

## **Citizens Advisory Committee**

**Thursday, April 30, 2026, 4:00 PM**

**HR Training Room, 2<sup>nd</sup> Floor, Hall County Government Center  
2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Renee Gerrell, Chair**
  
- 2. Approval of the January 29, 2026 Meeting Minutes**
  
- 3. Recommend Approval of Amendment #7 to the FY 2024-2027 Transportation Improvement Program (TIP) / Amendment #1 to the 2055 Metropolitan Transportation Plan (MTP)**
  
- 4. Recommend Approval of the Highlands to Islands Trail Study: UNG to McEver Road**
  
- 5. Recommend Approval of the Hoschton Transportation Plan**
  
- 6. Other**
  
- 7. TCC Agency Reports**
  
- 8. Public Comment**
  
- 9. Upcoming Meeting Date: July 30, 2026**
  
- 10. Adjourn**

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5. **Recommend Approval of the Hoschton Transportation Plan**
6. **Other**
7. **TCC Agency Reports**
8. **Public Comment**
9. **Upcoming Meeting Date: July 30, 2026**
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## **Citizens Advisory Committee**

**HR Training Room, 2<sup>nd</sup> Floor, Hall County Government Center  
Draft Minutes of January 29, 2026 Meeting**

### **Voting Members Present:**

Sammy Smith, *City of Gainesville – Vice Chair*  
Beverly Nordholz, *City of Gainesville*  
Tony Millwood, *City of Oakwood*  
Pat Jones, *City of Oakwood*  
John Rudio, *City of Flowery Branch*  
Aubrey Duke, *City of Flowery Branch*  
Billy Edwards, *Town of Braselton*  
Brent Hoffman, *Hall County*  
Adrienne Rice, *Hall County*  
Bob Norton, *Hall County*  
Randy Wright, *Hall County*

### **Voting Members Absent:**

Renee Gerrell, *Hall County – Chair*  
Jesse Patton, *Hall County*  
Jason Cox, *City of Gainesville*  
Patrick O'Rouke, *Hall County*  
Kim Jackson, *Hall County*  
Jim Southard, *Jackson County*

### **Others Present:**

Joseph Boyd, *GHMPO*

## **1. Welcome**

Mr. Smith opened the meeting at 4:00 PM.

## **2. Approval of October 30, 2025 Meeting Minutes**

**MOTION:** Mr. Rudio made a motion to approve the October 30, 2025 meeting minutes, which received a second from Ms. Nordholz, and the motion passed by unanimous vote.

## **3. Recommend Approval of the Draft FY 2027 Unified Planning Work Program (UPWP)**

Mr. Boyd presented the final draft of the FY 2027 Unified Planning Work Program, which is the annual operating budget for the MPO, funding all planning activities and any additional studies GHMPO plans to undertake. This document will cover all MPO activities between July 1, 2026 and June 30, 2027. Mr. Boyd discussed how MPO staff met one-on-one with each jurisdiction earlier in January to discuss the draft document and to gather any anticipated planning needs that will need to be inserted into the FY 2027 UPWP. Out of those discussions, the UPWP highlights an update to

the GHMPO Freight Plan, a Skelton Road Corridor Study, and a State Route 124 Corridor Study as possible planning projects in FY 2027. The final draft of the FY 2027 UPWP will be up for approval at the next Policy Committee meeting on February 10, 2026.

Mr. Smith asked if railroad crossing upgrades could be looked at using these funds. Mr. Boyd responded that they potentially could, but all railroad crossing upgrades had to be handled by the railroad company themselves, but that this could potentially be a part of the Freight Study update in FY 2027.

**MOTION:** Ms. Millwood made a motion to recommend approval of Draft FY 2027 Unified Planning Work Program, which received a second from Mr. Rudio, and the motion passed by unanimous vote.

#### **4. Recommend Approval of the Draft PL Application for the State Route 124 Corridor Study: State Route 332 to Creek Nation Road**

Mr. Boyd presented the draft application for additional PL (Planning) funds in order to conduct a State Route 124 Corridor Study: State Route 332 to Creek Nation Road in western Jackson County. This corridor study would pick up where the GH-152 widening project currently terminates at State Route 332 and continue on to the MPO planning boundary at Creek Nation Road. This is a rapidly growing corridor that Jackson County would like explored for possible short and long-term upgrades and safety improvements. If approved by the MPO committees, MPO staff will present the application in March 2026 for approval by the PL funds review committee.

**MOTION:** Mr. Norton made a motion to recommend approval of the PL Application for the State Route 124 Corridor Study: SR 332 to Creek Nation Road, which received a second from Mr. Millwood, and the motion passed by unanimous vote.

#### **5. Review of the Anticipated Project List for the FY 2027-2030 Transportation Improvement Program (TIP)**

Mr. Boyd updated the committee that GHMPO is required to adopt a new Transportation Improvement Program (TIP), which is the short-term transportation plan for the region, by November 2026. As part of the TIP, projects must be modeled to show air quality impacts. This model is ran by the Atlanta Regional Commission (ARC), and their deadline for projects to be inserted into the model is April 2026. In light of this deadline, GHMPO staff presented a draft list of anticipated projects to be inserted into the model. GDOT Planning will send their final list of projects by March 2026. Mr. Boyd noted that nothing was finalized with the project list until the TIP itself was adopted in November 2026. Mr. Boyd then ran through the list of expected projects.

Mr. Norton asked why the Green Street Median Project (GH-121/PI 0017392) was being conducted when it did not add to the capacity of Green Street. Mr. Boyd responded that this project was primarily focused on rebuilding utility infrastructure in the area and relocating them to a center median. This center median would also serve to keep the left lane traffic moving and not allow left turns except for at key intersections, which would now include turn lanes. Mr. Norton responded that this was an expensive project to be doing that would not actually help improve capacity. He also stated concern over the impacts that this project would have on the historic nature of the corridor, including the trees. Mr. Boyd responded that he could ask the City of Gainesville and GDOT

to come to the next CAC meeting in April to give a more in-depth overview of the project and its expected impacts. Though Green Street improvements were a priority for the City of Gainesville, ultimately all upgrades to the corridor had to come from GDOT since this is a state route.

Mr. Norton also asked if there were any plans to convert parallel roadways to one-way traffic patterns to help improve flow on Green Street, to which Mr. Boyd responded that no, there were no plans to do that at this time to his knowledge. Mr. Norton asked if the MPO could do a study to look at how to pull cars off of Green Street and create other corridors of travel through this area of the city. Mr. Boyd responded that it was possible but he would need to speak with the City of Gainesville and GDOT on that matter as some of these may have been discussed in the past already.

## **6. Update on the Highlands to Islands Trail Study: UNG to McEver Road**

Mr. Boyd provided a brief update on the Highlands to Islands Trail Study. He added that the final draft should be ready for review by March 2026, with the final document up for adoption at the spring round of MPO committee meetings. He also added that Flowery Branch recently received right-of-way approval to run a trail from their downtown to Radford Road, which will be reflected in the final study.

## **7. Other**

Mr. Smith stated that he had made a request for GDOT to provide the committee with the 2026 list of Quick Response Projects. Mr. Boyd stated that he was still awaiting the list from GDOT but would send it out to the committee as soon as he received it. Ms. Rice asked if traffic signals could be a part of the Quick Response Program, to which Mr. Boyd responded no, typically they were not. Typical projects would include extending turn lanes, restriping roadways, adding sidewalks, etc. The committee discussed recent projects that were conducted based on requests from the CAC, including a sidewalk project over Tumbling Creek along Atlanta Highway in Gainesville and a turn lane extension project near the Walmart on Mundy Mill Road in Oakwood.

Ms. Rice updated the committee that GDOT would soon be installing a dedicated left turn arrow off of Limestone Parkway onto Beverly Road in Gainesville.

Mr. Norton stated that he had recently taken a tour of the coming Inland Port in Gainesville and asked the committee if they would be interested in a tour as well. The committee agreed and Mr. Norton stated that he would work with Mr. Boyd to get that scheduled soon for the group.

## **8. TCC Agency Reports**

Mr. Boyd briefly discussed some of the notable project updates from the TCC Agency Report.

## **9. Public Comment**

There were no public comments.

**10. Upcoming Meeting Date: April 30, 2026**

Mr. Smith reminded the CAC that their next meeting would be on April 30, 2026.

**11. Adjourn**

There being no other items of business, the meeting adjourned.

\_\_\_\_\_  
Renee Gerrell, Chair

\_\_\_\_\_  
Joseph Boyd, GHMPO

DRAFT

## **Citizens Advisory Committee**

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## MEMORANDUM

**To: Citizens Advisory Committee Members**

**From: Joseph Boyd, GHMPO**

**Date: April 23, 2026**

**Re: Recommend Approval of Draft Amendment #7 to the FY24-27  
Transportation Improvement Program (TIP) / Amendment #1 to the  
2055 Metropolitan Transportation Plan (MTP)**

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GHMPO, at the request of the Georgia Department of Transportation, has developed Amendment #7 to the FY 2024-2027 Transportation Improvement Program (TIP), which contains all projects receiving federal or state funding between fiscal years 2024 and 2027. Additionally, when an amendment is made to the TIP, it must be made to the current Metropolitan Transportation Plan (MTP) as well. This will be Amendment #1 to the 2055 MTP.

This amendment includes only one project update, listed below:

- New Project: GH-157 / PI 0021600: New Multiuse Trail Project – Flowery Branch Spur (Spring Street, Mulberry Street, E. Main Street, Phil Niekro Blvd)
  - Preliminary Engineering (PE) funding added for FY 2026 in the amount of \$500,000.00

**RECOMMENDED ACTION:** **Recommend Approval of Draft Amendment #7 to the  
FY24-27 TIP / Amendment #1 to the 2055 MTP**

*Attachment:* *Draft TIP Amendment #7 / MTP Amendment #1*



**GAINESVILLE-HALL**  
Metropolitan Planning Organization

**FY 2024 - FY 2027**  
**Transportation Improvement Program (TIP)**  
**Amendment #7**

**&**

**2055 Metropolitan Transportation Plan (MTP)**  
**Amendment #1**

Adopted: May 12, 2026

**A Resolution by the Gainesville-Hall Metropolitan Planning Organization  
Policy Committee Adopting Amendment #7 to the FY 2024-2027 Transportation  
Improvement Program and Amendment #1 to the 2055 Metropolitan Transportation Plan**

**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 2020 Census; and

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

**WHEREAS**, the FY 2024-2027 Transportation Improvement Program meets the requirement of Title 23 of the U.S. Code; and

**WHEREAS**, the 2055 Metropolitan Transportation Plan meets the requirement of Title 23 of the U.S. Code; and

**WHEREAS**, GHMPO did conduct a required 15-day public comment period on this Amendment from April 8 to April 22, 2026;

**WHEREAS**, the 2024-2027 TIP and the 2055 MTP has been amended, per Attachment #1, to add one new project, GH-157, to the TIP program years;

**NOW, THERE, BE IT RESOLVED** that the Gainesville-Hall Metropolitan Planning Organization adopts Amendment #7 to the FY 2024-2027 Transportation Improvement Program and Amendment #1 to the 2055 Metropolitan Transportation Plan.

A motion was made by PC member \_\_\_\_\_ and seconded by PC member \_\_\_\_\_ and approved this the 12<sup>th</sup> Day of May, 2026.

\_\_\_\_\_  
Chairman David Gibbs, Chair  
GHMPO Policy Committee

\_\_\_\_\_  
Joseph Boyd, MPO Director  
GHMPO

**FY 2024 – 2027 Transportation Improvement Program – Amendment #7**

**2055 Metropolitan Transportation Plan – Amendment #1**

**New TIP & MTP Project**

Project MPO #	Project GDOT #	Phase	Program Year	Amount Authorized (Federal)	Amount Authorized (State)	Amount Authorized (Local)	Update Type	Fund Code	Description
GH-157	0021600	PE	2026	\$400,000	\$0	\$100,000	New Project	Y306	New Multiuse Trail Project – Flowery Branch Spur Multi-use Trail - Spring St, Mulberry St, E Main St, Phil Niekro Blvd

**2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

GHMPO No.	GDOT No.	Project Name	FY 2024					FY 2025					FY 2026					FY 2027				
			SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL
GH-016	0003626	Sardis Road Connector from State Route 60 to Sardis Road near Chestatee Road								\$61,268	\$2,193											
GH-018	0013626	Widening of State Route 369/Browns Bridge Road from State Route 53/McEver Road to Lake Lanier/Forsyth County Line						\$1,500														
GH-020A	122060	Widening of US 129/Cleveland Highway from Lakeview Street to south of Nopone Road (Phase I)												\$58,241	\$2,457							
GH-020B	0016862	Widening of US 129/Cleveland Highway from Brittany Court to south of Lakeview St (Phase II)											\$1,500									
GH-020C	0016863	Widening of US 129/Cleveland Highway from Limestone Pkwy to north of Brittany Court (Phase III)											\$2,605									
GH-023B	0015280	Widening of Spout Springs Road from Union Circle to south of State Route 347/Friendship Road (Phase II)												\$20,243								
GH-038	132610	Widening of US 129/Cleveland Highway north of Nopone Road to State Route 284/Clarks Bridge Road																	\$27,982			
GH-119	0015551	Bridge Replacement on State Route 60/Thompson Bridge Road at Lake Lanier/Chattahoochee River			\$101																	
GH-121	0017392	Operational Improvements on Green Street/State Route 60 from Academy Street to Glenwood Drive								\$9,160											\$14,566	\$2,239
GH-124	0015702	Widening of State Route 53/Dawsonville Highway from Ahaluna Drive to Shallowford Road					\$70				\$4,639											
GH-130	0013762	Widening of State Route 60/Thompson Bridge Road from State Route 400 in Lumpkin County to Yellow Creek Road in Hall County							\$225										\$1,077			
GH-133	0016074	New Interchange at State Route 365 at YMCA Drive/Lanier Tech Drive					\$717				\$17,023											
GH-141	0017735	Bridge Replacement on State Route 283/Holly Springs Road at Flat Creek								\$310												
GH-144	0019079	Bridge Replacement on State Route 284/Shoal Creek Road at Eubank Creek												\$250								
GH-145	0016921	Intersection Improvement at State Route 53 and State Route 369				\$1,182																
GH-147	0016089	Widening of State Route 211 from Pinot Noir Drive to State Route 347/Friendship Road			\$146										\$411							
GH-148	0020370	NEVI - Charging Stations along I-985 between State Route 53 and State Route 369							\$60		\$1,400											
GH-149	NRT 24(04)	Trail Project - Chicopee Woods Area Park Commission									\$112											
GH-150	0020731	Widening of State Route 365 from I-985 to Belton Bridge Road in Lula												\$10,000								
GH-151	0020735	Widening of State Route 53/Winder Highway from State Route 124 to New Cut Road												\$1,500								
GH-157	0021600	Flowery Branch Spur Multi-use Trail - Spring St, Mulberry St, E Main St, Phil Niekro Blvd												\$500								
<b>TOTAL</b>			<b>\$0</b>	<b>\$0</b>	<b>\$247</b>	<b>\$1,182</b>	<b>\$786</b>	<b>\$1,725</b>	<b>\$60</b>	<b>\$9,470</b>	<b>\$84,442</b>	<b>\$2,193</b>	<b>\$0</b>	<b>\$16,105</b>	<b>\$20,493</b>	<b>\$58,652</b>	<b>\$2,457</b>	<b>\$0</b>	<b>\$1,077</b>	<b>\$27,982</b>	<b>\$14,566</b>	<b>\$2,239</b>

FY 2024-2027	\$ Thousands
SCP	\$1,725
PE	\$17,242
ROW	\$58,192
CST	\$158,842
UTL	\$7,676
<b>TOTAL</b>	<b>\$243,676</b>

\$ Thousands

5/12/2026

**GAINESVILLE TOTAL EXPECTED HIGHWAY STIP FUNDS  
(MATCHED)  
FY 2024 - FY 2027**

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$ 1,050,000.00	\$ 4,639,170.00	\$ -	\$ -	\$ 5,689,170.00
STBG	Y238	STBG - AREAS WITH POPULATION <5K	\$ -	\$ -	\$ -	\$ -	\$ -
STBG	Y236	STBG - AREAS WITH POPULATION <200K	\$ -	\$ 1,810,000.00	\$ -	\$ -	\$ 1,810,000.00
NEVI	Y134	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM	\$ -	\$ -	\$ 1,460,000.00	\$ -	\$ 1,460,000.00
TA	Y306	TRANSPORTATION ALTERNATIVES			\$ 500,000.00		
NRT	NRT	NATIONAL RECREATIONAL TRAILS FUNDING PROGRAM	\$ -	\$ 149,943.00	\$ -	\$ -	\$ 149,943.00
Carbon	Y606	CARBON REDUCTION (IIJA)	\$ 453,696.00	\$ 747,960.00	\$ 753,195.00	\$ 753,195.00	\$ 2,708,046.00
BFP	Y110	BRIDGE FORMULA PROGRAM	\$ -	\$ -	\$ -	\$ -	\$ -
State	SGF	STATE GRANT FUNDS	\$ -	\$ 10,000,000.00	\$ 1,802,150.00	\$ -	\$ 11,802,150.00
Local	LOC	LOCAL FUNDING	\$ -	\$ 5,584,764.00	\$ 20,243,000.00		\$ 25,827,764.00
State	HB170	HB170	\$ 2,044,297.00	\$ 84,059,344.00	\$ 64,911,804.72	\$ 47,179,733.00	\$ 198,195,178.72
Transit	5303	METROPOLITAN PLANNING	\$ 133,579.00	\$ 136,372.50	\$ 145,105.00	\$ 145,105.00	\$ 560,161.50
Transit	5307	URBAN CAPITAL AND OPERATING EXPENSES	\$ 3,490,918.00	\$ 3,490,918.00	\$ 3,490,918.00	\$ 3,490,918.00	\$ 13,963,672.00
Transit	5311	RURAL CAPITAL AND OPERATING EXPENSES	\$ 150,989.00	\$ 85,161.00	\$ 85,161.00	\$ 85,161.00	\$ 406,472.00
NHPP	Y001	LIGHTING	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 14,000.00	\$ 56,000.00
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 608,000.00	\$ 608,000.00	\$ 608,000.00	\$ 608,000.00	\$ 2,432,000.00
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 3,782,000.00	\$ 3,377,000.00	\$ 3,377,000.00	\$ 3,377,000.00	\$ 13,913,000.00
STBG	Y240	LOW IMPACT BRIDGES	\$ 284,000.00	\$ 284,000.00	\$ 284,000.00	\$ 284,000.00	\$ 1,136,000.00
STBG	Y240	OPERATIONS	\$ 162,000.00	\$ 162,000.00	\$ 162,000.00	\$ 162,000.00	\$ 648,000.00
STBG	Y240	TRAF CONTROL DEVICES	\$ 405,000.00	\$ 405,000.00	\$ 405,000.00	\$ 405,000.00	\$ 1,620,000.00
STBG	Y240	RW PROTECTIVE BUY	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 80,000.00
HSIP	YS30	SAFETY	\$ 1,351,000.00	\$ 1,351,000.00	\$ 1,351,000.00	\$ 1,351,000.00	\$ 5,404,000.00
RRX	YS40	RAILROAD CROSSINGS	\$ 155,000.00	\$ 155,000.00	\$ 155,000.00	\$ 155,000.00	\$ 620,000.00
<b>TOTAL</b>			<b>\$ 14,104,479.00</b>	<b>\$ 117,079,632.50</b>	<b>\$ 99,767,333.72</b>	<b>\$ 58,030,112.00</b>	<b>\$ 288,481,557.22</b>



## FY 2024 – 2027 Transportation Improvement Program

<b>Project Name</b> Flowery Branch Spur Multi-use Trail - Spring St, Mulberry St, E Main St, Phil Niekro Blvd	<b>GHMPO No.</b> GH-157	<b>GDOT No.</b> 0021600
	<b>County</b> Hall	<b>City</b> Flowery Branch
<b>Local Rd. Name</b>	<b>GDOT District</b> 1	<b>RC</b> GMRC
<b>US/State Rd. Name</b>	<b>Funding Source</b> Federal/Local	

<b>Project Description</b> Multiuse Trail in Flowery Branch from Spring Street to Phil Niekro Blvd.	
<b>Improvement Type</b> Trail	<b>Capacity Adding</b> No
<b>Project Intent</b> To expand pedestrian infrastructure in downtown Flowery Branch.	

<b>Project Termini</b>	<b>Length (miles)</b> 0.8
<b>From</b> Spring Street	<b>Exist. Lanes</b> N/A <b>Future Lanes</b> N/A
<b>To</b> Phil Niekro Blvd	

<b>Bike / Ped Infrastructure</b> Multiuse Trail
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<b>Network Year</b> 2030	<b>MTP Project Band:</b> Band 1 (2026-2027)	<b>Open to Traffic Date</b> 2027
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STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	OTHER	TOTAL
2026	Pre-Engineering	LOC/Y306	\$100,000	\$0	\$400,000	\$0	\$500,000
		<b>TOTAL</b>	\$100,000	\$0	\$400,000	\$0	\$500,000



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- 10. Adjourn**



## MEMORANDUM

**To: Technical Coordinating Committee Members**

**From: Joseph Boyd, GHMPO**

**Date: April 22, 2026**

**Re: Recommend Approval the Highlands to Islands Trail Study: UNG to McEver Road**

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GHMPO, in partnership with Gainesville, Oakwood, Flowery Branch, Hall County, and the University of North Georgia (UNG): Gainesville Campus, has developed the Highlands to Islands Trail Study: UNG to McEver Road. This document explored all potential routes to connect the existing terminus of the Highlands to Islands Trail on the campus of UNG to downtown Flowery Branch and the planned multiuse path along McEver Road. Three potential alignments were identified as the best possible routes and cost estimates were created to assist the community when planning to utilize expected SPLOST IX revenue dedicated for this expansion project, along with other potential funding mechanisms.

The full document is available for review and comment via the following links:

**Section 1: Background and Alternatives:** [http://www.ghmpo.org/wp-content/uploads/2026/04/Pages-from-0420\\_-1250532-Highlands-to-Islands-Trail-Study.pdf](http://www.ghmpo.org/wp-content/uploads/2026/04/Pages-from-0420_-1250532-Highlands-to-Islands-Trail-Study.pdf)

**Section 2: Alignment A:** [http://www.ghmpo.org/wp-content/uploads/2026/04/Pages-from-Pages-from-0420\\_-1250532-Highlands-to-Islands-Trail-Study-2.pdf](http://www.ghmpo.org/wp-content/uploads/2026/04/Pages-from-Pages-from-0420_-1250532-Highlands-to-Islands-Trail-Study-2.pdf)

**Section 3: Alignment B:** [http://www.ghmpo.org/wp-content/uploads/2026/04/Pages-from-Pages-from-0420\\_-1250532-Highlands-to-Islands-Trail-Study-3.pdf](http://www.ghmpo.org/wp-content/uploads/2026/04/Pages-from-Pages-from-0420_-1250532-Highlands-to-Islands-Trail-Study-3.pdf)

**Section 4: Alignment C & Costs:** [http://www.ghmpo.org/wp-content/uploads/2026/04/Pages-from-Pages-from-0420\\_-1250532-Highlands-to-Islands-Trail-Study-4.pdf](http://www.ghmpo.org/wp-content/uploads/2026/04/Pages-from-Pages-from-0420_-1250532-Highlands-to-Islands-Trail-Study-4.pdf)

**RECOMMENDED ACTION:** **Recommend Approval of the Highlands to Islands Trail Study: UNG to McEver Road**

*Attachment: Draft Highlands to Islands Trail Study*

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## MEMORANDUM

**To: Citizens Advisory Committee Members**

**From: Jennifer Harrison, City Manager, Hoschton**

**Date: April 23, 2025**

**Re: Recommend Approval of the Hoschton Master Transportation Plan**

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GHMPO, in partnership with the City of Hoschton, has developed the Hoschton Master Transportation Plan, the first of its kind for the City. This document provides Hoschton with a short, medium, and long-term menu of transportation improvements designed to increase connectivity, lower crash rates, decrease congestion, and improve the overall quality of life for its residents and visitors alike. This Study is a supplement to the recently completed Braselton-Hoschton Area Mobility Study (BHAMS), which was completed by GDOT in 2025 and primarily focused on improvements along the State Route 53 corridor. The Hoschton Master Transportation Plan references those projects but also provides the City with options to improve all locally controlled streets. Many projects are bicycle and pedestrian oriented in hopes of removing as many cars as possible from SR 53 and the surrounding surface streets.

The full document is available for review and comment via the following links:

- [http://www.ghmpo.org/wp-content/uploads/2026/04/DRAFT\\_Hoschton-Master-Transportation-Plan\\_with-Appendix.pdf](http://www.ghmpo.org/wp-content/uploads/2026/04/DRAFT_Hoschton-Master-Transportation-Plan_with-Appendix.pdf)



**RECOMMENDED ACTION:** **Recommend Approval of the Hoschton Master Transportation Plan**

*Attachment: Draft Hoschton Master Transportation Plan*

# City of Hoschton

# Master Transportation Plan

Hoschton, Georgia

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Prepared for:



May 2026

Prepared by:



## EXECUTIVE SUMMARY

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The City of Hoschton Master Transportation Plan (MTP) provides a strategic framework designed to navigate the challenges of rapid population growth and escalating traffic congestion. This plan establishes a vision for a livable, vibrant, and sustainable transportation network, aimed to reduce dependency on personal motor vehicles and alleviate pressure on the heavily congested State Route (SR) 53 corridor.

The MTP is built upon four primary guiding principles, established through extensive community and stakeholder collaboration: Connectivity, Choices, Safety, and Community Preservation. The plan identifies existing operational and safety deficiencies within the City and outlines projects to improve local connectivity and support alternative transportation modes.

The planning process began with a rigorous assessment of existing conditions, which revealed a high reliance on automobiles and a significant lack of connected infrastructure for alternative modes. Previous regional studies confirmed that the SR 53 segment within the City limit is reaching peak capacity, with several key intersections currently operate at a failing Level of Service (LOS) during peak hours. Furthermore, while crash trends had been declining, 2024 saw an increase in both total incidents and the proportion of injury-related crashes. Public engagement sessions validated these findings, with 69% of residents expressing dissatisfaction with the existing roadway network and 66% reporting dissatisfaction with lack of dedicated walking and biking infrastructure.

By synthesizing technical deficiencies identified in the existing condition assessment, review of previous studies and plans, and public engagement, the MTP identifies a comprehensive list of infrastructure projects improving the categorized concerns in alternative transportation modes, operational improvements, and safety improvements. To ensure fiscal responsibility, projects were prioritized using a weighted scoring matrix focusing on mode choice, safety, and implementation feasibility. Based on the evaluation criteria defined in this plan, projects are categorized into short-term/high-priority, long-term/medium-priority, and aspirational/low-priority tiers.

The MTP goes beyond physical infrastructure by recommending essential policy and guidance enhancements, including updating the Unified Development Code (UDC), implementing and educating the Personal Transportation Vehicle (PTV) ordinance, considering speed studies on corridors with speeding concerns, and promoting Jackson County Transit service as a reliable regional travel alternative.

The Hoschton MTP serves as a direct reflection of the community aspirations and a technical roadmap for the City's future growth. The successful implementation of this plan will require sustained coordination between the City, regional partners like GHMPO, and state agencies such as Georgia Department of Transportation (GDOT) and Jackson County. By leveraging a diverse range of funding sources, the City will transition from fragmented local segments to a fully integrated, connected network. Ultimately, the MTP provides the "shovel-ready" framework necessary to enhance safety for all road users, catalyze economic vitality in the downtown core, and preserve the unique character of Hoschton for decades to come.

## 4. PROJECT IDENTIFICATION & PRIORITIZATION

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Projects to address the needs and concerns of Hoschton’s transportation system were identified and prioritized through a comprehensive evaluation of previous studies, existing condition assessments, needs assessments, and public engagement, as described in the previous sections. As established in the Introduction, the primary goal of the Master Transportation Plan is to outline projects that prioritizes improvements to city-maintained roadways, with special focus on the local connectivity for alternative travel modes, including active transportation and PTVs. The project categories identified and recommended in this MTP are defined as follows:

1. **Active Transportation & Alternative Modes Connectivity:** Projects designed to enhance the network of sidewalks, trails, and multi-use paths for pedestrians, cyclists, and PTV users.
2. **Operational Improvements:** Initiatives focused on optimizing traffic flow, managing capacity, and improving overall efficiency of the roadway network.
3. **Safety Improvements:** Targeted interventions aimed at reducing crashes, managing speeds, and protecting vulnerable road users at high-risk locations.

To prioritize the City’s list of projects, the project team develop a project evaluation methodology that was used to score and rank each project. The rest of this section explains how projects were identified, categorized, and prioritized.

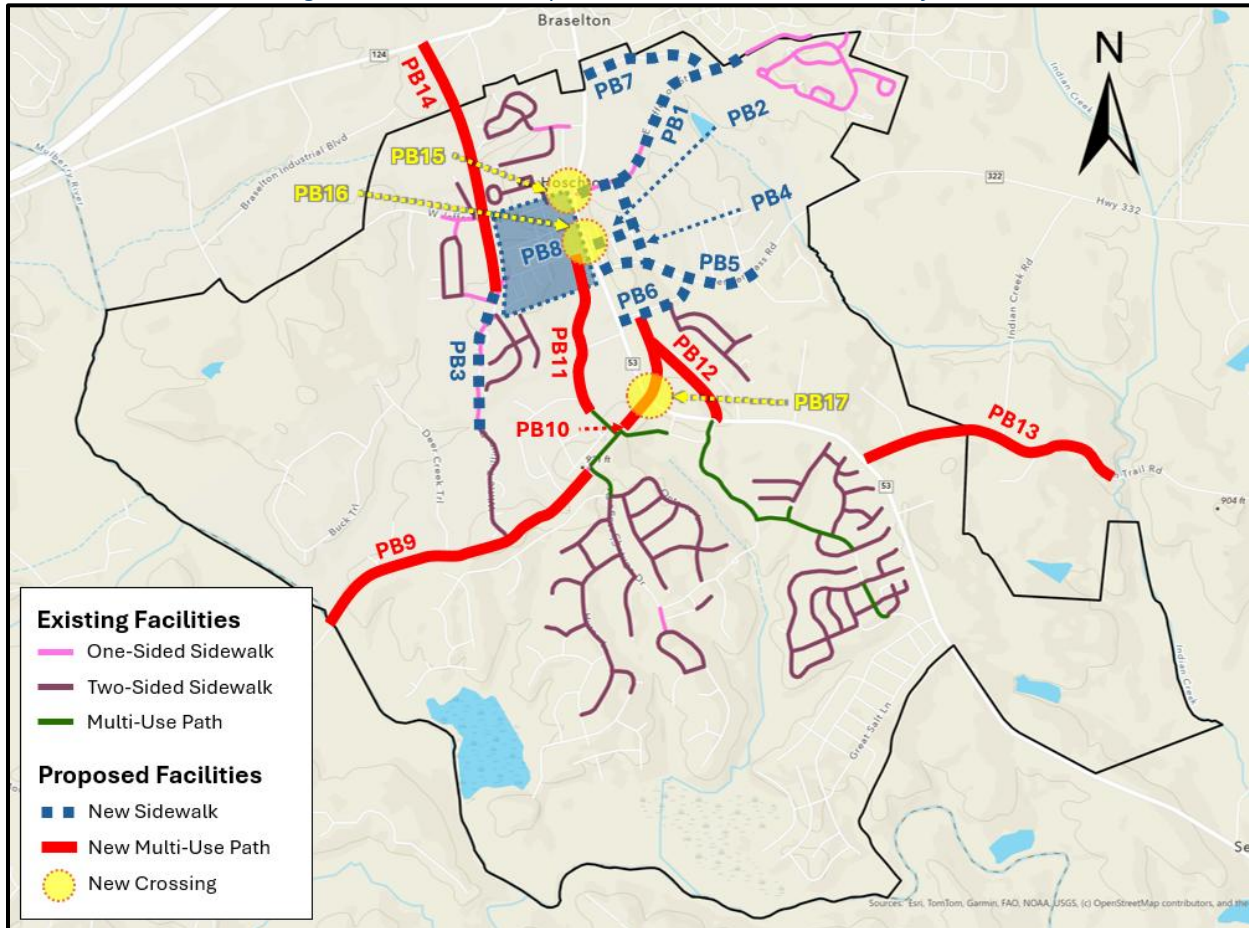
### 4.1. PROJECT IDENTIFICATION

The synthesis of the existing condition assessment, reviews of previous studies and plans, and feedback from public meetings and online surveys revealed the citywide deficiencies that the MTP should address. To guide the project identification process, three primary focus areas were established: Active Transportation & Alternative Modes Connectivity, Operational Improvements, and Safety Improvements. High-level cost estimates were developed for each identified project based on standard planning-level assumptions. Actual project cost will be significantly influenced by the final scale of project area, as well as the extent of required right-of-way acquisition and utility relocation.

#### *Active Transportation & Alternative Modes Connectivity*

To reduce reliance on the already congested SR 53 and encourage more people to utilize alternative modes and active transportation is a vital component of Hoschton’s transportation network. The figure below presents the list of projects identified to improve active transportation and alternative mode connectivity in the City of Hoschton. Footnotes were added for the improvements that were also recommended in other previous studies.

Figure 4.1 – Active Transportation & Alternative Modes Projects



Project ID	Project Name	Location	Estimated Cost
PB1	New Sidewalk on Jefferson Street	Jefferson Street between Jefferson Avenue and Hickory Grove Lane	\$ 333k
PB2	New Sidewalk on Broad Street	Broad Street between Muscogee Drive and New Street	\$ 128k
PB3	Sidewalk Improvement on Cabin Drive	Cabin Drive from Broad Street to south of Hoschton Recreation Park	\$ 103k
PB4	New Sidewalk on New Street	New Street between E Jefferson Street and SR 332/Pendergrass Road	\$ 77k
PB5	New Sidewalk on SR 332/Pendergrass Road	SR 332/Pendergrass Road between SR 53 and Joshua Way/Legacy Drive	\$ 103k
PB6	New Sidewalk on Towne Center Parkway	Towne Center Parkway between SR 53 and SR 332/Pendergrass Road	\$ 77k
PB7	New Sidewalk on W Jackson Road	W Jackson Road between SR 53 and E Jefferson Street	\$ 103k
PB8	New Sidewalks in Downtown Hoschton	Downtown Hoschton west of SR 53	\$ 384k
PB9 <sup>1,2</sup>	New Multi-use path on Peachtree Road	Peachtree Road between SR 53 and Deer Ridge	\$ 1.4M

<b>PB10</b>	New Multi-use path on Peachtree Road to Kroger	Peachtree Road between Gateway Crossing Parkway to Kroger	\$ 183k
<b>PB11<sup>3</sup></b>	New Multi-use path on White Street	White Street between Peachtree Road and W Broad Street	\$ 846k
<b>PB12</b>	New Multi-use path on Jopena Boulevard to Kroger	Jopena Boulevard between Twin Lakes Boulevard and Kroger	\$ 183k
<b>PB13<sup>1</sup></b>	New Multi-use path on Jackson Trail Road (AKA. Sell's Mill Connector Trail)	Jackson Trail Road between SR 53 and Sell's Mill Park	\$ 1.3M
<b>PB14<sup>1,2</sup></b>	New Multi-use path to SR 124 (Hoschton Life Path)	New ped/bike connection between SR 124 and Cabin Drive	\$ 1.4M
<b>PB15</b>	New Ped, Bike, PTV Crossing Improvement on SR 53 at Jefferson Street	SR 53 at Jefferson Street	\$ 30k
<b>PB16</b>	New Ped, Bike, PTV Crossing Improvement on SR 53 at Broad Street	SR 53 at Broad Street	\$ 30k
<b>PB17</b>	New Ped, Bike, PTV Crossing Improvement on SR 53 at Peachtree Road	SR 53 at Peachtree Road	\$ 4.5k
<b>PB18</b>	Citywide Pedestrian-Level Lighting	Citywide	\$ 1.3M
<b>PB19</b>	Citywide Sidewalk Repavement and ADA Ramp Upgrades	Citywide	\$ 18k

<sup>1</sup> GHMPO, Bicycle and Pedestrian Plan 2025 Update, May 2025

<sup>2</sup> GHMPO, 2055 Metropolitan Transportation Plan, May 2025

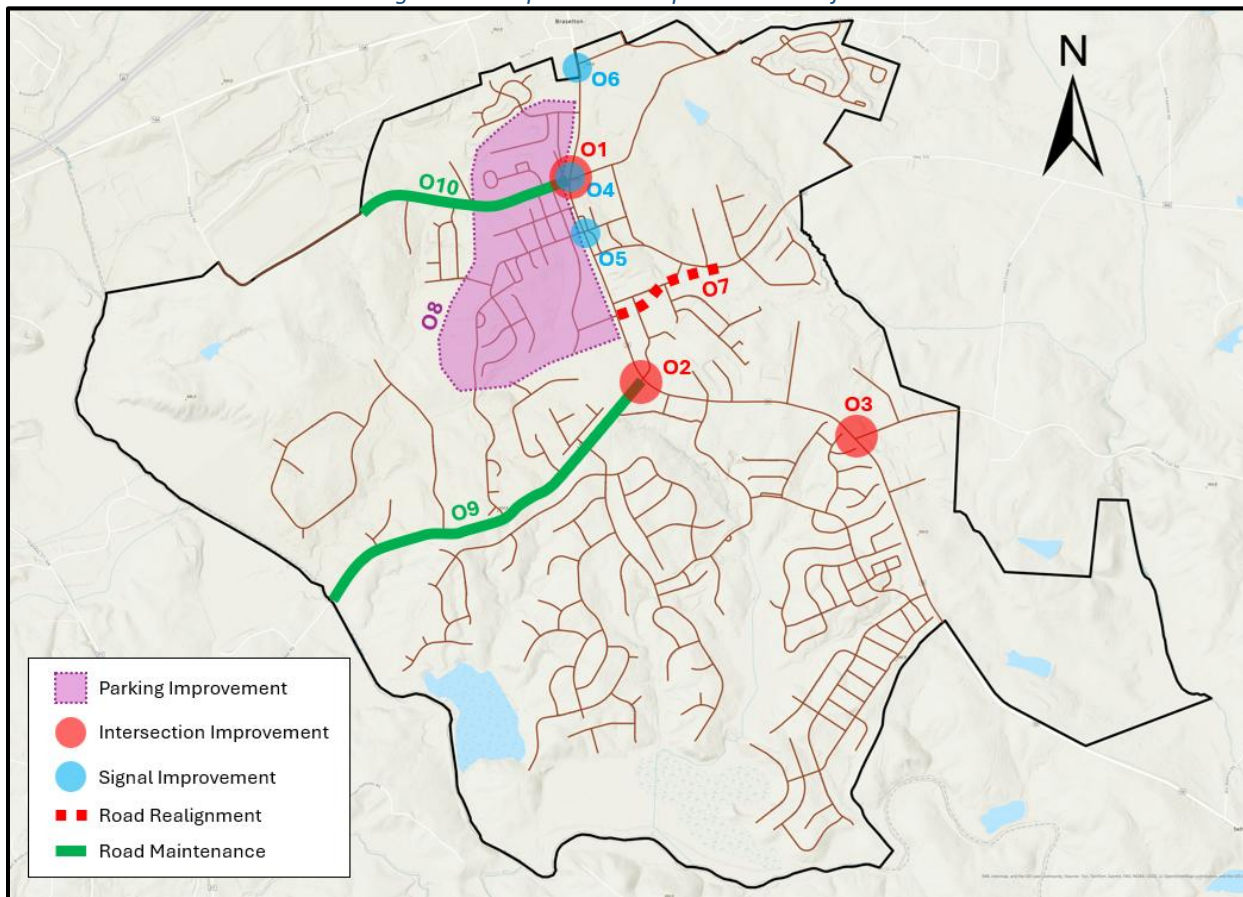
<sup>3</sup> City of Hoschton, Comprehensive Plan 2025-2045 Five-Year Update, Adopted October 16, 2025

### *Operational Improvements*

Operational deficiencies were among the most frequently cited concerns by the public. Oversaturated roadways and intersections, a lack of sufficient parking, and a pressing need for road maintenance were highlighted in surveys and public open houses.

The figure below presents the list of projects identified to improve traffic operations in the City of Hoschton. Footnotes were added for the improvements that were also recommended in other previous studies.

Figure 4.2 – Operational Improvement Projects



Project ID	Project Name	Location	Estimated Cost
O1 <sup>1</sup>	SR 53 at Jefferson Street Intersection Improvement	SR 53 at Jefferson Street	\$ 135k
O2 <sup>1,2</sup>	SR 53 at Peachtree Road Intersection Improvement	SR 53 at Peachtree Road	\$ 270k
O3 <sup>1,2</sup>	SR 53 at Jackson Trail Road Intersection Improvement	SR 53 at Jackson Trail Road	\$ 135k
O4 <sup>1</sup>	SR 53 at Jefferson Street Signal Warrant Analysis	SR 53 at Jefferson Street	\$ 12k
O5 <sup>1</sup>	SR 53 at Broad Street Signal Warrant Analysis	SR 53 at Broad Street Signal	\$ 12k
O6	SR 53 at W Jackson Road Signal Warrant Analysis	SR 53 at W Jackson Road	\$ 12k
O7 <sup>1,2</sup>	SR 332/Pendergrass Road Realignment	SR 332/Pendergrass Road realigned through Towne Center Parkway and Industrial Boulevard	\$ 6.7M
O8	Downtown Hoschton Parking Improvement	Downtown Hoschton west of SR 53	\$ 185k
O9	Peachtree Road Maintenance and Repavement	Peachtree Road	\$ 488k
O10	W Jefferson Street Maintenance and Repavement	W Jefferson Street	\$ 260k

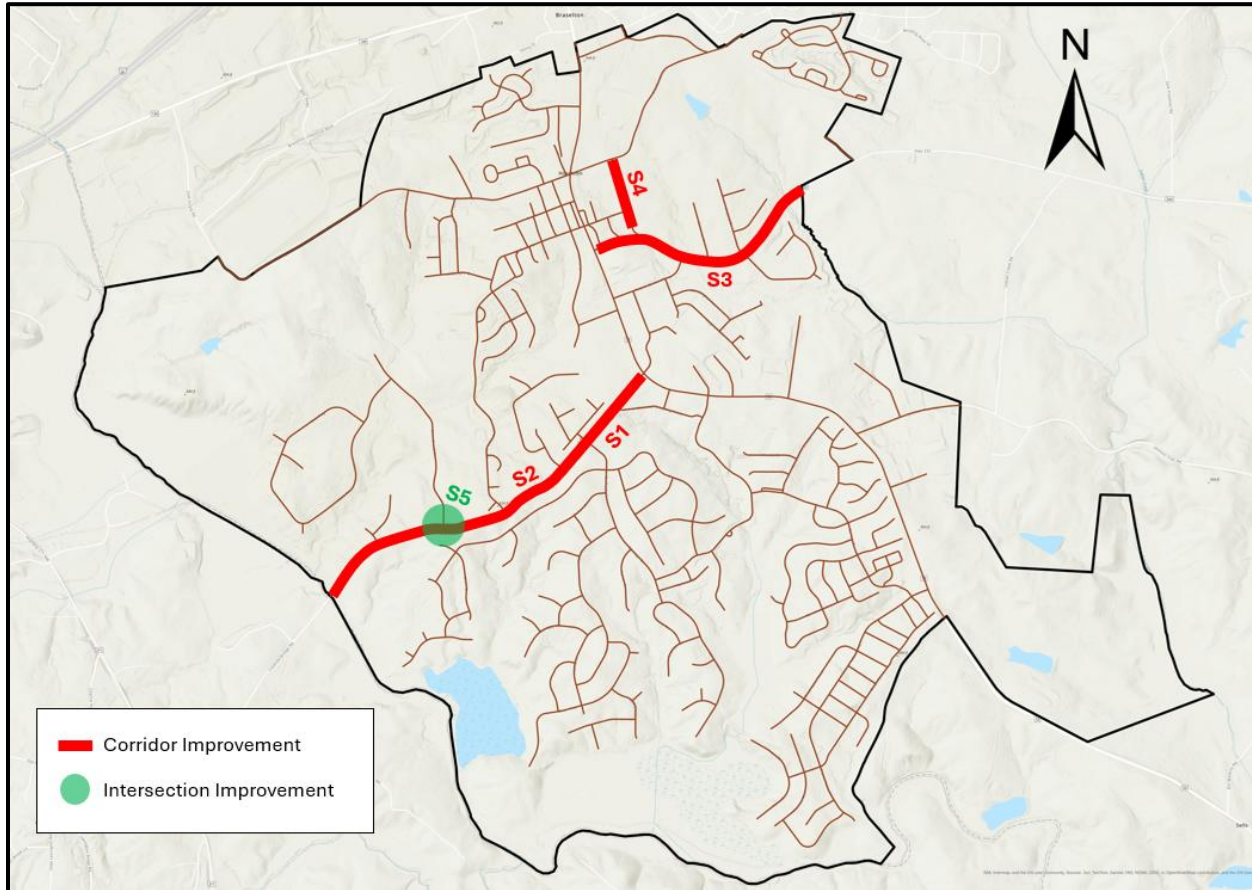
<sup>1</sup> GDOT, Braselton-Hoschton Area Mobility Study, May 2024

<sup>2</sup> Jackson County & GHMPO, Jackson County Transportation Plan, June 2025

### Safety Improvements

Historical crash data analyses and public feedback revealed critical safety concerns throughout the City of Hoschton’s roadway network. To mitigate crash frequency and severity while supporting active transportation and alternative modes, several targeted safety improvement projects were identified. These projects are illustrated in the Figure below, with the footnotes indicating where recommendations align with previous regional studies.

Figure 4.3 – Safety Improvement Projects



Project ID	Project Name	Location	Estimated Cost
S1	Peachtree Road Traffic Calming	Peachtree Road between SR 53 and Deer Ridge	\$ 86k
S2	Peachtree Road Lighting & Drainage Improvements	Peachtree Road between SR 53 and Deer Ridge	\$ 225k
S3	SR 332/Pendergrass Road Traffic Calming	SR 332/Pendergrass Road between SR 53 and High Point Drive	\$ 54k
S4	New Street Signing & Marking Improvements	New Street between SR 332/Pendergrass Road and E Jefferson Street	\$8.1k
S5	Peachtree Road at Deer Creek Trail Intersection Sight Distance Improvement	Peachtree Road at Deer Creek Trail	\$ 45k

## 4.2. PROJECT PRIORITIZATION

Due to project delivery challenges and fiscal constraints, it is not feasible to implement all recommended projects simultaneously. To address this challenge, the evaluation criteria were developed to prioritize the projects identified during the planning process. This methodology provides a transparent, traceable framework for programming the proposed projects in a practical and phased manner.

### *Evaluation Criteria*

The evaluation criteria were selected and organized into the following seven categories, with project scored based on these associated measures:

1. **Mode Choices** – Favors projects that promote alternative modes of transportation other than motor vehicle usage and reduce reliance on the state routes.
2. **Traffic Operations** – Prioritizes improvements to traffic flow and capacity, including enhanced connectivity of pedestrians, bicycles and Personal Transportation Vehicles (PTVs).
3. **Traffic Safety** – Favors projects that reduce crash frequency and severity, with a specific focus on protecting vulnerable roadway users.
4. **Economic Vitality** – Favors projects that stimulate local economic development by improving access to major destinations and activity centers.
5. **Financial Stewardship** – Incentivizes “quick-fix” projects that are cost effective, require minimal design and construction time, and can be locally funded.
6. **Community Livability & Atmosphere** – Favors projects that preserve the City’s unique characteristics, history and small-town atmosphere.
7. **Public Input** – Favors projects that address concerns commented during stakeholder meetings, public open houses, and online surveys.

Each evaluation criterion is scored on a scale of 0 to 3, where 0 represents the least favorable and 3 the most favorable project. The criteria are weighted differently to prioritize improvements that better support local connectivity and demonstrate high implementation feasibility. To ensure results are easily comparable, the final score for each project is calculated as the sum of all weighted category scores, then scaled by a factor of 10 for better scalability. Based on these cumulative scores, projects are categorized into the following three tiers:

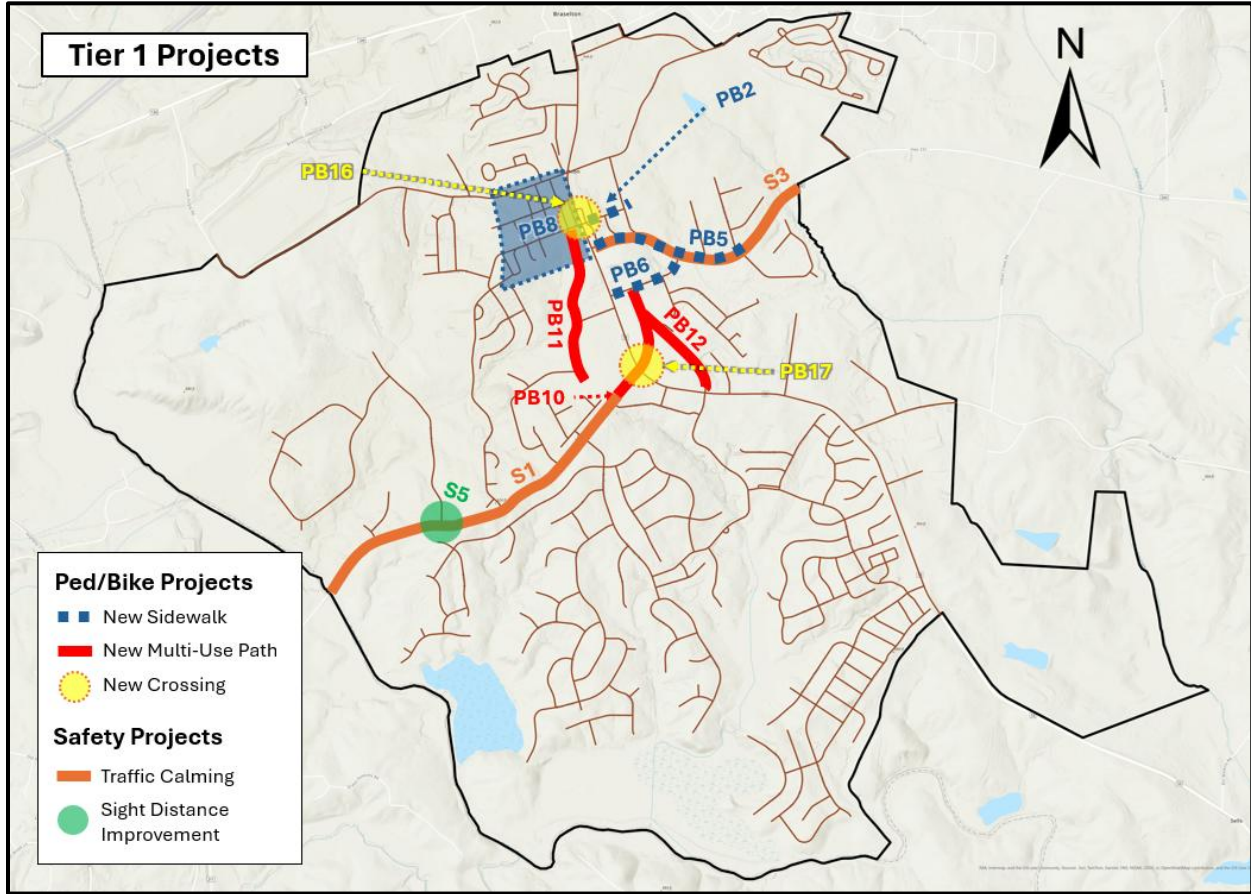
- **Tier 1 (Short-Term High Priority):** Projects scoring 21 points or higher are classified as short-term, high-priority initiatives.
- **Tier 2 (Medium-Term, Medium Priority):** Projects scoring between 17 and 20 points are classified as medium-term, medium-priority initiatives.
- **Tier 3 (Long-Term, Low Priority):** Projects scoring 16 points or lower are classified as aspirational and low-priority initiatives.

Table 4.1 below presents scoring criteria of each evaluation category. Figure 4.4 through Figure 4.6 display the projects categorized into these tiers based on the prioritization. The complete project scoring and prioritization can be found in **Appendix D**.

Table 4.1 – Project Prioritization Scoring

Evaluation Category	Weight	Scoring
<b>Mode Choices</b>	20%	0: Project does not promote alternative transportation mode choices
		1: Project provides minimal support for alternative mode choices
		2: Project provides moderate support for alternative mode choices
		3: Project provides significant support for alternative mode choices
<b>Traffic Operations</b>	5%	0: Project does not improve the existing traffic operations
		1: Project provides minimal improvement to existing traffic operations
		2: Project provides moderate improvement to existing traffic operations
		3: Project provides significant improvement to existing traffic operations
<b>Traffic Safety</b>	20%	0: Project does not improve the existing traffic safety conditions
		1: Project provides minimal improvement existing traffic safety
		2: Project provides moderate improvement existing traffic safety
		3: Project provides significant improvement existing traffic safety
<b>Economic Vitality</b>	5%	0: Project does not stimulate local economic development
		1: Project has minimal impact on local economic development
		2: Project has moderate impact on local economic development
		3: Project has significant impact on local economic development
<b>Financial Stewardship</b>	25%	0: Estimated project cost is greater than \$1 million
		1: Estimated project cost is between \$300,000 and \$1 million
		2: Estimated project cost is between \$50,000 and \$300,000
		3: Estimated project cost is less than \$50,000
<b>Community Livability &amp; Atmosphere</b>	10%	0: Project significantly disturbs the City’s established character
		1: Project moderately disturbs the City’s established character
		2: Project minimally impacts the City’s established character
		3: Project preserves the City’s established character
<b>Public Input</b>	15%	0: Project shows no alignment with concerns from the public engagement
		1: Project addresses concerns mentioned once by the public
		2: Project addresses concerns mentioned at least twice by the public
		3: Project addresses concerns mentioned +5 times by the public

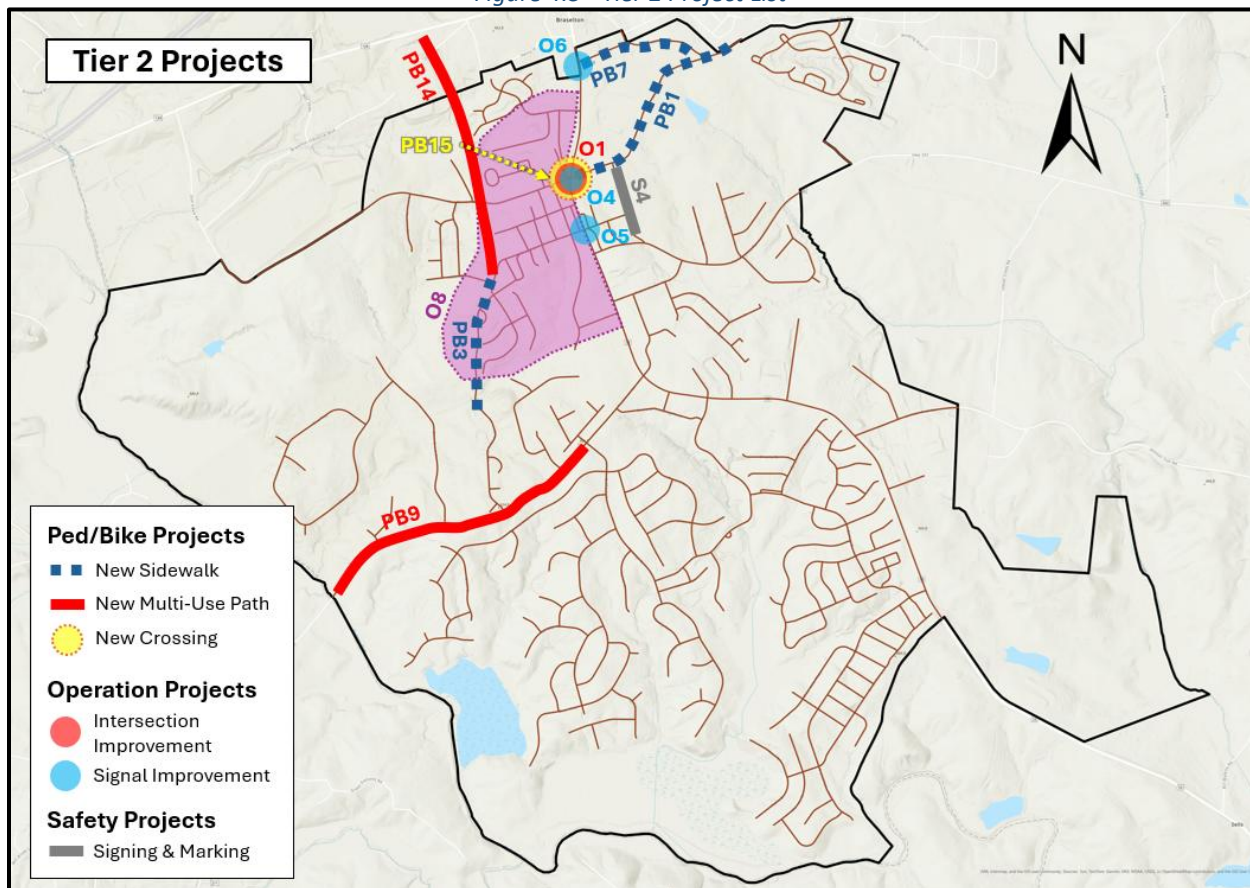
Figure 4.4 - Tier 1 Project List



Tier	Score	Project ID	Project Type	Project Name/Description
Tier 1 Short-Term, High Priority	25	PB10	Alternative Mode	New Multi-Use Path on Peachtree Road to Kroger
	24	S1	Safety	Peachtree Road Traffic Calming
	23	PB8	Alternative Mode	New Sidewalk in Downtown Hoschton
	23	PB11	Alternative Mode	New Multi-Use Path on White Street
	23	PB12	Alternative Mode	New Multi-Use Path on Jopena Blvd to Kroger
	23	PB17	Alternative Mode	New Ped, Bike, PTV Crossing Improvement on SR 53 at Peachtree Road
	22	S3	Safety	SR 332/Pendergrass Road Traffic Calming
	21	PB2	Alternative Mode	New Sidewalk on Broad Street
	21	PB5	Alternative Mode	New Sidewalk on SR 332/Pendergrass Road
	21	PB6	Alternative Mode	New Sidewalk on Towne Center Parkway

Tier	Score	Project ID	Project Type	Project Name/Description
	21	PB16	Alternative Mode	New Ped, Bike, PTV Crossing Improvement on SR 53 at Broad Street
	21	S5	Safety	Peachtree Road at Deer Creek Trail Intersection Sight Distance Improvement

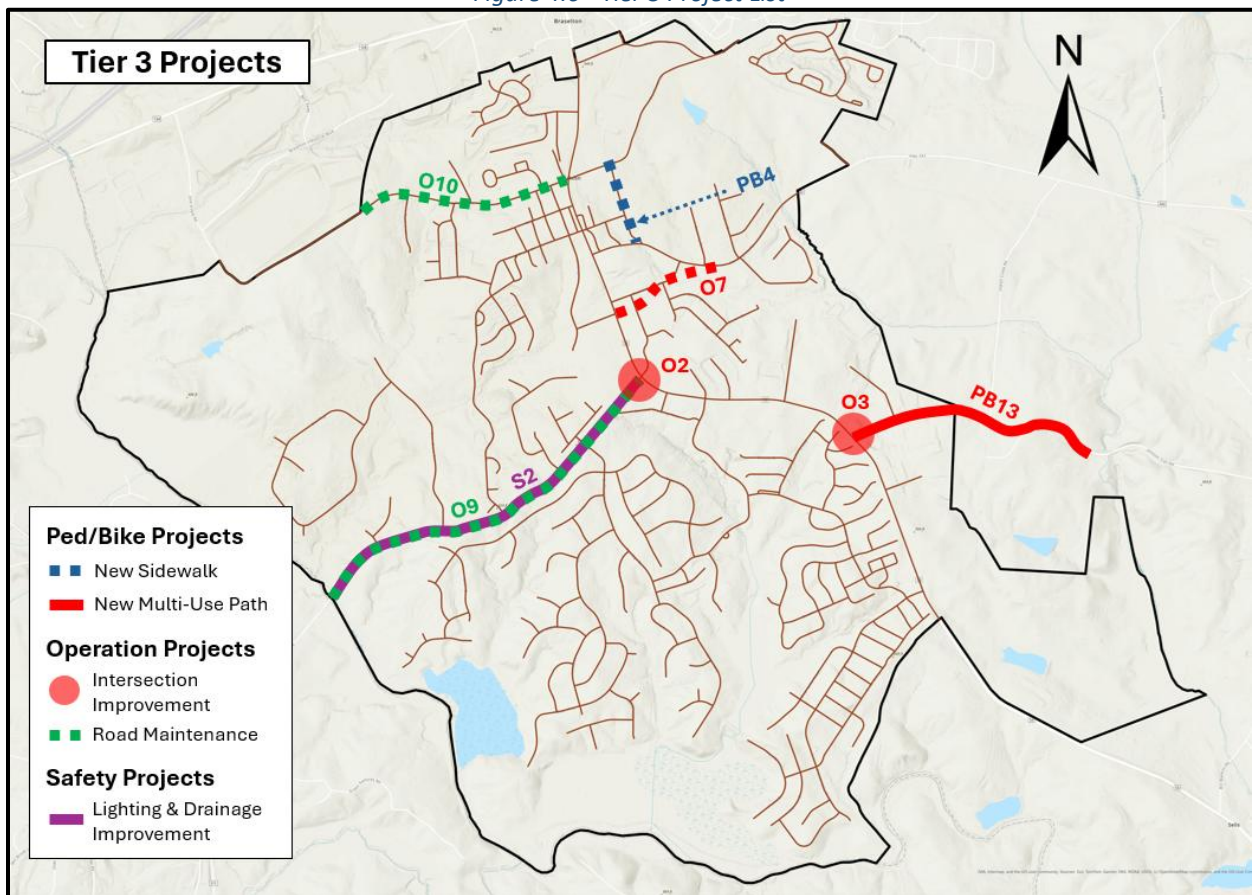
Figure 4.5 - Tier 2 Project List



Tier	Score	Project ID	Project Type	Project Name/Description
<b>Tier 2 Long-Term, Medium Priority</b>	20	PB1	Alternative Mode	New Sidewalk on Jefferson Street
	20	PB9	Alternative Mode	New Multi-Use Path on Peachtree Road
	20	PB15	Alternative Mode	New Ped, Bike, PTV Crossing Improvement on SR 53 at Jefferson Street
	20	PB19	Alternative Mode	Citywide Sidewalk Repavement and ADA Ramp Upgrades
	20	O4	Operations	SR 53 at Jefferson Street Signal Warrant Analysis
	20	O5	Operations	SR 53 at Broad Street Signal Warrant Analysis
	20	O6	Operations	SR 53 at W Jackson Road Signal Warrant Analysis

Tier	Score	Project ID	Project Type	Project Name/Description
	19	PB7	Alternative Mode	New Sidewalk on W Jackson Road
	18	S4	Safety	New Street Signing & Marking Improvement
	17	PB3	Alternative Mode	Sidewalk Improvement on Cabin Drive
	17	PB14	Alternative Mode	New Multi-Use Path to SR 124 (Hoschton Life Path)
	17	O1	Operations	SR 53 at Jefferson Street Intersection Improvement
	17	O8	Operations	Downtown Hoschton Parking Improvement

Figure 4.6 - Tier 3 Project List



Tier	Score	Project ID	Project Type	Project Name/Description
<b>Tier 3 Aspirational, Low Priority</b>	16	O2	Operations	SR 53 at Peachtree Road Intersection Improvement
	16	O3	Operations	SR 53 at Jackson Trail Road Intersection Improvement
	16	S2	Safety	Peachtree Road Lighting & Drainage Improvements
	15	PB4	Alternative Mode	New Sidewalk on New Street

Tier	Score	Project ID	Project Type	Project Name/Description
	15	PB13	Alternative Mode	New Multi-Use Path on Jackson Trail Road (Sell's Mill Connector Trail)
	14	PB18	Alternative Mode	Citywide Pedestrian-Level Lighting
	12	O10	Operations	W Jefferson Street Maintenance and Repavement
	10	O9	Operations	Peachtree Road Maintenance and Repavement
	10	O7	Operations	SR 332/Pendergrass Road Realignment

### 4.3. POLICY AND GUIDANCE RECOMMENDATIONS

In addition to infrastructure improvements identified in the previous section, updates and development of city-level policies and guidance are recommended to assist with the future city planning.

*Unified Development Code (UDC)*

Section 618 (Sidewalks and Paths) of the City’s Unified Development Code (UDC), last amended in November 2024, mandates new residential and commercial subdivisions to install a minimum of five (5) feet sidewalks along both sides of streets. The UDC also states that “the city may require additional width for the installation of multi-use or golf-cart paths when called for in the comprehensive plan or city improvement plans.” While developers currently adhere to UDC requirements, these facilities often terminate at the subdivision’s property line, resulting in fragmented segments that fail to connect to major trip generators. To address these connectivity gaps, it is recommended that the City coordinate with developers to ensure new sidewalks or multi-use paths extend to the nearest pedestrian and bicycle facilities proposed in the MTP. This approach ensures that developer-led infrastructure contributes to a cohesive, citywide multimodal network rather than isolated segments.

As the City expands its active transportation network, as outlined in the MTP, especially in Downtown Hoschton and near major trip generators such as grocery stores, parks, and schools, it is recommended that the UDC be amended to include additional access management standards. Excessive or closely spaced driveways and curb cuts create frequent conflict points that degrade the safety and continuity of sidewalks and multi-use paths. To protect these facilities, the UDC should outline specific requirements for driveway locations and encroachment control, including: minimum spacing requirements, driveway consolidation, standardized design.

*Personal Transportation Vehicle & Golf Cart Policy*

The City of Hoschton’s PTV policy (Ordinance No. 25-01), adopted in February 2025, regulates the use of PTVs and golf carts within the City. As the MTP identified and proposes projects to expand multi-use path connectivity and implement traffic calming on major local corridors, the PTV policy, coupled with thorough education campaigns, will ensure the right-of-way is shared safely. Effective education and implementation will be key to preventing conflicts and protecting pedestrians, bicyclists, and other VRUs.

*Speed Study*

Excessive vehicle speeds were identified as a primary safety concern along several city corridors, creating a significant barrier to the adoption of alternative transportation modes. According to the citation data from the Hoschton Policy Department recorded between October 2024 and June 2025, 34% of the 257 recorded infractions occurred on Peachtree Road and SR 332/Pendergrass Road. These two corridors, alongside SR 53, represent the areas with the highest frequency of speeding-related safety issues.

While the MTP proposes specific traffic calming improvements for these corridors, the following supplemental actions are recommended:

- **Corridor Speed Study:** Formal engineering speed studies should be conducted to establish current usage speeds and assist in identifying the most effective mitigation measures.
- **Functional Reclassification:** It is recommended that the City evaluate SR 332/Pendergrass Road for functional reclassification. Transitioning this corridor’s classification would better reflect its local utilization, supporting a potential speed limit reduction and the implementation of traffic calming measures that prioritize community character over regional throughput.

#### *Demand-Response Transit Service*

Results from the recent public transit survey indicate that a significant deficiency in brand awareness regarding the existing Jackson County Transit service among city residents. However, the data also reveals that substantial latent demand, with approximately 48% of respondents reporting that they have either previously utilized the service or inclined to do so in the future. To capitalize on this interest and encourage a modal shift from personal vehicles to public transportation, it is recommended that the City to consider implementing the following strategies:

- Launch a sustained promotional campaign across the City’s official website and social media platforms to educate the public on service availability and the benefits of on-demand transit.
- Coordinate with Jackson County to integrate transit services into City-sponsored events, providing a practical “first-use” opportunity for residents.
- Initiate formal discussion regarding the implementation of weekend service hours once a consistent threshold of demand has been identified and verified.

## 5. FUNDING SOURCES

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Local governments in the State of Georgia have access to diverse range of transportation funding mechanisms. The following sections detail the federal, state, and local revenue streams available to support the priority projects identified in this Master Transportation Plan.

### 5.1. FEDERAL FUNDING

Federal fundings are typically administered through the Metropolitan Planning process and via partnership with GDOT. While federal funds involve more stringent regulatory requirements, including environmental reviews and specific procurement standards, they are essential for high-impacts regional projects. The recent federal Infrastructure Investment and Jobs Act (IIJA) continues to offer grant opportunities directly to local governments. Potential grants that the City of Hoschton can target from IIJA are as follows:

- ***Safe Streets and Roads for All (SS4A)***
  - The grant funds the development of a comprehensive Safety Action Plan (SAP) to reduce roadway fatalities and serious injuries. The fund supports planning, design, and development activities in support of SAP, and can also be used to carry out projects and strategies identified in SAP.
  - The grant is categorized into two types: Action Plan Grants and Implementation Grants. Implementation grants can be used towards implementation activities, such as low-cost roadway safety treatments, identifying and correcting common risks, transforming a roadway corridor, and installing pedestrian safety enhancement and closing network gaps.
- ***Reconnecting Communities and Neighborhoods***
  - The grant supports pilot programs for planning and capital investments to restore community connectivity by mitigating or removing barriers to community connectivity, mobility, access, or economic development.
  - Eligible projects include high-quality public transportation, infrastructure removal, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns and complete streets conversions, and main street revitalization.

### 5.2. STATE FUNDING

State-level support in Georgia is primarily driven by the Transportation Funding Act of 2015 (House Bill 170), which supports transportation projects through gas taxes. The Local Maintenance and Improvement Grant (LMIG) program, established by GDOT in 2010, remains one of the most reliable state funding sources. These funds can support projects such as, resurfacing, intersection safety improvements, culvert/bridge improvements. The fund is distributed to local governments based on a formula including key stats of population and road mileage. The program requires a local match, which the City must incorporate into its annual budget.

New for the 2026 cycle, Local Road Administration (LRA) Assistance Funds administered and distributed using GDOT's LMIG Application System. Eligible activities and projects for LRA funds are the same as those in the LMIG program and LRA funds do not require local match. Example projects eligible for this fund include, preliminary engineering, construction supervision and inspection, patching, leveling and resurfacing a paved road, replacing storm drain pipe or culverts, intersection improvements, turn lanes, and sidewalk adjacent to a public roadway or street. According to GDOT, the FY 2026 LRA Formula amount of the City of Hoschton is \$79,512.81.

### 5.3. LOCAL FUNDING

The local funding allows the City the greatest flexibility in project selection and timing. Special Purpose Local Option Sales Tax (SPLOST) has been available in Georgia for several decades as one-percent sales tax used for capital improvements in transportation, parks, public safety, libraries, public utilities, government buildings and other facilities. While some local jurisdictions are in a position to allocate a large portion of SPLOST funds to transportation, others must spread those dollars to many capital needs in other areas. To address this problem, SPLOST funds dedicated to transportation purposes (TSPLOST), passed as Senate Bill 369 by the Georgia Legislature in 2016, authorize individual counties and municipalities to determine the most pressing transportation needs and establishes funding specifically dedicated to those improvements. Jackson County TSPLOST was passed November 4, 2025, which will fund \$200 million in transportation improvement projects.

In addition, the City can utilize General Obligation (GO) bonds to fund a variety of transportation improvement projects identified in The plan. The issuance of GO bonds must be authorized by the voters through approval of a bond referendum.

## 6. CONCLUSION

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While the City of Hoschton has experienced tremendous population growth over the past several decades, its transportation infrastructure has struggled to keep pace to support the growth. This gap has resulted in significant operational and safety deficiencies throughout the City. To mitigate high reliance on SR 53 and personal motor vehicles, the City has identified improving local connectivity and providing alternative transportation modes as its primary strategic goals.

To address these concerns, the Hoschton Master Transportation Plan serves as both a direct reflection of the community's aspirations and a technical roadmap for the City's future. By synthesizing data from existing conditions, previous regional studies, and robust public input, the plan identified 34 priority projects across three key categories: Active Transportation and Alternative Modes, Safety, and Operational improvements. These projects are designed to transform Hoschton's infrastructure into a cohesive, multimodal system. Each project was scored and prioritized based on the criteria aligning with the vision and goals of the MTP, including:

- Mode Choices & Accessibility;
- Traffic Operations & Safety;
- Economic Vitality;
- Financial Stewardship;
- Community Livability and Small-Town Atmosphere; and
- Public Input

Beyond infrastructure improvement projects, the MTP provides essential policy and guidance recommendations, including updates to the Unified Development Code, the successful implementation and public education of the Personal Transportation Vehicle Ordinance, potential corridor speed studies, and the promotion of Jackson County Transit to support broader public transportation usage.

The successful implementation of this plan will require seamless coordination between the City, regional partners like the GHMPO, state agencies such as GDOT, and the residents of Hoschton. As state and federal funding becomes increasingly competitive to support transportation improvements, the City leadership must remain strategic and selective in prioritizing projects of funding considerations. By leveraging various funding sources, the City can transition from fragmented local segments to a fully connected network.

Ultimately, the MTP provides the "shovel-ready" framework necessary to enhance safety for all road users, stimulate economic vitality in the downtown core, and preserve Hoschton's unique character for decades to come. As a living document, this Plan will be updated periodically to reflect new data, evolving guidance, and the shifting policy needs of the City.

## **Citizens Advisory Committee**

**Thursday, April 30, 2026, 4:00 PM**

**HR Training Room, 2<sup>nd</sup> Floor, Hall County Government Center  
2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Renee Gerrell, Chair**
  
- 2. Approval of the January 29, 2026 Meeting Minutes**
  
- 3. Recommend Approval of Amendment #7 to the FY 2024-2027 Transportation Improvement Program (TIP) / Amendment #1 to the 2055 Metropolitan Transportation Plan (MTP)**
  
- 4. Recommend Approval of the Highlands to Islands Trail Study: UNG to McEver Road**
  
- 5. Recommend Approval of the Hoschton Transportation Plan**
  
- 6. Other**
  
- 7. TCC Agency Reports**
  
- 8. Public Comment**
  
- 9. Upcoming Meeting Date: July 30, 2026**
  
- 10. Adjourn**