



City of Hoschton Master Transportation Plan

May 2026



**A Resolution by the Gainesville-Hall Metropolitan Planning Organization
Policy Committee Adopting the Hoschton Master 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 City of Hoschton lies within the GHMPO planning boundary;

WHEREAS, the Hoschton Master Transportation Plan provides recommendations for improving safety and mobility for both vehicles and pedestrians within the City; and

WHEREAS, the Hoschton Master Transportation Plan was developed with input from the public and surrounding jurisdictions;

NOW, THERE, BE IT RESOLVED that the Gainesville-Hall Metropolitan Planning Organization adopts the Hoschton Master Transportation Plan.

A motion was made by PC member Marty Clark and seconded by PC member Jeff Stove and approved this the 12th Day of May, 2026.

Chairman David Gibbs, Chair
GHMPO Policy Committee

Joseph Boyd, Director
GHMPO

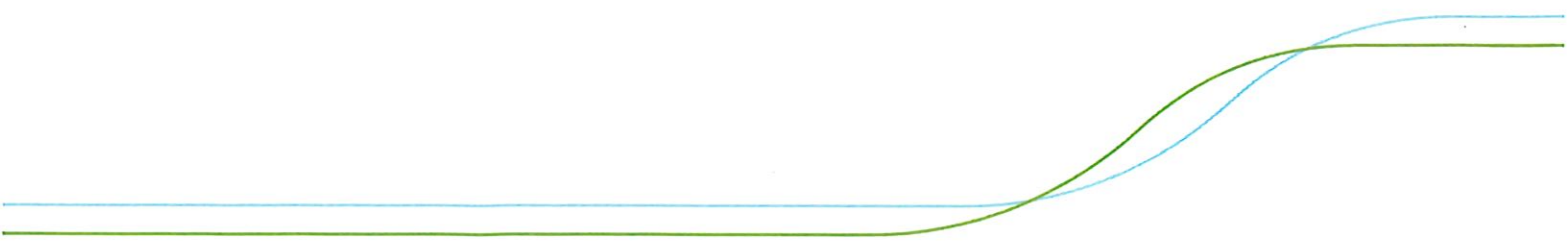




TABLE OF CONTENTS

Table of Contents	1
List of Figures	2
List of Tables	3
1. Introduction	6
1.1. Vision & Goal.....	6
1.2. Process	7
2. Existing Conditions	10
2.1. Demographic & Socioeconomic Trends.....	11
2.2. Land Uses & Zoning.....	12
2.3. Transportation Network	14
Traffic Operations	15
Active Transportation Facilities and Alternative Modes	16
Safety Analysis	19
2.4. Previous Studies & Plans.....	21
3. Community Engagement.....	24
3.1. Stakeholder Committee	24
3.2. Public Open House.....	25
3.3. Online Survey	27
4. Project Identification & Prioritization	37
4.1. Project Identification	37
Active Transportation & Alternative Modes Connectivity.....	38
Operational Improvements	40
Safety Improvements.....	42
4.2. Project Prioritization	43
Evaluation Criteria	43
4.3. Policy and Guidance Recommendations	48
Unified Development Code (UDC)	48
Personal Transportation Vehicle & Golf Cart Policy	48
Speed Study	49
Demand-Response Transit Service	49
5. Funding Sources	52
5.1. Federal Funding	52
5.2. State Funding	53
5.3. Local Funding	54
6. Conclusion.....	56

- 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	8
Figure 2.1 – City of Hoschton Map.....	10
Figure 2.2 – City of Hoschton Population between 2010 – 2024	11
Figure 2.3 – Downtown Hoschton	12
Figure 2.4 – City of Hoschton Future Development Map	13
Figure 2.5 – Functional Classification Map	14
Figure 2.6 – Map of Year 2050 Baseline Conditions Level of Service	16
Figure 2.7 – Existing Sidewalk and Multiuse Path Inventory	17
Figure 2.8 – Existing Pedestrian Infrastructure.....	17
Figure 2.9 – Existing Multi-Use Path and PTV Crossing on Peachtree Road.....	18
Figure 2.10 – Number of Crashes by Severity between 2020 – 2024.....	19
Figure 2.11 – Crash Map by Severity and Density between 2020-2024 (.....	20
Figure 2.12 – Example Previous Studies and Plans.....	21
Figure 2.13 – Proposed and Recommended Projects in Previous Studies & Plans	22
Figure 2.14 – New Traffic Signal at SR 53 and Peachtree Road	22
Figure 3.1 – Public Open House set up on 9/16/2025	25
Figure 3.2 – Public Open House on 9/16/2025 at the Hoschton Community Center	26
Figure 3.3 – Public Open House on 9/16/2025 at the Hoschton Community Center	26
Figure 3.4 – Sample Feedback on Safety Concerns from the Public Open House.....	27
Figure 3.5 – Survey Responses on Satisfaction Level of the City’s Transportation Network	28
Figure 3.6 – Survey Responses on Factors Contributing to Unsatisfaction of Driving in the City	28
Figure 3.7 - Survey Responses on Satisfaction Level of the City’s Active Transportation Network	29
Figure 3.8 – Survey Responses on Factors of Walking or Biking in the City	29
Figure 3.9 – Survey Responses on the Importance of Public Transit to and from Downtown Areas.....	30
Figure 3.10 - Survey Responses on Best Ways to Address the City’s Transportation Needs	30
Figure 3.11 – Locations of Transportation-Related Concerns in the City of Hoschton.....	31
Figure 3.12 – Survey Responses on Desire for Public Transit in the City.....	32
Figure 3.13 – Survey Responses on Awareness of the Existing Jackson County Transit Service	32
Figure 3.14 – Survey Responses on the Interest of using Public Transit Service, if it is provided	33
Figure 3.15 – Survey Responses on Preference of Service Period, if Transit Service is provided	33
Figure 3.16 – Survey Responses on Primary Destination utilizing Jackson County Transit	34
Figure 3.17 – Other Specific Responses on the Transit Survey.....	34
Figure 4.1 - Active Transportation & Alternative Modes Projects.....	38
Figure 4.2 – Operational Improvement Projects	40
Figure 4.3 – SR 53 at Peachtree Road Intersection.....	41
Figure 4.4 – Safety Improvement Projects.....	42
Figure 4.5 – Tier 1 Projects	45
Figure 4.6 – Tier 2 Projects	46
Figure 4.7 – Tier 3 Projects	47
Figure 4.8 – Multi-Use Path by Alma Farms Subdivision	48
Figure 4.9 – Jackson County Transit Major’s Q&A Session hosted on March 26, 2026	49

LIST OF TABLES

Table 1.1 – Goals and Vision of Hoschton Master Transportation Plan	7
Table 2.1 – Year 2024 Level of Service (LOS) of Study Intersections on SR 53	15
Table 2.2 – Crash Data by Manner of Collision and Year	19
Table 2.3 – SHSP Emphasis Area of Crashes in the City of Hoschton (2020-2024).....	20
Table 3.1 – Public and Stakeholder Engagement Summary	24
Table 3.2 – Stakeholder Committee of Hoschton Master Transportation Plan	24
Table 4.1 – Active Transportation & Alternative Modes Project List	39
Table 4.2 – Operational Improvement Project List.....	41
Table 4.3 – Safety Improvement Project List.....	42
Table 4.4 – Project Prioritization Scoring.....	44
Table 4.5 – Tier 1 Project List	45
Table 4.6 – Tier 2 Project List	46
Table 4.7 – Tier 3 Project List	47

EXECUTIVE SUMMARY

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



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
Connectivity	Develop an integrated transportation network that efficiently connects people to key destinations via city-maintained roadways and reduces reliance on SR 53.
	Prioritize the expansion of multi-modal transportation infrastructure to ensure travel options throughout the City.
Choices	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).
Safety	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.
Community & Preservation	Protect and preserve Hoschton’s unique livability, history, and small-town atmosphere.
	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.

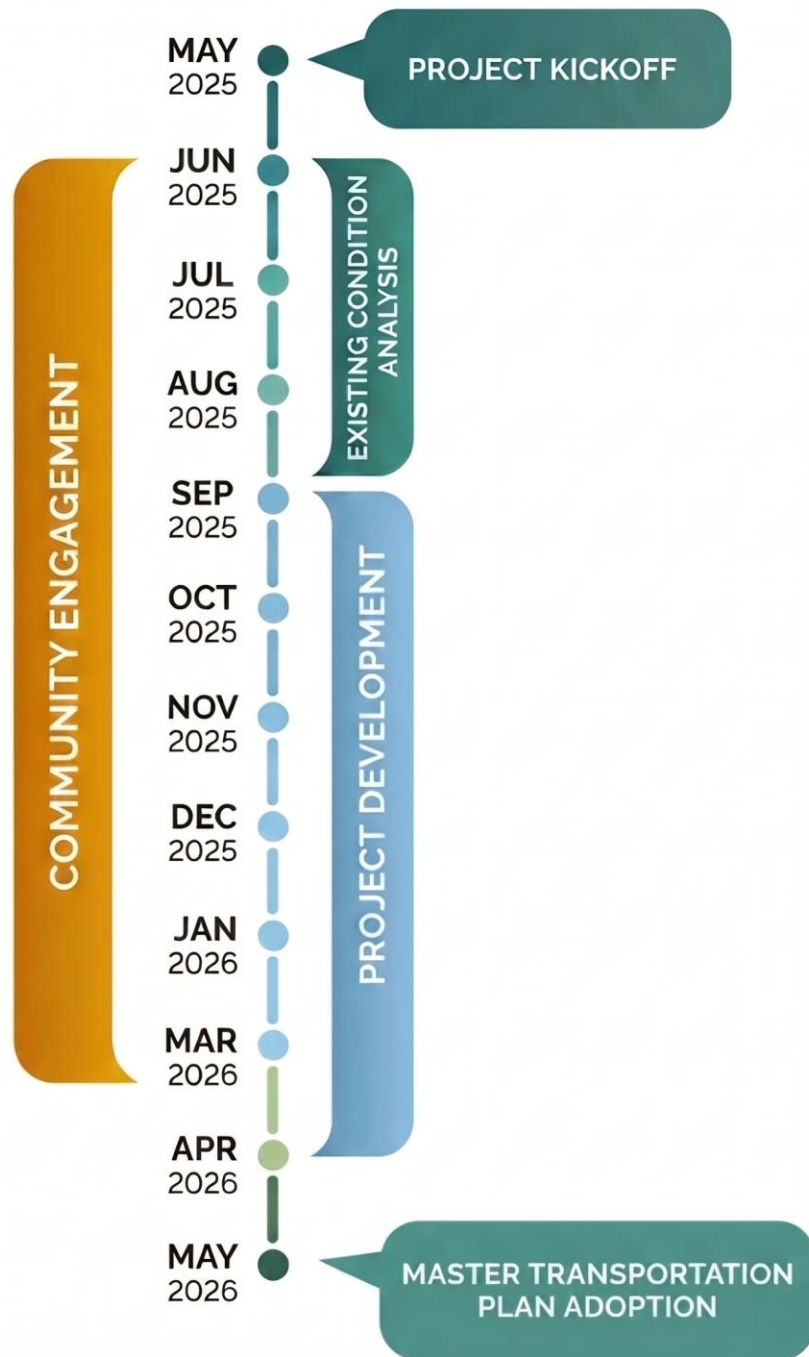


Figure 1.1 – Project Timeline

2.

EXISTING CONDITIONS



2. EXISTING CONDITIONS

The City of Hoschton is located in southwest Jackson County, bordering Hall, Barrow, and Gwinnett Counties. The City is located in the Gainesville-Hall County Metropolitan Planning Organization (GHMPO) metropolitan planning area (MPA) boundary. Two major state routes pass through the City - SR 53 connecting I-85 at the Exit 129, and SR 332 connecting to the City of Jefferson.

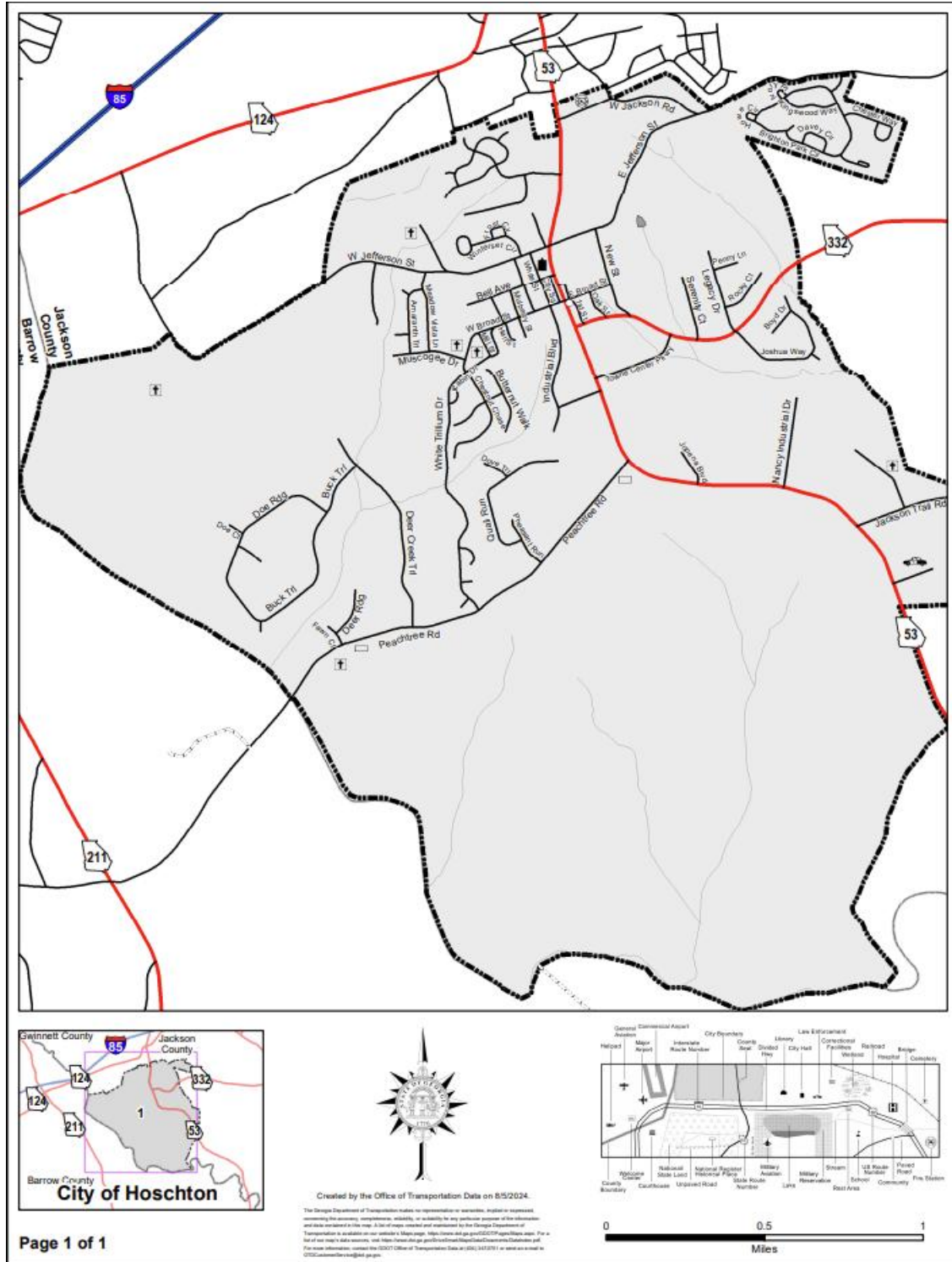


Figure 2.1 – City of Hoschton Map (Source: GDOT Office of Transportation Data 2024)

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 2024¹. 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)², 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 with design guidelines is recommended as part of this effort. 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.

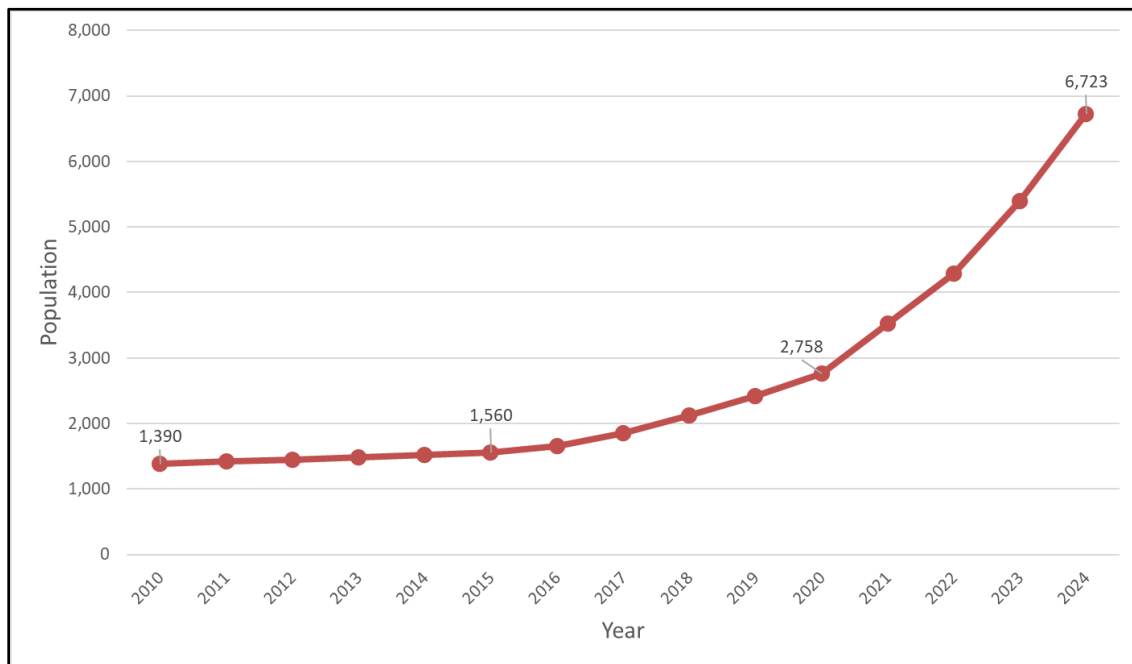


Figure 2.2 – City of Hoschton Population between 2010 – 2024 (Source: US Census Bureau)



¹ US Census Bureau, City and Town Population Totals 2010-2024

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

2.2. LAND USE & 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.



Figure 2.3 – Downtown Hoschton

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 2026-2030³, 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 2.4 on Page 11 presents the City of Hoschton's future development 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 Update³.

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

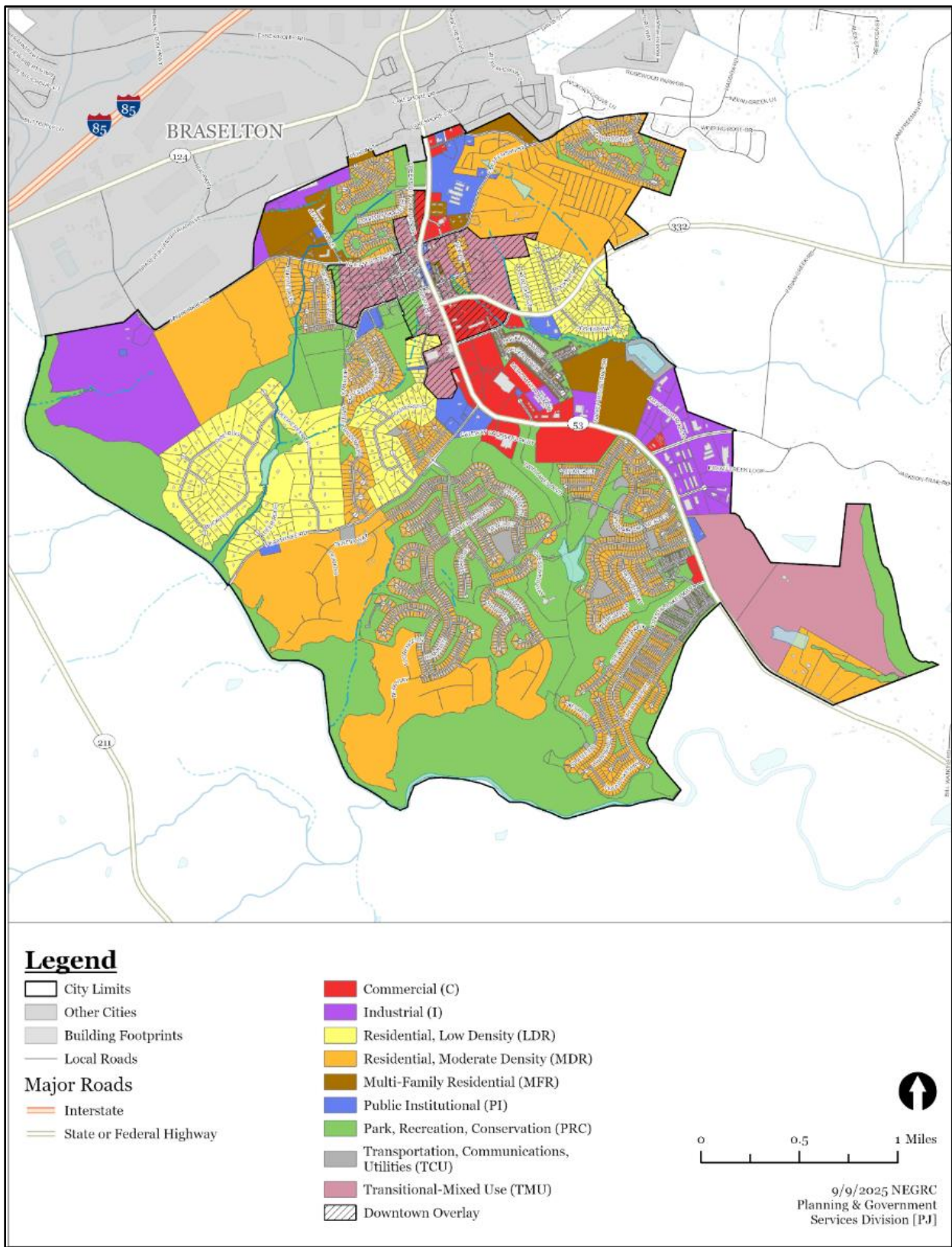


Figure 2.4 – City of Hoschton Future Development Map (Source: City of Hoschton, Comprehensive Plan 2025-2045 Five-Year Update)

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.

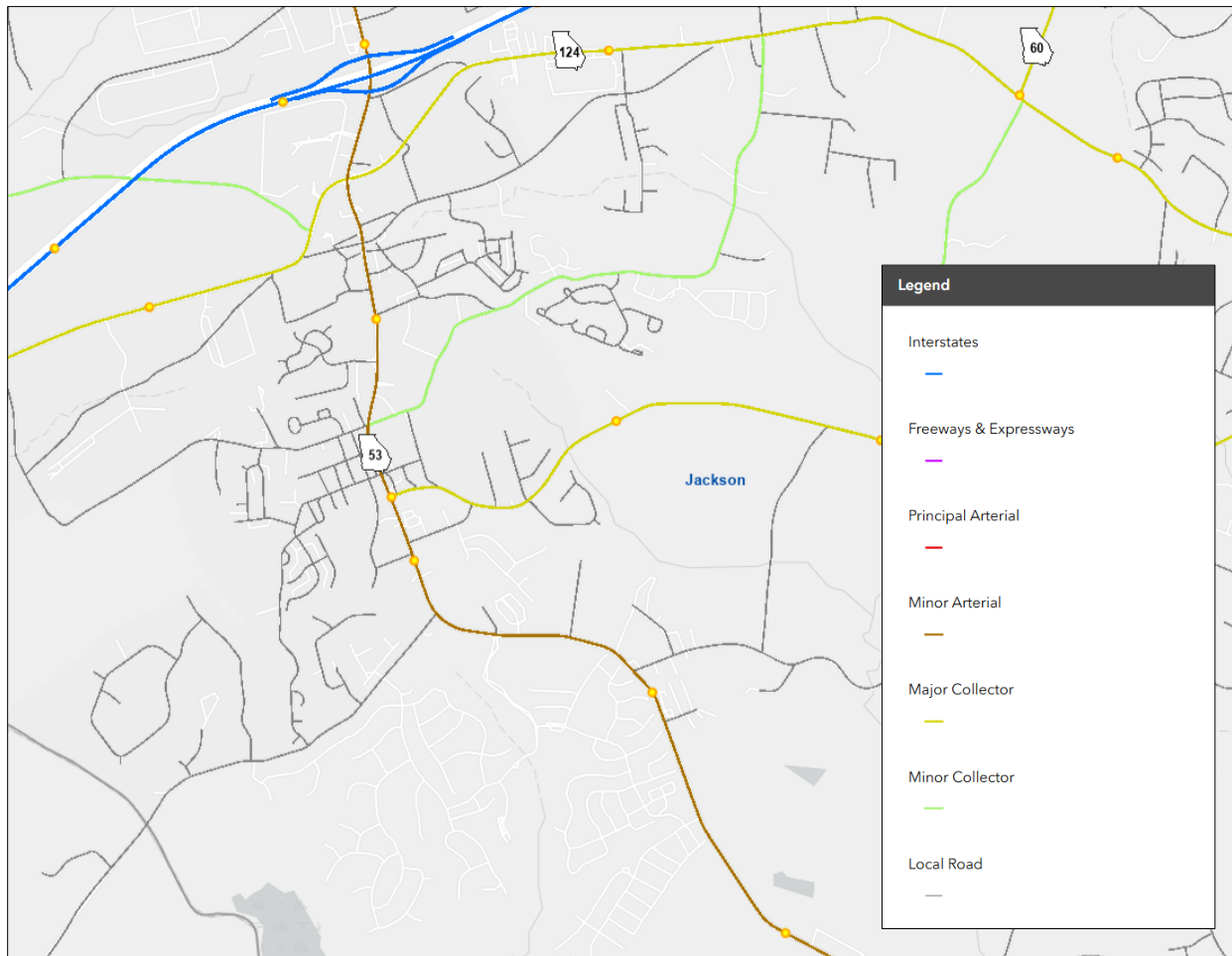


Figure 2.5 – Functional Classification Map (Source: GDOT Functional Classification Application)

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). While the intersections at Peachtree Road and at Twin Lakes Boulevard have been improved with the installation of traffic signals since the 2024 study, SR 53 within the city limits is still projected to decline in operations. With an annual traffic growth of 1.37% through the 2050 horizon year, segments of SR 53 are expected to fail in operation with LOS E or worse (Figure 2.6).

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 – Year 2024 Level of Service (LOS) of Study Intersections 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.

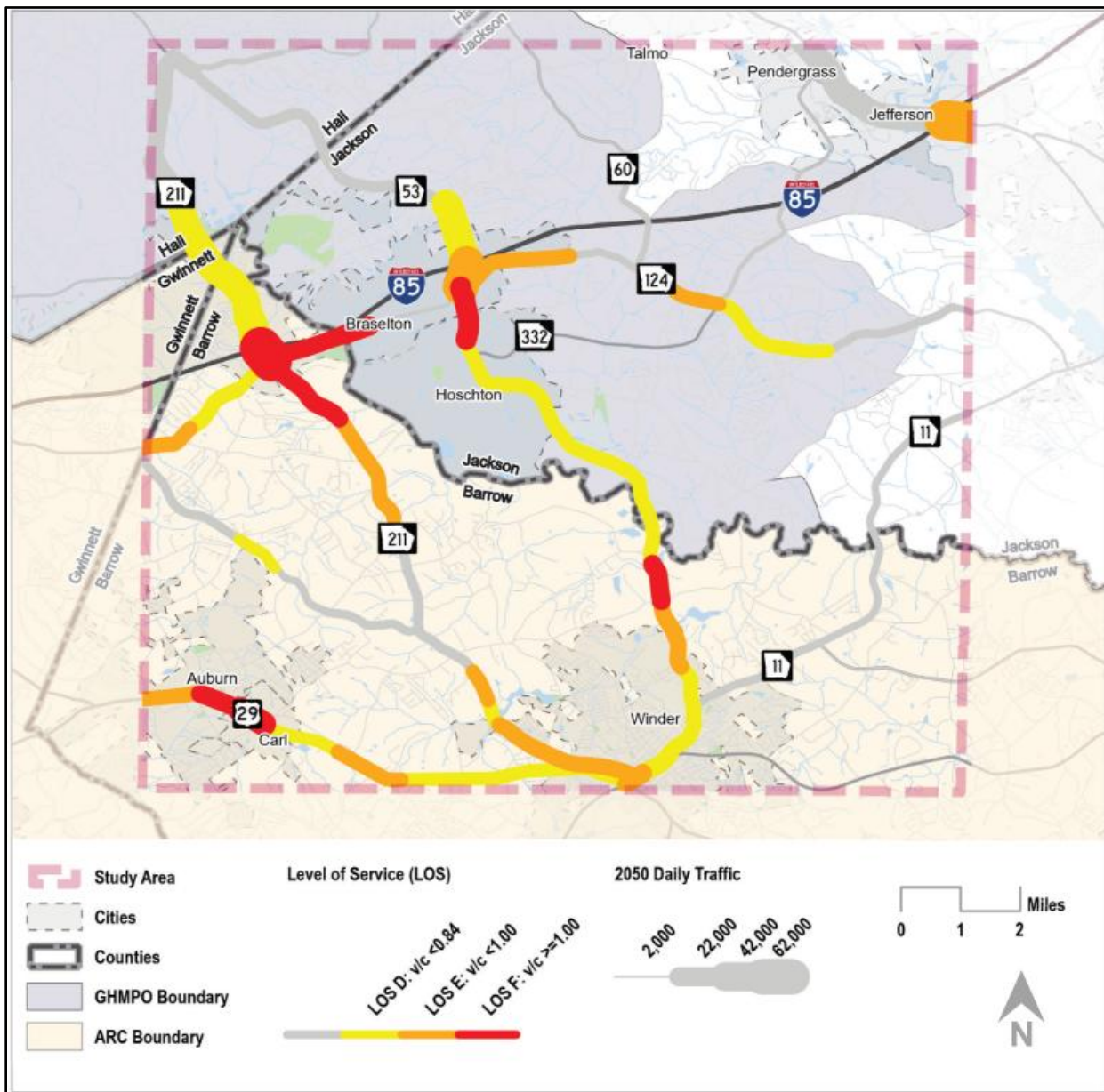


Figure 2.6 – Map of Year 2050 Baseline Conditions Level of Service (Source: GDOT BHAM)

Active Transportation Facilities and Alternative Modes

Figure 2.7 on Page 15 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.

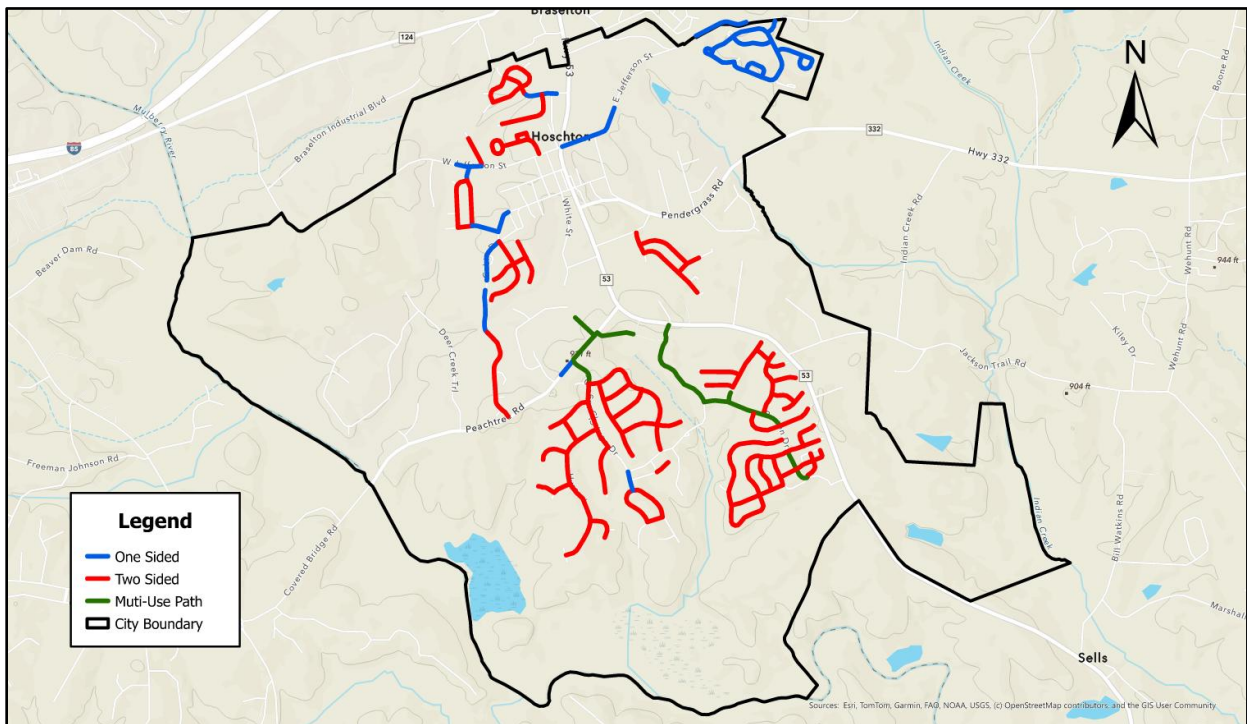


Figure 2.7 – Existing Sidewalk and Multiuse Path Inventory



Figure 2.8 – Existing Pedestrian Infrastructure (Left: Rectangular Rapid Flashing Beacon in front of the City Hall; Right: ADA ramps at SR 53 and Peachtree Road intersection without sidewalk connection)

Personal Transportation Vehicle (PTV) is a common alternative transportation mode in the City of Hoschton. Per City Ordinance No.25-01⁴ 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.

⁴ City of Hoschton, Ordinance No. 25-01, Adopted February 13, 2025.

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 the municipal or Jackson County road systems, they must use designated PTV crossings at any intersection where an authorized street crosses 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.



Figure 2.9 – 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 2.10, 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.

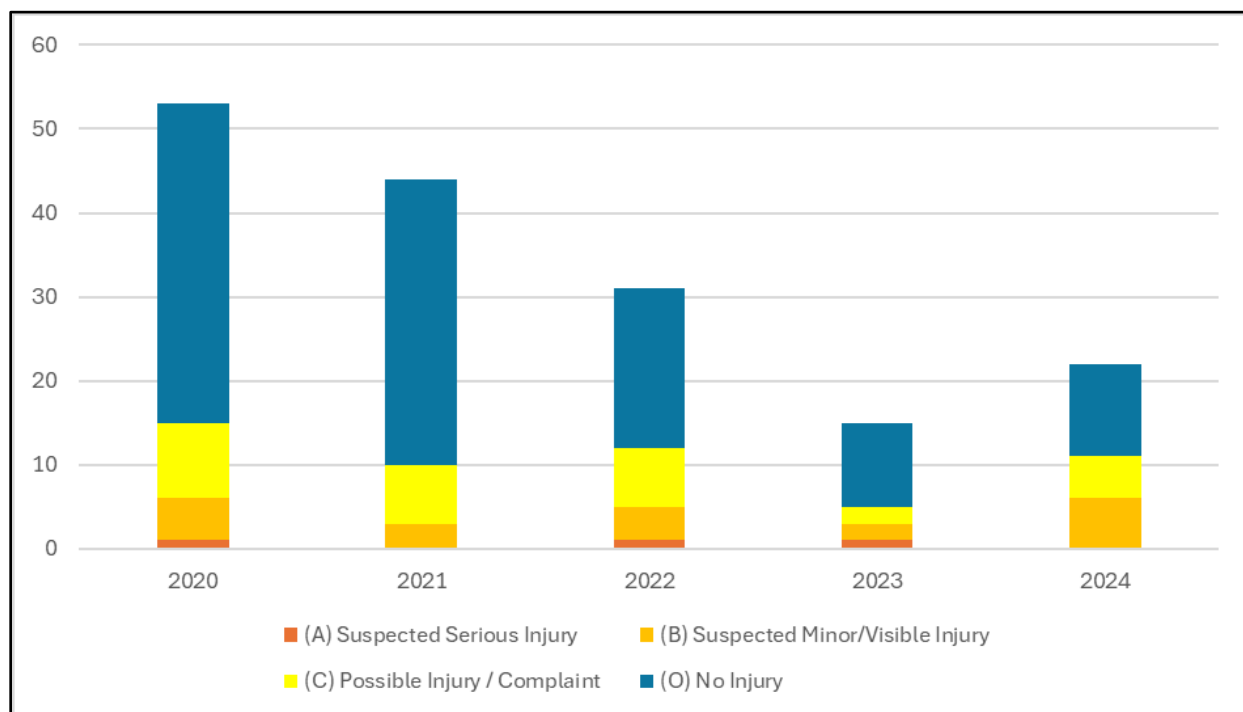


Figure 2.10 – Number of Crashes by Severity between 2020 – 2024 (Source: Numetric AASHTOWare Safety)

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 2.11). 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 single vehicle crashes (44%), contributed by drivers lost control of 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	57
Not a Collision with Motor Vehicle	16	9	8	3	6	42
Angle Crash	8	7	5	4	7	31
Sideswipe-Opposite Direction	5	3	2	0	3	13
Sideswipe-Same Direction	5	1	2	2	2	12
Head On	2	4	1	2	1	10
Total	53	44	31	15	22	165

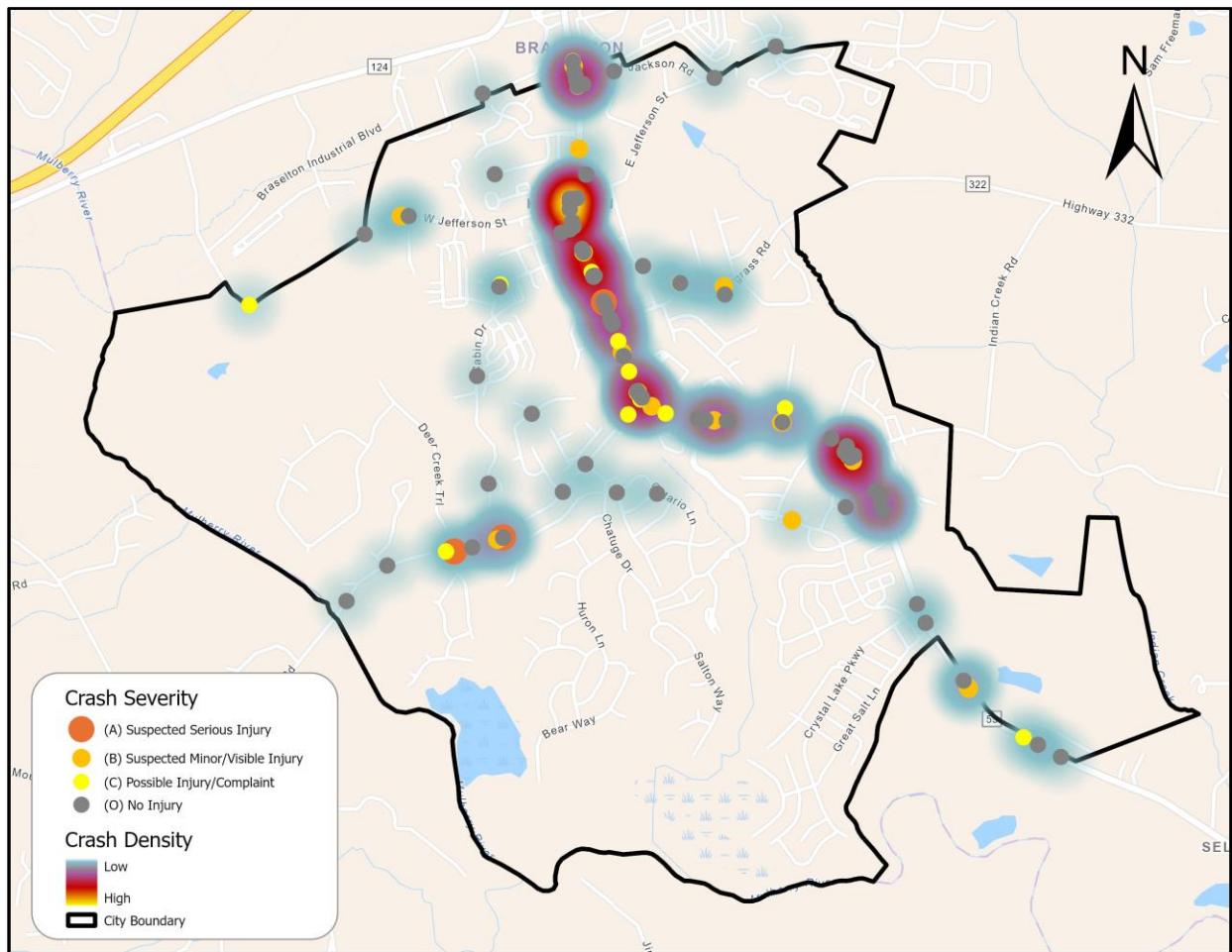


Figure 2.11 – Crash Map by Severity and Density between 2020-2024 (Source: Numetric AASHTOWare Safety)

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
City/County-Maintained Roadway Crash	1	Distracted Driver & Roadway Departure
	2	Intersection Related
	3	Young Driver (Age 20-24) & Older Driver Related (65+)
State-Maintained Roadway Crash	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)
- City of Hoschton Comprehensive Plan (2025)
- Jackson County Transportation Plan (2025 Update)
- Jackson County Comprehensive Plan 2055 (2025)
- GDOT Braselton-Hoschton Mobility Study (2024)
- Braselton Trail Feasibility Study (2022)
- Rocklyn Homes Development of Regional Impact Final Report (DRI #3960) (2021)
- Braselton Comprehensive Plan (2020)
- GHMPO Sidewalk Inventory Report (2017)



Figure 2.12 – Example Previous Studies and Plans

Figure 2.13 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.

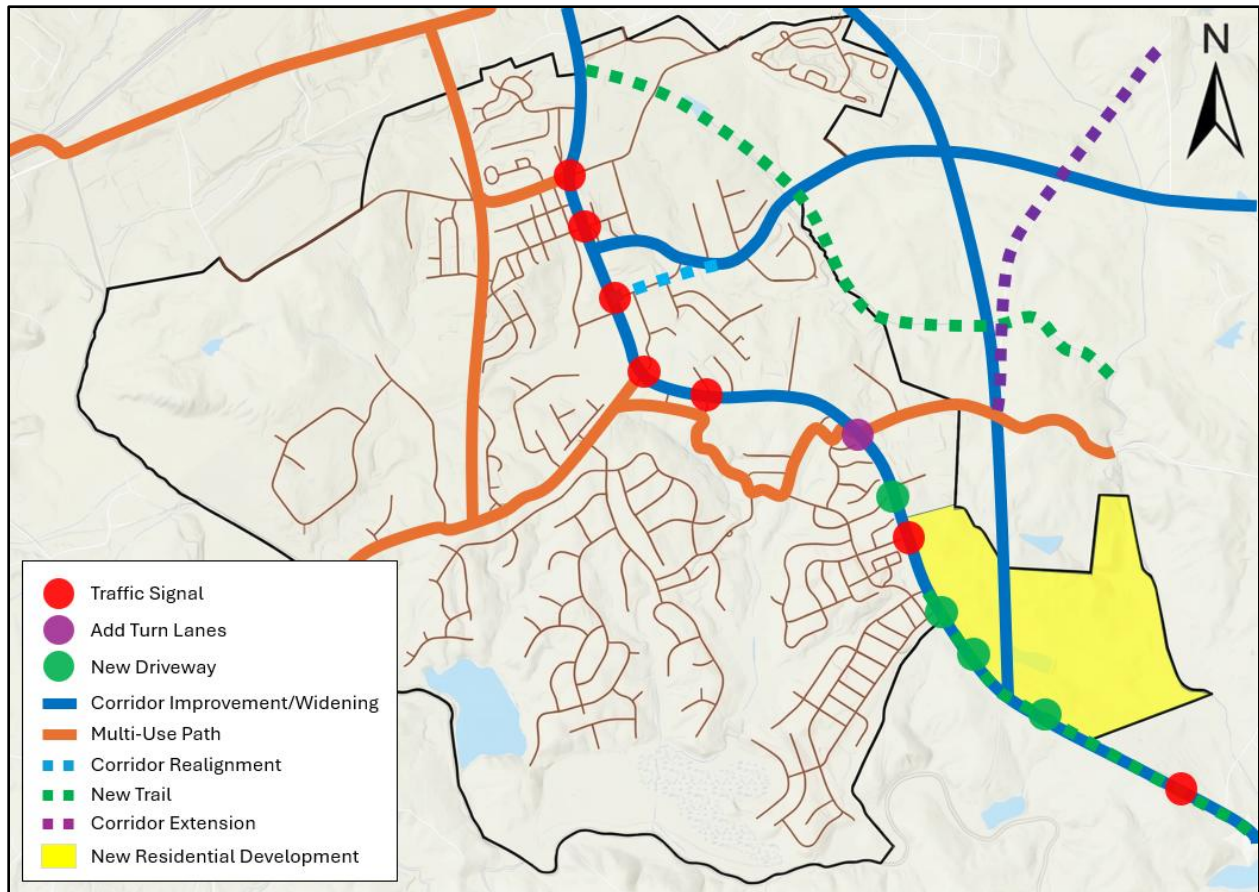


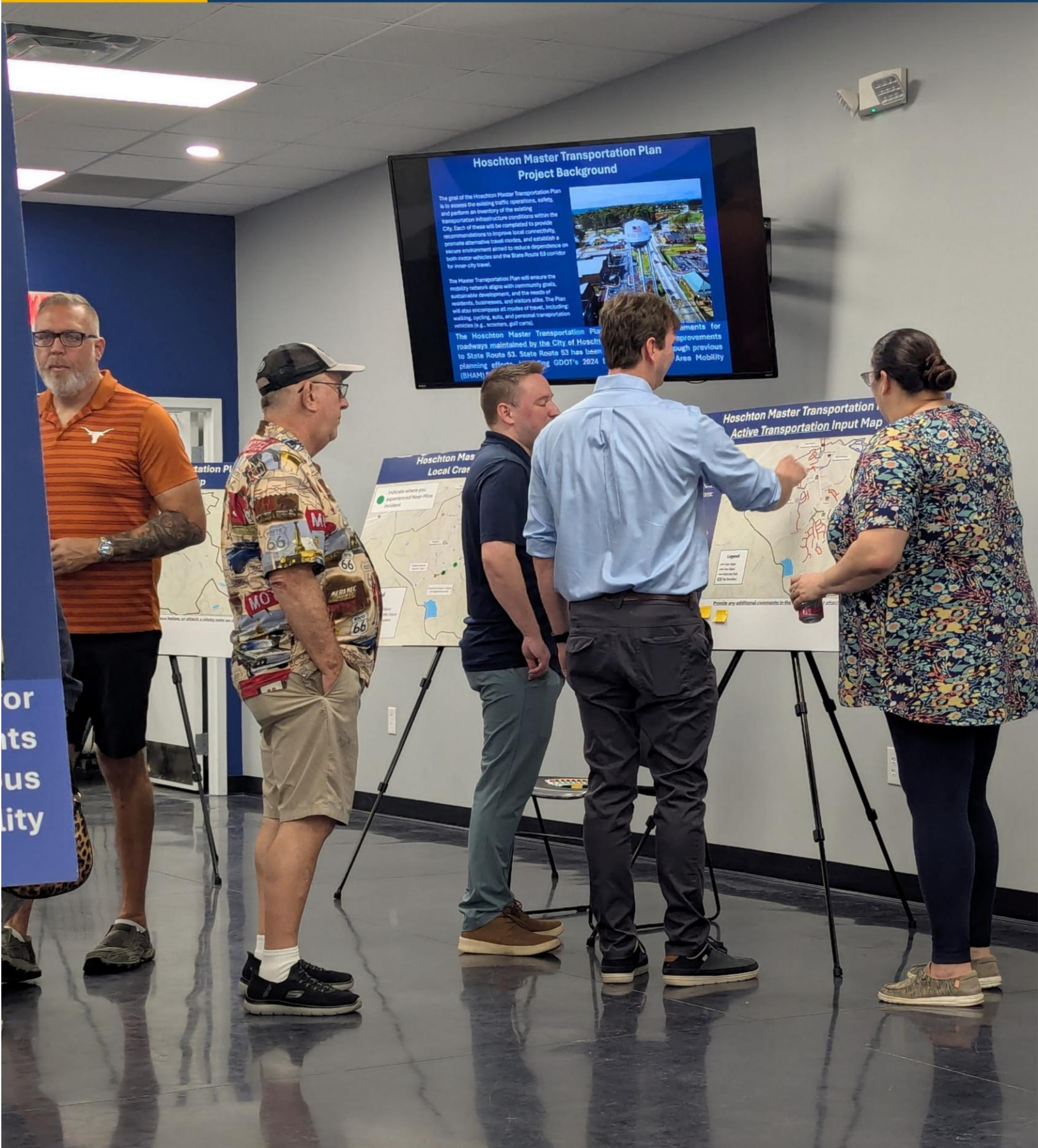
Figure 2.13 – Proposed and Recommended Projects in Previous Studies & Plans



Figure 2.14 – New Traffic Signal at SR 53 and Peachtree Road

3.

COMMUNITY ENGAGEMENT



Hoschton Master Transportation Plan Project Background

The goal of the Hoschton Master Transportation Plan is to assess the existing traffic operations, safety, and perform an inventory of the existing transportation infrastructure conditions within the City. Each of these will be completed to provide recommendations to improve local connectivity, promote alternative travel modes, and establish a secure environment aimed to reduce dependence on both motor vehicles and the State Route 83 corridor for urban-city travel.

The Master Transportation Plan will ensure the mobility network aligns with community goals, sustainable development, and the needs of residents, businesses, and visitors alike. The Plan will also encompass all modes of travel, including walking, cycling, e-bike, and personal transportation vehicles (e.g., scooters, golf carts).

The Hoschton Master Transportation Plan roadways maintained by the City of Hoschton to State Route 83. State Route 83 has been planning efforts including GDOT's 2824 (BHAM).

Hoschton Master Transportation Plan Local Cr...



Hoschton Master Transportation Plan Active Transportation Input Map



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 Police Department
West Jackson County Fire 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 set up on 9/16/2025



Figure 3.2 – Public Open House on 9/16/2025 at the Hoschton Community Center



Figure 3.3 – Public Open House on 9/16/2025 at the Hoschton Community Center

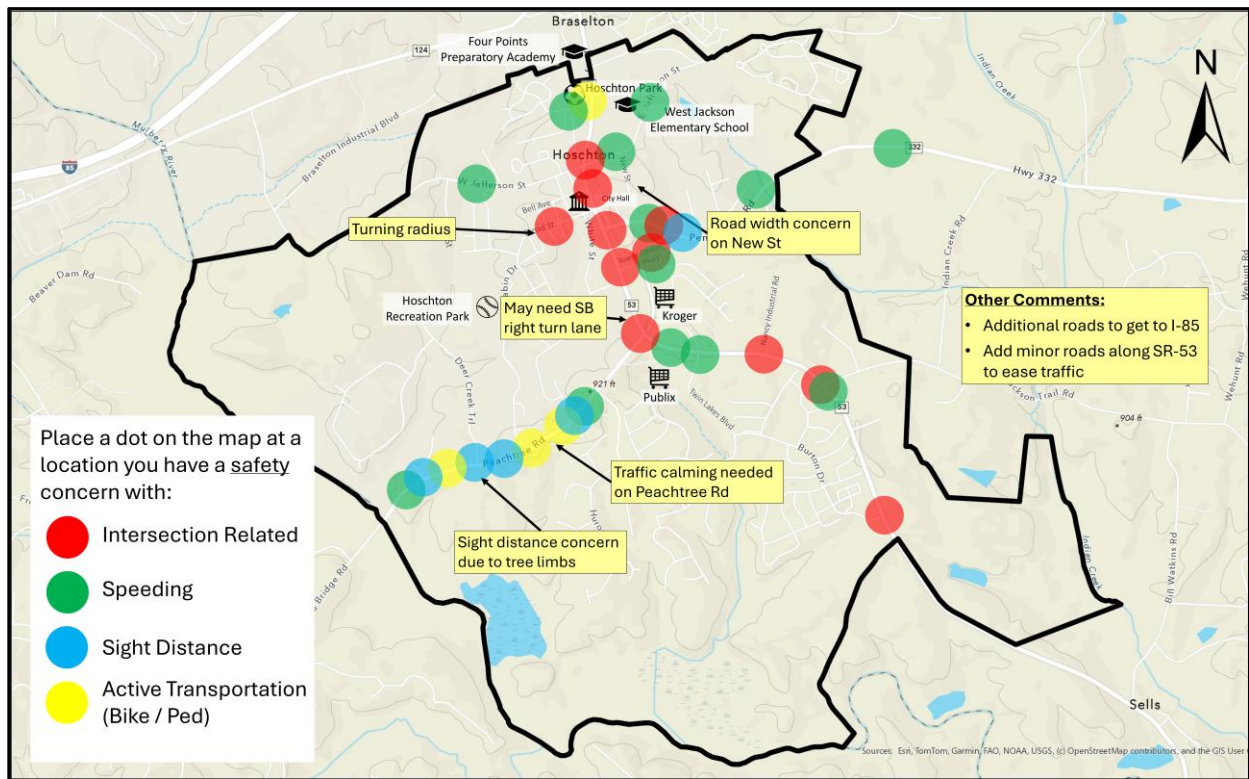


Figure 3.4 – Sample Feedback on Safety Concerns from the Public Open House

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 were 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 the 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)

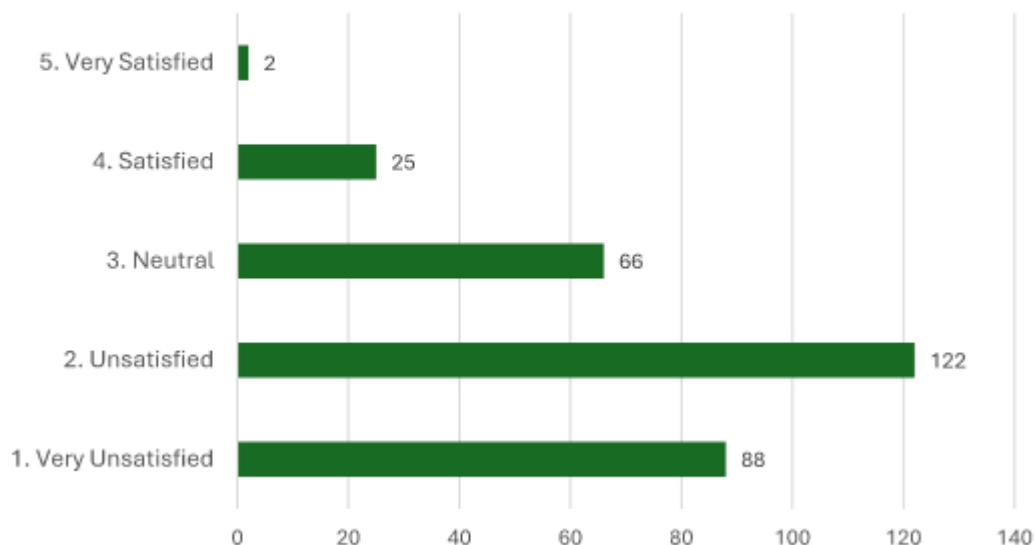


Figure 3.5 – Survey Responses on Satisfaction Level of the City’s Transportation Network

What factors contribute to your unsatisfaction of driving in the City?

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

Figure 3.6 – Survey Responses on Factors Contributing to Unsatisfaction 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)

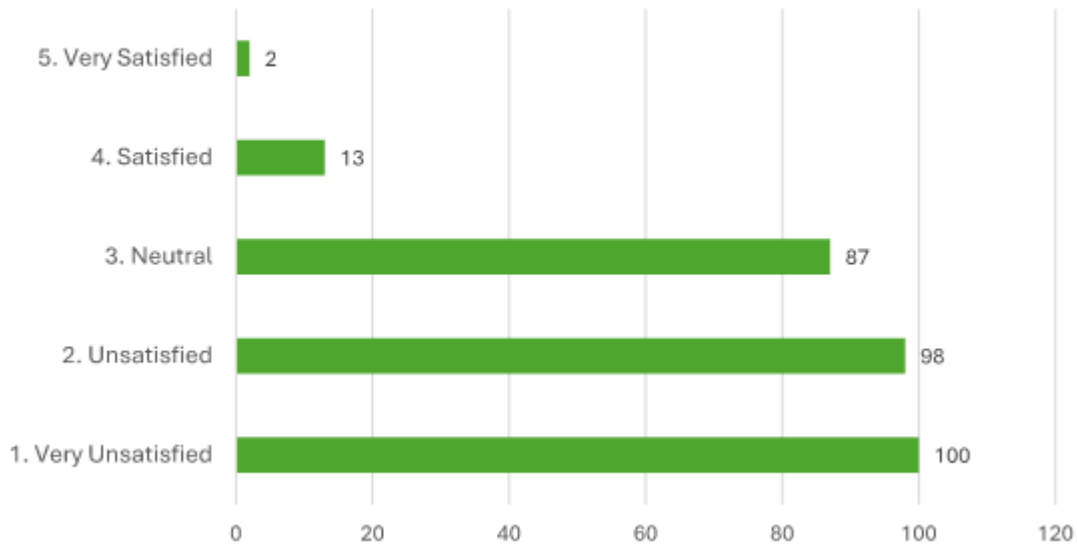


Figure 3.7 - Survey Responses on Satisfaction Level of the City's Active Transportation Network

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

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

Figure 3.8 – 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?

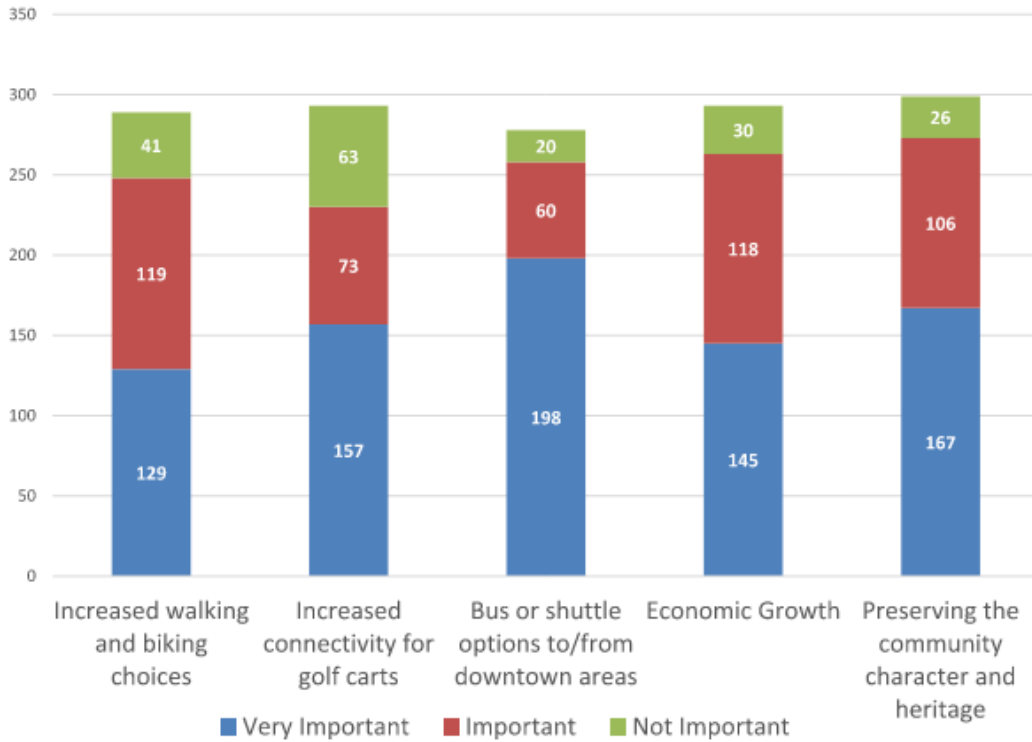


Figure 3.9 – Survey Responses on the Importance of Public Transit to and from Downtown Areas

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 3.10 - 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.

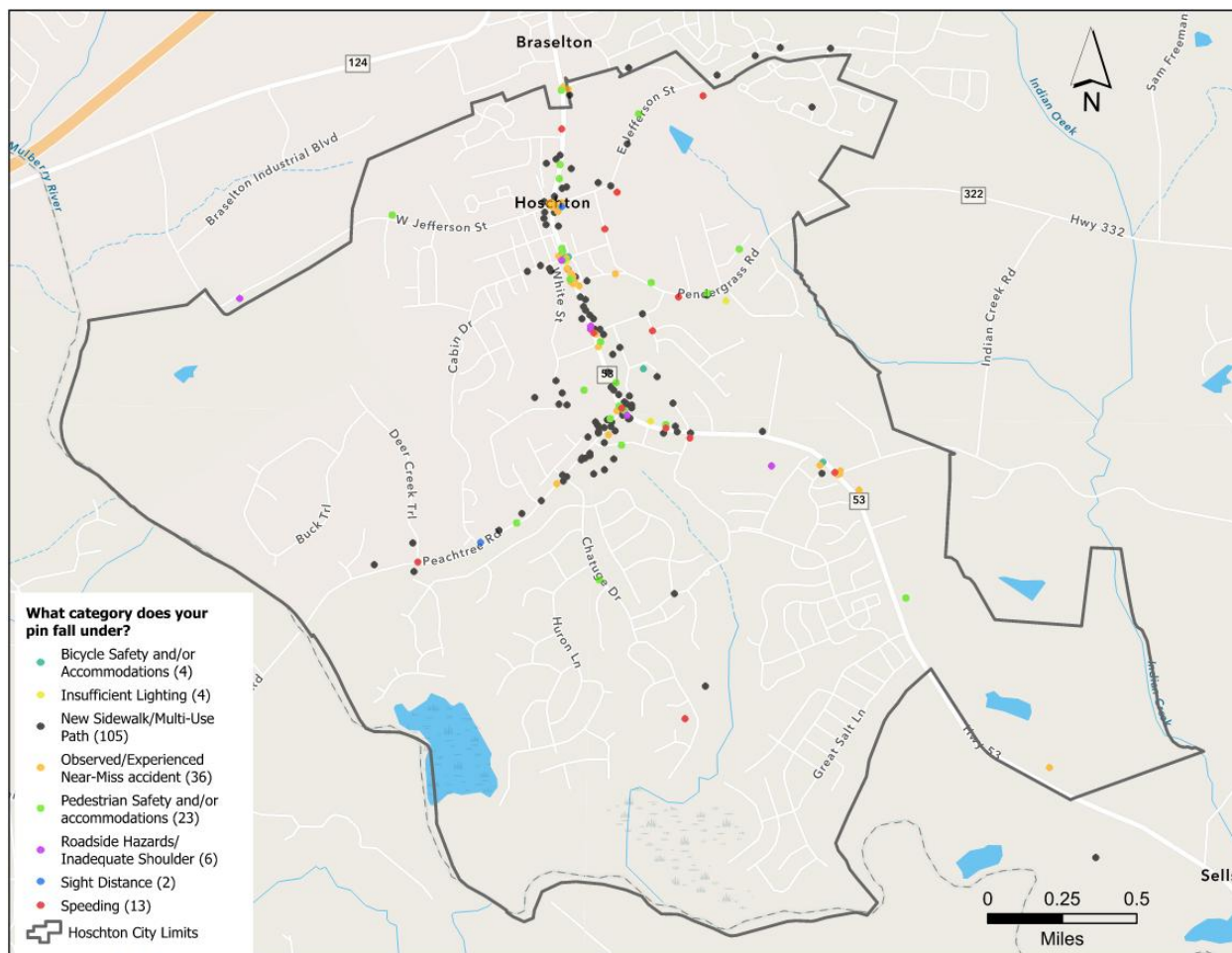
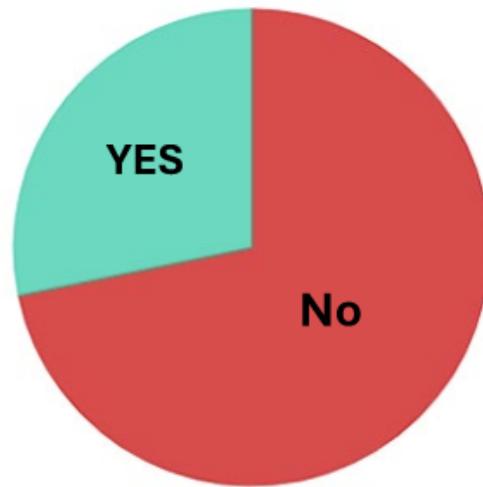


Figure 3.11 – Locations of Transportation-Related Concerns in the City of Hoschton

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 3.9). 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 3.12 – 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?

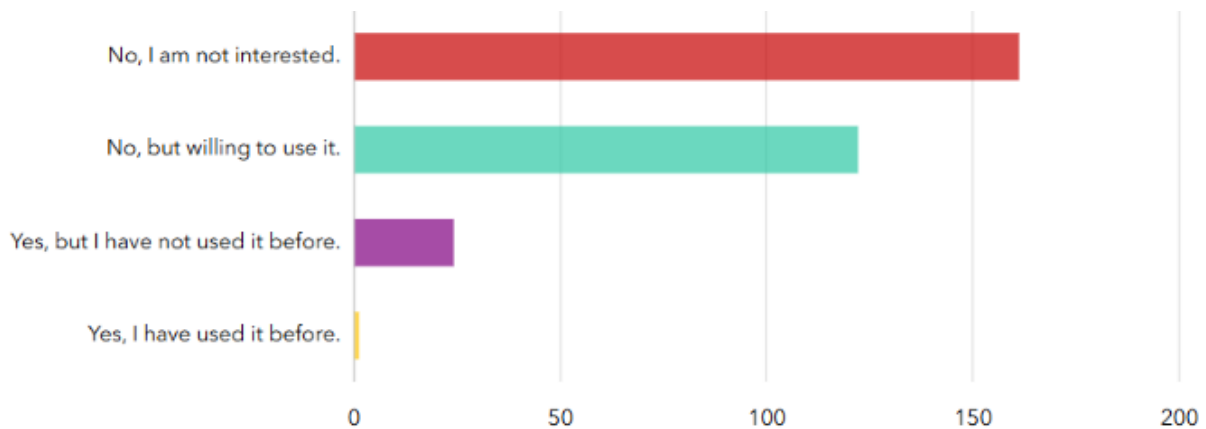
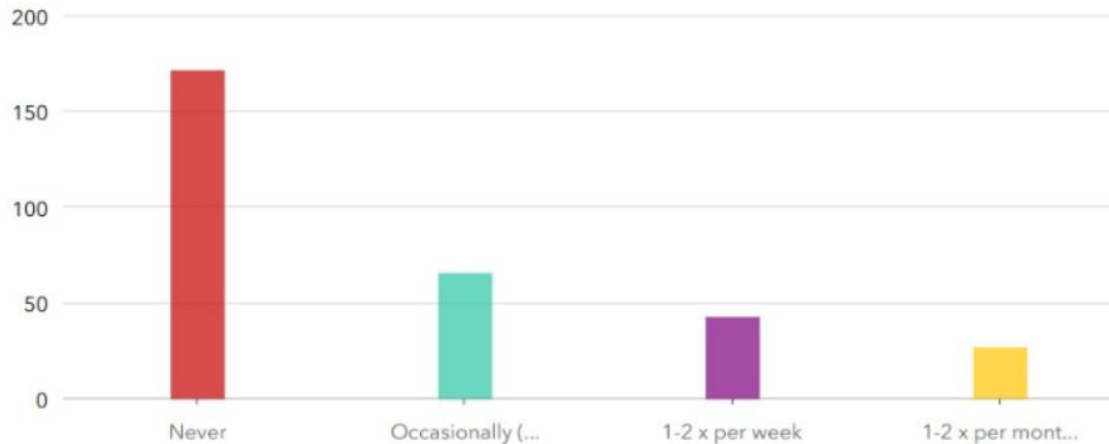


Figure 3.13 – Survey Responses on Awareness of the Existing Jackson County Transit Service

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



Category	Count	Percentage
Never	172	55.84%
Occasionally (once every few months)	66	21.43%
1-2 X per month	43	13.96%
1-2X per week	27	8.77%

Figure 3.14 – 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?



Category	Count	Percentage
Both, weekday & Weekend	148	48.05%
Weekend Only	114	37.01%
Weekday Only	46	14.94%

Figure 3.15 – 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 3.16 – Survey Responses on Primary Destination utilizing Jackson County Transit

Other-spezifid Responses:

A toal of 56 specified other, but only 42 responses were given. Of the received response 35 emphasized transit would not be needed or used. The remaining comments stated a few additional options and destinations to consider:

#	Response
1	Special events
2	Senior Center
3	not interested if it spends government money unless riders pay 100% of cost
4	Hospital
5	Helping older people pick up groceries and things, especially during the winter.

Figure 3.17 – Other Specific Responses on the Transit Survey

4.

PROJECT IDENTIFICATION & PRIORITIZATION





4. PROJECT IDENTIFICATION & PRIORITIZATION

Projects to address the safety and infrastructure 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 developed 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 and GDOT item mean summary averaged for 2024 to 2026 values. 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. Figure 4.1 and Table 4.1 present 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.

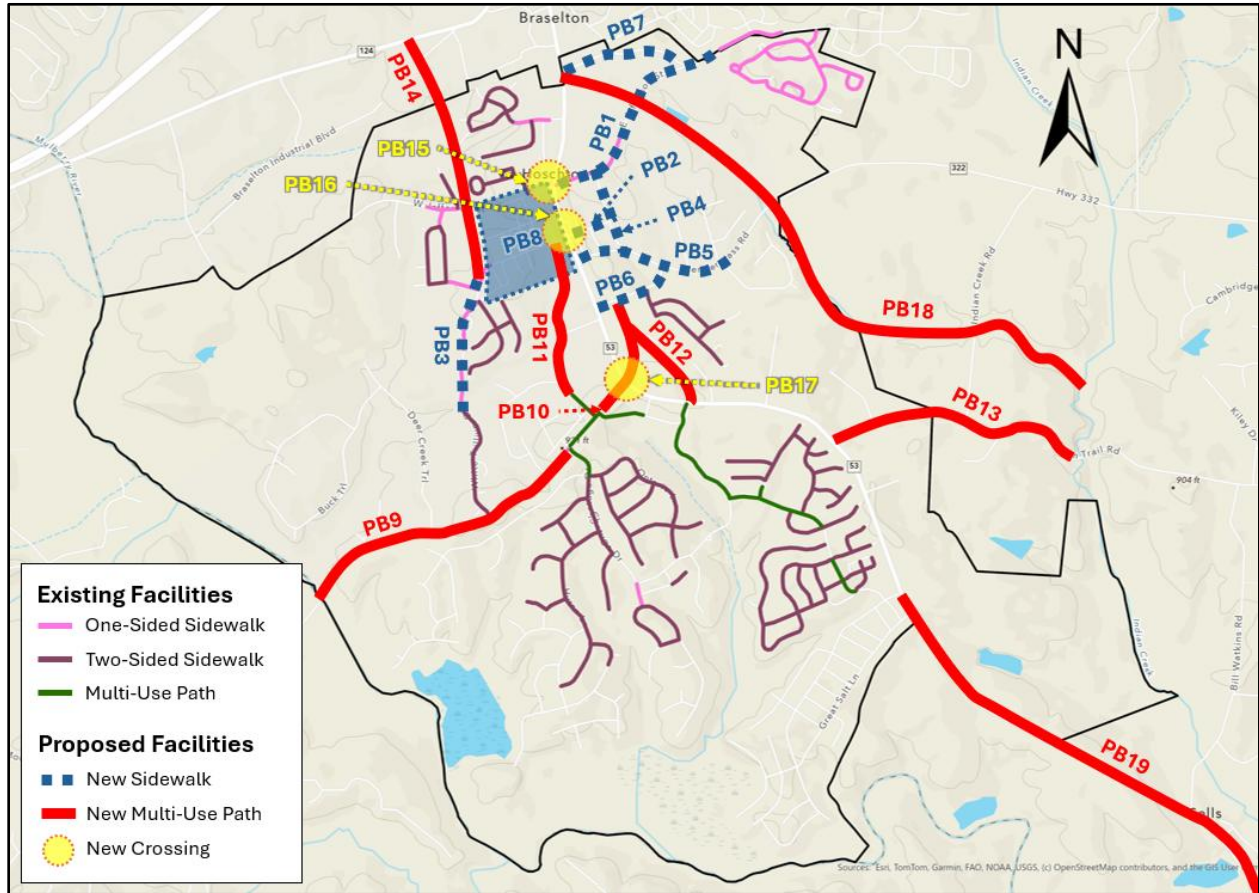


Figure 4.1 - Active Transportation & Alternative Modes Projects

Table 4.1 – Active Transportation & Alternative Modes Project List

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 Dr 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^{1,2}	New Multi-use path on Peachtree Road	Peachtree Road between SR 53 and Deer Creek Trail	\$ 1.4M
PB10	New Multi-use path on Peachtree Road to Kroger	Peachtree Road between Gateway Crossing Parkway to Kroger	\$ 183k
PB11³	New Multi-use path on White Street	White Street between Peachtree Road and W Broad Street	\$ 846k
PB12	New Multi-use path on Jopena Boulevard to Kroger	Jopena Boulevard between Twin Lakes Boulevard and Kroger	\$ 183k
PB13¹	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
PB14^{1,2,4}	New Multi-use path to SR 124 (Hoschton Life Path Alt#2)	New ped/bike connection between SR 124 and Cabin Drive	\$ 1.4M
PB15	New Ped, Bike, PTV Crossing Improvement on SR 53 at Jefferson Street	SR 53 at Jefferson Street	\$ 30k
PB16	New Ped, Bike, PTV Crossing Improvement on SR 53 at Broad Street	SR 53 at Broad Street	\$ 30k
PB17	New Ped, Bike, PTV Crossing Improvement on SR 53 at Peachtree Road	SR 53 at Peachtree Road	\$ 4.5k
PB18^{1,4}	New Multi-use path east of SR 53 (Hoschton Life Path Alt#1)	From Hoschton Park to Indian Creek	\$2.8M
PB19⁴	Jackson County Connector Trail on SR 53	SR 53 between Crystal Lake Parkway and Tapp Wood Road	\$2.8M
PB20	Citywide Pedestrian-Level Lighting	Citywide	\$ 1.3M
PB21	Citywide Sidewalk Repavement and ADA Ramp Upgrades	Citywide	\$ 18k

¹ GHMPO, Bicycle and Pedestrian Plan 2025 Update, May 2025

² GHMPO, 2055 Metropolitan Transportation Plan, May 2025

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

⁴ NEGRC, Jackson County Comprehensive Plan 2055, Adopted October 20, 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.

Figure 4.2 and Table 4.2 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.

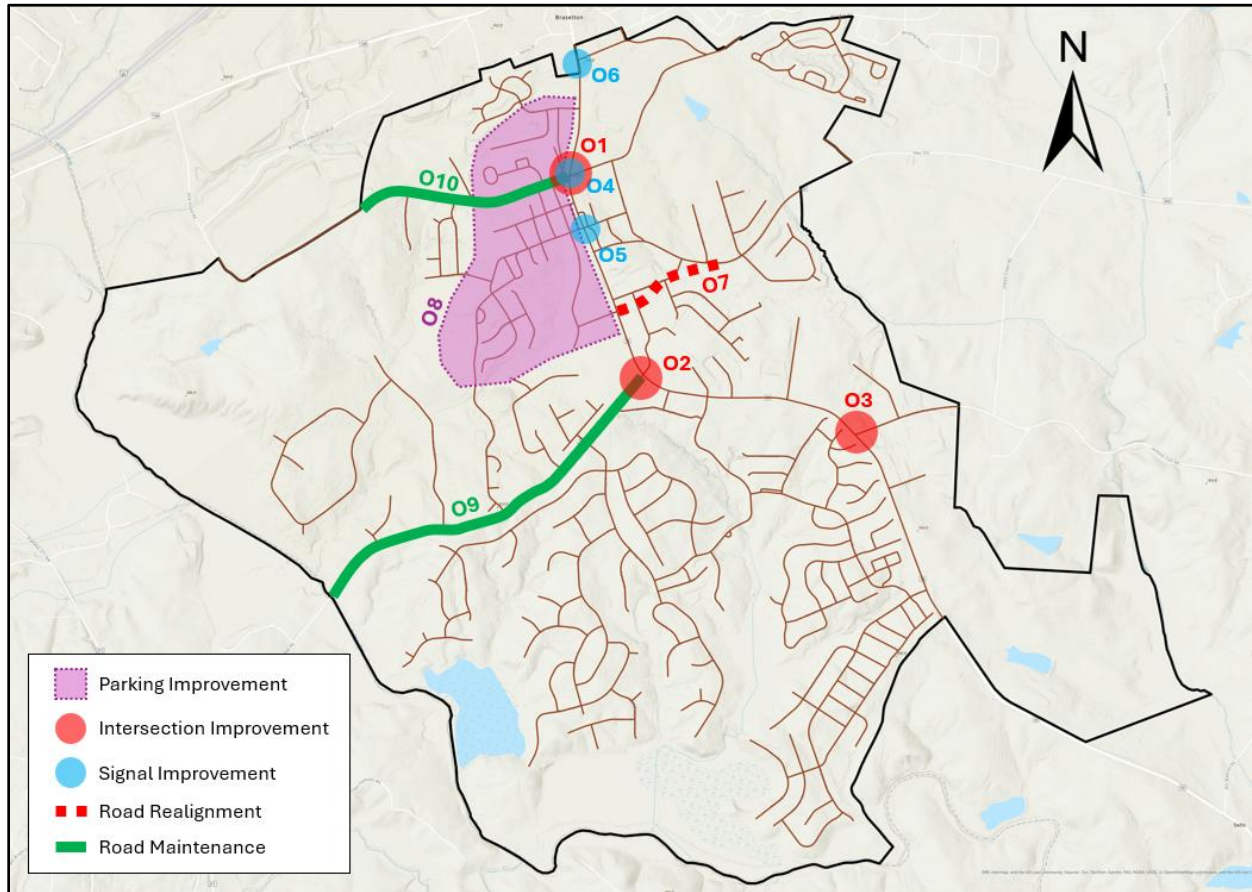


Figure 4.2 – Operational Improvement Projects

Table 4.2 – Operational Improvement Project List

Project ID	Project Name	Location	Estimated Cost
O1 ¹	SR 53 at Jefferson Street Intersection Improvement ³	SR 53 at Jefferson Street	\$ 135k
O2 ^{1,2}	SR 53 at Peachtree Road Intersection Improvement ³	SR 53 at Peachtree Road	\$ 270k
O3 ^{1,2}	SR 53 at Jackson Trail Road Intersection Improvement ³	SR 53 at Jackson Trail Road	\$ 135k
O4 ¹	SR 53 at Jefferson Street Signal Warrant Analysis	SR 53 at Jefferson Street	\$ 12k
O5 ¹	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 ^{1,2}	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

¹ GDOT, Braselton-Hoschton Area Mobility Study, May 2024

² Jackson County & GHMPO, Jackson County Transportation Plan, June 2025

³ Potential intersection improvements include additional turn lanes and alternative traffic control



Figure 4.3 – SR 53 at Peachtree Road Intersection

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 and table below.

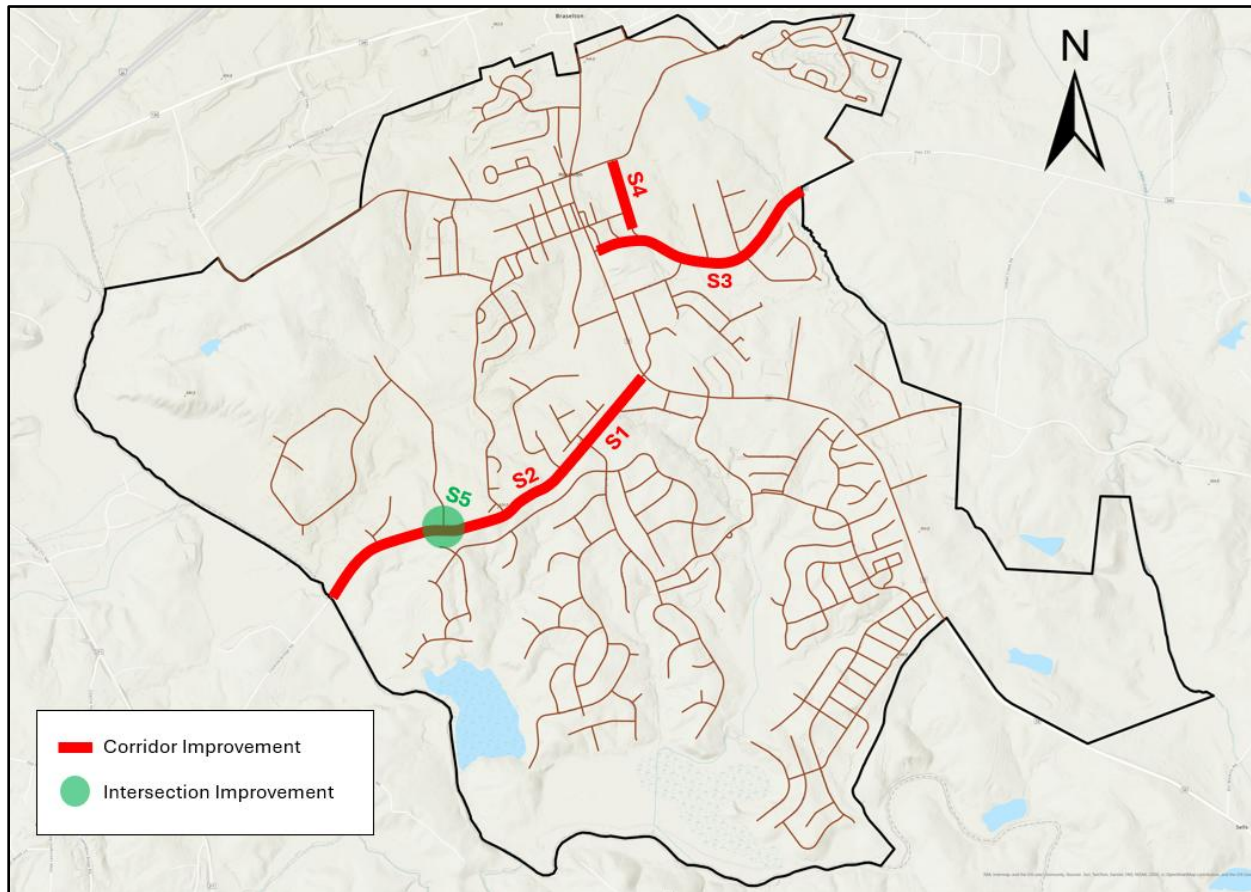


Figure 4.4 – Safety Improvement Projects

Table 4.3 – Safety Improvement Project List

Project ID	Project Name	Location	Estimated Cost
S1	Peachtree Road Traffic Calming ¹	Peachtree Road between SR 53 and Deer Creek Trail	\$ 86k
S2	Peachtree Road Lighting & Drainage Improvements	Peachtree Road between SR 53 and Deer Creek Trail	\$ 225k
S3	SR 332/Pendergrass Road Traffic Calming ¹	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

¹ Potential traffic calming measures include lane width reduction, raised median, rumble strips, optical speed bars, and more

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:

- **Mode Choices** – Favors projects that promote alternative modes of transportation other than motor vehicle usage and reduce reliance on the state routes.
- **Traffic Operations** – Prioritizes improvements to traffic flow and capacity, including enhanced connectivity of pedestrians, bicycles and Personal Transportation Vehicles (PTVs).
- **Traffic Safety** – Favors projects that reduce crash frequency and severity, with a specific focus on protecting vulnerable roadway users.
- **Economic Vitality** – Favors projects that stimulate local economic development by improving access to major destinations and activity centers.
- **Financial Stewardship** – Incentivizes “quick-fix” projects that are cost effective, require minimal design and construction time, and can be locally funded.
- **Community Livability & Atmosphere** – Favors projects that preserve the City’s unique characteristics, history and small-town atmosphere.
- **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 (Aspirational, Low Priority):** Projects scoring 16 points or lower are classified as aspirational and low-priority initiatives.

Table 4.4 below presents scoring criteria of each evaluation category. Figure 4.5 through Figure 4.7 display the projects categorized into these tiers based on the prioritization. The complete project scoring and prioritization can be found in **Appendix D**.

Table 4.4 – Project Prioritization Scoring

Evaluation Category	Weight	Scoring
Mode Choices	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
Traffic Operations	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
Traffic Safety	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
Economic Vitality	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
Financial Stewardship	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
Community Livability & Atmosphere	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
Public Input	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 4.5 – Tier 1 Projects

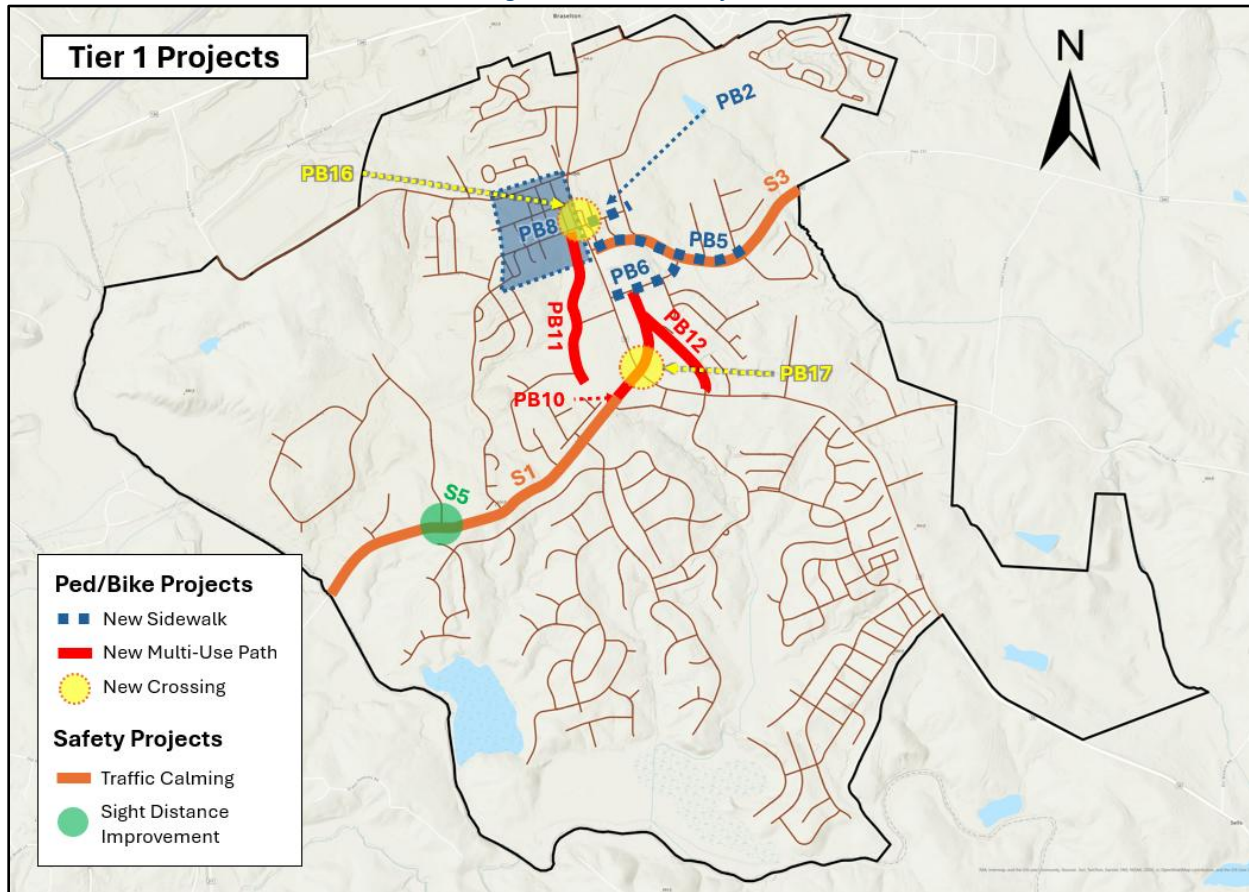


Table 4.5 – Tier 1 Project List

Tier	Score	Project ID	Project Type*	Project Name/Description
Tier 1 Short-Term, High Priority	25	PB10	Alt Mode	New Multi-Use Path on Peachtree Road to Kroger
	24	S1	Safety	Peachtree Road Traffic Calming
	23	PB8	Alt Mode	New Sidewalk in Downtown Hoschton
	23	PB11	Alt Mode	New Multi-Use Path on White Street
	23	PB12	Alt Mode	New Multi-Use Path on Jopena Blvd to Kroger
	23	PB17	Alt Mode	New Ped, Bike, PTV Crossing Improvement on SR 53 at Peachtree Road
	22	S3	Safety	SR 332/Pendergrass Road Traffic Calming
	21	PB2	Alt Mode	New Sidewalk on Broad Street
	21	PB5	Alt Mode	New Sidewalk on SR 332/Pendergrass Road
	21	PB6	Alt Mode	New Sidewalk on Towne Center Parkway
	21	PB16	Alt 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	

* "Alt Mode" refers to projects improving Alternative Mode of Transportation

Figure 4.6 – Tier 2 Projects

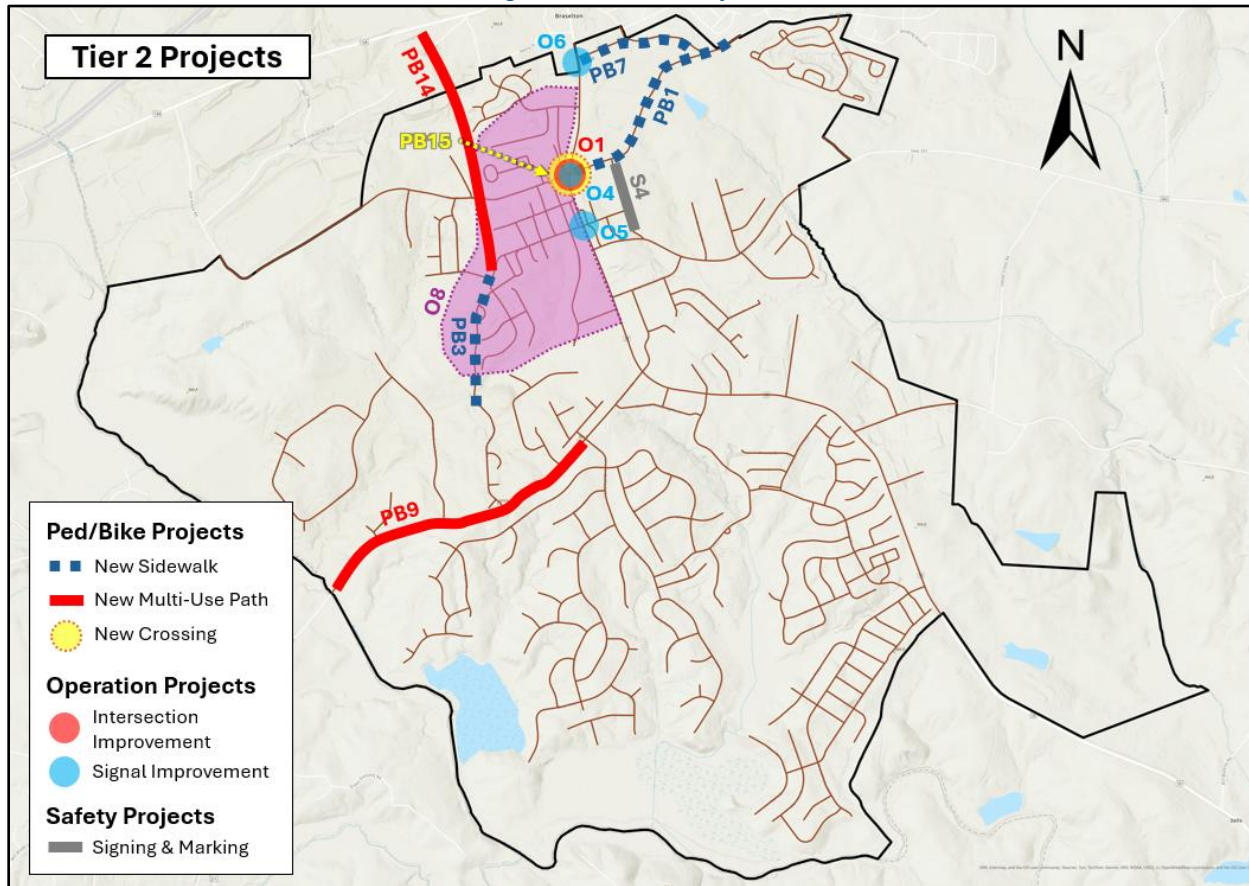


Table 4.6 – Tier 2 Project List

Tier	Score	Project ID	Project Type*	Project Name/Description
Tier 2 Long-Term, Medium Priority	20	PB1	Alt Mode	New Sidewalk on Jefferson Street
	20	PB9	Alt Mode	New Multi-Use Path on Peachtree Road
	20	PB15	Alt Mode	New Ped, Bike, PTV Crossing Improvement on SR 53 at Jefferson Street
	20	PB21	Alt 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
	19	PB7	Alt Mode	New Sidewalk on W Jackson Road
	18	S4	Safety	New Street Signing & Marking Improvement
	17	PB3	Alt Mode	Sidewalk Improvement on Cabin Drive
	17	PB14	Alt 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

* "Alt Mode" refers to projects improving Alternative Mode of Transportation

Figure 4.7 – Tier 3 Projects

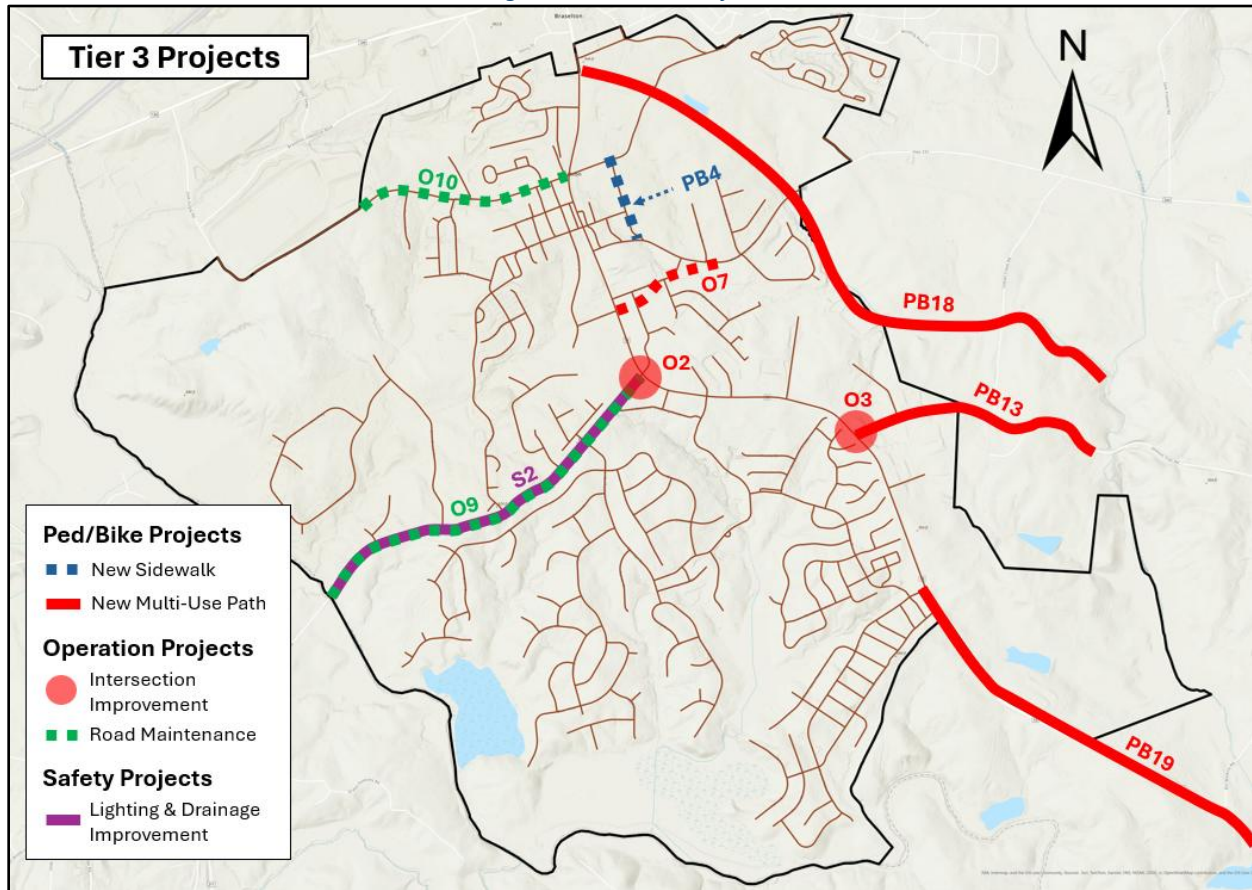


Table 4.7 – Tier 3 Project List

Tier	Score	Project ID	Project Type*	Project Name/Description
Tier 3 Aspirational, Low Priority	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	Alt Mode	New Sidewalk on New Street
	15	PB13	Alt Mode	New Multi-Use Path on Jackson Trail Road (Sell's Mill Connector Trail)
	15	PB18	Alt Mode	New Multi-use path east of SR 53 (Hoschton Life Path Alt#1)
	15	PB19	Alt Mode	Jackson County Connector Trail on SR 53
	14	PB20	Alt 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	

* "Alt Mode" refers to projects improving Alternative Mode of Transportation

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.



Figure 4.8 – Multi-Use Path by Alma Farms Subdivision

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. Coordination with GDOT Office of Transportation Data will be needed if the City decides to consider reclassifying SR 332/Pendergrass Road.

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. The Mayor of Hoschton hosted a Q&A session on March 26, 2026 to share information regarding Jackson County Transit and address any questions and concerns about the existing services.
- 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. Jackson County Comprehensive Plan 2055 recommends conducting a six-month pilot program of Saturday service for a 9-hour span.



Figure 4.9 – Jackson County Transit Major’s Q&A Session hosted on March 26, 2026 (Source: Braselton News Today)



SATURDAY

10am-1pm



5.

FUNDING SOURCES



5. FUNDING SOURCES

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-impact 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.
- ***Surface Transportation Block Grant (STBG)***
 - Flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. The STBG program funding is made available through the State transportation agencies.
- ***Carbon Reduction Program (CRP)***
 - Provides funds for projects designed to reduce transportation emissions on on-road highway sources.
 - Eligible projects include, but not limited to public transportation project, transportation alternative (e.g., non-motorized transportation facilities), congestion management technologies, projects to replace street lighting and traffic control devices with energy-efficient alternatives, and efforts to reduce the environmental and community impacts of freight movement.

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 Hoschtou is \$79,512.81.

Other state funding sources available from GDOT include:

- **Highway Safety Improvement Program (HSIP) Safety Equipment Purchase Program (SEPP)**
 - Opportunity for safety equipment (Pedestrian Hybrid Beacon, Rectangular Rapid Flashing Beacon, speed feedback signs, advanced warning signs, supplemental signal heads, Flashing Yellow Arrow, etc.) using federal funds and installed using local maintenance forces.
- **Off System Safety (OS) Program**
 - Funds from federal safety program dispersed by Local Grants Office using data driven approach based off crash data in each GDOT District. Eligible projects include, low-cost countermeasures, striping/sign installation or replacement, installation of raised pavement markers/rumble strips
- **Transportation Alternative Program (TAP)**
 - Opportunity for non-traditional transportation-related activities including pedestrian and bicycle facilities and streetscape projects.
- **Transportation Enhancement (TE)**
 - Federal Aid Reimbursement Program for project such as provision of pedestrian and bicycle facilities, provision of safety and educational activities for pedestrians and bicycles, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation.
- **Georgia Transportation Infrastructure Bank (GTIB)**
 - A grant and low-interest loan program administered by the State Road and Tollway Authority (SRTA). It provides loans and grants to highly competitive transportation projects that enhance mobility and driven economic development in local communities.
 - In 2025, \$26.5 million was approved to fund 13 transportation infrastructure projects across the state, including the Mount Vernon Roadway Connectivity project, Cumberland Community Improvement District (CID) for the Cumberland Sweep, and SR 53 at Mulberry Road roundabout in Barrow County.

5.3. LOCAL FUNDING

Local funding provides the City with the greatest flexibility in project selecting and timing. The Special Purpose Local Option Sales Tax (SPLOST) has been available in Georgia for several decades as a one-percent sales tax for capital improvements, including transportation, parks, public safety, libraries, public utilities, government buildings and other facilities. While some local jurisdictions can allocate a large portion of SPLOST funds to transportation, others must spread those dollars to many competing capital needs.

To address this problem, the Georgia Legislature passed Senate Bill 369 in 2016, authorizing SPLOST funds dedicated to transportation purposes (TSPLOST). This allows counties and municipalities to dedicate funding specifically to their most pressing transportation needs. On November 4, 2025, Jackson County voters approved a TSPLOST that expected to generate \$200 million for transportation improvement projects. From this, Hoschton is projected to receive 2.3% (\$4.6 million) to support its identified transportation improvements.

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.

The City should also consider grant programs that do not focus exclusively on transportation, but tie into livability and community development. One such example is the American Association of Retired Persons (AARP) Community Challenge grant program. This grant program is part of the nationwide AARP Livable Communities initiative, which helps communities to make immediate improvements and long-term progress for residents of all ages. Since its debut in 2017, the AARP Community Challenge has invested \$24.3 million in 2,100 livability projects, focusing on the needs of adults age 50 or older. The grant is available to non-profit organizations and local government entities for projects that support permanent physical improvements, temporary demonstrations that lead to long-term change, and new, innovative programming pilots of services.



6.

CONCLUSION



6. CONCLUSION

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.

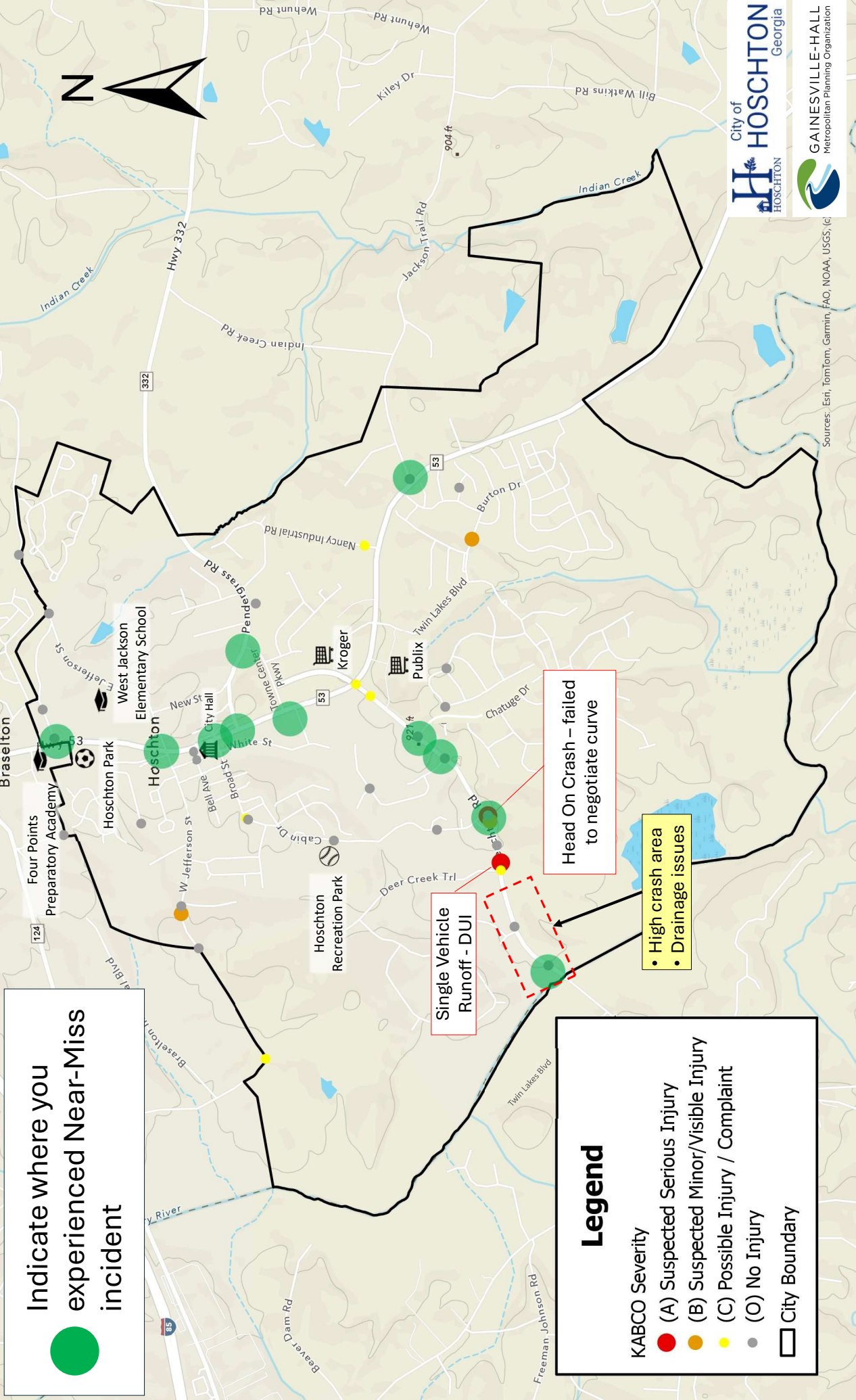
APPENDIX





APPENDIX A – PUBLIC MEETING FEEDBACK

Hoschton Master Transportation Plan Local Crash Map (2020 - 2024)



Indicate where you experienced Near-Miss incident



Legend

KABCO Severity

- (A) Suspected Serious Injury
- (B) Suspected Minor/Visible Injury
- (C) Possible Injury / Complaint
- (O) No Injury
- City Boundary

Single Vehicle Runoff - DUI

Head On Crash - failed to negotiate curve

High crash area
Drainage issues

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, etc

Hoschton Master Transportation Plan

Safety Input Map

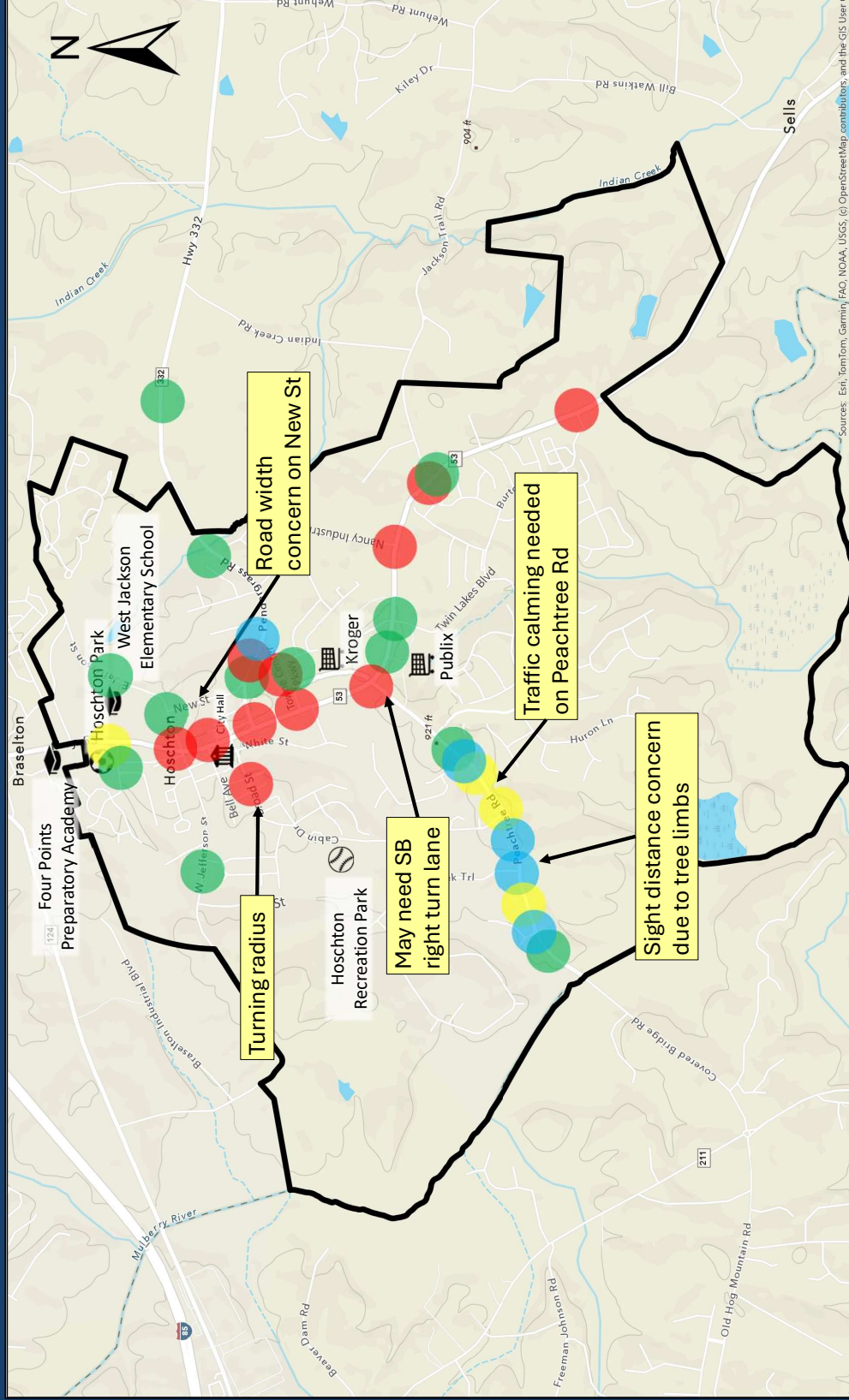
Place a dot on the map at a location you have a safety concern with:

 Intersection Related

 Speeding

 Sight Distance

 Active Transportation (Bike / Ped)



Provide any additional comments in the space below, or attach a sticky note as-needed.

Additional roads to get to I-85

Add minor roads along SR-53 to ease traffic

Hoschton Master Transportation Plan

Operations Input Map

Place a dot on the map at a location you have a operational concern with:



Capacity



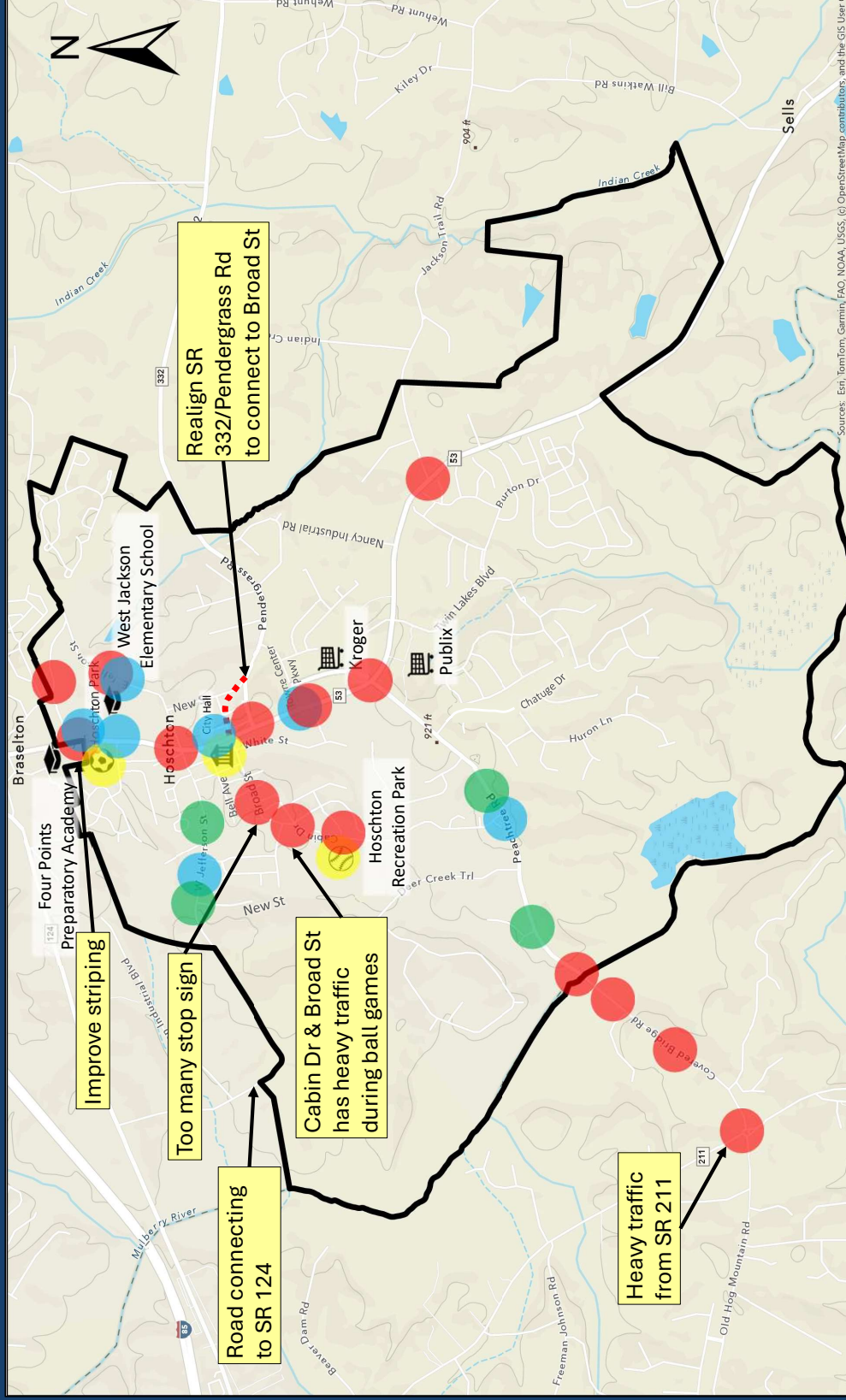
Road Maintenance



Traffic Control



Parking



Provide any additional comments in the space below, or attach a sticky note as-needed.

Hoschton Master Transportation Plan

Active Transportation Input Map

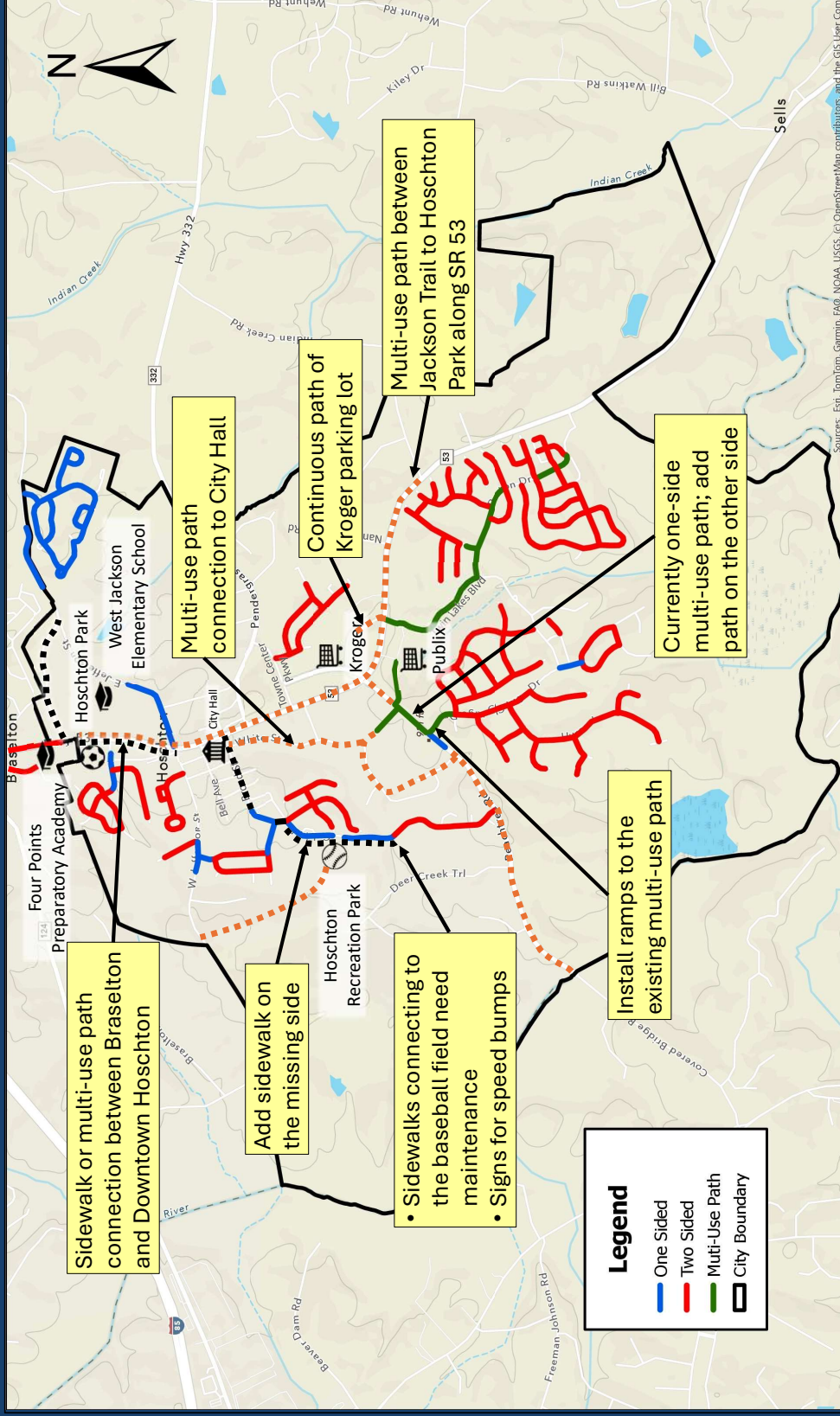
Draw lines on the map at locations you would like to see new sidewalk or multi-use path connections:



Sidewalk



Multi-Use Path



Provide any additional comments in the space below, or attach a sticky note as-needed.

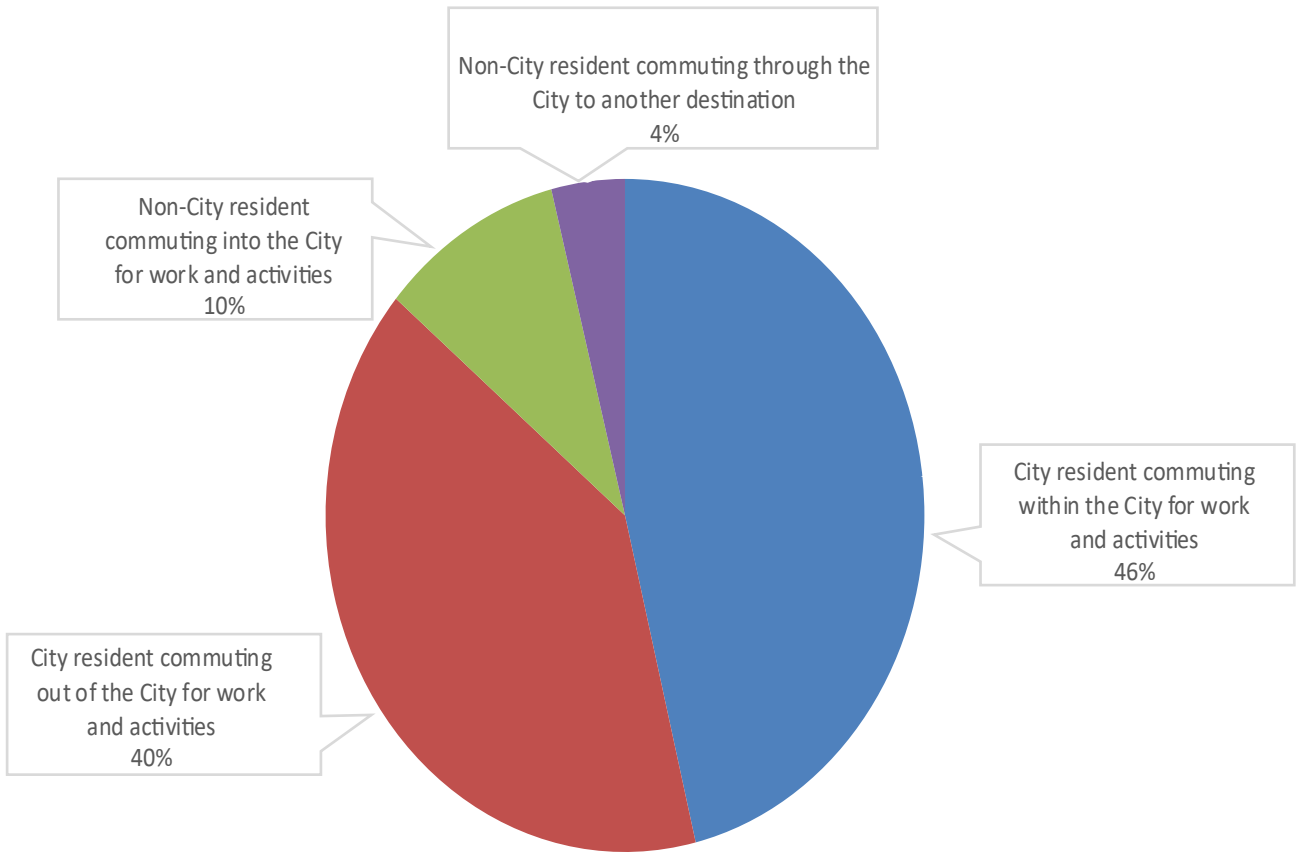
Add bike paths (location was not specified)

APPENDIX B – ONLINE SURVEY #1 RESULTS SUMMARY

**City of Hoschton Master
Transportation Plan
Survey 1 Results**

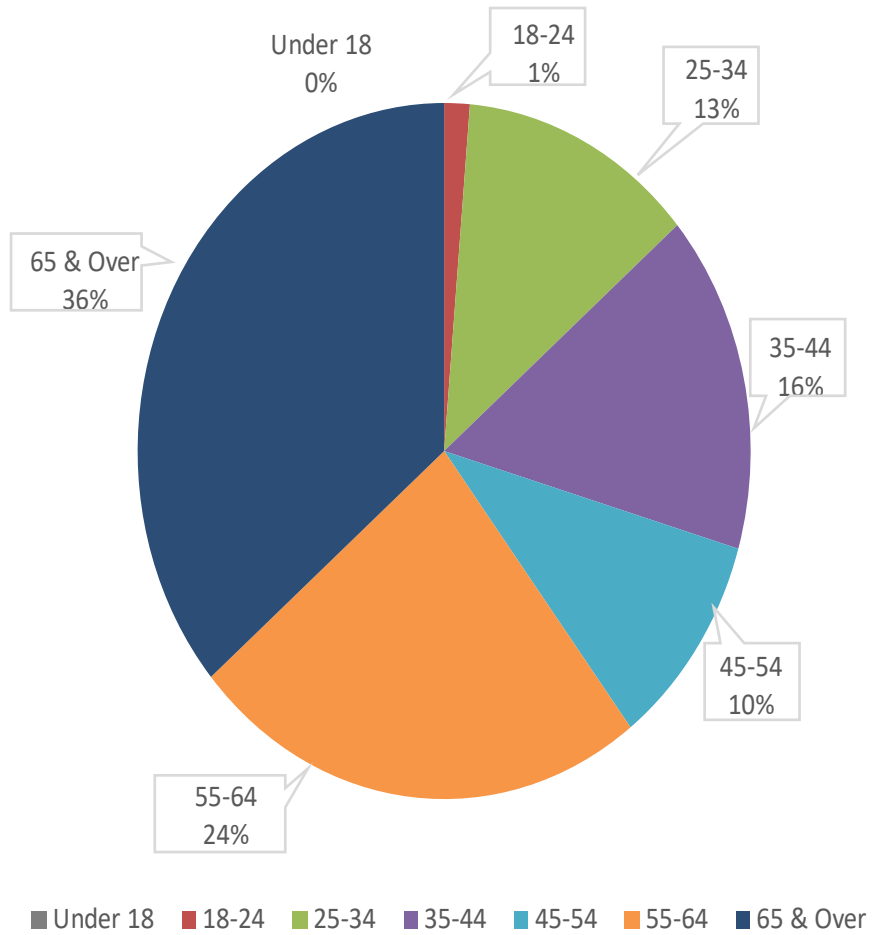
Survey Closed 10/07/2025

1. Which of the following best describes your utilization of roads within the City of Hoschton?

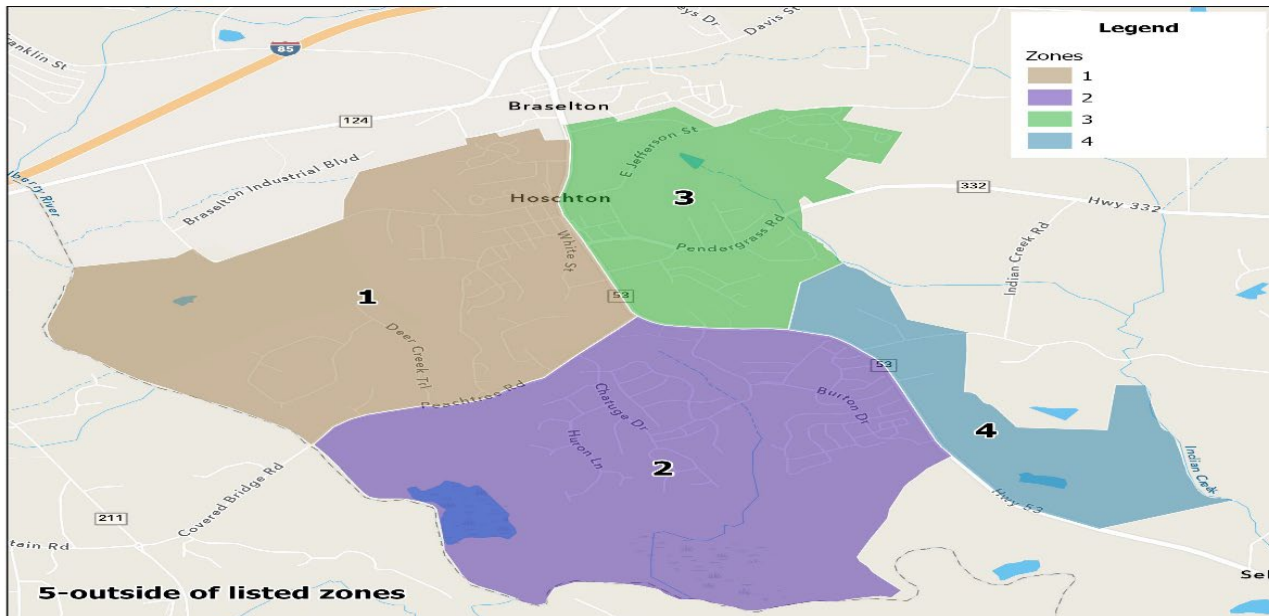


Category	Count	Percentage
City resident commuting within the City for work and activities	140	46.20%
City resident commuting out of the City for work and activities	121	39.93%
Non-City resident commuting into the City for work and activities	30	9.90%
Non-City resident commuting through the City to another destination	12	3.96%
Skipped Question	0	0

2. What age range do you fall into?



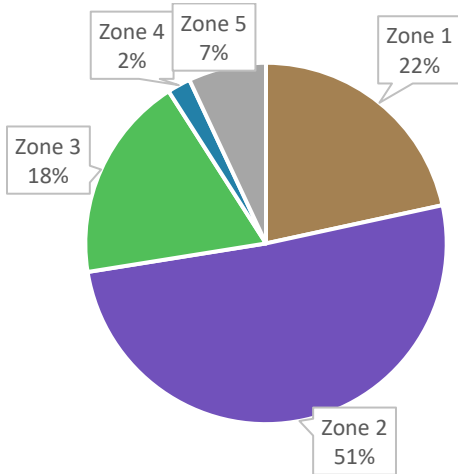
Age Group	Count	Percentage
Under 18	0	0%
18-24	4	1.34%
25-34	37	12.42%
35-44	47	15.77%
45-54	30	10.07%
55-64	72	24.16%
Over 65	108	36.24%



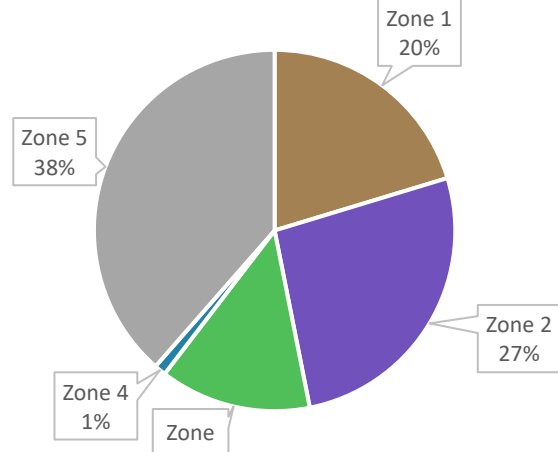
3. What part of Hoschton do you live, work, or typically visit/shop?

See **Appendix I** for unique responses.

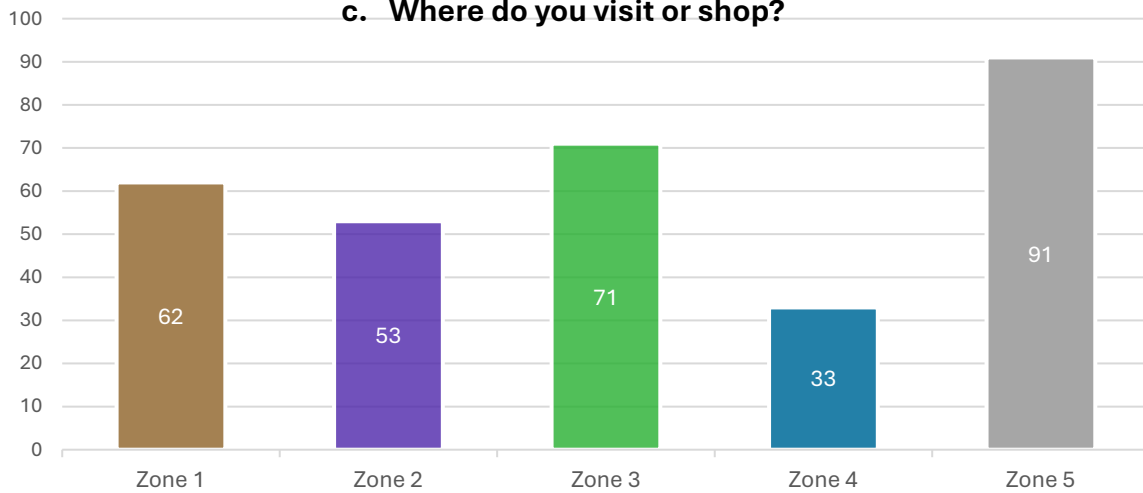
a. What zone do you live in?



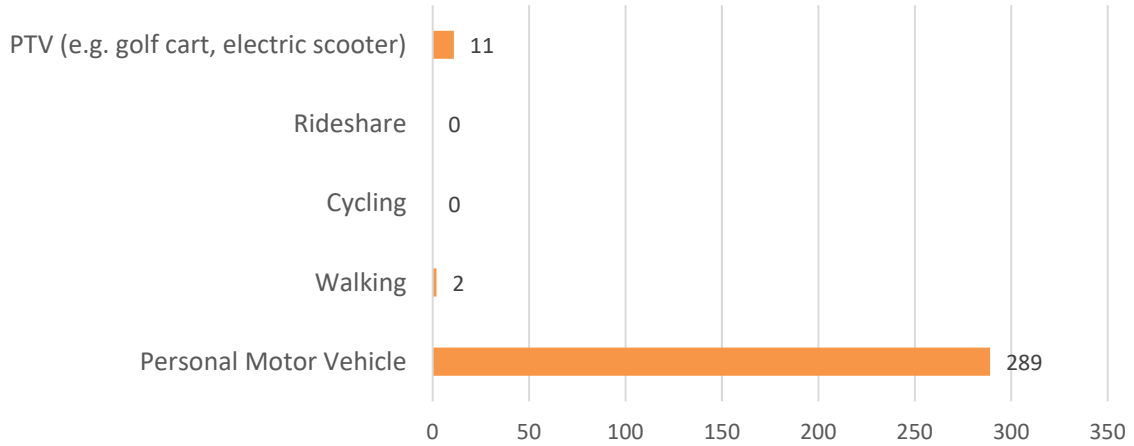
b. What zone do you work in?



c. Where do you visit or shop?

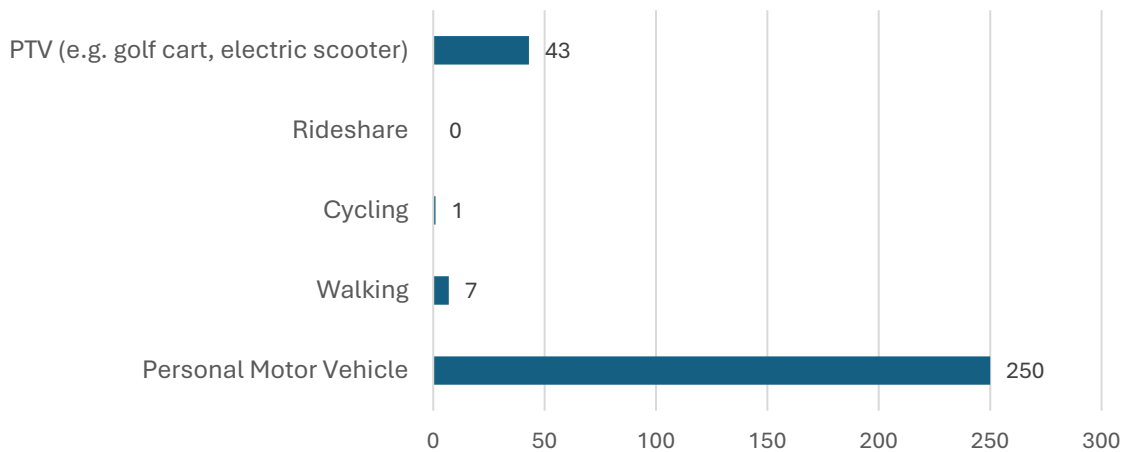


4. What is your primary mode of transportation during the weekday (Mon-Fri) ?



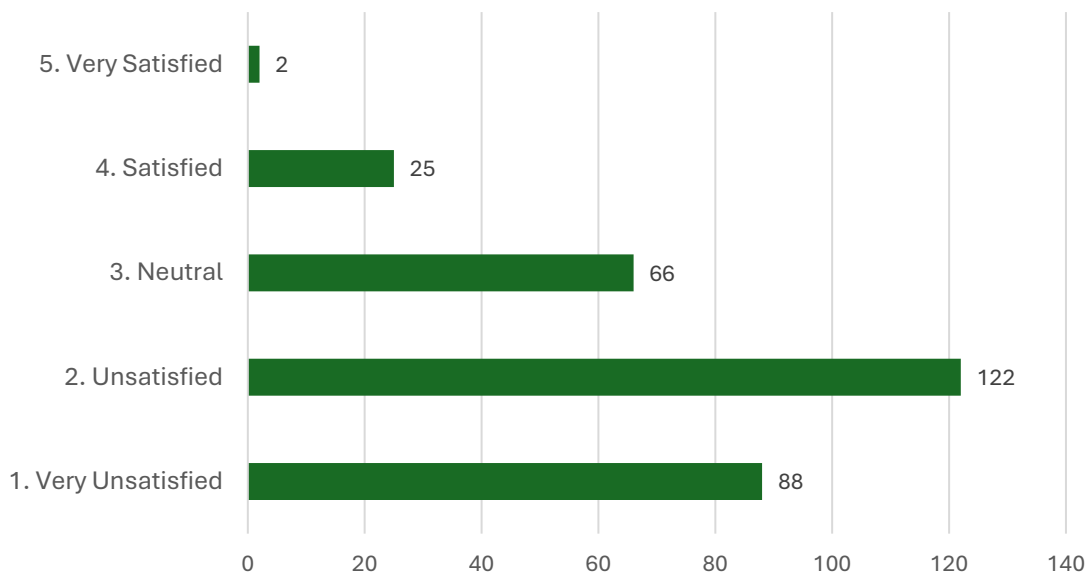
Category	Count	Percentage
Personal Motor Vehicle	289	95.70%
Walking	2	0.66%
Cycling	0	0%
Rideshare	0	0%
PTV (e.g. golf cart, electric scooter)	11	3.64%

5. What is your primary mode of transportation during the weekend (Sat & Sun) ?



Category	Count	Percentage
Personal Motor Vehicle	250	83.06%
Walking	7	2.33%
Cycling	1	0%
Rideshare	0	0%
PTV (e.g. golf cart, electric scooter)	43	14.29%

6. 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)



Category	Count	Percentage
5. Very Satisfied	2	0.66%
4. Satisfied	25	8.25%
3. Neutral	66	21.78%
2. Unsatisfied	122	40.26%
1. Very Unsatisfied	88	29.04%

6(a) What factors contribute to your dissatisfaction of driving in the City?

Out of approximately 258 comments, five main themes emerged based on recurring language and context. These themes highlight key concerns related to city driving experiences. For the total responses on 6a, see Appendix II.

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

- **Traffic & Congestion (151 mentions):** This was the most frequently cited theme. Respondents expressed frustration with:
 - Heavy congestion, especially during peak hours.
 - Poor traffic flow and long wait times at intersections.
 - Overcrowding due to population growth outpacing road capacity.
 - Representative examples include:
 - “Too much congestion on main roads.”
 - “Traffic lights are poorly timed.”
 - “There are too many cars and not enough lanes.”

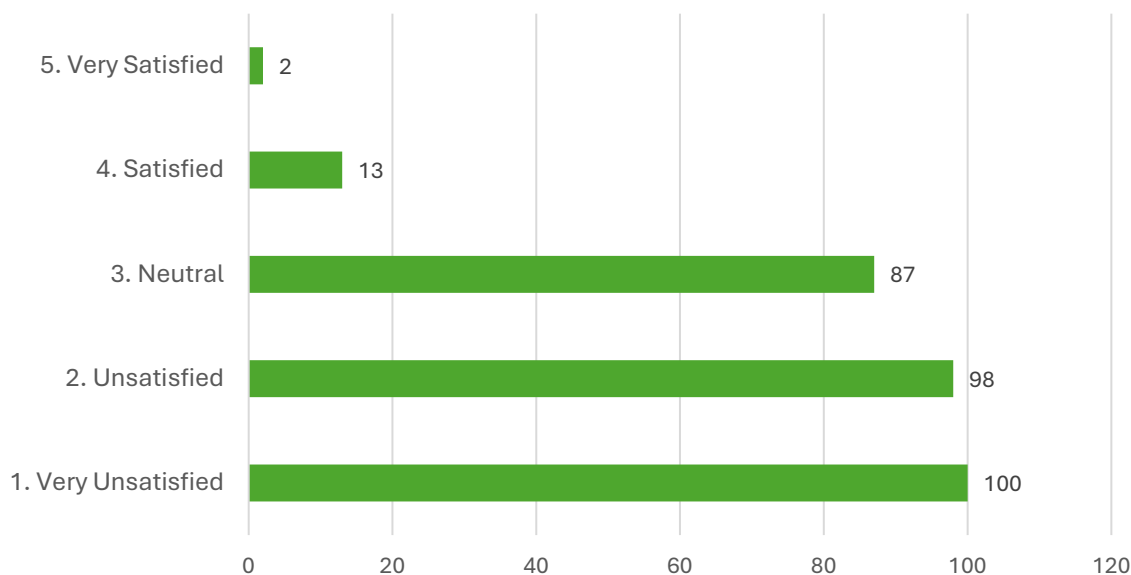
- **Infrastructure (111 mentions):** A large number of comments mentioned inadequate or poorly planned infrastructure, such as:
 - Lack of sidewalks or safe pedestrian pathways.
 - Insufficient turn lanes or poorly designed roads.
 - Frustration with ongoing construction and road quality.
 - Representative examples include:
 - “Horrible planning, no sidewalks or golf cart access.”
 - “Need better road maintenance and lane markings.”

- **Overdevelopment (34 mentions):** Participants often linked dissatisfaction to rapid urban growth without matching infrastructure expansion:
 - Overbuilding of housing developments.
 - Insufficient upgrades to roads or public amenities.
 - Representative examples include:
 - “Too many homes, too little infrastructure.”
 - “Overbuilding without improving road capacity.”

- **Public Transport (42 mentions):** Many respondents saw limited or inefficient public transit options as a key problem:
 - Few or unreliable bus services.
 - Lack of alternative transport (e.g., golf carts, trains).
 - Dependence on personal vehicles.
 - Representative examples include:
 - “There’s no public transportation option.”
 - “Golf carts aren’t allowed on roads where they’d help reduce traffic.”

- **Safety (51 mentions):** Comments reflected concerns about driver and pedestrian safety, especially due to poor infrastructure:
 - Dangerous intersections and speeding.
 - Missing crosswalks and signals.
 - Unsafe conditions for non-drivers (pedestrians, cyclists, carts).
 - Representative examples include:
 - “Too dangerous for pedestrians.”
 - “Speeding is common, and there’s no enforcement.”

7. 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)



Category	Count	Percentage
5. Very Satisfied	2	0.67%
4. Satisfied	13	4.33%
3. Neutral	87	29.00%
2. Unsatisfied	98	32.67%
1. Very Unsatisfied	100	33.33%

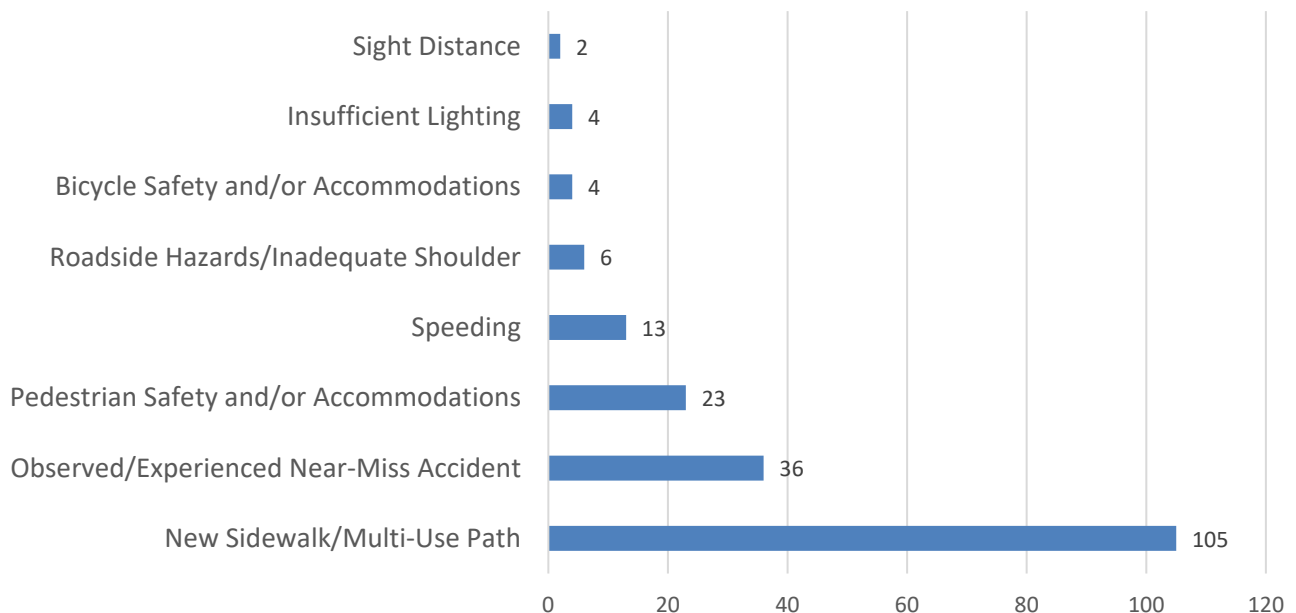
7a. What factors contribute to your dissatisfaction of walking or biking in the City?

We received 235 comments describing why residents are dissatisfied with walking or biking in the city. The responses showcase a few points for consideration around five themes centered on infrastructure, safety, and accessibility challenges. For the total responses on 7a, see Appendix III.

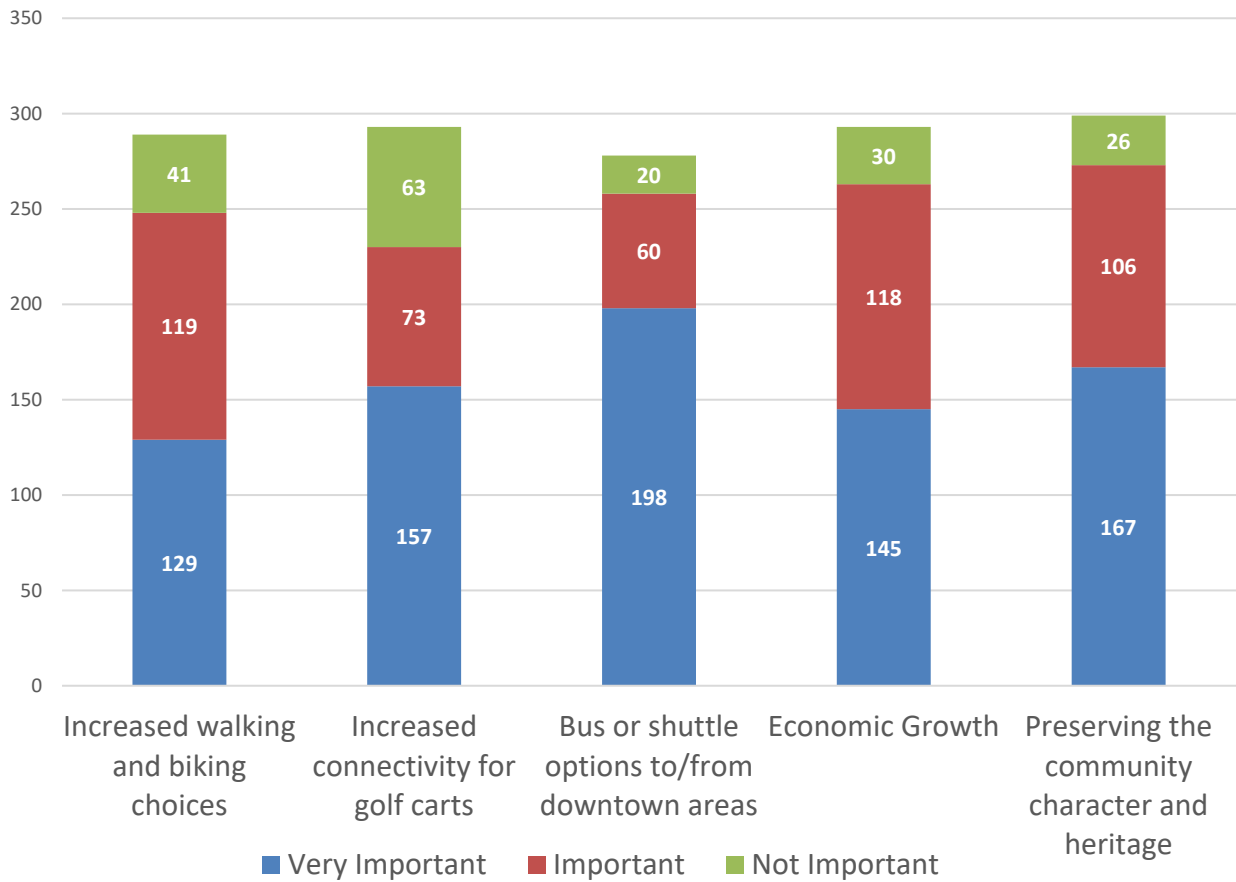
Theme	Mentions	Key Issues
Infrastructure	163	Gridlock, long waits, poor flow
Biking Conditions	43	Sidewalks, lanes, design, maintenance
Safety	27	Accidents, lighting, crosswalks
Traffic	22	Vehicle dominance, congestion
Accessibility	4	ADA compliance, ramps
Public Amenities	3	Shade, benches, rest stops

- Infrastructure (163 sidewalk mentions and 43 bike mentions):** By far the most dominant theme, respondents overwhelmingly cited inadequate walking and biking infrastructure.
 - Lack of sidewalks, bike lanes, shared use paths or continuous pathways.
 - Poorly maintained or narrow walkways.
 - Missing curb ramps and disconnected routes.
 - Poor maintenance of existing bike routes.
 - Lack of visibility or signage for cyclists.
- Safety (27 mentions):** Some key barriers to note for the walking and biking in the City.
 - Fast-moving or high-volume traffic on key streets.
 - Lack of buffer zones between sidewalks and roads.
 - Few safe crossings in high-traffic areas.
- Accessibility (4 mentions):** Some concerns raised about limited accessibility for those with mobility issues.
 - Missing ADA-compliant ramps and smooth surfaces.
 - Obstacles such as uneven sidewalks or overgrown vegetation.
- Public Amenities (3 mentions):** A small number of comments mentioned the lack of supportive amenities.
 - Few shaded areas, benches, or rest stops.
 - Limited access to water or restroom facilities.

8. Areas of Concern - Interactive Map (More details shown on Areas of Concern maps)



9. How important are the following transportation issues to you?



	Counts		
	Very Important	Important	Not Important
Increased walking and biking choices	129	119	41
Increased connectivity for golf carts	157	73	63
Bus or shuttle options to/from downtown areas	198	60	20
Economic Growth	145	118	30
Preserving the community character and heritage	167	106	26

10. What are your safety concerns in Hoschton?

a. Driver Behavior (top 2 concerns)

Category	Count
Speeding or aggressive driving	181
Distracted driving	130
Ignoring traffic laws	92
Not yielding to pedestrians	70
Running red lights	21
Not passing bicyclists safely	12
Driving under the influence (DUI)	4

b. Road & Infrastructure Design (top concern)

Category	Count
Poor road maintenance	135
Confusing traffic patterns or unclear signage	64
Too many driveways or road access points	63

c. Pedestrian & Cyclist Safety (top 2 concerns)

Category	Count
Missing, broken, or narrow sidewalks	154
Missing or inadequate bike lanes or trails	149
Lack of marked crosswalks	75
Poor street lighting	42
Limited accessibility for people with disabilities	27
Not enough time to cross the street (wide roads or multiple lanes)	23

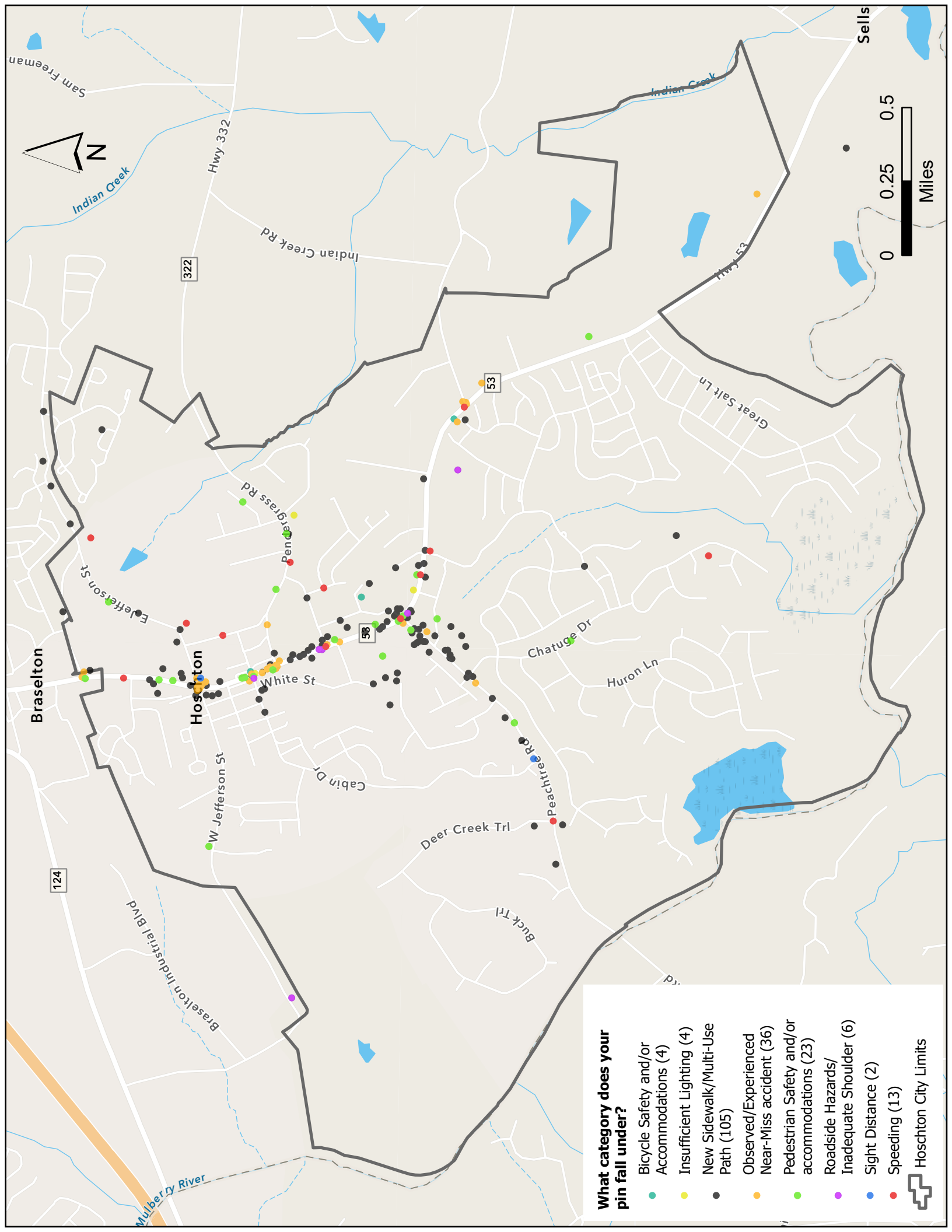
12. What do you think would be the best way to address the transportation needs of the City?

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

13. What would make you use alternative modes of transportation (i.e. walking, biking, golf carts) more often over driving? Please rank from most important (1) to least important (5)

Rank	Answer	1	2	3	4	5	Avg Score
1	Better connectivity	46% 134	23% 65	13% 36	9% 26	9% 25	3.90
2	Improved Infrastructure	35% 100	30% 86	12% 34	11.5% 33	11.5% 33	3.65
3	Better intersection controls	9% 26	21% 60	43% 123	15% 43	12% 34	3.00
4	Slower speed	5% 15	16% 46	17% 49	35% 99	27% 77	2.28
5	Additional police enforcement	4% 11	10% 29	15% 44	30% 85	41% 117	2.06

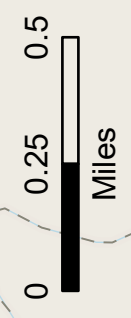
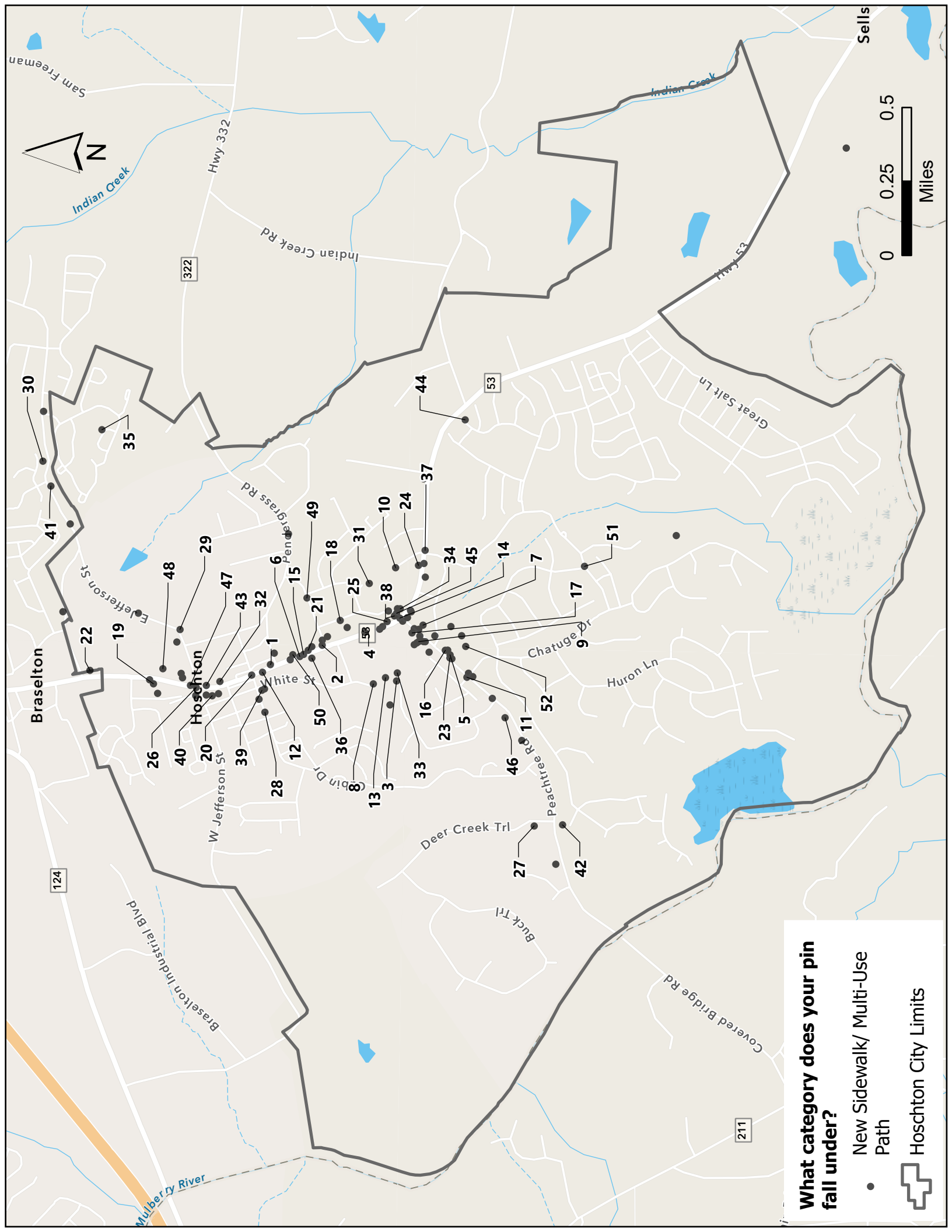


What category does your pin fall under?

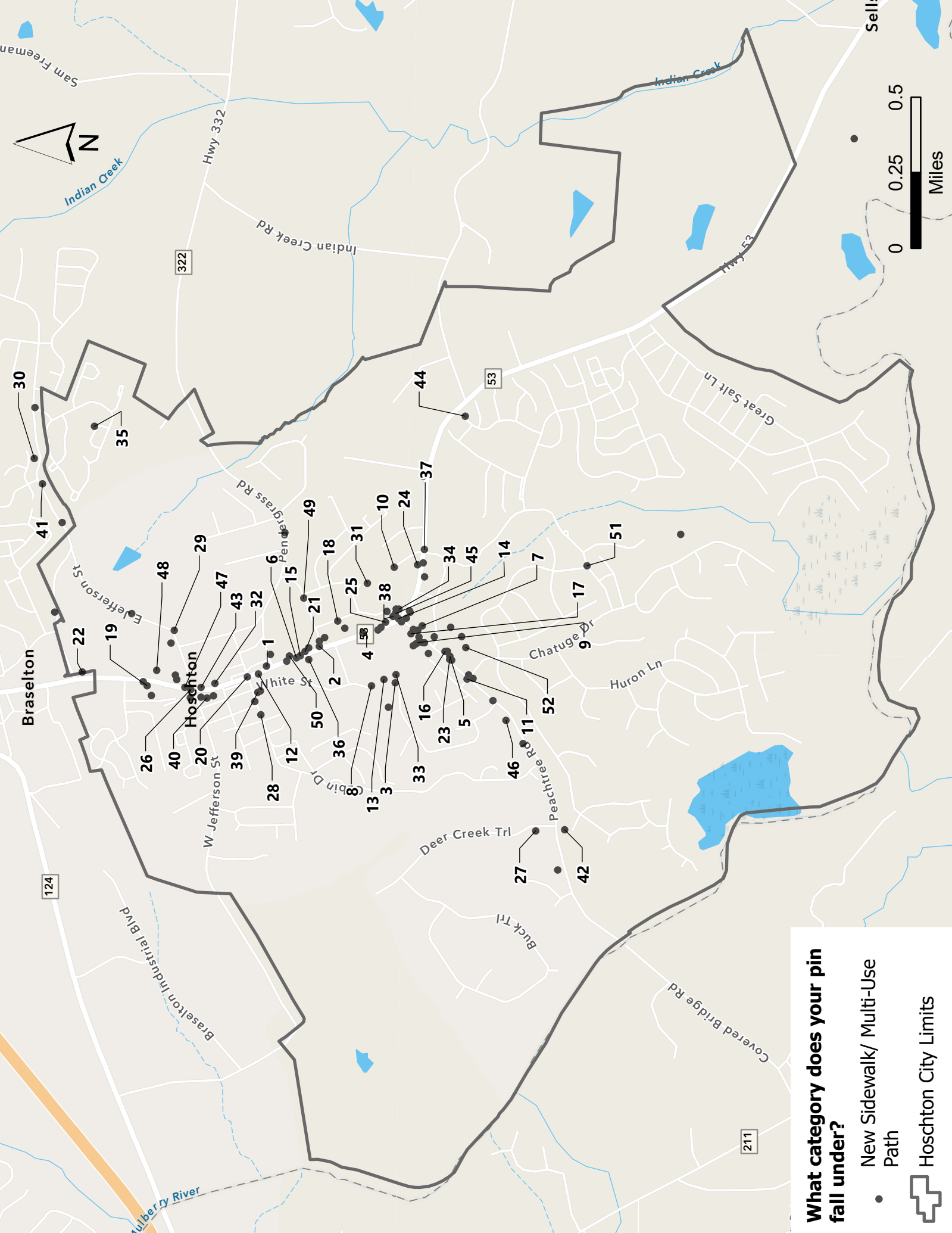
- Bicycle Safety and/or Accommodations (4)
- Insufficient Lighting (4)
- New Sidewalk/Multi-Use Path (105)
- Observed/Experienced Near-Miss accident (36)
- Pedestrian Safety and/or accommodations (23)
- Roadside Hazards/Inadequate Shoulder (6)
- Sight Distance (2)
- Speeding (13)



Hoshton City Limits



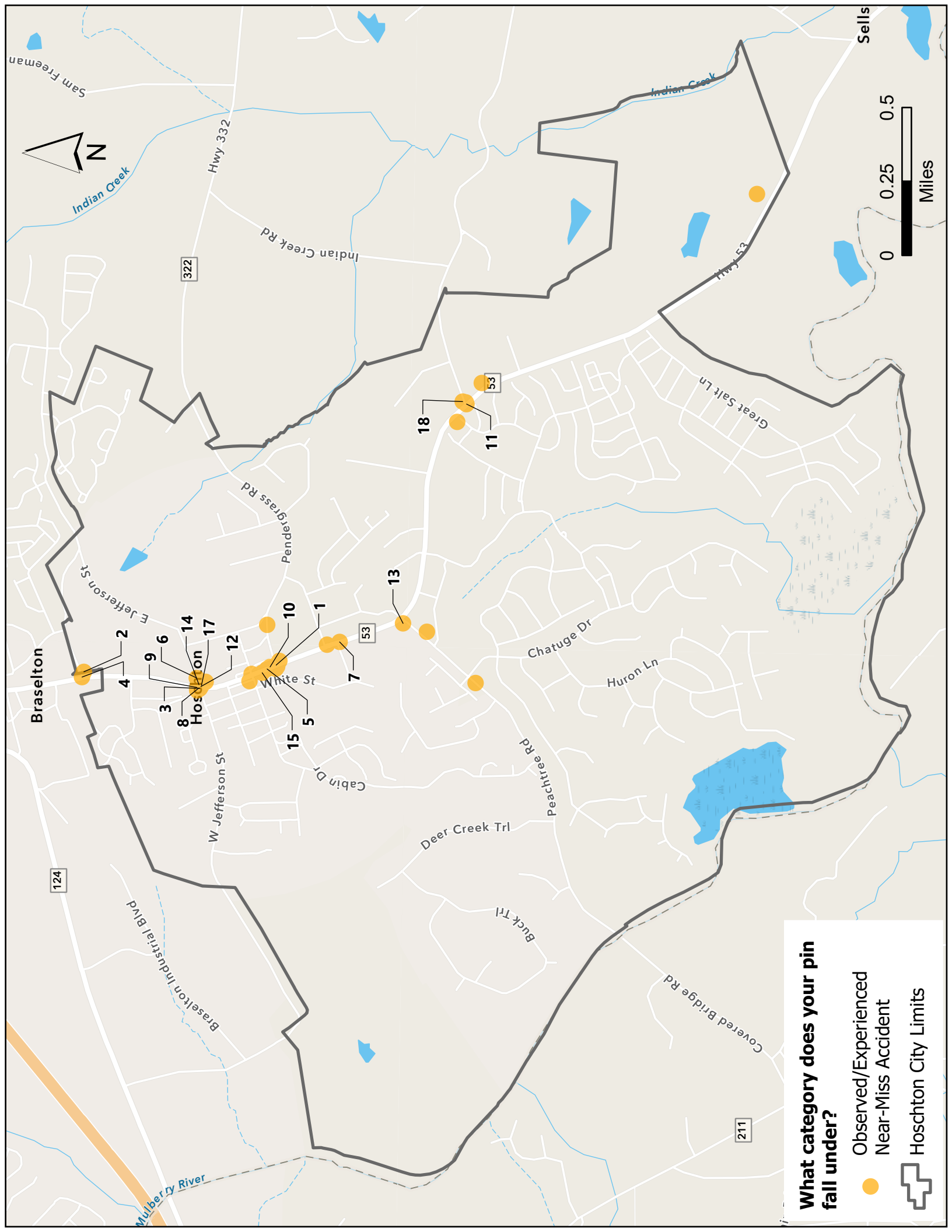
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26
- 27
- 28
- 29
- 30
- 31
- 32
- 33
- 34
- 35
- 36
- 37
- 38
- 39
- 40
- 41
- 42
- 43
- 44
- 45
- 46
- 47
- 48
- 49
- 50
- 51
- 52



New Sidewalk/Multi-Use Path

Label	Comment
1	Need more sidewalks
2	Also experienced near miss accidents in those areas
3	Need path
4	Multi use path from Twin Lakes along 53
5	Finish the golf cart path from Cresswinds to Publix, then continue it to Kroger. Also, a path to Hoschton and beyond.
6	Sidewalks from Cresswinds Twin lakes entrance to downtown Hoschton, both sides of the road.
7	Golf path to Hoschton Downtown
8	Golf cart path connecting White St to Alma Farms path
9	PTV path running along Old Peachtree to safely cross to Kroger
10	PTV path to connect Twin Lakes stoplight to Kroger parking lot
11	Cresswind side entrance needs a path running alongside Old Peachtree for PTV's to get to Publix/Kroger
12	New sidewalk/multi use path needed from downtown to Publix/Twin Lakes
13	We would like to see the cart path from Alma Farms connect to white st.
14	Complete golf cart path from Cresswind entrance to Kroger side of 53.
15	Add bike/golf cart paths through Hoschton to Braselton.
16	Multi use path not connected to new Kroger's center or downtown.
17	Connection to the shopping areas
18	Need more golf cart paths.
19	It would be nice to have a golf cart path from Creekside Village to the city.
20	I live off East broad street, and we use our golf cart every weekend to get around. It is so hard to cross 53 sometimes without almost being hit. Also in the mornings, it take 5 minutes sometimes just to turn left out of our street
21	Would love to expand the path all the way down 53 so we can access Kroger and Publix without having to drive in the roads.
22	Would love our golf cart paths to connect with downtown Braselton. That would be amazing.
23	From Cresswind it would be nice to have a golf cart path out the Peachtree Rd. gate to Publix.
24	We need multi-use path on 53 for golf carts, pedestrians and cyclists. Someone is going to get killed one day with the current situation and I am not kidding.
25	again we need golf paths, sidewalks along 53 at a minimum....and someway to pull trucks off of 53....it is loud congested and dangerous!
26	53 is not pedestrian or bicycle friendly
27	There is no sidewalk from Cresswind to the roundabout
28	Sidewalks so that people that live so close to downtown can actually not drive/relieve traffic and parking.
29	Wide shaded but well lit golf / bike / walkway extending down East Jefferson through Maddox space to connect residential areas to downtown
30	Connect residential areas to downtown

31	Need path to Kroger
32	Connecting to shopping and restaurants
33	Need mylti use path connecting Peachtree to White St.
34	Extending golf cart paths
35	Far away from me, put the traffic on that side of the city
36	Would love to have a walking path from Twin Lakes to downtown Hoschton, with a separate golf cart path because people on golf carts do not respect pedestrians and many golf cart drivers do not follow the rules of the road.
37	The entire area of 53 from the current downtown to the back entrance of Twin Lakes should have multi-use path to allow for better connectivity and accessibility.
38	Need walk and cart paths from Cresswind to downtown Hoschton and Braslton.
39	Golf cart path to downtown Hoschton
40	Provide safe paths for walking, biking or golf carts use connecting communities to Hoschton and Braselton.
41	This road leads into a multi-subdivision community, however, there are no sidewalks for members to walk to town or cart to town safely. This causes many homes to have to drive their vehicles instead.
42	Would be great to have a multi-use path that connects to Publix/Kroger. Intersection is also dangerous due to low visibility.
43	Need golf cart oaths to downtown and connect to Ntaselyon.
44	The area near Publix by the Twin lakes traffic light does not have any sidewalk access and makes walking from the neighborhood unsafe if we wish to reach town on foot
45	safety issue
46	Need sidewalks
47	When you have a festival downtown, need more sidewalks on both sides of the road
48	Peachtree road leading to Kroger on Hwy. 53 and along 53 all the way to Braselton
49	The sidewalk connecting Kroger and Cambridge so the residents can safely walk to Kroger
50	The sidewalk just ends
51	Entrance for Cart
52	Stupid planning



Braselton

Sells

What category does your pin fall under?

- Observed/Experienced
- Near-Miss Accident

Hoschton City Limits

124

322

Hwy 332

18

11

13

1

7

53

10

12

14

17

8

9

6

3

2

4

15

5

153

13

Chatuge Dr

Huron Ln

Peachtree Rd

Deer Creek Trl

Buck Trl

211

Covered Bridge Rd

Braselton Industrial Blvd

Mulberry River

Indian Creek

Indian Creek

Indian Creek Rd

Great Salt Ln

W Jefferson St

White St

Cabin Dr

E Jefferson St

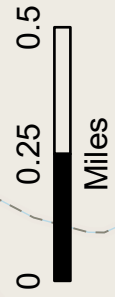
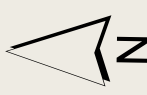
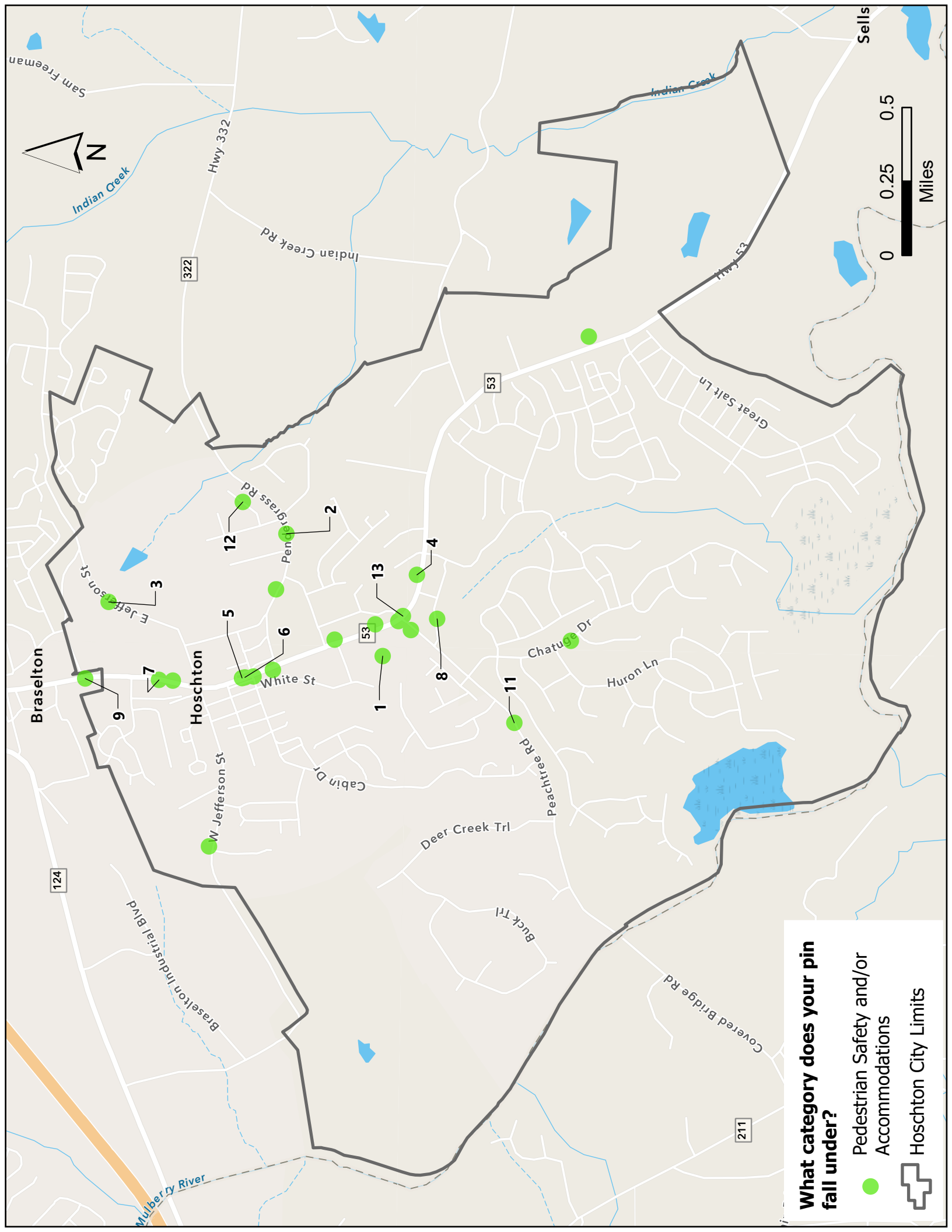
Pendergrass Rd

Hwy 53

Sam Freeman

Observed/Experienced Near-Miss Accident

Label	Comment
1	Saw an accident at Eagles Bluff Way and HWY53 on 8/26/25. Multiple near misses at intersection of E/W Jefferson St and 53
2	West Jackson Rd might need to be no left turn entering or exiting.
3	Witnessed multiple accidents on this intersection
4	Cannot turn into opposite direction of 53 due to such terrible traffic going both ways. VERY DANGEROUS
5	Left turns off Hwy 53 in this area slow the pace of traffic. Also, turning left onto Hwy 53 is exasperating.
6	Streetlight for busy intersection with poor sight distance especially considering downtown Hoschton pushes a lot of exit traffic to this intersection
7	The traffic does not allow for the safe turns onto 53 from any of the cross streets. You are literally an accident waiting to happen.
8	This needs a light. Turning left or crossing 53 to the street across is very risky.
9	Needs a light, sidewalk and/or cart path.
10	Traffic light or roundabout needed.
11	I have seen a lot of near misses fro rear end collisions turning left turns onto Jackson Trail Road
12	Another confusing intersection, poor sightlines depending on where you are, stoplight and crosswalk here would be great
13	See above
14	Low sight when turning left looking left.
15	Not many chances to pull out and when you do, it's scary because there's so much traffic coming
16	Too much traffic and building in these locations
17	close off these side streets during busy traffic to improve traffic flow
18	Red light would be helpful at this intersection.



Braselton

Hoschton

Sells

Hwy 332

53

124

211

Indian Creek

Braselton Industrial Blvd

Mulberry River

Indian Creek Rd

White St

W Jefferson St

Cabin Dr

Deer Creek Trl

Buck Trl

Chatahoochee Dr

Huron Ln

Peachtree Rd

Covered Bridge Rd

Great Salt Ln

Hwy 53

E Jefferson St

Pentagon Rd

1

4

11

2

13

8

12

5

7

9

3

6

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100

101

102

103

104

105

106

107

108

109

110

111

112

113

114

115

116

117

118

119

120

121

122

123

124

125

126

127

128

129

130

131

132

133

134

135

136

137

138

139

140

141

142

143

144

145

146

147

148

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

175

176

177

178

179

180

181

182

183

184

185

186

187

188

189

190

191

192

193

194

195

196

197

198

199

200

201

202

203

204

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

234

235

236

237

238

239

240

241

242

243

244

245

246

247

248

249

250

251

252

253

254

255

256

257

258

259

260

261

262

263

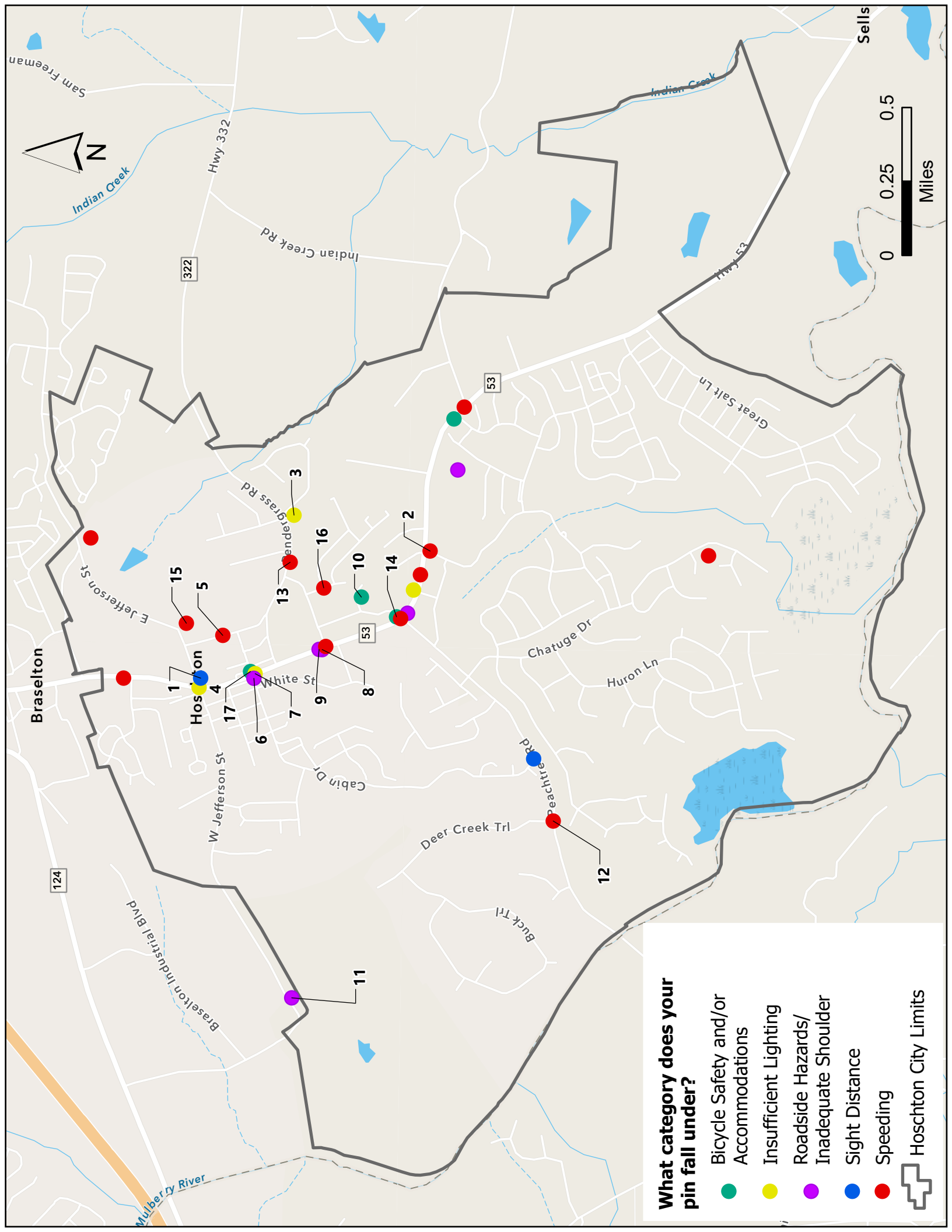
264

265

266

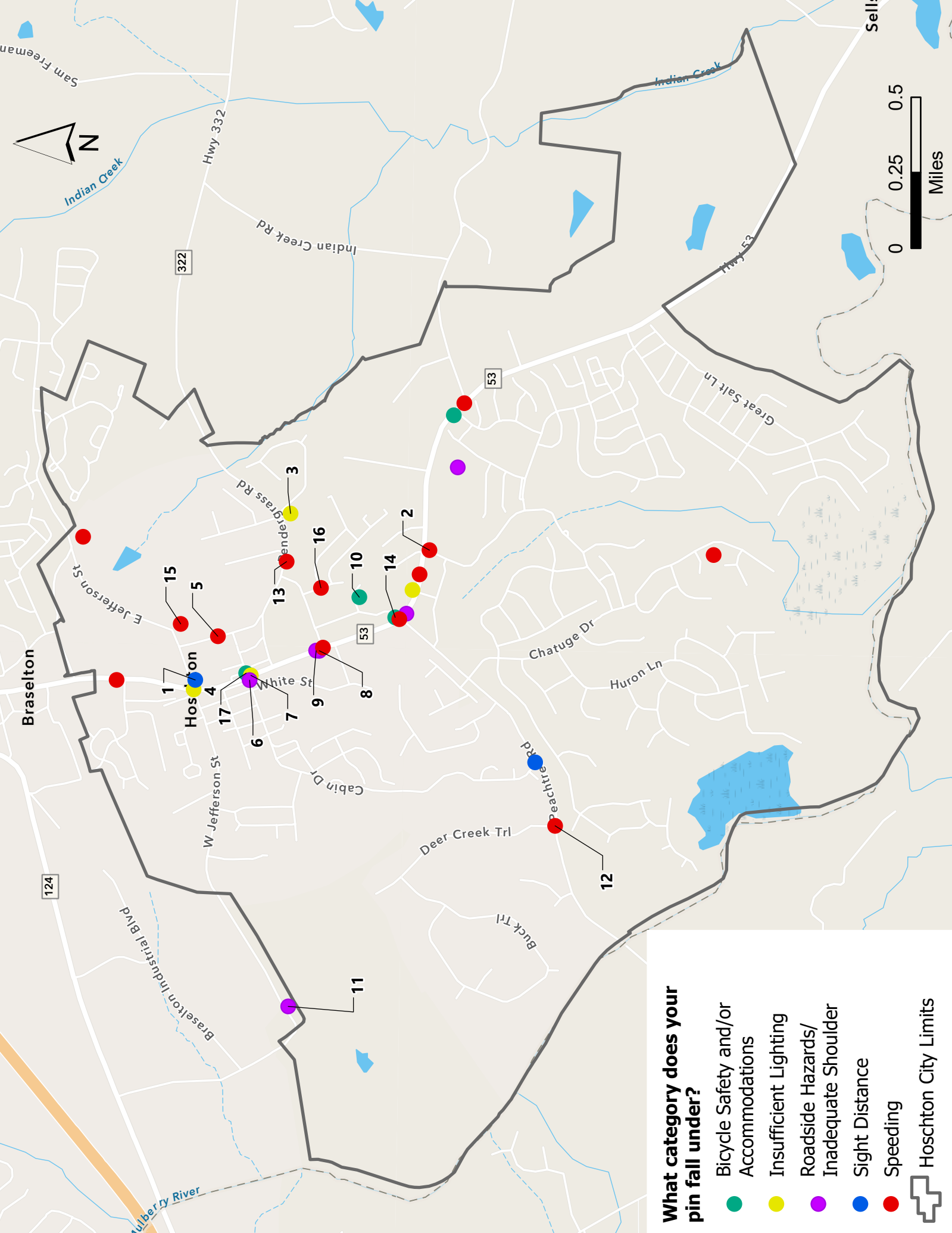
Pedestrian Safety and/or Accommodation

Label	Comment
1	golf cart path to the downtown area
2	Speed limit is too high. No walking paths on 332 and this is a big concern for students who will be riding a bike to the new High School
3	There are no connecting sidewalks from the subdivisions to the school. They randomly stop and start again.
4	We need to make the new Kroger shopping center accessible by walking paths and golf cart.
5	We can NOT have 4 lanes coming through historic Hoschton/Braselton. It will not fit without removing/displacing historic structures & eliminating multi-use path connectivity. We'll have to find another way.
6	Sidewalks by the school and in downtown and also traffic control in downtown there needs to be more stop signs or stop lights
7	Very dangerous for pedestrians to walk along the road
8	There are no sidewalks or golf cart path leading to Kroger.
9	Would love to see light with crosswalk given the school and park with how busy this intersection can get, I've seen too many confused drivers not knowing who should turn, I've also seen families walk across to get to park for rec sports
10	Need to have all of 53 golf cart path
11	Needs sidewalks on Peachtree
12	No sidewalks or bike trails
13	Needs a dedicated golf cart path to cross 53.



What category does your pin fall under?

- Bicycle Safety and/or Accommodations
- Insufficient Lighting
- Roadside Hazards/ Inadequate Shoulder
- Sight Distance
- Speeding
- Hoschton City Limits



Label	Category	Comment
1	Sight Distance	I live on Maddox and making this left from E Jefferson to 53 is treacherous.
2	Speeding	Reduced posted speed limit to 35 going either way on 53 until past the second Twin lakes entrance.
3	Insufficient Lighting	Needs lighting and sidewalks
4	Insufficient Lighting	Increased traffic makes this intersection dangerous. It needs a roundabout
5	Speeding	Speeding on New Street. It's a popular cut through. Need speed humps.
6	Roadside Hazards/Inadequate Shoulder	need more sidewalks, wider roads. roundabouts or stop lights on 53 as turning can be impossible causing people to make bad decisions and causing accidents
7	Insufficient Lighting	Please for the love of God place a traffic light here!
8	Roadside Hazards/Inadequate Shoulder	Need sidewalks
9	Roadside Hazards/Inadequate Shoulder	Lack of Left turn Lanes
10	Bicycle safety and/or accommodations	No sidewalks extending to neighboring hoods
11	Roadside Hazards/Inadequate Shoulder	Only fixed half the road.
12	Speeding	Near miss accidents
13	Speeding	Speeding towards town
14	Bicycle safety and/or accommodations	Needs to be a right turn lane from 53 on to Peachtree Road
15	Speeding	I live on east Jefferson and with the road improvements people go alot faster. There atenyant speed signs and or speed bumps
16	Speeding	The speeding in this neighborhood is ridiculous
17	Bicycle safety and/or accommodations	It would be nice to have a red light here to help the people turning

APPENDIX C – ONLINE SURVEY #2 RESULTS SUMMARY

City of Hoschton Master Transportation Plan Public Transit Survey Results

Abstract

This Survey Summary presents findings from public outreach conducted as part of the Master Transportation Plan Study. The survey gathered input on public transit, multimodal needs, and community priorities in Hoschton, Georgia.



Brittany Israel, PE
Director Water Resources & Env Compliance
Lumenor Consulting Group

Project and Public Transit Survey Overview

The City of Hoschton is currently undergoing 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 has resulted in heightened congestion and safety issues. In response, Hoschton intends to develop its inaugural citywide Master Transportation Plan.

The Public Transit Survey represents the second phase of community engagement for the Hoschton Master Transportation Plan. This survey was developed in direct response to feedback received during the first public meeting and initial survey, where residents expressed interest in exploring transit and shuttle options in more detail. To better understand community needs, preferences, and priorities, the City launched this focused Public Transit Survey on January 20, 2026 and it ran through February 10, 2026. During that time, a total of 308 responses were received. The following summary highlights key findings, themes, and takeaways that will help guide future transportation planning efforts for the City of Hoschton.

Executive Summary

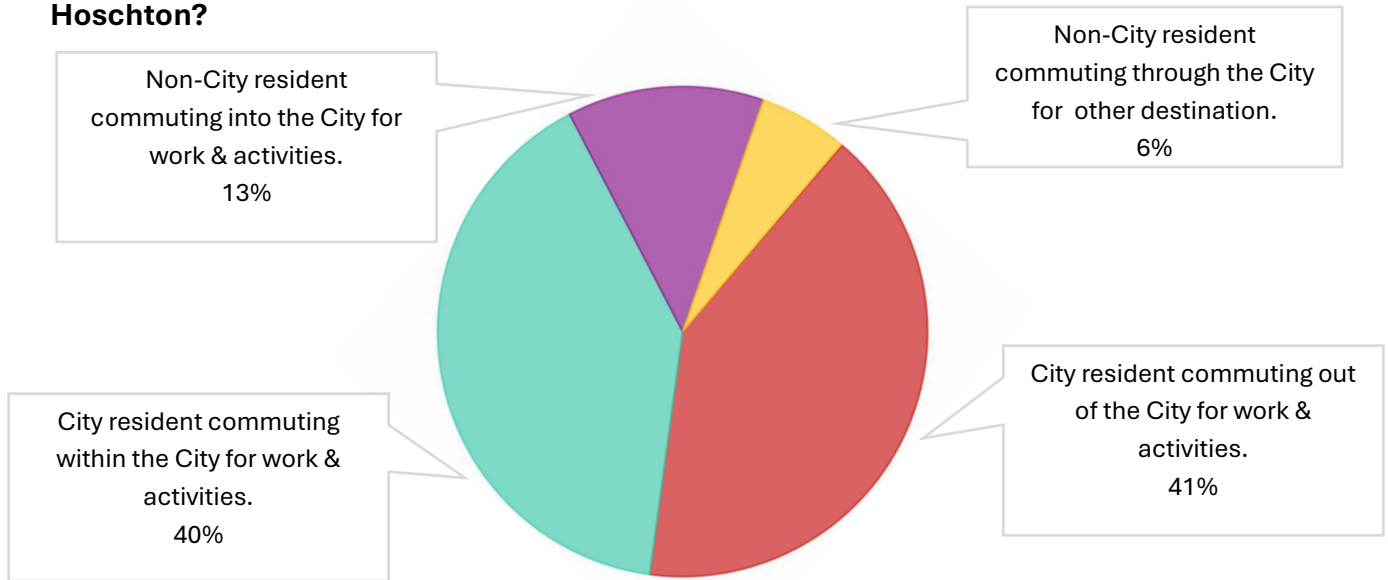
The Public Transit Survey gathered 308 responses as part of the City of Hoschton's Master Transportation Plan process. Survey results indicate that a majority of respondents (72%) do not currently see a need or desire for implementing a city public transit or shuttle system. Additionally, more than half (56%) stated they would not anticipate using such a service if offered. These findings suggest that broad, fixed-route transit implementation is unlikely to generate significant ridership under current conditions.

However, the results also highlight targeted areas of potential interest. Approximately 28% of respondents expressed support for transit options, particularly for specific trip purposes such as medical appointments and grocery or shopping trips. Survey responses further revealed limited awareness of existing Jackson County Transit services, with many participants indicating they were unaware of available on-demand transportation options but would consider using them.

The demographic profile of respondents skewed toward residents aged 55 and older, suggesting that future mobility discussions may be most relevant to aging populations and those seeking transportation alternatives for essential trips.

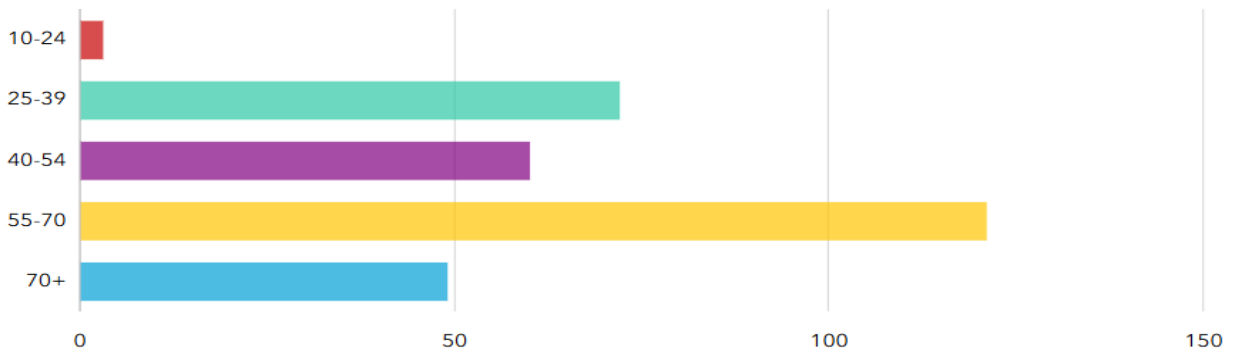
Based on these findings, immediate implementation of a standalone city transit system is not supported by current data. However, the City may consider focusing on improving awareness of existing services, exploring partnership-based or demand-responsive options, and periodically reassessing transit feasibility as growth and demographics continue to evolve.

1. Which of the following best describes your utilization of roads within the City of Hoschton?



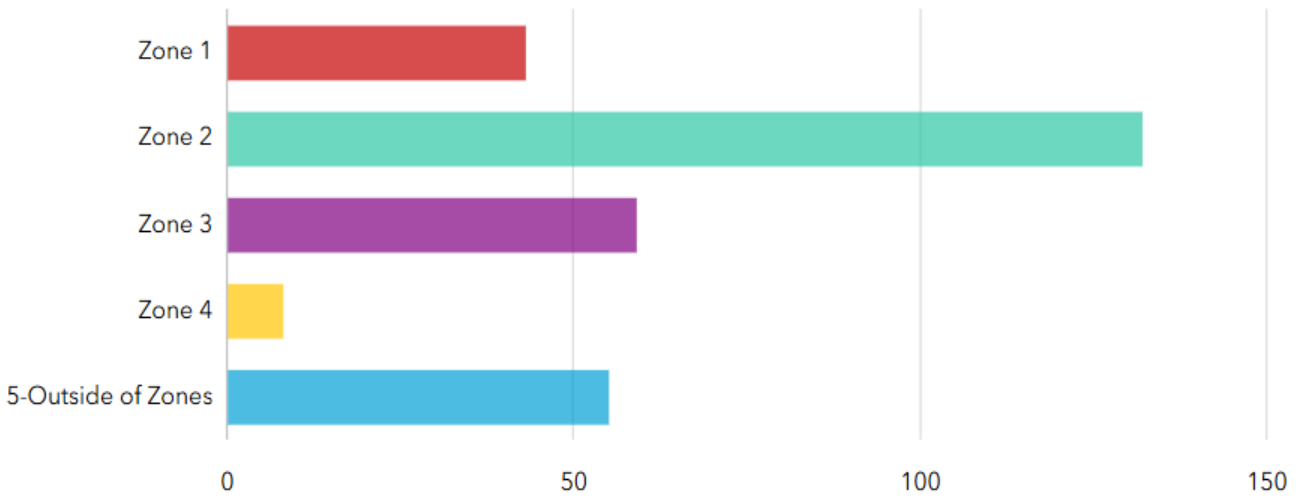
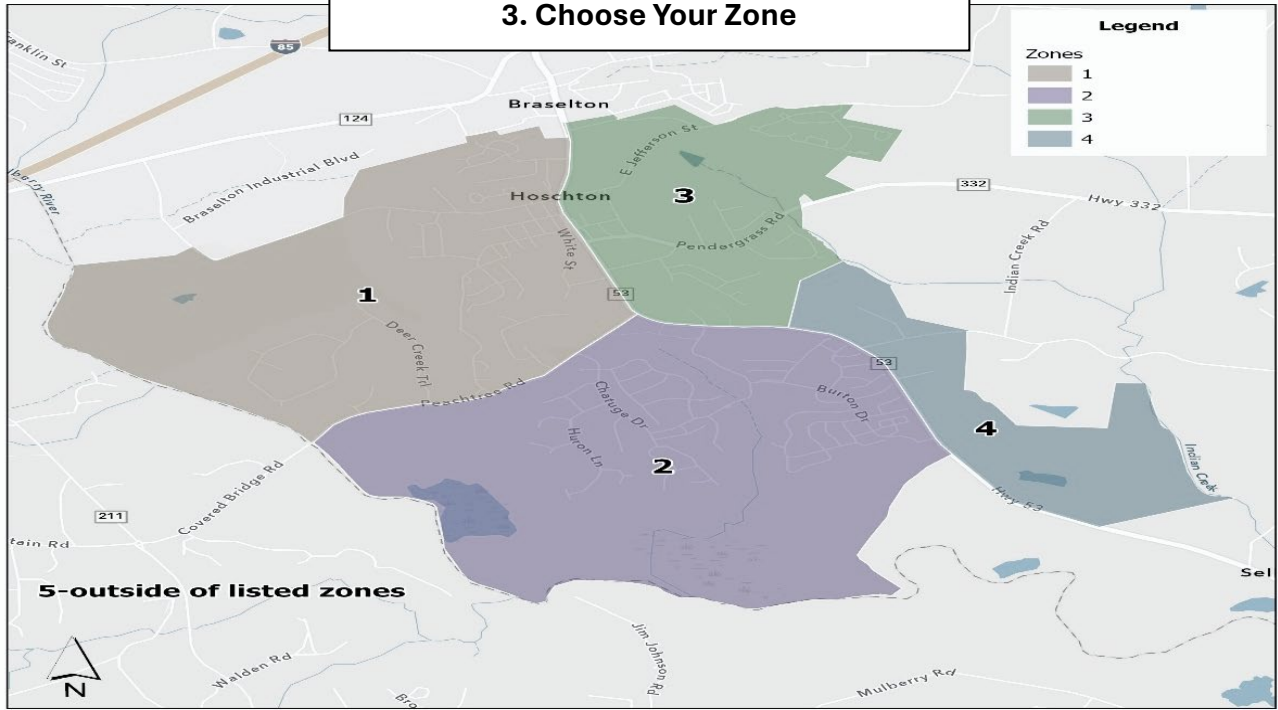
Age Group	Count	Percentage
City resident commuting out of the City for work & activities	126	40.91%
City resident commuting within the City for work and activities.	124	40.26%
Non-City resident commuting into the City for work and activities.	40	12.99%
Non-City resident commuting through the City to another destination.	18	5.84%

2. What age range do you fall into?



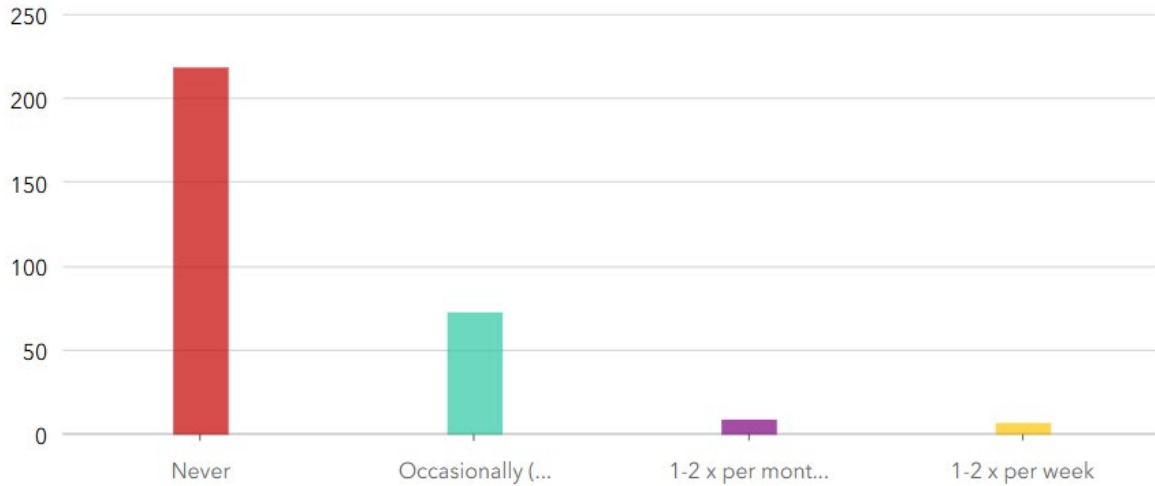
Age Group	Count	Percentage
10-24	3	0.97%
25-39	72	23.38%
40-54	60	19.48%
55-70	121	39.29%
70+	49	15.91%

3. Choose Your Zone



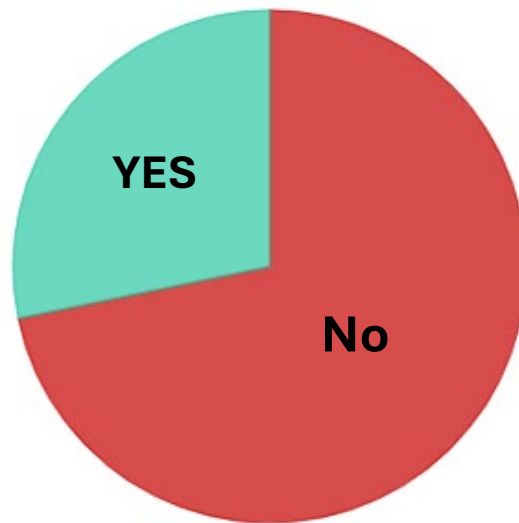
Zone	Count	Percentage
1	43	13.96%
2	132	42.86%
3	59	19.16%
4	8	2.6%
5 (Outside of list)	55	17.86%

4. How often do you use rideshare services (Uber, Lyft, etc.)?



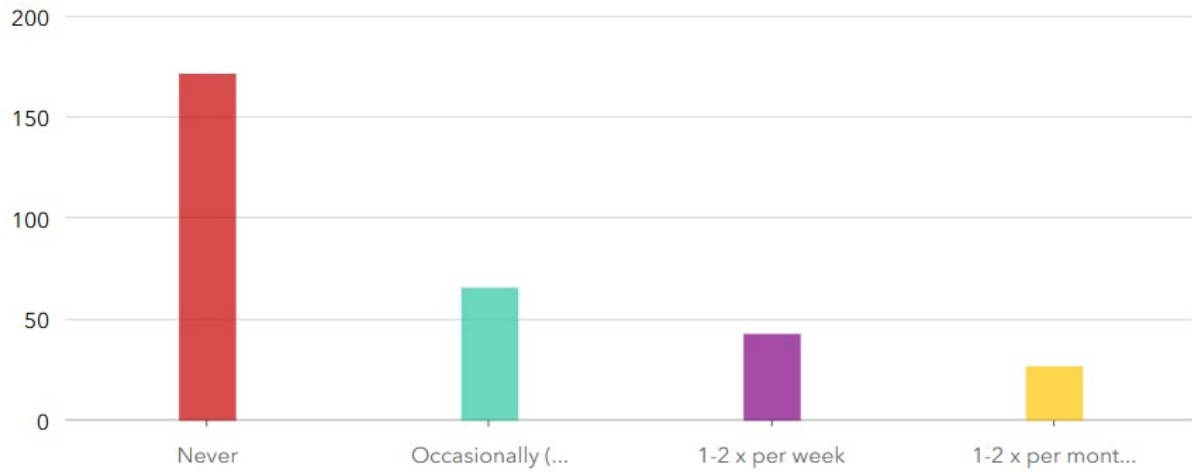
Category	Count	Percentage
Never	219	71.1%
Occasionally (once every few months)	73	23.7%
1-2 X per month	9	2.92%
1-2X per week	7	2.27%

5. 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%

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



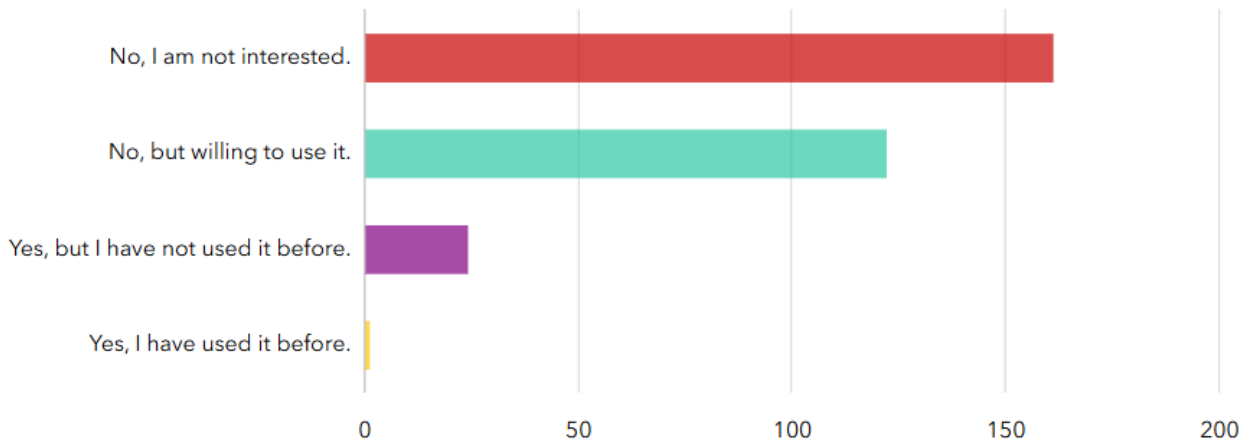
Category	Count	Percentage
Never	172	55.84%
Occasionally (once every few months)	66	21.43%
1-2 X per month	43	13.96%
1-2X per week	27	8.77%

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



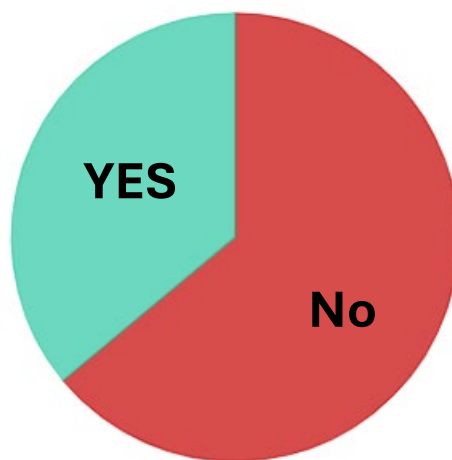
Category	Count	Percentage
Both, weekday & Weekend	148	48.05%
Weekend Only	114	37.01%
Weekday Only	46	14.94%

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



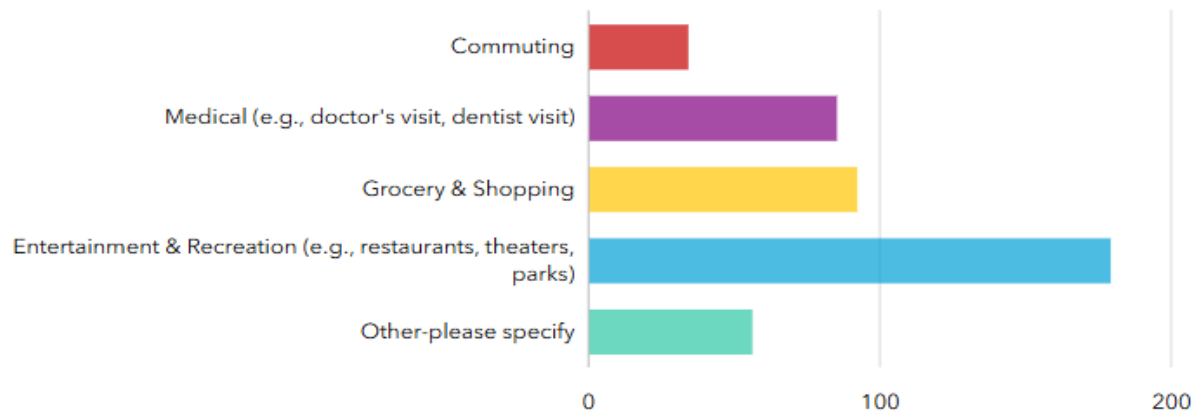
Category	Count	Percentage
No, I am not interested.	161	52.27%
No, but willing to use it.	122	39.61%
Yes, but I have not used it before.	24	7.79%
Yes, I have used it before.	1	0.32%

9. Would you be interested in joining a Mayor’s Q&A Session to learn more about what Jackson County Transit offers?



Category	Count	Percentage
No	197	63.96%
Yes	111	36.04%

10. 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%

Other-specified Responses:

A total of 56 specified other, but only 42 responses were given. Of the received response 35 emphasized transit would not be needed or used. The remaining comments stated a few additional options and destinations to consider:

#	Response
1	Special events
2	Senior Center
3	not interested if it spends government money unless riders pay 100% of cost
4	Hospital
5	Helping older people pick up groceries and things, especially during the winter.

Survey Interpretation and Implications

The results of the Public Transit Survey indicate that, at this time, there is not broad community support for implementing a standalone city public transit or shuttle system. A majority of respondents (71.75%) indicated they do not currently see a need or desire for transit service in Hoschton, and more than half (55.84%) stated they would not anticipate using such a service if offered.

These findings suggest that fixed-route or high-frequency transit is unlikely to generate substantial ridership under current conditions. Travel patterns reflected in the survey show that most respondents commute either within or outside the City by personal vehicle, reinforcing Hoschton's existing car-dependent development pattern.

Potential Use

However, the results also reveal important nuances. Nearly 28% of respondents expressed interest in public transit options, particularly for specific trip purposes such as medical appointments and grocery or shopping trips. Additionally, survey responses show limited awareness of existing Jackson County Transit services, with many respondents indicating they were unaware of available on-demand options but would consider using them. This suggests that improving communication and education about existing services may address some mobility needs without requiring new City-funded programs.

Interest in transit also appears to be situational rather than routine. In addition to essential trips, a notable portion of respondents indicated potential use for entertainment and recreational activities, including restaurants, parks, and community events. This distinction is important. While daily commuter demand appears limited, there may be openness to short-term or event-based mobility solutions.

Demographics

Demographically, the survey skewed toward residents aged 55 and older, a population segment that often values mobility options that support aging in place. This suggests that while broad system-wide transit demand may be limited, there may be targeted mobility needs within specific populations.

Moderate interest (36%) in participating in a Mayor's Q&A session further indicates that a segment of the community is open to learning more about available transit services and potential mobility strategies. This presents an opportunity for the City to engage residents in education before pursuing capital investments.

Planning Implications

Based on the survey findings, the following considerations are recommended:

- **Prioritize education and awareness.** Improve communication regarding existing Jackson County Transit services and evaluate whether increased awareness reduces unmet mobility needs.
- **Explore targeted mobility strategies.** If transit efforts are pursued, focus on limited, demand-responsive, or partnership-based services that serve key destinations such as medical facilities and retail centers.
- **Consider event-based pilot programs.** As Hoschton hosts large community gatherings and special events, temporary shuttle services could be tested to reduce congestion, provide accessibility, and evaluate real-world ridership demand in a low-risk environment.
- **Engage residents in dialogue.** A Mayor's Q&A or similar forum may help clarify service options, address misconceptions, and gather feedback before future decisions.
- **Monitor growth and reassess.** As the City continues to grow and demographics evolve, mobility needs may shift. Periodic reassessment of transit feasibility is recommended.

Overall, the survey results suggest that while citywide transit implementation may not be warranted at this time, there is value in continuing to evaluate targeted, partnership-driven, and pilot-based mobility strategies that align with the community's needs and growth trajectory.

APPENDIX D – PROJECT SCORING & PRIORITIZATION

HOSCHTON MASTER TRANSPORTATION PLAN - PROJECT SCORING AND PRIORITIZATION

Project ID	Project Name	Weight	Mode Choices	Traffic Operations	Traffic Safety	Economic Vitality	Financial Stewardship	Community Livability	Public Input	Total	Totalx10
PB1	New Sidewalk on Jefferson Street	2	20%	5%	20%	5%	25%	10%	15%		20
PB2	New Sidewalk on Broad Street	2	2	2	2	1	2	3	3	2.0	21
PB3	Sidewalk Improvement on Cabin Drive	2	2	1	1	1	2	3	1	1.7	17
PB4	New Sidewalk on New Street	2	2	1	1	1	2	3	0	1.5	15
PB5	New Sidewalk on SR 332/Pendergrass Road	2	2	2	2	1	2	3	2	2.1	21
PB6	New Sidewalk on Towne Center Parkway	2	2	2	2	2	2	3	2	2.1	21
PB7	New Sidewalk on W Jackson Road	2	2	2	2	1	2	3	1	1.9	19
PB8	New Sidewalks in Downtown Hoschton	3	3	3	2	2	1	3	3	2.3	23
PB9	New Multi-use path on Peachtree Road	3	3	3	2	2	0	3	3	2.0	20
PB10	New Multi-use path on Peachtree Road to Kroger	3	3	3	2	2	2	3	3	2.5	25
PB11	New Multi-use path on White Street	3	3	3	2	2	1	3	3	2.3	23
PB12	New Multi-use path on Jopena Boulevard to Kroger	3	3	2	2	1	2	3	2	2.3	23
PB13	New Multi-use path on Jackson Trail Road (Sell's Mill Connector Trail)	3	3	3	2	1	0	3	0	1.5	15
PB14	New Multi-use path to SR 124 (Hoschton Life Path)	3	3	3	1	2	0	3	2	1.7	17
PB15	New Ped, Bike, PTV Crossing Improvement on SR 53 at Jefferson Street	2	2	1	2	1	3	3	0	2.0	20
PB16	New Ped, Bike, PTV Crossing Improvement on SR 53 at Broad Street	2	2	1	2	1	3	3	1	2.1	21
PB17	New Ped, Bike, PTV Crossing Improvement on SR 53 at Peachtree Road	2	2	1	2	1	3	3	2	2.3	23
PB18	New Multi-use path east of SR 53 (Hoschton Life Path Alt#1)	3	3	2	2	1	0	3	0	1.5	15
PB19	Jackson County Connector Trail on SR 53	3	3	2	2	1	0	3	0	1.5	15
PB20	Citywide Pedestrian-Level Lighting	2	2	1	2	1	0	3	1	1.4	14
PB21	Citywide Sidewalk Repavement and ADA Ramp Upgrades	2	2	1	2	1	3	3	0	2.0	20
O1	SR 53 at Jefferson Street Intersection Improvement	0	0	3	2	2	2	1	3	1.7	17
O2	SR 53 at Peachtree Road Intersection Improvement	0	0	3	2	2	2	1	2	1.6	16
O3	SR 53 at Jackson Trail Road Intersection Improvement	0	0	3	2	2	2	1	2	1.6	16
O4	SR 53 at Jefferson Street Signal Warrant Analysis	0	0	3	2	2	3	1	3	2.0	20
O5	SR 53 at Broad Street Signal Warrant Analysis	0	0	3	2	2	3	1	3	2.0	20
O6	SR 53 at W Jackson Road Signal Warrant Analysis	0	0	3	2	2	3	1	3	2.0	20
O7	SR 332/Pendergrass Road Realignment	0	0	3	1	1	0	1	3	1.0	10
O8	Downtown Hoschton Parking Improvement	1	1	3	1	1	2	1	3	1.7	17
O9	Peachtree Road Maintenance and Repavement	0	0	2	1	1	1	2	1	1.0	10
O10	W Jefferson Street Maintenance and Repavement	0	0	2	1	1	2	2	1	1.2	12
S1	Peachtree Road Traffic Calming	2	2	0	3	2	2	3	3	2.4	24
S2	Peachtree Road Lighting & Drainage Improvements	1	1	1	2	0	2	3	1	1.6	16
S3	SR 332/Pendergrass Road Traffic Calming	2	2	0	3	1	2	3	2	2.2	22
S4	New Street Signing & Marking Improvements	0	0	1	2	0	3	3	2	1.8	18
S5	Peachtree Road at Deer Creek Trail Intersection Sight Distance Improvement	0	0	2	3	0	3	2	3	2.1	21