



# *Gainesville - Hall Metropolitan Planning Organization*

**GHMPO**

Braselton - Flowery Branch - Gainesville - Oakwood - Hall County - Jackson County

## POLICY COMMITTEE

**Tuesday, March 7, 2017, 10:00 AM  
Municipal Courtroom, Gainesville Municipal Court  
701 Queen City Parkway SW, Gainesville, GA 30501**

### **AGENDA**

1. Welcome – Commissioner Ralph Richardson, Jr., Chair
2. Approval of August 9, 2016 Meeting Minutes
3. Report from the Technical Coordinating Committee  
– Jennifer Scott, TCC Chair
4. Report from the Citizens Advisory Committee  
– Wayne Stradley, CAC Chair
5. Approval of the Resolution Adopting Amendment #6 to the Transportation Improvement Program  
– Sam Baker, GHMPO
6. Review of Draft FY 2018 Unified Planning Work Program  
– Sam Baker, GHMPO
7. Approval of the Resolution Adopting the Hall Area Transit Development Plan Update  
– Sam Baker, GHMPO & Wade Carroll, J.R. Wilburn and Associates
8. Gainesville-Hall Regional Freight Study  
– Sam Baker, GHMPO & Adam Ivory, CDM Smith
9. Approval of an Amendment to the Citizens Advisory Committee Bylaws  
– Wayne Stradley, CAC Chair
10. GHMPO Sidewalk Inventory Report  
– Joseph Boyd, GHMPO
11. Jurisdiction and Agency Reports

- City of Flowery Branch
- City of Gainesville
- City of Oakwood
- Town of Braselton
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

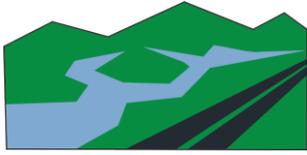
12. Public Comments

13. Upcoming Meeting Date: May 2, 2017

14. Other

- Select Next Meeting Location
- U.S. Department of Transportation Final Rule on Metropolitan Planning Organization Coordination and Planning Area Reform

15. Adjourn



# *Gainesville - Hall Metropolitan Planning Organization*

**GHMPO**

Braselton - Flowery Branch - Gainesville - Oakwood - Hall County - Jackson County

## POLICY COMMITTEE

**Minutes of August 9, 2016**

**Commissioners Meeting Room, Hall County Government Center  
2875 Browns Bridge Road, Gainesville, GA 30504**

### Voting Members Present:

Chairman Richard Mecum, Hall County  
Mayor Mike Miller, City of Flowery Branch  
Mayor Danny Dunagan, City of Gainesville  
Mayor Lamar Scroggs, City of Oakwood  
Matthew Fowler, GDOT

### Voting Members Absent:

Kevin Poe, Jackson County

### Others Present:

Ken Rearden, Hall County  
Bill Andrew, City of Flowery Branch  
Rhonda Brady, City of Gainesville  
Bryan Lackey, City of Gainesville  
Chris Rotalsky, City of Gainesville  
Matt Tarver, City of Gainesville  
Phillippa Lewis Moss, Hall Area Transit  
Stan Brown, City of Oakwood  
Garrett Wiley, Greater Hall Chamber  
Adam Hazell, GMRC  
Jeff Gill, The Times  
Brian Stewart, WDUN  
Srikanth Yamala, GHMPO  
Sam Baker, GHMPO  
Joseph Boyd, GHMPO

David Haynes, ARC  
Jennie Agerton, SIE  
Scott Jordan, SEI  
Julia Billings, GDOT  
Kaycee Mertz, GDOT  
Wayne Stradley, CAC Chair  
John Girardeau, Citizen  
Andrea Timpone, Citizen  
RK Whitehead, Citizen  
Connie Propes, Citizen  
Brad Farrow, Citizen  
Gina Pilcher, Citizen  
Ethan Pilcher, Citizen  
Deborah Semital, Citizen  
Connie Daniels, Hall County

### **1. Welcome**

Chairman Mecum called the meeting to order at 10:00 a.m.

### **2. Approval of May 10, 2016 Meeting Minutes**

***MOTION:*** Mr. Fowler made a motion to approve the minutes of May 10, 2016, with a second from Mayor Dunagan, and the motion passed by a unanimous vote.

### 3. Public Comments

**MOTION:** *Mayor Scroggs made a motion to move the Public Comments to the end of the meeting, with a second from Mayor Dunagan, and the motion passed by a unanimous vote.*

Mr. Girardeau, Chairman for Elachee Board of Trustees, stated Elachee Nature Center has over 100,000 visitors a year, and they expect this number to increase. They request that the Elachee Drive bridge plan addresses safety issues for pedestrians and bicyclists by incorporating high railings and adequate safety measures.

Mr. Farrow presented the board with a handout and spoke in opposition to Exit 14 and the widening of Martin Road and asked that the PC help stop this development. Mayor Miller responded in support of Exit 14 saying this is a needed project and that it has not been planned secretly. He suggested an alternative route could be putting the exit by the community center; this would keep the traffic off of Martin Road.

Ms. Pilcher lives on Martin Road and asked if “No Truck” signs could be put up on Winder Highway and Atlanta Highway in an attempt to keep trucks off of Martin Road. Mr. Fowler stated he would share this request with the district office.

Ms. Semital relayed that GDOT told her the purpose of Exit 14 was to get the truck traffic from McEver Road and Thurmond Tanner area on to I-985. She stated there are 125 acres of undeveloped land that can be used for this project without going down Martin Road. The Planning Committee, which she is a member of, will come up with three different options to get the traffic to Exit 14 without touching Martin Road.

### 4. Report from Technical Coordinating Committee

Mr. Andrew relayed that the TCC had recommended approval of the resolution amending the RTP and TIP to program funds for the replacement of the Elachee Drive bridge. This project is being driven by GDOT and will not take funds away from other MPO projects. The TCC also recommended approval of the resolution requesting additional funds for a Bike-Share Feasibility Study; this request is for additional funds and will not take funds from any other project. Mr. Andrew remarked that due to the time and work put in by Hall County and some of the jurisdictions on their trails, this seems like the next logical step. They also received an in depth analysis of the Green Street Study.

Mr. Andrew noted the TCC had discussed the proposed rulemaking that may result in the consolidation of the Atlanta Regional Commission (ARC) with the Gainesville-Hall MPO and are very concerned about keeping the integrity of GHMPO. Mr. Andrew spoke with Mr. Yamala and was assured there would not be additional funds available if the City of Flowery Branch went with Atlanta’s MPO (ARC) instead of the Gainesville Hall MPO and that it would have less of a voice. Flowery Branch will draft a letter in opposition to the potential merger. Mayor Dunagan announced that the City of Gainesville has already sent a letter to Governor Deal stating its opposition.

## 5. Report from the Citizens Advisory Committee

Mr. Stradley reported that he had been elected Chair of the CAC and Rene Gerrell as Vice Chair. The CAC unanimously recommended approval of the resolution amending the RTP and TIP to program funds for the replacement of the Elachee Drive bridge. They recommended denial of the resolution requesting additional funds for a Bike-Share Feasibility Study. They are against spending the money and believe it would be better undertaken by a private entity.

The CAC is very concerned about the proposed rulemaking regarding MPO coordination and the potential redrawing of planning area boundaries and encouraged everyone to send comments in opposition to this. Mr. Stradley relayed that the Green Street Study presentation was fantastic. He presented a letter he had received from citizens opposing the widening of Oak Tree Drive and its use as a short cut. Mr. Stradley commented on research he had personally done regarding the public notification of citizens of upcoming projects.

## 6. Approval of the Resolution Amending the Regional Transportation Plan and Transportation Improvement Program

Mr. Baker relayed that GDOT had requested the GHMPO to amend its Regional Transportation Plan (RTP) and the 2016-2019 Transportation Improvement Program to program funds for the replacement of the Elachee Drive bridge over I-985. This will not affect funding of other projects or the financial constraint of the RTP. Public comments have been received, and all are positive. GDOT will take the suggestions into consideration and a public meeting will be planned at a later date. The TCC, CAC and GHMPO staff recommend approval of this resolution.

Mr. Fowler explained that GDOT has a bridge replacement program that is inspection and data driven. After further discussion, Mayor Miller requested that the minutes specifically note that there is no local funding allocated to this project, it will not replace any projects currently planned, and it will not postpone or delay any projects already in the plan; it is just being added to the plan.

***MOTION:*** Mr. Fowler made a motion to recommend approval of the resolution amending the Regional Transportation Plan and Transportation Improvement Program with emphasis on bicycle and pedestrian safety issues being addressed. The motion received a second from Chairman Mecum, and the motion passed by a unanimous vote.

## 7. Approval of the Resolution Requesting Additional PL Funds for a Bike-Share Feasibility Study

Mr. Baker stated that the GHMPO staff recommends requesting \$75,000 of additional planning funds to conduct a bike-share feasibility study encompassing the entire GHMPO area. The study would evaluate specific locations, define the size and phasing of the system, recommend a business model, and show what the benefits would be. The TCC recommended approval of this resolution while the CAC did not.

Mayor Dunagan suggested this study be put on hold until all the trails are connected, saying this may work at a future date but the infrastructure and population are not here now and

this would be wasting money. Mayor Miller expressed frustration that funds are available for this project and the bridge, but not for projects that are badly needed now that he believes are higher priorities. Mr. Fowler explained the process of where the funds come from and how they can be used.

Mr. Yamala encouraged the PC to talk with their staff and let them know of any planning related studies they would like done. Mr. Andrew remarked that the MPO is required to study all forms of transportation, automobile, bus, bike and pedestrian. This study could help them decide where the missing links in the trails are.

***MOTION:*** Mayor Dunagan made a motion to deny the resolution requesting additional PL funds for a Bike-Share Feasibility Study with a second by Chairman Mecum and the motion passed by a 4 – 1 vote (Mayor Miller opposed, Chairman Crow absent).

## **8. Green Street Corridor Study: Phase 1 Completion Results**

Ms. Agerton provided an overall assessment of their findings on the Green Street Corridor Study. This study was a joint project between GDOT, GHMPO and the City of Gainesville. They did an in depth survey of drainage, condition of pipes, paving, trees, and utilities (electric, sewer, water, gas and telephone). Not surprisingly, the analysis is that the roadway is too narrow, has minimal to no shoulder, has an aged infrastructure, has double the truck traffic of most state routes and has very little right-of-way. There are too few cross walks, and the sidewalks are not ADA compliant. Phase II of the study will look at potential alternatives to improve traffic flow on this street.

## **9. Proposed Rulemaking on Metropolitan Planning Organization Coordination and Planning Area Reform**

Mr. Boyd announced that the U.S. Department of Transportation has proposed rules for MPOs that will substantially alter the MPOs' planning area boundaries and coordination among them. The goal of the proposed revisions is to result in unified planning products for each urbanized area, even if there are multiple MPOs designated within that urbanized area. This proposal could potentially affect the GHMPO's existence, planning area, planning documents, and extent of coordination with ARC.

The Gainesville urbanized area which is significantly different and unique from the Atlanta urbanized area could be required to merge as a result of the proposed rules. The governor and MPOs, however, can make the determination not to merge MPOs, based on size and complexity. Even if GHMPO is allowed to remain separate, certain planning documents would be required to merge with Atlanta, which would result in loss of local voice and control over our region.

Mr. Baker stated the MPO is drafting a formal response and encouraged individual jurisdictions to submit comments and provide the MPO with their comments and concerns to incorporate in the MPO's response. Comments are due by August 26<sup>th</sup>.

Mr. Haynes spoke representing Atlanta Regional Commission saying that they categorically oppose the rule as currently written and believe at the core that it exceeds congressional intent about the metropolitan planning process and would not improve the plans, the

process and in fact, think that in some cases it could be detrimental. They are actively opposing this rule change with other national organizations and seeking to have this rule withdrawn.

Mr. Yamala stated he has met with Representative Collins who will submit documents opposing this rule. Chairman Mecum stated the PC will also submit a letter in opposition.

#### **10. Jurisdiction and Agency Reports**

Representatives shared the status of transportation projects being completed by their jurisdictions: Mayor Miller for the City of Flowery Branch, Mr. Rotalsky for the City of Gainesville, Mr. Brown for Oakwood, Mr. Baker for GDOT, Mr. Hazell for GMRC, Mr. Rearden for Hall County and Mr. Baker for Jackson County.

#### **11. Upcoming Meeting Date**

The next PC meeting will be on November 9, 2016.

#### **12. Adjourn**

There being no further business to discuss, the meeting was adjourned.

***MOTION:*** Mayor Dunagan made a motion to adjourn the meeting at 11:58 a.m. with a second by Mayor Scroggs and the motion passed by a unanimous vote.

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Ralph Richardson, Jr., Chairman

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Joseph Boyd, Secretary



**MEMORANDUM**

**To: Policy Committee Members**

**From: Sam Baker, Transportation Planning Manager**

**Date: February 27, 2017**

**Re: Transportation Improvement Program Amendment #6**

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The Georgia Department of Transportation (GDOT) has requested that the Gainesville-Hall Metropolitan Planning Organization amend its 2016-2019 Transportation Improvement Program (TIP) to change the project description and limits of the Spout Springs Road widening project along with changing funds for right-of-way acquisition in 2018.

In addition, this amendment adds another construction phase with additional funds from a different source for the widening of Lanier Islands Parkway/SR 347 in 2017.

***RECOMMENDED ACTION:***      ***Approve the resolution adopting the TIP Amendment.***

*Attachment: Draft TIP Amendment*



**A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting the Amendment to the 2016-2019 Transportation Improvement Program**

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

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

**WHEREAS**, the 2016-2019 TIP has been amended, per Attachment 1, to change the description or limits of a road widening project as below:

From: Spout Springs Road from I-985 to south of Thompson Mill Road  
To: Spout Springs Road from I-985 to Union Circle – Phase I

In addition, allocate funds in 2018 for the right-of-way acquisition for the widening of Spout Springs Road (GHMPO# GH-023, PI# 0009679), as follows:

- Reduce federal funds from \$15,197,348 to \$7,396,403.20.
- Reduce state funds from \$3,799,337 to \$1,849,100.80.
- Reduce total right-of-way acquisition funds from \$18,996,685 to \$9,245,504.

**WHEREAS**, the 2016-2019 TIP has been amended, per Attachment 1, to allocate additional funds for the Phase II widening of Lanier Islands Parkway/State Route 347 from McEver Road to Lake Lanier as follows:

- Federal funds of \$279,479.79
- Other funds of \$69,869.95
- Total funds of \$349,349.74

**WHEREAS**, this TIP Amendment went through the required 15-day minimum public comment period from February 5, 2017 through February 19, 2017.

**NOW, THEREFORE, BE IT RESOLVED** that the GHMPO PC adopts the attached amendment to the TIP.



*Gainesville - Hall Metropolitan Planning Organization*

A motion was made by PC member \_\_\_\_\_ and  
seconded by PC member \_\_\_\_\_ and approved this the  
7<sup>th</sup> of March, 2017.

\_\_\_\_\_  
Ralph Richardson, Jr., Chairperson  
Policy Committee

Subscribed and sworn to me this the 7<sup>th</sup> of March, 2017.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_

ATTACHMENT 1

**GHMPO 2016-2019 DRAFT TIP AMENDMENT #6**

2/27/2017

GHMPO #	PI #	Year	Project Description	Project Type	Phase	Federal	State	Other	Total	FHWA Fund Code	Change Requested By	Purpose of Amendment
			<b>Spout Springs Rd from I-985 to Union Circle - Phase I</b>							<b>Z231</b>		
GH-023	0009679	2017		Widening	ROW	\$10,187,597.00	\$2,546,899.00	\$0.00	\$12,734,496.00	M231	GDOT	Change in project description
			Spout Springs Rd from I-985 to Union Circle - Phase I			<b>\$7,396,403.20</b>	<b>\$1,849,100.80</b>		<b>\$9,245,504.00</b>	<b>Z231</b>		
GH-023	0009679	2018		Widening	ROW	\$15,197,348.00	\$3,799,337.00	\$0.00	\$18,996,685.00	M231	GDOT	Change in funding
			SR 347/Lanier Islands Pkwy from McEver Rd to Lake Lanier - Phase II									
GH-078	0007319	2017		Widening	CST	<b>\$279,479.79</b>	\$0.00	<b>\$69,869.95</b>	<b>\$349,349.74</b>	<b>RPS9</b>	GDOT	Additional construction funding

Yellow areas denote most recent changes. Bold font for new figures.

Proposed amendment date: March 7, 2017

ATTACHMENT 2

2/27/17

GHMPO No.	GDOT No.	Segment Location	\$ Thousands															
			FY 2016				FY 2017				FY 2018				FY 2019			
			PE	ROW	CST	UTL	PE	ROW	CST	UTL	PE	ROW	CST	UTL	PE	ROW	CST	UTL
GH-008	122150	SR 11/US 129 from SR 332 to SR 323			\$28,491	\$1,441												
GH-015	0000425	I-985 New Interchange North of SR 13 Crossover Near Martin Rd		\$15,921				\$27,162	\$240									
GH-016	0003626	Sardis Rd Connector from SR 60 to Sardis Rd Near Chestatee Rd														\$19,967		
GH-020	122060	SR 11/US 129 from Limestone Pkwy to South of Nopone Rd														\$14,278		
GH-021	132950	SR 13 from Sawnee Ave to SR 347			\$5,173	\$3,393												
GH-023	0009679	Spout Springs Rd. from I-985 to Union Circle Phase I						\$12,734			\$9,246							
GH-028	13609	Bridge on SR 332 at Walnut Creek	\$294								\$123							
GH-029	122064	Bridge on SR 11 at Chattahoochee River		\$1,180				\$11,924	\$126									
GH-030	122066	Bridge on SR 11 at East Fork Little River		\$3,581				\$7,462	\$126									
GH-056	7170	Bridge on SR 136/Price Rd at Chestatee River	\$259								\$93							
GH-057	122012	Bridge on SR 369 at Chattahoochee River/Lake Lanier		\$77			\$5					\$8,074						
GH-069	0013322	SR 53 Connector/SR 60 at SR 60/SR 369	\$216					\$579				\$1,002						
GH-078	0007319	SR 347 from McEver Rd to Lake Lanier Islands		\$10,250				\$8,512	\$130									
GH-084	0001821	McEver Rd from SR 347 to Jim Crow Rd													\$3,357			
GH-085	0010212	Bridge on SR 53 Westbound at Chattahoochee River	\$1,104												\$234			
GH-102	0013086	I-85 New Interchange at SR 60	\$874															
GH-109	13545	I-85 from North of SR 211 to North of SR 211/US 129					\$425											
GH-115	0008434	SR 53 from I-85 to Tapp Wood Rd													\$3,125			
GH-116	0013922	Bridge on I-985 at Elachee Dr					\$500								\$250			
NA	13977	Oversight Services for GHMPO CMAQ Projects	\$70				\$70											
<b>TOTAL</b>			<b>\$2,817</b>	<b>\$31,009</b>	<b>\$33,664</b>	<b>\$4,835</b>	<b>\$1,000</b>	<b>\$13,313</b>	<b>\$55,060</b>	<b>\$622</b>	<b>\$0</b>	<b>\$9,461</b>	<b>\$9,076</b>	<b>\$0</b>	<b>\$6,481</b>	<b>\$34,729</b>	<b>\$0</b>	<b>\$0</b>

FY 16-19	\$ Thousands
PE	\$10,298
ROW	\$88,512
CST	\$97,800
UTL	\$5,457
<b>TOTAL</b>	<b>\$202,067</b>

Yellow areas denote most recent changes.



## 2016-2019 Transportation Improvement Program

<b>Project Name</b> Spout Springs Road –I-985 to south of Thompsons Mill Rd.	<b>GHMPO No.</b> GH-023	<b>GDOT No.</b> 0009679
	<b>County</b> Hall	<b>City</b> Flowery Branch
<b>Local Rd. Name</b> Spout Springs Road	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> N/A	<b>Map ID</b> 23	<b>RC</b> GMRC

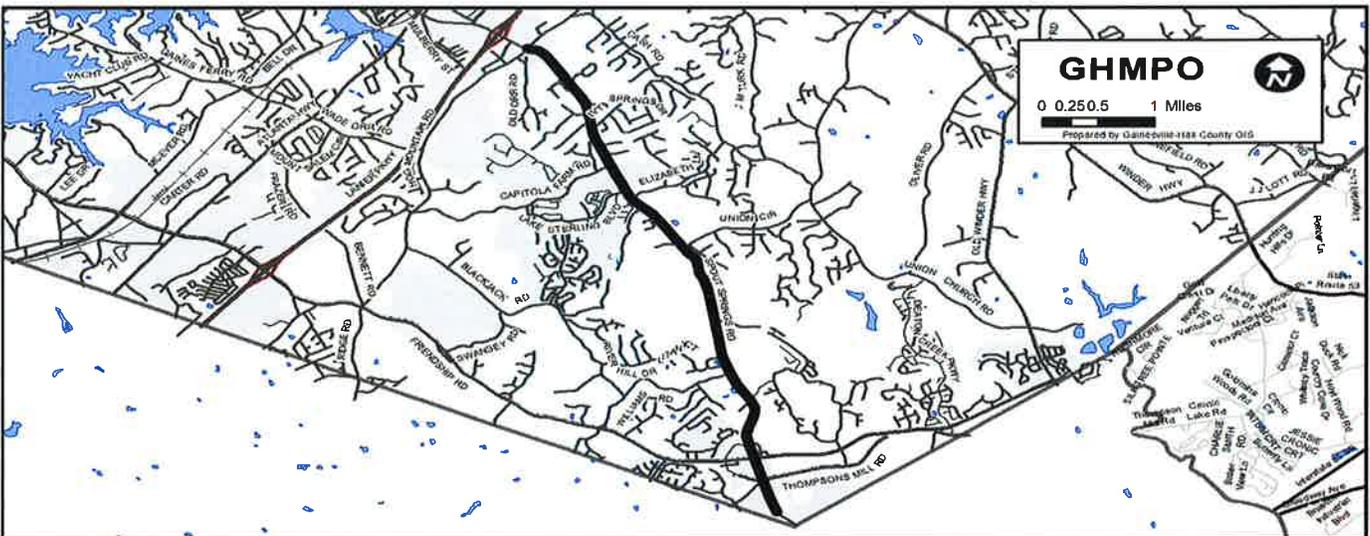
**Project Description**  
 The project would increase capacity between Thompsons Mill Road and Hog Mountain Road by widening Spout Springs Road from two to four lanes and adding a median. It would also improve operations between Hog Mountain Road and the I-985 Southbound on/off ramps by restriping and shifting a right turn lane.

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

**Project Intent**  
 The need for improved mobility and decreased congestion along an important east/west link in south Hall.

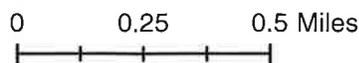
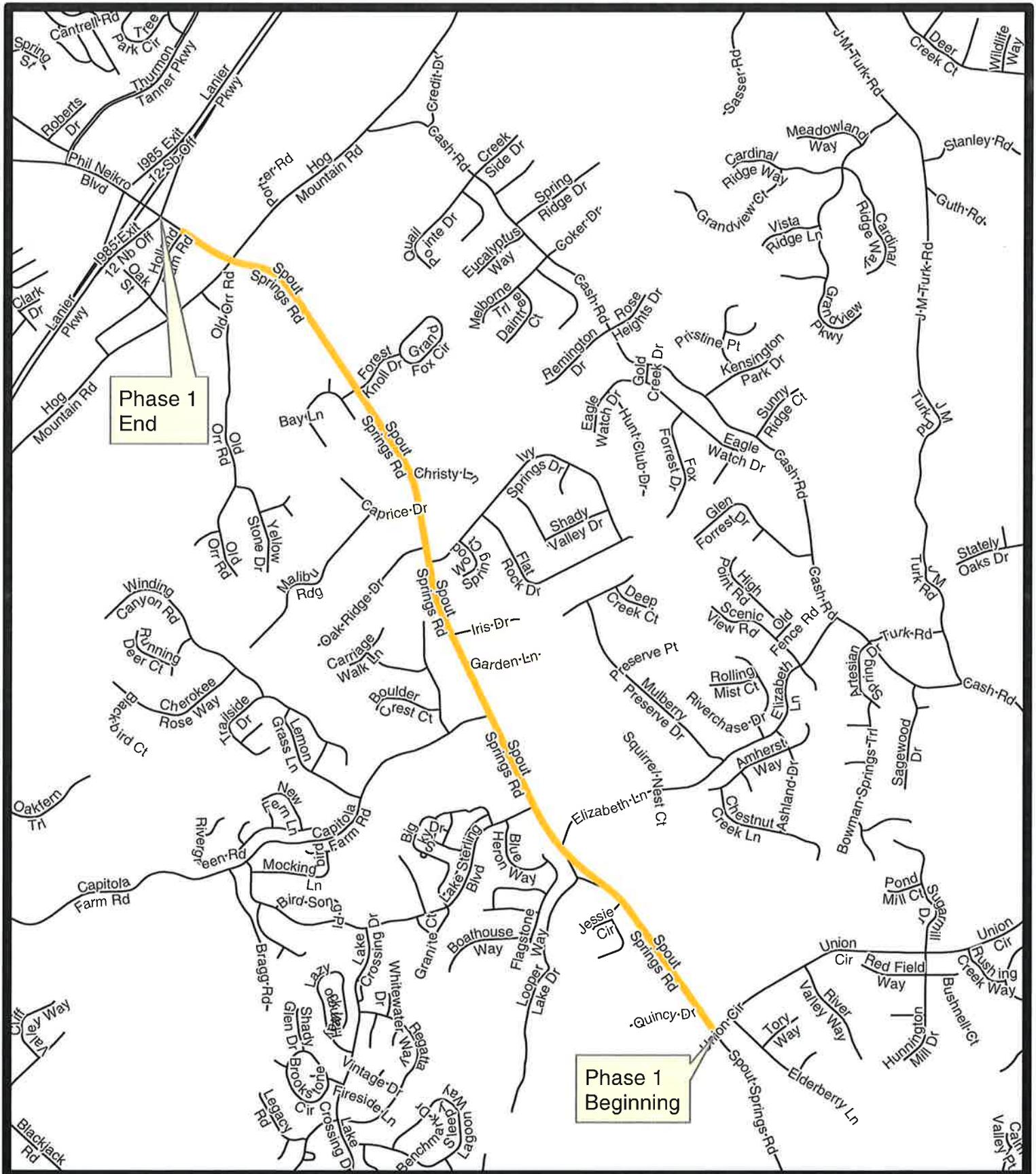
<b>Project Termini</b>	<b>Length (miles)</b> 6.1
From I-985	
To South of Thompsons Mill Rd.	<b>Exist. Lanes</b> 2 <b>Future Lanes</b> 4
<b>Bike / Ped.</b> Sidewalks	<b>Exist. Vol.</b> 13,040 (2013) <b>Design Vol.</b> 22,340 (2040)
<b>Connectivity</b> SR 347/Friendship Road, Hog Mountain Road	
<b>Network Year</b> 2030 <b>L RTP Project Tier:</b> Short-Term (2015-2023)	<b>Open to Traffic Date</b> 2025

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2017	Right-of-Way	Z231	\$0	\$2,546,899	\$10,187,597	\$0	\$12,734,496
2018	Right-of-Way	Z231	\$0	\$1,849,101	\$7,396,403	\$0	\$9,245,504
Auth.	Pre-Engineering	LOCAL	\$3,956,621	\$0	\$0	\$0	\$3,956,621
Auth.	Pre-Engineering	40450	\$0	\$102,000	\$0	\$0	\$102,000
LR	Construction	State/Federal	\$0	\$12,773,803	\$51,095,210	\$0	\$63,869,013
LR	Utilities	LOCAL	\$24,092,509	\$0	\$0	\$0	\$24,092,509
<b>TOTAL</b>			\$28,049,130	\$17,271,803	\$68,679,211	\$0	\$114,000,144



# Hall County Phase 1 Spout Springs Widening Project

Hall County Department of Public Works and Utilities  
Engineering Division





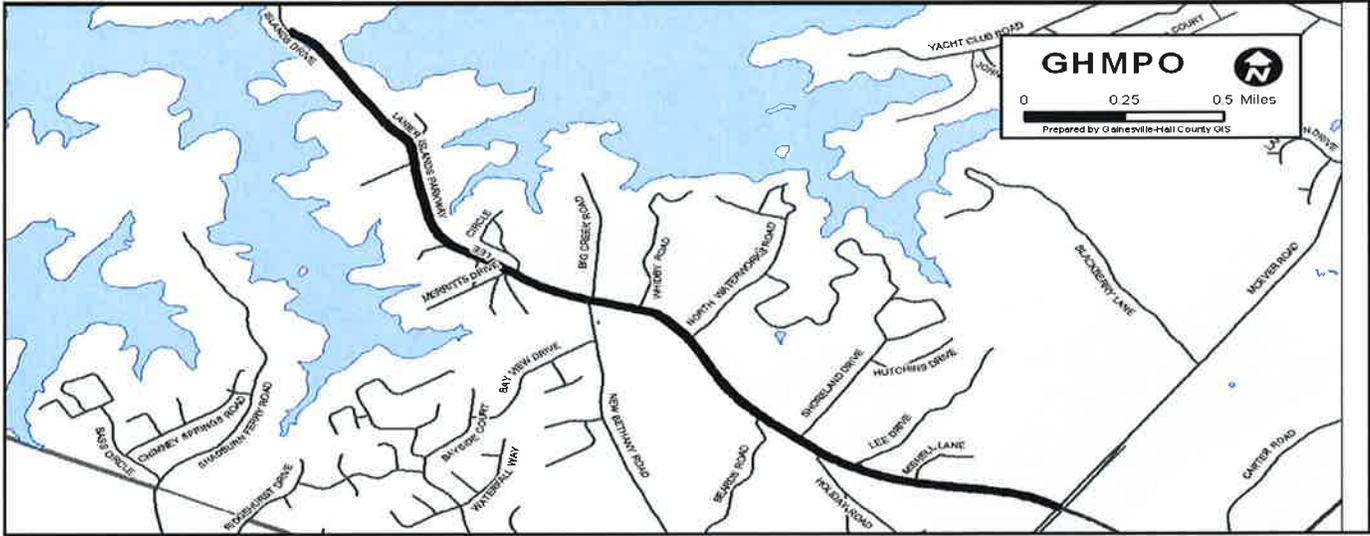
## 2016-2019 Transportation Improvement Program

<b>Project Name</b> SR 347/Lanier Islands Parkway – McEver Road to Lake Lanier Islands	<b>GHMPO No.</b> GH-078	<b>GDOT No.</b> 0007319
	<b>County</b> Hall	<b>City</b> Buford
<b>Local Rd. Name</b> Lanier Islands Parkway	<b>GDOT District</b> 1	<b>Cong. District</b> 9
<b>US/State Rd. Name</b> State Route 347	<b>Map ID</b> 78	<b>RC</b> GMRC

<b>Project Description</b> Adding center turn lane to Lanier Islands Parkway from McEver Road to Lake Lanier Islands.			
<b>Improvement Type</b> Turn Lane	<b>Regionally Significant</b> Yes	<b>Capacity Adding</b> No	<b>Funding Source</b> GDOT
<b>Project Intent</b> Improve access to a rapidly growing area in Hall County.			

<b>Project Termini</b>	<b>Length (miles)</b> 2.6
From McEver Road	<b>Exist. Lanes</b> 2 <b>Future Lanes</b> 3
To Lake Lanier Islands	
<b>Bike / Ped.</b> Sidewalks, bike lanes recommended	<b>Exist. Vol.</b> 2,710 (2013) <b>Design Vol.</b> 6,530 (2040)
<b>Connectivity</b> McEver Road Widening, Buford Hwy Widening	
<b>Network Year</b> N/A	<b>L RTP Project Tier:</b> Short-Term (2015-2023) <b>Open to Traffic Date</b> 2019

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2016	Right-of-Way	M231	\$500,000	\$1,550,000	\$8,200,000	\$0	\$10,250,000
2017	Construction	M231	\$0	\$1,632,503	\$6,530,014	\$0	\$8,162,517
2017	Utilities	LOCAL	\$129,780	\$0	\$0	\$0	\$129,780
Auth.	Pre-Engineering	L200	\$0	\$188,786	\$755,145	\$0	\$943,931
		<b>TOTAL</b>	\$629,780	\$3,371,289	\$15,485,158	\$0	\$19,486,227

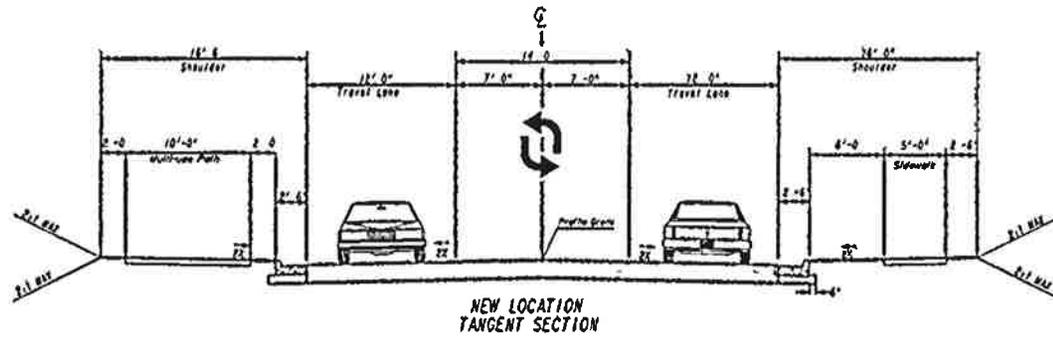
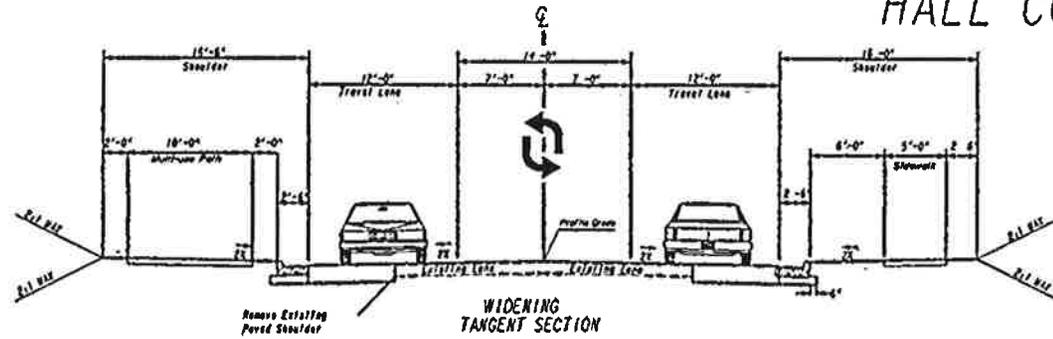


# Lanier Islands Parkway Widening



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

P. I. #0007319 - SR347  
HALL COUNTY





**MEMORANDUM**

**To: Policy Committee Members**  
**From: Sam Baker, Transportation Planning Manager**  
**Date: February 27, 2017**  
**Re: Draft FY 2018 Unified Planning Work Program**

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The Draft FY 2018 Unified Planning Work Program describes the planning projects, studies, and activities the Gainesville-Hall Metropolitan Planning Organization will undertake in FY 2018 from July 1, 2017 through June 30, 2018. In FY 2018, GHMPO and its planning partners intend to complete the following two planning studies:

1. Phase 2 of Green Street Corridor Study will be conducted to study neighboring areas around Green Street to alleviate traffic congestion on this road. The anticipated completion date is December 2017.
2. Work associated with the GHMPO Regional Freight Study will be continued in FY 2018. The anticipated completion date is December 2017.

***RECOMMENDED ACTION:***        *None*

*Attachment: Draft FY 2018 Unified Planning Work Program*



# FY 2018

## Unified Planning Work Program



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

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



**Draft Date: February 7, 2017**  
**Proposed Adoption: May 2, 2017**

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting the FY 2018 Unified Planning Work Program**

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

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

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

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the FY 2018 Unified Planning Work Program for the period from July 1, 2017 to June 30, 2018.

\_\_\_\_\_  
Tom Crow, Chair  
GHMPO Policy Committee

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Date

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# INTRODUCTION

## A. Purpose of the Unified Planning Work Program

The Fiscal Year 2018 Unified Planning Work Program (UPWP) describes the organization's planning goals and activities, provides cost estimates for each activity, identifies funding sources, and outlines a work schedule for the period July 1, 2017 through June 30, 2018. The document is organized into five major sections as follows:

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

The five sections of the UPWP include information on the parties responsible for carrying out the various planning activities. These activities are mostly geared towards the preparation and development of the Long-Range Transportation Plan (LRTP) with at least a 20-year horizon and a Transportation Improvement Program (TIP) which defines funded projects over four years. Public participation is an integral part throughout the planning process.

## B. FAST Act Planning Factors

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

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

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

## C. Planning Emphasis Areas (PEAs)

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

The FAST Act federal transportation regulations and guidelines outline planning emphasis areas as (1) FAST Act Implementation, (2) Regional Models of Cooperation, and (3) Ladders of Opportunity. MPOs are required to include these emphasis areas in the FY 2018 UPWP. The GHMPO transportation planning process will include the following planning emphasis areas addressed in the UPWP work elements as listed below:

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

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

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

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

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

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

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

#### U.S. Department of Transportation

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

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

FTA provides financial assistance and oversees grants to state and local transit providers, primarily through its regional and metropolitan offices. FTA is responsible for ensuring that grantees follow federal mandates along with statutory and administrative requirements.

#### Georgia Department of Transportation

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

### **E. GHMPO's Planning Priorities in FY 2018**

The GHMPO will work towards the following 12 planning priorities in FY 2018:

1. Amend the Regional Transportation Plan through agency, stakeholder, and public coordination, as necessary.
2. Amend the Transportation Improvement Program, as necessary.
3. Provide a more integrated multimodal and intermodal transportation system that increases travel options by prioritizing transit, pedestrian, and bicycle travel throughout the region.
4. Maintain and improve transportation system safety and security for motorists, transit riders, pedestrians, and bicyclists.
5. Take steps to continually monitor and maintain the transportation system.
6. Develop a transportation system that conserves energy, promotes the attainment of air quality standards, protects the natural environment and minimizes adverse impacts.
7. Provide a transportation system that provides for the movement of people and goods safely and efficiently and advances the region's economic competitiveness.
8. Develop a transportation system that is efficient by integrating transportation planning with land use decisions and other comprehensive planning tools.
9. Complete the Regional Freight Study undertaken in FY 2017.
10. Complete the second phase of Green Street Corridor Study undertaken in FY 2017.

## **TASK # 1: ADMINISTRATION**

### **Sub-Element 1.1: Operations and Administration**

#### **Objective**

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

#### **Previous Work**

- In FY 2017, the three GHMPO committees had three regular meetings. Meeting minutes were prepared and later archived on the GHMPO website.
- Quarterly reports, reimbursable forms, and an annual report were prepared and submitted to the GDOT Planning Office.
- Attended Interagency Consultation Group meetings.
- Coordinated and worked with local governments and agencies regarding rulemaking on MPO planning area reform and performance measures development.
- Represented GHMPO on Atlanta Regional Commission's Transportation Coordinating Committee.
- Attended various project specific meetings with GDOT, ARC, and other local agencies.
- Appointed new members to the Citizens Advisory Committee.
- Upon request, presented information on the GHMPO structure and current projects to local jurisdictions.
- GHMPO was an active member of the Association of Metropolitan Planning Organizations (AMPO).
- GHMPO cooperated with GDOT on an audit of local match for federal planning grant.

#### **Project Description**

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

- The GHMPO will continue to provide staff that will be the local expert in transportation areas, assisting planning partners in transportation project development, building consensus and value in alternatives analysis, shared planning products, and providing a forum for regional decision making.
- Task # 1.1 will address GHMPO planning priority numbers 7 through 12.

**Product**

- GHMPO committee meeting agendas and minutes
- Quarterly FY 2018 Reports and an Annual Performance Report FY 2018
- Accounting narratives and invoices

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Operations and administration

<b>TARGET START AND END DATES</b>	<b>LEAD AGENCY</b>
7/1/2017 - 6/30/2018	GHMPO

<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$138,194.37
LOCAL MATCH (20%)	\$34,548.59
<b>TOTAL</b>	<b>\$172,742.96</b>

## **TASK # 1: ADMINISTRATION**

### **Sub-Element 1.2: Training/Employee Education**

#### **Objective**

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

#### **Previous Work**

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

- 2016 Association of Metropolitan Planning Organizations Annual Conference in Fort Worth, Texas - attended by Sam Baker and Joseph Boyd
- 2016 Georgia Planning Association Fall Conference in Augusta, Georgia - attended by Sam Baker and Joseph Boyd
- 2017 American Planning Association National Conference in New York - attended by Srikanth Yamala
- Georgia Walks Summit in Macon, Georgia - attended by Sam Baker and Joseph Boyd
- GAMPO annual meeting in Atlanta, Georgia - attended by Sam Baker, Srikanth Yamala, and Joseph Boyd
- GAMPO meeting in Albany, Georgia – attended by Sam Baker and Joseph Boyd

#### **Project Description**

- Staff plans to attend the 2017 Association of Metropolitan Planning Organizations Annual Conference in Savannah, Georgia.
- Staff plans to attend the 2018 American Planning Association National Conference in New Orleans, Louisiana.
- Staff plans to attend the fall and spring conferences of the Georgia Planning Association (locations not yet announced).
- Staff may attend other transportation related conferences, seminars and courses including those offered by the National Highway Institute (NHI), Transportation Research Board (TRB), US Environmental Protection Agency (EPA), Georgia Environmental Protection Division (EPD), FHWA, FTA, and GDOT.
- Task # 1.2 will address GHMPO planning priority numbers 7 through 12.

#### **Product**

- Ongoing staff improvement and education

**TRANSPORTATION RELATED PLANNING ACTIVITIES**

**ORGANIZATION**  
GHMPO

**ACTIVITIES**  
Training and employee education

**TARGET START  
AND END DATES**

7/1/2017 – 6/30/2018

**LEAD AGENCY**

GHMPO

**FUNDING SOURCE**

**AMOUNT**

FHWA (80%)	\$18,000.00
LOCAL MATCH (20%)	\$4,500.00
<b>TOTAL</b>	<b>\$22,500.00</b>

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**TASK # 1: ADMINISTRATION****Sub-Element 1.3: Equipment and Supplies****Objective**

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

**Previous Work**

- Office supplies (envelopes, folders, appointment books, pens, name badges, and calendar) were acquired.

**Project Description**

- Maintain computer systems and other office equipment used by the MPO in line with relevant transportation planning activities.
- Task # 1.3 will address GHMPO planning priority numbers 7 through 12.

**Product**

- Adequate technology and office equipment to operate the MPO.

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Equipment and supplies

<b>TARGET START AND END DATES</b>	7/1/2017 – 6/30/2018	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$2,000.00
LOCAL MATCH (20%)	\$500.00
<b>TOTAL</b>	<b>\$2,500.00</b>

## TASK # 1: ADMINISTRATION

### Sub-Element 1.4: UPWP

#### Objective

- Identify work tasks undertaken by the GHMPO to address metropolitan area transportation planning.
- Collect public and committee input on a proposed FY 2018 UPWP.
- Take into consideration MPO progress made on FY 2017 UPWP.
- Develop and draft final UPWP.

#### Previous Work

- Developed FY 2018 UPWP and annual budget.
- Submitted GHMPO's FY 2017 Annual Performance Report to GDOT.
- Program was reviewed and approved by the three committees.
- Legal advertisement was published in the *Gainesville Times* seeking public comment on draft FY 2018 UPWP, per the Participation Plan.
- Draft UPWP was posted on the GHMPO website for public review.

#### Project Description

- Identify transportation planning work tasks and sub-elements, prepare descriptive narrative and cost estimate for each sub-element, and coordinate input for the FY 2018 UPWP.
- Consider Planning Emphasis Areas (PEAs) under each work task.
- Task # 1.4 will address GHMPO planning priority numbers 1 through 6.

#### Product

- Adopted FY 2019 UPWP by June 2018

#### TRANSPORTATION RELATED PLANNING ACTIVITIES

ORGANIZATION	ACTIVITIES
GHMPO	UPWP

TARGET START AND END DATES	LEAD AGENCY	GHMPO
7/1/2017 – 6/30/2018		

#### FUNDING SOURCE

#### AMOUNT

FHWA (80%)	\$10,000.00
LOCAL MATCH (20%)	\$2,500.00
<b>TOTAL</b>	<b>\$12,500.00</b>

## **TASK # 2: PUBLIC INVOLVEMENT**

### **Sub-Element 2.1: Community Outreach/Education**

#### **Objective**

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

#### **Previous Work**

- Published legal advertisements in the Times seeking public input on all MPO document updates and amendments (UPWP, TIP, RTP, Participation Plan, Title VI/EJ document, etc.).
- Delivered presentations to various stakeholder groups, such as Greater Hall Chamber of Commerce Issues Committee and Martin Road Corridor Study Stakeholder Committee, on transportation issues.
- Updated and maintained a website on MPO activities.
- Communicated with the Martin Road community and the stakeholder committee via website, e-mail, and telephone on Martin Road corridor analysis.
- Organized a public meeting with the Martin Road community to discuss and seek community input on alternatives to Martin Road widening and alternative connections between I-985 and SR 53.
- Held Hall Area Transit (HAT) driver workshop and public information sessions to seek input on HAT Transit Development Plan.
- Formed a Freight Advisory Committee as part of the Regional Freight Study. Communicated via email and held meetings with the Freight Advisory Committee regarding regional freight issues.
- Updated and expanded mail and e-mail contact lists of citizens and stakeholders.
- Interviewed with the Gainesville Times and AccessWDUN on current local transportation topics for news dissemination.

#### **Project Description**

- Provide opportunity for public comment and review on various GHMPO and Hall Area Transit (HAT) documents and activities.
- Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
- Advertise the availability of draft documents for public review and comment.
- Research potential procedures to evaluate the effects of development and transportation investments on communities including environmental justice issues. This is an ongoing activity.
- Provide adequate notice of GHMPO activities as outlined in the Participation Plan.
- Maintain and update the GHMPO website.
- Maintain and update database of community stakeholders for mail and electronic notification of transportation activities.
- Review and update the Participation Plan as appropriate. Annually report on the status of the Participation Plan, Title VI compliance, Environmental Justice outreach, and Limited English

Proficiency analysis. Staff will annually attend training events for ADA, Title VI, EJ, and LEP, as available.

- Continue to engage the Citizens Advisory Committee through innovative and new public involvement techniques to increase participation and public outreach.
- Continue to develop visualization tools and techniques to better communicate the transportation planning process, MPO plans, and programs for the public and local officials.
- The GHMPO will continue to carry out the strategies and policies identified in the Participation Plan for all documents and plans, as appropriate, including the 2040 RTP update.
- Continue to explore ways to make the GHMPO transportation planning process more transparent and inclusionary.
- Task # 2.1 will address GHMPO planning priority numbers 1 through 6.

**Product**

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

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Community outreach & education

<b>TARGET START AND END DATES</b>	7/1/2017 – 6/30/2018	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$8,000.00
LOCAL MATCH (20%)	\$2,000.00
<b>TOTAL</b>	<b>\$10,000.00</b>

## **TASK # 3: DATA COLLECTION**

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

#### **Objective**

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

#### **Previous Work**

- Applied 2010 base year and 2040 future year socioeconomic data from the Gainesville-Hall Regional Transportation Plan: 2015 Update in Hall County's comprehensive plan update.
- Coordinated with ARC on air quality modeling for emission analysis and air quality conformity determination.

#### **Project Description**

- Monitor socioeconomic data, and update, as necessary.
- Continue to assist in the update of the Hall County comprehensive plan by incorporating the transportation analysis and recommendations from the RTP update.
- Receive input on land use from the Hall County comprehensive plan update process.
- Track land use and growth patterns of the GHMPO planning area and incorporate into the RTP, the regional travel demand model, and the Transportation Demand Management (TDM), as needed.
- Continue to use GIS as an analytical and data management tool in spatial work projects including RTP updates and demographic studies.
- As requested, attend meetings with local and regional agencies for data sharing regarding the Atlanta non-attainment area and planning data needs.
- Task # 3.1 will address GHMPO planning priority numbers 1 through 6.

#### **Product**

- Updated existing and future land use maps of Hall County by June 2018

**TRANSPORTATION RELATED PLANNING ACTIVITIES**

**ORGANIZATION**  
GHMPO

**ACTIVITIES**  
Data review and update

**TARGET START  
AND END DATES**

7/1/2017 – 6/30/2018

**LEAD AGENCY**

GHMPO

**FUNDING SOURCE**

**AMOUNT**

FHWA (80%)	\$5,000.00
LOCAL MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

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## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.1: Intermodal Planning**

#### **Objective**

- Plan for intermodal modes of transportation.

#### **Previous Work**

- Initiated Hall County Trails Initiative to implement the recommendations of the bicycle and pedestrian plan leading to the grand opening of the Chicopee section of the Highlands to Islands Trails in Hall County.
- Met with Gwinnett County officials and its consultants for Gwinnett County's transportation plan update to coordinate intermodal planning initiatives between Gwinnett County and GHMPO.
- Developed a 5-year Transit Development Plan for Hall Area Transit with recommendations for fleet, service enhancement, and service expansion.

#### **Project Description**

- Pursue Hall County Trails Initiative with the citizen initiated trails group.
- Work with Hall Area Transit on transit expansion or improvement initiatives.
- Task # 4.1 will address GHMPO planning priority numbers 4, 7, and 8.

#### **Product**

- Construction of new trails and extension of existing trails
- Gainesville Connection and Hall Area Transit service expansion/enhancement

#### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Intermodal planning

TARGET START AND END DATES	7/1/2017 – 6/30/2018	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.2: GIS & Model Development and Applications**

#### **Objective**

- Develop and update travel demand and air quality models for long-range of transportation plan.
- Apply GIS to develop maps for transportation plans and studies.

#### **Previous Work**

- Analyzed the U.S. Department of Transportation's proposed rules on MPO coordination and planning area reform using GIS.
- Developed GIS maps for freight study.
- Conducted sidewalk inventory using GIS.
- Updated Hall County and Jackson County crash profiles, mapped crashes, and identified high crash locations.
- Analyzed share of population among the local governments in the GHMPO planning area.
- Developed maps for proposed Exit 14 interchange on I-985 and Martin Road corridor analysis.

#### **Project Description**

- Review and provide the outputs of the travel demand models, as necessary.
- Create GIS maps, as necessary, for analysis.
- Task # 4.3 will address GHMPO planning priority numbers 7 through 12.

#### **Product**

- Travel demand model outputs and GIS maps by June 2018

<b>TRANSPORTATION RELATED PLANNING ACTIVITIES</b>	
<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GDOT	Travel demand model development
GHMPO	Travel demand model & GIS applications

<b>TARGET START AND END DATES</b>	7/1/2017 – 6/30/2018	<b>LEAD AGENCY</b>	GDOT
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$5,000.00
LOCAL MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

**TASK # 4: SYSTEM PLANNING****Sub-Element 4.3: Long-Range Plan****Objective**

- The Long-Range Transportation Plan (LRTP) provides the basis for transportation investment of regionally significant projects and programs within the planning area. The LRTP addresses various modes of transportation as well as the safety and security of the region’s transportation system. The long-range 2040 RTP is the latest version of the LRTP document.
- Develop and update a long-range, multi-modal LRTP for the GHMPO planning area. This is a continuing work element.

**Previous Work**

- Implemented the transportation projects in the 2016-2019 Transportation Improvement Program from the 2040 RTP update.
- Amended the RTP, per request from GDOT, to add projects for funding and implementation.

**Project Description**

- Continue to manage the implementation of the transportation projects in the 2040 RTP update.
- Task # 4.4 will address GHMPO planning priority number 1.

**Product**

- Gainesville-Hall Regional Transportation Plan: 2015 Update project implementation (ongoing)

TRANSPORTATION RELATED PLANNING ACTIVITIES	
ORGANIZATION	ACTIVITIES
GHMPO	Long-range planning

<b>TARGET START AND END DATES</b>	7/1/2017 – 6/30/2018	<b>LEAD AGENCY</b>	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.4: Transportation Improvement Program**

#### **Objective**

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

#### **Previous Work**

- Attended quarterly pre-construction project meetings at the GDOT District 1 Office.
- Coordinated with GDOT and local jurisdictions on project status and dollar amounts.
- Added committee approved amendments and administrative modifications to the 2016-2019 TIP while coordinating with ARC on the impact of conformity modeling.

#### **Project Description**

- Amend the TIP, as necessary.
- Task # 4.5 will address GHMPO planning priority number 2.

#### **Product**

- 2016-2019 TIP amendments by June 2018

#### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2017 – 6/30/2018	LEAD AGENCY	GHMPO
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FUNDING SOURCE	AMOUNT
FHWA (80%)	\$5,000.00
LOCAL MATCH (20%)	\$1,250.00
<b>TOTAL</b>	<b>\$6,250.00</b>

## **TASK # 4: SYSTEM PLANNING**

### **Sub-Element 4.5: Special Transportation Studies**

#### **Objective**

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

#### **Previous Work**

- The City of Gainesville completed the first phase of Green Street corridor study identifying what exists underneath the street.
- The City of Gainesville undertook the second phase of Green Street corridor study to identify strategies to reduce traffic congestion.
- GHMPO undertook a regional freight study to identify specific freight projects for the region.
- GHMPO assisted the City of Flowery Branch conduct the Mitchell Street conceptual study to improve this street.

#### **Project Description**

- Complete the second phase of Green Street corridor study.
- Complete the regional freight study.
- Task # 4.6 will address GHMPO planning priority numbers 3, 4, and 5.

#### **Product**

- GHMPO Regional Freight Study by December 2017
- Green Street Corridor Study, 2<sup>nd</sup> Phase by December 2017

<b>TRANSPORTATION RELATED PLANNING ACTIVITY</b>	
<b>ORGANIZATION</b>	<b>ACTIVITY</b>
GHMPO	Freight Study
City of Gainesville	Green Street Corridor Study

<b>TARGET START AND END DATES</b>	7/1/2017 – 6/30/2018	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FHWA (80%)	\$10,000.00
LOCAL MATCH (20%)	\$2,500.00
<b>TOTAL</b>	<b>\$12,500.00</b>

## **TASK # 5: TRANSIT PLANNING**

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

#### **Objective**

- Administer and operate the MPO transit planning process by properly coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, and all involved stakeholders, including accounting for all MPO transit planning-related activities during fiscal year 2018.

#### **Previous Work**

- Developed the transit section in the 2018 UPWP and presented to the GHMPO committees.
- Adopted the 2018 UPWP on May 2, 2017.
- Attended the 2016 AMPO conference in Fort Worth, Texas by Sam Baker and Joseph Boyd.
- Attended 2017 APA national conference in New York, NY by Task # 4.5 will address GHMPO planning priority number 2.
- Managed the FY 2017 Section 5303 contract and successfully completed all tasks listed in the grant program.
- Participated in the transit program update calls conducted by GDOT.
- Prepared and submitted the FY 2018 Section 5303 contract to GDOT.
- GHMPO retained its membership of the Georgia Transit Association.
- GHMPO became a member of the Association of Metropolitan Planning Organizations.

#### **Project Description**

- Provide transit planning administration and assistance to HAT.
- Continue coordination with HAT in developing the transit work element for the FY 2018 UPWP.
- Participate and present transit related information and activities before municipalities and/or appropriate committees.
- Task # 5.1 will address GHMPO planning priority numbers 2, 5, 6, and 7.

#### **Product**

- Section 5303 grant application by November 2017
- 2016-2019 TIP amendments, as necessary, by June 2018
- Transit section of FY 2018 UPWP by June 2018
- Accounting report at the end of each fiscal quarter

### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Program Support & Administration

<b>TARGET START AND END DATES</b>	7/1/2017 – 6/30/2018	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FTA	\$63,223.00
STATE 5303 MATCH	\$7,902.87
LOCAL MATCH	\$7,902.88
<b>TOTAL</b>	<b>\$79,028.75</b>

DRAFT

## **TASK # 5: TRANSIT PLANNING**

### **Sub-Element 5.2: Long Range Transportation Planning (Project Level) (FTA ALI Code 44.23.02)**

#### **Objective**

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

#### **Previous Work**

- Managed the implementation of the projects in the 2016-2019 Transportation Improvement Program to implement the transit recommendations of the Gainesville-Hall Regional Transportation Plan (RTP).
- Prepared a five-year Transit Development Plan included recommendations for:
  - Fixed route expansion in years 1 through 5
  - Fixed route improvements in years 1 through 5
  - Capital procurement (fare boxes, security systems, passenger apps, etc.) in years 1 through 5
  - Express bus service to Atlanta
  - Paratransit bus service route improvements in years 1 through 5
  - Paratransit vehicle procurement (fare boxes, security systems, passenger apps, etc.)

#### **Project Description**

- Amend the transit sections of the RTP, as necessary.
- Task # 5.2 will address GHMPO planning priority numbers 1 and 6.

#### **Product**

- Transit Development Plan by June 2018
- Amended RTP by June 2018

### **TRANSPORTATION RELATED PLANNING ACTIVITIES**

<b>ORGANIZATION</b>	<b>ACTIVITIES</b>
GHMPO	Long Range Transportation Planning (Project Level)

<b>TARGET START AND END DATES</b>	7/1/2017 – 6/30/2018	<b>LEAD AGENCY</b>	GHMPO
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<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
FTA	\$4,000.00
STATE 5303 MATCH	\$500.00
LOCAL MATCH	\$500.00
<b>TOTAL</b>	<b>\$5,000.00</b>

**TASK # 5: TRANSIT PLANNING****Sub-Element 5.3: Transportation Improvement Program (FTA ALI Code 44.25.00)****Objective**

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

**Previous Work**

- Amended 2016-2019 TIP incorporating Hall Area Transit projects.

**Project Description**

- Amend the 2016-2019 TIP, as necessary.
- Task # 5.3 will address GHMPO planning priority number 2.

**Product**

- Transit section of the 2016-2019 TIP by June 2018

**TRANSPORTATION RELATED PLANNING ACTIVITIES**

ORGANIZATION	ACTIVITIES
GHMPO	Transportation Improvement Program

TARGET START AND END DATES	7/1/2017 – 6/30/2018	LEAD AGENCY	GHMPO

FUNDING SOURCE	AMOUNT
FTA	\$4,000.00
STATE 5303 MATCH	\$500.00
LOCAL MATCH	\$500.00
<b>TOTAL</b>	<b>\$5,000.00</b>

## GHMPO Business Plan

### Objective

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

### Anticipated Products

Product	Cost Estimate	Date of Completion
2045 Socioeconomic Data Update	\$25,000	FY 2019
Regional Transportation Plan: 2019 Update	\$250,000	FY 2020
Economic Impact of Local Transportation Programs/Projects Study	\$50,000	FY 2020
Northern Connector Study	\$100,000	FY 2022
Gainesville Transportation Plan Update	\$150,000	FY 2023

<b>GHMPO Five-Year Funding Plan</b>					
	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>
<b>FHWA Allocation</b>	\$221,194.37	\$213,306.31	\$215,439.38	\$217,593.77	\$219,769.71
<b>FHWA PL Apply</b>	\$0.00	\$0.00	\$300,000.00	\$50,000.00	\$100,000.00
<b>FTA Allocation</b>	\$71,223.00	\$71,935.23	\$72,654.58	\$73,381.13	\$74,114.94
<b>State Match</b>	\$8,902.87	\$8,991.90	\$9,081.82	\$9,172.64	\$9,264.36
<b>Local Match</b>	\$8,902.88	\$8,991.91	\$9,081.83	\$9,172.65	\$9,264.37
<b>Total Revenue</b>	<b>\$300,223.12</b>	<b>\$303,225.35</b>	<b>\$606,257.60</b>	<b>\$359,320.18</b>	<b>\$412,413.38</b>
<b>Contracts</b>	\$0.00	\$25,000.00	\$300,000.00	\$50,000.00	\$100,000.00
<b>Staff/Direct</b>	\$300,223.12	\$278,225.35	\$306,257.60	\$309,320.18	\$312,413.38
<b>Total Expenditures</b>	<b>\$300,223.12</b>	<b>\$303,225.35</b>	<b>\$606,257.60</b>	<b>\$359,320.18</b>	<b>\$412,413.38</b>

1% annual growth in allocation

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

FHWA PL Apply are prior year funds GHMPO must apply for

## PROPOSED FUNDING SOURCE BY TASK

FUNDING SOURCE	TASK NO.	TASK DESCRIPTION	FHWA	FHWA-SPR	FEDERAL TOTAL	STATE PL MATCH	STATE SPR MATCH	STATE TOTAL	LOCAL MATCH	TOTAL
PL	1.1	Operations & Administration	138,194.37	0	138,194.37	0	0	0	34,548.59	172,742.96
PL	1.2	Training/Employee Education	18,000.00	0	18,000.00	0	0	0	4,500.00	22,500.00
PL	1.3	Equipment & Supplies	2,000.00	0	2,000.00	0	0	0	500.00	2,500.00
PL	1.4	UPWP	10,000.00	0	10,000.00	0	0	0	2,500.00	12,500.00
PL	2.1	Community Outreach/Education	8,000.00	0	8,000.00	0	0	0	2,000.00	10,000.00
PL	3.1	Socio-Economic Data	5,000.00	0	5,000.00	0	0	0	1,250.00	6,250.00
PL	4.1	Intermodal Planning	5,000.00	0	5,000.00	0	0	0	1,250.00	6,250.00
PL	4.2	GIS, Model Development & Apps.	5,000.00	0	5,000.00	0	0	0	1,250.00	6,250.00
PL	4.3	Long Range Plan	5,000.00	0	5,000.00	0	0	0	1,250.00	6,250.00
PL	4.4	TIP	5,000.00	0	5,000.00	0	0	0	1,250.00	6,250.00
PL	4.5	Special Transportation Studies	10,000.00	0	10,000.00	0	0	0	2,500.00	12,500.00
<b>PL</b>	<b>1.1 - 4.5</b>	<b>Total</b>	<b>211,194.37</b>	<b>0</b>	<b>211,194.37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52,148.59</b>	<b>263,992.96</b>

**PROPOSED FUNDING SOURCE BY TASK**

<b>FUNDING SOURCE</b>	<b>TASK NO.</b>	<b>TASK DESCRIPTION</b>	<b>FTA – 5303</b>	<b>FEDERAL TOTAL</b>	<b>STATE 5303 MATCH</b>	<b>STATE TOTAL</b>	<b>LOCAL MATCH</b>	<b>TOTAL</b>
5303	5.1	Program Support & Administration	63,223.00	63,223.00	7,902.87	7,902.87	7,902.88	79,028.75
5303	5.2	Long Range Planning	4,000.00	4,000.00	500.00	500.00	500.00	5,000.00
5303	5.3	TIP	4,000.00	4,000.00	500.00	500.00	500.00	5,000.00
<b>5303</b>	<b>5.1 - 5.3</b>	<b>Total</b>	<b>71,223.00</b>	<b>71,223.00</b>	<b>8,902.87</b>	<b>8,902.87</b>	<b>8,902.88</b>	<b>89,028.75</b>

## FY 2018 Draft Total Budget

GHMPO's total budget for FY 2018 is **\$353,021.71** from all the sources:

Work Elements	PL Funds (\$)			Section 5303 Funds (\$)				Total Budget Amount (\$)
	Budget Amount (100%)	FHWA (80%)	Local Match (20%)	Budget Amount (100%)	FTA (80%)	GDOT Match (10%)	Local Match (10%)	
<b>1.0 Administration</b>								
1.1 Operations and Administration	172,742.96	138,194.37	34,548.59	0.00	0.00	0.00	0.00	172,742.96
1.2 Training/Employee Education	22,500.00	18,000.00	4,500.00	0.00	0.00	0.00	0.00	22,500.00
1.3 Equipment and Supplies	2,500.00	2,000.00	500.00	0.00	0.00	0.00	0.00	2,500.00
1.4 UPWP	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
<b>Work Element 1.0 Total</b>	<b>210,242.96</b>	<b>168,194.37</b>	<b>42,048.59</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>210,242.96</b>
<b>2.0 Public Involvement</b>								
2.1 Community Outreach/Education	10,000.00	8,000.00	2,000.00	0.00	0.00	0.00	0.00	10,000.00
<b>Work Element 2.0 Total</b>	<b>10,000.00</b>	<b>8,000.00</b>	<b>1,600.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>10,000.00</b>
<b>3.0 Data Collection</b>								
3.1 Socioeconomic Data	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
<b>Work Element 3.0 Total</b>	<b>6,250.00</b>	<b>5,000.00</b>	<b>1,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>6,250.00</b>
<b>4.0 System Planning</b>								
4.1 Intermodal Planning	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.2 GIS, Model Development & Applications	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.3 Long-Range Plan	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.4 Transportation Improvement Program	6,250.00	5,000.00	1,250.00	0.00	0.00	0.00	0.00	6,250.00
4.5 Special Transportation Studies	12,500.00	10,000.00	2,500.00	0.00	0.00	0.00	0.00	12,500.00
<b>Work Element 4.0 Total</b>	<b>37,500.00</b>	<b>30,000.00</b>	<b>7,500.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>37,500.00</b>
<b>5.0 Transit Planning</b>								
5.1 Program Support & Administration	0.00	0.00	0.00	79,028.75	63,223.00	7,902.87	7,902.88	79,028.75
5.2 Long Range Transportation Planning	0.00	0.00	0.00	5,000.00	4,000.00	500.00	500.00	5,000.00
5.3 Transportation Improvement Program	0.00	0.00	0.00	5,000.00	4,000.00	500.00	500.00	5,000.00
<b>Work Element 5.0 Total</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>89,028.75</b>	<b>71,223.00</b>	<b>8,902.87</b>	<b>8,902.88</b>	<b>89,028.75</b>
<b>Total Work Elements (\$)</b>	<b>263,992.96</b>	<b>211,194.37</b>	<b>52,148.59</b>	<b>89,028.75</b>	<b>71,223.00</b>	<b>8,902.87</b>	<b>8,902.88</b>	<b>353,021.71</b>

## METROPOLITAN PLANNING FACTORS TO BE CONSIDERED IN THE 2018 UPWP

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



**MEMORANDUM**

**To: Policy Committee Members**

**From: Sam Baker, Transportation Planning Manager**

**Date: February 27, 2017**

**Re: Hall Area Transit Development Plan Update**

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Beginning in September 2016, the Gainesville-Hall Metropolitan Planning Organization contracted with J.R. Wilburn and Associates (JRWA) to update the Hall Area Transit Development Plan. The stated mission of this Transit Development Plan is to, “*Set a direction for Hall Area Transit to promote multimodal opportunities while supporting regional economic development initiatives.*”

As part of the plan update, JRWA met with the drivers of Gainesville Connection and Hall Area Transit on November 1, 2016 to seek their feedback. In addition, it held public and stakeholder meetings on November 10, 2016.

JRWA has developed a draft update of the Hall Area Transit Development Plan. It provides recommendations regarding the following:

- Fixed route expansion
- Fixed route improvements
- Capital procurement such as fare boxes, security systems, passenger apps, etc.
- Express bus service to Atlanta
- Paratransit bus service route improvements
- Paratransit vehicle procurement
- Funding options
- Marketing strategies

***RECOMMENDED ACTION:***        ***Approve the resolution adopting the Transit Development Plan***

*Attachment: Hall Area Transit Development Plan Presentation*



## *Gainesville - Hall Metropolitan Planning Organization*

### **A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Adopting the Hall Area Transit Development Plan Update**

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

**WHEREAS**, Fixing America's Surface Transportation (FAST) Act directs the Metropolitan Planning Organization to increase the accessibility and mobility options available to people;

**WHEREAS**, the Transit Development Plan Update makes recommendations to improve the area's public transit system.

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts the Hall Area Transit Development Plan Update.

\_\_\_\_\_  
Ralph Richardson, Jr., Chairperson  
Policy Committee

Subscribed and sworn to me this the March 7, 2017.

\_\_\_\_\_  
Notary Public

My commission expires \_\_\_\_\_

# Hall Area Transit Development Plan Update

## Summary Briefing



## Presentation Topics

- Current service characteristics
- Projected needs
- Assessment of service options
  - Fixed route
  - Commuter
  - Demand response
- Other recommendations

## Presentation Topics

- Transit Development Plan overview
- Area characteristics influencing transit service
- Outreach activities
- Peer review
- Current service characteristics
- Projected needs
- Assessment of service options
  - Fixed route
  - Commuter services
  - Demand response
- Other recommendations



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## Transit Development Plan Overview

- **Definition:** Strategy for efficient use of funds to maximize transit services
- **Purpose:** Develop strategies to enhance transit service given existing and projected issues, opportunities, and funding levels
- **Mission:** Set a direction for Hall Area Transit to promote multimodal opportunities while supporting regional economic development initiatives

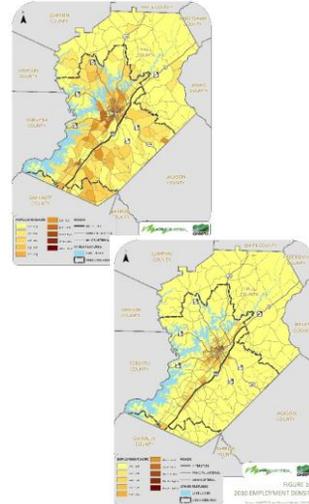


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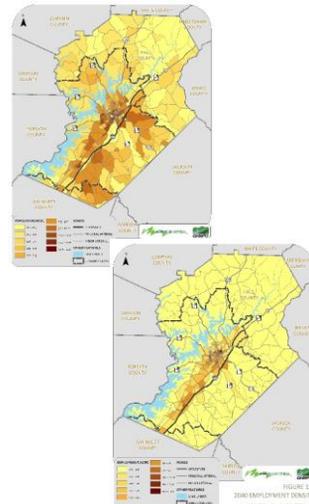
## Area Characteristics – Development

- Low density development
  - Residential primarily single family and rural
  - Employment mostly industry and service related, with very little office or high density
- Higher densities in Gainesville
- Many major employers served by Gainesville Connection



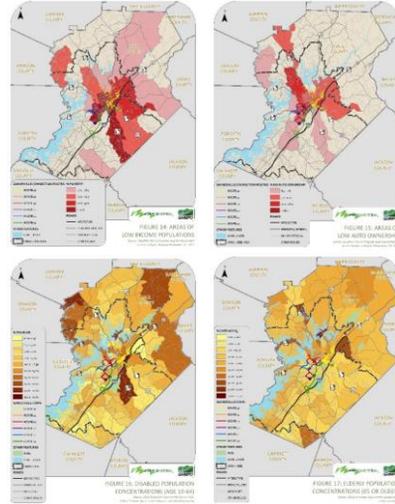
## Area Characteristics – Growth

- Projected development mostly low density residential
- Concentrated along I-985 Corridor
- Very little office or high density Employment



## Area Characteristics – Transit Dependent

- Low income populations highest in southern Gainesville and along US 129 and SR 60
- Strong correlation between low income and zero-car households
- Elderly and disabled populations more widespread
- Presents challenges to demand response service

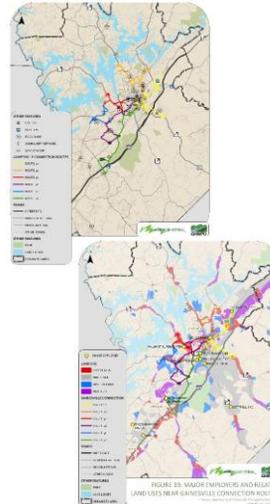


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## Fixed Route Coverage

- Most community facilities
  - Universities
  - Government buildings
  - Hospitals
  - Food banks
- Major retail and employment served



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## Outreach Activities

- Two primary activities
  - Drivers meeting
  - Public and stakeholder meetings
- Major input received
  - Desire for better headways during commute hours
  - Areas of needed expansion
  - Areas of high boardings
  - Safety issues
  - Better marketing needed

## Peer Review – Fixed Route Service

- Peer systems
  - Albany Transit System
  - Macon-Bibb Transit Authority
  - Anderson (SC) Transit Authority
  - East Alabama Regional Planning and Development Commission (Anniston, AL)
- Observations
  - Overall, relatively similar operating efficiencies
  - Gainesville Connection carries significantly fewer passengers per revenue hour and revenue mile
  - Lowest operating expenses per revenue mile, indicating service efficiency

## Peer Review – Demand Response Service

- Peer systems
  - Albany Transit System
  - Macon-Bibb Transit Authority
  - East Alabama Regional Planning and Development Commission (Anniston, AL)
- Observations
  - Hall County Dial-A-Ride efficiency similar to Albany Transit System
  - Hall County Dial-A-Ride’s percentage of fare revenue per operating expenses is much less

## Hall County Commuter Characteristics

- Gwinnett County Transit (GCT) Route 101 to Atlanta
  - Park and Ride Lot at SR 20 and I-985
  - Eight Peak Hour AM Trips to Midtown and Downtown Atlanta on Weekdays; Nine Return Trips
  - Departs 5:30-8:00 AM and Arrives 3:37-7:49 PM
- Georgia Commute Options (to Atlanta)
  - Park and Ride Lot at SR 53 and I-985
  - Low number of registered Hall County commuters
  - Number of reported commute trips has steadily increased, with significant increases in carpooling trips (213 trips in 2014, 1,672 in 2016)
  - Steady increase in teleworking since 2014 (54 trips in 2014, 458 in 2016)

## Current Service Characteristics Gainesville Connection

- Six fixed routes
- One-hour frequency
- Weekdays, 6:15 AM – 6:15 PM
- Avg. 11,800 monthly riders
- Routes 10 and 40 have highest ridership
- Route 50 has lowest ridership per trip, but serves high number of transit dependent and ridership is increasing
- Services approximately 20% of urbanized area



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## Baseline Needs – 2017-2021 Gainesville Connection

- Operating costs through FY 2021 - \$4.7 million
- Replace all 16 fixed route vehicles by 2021 - \$3.2 million
- Replace 2 ADA vehicles and 3 support vehicles - \$225,000
- Install electronic fareboxes for entire fleet - \$240,000
- Repave fleet parking lot - \$30,000
- Add benches along existing route system - \$50,000
- Passenger shelters (7) available for installation on ADA compliant sidewalks
- Total anticipated funding share
  - Federal - \$5.35 million
  - State - \$374,500
  - Local - \$2.73 million



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## Baseline Needs – 2017-2021 Gainesville Connection

Section 5307 (Urban Operating Expenses)							
Description	2012-2016 AVG	2017	2018	2019	2020	2021	Total
FY Operations	\$ 812,175	\$ 852,783	\$ 895,423	\$ 940,194	\$ 987,203	\$ 1,036,564	\$ 4,712,167
<b>PROJECT COST</b>	<b>\$ 812,175</b>	<b>\$ 852,783</b>	<b>\$ 895,423</b>	<b>\$ 940,194</b>	<b>\$ 987,203</b>	<b>\$ 1,036,564</b>	<b>\$ 4,712,167</b>
FEDERAL	\$ 406,087	\$ 426,392	\$ 447,711	\$ 470,097	\$ 493,602	\$ 518,282	\$ 2,356,083
STATE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL	\$ 406,087	\$ 426,392	\$ 447,711	\$ 470,097	\$ 493,602	\$ 518,282	\$ 2,356,083

Section 5307 (Urban Capital Expenses)							
Description	2017	2018	2019	2020	2021	Total	
Replacement Vehicles* (\$200K/per)	\$800,000	\$600,000	\$400,000	\$0	\$1,400,000	\$3,200,000	
ADA Vehicles (\$60K/per)	\$120,000	\$0	\$0	\$0	\$0	\$120,000	
Support Vehicles (\$35K/per)	\$70,000	\$0	\$0	\$35,000	\$0	\$105,000	
Expansion Vehicles (\$200K/per)	\$0	\$0	\$0	\$0	\$0	\$0	
Fareboxes (\$15K/per)	\$240,000	\$0	\$0	\$0	\$0	\$240,000	
Passenger Shelters (\$6K/per)	\$0	\$0	\$0	\$0	\$0	\$0	
Passenger Benches (\$500/per)	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000	
Parking Lot & Bldg. Improvements	\$0	\$30,000	\$0	\$0	\$0	\$30,000	
<b>PROJECT COST</b>	<b>\$1,240,000</b>	<b>\$640,000</b>	<b>\$410,000</b>	<b>\$45,000</b>	<b>\$1,410,000</b>	<b>\$3,745,000</b>	
FEDERAL	\$992,000	\$512,000	\$328,000	\$36,000	\$1,128,000	\$2,996,000	
STATE	\$124,000	\$64,000	\$41,000	\$4,500	\$141,000	\$374,500	
LOCAL	\$124,000	\$64,000	\$41,000	\$4,500	\$141,000	\$374,500	

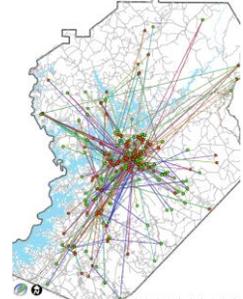
Section 5307 (Operating and Capital Needs Combined)							
FEDERAL	\$1,418,392	\$959,711	\$798,097	\$529,602	\$1,646,282	\$5,352,083	
STATE	\$124,000	\$64,000	\$41,000	\$4,500	\$141,000	\$374,500	
LOCAL	\$550,392	\$511,711	\$511,097	\$498,102	\$659,282	\$2,730,583	

\*Includes all of the ancillary equipment such as wheelchair lifts, bike racks, etc.)



## Current Service Characteristics Hall County Dial-A-Ride

- Weekdays, 7:00 AM – 5:00 PM
- Most trips subsidized
- Approximately 25,000 one-way trips annually
- Trip pattern very random
- Serves Georgia DHS Coordinated Transportation System



## Baseline Needs – 2017-2021 Hall County Dial-A-Ride

- Operating costs through FY 2021 - \$3.7 million
- All 10 demand response vehicles scheduled for replacement by 2021 - \$600,000
- Electronic fareboxes for all 10 demand response vehicles - \$150,000



## Baseline Needs – 2017-2021 Hall County Dial-A-Ride

Section 5311 (Rural Operating Expenses)							
Description	2012-2016 AVG	2017	2018	2019	2020	2021	Total
FY Operations	\$ 646,537	\$678,864	\$712,807	\$748,448	\$785,870	\$825,164	\$3,751,153
<b>PROJECT COST</b>	<b>\$646,537</b>	<b>\$678,864</b>	<b>\$712,807</b>	<b>\$748,448</b>	<b>\$785,870</b>	<b>\$825,164</b>	<b>\$3,751,153</b>
FEDERAL	\$323,269	\$339,432	\$356,404	\$374,224	\$392,935	\$412,582	\$1,875,576
STATE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL	\$323,269	\$339,432	\$356,404	\$374,224	\$392,935	\$412,582	\$1,875,576

Section 5311 (Rural Capital Expenses)						
Description	2017	2018	2019	2020	2021	Total
Replacement Vehicles (\$60K/per)	\$360,000	\$0	\$240,000	\$0	\$0	\$600,000
Expansion Vehicle (\$60K/per)	\$0	\$0	\$0	\$0	\$0	\$0
Fareboxes (\$15K/per)	\$90,000	\$0	\$60,000	\$0	\$0	\$150,000
<b>PROJECT COST</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>
FEDERAL	\$360,000	\$0	\$240,000	\$0	\$0	\$600,000
STATE	\$45,000	\$0	\$30,000	\$0	\$0	\$75,000
LOCAL	\$45,000	\$0	\$30,000	\$0	\$0	\$75,000

Section 5311 (Operating and Capital Needs Combined)						
FEDERAL	\$699,432	\$356,404	\$614,224	\$392,935	\$412,582	\$2,475,576
STATE	\$45,000	\$0	\$30,000	\$0	\$0	\$75,000
LOCAL	\$384,432	\$356,404	\$404,224	\$392,935	\$412,582	\$1,950,576



## Potential Service Options

- Fixed route
  - Service hour extensions
  - Route extensions
- Commuter
  - Express routes
  - Service to SR 20 park and ride
- Demand response
  - Assessment of DHS coordinated service

## Fixed Route Service Options

- Extend operating hours by 2 hours, from 6:15 PM to 8:15 PM
- Increase service frequency to every 30 minutes during weekday peak hours (7:00-9:00 AM; 4:00-6:00 PM)
- Extend Routes 10 and 50 and add new Route 60 (along SR 60) to serve additional employment
- Begin Saturday service

Fixed Route Service Options		
	Opportunities	Challenges
<b>Extend Evening Hours</b>	<ul style="list-style-type: none"> <li>• More time for commuters to perform other duties on evening commute</li> <li>• More commuters able to use the service with later hours</li> <li>• No additional infrastructure needed at bus stops</li> </ul>	<ul style="list-style-type: none"> <li>• Higher costs for additional vehicles and staff for operations</li> <li>• Potential need for expansion of transfer center area</li> </ul>
<b>Increase Peak-Hour Headways</b>	<ul style="list-style-type: none"> <li>• Greater flexibility, convenience, and reliability for commute trips within Gainesville</li> <li>• More options for completing other trips via transit</li> <li>• No additional vehicles and/or employees required</li> </ul>	<ul style="list-style-type: none"> <li>• Additional costs resulting from increased operations and maintenance</li> </ul>
<b>Add New Route/Route Extensions</b>	<ul style="list-style-type: none"> <li>• Expanded service area within the region and improved access to more jobs</li> <li>• Greater opportunities to a broader range of employers, who may be amicable to public-private partnerships</li> </ul>	<ul style="list-style-type: none"> <li>• Much higher initial capital costs from additional vehicles and infrastructure associated with new stops</li> <li>• Additional costs from increased operation and maintenance</li> <li>• Potential need for expansion of transfer center area</li> </ul>
<b>Begin Weekend Service</b>	<ul style="list-style-type: none"> <li>• More personal travel options on weekends</li> <li>• Improved service for employees of weekend businesses</li> <li>• No additional vehicles and/or employees required</li> </ul>	<ul style="list-style-type: none"> <li>• Additional costs resulting from increased operations and maintenance</li> </ul>

## Fixed Route Service Recommendations

- Focus on strengthening existing weekday services
- Recommended implementation
  - Year 1 – Extend evening hours
  - Year 2 – Increase peak hour headways
  - Year 3 – Extend Routes 10 and 50 and add new route along SR 60
  - Year 4 – Begin Saturday service (1-hour headways)




## Commuter Service Options

- Gainesville Connection peak hour route to GCT park and ride
- Expansion of GCT Route 101 into Hall County
- Hall Area Transit express commuter service to Atlanta
- Initiation of vanpool services
- Staff coordination with Georgia Commute Options



## Commuter Service Options

	Opportunities	Challenges
<b>Gainesville Connection Peak Hour Route to Gwinnett Park and Ride</b>	<ul style="list-style-type: none"> <li>• Serves transit riders at transfer facility and commuters at SR 53 park and ride</li> <li>• Very little additional infrastructure needed at park and ride lot</li> <li>• Direct control of operations within Gainesville</li> </ul>	<ul style="list-style-type: none"> <li>• Higher costs associated with additional vehicles and staff for operations</li> <li>• Potential need for expansion of transfer center area</li> <li>• Need for coordination with GCT services</li> </ul>
<b>Expansion of GCT Route 101 into Hall County</b>	<ul style="list-style-type: none"> <li>• Much lower costs due to the use of existing fleet from GCT</li> <li>• More established commute service</li> <li>• No additional vehicles and/or employees required</li> </ul>	<ul style="list-style-type: none"> <li>• Need for high level of intergovernmental coordination</li> <li>• GCT branding on vehicles could confuse potential riders</li> </ul>
<b>Hall Area Transit Commuter Services to Atlanta</b>	<ul style="list-style-type: none"> <li>• Direct control of all services</li> <li>• More direct service to Atlanta employment areas without stop at GCT's SR 20 lot</li> <li>• Service to GCT fixed routes</li> </ul>	<ul style="list-style-type: none"> <li>• Initial capital costs for additional vehicles (which are much more expensive than fixed route vehicles) and infrastructure associated with new service</li> <li>• Costs from increased operation and maintenance</li> <li>• Expansion of transfer center area, particularly with use of larger vehicles</li> </ul>
<b>Vanpool Services</b>	<ul style="list-style-type: none"> <li>• Lower cost commute alternative than express bus</li> <li>• Locally-controlled program</li> </ul>	<ul style="list-style-type: none"> <li>• Additional costs of fleet vehicle(s) purchase</li> <li>• Initiating a new program and undertaken new administrative duties</li> </ul>
<b>Staff Promotion of Georgia Commute Options</b>	<ul style="list-style-type: none"> <li>• No additional capital or operating costs</li> <li>• Relatively low-cost compared to other commute options</li> <li>• Maximizes use of existing services</li> </ul>	<ul style="list-style-type: none"> <li>• Need for third-party coordination</li> </ul>

## Commuter Service Recommendations

- In short-term, coordinate with Georgia Commute Options
- Advantages and disadvantages of remaining commuter service options to be vetted in more detail with community leaders

## Demand Response Service Options

	Opportunities	Challenges
<b>Maintain Coordinated Transportation Service</b>	<ul style="list-style-type: none"> <li>• Service already established and operating policies in place</li> <li>• More public service provided</li> <li>• More revenue and ridership due to DHS services</li> <li>• DHS revenues can be used as part of local match</li> </ul>	<ul style="list-style-type: none"> <li>• Difficulties in coordinating trips due to DHS service requirements</li> <li>• More service and fleet demands</li> </ul>
<b>Relinquish Coordinated Transportation Service to Third Party Provider</b>	<ul style="list-style-type: none"> <li>• More opportunities to improve efficiency for Section 5311 trips</li> <li>• Opportunities to coordinate with fixed route service</li> <li>• Allows for private non-profit or for-profit agency to take over service</li> </ul>	<ul style="list-style-type: none"> <li>• Overall less ridership and revenue to Hall Area Transit</li> <li>• Less service without DHS revenues as local match</li> </ul>

## Other Recommendations

- Recruit/Hire Marketing Coordinator
  - Develop (and implement) marketing strategy
  - Coordinate with Chamber and employers
  - Coordinate with local governments for transit conducive capital improvements
  - Promote Georgia Commute Options services
- Explore potential for intermodal center in longer term

## Questions and Comments





**MEMORANDUM**

**To: Policy Committee Members**

**From: Sam Baker, Transportation Planning Manager**

**Date: February 27, 2017**

**Re: Gainesville-Hall Regional Freight Study**

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Beginning in September 2016, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) contracted with CDM Smith to undertake the GHMPO Regional Freight Study. This study covers Hall County and the western portion of Jackson County that is within the GHMPO boundary.

Following is a list of activities that have been conducted to date:

- Developed a Project Management Plan
- Developed a Stakeholder Engagement Plan
- Created a project website: <http://www.ghmpo.org/170/Regional-Freight-Study>
- Developed Goals and Objectives for the study
- Formed a Martin Road Corridor Study Stakeholder Committee
- Formed a Freight Advisory Committee
- Held two public meetings with the Martin Road community on November 2, 2016 and January 18, 2017
- Scheduled the first meeting of the Freight Advisory Committee on February 10, 2017

**RECOMMENDED ACTION:**        *None*

*Attachment: Regional Freight Study Presentation*

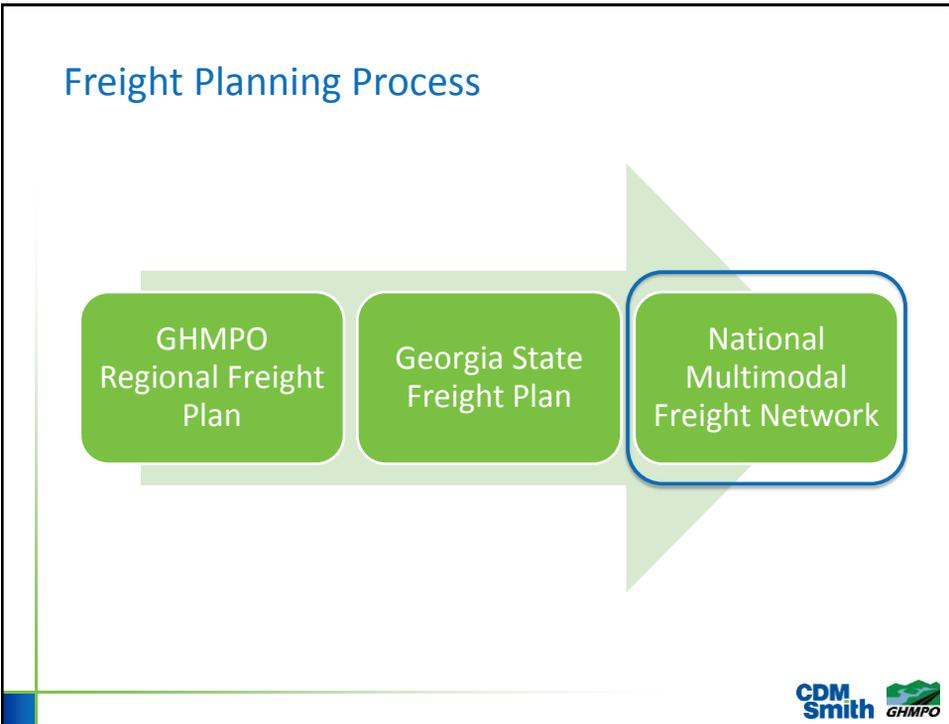


**GHMPO Regional Freight Study**  
Policy Committee Meeting



March 7, 2017



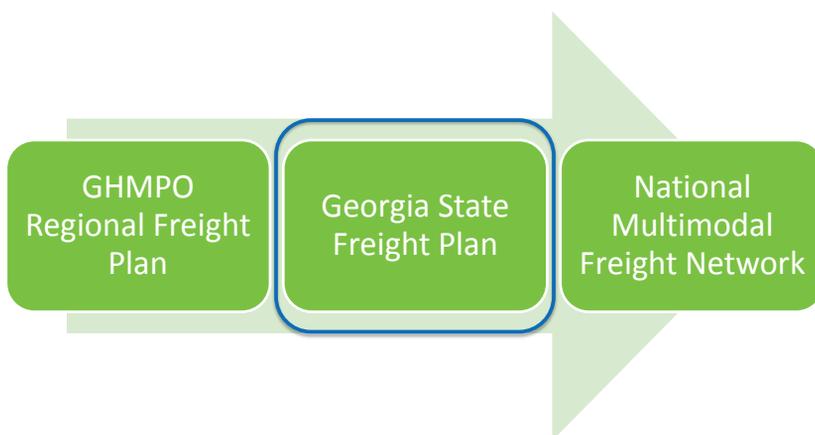


## Federal

- FAST Act: Establishes a national policy to maintain and improve the condition of the National Multimodal Freight Network
  - Includes National Freight Network (highways); Class 1 railroads; major seaports; major air cargo hubs
- FAST Act Goals
  - Condition
  - Safety
  - Security
  - Efficiency
  - Productivity
  - Resiliency
  - Reliability

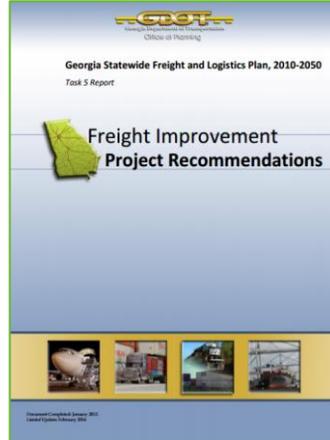


## Freight Planning Process

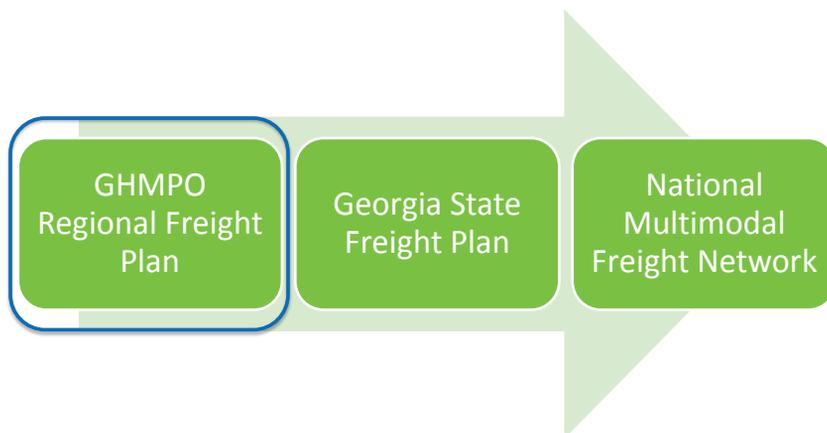


## Georgia State Freight & Logistics Plan

- Covers a Five-Year Forecast Period
- Multimodal Plan
- Freight Plans must include a list of priority projects and be fiscally constrained
- Identifies funding for freight projects in Georgia



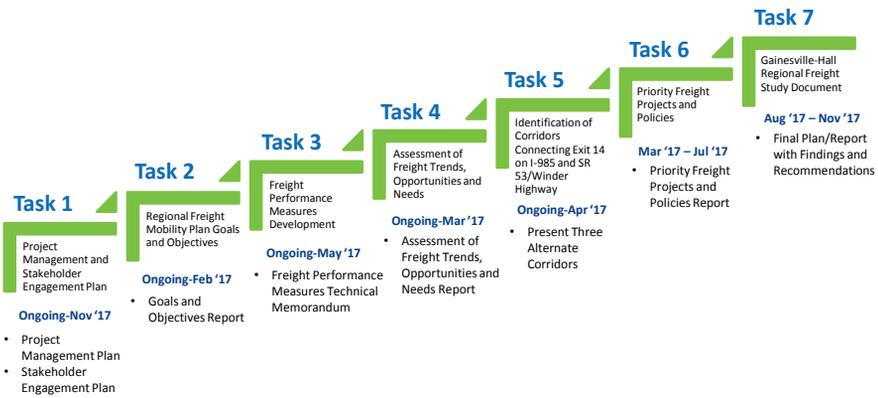
## Freight Planning Process



# GHMPO Regional Freight Study



# Project Tasks, Schedule & Products



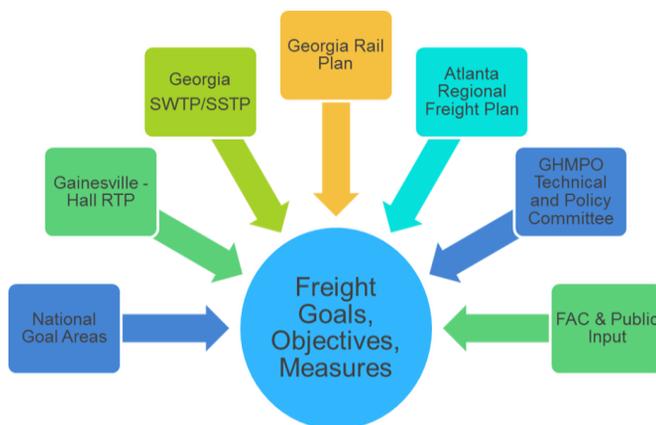
## Task 1 – Project Management and Stakeholder Engagement Plan

- Project Management Plan
  - Project Team members
  - Project Scope of Work
  - Project Schedule and Deliverables
- Stakeholder Engagement Plan
  - GHMPO Committee Meeting Schedules
  - Project Website and Communication
    - <http://www.ghmpo.org/170/Regional-Freight-Study>



## Task 2 – Regional Freight Mobility Plan Goals and Objectives

- Goals and Objectives Development Process



## Freight Issues Ranked by Importance

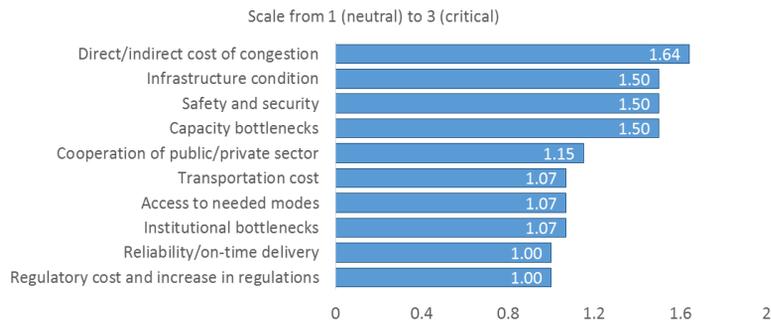
- On a scale of 1 (low) to 5 (high), how would you rank the following freight issues?



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## Factors Most Important for Freight Mobility and Economy

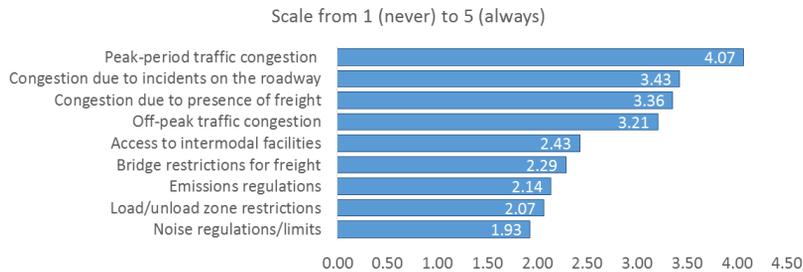
- How would you rate the importance of each of the following factors for moving freight more efficiently and supporting the regional economy?



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## Barriers to Freight Productivity

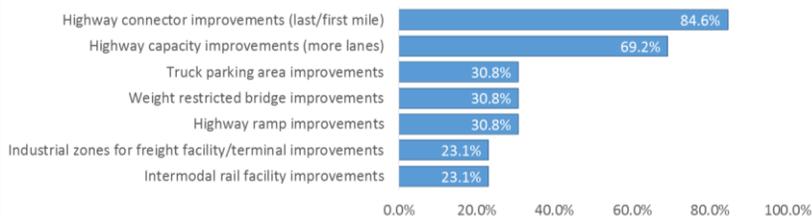
- Do you encounter the following barriers to freight-related productivity?



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## Improvements to the Regional Transportation System

- Choose up to three improvements to the transportation system in the Gainesville-Hall region that would benefit freight movements the most for either your company or in general:



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## Safety Goal and Objectives

- Improve the safety, security, and resiliency on the Truck Route System
  - Mitigate safety issues that arise from freight movement
  - Provide alternative routes in case of emergencies and extreme weather events
  - Reduce the incidence of crashes on the system, particularly at high-crash locations
  - Identify opportunities to provide safe, convenient, and suitable areas to accommodate truck parking
  - Maintain pavements along high truck traffic corridors and intersections to eliminate rutting and cracking



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## Mobility Goal and Objectives

- Reduce Congestion and bottlenecks on the Truck Route System
  - Designate, prepare and maintain a map of the Truck Route System
  - Proposed transportation projects should consider incorporating features to enhance freight movement and provide adequate design to accommodate large freight vehicles
  - Improve the existing system through investments designed to reduce congestion and freight bottlenecks
  - Improve freight mobility and last/first mile connectivity between freight modes and major generators and gateways
  - Plan for the impact and promote the appropriate use of information, connected vehicle technologies, and driverless vehicle technologies to improve the productivity, safety, and visibility of freight movement
  - Provide efficient local connectivity to statewide transportation network
  - Review Incident/Emergency Management Plan and work with appropriate public agencies to improve incident clearing times

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## Community Goal and Objectives

- Develop a transportation system that is efficient by integrating transportation land use decisions and other comprehensive planning tools or policies
  - Consider freight and truck utilization and impacts on adjacent land uses
  - Promote orderly development in the region by coordinating transportation planning activities with local agencies responsible for land use management
  - Reduce truck idling on the GHMPO freight network
  - Review load/unload restrictions in downtown business districts and identify if improvements can be made to improve safety, accessibility, and travel times

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## Economic Competitiveness Goal & Objectives

- Strengthen Regional Economic Competitiveness
  - Support existing and emerging businesses' and industries' transportation needs, economic development, and accessibility to jobs
  - Coordinate with regional jurisdictions to identify the top 10 first and last mile freight connections improvements
  - Promote and leverage regional rail access to retain and attract major industries
  - Coordinate with agencies who own critical freight bridges to ensure weight restrictions are not imposed or, if needed, improvements are made



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## Task 5 – Identification of Corridors Connecting Exit 14 on I-985 and SR 53/Winder Highway

- Task Objective: Identify up to three alternate corridors connecting the new interchange at Exit 14 on I-985 and SR 53



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## Task 5 – Identification of Corridors Connecting Exit 14 on I-985 and SR 53/Winder Highway

- Martin Road Stakeholder Committee Public Meeting #1 – November 2, 2016
  - Met with Stakeholders to identify issues concerning widening and other traffic issues for Martin Road
  - Paper and Web-based Survey
- Meeting #2 – January 18, 2017
  - Presented Six Alternatives
  - Improvement for Martin Road/JM Turk Road intersection

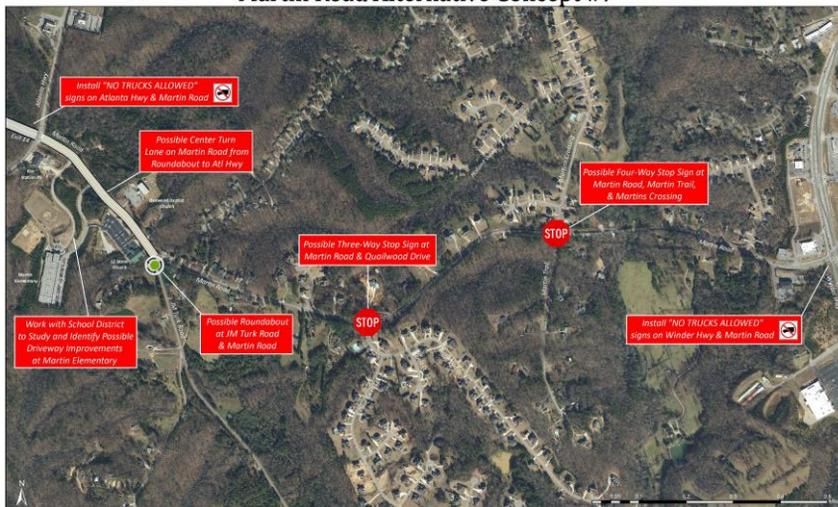


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### Martin Road Alternative Concept #6



### Martin Road Alternative Concept #7



Note: Along Martin Road, traffic calming measures, such as speed bumps and tables, may be applied where necessary. Speed may be reduced from 45 to 40 MPH.

### Martin Road Alternative Concept #8



Note: Along Martin Road, traffic calming measures, such as speed bumps and tables, may be applied where necessary. Speed may be reduced from 45 to 40 MPH.



## Task 5 – Identification of Corridors Connecting Exit 14 on I-985 and SR 53/Winder Highway

- Next Martin Road Stakeholder Committee Public Meeting – March/April 2017



## Task 3 – Freight Performance Measures Development

- Identify appropriate and meaningful performance measures to track the progress on achieving Plan goals and objectives, examples include:
  - Number and rate of crashes involving trucks
  - Percent of bridges and roads in a state of good repair
  - Truck travel time reliability



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## Task 4 – Assessment of Freight Trends, Opportunities and Needs

- Examine the GHMPO Freight Transportation Network
- Provide a GHMPO Freight Transportation Network
- Identify GHMPO area impact from major state and regional freight generators



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## Project Communication

- Project Website –
  - <http://www.ghmpo.org/170/Regional-Freight-Study>

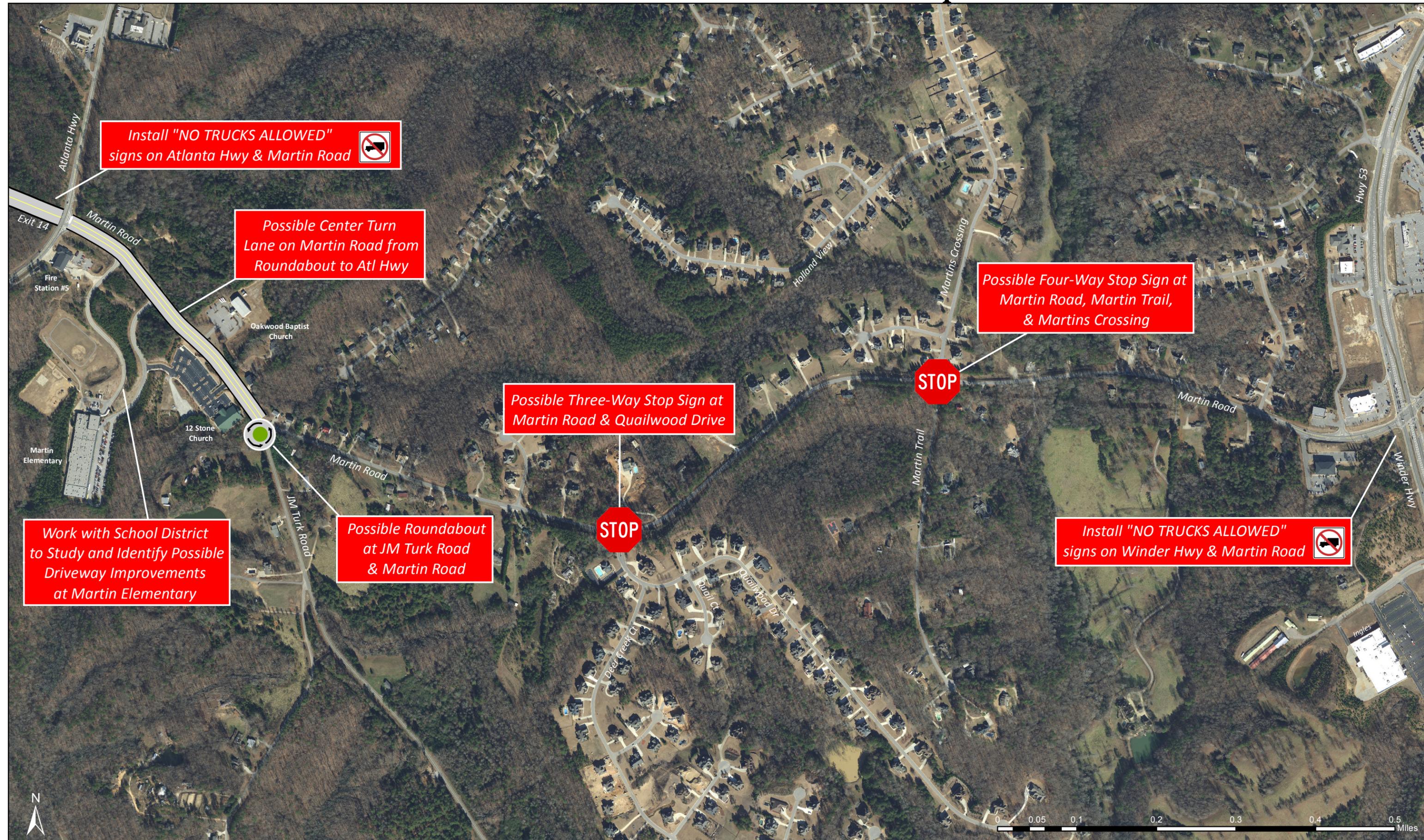


Thank You

# Martin Road Alternative Concept #6



# Martin Road Alternative Concept #7



Note: Along Martin Road, traffic calming measures, such as speed bumps and tables, may be applied where necessary. Speed may be reduced from 45 to 40 MPH.

# Martin Road Alternative Concept #8



Note: Along Martin Road, traffic calming measures, such as speed bumps and tables, may be applied where necessary. Speed may be reduced from 45 to 40 MPH.



**MEMORANDUM**

**To: Policy Committee Members**  
**From: Wayne Stradley, CAC Chairperson**  
**Date: February 27, 2017**  
**Re: Amendment to the Citizens Advisory Committee Bylaws**

---

The Citizens Advisory Committee (CAC) Bylaws currently state the following under Article III:

“Any citizen or organizational vacancy on CAC membership shall be filled by the selection of a new member appointed by the Gainesville-Hall Metropolitan Planning Organization Policy Committee upon recommendation of the local jurisdiction to fill a new or unexpired term.”

Since the inception of the Gainesville-Hall Metropolitan Planning Organization, however, the Policy Committee has let the individual jurisdictions appoint CAC members directly. The proposed amendment, therefore, reflects this by stating that CAC members be appointed by the individual jurisdictions instead of the Policy Committee.

***RECOMMENDED ACTION:***        *Approve the amendment to the Citizens Advisory Committee Bylaws.*

*Attachment: Citizens Advisory Committee Bylaws*

**GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION  
CITIZENS ADVISORY COMMITTEE  
BYLAWS**

**Article I**

Section I

Name

The name of this organization shall be the Citizens Advisory Committee of the Gainesville-Hall Metropolitan Planning Organization.

Section II

Origin

This Committee is created by the Policy Committee of the Gainesville-Hall Metropolitan Planning Organization.

**Article II**

Purpose

The Citizens Advisory Committee (CAC) of the Gainesville-Hall Metropolitan Planning Organization (GHMPO) shall advise the GHMPO Policy Committee on matters of public opinion from individual citizens and citizen groups regarding planned changes to the Gainesville Area Transportation Plan findings and recommendations.

**Article III**

Composition

The CAC shall be composed of not more than nineteen interested citizens representing a broad section of the population within the planning area.

The at-large citizens shall be appointed as follows: the Hall County Board of Commissioners shall appoint 8 members, the Gainesville City Council shall appoint 5 members, the Oakwood City Council shall appoint 2 members, the Flowery Branch City Council shall appoint 2 members, the Braselton Town Council shall appoint 1 member, and the Jackson County Board of Commissioners shall appoint 1 member.

The term of citizen members shall be staggered on initial appointment with half at two years and half at three years so that citizen appointees rotate on separate cycles. The subsequent appointments shall have no term limits. The terms of members shall begin on the first meeting of the fiscal year.

Any citizen or organizational vacancy on CAC membership shall be filled by the selection of a new member appointed by the ~~Gainesville-Hall Metropolitan Planning Organization Policy Committee upon recommendation of the local jurisdiction to fill a new or unexpired term~~ local jurisdiction of the vacant seat.

#### **Article IV**

##### Duties

1. Provide general advice to the Policy Committee concerning the citizens' viewpoint on matters related to transportation.
2. Review recommendations of the Technical Coordinating Committee concerning the various work elements, annual documents, and long range plans and systems, prior to submission to the Policy Committee.
3. Serve as a liaison to the general citizenry for the exchange of information relating to the transportation needs in the Gainesville-Hall Metropolitan Planning Organization area.

#### **Article V**

##### Organization

1. The officers shall consist of Chairperson, Vice Chairperson, and Secretary.
2. The Chairperson and Vice Chairperson shall be elected annually by the membership of the Citizens Advisory Committee at the first meeting of the fiscal year. The Chairperson and Vice Chairperson may succeed themselves with no limitation on the number of terms, except that such term shall not continue in the event the Chairperson or Vice Chairperson becomes ineligible for membership on the Citizens Advisory Committee. Vacancies in offices shall be filled by appointment by the Chairperson, at the next regular meeting after the vacancy

occurs for the unexpired term. The Chairperson and Vice Chairperson may be removed from office by a vote of the majority of the Citizens Advisory Committee members.

3. The Secretary shall be the Director of the Metropolitan Planning Organization (MPO) or other appropriate MPO official.

## **Article VI**

### Duties of Officers

1. Chairperson - To preside at all meetings of the Citizens Advisory Committee and to call special meetings as needed. The Chairperson shall also serve as a non-voting member of the Policy Committee.
2. Vice Chairperson - To perform the duties of the Chairperson in his/her absence and serve as a non-voting member of the Technical Coordinating Committee.
3. In the absence of the Chairperson and Vice Chairperson, a temporary Chairperson shall be selected by the members present.
4. Secretary - To record the meeting summaries and attendance, prepare required reports; notify members of meetings, and such other duties as required or directed by the Chairperson. Notice of meetings shall be mailed at least one week in advance of meeting date whenever practical. Should there be no business to come before the committee, the meeting shall be canceled by written notice one week prior to the planned meeting date.

## **Article VII**

### Meetings

1. The regular meeting time of the Citizens Advisory Committee shall be on the last Thursday of February, April, July and October at 4:00 p.m. or at an hour set by the committee, at the Hall County Government Center in Gainesville. The Chairperson shall call special meetings as may be required and as herein provided.

2. Sub-Committees shall meet as determined by the Chairperson of said Committee.
3. Unless excused by the Chairperson prior to the meeting, any CAC member having two (2) unexplained absences from regular meetings during a calendar year shall be automatically removed and notified of such action.

## **Article VIII**

### Emergency Committee Meeting Procedure

An emergency is defined as a sudden and unexpected turn of events requiring immediate action. In case of emergency, notice of such meeting shall be given to each committee member as far in advance of the meeting as possible and by the most direct means of communications. Written notice of any meeting shall state the date, time, and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Georgia law and the GHMPO Public Participation Plan. An emergency vote would still require the regular public comment periods for adoption of the Long-Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and Public Participation Plan and for amendments to them.

Telephonic voting and participation shall be permitted. The meeting will be held in a designated public place. Notice of the meeting will meet MPO public participation process noticing requirements. All materials made available to the MPO will be made available to persons attending the meeting. Individuals who are not on the MPO committees and who plan to speak at a meeting, including invited guests, are to submit copies of testimony and handouts 24 hours before the meeting to enable MPO members to review the materials in advance. When telephonic meetings are held, a roll call vote will be conducted, so the vote of each official voting member can be acknowledged and recorded.

Emergency sessions should be afforded the most appropriate and effective notice under the circumstances and special meetings should have at least 24 hour reasonable notice to the public with the meeting agenda posted on the GHMPO website, [www.ghmpo.org](http://www.ghmpo.org) and use press releases and/or phone calls to The Gainesville Times and other local media.

**Article IX**

Amendments to Bylaws

These bylaws are intended to serve as a guide for minimum participation by the Citizens Advisory Committee. The Committee may recommend amendment of the bylaws in order to improve the Committee's overall performance. Notice of the intent to revise the bylaws must be given in the agenda that is mailed out one week prior to the meeting at which the amendment(s) shall be discussed. A vote of two-thirds of those members present shall be required, in order for the recommended change to the bylaws to be forwarded to the GHMPO Policy Committee for its review. The Policy Committee must approve the amendments prior to them becoming effective.

Adopted by the GHMPO Policy Committee this \_\_\_\_ day  
of \_\_\_\_\_, 20174.

\_\_\_\_\_  
~~Lamar Seroggs~~Ralph  
Richardson, Jr., Chairman  
Gainesville-Hall MPO Policy  
Committee

Attest

\_\_\_\_\_  
Srikanth Yamala, Director  
Gainesville-Hall MPO



**MEMORANDUM**

**To: Policy Committee Members**  
**From: Joseph Boyd, Transportation Planner**  
**Date: February 27, 2017**  
**Re: GHMPO Sidewalk Inventory**

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Beginning in Fall 2016, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) began to develop a sidewalk inventory for the entire GHMPO planning area. The purpose of this in-house study was to develop a comprehensive network of pedestrian infrastructure throughout the planning area in order to accurately assess the amount of infrastructure in place and to identify potential areas within the network that could be ripe for investment in the future.

The project was mainly accomplished using recent high-resolution aerial imagery. Staff requests that members of local jurisdictions review the attached report and contact GHMPO about any discrepancies they may find. This project again is meant to be a rough estimation of the pedestrian network for quick reference on all projects moving forward regarding the presence of pedestrian infrastructure.

***RECOMMENDED ACTION:***        *None*

*Attachment: GHMPO Sidewalk Inventory Report*

# 2016

## Sidewalk Inventory Report



Prepared by the Gainesville-Hall  
Metropolitan Planning  
Organization

February 2017

Intended for In-House Reference

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Figure 1: Rock Creek Greenway in Gainesville

# SUMMARY

## GHMPO Sidewalk Inventory

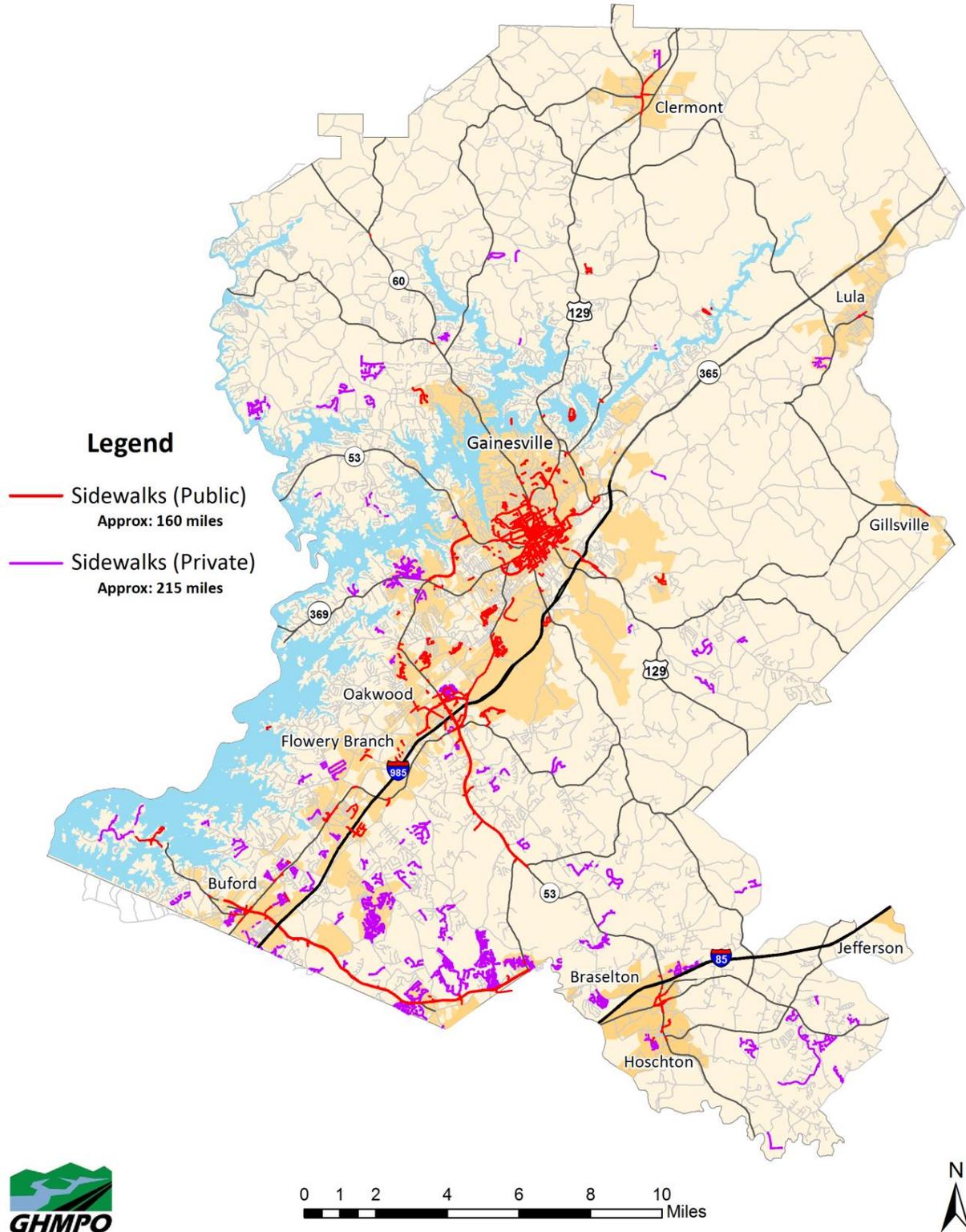


Figure 2: GHMPO Planning Area with Sidewalk Inventory

# INTRODUCTION

## GHMPO Planning Area

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the intergovernmental transportation planning body for Hall County and a portion of western Jackson County. The GHMPO conducts the federally mandated transportation planning process for the Gainesville Urbanized Area and portions of the Atlanta Urbanized Area, as identified in the 2010 U.S. Census.

### Gainesville-Hall Metropolitan Planning Organization

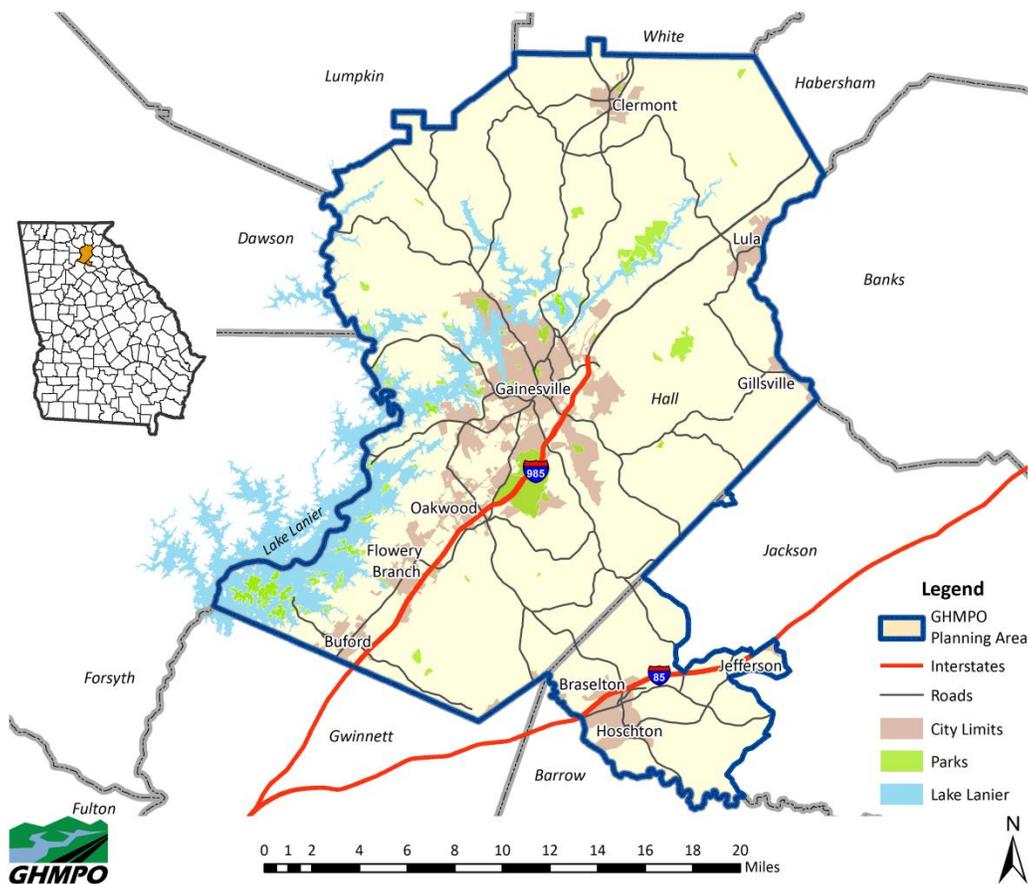


Figure 3: The GHMPO Planning Area and Surrounding Counties

## Purpose of Sidewalk Inventory Study

Though the private automobile is the dominant form of transportation in the United States, more and more communities are increasing their planning efforts for alternate modes of transportation. Every trip taken by an individual throughout their day begins and ends with walking, even if it is just to and from their vehicle. Sidewalks are the pedestrian backbone to any community, allowing for easy movement on foot between home, work, and places of leisure and commerce. Many in today's communities do not have access to a private automobile, leaving walking, biking, and public transportation as their primary mode of travel.

The purpose of this Sidewalk Inventory Study is to identify where current public and private sidewalk infrastructure exists within the GHMPO planning area. Several areas, such as within the city of Gainesville, already had existing sidewalk infrastructure data while other areas within the GHMPO did not. This data was collected by GHMPO staff using a mix of on the ground inventory collection and analyzing high quality aerial imagery recently obtained in 2015.

Using this inventory moving forward, the hope is for a more accurate discussion of what is currently available for pedestrian use as well as identifying potential areas for improvement in pedestrian access and connectivity moving forward. Furthering connectivity will allow for an easier movement of people, goods, and jobs throughout the region.



Figure 4: A Winding Pathway through the Sterling on the Lake subdivision

# GAINESVILLE

## Current Inventory

Of all the areas studied in the GHMPO region, Gainesville has the most evidence of an existing sidewalk network. The downtown square, which is the location of many shops, restaurants, and the Gainesville City Hall, has an excellent array of sidewalks, crosswalks, lights, and benches. This leads to a very pleasant pedestrian experience as a whole. Directly south of the square is a large and attractive pedestrian bridge that currently spans over busy Jesse Jewell Parkway, allowing easy access to the square from the south for bikers and pedestrians alike.

Sidewalks continue to be seen in the blocks surrounding the square on all sides, eventually leading into the campus of Brenau University to the northeast and connecting to the Wilkshire Trails Park, Gainesville High School, and Lake Lanier area to the northwest via the Rock Creek Greenway.

From the Square, pedestrians can also access the Frances Meadows Aquatic Center, Northeast Georgia Health Systems & Medical Center, Lake Shore Mall, and the Gainesville Amtrak Station all via the existing sidewalk network.

## Futures Areas of Consideration

A lack of connectivity is noticeable along Browns Bridge, Atlanta Highway, Highway 53, Highway 60, and Highway 129. The sidewalk network along these routes away from the city center are mostly spotty or completely nonexistent. Crossings also become more sparse, leading to long distances between appropriate pedestrian signals, especially along Browns Bridge and Atlanta Highway.



Figure 5: Pedestrian Bridge over Jesse Jewell Parkway

# Gainesville Sidewalk Inventory

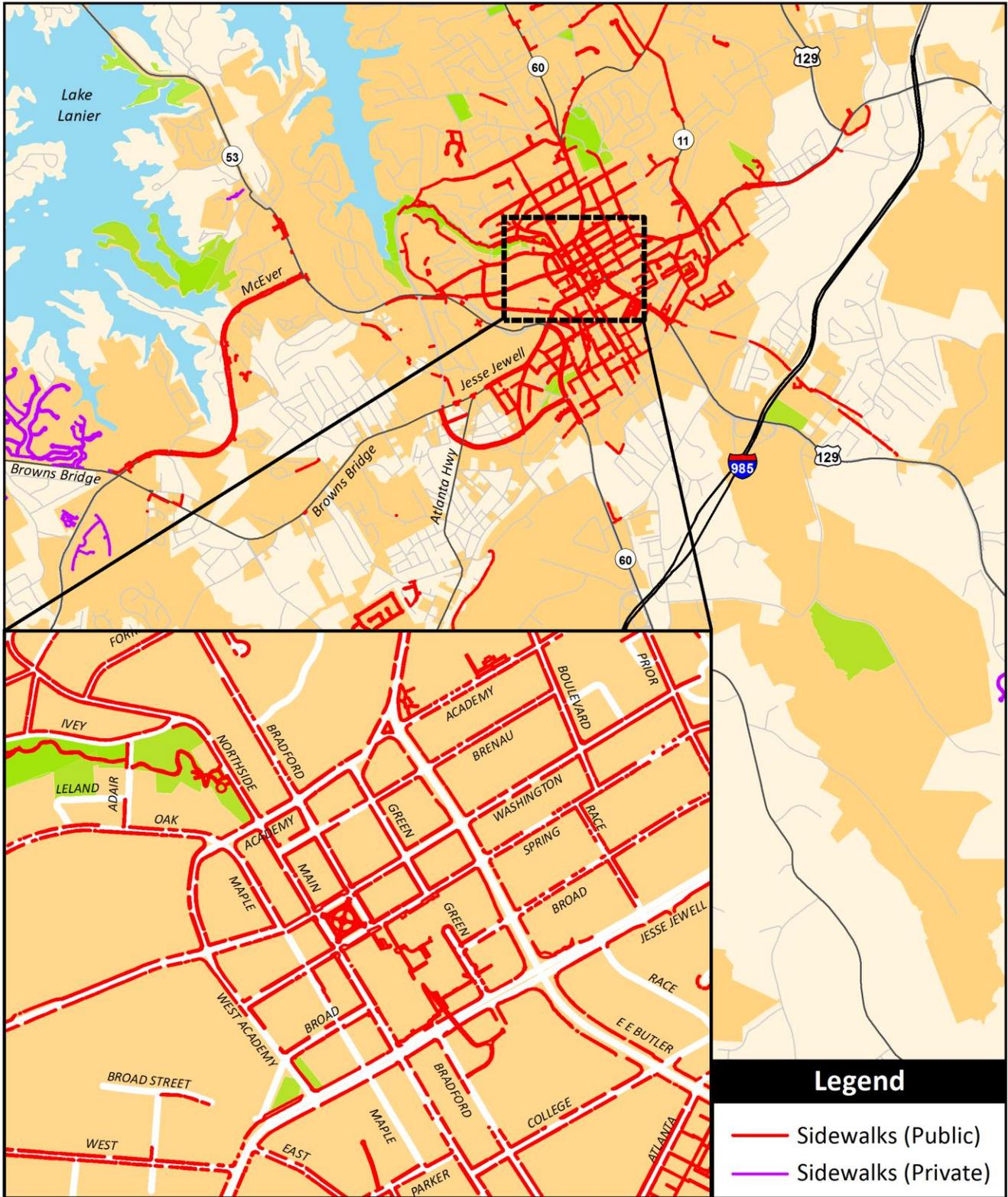


Figure 6: Gainesville Area Sidewalk Inventory

# OAKWOOD

## Current Inventory

The city of Oakwood has done an excellent job of providing sidewalk infrastructure along the main thoroughfares. Sidewalks are present along the main portion of the business district of Mundy Mill. Almost five miles of continuous linear sidewalks on both sides of the roadway are present from Walmart down to Chestnut Mountain.

The University of North Georgia has a wide network of sidewalks that wind their way through its campus which provide good connectivity to the sidewalks along the business district as well as to those on the southern portion of Atlanta Highway. Though not complete, the sidewalks on campus will eventually connect into the Highlands to Islands Multi-Use path which will connect Lake Lanier, Gainesville, Brenau, the Elachee Nature Center, the University of North Georgia, and Oakwood.

## Futures Areas of Consideration

Other portions of sidewalks are present throughout the region but without much connectivity to the main network. Sidewalks connecting to the actual downtown portion of Oakwood as well as to the Elachee Nature Science Center could be potential projects in the future that could yield even better connectivity within the city.



Figure 7: Newly Completed Chicopee Section of Highlands to Islands Multi-Use Trail

# Oakwood Sidewalk Inventory

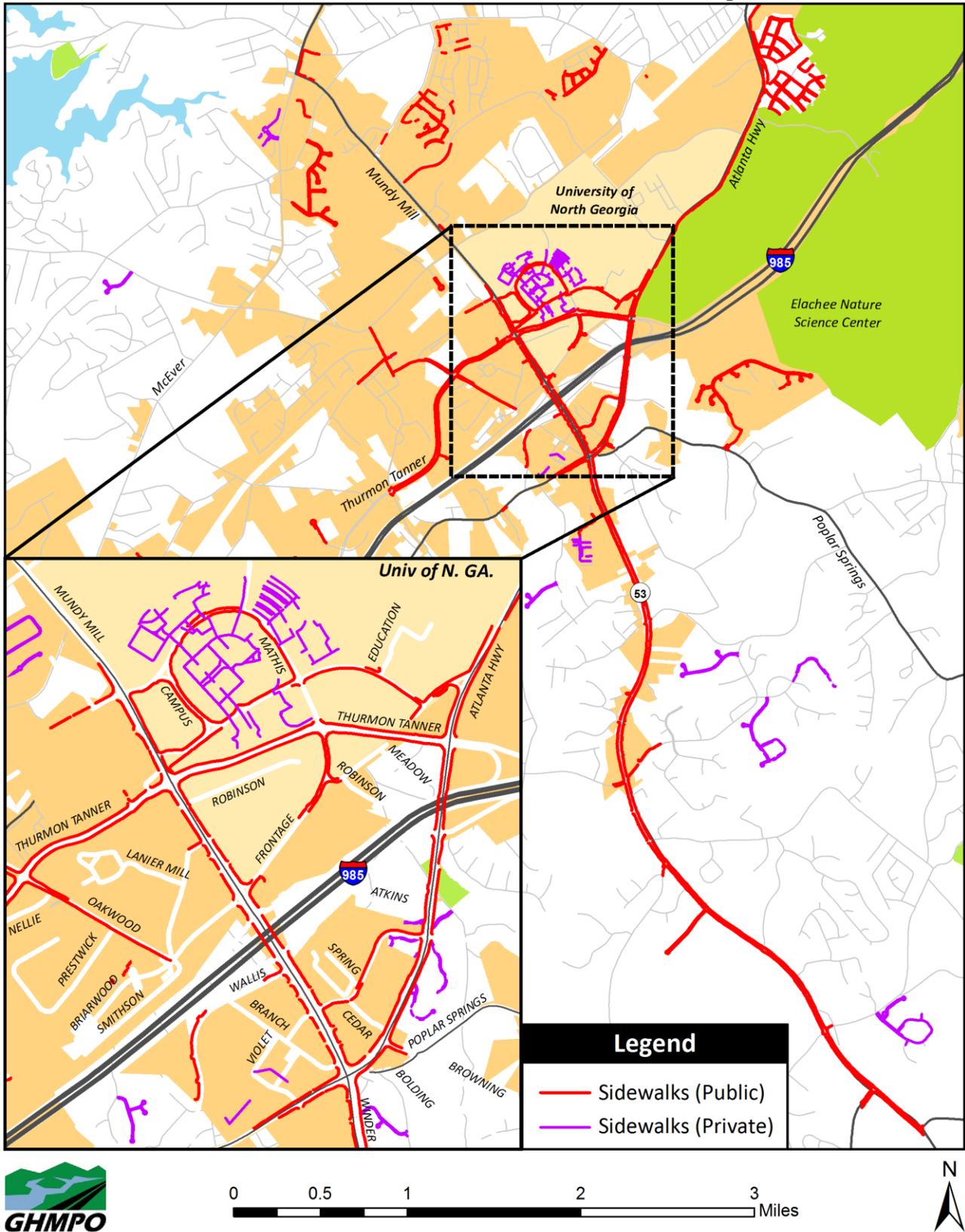


Figure 8: Oakwood Area Sidewalk Inventory

# FLOWERY BRANCH

## Current Inventory

The City of Flowery Branch has a good mixture of both public and private sidewalks throughout its city limits and surrounding area. Downtown has sidewalks lining both sides of the historic Main Street business district where restaurants, stores, and city hall are located. Sidewalks also run along the western edge of Railroad Avenue down to the intersection of Snelling Avenue. Just west of the intersection of Snelling and Railroad is the new roundabout that has nice pedestrian infrastructure surrounding and across the interchange.

Sidewalks are present along the eastern edge of Atlanta Highway for the majority of the in city portion of the roadway. They are also found along the Spout Springs Road business district and throughout the business complex that houses Kohl's, Chick-Fil-A, and Chili's.

## Futures Areas of Consideration

Potential future investments could include providing connectivity from downtown Flowery Branch to the Hideaway Bay Marina and Lake Lanier front, the shopping center at the intersection of Spout Springs and Hog Mountain, as well as north/south connections to Oakwood and Buford. Potential connectivity to the Highlands to Islands Trail in Oakwood should also be considered moving forward, as that would provide direct connectivity for multiuse travel from Flowery Branch to downtown Gainesville.



Figure 9: Multi-Use Pathway along Friendship Road

# Flowerly Branch / South Hall Sidewalk Inventory

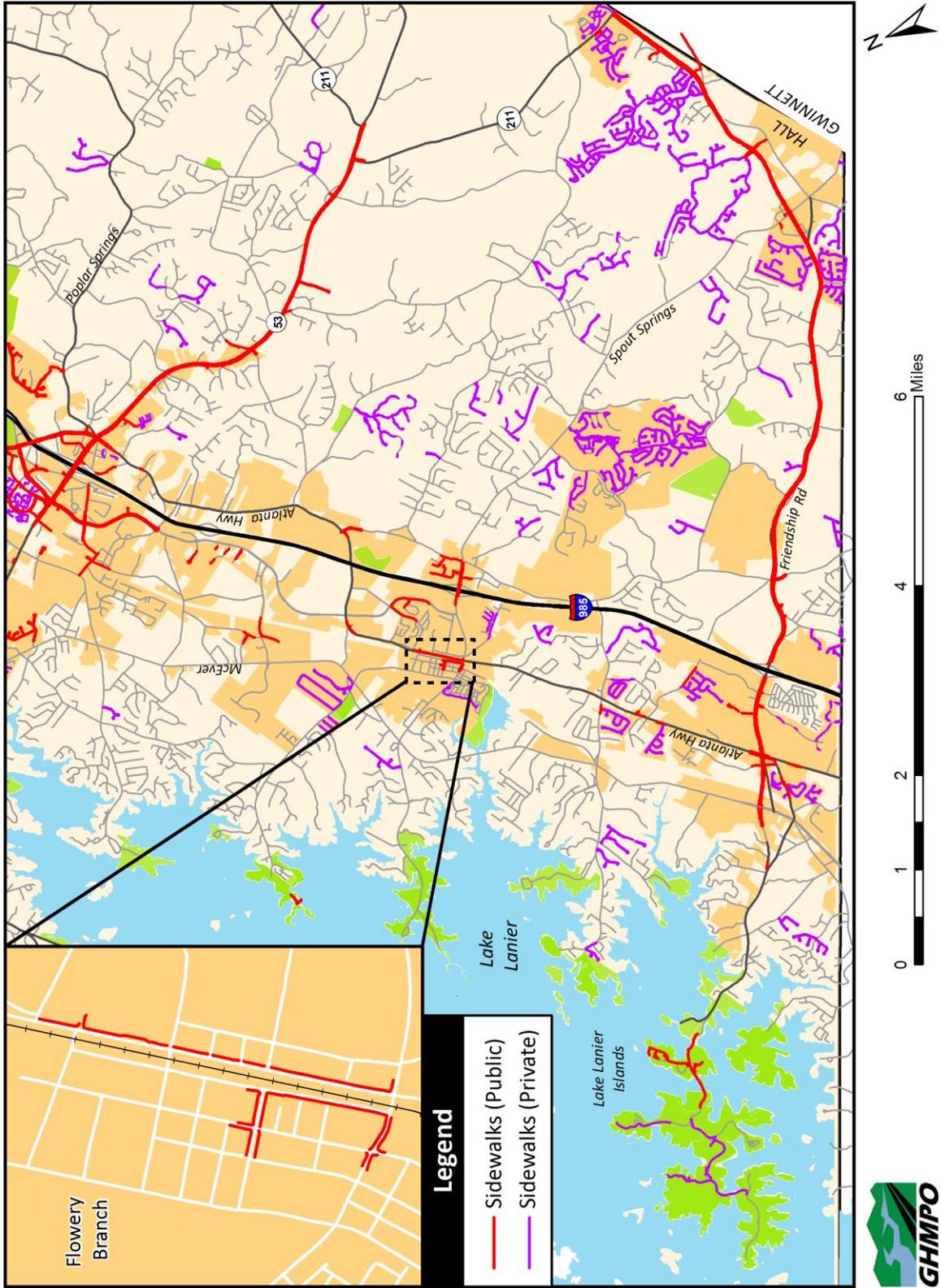


Figure 10: Flowerly Branch & South Hall Area Inventory

## Braselton & Jackson County

### Current Inventory

The Jackson County portion of the GHMPO planning area shows a mixture of both public and private sidewalks. The downtown section of Braselton has the most concentration of public sidewalks, shown lining the street along Highway 53, Broadway, Lewis Braselton, and Davis streets. In Hoschton, sidewalks are mainly only seen along portions of Jefferson Street and small portions of Highway 53.

Outside of the town centers, public sidewalks are nearly non-existent. Several large private neighborhoods scattered throughout the area have sidewalks throughout, but many do not. There is no connectivity between the pockets of sidewalk infrastructure seen.

### Future Areas of Consideration

In future sidewalk and pedestrian consideration, connectivity between the downtown sections of Braselton and Hoschton should be considered, especially considering it would only require approximately half a mile of sidewalk extension.

Connectivity to surrounding communities should also be taken into consideration with future plans, especially northward towards the recently completed multi-use paths along Friendship Road. Connectivity to Friendship could potentially lead to connectivity with not only other parts of southern Hall County, but to Gainesville and Gwinnett County as well as future pedestrian projects take place.



Figure 11: Construction along Highway 53 in Braselton

# Braselton / Jackson County Sidewalk Inventory

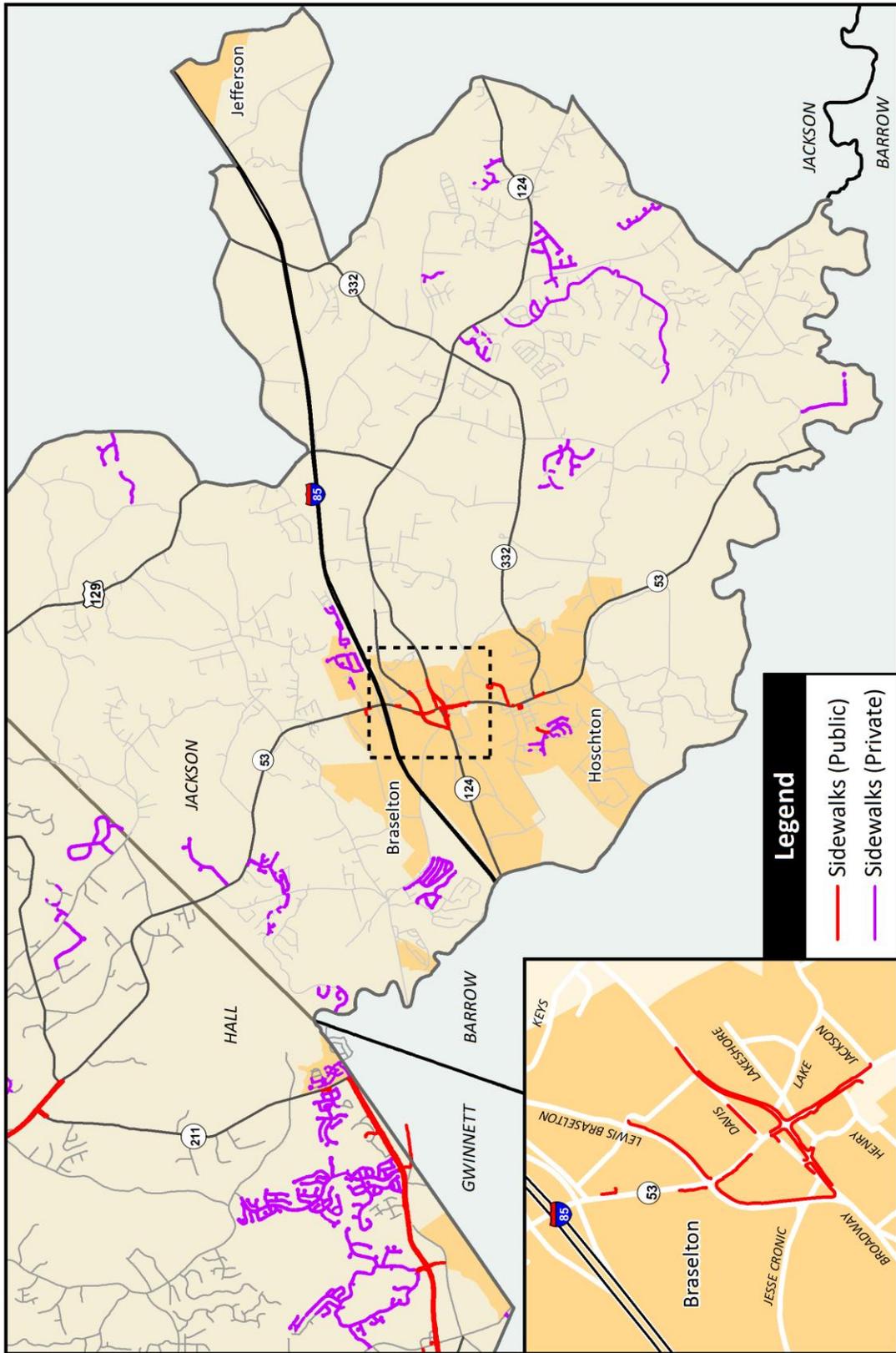


Figure 12: Braselton & Jackson County MPO Area Sidewalk Inventory



# HALL COUNTY

## Current Inventory

Hall County has approximately 160 miles of publically maintained sidewalks as of Fall 2016, mostly concentrated around the downtown cores of Gainesville, Oakwood, and Flowery Branch, along with long sections on the Highway 53 and Friendship Road corridors. Over 200 miles of private sidewalks have also been accounted for, mostly concentrated within private neighborhoods or along business fronts. The heaviest concentration of sidewalks exist on the southern end of the county, with more isolated segments appearing in Clermont, Lula, and Gillsville.

## Future Areas of Consideration

The existing public and private sidewalks provide an excellent backbone for a county-wide pedestrian network. When completed, the Highlands to Islands Multi-Use Trail will provide excellent core connectivity within the center of the county that could easily be built upon. Connectivity between the Friendship Road multi-use path to downtown Flowery Branch (possibly using sidewalks or a multi-use pathway along Atlanta Highway), along with connectivity between Flowery Branch and the Highlands to Islands Multi-Use Trail could provide a pedestrian pathway that could connect in the future to the Suwanee Creek and Ivey Creek Greenways in Gwinnett County. This connectivity with Gwinnett could potentially provide pedestrian connectivity from Gainesville to communities in and around the Atlanta region. This same consideration should also be made to communities on all sides of Hall County.



Figure 13: Trails and Sidewalks Wind Through Don Carter State Park along Lake Lanier

# GHMPO Sidewalk Inventory

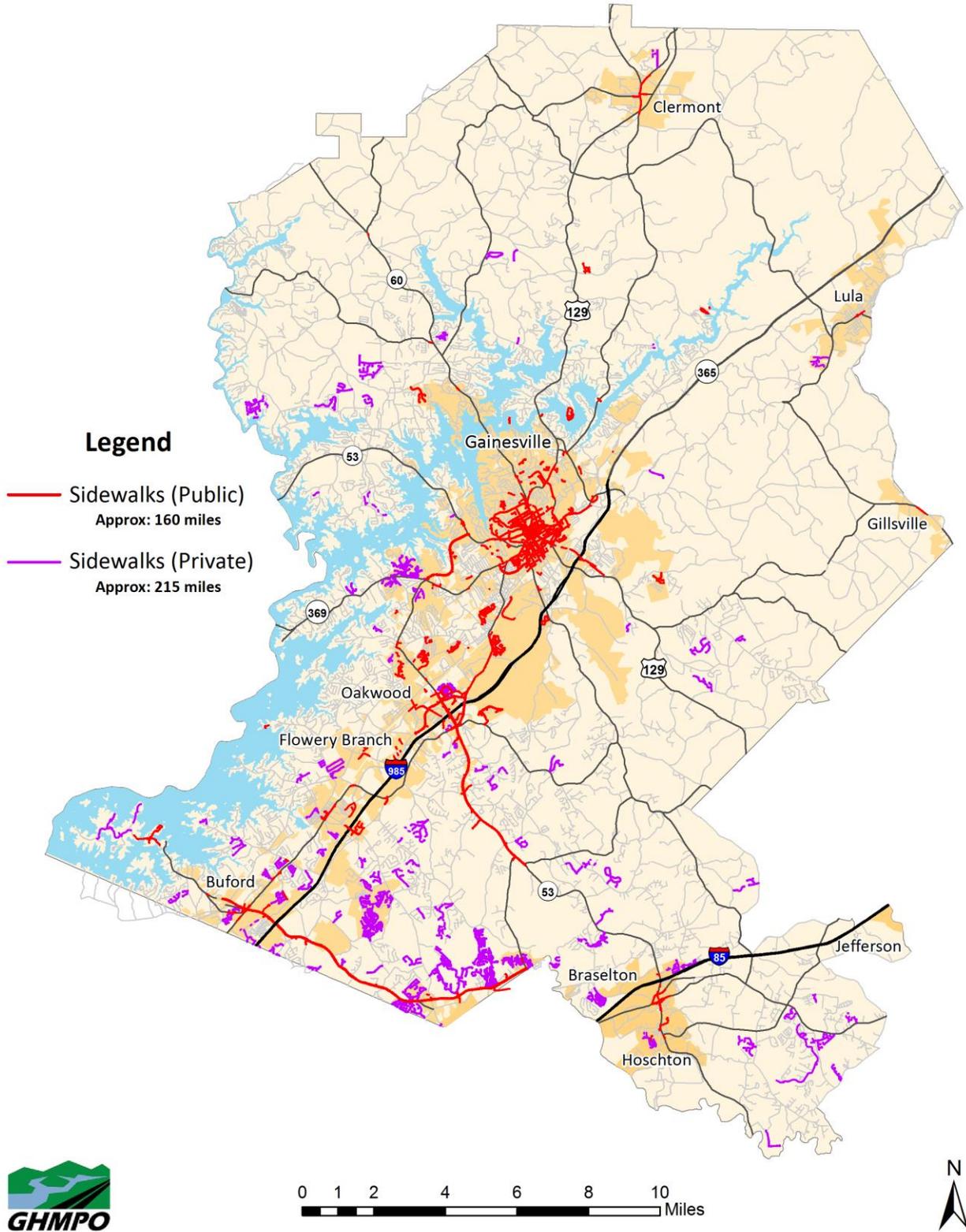


Figure 14: GHMPO Planning Area Sidewalk Inventory

## HALL AREA TRANSIT

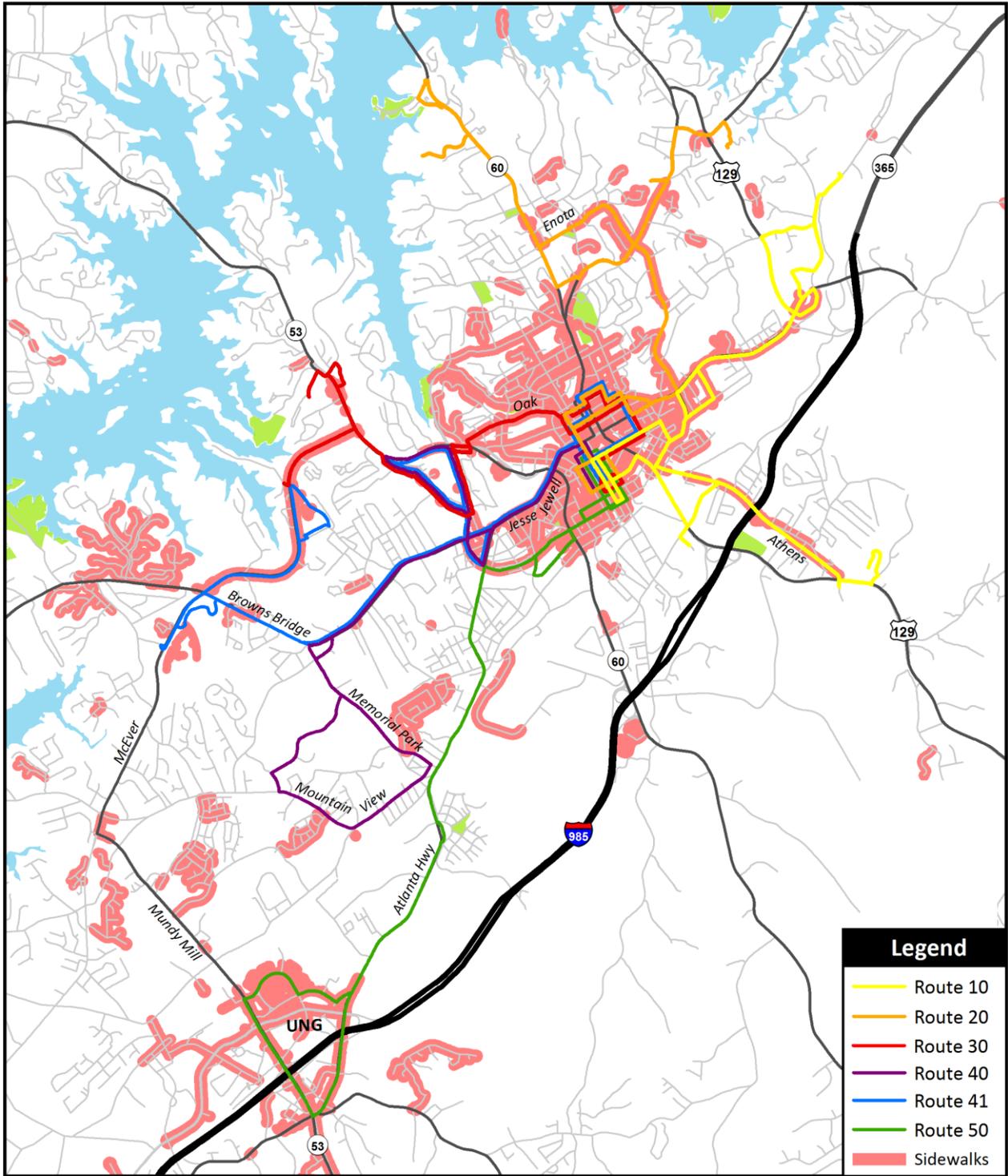
**Figure 16** to the left shows the Hall Area Transit’s Gainesville Connection routes laid on top of the existing sidewalk network in the Gainesville and Oakwood areas. The first observation is that all the routes begin and end in downtown Gainesville at the Hall Area Transit Terminal on Main Street just south of the square. The majority of the city core has sidewalks along one or both sides of the roadway, allowing for adequate pedestrian loading and unloading space. However, as the routes move farther away from the city center, sidewalk availability dwindles. Route 30 (in red) appears to have the most sidewalk availability while routes 40 and 50 (purple and green) appear to have the least availability.

Virtually the entire stretch from Pearl Nix Parkway to McEver Road has no sidewalks, which is an area currently served by both Routes 40 and 41. This is a highly commercial corridor and could benefit from an increase in pedestrian facilities. Route 40 also has little to no sidewalks along Memorial Park and Mountain View, two areas of heavy industry and employment. Route 50 is benefiting by the continuing construction of the Highlands to Islands Multi-Use Trail that will eventually provide pedestrian connectivity along the entire section of the route that runs along Atlanta Highway.



**Figure 15: Sidewalks and Pedestrian Facilities are plentiful in the city centers but become less abundant the farther away one travels**

# Gainesville Connection Fixed Routes & Sidewalks



**Legend**

- Route 10
- Route 20
- Route 30
- Route 40
- Route 41
- Route 50
- Sidewalks



Figure 16: Hall Area Transit Fixed Routes with Sidewalk Inventory

## CONCLUSIONS

The GHMPO planning area has a great start for a continuous sidewalk network for a non-urban county. Most of the city centers have sidewalks available and many major corridors have recently installed sidewalks or multi-use paths on one or both sides of the roadways. This allows for pedestrians to move more freely and more comfortably as they try to reach their destinations on foot.

Moving forward, connectivity to this existing network should be considered, especially as roads are widened or new routes are created. The creation of a continuous pedestrian network from Gainesville to Gwinnett and Jackson Counties can very much be a reality if steps are taken to slowly expand the pedestrian network as new roadway projects come online. The increase in connectivity will continue to improve the lives of Hall County residents as they are able to move more freely between home, work, and places of leisure in the coming future.

