GAINESVILLE-HALL
Metropolitan Planning Organization

2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.5541
ghmpo.org

Policy Committee

Tuesday, August 13, 2024, 10:00 AM
Commission Meeting Room, 2nd Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

1. **Welcome – Commissioner Jim Hix, Chair**

2. **Approval of May 14, 2024 Meeting Minutes**

3. **Update from the Technical Coordinating Committee (TCC)**

4. **Update from the Citizens Advisory Committee (CAC)**

5. **Presentation on Metropolitan Transportation Plan: 2025 Update Draft Project List**
   - Steve Cote, RS&H

6. **Approval of Draft Flowery Branch Parking and Mobility Study**
   - Tonya Parrish, City Manager, Flowery Branch

7. **Approval of Draft Amendment #3 to the FY 2024-2027 Transportation Improvement Program (TIP)**
   - Michael Haire, GHMPO

8. **Approval of Draft GHMPO Committee Bylaws**
   - Michael Haire, GHMPO

9. **Approval of Draft Application for Additional PL Funds for the Hoschton Transportation Plan**
   - Joseph Boyd, GHMPO

10. **Other**
   - State Route 13 / Atlanta Highway Corridor Study Update
   - Hall County Safe Streets for All (SS4A) Grant Update

11. **Jurisdiction and Agency Reports**
   - City of Flowery Branch
   - City of Gainesville
   - City of Oakwood
   - City of Buford
   - City of Hoschton
   - Town of Braselton
   - Federal Highway Administration
   - Georgia Department of Transportation
   - Georgia Mountains Regional Commission
   - Northeast Georgia Regional Commission
   - Hall Area Transit
   - Hall County
   - Jackson County

12. **Public Comment**

13. **Upcoming Meeting Date: ~~November 12, 2024~~ December 10, 2024**

14. **Adjourn**

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Policy Committee

Commission Meeting Room, 2nd Floor, Hall County Government Center
Draft Minutes of May 14, 2024 Meeting

Voting Members Present:
Mayor Ed Asbridge, City of Flowery Branch, Chair
Mayor Sam Couvillon, City of Gainesville
Mayor Lamar Scroggs, City of Oakwood
Chairman Richard Higgins, Hall County
Commissioner Jeff Stowe, Hall County
Commissioner Jim Hix, Jackson County
Megan Weiss, GDOT

Voting Members Absent:
Commissioner Kathy Cooper, Hall County

Others Present:
Matt Tarver, City of Gainesville
Chris Rotalsky, City of Gainesville
B.R White, City of Oakwood
Jennifer Kidd-Harrison, City of Hoschton
Mayor Debbie Martin, City of Hoschton
Justin Lott, GDOT
Brandon North, GDOT
Jared Lombard, FHWA
Gina Roy, Jackson County
Bill Nash, Hall County
Frank Miller, Hall County
Phillippa Lewis Moss, Hall Area Transit
Joseph Boyd, GHMPO
Michael Haire, GHMPO
Jeff Gill, Gainesville Times

1. Welcome – Mayor Ed Asbridge, Chair

Mayor Asbridge opened the meeting at 10:00 AM.

2. Approval of February 13, 2024 Meeting Minutes

MOTION: Chairman Higgins made a motion to approve of the February 13, 2024 meeting minutes, which received a second from Commissioner Stowe, and the motion passed by unanimous vote.

3. Update from the Technical Coordinating Committee (TCC)

Mr. Boyd provided the committee with a brief recap of the most recent Technical Coordinating

Committee meeting, which took place on April 24, 2024. The TCC unanimously recommended approval of all agenda items.

4. Update from the Citizens Advisory Committee (CAC)

Mr. Boyd provided a brief recap of the recent Citizens Advisory Committee meeting, which took place on April 25, 2024. The CAC unanimously recommended approval of all agenda items.

5. Presentation on 2020 Base Year and 2055 Do-Nothing Travel Demand Models

Mr. North presented the 2020 Base Year and 2055 Do-Nothing Travel Demand Models for the Georgia Department of Transportation. Mr. North explained that the purpose of the Travel Demand Models is to serve as an analysis tool to forecast travel demand and transportation performance, replicate the existing trip making characteristics, forecast future travel demand, and identify transportation network deficiencies.

The 2020 Base Year Travel Demand Model uses the 2020 Base Year Socioeconomic (SE) Data to model existing traffic conditions and travel demand, providing a level-of-service (LOS) rating for major roads in the GHMPO planning area. The 2055 Do-Nothing Travel Demand Model projects demand out to 2055 based on the 2055 Base Year SE Data, and provides a projected LOS if no more roadway improvements were completed between now and then, aside from projects that already have their construction funding committed in the GHMPO Transportation Improvement Program (TIP).

Mr. North discussed each Travel Demand Model and showed maps that provided a graphic representation of the LOS on many major corridors. Mr. North also provided an overview of Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) to show the impact on travel conditions in 2055.

Finally, Mr. North discussed the next steps in developing the four remaining Travel Demand Models, which will require the MPO to send additional project lists to factor in projects that will be under construction prior to 2055.

Mr. North received a question from Commissioner Stowe regarding whether projects included in a potential upcoming TSPLOST will be factored into future Travel Demand Models, to which Mr. North clarified that they would be included in a future project list and factored into the remaining Travel Demand Models that have not yet been developed.

MOTION: Chairman Higgins made a motion to approve the 2020 Base Year and 2055 Do-Nothing Travel Demand Models, which received a second from Commissioner Stowe, and the motion passed by unanimous vote.

6. First Review of Updated GHMPO Bylaws

Mr. Boyd introduced a routine update to the GHMPO Bylaws, which govern how the three MPO committees are to be organized. The changes made in this update to the PC Bylaws include the following:

- First meeting of the year has been moved from the second Tuesday of March to the second Tuesday of February.
- Added text permitting voting via teleconference or phone.

The GHMPO Bylaw updates are anticipated to be adopted during the next round of Committee meetings in July and August.

7. Approval of Draft Amendment #2 to the FY 2024-2027 Transportation Improvement Program (TIP)

Mr. Boyd introduced the second amendment to the FY 2024-2027 Transportation Improvement Program (TIP). Mr. Boyd explained that this amendment updates the funding for two projects and removes a third project from the TIP. Additionally, this amendment makes minor revisions to the Committee membership lists, and adds language clarifying which project updates are eligible for amendments vs. an administrative modification. The three projects being updated in this amendment are listed below:

- **Project Update: GH-016 / PI 003626 – Sardis Road Connector from SR 60 to Sardis Road near Chestatee Road**
  - Construction (CST) funding updated from $36,637,685.00 to $56,476,681.24
  - Construction (CST) year changed from FY 2024 to FY 2025
- **Project Update: GH-020A / PI 122060 – Widening of US 129 from Lakeview Street to south of Nopone Road (Phase I)**
  - Construction (CST) funding updated from $47,173,294.00 to $58,108,002.91
- **Project Removal: GH-023B / PI 0015280 – Spout Springs Road Widening Phase II – From Union Circle to South of SR 347**
  - Construction (CST) and Utilities (UTL) shifted from FY 2024 to FY 2028

MOTION: Commissioner Stowe made a motion to approve Amendment #2 to the FY 2024-2027 Transportation Improvement Program (TIP), which received a second from Chairman Higgins, and the motion passed by unanimous vote.

8. Approval of Draft GHMPO 2024 Participation Plan

Mr. Haire introduced the final draft of the GHMPO 2024 Participation Plan. Mr. Haire explained that this document was previously included as a part of the Title VI Plan and is now, at GDOT's request, being adopted as a standalone document. The purpose of the Participation Plan is to, for the benefit

of the public, outline the procedures for the GHMPO planning process and list the strategies that the MPO uses to solicit public participation.

MOTION: Commissioner Stowe made a motion to approve of the GHMPO 2024 Participation Plan, which received a second from Chairman Higgins, and the motion passed by unanimous vote.

9. Approval of Draft GHMPO 2024 Title VI Plan

Mr. Haire introduced the Draft GHMPO 2024 Title VI Plan, which serves as an update to the 2021 Title VI Plan. The purpose of the Title VI Plan is to ensure that GHMPO does not discriminate against any members of the public when conducting planning activities. The Title VI Plan outlines the processes through which the public can file a Title VI complaint against GHMPO, and lists out all previous investigations, complaints, and lawsuits, of which there are none to date.

MOTION: Chairman Higgins made a motion to approve the GHMPO 2024 Title VI Plan, which received a second from Commissioner Stowe, and the motion passed by unanimous vote.

10. Other

Mr. Haire provided a brief update on the Metropolitan Transportation Plan: 2025 Update and the Bicycle and Pedestrian Plan Update. The project team is initiating the public involvement efforts for these projects, and an online survey will be launched in the next few weeks. Additionally, outreach materials will be distributed to local jurisdictions to aid in outreach efforts.

Mr. Haire discussed recent efforts to develop an application for additional PL funds in order to conduct a City of Hoschton Transportation Master Plan. This PL application will be included in the next round of Committee meetings, and will be submitted to GAMPO in September.

Mr. Haire also discussed the State Route 13 / Atlanta Highway Corridor Study, which will examine improvements that can be made on State Route 13 / Atlanta Highway from north of Thurmon Tanner Road up to Jesse Jewell Parkway. This project has been put out for bid, and the bid window will close on May 30th.

Mr. Boyd provided an update on the Hall County, Georgia Safe Streets for All Action Plan. Public involvement efforts will commence this summer and the MPO will keep all local jurisdictions informed of how they can be involved and the progress of the plan.

11. Jurisdiction and Agency Reports

Representatives shared the status of projects being completed by their jurisdictions: Mayor Asbridge for the City of Flowery Branch, Mr. White for the City of Oakwood, Mr. Tarver for the City of Gainesville, Mayor Martin for the City of Hoschton, Mr. Lott for the Georgia Department of

Transportation, Mr. Lombard for the Federal Highway Administration, Ms. Moss for Hall Area Transit, Ms. Roy for Jackson County, and Mr. Miller for Hall County.

12. Public Comment

In response to Mr. Lombard's discussion on discretionary grants, Commissioner Stowe asked Mr. Boyd to ask the City of Gainesville about potential improvements at the railroad crossing near White Sulphur and Pine Valley Road, and if there is any grant funding that the MPO should apply for to facilitate improvements.

Commissioner Stowe asked Mr. Lott about the intersection of State Route 60 and Calvary Church Road, and whether it would be possible to add a green left-turn arrow off of SR 60 and onto Calvary Church Road. Mr. Lott replied that he would check with GDOT Traffic Operations and see what can be done at that intersection.

13. Upcoming Meeting Date

Mayor Asbridge reminded the Committee of their next meeting date on August 13, 2024. Jackson County Commissioner Jim Hix will begin serving as the Policy Committee Chair for FY 2025.

14. Adjourn

There being no other items of business, the meeting adjourned at 10:30 AM.

_____
Commissioner Jim Hix, Chair

_____
Michael Haire, GHMPO

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GAINESVILLE-HALL
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MEMORANDUM

To: **Policy Committee Members**

From: **Steve Cote, RS&H**

Date: **August 6, 2024**

Re: **Presentation on Metropolitan Transportation Plan: 2025 Update Draft Project List**

On July 24th, GHMPO and RS&H staff met with the Steering Committee for the Metropolitan Transportation Plan (MTP): 2025 Update, which is currently under development and anticipated to be adopted in May of 2025. At this meeting, RS&H presented a draft project list for the plan, which will serve to address congestion levels projected for 2055. Local jurisdiction staff was given the opportunity to discuss the projects and provide clarification on several questions that GHMPO and RS&H had regarding the status of projects programmed in the previous 2020 plan. The draft project list was then sent out to Technical Coordinating Committee and Citizens Advisory Committee members for two weeks of review.

Steve Cote, project manager at RS&H, provides a presentation on the draft project list.

RECOMMENDED ACTION: **None**

Attachment: *Presentation on Metropolitan Transportation Plan: 2025 Update Draft Project List*

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TECHNICAL MEMO

Date: 7-17-2024

Subject: **Development of Draft Project Needs List**
for the 2025 GHMPO MTP Update

To: GHMPO Staff and MPO Committee Members

From: RS&H

Purpose and Background

The development of the Draft Project Needs List is a key component of the GHMPO 2025 Metropolitan Transportation Plan (MTP). It involves a multistep process that assesses transportation needs and priorities. The first step in the development of the MTP project list is the evaluation of transportation needs. This step includes the assessment of previously programmed projects, existing safety and congestion challenges, and future identified congestion that is identified using the GHMPO regional travel demand model.

Since the MTP must be fiscally constrained, meaning projects in the plan can be implemented using committed or available revenue sources through the MTP horizon year (2055), the Draft Project Needs List must be refined using financial filters. The financial analysis includes a detailed assessment of projected projects costs by project phase in year of expenditure (YOE) dollars. Since there are not enough funds to complete all the projects needed in the planning area, the projects are then ranked against the projected financial resources (or budget) of state and financial funding forecast for the GHMPO planning area through 2055 provided by GDOT.

Only projects that will use federal / state funding and can be funded within the projected financial resources are included in the financially constrained list. The remaining projects will be included in a separate list.

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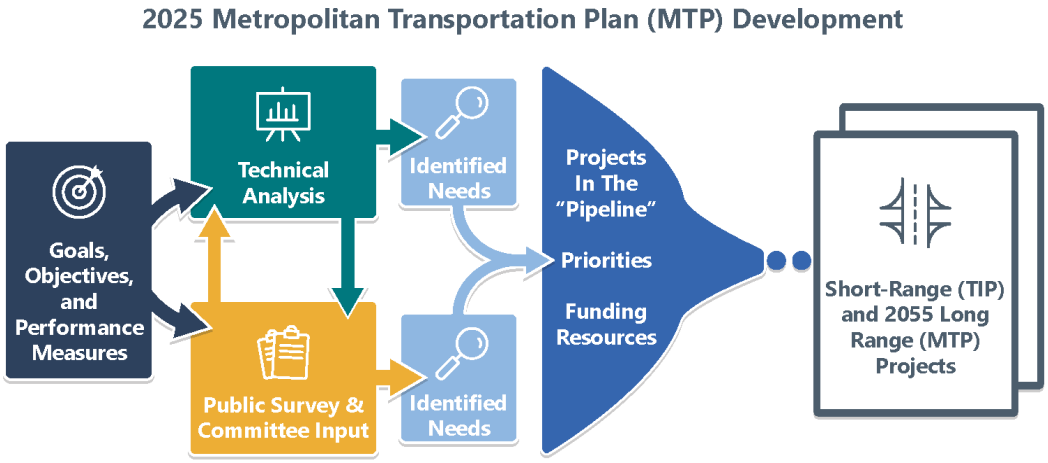

Development of Needs Lists Methodology

At this time, no detailed project costs or available federal / state funding projections have been developed. As such, the needs list is intended to serve as the framework for development of the refined updated TIP and MTP financially constrained project lists over the coming months.

For development of the draft needs list for consideration and review by the GHMPO committees, existing and potential projects were placed into one of the five following categories:

1. **Transportation Improvement Program (TIP) Projects** – The TIP is the short-term four (4) implementation plan for the MTP and reflects the schedule of the preliminary engineering, right-of-way acquisition, utility and construction activities for transportation improvements over a four-year period. This list includes all projects in the FY 2024-FY 2027 TIP as of July 2024 (representing the most current amended TIP dated May 2024).

   All projects in the TIP are assumed to be fully funded and constructed during the planning horizon for the MTP (2055). The project costs will be subtracted from the total federal/state funds available in the planning area before any candidate projects are evaluated. These projects are included in **Table 1** at the end of this memo.

2. **Federal and State Funded Projects –** This list is the projects that will be funded using federal / state funding available in the planning area. These projects will be ranked using an evaluation process agreed upon by the MTP Committee and assigned funds that remain after the TIP projects are allocated. All Federal and State Funded Projects that can be funded within projected financial sources will be included in the financially constrained plan. These projects are included in **Table 2** at the end of this memo.

3. **TSPLOST Projects –** TSPLOST projects are projects identified by Hall and Jackson counties to be funded using TSPLOST money, assuming both county referendums are approved by voters in November 2024. TSPLOST is an optional 1% County sales tax passed via referendum to fund

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transportation projects. These projects may also be partially funded using federal / state funds. These projects are listed separately from the "Federal and State Funded Projects" in the interim as part of development of the comprehensive needs list. Should one or both referendums pass in November, one or more of these projects may move into one of the first two categories using a combination of federal, state and local TSPLOST funds.

The MTP contains projects of regional significance while many TSPLOST projects are of local importance and priority. GHMPO staff proposes to consider assigning federal / state funds to TSPLOST projects that have a GHMPO # or are on a state road (highlighted in green in Table 3 below) should any funding remain for inclusion into the financially constrained MTP. Final lists for scenarios with and without the TSPLOST passing will be considered as part of the MTP development. These projects are included in **Table 3** at the end of this memo.

4. **Potential Projects – NOT TSPLOST –** Potential projects are defined as locations where safety and congestion issues have been identified by GHMPO staff and through preliminary technical analysis by the consultant, but no projects have been programmed.

   Locations include:
   - Location observed by GHMPO staff as having safety and congestion issues
   - Top 10 level of service (LOS) issues identified by consultant – locations with LOS F in the 2020 base year and 2055 future year based upon results from the GHMPO travel demand model
   - Top 10 safety issues identified by consultant – segments and intersections with high crash rates, fatalities, or more than one crash involving a bicyclist or pedestrian

   These potential project locations are identified and listed for assessment and review by GHMPO members to determine if any warrant further development into a more defined transportation project. This may include the recommendation for additional study to confirm deficiencies, and identify the need for mitigating improvements, the type of improvements needed, and the improvement specifics. Should a need be identified, scoping studies may be funded prior to the 2055 horizon year (and included in the financially constrained plan), with subsequent project phases to be funded according to priority, need and funding availability. GHMPO staff is looking for input from the appropriate jurisdiction as to whether these potential projects warrant further assessment and consideration into the GHMPO needs list. These projects are included in **Table 4** at the end of this memo.

5. **Questionable Projects –** Questionable projects are "legacy projects" projects that have been included in previous MTPs, but whose need and priority are not confirmed. GHMPO staff is looking for input from the appropriate jurisdiction as to whether these projects should be moved to the Federal and State Funded Projects list for ranking or removed from further consideration. These projects are included in **Table 5** at the end of this memo.

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Needs Lists by Category (Tables 1 – 5)

Table 1: FY 2024-FY2027 TIP Projects (July 2024)

PI #	GHMPO #	County	City	Project Name	Project Type
0016862	GH-020B	Hall	--	SR 11/US 129 from Brittany Court to S of Lakeview St - Phase II	Widening
0016863	GH-020C	Hall	Gainesville	SR 11/US 129 from Limestone Parkway to N of Brittany Court - Phase III	Widening
132610	GH-038	Hall	--	SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville	Widening
0015551	GH-119	Hall	Gainesville	SR 60/Thompson Bridge Road at Chattahoochee River	Bridge Replacement
0017392	GH-121	Hall	Gainesville	Green Street Improvements	Roadway Operations
0015918	GH-126	Hall	Gainesville	SR 60/Greet Street at CS 898/Academy Street	Roundabout
0013762	GH-130	Hall, Lumpkin	--	SR 60/Thompson Bridge Road from SR 400/Lumpkin to Yellow Creek Road/Hall	Widening
0017735	GH-141	Hall	Clermont	SR 283/Holly Springs Road at Flat Creek	Bridge Replacement
0019079	GH-144	Hall	Clermont	SR 284/Shoal Creek Road at Eubank Creek	Bridge Replacement
0016089	GH-147*	Hall	Braselton	Widening of State Route 211 from Pinot Noir Drive to State Route 347 / Friendship Road	Widening

Note: Projects in the TIP that will be constructed in FY 2025 were removed from this list. For the purposes of this needs list, only roadway projects are included.
*= Only 1% of project is in Hall County, 99% of project is in Barrow County

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Table 2: Federal & State Funded Projects

PI #	GHMPO #	County	City	Project Name	Project Type
0007233	GH-025	Hall	Braselton	SR 211/Old Winder Highway from SR 53/Winder Highway to SR 347/Friendship Road	Widening
0001822	GH-033	Hall	Oakwood, Flowery Branch	SR 13/Atlanta Highway/Falcon Parkway from Radford Road to South of SR 53/Winder Highway	Widening
0014129	GH-035	Hall	Gainesville	SR 11/US 129/Cleveland Highway from North of CR 65/Nopone to SR 284/Clarks Bridge Road	Widening
0013310	GH-040	Hall, Jackson	--	SR 53/Winder Highway From I-85/Jackson County to SR 211/Tanners Mill Road/Hall County	Widening
0013574	GH-046	Hall	--	SR 323/Gillsville Highway from SR 11/US 129/Athens Highway to SR 82/Holly Springs Road	Widening
	GH-105	Hall	Gainesville	EE Butler Parkway/Athens Street at MLK Jr. Boulevard Intersection Improvements	Intersection Improvements
0014130	GH-120	Gwinnett, Hall	Oakwood, Flowery Branch, Buford	I-985 From I-85/Gwinnett to SR 53/Mundy Mill Road	Widening
	GH-131	Hall	Gainesville, Oakwood	I-985 widening from SR 53/Mundy Mill Road to SR 365/Lanier Tech Drive	Widening

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Table 3: TSPLOST Projects

PI #	GHMPO #	County	City	Project Name	Project Type
0013626	GH-018*	Hall	--	SR 369/Browns Bridge Road from SR 53/McEver Road to Forsyth County Line	Widening
0015280	GH-023B	Hall	Braselton	Spout Springs Road Phase II from Union Circle to South of Thompson Mill Road	Widening
122030	GH-079	Hall	Gainesville, Oakwood, Flowery Branch	McEver Road Widening - Jim Crow Road to SR 53/ Mundy Mill Road	Widening
0001821	GH-084	Hall	Flowery Branch, Buford	McEver Road From SR 347/Lanier Islands Parkway to CS 537/Gainesville Street	Widening
--	GH-100*	Hall	Gainesville	SR 369/Browns Bridge Road - Operations	Roadway Operations
--	--	Hall	Oakwood	McEver Road and Flat Creek Road Intersection	Intersection Improvement
--	--	Hall	--	McEver Road and Lights Ferry Road Intersection	Intersection Improvements
--	--	Hall	Flowery Branch	McEver Road and Gaines Ferry Intersection	Intersection Improvements
--	--	Hall	Gainesville	White Sulphur Road and Crescent Drive Corridor Improvements	Corridor Improvements
--	--	Hall	Gainesville	Ridge Road Corridor Improvements	Corridor Improvements
--	--	Hall	Gainesville	Park Hill Drive from Oak Tree Drive to South Enota Drive (improvements at key intersections)	Corridor Improvements
--	--	Hall	Gainesville, Lula	SR 365 Safety Improvements	Safety Improvements

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PI #	GHMPO #	County	City	Project Name	Project Type
--	--	Hall	Gainesville	Little Five Points Intersection Improvements (roundabout at the intersection of Skitts Mountain Road, Belton Bridge Road, and Holly Springs Road)	Intersection Improvement
--	--	Hall	--	Mt Vernon Road and Rilla Road Intersection	Intersection Improvement
--	--	Hall	--	Mt Vernon Road and Jim Hood Road Intersection	Intersection Improvement
--	--	Hall	--	Memorial Park Drive and Atlanta Highway Intersection	Intersection Improvement
--	--	Hall	--	Thompson Mill Road Improvements	Operational Improvements
--	--	Hall	--	Frazer Road Corridor Improvements	Operational Improvements
--	--	Hall	Flowery Branch	Mulberry Street Connector	New Roadway
--	--	Hall	Oakwood	Old Oakwood Road at Balus Creek Road Culvert Replacement and Road Alignment	Operational Improvements
--	--	Hall	--	Main Street, Flat Creek Road, and Old Oakwood Road Intersection Improvements	Intersection Improvement
0013086	GH-102	Jackson	--	I-85 at SR 60 - New Interchange	New Interchange
--	--	Jackson	Braselton	Widen SR 124 from Henry Braselton Drive to SR 332	Widening
--	--	Jackson	--	Lanier Road Upgrades	Widening
--	--	Jackson	--	Sam Freeman Road Upgrades	Widening
--	--	Jackson	--	McNeil Road Upgrades	Widening

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PI #	GHMPO #	County	City	Project Name	Project Type
--	--	Jackson	--	Brooks Road/SR 60 Intersection	Intersection Improvement
--	--	Jackson	--	Hwy 332/Boone Road Intersection Improvement	Intersection Improvement
--	--	Jackson	Braselton	New Cut Road Improvements from SR 53 to SR 60	Improvement/Widening/Bridge
--	--	Jackson	Hoschton	Hwy 332/New High School Site	Intersection Improvement
--	--	Jackson	--	Skelton Road/SR 124 Intersection Improvement	Intersection Improvement
--	--	Jackson	Talmo	Mountain Creek Church Road/Brooks Road Intersection Improvement	Intersection Improvement
--	--	Jackson	--	Brooks Road/SR 124 Intersection Improvement	Intersection Improvement
--	--	Jackson	--	Brooks Road/SR 60 Intersection Improvement	Intersection Improvement

*If GH-018 is completed, then the operational study of GH-100 will not be necessary.
Note: The highlighted projects are the TSPLOST projects GHMPO staff proposes to consider assigning federal / state funds.

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Table 4: Potential Projects – Not TSPLOST

ID #	Source	County	City	Project Name	Project Type	Project Reasoning
4-1	GHMPO	Hall	Oakwood	Widen SR 53/Mundy Mill Road East-Bound from 2 to 3 lanes from NSRR bridge to Thurmon Tanner Pkwy	Feasibility Study	Heavy congestion observed; LOS and safety issues
4-2	GHMPO	Hall	Gainesville	New Project to address congestion and safety along SR 60/Candler Rd (maybe split current widening project GH-111 into two?)	Feasibility Study	Heavy congestion and high accident rate observed; LOS and safety issues
4-3	GHMPO	Hall	Gainesville	New 4-Lane Roadway to connect terminus of Sardis Road Connector at SR 60/Thompson Bridge Road to US 129/Cleveland Hwy	Feasibility Study	Heavy congestion observed
4-4	GHMPO	Jackson	Braselton	Widening of SR 124 from SR 53 to SR 60	Feasibility Study	Heavy congestion observed
4-5	GHMPO	Jackson	Braselton	Widening of SR 124 from 211 to SR 53	Feasibility Study	Heavy congestion observed
4-6	RS&H	Hall	Gillsville	SR 52 / Highway 52 from Bryant Quarter Rd to SR 323	Intersection Analysis	2020 and 2055 Top 10 LOS F
4-7	RS&H	Hall	--	Old Cornelia Hwy from Hamilton Rd to E Hall Rd	Operational Study	2020 and 2055 Top 10 LOS F, but not on a state route
4-8	RS&H	Hall	--	SR 52 / Highway 52 from Joe Chandler Rd to Gillsville Hwy	Operational Study	2020 Top10 LOS
4-9	RS&H	Hall	--	Roy Parks Rd/Talmo Rd from SR 332 Candler Rd to County Line	Operational Study	2020 Top 10 LOS F, but not on a state route
4-10	RS&H	Jackson	--	Brooks Rd from SR 60 to Mountain Church Creek Road	Operational Study	2020 Top 10 LOS F, but not on a state route
4-11	R&H	Hall	Gainesville, Flowery Branch, Oakwood	I-985 Intersections and Ramps	Operational Study/Safety Analysis	2020 and 2055 Top 10 LOS; Top 10 Crash Segment
4-12	RS&H	Jackson	Braselton	Braselton Pkwy from Jesse Chronic Rd to SR 53	Operational Study	2055 Top 10 LOS, not a state route
4-13	RS&H	Hall	--	SR 283 Vernon Rd from Short Rd to Bethel Rd	Safety Study	Top 10 Crash Segment

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ID #	Source	County	City	Project Name	Project Type	Project Reasoning
4-14	RS&H	Hall	Gainesville	SR 60 Queen City Pkwy from I-985 NB Off Ramp to Old Candler Rd	Safety Study	Top 10 Crash Segment
4-15	RS&H	Jackson	Braselton	I-85 NB Off Ramp at SR 53/ Green St	Safety Study	Top 10 Crash Segment
4-16	RS&H	Hall	--	SR 52 Old Cornelia Hwy from F Gilmer Rd to Buckberry Dr	Safety Study	Top 10 Crash Segment
4-17	RS&H	Hall	Flowery Branch	SR 13 Atlanta Highway from Thurmond Tanner Rd to I-985 NB Ramps	Safety Study	Top 10 Crash Segment
4-18	RS&H	Hall	Gainesville	BUS US 129 E.E. Butler Pkwy at W Ridge Rd and Chestnut Street	Safety Study	Top 10 Crash Intersection
4-19	RS&H	Hall	Oakwood	SR 53 Mundy Mill Rd at Thurmond Tanner Rd between Landrum Education Dr and Robinson Dr	Safety Study	Top 10 Crash Intersection
4-20	RS&H		--	US 29 Limestone Pkwy at Jesse Jewell Pkwy	Safety Study	Top 10 Crash Intersection
4-21	RS&H	Hall	--	US 23 Cornelia Hwy at SR 52 Lula Rd	Safety Study	Top 10 Crash Intersection
4-22	RS&H	Hall	Gainesville	SR 53 John W Morrow Pkwy at Washington St NW	Safety Study	Top 10 Crash Intersection
4-23	RS&H	Hall	Gainesville	SR 53 Dawsonville Hwy at Pearl Nix Pkwy	Safety Study	Top 10 Crash Intersection
4-24	RS&H	Hall	--	SR 136 from Red Oak Drive to Will Wallace Rd	Safety Study	Top 10 Fatal Crash Segment
4-25	RS&H	Jackson	--	SR 124 from SR 60 to Deer Ridge Cir	Safety Study	Top 10 Fatal Crash Segment
4-26	RS&H	Hall	Gainesville	SR 53 Queen City Pkwy at SR 60/SR 369	Pedestrian Safety Study	Top Pedestrian Crash Intersection

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Table 5: Questionable Projects

ID #	GHMPO #	County	City	Project Name	Project Type	Project Reasoning
5-1	--	Hall	--	Hog Mountain Road /Blackjack Road Intersection Improvement	Intersection Improvement	LOS Issue; not on a state route
5-2	--	Hall	--	White Sulphur Road/Lotheridge Road Intersection Improvement	Intersection Improvement	
5-3	--	Hall	--	Sloan Mill Road/Schubert Road Roundabout	Intersection Improvement	
5-4	GH-039	Hall	Gainesville	South Enota Drive Widening - Park Hill Drive to Downey Boulevard	Widening	Possible Safety Issue
5-5	GH-103	Hall	Gainesville	Athens Highway at Chestnut Street Operations	Intersection Improvement	LOS and Safety Issues; on a state route
5-6	GH-106	Hall	Gainesville	John Morrow Parkway at Washington Street Operations - Realign Southbound Right Lane	Intersection Improvement	Safety Issue; on a state route
5-7	GH-107	Hall	Gainesville	Park Hill Drive at Lakeview Drive Operations - Reduce Slope on Lakeview Drive Approach	Intersection Improvement	LOS and Safety Issues; on a state route
5-8	GH-108	Hall	Gainesville	MLK Jr Blvd Corridor - Widen to 4 Lanes with Streetscape from Queen City Pkwy to EE Butler Parkway	Widening	Safety Issue
5-9	GH-111	Hall	--	SR 60/Candler Road from South Of I-985 To SR 124	Widening	LOS Issue, on a state route
5-10	GH-112	Hall	Gainesville	Jesse Jewell Parkway - Widen to 6 Lanes from John Morrow Jr Parkway to Academy Street	Widening	LOS and Safety Issues; on a state route
5-11	GH-114	Hall	Gainesville	EE Butler Parkway/Athens Highway/US 129 Capacity - Widen to 6 Lanes	Widening	LOS and Safety Issues; on a state route
5-12	GH-128	Hall	--	SR 60/Candler Road at Fullenwider Road Intersection Improvement	Intersection Improvement	LOS Issue, on a state route

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ID #	GHMPO #	County	City	Project Name	Project Type	Project Reasoning
5-13	GH-135	Hall	Gainesville	Jesse Jewell Parkway East - Widen Jesse Jewell Parkway to a 6-Lane roadway, including 3 through lanes in each direction and a landscaped median from Community Way /Industrial Boulevard Extension to Oconee Circle/Miller Drive	Widening	LOS Issue; on a state route
5-14	GH-136	Hall	Gainesville	Skelton Road Widening	Widening	
5-15	GH-137	Hall	Gainesville	Memorial Park Drive Extension	New Road	Possible LOS Issue

Input / Actions Requested of MPO Committee Members

- **Table 1: TIP Projects**
  - For information only, no input/action requested
- **Table 2: Federal and State Funded Projects**
  - Do you agree with the project extents, or do any need to be revised; specifically, GH-120?
  - Should any of the projects be broken into segments?
- **Table 3: TSPLOST Projects**
  - Do you agree with the methodology proposed by GHMPO staff and the projects (highlighted in green) proposed to be ranked should there be any remaining funds after the TIP Projects and Federal and State Funded Projects are programmed?
  - Where is McNeil Road?
- **Table 4: Potential Projects – Not TSPLOST**
  - Do you agree with this list? Should any studies be added or removed?
  - Confirm that the jurisdiction is accurate.
- **Table 5: Questionable Projects**
  - Should these projects be added to the Federal and State Funded Projects List?
  - If input is not provided by the jurisdiction, the consultant will decide whether to add the projects to the Federal and State Funded Projects list based on technical need

GAINESVILLE-HALL
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Policy Committee

Tuesday, August 13, 2024, 10:00 AM
Commission Meeting Room, 2nd Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

1. **Welcome – Commissioner Jim Hix, Chair**

2. **Approval of May 14, 2024 Meeting Minutes**

3. **Update from the Technical Coordinating Committee (TCC)**

4. **Update from the Citizens Advisory Committee (CAC)**

5. **Presentation on Metropolitan Transportation Plan: 2025 Update Draft Project List**
   - Steve Cote, RS&H

6. **Approval of Draft Flowery Branch Parking and Mobility Study**
   - Tonya Parrish, City Manager, Flowery Branch

7. **Approval of Draft Amendment #3 to the FY 2024-2027 Transportation Improvement Program (TIP)**
   - Michael Haire, GHMPO

GAINESVILLE-HALL
Metropolitan Planning Organization

MEMORANDUM

To: **Policy Committee Members**

From: **Tonya Parrish, City Manager, Flowery Branch**

Date: **August 6, 2024**

Re: **Approval of Draft Flowery Branch Parking and Mobility Study**

GHMPO and the City of Flowery Branch have been working with consultant Stantec to develop the Flowery Branch Parking and Mobility Study over the first half of 2024. This study was developed in order to find methods of accommodating the growing demand for parking in Flowery Branch's downtown area on weekdays, weekends, and during special events that draw more visitors. The study ultimately recommended reconstructing key streets with additional on-street parking instead of the construction of new surface lots or parking garages, and provided a four-pillar approach for implementing the recommendations of the study over four years. The study can be accessed at the following link: *http://www.ghmpo.org/wp-content/uploads/2024/07/Flowery-Branch-Parking-and-Mobility-Study-Summary-Report-July-2024-WEB.pdf*

Alternatively, follow the QR code below to view the full study:

RECOMMENDED ACTION: **Approval of Draft Flowery Branch Parking and Mobility Study**

Attachment: *Draft Flowery Branch Parking and Mobility Study*

Flowery Branch
Downtown Parking and Mobility Study

JULY 2024

Flowery Branch

GAINESVILLE-HALL
Metropolitan Planning Organization

Stantec

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Table of Contents

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FLOWERY BRANCH PARKING AND MOBILITY STUDY
EXECUTIVE SUMMARY

JULY 2024

The City of Flowery Branch, with partnership and support of the Gainesville-Hall Metropolitan Planning Organization (GHMPO) commissioned this study to evaluate parking and mobility in downtown Flowery Branch, recognizing growing economic activity and investment interest in the city's downtown district. The study is intended to provide the City with information for future decision-making on streets, mobility strategies, and parking management and addition as downtown Flowery Branch matures and evolves into a more mixed-use district and a regional destination for dining, shopping, and events.

This executive summary outlines the basic study approach, findings, and key recommendations.

The big question: should the City add parking?

The study was based on parking-related concerns from Flowery Branch's successful recent efforts to promote its downtown through special events and the establishment of new businesses. The limited supply of parking today is exhausted when large events occur, and the City relies on vacant properties to provide overflow parking—but these vacant properties are key City-owned parcels for redevelopment.

Overall, the study recommends that more parking supply would be helpful for Flowery Branch's mobility needs, although this is not necessarily in the form of a new surface parking lot or garage. These are high-cost investments, and they limit how downtown space can be used to further the City's goals of revitalization and economic development in its central business district. Indeed, adding street parking through modernizing downtown's streets is a

Main Study Findings and Takeaways

The important points of the Parking and Mobility Study

Flowery Branch's downtown experiences high levels of parking activity at select times, especially during major special events. These make heavy use of parking in the immediate downtown blocks, but there is still available parking even at busy times.

The City currently relies on a mix of City-managed parking on streets and parking on off-street lots to serve demand. It owns most, but not all, of these properties.

Most of the off-street parking is on property the City is planning for redevelopment, and would no longer be available as parking when that redevelopment happens.

The City should address this with a combination of parking management, supply additions through adding more on-street parking, and use of other event management strategies before considering construction of a major new parking structure.

more practical first step, as this also provides important infrastructure upgrades (such as sewer and stormwater infrastructure) and allows for the addition of sidewalks that make downtown more walkable.

Data-Driven Approach

The study followed a methodology based on understanding current parking inventory and how it is used, then considering what changes could be expected from future land development and growth in special events. To understand current patterns of use, the study included four counts of parking occupancy, capturing both special events and typical daily conditions in downtown. This allowed the study team not only to understand how utilized parking was, but to pinpoint specific streets and parking lots and their levels of use. As a result, the study presents a finer grain of understanding of where parking is used. The community perceptions of parking challenges that led to the study can be compared to actual observed data to understand the nuances of parking activity in Flowery Branch.

Parking and Land Development

As the City has also been taking steps to develop vacant properties adjacent to its downtown core at the time of the study, the study considered how adding new parking might impact potential development opportunity. It also considered that adding to streets will likely require additional right-of-way to be acquired to build street sections comparable to downtown's Main Street and Pine Street, and several downtown blocks are already small compared to larger sites outside of downtown.

To address this, the study has proposed a mix of street sections that would be applied through capital projects to enhance current street infrastructure and add parking—while also making downtown more walkable and connected. The study recommends that this is the first and most practical approach the City should follow to add parking, but that streets should be carefully selected to reduce impacts on existing downtown buildings and the overall scale of the district.

Management Opportunities

Even with the addition of parking, Flowery Branch's downtown is becoming increasingly desirable as a place to visit, dine, and recreate for special events, and this points to opportunities to introduce management of parking as a scarce resource. Not all parking should be managed, but parking supply in consistently high-use may apply time limits or even price (likely in the long term) to make this desirable parking more available to more visitors. At present, there is nothing to keep parking users for occupying parking for long periods, meaning that the most in-demand parking tends to be less available—the very conditions that lead to public perceptions that downtown lacks sufficient parking.

Making Changes Happen

Although this study came about from questions of whether more parking supply is needed downtown, the dynamics of parking and mobility are complex and merit more than a simple solution of adding parking. Parking has to be managed to serve downtown well, and getting to and from downtown (especially for special events) should be considered along with where visitors park when they arrive there.

The study recommends a multi-pronged approach to implementing recommended ideas that engages the City in making important upgrades to streets, begins exploring management approaches to recognize that some parking will always be in higher demand than others, and lays out several paths for the City to be ready for changes to come to downtown—either through redevelopment or changes in the transportation industry. At its heart it recognizes that additional parking would benefit downtown, but presents an approach to this that recognizes downtown's special character and appeal to its visitors and community.

1 Setting the Stage

1.1 Flowery Branch's Current Downtown and Study Area

Flowery Branch's downtown area is the historic footprint of the community that grew up around the Southern Railroad corridor (today's Norfolk Southern railroad) connecting Gainesville and Atlanta. In a town plan similar to many small downtowns in Georgia, Flowery Branch grew mostly on one side of the rail corridor, with the main regional road connection (Atlanta Highway, today's State Route 13) located directly adjacent to the railroad.

Flowery Branch remained a small community, mostly within this downtown footprint, from its establishment in the 1870s to the construction of the Buford Dam of the Chattahoochee River that created Lake Lanier in the 1950s. The community has experienced faster growth in the last 20 years, partly as Lake Lanier has increased in popularity as a recreational and second-home destination in the Atlanta area, but also due simply to the continued growth of the metropolitan area to the north and northeast.

The study area considered this core downtown district, as shown in Figure 1.1 below and Figure 1.2 on the following page, and also looked at regional context beyond this area to consider regional circulation patterns. This allowed the study to consider key transportation corridors that connect it to other parts of Hall County, especially State Route 13.

Downtown's primary land uses are a mix of the historic commercial core, centered on Main Street and along the Norfolk Southern rail corridor, and residential and community uses around it. While much of the residential component of downtown is older single-family homes, downtown includes two larger multi-family complexes; it also includes churches and buildings serving community organizations, along with an amphitheater park between Church and Mitchell Streets. Flowery Branch's joint City Hall and Police Station are also located downtown on the block bounded by Pine Street, Church Street, Chestnut Street, and Railroad Avenue.

FIGURE 1.1
Parking Study Area in Context

1.2 How Parking is Used Today

Most of downtown Flowery Branch's parking activity today happens in street spaces, especially in the recently-reconstructed streets (Main Street between Railroad Avenue and Gainesville Street, Pine Street between Railroad Avenue and Church Street, and Railroad Avenue between Lights Ferry Road and Chestnut Street). However, several businesses, residential properties, and churches have their own parking lots, and these are used to support their employees and customers.

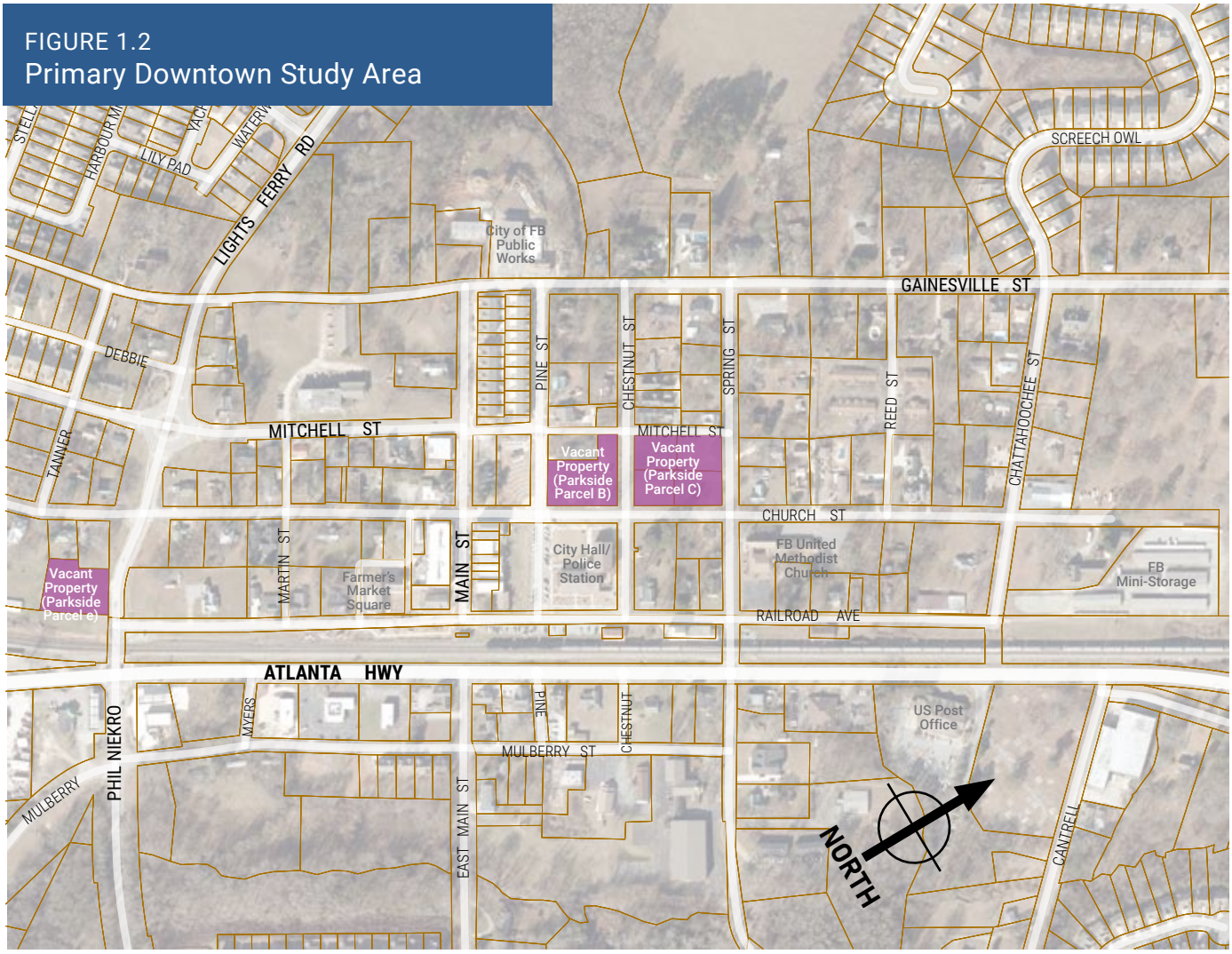
A primary reason for street spaces being used so prominently is the relatively limited off-street parking provided with key downtown businesses and institutions. Several of these, especially along Main Street, occupy older commercial buildings were no off-street parking was provided with the building construction. The City Hall/Police building also has no off-street parking of its own and relies on the surrounding street spaces to serve its uses.

While parking on typical days in downtown reflects the land uses that currently make up the district, Flowery Branch has had notable success in programming and facilitating special events that draw much greater numbers of visitors to downtown than the typical-day conditions that occur on most days and in most hours of a given day. This pattern of activity from special events is discussed further in Section 1.3 and Section 2.2., but generally brings higher levels of parking use. To accommodate this, the City has created agreements with several downtown property owners and makes use of the land the City already owns, especially the vacant properties along Church Street between Pine and Spring Streets.

1.3 Downtown Economic Development Strategies

This parking study was developed in the context of a larger City effort to encourage downtown redevelopment. The City currently owns several parcels in downtown, most of them vacant, and since 2023 has been partnered with a private developer to explore options for redevelopment building on the

FIGURE 1.2
Primary Downtown Study Area



existing success of downtown's main street. This is not only expected to add new demand for parking in downtown, but will also occupy more land currently allowing parking for special uses.

However, as noted previously, Flowery Branch has created a successful year-round calendar of special events that have had a significant role in increasing regional awareness of downtown and strengthening interest in investment and redevelopment. This has been a key strategic approach for the City's downtown revitalization, and has even named this function of the City's government the Department of Fun, with dedicated staff to administer programs and manage events.

It is important to highlight both of these strategic pillars for downtown economic development because they have different implications for transportation and parking. Permanent businesses, amenities, and housing in downtown will not only draw parking demand on a more regular basis, but will also set ever greater expectations for at least some parking to be reserved for those uses—either all the time or when the uses are in operation. The parking users that come from these permanent uses are often more likely to come to downtown repeatedly and thus can understand an overall downtown parking system, but still wish to find convenient parking and parking that suits the purposes of their visit.

On the other hand, special events that draw greater numbers than the downtown occupancy of a typical day can quickly overwhelm the parking system—but they are also more likely to serve customers willing to park in more remote locations as long as parking options are intuitive and well communicated, and parking in those locations is readily available. These users may not come to downtown often, and are more sensitive to inconveniences, complicated arrangements, and limited information about how they can use the parking system. However, they are more likely to understand that these events attract large numbers of people and that parking is more likely to be scarce during these times.

The heart of this parking study is managing both of these sets of parking concerns simultaneously, recognizing that Flowery

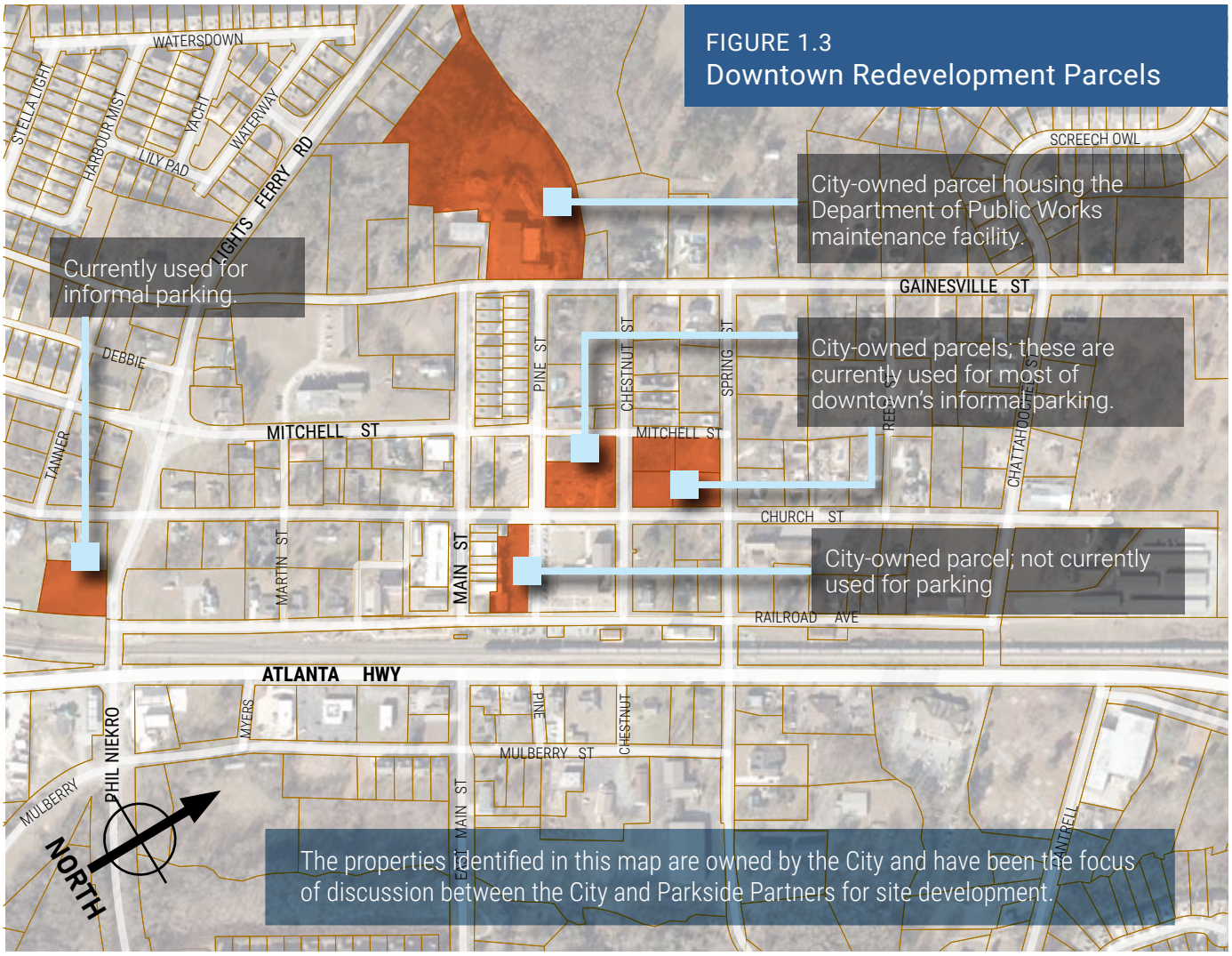


FIGURE 1.3
Downtown Redevelopment Parcels

Branch's downtown development is closely tied with the special-event community functions for which it has become an attractive destination.

1.4 Major Questions and Needs

With these factors in mind, the study has sought to answer a series of questions around parking and provide strategic pathways for the City to follow to address these questions and its parking needs.

Question 1 — Does the City need additional parking supply?

The success of downtown's events programming has led to frequent occurrences of busy patterns of parking activity.

Today, Flowery Branch has only surface parking facilities—parking on street and in off-street lots—and no structured garage or ramp parking. While structured parking is common in mixed-use downtowns, it is also constructed at a significantly higher cost than surface lots, and represents an investment more likely to stay in downtown's land use context for a long time. The form of parking should be considered relative to cost, benefit for downtown, and tradeoffs for development opportunity or other uses of downtown land.

Question 2 — If the City does need parking, what form does this take?

Likewise, the City's recent street enhancement projects through downtown have added parking spaces on select blocks. Other streets that have not had these improvements are not currently well suited to support on-street parking, as they feature narrow cross-sections with paved surfaces only wide enough for travel lanes, and little space between the paved roadway and what is commonly open-swale drainage in deep ditches. Continued expansion of the street parking supply through capital improvement projects to upgrade streets not only offers the potential to add parking, but also modernizes downtown's street infrastructure and makes streets more walkable and accessible.

Question 3 — Are there other ways the City might address parking need?

There are different approaches than increasing current supply that cities use for their downtown districts to making parking more available. Flowery Branch currently has no parking regulations on its curbsides apart from full restrictions ('no parking' signs) in select locations.

This study was undertaken with a general approach that parking management can and should be used in situations of scarcity, even if it is to be coupled with added supply, or downtowns will continue to face the kinds of challenges and questions around adequate parking that Flowery Branch currently does. This study not only explored whether inventory was adequate, but also offers strategic guidance for the City to begin exploring parking management approaches.

Question 4 — What will be the difference between future and current conditions if downtown is redeveloped?

This study not only considered the current conditions with parking, but also what might be needed if downtown is expected to face more parking demand in the future. To this end, the study considered the likely impacts of new development as explored throughout early 2024 with the City and its development partner Parkside Partners.

Overall, the development concepts proposed by Parkside as of June 2024 do not present enough addition of land uses or density to downtown to substantially alter current levels of demand. These would bring buildings at a scale appropriate to downtown's existing character and density, and, in a reflection of real estate market trends, focus their uses on residential dwelling units, food and beverage uses, and limited boutique retail. The study explored how these would add to overall demand, but notes that most residential parking supply is intended to be provided with this development, adding to the need for public parking only around the commercial uses.

2 Parking Inventory and Regulations

2.1 Parking Inventory

The parking supply in Flowery Branch's downtown includes a mix of on-street and off-street spaces, with 916 spaces estimated for purposes of this study. Of those 916 spaces, 207 are located south of SR 13, separated from downtown by the Norfolk Southern rail corridor. These spaces were counted for occupancy during the study, but are not counted in primary tabulations on occupancy, leaving a remainder of 709 total estimated spaces considered for purposes of the study.

Spaces are referred to as 'estimated' because of an important characteristic to downtown's parking: some spaces are formally designated in dedicated curbside spaces and off-street parking lots, but other spaces are used intermittently, especially to serve special events, in land that is otherwise privately owned and not designated as parking full-time. Table 2.1 below provides a more detailed breakdown of the spaces in downtown and their distribution between 'formal' and 'informal' categories, noting in addition where formal spaces in dedicated lots are fully available to the public and where a legacy of agreements with the City has allowed their use for certain purposes, typically special events.

While the study did consider parking facilities south of SR 13 serving the businesses along this corridor, the study's observations of occupancy noted that these parking lots appeared to be serving no users other than employees or patrons of the businesses. For this reason, they are counted in the study, but in later discussions of parking occupancy have been removed from tabulation.

As Table 2.1 suggests, there are different classes of parking that were considered in the study beyond on-street curbside spaces and off-street parking lot spaces. Flowery Branch is currently using several of the vacant properties identified for redevelopment (as illustrated in Figure 1.3) to support special event parking, significantly increasing its parking supply during these times. However, as these are not fully designated parking spaces that are always made available for use, and the vacant properties have no permanent markings

TABLE 2.1: Parking Inventory

Summary of Parking by Type

Total Parking Spaces in Study Area (includes south of SR 13)	**916**
Total Parking Spaces in Study Area (north of SR 13 only)	***709***
On-Street Spaces	***223***
Formally-designated spaces	209
Informal spaces in curbside used to support parking, especially during events	14
Off-Street Spaces (includes south of SR 13)	**693**
Off-Street Spaces (north of SR 13 only)	***486***
Formally-designated spaces north of SR 13 (in downtown core)	226
Informal spaces in vacant properties used to support parking, especially during events	260

The study initially counted spaces south of SR 13 as part of a larger study area, but these have limited interaction with downtown due to the barrier that the NS Railroad presents. The study's tabulations only considered parking north of SR 13.

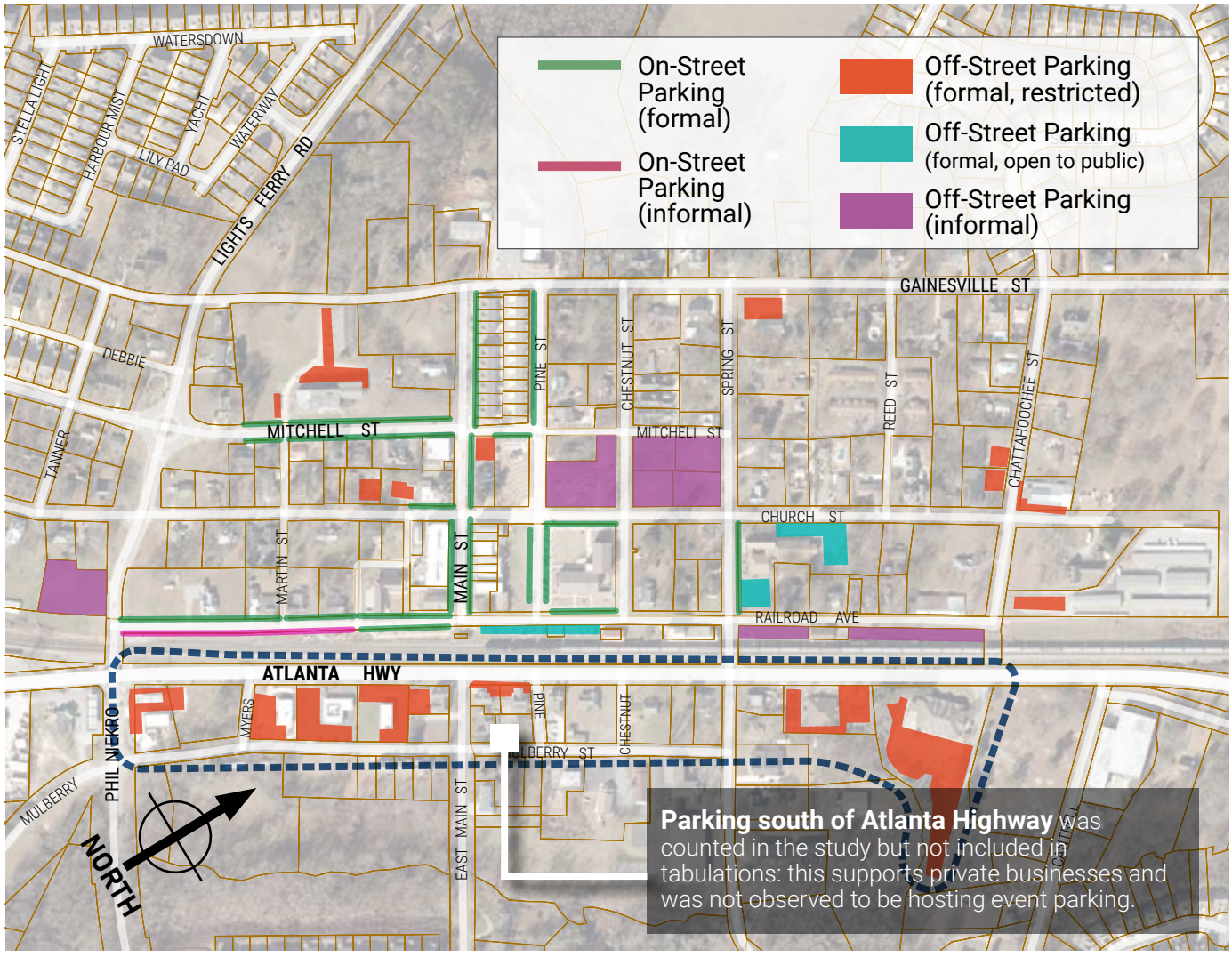
or other formal arrangement for parking spaces, the study refers to these as 'informal' spaces that are used intermittently. These complement the 'formal' spaces that are more permanently available, though not always to special event patrons and in some cases are restricted to the general public overall. These types of parking are discussed in further detail in the following subsections.

FORMAL AND INFORMAL PARKING

A large part of downtown parking, especially during special events, is in vacant properties, unpaved roadside shoulders, and other locations where parking spaces are not designated but parking customers have determined that cars will physically fit. This study refers to these spaces as 'informal' parking due to their improvised nature and intermittent use. During most special events observed, the vacant lots used for informal parking had no designated signage or guidance for where vehicles should park and circulate, though one observed event used stanchions and rope to designate parking bays. During non-event times, none of these spaces were used. City staff advised the study team that the City has agreements with non-City property owners of these spaces.

The other parking in downtown is considered 'formal' due to designation of actual stalls and circulation, defining a set number of spaces in a lot or curbside space. Most formal off-street parking is privately owned, such as by the Flowery Branch United Methodist Church, and most formal on-street parking is directly within City right-of-way. However, the City has a documented agreement with Norfolk Southern Railroad to use a section of right-of-way (generally along Railroad Avenue, opposite the Flowery Branch City Hall and Police Station) for spaces, and these are considered formal spaces,

FIGURE 2.1: Parking Inventory
Downtown Flowery Branch Parking Inventory



despite not being a paved surface, due to this agreement.

PUBLICLY-AVAILABLE PARKING

Parking that is truly available to the public and does not have restrictions other than pricing or time limits is located throughout the overall study area, although the bulk of it is associated with the informal spaces in the downtown core and west of Lights Ferry Road, which together comprise 274 of the 483 spaces that the general public may use without permission. The remainder of these spaces are the on-street spaces throughout downtown's blocks.

VIRTUAL PUBLIC PARKING

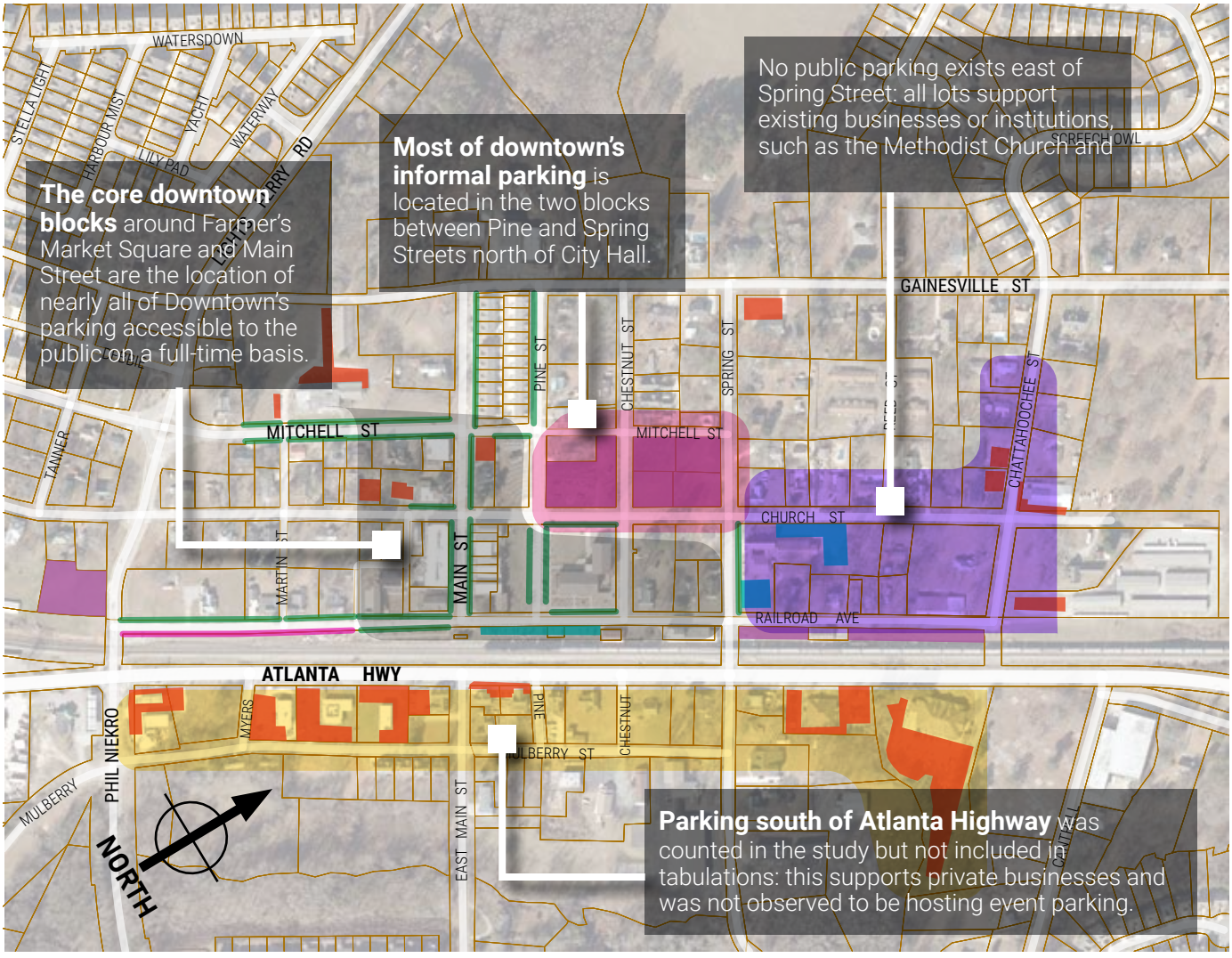
Downtown features some parking that the public may use without restrictions, though it is owned by private entities and made available either through a lease agreement with the City or a less formal arrangement. This assessment is using the term 'virtual public' parking to refer to this part of the inventory because it is not parking the City has had to construct or acquire, but serves a similar purpose.

RESTRICTED PARKING

The remainder of downtown's parking supply is restricted to certain users, most commonly employees or customers of a particular business or establishment. However, even parking that is restricted operates in reality with a range of nuanced options and permissions, some formal and some not.

Figure 2.3 on the following page illustrates this complexity in the form of a matrix between permissions (who can use parking for their visits) and formal status. Although this study's inventory did not identify precise numbers of spaces that fit into these classes, Figure 2.3 estimates how inventory is

FIGURE 2.2: Parking Inventory
Key Observations on Parking Inventory



distributed. This only underscores the complexity of current parking management, even for a small downtown supply, and the large amount of parking that falls into some form of restricted use means that the 'park once' desire of the majority of downtown's visitors may be hard to achieve.

2.2 Parking Occupancy

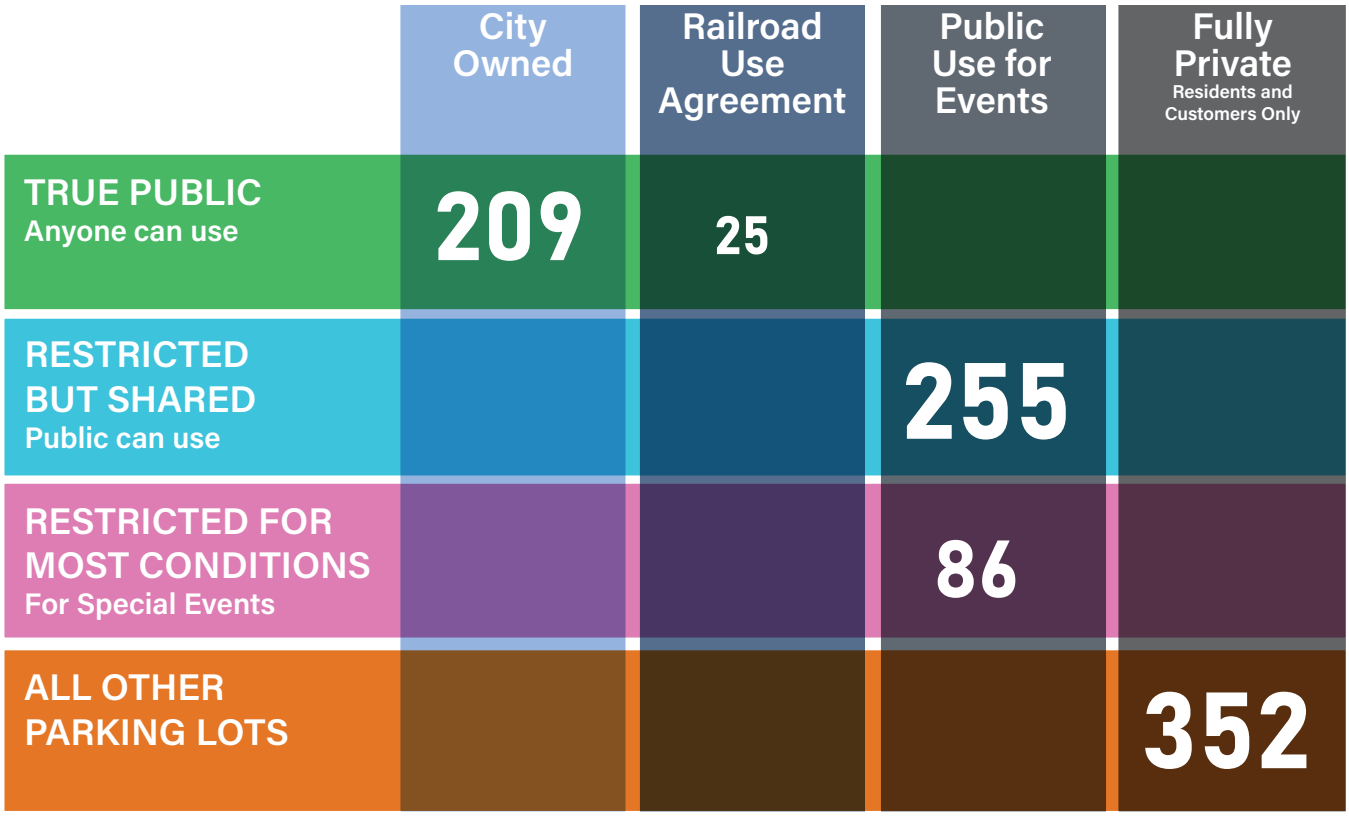
This study performed a series of utilization surveys of downtown parking, intended to compare special-event parking to typical conditions. Since not all downtown functions are open on typical business days, even non-event days are expected to show variations in parking activity, and the counts attempted to reflect this.

These counts only consider occupied parking spaces at the time of counting—the number of parking spaces filled by vehicles at the time of the occupancy survey—and they do not account for duration of stay (how long a particular vehicle occupies a space). Nonetheless, this is an important indicator of the degree to which parking is utilized and the spatial relationship between parking use and the events or destinations that drive parking demand, allowing the City to understand where parking scarcity tends to occur and what parking users consider to be reasonable walking distances.

Occupancy is reported in terms of a percentage of all spaces in use at the time of counting, and as Figure 2.4 illustrates, this is grouped into different categories that serve as general indicators for parking activity. The parking industry considers an 85 percent level of occupancy an optimally efficient degree of parking utilization: parking is mostly serving users who need it, though there is always at least some available parking for new users who arrive to a location. Utilization rates above 90 percent reflect parking that is functionally full, as users are more likely to arrive and find no available spaces and conclude that more systematic, regular parking shortages exist.

On the other hand, parking that is roughly half occupied or less allows ample room for new users to arrive, but enough of this parking in a given place or time usually suggests that there is not enough system-wide parking demand in that area to drive high levels of use, and the area may have more parking than it

FIGURE 2.3: Parking Inventory
How Inventory is Divided Among Parking Types



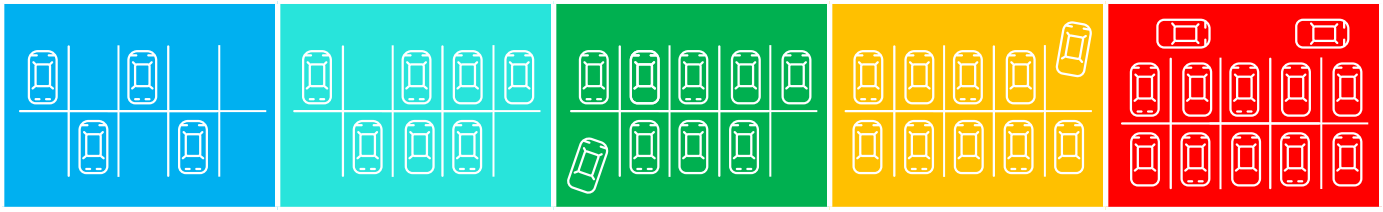
needs. This often occurs in locations farther from principal economic activity, or late-night or early morning periods when businesses and institutions are closed.

As the figures on the following pages note, Flowery Branch's parking occupancy varies, with special events driving more use than typical daily conditions, and much of the available downtown parking in non-event conditions unused. This underscores the earlier assertion of different parking and transportation implications of these events compared to more permanent economic development results (such as new restaurants, businesses, and residences) in Section 1.3. Parking that is in high demand for special events will need solutions to make that parking available, but the temporary nature of these events suggests that other approaches than permanent parking may be sufficient to meet this demand.

Each of the following two-page summaries captures one of the four periods of parking occupancy observed in the study, with a map displaying parking occupancy per the color-coding system shown in Figure 2.4 below, and images reflecting actual parking conditions at the time. As noted previously, although the parking south of SR 13 was counted in these occupancy surveys, it is not included in summary tabulations or findings.

FIGURE 2.4
Summary of Parking Utilization Levels

The maps and diagrams on the following pages use a color-coding system to illustrate the levels of occupancy for on-street and off-street parking during different time periods. Each of these is tied to a range of occupancy rates, and although much of downtown's parking appears heavily used, there are exceptions throughout the study area, even close to other areas of high levels of use.



Up to 60% occupied

60-80% occupied

80-90% occupied

90-100% occupied

Over 100% occupied

When parking is roughly half-occupied or less, it is considered underutilized: at least at the time it was counted, it is more empty than full (or close to this).

The parking industry conventions consider **85% occupancy to be optimally efficient or productive,** as it is close to full but still allowing a customer to find parking in most circumstances.

Anything above this is considered functionally full, as it may not allow new customers to enter—or may even be over-utilized to a point of impeding proper circulation and safe exiting.

2.2.1 Mid-Week Weekday Utilization

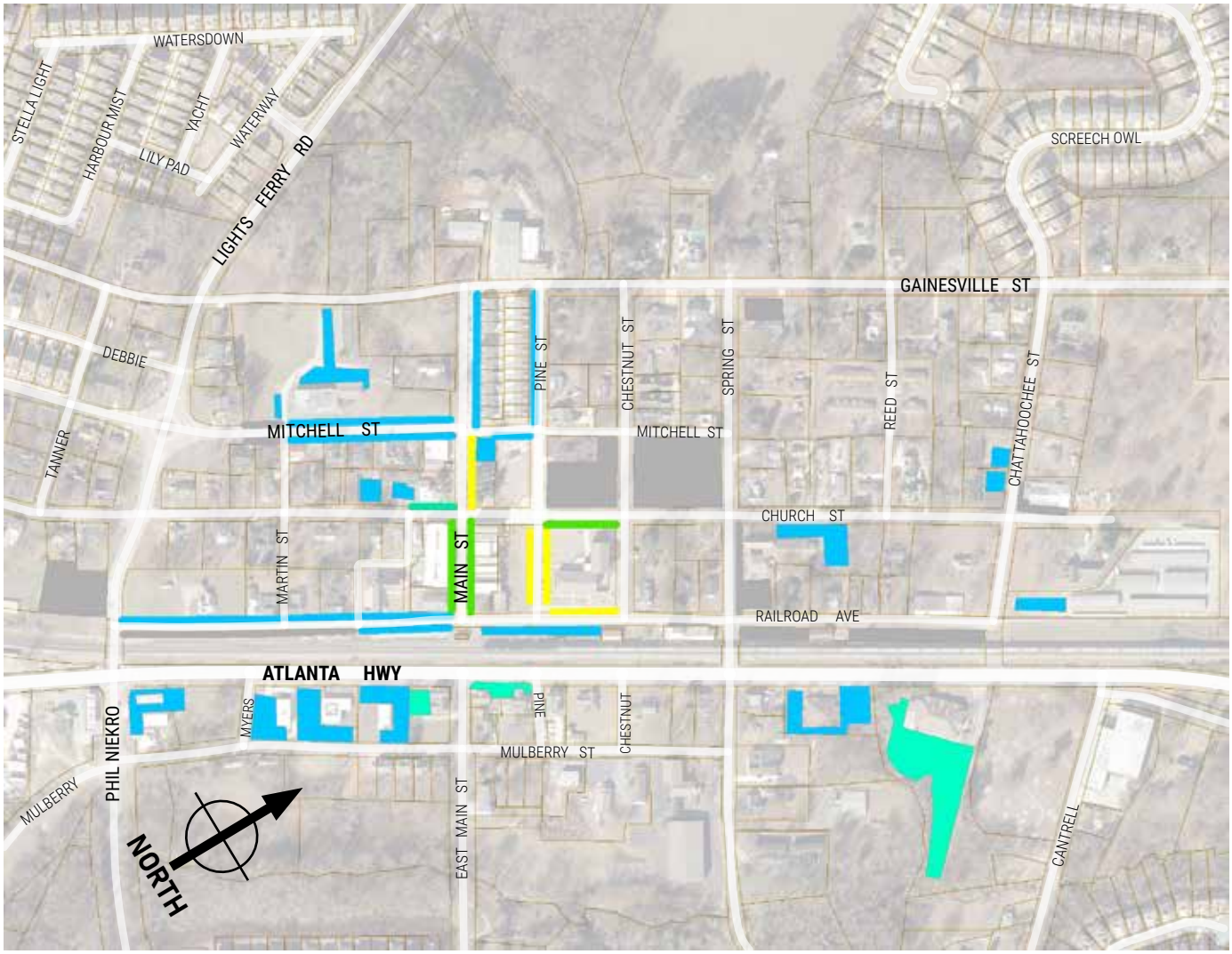
During a Wednesday in early afternoon hours, several of downtown's restaurants were open for lunch and City Hall was open for business, though other uses appeared to be closed and parking facilities largely empty. Nonetheless, the core blocks of Main Street and Pine Street were functionally full during this time, and the informal parking spaces in the City-owned vacant lots were not in active use.

Weather and daylight conditions did not appear to be factors that might deter visitors from downtown.

Survey Conditions

Temperature	76° F
Weather	
Businesses Open	

FIGURE 2.5
Parking Utilization: Wednesday, March 13, 2024 | 12:00 - 2:00 PM



Parking Not In Use	**Up to 60%** occupied	**60-80%** occupied	**80-90%** occupied	**90-100%** occupied	**Over 100%** occupied

1: Mitchell Street

2: Railroad Avenue

Key Observations
March 13, 2024

Parking use was below overall supply for downtown in general, and parking users were able to park close to their destinations, primarily businesses open for business hours and the City Hall/ Police Station complex.

As shown here, this led to uneven utilization even on core blocks, with Mitchell Street (image 1 to the left) utilized at much lower rates than Railroad Avenue by City Hall (image 2), despite Main Street businesses being open.

Parking Activity by Type (north of railroad only)

	Formal	Informal
On-Street	**123** (209 total)	**0** (14 total)
Off-Street	**53** (234 total)	**0** (260 total)
Parking at risk (parking that would be lost if informal parking were fully redeveloped or removed)		**0** spaces

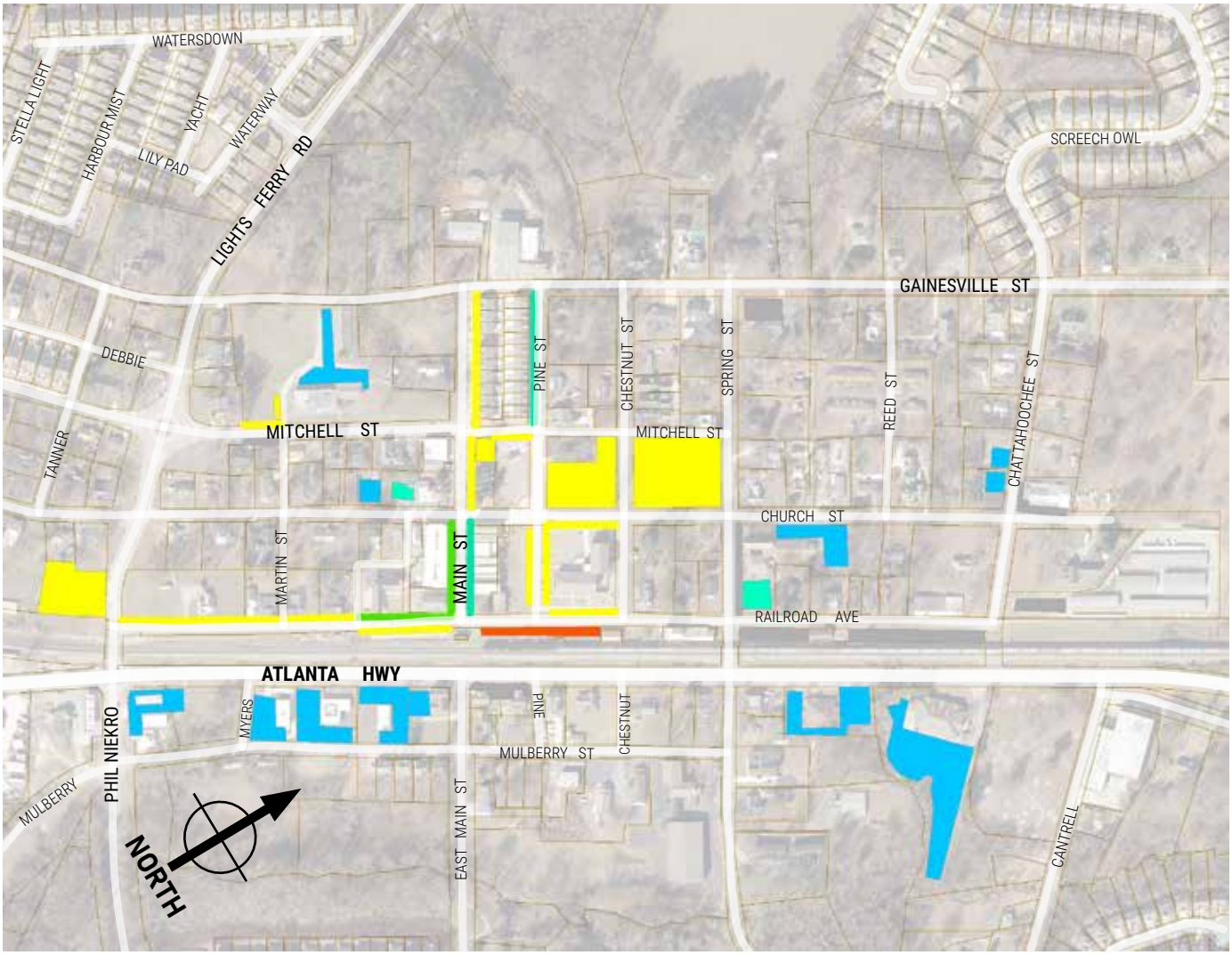
2.2.2 Special Event Utilization: Farmer's Market

The St. Patrick's downtown farmer's market was estimated by Department of Fun staff to have attracted as many as 2,000 visitors to downtown, with family-focused events not only at the Farmer's Market Square but along Railroad Avenue and Main Street as well. Most downtown businesses appeared to be open. No downtown streets appeared to be closed other than the block of Railroad Avenue between the market square and Main Street, though this was occupied with vehicles that appeared to be serving event vendors. Downtown's three main informal parking lots were near the total numbers they are estimated to hold in the study's inventory.

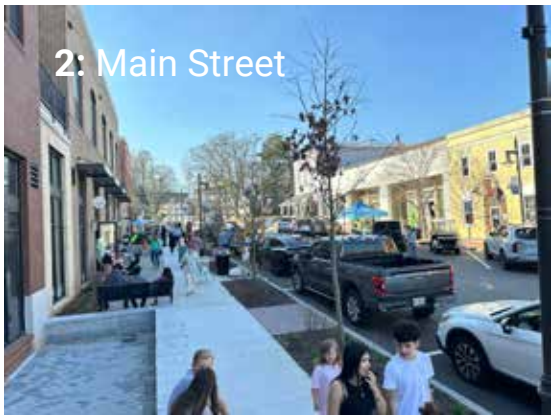
Survey Conditions

Temperature	79° F
Weather	
Businesses Open	

FIGURE 2.6
Parking Utilization: Thursday, March 14, 2024 | 4:00 - 6:00 PM



Parking Not In Use	**Up to 60%** occupied	**60-80%** occupied	**80-90%** occupied	**90-100%** occupied	**Over 100%** occupied



Key Observations
March 14, 2024

City Department of Fun staff estimated that the St. Patrick's Day Farmer's Market attracted as many as 2,000 attendees over the four-hour period the market was open. Many attendees were together as families, suggesting well above one parked vehicle per attendee, and attendees arrived and departed from downtown throughout the event (in other words, there was no single peak period of circulating traffic). Counts were taken between 4:30 and 6:00 PM, generally the peak occupancy of the event.

As shown in the table below, on-street parking is heavily used during this event, with Main Street fully occupied (Image 2 to the left) and informal spaces along Railroad Avenue (Image 3).

Off-street informal parking was also used, but not as heavily as on-street parking. The layout of parked vehicles on these lots suggests that parking users find their own general arrangement and that potentially other vehicles could be fit into this space, as seen in Image 4 to the left.

Parking Activity by Type (north of railroad only)

	Formal	Informal
On-Street	**194** (209 total)	**16** (14 total)
Off-Street	**104** (234 total)	**219** (260 total)
Parking at risk (parking that would be lost if informal parking were fully redeveloped or removed)		**235** spaces

2.2.3 Special Event Utilization: Weekend Festival

The Boy Scouts Spring Festival is another large special event in downtown, though estimated by organizers to have attracted fewer visitors than the March 2024 Farmer's Market in Section 2.2.2, with an estimate of 1,000 visitors for the day. The study team engaged with event organizers, who noted that most visitors appear to stay for relatively short stays (less than two hours) and that peak activity was expected in the early afternoon.

Parking facilities closest to the railroad and Farmer's Market Square saw the highest rates of utilization, although more of the core downtown blocks were closed to circulation than in the St. Patrick's market.

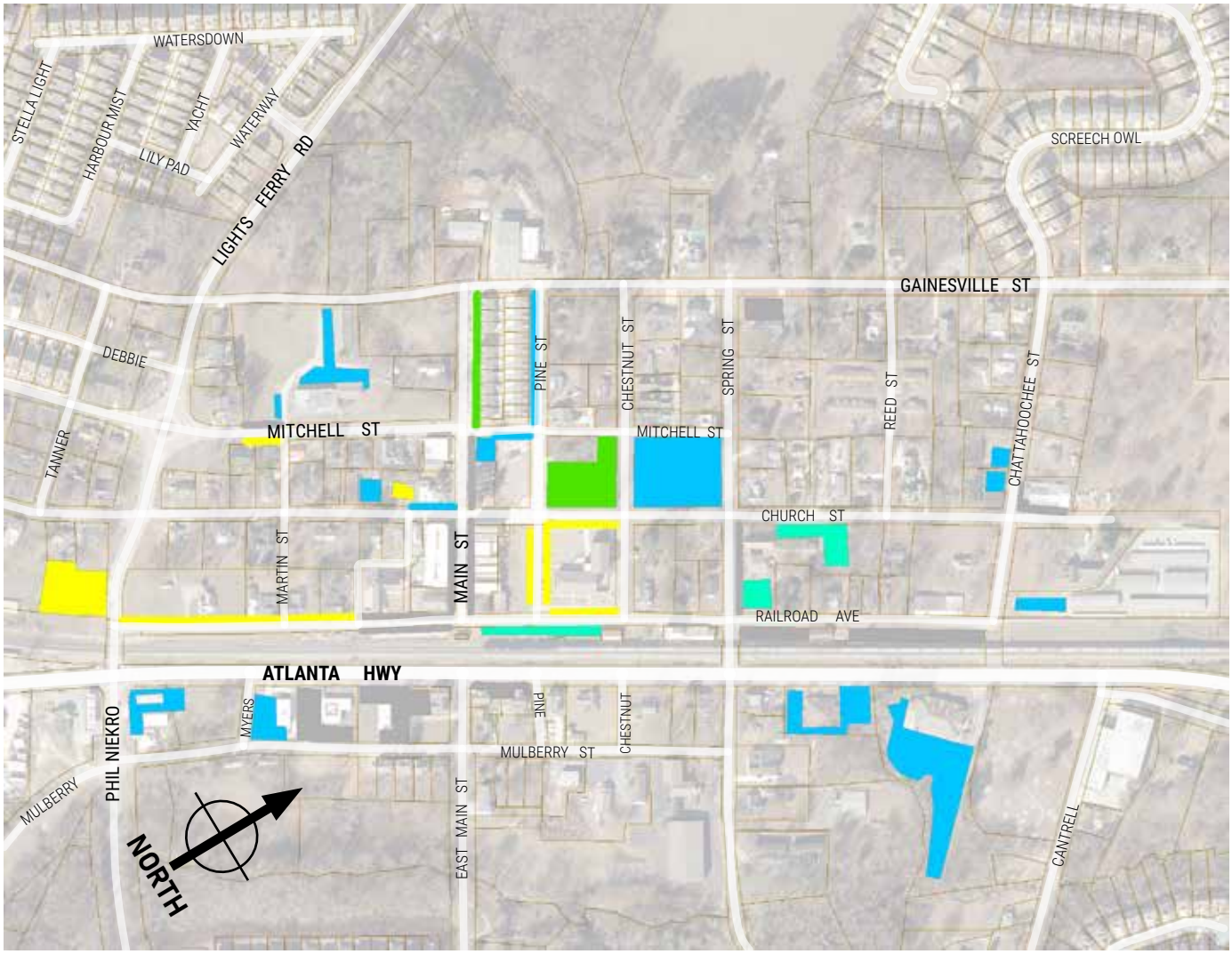
Survey Conditions

Temperature 77° F

Weather

Businesses Open

FIGURE 2.7
Parking Utilization: April 20, 2024 | 11:00 AM - 2:00 PM



Parking Not In Use	**Up to 60%** occupied	**60-80%** occupied	**80-90%** occupied	**90-100%** occupied	**Over 100%** occupied

Key Observations
April 20, 2024

The Boy Scouts Spring Festival generally had less attendance than the Farmer's Market in March, with similar patterns of event attendees coming and going throughout the day. This event also closed more curbside and downtown street parking, resulting in a lower overall total of spaces than what is reflected in other counting periods. As shown in Images 2 and 4 to the left, Railroad Avenue and the core block of Main Street were closed for parking to accommodate event vendors.

This event also featured a much less intensive use of informal off-street parking, with the larger parking lot (between Chestnut and Spring Streets) under 50 percent used. Parking customers did utilize the Lights Ferry lot at higher levels, along with the street parking along Railroad Avenue and Pine Street (as shown in Image 3 to the left), suggesting that event visitors are drawn to the first parking they find available after entering downtown.

Parking Activity by Type (north of railroad only)

	Formal	Informal
On-Street	**121** (159 total)	**17** (14 total)
Off-Street	**103** (234 total)	**171** (260 total)
Parking at risk (parking that would be lost if informal parking were fully redeveloped or removed)		**188** spaces

2.2.4 Special Event Utilization: Weekday Monday

On a weekday when City Hall and the Police Station are open, but few private businesses are, Downtown's overall utilization is much lower than even other weekdays. Even the core blocks of Main Street and Pine Street near downtown storefronts and City Hall had ample availability.

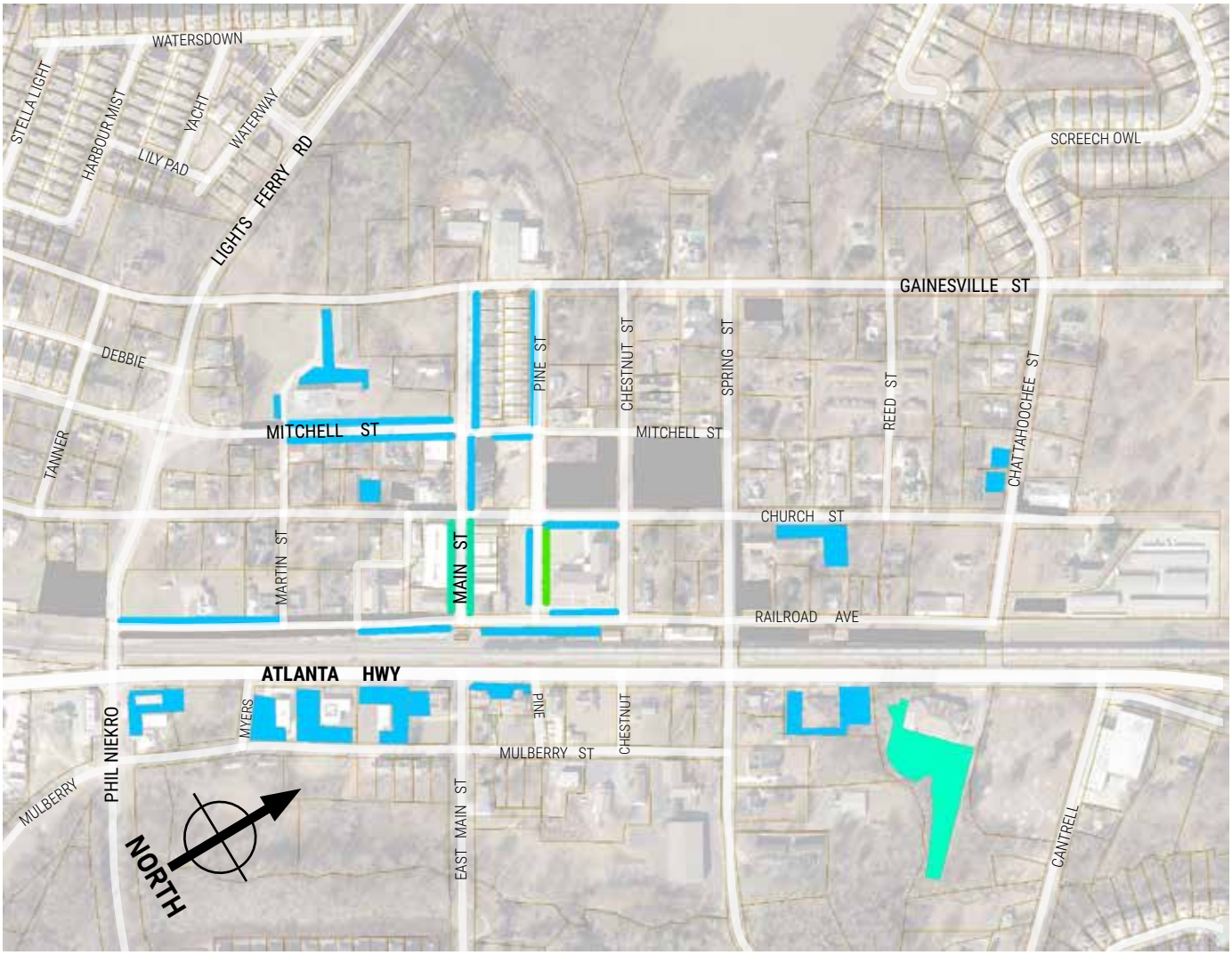
Survey Conditions

Temperature 67° F

Weather

Businesses Open

FIGURE 2.7
Parking Utilization: April 22, 2024 | 11:00 AM - 1:00 PM



Parking Not In Use	**Up to 60%** occupied	**60-80%** occupied	**80-90%** occupied	**90-100%** occupied	**Over 100%** occupied

Key Observations
April 20, 2024

On a typical Monday, fewer businesses are open than later in the week, with the City Hall/Police complex being the only major driver of parking use north of the railroad apart from limited business activity on Main Street. Even just one block to the north along Main Street (as shown in Image 3 to the left), no parking is in use.

Parking Activity by Type (north of railroad only)

	Formal	Informal
On-Street	**71** (209 total)	**0** (14 total)
Off-Street	**44** (234 total)	**0** (260 total)
Parking at risk (parking that would be lost if informal parking were fully redeveloped or removed)		**0** spaces

2.3 Inventory and Occupancy Patterns

As indicated in the surveys in this section, there is a significant variation in usage patterns between special events and non-event conditions, but some patterns emerge nonetheless. In particular, Main Street and the City Hall-adjacent street parking are typically the first destination for any visitors because they are the only consistent business or destination activity during typical weekdays. Parking users also tend to look for the first parking available, which appears to be closer to the Norfolk Southern railroad. This in turn suggests that most downtown visitors are accessing the district from the Lights Ferry Road and Spring Street railroad crossings, the only two crossings in the immediate vicinity of downtown.

These two observations point to potential for parking users and would-be downtown visitors to perceive that parking is insufficient: they are accustomed in non-event times to having parking close to active destinations, and when the scale of those destinations increases with the size of special events, the parking supply is not as readily available in downtown core blocks. In other words, this parking in the core blocks is downtown's most desirable, as most users think of it as convenient but are also used to finding available parking there.

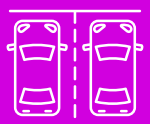
The following section describes how this trend tends to happen over the course of a typical year, based on the City's event calendar. This frames later recommendations on how to approach parking supply additions.

Parking Utilization
Findings and Takeaways

Yes: it gets busy, especially in the downtown core

It is clear that events drawing large attendance numbers make heavy use of downtown parking, with most formally-designated spaces full during event times (and quickly claimed by new patrons if a prior patron left a space).

This varies by location and condition



Even during special event periods, not all parking was heavily used, even parking within close proximity to the farmer's market square. Private parking lots with no notable signage or restrictions stayed empty, while parking patrons made heavy use of informal parking spaces.

Special event patrons come and go regularly

Utilization surveys observed—albeit informally—that parking use during special events was not based on a single time of arrival and departure of all event attendees. Throughout the counting periods, event attendees departed and arrived, leading to some degree of turnover in parking space use. Thus, the total number of attendees did not all need parking at the same time.

3 Managing Parking Demand

3.1 Current Trends in Parking Use

As the utilization patterns in Section 2 suggest, there will continue to be times where parking around the core commercial blocks of downtown is at high use during events, and circulation to and from this parking requires careful coordination. However, at other times, there is ample parking supply and large portions of downtown's parking are not used. This points to a highly variable set of parking conditions and suggests that permanent parking supply to serve these variable conditions should be integrated into land use and economic development strategies for more efficient use.

This section of the study report creates a link between observed utilization and a series of policy and management approaches the City should consider as part of addressing its overall parking needs. These return to the four main questions of the study, specifically Question 3, regarding other forms of meeting parking demand.

Although the degree of parking use varies considerably between counts, some fundamentally similar patterns appear throughout all of the count surveys:

- **Main Street and Pine Street are likely the first locations most downtown visitors consider for parking.** These always have the greatest levels of utilization, even on low-demand weekdays when many businesses are not open. This is most likely due to their convenience adjacent to business and civic building entrances, but these are also parking spaces as part of a complete, modernized streetscape wherein walking access to destinations is easy and intuitive.
- **The informal parking spaces are not uniformly busy,** and the difference in scale between the two observed special events suggests that they may not all be utilized at each event. Although the City has relied on the informal lots, smaller events do not seem to use them fully. This may be due to lower overall attendance, but may also be due to the regular rotation of visitors, who come throughout the day in smaller numbers at any given moment.
- **Parking customers appear to choose the first parking they find, especially closest to the railroad.** Not only is parking along Railroad Avenue highly utilized during events, it also features informal parking—the only on-street informal parking observed in the study—adjacent to the Norfolk Southern railroad. This street is parallel to Mitchell Street, two blocks to the north, with a greater number of formally designated parking spaces; nonetheless, Railroad Avenue's parking reaches high levels of occupancy first.
- **Privately-owned formal parking understood to be open to the public may not be understood in this way by all users.** Parking lots such as the Methodist Church lots appear to have low levels of use, even during high-attendance events, even though they are within view of highly utilized parking such as the informal lots. This suggests that many users unfamiliar with downtown may not fully understand what parking they may use, and follow what appears to be a critical-mass trend to choose parking that appears to be legitimate for their purpose. It is conceivable that parking customers in non-event conditions may be able to park in the vacant lots along Church Street and face no enforcement from the City, but no customers do this, presumably because of the uncertainty of parking on what might be private property. Likewise, parking that could be available to public users may be underutilized simply due to a lack of knowing that it is open for use.

3.2 Management Opportunities

Downtown parking activity as observed in this study shows that parking demand is consistently strong directly around the Main Street and City Hall core blocks of downtown, even though its use varies considerably in other locations. And based on the observations noted above in Section 3.1, parking tends to be less consistently busy in other locations—even with special events.

This suggests that downtown Flowery Branch might be ready to apply management principles to manage scarcity, especially in the historic Main Street and Farmer's Market area, as these will likely be the most desirable parking spaces even as downtown continues to grow.

These management approaches are explained in additional detail in Section 5, although they are highlighted here:

- **Setting time limits on parking will require users to make a choice:** if they want convenience of nearby access, the parking closest to high-demand destinations should be for shorter parking stays and more downtown parking customers can access an area in this way. These always have the greatest levels of utilization, even on low-demand weekdays when many businesses are not open. If customers want to stay for longer, they have alternative parking available to accommodate this. This use of time limits makes it known that high-demand

parking must be shared, but more users can benefit from it throughout a single day.

- **Putting a price on parking leads to even more advanced decision-making:** when parking has a price, the tradeoff between convenience and savings becomes more real. However, this also means that users willing to pay for both convenience and a longer stay should do so. Parking that is priced should not also have time limits, as it allows price to guide decision making and removes the anxiety of making sure both payment and time limit obligations are satisfied—the need to move within a time limit or to 'feed the meter' that causes frustration with many parking customers. Technology-based parking options make it easy for payment without time limits to be extended should parking customers opt for longer stays.
- **As parking systems evolve into using management and regulations, they generally begin with time limits and advance into parking.** From the standpoint of a consumer, applying a price to any good or service that has previously been free to use without payment is undoubtedly unpopular, and it is common in parking management for the businesses and institutions in downtowns and other similar districts to express concern that parking pricing will put their district at a competitive disadvantage. For this reason, both approaches should not be introduced at the same time, and time limits are a no-cost way to introduce the idea of managing a scarce resource. Section 5 discusses the conditions in which each is appropriate.

Sections 5 and 6 discuss this study's recommended implementation in greater detail.

3.3 Supply Opportunities

As the core questions of this parking study concerned the need for added parking supply, a key factor in the study's recommendations and implementation plan is the addition of parking to serve high-demand periods. However, as noted in the utilization surveys, the use of parking aligns with the parking supply that is available to the general public. Parking that is restricted to specific users tends to remain underutilized, even during busy special events.

This suggests that added parking supply should emphasize public access as much as possible, and not be dedicated to specific users. Although that may seem intuitive, the commitment of resources needed to build new parking usually comes with expectations for a return on investment, a relationship that this study has sought to explore.

- **Publicly-accessible parking should be downtown's goal, and any parking the City adds should not be reserved to support private businesses, residences, or other specific land uses.** As noted in the utilization surveys in Section 2, the highest levels of parking activity occur when the general public is using parking—attendees of downtown's special events.
- **This can be for on-street or off-street parking.** While all street spaces are publicly accessible, off-street spaces should be as well, and the City should prioritize any new parking to be used for general public purposes and not dedicated to particular land uses.

A critical factor to consider in downtown's parking management is that the high degree of activity from special events is not a daily occurrence. In addition to this, not all special events occur on the same scale. Table 3.1 on the following page estimates levels of attendance of major downtown events (based on the 2024 events calendar) and equates these with the levels of parking observed in the occupancy summary in Section 2. This allows the City to estimate where and to what degree parking will be required for these events, and how much of downtown's immediate parking reaches functionally-full levels.

The estimate in Table 3.1 is based on the following logic:

- **Each type of parking day or parking event is its own class,** whether non-event or event days. The number of each of these days occurring throughout a typical year is calculated in the second column, based on general attendance figures for special events provided by City Department of Fun staff.
- Sundays are not counted due to a presumably lower degree of business use: City Hall and the Police Station are not open, nor is all retail. Thus, adding the number of days in each class results in 308 total days of 365 days in a year, removing Sundays (51-52 days) and major holidays when no event or downtown business would occur (5-6 days).
- Based on observed parking occupancy in Section 2, different occupancy levels are estimated based on opening hours of current businesses and the relative size of event attendance. The two events counted in this study's occupancy surveys were estimated to be medium and large events based on attendance size. Small and milestone event parking occupancy is estimated based on frequency of events and relative size of events.
- For each class of parking day, a number of days per year is considered a surplus day or shortage day, with the amount of parking available (or deficient) at the busiest estimated time considered.

This table helps to illustrate that for a large part of the year, most downtown parking is occupied below 50 percent across the entirety of downtown, and for all but three days a year, parking in peak conditions is below total supply. The last row of the table compares the number of absolute shortage days

TABLE 3.1
Modeled/Estimated Amount of Parking Surplus or Deficit from Special Events

Type of Day/Scale of Special Event	Frequency per year (days and percent share of the year)	Observed or Estimated Parking Availability: **Mid-Day**	Observed or Estimated Parking Availability: **Afternoon/Evening**	**Surplus-Day or Shortage-Day Factor** (if observed is over or under total spaces)
		Total Non-Event Spaces: 449		
Non-Event Weekday: Monday-Tuesday Mid-Day	**100 days** 27% share	115 occupied **334 available (74%)**	85 occupied 364 available	100 surplus days at 74% available
Non-Event Weekday: Wednesday-Friday Mid-Day	**115 days** 32% share	176 occupied **273 available (61%)**	140 occupied 309 available	115 surplus days at 61% available
Non-Event Saturday: Mid-Day	**25 days** 7% share	145 occupied **304 available (68%)**	100 occupied 349 available	25 surplus days at 68% available
		Total Event-Time Spaces: 709		
Small Event (under 500 attendees)	**40 days** 11% share	N/A	320 occupied **389 available (55%)**	40 surplus days at 55% available
Medium Event (500-1000 attendees)	**20 days** 6% share	N/A	412 occupied **297 available (43%)**	20 surplus days at 43% available
Large Event (1000-2000 attendees)	**5 days** 2% share	N/A	535 occupied **174 available (25%)**	5 surplus days at 25% available
Milestone Event (More than 2000 employees)	**3 days** 1% share	N/A	900 occupied **191 needed (27% over supply)**	3 shortage days at 27% over supply
	Total Days of Parking Surplus Over 50% of Supply			**280**
	Total Days of Parking Surplus Under 50% of Supply			**25**
	Total Days of Potential Parking Shortage with Informal Parking Used to Supplement Supply			**3**
	Total Days of Parking Shortage if Informal Parking is Removed			**8**

to how many shortage days would occur in a year if the informal parking on which the City relies for events were removed. Event in this case, only the large event days are likely to see substantial shortage, though the medium event days (20 per year) feature 297 available parking spaces, only slightly more than the 260 informal spaces that could potentially be lost to development.

When considering even this worst case scenario, 28 days per year of parking shortage—a substantial number for high-profile events that have attracted the participation of downtown businesses and have arguably raised the profile of downtown more than small events— is a small portion of the year, and suggests that major investment in new parking supply may not be justified if it will be underutilized much of the year.

The following section of this report discusses how new development would impact this potential dynamic, and what other approaches the City might take to adding parking to manage high-demand periods.

Parking Management Opportunities
Findings and Takeaways

Parking that is scarce should be managed as such

Even though utilization of parking varies by surrounding business activity and especially at special events, there is a regular pattern of high parking use in the core downtown blocks that suggests regulating this parking may be appropriate. This is intended to provide availability to more customers throughout a given time period.

The frequency of downtown-filling events may not justify large amounts of new parking

Although the City's special events occur frequently throughout the year, with large events able to exhaust downtown's parking supply, these events only occur a limited number of times per year. Non-event conditions are more common, and building new parking is likely to have limited return on investment if it is unused most of the year.

Regardless of how supply is added, parking must be connected

Today's street network in most of downtown consists of narrow streets with no curb, sidewalk, or other street amenities. These do not allow safe pedestrian connection to parking outside of the core downtown blocks. Any new parking should be accompanied by new pedestrian connections to downtown destinations; achieving these connections most likely requires full reconstruction of downtown streets to provide closed drainage, curb and gutter stormwater channeling, and sidewalks. These reconstructions could also offer on-street parking in the same project.

4 Downtown Development and Opportunity Costs

Although the occupancy surveys of Section 2 and the estimation of parking need based on downtown special events have illustrated a parking demand profile with current conditions, the City is also working to achieve a more vibrant downtown through development of key vacant properties.

This relationship between downtown development and parking has three primary concerns at heart:

- **Redevelopment will bring new land uses, which will in turn add to parking demand.** As noted in the utilization surveys in Section 2, the highest levels of parking activity occur when the general public is using parking—especially as attendees of downtown's special events. However, in the future, non-event days can be expected to see higher levels of parking use as more businesses come to downtown.
- **Redevelopment will replace vacant lots currently used for informal parking, thus reducing parking supply.** Two of the parcels identified in Parkside Partners' development concepts are currently used as the primary locations for downtown's informal off-street parking supporting special events. If these are redeveloped, this parking supply will be lost from the overall downtown total, suggesting a need to replace it through other means to maintain the same supply.
- **Any new parking will occupy physical space in downtown, and this space cannot be used for other purposes.** For this reason, it is important to understand a level of parking supply that would broadly satisfy downtown parking demand but also leave space for development to be feasible and contribute to downtown's character. Several of the blocks within the area of this study are small, and limited right-of-way on the current streets means that any changes to street design may require addition of right-of-way making developable blocks even smaller. Likewise, once land is used for off-street parking it cannot serve other purposes without redevelopment.

4.1 Development Sites and Potential Land Uses

This study was performed concurrently with master planning efforts in a formal partnership between the City and Parkside Partners, a private developer who has developed mixed-use projects in other small downtowns. The development concepts Parkside proposed and shared with the City during this parking and mobility study focused primarily on the vacant blocks and properties adjacent to Main Street.

In general, the development concepts do not include significant additions of parking, and this parking is intended primarily to serve land uses associated with new development, and not the general public visiting downtown for other uses or for special events.

Table 4.1 below provides a summary of these potential uses, aggregating different potential scenarios as presented by the Parkside Partners team.

TABLE 4.1
Potential New Development and Estimated Parking Uses (Full Buildout Scenario)

Land Use	Max. Intensity (all scenarios)	Mid-Day Parking Demand	Evening/Weekend Parking Demand
Residential Units (only parking not provided on-site)	65 units not self-parked	20-25 spaces	35-50 spaces
Retail	10,000 SF	105-115 spaces	85-95 spaces
Restaurant/Food-Beverage	20,000 SF	160-180 spaces	125-140 spaces
Events	5,000 SF	N/A	30-35 spaces
Parking Demand per Time Period (low-high)		285-320 spaces	275-310 spaces
Available (Unused) Observed Parking (from Sec. 2)		257 spaces	145-155 spaces (during events)
Proposed On-Site Parking (Added to Current Inventory)		115-130 spaces	115-130 spaces
Additional Parking Surplus or Need		**65-85 spaces (surplus)**	**15 spaces needed**

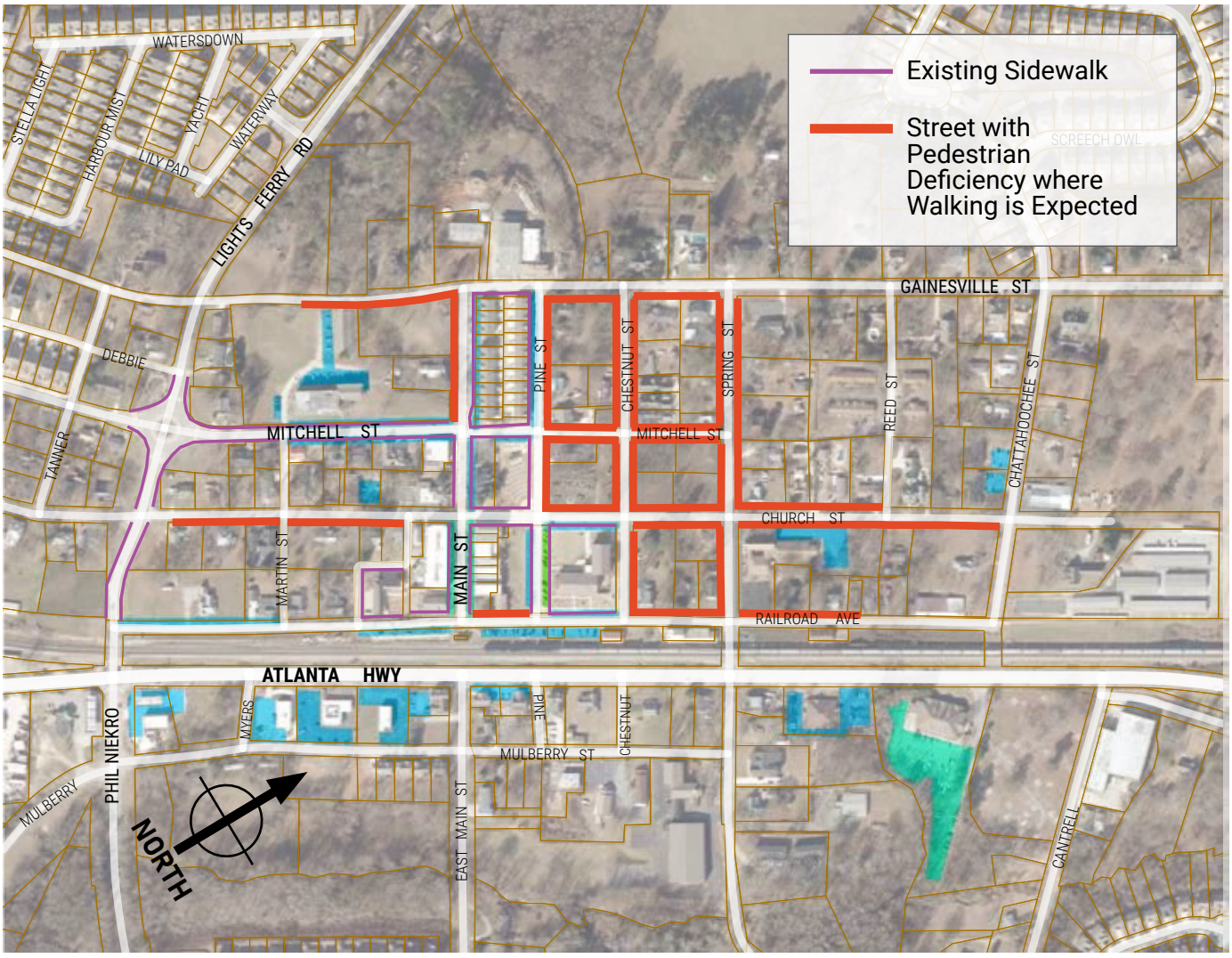
4.2 Parking Impacts: New Demand from Added Land Uses

Although master plans are still conceptual and based on a series of different scenarios, the overall intensity of land uses this development is expected to bring to downtown Flowery Branch is consistent with the scale of current land use patterns. Most importantly, much of the development program in concepts proposed by the Parkside team is residential land use, expected to provide its own exclusive parking and not rely on shared facilities. The only significant non-residential uses are proposed on the same block as existing commercial buildings (on the west side of Pine Street).

Table 4.1 on the previous page provides detail on potential development programs proposed by the Parkside Partners team and an additional amount of parking that each would be expected to use. It is important to note this table presents a 'full buildout' scenario of all development the Parkside team has considered, and this team has presented to City leadership that not all development considered in its overview of downtown sites is likely to be viable, and some subset of this full program as shown in Table 4.1 is likely to move forward. The table shows calculations for expected levels of parking demand for these intensities of typical uses as observed in the Institute for Transportation Engineers' Parking Generation reference guidebook, and this estimated demand is compared to the conditions observed in occupancy surveys (from Section 2) to understand overall impact of new parking and risk of shortage with new land uses bringing additional demand. The additional supply needed is likely to be less, as the likely development program will be less than the amounts shown in Table 4.1.

Overall, this new parking addition is not likely to be significant relative to overall downtown demand. The occupancy summary in Section 2 suggests that ample downtown parking is available to support new land uses, and the scale of the uses

FIGURE 4.1
Pedestrian Conditions on Downtown Streets

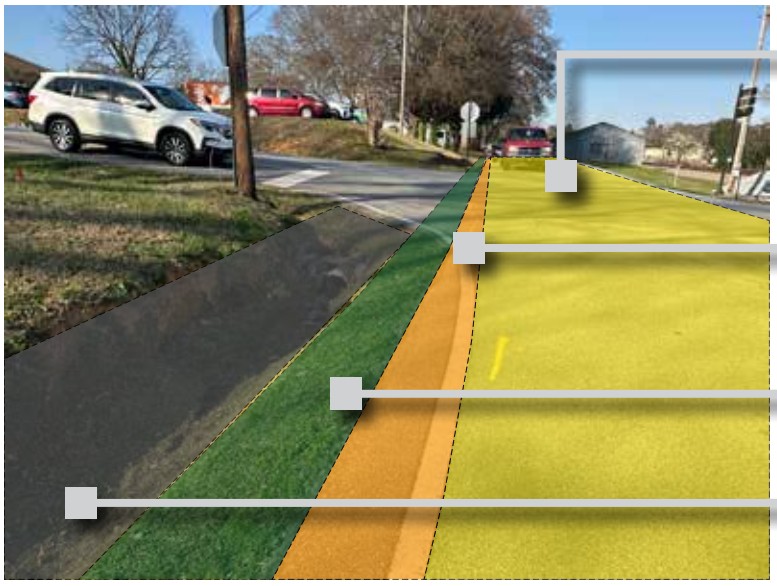


proposed in the Parkside development concepts can fit within existing supply and provide its own parking to offset some of this need. However, the location of this parking is another important factor: development would occur adjacent to the parking that already sees the highest levels of use, and this could reinforce current perceptions that downtown parking is not sufficient.

In addition to underscoring the need to introduce management approaches to downtown parking—with regulations such as time limits—this also points to the need for additional public parking supply throughout more of downtown to support these new uses. This is discussed in the following section on configuration and addition of on-street parking.

FIGURE 4.2
Existing and Potential New Street Conditions

This diagram and the four on the following pages present current conditions for typical Flowery Branch downtown streets, along with recommended options for expanded streets that add parking as well as sidewalks, landscape, and allow upgraded utility infrastructure (especially sanitary sewers and stormwater). These are offered with a basic cost estimate for designing and constructing an individual block of downtown street, with a cost per parking space identified in each. This is significant because it demonstrates that, on a per-space basis, it is less costly for the City to construct street parking than off-street parking if streets were to be reconstructed for other purposes anyway.

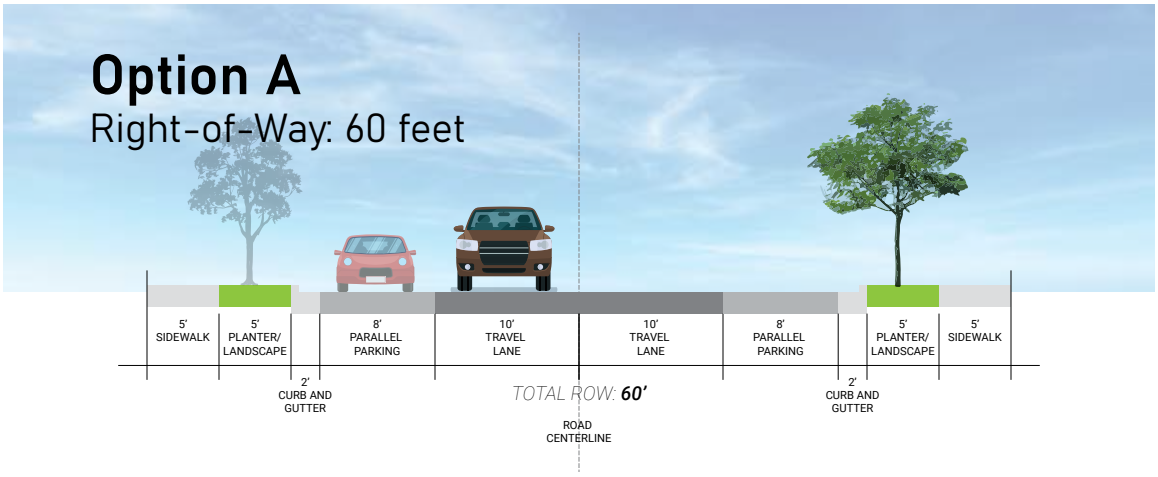


Traveled Way: the vehicle lanes of the street, typically 18-20 feet on most downtown streets

Shoulder: not formally defined on most downtown streets, but no more than 1-2 feet

Roadside swale slope: typically within 2-4 feet of pavement edge

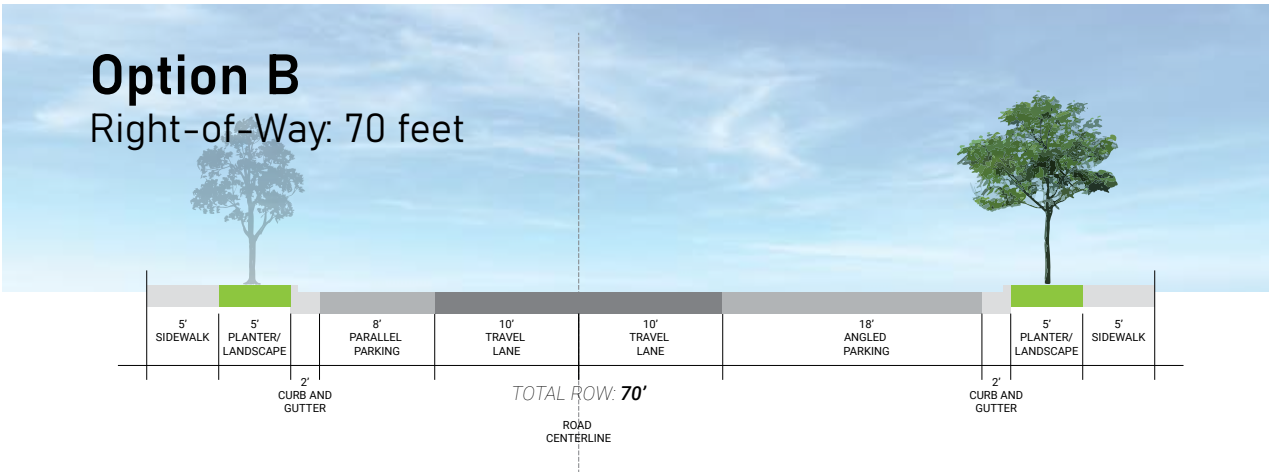
Swale: ditches with steep edges typically 4-6 feet wide



Costs and Considerations Per 250-foot block length

Additional Right-of-Way Needed for Typical Section Width	10 feet
Right-of-Way Cost	**$16,900.00**
Construction Costs	**$328,900.00**
Staging Costs	$24,300.00
Sanitary Sewer	$57,000.00
Water Main	$54,800.00
Stormwater	$51,300.00
Street + Parking	$130,200.00
Landscaping	$11,500.00
30% Contingency	**$98,700.00**
15% Indirect Costs (Engineering, Administrative Costs)	**$64,200.00**
Total Cost Per Block	**$508,700.00**

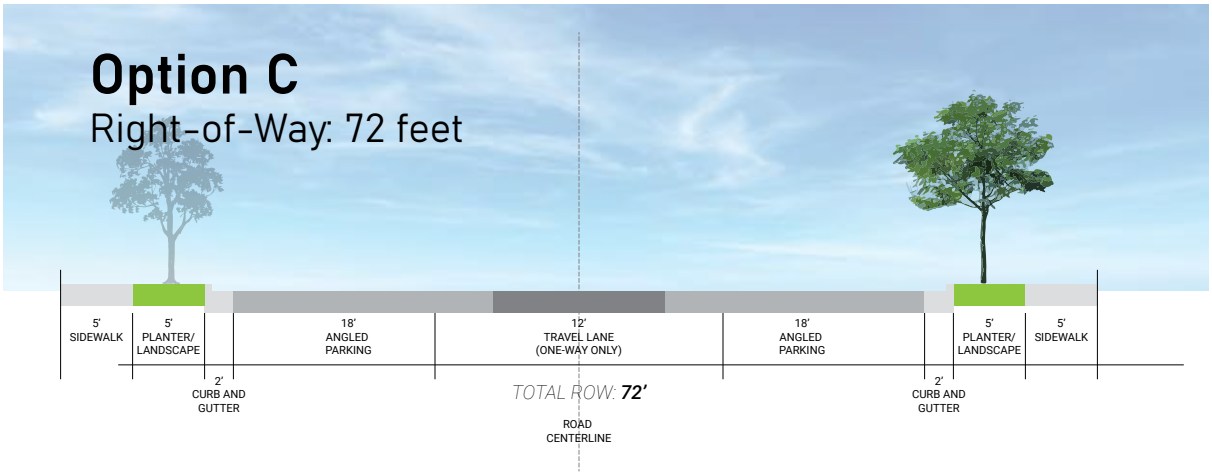
Potential Parking Yield with No Driveways	14 spaces
Potential Parking with One Driveway Per Side	10 spaces
Overall Cost Per Parking Space (based on Street and Parking and ROW cost components only)	**$15,514**



Costs and Considerations Per 250-foot block length

Additional Right-of-Way Needed for Typical Section Width	20 feet
Right-of-Way Cost	**$33,800.00**
Construction Costs	**$349,600.00**
Staging Costs	$25,500.00
Sanitary Sewer	$58,100.00
Water Main	$55,900.00
Stormwater	$52,900.00
Street + Parking	$145,800.00
Landscaping	$11,500.00
30% Contingency	**$104,900.00**
15% Indirect Costs (Engineering, Administrative Costs)	**$55,100.00**
Total Cost Per Block	**$543,400.00**

Potential Parking Yield with No Driveways	22 spaces
Potential Parking with One Driveway Per Side	18 spaces
Overall Cost Per Parking Space (based on Street and Parking and ROW cost components only)	**$11,167**



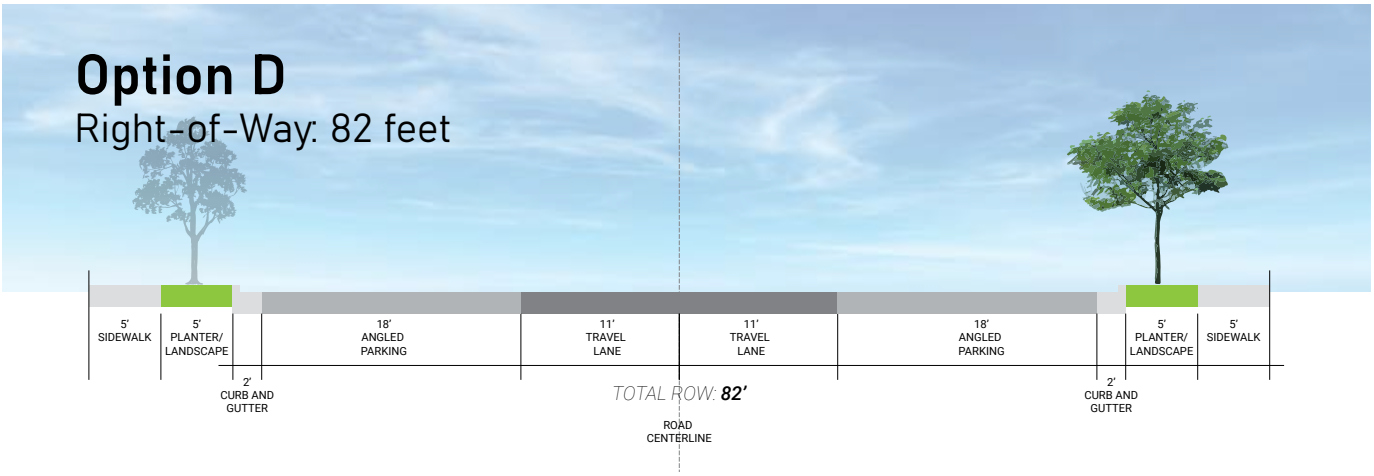
Costs and Considerations Per 250-foot block length

Additional Right-of-Way Needed for Typical Section Width	22 feet
Right-of-Way Cost	**$37,200.00**
Construction Costs	**$354,700.00**
Staging Costs	$25,800.00
Sanitary Sewer	$58,300.00
Water Main	$56,200.00
Stormwater	$53,300.00
Street + Parking	$149,800.00
Landscaping	$11,500.00
30% Contingency	**$106,500.00**
15% Indirect Costs (Engineering, Administrative Costs)	**$55,900.00**
Total Cost Per Block	**$554,300.00**

Potential Parking Yield with No Driveways	28 spaces
Potential Parking with One Driveway Per Side	20 spaces
Overall Cost Per Parking Space (based on Street and Parking and ROW cost components only)	**$9,665**

Option D

Right-of-Way: 82 feet



Costs and Considerations Per 250-foot block length

Additional Right-of-Way Needed for Typical Section Width	32 feet
Right-of-Way Cost	**$54,000.00**
Construction Costs	**$376,900.00**
Staging Costs	$27,000.00
Sanitary Sewer	$59,400.00
Water Main	$57,300.00
Stormwater	$53,700.00
Street + Parking	$168,200.00
Landscaping	$11,500.00
30% Contingency	**$113,100.00**
15% Indirect Costs (Engineering, Administrative Costs)	**$59,400.00**
Total Cost Per Block	**$603,400.00**

Potential Parking Yield with No Driveways	28 spaces
Potential Parking with One Driveway Per Side	20 spaces
Overall Cost Per Parking Space (based on Street and Parking and ROW cost components only)	**$11,361**

4.3 Addition of On-Street Parking

As noted previously, the relatively limited supply of on-street parking in downtown is fixed by the current design of streets. Most of downtown's current streets could not readily accommodate additional parking without reconstruction to expand roadway bases for on-street parking and provide sidewalk and curb infrastructure to support pedestrians. Although it is possible to reconstruct streets within currently existing right-of-way, there is little room for parking within a typical cross-section that would fit.

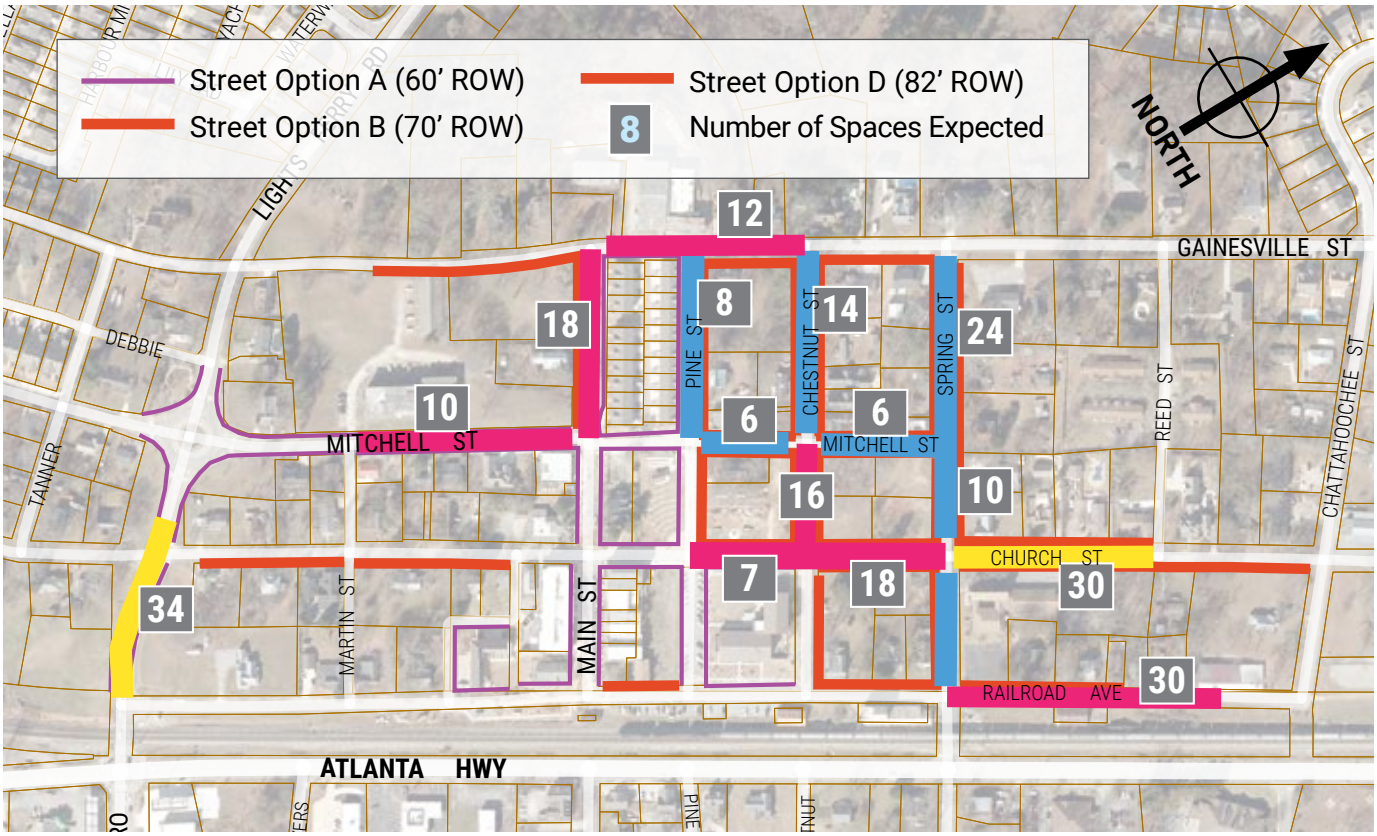
This study has explored a series of potential street configurations that would increase the overall supply of parking, although each of these requires additional right-of-way. A central point of ongoing discussion between the City and its development partners will be setting the right configuration for this parking, and understanding what remains of private properties within downtown's blocks to allow developable sites. However, different street configurations could allow different amounts of parking supply to be added downtown, potentially reducing or even eliminating the need for additional downtown parking investment in off-street lots or garages.

The new potential typical sections that would allow substantial addition of new parking, with the diagrams on pages 28-31 all offering a breakdown of estimated cost to construct a single block of this type of street. These costs are used as the basis for estimating a cost per parking space added to downtown, and this is compared to the cost of an off-street garage or parking lot located in a downtown block.

This study recommends that the City prioritize adding parking through street enhancements, and let this parking continue to meet downtown demand, even as redevelopment occurs, prior to adding new off-street parking that is not part of a property development-based focus. Figure 4.3 below lays out a potential scenario for this, using the options for street sections in Figure 4.2 and summarizing the potential new parking they add to downtown. These sections are chosen for purposes of maintaining developable blocks and reserving larger right-of-way additions to locations with more room to accommodate them. This should continue to be a way that the City negotiates with developers, and flexibility should be applied to how street sections are used, with an overall goal of adding more parking that is well connected to the rest of downtown.

Based on the scenario illustrated in Figure 4.3, **the study estimates that approximately 260 spaces could be added to**

FIGURE 4.3
Potential Scenario for Applying Street Designs to Network



downtown parking with street reconstructions allowing on-street parking. Furthermore, based on the estimated costs per space on each of the cross-section options, this parking could be provided at a total cost to the city of approximately $3.4 million based on the cost estimates in the Figure 4.2 cross-sections. As detailed in Table 4.2 on the following page, this is comparable (slightly higher) to the cost of building a surface parking lot, with typical costs around $8,000 to $12,000 per space depending on site conditions (or a and land values, and considerably lower than the $30,000 to $50,000 per space for structured parking that is common in metropolitan areas. Building the same amount of parking in surface lots would require permanent dedication of today's informal parking locations to formal parking, limiting the land's long-term use to parking, or requiring the City to purchase new land for this purpose. Sections have been chosen to minimize right-of-way impacts, especially as the single-family homes immediately outside of downtown's commercial district are often built with limited setbacks. Little right-of-way is available without having substantial property impacts, including to buildings.

Overall, this could create parking to replace the amount of at-risk parking in informal lots as identified in the occupancy surveys of Section 2. This would also address numerous locations of pedestrian deficiency as identified earlier in this section (and illustrated in Figure 4.1). The City would be able to provide parking meeting observed levels of activity at special events, even higher-attendance events, without additional off-street parking. However, additional parking could also be added to downtown supply, or further formalized, as the City identifies other potential locations for future redevelopment. These include:

- **Formalizing the Lights Ferry informal lot** to increase parking yield beyond the current ad-hoc layout that occurs when special events are active. Based on what dimensions would be available if the City expands street parking on Lights Ferry, this lot could potentially serve an additional 10-12 spaces. Based on the cost
- **Exploring parking on the Gainesville Street City Public Works site.** This site is currently at the top of a hill from downtown, 70 feet above the elevation of the Farmer's Market Square, and would require users to walk nearly 1,000 feet uphill to reach this location. The site also features significant topographic challenges. Nonetheless, it is a large property that could serve as informal or overflow parking, or be the basis for shuttle or micromobility services (as discussed in Section 5).

TABLE 4.2
Comparison of Costs for 260 spaces of New Parking Inventory

On-Street Parking Additions (per Figure 4.3)	**$3,398,900**
Street Type A	$1,365,200
Street Type B	$1,306,600
Street Type D	$727,100
Surface Lot (Low Cost: $8,000 per parking space)	**$2,080,000**
Surface Lot (High Cost: $12,000 per parking space)	**$3,120,000**
Parking Structure (Low Cost: $30,000 per parking space)	**$7,800,000**

5 Toolkit of Solutions

The City has multiple potential approaches for addressing the primary questions and needs of this study. As demonstrated in previous sections, the high levels of parking use that Flowery Branch has faced are not indicative of insufficient supply today. As further downtown development occurs, current space used for temporary parking spaces may no longer be available, requiring other parking to be added to the system to meet current levels of parking demand (and the greater levels expected with new development).

Overall, downtown's larger parking supply offers other solutions, and different management approaches—both of parking supply and the ways it is accessed—will help to shift downtown parking to be more adaptable to these uses.

5.1 Introduce management and regulations to reflect demand and reshape parking choice

As discussed in the previous section of this summary report, **the current unregulated nature of parking in downtown does not fully reflect that occupancy and demand vary by location.**

The City should adopt and implement a performance-based parking program. Performance-based management adjusts regulations to make it as easy as possible to find a parking space anywhere in an area, with more advanced regulation used to help guarantee parking availability when spaces are regularly in high demand. The two primary stages of regulation—time limits and price—should each take effect when downtown facilities reach an appropriate level of use, as described in Table 3 below. Consistent availability, not additional revenue, is the central goal.

The "right price" is always the lowest price that will achieve an availability target. Adjusting rates over time—up where demand is higher and down where demand is lower—will allow Flowery Branch to better distribute parking demand across its downtown and make more efficient use of existing spaces. In general, the City should treat its on-street spaces around the Main Street commercial core as its most valuable, as these provide critical customer access to retail businesses in a manner that is convenient and desirable. Off-street parking should provide a cheaper (or free) long-term option for visitors who still want convenience but wish to stay for longer periods.

The additional recommendations detailed in the following subsections provide more detail on this program.

5.1A Pilot Program for On-Street Pricing

There is no current management of on-street parking in downtown's commercial district, but observed parking utilization is still very high (and full in some locations). As noted previously throughout this report, this is more notable during special events.

Based on the thresholds for setting regulations discussed in Section 5.1, pricing for parking may eventually be an appropriate management tool for select parking spaces in downtown if parking activity grows along with new development. This toolkit item is suggested as an auxiliary to Item 5.1 because it is only applicable when the City has reached a point where parking pricing is an effective management approach. When those conditions have been met, this study recommends a pilot application of pricing in these locations, using pay station meters to allow payment for an entire group of spaces at once. Cities using pay stations typically install one of these stations per uninterrupted block-face, meaning that each group of parking spaces separated by a driveway or cross street can have one meter. While there is not regular demand in any downtown blocks to require payment, current parking occupancy patterns suggest that the Main Street commercial core blocks are likely to be the first reaching this level and where this pilot program might be applied.

Strategy 5.1: Introducing Management and Regulations to Reflect Demand

Benefits of this Approach	Regulations shift user behavior so that more spaces become available throughout a time period for users of parking.
Potential Costs	More enforcement needed to ensure payment; specific department costs to be determined
Required City Actions	• Parking Department prepares strategy for increasing enforcement and operations based on increased revenue • Commission adopts/approves price increase schedule from Parking Department

In locations where pricing is applied, time limits should be eliminated. This is to allow price to function as an effective provider of parking availability and allowing customers wishing to pay for use of downtown's most valuable spaces to do so. It is also intended as a way to counteract the imposition of price, which typically generates concern among stakeholders (especially businesses).

This also involves City legislation to establish a parking pricing structure. The City has authority to charge these prices by virtue of its status as a local government, but making the leap to parking pricing should involve a more extensive consultation process with the Flowery Branch community when City staff recommend that it is appropriate.

Beyond an ordinance establishing a basic price schedule, providing staff the administrative authority to set parking prices in the City code of ordinances, defining a maximum rate at which prices may be set (for example, up to $1.00 per hour), allows staff to make rate changes based on observed demand. They will receive Council approval to do this, but it will not require a full change to City ordinance.

5.2 Adopt a Monitoring and Reporting Schedule

The City will need to update its data to understand when proposed management thresholds are met and when to apply them. The parking study recommends a regular review of utilization along with ongoing parking enforcement responsibilities to be able to periodically adjust its management schedule. This is detailed in Table 5.1 below.

Establishing an ongoing schedule for reporting will allow the City to make more informed decisions as parking demand dynamics continue to evolve. The City should use its own staff, ideally its parking enforcement staff, to collect regular utilization count updates.

In addition to basic occupancy, the following are key data elements that the City may wish to understand:

- **Duration of stay:** the utilization counts in this study only counted numbers of occupied spaces during each collection period, and that number was used to represent the entire period. Understanding the length of stay in different parts of downtown is useful for setting time limits and price according to observed parking patterns.
- **License plate information:** the City can better understand the origins of its parking customers with license plate reader surveys of parking activity, matching these to a database to understand basic location information (such as ZIP codes). High concentrations of customers from nearby locations can help the City to explore the most appropriate options for accommodating visitors as downtown continues to grow. For example, new parking facilities may not be as cost-effective as shuttle or transit service that can serve a nearby residential population.

Although this monitoring and reporting is recommended using City staff and adds to existing responsibilities, it is an important factor in updating regulations and management approaches. The City needs to know when the thresholds have been met to apply new regulation, and this is critical information for making the legislative case to allow these approaches.

TABLE 5.1
Monitoring Recommendations for Rethinking Parking Regulations

Facility Type	Collect Utilization	Revisit Regulations	When to Institute Time Limits	When to Institute Pricing
On-Street Parking	Every 3 months, including one large special event and one small special event	Every 6 months	Utilization on an entire block surpasses 75% for at least 6 hours per day	Utilization on an entire block surpasses 85% for at least 6 hours per day
Off-Street Parking Lots	Every 3 months	Every 6 months	Utilization surpasses 75% for at least 8 hours per day	Utilization surpasses 85% for at least 8 hours per day
Off-Street Parking Garages (if constructed in the future)	Every 6 months	Every 12 months	No threshold: time limits not used	Utilization in public spaces surpasses 85% for at least 8 hours per day

5.3 Shared parking program

Shared parking programs maximize use of existing parking facilities, reduce the overall need for additional parking, help reduce congestion, facilitate more walkable, safe, and active downtowns, and ensure more efficient use of public dollars. Better use of existing and available facilities is crucial to ongoing downtown success and growth.

The City should create and pilot a shared parking program based on a two-tiered approach: a first tier in which the City uses its knowledge and regularly-updated parking count information to help offer or 'broker' shared parking agreements between private developments, and a second tier in which the City or other entity manages private parking as "public" parking.

For the first tier, the City would help development applicants and existing businesses searching for additional parking to find sharing agreements. Some private property owners may wish to share all or a portion of their parking, but would prefer to share with other private entities, such as a specific employer or business, and have a third-party operator manage their parking. To support private-to-private agreements, the City could proactively offer ongoing technical assistance to both parties.

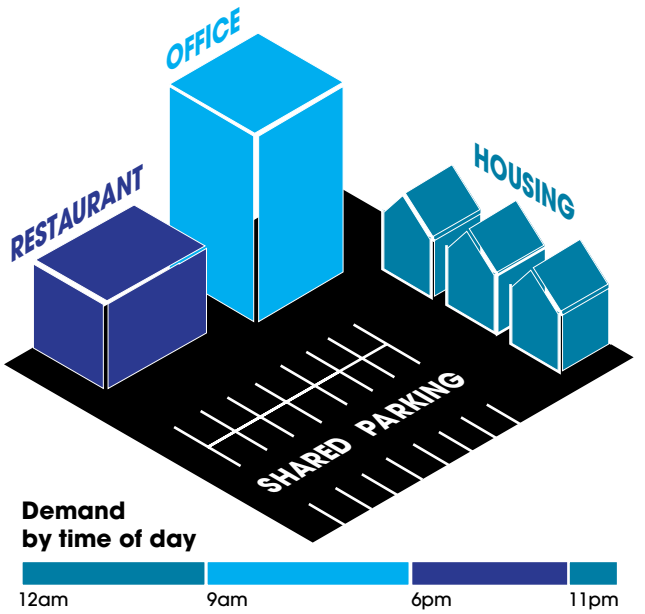
Potential elements include:

- Parking database, connecting parties to each other
- Educational materials about benefits of shared parking
- Sample language and agreements
- Cost and revenue sharing information

As downtown continues to see new uses and developments, the City or another entity (such as a Downtown Development Authority, should one ever be established) could take an additional step and lease (or purchase) underutilized parking from private owners, making this available to the public similarly to City-owned lots. Under such an approach:

- The City or other entity would directly lease parking from a private facility for use as public parking.
- The entire facility, or portion of the facility, would be open for public use. Public use could be restricted to certain hours/days, depending on tenant needs.
- To incentivize participation, the City or other entity would collect revenue for any priced parking during hours pricing is in effect. Any net revenue could also be shared as part of the agreement.
- Ongoing data collection should be required to facilitate

FIGURE 5.2
Shared Parking Concept



Strategy 5.3: Shared parking program

Benefits of this Approach	City continues to make use of existing downtown parking without needing to add parking supply.
Potential Costs	More enforcement needed to ensure payment; specific department costs to be determined
Required City Actions	• Develop sample parking lease (potentially using the study's recommendations as a baseline template agreement) • Determine standard lease price per parking space • Outreach campaign to potential private parking owners

performance-based management of the downtown system.

5.4 Virtual Public Supply

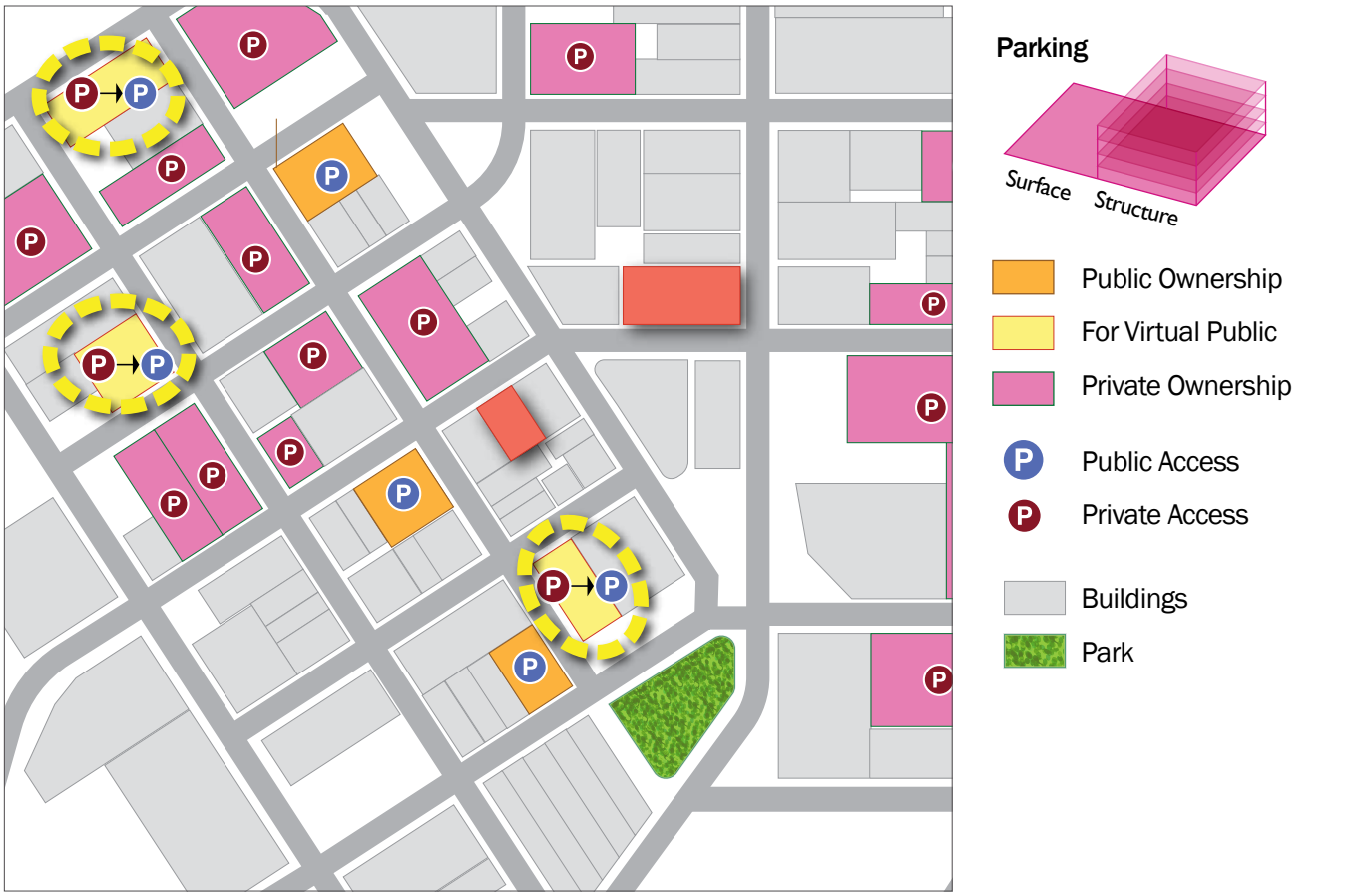
In addition to the two approaches described previously, the City can always adopt both and pursue a multi-pronged strategy that adds to public parking supply through lease agreements in the short term while identifying parking opportunities in the long term.

This may be the most prudent approach in that it prioritizes the short-term action of recommitting to a 'virtual public' parking model that may be easier to attain in the short term and that can more quickly spread public parking throughout the downtown district. This is based on developing leases with private parking owners to ensure that their parking supply is allowed to the public for part or all of the day, and typically involves the City assuming a limited degree of maintenance and liability during these times. The City has informal agreements in place that function to this end; these may be sufficient for long-term needs, but it is worth exploring ways to ensure a longer-term access to the parking if these informal agreements have the risk of being ended. It also keeps a larger focus on making substantial additions to supply. As discussed in Section 6, the City should dedicate funding to this program to offer longer-term agreements to parking owners and target the addition of 10 to 20 spaces per year through virtual public supply. This will not only add to inventory, it will also provide additional inventory throughout downtown.

However, the City should treat the virtual public supply program as a focused initiative and not simply exercise it on an opportunity basis. The City should also be deliberate in researching and selecting locations for these agreements, but will need to set prices at standard levels to ensure fairness and to allow budget planning and forecasting to be kept sustainable.

The key strategic approach to both forms of supply is to understand the dynamics of parking demand throughout the day, as documented in Section 5 of this report. It is the recommendation of this study that the City would not be making a good investment in constructing new parking supply simply to serve the concentrated levels of peak demand in downtown Flowery Branch unless it also had a

FIGURE 5.2
Adding Public Parking through a 'Virtual Public' approach



strategic approach for ensuring that parking saw more utilization and served more demand throughout a longer period of the day. Likewise, virtual public leases that will allow publicly available parking only at limited periods may not be the most useful for the City to pursue.

5.5 Regulatory changes for land uses providing their own parking

While not directly tied to revenue generation, an important dimension of parking use and management in any city is the degree to which land uses and developments are expected to provide parking. This is typically defined in zoning ordinances, with off-street parking associated with a land use defined in terms of minimum requirements. The City's zoning ordinance defines a series of minimum off-street parking requirements by uses, and in most cases applies these throughout Flowery Branch regardless of location (whether in downtown or not).

This suggests that the **City should consider an alternative system of managing transportation impact through the development review process.** The limited supply of land and the overall need for services and programs to help connect parking supply to destinations both suggest that supporting a mobility system instead of providing parking (or eliminating parking requirements through variance requests) will ultimately have greater returns for the City.

Such a system follows a model already in place in other communities throughout the United States: payment-in-lieu programs that collect payment from developers or tenants in lieu of providing parking. These payments or fees can benefit developers, cities, and the public. Developers gain flexibility in meeting minimum parking requirements and can save money on building an expensive parking structure or surface lot, and have greater certainty in a process (and save time) when compared to following the variance process. Having such a system of in-lieu fees can also facilitate the development of constrained sites that may otherwise not be developed due to the need to build the required parking.

While in lieu fees have traditionally served as a funding source for communities to build new parking supply, it may be more beneficial for Flowery Branch to use these fees for capital and even operational programs beyond the construction of new parking spaces. **Some communities using these programs have preferred to apply their revenue to infrastructure improvements or operational programs that improve access for drivers, cyclists, transit riders and pedestrians.** Examples of improvements that can be funded by in lieu revenue that promote greater access and a more walkable area include:

- Bicycle and scooter parking, a bike or scooter share program, or bicycle valet program.
- Pedestrian-related improvements, including lighting and street amenities, that increase safety.
- Creation of a shared mobility hub or a central location in neighborhoods and areas of high parking demand that provide a single access point to a range of transportation options and services.
- A shared parking program as noted in the previous recommendation, where cities lease lots from private owners and incorporate the spaces into the public parking supply.

5.6 Comprehensive mobility management

Strategy 5.6: Comprehensive Mobility Management

Potential New Revenues	To be determined with further study of potential in-lieu parking payments
Potential Costs	Additional staffing and resources to operate transportation and mobility services, specific costs to be determined
Required City Actions	• Outreach strategy/campaign to gauge developer interest and identify impactful mobility improvements that would build support for the program • Develop a program of capital projects and services for the in-lieu payment revenue can support

A longer-term outcome for the City uniting these other strategic approaches is that mobility options be more comprehensively integrated throughout Flowery Branch. The City currently has no multimodal facilities serving its downtown, such as on-street bicycle lanes, shared use paths, or extensive bicycle parking locations These mobility options should also be tied directly to both visitor experience and the development of sites (and establishment of new business or uses in existing buildings). Downtown Flowery Branch's compact, walkable scale suggests that walking between parking in more remote locations may be acceptable to some users.

This study did not explore a comprehensive mobility system, but has noted multiple points and opportunities for the City to explore in further study. These include the following:

- Various City departments currently use a small multi-passenger cart for faster connection between locations when special events are being staged or managed. This allows trial applications to see the feasibility of such a system for parking management.
- Bicycle and scooter use, while not yet prevalent throughout downtown Flowery Branch, does not have an established network of routes or storage locations for vehicles.
- A different pricing and permissions model for parking in more remote locations. The City's unmanaged parking provides no incentive for price-sensitive parking users or users wishing to stay for longer periods to choose more remote parking, and many downtown visitors appear to circle throughout downtown to find the first available parking without choosing a more remote option first. If the City is interested in investing in new parking in more remote locations, management of this parking should be reflected based on demand. Satellite locations may be kept free and/or allow for longer stays to encourage long-stay visitors to use them, where high-demand locations in the commercial core of downtown Flowery Branch may be required to leave spaces after a shorter time or pay for parking in those locations. In any case, the City can and should take additional supporting steps to facilitate easier parking in downtown and make the overall system better integrated and more user-friendly. These are detailed as follows, with potential example ideas for the City to use to address these ideas.

5.7 Classification and Signage

Visitors to downtown Flowery Branch today are met with a complex array of parking options for a small downtown and, unless they are familiar with the parking system and the options they might have within it, may not understand where they are allowed to park. To this end, the City should work closely with property owners to implement a standard system of signage around parking in the city, with sufficient supporting signage explaining the system.

This assessment recommends that a simple, streamlined parking system be put in place, and this should feature no more than three classes of parking. Public parking should always be available any time of the week. Part-time public parking should be signposted to reflect the variable status and prompt users to check signage to understand whether they can park there and until what times. And reserved parking should be set separately to let visitors know that parking is only for users of a particular business or establishment. It may be used during the time of a visitor's stay, but not to allow park-once visits to other destinations throughout downtown.

The study recommends a simple system of color-coded signage to guide users to facilities they can use. This allows them to understand options and choose other locations with certainty that they are parking where allowed for their purposes.

5.8 Electronic Information Resources

In addition, it will be important for the City to enhance its current electronic resources providing information to potential parking users. At present, the City operates a website that includes limited information on parking resources. It should develop a map that illustrates locations of select parking facilities intended for public use, along with printed or static materials. However, these are not immediately apparent to many users and not amenable to real-time decision making when visitors are looking for parking locations. As downtown's parking system grows, it should explore other options, such as the following:

Mobile app. In many other Atlanta-region communities users have already grown accustomed to electronic payment and information based on their location. The City should explore development of a mobile app to provide more information on parking options, though at present the only resource for locating parking is a web resource on the City's website. This is not immediately accessible or apparent to users, and in any case does not feature a full inventory of downtown parking to help users understand what is publicly accessible and what is not.

Updates to website. The City should mirror updates to the app on its website and work with Hall County's GIS department to make more regular updates to its GIS inventory of parking data. This study collected and updated inventory and utilization information using GIS, which will now be available for this purpose. Future updates to inventory and utilization can help the City share information on general trends with parking (such as a particular facility's tendencies to be full, lightly used, or full at certain times). This can allow a visitor to downtown to plan a trip based on parking and have the real-time experience support this.

6 Implementation Plan

This study recognizes that the toolkit of solutions does not provide a direct path to action for Flowery Branch in and of itself. This implementation plan offers a structured series of actions for the City to consider and use as a guideline for capital project and policy decision-making over the next four years.

Since the most advanced recommendations of the study relate to enhancing Flowery Branch's streets to improve multimodal access and parking capacity, this implementation plan is structured around capital projects and aligning management policy to be in place to support enhanced streets when they are completed.

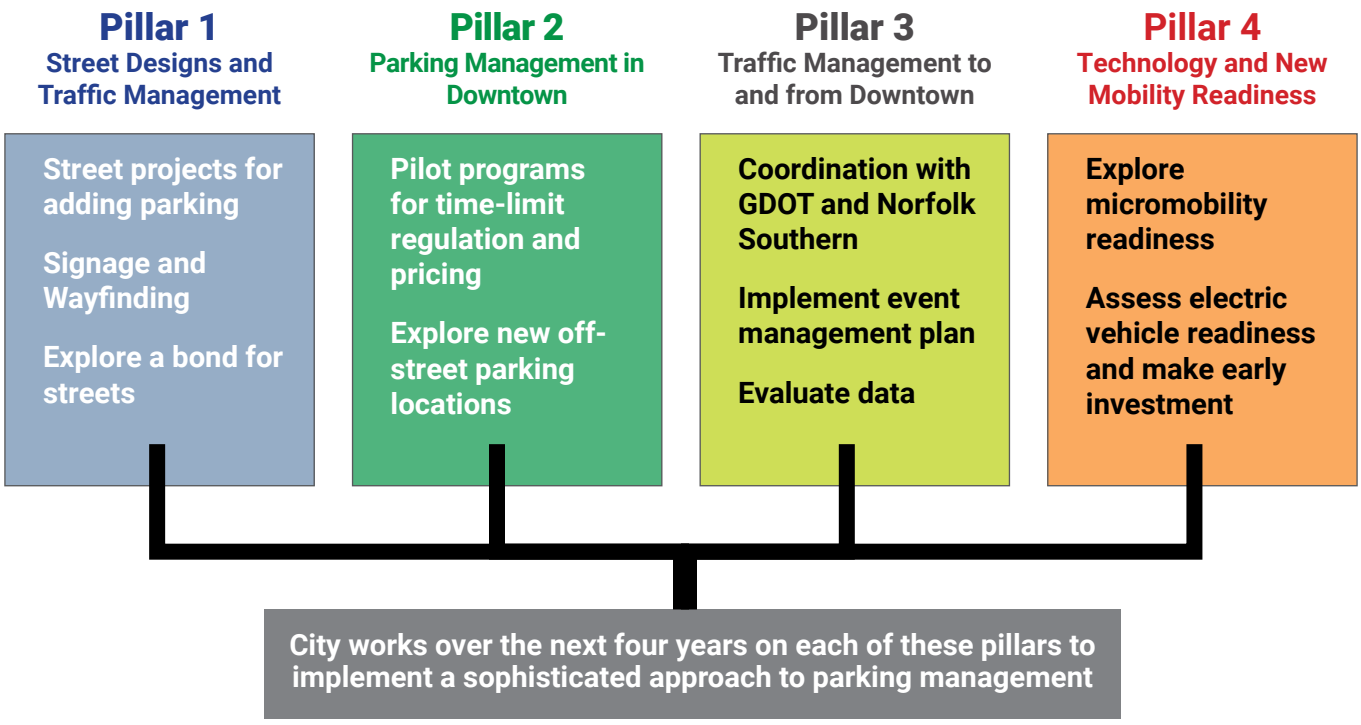
The implementation plan is organized into four thematic pillars of major downtown parking and mobility needs, described in the following sections. **Each of these pillars has a series of recommended tracks for the City to follow**, with specific actions defined in each. These are organized in a standalone Implementation Plan matrix from pages 44 to 49. Each of the tracks is a discrete City effort, some leading to capital projects (especially in Pillar 1) and others following a pathway of coordination, pilot programs, or further studies. The four pillars are intended to give the City different roles and responsibilities related to parking and event management that overlap with existing efforts it is undertaking (such as coordination with GDOT for larger-scale traffic management, described in Pillar 3).

6.1 Pillar 1: Street Designs and Traffic Management in Downtown

Perhaps the most significant recommendations of the plan are continued modernization of Flowery Branch's street network to be more multimodal. This is tied closely to traffic management as one of the four options proposed for typical street section options involves converting streets to one-way traffic with only a single lane of travel. Although the study generally does not recommend streets be converted to one way traffic for traffic flow needs, there may be a practical need to keep streets limited to a single lane of one-way traffic to fit in parking but not require too much right-of-way as to have impacts on private properties.

This study proposes one scenario for implementing the street design options as illustrated in Section 4. This is based on providing a level of parking supply intended to offset the informal parking expected to be lost when vacant properties in downtown redevelop. Although this parking will now be

FIGURE 6.1
Four Implementation Pillars for the Parking and Mobility Study Recommendations



Pillar 1: Street Designs and Traffic Management Implementation Tracks for City Action

Tracks 1-1, 1-2, and 1-5 (2025-28)	Implement new street designs on key downtown streets beginning with design in 2025. This is broken into three separate tracks to allow staged project development, with the City aiming to advance two blocks of street design projects per year, leading to approximately $1 million in construction years and $100,000 to $200,000 per year in design and right-of-way acquisition. This is intended to implement six blocks of new streetscape by 2029.
Track 1-3 (2025-26)	Develop a bond package as a primary source of City funding for the street projects. Because of the functional classification of these streets, they are not likely to be eligible for Federal funding through the GHMPO Transportation Improvement Program, though the City may apply for grants to assist with overall project costs.
Track 1-4 (2025-28)	Create and implement a signage and wayfinding plan with the following objectives: • Unify downtown parking and provide direction to publicly-available parking assets • Guide parking customers to major destinations • Clearly distinguish parking that is publicly available and state any regulations (time limits or price)

distributed over a larger geographic area than the two-block district, allowing more ways for traffic to circulate in and out of downtown and around downtown to find parking, it is also directly tied to streets and thus can allow greater ease of circulation.

This study acknowledges the significant costs of street projects relative to the City's overall annual budget, and therefore recommended implementation of this pillar takes on small increments of the total street reconstruction over several years. Each recommended track includes approximately $1.25 to $1.5 million in design costs, right-of-way acquisition, and construction (inclusive of utility work and relocation).

This pillar also includes a recommendation to create a bond package for the projects to create a dedicated funding source for them and allow parking to be added on a regular basis, preparing downtown for the loss of the informal parking spaces expected to be developed in the City's overall downtown revitalization. The constructions of streets is also accompanied by a simple wayfinding plan and investment intended to provide guidance to and from destinations and parking locations, as well as around the downtown street network.

6.2 Pillar 2: Parking Management in Downtown

Even with the supply additions that can come from new parking on streets, conditions are right to begin applying management principles to downtown parking. Currently Flowery Branch's downtown parking accessible to the public has no formal time limits or price, and even informal parking used solely for special events does not restrict how long users can stay. Therefore, parking customers have no incentive to make strategic decisions on parking, choosing locations that meet their level of tolerance for regulations or that offer flexibility for them to stay longer.

This study proposes a tiered set of management recommendations that begin piloting regulations, then move to full implementation, with special events held in later years serving as the first test cases for event-based pricing. The follow Section 5 toolkit items for management (Strategies 5.1, 5.1A, and 5.2) to set regulations and regularly collect data to ensure regulations are appropriate to the level of parking use observed.

However, this Pillar moves the City to implementation of two other recommendations: identifying other locations for informal parking to continue adding to supply, and exploring ways to operate shuttle service to make access to more remote parking locations in downtown easier. These two are related: parking locations that could serve more downtown users are likely to be further from the downtown core and less appealing to visitors. Shuttle services may not be able to provide capacity to serve all visitors, but can serve as supporting transportation to individuals with limited mobility or other special needs. It is important to note that privately-contracted shuttle services are a significant cost: contractors generally expect that services will operate year-round with a minimum amount of service hours provided per day, and this may be more than Flowery Branch needs in the short term. For

Pillar 2: Parking Management in Downtown

Track 2-1 (2025-26)	Launch a pilot program for on-street parking management during typical daily conditions, setting time limits in heavily used parking. This involves enabling City staff to enforce parking regulations and issue warnings or citations for non-compliance.
Track 2-2 (2025-27)	The loosely defined agreements for shared use of privately-owned parking, such as at the United Methodist Church, should be formalized and brought into the signage and wayfinding program of Track 1-4. The City should determine a lease term with private owners and develop an agreement for assuming maintenance and liability during times of public use. Other properties with parking should also be considered for this program and the City should approach owners with offers.
Track 2-3 (2026-27)	Launch a pilot program for paid parking at special events, designating a small zone near Farmer's Market Square as a priority parking location with payment collected for use (but no time limit applied). Use signage for the event to communicate that free, time-unlimited parking is available in other locations.
Track 2-4 (2027-28)	Identify locations for new informal parking, or even a new formal parking facility. This is proposed for a later year due to ongoing changes in downtown expected in the first two years of implementing this study's recommendations.

this reason, this study recommends an approach of partnering with Hall County to explore ways to use City or County fleet vehicles and staff to provide limited service tailored to special events.

6.3 Pillar 3: Traffic Management To and From Downtown

At the same time it is enhancing downtown streets, the City will need to consider larger traffic movement patterns to and from downtown. This is due in part to construction-related disruptions in downtown streets, but also due to the limitations in the regional roadway network for downtown access. As noted previously, downtown only has three primary access points from an area outside of Flowery Branch.

This study included a more detailed traffic management plan that is included as a separate technical appendix to this report. This does not anticipate all conditions of special events, but defines basic thresholds for where management approaches should be taken. Most importantly, it assigns specific entry points into downtown and provides the City guidance in working with GDOT and other agency partners to set up temporary signage, set temporary changes to traffic flow or close streets, and use information technology resources to guide users to and from Flowery Branch in different ways.

Implementation of this pillar is based on preparing the City for more advanced implementation (with assignments of City staff to roles connected to major events) as Flowery Branch's downtown district continues to grow and expand. This includes collecting data on events from current City data subscription services to understand orders of magnitude of travel to events, collecting traffic data specific to entry points, and implementing directional signage and wayfinding to guide event visitors to downtown.

6.4 Pillar 4: Technology and New Mobility Readiness

Although this parking study has focused primarily on managing parking and thinking about strategic supply additions, it has happened in the context of the growth of electric vehicles and a broad transportation industry shift toward electrification and zero-emission energy technologies. Flowery Branch's downtown currently has no dedicated electric vehicle charging infrastructure available to the general public, reflecting generally limited supply of this infrastructure throughout the United States outside of major metropolitan areas. However, numerous municipalities also face this challenge and are using different approaches to adapt to the electrification trend.

This plan recommends three primary strategic paths for advancing electrification of downtown and other citywide infrastructure:

- **Understanding infrastructure readiness** and including this in upgrades to the City's street network through

Pillar 3: Traffic Management to and from Downtown

Track 3-1 (2025-26)	Begin coordination efforts with GDOT to install temporary signage for special events utilizing movable roadside variable message signs to direct traffic from northern and eastern destinations (e.g. Gainesville) into downtown via McEver Road and Gainesville Street.
Track 3-2 (2025 and ongoing)	Establish a schedule coordination with Norfolk Southern to understand train and equipment staging patterns prior to events. It is unlikely that train parking and stacking operations occur on a regular scheduled basis, or that all schedules stay on time, but City should seek to understand probability of train parking that blocks the Spring Street crossing and adopt event circulation plans that do not use it.
Track 3-3 (2026-27)	Develop a signage plan for permanent City signage to be installed in advance of major entry points to the downtown area, and create a training plan for personnel (presumably City police staff) overseeing traffic control for special events.
Track 3-4 (2026)	Pilot a program using City and/or County fleet vehicles to provide shuttle services for parking patrons throughout a larger downtown area, connecting them to key downtown destinations.
Track 3-5 (2027-28)	Evaluate event origins and destinations, using data sources such as the Placer data subscription the City began in 2024, to understand overall directions of travel from major destinations. Modify this study's event management plan as needed to direct traffic to appropriate locations based on origins of event visitors.

electrical conduit, street lighting, and adequate space to support electric vehicle supply equipment (EVSE, the typical industry term for charging infrastructure and stations). EVSE installations are not typically linked directly to with other electrical supply (such as for street lighting), but require electrical capacity nonetheless, and require transformers with sufficient capacity to meet electrical demand.

- **Revisiting land development regulations** to require electric vehicle charging to be a part of minimum parking requirements. Larger cities and communities in larger metropolitan areas offer examples of this, and best practices are to set requirements to increase over time as share of the United States automobile sales of a given year have exceeded certain threshold levels. As private development adds parking—both in downtown and otherwise—the City should leverage this to increase the overall electric charging capability of Flowery Branch and should have to provide this independently.
- **Making public investment to introduce EVSE** to downtown Flowery Branch and other areas that attract high volumes of visitors but where substantial development-driven EVSE installations might not occur. Current best practices have emphasized installation of infrastructure in more secure locations, and not in public streets and rights-of-way, as a way of protecting infrastructure from damage and vandalism. However, with a streets-based approach to parking expansion in Flowery Branch, select locations of in-right-of-way charging will likely be necessary to introduce this infrastructure.

This Implementation Pillar includes three different tracks of action items to enhance downtown's readiness for electric vehicles, each tied to one of the three strategic paths. The City should first perform an assessment of electric utility capacity to ensure that locations around downtown would be suitable for installing charging equipment, and the new street designs (of Implementation Pillar 1) should include allowance for utility vaults, channels, or other locations where this infrastructure can be placed when installed. Charging also requires significant electrical capacity, with charging stations requiring up to 80 amp circuits for each EVSE installation, depending on type of equipment, defined in three categories as follows:

Pillar 4: Technology and New Mobility Readiness

Track 4-1 (2025-26)	Explore new mobility partnerships by developing and releasing a Request for Information (RFI) or Request for Statements of Interest (RFSOI) to micromobility and other mobility as a service providers to gauge market interest and viability of shared mobility services in Flowery Branch. Engage in discussions with responders to this RFI and prepare a summary of major opportunities and concerns to City Council for further consideration.
Track 4-2 (2025 and ongoing)	Evaluate electrical infrastructure capacity of downtown street rights-of-way and off-street properties to gauge readiness for electric vehicle charging installation. This should include identifying suitable locations for installation of electrical transformers to support service for at least four EVSE installations in right-of-way.
Track 4-3 (2025-26)	Engage developers in roundtable discussions with proposals for electric vehicle charging requirements in the City of Flowery Branch Code of Ordinances. The City should explore a base requirement of one to two percent (1-2%) of all parking spaces having EVSE fully installed, depending on land use (refer to Table 6.1).
Track 4-4 (2026 through 2028, as appropriate)	Install four public electric vehicle charging stations in on-street locations. These may be coordinated with the street projects in Tracks 1-1, 1-2, and 1-5 to minimize utility disruption, but should follow Track 4-2 and ensure that infrastructure is equipped for EVSE installation.

- **Level 1:** Level 1 equipment provides charging through a common residential 120-volt (120V) AC outlet. Level 1 chargers can take 40-50+ hours to charge a battery electric vehicle (BEV) to 80 percent from empty, limiting their utility as public applications.
- **Level 2:** Level 2 equipment offers higher-rate AC charging through 240V (in residential applications) or 208V (in commercial applications) electrical service, and is common for home, workplace, and public charging. Level 2 chargers can charge a BEV to 80 percent from empty in 4-10 hours, making them the most versatile choice for longer-term charging and parking.
- **Direct Current Fast Charging (DCFC), or Level 3:** Direct current fast charging (DCFC) equipment offers rapid charging along heavy-traffic corridors at installed stations. DCFC equipment can charge a BEV to 80 percent in just 20 minutes to 1 hour.

While Level 1 equipment requires much longer charge times, it typically operates on 120-volt circuits and is therefore most compatible with at-home charging, and tends to be found in residential applications as it can be achieved with portable adapters. Level 2 and DCFC equipment includes permanent chargers, and has been deployed at various public locations including, for example, at grocery stores, theaters, or coffee shops.

This study also recommends land development code changes to allow private development to make contributions to overall EVSE inventory. National best practices are approaching EV readiness with two concepts: EV Capable and EV Installed. EV Capable signifies the parking spaces that are equipped with a service panel that has the electrical capacity for EV charging. EV Installed indicates the parking spaces that are reserved for EV drivers and have installed EV charging equipment that meets the requirements per the National Electrical Code as adopted and amended in Georgia.

Table 6.1 defines two these two levels and suggests revisions to the Flowery Branch Code of Ordinances to amend this language into standard parking and zoning requirements. However, it is important for Flowery Branch to first understand the development market and developer readiness for this. The added cost of this requirement will likely meet resistance from the development community; therefore this study recommends that the City lead discussions with its developer partners (Track 4-3) to understand how these costs fit into the overall development process and affect project delivery. This may

TABLE 6.1
Recommended Development Code Requirements for Electric Vehicle Charging

Adds definitions for two terms described above:
EV Capable: spaces prepared for future electric vehicle service equipment installation by providing dedicated electrical capacity in the service panel, with a 40-amp breaker for every two EV-capable spaces and conduit extended to the spaces.
EV Installed: Spaces with service equipment installed, and reserved for EVs with the ability to charge vehicles. EV charging stations will be rated at a minimum of 32 amp, 7.2 kW.

Number of spaces (from minimum requirements) that must be provided

Primary Use	*EV Capable*	*EV Installed*
Multifamily Residential	10%	2% of all spaces above 50 spaces
Office	10%	2% of all spaces above 50 spaces
Commercial	10%	1%
Industrial	5%	1%
Restaurant	10%	2%

identify opportunities for bonuses, incentives, and other ways to encourage adoption of these requirements and use them to add to Flowery Branch's overall EVSE inventory.

6.5 Funding Opportunities

Although management-based approaches for parking can be part of an overall use of City staff resources, the construction of new parking is a significant cost for the City, and funding sources outside of the City's own general fund may be applicable to assist with this. The nature of these funding opportunities underscores the importance of this study's streets-based recommendation for adding to parking supply: **funding is generally more readily available for public transportation in rights-of-way than it is for building off-street parking supply.** In addition to the potentially higher costs and the development opportunity cost of building new parking in off-street facilities, there are fewer grant-based parking sources available to assist with this. The following sections provide additional detail on some widely-used funding sources that may be available to help advance the City's plan and projects.

Community Development Block Grant Program (CDBG)

This is a Federal program generally available to metropolitan cities and urban counties and used for a variety of planning purposes. Communities in the Atlanta metropolitan area and Hall County have applied these to transportation and planning programs in the past, including local matches for GHMPO studies and related projects. As a competitive grant program, funds are limited, and eligibility criteria emphasize improvements and programs in medium- to low-income areas. For this reason, only certain projects in the plan have been identified as potentially eligible for these funds.

Congestion Management and Air Quality Program (CMAQ)

The Federal FAST Act transportation authorization provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter.

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in GHMPO's current transportation plan and transportation improvement program (TIP). Projects generally eligible for CMAQ funding assistance would need to be included in the TIP, which may occur through periodic MPO-led administrative revisions to the program or through including the project for consideration in an update to the MPO long-range transportation plan, which occurs every four years.

Surface Transportation Block Grant Program (STBG)

This program is generally one of the most useful and versatile Federal funding programs. It provides flexible funding that may be used by states and local governments for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, and pedestrian and bicycle infrastructure. As with CMAQ-funded projects, any project receiving these funds will first need to be added to the GHMPO long-range transportation plan and TIP. Most of Flowery Branch's downtown streets are not eligible due to not being functionally classified as collector or arterial roads, though funding would be eligible for major entry points to downtown on corridors such as Atlanta Highway and McEver Road.

Transportation Alternatives Program (TAP)

The current-day successor to previous funding programs promoting walking and bicycling infrastructure, including the Safe Routes to School program, the TAP program is focused on providing safe routes for non-motorized travel, including on- and off-street bicycle facilities and trails, access to public transportation and schools, and other planning and design efforts associated with these projects.

Within Hall County, the TAP program is administered through a competitive selection process by GHMPO. The TAP program will award a small number of regionally significant projects and does not have a minimum or maximum amount for project proposals.

Given the limited funding and schedule for implementation of Federal funds, projects in the GHMPO jurisdiction will be prioritized based on several criteria to establish regional impact, including established need and demonstrated collaboration between multiple agencies. The City should engage GHMPO staff to explore potential funding strategies for expanding pedestrian infrastructure in downtown, following recommendations of this study, and to understand how Transportation Alternatives funding may be applicable.

Federal Water Quality Grant Programs

The street enhancement projects identified in this study are discussed mainly in the context of parking, but they also comprise important upgrades to stormwater infrastructure that can help to improve overall quality and contain untreated runoff. This may make certain projects eligible for programs such as the US Environmental Protection Agency's Section 319 Nonpoint Source Program and the Urban Waters Small Grants Program (UWSG). Under Section 319 of the Clean Water Act, EPA provides grant funding to states to reduce pollution from stormwater runoff and other sources; and has allowed funds to be used for green infrastructure projects such as permeable pavers, rain gardens, and other means of capturing stormwater prior to entering pipe-based systems. While the street enhancements recommended in this plan do not necessarily use these treatments, they may be able to help secure funding for the projects if included in the design.

EPA's UWSG Program focuses on improving the quality of urban waters and stimulating neighborhood revitalization in under-served communities, and may be applicable to Flowery Branch streets due to their proximity to Lake Lanier and the connection of the Flowery Branch stream to the lake. Consideration of this funding source will require attention to be given to potential for green infrastructure treatments and relationship with larger drainage basins during initial project scoping, and the potential for these grants may require programming projects in later years to allow the City to follow EPA's grant application cycles.

Georgia Local Maintenance and Improvement Grant Program (LMIG)

LMIG is a Georgia state road improvement fund. Its allocation is based on the total centerline road miles for each local road system and the total population of each county or city as compared with the total statewide centerline road miles and total statewide population. The LMIG program is generally focused on road maintenance and enhancement for primary transportation purposes, and does not allow acquisition of right-of-way, landscaping, or beautification.

Because this program is allowed to be used for local streets, it is relied upon by many local governments as a primary funding source. However, it requires local governments to submit project lists each year to receive funding; unallocated surplus funds are reserved for special and emergency applications throughout the state.

Because of the complexity of the street projects identified, not all of the project scopes would be eligible for LMIG funds, and the City may consider a way to separate out project phases to allow the funds to be used. Roadway maintenance and reconstruction are eligible uses, as are replacement of stormwater pipes and culverts and sidewalks within street right-of-way. However, as these construction costs account for a majority of overall estimated costs for streets, they may be able to help advance these projects more quickly.

EVSE Readiness Programs

The Bipartisan Infrastructure Law and Inflation Reduction Act have created and funded the Federal Joint Office of Energy and Transportation, an organization with funding for several grants related to electrification and EVSE readiness. These include the following:

- The CFI Discretionary Grant Program from the Federal Highway Administration provides $2.5 billion through two $1.25 billion discretionary grant programs to strategically deploy publicly accessible EV charging and alternative fueling infrastructure in communities where people live and work and along designated alternative fuel corridors (AFCs).
- Community Charging and Fueling Grants: This program is intended to advance accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure in urban and rural communities.

- Alternative Fuel Corridor Grants: This program will strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated AFCs.

These programs have a particular focus on rural communities, where EVSE installations are less frequent and supporting infrastructure is not as common as in urban locations, and Flowery Branch may be able to meet eligibility criteria of both urban and rural grant programs. The programs set priorities such as increasing access in under-served and overburdened communities (also referred to as disadvantaged communities), supporting rural areas, building resilient infrastructure, addressing climate change, and improving AFC networks.

The CFI Grant Program has awarded $622.57 million in grant funding to 47 applicants to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work, in addition to along designated AFCs.

The City should partner with GHMPO to understand timing and requirements of these grant applications and designation of AFCs. It is not likely that downtown streets meet criteria to qualify, but the proximity to major thoroughfares such as I-985 and SR 13 may allow the City to take advantage of these funding sources for downtown locations.

6.5 Implementation Plan Table

The table beginning on the following page (and extending through page 53) organizes these implementation actions into a multi-year matrix with more detailed expectations of cost and project scope. This is intended to serve as a checklist and guiding plan for the City to follow these implementation items on a year-by-year basis, with a summary at the end of the table with major milestones, expected summary costs to the City for the year, and a number of parking spaces added to the total downtown inventory as a result of achieving these implementation actions.

Implementation Plan Table

Summary of Recommended City Actions by Year

How to use this matrix:

Each pillar is listed in the left-most column. Individual tracks follow after this.

Read left to right across the years to follow the recommended actions for each implementation track. Some tracks do not start until a later year or end before 2028.

Each year's action is identified, along with expected/estimated City costs for that action, as well as more detailed information for implementation.

Implementation Pillar	Track	2025		2026	
		Action	Costs and Details	Action	Costs and Details
Pillar 1 **Street Designs and Traffic Management in Downtown**	1-1	Begin design of downtown streets (Phase I)	**Expected cost:** $120,000-$140,000 **Includes:** Preliminary engineering from design consultants	Street reconstruction of downtown streets designed in FY/CY 2025 - **Right of Way Acquisition Phase**	**Expected cost:** $100,000 **Includes:** Full-depth reconstruction and storm/sanitary sewer connections
	1-2	No activity: starts in 2026		Begin design of next two blocks of downtown streets (Phase II)	**Expected cost:** $120,000-$140,000 **Includes:** Preliminary engineering from design consultants
	1-3	Develop bond package for street reconstructions	**Expected cost:** Up to $10,000 in admin/legal fees **Includes:** Develop bond for street projects	Consider bond referendum	Referendum for bond package
	1-4	Signage and Wayfinding Plan	**Expected cost:** $30,000-50,000 **Includes:** Developing plan for signage and cost estimates	Implement signage plan	**Expected cost:** $10,000 - 20,000 target fund reservation **Includes:** partial implementation
	1-5	No activity: starts in 2027		No activity: starts in 2027	

Implementation Pillar	Track	2027		2028	
		Action	Costs and Details	Action	Costs and Details
Pillar 1 **Street Designs and Traffic Management in Downtown**	1-1	Street reconstruction of downtown streets designed in FY/CY 2025 - **Construction Phase**	**Expected cost:** $900,000 - 1,200,000 **Includes:** Full-depth reconstruction and storm/sanitary sewer connections	No activity; project complete	
	1-2	Street reconstruction of downtown streets designed in FY/CY 2026 - **Right of Way Acquisition Phase**	**Expected cost:** $100,000 **Includes:** Full-depth reconstruction and storm/sanitary sewer connections	Street reconstruction of downtown streets designed in FY/CY 2025 - **Construction Phase**	**Expected cost:** $1,000,000 - 1,300,000 **Includes:** Full-depth reconstruction and storm/sanitary sewer connections
	1-3	No activity, unless bond referendum is not successful; city may consider trying another referendum		No activity, unless bond referendum is not successful; city may consider trying another referendum	
	1-4	Implement signage plan	**Expected cost:** $10,000 - 20,000 target fund reservation **Includes:** partial implementation	Implement signage plan	**Expected cost:** $10,000 - 20,000 target fund reservation **Includes:** partial implementation
	1-5	Begin design of next two blocks of downtown streets (Phase II)	**Expected cost:** $120,000-$140,000 **Includes:** Preliminary engineering from design consultants	Street reconstruction of downtown streets designed in FY/CY 2026 - **Right of Way Phase**	**Expected cost:** $100,000 **Includes:** Full-depth reconstruction and storm/sanitary sewer connections

Implementation Pillar	Track	2025		2026	
		Action	Costs and Details	Action	Costs and Details
Pillar 2 **Parking Management in Downtown**	2-1	Pilot program for typical-day time limit management	**Expected cost:** staff time; approx. $5,000 for signage **Includes:** Install signs and distribute informational material	Evaluate pilot program results; identify enforcement and administration needs for long-term application	**Expected cost:** estimated 0.25-0.5 FTEs of staff for enforcement
	2-2	Consolidate agreements for virtual public parking	**Expected cost:** estimated $20,000-40,000 per year for space leasing **Includes:** formal use of United Methodist Church lot	Explore forming agreements with other virtual parking partners	**Expected cost:** estimated $30,000-$50,000 per year for leasing **Includes:** potential use of AT&T; Masonic Lodge; additional railroad ROW
	2-3	No activity: starts in 2026		Pilot program for paid/managed event parking	**Expected cost:** staff time; approx. $5,000 for signage **Includes:** estimated 0.25-0.5 FTEs of staff for enforcement
	2-4	No activity: starts in 2027		No activity: starts in 2027	
Pillar 3 **Traffic Management to and From Downtown**	3-1	Begin event management plan coordination with GDOT	**Expected cost:** no substantial cost, though GDOT may require cost-sharing on event staging **Includes:** establishing MOU for special traffic operations related to events	Continue coordination, and take traffic counts to provide to GDOT for continued justification of any special traffic measures	**Expected cost:** Up to $15,000 for select traffic counts and analysis services as defined in event management plan
	3-2	Coordination with Norfolk Southern	**Expected cost:** no substantial cost apart from staff time	Continued coordination to understand operations	**Expected cost:** no substantial cost apart from staff time
	3-3	Develop signage and training plan for personnel	**Expected cost:** Up to $20,000 for consultants	Begin implementation of plan	**Expected cost:** Up to $5,000 signage and staff time
	3-4	No activity: starts in 2026		Launch shuttle pilot program	**Expected cost:** estimated $25,000-35,000 year for vehicle leasing and operations
	3-5	Evaluate event origins and destinations	**Expected cost:** $15,000 for licensing; staff time	Evaluate event origins and destinations	**Expected cost:** $15,000 for licensing; staff time

Implementation Pillar	Track	2027		2028	
		Action	Costs and Details	Action	Costs and Details
Pillar 2 **Parking Management in Downtown**	2-1	Install signage and update City ordinances to set management regulations	**Expected cost:** staff time; approx. $15,000 for signage **Includes:** Install signs and distribute informational material	Evaluate and monitor parking activity to determine if managed areas should expand	**Expected cost:** limited staff time (less than 0.1 FTEs) for monitoring and reporting
	2-2	Continue seeking opportunities for more publicly-accessible parking treated as part of a City system	**Expected cost:** TBD	Continue seeking opportunities for more publicly-accessible parking treated as part of a City system	**Expected cost:** TBD
	2-3	Consider implementing program as a full time management approach based on 2026 results	**Expected cost:** staff time; approx. $10,000 for more permanent payment equipment **Includes:** estimated 0.25-0.5 FTEs of staff for enforcement	Evaluate and monitor parking activity to determine if managed areas should expand	**Expected cost:** limited staff time (less than 0.1 FTEs) for monitoring and reporting
	2-5	Identify new locations for off-street parking	**Expected cost:** TBD, based on land value and lease potential	Continue program to identify new locations	**Expected cost:** TBD, based on land value and lease potential
Pillar 3 **Traffic Management to and From Downtown**	3-1	Continue coordination, and take traffic counts to provide to GDOT for continued justification of any special traffic measures	**Expected cost:** Up to $3,000 for select traffic counts as defined in event management plan	Continue coordination, and take traffic counts to provide to GDOT for continued justification of any special traffic measures	**Expected cost:** Up to $3,000 for select traffic counts as defined in event management plan
	3-2	Continued coordination to understand operations	**Expected cost:** no substantial cost apart from staff time	Continued coordination to understand operations	**Expected cost:** no substantial cost apart from staff time
	3-3	Begin implementation of plan	**Expected cost:** Up to $5,000 signage and staff time	Begin implementation of plan	**Expected cost:** Up to $5,000 signage and staff time
	3-4	Evaluate program results and continue if it is providing adequate service	**Expected cost:** no substantial cost apart from staff time and reporting	Evaluate program results and continue if it is providing adequate service	**Expected cost:** no substantial cost apart from staff time and reporting
	3-5	Evaluate event origins and destinations	**Expected cost:** $15,000 for licensing; staff time	Evaluate event origins and destinations	**Expected cost:** $15,000 for licensing; staff time

Implementation Pillar	Track	2025		2026	
		Action	Costs and Details	Action	Costs and Details
Pillar 4 **Technology and New Mobility Readiness**	4-1	Explore micromobility partnerships	**Expected cost:** TBD **Includes:** Issue RFI to micromobility providers already active in the Atlanta metropolitan area	Depending on interest, begin partnership	**Expected cost:** none to City; usually borne by private sector **Includes:** Possible limits on number of devices allowed
	4-2	Evaluate infrastructure capacity	**Expected cost:** $30,000-40,000 for engineering assessment **Includes:** Coordination with utility providers	No activity; project complete	
	4-3	Developer roundtable for EVSE requirements	**Expected cost:** no substantial cost apart from staff time and reporting	Continued developer discussions to understand EVSE implications on projects and development costs	**Expected cost:** no substantial cost apart from staff time and reporting
	4-4	No activity: starts in 2026		Pilot EVSE installations	**Expected cost:** $100,000-120,000 **Includes:** Two installations

SUMMARY OF MAJOR ACTIONS AND ACCOMPLISHMENTS BY IMPLEMENTATION YEAR

	2025	2026
Major Milestones	• Signage detail and event operations plan completed and ready for use • First street projects in design • EV assessment completed	• First street project entering right-of-way acquisition • Second street project in design • First EVSE installation
Staff Commitments	Up to 0.5 FTEs estimated	Up to 0.5 FTEs estimated
External Resources	Partnership/coordination with GDOT Coordination with Norfolk Southern	Partnership/coordination with GDOT Coordination with Norfolk Southern Grant development/coordination with GHMPO
Estimated Funding Commitment	Low estimate: $249,000 High estimate: $321,000	Low estimate: $426,000 High estimate: $508,000
Estimated New Parking Spaces in Inventory	10-20 through virtual public agreements (e.g. United Methodist Church, other private owners)	Target 10-20 through further virtual public agreements

Implementation Pillar	Track	2027		2028	
		Action	Costs and Details	Action	Costs and Details
Pillar 4 **Technology and New Mobility Readiness**	4-1	Evaluate partnership	**Expected cost:** no substantial cost apart from staff time and reporting	Evaluate partnership	**Expected cost:** no substantial cost apart from staff time and reporting
	4-2	No activity; project complete		No activity; project complete	
	4-3	Continued developer discussions to understand EVSE implications on projects and development costs	**Expected cost:** no substantial cost apart from staff time and reporting	Continued developer discussions to understand EVSE implications on projects and development costs	**Expected cost:** no substantial cost apart from staff time and reporting
	4-4	Pilot EVSE installations	**Expected cost:** $100,000-120,000 **Includes:** Two installations	No activity; project complete	

SUMMARY OF MAJOR ACTIONS AND ACCOMPLISHMENTS BY IMPLEMENTATION YEAR

	2027	2028
Major Milestones	• **First street project completed** • Second and third street projects underway • Second EVSE installation	• **Second street project completed** • Third street projects underway
Staff Commitments	Up to 0.5 FTEs estimated	Up to 0.5 FTEs estimated
External Resources	Partnership/coordination with GDOT Coordination with Norfolk Southern Grant development/coordination with GHMPO	Partnership/coordination with GDOT Coordination with Norfolk Southern Grant development/coordination with GHMPO
Estimated Funding Commitment	Low estimate: $1,208,000 High estimate: $1,580,000 Amount	Low estimate: $1,180,000 High estimate: $1,512,000
Estimated New Parking Spaces in Inventory	Total: 50-70 Target 10-20 through further virtual agreements 40-50 through new street projects	Total: 50-70 Target 10-20 through further virtual agreements 40-50 through new street projects

GAINESVILLE-HALL
Metropolitan Planning Organization

2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.297.5541
ghmpo.org

Policy Committee

Tuesday, August 13, 2024, 10:00 AM
Commission Meeting Room, 2nd Floor, Hall County Government Center
2875 Browns Bridge Road, Gainesville, GA 30504

AGENDA

1. **Welcome – Commissioner Jim Hix, Chair**

2. **Approval of May 14, 2024 Meeting Minutes**

3. **Update from the Technical Coordinating Committee (TCC)**

4. **Update from the Citizens Advisory Committee (CAC)**

5. **Presentation on Metropolitan Transportation Plan: 2025 Update Draft Project List**
   - Steve Cote, RS&H

6. **Approval of Draft Flowery Branch Parking and Mobility Study**
   - Tonya Parrish, City Manager, Flowery Branch

7. **Approval of Draft Amendment #3 to the FY 2024-2027 Transportation Improvement Program (TIP)**
   - Michael Haire, GHMPO

GAINESVILLE-HALL
Metropolitan Planning Organization

MEMORANDUM

To: **Policy Committee Members**

From: **Michael Haire, GHMPO**

Date: **August 6, 2024**

Re: **Approval of Draft Amendment #3 to the FY 2024-2027 Transportation Improvement Program (TIP)**

The FY 2024-2027 Transportation Improvement Program (TIP) was adopted on August 8, 2023. GHMPO, in partnership and consultation with the Georgia Department of Transportation, has developed Amendment #3 to the FY 2024-2027 TIP, which will adjust funding amounts for one projects included in the TIP, add a new roadway project, add two new non-roadway projects, and adjust project mileage for two more projects. The updates being made to the Transportation Improvement Program are listed below:

- Project Update: GH-130 / PI 0013762: Widening of State Route 60/Thompson Bridge Road from State Route 400 in Lumpkin County to Yellow Creek Road in Hall County.
    - Pre-Engineering (PE) funding updated from $2,392,739.00 to $2,153,465.10.
- New Road Project: GH-147 / PI 0016089: Widening of State Route 211 from Pinot Noir Drive to State Route 347 / Friendship Road.
    - Added to TIP program years due to 1% of the project being within the GHMPO planning area. Project costs reflect 1% of total funding.
    - Utilities (UTL) funding of $3,454.00 added for Program Year 2027.
    - Construction (CST) funding of $237,308.00 added for Program Year 2027.
- New Non-Road Project: GH-148 / PI 0020370: NEVI – Charging Stations. Four EV charging stations to be added along I-985 corridor, location TBD.
    - Construction (CST) funding of $1,250,000.00 added for Program Year 2025.
- New Non-Road Project: GH-149 / NRT 24(04): Chicopee Area Woods Park Commission
    - Construction (CST) funding of $286,303.00 added to Program Year 2025.

RECOMMENDED ACTION: **Approval of Draft Amendment #3 to the FY 2024-2027 TIP**

Attachment: *Draft Amendment #3 to the FY 2024-2027 TIP*

GAINESVILLE-HALL
Metropolitan Planning Organization

DRAFT

FY 2024-2027
Transportation Improvement Program (TIP)
Amendment #3
&
Regional Transportation Plan (RTP):
2020 Update
Amendment #8

Adopted: August 13, 2024

FY 2024 – 2027 Transportation Improvement Program – Amendment #3

Project Funding Updates

Project MPO #	Project GDOT #	Phase	Program Year	Original Funding	Updated Funding	Fund Code	Comments
GH-130	0013762	PE	2027	$2,392,739.00	$2,153,465.10	HB 170	Funding increased to $4,785,478.00 and then adjusted to $2,153,465.10 to reflect 45% of the new total, proportionate to the amount of the project that is within the GHMPO planning boundary.

New Road Projects

Project MPO #	Project GDOT #	Phase	Program Year	State Amount	Primary Work Type	Fund Code	Project Description
GH-147	0016089	UTL	2027	$3,454.00	Widening	HB 170	Widening of State Route 211 from Pinot Noir Drive to State Route 347 / Friendship Road. 1% of project is located within the GHMPO planning area – funding amounts reflect 1% of total project cost.
GH-147	0016089	CST	2027	$237,308.00	Widening	HB 170	

New Non-Road Projects

Project MPO #	Project GDOT #	Phase	Program Year	Federal Amount	Local Funds	Fund Code	Project Description
GH-148	0020370	CST	2025	$1,000,000.00	$250,000.00	Y134	NEVI – Charging Stations. To be installed at an as of yet undetermined location off of I-985.
GH-149	NRT 24(04)	CST	2025	$193,750.00	$92,553.00	NRT	Chicopee Woods Area Park Commission

Project Length Updates

Project MPO #	Project GDOT #	Current Length (miles)	New Length (miles)
GH-020A	122060	2.99	2.6
GH-038	132610	4.3	5.32

Funding table with updates from Amendment #3 highlighted

2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

8/13/2024

GHMPO No.	GDOT No.	Project Name	$ Thousands																		
			FY 2024					FY 2025					FY 2026					FY 2027				
			SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL	SCP	PE	ROW	CST	UTL
GH-016	0003626	Sardis Road Connector from SR 60 to Sardis Road near Chestatee Road									$56,477	$2,193										
GH-020A	122060	SR 11/US 129 from Lakeview Street to S of Nopone Rd - Phase I									$58,108	$2,164										
GH-020B	0016862	SR 11/US 129 from Brittany Court to S of Lakeview St - Phase II												$1,500								
GH-020C	0016863	SR 11/US 129 from Limestone Parkway to N of Brittany Court - Phase III												$1,500								
GH-038	132610	SR 60/Thompson Bridge Road - SR 136/Price Road to Yellow Creek Road in Murrayville																		$25,937		
GH-119	0015551	SR 60/Thompson Bridge Road at Chattahoochee River			$101																	
GH-121	0017392	Green Street Improvements			$5,295											$14,857	$1,507					
GH-124	0015702	SR 53/Dawsonville Hwy from Ahaluna Dr to Shallowford Road				$3,282	$70															
GH-126	0015918	SR 60/Green Street at CS 898/Academy Street				$2,255	$425															
GH-130	0013762	SR 60/Thompson Bridge Road from SR 400/Lumpkin to Yellow Creek Road/Hall						$225											$2,153			
GH-133	0016074	SR 365/Cornelia Hwy at YMCA Drive/Lanier Tech Drive - New Interchange				$17,622	$584															
GH-141	0017735	SR 283/Holly Springs Road at Flat Creek								$270												
GH-144	0019079	SR 284/Shoal Creek Road at Eubank Creek													$325							
GH-145	0016921	SR 53 @ SR 369				$750																
GH-147	0016089	Widening of State Route 211 from Pinot Noir Drive to State Route 347 / Friendship Road																			$237	$3
GH-148	0020370	NEVI - Charging Stations - I-985 between State Route 53 and State Route 369									$1,250											
GH-149	NRT 24(04)	Chicopee Woods Area Park Commission									$286											
		TOTAL	$0	$0	$5,395	$23,909	$1,079	$225	$0	$270	**$116,121**	$4,358	$0	$3,000	$325	$14,857	$1,507	$0	**$2,153**	$25,937	**$237**	**$3**

FY 2024-2027	$ Thousands
SCP	$225
PE	$5,153
ROW	$31,928
CST	$155,124
UTL	$6,947
TOTAL	**$199,378**

Lump Sum table with updates from Amendment #3 highlighted

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

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001	NATIONAL HIGHWAY PERFORMANCE PROGRAM	$ 100,815.00	$ -	$ -	$ -	$ 100,815.00
STBG	Y238	STBG - AREAS WITH POPULATION <5K	$ -	$ 250,000.00	$ -	$ -	$ 250,000.00
STBG	Y236	STBG - AREAS WITH POPULATION <200K	$ -	$ 270,300.00	$ -	$ -	$ 270,300.00
NEVI	Y134	National Electric Vehicle Infrastructure Formula Program	$ -	$ 1,000,000.00	$ -	$ -	$ 1,000,000.00
NRT	NRT	NATIONAL RECREATIONAL TRAILS FUNDING PROGR	$ -	$ 193,750.00	$ -	$ -	$ 193,750.00
Carbon	Y606	CARBON REDUCTION (IIJA)	$ 453,696.00	$ 753,195.00	$ 753,195.00	$ 753,195.00	$ 2,713,281.00
BFP	Y110	BRIDGE FORMULA PROGRAM	$ -	$ -	$ 325,000.00	$ -	$ 325,000.00
Local	LOC	LOCAL FUNDING	$ -	$ 2,443,280.29	$ -	$ -	$ 2,443,280.29
State	HB170	HB170	$ 26,143,864.96	$ 115,032,045.49	$ 21,528,192.16	$ 28,029,680.30	$ 190,733,782.91
Transit	5303	METROPOLITAN PLANNING	$ 133,579.00	$ 133,579.00	$ 133,579.00	$ 133,579.00	$ 534,316.00
Transit	5307	URBAN CAPITAL AND OPERATING EXPENSES	$ 3,490,918.00	$ 3,490,918.00	$ 3,490,918.00	$ 3,490,918.00	$ 13,963,672.00
Transit	5311	RURAL CAPITAL AND OPERATING EXPENSES	$ 150,989.00	$ 85,161.00	$ 85,161.00	$ 85,161.00	$ 406,472.00
NHPP	Y001	LIGHTING	$ 14,000.00	$ 14,000.00	$ 14,000.00	$ 14,000.00	$ 56,000.00
NHPP/STBG	Various	BRIDGE MAINTENANCE	$ 608,000.00	$ 608,000.00	$ 608,000.00	$ 608,000.00	$ 2,432,000.00
NHPP/STBG	Various	ROAD MAINTENANCE	$ 3,782,000.00	$ 3,377,000.00	$ 3,377,000.00	$ 3,377,000.00	$ 13,913,000.00
STBG	Y240	LOW IMPACT BRIDGES	$ 284,000.00	$ 284,000.00	$ 284,000.00	$ 284,000.00	$ 1,136,000.00
STBG	Y240	OPERATIONS	$ 162,000.00	$ 162,000.00	$ 162,000.00	$ 162,000.00	$ 648,000.00
STBG	Y240	TRAF CONTROL DEVICES	$ 405,000.00	$ 405,000.00	$ 405,000.00	$ 405,000.00	$ 1,620,000.00
STBG	Y240	RW PROTECTIVE BUY	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 80,000.00
HSIP	YS30	SAFETY	$ 1,351,000.00	$ 1,351,000.00	$ 1,351,000.00	$ 1,351,000.00	$ 5,404,000.00
RRX	YS40	RAILROAD CROSSINGS	$ 155,000.00	$ 155,000.00	$ 155,000.00	$ 155,000.00	$ 620,000.00
TOTAL			**$ 37,254,861.96**	**$ 130,028,228.78**	**$ 32,692,045.16**	**$ 38,868,533.30**	**$ 238,843,669.20**

NEW PROJECT WORKSHEET

2024-2027 Transportation Improvement Program

Project Name Widening of US 129 from Lakeview Street to south of Nopone Road (Phase I)	**GHMPO No.** GH-020A	**GDOT No.** 122060
	County Hall	**City** Gainesville
Local Rd. Name Cleveland Highway	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name US 129 / SR 11	**Map ID** 124	**RC** GMRC

Project Description

Widening of US 129 / Cleveland Highway from Lakeview Street to south of Nopone Road (Phase I)

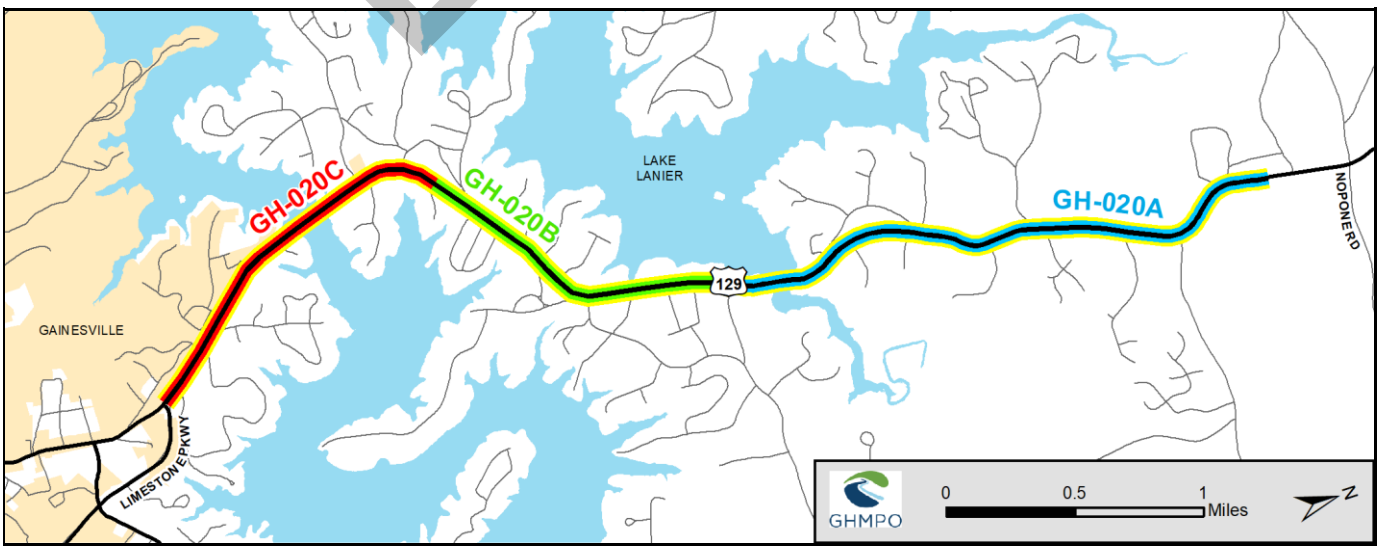
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

Create improved access and decrease congestion between Gainesville and North Hall.

Project Termini **From** Lakeview Street **To** South of Nopone Road		**Length (miles)** 2.60
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped. Bike Lanes/Sidewalks/Multiuse Paths Recommended	**Exist. Vol.** 16,100 (2015)	**Design Vol.** 31,870 (2040)
Connectivity Widening of Cleveland Highway north		
Network Year 2030 **LRTP Project Tier:** Band 1 (2020-2025)		**Open to Traffic Date** 2027

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2025	Construction	HB 170	$0	$0	$0	$58,108,003	$58,108,003
2025	Utilities	HB 170	$0	$0	$0	$2,164,365	$2,164,365
Auth.	Right-of-Way	HB 170	$0	$0	$0	$18,390,000	$18,390,000
Auth.	Pre-Engineering	33E	$0	$0	$6,361,744	$0	$6,361,744
Auth.	Right-of-Way	RZ	$0	$0	$646,700	$0	$646,700
Auth.	Right-of-Way	Z001	$0	$0	$290,000	$0	$290,000
		TOTAL	$0	$0	$7,298,444	$78,662,368	$85,960,812



NEW PROJECT WORKSHEET

2024-2027 Transportation Improvement Program

Project Name Widening of SR 60/Thompson Bridge Rd from SR 136/Price Road to Yellow Creek Road	**GHMPO No.** GH-038	**GDOT No.** 132610
	County Hall	**City** Gainesville
Local Rd. Name Thompson Bridge Road	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name State Route 60	**Map ID** 38	**RC** GMRC

Project Description

The widening from two to four lanes of SR 60/Thompson Bridge Road from SR 136/Price Road to Yellow Creek Road in Murrayville.

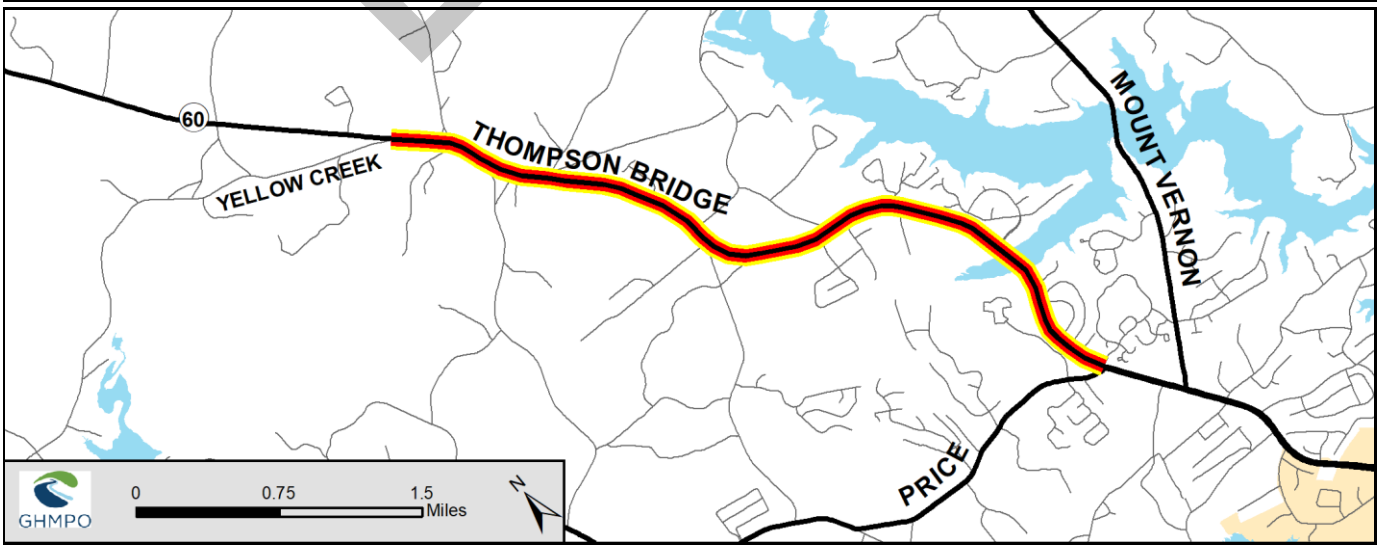
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

This widening will allow for better access to Murrayville, northern Hall County, and SR 400 in Lumpkin County.

Project Termini **From** SR 136/Price Road **To** Yellow Creek Road		**Length (miles)** 5.32
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped. Bike lanes and sidewalks recommended.	**Exist. Vol.** 10,800 (2015)	**Design Vol.** 22,990 (2040)
Connectivity Widening of SR 136/Price Road		
Network Year 2040 **LRTP Project Tier:** Band 3 (2031-2040)		**Open to Traffic Date** 2032

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
Auth.	Pre-Engineering	HB 170	$0	$0	$0	$5,739,120	$5,739,120
2027	Right-of-Way	HB 170	$0	$0	$0	$25,937,239	$25,937,239
2030	Construction	HB 170	$0	$0	$0	$50,382,208	$50,382,208
2030	Utilities	HB 170	$0	$0	$0	$4,498,104	$4,498,104
Auth.	Pre-Engineering	Q24	$0	$0	$8,737,154	$0	$8,737,154
		TOTAL	$0	$0	$8,737,154	$86,556,671	$95,293,825



NEW PROJECT WORKSHEET

2024-2027 Transportation Improvement Program

Project Name Widening of SR 60/Thompson Bridge Road from SR 400/Lumpkin to Yellow Creek Road/Hall	**GHMPO No.** GH-130	**GDOT No.** 0013762
	County Hall, Lumpkin	**City** N/A
Local Rd. Name Thompson Bridge Rd	**GDOT District** 1	**Cong. District**
US/State Rd. Name SR 60	**Map ID**	**RC** GMRC

Project Description

Widening of Thompson Bridge Road into Lumpkin County. Project costs reflect only the GHMPO's portion (45%) of the total cost that lies within the MPO boundary. The total cost for all phases for the full extent of the project would be $58,516,329.00, but the portion within the GHMPO boundary and reflected below amounts to $26,332,348.05, shown rounded to the nearest whole number ($26,332,348.00).

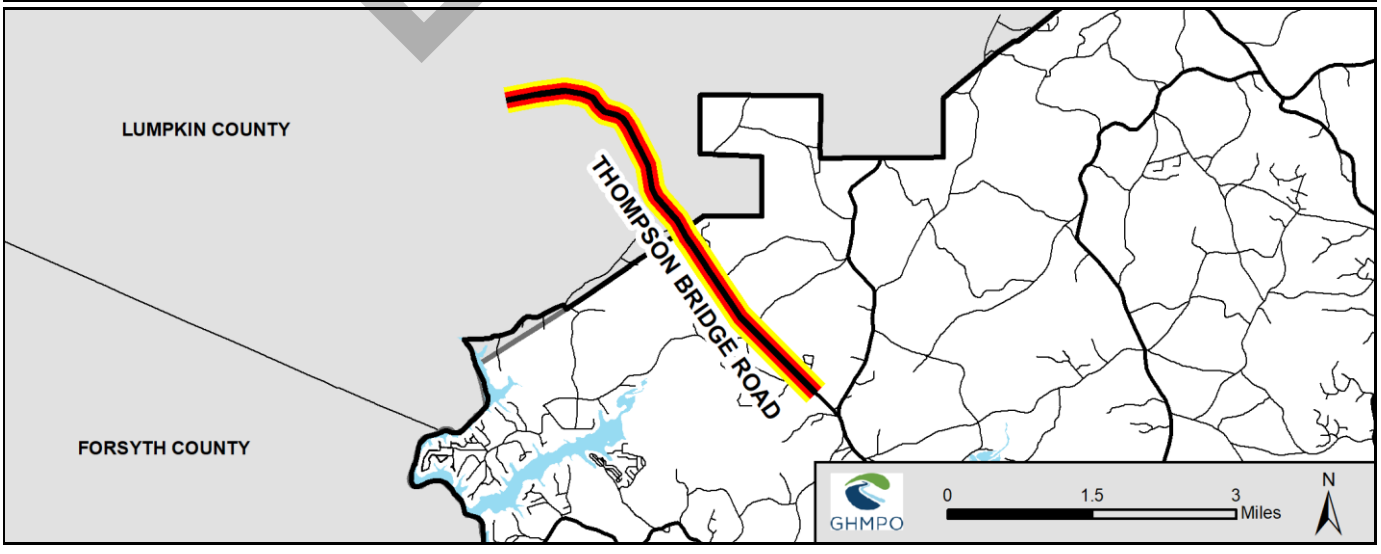
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

Increase mobility and mitigate congestion.

Project Termini **From** SR 400 **To** Yellow Creek Road		**Length (miles)** 4.9
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped.	**Exist. Vol.** 4,330 (2015)	**Design Vol.** 5,390 (2050)
Connectivity SR 60/SR 400		
Network Year 2040 **LRTP Project Tier:** Band 3 (2031-2040)		**Open to Traffic Date** 2031

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2025	Scoping	HB 170	$0	$0	$0	$225,000	$225,000
2027	Pre-Engineering	HB 170	$0	$0	$0	$2,153,465	$2,153,465
2030	Right-of-Way	HB 170	$0	$0	$0	$10,291,549	$10,291,549
2033	Utilities	Y236	$0	$40,635	$162,540	$0	$203,175
2033	Construction	Y236	$0	$2,691,832	$10,767,327	$0	$13,459,159
		TOTAL	$0	$2,732,467	$10,929,867	$12,670,014	$26,332,348



NEW PROJECT

2024-2027 Transportation Improvement Program

Project Name	GHMPO No.	GDOT No.
Widening of State Route 211 from Pinot Noir Drive to State Route 347/Friendship Road	GH-147	0016089
	County Barrow/Hall	**City** Braselton
Local Rd. Name Old Winder Highway	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name	**Map ID**	**RC** GMRC/NEG

Project Description

The proposed project will widen SR 211 from north of Pinot Noir Drive to SR 347. The project will provide a four-lane urban section with a 28 foot median and a 10 foot side path on the east side of SR 211. Project costs shown amount to 1% of the total funding for the project, according to the proportion of the project that is within the MPO planning boundary.

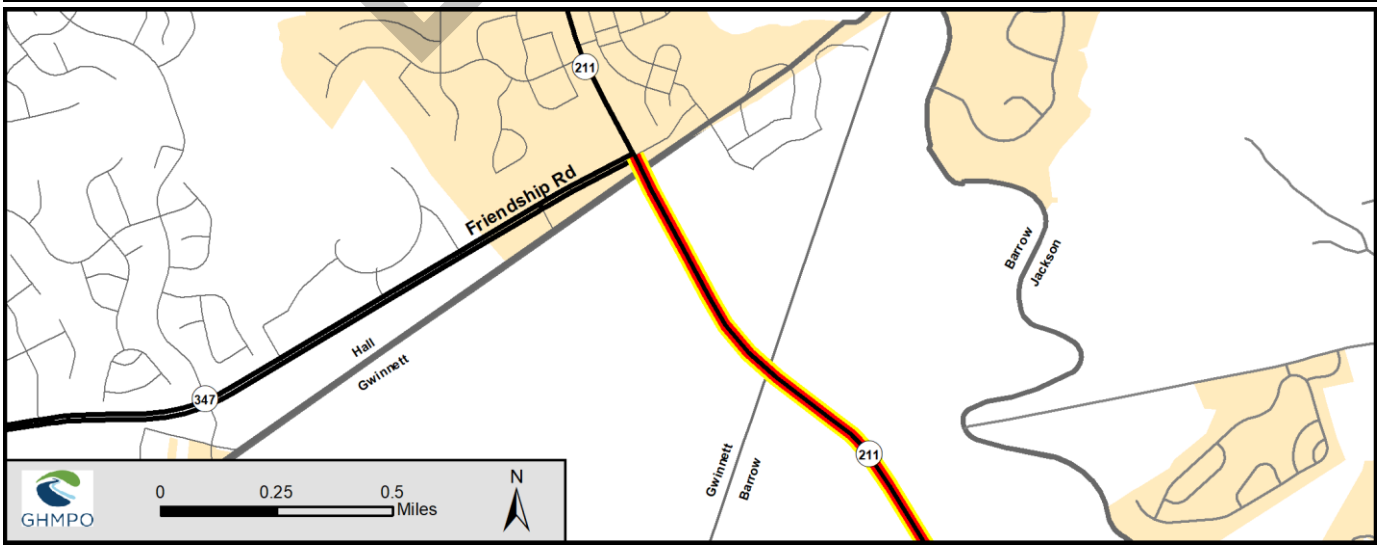
Improvement Type Widening **Regionally Significant** Yes **Capacity Adding** Yes **Funding Source** GDOT

Project Intent

To improve mobility through Braselton along State Route 211.

Project Termini **From** Pinot Noir Drive **To** State Route 347/Friendship Road	**Length (miles)** 1.6	
	Exist. Lanes 2	**Future Lanes** 4
Bike / Ped. No	**Exist. Vol.**	**Design Vol.**
Connectivity SR 211		
Network Year 2030 **LRTP Project Tier:** Band 2 (2026-2030)		**Open to Traffic Date** 2028

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2027	Utilities	HB 170	$0	$0	$0	$3,454	$3,454
2027	Construction	HB 170	$0	$0	$0	$237,308	$237,308
Auth.	Right-of-Way	HB 170	$0	$0	$0	$19,190,000	$19,190,000
Auth.	Pre-Engineering	HB 170	$0	$0	$0	$200,000	$200,000
		TOTAL	$0	$0	$0	$19,630,762	$19,630,762



Project Name NEVI - Charging Stations	**GHMPO No.** GH-148	**GDOT No.** 0020370
	County Hall	**City** Gainesville
Local Rd. Name N/A	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name N/A	**Map ID**	**RC** GMRC

Project Description

Installation of several EV charging stations. Multiple chargers will be placed at a single location off of I-985, somewhere between State Route 53 and State Route 369. The location has not yet been determined.

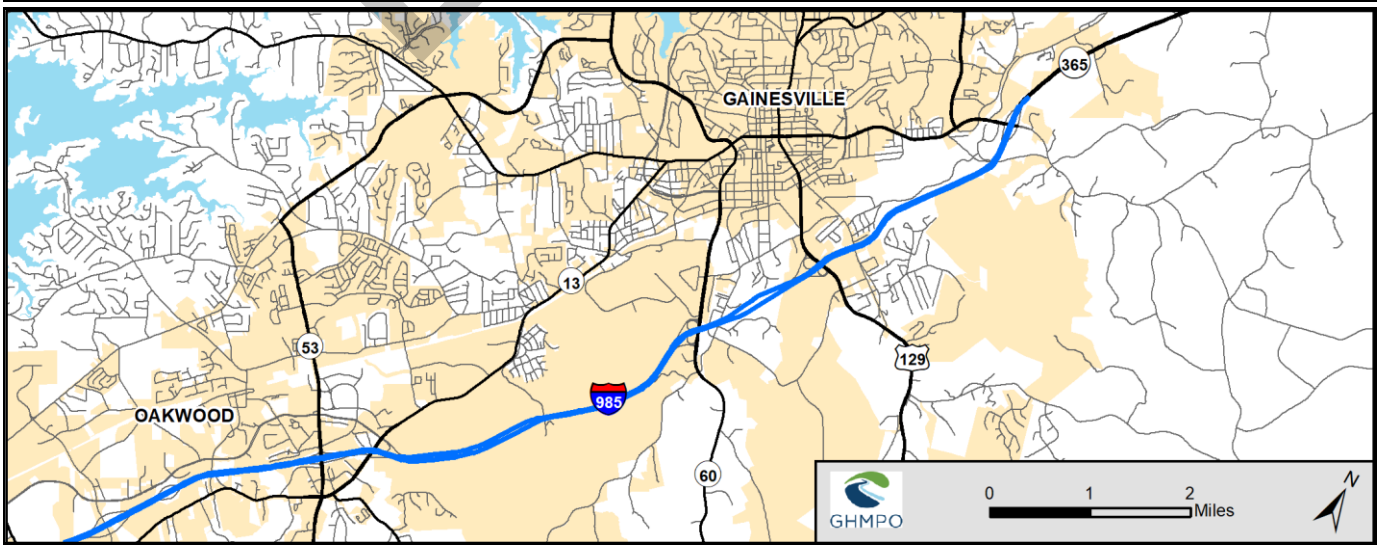
Improvement Type EV Infrastru **Regionally Significant** No **Capacity Adding** No **Funding Source** GDOT

Project Intent

To facilitate the charging of electric vehicles.

Project Termini **From** N/A **To** N/A		**Length (miles)** N/A
	Exist. Lanes N/A	**Future Lanes** N/A
Bike / Ped. N/A	**Exist. Vol.** N/A	**Design Vol.** N/A
Connectivity N/A		
Network Year 2030	**LRTP Project Tier:** Band 2 (2026-2030)	**Open to Traffic Date** N/A

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2025	Construction	Y134	$250,000	$0	$1,000,000	$0	$1,250,000
		TOTAL	$250,000	$0	$1,000,000	$0	$1,250,000



NEW PROJECT

2024-2027 Transportation Improvement Program

Project Name Chicopee Woods Area Park Commission	**GHMPO No.** GH-149	**GDOT No.** NRT 24(04)
	County Hall	**City** Gainesville
Local Rd. Name N/A	**GDOT District** 1	**Cong. District** 9
US/State Rd. Name N/A	**Map ID**	**RC** GMRC

Project Description

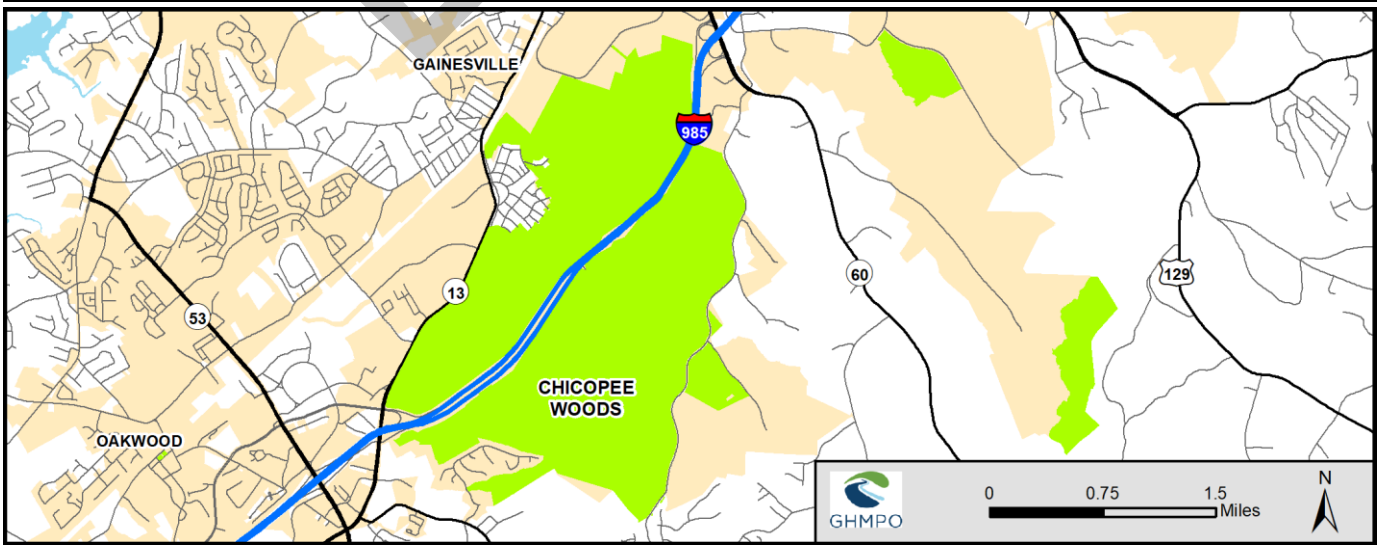
Funding from the National Recreational Trails Funding Program for improvements in Chicopee Woods.

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

Project Intent

Project Termini **From** N/A **To** N/A		**Length (miles)** N/A	
		Exist. Lanes N/A	**Future Lanes** N/A
Bike / Ped. N/A		**Exist. Vol.** N/A	**Design Vol.** N/A
Connectivity N/A			
Network Year 2030	**LRTP Project Tier:** Band 2 (2026-2030)		**Open to Traffic Date** N/A

STATUS	PHASE	SOURCE	LOCAL	STATE	FEDERAL	HB 170	TOTAL
2025	Construction	NRT	$92,553	$0	$193,750	$0	$286,303
		TOTAL	$92,553	$0	$193,750	$0	$286,303



8. Approval of Draft GHMPO Committee Bylaws

- Michael Haire, GHMPO

9. Approval of Draft Application for Additional PL Funds for the Hoschton Transportation Plan

- Joseph Boyd, GHMPO

10. Other

- State Route 13 / Atlanta Highway Corridor Study Update
- Hall County Safe Streets for All (SS4A) Grant Update

11. Jurisdiction and Agency Reports

- City of Flowery Branch
- City of Gainesville
- City of Oakwood
- City of Buford
- City of Hoschton
- Town of Braselton
- Federal Highway Administration
- Georgia Department of Transportation
- Georgia Mountains Regional Commission
- Northeast Georgia Regional Commission
- Hall Area Transit
- Hall County
- Jackson County

12. Public Comment

13. Upcoming Meeting Date: ~~November 12, 2024~~ December 10, 2024

14. Adjourn

GAINESVILLE-HALL
Metropolitan Planning Organization

MEMORANDUM

To: **Policy Committee Members**

From: **Michael Haire, GHMPO**

Date: **August 6, 2024**

Re: **Approval of Draft GHMPO Bylaws**

After discussions with state and federal planning partners, GHMPO has begun an update to the Technical Coordinating Committee, Citizens Advisory Committee, and Policy Committee bylaws. This update includes the following changes:

- Technical Coordinating Committee:
  - Updated list of voting members.
  - First meeting of the year has been moved from the third Wednesday of February to the fourth Wednesday of January.
  - Updated quorum to five voting members.
  - Added text permitting voting via teleconference or phone.
- Citizens Advisory Committee:
  - First meeting of the year has been moved from the last Thursday of February to the last Thursday of January.
  - Added text permitting voting via teleconference or phone.
- Policy Committee
  - First meeting of the year has been moved from the second Tuesday of March to the second Tuesday of February.
  - Added text permitting voting via teleconference or phone.

RECOMMENDED ACTION: **Approval of Draft Updated GHMPO Committee Bylaws**

Attachment: *Draft Updated GHMPO Committee Bylaws*

GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
BYLAWS

Article I

Section 1
Name

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

Section II
Origin

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

Article II
Purpose

The Technical Coordinating Committee (TCC) of the Gainesville-Hall Metropolitan Planning Organization (GHMPO) shall provide recommendations from a technical perspective on the plans and programs adopted by the GHMPO.

Article III
Members

The voting members of the Technical Coordinating Committee shall be composed of the following transportation specialists and key staff members of participating governmental jurisdictions, or designated representatives of these members. Membership shall be based upon the organizational position held, with the following positions being voting members:

City of Gainesville	Public Works Director
City of Oakwood	City Manager
City of Flowery Branch	Planning Director
City of Buford	Public Safety Director
City of Hoschton	City Manager
Town of Braselton	Town Manager
Hall County	Public Works Director
Jackson County	Assistant County Manager
Hall Area Transit	Director
Georgia Mountains Regional Commission	Planning Director
Northeast Georgia Regional Commission	Planning Director
Georgia Department of Transportation	Transportation Planner

The non-voting members shall include representatives of the following civic or business organizations, but not be limited to these:

GDOT District 1	District Engineer
GDOT Intermodal	Planner
Federal Highway Administration	Planner
Federal Transit Administration	Planner
Town of Clermont	Mayor
Town of Gillsville	Mayor
City of Lula	Mayor
GHMPO Citizens Advisory Committee	Chairperson

Article IV
Duties

1. Provide guidance in the preparation of the Unified Planning Work Program, review all studies related to transportation within the Gainesville-Hall Metropolitan Planning Organization Area, and make recommendations to the Policy Committee, Citizens Advisory Committee, and other agencies upon the work program and studies.

2. Coordinate the maintenance of inventories of current data used as input to the planning process.

3. Review the status of several activities necessary to keep the Planning Area current and those activities necessary to update the Area Plan with timely reports made to the Policy Committee regarding such reviews.

4. Make its reviews based on technical sufficiency, accuracy, and completeness of such studies, plans, and programs.

5. May prepare for consideration by Policy Committee a report that demonstrates to the general citizenry, the status of transportation within the Gainesville-Hall Metropolitan Planning Organization.

6. With participating agencies, shall adopt and follow the Unified Planning Work Program and schedule of activities. If any agency identifies a need to deviate from the adopted work program or initiate any special duties that have any bearing on the present or proposed transportation system, it shall be the responsibility of the respective Technical Coordinating

Committee member to bring this to the attention of the full Technical Coordinating Committee for consideration, action, and/or information.

Article V
Organization

1. The officers shall consist of Chairperson, Vice Chairperson, and Secretary.

2. The Chairperson and Vice Chairperson shall be elected annually by a majority vote of the Committee's voting members at the first meeting of the fiscal year.

3. The Chairperson and Vice Chairperson may succeed themselves with no limitation on the number of terms, except that such term shall not continue in the event the Chairperson or Vice Chairperson becomes ineligible for membership on the Technical Coordinating Committee.

4. The Chairperson and Vice Chairperson may be removed from office by a majority vote of all the voting members of the Technical Coordinating Committee.

5. The committee may establish sub-committees as needed from within the membership of the Technical Coordinating Committee. Each sub-committee shall select its chairperson. Sub-committees shall meet as determined by the Chairperson of said sub-committee.

6. The Director of the Gainesville-Hall County Metropolitan Planning Organization (GHMPO), or another member of the GHMPO staff designated by the Director, shall be the Secretary.

Article VI
Duties of the Officers

1. The Chairperson shall:

   a. Preside at all meetings of the Technical Coordinating Committee.

   b. Authenticate, by his/her signature, the meeting minutes and resolutions recommended by the Technical Coordinating Committee.

   c. As required, represent the Technical Coordinating Committee at hearings, conferences, and other events or designate another member of the committee to serve in his/her place.

   d. Designate one member to Serve as a liaison to the Citizens Advisory Committee.

2. During the absence or disability of the Chairperson, or if a vacancy occurs in the office of the Chairperson, the Vice Chairperson shall preside over meetings of the committee and shall exercise all of the duties of the Chairperson.

3. In the absence of the Chairperson and Vice Chairperson, a temporary Chairperson shall be selected by the members present.

4. The Chairperson shall prepare the meeting agenda and distribute it to the Technical Coordinating Committee members no later than one (1) week prior to any scheduled meeting. Members desiring an item to be included on a meeting agenda shall notify the Chairperson no later than two (2) weeks prior to the meeting.

Article VII
Meetings

1. The regular meeting time of the Technical Coordinating Committee shall be 10:30 AM, on the fourth Wednesday of January, April, July, and October, at the Hall County Government Center, unless otherwise specified.

2. Notices, with proposed agendas and other materials, of regular meetings shall be distributed at least one week in advance of meeting date whenever practical. Should there be no business to come before the committee, the meeting shall be canceled by written notice one week prior to the planned meeting date.

3. For business to be transacted, there must be a quorum of voting members or their designees, and such quorum consists of five (5) voting members. Voting is permitted via teleconference or phone.

4. Approval of any action shall require a majority vote of the members present and voting, unless prescribed otherwise in these bylaws. All references in these bylaws to a "majority vote" shall mean the majority of the members present and voting.

5. All voting committee members, except for the Chairperson, shall have full voting privileges. The Chairperson shall vote only when necessary to break voting ties.

6. Membership on the Technical Coordinating Committee is by appointment by the Policy Committee and by virtue of the technical expertise of the position held. As such, attendance is of the utmost importance. Therefore, all voting members

should designate alternates, who shall, in the event of a member's absence, serve as the member's representative.

7. In the event an important issue arises that must be decided before the next scheduled committee meeting, a special telephone solicitation shall be made to act on such unanticipated matters. This method shall be used only in extreme cases. (See Article VIII.)

Article VIII
Emergency Committee Meeting Procedure

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

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

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

Article IX
Rules of Order

The Committee shall conduct business as prescribed in Robert's Rules of Order Newly Revised (11th Edition), or subsequent edition, in all areas of parliamentary procedure, unless prescribed otherwise by these bylaws.

Article X
Amendment of Bylaws

The Committee may recommend amendments of the bylaws to improve the Committee's overall performance. Notice of the intent to revise the bylaws must be given in the agenda prior to the meeting at which the amendment will be discussed. A majority vote of the entire voting membership of the committee shall be required for the amendment of the bylaws to be forwarded to the GHMPO Policy Committee for its review and approval. The Policy Committee must approve the amendment prior to it becoming effective. In any event the bylaws and organizational framework are bound to the parameters established in the Designation Resolutions from Hall County and the Cities of Flowery Branch, Gainesville, and Oakwood (October – December 2002) that endorsed the Hall County Planning Department to serve as the GHMPO.

Adopted by the GHMPO Policy Committee this 13th day of August, 2024.

_____
Ed Asbridge, Chairman
Gainesville-Hall MPO Policy Committee

Attest

_____
Joseph Boyd, Transportation Planning Director
Gainesville-Hall MPO

GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
BYLAWS

Article I

Section I
Name

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

Section II
Origin

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

Article II
Purpose

The Citizens Advisory Committee (CAC) of the Gainesville-Hall Metropolitan Planning Organization (GHMPO) shall advise the GHMPO Policy Committee on matters of public opinion from individual citizens and citizen groups regarding transportation within the GHMPO's planning area.

Article III
Members

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

The at-large citizens shall be appointed as follows:

1. The Hall County Board of Commissioners shall appoint 8 members,
2. The Gainesville City Council shall appoint 5 members,
3. The Oakwood City Council shall appoint 2 members,
4. The Flowery Branch City Council shall appoint 2 members,
5. The Braselton Town Council shall appoint 1 member, and
6. The Jackson County Board of Commissioners shall appoint 1 member.

The term of citizen members of the committee shall be three years with no limit on the number of terms a member may serve. Citizen appointees shall rotate on separate cycles of three-year

terms. The terms of members shall begin on the first meeting of the fiscal year.

Any citizen or organizational vacancy on CAC membership shall be filled by the appointment of a new member by the local jurisdiction from which the vacancy occurs. Appointments to fill vacancies shall be for the unexpired term.

Article IV
Duties

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

Article V
Organization

1. The officers shall consist of Chairperson, Vice Chairperson, and Secretary.
2. The Chairperson and Vice Chairperson shall be elected annually by the membership of the Citizens Advisory Committee at the first meeting of the fiscal year.
3. The Chairperson and Vice Chairperson may succeed themselves with no limitation on the number of terms, except that such term shall not continue in the event the Chairperson or Vice Chairperson becomes ineligible for membership on the Citizens Advisory Committee.
4. Officer vacancies shall be filled by election by the committee members, at the next regular meeting after the vacancy occurs, for the unexpired term.
5. The Chairperson and Vice Chairperson may be removed from office by a majority vote of all the voting members of the Citizens Advisory Committee.
6. The Committee may establish sub-committees as needed from within the membership of the Citizens Advisory Committee. Each

sub-committee shall select its Chairperson. Sub-Committees shall meet as determined by the Chairperson of said sub-committee.

7. The Director of the Gainesville-Hall County Metropolitan Planning Organization (GHMPO), or another member of the GHMPO staff designated by the Director, shall be the Secretary.

Article VI
Duties of Officers

1. Chairperson shall:
    a. Preside at all meetings of the Citizens Advisory Committee.
    b. Authenticate, by his/her signature, all minutes and resolutions recommended by the Citizens Advisory Committee.
    c. Serve as a non-voting member of the Policy Committee.
2. Vice Chairperson shall perform the duties of the Chairperson in his/her absence and serve as a non-voting member of the Technical Coordinating Committee.
3. In the absence of the Chairperson and Vice Chairperson, a temporary Chairperson shall be selected by the members present.
4. Secretary shall notify members of meetings; prepare the meeting minutes and attendance; prepare required reports; distribute and maintain approved minutes of meetings; and such other duties as required or directed by the Chairperson.

Article VII
Meetings

1. The regular meetings of the Citizens Advisory Committee shall be on the last Thursday of January, April, July, and October at 4:00 p.m. or at an hour set by the committee, at the Hall County Government Center in Gainesville, unless otherwise specified.
2. Notices, with proposed agendas and other relevant materials, of regular meetings shall be distributed at least one week in advance of the meeting date. Should there be no business to

come before the committee, the meeting shall be canceled by written notice one week prior to the planned meeting date.

3. For business to be transacted, there must be a quorum of voting members, and such a quorum consists of eight (8) of the currently appointed voting members. Voting is permitted via teleconference or phone.

4. Approval of any action shall require a majority vote of the members present and voting, unless prescribed otherwise in these bylaws. All references in these bylaws to a "majority vote" shall mean the majority of the members present and voting.

5. All voting committee members, except for the Chairperson, shall have full voting privileges. The Chairperson shall vote only when necessary to break voting ties.

6. Unless excused by the Chairperson prior to the meeting, any CAC member having two (2) unexplained absences from regular meetings during a fiscal year shall be notified by the Chairperson of the Policy Committee that their attendance is required and request the member confirm their commitment to attend future meetings and to report to the nominating jurisdiction.

7. In the event an important issue arises that must be decided before the next scheduled committee meeting, a special (emergency) telephone solicitation may be made to act on such unanticipated matters. This method shall be used only in extreme cases. (See Article VIII.)

Article VIII
Emergency Committee Meeting Procedure

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

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

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

Article IX
Rules of Order

The Committee shall conduct business in an orderly way. Robert's Rules of Order Newly Revised (11th Edition), or subsequent edition, may be used as guidelines but are not binding on the Committee.

Article X
Amendment of Bylaws

The Committee may recommend amendments of the bylaws to improve the Committee's overall performance. Notice of the intent to revise the bylaws must be given in the agenda prior to the meeting at which the amendment will be discussed. A majority vote of the entire voting membership shall be required for the amendment of the bylaws to be forwarded to the GHMPO Policy Committee for its review and approval. The Policy Committee must approve the amendment prior to it becoming effective. In any event the bylaws and organizational framework are bound to the parameters established in the Designation Resolutions from Hall County and the Cities of Flowery Branch, Gainesville, and Oakwood (October – December 2002) that endorsed the Hall County Planning Department to serve as the GHMPO.

Adopted by the GHMPO Policy Committee this 13th day of August 2024.

_____
Ed Asbridge, Chairman
Gainesville-Hall MPO Policy Committee

Attest

_____
Joseph Boyd, Transportation Planning Director
Gainesville-Hall MPO

GAINESVILLE-HALL METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE
BYLAWS

Article I

Section I
Name

The name of the organization shall be the Policy Committee of the Gainesville-Hall Metropolitan Planning Organization.

Section II
Origin

This organization is created by the Gainesville-Hall Metropolitan Planning Organization.

Article II
Purpose

The Policy Committee (PC) of the Gainesville-Hall Metropolitan Planning Organization (GHMPO) is the decision-making body for the organization.

Article III
Members

The voting members of the Policy Committee shall be the following officials or their designated representatives:

Director of Planning, Georgia Department of Transportation
Chairperson, Hall County Board of Commissioners
District 1 Commissioner, Hall County Board of Commissioners
District 4 Commissioner, Hall County Board of Commissioners
Chairperson, Jackson County Board of Commissioners
Mayor, City of Flowery Branch
Mayor, City of Gainesville
Mayor, City of Oakwood

The non-voting members shall be the:

Chairperson, Citizens Advisory Committee
Director, Gainesville-Hall Metropolitan Planning Organization
Chairperson, Technical Coordinating Committee
GA Division Administrator, Federal Highway Administration
Regional Administrator, Federal Transit Administration

District Engineer, Gainesville District Office, GDOT
General Manager, Hall Area Transit
Chairperson, City of Buford
Mayor, City of Clermont
Mayor, City of Gillsville
Mayor, City of Lula
Mayor, Town of Braselton
Mayor, City of Hoschton

Article IV
Structure

The Policy Committee Structure shall be subject to the following:

1. One (1) additional voting member shall be added to a jurisdiction for every 30,000 people within the urbanized area.
2. With the exception of City of Flowery Branch, City of Oakwood and Jackson County, any new jurisdiction shall have a minimum of 10,000 urbanized area population to be added as a voting member.
3. The Policy Committee shall reconsider its voting members following every decennial Census numbers. This process shall be subject to Article XII of this document.

Article V
Duties

1. The Policy Committee is the body responsible for review and approval of the Gainesville-Hall Metropolitan Planning Organization and all aspects, including goals, objectives, plans, and programs developed for the Gainesville Metropolitan Planning Area.

2. The Policy Committee has the responsibility for insuring that the Transportation Plan is kept up-to-date, that timely reports are made to inform the public of progress of the Plan, that a complete and "unified" work program is developed for all aspects of the Gainesville Metropolitan Planning Area and that the respective agencies, jurisdictions, or commissions are kept informed of the progress of the Plan.

3. The Policy Committee shall serve as liaison representative between governmental units in the Planning Area to obtain optimum cooperation of all governmental units in providing information and in implementing various elements of the Plan,

4. The Policy Committee shall have the authority to determine and alter from time to time the membership of the Technical Coordinating Committee (TCC).

5. The Policy Committee shall have the authority to determine and alter, as required, the membership of the Citizens Advisory Committee (CAC) with the intended purpose of providing a broad cross-section of citizen participation.

Article VI
Organization

1. The officers shall be the Chairperson and Vice Chairperson.

2. The Chairperson shall be one of the chief elected officials of the participating units of local government, beginning with the Chairman of the Hall County Board of Commissioners and rotating in the following order: Mayor of Gainesville, Mayor of Oakwood, Mayor of Flowery Branch, and the Chairman of the Jackson County Board of Commissioners. Rotation of the Chairperson shall continue in the above order until changed by the Policy Committee.

3. The Vice Chairperson shall be the chief elected officer that is next in order for the chair position.

4. The new Chairperson and Vice Chairperson shall take office on the first meeting of the fiscal year and said terms shall be for one year.

5. The terms of the Chairperson or Vice Chairperson shall not continue in the event an officer becomes ineligible for membership on the Policy Committee. The next chief elected official in the order of rotation shall fill the vacant position.

6. The Chairperson or Vice Chairperson may be removed from office by a majority vote of all the voting members of the Policy Committee.

Article VII
Duties of Officers

1. The Chairperson shall:

   a. Preside at all meetings of the Policy Committee.

   b. Authenticate, by his/her signature, all minutes and resolutions adopted by the Policy Committee.

c. Serve as chief policy advocate for the Committee.

d. Represent the Committee at hearings, conferences, and other events as required or designate another member of the Committee and/or the Project Director to serve in his/her place.

2. During the absence or disability of the Chairperson, or if a vacancy occurs in the office of the Chairperson, the Vice Chairperson shall preside over meetings of the committee and shall exercise all the duties of the Chairperson.

3. In the absence of the Chairperson and Vice Chairperson, a temporary Chairperson shall be selected by the members present.

Article VIII
Director, GHMPO Staff

1. The Director, Metropolitan Planning Organization Staff, or his/her designee, shall be the chief executive of the primary agency responsible for the planning activities of the Gainesville-Hall Metropolitan Planning Organization.

2. The Director shall serve as Secretary of the Policy Committee and shall coordinate all activities of the Gainesville-Hall Metropolitan Planning Organization.

3. Director shall prepare the meeting agenda and distribute it to the Policy Committee members no later than one week prior to any scheduled meeting. Members desiring an item to be included on a meeting agenda shall notify the Planning Director no later than two weeks prior to the meeting.

Article IX
Meetings

1. The Policy Committee shall meet at least three times each year or as development dictates to review the Transportation Plan and actions which may materially affect the Transportation Plan and its implementation.

2. The regular meeting time of the Policy Committee shall be 10:00 AM, on the second Tuesday of February, May, August, and November, unless otherwise specified. The locations of meetings will vary based on offers by the member organizations to host a meeting.

3. For business to be transacted, there must be a quorum of voting members or their designees, and such quorum consists of four (4) voting members or designees. Voting is permitted via teleconference or phone.

4. All voting members shall officially designate alternates, who shall in the event of a member's absence, serve in the member's place.

5. Approval of any action shall require a majority vote of the members present and voting, unless prescribed otherwise in these bylaws. All references in these bylaws to a "majority vote" shall mean the majority of the members present and voting.

6. The GHMPO Staff Director can call meetings of the Policy Committee with the approval of the Policy Committee Chair.

Article X
Emergency Committee Meeting Procedure

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

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

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

Article XI
Rules of Order

The Committee shall conduct business as prescribed in Robert's Rules of Order Newly Revised (11th Edition), or subsequent edition, in all areas of parliamentary procedure, unless prescribed otherwise by these bylaws.

Article XII
Amendment of Bylaws

These bylaws may be amended by a majority vote of the entire voting membership of the Committee. Notice of a proposed amendment of the bylaws shall be included in the notice for the meeting in which the amendment will be presented. An amendment of the bylaws shall be presented for consideration at a regular scheduled meeting of the Committee; however, voting shall be deferred until the regular meeting following the meeting at which the bylaws amendment was proposed. In any event, the bylaws and organizational framework are bound to the parameters established in the Designation Resolutions from Hall County and the Cities of Flowery Branch, Gainesville, and Oakwood (October – December 2002) that endorsed the Hall County Planning Department to serve as the GHMPO.

Adopted by the GHMPO Policy Committee this 13th day of August, 2024.

_____

Commissioner Jim Hix, Chairman
Gainesville-Hall MPO Policy Committee

Attest

_____

Joseph Boyd, Transportation Planning Director
Gainesville-Hall MPO

8. **Approval of Draft GHMPO Committee Bylaws**
   - Michael Haire, GHMPO

9. **Approval of Draft Application for Additional PL Funds for the Hoschton Transportation Plan**
   - Joseph Boyd, GHMPO

10. **Other**
   - State Route 13 / Atlanta Highway Corridor Study Update
   - Hall County Safe Streets for All (SS4A) Grant Update

11. **Jurisdiction and Agency Reports**
   - City of Flowery Branch
   - City of Gainesville
   - City of Oakwood
   - City of Buford
   - City of Hoschton
   - Town of Braselton
   - Federal Highway Administration
   - Georgia Department of Transportation
   - Georgia Mountains Regional Commission
   - Northeast Georgia Regional Commission
   - Hall Area Transit
   - Hall County
   - Jackson County

12. **Public Comment**

13. **Upcoming Meeting Date: ~~November 12, 2024~~ December 10, 2024**

14. **Adjourn**

GAINESVILLE-HALL
Metropolitan Planning Organization

MEMORANDUM

To: **Policy Committee Members**

From: **Joseph Boyd, GHMPO**

Date: **August 6, 2024**

Re: **Approval of Draft Application for Additional PL Funds for the Hoschton Transportation Plan**

The City of Hoschton and GHMPO have collaborated on an application for additional PL funds to hire a consultant to conduct the Hoschton Transportation Plan. The Hoschton Transportation Plan will provide the City with a comprehensive map for improving roadways and pedestrian infrastructure throughout the city, including on locally maintained roads and side streets. This Plan will highlight needed transportation investments in both the short and long term, including broad cost estimates that Hoschton will use to plan for future budgets and potential TSPLOSTs. If awarded, the City of Hoschton plans to have a consultant begin this project in January of 2025, with anticipated completion by the end of that year.

PL Fund/Local Cash Match Cost Split:

PL FUNDS:	$120,000	(80%)
LOCAL MATCH (CASH):	$30,000	(20%)
TOTAL COST:	**$150,000**	**(100%)**

RECOMMENDED ACTION: **Approval of Draft Application for Additional PL Funds for the Hoschton Transportation Plan**

Attachment: *Draft PL Application*

Federal Metropolitan Planning (PL) Fund Application Form

NAME OF STUDY: Hoschton Transportation Plan

MPO: Gainesville-Hall MPO

CONTACT (Name, Phone, Email): Joseph Boyd, 770-297-5541, jboyd@hallcounty.org

PROJECT START DATE: January 2025 **PROJECT END DATE:** June 2026

IS PROJECT UPWP/TIP APPROVED: Yes **IF NO, AMENDMENT NEEDED?** N/A

PREVIOUS WORK ON PROJECT: GHMPO Regional Transportation Plan: 2020 Update, Jackson County Transportation Plan (2019).

DESCRIPTION OF PROJECT BACKGROUND, NEED & GOALS:

Population	City Size	Centerline Mileage
5,835	5.43 square miles	36.35 miles

Figure 1: Hoschton Statistics

Hoschton, Georgia is a city located just below I-85 and Braselton in western Jackson County. Hoschton is currently experiencing explosive growth, going from a population of 1,408 in 2014 to nearly 6,000 residents in 2024. With the heavy growth and increasing congestion and accidents being recorded in the City, Hoschton would like to create their first ever citywide Transportation Plan. The Hoschton Transportation Plan will provide the City with a comprehensive map for improving roadways and pedestrian infrastructure throughout the city, including on locally maintained roads and side streets. This Plan will highlight needed transportation investments in both the short and long term, including broad cost estimates that Hoschton will use to plan for future budgets and potential TSPLOSTs.

The Hoschton Transportation Plan will also incorporate planning efforts and findings being conducted in other plans in the region. The recently completed Braselton-Hoschton Area Mobility Study (State Route 53

Study), which was adopted by GDOT in summer 2024, will provide this study with major projects planned along the SR 53 corridor through Hoschton and Braselton. The Hoschton Transportation Plan will incorporate these preferred projects stated within the SR 53 Study in partnership with GDOT, though it should be noted that this study only explored the main state route corridors through the City. Similarly, the Gainesville-Hall MPO is currently updating their Metropolitan Transportation Plan (MTP). The Hoschton Transportation Plan will incorporate all fiscally-constrained projects within Hoschton as part of this plan, though the Hoschton Transportation Plan will be much more locally focused and will heavily study all local roadways. The Hoschton Transportation Plan will also utilize the Travel Demand Model that was created for the ongoing MTP update. Lastly, the Hoschton Transportation Plan will incorporate major projects listed in the Jackson County Transportation Plan, which is currently being updated and will be finalized by spring 2025. The goal is to concurrently address the major projects planned from other studies while addressing issues being seen along local roadways and intersections, giving the City a truly comprehensive plan of projects to work towards in future budgets.

Lastly, the Hoschton Transportation Plan will have heavy citizen and stakeholder involvement focusing exclusively on only its local roadways, allowing for a much more robust public outreach effort compared to the MTP/SR 53 Study. The Study team will specifically seek input from large neighborhood groups, the Jackson County School System, local business owners, and concerned bicycle and pedestrian groups. All of these groups will help to guide the document to a place that gives Hoschton confidence in future growth.

COST DESCRIPTION (contract, staff, purchase data costs, etc.):

Solicit consultant to perform study through RFP process. The City of Hoschton will provide the 20% local cash match.

Cost Estimate for the Hoschton Transportation Plan

Anticipated Cost for Hoschton Transportation Plan:	$150,000
TOTAL COST:	**$150,000**

PL Fund/Local Cash Match Cost Split:

PL FUNDS:	$120,000	(80%)
LOCAL MATCH (CASH):	$30,000	(20%)
TOTAL COST:	**$150,000**	**(100%)**

Hoschton Transportation Plan

Scope of Work/Services

Primary Objectives

a. Incorporate the latest future land use and transportation plans in conjunction with Jackson County's Comprehensive Plan Update.
b. Analyze existing planned projects from Hoschton, GHMPO, and GDOT.
c. Explore potential new solutions for congestion and safety throughout the City, providing Hoschton and GHMPO with a comprehensive city-wide transportation plan.
d. List potential projects ranked by priority, cost, and feasibility, grouped into project categories based on expected years for construction authorization:
    i. Short Term
    ii. Medium/Long Term
    iii. Aspiration
e. Provide findings in a final report in PDF format

Schedule

1. Project Initiation (January 2025 – April 2025)

i. Kickoff meeting
ii. Review of GHMPO, Hoschton, and Jackson County Planning Documents
iii. Review the GDOT SR 53 Mobility Study (2024)
iv. Discuss stakeholder expectations
v. *Deliverables*: Kickoff meeting, summaries of meetings with stakeholders, final detailed scope, schedule, public outreach plan, and stakeholder engagement plan

2. Data Collection and Existing Conditions Analysis (January 2025 – June 2025)

i. Collect base map data and information from GHMPO, Hoschton, and Jackson County, as needed
ii. Complete inventory of existing conditions
iii. Review the Travel Demand Model from the GHMPO 2025 Metropolitan Transportation Plan (MTP) Update
iv. Review crash data provided by GHMPO/GDOT
v. *Deliverables:* Base maps of existing conditions

3. Public Involvement (May 2025 – January 2026)

i. Consultant is expected to host at least one informational meetings with the public in which local stakeholders will be in attendance

ii. Consultant is expected to create a survey to be used to engage with citizens on existing projects and issues as well as to engage on draft project lists created later in the project
iii. Consultant is expected to provide website materials to Hoschton and GHMPO regarding the study progress
iv. Consultant will engage with the public through media releases and an e-mail list established on the project website
v. *Deliverables*: Website materials, online communications with public, informational meeting with the public, summaries of informational meeting with the public, public engagement schedule posted on Hoschton/GHMPO website

4. Stakeholder Involvement (January 2025 – January 2026)

i. Consultant is expected to attend monthly check-in meetings with Hoschton/GHMPO staff
ii. Consultant is expected to create a stakeholder committee that will help guide the corridor study process, including virtual options
iii. Consultant is expected to collaborate with GDOT and consulting partners as needed
iv. Consultant is expected to present findings to the Hoschton City Council and the GHMPO committees
v. *Deliverables*: Monthly check-in meetings, stakeholder engagement strategy, summaries of monthly check-in meeting and GHMPO staff feedback

5. Development of Draft and Final Hoschton Transportation Plan (January 2026 – May 2026)

i. Consultant will develop Draft and Final Hoschton Transportation Plan documents in the latter half of 2025 and early 2026
ii. *Deliverables:* Draft Hoschton Transportation Plan, Final Hoschton Transportation Plan document and supporting map packages, project lists, etc.

Public Participation Strategy

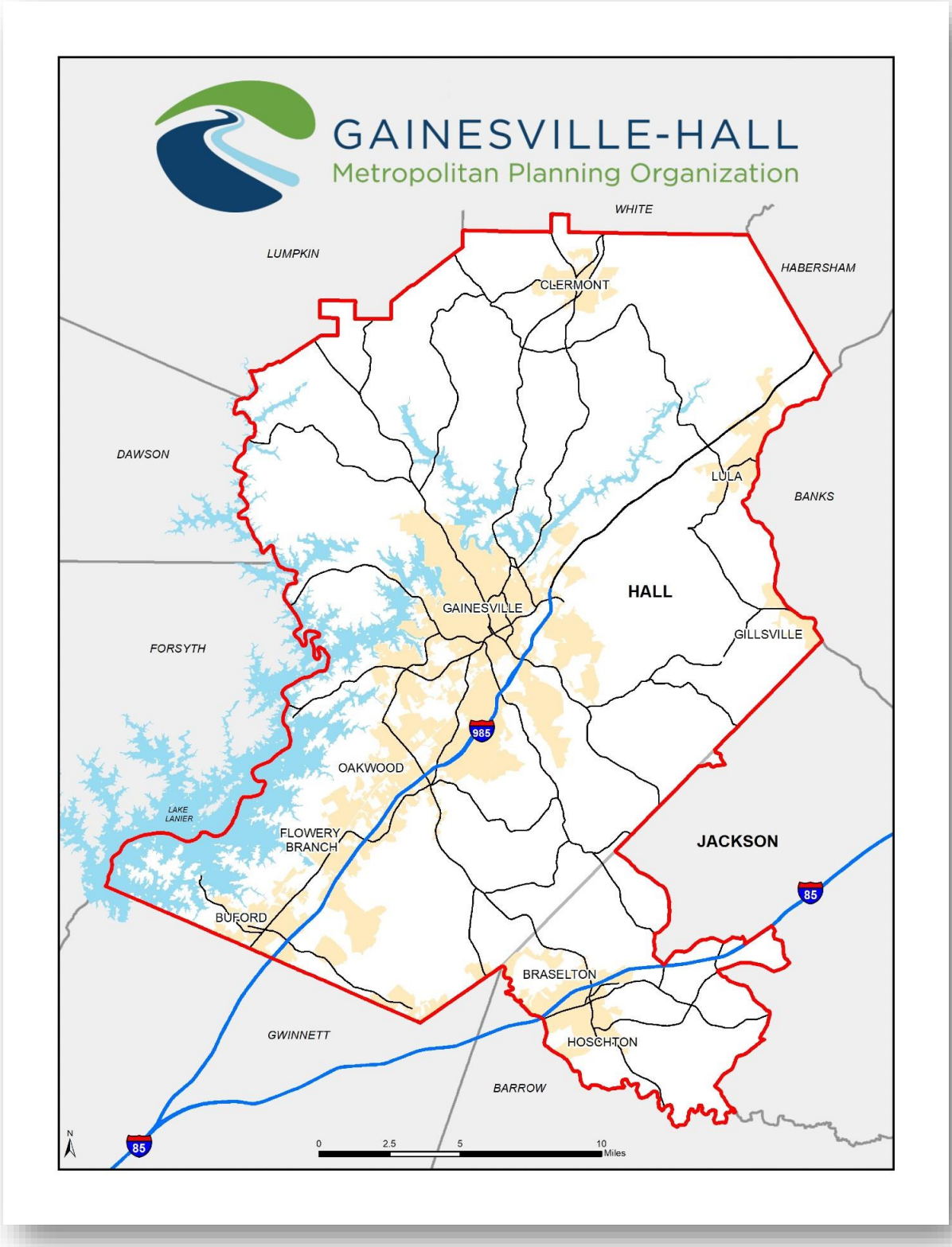
Primary Objectives

a. Provide an avenue for the public to learn about the study online and in-person,
b. Continue soliciting community input on transportation desires and concerns throughout the agreed upon public involvement period,
c. Specifically reach out to low income, minority, and non-English speaking communities, and,
d. Gauge community reaction to potential new transportation solutions for the area.

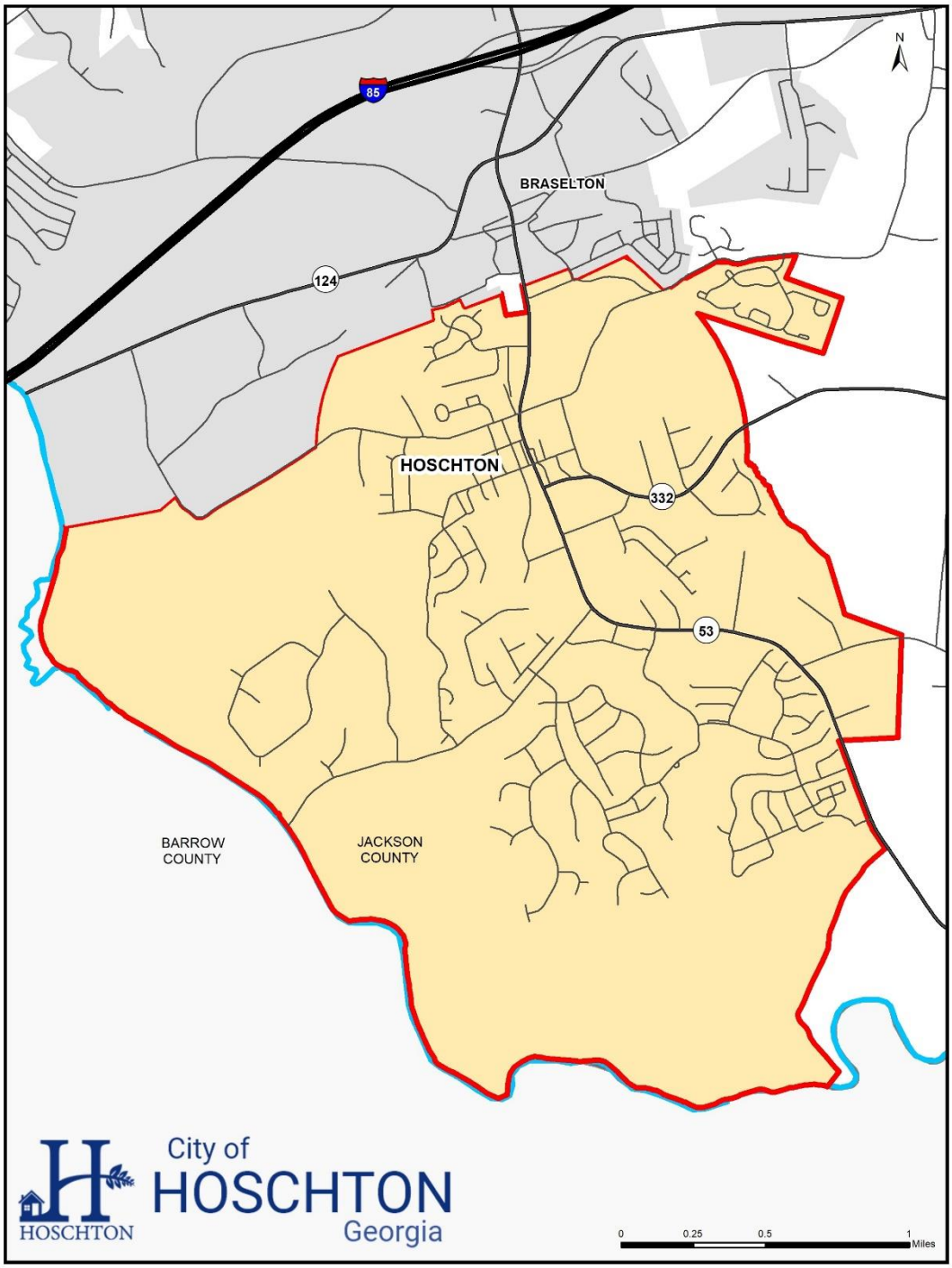
Deliverables

- Hoschton Transportation Plan (Word and PDF)
- GIS project shapefiles for identified projects

GHMPO Planning Boundary Map:



Map of Hoschton:



Policy Committee Resolution:

GAINESVILLE-HALL
Metropolitan Planning Organization

2875 Browns Bridge Road
Gainesville, GA 30504
Tel: 770.531.6809
Fax: 770.531.3902
ghmpo.org

A Resolution by the Gainesville-Hall Metropolitan Planning Organization Policy Committee Requesting Additional PL Funds in FY 2025

WHEREAS, the Gainesville-Hall Metropolitan Planning Organization (GHMPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Gainesville Urbanized Area in accordance with Federal requirements of Title 23, Section 134 of the United States Code to have a Cooperative, Comprehensive and Continuous transportation planning process; and

WHEREAS, the Policy Committee (PC) is the recognized decision making body for transportation planning with the GHMPO; and

WHEREAS, the GHMPO will conduct federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area plus the contiguous area expected to become urbanized within the next 20 years; and

WHEREAS, the Georgia Department of Transportation, in a letter dated May 29, 2015, outlined the "PL Funding Formula, Distribution and Review Committee Process"; and

NOW, THEREFORE, BE IT RESOLVED that the GHMPO Policy Committee confirms that local cash match is available and requests consideration of funding from the PL Funds Review Committee for the following proposed activity:

- **Hoschton Transportation Plan**

$120,000 PL Funds + $30,000 Local Cash Match = $150,000 total cost

A motion was made by Policy Committee member _____ and seconded by Policy Committee member _____ and approved this the 13th of August, 2024.

_____
Commissioner Jim Hix, Chair
Policy Committee

Subscribed and sworn to me this the 13th of August, 2024.

_____
Notary Public

My commission expires _____

8. **Approval of Draft GHMPO Committee Bylaws**
   - Michael Haire, GHMPO

9. **Approval of Draft Application for Additional PL Funds for the Hoschton Transportation Plan**
   - Joseph Boyd, GHMPO

10. **Other**
   - State Route 13 / Atlanta Highway Corridor Study Update
   - Hall County Safe Streets for All (SS4A) Grant Update

11. **Jurisdiction and Agency Reports**
   - City of Flowery Branch
   - City of Gainesville
   - City of Oakwood
   - City of Buford
   - City of Hoschton
   - Town of Braselton
   - Federal Highway Administration
   - Georgia Department of Transportation
   - Georgia Mountains Regional Commission
   - Northeast Georgia Regional Commission
   - Hall Area Transit
   - Hall County
   - Jackson County

12. **Public Comment**

13. **Upcoming Meeting Date: ~~November 12, 2024~~ December 10, 2024**

14. **Adjourn**