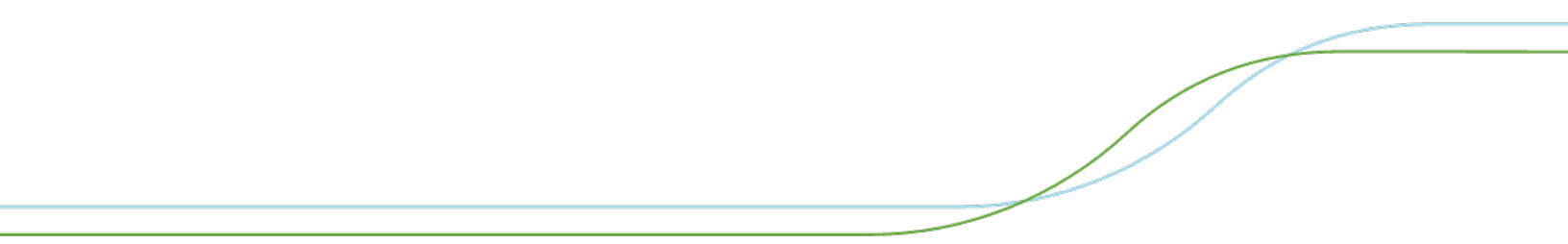


## **Technical Coordinating Committee**

**Wednesday, April 29, 2026, 10:30 AM**

**Banquet Hall, 4<sup>th</sup> Floor, Hall County Government Center  
2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Adam Hazell, Chair**
  
  - 2. Approval of the January 28, 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. Update on the Upcoming FY 2027-2030 Transportation Improvement Program (TIP)**
  
  - 5. Recommend Approval of the Highlands to Islands Trail Study: UNG to McEver Road**
  
  - 6. Recommend Approval of the Hoschton Transportation Plan**
  
  - 7. Other**
  
  - 8. Jurisdiction and Agency Reports**
    - City of Flowery Branch
    - City of Gainesville
    - City of Oakwood
    - City of Buford
    - City of Lula
    - City of Hoschton
    - Town of Braselton
- 

- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

**9. Public Comment**

**10. Upcoming Meeting Date: July 29, 2026**

**11. Adjourn**

## **Technical Coordinating Committee**

**Wednesday, April 29, 2026, 10:30 AM**  
**Banquet Hall, 4<sup>th</sup> Floor, Hall County Government Center**  
**2875 Browns Bridge Road, Gainesville, GA 30504**

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  - City of Flowery Branch
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  - City of Oakwood
  - City of Buford
  - City of Lula
  - City of Hoschton
  - Town of Braselton

## **Technical Coordinating Committee**

**Banquet Hall, 4<sup>th</sup> Floor, Hall County Government Center  
Draft Minutes of January 28, 2026 Meeting**

### **Voting Members Present:**

Adam Hazell, *GMRC - Chair*  
Sandy Weinel, *Town of Braselton*  
Matt Tarver, *City of Gainesville*  
Dani Nash, *City of Flowery Branch*  
Dan Schultz, *City of Oakwood*  
Dan Branch, *City of Buford*  
Brent Cook, *Hall County*  
Jamie Dove, *Jackson County*  
Carol Flaute, *NEGRC*  
Phillippa Lewis Moss, *Hall Area Transit*  
Pedro Ortiz, *GDOT*

### **Voting Members Absent:**

Jennifer Kidd-Harrison, *City of Hoschton*

### **Others Present:**

Corey Jones, *City of Gainesville*  
John Nagy, *City of Flowery Branch*  
Jordan Wallace, *Hall County*  
Vamsee Polamarasetty, *Hall County*  
Elizabeth Johnson, *GDOT*  
Justin Lott, *GDOT*  
Jeff Gill, *Gainesville Times*  
Adam Ivory, *DCCM*  
Joseph Boyd, *GHMPO*

## **1. Welcome**

Mr. Hazell opened the meeting at 10:30 AM.

## **2. Approval of October 29, 2025 Meeting Minutes**

**MOTION:** Mr. Tarver made a motion to approve the October 29, 2025 meeting minutes, which received a second from Ms. Nash, 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.

**MOTION:** Ms. Weinel made a motion to recommend approval of Draft FY 2027 Unified Planning Work Program, which received a second from Mr. Cook, 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 and Ms. Dove 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.

Mr. Hazell asked if it were possible for the corridor study to expand beyond the MPO boundary to a more logical termini along State Route 124. Mr. Boyd responded that it is possible, but Jackson County would have to pay for the entire cost of the portion of the study that is outside the MPO planning boundary. Mr. Boyd further stated that he would need to discuss this possibility with GDOT and FHWA and would follow up with Jackson County if they were interested in extending the study scope.

**MOTION:** Ms. Weinel 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 Ms. Dove, 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. Cook asked that the intersection improvement project at McEver Road and Chamblee Road be included, which will show all locally funded phases at this time. Mr. Cook also asked Mr. Boyd to

update the utility and construction years on GH-023B/PI 0015280/Spout Springs Phase II to show 2029. Mr. Boyd responded that he would update both of those projects.

Mr. Boyd also highlighted GH-046/PI 0013574/Widening of State Route 323/Gillsville Highway as a project that GDOT was still showing in their system to be included in the TIP. However, the GHMPO Policy Committee requested this project be shelved as part of the 2055 Metropolitan Transportation Plan (MTP) update in 2025. Mr. Ortiz responded that GDOT Planning would look into this further and update MPO staff at a later date.

## **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. Ms. Nash 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**

There were no other items brought up for discussion.

## **8. Jurisdiction and Agency Reports**

Representatives shared the status of projects being completed by their jurisdictions: Mr. Tarver for the City of Gainesville, Mr. Branch for the City of Buford, Mr. Schultz for the City of Oakwood, Ms. Weinel for the Town of Braselton, Mr. Hazell for the Georgia Mountains Regional Commission, Ms. Flaute for the Northeast Georgia Regional Commission, Ms. Moss for Hall Area Transit, Ms. Dove for Jackson County, and Mr. Cook for Hall County.

## **9. Public Comment**

There were no public comments.

## **10. Upcoming Meeting Date: April 29, 2026**

Mr. Hazell reminded the TCC that their next meeting would be on April 29, 2026.

## 11. Adjourn

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

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Adam Hazell, Chair

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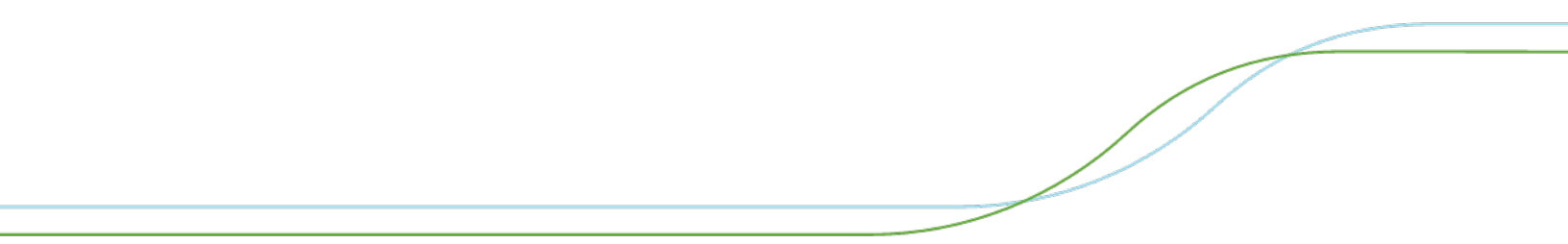
Joseph Boyd, GHMPO

DRAFT

## **Technical Coordinating Committee**

**Wednesday, April 29, 2026, 10:30 AM**  
**Banquet Hall, 4<sup>th</sup> Floor, Hall County Government Center**  
**2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Adam Hazell, Chair**
  - 2. Approval of the January 28, 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)**
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    - City of Buford
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    - City of Hoschton
    - Town of Braselton
- 



## MEMORANDUM

**To: Technical Coordinating Committee Members**

**From: Joseph Boyd, GHMPO**

**Date: April 22, 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



# Conformity Determination Report – Short Form

## Gainesville-Hall Metropolitan Planning Organization Transportation Planning Process

Metropolitan Transportation Plan: **GHMPO 2055 Metropolitan Transportation Plan**

Transportation Improvement Program: **GHMPO FY 2024-2027 Transportation Improvement Program**

### 2055 Metropolitan Transportation Plan

- New MTP Adoption
- Administrative Modification
- Amendment – Number **1**
  - Planning Action Only
  - New Emissions Analysis Required

#### **Nature of Action:**

A full list of all proposed changes is attached to this form. GHMPO is amending its [MTP](#) to add one new project per request from Georgia Department of Transportation (GDOT). \$500,000 in PE funding for PI 0021600, **Flowery Branch Spur Multi-use Trail** (Spring St, Mulberry St, E Main St, Phil Niekro Blvd), is being added to the MTP program years and is being updated within the FY24-27 TIP. There are also no changes to the scope or schedule of any non-exempt status project, as defined in 40 Code of Federal Regulations Part 93, which would require updating the regional emissions analysis. Therefore, the MTP and TIP remain fiscally constrained and the conformity determination is relying on the previous regional emissions analysis. See below for the conformity process schedule.

### FY 2024-2027 Transportation Improvement Program

- New TIP Adoption
- Administrative Modification
- Amendment – Number **7**
  - Planning Action Only
  - New Emissions Analysis Required

#### **Nature of Action:**

A full list of all proposed changes is attached to this form. GHMPO is amending its [TIP](#) to add one new project per request from Georgia Department of Transportation (GDOT). \$500,000 in PE funding in FY 2026 for PI 0021600, **Flowery Branch Spur Multi-use Trail** (Spring St, Mulberry St, E Main St, Phil Niekro Blvd), is being added to the TIP program years and is being updated within the 2055 MTP. There are also no changes to the scope or schedule of any non-exempt status project, as defined in 40 Code of Federal Regulations Part 93, which would require updating the regional emissions analysis. Therefore, the MTP and TIP remain fiscally constrained and the conformity determination is relying on the previous regional emissions analysis. See below for the conformity process schedule.

### Last Conforming Emissions Analysis:

**Conformity Determination Report:** Page 90 - <https://www.ghmpo.org/wp-content/uploads/2025/05/FY-2024-2027-TIP.pdf>

**Date of Emissions Analysis:** Not Applicable

**Transportation Improvement Program:** <https://www.ghmpo.org/wp-content/uploads/2025/05/FY-2024-2027-TIP.pdf>

**2055 Metropolitan Transportation Plan:** <https://www.ghmpo.org/wp-content/uploads/2025/05/2055-ghmpo-mtp-report-and-appendix-final-reduced-web-2-24-2026.pdf?ver=1746553558>

*The Gainesville-Hall MPO falls under the 1997 Ozone Standards. For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.*

### Proposed Approval Dates:

<b>Short Form CDR Released to Interagency:</b>	<b>March 17, 2026</b>
<b>Interagency Concurrence:</b>	<b>March 24, 2026</b>
<b>Public Comment Period Opens:</b>	<b>April 8, 2026</b>
<b>Public Comment Period Closes:</b>	<b>April 22, 2026</b>
<b>GHMPO Transportation Coordinating Committee:</b>	<b>April 29, 2026</b>
<b>GHMPO Citizens Advisory Committee:</b>	<b>April 30, 2026</b>
<b>GHMPO Policy Committee:</b>	<b>May 12, 2026</b>
<b>Amendment Sent to FHWA for Approval:</b>	<b>May 13, 2026</b>

### Report Preparation:

<b>Prepared by:</b>	<b>Joseph Boyd</b>
<b>Title:</b>	<b>MPO Director</b>
<b>Contact Email:</b>	<b><a href="mailto:jboyd@hallcounty.org">jboyd@hallcounty.org</a></b>
<b>Contact Phone:</b>	<b>770-297-5541</b>
<b>Date:</b>	<b>March 16, 2026</b>

**GHMPO 2024-2027 Transportation Improvement Program - Fiscally Constrained Project List - Amendment 7**  
**Gainesville-Hall Metropolitan Planning Organization**

3/16/2026

GHMPO ID	GDOT PI	Sponsor	FY 2024-2027 TIP	2055 MTP	Description	2055 MTP Project Band	Funding within Fiscally Constrained Program Years (2026-2055)	Limits	Project Type	Proposed AQ Modeling Status	Regionally Significant?	Scope Change?	Existing Lanes	Future Lanes	Model Network Year	Length	Notes
													Current	Current	Current	Current	
<b>EXEMPT PROJECTS</b>																	
GH-119	0015551	GDOT	Yes	Yes	Bridge Replacement on State Route 60/Thompson Bridge Road at Lake Lanier/Chattahoochee River	Band 2 (2028-2041)	\$ 52,953,295.67	N/A	Bridge Replacement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	4	4	N/A	N/A	
GH-121	0017392	GDOT	Yes	Yes	Operational Improvements on Green Street/State Route 60 from Academy Street to Glenwood Drive	Band 1 (2026-2027)	\$ 16,805,061.00	Academy Street to Glenwood Drive	Operational Improvement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	4	4	N/A	0.7 mi	
GH-126	0015918	GDOT	Yes	No	Roundabout at Green Street/SR 60 and Academy Street	N/A	N/A	N/A	Roundabout	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	N/A	N/A	N/A	N/A	
GH-141	0017735	GDOT	Yes	Yes	Bridge Replacement on State Route 283/Holly Springs Road at Flat Creek	Band 2 (2028-2041)	\$ 4,276,534.52	N/A	Bridge Replacement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	2	2	N/A	N/A	
GH-144	0019079	GDOT	Yes	Yes	Bridge Replacement on State Route 284/Shoal Creek Road at Eubank Creek	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 2,789,081.65	N/A	Bridge Replacement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	2	2	N/A	N/A	
GH-145	0016921	GDOT	Yes	No	Intersection Improvements at McEver Road/SR 53 and Browns Bridge Road/SR 369	N/A	N/A	N/A	Intersection Improvement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	No	N/A	N/A	N/A	N/A	
GH-148	0020370	GDOT	Yes	No	NEVI - Charging Stations	N/A	N/A	I-85 between State Route 53 and State Route 369	EV Infrastructure	Exempt from Air Quality Analysis (40 CFR 93.101)	No	No	N/A	N/A	N/A	N/A	
GH-149	NRT 24(04)	GDOT	Yes	No	Chicopee Woods Area Park Commission	N/A	N/A	N/A	Trails	Exempt from Air Quality Analysis (40 CFR 93.101)	No	No	N/A	N/A	N/A	N/A	
GH-157	0021600	GDOT	Yes	Yes	Flowery Branch Spur Multi-use Trail - Spring St, Mulberry St, E Main St, Phil Niekro Blvd	Band 1 (2026-2027)	\$ 500,000.00	Spring Street to Phil Niekro Blvd	Trails	Exempt from Air Quality Analysis (40 CFR 93.101)	No	No	N/A	N/A	N/A	0.8 mi	New Project - Multiuse Trail Funding (Y306)
<b>NON-EXEMPT PROJECTS</b>																	
GH-016	0003626	GDOT	Yes	No	Sardis Road Connector from SR 60 to Sardis Road near Chestatee Road	N/A	N/A	State Route 60 to Sardis Road	New Roadway	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	0	4	2030	3.42	
GH-018	0013626	GDOT	Yes	Yes	Widening of State Route 369/Browns Bridge Road from State Route 53/McEver Road to Lake Lanier/Forsyth County Line	Band 2 (2028-2041)	\$ 59,780,557.16	State Route 53/Mundy Mill Road to State Route 365/Lanier Tech Drive	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	4.6 mi	
GH-020A	122060	GDOT	Yes	Yes	Widening of US 129/Cleveland Highway from Lakeview Street to south of Nopone Road (Phase I)	Band 1 (2026-2027)	\$ 60,627,563.00	Lakeview Street to south of Nopone Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2030	2.6 mi	

GHMPO 2024-2027 Transportation Improvement Program - Fiscally Constrained Project List - Amendment 7

Gainesville-Hall Metropolitan Planning Organization

3/16/2026

GHMPO ID	GDOT PI	Sponsor	FY 2024-2027 TIP	2055 MTP	Description	2055 MTP Project Band	Funding within Fiscally Constrained Program Years (2026-2055)	Limits	Project Type	Proposed AQ Modeling Status	Regionally Significant?	Scope Change?	Existing Lanes	Future Lanes	Model Network Year	Length	Notes
													Current	Current	Current	Current	
GH-020B	0016862	GDOT	Yes	Yes	Widening of US 129/Cleveland Highway from Brittany Court to south of Lakeview St (Phase II)	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 36,050,154.84	Brittany Court to south of Lakeview St	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	1.53 mi	
GH-020C	0016863	GDOT	Yes	Yes	Widening of US 129/Cleveland Highway from Limestone Pkwy to north of Brittany Court (Phase III)	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 46,863,237.31	Limestone Pkwy to north of Brittany Court	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	2.06 mi	
GH-023B	0015280	Hall County	Yes	Yes	Widening of Spout Springs Road from Union Circle to south of State Route 347/Friendship Road (Phase II)	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 77,779,303.46	Union Circle to south of State Route 347/Friendship Road (Phase II)	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2030	3.39 mi	
GH-035	0014129	GDOT	Yes	Yes	Widening of US 129/Cleveland Highway north of Nopone Road to State Route 284/Clarks Bridge Road	Band 2 (2028-2041)	\$ 52,495,154.55	North of Nopone Road to State Route 284/Clarks	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2050	5.7 mi	
GH-038	132610	GDOT	Yes	Yes	Widening of State Route 60/Thompson Bridge Road from State Route 136/Price Road to Yellow Creek Road	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 124,175,984.95	State Route 136/Price Road to Yellow Creek Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	5.32 mi	
GH-124	0015702	GDOT	Yes	No	Widening of SR 53/Dawsonville Hwy from Ahaluna Dr. to Shallowford Rd.	N/A	N/A	Ahaluna Dr. to Shallowford Rd.	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2030	0.81	
GH-130	0013762	GDOT	Yes	Yes	Widening of State Route 60/Thompson Bridge Road from State Route 400 in Lumpkin County to Yellow Creek Road in Hall County	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 66,008,533.45	State Route 400 in Lumpkin County to Yellow Creek Road in Hall County	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	4.9 mi	
GH-133	0016074	GDOT	Yes	No	New Interchange at SR 365/Cornelia Highway at YMCA Drive/Lanier Tech Drive	N/A	N/A	N/A	New Interchange	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	N/A	N/A	2030	0.8	
GH-147	0016089	GDOT	Yes	Yes	Widening of State Route 211 from Pinot Noir Drive to State Route 347/Friendship Road	Band 1 (2026-2027)	\$ 334,944.82	Pinot Noir Drive to State Route 347/Friendship Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2030	1.6 mi	
GH-150	0020731	GDOT	Yes	Yes	Widening of State Route 365 from I-985 to Belton Bridge Road in Lula	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 287,261,475.92	I-985 to Belton Bridge Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	4	6	2040	9.4 mi	
GH-151	0020735	GDOT	Yes	Yes	Widening of State Route 53/Winder Highway from State Route 124 to New Cut Road	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 20,543,800.08	State Route 124 to New Cut Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	1.5 mi	

**GHMPO 2055 Metropolitan Transportation Plan - Fiscally Constrained Project List - Amendment 1**  
**Gainesville-Hall Metropolitan Planning Organization**

3/16/2026

GHMPO ID	GDOT PI	Sponsor	FY 2024-2027 TIP	2055 MTP	Description	2055 MTP Project Band	Funding within Fiscally Constrained Program Years (2026-2055)	Limits	Project Type	Proposed AQ Modeling Status	Regionally Significant?	Scope Change?	Existing Lanes	Future Lanes	Model Network Year	Length	Notes
													Current	Current	Current	Current	
<b>EXEMPT PROJECTS</b>																	
GH-119	0015551	GDOT	Yes	Yes	Bridge Replacement on State Route 60/Thompson Bridge Road at Lake Lanier/Chattahoochee River	Band 2 (2028-2041)	\$ 52,953,295.67	N/A	Bridge Replacement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	4	4	N/A	N/A	
GH-121	0017392	GDOT	Yes	Yes	Operational Improvements on Green Street/State Route 60 from Academy Street to Glenwood Drive	Band 1 (2026-2027)	\$ 16,805,061.00	Academy Street to Glenwood Drive	Operational Improvement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	4	4	N/A	0.7 mi	
GH-126	0015918	GDOT	Yes	No	Roundabout at Green Street/SR 60 and Academy Street	N/A	N/A	N/A	Roundabout	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	N/A	N/A	N/A	N/A	
GH-141	0017735	GDOT	Yes	Yes	Bridge Replacement on State Route 283/Holly Springs Road at Flat Creek	Band 2 (2028-2041)	\$ 4,276,534.52	N/A	Bridge Replacement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	2	2	N/A	N/A	
GH-144	0019079	GDOT	Yes	Yes	Bridge Replacement on State Route 284/Shoal Creek Road at Eubank Creek	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 2,789,081.65	N/A	Bridge Replacement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	2	2	N/A	N/A	
GH-145	0016921	GDOT	Yes	No	Intersection Improvements at McEver Road/SR 53 and Browns Bridge Road/SR 369	N/A	N/A	N/A	Intersection Improvement	Exempt from Air Quality Analysis (40 CFR 93.101)	No	No	N/A	N/A	N/A	N/A	
GH-148	0020370	GDOT	Yes	No	NEVI - Charging Stations	N/A	N/A	I-85 between State Route 53 and State Route 369	EV Infrastructure	Exempt from Air Quality Analysis (40 CFR 93.101)	No	No	N/A	N/A	N/A	N/A	
GH-149	NRT 24(04)	GDOT	Yes	No	Chicopee Woods Area Park Commission	N/A	N/A	N/A	Trails	Exempt from Air Quality Analysis (40 CFR 93.101)	No	No	N/A	N/A	N/A	N/A	
GH-153	TBD	GDOT/Local	No	Yes	Roundabout at McEver Road and Stephens Road/Old Flowery Branch Road	Band 2 (2028-2041)	\$ 3,585,277.71	N/A	Roundabout	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	N/A	N/A	2040	N/A	
GH-154	TBD	GDOT/Local	No	Yes	Roundabout at McEver Road and Flat Creek Road	Band 2 (2028-2041)	\$ 3,585,277.71	N/A	Roundabout	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	N/A	N/A	2040	N/A	
GH-155	TBD	GDOT/Local	No	Yes	Roundabout at McEver Road and Radford Road	Band 2 (2028-2041)	\$ 3,585,277.71	N/A	Roundabout	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	N/A	N/A	2040	N/A	
GH-156	TBD	GDOT/Local	No	Yes	Mulberry Street Connector	Band 2 (2028-2041)	\$ 4,182,823.99	Mulberry Street to Phil Niekro Boulevard	New Roadway	Exempt from Air Quality Analysis (40 CFR 93.101)	No	N/A	0	2	2040	0.4 mi	

**GHMPO 2055 Metropolitan Transportation Plan - Fiscally Constrained Project List - Amendment 1**  
**Gainesville-Hall Metropolitan Planning Organization**

3/16/2026

GHMPO ID	GDOT PI	Sponsor	FY 2024-2027 TIP	2055 MTP	Description	2055 MTP Project Band	Funding within Fiscally Constrained Program Years (2026-2055)	Limits	Project Type	Proposed AQ Modeling Status	Regionally Significant?	Scope Change?	Existing Lanes	Future Lanes	Model Network Year	Length	Notes
													Current	Current	Current	Current	
GH-157	0021600	GDOT	Yes	Yes	Flowery Branch Spur Multi-use Trail - Spring St, Mulberry St, E Main St, Phil Niekro Blvd	Band 1 (2026-2027)	\$ 500,000.00	Spring Street to Phil Niekro Blvd	Trail	Exempt from Air Quality Analysis (40 CFR 93.101)	No	No	N/A	N/A	N/A	0.8 mi	New Project - Multiuse Trail Funding (Y306)

**NON-EXEMPT PROJECTS**

GH-016	0003626	GDOT	Yes	No	Sardis Road Connector from SR 60 to Sardis Road near Chestatee Road	N/A	N/A	State Route 60 to Sardis Road	New Roadway	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	0	4	2030	3.42	
GH-018	0013626	GDOT	Yes	Yes	Widening of State Route 369/Browns Bridge Road from State Route 53/McEver Road to Lake Lanier/Forsyth County Line	Band 2 (2028-2041)	\$ 59,780,557.16	State Route 53/Mundy Mill Road to State Route 365/Lanier Tech Drive	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	4.6 mi	
GH-020A	122060	GDOT	Yes	Yes	Widening of US 129/Cleveland Highway from Lakeview Street to south of Nopone Road (Phase I)	Band 1 (2026-2027)	\$ 60,627,563.00	Lakeview Street to south of Nopone Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2030	2.6 mi	
GH-020B	0016862	GDOT	Yes	Yes	Widening of US 129/Cleveland Highway from Brittany Court to south of Lakeview St (Phase II)	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 36,050,154.84	Brittany Court to south of Lakeview St	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	1.53 mi	
GH-020C	0016863	GDOT	Yes	Yes	Widening of US 129/Cleveland Highway from Limestone Pkwy to north of Brittany Court (Phase III)	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 46,863,237.31	Limestone Pkwy to north of Brittany Court	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	2.06 mi	
GH-023B	0015280	Hall County	Yes	Yes	Widening of Spout Springs Road from Union Circle to south of State Route 347/Friendship Road (Phase II)	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 77,779,303.46	Union Circle to south of State Route 347/Friendship Road (Phase II)	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2030	3.39 mi	
GH-035	0014129	GDOT	Yes	Yes	Widening of US 129/Cleveland Highway north of Nopone Road to State Route 284/Clarks Bridge Road	Band 2 (2028-2041)	\$ 52,495,154.55	North of Nopone Road to State Route 284/Clarks	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2050	5.7 mi	
GH-038	132610	GDOT	Yes	Yes	Widening of State Route 60/Thompson Bridge Road from State Route 136/Price Road to Yellow Creek Road	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 124,175,984.95	State Route 136/Price Road to Yellow Creek Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	5.32 mi	
GH-124	0015702	GDOT	Yes	No	Widening of SR 53/Dawsonville Hwy from Ahaluna Dr. to Shallowford Rd.	N/A	N/A	Ahaluna Dr. to Shallowford Rd.	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2030	0.81	
GH-130	0013762	GDOT	Yes	Yes	Widening of State Route 60/Thompson Bridge Road from State Route 400 in Lumpkin County to Yellow Creek Road in Hall County	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 66,008,533.45	State Route 400 in Lumpkin County to Yellow Creek Road in Hall County	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	4.9 mi	

**GHMPO 2055 Metropolitan Transportation Plan - Fiscally Constrained Project List - Amendment 1**  
**Gainesville-Hall Metropolitan Planning Organization**

GHMPO ID	GDOT PI	Sponsor	FY 2024-2027 TIP	2055 MTP	Description	2055 MTP Project Band	Funding within Fiscally Constrained Program Years (2026-2055)	Limits	Project Type	Proposed AQ Modeling Status	Regionally Significant?	Scope Change?	Existing Lanes	Future Lanes	Model Network Year	Length	Notes
													Current	Current	Current	Current	
GH-133	0016074	GDOT	Yes	No	New Interchange at SR 365/Cornelia Highway at YMCA Drive/Lanier Tech Drive	N/A	N/A	N/A	New Interchange	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	N/A	N/A	2030	0.8	
GH-147	0016089	GDOT	Yes	Yes	Widening of State Route 211 from Pinot Noir Drive to State Route 347/Friendship Road	Band 1 (2026-2027)	\$ 334,944.82	Pinot Noir Drive to State Route 347/Friendship Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2030	1.6 mi	
GH-150	0020731	GDOT	Yes	Yes	Widening of State Route 365 from I-985 to Belton Bridge Road in Lula	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 287,261,475.92	I-985 to Belton Bridge Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	4	6	2040	9.4 mi	
GH-151	0020735	GDOT	Yes	Yes	Widening of State Route 53/Winder Highway from State Route 124 to New Cut Road	Band 1 (2026-2027), Band 2 (2028-2041)	\$ 20,543,800.08	State Route 124 to New Cut Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	1.5 mi	
GH-025	0007233	GDOT	No	Yes	Widening of State Route 211/Old Winder Highway from State Route 53/Winder Highway to State Route 347/Friendship Road	Band 2 (2028-2041)	\$ 123,847,510.00	State Route 53/Winder Highway to State Route 347/Friendship Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	3.7 mi	
GH-040	0013310	GDOT	No	Yes	Widening of State Route 53/Winder Highway from State Route 211 in Hall to New Cut Road in Jackson	Band 2 (2028-2041), Band 3 (2042-2055)	\$ 99,325,337.90	State Route 211 in Hall to New Cut Road in Jackson	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	Anticipated	2	4	2060	4.5 mi	
GH-084	0001821	Hall County	No	Yes	Widening of McEver Road from State Route 347/Lanier Islands Parkway to Gainesville Street/G.C. Crow Road	Band 2 (2028-2041)	\$ 90,128,316.12	State Route 347/Lanier Islands Parkway to Gainesville Street/G.C. Crow Road	Widening	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	2	4	2040	5.1 mi	
GH-102	0013086	GDOT	No	Yes	New Interchange on I-85 at State Route 60	Band 2 (2028-2041)	\$ 27,506,177.47	N/A	New Interchange	Non-Exempt from Air Quality Analysis (40 CFR 93)	Yes	No	N/A	N/A	2040	N/A	

## **Technical Coordinating Committee**

**Wednesday, April 29, 2026, 10:30 AM**  
**Banquet Hall, 4<sup>th</sup> Floor, Hall County Government Center**  
**2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Adam Hazell, Chair**
  
- 2. Approval of the January 28, 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. Update on the Upcoming FY 2027-2030 Transportation Improvement Program (TIP)**
  
- 5. Recommend Approval of the Highlands to Islands Trail Study: UNG to McEver Road**
  
- 6. Recommend Approval of the Hoschton Transportation Plan**
  
- 7. Other**
  
- 8. Jurisdiction and Agency Reports**
  - City of Flowery Branch
  - City of Gainesville
  - City of Oakwood
  - City of Buford
  - City of Lula
  - City of Hoschton
  - Town of Braselton

## MEMORANDUM

**To: Technical Coordinating Committee Members**

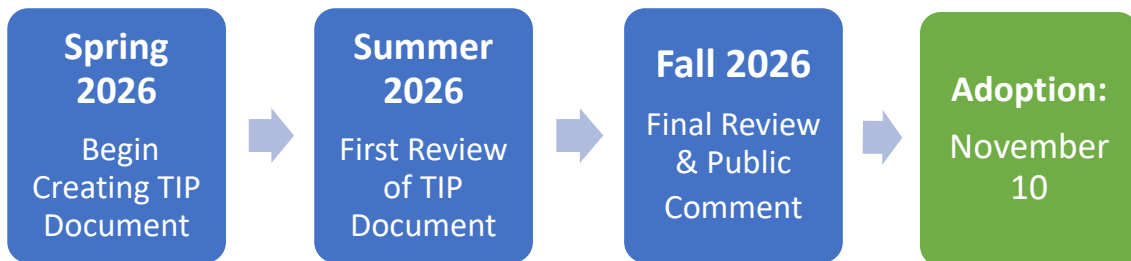
**From: Joseph Boyd, GHMPO**

**Date: April 22, 2026**

**Re: Update on the FY 2027-2030 Transportation Improvement Program (TIP)**

The Transportation Improvement Program (TIP) is the short term implementation plan for the Metropolitan Transportation Plan (MTP). The TIP reflects the schedule of preliminary engineering, right-of-way acquisition, utility, and construction activities for transportation improvements over a four year period.

GHMPO will begin developing the FY 2027-2030 TIP document in the coming months and will present the first draft of this document at the July/August round of MPO committee meetings. A public comment period of 30 days will be observed in October, with the document scheduled to be adopted at the October/November round of MPO committee meetings. The Policy Committee is scheduled to adopt the new TIP on November 10, 2026.



**RECOMMENDED ACTION:** None

*Attachment:* None

## **Technical Coordinating Committee**

**Wednesday, April 29, 2026, 10:30 AM**  
**Banquet Hall, 4<sup>th</sup> Floor, Hall County Government Center**  
**2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Adam Hazell, Chair**
- 2. Approval of the January 28, 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. Update on the Upcoming FY 2027-2030 Transportation Improvement Program (TIP)**
- 5. Recommend Approval of the Highlands to Islands Trail Study: UNG to McEver Road**
- 6. Recommend Approval of the Hoschton Transportation Plan**
- 7. Other**
- 8. Jurisdiction and Agency Reports**
  - City of Flowery Branch
  - City of Gainesville
  - City of Oakwood
  - City of Buford
  - City of Lula
  - City of Hoschton
  - Town of Braselton



## 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*

## **Technical Coordinating Committee**

**Wednesday, April 29, 2026, 10:30 AM**

**Banquet Hall, 4<sup>th</sup> Floor, Hall County Government Center  
2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Adam Hazell, Chair**
  
- 2. Approval of the January 28, 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. Update on the Upcoming FY 2027-2030 Transportation Improvement Program (TIP)**
  
- 5. Recommend Approval of the Highlands to Islands Trail Study: UNG to McEver Road**
  
- 6. Recommend Approval of the Hoschton Transportation Plan**
  
- 7. Other**
  
- 8. Jurisdiction and Agency Reports**
  - City of Flowery Branch
  - City of Gainesville
  - City of Oakwood
  - City of Buford
  - City of Lula
  - City of Hoschton
  - Town of Braselton



# GAINESVILLE-HALL

Metropolitan Planning Organization

## MEMORANDUM

**To: Technical Coordinating Committee Members**

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

**Date: April 22, 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:



# TABLE OF CONTENTS

Table of Contents .....	1
List of Figures .....	2
List of Tables .....	2
1. Introduction .....	4
1.1. Vision & Goal.....	4
1.2. Process .....	5
2. Existing Conditions .....	6
2.1. Demographic & Socioeconomic Trends.....	7
2.2. Land Uses & Zoning.....	8
2.3. Transportation Network .....	10
Traffic Operations .....	11
Active Transportation Facilities and Alternative Modes.....	12
Safety Analysis.....	14
2.4. Previous Studies & Plans.....	17
3. Community Engagement.....	18
3.1. Stakeholder Committee .....	18
3.2. Public Open House.....	19
3.3. Online Survey .....	20
4. Project Identification & Prioritization .....	28
4.1. Project Identification .....	28
Active Transportation & Alternative Modes Connectivity.....	28
Operational Improvements.....	30
Safety Improvements .....	32
4.2. Project Prioritization .....	33
Evaluation Criteria.....	33
4.3. Policy and Guidance Recommendations .....	38
Unified Development Code (UDC) .....	38
Personal Transportation Vehicle & Golf Cart Policy .....	38
Speed Study.....	38
Demand-Response Transit Service.....	39
5. Funding Sources .....	40
5.1. Federal Funding .....	40
5.2. State Funding .....	40
5.3. Local Funding .....	41
6. Conclusion.....	42

APPENDIX A – Public Meeting Feedback  
 APPENDIX B – Online Survey #1 Results Summary  
 APPENDIX C – Online Survey #2 Results Summary  
 APPENDIX D – Project Scoring & Prioritization

## LIST OF FIGURES

Figure 1.1 – Project Timeline ..... 5  
 Figure 2.1 – City of Hoschton Map..... 6  
 Figure 2.2 – City of Hoschton Population between 2010 – 2024 (Source: US Census Bureau)..... 7  
 Figure 2.3 – City of Hoschton Zoning Map..... 9  
 Figure 2.4 – Functional Classification Map ..... 10  
 Figure 2.5 – Map of Year 2050 Baseline Conditions Level of Service ..... 12  
 Figure 2.6 – Existing Sidewalk and Multiuse Path Inventory ..... 13  
 Figure 2.7 – Existing Multi-Use Path and PTV Crossing on Peachtree Road ..... 14  
 Figure 2.8 – Number of Crashes by Severity between 2020 – 2024..... 15  
 Figure 2.9 – Crash Map by Severity and Density between 2020-2024 ..... 16  
 Figure 2.10 – Proposed and Recommended Projects in Previous Studies & Plans ..... 17  
 Figure 3.1 – Public Open House on 9/16/2025 at the Hoschton City Hall..... 19  
 Figure 3.2 – Sample Feedback on Safety Concerns from the Public Open House..... 20  
 Figure 3.3 – Survey Responses on Satisfaction Level of the City’s Transportation Network ..... 21  
 Figure 3.4 – Survey Responses on Factors Contributing to Unsatisfaction of Driving in the City ..... 21  
 Figure 3.5 - Survey Responses on Satisfaction Level of the City’s Active Transportation Network ..... 22  
 Figure 3.6 – Survey Responses on Walking or Biking in the City ..... 22  
 Figure 3.7 – Survey Responses on the Importance of Public Transit to and from Downtown Areas..... 23  
 Figure 3.8 – Survey Responses on Best Ways to Address the City’s Transportation Needs..... 23  
 Figure 3.9 – Locations of Transportation-Related Concerns in the City of Hoschton..... 24  
 Figure 3.10 – Survey Responses on Desire for Public Transit in the City..... 25  
 Figure 3.11 – Survey Responses on Awareness of the Existing Jackson County Transit Service ..... 25  
 Figure 3.12 – Survey Responses on the Interest of using Public Transit Service, if it is provided ..... 26  
 Figure 3.13 – Survey Responses on Preference of Service Period, if Transit Service is provided ..... 26  
 Figure 3.14 – Survey Responses on Primary Destination utilizing Jackson County Transit ..... 27  
 Figure 4.1 – Active Transportation & Alternative Modes Projects ..... 29  
 Figure 4.2 – Operational Improvement Projects ..... 31  
 Figure 4.3 – Safety Improvement Projects..... 32  
 Figure 4.4 - Tier 1 Project List ..... 35  
 Figure 4.5 - Tier 2 Project List ..... 36  
 Figure 4.6 - Tier 3 Project List ..... 37

## LIST OF TABLES

Table 1.1 – Goals and Vision of Hoschton Master Transportation Plan ..... 4  
 Table 2.1 – Existing Level of Service (LOS) of Study Intersection on SR 53 (Source: GDOT BHAM) ..... 11  
 Table 2.2 – Crash Data by Manner of Collision and Year (Source: Numetric AASHTOWare Safety) ..... 15  
 Table 2.3 – SHSP Emphasis Area of Crashes in the City of Hoschton (2020-2024)..... 16  
 Table 3.1 – Public and Stakeholder Engagement Summary ..... 18  
 Table 3.2 – Stakeholder Committee of Hoschton Master Transportation Plan ..... 18  
 Table 4.1 – Project Prioritization Scoring..... 34

## 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.

# 1. INTRODUCTION

Since its original incorporation as a small town, rural community in 1891, the City of Hoschton underwent rapid population growth, which has seen a fourfold increase in the past decade and is projected to nearly triple over the next two decades. This substantial growth from proximity to I-85 and adjacent high-growth areas has resulted in heightened congestion and safety issues on the local transportation network, particularly on State Route (SR) 53, which serves as the city’s primary corridor. In response, the City of Hoschton intends to develop its inaugural citywide Master Transportation Plan (MTP) to establish transportation vision designed to foster a livable, vibrant, and sustainable community.

The goal of the Hoschton MTP is to perform a comprehensive assessment of existing traffic operations, safety, and inventory of the existing transportation infrastructure conditions within the City. All of this will be completed to provide improvement recommendations to promote alternative travel modes, improve local connectivity, and establish secure environments aimed at reducing dependency on motor vehicles and the SR 53 corridor.

While SR 53 is a critical component of the City’s transportation network, this MTP focuses on city-maintained roadways. Improvements to SR 53 have been studied in depth in other plans, including the Georgia Department of Transportation’s (GDOT) 2024 Braselton-Hoschton Area Mobility (BHAM) Study and Jackson County Comprehensive Transportation Plan (CTP).

## 1.1. VISION & GOAL

The vision and goals established for the Hoschton Master Transportation Plan are products of collective inputs and collaboration among stakeholders, the consulting team, and the general public. The visions and goals developed in the MTP also align with the Transportation Policies outlined in the City of Hoschton Comprehensive Plan 2025-2045, Five Year Update adopted in October 2025. These guiding principles provide a comprehensive framework to establish transportation recommendations and priorities that align with the community’s long-term needs. The MTP is organized to include four primary goals and focal areas, as presented in Table 1.1.

*Table 1.1 – Goals and Vision of Hoschton Master Transportation Plan*

Goals & Objectives	Descriptions
<b>Connectivity</b>	Develop an integrated transportation network that efficiently connects people to key destinations via city-maintained roadways and reduces reliance SR 53.
	Prioritize the expansion of multi-modal transportation infrastructure to ensure travel options throughout the City.
<b>Choices</b>	Establish a diversified transportation system that incentivizes non-motorized mode choices and reduces personal vehicle dependency.
	Reimagining the street as space for all road users, with a dedicated focus on pedestrians, bicyclists, and Personal Transportation Vehicles (PTVs).
<b>Safety</b>	Enhance safety for all road users by implementing targeted countermeasures at road segments and intersections with high severity crash histories.
	Align safety interventions with the City’s broader vision for risk reduction and conflict mitigation.
<b>Community &amp; Preservation</b>	Protect and preserve Hoschton’s unique livability, history, and small-town atmosphere.

Goals & Objectives	Descriptions
	Foster community interaction and regional synergy by improving connectivity with neighboring municipality.
	Promote transparent communication practices to maintain informative and open dialogue with the public throughout the entire lifecycle of transportation projects.

1.2. PROCESS

The following figure presents the timeline of the Hoschton MTP over the 12-month period since the project kicked off in May 2025.

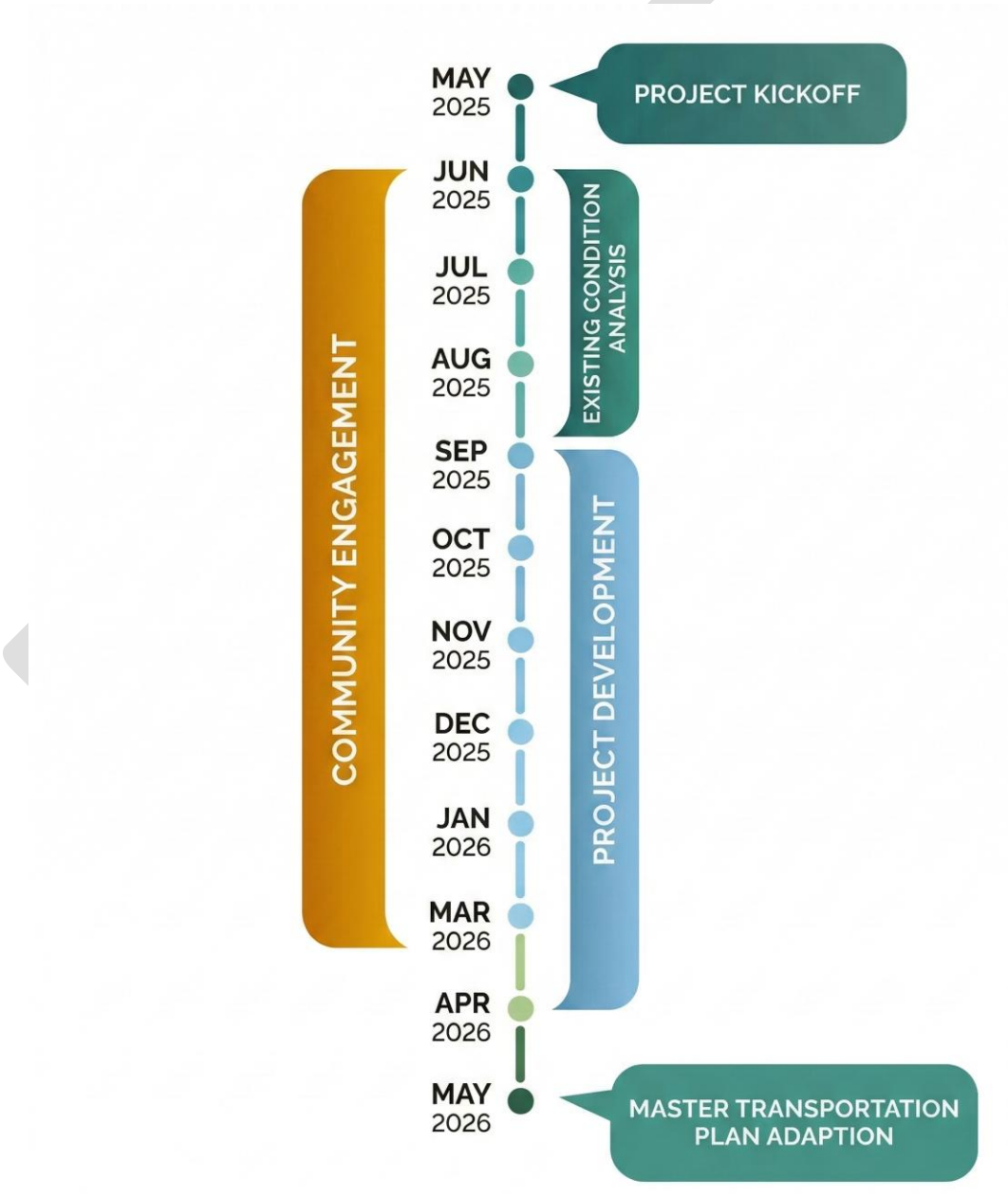


Figure 1.1 – Project Timeline

## 2. EXISTING CONDITIONS

The City of Hoschton is located in southwest Jackson County, bordering the Hall, Barrow, and Gwinnett Counties. The City falls under Gainesville-Hall County Metropolitan Planning Organization (GHMPO)'s governmental transportation planning body. Two major state routes pass through the City, including SR 53 connecting I-85 at the Exit 129, and SR 332 connecting to the City of Jefferson.

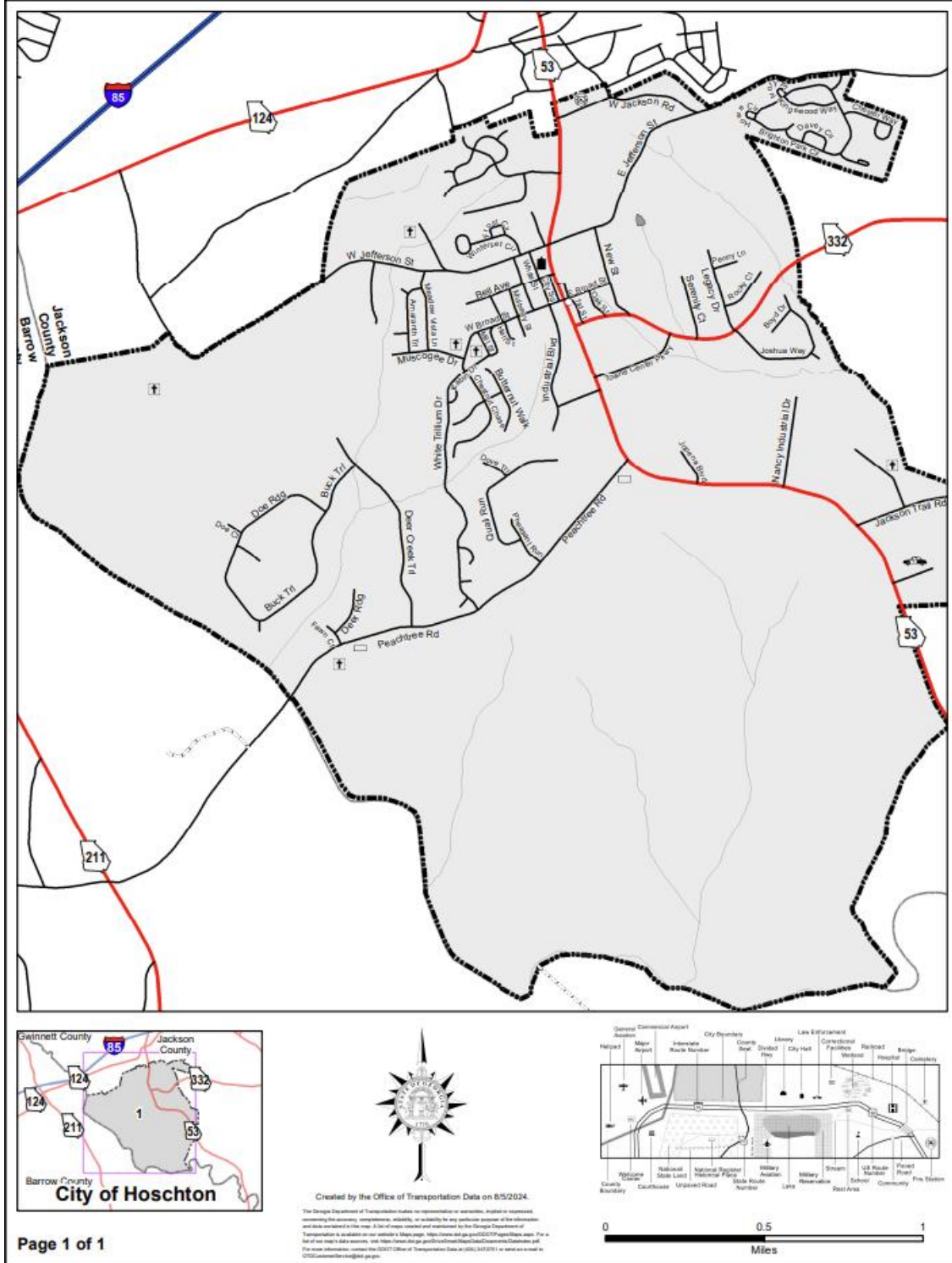


Figure 2.1 – City of Hoschton Map (Source: GDOT Office of Transportation Data 2024)

## 2.1. DEMOGRAPHIC & SOCIOECONOMIC TRENDS

Hoschton’s population has seen a significant upward trajectory, rising from just 1,390 residents in 2010 to an estimated 6,723 in 2024<sup>1</sup>. Due to its proximity to Gwinnett County and the expanding Atlanta metropolitan area, the City continues to face intense growth pressure. The rapid influx of residents and housing is overgrowing the capacity of existing transportation infrastructure, resulting in increased traffic congestion and heightened safety concerns. As indicated in the City’s adopted Capital Improvement Element (CIE)<sup>2</sup>, this exponential growth trend will continue with the population expected to ultimately exceed 12,000 residents by 2040.

To keep pace with residential growth, there is clear need and support for expanding Hoschton’s commercial base, particularly within the downtown core. Adoption of a Downtown Development Authority and establishment of a local Downtown Historic District with design guidelines are two actions recommended in the community work program. As of 2020, employment within the City was estimated at approximately 500 jobs and projections from the City’s adopted CIE indicates future employment level of 1,750 in the year 2040.

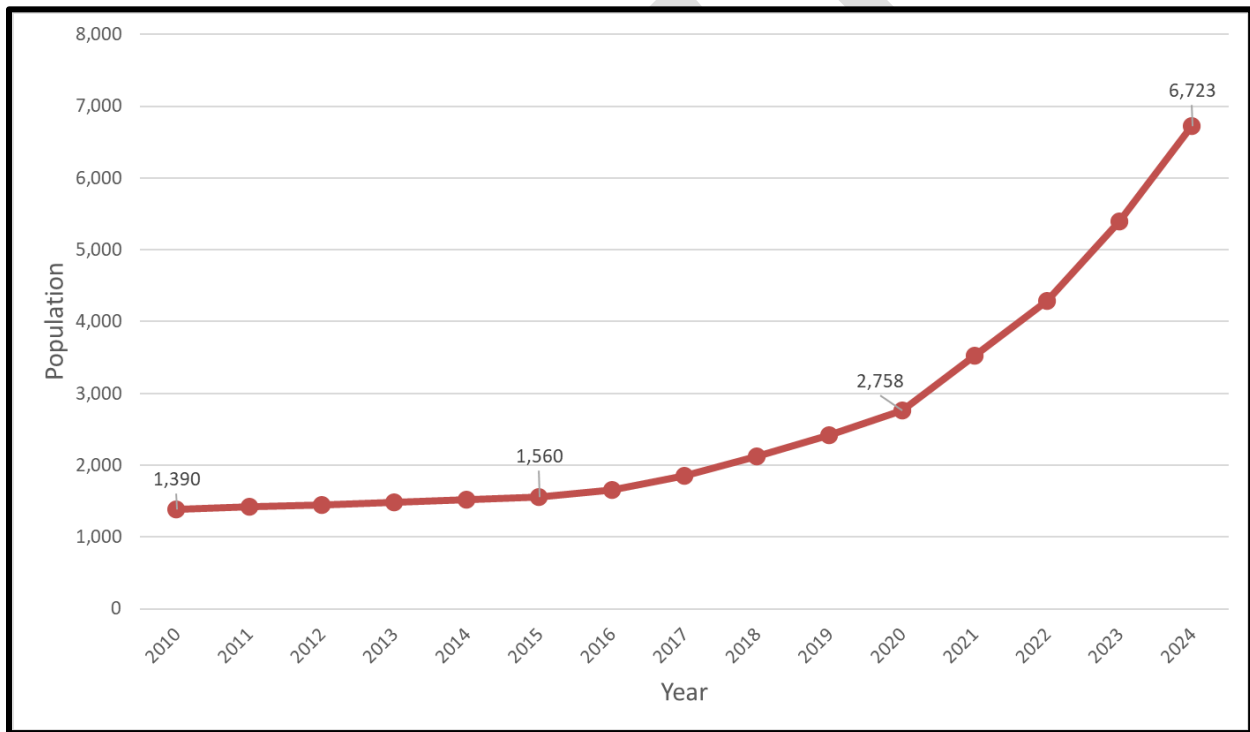


Figure 2.2 – City of Hoschton Population between 2010 – 2024 (Source: US Census Bureau)

<sup>1</sup> US Census Bureau, City and Town Population Totals 2010-2024

<sup>2</sup> City of Hoschton, Georgia Capital Improvement Element (CIE) of the Comprehensive Plan, Adopted August 31, 2020.

## 2.2. LAND USES & ZONING

While the City of Hoschton is primarily a bedroom community, with most existing land use being residential and approximately 4,000 new units approved for construction, significant portions of vacant land remain available to support nonresidential development. Historically, residential developments consisted of low-density, single-family subdivisions. However, beginning in the late 2010's, larger-scale, higher-density subdivisions were established, such as Twin Lakes Planned Unit Development consisting of 2,350 single-family homes, 250 townhomes, and additional commercial spaces. Existing multi-family development remain small scale and limited to scattered locations.

Most commercial activity in the City is concentrated along the SR 53 corridor. Downtown Hoschton serves as a hub for small-scale retail, service, and office spaces, while highway-oriented commercial spaces are located south of the downtown along Towne Center Parkway, Jopena Boulevard, and Jackson Trail Road. Most recently, Publix and Kroger shopping centers opened along SR 53 in 2025.

As detailed in the Land Use Element, the City's long-term economic health depends on maintaining a diverse tax base. However, recent trends indicate that properties near Towne Center Parkway, originally reserved for commercial and industrial growth, have been rezoned for residential uses. According to the City of Hoschton Comprehensive Plan 2026-2030<sup>3</sup>, many residents have expressed a strong desire for additional sit-down restaurants, cafes, small-scale retailers, and entertainment venues throughout the City. To ensure future economic development is not impeded by a lack of available spaces, Hoschton is in need of dedicating nonresidential land supply and prevent conversion to residential uses. Figure 2.3 below presents the City of Hoschton's land use map created by Northeast Georgia Regional Commission (NEGRC). Details of future land use categories can be found in the City of Hoschton Comprehensive Plan 2025-2045 Five Year Update<sup>3</sup>.

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

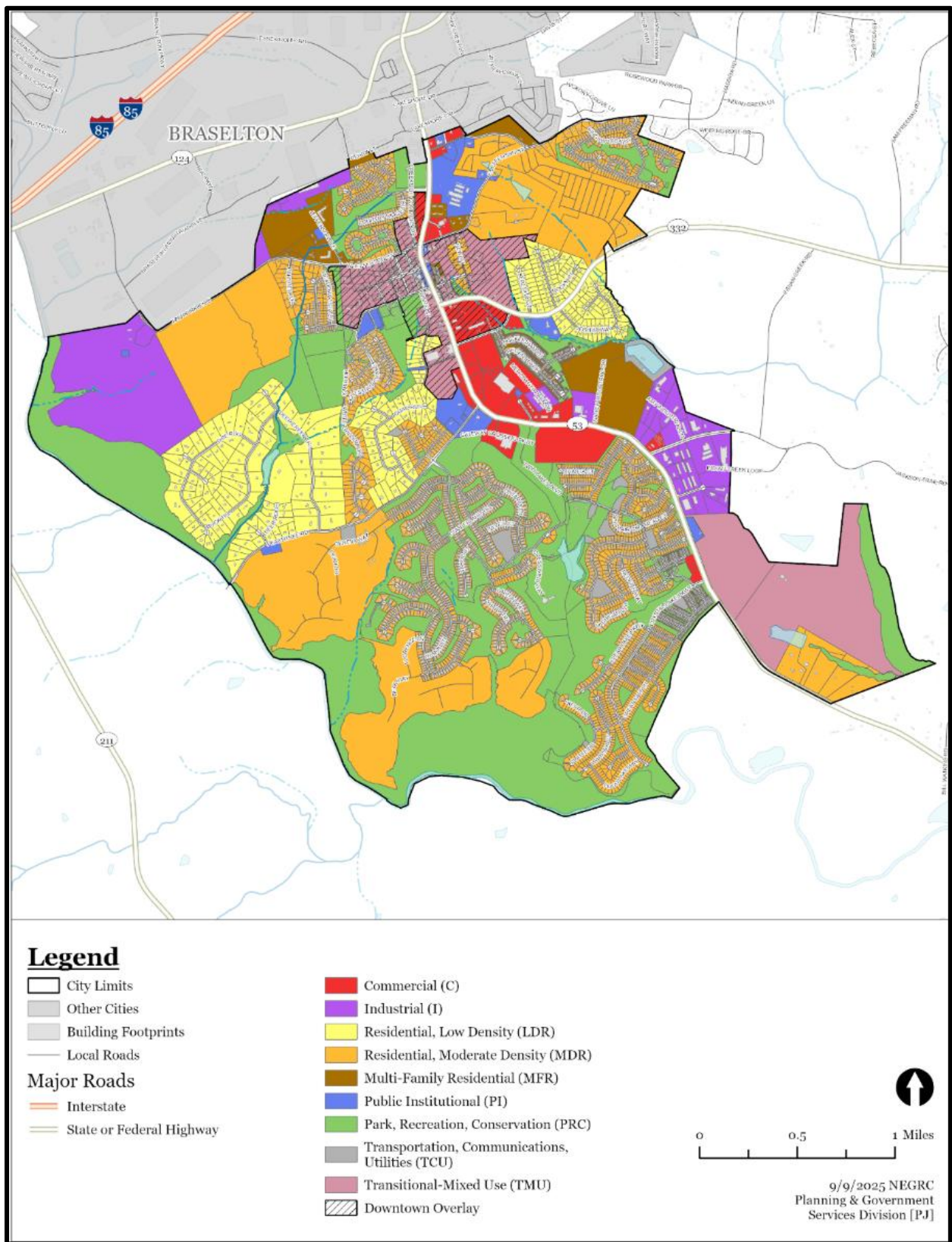


Figure 2.3 – City of Hoschton Zoning Map (Source: City of Hoschton, Comprehensive Plan 2025-2045 Five-Year Update)

## 2.3. TRANSPORTATION NETWORK

According to the US Census OnTheMap Application, 98% of Hoschton residents commute outside the city limits. Along with a high proportion of intercity travels and proximity of I-85, Hoschton is a city with a high reliance on motor vehicles, characterized by limited infrastructure for non-automobile transportation. SR 53 (Minor Arterial) is the most critical corridor carrying the majority of vehicular traffic through the City, traversing in a north-south direction, serving as a primary access route to I-85 and as a connecting route between Winder and Gainesville. SR 332/Pendergrass Road (Major Collector) and East Jefferson Street (Minor Collector) are collector roads connecting to eastern Jackson County, while Peachtree Road (Local Road) is the only major corridor connecting Hoschton to SR 211 and Barrow County to the west. There are currently two signalized intersections within the City: SR 53 at Peachtree Road and SR 53 at Twin Lakes Boulevard. All other intersections within the city limit are stop-controlled intersections.

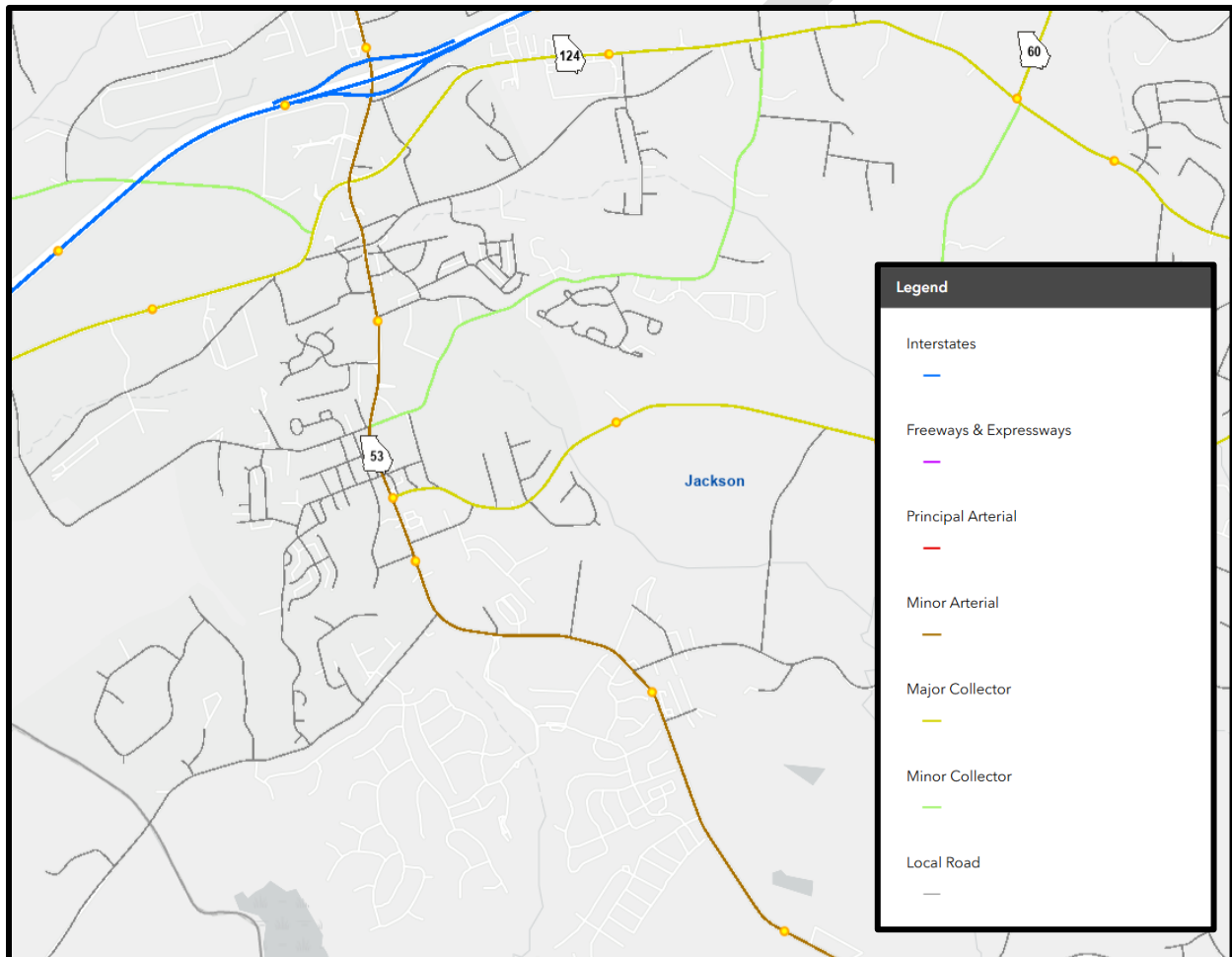


Figure 2.4 – Functional Classification Map (Source: GDOT Functional Classification Application)

### Traffic Operations

As a primary corridor through Hoschton, SR 53 experiences significant traffic congestions within the City. According to the GDOT count station, SR 53 at Hoschton carries an average of 21,964 vehicles per day in 2026, which is a 22.4% increase compared to 2023. The Braselton-Hoschton Area Mobility Study (BHAM) conducted by GDOT in 2024 indicates that the peak period traffic congestion typically develops along SR 53 northbound, on the segment between East Jefferson Street and I-85. The study also indicates that the existing Level of Service (LOS) at the intersections along SR 53 at East Jefferson Street, at Peachtree Road, and at Twin Lakes Boulevard are LOS E or worse in peak hours (Table 2.1). With the projected traffic growth rate of 1.37% to the horizon year 2050 in BHAM, SR 53 within the city limit is expected to fail in operation with LOS E or worse (Figure 2.5).

To address these operational deficiencies, SR 53 requires intervention, which may include widening, addition of turn lanes, alternative traffic controls, or the development of an alternative route. State and regional proposals for addressing SR 53 congestion have fluctuated over time, ranging from road widening to the implementation of bypasses or roundabouts. The City of Hoschton intends to take a proactive leadership role, in partnership with the Town of Braselton and GDOT, to champion a locally supported solution. This ensures that final design outcomes reflect community needs rather than solely dictated by regional or state agencies.

Table 2.1 – Existing Level of Service (LOS) of Study Intersection on SR 53 (Source: GDOT BHAM)

Study Area Intersection	AM	PM
SR 53 at New Cut Road*	LOS F	LOS F
SR 53 at Braselton Parkway (Signal)	LOS A	LOS B
SR 53 at Chardonnay Trace (Signal)	LOS B	LOS B
SR 53 at Pilot Driveway*	LOS C	LOS C
SR 53 at I-85 Southbound Ramps (Signal)	LOS C	LOS B
SR 53 at I-85 Northbound Ramps (Signal)	LOS F	LOS C
SR 53 at Cherry Drive*	LOS C	LOS D
SR 53 at SR 124 (Signal)	LOS D	LOS D
SR 53 at Davis Street (Signal)	LOS A	LOS B
SR 53 at Jackson Road*	LOS D	LOS C
SR 53 at East Jefferson Street*	LOS E	LOS F
SR 53 at East Broad Street*	LOS D	LOS D
SR 53 at Pendergrass Road*	LOS C	LOS C
SR 53 at Towne Center Parkway*	LOS D	LOS C
SR 53 at Industrial Boulevard*	LOS C	LOS C
SR 53 at Peachtree Road*	LOS F	LOS E
SR 53 at Twin Lakes Boulevard*	LOS D	LOS E
SR 53 at Jackson Trail Road*	LOS B	LOS C
SR 332 at SR 124 (Signal)	LOS D	LOS D

Notes: \*The highest minor road approach delays are shown for the unsignalized intersections. Results are not shown for Zion Church Road because the highway capacity model is unable to produce results for the intersection's existing sign configuration.

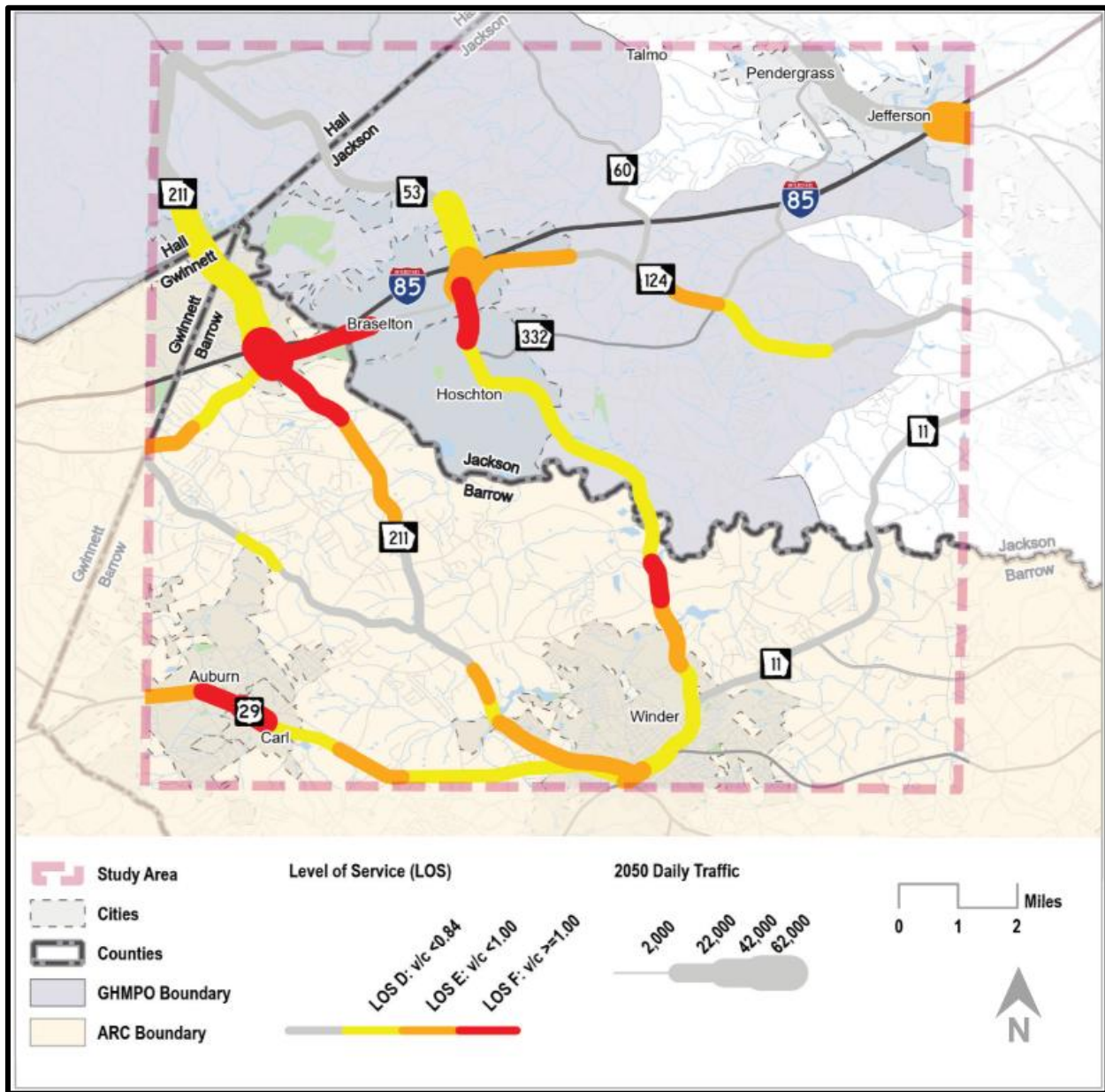


Figure 2.5 – Map of Year 2050 Baseline Conditions Level of Service (Source: GDOT BHAM)

### Active Transportation Facilities and Alternative Modes

Figure 2.6 below shows the existing sidewalk and multi-use path inventory map developed through the desktop screening and supplemented by field observations. While the majority of existing sidewalks are located within subdivisions, they lack connectivity between major destinations. Furthermore, most non-signalized intersections within the City lack crosswalks and ADA-compliant ramps. To support a transition toward a multimodal transportation system, the City should prioritize developing a comprehensive network of sidewalks, crosswalks, and off-road pedestrian paths where appropriate. With the development of numerous subdivisions within the City, a significant opportunity exists to create an interconnected system of off-road trails and multi-use paths by weaving together community open spaces within these subdivisions. Through cooperative agreements with homeowner’s associations, the City can develop a network that offers both recreational and transportation benefits. Furthermore, the City supports implementation of golf-cart paths by utilizing community open spaces as a way to evolve such a system.

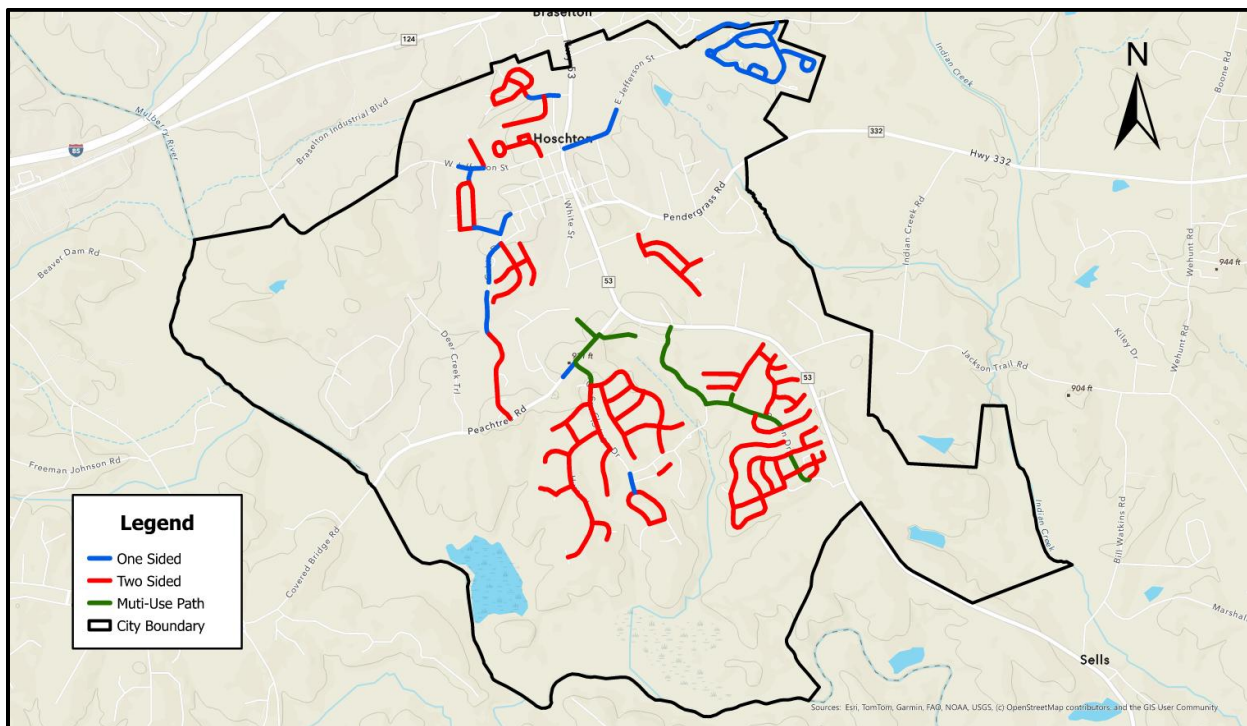


Figure 2.6 – Existing Sidewalk and Multiuse Path Inventory

Personal Transportation Vehicle (PTV) is a common alternative transportation mode in the City of Hoschton. Per City Ordinance No.25-01<sup>4</sup> adopted in February 13, 2025, a PTV is defined as any motor vehicle that meets the following criteria:

- With a minimum of four wheels;
- Capable of a maximum level ground speed of less than 20 miles per hour;
- With a maximum gross vehicle unladen or empty weight of 1,375 pounds, and;
- Capable of transporting not more than eight persons.

Authorized streets for PTV usage are defined as follows:

- Any municipal street or roadway in the City and all such residential roadways that have a posted speed limit of 35 miles per hour or less, are not part of state highway system, and which have not otherwise been specifically excluded from use by PTV.
- Improved paths designed for multiple users and shall be at least eight (8) feet wide and shall be located outside any state highway right of way.
- PTVs are prohibited on sidewalks.

While PTVs are permitted to cross municipal or Jackson County road system, they must use designated PTV crossings at any intersection where an authorized street and a state route. The localized utility of PTVs is currently hindered by the fragmented nature of multi-use path network, limited connectivity between low-speed roadways, and a lack of designated crossing locations across major barriers.

<sup>4</sup> City of Hoschton, Ordinance No. 25-01, Adopted February 13, 2025.



*Figure 2.7 – Existing Multi-Use Path and PTV Crossing on Peachtree Road*

The City of Hoschton is served by the Jackson County Transit service, which provides rural, on-demand public transportation services for county residents. Operating as a shared-ride service, it offers rides within Jackson County and the immediate surrounding counties using a fixed-fare structure (\$4 for one way in county, \$8 for round trip in county, \$9 for one way out of county, \$18 for round trip out of county). Despite the availability of this service, the majority of Hoschton residents are unaware of its existence. According to the public transit survey conducted between January 20 and February 10, 2026, only 8% of respondents were aware of the Jackson County Transit service, and only a single respondent reported having ever utilized the service.

#### *Safety Analysis*

There were 165 total crashes reported within the city limit of Hoschton in the period between 2020 and 2024, with no fatalities and three (3) serious injury crashes. As shown in Figure 2.8 below, a number of crashes trended downwards between 2020 and 2023, but the number increased in 2024. The proportion of injury crashes also increased in 2024 compared to the previous year. One (1) pedestrian crash involving a serious injury was reported in 2020 on SR 53 north of Towne Center Parkway. The crash involved an employee of a sanitation company entering the path of a vehicle on SR 53 from the blind spot behind the trash truck (Crash ID: 7884811).

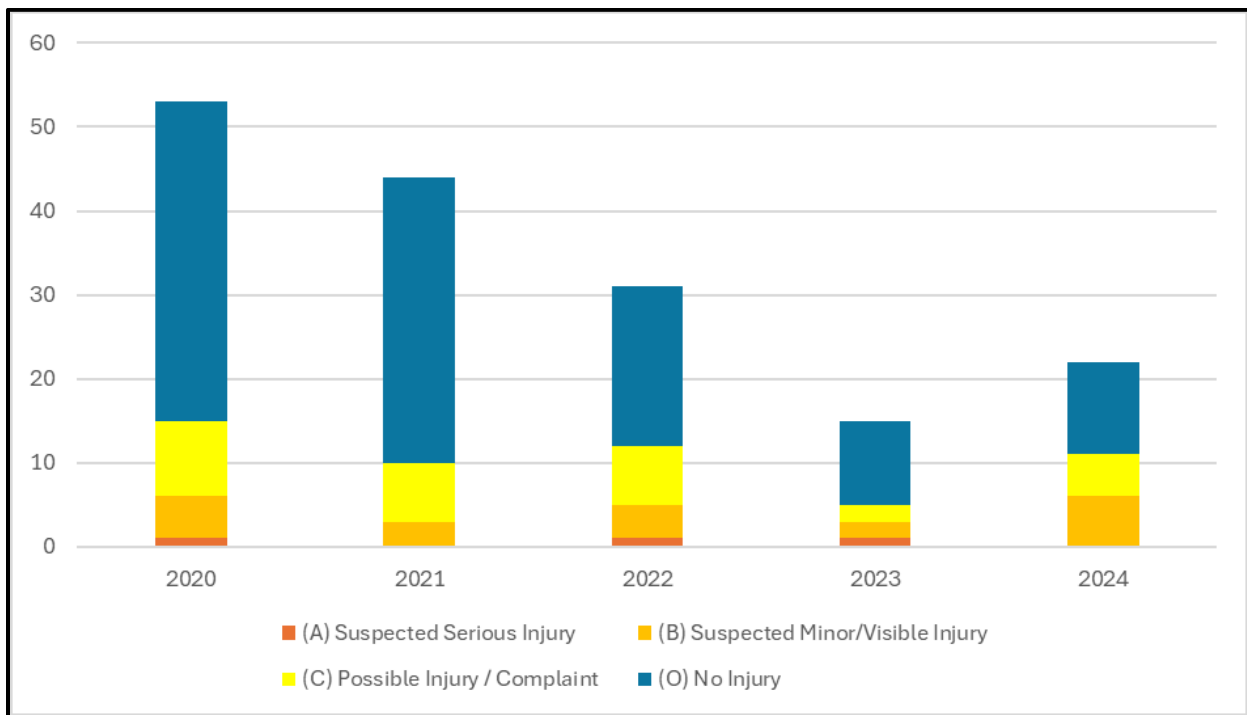


Figure 2.8 – Number of Crashes by Severity between 2020 – 2024 (Source: Numetric AASHTOWare Safety)

While the majority of reported crashes in Hoschton occurred on SR 53, two of three serious injury crashes occurred on Peachtree Road between Deer Creek Trail and White Trillium Drive (Figure 2.9). Rear ends were the most predominant crash type (35%), followed by not a collision with motor vehicle (25%) and angle crashes (19%). The most common contributing factor of crashes was “following too closely” (30%), followed by “failure to yield” (12%) and “lost control of a vehicle” (9%). On the other hand, the crashes that occurred on local roads (39 of 165 total crashes) were found to be predominantly not a collision with motor vehicles (44%), contributed by drivers that lost control of their vehicles, struck deer, and failed to negotiate curves.

Table 2.2 – Crash Data by Manner of Collision and Year (Source: Numetric AASHTOWare Safety)

Manner of Collision	Year					Total
	2020	2021	2022	2023	2024	
Rear End	17	20	13	4	3	<b>57</b>
Not a Collision with Motor Vehicle	16	9	8	3	6	<b>42</b>
Angle Crash	8	7	5	4	7	<b>31</b>
Sideswipe-Opposite Direction	5	3	2	0	3	<b>13</b>
Sideswipe-Same Direction	5	1	2	2	2	<b>12</b>
Head On	2	4	1	2	1	<b>10</b>
<b>Total</b>	<b>53</b>	<b>44</b>	<b>31</b>	<b>15</b>	<b>22</b>	<b>165</b>

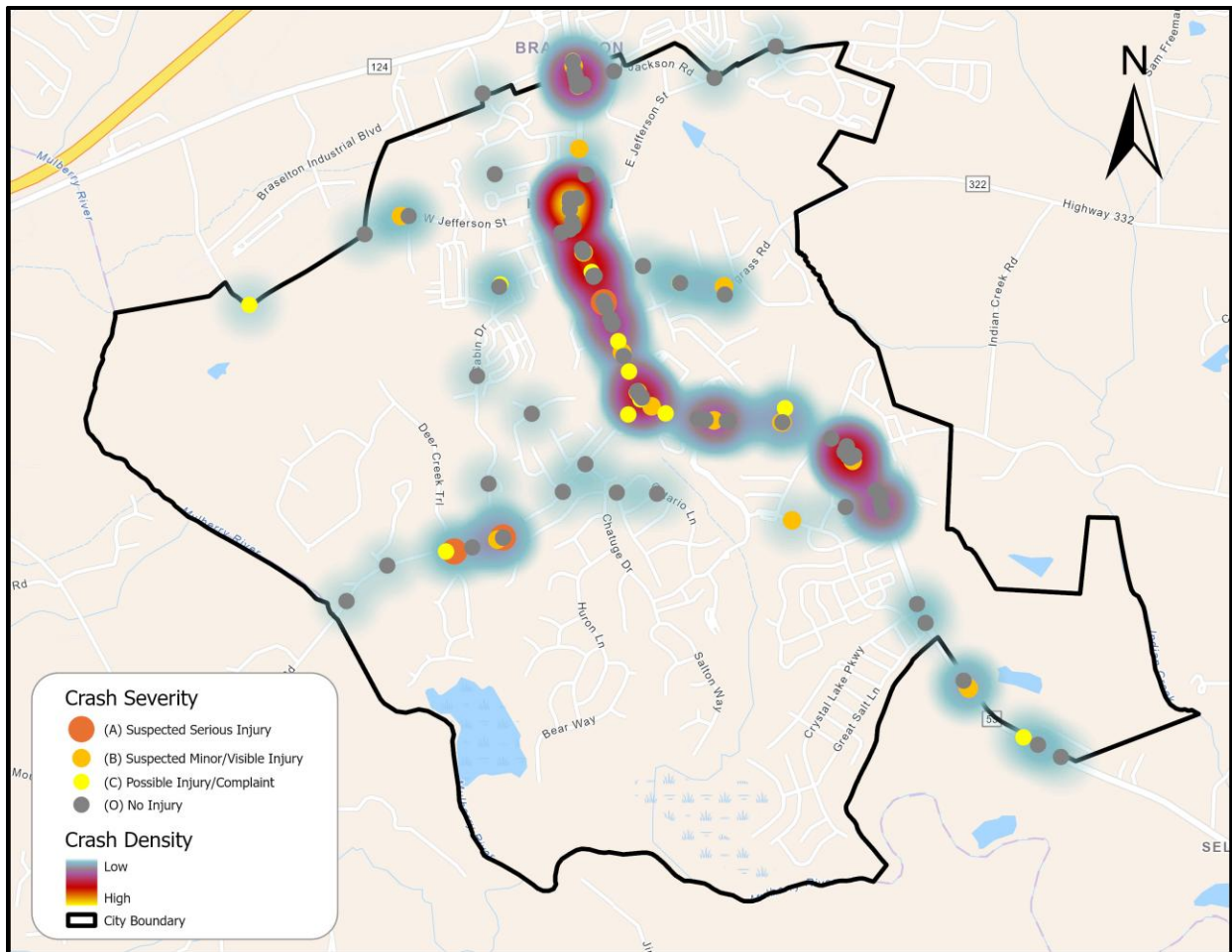


Figure 2.9 – Crash Map by Severity and Density between 2020-2024 (Source: Numetric AASHTOWare Safety)

The following Top-3 emphasis areas from the Georgia Strategic Highway Safety Plan (SHSP) were identified as primary contributing factors of crashes in Hoschton.

Table 2.3 – SHSP Emphasis Area of Crashes in the City of Hoschton (2020-2024)

Crash Category	Ranking	SHSP Emphasis Areas
<b>Total Crash</b>	1	Intersection Related
	2	Distracted Driver
	3	Young Driver (Age 20-24)
<b>City/County-Maintain Roadway Crash</b>	1	Distracted Driver & Roadway Departure
	2	Intersection Related
	3	Young Driver (Age 20-24) & Older Driver Related (65+)
<b>State-Maintain Roadway Crash</b>	1	Intersection Related
	2	Distracted Driver
	3	Young Driver (Age 20-24)

“Intersection Related”, “Distracted Driver” and “Young Driver (Age 20-24)” were the common top contributors across all categories of crashes reported in the City of Hoschton. “Roadway Departure” and

“Older Driver Related (65+)” were found as other high-ranking contributors to crashes occurred on the city- or the county-maintained roadways.

## 2.4. PREVIOUS STUDIES & PLANS

Recently completed studies and plans were reviewed to understand the capital improvements that were planned or considered within the Hoschton city limit. The list of studies and plans reviewed as part of the Master Transportation Plan is shown below:

- GHMPO 2055 Metropolitan Transportation Plan (2025)
- GHMPO Bicycle and Pedestrian Plan (2025)
- GDOT Braselton-Hoschton Mobility Study (2024)
- Braselton Trail Feasibility Study (2022)
- City of Hoschton Comprehensive Plan (2025)
- Rocklyn Homes Development of Regional Impact Final Report (DRI #3960) (2021)
- Braselton Comprehensive Plan (2020)
- Jackson County Transportation Plan (2019)
- GHMPO Sidewalk Inventory Report (2017)

Figure 2.10 below presents the overview of project types proposed and recommended in the previous studies and plans in proximity to the City of Hoschton. Projects and improvements proposed in these studies and plans will be evaluated to determine they align with goals and vision of the Master Transportation Plan.

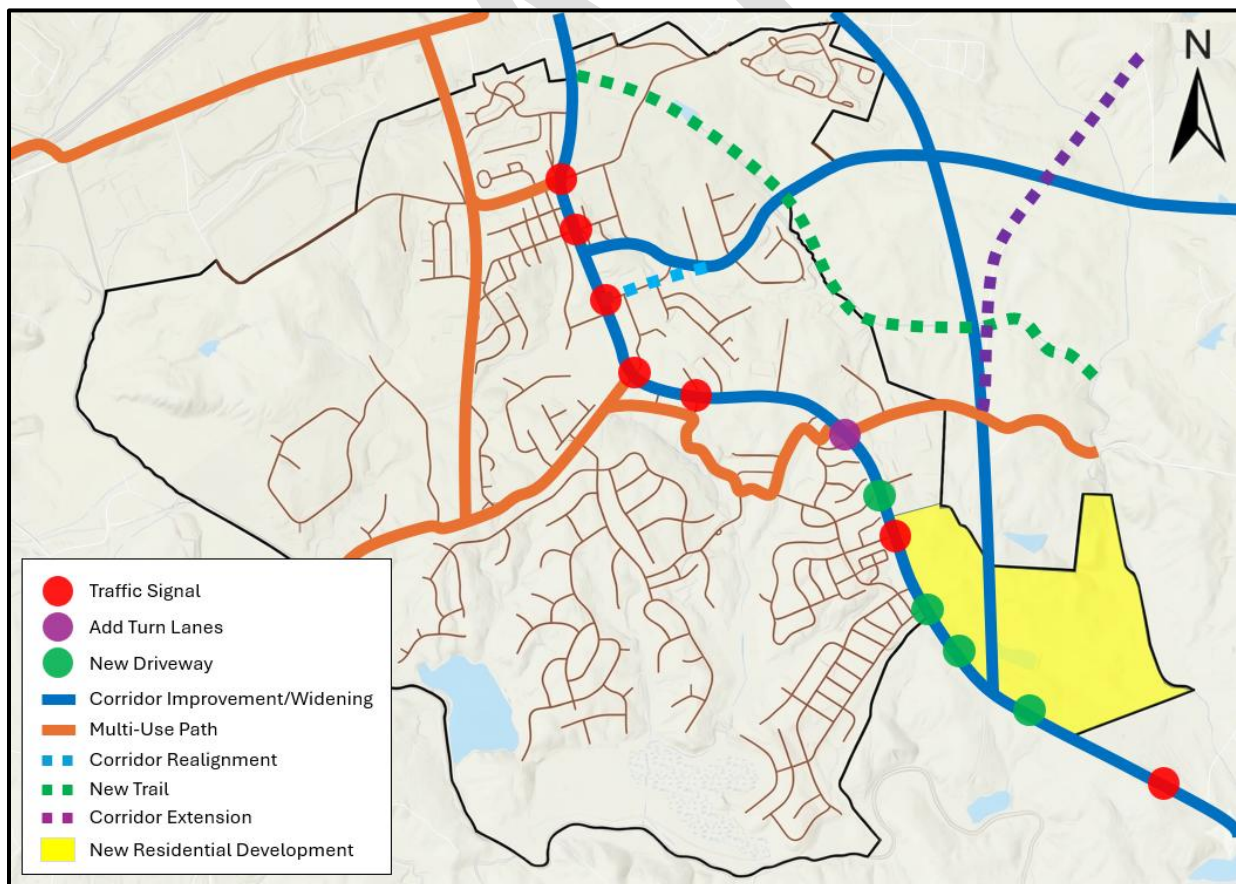


Figure 2.10 – Proposed and Recommended Projects in Previous Studies & Plans

### 3. COMMUNITY ENGAGEMENT

Public and stakeholder engagement was an essential part of the Hoschton Master Transportation Plan, reflecting the high level of public participation in shaping the City’s future. To ensure a cohesive process, engagement activities occurred concurrently with other steps of the plan’s development. Engagement forums were designed to be consistent, allowing participants in both public open houses and online surveys getting to weigh in on the same questions. These outreach efforts aimed to capture the lived experiences of residents, insights often missed by data analysis alone, while providing a platform for direct engagement across Hoschton’s long-term growth.

*Table 3.1 – Public and Stakeholder Engagement Summary*

Public and Stakeholder Engagement
Eight (8) Stakeholder Committee Meetings
Two (2) Public Open Houses
Two (2) Online Surveys

#### 3.1. STAKEHOLDER COMMITTEE

The Steering Committee for the Hoschton MTP was composed of a diverse group of stakeholders and jurisdictional representatives with a significant interest in The plan’s outcome. The stakeholders involved in this process ranged from the City Mayor and staffs, GHMPO, and Jackson County staffs to first responders. Stakeholder meetings were held on a monthly basis to provide updates on the project progress, analysis findings, coordinate upcoming milestones, and gather feedback to guide the plan’s development. The stakeholder selected as the steering committee are listed below:

*Table 3.2 – Stakeholder Committee of Hoschton Master Transportation Plan*

Stakeholder Committee
City of Hoschton Mayor
City of Hoschton City Manager
City of Hoschton Fire & Police Department
City of Hoschton Planner
Gainesville-Hall Metropolitan Planning Organization
Public Works Department of Hoschton
Jackson County Manager
Jackson County Public Development
Jackson County Parks & Recreation
Jackson County Area of Chamber of Commerce
Jackson County Schools
Georgia Department of Transportation – District 1
Northeast Georgia Regional Commission

### 3.2. PUBLIC OPEN HOUSE

Two public open house sessions were hosted at the Hoschton City Hall on September 16, 2025 to gather community input for the Master Transportation Plan. These sessions were strategically scheduled for the morning (10AM to 12PM) and the evening (6PM to 8PM) periods to ensure accessibility for a diverse range of residents, including seniors and parents available in the morning, as well as commuters joining in the evening.

The meeting provided an overview of the project’s goals and vision, background, existing transportation conditions, and findings from previous studies and plans. Attendees participated in interactive stations where they shared specific concerns and comments across four key categories around Hoschton’s Transportation System:

1. **Near-Miss Crashes:** Identifying locations where resident have experienced dangerous “close-call” incidents within the city.
2. **Traffic Safety:** Addressing concerns related to intersection design, speeding, sight distance, and the safety of active transportation users.
3. **Traffic Operations:** Highlighting issues regarding road capacity, road maintenance, traffic control, and parking availability.
4. **Active Transportation:** Pinpointing desired locations for new sidewalk connectivity and multi-use path expansions.



Figure 3.1 – Public Open House on 9/16/2025 at the Hoschton City Hall

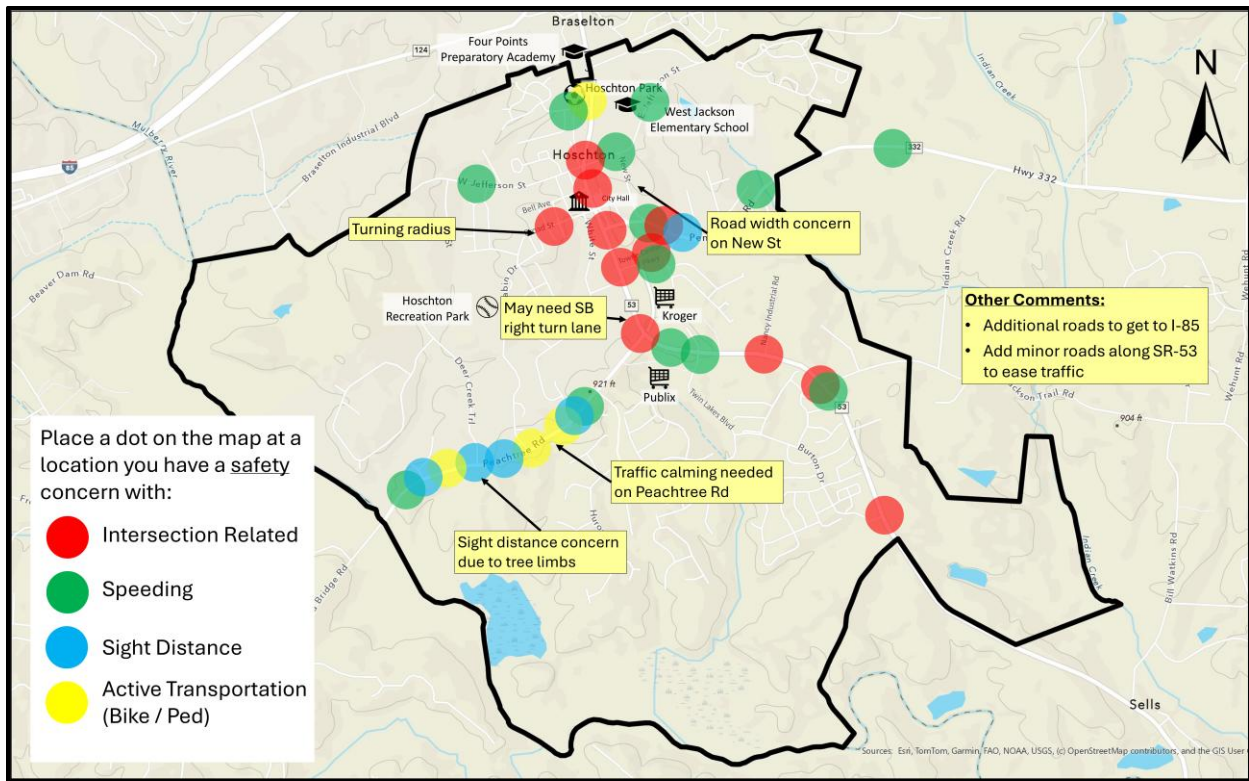


Figure 3.2 – Sample Feedback on Safety Concerns from the Public Open House

The full feedback summary collected from the public open houses are presented in **Appendix A**. The feedback from these forums were integrated into development of a draft plan.

### 3.3. ONLINE SURVEY

In addition to public open houses, two online surveys was conducted during the plan development process to provide broader groups of participants the opportunity to contribute their thoughts, concerns and ideas regarding the City’s existing transportation network and desired improvements to local connectivity.

The first online survey was conducted from September 8 to October 7, 2025, running concurrently with the public open house sessions. Respondents were asked to evaluate the existing transportation network’s operations and safety and to identify hotspots for future improvements. This survey generated a robust response with 303 total participants. It was found from this survey that majority of respondents (69%) are unsatisfied with the City’s existing transportation network, largely due to heavy traffic congestion and lack of well-maintained infrastructure. The full summary of the first online survey is presented in **Appendix B**.

**On a scale of 1-5, how satisfied are you with the overall transportation network in Hoschton for driving? (1= unsatisfied and 5= very satisfied)**

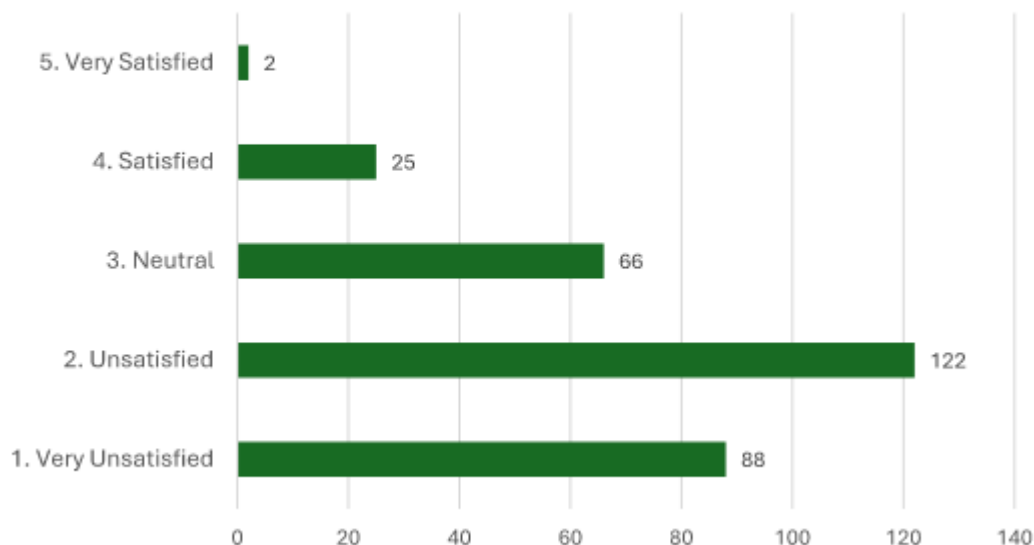


Figure 3.3 – Survey Responses on Satisfaction Level of the City’s Transportation Network

**What factors contribute to your dissatisfaction of driving in the City?**

Theme	Mentions	Key Issues
<b>Traffic &amp; Congestion</b>	151	Gridlock, long waits, poor flow
<b>Infrastructure</b>	111	Sidewalks, lanes, design, maintenance
<b>Safety</b>	51	Speeding, accidents, crosswalks
<b>Public Transport</b>	42	Limited buses, no alternatives
<b>Overdevelopment</b>	34	Growth without infrastructure

Figure 3.4 – Survey Responses on Factors Contributing to Dissatisfaction of Driving in the City

66% of respondents also expressed dissatisfaction with the City’s active transportation network (walking and biking), primarily driven by lack of dedicated pedestrian and bicycle infrastructure and safety concerns stemming from lack of physical separation between non-motorized users and high-speed vehicular traffic.

**On a scale of 1-5 how satisfied are you with the overall transportation network in Hoschton for walking or biking? (1 = very unsatisfied & 5 = very satisfied)**

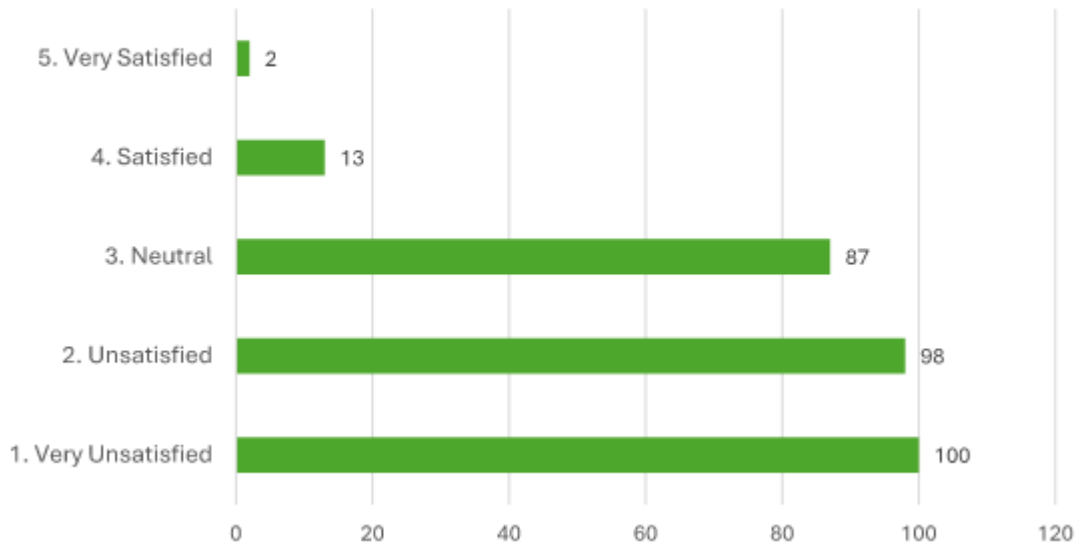


Figure 3.5 - Survey Responses on Satisfaction Level of the City's Active Transportation Network

**What factors contribute to your dissatisfaction of walking or biking in the City?**

Theme	Mentions	Key Issues
<b>Infrastructure</b>	163	Gridlock, long waits, poor flow
<b>Biking Conditions</b>	43	Sidewalks, lanes, design, maintenance
<b>Safety</b>	27	Accidents, lighting, crosswalks
<b>Traffic</b>	22	Vehicle dominance, congestion
<b>Accessibility</b>	4	ADA compliance, ramps
<b>Public Amenities</b>	3	Shade, benches, rest stops

Figure 3.6 – Survey Responses on Factors Contributing to Unsatisfaction of Walking or Biking in the City

When asked which aspects of transportation hold the most value, a majority of respondents indicated that all listed issues are important to them, including expanded walking and biking choices, increased golf cart connectivity, the provision of public transit options, sustained economic growth, and the preservation of community character. Furthermore, the survey respondents identified the following as Top-3 improvements required to address the City's transportation needs: 1) Increasing sidewalk connectivity; 2) Providing more greenways or off-road paths for PTVs; and 3) Installing more turn lanes.

**How important are the following transportation issues to you?**

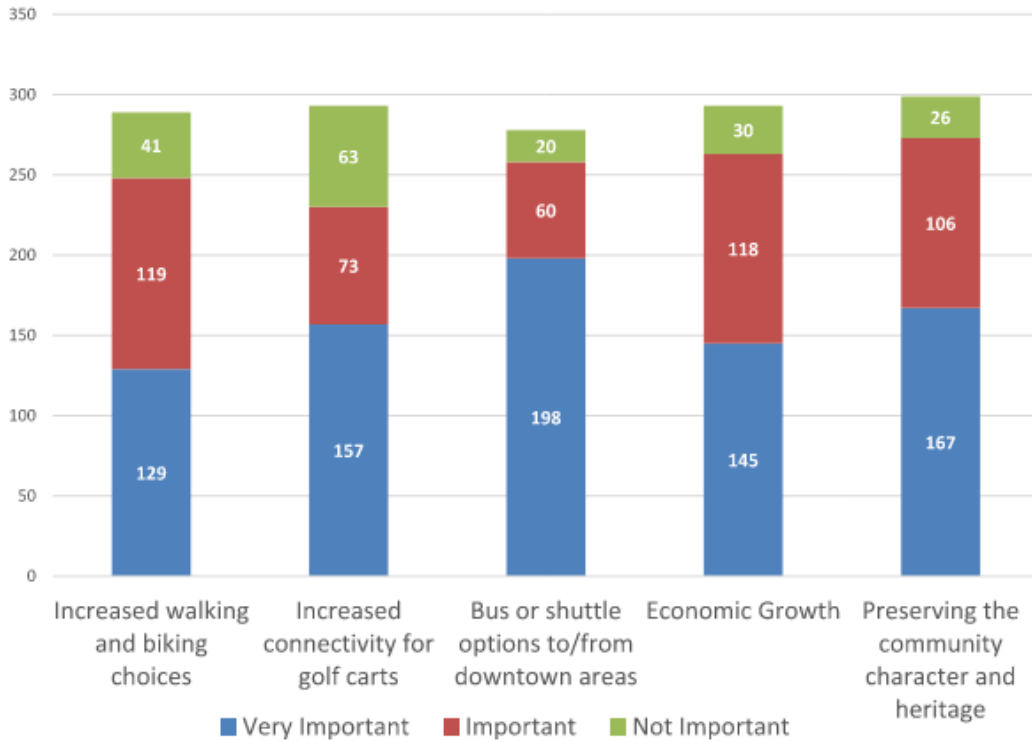


Figure 3.7 – Survey Responses on the Importance of Public Transit to and from Downtown Areas

**What do you think would be the best way to address the transportation needs of the City?**  
Please rank from most important (1) to least important (7)

Rank	Answer	1	2	3	4	5	6	7	Avg Score
1	Inc sidewalks &/ improve existing sidewalks	29%	22%	19.5%	13%	6.5%	4.5%	5.5%	5.18
		84	64	57	38	19	13	16	
2	Greenways, off-road paths to accom PTVs	28%	16%	11%	10%	10%	10%	13%	4.57
		82	47	33	30	30	30	39	
3	More turn lanes	14%	20%	18%	17%	12%	14%	5%	4.44
		40	59	52	49	35	42	14	
4	Build new roads	22%	11%	12%	14%	11%	10%	20%	4.11
		65	32	34	41	33	30	56	
5	Improve pavement	3.5%	9%	17%	16.5%	21%	18%	15%	3.44
		10	27	49	48	61	53	43	
6	Improve signs & markings	1%	11%	10%	16%	25%	21%	16%	3.20
		2	33	30	46	72	62	46	
7	Add bike lanes	3%	10%	12%	13%	14%	21%	27%	3.05
		8	29	36	39	41	61	77	

Figure 3.8 – Survey Responses on Best Ways to Address the City’s Transportation Needs

The figure below shows all responses in the interactive map indicating locations and categories of transportation-related concerns and dissatisfaction the respondents see within the City of Hoschton.

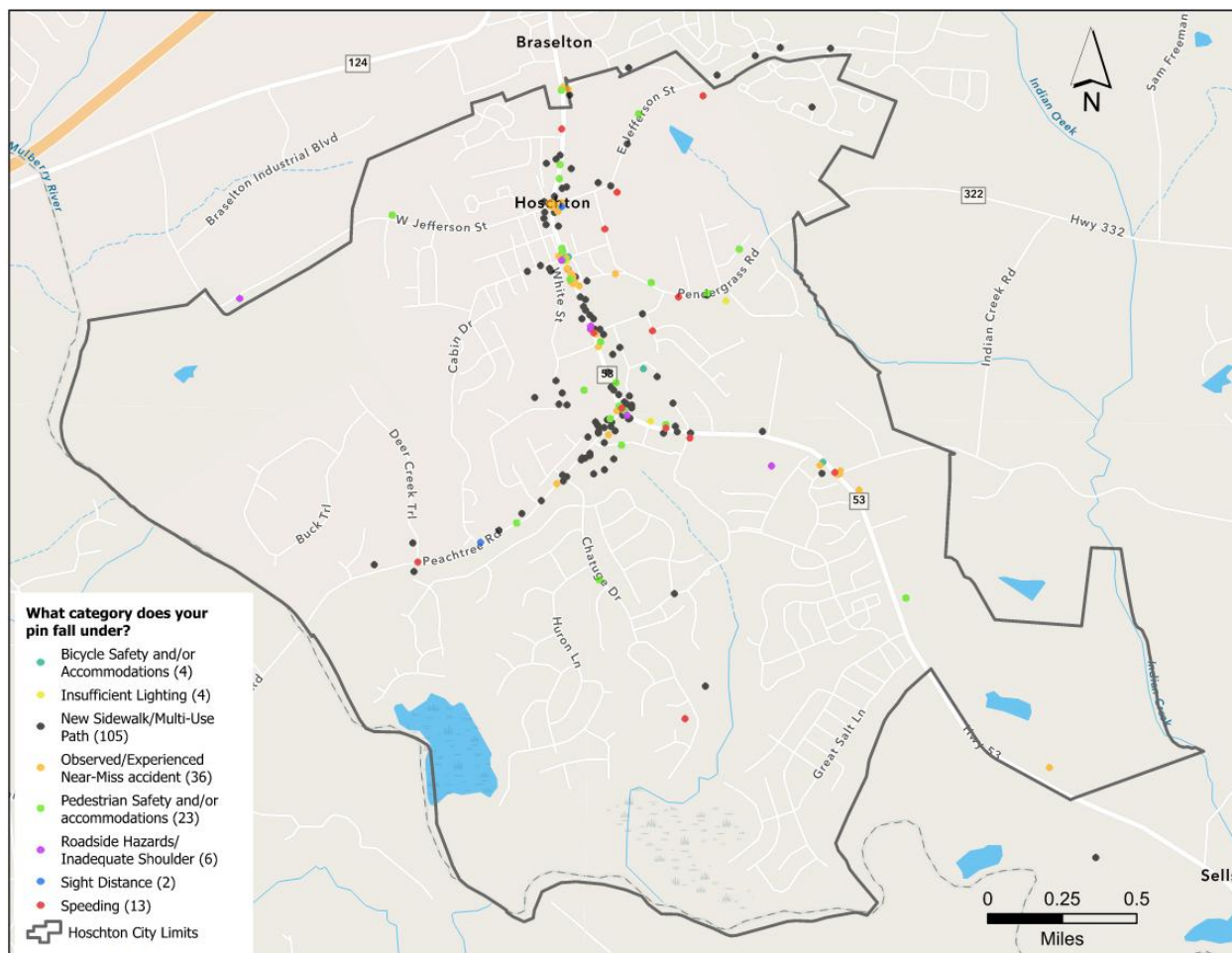


Figure 3.9 – Locations of Transportation-Related Concerns in the City of Hoschton

Building on the strong community interest identified in the initial survey, a second survey was conducted to refine the City’s understanding of public transit needs. A comprehensive summary of this follow-up effort is available in **Appendix C**. Out of 278 respondents who addressed the importance of bus or shuttle options to and from downtown Hoschton, 258 (92.8%) rated these services as either “Very Important” or “Important” (Figure 3.7). To explore this high level of interest, a follow-up survey was conducted between January 20 and February 10, 2026, focusing on residents’ awareness and perception of the existing Jackson County Transit service. The 308 responses received revealed a significant shift in sentiment and identified a critical awareness gap:

- Roughly 72% of respondents indicated they do not see a need for public transit service in Hoschton.
- This negative sentiment likely stems from a misunderstanding of bringing the new transit service rather than better utilizing the existing service provided by the County. 92% of respondents indicated that they are not aware of the existing Jackson County Transit.
- Despite initial skepticism, nearly half of respondents (44%) stated they would consider using public transit at least occasionally (once every few months), if service were provided in the City.
- Respondents expressed a preference for service availability throughout the entire week with primary destinations to entertainment/recreation, grocery/shopping, and medical-related.

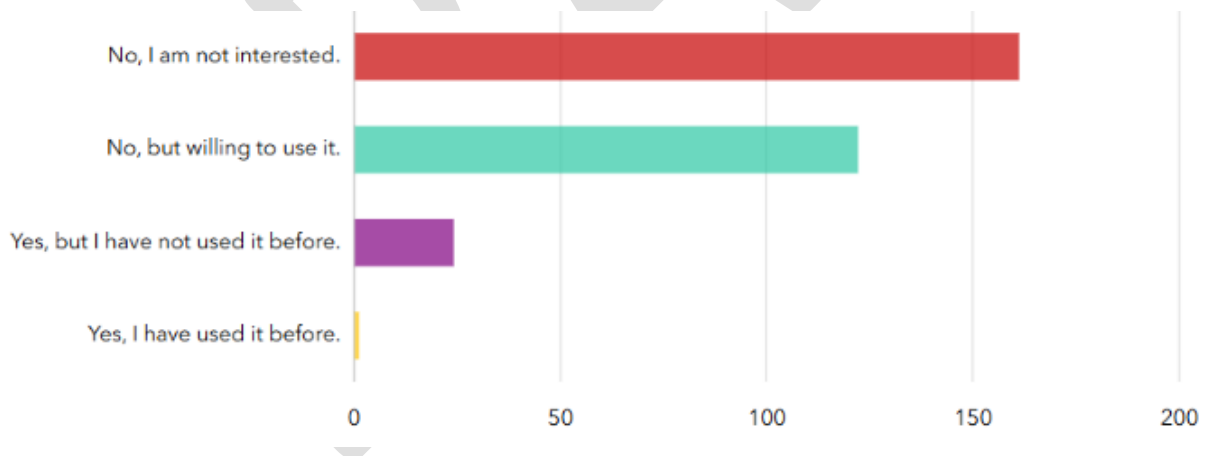
**Do you see the need or desire to have public transit or shuttle service in the City of Hoschton?**



Category	Count	Percentage
No	221	71.75%
Yes	87	28.25%

*Figure 3.10 – Survey Responses on Desire for Public Transit in the City*

**Are you aware of Jackson County Transit offering on-demand, door-to-door public transportation within Jackson County & Athens-Clarke County?**



*Figure 3.11 – Survey Responses on Awareness of the Existing Jackson County Transit Service*

**If a public transit or shuttle service was offered for the city residents of Hoschton, how often would you utilize the service?**

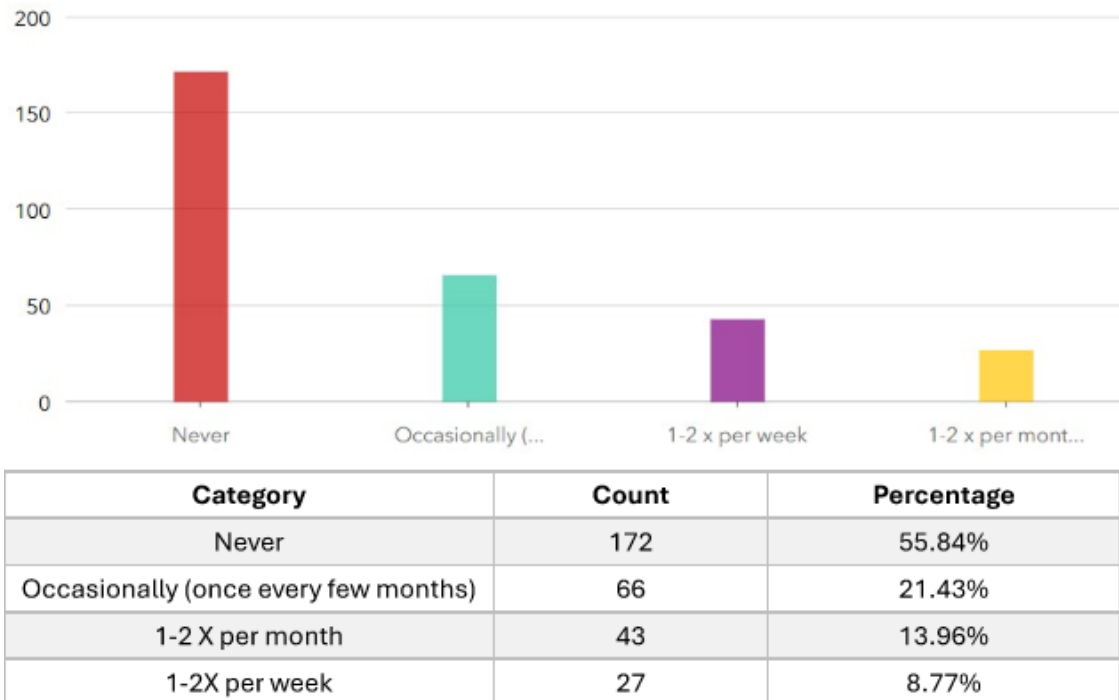


Figure 3.12 – Survey Responses on the Interest of using Public Transit Service, if it is provided

**If public transit or shuttle service is to be provided, what is your preference on the transit service period?**

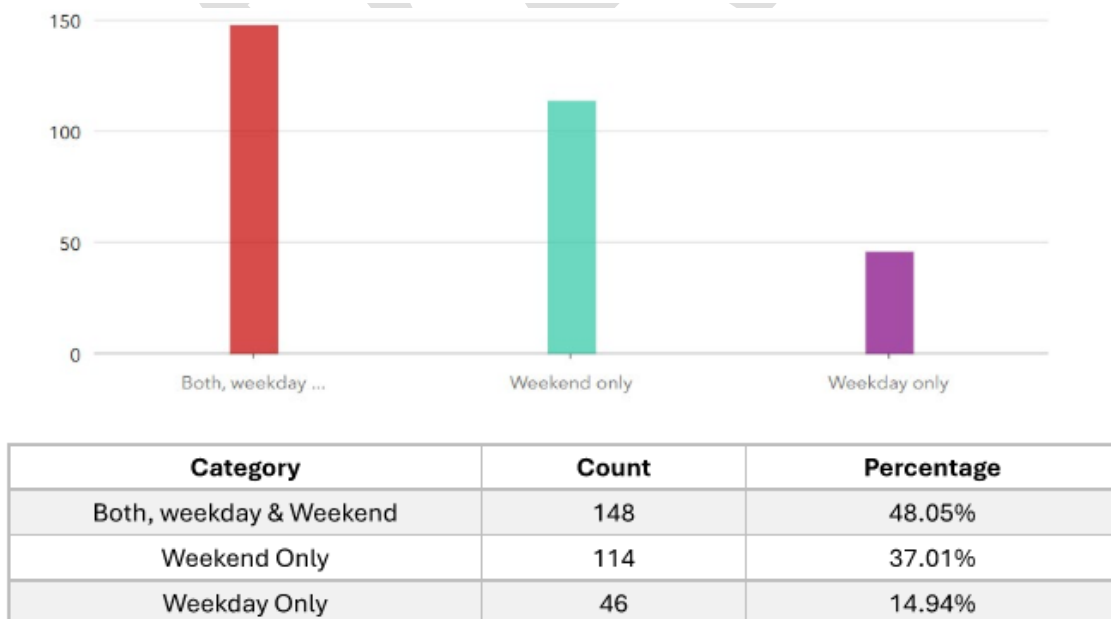


Figure 3.13 – Survey Responses on Preference of Service Period, if Transit Service is provided

**If you have used or willing to use Jackson County Transit, what would be your primary destinations? Multiple Selections allowable**



Category	Count	Percentage
Commuting	34	11.04%
Medical (e.g. doctor's visit, dentist visit)	85	27.60%
Grocery & Shopping	92	29.87%
Entertainment & Recreation (restaurants, theaters, parks)	179	58.12%
Other-specified below	56	18.18%

*Figure 3.14 – Survey Responses on Primary Destination utilizing Jackson County Transit*

## 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.

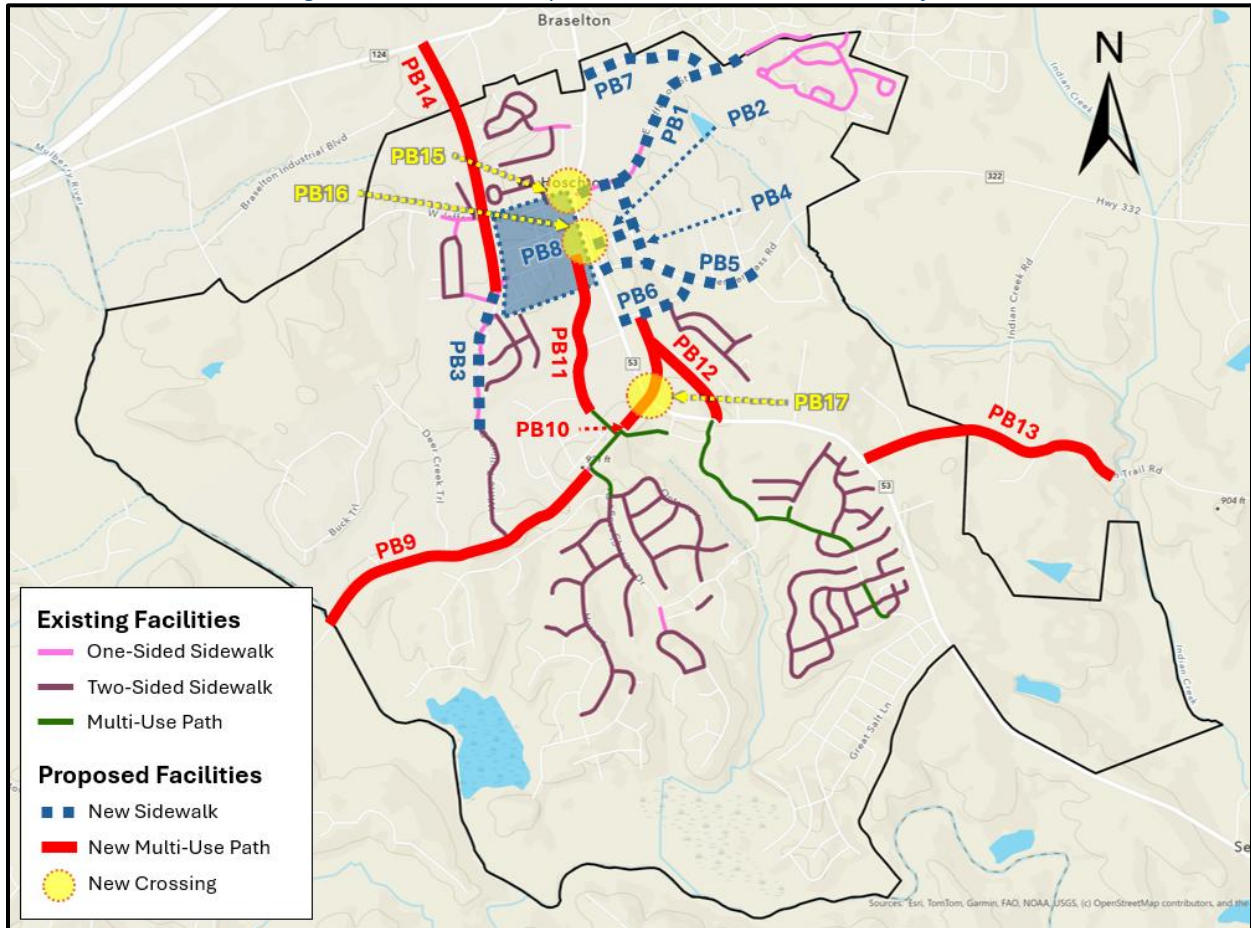
### 4.1. PROJECT IDENTIFICATION

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

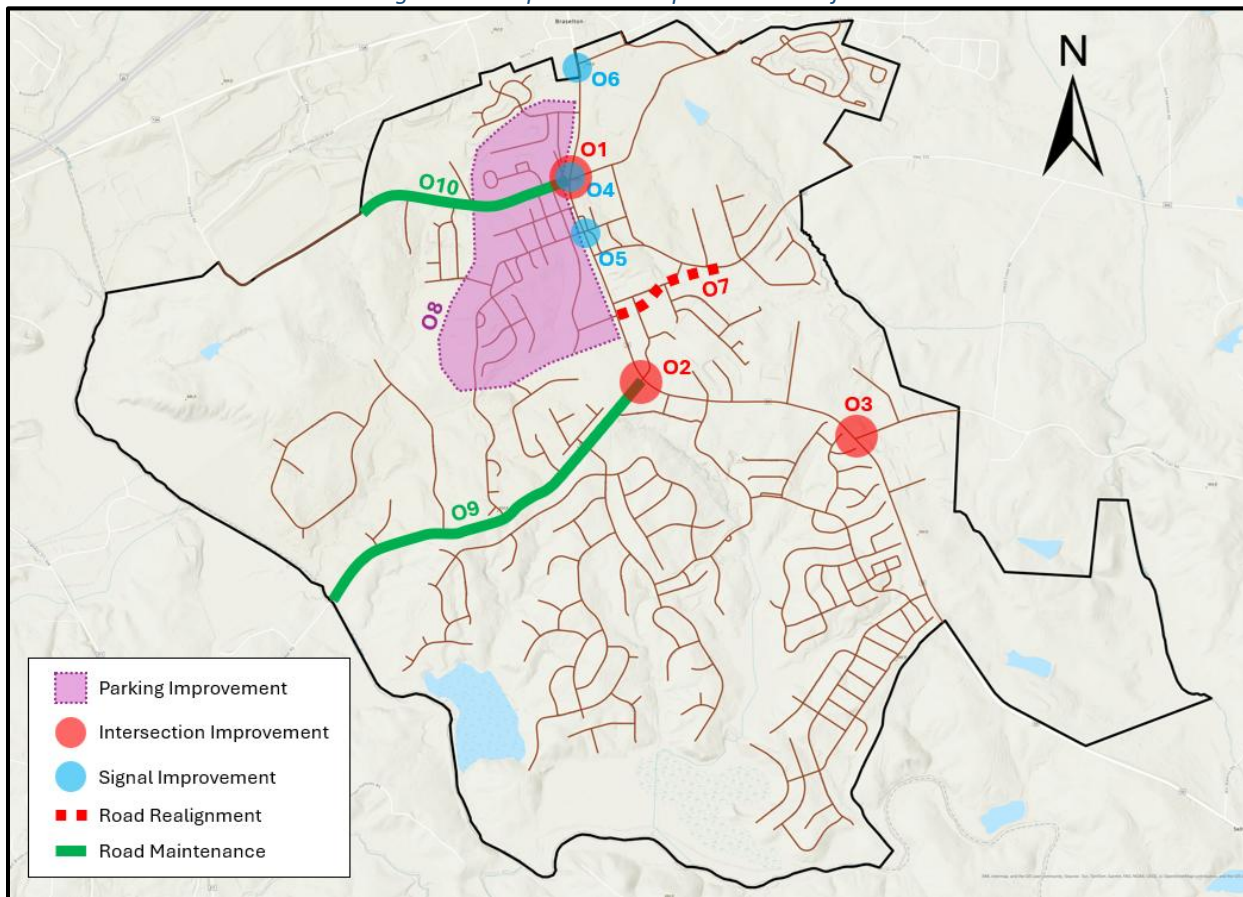
<sup>3</sup> City of Hoschton, Comprehensive Plan 2025-2045 Five-Year Update, Adopted October 16, 2025

### *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

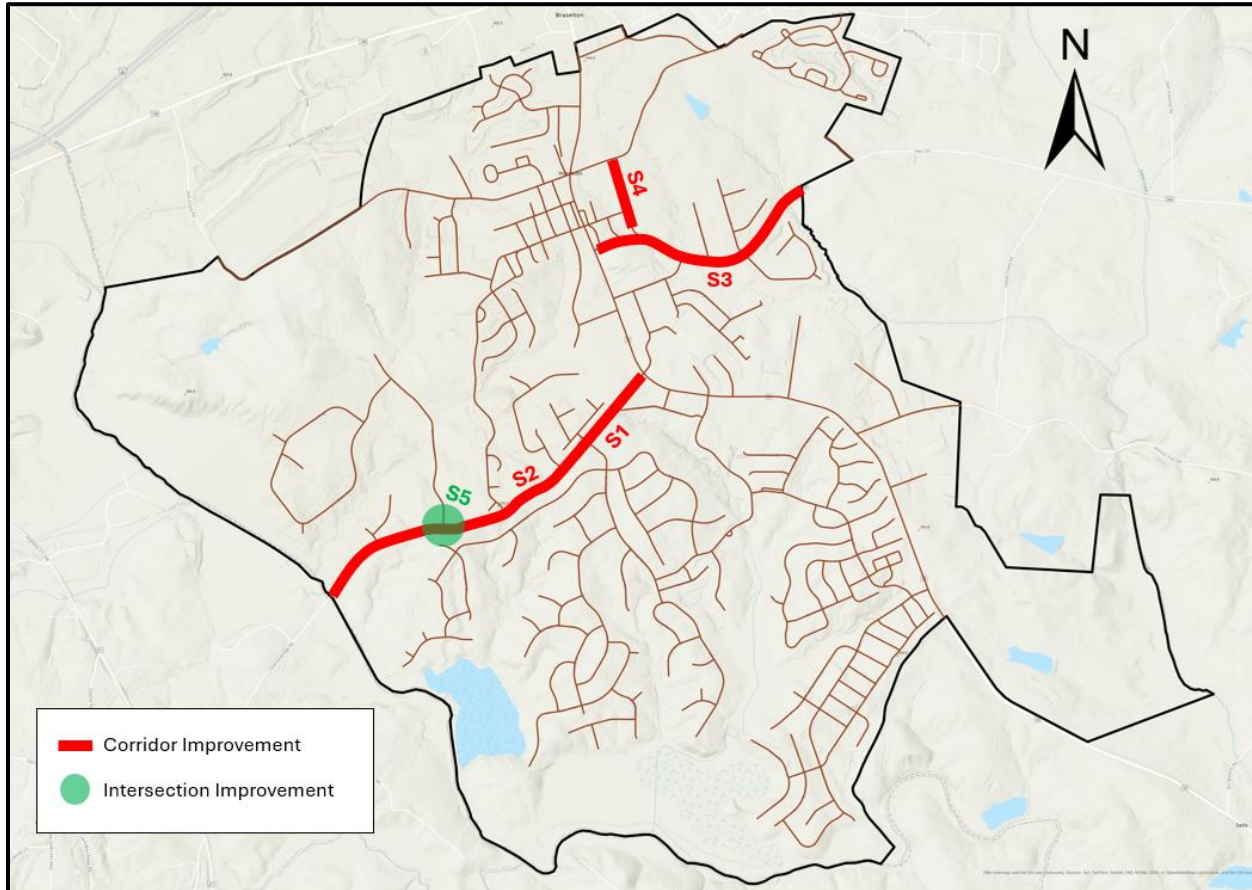
<sup>1</sup> GDOT, Braselton-Hoschton Area Mobility Study, May 2024

<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:

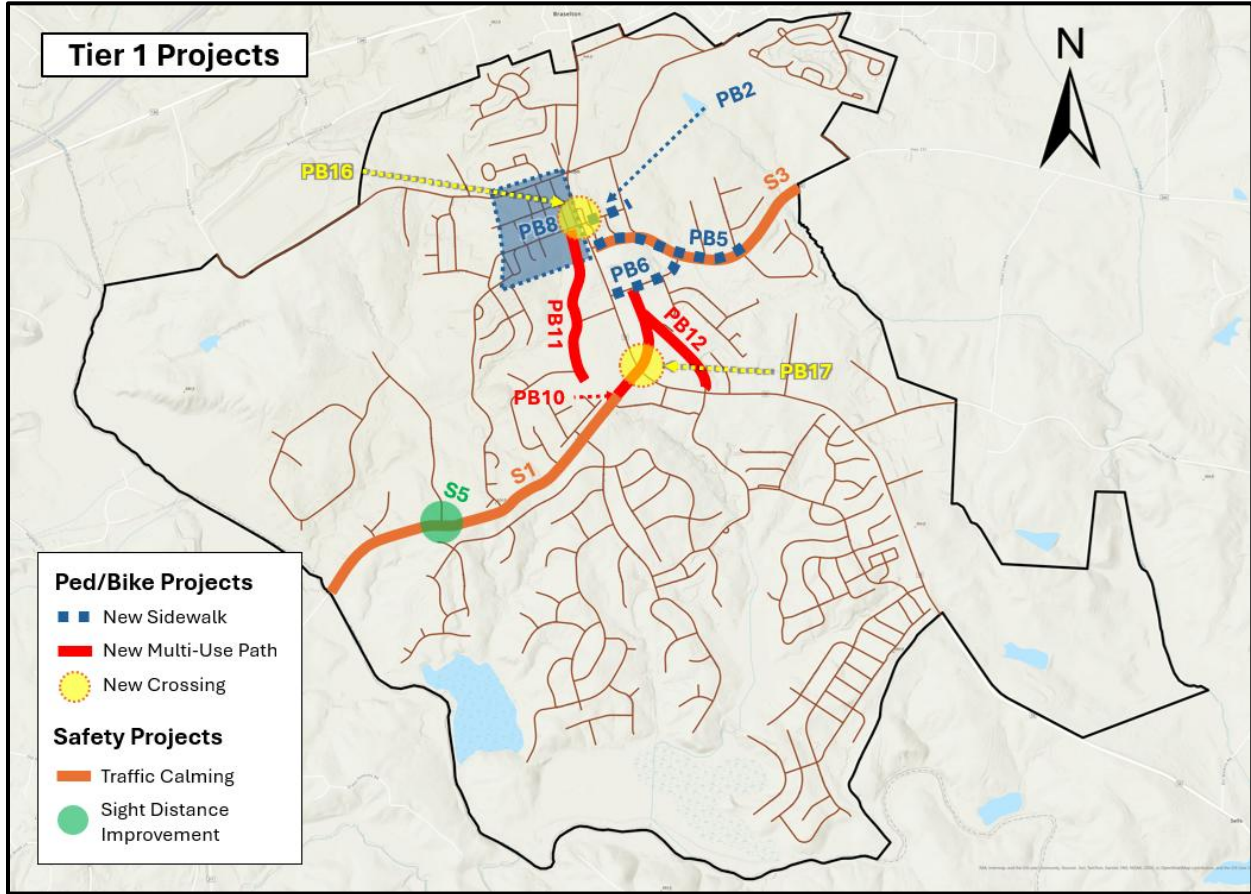
- **Tier 1 (Short-Term High Priority):** Projects scoring 21 points or higher are classified as short-term, high-priority initiatives.
- **Tier 2 (Medium-Term, Medium Priority):** Projects scoring between 17 and 20 points are classified as medium-term, medium-priority initiatives.
- **Tier 3 (Long-Term,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

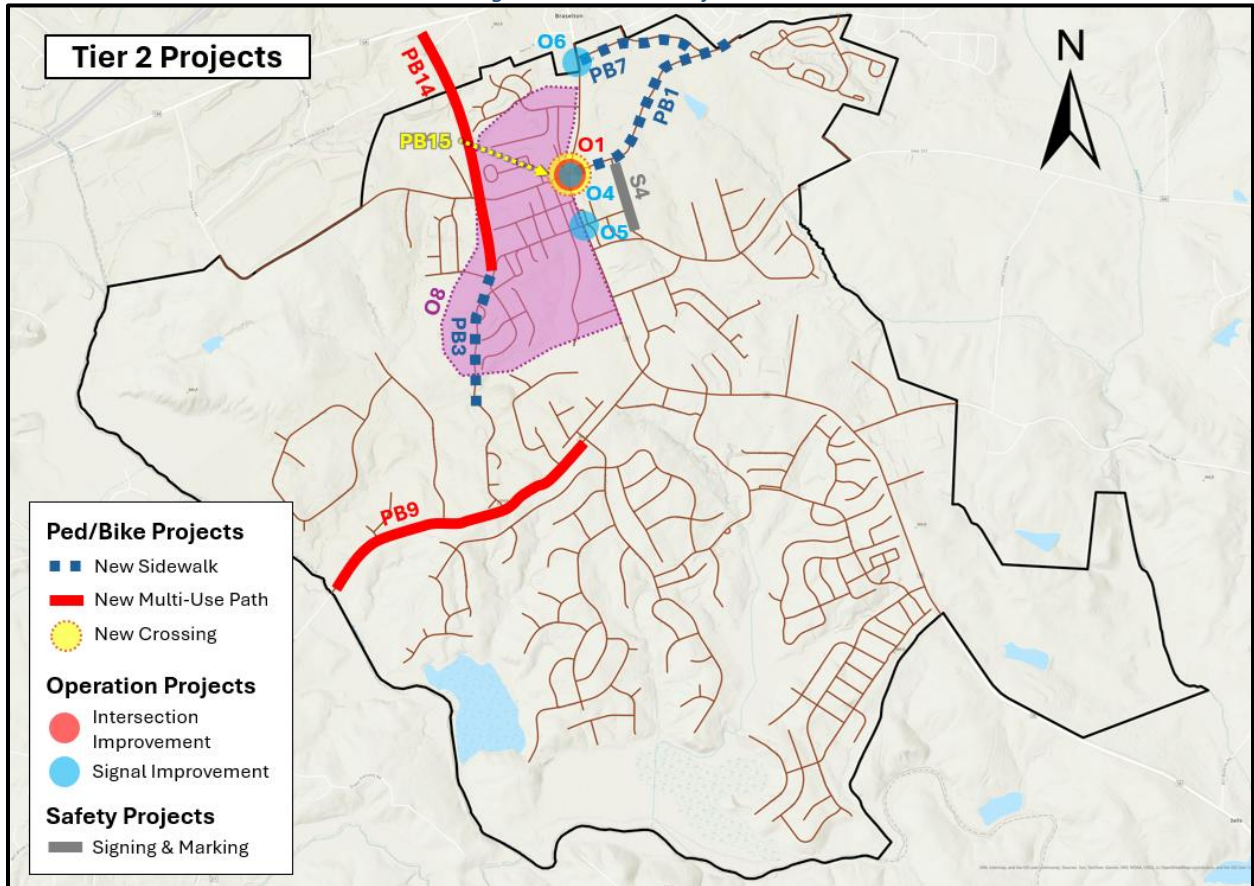
Figure 4.4 - Tier 1 Project List



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

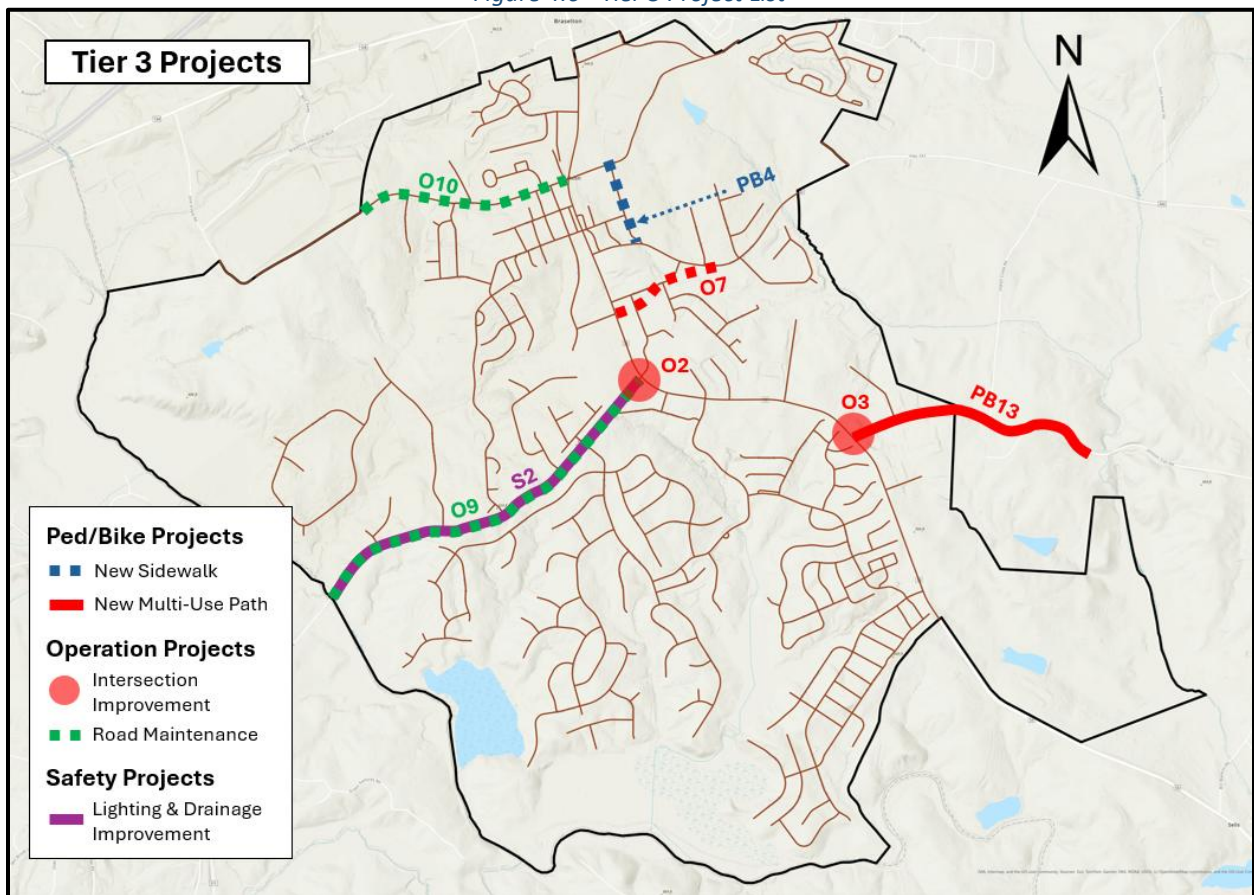
Figure 4.5 - Tier 2 Project List



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.

## **Technical Coordinating Committee**

**Wednesday, April 29, 2026, 10:30 AM**  
**Banquet Hall, 4<sup>th</sup> Floor, Hall County Government Center**  
**2875 Browns Bridge Road, Gainesville, GA 30504**

### **AGENDA**

- 1. Welcome – Adam Hazell, Chair**
  
- 2. Approval of the January 28, 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. Update on the Upcoming FY 2027-2030 Transportation Improvement Program (TIP)**
  
- 5. Recommend Approval of the Highlands to Islands Trail Study: UNG to McEver Road**
  
- 6. Recommend Approval of the Hoschton Transportation Plan**
  
- 7. Other**
  
- 8. Jurisdiction and Agency Reports**
  - City of Flowery Branch
  - City of Gainesville
  - City of Oakwood
  - City of Buford
  - City of Lula
  - City of Hoschton
  - Town of Braselton

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- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

## **9. Public Comment**

## **10. Upcoming Meeting Date: July 29, 2026**

## **11. Adjourn**