

2030 Long Range Transportation Plan 2007 Update

Adopted: August 14, 2007

**Prepared by
Gainesville-Hall Metropolitan Planning Organization**

**With assistance from
Wilbur Smith Associates**

**In cooperation with
Hall Area Transit
Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration**



GHMPO

***Gainesville - Hall
Metropolitan Planning Organization***

Flowery Branch - Gainesville - Hall County - Oakwood

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting the 2030 Long Range Transportation Plan Update,
associated FY 2008-2013 Transportation Improvement Program,
and Related Conformity Determination Report**

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the designated Metropolitan Planning Organization (MPO) for transportation planning within the Gainesville Metropolitan Area Boundary which includes all of Hall County; and

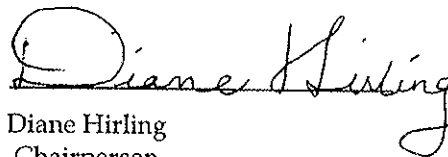
WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act (CAA) Amendments of 1990 require the MPO to develop and adopt a Long Range Transportation Plan (LRTP) and a short range Transportation Improvement Program (TIP) that conform with the applicable State Implementation Plan (SIP) for air quality and metropolitan planning requirements; and

WHEREAS, the 2030 LRTP Update and the FY 2008-2013 TIP have been developed in conformance with GHMPO's Participation Plan and through appropriate technical and review process; and

WHEREAS, a new Conformity Determination Report was developed by the Atlanta Regional Commission (ARC) in conjunction with the GHMPO with a public comment and review period; and

WHEREAS, the Conformity Determination Report demonstrates that the 2030 LRTP Update and the FY 2008-2013 TIP conform to the requirements for the 20 county Atlanta ozone nonattainment area under the 8 hour standard and the 20 plus county Atlanta particulate matter (PM 2.5) nonattainment area using a methodology that meets all transportation conformity requirements as developed through the Interagency Consultation process.

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the 2030 LRTP Update, FY 2008-2013 TIP and Conformity Determination Report.


Diane Hirling
Chairperson
GHMPO Policy Committee

8/14/2007

Date



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Tom Oliver, Chairman, Hall County Board of Commissioners, Vice-Chairperson
Lamar Scroggs, Mayor, City of Oakwood
Bob Hamrick, Mayor, City of Gainesville
Cindy Van Dyke, GDOT, representing GDOT Commissioner Harold Linnenkohl

Non-voting

Myra Immings, Federal Transit Administration
Andrew Edwards, Federal Highway Administration
Steve Kish, GDOT Planning and Intermodal Development
Russell McMurry, GDOT District 1
Phillippa Lewis Moss, Gainesville-Hall Community Service Center
Larry Sparks, Technical Coordinating Committee Chairperson
Hugh Tyner, Citizens Advisory Committee Chairperson
Randy Knighton, GHMPO

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Randy Knighton, Planning Director, Hall County
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Janice Crow, Manager, Hall Area Transit
Srikanth Yamala, Senior Transportation Planner, GHMPO

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Andrew Edwards, Metropolitan Planning Specialist, Federal Highway Administration
Gerald Lanich, Police Chief, City of Flowery Branch

GHMPO Staff

Randy Knighton, Director
Srikanth Yamala, Senior Transportation Planner
David Fee, Transportation Planner



Introduction

Background

With the completion of the 2000 Census, the Gainesville-Hall area was officially designated as an urbanized area. Essentially, this means the City of Gainesville and the surrounding area attained a population in excess of 50,000 people within a concentrated geographical area, having a population density exceeding 1,000 people per square mile. In February 2003, the Hall County Planning Department was designated, by the Governor of Georgia, as host agency for the Gainesville-Hall Metropolitan Planning Organization (GHMPO) to ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive (3-C) planning process.

GHMPO has established three committees: the Policy Committee comprised of elected officials and the Georgia Department of Transportation (GDOT) Commissioner's representative; the Technical Advisory Committee, made up of local government and GDOT staff; and the Citizens Advisory Committee, which include citizens appointed by the four member local governments. Membership lists of these committees are included at the beginning of this document.

The first Long Range Transportation Plan (LRTP) for GHMPO was adopted in December 2004. The document began as a portion of a Multi-County Study initiated by the GDOT and identified transportation projects to address existing and projected needs in response to changes in population, development and traffic through 2030.

Federal Requirements and Guidelines

In addition to the usefulness of having a LRTP, federal requirements state all metropolitan areas with more than 50,000 inhabitants, such as the Gainesville-Hall area, develop and maintain an LRTP. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the most recent law establishing federal transportation policy and funding authorizations provides \$286 billion in guaranteed funding for federal surface transportation programs through FY 2009. SAFETEA-LU represents the largest surface transportation investment in our Nation's history. SAFETEA-LU builds upon the two previous highway acts – Transportation Equity Act for the 21st Century (TEA 21) and the Intermodal Surface Transportation Equity Act of 1991 (ISTEA) – by supplying the funds and refining the programmatic framework for investments needed to maintain and grow our Nation's transportation system.

The metropolitan planning process identified in SAFETEA-LU (Section(s): 1107, 6001 and 23 USC 104, 134) establishes a cooperative, continuous, and comprehensive framework for making transportation investment decision in metropolitan areas. A detailed technical memorandum addressing the steps taken by GHMPO to meet these new requirements are contained in Appendix B

The passage of SAFETEA-LU requires that certain planning factors must be considered as part of the transportation planning process for all metropolitan areas. SAFETEA-LU calls for the security of the transportation system to be a stand-alone planning factor, signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor. The planning factors address social, environmental and land use issues as



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related to transportation systems. The following factors were considered and are reflected in our 2030 LRTP Update:

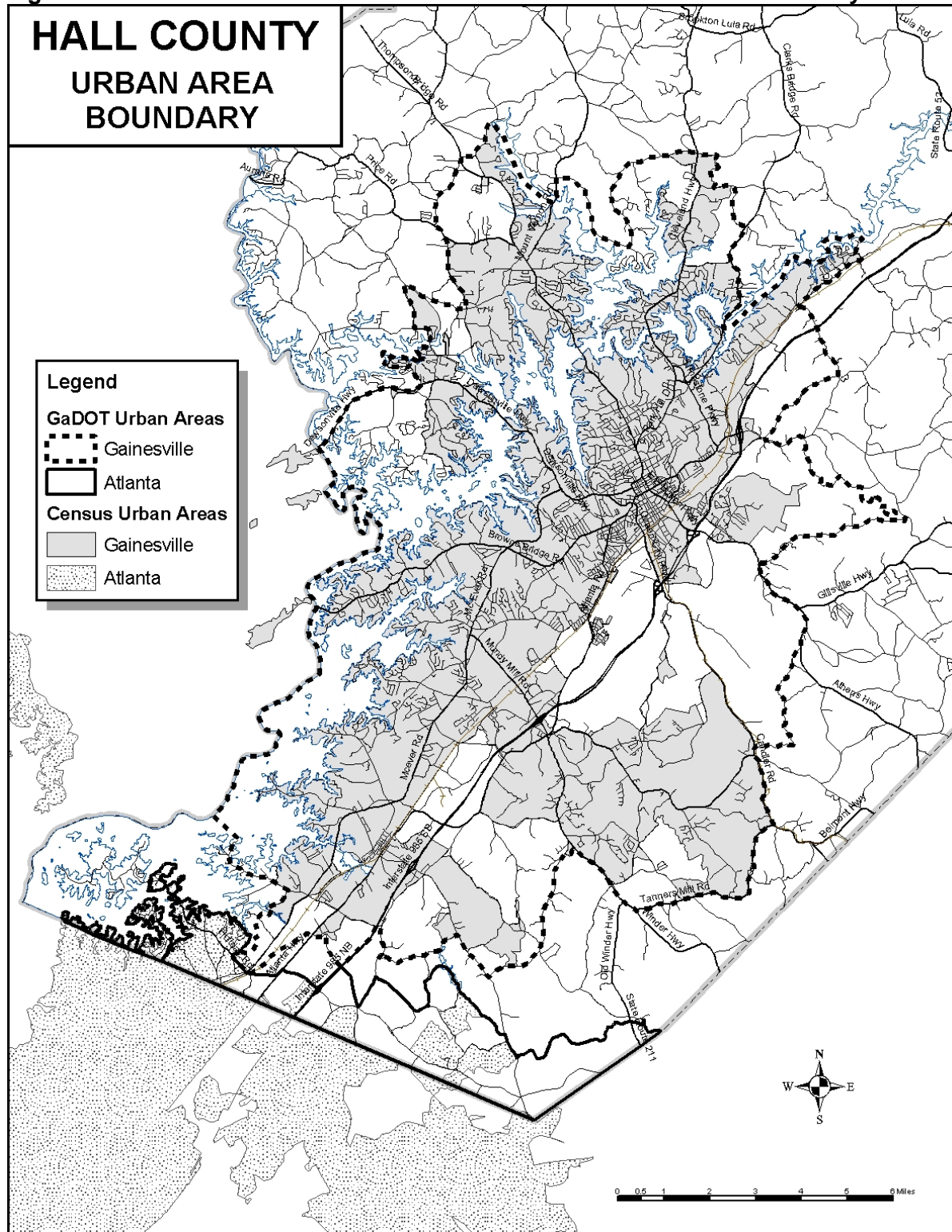
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

Study Area

The study area for GHMPO includes Hall County in its entirety. The County includes the Gainesville urbanized area as well as a small portion of the metropolitan Atlanta urbanized area along its southern edge (approximately 2.7 percent of the County land area). At the same time, a small portion of the Gainesville urbanized area reaches west into adjoining Forsyth County, which is part of the Atlanta MPO administered by the Atlanta Regional Commission (ARC). By agreement, there is a coordinated process where the ARC assumes the planning for the Forsyth portion of the Gainesville urban area, while GHMPO will plan for the portion of the Atlanta urban area in Hall.

Hall County has been designated as part of a 20 County, 8 hour ozone and 22 County fine particulate matter (PM 2.5) air quality non-attainment area, requiring conformance with the State Implementation Plan (SIP) for air quality to secure federal transportation funding. Therefore, the area's transportation challenges must be met not only in the context of local constraints, such as funding and the growth of congestion, but also within the constraints of regional air quality planning.

Figure 1 – Gainesville and Atlanta Urban Area Boundaries within Hall County





Area Description

Hall County encompasses approximately 394 square miles in northeast Georgia. As previously stated, the 2000 Census found that growth in the area qualified the County as urbanized, leading to the creation of the Gainesville-Hall Metropolitan Planning Organization (GHMPO). Approximately five percent of the County, lying within the Cities of Buford and Braselton and the unincorporated area, is also part of the GDOT Atlanta urban area. The County is home to six cities - Clermont, Flowery Branch, Gillsville, Lula, Oakwood, and the county seat, Gainesville, and the Cities of Buford and Braselton have annexed into Hall County.

Hall County has been characterized by steady growth over the last decade. It experienced a 45.9 percent growth rate from the years 1990 to 2000, increasing in population from 96,053 to 139,277. This rate is comparable to that of other suburban counties in the exurbs of Atlanta. Further the County grew by 24.4 percent since 2000, adding 33,941 people for a total of 173,218, according to Census Bureau estimates released in April 2007. Future year forecasts project that by 2030 Hall County's population will increase an additional 192,023 (136 percent). This dramatic growth has created new and more complex challenges to adequately address citizen and business mobility needs.

Historical and Geographic Context

Mule Camp Springs, a trading post at the convergence of two Indian trails, was chartered as the City of Gainesville by the Georgia General Assembly in December 1823. During the 1800's, Gainesville slowly grew as a result of its mining, trading, services, and farming industries. In 1871, the area's first railroad – a route connecting Atlanta and Charlotte, North Carolina – initiated a significant expansion of Gainesville's economic affluence, as manufacturing activities were established. The community also became a resort center drawing patrons seeking its cool summer climate and nearby healing springs. Agriculture and agribusiness are mainstays of economic stability in the vicinity. Informally known as the Poultry Capital of the World, Gainesville and Hall County now generate over \$720 million in poultry related products and services annually.

The creation of Lake Sidney Lanier in 1957, provided 540 miles of shoreline along the western County boundary and offered visitor and residential amenities that contributed significantly to the County's economy and quality of life. Accelerated population growth since that time can also be attributed to both the continued growth of Gainesville as a regional economic center, as well as the continued rapid expansion of the Atlanta metropolitan area. Today Hall County has become one of the fastest growing counties in Georgia.

The history and geography of Hall County have resulted in a transportation system with unique strengths and weaknesses. Gainesville's role as a regional center of commerce has resulted in multiple state and federal highways converging on the City, while the physical constraint of Lake Lanier has precluded a good network of connectors between those routes. The major ridge – the sub-continental divide between the Chattahoochee and Oconee river basins – has attracted strong northeast to southwest routes through the center of the County, with few parallel routes away from that corridor. The relatively rugged topography of much of the County adds to the constraints on developing the transportation system.



Development Patterns

Historically, most development in the County had centered around Gainesville, with a secondary emphasis along the I-985 corridor. Over the past 10 years, the impact of growth from Gwinnett County has been felt along the southern County boundary, as evidenced by the incursion of the Atlanta urban area approximately 1 mile into the County along much of that area. More recently, there appears to be increasing residential growth pressure from the southeast in Barrow and Jackson Counties, and in the northwest corner of the County, which lies only a mile from the northernmost reaches of the fast growing State Road 400 corridor.

The County's Comprehensive Plan adopted in 2005 shows primary commercial and industrial growth to be centered in Gainesville and along the I-985/SR 365 corridor, with a secondary element between SR 211 and SR 53 in the southern part of the County. While most major retail development has historically been centered in Gainesville, it appears that major retailers are now ready to establish additional locations in the southern and northern portions of the County.

Transportation Planning Challenges

As Gainesville and Hall County grow internally and regionally, congestion in downtown Gainesville will be a continuing challenge. With little available right-of-way, the traditional response to congestion – road widening – becomes less and less practical. One of Gainesville-Hall County's public policy principles is that increasing capacity in downtown Gainesville would only be implemented after careful consideration and study.

Another guiding principle for the plan is that alternative transportation modes, such as transit, sidewalks, bike paths, and Travel Demand Management (TDM) techniques, will continue to be emphasized to accommodate increasing growth and demand on the system.

One way the City and County are working to help resolve this issue is by including signal upgrades in its program of projects. Another initiative, the Midtown Greenway, will use CSX Railroad right-of-way as a multiuse trail, thus offering pedestrian and bicycle transportation modes as viable alternatives to vehicles.

Hall County is facing a challenge similar to that experienced by the City of Gainesville as portions of the County, particularly in the south, become urbanized: providing mobility in a more congested, high value property environment. As a result, strategies similar to those considered within the City of Gainesville must be employed in the County's urbanized area. However, the greater percentage of vacant property in rural Hall County will enable growth challenges to be met by the full range of transportation improvements. For instance, regional facilities can be widened in the County at less cost than within the City and urbanized areas.

Gainesville and Hall County will be faced with many challenges, including implementing long and short-term transportation planning. The City and County are experiencing significant population and employment growth, which is expected to continue into the future. It also must now deal with the constraints of being designated in non-attainment for air quality under the Environmental Protection Agency's (EPA) 8-hour standards. The federal transportation planning process takes into account and balances transportation needs and environmental impacts. The 1998 Transportation Equity Act for the 21st Century (TEA-21) and the Clean Air Act Amendments (CAAA) of 1990 challenge policy makers to maximize mobility, connectivity, and accessibility while protecting the environment. In areas that exceed federal air quality



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standards, the transportation planning process must ensure that transportation programs perform within the limits of federal emissions restrictions.

All of these factors describe the special transportation context of Gainesville-Hall County. The financial, geographic and growth challenges are considerable, and the need for coordinated regional solutions adds an additional level of complexity to the planning process. Table 1 reinforces this bureaucratic element of the challenge by identifying each agency's roles and responsibilities in the transportation planning process.

**Table 1 -
Agency Roles and Responsibilities**

GHMPO	ARC	GDOT
<ul style="list-style-type: none"> • Administer transportation planning process • Update and maintain land use and socio-economic data for travel forecasting • Coordinate with ARC and GDOT on TIP, LRTP, and CMP. • Conduct participation process • Develop Unified Planning Work Program (UPWP) • Maintain the Participation Plan • Prepare cost estimates for GDOT proposed CWP projects • Provide maps and transportation system data 	<ul style="list-style-type: none"> • Work with GHMPO in implementing planning process • Work with GHMPO to coordinate long range Regional Transportation Plan (RTP) in the Atlanta urbanized area. • Work with GHMPO to develop short range Transportation Improvement Program (TIP) in the Atlanta urbanized area. • Perform air quality conformity analysis • Coordinate with GHMPO on the Congestion Management Process (CMP) in the Atlanta urbanized area. 	<ul style="list-style-type: none"> • Assist in implementing planning process • Prepare Statewide Transportation Improvement Program (STIP) • Prepare Construction Work Program (CWP) • Meet with County annually for STIP development and additionally as requested • Program County projects using federal funds • Provide maps and transportation system data • Maintain the travel demand model • Maintain HPMS Data



Goals and Objectives

The Long Range Transportation Plan addresses the challenges brought on by substantial population, employment, and travel growth, as well as air quality concerns. The purpose of the plan is to propose a program of projects and strategies that meet the County's transportation needs and provides guidance in making decisions regarding future infrastructure needs and investments. Three goals are identified to help guide the development of a plan that meets this purpose.

In developing goals and objectives for the LRTP, direction was sought from many sources. Overall goals developed as part of the comprehensive planning process are the foundation for gauging the community's desires. The Gainesville-Hall County Comprehensive Plan adopted in 2005 included the following two transportation goals:

Goal 1: Adequate Transportation System

Gainesville and Hall County will provide a transportation system to move people and goods with a level of service that supports economic development goals and maintains a high quality of life.

Goal 2: Transportation Alternatives

Gainesville and Hall County will continue to explore and promote mechanisms to alleviate traffic congestion through the use of alternative modes of transportation and better management of the existing road network.

As mentioned earlier on page 2, FHWA and FTA planning standards include eight factors that must be considered as part of the metropolitan planning process. These planning factors, along with the goals of the Comprehensive Plan, have led to the following LRTP goals.. The three goals take these considerations and address them in the terms of the type of system, its characteristics, and how it integrates with and supports broader community goals.

SAFETEA-LU emphasizes that transportation infrastructure investment should be driven by the need for improvement. The goals and performance measures established for the GHMPO were designed to meet the County's transportation needs while simultaneously incorporating sensitivity to the transportation efforts of the region's multiple planning partners. The goals and performance measures for Hall County, provided in Table 2, consider the objectives outlined in the County's Comprehensive Plan, and support the federal planning factors.



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**Table 2 -
GHMPO Long Range Transportation Plan Goals and Performance Measures**

Goal		Performance Measure	Planning Factors Supported
1	Provide an integrated multi-modal and intermodal transportation system that includes more options to provide the desired level of accessibility and mobility of people and goods in a safe and secure manner.	<ul style="list-style-type: none"> ▫ Peak period volume to capacity (v/c) ratio ▫ Modal split ▫ Average trip time 	1, 2,3,4,6
2	Develop a transportation system that is safe, efficient, conserves energy, and promotes the attainment of air quality standards, and take steps to ensure the maintenance of that system.	<ul style="list-style-type: none"> ▫ Accident rates ▫ Number of wetlands and historic areas protected from encroachment from transportation projects 	1, 2,3, 5, 7, 8
3	Integrate transportation planning with land use decisions and other comprehensive planning tools to support economic development goals and enhance the area's quality of life.	<ul style="list-style-type: none"> ▫ Ongoing monitoring of development approval process to measure plan compliance and support of GHMPO goals ▫ Burdens on and benefits to environmental justice communities 	1, 5

Performance measures are necessary tools in needs-based plan development because they can track performance over time and assist in identifying improvements. They provide accountability and link strategic planning to resource allocation. By defining specific performance measures, the GHMPO will be able to measure the effectiveness of selected programs in meeting its goals.



Planning Process

The GHMPO 2030 Long Range Transportation Plan builds on the previous Plan (adopted in 2004) and defines a set of transportation programs and projects that address Hall County's existing and future transportation needs. The LRTP will guide future transportation investments and provides mobility solutions to accommodate the County's future population and employment growth.

Discussions with elected officials, community-based stakeholders, and county and cities of Gainesville, Flowery Branch, and Oakwood staff produced broad policy direction and appropriate goals. Information on travel behavior, community needs, and transportation preferences was obtained through interaction with community stakeholders and the general public, as well as review of previous transportation studies. Trends impacting transportation planning in Hall County were examined and forecasts of future growth were developed to determine overall needs and appropriate transportation strategies. From the goals and community needs and preferences, investment principles were developed to guide future transportation projects, programs and strategies.

Participation activities also included consultation with appropriate public agencies, public transportation providers, providers of freight transportation services, pedestrian walkways and bicycle transportation facilities users and disabled citizens. Techniques used to engage these representatives included: visioning exercises to identify needs, small group discussions to obtain input on draft elements of the plan, open house meetings to receive comments on draft plans, public opinion surveys and public hearings.

An inventory of the existing transportation system was prepared and its performance assessed. The existing transportation network, combined with committed future projects, was examined to evaluate potential conditions in 2030. After examining future conditions and identifying deficiencies, potential transportation investment strategies to improve the 2030 network were identified and assessed.

Developing specific program and project recommendations required a detailed assessment of travel conditions for all roadways in the County. To fully address transportation needs, all modes were evaluated, including automobile, transit, carpool/vanpool, pedestrian and bicycle. Methods for reducing and managing system demands were also considered.

Needs Assessment Process

Ensuring that the goals of the GHMPO Long Range Transportation Plan are achieved requires an assessment of future mobility needs and community input regarding transportation needs and preferences. Mobility needs are defined through a travel demand modeling process based on the existing transportation network and planned population and employment growth. The effort requires developing future travel forecasts and identifying where future deficiencies might occur.

The modeling process used to develop the GHMPO Long Range Transportation Plan relied on information compiled through examination of demographic trends, traffic flow patterns, and transportation demands.



The model examined 2005 (base year) travel conditions, which established a baseline for the assessment of future scenarios and performance measures. After the base year and 2030 existing plus committed (E+C) networks* were determined, the model tested potential improvement strategies to determine their impact system-wide. Once potential improvements were identified, specific travel corridors were examined in detail to determine an appropriate mix of options to provide a cohesive multimodal transportation system. Recommended projects were assessed against identified performance measures at the corridor and system-wide levels.

While the GHMPO travel demand model has been used to help determine project needs, it was determined through the Atlanta Interagency Consultation process that the model is not suitable for use in the conformity determination for the Atlanta Nonattainment Area for ozone under the 8-hour standard. See Appendix F for details of the mechanism agreed to by the Interagency Consultation Group. For conformity determinations, ARC assists the GHMPO by including Hall County projects in the overall 20-County air quality model for the Atlanta non-attainment region. Future methodology for the Atlanta Nonattainment Area will be readdressed, and functional classifications and regional significance designations for the GHMPO will be coordinated with those of the ARC through the Atlanta Interagency Consultation process.

Strategy Screening

To ensure that the overall goals of the Long Range Transportation Plan are achieved, recommended programs and projects should meet established goals. Whether or not the goals are successfully achieved is assessed objectively by comparing existing and future conditions, using the defined set of performance measures and thresholds. To aid in screening program strategies, four questions were considered in defining and screening program strategies.

Do the strategies meet the plan's goals and objectives? The recommended program should demonstrate, through specific performance measures, that the plan's goals and objectives have been met.

Are the strategies appropriate and proportional to needs? Strategies must not only be effective, but also appropriate and proportional to needs. For example, effective fixed route transit service is possible only for areas where the employment and/or population densities exceed certain levels.

Are strategies cost effective? Federal law requires transportation plans to be fiscally constrained. Consequently, detailed scrutiny is required to ensure the best possible use of financial resources.

Are other options viable? All viable options must be considered. For example, busways may be an alternative to light rail. Population and employment densities determine cost-effectiveness. System optimization improvements, such as improving intersection geometrics and signal timing, are low-cost options to alleviate localized congestion. A variety of TDM options could be implemented over a large area to reduce congestion and emissions rather than focusing on a specific road or corridor.

* The existing plus committed network includes all projects in the GDOT 2008-2010 State Transportation Improvement Program (STIP) with right-of-way acquisition or construction scheduled in or before 2010.



Socio-Economic Context

The growth that led to the area's metropolitan area designation after the 2000 census has continued into the new century. Growth pressures based on the expansion of the Atlanta Metropolitan area will continue to increase, while the Gainesville area itself continues to attract jobs and residents on its own.

Base Year and Area Wide Projections – Population and Employment

The GHMPO Travel Demand Model is calibrated with 2005 Census data as the base year and has 278 Traffic Analysis Zones (TAZs) in total. Growth projections from the Hall County Comprehensive Plan were considered in forecasting socio-economic data for the TAZs. Three different growth scenarios – short term (2005-10 & 2010-15), mid term (2015-20 & 2020-25), and long term (2025-30) were assigned to applicable TAZs based on anticipated growth and local knowledge. A slightly higher Persons per Household (PPH) rate of 2.9 was applied to the short term scenario and a lower rate of 2.8 was applied to both mid and long term scenarios, to match the base year rate of 2.82.

Table 3 below demonstrates the growth in population and employment under the base and 2030 land use scenarios. The base scenario reflects the land use as of 2005, as well as the Census 2005 population and employment. The 2030 land use reflects the land use plan adopted by Gainesville and Hall County and the anticipated 2030 population and employment projected by the Plan.

Based on the adopted land use plan, the population is projected to be 365,000, which is a 148 percent increase over 2005 population. This fits an S-shaped population growth curve, indicating the pattern of an area approaching build-out at the end of the planning horizon.

**Table 3 -
Population and Employment**

<i>Adopted Land Use Plan</i>	<i>Population</i>	<i>Employment</i>
Base (2005)	163,204	65,133
2030 Estimates (% increase over base)	365,241 (148%)	280,000 (331%)

Source: Census Bureau & Hall County Comprehensive Plan

Current Demographics

In 2005, 79 percent of Hall County residents considered themselves white. The remaining 21 percent of the population was comprised of 6.2 percent black, 12.7 percent Hispanic and 2.1 percent other. The non-white minority population is primarily located in and around Gainesville, but primarily southeast of Gainesville along Candler Road and Athens Highway, and along the Interstate 985 corridor. The largest minority population is concentrated in the southeast and southwest sides of the city of Gainesville. In addition, 2005 Census data indicates that Hall County's poverty rate (12 percent or 19,584 persons) is lower than the state average of 13.4 percent. Persons aged 65 and over (9.3 percent, or 15,177 persons), is very



close to the statewide average of 9.6 percent. With a projected 148 percent increase in population over the 30-year period, these segments of the population can also be expected to increase.

In 2005, approximately 25 percent of the County population was identified as being of Hispanic origin (any race). By 2030, the percentage of Hispanic population is projected to comprise approximately 35 percent.

In 2005, approximately 18 percent of the population was age 55 or older. While the continuing growth of a young Hispanic population will have some effect, the overall trend of aging baby boomers will result in the 55 or older population growing to approximately 25 percent by 2030.

Current and Projected Employment

As shown in Table 3, Hall County's total employment is projected to increase from 65,133 in 2005 to 280,000 in 2030, based on the adopted Comprehensive Plan. A review of data reveals that year 2005 employment is concentrated in manufacturing, retail trade, services, and government. These four sectors employ almost 80 percent of the year 2005 workforce in Hall County.

Current and Projected Jobs-to-Housing Ratios

The jobs-to-housing ratio compares the number of jobs to the number of people living in an area. The ratio is a useful analysis tool because housing location decisions in relation to workplace marginally affect commute times, costs, and congestion. In 2025, the projected balanced ratio in the Atlanta metro area ranges between 0.81 and 1.2.¹ This ratio applied on a sub-regional basis would indicate a balance in the number of jobs available for the working population in the area, thus reducing trip lengths and congestion.

The 2000 jobs-to-housing ratio for Hall County is 1.37 jobs per household. The adopted Comprehensive Plan provides for significantly higher job creation, and the jobs-to housing ratio is projected to increase to 2.2 jobs per housing unit, in 2030.

Land Use

Existing Land Use

Existing land use in Hall County is dominated by undeveloped, agriculture/forestry, and residential land uses. Of the County's total acreage, 86 percent (234,795 acres) of the land is currently in these three categories. Residential land use accounts for 62,962 acres or 23 percent of the total acreage. Agriculture/forestry land use accounts for 71,043 acres or 26 percent of the total acreage.

The existing land use pattern of the County is characterized by the urban core in and around Gainesville, with a pattern of scattered subdivision and rural residential development throughout much of the rest of the County except the areas furthest to the north and east. Subdivision development is most pronounced in the southern part of the County, but there are significant

¹ Atlanta Regional Commission, Regional Transportation Plan Needs Assessment Report, May 1999, page 5-22



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numbers of developments north and northwest of Gainesville, particularly along Lake Lanier. Most commercial and industrial development is located in Gainesville and along the I-985 corridor to the southwest.

Land Use Plan

The state of Georgia requires local governments to consider policies for managing growth by requiring the development and maintenance of Comprehensive Plans. Managing the type and location of growth reduces traffic congestion and provides a better quality of life.

By clustering or concentrating mixed uses, community residents have access to most of their daily needs within a short distance, maintaining the option of using alternative modes of transportation. Schools, shopping centers, and places of employment are popular destinations and should be developed in locations providing maximum accessibility by the residents of the community or region. Land use can be an important tool for enabling growth and controlling congestion.

The Hall County land use plan promotes the directing of new growth toward areas that can be efficiently provided with infrastructure and services. Infrastructure will be used as a tool to help manage growth, with infrastructure provided in support of desired types and patterns of growth, with a particular emphasis on high quality commercial, industrial, and business development.

Projected future land use shows 188,080 acres, 71 percent of Hall's total acreage, projected for residential uses in the future. The majority of residential land uses will be low and medium density. Industrial land uses are expected to more than double from 5,508 acres in 2000 to a projected 11,338 acres in 2030. Conservation/parks/recreation is expected to comprise 15 percent of the total acreage in the future and mixed uses are projected to account for 4 percent of total land use.

Hall County is currently implementing a plan to construct sewer service along the SR 365 corridor north of Gainesville. This effort will extend the pattern of employment up this major road corridor from Gainesville. The Future Land Use Plan for the balance of Hall County reflects an urban development pattern along the I-985/S.R. 365 corridor through and including the Cities of Buford, Flowery Branch, Oakwood, Gainesville, and Lula. Lower density suburban development is reflected around the balance of Lake Lanier and Gainesville, along the major highway corridors to the north, east and west, and in most of the southern portion of the County ranging from 1 unit per one acre to 1 unit per 1.5 acres. A semi-rural residential pattern is retained in large sections of the northern and eastern portions of the County with densities ranging from 1 unit per 2.5 acres to 1 unit per 3.3 acres.



Developing the Needs Assessment

As part of this LRTP process, Hall County's existing transportation system was evaluated using performance measures that correlate to the County's overall transportation goals. Performance measures were developed to determine system-wide needs and gauge the performance of proposed strategies, improvements and programs. In addition to reviewing data related to the transportation system, input from the public ensured that the concerns of County residents and other transportation network users were considered in evaluating existing conditions.

The identification of existing and projected future needs is a significant element of the transportation planning process. The selection of specific multi-modal transportation investment strategies is guided by the County's needs, identified through a variety of factors, including travel characteristics, conditions and deficiencies; safety, and citizen input.

Travel Characteristics, Conditions and Deficiencies

Understanding the travel characteristics of a community is crucial to developing a LRTP that meets existing and future travel needs. Development of an assessment of needs is based partially on the inventory of the condition of the existing transportation system. To identify deficiencies related to current and future congestion, travel demand modeling is a useful tool.

A travel demand model assisted by identifying existing and future congestion on roadways throughout the GHMPO study area. Data requirements for the model included population, household and employment information, as well as existing and future land use data and policies from the County's comprehensive plan and other planning documents.

The model provides travel statistics for the 2005 base year and 2030 existing plus committed (E+C) scenario. The E+C scenario offers a tool to identify needs and prioritize transportation improvements. The 2030 E+C network was evaluated to assess transportation roadway conditions and the impact of no additional capacity projects (beyond those programmed for right-of-way acquisition or construction by 2013 even as population and employment grow. Again, the travel demand model was only used for needs assessment, and not as part of air quality conformity determination.

Performance measures were used to compare year 2005 model conditions against year 2030 existing plus committed conditions. Fundamental system-wide performance measures include projected traffic volumes, volume to capacity ratio, and percent of vehicle miles of travel over capacity.

Travel Characteristics

Examining the Hall County commuting patterns helps to guide transportation improvement investments. As demonstrated in Table 4 below and based on 2000 Census data, Hall County's mode split follows state trends. Higher percentages of workers are driving alone and working at home, while fewer persons are carpooling and walking. The majority of Hall County residents age 16 and over commutes elsewhere to work. The majority of these commute trips are to Gwinnett, Fulton, and DeKalb counties. There are additional users of the roadways competing for space and fewer of these people are using alternate modes, which contributes to congestion.



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**Table 4 -
Hall County Mode Split Commute to Work Trips**

	Georgia 1990	Georgia 2000	Percent Change	Hall 1990	Hall 2000	Percent Change
Workers 16 years and over	3,106,393	3,832,803	23.4%	48,153	65,402	35.8%
Drove alone	76.5%	77.5%	1.0%	76.8%	76.4%	-0.4%
Carpooled	15.1%	14.5%	-0.6%	17.6%	17.9%	0.3%
Public transportation	2.8%	2.3%	-0.5%	0.3%	1.1%	0.8%
Bicycled or Walked	2.3%	1.7%	-0.6%	1.8%	1.4%	-0.4%
Motorcycle or Other	1.0%	1.0%	0%	1.3%	1.1%	-0.2%
Worked at home	2.1%	2.8%	0.7%	2.2%	2.2%	0%
Mean travel time to work (min.)	22.7	27.7	22%	22.1	26.1	18.1%

Source: Census Transportation Planning Package (CTPP 2000)

Traffic Volumes

The 2030 E+C scenario includes projects in the GHMPO 2008-2013 TIP that are programmed for construction or right-of-way acquisition by 2013. Table 5 shows the change in traffic conditions under this scenario.

**Table 5 -
Hall County 2030 Traffic Volumes**

Highway (Station No.)	Count Location	2005	2030	Percent Increase
Athens Hwy. (US 129) (114)	W of Jackson county line	9,440	31,080	229%
Cleveland Hwy. (US 129) (145)	N of Gainesville	12,930	24,270	88%
Athens Hwy. (US 129) (116)	SE of Gainesville	20,300	61,160	201%
Atlanta Hwy. (SR 13) (165)	S of Gainesville	9,280	45,140	386%
SR 365 (212)	NE of Gainesville	29,380	59,830	104%
Dawsonville Hwy. (SR 53) (267)	W of Gainesville	24,380	56,920	133%
Mundy Mill Road (SR 53) (283)	Oakwood	26,310	53,910	105%
Candler Road (SR 60) (303)	North of Candler	12,940	54,020	317%
Interstate 985 (409)	South Hall	41,860	87,590	109%
SR 365 (215)	Lula	26,400	59,750	126%
Browns Bridge Rd (SR 369) (429)	E of Lake Lanier	15,610	41,510	166%

Source: GHMPO Travel Demand Model

Volume to Capacity Ratios

Identifying congestion through the use of daily roadway volume to capacity (v/c) ratios is useful in assessing roadway needs. Based upon the roadways functional classification, a v/c ratio compares the amount of traffic on the road to the capacity of the road. A lower v/c ratio

indicates less congestion on a segment of roadway than does a higher v/c ratio. For example, a v/c ratio of 1.0 would mean that the road is carrying its full capacity of traffic volume, while a v/c ratio of 0.5 would indicate it is carrying half of the volume that it has the capacity to carry. Generally, a v/c ratio of 0.7 or less is considered to be an acceptable level of traffic congestion on a segment of roadway. The closer the v/c ratio gets to 1.0, the more congested the roadway segment.

Figure 2 shows the year 2005 (base year) v/c ratios on Hall County's roadway network. In 2005, 6.4 percent of roadway miles in Hall County demonstrated a v/c ratio of greater than 0.7, which indicates that a majority of the system is operating efficiently on a daily basis. Projected 2030 v/c ratios for the County roadway network, including only the existing network and committed projects, are shown in Figure 4. In 2030, 41 percent of roadway miles in the County are projected to have V/C ratios greater than 0.7 compared to 6.4 percent in the year 2000. This large increase is attributed to growth in population, households and employments, as well as residents commuting patterns.

**Figure 2 -
2005 Volume/Capacity Ratios**

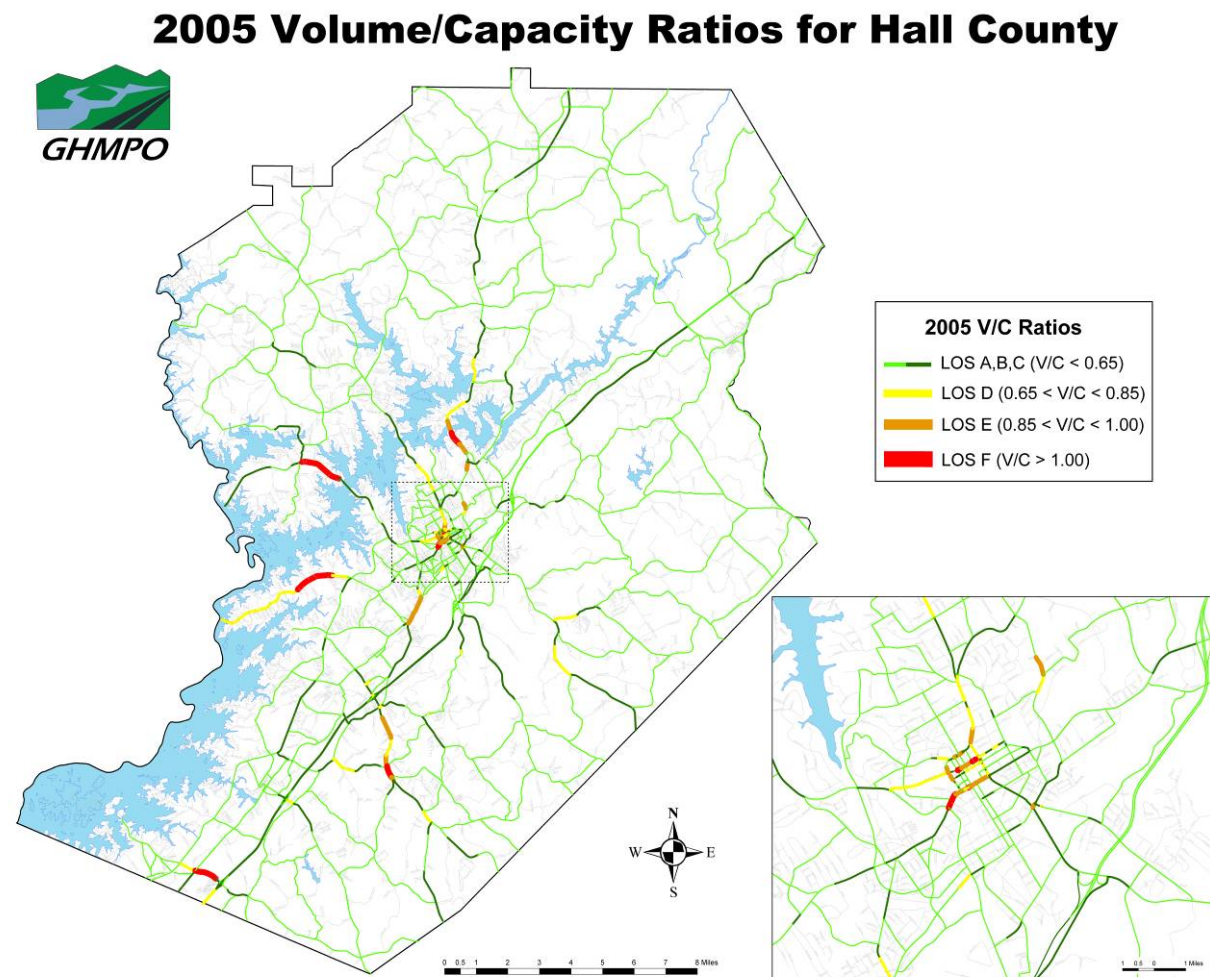
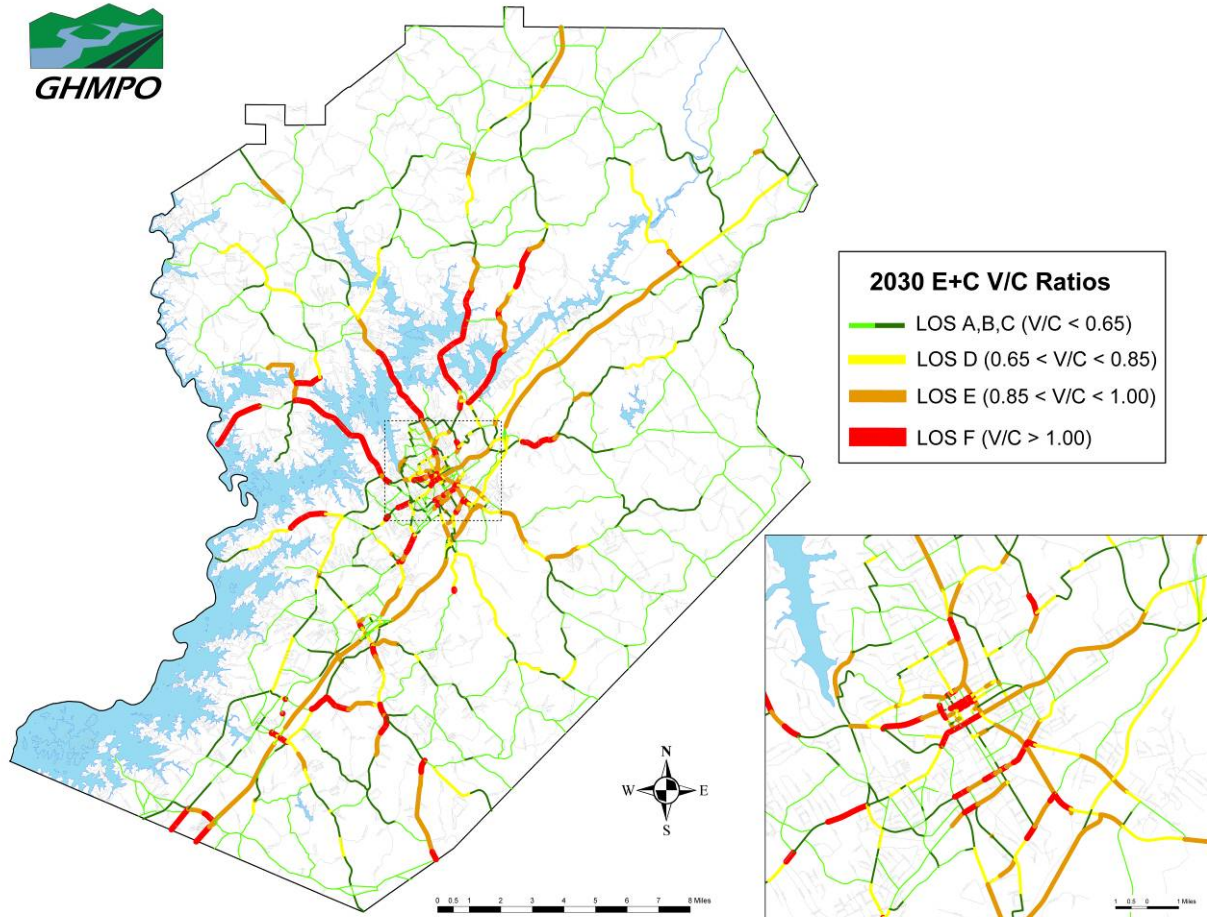


Figure 3 -
2030 Volume/Capacity Ratios
Existing Network plus Committed Projects

2030 Existing+Committed V/C Ratios for Hall County





Vehicle Miles of Travel and Vehicle Hours of Travel

An important objective in developing an efficient transportation system is slowing the growth in trip lengths and congestion on the roadway network. Vehicle miles of travel (VMT) and vehicle hours of travel (VHT) are useful measures for gauging progress in achieving this objective. VMT represents the average daily number of total vehicle miles driven on the roadway network, while VHT represents the average daily travel time of all vehicles on the roadway network during an average day.

The majority of VMT in Hall County occurs on the arterial and collector networks, as shown in Table 6. The importance of these routes is demonstrated in that they carry 78 percent of VMT, yet comprise of only 33 percent of the County's centerline roadway mileage. Even though local routes are 65 percent of the total mileage, they support only 16 percent of the total VMT.

**Table 6 -
Centerline Miles & Daily Vehicle Miles of Travel (VMT) by Functional Class**

Functional Classification	Centerline Miles	% of Total	VMT	% of Total
Interstates	17	1.3%	685,800	14.9%
Arterial	154	11.4%	2,336,800	50.8%
Collector	227	16.8%	898,300	19.5%
Local Road	953	70.5%	675,500	14.7%
Total	1352	100%	4,596,400	100%

Source: Georgia Department of Transportation

Between 1990 and 2000, the Georgia average travel time to work increased 22 percent to almost 28 minutes, with Hall County increasing almost 18 percent to 26 minutes. By year 2030, the total trip time for all Hall County trips is expected to increase further, as will congestion. Strategies and Programs to reduce congestion and travel times, especially during the peak travel periods when most work-related trips occur, need to be identified, developed and implemented to improve future traffic conditions .

Based on the v/c ratios, a significant impact on the transportation system is looming. The overall analysis of future system-wide conditions indicates that system performance could deteriorate significantly in the future without constructing and implementing new transportation improvements and strategies.

Safety

Network crash history helps identify intersections and roadways that should be considered for potential safety improvements. Safety projects often demand higher priority and are eligible for federal safety funds administered through GDOT .

Identification of potential safety improvements was accomplished through the utilization of geographic information system (GIS) processing. Average crash rates and fatal crash rates were calculated for the state routes by functional class. Crash rates and fatality rates for Hall County by functional classification are shown in Table 7. The crash and fatality rate on Hall



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County Interstates and arterials is above the statewide average rates, but below the statewide crash and fatality rate on collector roadways.

**Table 7 -
2005 Crashes and Fatalities by Functional Classification**

Functional Class	Number of Crashes	Number of Fatal Crashes	Crash Rate*	Fatal Crash Rate*
Interstate	1,095	7	393	2.51
Arterials	3,003	16	376	2.00
Collectors	713	2	329	0.92

Source: GDOT Office of State Traffic Safety and Design

* Crash and fatal crash rates per million vehicle miles traveled (MVMT)



Environmental Mitigation

SAFETEA-LU requires that GHMPO examine, at a program level, possible impacts to resources in the Gainesville-Hall study area by proposed transportation improvements. Resources in this case include green spaces, historic resources, and water bodies. In order to fulfill this requirement, GHMPO has consulted with local, state, and federal agencies “responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic preservation” as outlines in the GHMPO Participation Plan. Through this coordination, three maps (Figures 4,5 and 6) and a complementary table (Table 8) have been developed to identify possible resource impacts in relation to proposed GHMPO projects. As projects move forward in the transportation planning process, those that may impact resource areas would be examined more closely during the Preliminary Engineering phase.



Figure 4 Environmental Mitigation – Green Spaces

Environmental Mitigation - Green Spaces

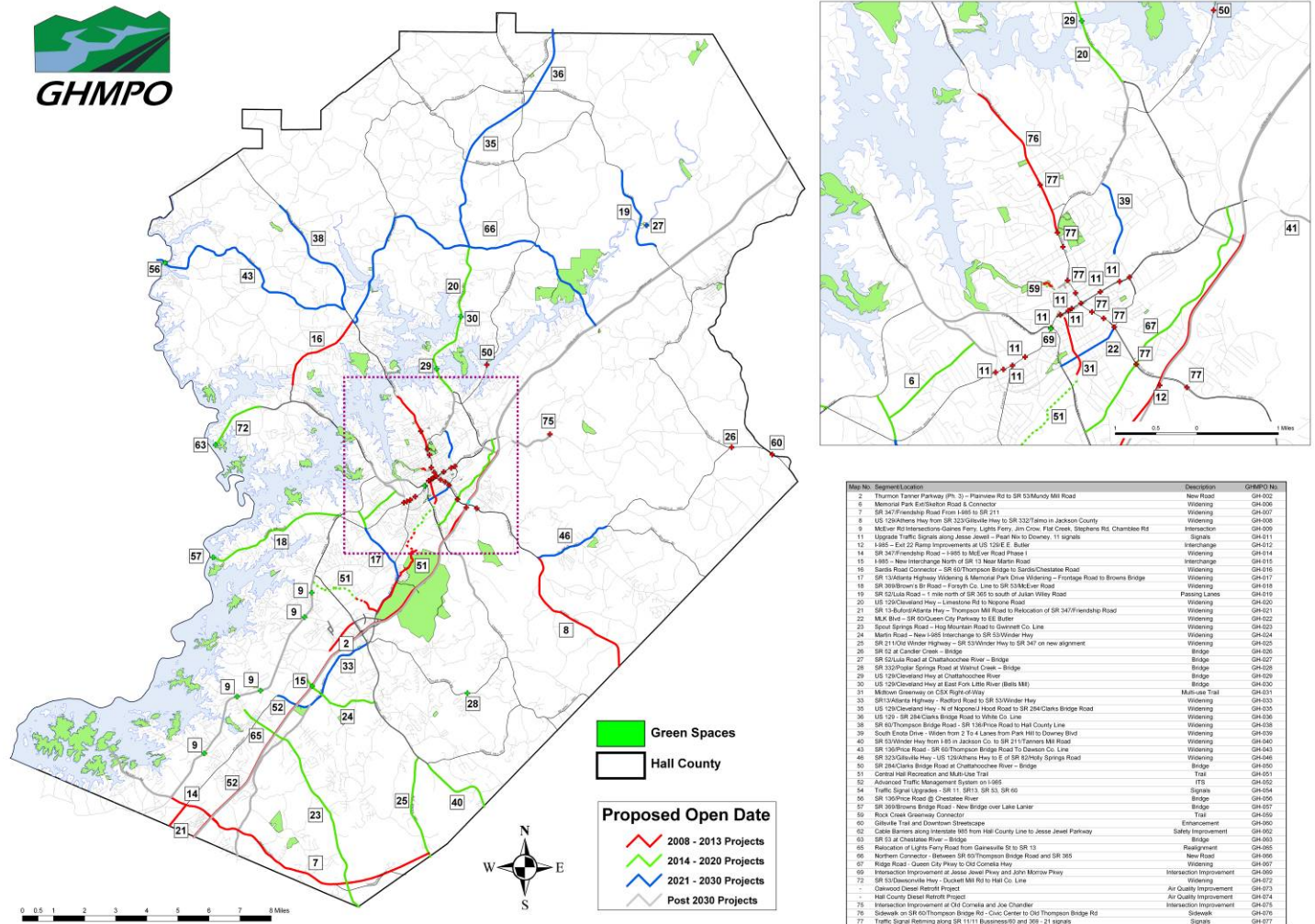
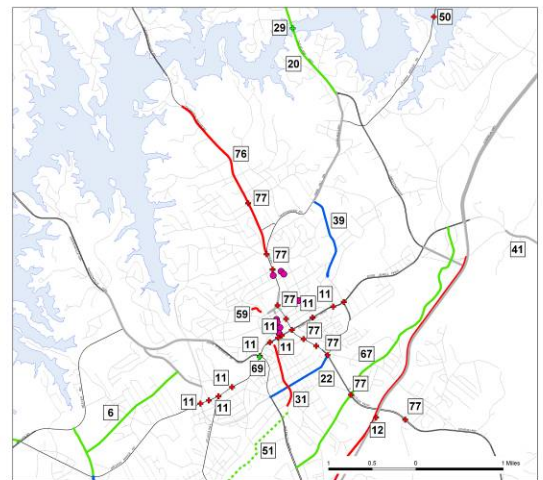
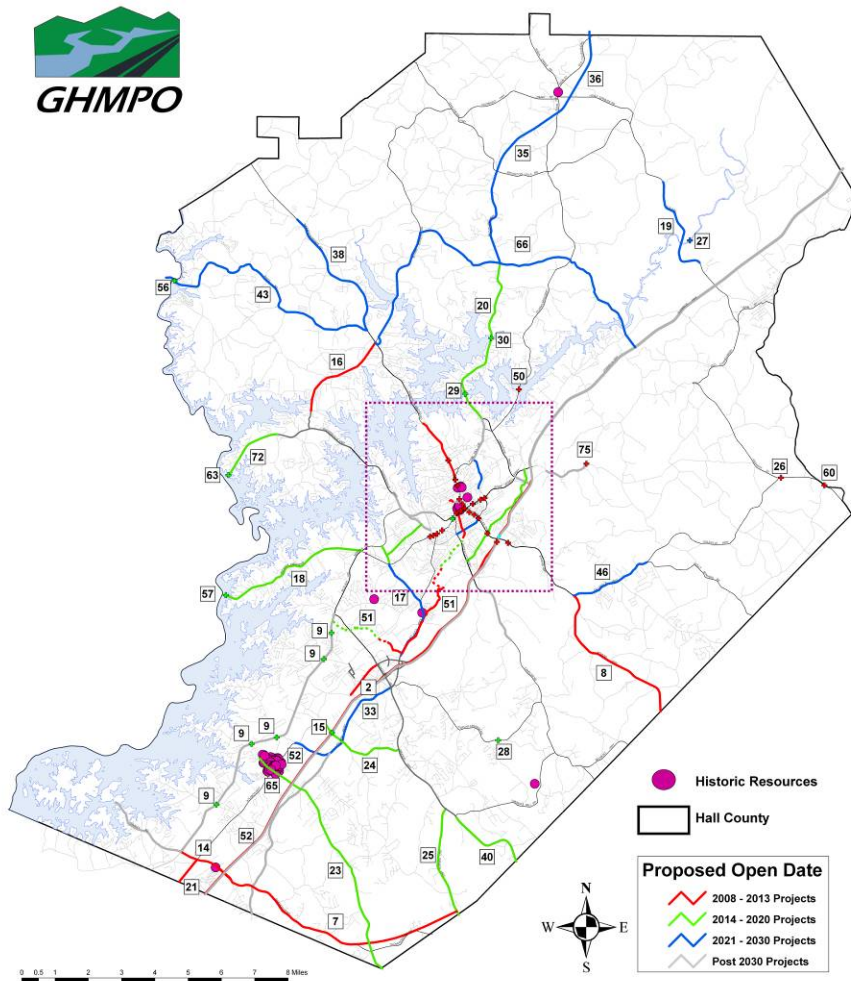




Figure 5 Environmental Mitigation – Historic Resources

Environmental Mitigation - Historic Resources



Map No.	Segment/Location	Description	GHMPO No.
2	Thurston Turner Parkway (Ph. 2) - Palmetto Rd to SR 53/Mundy Mt Road	New Road	GH-002
6	Memorial Park Extension Road & Connector	Widening	GH-006
7	SR 347/Friendship Road from 1485 to SR 211	Widening	GH-007
8	US 120/where Hwy from SR 323/Gilville Hwy to SR 323/Talno in Jackson County	Widening	GH-008
9	McEver Rd Intersection/Gaines Ferry Light Ferry, Jim Crow, Palmetto, Stephens Rd, Charleston Rd	Intersection	GH-009
11	Upgrade Traffic Signals along Jesse Jewell - Post Nix to Downey, 11 signals	Signals	GH-011
12	1485 - East 22 Hwy Improvements at US 120/E. Butler	Intersection	GH-012
14	SR 347/Friendship Road - 1485 to McEver Road Phase I	Widening	GH-014
15	1485 - New Interchange North of SR 53 Near Main Road	Interchange	GH-015
16	Santa's Road Connector - SR 60/Thompson Bridge to Santa's/Christians Road	Widening	GH-016
17	SR 33/Santa Highway Widening & Memorial Park Drive Widening - Frontage Road to Browns Bridge	Widening	GH-017
18	SR 360/Browns Br Road - Fourth Co. Line to SR 53/McEver Road	Widening	GH-018
19	SR 53/Lula Road - 1 mile north of SR 365 to south of Julian Wiley Road	Widening	GH-019
20	US 120/Cleveland Hwy - Limestone Rd to Napeena Road	Widening	GH-020
21	SR 13/Santa's Highway - Thompson Mt Road to Relocation of SR 347/Friendship Road	Widening	GH-021
22	Mt. Butler - SR 400/Queen City Parkway to E. Butler	Widening	GH-022
23	Spout Springs Road - Hog Mountain Road to Gannett Co. Line	Widening	GH-023
24	Main Road - New 1485 Interchange to SR 53/Winder Hwy	Widening	GH-024
25	SR 211/Old Winder Highway - SR 53/Winder Hwy to SR 347 on new alignment	Widening	GH-025
26	SR 53 at Carleer Creek - Bridge	Bridge	GH-026
27	SR 53/Lula Road at Chattahoochee River - Bridge	Bridge	GH-027
28	SR 53/Spout Springs Road at Walnut Creek - Bridge	Bridge	GH-028
29	US 120/Cleveland Hwy at Chattahoochee River	Bridge	GH-029
30	US 120/Cleveland Hwy at East Fork Little River (Bells Mt)	Bridge	GH-030
31	McEver Overpass on CSX Right-of-Way	Bridge	GH-031
33	SR 13/Santa's Highway - Railroad Road to SR 53/Winder Hwy	Widening	GH-033
35	US 120/Cleveland Hwy - N of Regional Road Road to SR 284/Clarks Bridge Road	Widening	GH-035
36	US 120 - SR 284/Clarks Bridge Road to White Co. Line	Widening	GH-036
38	SR 60/Thompson Bridge Road - SR 130/Price Road to Hall County Line	Widening	GH-038
39	South Enda Drive - Water from 2 To 4 Lanes from Park Hill to Downey Blvd	Widening	GH-039
40	SR 53/Winder Hwy from Mt. Butler to SR 211/Tammy Mill Road	Widening	GH-040
43	SR 130/Price Road - SR 60/Thompson Bridge Road to Dawson Co. Line	Widening	GH-043
46	SR 223/Oakville Hwy - US 120/where Hwy to E of SR 53/Winder Hwy	Widening	GH-046
48	SR 284/Clarks Bridge Road at Chattahoochee River - Bridge	Bridge	GH-048
51	Central Hall Restoration and Multi-Use Trail	Trail	GH-051
62	Advanced Traffic Management System on 1485	ITS	GH-062
64	Traffic Signal Upgrade - SR 11, SR 13, SR 53, SR 60	Signals	GH-064
65	SR 130/Price Road @ Christians Road	Bridge	GH-065
67	SR 360/Browns Bridge Road - New Bridge over Lake Lanier	Bridge	GH-067
68	River Creek Gateway Connector	Trail	GH-068
69	Gilville Trail and Overlooker Shortage	Enhancement	GH-069
70	Cable Barriers along Interstate 95 from Hall County Line to Jesse Jewell Parkway	Safety Improvement	GH-070
73	SR 53 at Christians Road - Bridge	Bridge	GH-073
75	Relocation of Lights Ferry Road - Connector to SR 13	Widening	GH-075
76	Ridge Road - Queen City Hwy to Old Combs Hwy	Widening	GH-076
77	Intersection Improvement at Jesse Jewell Hwy and John Morrow Hwy	Intersection Improvement	GH-077
78	SR 53/Dawsonville Hwy - Duckett Rd to Hall Co. Line	Widening	GH-078
-	Oakwood Overlooker Project	Air Quality Improvement	GH-079
-	Hall County Daniel Ruffin Project	Air Quality Improvement	GH-079
78	Intersection Improvement at Old Combs and Joe Chandler	Intersection Improvement	GH-078
76	Sidewalk on SR 60/Thompson Bridge Rd - Civic Center to Old Thompson Bridge Rd	Sidewalk	GH-076
77	Traffic Signal Redesign along SR 11/11 Business Rd and SR 21 Signals	Signals	GH-077



Figure 6 Environmental Mitigation – Water Bodies

Environmental Mitigation - Water Bodies

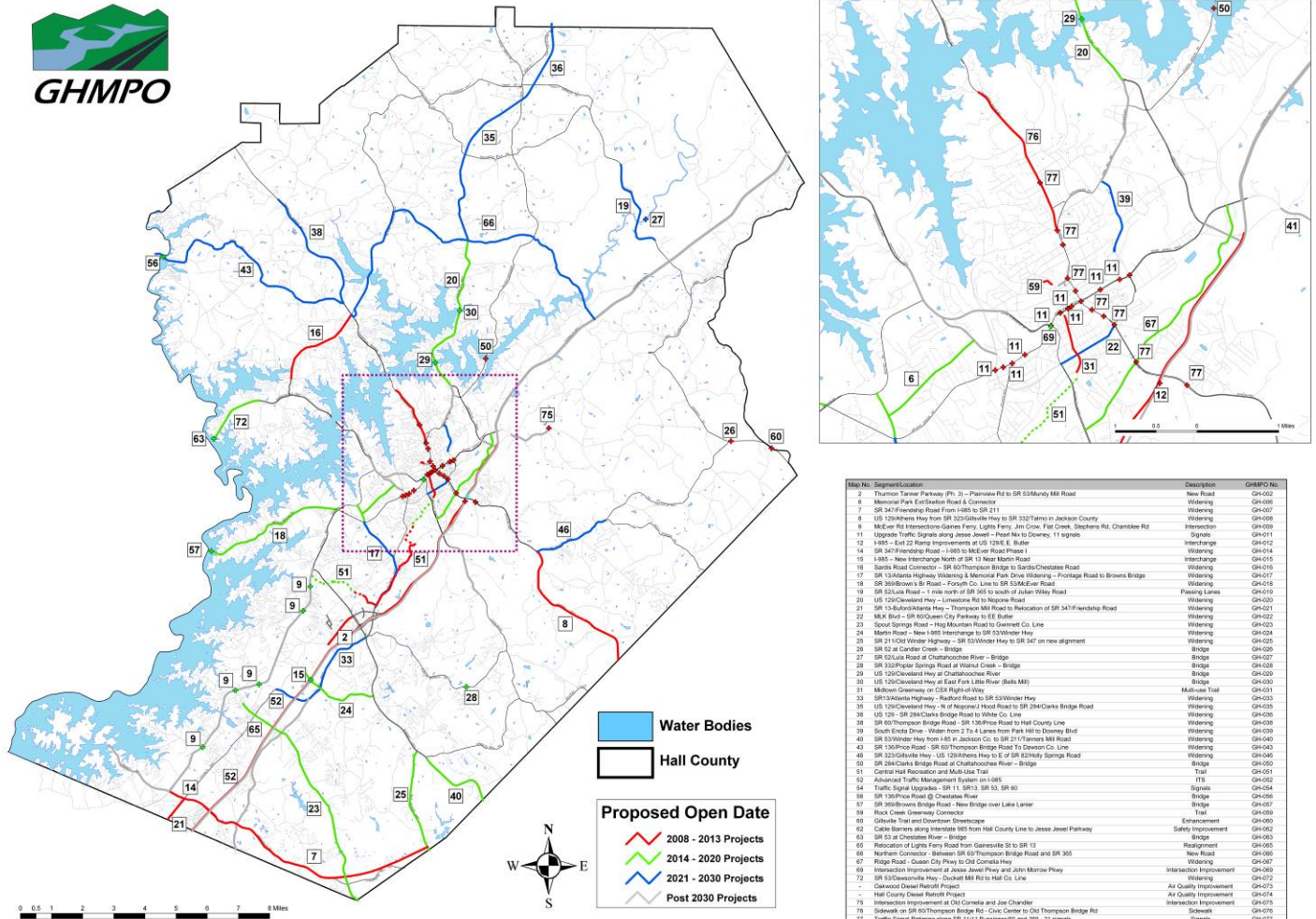




Table 8 Environmental Mitigation Summary

Map No.	Segment/Location	Description	GHMPO No.	Green Space	Historic Properties	Water Bodies
2	Thurmon Tanner Parkway (Ph. 3) – Plainview Rd to SR 53/Mundy Mill Road	New Road	GH-002			
6	Memorial Park Ext/Skelton Road & Connector	Widening	GH-006			
7	SR 347/Friendship Road From I-985 to SR 211	Widening	GH-007			X
8	US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson County	Widening	GH-008			X
9	McEver Rd Intersections-Gaines Ferry, Lights Ferry, Jim Crow, Flat Creek, Stephens Rd, Chamblee Rd	Intersection	GH-009	X		
11	Upgrade Traffic Signals along Jesse Jewell – Pearl Nix to Downey, 11 signals	Signals	GH-011			
12	I-985 – Exit 22 Ramp Improvements at US 129/E.E. Butler	Interchange	GH-012			
14	SR 347/Friendship Road – I-985 to McEver Road Phase I	Widening	GH-014		X	
15	I-985 – New Interchange North of SR 13 Near Martin Road	Interchange	GH-015			
16	Sardis Road Connector – SR 60/Thompson Bridge to Sardis/Chestatee Road	Widening	GH-016			
17	SR 13/Atlanta Highway Widening & Memorial Park Drive Widening – Frontage Road to Browns Bridge	Widening	GH-017		X	
18	SR 369/Brown's Br Road – Forsyth Co. Line to SR 53/McEver Road	Widening	GH-018	X		X
19	SR 52/Lula Road – 1 mile north of SR 365 to south of Julian Wiley Road	Passing Lanes	GH-019	X		X
20	US 129/Cleveland Hwy – Limestone Rd to Nopone Road	Widening	GH-020			X
21	SR 13-Buford/Atlanta Hwy – Thompson Mill Road to Relocation of SR 347/Friendship Road	Widening	GH-021			
22	MLK Blvd – SR 60/Queen City Parkway to EE Butler	Widening	GH-022			
23	Spout Springs Road – Hog Mountain Road to Gwinnett Co. Line	Widening	GH-023		X	
24	Martin Road – New I-985 Interchange to SR 53/Winder Hwy	Widening	GH-024		X	
25	SR 211/Old Winder Highway – SR 53/Winder Hwy to SR 347 on new alignment	Widening	GH-025			X
26	SR 52 at Candler Creek – Bridge	Bridge	GH-026			
27	SR 52/Lula Road at Chattahoochee River – Bridge	Bridge	GH-027			X
28	SR 332/Poplar Springs Road at Walnut Creek – Bridge	Bridge	GH-028			X
29	US 129/Cleveland Hwy at Chattahoochee River	Bridge	GH-029			X
30	US 129/Cleveland Hwy at East Fork Little River (Bells Mill)	Bridge	GH-030			X
31	Midtown Greenway on CSX Right-of-Way	Multi-use Trail	GH-031		X	
33	SR13/Atlanta Highway - Radford Road to SR 53/Winder Hwy	Widening	GH-033			
35	US 129/Cleveland Hwy - N of Nopone/J Hood Road to SR 284/Clarks Bridge Road	Widening	GH-035			
36	US 129 - SR 284/Clarks Bridge Road to White Co. Line	Widening	GH-036			
38	SR 60/Thompson Bridge Road - SR 136/Price Road to Hall County Line	Widening	GH-038			
39	South Enota Drive - Widen from 2 To 4 Lanes from Park Hill to Downey Blvd	Widening	GH-039			X



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40	SR 53/Winder Hwy from I-85 in Jackson Co. to SR 211/Tanners Mill Road	Widening	GH-040		
43	SR 136/Price Road - SR 60/Thompson Bridge Road To Dawson Co. Line	Widening	GH-043		
46	SR 323/Gillsville Hwy - US 129/Athens Hwy to E of SR 82/Holly Springs Road	Widening	GH-046	X	
50	SR 284/Clarks Bridge Road at Chattahoochee River – Bridge	Bridge	GH-050	X	X
51	Central Hall Recreation and Multi-Use Trail	Trail	GH-051	X	X
52	Advanced Traffic Management System on I-985	ITS	GH-052		
54	Traffic Signal Upgrades - SR 11, SR13, SR 53, SR 60	Signals	GH-054		X
56	SR 136/Price Road @ Chestatee River	Bridge	GH-056		X
57	SR 369/Browns Bridge Road - New Bridge over Lake Lanier	Bridge	GH-057		
59	Rock Creek Greenway Connector	Trail	GH-059	X	
60	Gillsville Trail and Downtown Streetscape	Enhancement	GH-060		X
62	Cable Barriers along Interstate 985 from Hall County Line to Jesse Jewel Parkway	Safety	GH-062		
63	SR 53 at Chestatee River – Bridge	Bridge	GH-063		X
65	Relocation of Lights Ferry Road from Gainesville St to SR 13	Realignment	GH-065		X
66	Northern Connector - Between SR 60/Thompson Bridge Road and SR 365	New Road	GH-066	X	X
67	Ridge Road - Queen City Pkwy to Old Cornelia Hwy	Widening	GH-067		
69	Intersection Improvement at Jesse Jewel Pkwy and John Morrow Pkwy	Intersection	GH-069		
72	SR 53/Dawsonville Hwy - Duckett Mill Rd to Hall Co. Line	Widening	GH-072	X	X
-	Oakwood Diesel Retrofit Project	Air Quality	GH-073		
-	Hall County Diesel Retrofit Project	Air Quality	GH-074		
75	Intersection Improvement at Old Cornelia and Joe Chandler	Intersection	GH-075		
76	Sidewalk on SR 60/Thompson Bridge Rd - Civic Center to Old Thompson Bridge Rd	Sidewalk	GH-076	X	
77	Traffic Signal Retiming along SR 11/11 Bussiness/60 and 369 - 21 signals	Signals	GH-077		

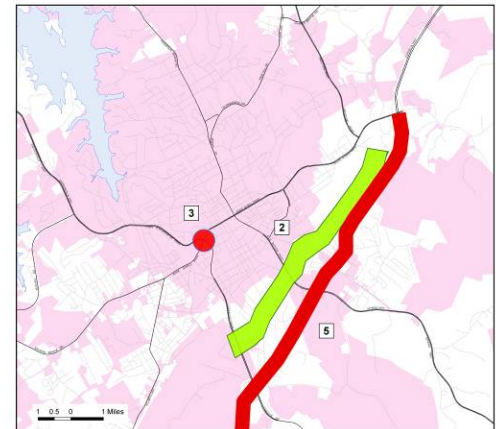
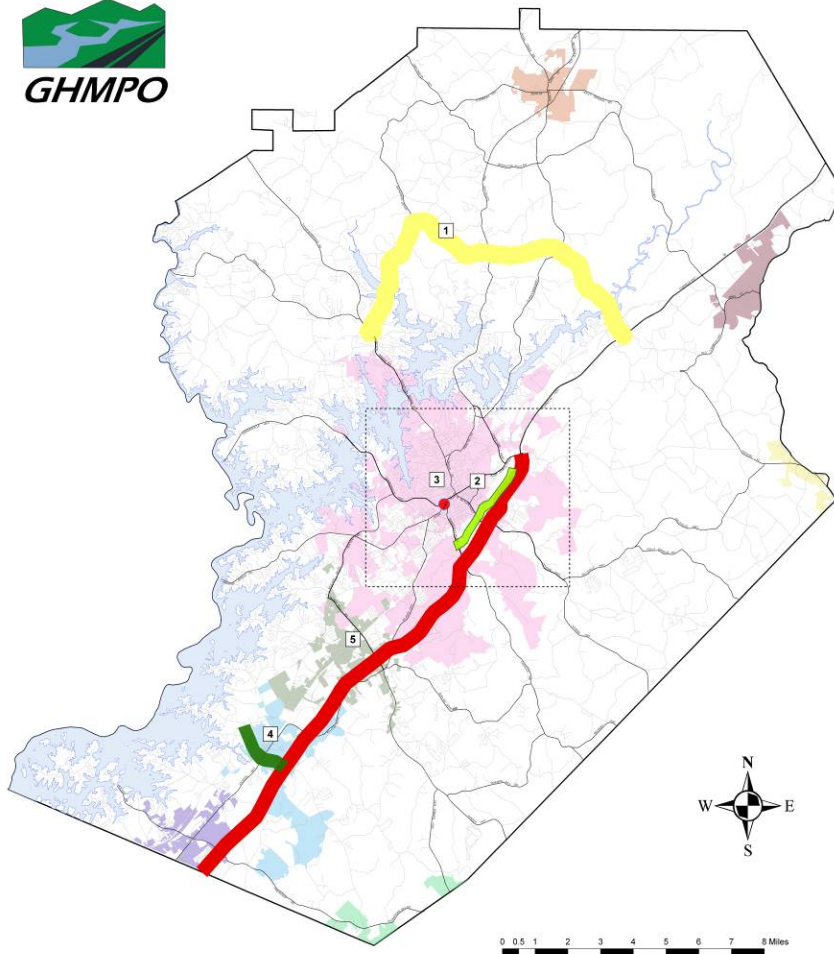


Focus Areas

GHMPO staff initially developed a list of areas to examine in the 2030 LRTP throughout the study area (intersection, corridors, new location roadways, etc.) and presented each area to the Technical Coordinating Committee (TCC) for review and additional input. After the review, 15 Focus Areas were developed throughout the study area. During the first GHMPO 2030 LRTP Public Information Meeting in June 2006, local citizens were asked to provide their comments on which Focus Areas should be examined in more detail during the 2030 LRTP update. Based on this input, 10 Focus Areas moved forward. In August 2006, MPO, GDOT, County and City staff along with transportation planners, traffic engineers and designers from the consultant team met together to discuss potential Focus Area improvements. Potential alignments were identified by using aerial photography, as well as fieldwork. These projects were included in the travel demand model to evaluate the impacts on the Gainesville-Hall transportation system and if and when the improvement was needed. During additional meetings with the Gainesville-Hall MPO Committee members, 5 Focus Areas as shown in Figure 7 emerged for additional study.

Figure 7 Focus Area Projects

2030 LRTP Update - Focus Area Projects



Map No.	Focus Area Projects
1	Connection Between SR 60/Thompson Bridge Rd and SR 365
2	Widening of Ridge Rd from Queen City Pkwy to Jesse Jewel Pkwy
3	Jesse Jewel Pkwy and John Morrow Pkwy Intersection
4	Extension of Spout Springs Rd to McEver Rd
5	Six-Laning of I-985 from Hall County Line to Exit 24



Below is the list of Focus Area projects and a brief description of the need.

1. "Northern Connector" north of Gainesville

Need

- Provide connectivity between SR 60/Thompson Bridge Road and SR 365 and access to Forsyth County and SR 400 through SR 53 Dawsonville Highway

2. Widening of Ridge Road from Queen City Parkway to Jesse Jewel Parkway

Need

- Improve roadway network in the City of Gainesville that will remove traffic and particularly truck traffic from the center city.

3. Extension of Spout Springs Road between Atlanta Highway and Lights Ferry Road/McEver Road

Need

- Additional east-west connectivity is needed in Flowery Branch and rapidly growing south Hall County.

4. Jesse Jewel Parkway and John Morrow Parkway

Need

- Heavy traffic volumes are causing turning movement delays at this intersection.

5. Six-Laning of Interstate 985

Need

- Additional lanes on I-985 are needed to address rapid growth and traffic in Hall County.

Future Improvements

During the development of future improvements, three scenarios were tested in the GHMPO travel demand model.

Scenario 1 improvements consisted of projects that were included in the GHMPO 2030 LRTP (approved in 2004), with the exception of projects that have been constructed or let to construction.

Scenario 2 improvements consisted of all Scenario 1 improvements plus the following Focus Area projects:

- Northern Connector
- Widening of Ridge Road
- Extension of Spout Springs Road
- 6-laning of I-985 from Hall County line to Exit 24

Scenario 3 improvement consisted of all projects contained in Scenarios 1 and 2, as well as adding HOV lanes to I-985 from the Gwinnett County line to Exit 24. Table 9 below, shows the vehicle miles traveled (VMT) for each of the three scenarios.



Table 9 – Vehicle Miles Traveled by Scenario

Functional Classification	Scenario 1 VMT	%	Scenario 2 VMT	%	Scenario 3 VMT	%
Interstates	1,969,817	26%	2,170,388	28%	2,351,703	29%
Principal Arterials	3,206,788	42%	3,603,547	46%	3,776,986	47%
Minor Arterials	1,624,344	21%	1,465,029	19%	1,399,766	17%
Collectors	782,168	10%	647,598	8%	555,190	7%
Total (excludes local roads)	7,583,117	100%	7,886,562	100%	8,083,645	100%
Socioeconomic Data						
Households	57,524					
Population	165,661					
Vehicle Miles of Travel (VMT) Ratios						
VMT/Household	131.8		137.1		140.5	
VMT/Person	45.8		47.6		48.8	

The majority of the VMT regardless of scenario will be on Principal Arterials in the GHMPO. Overall, Scenario 1 provides the lowest VMT, followed by Scenario 2 and then Scenario 3. The improvements modeled in Scenario 2 increase the VMT on the Interstate and Principal Arterials, while VMT is reduced on Minor Arterials and Collectors. Likewise, constructing HOV lanes on I-985 (Scenario 3) further increase VMT on the Interstate and Principal Arterials, while VMT is reduced even further on Minor Arterials and Collectors.

The following provides key observations, based on the three scenarios tested in the travel demand model.

- The 2030 LRTP projects are still very beneficial and provide a “reasonable” Level of Service (LOS) throughout the county.
- VMT on Interstates increases by 19 percent with improvements (6-laning) to I-985.
- VMT on Principal Arterials increases by 18 percent due mostly to the construction of the “northern connector”.
- VMT on minor arterials and collectors decreases by 14 percent and 29 percent respectively with the “northern connector” and improvements to I-985.
- While total VMT increases between Scenario 1 and Scenarios 2 and 3, it means that people are traveling a greater distance to access I-985 and/or the northern connector, which is good since utilization of these roadways is more suitable than adding traffic to surface streets (lower functional classes).
- The central business district of Gainesville provides the same LOS regardless of the scenario.
- While there are no drastic level of service (v/c ratio) improvements to the major roadway in Gainesville, the drop in VMT among Minor Arterials and Collectors is encouraging.
- Improving I-985 to provide 6-lanes of travel (3 in each direction) will be needed in the future.
- Due to the limited lake crossings, Dawsonville Highway, Thompson Bridge Road and Cleveland Highway will be congested (either LOS E or F) in 2030 regardless of scenario. However, Scenario 2 and 3 show a slightly improved LOS (LOS E rather than F in some sections) than Scenario 1 for each of these roadways.
- Widening of Ridge Road shows good LOS (v/c ratio) results and has great potential to serve as an industrial corridor paralleling I-985.



Transportation Needs

Roads and Bridges

The backbone of the Gainesville-Hall County transportation system is its roadway network. Gainesville is a crossroads for numerous state highways, as is evident from the number of radial routes, which extend outward from downtown like the spokes of a wheel. As both a major destination and a way point for trips in the northeast Georgia region, the Gainesville-Hall County roadway system serves automobile and truck transportation for both local and regional trips. The mobility of trucks on this network is particularly important to the vitality of numerous industries through out the county.

Existing Conditions

Key transportation routes in Hall County include Interstate 985/SR 365 and arterials such as U.S. 129 (Athens Highway/Cleveland Highway), SR 60 (Thompson Bridge Road/Candler Road), SR 369 (Browns Bridge Road), and SR 53 (Winder Highway/Dawsonville Highway). Lake Lanier and its many amenities serve as a major traffic generator for residential, tourism and recreation trips in the region. There are five bridges that provide necessary mobility and connectivity for travelers and residents. A center for employment and commercial, medical, and educational facilities and services, Gainesville is a regional transportation hub for Hall County; as well as, neighboring counties such as Jackson, Banks, Lumpkin, White, and Habersham. As a result, congestion peak periods include AM and PM commuter periods and a noon time rush hour. A recent study of traffic volumes on Jesse Jewel Parkway (SR 369) showed that the noon time vehicles per hour rate was as high or higher than the 5:00 PM traffic count and double that of the 8:00 AM traffic count.

I-985 provides a limited-access connection between Gainesville and the Atlanta metropolitan area. The extension of the interstate northeast as SR 365 provides a 4-lane route into the north Georgia mountains. GDOT recently installed Intelligent Transportation Systems (ITS) such as variable message signs and video cameras along I-985 in Hall County.

US 129 connects from Athens-Clarke County crosses I-85 in Jackson County and traverses north into Hall County. It connects to E.E. Butler Parkway, a four-lane divided arterial that extends through downtown Gainesville. Traffic flows predominantly northbound (or westbound) during the morning and southbound (or eastbound) during the afternoon, congestion is experienced during the typical morning and evening peak periods. E.E. Butler Parkway serves significant truck traffic between the industrial areas in the eastern portion of the City of Gainesville and I-985, with traffic volumes highest near I-985 and decreasing slightly approaching downtown Gainesville. US 129 traverses north out of Gainesville into White County and provides access to the tourist destination of Helen.

SR 60 traverses from Dahlonega south into Gainesville along the Green Street/Thompson Bridge Road corridor. Traffic flow is highly directional during peak periods, with the flow predominately southbound in the morning and northbound in the evening. In addition, a mid-day peak period in town, extending from about 11:00 am to 1:00 pm, exhibits a roughly 50/50 directional split. SR 60 provides an important connection between Gainesville and I-985 along Queen City Parkway, serving the Lee Gilmer Airport and major industrial areas. The route



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continues south as Candler Road, serving additional industrial areas, but traffic counts are lower in this area as SR 60 does not have an interchange at I-85.

The western portions of SR 369 (Browns Bridge Road and Jesse Jewel Parkway) are predominantly lined with strip commercial development, such as fast food restaurants, gas stations, shopping centers and automobile dealerships. The traffic characteristics are typical of these adjacent land uses, with morning and afternoon peak periods overshadowed by a long mid-day peak period. The eastern end of this corridor serves two local hospitals and numerous medical offices. The highest traffic volumes on this corridor are recorded on Jesse Jewel Parkway just west of E.E. Butler Parkway.

SR 53, which intersects I-985 in Oakwood and skirts the center of Gainesville via Mundy Mill and McEver Roads, carries high traffic volumes as it connects Gainesville College and major retail areas on the west side of Gainesville.

Downtown Gainesville contains an excellent sidewalk system, which connects government and office buildings, downtown merchants, and major parking areas; however, the location of sidewalks outside of the downtown area is sporadic.

GDOT prepares existing traffic volume field counts and reports Average Annual Daily Traffic (AADT) counts. The raw counts are collected and adjusted to reflect average traffic volumes at particular locations on an annual basis. Table 10 contains Hall County traffic volume data from 1992 to 2005; percent changes in traffic volumes along the various routes have also been calculated. Reflecting significant growth in population and employment, there is an upward trend in traffic volume from 1992 to 2005 on the County's road network. The heaviest traveled roadways in the County are Interstate 985 / US 23 / SR 365, Atlanta Highway (SR 13), US 129 (Athens Highway/Cleveland Highway), and SR 53 (Winder Highway /Dawsonville Highway).

**Table 10 -
Selected Hall County Traffic Volumes**

Road [Station No.]	Count Location	1992 AADT	2005 AADT	Percent Change
E.E. Butler (SR 11) [121]	Just west of I-985	28,298	37,115	31%
Cleveland Hwy. (SR 11) [134]	Northern Gainesville	30,415	38,035	25%
Atlanta Hwy. (SR 13) [194]	Southern Gainesville	32,866	34,990	6%
Athens Hwy. (SR 11) [116]	Southeast of Gainesville	16,380	28,528	74%
SR 365 [212]	Northeast of Gainesville	18,376	32,057	74%
Dawsonville Hwy. (SR 53) [267]	West of Gainesville	17,043	22,785	34%
Mundy Mill Road (SR 53) [285]	Oakwood	23,584	32,489	38%
Candler Road (SR 60) [303]	North of Candler	6,652	11,367	71%
Interstate 985 [409]	South Hall	26,352	43,834	66%
SR 365 [215]	Lula	18,151	29,160	61%
Browns Bridge Road (SR 369) [429]	East of Lake Lanier	12,305	15,734	28%

Source: Georgia DOT Traffic Count Data



Park and Ride Lots

Park and ride lots are an important element of the region's transportation system, providing carpooling opportunities and potential express bus pick-up and drop-off points. There is currently one park and ride lot in Hall County, which provides 126-spaces and is located at the intersection of I-985 and SR 53/Mundy Mill Road in Oakwood. A second park and ride lot with 300-400 spaces is under construction along Atlanta Highway and I-985 as part of the Exit 16 interchange project. In addition, a significant number of Hall County residents utilize the Park and Ride lot at I-985 and SR 20, approximately 3 miles south of the county line, which is located in the Atlanta urbanized area.

National Highway System

The National Highway System (NHS) was established by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 to serve as a network of highways that could link together different modes of transportation such as major shipping ports, airports, intermodal facilities, and public transportation. The linking of these transportation systems allows the NHS to form a quality system important to the nation's economy, defense, and mobility. 1985, and US Route 129 and US Route 23 are classified as NHS routes in Hall County.

The advantage of NHS is that it encourages states to focus on a limited number of high priority routes and to concentrate on improving them with federal aid funds. At the same time, states can incorporate design and construction improvements that address their traffic needs safely and efficiently. With the NHS, states can choose from a range of improvements. They can make operational changes, such as a program to locate and remove disabled vehicles that are impeding smooth traffic flow. States can employ available technological improvements, such as ITS, which will help reduce congestion and keep traffic moving without major roadway expansion. Federal NHS funds are received by states based on mileage of principal arterials, vehicle miles traveled on arterials, and amounts of diesel fuel used on highways in the state.

System Performance by Functional Classification

GDOT is responsible for classifying all public roads by geographic location and according to the character of service they are intended to provide. Functional classification was determined for each road in the network using GDOT's classification system to reflect the facility's service characteristics. Functional classification assists in describing the existing and future road network by categorizing the role of various types of roads in the network. Classifications used and their major features are described below.

Interstates - Defined as significant highways that feature limited access and continuous, high-speed movements for a wide variety of traffic types. Of the 2,610 lane miles in Hall County, Interstate 985 comprises 66 lane miles or six percent.

Arterials - Classified as major or minor, these roads connect activity centers and carry large volumes of traffic at moderate speeds. The arterial system in Hall County totals approximately 253 lane miles, or 10 percent of total lane miles. Examples of major arterials in Hall County are US 23 and 129 and SR 13, 53, 60, and 369.



Collectors - Typically allow access to activity centers from residential areas. Their purpose is to collect traffic from streets in residential and commercial areas and distribute it to the arterial system. The collector system in Hall County incorporates almost 575 lane miles, or 22 percent of the total roadway system.

Local Streets - Feed the collector system from low volume residential and commercial areas. Usually local streets are found in subdivisions and rural areas. There are approximately 1,702 miles, or 65 percent of roads classified as local in Hall County.

Table 11 provides details about the performance of the base year 2000 roadway network in the Gainesville-Hall area. Volume to capacity (v/c) ratios for interstates and ramps are approaching levels of congestion that are a concern.

**Table 11-
2005 System Performance by Functional Class**

Functional Class	AADT	Avg. Volume/ Capacity Ratio
Interstate	19,333	0.7
Arterial	9,561	0.4
Collector	2,453	0.2
Local Road	1,073	0.1
Ramps	4,665	0.8

Source: Georgia Department of Transportation

Pavement Condition

Pavement condition is shown in Table 12-1. Pavement Service Rating (PSR) is a standard measure of pavement condition used by GDOT to rate pavement condition statewide. Total lane miles assigned a PSR are provided for each functional classification in Hall County. PSR is collected by GDOT for state system roads only.

**Table 12 -
2001 Pavement Condition of Lane Miles by Functional Classification**

Functional Class	Poor (PSR <3.5)	Average (PSR 3.5-4)	Good (PSR 4.1-4.5)	Excellent (PSR 4.6-5)	Total
Interstate	0	0	0	66.3	66.3
Arterial	63.4	58.6	43.9	64.3	230.2
Collector	67.0	113.5	51.4	59.0	290.9
Total	130.4	172.1	95.3	189.6	587.4

Source: Georgia Department of Transportation



A majority of the major road pavement in the GHMPO area is in average to excellent condition (78 percent). There are 130 lane miles of pavement rated in "poor" condition (a PSR of less than 3.5). The standard GDOT practice is to program rehabilitation or replacement pavement projects on state roads identified as being in "poor" condition. Local roads are the responsibility of the local governments and are usually improved using City or County resources. These roads are eligible for City/County contracts made available annually by GDOT to assist local governments with local off-system facilities.

Level of Service

The base network performance statistics demonstrate existing congestion and safety needs for the current level of employment and population residing in the GHMPO area.

Level of service (LOS) is a performance measure commonly applied to evaluate service and capacity. It is calculated using traffic volumes to road capacity (v/c) ratios. For example, a roadway that is operating at full capacity has a v/c ratio of 1.0; at half capacity, 0.5. Level of service is graded, with LOS A indicating completely uncongested conditions while LOS F represents bumper-to-bumper stop and go traffic. LOS E is identified by a v/c ratio of over one (1.0). LOS C and D are congested but considered acceptable (between 0.7 and 1.0) in urban areas. The existing GHTS network has 51.2 lane miles with a v/c ratio of greater than 0.7 but less than 1.0. There are 6.1 lane miles with v/c ratios of 1.0 and above.

The travel demand model computes forecast volumes through a combination of a variety of factors, including current and future (2030) population and employment coupled with the existing roadway network and committed roadway projects. The travel demand model helps identify locations of roadway sections that are likely to be congested in the future based on projected socio-economic growth and committed roadway projects.

Existing 2005 network performance was compared to the 2030 City of Gainesville and Hall County comprehensive plans. Table 13 compares lane mile v/c ratios calculated based on existing and forecast population, employment and land use, and shows the increase of congested lane miles through 2030.

**Table 13 -
2030 System Performance**

Performance Measure	Base (2005)	2030
V/C Equal to or Greater than 0.7 but Less than 1.0	51.2 lane miles	264.3 lane miles
V/C Greater or Equal to 1.0	6.1 lane miles	105.6 lane miles

Source: Georgia Department of Transportation



Public Transportation

Existing Conditions

Hall Area Transit (HAT) provides public transportation for the urban and rural portions of Gainesville and Hall County. HAT's fleet consists of 14 vehicles, five of which are assigned to the urban fixed route service (Red Rabbit) and nine are assigned to the rural demand response service (Dial-A-Ride). Hall Area Transit's mission is to provide residents (particularly transit dependent persons) of Hall County with an opportunity to access community resources they need (i.e. work, retail stores, social service agencies, government offices, etc.) through the provision of an urban and rural transportation system that is convenient, dependable and affordable.

Rural Service - The rural service has been operating in Hall County since 1983. It is composed of a demand-response Dial-A-Ride van service that picks up and drops off passenger curbside. Initially, its use was generally limited to seniors that participated in activities at the local Senior Center. Today, passengers using the rural service largely include seniors, employees working in the retail/service sector, and persons making the transition from dependence to independence. Six of the nine vehicles are wheelchair lift-equipped for the ability to transport mobility-impaired customers. Boardings for FY2003 were 36,177, with 11,371 service hours and 187,899 service miles.

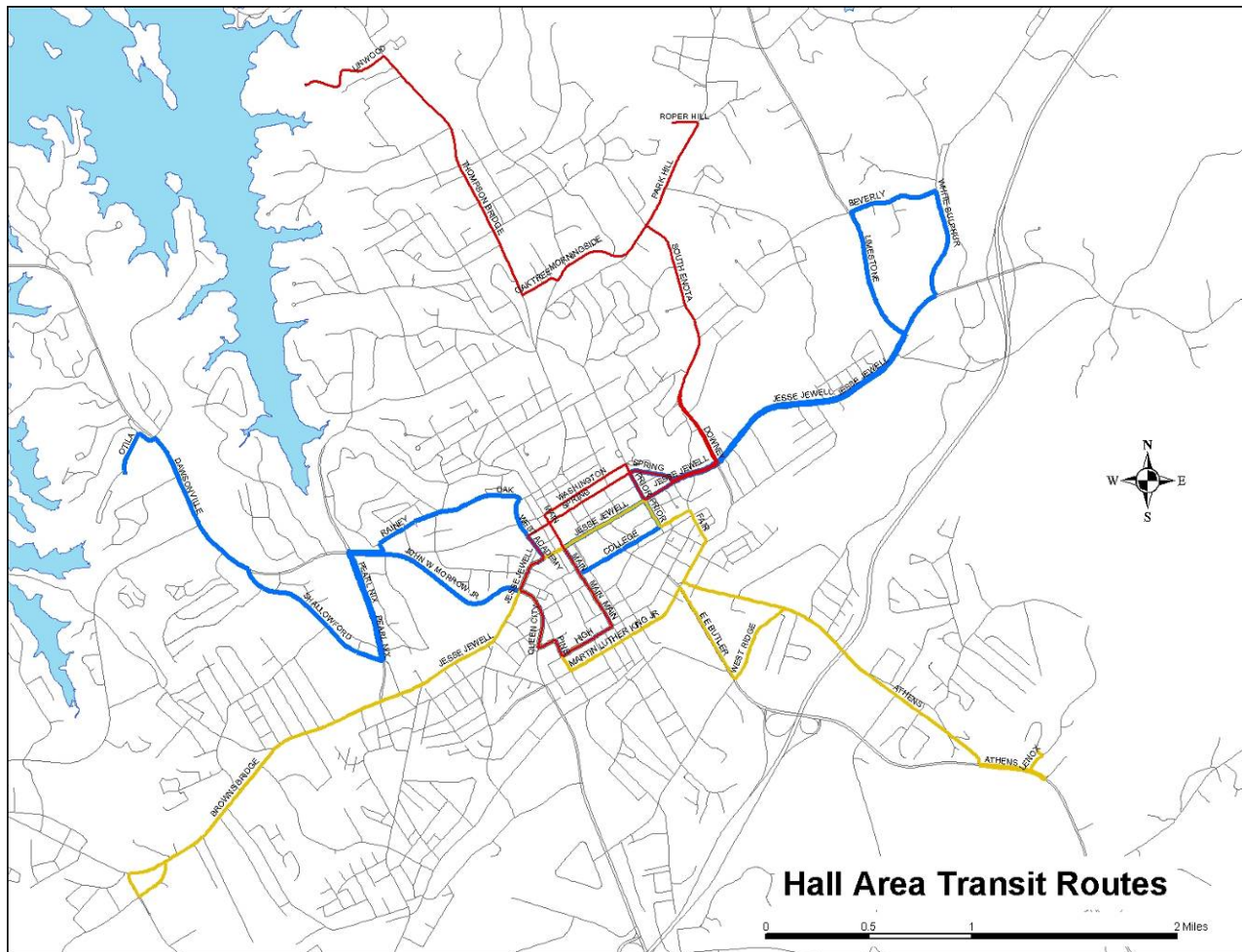
Urban Service – The urban service consists of a fixed route system known as the Red Rabbit and a complimentary para-transit service to transport passengers with certain ADA disabilities. Effective October 17, 2004, the urban service was reorganized consistent with the recently completed Hall Area Transit Strategic Plan. The new fixed-route service, depicted in Figure 8, includes three linear bus routes located within the City of Gainesville and a complimentary paratransit service. The fixed routes traverse the most heavily traveled corridors in the city, which includes Jesse Jewell Highway, Dawsonville Highway, E.E. Butler Parkway, Athens Highway and Limestone Parkway. Two routes operate on a 60 minute headway and one route, which accesses the Colonial Lakeshore Mall, Northeast Georgia Medical Center, Gainesville and Hall County government offices and other popular sites, runs on 30 minute headway. Overall, these routes are designed to give riders quick and easy access to the destination of their choice. The one-way fare for riding the fixed route is 50 cents for seniors and children and \$1 for the general public.

The aim of the new consolidated route design is to provide service in a concentrated area within Hall County that has the greatest potential of increasing ridership. An important and desired benefit that may result from increased ridership is reduced congestion and travel time along these heavily traveled corridors. Once ridership has expanded along the new routes, additional routes may be added to reach additional areas within the City of Gainesville and other communities within Hall County. Plans are underway to add bus shelters, benches, bicycle racks and other amenities to the buses to give riders even greater access to the community. Figure 8 shows the new route design.

Boardings for the fixed route service for FY 2003 (under the old route structure) were 35,616, with 9,849 service hours and 134,004 service miles. Under that old structure, there were four fixed routes: three operating in the City of Gainesville and one that served Gainesville and portions of Oakwood. There was a local transfer station where all buses met once per hour to allow passengers to transfer to other routes. HAT has no other transit or intermodal terminals,

exclusive rights of way, or public transit corridors. All of the fixed route vehicles are wheelchair lift-equipped with the ability to transport mobility-impaired customers. The complimentary paratransit service is provided to handicapped patrons near the fixed route system.

**Figure 8 -
Hall Area Transit Routes**



Needs Analysis

Several needs have been identified to enhance transit service in the County. As noted above, the Strategic Plan recommended a new route structure that is projected to increase ridership and cut the service cost per passenger in half.

The system currently operates out of Community Service Center in a passenger vehicle parking lot, resulting in excessive pavement wear, traffic congestion and parking shortages at the building. A Transit Development Plan (TDP) is currently underway to evaluate feasibility and alternatives for new and expanded transit routes in Hall County. The TDP is expected to be completed by mid 2008 and will provide guidance on potential projects and improvements for



transit in Hall County. Proposed projects identified in the TDP will be coordinated into the GHMPO planning process for inclusion in the next LRTP update.

Aviation

The Lee Gilmer Airport (GVL) provides private general aviation air service including fuel sales and aircraft storage. The airport is located on the south side of the City of Gainesville, with access provided by SR 60 and Aviation Boulevard. The airport's main runway is 5,500 feet long by 100 feet wide. The airport also offers a 4,000-foot by 100-foot runway during daylight hours. With 106 based aircraft (including corporate jets), the airport averages approximately 100 operations per day.

GVL is considered a Level III – Business airport of regional impact by GDOT. This is defined as capable of accommodating commercial aircraft or a variety of business and corporate jet aircraft. For Level III airports, a minimum runway length objective of 5,500 feet has been established; ideally, operations at Level III airports should also be aided by a precision instrument approach. Although GVL does not currently have an instrument landing system (ILS), they have been allocated federal funding for this improvement and it should be in place by 2009.

Rail

Two major active freight rail lines run in a north-south direction through Hall County. The Norfolk Southern Atlanta/Greenville line parallels I-985/SR 365 and passes through Flowery Branch, Oakwood, Gainesville, and Lula. The CSX line runs south from Gainesville to Athens. AMTRAK provides daily passenger service along this line with a Gainesville station stop in each direction. The Georgia Rail Passenger Program (GRPP) envisions future commuter rail service between Atlanta and Gainesville, as well as intercity service to Greenville, South Carolina.

Commuter rail between Atlanta and Gainesville is in the second phase development of the Commuter Rail Program. The line would have seven stations beginning at Lenox and going to Norcross, Duluth, Suwanee, Sugar Hill, Oakwood and Gainesville. The GDOT study projects that there would be more than 7,000 daily passenger trips and a substantial part of the operating costs could potentially be recovered from the fare box (estimated recovery about 60 percent)².

The same rail line would serve as part of an intercity rail program also envisioned by GDOT. The Intercity Rail Passenger Plan explores the possibility of intercity rail passenger services between Atlanta and Greenville, South Carolina, going through Gainesville. The service is projected to attract 128,000 passengers annually by 2020³. Neither of these rail programs are reflected in the 2030 LRTP due to financial constraints.

Bicycle and Pedestrian Facilities

In June of 2005, the GHMPO began a 10-month planning process to plan for bicycle and pedestrian facilities to serve area citizens. This planning process was the outcome of comments received during the development of the initial 2030 LRTP in 2004, where citizen's expressed

² GDOT Commuter Rail Study.

³ GDOT Intercity Rail Passenger Plan.



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concern about the need for such facilities through out the county. An extensive outreach program with two public meetings, three task force meetings, fieldwork and meeting with local government staff and officials was completed during the development of the plan. The plan demonstrates how to integrate bicycle and pedestrian facilities into the GHMPO planning process, identifies proposed projects and design standards for new facilities, as well as, locating potential funding sources. The GHMPO Policy Committee adopted the Bicycle and Pedestrian Plan on March 14, 2006 and the document is located on the GHMPO website at www.ghmpo.org.



Planning Considerations

There are several over-arching considerations that must be taken into account as a Long Range Transportation Plan is developed. Environmental considerations increasingly impact transportation planning in the Atlanta region. Numerous federal and state regulations impact transportation planning, but the key issues are air quality and watershed protection because of their potential to influence transportation programs and strategies, as well as related residential and employment considerations. In addition, consideration of environmental justice issues must be an integral part of the transportation planning process. These major issues are highlighted in the following sections.

Air Quality

The 1990 Clean Air Act Amendments (CAAA) authorizes the U.S. Environmental Protection Agency (USEPA) to set criteria and procedures ensuring that transportation plans are compatible with the federal air quality standards. The Gainesville-Hall Metropolitan Planning Organization (GHMPO) planning process is complex due to the area's proximity to the Atlanta metropolitan area, as well as Hall County's non-attainment status for two air quality standards.

Hall County has been designated as part of a 20-county, 8-hour ozone nonattainment area as well as part of the 22-county, Particulate Matter 2.5 (PM 2.5) nonattainment area. This requires conformance with the State Implementation Plan (SIP) for air quality to secure federal transportation funding.

The GHMPO takes part in the Interagency Consultation Group, which was formed to foster greater coordination between the various agencies responsible for ensuring the conformity of the transportation plans with air quality standards. This group includes the U.S. Department of Transportation (USDOT), the USEPA, the Georgia Department of Transportation (GDOT), the Georgia Environmental Protection Division (EPD), the Georgia Regional Transportation Authority (GRTA), the Atlanta Regional Commission (ARC), and the GHMPO. In addition the GHMPO actively coordinates with the ARC, which provides air quality modeling for the region and develops the conformity determination report for the nonattainment areas, to ensure that there is not a lapse in meeting these requirements. Therefore, the area's transportation challenges must be met not only in the context of local constraints, such as funding, growth of congestion, but also within the constraints of regional air quality planning.

The ARC is currently developing a Regional Transportation Plan (RTP) and a Conformity Determination Report (CDR) that includes regionally significant projects in Hall County. Both of these documents will be considered for approval by the USDOT in coordination with the USEPA in November 2007.

Air Quality Conformity Determination

As part of the designated air quality nonattainment status, Hall County must follow additional federal transportation planning and programming regulations. Most importantly, projects that add capacity to the transportation system must undergo the region's testing to ensure they meet CAAA standards. In other words, GDOT and Hall County can not add certain needed projects into the transportation program without satisfying air quality conformity requirements. If the region is unable to meet federal air quality standards, federal funding for projects that add



capacity will be withheld. Due to the non-attainment status of Hall County, the LRTP must be updated every four years.

The ARC will be simultaneously performing a conformity analysis for the 8-hour ozone standard and the particulate matter 2.5 standard. A methodology was developed by the Interagency Consultation Group, and agreed to by the USEPA, and the USDOT, that will allow ARC to use Highway Performance Monitoring System (HPMS) Vehicle Miles Traveled (VMT) data to perform the 8-hour ozone and PM 2.5 analysis in the seven outlying counties, including Hall. A more complete discussion of this methodology and the rationale for its use is included in Appendix F. Cooperation and coordination amongst ARC, GHMPO, GDOT, and Georgia EPD regarding transportation planning and air quality concerns is laid out in the Memorandum of Agreement found in Appendix G.

Wetlands and Environmentally Sensitive Watersheds

The identification of wetlands and environmentally sensitive watersheds in transportation planning is important for several reasons. In many cases, these areas both create natural barriers to connecting roadways and limit the ability to develop selected areas. Furthermore, federal Clean Water Act regulations and more stringent state watershed protection rules are limiting the amount of impervious surface in key watersheds. Land use and environmental considerations are significant factors to be incorporated into the transportation planning process.

Protection of watersheds is not just an important part of transportation planning but also the overall planning process. The Hall County Comprehensive Plan addresses the identification and protection of sensitive watersheds, particularly large watersheds. Smaller watersheds are considered to be more vulnerable to environmental degradation than larger watersheds. Based on criteria developed by the Department of Natural Resources in *Rules for Environmental Planning Criteria*, large watersheds are defined as 100 square miles or more, with small watersheds defined as those less than 100 square miles.

The key item relating to transportation planning is that the County desires to protect environmentally sensitive areas from higher density land uses. These considerations have been taken into account in the strategies and programs developed in the 2030 LRTP.

Environmental Justice

As part of the transportation planning process, it is incumbent on the GHMPO to assure that the principles of environmental justice are upheld. These principles are:

To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.



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In order to integrate environmental justice principles in the planning process, the MPOs need to:

Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.

Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.

Evaluate and - where necessary - improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

Geographic distribution of the minority and low-income communities has been previously discussed. The GHMPO is committed to using extra efforts to involve the identified minority and low-income communities in the transportation planning process. As outlined in the GHMPO Participation Plan, particular effort is made to communicate with the rapidly growing Hispanic population through both broadcast and print Spanish language media outlets. In addition, projects and programs will be screened to determine those projects that may need further evaluation to assure environmental justice principles are upheld.



Transportation Investment Strategies

In order to develop a LRTP, the community must evaluate potential projects, programs, and strategies to improve mobility in the context of its transportation and larger community goals. Once a Plan has been developed and implementation begins, the success of the Plan can be evaluated using the performance measures tied to the goals.

There is a whole series of strategies and projects that have the potential to reduce congestion, increase capacity, and improve the quality of life in Hall County in the future. A brief discussion of these and their potential application to the LRTP is provided below. Discussion of existing facilities and programs is located in the Transportation Needs section.

Growth Management

These strategies are implemented through the land use regulatory system.

Land Use

The management of growth through land use planning can have significant impacts on mobility in the community. The current comprehensive plan has the goal of locating higher density areas near community activities and services, which can reduce vehicle trips. By clustering or mixing uses in a small area, community residents have access to many of their daily needs within a short multi-purpose drive, bicycle ride, or walk from home. A more concentrated development pattern also increases the viability of transit and other alternatives to single occupancy vehicle trips. Schools, shopping centers, and places of employment are popular destinations and should be developed in locations with maximum accessibility by the residents of the community or region.

Access Management

The application of access management standards can improve the efficiency of a transportation network. Access management is a tool that can help prevent traffic congestion by limiting and controlling vehicles entering, exiting, and turning along a travel corridor. Application of access management techniques to arterial and collector roadways enable the roadways to best serve their designated function of moving through traffic. Effective access standards benefit a community by reducing accidents, increasing roadway capacity, providing better access to businesses, and improving mobility. Hall County is currently considering regulatory changes to strengthen access management.

Alternative Improvements

These improvements involve less capital intensive methods to reduce single occupancy vehicle trips and the impact of congestion on the community.



Transportation Demand Management (TDM)

An important strategy in reducing overall traffic congestion is implementation of Transportation Demand Management (TDM) strategies, which can help reduce traffic congestion by decreasing the number of vehicle trips by increasing occupancy and increasing multiple use trips. A few strategies that reduce vehicle trips by increasing travelers per vehicle include high occupancy vehicle (HOV) lanes, park and ride facilities, express bus routes, and vanpools. Other TDM strategies include lower parking rates for carpools and subsidized transit use. TDM can also impact peak period travel volumes by encouraging business owners to engage telecommuting, flexible work schedules, and compressed work weeks. Using each trip effectively by combining uses such as grocery and dry cleaning should be encouraged. Encouraging installation of features to provide convenient bicycle and pedestrian access is yet another TDM strategy.

The strategic placement of park and ride lots can be successful by providing a central meeting location for commuters to carpool to work or board transit. Park and ride lots provide a safe and convenient location for carpool and transit riders to meet close to their homes without requiring that each passenger be picked up at each individual home. An existing park and ride lot located at the I-985/SR 53 Mundy Mill Road interchange provides 126 spaces. A second park and ride lot with 300-400 spaces is under construction along Atlanta Highway and I-985 as part of the Exit 16 interchange project. In addition, a significant number of Hall County residents utilize the Park and Ride lot at I-985 and SR 20, approximately 3 miles south of the county line, which is located in the Atlanta urbanized area.

Active employer participation is key to the success of many TDM strategies, and many kinds of businesses can benefit from the results of TDM. Experience has demonstrated that increased productivity can reduce commute trips. Energy, time, and other resources spent on the commute can be allocated more efficiently to enhance productivity. Employers have the power to modify work hours and establish telecommuting programs. They can also share some of their cost savings by providing financial or other rewards to employees who rideshare or hire transportation coordinators to run vanpool programs and personalize ride-matching.

Focusing TDM strategies around activity centers is critical for a variety of reasons. Within activity centers, implementation of strategies is focused on developing public-private partnerships by establishing Transportation Management Initiatives (TMIs) or Transportation Management Associations (TMAs). These are typically comprised of local businesses that partner with government agencies to provide transportation solutions, such as ride-matching services, discount transit passes, and shuttle services. Public education support and initial program start-up and coordination of TDM initiatives is available from GDOT and The Clean Air Campaign.

Pedestrian and Bicycle Improvements

Used for transportation as well as recreation, pedestrian and bicycle facilities serve as an integral element of a multimodal transportation network. Pedestrian and bicycle facilities are vital for providing links to transit, accommodating short trips between neighborhoods and community facilities, and providing circulation between land uses in denser activity centers. The connection of neighborhoods to activity centers, such as employment centers, community facilities, and retail opportunities, by way of pedestrian and bicycle facilities will improve resident accessibility to these locations. Demand for bicycle and pedestrian facilities has grown substantially since the inception of the ISTEA and TEA-21 surface transportation authorization programs, which have provided more funding for these modes.



There are two basic categories or forms of bicycle improvements: on-road facilities, including bike lanes, widened curb lanes, and designated bike routes, and off-road paths or trails. Bicycle users have varying levels of expertise; therefore, different types of facilities are desirable to different types of users. Cyclists are typically separated into three groups, Type A, Type B, and Type C, which are described in the *AASHTO Guide for the Development of Bicycle Facilities* as follows:

Type A Cyclists: Advanced or experienced riders who generally use their bicycles as they would a motor vehicle.

Type B Cyclists: Basic or less confident adult riders who may also be using their bicycles for transportation purposes, e.g., to get to the store or to visit friends, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by the faster traveling motor vehicles.

Type C Cyclists: Children, riding on their own or with parents, who may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores and recreational facilities.

On-road facilities, such as designated bike routes, widened curb lanes or striped bicycle lanes immediately adjacent to vehicle travel lanes, serve mostly experienced cyclists (Type A) who use their bicycles as they would a motor vehicle. Less experienced Type B and Type C cyclists favor the security of wider roadways, less traffic, and off-road, multi-use paths.

One bikeway is designated for Hall County as part of the Statewide Bicycle Route System. The Appalachian Gateway (Route 55) would include 32.8 miles in Hall, traversing the length of the County. Entering from Gwinnett County to the south, the route would follow Hog Mountain Rd., SR 13/Atlanta Hwy., Industrial Blvd., Bradford St., Myrtle St., SR 11, SR 13, White Sulphur Rd., Pine Valley Rd., and SR 284, after which it would enter White County to the north. Route 55 would provide bicycle access to the communities of Flowery Branch, Oakwood, Gainesville, and Clermont, as well as Lake Lanier.

Cleaner Fuels and Vehicle Inspections

Hall County is part of a 25-county Department of Natural Resources, Environmental Protection Division Fuel Control Area. Under the DNR publication, *Rules for Air Quality* (Chapter 391-3-1), acceptable sulfur levels and Reid Vapor Pressure are defined. Cleaner fuels minimize harmful fuel emissions from vehicles and other motorized equipment, such as the formulation of seasonal ozone that lead to degraded air quality. Technological advances will continue to provide cleaner fuels.

Vehicle inspection programs detect vehicles that contribute to the degradation of air quality. As such, the DNR considers its implementation in counties with ambient air levels of ozone or carbon monoxide in excess of the National Ambient Air Quality Standards (NAAQS). Since Hall County has been declared in non-attainment of the 8-hour ozone standard, a vehicle inspection program could be instituted.



Traffic Safety and Operations

Non-capacity adding projects, such as safety and operational projects, can address specific community needs. These improvements address the need to maximize the efficiency and safety of the existing roadway network as a foundation for providing an overall transportation system that meets future demands. Safety and operational projects normally address issues such as sight distance limitations, sharp turning radii, intersection angles, and signage placement. The projects are essential to meeting the transportation needs of the community where adding roadway capacity is difficult.

Small-scale improvements can be incorporated into the existing roadway network to improve the flow of traffic, and they usually have a relatively short completion schedule and lower cost than roadway widening or new construction. Whenever possible, traffic operation improvements should be considered before determining the need for a widening or new construction project. Traffic operations can be optimized in many ways, including providing inter-parcel access, adding medians, closing curb cuts (driveways), adding turn, acceleration or deceleration lanes, or installing or upgrading traffic signals. Coordinated signal timing plans link together the operations of a series of traffic signals located close enough together to impact traffic conditions along an entire corridor. Developed to vary by time of day and day of week, coordinated signal timing plans improve the efficiency of signal operations along congested corridors, increasing the corridor's effective capacity by 10-15 percent.

Infrastructure Improvements

The need to maximize the effectiveness of existing roadway infrastructure is critical in maintaining an efficient transportation network. Potential infrastructure improvements include intersection and interchange improvements, HOV facilities, ITS strategies, transit systems, roadway projects, and other strategies requiring capital investment.

Intersection and Interchange Improvements

Many transportation conflicts resulting in congestion and safety issues are found at intersections and interchanges. Improvements to intersections and interchanges are vital to the safety and efficiency of transportation networks and to building a foundation for a network that meets future demands.

Improvements should be considered at intersections and interchanges with a high crash rate or intersections with severe congestion. Intersection and interchange improvements can correct roadway deficiencies, increase safety, and result in improved travel without the need to widen or make any additional improvements to the mainline roadway.

High Occupancy Vehicle Facilities

Implementing high occupancy vehicle (HOV) facilities reduces congestion and vehicular demands on roadways by reducing single occupancy vehicle (SOV) use. Commuters using multiple occupancy means of travel, from carpools and vanpools to commuter (express) bus and local transit service, are encouraged by the travel time advantages provided. The 2003 HOV Strategic Implementation Plan for the Atlanta Region identified the need for future HOV lanes in Hall County along Interstate 985. This study placed all HOV improvements proposed for the Atlanta region into seven prioritization tiers. Tiers 1 through 4 have been identified for



implementation before year 2030 and Tiers 5 through 7 after 2030, although some projects in Tiers 5 through 7 may be included in the 2030 implementation plan based on future project-by-project evaluation. The initial segment along I-985 into Hall County, beginning at SR 20/Buford Drive in Gwinnett County and terminating at SR 347/Friendship Road in Hall, was identified as a Tier 6 project. Two additional segments that would extend HOV coverage along I-985 from SR 347 to SR 53/Mundy Mill Road, and eventually to SR 369/Jesse Jewell Parkway near Gainesville, were identified as Tier 7 projects. Three HOV access points are proposed for I-985 in Hall County, including full drop ramps at Mulberry Street in Flowery Branch and Atlanta Highway, and direct merge access at SR 60.

Intelligent Transportation Systems (ITS)

Implementation of Intelligent Transportation Systems (ITS) utilizes technology to improve the safety and efficiency of the roadway system without increasing the physical size of roadway facilities. ITS strategies are used to relay information to travelers concerning congestion and incidents, as well as address railroad crossing safety and efficiency, aid emergency vehicles in efficient operation, and provide emergency operational and medical assistance to motorists. Through real time observation of traffic conditions and vehicle queuing patterns along entire corridors, ITS allows for development and implementation of new strategies to reduce congestion. Quick detection and better management of incidents minimizes congestion, enhancing the overall performance of the network. For example, in the event I-985 is temporarily closed, the coordination of signals on alternate routes would enhance traffic flow in emergencies. ITS technology provides the option of immediate, dramatic, and comprehensive changes from a single computer station during an emergency. ITS is an attractive alternative to explore in the future. GDOT recently installed Intelligent Transportation Systems (ITS) such as variable message signs and video cameras along I-985 in Hall County.

Local Transit and Commuter Bus

The implementation of multimodal transportation alternatives offers sound solutions to meet the County's transportation needs. Local transit, coupled with convenient express bus service, can extend the useful life of the expensive roadway infrastructure. Express bus alternatives can offer commuters a safe and convenient ride to work that, when all factors are considered, is cost-effective for most commuters.

A viable transportation option for Hall County travelers is Hall Area Transit's Red Rabbit fixed route and demand response service. Based on existing capacity and ridership data, the service has the capacity to serve a significant percentage of travelers choosing an alternative to vehicle travel. According to a ridership survey conducted in June 2003, approximately 60 percent of fixed route riders use the system during peak hour. The annual fixed route peak hour capacity of 51,000 compared to current estimated annual fixed route peak hour ridership, 19,900, demonstrates a significant supply of transit capacity. With an expected increase of population of 134 percent by 2030, ridership could increase at the same rate to approximately 46,600, which is within current capacity. Increasing fleet maintenance and operation cost requirements must continue to be met.



Intercity Passenger and Freight Rail

Commuter rail between Atlanta and Gainesville is a second phase development in the Commuter Rail Program. The line would have seven stations beginning at Lenox and going to Norcross, Duluth, Suwanee, Sugar Hill, Oakwood and Gainesville. The GDOT study projects that there would be more than 7,000 daily passenger trips and could potentially recover a substantial part of the operating costs from the farebox (estimated recovery about 60%).⁴

The same line would serve as part of an intercity rail program also envisioned by GDOT, which would complement existing AMTRAK intercity service to Gainesville. The Intercity Rail Passenger Plan explores the possibility of intercity rail passenger services between Atlanta and Greenville going through Gainesville. The service is projected to attract 128,000 passengers annually by 2020.⁵ Implementation of the service is expected to cost approximately \$104 million. In addition, this line forms part of the federally designated Southeast High Speed Rail Corridor (SEHSR) project, which proposes high speed passenger rail service between Atlanta and Washington, DC.

Aviation

Hall County's Lee Gilmer Airport is considered a Level III – Business airport of regional impact by GDOT. This is defined as capable of accommodating commercial aircraft or a variety of business and corporate jet aircraft. For Level III airports, a minimum runway length objective of 5,500 feet has been established; ideally, operations at Level III airports should also be aided by a precision instrument approach. Although the airport does not currently have an instrument landing system (ILS), they have been allocated federal funding for implementation. An ILS should be in place within the next two years.

While Lee Gilmer Airport is a growing facility that offers significant economic development opportunities, passenger and most freight aviation transportation available to Hall citizens and businesses will be offered at Hartsfield-Jackson Atlanta International Airport.

⁴ GDOT Commuter Rail Study

⁵ GDOT Intercity Rail Passenger Plan



Congestion Management Process

The Congestion Management Process is a systematic process for defining what levels of congestion are acceptable to the community; developing performance measures to monitor levels; identifying alternative solutions to manage congestion; prioritizing funding for those strategies and assessing the effectiveness of those actions. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law by the President on August 10, 2005. In a provision similar to the earlier reauthorizations acts, ISTEA and TEA-21, SAFETEA-LU requires metropolitan planning organizations serving a Transportation Management Area (TMA) – metropolitan area with a population in excess of 200,000 – to have a process that provides for effective management and operation” to address congestion management. Previous to SAFETEA-LU, Congestion Management Process (CMP) was referred to as ‘Congestion Management System (CMS).

The development of a CMP can assist in managing congestion along major routes within a transportation system by establishing performance measures, monitoring the system’s performance, and developing strategies to manage or alleviate congestion. The GHMPO does not meet the federal population threshold of a TMA and thus is not required to develop a CMP. However, since a small portion (5%) of the Atlanta urbanized area is contained in Hall County, which is in the GHMPO study area, the CMP for this area will be updated in coordination with the Atlanta Regional Commission (ARC), which is the primary agency responsible to conduct and develop the CMP in the Atlanta TMA.

The GHMPO travel demand model and the performance measures identified in Section 2 of this document provide the basis for developing a CMP. The performance measures developed to identify needs in Hall County are very similar to those used by many urbanized areas. Three roadway performance measures have been identified to gauge the efficiency of the roadway transportation network: volume to capacity (V/C) ratios, a congestion index (or a measure of declining speeds), and intersection level-of-service (LOS).

The network of facilities monitored by ARC includes all regionally significant roadways functionally classified as arterial or higher, coupled with additional facilities meeting regulatory guidelines. The identification of congested facilities is determined using a base year and future year (with a 25-year horizon peak period) regional travel demand model. All facilities that meet CMP monitoring requirements are subject to review before any capacity-adding projects can be implemented.

The CMP developed for the Hall County portion of the Atlanta urbanized area is attached as Appendix E. This system has documented congestion in this area and evaluated the two proposed capacity-adding projects along with a menu of improvement alternatives.



Project Cost Escalation Process and Recommendations

Background

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, planning entities have been required to ensure that transportation plans are fiscally constrained. As per the FHWA-FTA Fiscal Constraint Guidance published in June 2005, *"fiscal constraint requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and are 'reasonably expected to be available' to implement the metropolitan long range transportation plan and the STIP/TIP, while providing for the operation and maintenance of the existing highway and transit systems."*⁶

However, estimating cost escalation for projects in future years is a new federal requirement enacted in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have jointly provided guidance on fiscal constraint for metropolitan plans, transportation improvement programs (TIPs), and Statewide TIPs. The guidance calls for the use of "forecast year" dollars in preparing cost projections for highways and transit projects in MPO planning documents. The guidance recommends using of a four (4) percent annual inflation rate for construction costs for 2007 and beyond - for both highway and transit improvements. However, if more appropriate data is available, a lower or higher rate can be used as long as it is documented in the financial plan. It is important to note that the 4% inflation rate applies to "planning-level" cost estimation only. It is not to be used in place of the more researched forecasts required during project development for risk assessments and cost estimation of New Starts.

Potential Cost Escalation Options

Due to the rapid rise in materials, and construction costs and right-of-way costs in Georgia over the last three years, it was decided to develop a cost escalation process that would account for these increases. The process included coordination and consultation with the Federal Highway Administration (FHWA), Georgia Department of Transportation (GDOT) and the Atlanta Regional Commission (ARC). Based on this consultation process, it was determined that a 2.2% annual inflationary rate be used to escalate Gainesville-Hall Metropolitan Planning Organization (GHMPO) project costs. Since the project cost estimates contained in Tier 1 (2008 to 2013) were updated by GDOT in February 2007, GDOT cost estimates are used. Based on FHWA, GDOT and ARC recommendations, GHMPO will use a compounded growth rate of 22.0 percent for Tier 2 (2014 to 2020); 40.7 percent for Tier 3 (2021 to 2030) and 62.7 percent for post 2030 projects. Table 14 below shows the inflationary compound growth rate for each tier.

Table 14- Inflationary Compound Growth Rates on Cost Estimates by Tier

	Tier 1	Tier 2	Tier 3	Tier 4
	2008-2013	2014-2020	2021-2030	Post 2030
Rate	<i>updated by GDOT</i>	22.00%	40.70%	62.70%

⁶ Federal Highway Administration (FHWA), "FHWA-FTA Fiscal Constraint Guidance" FHWA, June 25, 2005.



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Since the GHMPO Long Range Transportation Plan (LRTP) identifies projects into three tiers (2008 to 2013, 2014 to 2020 and 2021 to 2030), the inflationary compound rates were compiled and averaged based on these three time periods.

Example Project

GHMPO No.	Project Name	Phase	2007\$	Year of Expenditure \$
GH-006	Memorial Park Ext/Skelton Road & Connector	ROW; CST	\$15,651,000	\$19,094,220

Project GH-006, Memorial Park Ext/Skelton Road & Connector, is programmed in Tier 2 (2014 to 2020).

2007 Dollars

Preliminary Engineering :	Authorized
Right-of-Way :	\$ 5,800,000
Construction:	<u>\$ 9,851,000</u>
TOTAL:	\$15,651,000

Year of Expenditure Dollars

TOTAL: \$15,651,000 X 1.22 = \$19,094,220

Thus, the project cost for the Memorial Park Ext/Skelton Road & Connector now totals **\$19,094,220**, which is a 22 percent increase from 2007 dollars.



Proposed Projects

Roadway improvements identified through travel demand modeling and the public involvement process were central features during the LRTP planning process. Additional roadway projects that improve levels of service, reduce congestion, and improve safety were the foundation for meeting transportation needs to the year 2030.

The Georgia Department of Transportation, Hall County and its municipalities are actively pursuing the development and maintenance of a road network that accommodates continuing growth. Tables 15, 16 and 17 show the planned projects to meet the long term needs in the study area over the next 23 years. The projects are categorized into three tiers: Tier 1, 2008 to 2013; Tier 2, 2014 to 2020; and Tier 3, 2021 to 2030. The projects are reflected in Figures 9 and 10.



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Table 15- Tier 1 Projects

2008-2013 Projects				
GHMPO No.	GDOT No.	Project Name	Phase	Cost Estimate
GH-002	1097	Thurmon Tanner Parkway (Ph. 3) – Plainview Rd to SR 53/Mundy Mill Road	ROW; CST	\$11,454,800
GH-007	162430	SR 347/Friendship Road From I-985 to SR 211	ROW; CST	\$69,865,000
GH-008	122150	US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson County	ROW; CST	\$40,950,120
GH-009	7389	McEver Road Intersections – Gaines Ferry, Lights Ferry, Jim Crow, Flat Creek, Stephens Rd, Chamblee Road	PE	\$920,000
GH-011	6448	Upgrade Traffic Signals along Jesse Jewell – Pearl Nix to Downey, 11 signals	ROW; CST	\$2,257,000
GH-012	7240	I-985 – Exit 22 Ramp Improvements at US 129/E.E. Butler	ROW; CST	\$4,558,000
GH-014	170735	SR 347/Friendship Road – I-985 to McEver Road Phase I	ROW; CST	\$16,668,000
GH-015	425	I-985 – New Interchange North of SR 13 Near Martin Road	ROW	\$18,504,000
GH-016	3626	Sardis Road Connector – SR 60/Thompson Bridge to Sardis/Chestatee Road	ROW; CST	\$23,521,000
GH-018	122010	SR 369/Brown's Br Road – Forsyth Co. Line to SR 53/McEver Road	ROW	\$12,853,000
GH-021	132950	SR 13-Buford/Atlanta Hwy – Thompson Mill Road to Relocation of SR 347/Friendship Road	PE; ROW; CST	\$3,101,600
GH-024		Martin Road – Falcon Pkwy to SR 53/Winder Hwy	PE; ROW	\$20,556,693
GH-025	7233	SR 211/Old Winder Highway – SR 53/Winder Hwy to SR 347 on new alignment	PE	\$1,165,000
GH-026	132995	SR 52 at Candler Creek – Bridge	ROW; CST	\$1,760,000
GH-031		Midtown Greenway on CSX Right-of-Way	PE, ROW, CST	\$1,000,000
GH-050	142291	SR 284/Clarks Bridge Road at Chattahoochee River – Bridge	ROW; CST	\$9,959,000
-	-	FY 2008-2013 Section 5307 Urban Operating Expenses	Transit	\$5,518,813
-	-	FY 2008-2013 Section 5307 Urban Capital Expenses	Transit	\$2,002,958
-	-	FY 2008-2013 Section 5309 Discretionary Capital	Transit	\$2,472,491
-	-	FY 2008-2013 Section 5310 Elderly and Disable Program	Transit	\$553,783
-	-	FY 2008-2013 Section 5311 Rural Operating Expenses	Transit	\$3,443,668
-	-	FY 2008-2013 Section 5311 Rural Capital Expenses	Transit	\$1,211,600
-	-	FY 2008-2013 Section 5316 Access to Jobs	Transit	\$1,216,686
GH-051	7639	Central Hall Recreation and Multi-Use Trail	PE; ROW; CST	\$3,929,709
GH-052	6336	Advanced Traffic Management System on I-985	PE	\$3,900,812
GH-054	7353	Traffic Signal Upgrades - SR 11, SR13, SR 53, SR 60	CST	\$1,600,000
GH-059		Rock Creek Greenway Connector	CST	\$375,000
GH-060		Gillsville Trail and Downtown Streetscape	CST	\$112,500
GH-062	0007467	Cable Barriers along Interstate 985 from Hall County Line to Jesse Jewel Parkway	CST	\$2,690,000
GH-063	0007021	SR 53/Dawsonville Hwy at Chestatee River – Bridge	ROW	\$118,500
GH-073		Oakwood Diesel Retrofit Project	—	\$14,000
GH-074		Hall County Diesel Retrofit Project	—	\$235,336
GH-075		Intersection Improvement - Old Cornelia and Joe Chandler	PE; ROW; CST	\$680,000



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GH-076		Sidewalk on SR 60/Thompson Bridge Rd - Civic Center to Old Thompson Bridge Rd	CST	\$67,738
GH-077		SR 11/11 Business/60 and SR 369 Traffic Signal Retiming	—	\$126,000
Total				\$269,362,807

Table 16- Tier 2 Projects

2014-2020 Projects

GHMPO No.	GDOT No.	Project Name	Phase	2007 Dollars	Year of Expenditure Dollars
GH-006	141840	Memorial Park Ext/Skelton Road & Connector	ROW; CST	\$15,651,000	\$19,094,220
GH-009	7389	McEver Road Intersections – Gaines Ferry, Lights Ferry, Jim Crow, Flat Creek, Stephens Rd, Chamblee Road	ROW; CST	\$10,437,350	\$12,733,567
GH-015	425	I-985 – New Interchange North of SR 13 Near Martin Road	CST	\$18,101,000	\$22,083,220
GH-018	122010	SR 369/Brown's Br Road – Forsyth Co. Line to SR 53/McEver Road (Construction)	ROW; CST	\$18,502,000	\$22,572,440
GH-020	122060	US 129/Cleveland Hwy – Limestone Rd to Nopone Road	ROW; CST	\$58,304,000	\$71,130,880
GH-023		Spout Springs Road – SR 13/Atlanta Highway to Gwinnett Co. Line	PE; ROW; CST	\$40,084,708	\$48,903,344
GH-024		Martin Road – Falcon Pkwy to SR 53/Winder Hwy	CST	\$18,101,000	\$22,083,220
GH-025	7233	SR 211/Old Winder Highway – SR 53/Winder Hwy to SR 347 on new alignment	ROW, CST	\$10,491,000	\$12,799,020
GH-028	142294	SR 332/Poplar Springs Road at Walnut Creek – Bridge	ROW; CST	\$1,115,000	\$1,360,300
GH-029	122064	US 129/Cleveland Hwy at Chattahoochee River - Bridge	CST	\$10,283,000	\$12,545,260
-	-	FY 2014-2020 Transit Funding	Transit	\$17,496,144	\$21,345,296
GH-030	122066	US 129/Cleveland Hwy at East Fork Little River (Bells Mill) - Bridge	CST	\$7,336,000	\$8,949,920
GH-040	132860	SR 53/Winder Hwy from I-85 in Jackson Co. to SR 211/Tanners Mill Road	ROW; CST	\$6,956,040	\$8,486,369
GH-056	7170	SR 136/Price Road @ Chestatee River - Bridge	PE; ROW; CST	\$909,750	\$1,109,895
GH-057	122012	SR 369/Browns Bridge Road - New Bridge over Lake Lanier	CST	\$3,762,000	\$4,589,640
GH-063	7021	SR 53/Dawsonville Hwy at Chestatee River – Bridge	CST	\$4,208,859	\$5,134,808
GH-065	0001095	Relocation of Lights Ferry Rd from Gainesville St to SR 13	PE; ROW; CST	\$3,800,000	\$4,636,000
GH-066		Northern Connector - Connection Between SR 60/Thompson Bridge Road and SR 365	PE	\$26,236,363	\$32,008,363
GH-067		Widening of Ridge Road from Queen City Pkwy to Old Cornelia Hwy	PE; ROW; CST	\$23,609,270	\$28,803,309
GH-069		Intersection Improvement at Jesse Jewel Pkwy and John Morrow Pkwy	PE; ROW; CST	\$285,600	\$348,432
GH-072		SR 53/Dawsonville Hwy - Duckett Mill rd to Hall Co. Line	PE; ROW; CST	\$12,125,000	\$14,792,500
Total				\$307,795,084	\$375,510,002



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Table 17- Tier 3 Projects

2021-2030 Projects					
GHMPO No.	GDOT No.	Project Name	Phase	2007 Dollars	Year of Expenditure Dollars
GH-017	3701	SR 13/Atlanta Highway Widening & Memorial Park Drive Widening – Frontage Road to Browns Bridge	ROW; CST	\$19,665,000	\$27,668,655
GH-019	132250	SR 52/Lula Road – 1 mile north of SR 365 to south of Julian Wiley Road	ROW; CST	\$11,140,000	\$15,673,980
GH-022		MLK Blvd – SR 60/Queen City Parkway to EE Butler	PE; ROW; CST	\$5,625,921	\$7,915,671
GH-027	142290	SR 52/Lula Road at Chattahoochee River – Bridge	ROW; CST	\$5,925,000	\$8,336,475
GH-033	1822	SR13/Atlanta Highway - Radford Road to SR 53/Winder Hwy	PE; ROW; CST	\$11,775,000	\$16,567,425
GH-035	150290	US 129/Cleveland Hwy - N of Nopone/J Hood Road to SR 284/Clarks Bridge Road	PE; ROW; CST	\$29,700,000	\$41,787,900
GH-036	122240	US 129 - SR 284/Clarks Bridge Road to White Co. Line	ROW; CST	\$15,361,000	\$21,612,927
GH-038	132610	SR 60/Thompson Bridge Road - SR 136/Price Road to Hall County Line	ROW; CST	\$41,523,000	\$58,422,861
-	-	FY 2021-2030 Transit Funding	Transit	\$19,775,921	\$27,824,721
GH-039		South Enota Drive - Widen from 2 To 4 Lanes from Park Hill to Downey Blvd		\$8,313,560	\$11,697,179
GH-041	133280	Old Cornelia Hwy – Exist. 4-lane E of I-985 to Joe Chandler Road	PE; ROW; CST	\$273,000	\$384,111
GH-043		SR 136/Price Road - SR 60/Thompson Bridge Road To Dawson Co. Line	PE; ROW; CST	\$42,799,515	\$60,218,918
GH-046	141820	SR 323/Gillsville Hwy - US 129/Athens Hwy to E of SR 82/Holly Springs Road	ROW; CST	\$27,748,000	\$39,041,436
GH-066		Northern Connector - Connection Between SR 60/Thompson Bridge Road and SR 365	ROW; CST	\$140,258,182	\$197,343,262
GH-070		Six-Laning of I-985 from Hall Co. Line to Exit 24	PE	\$9,265,400	\$13,036,418
GH-071		Widening of SR 365 from Exit 24 on I-985 to Hall Co. Line. Includes 3 New Diamond Interchanges	PE	\$10,988,640	\$15,461,016
Total				\$400,137,139	\$562,992,955

Figure 9
Long Range Transportation Plan Projects (Countywide)

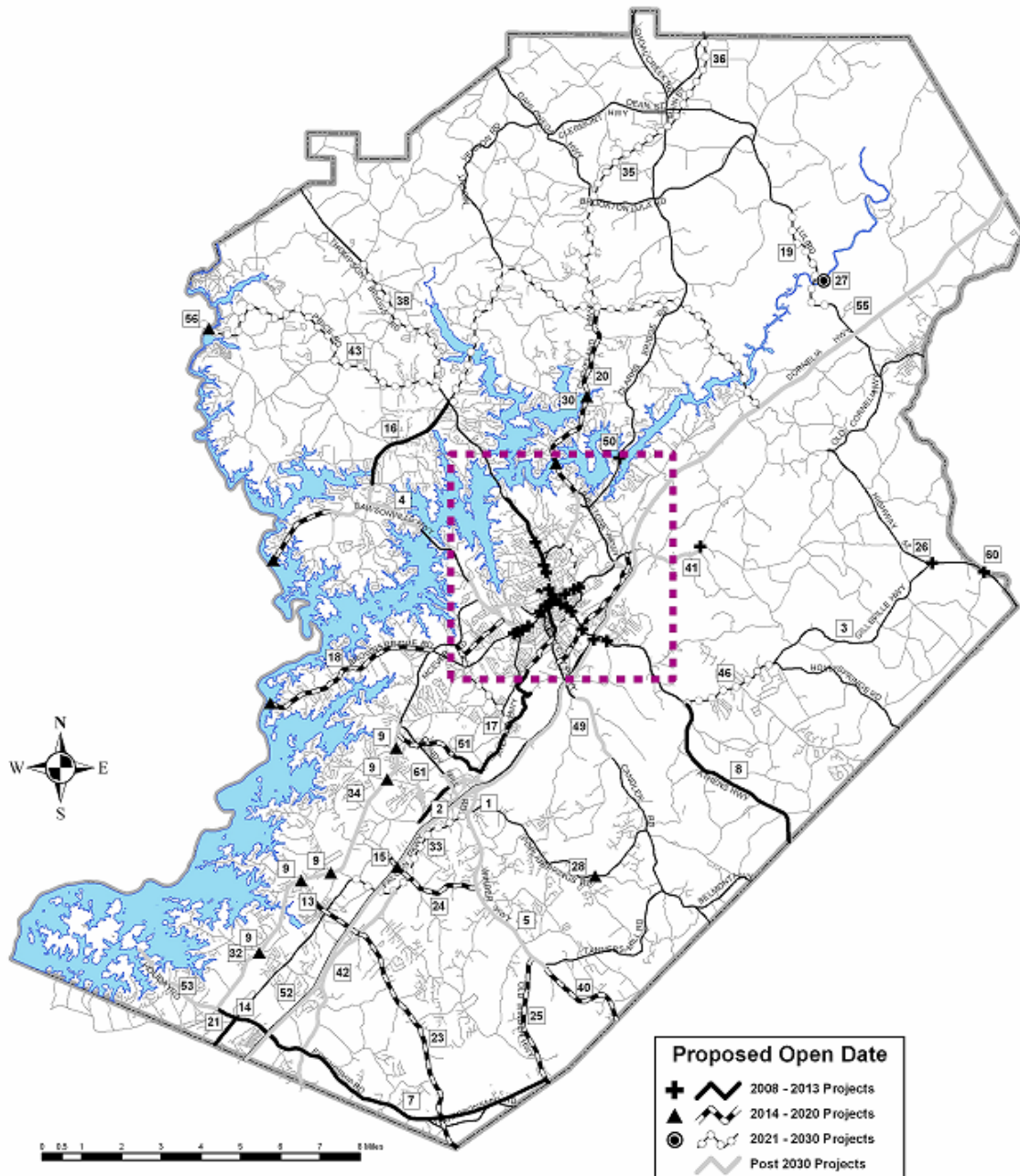
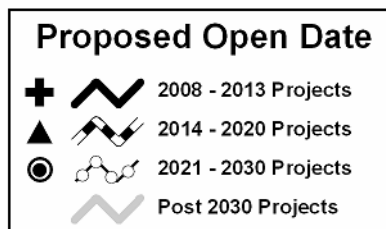
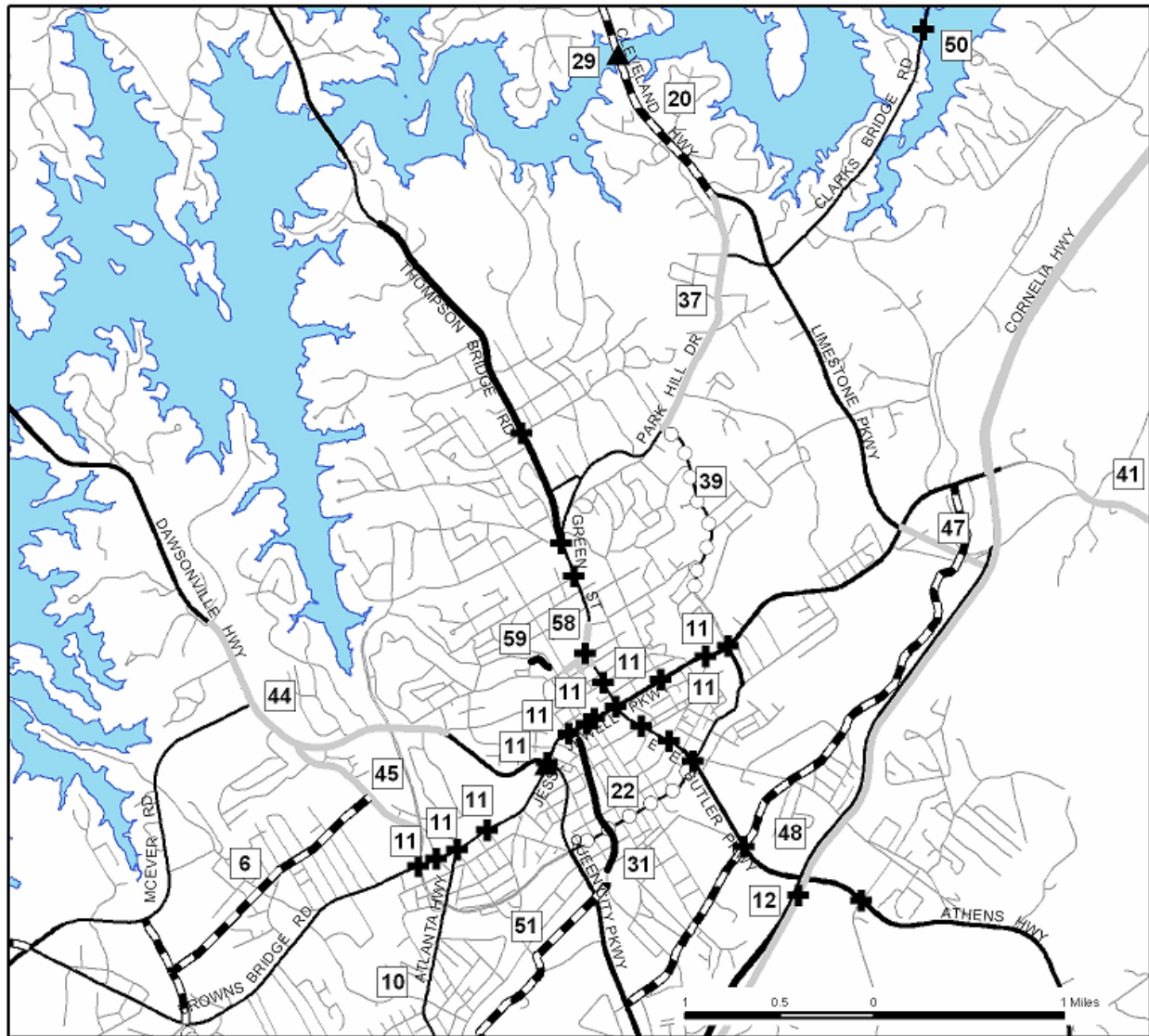


Figure 10
Long Range Transportation Plan Projects (Gainesville Inset)





Implementation Plan

The Implementation Plan provides financial and project phasing detail, as well as highlighting short-term actions to implement plan strategies. General planning cost estimates and revenues for the program are also presented. Anticipated costs and revenues are based on the best available information, and will need to be updated in subsequent Plan updates as project information is refined and revenue sources are re-authorized or modified.

Potential Funding Sources

Hall County is eligible for many types of federal and state funding for transportation improvements. Local sources of funding are often necessary to match state or federal funds, and identifying state and local sources to match potential federal revenues is a challenge. Georgia has one of the lowest motor fuel taxes in the country. To help augment state revenues, counties can enact Special Purpose Local Option Sales Tax (SPLOST) programs, which have specific time frames for collections that make program continuity subject to voter approval. Hall County voters recently approved a new SPLOST program, the County's fifth, which allocates a portion of the funds for transportation projects. Additional SPLOST programs are anticipated during the planning horizon. The details of the revenue projections are also outlined in the Appendix C.

Other potential sources of funding include:

- General operating funds;

- Transit farebox revenues;

- Tolls;

- Public/private partnerships, such as Community Improvement Districts (CIDs) and developer contributions; and

- Development impact fees.

Estimated Revenues

Total estimated revenues available from all sources for the program of roadway projects in 2007 dollars is \$1.23 billion, as reflected in Table 4 below. The share of total estimated state and federal funding available to the year 2030 for the GHMPO area is \$1.13 billion. The projection for local dollars, primarily through Special Purpose Local Option Sales Taxes (SPLOST) is \$99 million. Most of these funds will be required as local match on projects that can not be fully funded by outside sources. Details on these projections are provided in Appendix A.



2030 Long Range Transportation Plan Update

Table 18-Estimated Revenue Summary

Source	Projects	Maintenance	Transit	Total
Federal/State	\$1,132,142,000	\$87,932,000	\$50,712,000	\$1,270,786,000
Local	\$99,000,000	\$44,250,000	\$16,904,000	\$160,154,000
Total	\$1,231,142,000	\$132,182,000	\$67,616,000	\$1,430,940,000

Source: Gainesville-Hall MPO and Georgia DOT

In addition to capital costs, there will also be operations and maintenance costs that grow as a result of a variety of factors over the next thirty years:

Increased roadway mileage associated with plan improvements;

Increased number of local roadway miles due to new growth in commercial and residential developments;

Implementation of transit improvements requiring on-going operations and maintenance costs; and

Expansion of ITS components and associated monitoring and response capabilities.

These costs and revenues to cover them have been accounted for separately above and beyond the project revenue outlined in Table 15 above. This topic is covered in more detail in the Appendix D.

Project Phasing

As noted earlier, the total anticipated revenue for roadway projects to be built in Hall County totals \$1.23 billion. The GHMPO 2030 LRTP must be fiscally constrained, meaning that projected year of expenditure cost for all roadway projects does not exceed the anticipated revenue calculated by GDOT and the MPO. The GHMPO 2030 LRTP will have three distinct programming phases and projects and project phases have been categorized into the following three tiers:

Tier 1 represents projects and project phases identified in FY 2008 to 2013 (TIP years);

Tier 2 represents project and projects phases identified in FY 2014 to 2020; and

Tier 3 represents projects phases identified in FY 2021 to 2030.

Based on these three tiers, the GHMPO must develop a programming plan that is fiscally constrained. The table below provides the GDOT and GHMPO estimated programming funds, year of expenditure project costs and the dollar difference for each of the three tiers.



2030 Long Range Transportation Plan Update

Table 19- Comparison of Estimated Funds and Costs by Program Tier

Tier	Programming Years	Estimated Roadway Programmed Funds	Estimated Project Costs	Difference
1	2008 to 2013	\$313,946,518	\$230,249,541	\$83,696,977
2	2014 to 2020	\$374,743,014	\$374,201,784	\$541,230
3	2021 to 2030	\$542,453,000	\$535,168,234	\$7,284,766
Total		\$1,231,142,532	\$1,139,619,559	\$91,522,973

Note: The estimated programmed funds do not include maintenance and transit funding, but do include anticipated SPLOST funding revenue.

As shown in the table, Tier 1 (2008 to 2013) project costs total \$230 million, which is \$84 million less than the anticipated revenues for this time period. Since there may be some project costs adjustments by GDOT in this tier, it is recommended that no additional projects be added to this tier unless a project of equal or great value is removed. Tier 2 (2014 to 2020) project costs total \$374 million, with barely half-a-million in surplus funds. Tier 3 (2021 to 2030) project costs total \$535 million, which is \$7 million less than the anticipated revenues for this time period.

2030 LRTP Update

Appendix A ***Project Worksheets***



PROJECT PAGE TERM DEFINITIONS

Project Name

This refers to the project such as road or bridge project.

GHMPO No.

This is the number used by the GHMPO staff to track a project from concept stage to completion.

GDOT No.

This refers to the Georgia Department of Transportation's internal # for tracking a project from scope to completion. If a project does not have one of these numbers, it is either a totally locally funded project, or a project not yet made active by the DOT.

Project Description

This describes what will be done to the project referred to in the project title. This includes what specific action will be taken on the project (widening, bridge replacement, intersection improvements).

Regionally Significant

This describes a capacity-adding transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sport complexes, etc. or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Capacity Adding

This refers to whether a structure will increase a roadway's capacity for additional traffic.

Bike/Ped

This details if there is a bicycle or pedestrian component that will be completed along with this project. There are recommended improvements included from the draft GHMPO bicycle and pedestrian plan.

Connectivity

This describes how these upcoming projects coordinate with other projects in the Transportation Improvement Program and Long Range Transportation Plan.

Length

This refers to the length of a project in miles and tenths of miles.

Number of Lanes – Existing, Future

This section identifies the number of lanes on the roadway presently; lanes planned indicate number of lanes upon completion of project.



Existing and Future Volume (ADT)

This details the average annual daily traffic volume on the roadway segment for 2003 and 2030 respectively.

Status

This demonstrates the year in which this work will take place. Auth. (authorized) denotes funding already spent and LR (long range) for projects post 2011.

Phase

This section is broken down by fiscal year, showing the year in which work will begin. These phases include preliminary engineering (all work done in development of plans for a particular project), right-of-way and construction.



2030 Long Range Transportation Plan Update

Project Name Thurmon Tanner Parkway (Ph. 3) – Plainview Rd to SR 53/Mundy Mill Road	GHMPO No. GH-002	GDOT No. 1097
	County Hall	City Oakwood
Local Rd. Name Thurmon Tanner Parkway	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 2	RDC GMRDC

Project Description							
The next phase of extending the Thurmon Tanner Parkway from Plainview Road north to Mundy Mill Road.							
Improvement Type	New Road	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source	Split
Project Intent							
To relieve congestion and increase mobility as an alternate north/south route in the growing Oakwood area.							

Project Termini From Plainview Road To Mundy Mill Road	Length (miles) 1.20	
	Exist. Lanes None	Future Lanes 4
Bike / Ped. Sidewalks	Exist. Vol. n/a	Design Vol. n/a
Connectivity Chamblee Road, Radford Road		
Network Year 2010	Open to Traffic Date 2010	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$25,000	\$0	\$0	\$0	\$25,000
2008	Right-of-Way	LOCAL	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2008	Construction	L200	\$666,800	\$1,657,600	\$6,630,400	\$0	\$8,954,800
		TOTAL	\$3,191,800	\$1,657,600	\$6,630,400	\$0	\$11,479,800





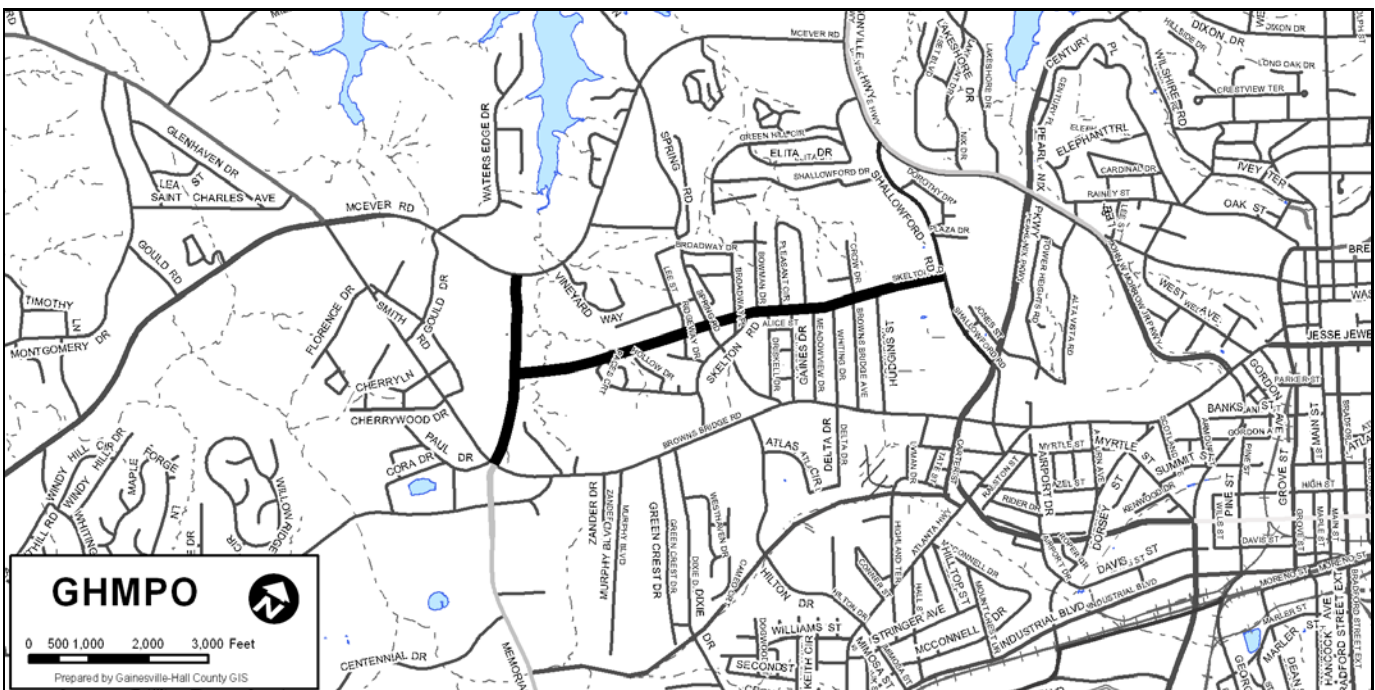
2030 Long Range Transportation Plan Update

Project Name Memorial Park Ext/Skelton Road & Connector	GHMPO No. GH-006	GDOT No. 141840
	County Hall	City Gainesville
Local Rd. Name Skelton Road	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 6	RDC GMRDC

Project Description						
Widening of Skelton Road and extension to Memorial Park Road. Also including Memorial Park Road extension from SR 369/Browns Bridge Road to SR 53/McEver Road.						
Improvement Type	Widening	Regionally Significant	Capacity Adding	Yes	Funding Source	Hall Co
Project Intent						
These roadway improvements and expansions will allow for greater mobility and access on the south side of Gainesville.						

Project Termini From Shallowford Road To McEver Road/Brown's Bridge Road	Length (miles) 2.00	
	Exist. Lanes 2	Future Lanes 4/6
Bike / Ped. Sidewalks	Exist. Vol.	Design Vol.
Connectivity SR 53/Dawsonville Highway, Memorial Park Drive		
Network Year 2015	Open to Traffic Date 2015	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$0	\$0	\$0	\$0
LR	Right-of-Way	L200	\$580,000	\$580,000	\$4,640,000	\$0	\$5,800,000
LR	Construction	L200	\$985,100	\$985,100	\$7,880,800	\$0	\$9,851,000
		TOTAL	\$1,565,100	\$1,565,100	\$12,520,800	\$0	\$15,651,000





2030 Long Range Transportation Plan Update

Project Name SR 347/Friendship Road From I-985 to SR 211	GHMPO No. GH-007	GDOT No. 162430
	County Hall	City Buford
Local Rd. Name Friendship Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 347	Map ID 7	RDC GMRDC

Project Description Widening of Friendship Road and Thompson Mill Road from I-985 east to SR 211/Old Winder Highway. Predominantly new alignment from just west of Spout Springs to Old Winder Highway.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent The widening and new roadway will improve the east/west movement and mobility in the rapidly growing southern section of Hall County.			

Project Termini From I-985 To SR 211/Old Winder Highway	Length (miles) 8.40	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks & Bike lanes recommended	Exist. Vol.	Design Vol. 22,377 (2030)
Connectivity Holiday Road, Winder Highway		
Network Year 2010	Open to Traffic Date 2011	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$399,260	\$1,597,040	\$0	\$1,996,300
2008	Right-of-Way	L200	\$0	\$5,183,400	\$20,733,600	\$0	\$25,917,000
2008	Right-of-Way	LY10	\$0	\$1,370,600	\$5,482,400	\$0	\$6,853,000
2010	Construction	LY10	\$0	\$629,400	\$2,517,600	\$0	\$3,147,000
2010	Construction	L200	\$0	\$7,948,400	\$31,793,600	\$0	\$39,742,000
		TOTAL	\$0	\$15,531,060	\$62,124,240	\$0	\$77,655,300





2030 Long Range Transportation Plan Update

Project Name US 129/Athens Hwy from SR 323/Gillsville Hwy to SR 332/Talmo in Jackson County	GHMPO No. GH-008	GDOT No. 122150
	County Hall/Jackso	City
Local Rd. Name Athens Highway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 11/US Route 129	Map ID 8	RDC GMRDC

Project Description

Widening of SR 11/US 129/Athens Hwy from SR 332 @ Talmo/Jackson Co. to SR 323/Gillsville Hwy in Hall Co. The project cost for the portion (69%) that lies in the MPO boundary is \$16,755,960, as shown in the project spreadsheet.

Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To improve mobility and decrease congestion on this important link in between the City of Gainesville and I-85 and Athens.

Project Termini From SR 323/Gillsville Highway To Extends into Jackson Co.	Length (miles) 4.90	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Bike lanes recommended	Exist. Vol. 10,230 (2003)	Design Vol. 32,770 (2030)
Connectivity Gillsville Highway, Blackstock Road		
Network Year 2010	Open to Traffic Date 2011	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$437,676	\$1,750,705	\$0	\$2,188,381
2008	Right-of-Way	L050	\$0	\$3,042,348	\$12,169,392	\$0	\$15,211,740
2010	Construction	L050	\$0	\$5,147,676	\$20,590,704	\$0	\$25,738,380
Auth.	Right-of-Way	L050	\$0	\$100,483	\$401,932	\$0	\$502,415
	TOTAL		\$0	\$8,728,183	\$34,912,733	\$0	\$43,640,916





2030 Long Range Transportation Plan Update

Project Name McEver Road Intersections – Gaines Ferry, Lights Ferry, Jim Crow, Flat Creek, Stephens Rd, Chamblee Road	GHMPO No. GH-009	GDOT No. 7389
	County Hall	City Buford, Oakwood
Local Rd. Name McEver Road	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 9	RDC GMRDC

Project Description Intersection improvements and signalization upgrades to 6 major intersections at Stephens Road, Flat Creek Road, Jim Crow Road, Lights Ferry Road, Chamblee Road, and Gaines Ferry Road.			
Improvement Type Intersection	Regionally Significant No	Capacity Adding No	Funding Source Split
Project Intent This project intended to handle traffic growth in near term until widening of McEver Road takes place in long term program.			

Project Termini From n/a To n/a	Length (miles) n/a	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped. Sidewalks	Exist. Vol. 7,583 (2003)	Design Vol. 22,880 (2030)
Connectivity Atlanta Highway, I-985		
Network Year 2015	Open to Traffic Date 2012	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Pre-Engineering	LOCAL	\$919,275	\$1,000	\$0	\$0	\$920,275
LR	Construction	LOCAL	\$687,075	\$0	\$0	\$0	\$687,075
LR	Right-of-Way	L200	\$0	\$577,200	\$2,308,800	\$0	\$2,886,000
LR	Pre-Engineering	L200	\$0	\$10,000	\$40,000	\$0	\$50,000
LR	Construction	L200	\$0	\$1,178,800	\$4,715,200	\$0	\$5,894,000
		TOTAL	\$1,606,350	\$1,767,000	\$7,064,000	\$0	\$10,437,350





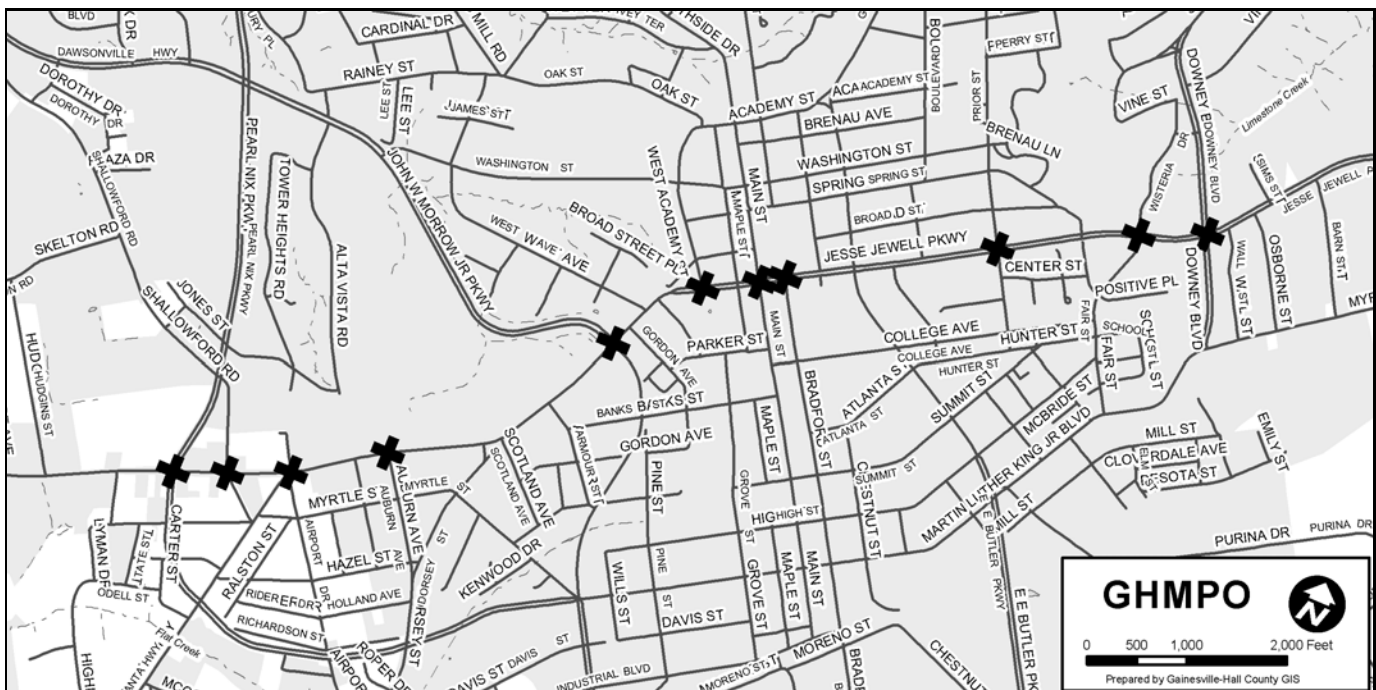
2030 Long Range Transportation Plan Update

Project Name Upgrade Traffic Signals along Jesse Jewell – Pearl Nix to Downey, 11 signals	GHMPO No. GH-011	GDOT No. 6448
	County Hall	City Gainesville
Local Rd. Name Jesse Jewell Parkway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 60/ US 129 Business	Map ID 11	RDC GMRDC

Project Description							
Upgrade and traffic signals on Jesse Jewl Parkway from Pearl Nix Parkway to Downey Boulevard.							
Improvement Type	Signals	Regionally Significant	No	Capacity Adding	No	Funding Source	GDOT
Project Intent							
Need to improve traffic movement along this heavily traveled corridors which bisect the center of Gainesville.							

Project Termini From Pearl Nix Parkway To Downey Boulevard	Length (miles) n/a	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped.	Exist. Vol. 33,714 (2003)	Design Vol. 37,061 (2030)
Connectivity n/a		
Network Year 2010	Open to Traffic Date 2009	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$0	\$211,200	\$0	\$211,200
Lump	Construction	L200	\$0	\$0	\$1,760,000	\$0	\$1,760,000
		TOTAL	\$0	\$0	\$1,971,200	\$0	\$1,971,200





2030 Long Range Transportation Plan Update

Project Name I-985 – Exit 22 Ramp Improvements at US 129/E.E. Butler	GHMPO No. GH-012	GDOT No. 7240
	County Hall	City Gainesville
Local Rd. Name E.E. Butler Parkway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 11/ US 129	Map ID 12	RDC GMRDC

Project Description

Operational improvements at interchange of US 129/SR 11/E.E. Butler Parkway and I-985. This is a safety and operational improvement project to add left turn lane storage capacity on US 129, provide better channelization and add a signal to one of the intersections.

Improvement Type Interchange **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

Need to improve traffic movement at this heavily used interchange to eliminate dangerous queuing onto Interstate.

Project Termini	From West Ramp Terminal	Length (miles) n/a	
	To East Ramp Terminal	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped.		Exist. Vol. 37,115 (2003)	Design Vol. 45,235 (2030)
Connectivity n/a			
Network Year 2010	Open to Traffic Date 2010		

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Construction	L200	\$0	\$111,600	\$4,446,400	\$0	\$4,558,000
Auth.	Pre-Engineering		\$0	\$18,060	\$72,239	\$0	\$90,299
		TOTAL	\$0	\$129,660	\$4,518,639	\$0	\$4,648,299





2030 Long Range Transportation Plan Update

Project Name SR 347/Friendship Road – I-985 to McEver Road Phase I	GHMPO No. GH-014	GDOT No. 170735
	County Hall	City Buford
Local Rd. Name Friendship Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 347	Map ID 14	RDC GMRDC

Project Description							
Widening of Friendship Road from I-985 to McEver Road.							
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source	GDOT
Project Intent							
Improve access to rapidly growing area of Hall County.							

Project Termini From McEver Road To I-985	Length (miles) 1.70	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 18,977 (2003)	Design Vol. 26,954 (2030)
Connectivity McEver Road Widening, Buford Highway Widening		
Network Year 2010	Open to Traffic Date 2010	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$314,160	\$1,256,640	\$0	\$1,570,800
2008	Right-of-Way	L200	\$0	\$1,339,200	\$5,356,800	\$0	\$6,696,000
2010	Construction	L200	\$0	\$1,994,400	\$7,977,600	\$0	\$9,972,000
		TOTAL	\$0	\$3,647,760	\$14,591,040	\$0	\$18,238,800





2030 Long Range Transportation Plan Update

Project Name I-985 – New Interchange North of SR 13 Near Martin Road	GHMPO No. GH-015	GDOT No. 425
	County Hall	City Oakwood, Flowery Br
Local Rd. Name Martin Road & I-985	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 419/ US Route 23	Map ID 15	RDC GMRDC

Project Description

Construction of a new interchange, Exit 14, on I-985 connecting to Martin Road on the east and H.F. Reed Industrial Blvd. on the west. Project includes roadway between Thurmon Tanner Pkwy and Sr 13/Falcon Pkwy.

Improvement Type Interchange **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To allow for greater access to I-985 south of the City of Oakwood.

Project Termini From Martin Road To H.F. Reed	Length (miles) 1.00	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. Future Linkage to Bikepath on Martin Road	Exist. Vol. 41,107 (2003)	Design Vol. 92,030 (2030)
Connectivity Atlanta Highway Widening, Martin Road Widening		
Network Year 2015	Open to Traffic Date 2015	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2010	Right-of-Way	LY10	\$0	\$1,200,000	\$4,800,000	\$0	\$6,000,000
Auth.	Pre-Engineering	L050	\$0	\$410,538	\$1,642,155	\$0	\$2,052,693
LR	Right-of-Way	L050	\$0	\$2,500,800	\$10,003,200	\$0	\$12,504,000
LR	Construction	L050	\$0	\$3,620,200	\$14,480,800	\$0	\$18,101,000
TOTAL			\$0	\$7,731,538	\$30,926,155	\$0	\$38,657,693





2030 Long Range Transportation Plan Update

Project Name Sardis Road Connector – SR 60/Thompson Bridge to Sardis/Chestatee Road	GHMPO No. GH-016	GDOT No. 3626
	County Hall	City Gainesville
Local Rd. Name Ledan Road	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 16	RDC GMRDC

Project Description Construction of a new 4 lane road from the intersection of SR 60/Thompson Bridge Road and SR 283/Mt. Vernon Road to the intersection of Sardis Road and Chestatee Road.			
Improvement Type Widening	Regionally Significant No	Capacity Adding Yes	Funding Source Split
Project Intent To allow for an improved connections between SR 60/Thompson Bridge Road and SR 53/Dawsonville Highway.			

Project Termini From SR 60/Thompson Bridge Road To Sardis Road/Chestatee Road	Length (miles) 2.90	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 7,386 (2003)	Design Vol. 31,450 (2030)
Connectivity Dawsonville Highway/Sardis Road		
Network Year 2008-2013	Open to Traffic Date 2013	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	LOCAL	\$875,000	\$0	\$0	\$0	\$875,000
2008	Right-of-Way	LOCAL	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2008	Pre-Engineering	L200	\$0	\$5,000	\$20,000	\$0	\$25,000
2012	Construction	L200	\$0	\$4,099,200	\$16,396,800	\$0	\$20,496,000
		TOTAL	\$3,875,000	\$4,104,200	\$16,416,800	\$0	\$24,396,000





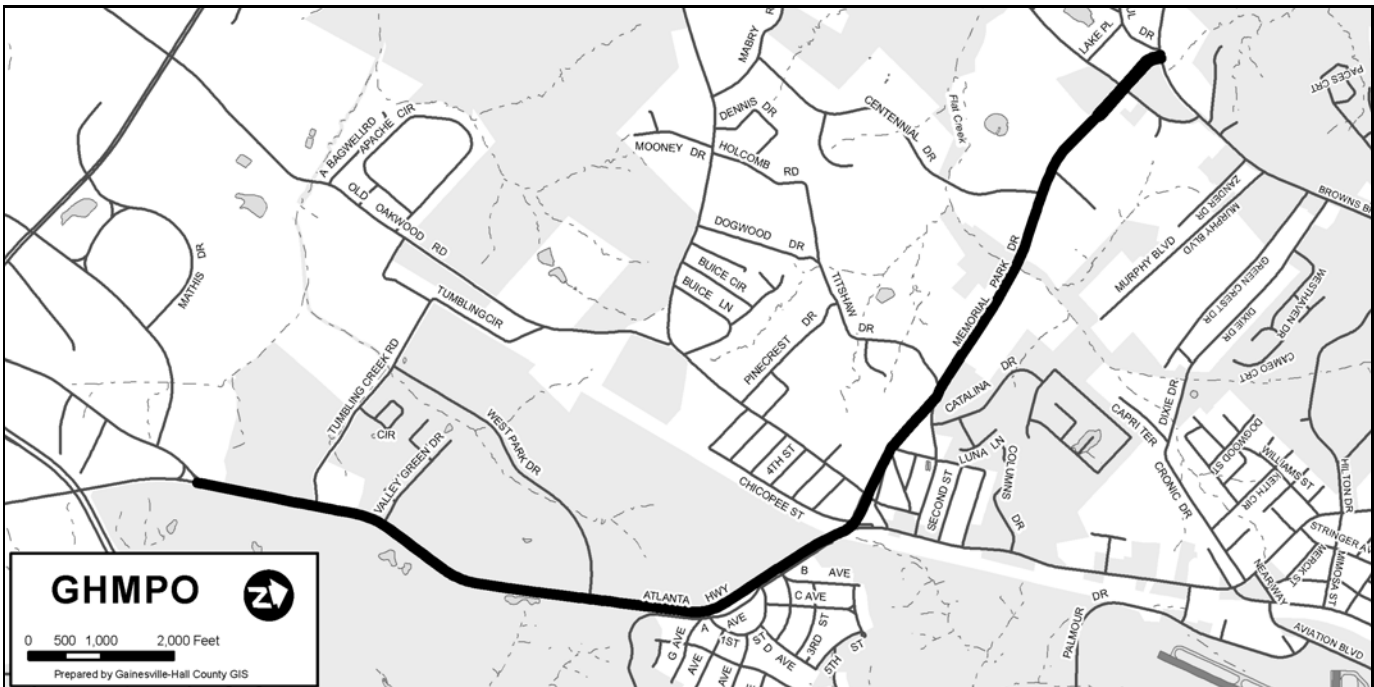
2030 Long Range Transportation Plan Update

Project Name SR 13/Atlanta Highway Widening & Memorial Park Drive Widening – Frontage Road to Browns Bridge	GHMPO No. GH-017	GDOT No. 3701
	County Hall	City Gainesville
Local Rd. Name Atlanta Highway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 13	Map ID 17	RDC GMRDC

Project Description Aligning Memorial Park Road and Atlanta Highway to the south as a widened through route connecting from SR 369/Brown's Bridge Road down to Exit 16 at I-985.				
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source Split	
Project Intent Allow for improved connection south of the City of Gainesville and improved access along Atlanta Highway.				

Project Termini From SR 369/Brown's Bridge Road To Frontage Road	Length (miles) 4.36	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 16,841 (2003)	Design Vol. 45,510 (2030)
Connectivity Exit 16 Split Diamond Interchange, Skelton Road Widening		
Network Year 2025	Open to Traffic Date 2021	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$730,494	\$3,652,470	\$0	\$4,382,964
LR	Construction	L200	\$1,887,600	\$1,887,600	\$15,100,800	\$0	\$18,876,000
LR	Right-of-Way	L200	\$410,000	\$410,000	\$3,280,000	\$0	\$4,100,000
		TOTAL	\$2,297,600	\$3,028,094	\$22,033,270	\$0	\$27,358,964





2030 Long Range Transportation Plan Update

Project Name SR 369/Brown's Br Road – Forsyth Co. Line to SR 53/McEver Road	GHMPO No. GH-018	GDOT No. 122010
	County Hall	City Gainesville
Local Rd. Name Browns Bridge Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 369	Map ID 18	RDC GMRDC

Project Description							
Widening of Browns Bridge Road from SR 53/McEver Road to Forsyth County Line (Lake Lanier). Bridge widening from 2 to 4 lanes is part of Forsyth County project.							
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source	GDOT
Project Intent							
Allow for improved access on the west side of Hall County to Forsyth County.							

Project Termini From SR 53/McEver Road To Forsyth Co. Line	Length (miles) 4.90	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 15,734 (2003)	Design Vol. 44,200 (2030)
Connectivity Forsyth Co. Line to State Route 53		
Network Year 2015	Open to Traffic Date 2015	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$3,095,528	\$2,476,422	\$0	\$5,571,950
2009	Right-of-Way	L200	\$0	\$2,570,600	\$10,282,400	\$0	\$12,853,000
LR	Construction	L200	\$0	\$3,700,400	\$14,801,600	\$0	\$18,502,000
		TOTAL	\$0	\$9,366,528	\$27,560,422	\$0	\$36,926,950





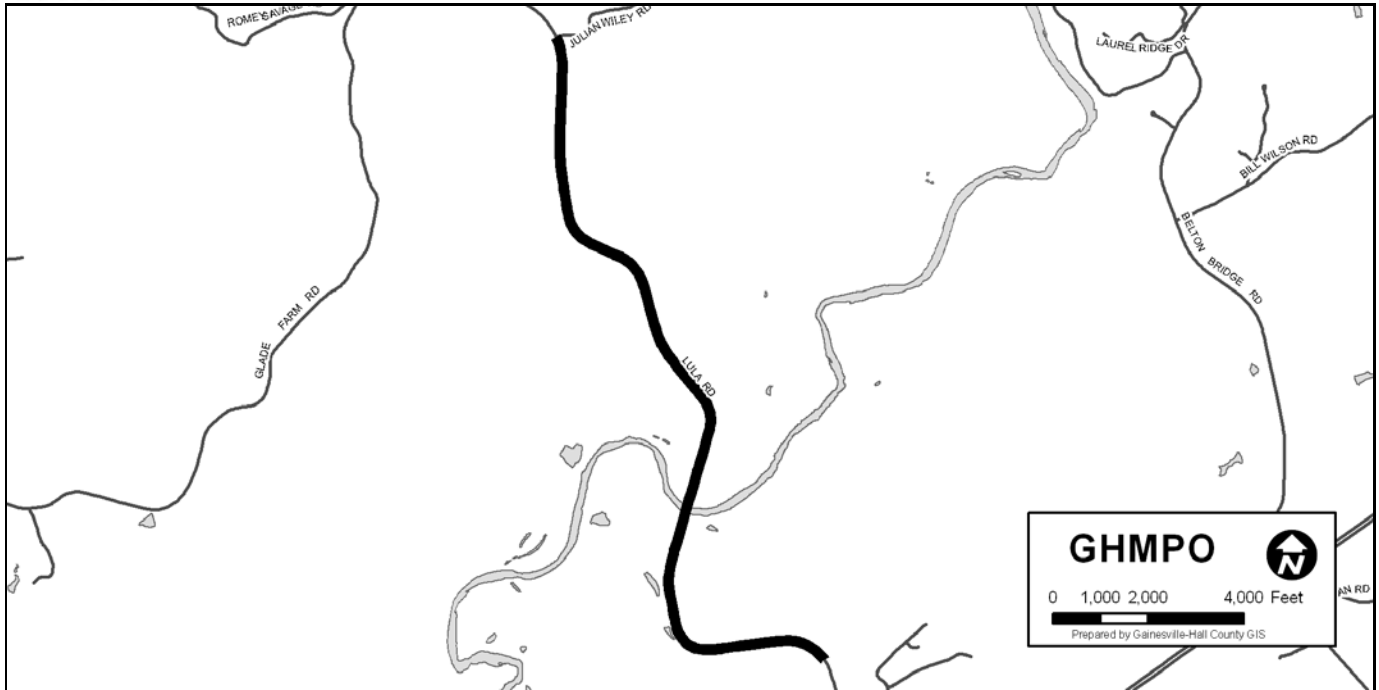
2030 Long Range Transportation Plan Update

Project Name SR 52/Lula Road – 1 mile north of SR 365 to south of Julian Wiley Road	GHMPO No. GH-019	GDOT No. 132250
	County Hall	City
Local Rd. Name Lula Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 52	Map ID 19	RDC GMRDC

Project Description Construction of passing lanes between the Chattahoochee River bridge and Julian Wiley Road.			
Improvement Type Passing La	Regionally Significant No	Capacity Adding Yes	Funding Source GDOT
Project Intent To improve traffic mobility and allow for passing along Lula Road.			

Project Termini From Chattahoochee River Bridge To Julian Wiley Road	Length (miles) 3.60	
	Exist. Lanes 2	Future Lanes 3
Bike / Ped. None	Exist. Vol. 1,208 (2003)	Design Vol. 35,279 (2030)
Connectivity		
Network Year 2025	Open to Traffic Date 2021	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	L200	\$0	\$32,600	\$130,400	\$0	\$163,000
LR	Right-of-Way	L1C0	\$0	\$200,000	\$800,000	\$0	\$1,000,000
LR	Construction	L1C0	\$0	\$453,200	\$1,812,800	\$0	\$2,266,000
LR	Construction	L200	\$0	\$574,800	\$2,299,200	\$0	\$2,874,000
LR	Right-of-Way	L200	\$0	\$600,000	\$2,400,000	\$0	\$3,000,000
		TOTAL	\$0	\$1,860,600	\$7,442,400	\$0	\$9,303,000





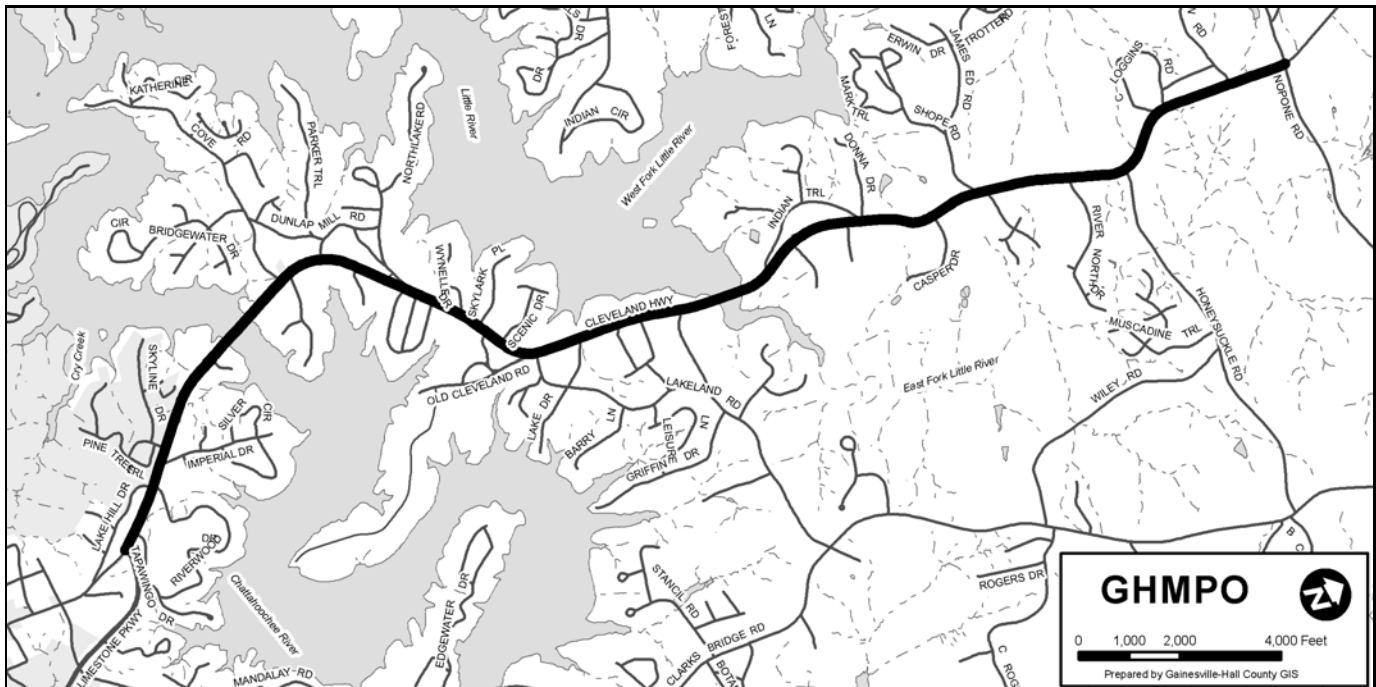
2030 Long Range Transportation Plan Update

Project Name US 129/Cleveland Hwy – Limestone Rd to Nopone Road	GHMPO No. GH-020	GDOT No. 122060
	County Hall	City Gainesville
Local Rd. Name Cleveland Highway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 11/US 129	Map ID 20	RDC GMRDC

Project Description Widening of Cleveland Highway north out of Gainesville to the existing 4 lane south of the intersection with Jim Hood Road and Nopone Road. Companion projects are GH-029 and GH-030.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent Create improved access and decrease congestion to the northern section of Hall County.			

Project Termini From Park Hill Drive/Limestone Parkway To Sutton Road	Length (miles) 5.40	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Signage recommended	Exist. Vol. 12,661 (2003)	Design Vol. 38,050 (2030)
Connectivity Widening of Cleveland Highway north		
Network Year 2015	Open to Traffic Date 2014	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$1,172,349	\$4,689,395	\$0	\$5,861,744
Auth.	Right-of-Way	L200	\$0	\$66,200	\$264,800	\$0	\$331,000
LR	Right-of-Way	L200	\$0	\$8,615,200	\$34,460,800	\$0	\$43,076,000
LR	Construction	L200	\$0	\$3,045,600	\$12,182,400	\$0	\$15,228,000
		TOTAL	\$0	\$12,899,349	\$51,597,395	\$0	\$64,496,744





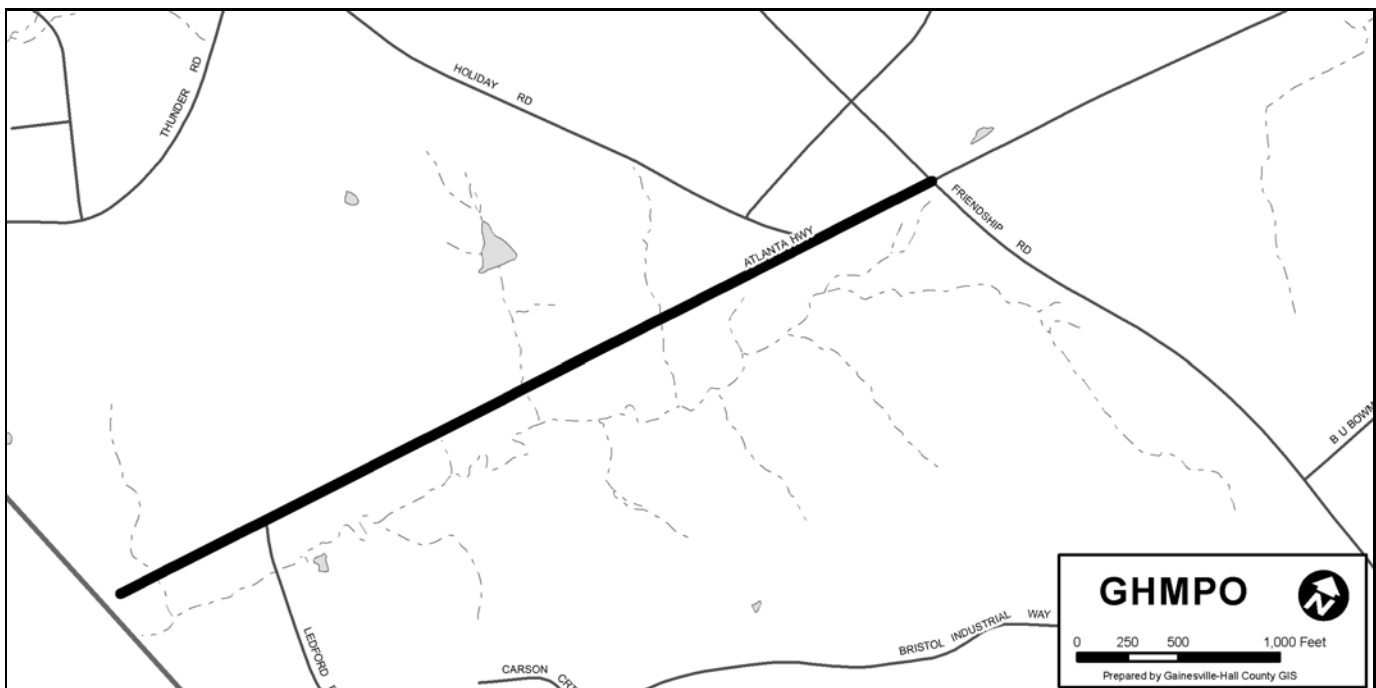
2030 Long Range Transportation Plan Update

Project Name SR 13-Buford/Atlanta Hwy – Thompson Mill Road to Relocation of SR 347/Friendship Road	GHMPO No. GH-021	GDOT No. 132950
	County Hall/Gwinn	City Buford, Gainesville
Local Rd. Name Atlanta Highway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 13	Map ID 21	RDC GMRDC

Project Description Widening of Atlanta Highway from Thompson Mill Rd. up to SR 347 Friendship Road. Funding under the "Other" category includes the City of Buford's portion.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source Buford
Project Intent Improve access and decrease congestion on this important north/south link in the southern section of the county.			

Project Termini From Thompson Mill Road (Gwinnette Co.) To SR 347/Friendship Road	Length (miles) 0.90	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lane recommended	Exist. Vol. 11,840 (2003)	Design Vol. 37,060 (2030)
Connectivity Friendship Road		
Network Year 2010	Open to Traffic Date 2012	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2010	Pre-Engineering	LOCAL	\$0	\$0	\$0	\$450,000	\$450,000
2012	Right-of-Way	LOCAL	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2014	Construction	L240	\$0	\$0	\$1,321,280	\$330,320	\$1,651,600
		TOTAL	\$0	\$0	\$1,321,280	\$1,780,320	\$3,101,600





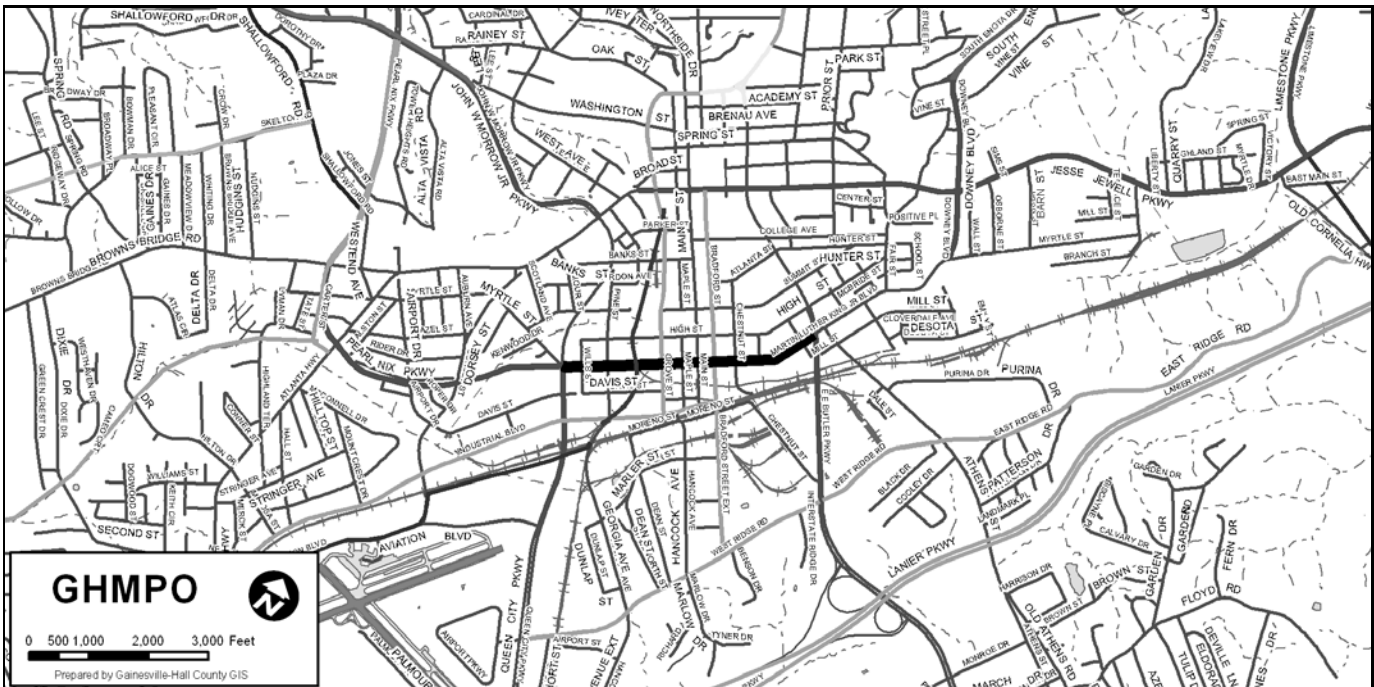
2030 Long Range Transportation Plan Update

Project Name MLK Blvd – SR 60/Queen City Parkway to EE Butler	GHMPO No. GH-022	GDOT No.
	County Hall	City Gainesville
Local Rd. Name Martin Luther King, Jr. Blvd.	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 22	RDC GMRDC

Project Description				
Improvements to Martin Luther King, Jr. Blvd. from Queen City Parkway to E.E. Butler Parkway to include streetscape and traffic circulation improvements in connection with the redevelopment of Midtown.				
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding Yes Funding Source
Project Intent				
This project is an attempt to relieve congestion on Jesse Jewell Parkway.				

Project Termini	From Queen City Parkway	Length (miles) 0.80	
	To E.E. Butler Parkway	Exist. Lanes 2	Future Lanes 4
Bike / Ped. State bike route		Exist. Vol. 7,893 (2003)	Design Vol. 25,180 (2030)
Connectivity Pearl Nix Parkway			
Network Year 2025		Open to Traffic Date 2021	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction		\$0	\$844,800	\$3,379,200	\$0	\$4,224,000
LR	Right-of-Way		\$0	\$164,848	\$659,393	\$0	\$824,241
LR	Pre-Engineering		\$0	\$115,536	\$462,144	\$0	\$577,680
		TOTAL	\$0	\$1,125,184	\$4,500,737	\$0	\$5,625,921





2030 Long Range Transportation Plan Update

Project Name Spout Springs Road – Hog Mountain Road to Gwinnett Co. Line	GHMPO No. GH-023	GDOT No.
	County Hall	City
Local Rd. Name Spout Springs Road	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 23	RDC GMRDC

Project Description						
The widening from two to four lanes of Spout Springs Road from Hog Mountain Road to the Gwinnette County line.						
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source
Project Intent						
The need for improved mobility and decreased congestion along an important east/west link in south Hall.						

Project Termini From Hog Mountain Road To Gwinnett County line	Length (miles) 6.00	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks	Exist. Vol. 5,057 (2003)	Design Vol. 19,059 (2030)
Connectivity Friendship Road, Hog Mountain Road		
Network Year 2015	Open to Traffic Date 2015	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2011	Pre-Engineering		\$0	\$1,841,000	\$1,472,800	\$0	\$3,313,800
2013	Right-of-Way		\$0	\$1,018,181	\$4,072,727	\$0	\$5,090,908
2015	Construction		\$0	\$6,336,000	\$25,344,000	\$0	\$31,680,000
		TOTAL	\$0	\$9,195,181	\$30,889,527	\$0	\$40,084,708





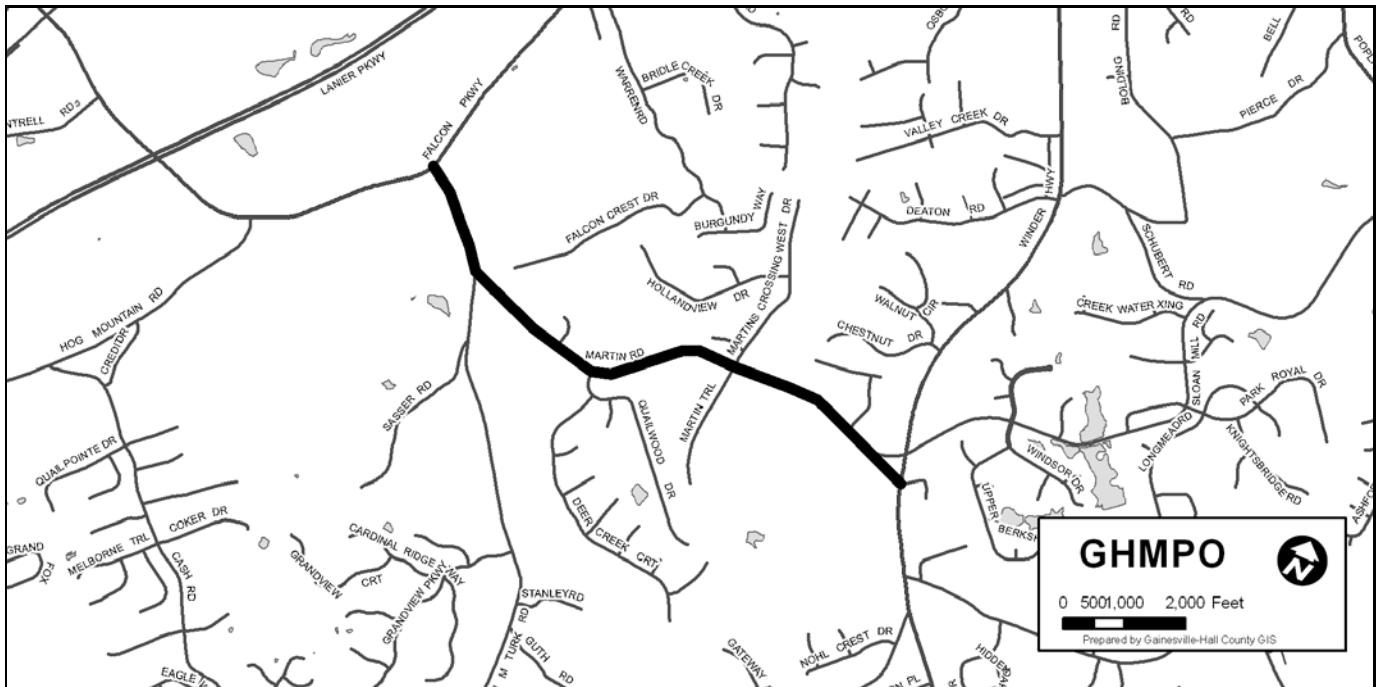
2030 Long Range Transportation Plan Update

Project Name Martin Road – New I-985 Interchange to SR 53/Winder Hwy	GHMPO No. GH-024	GDOT No.
	County Hall	City Ft Br/Oakwd
Local Rd. Name Martin Road	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 24	RDC GMRDC

Project Description					
The widening from two to four lanes of Martin Road from Sr 13/Falcon Pkwy to SR 53/Winder Highway.					
Improvement Type	Widening	Regionally Significant	No	Capacity Adding Yes	Funding Source
Project Intent					
The extension will allow for a connection between I-985, SR 13/Atlanta Hwy and Sr 53/Winder Hwy.					

Project Termini From New Exit 13 To Sr 53/Winder Highway	Length (miles) 3.60	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. n/a	Exist. Vol. n/a	Design Vol. 16,076 (2030)
Connectivity Martin Rd Interchange, Atlanta Hwy		
Network Year 2015	Open to Traffic Date 2014	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2011	Pre-Engineering		\$0	\$410,538	\$1,642,155	\$0	\$2,052,693
2012	Right-of-Way		\$0	\$3,700,800	\$14,803,200	\$0	\$18,504,000
2015	Construction		\$0	\$3,620,200	\$14,480,800	\$0	\$18,101,000
		TOTAL	\$0	\$7,731,538	\$30,926,155	\$0	\$38,657,693





2030 Long Range Transportation Plan Update

Project Name SR 211/Old Winder Highway – SR 53/Winder Hwy to SR 347 on new alignment	GHMPO No. GH-025	GDOT No. 7233
	County Hall	City
Local Rd. Name Old Winder Highway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 211	Map ID 25	RDC GMRDC

Project Description The widening from two to four lanes of SR 211/Old Winder Highway from SR 53/Winder Highway to the Gwinnett County line.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent With Winder Highway and Friendship Road.			

Project Termini From SR 53/Winder Highway To Gwinnett County Line	Length (miles) 4.00	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Bike lane recommended	Exist. Vol. 4,869 (2003)	Design Vol. 23,560 (2030)
Connectivity Winder Highway Widening, Friendship Road Widening		
Network Year 2015	Open to Traffic Date 2020	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Pre-Engineering	L200	\$0	\$233,000	\$932,000	\$0	\$1,165,000
LR	Construction	L200	\$0	\$1,398,800	\$5,595,200	\$0	\$6,994,000
LR	Right-of-Way	L200	\$0	\$699,400	\$2,797,600	\$0	\$3,497,000
		TOTAL	\$0	\$2,331,200	\$9,324,800	\$0	\$11,656,000





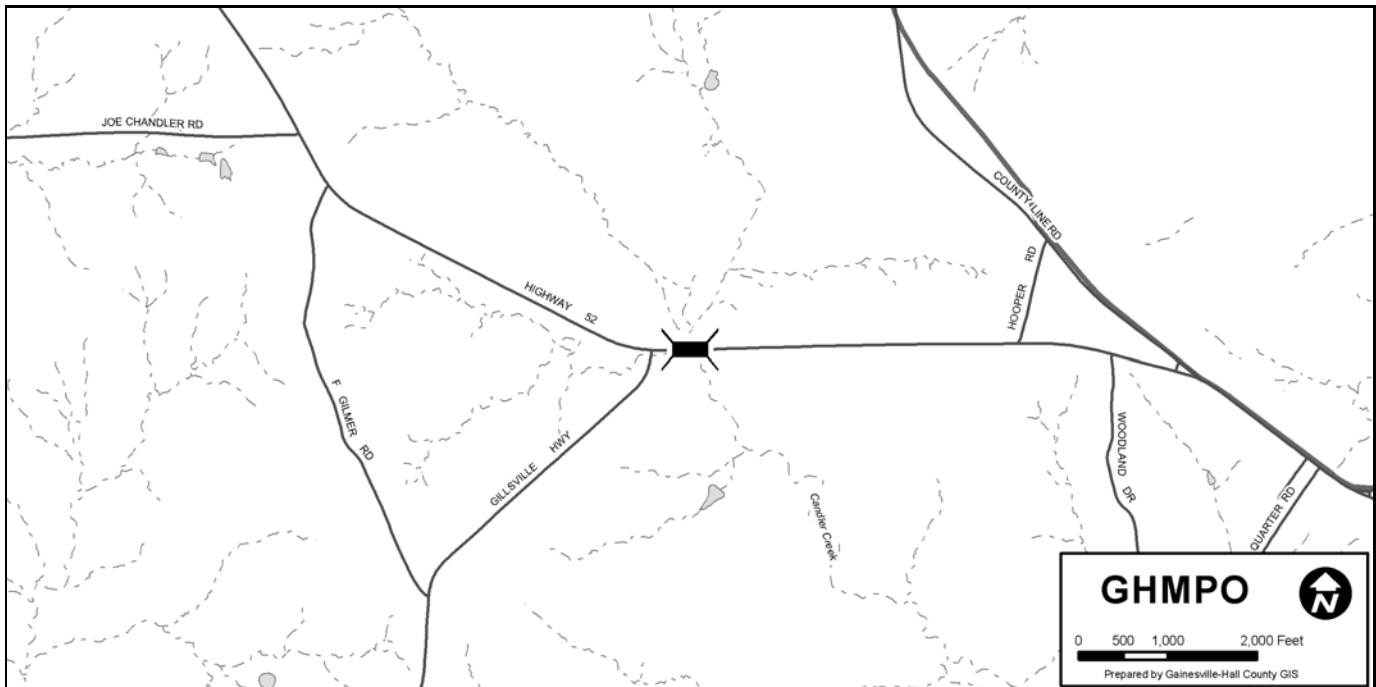
2030 Long Range Transportation Plan Update

Project Name SR 52 at Candler Creek – Bridge	GHMPO No. GH-026	GDOT No. 132995
	County Hall	City Gillsville
Local Rd. Name Highway 52	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 52	Map ID 26	RDC GMRDC

Project Description Replace bridge on SR 52 over Candler Creek.			
Improvement Type Bridge	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To update bridge infrastructure.			

Project Termini From SR 52 To SR 52	Length (miles) 0.22	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 4,510 (2003)	Design Vol. 9,352 (2030)
Connectivity		
Network Year 2010	Open to Traffic Date 2013	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$74,000	\$296,000	\$0	\$370,000
2008	Right-of-Way	L1C0	\$0	\$11,800	\$47,200	\$0	\$59,000
2010	Construction	L1C0	\$0	\$358,400	\$1,433,600	\$0	\$1,792,000
		TOTAL	\$0	\$444,200	\$1,776,800	\$0	\$2,221,000





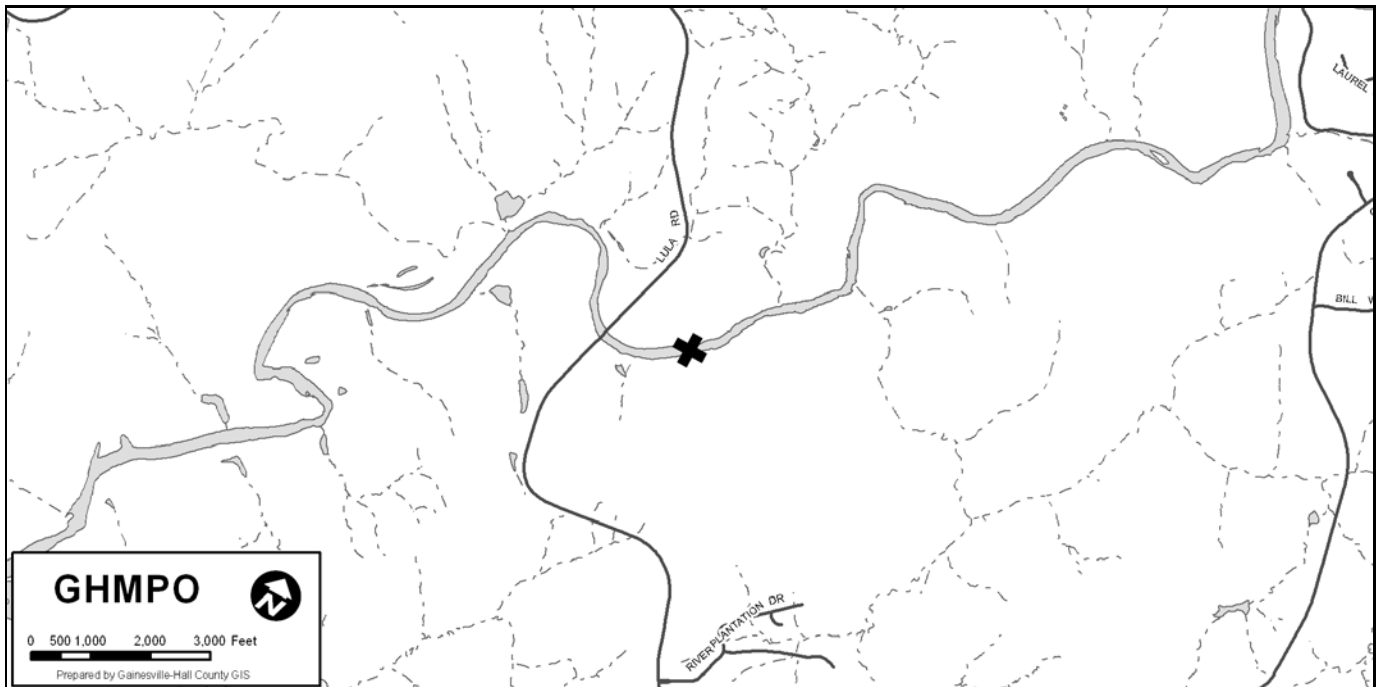
2030 Long Range Transportation Plan Update

Project Name SR 52/Lula Road at Chattahoochee River – Bridge	GHMPO No. GH-027	GDOT No. 142290
	County Hall	City
Local Rd. Name Lula Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 52	Map ID 27	RDC GMRDC

Project Description Replace bridge on SR 52/Lula Road over Chattahoochee River, with relocation to new alignment.			
Improvement Type Bridge	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To update bridge infrastructure.			

Project Termini From SR 52 To SR 52	Length (miles) 1.10	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 1,208 (2003)	Design Vol. 35,279 (2030)
Connectivity Passing Lanes Lula Road, Lula Road Widening		
Network Year 2025	Open to Traffic Date 2021	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2011	Right-of-Way	L1C0	\$0	\$200,000	\$800,000	\$0	\$1,000,000
2014	Construction	L200	\$0	\$531,800	\$2,127,200	\$0	\$2,659,000
2014	Construction	L1C0	\$0	\$453,200	\$1,812,800	\$0	\$2,266,000
Auth.	Pre-Engineering		\$0	\$21,200	\$84,800	\$0	\$106,000
		TOTAL	\$0	\$1,206,200	\$4,824,800	\$0	\$6,031,000





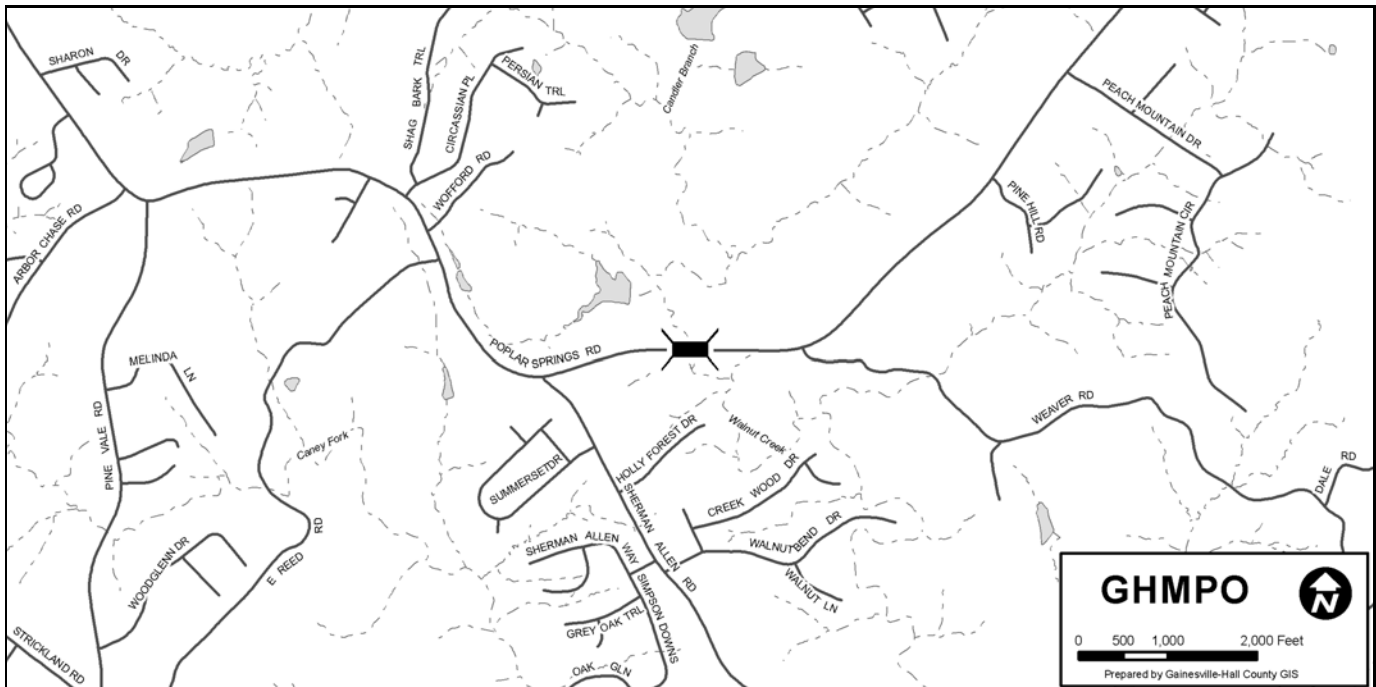
2030 Long Range Transportation Plan Update

Project Name SR 332/Poplar Springs Road at Walnut Creek – Bridge	GHMPO No. GH-028	GDOT No. 142294
	County Hall	City
Local Rd. Name Poplar Springs Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 332	Map ID 28	RDC GMRDC

Project Description Replace bridge on SR 332/Poplar Springs Road over Walnut Creek.			
Improvement Type Bridge	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent Replace bridge on SR 332/Poplar Springs Road over Walnut Creek.			

Project Termini From SR 332 To SR 332	Length (miles) 0.20	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. 10,291 (2003)	Design Vol. 25,296 (2030)
Connectivity		
Network Year 2015	Open to Traffic Date 2015	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$4,000	\$16,000	\$0	\$20,000
LR	Right-of-Way	L1C0	\$0	\$3,000	\$12,000	\$0	\$15,000
LR	Construction	L1C0	\$0	\$220,000	\$880,000	\$0	\$1,100,000
		TOTAL	\$0	\$227,000	\$908,000	\$0	\$1,135,000





2030 Long Range Transportation Plan Update

Project Name US 129/Cleveland Hwy at Chattahoochee River	GHMPO No. GH-029	GDOT No. 122064
	County Hall	City Gainesville
Local Rd. Name Cleveland Highway	GDOT District 1	Cong. District 10
US/State Rd. Name SR 11 / US 129	Map ID 29	RDC GMRDC

Project Description							
Bridge improvements to Longstreet Bridge on US 129/Cleveland Highway over Chattahoochee River. Companion project to GH-020.							
Improvement Type	Bridge	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source	GDOT
Project Intent							
To update bridge infrastructure.							

Project Termini From US 129 To US 129	Length (miles) 0.30	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol. 12,661 (2003)	Design Vol. 51,388 (2030)
Connectivity		
Network Year 2015	Open to Traffic Date 2015	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$71,614	\$286,456	\$0	\$358,070
LR	Construction	L1C0	\$0	\$2,056,600	\$8,226,400	\$0	\$10,283,000
		TOTAL	\$0	\$2,128,214	\$8,512,856	\$0	\$10,641,070





2030 Long Range Transportation Plan Update

Project Name US 129/Cleveland Hwy at East Fork Little River (Bells Mill)	GHMPO No. GH-030	GDOT No. 122066
	County Hall	City Gainesville
Local Rd. Name Cleveland Highway	GDOT District 1	Cong. District 10
US/State Rd. Name SR 11 / US 129	Map ID 30	RDC GMRDC

Project Description Bridge improvements to US 129/Cleveland Highway at the East Fork Little River (Bells Mills). Companion project to GH-020.			
Improvement Type Bridge	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To update bridge infrastructure.			

Project Termini From US 129 To US 129	Length (miles) 0.20	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol. 13,963 (2003)	Design Vol. 51,388 (2030)
Connectivity		
Network Year 2015	Open to Traffic Date 2015	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$48,289	\$193,156	\$0	\$241,445
LR	Construction	L1C0	\$0	\$1,467,200	\$5,868,800	\$0	\$7,336,000
		TOTAL	\$0	\$1,515,489	\$6,061,956	\$0	\$7,577,445





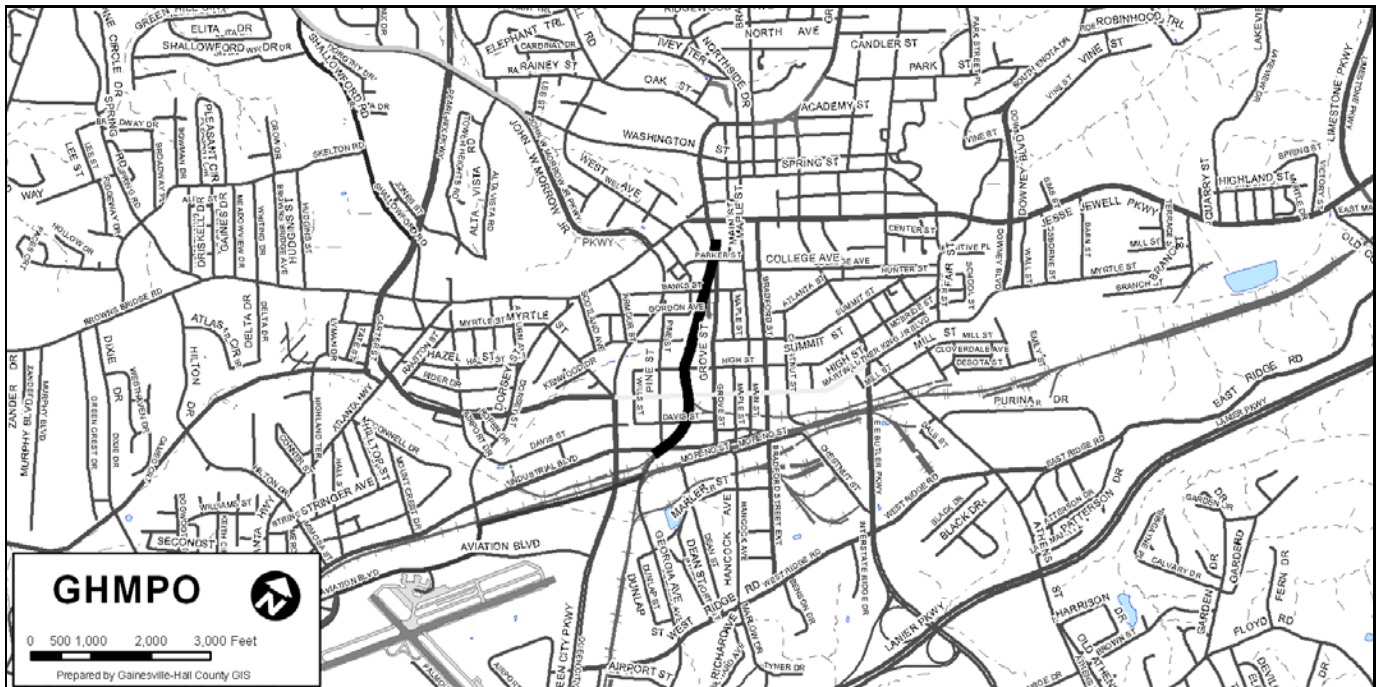
2030 Long Range Transportation Plan Update

Project Name Midtown Greenway on CSX Right-of-Way	GHMPO No. GH-031	GDOT No.
	County Hall	City Gainesville
Local Rd. Name n/a	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 31	RDC GMRDC

Project Description						
The building of a multi-use bicycle and pedestrain trail along the CSX right-of-way in midtown Gainesville.						
Improvement Type	Multi-use Tr	Regionally Significant	No	Capacity Adding	No	Funding Source
Project Intent						
The greenway will facilitate pedestrian movement and connect with the existing pedetrian network in Gainesville.						

Project Termini From Jesse Jewel Parkway To MLK Boulevard	Length (miles)	
	Exist. Lanes	Future Lanes
Bike / Ped. An in town bike.hike trial	Exist. Vol. n/a	Design Vol. n/a
Connectivity		
Network Year 2010	Open to Traffic Date 2009	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2009	Pre-Engineering		\$0	\$20,000	\$80,000	\$0	\$100,000
2010	Right-of-Way		\$0	\$60,000	\$240,000	\$0	\$300,000
2012	Construction		\$0	\$120,000	\$480,000	\$0	\$600,000
		TOTAL	\$0	\$200,000	\$800,000	\$0	\$1,000,000





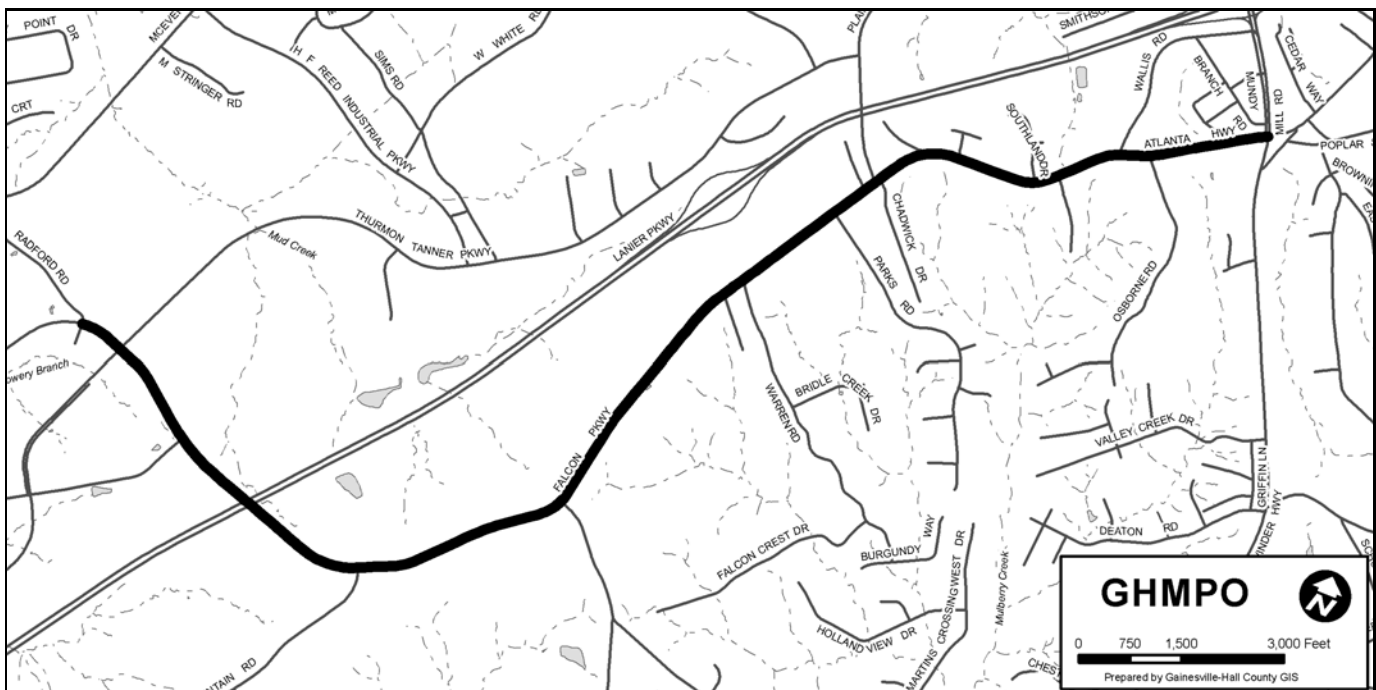
2030 Long Range Transportation Plan Update

Project Name SR13/Atlanta Highway - Radford Road to SR 53/Winder Hwy	GHMPO No. GH-033	GDOT No. 1822
	County Hall	City Oakwood
Local Rd. Name Atlanta Highway	GDOT District 1	Cong. District 10
US/State Rd. Name SR 13	Map ID 33	RDC GMRDC

Project Description The widening from two to four lanes of SR 13/ Falcon Parkway (Atlanta Highway) from Radford Road to south of SR 53/Winder Highway.			
Improvement Type Widening	Regionally Significant No	Capacity Adding Yes	Funding Source GDOT
Project Intent To improve mobility and decrease congestion along this important north/south link in the southwestern section of Hall County.			

Project Termini From Radford Road To SR 53/Winder Highway	Length (miles) 4.50	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes on State Bike Route 55	Exist. Vol. 7,278 (2003)	Design Vol. 32,570 (2030)
Connectivity Exit 16 Interchange, Hog Mountain Road Widening		
Network Year 2025	Open to Traffic Date 2021	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction	L200	\$0	\$1,860,000	\$7,440,000	\$0	\$9,300,000
LR	Right-of-Way	L200	\$0	\$309,000	\$1,236,000	\$0	\$1,545,000
LR	Pre-Engineering	L200	\$0	\$186,000	\$744,000	\$0	\$930,000
		TOTAL	\$0	\$2,355,000	\$9,420,000	\$0	\$11,775,000





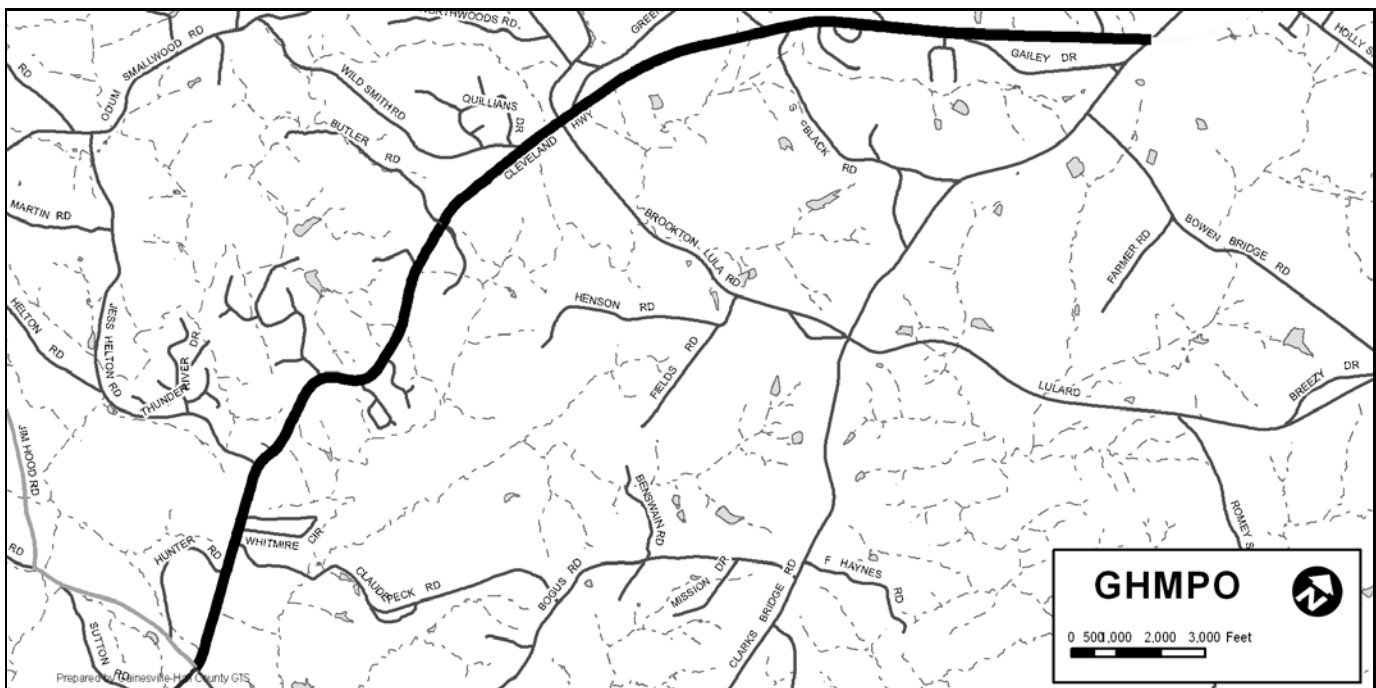
2030 Long Range Transportation Plan Update

Project Name US 129/Cleveland Hwy - N of Nopone/J Hood Road to SR 284/Clarks Bridge Road	GHMPO No. GH-035	GDOT No. 150290
	County Hall	City
Local Rd. Name Cleveland Highway	GDOT District 1	Cong. District 10
US/State Rd. Name SR 11/US 129	Map ID 35	RDC GMRDC

Project Description The widening from two to four lanes of US 129/Cleveland Highway from Nopone Road to SR 284/Clarks Bridge Road.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent This project will increase mobility and decrease congestion in this north central section of Hall County.			

Project Termini From Nopone Road To SR 284/Clark's Bridge Road	Length (miles) 5.70	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol. 10,923 (2003)	Design Vol. 31,190 (2030)
Connectivity		
Network Year 2025	Open to Traffic Date 2025	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction		\$0	\$2,522,800	\$10,091,200	\$0	\$12,614,000
LR	Right-of-Way		\$0	\$3,037,600	\$12,150,400	\$0	\$15,188,000
LR	Pre-Engineering		\$0	\$379,600	\$1,518,400	\$0	\$1,898,000
	TOTAL		\$0	\$5,940,000	\$23,760,000	\$0	\$29,700,000





2030 Long Range Transportation Plan Update

Project Name US 129 - SR 284/Clarks Bridge Road to White Co. Line	GHMPO No. GH-036	GDOT No. 122240
	County Hall	City
Local Rd. Name Cleveland Highway	GDOT District 1	Cong. District 10
US/State Rd. Name SR 11/US 129	Map ID 36	RDC GMRDC

Project Description							
The widening from two to four lanes of US 129/Cleveland Highway from SR 284/Clarks Bridge Road (Clermont) to White County Line.							
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source	GDOT
Project Intent							
This project will increase mobility and decrease congestion in this north central section of Hall County.							

Project Termini From SR 284/Clarks Bridge Road To White County	Length (miles) 2.70	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol. 11,409 (2003)	Design Vol. 19,634 (2030)
Connectivity		
Network Year 2025	Open to Traffic Date 2025	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	L200	\$0	\$120,000	\$480,000	\$0	\$600,000
LR	Right-of-Way	L200	\$0	\$541,466	\$2,165,864	\$0	\$2,707,330
LR	Construction	L200	\$0	\$1,885,572	\$7,542,288	\$0	\$9,427,860
		TOTAL	\$0	\$2,547,038	\$10,188,152	\$0	\$12,735,190





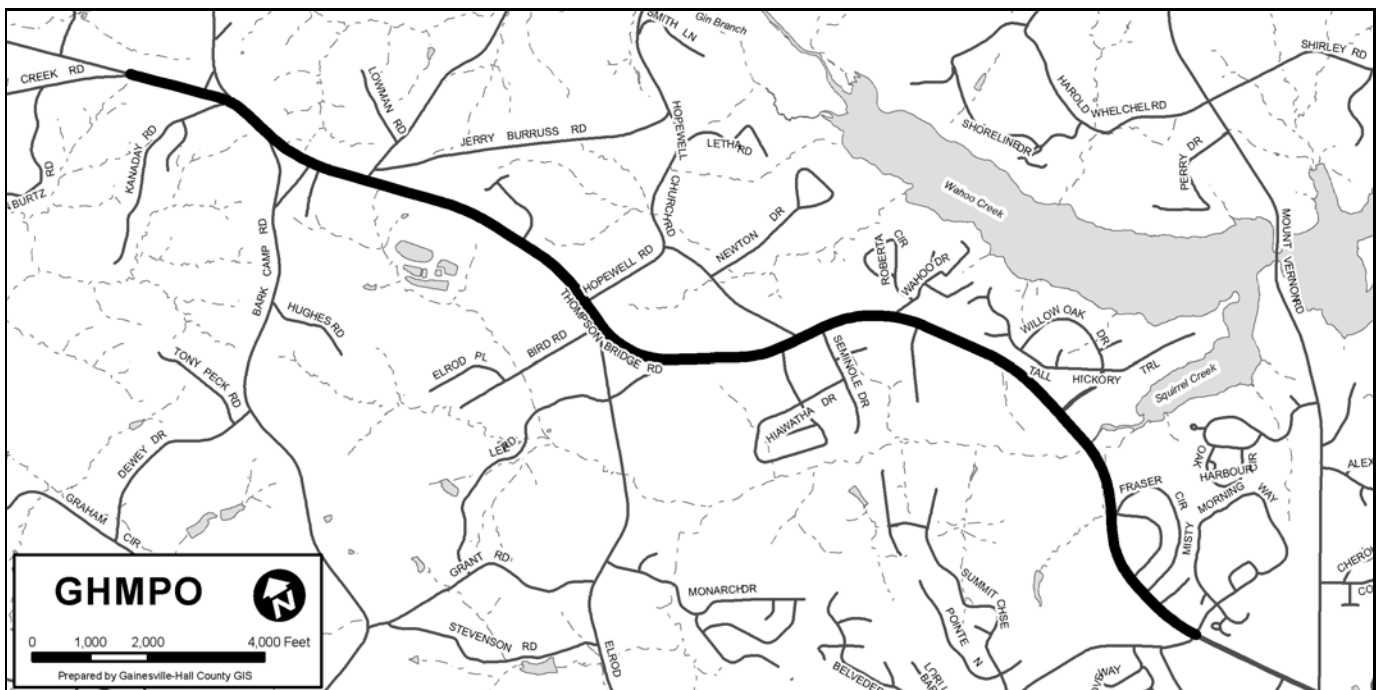
2030 Long Range Transportation Plan Update

Project Name SR 60/Thompson Bridge Road - SR 136/Price Road to Hall County Line	GHMPO No. GH-038	GDOT No. 132610
	County Hall	City Gainesville
Local Rd. Name Thompson Bridge Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 60	Map ID 38	RDC GMRDC

Project Description							
The widening from two to four lanes of SR 60/Thompson Bridge Road from SR 136/Price Road to Hall Co. Line.							
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source	GDOT
Project Intent							
This widening will allow for greater access to the northwest of the county and into Lumkin County.							

Project Termini From SR 136/Price Road To Hall Co. Line	Length (miles) 4.00	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Bike lanes recommended	Exist. Vol. 12,648 (2003)	Design Vol. 25,800 (2030)
Connectivity Widening of SR 136/Price Road		
Network Year 2025	Open to Traffic Date 2021	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$1,260,230	\$5,040,923	\$0	\$6,301,153
2009	Right-of-Way	L200	\$0	\$760,400	\$3,041,600	\$0	\$3,802,000
LR	Construction	L200	\$0	\$7,544,200	\$30,176,800	\$0	\$37,721,000
		TOTAL	\$0	\$9,564,830	\$38,259,323	\$0	\$47,824,153





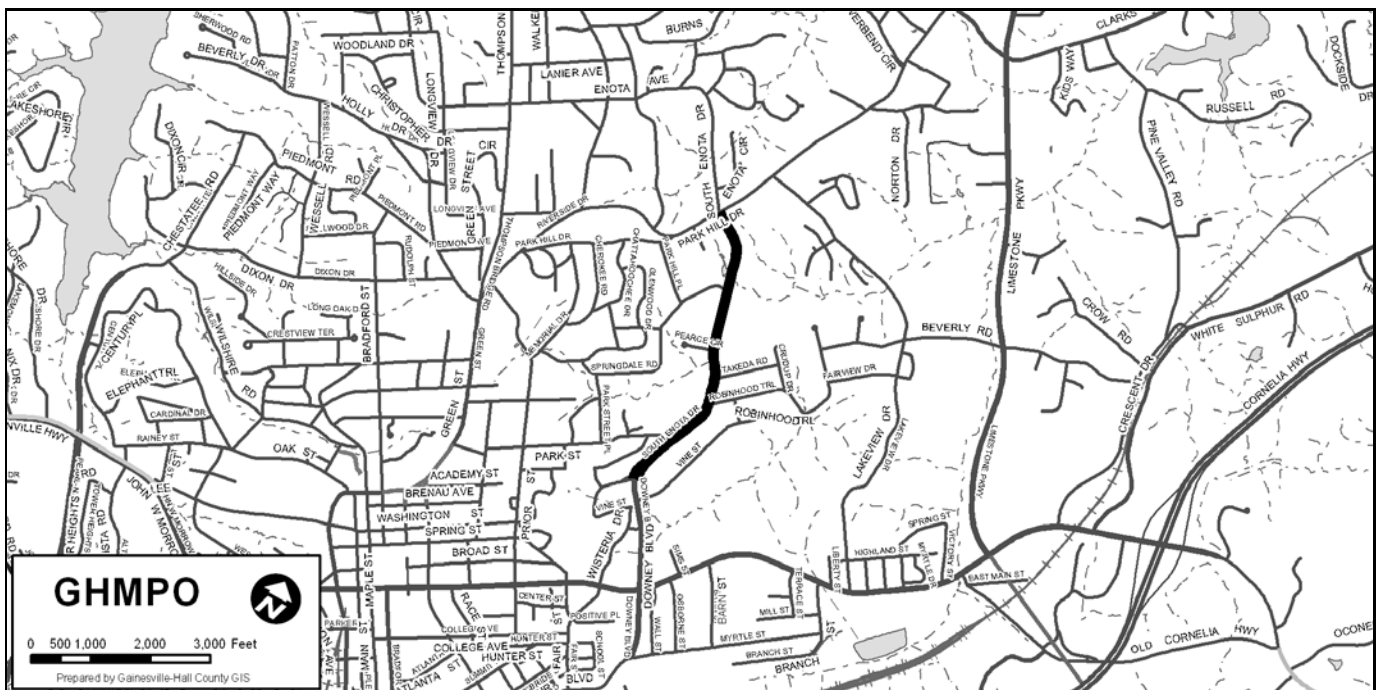
2030 Long Range Transportation Plan Update

Project Name South Enota Drive - Widen from 2 To 4 Lanes from Park Hill to Downey Blvd	GHMPO No. GH-039	GDOT No.
	County Hall	City
Local Rd. Name South Enota Drive	GDOT District 1	Cong. District 10
US/State Rd. Name SR 13	Map ID 39	RDC GMRDC

Project Description						
The widening from two to four lanes of South Enota Drive from Park hill Drive to Downey Boulevard.						
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source
Project Intent						
This project is an attempt to better connect Jesse Jewel Pkwy to Cleveland Hwy.						

Project Termini From Park Hill Road To Downey Boulevard	Length (miles) 1.10	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks	Exist. Vol. 16,196 (2003)	Design Vol. 26,412 (2030)
Connectivity		
Network Year 2025	Open to Traffic Date 2021	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction		\$0	\$1,161,600	\$4,646,400	\$0	\$5,808,000
LR	Right-of-Way		\$0	\$353,000	\$1,412,000	\$0	\$1,765,000
LR	Pre-Engineering		\$0	\$148,112	\$592,448	\$0	\$740,560
		TOTAL	\$0	\$1,662,712	\$6,650,848	\$0	\$8,313,560





2030 Long Range Transportation Plan Update

Project Name SR 53/Winder Hwy from I-85 in Jackson Co. to SR 211/Tanners Mill Road	GHMPO No. GH-040	GDOT No. 132860
	County Hall/Jackso	City
Local Rd. Name Winder Highway	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 53	Map ID 40	RDC GMRDC

Project Description

The widening from two to four lanes of SR 53/Winder Highway from I-85 in Jackson County to SR 211/Tanners Mill Road. The project cost for the portion (21%) that lies in the MPO boundary is \$2,793,000, as shown in the project spreadsheet.

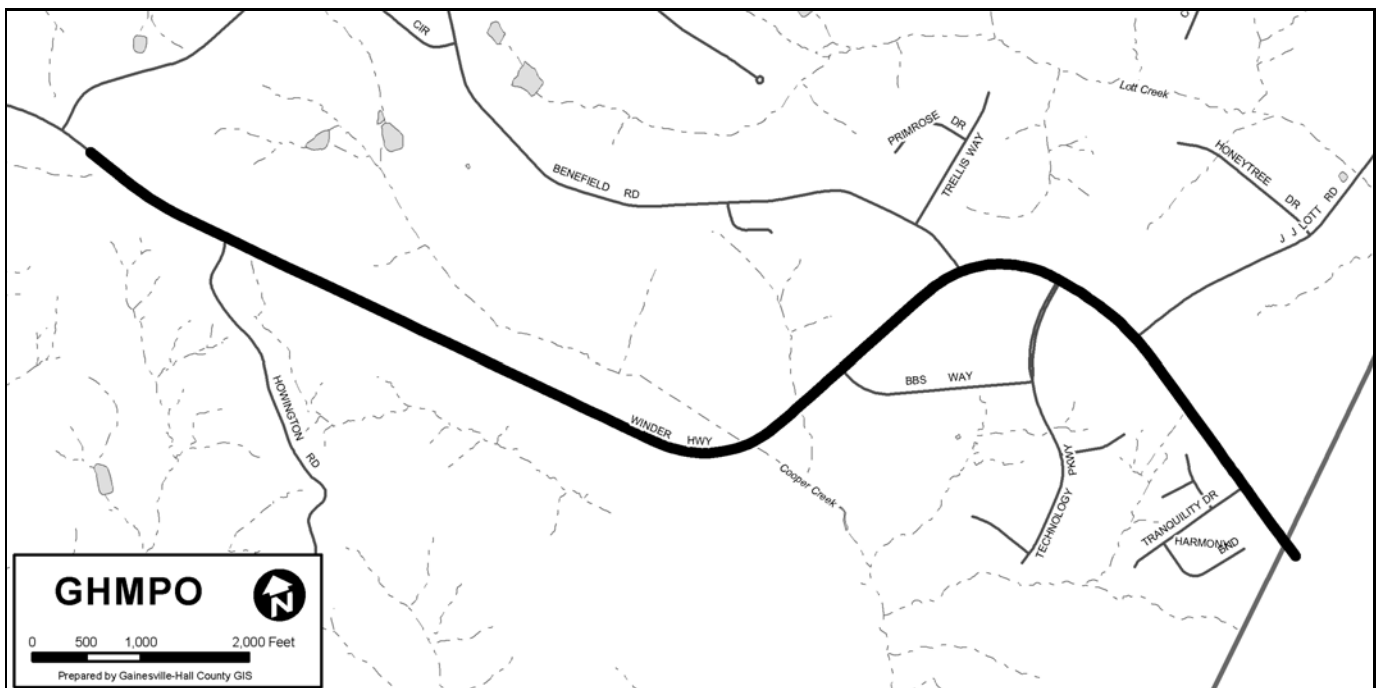
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

This project will improve mobility along Winder Highway and improve access into Jackson County.

Project Termini	From Jackson County Line	Length (miles) 2.60	
	To SR 211/Tanners Mill Road	Exist. Lanes 2	Future Lanes 4
Bike / Ped.		Exist. Vol. 9,714 (2003)	Design Vol. 28,634 (2030)
Connectivity	Widening of SR 211/Old Winder Highway		
Network Year 2015	Open to Traffic Date 2015		

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$353,600	\$1,414,400	\$0	\$1,768,000
Auth.	Right-of-Way		\$0	\$991,600	\$3,966,400	\$0	\$4,958,000
LR	Construction	L200	\$0	\$1,151,724	\$4,606,896	\$0	\$5,758,620
LR	Right-of-Way	L200	\$0	\$239,484	\$957,936	\$0	\$1,197,420
		TOTAL	\$0	\$2,736,408	\$10,945,632	\$0	\$13,682,040





Project Termini	From	SR 369/Jesses Jewel Parkway	Length (miles)		1.40	
	To	Joe Chandler Road	Exist. Lanes	0	Future Lanes	2
Bike / Ped.	Sidewalks		Exist. Vol.	11,245 (2003)	Design Vol.	19,830 (2030)
Connectivity	Limestone Parkway Extension					
Network Year	2025		Open to Traffic Date	2021		

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction	L200	\$0	\$620,000	\$2,480,000	\$0	\$3,100,000
LR	Right-of-Way	L200	\$0	\$202,200	\$808,800	\$0	\$1,011,000
LR	Pre-Engineering	L200	\$0	\$54,600	\$218,400	\$0	\$273,000
		TOTAL	\$0	\$876,800	\$3,507,200	\$0	\$4,384,000





2030 Long Range Transportation Plan Update

Project Name SR 136/Price Road - SR 60/Thompson Bridge Road To Dawson Co. Line	GHMPO No. GH-043	GDOT No.
	County Hall	City
Local Rd. Name Price Road	GDOT District 1	Cong. District 10
US/State Rd. Name SR 136	Map ID 43	RDC GMRDC

Project Description						
The widening from two to four lanes of SR 136/Price Road from SR 60/Thompson Bridge Road to the Dawson County line.						
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source
Project Intent						
The project will allow for greater mobility into Dawson County from northwestern Hall.						

Project Termini From SR 60/Thompson Bridge Road To Dawson County line	Length (miles) 7.60	
	Exist. Lanes 0	Future Lanes 2
Bike / Ped.	Exist. Vol. 6,402 (2003)	Design Vol. 40,694 (2030)
Connectivity		
Network Year 2025	Open to Traffic Date 2025	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Right-of-Way		\$0	\$1,750,303	\$7,001,212	\$0	\$8,751,515
LR	Pre-Engineering		\$0	\$729,600	\$2,918,400	\$0	\$3,648,000
LR	Construction		\$0	\$6,080,000	\$24,320,000	\$0	\$30,400,000
	TOTAL		\$0	\$8,559,903	\$34,239,612	\$0	\$42,799,515





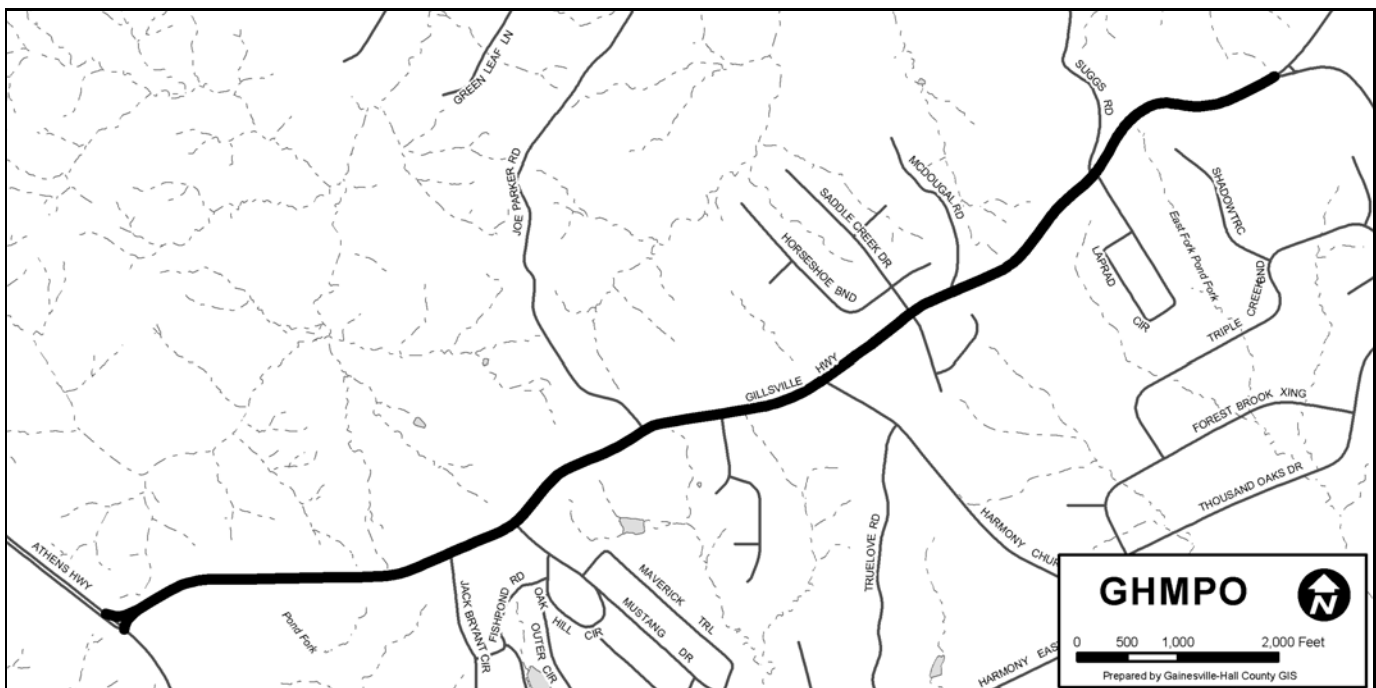
2030 Long Range Transportation Plan Update

Project Name SR 323/Gillsville Hwy - US 129/Athens Hwy to E of SR 82/Holly Springs Road	GHMPO No. GH-046	GDOT No. 141820
	County Hall	City Gainesville
Local Rd. Name Gillsville Highway	GDOT District 1	Cong. District 10
US/State Rd. Name SR 323	Map ID 46	RDC GMRDC

Project Description The widening from two to four lanes of SR 323/Gillsville Highway from US 129/Athens Highway to east of SR 82/Holly Springs Road.			
Improvement Type Widening	Regionally Significant Yes	Capacity Adding Yes	Funding Source GDOT
Project Intent This project will increase mobility and decrease congestion as an important link in East Hall County.			

Project Termini From West of US 129/Athens Highway To SR 82/Holly Springs Road	Length (miles) 2.75	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks, bike lanes recommended	Exist. Vol. 12,916 (2003)	Design Vol. 28,986 (2030)
Connectivity Athens Highway Widening		
Network Year 2025	Open to Traffic Date 2021	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$46,000	\$184,000	\$0	\$230,000
LR	Construction	L200	\$0	\$1,860,800	\$7,443,200	\$0	\$9,304,000
LR	Right-of-Way	L200	\$0	\$1,568,600	\$6,274,400	\$0	\$7,843,000
LR	Right-of-Way	L200	\$0	\$2,120,200	\$8,480,800	\$0	\$10,601,000
		TOTAL	\$0	\$5,595,600	\$22,382,400	\$0	\$27,978,000





2030 Long Range Transportation Plan Update

Project Name SR 284/Clarks Bridge Road at Chattahoochee River – Bridge	GHMPO No. GH-050	GDOT No. 142291
	County Hall	City
Local Rd. Name Clarks Bridge Road	GDOT District 1	Cong. District 10
US/State Rd. Name State Route 284	Map ID 50	RDC GMRDC

Project Description Replace bridge on SR 284/Clarks Bridge Road over the Chattahoochee River.			
Improvement Type Bridge	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To update bridge infrastructure.			

Project Termini From SR 284 To SR 284	Length (miles) 0.55	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped. This section includes State Bike Route 55	Exist. Vol. 8,153 (2003)	Design Vol. 19,651 (2030)
Connectivity		
Network Year 2010	Open to Traffic Date 2009	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$16,000	\$64,000	\$0	\$80,000
2008	Right-of-Way	L1C0	\$0	\$126,600	\$506,400	\$0	\$633,000
2010	Construction	L1C0	\$0	\$1,865,200	\$7,460,800	\$0	\$9,326,000
		TOTAL	\$0	\$2,007,800	\$8,031,200	\$0	\$10,039,000





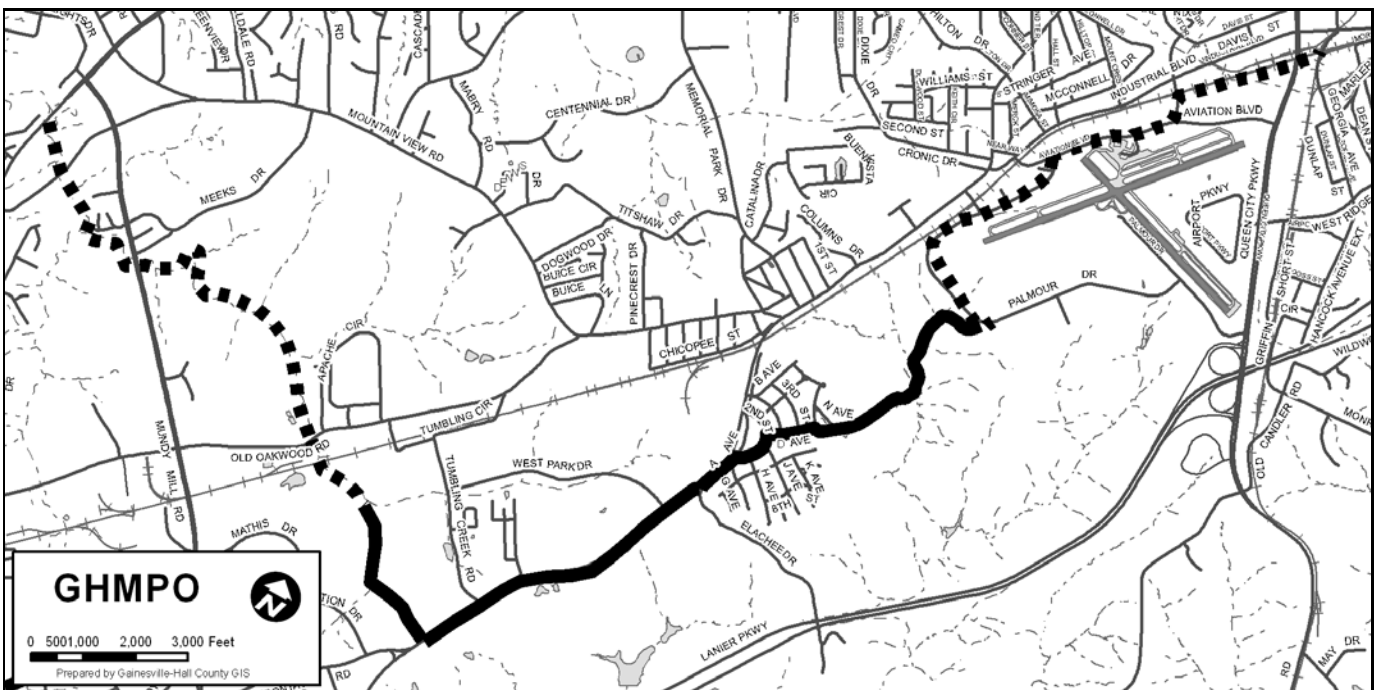
2030 Long Range Transportation Plan Update

Project Name Central Hall Recreation and Multi-Use Trail	GHMPO No. GH-051	GDOT No. 7639
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 51	RDC GMRDC

Project Description			
Central Hall Recreation and Multi-Use Trail includes first section of the trail from Palmer Dr to Gainesville College and a tunnel underneath Atlanta Hwy. This project also includes a tunnel project through the TE program.			
Improvement Type	Trail	Regionally Significant	No
Capacity Adding	No	Funding Source	Split
Project Intent			
To provide a path for walking and bicycling in central Hall that connects downtown Gainesville with Gainesville College and Chicopee Woods. As a High Priority Project total funding amount will not be reimbursed until 2009.			

Project Termini	From Palmour Dr.	Length (miles) 2.8	
	To Gainesville College	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. Multi-use path		Exist. Vol. n/a	Design Vol. n/a
Connectivity Atlanta Highway, Mundy Mill Road, McEver Road, Wilshire Greenway			
Network Year 2010	Open to Traffic Date 2009		

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	TE	\$157,427	\$0	\$629,709	\$0	\$787,136
2008	Construction	LY10	\$400,000	\$0	\$1,600,000	\$0	\$2,000,000
2008	Pre-Engineering	LOCAL	\$1,142,573	\$0	\$0	\$0	\$1,142,573
		TOTAL	\$1,700,000	\$0	\$2,229,709	\$0	\$3,929,709





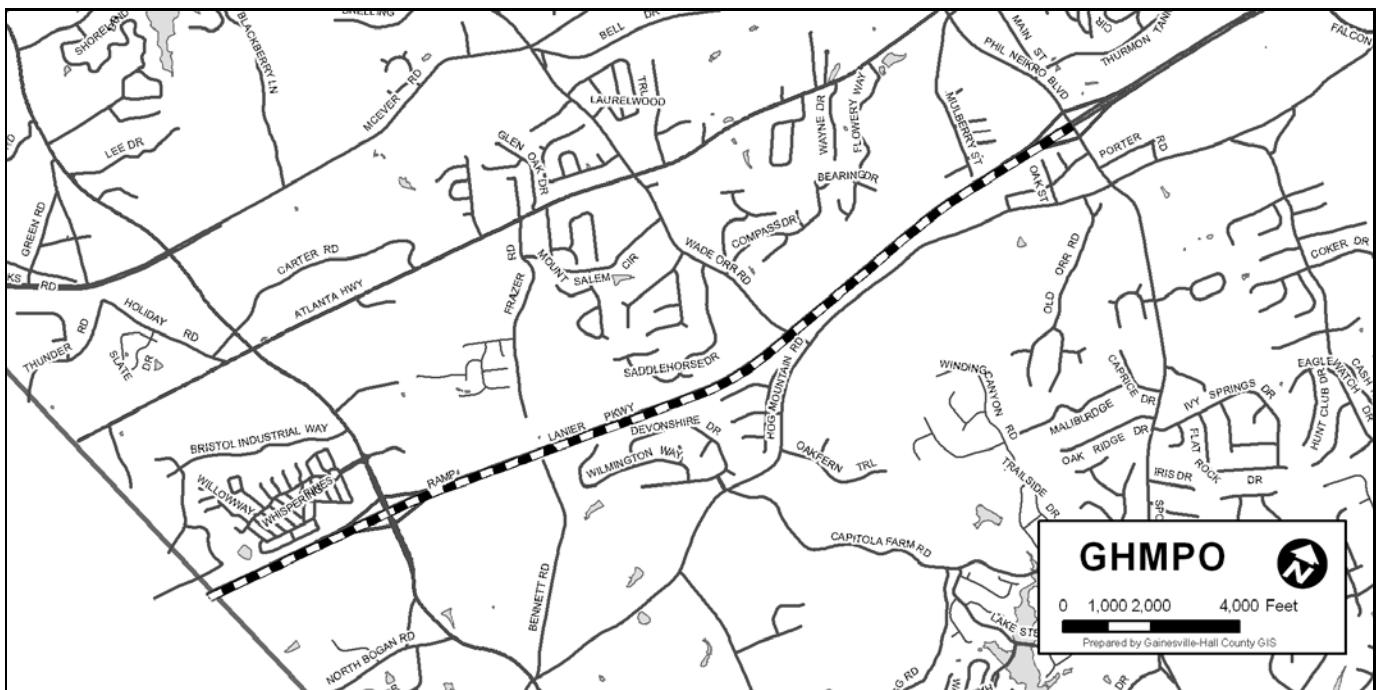
2030 Long Range Transportation Plan Update

Project Name Advanced Traffic Management System on I-985	GHMPO No. GH-052	GDOT No. 6336
	County Hall/Gwinn	City
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name I-985	Map ID 52	RDC GMRDC

Project Description The expansion of cameras the addition of fiber optic connections to the Transportation Mangement Center in Atlanta; the addition of variable message boards along I-985 from Gwinnett Co. Ln to Exit 12-Spout Springs Rd. The project cost for the portion (28%) that lies in			
Improvement Type ITS	Regionally Significant No	Capacity Adding No	Funding Source Hall Co
Project Intent For improved traffic management and drive/emergency vehicles notification.			

Project Termini From I-85 To Exit 16	Length (miles) 16.00	
	Exist. Lanes 4	Future Lanes 4
Bike / Ped.	Exist. Vol. n/a	Design Vol. n/a
Connectivity SR 347/Friendship Road		
Network Year 2010	Open to Traffic Date 2009	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering	L050	\$0	\$52,162	\$208,650	\$0	\$260,812
LR	Construction	L050	\$0	\$728,000	\$2,912,000	\$0	\$3,640,000
		TOTAL	\$0	\$780,162	\$3,120,650	\$0	\$3,900,812





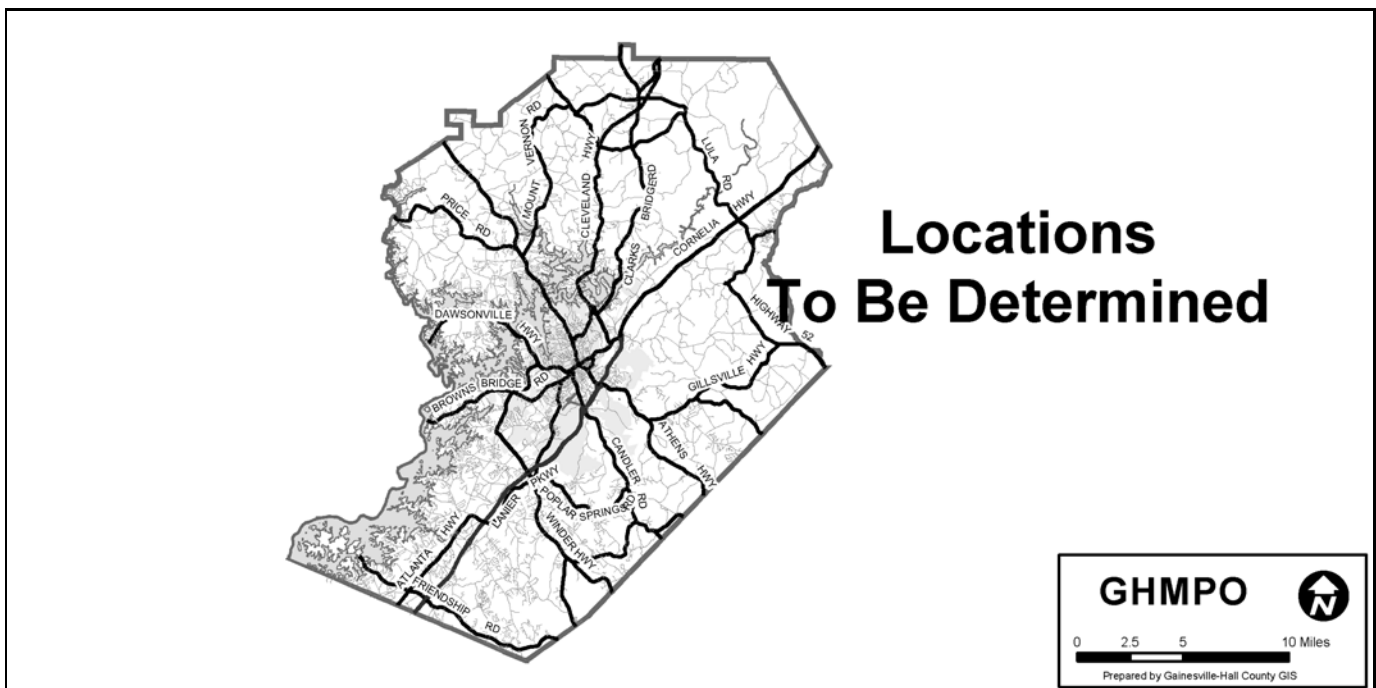
2030 Long Range Transportation Plan Update

Project Name Traffic Signal Upgrades - SR 11, SR13, SR 53, SR 60	GHMPO No. GH-054	GDOT No. 7353
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name SR 11, SR 13, SR 53, SR 60	Map ID 54	RDC GMRDC

Project Description Equipment upgrade on existing signalized intersections at 13 various locations along SR 11, SR 13, SR 53 and SR 60 in Hall Co.			
Improvement Type Signals	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To improve traffic circulation.			

Project Termini From To	Length (miles) 0.00	
	Exist. Lanes Varies	Future Lanes Varies
Bike / Ped.	Exist. Vol. n/a	Design Vol. n/a
Connectivity		
Network Year 2010	Open to Traffic Date 2008	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$34,000	\$136,000	\$0	\$170,000
Lump	Construction	L200	\$0	\$320,000	\$1,280,000	\$0	\$1,600,000
		TOTAL	\$0	\$354,000	\$1,416,000	\$0	\$1,770,000





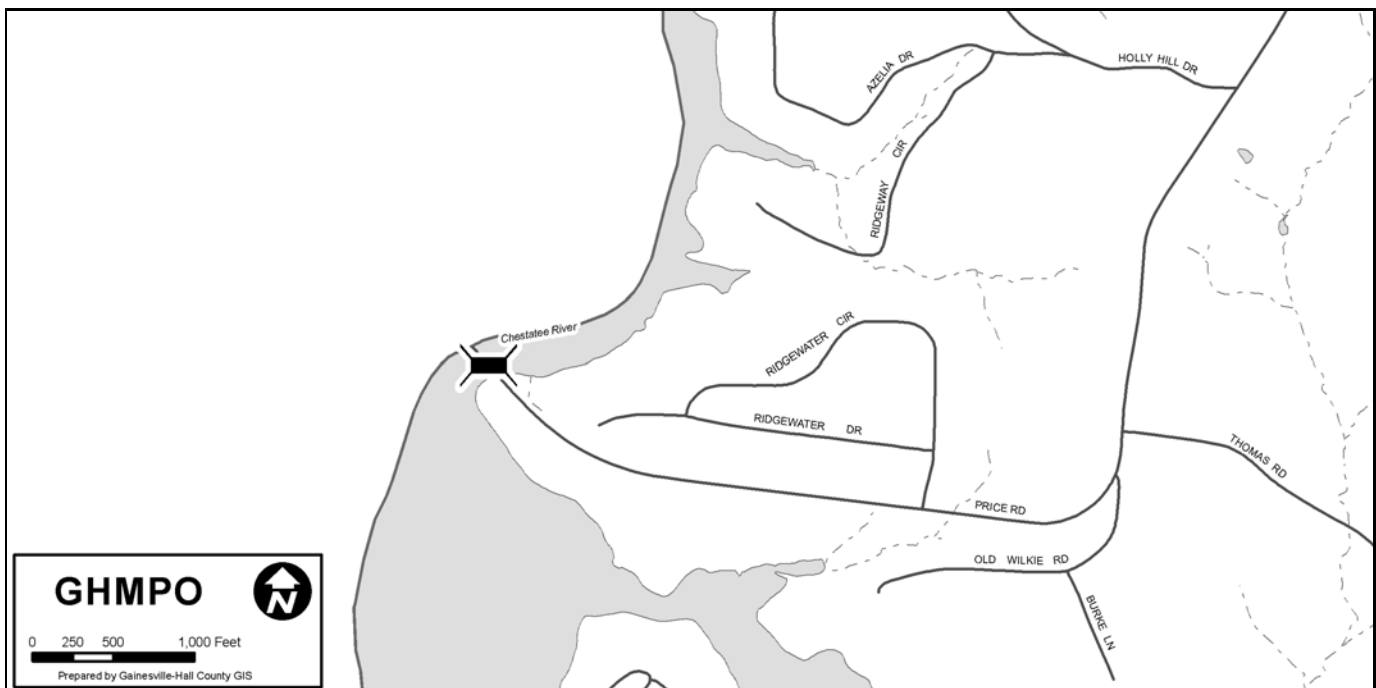
2030 Long Range Transportation Plan Update

Project Name SR 136/Price Road @ Chestatee River	GHMPO No. GH-056	GDOT No. 7170
	County Hall/Dawso	City Gainesville
Local Rd. Name Price Road	GDOT District 1	Cong. District 10
US/State Rd. Name SR 136	Map ID 56	RDC GMRDC

Project Description Bridge replacement on SR 136/Price Road over Chestatee River between Dawson and Hall Counties. The project cost for the portion (50%) that lies in the MPO boundary is \$909,750, as shown in the project spreadsheet.			
Improvement Type Bridge	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To update bridge infrastructure.			

Project Termini From SR 136/Price Road To SR 136/Price Road	Length (miles) 0.20	
	Exist. Lanes 2	Future Lanes 2
Bike / Ped.	Exist. Vol. n/a	Design Vol. n/a
Connectivity		
Network Year 2015	Open to Traffic Date 2020	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Pre-Engineering	L1C0	\$0	\$16,000	\$64,000	\$0	\$80,000
LR	Construction	L1C0	\$0	\$160,950	\$643,800	\$0	\$804,750
LR	Right-of-Way	L1C0	\$0	\$5,000	\$20,000	\$0	\$25,000
		TOTAL	\$0	\$181,950	\$727,800	\$0	\$909,750





2030 Long Range Transportation Plan Update

Project Name SR 369/Browns Bridge Road - New Bridge over Lake Lanier	GHMPO No. GH-057	GDOT No. 122012
	County Hall	City
Local Rd. Name Browns Bridge Road	GDOT District 1	Cong. District 10
US/State Rd. Name SR 369	Map ID 57	RDC GMRDC

Project Description					
New parallel bridge over Lake Lanier for SR 369/Browns Bridge Road.					
Improvement Type	Bridge	Regionally Significant	Capacity Adding	Funding Source	GDOT
Project Intent					
To update existing infrastructure.					

Project Termini From To	Length (miles) 0.40	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2015	Open to Traffic Date 2015	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Right-of-Way		\$0	\$0	\$0	\$0	\$0
LR	Pre-Engineering		\$0	\$0	\$0	\$0	\$0
LR	Construction	L1C0	\$0	\$1,504,800	\$6,019,200	\$0	\$7,524,000
		TOTAL	\$0	\$1,504,800	\$6,019,200	\$0	\$7,524,000





2030 Long Range Transportation Plan Update

Project Name Rock Creek Greenway Connector	GHMPO No. GH-059	GDOT No. 0008153
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 59	RDC GMRDC

Project Description Construction of a multi-use trail from Ivey Terrace park to Downtown Gainesville.			
Improvement Type Trail	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To provide bicycle and pedestrian facilities.			

Project Termini From Ivey Terrace To Downtown Gainesville	Length (miles)	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. Multi-use trail	Exist. Vol. n/a	Design Vol. n/a
Connectivity		
Network Year 2010	Open to Traffic Date 2008	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	TE	\$75,000	\$0	\$300,000	\$0	\$375,000
		TOTAL	\$75,000	\$0	\$300,000	\$0	\$375,000





2030 Long Range Transportation Plan Update

Project Name Cable Barriers along Interstate 985 from Hall County Line to Jesse Jewel Parkway	GHMPO No. GH-062	GDOT No. 0007467
	County Hall	City
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 62	RDC GMRDC

Project Description This project will include installing cable barriers in the medians and replacing existing outside shoulder guardrail with a new guardrail along Interstate 985 from Hall County Line to Jesse Jewel Parkway.			
Improvement Type Safety Impr	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent Improve Safety			

Project Termini From Hall County Line To Jesse Jewel Parkway	Length (miles) 16.53	
	Exist. Lanes	Future Lanes
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2010	Open to Traffic Date 2012	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
Auth.	Pre-Engineering		\$0	\$2,400	\$9,600	\$0	\$12,000
Lump	Construction	LUMP	\$0	\$269,000	\$2,421,000	\$0	\$2,690,000
		TOTAL	\$0	\$271,400	\$2,430,600	\$0	\$2,702,000





2030 Long Range Transportation Plan Update

Project Name Gillsville Trail and Downtown Streetscape	GHMPO No. GH-060	GDOT No. 0008154
	County Hall	City Gillsville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 60	RDC GMRDC

Project Description A safety and pedestrian improvement to relocate parking closer to retail establishments.			
Improvement Type	Regionally Significant No	Capacity Adding No	Funding Source GDOT
Project Intent To provide trail facilities			

Project Termini From To	Length (miles) n/a	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped.	Exist. Vol. n/a	Design Vol. n/a
Connectivity		
Network Year 2010	Open to Traffic Date 2009	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	TE	\$12,500	\$0	\$100,000	\$0	\$112,500
		TOTAL	\$12,500	\$0	\$100,000	\$0	\$112,500





2030 Long Range Transportation Plan Update

Project Name SR 53 at Chestatee River – Bridge	GHMPO No. GH-063	GDOT No. 0007021
	County Hall	City
Local Rd. Name Dawsonville Highway	GDOT District 1	Cong. District 10
US/State Rd. Name SR 53	Map ID 63	RDC GMRDC

Project Description											
New parallel bridge over Chestatee River for SR 53/Dawsonville Highway. The project cost for the portion (50%) that lies in Hall County is \$4,327,359.											
Improvement Type		Bridge	Regionally Significant		Yes	Capacity Adding		Yes	Funding Source		GDOT
Project Intent											
Tp update existing infrastructure											

Project Termini From To	Length (miles)	
	Exist. Lanes	Future Lanes
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2010	Open to Traffic Date	2013

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2012	Right-of-Way	L1C0	\$0	\$47,400	\$189,600	\$0	\$237,000
LR	Construction	L1C0	\$0	\$1,683,543	\$6,734,174	\$0	\$8,417,717
		TOTAL	\$0	\$1,730,943	\$6,923,774	\$0	\$8,654,717





2030 Long Range Transportation Plan Update

Project Name Relocation of Lights Ferry Road from Gainesville St to SR 13	GHMPO No. GH-065	GDOT No. 0001095
	County Hall	City Flowery Branch
Local Rd. Name Lights Ferry Road	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 65	RDC GMRDC

Project Description This project will re-align Lights Ferry Road connecting Spouts Spring Road.		
Improvement Type	Regionally Significant Yes	Capacity Adding Yes
Project Intent This project will increase connectivity through Flowery Branch.		Funding Source GDOT

Project Termini From To	Length (miles)	
	Exist. Lanes	Future Lanes
Bike / Ped. Sidewalks	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2015	Open to Traffic Date 2014	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Pre-Engineering	L200	\$0	\$6,000	\$24,000	\$0	\$30,000
LR	Construction	L200	\$0	\$700,000	\$2,800,000	\$0	\$3,500,000
LR	Right-of-Way	LOCAL	\$0	\$0	\$0	\$0	\$0
		TOTAL	\$0	\$706,000	\$2,824,000	\$0	\$3,530,000





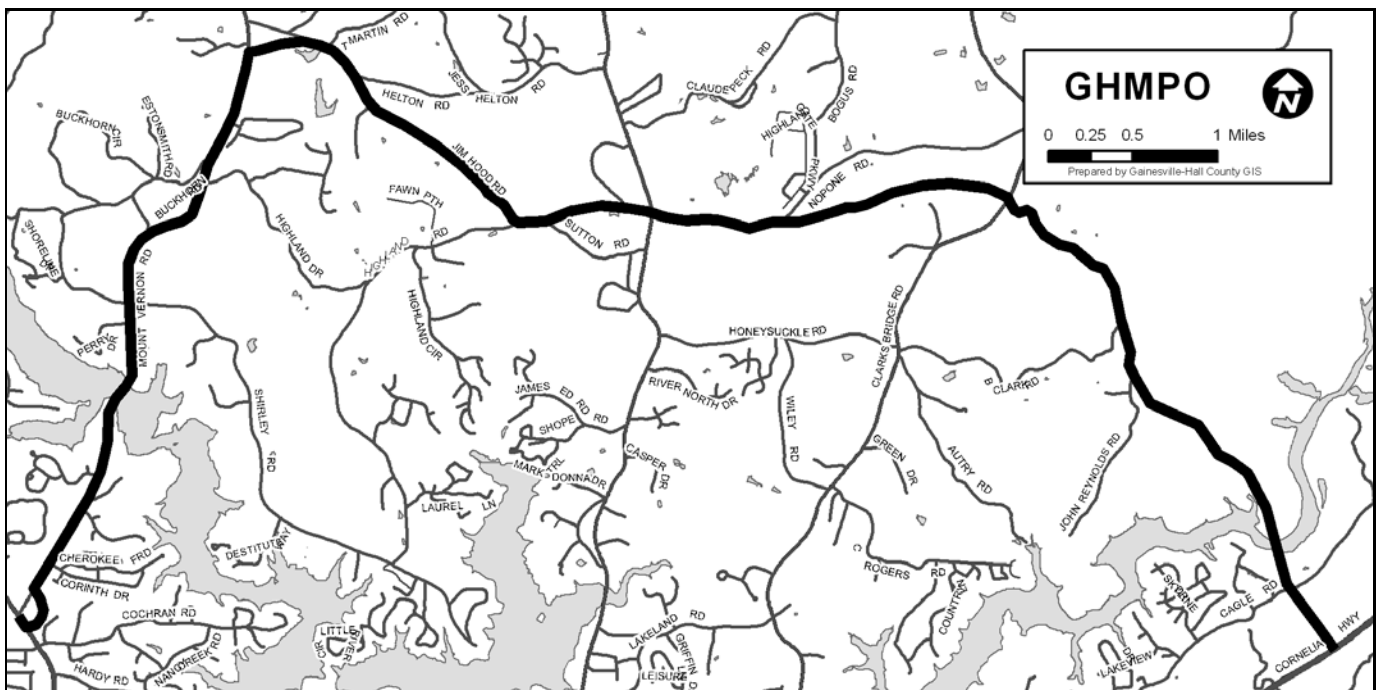
2030 Long Range Transportation Plan Update

Project Name Northern Connector - Connection Between SR 60/Thompson Bridge Road and SR 365	GHMPO No. GH-066	GDOT No.
	County Hall	City
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 66	RDC GMRDC

Project Description Continuation of Sardis Rd. Connector with connections to US 129/Cleveland Hwy, N Browning Bridge Rd. and terminating at SR 365.				
Improvement Type	New Road	Regionally Significant	Yes	Capacity Adding Yes
Funding Source				
Project Intent This new roadway and bridge crossing project will address traffic from North Hall accessing SR 400 and Forsyth County and also allow access to a tentatively planned State park.				

Project Termini	From	SR 60/Thompson Bridge Rd	Length (miles)		11.70
	To	SR 365	Exist. Lanes	n/a	Future Lanes 4
Bike / Ped.	Sidewalks, bike lane recommended		Exist. Vol.	Design Vol.	
Connectivity	Sardis Rd. Connector, US 129/Cleveland Hwy, SR 365				
Network Year	2015		Open to Traffic Date	2020	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction		\$0	\$19,656,000	\$78,624,000	\$0	\$98,280,000
LR	Right-of-Way		\$0	\$20,989,091	\$20,989,091	\$0	\$41,978,182
LR	Pre-Engineering		\$0	\$5,247,272	\$20,989,091	\$0	\$26,236,363
		TOTAL	\$0	\$45,892,363	\$120,602,182	\$0	\$166,494,545





2030 Long Range Transportation Plan Update

Project Name Widening of Ridge Road from Queen City Pkwy to Old Cornelia Hwy	GHMPO No. GH-067	GDOT No.
	County Hall	City Gainesville
Local Rd. Name Ridge Road	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 67	RDC GMRDC

Project Description						
The widening from two to four lanes of Ridge Rd. from Queen City Pkwy to Old Cornelia Hwy.						
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source
Project Intent						
This widening project will address congestion in downtown Gainesville while promoting economic development.						

Project Termini From Queen City Pkwy To Old Cornelia Hwy	Length (miles) 3.40	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped. Sidewalks	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2015	Open to Traffic Date 2016	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction		\$0	\$3,590,400	\$14,361,600	\$0	\$17,952,000
LR	Right-of-Way		\$0	\$700,606	\$2,802,424	\$0	\$3,503,030
LR	Pre-Engineering		\$0	\$430,848	\$1,723,392	\$0	\$2,154,240
	TOTAL		\$0	\$4,721,854	\$18,887,416	\$0	\$23,609,270





2030 Long Range Transportation Plan Update

Project Name Intersection Improvement at Jesse Jewel Pkwy and John Morrow Pkwy	GHMPO No. GH-069	GDOT No.
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 69	RDC GMRDC

Project Description Intersection improvements with additional turn-lanes at Jesse Jewel Pkwy and John Morrow Pkwy.				
Improvement Type	Intersection	Regionally Significant	Yes	Capacity Adding Yes
Funding Source				
Project Intent This intersection improvement will address a severely congested intersection in the City of Gainesville.				

Project Termini From To	Length (miles)	
	Exist. Lanes	Future Lanes
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2015	Open to Traffic Date 2014	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction		\$0	\$476,000	\$1,904,000	\$0	\$2,380,000
LR	Right-of-Way		\$0	\$0	\$0	\$0	\$0
LR	Pre-Engineering		\$0	\$57,120	\$228,480	\$0	\$285,600
	TOTAL		\$0	\$533,120	\$2,132,480	\$0	\$2,665,600





2030 Long Range Transportation Plan Update

Project Name Six-Laning of I-985 from Hall Co. Line to Exit 24	GHMPO No. GH-070	GDOT No.
	County Hall	City
Local Rd. Name I-985	GDOT District 1	Cong. District 10
US/State Rd. Name I-985	Map ID 70	RDC GMRDC

Project Description						
The widening from four to six lanes of I-985 from Hall Co. line to Exit 24.						
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source
Project Intent						
This widening project will address increasing traffic volumes on this key corridor.						

Project Termini From Hall Co. Line To Exit 24 on I-985	Length (miles) 16.50	
	Exist. Lanes 4	Future Lanes 6
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year	Open to Traffic Date	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction		\$0	\$3,513,600	\$14,054,400	\$0	\$17,568,000
LR	Right-of-Way		\$0	\$698,181	\$2,792,727	\$0	\$3,490,908
LR	Pre-Engineering		\$0	\$430,752	\$1,723,008	\$0	\$2,153,760
	TOTAL		\$0	\$4,642,533	\$18,570,135	\$0	\$23,212,668





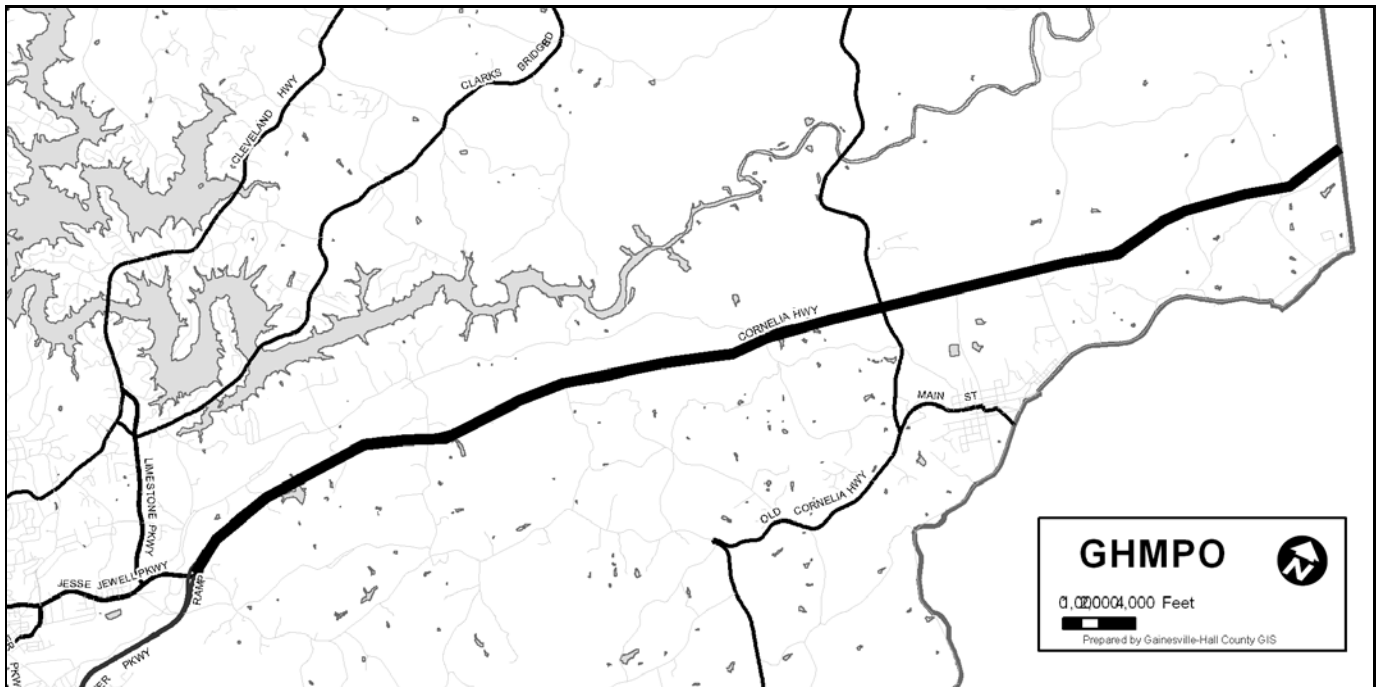
2030 Long Range Transportation Plan Update

Project Name SR 365 from Exit 24 on I-985 to Hall Co. Line. Includes 3 New Diamond Interchanges.	GHMPO No. GH-071	GDOT No.
	County Hall	City
Local Rd. Name SR 365	GDOT District 1	Cong. District 10
US/State Rd. Name SR 365	Map ID 71	RDC GMRDC

Project Description					
The widening from four to six lanes of SR 365 with limited access from Exit 24 on I-985 to Hall Co. line.					
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding Yes	Funding Source
Project Intent					
This widening and limited access project will address safety and increasing volumes on this corridor.					

Project Termini From Exit 24 on I-985 To Hall Co. Line	Length (miles) 12.90	
	Exist. Lanes 4	Future Lanes 6
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year Open to Traffic Date		

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction		\$0	\$15,444,000	\$61,776,000	\$0	\$77,220,000
LR	Right-of-Way		\$0	\$2,200,000	\$8,800,000	\$0	\$11,000,000
LR	Pre-Engineering		\$0	\$1,853,280	\$7,412,120	\$0	\$9,265,400
		TOTAL	\$0	\$19,497,280	\$77,988,120	\$0	\$97,485,400





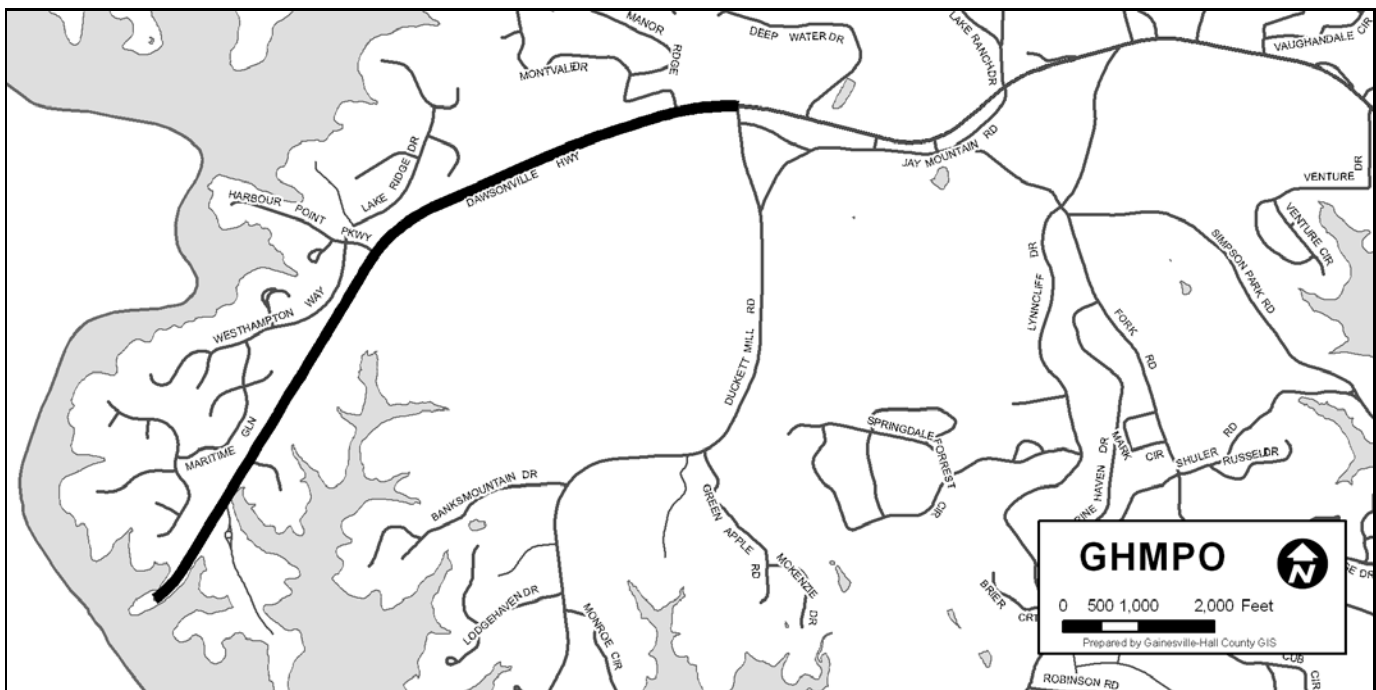
2030 Long Range Transportation Plan Update

Project Name SR 53/Dawsonville Hwy - Duckett Mill Rd to Hall Co. Line	GHMPO No. GH-072	GDOT No.
	County Hall	City
Local Rd. Name Dawsonville Hwy	GDOT District 1	Cong. District 10
US/State Rd. Name SR 53	Map ID 72	RDC GMRDC

Project Description						
The widening from two to four lanes of SR 53/Dawsonville Hwy - Duckett Mill Rd to Hall Co. line						
Improvement Type	Widening	Regionally Significant	Yes	Capacity Adding	Yes	Funding Source
Project Intent						

Project Termini From Duckett Mill Rd To Hall Co. Line	Length (miles) 2.10	
	Exist. Lanes 2	Future Lanes 4
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2015	Open to Traffic Date 2014	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
LR	Construction		\$0	\$18,314,400	\$73,257,600	\$0	\$91,572,000
LR	Right-of-Way		\$0	\$4,378,181	\$17,512,727	\$0	\$21,890,908
LR	Pre-Engineering		\$0	\$2,197,728	\$8,790,912	\$0	\$10,988,640
	TOTAL		\$0	\$24,890,309	\$99,561,239	\$0	\$124,451,548





Project Name Oakwood Diesel Retrofit Project	GHMPO No. GH-073	GDOT No.
	County Hall	City Oakwood
Local Rd. Name n/a	GDOT District 1	Cong. District 10
US/State Rd. Name n/a	Map ID 73	RDC GMRDC

Project Description
Installing Diesel Oxidation Catalysts (DOCs) on seven City of Oakwood Public Works Fleet.

Improvement Type Air Quality **Regionally Significant** Yes **Capacity Adding** No **Funding Source** Split

Project Intent
This diesel retrofitting project will improve air quality to some extent by reducing emissions.

Project Termini From n/a To n/a	Length (miles) n/a	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. n/a	Exist. Vol. n/a	Design Vol. n/a
Connectivity n/a		
Network Year 2010	Open to Traffic Date 2008	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	CMAQ	\$2,800	\$0	\$11,200	\$0	\$14,000
		TOTAL	\$2,800	\$0	\$11,200	\$0	\$14,000



Project Name Hall County Diesel Retrofit Project Local Rd. Name n/a US/State Rd. Name n/a	GHMPO No. GH-074	GDOT No.
	County Hall GDOT District 1	City Cong. District 10 RDC GMRDC

Project Description Installing Diesel Oxidation Catalysts (DOCs) on 90 Hall County Public Works Fleet.			
Improvement Type Air Quality	Regionally Significant Yes	Capacity Adding No	Funding Source Split
Project Intent This diesel retrofitting project will improve air quality to some extent by reducing emissions.			

Project Termini From n/a To n/a	Length (miles) n/a	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. n/a	Exist. Vol. n/a	Design Vol. n/a
Connectivity n/a		
Network Year 2010	Open to Traffic Date 2009	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	CMAQ	\$51,336	\$0	\$184,000	\$0	\$235,336
		TOTAL	\$51,336	\$0	\$184,000	\$0	\$235,336

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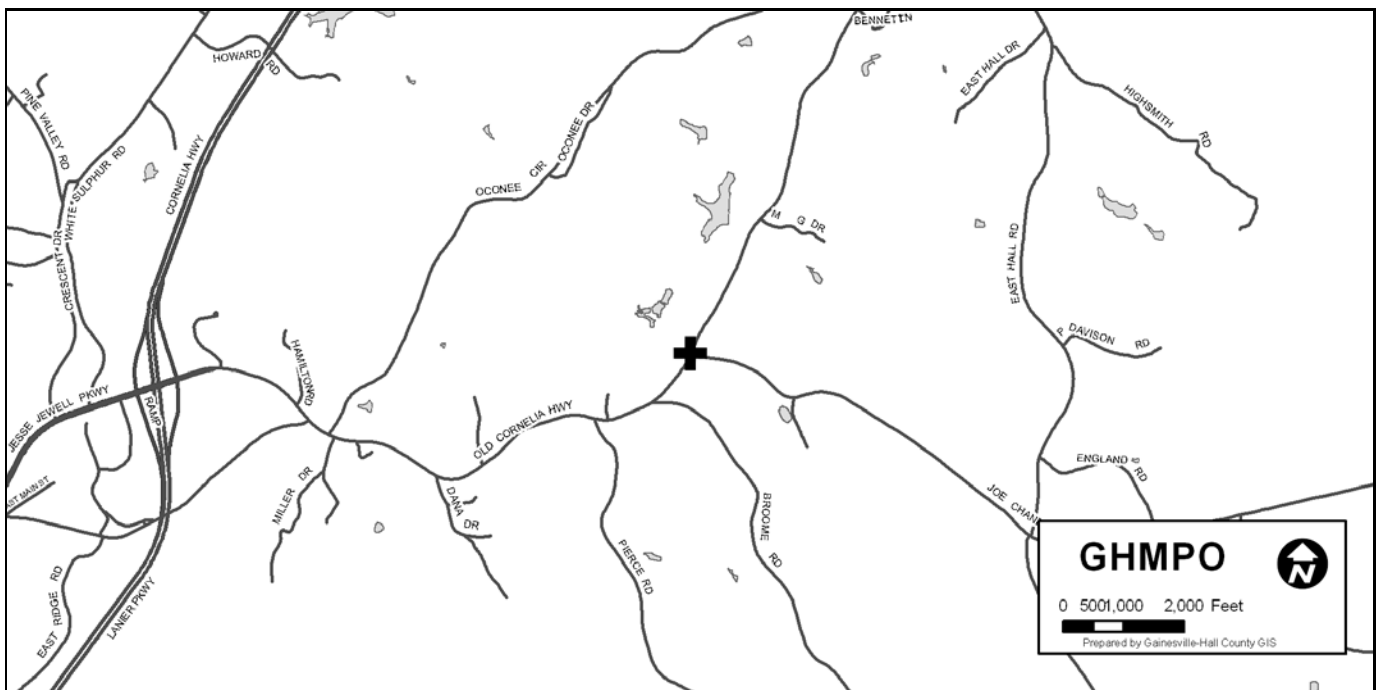
2030 Long Range Transportation Plan Update

Project Name Intersection Improvement at Old Cornelia and Joe Chandler	GHMPO No. GH-075	GDOT No.
	County Hall	City
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 75	RDC GMRDC

Project Description Adding turn lanes to the existing three-legged intersection.			
Improvement Type Intersection	Regionally Significant No	Capacity Adding No	Funding Source Split
Project Intent This intersection improvement project will help traffic-flow to a great extent.			

Project Termini From n/a To n/a	Length (miles) n/a	
	Exist. Lanes n/a	Future Lanes n/a
Bike / Ped. n/a	Exist. Vol.	Design Vol.
Connectivity n/a		
Network Year 2010	Open to Traffic Date 2010	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Right-of-Way	LOCAL	\$80,000	\$0	\$0	\$0	\$80,000
2008	Pre-Engineering	LOCAL	\$100,000	\$0	\$0	\$0	\$100,000
2009	Construction	CMAQ	\$100,000	\$0	\$400,000	\$0	\$500,000
		TOTAL	\$280,000	\$0	\$400,000	\$0	\$680,000





2030 Long Range Transportation Plan Update

Project Name Sidewalk on SR 60/Thompson Bridge Road	GHMPO No. GH-076	GDOT No.
	County Hall	City Gainesville
Local Rd. Name Thompson Bridge Road	GDOT District 1	Cong. District 10
US/State Rd. Name SR 60	Map ID 76	RDC GMRDC

Project Description Adding sidewalks on SR 60/Thompson Bridge Rd from Civic Center to Old Thompson Bridge Rd.			
Improvement Type Sidewalks	Regionally Significant No	Capacity Adding No	Funding Source Split
Project Intent			

Project Termini From Civic Center To Old Thompson Bridge Road	Length (miles) 1.1	
	Exist. Lanes	Future Lanes
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2010	Open to Traffic Date 2009	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	CMAQ	\$13,547	\$0	\$54,191	\$0	\$67,738
		TOTAL	\$13,547	\$0	\$54,191	\$0	\$67,738





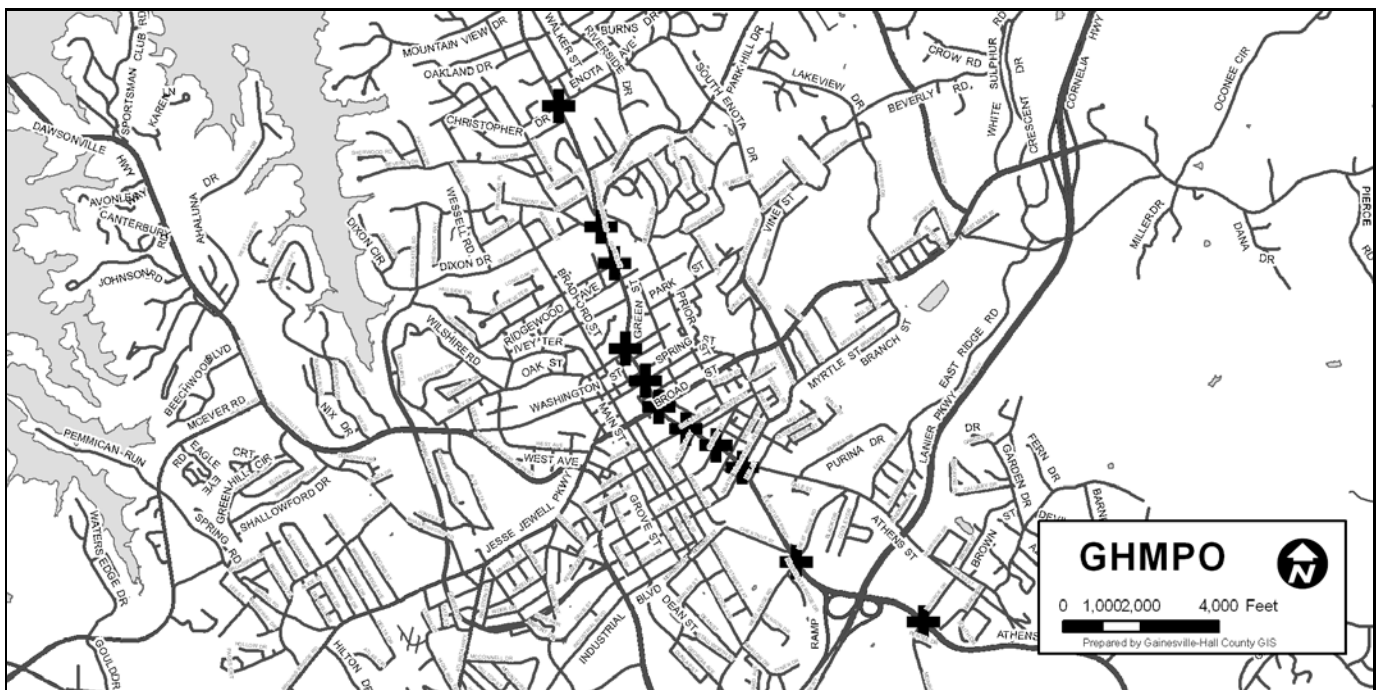
2030 Long Range Transportation Plan Update

Project Name Traffic Signal Retiming - SR 11/11 Bussiness/60 and SR 369	GHMPO No. GH-077	GDOT No.
	County Hall	City Gainesville
Local Rd. Name	GDOT District 1	Cong. District 10
US/State Rd. Name	Map ID 77	RDC GMRDC

Project Description Retiming 21 signalized intersections on SR 11/11 Business/60 and SR 369.			
Improvement Type Signals	Regionally Significant Yes	Capacity Adding No	Funding Source Split
Project Intent Need to improve traffic movement along these heavily traveled corridors through Gainesville.			

Project Termini From To	Length (miles)	
	Exist. Lanes	Future Lanes
Bike / Ped.	Exist. Vol.	Design Vol.
Connectivity		
Network Year 2010	Open to Traffic Date 2009	

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2008	Construction	CMAQ	\$25,200	\$0	\$100,800	\$0	\$126,000
		TOTAL	\$25,200	\$0	\$100,800	\$0	\$126,000



2030 LRTP Update

Appendix B ***SAFETEA-LU Gap Analysis***



Appendix B: SAFETEA-LU Gap Analysis Technical Memorandum

Overview

The following describes the approach utilized to update Gainesville-Hall Metropolitan Planning Organization's (GHMPO's) 2030 Long Range Transportation Plan (LRTP) into compliance with new and/or revised planning regulations identified in the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which was signed into law by President Bush in August 2005. The Gap Analysis addresses new SAFETEA-LU requirements and covers planning and environmental requirements that are jointly administered by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The GHMPO conducted a “gap analysis” by reviewing contents of the current GHMPO 2030 LRTP (adopted in 2004) and compared them against the new and/or revised SAFETEA-LU regulations. The gap analysis consists of the following components:

- 1) Identification of each new and/or revised SAFETEA-LU planning regulation as stated in the Metropolitan Transportation Planning: Final Rule issued by the FHWA and FTA on February 14, 2007
- 2) Detailed description of GHMPO's approach for meeting the new planning regulations

Table-1, on the next page, provides an overview of new or revised SAFETEA-LU regulations, including the identification of any gaps in GHMPO's transportation planning process.

1. New Consultations in SAFETEA-LU

450.322(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan.

The GHMPO's participation list has been expanded to include state, regional and local agencies with an interest in the areas of land use management, environmental resources, environmental protection, conservation, and historic preservation. As a result, the list now includes nearly 500 agencies and individuals. Contacts are notified and given the opportunity to comment on all transportation planning documents, such as the LRTP and the Transportation Improvement Program (TIP). The adopted Participation Plan is available on the GHMPO's website at www.ghmpo.org under Planning Documents.

2. Consistency of Transportation Plan with Planned Growth and Development Plans

450.306 (a) (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

The GHMPO believes that the current LRTP is fully compliant with SAFETEA-LU regulations. One of the LRTP goals states that – *transportation planning will be integrated with land use decisions and other comprehensive planning tools to support economic development goals and enhance the area's quality of life.* In addition, when developing the population and employment forecasts, GHMPO staff met with local jurisdictions to consult, discuss and identify areas where future development and redevelopment will likely to occur.



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Table B-1 – SAFETEA-LU Gap Analysis

Planning Regulations	Statute	Gap in GHMPO's 2030 LRTP	Action Item
New Consultations	450.322(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan.	No Gap	
Consistency of Plan with Planned Growth and Dev. Plans	450.306 (a) (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	No Gap	
Transportation System Security	450.306 (a) (3) Increase the security of the transportation system for motorized and non-motorized users. 450.306 (h) The planning process should be consistent with... other transit safety and security planning and review processes, plans, and programs, as appropriate.	No Gap	
Operational and management Strategies	450.322 (f) (3) The metropolitan transportation plan shall include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.	No Gap	
Participation Plan	450.316 (a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation,.....with reasonable opportunities to be involved in the metropolitan transportation planning process.	No Gap	
Visualization Techniques	450.316 (a) (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs.	No Gap	
Publication of Plans and TIPs	450.322 (j) The metropolitan transportation plan shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web. 450.324 (b) The TIP shall be published or otherwise	No Gap	



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	made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in 450.316		
Congestion Management Process	450.320 (c) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities.	No Gap	
Coordinated Public Transit-Human Services Transportation Plan	As a condition for receiving formula funding under the following 3 FTA programs, proposed projects must be derived from a locally developed public transit-human services transportation plan: (1) Special Needs of Elderly Individuals and Individuals with Disabilities [49 U.S.C. 5310(d)(2)(B)(i) and (ii)]; (2) Job Access and Reverse Commute [49 U.S.C. 5316(g)(3)(A) and (B)]; and (3) New Freedom [49 U.S.C. 5317(f)(3)(A) and (B)].	Gap Exists	Continue coordination with Hall Area Transit in developing a Transit Development Plan. Proposed projects identified in this plan will be incorporated in the Coordinated Human Services Plan through the GHMPO planning process.
Environmental Mitigation	450.322 (f) (7): Plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan T-Plan. Discussion may focus on policies, programs, or strategies. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.	No Gap	

Source: Metropolitan Transportation Planning: Final Rule issued by the FHWA and FTA on February 14, 2007 and GHMPO 2030 LRTP

3. Transportation System Security in SAFETEA-LU

450.306 (a) (3) Increase the security of the transportation system for motorized and non-motorized users.

450.306 (h) The planning process should be consistent with... other transit safety and security planning and review processes, plans, and programs, as appropriate.

As stipulated by SAFETEA-LU, GHMPO incorporated security into the transportation planning process as a stand-alone factor by making a change to one of the LRTP goals.

Revised LRTP Goal: Provide an integrated multi-modal and intermodal transportation system that includes more options to provide the desired level of accessibility and mobility of people and goods **in a safe and secure manner**.

Early in the LRTP planning process, the GHMPO developed and adopted Project Evaluation Criteria that is SAFETEA-LU compliant. One of the evaluation criteria states that projects



should be assessed to the extent they support the eight federally required planning factors under SAFETEA-LU.

The following are some of the areas and issues within the MPO study area that may require additional security considerations, which could be done at the project level:

- 1) Lake Lanier and its proximity to Buford Dam;
- 2) Population centers in the Cities of Gainesville, Oakwood and Flowery Branch;
- 3) Major regional hospitals in Hall County;
- 4) Proximity to metro Atlanta; and
- 5) Bridge crossings.

4. Operational and Management Strategies

450.322 (f) (3) The metropolitan transportation plan shall include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

The GHMPO believes that the current LRTP is fully compliant with SAFETEA-LU. The current LRTP incorporates a number of Travel Demand Management (TDM) strategies including but not limited to - bicycle and pedestrian improvements, intersection and interchange improvements, high occupancy vehicle (HOV) facilities, intelligent transportation systems (ITS), local transit and commuter bus service, and intercity passenger and freight rail.

5. Participation Plan

450.316 (a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation,.....with reasonable opportunities to be involved in the metropolitan transportation planning process.

The GHMPO updated its Public Involvement Plan to a Public Participation Plan, which is fully compliant with SAFETEA-LU. This plan expands the Public Involvement Plan to include consultation with representatives of various intermodal transportation agencies, and other interested parties on various ongoing transportation planning activities. The draft plan was made available for various agencies and the public via the GHMPO web page and a notice of the public comment period was advertised in the local newspaper. The GHMPO committees reviewed and adopted the Participation Plan in May 2007.

6. Visualization Techniques

450.316 (a) (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs.

The GHMPO is in the forefront of utilizing visualization techniques. In December 2005, the GHMPO launched its own comprehensive website (www.ghmpo.org) to efficiently communicate with the public and interested parties on its planning processes, activities and policies. To strengthen participation in the transportation planning process and specifically to assist the public in understanding proposed plans, projects, programs and strategies, the GHMPO utilizes a variety of visualization techniques. The GHMPO extensively uses maps with aerial photography and GIS attributes on display boards to visually communicate how plans, projects, programs and strategies impact the GHMPO study area. These visualization techniques also assist in illustrating the



planning process, needs, recommendation and future multi-modal improvements during scenario development or demonstrating networks and regional linkages.

7. Publication of Plans and TIPs

450.322 (j) The metropolitan transportation plan shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

450.324 (b) The TIP shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in 450.316

The GHMPO's website was officially launched in December 2005. Since then, additional planning documents and general information has been added on a regular basis to ensure the public has access to the latest documents and information. The entire LRTP and TIP are published electronically in PDF format on the GHMPO website. The following illustrates materials the GHMPO provides to the public on its website:

- Public meeting announcements
- Committee structure and responsibilities
- Committee meeting schedules and agenda materials
- News articles relating to transportation planning activities
- Planning documentation, presentations and reports
- Archives for planning documents and meeting minutes
- Project specific sites for studies and other planning activities
- Surveys and questionnaires
- Links to other pertinent websites
- Contact information to communicate with directly with GHMPO staff or to seek information

If an individual can not download a document or print it, the GHMPO, upon request, will provide a compact disc that makes thousands of pages of documentation or resource material available. Most important of all, the informational resources is the GHMPO staff itself who are readily available to provide information about various transportation planning plans, projects, programs strategies and activities. Local citizens can access the GHMPO staff through email, mail, telephone, and fax or in person at the Development Services Office or at MPO meetings.

8. Annual Listing of Obligated Projects

450.332 (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

The GHMPO is fully compliant with SAFETEA-LU; the current list of obligated projects are provided on the GHMPO website (www.ghmpo.org) in the Transportation Improvement Program section under Planning Documents.

9. Congestion Management Process



450.320 (c) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities.

The GHMPO does not meet the federal population threshold of a TMA and thus is not required to develop a CMP. However, since a small portion (5%) of the Atlanta urbanized area is contained in Hall County, which is in the GHMPO study area, the CMP for this area is updated in the 2030 LRTP Update in coordination with the Atlanta Regional Commission (ARC), which is the primary agency responsible to conduct and develop the CMP in the Atlanta TMA.

10. Coordinated Public Transit-Human Services Transportation Plan

As a condition for receiving formula funding under the following 3 FTA programs, proposed projects must be derived from a locally developed public transit-human services transportation plan: (1) Special Needs of Elderly Individuals and Individuals with Disabilities [49 U.S.C. 5310(d)(2)(B)(i) and (ii)]; (2) Job Access and Reverse Commute [49 U.S.C. 5316(g)(3)(A) and (B)]; and (3) New Freedom [49 U.S.C. 5317(f)(3)(A) and (B)].

The GHMPO, working in partnership with Hall Area Transit (HAT), is currently in the process of developing a Transit Development Plan (TDP). The TDP will be completed by June 2008 and will provide guidance in terms of potential projects for the three FTA programs. It should be noted that HAT currently does not have projects identified under these programs. A Coordinated Public Transit-Human Services Transportation Plan will be developed after the TDP is completed. Proposed projects identified in this new Plan will be coordinated into the MPO planning process for inclusion in next LRTP update.

11. Environmental Mitigation In SAFETEA-LU

450.322 (f) (7): Plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan T-Plan. Discussion may focus on policies, programs, or strategies. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.

In coordination with ARC, GHMPO consulted with local, state, and federal agencies responsible for environmental mitigation. GHMPO identified historical, green spaces, and water bodies that may be affected by the planned projects in the LRTP. The LRTP provides planned project maps overlaid with environmental layers to visually show impacts to these resources. The LRTP also provides a table illustrating potential impacts in the Environmental Mitigation section of the LRTP. As projects move forward in the transportation planning process, projects impacting resource areas will be examined more fully during the NEPA process.

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Appendix C ***Financial Plan***



Gainesville - Hall Metropolitan Planning Organization Draft 2030 Long Range Transportation Plan

Financial Plan

Federal law requires transportation plans to be fiscally constrained. In other words, the total cost of all the projects have to be balanced against the total amount of revenue available to fund projects through 2030. In this section of the plan, there is an examination of general estimated revenues for the 20 plus year program. Anticipated revenues are based on the best available information, and will need to be updated as project information is refined and revenue sources are re-authorized or modified. Determining the amount of revenue is critical for the limitation that it puts on the number and magnitude of projects considered in this plan.

Revenue Estimates

Hall County and its jurisdictions are eligible for many types of federal and state funding for transportation improvements. Local sources of funding are often necessary to match state or federal funds, and identifying state and local sources to match potential federal revenues is a challenge. Following are a list of the available funding sources for this plan.

**Table C-1
Projected State and Federal Road Funding to Hall County**

Year	Estimated Programmed Funds	Estimated Maintenance Costs	Estimated Project Costs
2008	\$20,547,000	\$3,059,000	\$17,488,000
2009	\$53,067,000	\$3,119,000	\$49,948,000
2010	\$69,024,210	\$3,181,000	\$65,843,210
2011	\$7,343,000	\$3,243,000	\$4,100,000
2012	\$91,742,000	\$3,307,000	\$88,435,000
2013	\$45,813,000	\$3,373,000	\$42,440,000
2014	\$46,715,000	\$3,439,000	\$43,276,000
2015	\$47,636,000	\$3,507,000	\$44,129,000
2016	\$48,574,000	\$3,576,000	\$44,998,000
2017	\$49,530,000	\$3,646,000	\$45,884,000
2018	\$50,506,322	\$3,718,000	\$46,788,322
2019	\$51,501,000	\$3,791,000	\$47,710,000
2020	\$52,516,000	\$3,866,000	\$48,650,000
2021	\$53,550,000	\$3,942,000	\$49,608,000
2022	\$54,606,000	\$4,020,000	\$50,586,000
2023	\$55,681,000	\$4,099,000	\$51,582,000
2024	\$56,778,000	\$4,180,000	\$52,598,000
2025	\$57,897,000	\$4,262,000	\$53,635,000
2026	\$59,037,000	\$4,346,000	\$54,691,000
2027	\$60,201,000	\$4,432,000	\$55,769,000
2028	\$61,386,000	\$4,519,000	\$56,867,000
2029	\$62,595,000	\$4,608,000	\$57,987,000
2030	\$63,829,000	\$4,699,000	\$59,130,000
TOTALS	\$1,220,074,532	\$87,932,000	\$1,132,142,532

Source: Georgia Department of Transportation



Gainesville - Hall Metropolitan Planning Organization Draft 2030 Long Range Transportation Plan

State and Federal Road Funding

The estimated amount of revenue for state and federal road funding shown in Table 1 was developed by the Georgia Department of Transportation based on regression analysis of the historical funding to Hall County. The projections in Table 1 account for both capital and maintenance dollars, and provide an estimated amount for total new projects through 2030, based on past funding levels in Hall County. This analysis examined programmed projects through 2013, at which point a compounded factor of approximately 2% was used to estimate funding per year through 2030.

State and Federal Transit Dollars

Funding for local transit is projected using the dollar amounts reflected the current dollar amounts slated through 2011 and then projecting operating assistance and capital dollars out to the year 2030, with a 2% annual increase based on projected population increases. The overall dollars are reflected in Table 2 below.

**Table C-2
Projected Transit Funding**

YEAR	PROJECTED TRANSIT FUNDING
2005	\$1,100,000
2006	\$1,650,728
2007	\$2,123,453
2008	\$2,156,748
2009	\$2,141,730
2010	\$2,137,759
2011	\$2,395,034
2012	\$2,442,935
2013	\$2,491,793
2014	\$2,541,629
2015	\$2,592,462
2016	\$2,644,311
2017	\$2,697,197
2018	\$2,751,141
2019	\$2,806,164
2020	\$2,862,287
2021	\$2,919,533
2022	\$2,977,924
2023	\$3,037,482
2024	\$3,098,232
2025	\$3,160,196
2026	\$3,223,400
2027	\$3,287,868
2028	\$3,353,626
2029	\$3,420,698
2030	\$3,489,112

Source: Gainesville-Hall MPO and Hall Area Transit



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Local Road Dollars

Local Road funding is primarily provided through Special Local Option Sales Taxes (SPLOST). Hall County has a strong track record of supporting such taxes, the latest program being approved with an affirmative vote of greater than 70%. The most recently adopted Hall County SPLOST V has budgeted \$16.2 million for transportation plan projects. It is anticipated that four additional SPLOST taxes will be implemented during the plan period. In addition, road maintenance dollars of \$7,250,000 were budgeted in SPLOST V. The projections assume a similar level of transportation funding in each SPLOST, with a 10% increase in each successive SPLOST based on increases in sales tax due to population growth in the period. This equates to a very conservative 2% revenue growth rate, significantly less than population growth projected in the rest of the Plan. The local revenues are summarized in Table 3 below.

**Table C-3
Projected Local Revenues through 2030**

Timeframe	Projects	Maintenance	Total
2008-2030	\$99,000,000	\$44,250,000	\$143,250,000

Source: Gainesville-Hall MPO

Total Estimated Revenues

Total estimated revenues available from all sources for the program of roadway projects in 2007 dollars is \$1,231,142,000, as reflected in Table 4 below. The share of total estimated state and federal funding available to the year 2030 for the GHMPO area is \$1,132,142,000. The projection for local dollars, primarily through Special Purpose Local Option Sales Taxes (SPLOST) is \$99.0 million. Most of these funds will be required as local match on projects that can not be fully funded by outside sources.

**Table C-4
Revenue Summary**

Source	Projects	Maintenance	Transit	Total
Federal/State	\$1,132,142,000	\$87,932,000	\$50,712,000	\$1,270,786,000
Local	\$99,000,000	\$44,250,000	\$16,904,000	\$160,154,000
Total	\$1,231,142,000	\$132,182,000	\$67,616,000	\$1,430,940,000

Source: Gainesville-Hall MPO and Georgia DOT



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Financing the GHMPO 2030 Plan

Facing continued and likely increasing growth in the foreseeable future, Hall County and its Cities will have great challenges in providing for the community's transportation needs. Forecasting future transportation revenue is not an exact science and political, social and economic factors currently unknown can greatly impact the level of transportation revenue in the upcoming years. Still with an analysis of historical patterns and making assumptions on future trends, it is possible to develop a forecast that is a useful tool to guide this regional transportation plan.

2030 LRTP Update

Appendix D ***Public Involvement***



Appendix D - Public Involvement

2030 LRTP Update

The public involvement effort for 2030 LRTP Update was uniquely designed to obtain local input through stakeholder discussions. Building on the experience of previous success in public outreach efforts, the GHMPO developed a process consistent with the adopted Participation Plan to:

- **Involve** the stakeholders with early opportunities for participating in the decision-making process, particularly minority and low-income persons.
- **Listen** to the concerns and issues of the stakeholders living in the community;
- **Inform** the stakeholders in a timely manner of progress and recommendations;
- **Learn** from the stakeholders ideas for solutions to transportation problems;
- **Consult** with stakeholders and provide reasonable opportunity to comment; and
- **Develop** an effective outreach process that includes an integrated feedback process for evaluation and improvement.

Throughout the LRTP Update process, opportunities for citizen input through staff, elected officials, and stakeholders have not only been encouraged but also institutionalized. A project newsletter was developed and distributed to stakeholders and the general public. The newsletter included announcements of upcoming meetings and events, project status reports, informative articles about the study process, public involvement opportunities and study team contacts. The newsletter served as an effective means of notifying citizens of upcoming meetings.

Evaluation of Public Participation Efforts

Periodic review of the participation activities to evaluate program effectiveness is beneficial for maintaining a good participation program. Overall evaluation of participation efforts on a regular basis helps answer whether the program is meeting the key Participation Plan objectives. Specific evaluation measures can be used to quantify the level of participation. This can help to determine under what circumstances participation tools are effective or not. Through the evaluation process, the participation strategies can be refined and improved.

The evaluation of the GHMPO participation process will focus on an assessment of each program's overall success and effectiveness in achieving its participation goals. Strong participation numbers and inclusion of a broad range of interests is of particular concern to the GHMPO staff. As additional participation techniques are developed, each new strategy will be evaluated for effectiveness. Table B-1 outlines the evaluation criteria, both qualitative and quantitative, of GHMPO's past and current participation techniques.



Table D-1 - Evaluation Criteria

Participation Tool	Evaluation Criteria	
	Quantitative	Qualitative
Outreach Meetings	Attendance Diversity of Representation Quantity of Feedback Received	Was Input Used in Planning Process? Meeting Convenience: Time, Place, and Accessibility Effectiveness of Meeting Format
Media Relations	Extent and Quantity of Media Coverage Number of Avenues Used to Reach Non-English Speaking Communities	Timing of Notification Effectiveness of Notification and Communication Tools How Often Contact is Made
Mailing List	Number of Additions to a Mailing List Diversity of Representation	Concise and Clear Information Portrayed Effectiveness of Notification Format
Public Information Meetings	Number of Meetings/Opportunities for Public Involvement Number of Comments Received Number of Participants Number of Avenues Used to Reach Minorities and Non-English Speaking Communities Diversity of Attendees	Effectiveness of Meeting Format Public Understanding of Process Quality of Feedback Obtained Timing of Public Participation Meeting Convenience: Time, Place, and Accessibility Was Public's Input Used in Developing the Plan?
Consultation Process	Number of Agencies Invited Number of Agencies Attended Number of Specific Small Group Meetings Number of One-on-One Meetings	Effectiveness of Communication Format Coordination Between the Agencies Agencies Understanding of Process

Source: GHMPO Participation Plan, Adopted May 2007



GHMPO Public Involvement Activities

In May 2006, the GHMPO initiated an update of the currently adopted 2030 Long Range Transportation Plan (LRTP) that was adopted in December 2004. The existing LRTP base year was 2000 with a future year of 2030. The 2030 LRTP update revised socioeconomic data and land use assumptions to reflect a base year of 2005 and a future year of 2030. This update provided new information to identify transportation needs, re-evaluate project cost estimates, reprioritize existing projects in the LRTP and it allowed for an opportunity to evaluate new projects. The GHMPO conducted three rounds of public meetings; as well as, an outreach meeting. An outreach meeting took place on June 15, 2006 and three meetings were held for the general public on June 29 and December 7 in 2006; as well as, a final meeting on June 12, 2007.

GHMPO staff initially developed a list of areas to examine in the 2030 LRTP throughout the study area (intersection, corridors, new location roadways) and presented each area to the Technical Coordinating Committee (TCC) for review and additional input. After the review, 15 Focus Areas were developed throughout the study area. Based on this input, 10 Focus Areas moved forward. In August 2006, MPO, GDOT, County and City staff along with transportation planners, traffic engineers and designers from the consultant team met together to discuss potential Focus Area improvements. Potential alignments were identified by using aerial photography, as well as fieldwork. These projects were included in the travel demand model to evaluate the impacts on the Gainesville-Hall transportation system and if and when the improvement was needed.

Outreach meeting held on June 15, 2006

The meeting was held on at the Hall County Planning Department's Development Service Center in Gainesville, Georgia.

Objectives of Meeting

The purpose of the first targeted stakeholder meeting is to inform and get input from the local Hispanic community on issues affecting the update of LRTP. The main objectives of the meeting were to find out:

- How would they like to see travel in Hall County improved?
- Are there specific locations that need improvements?
- How can the Gainesville-Hall MPO best get input from all the residents?

Public Meeting Format

The meeting format consisted of a "roundtable discussion" that fostered an open dialogue from the attendees while the meeting facilitators posed questions to the attendees to incite responses.

Comments Received

General questions posed to the attendees included:

- What are your transportation issues/concerns?
- What about transit? Bike/Ped issues?



- Where would you like to see improvements?

The following summarized comments are categorized for each of the general questions posed and answers are italicized.

What are your transportation issues/concerns?

- There are several negative effects of congestion and sprawl in this county. One solution is to maximize the business community to help in addressing some of the issues. There are dual markets in Hall County and transportation can play a role in bridging the gap between those markets.
- Atlanta Highway has several issues that need to be addressed such as parking concern, safety and traffic congestion.
- There is too much freight traffic in the downtown area...adds to congestion
- Another issue is the lack of connectivity to other regional areas
- We have too many Spanish enclaves...particularly in rural areas. It doesn't make sense to have them grouped together like that because it contributes to traffic issues.

What about transit? Bike/Ped issues?

- Transit needs to have better information promoted to potential users.
Hall Area Transit has a "Travel Training Program" that will help in promoting the use of transit in the area.
- The Red Rabbit is not convenient in all areas for users especially for parents with kids in school (single mothers) because the taxis are too expensive for them and the current bus system isn't convenient. Hall Area Transit is also working on a survey to get feedback from riders.
- Although transit works in some areas, it will conflict with our local taxi service, which is a major source of entrepreneurship for some. The buses will contribute to congestion and it should only be looked at from a cost-benefit approach.
- We need to be mindful of "gradually introducing" any changes to the transit system.
- Although sidewalks are an issue in some areas, they aren't being used in others. People don't utilize them and we need to not put them everywhere
- If bike lanes or sidewalks need to be included, they should be viewed from a health standpoint (exercise) since most people don't use existing sidewalks for transportation.
- There are no sidewalks along Enota, Harmony Church Road or Atlanta Highway

Where would you like to see improvements?

- We should look at the possibility of a bypass to redirect some of the traffic from downtown.
- We should look at the expansion of certain routes and later times, for some of the high school students who need more flexibility to participate in extracurricular activities and weekend service for families shopping.
- There is good potential for the HAT to expand in order to connect to park & ride lots for Gwinnett Transit.
- A good way to promote transit service (routes, time) is in the schools and churches.



- Sidewalks are indeed being used. We need more of them, particularly along Athens Highway (US 129).
- We need pedestrian signals on Shallowford Road.

Comments/concerns were provided from citizens in advance who could not attend the meeting. Those comments included:

- Gillsville Highway needs widening and we hope to see that project happen soon
- Atlanta Highway needs to be widened between Memorial Park Drive and Industrial Boulevard. Traffic is very bad, there are many accidents and more development is making it worse
- Hall county residents need a larger network of public transportation, especially around the Johnson HS school zone as well as some limited public transportation from the Gillsville area. Currently, there are hundreds, if not thousands of families who take taxis to work from these areas

The issues of how to best reach the Hispanic Community and what methods of outreach should be used to include them in the rest of the planning process was also discussed. Overall, the intent was to find out the best ways to ensure Hispanics to attend future meetings. Several suggestions are summarized with more frequently heard comments appearing higher on the list below:

- Solicit the views of the population either through the school PTSA's or the local churches. Let school children take information home to parents.
- Trust will be hard to gain...new residents are fearful and unfamiliar with the area and local government.
- Sundays are good meeting days but weeknights are not due to work conflicts.
- Meeting places are unfamiliar and meetings must be packaged properly.
- Advertise to more Hispanic businesses... Use the tax assessor's office to find Hispanic businesses and send them direct mailings.
- There are too many cultural issues/differences between the Hispanic community and the at-large community.
- Develop a survey that reaches the Hispanic community.
- Go to the employment centers/jobs where the Hispanics are and promote meetings.
- Allow Latinos to be involved on the "front end" of the planning process (proactive), particularly the local leaders. They need to be involved before the meeting dates/times are set.

First public meeting held on June 28, 2006

The public meeting was held at the Georgia Mountains Center. The GHMPO staff and members of the Wilbur Smith Associates consultant team helped to facilitate the meeting.

Objectives of Meeting

The purpose of the public meeting was to provide citizens an opportunity to educate the public on the 2030 LRTP planning process and to identify focus areas that will be studied further. The meeting was the first opportunity in LRTP development process for local citizens to provide their transportation needs to GHMPO staff. The overall objective of the meeting was to provide the community an opportunity to share their ideas, recommendations and thoughts about issues such as:



- Identifying focused transportation improvements in the area
- Providing transportation options
- Mitigating environmental impacts
- Coordinating land use and transportation
- Relieving congestion

Public Notices and Informational Materials

The GHMPO was responsible for the comprehensive mailing list of attendees in the County as well as distribution of the public meeting notices. The WSA Project Team assisted in the creation of informational material for public notice that announced the public meeting date. The GHMPO then mailed the notices to several hundred residents in the weeks leading up to the meeting. Notices were also sent to elected officials and professional staff from other city/county offices (in both English and Spanish) in addition to the local newspapers. Additionally, the GHMPO provided data on the existing LRTP and more information on their website, www.ghmpo.org.

Public Meeting Format

The meeting was designed as an “open house” format, with boards and maps placed all around the room. The room was divided into two sides, one for the Focus Area Exercise and one for the Overall Transportation Issues Exercise. A PowerPoint presentation was given by the WSA Project Manager and GHMPO staff provided the attendees with a summary of ideas that were written down by on the boards and maps.

Focus Areas Exercise

Citizens were given four dots to rank their preferred focus areas. They could use all dots on one project or spread them out between the 15 projects. They could also use their dots to put THEIR focus area ideas on the blank map of the County or they could write their issues on the blank map.

The results of the exercise were:

Intersection Improvements	Dots/Comments
1. Jesse Jewel Parkway and John Morrow Parkway	3
2. MLK, Jr. Blvd. and E.E. Butler Parkway	7
3. Queen City Parkway with Palmour Drive/I-985 ramps	2 (problem with turns by trucks)
4. Limestone Parkway and Jesse Jewel Parkway	4 (need more left-turn lanes and need to finish sidewalk leading from Jesse Jewel to J&J Foods and Dollar General)
5. McEver Extension and Dawsonville Highway	1
6. Palmour Drive Corridor and Atlanta Highway	4 (need good quality streetlights for crime prevention deterrent, need wider streets & sidewalks and bike/ped routes)



Interchange/Ramp Improvements	
7. I-985 Ramps at Parmour Drive	1
8. Spout Springs Interchange Improvements	0

Corridor Improvements	
9. Mundy Mill Road Corridor from I-985 to McEver Road	6 (because of recent developments, need to address traffic; need sidewalks from Gainesville State College to Wal-Mart; need sidewalks from assisted living area to Wal-Mart)
10. E.E. Butler and Jesse Jewell Corridors through heart of Downtown	12

Accessibility Issues	
11. More accessibility across I-985, particularly in Gainesville area	8
12. North-South Access Through/Around Downtown Flowery Branch	0

Connectivity Issues	
13. "Outer Loop" north of Gainesville including potential crossing of Chattahoochee	28 (Good concept, not enough traffic; high priority)
14. East-West Connectivity in South Hall	6
15. South east perimeter in the vicinity of Turk Road and Union Church Road	3

In the focus area exercise, there were also a few comments written directly on the blank Hall County base maps by the attendees. These few comments were:

- Connection needed from Limestone Parkway to I-985
- Need to deal with truck traffic
- MLK at McDonald Street – Intersection Improvements needed
- Signal timing upgrades needed for Athens Highways (SR 129) at MLK and at College St. intersections.

Issues Exercise

Citizens had 3 orange dots to put on one or more boards of their issue choice (they could use all on one board, if they wanted). Citizens then were able to write issues, recommendations, or general comments on the attached post-it note sheet to support the particular board topic. More frequency mentioned written comments are listed first along with the number of times cited.

Coordinating land use and transportation (18 dots)



- Build so people can go from neighborhoods, homes, to work at industrial sites by bus, bicycles or walk safely (3)
- Connectivity in downtown

Providing transportation options (17 dots)

- More bike paths and sidewalks in Gainesville (3)
- Link bicycle/pedestrian routes to (various destinations): bus stops, future mass transit, parks, shopping centers & recreation (i.e., Elachee Nature Center), downtown and trails (3)
- Designated crosswalks (especially at signals)
- Incorporate existing bicycle routes used on evening & weekend rides
- Commuter rail from Athens to Atlanta
- Atlanta-Athens-Gainesville Rail Triangle (Golden Triangle)
- Trolleys connecting commercial areas
- Controlled access on SR 365

Relieving congestion (17 dots)

- Need for an outer loop connection all the way around Gainesville, 53 Dawsonville Highway to SR 365 (2)
- Move Post Office (2)
- Gaines Mill Rd at US 129 intersection traffic signal (2)
- Double-Deck Jesse Jewell
- Widen MLK
- Improve Ridge Road as better through route
- Traffic signal timing & possible computer/camera coordination

Mitigating environmental impacts (12 dots)

- Protect neighborhoods, wetlands, lake from “superhighways” (loop)
- No truck routes through neighborhoods
- Hope the loop is finally dead
- Foster alt-fuel vehicle; use electric charge station; lane preference for alt-fuel vehicles
- No trucks on Ledan Road (put on Sardis Connector)

Other transportation concerns/issues (9 dots)

- RR crossing on Old Athens Highway between MLK & Ridge Road needs to be repaired or upgraded
- Need traffic signal at SR 129 South at Lenox Park Dr., before folks die
- Need lighting at night in areas where people walk; winter a.m. hours & winter p.m. hours

Presentation

The WSA staff delivered a formal presentation that described an overview of the 2030 Planning Process. The presentation provided information on the following:

- Purpose of the meeting
- Background/history and purpose of the planning process
- The citizen's input
- Next steps in the process



Following the presentation, there was a brief question & answer period for the attendees. The questions included:

- There was a traffic accident on Ledan Road that resulted in a fatality, what is being done about it? Parsons Brinkerhoff is the consultant for Sardis Road Connector project.....
- There is too much traffic on Jesse Jewell Parkway; will the inner loop project help that issue?
- The traffic signal timing is off on Jesse Jewell Parkway and causes severe time constraints and congestion
- The left turns should be prohibited at Ridgewood Drive on Green Street (the light before split at Thompson Bridge).

Priority Survey Results/Comments

Each participant was asked to complete the priority survey and questionnaire they received as handouts. There were 21 respondents who participated in the priority survey given to the meeting attendees. The citizens were asked to circle the number (1-4) that best represented the level of priority and how desirable the option is for their area. The rating system is as follows:

- 1 = First Level Priority/Highly Desirable
2 = Second Level Priority/Desirable
3 = Third Level Priority/Somewhat Desirable
4 = Not a Priority/Not Desirable

The results of the survey are shown below:

Improvement Option	Results
New Roads/Road Widening	(1) 43% (2) 14% (3) 19% (4) 24%
Traffic Signal Improvements – (Intersection Improvements, Signal Timing)	(1) 62% (2) 19% (3) 14% (4) .05%
Pedestrian Improvements - (Increased Sidewalks, Pedestrian Signals at Crosswalks, Mid-Block Crossings, Crosswalk Improvements)	(1) 52% (2) 19% (3) 29% (4) 0%
Transit Improvements – (Route Expansion, More Frequent Service, Bus Shelters)	(1) 24% (2) 19% (3) 24% (4) 33%
Bicycle, Multi-Use Trail projects	(1) 33% (2) 19% (3) 24% (4) 24%
Access Control Improvements (Raised Medians, Curb-cut consolidation, Cross-Access Improvements)	(1) 33% (2) 29% (3) 33% (4) .05%



In addition to the priority survey, meeting participants were also provided a “general questionnaire” in which they were to address three general questions regarding the meeting and the overall plan.

Twenty-one participants responded to the questionnaire and the four questions and related answers are as follows and similar comments are grouped by number of responses:

1. Describe any improvements or projects that you would like to see in the upcoming Gainesville-Hall Long Range Transportation Plan.

- An outer loop of some kind around the City of Gainesville (7)
- Bicycle/pedestrian routes between neighborhoods and local supermarkets, pharmacies, post offices, physician offices, ecotourism to parks; link to bus stops; reduce low income resident dependency on taxi service (2)
- Gainesville – Athens – Atlanta – Gainesville commuter rail triangle
- More forms of transportation; better streets

2. What do you think are the most important transportation needs for this community?

- Need more sidewalks; need more traffic signals (3)
- Northern loop/arc AKA Sardis Connector (3)
- Transit connecting major areas (2)
- Relieve congestion by promoting alternative transportation, alternative fuels, etc. (2)
- Bicycle & pedestrian routes tied or linked to bus transportation to combat childhood obesity
- Intersection improvements
- Relieve congestion
- Dangerous roads such as Ledan Road need immediate relief (i.e., via Sardis Connector) 2 deaths this year
- Wide bike paths on every major road; mixed use land planning; keep lake clean
- There is a lot of family foot traffic along the edge of the road between neighborhoods & Wal-Mart Shopping Centers. Unsafe for adults and especially dangerous for young children walking with parents who are carrying bags of groceries

3. How did you learn about the meeting?

- E-mail (4)
- Notification by mail (4)
- Newspaper (3)
- On a committee (2)
- Word-of-mouth (2)
- Radio
- Hall County
- Myrtle Figueras

Findings

The individual comments generally ranged from pedestrian improvements to roadway upgrades to traffic signals, but the most popular and overall themes from the first round are as follows:

- The need for an outer loop or bypass around the City of Gainesville.



- Specific new roadway projects and widening projects throughout the County, some of these projects not in the current long-range plan.
- The need for sidewalks and connectivity issues throughout the City of Gainesville and some support for sidewalks throughout the county.
- A more coordinated approach of linking transportation decision-making and land-use decision-making within the county.
- Coordinating traffic signals along arterial corridors, especially along Jesse Jewell Parkway.
- Numerous suggestions of specific traffic congestion reducing projects and improvements at specific hot-spot congestion intersections throughout the county.
- The need for expansion and/or improved quality of the local transit service (routes, days, hours, etc.)
- Provide some alternative mode of transportation throughout the county including more bicycle paths and commuter rail to Atlanta.

Second public meeting held on December 7, 2006

Summary

The GHMPO held its second public meeting at the Georgia Mountains Center in Gainesville. The purpose of the meeting was to hear from the public about transportation priorities and to update them on the development of potential projects for the plan.

The open-house format meeting had five stations set up around the room where the public could review information and provide comments: 1) Potential Focus Areas, 2) Upcoming Projects, 3) Traffic Analysis, 4) Bicycle and Pedestrian Issues, and 5) Transit Service. After initial public input at the stations, the GHMPO staff gave a presentation, and then each station facilitator provided a summary of ideas that were shared by the public.

Below is a synopsis of the principal themes heard at the meeting.

- While one citizen did express concern that an outer (northern) loop would negatively affect the rural way of life in northern Hall County, most of the comments heard at the meeting were in favor of an outer loop around the City of Gainesville.
- The Ridge Road widening project received positive and negative comments. Some of the feedback was related to environmental concerns and negative effects to the community.
- At the upcoming projects station, several projects that are already slated for construction in the near term were chosen as priority projects—widening of Friendship Road, Flowery Branch historic streetscape, Sardis Road Connector, and widening of Cleveland Highway/US 129.
- There is interest in commuter service to Atlanta and the airport (bus or rail). The majority of comments indicated a more desirable location for a park-n-ride lot would be in or north of the City of Gainesville.
- The need for improved east-west connectivity and access to Forsyth County.
- Lula, Gillsville, and Clermont need direct representation in the MPO.
- One citizen commented that bicycle and pedestrian projects are a “waste of money.” However, some projects were selected as priorities for advancement.
- The need to address the rapid growth within Hall County with transportation improvements.
- The widening of I-985 was well received.



Plan Development

In May 2006, the Gainesville-Hall MPO initiated an update of the currently adopted 2030 Long Range Plan (December 2004). The existing plan will be revised with newer land use assumptions and transportation needs, re-evaluate project cost estimates, reprioritizing existing projects in the plan and with the potential addition of other projects. The GHMPO intends for the 2035 LRTP process to build consensus on transportation and related improvement strategies in the community, and in an effort to develop that consensus, the GHMPO is conducting three rounds of public meetings.

Fifteen focus areas were initially developed throughout the study area to examine potential new projects. At the first public meeting in June, citizens were asked to identify focus areas that would be studied in detail in development of the 2030 Long Range Transportation Plan, as a way to address current and long-range transportation needs in Hall County. Based on this input and later input by the GHMPO committee members, 6 focus areas emerged for further study.

Meeting Format

The public meeting was held the Georgia Mountains Center. The GHMPO staff and members of the Wilbur Smith Associates consultant team helped to facilitate the meeting. The meeting was designed as an open house format, with boards and maps placed at five stations around the room: 1) Potential Focus Areas, 2) Upcoming Projects, 3) Traffic Analysis, 4) Bicycle and Pedestrian Issues, and 5) Transit Service. After initial public input at the stations, the GHMPO staff gave a PowerPoint presentation, and then each station facilitator provided a summary of ideas that were shared by the public. A copy of the presentation and a comment form were provided as handouts.

Stations

Focus Areas Station

The goal of this station was to hear which focus area projects are most wanted in the community in light of high cost and shrinking available funding. A map of the focus area projects was provided. The results of the dot exercise were:

Focus Area Projects	Dots	Comments
1. Connection between SR 53/Dawsonville Hwy and SR 365 (Outer Loop)	1	Outer Loop – most important project (2 comments)
2. Widening of Ridge Rd from Queen City Pkwy to Jesse Jewel Pkwy		Do not widen Ridge Rd b/c of environmental concerns; Ridge Rd widening bad for community
3. East-West Connection between I-985 and I-85		
4. Jesse Jewel Pkwy and John Morrow Pkwy Intersection		
5. Extension of Spout Springs Rd to McEver Rd		
6. Six-Laning of I-985 from Hall County Line to Exit 24		Do widen I-985



General comments included:

- Better East-West connections needed between Cherokee/Forsyth/Hall, i.e., SR 53 and SR 369
- Better transportation system needed as northern Atlanta counties are becoming a city in their own right

Upcoming Projects Station

The goal of this station was to hear which current LRTP projects are most wanted in the community and to impress that there is an increasingly limited amount of funding. Some of the projects in the draft plan are already moving forward; reprioritization of the projects is important so that we can best match projects with dollars. The existing LRTP map and two boards listing the LRTP project names with space for placing dots were provided at this station. Several projects that are already slated for construction in the near term were chosen as priority projects—widening of Friendship Road, Flowery Branch historic streetscape, Sardis Road Connector, and widening of Cleveland Highway/US 129. All of the projects that were ranked (each with one dot) are listed below:

- SR 347/Friendship Rd from I-985 to SR 211
- Upgrade traffic signals along Jesse Jewel – Pearl Nix to Downey
- Flowery Branch historic streetscape
- Sardis Rd Connector – SR 60/ Thompson Bridge to Sardis/Chestatee Rd
- SR 52/Lula Rd – 1 mile north of SR 365 to south of Julian Wiley Rd
- SR 52/Lula Rd at Chattahoochee River – Bridge
- US 129/Cleveland Hwy – Limestone Rd to Nopone Rd
- US 129/Cleveland Hwy – north of Nopone Rd to SR 284/Clarks Bridge Rd
- US 129 – SR 284/Clarks Bridge Rd to White County Line
- SR 11 Bus/Park Hill Drive – South Enota Dr to Limestone Rd
- SR 60/Thompson Bridge Rd – SR 136/Price Rd to Yellow Creek Rd
- Limestone Pkwy Extension – Limestone Pkwy to new Interchange at I-985

General comments recorded on the flip chart included:

- Concern that the northern loop will be an engine for high density development affecting the rural quality of life (people have moved to north Hall County to get away from high density development)

Traffic Analysis Station

The goal of this station was to demonstrate the technical tool used for analyzing the projects' ability to relieve congestion and hear the public's input on potential traffic improvements versus cost and impact of project. Boards that were provided at this station included the 2005 Base Year Model Results, the 2030 Build-Out Map with Existing plus Committed Projects Model Results, Scenario 1 Model Results, Scenario 2 Model Results, and Scenario 3 Model Results.

Comments heard at this station included:

- Northern Loop is a "must" (4)
- Widening I-985
- Need "Inner Loop"
- Widening of Ridge Rd – "great idea"
- Double-decking of congested roadways; underground tunnels



Bicycle and Pedestrian Issues Station

The goal of this station was to hear from the public which bike and pedestrian projects are most wanted in the community. Maps provided included 1) Potential Hall County Bicycle Projects, 2) Potential Gainesville Sidewalk Projects, and 3) Potential Sidewalk Projects in Other Jurisdictions. Dots were placed on the following projects:

Proposed Bicycle Network

- Bicycle lane project on Ledan Rd (short term)
- Wide curb lane project on Mount Vernon Rd (long term)
- Bicycle lane project on Thompson Bridge Rd (long term)
- Signage only project in downtown Gainesville (short term)

Proposed Pedestrian Network – Gainesville

- Sidewalk projects at intersection of Martin Luther King Jr Blvd (short term) and EE Butler Pkwy (midterm), near Mill St
- Sidewalk project on Martin Luther King Jr Blvd (short term) at Chestnut Street
- Sidewalk project on Martin Luther King Jr Blvd (short term) at Grove Street
- Multi use path project beginning south of Davis Street (short term)

Proposed Pedestrian Network – Other Jurisdictions

- Lula: Sidewalk project on Athens St at Chattahoochee St (long term)
- Gillsville: Sidewalk project on Bryant Quarter Rd at Hwy 52 (long term)
- Oakwood: Sidewalk project on Mundy Mill Rd at Mathis Dr (long term)
- Clermont: Spring Street at Main St (long term)
- General comments provided at the bike/pedestrian station included:
 - Spending money on bike/pedestrian projects is a waste of money. “If we can’t get money to spend on projects, we shouldn’t do projects that only 2 people walk on.”
- Lula, Gillsville, and Clermont are not directly represented in the MPO.

Transit Services Station

The goal of this station was to hear where the public wants to see transit service in Hall County, including mode choices, as well as what regional connections the public is interested in. A regional map showing existing Fixed Hall Area Transit Routes, and a potential park-n-ride location for service between Hall County and Atlanta, was provided. The following is a summary of the feedback provided by the public:

In general, transit service between Hall County and Atlanta is a good idea. However, park-n-ride lots farther north are preferred to a lot at Exit 16. Alternative locations include Queen City Pkwy; north of Gainesville where Jesse Jewel Pkwy ends – for Habersham County and Cornelia commuters; north of Gainesville along US 129.

- Bus or rail service to the Airport is desirable (multiple comments).
- Transit stops should be located in areas where ridership is most likely, such as apartment complexes (northwest of Gainesville, off of Thompson Bridge Rd).
- East-West connectivity is a major problem; we should look at additional mode choices for addressing travel needs related to growth in Cherokee, Forsyth, Hall, Jackson, and Clarke Counties.
- Safety concerns related to bringing rail service into Hall County were raised.



- Maintenance and reliability are major factors influencing whether or not one would choose to use transit service.
- In the interim, people could be bused from Hall County to Exit 4, and they can catch the Express Bus in Buford to Atlanta and the airport.

Following the presentation there was a brief question and answer period. The questions and comments are listed below.

- Please expand on the comment related to environmental concerns associated with the Ridge Rd widening project. A citizen explained that the area is already highly developed and that there is concern that additional lanes will result in more traffic and thus, increased ozone and other air quality concerns. Staff mentioned that the project received positive feedback when presented to the Chamber of Commerce, who felt it would alleviate some of the traffic in the city of Gainesville. Staff also pointed out, however, that all of the focus area projects are conceptual at this point.
- Is a new proposed southbound exit ramp off of I-985 at US 129 still being considered, so that when exiting, both lanes of traffic wouldn't have to be crossed? GDOT representatives commented that reconstruction of the interchange is currently in the concept design phase; right-of-way has not been purchased. There is currently an interim project for signalization of the Exit 22 ramp.
- It was recommended that proposed HOV lanes on I-985 be extended from Exit 24. Staff commented that the proposed widening is currently for general-purpose lanes.
- One citizen commented that there is currently a statewide bike plan initiative.

Third public meeting held on June 12, 2007

Summary

The Gainesville-Hall MPO (GHMPO) held its third public meeting at the Georgia Mountains Center in Gainesville. The purpose of the meeting was to receive feedback from the public about the draft 2030 LRTP. There were 43 attendees at the meeting, consisting of citizens, local officials, and media.

The GHMPO staff and members of the WSA consultant team facilitated the meeting. The meeting was designed with the same open house format, boards and maps as the second public meeting.

Stations

Draft Project List/Priorities Station

The goal of this station was to present the draft priorities of the LRTP projects that were determined based on the modeling efforts, MPO Committee comments, and comments from previous public meetings. Some of the projects in the draft plan are already moving forward. Reprioritization of the projects on important projects, such that the projects can be matched with available funding sources. The Draft 2030 LRTP Update map was presented with the projects divided by the following four tiers:

- Tier 1 – TIP Projects 2008-2013
- Tier 2 – 2014-2020 Projects
- Tier 3 – 2021-2030 Projects
- Tier 4 – Beyond 2030 Projects



Several projects that are already programmed for construction in the near term as priority projects, such as the widening of Friendship Road, Flowery Branch historic streetscape, Sardis Road Connector, and the widening of Cleveland Highway/US 129. All of these projects are contained in Tier 1.

General comments recorded at this station included:

- Northern Connector is an excellent project. (5)
- Get more traffic off of Green Street

Focus Areas Station

A map of the focus area projects was provided, as well as recommended tiers for each of the projects.

Focus Area Projects	Tier
Connection between SR 53/Dawsonville Hwy and SR 365 (Northern Connector)	GHMPO will conduct an initial planning feasibility study in 2007
Widening of Ridge Rd from Queen City Pkwy to Jesse Jewel Pkwy	Tier 2
Jesse Jewel Pkwy and John Morrow Pkwy Intersection	Tier 2
Extension of Spout Springs Rd to McEver Rd	Tier 2
Six-Laning of I-985 from Hall County Line to Exit 24	Tier 3 for Preliminary Engineering/Tier 4 for Construction

General comments included:

Four lane Spout Springs Road is needed

Modeling Results Station

This station presented the level-of-service (LOS) results from the travel demand model. The following maps were provided at this station:

- (2005) Existing Conditions Level of Service (LOS)
- 2030 Existing plus Committed (E+C)
- 2030 Build Conditions.

Bicycle and Pedestrian Issues Station

This station provided the public with information on bicycle and pedestrian facilities planned in the study area based on comments from the MPO Committees and previous public meetings. This station included maps of the planned bicycle and pedestrian facilities and the time frame in which they are planned.

General comments provided at the bicycle and pedestrian station included:

- No bicycles on the roads; they should stay on dedicated paths.
- More bicycle projects should be in the short-term rather than the long-term list.
- Plan for a bicycle lane when planning a new road or changing an existing road.



- Bike lanes should be located:
 - Coming in and out of N. Hall Middle and High Schools.
 - Down Lake View Drive
 - Going to Chestatee High School and on the new Sardis Connector.

Transit Services Station

This station provided a map of the existing transit services in the study area and also announced the Transit Development Plan (TDP), which will begin this summer. No comments were provided on the flip chart for this station.

Following the presentation there was a brief question and answer period. The questions and comments are listed below:

- Is there any way to make a left-hand turn lane on Green St, to create room to help alleviate evening congestion? Green Street is in a historic district and right-of-way issues would need to be examined closely; the City of Gainesville needs to be consulted, since Green Street is a city street.
- Would like to have Gainesville remain a city that people would like to live in but would not like to see the city move congestion from one area to another.
- Sprout Springs Road is a traffic disaster. About 500 square feet of new retail is going in and we don't have the roads to handle this traffic. Staff commented that it is a city road and they are working with the developers to ensure proper improvements are made for access to these new retail developments. At this time, GDOT cannot add additional projects to their constrained plan due to funding constraints. Local jurisdictions are trying to address this problem. The City responded that there is no funding outside of the 6-year window from the State at this time.
- One citizen commented that in 4 months a Home Depot is going to be built on Sprouts Springs Road and that not having funds until 2014 is not going to work, it is not good planning.
- One citizen commented that the significantly more traffic on Sprouts Springs Road than Friendship Road should be addressed.
- A citizen commented that they did not understand why Hall County planners would approve the 500 square foot development without planning the roads.
- One citizen commented that he would like to see two projects moved forward:
 - Friendship Road – This project has been in planning for over 10 years, it should not stop at 211, and the original concept was to get from I-985 to the islands from 347. This plan would keep people from having to go into Atlanta first.
 - Sardis Road – delighted to see this underway and opening up sections of Hall County that are new.
- One citizen commented that when he built his home 8 years ago there were final plans for US 29 Cleveland Highway widening and the right-of-way was established. Now he is hearing that there are plans to redesign the highway – Why are we spending money on redesigning something that is already designed?
- How often are the 6-year and 20-year plan updated? The 20-year is updated every 3-4 years and has to be coordinated with the Atlanta Regional Commission (ARC) for Air Quality Analysis purposes. The 6-year is reviewed on a quarterly basis and a major update is completed annually.
- One citizen commented that they would not have bought their property if they had known how the 4-lane up Cleveland Highway was going to be redesigned.

2030 LRTP Update

Appendix E ***Congestion Management Process***



Appendix E – Congestion Management Process

Introduction

Hall County encompasses approximately 394 square miles in northeast Georgia. The 2000 Census found that growth in the area qualified the County as urbanized, leading to the creation of the Gainesville-Hall Metropolitan Planning Organization (GHMPO). Approximately five percent of the County, lying within the Cities of Buford and Braselton and the unincorporated area, is also part of the Atlanta urbanized area. The County is home to six cities - Clermont, Flowery Branch, Gillsville, Lula, Oakwood, and the county seat, Gainesville, and the Cities of Buford and Braselton have annexed into Hall County.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law by the President on August 10, 2005. In a provision similar to the earlier reauthorizations acts, ISTEA and TEA-21, SAFETEA-LU requires metropolitan planning organizations serving a Transportation Management Area (TMA) – metropolitan area with a population in excess of 200,000 – to have a process that provides for effective management and operation” to address congestion management. Previous to SAFETEA-LU, Congestion Management Process (CMP) was referred to as ‘Congestion Management System (CMS).

The GHMPO study area (which includes all of Hall County) does not meet that threshold of the TMA; however, the small portion of the Atlanta Urbanized Area that extends into southern Hall County must comply with CMP requirements. This report addresses the CMP requirements for that 5 percent of the County, not the entire GHMPO boundary.

An effective CMP is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet State and local needs. The CMP standard methodology uses the transportation demand model for defining congested facilities. The model’s daily volumes are analyzed to identify congested links, facilities and corridors.

Purpose

The primary purpose of a CMP is to develop tools that may be used in the regional planning for prioritization of needs and for decision making.

Federal Regulations consider the CMP a key element of how TMA’s continuously process “information on transportation system performance and on alternative strategies for alleviating congestion” as well as “enhancing the mobility of persons and goods to levels that meet state and local needs”. The regulations also emphasize “efficient and effective use of existing and future transportation facilities” while striving to meet the goals of reduced vehicle demand and improved air quality.

GHMPO is committed to the successful creation and maintenance of a CMP that provides a methodology for identifying and prioritizing regionally significant improvement projects reflective of the SAFETEA-LU. This process will become an operational component of the Long-Range Transportation Plan and the GHMPO will use the CMP as a guide for transportation planning activities directed at preventing, alleviating, and reducing traffic congestion.



Objectives and Methodology

An effective CMP is a process to manage congestion. The process provides information on transportation system performance and strategies for alleviating congestion.

This report utilizes traffic count data that reflects average weekday conditions in the year 2005. The roadways in the Hall Congestion Management Network (CMN) (for only the Atlanta Urbanized Area) were analyzed using the Base Year 2005 Network and 2030 Existing plus Committed (E+C) Network of the GHMPO travel demand model to evaluate congested links, facilities and corridors. The same model and socio-economic assumptions were used in the LRTP as a factor in determining needs.

This is separate and apart from the conformity analysis that will be completed by the Atlanta Regional Commission for the twenty counties that were designated nonattainment under the 8-hour ozone and particulate matter 2.5 standards. A more complete discussion of their methodology and rationale is included in Appendix F.

The Federal Highway Administration (FHWA) defines congestion as the level at which transportation system performance is no longer acceptable due to traffic interference, and this definition is being used in the Hall County CMP. The level of system performance deemed acceptable varies by functional classification of the transportation facility, geographic location, time of day and other characteristics.

To coordinate with the Atlanta CMP 2006 Update, the Volume to Capacity (V/C) Ratio will be used to evaluate roadway congestion in the Atlanta urbanized portion of Hall County. There is an established relationship between V/C ratio and traffic operation, and V/C ratio is a common indicator of congestion. The volume of a facility is the estimated amount of traffic utilizing the facility at a given time. The capacity of a given facility is the amount of traffic the facility has been designed to carry in a given time period at free-flow speed while maintaining safe traveling distance between vehicles.

V/C ratios can be used to illustrate a facility's Level of Service (LOS). The CMP report will use the V/C calculated LOS values outlined in the 2030 LRTP. LOS measures "A" to "F" reflect the roadway's operation; the higher the ratio, the closer the roadway's capacity is to being filled. During the LRTP update process, the LOS values were approved by GDOT as follows:

- LOS A to C ≤ 0.70
- LOS D and E $\geq 0.71 \leq 0.99$
- LOS F ≥ 1.00

LOS definitions qualify traffic conditions in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions and safety. LOS A represents the best operating conditions. Following the LOS guidelines in the Highway Capacity Manual, the criteria are:

- LOS A, B and C indicate conditions where traffic can move relatively freely.



- LOS D - Vehicle speed begins to decline slightly with increasing flows. Speed and freedom of movement are severely restricted.
- LOS E - Describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F - Breakdown in vehicular flow. Condition exists when the flow rate exceeds roadway capacity. LOS F is used to describe conditions at a bottleneck or breakdown as well as the condition of traffic downstream from that point.

Roadways described as “regionally significant” in the model networks that are in the Hall CMN were evaluated. The volume to capacity (V/C) ratios were used as the initial system performance measure in the CMS development process. Table 1 provides the V/C thresholds used to define congestion in this CMS.

**Table E-1 –
Congestion Thresholds**

	Freeways		Regionally Strategic Arterial System	Other Arterials & Regionally Significant Roadways
	HOV	Others		
Area Type	Volume to Capacity (V/C) Ratios			
Urban	1.0	1.0	1.0	1.0
Suburban	1.0	1.0	1.0	0.8
Exurban/Rural	1.0	1.0	1.0	0.8

Source: Atlanta Regional CMS 2003 Update

The V/C ratio is not the only measure to identify congestion. The Atlanta Regional Commission (ARC) in their 2006 CMP ranked facilities by analyzing duration of daily congestion. Ranking facilities by duration of congestion was not used in Hall County for this report. If the CMP area broadens to include additional facilities, then future CMP updates may include such ranking for facilities in Hall County.



Gainesville-Hall CMP Network

While entire Hall County is included in the GHMPO study area, approximately 5 percent of the County is part of the Atlanta urbanized area (depicted in Figure 2) and is subject to the CMP requirement. Based upon a review of functional classifications and traffic volumes, SR 13/Atlanta Highway (Major Collector), McEver Road (Minor Arterial), and SR 347/Friendship Road (Minor Collector) are the only regionally significant roadways that are part of the CMP. As mentioned earlier, V/C ratios were applied to identify the congested links. After congested links were identified, congested facilities and corridors were identified.

CMP in Non-Attainment Areas

There are special rules for the use of a region's CMP when it is in non-attainment status for carbon monoxide and/or ozone. The federal government has provided the following guidelines for the use of a CMS when a single-occupancy vehicle (SOV) capacity expansion is proposed (per Title 23 Section 500.109 (c) of the Code of Federal Regulations):

"In a TMA designated as non-attainment for carbon monoxide and/or ozone, the CMS shall provide an appropriate analysis of all reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (adding general purpose lanes to an existing highway or constructing a new highway) is proposed ... If the analysis demonstrates that ... additional SOV capacity is warranted, then the CMS shall identify all reasonable strategies to manage the SOV facility effectively ... Other travel demand reduction and operational management strategies appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself shall also be identified through the CMS."

Thus, there are three points to consider:

1. Before an SOV capacity expansion can be recommended for construction, all other reasonable options must be considered. These options can be evaluated based on the performance measures used in the CMP.
2. After any improvement has been implemented, the CMP can monitor the operation of the improvement and evaluate its effectiveness.
3. Concurrent with the SOV capacity expansion, the CMP can be used to identify complementary strategies to reduce travel demand and enhance mobility in the corridor.

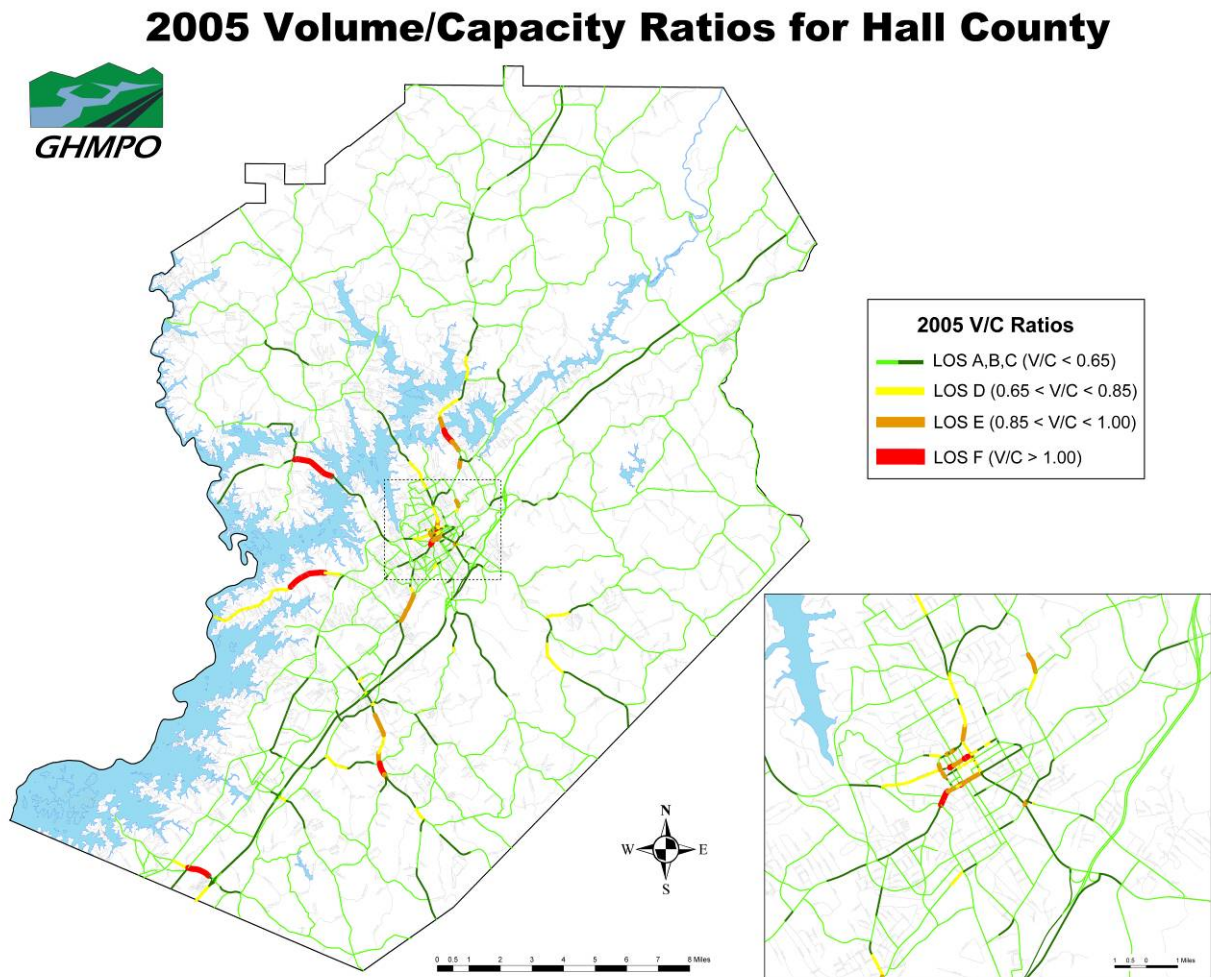
Congestion Identification

Figure E-1 shows the year 2005 congested links in Hall County. Using the definition of congestion identified in Table 1, a list of congested roadway sections are as follows:

V/C Ratio > 1.0

- SR 347/Friendship Road, between SR 13/Atlanta Highway and I-985

Figure E-1 –
Hall County 2005 Congested Links

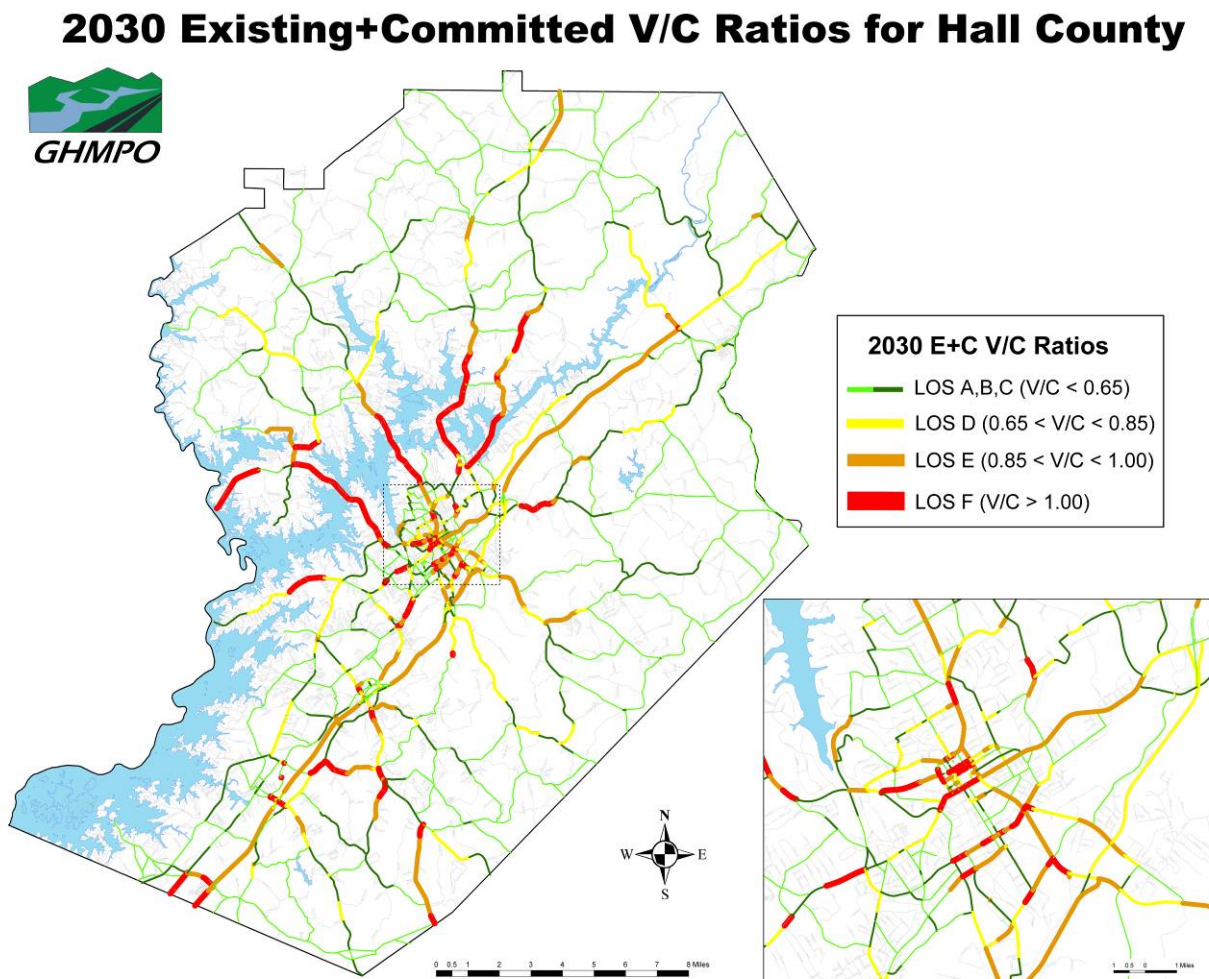


The 2030 E+C analysis forecasts congested conditions likely to occur with near term programmed transportation improvement projects in place. The results of this analysis is presented in Figure E-2.

V/C Ratio > 1.0

- McEver Road from Gwinnett County Line to the urbanized boundary
- SR 13/ Atlanta Highway from Gwinnett County line to the urbanized boundary

**Figure E-2 –
Hall County 2030 Congested Links**





Transit, Bicycle and Pedestrian

Transit does not serve the CMP study area, but as transit options are explored, the GHMPO will continue to evaluate transit alternatives that can provide congestion relief. In addition to roadway corridor congestion information, the future CMP should support efforts to monitor public transit and alternative transportation. The intention is to collect transit, bicycle and pedestrian data to measure trends in alternative transportation and facility usage. The GHMPO will continue their efforts to encourage data collection and to be a clearinghouse for such information. Methods to evaluate performance of bicycles and pedestrians at a regional level as of yet have not been addressed by the MPO, and currently, no transit services or bicycle routes traverse through the urbanized area in Hall County. The impact of bicycle and pedestrian travel on the transportation network has not been quantified but will be considered qualitatively in future CMP analyses.

Identify Candidate Congestion-Reduction Projects

Several congestion-reduction strategies were reviewed for implementation. Candidate congestion reduction projects included Transportation System Management (TSM), Travel Demand Management (TDM), and Intelligent Transportation Systems (ITS) strategies, transit service projects, and highway improvement projects.

Congestion Mitigation Strategies

Federal regulations cite that “consideration needs to be given to strategies that reduce SOV (single-occupancy vehicle) travel and improve existing transportation system efficiency.” The intent is to find strategies to reduce SOV demand before adding extra lanes or new roads become necessary. The same regulations detail five categories of traditional and nontraditional congestion management strategies that could be considered. The categories are Transportation Demand Management (TDM) measures, traffic operational improvements, public transportation improvements, Intelligent Transportation System (ITS) technologies and, where necessary, additional system capacity. Below are individual congestion management strategies, however some measures may not be appropriate for the urbanized portion of Hall County and the GHMPO will coordinate all mitigation strategies with the ARC.

Transportation Demand Management (TDM) Measures

- Growth Management and Activity Center Strategies
 - o Promote infill, compact and mixed-use development
 - o Enforce growth boundaries and limit rural growth areas
 - o Develop standards
- Congestion Pricing
 - o Parking fees
 - o Price preference to car- and van-poolers



- Ridesharing Programs
 - o Carpool/vanpool and transit initiatives
 - o HOV priority systems
 - o Employer trip reduction programs
 - o Guaranteed ride home program
 - o Park and ride facilities
- Alternative Work Strategies
 - o Telecommuting
 - o Flexible work hours
 - o Telework
- Shuttle Services
 - o Demand–response transit
 - o Express service
- Nonmotorized Transportation Planning
 - o Traffic calming
 - o Streetscape
 - o Safety education
 - o Transit oriented development
 - o Improved sidewalks, paths, and bike lanes

Traffic Operational Improvements

- Traffic Signal Improvements
 - o Signal re-timing
 - o Vehicle detection
 - o Highway/railroad signal coordination
- Roadway Geometrics Improvements
 - o Bottleneck alleviations
 - o Turn lane additions at intersections
 - o Re-striping/lane modifications
- Turn Restrictions
 - o Time of day restrictions on turning movements
- Access Management Techniques
 - o Driveway management
 - o Median management
 - o Frontage roads
- High Occupancy Vehicle Lanes



Public Transportation Improvements

- Public Transit Capital Improvements
 - o Fleet expansion
 - o Transit support facilities
 - o Improved intermodal connectors

Intelligent Transportation System Technologies

- Incident Management
 - o Incident detection and surveillance
 - o Incidence response units
- Advanced Traveler Information
 - o Dynamic message signs
 - o Highway advisory radio
- Advanced Traffic Management Centers
 - o Traffic management center
 - o Traffic signal coordination

Additional System Capacity

- Additional freeway lanes
- Additional roadway lanes
- New roadway construction
- Interchanges

Implementation Strategy

Many of the objectives or specific strategies listed above are projects or part of projects that are either already programmed by the Georgia Department of Transportation (GDOT) or are being considered in the future. Many existing projects and programs contribute to congestion mitigation measures. As a starting point for congestion management planning, it was important to re-evaluate previous initiatives and evaluate current projects for general aspects that may affect congestion and identify new studies targeted towards specific aspects of congestion management. The following two tables summarize the evaluation of congestion mitigation strategies along each corridor.



**Table E-2 -
Congestion Mitigation Strategies - SR347/Friendship Road**

Strategy	Applicability	Remarks
Transportation Demand Management Measures	No	The low density residential development pattern and an absence of major employers or employment centers does not support programs such as alternative work strategies and ridesharing.
Traffic Operational Improvements	Partial	Traffic operational improvements will improve access on and off the facility, but would not significantly reduce overall congestion levels through the corridor.
Public Transportation Improvements	No	The absence of a public transit system in this area does not allow for these measures. The lower density development existent and projected does not support traditional fixed route – fixed schedule (including express commuter service) within the corridor.
ITS Technologies	No	ITS improvements alone will not improve congestion on facility, however, any appropriate ITS technology (variable message signs, signal system interconnects, etc) will be examined further by GDOT during project concept development.
Additional System Capacity	Yes	The widening of this facility is the only strategy that will significantly reduce projected “no-build” congestion on this facility.

**Table E-3 -
Congestion Mitigation Strategies – SR13/Atlanta Highway**

Strategy	Applicability	Remarks
Transportation Demand Management Measures	No	The low density residential development pattern and an absence of major employers or employment centers does not support programs such as alternative work strategies and ridesharing.
Traffic Operational Improvements	Partial	Traffic operational improvements will improve access on and off the facility, but would not significantly reduce overall congestion levels through the corridor.
Public Transportation Improvements	No	The absence of a public transit system in this area does not allow for these measures. The lower density development existent and projected does not support traditional fixed route – fixed schedule (including express commuter service) within the corridor.
ITS Technologies	No	ITS improvements alone will not improve congestion on facility, however, any appropriate ITS technology (variable message signs, signal system interconnects, etc) will be examined further by GDOT during project concept development.
Additional System Capacity	Yes	The widening of this facility is the only strategy that will significantly reduce projected “no-build” congestion on this facility.

As noted earlier, congestion-reduction strategies were reviewed for implementation but none were found to be appropriate for these corridors because they would not satisfactorily reduce congestion levels on SR 347/Friendship Road, and SR 13/Burford Highway. The analysis supports the proposal to widen these roadways, and each of the projects listed above are identified in the 2030 LRTP Update.



CMP Monitoring Program

An important component to the CMP is evaluating the efficiency and effectiveness of implemented actions. The monitoring of the CMP network, through use of performance measures is intended to be a continual process. This monitoring will help to identify locations needing congestion mitigation and assist with long-range transportation planning needs. Data management and coordination with the ARC will be necessary for monitoring the CMP in the Atlanta urbanized portion of Hall County. GHMPO staff will strive to update the existing information and acquire new data as it becomes available and coordinate all efforts with ARC staff.

2030 LRTP Update

Appendix F ***Air Quality Modeling Methodology***



Appendix F – Planning Assumptions and Modeling Methodology for Eight-Hour Ozone and Particulate Matter 2.5 Pollutants

The Clean Air Act authorizes the USEPA to set criteria and procedures ensuring that transportation plans are compatible with air quality standards under the Transportation Conformity Rule. The conformity rule mandates interagency consultation among federal, state and regional agencies tasked with environmental and transportation issues. The interagency consultation group is comprised of ARC, GHMPO, GDOT, MARTA, Georgia EPD, FHWA, FTA and USEPA plus representation from local transit and GRTA. Transportation projects that are regionally significant, regardless of funding source, must be included in the regional emissions analysis in accordance with the conformity rule. As agreed to by the interagency partners, ARC's policy is that all regional facilities that are functionally classified as minor arterial or above must be included in the travel demand model and regional emissions analysis.

The Georgia EPD developed two different tests to demonstrate conformity of transportation plans for the two pollutants, ozone and PM 2.5. For the eight-hour ozone conformity analysis the Motor Vehicle Emission Budget (MVEB) test is required for the entire 20-county region. For the PM2.5 conformity analysis, a No Greater Than Base Year emissions test is used to demonstrate conformity of the LRTP and TIP. The base year in this case was 2002. This test, chosen through interagency consultation, is used as an interim emissions testing requirement until motor vehicle emissions budgets (MVEB) are developed as part of the PM2.5 attainment SIP which is required by April 2008. The current allowable SIP emissions budget for the ozone components, Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOC) are 306.75 tons per day and 172.27 tons per day respectively. The PM 2.5 standard is based on the emissions for the base year of 2002 which was 8.22 average annual tons per day direct PM 2.5 and 432.83 average annual tons per day of NOx.

In addition to designating Hall County within the ARC as part of the nonattainment area for ozone, a second pollutant, particulate matter (PM 2.5), exceeded limits set by USEPA in April, 2005. Particulate matter, or PM, is the term for particles found in the air, including dust, dirt, soot, smoke, and liquid droplets. The primary source of concern in air quality emissions analysis is direct motor vehicle PM emissions, both from the combustion process and from tire and brake wear; and a precursor to PM formation in the atmosphere, NOx. Particles less than 2.5 micrometers in diameter (PM2.5) are referred to as "fine" particles and are believed to pose the greatest health risks. The PM2.5 nonattainment area encompasses the previous 13-county one-hour ozone maintenance area plus seven additional "ring" counties including Hall County.

Under the PM2.5 standard, there is no classification system to determine stringency of emission control measures or attainment year. PM2.5 nonattainment areas must attain as soon as possible, but no later than April 2010, with an additional five years provided if the state can demonstrate that it is warranted. The PM2.5 attainment SIP is due by April 2008. This SIP will establish MVEB needed for transportation conformity for direct PM2.5 as well as any precursors that are found to be a significant contributor to the PM2.5 pollution problem by the state air agency and/or the EPA Regional Administrator. Until that time an interim emissions methodology is used to determine conformity of the RTP and TIP.



Eight-Hour Ozone Planning Assumptions and Modeling Methodology

In coordination with the Interagency partners, GDOT and ARC replaced the interim travel demand model in April, 2007 to calculate ozone emissions. The interim travel demand model existed as a short-term solution to estimate the ozone emissions for the additional 7 counties within the ARC. In order to avoid a disconnect between travel model VMT in the 7 counties coded with 2000 Census urban/rural designations and 2000 HPMS VMT that reflects the 1990 definition, the urban and rural VMT are combined by functional class before the factors are calculated.

Section 1: General Methods and Assumptions

- 1) Modeling Methodology: Estimate link-level VMT and congested flow speeds using ARC 20-county travel demand model that corresponds to the 20-county eight-hour ozone nonattainment area
- 2) Conformity Test
 - a) Nonattainment Classification - Marginal / Pending Reclassification to Moderate
 - b) Motor Vehicle Emission Budget (MVEB) Test
 - i) NOx: 306.75 tpd
 - ii) VOC: 172.27 tpd
- 3) Conformity Analysis Years: 2010, 2020, 2030
- 4) Modeling Start Date: April 2007. This start date is defined by the ARC as the initiation of the first model run for the 2030 RTP Update and FY 2008-2013 TIP, begun when all datasets needed for the model run were completed.
- 5) Interagency Consensus on Planning Assumptions: April 24, 2007

Section 2: Travel Demand Modeling Assumptions

- 1) Calibration Year: 2000
- 2) Project Listing: See proposed project list for 2030 LRTP.
- 3) Demographic Data: See section on socio-economic context for 2030 LRTP.
- 4) Speed Data: Free-flow Speed by Area Type and Facility Type. See table below.

Note: Within the ARC travel demand and emission modeling process, free flow speeds are adjusted to reflect the increase in delay and travel time on a roadway segment as traffic volumes build and congestion levels increase. Link-level congested flow speeds are used to estimate NOx and VOC emissions as required by Sections 93.122(b)(i)(iv) and 93.122(b)(2) of the Transportation Conformity Rule.



	Facility Type	Urban Very High Density	Urban High Density	Urban Medium Density	Urban Low Density	Sub-urban	Exurban	Rural	Metered Ramps
0	Zone Centroid Connectors	7	11	11	11	11	14	14	
1	Interstate / Freeway Free Flow	55	58	58	61	61	63	65	
2	Parkway	50	50	55	55	57	60	60	
3	HOV Buffer Separated	55	58	58	61	61	63	65	
4	HOV Barrier Separated	55	58	58	61	61	63	65	
5	High Speed Ramp / CD Road	50	50	55	55	57	60	60	15
6	Medium Speed Ramp	50	50	50	50	50	50	50	10
7	Low Speed Ramp	40	40	40	40	40	40	40	10
8	Loop Ramp	30	30	30	30	30	30	30	10
9	Off Ramp w/ Intersection	25	25	25	25	25	25	25	
10	On Ramp w/ Intersection	40	40	40	40	40	40	40	5
11	Expressway	40	42	45	48	52	55	60	
12	Principal Arterial - Class I	26	30	33	36	42	46	55	
13	Principal Arterial - Class II	24	27	30	34	40	44	48	
14	Minor Arterial - Class I	22	25	28	31	38	42	45	
15	Minor Arterial - Class II	20	23	26	29	34	38	42	
16	HOV - Arterial (all classes)	20	27	30	33	36	39	42	
17	Major Collector	18	22	25	28	31	34	38	
18	Minor Collector	15	18	21	24	27	30	35	
19	Planned Ramps w/ Intersections	30	30	30	30	30	30	30	5
20	Planned Directional Ramps	45	45	45	45	45	45	45	10

Section 3: Emissions Modeling Assumptions

- 1) Emissions Factor Model: MOBILE6.2.03
- 2) Eight Hour Ozone Standard MOBILE6.2.03 Inputs (7-county portion)
 - a) Average hourly temperature and relative humidity and average daily barometric pressure for the 10 highest ozone days, 2000 – 2002
 - b) No Stage II refueling
 - c) No anti-tampering program
 - d) No I/M program
 - e) Fuel - Phase 2 Low Sulfur, Low RVP Georgia Gasoline
 - f) 2002 regional fleet age distribution
 - i) Derived from R.L. Polk & Co. registration data for 7 county area
 - ii) Applied to 15 of the 16 MOBILE6.2.03 composite vehicle classifications – LDV, LDT1, LDT2, LDT3, LDT4, HDV2B, HDV3, HDV4, HDV5, HDV6, HDV7, HDV8, HDBS, HDBT, MC



- (1) Default for HDV8B
- g) Default VMT fractions
- 3) VMT adjustment factors
 - a) Calculated for year 2000
 - b) Highway Performance Monitoring System (HPMS) adjustment in base year of calibration in accordance with Section 93.122(b)(3) of the Transportation Conformity Rule which recommends that HPMS adjustment factors be developed to reconcile travel model estimates of VMT in base year of validation to HPMS estimates for the same period
 - c) Summer (seasonal) adjustment to convert from average annual VMT to summer-season VMT.

VMT Adjustment Factors – 7 County Area

Functional Class Name	Factor
Rural Interstate	0.89
Rural Prin. Arterial	0.99
Rural Min. Arterial	0.98
Rural Major Collector	1.81
Rural Minor Collector	1.81
Rural Local	1.10
Urb. Interstate	0.86
Urb. Other Fwy	0.85
Urb. Prin. Arterial	0.97
Urb. Min. Arterial	0.96
Urbanized Collector	1.80
Urbanized Local	1.06

- 5) Off-Model Calculations
 - a) Senior I/M Exemption (emissions debit)
 - i) The Senior I/M Exemption calculated for year 2002 is conservatively high and will be added to the regional emission inventories for each analysis year.
- 6) TCMs
 - No additional credit is taken in the emissions modeling process for SIP TCMs

PM 2.5 Planning Assumptions and Modeling Methodology

Since the 20 county nonattainment area for PM 2.5 and eight hour ozone are identical, the planning assumptions and modeling methodology for PM 2.5 are similar to those used for eight hour ozone. Measurements for PM 2.5 are averaged annually; therefore, no summer adjustments were applied unlike estimates for eight hour ozone.

Section 1: General Methods and Assumptions

- 1) Modeling Methodology
 - Estimate link-level VMT and congested flow speeds using ARC 20-county travel demand model that corresponds to the 20-county full-county portion of the PM 2.5 nonattainment area
- 2) Conformity Test



- a) Nonattainment Classification - Basic
 - i) No-Greater-Than-Base-Year interim emissions test
 - (1) 2002 base year
 - (2) Base year emissions to be developed as part of conformity analysis as provided for in preamble to the eight-hour ozone and PM_{2.5} Transportation Conformity Rule. Base year emissions will be established using the same modeling methodology presented above.
- 3) Conformity Analysis Years: 2010, 2020, 2030
- 4) Modeling Start Date: April 2007.
- 5) Interagency Consensus on Planning Assumptions: April 24, 2007

Section 2: Travel Demand Modeling Assumptions

- 1) Calibration Year: 2000
- 2) Project Listing: See proposed project list for 2030 LRTP.
- 3) Demographic Data: See section on socio-economic context for 2030 LRTP

Section 3: Emissions Modeling Assumptions

- 1) Emissions Factor Model: MOBILE6.2.03
- 2) PM_{2.5} Standard MOBILE6.2.03 Inputs (7-county portion, partial-county portions)
 - a) Annual averages of the hourly average temperature and relative humidity for each hour of each month; and annual average of the daily average barometric pressure for each month; 2000 – 2002
 - b) No Stage II refueling
 - c) No anti-tampering program
 - d) No I/M program
 - e) Fuel
 - i) 2002 Base Year: Annual average sulfur and RVP based on caps in Georgia's Low Sulfur, Low RVP gasoline marketing rule (June – September) and on the monthly sulfur and RVP values in USEPA's NMIM database (October – May)
 - ii) 2010 and later: Phase 2 Low Sulfur (30ppm) Georgia Gasoline year-round; annual average RVP based on caps in Georgia's gasoline marketing rule (June-September) and on the monthly RVP values in the NMIM database (October-May)
 - iii) Diesel sulfur: average of the monthly values in USEPA's NMIM database for each analysis year
 - f) 2002 regional fleet age distribution
Derived from R.L. Polk & Co. registration data for 9 counties (Carroll, Bartow, Hall, Barrow, Walton, Newton, Spalding, Heard, and Putnam).
- 3) VMT adjustment factors
Calculated for year 2000. Same VMT adjustment factors as eight hour ozone but without the summer seasonal adjustment.



VMT Adjustment Factors – 7 County Area

Functional Class Name	Factor
Rural Interstate	0.85
Rural Prin. Arterial	0.97
Rural Min. Arterial	0.97
Rural Major Collector	1.80
Rural Minor Collector	1.80
Rural Local	1.09
Urb. Interstate	0.85
Urb. Other Fwy	0.85
Urb. Prin. Arterial	0.97
Urb. Min. Arterial	0.97
Urbanized Collector	1.80
Urbanized Local	1.09

6) Off-Model Calculations

Senior I/M Exemption (emissions debit).

7) TCMs

No additional credit is taken in the emissions modeling process for SIP TCMs

Source: Atlanta Regional Commission, June, 2007

2030 LRTP Update

Appendix G ***Memorandum of Agreement***



Appendix G – Memorandum of Agreement

**Memorandum Of Agreement
Transportation Planning & Air Quality Planning Coordination and Cooperation
Between The Atlanta Regional Commission,
The Gainesville-Hall Metropolitan Planning Organization,
The Georgia Department of Transportation
The Georgia Department Of Natural Resources Environmental Protection Division**

SECTION 1: PURPOSE

This Memorandum of Agreement (MOA) is intended to provide a framework for continuing, cooperative and comprehensive transportation planning to avoid duplication of effort and optimize transportation planning and investments for the portion of the Atlanta Urbanized Area within Hall County. This MOA also provides a framework for transportation planning within the 20-county (under the 8-hour standard) Atlanta Nonattainment Area for ozone, which encompasses Hall County in total.

SECTION 2: DEFINITIONS

The following terms used in this MOA shall have the meanings set forth in this section and as now or hereafter defined in the referenced federal or state statutes or regulations:

- A. Atlanta Metropolitan Transportation Planning Area** means the political subdivisions encompassed in the Transportation Planning Boundary established by ARC and the Governor pursuant to 23 CFR 450.308(b) to reflect the Atlanta Urbanized Area identified by the U. S. Census Bureau in the most recent census. In October 2003, the Atlanta Regional Commission adopted an expanded planning area based on the 2000 Census which includes a portion of Hall County. In April 2004, the Governor of the State of Georgia approved this expanded boundary.
- B. Atlanta Nonattainment Areas**
1. For ozone under the 1 hour standard means the 13 county area designated by the U. S. Environmental Protection Agency as nonattainment under the Clean Air Act, as amended, which includes Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale Counties.
 2. For ozone under the 8-hour standard means the 20-county area designated by the U. S. Environmental Protection Agency in April 2004 as nonattainment under the Clean Air Act, as amended which includes the 13-county area plus Barrow, Bartow, Carroll, Hall, Newton, Spalding and Walton Counties.
- C. Atlanta Regional Commission (ARC)** means the multipurpose, comprehensive regional planning agency created pursuant to State law and designated as the planning



agency for the Atlanta Region for all federal and state programs which require or encourage areawide planning. ARC is designated by the Governor of the State of Georgia as the Metropolitan Planning Organization for the Atlanta area pursuant to the Federal Aid Highway Act (23 U.S.C. § 101 et seq.), the Federal Transit Act (49 U.S.C. Appx § 1601 et seq) and other applicable federal and state laws.

- D. Gainesville-Hall Metropolitan Planning Organization (GHMPO)** means the metropolitan planning organization for the Gainesville Urbanized Area, which was designated by the Governor of Georgia in February 2003.
- E. Gainesville-Hall Transportation Study (GHTS) Planning Area** means the planning area adopted by the Gainesville-Hall MPO in January 2004 which includes all of Hall County.
- F. Georgia Department of Natural Resources Environmental Protection Division (EPD)** means the Department designated as the chief air quality agency in the State. EPD regulates emissions from industrial and mobile sources, monitors levels of air pollutants throughout the State, and has the responsibility to prepare the State Implementation Plan for attaining air quality standards. EPD also consults with and assists transportation planning agencies in assessing emissions of transportation plans, programs, and projects.
- G. Georgia Department of Transportation (GDOT)** means the Department designated as the state transportation agency under Georgia law to carry out a statewide transportation planning process as required by Title 23 USC 135. GDOT is authorized by Georgia Code to organize, administer, and operate an efficient modern system of public roads and other modes of transportation including public transit, rail, aviation and ports.
- H. Metropolitan Planning Organization (MPO)** means the forum for cooperative transportation decision-making for the metropolitan planning area.
- I. Transportation Management Area (TMA)** means an urbanized area with a population over 200,000 such as the Atlanta Urbanized Area. The TMA designation applies to the entire metropolitan planning area.

SECTION 3: ORGANIZATIONAL ROLES & RESPONSIBILITIES

ATLANTA REGIONAL COMMISSION, as the Atlanta MPO, only to the extent that it may be bound by contracts which may hereafter be entered into, shall be responsible for the following with respect to the Atlanta Metropolitan Transportation Planning Boundary established in 2003 with the exception of the portion shown in Hall County:

1. Prepare, publish and maintain the long range transportation plan and short range transportation improvement program for the Atlanta Metropolitan Transportation Planning Area pursuant to and consistent with federal requirements for a metropolitan planning organization.
2. Comply with additional federal requirements for a Transportation Management Area such as the Atlanta Urbanized Area, such as:
 - i. Have the lead responsibility in the development of the Congestion Management System (CMS) and ensure, to the extent appropriate, that the CMS be part of the metropolitan transportation planning process; and that the CMS shall be considered



- in the development of the long range transportation plan and short range transportation improvement program.
- ii. Have the lead responsibility in the triennial certification of the transportation planning process for the Atlanta Metropolitan Transportation Planning Area.
3. Comply with additional federal requirements for a nonattainment area for air quality such as:
 - i. Develop, maintain, update and validate regional transportation demand and network models for the Atlanta Nonattainment Area for ozone under the 1-hour standard, and data necessary to apply the latest planning assumptions used in the regional emissions analysis to determine the conformity of long range plans and short range programs.
 - ii. Develop the regional emissions analysis for the Atlanta Nonattainment Area for ozone under the 8-hour standard with the support of the Georgia Department of Transportation, the Environmental Protection Division and applicable counties, to determine the conformity of long range plans and short range programs through demonstration that air quality limits are not exceeded.
 - iii. Develop the regional emissions analysis for any future expanded or new Atlanta Nonattainment Area with the support of the Georgia Department of Transportation, the Environmental Protection Division and applicable counties, to determine the conformity of long range plans and short range programs through demonstration that air quality limits are not exceeded.
 4. Perform all other federally-required responsibilities of a metropolitan planning organization.
 5. Provide other assistance as mutually agreed upon.

B. GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION, ONLY TO THE EXTENT THAT IT MAY BE BOUND BY CONTRACTS WHICH MAY HEREAFTER BE ENTERED INTO, SHALL BE RESPONSIBLE FOR THE FOLLOWING WITH RESPECT TO THE GAINESVILLE-HALL TRANSPORTATION STUDY PLANNING AREA, WHICH INCLUDES THE GAINESVILLE URBANIZED AREA AS WELL AS THE PORTION OF THE ATLANTA METROPOLITAN TRANSPORTATION PLANNING BOUNDARY WITHIN HALL COUNTY:

1. Prepare, publish and maintain the long range transportation plan and short range transportation improvement program for the Gainesville-Hall Transportation Study Planning Area pursuant to and consistent with federal requirements for a metropolitan planning organization.
2. Comply with additional federal requirements for a Transportation Management Area for the portion of the Atlanta Urbanized Area within Hall County, such as:
 - i. Assure development of a Congestion Management System (CMS) for the Hall County portion of the Atlanta Urbanized Area, to the extent appropriate. Assure that this CMS shall be part of the metropolitan transportation planning process; and that the CMS shall be considered in the development of the long range transportation plan and short range transportation improvement program.



- ii. Participate in the triennial certification of the transportation planning process for the Atlanta Metropolitan Transportation Planning Area.
3. Comply with additional federal requirements for any future new or expanded Atlanta Nonattainment Area for air quality that includes Hall County, by coordinating with the Atlanta Regional Commission, the Georgia Department of Transportation and the Environmental Protection Division in development of required technical analyses of transportation plans and programs to assure deadlines for the nonattainment area are met and that air quality limits are not exceeded.
4. Perform all other federally-required responsibilities of a metropolitan planning organization.
5. Provide other assistance as mutually agreed upon.

C. GEORGIA DEPARTMENT OF TRANSPORTATION (GDOT) AND GEORGIA DEPARTMENT OF NATURAL RESOURCES ENVIRONMENTAL PROTECTION DIVISION (EPD), are parties to this Memorandum of Agreement pursuant to the requirements of 23 CFR 450.310(g) which states that where more than one MPO has authority within a metropolitan planning area that is a nonattainment or maintenance area, an agreement must be executed between the State department of transportation, the state air quality agency and the MPOs describing how the transportation planning process will be coordinated.

SECTION 4: CONFLICT RESOLUTION

All parties to this agreement agree to participate in and utilize interagency activities to resolve any potential conflicts.

SECTION 5: PUBLIC INVOLVEMENT

To coordinate effective planning and programming activities, ARC and GHMPO shall, to the maximum extent practical, coordinate their public information efforts and seek joint opportunities for public involvement as provided in 23 CFR 450.316 (b)(1)(xi).

ARC will take the lead role in seeking and obtaining public involvement in the Atlanta metropolitan transportation planning and programming process. ARC and GHMPO agree that this process will also satisfy the program-of-projects requirements of the Federal Transit Administration's Urbanized Area Formula Program.

SECTION 6: COMPLIANCE WITH APPLICABLE LAWS & REGULATIONS

All parties shall comply with all applicable local, state, and federal laws and regulations. Nothing in this MOA alters, or seeks to alter, the existing statutory authority of any party under state or federal law. If any of the provisions of this MOA are held to be illegal, invalid or unenforceable, the remaining provisions shall remain in full force and effect.



SECTION 7: AMENDMENTS & MODIFICATIONS

Any party may request changes to this MOA at any time by written notice to the other parties' signatory of this agreement. Such changes as are mutually agreed upon by and between the parties shall be incorporated in written amendments to this MOA executed in the same manner as original MOA approval.

SECTION 8: NOTIFICATION

Any official notifications between the parties to this MOA that would substantially affect the terms or conditions of this MOA shall be directed to the office of the signatories to this agreement.



In witness whereof, the parties hereto have executed this Memorandum of Agreement, this _____ day of _____, 2004.

Attest:

Atlanta Regional Commission

Chairman

Gainesville-Hall MPO

Chairman

Georgia Department of Transportation

Commissioner

***Georgia Department of Natural Resources
Environmental Protection Division***

Director

2030 LRTP Update

Appendix H ***Public Meeting Announcements***



GHMPO

Gainesville - Hall Metropolitan Planning Organization

Flowery Branch - Gainesville - Hall County - Oakwood

Public Meeting

Gainesville-Hall
Long Range Transportation Plan

Thursday, June 29, 2006, 5:30-7:00 P.M.
Georgia Mountains Center
301 Main Street
Gainesville, GA 30501

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) conducts the federally mandated Gainesville Hall Transportation Study, which gives residents of Hall County a greater say in the prioritization of transportation improvements in our community.

The GHMPO, made up of local citizens, government staff and elected officials, is currently looking at development of the 2035 Long Range Transportation Plan, which provides an opportunity to evaluate and identify new transportation solutions in our rapidly growing community.

Please come to this important meeting to share your initial thoughts and ideas about topics such as:

- Current transportation needs and concerns in Hall County
- Major road projects needed in the County
- Prioritization of projects and issues already identified in the previous plan
- Strategies to address traffic congestion in Gainesville
- The role of Hall Area Transit in our plans
- Improving bicycle and pedestrian access
- Transportation improvements for freight movement and economic development

For additional information contact John McHenry, GHMPO Staff at 770-531-6809 Ext. 286. The existing Long Range Transportation Plan and more information on the MPO's planning activities can be accessed at www.ghmpo.org.

Your Comments Matter!

Mire al otro lado para la version en Espanol.



GHMPO

Gainesville - Hall Metropolitan Planning Organization

Flowery Branch - Gainesville - Hall County - Oakwood

REUNIÓN PÚBLICA

*Plan de Transportación a Largo Plazo
Para Gainesville y el Condado de Hall*

Jueves, 29 de Junio de 2006, 5:30 P.M.

En el "Georgia Mountains Center, 301 Main Street Gainesville, GA"

El Gainesville-Hall Metropolitan Planning Organization, por sus siglas en inglés, lleva a cabo el Estudio de Transportación para Gainesville y el Condado de Hall. Esta reunión es un requisito del gobierno federal para brindarle a los residentes del Condado de Hall una oportunidad para compartir las prioridades en las mejoras de transportación en nuestra comunidad.

El Gainesville-Hall Metropolitan Planning Organization, en conjunto con los ciudadanos locales y con los trabadores de gobierno y oficiales electos estamos haciendo un plan de desarrollo para el año 2035 .esto les dara la oportunidad de evaluar e identificar nuevas soluciones de transportacion en nuestra comunidad.

- Proyectos de carreteras principales en el condado y sus prioridades
- Tratando la congestión vehicular en Gainesville
- Calidad del Aire y otros impactos al ambiente causados por el sistema de transportación
- El papel de "Hall Area Transit" en nuestros planes
- Incorporar las bicicletas y peatones en nuestra planificación de la transportación
- Planificación de la Transportación para movimiento de mercancías y el desarrollo económico

Para solicitar una copia del plan o información adicional, por favor contactar al Sr. John McHenry, Planificador de Transportación del GHMPO al 770-531-6809, x286 (en inglés). Más informacion se puede obtener en el internet en www.ghmpo.org

Please turn over for the English version.



GHMPO

Gainesville - Hall Metropolitan Planning Organization

Flowery Branch - Gainesville - Hall County - Oakwood

Public Meeting

Gainesville-Hall MPO Long Range Transportation Plan

**Thursday, December 7, 2006, 5:30-7:00 PM
Georgia Mountains Center
301 Main Street
Gainesville, GA 30501**

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is currently developing the 2030 Long Range Transportation Plan, which provides an opportunity to evaluate and identify new transportation solutions in our rapidly growing community. An essential part of this planning process is the **public's participation** in developing long-term goals and setting short-term priorities for the County's transportation needs.

At our last public meeting in June, citizens were asked to identify focus areas that would be studied in detail in development of the 2030 Long Range Transportation Plan, as a way to address current and long-range transportation needs in Hall County. Based on this input and later input by the GHMPO committee members, 6 focus areas emerged for further study.

Please come to this important meeting to share your thoughts and ideas about topics such as:

- The list of potential new focus area projects
- Existing planned projects
- Bicycle and pedestrian issues
- Transit service both within Hall County and to Atlanta

For additional information contact Srikanth Yamala, GHMPO Staff at 770-531-6809 Ext. 257. The existing Long Range Transportation Plan and more information on the MPO's planning activities can be accessed at www.ghmpo.org.

Your Comments Matter!



GHMPO

Gainesville - Hall Metropolitan Planning Organization

Flowery Branch - Gainesville - Hall County - Oakwood

Reunión Pública

Gainesville-Hall Plan de Transporte de Largo Plazo

Jueves, 7 de Diciembre, 2006, 5:30-7:00 P.M.
Georgia Mountains Center
301 Main Street
Gainesville, GA 30501

La Organización de Planificación Metropolitana de Gainesville-Hall (GHMPO) está desarrollando el Plan de Transporte de Largo Plazo del 2030. Esto provee una oportunidad para evaluar el programa e identificar nuevas soluciones en transporte para nuestra creciente comunidad. Una parte esencial del proceso de planificación es la **participación pública** para desarrollar metas de largo plazo y trazar metas o prioridades inmediatas que resuelvan problemas actuales de transporte en el condado.

En la última reunión pública en Junio, los participantes identificaron areas que podrían ser estudiadas en mayor detalle durante el desarrollo del Plan de Transporte de Largo Plazo del 2030, como una manera de identificar las necesidades actuales y futuras de transporte en el condado de Hall. Basado en esta exposición, y en otras por miembros del comité del GHMPO, seis areas de enfoque emergieron para ser estudiadas en mayor detalle.

Por favor venga a esta reunión importante para compartir sus ideas y opiniones sobre estos temas:

- La lista de posibles proyectos en nuevas areas de enfoque
- Proyectos actuales ya planeados
- Cuestiones de peatones y ciclistas
- Servicio de transporte en el condado de Hall y a Atlanta

Para mas información, favor llame a Srikanth Yamala, GHMPO Staff al 770-531-6809 Ext. 257. El actual Plan de Transporte de Largo Plazo y mas información sobre las actividades de la Organización de Planificación Metropolitana se pueden localizar en la página de la red www.ghmpo.org.

¡Sus comentarios cuentan!



GHMPO

Gainesville - Hall Metropolitan Planning Organization

Flowery Branch - Gainesville - Hall County - Oakwood

Public Meeting

Gainesville-Hall MPO
2030 Long Range Transportation Plan

Tuesday, June 12, 2007, 5:30-7:00 PM
Georgia Mountains Center
301 Main Street
Gainesville, GA 30501

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is currently developing the 2030 Long Range Transportation Plan, which evaluates and identifies existing and new transportation solutions in our rapidly growing community. An essential part of this planning process is public participation in developing long-term goals and establishing short-term priorities for the County's transportation needs.

At our previous public meeting in June 2006, citizens were asked to identify focus area projects and comment on transportation needs. Subsequently at our last public meeting in December 2006, citizens were asked to share thoughts on the focus area projects and identify the most important transportation improvements in Hall County. Based on these inputs and later inputs by the GHMPO committee members, projects have been identified and prioritized into four programming tiers based on implementation year.

Your input is needed at this important meeting. So please attend and share your thoughts and ideas on topics such as:

- The focus area projects
- Prioritization of existing planned projects
- Bicycle and pedestrian issues
- Transit Service both within and to Atlanta
- Draft Long Range Transportation Plan document

For additional information contact Srikanth Yamala, GHMPO Staff at 770-531-6809. The existing Long Range Transportation Plan as well as additional information on our planning activities can be accessed at www.ghmpo.org.

Tell us what you think!

**GHMPO**

Gainesville - Hall Metropolitan Planning Organization

Flowery Branch - Gainesville - Hall County - Oakwood

Asamblea Pública

MPO de Gainesville-Hall
Plan de transporte a largo plazo hasta el año 2030

Martes 12 de Junio de 2007, de 5:30 a 7:00 p.m.
Georgia Mountains Center
301 Main Street
Gainesville, GA 30501

Actualmente, la Organización de planificación metropolitana de Gainesville-Hall (GHMPO, por sus siglas en inglés) se encuentra desarrollando el Plan de transporte a largo plazo hasta el año 2030, que evalúa e identifica las soluciones de transporte existentes y nuevas en nuestra comunidad en vertiginoso crecimiento. Una parte importante de este proceso de planificación es la participación pública en el desarrollo de metas a largo plazo y el establecimiento de prioridades a corto plazo para las necesidades de transporte del Condado.

En nuestra asamblea pública realizada en el mes de junio de 2006, se solicitó a los ciudadanos que identificaran proyectos de importancia para el área y efectuaran comentarios acerca de las necesidades en materia de transporte. Posteriormente, en nuestra última asamblea pública realizada en diciembre de 2006, se solicitó a los ciudadanos que compartieran los proyectos de importancia para el área e identificaran las mejoras más importantes en términos de transporte en el Condado Hall. De acuerdo con esta información e información posterior aportada por los miembros del comité de GHMPO, los proyectos se han identificado y priorizado en cuatro niveles de programación según el año de implementación.

Necesitamos sus comentarios en esta importante reunión. Es por ello que agradeceremos que asista y comparta sus pensamientos e ideas sobre temas como:

- Los proyectos de importancia para el área
- La priorización de los proyectos planificados existentes
- Los temas relacionados con las bicicletas y los peatones
- El servicio de transporte dentro y hacia Atlanta
- El documento borrador del Plan de transporte a largo plazo

Si desea obtener información adicional, comuníquese con Srikanth Yamala, empleada del GHMPO al 770-531-6809. Podrá acceder al Plan de transporte a largo plazo actual e información adicional acerca de nuestras actividades de planificación en www.ghmpo.org.

¡Díganos qué piensa!