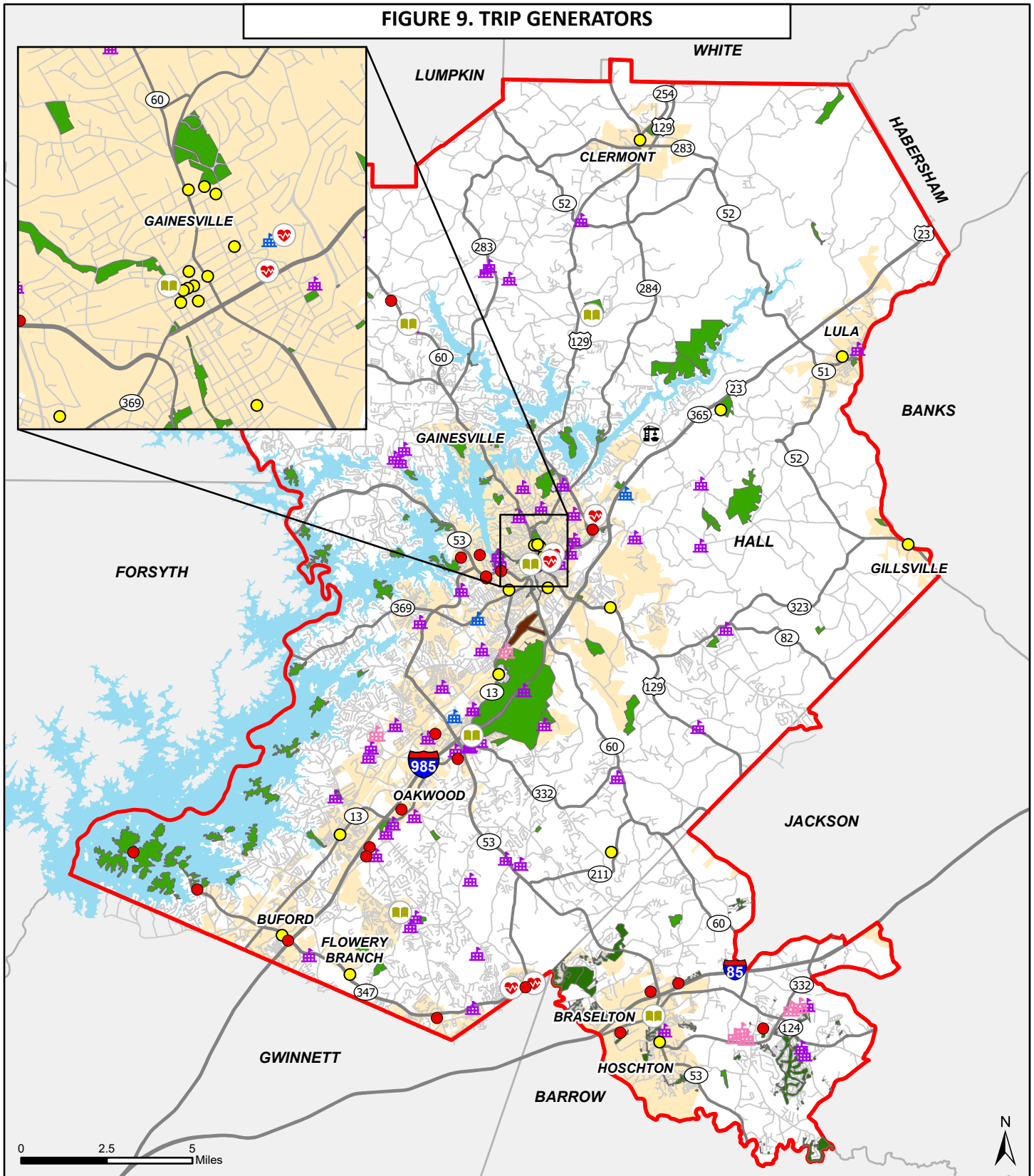
## TRIP GENERATORS

Trip generators are the locations, or destinations, people commonly travel to within the planning area boundary. They include the following:

- Schools/Colleges
- Parks
- Medical Facilities
- Libraries
- Historic Properties/Districts, such as those included in the National Register of Historic Places (NRHP)
- Top 20 Employment Centers (230+ employees)

**Figure 9** shows the location of trip generators by type in the planning area boundary.

**FIGURE 9. TRIP GENERATORS**



**Legend**

- |                   |                                  |                         |
|-------------------|----------------------------------|-------------------------|
| College/Technical | Airport                          | GHMPO Planning Boundary |
| K-12              | Park Land                        | Lake Lanier             |
| K-12 Planned      | NRHP Historic Resource           | City Limit              |
| Library           | Other Major Employment Locations | County Boundary         |
| Hospital          | Inland Port                      | Major Roadway           |
|                   |                                  | Roadway                 |

## OPPORTUNITIES & BARRIERS

There are locations within the planning area boundary where it might be easier or less costly to build bicycle and pedestrian infrastructure or where bicycle and pedestrian infrastructure may be the most feasible transportation infrastructure to construct. Opportunities for bicycle and pedestrian infrastructure exist in the following locations:

- In floodplains or along creeks and rivers
- Along roadways with excess right-of-way
- Along and within parks, recreation areas, and conservation land
- On government-owned land
- Along utility easements

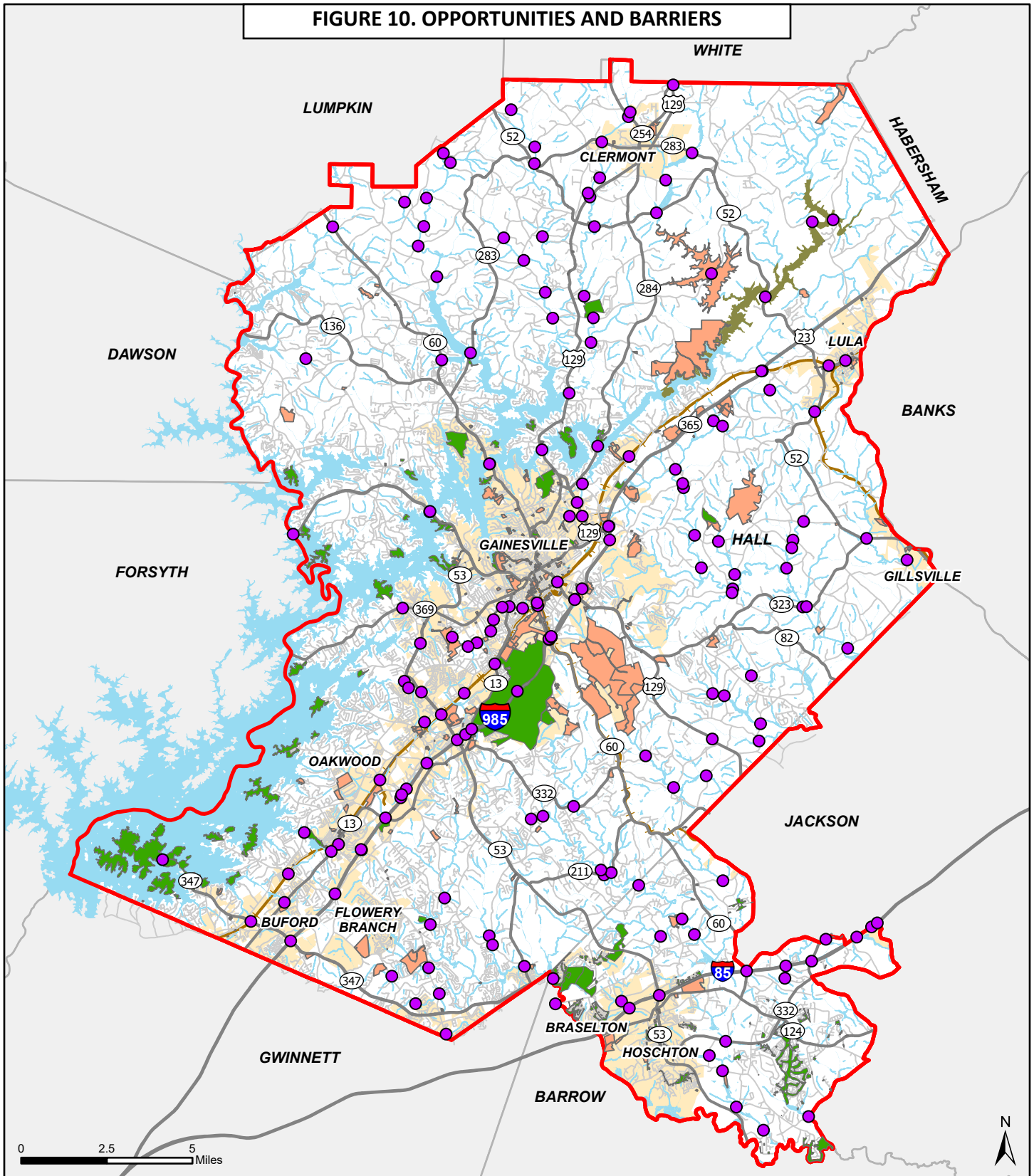
Conversely, barriers are features that make bicycle and pedestrian activity difficult, expensive, or unsafe. Barriers facing the GHMPO include:

- Interstate (I-85 and I-985), and principal arterials (such as SR 53)
- Railroads and at-grade railroad crossings
- Lake Lanier
- Bridges

**Figure 10** shows opportunities and barriers to bicycle and pedestrian activity in the planning area boundary.



**FIGURE 10. OPPORTUNITIES AND BARRIERS**



**Legend**

- |                           |                         |               |
|---------------------------|-------------------------|---------------|
| Rivers/Streams/Creeks     | GHMPO Planning Boundary | Bridges       |
| Managed Lands             | Water Features          | Rail Line     |
| Park & Conservation Lands | City Limit              | Major Roadway |
| Publicly Owned Lands      | County Boundary         | Roadway       |

## BICYCLE AND PEDESTRIAN ACTIVITY

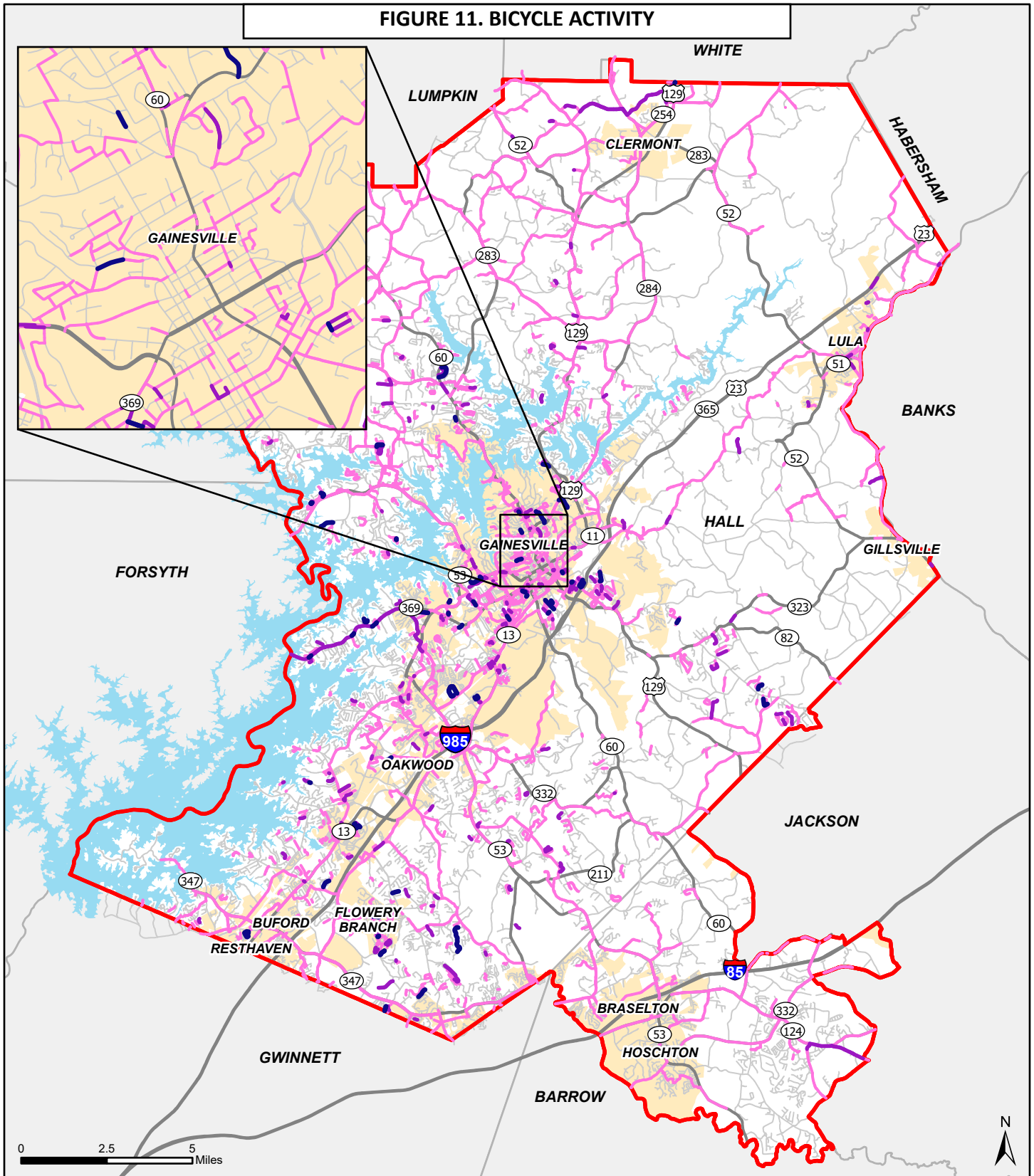
According to Replica data<sup>7</sup>, bicycle activity is greatest in Gainesville, along major thoroughfares like Browns Bridge Road towards Lake Lanier and SR 124, and in proximity to the Highlands to Islands Trail. While pedestrian activity is greatest in Gainesville and within and between other municipal limits, walking trips are occurring throughout northwestern and southern Hall County and along major thoroughfares in Jackson County.

**Figure 11** and **Figure 12** show bicycle trips and pedestrian trips on an average weekday in the planning area boundary respectively.

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<sup>7</sup> An average weekday in Spring of 2023

**FIGURE 11. BICYCLE ACTIVITY**



**Legend**

Bicycle Trips per Day

- 1-5
- 6-10
- 10+

GHMPO Planning Boundary

Lake Lanier

City Limit

County Boundary

Major Roadway

Roadway

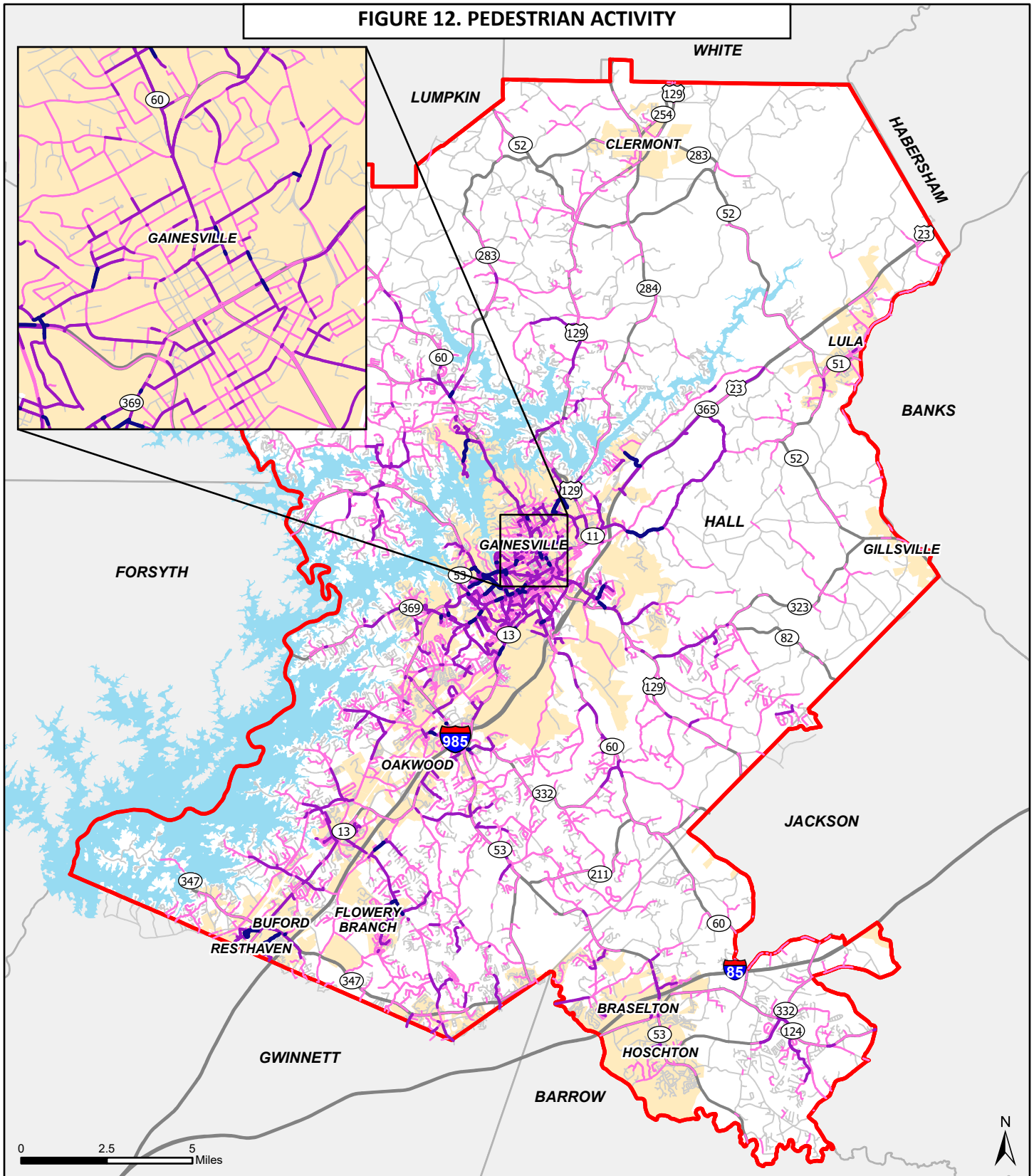
Source: Replica



**GAINESVILLE-HALL**  
Metropolitan Planning Organization



**FIGURE 12. PEDESTRIAN ACTIVITY**



**Legend**

Walking Trips per Day

- 10 - 50
- 51 - 150
- 150+

GHMPO Planning Boundary

Lake Lanier

City Limit

County Boundary

Major Roadway

Roadway

Source: Replica



**GAINESVILLE-HALL**  
Metropolitan Planning Organization

## Existing Infrastructure

### SIDEWALKS

Sidewalks are paved paths for pedestrians along one or both sides of road, typically 5 feet in width. The sidewalk network is limited within the planning area boundary. Sidewalks are concentrated within municipal limits, more specifically Gainesville, Oakwood, and Braselton. Outside of municipal limits, sidewalks can be found in newer residential subdivisions (see **Figure 13**).

### BICYCLE LANES

Bicycle lanes are a dedicated part of the road sectioned off exclusively for bicyclists. Bicycle lanes in the GHMPO planning area are limited to a one-mile stretch along Atlanta Highway near the intersection of I-985 and a newly completed bridge over I-985 between Martin Road and HF Industrial Parkway.

While not a dedicated travel lane, the GHMPO planning area has over 55.5 miles of paved shoulders (wider than 4 ft), offering bicyclists some separation from vehicular traffic. Paved shoulders are a paved section on the outside of a travel lane. shows the roadways with paved shoulders (wider than 4 ft) in the planning area (see **Figure 13**).

### MULTI-USE PATHS AND GREENWAYS

Multi-use paths are paved paths for pedestrians and bicyclists along the side of the road, typically between 8 feet and 14 feet in width<sup>8</sup> (also known as sidepaths or shared use paths). Greenways are paved off-road paths for pedestrians and bicyclists, usually along streams or creeks or abandoned rail corridors, typically between 8 feet and 14 feet in width.

There are over 40 miles of multi-use paths and greenways in the GHMPO planning area (see **Figure 13**). The majority are part of the Highlands to Islands Trail System. Existing multi-use paths and greenways are located in Hall County, Gainesville, and Braselton generally along or in proximity to the Norfolk Southern Railroad, GA 347 in southern Hall County, and along the Mulberry River.

**Table 4** and **Figure 13** document the existing multi-use paths and greenways in the GHMPO planning area.



*Part of the Highlands to Islands Trail in Downtown Gainesville*

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<sup>8</sup> The recommended width in the Highlands to Islands Design Guide is 12 feet.

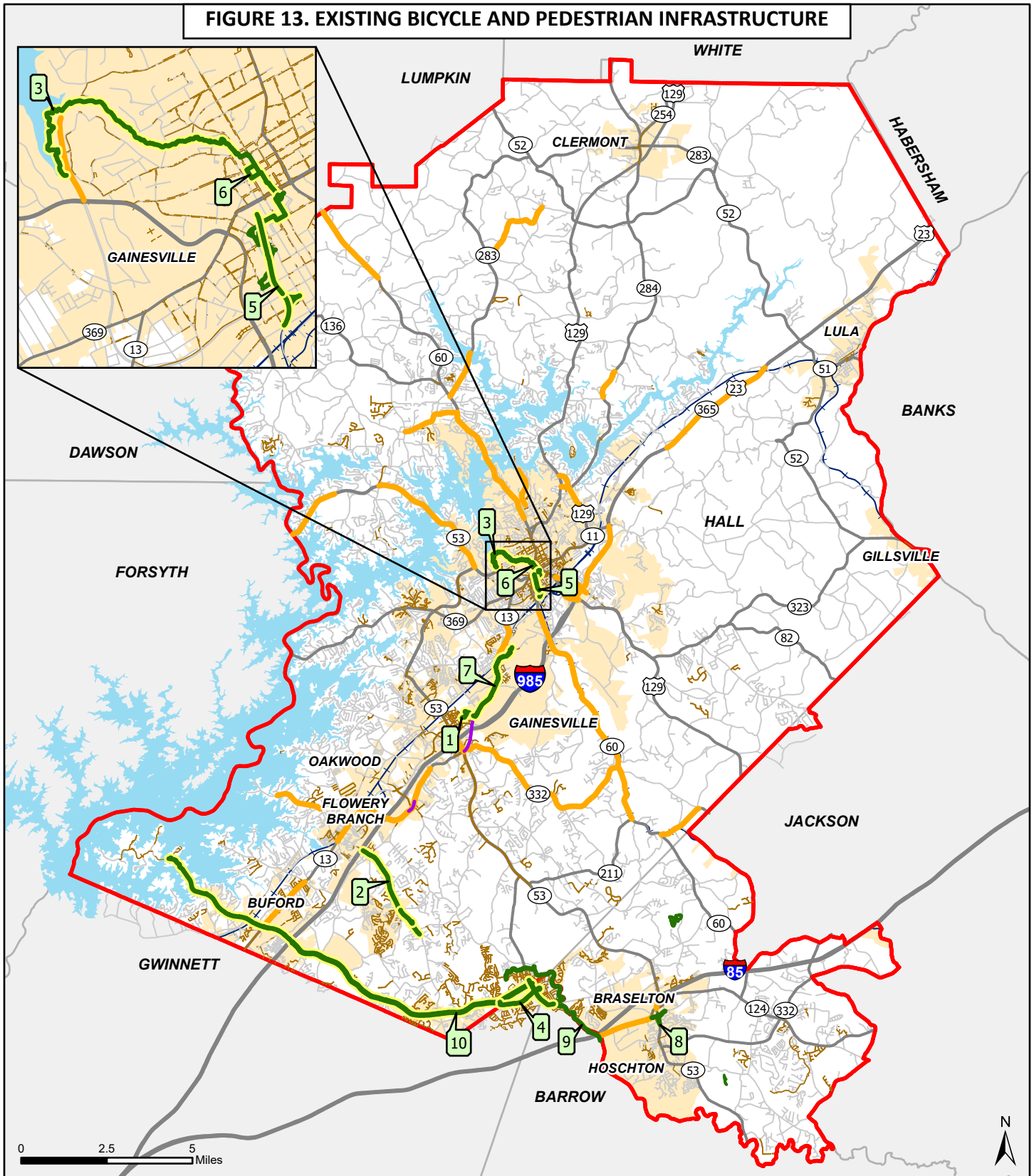
**TABLE 4. EXISTING MULTI-USE PATHS AND GREENWAYS**

Trail Name	Trail Number (in Figure 13)	Jurisdiction(s)	Approximate Length (miles)	Part of Highlands to Islands Trail Network (yes or no)
<b>UNG Connector Trail</b>	1	Gainesville/Oakwood	0.57	yes
<b>Spout Springs Sidepath</b>	2	Flowery Branch, Hall County	3.67	yes
<b>Rock Creek Greenway</b>	3	Gainesville	1.91	yes
<b>Braselton Life Path</b>	4	Braselton, Hall County	2.96	yes
<b>Midland Greenway</b>	5	Gainesville	2.17	yes
<b>Downtown Gainesville Trails</b>	6	Gainesville	0.69	yes
<b>Chicopee Trail</b>	7	Hall County, Gainesville, Oakwood	2.60	yes
<b>Downtown Braselton Trails</b>	8	Braselton	1.35	no
<b>Braselton Riverwalk Path</b>	9	Braselton	5.35	no
<b>South Hall Multiuse Path Network</b>	10	Buford, Braselton, Hall County	20.65	yes

Source: GHMPO GIS shapefiles (June 2024)



**FIGURE 13. EXISTING BICYCLE AND PEDESTRIAN INFRASTRUCTURE**



**Legend**

- |  |  |   |
|--|--|---|
| <span style="color: green;">—</span> Existing Trail                        | <span style="color: brown;">—</span> Existing Sidewalk | <span style="border: 2px solid red; padding: 2px;"> </span> GHMPO Planning Boundary |
| <span style="color: yellow;">—</span> Highlands to Islands Trail           | <span style="color: blue;">—</span> Railroad           | <span style="background-color: lightblue;"> </span> Lake Lanier                     |
| <span style="color: purple;">—</span> Existing Bike Lane                   | <span style="color: grey;">—</span> Major Roadway      | <span style="background-color: yellow;"> </span> City Limit                         |
| <span style="color: cyan;">- - -</span> Proposed Appalachian Gateway Route | <span style="color: grey;">—</span> Roadway            | <span style="border: 1px solid grey; padding: 2px;"> </span> County Boundary        |
| <span style="color: orange;">—</span> Paved Shoulder ( $\geq 5$ ft)        |  |   |

## Safety

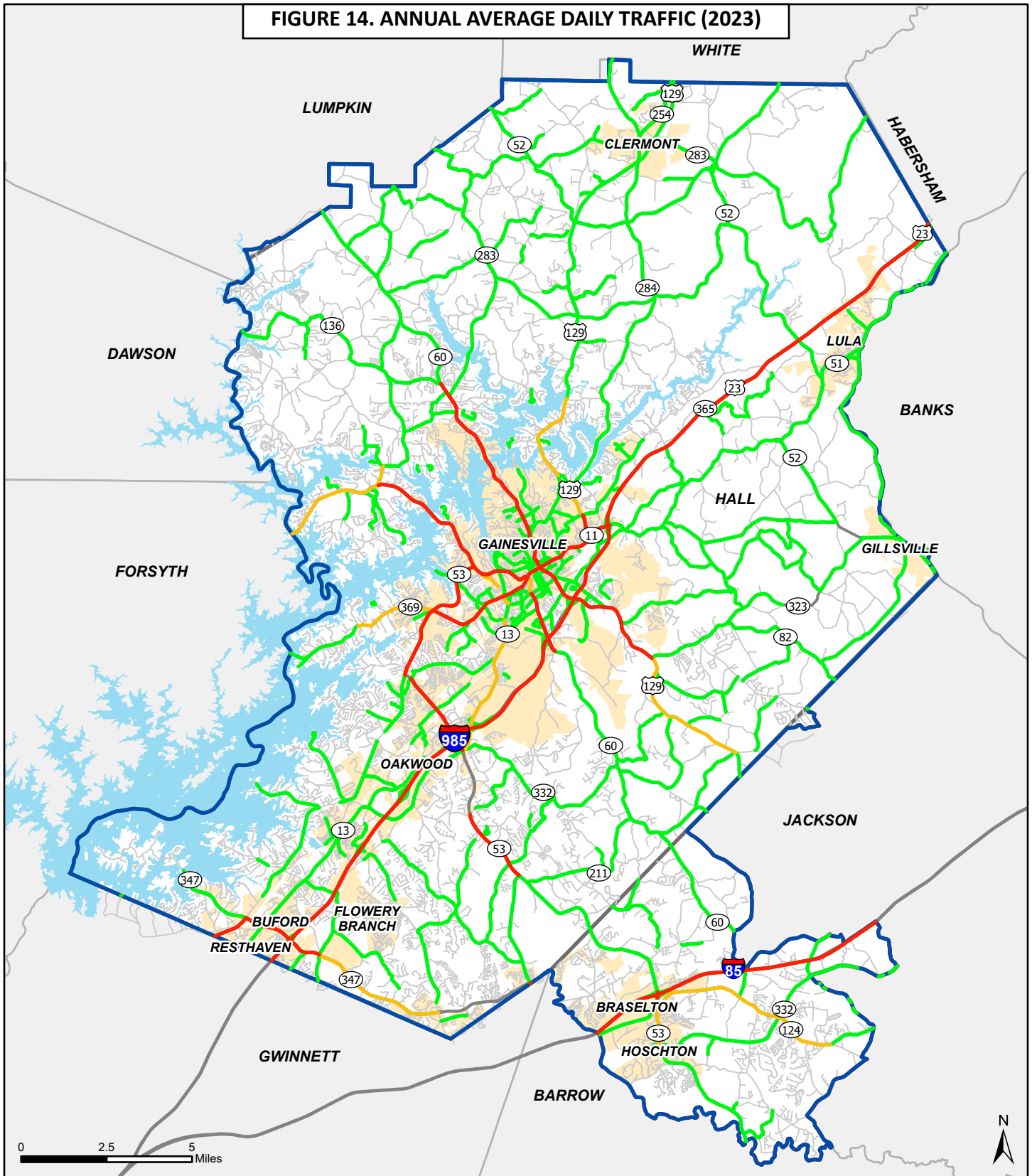
Safety is the top priority for GHMPO and the local jurisdictions. Bicyclists and pedestrians are Vulnerable Road Users (VRUs), facing unique challenges as well as the increased risk of death or injury in a collision. Understanding locations that pose the greatest safety risks for bicyclists and pedestrians will help the MPO improve the safety of its transportation infrastructure.

### TRAFFIC VOLUMES

Annual Average Daily Traffic (AADT) is an important metric to help assess the safety and perceived levels of safety for bicyclists and pedestrians. AADT is defined by the FHWA as “the total traffic volume passing a point (or segment) of a road in both directions for a year divided by the number of days in the year.” Roadways with high AADT typically have more travel lanes and higher speeds and more severe implications for bicyclists and pedestrians when there are conflicts with vehicular traffic. Additionally, pedestrians and bicyclists typically feel less safe traveling on or along roadways with higher traffic volumes (i.e. roads with higher AADT contribute to a higher level of stress for bicyclists and pedestrians).

**Figure 14** shows the 2023 AADT for the roadways within the planning area boundary. Excluding the interstate segments (where bicycle and pedestrian traffic is prohibited), roadways with the highest AADT in the planning area include SR 11, SR 53, SR 60, SR 365 and SR 347.

**FIGURE 14. ANNUAL AVERAGE DAILY TRAFFIC (2023)**



**Legend**

AADT (2023)

- 15,000 or Fewer
- 15,001 - 20,000
- Over 20,000

  GHMPO Planning Boundary

  Lake Lanier

  City Limit

  County Boundary

Major Roadway

Roadway



## BICYCLE AND PEDESTRIAN CRASH DATA

According to AASHTOWare Numetric, there were 222 crashes involving a bicyclist or pedestrian in the GHMPO planning area boundary over a five-year period from January 1, 2018, to December 31, 2022 (41 bicycle and 181 pedestrian). The majority of crashes involving a bicyclist or pedestrian occurred in Gainesville or along a major thoroughfare. **Figure 15** shows the location of those crashes in the planning area boundary.

Bicyclists and pedestrians were involved in 62 fatal or serious injury crashes over the same period (9 bicycle related and 53 pedestrian related). As shown in **Table 5** and **Figure 16**, the total number of crashes has declined since 2018, but the number of fatal and serious injury crashes has fluctuated. The majority of crashes involved distracted drivers.

**TABLE 5. KABCO SEVERITY OF BICYCLE AND PEDESTRIAN CRASHES BY YEAR  
IN THE PLANNING AREA BOUNDARY**

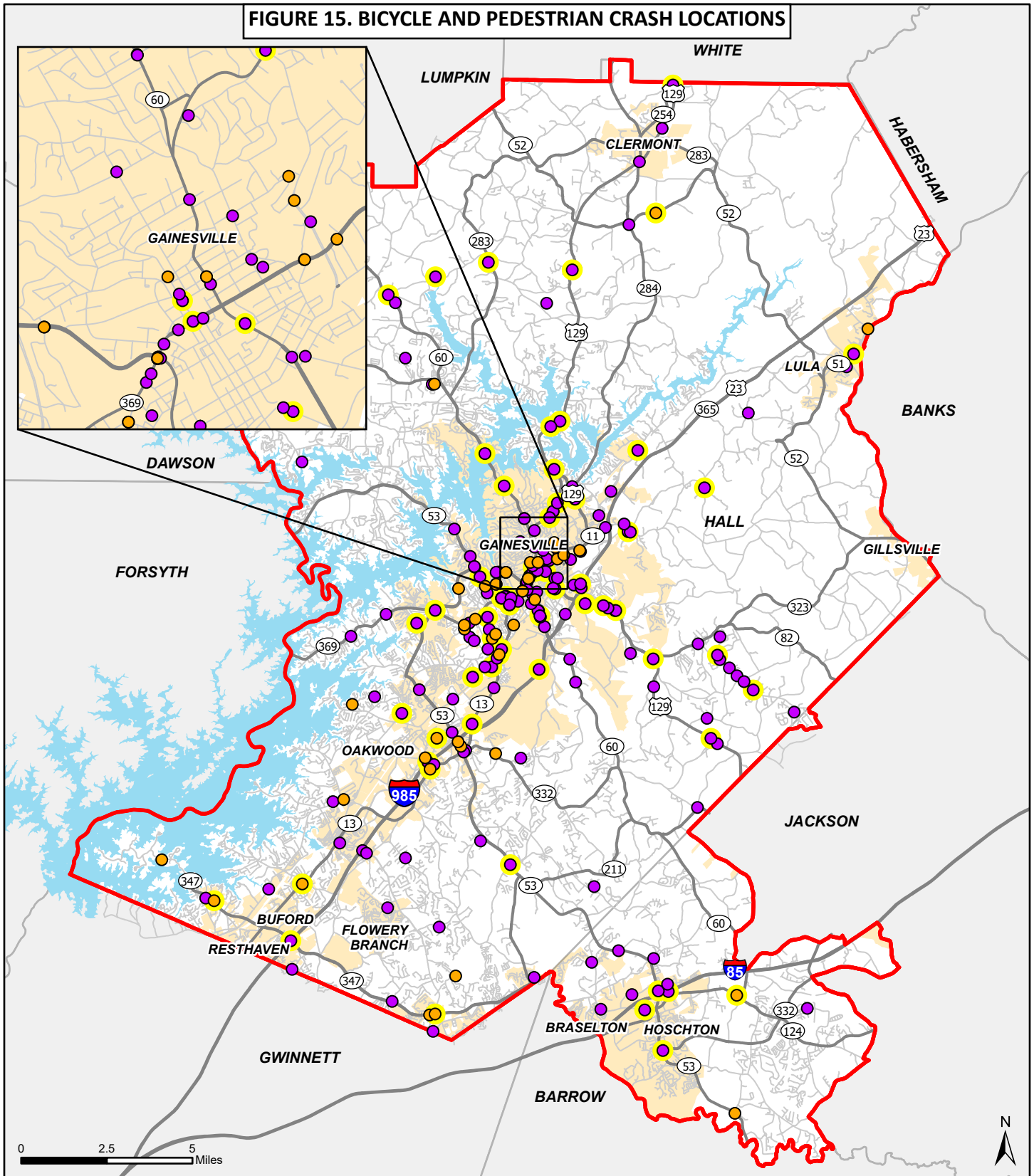
KABCO Severity	2018	2019	2020	2021	2022
(K) Fatal Injury	6	4	5	2	6
(A) Suspected Serious Injury	6	8	9	10	6
(B) Suspected Minor/Visible Injury	14	13	12	14	13
(C) Possible Injury / Complaint	19	7	10	8	10
(O) No Injury	10	13	6	6	5
<b>TOTAL</b>	<b>55</b>	<b>45</b>	<b>42</b>	<b>40</b>	<b>40</b>

Source: AASHTOWare Numetric



*Pedestrian infrastructure (sidewalks, crosswalks, and bulb outs) at an intersection in Downtown Gainesville.*

**FIGURE 15. BICYCLE AND PEDESTRIAN CRASH LOCATIONS**



**Legend**

Crashes (2018 - 2022)

● Bike Related

● Pedestrian Related

● Fatal or Serious Injury

GHMPO Planning Boundary

Lake Lanier

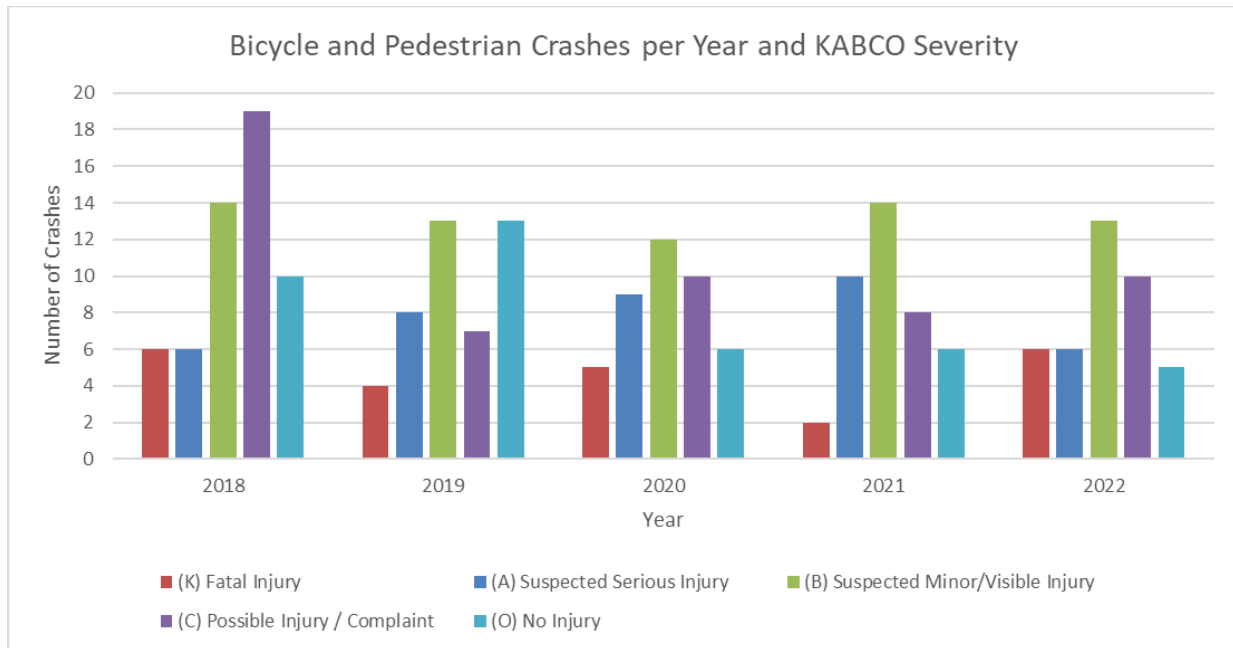
City Limit

County Boundary

Major Roadway

Roadway

**FIGURE 16. BICYCLE AND PEDESTRIAN CRASHES PER YEAR BY KABCO SEVERITY IN THE PLANNING AREA BOUNDARY**



Source: AASHTOWare Numetric

## INTERSECTIONS

Intersections represent the most common locations, or conflict points, where the paths of bicyclists and pedestrians merge with vehicular traffic, generating the highest concentration of potentially dangerous safety “hot spots” between modes. Using AASHTOWare Numetric software’s Intersection Network Screening tool, a search within the entire planning area boundary was conducted to identify intersections with bicycle and pedestrian related crashes. These crashes were categorized using the KABCO scale<sup>9</sup>, which classifies crashes based upon the severity of the injuries reported:

- K = Fatal Injury
- A = Suspected Serious Injury
- B = Suspected Minor Injury
- C = Possible Injury
- O = No Apparent Injury (i.e., Property Damage Only)

Of the 41 crashes involving bicyclists over the five-year period from January 1, 2018, to December 31, 2022, 28 were intersection related. No more than one crash involving a bicyclist occurred at each intersection. While there were 0 fatal injury crashes, 11 crashes resulted in serious or visible injuries on the KABCO scale. The list of serious or visible injury crash locations involving a bicyclist is shown in **Table 6** and **Figure 17**.

<sup>9</sup> FHWA - <https://highways.dot.gov/media/20141>

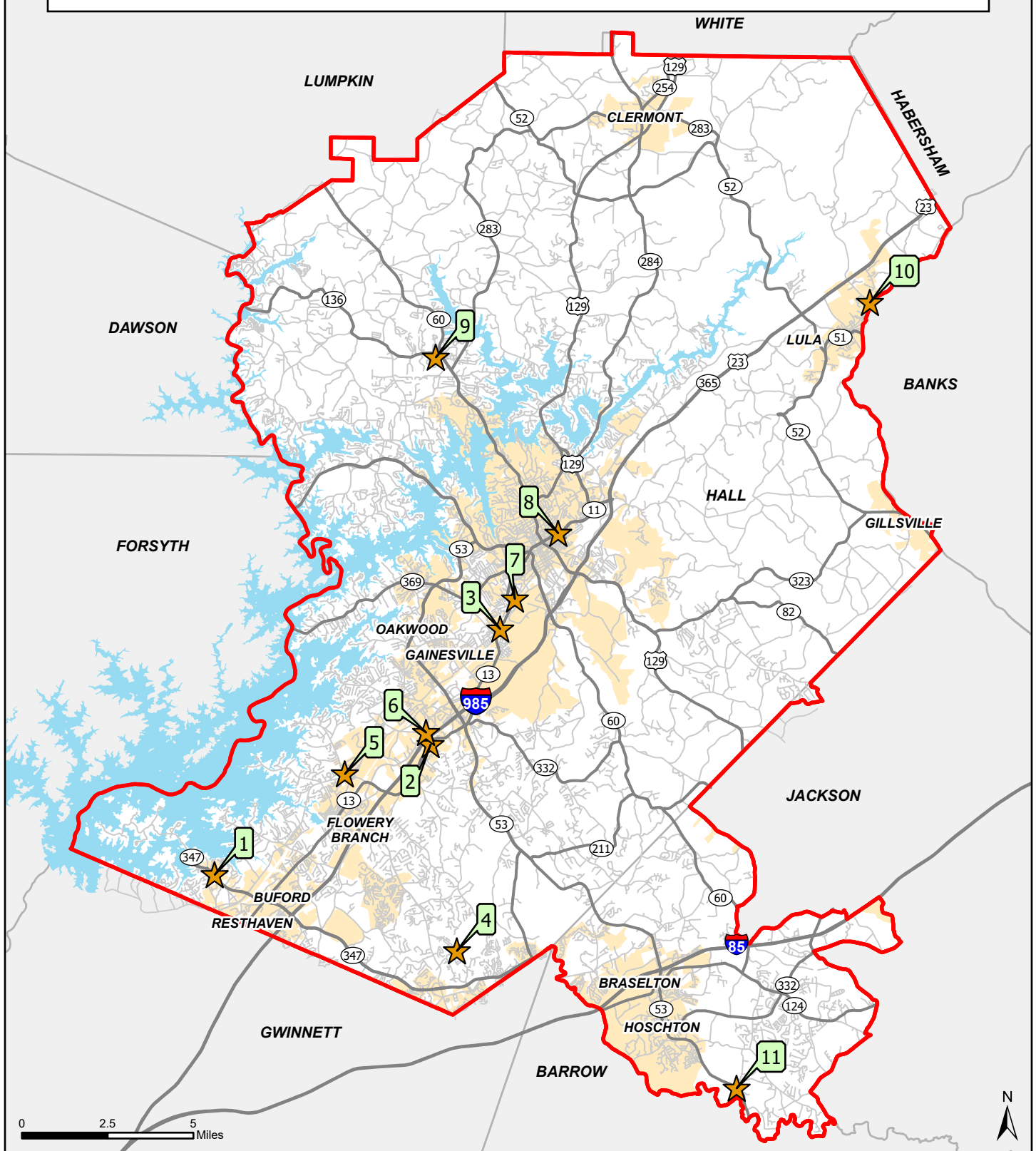


**TABLE 6. INTERSECTIONS WITH A SERIOUS INJURY OR VISIBLE INJURY CRASH INVOLVING A BICYCLIST**








ID	Intersection	KABCO Severity
1	SR 347 at North Waterworks Rd	Serious Injury (A)
2	Atlanta Hwy at Chadwick Dr/Chris Ave/Plainview Rd	
3	1 <sup>st</sup> St at Atlanta Rd	
4	Cedar Spring Ln at Golden Maple Ct	Visible Injury (B)
5	GC Crow Rd at Radford Rd	
6	Plainview Rd at Thurmond Tanner Rd	
7	Industrial Blvd at Mimosa St	
8	Summit St at Jesse Jewell Pkwy	
9	Mercy Ct at Walnut Grove Way	
10	Belton Bridge Rd at Grove St	
11	Bill Watkins Rd at Main St	

Source: AASHTOWare Numetric

**FIGURE 17. INTERSECTIONS WITH A SERIOUS OR VISIBLE INJURY CRASH INVOLVING A BICYCLIST**



**Legend**

-  Bike Related Crashes - Serious or Visible Injury
-  Major Roadway
-  Roadway
-  GHMPO Planning Boundary
-  Lake Lanier
-  City Limit
-  County Boundary

A total of 75 intersections within the planning area experienced at least one crash involving a pedestrian over a five-year period from January 1, 2018, to December 31, 2022. To effectively rank these locations and identify the top intersections for pedestrian related crashes, the equivalent property damage only (ePDO) metric was used. Through this metric, “weighting factors related to the societal costs of fatal, injury, and property damage-only crashes are assigned to crashes by severity [...] to develop an equivalent property damage-only score that considers frequency and severity of crashes.”<sup>10</sup> The higher the crash severity, the higher the corresponding ePDO and the higher the weight for ranking purposes. The result of this analysis is shown in **Table 7** and **Figure 18**. For example, without accounting for ePDO (and thus crash severity), intersection 10 would have ranked above intersection 1 because 6 crashes occurred at this location compared to 2 at intersection 1. However, the crashes were of lower severity. While intersection 1 only had 2 crashes involving a pedestrian, the crashes were of high severity, so it had the highest ePDO score. The top 10 intersections were ranked by ePDO, thus highlighting the locations where the most severe crashes occurred.

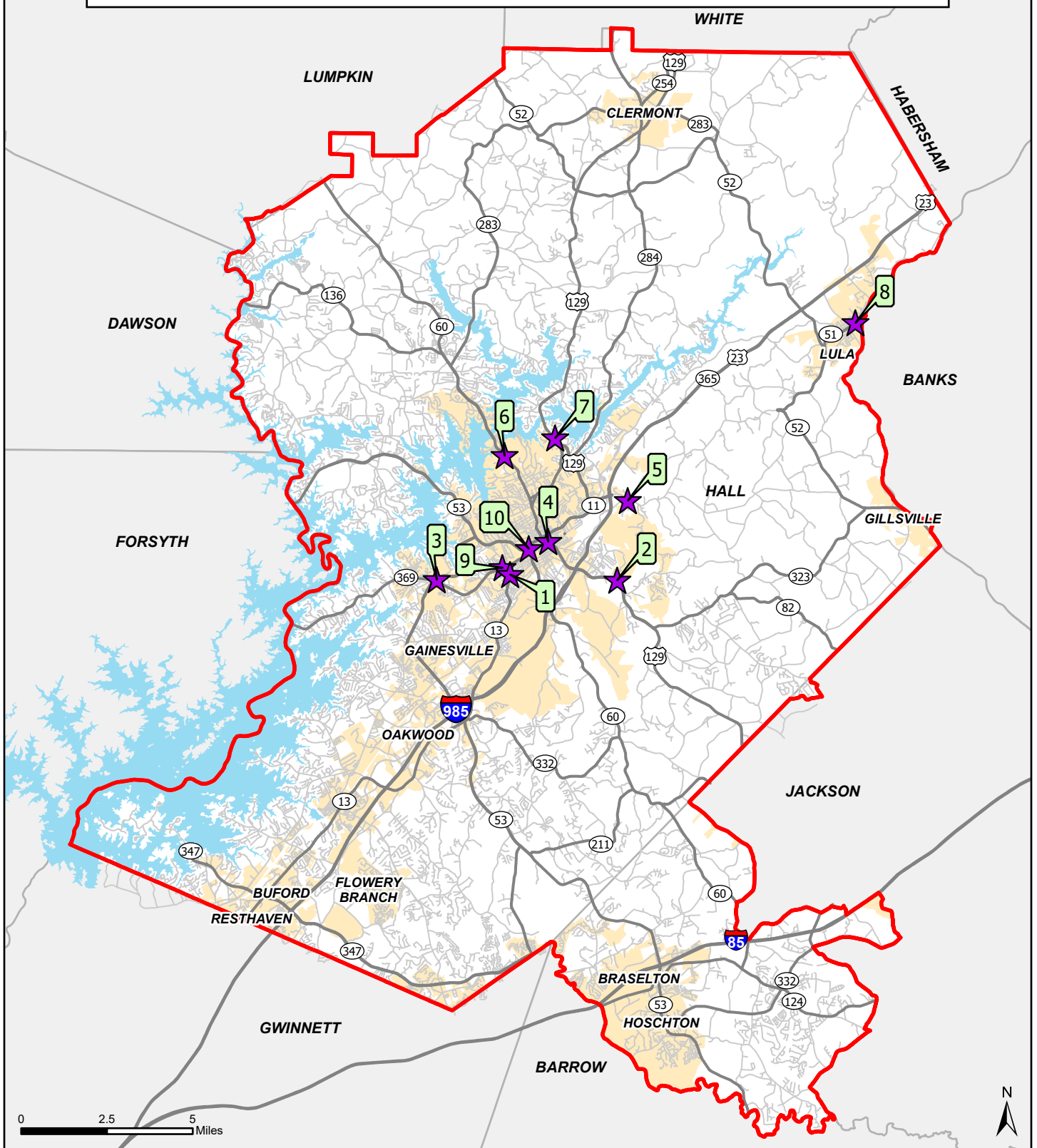
**TABLE 7. TOP 10 INTERSECTIONS WITH A CRASH INVOLVING A PEDESTRIAN**

Rank/ Map No. (in Figure 18)	Intersection	Crashes	ePDO
1	Carter Street at Atlanta Road	2	542.5
2	EE Butler Parkway at Wilson Drive	1	444.6429
3	Browns Bridge Road at McEver Road	1	444.6429
4	Hunter Street at SR 129	1	444.6429
5	Old Cornelia Highway at Oconee Circle	1	444.6429
6	Etta Vista Circle at Thompson Bridge Road	1	444.6429
7	Cleveland Highway at Riverwood Drive	1	444.6429
8	Banks Street at Main Street	1	444.6429
9	W Carter Street at Browns Bridge Road	3	200.3214
10	John W Morrow Jr Parkway at Jesse Jewell Parkway Southeast	6	108.1429

Source: AASHTOWare Numetric

<sup>10</sup> [https://safety.fhwa.dot.gov/local\\_rural/training/fhwasa14072/sec4.cfm](https://safety.fhwa.dot.gov/local_rural/training/fhwasa14072/sec4.cfm)

**FIGURE 18. TOP 10 INTERSECTIONS WITH A CRASH INVOLVING A PEDESTRIAN (BY EPDO)**



**Legend**

- ★ Top 10 Intersections - Pedestrian Related Crashes
- Major Roadway
- Roadway

- ◻ GHMPO Planning Boundary
- ◻ Lake Lanier
- ◻ City Limit
- ◻ County Boundary

## SIGNALIZED CROSSING LOCATIONS

A review of signalized intersections in unincorporated areas was conducted to determine the presence or absence of pedestrian and bicycle infrastructure, including sidewalks, crosswalks, pedestrian signals, and bicycle lanes. **Figure 19** and **Figure 20** show the location of the 52 signalized intersections in the unincorporated portion of the planning area boundary and whether bicycle and/or pedestrian accommodations are present.

The majority of signalized intersections lack pedestrian infrastructure. Several other intersections have some pedestrian infrastructure, but the network is incomplete. Only certain approaches to the intersection have sidewalks or there may be sidewalks but no crosswalks present. Only one signalized intersection in the unincorporated areas of GHMPO has bike lanes, located at the intersection of SR 13/Falcon Pkwy and HF Reed Industrial Pkwy/Martin Rd.

Crashes involving a bicyclist or pedestrian occurred at several of the intersections lacking bicycle and pedestrian infrastructure. **Table 8** indicates which of the signalized intersections in unincorporated areas experienced a crash involving a bicycle or pedestrian over the five-year period from January 1, 2018 to December 31, 2022.

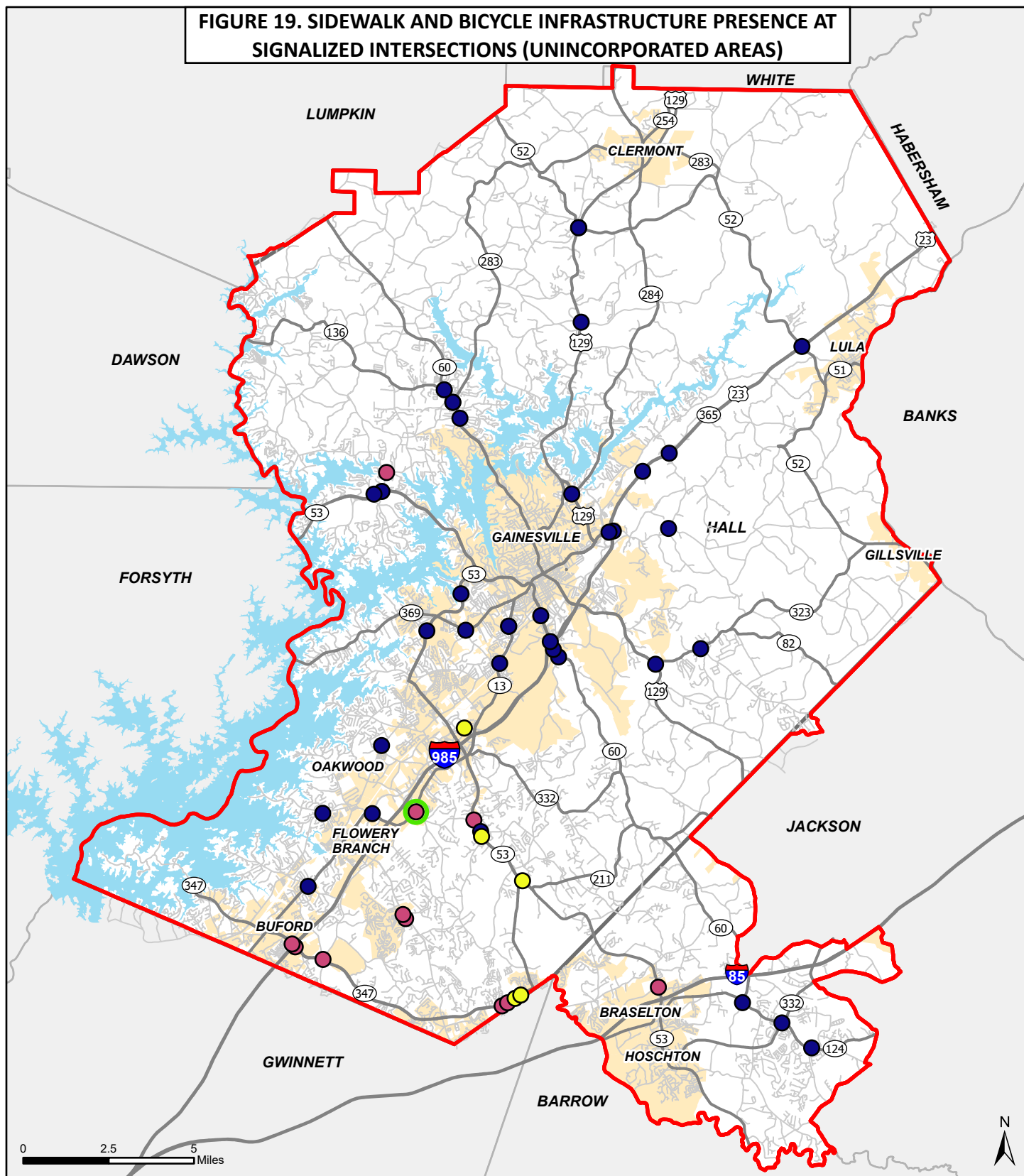
**TABLE 8. SIGNALIZED INTERSECTIONS (UNINCORPORATED AREAS) WITH BICYCLE AND PEDESTRIAN CRASHES (2018-2022)**

Intersection	Crash Description	Sidewalk Presence	Crosswalk Presence	Bike Lane Presence
<b>Atlanta Highway at Memorial Park Drive</b>	1 Pedestrian Related Crash	No Sidewalks	No Crosswalks	No Bike Lanes
<b>Gillsville Highway at Harmony Church Road</b>	1 Pedestrian Related Crash	No Sidewalks	No Crosswalks	No Bike Lanes
<b>Athens Highway at Gillsville Highway</b>	1 (Serious Injury) Pedestrian Related Crash	No Sidewalks	No Crosswalks	No Bike Lanes
<b>McEver Road at Waterford Drive</b>	1 Bicycle Related Crash	No Sidewalks	No Crosswalks	No Bike Lanes
<b>Queen City Parkway at Aviation Boulevard</b>	2 Pedestrian Related Crashes	No Sidewalks	No Crosswalks	No Bike Lanes

Source: AASHTOWare Numetric and Google Maps



**FIGURE 19. SIDEWALK AND BICYCLE INFRASTRUCTURE PRESENCE AT SIGNALIZED INTERSECTIONS (UNINCORPORATED AREAS)**



**Legend**

Sidewalk Presence at Intersection

- No
- Partial
- Yes

○ Intersection with Bike Infrastructure

— Major Roadway

— Roadway

▭ GHMPO Planning Boundary

▭ Lake Lanier

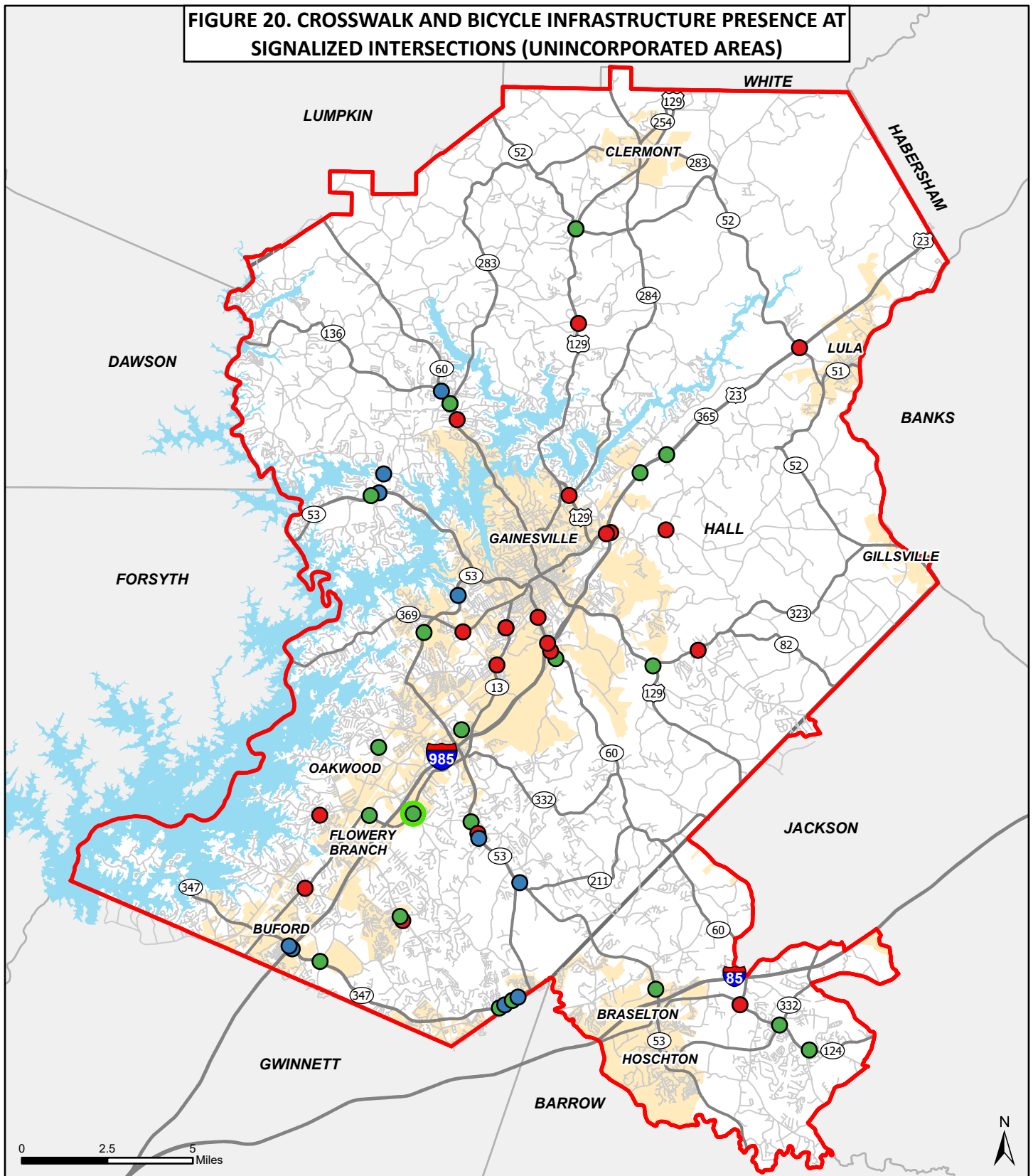
▭ City Limit

▭ County Boundary

Source: Google Earth



**FIGURE 20. CROSSWALK AND BICYCLE INFRASTRUCTURE PRESENCE AT SIGNALIZED INTERSECTIONS (UNINCORPORATED AREAS)**



## HIGH INJURY NETWORK

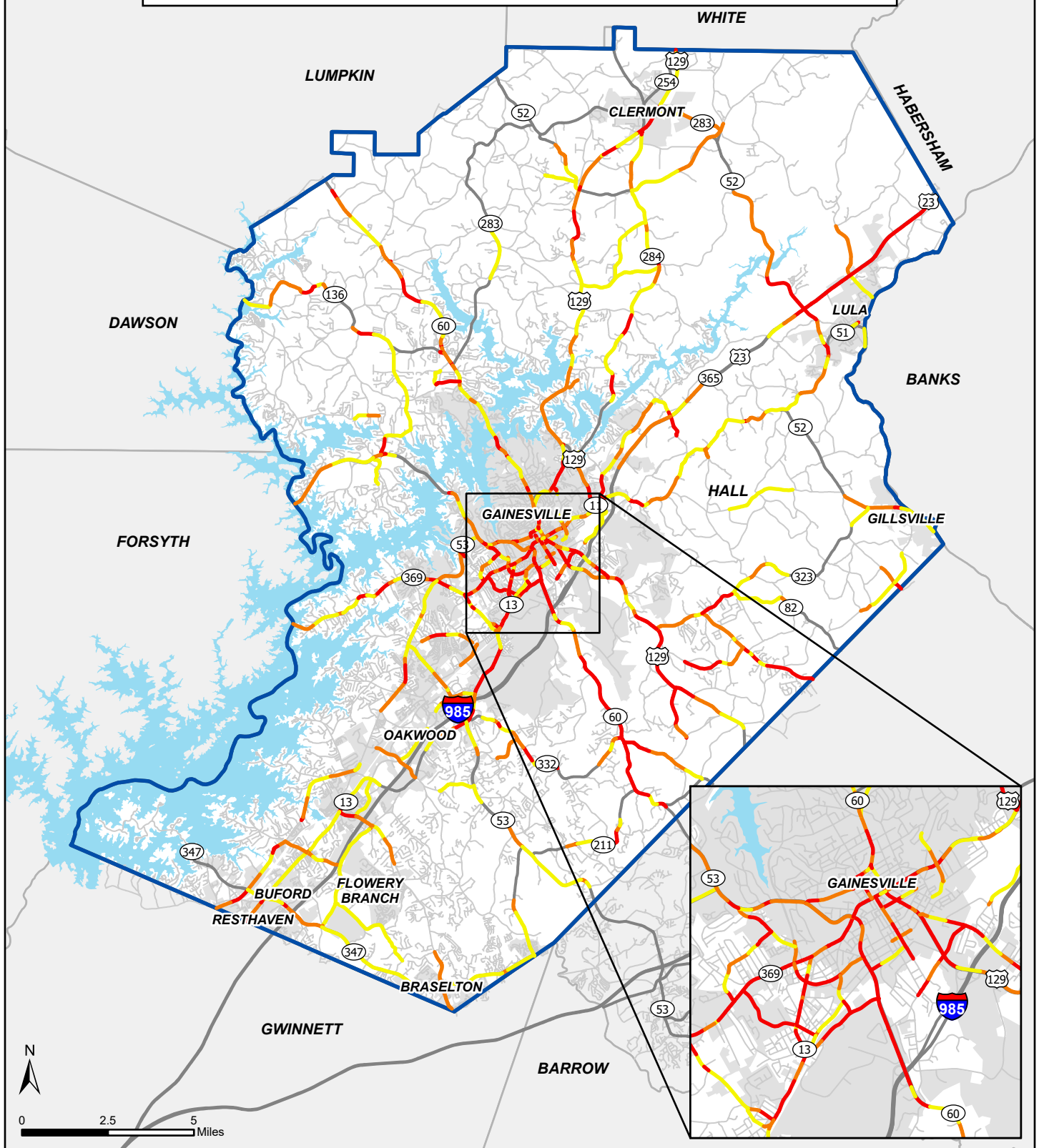
A high injury network (HIN) identifies the streets with higher rates of traffic injuries or fatalities. Hall County developed a HIN as a part of their Safe Streets for All (SS4A) Safety Action Plan, which is shown in **Figures 21-23**. Jackson County does not have a HIN identified at the time of this plan.

**Figure 21** shows the HIN for all modes of transportation. Roads with higher rates of traffic injuries or fatalities are in Gainesville and on major thoroughfares connecting I-985 and I-85.

**Figure 22** shows the HIN for bicycle and pedestrian trips only. The Bicycle & Pedestrian HIN shows an elevated concentration of high-risk roadways in Gainesville and the surrounding area.

**Figure 23** shows intersections on the HIN. Though there are significant similarities with the other HINs, intersections with the highest crash rates are found along the SR 60 corridor from Gainesville to the county line and along SR 365 from Lula to the county line. Multiple intersections in Gainesville rank very high on the HIN.

**FIGURE 21. HALL COUNTY HIGH INJURY NETWORK (HIN) - ALL TRAVEL MODES**



**Legend**

- HIN - All Modes Score
- Low
- Medium
- High

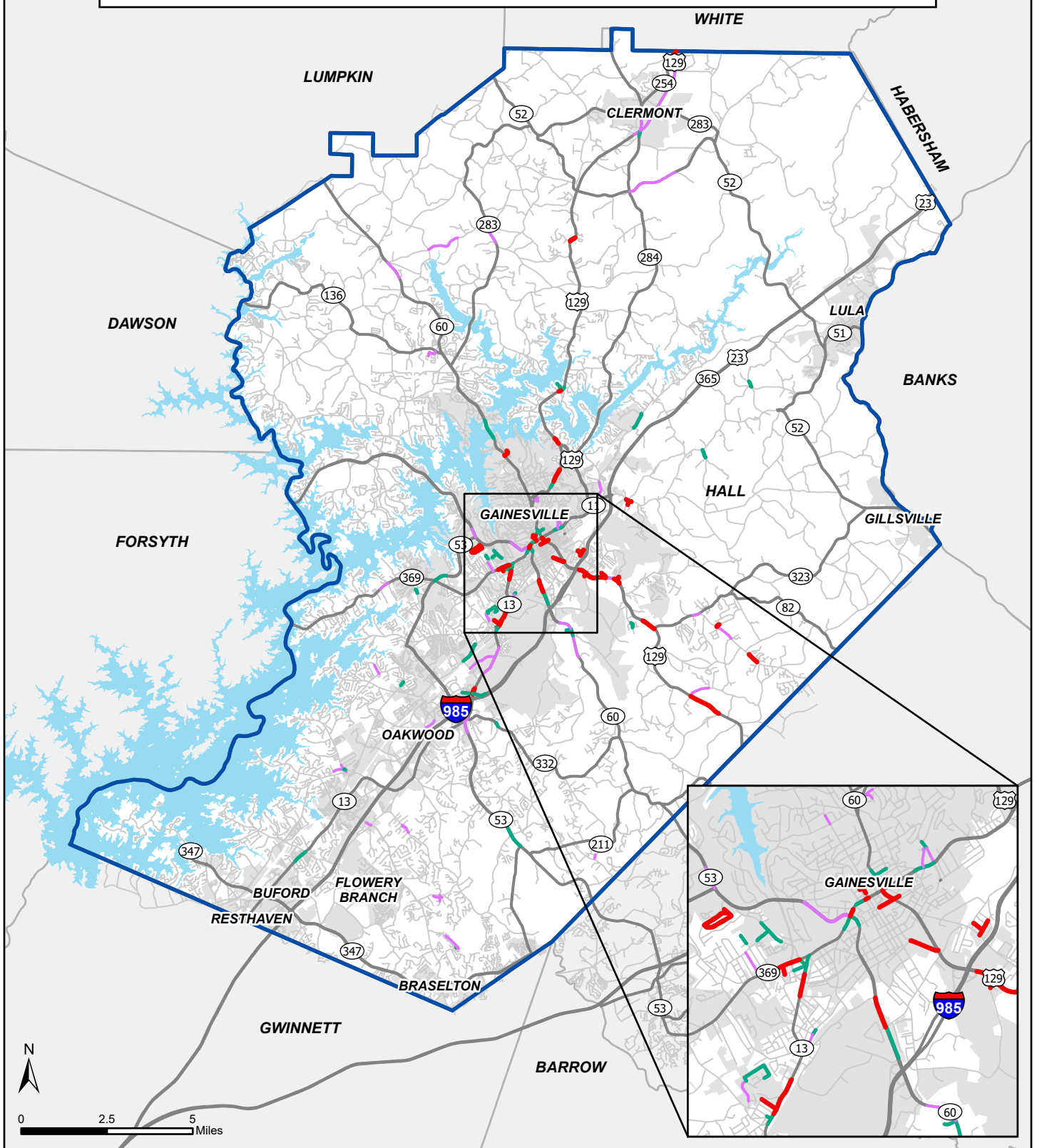
- Hall County
- Lake Lanier
- City Limit
- County Boundary

- Major Roadway
- Roadway



Source: Safe Streets for all (SS4A) Safety Action Plan

**FIGURE 22. HALL COUNTY HIGH INJURY NETWORK (HIN) - BICYCLE AND PEDESTRIAN**



**Legend**

HIN - Bike & Pedestrian Score

Low

Medium

High

Hall County

Lake Lanier

City Limit

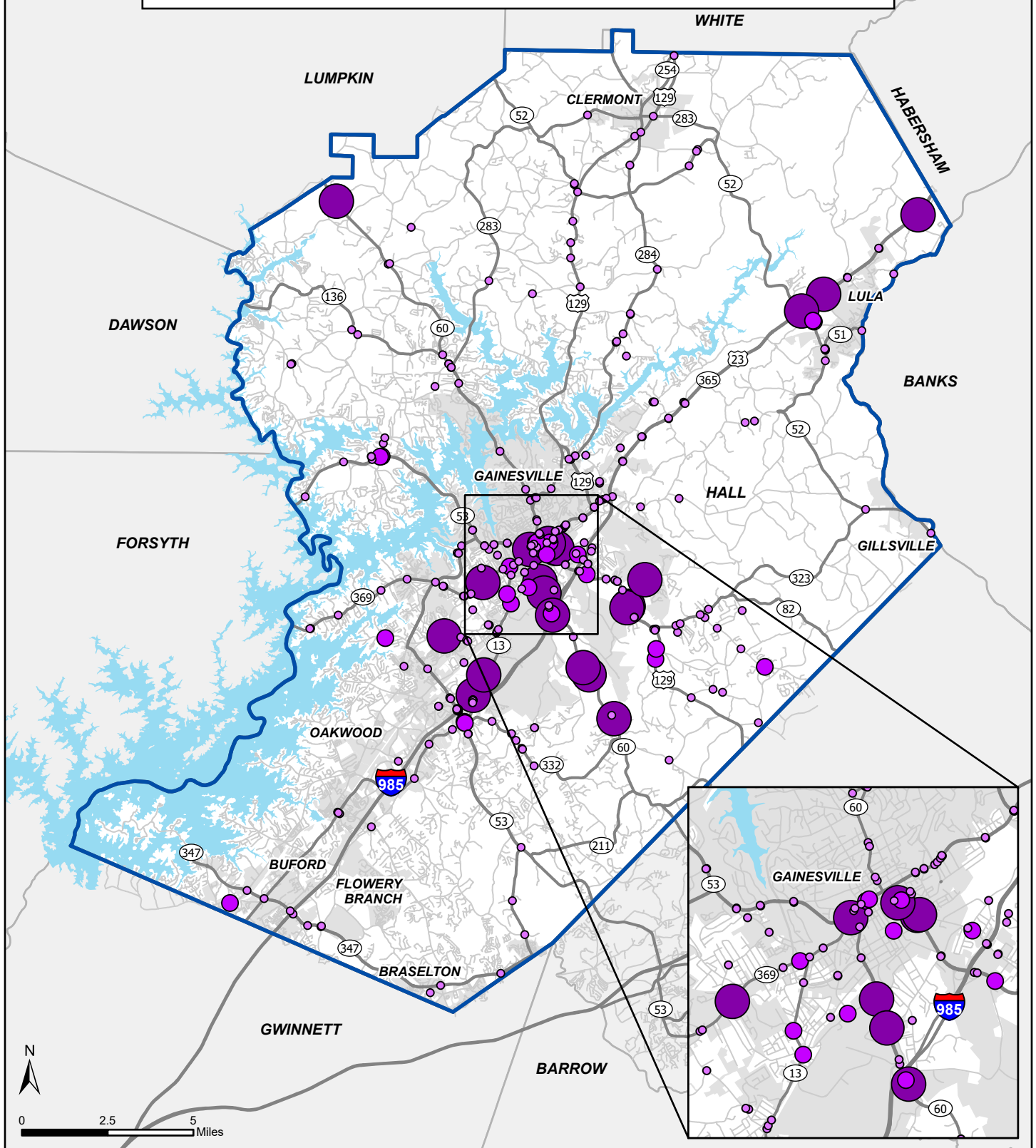
County Boundary

Major Roadway

Roadway



**FIGURE 23. HALL COUNTY HIGH INJURY NETWORK (HIN) - INTERSECTIONS**



**Legend**

HIN - Intersections Score

- Low
- Medium
- High

  Hall County

  Lake Lanier

  City Limit

  County Boundary

Major Roadway

Roadway

## Under Construction and Proposed Projects

### UNDER CONSTRUCTION

There are two multi-use paths under construction in the planning area (see **Table 9** and **Figure 24**). Construction is estimated to be completed in 2026.

**TABLE 9. UNDER CONSTRUCTION TRAILS AND MULTI-USE PATHS**

Trail Name	Trail Number (in Figure 24)	Jurisdiction	Approximate Length (linear ft)	Part of Highlands to Islands Trail Network (yes or no)
<b>Gainesville Airport Path</b>	11	Gainesville	2.54	yes
<b>Flowery Branch Downtown Spur Trail</b>	18	Flowery Branch	0.99	yes

### PROPOSED

The Appalachian Gateway Route is a proposed state bicycle route in The Georgia Bicycle and Pedestrian Plan. The proposed route would traverse Hall County in a north-south direction for around 32 miles. Additionally, there are over 50 miles of planned trails in the planning area that connect to or fill in the gaps of the existing trail network, about half of which are part of the Highlands to Islands Trail System (see **Table 10** and **Figure 24**).

Central to both regional connectivity and the long-term vision of the Highlands to Islands trail network is the connection between the city of Gainesville and the South Hall region (Oakwood, Flowery Branch, etc.). For this connection to be realized, future infrastructure projects will have to address the crossing of SR 53/Mundy Mill Rd. This principal arterial is often congested and represents a key component of the local and regional transportation network. For this reason, and due to the geometric layout and size of the roadway, a potential installation of a pedestrian bridge at the intersection with Thurmon Tanner Parkway or Millside Parkway might be warranted. Alternatively, a connection which leverages the railroad underpass near Old Oakwood Road could provide a similar connectivity solution.



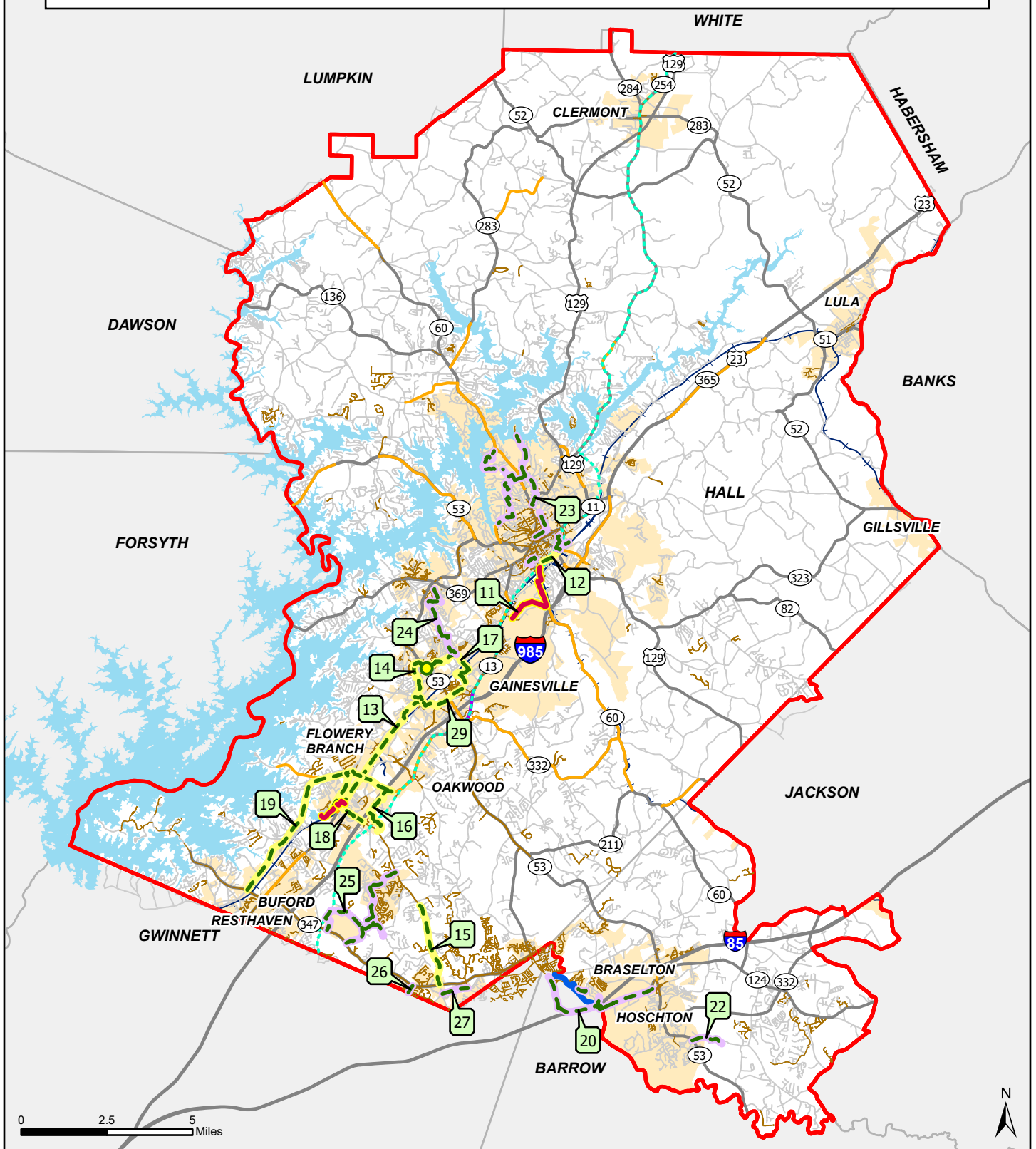
*Part of the Highlands to Islands Trail, illustrating a typical cross section and setting.*



**TABLE 10. PROPOSED MULTI-USE PATHS AND GREENWAYS**

Trail Name	Trail Number (in Figure 21)	Jurisdiction	Approximate Length (linear ft)	Part of Highlands to Islands Trail Network (yes or no)
<b>Butler Park Connector Path</b>	12	Gainesville/Hall County	0.61	yes
<b>South Hall Railroad Trail</b>	13	Oakwood, Flowery Branch, Hall County	2.96	yes
<b>Oakwood Trail Spur</b>	14	Oakwood, Hall County	1.96	yes
<b>Spout Springs Sidepath – Phase II</b>	15	Hall County	2.45	yes
<b>Hog Mountain Spur Trail</b>	16	Flowery Branch	2.89	yes
<b>Mundy Mill Trail</b>	17	Gainesville, Oakwood, Hall County	2.93	yes
<b>Flowery Branch Downtown Spur Trail</b>	18	Flowery Branch	3.55	yes
<b>McEver Road Sidepath</b>	19	Hall County	4.80	yes
<b>Braselton Connector Trail</b>	20	Braselton, Hall County, Jackson County	4.62	no
<b>Sell's Mill Connector Trail</b>	22	Hoschton, Jackson County	0.97	no
<b>Gainesville Park2Park Future Trails</b>	23	Gainesville	8.75	no
<b>Mundy Mill Spur Trail</b>	24	Gainesville	2.82	no
<b>Cherokee Bluffs Spur Trails</b>	25	Flowery Branch, Hall County	5.95	no
<b>Dunbar Multi-use Path</b>	26	Braselton	0.23	no
<b>Multi-use Path along Thompson Mill Rd</b>	27	Braselton, Hall County	0.76	no
<b>UNG Campus Trail</b>	29	Oakwood	0.90	yes

**FIGURE 24. UNDER CONSTRUCTION AND PROPOSED BICYCLE AND PEDESTRIAN INFRASTRUCTURE**



**Legend**

- |  |   |  |
|--|---|--|
| <span style="color: red;">—</span> Under Construction Trail                        | <span style="color: orange;">—</span> Paved Shoulder (ft) | <span style="border: 2px solid red; display: inline-block; width: 15px; height: 10px;"></span> GHMPO Planning Boundary |
| <span style="color: green;">—</span> Planned Highlands to Islands Trail            | <span style="color: blue;">—</span> Railroad              | <span style="background-color: lightblue; display: inline-block; width: 15px; height: 10px;"></span> Lake Lanier       |
| <span style="color: purple;">—</span> Other Planned Trail                          | <span style="color: grey;">—</span> Major Roadway         | <span style="background-color: yellow; display: inline-block; width: 15px; height: 10px;"></span> City Limit           |
| <span style="color: blue;">—</span> Braselton Trail Connector - Proposed Alignment | <span style="color: grey;">—</span> Roadway               | <span style="border: 1px solid grey; display: inline-block; width: 15px; height: 10px;"></span> County Boundary        |
| <span style="color: cyan;">- - -</span> Proposed Appalachian Gateway Route         | <span style="color: brown;">—</span> Existing Sidewalk    |  |

Source: GHMPO, NEGR, GDOT

## Programmed Projects

### TIP/MTP

There are 12 projects in the GHMPO planning area in the TIP and 30 (excluding interstate projects) in the MTP. While the majority of these projects are roadway projects, bicycle and/or pedestrian accommodations are anticipated to be included in many of them in association with GDOT's Complete Streets Policy. For some projects, specific accommodations are detailed in the Project Sheet or in GeoPI. For the remaining projects, Chapter 9 of GDOT's Design Policy Manual (Complete Streets Design Policy) was reviewed to determine the bicycle and pedestrian accommodations, if any, that would likely be included in the roadway designs. The Design Policy Manual includes standards (when accommodation shall be included) and guidelines (when accommodation should be included).

**Figure 25** shows the MTP and TIP projects in the planning area and the planned or anticipated bicycle and pedestrian accommodations associated with each project. Full details on the type of bicycle and/or pedestrian accommodation are included in **Appendix A**.

### SAFETY PROJECTS

Separate from the MTP process, GDOT Fiscal Year 2023 Projects with dedicated funding to reduce VRU fatalities in the 2024 GDOT Vulnerable Roadway User Safety Assessment were also reviewed. Two roundabout projects were identified within these safety projects; however, their primary purpose is geared toward the improvement of motor vehicle safety.

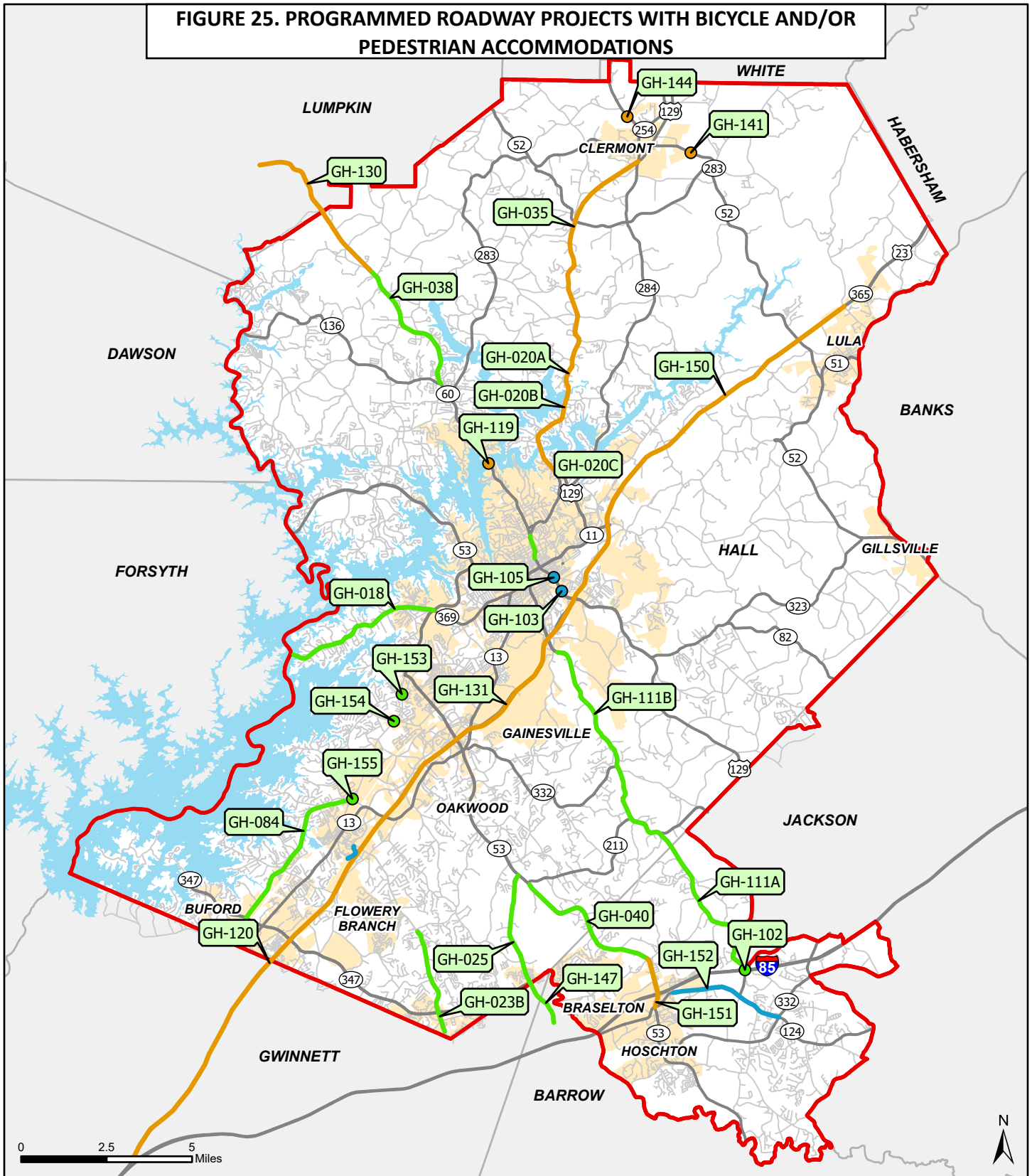
The GDOT District Traffic Engineering office identified a pedestrian upgrade project that will add pedestrian accommodations at 13 intersections (GeoPI ID 0013171) in Hall County. The locations of these intersections are shown in **Table 11** and **Figure 26**.

**TABLE 11. LOCATIONS OF GDOT DIVISION 1 INTERSECTION SAFETY PROJECTS**

Map ID (in Figure 26)	Intersection
1	SR 13 @ Plainview Rd
2	SR 13 @ Gaines Ferry Rd
3	SR 60 @ Ledan Rd
4	SR 11/US 129 @ Jim Hood Road
5	SR 323 @ Harmony Church Road
6	SR 369 @ Skelton Road
7	SR 60 Conn @ Enota Avenue
8	SR 60 @ Nancy Creek Road
9	SR 60 @ SR 136/Price Road
10	SR 60/Queen City Parkway @ Pearl Nix Parkway
11	SR 11/Athens Highway @ Athens Street/Old County Dump Road
12	SR 13/Atlanta Highway @ Hilton Dr/Mimosa St
13	SR 13/Atlanta Highway @ Industrial Boulevard

Source: GDOT Division 1

**FIGURE 25. PROGRAMMED ROADWAY PROJECTS WITH BICYCLE AND/OR PEDESTRIAN ACCOMMODATIONS**



**Legend**

**Bike and Pedestrian Infrastructure - Intersections**

- Yes
- No
- Unknown

**Bike and Pedestrian Infrastructure - Roads**

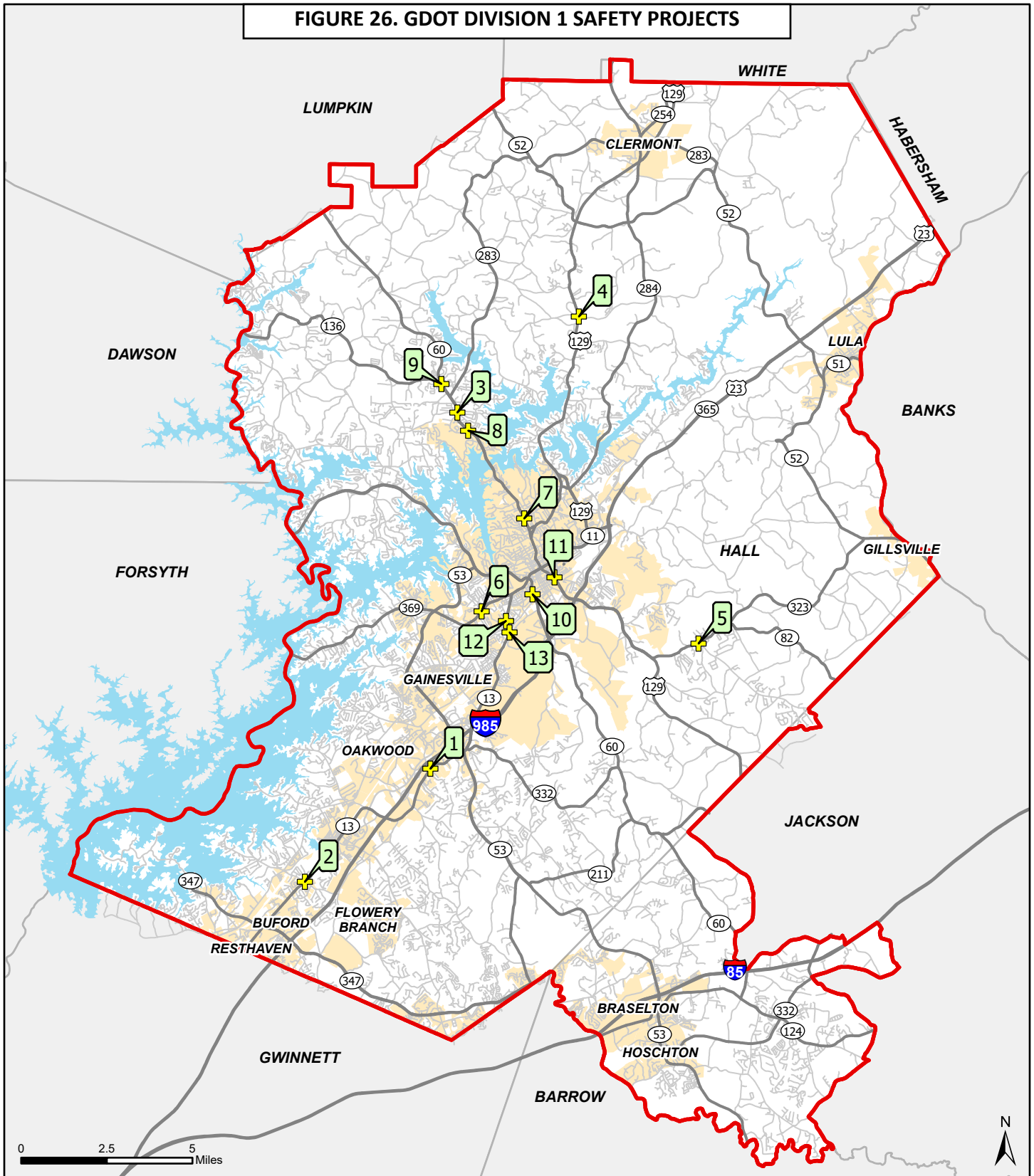
- Yes
- No
- Unknown

**GHMPO Planning Boundary**

- Lake Lanier
- City Limit
- County Boundary
- Major Roadway
- Roadway



**FIGURE 26. GDOT DIVISION 1 SAFETY PROJECTS**



**Legend**

- + GDOT Safety Upgrades
- Major Roadway
- Roadway
- GHMPO Planning Boundary
- Lake Lanier
- City Limit
- County Boundary

The image features a photograph of a paved path that curves through a dense forest. The path is light-colored and leads the eye into the distance. The trees are mostly bare, suggesting a late autumn or winter setting. The entire photograph is overlaid with a semi-transparent blue filter. At the top of the image is a solid green horizontal band, and at the bottom is a solid dark blue horizontal band. A curved, light blue line separates the dark blue band from the main photograph area.

# Stakeholder and Public Input



## STAKEHOLDER AND PUBLIC INPUT

### Advisory Committee

At their February 2024 meeting, Advisory Committee members reviewed the accuracy of the existing bicycle and pedestrian infrastructure by noting any existing facilities missing from the Existing Facilities Map or inventory. All missing infrastructure was added to the GIS shapefiles and Existing Conditions Map.

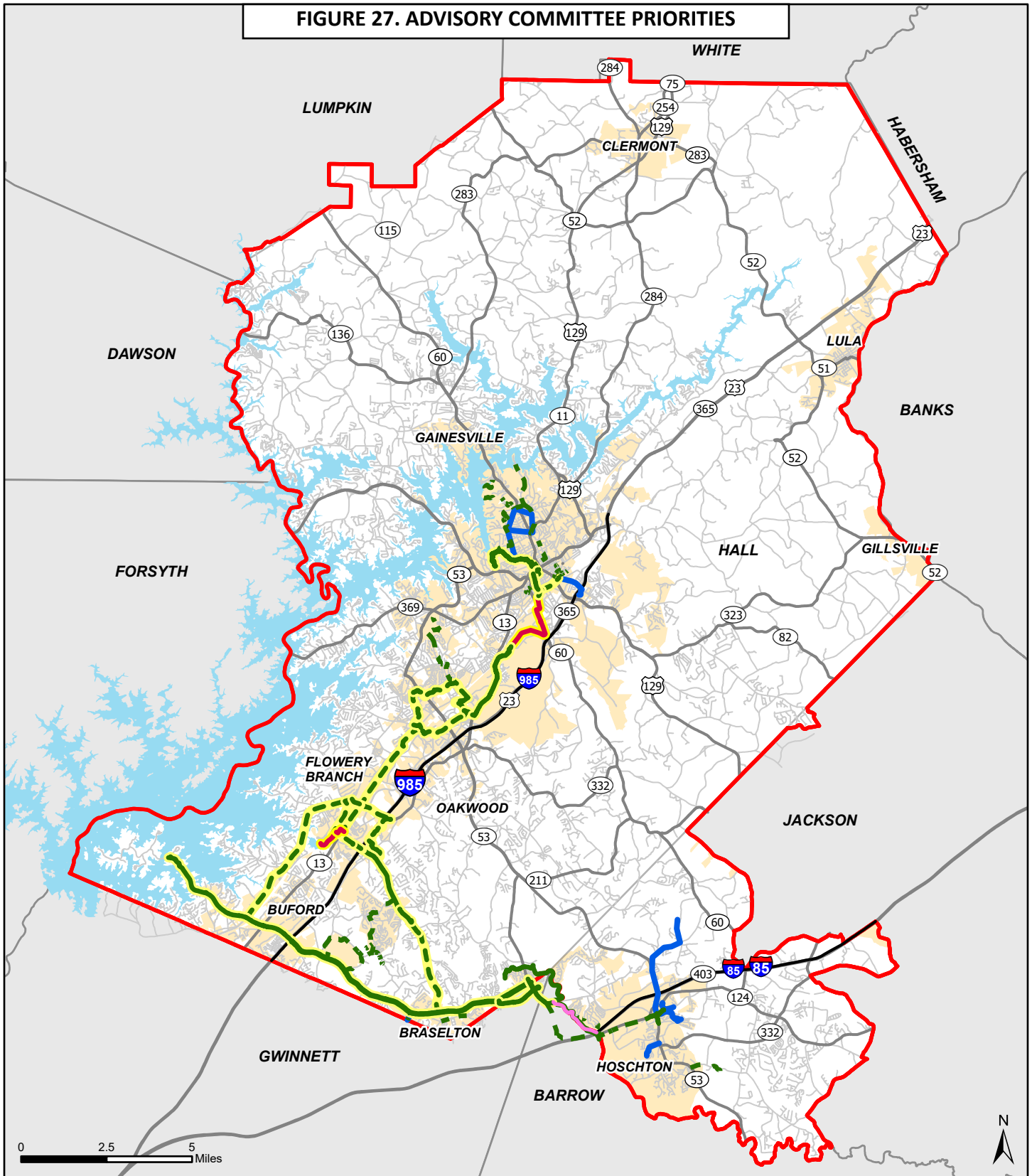
Advisory Committee members also shared their current bicycle and pedestrian priorities as well as their long-term goals. This information is summarized in **Table 12** and shown in **Figure 27**.

**TABLE 12. ADVISORY COMMITTEE BICYCLE AND PEDESTRIAN PRIORITIES AND GOALS**

Jurisdiction	Priorities/Goals
<b>Hall County</b>	<ul style="list-style-type: none"> <li>• Finalizing intergovernmental agreement with communities for maintenance of Highlands to Islands Trail</li> <li>• Allocating funding from SPLOST for the Airport Connector Trail</li> </ul>
<b>Jackson County</b>	<ul style="list-style-type: none"> <li>• Connecting Tanner Park and the Mulberry Riverwalk</li> <li>• Connecting County to Athens trails</li> <li>• Updating their Comprehensive Plan and Transportation Plan</li> </ul>
<b>Gainesville</b>	<ul style="list-style-type: none"> <li>• Completing the Airport Connector Trail</li> <li>• Connecting Midland Greenway and Butler Park</li> </ul>
<b>Flowery Branch</b>	<ul style="list-style-type: none"> <li>• Working with the railroad company to get permission to develop a multi-use path in railroad right-of-way</li> <li>• Completing the Parking and Mobility Study (which will include bike/ped infrastructure in downtown)</li> </ul>
<b>Oakwood</b>	<ul style="list-style-type: none"> <li>• Connecting to Gainesville and UNG to the north and Flowery Branch to the south</li> <li>• Connecting to Flowery Branch via multi-use path in railroad right-of-way</li> <li>• Crossing over Mundy Mill Road to the north</li> </ul>
<b>Braselton</b>	<ul style="list-style-type: none"> <li>• Completing Transportation Alternatives Program (TAP) project to connect new neighborhoods to existing trails</li> <li>• Connecting the downtown paths with the Braselton Life Path</li> </ul>
<b>Hoschton</b>	<ul style="list-style-type: none"> <li>• Connecting to Braselton and the Braselton Life Path</li> <li>• Connecting to the Publix south of the city</li> </ul>

Source: Advisory Committee

**FIGURE 27. ADVISORY COMMITTEE PRIORITIES**



**Legend**

- Trails Subcommittee Proposals
- Major Roadway
- Roadway

- GHMPO Planning Boundary
- Lake Lanier
- City Limit
- County Boundary

## **Public Input**

An online survey was conducted from June 7, 2024, to September 23, 2024. The survey was conducted in coordination with the completion of the GHMPO Metropolitan Transportation Plan (MTP) Update, but with a separate section to allow input and comments specific to the Bicycle and Pedestrian Plan. The survey was also available in both English and Spanish, and advertised through member jurisdiction's social media, yard signs strategically placed throughout the planning area, the Gainesville Times and other local newspapers, and on the MPO website. Over 350 respondents took the Bicycle and Pedestrian Plan survey. Key takeaways from the survey results are as follows:

- The majority of respondents walk and/or bike for exercise or pleasure.
- Sidewalk/sidepath or paved trail were the preferred walking path type.
- 58% of respondents ride a bicycle.
- 53% of respondents who do not ride a bicycle said it was due to a lack of safe places to ride.
- 59% of respondents said it was difficult or very difficult to walk or bike in the planning area.
- Respondents are most comfortable biking on quiet streets with little traffic or on streets with designated bicycle lanes.
- Over two-thirds of respondents connect to existing trails by driving to trailheads or designated parking areas.
- 78% of respondents said construction of new sidewalks and trails would make it more comfortable to walk or bike and 54% said improving/adding more pedestrian and bicycle crossings would make it more comfortable to walk or bike.

The survey included an interactive comment map where residents could drop a pin to note safety concerns, locations to which they would like to walk and bike, and locations where sidewalks or trails are needed. Residents could add details or a description of their concerns and also like comments placed on the map by other respondents.

Full survey results, including the interactive comment map comments, are included in **Appendix B**.

The Bicycle and Pedestrian Plan was also discussed at two public meetings held in August and September 2024. Some concerns expressed by attendees included the following:

- Lack of bicycle racks at destinations.
- Maintenance/cleaning of multi-use paths and bicycle lanes.
- Need for education related to sharing the road, riding bicycles on sidewalks, and rules of the road.
- Need for crosswalks and additional crossing opportunities on high traffic roads.

Jackson County attendees expressed a desire for more pedestrian and bicycle facilities, specifically a trail along Indian Creek to Sells Mill Park across SR 332 into downtown Hoschton and Braselton.



*Photo taken during public meeting held at the Hoschton City Hall for a combined MTP-Bicycle and Pedestrian Plan Update Meeting*





# Recommendations



## RECOMMENDATIONS

Based on the findings from the existing conditions analysis, as well as input and feedback from stakeholders and the public, a series of recommendations have been developed. These recommendations have been grouped into Project and Policy which are described below:

- **Project** – Recommendations related to the development of on the ground improvements within the GHMPO study area.
- **Policy** – Recommendations related to the approach and consideration of bicycle and pedestrian movements and improvements. Policy recommendations are options available to the MPO and member jurisdictions for consideration to help further bicycle and pedestrian goals in the region.

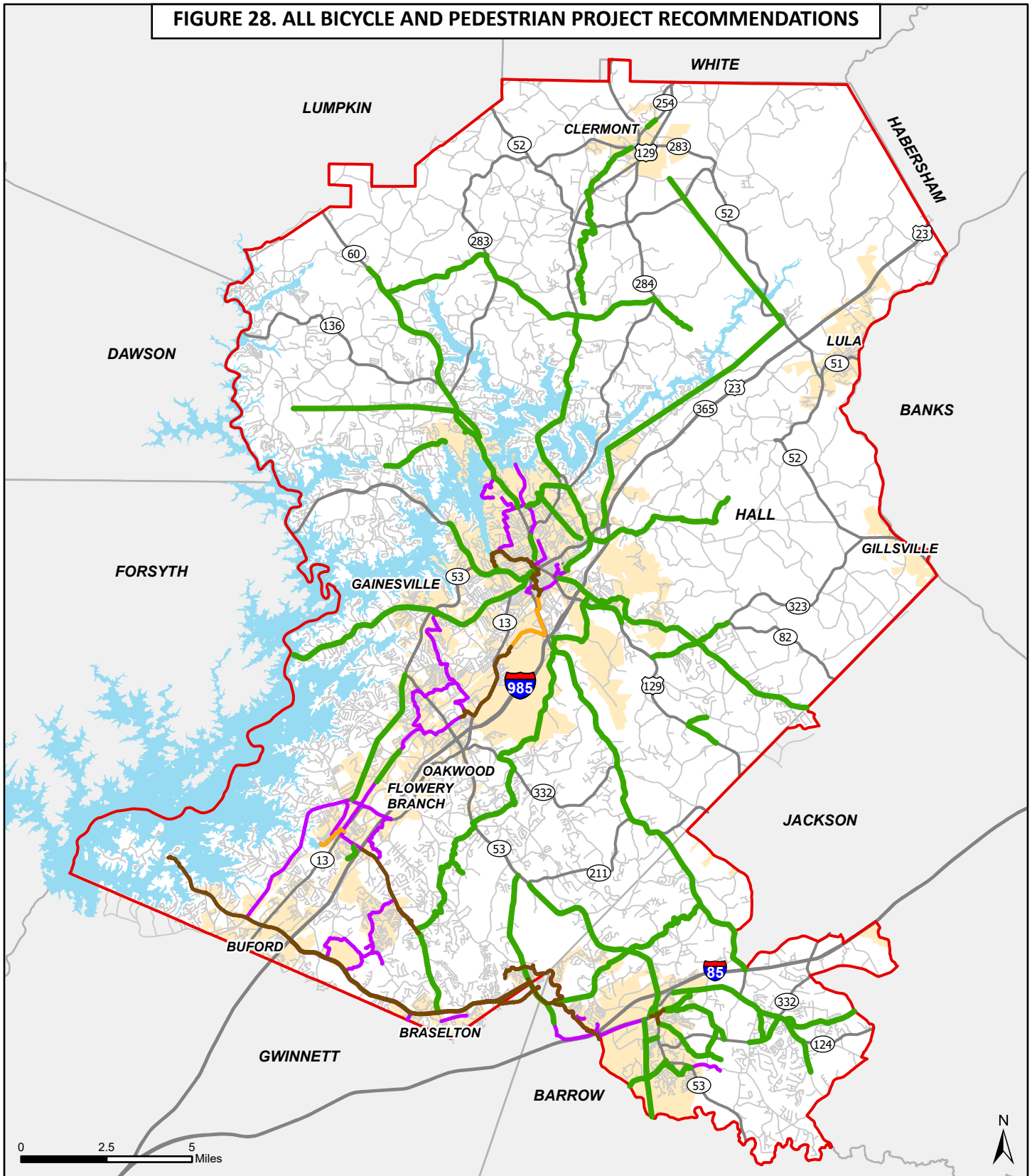
### Project Recommendations

Project recommendations were developed using the following steps:

- Evaluation of projects recommended in the previous GHMPO Bicycle and Pedestrian Plan
- Incorporation of the plan goals to promote regional connectivity, address safety needs, expand and connect to the existing network, and connect key origins and destinations.
- Identification of needs and deficiencies through the existing conditions analysis (data analysis, stakeholder and public input).
- Identification and capitalization on programmed projects.

Project recommendations are shown in **Figure 28** below. A total of seventy-two (72) projects are recommended throughout the MPO planning area.

**FIGURE 28. ALL BICYCLE AND PEDESTRIAN PROJECT RECOMMENDATIONS**



**Legend**

Current Trail Network

Existing

Under Construction

Previously Planned Trails

New Project Recommendations

Major Roadway

Roadway

GHMPO Planning Boundary

Lake Lanier

City Limit

County Boundary

## PROJECT PRIORITIZATION

Due to project delivery challenges and fiscal limitations, not all recommended projects can be implemented at once. As a result, the Advisory Committee developed prioritization criteria to help advance the recommended bicycle and pedestrian projects towards construction. The prioritization criteria provide a transparent methodology simplifying communication to the public and establishing a framework that the MPO may incorporate into the future.

The base prioritization criteria include the following six categories with associated measures:

- **Traffic Conflict Reduction** – provides a higher score to projects along / crossing higher volume roads assuming the project has the greatest potential to reduce conflicts between vehicles and bicyclists and pedestrians.
- **Crash Severity & Frequency** – provides a higher score to projects mitigating safety concerns based upon the severity and frequency of crashes involving pedestrians and bicyclists.
- **Equity** – provides a higher score for projects located within the census tract(s) with the highest concentrations of EJ populations.
- **Bike/Ped Infrastructure** – provides a higher score to projects based on their connectivity to the Highlands to Islands Trail or Braselton Life Path and other existing, under construction, proposed, or programmed bicycle and pedestrian infrastructure.
- **Origins & Destinations** – provides a higher score to projects with the potential to generate pedestrian or bicycle trips based upon projected population and employment growth and the presence of trip generators.
- **Bike/Ped Activity** – provides a higher score to projects in areas where people are walking and biking.

The base score for each project is developed using the previously listed six categories. The prioritization framework includes three supplemental criteria which allow for the addition or subtraction of points to the base score.

- **Trails Subcommittee Input** – a bonus point is added to projects identified as high priority by the Trails Subcommittee.
- **Perceived Ease of Construction** – a bonus point is added to projects that have a faster path to construction.
- **Perceived Design Challenges** – a point is deducted from projects facing design challenges (more complex due to structures, environmental constraints, etc.).

**Figures 29-33** show the prioritization results.<sup>11</sup> Projects scoring eleven (11) points or higher out of a possible seventeen (17) points have been designated as high-priority projects (Tier 1), with the highest scoring project received fourteen (14) points. Projects with a score ranging from six (6) to ten (10) points are designated as medium priority (Tier 2), and projects with a score of five (5) points or lower are designated low priority (Tier 3). Full scoring details are available in **Appendix C**.

High scoring projects are listed in **Table 13**.

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<sup>11</sup> Potential projects were numbered at the beginning of the planning process. Some projects were not carried forward which is some numbers are absent from the table.

**TABLE 13. PROJECT PRIORITIZATION RESULTS**

Tier	Score	Map #* (in Figures 30-33)	Project Type	Project Name/Description
Tier 1	14	R33	Sidewalk/Multi-use Path	Browns Bridge Rd/Jesse Jewell Pkwy from SR 53 to Bradford St SW
	14	R37	Sidewalk/Multi-use Path	John W Morrow Jr Pkwy/Dawsonville Hwy/SR 53 from Jesse Jewell Pkwy to Sportsman Club Rd
	13	R23	Sidewalk/Multi-use Path	Limestone Pkwy/US 129 from SR 369/Old Cornelia Hwy to Clarks Bridge Rd/SR 284
	13	R40	Sidewalk/Multi-use Path	SR 53 from I-85 to SR 211
	13	R58	Multi-use Path	McEver Rd from Radford Rd to SR 53
	13	23	Multi-use Path	Gainesville Park2Park Future Trails; several shorter trails in the Downtown Gainesville area
	12	R43	Sidewalk and Bike Lane	Thompson Bridge Rd/SR 60 from Price Rd to Yellow Creek Rd
	12	R50	Multi-use Path	GeoPI Project ID 0020735; SR 53 from Lewis Braselton Blvd/SR 124 to Ednaville Rd/New Cut Rd
	12	R64	Sidewalk	Athens St from East of Mill St SE to Athens Hwy/US 129
	12	14	Multi-use Path	Oakwood Trail Spur; part of loop connecting to UNG along Oakwood Rd, Main St, a portion of Flat Creek Rd, and some unpaved roads and creek to SR 53
	12	16	Greenway	Hog Mountain Spur Trail; Spout Springs Rd to Southern Railroad/Radford Rd (runs parallel on the east side of I-985 and crosses over I-985 at SR 13)
	11	R18	Sidewalk/Multi-use Path/Greenway	Blue Ridge Dr/Burns Dr/Barrett St from Riverside Dr to Limestone Pkwy
	11	R24	Sidewalk/Multi-use Path	Thompson Bridge Rd/SR 60 from Virginia Cir to Price Rd
	11	R38	Sidewalk/Multi-use Path	Athens Hwy/US 129 from Monroe Dr to Gaines Mill Rd
	11	R41	Sidewalk and Bike Lane	GeoPI Project 0013626; MTP Project GH-100 and GH-018; Browns Bridge Rd/SR 369 from SR 53 to Forsyth County Boundary/Browns Memorial Bridge
	11	R44	Sidewalk	Green St/SR 60 from Academy St to Glenwood Dr/Riverside Dr
	11	R60	Greenway/Multi-use Path	Hoschton Life Path Alternative 2 from SR 124/Piedmont Ave to SR 53/Jackson Trail Rd

Tier	Score	Map #* (in Figures 30-33)	Project Type	Project Name/Description
Tier 1	11	R65	Multi-use Path	Connection between R50 and the existing path along SR 53
	11	29	Multi-use Path	UNG Campus Trail; Thurmon Tanner Pkwy from Oakwood Rd to UNG
Tier 2	10	R66	Multi-use Path	Connection between R50 and the existing path along SR 124
	10	R12	Greenway	Running east of I-985 along the creek from Spout Springs Rd to SR 60
	10	R13	Sidewalk/Multi-use Path	Harmony Church Rd from SR 323 to Jackson County line
	10	R16	Sidewalk/Multi-use Path	Old Cornelia Hwy from Bus 129 to White Sulphur Elementary School (includes bike/ped crossing over I-985)
	10	R36	Sidewalk/Multi-use Path	Bob Bryant Rd from Pennington Point Dr to US 129/SR 11; US 129/SR 11 from Bob Bryant Rd to A.L. Mangum Rd
	10	R39	Sidewalk/Multi-use Path	SR 323 from US 129 to Harmony Church Rd
	10	R45	Sidewalk and Bike Lane	GeoPI Project ID 0016863; SR 11/US 129 from Limestone Pkwy to north of Brittany Ct
	10	R49	Multi-use Path	GeoPI Project ID 0016089; SR 211 from Pinot Noir Dr to SR 347
	10	R52	Sidewalk and Bike Lane	MTP Project GH-111B; SR 60 from SR 211 to Calvary Church Rd
	10	17	Greenway	Mundy Mill Trail; UNG to Downtown Oakwood
	10	18	Multi-use Path	Flowery Branch Downtown Spur Trail; Lights Ferry Rd from Mitchell St to Gainesville St; Gainesville St from Lights Ferry Rd to McEver Rd; McEver Rd from Gainesville St to Radford Rd
	9	13	Greenway	South Hall Railroad Trail; along Southern Railroad from Radford Rd to Main St
	9	R2	Sidewalk/Multi-use Path	SR 124W from SR 332 to Gum Springs Church Rd
	9	R10	Greenway/Multi-use Path	Multi-Use Path along Thompson Mill Rd and New Liberty Church Rd from Thompson Mill Rd to north of Crest Club Dr; Greenway from New Liberty Church Rd across SR 53 along creek to SR 60
	9	R22	Sidewalk/Multi-use Path	Hubert Stephens Rd from SR 60 to SR 283; SR 283 from Hubert Stephens Rd to Jim Hood Rd; Jim Hood Rd from SR 283



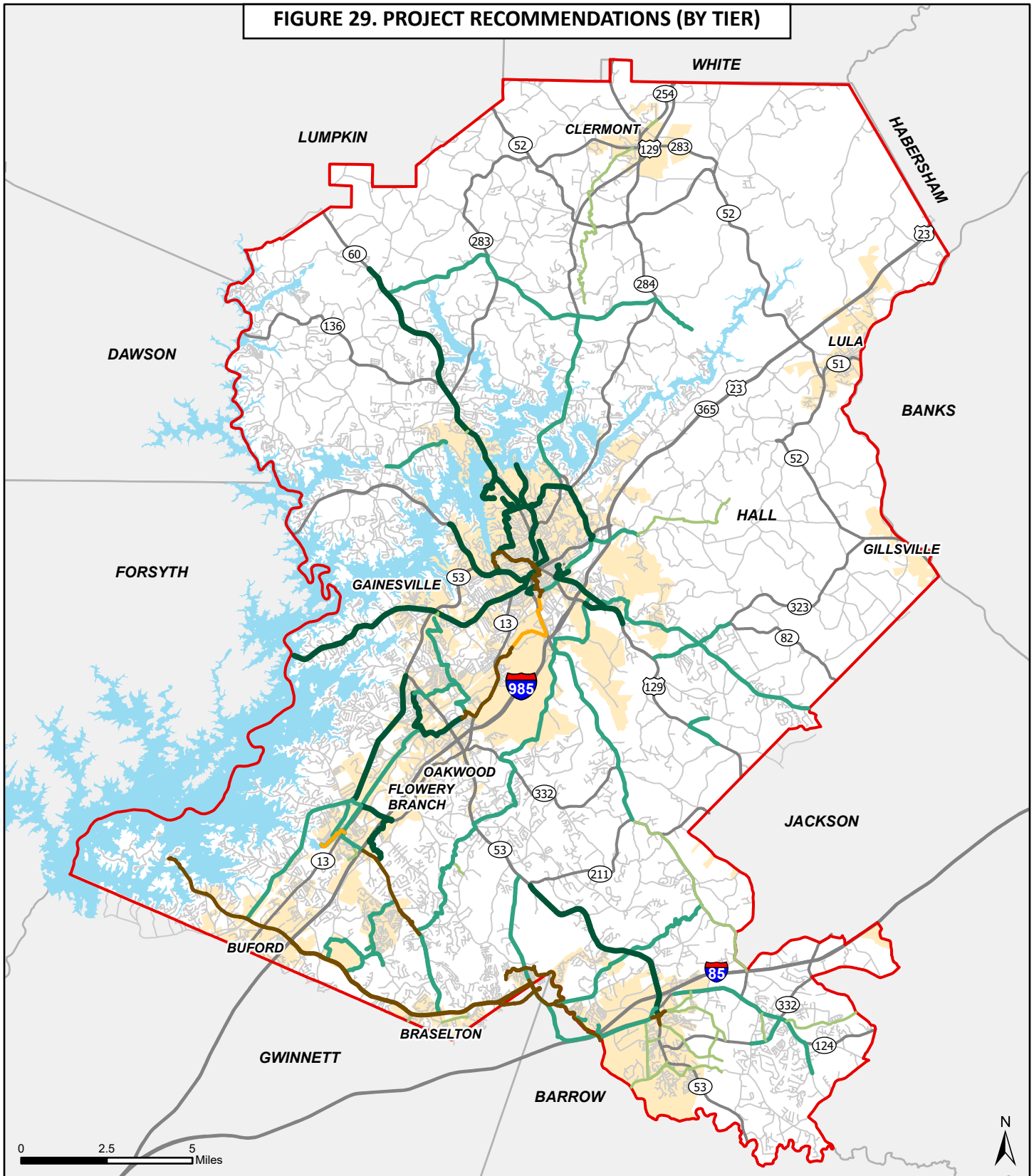
Tier	Score	Map #* (in Figures 30-33)	Project Type	Project Name/Description
Tier 2				to US 129; Nopone Rd from US 129 to SR 284; along creek to Don Carter State Park
	9	R42	Sidewalk and Bike Lane	SR 211 from SR 53 to SR 347
	9	R46	Bike Lane	GeoPI Project ID 0016862; US 129 from Brittany Ct to Lakeview St
	9	R48	Multi-use Path	MTP Project GH-152; SR 124 east of Zion Church Rd to SR 332
	9	R51	Multi-use Path	GeoPI ID Project 0015280; Spout Springs Rd from Union Circle to S of SR-347 (significant overlap with Project 15)
	9	19	Multi-use Path	McEver Road Sidepath; McEver Rd from SR 347 to Jim Crow Rd
	9	24	Greenway	Mundy Mill Spur Trail; backside of Hall County Government Center to gated/gravel road off Millside Pkwy behind the Linden Park East development
	9	25	Multi-use Path	Cherokee Bluffs Spur Trail; from SR 347 along Hog Mountain Rd and Swansey Rd to Blackjack Rd; Blackjack Rd from Boulder Ridge Ct to Williams Mill Greenspace; Bragg Rd from Blackjack Rd to Capitola Farm Rd; Capitola Farm Rd from Bragg Rd to Spout Springs Rd
	8	R14	Multi-use Path	Old Candler Rd from SR 60 to Monroe Dr; Monroe Dr from Old Candler Rd to Athens St
	8	12	Greenway	Butler Park Connector Path; along Southern Railroad from Midland Greenway to Athens St
	8	15	Multi-use Path	Spout Springs Sidepath – Phase II; Spout Springs Rd from existing Spout Springs Sidepath to SR 347 (significant overlap with Project R51)
	8	20	Greenway	Braselton Connector Trail; connect Braselton Life Path to Downtown Braselton along I-85 and SR 124 with crossing of I-85 at Mulberry River
	7	R15	Greenway	Alternative to US 129; running generally parallel to US 129 to the north from Athens St to SR 323 (significant overlap with Project 15)

Tier	Score	Map #* (in Figures 30-33)	Project Type	Project Name/Description
Tier 2	7	R25	Multi-use Path/Greenway	Sardis Rd from existing sidewalks at Hall County Fire Station 13 to Antioch Church Rd; Allison Rd from Antioch Church Rd to west of Sardis Creek; Greenway to E Lake Dr and Chattahoochee Golf Club
	6	R1	Sidewalk/Multi-use Path	Gum Springs Church Rd from SR 124 to Old Traditions Pl
	6	R5	Multi-use Path	SR 332 from SR 124 to Boone Rd
	6	R17	Greenway	Mill St along Southern Railroad to Old Cornelia Hwy
	6	R26	Sidewalk/Multi-use Path	US 129 from Lakeview St to Jim Hood Rd/Nopone Rd
Tier 3	5	R4	Greenway	SR 124 to Creek Nation Rd
	5	R28	Sidewalk-Multi-use Path	Chattahoochee Christian School to Wauka View Dr
	5	R47	Sidewalk	MTP Project GH-111A; SR 60 from SR 211 to I-85
	5	R62	Multi-use Path	Hoschton LifePath Alternative #1 west of SR 53
	5	R63	Multi-use Path	W Jefferson St from R62 to SR 53
	5	26	Multi-use Path	Dunbar Rd from Gwinnett County line to SR 347
	4	R3	Greenway	Along creek from SR 332 to SR 124
	4	R7	Greenway	Along Indian Creek from Downtown Braselton to SR 332
	4	R31	Sidewalk/Multi-use Path	Chattahoochee Golf Course to SR 60
	4	R34	Sidewalk	Hall County Government Center to SR 369
	4	R59	Greenway	Along tributary of North Oconee River from White Sulphur Elementary School to East Hall Park
	3	R8	Multi-use Path	Peachtree Rd from the Mulberry River to SR 53
	3	R27	Greenway	Along East Fork Little River parallel to US 129 from North Hall Park to Downtown Clermont
	3	R61	Greenway	Hoschton LifePath Alternative #2 east of SR 53
	3	22	Multi-use Path	Sell's Mill Connector Trail; Jackson Trail Rd from SR 53 to Sell's Mill Park
	2	R11	Greenway	Mulberry Creek to Union Church Rd
	2	R56	Multi-use Path	Davis St from Pinecrest Ln to Henry E. Braselton Dr; Henry E. Braselton Dr from Davis St to SR 124

Tier	Score	Map #* (in Figures 30-33)	Project Type	Project Name/Description
Tier 3	2	27	Multi-Use Path	Thompson Mill Rd from Spout Springs Rd to Grand Reunion Dr
	1	R30	Greenway	East Hall Park to Cedar Creek Reservoir
	1	R53	Multi-Use Path	MTP Project GH 156; Mulberry St to Crest Village Cir
	0	R57	Greenway/Multi-use Path	Indian Creek Rd from R61 to SR 332

\*Projects beginning with an "R" are a new recommendation in the plan. Projects without an "R" were carried forward from the previous plan.

**FIGURE 29. PROJECT RECOMMENDATIONS (BY TIER)**



**Legend**

Current Trail Network

Status

Existing

Under Construction

Project Recommendations (by Tier)

1

2

3

GHMPO Planning Boundary

Lake Lanier

City Limit

County Boundary

Major Roadway

Roadway

**TABLE 14. BICYCLE AND PEDESTRIAN PROJECT RECOMMENDATIONS – GAINESVILLE**

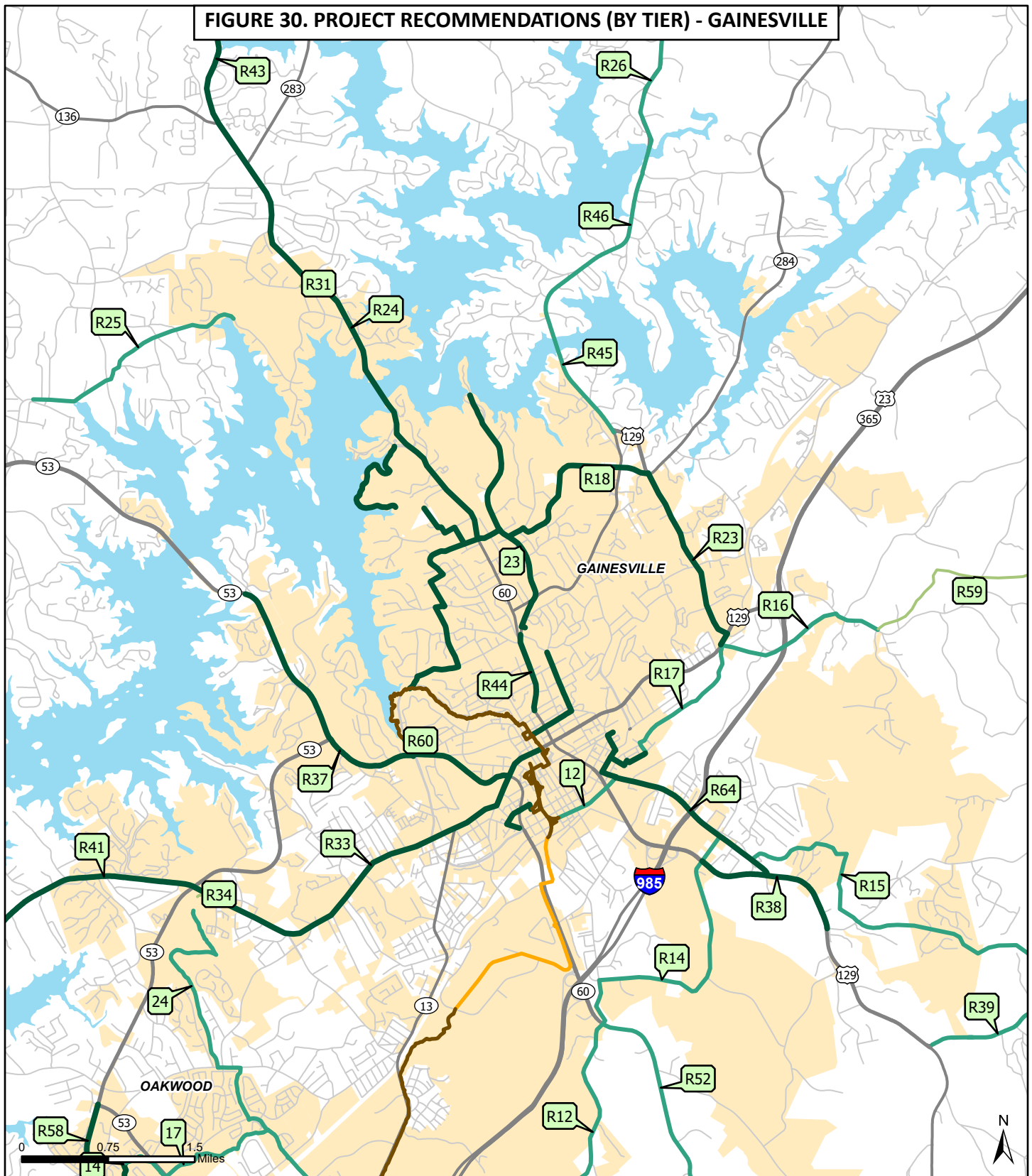
Tier	Score	Map #* (in Figure 30)	Project Type	Project Name/Description
Tier 1	14	R33	Sidewalk/Multi-use Path	Browns Bridge Rd/Jesse Jewell Pkwy from SR 53 to Bradford St SW
	14	R37	Sidewalk/Multi-use Path	John W Morrow Jr Pkwy/Dawsonville Hwy/SR 53 from Jesse Jewell Pkwy to Sportsman Club Rd
	13	R23	Sidewalk/Multi-use Path	Limestone Pkwy/US 129 from SR 369/Old Cornelia Hwy to Clarks Bridge Rd/SR 284
	13	23	Multi-use Path	Gainesville Park2Park Future Trails; several shorter trails in Downtown Gainesville
	12	R64	Sidewalk	Athens St from East of Mill St SE to Athens Hwy/US 129
	11	R18	Sidewalk/Multi-use Path/Greenway	Blue Ridge Dr/Burns Dr/Barrett St from Riverside Dr to Limestone Pkwy
	11	R24	Sidewalk/Multi-use Path	Thompson Bridge Rd/SR 60 from Virginia Cir to Price Rd
	11	R38	Sidewalk/Multi-use Path	Athens Hwy/US 129 from Monroe Dr to Gaines Mill Rd
	11	R41	Sidewalk/Bike Lane	Browns Bridge Rd/SR 369 from SR 53 to Forsyth County Boundary/Browns Memorial Bridge
	11	R44	Sidewalk	Green St/SR 60 from Academy St to Glenwood Dr/Riverside Dr
	11	R60	Greenway/Multi-use Path	Hoschton Life Path Alternative 2 from SR 124/Piedmont Ave to SR 53/Jackson Trail Rd
Tier 2	10	R16	Sidewalk/Multi-use Path	Old Cornelia Hwy from Bus 129 to White Sulphur Elementary School (includes bike/ped crossing over I-985)
	10	R45	Sidewalk/Multi-use Path	GeoPI Project ID 0016863; SR 11/US 129 from Limestone Pkwy to north of Brittany Ct
	9	24	Greenway	Mundy Mill Spur Trail; backside of Hall County Government Center to gated/gravel road off Millside Pkwy behind the Linden Park East development
	8	R14	Multi-use Path	Old Candler Rd from SR 60 to Monroe Dr; Monroe Dr from Old Candler Rd to Athens St
	8	12	Greenway	Butler Park Connector Path; along Southern Railroad from Midland Greenway to Athens St
	7	R15	Greenway	Alternative to US 129; running generally parallel to US 129 to the north from Athens St to SR 323 (significant overlap with Project 15)



Tier	Score	Map #* (in Figure 30)	Project Type	Project Name/Description
Tier 2	7	R25	Multi-Use Path/Greenway	Sardis Rd from existing sidewalks at Hall County Fire Station 13 to Antioch Church Rd; Allison Rd from Antioch Church Rd to west of Sardis Creek; Greenway to E Lake Dr and Chattahoochee Golf Club
	6	R17	Greenway	Mill St along Southern Railroad to Old Cornelia Hwy
Tier 3	4	R31	Sidewalk/Multi-use Path	Chattahoochee Golf Course to SR 60
	4	R34	Sidewalk	Hall County Government Center to SR 369

\*Projects beginning with an "R" are a new recommendation in the plan. Projects without an "R" were carried forward from the previous plan.

**FIGURE 30. PROJECT RECOMMENDATIONS (BY TIER) - GAINESVILLE**



**Legend**

Current Trail Network

Status

Existing

Under Construction

Project Recommendations (by Tier)

1

2

3

GHMPO Planning Boundary

Lake Lanier

City Limit

County Boundary

Major Roadway

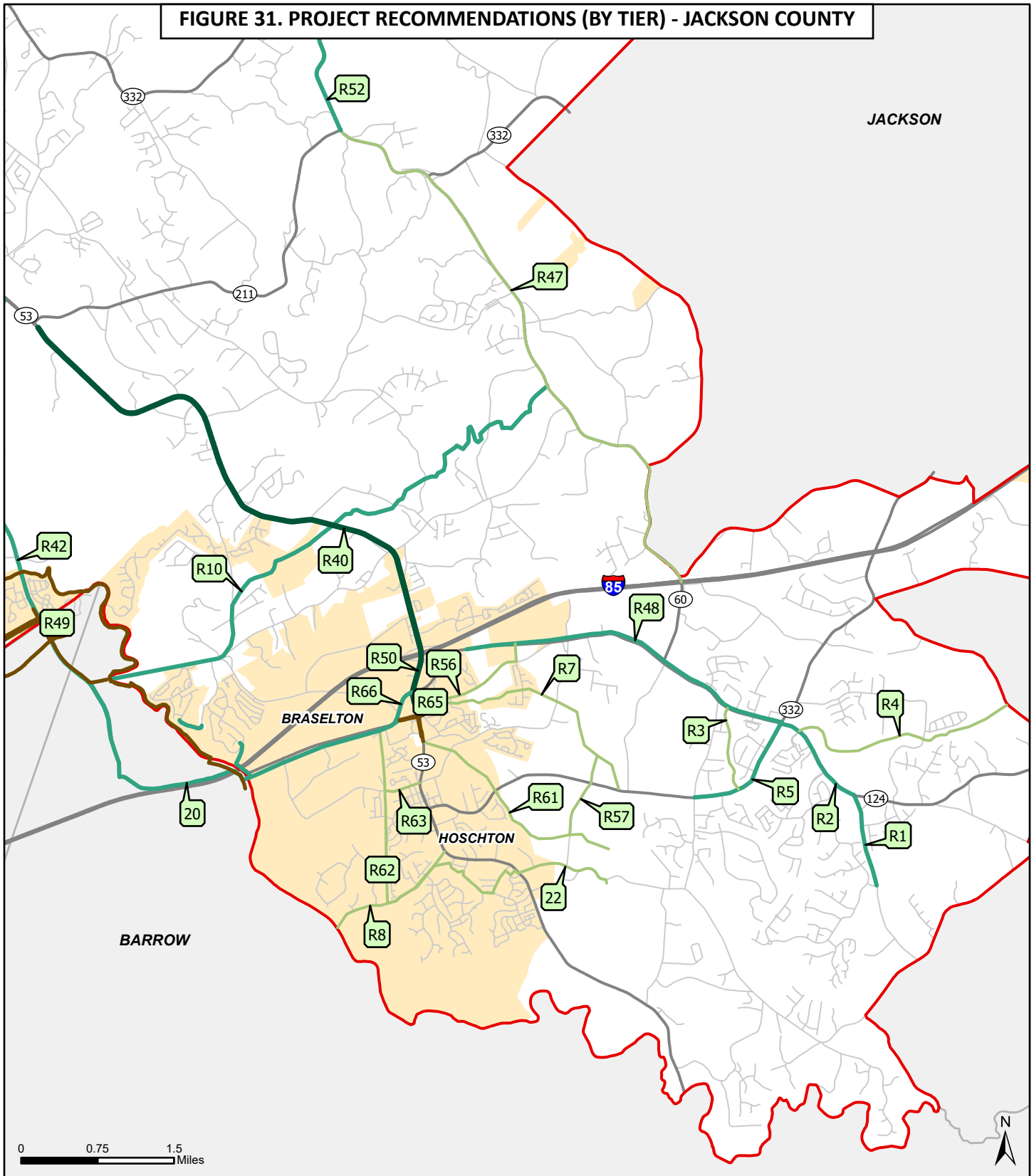
Roadway

**TABLE 15. BICYCLE AND PEDESTRIAN PROJECT RECOMMENDATIONS – JACKSON COUNTY**

Tier	Score	Map #* (in Figure 31)	Project Type	Project Name/Description
Tier 1	13	R40	Sidewalk/Multi-use Path	SR 53 from I-85 to SR 211
	12	R50	Multi-use Path	GeoPI Project ID 0020735; SR 53 from Lewis Braselton Blvd/SR 124 to Ednaville Rd/New Cut Rd
	11	R65	Multi-use Path	Connection between R50 and the existing path along SR 53
Tier 2	10	R66	Multi-use Path	Connection between R50 and the existing path along SR 124
	10	R49	Multi-use Path	GeoPI Project ID 0016089; SR 211 from Pinot Noir Dr to SR 347
	9	R2	Sidewalk/Multi-use Path	SR 124W from SR 332 to Gum Springs Church Rd
	9	R10	Greenway/Multi-Use Path	Multi-Use Path along Thompson Mill Rd and New Liberty Church Rd from Thompson Mill Rd to north of Crest Club Dr; Greenway from New Liberty Church Rd across SR 53 along creek to SR 60
	9	R48	Multi-use Path	MTP Project GH-152; SR 124 east of Zion Church Rd to SR 332
	8	20	Greenway	Braselton Connector Trail; connect Braselton Life Path to Downtown Braselton along I-85 and SR 124 with crossing of I-85 at Mulberry River
	6	R1	Sidewalk/Multi-use Path	Gum Springs Church Rd from SR 124 to Old Traditions Pl
	6	R5	Multi-use Path	SR 332 from SR 124 to Boone Rd
Tier 3	5	R4	Greenway	SR 124 to Creek Nation Rd
	5	R47	Sidewalk	MTP Project GH-111A; SR 60 from SR 211 to I-85
	5	R62	Multi-use Path	Hoschton Life Path Alt. #1 west of SR 53
	5	R63	Multi-use Path	W Jefferson St from R62 to SR 53
	4	R3	Greenway	Along creek from SR 332 to SR 124
	4	R7	Greenway	Along Indian Creek from Downtown Braselton to SR 332
	3	R8	Multi-use Path	Peachtree Rd from Mulberry River to SR 53
	3	R61	Greenway	Hoschton Life Path Alt. #2 east of SR 53
	3	22	Multi-use Path	Sell's Mill Connector Trail; Jackson Trail Rd from SR 53 to Sell's Mill Park
	2	R56	Multi-use Path	Davis St from Pinecrest Ln to Henry E. Braselton Dr; Henry E. Braselton Dr from Davis St to SR 124
	0	R57	Greenway/Multi-use Path	Indian Creek Rd from R61 to SR 332

\*Projects beginning with an "R" are a new recommendation in the plan. Projects without an "R" were carried forward from the previous plan.

**FIGURE 31. PROJECT RECOMMENDATIONS (BY TIER) - JACKSON COUNTY**



**Legend**

Current Trail Network

Status

Existing

Under Construction

Project Recommendations (by Tier)

1

2

3

GHMPO Planning Boundary

Lake Lanier

City Limit

County Boundary

Major Roadway

Roadway

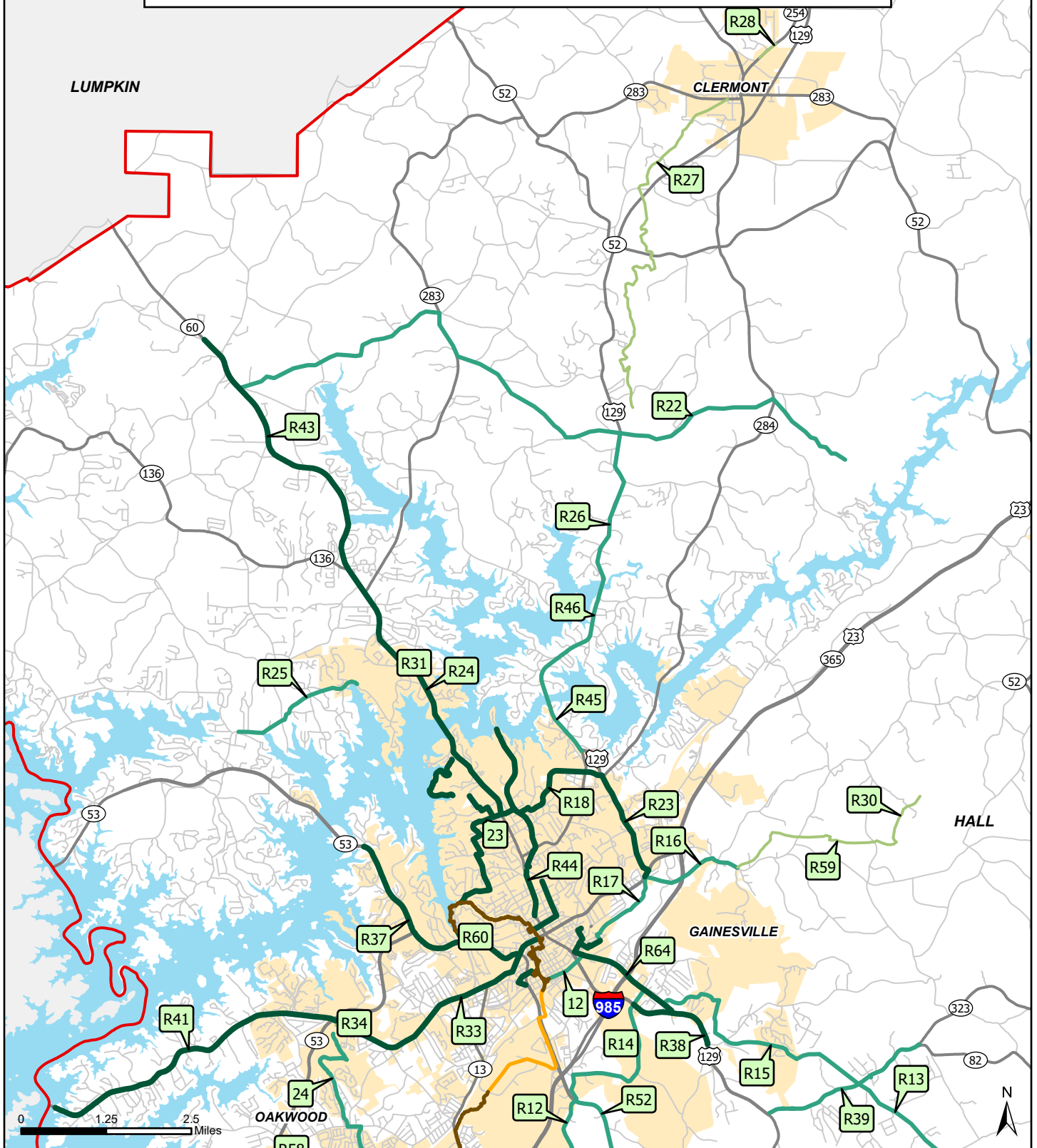
**TABLE 16. BICYCLE AND PEDESTRIAN PROJECT RECOMMENDATIONS – NORTH HALL COUNTY**

Tier	Score	Map #* (in Figure 32)	Project Type	Project Name/Description
Tier 1	12	R43	Sidewalk/Bike Lanes	Thompson Bridge Rd/SR 60 from Price Rd to Yellow Creek Rd
Tier 2	10	R13	Sidewalk/Multi-use Path	Harmony Church Rd from SR 323 to Jackson County line
	10	R39	Sidewalk/Multi-use Path	SR 323 from US 129 to Harmony Church Rd
	9	R22	Sidewalk/Multi-use Path	Hubert Stephens Rd from SR 60 to SR 283; SR 283 from Hubert Stephens Rd to Jim Hood Rd; Jim Hood Rd from SR 283 to US 129; Nopone Rd from US 129 to SR 284; along creek to Don Carter State Park
	9	R46	Bike Lane	GeoPI Project ID 0016862; US 129 from Brittany Ct to Lakeview St
	7	R25	Multi-use Path/Greenway	Sardis Rd from existing sidewalks at Hall County Fire Station 13 to Antioch Church Rd; Allison Rd from Antioch Church Rd to west of Sardis Creek; Greenway to E Lake Dr and Chattahoochee Golf Club
	6	R26	Sidewalk/Multi-use Path	US 129 from Lakeview St to Jim Hood Rd/Nopone Rd
	6	R26	Sidewalk/Multi-use Path	US 129 from Lakeview St to Jim Hood Rd/Nopone Rd
Tier 3	5	R28	Sidewalk-Multi-use Path	Chattahoochee Christian School to Wauka View Dr
	4	R59	Greenway	Along tributary of North Oconee River from White Sulphur Elementary School to East Hall Park
	3	R27	Greenway	Along East Fork Little River parallel to US 129 from North Hall Park to Downtown Clermont
	1	R30	Greenway	East Hall Park to Cedar Creek Reservoir

\*Projects beginning with an "R" are a new recommendation in the plan. Projects without an "R" were carried forward from the previous plan.



**FIGURE 32. PROJECT RECOMMENDATIONS (BY TIER) - NORTH HALL COUNTY**



**Legend**

Current Trail Network

Status

Existing

Under Construction

Project Recommendations (by Tier)

1

2

3

GHMPO Planning Boundary

Lake Lanier

City Limit

County Boundary

Major Roadway

Roadway

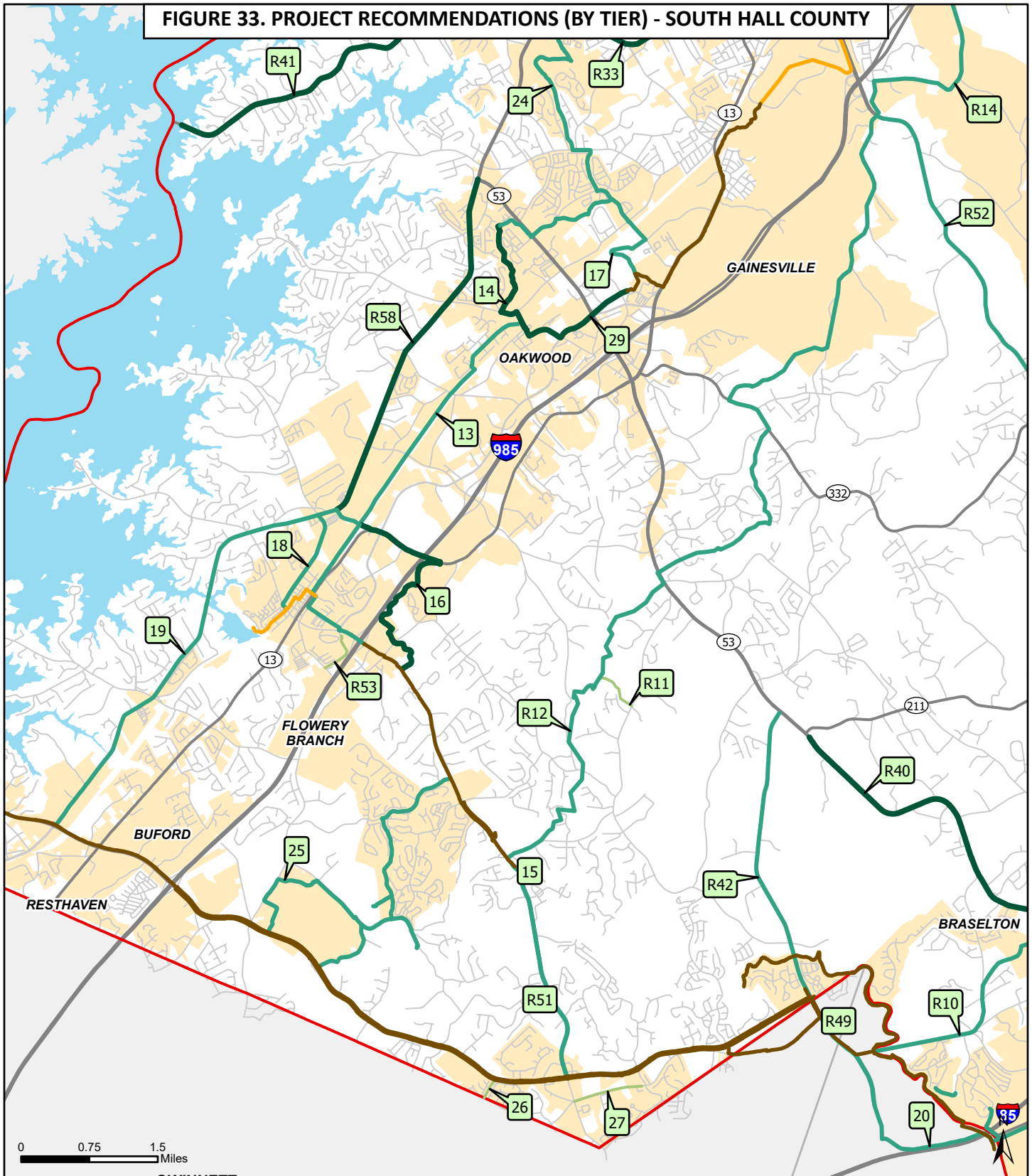
**TABLE 17. BICYCLE AND PEDESTRIAN PROJECT RECOMMENDATIONS – SOUTH HALL COUNTY**

Tier	Score	Map #* (in Figure 29)	Project Type	Project Name/Description
Tier 1	13	R40	Sidewalk/Multi-use Path	SR 53 from I-85 to SR 211
	13	R58	Multi-use Path	McEver Rd from Radford Rd to SR 53
	12	14	Multi-use Path	Oakwood Trail Spur; part of loop connecting to UNG along Oakwood Rd, Main St, a portion of Flat Creek Rd, and some unpaved roads and creek to SR 53
	12	16	Greenway	Hog Mountain Spur Trail; Spout Springs Rd to Southern Railroad/Radford Rd (runs parallel on the east side of I-985 and crosses over I-985 at SR 13)
	11	29	Multi-use Path	UNG Campus Trail; Thurmon Tanner Pkwy from Oakwood Rd to UNG
Tier 2	10	R12	Greenway	Running east of I-985 along the creek from Spout Springs Rd to SR 60
	10	17	Greenway	Mundy Mill Trail; UNG to Downtown Oakwood
	10	18	Multi-use Path	Flowery Branch Downtown Spur Trail; Lights Ferry Rd from Mitchell St to Gainesville St; Gainesville St from Lights Ferry Rd to McEver Rd; McEver Rd from Gainesville St to Radford Rd
	10	R49	Multi-use Path	GeoPI Project ID 0016089; SR 211 from Pinot Noir Dr to SR 347
	10	R52	Sidewalk and Bike Lane	MTP Project GH-111B; SR 60 from SR 211 to Calvary Church Rd
	9	13	Greenway	South Hall Railroad Trail; along Southern Railroad from Radford Rd to Main St
	9	R42	Sidewalk/Bike Lane	SR 211 from SR 53 to SR 347
	9	R51	Multi-use Path	GeoPI ID Project 0015280; Spout Springs Rd from Union Cir to S of SR 347 – Phase II (significant overlap with Project 15)
	9	19	Multi-use Path	McEver Road Sidepath; McEver Rd from SR 347 to Jim Crow Rd
	9	25	Multi-use Path	Cherokee Bluffs Spur Trail; from SR 347 along Hog Mountain Rd and Swansey Rd to Blackjack Rd; Blackjack Rd from Boulder Ridge Ct to Williams Mill Greenspace; Bragg Rd from Blackjack Rd to Capitola Farm Rd; Capitola Farm Rd from Bragg Rd to Spout Springs Rd

Tier	Score	Map #* (in Figure 29)	Project Type	Project Name/Description
Tier 2	8	15	Multi-use Path	Spout Springs Sidepath – Phase II; Spout Springs Rd from existing Spout Springs Sidepath to SR 347
Tier 3	5	26	Multi-use Path	Dunbar Rd from Gwinnett County line to SR 347
	2	R11	Greenway	Mulberry Creek to Union Church Rd
	2	27	Multi-Use Path	Thompson Mill Rd from Spout Springs Rd to Grand Reunion Dr
	1	R53	Multi-Use Path	MTP Project GH 156; Mulberry St to Crest Village Cir

\*Projects beginning with an "R" are a new recommendation in the plan. Projects without an "R" were carried forward from the previous plan.

**FIGURE 33. PROJECT RECOMMENDATIONS (BY TIER) - SOUTH HALL COUNTY**



**Legend**

Current Trail Network

Status

Existing

Under Construction

Project Recommendations (by Tier)

1

2

3

GHMPO Planning Boundary

Lake Lanier

City Limit

County Boundary

Major Roadway

Roadway

## Policy Recommendations

### MPO

MPOs play an important role in supporting opportunities for regional walking and bicycling. MPOs are limited in that they do not have implementation or enforcement authority, but can support public outreach, education and project programming. MPOs can promote and support walking and bicycling in the following ways:

- Incorporate project prioritization supporting projects that provide or support infrastructure designed to improve walking and bicycling into all MPO project selection processes such as the TIP, MTP, and UPWP.
- Create and manage a publicly accessible repository of all data relating to bicycle and pedestrian roadway facilities, bicycle and pedestrian activity, and bicycle and pedestrian safety / crash data. The MPO can also conduct bike and pedestrian counts in partnership with member jurisdictions.
- Establish a Bicycle and Pedestrian Advisory Committee (BPAC), peer to the Citizens Advisory Committee, to inform the work and recommendations of GHMPO's Technical Coordinating Committee and Policy Committee. This can be accomplished by expanding GHMPO's Trails Subcommittee or creating a new separate committee.
- Host educational training session to inform member jurisdictions and their staff on best practices for bicycle and pedestrian infrastructure, manage public awareness campaigns for citizens on how to safely walk and ride a bike around the GHMPO region, and perform street audits to evaluate the existing and planned bike and pedestrian network of an area.
- Issue recommendations through planning documents to member jurisdictions regarding the identification, expansion, and improvement of pedestrian and bicycle networks. This can include area-specific planning studies, or larger regional bike and pedestrian plans or roadway Safety Action Plans (SAPs). Furthermore, design guidelines for walking and biking facilities can be issued through documents such as the GHMPO Complete Streets Policy.
- In alignment with benchmarks related to reducing emissions and improving vehicular throughput, the MPO can establish and report on performance measures relating to the magnitude of new bike and pedestrian infrastructure, usage (through counts) and safety, and develop targets against which progress can be evaluated.

### LOCAL

Member jurisdictions have indicated an interest in learning about policies that may be impactful to improve bicycle and pedestrian safety and use at the local level. The following policy recommendations provide a series of options for consideration by member jurisdictions to help further bicycle and pedestrian goals in the region through existing and potential policy documents:

#### *Bike and Pedestrian Network Plans*

Network Plans are a planning document by which a municipality or local government sets the framework for a local set of connected bike and pedestrian infrastructure. Within these plans a jurisdiction can identify neighborhood bike networks and shared streets, where bicyclists can travel in the center of a roadway safely, without the need for dedicated bike lanes. Shared Streets can be implemented on local streets without hard construction through the deployment of transportation calming infrastructure, painted facilities such as sharrows, reduced speed limits to 25 mph or lower, and diverting motor vehicle through traffic through signage.



### *Major Thoroughfare Plans and Trail Plans*

Major Thoroughfare Plans require development projects to dedicate land identified in the plan for roadway facilities. This mechanism can allow jurisdictions to require the construction of new bike and pedestrian facilities by developers if Complete Streets Policies are in place. Additionally, if a jurisdiction develops a trail plan and incorporates recommended trail corridors from the plan into a Major Thoroughfare Plan, development projects can be required to construct multi-use paths and greenways.

### *Roadway Design Guidance and Unified Development Codes (UDCs)*

As a part of a UDC or a city's development ordinance, development and redevelopment projects are required to construct certain facilities. These codes can be updated to require the deployment of the best practices for safe bicycle and pedestrian design. The *Highlands to Islands Design Guide* is a local example. Similarly, through development codes, new projects can be required to construct facilities or amenities such as pedestrian cut throughs, bicycle parking, and bicycle repair facilities.

### *Complete Streets Policies*

Cities and towns can adopt a Complete Streets Policy which amends the municipalities processes for planning, designing, and maintaining select streets to incorporate safety for all roadway users of all ages and abilities at the outset of any process.<sup>12</sup> Member jurisdictions should adopt policies that align with the GHMPO Complete Streets Policy.

Additionally, as a part of complete streets policies, member jurisdictions may create crossing requirements in terms of design (at intersections and mid-block) and location, making it easier and safer for bicyclists and pedestrians to cross roadways.

### *Roadway Safety Action Plans*

Roadway Safety Action Plans (SAPs) are federally recommended documents to identify areas of frequent severe and fatal roadway crashes with a set of recommendations to mitigate the unsafe facilities. Member jurisdictions with existing plans<sup>13</sup> should update them every 2 years in alignment with federal Safe Streets and Roads for All (SS4A) Guidance. Those jurisdictions without SAPs should consider applying for federal grants to create plans. This will include identifying and prioritizing roads in need of traffic and safety improvements, evaluating and lowering speed limits where appropriate, and developing data-informed traffic calming implementations which may also include streetscape beautification.

Infrastructure is only one part of roadway safety and Safety Action Plans. Member jurisdictions can also develop and launch education campaigns to inform citizens on some of the most common conflicts between bicyclists, pedestrians, and motorists, and/or organize Safe Routes to School (SRTS) initiatives.

### *Capital Improvement Plans (CIPs)*

To implement all infrastructure planned and designed in the documents above, municipalities adopt CIPs where they plan for all construction in their jurisdiction in a set timeframe, including maintenance activities and new construction. In this process, member jurisdictions may require specific types of roadway improvements and maintenance to assess the potential to incorporate bike infrastructure. One example is repaving a roadway with abundant pavement width to be re-stripped with dedicated bicycle lanes. Cities can

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<sup>12</sup> Oakwood and Gainesville already have Complete Streets Policies.

<sup>13</sup> Hall County is currently developing a Comprehensive Safety Action Plan.

also invest in safety improvements of the roadway such as streetlights in areas of high pedestrian and bicycle activity or implement sidewalk programs to build new facilities.

### *Zoning Ordinances*

Member jurisdictions can amend their zoning ordinances to promote bicycle and pedestrian supportive development such as mixed-use zoning, which allows key destinations to be placed closer to one another and may require the design and implementation of facilities adhering to complete street principles.

### *Retroactive Improvements*

Member jurisdictions can look for opportunities to retrofit or reconfigure existing roads to add bicycle and pedestrian accommodations through restriping of wide travel lanes, repurposing paved shoulders, using easements or existing right-of-way for sidewalks and/or bicycle lanes, implementing road diets on roads with excess capacity, creating bike boulevards on low-speed streets, or adding bike ramps at major intersections to allow access to sidewalks and crosswalks.



*Examples of complete streets policy implementation by Caltrans. Bike Lanes on SR 145 at Yosemite Ave Between Lyons St & Mace St: Existing Design (left) vs. Proposed Design (right)*

Source: *A National Investigation on the Impacts of Lane Width on Traffic Safety – Johns Hopkins University*<sup>14</sup>

### *Municipal Enforcement Ordinances and Practices*

Member jurisdictions can provide on-bike training to law enforcement officers as well as training on the rights and responsibilities of all road users and create patrol cyclist programs.

Furthermore, member jurisdictions can pass ordinances to address harassment of a bicyclist, pedestrian, or person in a wheelchair.

### *Other Initiatives*

Local jurisdictions can offer bicycle-and-pedestrian-friendly business incentives that support bicycle use and walking, such as providing bike parking, shower stations, or incentivizing their employees to ride and walk to work.

Member jurisdictions can also invest in public bike-sharing systems to provide accessible cycling options across their jurisdiction.

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<sup>14</sup> [JHU-2023-Narrowing-Travel-Lanes-Report.pdf](#)

Additionally, member jurisdictions can identify and develop mobility hubs, or places where people can conveniently access multiple travel options. These hubs can start with a mix of options for commuters (park-and-ride lots, bike share stations, rideshare pick-up, etc.) and grow to incorporate transit as transit options are expanded in the region.



# Funding Sources

## FUNDING SOURCES

This chapter highlights the funding sources available to fund the projects recommended in this plan. Funding sources are a mix of federal, state, discretionary, local, grants, and private/non-profit funds.

### Federal & State

Bicycle and pedestrian infrastructure can be funded as part of larger roadway projects using federal and state funds. These funds are managed by GDOT through coordination with the MPO. GDOT's Complete Streets Policy dictates when and what type of bicycle and pedestrian infrastructure is included. GHMPO should coordinate with GDOT during the project delivery process on final roadway designs.

### Discretionary

#### FEDERAL

Other revenue sources that can be used for bicycle and pedestrian projects include the following types of federal discretionary funds:

- Surface Transportation Block Grant (STBG) – Direct Attributable (DA)
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ)
- Bonus Allocation
- Carbon Reduction Program (CRP)

How the funds are administered within the GHMPO planning area for most funding sources is determined by FHWA and GDOT. For the CRP, GHMPO issues a call for projects, the Policy Committee approves the project list, and GHMPO staff send the list to GDOT for programming.

#### STATE

State discretionary funding is another revenue source that can be used for bicycle and pedestrian projects. A major source of state discretionary funding is Highway Safety Improvement Program (HSIP) funds. The GDOT Safety Program utilizes a data-driven process to identify safety projects to fund using HSIP funds. Safety projects may be nominated or are identified using various data sources. Projects that comprise the HSIP are usually moderately-sized projects and include pedestrian and bicycle safety improvements.

GHMPO should explore HSIP funds and other state discretionary funding options with the GDOT District 1 Engineer.

### Local

Local funds, set aside by individual counties or municipalities, can be used to fund bicycle and pedestrian improvements. The Special Option Local Sales Tax (SPLOST) and the more targeted Transportation Special Option Local Sales Tax (TSPLOST) are two possible local funding sources, although referendums were denied in Hall and Jackson counties in November 2024. The SPLOST is a 1% sales tax dedicated to funding capital outlay projects, like road improvements, over a predetermined period. The TSPLOST is a 1% sales tax where the projects consist of transportation purposes only.

A bond referendum is another possible local funding source. A bond referendum asks voters whether they authorize local government to use General Obligation (GO) bonds as a financing tool for specific projects.



An infrastructure bond could be used for building new roads and bridges, improving existing intersections and transportation infrastructure, or advancing pedestrian connectivity.

Local governments can also establish tax allocation districts (TADs) to revitalize blighted or underutilized areas. Future taxes over and above the current tax base floor for a given period of time are used to pay the costs of infrastructure or other improvements needed to spur development. Another option is a Special Service District (SSD), or targeted tax district approved through legislation where property owners pay slightly more in property taxes to fund improvements from which they will benefit. An SSD was approved by the City of Atlanta to complete the Atlanta Beltline's multi-use trail loop and could be a potential funding source for future sections of the Highlands to Islands Trail.

Counties and local governments may also elect to set aside monies for transportation projects (including bicycle and pedestrian infrastructure) in their annual budgets. Local sources could also include property taxes, impact fees, or hotel/motel taxes. Local funds are also often used to provide the required local match for projects using federal funds.

### **Grants**

Through legislative measures, including the Infrastructure and Investment Jobs Act (IIJA), GHMPO and member jurisdictions can apply to a variety of programs which are aimed at providing funding for transportation plans and projects, including bicycle and pedestrian projects and improvements.

Potential grants available to the MPO and member jurisdictions within the planning area are shown in **Table 14**.

GHMPO and member jurisdictions should continue to monitor IIJA and any changes to programs to determine what programs, if any, may be available or beneficial. A complete listing of these programs can be found on the United States Department of Transportation (USDOT) website.<sup>15</sup>

Grants are also available through foundations and non-profit organizations like The Robert Wood Johnson Foundation and the National Trails Fund.

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<sup>15</sup> <https://www.transportation.gov/infrastructure-investment-and-jobs-act/infrastructure-investment-and-jobs-act-grant-programs>

**TABLE 14. POTENTIAL GRANT OPPORTUNITIES**

Source	Funding Entity	Bicycle Infrastructure	Pedestrian Infrastructure	Other (Transit, micromobility, etc.)
<b>Active Transportation Infrastructure Investment Program (ATIIP)/BIL Sec. 11529</b>	FHWA Office of Planning, Environment, & Realty (HEP)	Y	Y	Y
<b>Railway Highway Crossing Program (part of HSIP)</b>	FHWA (core Federal-aid program)	Y (rail crossing)	Y (rail crossing)	Y (rail crossing)
<b>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program</b>	FHWA Office of Planning, Environment, & Realty (HEP)	Y (resilience element)	Y (resilience element)	Y (resilience element)
<b>Better Utilizing Investments to Leverage Development (BUILD)</b>	USDOT	Y	Y	Y
<b>Safe Streets and Roads for All (SS4A)</b>	USDOT	Y	Y	Y
<b>Reconnecting Communities Pilot Program</b>	USDOT	Y	Y	Y
<b>Urbanized Area Formula Grants - 5307</b>	FTA	N	N	Y
<b>Enhanced Mobility of Seniors &amp; Individuals with Disabilities - Section 5310</b>	FTA	Y (accessibility component)	Y (accessibility component)	Y (accessibility component)
<b>National Highway Traffic Safety Administration (NHTSA) 405(g)</b>	NHTSA	Y (safety lens)	Y (safety lens)	Y (safety lens)
<b>NHTSA 402</b>	NHTSA	Y (safety lens)	Y (safety lens)	Y (safety lens)
<b>GDOT Transit Trust Fund Program (TTFP)</b>	GDOT	N	N	Y

### **Private/Developer**

Another funding source for construction and/or maintenance of facilities could be partnerships with the private sector. Businesses could make monetary donations or organize clean up events in exchange for promotion. Larger companies are also building bicycle and sidewalk infrastructure for their campuses and surrounding communities to attract talent.

Additionally, developers could be required to construct facilities or pay a fee in lieu of construction that would be available by municipalities for use in developing the bicycle and pedestrian network. Bicycle and pedestrian facilities could also be negotiated as part of development approval.

### **Innovative**

Non-profit organizations, municipalities, and individual advocates have also used crowdfunding to fund desired bicycle and pedestrian projects. Crowd funding is a way to raise money from a large number of people, typically via the internet.

*GAINESVILLE-HALL METROPOLITAN PLANNING  
ORGANIZATION*

*2025 BICYCLE AND PEDESTRIAN PLAN UPDATE*

*DRAFT APPENDIX*



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<i>APPENDIX C: BICYCLE AND PEDESTRIAN PROJECT PRIORITIZATION DETAILS .....</i>	<i>334</i>



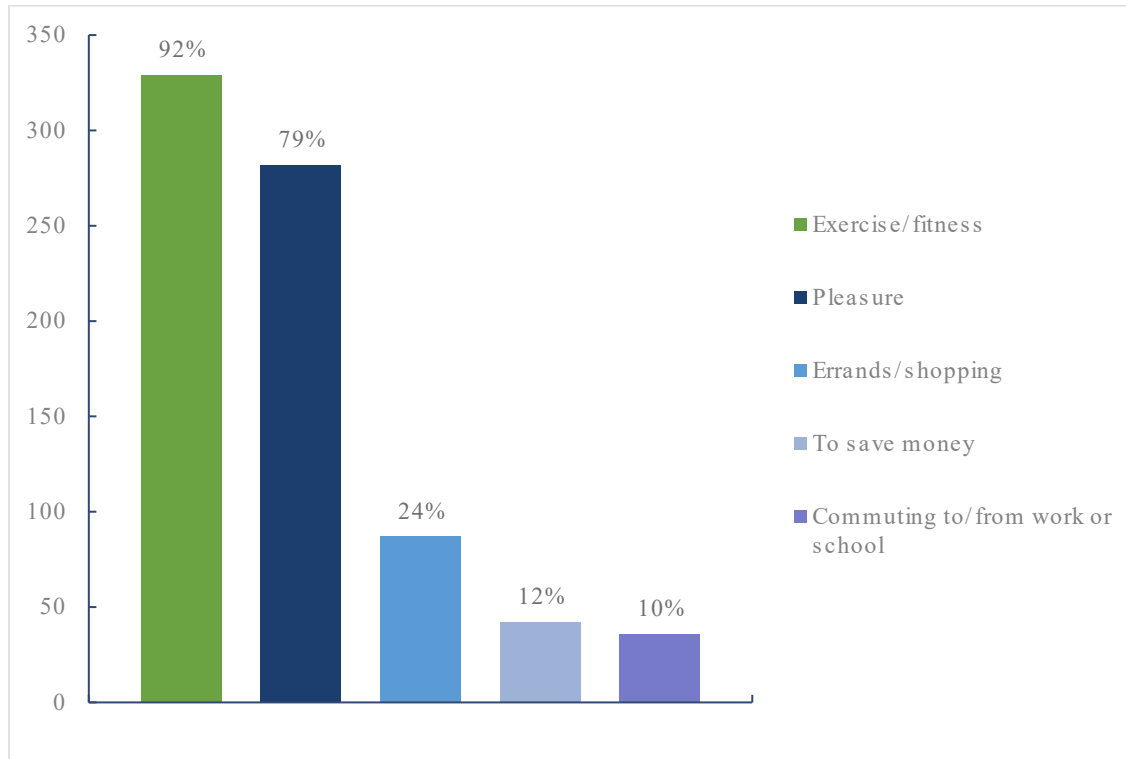
*APPENDIX A: GDOT DESIGN POLICY  
MANUAL – MTP PROJECT ANALYSIS*

Map ID	GHMPO #	PI #	County	Project Name	Project Type	Ped Accommodations Determined in Project Sheets	Ped Accommodations determined in GEOPI PSR	Ped Accommodations Warranted per GDOT DPM	Bike Accommodations Determined in Project Sheets	Bike Accommodations determined in GEOPI PSR	Bike Accommodations Warranted per GDOT DPM
R46	GH-020B	0016862	Hall	SR 11/US 129 from Brittany Court to S of Lakeview St - Phase II	Widening	No	Yes, no accommodations	Outside city limits. Does not meet standard or guideline	No	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum
R45	GH-020C	0016863	Hall	SR 11/US 129 from Limestone Parkway to N of Brittany Court - Phase III	Widening	No	Yes, no accommodations	Partially in city limits - meets standard	No	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum
R51	GH-023B	0015280	Hall	Spout Springs Road Widening - Phase II	Widening	Yes, 10' multiuse path	Yes, no accommodations	Partially in city limits - meets standard	Yes, 10' multiuse path	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum
R43	GH-038	132610	Hall	SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville	Widening	Yes, sidewalks recommended	Yes, no accommodations	Outside city limits, but meets standard (school along corridor)	Yes, bike lanes recommended	Yes, no accommodations	Meets standard (school along corridor)
	GH-119	0015551	Hall	SR 60/Thompson Bridge Road at Chattahoochee River	Bridge Replacement	No	Yes, no accommodations	Within city limits - meets standard	No	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum
R44	GH-121	0017392	Hall	SR11 BY/SR60 from CS 624/Academy St to CS 548/Glenwood Dr	Roadway Operations	Yes, meandering sidewalks on both sides	Yes, no accommodations	Within city limits - meets standard	No	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum
	GH-130	0013762	Hall, Lumpkin	SR 60/Thompson Bridge Road From SR 400/Lumpkin To Yellow Creek Road/Hall	Widening	No	Yes, no accommodations	Does not meet warrant	No	Yes, no accommodations	Does not meet warrant
	GH-141	0017735	Hall	SR 283/Holly Springs Road at Flat Creek	Bridge Replacement	No	Yes, no accommodations	Does not meet warrant	No	Yes, no accommodations	Does not meet warrant
	GH-144	0019079	Hall	SR 284/Shoal Creek Road at Eubank Creek	Bridge Replacement	No	Yes, no accommodations	Does not meet warrant	No	Yes, no accommodations	Does not meet warrant
R49	GH-147	0016089	Hall	Widening of State Route 211 from Pinot Noir Drive to State Route 347 / Friendship Road	Widening	Yes, 10' multiuse path	Yes, no accommodations	Within city limits - meets standard	Yes, 10' multiuse path	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum
	GH-150	0020731	Hall	SR 365/State Route 419 Widening from I-985 to Belton Bridge Road	Widening	No	Yes, no accommodations	Partially in city limits - meets standard, but variance may be required given nature of road. Remember: interesting Replica ped values detected	No	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum, but variance may be required given nature of road.
R50	GH-151	0020735	NA	SR 53 Widening from SR 124 to New Cut Road	Widening	No	Yes, no accommodations	Within city limits - meets standard	No	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum, but variance may be required given nature of road.
R41	GH-018	0013626	Hall	SR 369/Browns Bridge Road From SR 53/McEver Road To Forsyth County Line	Widening	Yes, sidewalks recommended	Yes, no accommodations	Partially in city limits - meets standard	Yes, bike lanes recommended	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum
R42	GH-025	0007233	Hall	SR 211/Old Winder Highway From SR 53/Winder Highway To SR 347/Friendship Road	Widening	Yes, bike lanes/sidewalks/extension of Braselton Lifepath	Yes, accommodations included	Partially in city limits - meets standard	Yes, bike lanes/sidewalks/extension of Braselton Lifepath	Yes, accommodations included	Within 3 miles of schools - meets guideline minimum
	GH-035	0014129	Hall	SR 11/US 129/Cleveland Highway From North Of CR 65/Nopone To SR 284/Clarks Bridge Road	Widening	No	Yes, no accommodations	Partially in city limits - meets standard (has school along road and has a crash)	No	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum
R40	GH-040	0013310	Hall, Jackson	SR 53 from I-85/Jackson St SR211/Hall	Widening	Yes, sidewalks/multiuse path	Yes, no accommodations	Not within city limits - meets guideline (has a pedestrian crash)	Yes, sidewalks/multiuse path	Yes, no accommodations	Within 3 miles of schools - meets guideline minimum
	GH-084	0001821	Hall	McEver Road Widening - Phase I	Widening	Yes, 10' multiuse path	Yes, accommodations included	Partially in city limits - meets standard (has school along road)	Yes, 10' multiuse path	Yes, accommodations included	School along road - meets standard minimum
	GH-102	0013086	Jackson	I-85 at SR 60 - New Interchange (Widen SR 60 from I-85 to SR 124 - Unfunded)	New Interchange	Yes, sidewalks recommended	Yes, no accommodations	Does not meet warrant	Yes, none	Yes, no accommodations	Does not meet warrant
	GH-103	NA	Hall	Athens Hwy at Chestnut St operations	Intersection Improvements	No	NA	Within city limits - meets guideline (within 1 mile of school)	No	NA	Within 3 miles of schools - meets guideline minimum
	GH-105	NA	Hall	EE Butler Parkway/Athens Street At MLK Jr. Boulevard Intersection Improvements	Intersection Improvements	No	NA	Partial crosswalks existing, could be completed (1 ped crash)	No	NA	Within 3 miles of schools - meets guideline minimum. Is in heavy urban area, so may meet standard as well)
R47	GH-111A	NA	Hall, Jackson	Project to address congestion and safety along SR 60/Candler Rd between I-85 and SR 211	Widening	Yes, sidewalks recommended	NA	Does not meet warrant	Yes, none	NA	Does not meet warrant
R52	GH-111B	NA	Hall	Project to address congestion and safety along SR 60/Candler Rd between SR 211 and Calvary Church Rd	Widening	Yes, sidewalks recommended	NA	Not within city limits - meets standard (has a school along road, and a couple crashes)	Yes, none	NA	School along road - meets standard minimum
	GH-120	NA	Gwinnett, Hall	I-985 From I-85/Gwinnett To SR 53/Mundy Mill Road	Widening	Yes, none	NA	Not warranted (interstate)	Yes, none	NA	Not warranted (interstate)

Map ID	GHMPO #	PI #	County	Project Name	Project Type	Ped Accommodations Determined in Project Sheets	Ped Accommodations determined in GEOPI PSR	Ped Accommodations Warranted per GDOT DPM	Bike Accommondations Determined in Project Sheets	Bike Accommodations determined in GEOPI PSR	Bike Accommodations Warranted per GDOT DPM
	GH-131	NA	Hall	I-985 widening from SR 53/Mundy Mill Road to SR 365/Lanier Tech Drive	Widening	Yes, none	NA	Not warranted (interstate)	Yes, none	NA	Not warranted (interstate)
R48	GH-152	NA	Jackson	Widen SR 124 from before Henry Braselton Dr to SR 332 (4 lanes)	Widening	No	NA	Partially in city limits - meets standard	No	NA	Within 3 miles of schools and has a bike crash location - meets guideline minimum
	GH-153	NA	Hall	Roundabout on McEver Road at Stephens Road	Roundabout	Yes, sidewalks recommended	NA	Within city limits - meets standard	Yes, none	NA	Within 3 miles of schools - meets guideline minimum
	GH-154	NA	Hall	Roundabout on McEver Road at Flat Creek Road	Roundabout	Yes, sidewalks recommended	NA	Within city limits - meets standard (and next to school)	Yes, none	NA	Right next to school, meets standard
	GH-155	NA	Hall	Roundabout on McEver Road at Radford Road	Roundabout	Yes, sidewalks recommended	NA	Within city limits - meets standard	Yes, none	NA	Within 3 miles of schools - meets guideline minimum
R53	GH-156	NA	Hall	Mulberry Street Connector	New Road	No	NA	Within city limits - meets standard	No	NA	Within 3 miles of schools - meets guideline minimum

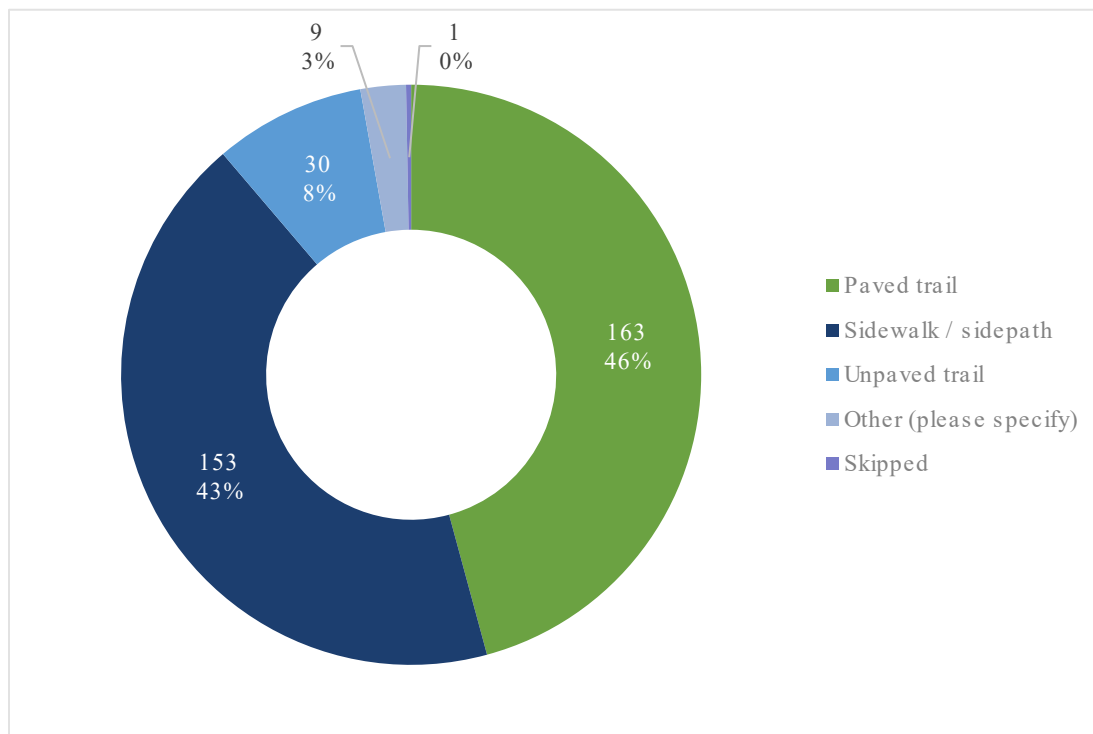
## *APPENDIX B: PUBLIC SURVEY RESULTS*

## What are your reasons for walking?





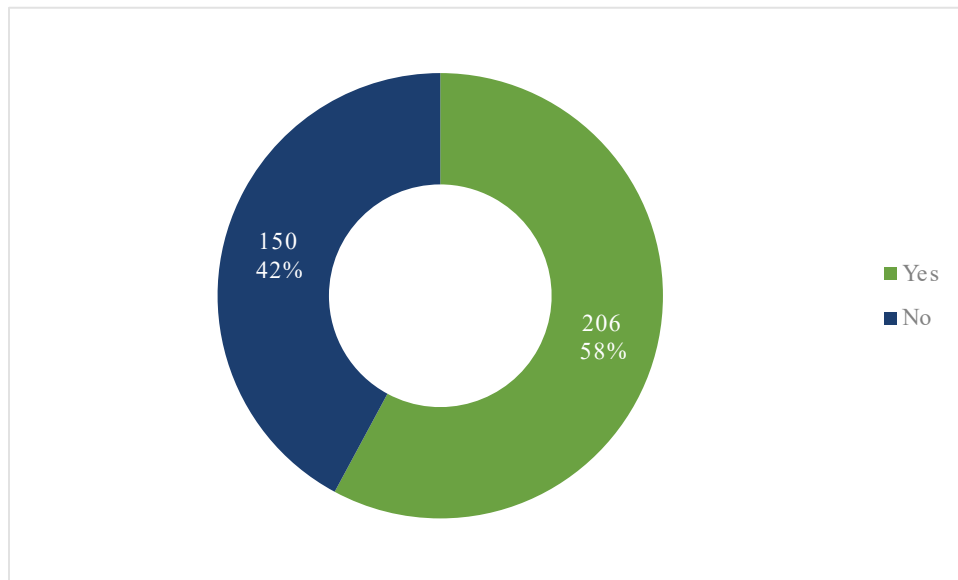
## What type of walking path do you prefer?



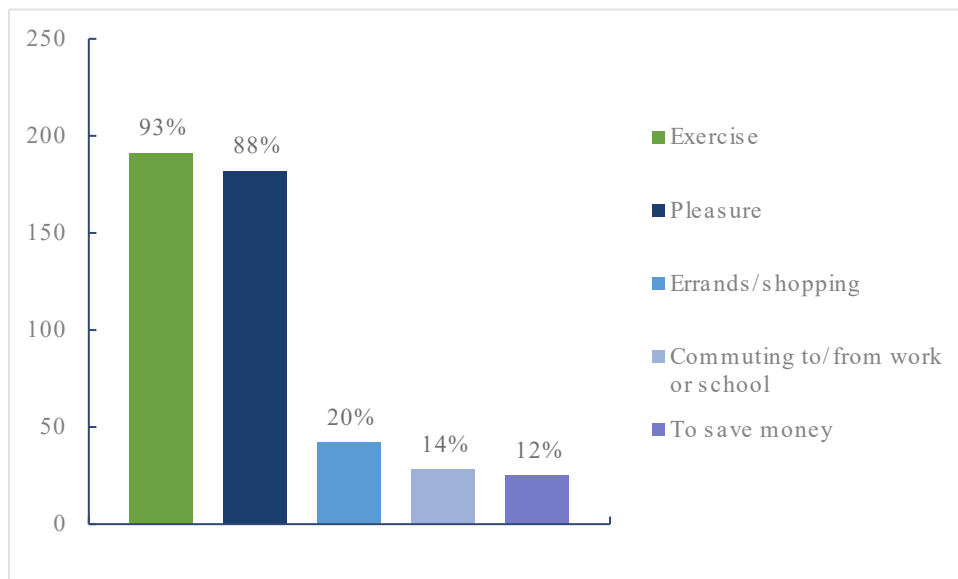
### Other Responses

S wcpvk{	Tgur qpug
4	Cp{"v{r g
3	O k"qh"cm"qh"vj go 'y kj "e"ngct"etquulpi 'r cvj u"ht'r gf guvkc pu0
3	Ukf g"qh"tqcf
3	Yj ggæj ck"ceeguukdng"
3	O qwpvclp"
3	Fgr gpf u"qp"ukwvclp0K'Kō "y c m pi "q"vj g"uvqtg."Ky cpv'e"r cxgf "r cvj 00
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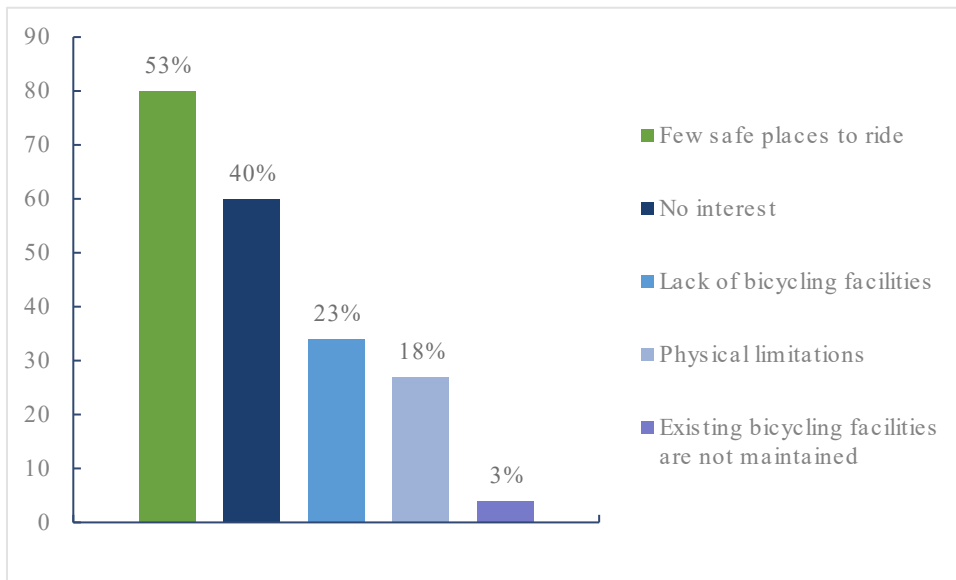
## Do you ride a bicycle?



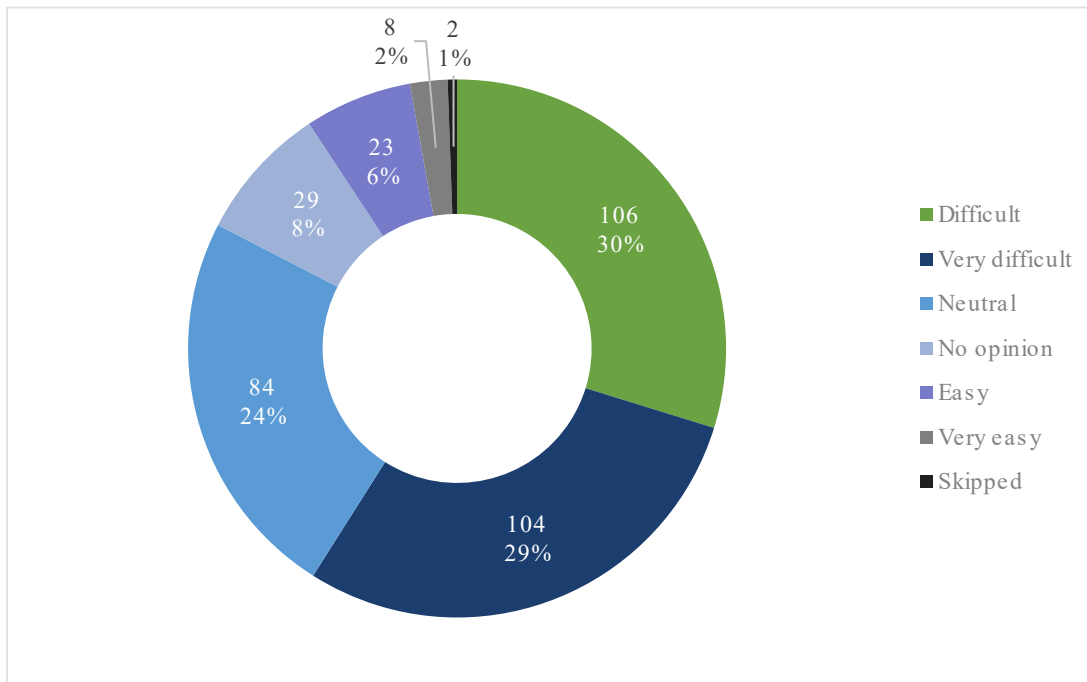
## What are your reasons for bicycling?



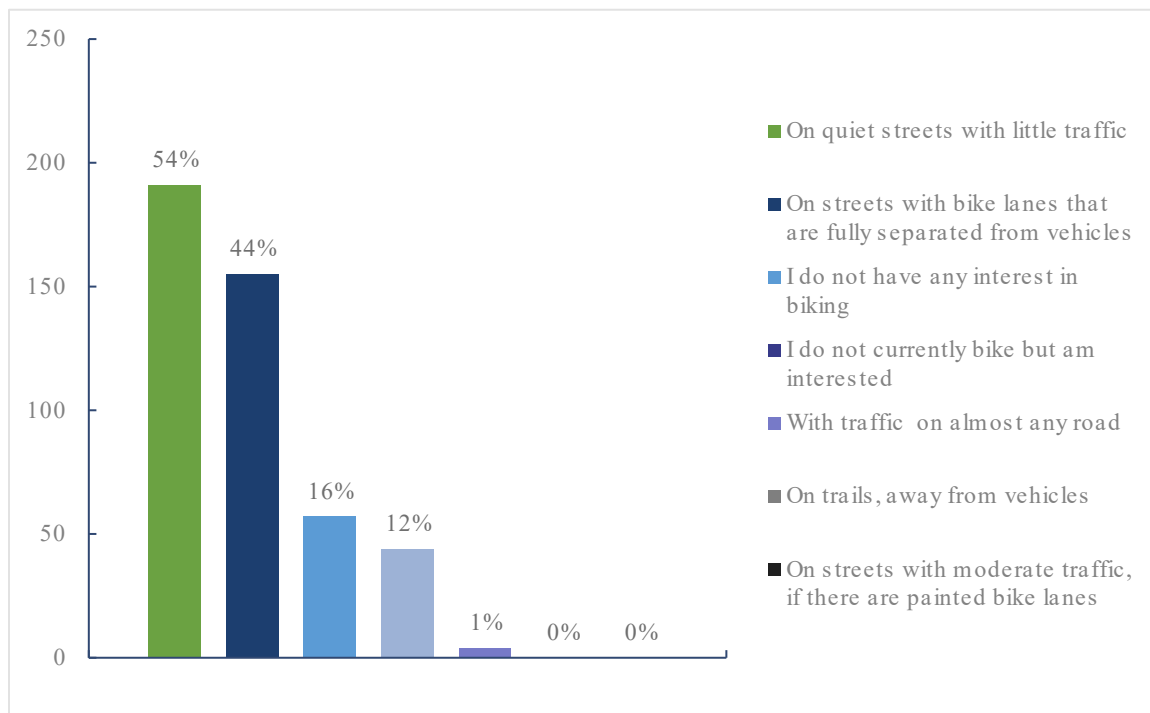
## What are your reasons for not riding a bicycle?



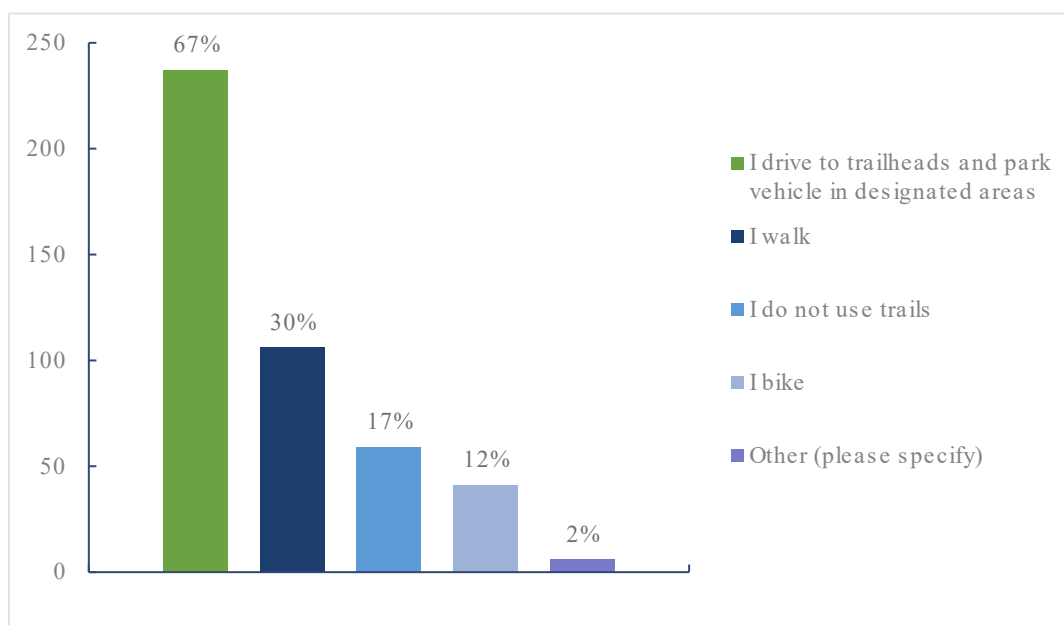
## How easy is it to walk or bike in the planning area?



## I am comfortable biking...



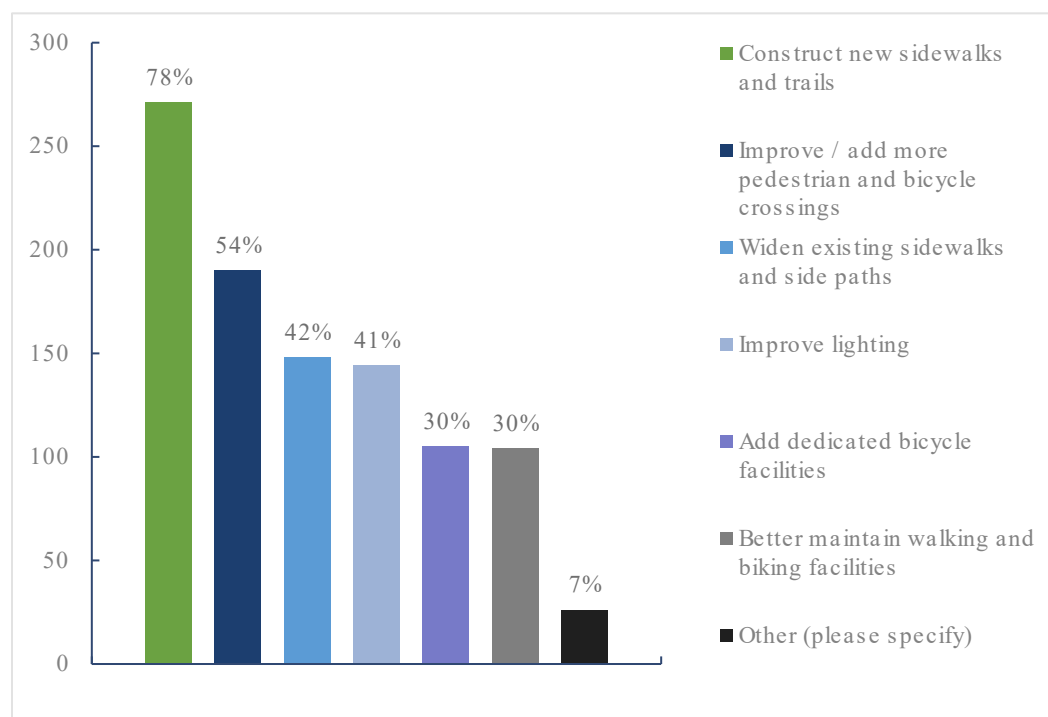
## How do you connect to the existing trails today?



Other Responses

S w e p v k v {	T g u r q p u g
3	P q 'y c { 'h t q o 'u w d f k k u k q p 'x l c 'w p k q p 'e k t e r g 'v q 'i g v 'v q 'U r q w 'U r t l p i u "
3	P q v 'c d r g 'v q 'e q p p g e v "
3	Y j c v 't c k u A 'V j g t g 'c t g 'p q v 'c p { 'c t q w p f
3	Y g 'y q w f 'r t g h g t 'v q 't k f g 'q w t 'd l n g u 'v q 'v j g 't c k u 'l p u v g c f 'q h f t k l p i " q w t 'd l n g u " v j g t g 0 'V j g t g 'c t g 'p q v 'g p q w i j 'u k f g y c m u 'h q t 'y c m l p i " q t 'd l n p i " q p 'O e G x g t " q t " I c l p g u 'H g t t { 'T f 0'
3	W p c d r g 'v q 'i g v 'v q 't c k u 'd g e c w u g 'u k f g y c m u 'c t g 'p q v 'y j g g r e j c k 'u c h g

## What improvements should GHMPO focus on to make it more comfortable for you to walk or bike?



### Other Responses

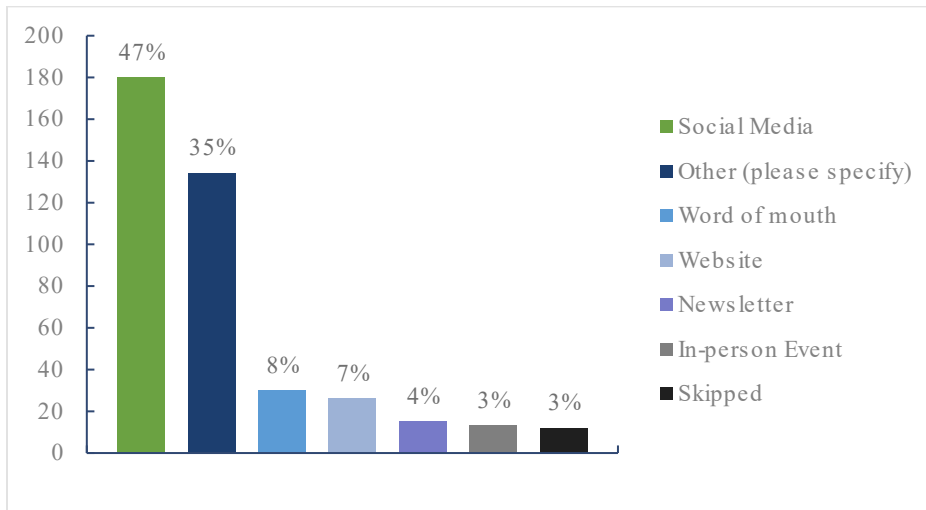
S w e p v k v {	T g u r q p u g
6	U c h g v { l u g e w t k v { 'l o r t q x g o g p w u
5	C f f t g u u 'j q o g r g u u 'r q r w r v k q p
4	P q v j l p i
4	E q p v l p w g 'i t q y l p i 't c k u 'c p f 'e q p p g e v l p i 'g z k u v l p i 't c k l u { u v g o u "
4	Y c { d p f l p i 'c p f 'r w d l e 'c y c t g p g u u
4	O q t g 'b c v l 'c e e g u u k d r g 'c t g c u 'h q t 'r g l u w t g 'd l n g t u . 'e j k f t g p . 'c p f 'y j g g r e j c k " w u g t u



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3	Pqv'lpvtguvgf "
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3	Fq'pqv'c f f "dngu"vq "J cmEqwpv{"tcæ e'y j gp'vj g'f rpf "r qtv'ku'qr gplpi " 42470"
3	O clpvc'p"qt"wr i tcf g'ewtgpv0Y cmipi "qt'dkpi 'ku'pqv'c'hgculdrg"qr vqp"qh" o cp {"r gqr rg"f wg"vq"ci g"qt"cdkx{0Dle {erg"rpgu'uj qwf "pqv'dg'hwpf gf "d {" wczr c {"qt"fqmctu0W i tcf g"qt'y kf gp'ukf gy cmu'lp"vj g'ekgu0
3	Yqqf "dtki gu'y kj qw'uqo g'uqtv'tcevpqp"uwthceg"ctg'urkenlcpf "f cpi gtqwu#"
3	Ky qwf "hng"vq"j c xg'ukf g'y cmu'pgct'ur tlp i "j cxgp"ft'I clpguxkng'i c."vq"dg" cdrg"vq"dkng"vq"Y cm ctv'qt"vcr c"
3	Dng'r cvj u'r tqxkf g'c'lgxgnqh'uchgv{"hqt"dqvj "vj g'dkngt lr gf guvklcp"cpf "vj g" o qvqtk gf "xgj keng"qr gtcvt0Y j kg"e'ugr ctcvg'r cvj 'ku'd {"hct"vj g'r tghgttgf " cr r tqcej ."y j gp'pqvr quukdrg."wug"qh"uj ctgf "tqcf y c {" "cpf "e {ekuvu'j c xg" hwnlcp g'wug- "uki pu"o c {"dg"wugf
3	Rgthgev'y cm'vqf c {"htqo "fqy pvqy p'I xkng"vq"Ncng"Ncplgt
3	Oqtg"uj cf g

# Fgo qitcrj k lKphqto cvkqpcn'S wguvkqp" Tguwmu

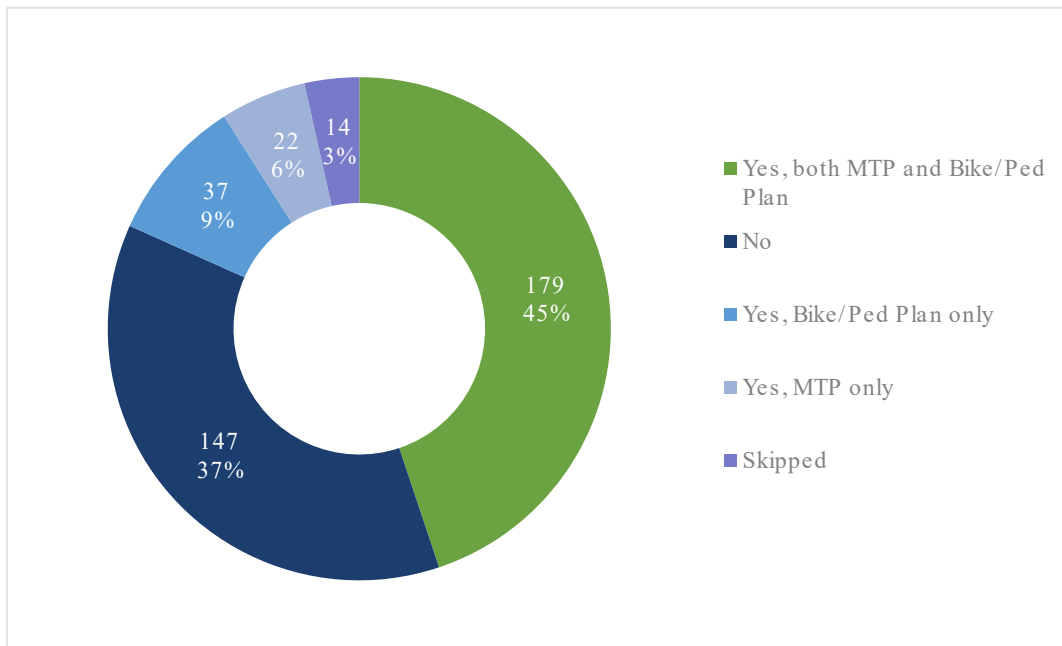
## How did you hear about this survey?



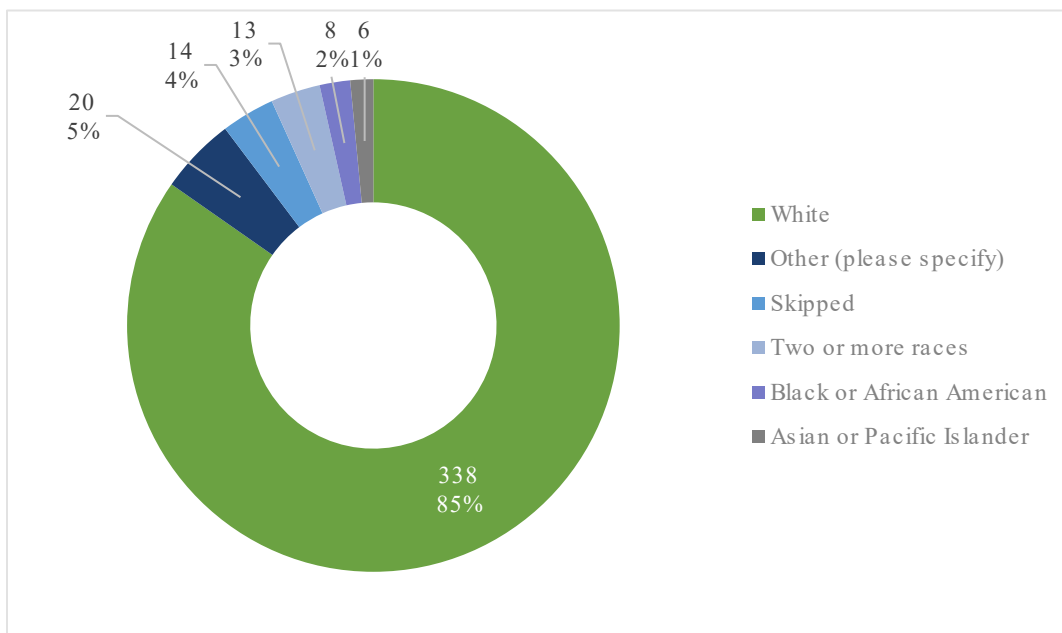
## Other Responses

S wcpvk{	Tgur qpug
49	I clpguxkng"Vlo gu"qt"qvj gt'pgy ur cr gtu
43	Vtckd'uki pu
35	Uki pu'r quvgf 'lp"xctkqwu"mcec vqpu'yj tqwi j qw'vj g'Eqwpv{
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:	Uki pu'lp'mecndr ctmu
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7	Uki pu'r quvgf 'lp'uj qrr lpi 'egpvgtu"*g d 0"Vcti gv+
7	P gki j dqtj qqf u'uki pu"*g d 0'r qqm+
6	Uki pu'c'vi qxgtpo gpv'dwklf lpi u
4	Go ckn
4	Kco "qp"vj g'ECE
4	O c {qt"qh"J quej vqp
3	J quej vqp"
3	Rquvgf'lp'f qy pvqy p'Hqy gt {"Dtcpej
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3	Ek{"qh"Qcny qqf
3	Ek{"qh"Hqy gt {"Dtcpej "
3	hcegdqqm
3	r quvectf'lp'o ckn

## Would you like to receive project updates?



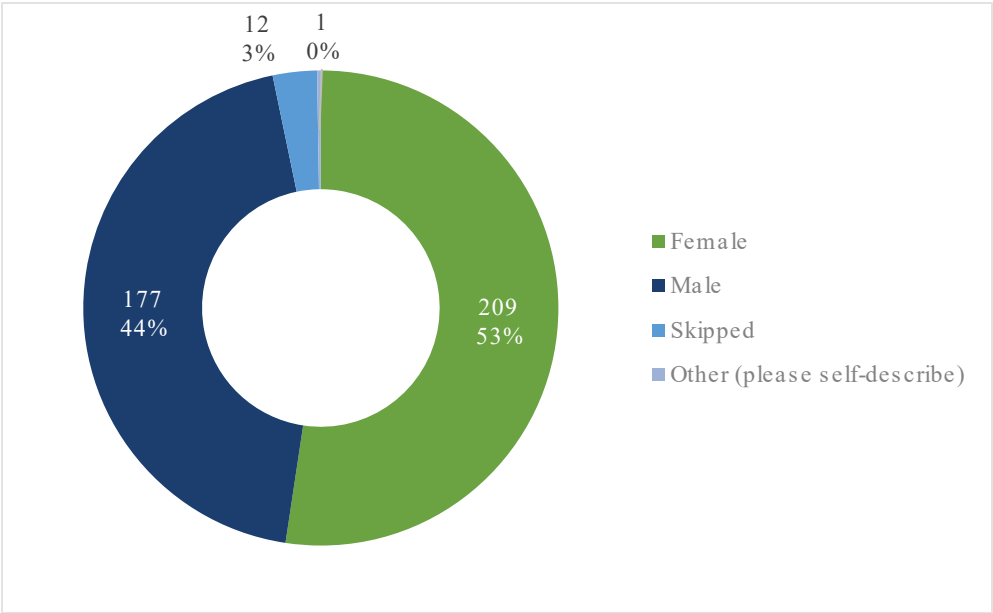
## What is your race?



Other Responses

Swcpvk{	Tgur qpug
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6	Nc vlpq lNc vlp
5	Fgenlpq"vq"cpuy gt
4	*Dc pmt
3	Eqpugtxc vkg"
3	J wo cp
3	Co gtlecp
3	Oguvk q

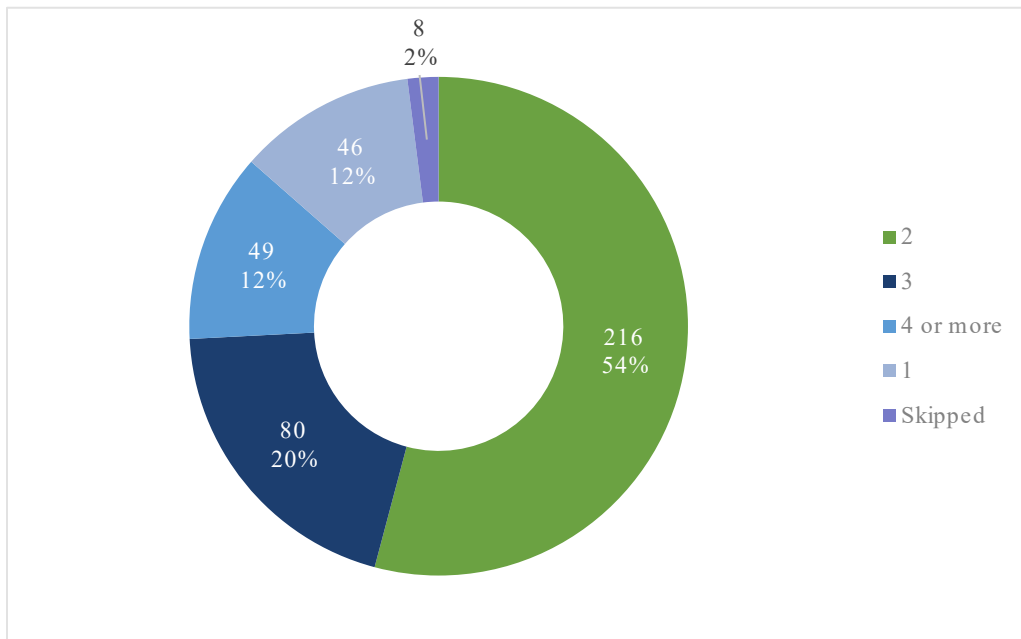
What is your gender?



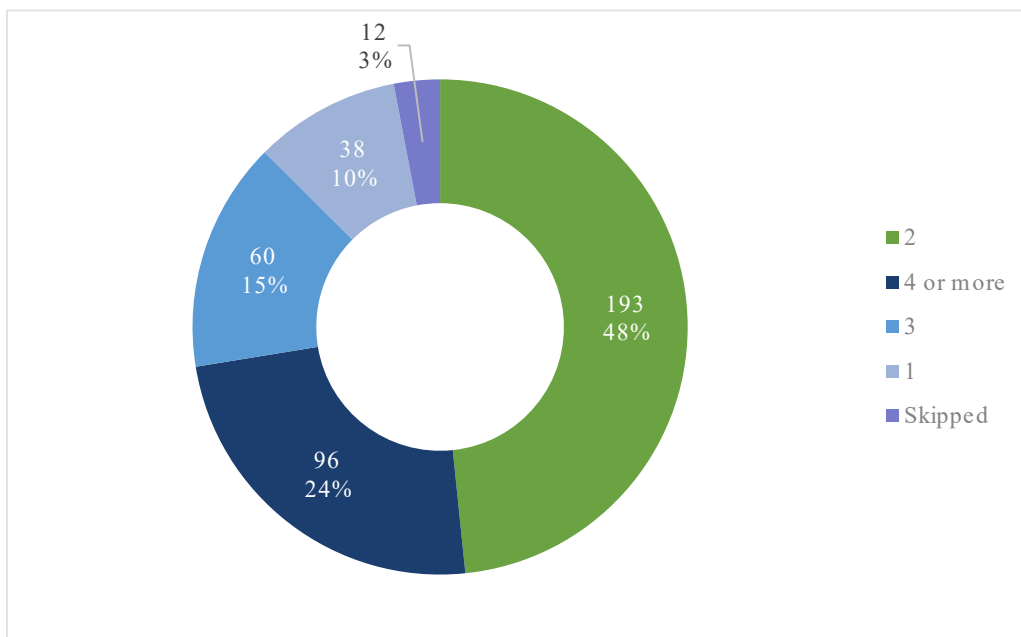
Other Responses

Swcpvk{	Tgur qpug
3	Vtcpu"o cuewlpq

## How many vehicles does your household have?

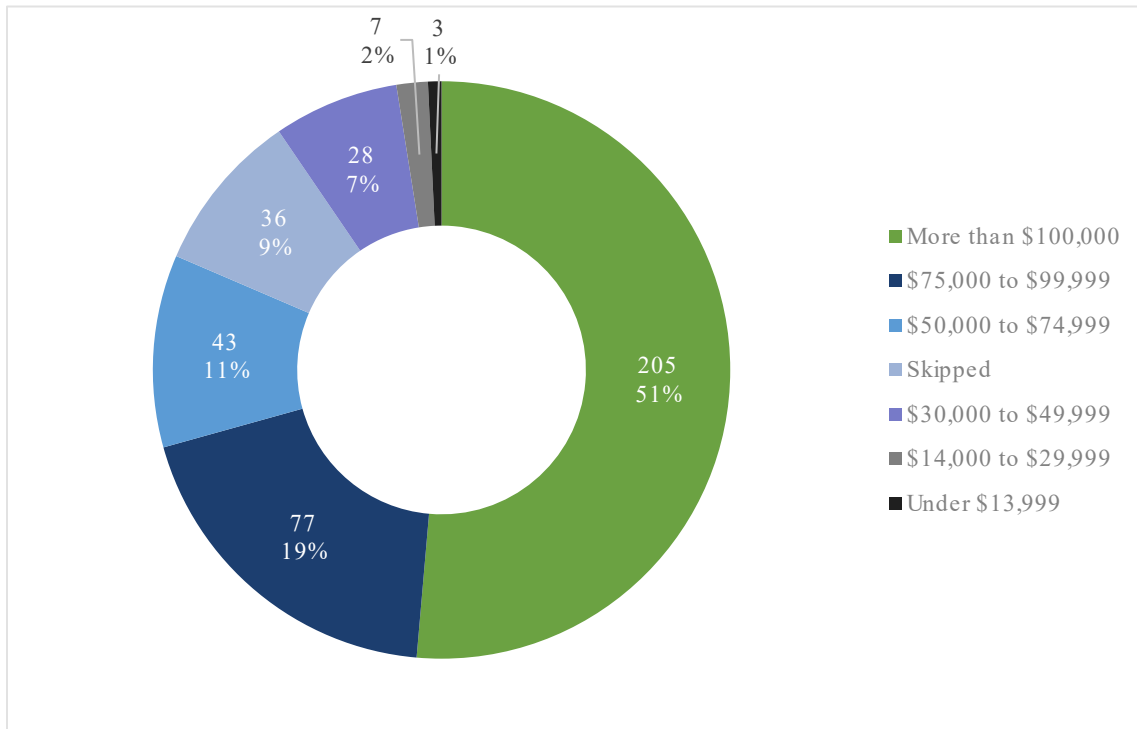


## How many people live in your household?

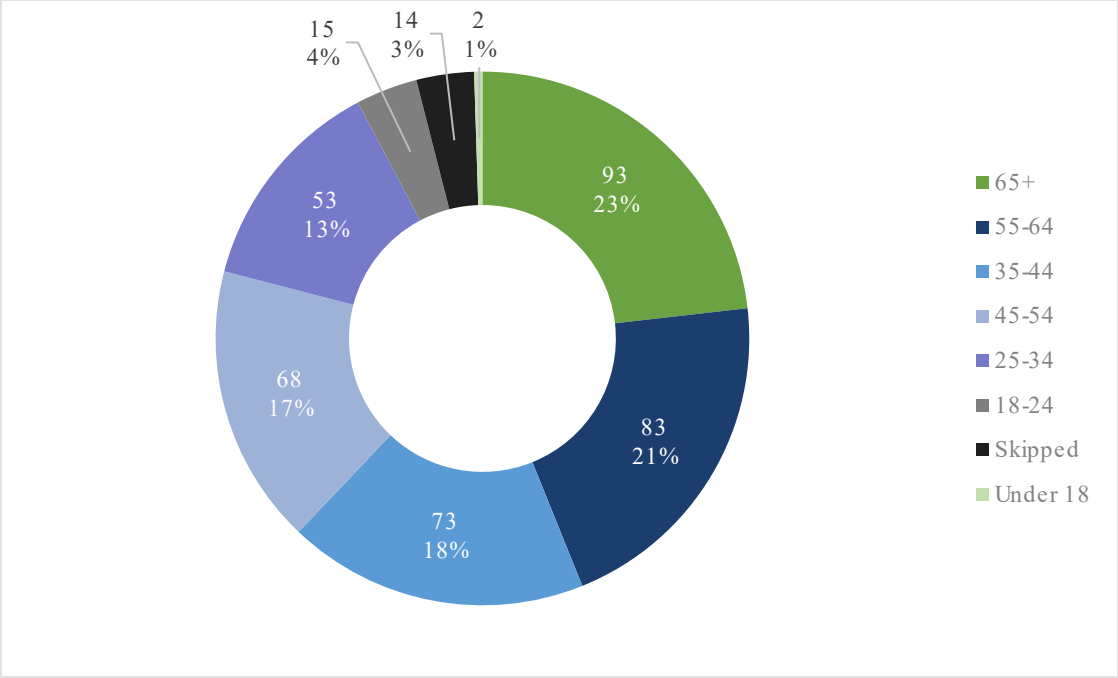




## What was your estimated total annual household income in 2023 before taxes?

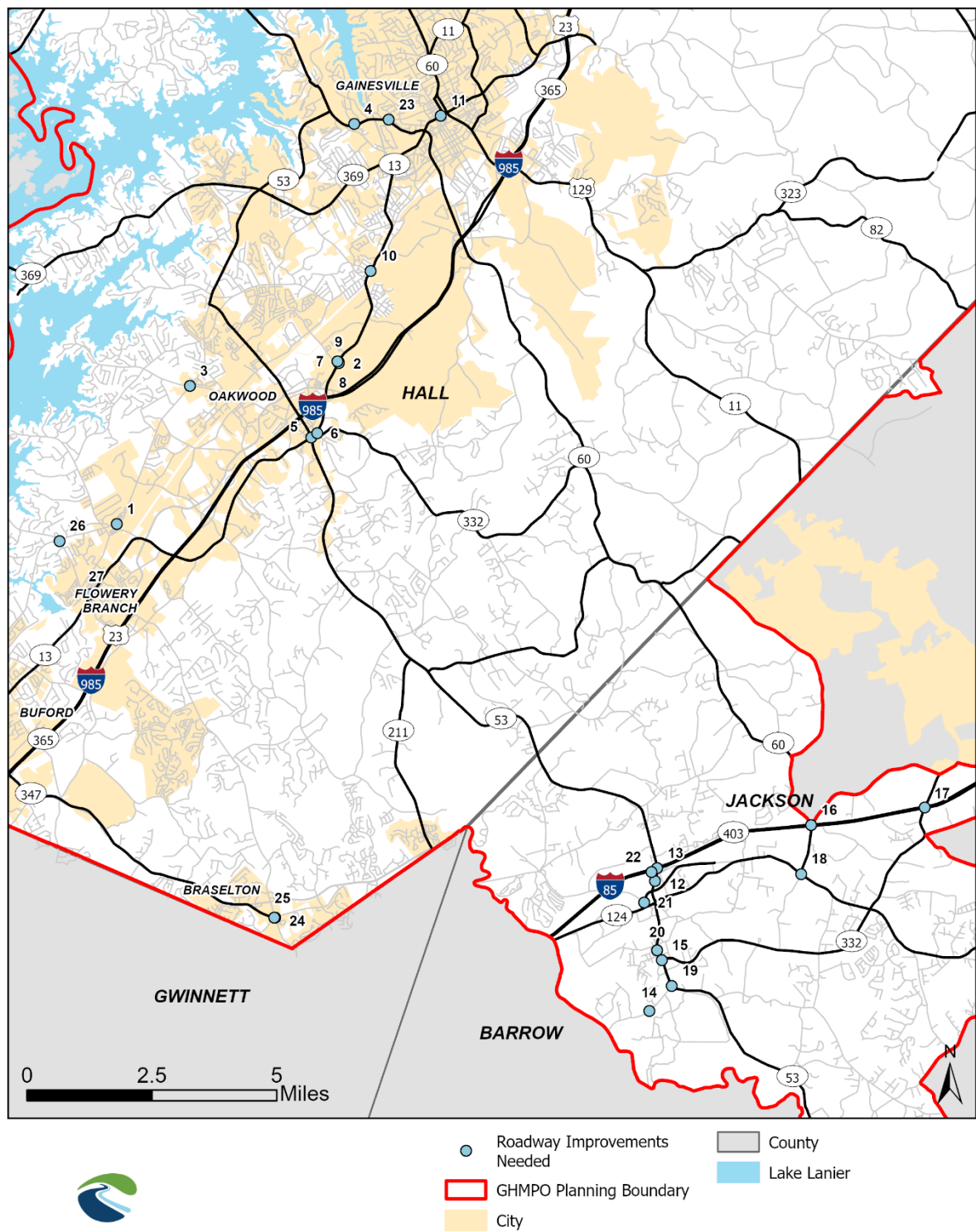


**Please identify your age group.**



Eqo o gpv'O cr 'Tguwmu

## Where are roadway improvements needed?



Sources: GHMPO, Public Survey

## Roadway Improvements Needed

Ocr " Pwo dgt	Ego o gpv	Pwo dgt" qh'Nngu
3	Tqwpfcdqwp'pggfgf"cv'OeGxgtlTcfhqt" Tqcf	2
4	Tqwpfcdqwp'qt" Tgf "Nk j v'pggfgf	5
5	Nng'o quv'qh'vj g'lpwtugevqpu"qp"vj g"4"rpg'rctv'qh'OeGxg." vj gtg'ku"pq'igh'wtp"rpg'qt'igcf"i tggp'lp'gkj gt"ftgevkp0Qffn." vj gtg'ku"c'tk j v'wtp"rpg"cv'vj g'gcuv'dqwpf"rpg0Gxgt{"vcæe" uki pcn'qp'OeGxgt'j cu'vj g'uco g'kuuwg0Vj g'Eqwvp{"j cu'vj g" r tgeguu"gzcew{"dceny ctf u0K'uj qwf "dg'Sphtcuvtwewtg"vj gp" I tqy vj \$"pqv'vj g"qy gt'y c{"ctqwpf0OeGxgt'j cu'dgeqo g"c" plj j vo ctg'cpf'pqv'lwuv'wtlpi 'twuj 'j qwt0Yj {"y qwf "{qwr'w'c" tk j v'wtp"rpg'lpuvgcf"qh'c'igh'wtp"rpg0Fgdgu"qi le"cpf" eqo o qp'ugpug0	3
6	Cmltqcfu"lp'j cml'eqwpv{"ctg'lp'pggf"qh'pgy 'rcxgo gpv0Pgxgt" uggp'uq"o cp {"j qngu'cpf'dcf'rcevj lpi 'lp"o {"68"}gctu'qh'ftklpi " lp'j cml'eqwpv{0Fcy uqpxkng"J y {"ku"c'plj j vo ctg'cnlf c {"gxgt{fc {" fc {"0Vtcæe"tki j w'ctg'pqv'lp'elps wg'y j lej 'ecwugu'dcenlwr u0	4
7	Vj g'ki j v'q'wtp'igh'htqo 'Owpf {"O kml'q'Cvæpvc"J y {"ku" J QTTKNG0[ qw'ecp'dg'ukv'pi 'vj gtg'y cklpi 'hqt"vj g'ki j v'q" ej cpi g'cpf"i gv'unkr gf'vj tqwi j 'vj g'e{erg"qxgt"cpf"qxgt'ci clp0' Vj ku"o clpn{"j cr r gpu'cv'plj j v'cpf "{qwgpf'wr 'lwuv'j cxlpi 'vq'i q" utck j v'qp'Owpf {"O kml'cpf'fq"c"VVwtp'dcenl'q'Cvæpvc"J y {"	4
8	Vj gtg'pggf u"vq'dg"c{"lgr'uki p'hqt'r gqr rg'wtp'pi 'tki j v'qpvq" Rqr rct'Ur tpi u'htqo 'Cvæpvc"J y {"	3
9	Fcpi gtqwu'wtp'j gtg'/"hko kgf'uki j v'cpf'xgt {"j gcx {"vcæe0Pggf" c'ki j v'qt"ctqwpfcdqwo	4
:	Xgt {"fcpi gtqwu'lpwtugevkp0Pggf u'vcæe'ki j v'qt"tqwpfcdqwo	2
;	vcæe'ki j v'pggfgf	3
32	y kf gplko r tqxg'tqcf'r cxgo gpv'cmqi 'Cvæpvc"J ki j y c {"	3
33	u{petqpk g'ki j w	6
34	UT/75'pggf u'y kf gplpi 'r tlqt"vq'r rppgf lr tqr qugf'r tqlgev'lp" 4273"/"Cv'igcuv'htqo 'Ngy ku'Dtcugnqp"Dixf"vq"K: 7"/"Vj ku'utgvej " qh'tqcf'ecp"vcng"32/37"o lpwgu'f wtpi 'twuj 'j qwt'vcæe"uej qqd' lp'uguukqp+	6
35	Vj g'K: 7'dtkfi g'cv'Gzk/34; 'pggf u'y kf gplpi 0Pggf 'vy q" uqwj dqwpf'igh'wtp'rpgu'cpf'pggf'vy q'utck j v'rpgu'eqo lpi " htqo 'pqtvj 'j gcf gf'uwj 'vqy ctf u'f qy pvqy p'Dtcugnqp0Vj ku" dtkf i g'ku'xgt {"eqpi guvgf 0Ukf gy cmu'eqwf "dg'cff gf'cu'y gn0	6
36	Vj gtg'j cu'iqpi "dggp'vcmlcdqwc'd {rcuu'ctqwpf'f qy pvqy p" Dtcugnqp1J quej vq'lp'qtf gt'vq'r tqvgev'vj g'f qy pvqy plo clp" utggv'lggn0Y kj "vcæe"xqno g'ur ktpi 'uki pkf'ecpwn'lp'r cuv'5- "	3

	{gctu."eqwf "Rgcej vtgg" Tqcf "eqo lpi "htqo "UT/433"ugtug"cu"vj ku" d{rcuuA	
37	Pggf "wtp"tpgu"cv"vj ku"lpvtugevqp"/"Vtca e"qp"UT/75"dcemu"wr " f wtpi "r gcmj qwtu"y j gp"ectu"ctg"wtplpi "tgh"qpva"5540Vj ku" y qwf "gcug"tca e"byy "vj tqwi j "f qy pvy p"J quej vqp0	3
38	Pggf "cf f kkpccnK: 7"lpvtej cpi g"j gtg"cv"UT/82"qt"UT/554*Lwuv" pqtvj +lp"qtf gt"vq"tgdxg"o clqt"eqpi guvqp"cv"Gzk/34; 0Vj ku" uj qwf "dg"tgxgy gf lr tppgf "o wej "gctgt"vj cp"4272- "hqt" s wclv{"qh"hg"cpf "gcug"qh"ceeguu"vq"K: 7"htqo "tgukf gpvcnclpf " eqo o gtecln tqy vj "lp"vj g"ctgc0	3
39	Pggf "cf f kkpccnK: 7"lpvtej cpi g"j gtg"cv"UT/554"qt"UT/82*Lwuv" uqwj +lp"qtf gt"vq"tgdxg"o clqt"eqpi guvqp"cv"Gzk/34; 0Vj ku" uj qwf "dg"tgxgy gf lr tppgf "o wej "gctgt"vj cp"4272- "hqt" s wclv{"qh"hg"cpf "gcug"qh"ceeguu"vq"K: 7"htqo "tgukf gpvcnclpf " eqo o gtecln tqy vj "lp"vj g"ctgc0	3
3:	Uco "htggo cp"tf "uj qwf "dg"tgcni pgf "vq"etquu"UT/346"cv"UT/82" lwpevqp"o cnlpi "uko r rgt"b"y c {"lpvtugevqp0	2

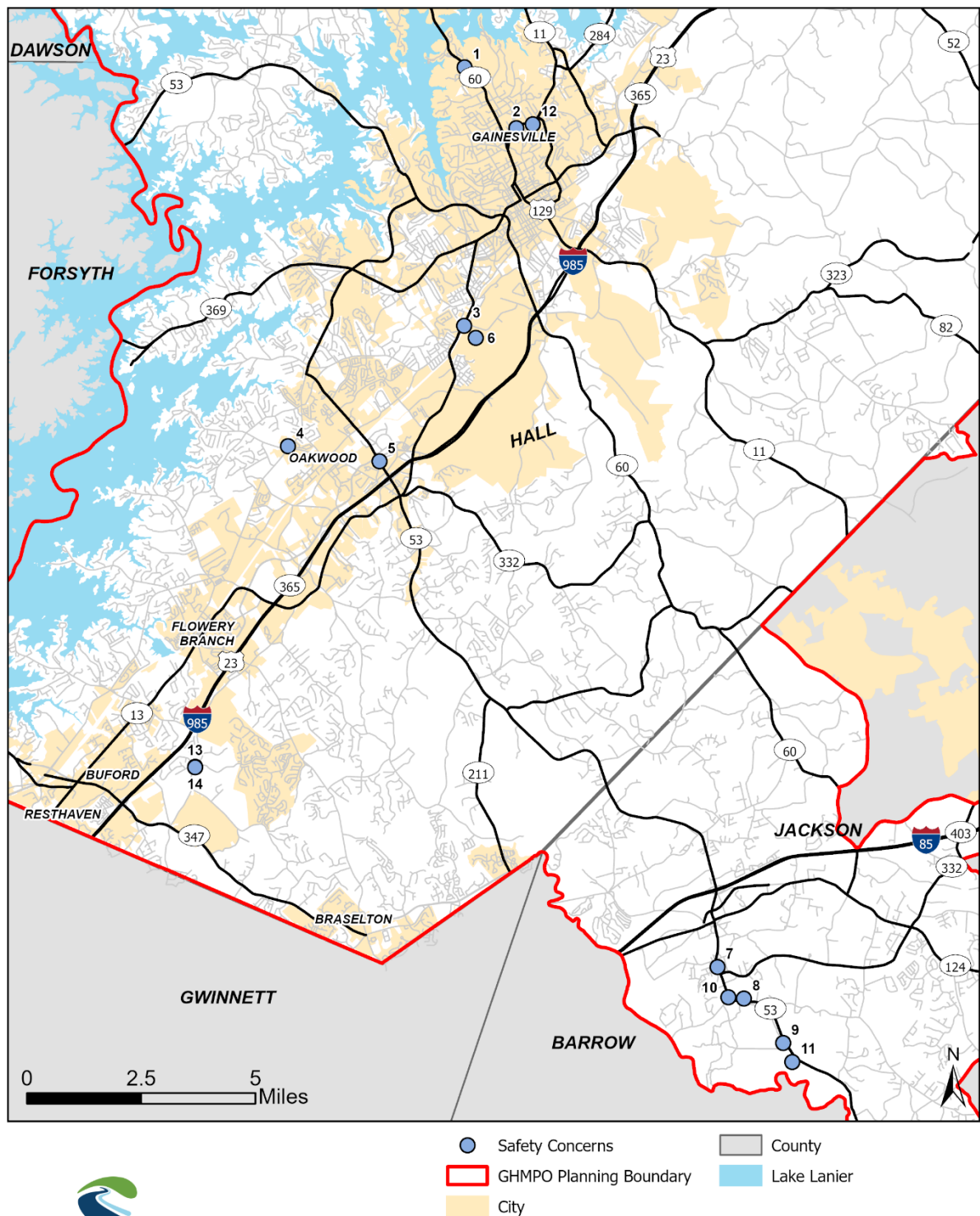
## Roadway Improvements Needed *continued*

Ocr "	Ego o gpv	P wo dgt "
P wo dgt	qh"Nggu	
3;	Eqwf "c"tqwpf cdqw'dg"lpvtqf wegf "j gtgA'O quv'tca e"ku"rknq" utclj j v'vj tw'tca e"qp"UT/75."dw"vj ku"y qwf "ho k'y ck'lo gu" wtpipi "htqo "Rgcej vtgg"tf 0C'tca e"uki pcno c {"o cng"o qtg" ugpug"dcugf "qp"hwwtg"fgxgmro gpv."dw'cp {"lo r tqxgo gpv"j gtg" ku"y greqo gf 0	2
42	Yj {"ku"DgmCxcg"qpg/y c {"ho kipi "ceeguu"vq"UT/75"htqo "Ekv{" Us wctgA	2
43	Vtca e"xqnwo g"dcemu"wr "j gtg"fwg"vq"tcmqhlgh"wtptpg"htqo " Lguug"Etqple"qpva"J ki j y c {"3460Cnuq."vj gtg"ctg"tgi wct" ceekf gpvuly tgemu"j gtg0	3
44	Vj g"pqtvj "dqwpf "K: 7"qh'htco r "vq"Gzk/34; "dcemu"wr "lpv"vj g" lpvtucvgt"tpgu"qh'tca e"f wtpi "chgtppqp"r gcm"6/8-52+0Ecp" qh'htco r "dg"gzwpf gf "2047/207"o k'cu"gzk'qpn{"tpg"tgcflpi "wr " vq"gzkAY kj "twnlxqnwo g"ht"y ctgj qwugu"cpf "twnlvqr ."k" rlo ku"xgj keng"ecr cek{"qp"vj ku'tco r "tgcflpi "vq"dcem/wr u"qp"vj g" lpvtucvgt0	3
45	Rgcug"uvqr "y kf gplpi "tqcf u"lwuv"vq"d'v'o qtg"ectu0Rgcug"i kxg" r gqr rg"cp"cngtpcvkg"vq"ftklpi "hng"uchg"dlkpi "cpf "y cmkpi " lphcwtwewtg0Uq"o cp {"r gqr rg"lp"J cmEqwpv{"y qwf "y cmkcpf " dng"ht"vj gtg"y cu"uchg"lphcwtwewtg0	3



46	Kpwtugevqp"qh"Ur qw"Ur tpi u"cpf "Vj qo r uqp"O kml/"xgt {" f cpi gtqwu"cpf "kmlf guki pgf	2
47	Ur qw"Ur tpi u"cpf "Vj qo r uqp"O kmlp"J cmlEqwpv{"I y lppgw" tgegpn{"tgr cxgf "dw"J cmlku"r qqtn{"o clpvc lpgf 0"Uj qwf "cewcm{" dg'y kf gpvgf	2
48	O eGxgt"cpf "Ni j w"Hgtt {"pggf "ukf gy cmu"cpf "dkg"cpgu	2
49	Vtcæ e"ku"j gcxkgf"vj cp"vj ku"tqcf "ecp"j cpf rg"b wej "qh"vj g"fc {"	2

## Where do you have safety concerns?

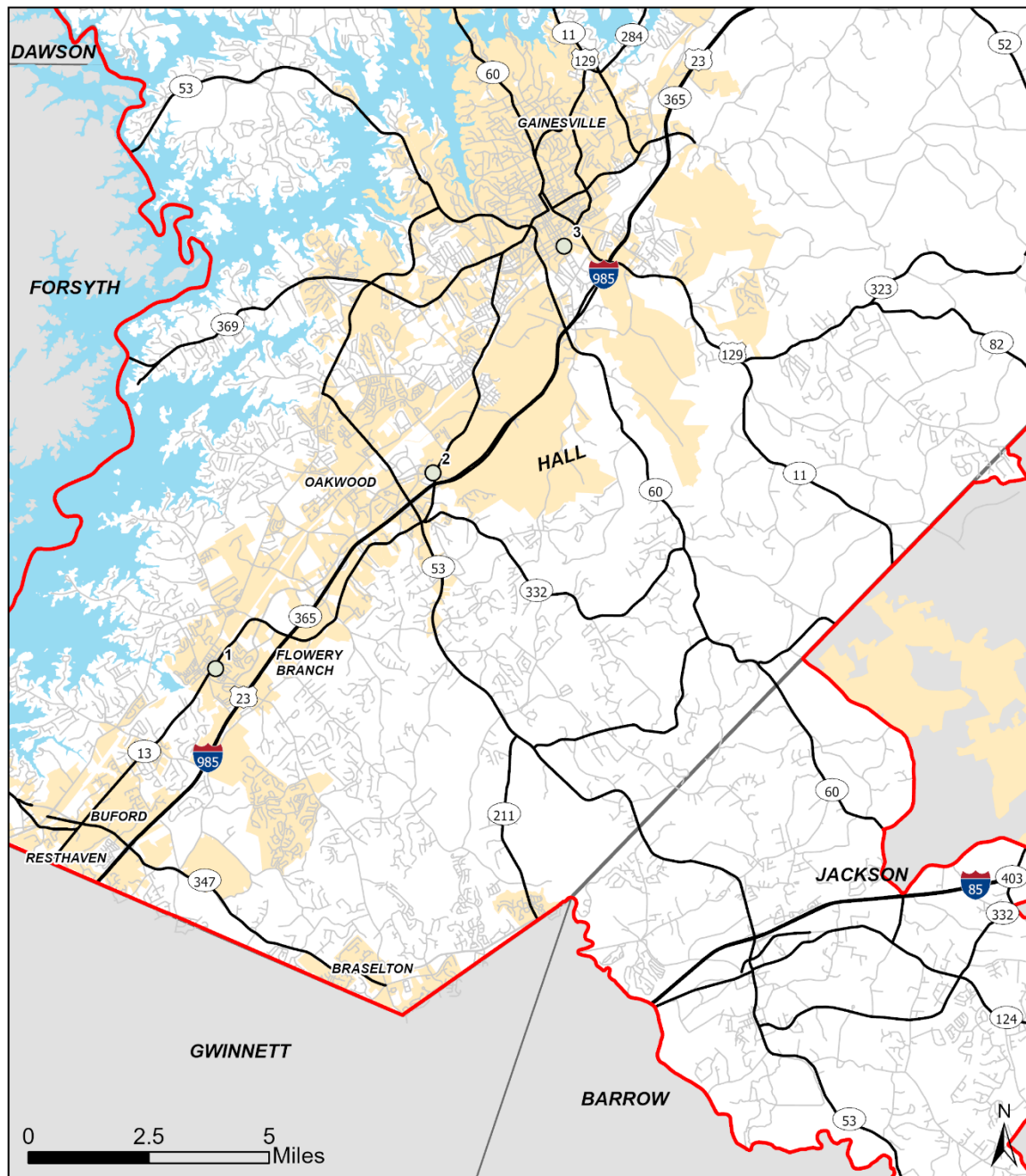


## Safety Concerns

Ocr " Pwo dgt	Ego o gpv	Pwo dgt" qh'Nngu
3	Ugg'r gqr ng'y cmlpi 'lp'vj ku'ctgc'lp'vj g'i tcuu'cnp i ulf g'vj g'tqcf	2
4	Ugg'r gqr ng'y cmlpi 'cpf'dlmlpi 'ctqwpf'vj ku'e'wxg'y kj 'pq" Rcvj y c{'qt'dlmg'ncpg	3
5	Vj ku'ku'cp'ctgc'y j gtg'Kj cxg'uggp'o cp{'r gf guvkc pu'cpf " e{ekuvu.'cpf'k'u'pqv'uchg'hqt'vj go 0Vj gtg'uj qwf "dg'ulf gy cmu" cpf'uchg'etquulpi u'hqt'vj go 0P qv'gxgt{qpg'j cu'c'ect'cpf'k' eqwf'j gr 'cngxlcvg'tcæ e'h'r gqr ng'eqwf'y cmlp'vj g'ctgc" tcvj gt'vj cp'f tkxg'uj qtv'f kuvpegu0	3
6	Hqo "k'o g'v'k'o g'{'qwb c{'ugg'r gqr ng'y cmlpi 'cnp i "Hrcv" Etggm'F tkxg'qt'O eGxgt.'dw'vj g'tgc uqp'y j {'{qwf'qp)'ugg'o qtg" ku'dgecwug'k'u'pqv'uchg'v'q'y cmlctqwpf'j gtg'qt'vj g'eqwpv' y j gtg'vj gtg'ctg'pqv'cp{'ulf gy cmu0Kj cxg'qpn'f qpg'k'qpeg'qt" vy leg'cpf'co 'cny c{u'qp'gfi g0K'y qwf "dg'pleg'v'dg'cdmg'v'q'i q" qp'c'np i 'y cmlqt'f q'v'c'eqpxgplgpeg'uvqtg'f kgevn'htqo 'o {" j qo g'd{'hqqv'lpuvgecf'qh'j cxlpi 'v'f tkxg'uqo gy j gtg'v'f q'vj ku0	2
7	Vj ku'b c{'dg'o qtg'qh'cp'lo r tqxgo gpv'vj cp'uchgv'{'dw'vj gtg" uj qwf "dg'o qtg'v'gg'eqxgt'cxc'k'cdmg'qp'vj g'ulf gy cmu'ewtgpvn'" cxc'k'cdmg'qp'O wpf {'O ku0F wtpi 'vj g'uwo o gt.'k'b c{'dg'v'q'j qv' v'q'uchgn'y cmlqt'f q'uq'eqo hqtcdn'0Cf f lpi 'vtgg'eqxgt'eqwf " gpeqwtci g'o qtg'r gqr ng'v'c'ewcm'wug'vj g'ulf gy cmu'y j kg'lp" vj g'ctgc0	2
8	Yqqf'r gf guvkc p'dtkf i g'qp'v'ck'q'hh'qh'Rcm qwt'Ft0ku'j c  ctf qwu" y j gp'y gv0	3
9	Vj ku'r wuj /dwwqp'etquuy cmlku'xgt{'f cpi gtqwu0K'ku'pqv'cv'cp" lpvgtugev'qp.'cpf'xgj kengu'ctg'pqv'gزر ge vpi 'k0Np'gu'qh'ukg'ctg" pqv'i tgcv.'cpf'k'hggn'wpuchg'hqt'dqvj 'ectu'cpf'r gqr ng0	2
:	Gzvtgo gn'f cpi gtqwu'v'y cmlqp'uj qwf gtu'qh'UT75'lp'Ekw{'qh" J quej vqp0P qv'c'ulpi ng'ulf gy cm0P q'qpg'qh'cp{'ci g'ecp'y cml' uchgn'0Cu'uqqp'cu'{'q'w'gpvgt'Dtcugnqp'vj gtg'ctg'ulf gy cmu'qp" dqvj 'ulf gu0F kvtkdw'qp'egpvt'tgxgpwg'j cu'dggp'r qengvgf'd {" Dtcugnqp'cpf'Lcemuqp'VtcklHktg'F kvtklv'ctgc"*r tkxcvg" Vtcf k'k'qpu'I ( EE'ctgc+	2
;	Ekw{'qh"J quej vqp'j cu'vj g'j k j guv'dtg'o knci g'cpf'v'w'nb knci g" lp'Lcemuqp'eqwpv'0J qo ggy pgtu'lp'Vy lp'Ncngu'ctg'cv'tkumly kj " pq'dtg'uv'v'qp'lp'emug'r tqzlo k'0J y {'75'ku'uq'eqpi guvgf'vj cv' uwr r qtv'htqo 'HU%3'ku'eqo r tqo kugf 0Cp{'ceekf gpv'qp'UT75" uqwvj 'qh'Dtcugnqp'y kndm'em'ndtg'cpf'GO U'uw r qtv0	2
32	[ qwt'o cr 'f gr leu'c'r ncpgf'v'ck'clm'pi 'UT75'lp'Ekw{'qh" J quej vqp0Vj gtg'ku'cduqnvgn'pq'ghhqtu'v'q'b cng'vj cv'j cr r gp0' Uqo gqpg'lwuv'ftgy 'c'k'pg0UT75'lp'Ekw{'qh"J quej vqp'ku'qpg'qh"	2

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33	<p>336235"/"X7/Eqpux"Wug0""""Dw'k'f'c'i t'g'c'v'e'q'w'p'v'{"r'c't'n'j'g't'g'c'p'f' " u'v'c't'v'j g'v't'c'k'd'v'q'D't'c'ug'n'q'p'c'p'p'i 'UT'75#</p>	2
34	<p>P'w'o'g't'q'w'u'e'{"e'r'k'u'v'q'p'v'j k'u't'q'c'f'y c{"0'V'j g't'g'k'u'p'q'o'c't'n'g'f'd'k'g' " r'c'v'j "q't'r'c'x'g'f'v'j q'w'f'g't'0'U'g'x'g't'c'd'd'p'f'e'w't'x'g'u'c'f'f'v'q'v'j g' " f'c'p'i'g't'u'0</p>	5
35	<p>*D'c'p'm't-</p>	2
36	<p>K'r't'q'r'q'u'g'v'j c'v'v'y q'u'v'q'r'v'k'i'p'u'q't'T'q'w'p'f'c'd'q'w'd'g'l'p'u'v'c'ng'f'q'p' " J'q'i'O'q'w'p'w'c'p'T'q'c'f'y'j g't'g'k'w'o'g'g'w'E'c'r'k'q'r'v'v'k't'o' "T'q'c'f'l'p' " H'q'y'g't{"D't'c'p'ej'0'D'g'ec'w'ug'K'k'u'x'g't{"j'c't'f'v'q'v'g'g'v'j g'l'p'e'q'o'k'p'i' " v't'c'a'e'u'q'p'v'j g't'k'i'j'v'u'k'f'g'q'h'J'q'i'O'q'w'p'w'c'p'T'q'c'f'y'j g'p'o'c'm'p'i'c' " r'g'h'v'w't'p'f't'q'o'E'c'r'k'q'r'v'v'k't'o' "T'q'c'f'q'p'v'q'J'q'i'O'q'w'p'w'c'p'T'q'c'f'0' V'j g't'g'k'u'c'e't'q'u'u'c'v'v'j g'l'p'v'g't'g'e'v'k'p'v'j g't'g'c'p'f'k'k'u'w'p'f'g't'u'v'q'q'f' " v'j c'v'c'h'c'w'd'v't'c'a'e'c'e'e'k'f'g'p'v'r't'q'd'c'd'n'q'e'e'w't't'g'f'v'j g't'g'0'V'j g'77- " e'q'o'o'w'p'k'{"K'k'k'g'l'p'p'g'c't'd{"j'c'u'c'd'q'w'622'g'r'f'g't'n'{"r'g'q'r'g'v'k'k'p'i' " l'p'q'x'g't'422'j'q'o'g'u.'u'q'v'j g't'k'u'm'q'h'c'p'q'v'j g't'v't'c'a'e'c'e'e'k'f'g'p'v'k'u' x'g't{"j'k'i'j'0</p>	;

## Where would you like to ride transit outside of Hall County?



- Desired Transit Destinations
- GHMPO Planning Boundary
- City
- County
- Lake Lanier

Sources: GHMPO, Public Survey

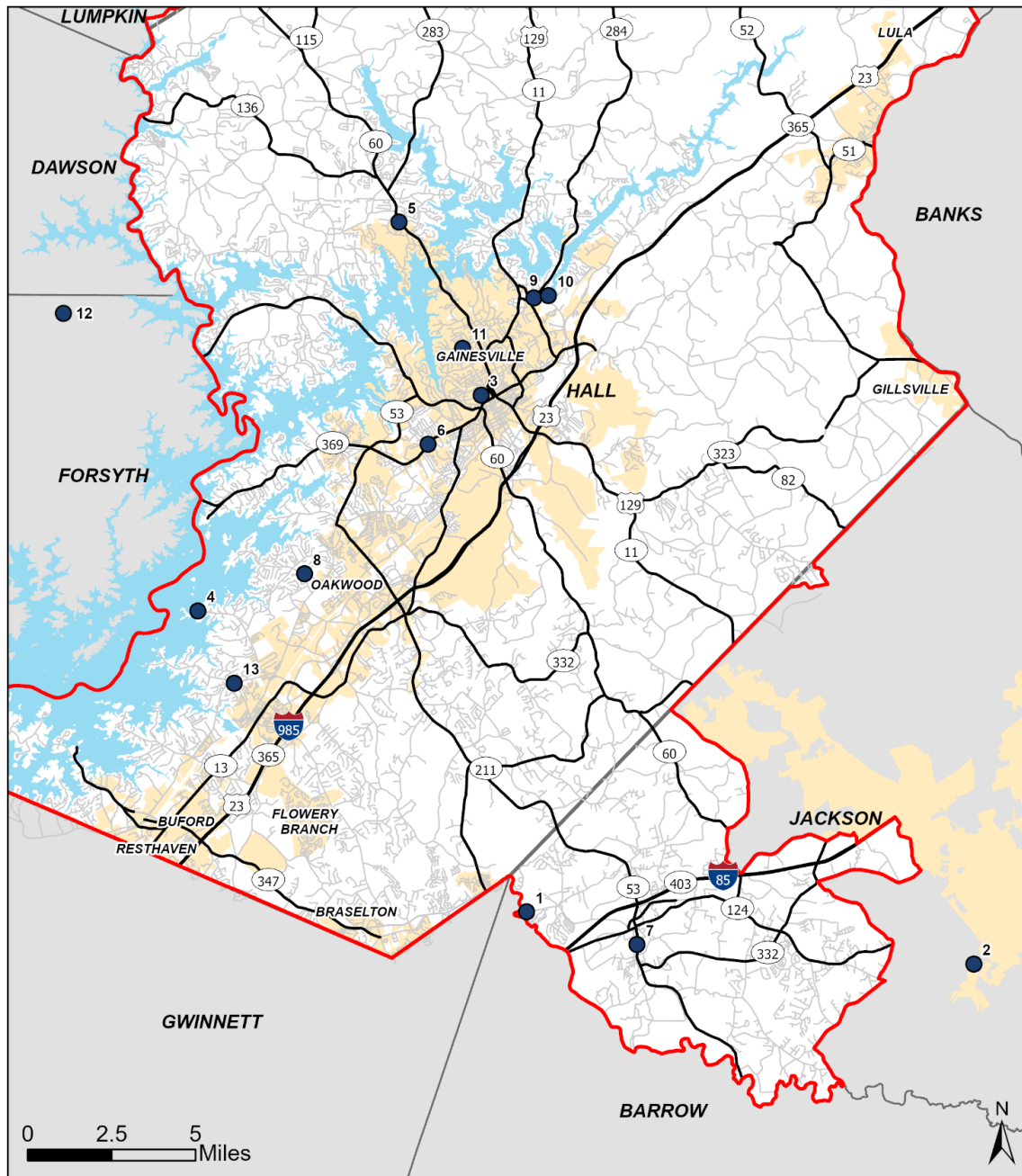
## Desired Transit Destinations

O cr "	Eqo o gpv	P wo dgt"qh'
3	Rcuugpi gt'tc k'vtepur qtv'hpg"cm pi "gzku'pi "hpg'ugtxkpi " f qy pvy p'r qkpw'pqtj "cpf'uqwj "hpg'ugtxkpi " Eqppgevkp0	6
4	Rctm'cpf "Tkf g"qt"Dwu'uvqr "cv'WP I lQcny qqf	3
5	Vtc puk'j wd'pget'Co vtc m'Uc vkp	2
6,	C'fck' "eqo o wgt'vtekp'q'Cv'pvc'y qwf "o cng"e"qv'qh'ugpug" cpf'j gr "tcf weg'j y {"eqpi guvkp	2

, "Pqv'uj qy p'qp"o cr "f wg"q"i gqi tcr j lccn'qwdgt"uc wu0'



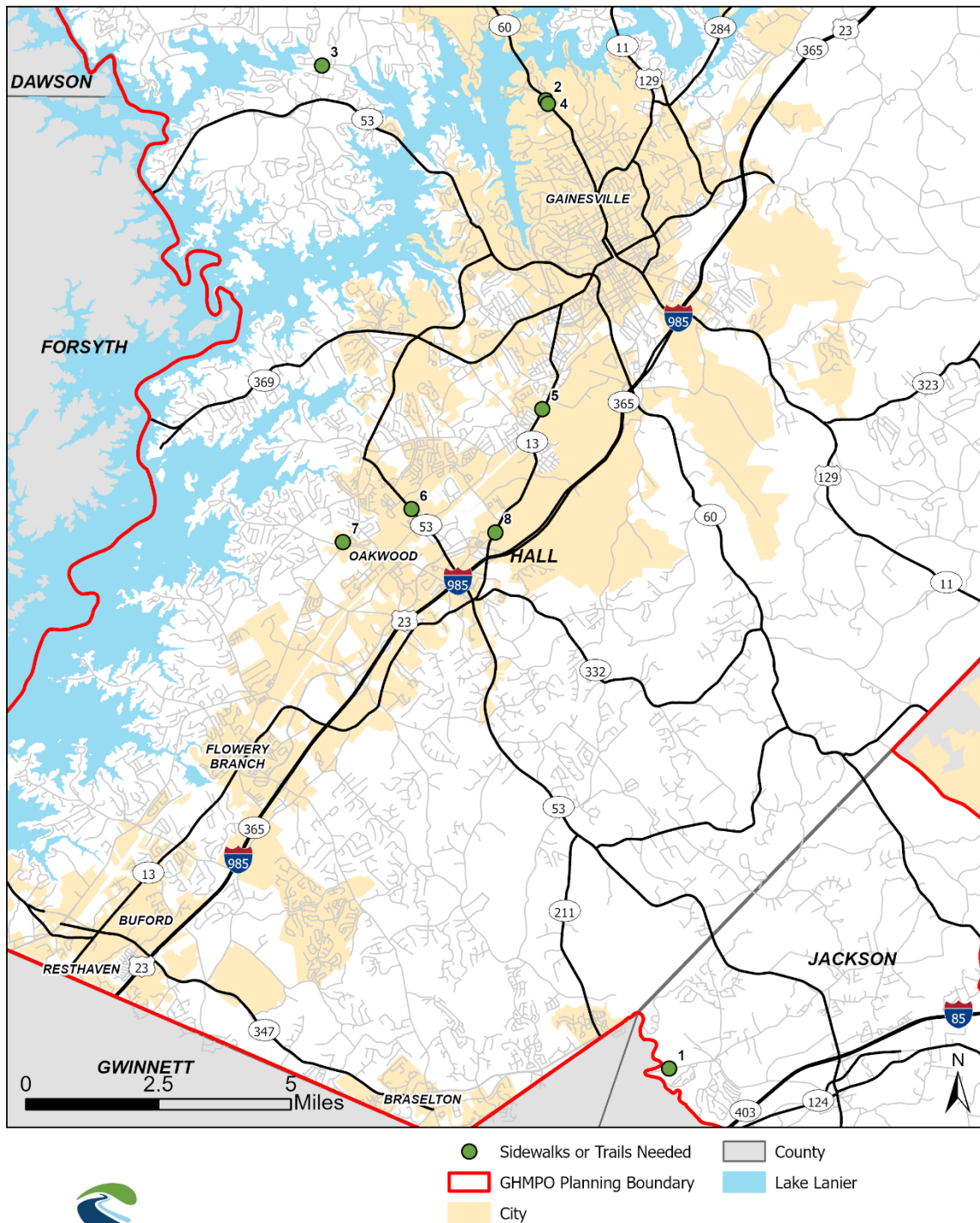
## Where would you like to walk or bike?



## Desired Walking or Biking Destinations

Ocr "	Ego o gpv	Pwo dgt"
3	Cf f kqpcnleqppgevkx{\ "q'y cmkpi "l'dkmp "tcku"cmipi " Vj qo r uqp"o kmtqcf u"q"ceeqo o qf cvg"lpetgcug"lp"tgukf gpw"qp" gcuv'ukf g"qh'ej cvgcw'grcp0C'r cyj "hqt"i qh'ectw'y qwf "cniq"y qtm' cu"e"b kzf "wug"tck0	3
4	Ky qwf "kng"e"r cxgf "tckkcmipi "346	3
5	Ky qwf "kng"e"y cmcdng"uchg"ukf gy cmkcmipi ukf g"gxgt {"b clqt" tqcf y c {"cpf "r ctny c {"lp"vj g"eqwpv0	6
6	Cf f "e"dkngcdng"cpf "y cmcdng"eqppgevkqp"q"Qrf "Hgf gtcnlepf " qyj gt"Rwdke "Rctm0kvgi tcvg"vj ku"lpvq"vj g"tcklu{uvgo "r rppkpi 0	2
7	c"ukf gy cmldkng"r cyj "uvtvpi "lp"vj ku"ctgc"qxtg"vj g"dtkf i g" vqy ctf u"UctdwemulRwdkz Il tggp"Uvtggv"htq"b qtg"eqppgevkx{\	3
8	Dtqy pu"Dtkf i g"TF "y qwf "dpggdv"htqo "uchgt"r gf guvkc p"cpf " e {ekuv"tcpu	2
9	*Dcpmt-	2
:	C"dkng"tcpu"qp"HcvEtggmlempi "y kj "ukf gy cmu"y qwf "r tqxkf g" dqyj "r gf guvkc pu"cpf "e {ekuv"y kj "c"fkgevr cyj "q"fqy pvy p" Qcny qqf."WP I "cpf "vj g"b clp"uj qr u"cpf "tguwtecpw"qp"O wpf {" O k0J qr ghwmf."k'y qwf "gpeqwtci g"tgukf gpw"q"dgeqo g"b qxg" o qtg"cpf "dgeqo g"cevkxg"cmipi "y kj "r tqxkf lpi "qr vkpu"htq"qyj gt" nlpf u"qh'tcpur qtvcvkp"pggf u0	3
;	*Dcpmt-	2
32	Dkng"tcpu"pggf gf	2
33	P ggf "ukf gy cmu"q"vj g"r ctn0[ qwpi "hco kdu"j cxg"q"y cmkqp"e" xgt {"pcttqy "tqcf 0	2
34	Ky qwf "dkng"cpf "y cmkxgt {y j gtg"lp"l clpguxkng"kh"Fc y uqpxkng" J y {"y cup"uq"fcpi gtqwu0l tqegt {"uvqtgu."y qtm'uej qqn" tguwtecpw."gve00Dkmp "y qwf "dg"uq"b wej "b qtg"eqo o qp"kh'y g" j cf "r tqwgevgf "lptcuvtwewtg"vj cv'cewcmf "hgf "q"vj g"r r egu" y j gtg"r gqr ng"pggf "q"i q0Qwt"ekv{"f qgup"vj cxg"q"dg"bqqf gf " y kj "dwo r gt/q/dwo r gt"ect"tca-e0	4
35	*Dcpmt-	2

## Where are sidewalks or trails needed?



## Sidewalks or Trails Needed

Ocr " Pwo dgt	Ego o gpv	Pwo dgt" qh'Nngu
3	K r tqxgf "eqppgevkxk{"htqo "gcu'ukf g"uwdf kxkqpu"vq"o wmdgtt{" tlxgt'y cm	2
4	Tgukf gpvu"lp"qy pj qo gu"cpf "cr ctwo gpvu"j cxg"e"y cmxdkk{" ueqtg"qh" gtq"vq"i tqegt{"uvqtgu"cpf "vq"vj g"qecndwukpguugu0' Y qwf "dg"e"uchg"qr vqp"vq"ugg"ukf gy cmu"cf f gf "j gtg"vq"uwr r qt v" vj ku'r ctv'qh'vj g"eqo o wpxk{"	4
5	K'y qwf "dg"i tgc v'vq"ugg"vj g"ukf gy cm'gzr cpf gf "j gtg"vq"vj g" Uej qqr0K'uvqr u"cdtwr w{"c v'vj ku'ewtxg'y j gtg"vj g"j qwugu"uvqr P ggf "ukf gy cmu."r gf guvkcpu"ctg"htegf "vq"y cm'qp'r tlxcvg" r tqr gtv{"cm'pi "vj g"tqcf "qp"wpngxp"vgttclp"o cm'pi "k'f l e wn" cpf "pgctn{"lo r quukdg"ht"utqngtu"qt"j cpf kcr	2
6	C"qv'qh'r gf guvkcpu"cpf "e {erkuu"y qwf "dgpgdv'htqo "e"r cxgf " ukf gy cm'cm'pi "Cwpxc"J y {	6
7	Ukf gy cmu"y qwf "dg"dgpgefk'ngur gekm{"ulpeg"o cp {" cr ctwo gpvu"ctg"dglpi "dwk'cm'pi "O wpf {"O kmTf "cpf "y qwf " cm'py "ht'r gf guvkcp"eqppgevkp"vq"uvqtgu."WP I ."cpf "f qy pvqy p" Qcny qqf	3
8	Ukf gy cmu"cm'pi "Hv'EtggmTf "cpf "O eGxgt"tqcf ."y j k j "ecp" cm'py "tgukf gpvu"qh'vj ku"ctgc"tgcej "Qcny qqf "f qy pvqy p"cpf " dg {qpf "d {"hqqv'cpf "htqo "O eGxgt"tgcej "vj g"Y J O U"cpf "J U"qt" lwuv"e"i cu"uvclqp"ht"e"eqpxgplgpeg'twp"y kj qw'pggf lpi "c"ect0' K'y qwf "cm'py "e"uchg"y c {"vq"y cm'ctqwpf "vj g"ctgc0K'gcm{"ukf g" utggvu)ukf gy cmu"y qwf "hgc f "vq"vj gug"o clp"qpgu0	5
9	Ukf gy cmu"cm'pi "Hv'EtggmTf "cpf "O eGxgt"tqcf ."y j k j "ecp" cm'py "tgukf gpvu"qh'vj ku"ctgc"tgcej "Qcny qqf "f qy pvqy p"cpf " dg {qpf "d {"hqqv'cpf "htqo "O eGxgt"tgcej "vj g"Y J O U"cpf "J U"qt" lwuv"e"i cu"uvclqp"ht"e"eqpxgplgpeg'twp"y kj qw'pggf lpi "c"ect0' K'y qwf "cm'py "e"uchg"y c {"vq"y cm'ctqwpf "vj g"ctgc0K'gcm{"ukf g" utggvu)ukf gy cmu"y qwf "hgc f "vq"vj gug"o clp"qpgu0	2
:	*Dc pnt	2

## *APPENDIX C: BICYCLE AND PEDESTRIAN PROJECT PRIORITIZATION DETAILS*

		Traffic Conflict Reduction	Crash Severity & Frequency	Equity	Bike/Ped Infrastructure	Origins & Destinations	Bike/Ped Activity	S u p p l i e r i a l	Trails Subcommittee Input	Perceived Ease of Construction	Perceived Design Challenges	T o t a l
B a s e  C r i t e r i a	-1	NA	NA	NA	NA	NA	NA		NA	NA	If the project: -requires a grade separation -crosses an at-grade railroad crossing -features more than 1 waterbody or wetland crossing per mile -impacts a structure (culvert or bridge)	
	0	Project along local road	No bike/ped crashes	No Concentration of EJ populations	No connection to existing, under construction, proposed, or programmed bike/ped infrastructure	Does not meet thresholds for Score 1	Does not meet thresholds for Score 1		NA	NA	NA	
	1	Project along minor collector	Bike/Ped crash that resulted in possible injury or no injury	Slight Concentration of EJ populations	Part of or connects to any other existing, under construction, proposed, or programmed pedestrian or bicycle infrastructure	In a TAZ with 0.51 -1 person per acre increase between 2020-2055 OR 0.51 -1 employees per acre increase between 2020-2055 AND Access to at least 1 trip generator	Along a road or connects to a road with between 1-5 bicycle trips per day OR between 10-50 walking trips per day		Flagged as high importance by Trails Subcommittee	If the project: -has available right-of-way -runs along a utility easement -runs through publicly owned land -is in a floodplain or along a creek or river -is along or within a park, recreation area, or conservation land	NA	
	2	Project along major collector	Bike/ped crash with visible injury OR roadway had 2 or more bike/ped crashes regardless of injury severity	Moderate Concentration of EJ populations	Part of or connects to an existing, under construction or proposed portion of the Highlands to Island Trail or Braselton Life Path	In a TAZ with a greater than 1 person per acre increase between 2020-2055 OR >1 employees per acre increase between 2020-2055 AND Access to 2 or more trip generators	Along a road or connects to a road with 6 or more bicycle trips per day OR 51 or more walking trips per day		NA	NA	NA	
	3	Project along minor or principal arterial	Fatal or serious injury bike/ped crash	High Concentration of EJ populations	NA	NA	NA		NA	NA	NA	

MAP ID	Type	Traffic Conflict Reduction	Crash Severity & Frequency	Equity	Bike/Ped Infrastructure	Origins & Destinations	Bike/Ped Activity	Base Score	Trails Subcommittee Input	Perceived Ease of Construction	Perceived Design Challenges	Total
Tier 1 - High Priority												
R33	sidewalk/multi-use path	3	3	2	2	2	2	14	0	0	0	14
R37	sidewalk/multi-use path	3	3	2	1	2	2	13	0	1	0	14
R23	sidewalk/multi-use path	3	3	3	1	1	2	13	0	1	-1	13
R40	sidewalk/multi-use path	3	3	2	1	2	2	13	0	0	0	13
R58	multi-use path	3	3	2	2	2	2	14	0	0	-1	13
23	multi-use path (Gainesville Park2Park Future Trails)	3	1	2	2	2	2	12	1	0	0	13
R43	sidewalk and bike lane	3	3	2	1	1	2	12	0	1	-1	12
R50	multi-use path	3	3	1	1	1	2	11	1	1	-1	12
R64	sidewalk	2	3	2	2	0	2	11	1	1	-1	12
14	multi-use path (Oakwood Trail Spur)	3	0	2	2	2	2	11	1	1	-1	12
16	greenway (Hog Mountain Spur Trail)	3	0	2	2	2	2	11	1	1	-1	12
R18	sidewalk/multi-use path/greenway	3	0	3	1	2	2	11	0	1	-1	11
R24	sidewalk/multi-use path	3	3	2	1	0	2	11	0	1	-1	11
R38	sidewalk/multi-use path	3	3	2	0	1	2	11	0	0	0	11
R41	sidewalk and bike lane	3	3	2	1	1	2	12	0	0	-1	11
R44	sidewalk	3	1	2	1	2	2	11	0	0	0	11
R60	greenway/multi use path	3	0	2	2	2	2	11	0	1	-1	11
29	multi-use path (UNG Campus Trail)	3	0	1	2	2	1	9	1	1	0	11
R65	multi-use path	3	0	2	2	1	2	10	1	0	0	11



MAP ID	Type	Traffic Conflict Reduction	Crash Severity & Frequency	Equity	Bike/Ped Infrastructure	Origins & Destinations	Bike/Ped Activity	Base Score	Trails Subcommittee Input	Perceived Ease of Construction	Perceived Design Challenges	Total
Tier 2 - Medium Priority												
R66	multi-use path	2	0	2	2	1	2	9	1	0	0	10
R12	greenway	3	0	2	2	1	2	10	0	1	-1	10
R13	sidewalk/multi-use path	1	3	2	0	1	2	9	1	0	0	10
R16	sidewalk/multi-use path	3	3	2	0	0	2	10	1	0	-1	10
R36	sidewalk/multi-use path	3	3	2	1	0	2	11	0	0	-1	10
R39	sidewalk/multi-use path	2	3	2	0	1	2	10	0	0	0	10
R45	sidewalk and bike lane	3	3	2	0	1	2	11	0	0	-1	10
R49	multi-use path	3	0	2	2	2	1	10	0	0	0	10
R52	sidewalk and bike lane	3	2	2	0	1	2	10	0	1	-1	10
17	greenway (Mundy Mill Trail)	3	0	2	2	1	1	9	1	1	-1	10
18	multi-use path (Flowery Branch Downtown Spur Trail)	3	0	1	2	2	2	10	1	0	-1	10
13	greenway (South Hall Railroad Trail)	0	0	2	2	2	2	8	1	1	-1	9
R2	sidewalk/multi-use path	2	0	1	1	1	2	7	1	1	0	9
R10	greenway	1	0	1	2	2	2	8	1	1	-1	9
R22	sidewalk/multi-use path	2	3	2	1	0	2	10	0	0	-1	9
R42	sidewalk and bike lane	3	0	2	2	2	1	10	0	0	-1	9
R46	bike lane	3	3	1	0	0	2	9	0	0	0	9
R48	multi-use path	2	3	1	0	0	2	8	1	0	0	9
R51	multi-use path	3	0	1	2	1	2	9	1	0	-1	9
19	multi-use path (McEver Road Sidepath)	3	0	1	2	1	2	9	1	0	-1	9
24	greenway (Mundy Mill Spur Trail)	2	0	2	2	0	2	8	0	1	0	9
25	multi-use path (Cherokee Bluffs Spur Trails)	2	0	1	2	1	2	8	1	1	-1	9
R14	multi-use path	0	3	2	0	1	2	8	0	1	-1	8
12	greenway (Butler Park Connector Path)	NA	0	2	2	2	0	6	1	1	0	8
15	greenway (Spout Springs Sidepath - Phase II)	3	0	1	2	0	2	8	1	0	-1	8
20	greenway (Braselton Connector Trail)	2	0	1	2	1	2	8	0	1	-1	8
R15	greenway	NA	2	2	0	0	2	6	0	1	0	7
R25	multi-use path/greenway	3	0	1	1	0	2	7	0	1	-1	7
R1	sidewalk/multi-use path	NA	0	1	1	1	2	5	1	0	0	6
R5	multi-use path	2	0	1	0	1	2	6	0	0	0	6
R17	greenway	NA	0	2	1	1	2	6	0	0	0	6
R26	sidewalk/multi-use path	3	0	2	0	0	2	7	0	0	-1	6
Tier 3 - Low Priority												
R4	greenway	NA	0	1	1	1	2	5	0	1	-1	5
R28	sidewalk/multi-use path	2	0	1	1	0	1	5	0	0	0	5
R47	sidewalk	2	0	2	0	0	1	5	0	0	0	5
R62	multi-use path	0	0	1	1	1	1	4	0	1	0	5
R63	multi-use path	0	0	1	1	1	2	5	0	0	0	5
26	multi-use path	0	0	1	2	0	2	5	0	0	0	5
R3	greenway	NA	0	0	0	1	2	3	0	1	0	4
R7	greenway	NA	0	1	1	0	1	3	1	1	-1	4
R31	sidewalk/multi-use path	0	0	2	0	0	2	4	0	0	0	4
R34	sidewalk/multi-use path	NA	0	2	0	0	2	4	0	0	0	4
R59	greenway	0	0	2	0	0	2	4	0	1	-1	4
R8	multi-use path	0	0	1	0	1	1	3	0	0	0	3
R27	greenway	NA	0	1	1	0	1	3	0	1	-1	3
R61	greenway	NA	0	1	1	0	1	3	0	1	-1	3
22	multi-use path (Sell's Mill Connector Trail)	0	0	1	0	1	1	3	0	0	0	3
R11	greenway	NA	0	0	0	0	1	1	0	1	0	2
R56	multi-use path	0	0	1	0	0	1	2	0	0	0	2
27	multi-use path	0	0	0	0	1	1	2	0	0	0	2
R30	greenway	NA	0	1	0	0	0	1	0	1	-1	1
R53	multi-use path	0	0	1	0	0	0	1	1	0	-1	1
R57	greenway/multi use path	0	0	1	0	0	0	1	0	0	-1	0