



APPENDIX D:

Public and Stakeholder Engagement Memorandum



Table of Contents

TABLE OF CONTENTS.....	2
INTRODUCTION	3
PROJECT BACKGROUND.....	3
ENGAGEMENT STRATEGY.....	4
COMMUNITY CONSIDERATIONS.....	5
PROTECTED POPULATIONS	5
OUTREACH TO LEP COMMUNITIES	6
STAKEHOLDER ENGAGEMENT	8
STAKEHOLDER COMMITTEE.....	9
TECHNICAL SUBCOMMITTEE.....	9
PUBLIC ENGAGEMENT	11
PUBLIC ENGAGEMENT STRATEGY	11
ENGAGEMENT ROUND TWO	15
PROMOTIONS & COMMUNICATION METHODS	17
ALIGNMENT WITH THE MACORTS PARTICIPATION PLAN.....	18
APPENDICES	20



Introduction

Community and stakeholder input were an integral component of the development of the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) 2050 Metropolitan Transportation Plan (MTP) and were woven into the planning process to ensure the outcome reflects the perspectives of the community members and key stakeholders.

This report documents the stakeholder engagement and community outreach activities for the project.

Close collaboration with stakeholders through committee meetings and focus groups resulted in a comprehensive, realistic plan vetted by local transportation leaders and advocates, and technical experts. Public involvement also played a key role in the planning process as community members provided firsthand knowledge and perspectives of local and regional transportation issues which informed the plans for greater community impact.



PROJECT BACKGROUND

The MACORTS region includes all of Athens-Clarke County, part of northern Oconee County, and part of southern Madison County. MACORTS is the federally designated organization responsible for transportation planning in the region. Comprised of the local governments in the metropolitan area, the Metropolitan Planning Organization (MPO) plans for the expenditure of federal transportation funds through a cooperative, comprehensive, and continuing process.

One of the key responsibilities of the MPO is the development of the MTP, which is a long-range plan with a 20-year planning horizon that sets transportation goals and objectives, strategies, and identifies specific projects to address the transportation needs within the MPO area to ensure mobility for people and goods. This update, required every five years, includes the identification of the existing conditions within the MPO, as well as the future conditions through the planning horizon year of 2050.

This plan update resulted in updated goals, objectives, and transportation priorities for the MACORTS region, along with a prioritized, cost-constrained list of projects to be implemented over the next twenty years. The MACORTS 2050 Metropolitan Transportation Plan initiated in Fall 2023 and anticipates completion in October 2024.



ENGAGEMENT STRATEGY

The engagement approach elevated stakeholder and community voices through a collaborative process between February 2024 and September 2024. The 2050 MTP planning process reached across the MPO to enable community feedback by participating in local community events, hosting project open houses, and providing interactive online input opportunities. Additional targeted outreach was focused on key populations including youth, seniors, and Limited English Proficiency (LEP) populations through direct promotion distribution, posting flyers in local facilities, and community pop-up events.

Robust stakeholder involvement connected the project team with over 60 stakeholders representing a variety of community interests, organizations and advocacy groups, County departments, agencies, and others. Stakeholders were engaged through the Stakeholder Committee, Technical Subcommittee, focus groups, and other discussions. Stakeholder meetings were conducted through a series of virtual and in-person meetings.

A series of promotions and communication methods included a project webpage, newspaper ads, press releases, project factsheets/flyers, social media, newsletters, project emails, and other promotional items.





Community Considerations

A Public Involvement Plan (PIP) was developed at the onset of the project to set the framework for engagement with key stakeholders and community members across the study area. The PIP is consistent with the MACORTS Title VI Plan, considering impact of Title VI and Limited English Proficiency (LEP) communities.

PROTECTED POPULATIONS

Building from the analysis presented in the MTP Existing and Future Conditions chapter, this section highlights how key Protected Population areas align with public engagement and outreach efforts and summarizes the engagement approach to provide opportunities for participation in those areas of the community. Protected Populations reference those populations or communities that are offered protection through Title VI and Environmental Justice policies to ensure that specific groups of people are not excluded from the planning process.

To guide outreach efforts, a high-level equity analysis was conducted at the onset of the project using the US Department of Transportation's Equitable Transportation Community (ETC) Explorer. The output of that tool is depicted in Figure 1. This tool uses 2020 Census Tracts to understand how a community or project area is experiencing transportation disadvantages or underinvestment compared to other Census Tracts based on the following components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The orange colors on the map indicate potentially disadvantaged areas in the MPO which are concentrated in Athens, especially the northern portion of the County. The protected populations analysis in the 2050 MTP provides another layer of detail to understand how specific indicators of disadvantaged areas relate to public meeting and event locations.

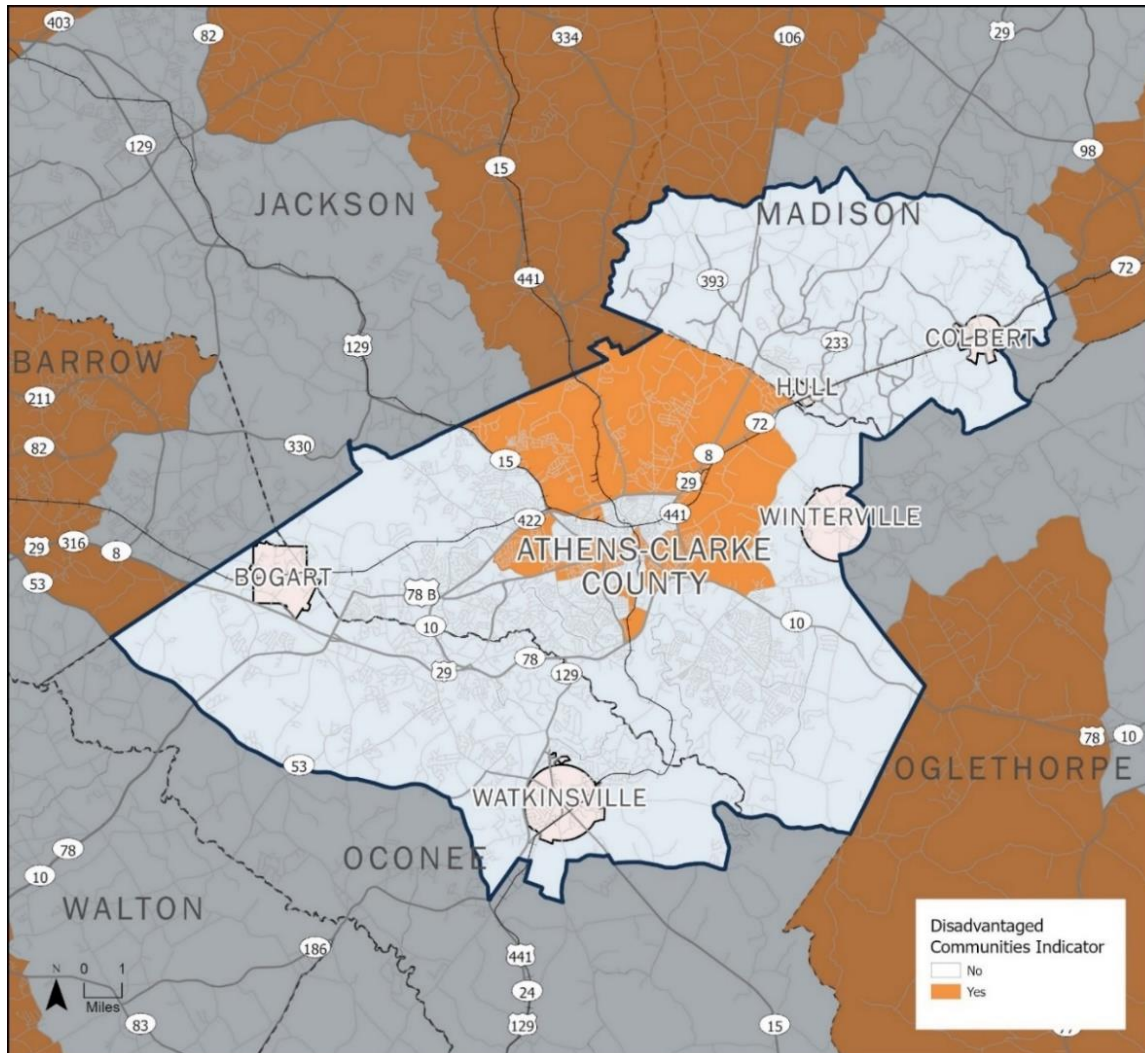
Table 1 below indicates the locations of in-person community meetings and associated key indicators for disadvantaged areas.

Table 1. Public Meeting Locations & Protected Populations

Location		Protected Population Impacts
Pop Up Event #1	Oconee County Little League Game Series Bogart Sports Complex 200 S Burson Ave, Bogart, GA 30622	Within disadvantaged population area (Senior Population)
Pop Up Event #2	Athens Farmers Market 705 Sunset Drive, Athens, GA 30306	<ul style="list-style-type: none">• Within disadvantaged population area (Disabilities, Senior, Zero Vehicle)• ETC disadvantaged area
Open House #1	Athens-Clarke County Planning Department Auditorium 120 W Dougherty Street, Athens, GA 30601	<ul style="list-style-type: none">• Within disadvantaged population area (Poverty, Zero Vehicle)• Adjacent to ETC disadvantaged area
Open House #2	Madison County Senior Center 1265 GA-98, Danielsville, GA 30633	The majority of county facilities suitable for meeting locations are located just outside the study area in Danielsville. The meeting was held at a senior center to foster participation, given over 30% of the County is 55 years or older.
Open House #3	Oconee Community Center Oconee Veteran's Park 3500 Hog Mountain Rd, Watkinsville, GA 30676	Within disadvantaged population area (Senior Population)



Figure 1. MACORTS Protected Populations Snapshot



OUTREACH TO LEP COMMUNITIES

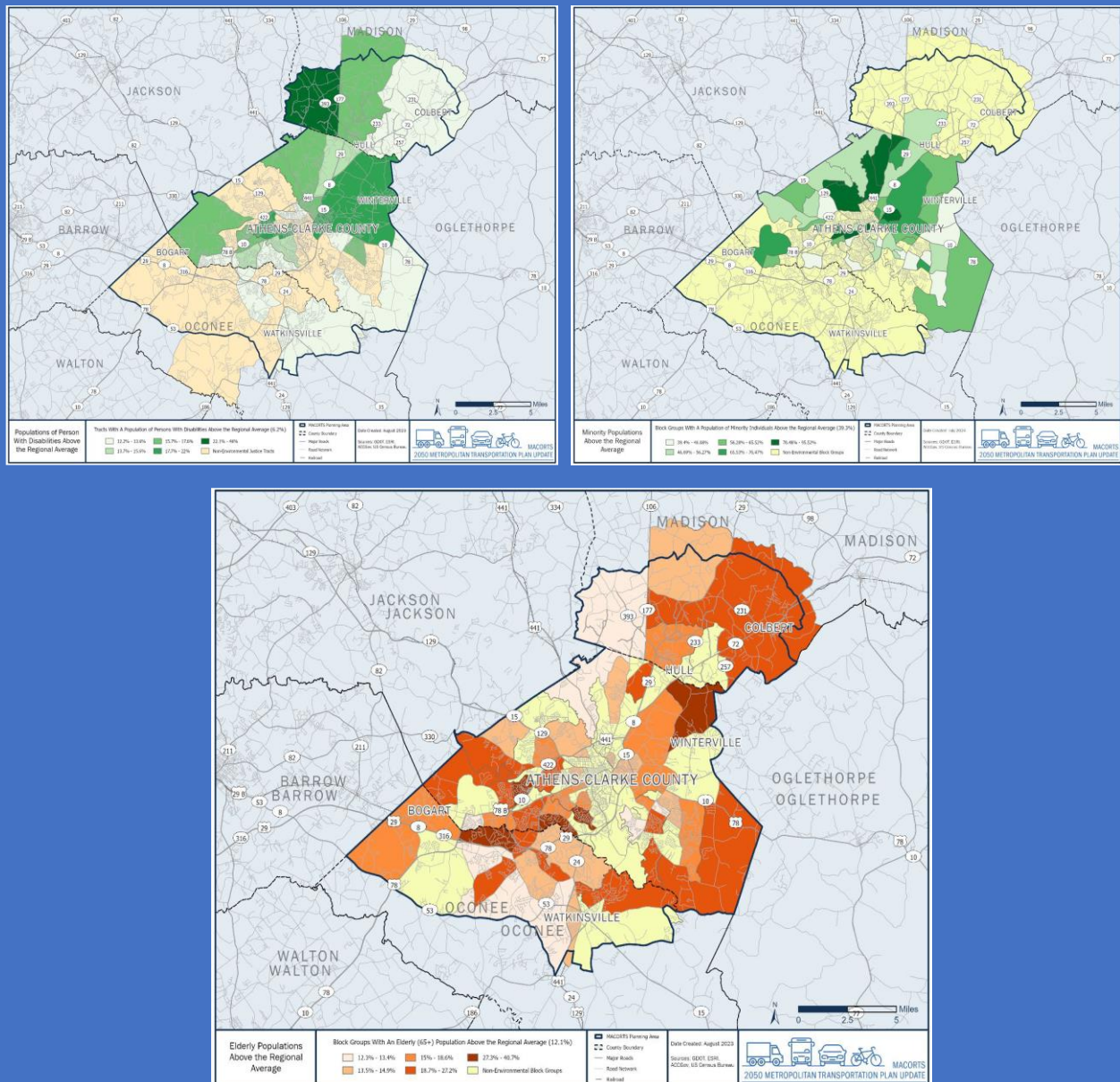
Social media promotions and project flyers (fact sheets) were translated to Spanish and circulated to County communications teams in Madison, Oconee, and Athens for distribution during each round of engagement. In addition, direct emails with newsletter content, social media graphics, and flyers were distributed directly to local Latino/Hispanic organizations including Casa de Amistad who provide services for the Latino and Hispanic population in north Georgia.

A newspaper ad to promote the 30-day public comment period and open house series was distributed to local publications in each County, as well as La Vision, the north Georgia Spanish language publication. Finally, the team interacted with a handful of Spanish-speaking families at the pop-up events and were able to provide translated materials including the project fact sheet and Spanish version of the survey.



The maps below are examples of indicators (Senior population, minority populations, populations with disabilities) used in the Protected Population analysis in the MTP Existing and Future Conditions Chapter. To review full size maps and related analysis, reference the Protected Populations section in the Existing and Future Conditions Chapter of the 2050 MTP.

Figure 2. Snapshots of the Map Series from the 2050 MTP Protected Populations Analysis





Stakeholder Engagement

Stakeholder engagement provides a forum for integrating technical expertise to help guide the planning process, identify additional focus areas, and inform final recommendations. Most stakeholder engagement opportunities took place between January 2024 and September 2024 and included a combination of in-person and virtual meetings.

The planning process was vetted and guided by two key committees comprised of approximately 60 representatives of various local organizations, agencies, and transportation interests. The Stakeholder Committee was larger and included several local transportation-focused organizations, in addition to key representatives from the MPO federal and state oversight agencies, local jurisdictions and municipalities, and more. The Technical Subcommittee was comprised of technical and subject-matter experts, including representatives from County departments and organizations, oversight agencies, and MPO jurisdictions. Across all seven committee meetings, four were held virtually and three were held in-person to maximize participation.

In addition to scheduled committee meetings, the project team conducted one-on-one meetings with stakeholders who desired to further understand the content and provide their feedback on the process. These meetings were held on an as-needed basis and were critical to the development of the MTP and ensuring its relevance to the region. Focus Group meetings were also conducted with stakeholders representing the freight sector.

Meeting summaries and materials for each committee meeting series are provided in Attachment B.





STAKEHOLDER COMMITTEE

The Stakeholder Committee convened leaders and representatives from the local community and helped guide staff on recommendations and strategic planning elements.

The stakeholders gathered three times between winter and summer 2024 during the process to discuss project needs and progress. Each meeting included an interactive presentation with opportunities for feedback throughout. All meetings were held in-person with a virtual option for members that could not join on-site.

- **January 30, 2024** | Goals & Priorities Setting
- **April 30, 2024** | Technical Analysis Findings Review
- **July 16, 2024** | Preliminary Recommendations Review

The stakeholder committee participants were identified through coordination with regional jurisdictions and consisted of members from the groups listed in the adjacent call-out box.

Committee Organizations/Agencies

- Athens-Clarke County
- Bike Athens
- Georgia Department of Transportation
- Visit Athens
- Oconee County
- University of Georgia
- Athens Technical College
- ACC Aging
- Athens for Everyone
- Federal Highway Administration
- City of Winterville
- City of Bogart
- Georgia Bikes
- Oconee Schools
- Madison County
- Athens Housing
- MACORTS
- Athens-Clarke County Transit

TECHNICAL SUBCOMMITTEE

The MACORTS technical subcommittee was formed to guide the planning process and to ensure accuracy and consistency with local priorities. This committee was comprised of 18 representatives and met four times during the planning process.

- **February 15, 2024** | Goals & Priorities Setting
- **April 25, 2024** | Technical Analysis Findings Review
- **July 9, 2024** | Prioritization Process Review
- **July 30, 2024** | Confirm Draft Constrained Project List

The Technical Subcommittee was comprised of oversight agencies, MACORTS staff, and local industry professionals including representatives noted in the adjacent call-out box.

Committee Organizations/Agencies

- Athens-Clarke County Planning
- Athens-Clarke County Transportation & Public Works
- Athens-Clarke County Leisure Services
- Athens-Clarke County Transit
- Madison County Road Department
- Madison County Planning
- MACORTS
- Georgia Department of Transportation
- Federal Highway Administration
- Oconee County Public Works
- Oconee County Planning
- Athens Ben Epps Airport
- University of Georgia



The technical subcommittee reviewed and provided guidance on the following project elements:

- ✓ Goals, objectives, and measures of effectiveness
- ✓ Existing conditions and needs assessment results
- ✓ Identification of projects for consideration
- ✓ Modal Considerations (Bike, Ped, Transit, Freight, Air)
- ✓ Project assessment and prioritization criteria
- ✓ Prioritized and cost constrained project list



Public Engagement

Public engagement was a key driver in the development of the MTP, as it was used to identify, confirm, and prioritize local and regional needs, challenges, and opportunities for transportation within the MPO.

Outreach and engagement methods focused on collecting input or sharing project information and included a combination of in-person and digital strategies to collect feedback and promote the project.

1

The first round of engagement occurred in spring 2024 and included two pop-up events, an online survey, and a web-based map input tool.

2

The second round of engagement took place in August 2024 during the 30-day public comment period and included three open house events located in each County of the MPO. Draft project documents were also available in print or online for the duration of the public comment period.



Feedback was collected through interactive in-person activities at in-person engagements as well as online, through the survey and map input tool.

PUBLIC ENGAGEMENT STRATEGY

A Public Involvement Plan was established early in the planning process and set the framework for implementing the engagement strategy. Public engagement activities were organized into rounds of public meetings and activities, which aligned with key project phases:

1) Round One | March 21 & 23, 2024 | Pop Up Event Series

- *Focus:* Needs & Opportunities Identification

2) Round Two | August 20, 2024 | Open House Series

- *Focus:* Review & Comment on Preliminary Recommendations (Draft MTP & Cost-Constrained Project List)

An iterative process between technical work and engagement ensured that community feedback was integrated into each step of the analysis and development of recommendations. A variety of outreach methods and digital and printed promotions expanded project reach in the study area and engaged a wide representation of the community. The engagement approach also considered targeted outreach to certain populations, including seniors, youth, Spanish speakers, and others.



Engagement Round One: Pop Up Event Series

The first round of engagement, which took place between February and May 2024, consisted of two community pop up events, an online survey, and a map input tool. Facilitating a project booth at local community events enabled the project team to hear from a wider representation of the community, connecting with populations who may not typically participate in a traditional transportation planning process, while also building project awareness, and soliciting input on transportation concerns and priorities.



A robust social media campaign was coordinated with local communications teams in Athens, Madison, and Oconee Counties to promote the pop-up events and encourage participation using the project survey and map input tool. A project fact sheet was produced to educate members of the community about the study and encourage participation in the process. Promotions were also translated to Spanish and distributed to local organizations.



POP UP EVENT SERIES

1

Thursday, March 21
6:00 – 8:00 PM

Bogart Sports Complex
Oconee County Little League
Game Series

2

Saturday, March 23
8:00 – 11:00 AM

Athens Farmer's Market
Bishop Park

3

A third event "Madison
County Easter Egg Hunt &
Spring Festival
Sammy Haggard Park" was
cancelled due to inclement
weather

The study team deployed a "meet the community where they are" approach to reduce barriers and encourage equitable engagement. In the first round of engagement, members of the public were given opportunities to provide input at in-person "pop-up" style community events.

The project team facilitated a fun, engaging project booth which provided interactive educational and feedback opportunities and presented complex project information in a digestible format, enabling the collection of more effective feedback.

- Project fact sheets (English & Spanish)
- Surveys (English & Spanish)
- Interactive Prioritization Marble Exercise
- Tablets for the survey & map input tool
- Giveaways for participation (candy and toy prizes)
- Comment forms





Online Survey & Map Input Tool

The project survey and web-based map input tool were active between February 5 and March 31, 2024 to allow community members throughout the study area the opportunity to provide feedback regarding key needs, challenges, and opportunities with the current transportation network. The mapping component enabled participants to provide site-specific feedback on challenges, opportunities and other ideas related to improving and enhancing the local and regional transportation network.

In total, the **survey collected 321 responses**, including both English and Spanish, while the **map input tool collected 101 markers** presenting site specific feedback, and **93 comments**.

The collected input provided insight into community perspectives which helped to confirm and refine the technical analysis and inform preliminary recommendations for prioritizing transportation investments across the MACORTS study area. Both the survey and map input tool were available in English and Spanish to ensure an inclusive, accessible process for local Limited English Proficiency (LEP) communities.

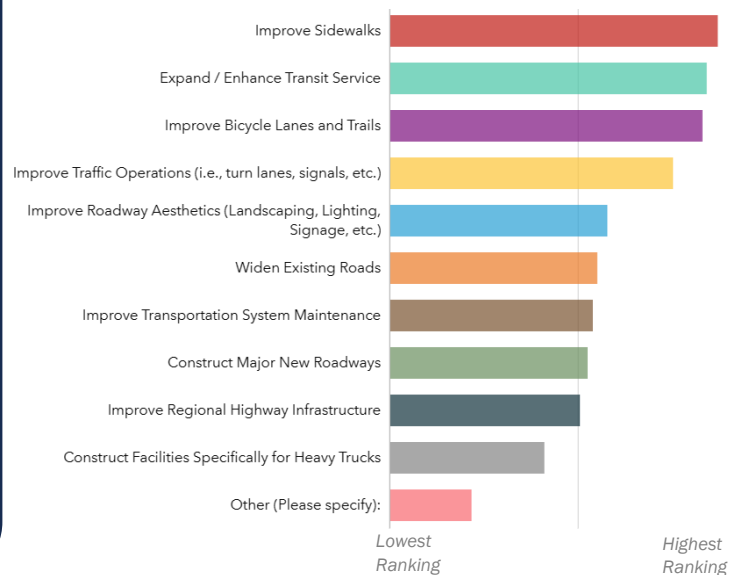
These feedback opportunities were promoted across the study area in coordination with communication partners in Athens Clarke, Oconee, and Madison Counties. The multimedia campaign to promote participation in the survey included social media posts across multiple platforms, a press release, flyers, local newsletter, local online publications, and other local media outlets. Hard copy surveys were also available at round one engagement events.



Key Findings | Survey

- **Higher conflict areas appear in more urban areas**, especially central/downtown Athens, where several comments were related to **safety and congestion**.
- **Improvements to sidewalks, bike lanes, and trails** are a top priority across the study area.
- **Lack of connections, safety, travel time, and trip distance** are key drivers of why respondents may use a car over walking, biking, or transit.
- Improvements for **access management interventions and traffic flow** are common needs throughout the region.




Figure 3. Transportation Priorities





The map input tool provided an opportunity for community members to pinpoint local and regional transportation issues.

Participants placed the following “markers” to indicate an issue, concern, or opportunity.

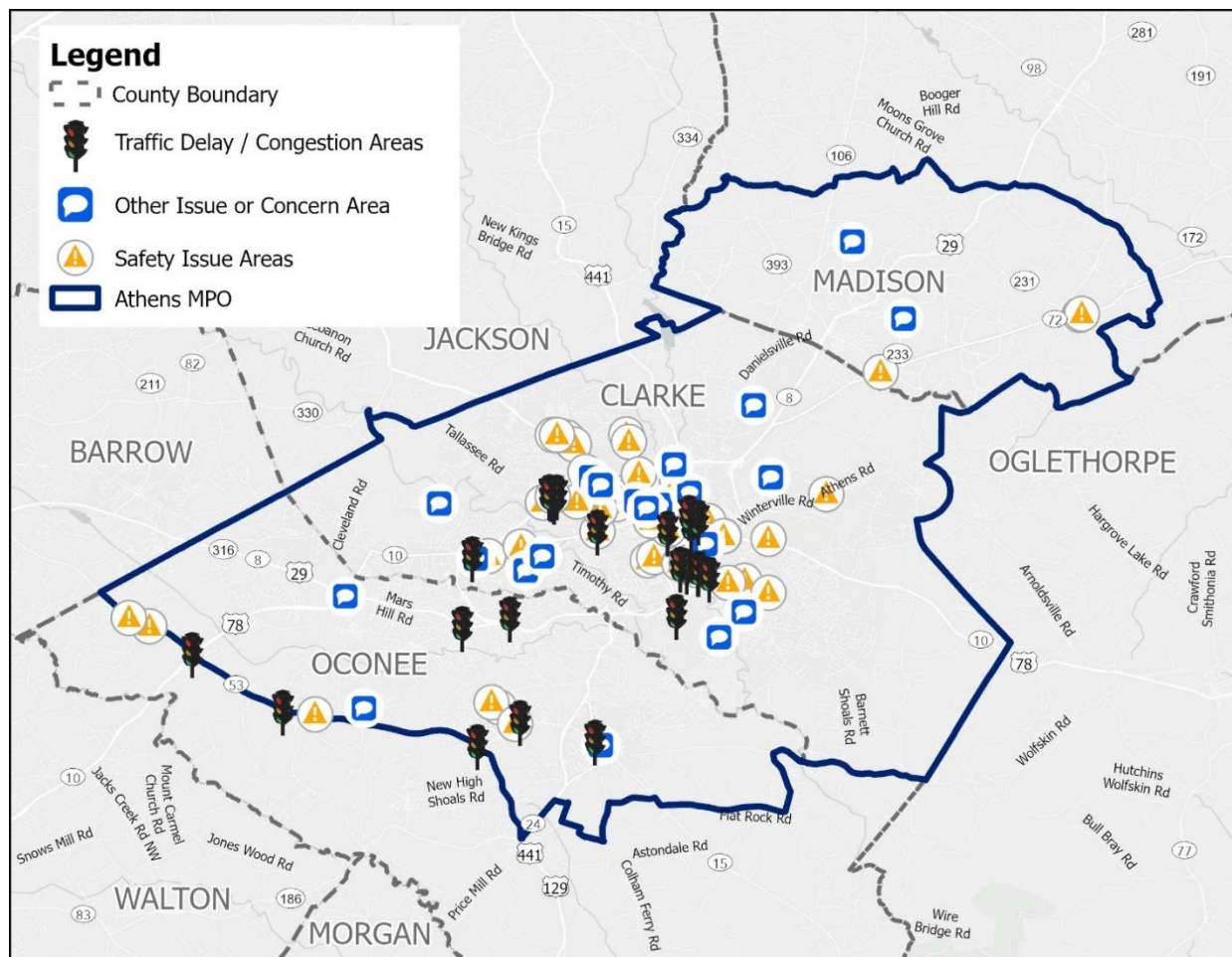
-  Traffic delays and congestion areas
-  Safety issue areas
-  Other issues or areas of concern

A summary of key findings and map tool responses are provided to the right and below.

Key Findings | Map Input Tool

- In all categories the **points of concern are centered around Athens** (80 percent) with other concentrations scattered throughout Oconee County (16 percent) and a few in Madison County (4 percent).
- Common topics for concerns and safety referenced **poor conditions of sidewalks and bike lanes**.
- **Traffic operations improvements** and the **need for turn lanes** were also commonly cited to address congestion and traffic safety concerns.
- In Athens, the majority of markers (58 percent) represented safety issues, followed by traffic delay concerns; Safety issues and other concerns were the prominent marker type in Madison County; Traffic delay concerns and safety issues were the most common marker type in Oconee County.
- **Perspectives on transportation issues and concerns vary** across the tri-county study area.

Figure 4. Map Input Tool Summary





Engagement Round Two: Open House Series

The second round of engagement took place between August and September 2024. An Open House series served to spread awareness about the 2050 MTP public comment period and provided an opportunity for the community to review and comment on the draft plan and preliminary recommendations.

The public comment period kicked off August 14 and extended through September 13, 2024. The Open House events were scheduled at the onset of this period, on August 20, 2024, to help spread awareness about the input opportunity and allow adequate time for the community to review and comment.



OPEN HOUSE SERIES

1

Tuesday, August 20
9:00 – 11:00 AM

Athens Clarke County
Planning Department Auditorium

2

Tuesday, August 20
1:00 – 3:00 PM

Madison County
Senior Center

3

Tuesday, August 20
5:00 – 7:00 PM

Oconee County
Community Center

The Open House series consisted of three events which took place in Athens-Clarke, Madison, and Oconee Counties on August 20, 2024, with events in the morning, afternoon, and evening. Approximately 14 people attended these events.

This meeting series helped spread awareness about the public comment period and provided an opportunity to educate the community about preliminary recommendations. The open house format enabled members of the community to drop in anytime during the meeting timeframe to review educational project materials and draft recommendations and speak with the project team. The same information was provided at each event and posted online.

Each meeting was organized into a series of educational and input stations, which included information presented on boards, project handouts, comment forms (English and Spanish), and printed versions of the draft 2050 MTP. In addition, key stations included Project Orientation, MPO 101 // MTP Funding & Revenues 101, Project List Review, and 2050 MTP Review & Comment.





Public Comment Period

The 30-day public comment period launched August 14, 2024 and extended through September 13, 2024. Draft 2050 MTP documents, including the cost-constrained project list and draft plan, were posted on the project webpage for review and also available in hard copy versions at County offices for the duration of the public comment period.

Comments were collected through a comment form (English & Spanish) linked on the project webpage, by email, and by phone.

During this period, **21 comments** were received and are detailed in Attachment G.

Promotions for both the public comment period and open house were circulated through digital and printed publications and media outlets in each county. Promotions and communications included a social media campaign with three rounds of posts, email campaign with four rounds of e-blasts, press releases and website alerts, newspaper ads, posted flyers, and more.

TRENDS AND TAKEAWAYS

- While there is general support for the projects in the cost-constrained list, many comments are related to specific project components, funding, and /or timing.
- Input on the draft 2050 MTP ranged from specific comments on certain corridors to more general feedback about plan outcomes. Key trends and takeaways gleaned from comments received during this period are listed below, with a full transcript of comments provided Attachment G.
- There is a lot of support for and excitement around the integration of complete streets design, especially for improvements that offer safer facilities for bicyclists and pedestrians.
- There is a general desire to see complete streets features expanded to other projects.
- Several questions are related to project prioritization and project timing – i.e., why certain corridors (see comments for specific locations) or communities (e.g., Athens) were prioritized over others, in terms of funding and/or timing.
- Several commenters questioned the need and purpose for road widening projects.
- Some commenters pointed out the need for lowering or changing speeds on certain corridors to align with proposed improvements (i.e., where bicycle and pedestrian components are proposed).
- A commenter offered suggestions for language to consider when referencing certain elements in the Title Vi section, as well as suggestions for increasing accessibility during the planning process.

Figure 5. 2050 MTP Comment Form

MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

MACORTS 2050 Metropolitan Transportation Plan Comment Form

The information below is optional. Please provide your name and/or email in case the project team has a follow up question about your comment or to sign up for project updates.

La siguiente información es opcional. Deja tu nombre y/o correo electrónico por si el equipo del proyecto tiene una pregunta de seguimiento sobre tu comentario o para registrarte y recibir actualizaciones del proyecto. Si usted desea información adicional con respecto al MACORTS 2050 MTP provista en español, favor compartir su nombre e información de contacto, así como una breve descripción de sus pedido.

1. Name (optional)
Nombre (opcional)

2. Zip Code
Código postal

3. Email Address
Correo electrónico

4. Please provide any comments you would like to share on the draft 2050 MTP.
Proporcione cualquier comentario que desee compartir sobre el borrador del 2050 MTP plan.

Done

Powered by
SurveyMonkey
See how easy it is to create surveys and forms.



PROMOTIONS & COMMUNICATION METHODS

A variety of promotions were developed and distributed to build project awareness, promote upcoming events, and maintain a presence in the community by distributing digital and printed promotional content. A brief description of key promotions and communications methods is provided below. Snapshots of promotional collateral are provided in Attachment H.

Project Webpage

A project webpage was established on the MACORTS website to provide project information and educate the community about the planning process and project goals, provide information about upcoming engagement opportunities, provide access to digital engagement opportunities such as online surveys, and host project documents when available for public review and comment.



Project Fact Sheet

Project fact sheets were distributed at community events and public meetings to educate the community about the project and promote input opportunities. Fact sheets included project information, project timeline, information about upcoming input opportunities, and more. Two versions of the fact sheet were created over the course of the project to align with each phase of engagement. Fact sheets were available in English and Spanish.

Social Media Campaign

A social media campaign focused across Athens, Madison, and Oconee County aimed to maximize project social media content to promote input opportunities and project milestones was crafted by the project team and disseminated through the communications departments of the counties. Social media content was available in English and Spanish.



Newspaper Ads

To promote the public comment period and open house series, newspaper notices were distributed to local newspapers in each County in advance of the meetings. These publications included Athens-Banner Herald, Oconee Enterprise, Main Street News (Madison), and La Vision (North Georgia Spanish language publication).

Press Releases

Press releases were distributed during the planning process to announce each round of engagement. Early in the process, the press release announced the project kick off and promoted the project and first round of input. The second press release was circulated to promote the 30-day public comment period for the





draft MTP and constrained project list, as well as the open house series, leading up to plan adoption. Related news alerts were posted on some of the County websites, as well.

Project Outreach List & Email Campaign

Over the duration of the project, the outreach list grew to approximately 147 people. An email campaign to promote the public comment period, open house series, and communicate steps toward plan adoption initiated in August 2024, which included 4 e-blasts.

Translated Materials

To enable effective participation from Limited English Proficiency (LEP) populations, including Spanish-speaking community members, promotional materials and factsheets were provided in Spanish.

ALIGNMENT WITH THE MACORTS PARTICIPATION PLAN

The following table is sourced from the MACORTS Participation Plan which was adopted in 2021 and was referenced to guide the engagement approach and outreach methods to help expand project awareness during the planning process and ensure an inclusive, accessible process. All participation tools listed below were utilized in the 2050 MTP planning process. The *blue text* indicates how a participation tool was used.

Table 1. Public Participation Checklist

Public Participation Tool	Description	Method Used
Transportation Planning website	Public web site for dissemination of information. <i>MACORTS website: www.macorts.org</i>	✓
Transportation Planning Feedback Database	Database that compiles feedback for evaluation. <i>All feedback provided in-person and online are noted across the various engagement summaries in the Attachments.</i>	✓
Identify Interested Parties or Stakeholders	Method used to identify different groups that would be affected by a project. <i>Key stakeholders were identified at the onset of the project as a collaborative effort among the project team. Some stakeholders suggested additional individuals or organizations to include, who were then added to the engagement process.</i>	✓
Display Ad	Newspaper or print advertisements. <i>The public comment period and related open house series were advertised in local newspapers, online publications, and printed flyers that were distributed to community organizations and businesses in the study area.</i>	✓
Direct Mailings	Used to target affected areas more accurately. <i>(Included direct email outreach and posting hard copy flyers)</i>	✓
Press Releases	Press releases to announce meetings, projects, etc. <i>(Press releases were distributed prior to each round of engagement)</i>	✓



Public Participation Tool	Description	Method Used
TV Message Boards	Government access channel announcement board (Available in ACC only). <i>Announcements were scheduled to be published through ACC outlets during the public comment period</i>	✓
Project specific web sites	Use with other tools to provide detailed Information. <i>Project information was posted on the project webpage of the MACORTS website: https://www.macorts.org/2050-mtp-update.html</i>	✓
Citizen Advisory Committee Representatives	Committee which is part of most planning studies. <i>Representatives from MACORTS staff, ACC staff (Planning, Public Works, Transportation Departments) and local transportation advocacy organizations</i>	✓
Small Group Meetings	Meetings that are held at the request of affected groups. <i>The project team met with representatives from local organizations, community members, and stakeholders upon request. Scheduled small group meeting with certain stakeholder groups were also conducted.</i>	✓
E-mail Announcements	Used with other tools to increase public announcements. <i>During round one of engagement, participants were invited to sign up for project email updates which were circulated to promote the second round of engagement and 30-day public comment period.</i>	✓
Public Hearings	Used for the adoption of documents such as the TIP or LRTP. <i>Public hearings took place as part of the adoption process.</i>	✓
Comment Forms	Used to solicit public feedback and used for evaluation purposes. <i>Comments could be submitted to the project email, written on a comment form, or provided online through a comment form linked on the project webpage.</i>	✓
Surveys	Used to solicit public feedback on specific issues. <i>A survey and map input tool were active in spring 2024, during the first round of public engagement. A second survey was circulated for feedback collection during the 30-day public comment period.</i>	✓
Posters and Flyers	Distributed in public areas to increase visibility. <i>Flyers were distributed at community events and posted at meeting locations and community centers. Flyers were also distributed digitally.</i>	✓
Visualization Techniques	Drawing/sketches, aerial photography, pictures, “visual choice” surveys <i>The project survey had a mapping component that enabled participants to provide site-specific feedback on a web-based map hosted on ESRI’s Storymap platform and Survey 123.</i>	✓
Public information	Available in an electronically accessible format (e.g., PDF documents). <i>Project documents for review were accessible in-person and through the project webpage.</i>	✓
Public meetings	Held at convenient and accessible locations and times. <i>Public meetings were held at public facilities in Athens, Madison, and Oconee.</i>	✓



Attachments

- A. Public Involvement Plan**
- B. Stakeholder Committee Meeting Summaries**
- C. Technical Subcommittee Meeting Summaries**
- D. Round 1 Engagement Meeting Summaries**
- E. Round 2 Engagement Meeting Summaries**
- F. Project Survey & Map Input Tool Summary**
- G. Public Comment Period Input Report**
- H. Promotions & Communications**



Attachment A:

Public Involvement Plan



MACORTS 2050 Metropolitan Transportation Plan Public Involvement Plan

This document is intended to be used by the Project Team, including MACORTS and the Consultant Team, as a guide for executing the Public Involvement Plan (PIP). This is a living document and will be updated throughout the public and stakeholder engagement process as needed to reflect any change in the task approach or schedule.

Each section below provides details on specific public involvement strategies to collect input from community members and key stakeholders.

PROJECT BACKGROUND

The Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) region includes all of Athens-Clarke County, part of northern Oconee County, and part of southern Madison County. MACORTS is the federally designated organization responsible for transportation planning in the region. Comprised of the local governments in the metropolitan area, the MPO plans for the expenditure of federal transportation funds through a cooperative, comprehensive, and continuing process.

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The MACORTS 2050 Metropolitan Transportation Plan initiated in Fall 2023 and anticipates completion in October 2024.





Public Engagement & Outreach

Community and stakeholder input are an integral component of the development of the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) 2050 Metropolitan Transportation Plan (MTP) and are woven into the planning process to ensure the outcome reflects the perspectives of the community members and key stakeholders.

ENGAGEMENT SCHEDULE & APPROACH

Public engagement opportunities are anticipated between February 2024 and September 2024. The engagement schedule will guide timing for engagement opportunities around key project milestones. Input collected will be considered during technical analysis and inform plan outcomes.

Figure 1. Engagement Schedule 2024*

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
Steering Committee										
Public Engagement										
Technical Sub-Committee										
Public Comment Period										
GDOT/FHWA Coordination										

*Graphic to be updated as needed

Considerations for Title VI and Limited English Proficiency (LEP) groups were reviewed when determining meeting location to ensure locations are accessible to these populations throughout the MPO region. The Community Considerations section provides greater detail on public meeting locations and protected populations.

PUBLIC MEETINGS & EVENTS

The Consultant Team will conduct a series of public meetings and/or pop-up events that are interactive, educational, and fun, with the goals of providing information on the planning process and eliciting comments and feedback from participants through a variety of media. Public engagement will be a key driver in the development of the MTP, as it is used to identify, confirm, and prioritize local and regional needs, challenges, and opportunities for transportation within the MPO.

Up to six meetings/events are anticipated to occur in two rounds at specific project milestones. Public events and meetings will take place in each County (Madison, Athens-Clarke, Oconee) at least once. The specific purpose of each round of engagement as well as the anticipated timeframe is briefly summarized in Table 1.

Outreach and engagement methods focus on collecting input or sharing project information and include a combination of in-person and digital strategies to collect feedback and promote the project.



Table 1: Public Meetings & Events

Input Round	Goal of Meetings	Event Location	Anticipated Date/Time Frame
Round 1	Gather input on vision, goals, & priorities; needs/opportunities	Round 1	
Meeting #1		Oconee County Little League Game Series <i>Bogart Sports Complex Bogart, GA</i>	March 21, 2024
Meeting #2		Athens Farmer's Market <i>Bishop Park Athens, GA</i>	March 23, 2024
Meeting #3		Madison County Golden Egg Hunt & Spring Festival <i>Sammy Haggard Park Danielsville, GA</i>	March 23, 2024 <i>Canceled due to inclement weather; rescheduled date was outside target timeframe</i>
Round 2	Gather input on draft recommendations	Round 1	
Meeting #1		Open House #1 (Athens) <i>Athens Clarke County Planning Department Auditorium Athens, GA</i>	August 20, 2024
Meeting #2		Open House #2 (Madison) <i>Madison County Senior Center Danielsville, GA</i>	August 20, 2024
Meeting #3		Open House #3 (Oconee) <i>Oconee Community Center Oconee Veteran's Park Watkinsville, GA</i>	August 20, 2024

Meeting Materials

The following materials will be provided at public meetings, but may vary between rounds of engagement or activities:

- Sign-in sheets
- Project maps of the study area
- Printed and/or virtual project information
- Interactive exercises to gain insights and feedback from participants, which may include:
 - Activity input station
 - Prioritizations exercise
 - Survey and map input tool
- Meeting flyers/fact sheets
- Comment forms
- Meeting signage

Promotions will be distributed in advance of the meeting through the following methods: social media and newsletters, email campaigns, local online publications, printed flyers, newspaper ads, and project website updates. Content for social media and newsletters as well as the project fact sheet were translated to Spanish.



PROJECT SURVEY & MAP INPUT TOOL

An online survey will focus on gathering critical information to better understand local transportation issues, opportunities, travel behaviors, multimodal transportation needs, and to inform the goals, objectives, and priorities for the MTP. The survey will include a mapping component, where participants can provide site-specific feedback for certain categories representing transportation needs, challenges, or opportunities.

An overview of survey components is provided below:

- Multiple choice and prioritization-based questions, utilizing skip logic where appropriate to ensure relevance and increase likelihood of completion.
- Virtual mapping component (via ArcGIS Survey123) that will allow respondents to identify specific locations where transportation barriers exist.
- Available in English and Spanish
- Available in online and printed formats

Timeframe

The survey will be available from early February through the end of March.

The survey will be promoted while it is live through local communications outlets in each county, including the project webpage, social media channels, newsletters, and other outlets as determined by local communications representatives for each county. The survey and map input tool site will be available in both English and Spanish.

Stakeholder Engagement

Stakeholder engagement provides a forum for integrating technical expertise to help guide the planning process, identify additional focus areas, and inform final recommendations.

Most stakeholder engagement opportunities are anticipated between January 2024 and September 2024 and include a combination of in-person and virtual meetings.

Calendar meeting invitations will be circulated prior to each meeting, and meeting reminders will be sent out to maximize participation. Stakeholders will be contacted by email and/or phone to confirm participation. Meeting materials and document review will be circulated to stakeholders as needed.

A full list of stakeholders for each committee are provided in Attachment A.

STAKEHOLDER COMMITTEE

The Stakeholders Committee will gather representative leaders from the local community and help guide staff on recommendations and strategic planning. The preliminary list is included as Appendix A and will be refined as the project gets underway.

The stakeholder committee participants will be identified through coordination with regional jurisdictions. A variety of local, state and federal organizations and agencies will be represented including FHWA, FTA, GDOT, County Commissioners, County Departments, Schools, local municipalities, educational institutions, housing authorities and organizations, chambers of commerce, and local organizations representing specific populations (i.e., seniors, environmental justice communities), transportation advocacy groups, and others.



Timeframe

The Stakeholder Committee will meet up to three times at key milestones during the project, as summarized in Table 2. Meetings will take place virtually or in person.

Table 2. Stakeholders Committee Meetings

Meeting	Purpose	Anticipated Date/Time Frame
1	Goals & Priorities Setting	January 30, 2024
2	Technical Analysis Findings Review	April 30, 2024
3	Preliminary Recommendations Review	July 16, 2024

TECHNICAL SUBCOMMITTEE

The Technical Subcommittee was formed to guide the planning process and to ensure accuracy and consistency with local priorities. This committee will review and provide guidance on key project elements.

The Technical Subcommittee was comprised of oversight agencies, MACORTS staff, County Departments, and local industry professionals including representatives.

Timeframe

The Technical Committee will meet up to four times during the planning process, with additional meetings and communications as needed.

Table 3. Technical Advisory Subcommittee Meetings

Meeting	Purpose	Anticipated Date/Time Frame
1	Goals & Priorities Setting Meeting	February 15, 2024
2	Technical Analysis Findings Review	April 30, 2024
3	Prioritization Process Review	July 9, 2024
4	Confirm & Endorse Draft Constrained Project List	July 30, 2024

STAKEHOLDER INTERVIEWS

Stakeholder interviews enable the project team to obtain targeted feedback on specific issues or areas of interest. These interviews will provide insight from key stakeholders, technical experts, partner agencies, and others.



Virtual stakeholder interviews will be conducted and scheduled as need is determined by the project team. It is also anticipated that individual discussions may be needed with stakeholders serving on one of the project committees who need clarifications or have concerns about the process.

Timeframe

Stakeholder Interviews are anticipated to occur during the active stakeholder engagement period.

FOCUS GROUPS

A supplemental freight study was conducted concurrently to the MTP update. As online deliveries and logistics continue to increase, freight needs to be considered from both local and regional perspectives.

Focus groups will be identified to participate in small group meetings. These meetings are anticipated to focus on stakeholders representing the freight sector to inform the freight study. These meetings will provide information on the planning process and elicit feedback and comments from the participants.

Timeframe

Focus group meetings will take place during the active stakeholder engagement period, anticipated Spring/Summer 2024.

Community Promotions

A variety of promotions will be developed to build project awareness, promote upcoming events, and maintain a presence in the community through distributing web-based and printed promotional content.

A series of promotions will be distributed leading up to each meeting and/or input opportunities including pop up events, open house series, online surveys, and the 20-public comment period. Promotional materials such as social media content and the project fact sheet will be available in English and Spanish.

The following types of community promotions will be utilized:

- Meeting advertisements for virtual publication and print distribution.
- Project fact sheet/meeting flyer
- Newspaper notices
- Social media content
- Webpage content
- Email campaign templates
- And others as determined by the project team.

Timeframe

Community Promotions will be developed and distributed at least 2 weeks in advance of key milestones and public meetings, or as determined by the Project Team.



Community Considerations

This section was developed over the course of the planning process, initiated with a high-level equity analysis as described below.

Building from the analysis presented in the MTP Existing and Future Conditions chapter, this section highlights how key Protected Population areas align with public engagement and outreach efforts and summarizes the engagement approach to provide opportunities for participation in those areas of the community. Protected Populations reference those populations or communities that are offered protection through Title VI and Environmental Justice policies to ensure that specific groups of people are not excluded from the planning process.

To guide outreach efforts, a high-level equity analysis was conducted at the onset of the project using the US Department of Transportation's Equitable Transportation Community (ETC) Explorer. The output of that tool is depicted in Figure 1. This tool uses 2020 Census Tracts to understand how a community or project area is experiencing transportation disadvantages or underinvestment compared to all other Census Tracts based on the following components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The orange colors on the map indicate potentially disadvantaged areas in the MPO which are concentrated in Athens, especially the northern portion of the County. The protected populations analysis in the 2050 MTP provides another layer of detail to understand how specific indicators of disadvantaged areas relate to public meetings and event locations.

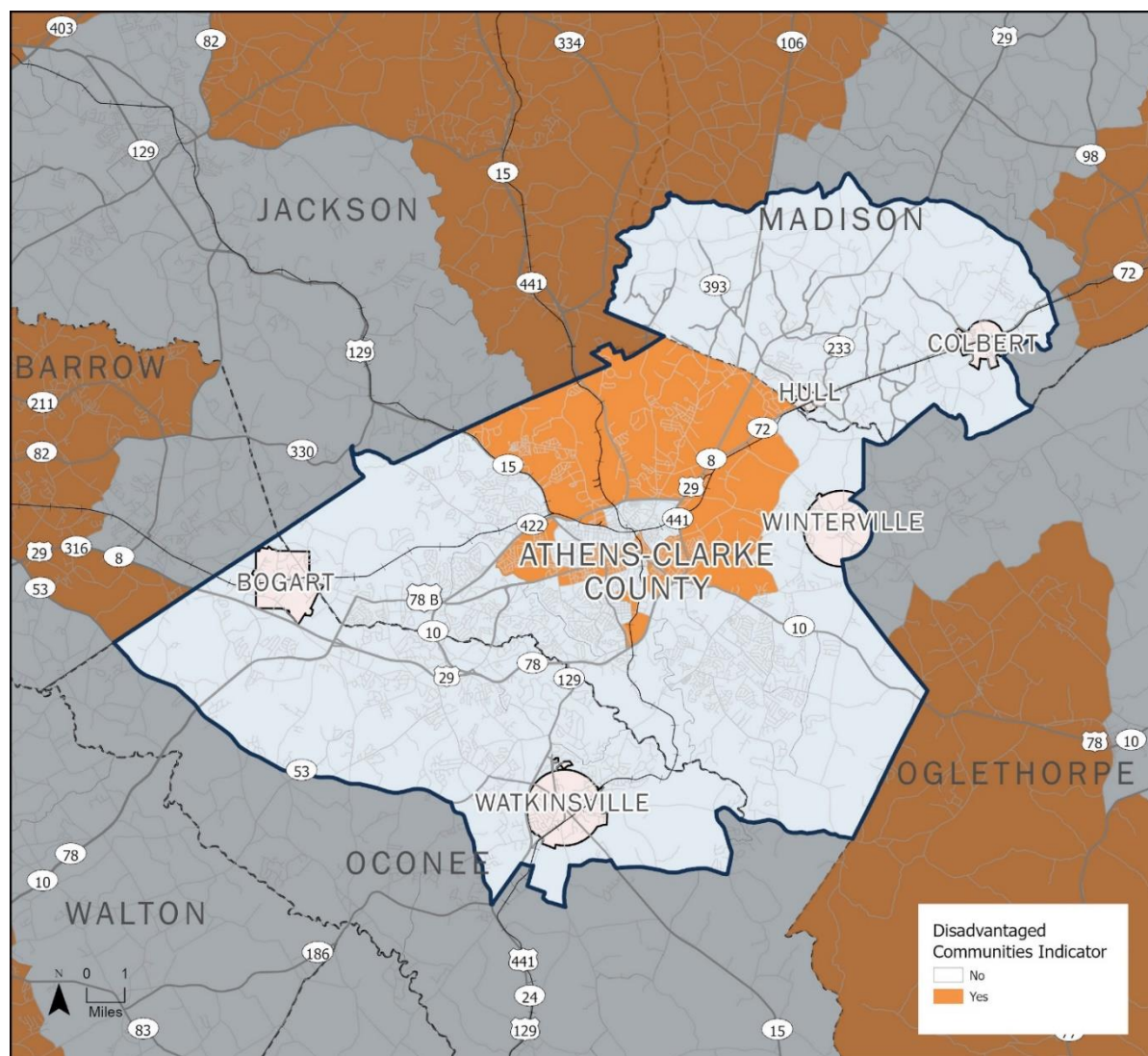
The table below indicates the locations of in-person community meetings that consider key indicators for disadvantaged areas.

Table 4. Public Meeting Locations & Protected Populations

Location		Protected Population Impacts
Pop Up Event #1	Oconee County Little League Game Series Bogart Sports Complex 200 S Burson Ave, Bogart, GA 30622	Within disadvantaged population area (Senior Population)
Pop Up Event #2	Athens Farmers Market 705 Sunset Drive, Athens, GA 30306	<ul style="list-style-type: none">• Within disadvantaged population area (Disabilities, Senior, Zero Vehicle)• ETC disadvantaged area
Open House #1	Athens-Clarke County Planning Department Auditorium 120 W Dougherty Street, Athens, GA 30601	<ul style="list-style-type: none">• Within disadvantaged population area (Poverty, Zero Vehicle)• Adjacent to ETC disadvantaged area
Open House #2	Madison County Senior Center 1265 GA-98, Danielsville, GA 30633	The majority of county facilities suitable for meeting locations are located just outside the study area in Danielsville. The meeting was held at a senior center to foster participation, given over 30% of the County is 55 years or older.
Open House #2	Oconee Community Center Oconee Veteran's Park 3500 Hog Mountain Rd, Watkinsville, GA 30676	Within disadvantaged population area (Senior Population)

Social media promotions and project flyers (fact sheets) were translated to Spanish and circulated to County communications teams in Madison, Oconee, and Athens for distribution during each round of engagement. In addition, direct emails with newsletter content, social media graphics, and flyers were distributed directly to local Latino/Hispanic organizations including Casa de Amistad who provide services for the Latino and Hispanic population in north Georgia. A newspaper ad to promote the 30-day public comment period and open house series was distributed to local publications in each County, as well as La Vision, the north Georgia Spanish language publication). Finally, the team interacted with a handful of Spanish-speaking families at the pop-up events, and were able to provide translated materials including the project fact sheet and Spanish version of the survey.

Figure 1. MACORTS Disadvantaged Areas Snapshot





Attachment A: Stakeholders Lists

Table 5. Stakeholder Committee List

Name	Organization/Agency
Rebecca Allen	Athens Technical College
Stephen Bailey	Athens Clarke County (ACC) Public Works
John Barber	Mayor, Hull (Madison County)
Todd Berven	University of Georgia (UGA) Campus Transit System
David Bradley	Athens Area Chamber of Commerce
Jason Branch	Oconee County Schools
Brian Brodrick	Mayor, Watkinsville (Oconee County)
John Crocker	Federal Transit Administration (FTA)
Andrea Daniel	Athens Technical College
John Daniell	Oconee County Board of Commissioners (BOC) Chair
Ann-Marie Day	Federal Highway Administration (FHWA)
Dodd Ferrelle	Mayor, Winterville (Athens-Clarke County)
Kelly Girtz	Mayor, Athens (Athens-Clarke County)
Kim Grayson	Georgia Department of Transportation (GDOT) Highway Division
Matt Hall	ACC Planning Commission Representative
Todd Higdon	Madison County BOC Chair
Robbie Hooker	ACC School Board of Education
Niki Jones	Assistant Manager, Athens-Clarke County
Janet Jones	Mayor, Bogart (Oconee County)
Rani Katreeb	ACC Public Works
Tony Lay	Athens Community Council on Aging
Scott Long	Bike Athens
David Lynn	Athens Downtown Development Authority
Mike Mathews	Athens-Ben Epps Airport



Name	Organization/Agency
Ilka McConnell	ACC Economic and Development-Department
Johnathan McLoyd	GDOT Intermodal Division
Victor Pope	Athens Transit System
Conolus Scott, Jr.	Madison County Planning Commission
Connie Stodinger	Athens Area Housing Authority
Amy Stone	Athens-Clarke County
Anna Strickland	Economic Development - Madison County
Cindy Thompson	Athens Area Housing Authority
Grace Tuschak	Georgia Bikes
Burke Walker	Regional Commission (NEGRC)
Roderick Wallace	EJ Population Representative(s)
Mike Wharton	ACC Sustainability Office
Katie Williams	Visit Athens
Tim Wyatt	Mayor, Colbert (Madison County)
Beverly Young	County Clerk, Oconee County



Table 6. Technical Subcommittee List

Name	Organization/Agency
Robert Walker	MACORTS
Marc Beechuk	MACORTS
Stephen Bailey	Athens-Clarke County
Todd Berven	University of Georgia Campus Transit System
Emilie Castillo	Athens-Clarke County Leisure Services
Ann-Marie Day	FHWA
Katie Goodrum	Athens-Clarke County
Kim Grayson	GDOT Highway Division
Guy Herring	Oconee County Planning Department
Ted Hicks	GDOT
Rani Katreeb	Athens-Clarke County Transportation & Public Works
Alan Lapczynski	Madison County Road Department
Mike Mathews	Athens Ben Epps Airport
Johnathan McLoyd	GDOT Intermodal Division
Tracy Patrick	Madison County Planning Department
Victor Pope	Athens Transit System
Daniel Sizemore	Athens-Clarke County
Jody Woodall	Oconee County Public Works



Attachment B:

Stakeholder Committee Meeting Summaries



MEETING MINUTES

STAKEHOLDER COMMITTEE MEETING #1
MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE
JANUARY 30, 2024
(VIRTUAL)

Agenda

1. Project Team Introduction
2. Study Overview & Schedule
3. Existing Conditions
4. Goals and Objectives
5. Public Engagement
6. Next Steps
7. General Discussion - Questions

Attendees

Stakeholder Committee Attendance

Name	Organization
David Bradley	Athens Area Chamber of Commerce
Todd Berven	UGA Campus Transit, UGA Parking and Transportation
John Daniell	Oconee County Board of Commissioners Chair
Ann-Marie Day	FHWA, Planning Team Leader
Josh Edwards	Athens-Clarke County, Assistant City Manager
Kelly Girtz	Athens-Clarke County, Mayor
Kimberly Grayson	GDOT Highway Division
Matthew Hall	Athens-Clarke County Planning Commission Chair
Todd Higdon	Madison County Board of Commissioners Chair
Janet Jones	City of Bogart, Mayor (Oconee County)



Niki Jones	Athens-Clarke County, Assistant City/County Manager
Scott Long	Bike Athens, Executive Director
Bruce Lonnee	Athens-Clarke County, Assistant Planning Director
Mike Matthews	Athens-Ben Epps Airport
Ilka McConnell	Athens-Clarke County Economic and Development
Johnathan McLoyd	GDOT Intermodal Division
Victor Pope	Athens Transit (Fixed Route)
Amy Stone	Athens-Clarke County, Energy Program & Conservation Coordinator
Anna Strickland	Madison County Chamber of Commerce
Grace Tuschak	Georgia Bikes, Planning Manager
Burke Walker	Northeast Georgia Regional Commission (NEGRC), Executive Director
Roderick Wallace	Athens-Clarke County Housing & Community Development
Beverly Young	City of Bogart, City Clerk (Oconee County)

The following committee members were unable to attend the meeting:

- John Barber, City of Hull, Mayor (Madison County)
- Jason Branch, Oconee County Schools Jennifer Lastinger, Director, Madison County Senior Center
- Brian Brodrick, Mayor, City of Watkinsville
- Andrea Daniel, Athens Technical College, President
- Valdon Daniel, Athens Area Housing Authority
- Dodd Ferrelle, City of Winterville, Mayor (ACC)
- Merry Howard, Director, Oconee County Senior Center
- Robbie Hooker, Superintendent, ACC School Board of Education
- Chuck Hunt, Oconee County Planning Commission Chair
- Tony Lay, Athens Community Council on Aging
- David Lynn, Director of Planning & Outreach, Athens Downtown Development Authority
- Conolus Scott, Jr., Madison County Planning Commission Chair
- Mike Wharton, Sustainability Officer, ACC Sustainability Office
- Katie Williams, Visit Athens
- Tim Wyatt, City of Colbert, Mayor (Madison County)

This committee meeting took place virtually over Zoom.



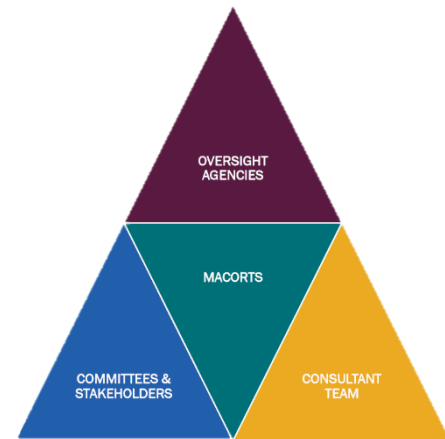
Project Team Attendance

Name	Organization
Brad Griffin	MACORTS, Executive Director
Marc Beechuk	MACORTS Staff
Robert Walker	MACORTS Staff, Project Manager
Consultant Team	
Rachel Hatcher	Consultant Team: RS&H, Project Manager
Brian Powers	Consultant Team: RS&H
Justin Dammons	Consultant Team: RS&H
Jamie Zerillo	Consultant Team: RS&H
Anna Johnson	Consultant Team: Blue Cypress

Project Team Introduction

Robert Walker opened the meeting, introducing the study and thanking the SC for their participation. Rachel Hatcher welcomed everyone and reviewed the meeting agenda, noting that the focus of the meeting today was to discuss goals and objectives for transportation in the region. This is a legislatively directed process, so we want to ensure compliance with oversight agencies.

Rachel introduced the MACORTS team, oversight agencies, and consultant team. She provided a breakdown of consultant team roles: RS&H is the project lead, Blue Cypress Consulting is the engagement lead, WSP is the task lead for Freight, and Toole design is the task lead for Multimodal Transportation.



Study Overview & Schedule

Rachel provided an overview of the roles and responsibilities of a Metropolitan Planning Organization (MPO), which is detailed on the slide. They receive federal transportation funds and are responsible for identifying projects in the MPO study area to allocate funding. Your MPO is MACORTS, comprised of Athens Clarke County, and portions of Madison and Oconee Counties.

Metropolitan Transportation Plan Overview

Rachel described the role and importance of the MTP and its importance to the region in terms of making your transportation projects eligible for federal funding. This long-range plan covers a 20-year horizon and provides MPOs the opportunity to assess existing transportation network performance, estimate future transportation demands, and identify needs and investments.

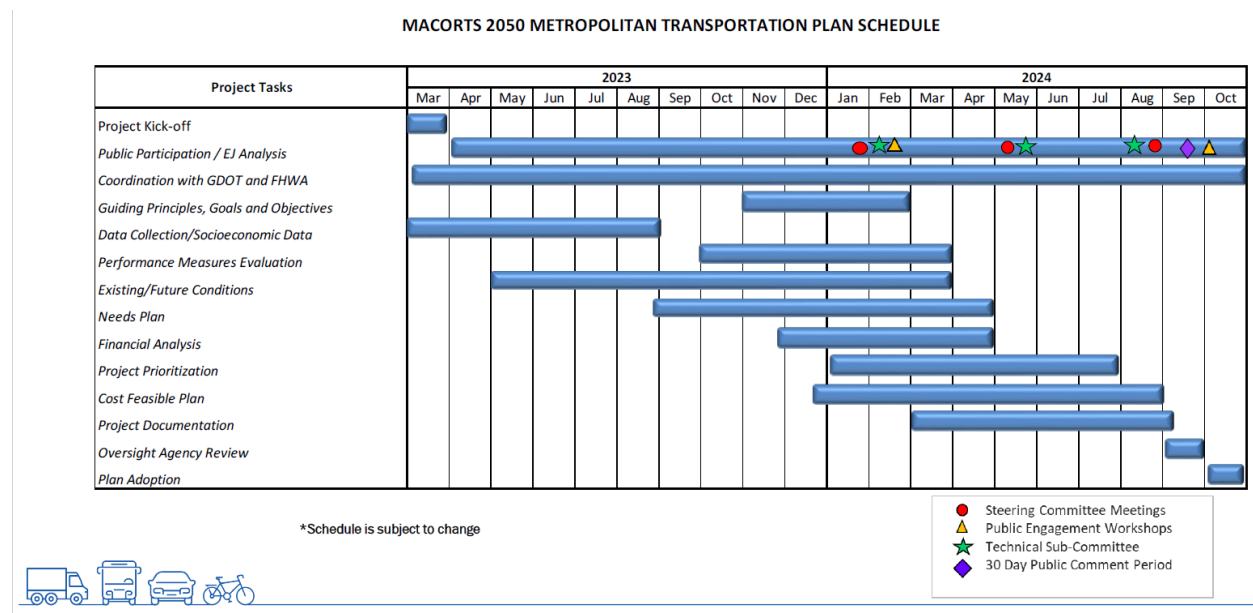


Performance Based MTP Plan Elements

The MTP plan elements were introduced and described at a high level. We want to ensure that projects identified support the goals and objectives set through the MTP planning process, which ensures that the investments we are making are sound. There are typically more projects identified than we have resources to support, so the prioritization process is key.

MTP Schedule

Rachel reviewed the project schedule, noting that the project kicked off in 2023, with a focus on extensive data collection and existing conditions.



Stakeholder Responsibilities

The stakeholder responsibilities will carry through the entire planning process. The primary role of stakeholders is to provide guidance on the following project elements:

- Goals, objectives, measures of effectiveness
- Existing conditions and needs assessment
- Project assessment and prioritization criteria (how to sort projects for funding)
- Prioritized and cost constrained project list

Rachel noted that the Stakeholder Committee members will have the opportunity to review and provide feedback on each of those items.



Existing Conditions

Existing Conditions Elements

Rachel introduced the Existing Conditions element and provided a brief overview of key components of this analysis. She noted that all studies from the region were reviewed to understand recent projects and initiatives in the region. We also want to understand transportation investments that are already underway.

The Existing Conditions considers the following components:

- Past and related studies
- Local Comprehensive Plans
- Demographic data: 2020 US Census and American Community Survey (ACS)
- Roadway network, functional classification, and level of service (LOS)
- Bicycle, pedestrian, and transit facilities
- Rail, freight, and airport infrastructure
- Crash statistics

Rachel discussed trends and key takeaways from the Existing Conditions, which are summarized below (see slide deck for details and maps). The analysis included the study area (Athens-Clarke, Madison, Oconee Counties):

- First, we look at the population for the MTP to understand where concentrations of population are located. We also analyzed which corridors in the network are most likely to have the highest amount of traffic counts. The table indicates how each jurisdiction contributes to the population in the region.
- Total number of households decreased since 2015.
- Decrease in employment, especially in Madison County
- Environmental Justice is an important component to ensure that we are not disproportionately impacting (physically or socially) communities that have typically been overlooked in the past.
- Hispanic populations: the map shows locations of Hispanic populations that will help guide planning process to ensure these areas are not disproportionately impacted.
- Elderly population concentration is indicated in deeper brown colors on the map. Again, we want to target this group in engagement to make the planning process more accessible.
- Populations in poverty are also shown on the map, with deepest concentrations in dark purple, with the highest concentration around downtown Athens.

Roadway Safety

- This helps visualize fatal crashes in the region so that we can identify corridors with high crash rates.
- We reviewed the crash severity factor (fatal, serious, minor, etc. – KABCO factors). We will be identifying hotspots for safety issues and potential future mitigation measures.



- Crash rate data was also reviewed – Rachel explained how the crash data helps us normalize the number of crashes to understand how many crashes are happening per number of vehicles passing through.
- Pedestrian and bicycle crashes are also reviewed. The Athens region is moving towards a Vision Zero environment where zero crashes are acceptable. These help identify areas for improvement as well

Key Takeaways

- We will be using this information to understand where there are existing and perceived issues. We will then develop a slate of processes to address those needs.

Goals and Objectives

Goal: The project goal is a broad statement that describes a desired end state – this is what we need your help with today.

Objective: specific measurable statement that supports project goals.

Rachel reviewed the 2050 MTP Plan Goals. She noted we must think about all modes equally.

National Performance Goals

We are in a performance-based planning environment. GDOT sets state targets that the MPO must work towards. Rachel showed the national planning factors and provided a summary of each. We need to keep these national planning factors in mind when talking about the 2050 MTP.

Rachel noted that the 2045 MT established 11 goals, indicating that the group will walk through each one and get feedback on how to move forward. These were created through a stakeholder and community-driven planning process as part of the 2045 MTP.

1. Complement and enhance linkages between transportation and land use while encouraging regional collaboration
2. Ensure the safety and security of the multimodal transportation system for all users
3. Support increased and accessible transit
4. Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate
5. Provide a sustainable transportation system that protects and enhances the natural environment, and improves the quality of life for residents
6. Preserve and maintain the existing transportation system
7. Promote efficient transportation systems management and operation that incorporates feasible technologies
8. Promote transportation system reliability and resiliency through identification of issues an investments, and mitigate stormwater impacts associated with the surface transportation system
9. Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options



10. Provide a transportation network that enhances regional accessibility for travel and tourism, and promotes local tourism industry
11. Support the economic vitality of the region by enabling local, regional, and global competitiveness, productivity and efficiency

Input Activity (Polling)

Participants were invited to use the online polling system (Mentimeter) to provide feedback on each goal by answering a series of questions. A summary of responses is also provided.

1. What organization do you represent?
2. What do you think of the current 2045 MTP goals?
 - a. 11 – look great! 7 – needs improvement; 1 – complete overhaul (Victor indicated that was an accident)

For those who chose “needs Improvement,” how can these goals be improved?

- i. Todd Higdon: Some of the information provided for Madison County seems inaccurate. Using the 2020 Census is not a great way to do it. It is inaccurate for our county – we disputed it and proved evidence that our population increased much more than it says. I don’t want the Census to skew travel patterns. We’ve seen over 60 new businesses in 5 years in the area between Athens and Madison.
 1. Rachel: I agree and understand. Note that the census data is only one metric. We do hear similar concerns from smaller, growing communities across the county that the 2020 Census doesn’t accurately capture the growth. We use Census data as just one piece of the puzzle, but we are also reviewing current traffic counts to capture significant travel patterns. We review growth projections and project improvements to land use (permit data) to help project future development in the region. We apply micro data to growth projections as well. We will work with the stakeholders to understand where future growth is really anticipated. I hope you will continue to call these comments to our attention.
 2. Madison County also has a brand-new comprehensive plan, which will designate an area that will be important for you.
- ii. Grace Tuschak: Need stronger language to emphasize the importance of land use and transportation coordination. For the second goal, I suggest adding an emphasis on connectivity – safe, secure, and connected system for everyone.
- iii. Marc Beechuk: We are focusing on corridors and nodes as part of our Land Use Plan update. Ensure the language around land use decisions is strong and tightly connected to transportation.
- iv. Matthew Hall: Goal 3 is a bit vague. What do we mean by “increased” transit? Increasing frequency is very important. We also need to build reliability and efficiency. I encourage more detail for this one to emphasize increased frequency and greater reliability for transit. I also echo what Grace said about connectivity for bike infrastructure.



1. Rachel agreed, noting that we want to keep some level of vagueness in the goals, and use the strategies (or objectives) to outline more detailed approaches to implement the goals.
3. What are your top 5 goals from those included in the 2045 MTP?
 - a. Rachel noted this will help us build the foundation for the prioritization of investments. This helps us think about what do you as key stakeholders think are most important for investments? The public, staff, and the Technical Committee will also weigh in on this topic.
 - b. Connectivity was number 1. See attached summary for more details.
4. Describe the MACORTS region in one word.
 - a. Rachel noted this helps us define the vision from your perspectives.
5. What are some problems that we have in the region right now?
 - a. Matthew: A lot of pedestrian fatalities; that number seem to have increased since COVID (Hawthorn, Broad, etc. area). This is largely a street design and behavioral issue. Street design can drive behavior – this is a big problem we are facing.
6. What are some problems from the land use perspective?
 - a. Todd H: state population is increasing. What are we doing a good job with right now? We are planning. What does the future look like in our region? I would say hectic – things are moving fast. We have a lot of people relocating here from other parts of the country.
 - b. Rachel noted that this current process will advance the previous plan, MTP 2045. The plan update will be the 2050 MTP. We also have a short-range component as part of this plan – this is a 5-year program to identify projects that will happen in the next 1-5 years. We review those and make sure we are consistent or coordinating with investments that are already underway. We want to make sure those projects are in the plan so that they can be eligible for funding.
 - c. Grace: I would add Baxter as a hot spot for crashes. We have an affordable housing issue here. We need to ensure we provide access to all types of transit modes.
 - d. Ilka McConnell: Just in recent years, we've seen over 2,000 jobs come into the area. Housing and jobs connect in with all types of transportation. We need to think about how to move people efficiently and safely and be sure we are connecting where people live to where they work.
 - e. Grace: Those people living further from their jobs also likely don't have access to their own vehicles.

Public Engagement

Rachel indicated the public engagement process launches in February, starting with the survey, which went live February 5 and contains a mapping component where specific issues can be identified. The survey will be open through the end of March. She noted that will be soliciting feedback from the community on the same types of questions we discussed today.



In addition, we will be getting input from the Technical Subcommittee on these same topics to provide insight from a technical perspective.

We invite you to help promote the project and spread awareness about the survey and upcoming events. We will rely on you all to be an extension of our network as we move through this process.

Next Steps

Rachel reviewed next steps, which are outlined below and in the slide deck:

- Complete Existing Conditions Analysis
- Host First Round of Public Engagement
- Adopt Goals and Objectives
- Begin Needs Assessment, Development of Performance Measures, and Project Prioritization
- Complete Financial Plan
- April – next Steering Committee Meeting (same format and similar timing)

General Discussion - Questions

No additional questions were asked.

Rachel noted that the project team will follow up with slides and other project information.

The meeting was adjourned.

Meeting Chat Comments

Beverly Young: Good Morning This is the City of Bogart. Janet Jones, Mayor, and Beverly Young (City Clerk) are on. I have no mic so will text.

Marc Beechuk: Thanks Janet & Beverly

Brian Powers: Thanks!

Beverly Young: This area is growing rapidly. Changes coming along the 316 corridor that will affect our area.



MACORTS
2050 Metropolitan Transportation Plan Update
Stakeholder Committee Kick-Off Meeting

January 30, 2024

Presentation Agenda

- Project Team Introduction
- Study Overview & Schedule
- Existing Conditions
- Goals and Objectives
- Public Engagement
- Next Steps
- General Discussion - Questions

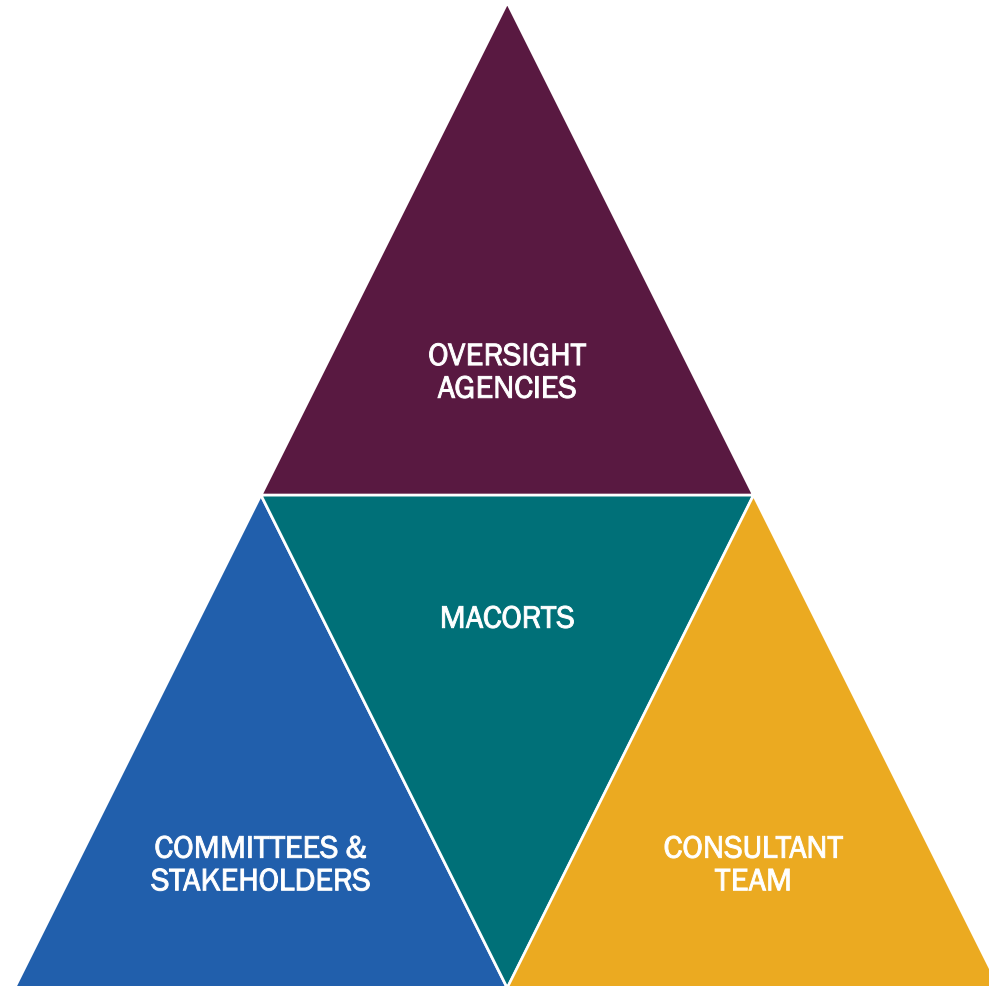


Project Team

- MACORTS
- GDOT/FHWA

Consultant Team

- RS&H
- Blue Cypress Consulting
- WSP
- Toole Design



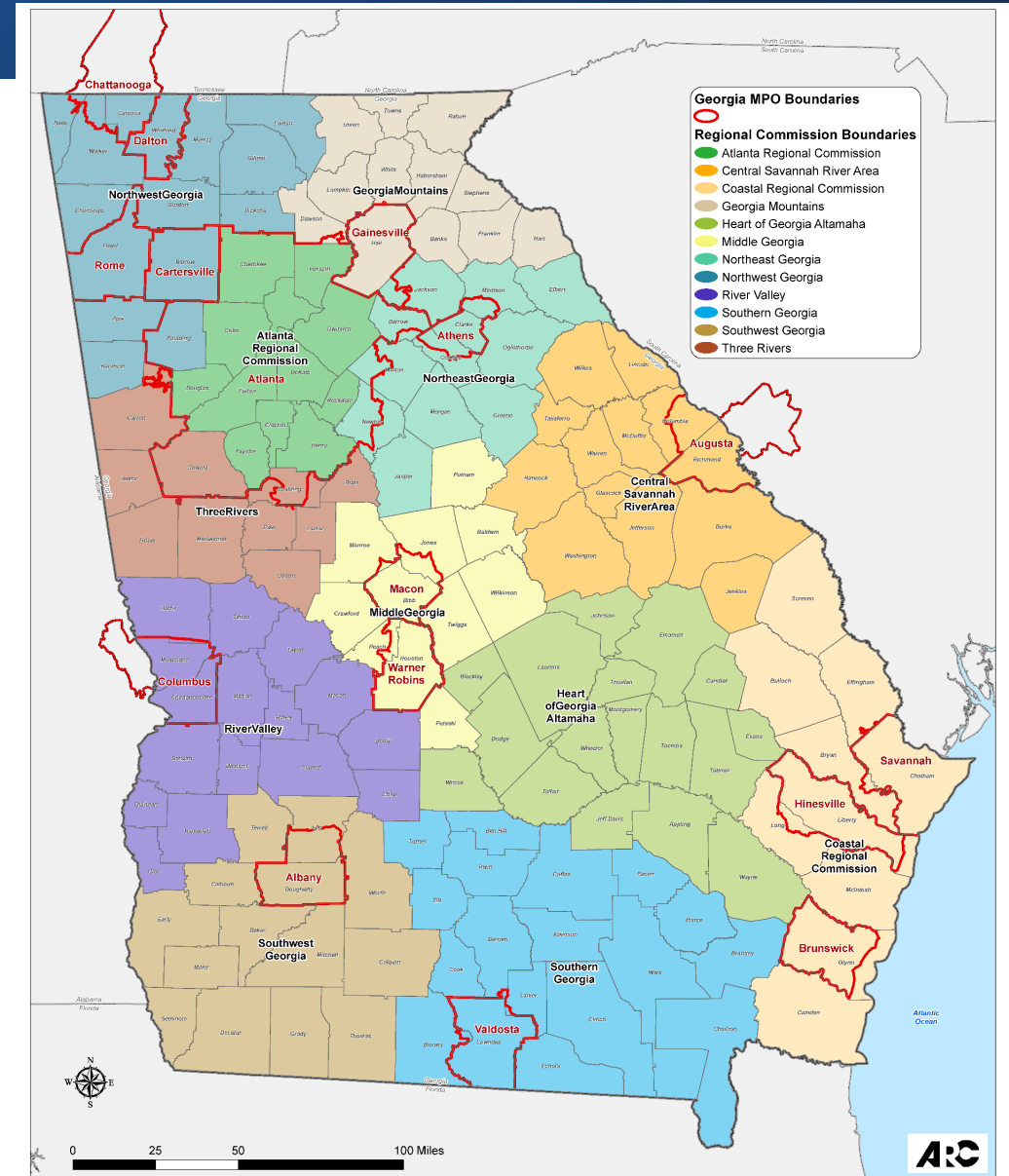


Study Overview & Schedule

Study Overview & Schedule

What is an MPO?

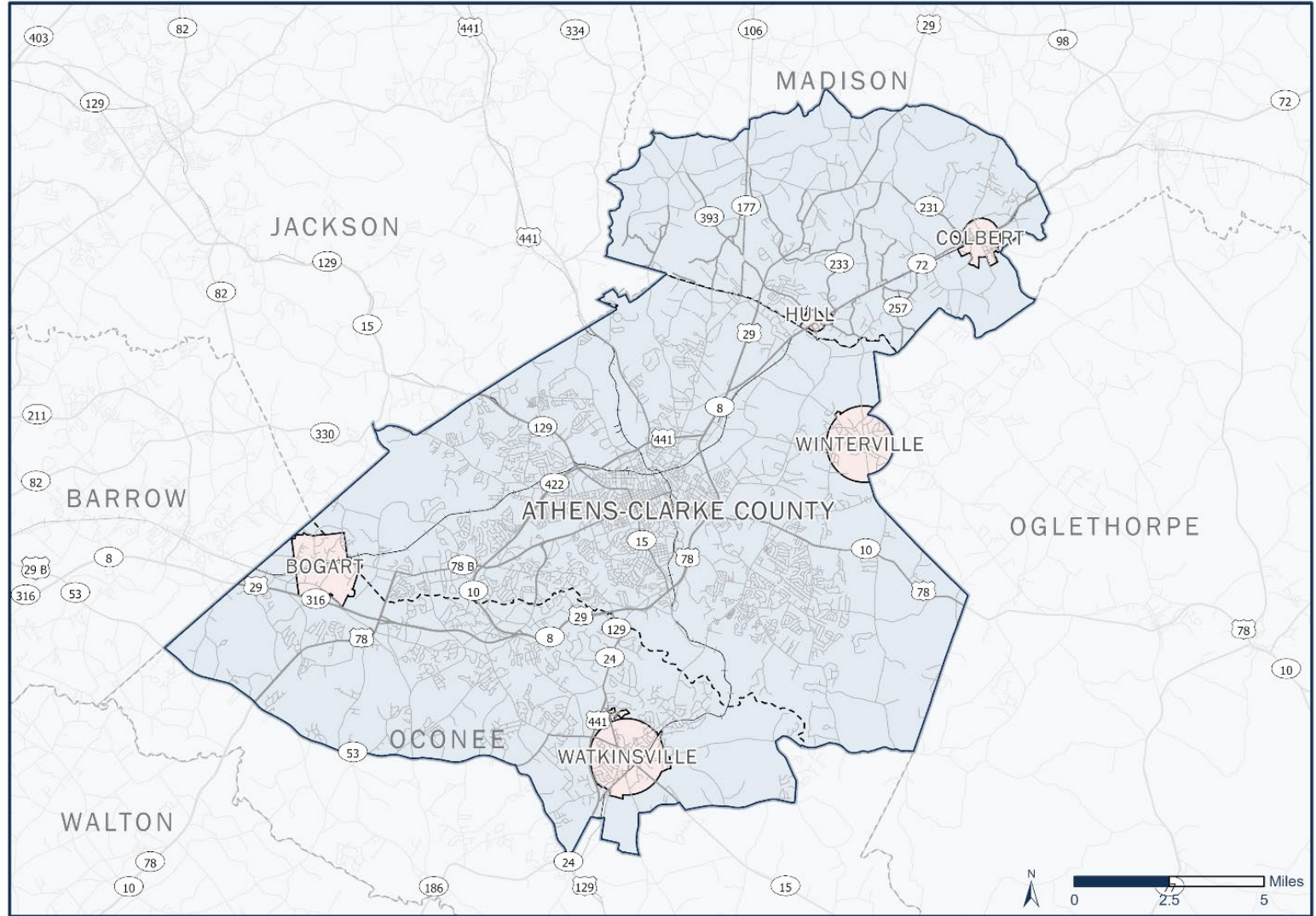
- Metropolitan Planning Organization (MPO)
- Designated when US Census population reaches/exceeds 50,000 within a designated urban area
- Federal legislation requires that MPOs be designated to administer the planning process and facilitate Federal Highway and State investments within the region



Study Overview & Schedule

MACORTS

- Includes Athens-Clarke, Madison, and Oconee Counties
- Governed by a Policy Board comprised of Elected Officials
- Responsible for Federally mandated planning products



Study Overview & Schedule

What is a Long Range / Metropolitan Transportation Plan?

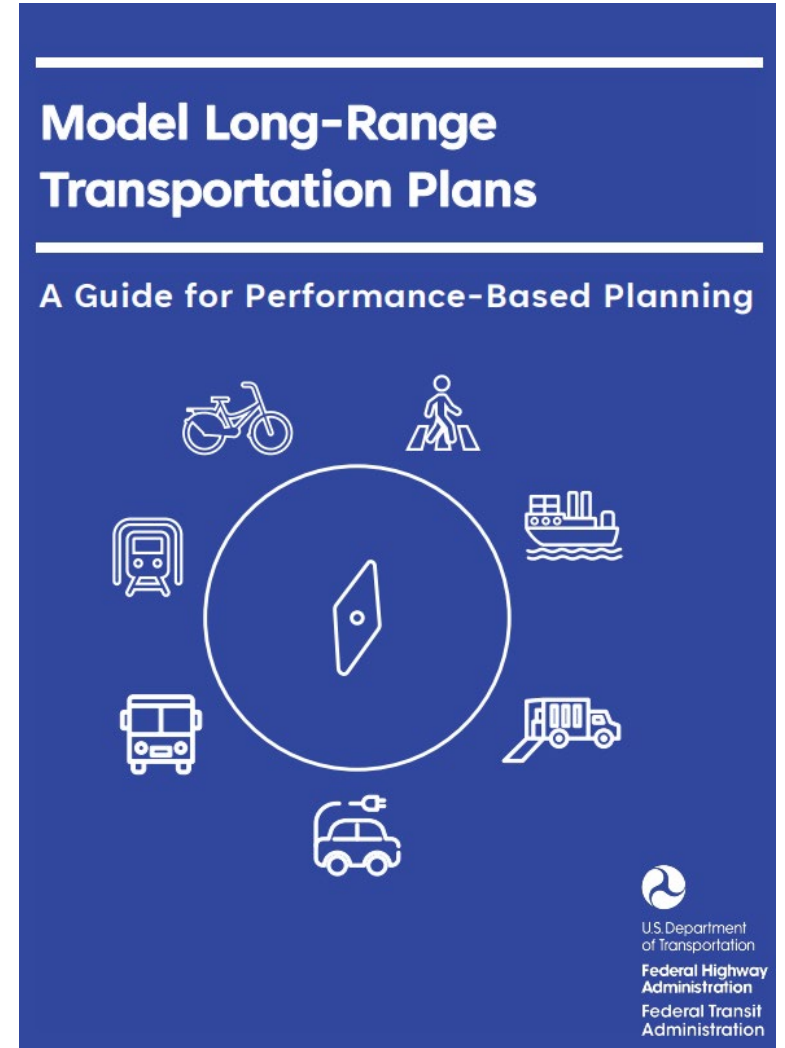
- Federal legislation requires updates every 5 years to remain eligible for transportation funding
- The MTP covers a 20-year planning horizon with fiscal constraint
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Study Overview & Schedule

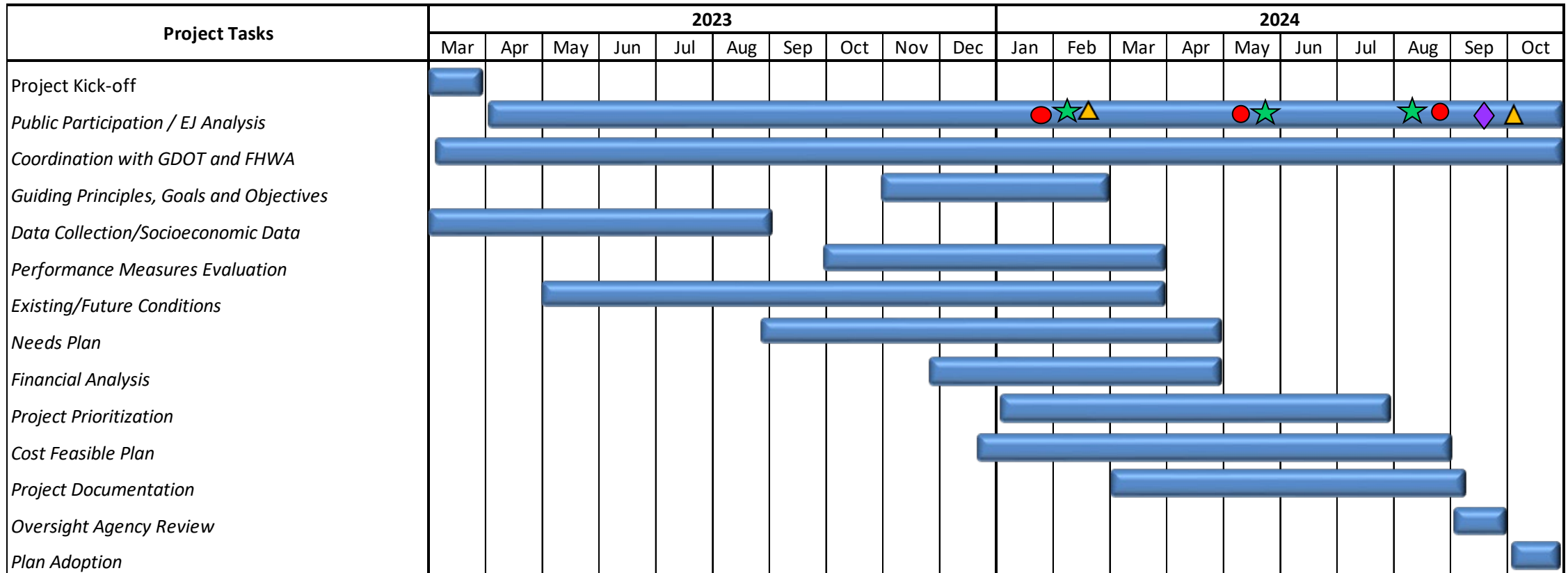
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MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



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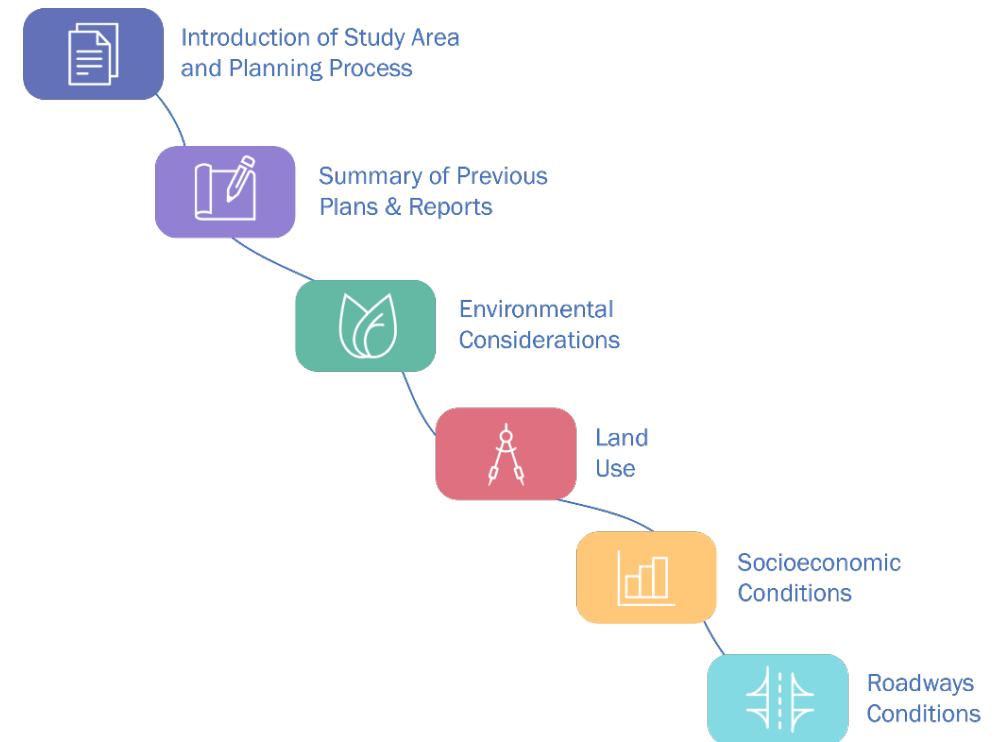


Draft Existing Conditions

Existing Conditions – Elements

- Past and related studies
- Local Comprehensive Plans
- Demographic data: 2020 US Census and American Community Survey (ACS)
- Roadway network, functional classification, and level of service (LOS)
- Bicycle, pedestrian, and transit facilities
- Rail, freight, and airport infrastructure
- Crash statistics

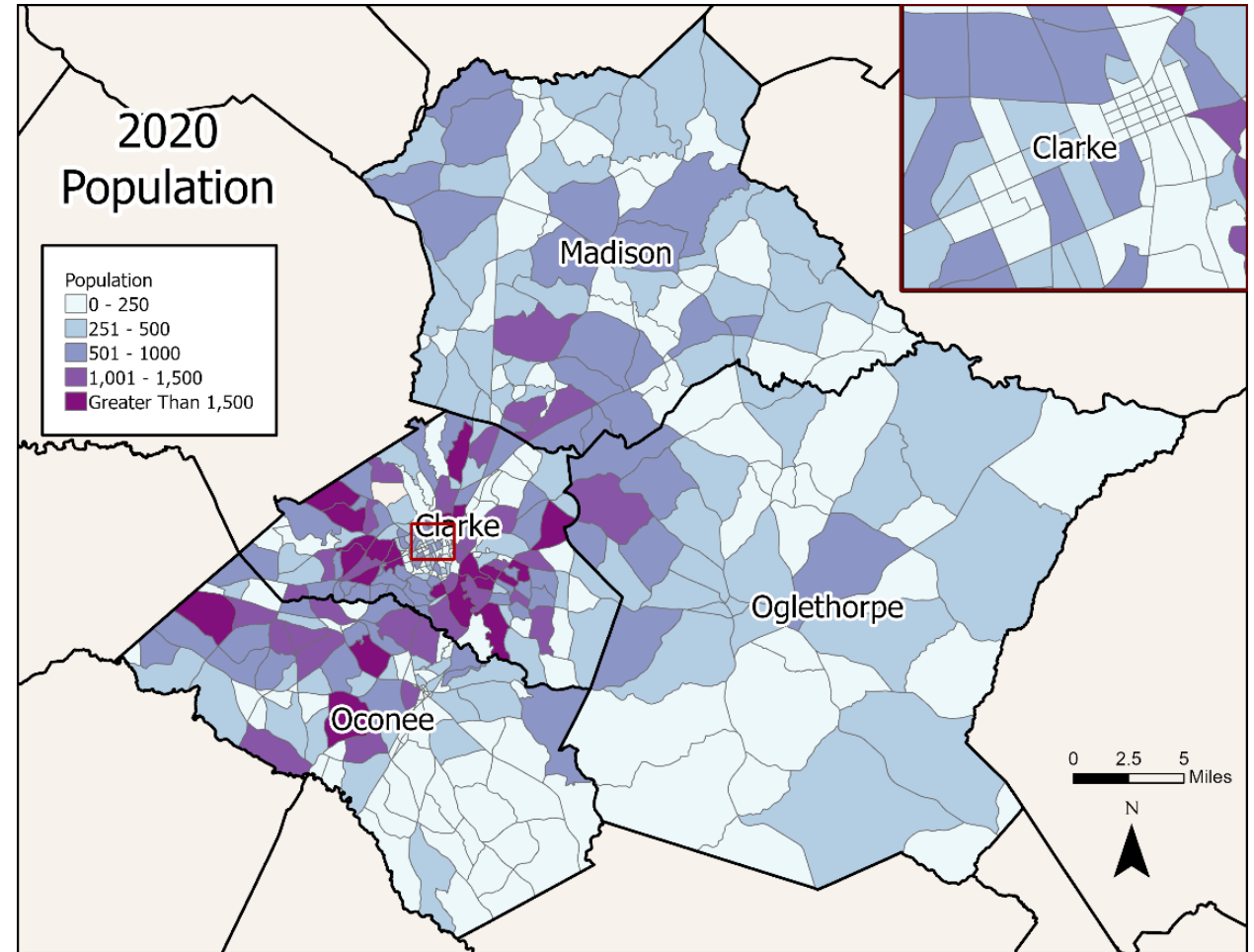
Existing Conditions Elements



Existing Conditions – Base Year (2020) Population

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CLARKE	128,671
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OGLETHORPE	14,825
TOTAL	215,415

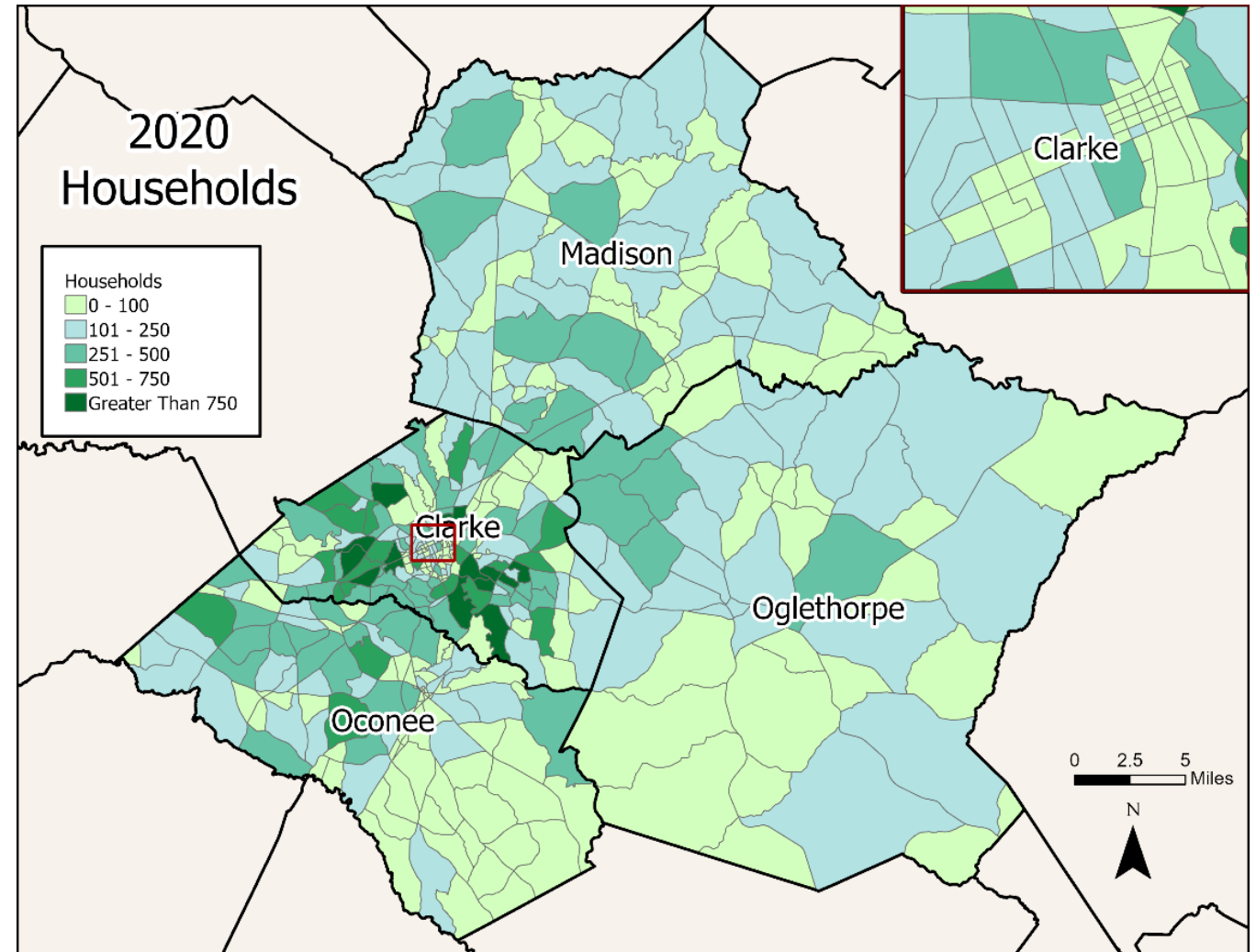
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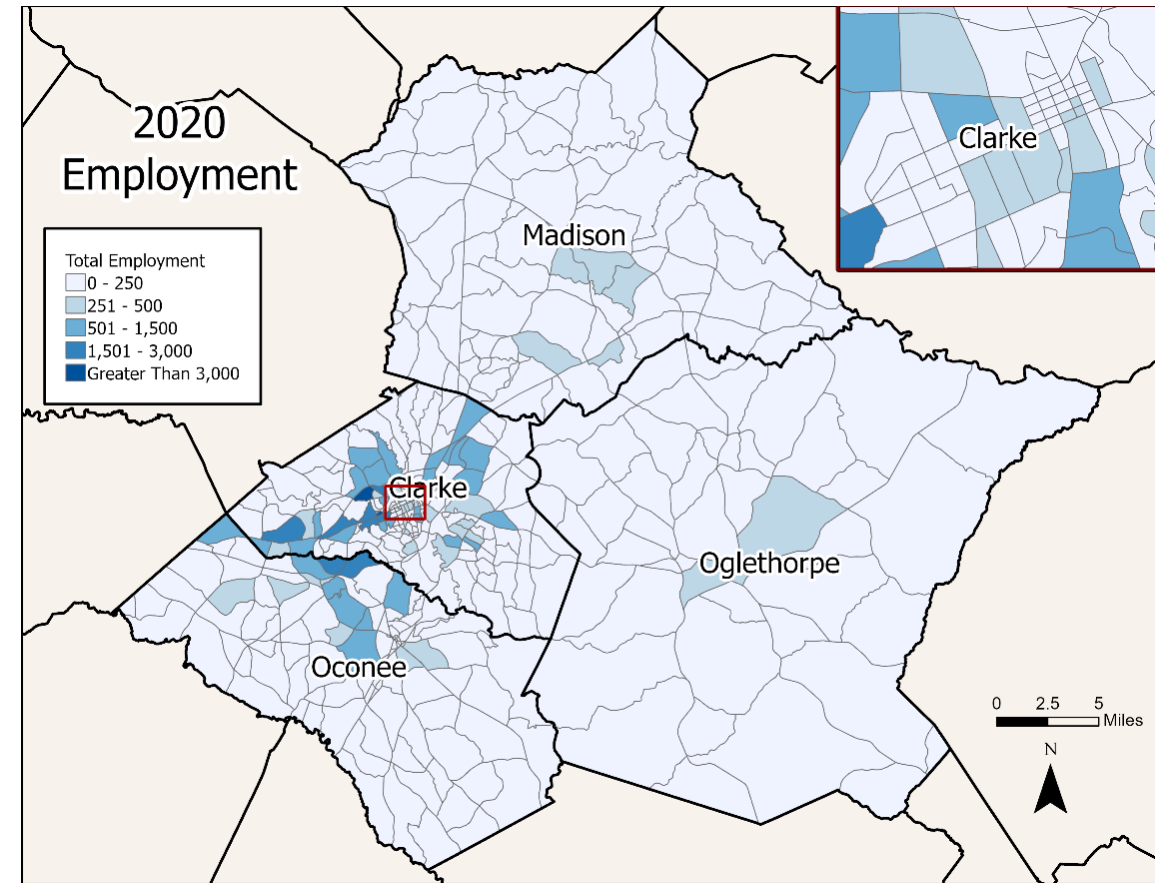
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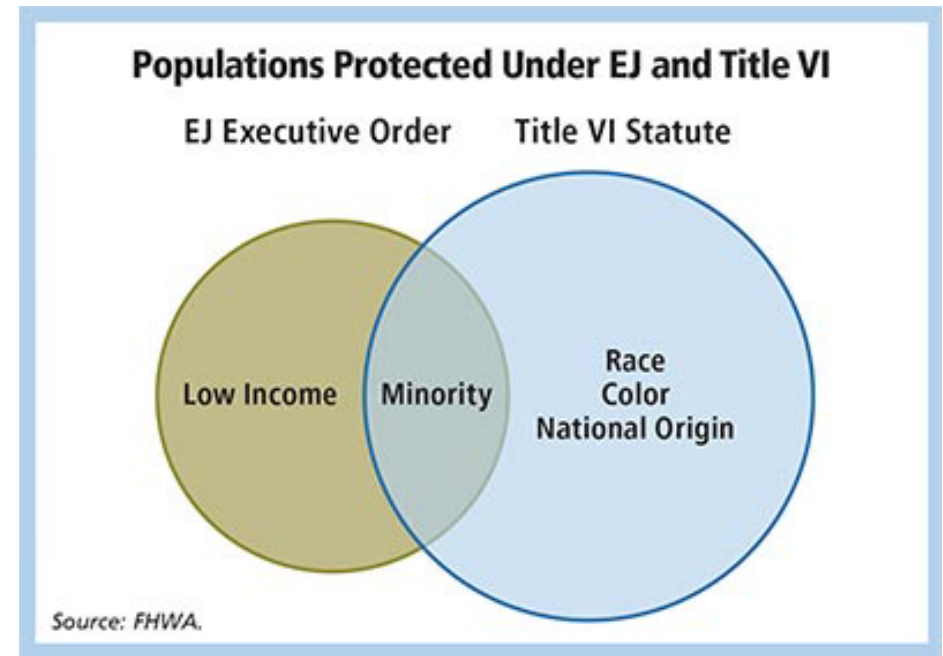
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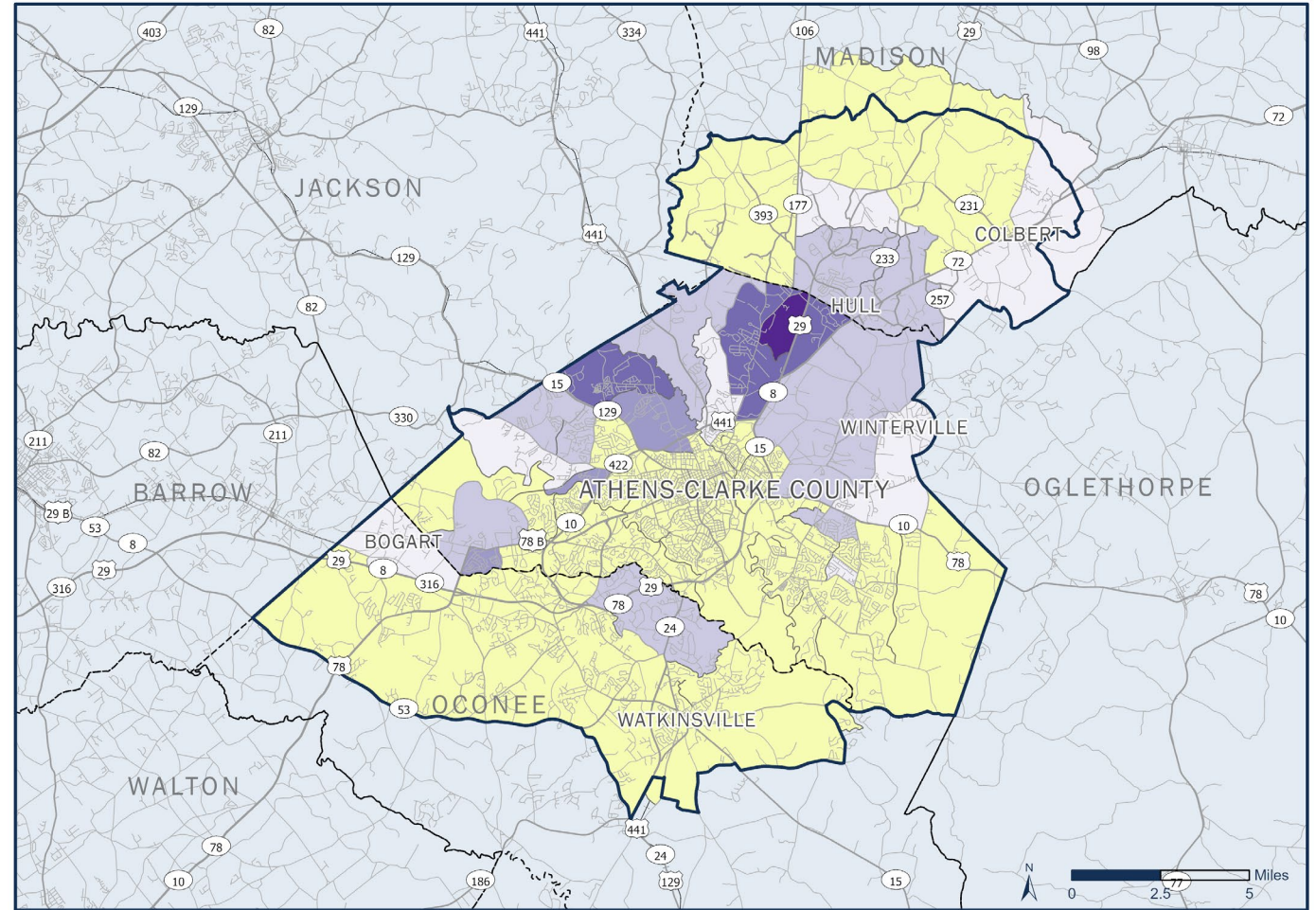
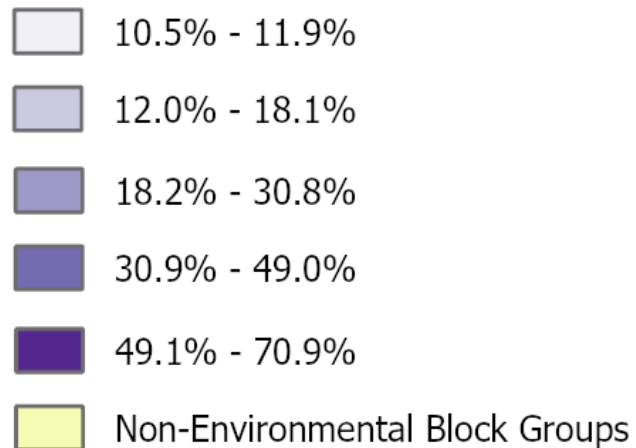
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Existing Conditions – Title VI and Environmental Justice

Hispanic Populations

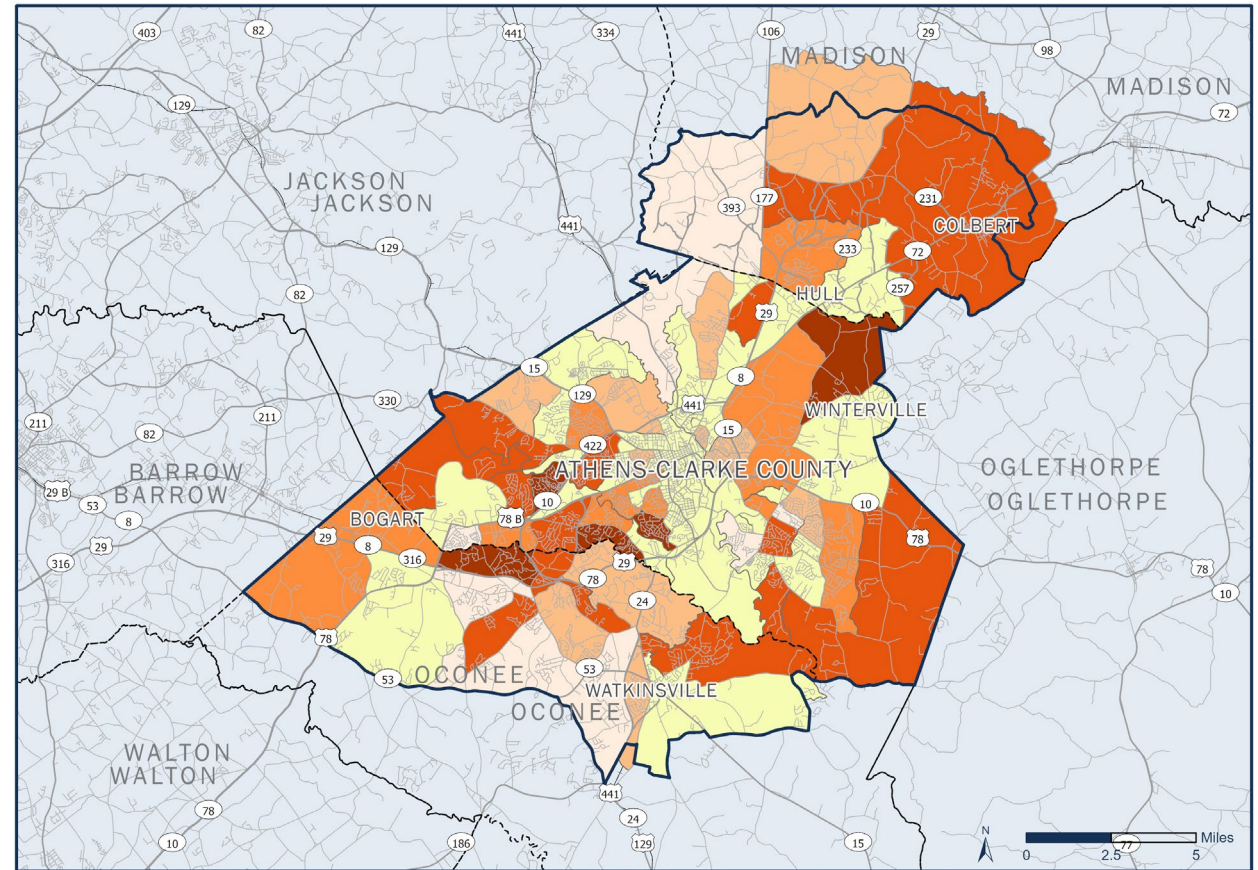
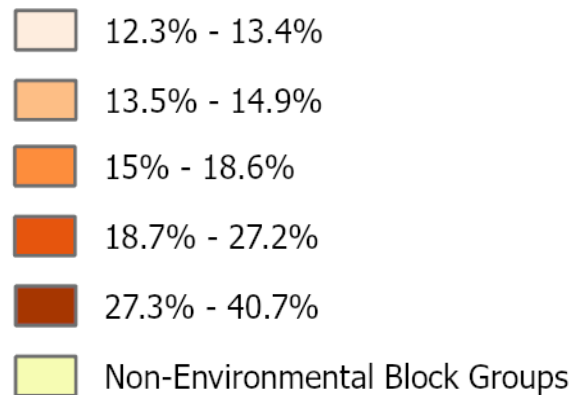
Block Groups With A Hispanic Population Above the Regional Average (10.2%)



Existing Conditions – Title VI and Environmental Justice

Elderly Population

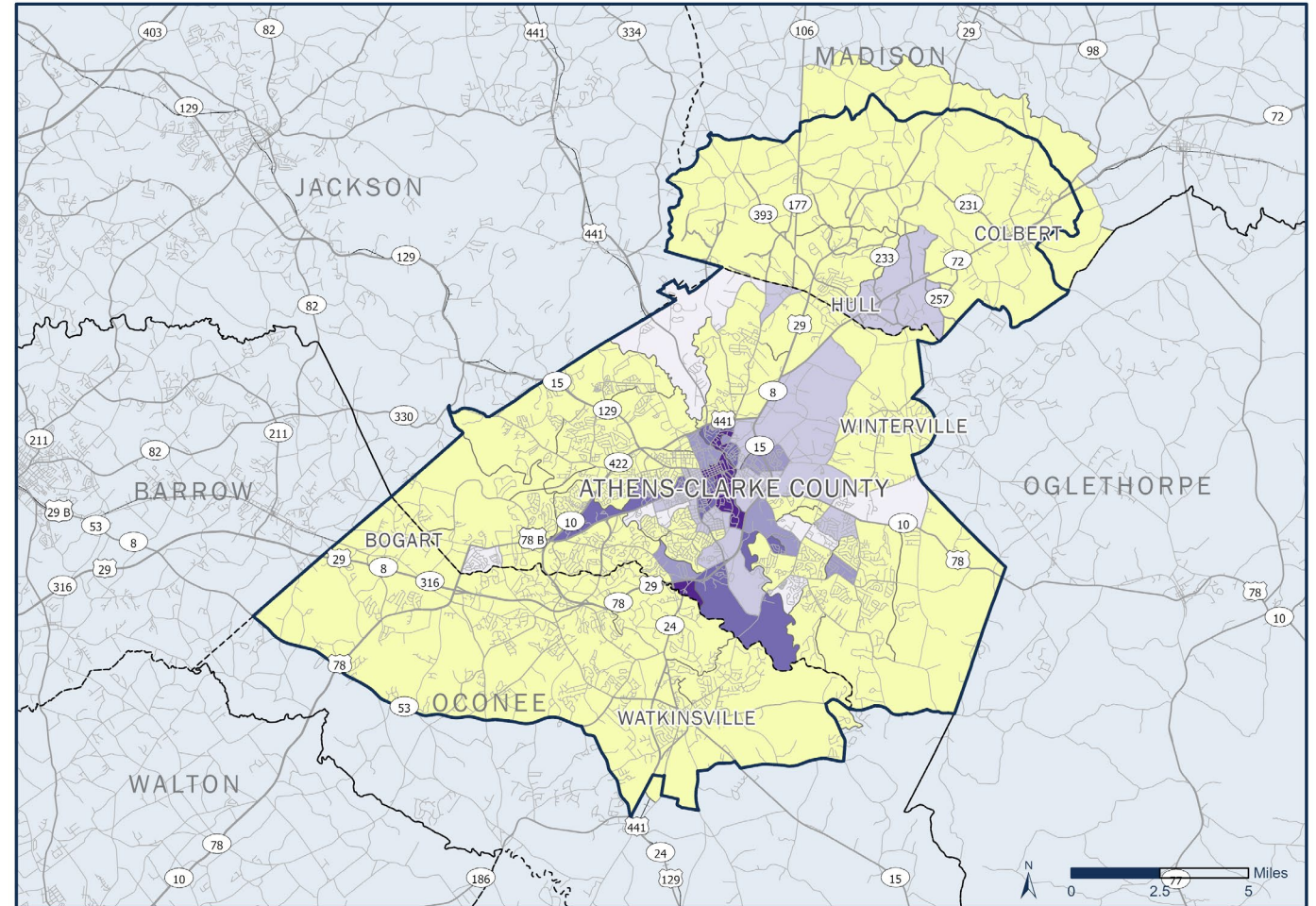
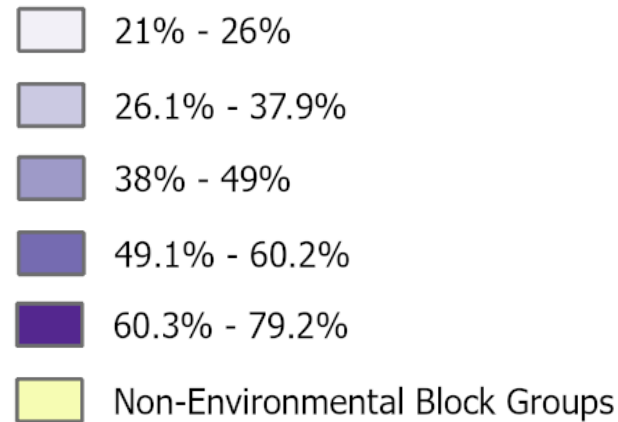
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Existing Conditions – Title VI and Environmental Justice

Populations in Poverty

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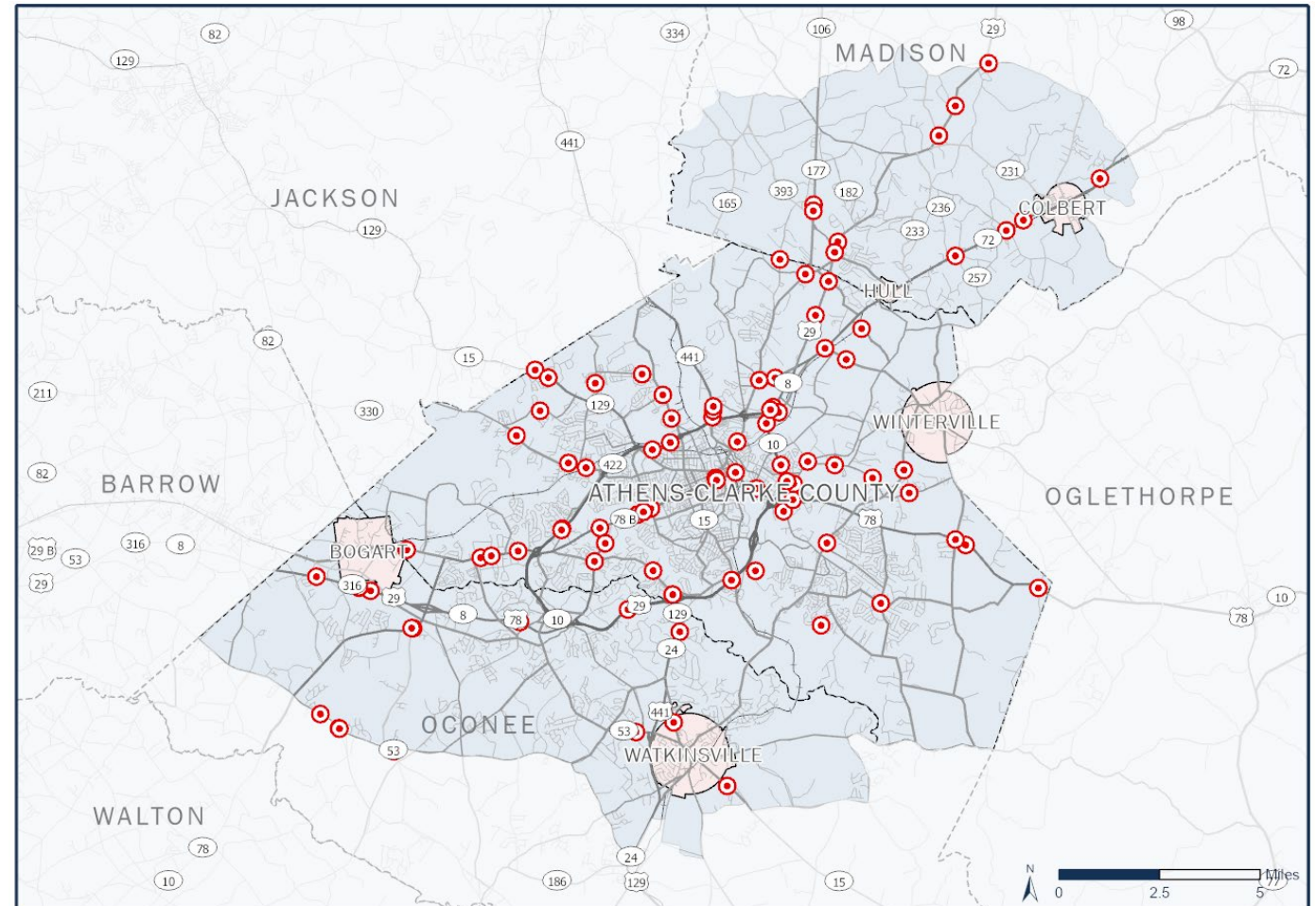


Existing Conditions – Roadway Safety

Roadway Safety

- Crash information was retrieved from Numetric
- Crash severity ranked on KABCO scale
- 100 fatal crashes from 2017 – 2021
 - Atlanta Highway/West Broad, SRs 72, 53, and 10 had multiple fatalities







Map of Fatal Crashes in MACORTS Region 2017 - 2021









Existing Conditions – Roadway Safety

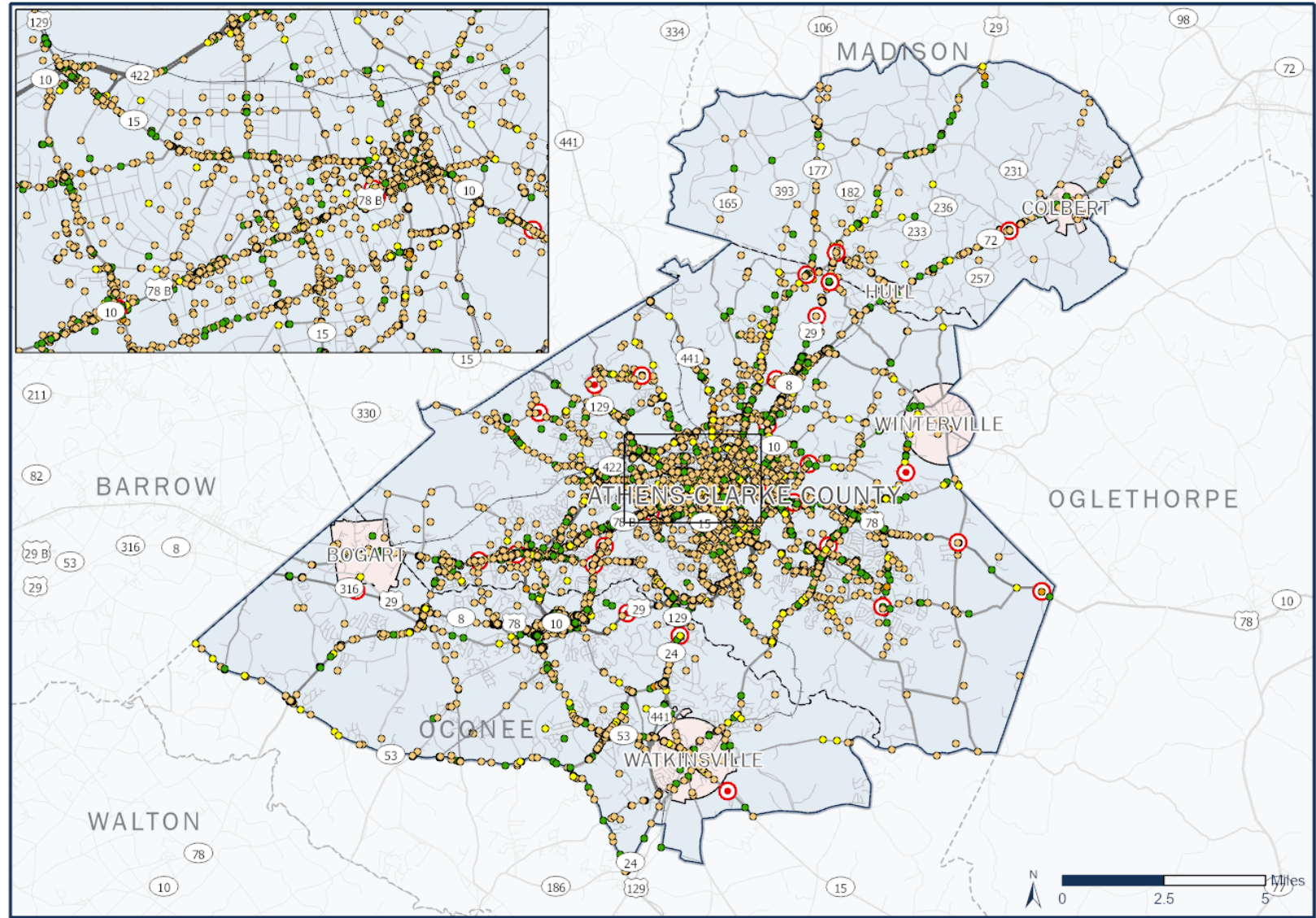
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-  (K) Fatal Injury
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-  Unknown

Roads

-  Freeways and Expressways
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



Existing Conditions – Roadway Safety

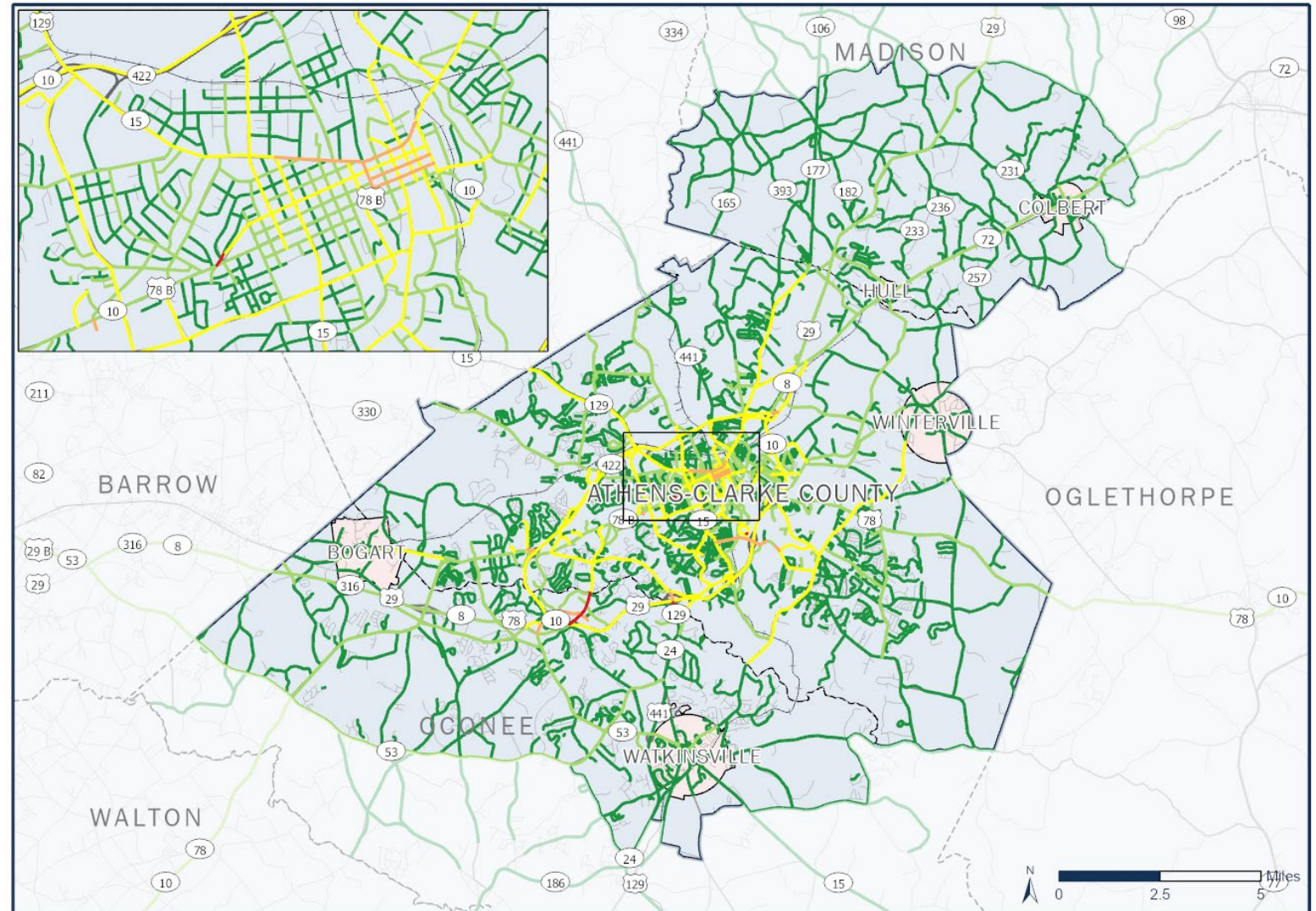
Crash Rates

Crashes Per Mile Per Year

- 0 - 6
- 7 - 21
- 22 - 61
- 62 - 137
- 138 - 239

Roads

- Freeways and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
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Existing Conditions – Roadway Safety

Pedestrian Crashes

Serious Injuries

0

1

Fatalities

×

1

Roads

— Freeways and Expressways

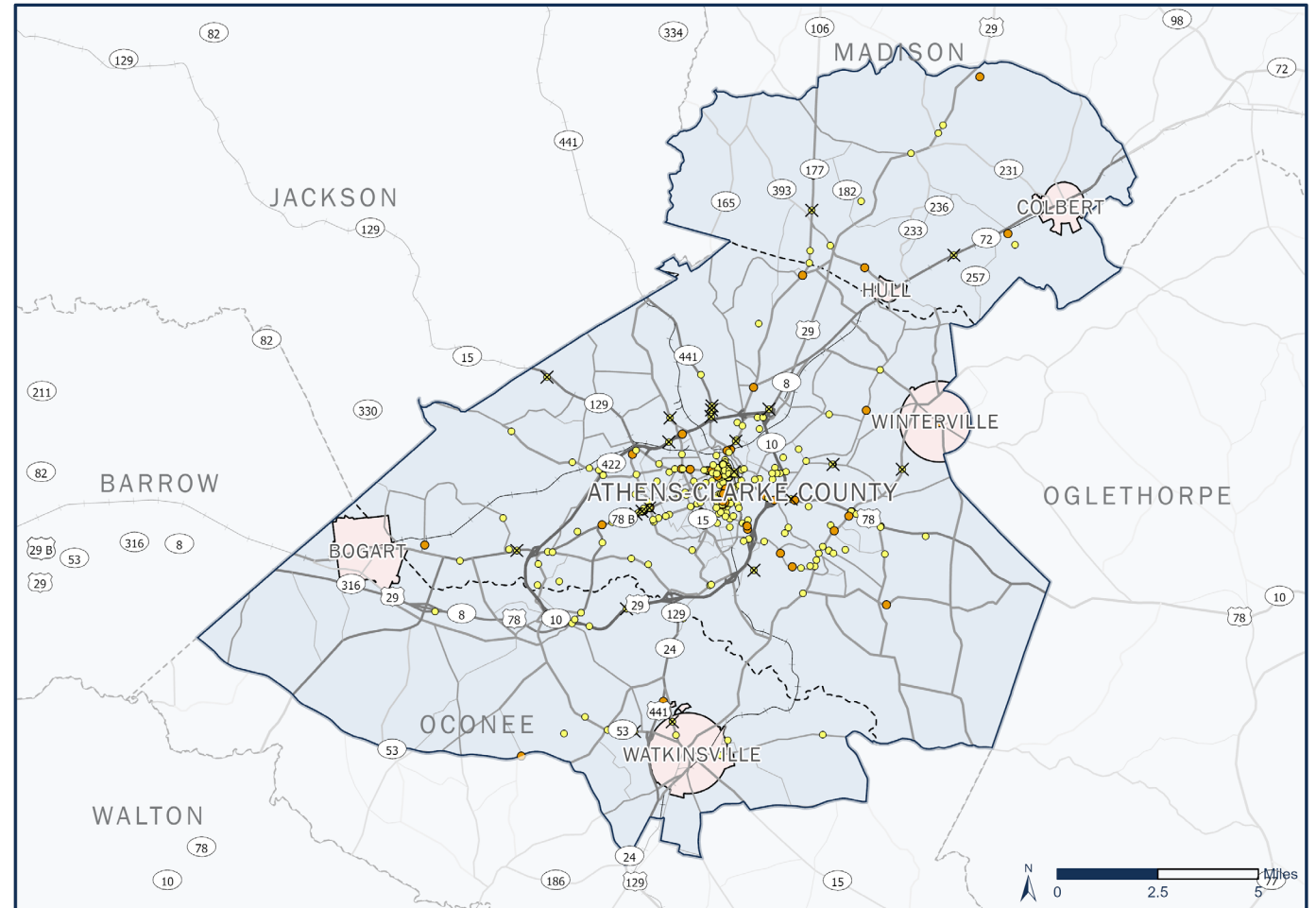
— Principal Arterial

— Minor Arterial

— Major Collector

— Minor Collector

— Local



Existing Conditions – Roadway Safety

Bicycle Crashes

Fatalities

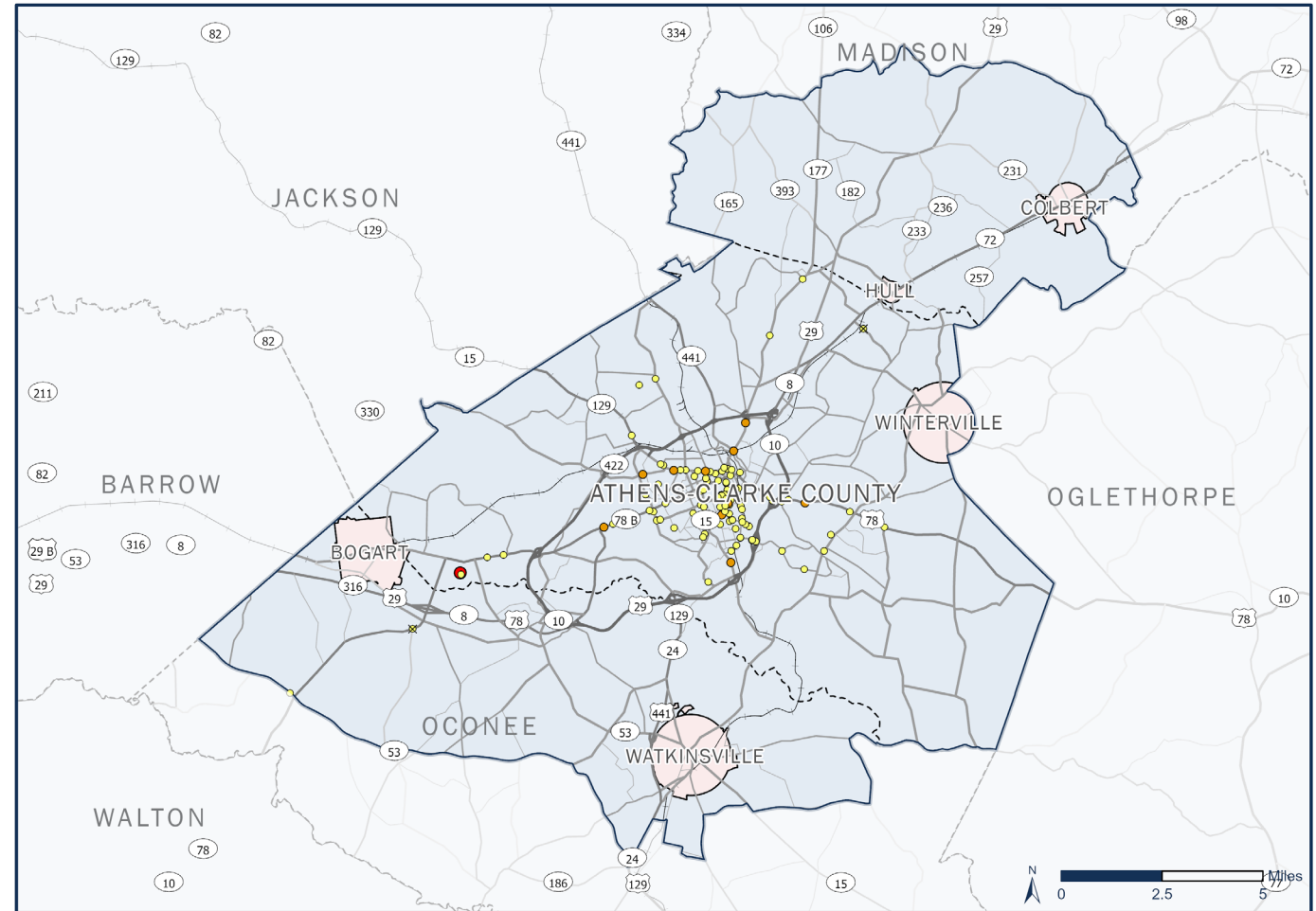
X 1

Serious Injuries



Roads

- Freeways and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
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Goals and Objectives

Goals and Objectives

What are goals and objectives?

- A GOAL is a broad statement that describes a desired end state.
- An OBJECTIVE is a specific, measurable statement that supports achievement of a goal.



Goals and Objectives

2050 MTP Plan Goals

- Identified goals should provide the transportation planning framework:
 - Designed to meet the mobility needs of all area citizens
 - Support all modes of transportation
 - Provide a safe and secure transportation system
- Meet/support federal planning factors and national goals
- Build on foundation provided by 2045 MTP goals



Goals and Objectives – National Performance Goals



Reduce traffic fatalities
and serious injuries



Maintain highways in a
state of good repair



Reduce traffic
congestion



Improve the efficiency
of the transportation
system



Improve the national
freight network



Protect and enhance
the environment



Reduce project
delivery delays



Goals and Objectives – National Planning Factors

1. Support the ***economic vitality*** [of the United States, the States, nonmetropolitan areas, and metropolitan areas], especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the ***safety*** of the transportation system for motorized and nonmotorized users;
3. Increase the ***security*** of the transportation system for motorized and nonmotorized users;
4. Increase the ***accessibility and mobility*** of people and for freight;
5. Protect and ***enhance the environment***, promote energy conservation, improve the ***quality of life***, and promote ***consistency between transportation improvements and State and local planned growth*** and economic development patterns;
6. Enhance the integration and ***connectivity*** of the transportation system, across and between modes, for people and freight;
7. Promote efficient ***system management and operation***;
8. Emphasize the ***preservation of the existing transportation system***;
9. Improve the ***resiliency and reliability of the transportation system*** and reduce or mitigate stormwater impacts of surface transportation;
10. Enhance ***travel and tourism***



Goals and Objectives – National Planning Factors

1. Support **economic vitality**
2. Increase **safety**
3. Increase **security**
4. Increase **accessibility and mobility**
5. Protect and **enhance the environment**, improve **quality of life**, and promote **consistency between transportation improvements and State and local planned growth** and economic development patterns;
6. Enhance the integration and **connectivity** of the transportation system, across and between modes
7. Promote efficient *system management and operation*;
8. Emphasize the *preservation of the existing transportation system*;
9. Improve the *resiliency and reliability of the transportation system* and reduce or mitigate stormwater impacts of surface transportation;
10. Enhance *travel and tourism*



Goals and Objectives – Current 2045 MTP Goals

1. Complement and enhance linkages between transportation and land use while encouraging regional collaboration
2. Ensure the safety and security of the multimodal transportation system for all users
3. Support increased and accessible transit
4. Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate
5. Provide a sustainable transportation system that protects and enhances the natural environment, and improves the quality of life for residents
6. Preserve and maintain the existing transportation system



Goals and Objectives – Current 2045 MTP Goals

7. Promote efficient transportation systems management and operation that incorporates feasible technologies
8. Promote transportation system reliability and resiliency through identification of issues and investments, and mitigate stormwater impacts associated with the surface transportation system
9. Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options
10. Provide a transportation network that enhances regional accessibility for travel and tourism, and promotes local tourism industry
11. Support the economic vitality of the region by enabling local, regional, and global competitiveness, productivity and efficiency



Goals and Objectives – Mentimeter Exercise

Join at menti.com | use code 5872 4185



Instructions

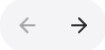
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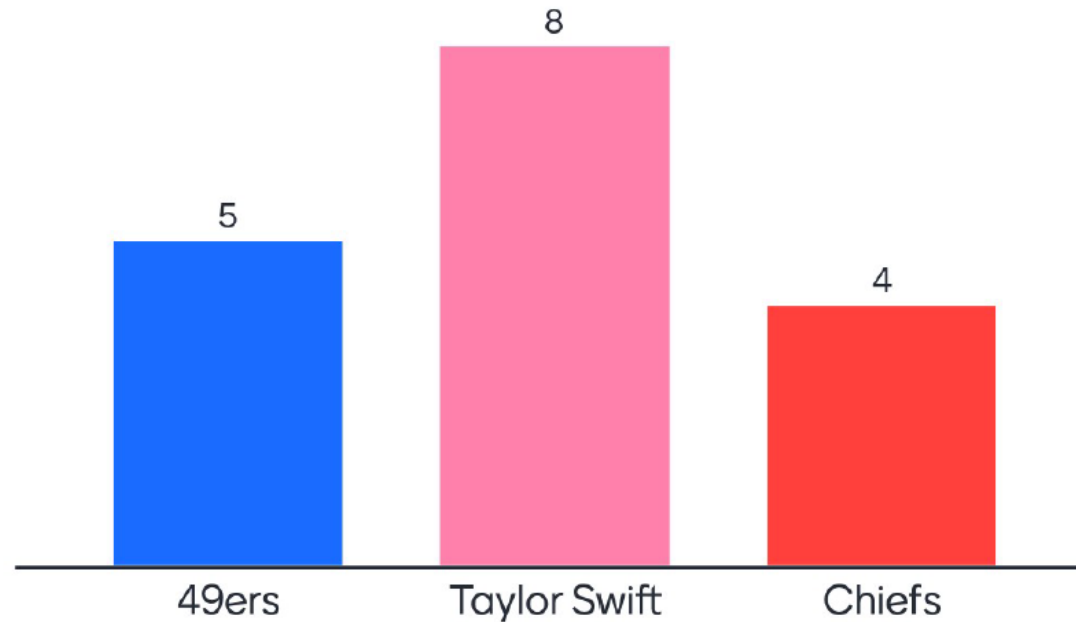
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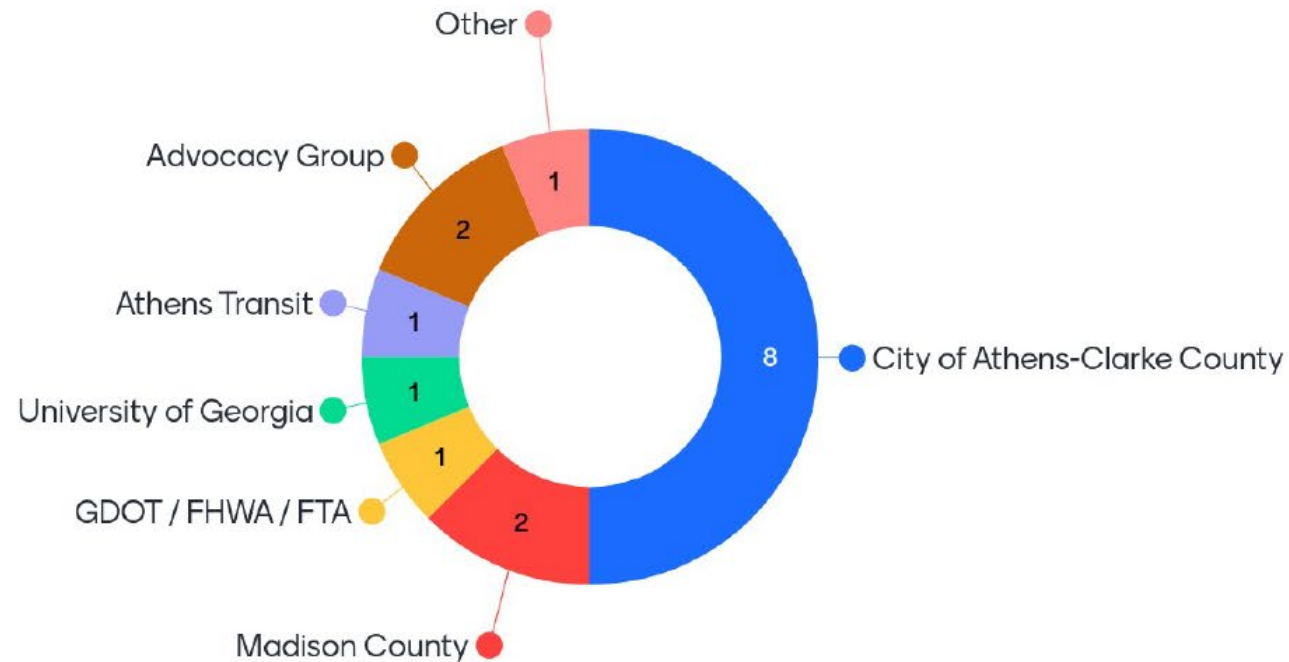
Mentimeter

Who is winning this year's Super Bowl?



Goals and Objectives – Mentimeter Exercise

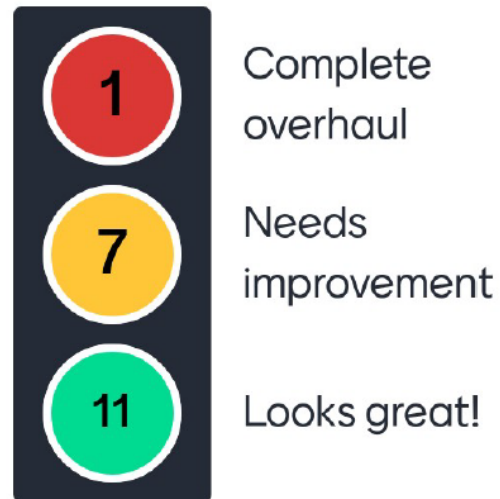
Who are you here representing today?



Goals and Objectives – Mentimeter Exercise



What do you think of the current 2045 MTP goals?



2045 Goals

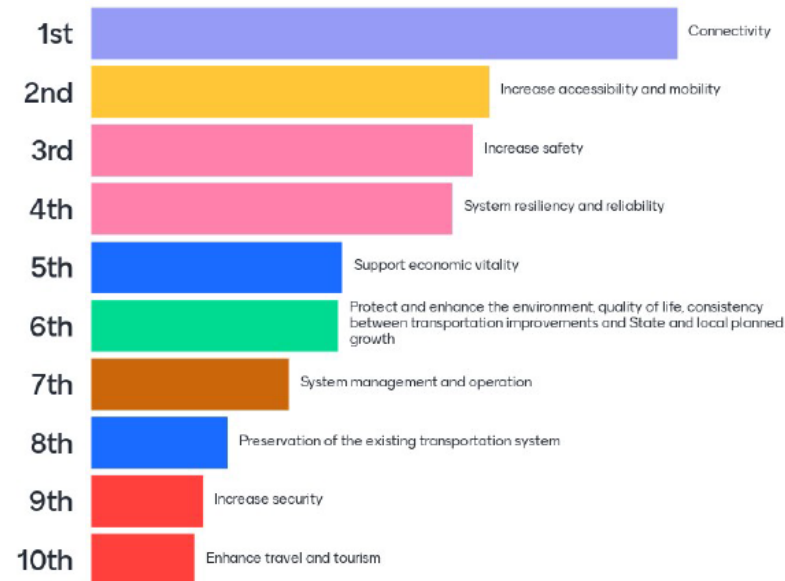
- Complement and enhance land use recommendations
- Safe and secure transportation system for all users
- Support increased and accessible transit
- Maximize mobility and connectivity for both people and freight
- Protect and enhance natural environment and improve quality of life
- Preserve and maintain the existing transportation system
- Efficient transportation systems management and operation
- Promote transportation system reliability and resiliency
- Provide a connected, accessible multimodal transportation system
- Provide a transportation network that enhances travel and tourism
- Support the economic vitality of the region



Goals and Objectives – Mentimeter Exercise



Pick your top 5 goals from the 2045 MTP



2045 Goals

- Support economic vitality
- Increase safety
- Increase security
- Increase accessibility and mobility
- Protect and enhance the environment, quality of life, consistency between transportation improvements and State and local planned growth
- Connectivity
- System management and operations
- Preservation of the existing transportation system
- System resiliency and reliability
- Enhance travel and tourism



Goals and Objectives – Mentimeter Exercise

Mentimeter

Describe the MACORTS region in one word.

25 responses



Goals and Objectives – Mentimeter Exercise

Discussion

- What are some problems that we have right now in the region?
- What are some things that we are doing a good job with right now?
- What does the future of the region look like to you?





Upcoming Activities & Next Steps

Upcoming Activities & Next Steps – Public Engagement

Public Engagement Schedule

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
STAKEHOLDERS COMMITTEE										
PUBLIC ENGAGEMENT										
TECHNICAL SUB-COMMITTEE										
PUBLIC COMMENT PERIOD										
GDOT/FHWA COORDINATION										

Note: Dates are estimated and subject to change



Upcoming Activities & Next Steps – Upcoming Activities

Upcoming Activities

- **Public survey** launching February 1st
- **Public meetings** will be held throughout the study – we need your help
 - Circulate invitations to your network
 - Attend meetings
 - Encourage participation from residents



Upcoming Activities & Next Steps – Next Steps

Next Steps

- Complete Existing Conditions Analysis
- Host First Round of Public Engagement
- Adopt Goals and Objectives
- Begin Needs Assessment, Development of Performance Measures, and Project Prioritization
- Complete Financial Plan





Questions?



MACORTS
2050 Metropolitan Transportation Plan Update
Stakeholder Committee Kick-Off Meeting

January 30, 2024

Presentation Agenda

- Project Team Introduction
- Study Overview & Schedule
- Existing Conditions
- Goals and Objectives
- Public Engagement
- Next Steps
- General Discussion - Questions

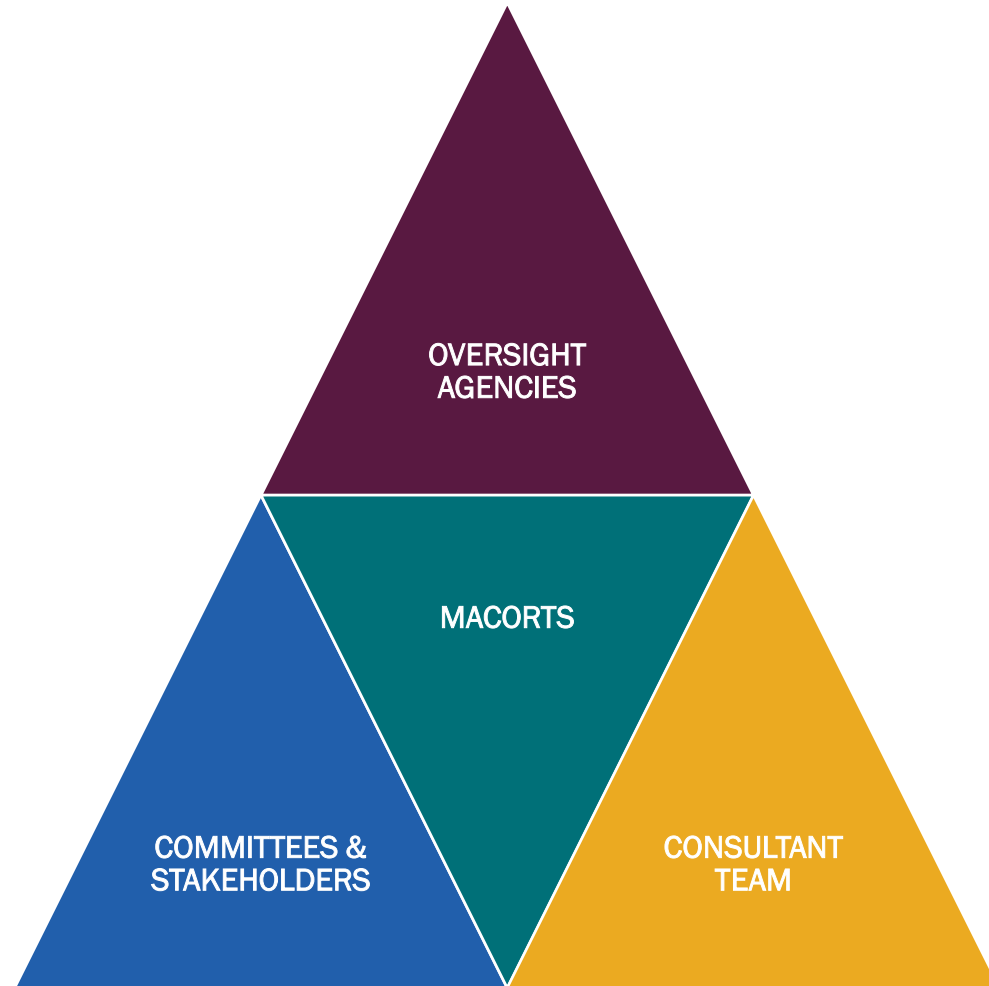


Project Team

- MACORTS
- GDOT/FHWA

Consultant Team

- RS&H
- Blue Cypress Consulting
- WSP
- Toole Design



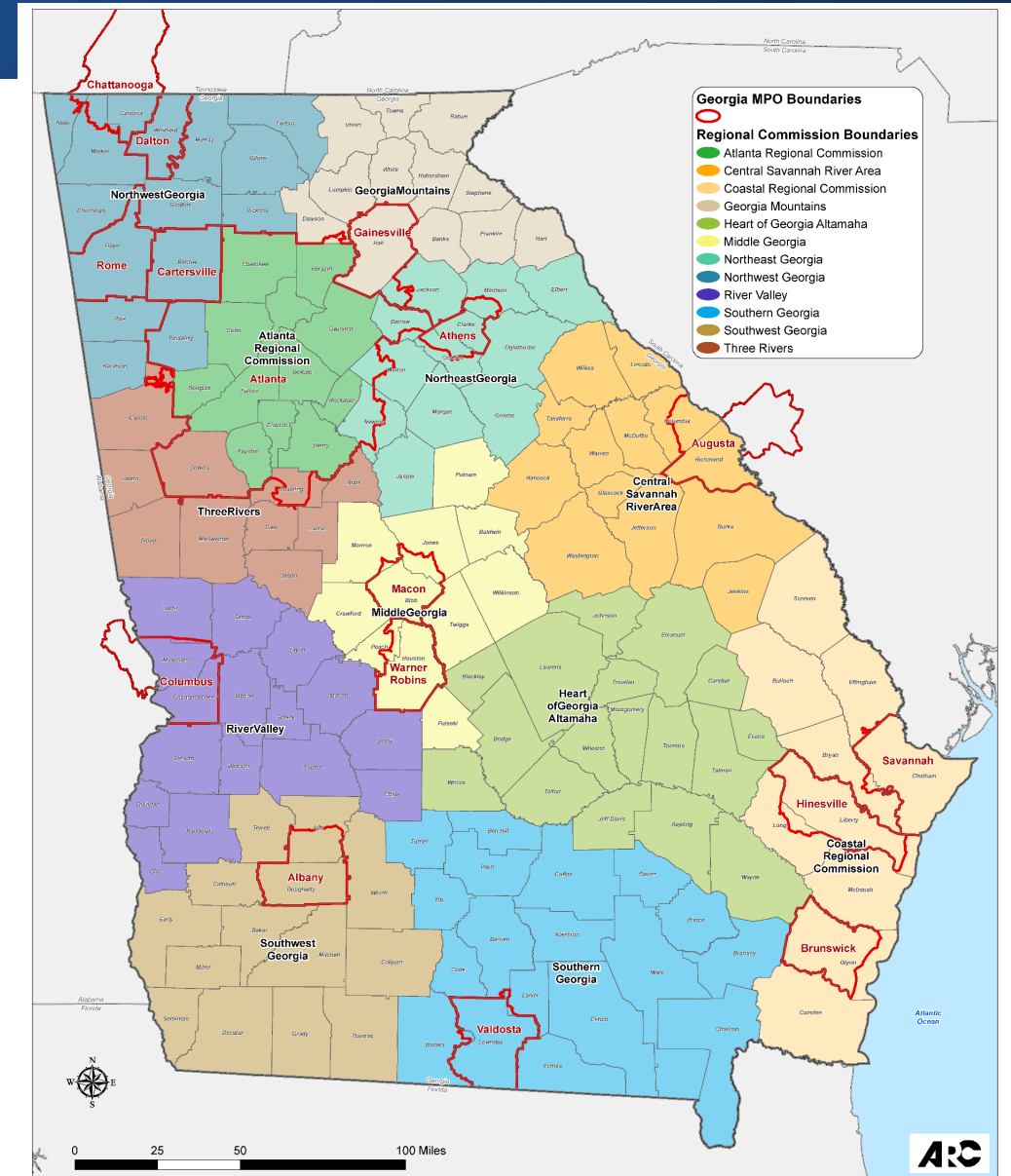


Study Overview & Schedule

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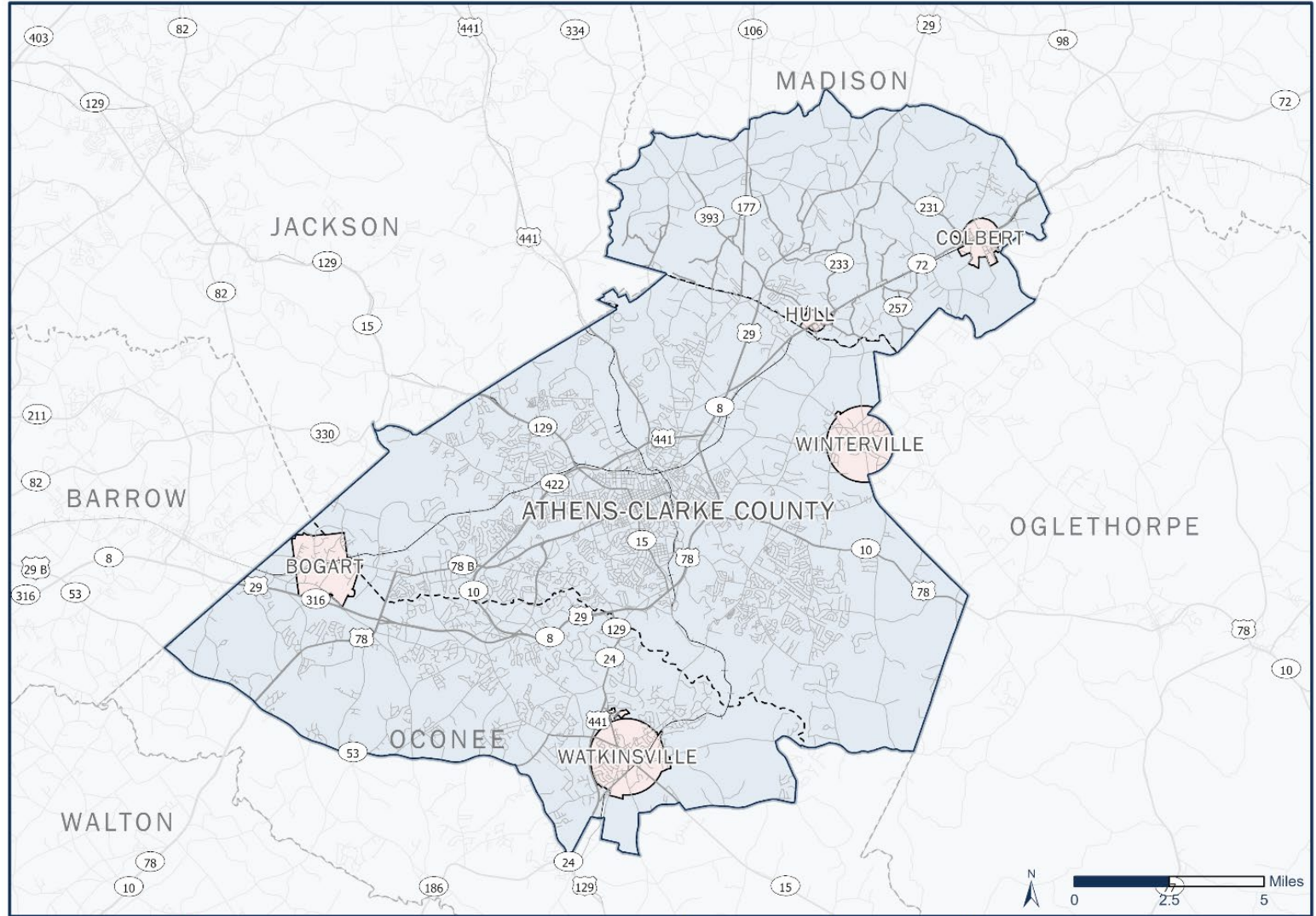
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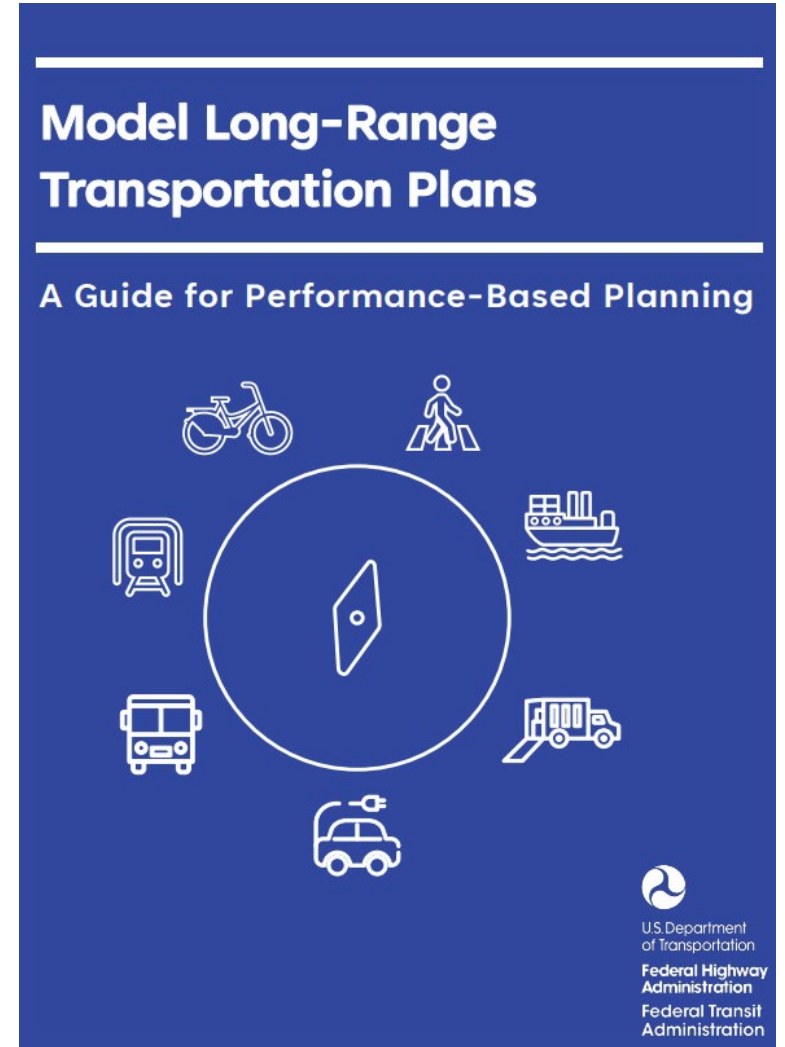
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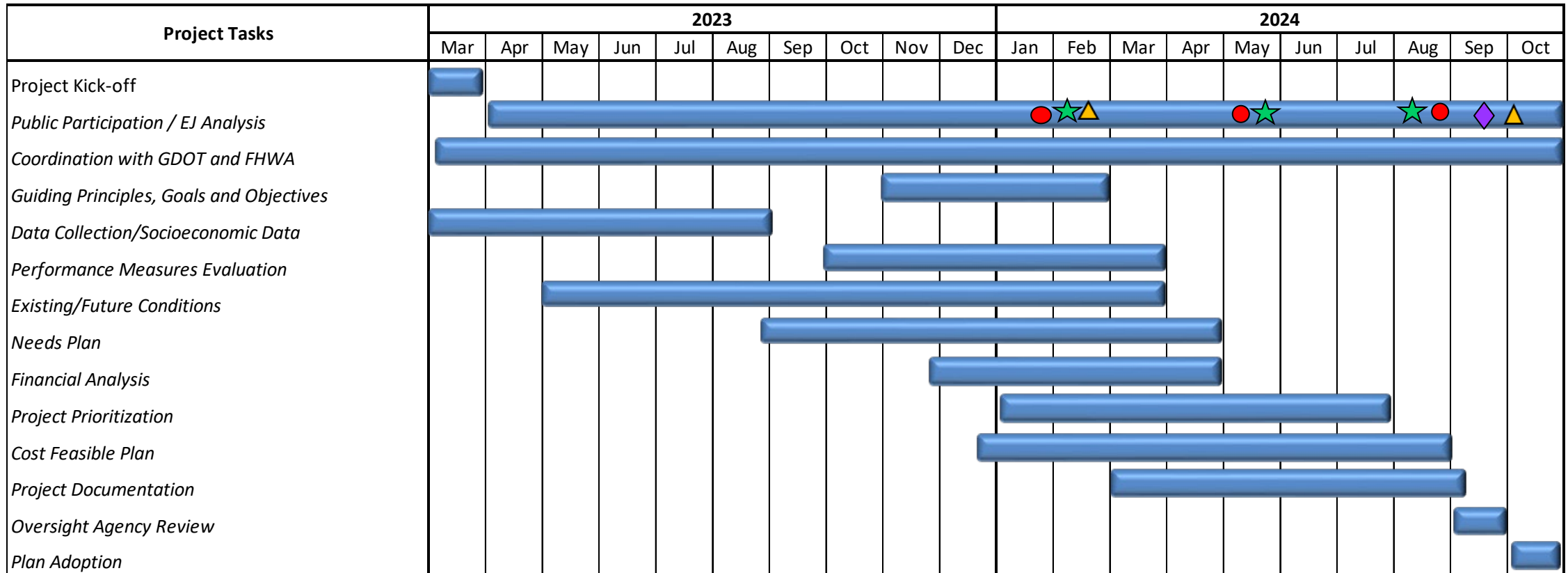
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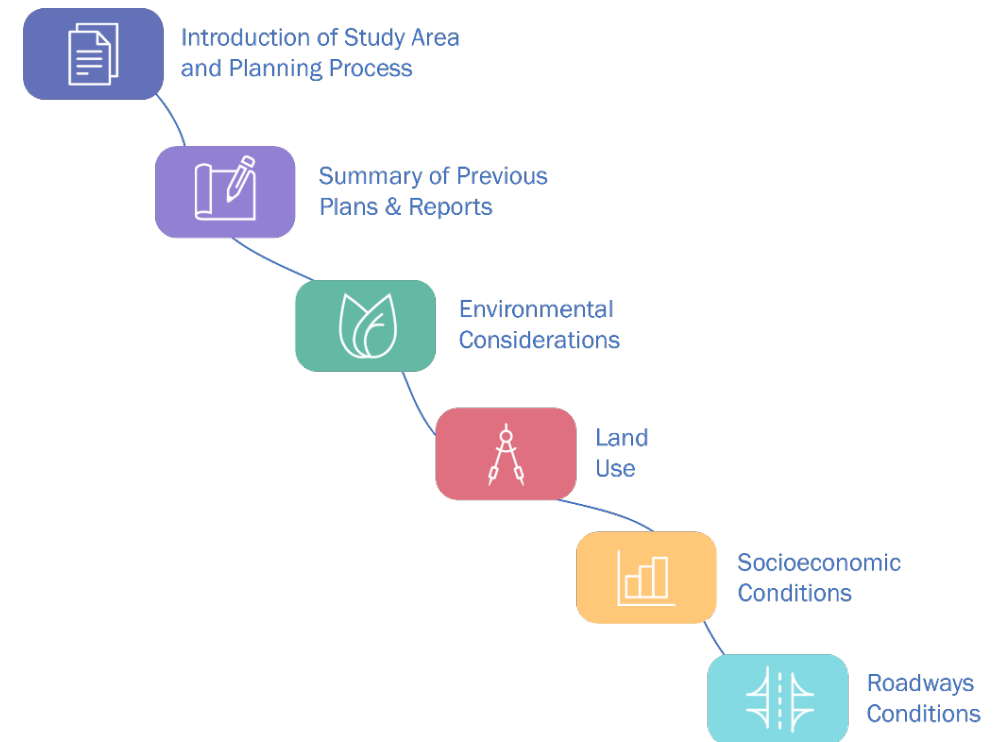


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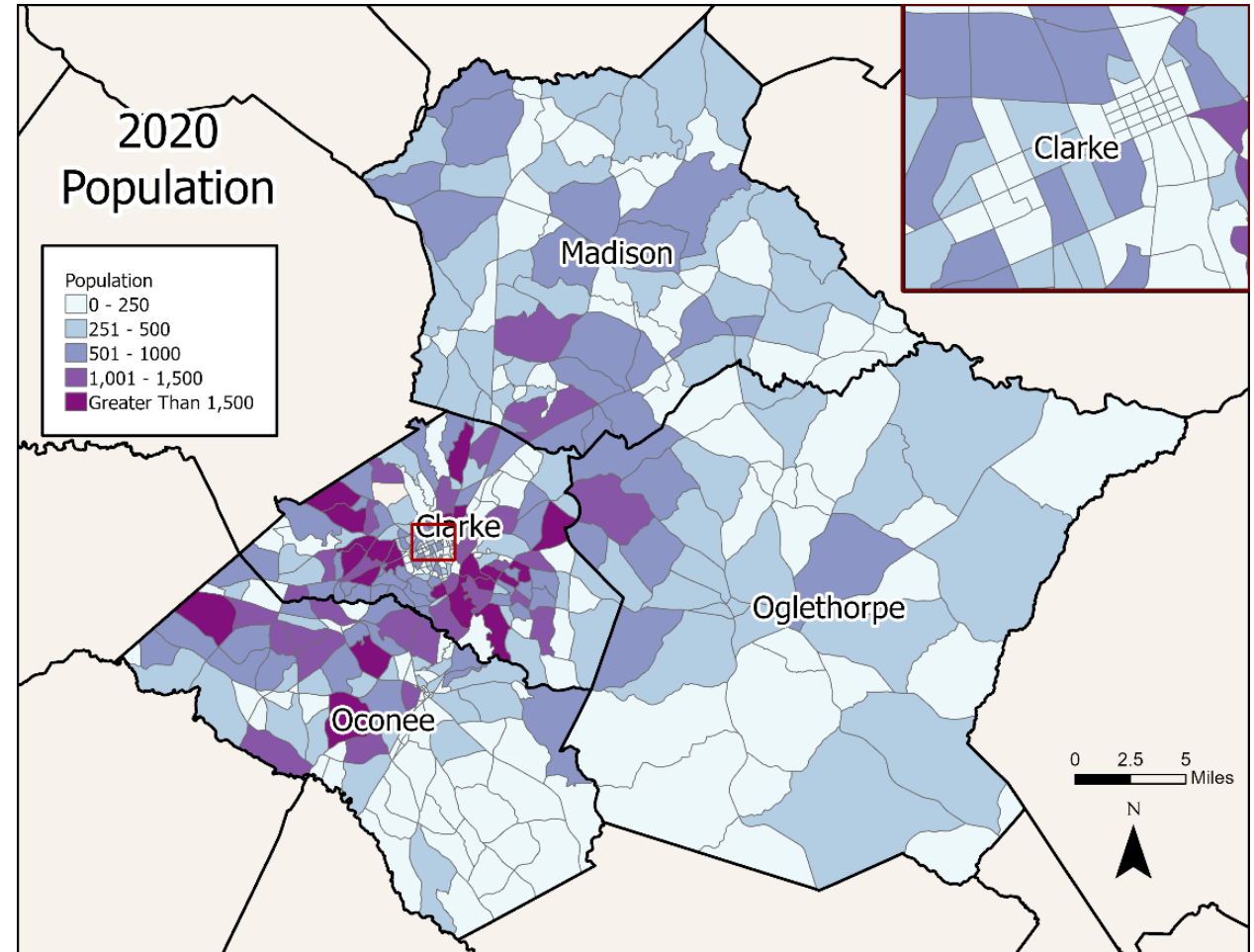
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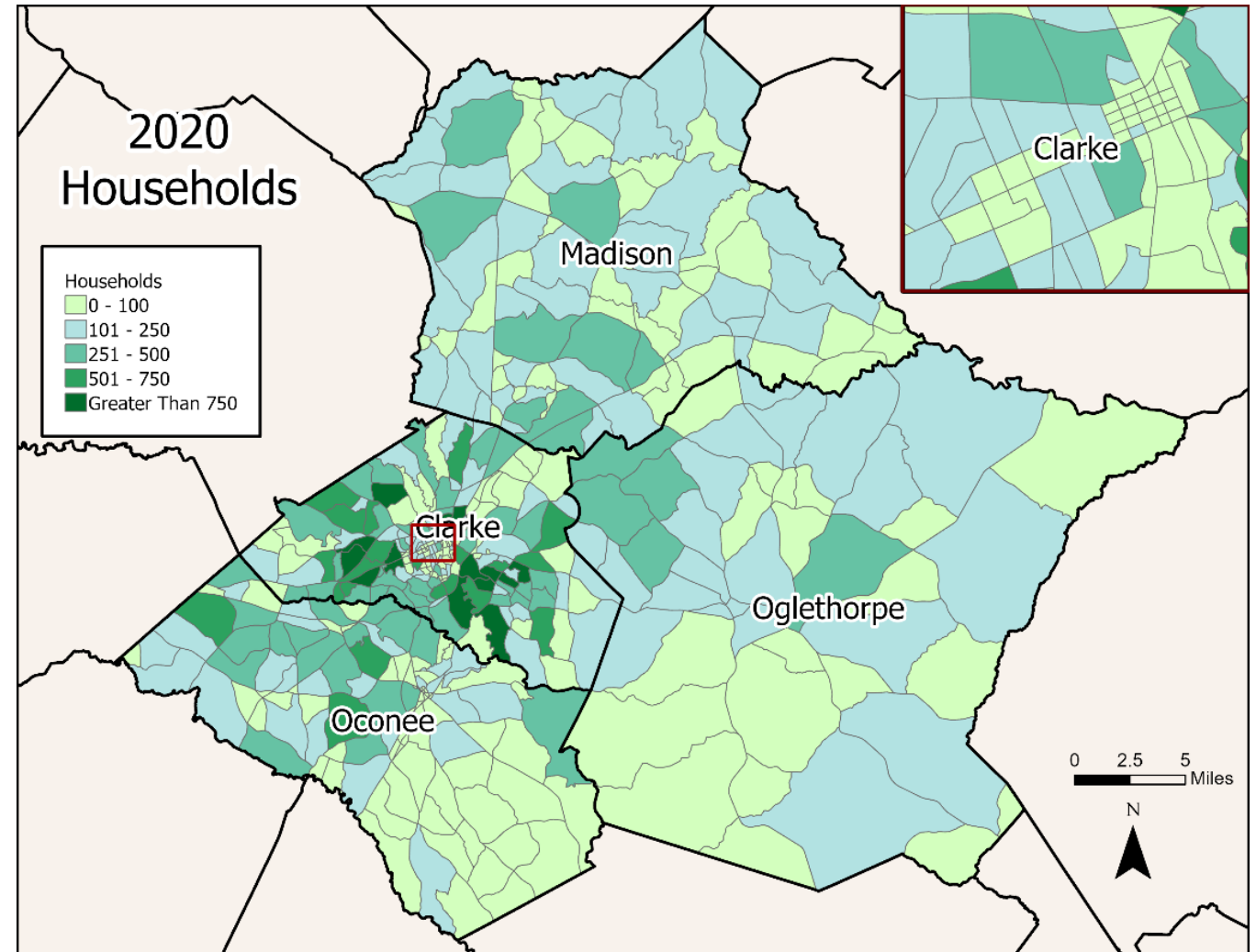
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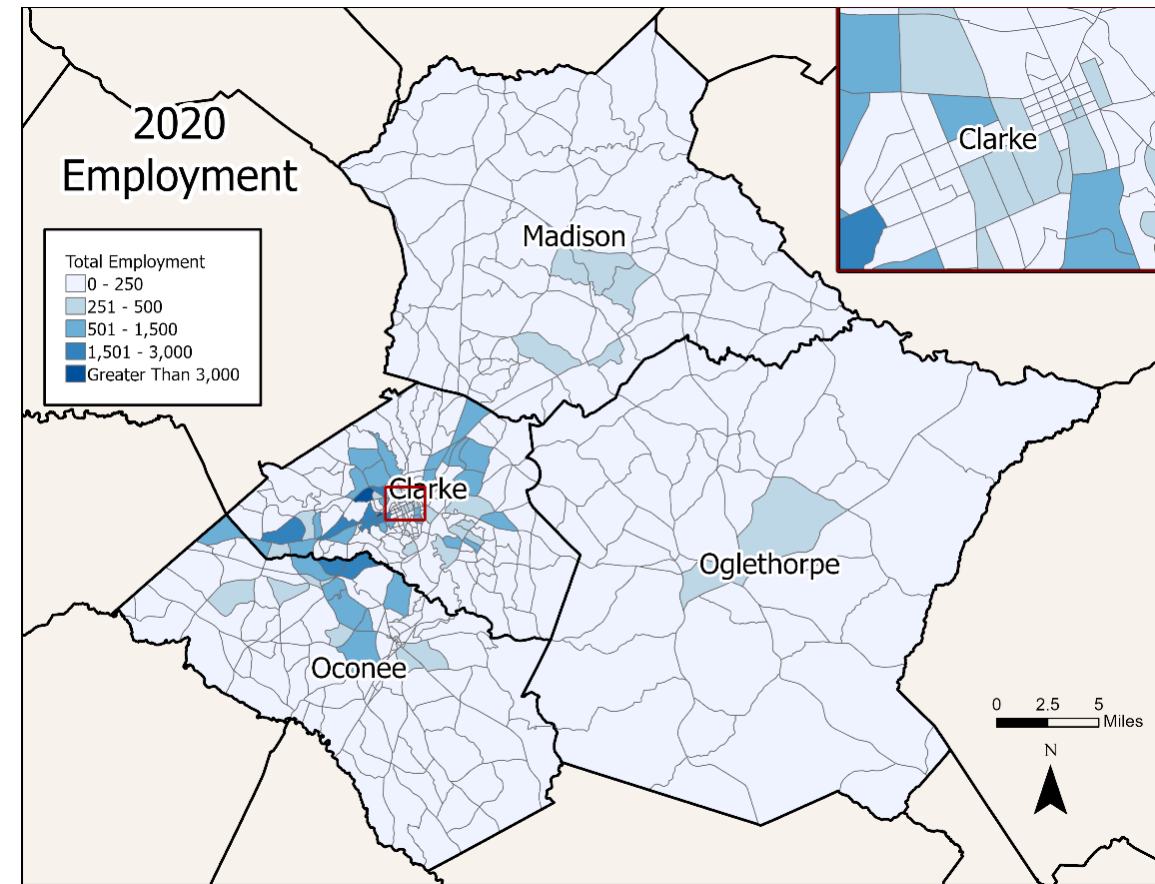
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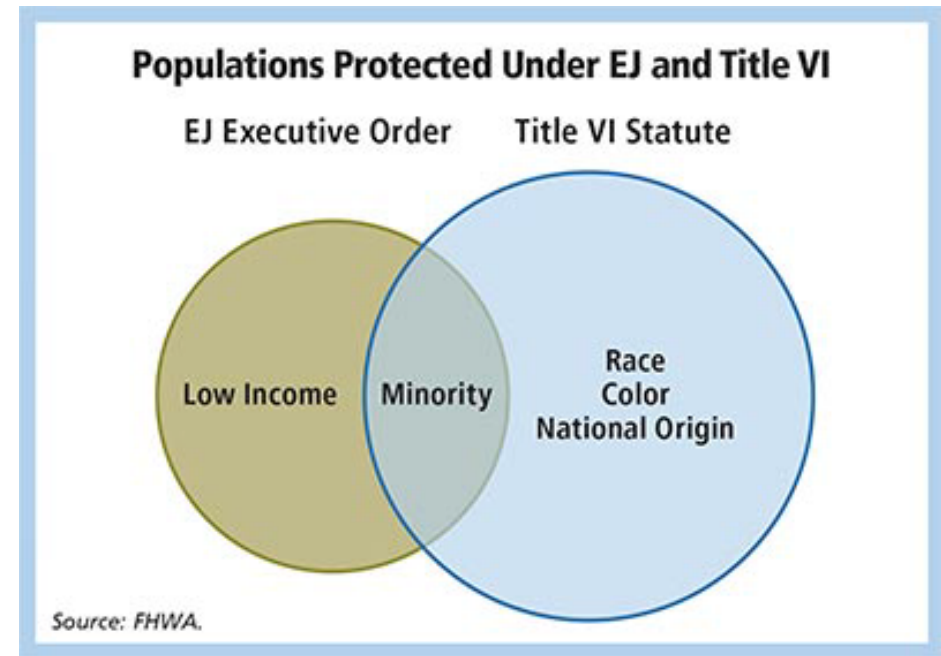
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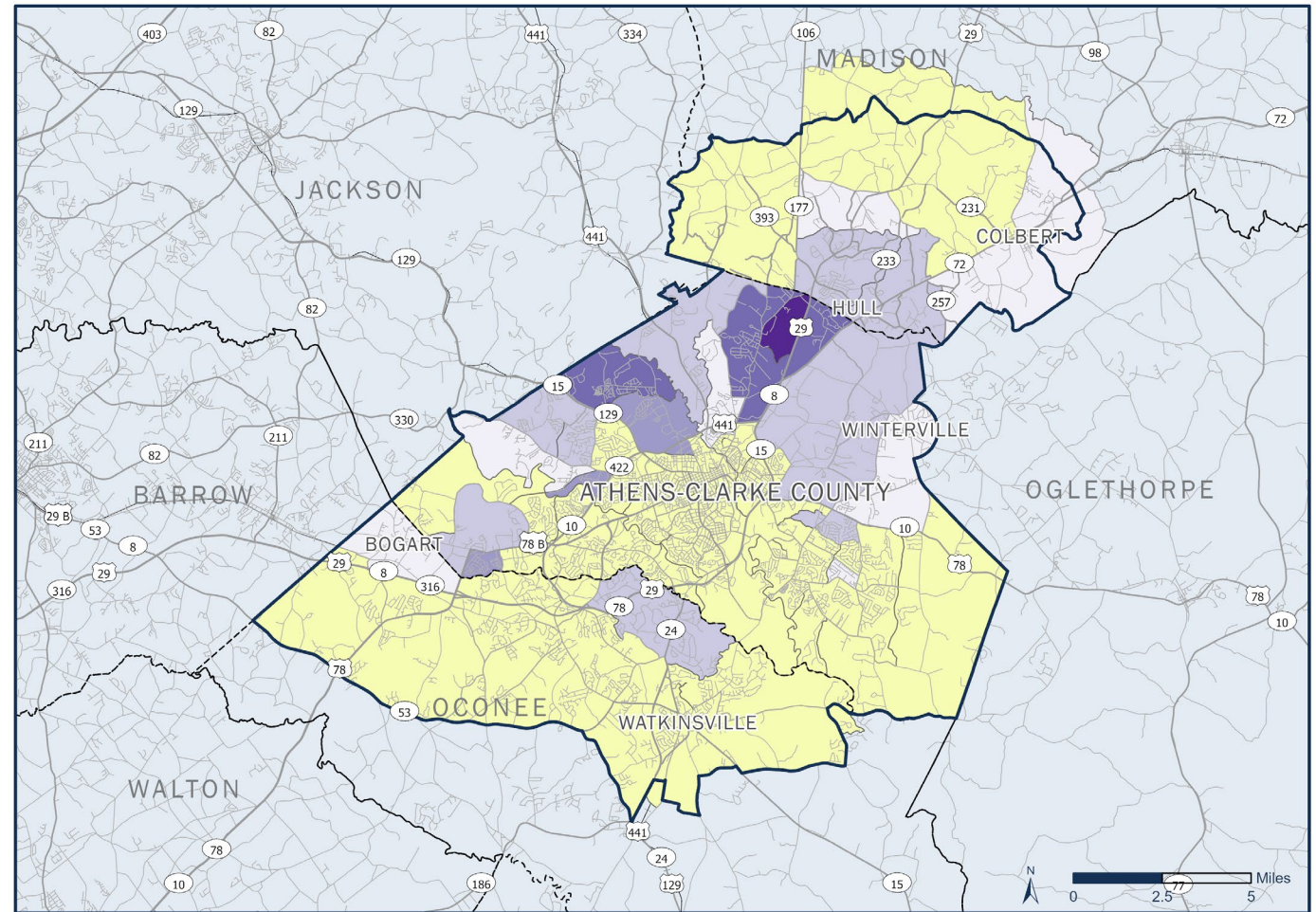
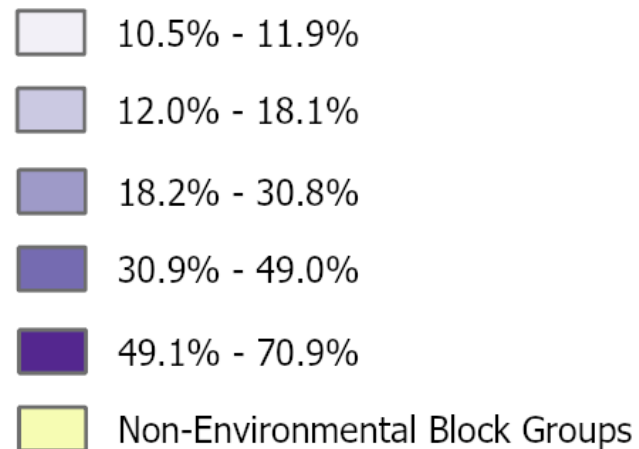
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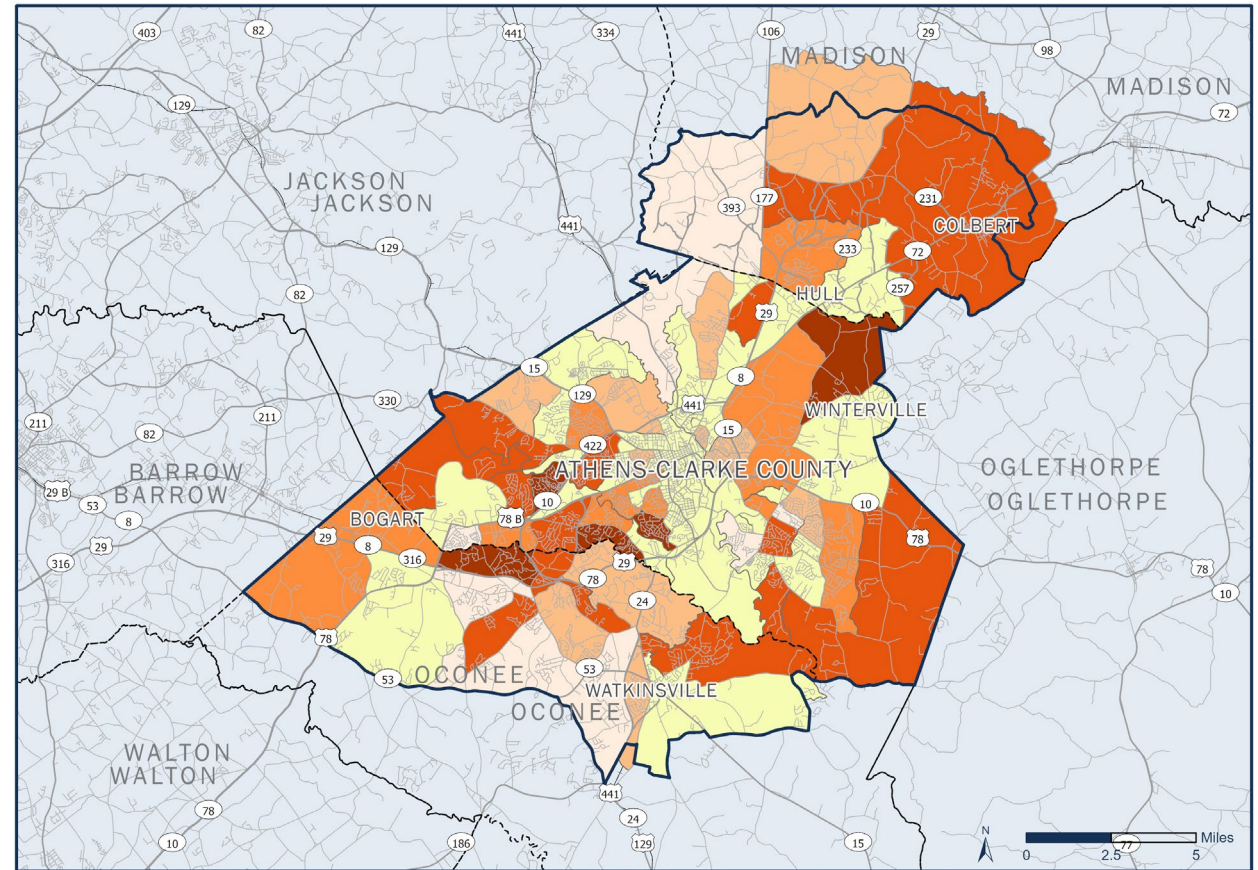
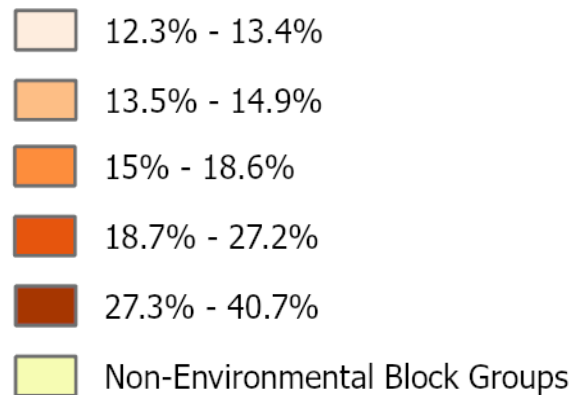
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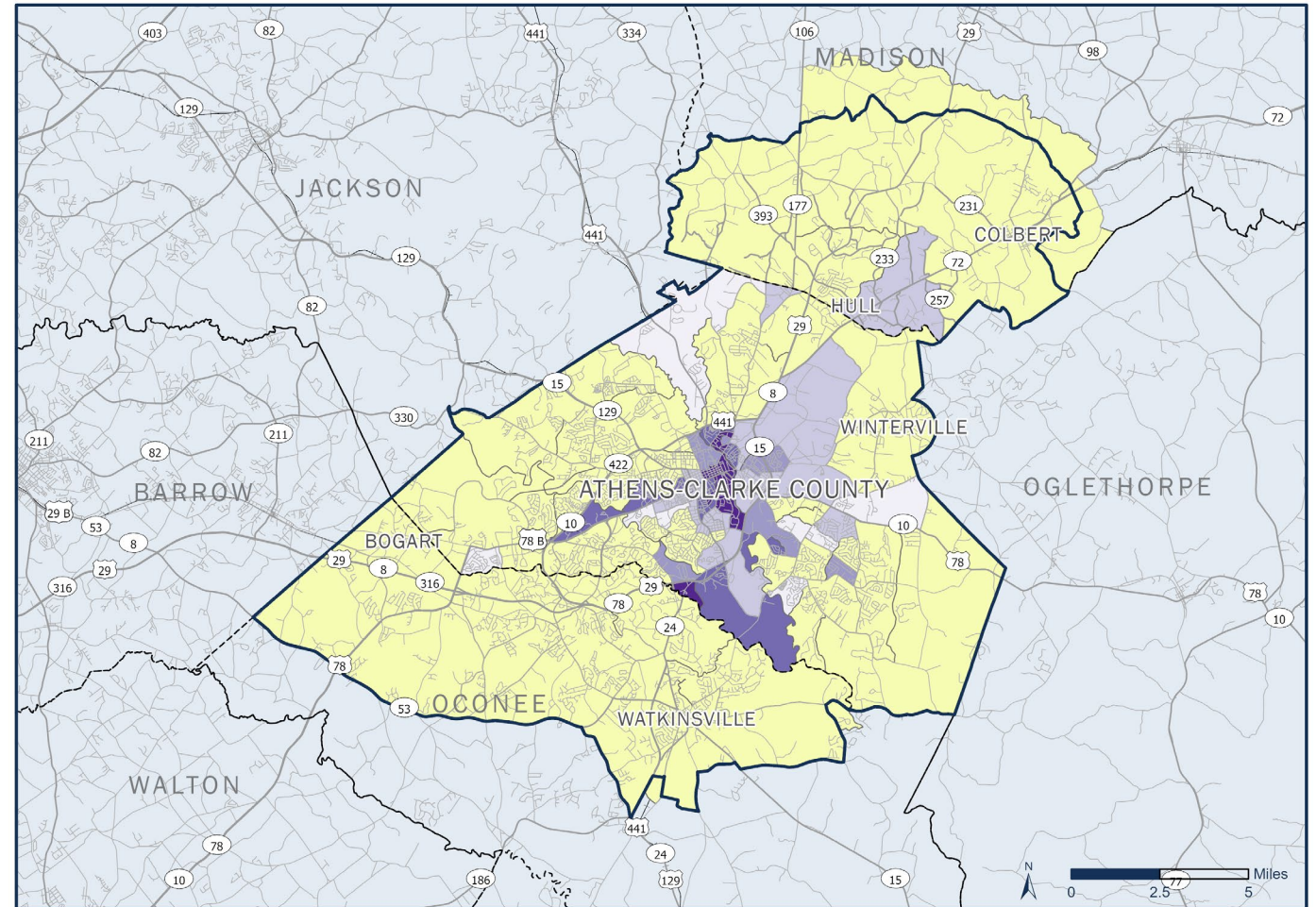
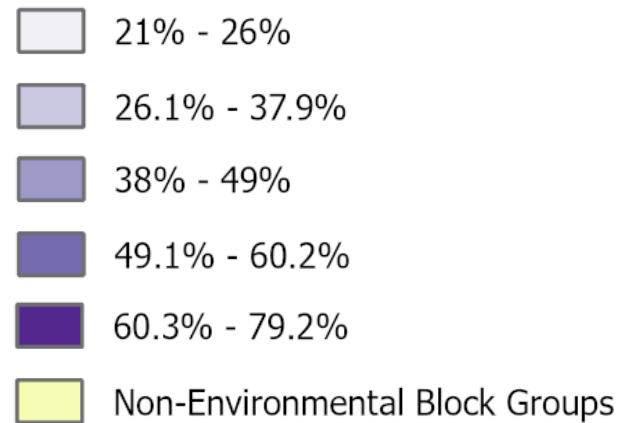
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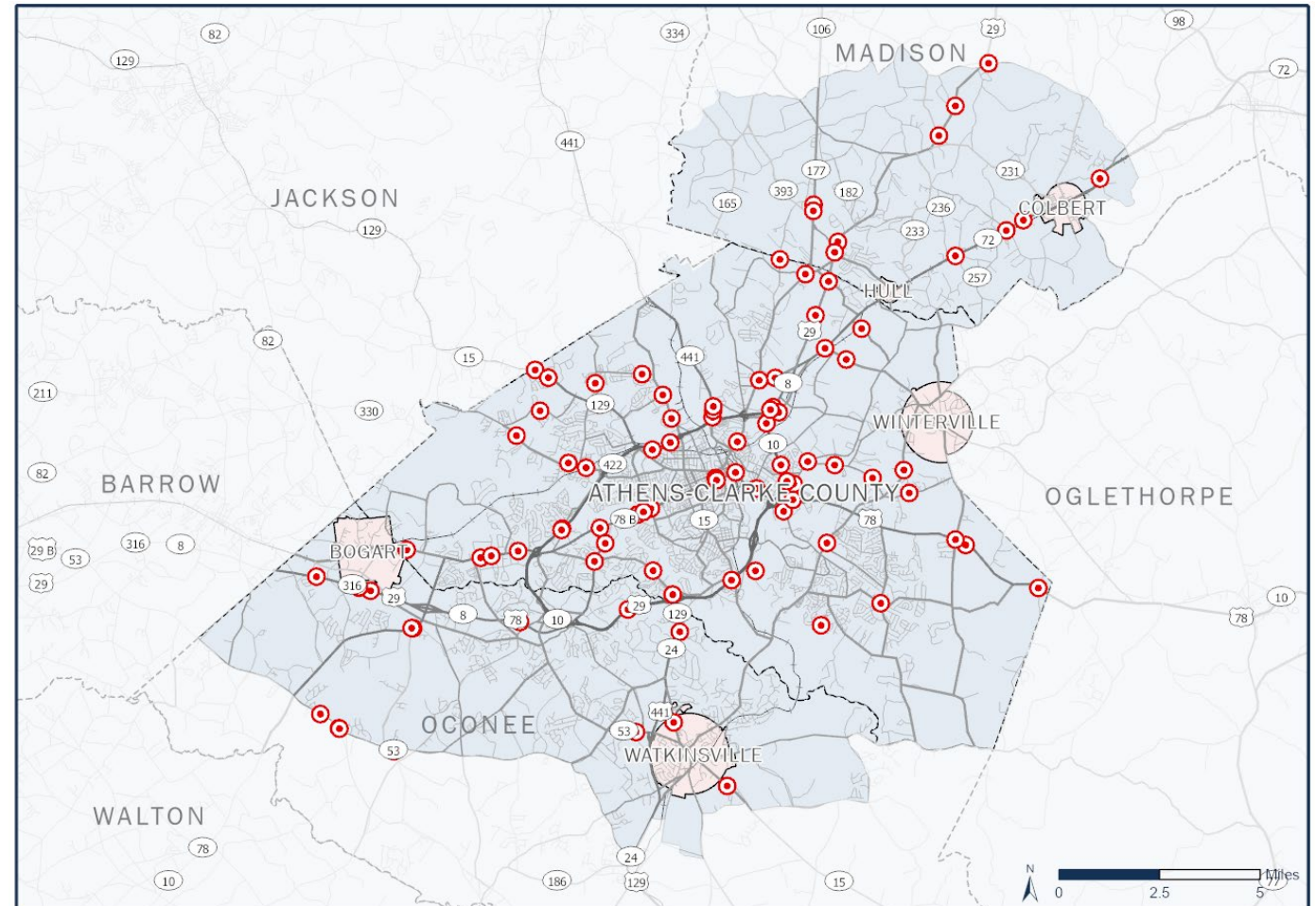


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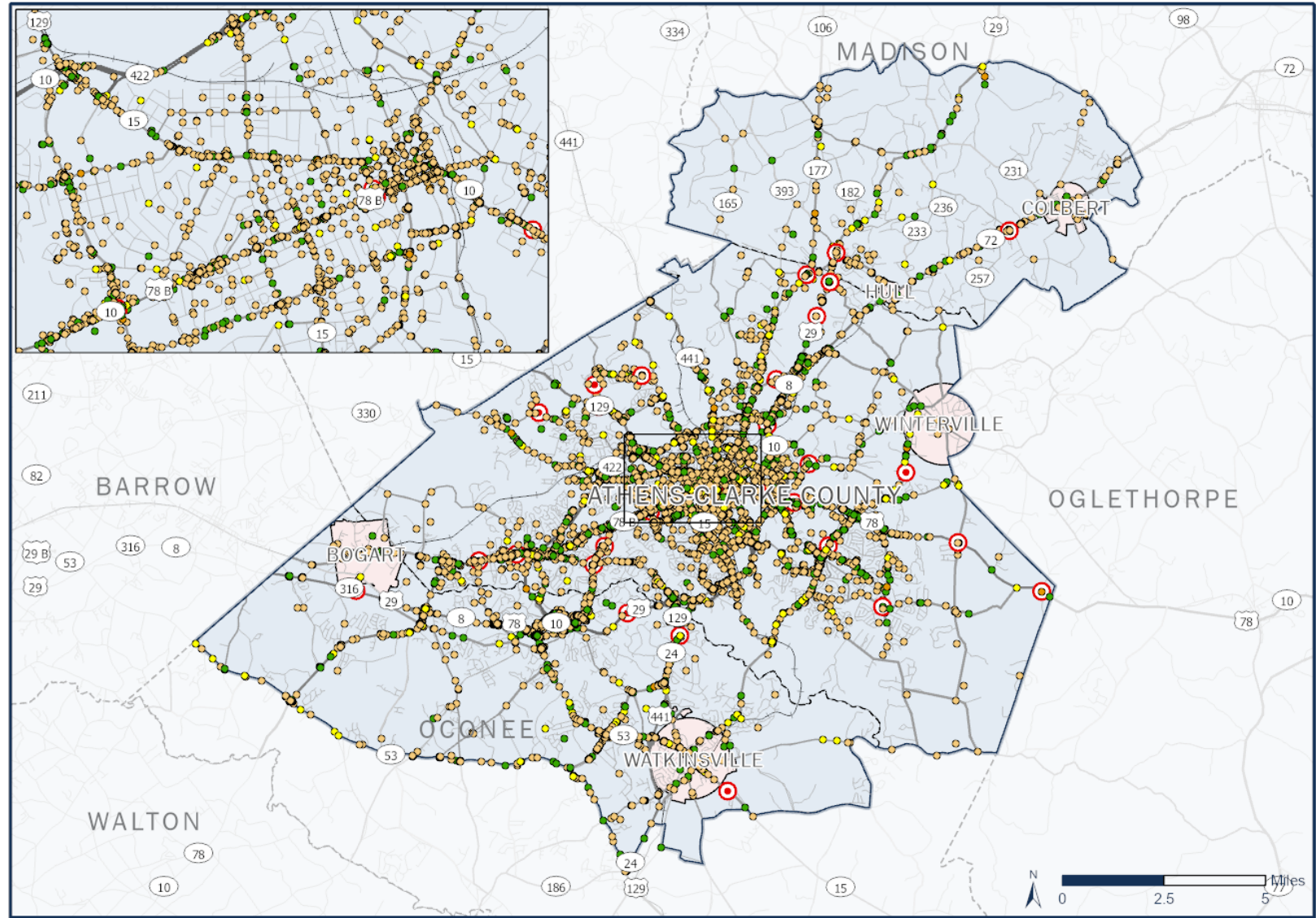
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Roads

-  Freeways and Expressways
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



Existing Conditions – Roadway Safety

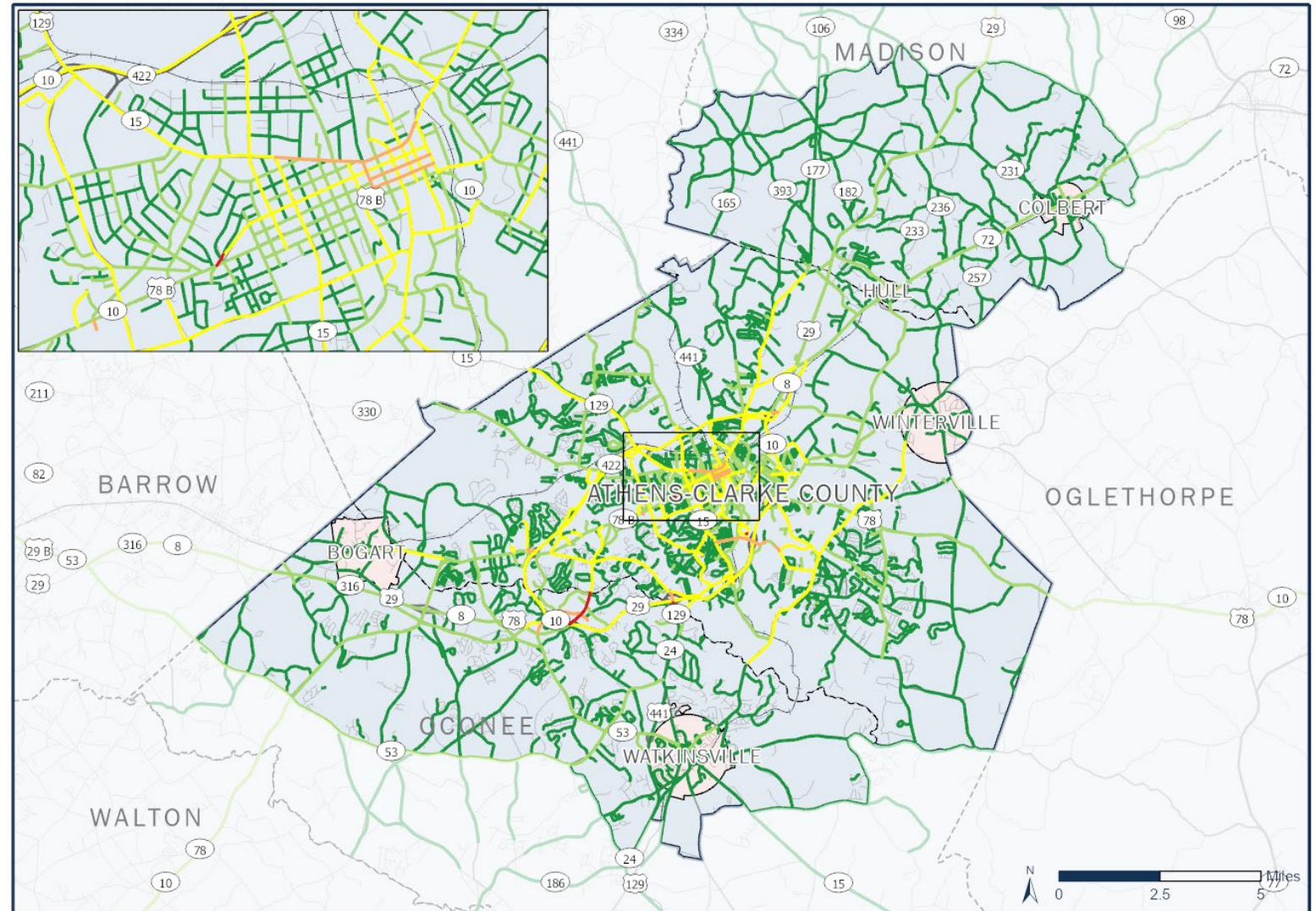
Crash Rates

Crashes Per Mile Per Year

- 0 - 6
- 7 - 21
- 22 - 61
- 62 - 137
- 138 - 239

Roads

- Freeways and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Existing Conditions – Roadway Safety

Pedestrian Crashes

Serious Injuries

0

1

Fatalities

×

1

Roads

— Freeways and Expressways

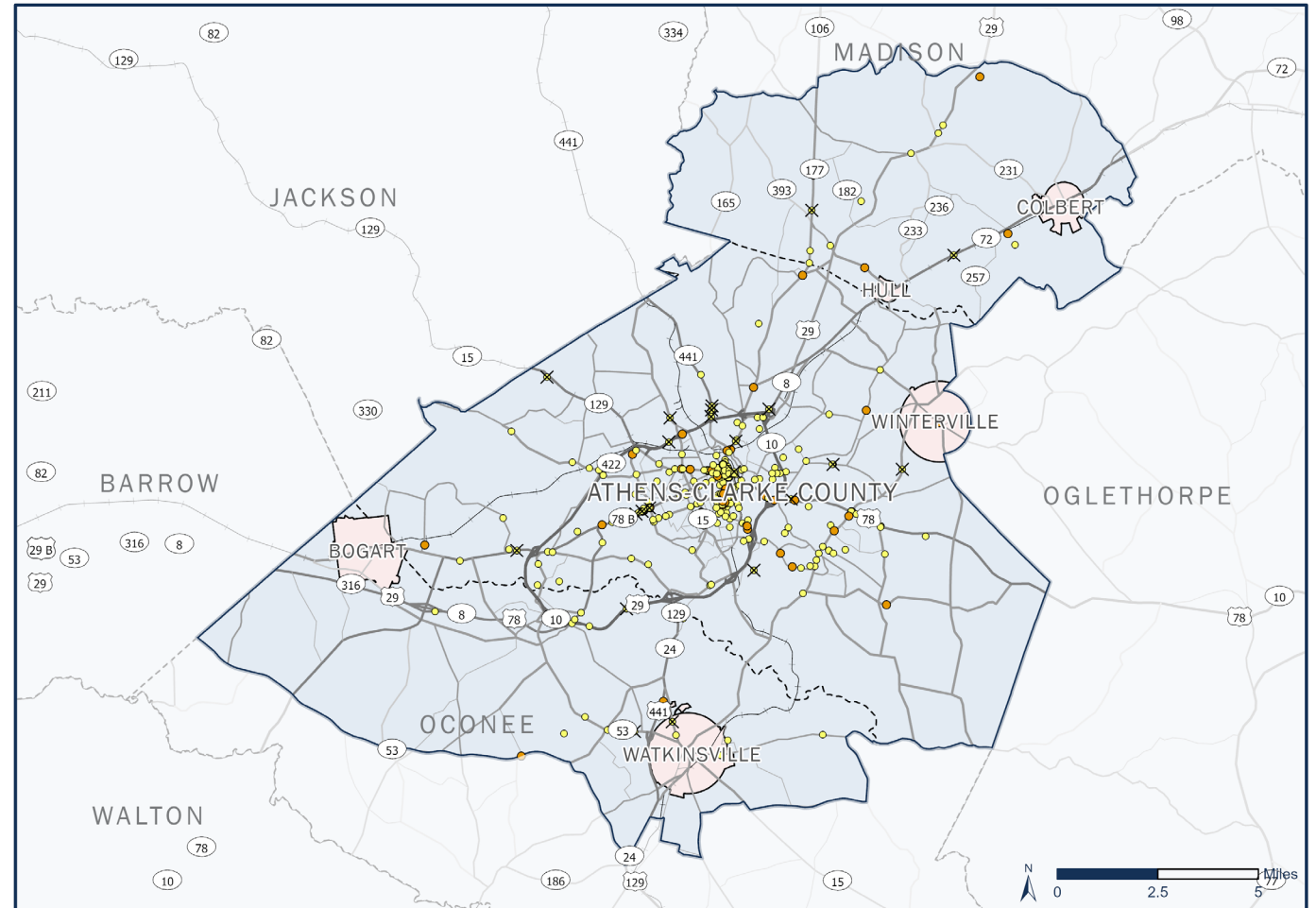
— Principal Arterial

— Minor Arterial

— Major Collector

— Minor Collector

— Local



Existing Conditions – Roadway Safety

Bicycle Crashes

Fatalities

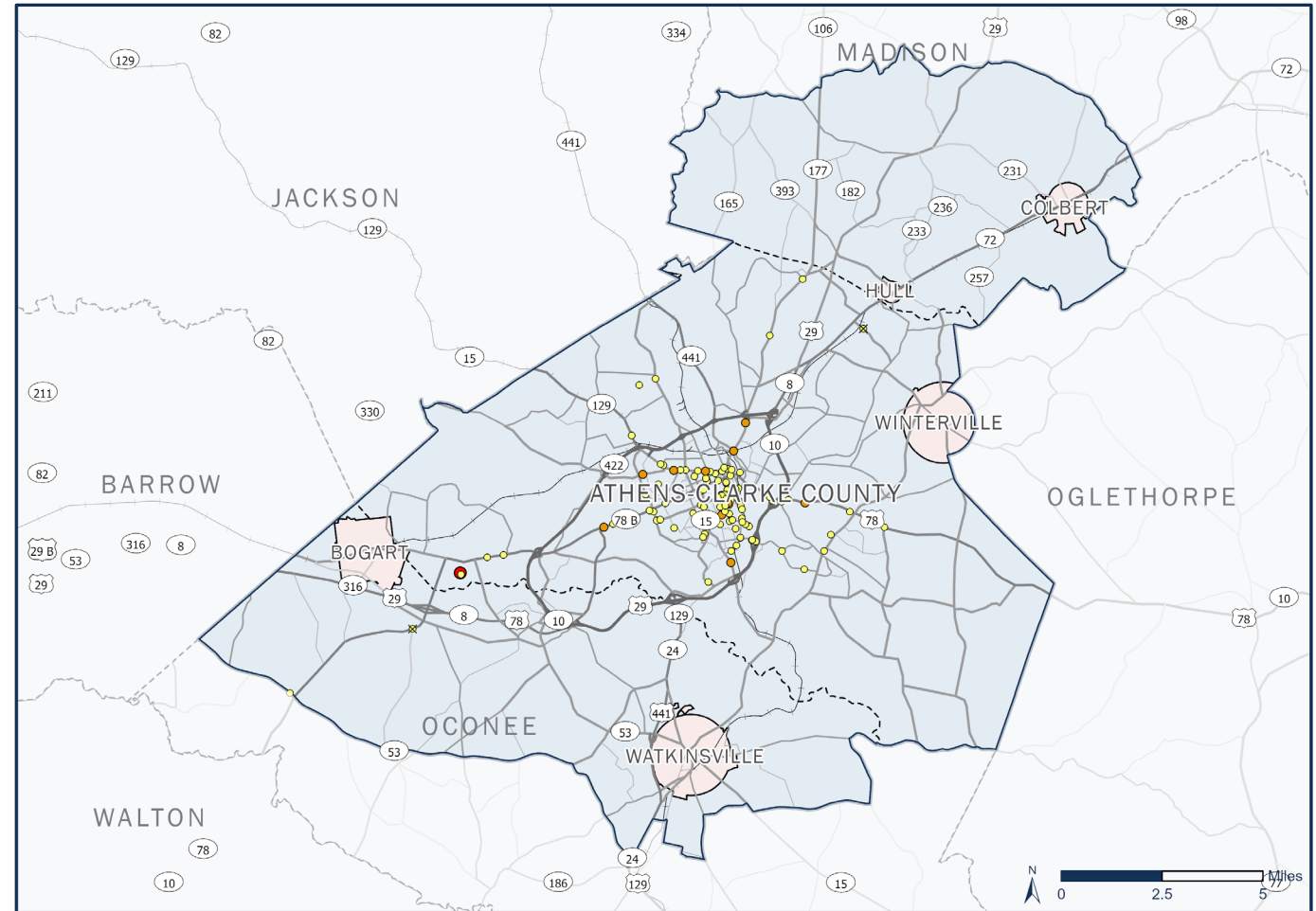
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Serious Injuries



Roads

- Freeways and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local





Goals and Objectives

Goals and Objectives

What are goals and objectives?

- A GOAL is a broad statement that describes a desired end state.
- An OBJECTIVE is a specific, measurable statement that supports achievement of a goal.



Goals and Objectives

2050 MTP Plan Goals

- Identified goals should provide the transportation planning framework:
 - Designed to meet the mobility needs of all area citizens
 - Support all modes of transportation
 - Provide a safe and secure transportation system
- Meet/support federal planning factors and national goals
- Build on foundation provided by 2045 MTP goals



Goals and Objectives – National Performance Goals



Reduce traffic fatalities
and serious injuries



Maintain highways in a
state of good repair



Reduce traffic
congestion



Improve the efficiency
of the transportation
system



Improve the national
freight network



Protect and enhance
the environment



Reduce project
delivery delays



Goals and Objectives – National Planning Factors

1. Support the ***economic vitality*** [of the United States, the States, nonmetropolitan areas, and metropolitan areas], especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the ***safety*** of the transportation system for motorized and nonmotorized users;
3. Increase the ***security*** of the transportation system for motorized and nonmotorized users;
4. Increase the ***accessibility and mobility*** of people and for freight;
5. Protect and ***enhance the environment***, promote energy conservation, improve the ***quality of life***, and promote ***consistency between transportation improvements and State and local planned growth*** and economic development patterns;
6. Enhance the integration and ***connectivity*** of the transportation system, across and between modes, for people and freight;
7. Promote efficient ***system management and operation***;
8. Emphasize the ***preservation of the existing transportation system***;
9. Improve the ***resiliency and reliability of the transportation system*** and reduce or mitigate stormwater impacts of surface transportation;
10. Enhance ***travel and tourism***



Goals and Objectives – National Planning Factors

1. Support **economic vitality**
2. Increase **safety**
3. Increase **security**
4. Increase **accessibility and mobility**
5. Protect and **enhance the environment**, improve **quality of life**, and promote **consistency between transportation improvements and State and local planned growth** and economic development patterns;
6. Enhance the integration and **connectivity** of the transportation system, across and between modes
7. Promote efficient *system management and operation*;
8. Emphasize the *preservation of the existing transportation system*;
9. Improve the *resiliency and reliability of the transportation system* and reduce or mitigate stormwater impacts of surface transportation;
10. Enhance *travel and tourism*



Goals and Objectives – Current 2045 MTP Goals

1. Complement and enhance linkages between transportation and land use while encouraging regional collaboration
2. Ensure the safety and security of the multimodal transportation system for all users
3. Support increased and accessible transit
4. Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate
5. Provide a sustainable transportation system that protects and enhances the natural environment, and improves the quality of life for residents
6. Preserve and maintain the existing transportation system



Goals and Objectives – Current 2045 MTP Goals

7. Promote efficient transportation systems management and operation that incorporates feasible technologies
8. Promote transportation system reliability and resiliency through identification of issues and investments, and mitigate stormwater impacts associated with the surface transportation system
9. Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options
10. Provide a transportation network that enhances regional accessibility for travel and tourism, and promotes local tourism industry
11. Support the economic vitality of the region by enabling local, regional, and global competitiveness, productivity and efficiency



Goals and Objectives – Mentimeter Exercise

Join at menti.com | use code 5872 4185



Instructions

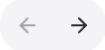
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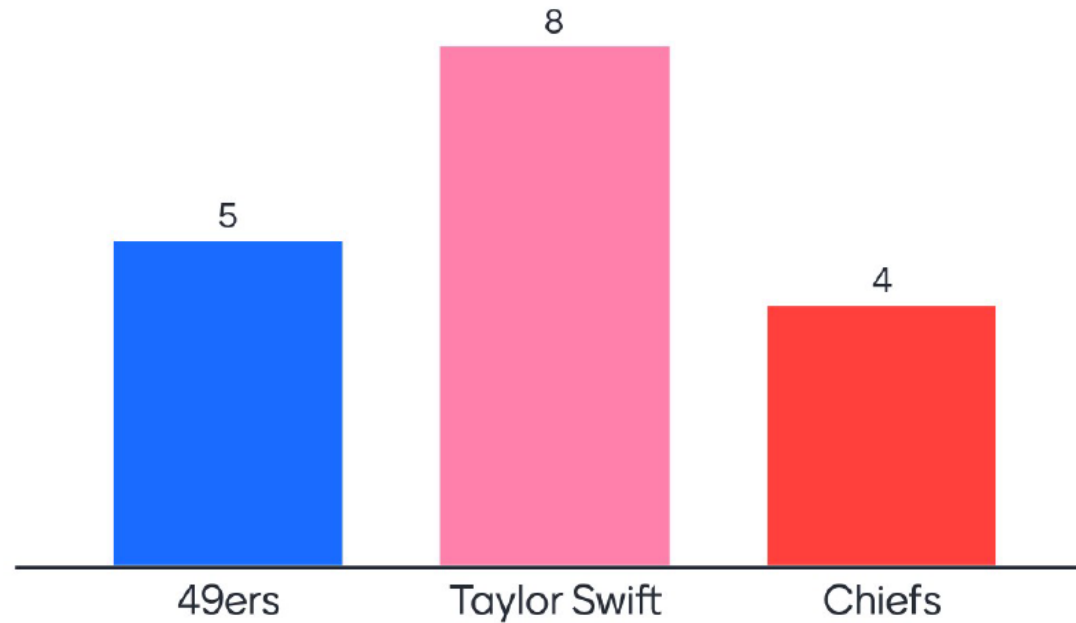
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Goals and Objectives – Mentimeter Exercise

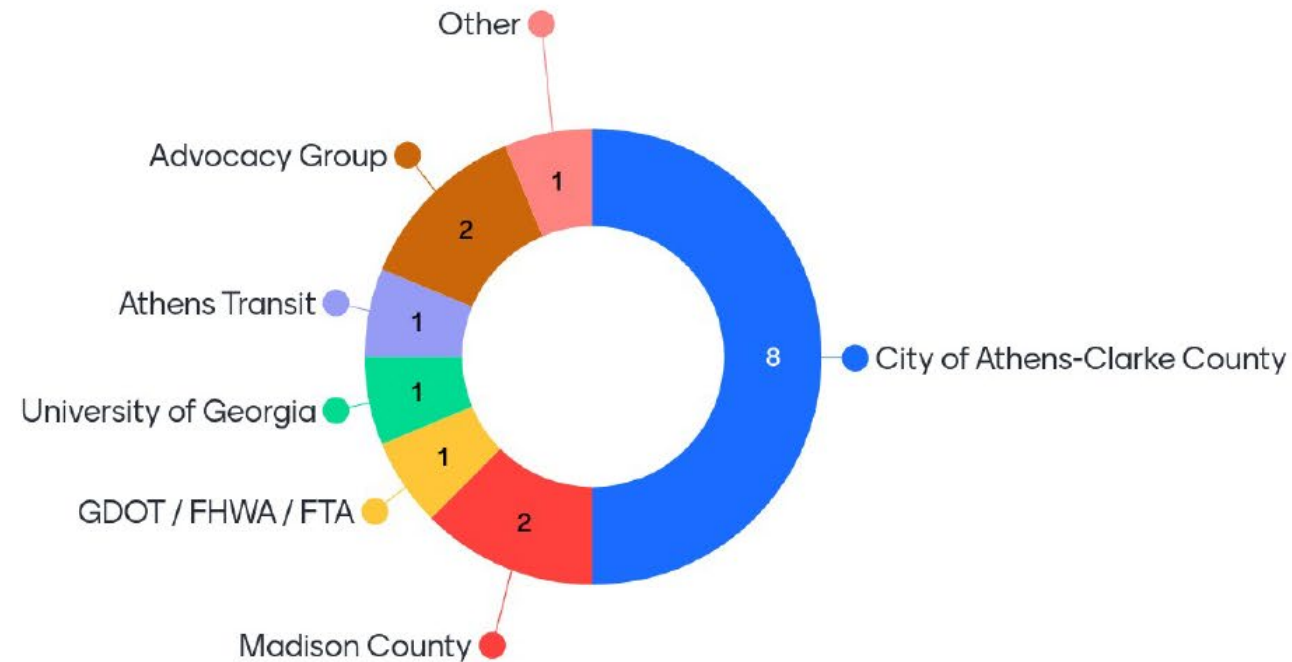
Mentimeter

Who is winning this year's Super Bowl?



Goals and Objectives – Mentimeter Exercise

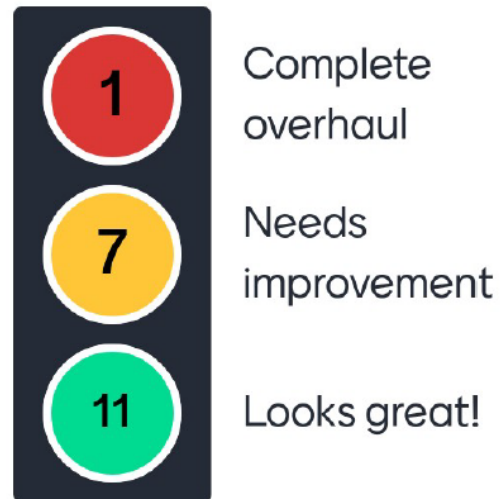
Who are you here representing today?



Goals and Objectives – Mentimeter Exercise



What do you think of the current 2045 MTP goals?



2045 Goals

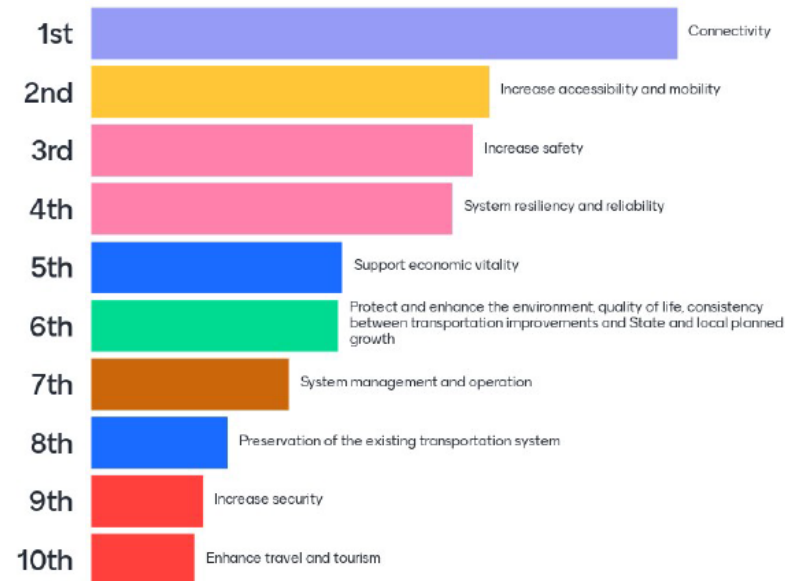
- Complement and enhance land use recommendations
- Safe and secure transportation system for all users
- Support increased and accessible transit
- Maximize mobility and connectivity for both people and freight
- Protect and enhance natural environment and improve quality of life
- Preserve and maintain the existing transportation system
- Efficient transportation systems management and operation
- Promote transportation system reliability and resiliency
- Provide a connected, accessible multimodal transportation system
- Provide a transportation network that enhances travel and tourism
- Support the economic vitality of the region



Goals and Objectives – Mentimeter Exercise



Pick your top 5 goals from the 2045 MTP



2045 Goals

- Support economic vitality
- Increase safety
- Increase security
- Increase accessibility and mobility
- Protect and enhance the environment, quality of life, consistency between transportation improvements and State and local planned growth
- Connectivity
- System management and operations
- Preservation of the existing transportation system
- System resiliency and reliability
- Enhance travel and tourism



Goals and Objectives – Mentimeter Exercise

Mentimeter

Describe the MACORTS region in one word.

25 responses



Goals and Objectives – Mentimeter Exercise

Discussion

- What are some problems that we have right now in the region?
- What are some things that we are doing a good job with right now?
- What does the future of the region look like to you?





Upcoming Activities & Next Steps

Upcoming Activities & Next Steps – Public Engagement

Public Engagement Schedule

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
STAKEHOLDERS COMMITTEE										
PUBLIC ENGAGEMENT										
TECHNICAL SUB-COMMITTEE										
PUBLIC COMMENT PERIOD										
GDOT/FHWA COORDINATION										

Note: Dates are estimated and subject to change



Upcoming Activities & Next Steps – Upcoming Activities

Upcoming Activities

- **Public survey** launching February 1st
- **Public meetings** will be held throughout the study – we need your help
 - Circulate invitations to your network
 - Attend meetings
 - Encourage participation from residents



Upcoming Activities & Next Steps – Next Steps

Next Steps

- Complete Existing Conditions Analysis
- Host First Round of Public Engagement
- Adopt Goals and Objectives
- Begin Needs Assessment, Development of Performance Measures, and Project Prioritization
- Complete Financial Plan





Questions?



MEETING MINUTES

STAKEHOLDER COMMITTEE MEETING #2

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

APRIL 30, 2024
(VIRTUAL)

Agenda

1. Project Status Update
2. Public and Stakeholder Engagement Results
3. Needs Assessment and Financial Projections
4. Project Considerations
5. Recap of Goals and Objectives
6. Prioritization Process Review/Endorsement
7. Next Steps
8. General Discussion/Questions

Attendees

Stakeholder Committee Attendance

Name	Organization
David Bradley	Athens Area Chamber of Commerce, President
Todd Berven	UGA Transportation & Parking Services, Director
John Daniell	Oconee County Board of Commissioners, Chair
Matt Hall	Athens-Clarke County Planning Commission, Chair
Robbie Hooker	Clarke County School District, Superintendent
Janet Jones	City of Bogart, Mayor
Scott Long	Bike Athens, Executive Director
Mike Mathews	Athens-Ben Epps Airport, Director
Ilka McConnell	Athens-Clarke County, Economic Development Director
Victor Pope	Athens-Clarke County, Transit Director
Connie Staudinger	Athens Area Housing Authority, CEO



Cindy Thompson	Athens Area Housing Authority, COO
Grace Tuschak	Georgia Bikes, Planning Manager
Burke Walker	Northeast Georgia Regional Commission, Executive Director
Beverly Young	City of Bogart, City Clerk

The following committee members were unable to attend the meeting:

- Ann-Marie Day, FHWA, Planning Team Lead
- John Barber, City of Hull, Mayor
- Jason Branch, Oconee County Schools
- Brian Brodrick, City of Watkinsville, Mayor
- Andrea Daniel, Athens Technical College, President
- Dodd Ferrelle, City of Winterville, Mayor
- Kelly Girtz, Athens-Clarke County, Mayor
- Kim Grayson, GDOT Highway Division, Transportation Planning Specialist
- Todd Higdon, Madison County Board of Commissioners, Chair
- Merry Howard, Oconee County Senior Center, Director
- Chuck Hunt, Oconee County Planning Commission, Chair
- Niki Jones, Athens-Clarke County, Assistant Manager
- Tony Lay, Athens Community Council on Aging
- Bruce Lonnee, Athens-Clarke County, Assistant Planning Director
- David Lynn, Athens Downtown Development Authority, Director of Planning & Outreach
- Johnathan McLoyd, GDOT Intermodal Division, Transit Planner
- Conolus Scott Jr., Madison County Planning Commission, Chair
- Amy Stone, Athens-Clarke County, Energy Program & Conservation Coordinator
- Anna Strickland, Madison County Chamber of Commerce, Executive Director
- Roderick Wallace, Athens-Clarke County, Housing & Community Development Director
- Mike Wharton, Athens-Clarke County, Sustainability Officer
- Katie Williams, Visit Athens, Executive Director
- Tim Wyatt, City of Colbert, Mayor

Project Team Attendance

Name	Organization
Marc Beechuk	MACORTS, Comprehensive Planning Coordinator
Robert Walker	MACORTS, Project Manager
Consultant Team	
Rachel Hatcher	Consultant Team: RS&H, Project Manager
Brian Powers	Consultant Team: RS&H
Jamie Zerillo	Consultant Team: RS&H
John Noe	Consultant Team: Blue Cypress



This committee meeting was held virtually over Zoom.

Project Status Update

The Stakeholder Committee meeting was held over Zoom. Robert Walker opened the meeting, thanking the Stakeholder Committee (SC) for their participation. Rachel Hatcher welcomed everyone and reviewed the meeting agenda, noting that the focus of the meeting today was to update the committee with information from the existing conditions analysis, public and stakeholder input and how those avenues informed the needs assessment. The meeting will also include project considerations, a brief recap of goals and objectives, and a review of the prioritization process with the goal of endorsing a methodology during the meeting. This is a performance-based planning process, so modifications of project priorities will need to have documented reasoning based upon feedback from the TSC.

Rachel introduced the consultant team and provided a breakdown of consultant team roles: RS&H is the project lead, while Blue Cypress is the public and stakeholder engagement lead.

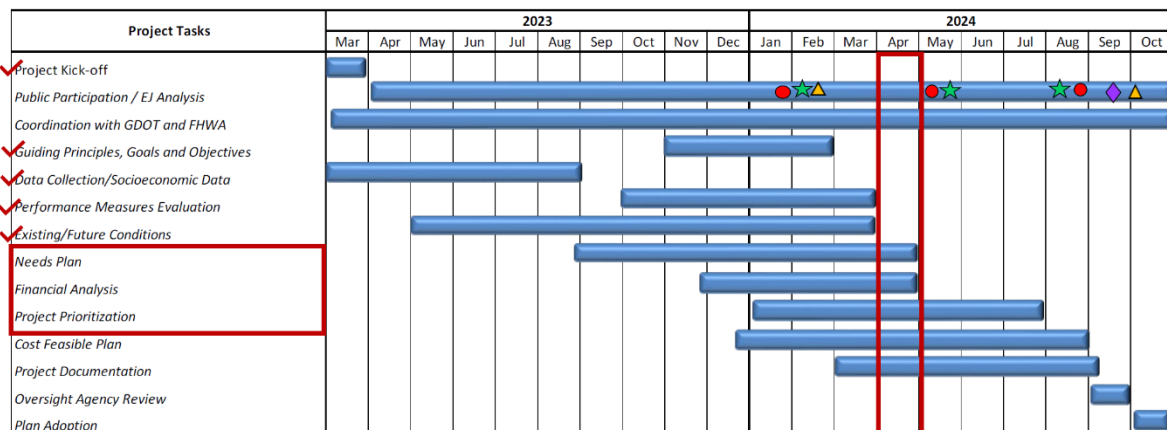
Study Overview & Schedule

Rachel described the role of MACORTS, the Metropolitan Transportation Plan (MTP), and its importance to the region in terms of making transportation projects eligible for federal funding. This long-range plan covers a 20-year horizon, with a fiscal constraint, and provides MPOs the opportunity to assess existing transportation network performance, estimate future demands, and identify needs and investments. Federal legislation requires that the MTP be updated every 5 years to remain eligible for transportation funding.

MTP Schedule

Rachel reviewed the project schedule, noting that the plan is up for adoption in September, meaning that it will be submitted for a public review period in August, at which point all input from the TSC will need to be received. The next TSC meeting will be at the end of May or early June, at which point the

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



*Schedule is subject to change

- Steering Committee Meetings
- ▲ Public Engagement Workshops
- ★ Technical Sub-Committee
- ◆ 30 Day Public Comment Period





TSC will be going through the full list of recommended projects and performing an in-depth prioritization exercise.

Stakeholder Committee Key Responsibilities

Rachel summarized what the SC had accomplished to date, including reviewing and providing comments and guidance on the following project elements:

- Goals, objectives, and measures of effectiveness
- Existing conditions and needs assessment results
- Identifications of projects for consideration
- Modal considerations (bike, ped, transit, freight, air)

Rachel noted that the following elements remained:

- Prioritized and cost constrained project list
- Plan document

Public and Stakeholder Engagement Results

Rachel provided an overview of the public and stakeholder engagement process to date, highlighting the range of tactics used to engage with the community including committee meetings, pop-up events, an online survey, an interactive mapping tool, social media publications, and advertisements in local media.

Rachel gave a brief snapshot of survey results:

- We received 321 responses, 4 of which were in Spanish.
- The respondent pool is on the younger side, with the largest age groups being 25-34 and 35-44, although all age groups had decent participation.
- The vast majority (74 percent) are Athens-Clarke County residents, and a similar number work or go to school in Athens-Clarke. Participation numbers among residents of Oconee County (17 percent) and Madison County (4 percent) largely track with the populations of the portions of those counties that fall within the planning area.
- Few respondents fall below the federal poverty line; a plurality of participants have an annual household income of \$74,000 or more.
- The largest response rate came from households with 2 vehicles, and 69 percent had 2 or fewer.

Key Survey Themes

Analyzing the results yielded several major takeaways, including:

- Higher conflict areas are in more urban sectors of the study area
- Improved sidewalks, bike lanes, transit, and trails are common priorities
 - First- and last-mile connections are crucial.
 - Non-motorized transportation modes must be considered.
- Priorities/perspectives on transportation needs vary between Counties
 - Urban needs are vastly different from rural needs



- We are responsible for equitable distribution of resources and improvements
- Access management and traffic flow improvements are common needs
 - These modifications, when implemented along highly-trafficked roadways, will increase safety while allowing more throughput

Responses to one question in particular proved illustrative. When respondents were presented with a list of 19 transportation-related challenges and asked to rank their top 3, the following rose to the top:

- Lack of sidewalks (43.5%)
 - Insufficient public transit options (39.4%)
 - Lack of passenger rail/commercial airport access (32.2%)
 - There is not room in the fiscally constrained budget, but is a good aspirational goal.
 - Increased traffic/congestion/delay (30.3%)
 - Safety (28.4%)
 - Reliability of public transportation system (26.8%)
 - Lack of choices (23%)
-
- Matt Hall asked about differentiating between insufficient public transit options and reliability of public transportation, and to what degree separating them may contribute to weighing down the importance of the issue.
 - Rachel clarified that transportation refers to all modes. Different funds come from FHWA, FTA, FAA, etc. funds for the MTP come from FHWA, so we cannot prioritize transit projects over. We need to look for highway projects that will assist transit operations and efficiency.
 - Matt said he would interpret “reliability” as referring to public transit, as that word typically refers to service intervals and predictability.

Needs Assessment and Financial Projections

Rachel listed the components that inform the needs assessment, including the existing conditions analysis, travel demand model (TDM) outputs, public and stakeholder engagement, a local call for projects, and a review of previous plan recommendations.

Existing Conditions Analysis

Rachel recapped the components of the analysis and showed all the maps that were used to inform the needs assessment. She then showed the SC the top 10 takeaways from the existing conditions analysis, which will help them narrow down their priorities. These include:

- Regional increase in jobs of 2.9%, but a 20.7% decrease in Madison County
- Decrease in households from 2015
- Regional population increase of 4.4%, with 12.3% growth in Oconee County
- Major employment centers in Athens-Clarke and northern Oconee
- Prevalence of severe crashes around the SR 10 loop and SR 29 into Madison
- Concentration of bicycle crashes in Athens and on or near arterial roads
- All three counties have updated their comprehensive plans since the last MTP



- Potential for increased freight traffic due to the Gainesville Inland Container Port facility
- Opportunity to increase bike/ped connectivity through trails and greenways
- Stakeholders express a desire for connectivity, accessibility, and safety

Travel Demand Model Results

Rachel showed the TDM results for 2020 and 2050. The TDM models future trips based on existing traffic counts, as well as current population and employment trends and provides a snapshot of areas where we are likely to see the greatest impacts to level of service (LOS), which is a measure of congestion.

The TDM includes a transit component but is not sophisticated enough to incorporate bicycle and pedestrian travel as well; however, Rachel clarified that this is just one (federally mandated) tool of many that we use. Segments may just be one small part of a corridor, so many segments may just be a continuous corridor.

- Rachel clarified that in some instances, we will not “fix” segments with LOS D through F. She provided an example of one such segment, a five-point intersection in downtown Athens constrained by historic buildings. Collectively, the previous MTP committees agreed that they would not “fix” intersections that require destroying significant historical character.
- The interval between 2020 and 2050 shows significant degradation in LOS, with a 65 percent increase in segments rated LOS D through F. We need to be careful with investments intown and throughout the region.
- Rachel noted that some projects from the 2045 MTP impacted the evaluation of segments, where they were intended to address and mitigate traffic impacts.

Public Input

- Safety Issues
 - Left turn lanes and freight conflicts are major concerns at several intersections in Athens-Clarke and Madison Counties.
 - Speeding and bike-ped safety are issues on several corridors in Athens-Clarke County.
 - Congestion, school traffic, and general safety are concerns at several points along Hog Mountain Road in Oconee County.
- Issues and Areas of Concern
 - Multimodal safety is a major issue in Athens-Clarke County.
 - Needed improvements include upgrades to signs, intersections, paths, walkways, and roads; improved sidewalks, bike lanes, and trial infrastructure; and signal timing improvements.

Freight Analysis

Rachel noted that MACORTS has never had a standalone freight plan, so it is happening concurrently, at the behest of FHWA and GDOT, in the wake of the statewide freight plan. Online deliveries continue to increase, so freight needs to be looked at through both a regional and local lens.



- GDOT has shared its Freight Commodity Flow mapping data, with the highest flows in Athens-Clarke County, particularly along the SR 10 Loop, US 78 west of Athens, and US 29 north of Athens.
- Rachel noted that the data shown is in comparison to the entire country. There is a lot coming into town and feeding both north and south.
- Statewide Designated Freight Corridors have already been adopted. The state and federal government will ensure funds to make sure those corridors are healthy. US 441 is also a Governor's Road Improvement Program (GRIP) corridor.
 - Rachel noted that they are recommending a MACORTS freight network. The state takes information from the MPOs as a starting point, and MACORTS did not have one to begin with.
 - There is coordination with ARC and GHMPO to make sure that regional freight priorities are aligned.
 - Rachel noted that there will be a freight focus group in May due to gaps of information at the state level, so we need an additional level of granularity. MACORTS will have a freight network that does not mirror the state's. Rachel said the list for the focus group is in progress, which will include employers such as Caterpillar and local businesses like breweries, as well as municipal staff. They will share the list.
- Rachel showed a map of truck bottlenecks a heat map of truck-related crashes in the last five years. We had already done a crash analysis for all other modes.
 - Janet noted increased freight traffic to Bogart along 316 due to Caterpillar and other major employers.

2050 MTP Financial Projections

- Rachel outlined the projected revenues from federal, state, and local sources, adding the caveat that the projections did not include discretionary funding.
- Rachel noted the estimate that project costs grow at 5% annually is conservative, but if we assumed more, it would prohibit considering most projects.

Project Considerations

The project list is the primary deliverable for the MTP. If a project is not on the list, it is not eligible for federal or some state funding. Rachel noted that no projects from the 2045 project list had to come off the list unless they were constructed in the interim.

2050 Unconstrained List

Rachel highlighted the 2045 projects included in the 2050 unconstrained list, and explained the role of the Transportation Improvement Program (TIP), which consists short-term actual projects that have committed funding. Projects in the TIP automatically go to the top of the priority list; MACORTS has 10 projects currently in the FY 24-27 TIP, which is significant.

Rachel clarified that, while many 2050 MTP projects are road widenings, these are often focused less on adding lanes and more on bringing the road up to modern standards and/or adding multimodal facilities.

Grace asked if the final list will clarify which projects include multimodal investments, and Rachel noted that the team will explore how best to communicate that in the final project list. At least 30 to 40 percent of roadway improvement projects will include a multimodal component.



Statewide Freight & Logistics Plan Recommended

Rachel noted that the freight focus group will have to vet these to see which ones should be prioritized based on community priorities.

Janet expressed interest in the CSX projects.

Prioritization Process Review & Endorsement

Rachel described the performance-based project screening tool. Since we are in a performance-based planning environment, the projects we choose to prioritize and fund need to result in demonstrable progress toward the performance metrics and targets that we adopt. She noted that this process does not entirely dictate the MPO's decision-making process.

Performance Based Project Screening Tool

Rachel explained that the MPO adopts performance metrics and targets. These include qualitative factors which are not always based on data, including whether a project is “locally preferred.” She walked through the Prioritization Process flowchart, shown below.



- Rachel noted that the project performance assessment highlights results outside the determined acceptable threshold.

Prioritizing the Plan

Rachel described the performance-based prioritization, noting that projects with more significant need, such as addressing fatalities, rank higher, as do projects that address multiple goals or needs. MACORTS applies multipliers to ranking scores based on their priorities.

Multipliers Approach

Rachel described the multipliers approach, highlighting the role that the public, stakeholders, and MACORTS staff play in determining performance-based prioritization. The most important criteria get



the highest multipliers. She showed the list of 11 priorities, ranked from highest to lowest based on input received to date:

- Multimodal Connectivity
- Transit
- Safety and Security
- Mobility
- Environment and Quality of Life
- Reliability and Resiliency
- Economic Vitality
- System Preservation and Maintenance
- System Management and Operation
- Travel and Tourism
- Enhance Land Use

Rachel noted that the TSC felt that Safety and Security should be first, and that Enhance Land Use should move above Travel and Tourism. She then opened the floor up to the SC to share their thoughts on the preliminary priority rankings.

- Grace generally agreed with the order. She was surprised to see “Enhance Land Use” at the bottom since so much else depends on it and thinks it needs to come up significantly. She would place it behind Transit.
- Marc agreed, adding that Enhancing Land Use applies to Economic Vitality, Environment and Quality of Life, etc. if we focus on Enhancing Land Use we’ll see a lot of those other priorities improved as secondary effects.

Upcoming Activities & Next Steps

Rachel reviewed next steps, which are outlined below and in the slide deck:

- Complete Project Prioritization and Circulate for Review
- Host Committee Meetings to Refine Initial Prioritized List
- Complete Financial Plan and Constrain Project List
- Complete Draft MTP Report and Circulate for Review
- Host 30-Day Public Comment Period
- MACORTS Adoption

Rachel and Robert thanked everyone for their participation and the meeting was adjourned.



MEETING MINUTES

STAKEHOLDER COMMITTEE MEETING #3

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

JULY 16, 2024
(IN PERSON)

Agenda

- Project Status Update
- Meeting #2 Recap
- Needs Assessment and Financial Projections
- Project Considerations
- Prioritized / Cost Constrained Projects
- Next Steps
- General Discussion/Questions

Attendees

Technical Subcommittee Attendance

Name	Organization
Kim Grayson	GDOT Highway Division, Transportation Planning Specialist
Mike Matthews	Director, Athens Ben Epps Airport
Victor Pope	Athens-Clarke County Transit, Director
Daniel Sizemore	Athens-Clarke County, Bicycle-Pedestrian Safety Coordinator
Jody Woodall	Oconee County, Director of Public Works
Grace Tuschak	Georgia Bikes
John Daniell	Oconee County Board of Commissioners Chair
Janet Jones	Mayor, City of Bogart (Oconee County)
Grace Martin	City of Bogart (Oconee County)
Daniel Sizemore	Athens-Clarke County Transportation
Stephen Bailey	Athens-Clarke County Public Works
Rani Katreeb	Athens-Clarke County Public Works



Todd Berven	UGA Transportation & Parking Services, Director
Sheila Chrisp	Athens Housing Authority

The following committee members were unable to attend the meeting:

- Ann-Marie Day, FHWA, Planning Team Lead
- David Bradley,
- Jason Branch, Oconee County Schools
- Brian Brodrick, City of Watkinsville, Mayor
- Andrea Daniel, Athens Technical College, President
- Dodd Ferrelle, City of Winterville, Mayor
- Kelly Girtz, Athens-Clarke County, Mayor
- Todd Higdon, Madison County Board of Commissioners, Chair
- Merry Howard, Oconee County Senior Center, Director
- Chuck Hunt, Oconee County Planning Commission, Chair
- Niki Jones, Athens-Clarke County, Assistant Manager
- Tony Lay, Athens Community Council on Aging
- Bruce Lonnee, Athens-Clarke County, Assistant Planning Director
- David Lynn, Athens Downtown Development Authority, Director of Planning & Outreach
- Johnathan McLoyd, GDOT Intermodal Division, Transit Planner
- Conolus Scott Jr., Madison County Planning Commission, Chair
- Amy Stone, Athens-Clarke County, Energy Program & Conservation Coordinator
- Anna Strickland, Madison County Chamber of Commerce, Executive Director
- Roderick Wallace, Athens-Clarke County, Housing & Community Development Director
- Mike Wharton, Athens-Clarke County, Sustainability Officer
- Katie Williams, Visit Athens, Executive Director
- Tim Wyatt, City of Colbert, Mayor

Project Team Attendance

Name	Organization
Marc Beechuk	MACORTS, Comprehensive Planning Coordinator
Robert Walker	MACORTS, Project Manager
Consultant Team	
Rachel Hatcher	RS&H, Project Manager
Beth Davis	RS&H
Anna Johnson	Blue Cypress

Note: Brad Griffin, former MACORTS Executive Director, retired from Athens-Clarke County and is no longer participating on the Project Team.

This meeting was held in person at the Athens-Clarke County Planning Department Auditorium located at 120 West Dougherty Street, Athens, GA 30306.



Robert opened the meeting, welcoming the committee and project team. Each person in the group introduced themselves.

Rachel presented the meeting agenda which is detailed in the attached slide deck.

Study Overview

Rachel provided a brief overview of the study area and the reason for this plan update. She reiterated that it's a regional plan focused on regional priorities, not just specific priorities for the counties.

The Metropolitan Transportation Plan (MTP) is a prerequisite for the Metropolitan Planning Organization (MPO) to receive federal funds, and it enables the region to prioritize transportation investments. This includes both the cost-constrained and unconstrained plan.

She noted that the project is still on track for October 2024 adoption, with the 30-day public comment period starting in mid-August.

What is a Long Range/Metropolitan Transportation Plan?

Rachel provided a recap of what the MTP is, emphasizing that we want to make sure we hear your visions for the groups or communities you represent.

- Federal legislation requires updates every 5 years to remain eligible for transportation funding
- The MTP covers a 20-year planning horizon with fiscal constraint
- Provides MPOs the opportunity to:
 - Assess existing transportation network performance
 - Estimate future demands
 - Identify needs and investments

MACORTS MPO Definitions

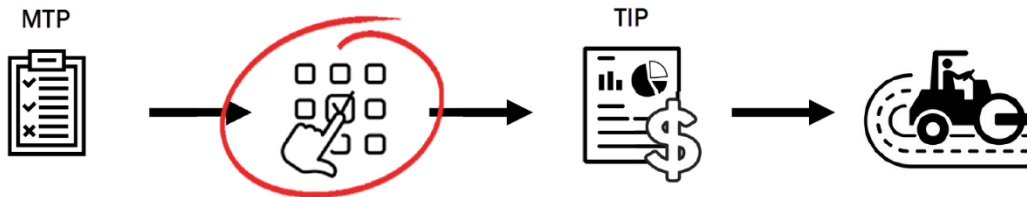
Rachel highlighted key MPO definitions that define the difference between a large and small urbanized areas

- Metropolitan Planning Organization (MPO) = 50,000+ Population
- Transportation Management Area (TMA) = 200,000+ Population

A key differentiation is between TMA vs. non-TMA areas. MACORTS is not quite large enough to qualify as a Transportation Management Area (TMA), however, as population numbers trend upward, it will likely qualify as a TMA in the future.



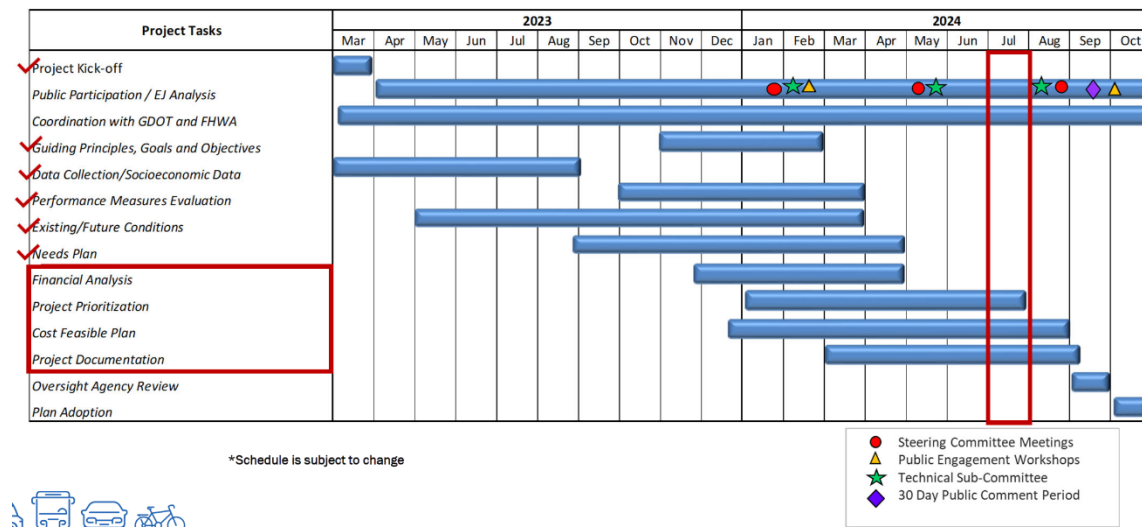
Rachel discussed how the MTP is the regional vision – which is what we are discussing today. Only TMA will automatically determine which projects are included in the TIP, however, we can recommend projects to be included in the TIP in the MTP.



MTP Schedule

Rachel reviewed the project schedule and described upcoming steps to move towards adoption, noting that we are looking for stakeholder input prior to releasing the draft MTP and project list for public comment.

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



Stakeholders Meeting #2 Recap

Key Themes & Findings

- Jobs, Households and Regional Population showed steady but manageable growth.
- Athens-Clarke and Northern Oconee are major employment centers (destinations).
- Severe crashes occur around SR 10 Loop and SR 29 into Madison.
- Most bicycle crashes occur in Athens, and on/near arterial roads.
- Freight traffic is likely to increase due to new generators in Gainesville.
 - Freight is becoming more important to economy. As part of this project, we've recommended freight supportive projects that help mitigate or eliminate major conflict points.
- Desire for connectivity, accessibility, mode choices, and improved safety.



- a. Rachel noted these were heard loud and clear, stating they may mean different things in different contexts.
7. Top 5 issues identified by the community:
 - a. Lack of Sidewalks (43.5%)
 - b. Insufficient Public Transit Options (39.4%)
 - c. Lack of Passenger Rail/Commercial Airport Access (32.2%)
 - d. Increased Traffic/Congestion/Delay (30.3%)
 - e. Safety (28.4%)

Prioritization Criteria

Rachel reviewed prioritization criteria and described how previous input from the stakeholder committee as well as the community survey influenced how certain types of projects were prioritized. Safety and security moved to the top, while enhanced land uses also moved up to #4.



Prioritization Criteria (High to Low)

- **Safety and Security**
- Multimodal Connectivity
- Transit
- **Enhance Land Use**
- Mobility
- Environment / Quality of Life
- Equity
- Reliability / Resiliency
- Economic Vitality
- System Preservation & Maintenance
- System Management & Operation
- Travel and Tourism

2050 MTP Financial Projections

Rachel reviewed key factors to consider:

- Project costs are outpacing revenues – more than 2-% higher than the previous plan update, meaning every project is now 20% more expensive to implement that it was five years ago.
- Regarding substantial existing commitments – Athens already has a lot of projects on their list.
- Funding type dictates project eligibility – There are very specific rules for how you can spend money and what you can spend on. Funding does not transfer between different project types.

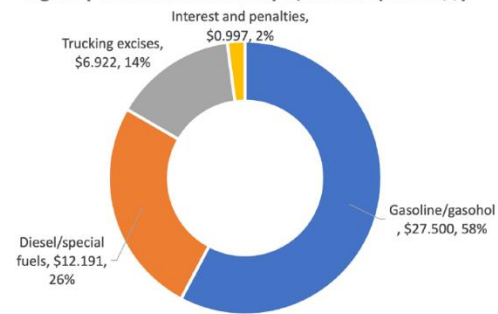
Project Costs Outpacing Revenues		Significant Demand / New Ideas	
Substantial Existing Commitments		Funding Type Dictates Project Eligibility	



MTP Funding 101

- FHA Funding is the only dedicated source of revenue for the MTP.
- Funding sources / types dictates what projects are eligible.
- MTP project list must be fiscally balanced against dedicated funding sources, not discretionary funding.

Highway Trust Fund Net Receipts, FY 2022 (Billion \$\$)



Sources of funding

- Federal funding
- State funding
- SPLOST / TSPLOST
- Discretionary / Grant Funding

See the attached slide deck for additional details.

Funding Considerations

- Funding increases at 2% annually, 1% annually after 2026
- Rachel also reminded the group that we have a 20% cost in implementing projects.

Rachel provided an overview of funding sources and considerations. The small table includes funding categories that are supplemental to GDOT funding. The TC will have an opportunity to identify local funding that may be available as well.

Sources of Project Cost Estimates

Revenue projections are balanced with project costs. Rachel reviewed Sources of Project Cost Estimates.

- **TIP Values & amendments** – These funds are already committed.
- **GEOPI** – This is a great source to see what projected long term values are. Note that these values are not updated as frequently as other sources.
- **TSPLOST values** – This is the value used when the project was added to our list
- **DOT Cost estimation tools** utilize cost per mile reports to provide range of costs.
- Project costs increase at 5% annually.

Much of funding is already committed...

Rachel indicated that because the MPO has been successful bringing projects into the TIP, there is not much capacity to bring more projects in – most of the value estimated in the plan is already committed.

- Total available funding for this plan (including local sources) is approximately \$657K
- Current Committed funding TIP 2024 – 2027 (17 projects, excluding BIP) = approx. \$282K
- Funding available after TIP costs = approx. \$375K
- Remaining estimated project costs (108 projects) = approx. \$3.6 billion



We have much higher needs than available revenue, which is a result of the higher number of TIP projects and rate of inflation. Rachel noted that this region has done a great job applying for and being awarded funding and that the community is doing all the right things to obtain funding for various projects.

Other Projects

These projects are important to the region but are not typically funded through MTP sources. They are instead funded through discretionary programs where you apply for project funding. We still identify them in the MTP, but they are not prioritized in the same way as projects that are not discretionary in nature but formula in nature and eligible for federal funding.

Rachel reviewed local projects that are highlighted in the MTP but not eligible for federal highway funding.

- Other projects: 17 projects
- Including:
 - Bicycle and pedestrian specific projects (13 projects)
 - Commuter rail (1 project)
 - Bus rapid transit (2 projects)
 - BIP Grant Feasibility Study (1 project)

Project Considerations

Needs Assessment

Rachel provided a recap of different components of the needs assessment. The needs assessment is informed by existing conditions analysis, travel demand model outputs, public and stakeholder engagement, local call for projects, previous plan recommendations, freight and complete streets.

Existing Conditions Analysis

Next, she reviewed different elements of the existing conditions analysis, which include: 1) past and related studies, 2) demographic data, 3) roadway network, functional classification, and Level of Service (LOS), 4) bicycle, pedestrian, and transit facilities, 5) rail, freight, and airport infrastructure, 6) crash statistics.

Rachel also noted that a stand-alone freight study and complete streets assessment were also completed as part of this process.

Complete Streets

Rachel described that the community indicated a need and desire for complete streets. Recommended projects have complete streets value in mind as noted in the slide. Projects were analyzed for integration of complete streets elements. Where possible, we included improvements that align with complete street improvements.

A map of complete streets projects is provided in the attached slide deck.



Project Identification Methodology

Leveraging Previous 2045 Projects – 46 Existing Projects

- Identifying projects from the previous MTP that overlap with Athens in Motion or other multimodal County efforts
- Adding in new language within the project description for Complete Street components.

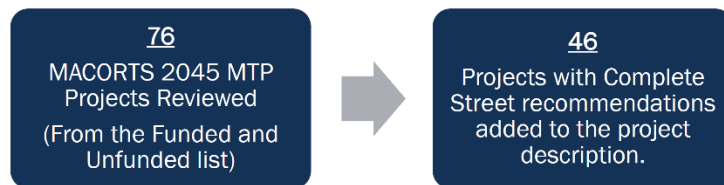
New Safety Projects – Seven New Projects

- Bicycle and pedestrian crash segments identified with the most recent crash data.
- New projects created from those segments that overlap with Athens in Motion that were not already identified in previous 2045 Projects.

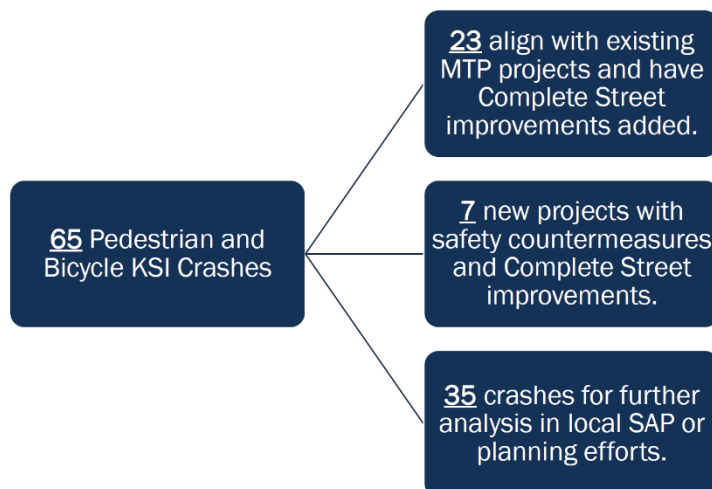
Multimodal Gaps – Four New Projects

- Identifying prominent gaps in the network from Athens in Motion and other programs.
- Transportation and Public Work's Bicycle and Pedestrian Coordinator projects that are not already incorporated within the previous two categories.

Leveraging Previous 2045 MTP Projects



Safety Projects – Pedestrian & Bicycle KSI





Project Considerations 2050 Unconstrained Project List

The map of the 2050 unconstrained project list (see slide deck) shows a healthy geographic distribution across the region, influenced by input from stakeholders and community members.

- 135 Total Projects
 - 85 projects in Athens-Clarke County
 - 36 in Oconee County
 - 10 in Madison County
 - 3 in ACC/Oconee
- 17 projects currently in FY24 – 27 TIP
- 17 projects funded by other sources

Typical Project Types	2045 MTP	2050 MTP
Access Management	7	6
Bridge	16	18
Intersection/Interchange	39	43
New Roadway	7	8
Other	6	17
Passenger Rail	1	1
Safety Improvements	7	8
Widening	32	29
Transit	1	2
Signals	3	3
Total Projects	119	135

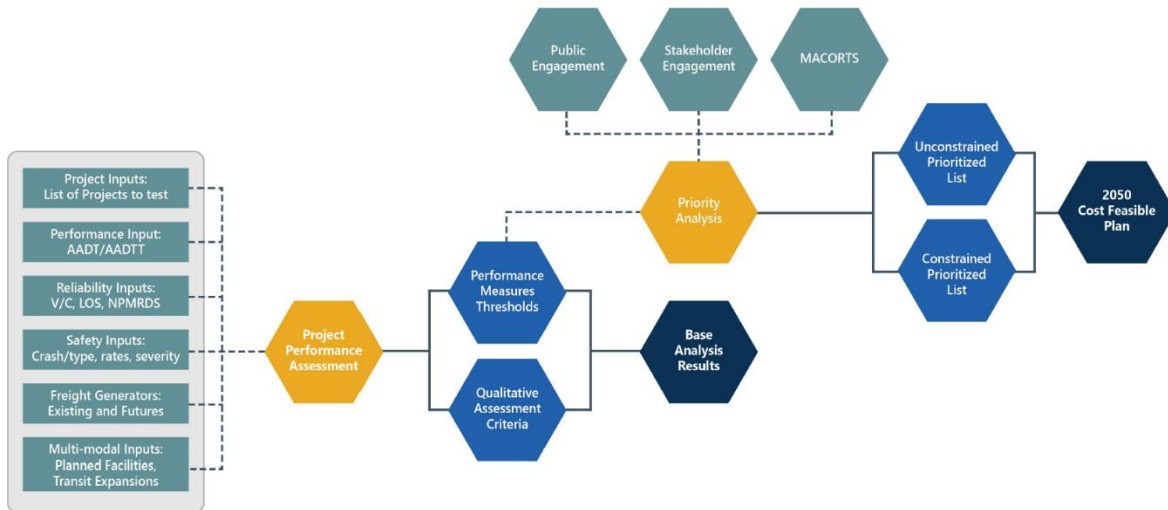
Prioritized Project List Overview

Prioritization Process Review

Performance Based Project Screening Tool is an excel-based tool enables the team for review, sort and edit, and it ultimately applies one ranking number to each project. It includes quantitative and qualitative factors. You can compare different elements of each project (number of crashes, etc.).

Performance Based Project Screening Tool

- Integrated GIS analysis
- Built On:
 - Federal Planning Factors
 - Statewide Goals – Oversight agencies and partners
 - Public & Stakeholder Input
 - Adopted Local Goals
- Incorporates
 - Established objectives
 - Federally mandated and adopted performance metrics and targets
 - Federally mandated and adopted performance metrics and targets
 -



Performance Based Project Screening Tool (continued)

- Project Performance Summary Table
 - TIP and TSPLOST projects not evaluated
 - Prepared as a reference summary

The committee was provided a full-size PDF of the Project Performance Summary Table.

- Project Ranking Table
 - Translates project performance into ranking scores
 - Applies multipliers based on regional priorities

The committee was provided a full-size PDF of the Project Ranking Table.

Daniel asked how are we defining multimodal?

- Rachel clarified that in this context, multimodal primarily refers to bicycle and pedestrian vs other modes of transportation.

Interpreting the Tables

Rachel reminded the group that this table is a starting point, noting that we are relying on the subcommittee to provide guidance or propose adjustments.

Bands represent different timeframes up to 2050.

- **Band 1:** 2024-2027 TIP Funded (yellow) – This only includes TIP projects
- **Band 2:** 2028 – 2050 MTP Funded (blue)
- **Band 3:** Unfunded (beyond 2050) (green)
 - Projects in this list are not unimportant, and are eligible for other funding
 - You can always apply for discretionary funding – if you get funding, the project moves up on the priority list

Bands in 1 and 2 are considered in the MTP and the project position in the band does not indicate official priority.



Cost Constrained List

Rachel reviewed the project types prioritized under each “Band”. She noted that many of the bike/ped projects on the list have TSPLOST funding

- **Band 1 – 2024 – 2027 TIP Funded**
 - 4 Intersection / Interchange
 - 10 Bridge
 - 1 Rehabilitation
 - 1 RAISE Grant Program
 - 1 Electric Charging Infrastructure
- **Band 2**
 - 2 New Roadways
 - 3 Intersection / Interchange
 - 1 Bridge
 - 2 Widenings
 - 1 Safety
- **Bike / Ped**
 - 6 Projects Specify complete Streets Elements

Next, Rachel walked through the cost constrained list (see slide deck) as well as the list of projects funded by other sources. She noted that the description column is very important and gives more insight into what will be funded through the project.

- Projects in purple are those that active and have funding moving.
- Other projects below the purple section have local funding authorized for the projects, but don’t have funding for the entire project. You can apply for state funding, and they will see the local commitment.
- Rachel noted that the projects are organized into four key phases. Sometimes funding over covers some of the phases.

Questions

Marc B asked for additional insight into the project ranking and how to manipulate. Since we can’t afford all of the project that were already programmed? Do you have a recommendation of which of the four indicators to change?

- Rachel noted that committed projects are fully funded. What’s not covered are remaining projects in the cost-constrained list. We know that in comparison to the 2045 list, the 2050 Cost-constrained list will have to be shorter. We will be providing a recommended ranking based on stakeholder input and data analysis. In addition, there will likely be some projects with one phase in the plan, but other phases pushed to Unfunded.
- You will get recommendations from the project team of the data-driven, cost-constrained approach.



Upcoming Activities & Next Steps

Rachel reviewed next steps toward plan adoption and shared a high level schedule.

- Review Project Prioritization and Provide Comment
 - The committee will be able to review the list and provides comments over the next week.
- Circulate Draft Report for Review
- Mid- August: 30-day public comment period begins (8/14 anticipated date)
- MACORTS adoption (October 2024)
- GDOT and FHWA coordination will ramp between August – October 2024.
- Final presentation to Technical and Policy Committees will take place September/October.

Questions

Grace asked about multimodal funding. Is there flexibility to remove those components? They can be removed if there are prohibiting factors like cost, or if there are no alternatives.

- Rachel provided examples of how the scope details may change as the project is implemented. You need to give the indication that certain elements are desired.

Daniel noted that with the locked fields, you cannot view the full project description.

- Rachel indicated that they will unlock that field for the committee review.

Stephen asked for clarification about some aspects of cost and funding.

- Rachel clarified that some revenues cannot be spent on certain projects.

Rani asked about Band 1 (Fiscal Year 2024). He noted that some are projects that were completed in FY 2024, and asked if those can move out or do they need to stay in?

- Kim clarified that those projects should remain in the list for now, until they have cleared. We know between now and October 2024, several projects will clear the TIP (be fully complete).
- Rachel clarified that Band 1 includes projects in your TIP.

Rachel noted that she wants the committee to feel comfortable and confident about reviewing the list and providing comments.

Rachel reminded everyone to project justification for any recommendations to move or make changes to any aspect of the list.

Marc B asked about the projects that go beyond the MACORTS Boundary.

- Rachel clarified that the cost matches the amount of the project area within the region. If 40% of the project is in the MPO boundary, 40% of the funding is reflected in the TIP.

Daniel Sizemore asked if they can adjust the table so that they have the ability to filter by type? It would be helpful to have some version of an unlocked file so that we can sort and filter more easily.

- Rachel indicated that she will provide a version that they can sort and filter for their own review purposes



Committee Assignment

The committee was tasked with reviewing and providing comments on the project list. Rachel asked that comments be provided on the comment form in order to be included in updates to the table.

Rachel closed the meeting, thanked attendees, and asked everyone to please reach out to the project teams with any questions.

The Meeting adjourned at 2:09 pm.



MACORTS
2050 Metropolitan Transportation Plan Update
Stakeholder Committee Meeting #3

July 16, 2024

Presentation Agenda

- Project Status Update
- Meeting #2 Recap
- Needs Assessment and Financial Projections
- Project Considerations
- Prioritized / Cost Constrained Projects
- Next Steps
- General Discussion/Questions



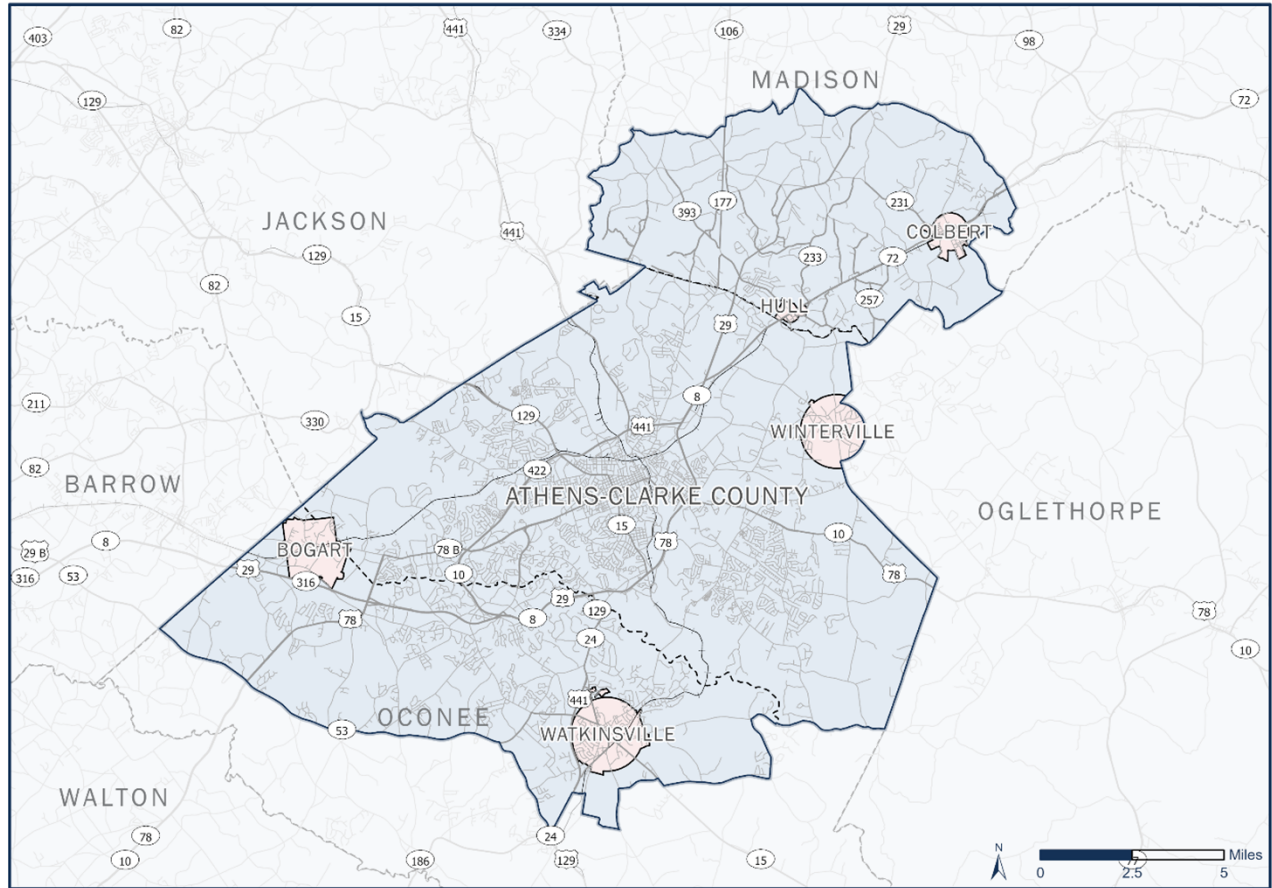


Project Status Update

Study Overview & Schedule

MACORTS

- Includes Athens-Clarke, Madison, and Oconee Counties
- Governed by a Policy Board comprised of elected officials
- Responsible for Federally mandated planning products



Study Overview & Schedule

What is a Long Range/Metropolitan Transportation Plan?

- Federal legislation requires updates every 5 years to remain eligible for transportation funding
- The MTP covers a 20-year planning horizon with fiscal constraint
- Provides MPOs the opportunity to:
 - Assess existing transportation network performance
 - Estimate future demands
 - Identify needs and investments

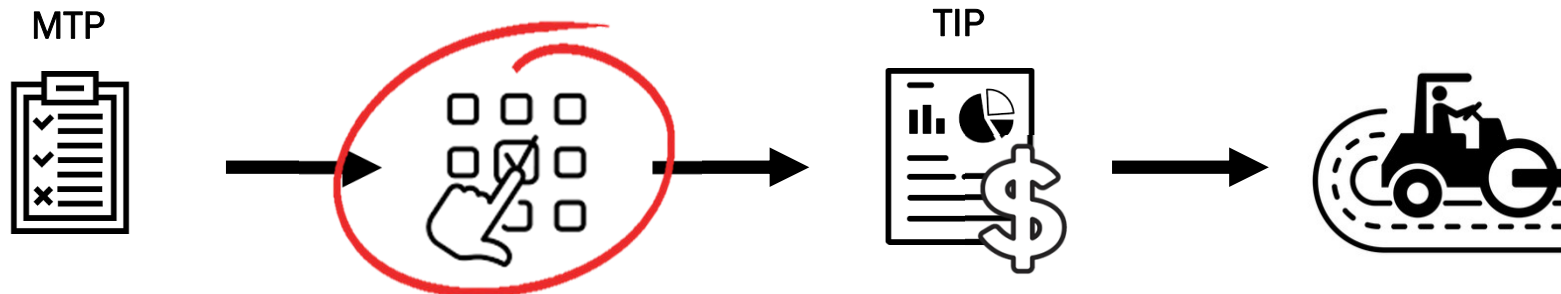


Study Overview & Schedule

MACORTS MPO Definitions

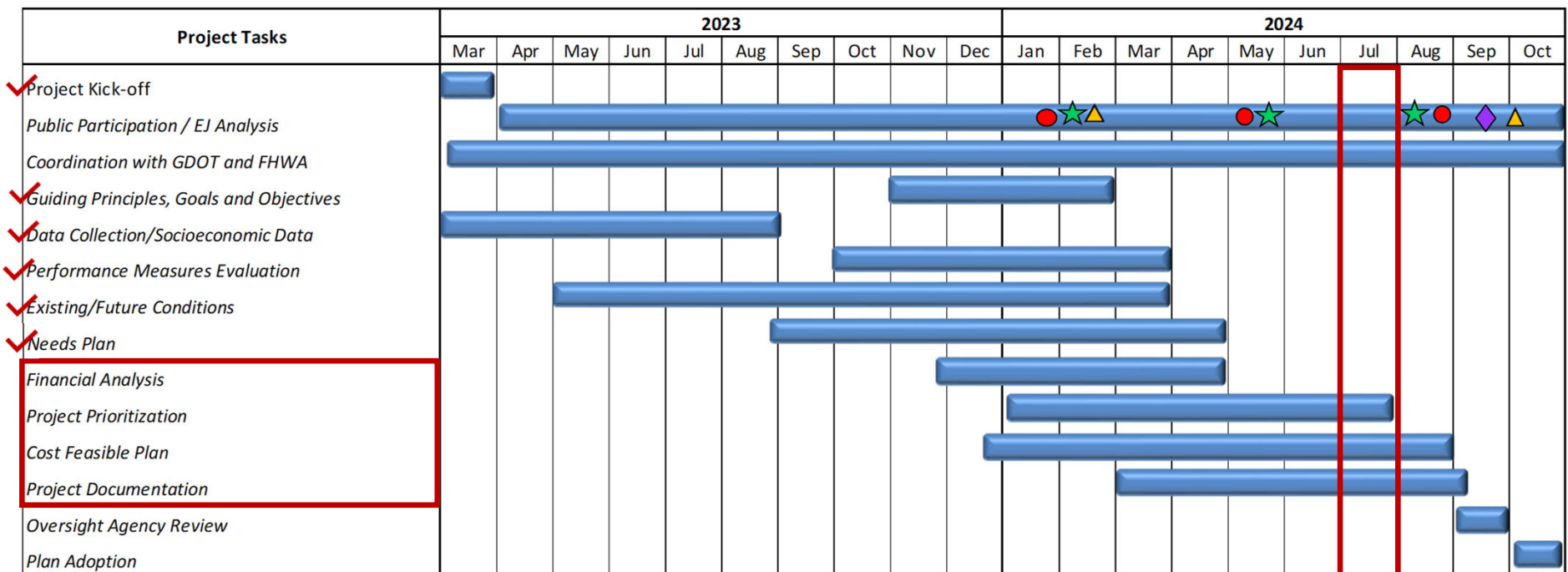
- Metropolitan Planning Organization (MPO) = 50,000+ Population
- Transportation Management Area (TMA) = 200,000+ Population

“As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the transportation improvement program and are responsible for additional planning products.”



Study Overview & Schedule – MTP Schedule

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



*Schedule is subject to change

- Steering Committee Meetings
- ▲ Public Engagement Workshops
- ★ Technical Sub-Committee
- ◆ 30 Day Public Comment Period



Key Responsibilities

Stakeholders – Key Responsibilities

Review and provide comment/guidance on the following project elements:

- ✓ Goals, objectives, and measures of effectiveness
- ✓ Existing conditions and needs assessment results
- ✓ Identification of projects for consideration
- ✓ Modal Considerations (Bike, Ped, Transit, Freight, Air)
- ✓ Project assessment and prioritization criteria
 - ✓ Modal Considerations (Bike, Ped, Transit, Freight, Air)
- ✓ Prioritized and cost constrained project list
- Plan document





Stakeholders Meeting #2 Recap

Stakeholders Meeting #2: Recap

Key Themes and Findings

1. Jobs, Households and Regional Population showed steady but manageable growth.
2. Athens-Clarke and Northern Oconee are major employment centers (destinations).
3. Severe crashes occur around SR 10 Loop and SR 29 into Madison.
4. Most bicycle crashes occur in Athens, and on/near arterial roads.
5. Freight traffic likely to increase due to new generators in Gainesville.
6. Desire for connectivity, accessibility, mode choices, and improved safety.
7. Top 5 issues identified by the community:
 1. Lack of Sidewalks (43.5%)
 2. Insufficient Public Transit Options (39.4%)
 3. Lack of Passenger Rail/Commercial Airport Access (32.2%)
 4. Increased Traffic/Congestion/Delay (30.3%)
 5. Safety (28.4%)



Stakeholders Meeting #2: Recap

Prioritization Criteria (High to Low)

- Safety and Security
- Multimodal Connectivity
- Transit
- Enhance Land Use
- Mobility
- Environment / Quality of Life
- Equity
- Reliability / Resiliency
- Economic Vitality
- System Preservation & Maintenance
- System Management & Operation
- Travel and Tourism



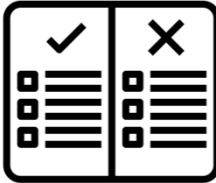
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Financial Projections

2050 MTP Financial Projections

Key Factors to Consider:

<p>Project Costs Outpacing Revenues</p> 	 <p>Significant Demand / New Ideas</p>
<p>Substantial Existing Commitments</p> 	 <p>Funding Type Dictates Project Eligibility</p>

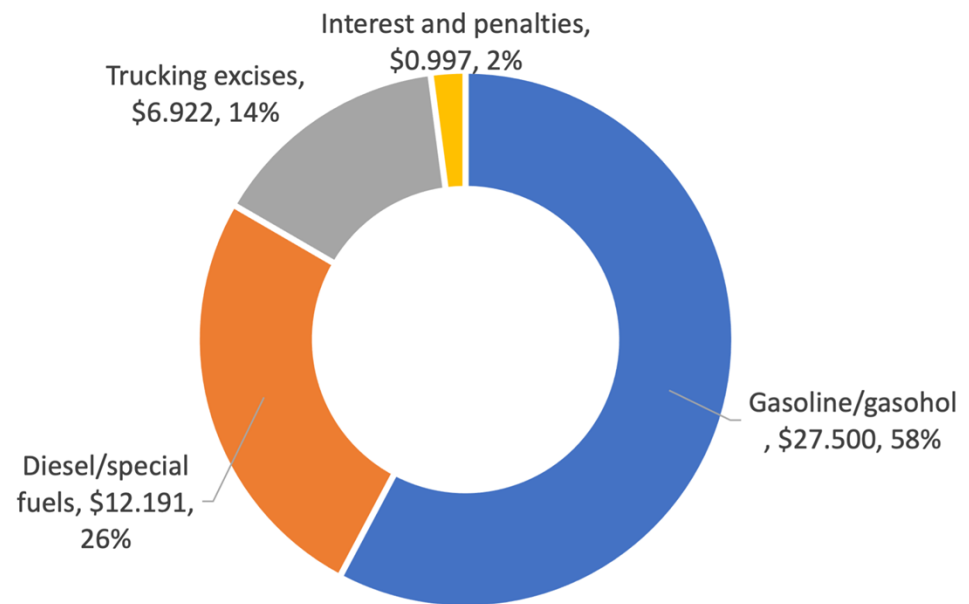


2050 MTP Financial Projections

MTP Funding 101

- FHWA funding is the only dedicated source of revenue for the MTP.
- Funding sources / types dictates what projects are eligible.
- MTP project list must be fiscally balanced against dedicated funding sources, not discretionary sources.

Highway Trust Fund Net Receipts, FY 2022 (Billion \$\$)



2050 MTP Financial Projections

Sources of Funding

- Federal Funding
- State Funding
- SPLOST/TSPLOST
- Discretionary Grant Funding

Funding Considerations

- Funding increases at 2% annually; 1% annually after 2026

<i>HB170 Funding</i>	<i>2011 SPLOST</i>	<i>2018 TSPLOST</i>	<i>2023 TSPLOST</i>	<i>Reconnecting Communities Grant</i>	<i>RAISE Grant</i>
\$ 3,630,000	\$ 1,706,000	\$ 500,000.00	\$ 1,500,000.00	\$ 800,000.00	\$ 2,421,000
					\$ 750,000
					\$ 21,799,000

2025-2050 Financial Projections: GDOT

	<i>Projects Estimate</i>	<i>Maintenance Estimate</i>	<i>Total Estimate</i>
2025	\$20,935,098	\$1,336,030	\$22,271,128
2026	\$21,353,800	\$1,362,751	\$22,716,551
2027	\$21,567,338	\$1,376,378	\$22,943,716
2028	\$21,783,012	\$1,390,142	\$23,173,154
2029	\$22,000,842	\$1,404,043	\$23,404,885
2030	\$22,220,850	\$1,418,084	\$23,638,934
2031	\$22,443,059	\$1,432,265	\$23,875,323
2032	\$22,667,489	\$1,446,587	\$24,114,077
2033	\$22,894,164	\$1,461,053	\$24,355,217
2034	\$23,123,106	\$1,475,664	\$24,598,770
2035	\$23,354,337	\$1,490,420	\$24,844,757
2036	\$23,587,880	\$1,505,324	\$25,093,205
2037	\$23,823,759	\$1,520,378	\$25,344,137
2038	\$24,061,997	\$1,535,582	\$25,597,578
2039	\$24,302,617	\$1,550,937	\$25,853,554
2040	\$24,545,643	\$1,566,447	\$26,112,090
2041	\$24,791,099	\$1,582,111	\$26,373,210
2042	\$25,039,010	\$1,597,932	\$26,636,943
2043	\$25,289,400	\$1,613,912	\$26,903,312
2044	\$25,542,294	\$1,630,051	\$27,172,345
2045	\$25,797,717	\$1,646,351	\$27,444,069
2046	\$26,055,695	\$1,662,815	\$27,718,509
2047	\$26,316,251	\$1,679,443	\$27,995,694
2048	\$26,579,414	\$1,696,237	\$28,275,651
2049	\$26,845,208	\$1,713,200	\$28,558,408
2050	\$27,113,660	\$1,730,332	\$28,843,992
Total	\$624,034,742	\$39,824,467	\$663,859,210



2050 MTP Financial Projections

Sources of Project Cost Estimates

- TIP values and amendments
 - Already committed
- GEOPI values
- TSPLOST values
- DOT cost estimation tools
 - Utilized cost per mile reports
- Project costs increase at 5% annually

**MADISON
ATHENS-
CLARKE
OCONEE
REGIONAL
TRANSPORTATION
STUDY**

**FY 2024 - 2027 Transportation Improvement
Program**

Final December 6, 2023

Prepared by:
Athens-Clarke County Planning Department

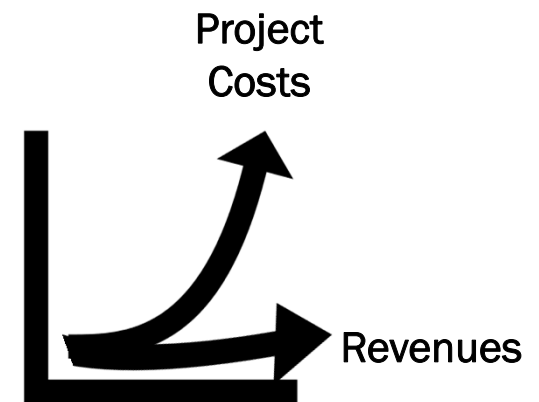
In cooperation with:
Madison County Department of Planning & Zoning
Oconee County Planning Department
Federal Highway Administration
Federal Transit Administration
Georgia Department of Transportation



2050 MTP Financial Projections

Much of the funding is already committed

- Total Available Funding: \$657,140,742
- Current Committed Funding TIP 24-27 \$282,082,776
 - 17 Projects (excludes BIP)
- Funding Available after TIP Costs \$375,057,966
- Remaining estimated project costs \$3,689,936,732
 - 108 Projects



2050 MTP Financial Projections

Other Projects – Important to the region but funded by other means

- Other Projects
 - 17 Projects
- Including:
 - Bicycle and Pedestrian Specific Projects
 - 13 Projects
 - Commuter Rail
 - 1 Project
 - Bus Rapid Transit
 - 2 Projects
 - BIP Grant Feasibility Study
 - 1 Project

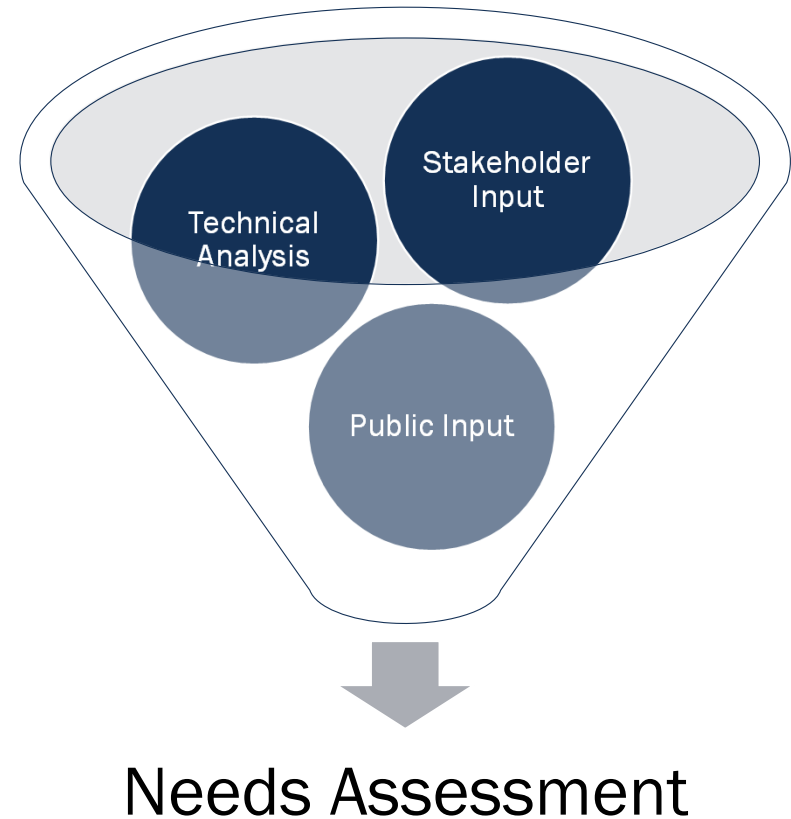




Project Considerations

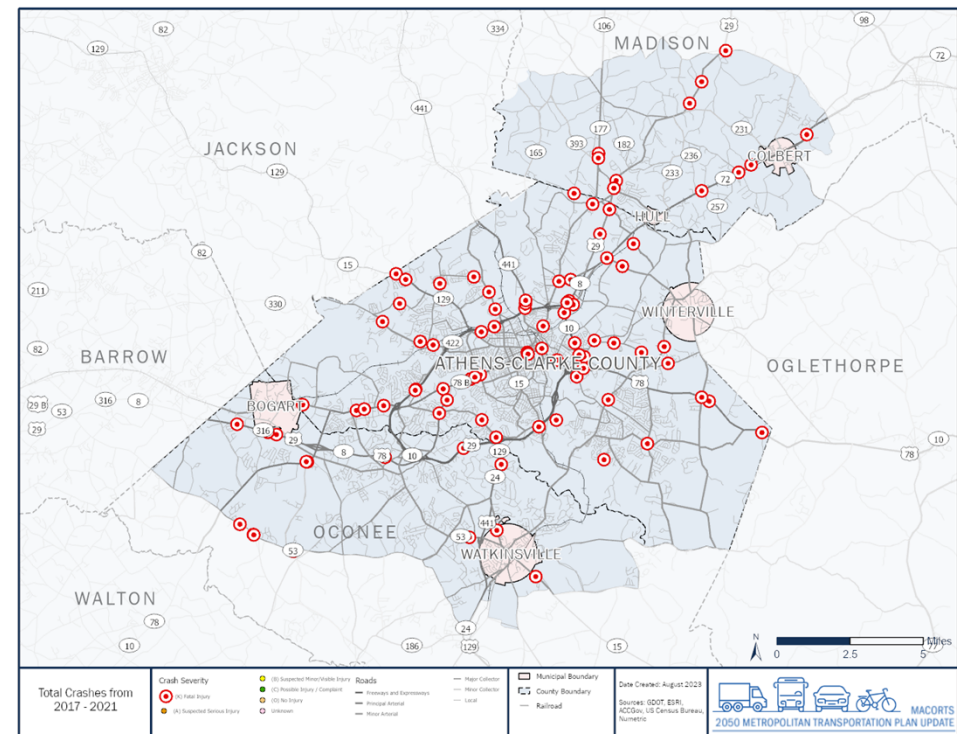
2050 MTP Needs Assessment

- ✓ Existing Conditions
- ✓ Travel Demand Model Outputs
- ✓ Public and Stakeholder Engagement
- ✓ Local Call for Projects
- ✓ Previous Plan Recommendations
- ✓ Freight and Complete Streets



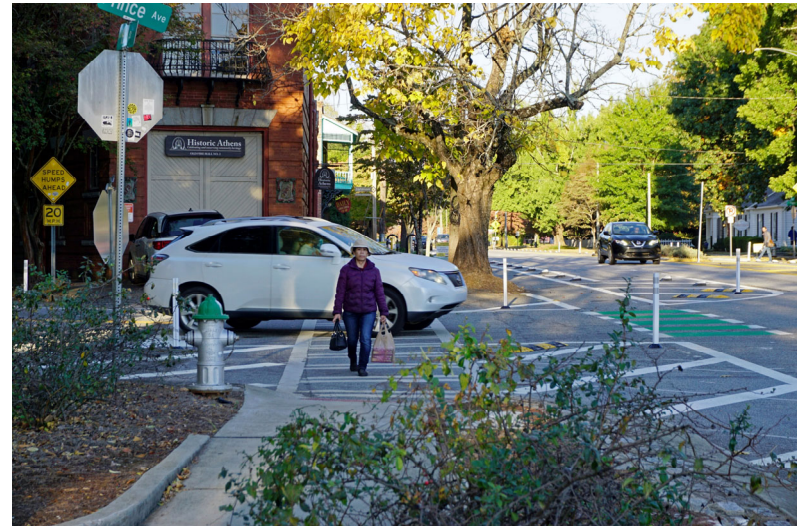
Needs Assessment: Existing Conditions Analysis

- Past and related studies
 - Local Comprehensive Plans
- Demographic data: 2020 US Census and American Community Survey (ACS)
- Roadway network, functional classification, and Level of Service (LOS)
- Bicycle, pedestrian, and transit facilities
- Rail, freight, and airport infrastructure
- Crash statistics



What are Complete Streets?

The Athens-Clarke County Athens in Motion Commission defined and adopted a "Complete Streets" policy as part of the 2022 Athens in Motion Plan. Per the policy, "Complete Streets" are roadways designed and operated to safely and comfortably accommodate users of all ages and abilities, including cyclists, pedestrians, transit riders, the elderly, wheelchair users, delivery and service personnel, emergency responders, and motorists.



Project Identification Methodology

Leveraging Previous 2045 Projects – 46 Existing Projects

- Identifying projects from the previous MTP that overlap with Athens in Motion or other multimodal County efforts
- Adding in new language within the project description for Complete Street components.

New Safety Projects – Seven New Projects

- Bicycle and pedestrian crash segments identified with the most recent crash data.
- New projects created from those segments that overlap with Athens in Motion that were not already identified in previous 2045 Projects.

Multimodal Gaps – Four New Projects

- Identifying prominent gaps in the network from Athens in Motion and other programs.
- Transportation and Public Work's Bicycle and Pedestrian Coordinator projects that are not already incorporated within the previous two categories.



Leveraging Previous 2045 MTP Projects

76

MACORTS 2045 MTP
Projects Reviewed
(From the Funded and
Unfunded list)

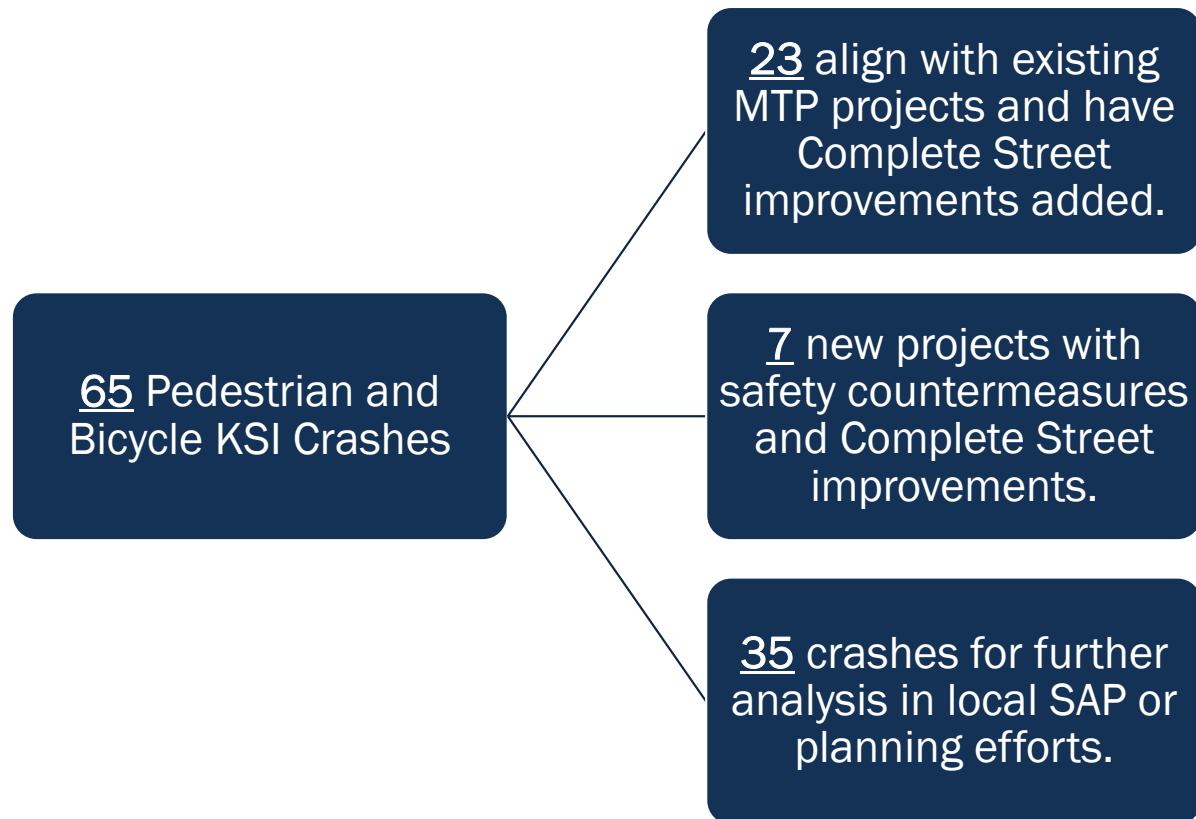


46

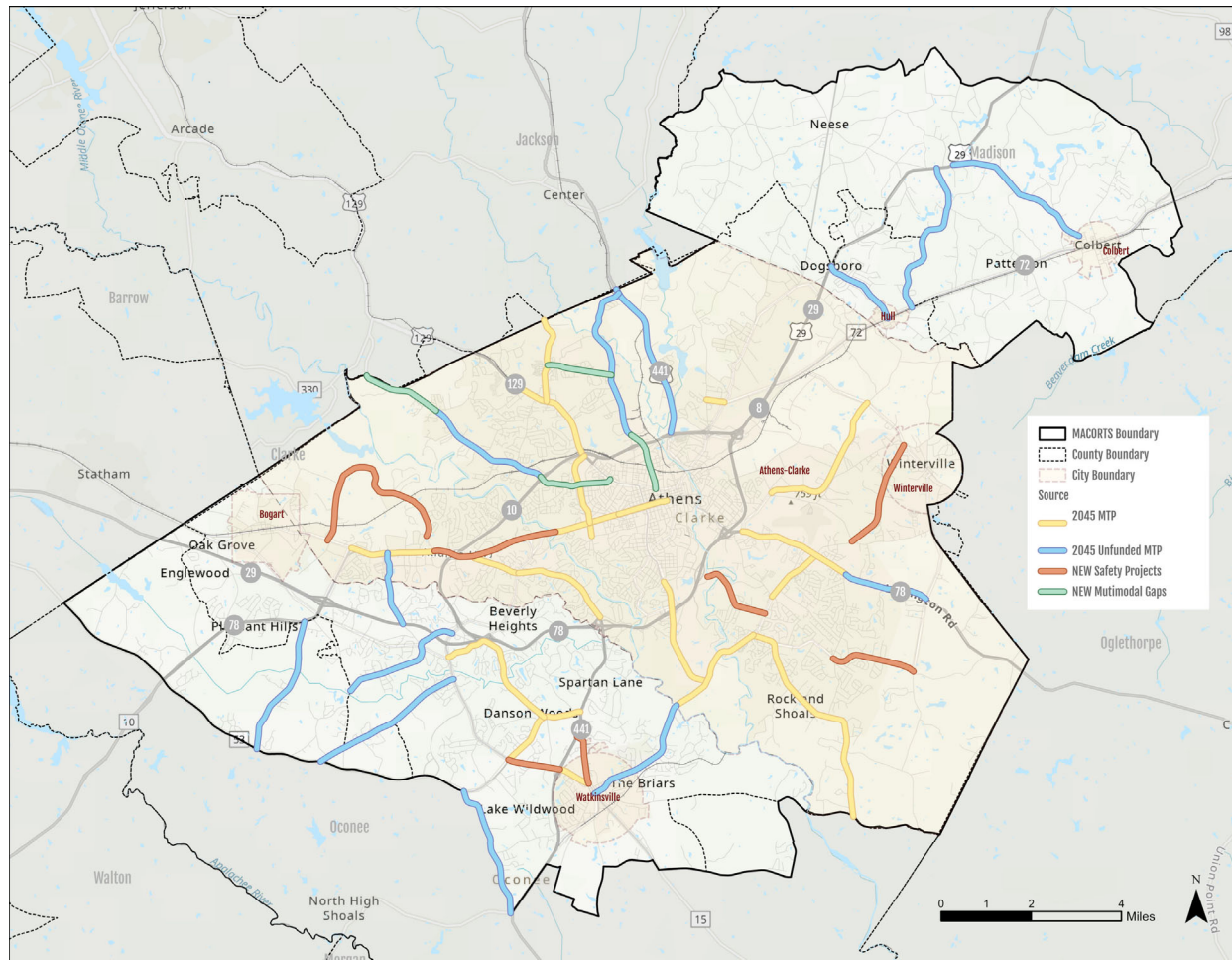
Projects with Complete
Street recommendations
added to the project
description.



Safety Projects – Pedestrian and Bicycle KSI



Complete Street Projects



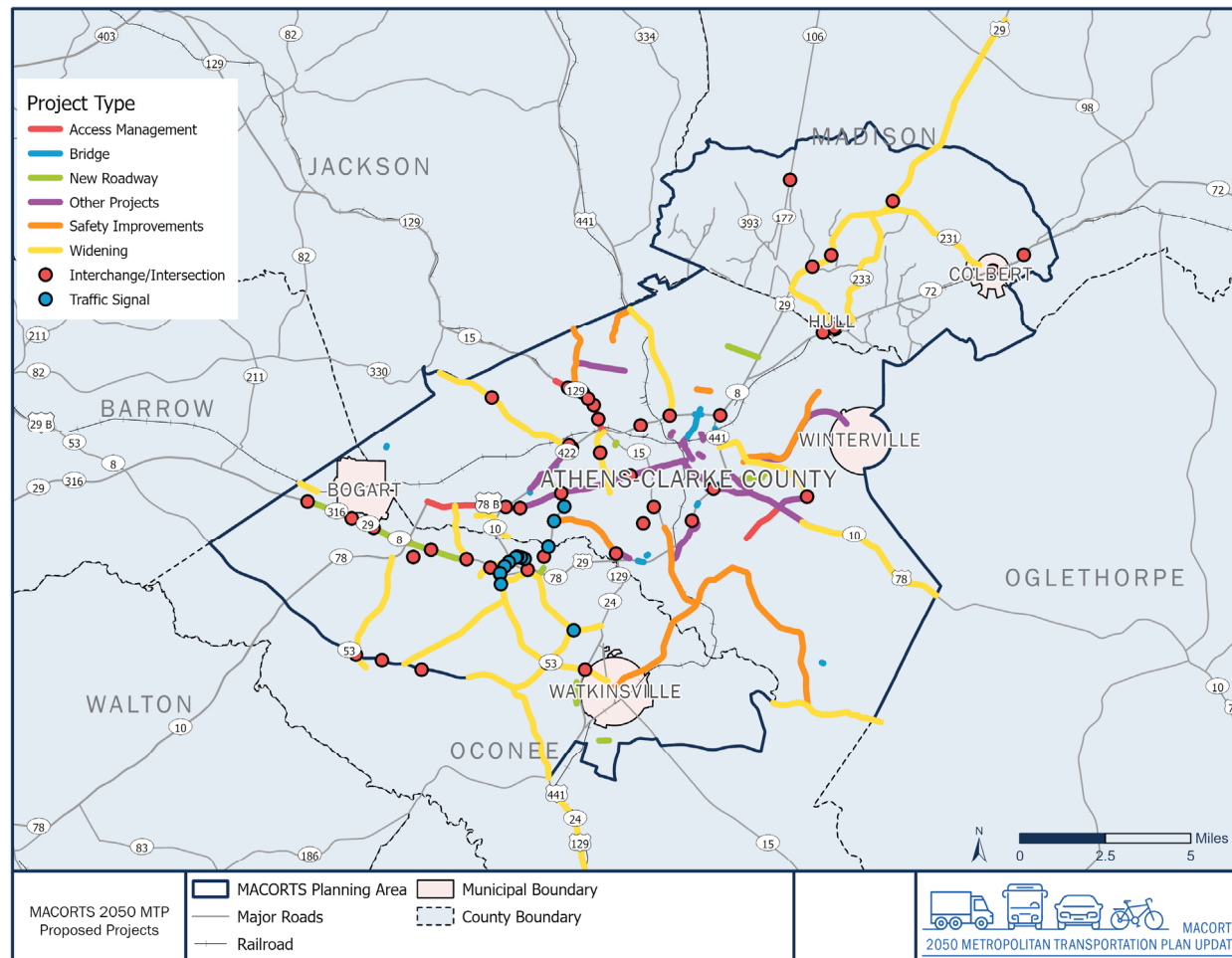
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Passenger Rail	1	1
Safety Improvements	7	8
Widening	32	29
Transit	1	2
Signals	3	3
Total Projects	119	135

- 135 Total Projects
 - 85 projects in Athens-Clarke County
 - 36 in Oconee County
 - 10 in Madison County,
 - 3 in ACC/Oconee
- 17 projects currently in FY 24-27 TIP
- 17 Projects funded by other sources



Project Considerations: 2050 Unconstrained Project List





Prioritized Project List Overview

2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

Built on

- Federal Planning Factors
- Statewide Goals
- Public and Stakeholder Input
- Adopted Local Goals

Incorporates

- Established Objectives
- Adopted Performance Metrics and Targets



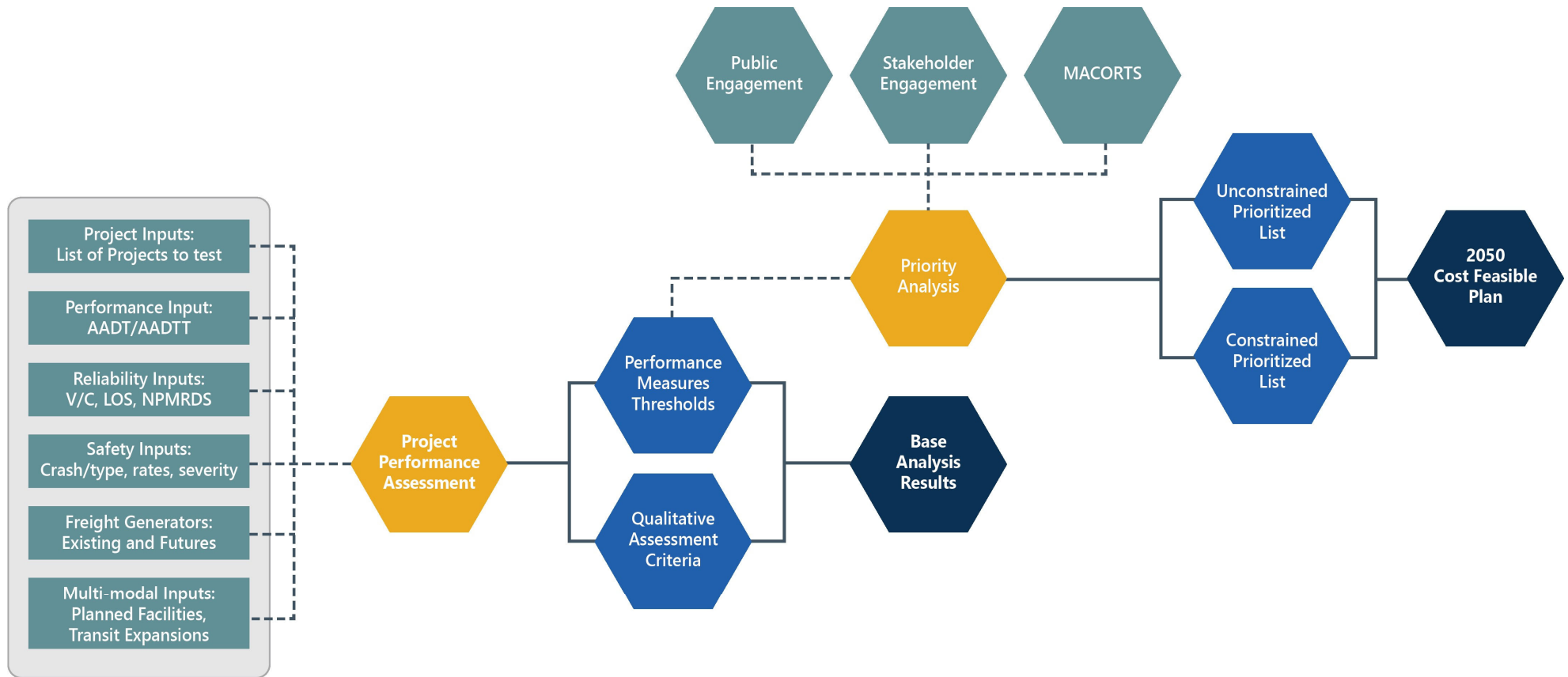
Goals



Objectives



2050 MTP: Prioritization Process Review



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

- Project Performance Summary Table
 - TIP and TSPLOST projects not evaluated
 - Prepared as a reference summary

MACORTS 2050 MTP Performance Summary																			
Project ID	Project Name	Project Description	Start Date	End Date	Project Status	Project Type	Project Category	Project Sub-Category	Project Phase	Project Milestone	Project Budget	Project Cost	Project Revenue	Project Profit	Project Loss	Project Break-Even	Project ROI	Project NPV	Project IRR
These projects are TIP/TSPLOST projects and were not evaluated for prioritization.																			
Project ID	Project Name	Project Description	Start Date	End Date	Project Status	Project Type	Project Category	Project Sub-Category	Project Phase	Project Milestone	Project Budget	Project Cost	Project Revenue	Project Profit	Project Loss	Project Break-Even	Project ROI	Project NPV	Project IRR
100001	Project A	Project A Description	2020	2025	Active	Transportation	Highway	Interstate	Phase 1	Construction	\$100M	\$120M	\$150M	\$30M	\$20M	2022	15%	\$10M	12%
100002	Project B	Project B Description	2021	2026	Active	Transportation	Highway	Interstate	Phase 2	Construction	\$150M	\$180M	\$220M	\$40M	\$30M	2023	18%	\$15M	15%
100003	Project C	Project C Description	2022	2027	Active	Transportation	Highway	Interstate	Phase 3	Construction	\$200M	\$240M	\$300M	\$60M	\$40M	2024	20%	\$20M	18%
100004	Project D	Project D Description	2023	2028	Active	Transportation	Highway	Interstate	Phase 4	Construction	\$250M	\$300M	\$380M	\$80M	\$50M	2025	22%	\$25M	20%
100005	Project E	Project E Description	2024	2029	Active	Transportation	Highway	Interstate	Phase 5	Construction	\$300M	\$360M	\$450M	\$90M	\$60M	2026	24%	\$30M	22%
100006	Project F	Project F Description	2025	2030	Active	Transportation	Highway	Interstate	Phase 6	Construction	\$350M	\$420M	\$550M	\$100M	\$70M	2027	26%	\$35M	24%
100007	Project G	Project G Description	2026	2031	Active	Transportation	Highway	Interstate	Phase 7	Construction	\$400M	\$480M	\$650M	\$110M	\$80M	2028	28%	\$40M	26%
100008	Project H	Project H Description	2027	2032	Active	Transportation	Highway	Interstate	Phase 8	Construction	\$450M	\$540M	\$750M	\$120M	\$90M	2029	30%	\$45M	28%
100009	Project I	Project I Description	2028	2033	Active	Transportation	Highway	Interstate	Phase 9	Construction	\$500M	\$600M	\$850M	\$130M	\$100M	2030	32%	\$50M	30%
100010	Project J	Project J Description	2029	2034	Active	Transportation	Highway	Interstate	Phase 10	Construction	\$550M	\$660M	\$950M	\$140M	\$110M	2031	34%	\$55M	32%
100011	Project K	Project K Description	2030	2035	Active	Transportation	Highway	Interstate	Phase 11	Construction	\$600M	\$720M	\$1050M	\$150M	\$120M	2032	36%	\$60M	34%
100012	Project L	Project L Description	2031	2036	Active	Transportation	Highway	Interstate	Phase 12	Construction	\$650M	\$780M	\$1150M	\$160M	\$130M	2033	38%	\$65M	36%
100013	Project M	Project M Description	2032	2037	Active	Transportation	Highway	Interstate	Phase 13	Construction	\$700M	\$840M	\$1250M	\$170M	\$140M	2034	40%	\$70M	38%
100014	Project N	Project N Description	2033	2038	Active	Transportation	Highway	Interstate	Phase 14	Construction	\$750M	\$900M	\$1350M	\$180M	\$150M	2035	42%	\$75M	40%
100015	Project O	Project O Description	2034	2039	Active	Transportation	Highway	Interstate	Phase 15	Construction	\$800M	\$960M	\$1450M	\$190M	\$160M	2036	44%	\$80M	42%
100016	Project P	Project P Description	2035	2040	Active	Transportation	Highway	Interstate	Phase 16	Construction	\$850M	\$1020M	\$1550M	\$200M	\$170M	2037	46%	\$85M	44%
100017	Project Q	Project Q Description	2036	2041	Active	Transportation	Highway	Interstate	Phase 17	Construction	\$900M	\$1080M	\$1650M	\$210M	\$180M	2038	48%	\$90M	46%
100018	Project R	Project R Description	2037	2042	Active	Transportation	Highway	Interstate	Phase 18	Construction	\$950M	\$1140M	\$1750M	\$220M	\$190M	2039	50%	\$95M	48%
100019	Project S	Project S Description	2038	2043	Active	Transportation	Highway	Interstate	Phase 19	Construction	\$1000M	\$1200M	\$1850M	\$230M	\$200M	2040	52%	\$100M	50%
100020	Project T	Project T Description	2039	2044	Active	Transportation	Highway	Interstate	Phase 20	Construction	\$1050M	\$1260M	\$1950M	\$240M	\$210M	2041	54%	\$105M	52%
100021	Project U	Project U Description	2040	2045	Active	Transportation	Highway	Interstate	Phase 21	Construction	\$1100M	\$1320M	\$2050M	\$250M	\$220M	2042	56%	\$110M	54%
100022	Project V	Project V Description	2041	2046	Active	Transportation	Highway	Interstate	Phase 22	Construction	\$1150M	\$1380M	\$2150M	\$260M	\$230M	2043	58%	\$115M	56%
100023	Project W	Project W Description	2042	2047	Active	Transportation	Highway	Interstate	Phase 23	Construction	\$1200M	\$1440M	\$2250M	\$270M	\$240M	2044	60%	\$120M	58%
100024	Project X	Project X Description	2043	2048	Active	Transportation	Highway	Interstate	Phase 24	Construction	\$1250M	\$1500M	\$2350M	\$280M	\$250M	2045	62%	\$125M	60%
100025	Project Y	Project Y Description	2044	2049	Active	Transportation	Highway	Interstate	Phase 25	Construction	\$1300M	\$1560M	\$2450M	\$290M	\$260M	2046	64%	\$130M	62%
100026	Project Z	Project Z Description	2045	2050	Active	Transportation	Highway	Interstate	Phase 26	Construction	\$1350M	\$1620M	\$2550M	\$300M	\$270M	2047	66%	\$135M	64%
100027	Project AA	Project AA Description	2046	2051	Active	Transportation	Highway	Interstate	Phase 27	Construction	\$1400M	\$1680M	\$2650M	\$310M	\$280M	2048	68%	\$140M	66%
100028	Project AB	Project AB Description	2047	2052	Active	Transportation	Highway	Interstate	Phase 28	Construction	\$1450M	\$1740M	\$2750M	\$320M	\$290M	2049	70%	\$145M	68%
100029	Project AC	Project AC Description	2048	2053	Active	Transportation	Highway	Interstate	Phase 29	Construction	\$1500M	\$1800M	\$2850M	\$330M	\$300M	2050	72%	\$150M	70%
100030	Project AD	Project AD Description	2049	2054	Active	Transportation	Highway	Interstate	Phase 30	Construction	\$1550M	\$1860M	\$2950M	\$340M	\$310M	2051	74%	\$155M	72%
100031	Project AE	Project AE Description	2050	2055	Active	Transportation	Highway	Interstate	Phase 31	Construction	\$1600M	\$1920M	\$3050M	\$350M	\$320M	2052	76%	\$160M	74%
100032	Project AF	Project AF Description	2051	2056	Active	Transportation	Highway	Interstate	Phase 32	Construction	\$1650M	\$1980M	\$3150M	\$360M	\$330M	2053	78%	\$165M	76%
100033	Project AG	Project AG Description	2052	2057	Active	Transportation	Highway	Interstate	Phase 33	Construction	\$1700M	\$2040M	\$3250M	\$370M	\$340M	2054	80%	\$170M	78%
100034	Project AH	Project AH Description	2053	2058	Active	Transportation	Highway	Interstate	Phase 34	Construction	\$1750M	\$2100M	\$3350M	\$380M	\$350M	2055	82%	\$175M	80%
100035	Project AI	Project AI Description	2054	2059	Active	Transportation	Highway	Interstate	Phase 35	Construction	\$1800M	\$2160M	\$3450M	\$390M	\$360M	2056	84%	\$180M	82%
100036	Project AJ	Project AJ Description	2055	2060	Active	Transportation	Highway	Interstate	Phase 36	Construction	\$1850M	\$2220M	\$3550M	\$400M	\$370M	2057	86%	\$185M	84%
100037	Project AK	Project AK Description	2056	2061	Active	Transportation	Highway	Interstate	Phase 37	Construction	\$1900M	\$2280M	\$3650M	\$410M	\$380M	2058	88%	\$190M	86%
100038	Project AL	Project AL Description	2057	2062	Active	Transportation	Highway	Interstate	Phase 38	Construction	\$1950M	\$2340M	\$3750M	\$420M	\$390M	2059	90%	\$195M	88%
100039	Project AM	Project AM Description	2058	2063	Active	Transportation	Highway	Interstate	Phase 39	Construction	\$2000M	\$2400M	\$3850M	\$430M	\$400M	2060	92%	\$200M	90%
100040	Project AN	Project AN Description	2059	2064	Active	Transportation	Highway	Interstate	Phase 40	Construction	\$2050M	\$2460M	\$3950M	\$440M	\$410M	2061	94%	\$205M	92%
100041	Project AO	Project AO Description	2060	2065	Active	Transportation	Highway	Interstate	Phase 41	Construction	\$2100M	\$2520M	\$4050M	\$450M	\$420M	2062	96%	\$210M	94%
100042	Project AP	Project AP Description	2061	2066	Active	Transportation	Highway	Interstate	Phase 42	Construction	\$2150M	\$2580M	\$4150M	\$460M	\$430M	2063	98%	\$215M	96%
100043	Project AQ	Project AQ Description	2062	2067	Active	Transportation	Highway	Interstate	Phase 43	Construction	\$2200M	\$2640M	\$4250M	\$470M	\$440M	2064	100%	\$220M	98%
100044	Project AR	Project AR Description	2063	2068	Active	Transportation	Highway	Interstate	Phase 44	Construction	\$2250M	\$2700M	\$4350M	\$480M	\$450M	2065	102%	\$225M	100%
100045	Project AS	Project AS Description	2064	2069	Active	Transportation	Highway	Interstate	Phase 45	Construction	\$2300M	\$2760M	\$4450M	\$490M	\$460M	2066	104%	\$230M	102%
100046	Project AT	Project AT Description	2065	2070	Active	Transportation	Highway	Interstate	Phase 46	Construction	\$2350M	\$2820M	\$4550M	\$500M	\$470M	2067	106%	\$235M	104%
100047	Project AU	Project AU Description	2066	2071	Active	Transportation	Highway	Interstate	Phase 47	Construction	\$2400M	\$2880M	\$4650M	\$510M	\$480M	2068	108%	\$240M	106%
100048	Project AV	Project AV Description	2067	2072	Active	Transportation	Highway	Interstate	Phase 48	Construction	\$2450M	\$2940M	\$4750M	\$520M	\$490M	2069	110%	\$245M	108%
100049	Project AW	Project AW Description	2068	2073	Active	Transportation	Highway	Interstate	Phase 49	Construction	\$2500M	\$3000M	\$4850M	\$530M	\$500M	2070	112%	\$250M	110%
100050	Project AX	Project AX Description	2069	2074	Active	Transportation	Highway	Interstate	Phase 50	Construction	\$2550M	\$3060M	\$4950M	\$540M	\$510M	2071	114%	\$255M	112%
100051	Project AY	Project AY Description	2070	2075	Active	Transportation	Highway	Interstate	Phase 51	Construction	\$2600M	\$3120M	\$5050M	\$550M	\$520M	2072	116%	\$260M	114%
100052	Project AZ	Project AZ Description	2071	2076	Active	Transportation	Highway	Interstate	Phase 52	Construction	\$2650M	\$3180M	\$5150M	\$560M	\$530M	2073	118%	\$265M	116%
100053	Project BA	Project BA Description	2072	2077	Active	Transportation	Highway	Interstate	Phase 53	Construction	\$2700M	\$3240M	\$5250M	\$570M	\$540M	2074	120%	\$270M	118%
100054	Project BB	Project BB Description	2073	2078	Active	Transportation	Highway	Interstate	Phase 54	Construction	\$2750M	\$3300M	\$5350M	\$580M	\$550M	2075	122%	\$275M	120%
100055	Project BC	Project BC Description	2074	2079	Active	Transportation	Highway	Interstate	Phase 55	Construction	\$2800M	\$3360M	\$5450M	\$590M	\$560M	2076	124%	\$280M	122%
100056	Project BD	Project BD Description	2075	2080	Active	Transportation	Highway	Interstate	Phase 56	Construction	\$2850M	\$3420M	\$5550M	\$600M	\$570M	2077	126%	\$285M	124%
100057	Project BE	Project BE Description	2076	2081	Active	Transportation	Highway	Interstate	Phase 57	Construction	\$2900M	\$3480M	\$5650M	\$610M	\$580M	2078	128%	\$290M	126%
100058	Project BF	Project BF Description	2077	2082	Active	Transportation	Highway	Interstate	Phase 58	Construction	\$2950M	\$3540M	\$5750M	\$620M	\$590M	2079	130%	\$295M	128%
100059	Project BG	Project BG Description	2078	2083	Active	Transportation	Highway	Interstate	Phase 59	Construction	\$3000M	\$3600M	\$5850M	\$630M	\$600M	2080	132%	\$300M	130%
100060	Project BH	Project BH Description	2079	2084	Active	Transportation	Highway	Interstate	Phase 60	Construction	\$3050M	\$3660M	\$5950M	\$640M	\$610M	2081	134%	\$305M	132%
100061	Project BI	Project BI Description	2080	2085	Active	Transportation	Highway	Interstate	Phase 61	Construction	\$3100M	\$3720M	\$6050M	\$650M	\$620M	2082	136%	\$310M	134%
100062	Project BJ	Project BJ Description	2081	2086	Active	Transportation	Highway	Interstate	Phase 62	Construction	\$3150M	\$3780M	\$6150M	\$660M	\$630M	2083	138%	\$315M	136%
100063	Project BK	Project BK Description	2082	2087	Active	Transportation	Highway	Interstate	Phase 63	Construction	\$3200M	\$3840M	\$6250M	\$670M	\$640M	2084	140%	\$320M	138%
100064	Project BL	Project BL Description	2083	2088	Active	Transportation	Highway	Interstate	Phase 64	Construction	\$3250M	\$3900M	\$6350M	\$680M	\$650M	2085	142%	\$325M	140%
100065	Project BM	Project BM Description	2084	2089	Active	Transportation	Highway	Interstate	Phase 65	Construction	\$3300M	\$3960M	\$6450M	\$690M	\$660M	2086	144%	\$330M	142%
100066	Project BN	Project BN Description	2085	2090	Active	Transportation	Highway	Interstate	Phase 66	Construction	\$3350M	\$4020M	\$6550M	\$700M	\$670M	2087	146%	\$335M	144%
100067	Project BO	Project BO Description	2086	2091	Active	Transportation	Highway	Interstate	Phase 67	Construction	\$3400M	\$4080M	\$6650M	\$710M	\$680M	2088	148%	\$340M	146%
100068	Project BP	Project BP Description	2087	2092	Active	Transportation	Highway												

2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

- Project Ranking Table
 - Translates project performance into ranking scores
 - Applies multipliers based on regional priorities.

[illegible]

SEE PDF FILE FOR FULL SCALE
VERSION



2050 MTP: Cost Constrained Project List

Interpreting the Tables

“Bands”

- Band 1 – 2024 – 2027 TIP Funded
- Band 2 – MTP Funded 2028 – 2050
- Band 3 – Unfunded (beyond 2050)

NOTE: Location within a Band does not indicate priority.

BAND 1 (2024 - 2027)				BAND 2 (2028 - 2050)				Unfunded			
PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST
\$ -	\$ 5,230,000.00	\$ -	\$ 212,271,273.00	--	--	--	--	--	--	--	--
\$ 1,500,000.00	\$ 1,940,000.00	\$ -	\$ -	--	--	--	\$ 11,923,799.00	--	--	--	--
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 14,150,000.00	--	--	--	--
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 9,850,000.00	--	--	--	--
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 11,625,000.00	--	--	--	--
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 46,900,000.00	--	--	--	--
\$ 1,400,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 16,800,000.00	--	--	--	--



2050 MTP: Cost Constrained Project List

Cost Constrained List

- **Band 1 – 2024 – 2027 TIP Funded**
 - 4 Intersection / Interchange
 - 10 Bridge
 - 1 Rehabilitation
 - 1 RAISE Grant Program
 - 1 Electric Charging Infrastructure
- **Band 2**
 - 2 New Roadways
 - 3 Intersection / Interchange
 - 1 Bridge
 - 2 Widenings
 - 1 Safety
- **Bike / Ped**
 - 6 Projects Specify complete Streets Elements



2050 MTP: Cost Constrained Project List

MACORTS 2050 MTP PRIORITIZED PROJECT LIST

Sort	Initial Rank	Source	2050 Project	County	Project Name	Project Type	Project Description	From	To	BAND 1 (2024 - 2027)				BAND 2 (2028 - 2050)			
										PE	ROW	UTL	CST	PE	ROW	UTL	CST
1	0	24-27 TIP	0013767	Oconee	SR 8/SR 316/US 29 @ CR 55/Jimmie Daniel Road	Interchange	Creates an interchange at SR 316 @ Jimmie Daniel Road	NA	NA	\$ -	\$ 5,230,000.00	\$ -	\$ 212,271,273.00	--	--	--	--
2	0	24-27 TIP	0013768	Oconee	SR8/SR 316/US 29 @CR 440/CR 662/VIRGIL LANGFORD ROAD	Intersection/Interchange	The project will construct a new bridge and approaches to create a grade separation on Virgil Langford Road over SR 316. The	NA	NA	\$ -	\$ 3,360,000.00	\$ -	\$ 1,910,498.00	--	--	--	--
3	0	24-27 TIP	0015645	Clarke	CR 479/BELMONT ROAD@SHOAL CREEK&7 MI S OF WINTERVILLE	Bridge	Replace the existing bridge over Shoal Creek along Belmont Rd.	NA	NA	\$ -	\$ -	\$ 227,311.00	\$ 1,901,768.00	--	--	--	--
4	0	24-27 TIP	0019264	Clarke	1423 OLD MACON HWY @ MIDDLE OCONEE RIVER 3 MI S OF ATHENS	Bridge	Reconstruct bridge to allow for two standard travel lanes and shoulders plus bicycle and pedestrian facilities.	NA	NA	\$ -	\$ 200,000.00	\$ 100,000.00	\$ 4,000,000.00	--	--	--	--
5	0	24-27 TIP	0013806	Clarke	SR 10/US 78 @ NORTH OCONEE RIVER	Bridge	Replace the existing bridge over the North Oconee River along SR 10/US 78 (Oak and Oconee St.)	NA	NA	\$ -	\$ -	\$ 557,000.00	\$ 7,800,370.00	--	--	--	--
6	0	24-27 TIP	0015656	Oconee	CR 592 / CLOTFELTER ROAD @ BARBER CREEK 3 MI S OF BOGART	Bridge	Replace the existing bridge over Barber Creek along Clotfelter Rd.	NA	NA	\$ -	\$ -	\$ 10,000.00	\$ 2,349,556.00	--	--	--	--
7	0	24-27 TIP	0019614	Clarke	SR 10/US 78 FROM E BROAD STREET TO FOUNDRY STREET	Other Projects	SR 10 @ E. Broad Street and Foundry St - Drainage, Rehab and Improvement	NA	NA		\$ 75,000.00	\$ 30,000.00	\$ 700,000.00	--	--	--	--
8	0	24-27 TIP	0019549	Clarke	CR 3/FOVLER MILL ROAD @ LITTLE BEAR CREEK	Bridge	Fowler Mill Road at Little Bear Creek Bridge Replacement	NA	NA		\$ 200,000.00	\$ 50,000.00	\$ 2,500,000.00	--	--	--	--
9	0	24-27 TIP	0020327	Clarke	SR10/LP/US129 From Nellie B to SR15/SR24	Other Projects	NEVI Program project	Nellie B	SR15 / SR24	\$ -	\$ -	\$ -	\$ 1,250,000.00	--	--	--	--
10	0	24-27 TIP	0019833	Clarke	NORTH AVE FROM VILLOV ST TO COLLINS IND BLVD/FREEMAN DR	Other Projects	ACC Public Works North Avenue RAISE Grant	NA	NA	\$ 2,421,000	\$ 750,000	\$ 1,009,000	\$ 20,790,000	--	--	--	--
11	0	24-27 TIP	0013769	Oconee	SR 8/SR 316/US 29 @ CR 929/Oconee Connector	Interchange	Grade separation of SR 316 from Oconee Connector	NA	NA	\$ 1,500,000.00	\$ 1,940,000.00	\$ -	\$ -	--	--	--	\$ 11,923,799.00
12	0	24-27 TIP	0019266	Clarke	SR 10 LOOP SB & NB @ CSX Railroad 1.3 MI S OF ATHENS	Bridge	SR 10 LOOP SB & NB @ CSX RAILROAD 1.3 MI S OF ATHENS	NA	NA	\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 14,150,000.00
13	0	24-27 TIP	0019267	Clarke	SR 10 LOOP SB & NB @ CSX #938042F 1.5 MI NW OF ATHENS	Bridge	Replace the existing bridges at SR10 Loop at CSX railroad 1.5 mi NW of Athens.	NA	NA	\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 9,850,000.00
14	0	24-27 TIP	0019268	Clarke	SR 10 LOOP SB & NB @ CR 600/NORTH AVE 1.5 MI NE OF ATHENS	Bridge	Replace the existing bridges at SR10 Loop at 1.5 mi NE of Athens.	NA	NA	\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 11,625,000.00
15	0	24-27 TIP	0019269	Clarke	SR 10 Loop EB & VB @ MIDDLE OCONEE RIVER 3.5 MI S OF ATHENS	Bridge	SR 10 LOOP EB & VB @ MIDDLE OCONEE RIVER 3.5 MI S OF ATHENS	NA	NA	\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 46,900,000.00
16	0	24-27 TIP	0019265	Clarke	SR 10 Loop SB & NB @ NORTH OCONEE RIVER 1.4 MI S OF ATHENS	Bridge	SR 10 LOOP SB & NB @ NORTH OCONEE RIVER 1.4 MI S OF ATHENS	NA	NA	\$ 1,400,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 16,800,000.00
17	0	24-27 TIP	0017186	Oconee	SR 53 / Rays Church Road / Malcom Bridge Road	Intersection Improvements	Potential intersection improvement to include a signal or roundabout	NA	NA	--	--	--	--	\$ -	\$ -	\$ 148,400	\$ 2,756,879



2050 MTP: Cost Constrained Project List

MACORTS 2050 MTP PRIORITIZED PROJECT LIST

										BAND 1 (2024 - 2027)				BAND 2 (2028 - 2050)			
Sort	Initial Rank	Source	2050 Project	County	Project Name	Project Type	Project Description	From	To	PE	ROW	UTL	CST	PE	ROW	UTL	CST
						Improvements	include a signal or roundabout			--	--	--	--	\$	--	\$	148,400
18	0	MTP Amendment 11/15/21	0017370	Oconee	WATKINSVILLE TRUCK BYPASS FROM SR 24 TO SR 15	New Roadway	This project would construct a connector road between SR 24/US441 and SR 15 south of Watkinsville to enable truck traffic to bypass the intersection.	NA	NA	--	--	--	--	\$	3,140,000	\$	9,420,000
19	0	24-27 TIP Scoping Auth 2023	0016320	Clarke	SR 10 @ CR 993/WEST HANCOCK AVE	Intersection/Interchange	This project proposes to tie in the various legs of the existing intersection cluster with a multilane roundabout. The roundabout	NA	NA					\$	221,500	\$	1,306,786
20	0	TSPLOST 2018	TSP-14	Clarke	Tallassee Road Bridge Replacement	Bridge	Reconstruct the Tallassee Road bridge to allow for two standard travel lanes and shoulders plus bicycle and pedestrian	NA	NA					\$	3,274,312	\$	3,274,312
21	0	TSPLOST 2018	TSP-1	Clarke	Athens-Ben Epps Airport Access Road	New Roadway	The Athens-Ben Epps Airport Access Road project creates a new road from Lexington Road to Beaverdam Road to improve	Lexington Road	Beaverdam Road					\$	2,541,653	\$	2,541,653
22	0	TSPLOST 2023	TSP-11	Clarke	Five Points Intersection Safety Improvements	Intersection/Interchange	This project encompasses critical capital improvements aimed at enhancing safety at the Five Points Intersection. Proposed	NA	NA					\$	327,431	\$	327,431
23	0	TSPLOST 2018	TSP-4	Clarke	Beaverdam Rd and Cherokee Rd Intersection Signal Improvements	Intersection/Interchange	The Beaverdam Rd and Cherokee Rd Intersection Signal Improvements Project aims to enhance traffic flow and safety by	NA	NA					\$	109,144	\$	109,144
24	1	2045 MTP Other Sources	0013613	Oconee	SR 24 from Apalachee River to CS 7 and from SR 186 to Watkinsville Bypass	Widening	Widen SR 24 from 2 and 3 lanes to 4 lanes with grass and flush median	Apalachee River	CS 7					\$	6,937,952	\$	14,104,656
25	2	2040 Unfunded	P-35	Clarke	Jefferson River Rd. Safety Improvements	Safety	Widen Jefferson River Rd. to 2 standard lanes from Jefferson Rd. to Jackson County line. Bicycle and pedestrian facilities should	Jefferson Rd.	Jackson County line					\$	711,898	\$	1,423,796
26	3	2045 MTP Other Sources	0009011	Oconee	SR 53 from SR 24/US441 to CR 274/Hog Mtn - Ph II	Widening	Widen SR 53 to 4 lanes and construct turn lanes as needed from the Hog Mountain Rd to US 441. Sidewalk and bicycle lanes are	Hog Mountain Rd.	US 441/SR 24					\$	2,902,628	\$	2,902,628



2050 MTP: Cost Constrained Project List

Projects Funded by Other Sources

Source	2050 Project ID	PI#	County	Project Name	Project Type	From	To
TIP (24-27)	0020030	0020030	Clarke	Athens-Clarke Planning & Feasibility Study @ 5 Locations	Other Projects	NA	NA
2045 MTP Other Sources	P-76	NA	ACC /Oconee	Commuter Rail - Athens to Atlanta	Passenger Rail	NA	NA
Stakeholder Addition	P-83	NA	Clarke	West Broad St / Atlanta Hwy East/West Bus Rapid Transit	Other Projects	Crane Drive	Hickory Street
Stakeholder Addition	P-84	NA	Clarke	Lexington Rd US 78 East/West Bus Rapid Transit	Other Projects	Broad Street	Woodgrove Drive
SPLOST 2020	SP-31	NA	Clarke	Vincent Drive Multi-Use Path	Other Projects	Jefferson River Road	Newton Bridge Road
TSPLOST 2023	TSP-10	NA	Clarke	Trail Creek Trail Extension	Other Projects	NA	NA
TSPLOST 2023	TSP-15	NA	Clarke	Timothy Road Multi-Use Trail Extension	Other Projects	Skyline Parkway	Rhodes Drive
TSPLOST 2023	TSP-12	NA	Clarke	Ben Burton Park Multi-Use Path Extension	Other Projects	NA	NA
TSPLOST 2023	TSP-13	NA	Clarke	Ben Burton Park Multi-Use Path Phase II	Other Projects	Ben Burton Park	Mitchell Bridge Road Bridge
TSPLOST 2018	TSP-2	NA	Clarke	Riverbend Road Pedestrian and Bicycle Connectivity Improvement	Other Projects	College Station Road	South Milledge Avenue
TSPLOST 2018	TSP-3	NA	Clarke	Jefferson River Road Multi-Use Path	Other Projects	Jefferson Rd	Vincent Drive
TAP 2023	TSP-16	NA	Clarke	Oconee River Greenway Trail Extension	Other Projects	North Avenue	East Broad Street
TSPLOST 2018	TSP-5	NA	Clarke	Lexington Road Pedestrian Connectivity Enhancement	Other Projects	Johnston Drive	Gaines School Road
TSPLOST 2018	TSP-6	NA	Clarke	Cherokee Road Pedestrian Connectivity Enhancement	Other Projects	Lexington Road	Beaverdam Road
TSPLOST 2023	TSP-7	NA	Clarke	Firefly Trail Phase III	Other Projects	Hancock Road	Winterville Road
TSPLOST 2023	TSP-8	NA	Clarke	Firefly Trail Flyover Bridge	Other Projects	NA	NA
TSPLOST 2023	TSP-9	NA	Clarke	Firefly Trail Connection on Atlas Way	Other Projects	Lexington Road	Winterville Road





Upcoming Activities & Next Steps

Upcoming Activities & Next Steps – Public Engagement

Public Engagement Schedule

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
STAKEHOLDERS COMMITTEE										
PUBLIC ENGAGEMENT										
TECHNICAL SUB-COMMITTEE										
PUBLIC COMMENT PERIOD										
GDOT/FHWA COORDINATION										

Note: Dates are estimated and subject to change



Upcoming Activities & Next Steps

Next Steps

- Review Project Prioritization and Provide Comment
- Circulate Draft Report for Review
- Host 30-Day Public Comment Period
- MACORTS Adoption





Questions?

MACORTS 2050 MTP Prioritized Project List Comment Form

[illegible]



STAKEHOLDER COMMITTEE MEETING #3

Tuesday, July 16, 2024 | 1:00 - 3:00 PM

Athens Clarke County Planning Department

Welcome!

Please confirm your information is correct and initial or check by your name.

INITIALS	NAME	ORGANIZATION	EMAIL ADDRESS
	Project Team		
mb	Marc Beechuk	MACORTS / ACC	marc.beechuk@accgov.com
X	Robert Walker	MACORTS / ACC	robert.walker@accgov.com
X	Rachel Hatcher	Consultant Team: RS&H	rachel.hatcher@rsandh.com
	Brian Powers	Consultant Team: RS&H	Brian.Powers@rsandh.com
	Jamie Zerillo	Consultant Team: RS&H	jamie.zerillo@rsandh.com
	Justin Dammons	Consultant Team: RS&H	justin.dammons@rsandh.com
X	Anna Johnson	Consultant Team: Blue Cypress	anna.johnson@bluecypress-consulting.com
	Stakeholder Committee		
	Rebecca Allen	Athens Technical College	rallen@athenstech.edu
CB	Stephen Bailey	Athens Clarke County Public Works	stephen.bailey@accgov.com
	John Barber	Mayor, Hull (Madison County)	jbarber@hullga.com
JB	Todd Berven	University of Georgia Campus Transit System	todd.berven@uga.edu
	David Bradley	Athens Area Chamber of Commerce	david.bradley@athensga.com
	Jason Branch	Oconee County Schools	zgattie@oconeeshools.org
	Brian Brodrick	Mayor, Watkinsville (Oconee County)	bbrodrick@cityofwatkinsville.com
	John Crocker	Federal Transit Administration	john.crocker@dot.gov
	Andrea Daniel	Athens Technical College	adaniel@athenstech.edu
	John Daniell	Oconee County BOC Chair	jdaniell@oconee.ga.us
	Ann-Marie Day	FHWA	ann-marie.day@dot.gov
	Dodd Ferrelle	Mayor, Winterville (Athens-Clarke County)	wintervillmayor@gmail.com
	Kelly Girtz	ACC Mayor	kelly.girtz@accgov.com
KG	Kim Grayson	GDOT Highway Division	kgrayson@dot.ga.gov
	Matt Hall	ACC Planning Commission Representative	matthall2@gmail.com
	Todd Higdon	Madison County BOC	thigdon@madisonco.us
	Robbie Hooker	ACC School Board of Education	hookerr@clarke.k12.ga.us
	Niki Jones	Assistant Manager, ACC	Niki.jones@accgov.com
✓	Janet Jones	Mayor, Bogart (Oconee County)	janetjones@cityofbogart.com
R.K.	Rani Katreeb	Athens Clarke County Public Works	rani.katreeb@accgov.com
	Tony Lay	Athens Community Council on Aging	tlay@accaging.org
	Scott Long	Bike Athens	ExecutiveDirector@bikeathens.com



STAKEHOLDER COMMITTEE MEETING #3

Tuesday, July 16, 2024 | 1:00 - 3:00 PM

Athens Clarke County Planning Department

Welcome!

Please confirm your information is correct and initial or check by your name.

INITIALS	NAME	ORGANIZATION	EMAIL ADDRESS
	David Lynn	Athens Downtown Development Authority	David@downtownathensga.com
	Mike Mathews	Athens-Ben Epps Airport	mike.mathews@accgov.com
	Ilka McConnell	ACC Economic and Development-Department	ilka.mcconnell@accgov.com
	Johnathan McLoyd	GDOT Intermodal Division	JoMcLoyd@dot.ga.gov
	Victor Pope	Athens Transit System	Victor.pope@accgov.com
	Conolus Scott, Jr.	Madison County Planning Commission	conoluss@windstream.net
	Connie Stodinger	Athens Area Housing Authority	cstaudinger@athenshousing.org
	Amy Stone	ACC	amy.stone@accgov.com
	Anna Strickland	Economic Development - Madison County	astrickland@madisoncountyga.org
	Cindy Thompson	Athens Area Housing Authority	cthompson@athenshousing.org
<i>GT</i>	Grace Tuschak	Georgia Bikes	grace@georgiabikes.org
	Burke Walker	Regional Commission (NEGR)	bwalker@negrc.org
	Roderick Wallace	EJ Population Representative(s)	roderick.wallace@accgov.com
	Mike Wharton	ACC Sustainability Office	mike.wharton@accgov.com
	Katie Williams	Visit Athens	KWilliams@VisitAthensGA.com
	Tim Wyatt	Mayor, Colbert (Madison County)	cityhall@colbertgeorgia.com
	Beverly Young	Bogart / Oconee County	byoung4bogart@gmail.com
<i>Gm</i>	<i>Grace Martin</i>	<i>Bogart / Oconee Co</i>	<i>grace4bogart@gmail.com</i>
<i>SC</i>	<i>Sheila Crisp</i>	<i>Athens Housing Authority</i>	<i>scrisp@Athenshousing.org</i>
x	Beth Davis	Consultant Team	



Attachment C:

Technical Subcommittee Meeting Summaries



MEETING MINUTES

TECHNICAL SUBCOMMITTEE KICK-OFF MEETING
MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE
FEBRUARY 15, 2024
(IN PERSON)

Agenda

1. Project Team Introduction
2. Study Overview & Schedule
3. Existing Conditions
4. Goals and Objectives
5. Public Engagement
6. Next Steps
7. General Discussion - Questions

Attendees

Technical Subcommittee Attendance

Name	Organization
Kimberly Grayson	GDOT Highway Division, Transportation Planning Specialist
Victor Pope	Athens Transit (Fixed Route)
Todd Berven	UGA Campus Transit, UGA Parking and Transportation
Rani Katreeb	ACC Transportation & Public Works, Interim Director
Jody Woodall	Oconee County Public Works, Director
Daniel Sizemore	Athens-Clarke County, Bicycle-Pedestrian Safety Coordinator
Katie Goodrum	Athens-Clarke County, Vision Zero Safety Specialist
Stephen Bailey	Athens-Clarke County, Public Works Director
Emilie Castillo	ACC Leisure Services, Park Planner

The following committee members were unable to attend the meeting:

- Johnathan McLoyd, GDOT Intermodal, Transit Planner
- Ann-Marie Day, FHWA, Planning Team Lead



- Alan Lapczynski, Madison County, Public Works Director
- Guy Herring, Oconee County, Director of Planning & Code Enforcement
- Christopher Roach, Madison County, Planning & Zoning Director

Project Team Attendance

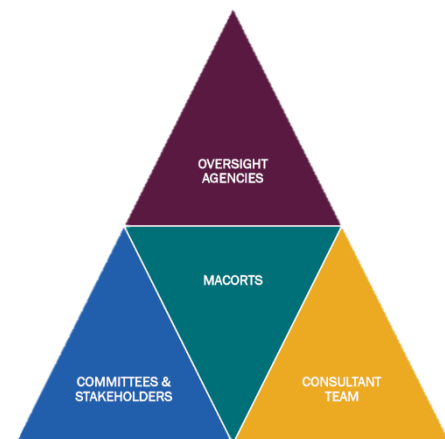
Name	Organization
Marc Beechuk	MACORTS, Comprehensive Planning Coordinator
Robert Walker	MACORTS, Project Manager
Consultant Team	
Rachel Hatcher	Consultant Team: RS&H, Project Manager
Justin Dammons	Consultant Team: RS&H
John Noe	Consultant Team: Blue Cypress

The meeting was held in person at the Athens-Clarke County Planning Department Auditorium located at 120 West Dougherty Street in Athens.

Project Team Introduction

Robert Walker opened the meeting, introducing the study and thanking the Technical Subcommittee (TSC) for their participation. Rachel Hatcher welcomed everyone and reviewed the meeting agenda, noting that the focus of the meeting today was to discuss goals and objectives for transportation in the region. This is a legislatively directed process, so compliance with oversight agencies is crucial.

Rachel introduced the MACORTS team, oversight agencies, and consultant team. She provided a breakdown of consultant team roles: RS&H is the project lead, Blue Cypress Consulting is the engagement lead, WSP is the task lead for Freight, and Toole design is the task lead for Multimodal Transportation.



Study Overview & Schedule

Rachel provided an overview of the roles and responsibilities of a Metropolitan Planning Organization (MPO), which is detailed on the slide. They receive federal transportation funds and are responsible for identifying projects in the MPO study area to allocate funding. MACORTS is the MPO for the Athens Urbanized Area (UZA), which comprises Athens-Clarke County and portions of Madison and Oconee Counties.

Metropolitan Transportation Plan Overview

Rachel described the role and importance of the Metropolitan Transportation Plan (MTP) and its importance to the region in terms of making your transportation projects eligible for federal funding.



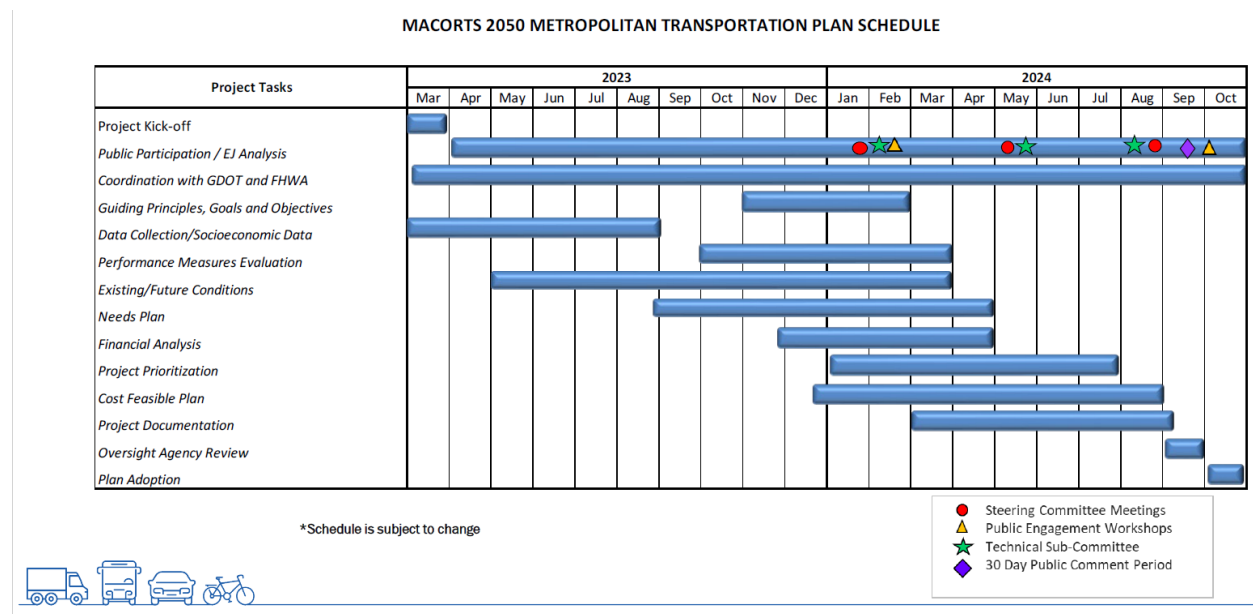
This long-range plan covers a 20-year horizon, with a fiscal constraint, and provides MPOs the opportunity to assess existing transportation network performance, estimate future demands, and identify needs and investments. Federal legislation requires that the MTP be updated every 5 years to remain eligible for transportation funding.

Performance Based MTP Elements

The MTP elements were introduced and described at a high level. The Project Team will ensure that projects identified by the MTP support the goals and objectives set through the planning process and demonstrate the need for it, which ensures that the investments made are sound. There are typically more projects identified than there are resources to support, so the prioritization process is key. After construction, each project must be evaluated to determine whether it provided the expected benefit.

MTP Schedule

Rachel reviewed the project schedule, noting that the plan is up for adoption in October, with a focus on extensive data collection and existing conditions. The next TC meeting will be in May, at which point the TSC will be discussing prioritization of recommendations.



Technical Subcommittee Responsibilities

The Technical Subcommittee responsibilities will carry through the entire planning process. The primary role of the Technical Subcommittee is to provide guidance on the following project elements:

- Goals, objectives, measures of effectiveness
- Existing conditions and needs assessment results
- Project assessment and prioritization criteria
- Prioritized and cost constrained project list
- Plan document



Existing Conditions

Existing Conditions Elements

Rachel introduced the Existing Conditions element and provided a brief overview of key components of this analysis. She noted that all studies from the region were reviewed to understand recent projects and initiatives in the region as well as transportation investments that are already underway.

Rachel discussed trends and key takeaways from the Existing Conditions, which are summarized below (see slide deck for details and maps):

- First, the team looked at the population for the MTP to understand where concentrations of population are located. We also analyzed which corridors in the network are most likely to have the highest amount of traffic counts. The table indicates how each jurisdiction contributes to the population of the region
- Total number of households decreased since 2015, but Oconee increased
 - Deeper concentration in Madison and Oconee Counties than in previous years
- Total jobs increased 2.9%, but Madison County decreased 20.7%
- Environmental Justice is an important component to ensure that the planning process is not disproportionately impacting communities that have typically been overlooked in the past - helps to prevent disproportionate physical and social impacts.
- Hispanic populations: the map shows locations of higher-than-average (10.2%) Hispanic populations that will help guide planning process to ensure these areas are not disproportionately impacted, and that translation services will be provided when performing outreach in those areas
- Elderly populations are indicated in deeper brown colors on the map. The team wishes to target this group in engagement to make the planning process more accessible.
- Populations in poverty are also shown on the map, with deepest concentrations in dark purple. This population is less dispersed than others, with the highest concentration around the urban core of Athens or immediately south of it.

Roadway Safety

- This helps visualize fatal crashes in the region; data from Numetric can identify corridors with high crash rates. There were 100 fatal crashes from 2017-2021, which is a fairly high rate.
- This analysis also reviewed the crash severity factor (KABCO). The Project Team will identify hotspots for safety issues and future potential hotspots to target for mitigation measures
- Crash rate data was also reviewed – Rachel explained how the crash rate normalize the number of crashes to understand how many crashes are happening per number of vehicles passing through.
- Pedestrian and bicycle crashes are also reviewed; unlike with vehicles, rates are not available for these data points. The Athens region is moving towards a Vision Zero environment where zero crashes are acceptable. Daniel Sizemore asked if we could see all



crashes, not just fatalities and serious injuries, as the difference between degrees of severity can be quite small.

Future Conditions

- Regional population is projected to increase 38.1% by 2050, with the spread resembling 2020 conditions. Oconee County will increase 84.5% during this time. These growth projections will be fed into the Travel Demand Model and impact recommendations.
 - Marc Beechuk asked if a population increase to over 200,000 would impact the MTP process. Rachel answered that the population threshold is that between a small and large UZA. Crossing the threshold will mean more planning requirements and have implications for how resources can be used, transit funding, and other administrative matters. Population growth will not be officially captured until the following Census, and 2 years after the next Census, the UZA designation will become official.
 - The MTP process might not be impacted, but transit agencies would need to be very specific when doing long-range planning to determine whether it could still maintain the 50% federal match for operations funding, or if all federal aid would need to go to capital projects.
 - Victor Pope asked if growth in Barrow and Jackson Counties would impact the MTP process, but Rachel noted that Jackson County is in the Gainesville-Hall MPO and Barrow County is in the Atlanta Regional Commission's MPO planning area.
- Employment is expected to increase 68.6% by 2050, with Madison, Oconee, and Oglethorpe Counties all increasing by over 120%.

Key Takeaways

- Rachel noted that the Project Team will be using information from Existing and Future Conditions analyses to understand where there are existing and perceived issues. The team will then develop a slate of projects to address those needs.

Goals and Objectives

Rachel presented goals and objectives to the Stakeholder Committee, noting that while this meeting would only cover them at a high level, TSC feedback would be welcome when the public survey launches. After defining and distinguishing between goals and objectives, Rachel reviewed the specific goals for the 2050 MTP, emphasizing that all modes must be considered equally.

National Performance Goals

Rachel noted that this is a performance-based planning environment. GDOT sets state targets that the MPO must work towards. She showed the national planning factors and provided a summary of each, emphasizing the need to keep these national planning factors in mind when talking about the 2050 MTP.

Stakeholder Committee Input Results

Rachel presented the results of the Stakeholder Committee input activities. She again encouraged all TSC members to take the public survey.



1. What organization do you represent?
2. What do you think of the current 2045 MTP goals?
 - a. 11 – look great! 7 – needs improvement; 1 – complete overhaul (Victor indicated that was an accident)
3. What are your top 5 goals from those included in the 2045 MTP? This will help us build the foundation for the prioritization of investments. This helps us think about what do you as key stakeholders think are most important for investments? The public, staff, and the Technical Committee will also weigh in on this topic.
 - a. 1st – Connectivity
 - b. 2nd – Increase accessibility and mobility
 - c. 3rd – Increase safety
 - d. 4th – System resiliency and reliability
 - e. 5th – Support economic vitality
4. Describe the MACORTS region in one word: This helps us define the vision from your perspectives.

Rachel asked for initial thoughts on the previous 2045 goals and objectives, noting that the TSC would be asked to provide more detailed feedback on these after the meeting.

General Discussion

What are some problems we have right now in the region?

- Victor: Congestion, mainly vehicular
- Jody: Funding across the board for transportation projects. We just started collections on a TSPLOST in April 2023, the bulk of which is going into resurfacing and maintaining what we have. It did give some funding opportunities for new projects.
- Daniel: Lack of transportation mode choices, fragmented sidewalk and bike lane network, which have been afterthoughts in the past related to car throughput. It's a funding and policy issue.
- Marc: It's a river and topography issue as well. Crossing the river hinders bike and pedestrian transportation.
- Stephen: Maintaining what we have. Besides funding, it comes down to vacancies in maintenance crews. Stormwater impacts on roadways, pipes failing, etc.
- Rani: Pedestrian-level lighting, which is a policy issue. We see people walking where there is no sidewalk, crossing where they shouldn't, etc. How can we make that clearer to people so we don't have incidents on the Loop or smaller roads?
- Jody: Reducing modal conflicts
- Daniel: Connectivity is getting much better with Firefly Trail, but they close at a certain time, forcing people to choose between breaking the law and riding in unsafe conditions. Trails are often being built and marketed as recreation, when they may also be essential transportation for some folks.
- Todd: Meeting staffing needs. We have 22 unfilled vacancies and can only operate at 65-70% capacity.



- Daniel: We have the same situation, which forces us to depend on inexperienced drivers. The majority of bicyclists in town are UGA students getting to campus. A lot of parking lots on campus are being held for future development. The ongoing reduction of surface parking is leading to higher demand.

What are some things that we are doing a good job with right now?

- Victor: Maximizing use of limited space. Space is being limited by a desire to keep Athens the way it was. We are also maximizing the funds we have but are spreading them thin over many projects.
- Daniel: Partial funding of a lot of projects. Elected officials are forcing this. Athens wants to provide a lot of things to a lot of people, especially on gamedays. We want to be this bigger city for $\frac{3}{4}$ of the year, but when the summer comes, we have 40,000 people leave. Restaurants lose staff, hours are limited, and it's difficult to provide the level of service expected of the "college town." The current tax digest provides low level of income during these times. We are doing a good job with car throughput overall, despite the congestion – we're definitely not like Atlanta.
- Rani: We've made a lot of progress in ACC on hiring professionals, bike/ped coordination, Vision Zero, getting a safety action plan in place, and being focused and aligned with FHWA on roadway safety goals. We have a long way to go, but these are good baby steps. Our elected officials have shown great support for these initiatives.
- Stephen: We're getting better at identifying and communicating our needs, as evidenced by passing the TSPLOST, which required getting buy-in from elected officials and the public.
- Rachel: Having significant park and ride features and a robust transit system. Reinvesting in bike/ped infrastructure downtown. Reevaluating and being brave enough to change the flow of traffic by designating pedestrian-only zones. Looking at all modes effectively.
- Jody: I haven't been over here in a few years. Coming in today, some of the road diet projects which were in the early stages last time have come in nicely, and they seem to be moving the same number of people. Improved signal timing as well.
- Daniel: I've been told that "Athens makes it easy to give out grant money."

What does the future of the region look like to you?

- Victor: Once the MTP process is complete, will this be adopted by respective governments?
 - Rachel said no, but noted that MACORTS has representation from local governments and quorum requirements. The regional vision is a bit larger than each individual government, so no local government's wishes are stronger than the others. These investments are made in partnership with FHWA and GDOT.
- Victor: Multipurpose trails, less on-street parking.
- Daniel: More frequent transit trips. High-speed rail would be transformative and we should look at it. Based on the concept alignment for the Atlanta to Charlotte line, it's shown in north Athens. So, are we going to have acres of parking lots or multimodal access options? A fully connected, safe network for all ages, abilities, and modes of transportation, or at least giving people an option instead of being forced to have a car to have success in life. More equitable investment.
- Rani: The most challenging corridors (Milledge and Prince) deserve our focus. It will take a lot of money to fix them up to where they can accommodate multiple modes. Almost every



weekend we have a vehicle running into a power pole on Milledge. Try to increase bike/ped facilities and turn over control of streets to local governments if they are willing. Commercial travel is using the loop, not using downtown streets unless they are making a delivery.

- Marc: I think the word region is important, but I'm not sure the municipalities understand it. I don't think Athens is a college town anymore. Our planning efforts are based around making Athens-Clarke County a larger city. We have a lot of small town ideas and are trying to move past that, which means getting our partners in Madison and Oconee Counties involved. Watkinsville is becoming much more of a destination.
- Rachel: Your number one priority is connectivity, which can include between communities.

Upcoming Activities & Next Steps

Rachel reviewed next steps, which are outlined below and in the slide deck:

- Complete Existing Conditions Analysis
- Host First Round of Public Engagement
- Adopt Goals and Objectives
- Begin Needs Assessment, Development of Performance Measures, and Project Prioritization
- Complete Financial Plan
- April/May – next Technical Subcommittee Meeting (same format and similar timing)

Rachel announced that we were giving all members copies of the 2045 MTP Fiscally Constrained Project Map. TSC homework is to look at previous plans and make note of any missing projects. We will also provide an interactive, GIS-based version of this where you can give targeted, specific feedback on projects. You can try it and let us know where we can make improvements before we send it out to the public. Input is due back in 30 days, which is a hard deadline.

Daniel: I invited Leisure Services today and wanted to ask how our off-right of way transportation gets incorporated into this (greenways, Firefly, pedestrian alleyways, etc.)

- Rachel answered that this plan dictates whether a project can be funded with FHWA formula grant programs. Standalone multimodal path projects are funded almost exclusively through specific discretionary grant programs, some of which are from DNR and FTA, but typically not from FHWA. We would show these connections on a map to indicate where we could fund supportive roadway projects.

Daniel: But could multimodal side paths be funded by this plan? I would probably recommend multimodal facilities on all roadways

- Rachel said yes, and that the Project Team would be happy to show connections and tie-ins to projects that can be funded through the MTP in the final plan.
- Jody: There is benefit in showing projects that are valuable to the community and stakeholders, even if they aren't eligible for FHWA funding.

Rachel announced the upcoming launch of the public engagement process and asked the TSC to help promote the survey and upcoming events. The Project Team will rely on them to be an extension of their network and spread project awareness. The hope is to get 1,000 survey responses.

Emilie: Can we add greenway shapefiles to the interactive map?

- Rachel said yes, the Project Team would do so if provided with the shapefile.



Robert thanked everyone for their participation.

The meeting was adjourned.



MACORTS
2050 Metropolitan Transportation Plan Update
Technical Subcommittee Kick-Off Meeting

February 15, 2024

Presentation Agenda

- Project Team Introduction
- Study Overview & Schedule
- Existing Conditions
- Goals and Objectives
- Live Survey
- Project Considerations
- Next Steps
- General Discussion - Questions

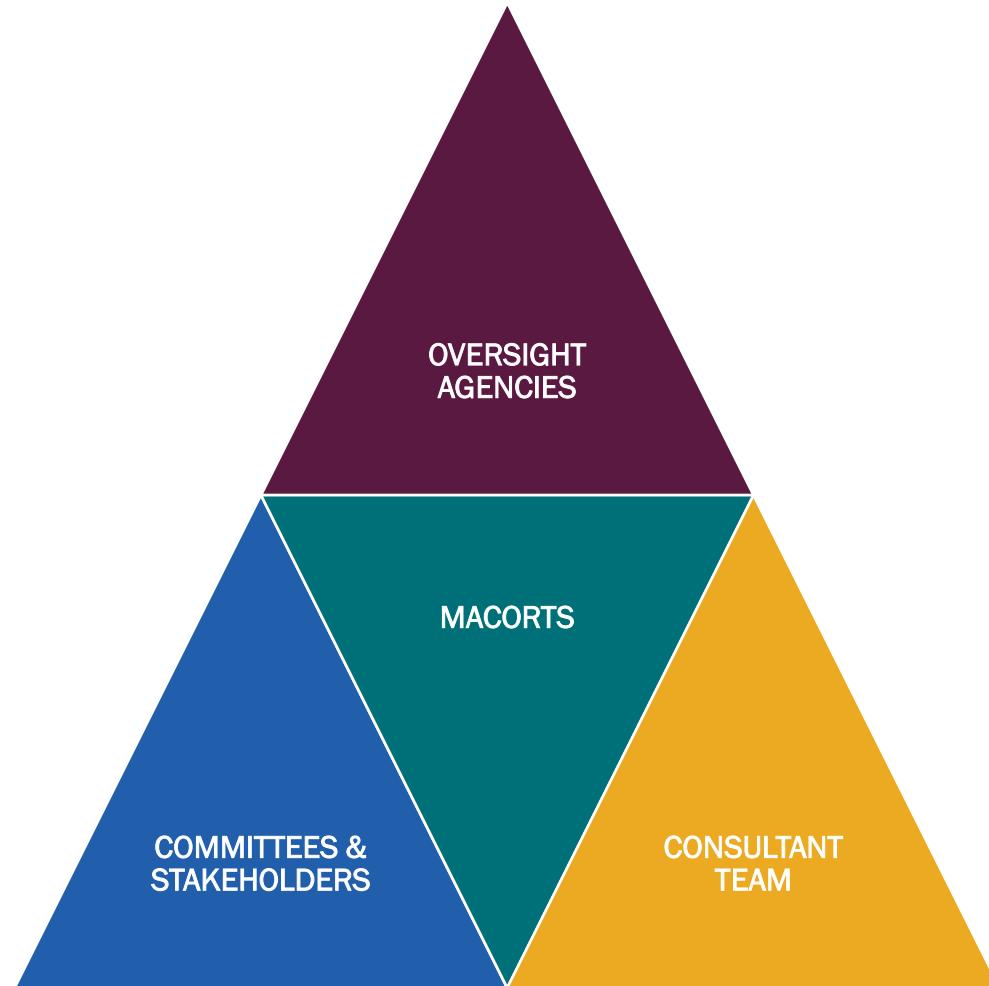


Project Team

- MACORTS
- GDOT/FHWA

Consultant Team

- RS&H
- Blue Cypress Consulting
- WSP
- Toole Design



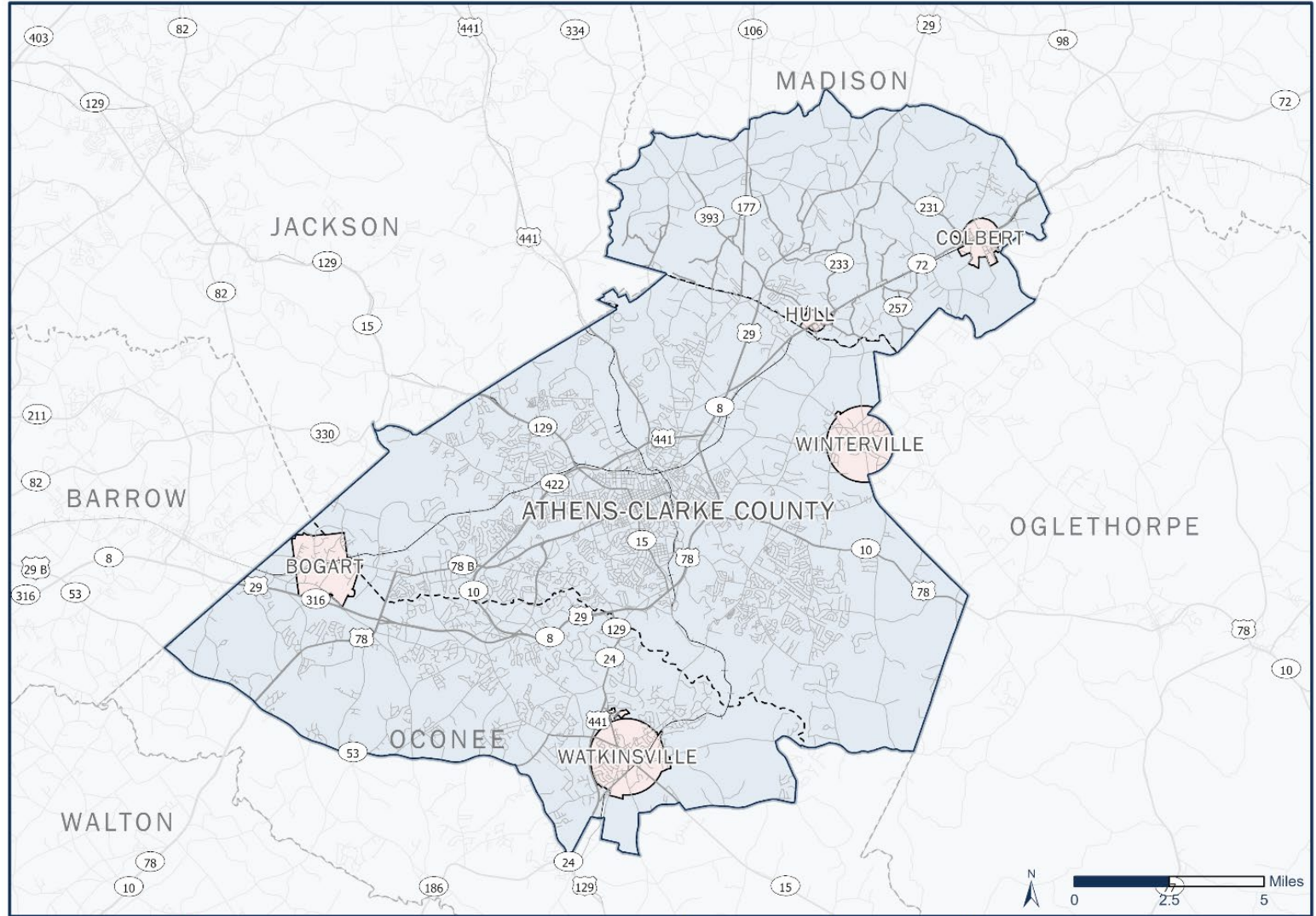


Study Overview & Schedule

Study Overview & Schedule

MACORTS

- Includes Athens-Clarke, Madison, and Oconee Counties
- Governed by a Policy Board comprised of Elected Officials
- Responsible for Federally mandated planning products



Study Overview & Schedule

What is a Long Range / Metropolitan Transportation Plan?

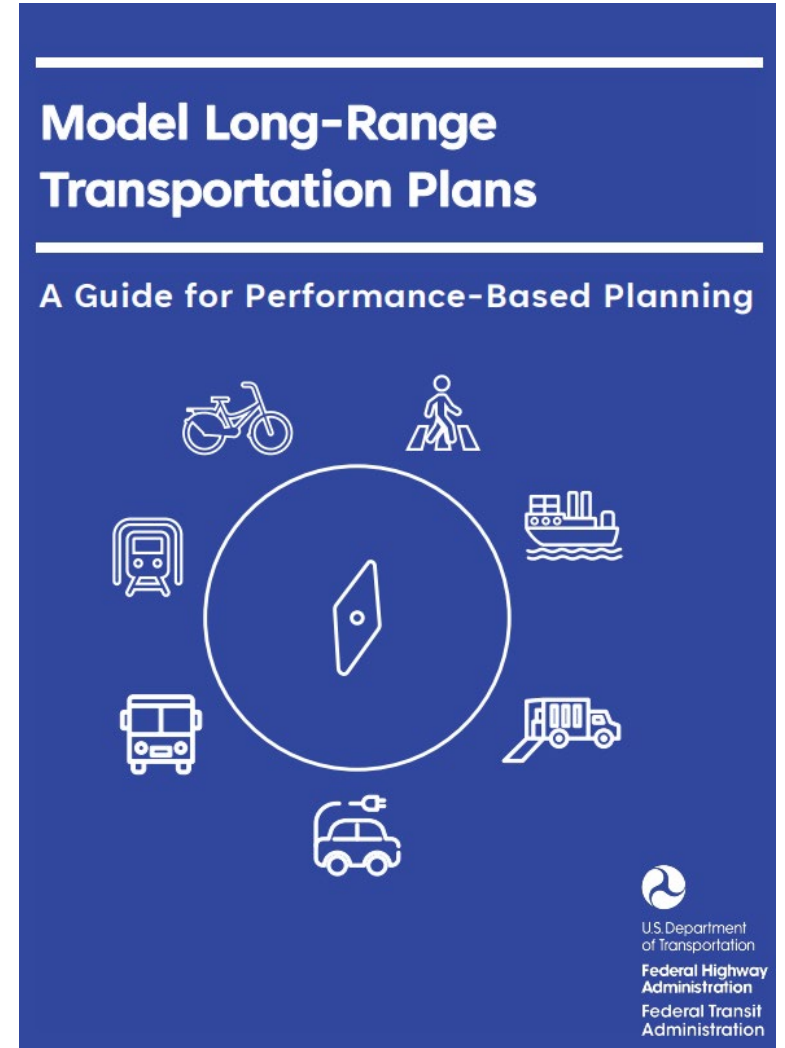
- Federal legislation requires updates every 5 years to remain eligible for transportation funding
- The MTP covers a 20-year planning horizon with fiscal constraint
- Provides MPOs the opportunity to:
 - Assess existing transportation network performance,
 - Estimate future demands,
 - Identify needs and investments



Study Overview & Schedule

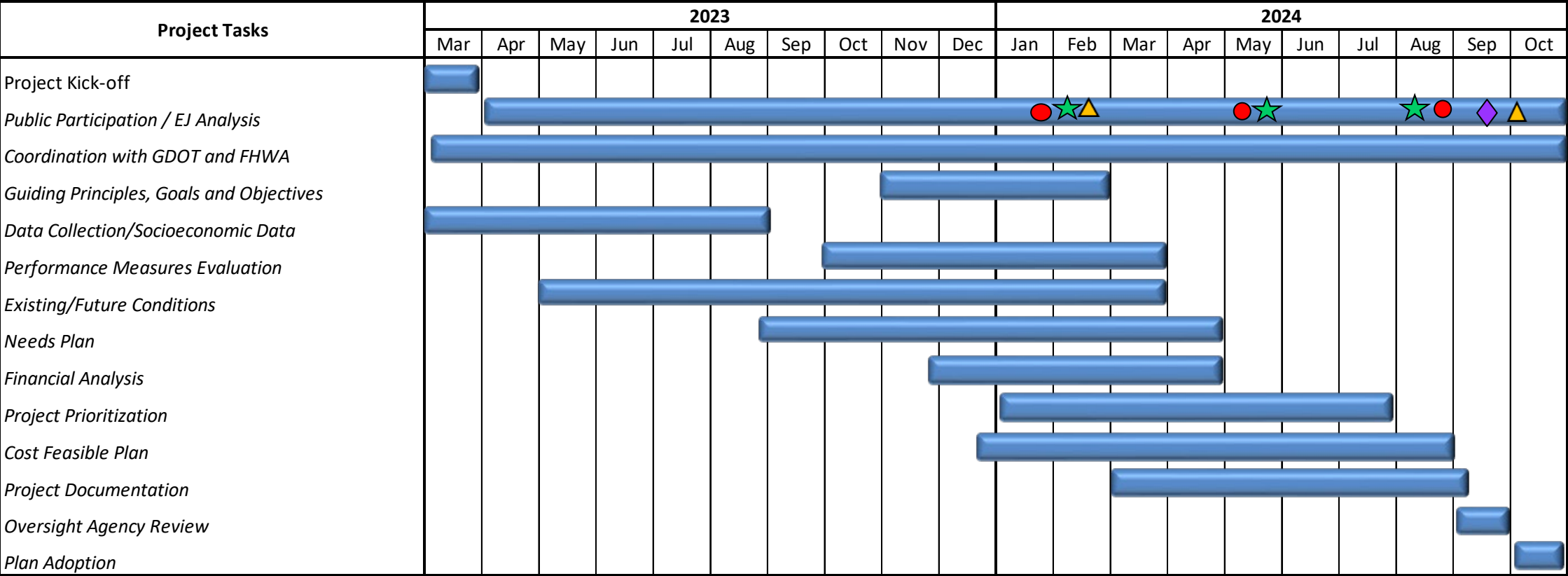
Performance Based MTP Plan Elements

1. Context Setting Information
2. Goals and Objectives
3. Performance Measures and Targets
4. System Performance Report
5. Identification of Needs
6. Strategies, Investments and Financial Plans
7. Connection to Programming



Study Overview & Schedule – MTP Schedule

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



*Schedule is subject to change

- Steering Committee Meetings
- ▲ Public Engagement Workshops
- ★ Technical Sub-Committee
- ◆ 30 Day Public Comment Period



Key Responsibilities

Technical Subcommittee – Key Responsibilities

Review and provide comment/guidance on the following project elements:

- Goals, objectives, and measures of effectiveness
- Existing conditions and needs assessment results
- Project assessment and prioritization criteria
- Prioritized and cost constrained project list
- Plan document



Key Responsibilities

Technical Subcommittee – Key Responsibilities Continued

Review and provide comment/guidance on the following project elements:

- Identification of projects for consideration
 - Former MTP Projects
 - Additional Projects
 - Funding allotment and commitments
- Modal Considerations (Bike, Ped, Transit, Freight, Air)
 - Funding limitations
 - Build on ongoing and future efforts



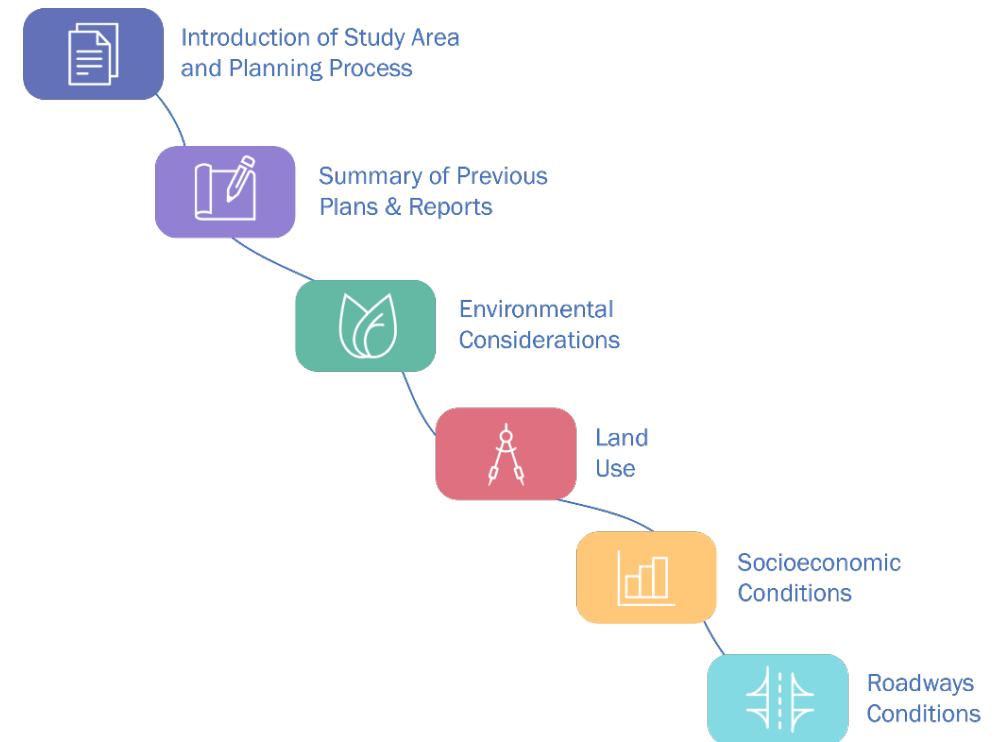


Draft Existing Conditions

Existing Conditions – Elements

- Past and related studies
- Local Comprehensive Plans
- Demographic data: 2020 US Census and American Community Survey (ACS)
- Roadway network, functional classification, and level of service (LOS)
- Bicycle, pedestrian, and transit facilities
- Rail, freight, and airport infrastructure
- Crash statistics

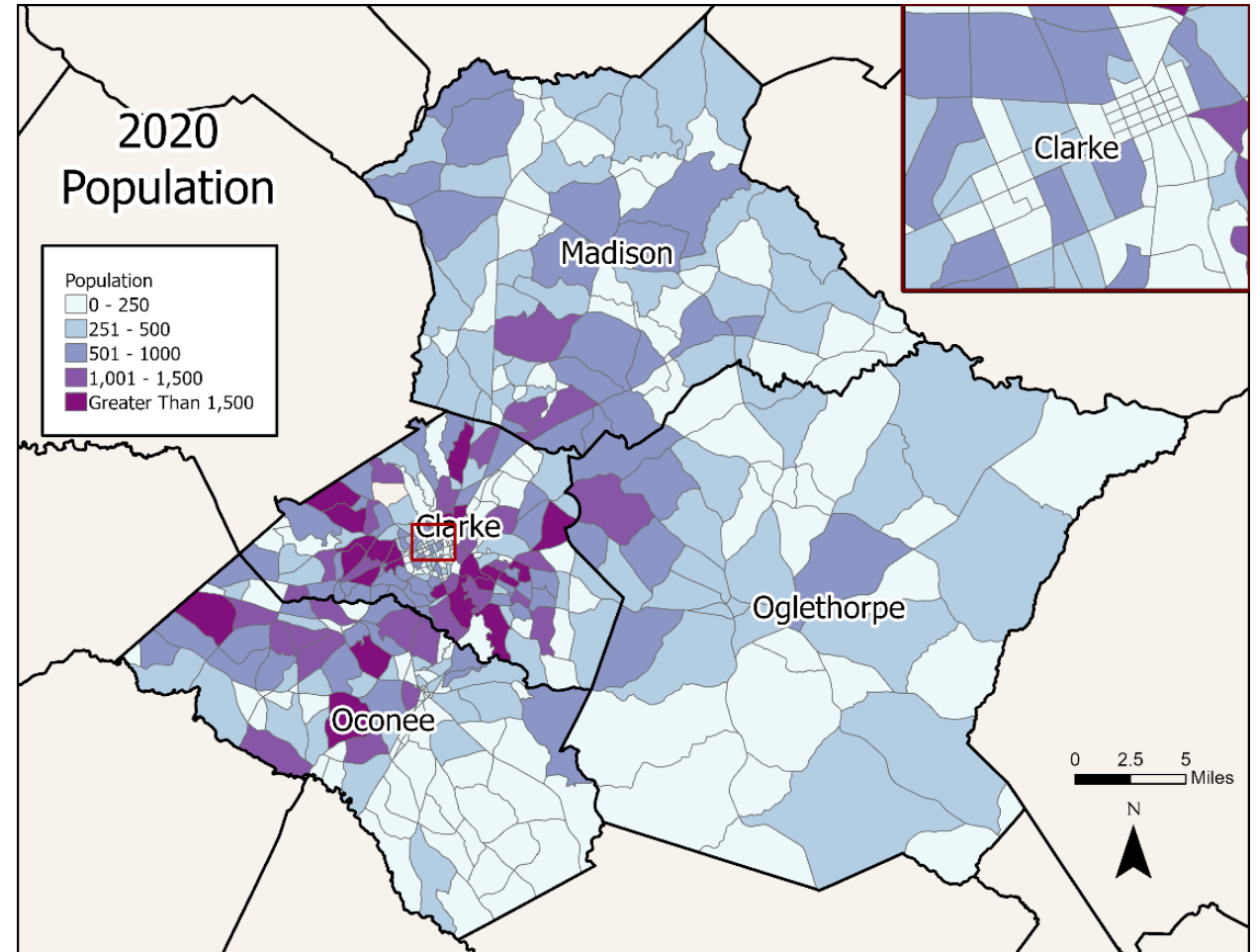
Existing Conditions Elements



Existing Conditions – Base Year (2020) Population

COUNTY	2020 CENSUS POPULATION
CLARKE	128,671
MADISON	30,120
OCONEE	41,799
OGLETHORPE	14,825
TOTAL	215,415

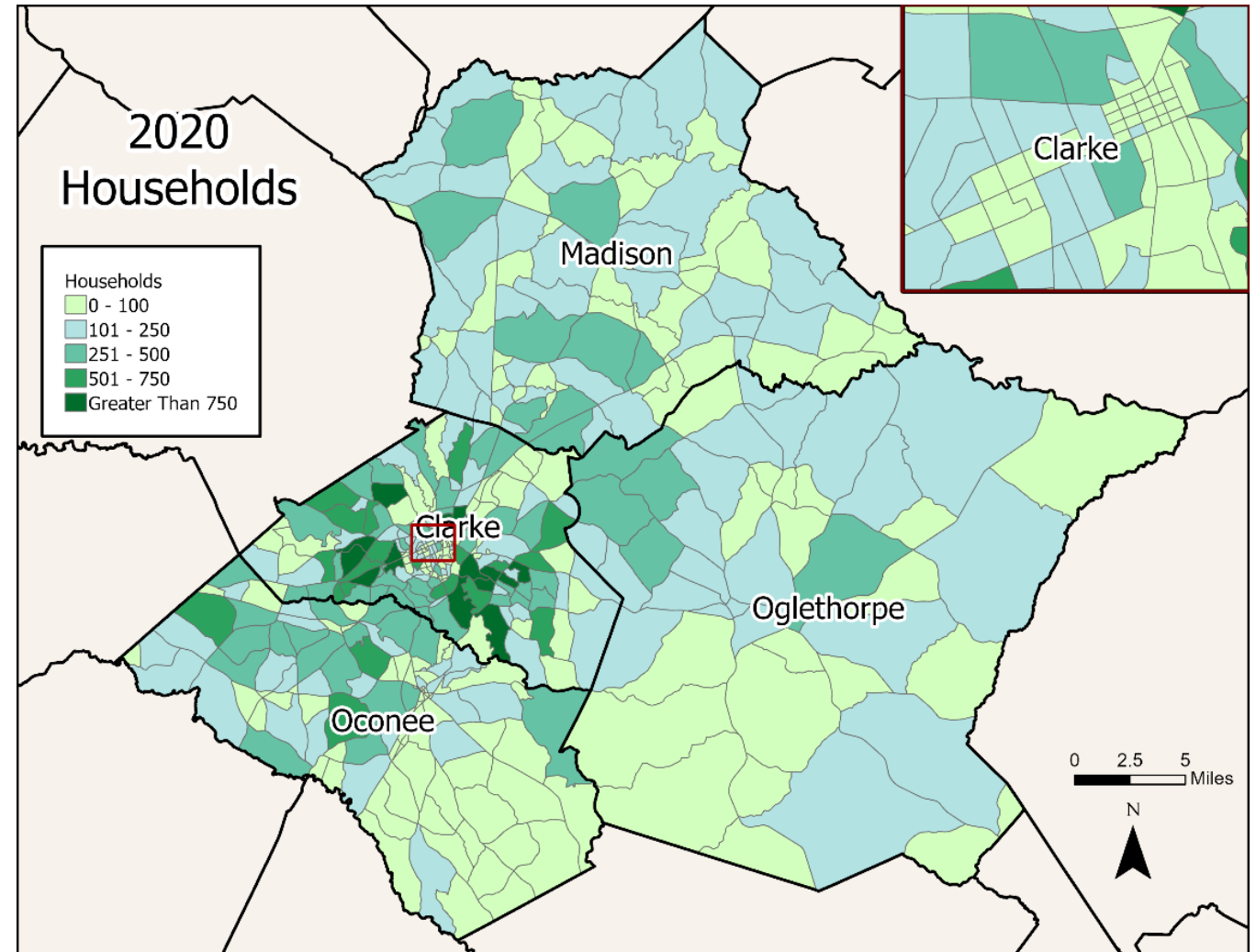
- Regional population increased by 4.4% since previous 2045 MTP
- Oconee County showed most growth, with 12.3% increase from 2015 TAZ figures



Existing Conditions – Base Year (2020) Households

COUNTY	2020 CENSUS HOUSEHOLDS
CLARKE	51,641
MADISON	11,267
OCONEE	14,360
OGLETHORPE	5,803
TOTAL	83,071

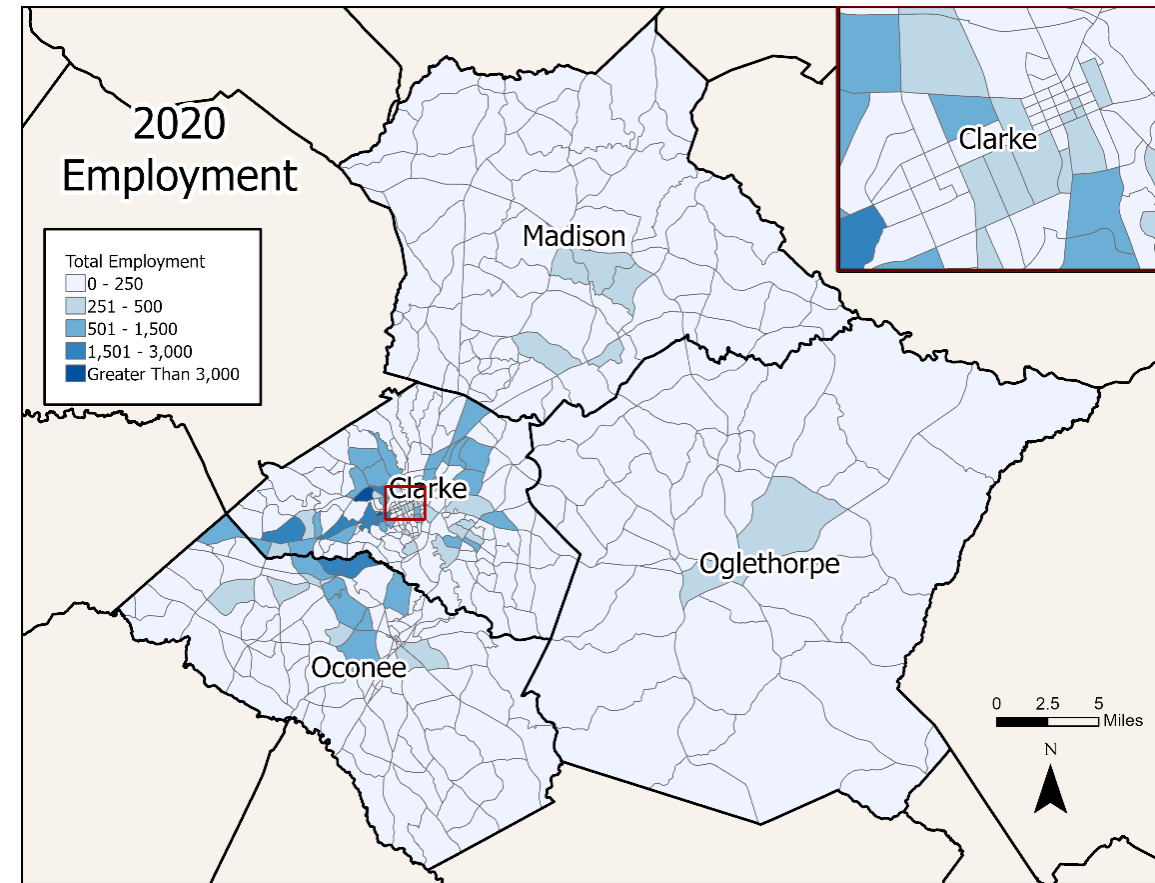
- Total number of households decreased from 2045 MTP
- Oconee County was only county that showed growth from 2015 TAZ figures



Existing Conditions – Base Year (2020) Employment

2020 EMPLOYMENT TOTALS					
COUNTY	DRAFT TAZ	CENSUS COUNTY BUSINESS PATTERNS	GDOL	BUREAU OF ECONOMIC ANALYSIS (BEA)	2019 LEHD
	TOTAL EMP.	PAID EMPLOYEES	AVERAGE EMP.	JOBS	TOTAL EMP.
CLARKE	71,729	49,313	55,977	90,673	68,491
MADISON	4,074	2,619	12,972	8,195	4,015
OCONEE	14,842	14,015	19,523	22,522	14,569
OGLETHORPE	1,936	1,193	6,720	4,456	1,914
TOTAL	92,581	67,140	95,192	125,846	88,989

- Total number of jobs increased by 2.9%
- Madison County showed -20.7% decrease in total number of jobs



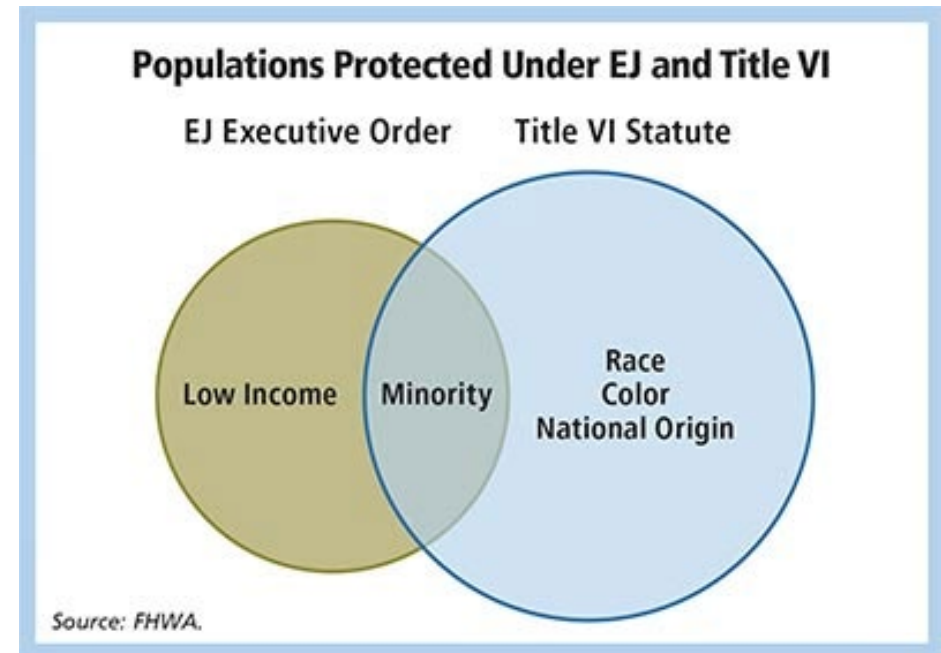
Existing Conditions – Title VI and Environmental Justice

Title VI of the Civil Rights Act of 1964

- No person on the ground of race, color, or national origin shall be subject to discrimination under any program or activity receiving Federal financial assistance

Environmental Justice

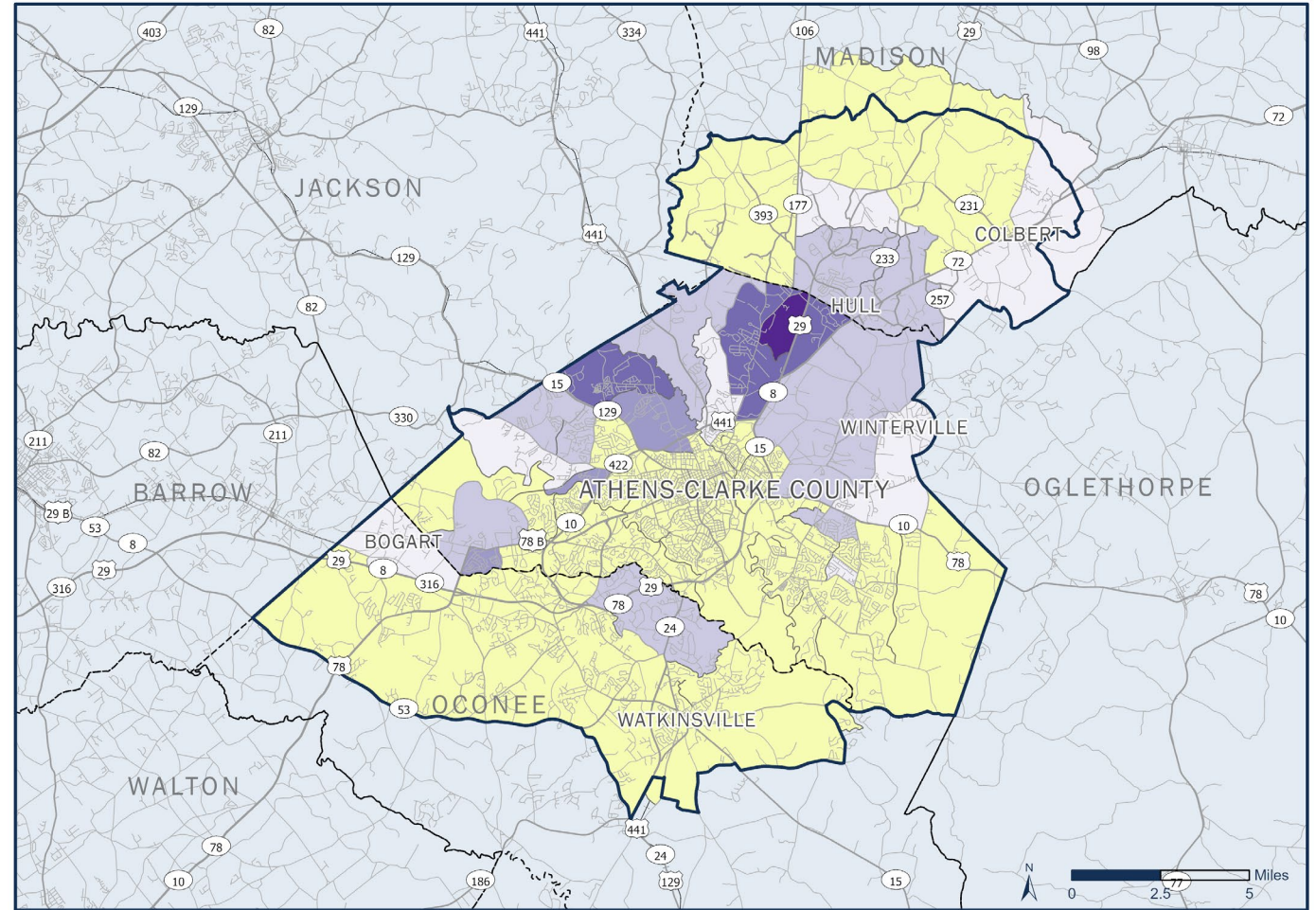
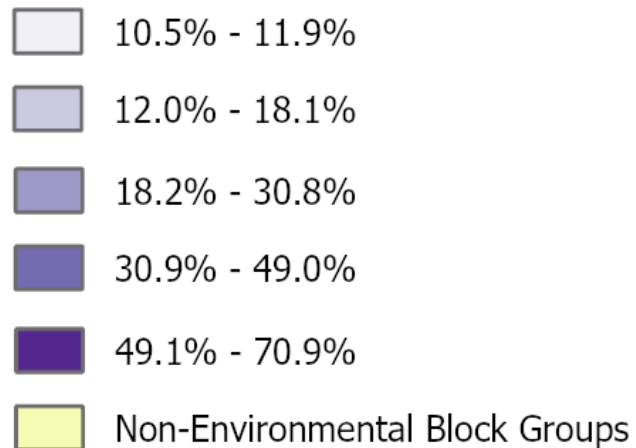
- Federal agencies shall identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority populations and low-income populations



Existing Conditions – Title VI and Environmental Justice

Hispanic Populations

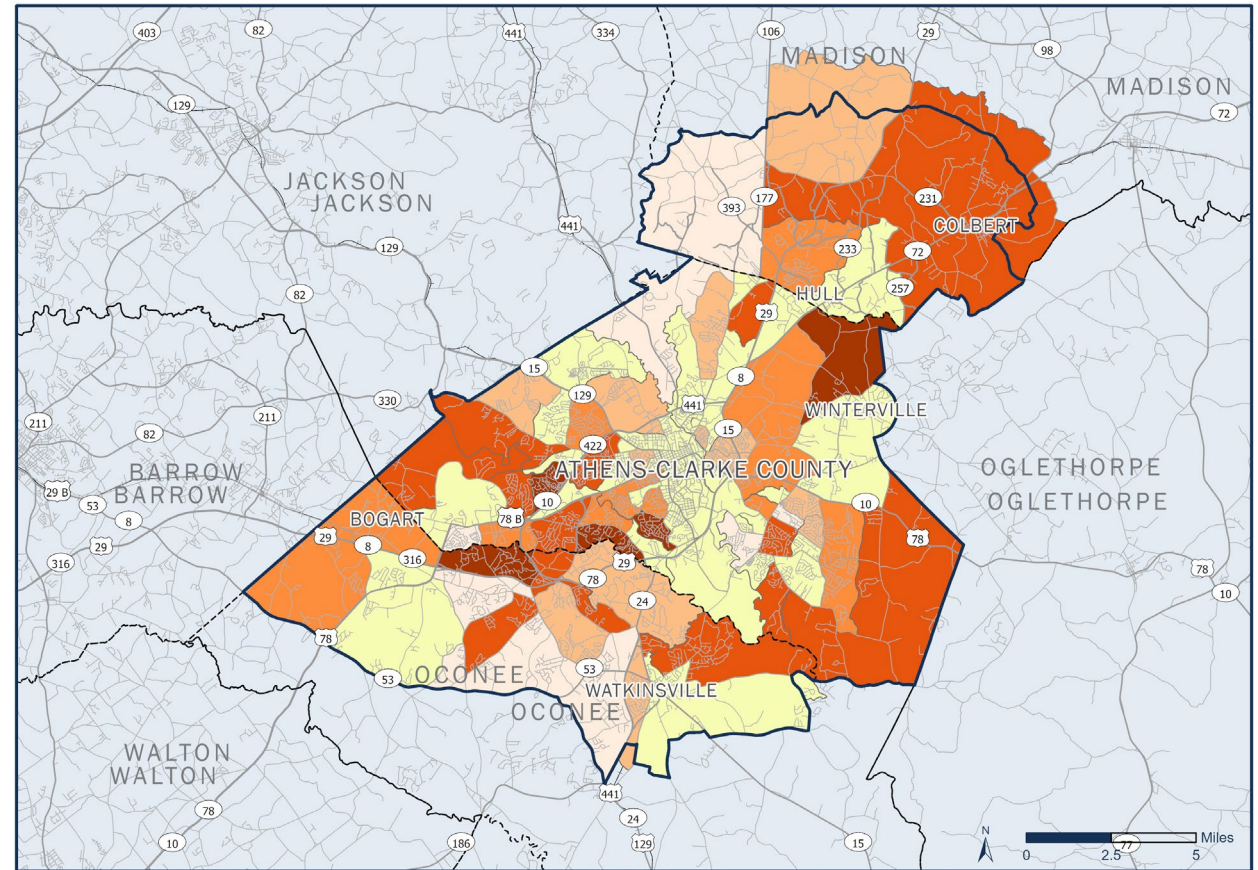
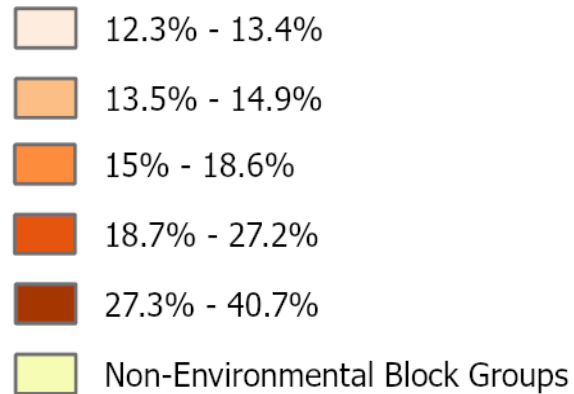
Block Groups With A Hispanic Population Above the Regional Average (10.2%)



Existing Conditions – Title VI and Environmental Justice

Elderly Population

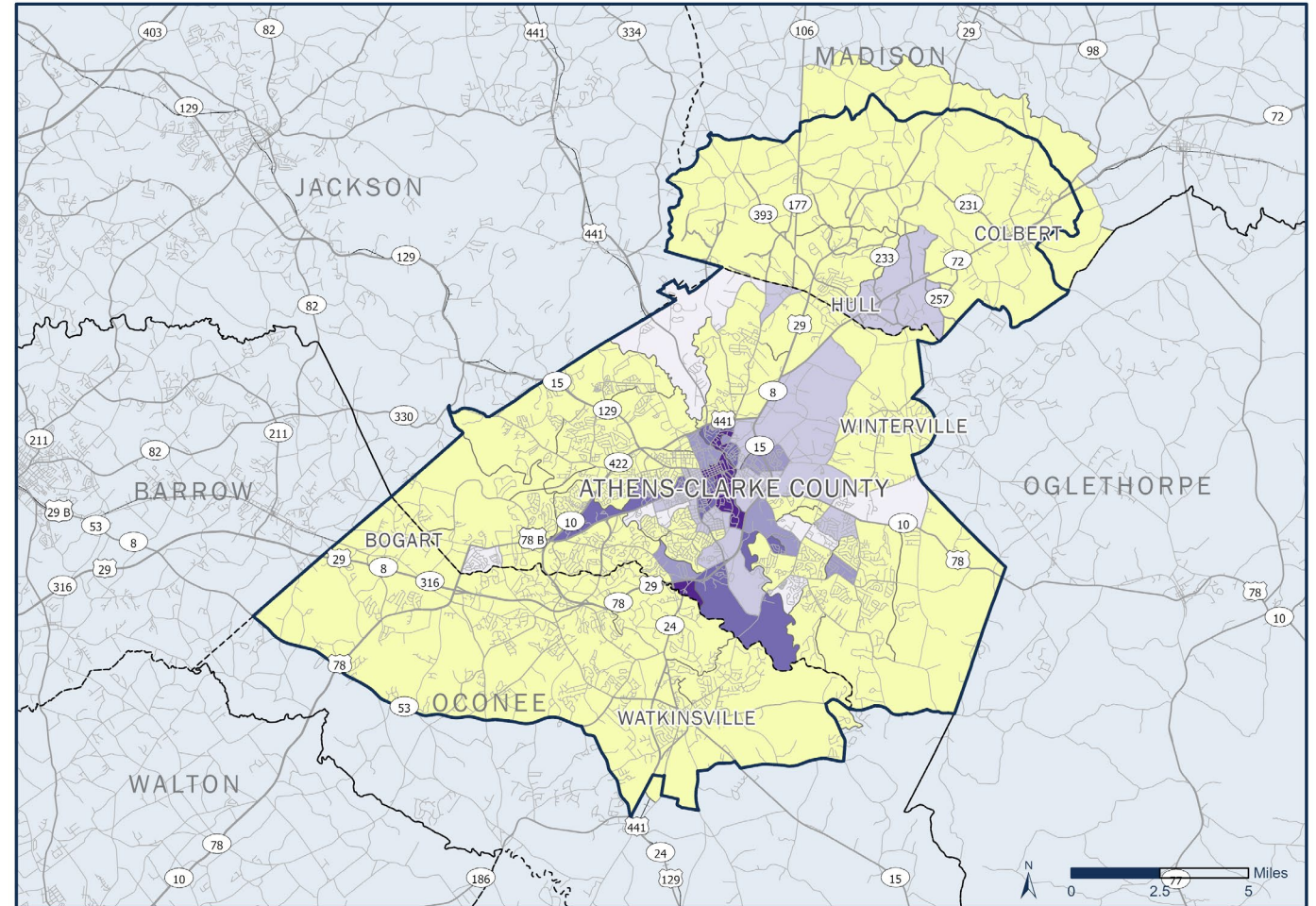
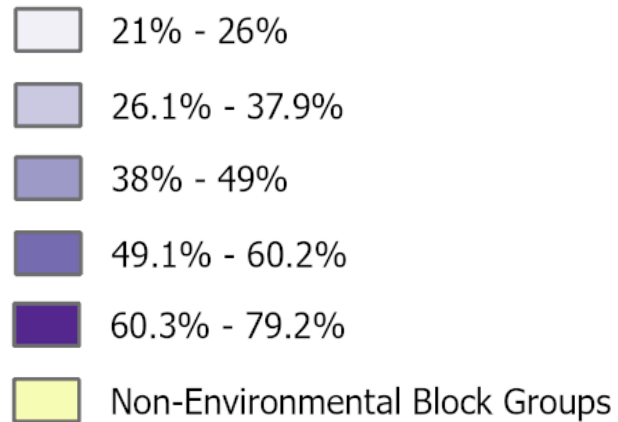
Block Groups With An Elderly (65+)
Population Above the Regional Average (12.1%)



Existing Conditions – Title VI and Environmental Justice

Populations in Poverty

Block Groups With A Population in Poverty Above the Regional Average (20.8%)

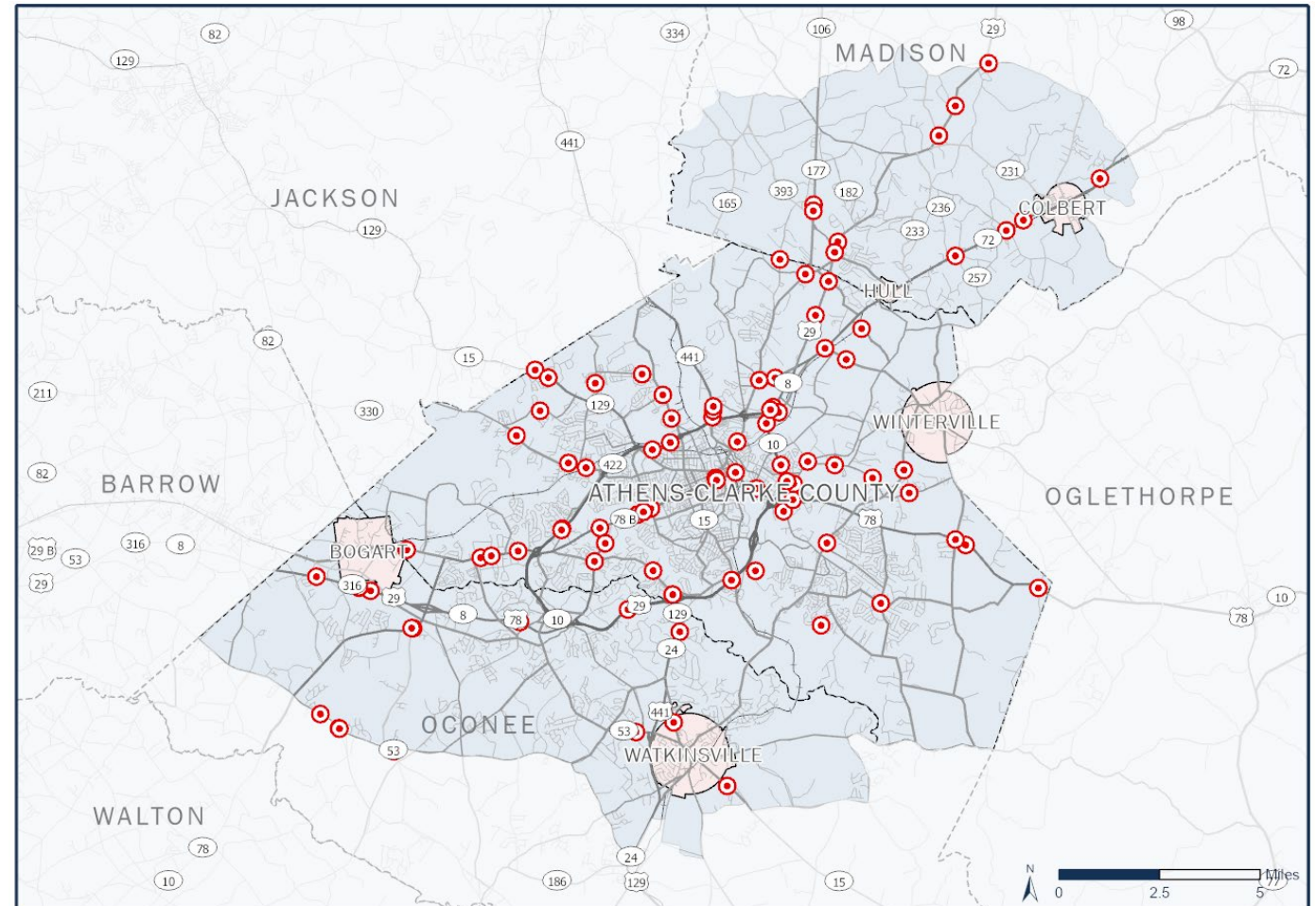


Existing Conditions – Roadway Safety

Roadway Safety

- Crash information was retrieved from Numetric
- Crash severity ranked on KABCO scale
- 100 fatal crashes from 2017 – 2021
 - Atlanta Highway/West Broad, SRs 72, 53, and 10 had multiple fatalities







Map of Fatal Crashes in MACORTS Region 2017 - 2021









Existing Conditions – Roadway Safety

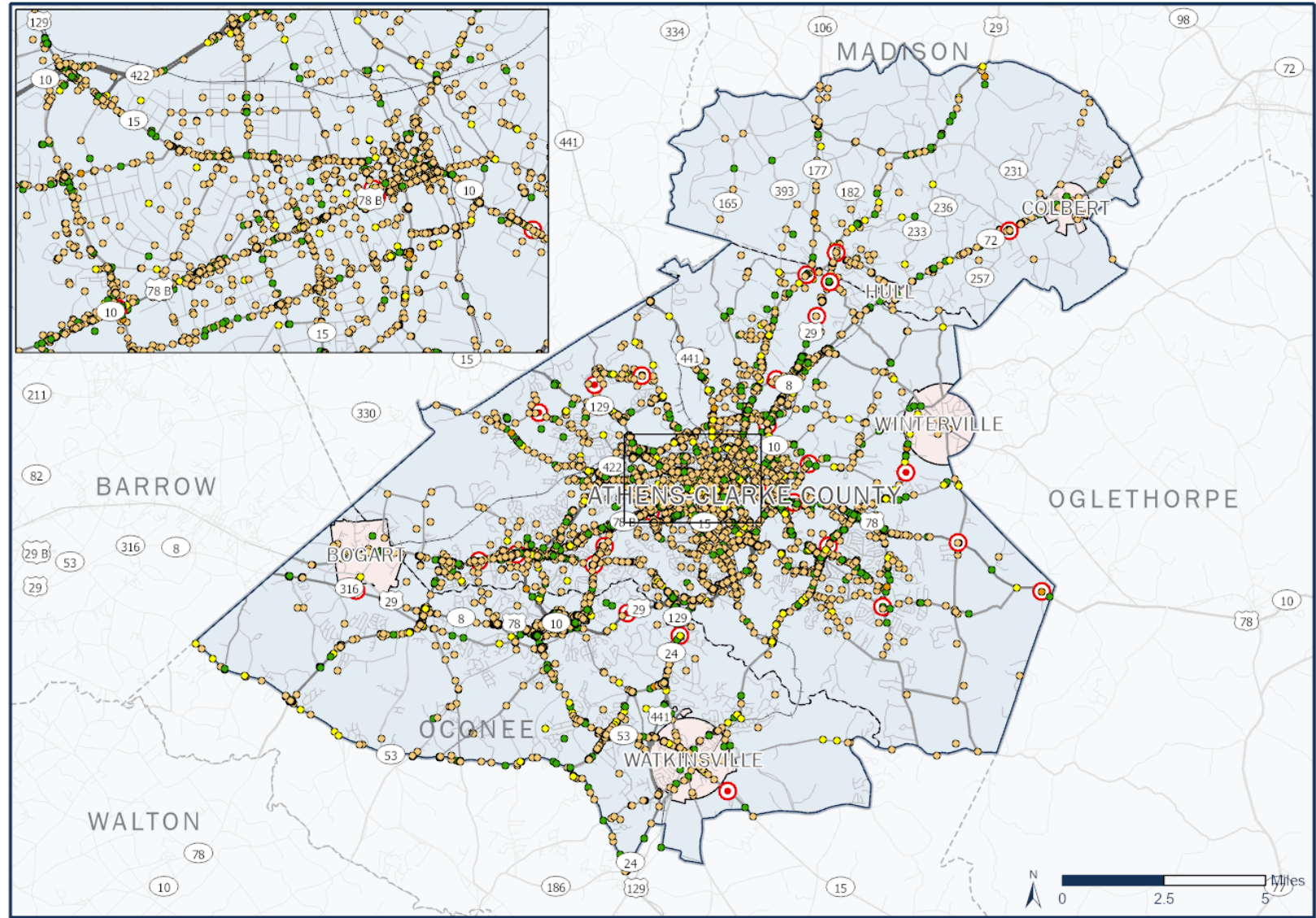
Crash Severity

Crash Severity

-  (K) Fatal Injury
-  (A) Suspected Serious Injury
-  (B) Suspected Minor/Visible Injury
-  (C) Possible Injury / Complaint
-  (O) No Injury
-  Unknown

Roads

-  Freeways and Expressways
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local



Existing Conditions – Roadway Safety

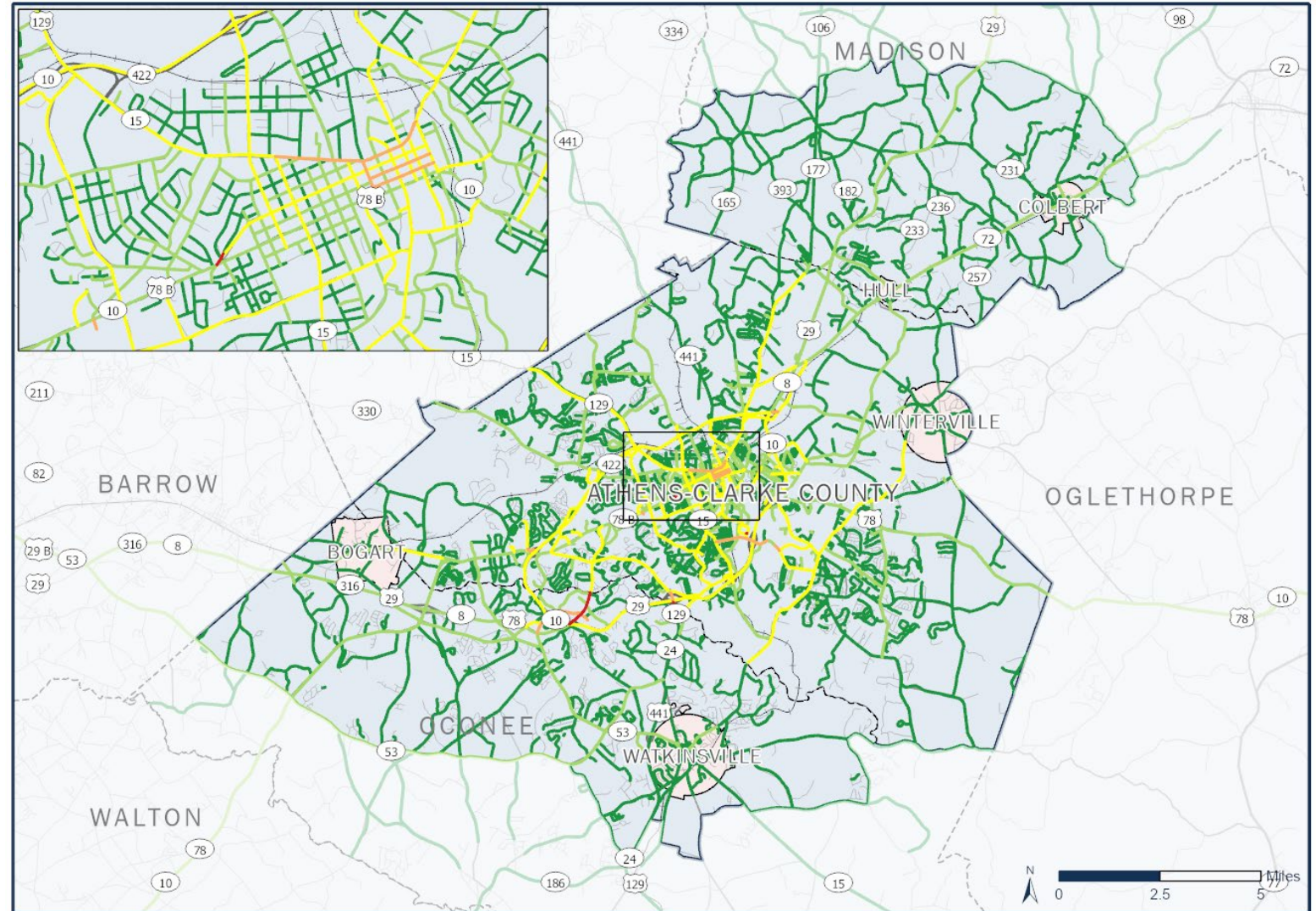
Crash Rates

Crashes Per Mile Per Year

- 0 - 6
- 7 - 21
- 22 - 61
- 62 - 137
- 138 - 239

Roads

- Freeways and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Existing Conditions – Roadway Safety

Pedestrian Crashes

Serious Injuries

● 0

● 1

Fatalities

✕ 1

Roads

— Freeways and Expressways

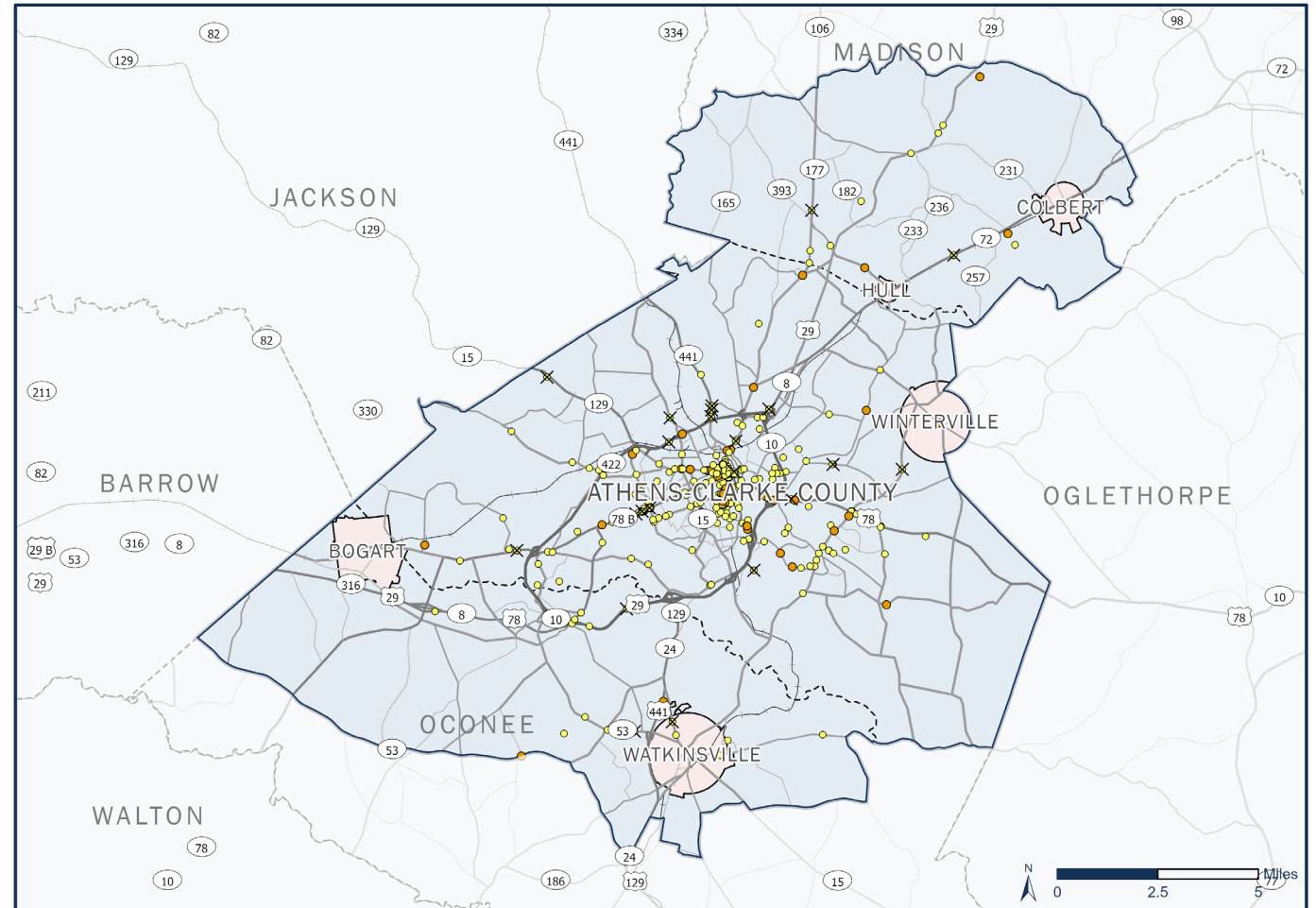
— Principal Arterial

— Minor Arterial

— Major Collector

— Minor Collector

— Local



Existing Conditions – Roadway Safety

Bicycle Crashes

Fatalities

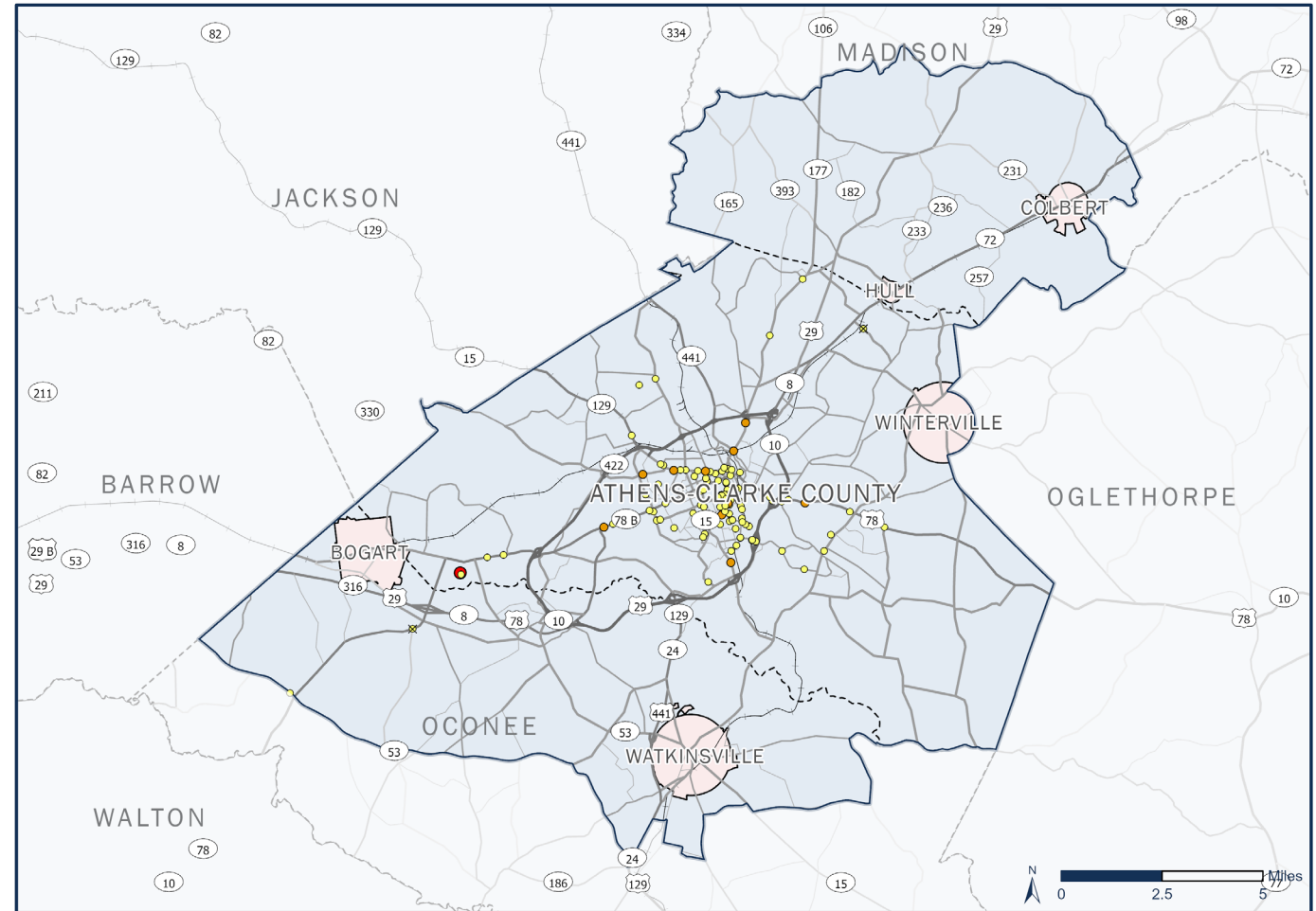
X 1

Serious Injuries



Roads

- Freeways and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



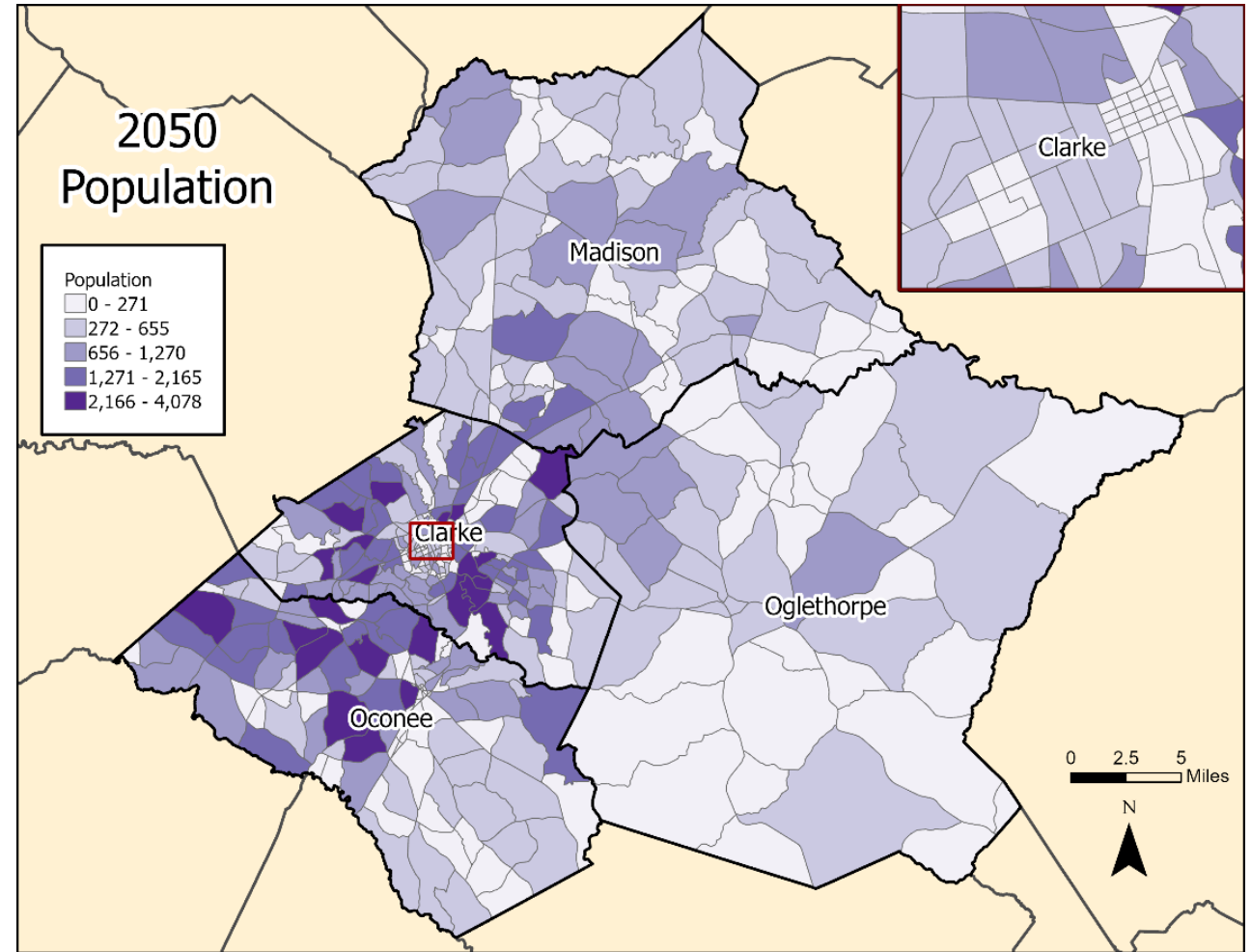


Draft Future Conditions

Future Conditions –Future Year (2050) Population

COUNTY	2020 BASE YEAR TAZ POPULATION	2050 FUTURE YEAR TAZ POPULATION
CLARKE	121,760	160,033
MADISON	30,120	36,144
OCONEE	41,799	77,133
OGLETHORPE	14,825	15,270
TOTAL	208,504	288,580

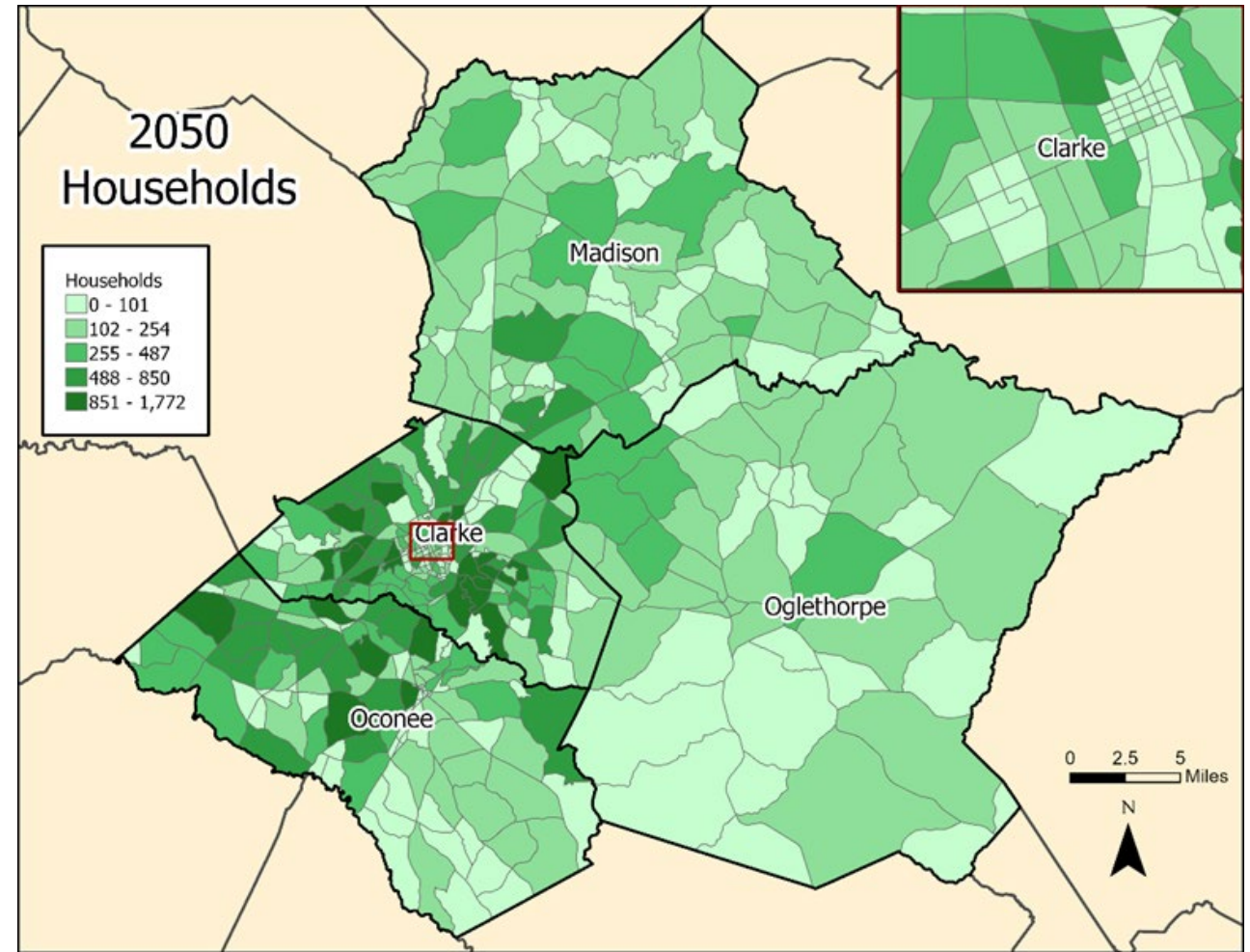
- Regional population is projected to increase 38.1% by 2050
- Oconee County showed most growth, with an 84.5% increase



Future Conditions –Future Year (2050) Households

COUNTY	2020 BASE YEAR TAZ HOUSEHOLDS	2050 FUTURE YEAR TAZ HOUSEHOLDS
CLARKE	51,470	67,445
MADISON	11,272	13,530
OCONEE	14,360	26,508
OGLETHORPE	5,803	5,978
TOTAL	82,905	113,461

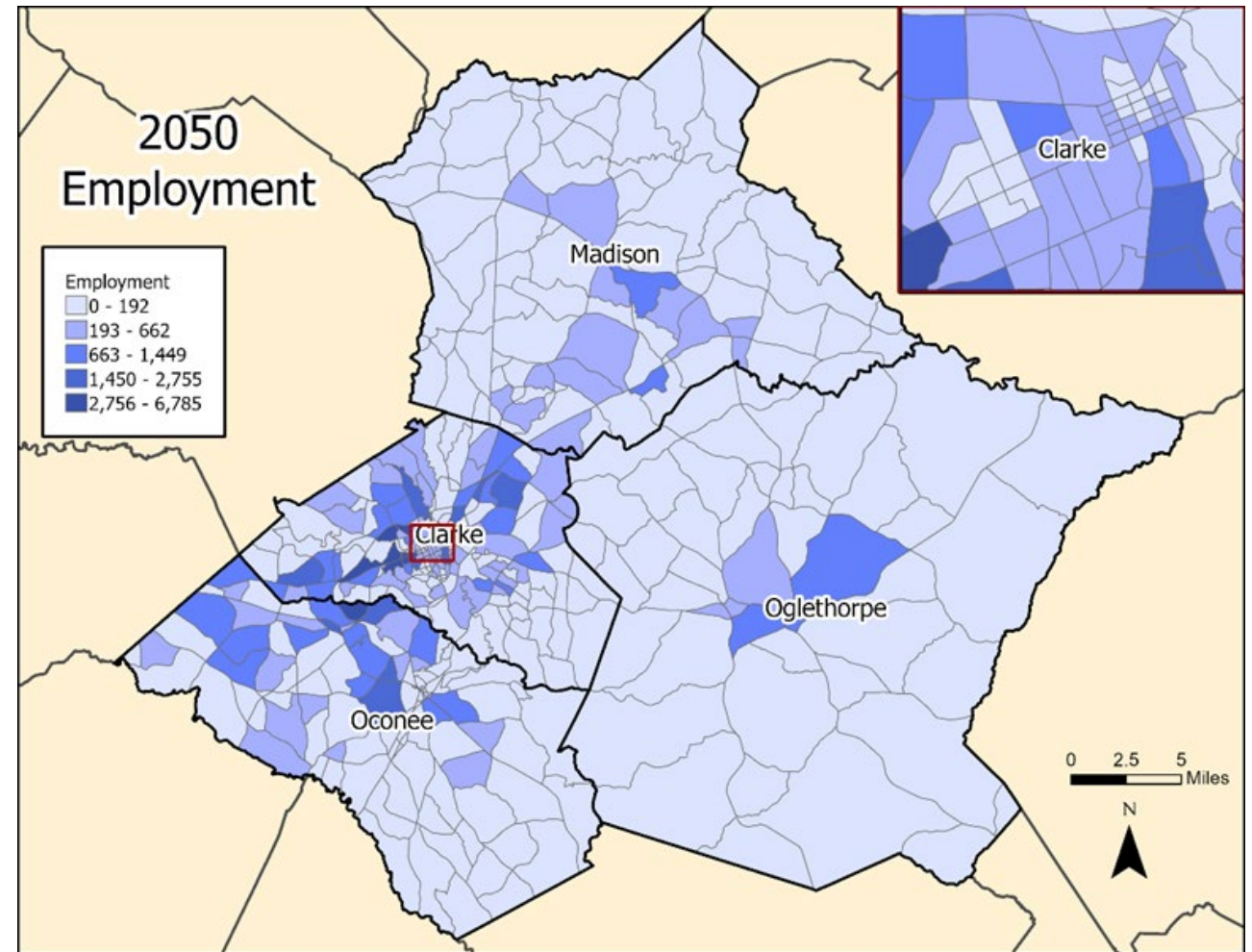
- The number of households is projected to increase 36.9% by 2050
- Oconee County shows most growth, with an 84.6% increase



Future Conditions –Future Year (2050) Employment

COUNTY	2020 BASE YEAR TAZ EMPLOYMENT	2050 FUTURE YEAR TAZ EMPLOYMENT
CLARKE	71,729	109,190
MADISON	4,074	9,271
OCONEE	14,842	33,043
OGLETHORPE	1,934	4,608
TOTAL	92,579	156,112

- The number of total employment is projected to increase 68.6% by 2050.
- Madison, Oconee, and Oglethorpe Counties all show the most increase (120% or more in all three counties)





Goals and Objectives

Goals and Objectives

What are goals and objectives?

- A GOAL is a broad statement that describes a desired end state.
- An OBJECTIVE is a specific, measurable statement that supports achievement of a goal.



Goals and Objectives

2050 MTP Plan Goals

- Identified goals should provide the transportation planning framework:
 - Designed to meet the mobility needs of all area citizens
 - Support all modes of transportation
 - Provide a safe and secure transportation system
- Meet/support federal planning factors and national goals
- Build on foundation provided by 2045 MTP goals



Goals and Objectives – National Performance Goals



Reduce traffic fatalities
and serious injuries



Maintain highways in a
state of good repair



Reduce traffic
congestion



Improve the efficiency
of the transportation
system



Improve the national
freight network



Protect and enhance
the environment



Reduce project
delivery delays



Goals and Objectives – National Planning Factors

1. Support the ***economic vitality*** [of the United States, the States, nonmetropolitan areas, and metropolitan areas], especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the ***safety*** of the transportation system for motorized and nonmotorized users;
3. Increase the ***security*** of the transportation system for motorized and nonmotorized users;
4. Increase the ***accessibility and mobility*** of people and for freight;
5. Protect and ***enhance the environment***, promote energy conservation, improve the ***quality of life***, and promote ***consistency between transportation improvements and State and local planned growth*** and economic development patterns;
6. Enhance the integration and ***connectivity*** of the transportation system, across and between modes, for people and freight;
7. Promote efficient ***system management and operation***;
8. Emphasize the ***preservation of the existing transportation system***;
9. Improve the ***resiliency and reliability of the transportation system*** and reduce or mitigate stormwater impacts of surface transportation;
10. Enhance ***travel and tourism***



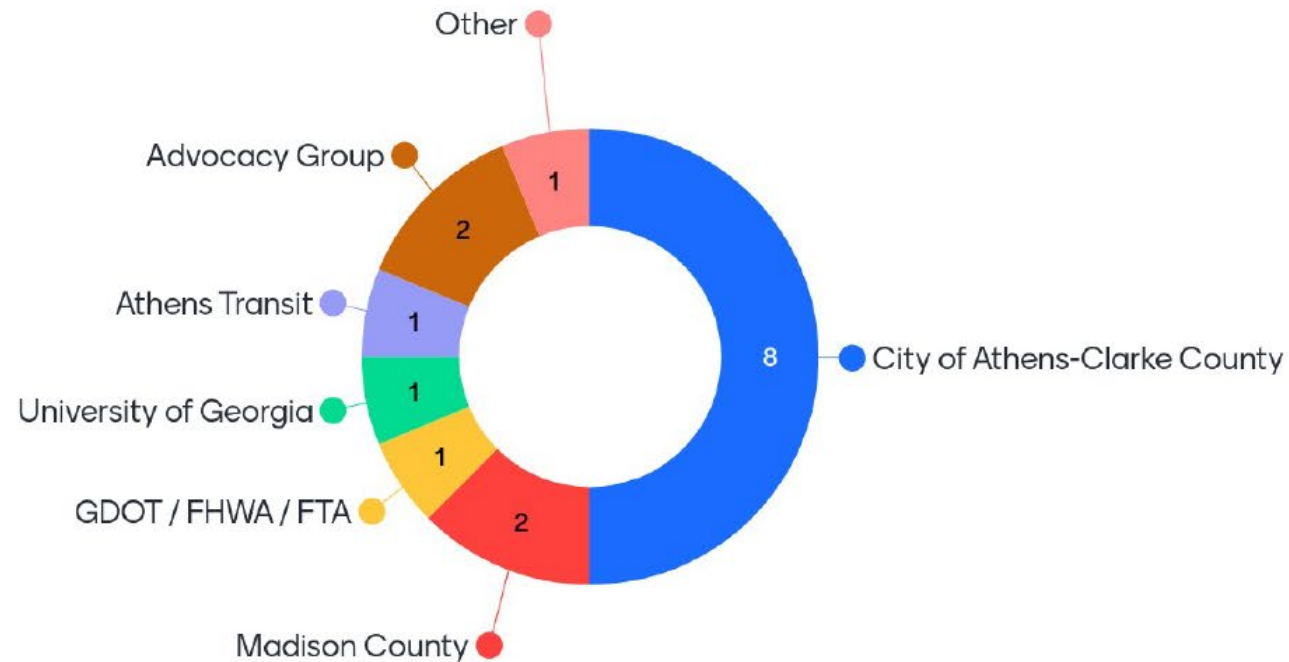
Goals and Objectives – National Planning Factors

1. Support **economic vitality**
2. Increase **safety**
3. Increase **security**
4. Increase **accessibility and mobility**
5. Protect and **enhance the environment**, improve **quality of life**, and promote **consistency between transportation improvements and State and local planned growth** and economic development patterns;
6. Enhance the integration and **connectivity** of the transportation system, across and between modes
7. Promote efficient *system management and operation*;
8. Emphasize the *preservation of the existing transportation system*;
9. Improve the *resiliency and reliability of the transportation system* and reduce or mitigate stormwater impacts of surface transportation;
10. Enhance *travel and tourism*



Goals and Objectives – Mentimeter Exercise (Stakeholder Comments)

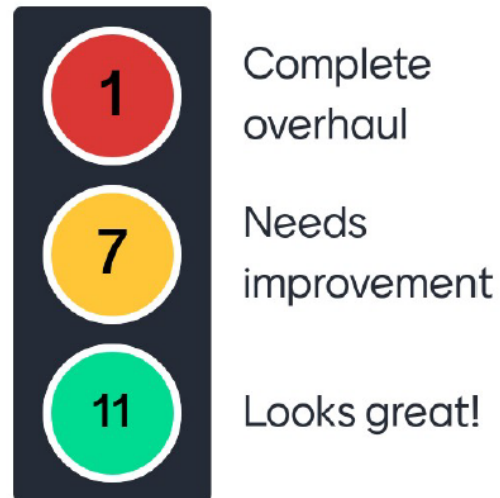
Who are you here representing today?



Goals and Objectives – Mentimeter Exercise (Stakeholder Comments)



What do you think of the current
2045 MTP goals?



2045 Goals

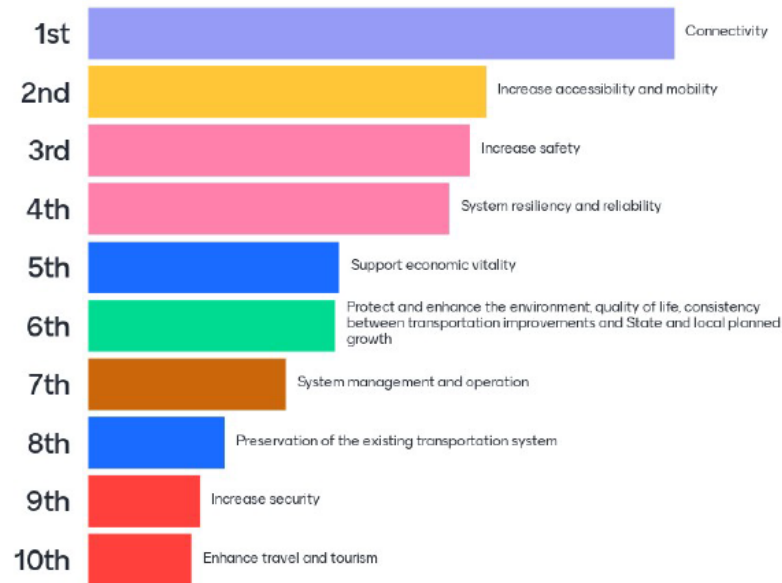
- Complement and enhance land use recommendations
- Safe and secure transportation system for all users
- Support increased and accessible transit
- Maximize mobility and connectivity for both people and freight
- Protect and enhance natural environment and improve quality of life
- Preserve and maintain the existing transportation system
- Efficient transportation systems management and operation
- Promote transportation system reliability and resiliency
- Provide a connected, accessible multimodal transportation system
- Provide a transportation network that enhances travel and tourism
- Support the economic vitality of the region



Goals and Objectives – Mentimeter Exercise (Stakeholder Comments)



Pick your top 5 goals from the 2045 MTP



2045 Goals

- Support economic vitality
- Increase safety
- Increase security
- Increase accessibility and mobility
- Protect and enhance the environment, quality of life, consistency between transportation improvements and State and local planned growth
- Connectivity
- System management and operations
- Preservation of the existing transportation system
- System resiliency and reliability
- Enhance travel and tourism



Goals and Objectives – Mentimeter Exercise (Stakeholder Comments)

Mentimeter

Describe the MACORTS region in one word.

25 responses



Goals and Objectives – Review

- Previous 2045 Goals and Objectives
- Initial thoughts?

<i>Enhance Land Use</i>	
Complement and enhance linkages between transportation and land use while encouraging regional collaboration	<ul style="list-style-type: none"> ■ Strengthen the connection between land use and transportation planning ■ Encourage land use strategies that maximize the potential for transit patronage and coverage ■ Encourage coordinated local and regional land use planning ■ Encourage access management to preserve corridor capacity and enhance safety ■ Support implementation of the land use recommendations as set forth in the Comprehensive Plan(s) for Athens-Clarke County, Oconee County, Madison County, and Oglethorpe County
<i>Safety and Security</i>	
Ensure the safety and security of the multimodal transportation system for all users	<ul style="list-style-type: none"> ■ Minimize frequency and severity of vehicular crashes ■ Reduce modal conflicts ■ Prioritize transportation improvements that reduce fatalities and serious injuries ■ Utilize design strategies to reduce potential crashes
<i>Transit</i>	
Support increased and accessible transit	<ul style="list-style-type: none"> ■ Encourage transit-supportive land use patterns ■ Coordinate transit route development with existing and potential regional transportation systems ■ Include transit accommodations in future road and sidewalk improvements ■ Provide for pedestrian/bicycle access to existing and proposed transit routes ■ Improve accessibility and enhance the paratransit service



Goals and Objectives – Review

- Previous 2045 Goals and Objectives
- Initial thoughts?

<i>Mobility</i>	
Maximize mobility and connectivity for both people and freight, while increasing accessibility and ensuring the integration of modes, where appropriate	<ul style="list-style-type: none"> ■ Encourage transit-supportive land use patterns ■ Coordinate transit route development with existing and potential regional transportation systems ■ Include transit accommodations in future road and sidewalk improvements ■ Provide for pedestrian/bicycle access to existing and proposed transit routes ■ Improve accessibility and enhance the paratransit service ■ Improve freight mobility and access to freight generators and attractors
<i>Environment and Quality of Life</i>	
Provide a sustainable transportation system that protects and enhances the natural environment, and improves the quality of life for residents	<ul style="list-style-type: none"> ■ Plan transportation facilities that protect environmental, historic, cultural, and community resources ■ Support green infrastructure initiatives ■ Reduce traffic congestion to promote improved air quality ■ Minimize destruction of natural areas due to transportation facility location and/or size. Where possible, include appropriate landscaping and utilization of non-invasive or native species
<i>System Preservation and Maintenance</i>	
Preserve and maintain the existing transportation system	<ul style="list-style-type: none"> ■ Maintain acceptable bridge ratings ■ Maintain acceptable levels of maintenance for roadways ■ Maintain multimodal transportation facilities at an acceptable level



Goals and Objectives – Review

- Previous 2045 Goals and Objectives
- Initial thoughts?

<i>System Management and Operation</i>	
Promote efficient transportation systems management and operation that incorporates feasible technologies	<ul style="list-style-type: none">■ Maximize efficiency of intersections through signal timing enhancements and alternative design elements■ Minimize vehicular congestion delays■ Expand the use of Intelligent Transportation Systems (ITS), and other technologies, where feasible
<i>Reliability and Resiliency</i>	
Promote transportation system reliability and resiliency through identification of issues and investments, and mitigate stormwater impacts associated with the surface transportation system	<ul style="list-style-type: none">■ Identify areas of vulnerability that impact reliability of the network and identify mitigation investments■ Minimize recurring and non-recurring congestion delays■ Ensure parallel or secondary access is planned for all developments of regional impact■ Coordinate with local emergency management agencies to ensure reliability of evacuation routes■ Support investments in multimodal transportation options to reduce reliance on a single mode of transportation■ Identify deficiencies in stormwater infrastructure, associated with surface transportation, and identify mitigation investments



Goals and Objectives – Review

- Previous 2045 Goals and Objectives
- Initial thoughts?

<i>Multimodal Connectivity</i>	
Provide a connected and accessible transportation system for all users, providing safe and efficient mobility options	<ul style="list-style-type: none"> ■ Provide interconnected bicycle and pedestrian network as viable transportation options ■ Follow recommendations in adopted multimodal plans ■ Provide for safe bicycle and pedestrian access between activity and residential centers ■ Encourage the planning and programming of transportation enhancement projects ■ Coordinate the design and implementation of multimodal facilities with appropriate agencies and user groups
<i>Travel and Tourism</i>	
Provide a transportation network that enhances regional accessibility for travel and tourism, and promotes local tourism industry	<ul style="list-style-type: none"> ■ Promote transportation initiatives that enhance regional connectivity ■ Support investments in transportation facilities that support tourism industries ■ Support investments in transit facilities and service expansions to facilitate visitor use of the systems ■ Promote investments in transportation infrastructure that supports public airports in the MACORTS region
<i>Economic Vitality</i>	
Support the economic vitality of the region by enabling local, regional, and global competitiveness, productivity and efficiency	<ul style="list-style-type: none"> ■ Improve operating efficiency of the existing infrastructure and transportation systems ■ Reduce travel time and delays ■ Promote projects that incorporate multimodal / complete street elements ■ Promote projects which provide the maximum travel benefit per cost



Goals and Objectives – Mentimeter Exercise

Discussion

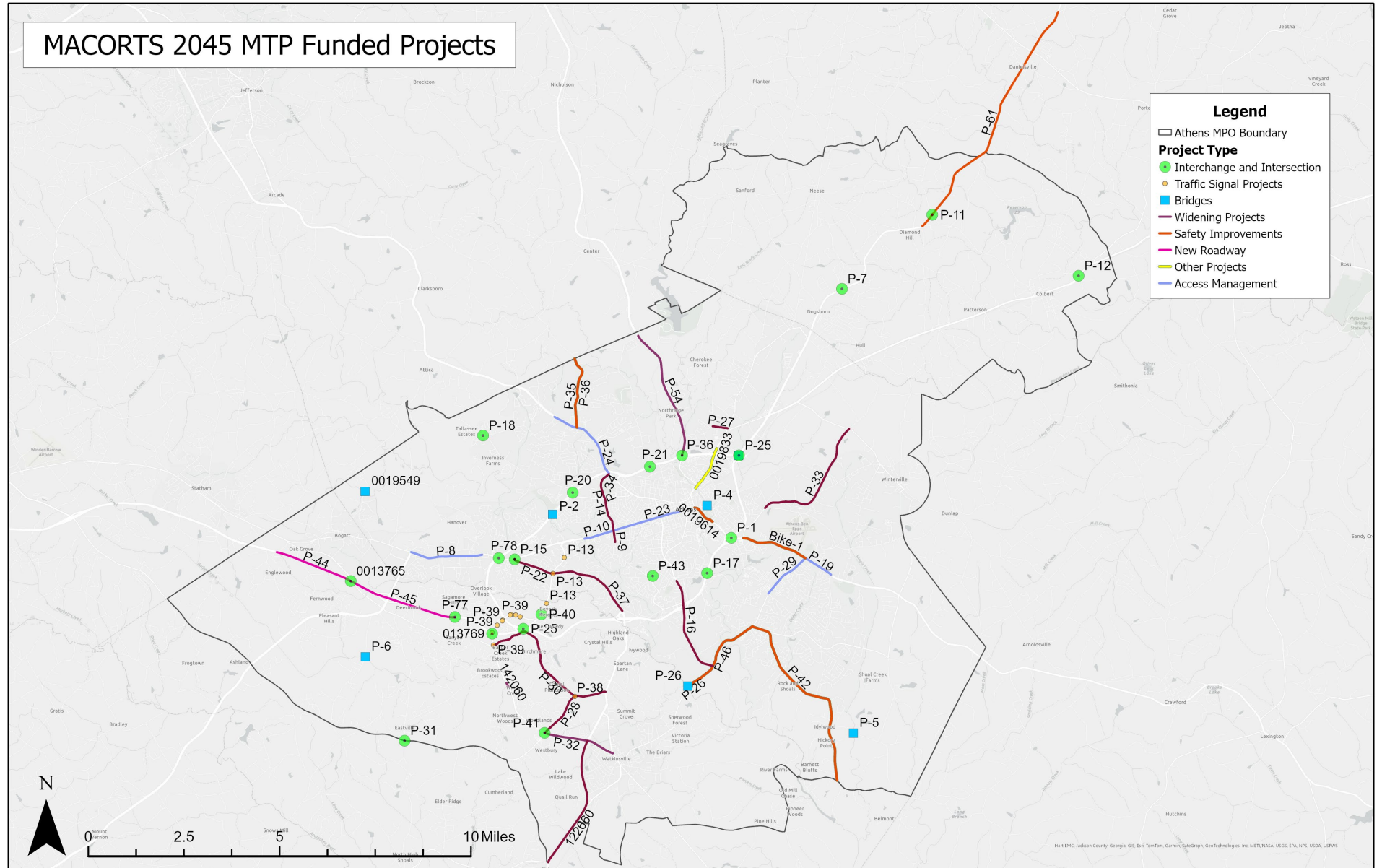
- What are some problems that we have right now in the region?
- What are some things that we are doing a good job with right now?
- What does the future of the region look like to you?





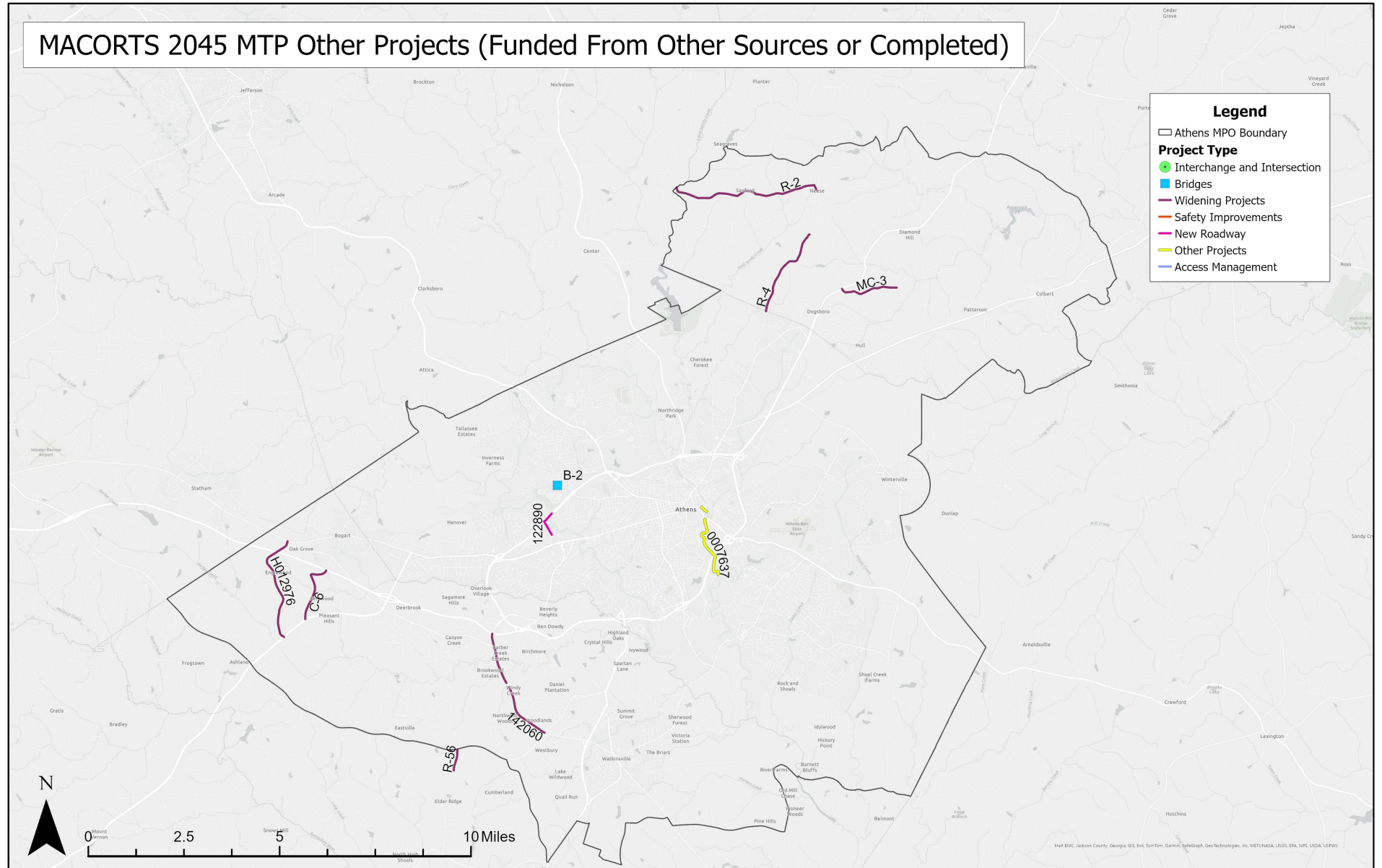
Previous Projects

2045 MTP Fiscally Constrained Project Map

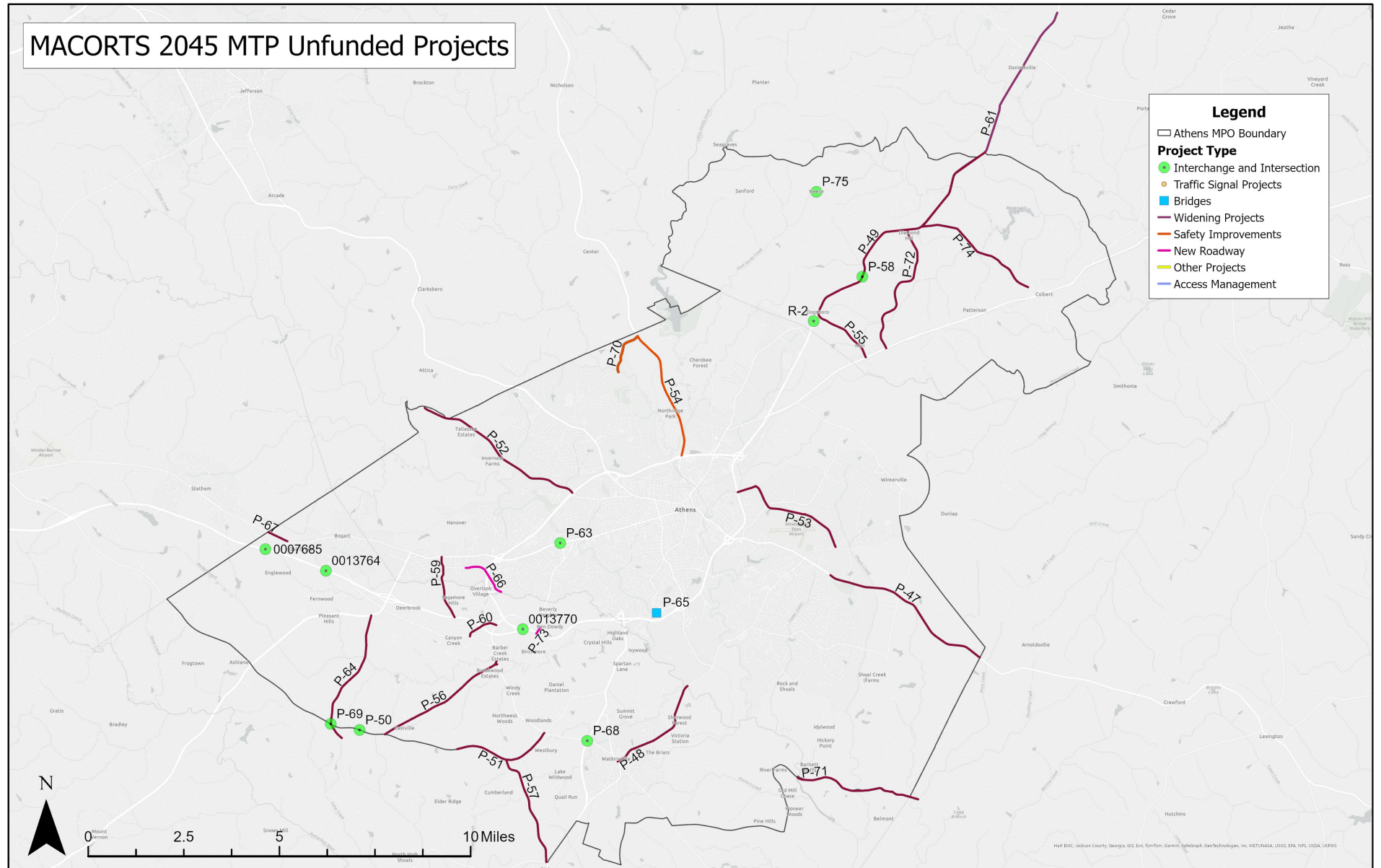


2045 MTP Fiscally Constrained Project Map

MACORTS 2045 MTP Other Projects (Funded From Other Sources or Completed)



2045 MTP Fiscally Unfunded Project Map



We Need Your Help!

Previous Projects

Typical Project types	Number in the 2045 MTP
Access Management	7
Bridge	9
Intersection/Interchange	37
New Roadway	8
Other	6
Passenger Rail	1
Safety Improvements	8
Signals	3
Widening	35

Upcoming Projects

- Projects to meet the mobility needs of all area citizens
- Support modal choice in the region
- Increase the efficiency and safety of the region
- Build on foundation provided by the 2045 projects
- Identify funding sources and timelines
- We've engaged with Municipal partners
- **Due Back 30 days**





Upcoming Activities & Next Steps

Upcoming Activities & Next Steps – Public Engagement

Public Engagement Schedule

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
STAKEHOLDERS COMMITTEE										
PUBLIC ENGAGEMENT										
TECHNICAL SUB-COMMITTEE										
PUBLIC COMMENT PERIOD										
GDOT/FHWA COORDINATION										

Note: Dates are estimated and subject to change



Upcoming Activities & Next Steps – Upcoming Activities

Upcoming Activities

- **Public survey** lunch early February
- **Public meetings** will be held throughout the study – we need your help
 - Circulate invitations to your network
 - Attend meetings
 - Encourage participation from residents



Upcoming Activities & Next Steps – Next Steps

Next Steps

- Complete Existing Conditions Analysis
- Host First Round of Public Engagement
- Adopt Goals and Objectives
- Begin Needs Assessment, Development of Performance Measures, and Project Prioritization
- Complete Financial Plan





Questions?

MACORTS 2045 MTP Project List - Updated

Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP	P-1	122600	ACC	SR 10 Loop / Athens Perimeter at Us 78 / Lexington Road	Intersection / Interchange	Widen Lexington Rd to 2 lanes in each direction with 2 auxiliary lanes in the vicinity of the interchange. The northbound ramps will be reconstructed. Project design will provide for connection with the rail-trail corridor.	NA	NA	0.6	4	6
2045 MTP	P-2	0013715	ACC	SR 10 Loop over Middle Oconee	Bridge	Replace the existing bridge over the Middle Oconee River at the SR 10 Loop.	NA	NA	0.8	4	4
2045 MTP	P-3	0013716	ACC	SR 10 Loop at SR 8 / US 29	Bridge	Replace the existing bridge at SR 8 / US 29	NA	NA	0.8	4	4
2045 MTP	P-4	0013806	ACC	SR 10/US 78 Bridges at North Oconee River	Bridge	Replace the existing bridge over the North Oconee River along SR 10/US 78 (Oak and Oconee St.)	NA	NA	0.4	4	4
2045 MTP	P-5	0015645	ACC	Belmont Road Bridge over shoal Creek	Bridge		NA	NA	0.4	2	2
2045 MTP	P-6	0015656	Oconee	CR 592 / Clotfelter Road Bridge over Barber Creek 3 miles south of Bogar	Bridge	Replace the existing bridge over Barber Creek along Clotfelter Rd.	NA	NA	0.4	2	2
2045 MTP	P-7	NA		U 29 at Garnett Ward Rd / Piedmont Rd Intersection Improvements	Intersection / Interchange	Add turn lanes and safety improvements to the intersection.	NA	NA	0.4	2	2
2045 MTP	P-8	NA	ACC	Atlanta Highway Safety and Access Management	Access Management	Convert existing 5-lane section from Monroe Highway to Marilyn Farmer Way to median divided for access management between signalized intersections and safety improvements at key intersections; bicycle and pedestrian facilities included	Monroe Highway	Marilyn Farmer Way	1.9	5	4
2045 MTP	P-9	NA	ACC	Alps Road Widening	Access Management	Convert center turn from SR 10/US 78/Broad St to Baxter Street to median for 4-lane divided roadway with intersection improvements at SR10/US78 and Baxter Street	SR10 / US78 / Broad Street	Baxter Street	0.3	5	4
2045 MTP	P-10	NA	ACC	SR10 / W Broad Street Safety and Access Management - Phase 1	Access Management	Convert existing 7-lane section from the Middle Oconee River to Hancock Avenue to median divided for access management between signalized intersections and safety improvements at key intersections; bicycle and pedestrian facilities are included.	Middle Oconee River	Hancock Avenue	1.5	7	6
2045 MTP	P-11	NA	Madison	US 29 at Moons Grove Church Rd & Azalea Lane	Intersection / Interchange	Reconstruct the intersection to align Moons Grove Church Road & Azalea Lane intersections on US 29 and add turn lanes	NA	NA	0.6	2	2

Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP	P-12	NA	Madison	SR 72 at HV Chandles Road Intersection	Intersection / Interchange	Add turn lanes to this intersection to provide better access and traffic flow to the renewable-energy power plant opening June 2019	NA	NA	0.9	4	4
2045 MTP	P-13	NA	Oconee	Traffic Signal Upgrade Project	Signals	Upgrade and coordinate traffic signals; three locations along Epps Bridge Road corridor	NA	NA	0.3	NA	NA
2045 MTP	P-14	NA	ACC	Hawthorne Avenua Widening - Ph 1	Widening	Widen to a 5-lane roadway from Broad St. to Oglethorpe Avenue. Pedestrian and bicycle facilities are included in this project.	NA	NA	1.6	2	5
2045 MTP	P-15	NA	ACC	Mitchell Bridge Rd / Timothy Rd Realignment	Intersection / Interchange	Realign Michell Bridge Road, Timothy Road, and Atlanta Hwy to create a 90 degree signalized intersection.	NA	NA	0.4	NA	NA
2045 MTP	P-16	NA	ACC	Milledge Avenue Safety Improvements	Widening	Widen/reconstruct Milledge Ave to 2-lane typical section from Whitehall Rd. to E Campus Rd with 2-way center left turn lane and dedicated left turn lanes at key intersections. Included in the project are bicycle and pedestrian facilities. The 4-lane typical section in the vicinity of the SR 10 Loop will be retained.	NA	NA	1.8	2	3
2045 MTP	P-17	NA	ACC	SR 10 Loop at College Station Road Interchange Improvements	Intersection / Interchange	Extend left-turn lanes on College Station Rd onto the SR 10 Loop entrance ramps; extend southbound receiving lanes for SB on-ramp; Install channelized right turn lane for westbound approach	NA	NA	0.4	2	2
2045 MTP	P-18	NA	ACC	Tallassee Road at Lavender Road Realignment	Intersection / Interchange	Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.	NA	NA	0.1	2	2
2045 MTP	P-19	NA	ACC	Lexington Road Safety and Access Management	Access Management	Convert existing 5-lane section (4 travel lanes with center turn lane) from Winterville Rd to Whit Davis Rd to median divided for access management between signalized intersections and safety improvements at key intersections; bicycle and pedestrian facilities - multiuse path will be included	Winterville Road	Whit Davis Road	2.6	5	4
2045 MTP	P-20	NA	ACC	SR10 Loop at Tallassee Road Interchange Improvemen	Intersection / Interchange	Reconstruct existing interchange with extension of entrance ramps, add turn lanes to ramp intersections, and install traffic signal at outer loop ramp; bicycle and pedestrian facilities included	NA	NA	2	NA	NA
2045 MTP	P-21	NA	ACC	SR10 Loop at Chase Street Interchange Improvement	Intersection / Interchange	Reconstruct existing interchange with extension of entrance ramps and roundabouts at the ramp intersections	NA	NA	2.7	0	0
2045 MTP	P-22	NA	ACC	Timothy Road Corridor and Safety Improvements - Phase I	Safety Improvements	Reconstruct Timothy Road from Epps Bridge Parkway to Atlanta Highway to 2 standard travel lanes plus turn lanes at key intersections along the corridor. Bicycle and pedestrian improvements included in project.	Epps Bridge Pkwy	Atlanta Highway	1	2	2
2045 MTP	P-23	NA	ACC	SR10/ W Broad Street Safety and Accesss Management - Phase 2	Access Management	Convert existing 4-lane section from Hancock Avenue to Pulaski Street to median divided for access management between signalized intersections and safety improvemetns at key intersections, including roundabout at Hancock and W. Broad; bicycle and pedestrian facilities are included	Hancock Avenue	Pulaski Street	1.1	4	4

Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP	P-24	NA	ACC	US129/SR15/ Jefferson Road Safety Improvements	Access Management	Install median and turn lanes at key intersections from SR 10 Loop to Lavendar Roa	SR10 Loop	Lavender Road	2.2	4	4
2045 MTP	P-25	NA	ACC	SR10 Loop at US29 Interchange	Intersection / Interchange	Reconstruct the interchange to serve the principal traffic movement to remain on SR 10 Loop. Construct entrance and exit ramps to serve traffic onto and off of SR 10 Loop from US 29.	NA	NA	NA	NA	2
2045 MTP	P-26	NA	ACC/Oconee	Whitehall Rd. Simonton Bridge Rd. Bridge Project	Bridge	Reconstruct/improve bridge over Middle Oconee River	Whitehall Rd.	NA	0.1	2	2
2045 MTP	P-27	NA	ACC	Fowler Drive Safety Improvements	Safety Improvements	Reconstruct/improve bridge over Middle Oconee River	Freeman Drive	Danielsville Rd.	0.4	2	2
2045 MTP	P-28	NA	Oconee	Hog Mountain Road Widening	Widening	Widen to 2-12 ft. lanes with turn lanes and bicycle and pedestrian facilities from Mars Hill Road to US 441	Mars Hill Rd.	US 441	2.1	2	2
2045 MTP	P-29	NA	ACC	Gaines School Road Safety and Access Management	Access Management	Widen and convert to a 4-lane median divided for access management between signalized intersections and safety improvements at key intersections; bicycle and pedestrian facilities are included.	Barnett Shoals Rd.	SR10/US78/Lexington Road	1.3	4	4
2045 MTP	P-30	NA	ACC	Daniels Bridge Rd Widening	Widening	Widen Daniels Bridge Road to add additional turn lanes and bicycle and pedestrian facilities from south of Mars Hill Road to Hog Mountain Road	South of Mars Hill Rd.	Hog Mountain Rd.	1.7	2	2
2045 MTP	P-31	NA	Oconee	SR 53 / Rays Church Road / Malcome Bridge Road	Intersection / Interchange	Potential intersection improvement to include a signal or roundabout	NA	NA	0.3	2	2
2045 MTP	P-32	000-9012	Oconee	SR 53 / Mars Hill Rd. from SR 24/US 441 to SR 15 - Phase III	Widening	Widen to 4 lanes and construct turn lanes from the U 441 / Watkinsville Bypass to US 441 Business in Watkinsville. Sidewalks and bicycles lanes are included	US 441 Watkinsville Bypass	U 441 Business	0.7	2	4
2045 MTP	P-33	NA	ACC	Spring Valley Rd. Safety Improvements	Safety Improvements	Improve Spring Valley Rd. from south of Indian Hills Rd to Voyles Rd to include turn lanes at key intersections. Sidewalks and bicycyle facilities are included.	South of Indian Hills Road	Boyles Road	3.4	2	2
2045 MTP	P-34	NA	ACC	Hawthorne Avenue Widening - Phase 2	Widening	Widen to 5 lane roadway from Oglethorpe Avenue to Prince Avenue. Pedestrian and bicycle facilities will be included.	Oglethorpe Ave	Prince Ave	0.7	4/5	5
2045 MTP	P-35	NA	ACC	Jefferson River Rd. Safety Improvements	Safety Improvements	Widen Jefferson River Rd. to 2 standard lanes from Jefferson Rd. to Jackson County line. Bicycle and pedestrian facilities will be included	Jefferson Rd.	Jackson County line	1.9	2	2

Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP	P-36	NA	ACC	SR10 Loop at US441	Intersection / Interchange	Reconstruct existing interchange with extension of entrance ramps, add turn lanes to ramp intersections, and install traffic signal at outer loop ramp.	NA	NA	2.5	NA	NA
2045 MTP	P-37	NA	ACC	Timothy Road Corridor and Safety Improvements - Phase II	Safety Improvements	Reconstruct Timoth Road to 2 standard travel lanes with 2 way center turn lane plus turn lanes at key intersections along with the corridor. Bicycle and pedestrian improvements included in project	SR10 Loop	Epps Bridge Parkway	2.3	2	2
2045 MTP	P-38	NA	Oconee	Traffic Signal Upgrade Project	Signals	Upgrade signal at the intersection of Hog Mtn Rd/Government Station Rd/ Daniels Bridge Rd.	NA	NA	0.1	NA	NA
2045 MTP	P-39	NA	Oconee	Traffic Signal Upgrade Project	Signals	Upgrade and coordinate traffic signals; nine locations along Oconee Connector Corridor	NA	NA	0.9	NA	NA
2045 MTP	P-40	NA	Oconee	Epps Bridge / @ Dowdy Road	Intersection / Interchange	Install Median U-Turn (MUT) or Restricted Crossing U-Turn (RCUT)	NA	NA	0.4	NA	NA
2045 MTP	P-41	NA	Oconee	SR 53 at Hog Mountain Road Intersection Improvements	Intersection / Interchange	Install Median U-Turn (MUT) or Restricted Crossing U-Turn (RCUT)	Union Church Rd	Mars Hill/Hog Mountain	0.4	NA	NA
2045 MTP	P-42	000-7938	ACC	Barnett Shoals Rd. from Whitehall Rd. to Bob Godfrey Rd.	Safety Improvements	Widen/reconstruct Barnett Shoals Rd to 2 standard travel lanes plus turn lanes at key intersections along the corridor from Whitehall Rd. to Bob Godfrey Rd. Bicycle and Pedestrian improvements included in project.	Whitehall Rd.	Bob Godfrey Rd.	5.3	2	2
2045 MTP	P-43	NA	ACC	S Lumpkin Street at West Lake Dr Intersection Improvement	Intersection / Interchange	Install roundabout at existing intersection with West Lake Drive	NA	NA	0.8	2	2
2045 MTP	P-44	NA	Oconee	SR 316 Frontage Rd - I	New Roadway	Construct frontage road along the north side of SR 316 from Mars Hill Rd to Dials Mill Rd.	Mars Hill Rd.	Dials Mill Rd.	2.1	0	2
2045 MTP	P-45	NA	Oconee	SR 316 Frontage Rd - II	New Roadway	Construct frontage road along the north side of SR 316 from Mars Hill Rd to Jimmie Daniel Rd.	Mars Hill Rd.	Dials Mill Rd.	2.9	0	2
2045 MTP	P-46	0007937	ACC	CR 477/Whitehall Rd from Oconee County Line to Barnett Shoals Rd	Safety Improvements	Widen to 2 standard travel lanes with turn lanes at key intersections from Barnett Shoals Rd. to Milledge Ave, widen to 4 lanes from Milledge Ave to the Oconee County line. Pedestrian and bicycle improvements included.	Lexington Hwy.	Oconee County line	2.9	0	2
2045 MTP Ammendment November 9 2022	NA	0013769	ACC	SR 316 at Oconee Connector	Intersection / Interchange	This project would create an interchange at SR 316 intersection with the Oconee Connector.	NA	NA	0.22	2	2

Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP Ammendment October 14th 2020	P-78	122890	ACC	SR 10LP @ SR 10; INC JENNINGS MILL RD REALIGNMENT IN ATHENS	Intersection / Interchange	Construct a connector road between Atlanta Hwy and SR 10 Loop and a partial interchange with the SR 10 Loop.	Atlanta Hwy	SR 10 Loop	NA	NA	0
2045 MTP Ammendment November 15 2021	P-79	0017970	ACC	Watkinsville Truck Bypass from SR 24 to SR 15	Intersection / Interchange	This project would construct a connector road between SR 24/US441 and SR 15 south of Watkinsville to enable truck traffic to avoid downtown Watkinsville	SR24/US441	SR 15	2.74		0
2045 MTP Ammendment August 10 2022	P-77	0013765	ACC	SR 316 at Mars Hill Road	Intersection / Interchange	This project is for a grade seperation projec at SR316 @ Mars Hill Road	NA	NA	1.36	2	2
2045 MTP Ammendment April 12 2023	NA	0019614	ACC	SR 10 @ E. Broad Street and Foundry St	Other	This project is for drainage rehab and improvement.	NA	NA	0.09	2	2
2045 MTP Ammendment April 12 2023	NA	0019833	ACC	ACC Public Works North Avenue RAISE Grant	Other		NA	NA	NA	NA	NA
2045 MTP Ammendment May 10 2023	NA	0019549	ACC	Fowler Mill Road at Little Bear Creek Bridge Replacement	Bridge	This project would replace a single span bridge over Little Bear Creek	NA	NA	0.4	2	2
2045 MTP Ammendment October 14th 2020	P-77	0013767	Oconee	SR 316 Interchange at Jimmie Daniel Road	Intersection / Interchange	Create an interchange at the SR 316 intersection with Daniel Road	NA	NA	1.5		
2045 MTP Unfunded Project List	P-47	NA	ACC	Lexington Highway Widening	Widening	NA	Whit Davis Rd.	Oglethorpe County Line	NA	NA	NA
2045 MTP Unfunded Project List	P-48	141970	ACC	Simonton Bridge Rd. Widening	Widening	NA	Main Street	ACC Line	NA	NA	NA
2045 MTP Unfunded Project List	P-49	00-12903	Madison	US 29 Widening - Phase 1 SR 8 from SR 106 to CR 228/Diamond Hill Colbert Rd. - Phase I	Widening	NA	SR 106	CR 288 / Diamond Hill	NA	NA	NA
2045 MTP Unfunded Project List	P-50	NA	Oconee	SR 53 / Snows Mill Road Roundabout	Intersection / Interchange	NA	NA	NA	NA	NA	NA
2045 MTP Unfunded Project List	P-51	NA	Oconee	SR 53 Widening	Widening	NA	Hog Mountain Rd.	Elder Rd.	NA	NA	NA

Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP Unfunded Project List	P-52	NA	ACC	Tallassee Road Widening	Widening	NA	SR 10 Loop	Lavender Rd.	NA	NA	NA
2045 MTP Unfunded Project List	P-53	NA	ACC	Olympic Drive / Indian Hills Rd Widening	Widening	NA	Athens Perimeter	Beaverdam Rd.	NA	NA	NA
2045 MTP Unfunded Project List	P-54	000-2391	ACC	SR 15/US 441/ Commerce Road from Loop 10 North to Clarke County Line	Widening	NA	SR 10 Loop	Newton Bridge Parkway	NA	NA	NA
2045 MTP Unfunded Project List	P-55	NA	Madison	Glenn Carrie Road Widening	Widening	NA	NA	NA	NA	NA	NA
2045 MTP Unfunded Project List	P-56	NA	Oconee	Hodges Mill Road Widening	Widening	NA	SR 53	Mars Hill Rd	NA	NA	NA
2045 MTP Unfunded Project List	P-57	NA	Oconee	Union Church Rd Improvement Project	Widening	NA	NA	NA	NA	NA	NA
2045 MTP Unfunded Project List	P-58	NA	Madison	US 29 at Joe Graham Road Intersection	Safety Improvements	NA	NA	NA	NA	NA	NA
2045 MTP Unfunded Project List	P-59	000-7939	ACC / Oconee	Jimmie Daniel / Jimmy Daniell Rd Widening	Widening	NA	SR 316	Atlanta Hwy	NA	NA	NA
2045 MTP Unfunded Project List	P-60	NA	Oconee	Virgil Langford Road / Rocky Brand Road Widening	Widening	NA	Malcom Bridge Rd	Oconee Connector	NA	NA	NA
2045 MTP Unfunded Project List	P-61	00-12902	Madison	SR 8 from CR 288 / Diamond Hill Colbert to CR 88/Irwin Kirk Rd. Phase II	Widening	NA	CR 228 / Diamond Hill	CR 88 / Irwin Kirk Rd.	NA	NA	NA
2045 MTP Unfunded Project List	P-62	NA	ACC	US 29 - Danielsville Rd. Connector	New Roadway	NA	US 29	Danielsville Rd.	NA	NA	NA
2045 MTP Unfunded Project List	P-63	NA	ACC	Epps Bridge Parkway Left Turn Lane	Intersection / Interchange	NA	Epps Bridge Pkwy	Atlanta Hwy	NA	NA	NA

Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP Unfunded Project List	P-64	NA	Oconee	Clotfelter Road Widening	Widening	NA	SR 53	US 78	NA	NA	NA
2045 MTP Unfunded Project List	P-65	132805	ACC	Macon Highway Bridge over Middle Oconee River	Bridge	NA	NA	NA	NA	NA	NA
2045 MTP Unfunded Project List	P-66	0010288	ACC	Jennings Mill Parkway from Commerce Blvd. to Huntington Rd. - Ph II	New Roadway	NA	Huntington Rd.	Jennings Mill Pkwy	NA	NA	NA
2045 MTP Unfunded Project List	P-67	NA	Oconee	Atlanta Hwy Widening	Widening	NA	Dials Mill Rd	Oconee/Clarke County Line	NA	NA	NA
2045 MTP Unfunded Project List	P-68	NA	Oconee	SR 15 Access to US 441 by-pass of Watkinsville	Intersection / Interchange	NA	NA	NA	NA	NA	NA
2045 MTP Unfunded Project List	P-69	NA	Oconee	SR 53 / Clotfelter Road Roundabout	Intersection / Interchange	NA	NA	NA	NA	NA	NA
2045 MTP Unfunded Project List	P-70	NA	ACC	Newton Bridge Rd Safety Improvements	Widening	NA	Chase St.	US 441	NA	NA	NA
2045 MTP Unfunded Project List	P-71	NA	Oconee	Bob Godfrey/Barnett Shoals Widening	Widening	NA	Oconee River	Oglethorpe County Line	NA	NA	NA
2045 MTP Unfunded Project List	P-72	NA	Madison	Spatlin Mill Road Widening	Widening	NA	NA	NA	NA	NA	NA
2045 MTP Unfunded Project List	P-73	NA	Oconee	Daniels Bridge Rd Extension	New Roadway	NA	Daniells Bridge Rd. north of Chesnut Hill Rd. Intersection	Jennings Mill Pkwy south of Ol Epps Bridge rd.	NA	NA	NA
2045 MTP Unfunded Project List	P-74	NA	Madison	Diamond Hill - Colbert Road Widening	Widening	NA	US 29/GA 8	NA	NA	NA	NA
2045 MTP Unfunded Project List	P-75	NA	Madison	SR 106 at Neese-Commerce Rd & Diamond Hill - Neese Rd Intersection	Intersection / Interchange	NA	NA	NA	NA	NA	NA

Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP Unfunded Project List	P-76	NA	ACC / Oconee	Commuter Rail - Athens to Atlanta	Passenger Rail	NA	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	000-9011	Oconee	SR 53 from SR 24/US441 to CR 274/Hog Mtn - Ph II	Widening	Widen to 4 lanes and construct turn lanes as needed from the Hog Mountain Rd to US 441. Sidewalks and bicycle lanes are planned for this corridor.	Hog Mountain Rd.	US 441	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	122890	Oconee	SR 10 LP @ SR 10; Inc Jennings Mill Rd Realignment in Athens	Intersection / Interchange	Construct a connector road between Atlanta Hwy and SR 10 Loop and a partial interchange with the SR 10 Loop.	Atlanta Hwy	SR 10	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	NA	ACC	Tallassee Road Bridge	Bridge	Reconstruct the bridge to allow for two standard travel lanes and shoulders plus bicycle and pedestrian facilities.	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0007685	Oconee	SR 8/SR 316/ US 29 @ CR 58/Dials Mill Ext	Intersection / Interchange	Create an interchange at the SR 316 intersection with Dials Mill Extension	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0013763	Oconee	SR 8/SR 316/ US 29 @ CR 60/Dials Mill Rd	Intersection / Interchange	Create an interchange at the SR 316 intersection with Dials Mill Road	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0013764	Oconee	SR 8/SR 316/ US 29 @ CR 64/McNutt Creek Road	Intersection / Interchange	Create an interchange at the SR 316 intersection with McNutt Creek Road	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0013765	Oconee	SR 8/SR 316/ US 29 @ CR 263/Mars Hill Road	Intersection / Interchange	Create an interchange at the SR 316 intersection with Mars Hill Road	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0013766	Oconee	SR 8/SR 316/ US 29 @ CR 20/Julian Drive	Intersection / Interchange	Create an interchange at the SR 316 intersection with Julian Drive	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0013766	Oconee	SR 8/SR 316/ US 29 @ CR 20/Julian Drive	Intersection / Interchange	Create an interchange at the SR 316 intersection with Julian Drive	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0013767	Oconee	SR 8/SR 316/ US 29 @ CR 55/Jimmy Daniel Road	Intersection / Interchange	Create an interchange at the SR 316 intersection with Daniel Road	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0013768	Oconee	SR 8/SR 316/ US 29 @ CR 440/CR 662/Virgil Langford Road	Intersection / Interchange	Create an interchange at the SR 316 intersection with Virgil Langford	NA	NA	NA	NA	NA

Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP Projects Funded by Other Sources	NA	0013770	Oconee	SR 8/SR 316/ US 29 @ SR 10 Loop	Intersection / Interchange	Create an interchange at the SR 316 intersection with SR 10 Loop	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	013769	Oconee	SR 8/SR 316/ US 29 @ CR 929/Oconee Connector	Intersection / Interchange	Create an interchange at the SR 316 intersection with Oconee Connector	NA	NA	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0016081	Oconee	CR 828/Bishop Farms Pkwy Ext to New High Shoals Rd.	New Roadway	Create a new connection between Bishop Farms Pkwy Extension to New High Shoals Rd.	Bishops Farm Pkwy	New High Shoals Rd.	NA	NA	NA
2045 MTP Projects Funded by Other Sources	NA	0013613	Oconee	SR 25 from Apalachee River to CS 7 and from SR 186 to Watkinsville Bypass	Widening	Widen from 2 and 3 lanes to 4 lanes with grass and flush median	SR 25	Watkinsville Bypass	NA	NA	NA
2045 MTP Projects Not Eligible for Federal Funding	NA	NA	Madison	Helican Springs Rd. Widening	Widening	Widen Helican Springs Rd. from SR 106 to ACC line to alleviate congestion on US 29. Not eligible for federal funding due to functional classification.	SR 106	ACC Line	NA	NA	NA
2045 MTP Projects Not Eligible for Federal Funding	NA	NA	Madison	Lloyd Nelms Rd/Martin Griffeth Widening	Widening	Widen to 2 standard travel lanes from SR 106 to Jackson County line. Not eligible for federal funding due to functional classification.	SR 106	Jackson County line	NA	NA	NA
2045 MTP Projects Not Eligible for Federal Funding	NA	NA	Madison	Piedmont Road Widening	Widening	Widen entire length of Piedmont Road to 2 standard travel lanes and improve intersections, where applicable. Not eligible for federal funding due to functional classification.	Spratlin Mill Rd	General Daniels Ave S	NA	NA	NA
2045 MTP Projects Not Eligible for Federal Funding	NA	NA	Oconee	McNutt Creek Road/Pete Dickens Road Widening	Widening	Widen to 12 ft lanes with possible nodal improvements. Not eligible for federal funding due to functional classification.	US 78	SR 316	NA	NA	NA
2045 MTP Projects Not Eligible for Federal Funding	NA	NA	Oconee	Dials Mill Rd	Widening	Possible nodal improvements with 12 ft passing lanes. Not eligible for federal funding due to functional classification.	NA	NA	NA	NA	NA
2045 MTP Projects Not Eligible for Federal Funding	NA	NA	Oconee	Elder Road / SR 53 / Oconee Veterans Park Roundabout	Other	Realign Elder Road to be directly across from Oconee Veterans Park entrance. Not eligible for MACORTS funding due to location outside MPO boundary.	NA	NA	NA	NA	NA
2045 MTP Completed and Authorized Projects	NA	142060	Oconee	Mars Hill Rd / Experiment Station Rd Widening - Phase 1	Widening	Widen to 4 lanes and construct turn lanes as needed from the Oconee Connector to Hog Mountain Rd. Sidewalks and bicycles lanes are planned for this corridor.	NA	NA	NA	NA	NA
2045 MTP Completed and Authorized Projects	NA	NA	ACC	Vine Street Extension	New Roadway	Extend Vine St as a two lane road to Second St. with sidewalks. (Not eligible for federal funding due to functional classification.	NA	NA	NA	NA	NA


Source	ID	PI#	County	Project Name	Project Type	Project Description	From	To	Length (miles)	Existing Lanes	Planned Lanes
2045 MTP Completed and Authorized Projects	NA	NA	Oconee	New High Shoals Rd/SR 53 Connector	New Roadway	Construct new 2-lane roadway on the west side of the Watkinsville Bypass from SR 53 to New High Shoals Rd.	SR 53	New High Shoals Rd.	NA	NA	NA
2045 MTP Completed and Authorized Projects	NA	0007637	ACC	Greenway Extension to College Station Road	Other	Extend the current Greenway along the east side of the North Oconee River from Oconee Street to College Station Rd. Bridge rehabilitation will be included on the vehicular bridge over the N. Oconee River.	Oconee Street	College Station Rd	NA	NA	NA
2045 MTP Completed and Authorized Projects	NA	0007561	ACC	Rail to Trail	Other	Provide for the conversion of the abandoned rail line to a multi-use trail connecting the Multimodal Center to Dudley Park and to the existing bicycle facilities along Barnett Shoals Road.	NA	NA	NA	NA	NA
2045 MTP Completed and Authorized Projects	NA	0007561	Madison	Old Danielsville / US 29 Intersection Improvements	Intersection / Interchange	Add turn lanes and signalized intersection.	NA	NA	NA	NA	NA
2045 MTP Completed and Authorized Projects	NA	NA	ACC	Macon Highway Widening	Widening	Widen/reconstruct Macon Hwy from ACC/Oconee County line to Milledge Ave. to a 3 lane typical section with a two-way center left-turn lane and dedicated left turn lanes at key intersections along the corridor. Pedestrian and bicycle facilities are planned for this corridor. This project would be constructed with the Macon Hwy. bridge improvement plan.	ACC/Oconee County Line	Milledge Ave.	NA	NA	NA
2040 MTP Projects	NA	122660	Oconee	US 441/SR 24 South Widening	Widening	Widen US 441 to 4 lanes from the Watkinsville Bypass south to the MACORTS boundary at SR 186. Project continues to north of Apalachee River.	Watkinsville Bypass	MACORTS Boundary	1.8	2	4
2040 MTP Projects	NA	Bike-1	Clarke	Lexington Road Bike Lanes	Other	Widen for 4 ft. bike lanes from Winterville Road to Gaines School Road	Winterville Road	Gaines School Road	NA	NA	NA


MACORTS 2045 MTP Projects (Funded, Unfunded, Other)

Legend

 Athens MPO Boundary

Project Type

 Interchange and Intersection

 Traffic Signal Projects

 Bridges

 Widening Projects

 Safety Improvements

 New Roadway

 Other Projects

 Access Management


Hart EMC, Jackson County, Georgia, GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS


MACORTS 2045 MTP Funded Projects

Legend

 Athens MPO Boundary

Project Type

 Interchange and Intersection

 Traffic Signal Projects

 Bridges

 Widening Projects

 Safety Improvements

 New Roadway

 Other Projects


 Access Management

The map illustrates the Athens Metropolitan Planning Organization (MPO) boundary and the locations of various transportation projects funded by MACORTS 2045. The projects are categorized by type: Interchange and Intersection (green dots), Traffic Signal Projects (orange dots), Bridges (blue squares), Widening Projects (purple lines), Safety Improvements (orange lines), New Roadway (pink lines), Other Projects (yellow lines), and Access Management (blue lines). The map shows a dense network of projects, particularly in the central and eastern parts of the MPO. Key locations labeled include Athens, Clarkston, Marietta, and various surrounding areas. A scale bar indicates distances up to 10 miles, and a north arrow is provided for orientation.


Hart EMC, Jackson County, Georgia, GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS


MACORTS 2045 MTP Other Projects (Funded From Other Sources or Completed)


Legend


 Athens MPO Boundary


Project Type


 Interchange and Intersection


 Bridges

 Widening Projects

 Safety Improvements

 New Roadway

 Other Projects

 Access Management

Hart EMC, Jackson County, Georgia, GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

MACORTS 2045 MTP Unfunded Projects

Legend

Athens MPO Boundary

Project Type

Interchange and Intersection

Traffic Signal Projects

Bridges

Widening Projects

Safety Improvements

New Roadway

Other Projects

Access Management





MEETING MINUTES

TECHNICAL SUBCOMMITTEE MEETING #2
MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE
APRIL 25, 2024
(IN PERSON)

Agenda

1. Project Status Update
2. Public and Stakeholder Engagement Results
3. Needs Assessment and Financial Projections
4. Project Considerations
5. Recap of Goals and Objectives
6. Prioritization Process Review/Endorsement
7. Next Steps
8. General Discussion/Questions

Attendees

Technical Subcommittee Attendance

Name	Organization
Stephen Bailey	Athens-Clarke County, Director of Transportation & Public Works
Katie Goodrum	Athens-Clarke County, Vision Zero Planner
Kim Grayson	GDOT Highway Division, Transportation Planning Specialist
Rani Katreeb	Athens-Clarke County, Assistant Director of Transportation & Public Works
Victor Pope	Athens-Clarke County Transit, Director
Daniel Sizemore	Athens-Clarke County, Bicycle-Pedestrian Safety Coordinator
Jody Woodall	Oconee County, Director of Public Works

The following committee members were unable to attend the meeting:

- Johnathan McLoyd, GDOT Intermodal, Transit Planner
- Ted Hicks, GDOT, Metro Branch Chief
- Ann-Marie Day, FHWA, Planning Team Lead
- Alan Lapczynski, Madison County, Public Works Director



- Tracy Patrick, Madison County Planning & Zoning, Zoning Administrator
- Guy Herring, Oconee County, Director of Planning & Code Enforcement
- Todd Berven, UGA Transportation & Parking Services, Director

Project Team Attendance

Name	Organization
Brad Griffin	MACORTS, Executive Director
Marc Beechuk	MACORTS, Comprehensive Planning Coordinator
Robert Walker	MACORTS, Project Manager
Consultant Team	
Rachel Hatcher	Consultant Team: RS&H, Project Manager
Beth Davis	Consultant Team: RS&H
John Noe	Consultant Team: Blue Cypress

The meeting was held in person at the Athens-Clarke County Planning Department Auditorium located at 120 West Dougherty Street in Athens.

Project Status Update

Robert Walker opened the meeting, thanking the Technical Subcommittee (TSC) for their participation. Rachel Hatcher welcomed everyone and reviewed the meeting agenda, noting that the focus of the meeting today was to update the committee with information from the existing conditions analysis, public and stakeholder input and how those avenues informed the needs assessment. The meeting will also include project considerations, a brief recap of goals and objectives, and a review of the prioritization process with the goal of endorsing a methodology during the meeting. This is a performance-based planning process, so modifications of project priorities will need to have documented reasoning based upon feedback from the TSC.

Rachel introduced the consultant team and provided a breakdown of consultant team roles: RS&H is the project lead, while Blue Cypress is the public and stakeholder engagement lead.

Study Overview & Schedule

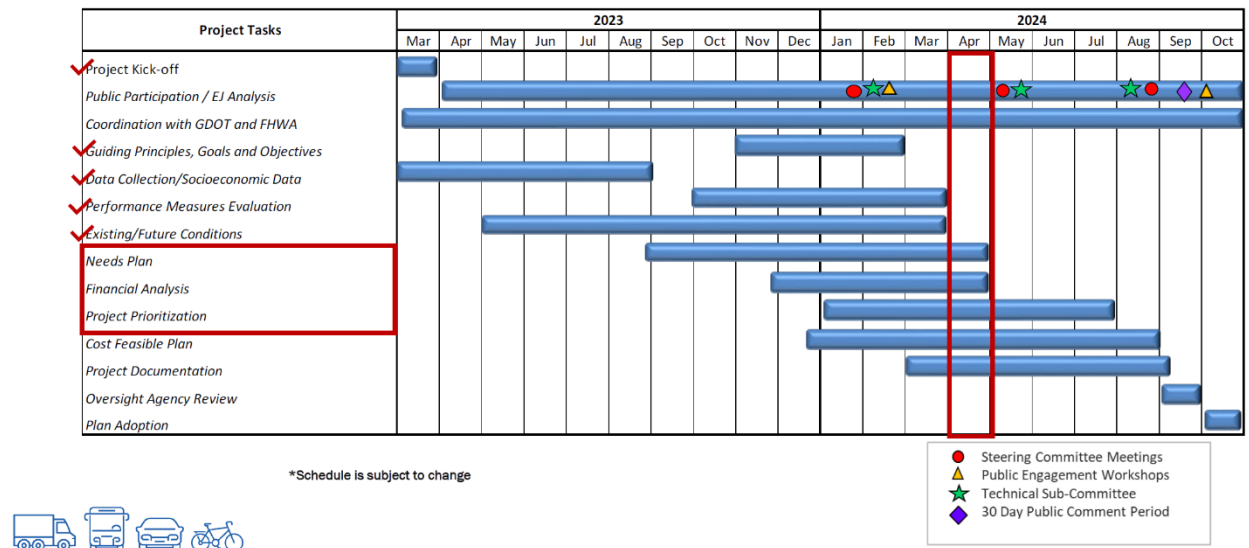
Rachel described the role of MACORTS, the Metropolitan Transportation Plan (MTP), and its importance to the region in terms of making transportation projects eligible for federal funding. This long-range plan covers a 20-year horizon, with a fiscal constraint, and provides MPOs the opportunity to assess existing transportation network performance, estimate future demands, and identify needs and investments. Federal legislation requires that the MTP be updated every 5 years to remain eligible for transportation funding.



MTP Schedule

Rachel reviewed the project schedule, noting that the plan is up for adoption in September, meaning that it will be submitted for a public review period in August, at which point all input from the TSC will need to be received. The next TSC meeting will be at the end of May or early June, at which point the TSC will be going through the full list of recommended projects and performing an in-depth prioritization exercise.

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



Technical Subcommittee Key Responsibilities

Rachel summarized what the TSC had accomplished to date, including reviewing and providing comments and guidance on the following project elements:

- Goals, objectives, and measures of effectiveness
- Existing conditions and needs assessment results
- Identifications of projects for consideration
- Modal considerations (bike, ped, transit, freight, air)

Rachel noted that the following elements remained:

- Prioritized and cost constrained project list
- Plan document

Public and Stakeholder Engagement Results

Rachel provided an overview of the public and stakeholder engagement process to date, highlighting the range of tactics used to engage with the community including committee meetings, pop-up events, an online survey, an interactive mapping tool, social media publications, and advertisements in local media.



Rachel gave a brief snapshot of survey results:

- We received 321 responses, 4 of which were in Spanish.
- The respondent pool is on the younger side, with the largest age groups being 25-34 and 35-44, although all age groups had decent participation.
- The vast majority (74 percent) are Athens-Clarke County residents, and a similar number work or go to school in Athens-Clarke. Participation numbers among residents of Oconee County (17 percent) and Madison County (4 percent) largely track with the populations of the portions of those counties that fall within the planning area.
- Few respondents fall below the federal poverty line; a plurality of participants have an annual household income of \$74,000 or more.
- The largest response rate came from households with 2 vehicles, and 69 percent had 2 or fewer.

Key Survey Themes

Analyzing the results yielded several major takeaways, including:

- Higher conflict areas are in more urban sectors of the study area
- Improved sidewalks, bike lanes, transit, and trails are common priorities
 - First- and last-mile connections are crucial.
 - Non-motorized transportation modes must be considered.
- Priorities/perspectives on transportation needs vary between Counties
 - Urban needs are vastly different from rural needs
 - We are responsible for equitable distribution of resources and improvements
- Access management and traffic flow improvements are common needs
 - These modifications, when implemented along highly-trafficked roadways, will increase safety while allowing more throughput

Responses to one question in particular proved illustrative. When respondents were presented with a list of 19 transportation-related challenges and asked to rank their top 3, the following rose to the top:

- Lack of sidewalks (43.5%)
- Insufficient public transit options (39.4%)
- Lack of passenger rail/commercial airport access (32.2%)
 - There is not room in the fiscally constrained budget, but is a good aspirational goal.
- Increased traffic/congestion/delay (30.3%)
- Safety (28.4%)
- Reliability of public transportation system (26.8%)
- Lack of choices (23%)

Needs Assessment and Financial Projections

Rachel thanked the TSC for the time and effort they spent reviewing previous work and providing valuable corrections and feedback. She listed the components that inform the needs assessment, including the existing conditions analysis, travel demand model (TDM) outputs, public and stakeholder engagement, a local call for projects, and a review of previous plan recommendations.



Existing Conditions Analysis

Rachel recapped the components of the analysis and showed all the maps that were used to inform the needs assessment. She then showed the TSC the top 10 takeaways from the existing conditions analysis, which will help them narrow down their priorities. These include:

- Regional increase in jobs of 2.9%, but a 20.7% decrease in Madison County
- Decrease in households from 2015
- Regional population increase of 4.4%, with 12.3% growth in Oconee County
- Major employment centers in Athens-Clarke and northern Oconee
- Prevalence of severe crashes around the SR 10 loop and SR 29 into Madison
- Concentration of bicycle crashes in Athens and on or near arterial roads
- All three counties have updated their comprehensive plans since the last MTP
- Potential for increased freight traffic due to the Gainesville Inland Container Port facility
- Opportunity to increase bike/ped connectivity through trails and greenways
- Stakeholders express a desire for connectivity, accessibility, and safety

Travel Demand Model Results

Rachel showed the TDM results for 2020 and 2050. The TDM models future trips based on existing traffic counts, as well as current population and employment trends and provides a snapshot of areas where we are likely to see the greatest impacts to level of service (LOS), which is a measure of congestion.

The TDM includes a transit component but is not sophisticated enough to incorporate bicycle and pedestrian travel as well; however, Rachel clarified that this is just one (federally mandated) tool of many that we use. Segments may just be one small part of a corridor, so many segments may just be a continuous corridor.

- Rachel clarified that in some instances, we will not “fix” segments with LOS D through F. She provided an example of one such segment, a five-point intersection in downtown Athens constrained by historic buildings. Collectively, the previous MTP committees agreed that they would not “fix” intersections that require destroying significant historical character.
- The interval between 2020 and 2050 shows significant degradation in LOS, with a 65 percent increase in segments rated LOS D through F. We need to be careful with investments intown and throughout the region.
- Rachel noted that some projects from the 2045 MTP impacted the evaluation of segments, where they were intended to address and mitigate traffic impacts.
- Marc asked about LOS, asking how it was measured. Rachel responded that it relies on a volume to capacity ratio based on an annualized average for daily traffic. It does not consider peak traffic times, as it is not efficient to design roadways to accommodate peak congestion and leave excess capacity for the rest of the day.
- Katie expressed skepticism about the validity of LOS, noting that ACC was moving past using it in its most recent comprehensive plan update. Rachel responded that as part of the MTP process, to receive critical federal funding, they do have to include a TDM that uses LOS. However, MACORTS can use its own goals and objectives to influence the project prioritization.



- Daniel asked if they allowed a multimodal LOS measure to be used. Rachel noted that the ARC uses their own analysis tool and has moved closer to this, but it required significant effort on the regional commission's part.
- Katie noted the work that ACC Planning has done to reduce distances between residences and places of employment to reduce car trips. Rachel noted that the TDM is a gravity-based model, looking at how attractive one mode is versus another.
- LOS is typically used more at the regional scale to evaluate movement of goods and people. Katie asked if we could prioritize safety, and Rachel said absolutely, noting that this was one of 17 characteristics which we can put different multipliers on to influence prioritization.
- Daniel asked if they could receive the GIS information. Rachel noted they can request the GIS shapefile outputs from GDOT but have to sign an NDA.

Public Input

- Safety Issues
 - Left turn lanes and freight conflicts are major concerns at several intersections in Athens-Clarke and Madison Counties.
 - Speeding and bike-ped safety are issues on several corridors in Athens-Clarke County.
 - Congestion, school traffic, and general safety are concerns at several points along Hog Mountain Road in Oconee County.
- Issues and Areas of Concern
 - Multimodal safety is a major issue in Athens-Clarke County.
 - Needed improvements include upgrades to signs, intersections, paths, walkways, and roads; improved sidewalks, bike lanes, and trail infrastructure; and signal timing improvements.

Freight Analysis

Rachel noted that MACORTS has never had a standalone freight plan, so it is happening concurrently, at the behest of FHWA and GDOT, in the wake of the statewide freight plan. Online deliveries continue to increase, so freight needs to be looked at through both a regional and local lens.

- GDOT has shared its Freight Commodity Flow mapping data, with the highest flows in Athens-Clarke County, particularly along the SR 10 Loop, US 78 west of Athens, and US 29 north of Athens.
- Rachel noted that the data shown is in comparison to the entire country. There is a lot coming into town and feeding both north and south.
- Statewide Designated Freight Corridors have already been adopted. The state and federal government will ensure funds to make sure those corridors are healthy. US 441 is also a Governor's Road Improvement Program (GRIP) corridor.
 - Jody noted that the corridor placement looked off on the Watkinsville bypass. Rachel agreed and would raise the issue.
 - Rachel noted that they are recommending a MACORTS freight network. The state takes information from the MPOs as a starting point, and MACORTS did not have one to begin with.



- There is coordination with ARC and GHMPO to make sure that regional freight priorities are aligned.
 - Katie asked what freight improvements look like. Rachel mentioned removing conflict points, which looks different intown versus on a highway. Grade separation is one of these, modifying interchanges to reduce the amount that traffic needs to be halted, which we are seeing a lot of on 316.
 - Rachel noted that there will be a freight focus group in May due to gaps of information at the state level, so we need an additional level of granularity. MACORTS will have a freight network that does not mirror the state's. Rachel said the list for the focus group is in progress, which will include employers such as Caterpillar and local businesses like breweries, as well as municipal staff. They will share the list.
 - Brad asked if the inland port would factor into this. Rachel noted that the network is in draft format and will be shown when ready. WSP is working on the freight aspect of the plan.
- Rachel showed truck bottlenecks.
 - Rani noted that the section of 441 going over the loop is a bottleneck. He also added that two of the top bottleneck locations are an under-construction bridge and another ramp, which should disappear from the list once work is complete on them.
 - Daniel asked if we could prohibit truck traffic at bottlenecks like the five-point intersection downtown and scale down intown deliveries. Rachel replied that state law requires them to provide a reasonable alternative route and enforcement method.
- Rachel showed a heat map of truck-related crashes in the last five years. We had already done a crash analysis for all other modes.
 - Rani mentioned a low-clearance CSX bridge near the major intersections; a lot of college students get stuck trying to pass underneath it during move-in and move-out.
 - Rachel noted that we do not include crashes that are property damage only in the analysis, only ones that result in injuries to roadway users.

2050 MTP Financial Projections

- Rachel outlined the projected revenues from federal, state, and local sources, adding the caveat that the projections did not include discretionary funding.
- Rachel noted the estimate that project costs grow at 5% annually is conservative, but if we assumed more, it would prohibit considering most projects.

Project Considerations

The project list is the primary deliverable for the MTP. If a project is not on the list, it is not eligible for federal or some state funding. Rachel noted that no projects from the 2045 project list had to come off the list unless they were constructed in the interim.

2050 Unconstrained List

Rachel highlighted the 2045 projects included in the 2050 unconstrained list, and explained the role of the Transportation Improvement Program (TIP), which consists short-term actual projects that have committed funding. Projects in the TIP automatically go to the top of the priority list; MACORTS has 10 projects currently in the FY 24-27 TIP, which is significant.



Rachel clarified that, while many 2050 MTP projects are road widenings, these are often focused less on adding lanes and more on bringing the road up to modern standards and/or adding multimodal facilities.

Daniel mentioned he has a list of additional projects that he is trying to get to the team.

Statewide Freight & Logistics Plan Recommended

Rachel noted that the freight focus group will have to vet these to see which ones should be elevated based on community priorities.

Prioritization Process Review & Endorsement

Rachel described the performance-based project screening tool. Since we are in a performance-based planning environment, the projects we choose to prioritize and fund need to result in demonstrable progress toward the performance metrics and targets that we adopt. She noted that this process does not entirely dictate the MPO's decision-making process.

Performance Based Project Screening Tool

Rachel explained that the MPO adopts performance metrics and targets. These include qualitative factors which are not always based on data, including whether a project is “locally preferred.” She walked through the Prioritization Process flowchart, shown below.



- Rachel noted that the project performance assessment highlights results outside the determined acceptable threshold.
- Daniel asked about the difference in standards between MACORTS, which established a minimum number of acceptable fatalities, and Athens-Clarke County, which adopted Vision Zero.
 - Rachel replied that in the case of fatalities, the tool looks at total number, not rate, to give a full multiplier. Serious injury crashes are included as a ratio, but those involving pedestrians or bicyclists get the full multiplier.
 - Rachel clarified that the analysis uses data from Numetric, not GEARS.



Prioritizing the Plan

Rachel described the performance-based prioritization, noting that projects with more significant need, such as addressing fatalities, rank higher, as do projects that address multiple goals or needs. MACORTS applies multipliers to ranking scores based on their priorities.

Multipliers Approach

Rachel described the multipliers approach, highlighting the role that the public, stakeholders, and MACORTS staff play in determining performance-based prioritization. The most important criteria get the highest multipliers. She showed the list of 11 priorities, ranked from highest to lowest based on input received to date:

- Multimodal Connectivity
- Transit
- Safety and Security
- Mobility
- Environment and Quality of Life
- Reliability and Resiliency
- Economic Vitality
- System Preservation and Maintenance
- System Management and Operation
- Travel and Tourism
- Enhance Land Use

Rachel then opened the floor up to the TSC to share their thoughts on the preliminary priority rankings.

- Katie asked how we define “mobility.” Rachel described it as enabling people to overcome barriers, being closely tied to multimodal connectivity.
- Stephen asked if reliability is consistency in trip length. Rachel said it deals with the question “Is this mode available to me when I need it?” in addition to “Can I get where I need to go with it?”
- Katie asked what “Enhance Land Use” means. Rachel responded that it is defined by the metrics in the last MTP: ensuring the land planning process is speaking collaboratively to our transportation investment process and making sure the two support each other. Katie said she would move “Enhance Land Use” higher up the list.
- Multiple committee members indicated “Safety and Security” should be moved up to the top priority.
- Rani expressed concern over how low “System Preservation and Maintenance” is ranked. He pointed to the example of Milledge Avenue, which would require a massive amount of funding to bring everything up to standard.
 - Regarding “Environment and Quality of Life,” he noted that every project needs to be approved through both NEPA and local processes, feeling that policies from EPD and DNR are taking care of that priority.



- He acknowledged that many of these priorities overlap in certain projects and said that “quality of life” often applies more to enhancement projects rather than projects addressing key needs.
- Brad noted that high MACORTS prioritization doesn’t guarantee state prioritization, but if it’s in the MTP, it strengthens the case for federal and other funding support.
 - Rachel added there is no guarantee that priorities match with what gets funded first.
 - Brad said at a minimum, “Enhance Land Use” should be above “Travel and Tourism.”

Upcoming Activities & Next Steps

Rachel reviewed next steps toward plan adoption:

- Complete Project Prioritization and Circulate for Review
- Host Committee Meetings to Refine Initial Prioritized List
- Complete Financial Plan and Constrain Project List
- Complete Draft MTP Report and Circulate for Review
- Host 30-Day Public Comment Period
- MACORTS Adoption

A committee member recommended that Tim Griffeth from Athens-Clarke County is included in the freight focus group.

Rachel and Robert thanked everyone for their participation, and the meeting was adjourned.



MACORTS
2050 Metropolitan Transportation Plan Update
Technical Subcommittee Meeting #2

April 25, 2024

Presentation Agenda

- Project Status Update
- Public and Stakeholder Engagement Results
- Needs Assessment and Financial Projections
- Project Considerations
- Recap of Goals and Objectives
- Prioritization Process Review/Endorsement
- Next Steps
- General Discussion/Questions



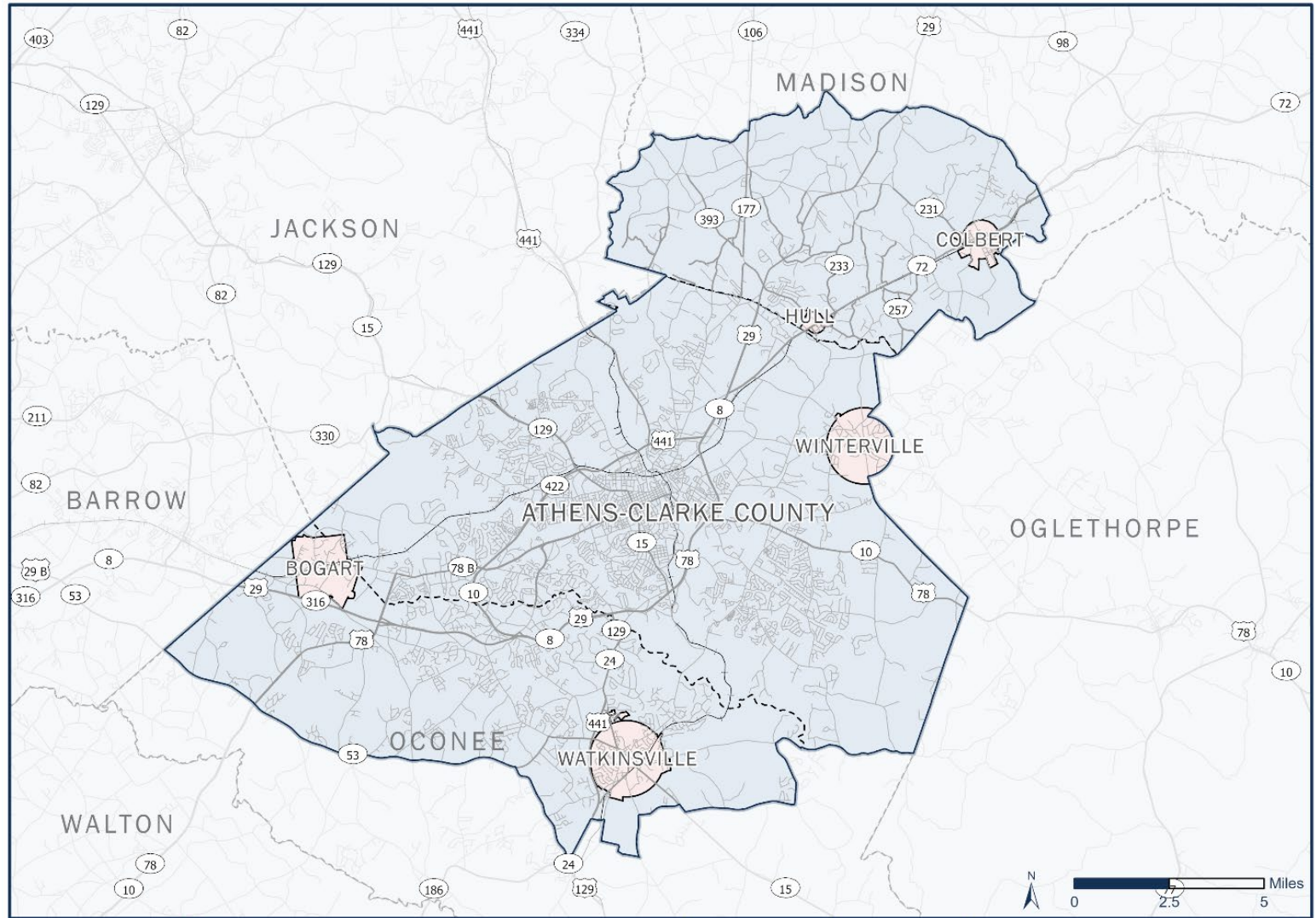


Project Status Update

Study Overview & Schedule

MACORTS

- Includes Athens-Clarke, Madison, and Oconee Counties
- Governed by a Policy Board comprised of elected officials
- Responsible for Federally mandated planning products



Study Overview & Schedule

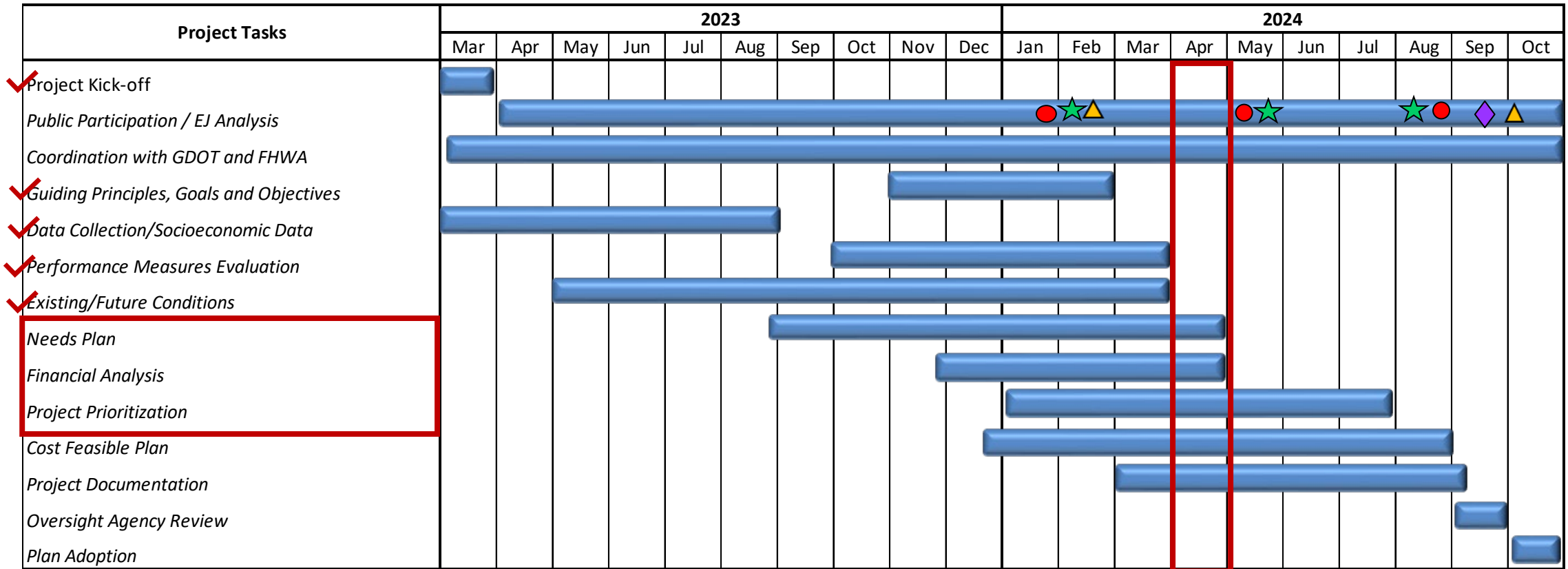
What is a Long Range/Metropolitan Transportation Plan?

- Federal legislation requires updates every 5 years to remain eligible for transportation funding
- The MTP covers a 20-year planning horizon with fiscal constraint
- Provides MPOs the opportunity to:
 - Assess existing transportation network performance
 - Estimate future demands
 - Identify needs and investments



Study Overview & Schedule – MTP Schedule

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



*Schedule is subject to change

- Steering Committee Meetings
- Public Engagement Workshops
- Technical Sub-Committee
- 30 Day Public Comment Period



Key Responsibilities

Technical Subcommittee – Key Responsibilities

Review and provide comment/guidance on the following project elements:

- ✓ Goals, objectives, and measures of effectiveness
- ✓ Existing conditions and needs assessment results
- ✓ Identification of projects for consideration
- ✓ Modal Considerations (Bike, Ped, Transit, Freight, Air)
 - Project assessment and prioritization criteria
 - Modal Considerations (Bike, Ped, Transit, Freight, Air)
 - Prioritized and cost constrained project list
 - Plan document





Public & Stakeholder Engagement

Public and Stakeholder Engagement Results

Public Engagement Tactics

- Stakeholders Committee
 - Project Emissaries
- Public Engagement “Pop-up” Meetings
- Public Survey
- Interactive Mapping
- Interactive Prioritization
- Social Media Publications
- Newspaper Advertisements
- Press Releases

MACORTS 2050 METROPOLITAN
TRANSPORTATION PLAN

Drop by the project booth at a
local event!

1 **Saturday, March 9**
Oconee County Little League
Opening Day

2 **Saturday, March 16**
Athens Little League Opening Day

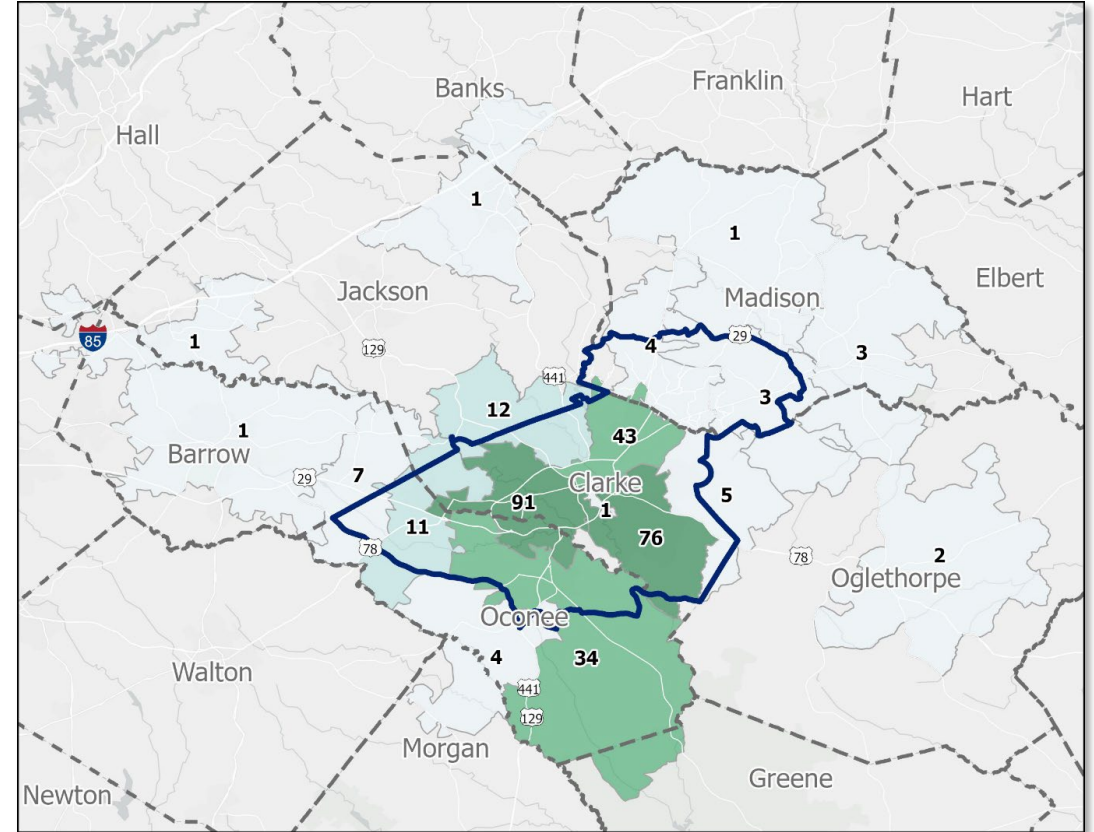
3 **Saturday, March 23**
Madison County Golden Easter
Egg Hunt & Spring Festival



Public and Stakeholder Engagement Results

Public Survey

- February 5 – March 31, 2024
- 321 responses: including English (317) and Spanish (4)
- Mapping component enabled participants to provide site-specific feedback
 - 101 points and 93 comments



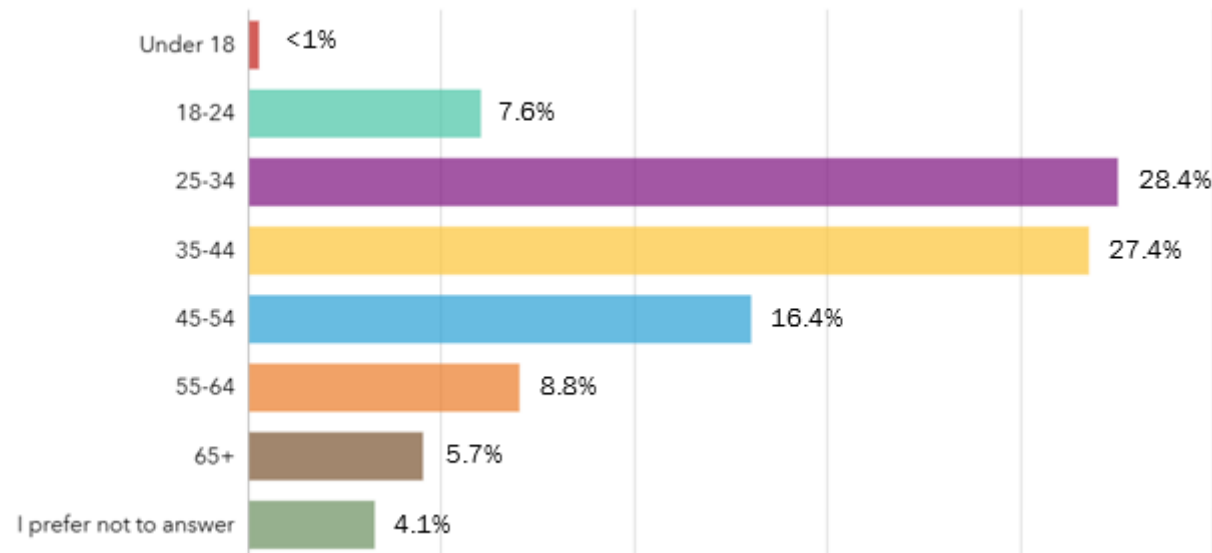
Survey Respondent Zip Codes



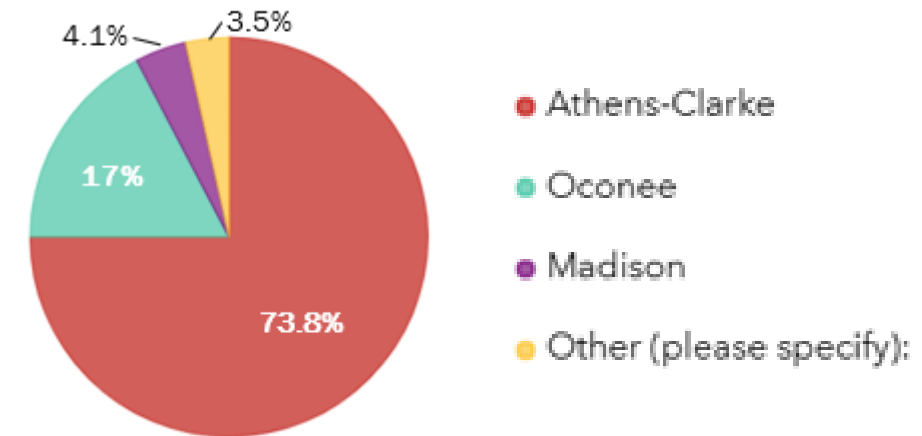
Public and Stakeholder Engagement Results

Who Responded?

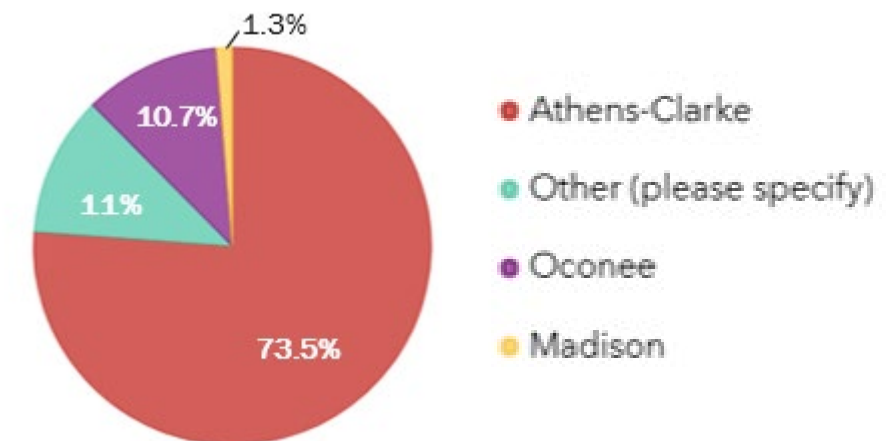
Survey Respondents Age



Where Respondents Live



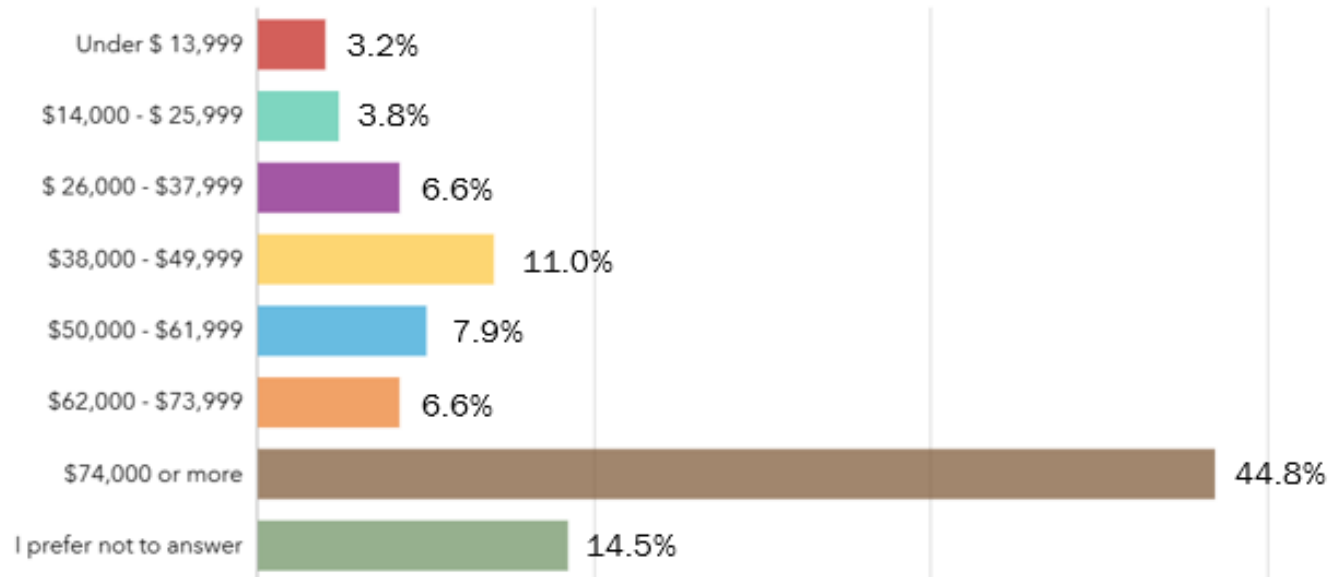
Where Respondents Work / Go to School



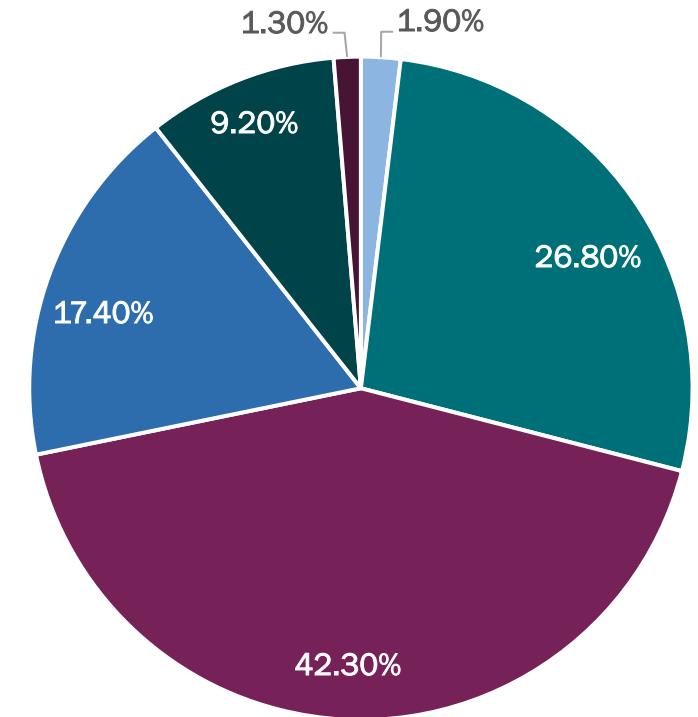
Public and Stakeholder Engagement Results

Who Responded?

Survey Respondents Income (2022 HH Income)



Respondents' vehicle access (per household)



0 1 2 3 4+ No Response



Public and Stakeholder Engagement Results

Key Survey Themes:

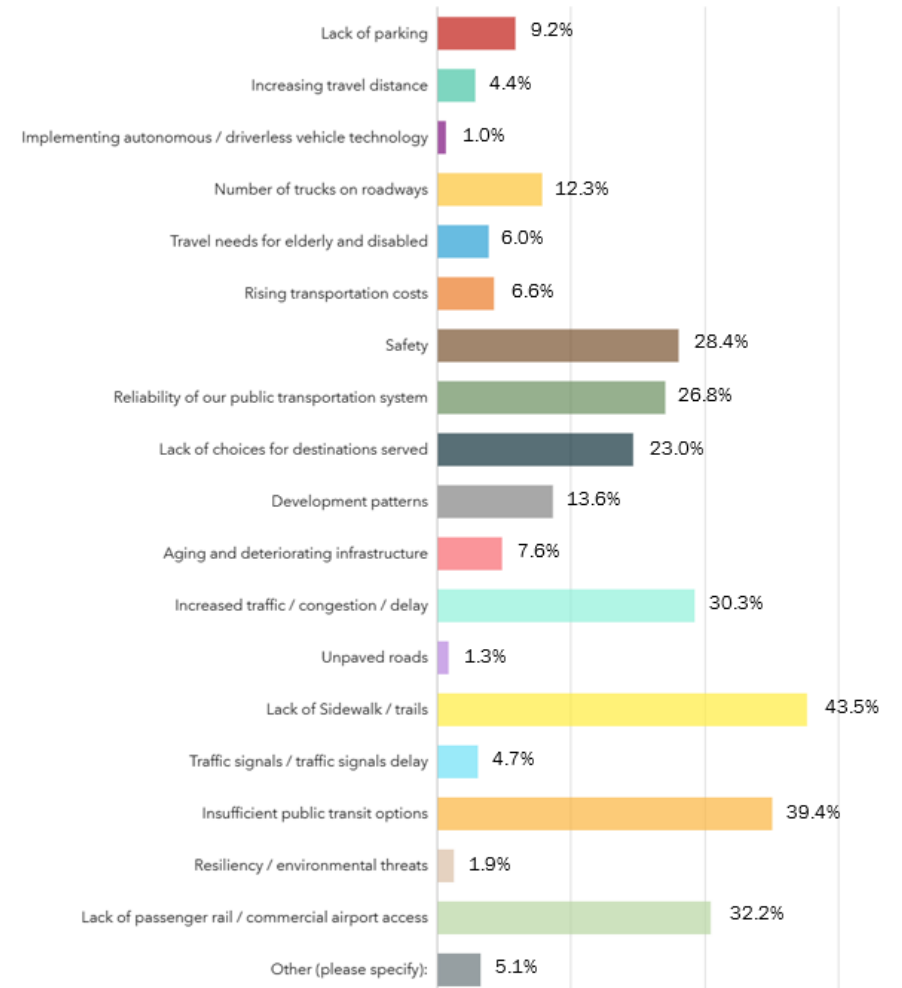
- Higher conflict areas are in more urban sectors of the study area
- Improved sidewalks, bike lanes, transit, and trails are common priorities
- Priorities/perspectives on transportation needs vary between Counties
- Access management and traffic flow improvements are common needs



Public and Stakeholder Engagement Results

Survey Question: What are the top 3 challenges your community faces with regards to transportation?

1. Lack of Sidewalks (43.5%)
2. Insufficient Public Transit Options (39.4%)
3. Lack of Passenger Rail/Commercial Airport Access (32.2%)
4. Increased Traffic/Congestion/Delay (30.3%)
5. Safety (28.4%)
6. Reliability of Public Transportation System (26.8%)
7. Lack of Choices (23%)

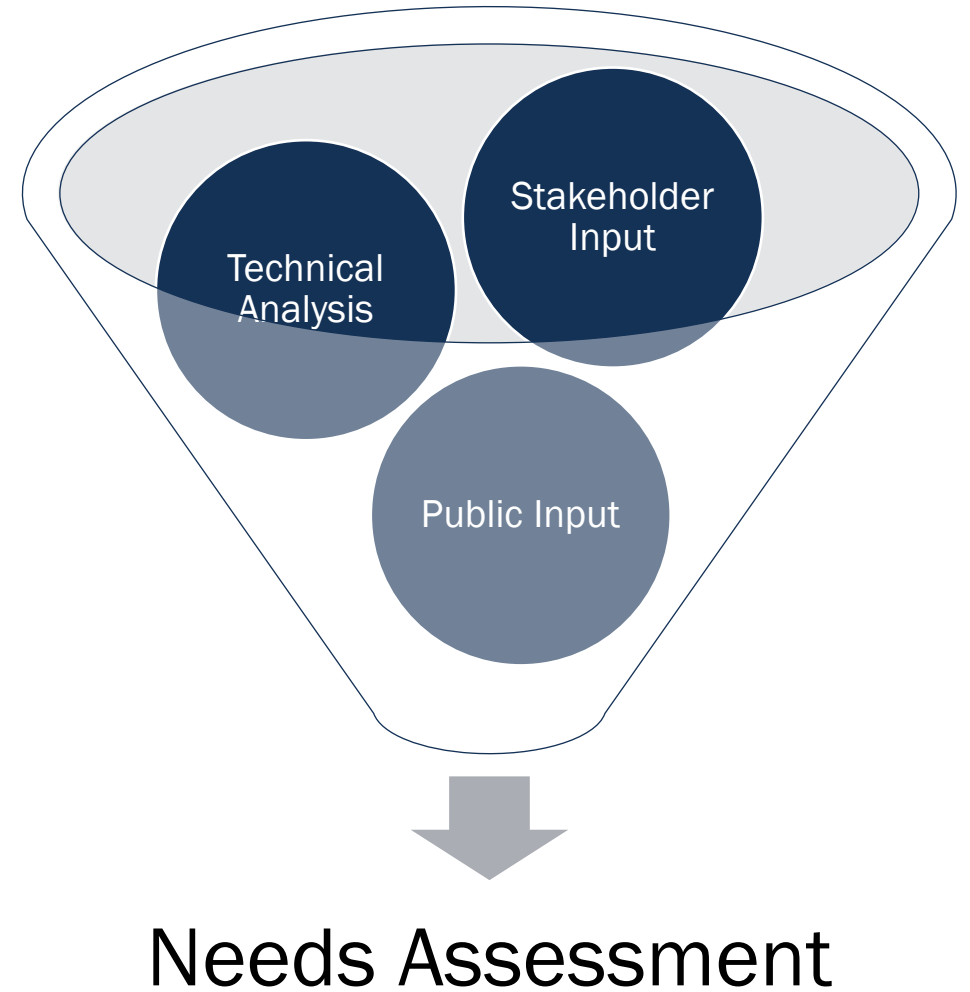




Needs Assessment & Financial Projections

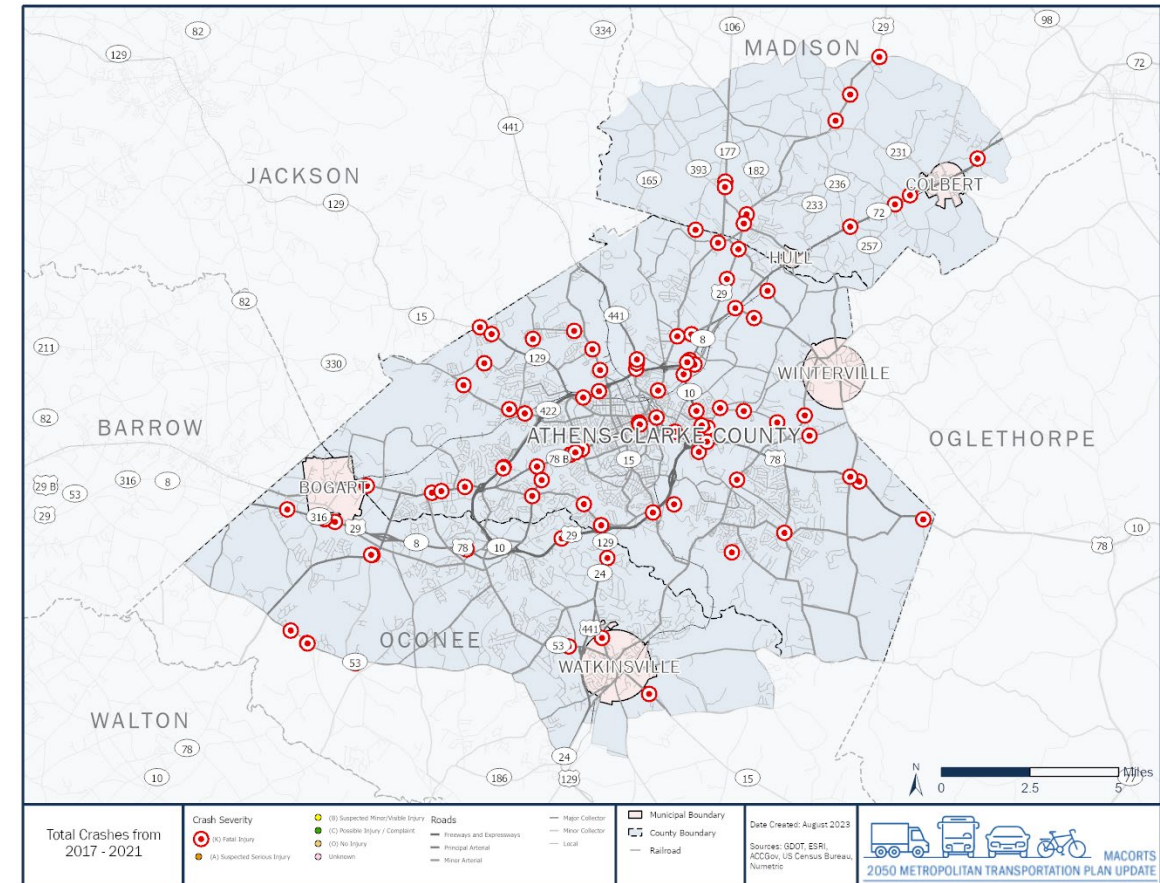
2050 MTP Needs Assessment

- ✓ Existing Conditions
- ✓ Travel Demand Model Outputs
- ✓ Public and Stakeholder Engagement
- ✓ Local Call for Projects
- ✓ Previous Plan Recommendations

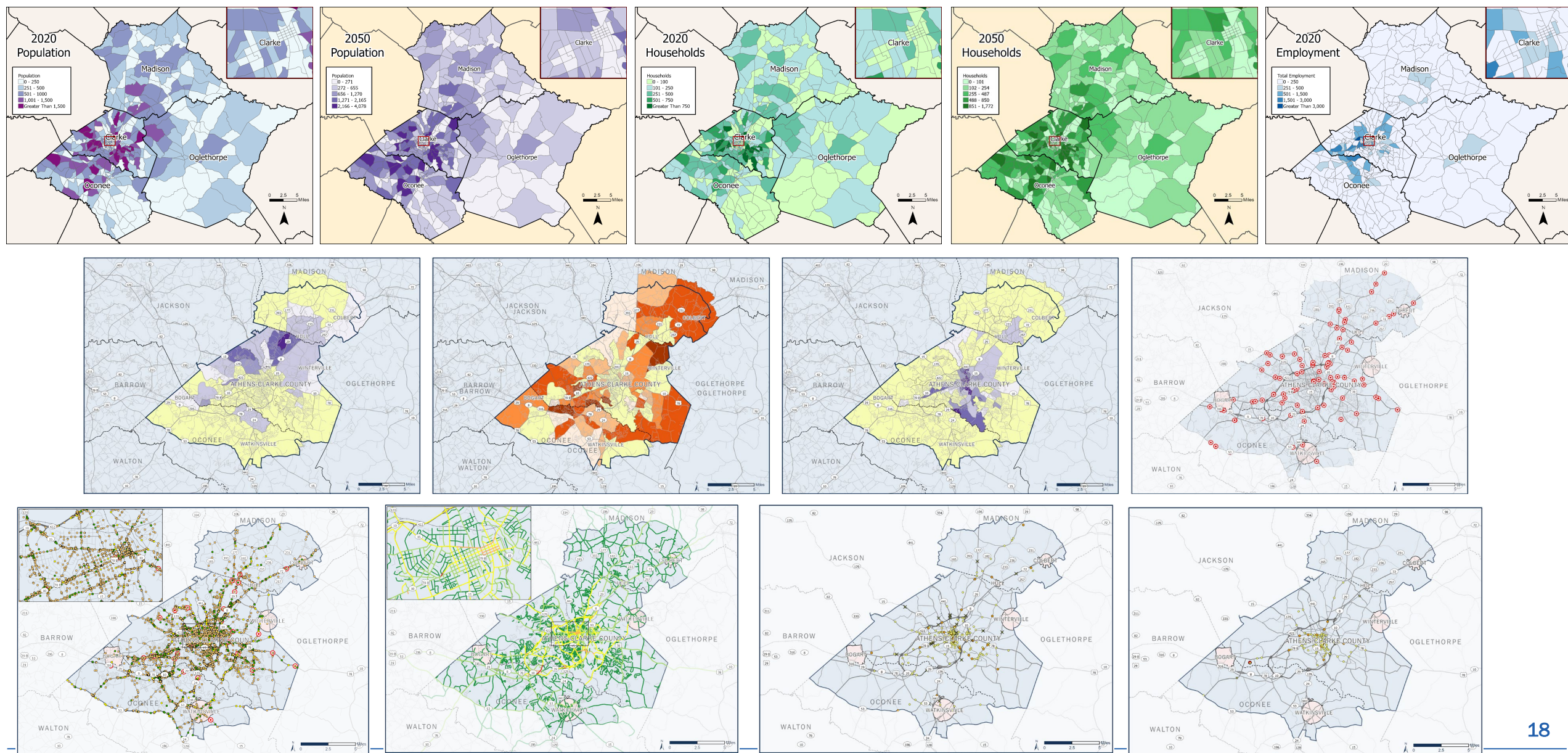


Needs Assessment: Existing Conditions Analysis

- Past and related studies
- Local Comprehensive Plans
- Demographic data: 2020 US Census and American Community Survey (ACS)
- Roadway network, functional classification, and Level of Service (LOS)
- Bicycle, pedestrian, and transit facilities
- Rail, freight, and airport infrastructure
- Crash statistics



Needs Assessment: Existing Conditions Analysis



Needs Assessment: Existing Conditions Analysis

Top 10 Takeaways

1. Jobs increased by 2.9% overall; Madison showed -20.7% decrease
2. Total number of households decreased from 2015
3. Regional population increased by 4.4% from 2015; Oconee showed most growth (12.3%)
4. Athens-Clarke and Northern Oconee are major employment centers
5. Severe crashes occur around SR 10 Loop and SR 29 into Madison
6. Most bicycle crashes occur in Athens, and on/near arterial roads
7. Tri-county comprehensive plan updates since last MTP
8. Potential increase of freight traffic in north Georgia (Gainesville Inland Container Port facility)
9. Greenway/trail system is an opportunity to promote connectivity of existing bicycle/pedestrian infrastructure
10. Identified stakeholder desire for connectivity, accessibility, and safety



Past Related
Studies



Local
Comprehensive
Plans



Demographic
Data



Crash
Statistics



Roadway Network
Functional Classification
LOS (Level of Service)



Bicycle
Pedestrian
Transit Facilities



Rail
Freight
Airport Infrastructure

Existing Conditions Elements

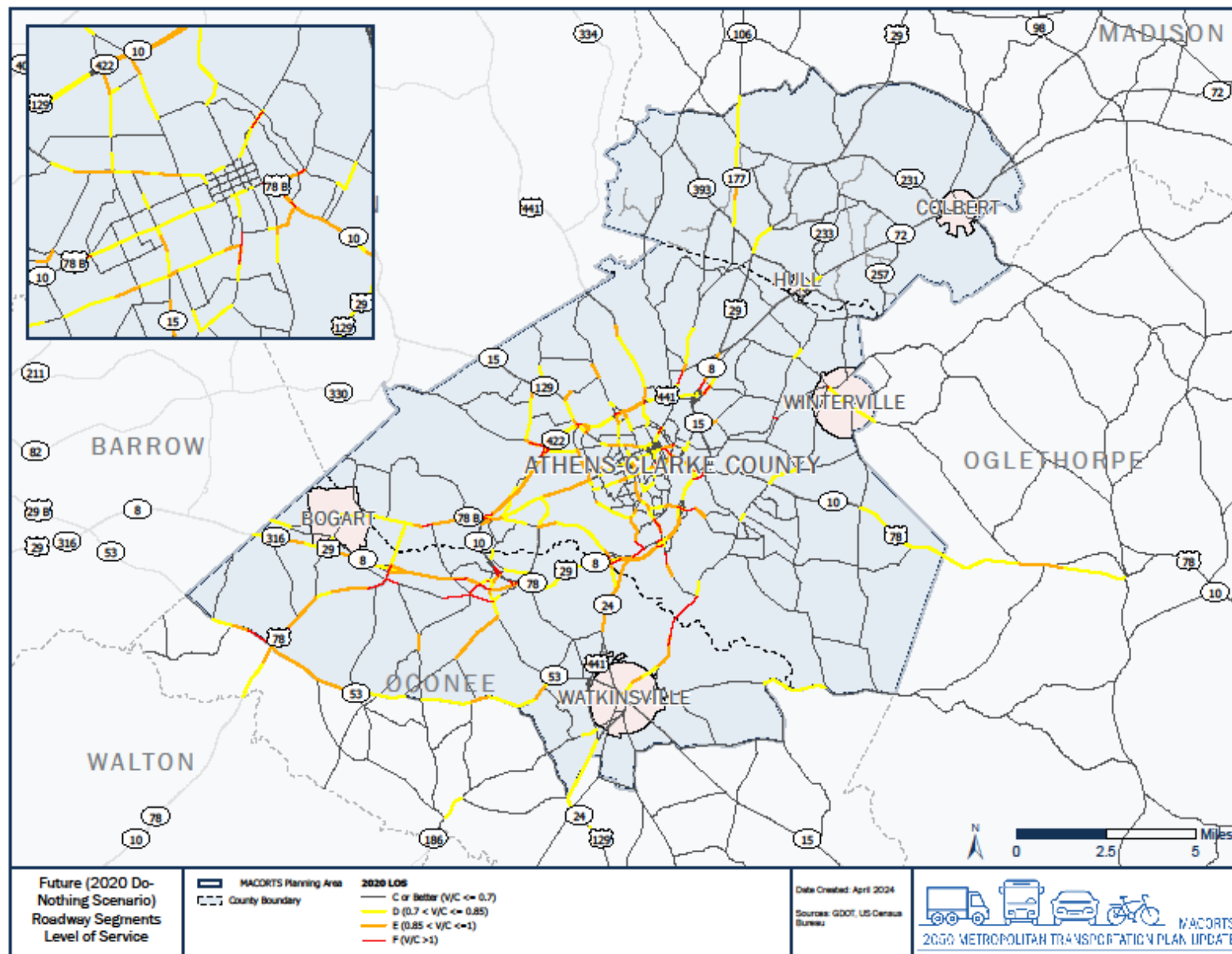


NEW

Needs Assessment: Travel Demand Model Results

2020 LOS D - F

1. 4,008 segments
2. 728 with a LOS of D - F
3. US 78 and US 441 Interchange is the area with highest V/C and low LOS
4. Atlanta Hwy/S Athens Perimeter Hwy W Interchange is another area with high V/C and low LOS

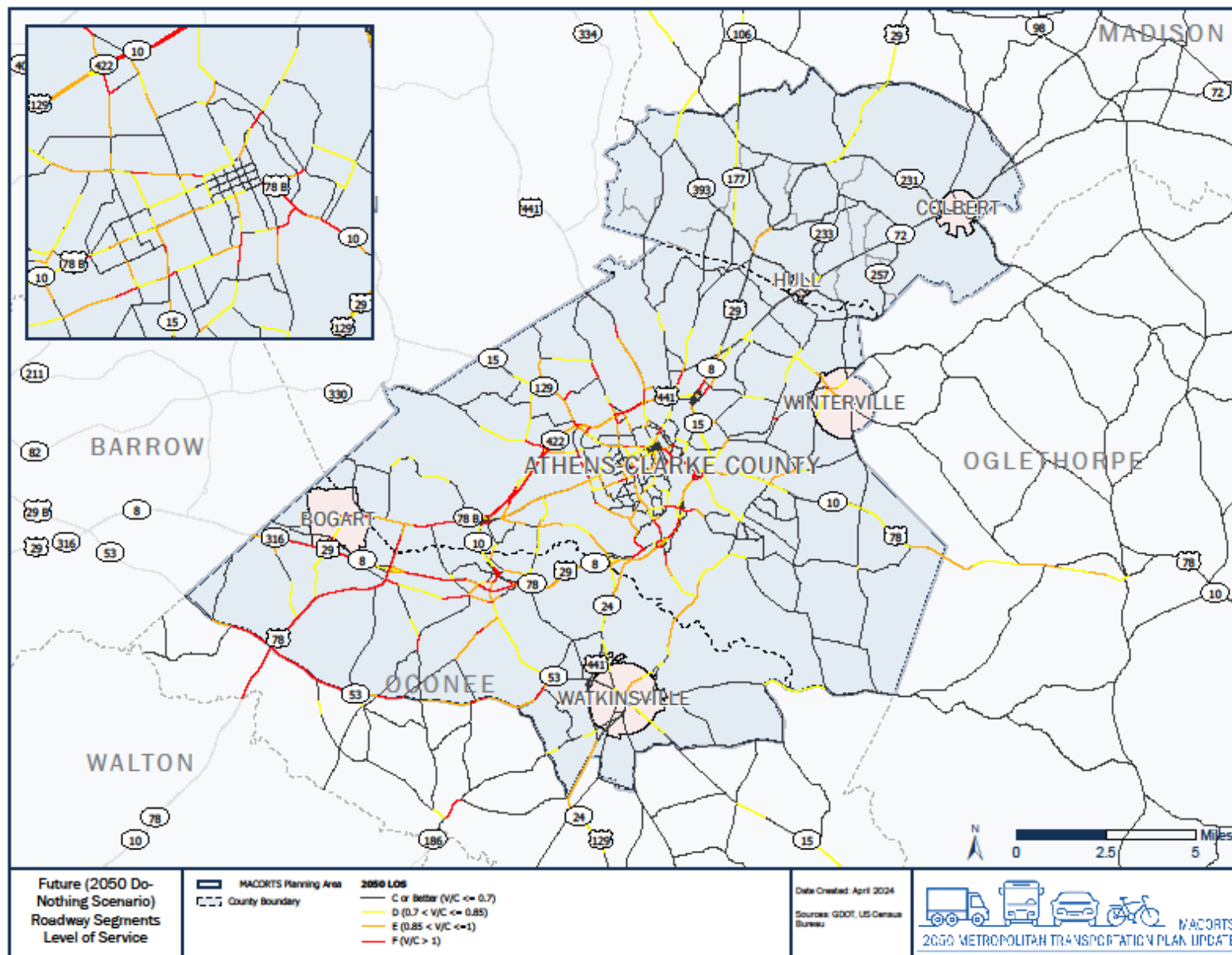


NEW

Needs Assessment: Travel Demand Model Results

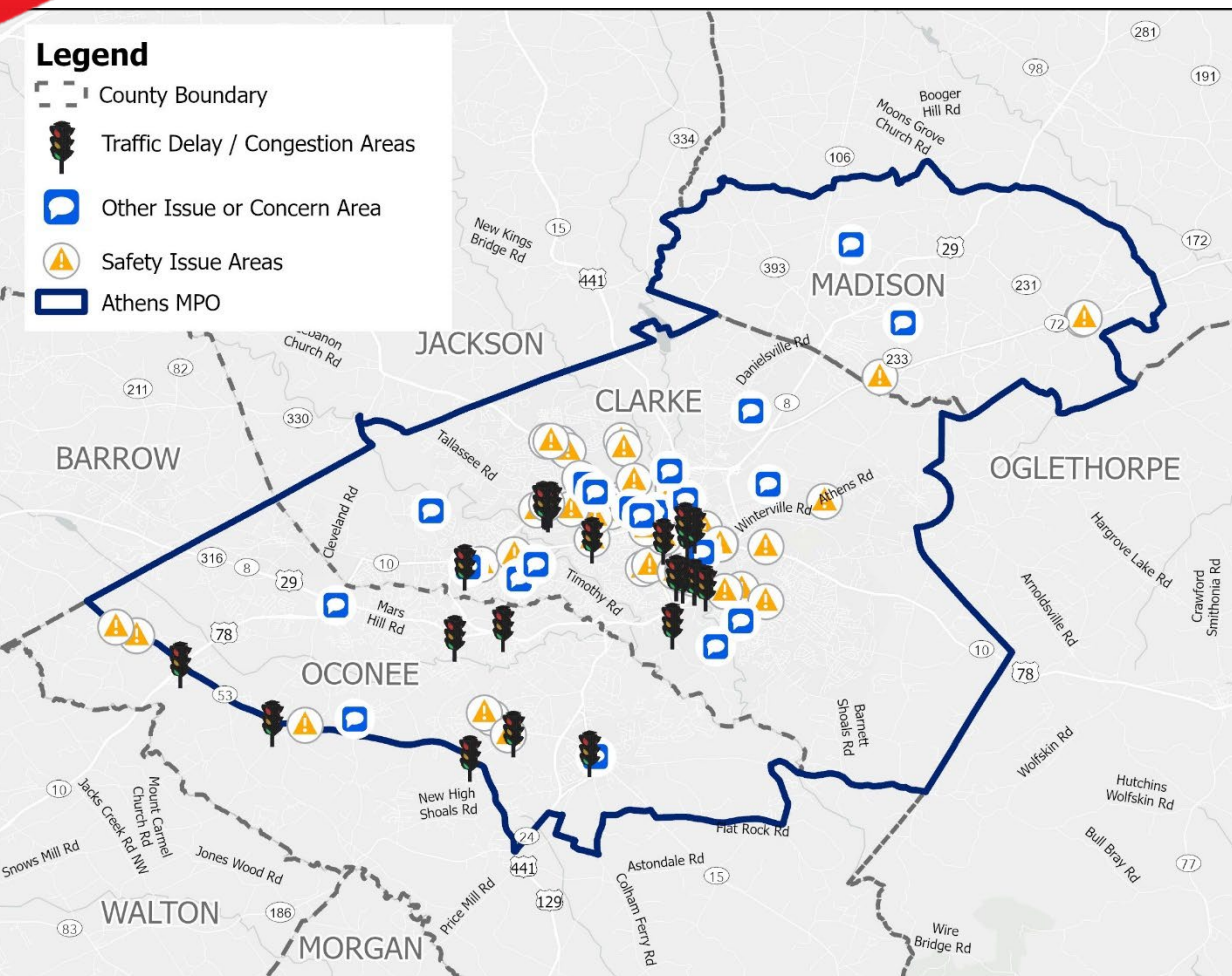
2050 LOS D - F

1. 4,008 segments
2. 1,202 at LOS D - F
3. Decrease in LOS on SR 10 Loop
4. Decrease in LOS on major roadways in south ACC and north Oconee
5. 65.1% increase in roadways with LOS D - F



NEW

Needs Assessment: Public Input



Safety Issues

- Jefferson Rd/US 129/SR 15 near Camak Dr. (ACC) – Turn Lanes and Freight
- Oglethorpe Ave between Loop 10 and GA-15 (ACC) – Bike/Ped Safety
- College Station Rd near Loop 10 (ACC) – Speeds & Bike/Ped Safety
- Mars Hill Rd & Hog Mountain Rd. (Oconee) – Left Turns and School Traffic
- Hog Mountain Road (Oconee) – Congestion and General Safety Issues
- GA-72 and S 4th St (Madison) – Left turns on GA-72 and Freight Conflicts

Issues and Areas of Concern

- GA-15 / Prince Ave inside Loop 10 – multimodal
- Upgrades to signs, intersections, paths, walkways and roads
- Improved sidewalks, bike lanes and trail infrastructure
- Signal timing improvements for accessing 441



NEW

Needs Assessment: Freight Analysis

Freight Focus
Groups

Truck Bottleneck
Analysis

Freight intensive
Land Use

Commodity Flows

Freight Route
Network

Truck Parking
Inventory

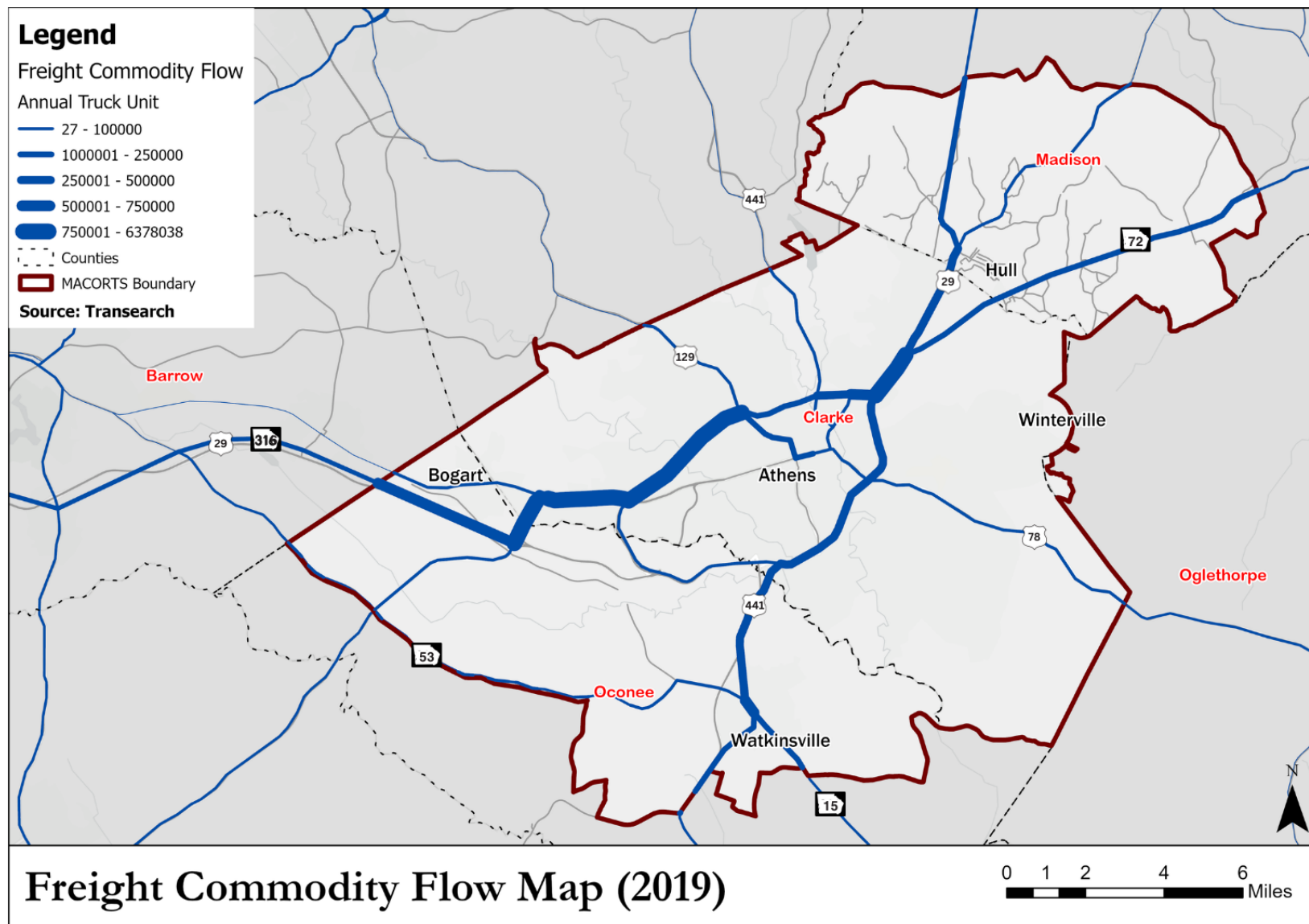
Freight Project
Recommendations



NEW

Needs Assessment: Freight Commodity Flows

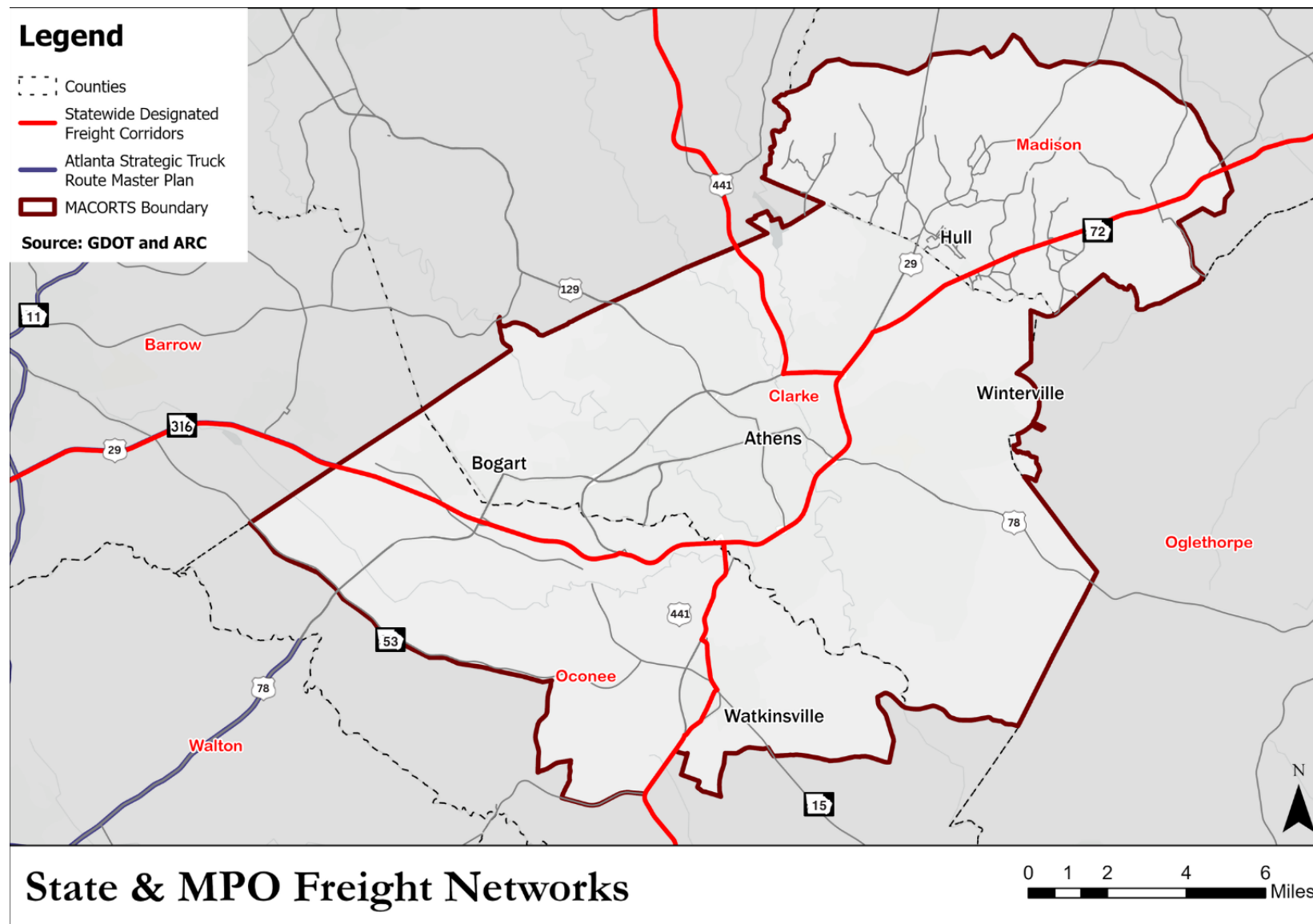
- Highest flows are in Athens-Clarke County
- SR 10 Loop, W. US 78, and N. US 29 carry the highest flows
- US 441 in Oconee and Athens-Clarke and US 29 in Madison County also carry significant flows



NEW

Needs Assessment: State & MPO Freight Networks

- Statewide Designated Freight Corridors
 - US 441 (also a GRIP corridor)
 - SR 72
 - SR 316
- Atlanta Strategic Truck Route Master Plan (ASTRoMaP) – ARC
- Gainesville-Hall MPO Regional Freight Network

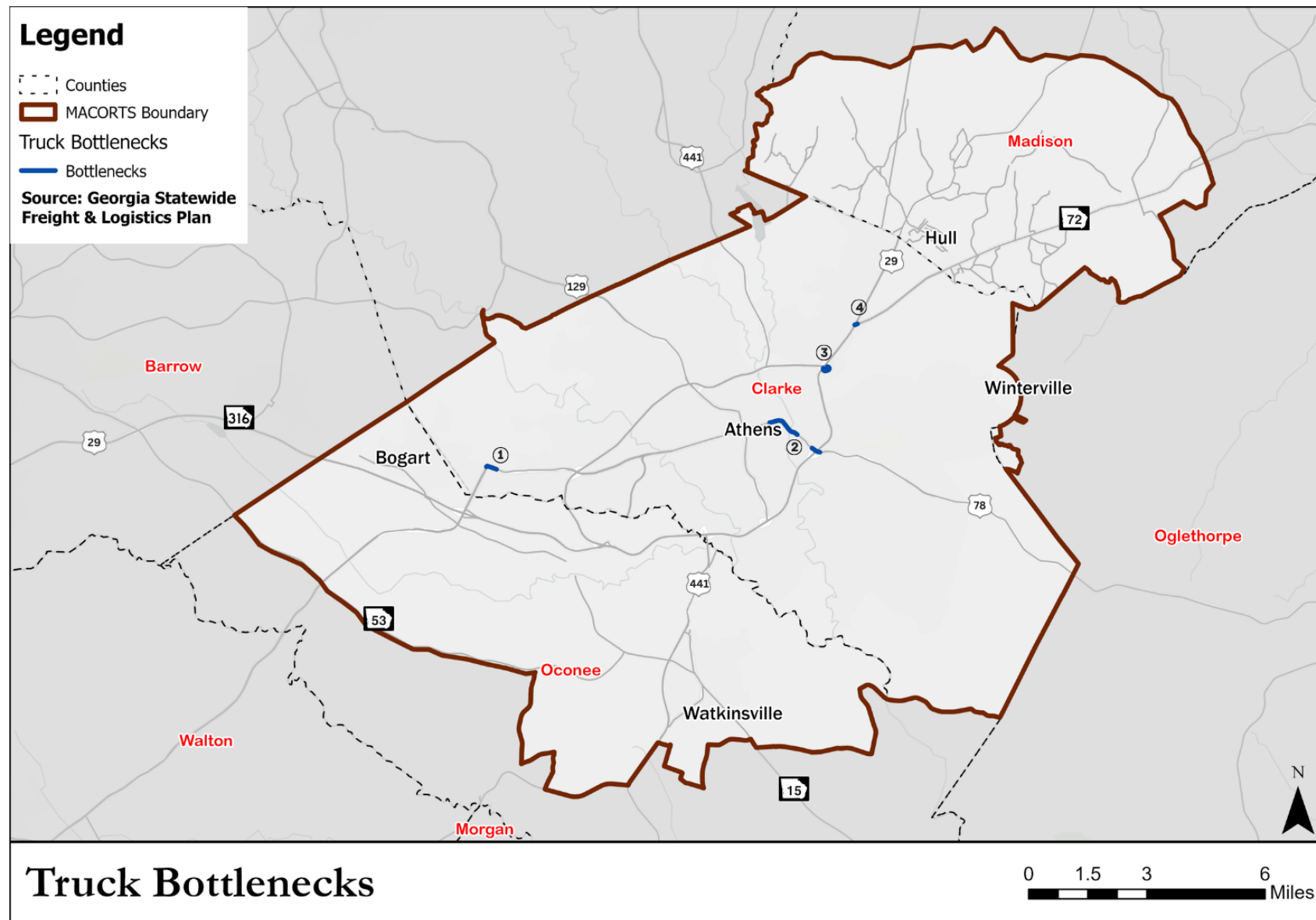


NEW

Needs Assessment: Truck Bottlenecks

#	Bottleneck Locations
1	US 78 (Monroe Hwy) at Atlanta Hwy
2	US 78 (Oconee St) between Lumpkin St and US 441/SR 10 (Outer Loop)
3	US 441/SR 10 (Outer Loop) northeast junction
4	US 29 at SR 72

- Bottlenecks are in the top 5% of cost/mile for urban non-Atlanta areas
- Cost = total cost of delays to freight companies
 - Due to reduction in speed and reliability

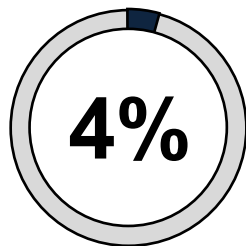
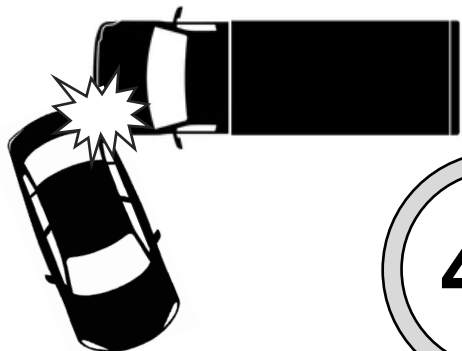


NEW

Needs Assessment: Truck-Related Crashes

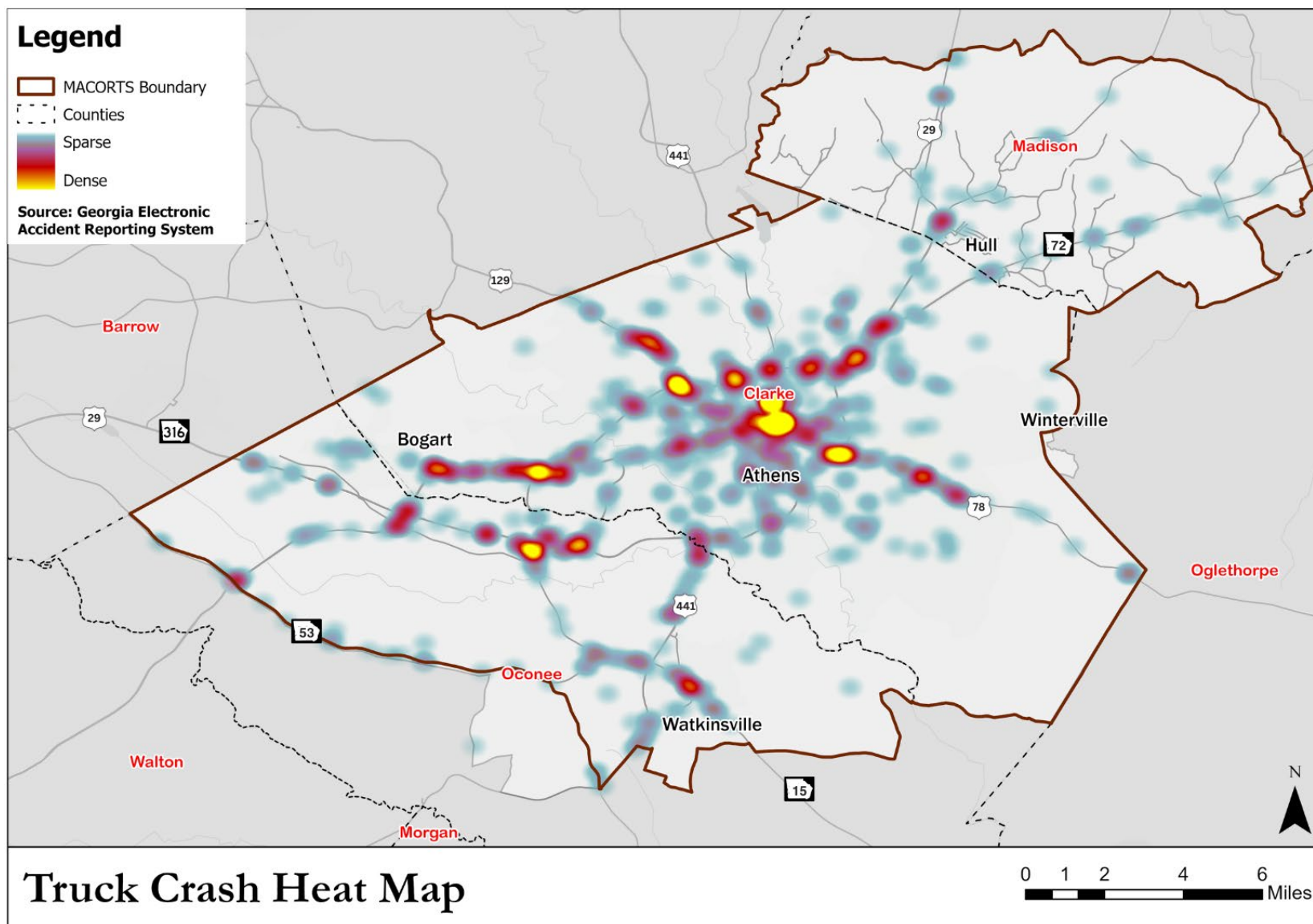
1,129

Truck-Related Crashes



31,435

Total Crashes



2050 MTP Financial Projections

Sources of Funding

- Federal Funding
- State Funding
- SPLOST/TSPLOST
- Discretionary Funding

Funding Considerations

- Funding increases at 2% annually; 1% annually after 2026
- Project costs increase at 5% annually

2025-2050 Financial Projections: GDOT

	<i>Projects Estimate</i>	<i>Maintenance Estimate</i>	<i>Total Estimate</i>
2025	\$20,935,098	\$1,336,030	\$22,271,128
2026	\$21,353,800	\$1,362,751	\$22,716,551
2027	\$21,567,338	\$1,376,378	\$22,943,716
2028	\$21,783,012	\$1,390,142	\$23,173,154
2029	\$22,000,842	\$1,404,043	\$23,404,885
2030	\$22,220,850	\$1,418,084	\$23,638,934
2031	\$22,443,059	\$1,432,265	\$23,875,323
2032	\$22,667,489	\$1,446,587	\$24,114,077
2033	\$22,894,164	\$1,461,053	\$24,355,217
2034	\$23,123,106	\$1,475,664	\$24,598,770
2035	\$23,354,337	\$1,490,420	\$24,844,757
2036	\$23,587,880	\$1,505,324	\$25,093,205
2037	\$23,823,759	\$1,520,378	\$25,344,137
2038	\$24,061,997	\$1,535,582	\$25,597,578
2039	\$24,302,617	\$1,550,937	\$25,853,554
2040	\$24,545,643	\$1,566,447	\$26,112,090
2041	\$24,791,099	\$1,582,111	\$26,373,210
2042	\$25,039,010	\$1,597,932	\$26,636,943
2043	\$25,289,400	\$1,613,912	\$26,903,312
2044	\$25,542,294	\$1,630,051	\$27,172,345
2045	\$25,797,717	\$1,646,351	\$27,444,069
2046	\$26,055,695	\$1,662,815	\$27,718,509
2047	\$26,316,251	\$1,679,443	\$27,995,694
2048	\$26,579,414	\$1,696,237	\$28,275,651
2049	\$26,845,208	\$1,713,200	\$28,558,408
2050	\$27,113,660	\$1,730,332	\$28,843,992
Total	\$624,034,742	\$39,824,467	\$663,859,210





Project Considerations

Project Considerations: 2050 Unconstrained List

2045 Projects included in 2050 Unconstrained List

Typical Project Types	Number in the 2050 MTP
Access Management	7
Bridge	16
Intersection/Interchange	39
New Roadway	7
Other	6
Passenger Rail	1
Safety Improvements	7
Widening	32
Transit	1
Signals	3

- 67 projects in Athens-Clarke County
- 47 in Oconee County, 10 in Madison County, 4 in ACC/Oconee
- Includes Watkinsville Bypass project
- 10 projects currently in FY 24-27 TIP
- Build on foundation provided by the 2045 projects
 - 7 were added to 2045 MTP as amendments



Project Considerations: 2050 Unconstrained List

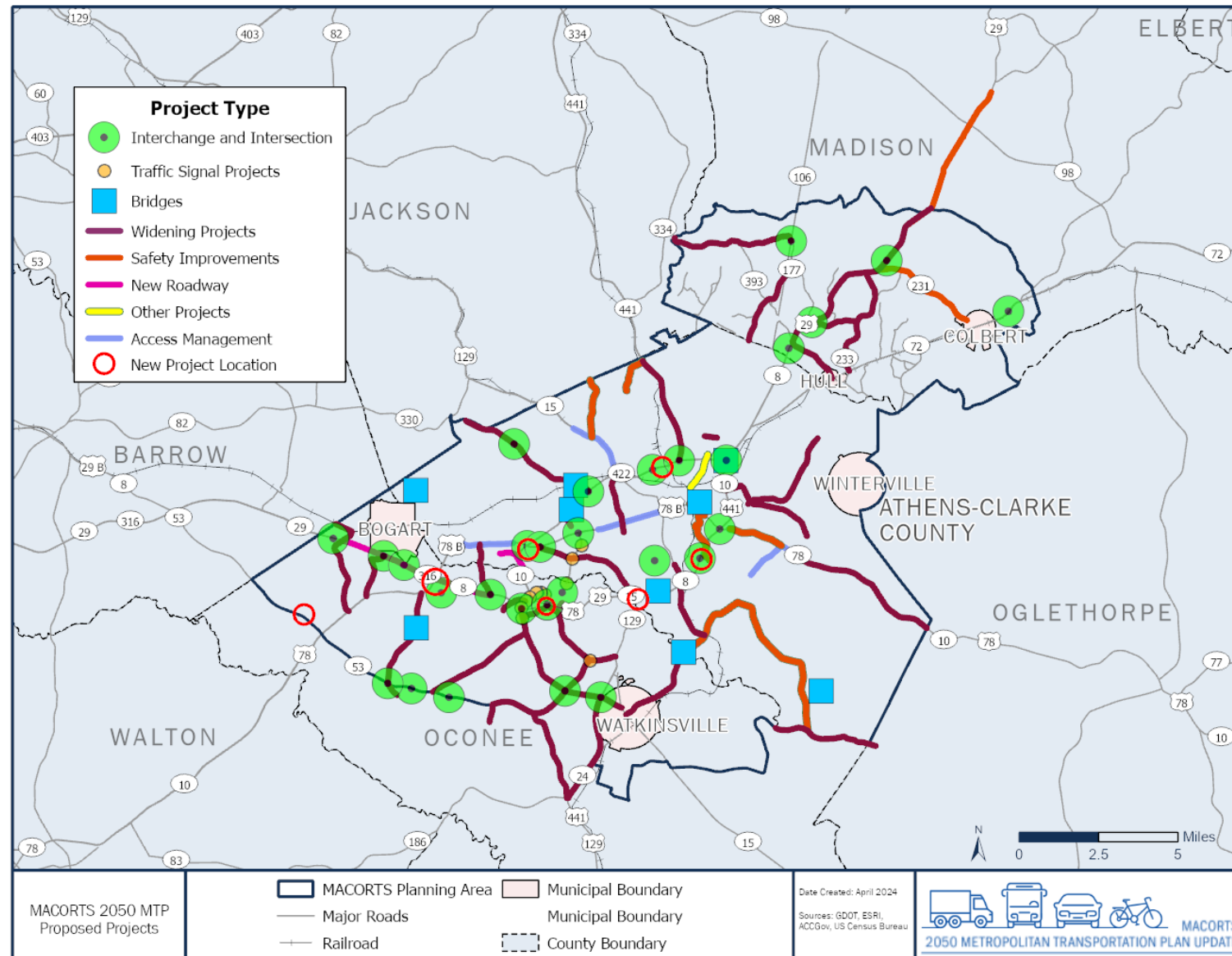
New 2050 Projects

County	Project Description	Project Type
Oconee	Hog Mountain Road Widening	Widening
Oconee	Epps Bridge Pkwy Widening	Widening
ACC/Oconee	SR 15/Macon Rd Widening	Widening
ACC	SR 10 LOOP from S. Milledge Ave & US 441	Widening
Oconee	US 78 from Clotfelter Rd to Oconee Co. Border	Widening
ACC	SR 10 LOOP from US 441 to Epps Bridge Pkwy	Widening
ACC	SR 10 LOOP from US 441 to N Chase St	Widening
ACC	US 29 N From Hull Rd to SR 10 Loop	Widening
ACC	US 78 Off/On Ramps at Lexington Rd & SR 10 LOOP	Access Management
ACC	Timothy Rd/US 129 Off/On Ramps at SR 10 LOOP S	Access Management

- Developed by using TDM outputs and Level of Service for 2020 and 2050
- Corridors were analyzed on crashes with serious injuries and fatalities
- Freight projects were incorporated as recommended



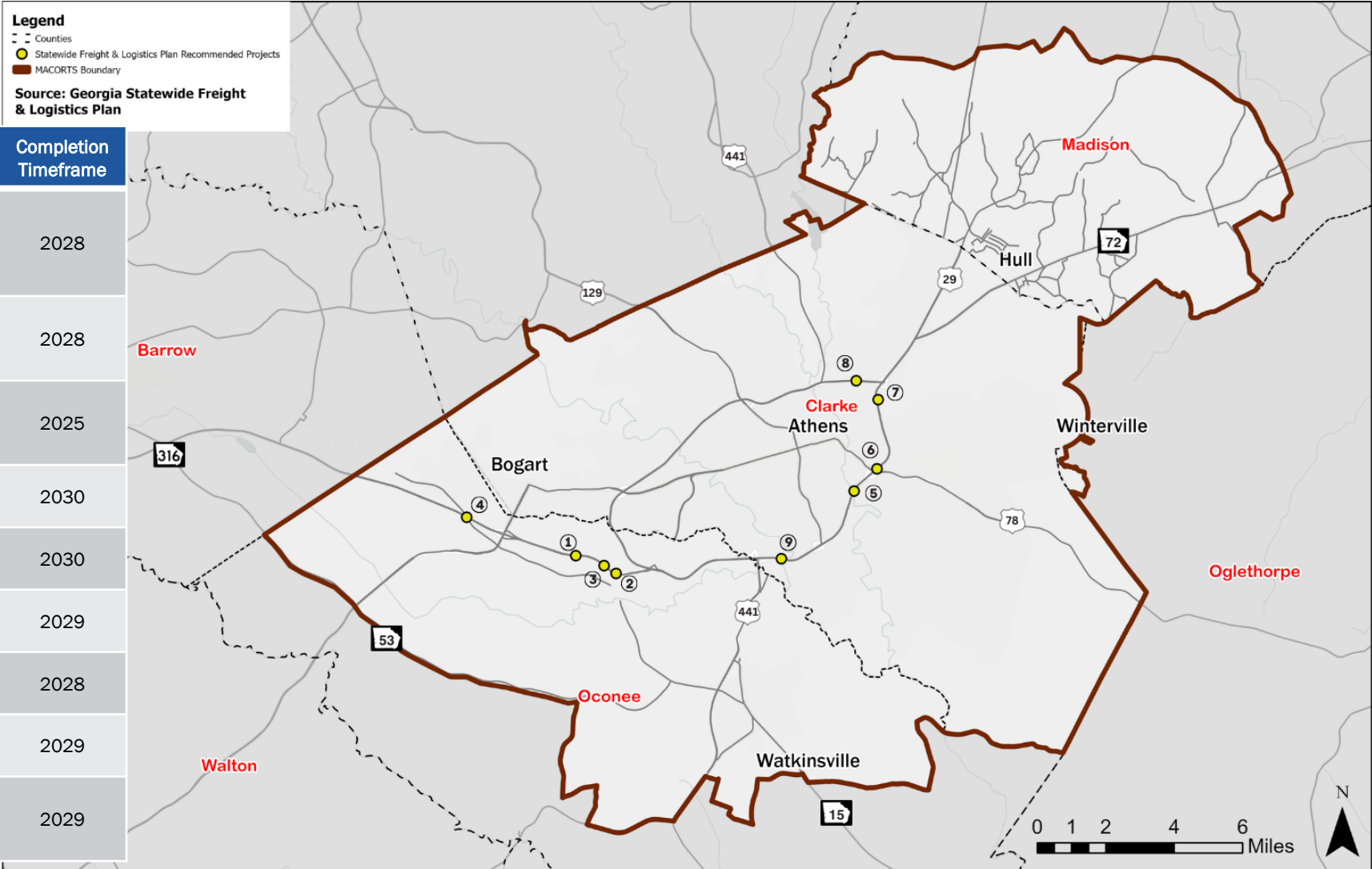
Project Considerations: 2050 Unconstrained List



Project Considerations: Statewide Freight & Logistics Plan Recommended

Foundational Projects

Number	Type	Name	Description	Completion Timeframe
1	Interchange Reconstruction	SR 316 @ Jimmy Daniel Rd	Reconstruct as grade-separated diamond interchange	2028
2	Interchange Reconstruction	SR 316 @ Oconee Connector	Reconstruct as grade-separated interchange	2028
3	Grade Separation	SR 316 @ Virgil Langford Pkwy	Create a bridge for Virgil Langford Pkwy to cross over SR 316	2025
4	Grade Separation	SR 316 @ Mars Hill Rd	Grade separation	2030
5	Bridge Replacement	SR 10 @ North Oconee River	Bridge replacement	2030
6	Bridge Replacement	SR 10 @ CSX Railroad	Bridge replacement	2029
7	Bridge Replacement	SR 10 @ CSX Railroad	Bridge replacement	2028
8	Bridge Replacement	SR 10 @ North Ave	Bridge replacement	2029
9	Bridge Replacement	SR 10 @ Middle Oconee River	Bridge replacement	2029



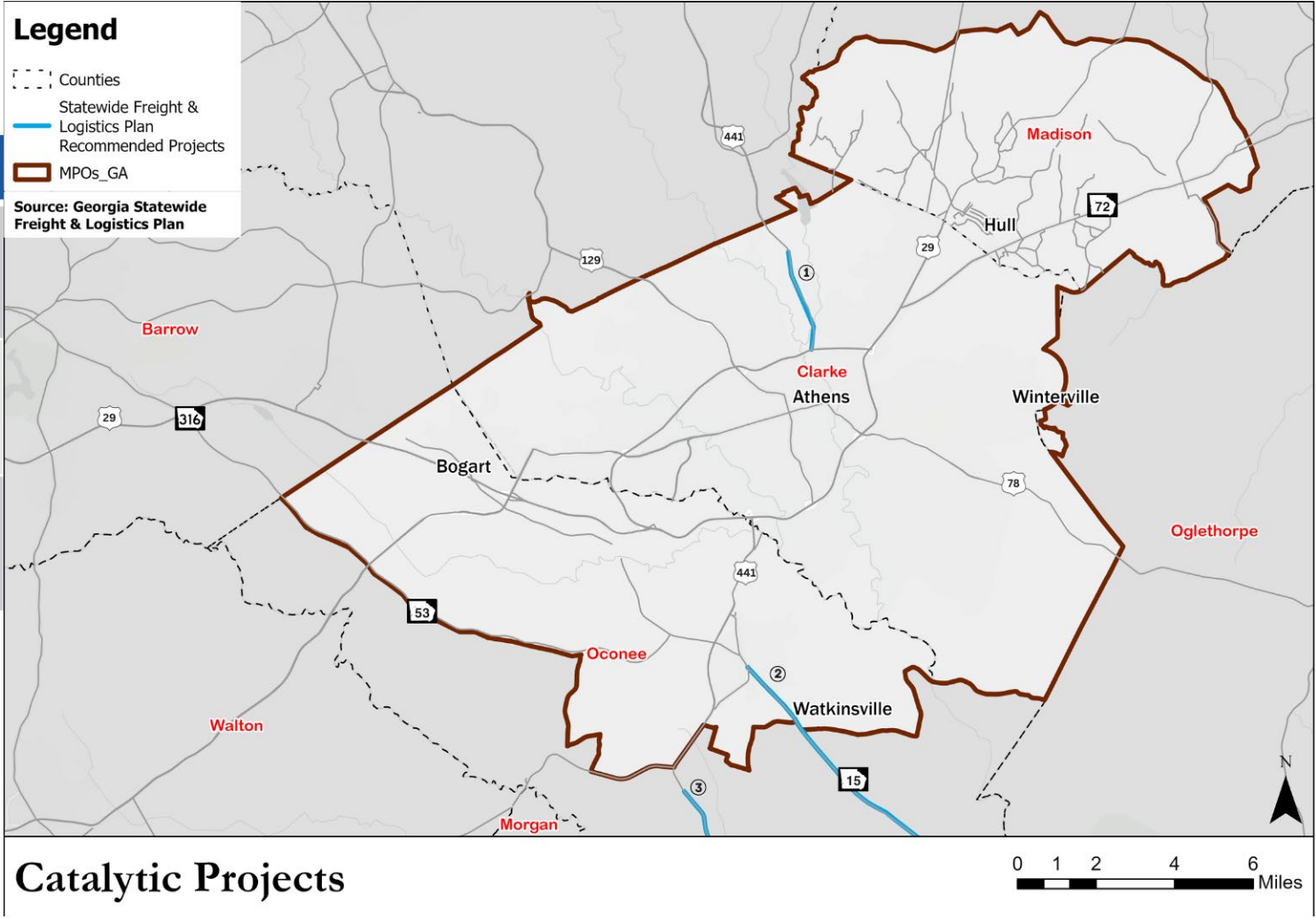
Statewide Freight & Logistics Plan Recommended Projects



Project Considerations: Statewide Freight & Logistics Plan Recommended

Catalytic Projects

Number	Type	Name	Description
1	Widening	US 441 from SR 10 to Clarke County Line	Widening from two to four lanes
2	Widening	SR 15 from Antioch Church Rd to US 129	Widening from two to four lanes
3	Widening	US 441 from Apalachee River to Astondale Rd	Widening from two to four lanes





Prioritization Process Review & Endorsement

2050 MTP: Prioritization Process Review

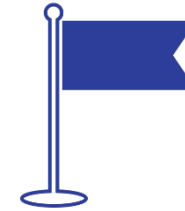
Performance Based Project Screening Tool

Built on

- Federal Planning Factors
- Statewide Goals
- Public and Stakeholder Input
- Adopted Local Goals

Incorporates

- Established Objectives
- Adopted Performance Metrics and Targets



Goals



Objectives



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

Excel-based

- Data inputs from approved measures of effectiveness
- Incorporates quantitative and qualitative factors
- Results in Project Prioritization “Dashboard”
- Includes goals met by each project
- Easily updated for future MTP Amendments

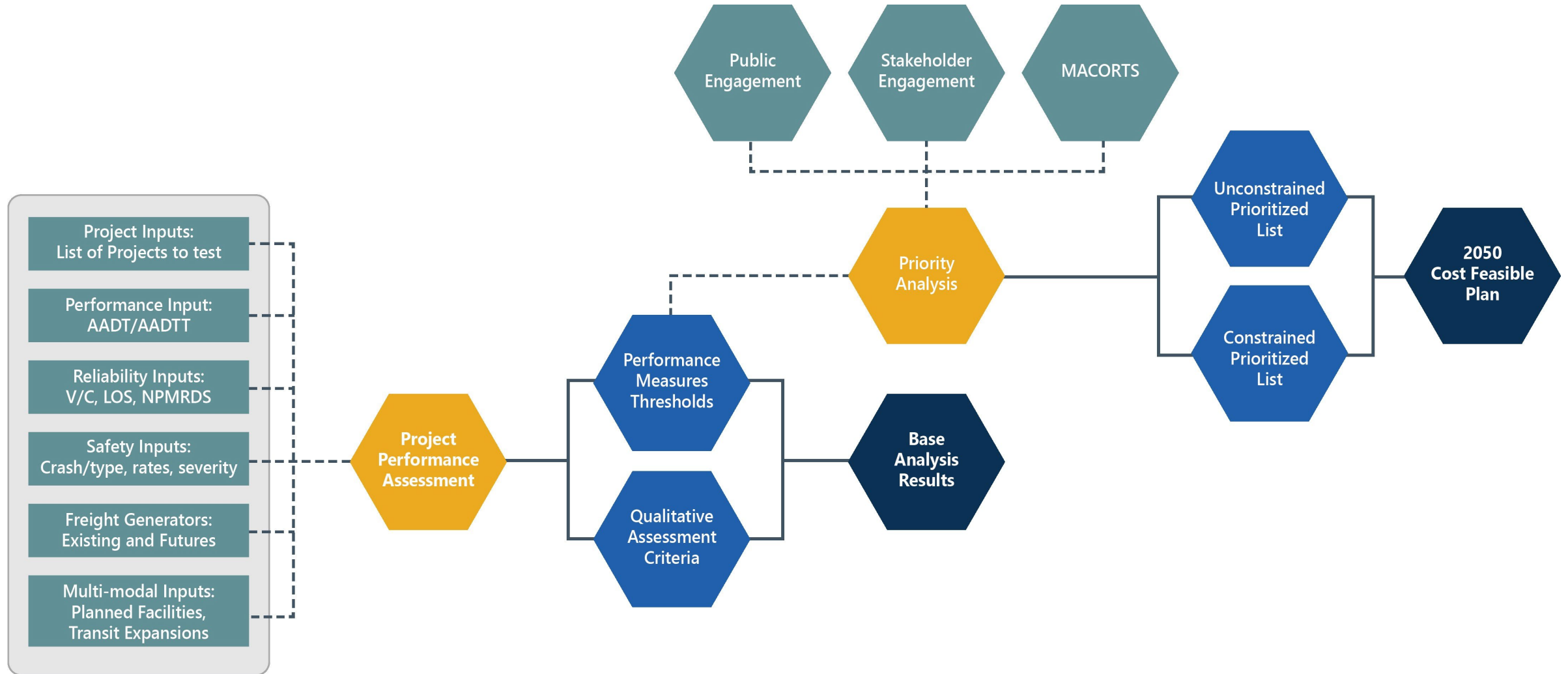
Qualitative



Quantitative



2050 MTP: Prioritization Process Review



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

Quantitative Tool Inputs:

- Average Annual Daily Traffic/Average Annual Daily Truck Traffic (AADT/AADTT)
- Level of Service (LOS)/Vehicle to Capacity Ratio (V/C)
- Total Vehicle Crashes, Injury Crashes, and Fatal Crashes
- Vehicle, Injury, and Fatal Crash Rates (per 100MVMT)
- Bicycle Crashes, Injury Crashes, and Fatal Crashes
- Pedestrian Crashes, Injury Crashes, and Fatal Crashes
- Replica Bicycle/Pedestrian Movements (volumes)



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

Qualitative Tool Inputs (Yes/No):

- Supports Access to Freight Generators and Attractors
 - GDOT and MACORTS Freight Plan Data
- Supports Access to Tourism Attractions
 - Attractions Identified from Convention and Visitors Agencies
- Multimodal Elements
 - Access to Planned Bicycle/Pedestrian Facilities
 - Recommended Projects from Bicycle/Pedestrian Plans
 - Connections to Existing/Planned Regional Multimodal Facilities
- Access to Existing/Planned Transit Service
 - Data from Transit Plans
- Supports Improved Airport Access

Yes	Somewhat	No
2	1	0



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

- Project Performance Summary Table (Example Only)

Project Performance Summary

	AADT/AADTT		RELIABILITY		2013 - 2017 CRASH DATA									Freight Economy	Tourism	Multimodal Elements				
Project ID	Base AADT	Base %Truck	Base LOS	Base V/C	Total Vehicle Crashes	Crash Rate (per 100M VMT)	Total Bike /Ped. Crashes	# of Crashes with Bike/Ped Injuries	# of Crashes with Bike/Ped Fatalities	# of Vehicular Crashes with Injury	# of Vehicular Crashes with Fatality	Rate of Fatalities (per 100M VMT)	Rate of Injuries (per 100M VMT)	Supports Access to Freight Gen/Att	Supports Access to Tourism Attractor	Planned Bicycle Facilities	Planned Pedestrian Facilities	Existing/Planned Transit Service	Supports Regional Multimodal Connections	Supports Improved Access to Public Airport
R-1	20,625	3%	C	0.59	120	127.52	1	1	0	44	0	0	0	Yes		Yes	No	No	-	Yes
R-2	32,575	4%	0	0.00	0	0.00	0	0	0	0	0	0	0	-		No	No	-	-	No
R-3	29,840	9%	D	0.62	227	148.87	1	1	0	64	0	0	0	Yes		Yes	Yes	Somewhat	-	No
R-4	27,487	8%	E	0.80	413	514.56	4	3	1	87	0	0	0	-	Yes	Yes	Yes	Yes	-	No
R-5	27,400	2%	D	0.61	23	25.55	0	0	0	5	0	0	0	Yes		Yes	Yes	No	-	No
R-6	52,030	5%	D	0.61	36	37.91	1	1	0	9	0	0	0	-		No	No	Yes	-	No
R-7	30,607	3%	E	0.86	443	1321.81	5	5	0	104	0	0	0	Yes	Yes	Somewhat	Somewhat	Yes	-	Yes
R-8	36,315	9%	D	0.75	520	181.62	1	1	0	95	3	0	0	Yes		No	Yes	Yes	-	No



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

- Project Performance Ranking Table (Example Only)

		FREIGHT ECONOMY	RELIABILITY	SAFETY AND SECURITY					FREIGHT ECONOMY	TOURISM	MULTIMODAL ELEMENTS				
Total Score	PROJECT ID	BASE % TRUCK	BASE V/C	CRASH RATE (PER 100M VMT)	TOTAL BIKE / PED. CRASHES	# OF CRASHES WITH BIKE/PED FATALITIES	RATE OF FATALITIES (PER 100M VMT)	RATE OF INJURIES (PER 100M VMT)	SUPPORTS ACCESS TO FREIGHT GEN / ATT	SUPPORTS ACCESS TO TOURISM ATTRACTOR	PLANNED BICYCLE FACILITIES	PLANNED PEDESTRIAN FACILITIES	EXISTING/ PLANNED TRANSIT SERVICE	SUPPORTS REGIONAL MULTIMODAL CONNECTIONS	SUPPORTS IMPROVED ACCESS TO PUBLIC AIRPORT
159.6	R-1	3%	28	127.52	1	0	0	0	1.0		1.0	-	-	-	1.0
0.04	R-2	4%	0	0.00	0	0	0	0	-		-	-	-	-	-
185.5	R-3	9%	31	148.87	1	0	0	0	1.0	1.0	1.0	1.0	0.5	-	-
569.6	R-4	8%	47	514.56	4	1	0	0	-		1.0	1.0	1.0	-	-
58.57	R-5	2%	30	25.55	0	0	0	0	1.0		1.0	1.0	-	-	-
69.96	R-6	5%	29	37.91	1	0	0	0	-	1.0	-	-	1.0	-	-
1381	R-7	3%	50	1321.81	5	0	0	0	1.0		0.5	0.5	1.0	-	1.0
225.7	R-8	9%	41	181.62	1	0	0	0	-		-	1.0	1.0	-	-



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

- Prioritization Dashboard (Example Only)
 - Quick reference to how projects contribute to prioritized goals

ID	Project Type	Jurisdiction	Cost	MACORTS MTP Goals & Objectives										
				Enhance Landuse	Safety and Security	Transit	Mobility	Environment and Quality of Life	Multimodal Connectivity	System Preservation and Maintenance	System Management and Operation	Reliability and Resiliency	Travel and Tourism	Economic Vitality
R-1	Widening	ACC	\$ 28,446,000	●	●	◐	◐	◐	○	●	◐	◐	◐	○
R-2	New Roadway	ACC	\$ 8,521,000	◐	◐	◐	●	◐	●	◐	◐	◐	○	●
R-3	Widening	ACC	\$ 23,600,000	◐	◐	○	◐	◐	●	◐	○	●	◐	◐
R-4	Widening	ACC	\$ 31,664,000	◐	◐	●	◐	◐	◐	○	◐	●	◐	○
R-5	New Roadway	ACC	\$ 4,800,000	○	●	◐	◐	◐	◐	◐	○	◐	●	◐



2050 MTP: Prioritization Process Review

Prioritizing the Plan

Performance-based Prioritization

- Projects with more significant need rank higher (Fatalities)
- Projects that respond to multiple goals/needs rank higher (Crash Rate = 2, LOS = 2, Bike/Ped Improvements = 2)

MACORTS Priorities

- Multipliers applied to ranking scores
- Adjustments to tool outputs to reflect local needs



2050 MTP: Prioritization Process Review

Multipliers Approach

Performance-based Prioritization Based On:

- Public Input (Meetings and Survey)
- Stakeholders (Mentimeter Survey)
- MACORTS Staff

Priorities: High to Low

- Multimodal Connectivity
- Transit
- Safety and Security
- Mobility
- Environment and Quality of Life
- Reliability and Resiliency
- Economic Vitality
- System Preservation and Maintenance
- System Management and Operation
- Travel and Tourism
- Enhance Land Use





Upcoming Activities & Next Steps

Upcoming Activities & Next Steps – Public Engagement

Public Engagement Schedule

	<i>JAN</i>	<i>FEB</i>	<i>MAR</i>	<i>APR</i>	<i>MAY</i>	<i>JUN</i>	<i>JUL</i>	<i>AUG</i>	<i>SEP</i>	<i>OCT</i>
STAKEHOLDERS COMMITTEE										
PUBLIC ENGAGEMENT										
TECHNICAL SUB-COMMITTEE										
PUBLIC COMMENT PERIOD										
GDOT/FHWA COORDINATION										

Note: Dates are estimated and subject to change



Upcoming Activities & Next Steps

Next Steps

- Complete Project Prioritization and Circulate for Review
- Host Committee Meetings to Refine Initial Prioritized List
- Complete Financial Plan and Constrain Project List
- Complete Draft MTP Report and Circulate for Review
- Host 30-Day Public Comment Period
- MACORTS Adoption





Questions?



MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

TECHNICAL SUBCOMMITTEE MEETING #2

Thursday, April 25, 2024 | 1:30 PM

Athens Clarke County Planning Department

Welcome!

Please confirm your information is correct
and initial by your name.

INITIALS	NAME	ORGANIZATION	EMAIL ADDRESS	PHONE NUMBER
BG	Brad Griffin	MACORTS	brad.griffin@accgov.com	706-613-3515
MB	Marc Beechuk	MACORTS	marc.beechuk@accgov.com	706-613-3515
RW	Robert Walker	MACORTS	robert.walker@accgov.com	706-613-3515
	Johnathan McLoyd	GDOT Intermodal Division	JoMcLoyd@dot.ga.gov	470-432-1751
KG	Kim Grayson	GDOT Highway Division	kgrayson@dot.ga.gov	404-631-1923
	Ted Hicks	GDOT	ehicks@dot.ga.gov	
JP	Victor Pope	Athens Transit System	Victor.pope@accgov.com	706-613-3913
	Todd Berven	University of Georgia Campus Transit System	todd.berven@uga.edu	706-369-6220
	Ann-Marie Day	FHWA	ann-marie.day@dot.gov	404-562-3639
RK	Rani Katreeb	Athens-Clarke County Transportation & Public Works	rani.katreeb@accgov.com	706-613-3440
JW	Jody Woodall	Oconee County Public Works	jwoodall@oconee.ga.us	706-769-2937
	Alan Lapczynski	Madison County Road Department	atl@madisonco.us	706-795-6260
	Guy Herring	Oconee County Planning Department	gherring@oconee.ga.us	706-769-3910
	Tracy Patrick	Madison County Planning Department	tpatrick@madisonco.us	706-795-6345
DS	Daniel Sizemore	Athens-Clarke County	daniel.sizemore@accgov.com	762-400-6706
KG	Katie Goodrum	Athens-Clarke County	katie.goodrum@accgov.com	
SB	Stephen Bailey	Athens-Clarke County	stephen.bailey@accgov.com	706-613-3440
	Emilie Castillo	Athens-Clarke County Leisure Services	emilie.castillo@accgov.com	706-613-3801
LH	Rachel Hatcher	Consultant Team: RS&H	rachel.hatcher@rsandh.com	
	Brian Powers	Consultant Team: RS&H	Brian.Powers@rsandh.com	
	Jamie Zerillo	Consultant Team: RS&H	jamie.zerillo@rsandh.com	
JN	John Noe	Consultant Team: Blue Cypress	john.noe@bluecypress-consulting.com	



MEETING MINUTES

TECHNICAL SUBCOMMITTEE MEETING #3
MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE
JULY 9, 2024
(VIRTUAL)

Agenda

- Project Status Update
- Needs Assessment and Financial Projections
- Project Considerations
- Prioritization Process Review
- Next Steps
- General Discussion/Questions

Attendees

Technical Subcommittee Attendance

Name	Organization
Ann-Marie Day	FHWA, Planning Team Lead
Katie Goodrum	Athens-Clarke County, Vision Zero Planner
Kim Grayson	GDOT Highway Division, Transportation Planning Specialist
Mike Matthews	Director, Athens Ben Epps Airport
Victor Pope	Athens-Clarke County Transit, Director
Daniel Sizemore	Athens-Clarke County, Bicycle-Pedestrian Safety Coordinator
Jody Woodall	Oconee County, Director of Public Works

The following committee members were unable to attend the meeting:

- Stephen Bailey, Athens-Clarke County, Director of Transportation & Public Works*
- Todd Berven, UGA Transportation & Parking Services, Director
- Guy Herring, Oconee County, Director of Planning & Code Enforcement
- Ted Hicks, GDOT, Metro Branch Chief
- Rani Katreeb, Athens-Clarke County, Assistant Director of Transportation & Public Works*
- Alan Lapczynski, Madison County, Public Works Director
- Johnathan McLoyd, GDOT Intermodal, Transit Planner



- Tracy Patrick, Madison County Planning & Zoning, Zoning Administrator

**Rani & Stephen attended the 7/16 Stakeholder Meeting as they were unable to attend this Technical Subcommittee meeting.*

Project Team Attendance

Name	Organization
Marc Beechuk	MACORTS, Comprehensive Planning Coordinator
Robert Walker	MACORTS, Project Manager
Consultant Team	
Rachel Hatcher	Consultant Team: RS&H, Project Manager
Brian Powers	Consultant Team: RS&H
Jamie Zerillo	Consultant Team: RS&H
Kaycee Mertz	Consultant Team: WSP
Joseph Bryan	Consultant Team: WSP
Anna	Consultant Team: Blue Cypress

Note: Brad Griffin, former MACORTS Executive Director, retired from Athens-Clarke County and is no longer participating on the Project Team.

The meeting was held virtually over Zoom.

Robert opened the meeting, welcoming the committee and thanking participants for their time and comments.

Study Overview and Schedule

Rachel reminded participants of why we are doing this plan and emphasized the focus on regional priorities, not just specific priorities for each county.

What is a Long Range/Metropolitan Transportation Plan?

- Federal legislation requires updates every 5 years to remain eligible for transportation funding.
Rachel described how the MTP is a prerequisite of receiving federal funds and enables the region to prioritize transportation investments. This includes both cost-constrained and unconstrained plan.
- The MTP covers a 20-year planning horizon with fiscal constraint
- Provides MPOs the opportunity to:
 - Assess existing transportation network performance
 - Estimate future demands
 - Identify needs and investments

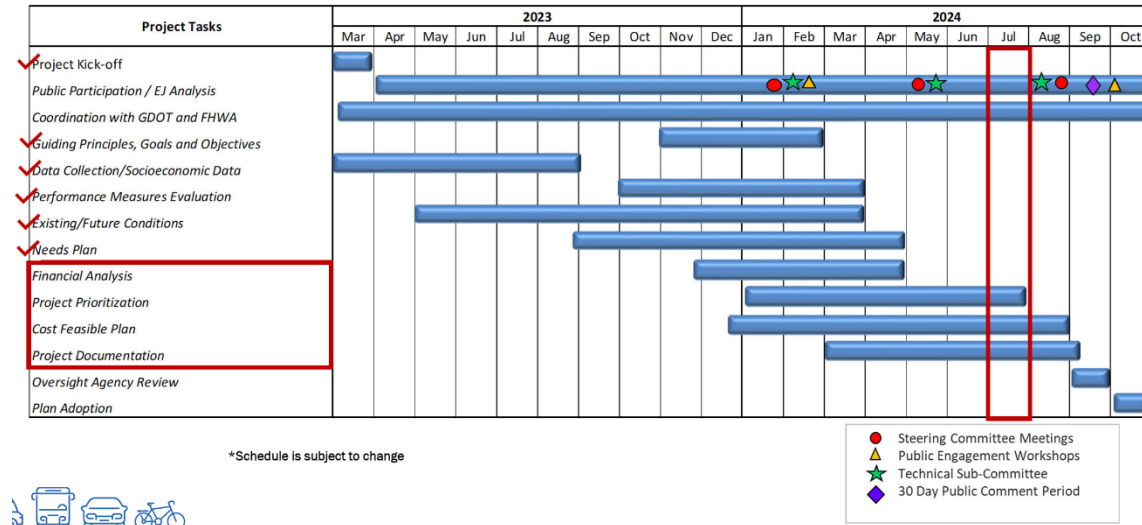


MTP Schedule

Rachel reviewed the project schedule and described upcoming steps to move towards adoption, noting that we are looking for stakeholder input prior to releasing the draft MTP and project list for public comment

We are on track for October 2024 adoption. The 30-day public comment period starts in mid-August, pending the Policy Committee review and release of the draft MTP and project list.

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



Technical Subcommittee Key Responsibilities

Rachel reviewed the key role and responsibilities of the Technical Subcommittee, which include review and provide comments and/or guidance on the following project elements:

- ✓ Goals, objectives, and measures of effectiveness
- ✓ Existing conditions and needs assessment results
- ✓ Identification of projects for consideration
- ✓ Modal Considerations (Bike, Ped, Transit, Freight, Air)
- ✓ Project assessment and prioritization criteria
 - Modal Considerations (Bike, Ped, Transit, Freight, Air)
- Prioritized and cost constrained project list
- Plan Document

2050 MTP Financial Projections

Sources of Funding

Rachel provided an overview of funding sources and considerations.

- Federal funding
- State funding
- SPLOST / TSPLOST
- Discretionary / Grant Funding



The small table on the slide includes funding categories that are supplemental to GDOT funding. The TC will have an opportunity to identify local funding that may be available as well.

Sources of Project Cost Estimates

Revenue projections are balanced with project costs. Rachel reviewed Sources of Project Cost Estimates.

- **TIP values and amendments** – these values are already committed
- **GEOPI values**
Rachel indicated that this is a great source to see what projected long term values are. Note that these values are not updated as frequently as other sources.
- **TSPLOST values** – value used when the project was added to our list
- **DOT Cost estimation tools** utilize cost per mile reports to provide range of costs. We then apply 5% inflation factor to account for the annual cost increase per project (5%)

Much of funding is already committed...

Rachel noted that because the MPO has been successful bringing projects into the TIP, there is not much capacity to bring more projects in – most of the value estimated in the plan is already committed.

Total available funding for this plan including local sources is approximately \$657K

- Total available funding for this plan (including local sources) is approximately \$657K
- Current Committed funding TIP 2024 – 2027 (17 projects, excluding BIP) = approx. \$282K
- Funding available after TIP costs = approx. \$375K
- Remaining estimated project costs (108 projects) = approx. \$3.6 billion

We have much higher needs than available revenue, which is a result of the higher number of TIP projects and rate of inflation. Rachel noted that this region has done a great job applying for and being awarded funding and that the community is doing all the right things to obtain funding for various projects.

Other Projects

These projects are important to the region but are not typically funded through MTP sources. They are instead funded through discretionary programs where you apply for project funding. We still identify them in the MTP, but they are not prioritized in the same way as projects that are not discretionary in nature but formula in nature and eligible for federal funding.

Rachel reviewed local projects that are highlighted in the MTP but not eligible for federal highway funding.

- Other projects: 17 projects
- Including:
 - Bicycle and pedestrian specific projects (13 projects)
 - Commuter rail (1 project)
 - Bus rapid transit (2 projects)
 - BIP Grant Feasibility Study (1 project)



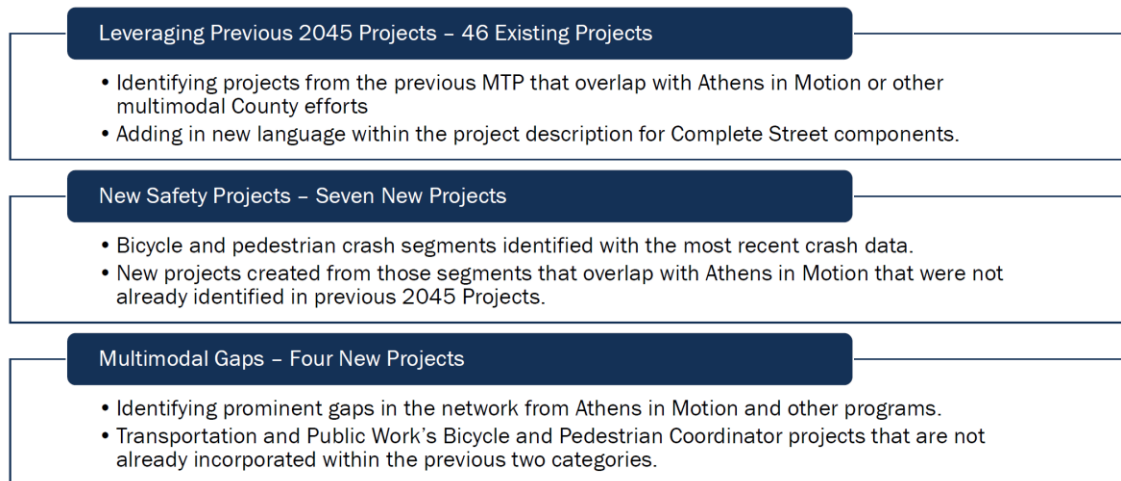
Project Considerations

Complete Streets

Rachel described that the community indicated a need and desire for complete streets. Recommended projects have complete streets value in mind as noted in the slide. Projects were analyzed for integration of complete streets elements. Where possible, we included improvements that align with complete street improvements.

A map of complete streets projects is provided in the attached slide deck.

Project Identification Methodology



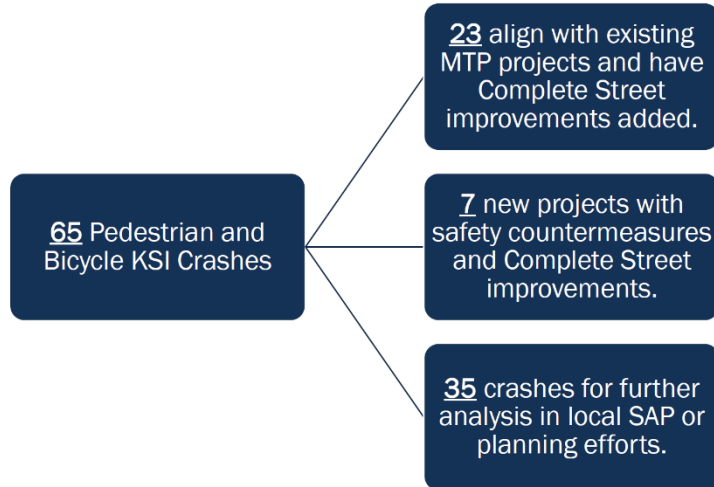
Leveraging Previous 2045 MTP Projects



Rachel reviewed pedestrian and bicycle project list to show how the complete streets approach was integrated into the prioritization process of the project list



Safety Projects – Pedestrian & Bicycle KSI



2050 Project List

The updated project map will be circulated, and shapefiles are also available upon request.

The map of the 2050 unconstrained project list (see slide deck) shows a healthy geographic distribution across the region, influenced by input from stakeholders and community members.

- 135 Total Projects
 - 85 projects in Athens-Clarke County
 - 36 in Oconee County
 - 10 in Madison County
 - 3 in ACC/Oconee
- 17 projects currently in FY24 – 27 TIP
- 17 projects funded by other sources

Typical Project Types	2045 MTP	2050 MTP
Access Management	7	6
Bridge	16	18
Intersection/Interchange	39	43
New Roadway	7	8
Other	6	17
Passenger Rail	1	1
Safety Improvements	7	8
Widening	32	29
Transit	1	2
Signals	3	3
Total Projects	119	135

Prioritization Process Review & Endorsement

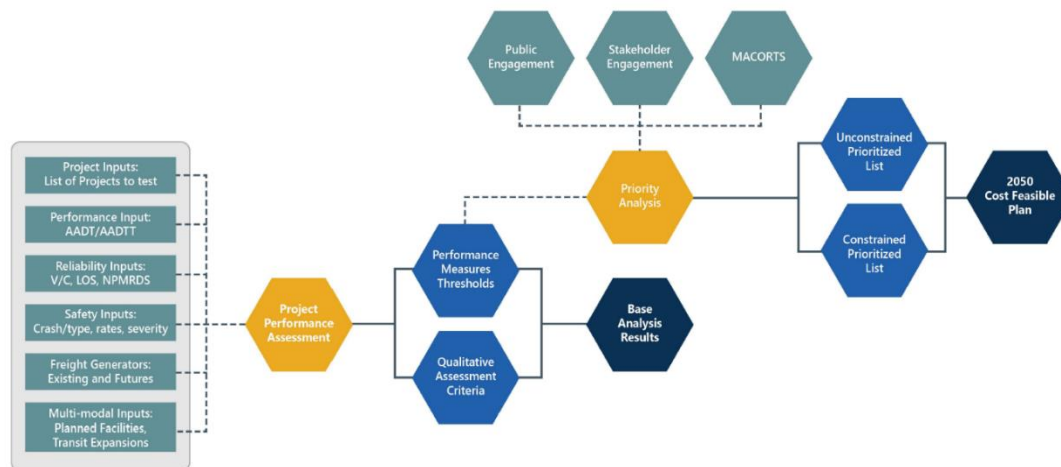
Performance Based Project Screening Tool

Rachel reviewed the Performance Based Project Screening Tool was introduced in a previous meeting. This excel-based tool enables the team for review, sort and edit, and it ultimately applies one ranking number to each project. It includes quantitative and qualitative factors. You can compare different elements of each project (number of crashes, etc.) to help compare to other projects.



- **Built On:**
 - Federal Planning Factors
 - Statewide Goals – Oversight agencies and partners
 - Public & Stakeholder Input
 - Adopted Local Goals
- **Incorporates:**
 - Established objectives
 - Federally mandated and adopted performance metrics and targets
 - Federally mandated and adopted performance metrics and targets
- **Excel-based:**
 - Data inputs from approved measures of effectiveness
 - Incorporates quantitative and qualitative factors
 - Results in Project Prioritization “Dashboard”
 - Includes goals met by each project
 - Easily updated for future MTP Amendments

As a reference, the prioritization process flowchart is shown below (see slide for detail).



Rachel reviewed the prioritization criteria noting it includes both quantitative and qualitative data. We need to hear from stakeholders and the community, what is important? This helps us prioritize based on your local goals and objectives.

- **Quantitative Tool Inputs:**
 - Average Annual Daily Traffic/Average Annual Daily Truck Traffic (AADT/AADTT)
 - Level of Service (LOS)/Vehicle to Capacity Ratio (V/C)
 - Total Vehicle Crashes, Injury Crashes, and Fatal Crashes
 - Vehicle, Injury, and Fatal Crash Rates (per 100MVT)
 - Bicycle Crashes, Injury Crashes, and Fatal Crashes
 - Pedestrian Crashes, Injury Crashes, and Fatal Crashes
 - Replica Bicycle/Pedestrian Movements (volumes)



- **Qualitative Tool Inputs:**

- Supports Access to Freight Generators and Attractors

Yes	Somewhat	No
2	1	0

- GDOT and MACORTS Freight Plan Data

- Supports Access to Tourism Attractions

- Attractions Identified from Convention and Visitors Agencies

- Multimodal Elements

- Access to Planned Bicycle/Pedestrian Facilities

- Recommended Projects from Bicycle/Pedestrian Plans

- Connections to Existing/Planned Regional Multimodal Facilities

- Access to Existing/Planned Transit Service

- Data from Transit Plans

- Supports Improved Airport Access

Multipliers Approach

Performance-based Prioritization Based On:

- Public Input (Meetings and Survey)
- Stakeholders (Mentimeter Survey)
- MACORTS Staff

Priorities (Hight to Low):

- **Safety and Security**
- Multimodal Connectivity
- Transit
- **Enhance Land Use**
- Mobility
- Environment / Quality of Life
- Equity
- Reliability / Resiliency
- Economic Vitality
- System Preservation & Maintenance
- System Management & Operation
- Travel and Tourism

Rachel described how the priorities were adjusted so that Safety and Security shifted to the top, and Enhanced Land Use also shifted up to the top 4.

Prioritizing the Plan

Performance-based Prioritization

- Projects with more significant need rank higher (Fatalities)
- Projects that respond to multiple goals/needs rank higher (Crash Rate = 2, LOS = 2, Bike/Ped Improvements = 2)



MACORTS Priorities

- Multipliers applied to ranking scores
- Adjustments to tool outputs to reflect local needs

Interpreting the Tables

The table of the draft cost constrained project list was presented. Rachel reminded the group that this table is a starting point, noting that we are relying on the subcommittee to provide guidance or propose adjustments.

“Bands” represent different timeframes up to 2050.

- Band 1: 2024-2027 (yellow) – TIP funded
- Band 2: 2028 – 2050 (blue) – MTP funded
- Band 3: Beyond 2050 – Unfunded

Bands in 1 and 2 are considered in the MTP and the project position in the band does not indicate official priority.

Locked for Editing

These projects need to remain in their current position.

- TIP projects and costs
- Projects with one or more phase that is authorized
- TSPLOST Projects with Approved Funding
- Grant Funded Projects

Editable Features

- Ranking Value: You can change the ranking value
- PE, ROW, UTL, CST Year or Expenditure (2 v 3)
 - 1 = TIP/Funded; 2 = Funded in Long Range; 3 = Unfunded (2051+)
- **Justification:** please justify your changes so that we can communicate this.
 - Need to understand why we are adjusting data-driven approach

Project Performance by Summary Table

Rachel reviewed the summary table which shows a snapshot of the data used to make decisions about transportation priorities. All full size PDF of the table was circulated to the committee for review.

The Project Ranking Table:

- Translates project performance into ranking scores
- Applies multipliers based on regional priorities



Prioritization

Rachel opened the project list spreadsheet and reviewed the structure and functionality of the tool.

- Changes to ranking (i.e., deprioritize to a 3 – project shifts out of the MTP, impacts funding shown at the bottom of the table)
- The red line is what was prioritized in the 2045 MTP
- The current TIP has more high value projects, along with escalated costs from projects in 2056 MTP.
- There is a justification sheet form to document reasoning behind changes

Q&A

Marc asked for additional insight into the project ranking and how to manipulate the numbers to preview potential changes. Since we can't afford all of the project that were already programmed? Do you have a recommendation of which of the four indicators to change?

- Rachel noted that committed projects are fully funded. What's not covered are remaining projects in the cost-constrained list. We know that in comparison to the 2045 list, the 2050 Cost-constrained list will have to be shorter. We will be providing a recommended ranking based on stakeholder input and data analysis. In addition, there will likely be some projects with one phase in the plan, but other phases pushed to Unfunded.
- You will get our recommendations of the data-driven, cost-constrained approach.

Adjustments made by the Technical Subcommittee will be highlighted yellow once made, so that we can communicate those changes to the MACORTS Policy and Technical Committees.

Upcoming Activities & Next Steps

Rachel reviewed next steps toward plan adoption:

- Final Technical Subcommittee in the last week of July
- Review Project Prioritization & provide comments
- Refine and constrain initial prioritized list
- Complete draft MTP report and circulate for review
- Host 30-day public comment period
- Mid- August: 30-day public comment period begins
- September/October – Final presentation to Technical and Policy Committees
- October: MTP Adoption

Robert closed the meeting, thanked attendees, and asked everyone to please reach out to the project teams with any questions.

Rachel noted that the project team will be circulating these materials within the next two days for review.

The Meeting adjourned at 1:48 pm.



MACORTS
2050 Metropolitan Transportation Plan Update
Technical Subcommittee Meeting #3

July 9, 2024

Presentation Agenda

- Project Status Update
- Needs Assessment and Financial Projections
- Project Considerations
- Prioritization Process Review
- Next Steps
- General Discussion/Questions



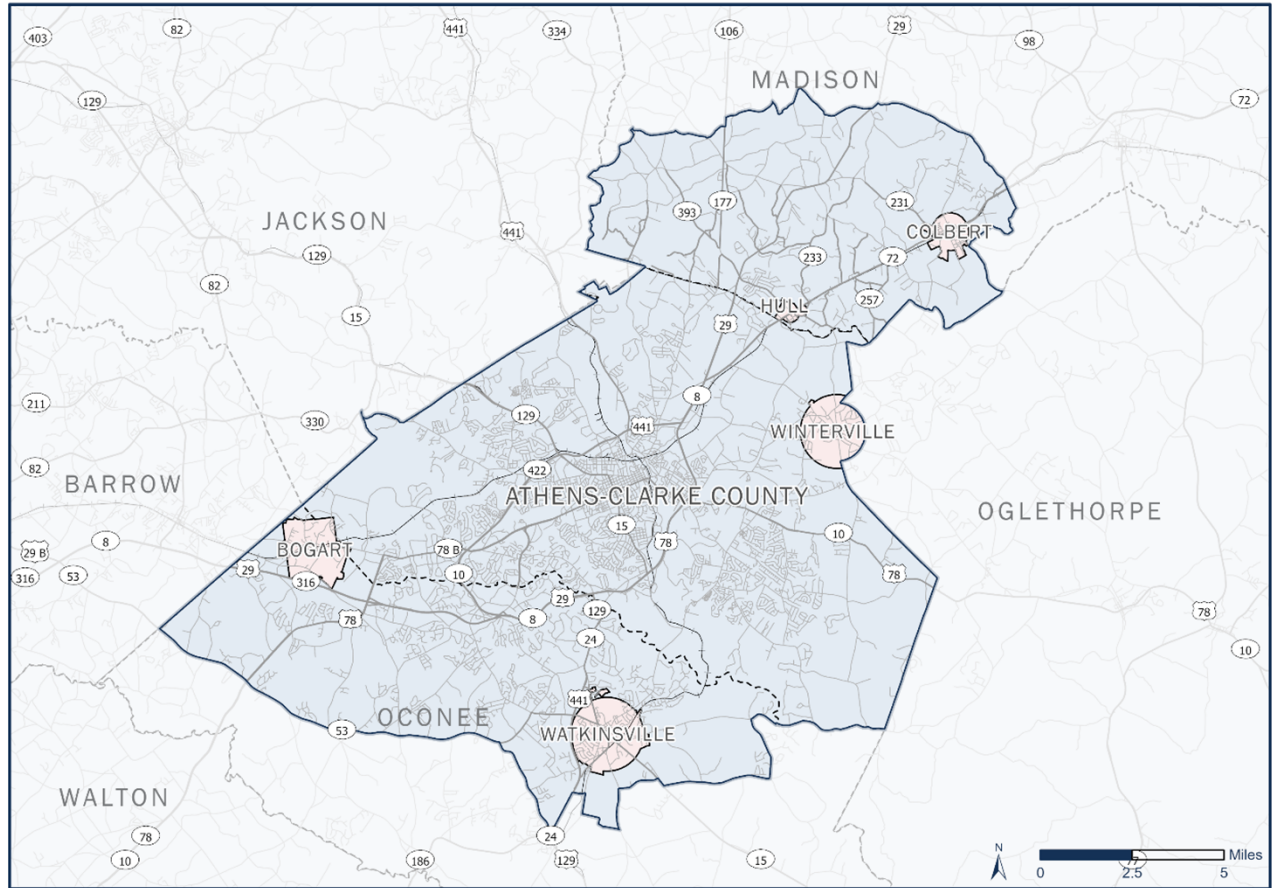


Project Status Update

Study Overview & Schedule

MACORTS

- Includes Athens-Clarke, Madison, and Oconee Counties
- Governed by a Policy Board comprised of elected officials
- Responsible for Federally mandated planning products



Study Overview & Schedule

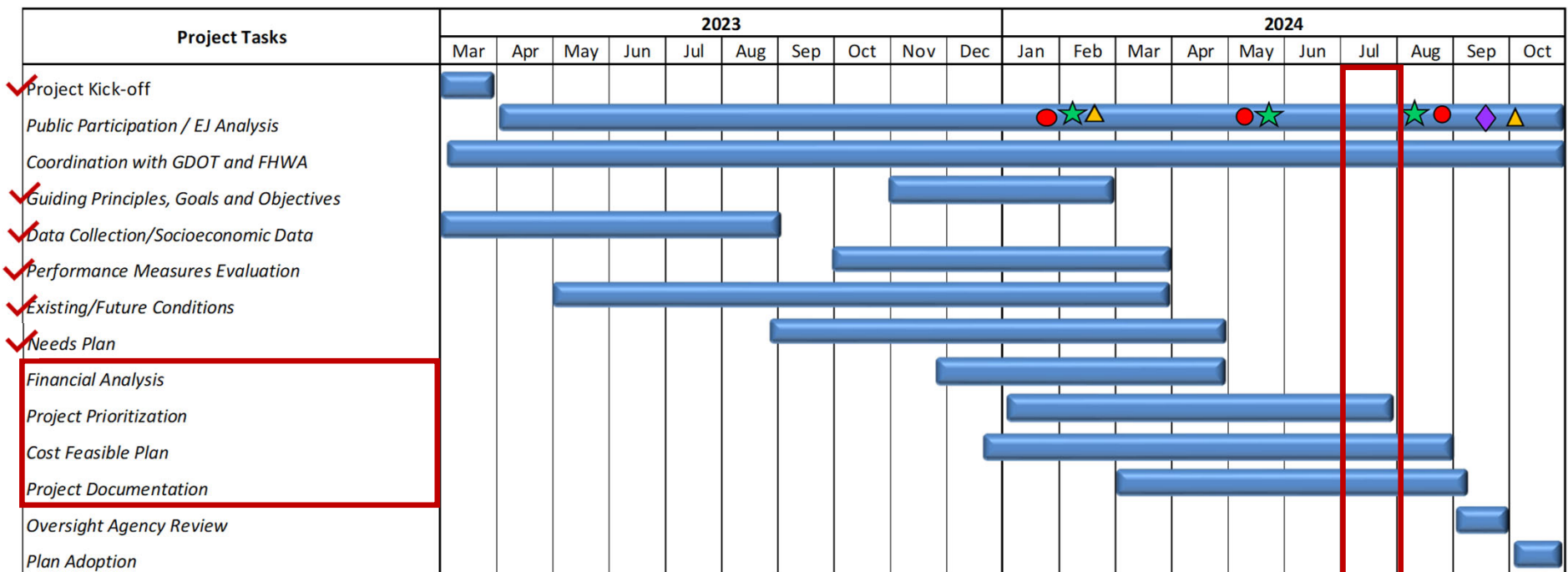
What is a Long Range/Metropolitan Transportation Plan?

- Federal legislation requires updates every 5 years to remain eligible for transportation funding
- The MTP covers a 20-year planning horizon with fiscal constraint
- Provides MPOs the opportunity to:
 - Assess existing transportation network performance
 - Estimate future demands
 - Identify needs and investments



Study Overview & Schedule – MTP Schedule

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



*Schedule is subject to change

- Steering Committee Meetings
- Public Engagement Workshops
- Technical Sub-Committee
- 30 Day Public Comment Period



Key Responsibilities

Technical Subcommittee – Key Responsibilities

Review and provide comment/guidance on the following project elements:

- ✓ Goals, objectives, and measures of effectiveness
- ✓ Existing conditions and needs assessment results
- ✓ Identification of projects for consideration
- ✓ Modal Considerations (Bike, Ped, Transit, Freight, Air)
- ✓ Project assessment and prioritization criteria
 - Modal Considerations (Bike, Ped, Transit, Freight, Air)
- Prioritized and cost constrained project list
- Plan document





Financial Projections

2050 MTP Financial Projections

Sources of Funding

- Federal Funding
- State Funding
- SPLOST/TSPLOST
- Discretionary Grant Funding

Funding Considerations

- Funding increases at 2% annually; 1% annually after 2026

<i>HB170 Funding</i>	<i>2011 SPLOST</i>	<i>2018 TSPLOST</i>	<i>2023 TSPLOST</i>	<i>Reconnecting Communities Grant</i>	<i>RAISE Grant</i>
\$ 3,630,000	\$ 1,706,000	\$ 500,000.00	\$ 1,500,000.00	\$ 800,000.00	\$ 2,421,000
					\$ 750,000
					\$ 21,799,000

2025-2050 Financial Projections: GDOT

	<i>Projects Estimate</i>	<i>Maintenance Estimate</i>	<i>Total Estimate</i>
2025	\$20,935,098	\$1,336,030	\$22,271,128
2026	\$21,353,800	\$1,362,751	\$22,716,551
2027	\$21,567,338	\$1,376,378	\$22,943,716
2028	\$21,783,012	\$1,390,142	\$23,173,154
2029	\$22,000,842	\$1,404,043	\$23,404,885
2030	\$22,220,850	\$1,418,084	\$23,638,934
2031	\$22,443,059	\$1,432,265	\$23,875,323
2032	\$22,667,489	\$1,446,587	\$24,114,077
2033	\$22,894,164	\$1,461,053	\$24,355,217
2034	\$23,123,106	\$1,475,664	\$24,598,770
2035	\$23,354,337	\$1,490,420	\$24,844,757
2036	\$23,587,880	\$1,505,324	\$25,093,205
2037	\$23,823,759	\$1,520,378	\$25,344,137
2038	\$24,061,997	\$1,535,582	\$25,597,578
2039	\$24,302,617	\$1,550,937	\$25,853,554
2040	\$24,545,643	\$1,566,447	\$26,112,090
2041	\$24,791,099	\$1,582,111	\$26,373,210
2042	\$25,039,010	\$1,597,932	\$26,636,943
2043	\$25,289,400	\$1,613,912	\$26,903,312
2044	\$25,542,294	\$1,630,051	\$27,172,345
2045	\$25,797,717	\$1,646,351	\$27,444,069
2046	\$26,055,695	\$1,662,815	\$27,718,509
2047	\$26,316,251	\$1,679,443	\$27,995,694
2048	\$26,579,414	\$1,696,237	\$28,275,651
2049	\$26,845,208	\$1,713,200	\$28,558,408
2050	\$27,113,660	\$1,730,332	\$28,843,992
Total	\$624,034,742	\$39,824,467	\$663,859,210



2050 MTP Financial Projections

Sources of Project Cost Estimates

- TIP values and amendments
 - Already committed
- GEOPI values
- TSPLOST values
- DOT cost estimation tools
 - Utilized cost per mile reports
- Project costs increase at 5% annually

**MADISON
ATHENS-
CLARKE
OCONEE
REGIONAL
TRANSPORTATION
STUDY**

**FY 2024 - 2027 Transportation Improvement
Program**

Final December 6, 2023

Prepared by:
Athens-Clarke County Planning Department

In cooperation with:
Madison County Department of Planning & Zoning
Oconee County Planning Department
Federal Highway Administration
Federal Transit Administration
Georgia Department of Transportation



2050 MTP Financial Projections

Much of the funding is already committed

- Total Available Funding: \$657,140,742
- Current Committed Funding TIP 24-27 \$282,082,776
 - 17 Projects (excludes BIP)
- Funding Available after TIP Costs \$375,057,966
- Remaining estimated project costs \$3,689,936,732
 - 108 Projects



2050 MTP Financial Projections

Other Projects – Important to the region but funded by other means

- Other Projects
 - 17 Projects
- Including:
 - Bicycle and Pedestrian Specific Projects
 - 13 Projects
 - Commuter Rail
 - 1 Project
 - Bus Rapid Transit
 - 2 Projects
 - BIP Grant Feasibility Study
 - 1 Project

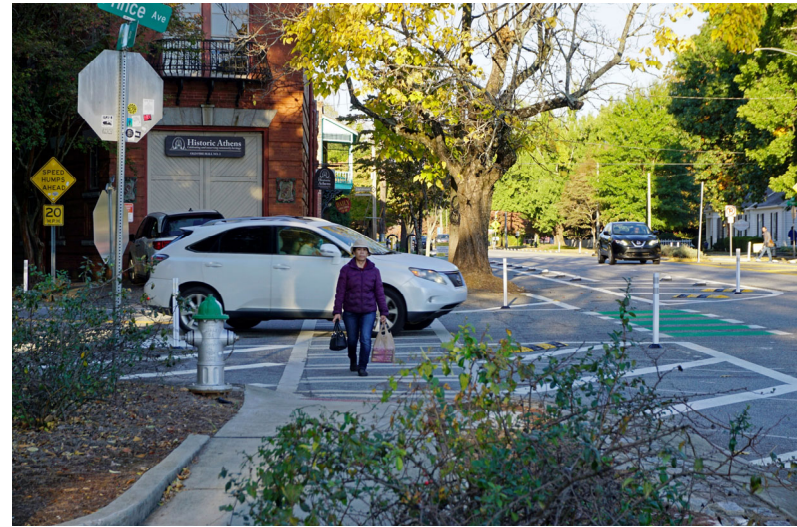




Project Considerations

What are Complete Streets?

The Athens-Clarke County Athens in Motion Commission defined and adopted a "Complete Streets" policy as part of the 2022 Athens in Motion Plan. Per the policy, "Complete Streets" are roadways designed and operated to safely and comfortably accommodate users of all ages and abilities, including cyclists, pedestrians, transit riders, the elderly, wheelchair users, delivery and service personnel, emergency responders, and motorists.



Project Identification Methodology

Leveraging Previous 2045 Projects – 46 Existing Projects

- Identifying projects from the previous MTP that overlap with Athens in Motion or other multimodal County efforts
- Adding in new language within the project description for Complete Street components.

New Safety Projects – Seven New Projects

- Bicycle and pedestrian crash segments identified with the most recent crash data.
- New projects created from those segments that overlap with Athens in Motion that were not already identified in previous 2045 Projects.

Multimodal Gaps – Four New Projects

- Identifying prominent gaps in the network from Athens in Motion and other programs.
- Transportation and Public Work's Bicycle and Pedestrian Coordinator projects that are not already incorporated within the previous two categories.



Leveraging Previous 2045 MTP Projects

76

MACORTS 2045 MTP
Projects Reviewed
(From the Funded and
Unfunded list)

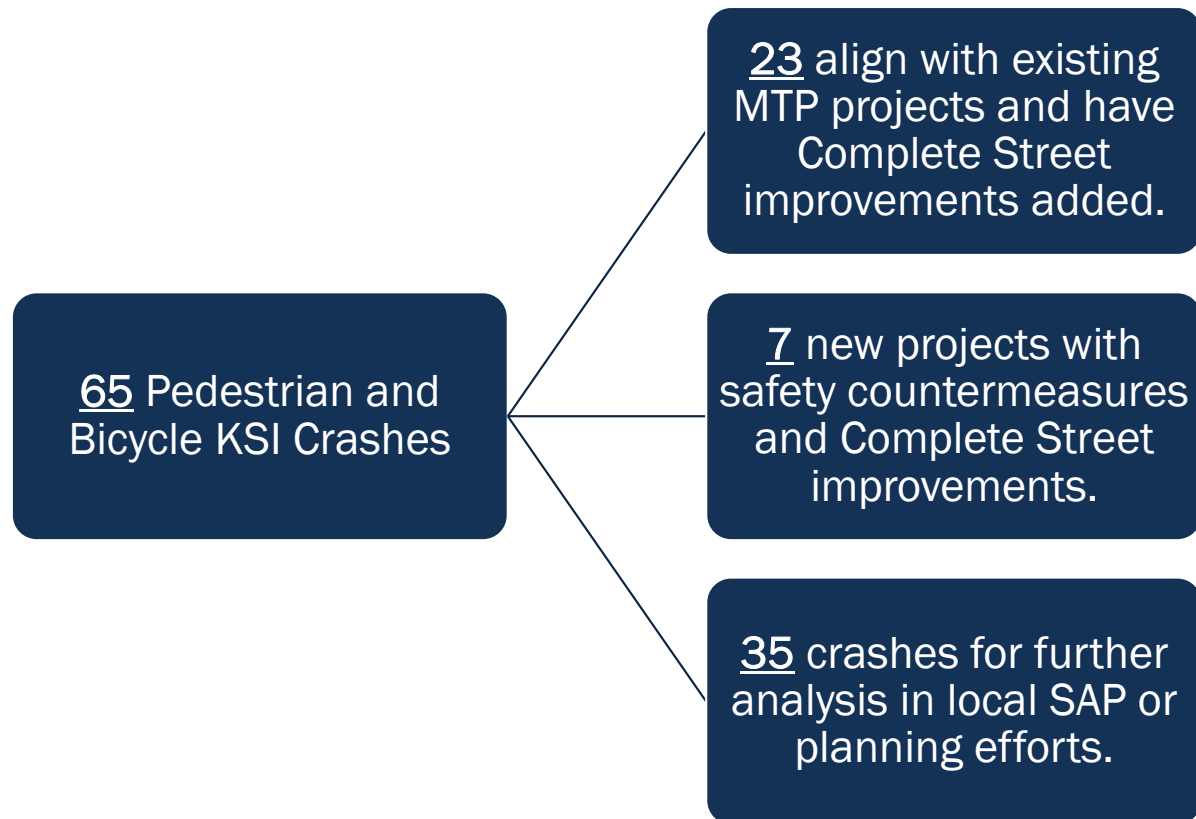


46

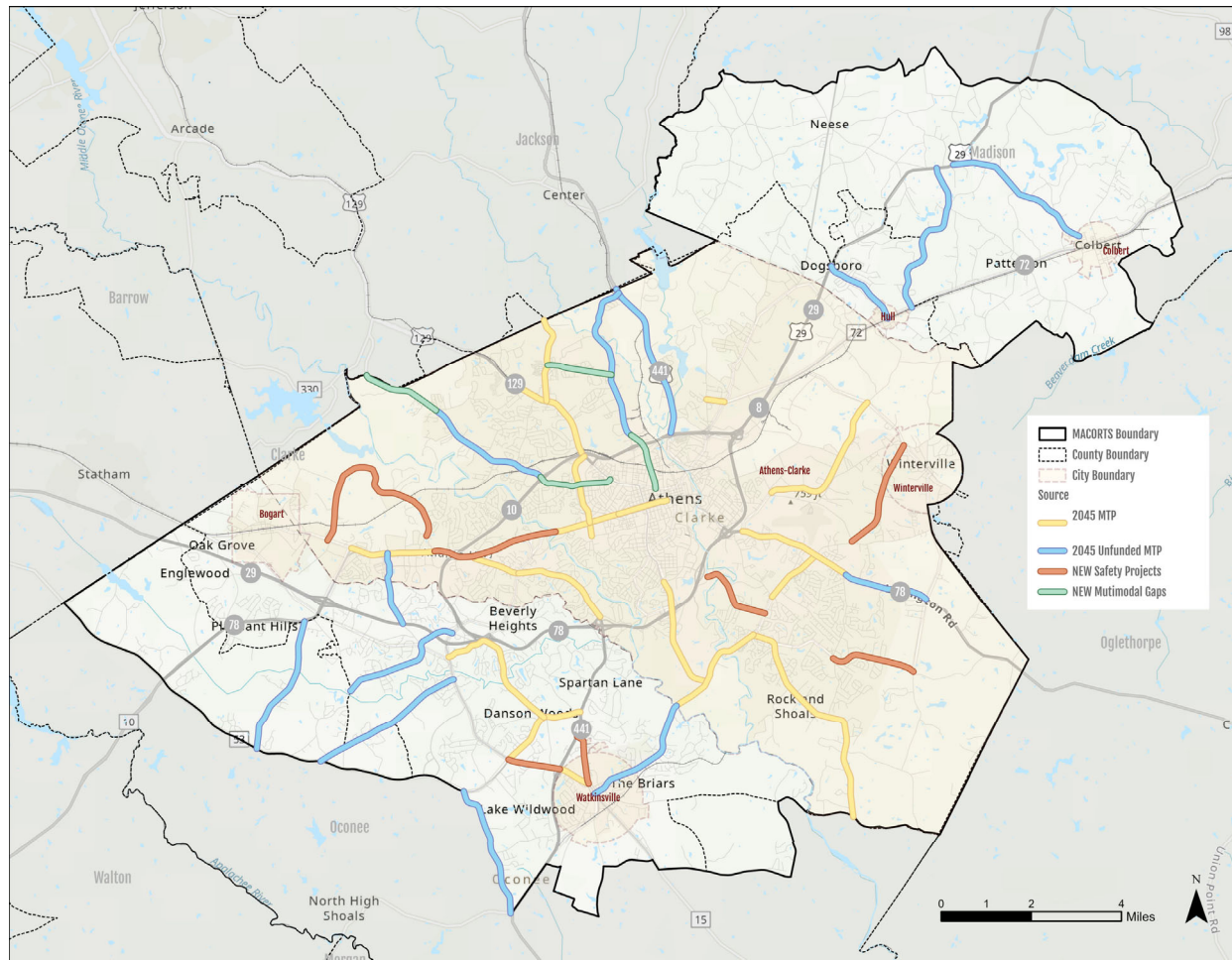
Projects with Complete
Street recommendations
added to the project
description.



Safety Projects – Pedestrian and Bicycle KSI



Complete Street Projects



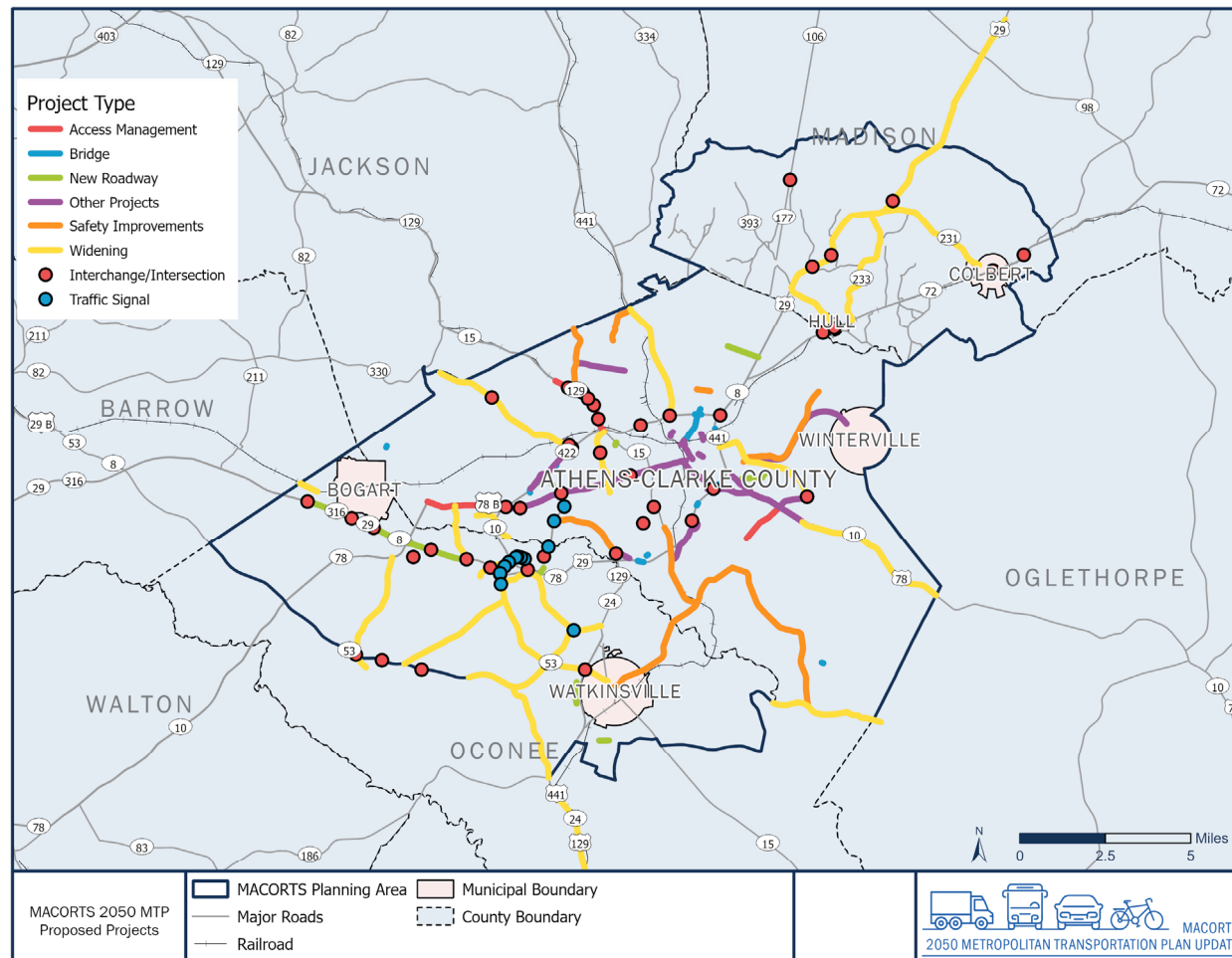
Project Considerations: 2050 Project List

Typical Project Types	2045 MTP	2050 MTP
Access Management	7	6
Bridge	16	18
Intersection/Interchange	39	43
New Roadway	7	8
Other	6	17
Passenger Rail	1	1
Safety Improvements	7	8
Widening	32	29
Transit	1	2
Signals	3	3
Total Projects	119	135

- 135 Total Projects
 - 85 projects in Athens-Clarke County
 - 36 in Oconee County
 - 10 in Madison County,
 - 3 in ACC/Oconee
- 17 projects currently in FY 24-27 TIP
 - Includes Watkinsville Bypass project
- 17 Projects funded by other sources



Project Considerations: 2050 Project List





Prioritization Process Review & Endorsement

2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

Built on

- Federal Planning Factors
- Statewide Goals
- Public and Stakeholder Input
- Adopted Local Goals

Incorporates

- Established Objectives
- Adopted Performance Metrics and Targets



Goals



Objectives



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

Excel-based

- Data inputs from approved measures of effectiveness
- Incorporates quantitative and qualitative factors
- Results in Project Prioritization “Dashboard”
- Includes goals met by each project
- Easily updated for future MTP Amendments

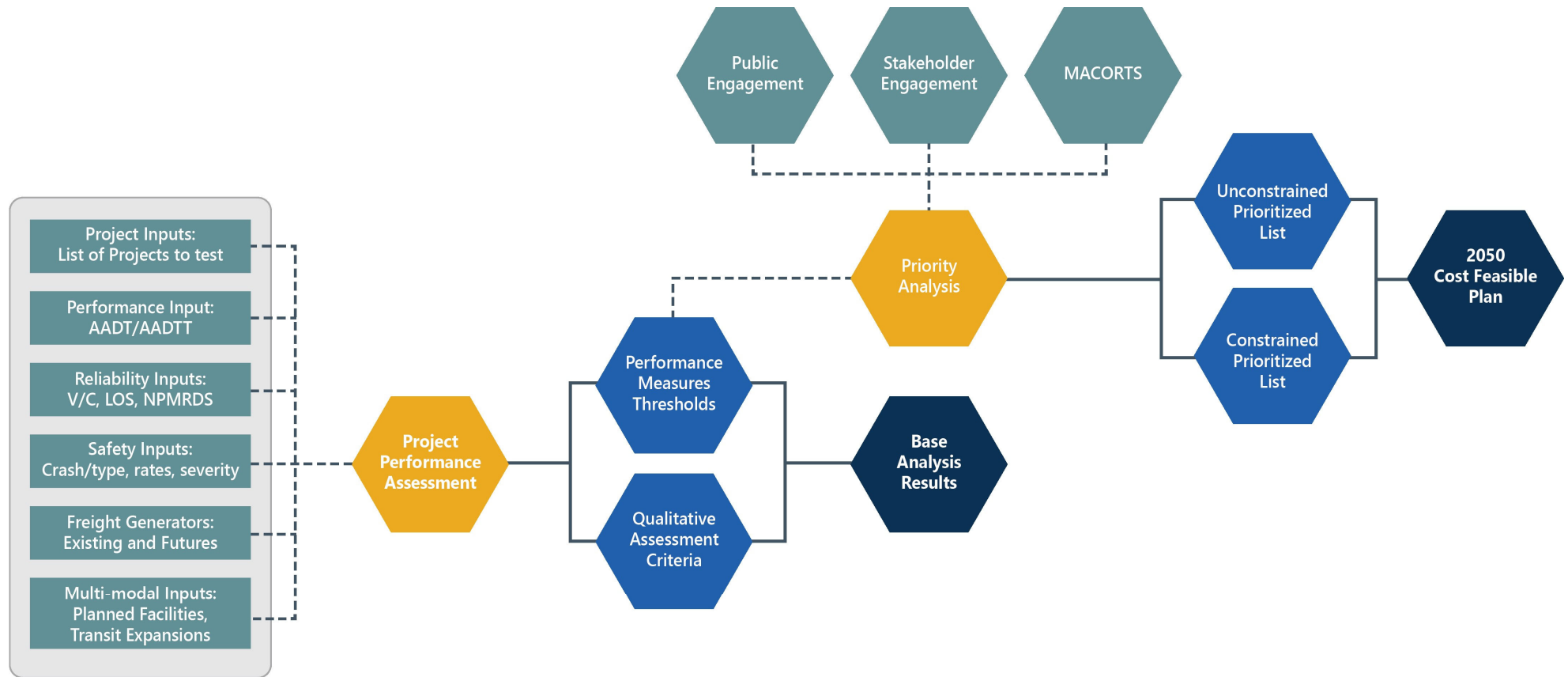
Qualitative



Quantitative



2050 MTP: Prioritization Process Review



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

Quantitative Tool Inputs:

- Average Annual Daily Traffic/Average Annual Daily Truck Traffic (AADT/AADTT)
- Level of Service (LOS)/Vehicle to Capacity Ratio (V/C)
- Total Vehicle Crashes, Injury Crashes, and Fatal Crashes
- Vehicle, Injury, and Fatal Crash Rates (per 100MVMT)
- Bicycle Crashes, Injury Crashes, and Fatal Crashes
- Pedestrian Crashes, Injury Crashes, and Fatal Crashes
- Replica Bicycle/Pedestrian Movements (volumes)



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

Qualitative Tool Inputs (Yes/No):

- Supports Access to Freight Generators and Attractors
 - GDOT and MACORTS Freight Plan Data
- Supports Access to Tourism Attractions
 - Attractions Identified from Convention and Visitors Agencies
- Multimodal Elements
 - Access to Planned Bicycle/Pedestrian Facilities
 - Recommended Projects from Bicycle/Pedestrian Plans
 - Connections to Existing/Planned Regional Multimodal Facilities
- Access to Existing/Planned Transit Service
 - Data from Transit Plans
- Supports Improved Airport Access

Yes	Somewhat	No
2	1	0



2050 MTP: Prioritization Process Review

Multipliers Approach

Performance-based Prioritization Based On:

- Public Input (Meetings and Survey)
- Stakeholders (Mentimeter Survey)
- MACORTS Staff

Priorities: High to Low

- **Safety and Security**
- Multimodal Connectivity
- Transit
- **Enhance Land Use**
- Mobility
- Environment and Quality of Life
- Reliability and Resiliency
- Economic Vitality
- System Preservation and Maintenance
- System Management and Operation
- Travel and Tourism



2050 MTP: Prioritization Process Review

Prioritizing the Plan

Performance-based Prioritization

- Projects with more significant need rank higher (Fatalities)
- Projects that respond to multiple goals/needs rank higher (Crash Rate = 2, LOS = 2, Bike/Ped Improvements = 2)

MACORTS Priorities

- Multipliers applied to ranking scores
- Adjustments to tool outputs to reflect local needs



2050 MTP: Cost Constrained Project List

Interpreting the Tables

“Bands”

- Band 1 – 2024 – 2027 TIP Funded
- Band 2 – MTP Funded 2028 – 2050
- Band 3 – Unfunded (beyond 2050)

NOTE: Location within a Band does not indicate priority.

BAND 1 (2024 - 2027)				BAND 2 (2028 - 2050)				Unfunded			
PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST
\$ -	\$ 5,230,000.00	\$ -	\$ 212,271,273.00	--	--	--	--	--	--	--	--
\$ 1,500,000.00	\$ 1,940,000.00	\$ -	\$ -	--	--	--	\$ 11,923,799.00	--	--	--	--
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 14,150,000.00	--	--	--	--
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 9,850,000.00	--	--	--	--
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 11,625,000.00	--	--	--	--
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 46,900,000.00	--	--	--	--
\$ 1,400,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 16,800,000.00	--	--	--	--



2050 MTP: Cost Constrained Project List

Interpreting the Tables

Locked for Editing

- TIP Projects
- Projects with one or more Authorized Phases
- TSPLOST Projects with Approved Funding
- Grant Funded Projects

Editable Features

- Ranking Value
- PE, ROW, UTL, and CST Year of Expenditure (2 vs 3)
 - 1 = TIP / Funded; 2 = Funded in Long Range; 3 = Unfunded (2051+)
- Justification!

Status / Rankin	Source	PE Band	ROW Band	UTL Band	CST Band
38	2040 MTP	2	2	2	2
4	NEW 2045	2	2	2	2



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

- Project Performance Summary Table
 - TIP and TSPLOST projects not evaluated
 - Prepared as a reference summary

MACORTS 2050 MTP Performance Summary																			
Project ID	PM	Priority Ranking	Project Name	Start Year	End Year	Start Year	End Year	Total Length (Miles)	Construction Cost (\$M)	Operating Cost (\$M/Year)	Total Cost (\$M)	1st Year Operating Cost (\$M)	1st Year Operating Cost (\$M/Year)	1st Year Operating Cost (\$M/Year)	1st Year Operating Cost (\$M/Year)	1st Year Operating Cost (\$M/Year)	1st Year Operating Cost (\$M/Year)	1st Year Operating Cost (\$M/Year)	1st Year Operating Cost (\$M/Year)
These projects are TIP/TSPLOST projects and were not evaluated for prioritization.																			
2050-001	MDOT	1	MDOT Project 1	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-002	MDOT	2	MDOT Project 2	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-003	MDOT	3	MDOT Project 3	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-004	MDOT	4	MDOT Project 4	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-005	MDOT	5	MDOT Project 5	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-006	MDOT	6	MDOT Project 6	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-007	MDOT	7	MDOT Project 7	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-008	MDOT	8	MDOT Project 8	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-009	MDOT	9	MDOT Project 9	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-010	MDOT	10	MDOT Project 10	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-011	MDOT	11	MDOT Project 11	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-012	MDOT	12	MDOT Project 12	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-013	MDOT	13	MDOT Project 13	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-014	MDOT	14	MDOT Project 14	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-015	MDOT	15	MDOT Project 15	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-016	MDOT	16	MDOT Project 16	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-017	MDOT	17	MDOT Project 17	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-018	MDOT	18	MDOT Project 18	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-019	MDOT	19	MDOT Project 19	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-020	MDOT	20	MDOT Project 20	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-021	MDOT	21	MDOT Project 21	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-022	MDOT	22	MDOT Project 22	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-023	MDOT	23	MDOT Project 23	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-024	MDOT	24	MDOT Project 24	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-025	MDOT	25	MDOT Project 25	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-026	MDOT	26	MDOT Project 26	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-027	MDOT	27	MDOT Project 27	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-028	MDOT	28	MDOT Project 28	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-029	MDOT	29	MDOT Project 29	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-030	MDOT	30	MDOT Project 30	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-031	MDOT	31	MDOT Project 31	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-032	MDOT	32	MDOT Project 32	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-033	MDOT	33	MDOT Project 33	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-034	MDOT	34	MDOT Project 34	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-035	MDOT	35	MDOT Project 35	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-036	MDOT	36	MDOT Project 36	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-037	MDOT	37	MDOT Project 37	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-038	MDOT	38	MDOT Project 38	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-039	MDOT	39	MDOT Project 39	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-040	MDOT	40	MDOT Project 40	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-041	MDOT	41	MDOT Project 41	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-042	MDOT	42	MDOT Project 42	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-043	MDOT	43	MDOT Project 43	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-044	MDOT	44	MDOT Project 44	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-045	MDOT	45	MDOT Project 45	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-046	MDOT	46	MDOT Project 46	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-047	MDOT	47	MDOT Project 47	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-048	MDOT	48	MDOT Project 48	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-049	MDOT	49	MDOT Project 49	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10
2050-050	MDOT	50	MDOT Project 50	2050	2050	2050	2050	10	100	10	110	10	10	10	10	10	10	10	10

SEE PDF FILE FOR FULL SCALE
VERSION



2050 MTP: Prioritization Process Review

Performance Based Project Screening Tool

- Project Ranking Table
 - Translates project performance into ranking scores
 - Applies multipliers based on regional priorities.

[illegible]

SEE PDF FILE FOR FULL SCALE
VERSION





Upcoming Activities & Next Steps

Upcoming Activities & Next Steps – Public Engagement

Public Engagement Schedule

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
STAKEHOLDERS COMMITTEE										
PUBLIC ENGAGEMENT										
TECHNICAL SUB-COMMITTEE										
PUBLIC COMMENT PERIOD										
GDOT/FHWA COORDINATION										

Note: Dates are estimated and subject to change



Upcoming Activities & Next Steps

Next Steps

- Review Project Prioritization and Provide Comment
- Refine and Constrain Initial Prioritized List
- Complete Draft MTP Report and Circulate for Review
- Host 30-Day Public Comment Period
- MACORTS Adoption





Questions?





D	E	G	H	I	J
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TSC Ranki	Source	PE Bar	ROW Ba	UTL Ba	CST Ban
	TSPLOST 2018	2	2	2	2
	TSPLOST 2023	2	2	2	2
	TSPLOST 2018	2	2	2	2
	2045 MTP Other Sources	2	2	2	2
	2040 Unfunded	2	2	2	2

PE & ROW = 1

PE, ROW, UTL, & CST = 2

BAND 1 (2024 - 2027)				BAND 2 (2028 - 2050)				Unfunded			
PE	ROW	UTL	CST	PE	ROW	UTL	CST	PE	ROW	UTL	CST
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 1,820,000.00	--	--	--	--
\$ 1,200,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 46,900,000.00	--	--	--	--
\$ 1,400,000.00	\$ 550,000.00	\$ -	\$ -	--	--	\$ 100,000.00	\$ 16,800,000.00	--	--	--	--
--	--	--	--	\$ -	\$ -	\$ 148,400	\$ 2,756,879	--	--	--	--
--	--	--	--	\$ 3,140,000	\$ 9,420,000	\$ 1,570,000	\$ 31,400,001	--	--	--	--
--	--	--	--	\$ 221,500	\$ 1,306,796	\$ 389,246	\$ 2,215,000	--	--	--	--
--	--	--	--	\$ 3,274,312	\$ 3,274,312	\$ 1,637,156	\$ 32,743,119	--	--	--	--
--	--	--	--	\$ 2,541,653	\$ 2,541,653	\$ 1,270,826	\$ 25,416,527	--	--	--	--
--	--	--	--	\$ 327,431	\$ 327,431	\$ 163,716	\$ 2,455,734	--	--	--	--
--	--	--	--	\$ 109,144	\$ 109,144	\$ 54,572	\$ 818,578	--	--	--	--
--	--	--	--	\$ 6,937,952	\$ 14,104,656	\$ 7,103,589	\$ 79,126,392	--	--	--	--
--	--	--	--	\$ 711,898	\$ 1,423,796	\$ 355,348	\$ 7,118,380	--	--	--	--
--	--	--	--	\$ 2,902,628	\$ 2,902,628	--	--	--	--	\$ 2,606,351	\$ 52,127,020
--	--	--	--	--	--	--	--	\$ 2,640,883	\$ 1,320,441	\$ 2,640,882	\$ 26,408,819
--	--	--	--	--	--	--	--	\$ 1,515,474	\$ 757,738	\$ 1,515,475	\$ 15,154,752
--	--	--	--	--	--	--	--	\$ 8,062,710	\$ 33,404,043	\$ -	\$ 80,627,117
--	--	--	--	--	--	--	--	\$ 1,937,507	\$ 10,155,486	\$ 2,906,261	\$ 19,375,058

PE, ROW, UTL, & CST = 3

- e. PE = Preliminary Engineering
- f. ROW = Right-of-Way
- g. UTL = Utilities
- h. CST = Construction





												Band 1 Subtotal				Band 2 Subtotal								
\$	10,121,000	\$	14,505,000	\$	1,983,311	\$	255,473,465	\$	20,166,518	\$	35,410,405	\$	13,193,453	\$	295,300,009	\$	406,780,724	\$	1,186,501,111	\$	338,152,599	\$	3,929,138,677	
Total Estimated TIP Project Cost								\$	282,082,776		Long Range Subtotal				\$	364,070,386		Unfunded Total				\$	5,860,573,111	
											Amendment Reserve				\$	10,000,000								
											Total Estimated Long Range Cost				\$	374,070,386								
											Band II Revenues				\$	375,057,966								
											Balance				\$	987,581								
Cumulative Funding Balance																								
Total Revenues		\$	657,140,742																					
Total Projects		\$	656,153,162																					
		\$	987,581																					
		7/19/2024																						
Cumulative Funding Balance																								
Cost Constrained Project List Balance																								

MACORTS 2050 MTP Performance Summary

				AADT/AADTT		RELIABILITY		SAFETY / SECURITY								FREIGHT ECONOMY		TOURISM	MULTIMODAL ELEMENTS					OTHER FACTORS		
Project ID	PI#	Primary County	Project Name	BASE AADT	BASE % TRUCK	BASE LOS	BASE V/C	TOTAL VEHICLE CRASHES	CRASH RATE (PER 100M VMT)	TOTAL BIKE /PED. CRASHES	# OF CRASHES WITH BIKE/PED INJURIES	# OF CRASHES WITH BIKE/PED FATALITIES	# OF VEHICULAR CRASHES WITH INJURY	# OF VEHICULAR CRASHES WITH FATALITY	RATE OF FATALITIES (PER 100M VMT)	RATE OF INJURIES (PER 100M VMT)	SUPPORTS FREIGHT MOVEMENT	SUPPORTS ACCESS TO TOURISM ATTRACTOR	PLANNED BICYCLE FACILITIES	PLANNED PEDESTRIAN FACILITIES	EXISTING/ PLANNED TRANSIT SERVICE	SUPPORTS REGIONAL MULTIMODAL CONNECTIONS	SUPPORTS IMPROVED ACCESS TO PUBLIC AIRPORT	PROJECT MAY IMPACT NATURAL RESOURCE(S)	PROJECT MAY IMPACT HISTORIC RESOURCE(S)	PROJECT MAY IMPACT JUSTICE40 COMMUNITY
0013768	0013768	Oconee	SR 8/SR 316/ US 29 @ CR 440/CR 662/Virgil Langford Road	These projects are TIP/TSPLOST projects and were not evaluated for prioritization.																						
0013769	0013769	Oconee	SR 8/SR 316/ US 29 @ CR 929/Oconee Connector																							
0016920	0016920	Clarke	SR 10 @ CR 993/WEST HANCOCK AVE																							
0019266	0019266	Clarke	SR 10 LOOP SB & NB @ CSX RAILROAD 1.3 MI S OF ATHENS																							
0019267	0019267	Clarke	SR 10 LOOP SB & NB @ CSX #938042F 1.5 MI NW OF ATHENS																							
0019268	0019268	Clarke	SR 10 LOOP SB & NB @ CR 600/NORTH AVE 1.5 MI NE OF ATHENS																							
0019269	0019269	Clarke	SR 10 LOOP EB & WB @ MIDDLE OCONEE RIVER 3.5 MI S OF ATHENS																							
0019614	0019614	Clarke	SR 10/US 78 FROM E BROAD STREET TO FOUNDRY STREET																							
0019833	0019833	Clarke	NORTH AVE FROM WILLOW ST TO COLLINS IND BLVD/FREEMAN DR																							
0020030	0020030	Clarke	ATHENS-CLARKE PLANNING & FEASIBILITY STUDY @ 5 LOCs																							
P-31	0017186	Oconee	SR 53 @ CR 89/RAYS CHURCH ROAD/CR 516/MALCOLM BRIDGE ROAD																							
P-4	0013806	Clarke	SR 10/US 78 @ NORTH OCONEE RIVER																							
P-5	0015646	Clarke	CR 479/BELMONT ROAD @ SHOAL CREEK 6.7 MI S OF WINTERVILLE																							
P-6	0015656	Oconee	CR 592/CLOTFELTER ROAD @ BARBER CREEK 3 MI S OF BOGART																							
P-6S	0019265	Clarke	SR 10 LOOP SB & NB @ NORTH OCONEE RIVER 1.4 MI S OF ATHENS																							
P-77	0013767	Oconee	SR 8/SR 316/US 29 @ CR 55/Jimmy Daniel Road																							
P-79	0017970	Oconee	WATKINSVILLE TRUCK BYPASS FROM SR 24 TO SR 15 - SCOPING ONLY																							
TSP-1	NA	Clarke	Athens-Ben Epps Airport Access Road																							
TSP-11	NA	Clarke	Five Points Intersection Safety Improvements																							
TSP-14	NA	Clarke	Tallassee Road Bridge Replacement																							
TSP-4	TSP-4	Clarke	Beaverdam Rd and Cherokee Rd Intersection Signal Improvements																							
Project ID	PI#	Primary County	Project Name	BASE AADT	BASE % TRUCK	BASE LOS	BASE V/C	TOTAL VEHICLE CRASHES	CRASH RATE (PER 100M VMT)	TOTAL BIKE /PED. CRASHES	# OF CRASHES WITH BIKE/PED INJURIES	# OF CRASHES WITH BIKE/PED FATALITIES	# OF VEHICULAR CRASHES WITH INJURY	# OF VEHICULAR CRASHES WITH FATALITY	RATE OF FATALITIES (PER 100M VMT)	RATE OF INJURIES (PER 100M VMT)	SUPPORTS FREIGHT MOVEMENT	SUPPORTS ACCESS TO TOURISM ATTRACTOR	PLANNED BICYCLE FACILITIES	PLANNED PEDESTRIAN FACILITIES	EXISTING/ PLANNED TRANSIT SERVICE	SUPPORTS REGIONAL MULTIMODAL CONNECTIONS	SUPPORTS IMPROVED ACCESS TO PUBLIC AIRPORT	PROJECT MAY IMPACT NATURAL RESOURCE(S)	PROJECT MAY IMPACT HISTORIC RESOURCE(S)	PROJECT MAY IMPACT JUSTICE40 COMMUNITY
0009011	0009011	Oconee	SR 53 from SR 24/US441 to CR 274/Hog Mtn - Ph II	16,900	0	C	0.5	170	10,784.77	2	0	0	1	1	63.44	63.44	Yes	NO	YES	YES	NO	NO	NO	Yes	NO	NO
0010288	0010288	Clarke	JENNINGS MILL PKWY FM COMMERCE BLVD TO HUNTINGTON RD - PH II	12,390	0	A	0	23	1,951.54	0	0	0	0	0	0.00	0.00	Yes	NO	YES	YES	NO	YES	NO	No	NO	NO
0013613	0013613	Oconee	SR 25 from Apalachee River to CS 7 and from SR 186 to Watkinsville Bypass	9,385	64.4	C	0.52	121	22,078.98	2	0	0	4	3	547.41	729.88	Yes	NO	NO	NO	NO	NO	NO	Somewhat	YES	NO
0013763	0013763	Oconee	SR 8/SR 316/ US 29 @ CR 60/Dials Mill Rd	30,050	0	E	0.84	23	1,009.73	0	0	0	1	0	0.00	43.90	Yes	NO	NO	NO	NO	NO	NO	No	NO	NO
0013764	0013764	Oconee	SR 8/SR 316/US 29 @ CR 64/MCNUITT CREEK ROAD	27,800	0	D	0.7	25	275.54	0	0	0	1	2	22.04	11.02	No	NO	NO	NO	NO	NO	NO	No	NO	NO
0013765	0013765	Oconee	SR 8/SR 316/ US 29 @ CR 263/Mars Hill Road	660	0	D	0.69	7	3,016.58	0	0	0	0	0	0.00	0.00	No	YES	NO	NO	NO	NO	NO	No	NO	NO
0013766	0013766	Oconee	SR 8/SR 316/ US 29 @ CR 20/Julian Drive	4,205	45.6	D	0.76	25	4,190.63	0	0	0	1	0	0.00	167.63	NO	NO	NO	NO	NO	NO	NO	No	NO	NO
0013770	0013770	Clarke	SR 8/SR 316/US 29 @ SR 10 LOOP	11,600	0	D	0.7	98	4,629.19	1	0	0	1	0	0.00	47.24	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
0016081	0016081	Oconee	CR 828/Bishop Farms Pkwy Ext to New High Shoals Rd.	5,400	0	A	0	0	-	0	0	0	0	0	0.00	0.00	Yes	NO	NO	NO	NO	NO	NO	Somewhat	NO	NO
0019549	0019549	Clarke	CR 3/FOWLER MILL ROAD @ LITTLE BEAR CREEK	46,600	8.7	C	0.6	0	-	0	0	0	0	0	0.00	0.00	No	NO	NO	NO	NO	NO	NO	Yes	NO	NO
B-01	NA	Clarke	Mitchell Bridge Rd Bridge Replacement	5,570	0	E	0.82	15	876.27	0	0	0	1	0	0.00	58.42	Yes	NO	YES	YES	YES	YES	NO	No	NO	NO
B-02	NA	Clarke	Vine St Bridge Replacement	3,940	0	C	0.6	2	67.84	0	0	0	0	0	0.00	0.00	No	NO	YES	YES	YES	YES	NO	Yes	NO	YES
B-03	NA	Clarke	North Avenue Bridge Replacement	3,940	0	D	0.8	79	10,986.72	3	1	0	1	0	0.00	139.07	Somewhat	NO	NO	NO	YES	YES	NO	Yes	NO	YES
B-04	NA	Clarke	College Avenue Bridge Replacement	6,400	3.4	D	0.66	22	68.99	0	0	0	0	0	0.00	0.00	Somewhat	NO	YES	Somewhat	NO	YES	NO	Yes	NO	YES
B-05	NA	Clarke	Mitchell Road Bridge Replacement	4,660	0	D	0.69	5	654.45	0	0	0	0	0	0.00	0.00	Yes	NO	NO	NO	YES	YES	NO	Yes	NO	NO
B-06	NA	Clarke	Whitehall Road Bridge Replacement	9,030	0	D	0.71	5	34.87	0	0	0	0	0	0.00	0.00	Yes	NO	YES	NO	NO	YES	NO	Yes	YES	NO
P-10	NA	Clarke	SR10 / W Broad Street Safety and Access Management - Phase 1	23,800	4	C	0.52	711	9,582.03	14	4	3	9	4	53.91	121.29	Yes	YES	YES	YES	YES	YES	NO	Yes	YES	YES
P-11	NA	Madison	US 29 at Moons Grove Church Rd & Azalea Lane	9,320	0	C	0.43	8	94.07	0	0	0	0	0	0.00	0.00	No	NO	NO	NO	NO	NO	NO	No	NO	NO
P-12	NA	Madison	SR 72 at HV Chandler Road Intersection	13,700	0	C	0.49	3	15.00	0	0	0	0													

MACORTS 2050 MTP Performance Summary

				AADT/AADTT		RELIABILITY		SAFETY / SECURITY								FREIGHT ECONOMY		TOURISM	MULTIMODAL ELEMENTS					OTHER FACTORS			
Project ID	PI#	Primary County	Project Name	BASE AADT	BASE % TRUCK	BASE LOS	BASE V/C	TOTAL VEHICLE CRASHES	CRASH RATE (PER 100M VMT)	TOTAL BIKE /PED. CRASHES	# OF CRASHES WITH BIKE/PED INJURIES	# OF CRASHES WITH BIKE/PED FATALITIES	# OF VEHICULAR CRASHES WITH INJURY	# OF VEHICULAR CRASHES WITH FATALITY	RATE OF FATALITIES (PER 100M VMT)	RATE OF INJURIES (PER 100M VMT)	SUPPORTS FREIGHT MOVEMENT	SUPPORTS ACCESS TO TOURISM ATTRACTOR	PLANNED BICYCLE FACILITIES	PLANNED PEDESTRIAN FACILITIES	EXISTING/ PLANNED TRANSIT SERVICE	SUPPORTS REGIONAL MULTIMODAL CONNECTIONS	SUPPORTS IMPROVED ACCESS TO PUBLIC AIRPORT	PROJECT MAY IMPACT NATURAL RESOURCE(S)	PROJECT MAY IMPACT HISTORIC RESOURCE(S)	PROJECT MAY IMPACT JUSTICE40 COMMUNITY	
P-7	NA	Madison	U 29 at Garnett Ward Rd / Piedmont Rd Intersection Improvements	6,335	0	C	0.5	27	139.84	0	0	0	2	0	0.00	10.36	No	YES	NO	NO	NO	NO	NO	No	NO	NO	
P-70	NA	Clarke	Newton Bridge Rd Safety Improvements	4,510	0	B	0.35	44	205.12	0	0	0	0	0	0.00	0.00	Yes	NO	NO	NO	NO	NO	YES	NO	Yes	NO	YES
P-71	NA	Oconee	Bob Godfrey/Barnett Shoals Widening	1,596	0	C	0.53	13	892.64	0	0	0	1	0	0.00	68.66	No	YES	NO	NO	NO	NO	YES	NO	Yes	NO	NO
P-72	NA	Madison	Spratlin Mill Road Widening	780	0	A	0.246	36	1,150.14	0	0	0	1	0	0.00	31.95	Yes	NO	YES	NO	NO	NO	NO	NO	No	NO	NO
P-73	NA	Oconee	Daniells Bridge Road Extension	11,070	0	D	0.72	0	-	0	0	0	0	0	0.00	0.00	Yes	YES	NO	YES	NO	NO	NO	NO	No	NO	NO
P-74	NA	Madison	Diamond Hill - Colbert Road Widening	1,080	0	A	0.193	21	286.19	0	0	0	0	0	0.00	0.00	No	YES	NO	NO	NO	NO	NO	NO	No	NO	NO
P-75	NA	Madison	SR 106 at Neese-Commerce Rd & Diamond Hill - Neese Rd Intersection	5,242	0	C	0.47	33	3,449.48	0	0	0	0	0	0.00	0.00	No	NO	NO	NO	NO	NO	NO	NO	No	NO	NO
P-78	122890-	Clarke	SR 10LP @ SR 10 IN ATHENS	26,148	0	D	0.8	87	1,823.13	0	0	0	0	0	0.00	0.00	Yes	NO	NO	NO	NO	NO	NO	NO	No	NO	NO
P-8	NA	Clarke	Atlanta Highway Safety and Access Management	38,200	18	E	0.97	537	163.89	4	0	0	13	3	0.92	3.97	Yes	YES	YES	YES	YES	YES	YES	NO	No	NO	NO
P-80	NA	Clarke	Health Science Campus Foster Road Extension	8,700	0	D	0.65	3	37.79	0	0	0	0	0	0.00	0.00	Yes	YES	YES	YES	YES	YES	NO	NO	No	YES	NO
P-81	P-81	Clarke	Timothy Road and Highway 441 Roundabout	10,837	5.6	C	0.54	38	1,621.72	0	0	0	1	0	0.00	42.68	No	YES	NO	NO	NO	YES	YES	NO	No	NO	NO
P-82	P-82	Clarke	Mitchell Bridge Road and Tallassee Road Roundabout	16,200	0	F	1.02	36	17.87	1	0	0	0	0	0.00	0.00	Yes	NO	YES	NO	YES	YES	NO	Somewhat	NO	NO	NO
P-87	NA	Clarke	US 129/Jefferson Rd and Trinity Pl	30,190	10.6	D	0.76	22	35.36	0	0	0	0	0	0.00	0.00	Yes	YES	NO	NO	YES	YES	NO	No	NO	NO	NO
P-88	NA	Clarke	US 129/Jefferson Rd and Kathwood Dr	30,190	0	D	0.76	52	117.83	0	0	0	3	0	0.00	6.80	Yes	YES	NO	NO	YES	YES	NO	No	NO	NO	NO
P-89	NA	Clarke	US 129/Jefferson Rd	28,400	10.6	D	0.7	6	6.52	0	0	0	0	0	0.00	0.00	Yes	YES	NO	NO	YES	YES	NO	No	NO	NO	NO
P-9	NA	Clarke	Alps Road Widening	28,600	3	D	0.75	251	90.73	3	1	0	3	0	0.00	1.08	Yes	YES	NO	NO	NO	YES	YES	NO	No	NO	YES
P-90	NA	Clarke	US 129/Jefferson Rd and Camak Dr	2,989	10.6	C	0.6	49	352.08	0	0	0	1	0	0.00	7.19	Yes	YES	NO	NO	YES	YES	NO	No	NO	NO	NO
P-91	NA	Clarke	US 129/Jefferson Rd and Jefferson River Rd	6,020	0	D	0.64	69	157.01	0	0	0	1	3	6.83	2.28	Yes	YES	NO	NO	YES	YES	NO	No	NO	NO	NO
P-92	NA	Clarke	US 129/Jefferson Rd and Whitehead Rd	4,990	10.6	D	0.66	50	7,182.81	0	0	0	0	0	0.00	0.00	Yes	YES	NO	NO	YES	YES	NO	No	NO	NO	NO
P-93	NA	Clarke	SR 72/Hull Rd and Chandler Ray Rd/Cornelia Dr	5,720	0	B	0.405	9	24.81	0	0	0	0	0	0.00	0.00	Yes	NO	NO	NO	NO	NO	NO	No	NO	NO	YES
P-94	NA	Clarke	SR 72/Hull Colbert Rd and Old Elberton Rd	5,844	0	C	0.51	39	3,656.84	0	0	0	0	0	0.00	0.00	Yes	NO	NO	NO	NO	NO	NO	No	NO	NO	NO
P-95	NA	Clarke	SR 72/3rd Ave and 4th St	6,910	0	C	0.425	22	241.31	0	0	0	0	0	0.00	0.00	Yes	NO	NO	NO	NO	NO	NO	No	NO	NO	NO
P-96	P-96	Oconee	Malcom Bridge Rd / Mars Hill Rd Intersection	5,330	0	D	0.7	13	99.18	0	0	0	0	0	0.00	0.00	Yes	NO	0	0	NO	NO	NO	No	NO	NO	NO
SP-26	NA	Clarke	Hawthorne Avenue and Oglethorpe Avenue Intersection Safety Improvements	6,661	0	D	0.66	71	92.72	3	0	0	1	0	0.00	1.31	Yes	NO	YES	NO	YES	YES	NO	No	NO	NO	NO

MACORTS 2050 MTP Prioritized Project List Comment Form

[illegible]



MEETING MINUTES

TECHNICAL SUBCOMMITTEE MEETING #4
MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE
JULY 30, 2024
(VIRTUAL)

Agenda

1. Project Status Update
2. Review Comments and Draft Constrained Project List
3. Reach Consensus and Endorse Final Project List

Attendees

Technical Subcommittee Attendance

Name	Organization
Stephen Bailey	Athens-Clarke County, Transportation & Public Works
Ann-Marie Day	FHWA, Planning Team Lead
Katie Goodrum	Athens-Clarke County, Vision Zero Planner
Kim Grayson	GDOT Highway Division, Transportation Planning Specialist
Rani Katreeb	Athens-Clarke County, Transportation & Public Works
Mike Matthews	Director, Athens Ben Epps Airport
Victor Pope	Athens-Clarke County Transit, Director
Daniel Sizemore	Athens-Clarke County, Bicycle-Pedestrian Safety Coordinator
Jody Woodall	Oconee County, Director of Public Works
Vivian Delgadillo Canizares	GDOT

The following committee members were unable to attend the meeting:

- Todd Berven, UGA Transportation & Parking Services, Director
- Guy Herring, Oconee County, Director of Planning & Code Enforcement
- Ted Hicks, GDOT, Metro Branch Chief



- Rani Katreeb, Athens-Clarke County, Assistant Director of Transportation & Public Works
- Alan Lapczynski, Madison County, Public Works Director
- Johnathan McLoyd, GDOT Intermodal, Transit Planner
- Tracy Patrick, Madison County Planning & Zoning, Zoning Administrator

**Rani & Stephen attended the 7/16 Stakeholder Meeting as they were unable to attend this Technical Subcommittee meeting.*

Project Team Attendance

Name	Organization
Robert Walker	MACORTS, Project Manager
Consultant Team	
Rachel Hatcher	RS&H, Project Manager
Brian Powers	RS&H
Justin Dammons	RS&H
Jamie Zerillo	RS&H
Anna Johnson	Blue Cypress

Note: Brad Griffin, former MACORTS Executive Director, retired from Athens-Clarke County and is no longer participating on the Project Team.

This committee meeting took place virtually over Zoom.

Robert opened the meeting, welcoming the group and thanking everyone for their time to review and comment on the project list. Rachel provided context for the need for this meeting to confirm buy-in from our Technical Subcommittee prior to moving forward with presenting to the Technical Coordinating Committee

Study Overview and Schedule

Rachel reviewed the project schedule, noting project tasks that have been completed to-date. She emphasized we are currently focused on confirming the Cost Feasible Plan in preparation for Oversight Agency Review and Plan Adoption. She indicated that the project is still on track for October 2024 adoption, and that the 30-day public comment period kicks off in mid-August.

Technical Subcommittee Key Responsibilities

Rachel reviewed the key role and responsibilities of the TSC, which are noted below. At this point, the only component we need confirmation on from this committee is the cost constrained project list.

Review and provide comment/guidance on the following project elements:

- ✓ Goals, objectives, and measures of effectiveness
- ✓ Existing conditions and needs assessment results
- ✓ Identification of projects for consideration
- ✓ Modal Considerations (Bike, Ped, Transit, Freight, Air)



- ✓ Project assessment and prioritization criteria
- Prioritized and **cost constrained project list**
- ✓ Plan document

2050 MTP Project List – TSC & Stakeholder Comments

Rachel reviewed the changes and outcomes of stakeholder review and comments on the draft cost-constrained project list since the previous MTP update.

Summary of changes and results

- 10 projects removed from MTP project list
- 4 projects / phases moved to Band 2
 - 3 submitted to GDOT for coordination to see if they could be moved into Band 1
- 6 projects presented to TSC for concurrence
- Draft plan balanced with \$7 Million reserve maintained (with four of the six major comments addressed).

Vivian: I didn't look at the project list before the meeting, but I saw the questions and understand this is a very critical moment. I think the two projects are not out of the question as they are part of the safety program.

Rachel noted that those projects can be moved over to *funded by other sources* which will free up resources in that band.

Next, Rachel walked through projects for each County that were removed from the cost-constrained list.

Oconee Project Removed (under construction or completed)

1. 0009011: SR 53 Widening
2. P-38: Oconee Traffic Signal Upgrade
3. P-39: Oconee Traffic Signal Upgrades
4. P-28: Hog Mountain Road Widening
5. P-48: Simonton Bridge Road Widening
6. P-60: Virgil Langford Road / Rocky Branch Road Widening
7. P-96: Malcom Bridge Rd / Mars Hill Rd Intersection
8. P-57: Union Church Rd Improvement Project

Stephen clarified that one of the projects was authorized and not completed. It's at about 10% construction.

Vivian asked about District 1 participation. She also noted that sometimes the paperwork is not processed as quickly by GDOT, so the status of the project may not be accurate in the authorized project lists. The authorized project list that comes from GDOT may have some gaps in project status.

Rachel clarified for the group that the TIP lists authorized projects by phase and by County. It tells us which projects no longer need to appear in the TIP, as they are completed. When we get that new



copy of authorized phases by project, by County, can we pull projects that are completed out of the MTP, which frees up resources to allocate to other projects.

Athens-Clarke Projects Removed (under construction or completed)

1. 00122890: SR 10LP @ SR 10 IN ATHENS
2. TSP-14: Tallassee Road Bridge Replacement

Projects / Phases Moved to Band 2

Four projects in Band 2 had recommendations for adjustments, which are listed below. Rachel noted that the first two projects listed below are lumpsum funded projects and will come out of the TIP list.

1. **0017185: SR 53 / Snows Mill Road Roundabout**
 - a. PE and ROW Authorized, UTL and CST in Band 2
2. **0017186: SR 53 / Rays Church Road / Malcom Bridge Road**
 - a. ROW phase in TIP, UTL and CST in Band 2
3. **SP-26: Hawthorne Avenue and Oglethorpe Avenue Intersection Safety Improvements**
 - a. PE Locally funded but not in the TIP
4. **P-19: Lexington Road Safety and Access Management**
 - a. CST Phase brought into Band 2

*Note: No projects can move to Band 1 until they are programmed in the TIP
(Coordination with GDOT on projects 1, 2, and 3 initiated by MACORTS)*

Jody asked if those two projects are moved out, is it possible to bring one of Madison County's projects into Band 2?

- Rachel noted that they are proposing to shift a Madison County Project, which is discussed below.

Projects / Phases to Be Discussed

Rachel clarified that we need endorsements and support from the TSC on the following changes. She walked through key projects that we need consensus on:

1. **Bring highest ranking Madison County project into the cost constrained list.**
 - 0012902: SR 8 FM CR 228/DIAMOND HILL COLBERT TO CR 88/IRWIN KIRK RD Widening (37.95% in MACORTS)
 - Moved from unfunded to Band 2 (approximately \$17 Million)
2. **TSP-1: Athens-Ben Epps Airport Access Road**
 - Recommended to move from Band 2 to Unfunded
3. **P-35: Jefferson River Rd. Safety Improvements**
 - Recommended to move from Band 2 to Unfunded
 - It performed well on the basis of bicycle and pedestrian improvements (P-35 was swapped with B-1)
4. **B-01: Mitchell Bridge Rd Bridge Replacement over SR Loop 10**
 - Recommended to move from Band 3 (unfunded) to Band 2



- Performed well from bicycle and pedestrian perspective
- 5. P-41 / P-51: SR 53 Widening from Hog Mountain to Elder and Intersection Improvement at Union Church Road**
- Recommend staging of projects but no funding available for either phase.
 - Jody: I think where these projects shown are fine, but we may need to look at the notes when the time comes as one project may supersede the other in terms of prioritization for funding.
 - Rachel: We will be sure to note that those projects are functionally linked and that it's clear in the MTP.

Cost Constrained List Review

Next, Rachel previewed the cost constrained list, making updates aligned with the notes above in real-time to show the group how the projects would shift once those changes were implemented. She also identified projects that could shift into the TIP based on the data-driven process.

- Timothy Road Corridor and Safety Improvements Phase 1 (75% funded): this project was identified as a project that could shift into the TIP. Three phases were able to be moved into the TIP.

The group was tasked with a decision to pull money from the reserve or identify additional project phases to pull into the TIP. Discussion about specific projects followed.

- Rani: I noticed there is one project that as a very low construction cost (#411) – is that low amount due to funding from other resources?
 - Rachel: That is likely accurate – this number was pulled from the TIP, which does not include the balance covered by lumpsum funding.

Rachel discussed options for the remaining balance of funding, indicating that it can be put back into the reserve or put towards a phase for another project.

- Rani: I think we should move additional project phases into the TIP.

The Traffic Signal Upgrades in Oconee County (Epps Bridge Road Corridor) project was discussed as a potential opportunity to move the engineering phase into the TIP. The group deferred to Oconee County representatives.

- Jody: I think we can leave it in the reserves and cover those upgrades with local funds if needed.

At the end of the exercise, almost \$8 million was maintained in the reserve.

Technical Subcommittee Action

Rachel asked if the group was comfortable with the changes discussed today. She walked through next steps and indicated that there are future opportunities for final adjustments with the TSC.

Concurrence by Verbal Endorsement

Robert asked for a motion to present the constrained list to the MACORTS Technical Committee.

- Jody made a motion to present this to the TCC committee. Stephen seconded the motion. All were in favor; none opposed. Robert noted that the motion passed.



Rachel confirmed that we could now submit the constrained list to the Technical Committee for review on July 31, 2024.

Rachel gave the group notice that there is the potential for a special-called TSC meeting on August 4 to review additional changes, and that we will follow up if that meeting is needed.

Next Steps & Project Schedule

- Insert cost constrained project list into draft report and circulate to oversight agencies and MACORTS committees for review.
- MACORTS Policy Committee review: August 14
- Release draft plan for 30-day comment period (August 14)
- Address comments and adopt plan before October 7, 2024 (adoption deadline)

Q&A

Ann Marie Day (FHWA): Ann Marie noted that a key item we are looking for is public involvement. What have you all been doing to collect community input so far?

- Rachel provided a description of public engagement to date, including the pop up events with interactive feedback, an online survey
- Ann Marie Day: As far as EJ communities and underserved communities, will you describe how you reached out to those communities and included them in the process?
- Rachel: We identified underserved communities and participated in local events to meet people where they were.

Ann Marie also asked about the Performance Based Plan: I know this is Athen's second performance-based plan. What occurred since the last plan?

- Rachel noted that three projects were completed with federal funding sources since the last Plan, but we do not have data on their performance yet. But, we did have the previous year's ranking and current ranking based on recalibrated goals. Safety projects are still towards the top of the list.

Ann Marie asked a follow up question about the methodology for prioritizing projects in those communities.

- Rachel described the process, which included US census bureau mapping to identify certain communities. Every project went through an equity screening / Title VI screening and was assigned positive or negative points depending on its potential impact to those communities. Any projects that included access and would not include displacement received points. If there were potential displacements, the project received negative points. Rachel noted she did not think that any projects had negative points for this reason.

Attachments

- *TSC Meeting #4 Slide Deck*
- *Cost-Constrained Project List Comment Log (TSC)*



MACORTS
2050 Metropolitan Transportation Plan Update
Technical Subcommittee Meeting #4

July 29, 2024

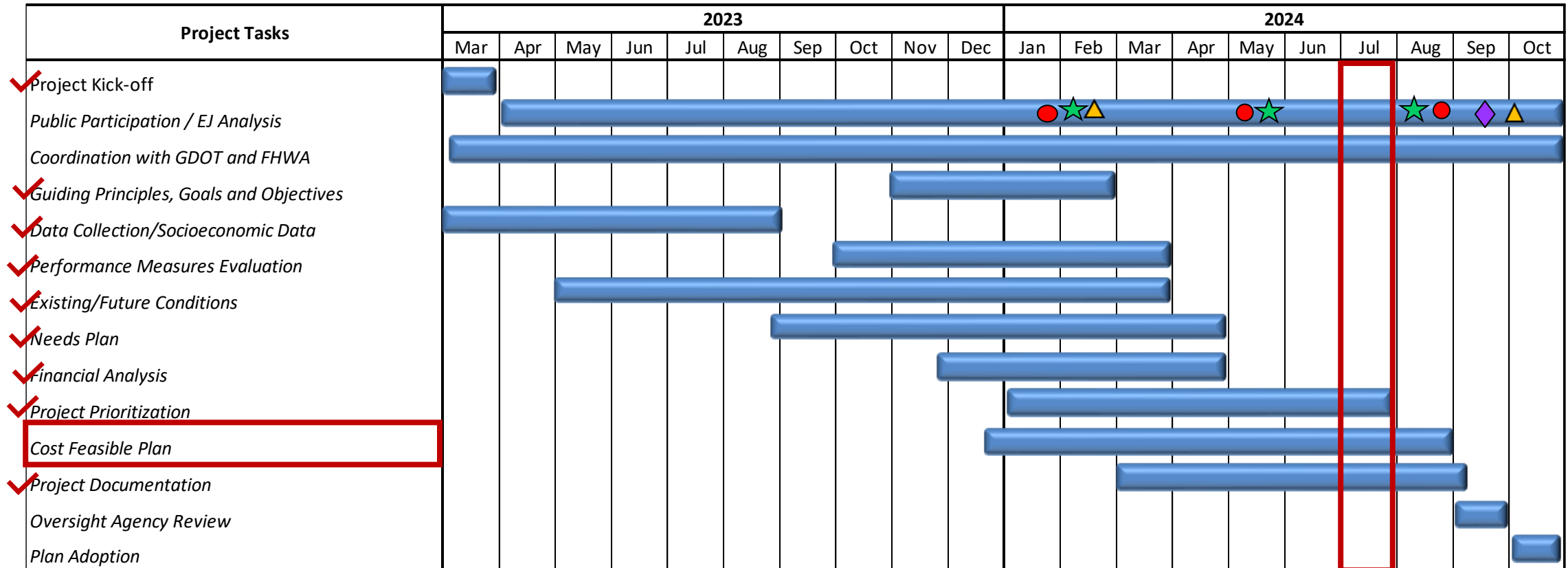
Meeting Agenda

- Project Status Update
- Review Comments and Draft Constrained Project List
- Reach Consensus and Endorse Final Project List



Study Overview & Schedule – MTP Schedule

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN SCHEDULE



*Schedule is subject to change

- Steering Committee Meetings
- ▲ Public Engagement Workshops
- ★ Technical Sub-Committee
- ◆ 30 Day Public Comment Period



Key Responsibilities

Technical Subcommittee – Key Responsibilities

Review and provide comment/guidance on the following project elements:

- ✓ Goals, objectives, and measures of effectiveness
- ✓ Existing conditions and needs assessment results
- ✓ Identification of projects for consideration
- ✓ Modal Considerations (Bike, Ped, Transit, Freight, Air)
- ✓ Project assessment and prioritization criteria
 - Prioritized and **cost constrained project list**
- ✓ Plan document





2050 MTP Draft Project List

2050 MTP Project List – TSC & Stakeholder Comments

Summary of changes and results

- 10 projects removed from MTP project list
- 4 projects / phases moved to Band 2
 - 3 submitted to GDOT for coordination
- 6 projects presented to TSC for concurrence
- Draft plan balanced with \$7 Million reserve maintained



2050 MTP Project List – TSC & Stakeholder Comments

- Oconee Project Removed (under construction or completed)
 1. 0009011: SR 53 Widening
 2. P-38: Oconee Traffic Signal Upgrade
 3. P-39: Oconee Traffic Signal Upgrades
 4. P-28: Hog Mountain Road Widening
 5. P-48: Simonton Bridge Road Widening
 6. P-60: Virgil Langford Road / Rocky Branch Road Widening
 7. P-96: Malcom Bridge Rd / Mars Hill Rd Intersection
 8. P-57: Union Church Rd Improvement Project
- Athens-Clarke Projects Removed (under construction or completed)
 1. 00122890: SR 10LP @ SR 10 IN ATHENS
 2. TSP-14: Tallassee Road Bridge Replacement



2050 MTP Project List – TSC & Stakeholder Comments

- Projects / Phases Moved to Band 2
 1. 0017185: SR 53 / Snows Mill Road Roundabout
 - PE and ROW Authorized, UTL and CST in Band 2
 2. 0017186: SR 53 / Rays Church Road / Malcom Bridge Road
 - ROW phase in TIP, UTL and CST in Band 2
 3. SP-26: Hawthorne Avenue and Oglethorpe Avenue Intersection Safety Improvements
 - PE Locally funded but not in the TIP
 4. P-19: Lexington Road Safety and Access Management
 - CST Phase brought into Band 2

Note: No projects can move to Band 1 until they are programmed in the TIP
(Coordination with GDOT on projects 1, 2, and 3 initiated by MACORTS)



2050 MTP Project List – TSC & Stakeholder Comments

Projects / Phases to be Discussed

1. Bring highest ranking Madison County project into the cost constrained list.
 - 0012902: SR 8 FM CR 228/DIAMOND HILL COLBERT TO CR 88/IRWIN KIRK RD Widening (37.95% in MACORTS)
 - Moved from unfunded to Band 2 (approximately \$17 Million)
2. TSP-1: Athens-Ben Epps Airport Access Road
 - Recommended to move from Band 2 to Unfunded
3. P-35: Jefferson River Rd. Safety Improvements
 - Recommended to move from Band 2 to Unfunded
4. B-01: Mitchell Bridge Rd Bridge Replacement over SR Loop 10
 - Recommended to move from Band 3 (unfunded) to Band 2
5. P-41 / P-51: SR 53 Widening from Hog Mountain to Elder and Intersection Improvement at Union Church Road
 - Recommended staging of projects but no funding available for either phase.



2050 MTP Project List – TSC & Stakeholder Comments

Technical Subcommittee Action

- Concurrence by verbal endorsement



Upcoming Activities & Next Steps

Next Steps

- Insert cost constrained project list into draft report and circulate to oversight agencies and MACORTS committees for review.
- Release draft plan for 30-day comment period (August 14th)
- Address comments and adopt plan before October 7, 2024



Upcoming Activities & Next Steps – Public Engagement

Public Engagement Schedule

	<i>JAN</i>	<i>FEB</i>	<i>MAR</i>	<i>APR</i>	<i>MAY</i>	<i>JUN</i>	<i>JUL</i>	<i>AUG</i>	<i>SEP</i>	<i>OCT</i>
STAKEHOLDERS COMMITTEE										
PUBLIC ENGAGEMENT										
TECHNICAL SUB-COMMITTEE										
PUBLIC COMMENT PERIOD										
GDOT/FHWA COORDINATION										

Note: Dates are estimated and subject to change





Questions?



MACORTS 2050 MTP Unconstrained Project List Comments Log

Log Legend:

- **Red text** indicates response or action taken
- **Yellow highlight** indicates action required

Verbal Comments from Chairman Daniell via teleconference on 7/18/2024

- 0017186 – PE is currently wrapping up and CST + UTL should be in Band I. CST is anticipated for 2026 but it has not made it into the TIP for those phases.
 - We will need to coordinate with GDOT to see if we can get an amendment completed before the plan adoption. If we are unable to get those updated in time, we will need to incorporate the CST and UTL into the Scenario B for post adoption implementation.
- 0017185 (P-50) ROW complete (locally funded) and certified by GDOT 30 days ago.
 - These are not in the current TIP and no Amendments or Admin Mods have been initiated. The anticipated let is September 2025 (PE authorized in 2021) – likely to be awarded before the MTP adoption so this is another opportunity to coordinate with GDOT to see if we can get the TIP updated before the adoption of the MTP.
- 0009011 - actively under CST will be done this year.
 - This project was removed from the cost constrained project list.
- Recommends the additional funding freed up by the adjustments be used to equitably balance investments to bring Madison County into the plan.
 - RS&H will review the prioritization criteria results and identify the highest ranked Madison County project for consideration by the TSC.
 - 0012902 Widening 6.54 Miles long with 2.6 Miles in MACORTS area (39.75%)

Written Comments from Jody Woodall via email on 7/18/2024

Here are some of my other comments from the document that I have access to:

1. Project 17 – 0017186 SR 53 at Rays Church Road roundabout. We anticipate right-of-way authorization in December 2024. I believe the current let date is June 2026. RW, UTL, and CST needs to move into Tier 1.
 - a. See comments and action steps above
2. Project 26 (0009011) Mars Hill Phase 2 widening. This project is currently under construction. I don't believe PE or RW will be needed in 2028-2050. UTL and CST will not be needed in unfunded. Any construction funds needed should be in the first tier.
 - a. Removed. See comments above.
3. Project 53 (P-39) – Signal Upgrades on Oconee Connector. We completed replacement of signal heads in FY 2024. This project can be removed from the list.



- a. Removed. Did not impact draft constrained list.
- 4. Project 64 (P-28) – Hog Mountain Road widening. We completed a shoulder widening in FY 2022 or 2023 and have received bids for a multi-use trail with construction possibly starting later this calendar year. I believe the two projects completes the County’s planned improvements. This project can be removed from the list.
 - a. Removed. Did not impact draft constrained list.
- 5. Project 69 (P-48) – Simonton Bridge Road widening. We widened the shoulders on this road in FY 2023. This project can be removed.
 - a. Removed. Did not impact draft constrained list.
- 6. Project 74 (P-60) – Virgil Langford Road/Rocky Branch Road widening. We completed a shoulder widening on Rocky Branch Road in FY 2023. This project can be removed from the list.
 - a. Removed. Did not impact draft constrained list.
- 7. Project 78 (PI 0017185) – SR 53 at Snows Mill Road roundabout. This project is in design, right-of-way has been acquired, and has a September 20, 2024 let date. This project needs to move into Tier 1.
 - a. This project is not in the TIP and not able to be moved into Band 1 without an amendment or administrative modification. It has been relocated to the cost constrained list in Band 2 underneath the Watkinsville Bypass and the PE and ROW phases have been removed.
- 8. Project 92 (P-96) – Malcom Bridge Road/Mars Hill Road intersection improvement. We installed a roundabout at this location a few years ago. This project can be removed from the list.
 - a. Removed. Did not impact draft constrained list.
- 9. Project 101 (P-57) – Union Church Road Improvement Project. We are constructing a roundabout at Union Church Road at New High Shoals Road with local funds possibly this fiscal year. This project can be removed from the list.
 - a. Removed. Did not impact cost constrained list.
- 10. Project 102 (P-41) – SR 53 Improvements from Union Church Road to Mars Hill Road. The limits of this project overlap the project limits of Project 67 SR 53 Widening from Mars Hill to Elder Road (P-51). Both are unfunded. The widening project would address the needs of this project. Would it make sense to leave this project as a mid-range project with the 4-lane widening being a long-range project?
 - a. In review. Both are unfunded in the draft list, therefore the scope of one project overlapping with another is not problematic. If one project does become funded, the other may need to be reassessed.



11. Project 113 (P-38) – Signal Upgrade project at Daniells Bridge Road and Hog Mountain Road. We completed a signal head replacement in FY 2024. This project can be removed from the list.

a. Removed. Did not impact the cost constrained list.

Comments received from Stephen Bailey 7/23/24

12. 00122890 Remove / move to TIP Band – This project is complete and people are driving on it

a. Removed from list and did not impact cost constraint. Confirmed CST authorized in 2023 via GDOT GeoPI.

i. <https://www.dot.ga.gov/applications/geopi/Pages/Dashboard.aspx?ProjectID=122890->

13. TSP-14 Remove from Project List – Locally funded and completed

a. Removed. Removed funding associated with this project freeing up additional resources for other projects.

i. [Tallassee Road Bridge Replacement | Athens-Clarke County, GA - Official Website \(accgov.com\)](https://accgov.com/tallassee-road-bridge-replacement)

14. TSP-1 Move to unfunded band – not a high priority for ACCgov

a. To be discussed with TSC for concurrence.

15. SP-26 Move into Authorized TIP Band – Federal Earmark Candidate.

a. Relocated into cost constrained band 2 while TIP amendments are prepared. Positioned directly under TIP funded projects awaiting PI number and official cost estimates for programming.

16. B-05 – Remove from list – Appears to be a redundancy with B-01 Mitchell Bridge Road Bridge Replacement over Loop 10

a. Reviewed shapefiles and records. Confirmed that this was not a duplicate entry and adjusted project name for clarity.

i. B-01: Mitchell Bridge over Loop-10

ii. B-05: Mitchell Bridge over Middle Oconee River

17. B-01 – Move into funded band - This bridge currently has planning funds through an FHWA Bridge Investment Program grant. Along with North Ave and Macon Highway bridges, this is one of the highest priority bridge projects for ACCGov. This bridge also currently separates a TSPLOST-funded Multi-Use Path from Timothy Road to Tallassee Road and is the biggest remaining obstacle to active transportation connectivity along this corridor.

a. To be discussed with TSC for concurrence.



18. P-35 – Move this project to unfunded band - This is a rural roadway section with relatively low volumes. There is already a TSPLOST 2018 project developing bike/ped facilities along a majority of this corridor. Therefore, the proposed P-35 (Jefferson River Road) is not a high priority.

a. To be discussed with TSC for concurrence.

19. P-19 - Move CST for this project into funded band - This is a high priority corridor (Lexington Hwy). Currently, portions of the mentioned Multi-use Path are already being constructed, using TSPLOST 2023 funds. Additional TSPLOST 2023 funding is being considered for safety improvements along the corridor.

a. Proposed Action: Corrections to authorized projects freed up funding and CST was included in the cost constrained plan. No reprioritization required.



Attachment D:

Round One Engagement Meeting Summaries



POP-UP EVENT SERIES SUMMARY

PUBLIC ENGAGEMENT ROUND ONE

MARCH 2024

Event Details

The project team facilitated a project booth at two community events in March 2024 to spread project awareness and promote the survey and collect input.

Pop Up #1: Oconee Little League Games

Thursday, March 21, 2024 | 6:00 – 8:00 PM
Bogart Sports Complex | Bogart, GA

Pop Up #2: Athens Farmers Market

Saturday, March 23, 2024 | 8:00 AM – 12:00 PM
Bishop Park | Athens, GA

A third event was initially scheduled for Saturday, March 23 in Madison County as part of the County's Spring Festival and Egg Hunt but was cancelled due to inclement weather. In order to ensure participation in the community, we increased email and digital distribution in the County to promote participation in the project survey and online mapping tool. This included an email campaign to County Departments and local organizations, including members of our stakeholder committee who represented various local organizations, the local Chamber of Commerce, and other local representatives.

Event Promotions

The project team managed a digital promotion campaign through local social media and news outlets in coordination with local Communications Departments including in Athens-Clarke, Madison, and Oconee County.

In addition, direct emails with event promotions were distributed for inclusion in newsletters and other media channels for the local Chambers of Commerce, Hispanic organizations, youth sports organizations, farmer's markets, University of Georgia (GA) Communications and Marketing publications, local media publications and online magazines, and more.

Purpose & Goals

Participating in community pop-up events enabled the project team to meet people where they are and interface with individuals who may not attend a typical public meeting.

The project team connected with community members to build project awareness, collect input on transportation priorities via fun and engaging activities, and encourage participation in various forms, including the project survey and online input map tool.

Booth Set-Up & Participation

The project team interacted with over 100 community members during these events, which attracted a wide array of the community, from youth to seniors, families to individuals, English and Spanish speakers, and a variety of backgrounds. This enabled us to hear

Project booth staff tracked participation numbers using tally counters. Four project team members staffed each event, which enabled us to maximize outreach and one on one or small group



conversations. Each booth included a table with several project handouts, two large informational displays on the project background and upcoming engagement, an interactive prioritization exercise for all ages, tablets for a short-form survey, and giveaways.

At the Oconee Little League event, the MACORTS 2050 MTP Update booth was located on a quad between four baseball fields, near the concession stand. At the Athens Farmers Market, the booth was located in a high foot-traffic area near the entrance to the market.



Interactive Activities

Prioritization Exercise

An interactive prioritization exercise was conducted to collect input and gain insight into community needs and priorities related to transportation. As part of the project booth, 11 jars were set up on the table, each representing one of the major project types (or transportation investments) considered for the 2050 MTP project list (along with an “other” option). Participants were allotted five marbles and asked to place one in each of the jars representing the types of transportation projects they felt were most important to focus on. This exercise reflected one of the survey questions, and results will be integrated into the survey response summary as well.





PRIORITIZATION ACTIVITY RESULTS

The following table presents the results of the prioritization activity conducted during the pop up events.

The top five priority areas include:

1. Bicycle lanes and trails
2. Sidewalks
3. Transportation system maintenance
4. Traffic operations (i.e., turn lanes, signals, etc.)
5. Transit service

Area of Project Funding	# Votes	Rank
Improve bicycle lanes and trails	42	1
Improve sidewalks	39	2
Improve transportation system maintenance	29	3
Improve traffic operations (i.e., turn lanes, signals, etc.)	18	4
Expand/enhance transit service	17	5
Improve regional highway infrastructure	16	6
Improve roadway aesthetics (landscaping, lighting, signage, etc.)	11	7
Construct major new roadways	10	8
Widen existing roads	10	9
Construct facilities specifically for heavy trucks	8	10
Other	1	11

Community Survey

A project survey was conducted between February and March 2024. The project team promoted the survey and online input map at these events. All survey content was available in English and Spanish and digital and printed formats. Participants had the option to take a survey using a tablet or could scan a QR code to take the survey on their phone. Hard copy surveys were also available in both languages.

Giveaways

In addition to the input activities, visitors also had a chance to spin a wheel for a prize (candy & toys), which served as a great attractor to the booth. Once a visitor spun the wheel and selected their prize, the project team introduced them to the project and encouraged them to participate in the prioritization exercise and project survey. This proved to be a useful way to engage children and youth while also sharing project information with parents and others.



Key Takeaways

Participating in local events enabled the project team to engage residents and visitors of all ages and backgrounds. The following summarizes feedback collected through conversations at the project booth and responses to the prioritization activity.

- Community members were highly supportive of enhanced multimodal infrastructure, including improved bicycle lanes, trails, and sidewalks. Projects to improve roadway aesthetics also proved popular.
- Improving traffic operations and transportation system maintenance received moderate support, as did expanded or enhanced transit service and improved regional highway infrastructure.
- New major roads, road widenings, and new heavy truck facilities were relatively unpopular.
- Some individuals provided specific feedback, which is noted below:
 - A need for more or improved sidewalk infrastructure, especially around schools and connecting to adjacent neighborhoods (e.g., Dove Creek Elementary and Middle Schools)
 - The need for a four-way stop or roundabout at the intersection of Fowler Drive and Freeman Drive.
 - A desire for more roundabouts in general in residential areas.
 - A concern about safety on the overpasses along 316 undergoing reconstruction.
 - Safety concerns at the Jamestown Boulevard and Hog Mountain Road intersection
 - The need for a light to the left when exiting GA-10 onto Tallassee Road.
 - Interest from multiple people in high-speed rail options for Athens.





Photos





Attachment E:

Round Two Engagement Meeting Summaries



OPEN HOUSE SERIES SUMMARY

PUBLIC ENGAGEMENT ROUND TWO

AUGUST – SEPTEMBER 2024

Event Details

The second round of engagement took place Tuesday, August 20, 2024, as a series of three open house style events. One Open House was facilitated in each County (Athens, Madison, Oconee) over the course of the day, with a meeting in the morning, afternoon, and evening. Across the three meetings, 14 people recorded their attendance by signing in.

The open house meeting format enabled members of the community to drop in anytime during the meeting timeframe to review educational project materials and draft recommendations and speak with the project team. The same information was provided at each event, so community members can attend the one most convenient to them.

Draft 2050 Metropolitan Transportation Plan (MTP) documents, including the cost-constrained project list and draft plan, were also accessible online through the project webpage and in print at County offices for the duration of the 30-day public comment period between August 14, 2024, and September 13, 2024.



OPEN HOUSE SERIES

1

Tuesday, August 20
9:00 – 11:00 AM

Athens Clarke County
Planning Department Auditorium

2

Tuesday, August 20
1:00 – 3:00 PM

Madison County
Senior Center

3

Tuesday, August 20
5:00 – 7:00 PM

Oconee County
Community Center

Event Promotions

The project team managed a digital promotion campaign through local social media and news outlets in coordination with local Communications Departments including in Athens-Clarke, Madison, and Oconee County. Press releases and newspaper ads were also published through each County's online and printed news organs.

Additionally, direct emails with event promotions were distributed for inclusion in newsletters and other media channels for the local media publications and online magazines, and other organizations. The Stakeholder Committee and Technical Subcommittee were also asked to help distribute promotions within their networks. Finally, an email campaign was circulated to the project outreach list which included about 147 subscribers.





Purpose & Goals

The Open House series served to spread awareness about the 2050 MTP public comment period and provided an opportunity for the community to review and comment on the draft plan and preliminary recommendations. The public comment period kicked off August 14 and extended through September 13, 2024. The Open House events were strategically scheduled at the onset of this period, to help spread awareness about the input opportunity and allow adequate time for the community to review and comment.

Education & Input Stations

Each meeting was organized into a series of educational and input stations, which included information presented on boards, project handouts, comment forms (English and Spanish), and printed versions of the draft 2050 MTP. In addition, key stations included Project Orientation, MPO 101 // MTP Funding & Revenues 101, Project List Review, and 2050 MTP Review & Comment.

All meeting materials including these meeting boards were also available on the project webpage, so that those who were unable to attend an in-person meeting could review the materials online.

WELCOME & SIGN-IN TABLE

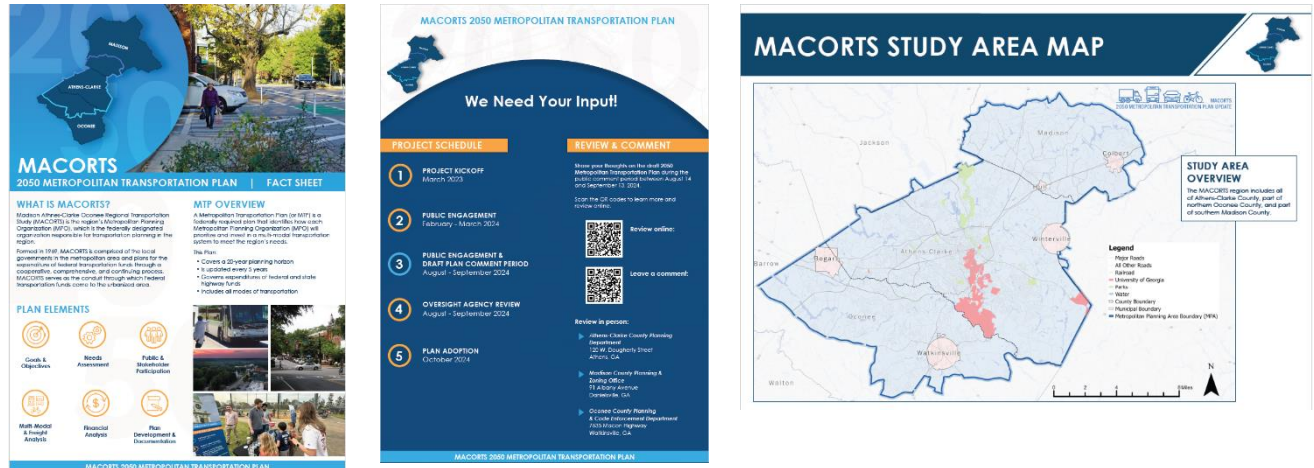
Upon entering the meeting, attendees were asked to sign in and given a brief overview of meeting materials and stations by a project team member. Flyers and comment forms were also available.





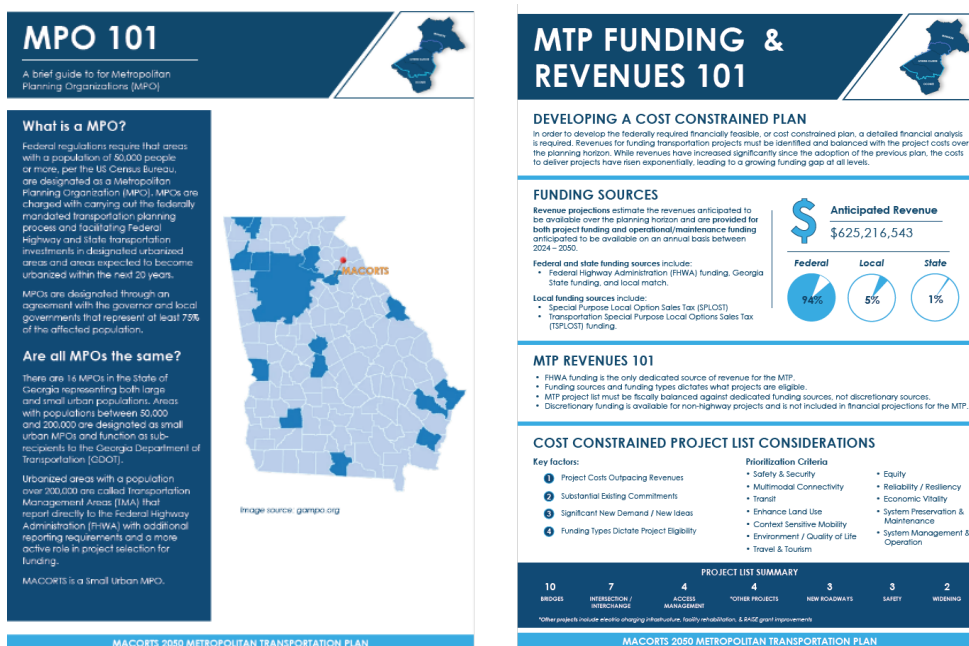
STATION 1: PROJECT ORIENTATION

This station provided a high-level project overview which included background on MACORTS, and overview of the MTP, key Plan elements, project schedule, and links to review and comment online on the draft 2050 MTP. In addition, this station presented a map of the study area that provided context for the MACORTS boundaries, local municipalities, and institutions such as the University of Georgia campus.



STATION 2: MPO 101 // MTP FUNDING & REVENUES 101

The next station detailed what Metropolitan Planning Organizations (MPO), and how they are defined and organized across Georgia. Another board broke down MTP funding and revenue sources for MACORTS, which provided the framework for the development of the preliminary cost-constrained project list.



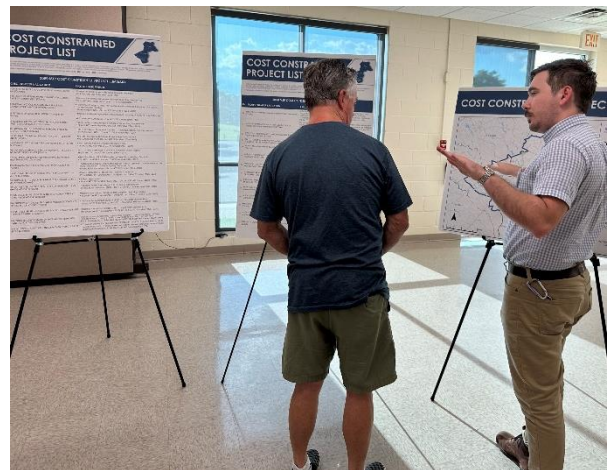
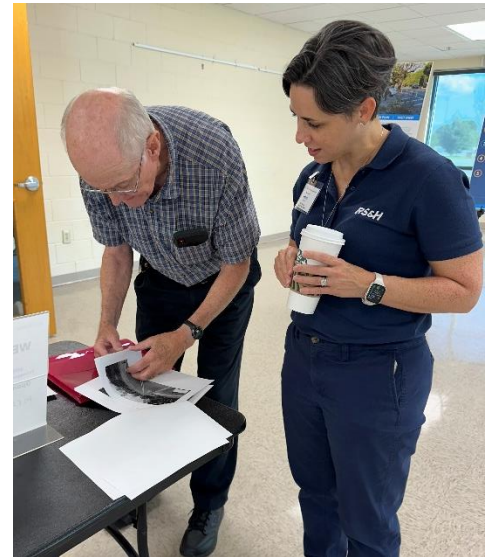
The third station presented the cost-constrained project list and project map. This station was most popular with attendees, who asked questions to the project team about specific projects, project prioritization, and project components.

STATION 4: 2050 MTP REVIEW & COMMENT





Photos





August 20, 2024

5:00 – 7:00 pm | Oconee Community Center

[illegible]



August 20, 2024

5:00 – 7:00 pm | Oconee Community Center

[illegible]



Attachment F:

Project Survey & Map Input Tool Summaries



PROJECT SURVEY & MAP INPUT SURVEY SUMMARY

Input Period: February 5 – March 31, 2024

Overview

The project survey was conducted between February 5 – March 31, 2024 to allow community members throughout the study area the opportunity to provide feedback regarding their concerns and ideas related to transportation. In total, the survey collected 321 responses, including both English (317) and Spanish (4).

In addition to standard survey questions, there was also a mapping component that enabled participants to provide site-specific feedback. The map tool contained a welcome message and instructions in both English and Spanish. A total of 101 points and 93 comments were submitted through the map input tool.

Feedback collected through the survey and map input tool provided insight into community perspectives which will help to confirm and refine the technical analysis and ultimately inform preliminary recommendations and determine how to prioritize transportation investments across the MACORTS study area to improve the transportation network.

Survey Promotions

The survey was promoted across the study area in coordination with communication partners in Athens Clarke, Oconee, and Madison Counties. The multimedia campaign to promote participation in the survey included social media posts, press releases, flyers, and local newsletters and media outlets.

Survey Summary

The survey was comprised of 19 questions organized into two main sections: *Transit and Transportation Preferences and Priorities* and *Tell Us About Yourself*. In addition, the survey opened with a project background section and map of the study area to orient the participant to the project and to provide an introduction into the type of input needed.

A brief summary of responses for each question is depicted in an output graphic in the sections that follow. When applicable, a table presents responses for open-ended comment opportunities. All comments presented in the tables are an exact transcript, and the planning team has not made any adjustments for spelling or grammar. Responses from the Spanish survey are also summarized in the description for each question where applicable, but it should be noted that most of the Spanish surveys were only partially completed, with most responses limited to the demographics section.

Key survey response highlights include:

- Higher conflict areas appear in more urban areas, especially central/downtown Athens, where several comments were related to safety, congestion, and more.
- Improvements to sidewalks, bike lanes, and trails are a common priority across the study area
- Priorities and perspectives on transportation opportunities vary between Athens-Clarke County and Oconee/Madison Counties
- Improvements for access management interventions and traffic flow are common needs throughout the region.



Transit and Transportation Preferences and Priorities

This section of the survey focuses on obtaining insight into how community members experience the transportation network, identifying challenges and opportunities, and understanding community priorities on transportation.

1. How often do you commute to work/school by the following modes of transportation?

Figures 1a – 1i detail commuting trends for different transportation modes including walking, bicycling, driving a motorcycle, driving a car, carpooling, taking a bus, taking a taxi or ride share service, or taking a limited mobility service. Another response for teleworking was provided for those who work or attend school remotely.

The majority of respondents drive alone when commuting to work or school. However, about 20 percent engage in carpooling at least once a month. There are also a significant number of people that work from home with approximately 25 percent working from home daily or 1-2 times a week.

Survey participants were also able to choose “other” as a response and were asked to specify this choice. Table 2 in the Appendix below provides a transcript of those responses.

Figure 1a. Walk

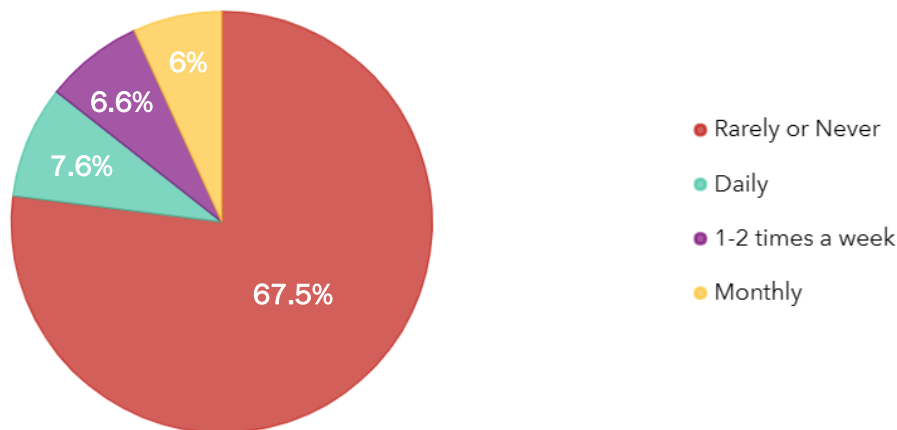




Figure 1b. Bicycle

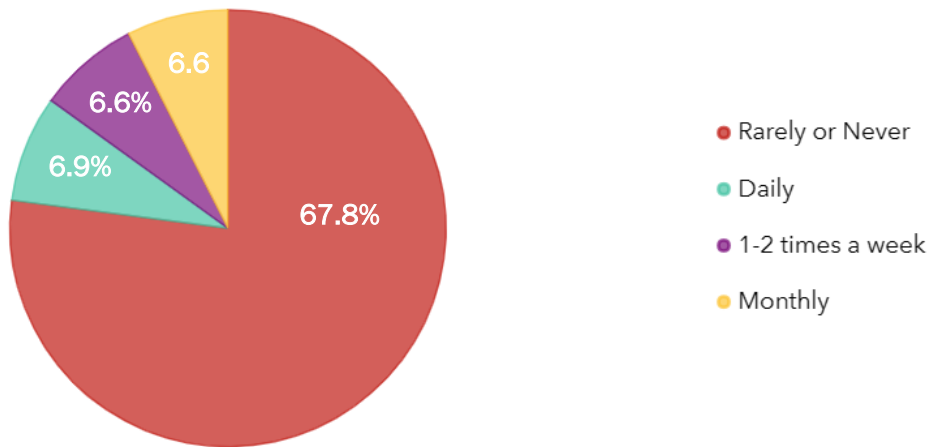


Figure 1c. Electric Scooter / Motorcycle

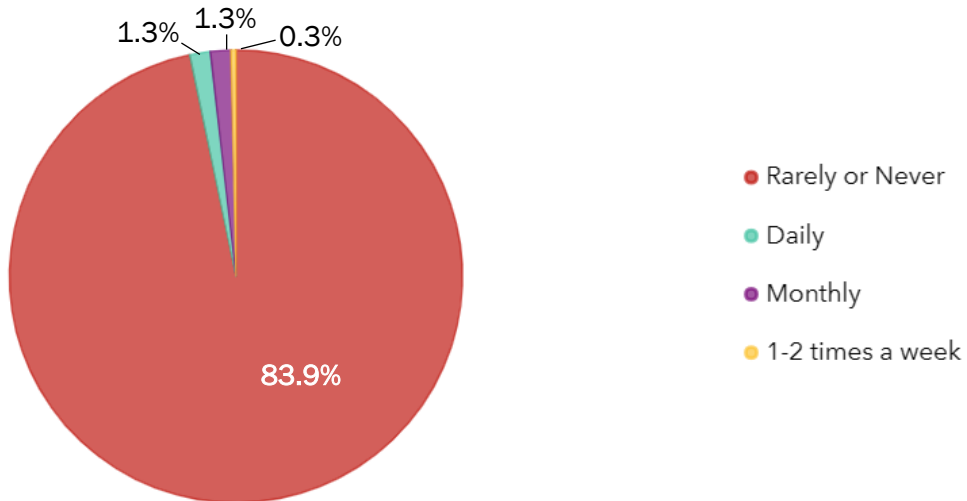


Figure 1d. Drive (Alone)

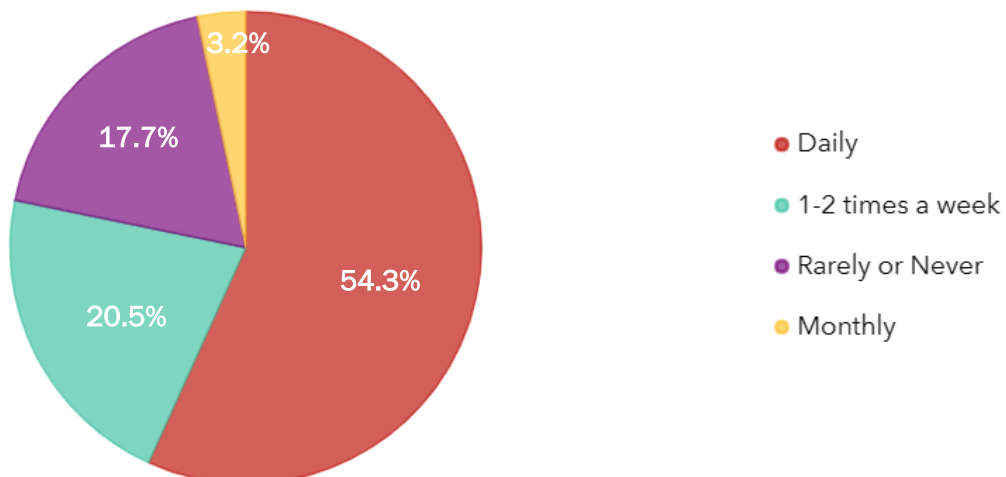




Figure 1e. Drive (Carpool)

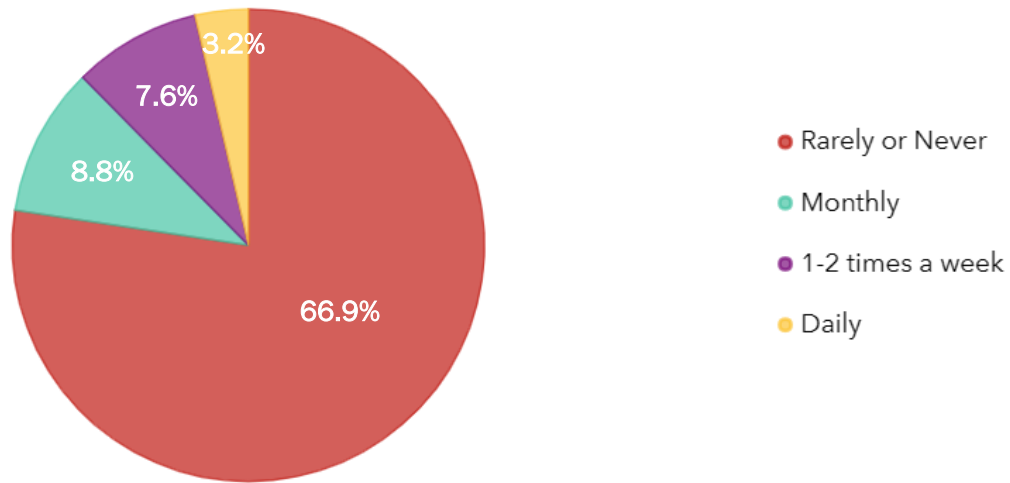


Figure 1f. Bus

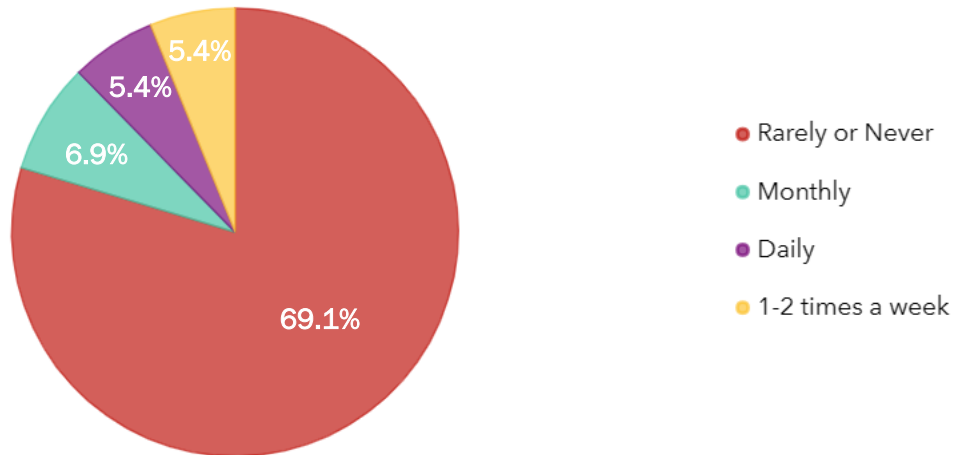


Figure 1g. Taxi/Uber/Lyft

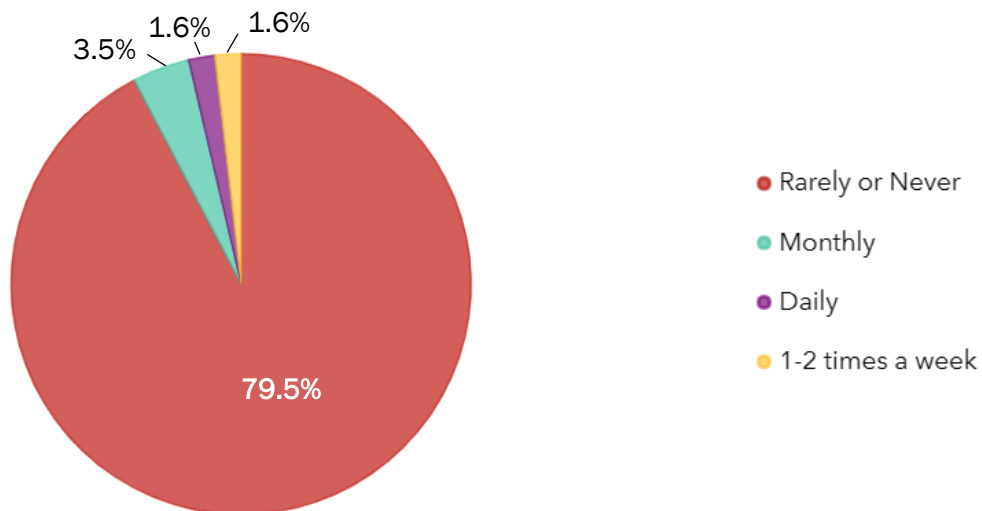




Figure 1h. Specialized Transportation for Limited Mobility

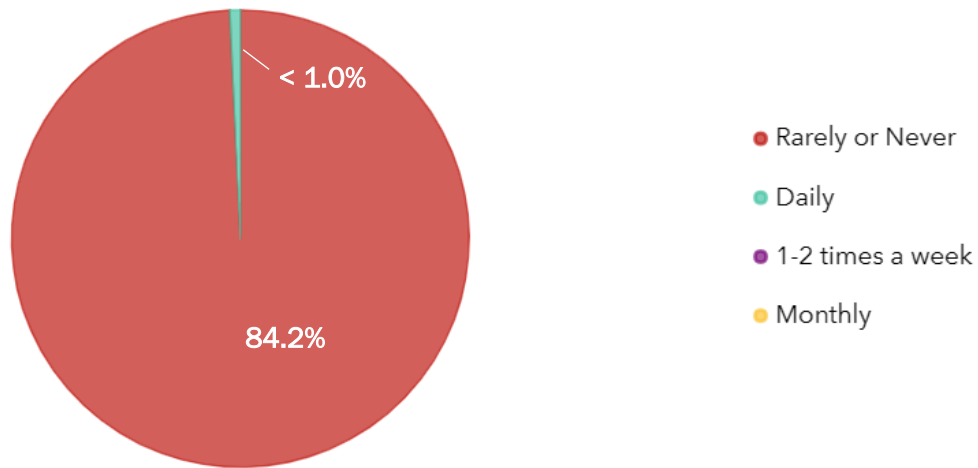
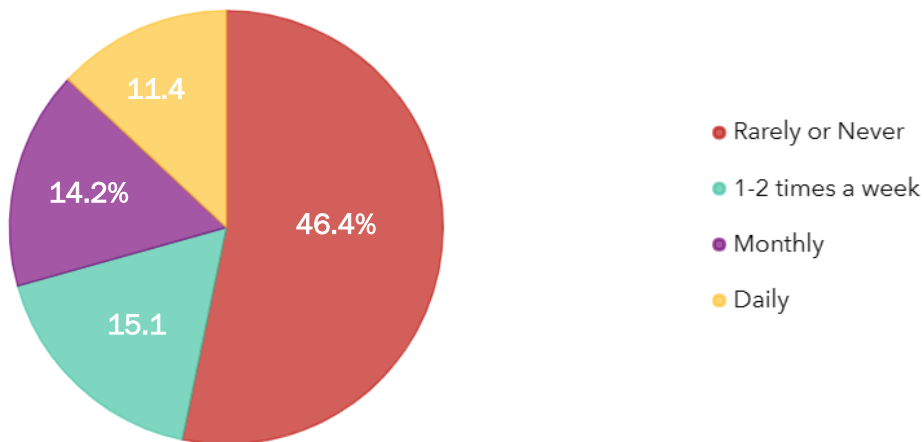


Figure 1i. Telework / Attend School Virtually

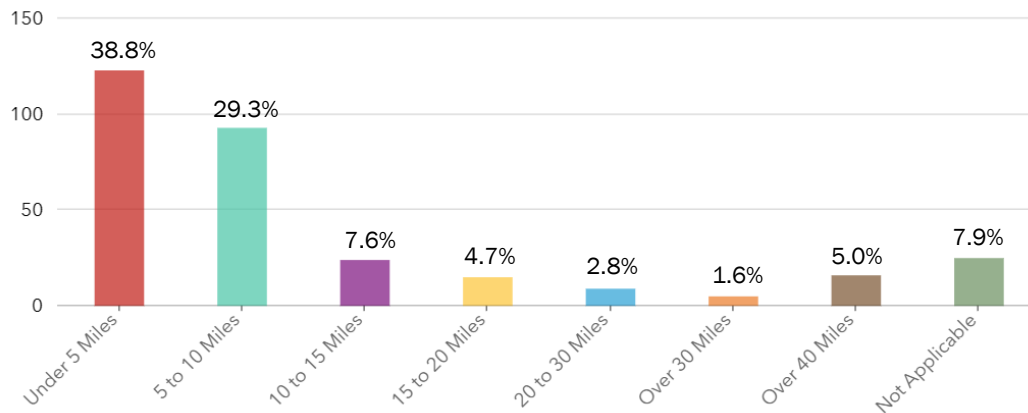




2. Approximately how many miles do you travel (one-way) to work/school?

As indicated in Figure 2, The majority (68 percent) of respondents only travel 10 miles or less when commuting to work or school, while about 5 percent travel over 40 miles one way. Shorter commute distances may indicate local commutes between home and work or school are more common than longer, regional commutes.

Figure 2. Distance Participants Travel (one-way) to Work or School



3. How often do you use the following modes of transportation to places other than work/school (shopping, visiting friends, etc.)?

The Figure 3 series that follows reviews preferred transportation modes to places other than work or school, such as shopping, running errands, visiting friends, etc. Driving (alone or carpool) is the most common transportation mode among respondents, while walking is also common. Electric scooters and specialized transportation for limited mobility are used the least by respondents.

Figure 3a. Walk

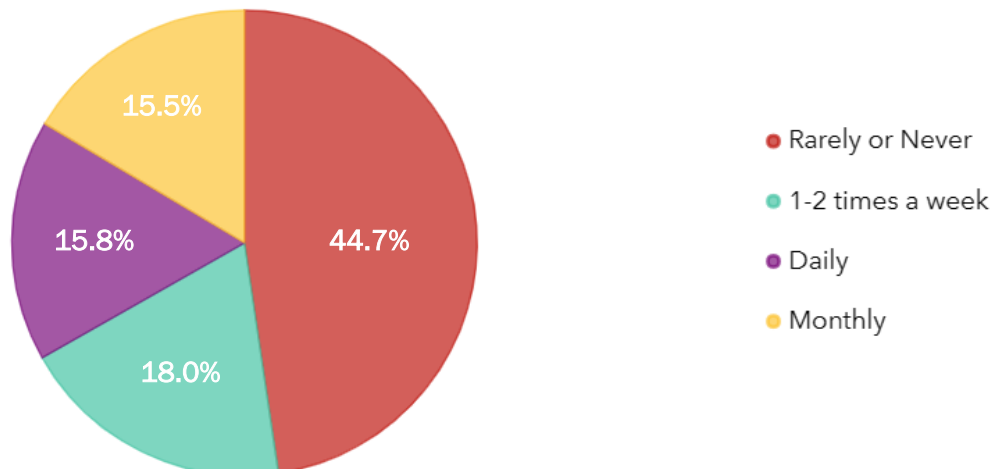




Figure 3b. Bicycle

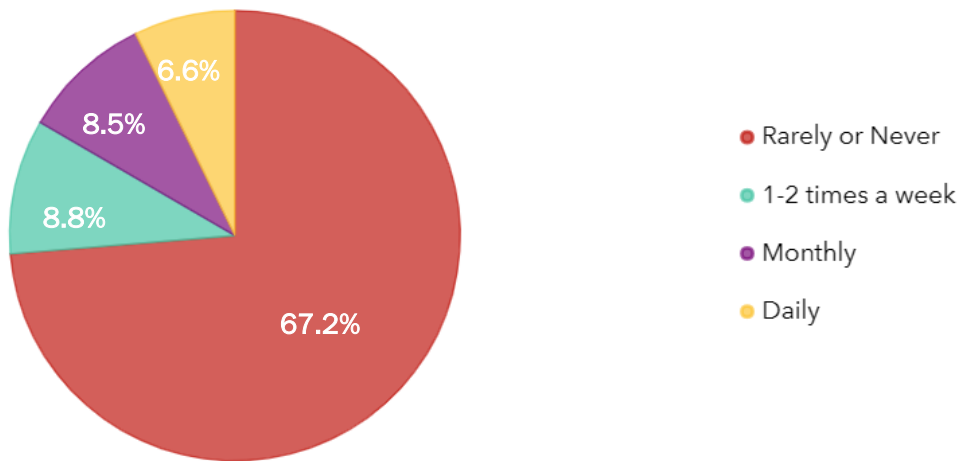


Figure 3c. Electric Scooter / Motorcycle

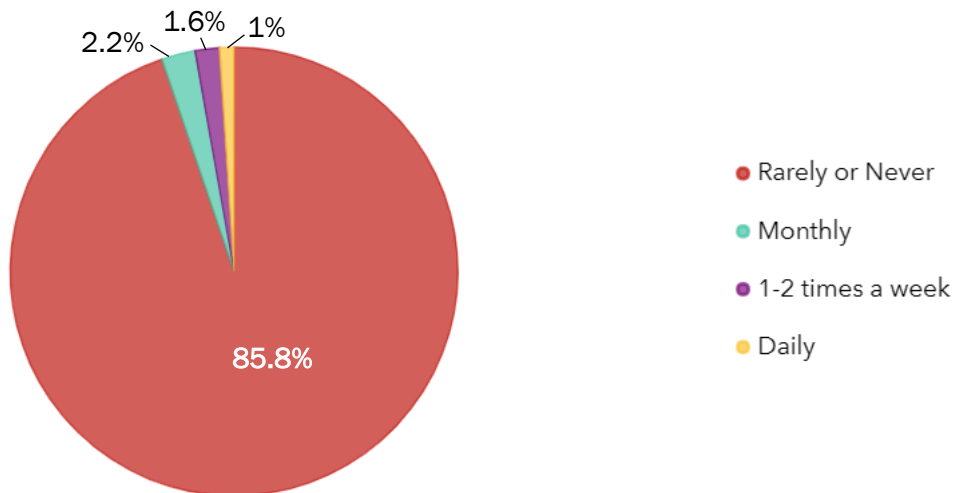


Figure 3d. Drive (Alone)

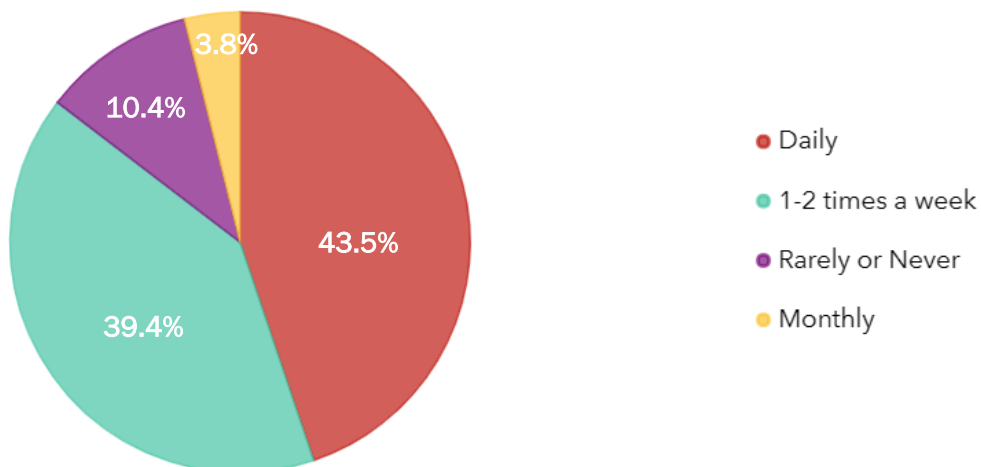




Figure 3e. Drive (Carpool)

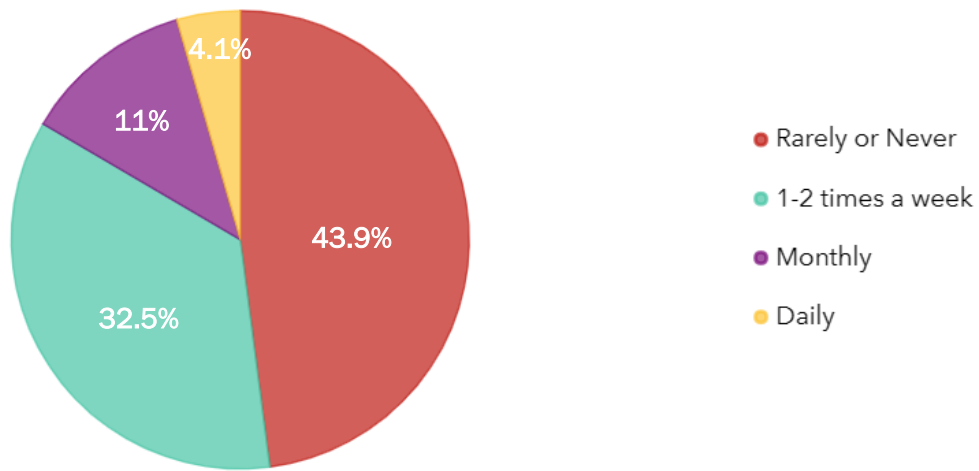


Figure 3f. Bus

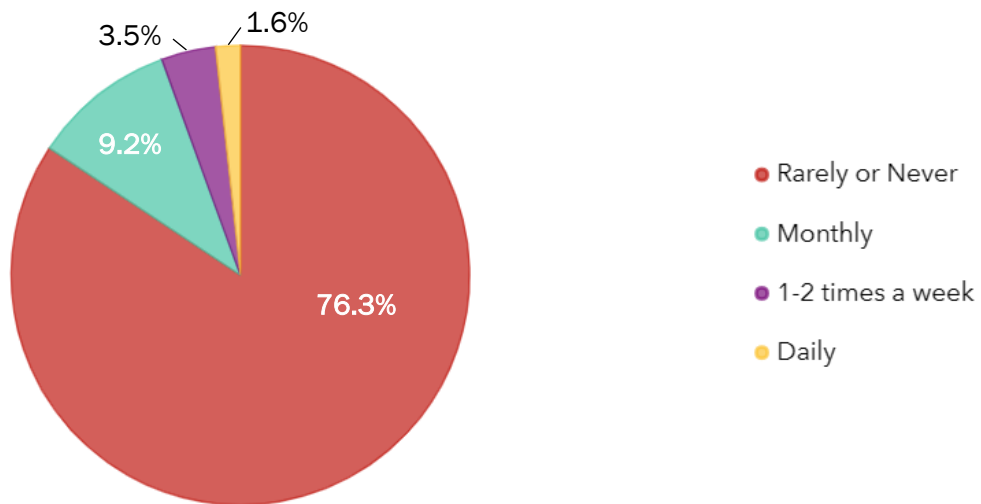




Figure 3g. Specialized Transportation for Limited Mobility

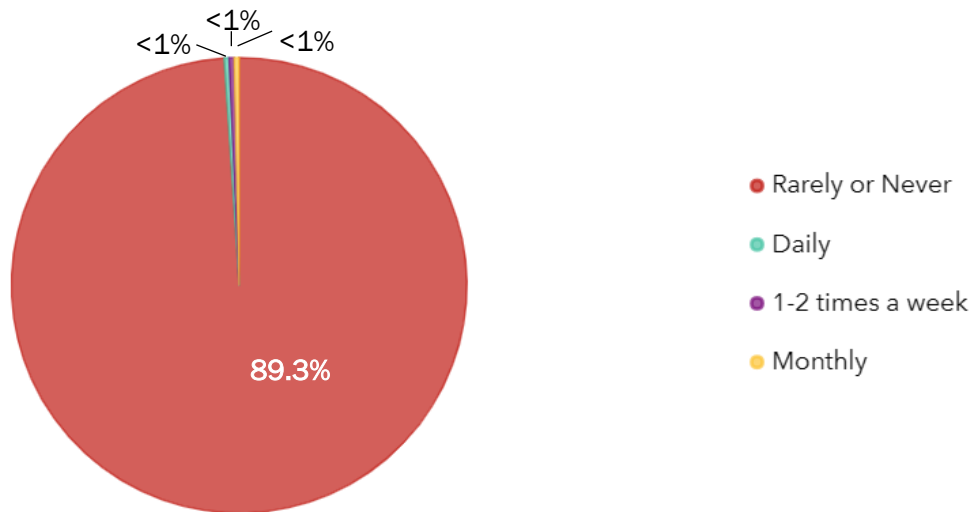
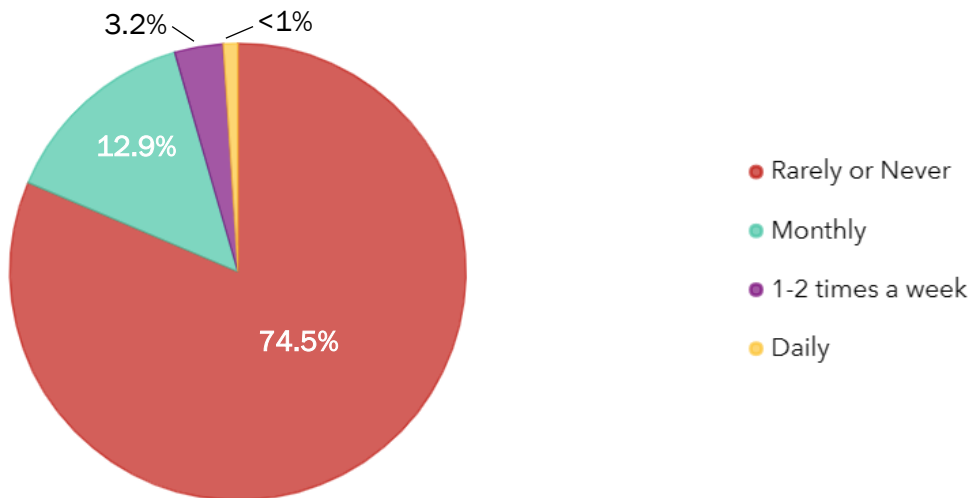


Figure 3h. Taxi / Uber / Lyft

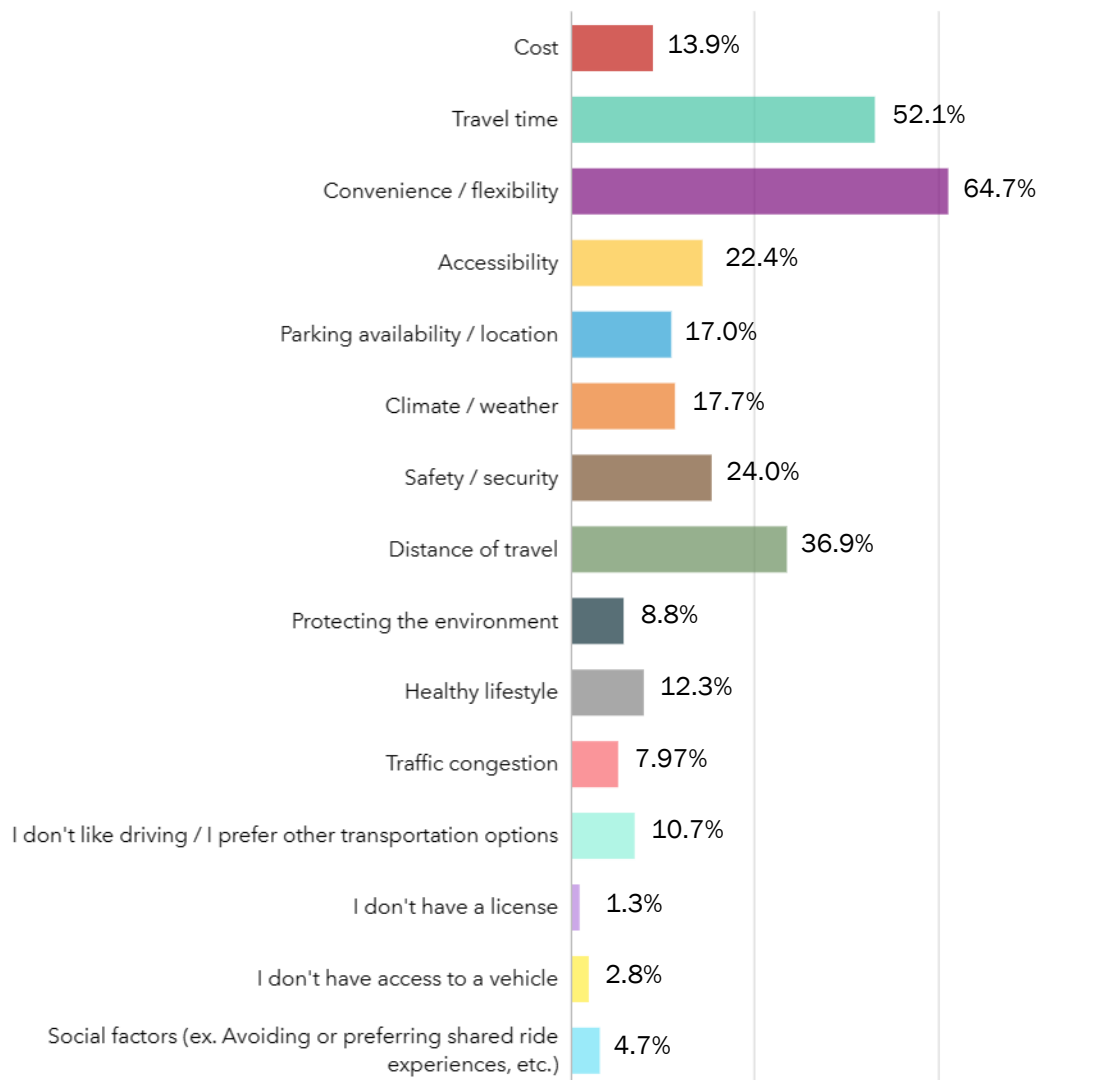




4. What most determines your mode of transportation?

The majority of respondents – over 64 percent – chose *convenience/flexibility* as the primary determining factor for the type of transportation they use. The other major factors include *travel time* (52 percent), *distance of travel* (37 percent), *safety/security* (24 percent), and *accessibility* (22 percent). [Figure 4](#) provides a full breakdown of various factors that may influence a decision to use one form of transportation over another.

Figure 4. Determining Factors for Choosing Transportation Modes





5. Thinking about existing modes of transportation and related infrastructure, rate on scale of 1 to 5 their current quality by circling a number. 1 is poor, 5 is excellent.

The Figure 5 series presented below summarizes the ratings of the five different transportation mode options from 1 (poor condition) to 5 (excellent condition). The highest rated transportation mode or infrastructure was *Interstates and Highways*. *Roads and Streets* and *Signs and Signals* were rated 3 by most respondents. Three of the five mode options/infrastructure types received majority ratings of 2, including *Public Transportation (Transit)*, *Pedestrian Infrastructure*, *Bicycle Infrastructure*, which represented the lowest ratings across all modes.

Figure 5a. Interstates / Highways

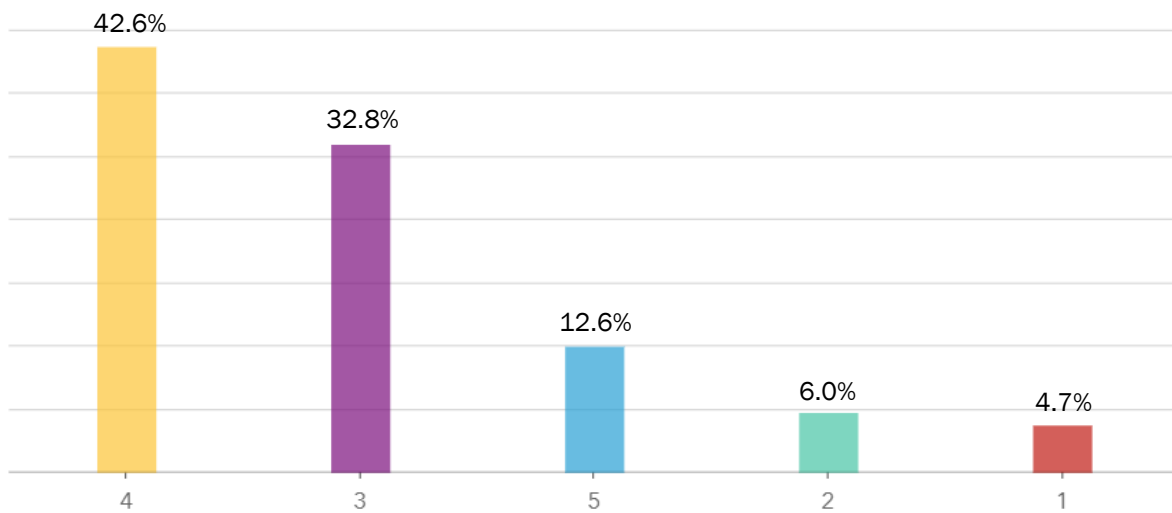


Figure 5b. Roads and Streets

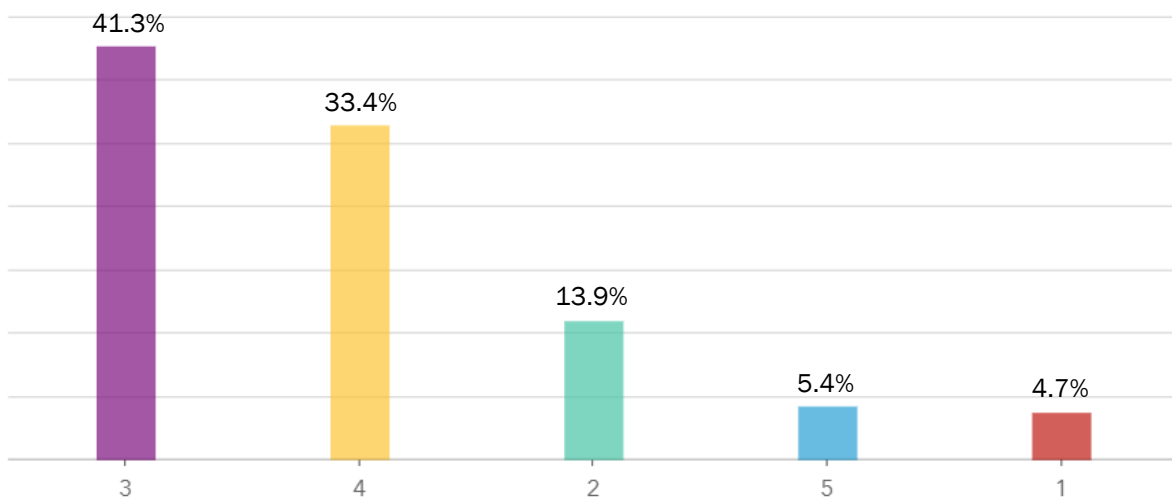




Figure 5c. Public Transportation (Transit)

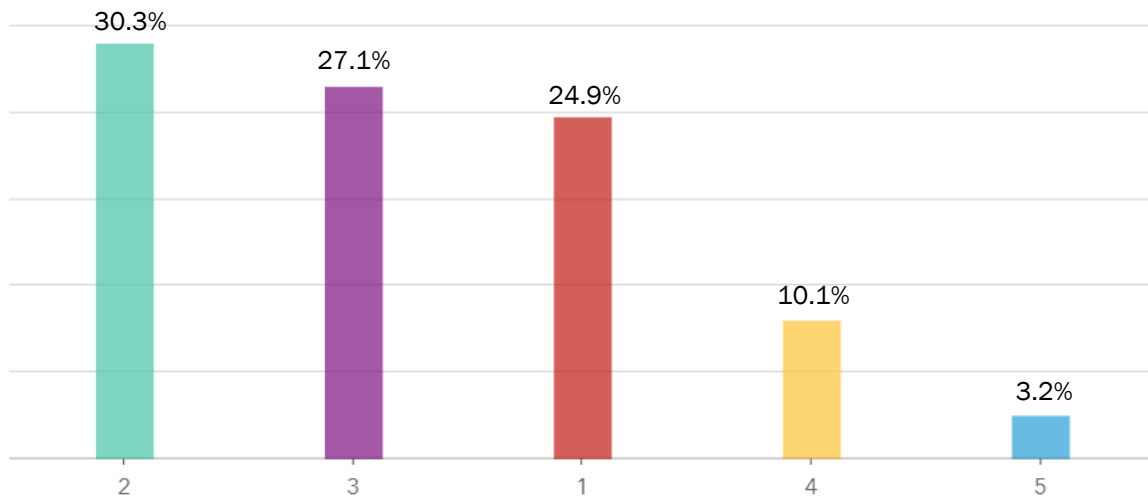


Figure 5d. Pedestrian Infrastructure: sidewalks, pedestrian signals, shared multi-use paths

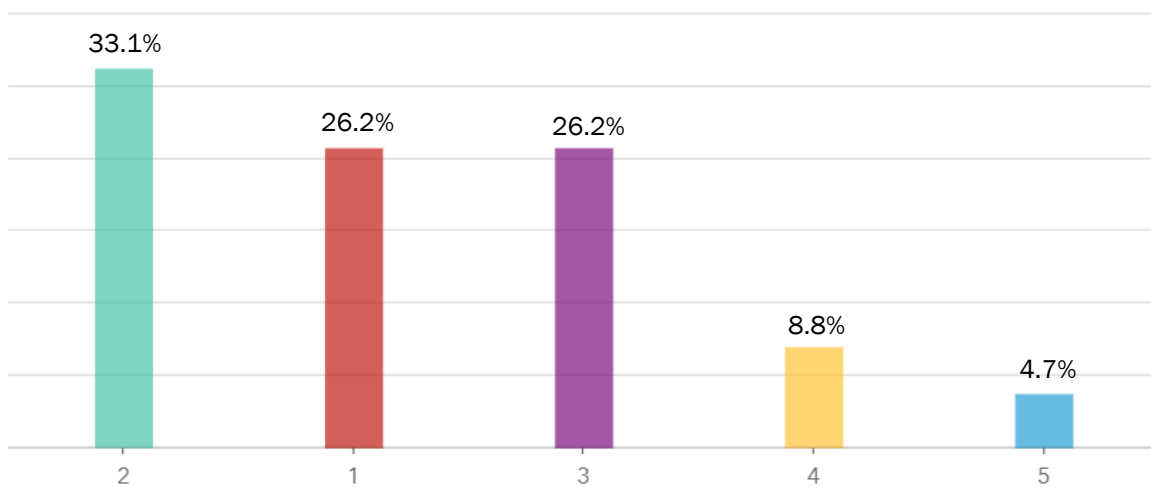


Figure 5e. Bicycle Infrastructure: one-road bike lanes, designated bike routes, bike racks/storage

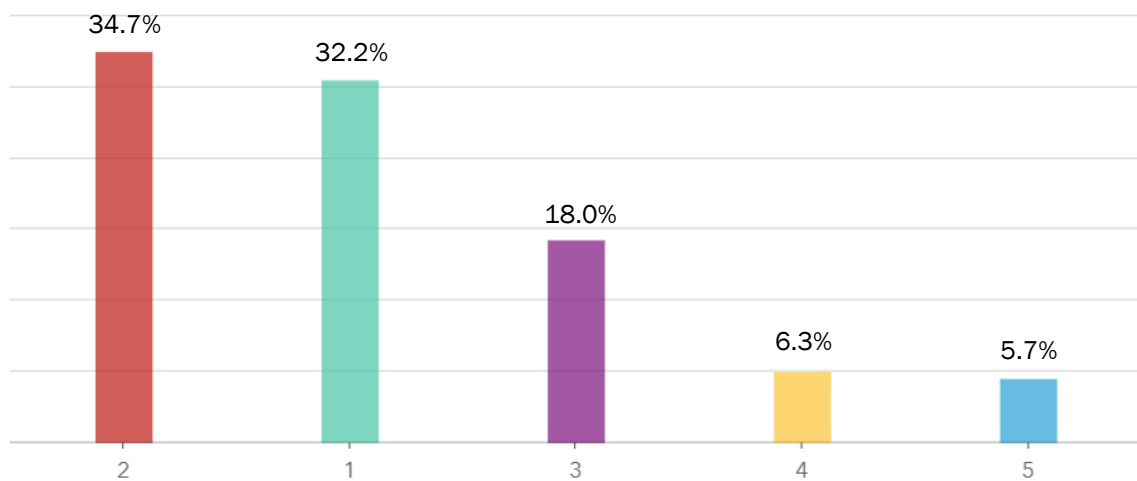
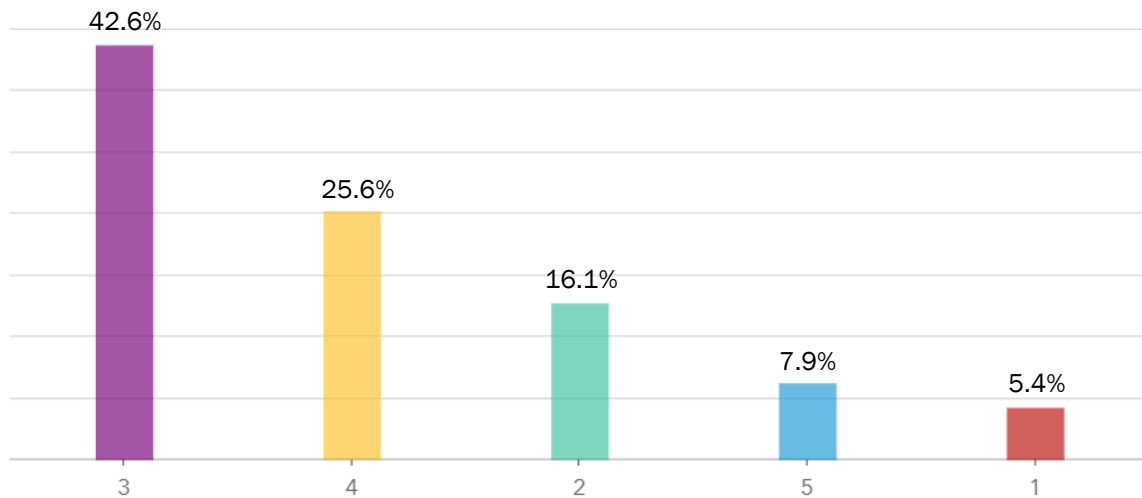




Figure 5f. Signs, Signals (Traffic Lights, Directional Signs, etc.)



6. If you rarely bike, walk, or use public transit, please choose all the reasons that apply.

The responses in the Figure 6 series that follows depicts the percentages of respondents who selected the options since participants were able to select multiple answers. Open ended responses, such as those for “other,” are provided in the [Appendix](#). Reasons for not using certain types of transit varied across each transit mode as noted in the Figure 6 series.

As illustrated in [Figure 6a](#), respondents indicated the main reason they avoid riding a bike is related to safety and security (54.6 percent). Other top reasons that deter respondents from riding a bike include trip distance (33.8 percent) and lack of connections (30 percent). Some participants provided other reasons such as physical abilities or age or not owning or having access to a bicycle as key factors that limit their ability or desire to ride a bike.

[Figure 6b](#) depicts top reasons that participants may choose not to walk. Most respondents noted distance of travel, safety, and travel time as key reasons they choose other modes over walking.

As depicted in [Figure 6c](#), respondents indicated key reasons they tend to not choose public transit is due travel time and lack of connections, while others noted limited bus frequency and reliability as well.



Figure 6a. Bike

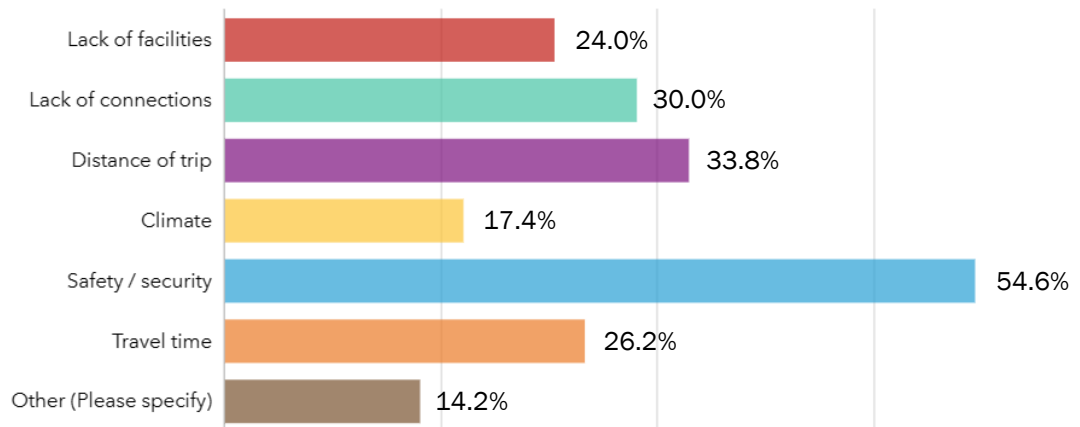


Figure 6b. Walk

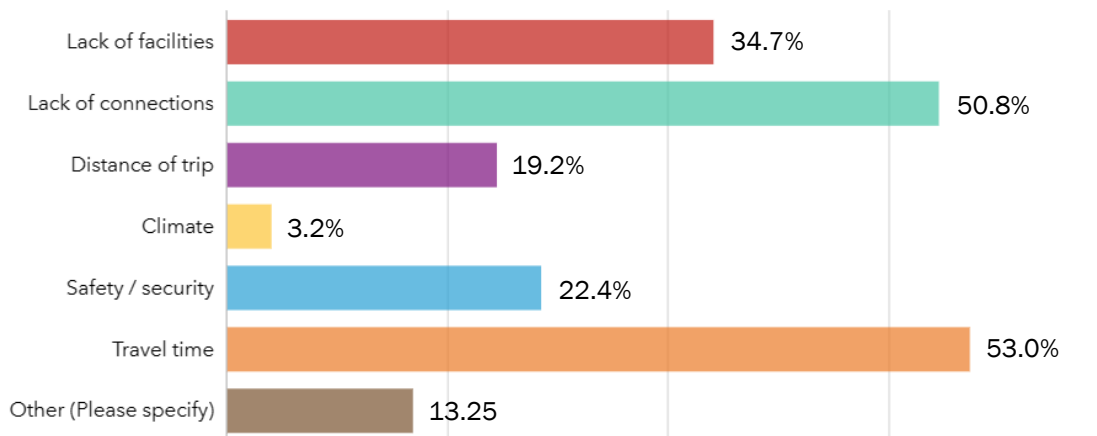
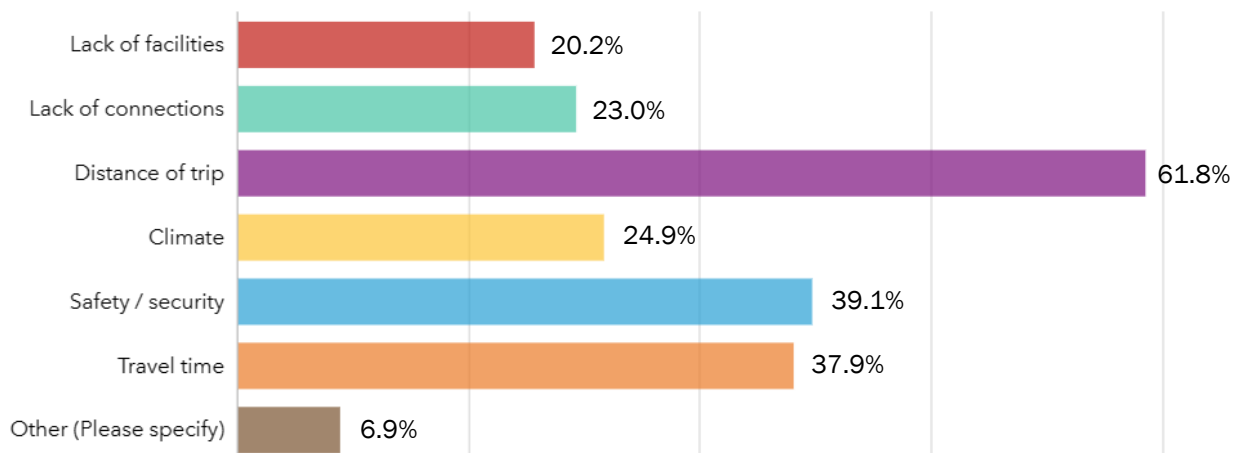


Figure 6c. Public Transit

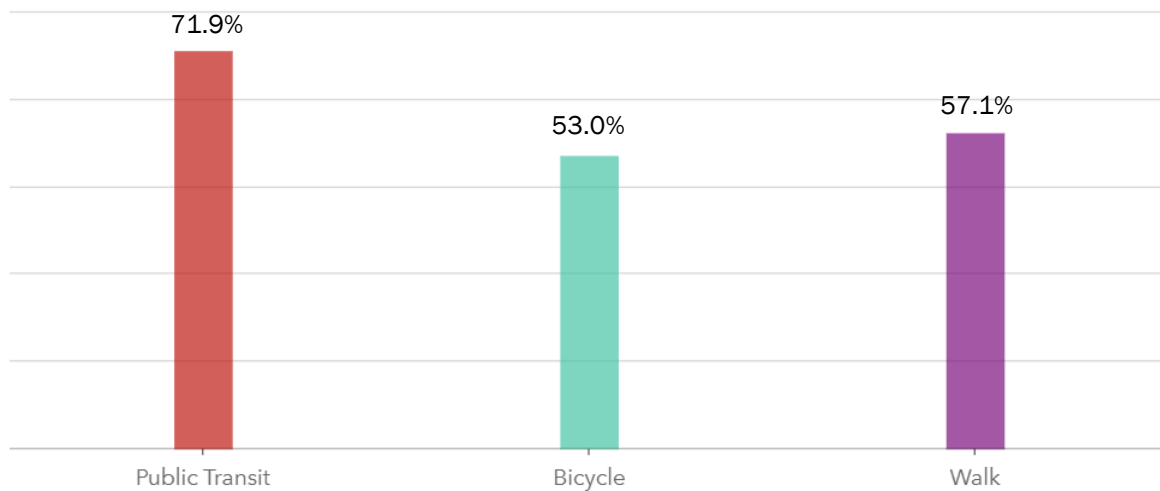




7. If the related infrastructure was improved, would you use any of the following forms of transportation?

Generally, survey participants indicated they would be willing to use all three transportation modes (public transit, bicycle, walking) more with related improvements. Respondents were able to select multiple modes and over 71 percent indicated they would be more willing to use public transit if facilities and infrastructure were improved. Similarly, 53 percent of respondents noted they would be more likely use a bike while 57 percent selected walking.

Figure 7. Transportation Mode Use

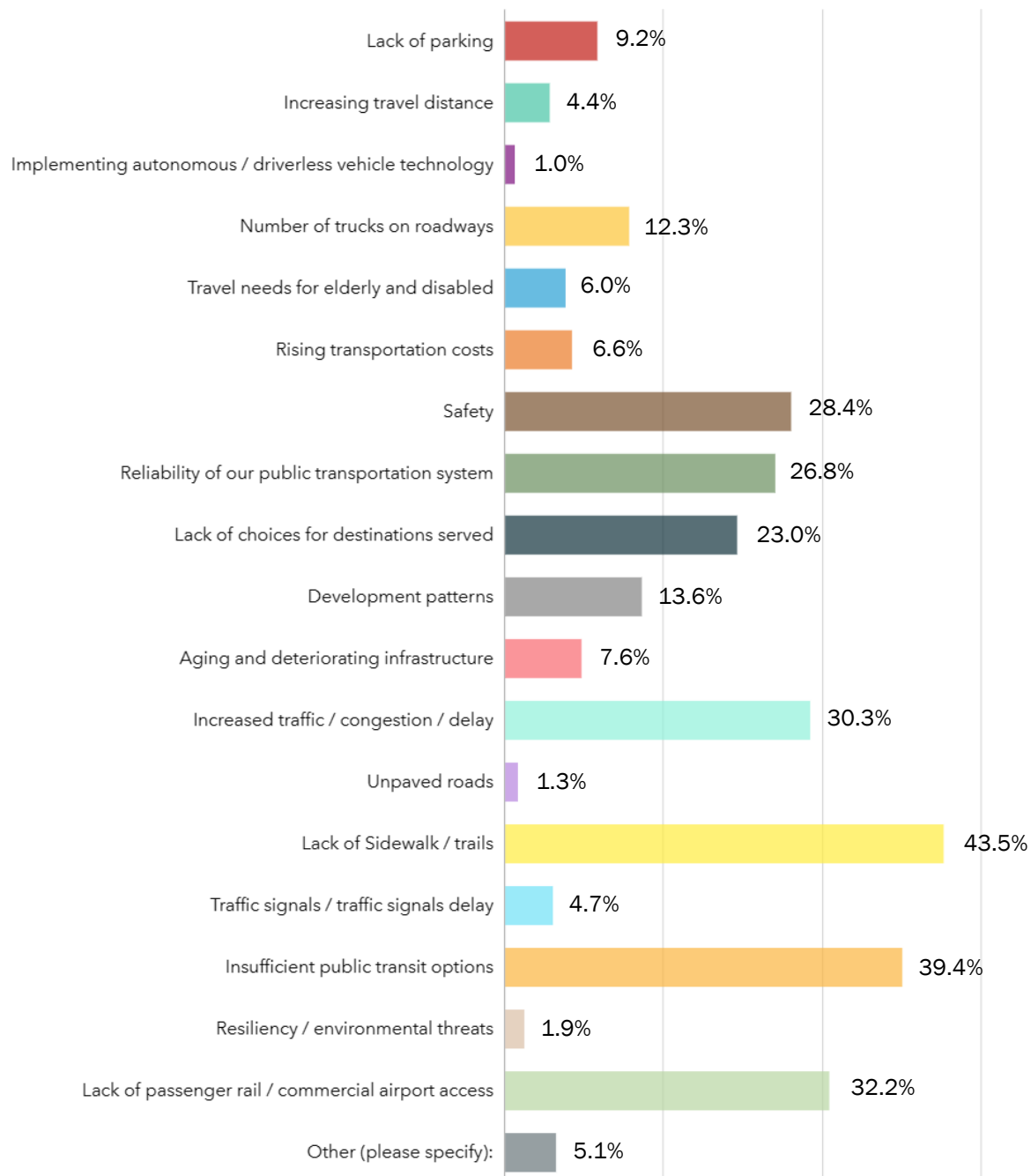




8. What are the top 3 challenges your community faces with regards to transportation?

As depicted in [Figure 8](#), survey participants indicated the top three challenges were *lack of sidewalk/trails*, *insufficient public transit options*, and *lack of passenger rail/commercial airport access*. *Increased traffic/congestion/delay* and *safety* were also noted as key challenges. A transcript of open-ended responses is provided in the [Appendix](#).

Figure 8. Top Transportation Challenges





9. What should be the top priorities for project funding? Please rank the following on a scale of 1 to 10, with 1 as most important and 10 as least important.

Figure 9a depicts the weighted average score of the ranking results. *Improving sidewalks* ranked highest for allocating funding towards, followed closely by *expanding or enhancing transit services* and *improving bicycle lanes and trails*. *Improving traffic operations* ranked fourth highest with *improving roadway aesthetics* ranking fifth. Several of the comments for “other” specified the desire for improving regional connections towards Atlanta and the Hartsfield-Jackson Atlanta International Airport.

An interactive prioritization exercise was conducted at the pop up events in the first round of community outreach to collect input and gain insight into community needs and priorities related to transportation, which aligns with this survey question. Respondents were asked to indicate which types of transportation projects or investments were most important. A breakdown of the results indicating the top 5 priority areas is provided below. Table 1 presents the results of the transportation priority ranking exercise from the pop up events.

1. Bicycle lanes and trails
2. Sidewalks
3. Transportation system maintenance
4. Traffic operations (i.e., turn lanes, signals, etc.)
5. Transit service

When comparing the results from the survey and interactive activity, 4 of the top 5 transportation priorities are the same. However, while transportation system maintenance was identified as a top priority through the interactive input activity, the survey respondents included roadway aesthetics in their top 5 choices instead.



Figure 9a. Transportation Priority Ranking

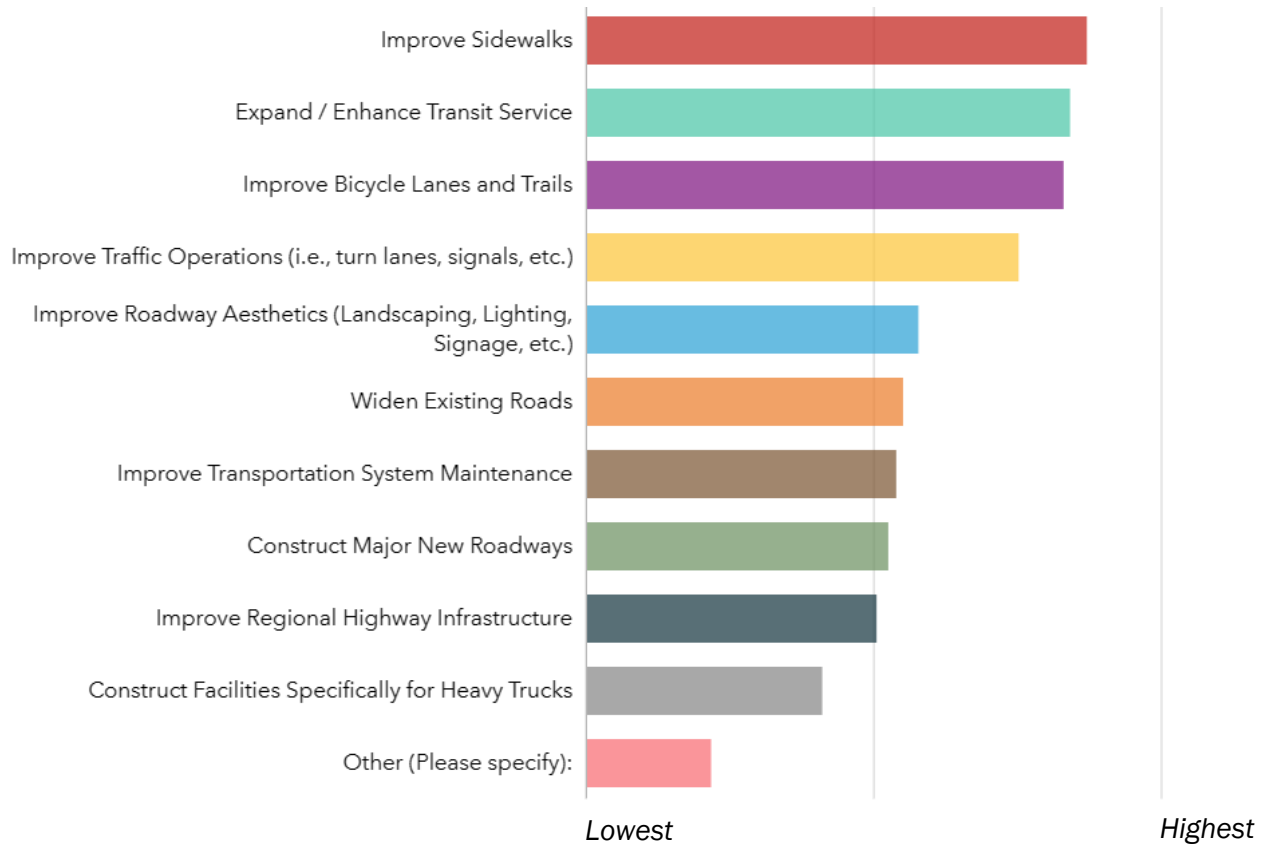


Table 1. Transportation Priority Ranking (Pop Up Event)

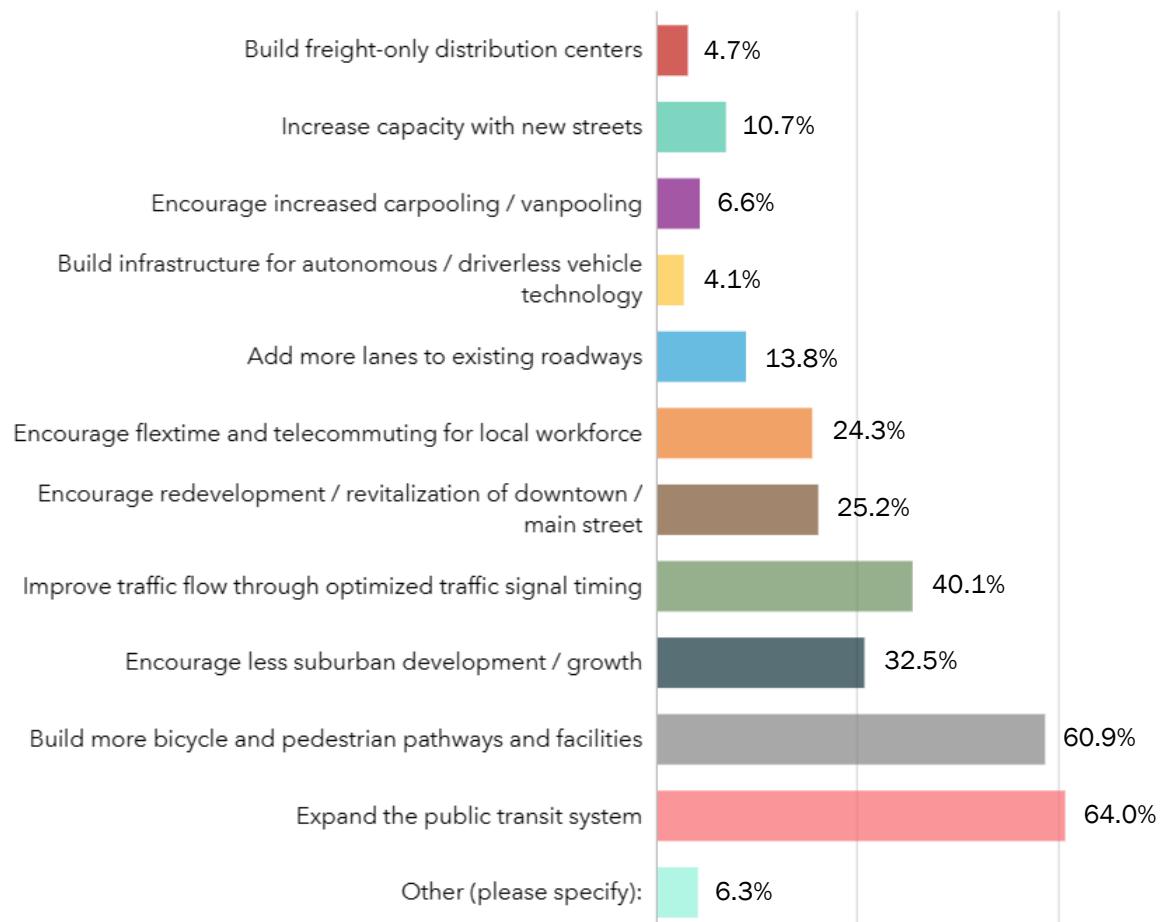
Area of Project Funding	Rank
Improve bicycle lanes and trails	1
Improve sidewalks	2
Improve transportation system maintenance	3
Improve traffic operations (i.e., turn lanes, signals, etc.)	4
Expand/enhance transit service	5
Improve regional highway infrastructure	6
Improve roadway aesthetics (landscaping, lighting, signage, etc.)	7
Construct major new roadways	8
Widen existing roads	9
Construct facilities specifically for heavy trucks	10
Other	11



10. In your opinion, what would be the top three (3) ways to address challenges between transportation, land use, and development patterns in the area?

Figure 10 provides a breakdown of how respondents feel certain challenges related to transportation and land use should be addressed. The top three approaches include expanding the public transit system, building more bicycle and pedestrian pathways and facilities, and improving traffic flow through optimized traffic signal timing. Open-ended comments suggested light rail and traffic optimization options like roundabouts.

Figure 10. Top Ways to Address Transportation, Land Use, and Development Patterns Challenges





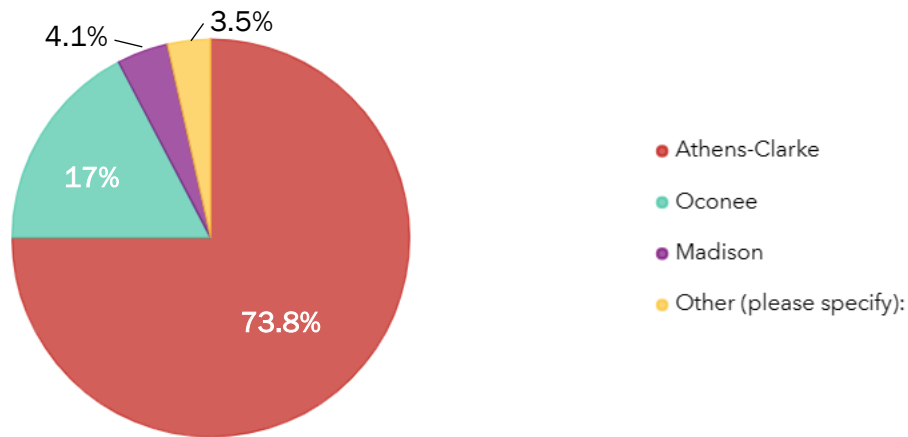
Tell Us About Yourself

This section of the survey identifies participant characteristics, including demographics, geography (locations for home, school, or work), and open-ended questions.

11. In which County do you live?

As shown in [Figure 11](#), most survey participants reside in Athens Clark County (74 percent), while 17 percent live in Oconee County and about 4 percent live in Madison County. Surveys completed in Spanish also indicated respondents live in Athens. In addition to counties in the study area, participants reside in Jackson, Oglethorpe, Barrow, and Fulton Counties.

Figure 11. Where Respondents Live

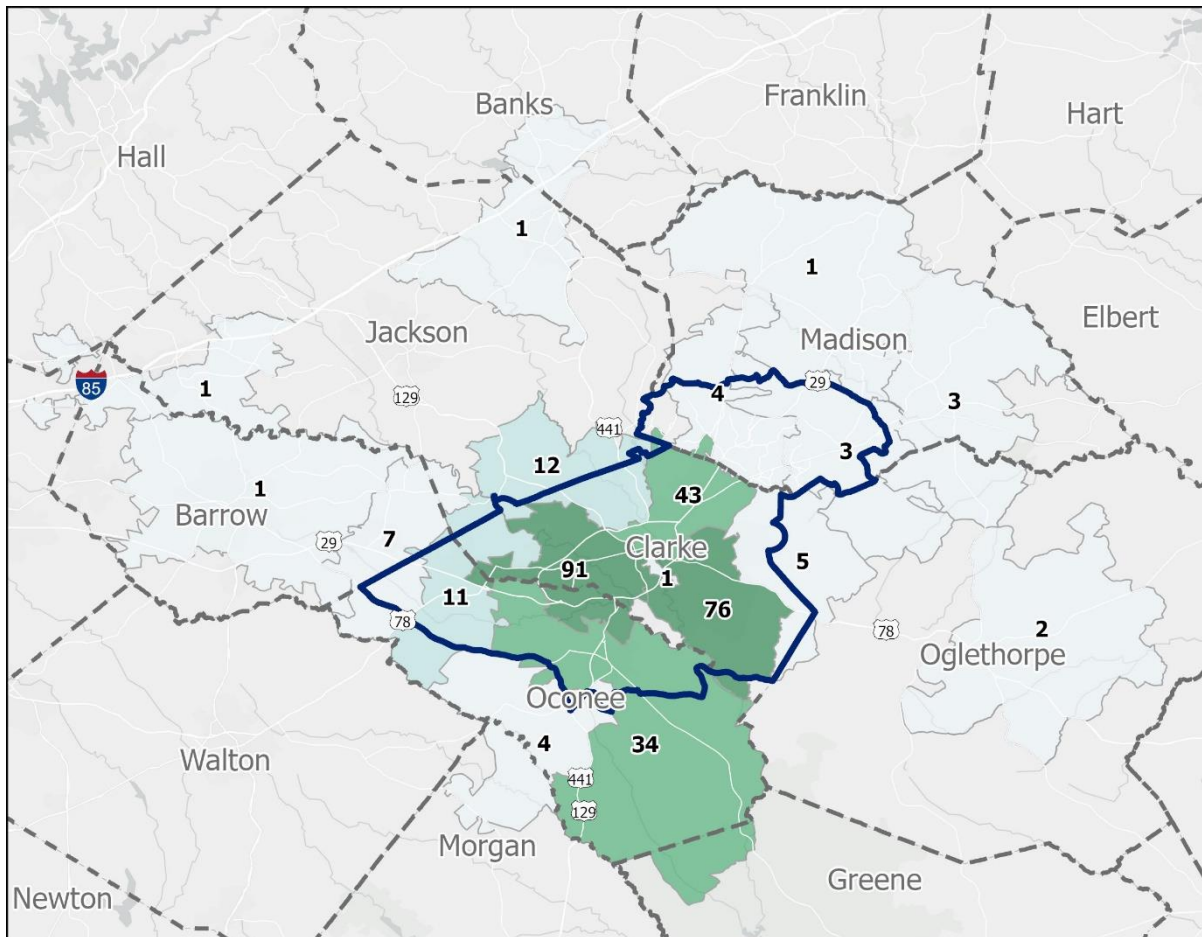




12. In which zip code do you live?

Figure 12 illustrates participation across the region by zip code. The darker shades of green indicate higher participation for a particular zip code. The most represented zip codes were 30606 and 30605, which include the central and southern portions of Athens-Clarke County and part of the northern portion of Oconee County. Athens-Clarke and Oconee Counties were relatively well represented, with lower participation from Madison County.

Figure 12. Respondent Zip Codes

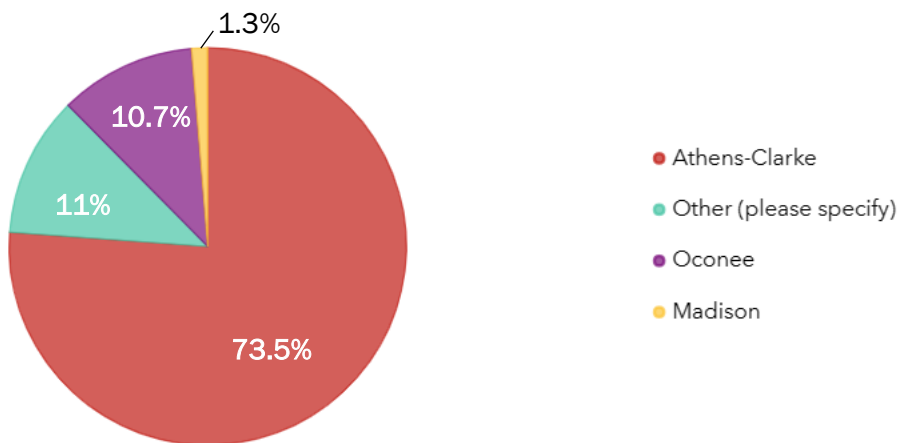




13. In which County do you work/go to school?

As displayed in [Figure 13](#), most respondents (73.5 percent) indicated they work or go to school in Athens-Clarke County. Others mentioned living in the region just outside of the tri-county study area or working remote. A full list of open-ended responses specifying other areas is included in the [Appendix](#).

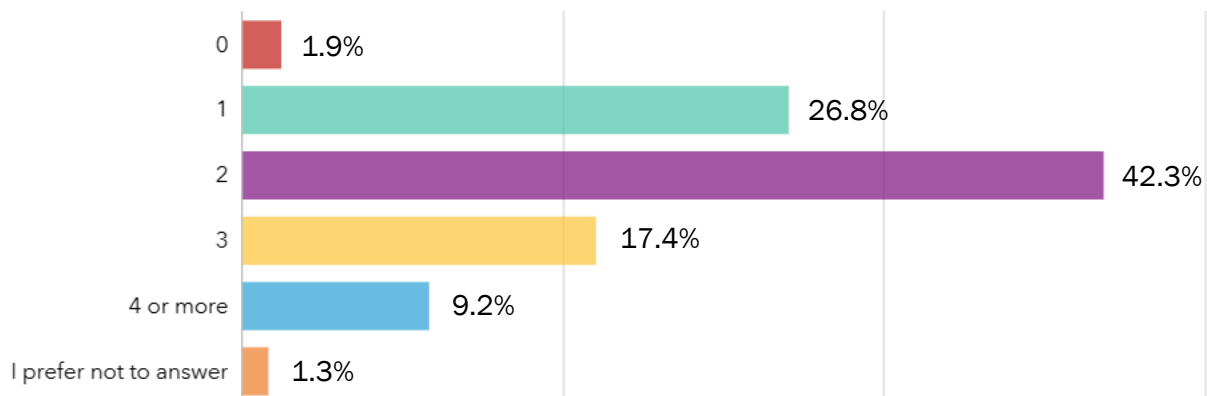
Figure 13. Where Respondents Attend Work and School



14. How many vehicles does your household have?

The majority of respondents have access to at least one vehicle, indicating most participants are less reliant on public transit to get around. The surveys completed in Spanish indicated the respondents had one to four vehicles as well. However, 1.9% of respondents (6 people) indicated they do not have a vehicle, so would be more reliant on public transit, bicycling, walking or other alternative transportation modes.

Figure 14. Vehicles Per Household

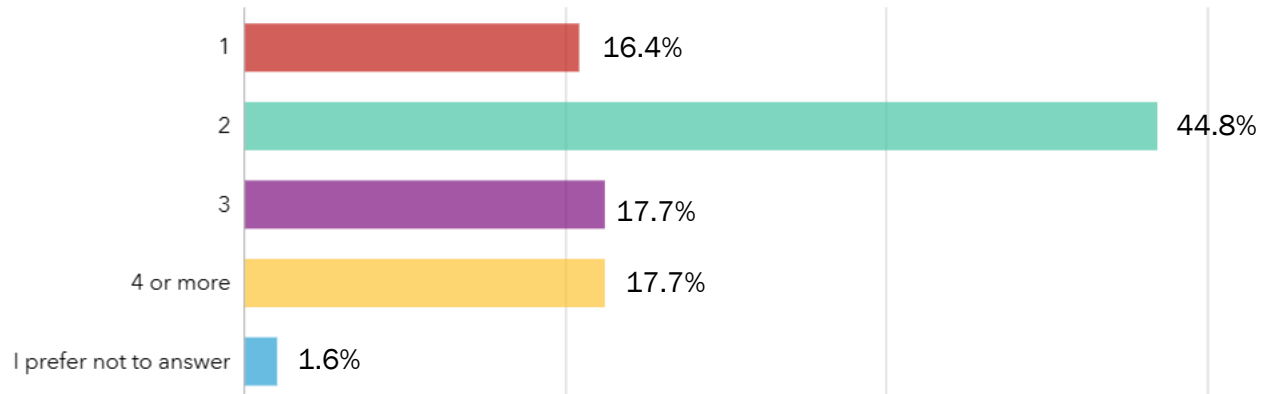




15. How many people live in your household?

Figure 15 summarizes household size for participants. The majority of respondents lived in two-person households or had two or more people in their household. Over 16% of respondents indicated they live alone. Surveys completed in Spanish indicated the respondents live in households of three or more.

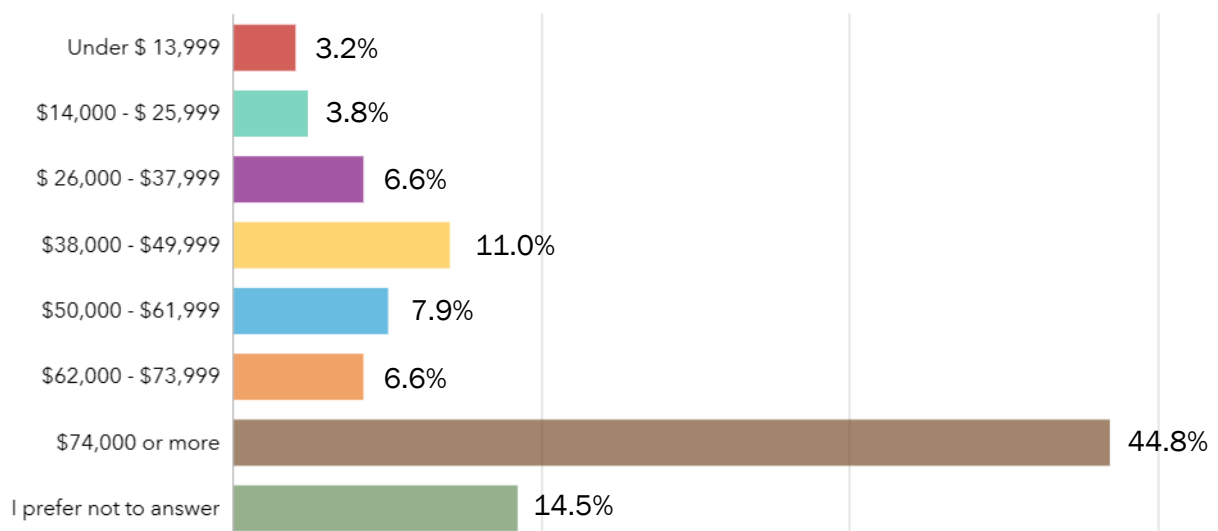
Figure 15. Household Size



16. What was your estimated annual household income in 2022 before taxes?

As shown in Figure 16, Most respondents had an annual household income over \$74,000 at roughly 45%, with those making less than \$50,000 represented roughly 24% of those survey. Results from the Spanish version of the survey indicated respondents also have an income over \$74,000.

Figure 16. Household Income

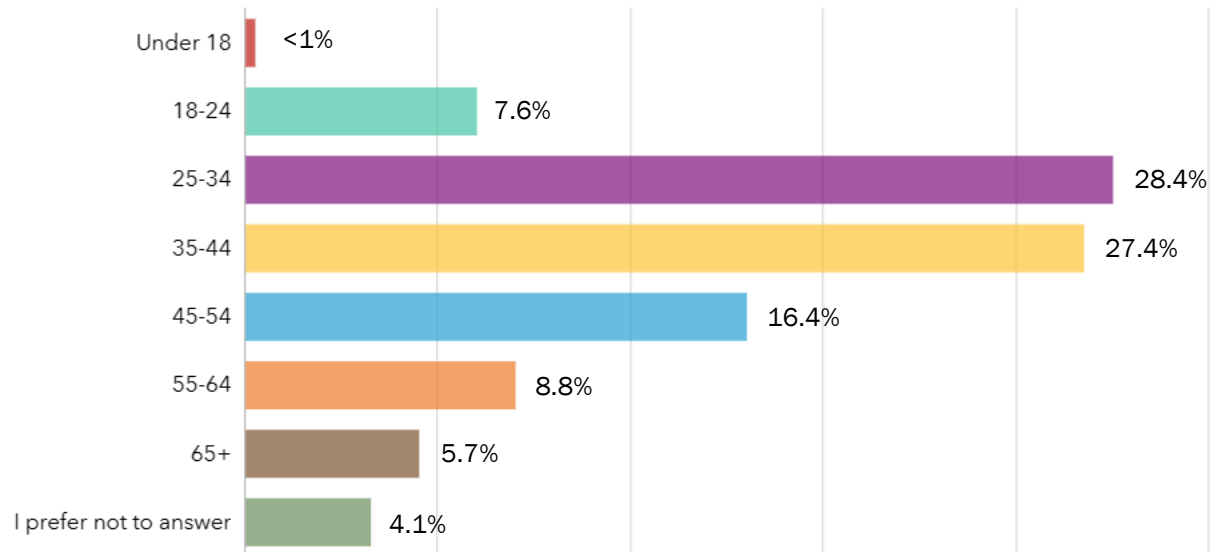




17. Please identify your age group.

Figure 17 presents a breakdown of age groups of survey participants. The predominant age group for this survey was between 25 to 44 years which accounted for over half (55.8 percent) of the respondents.

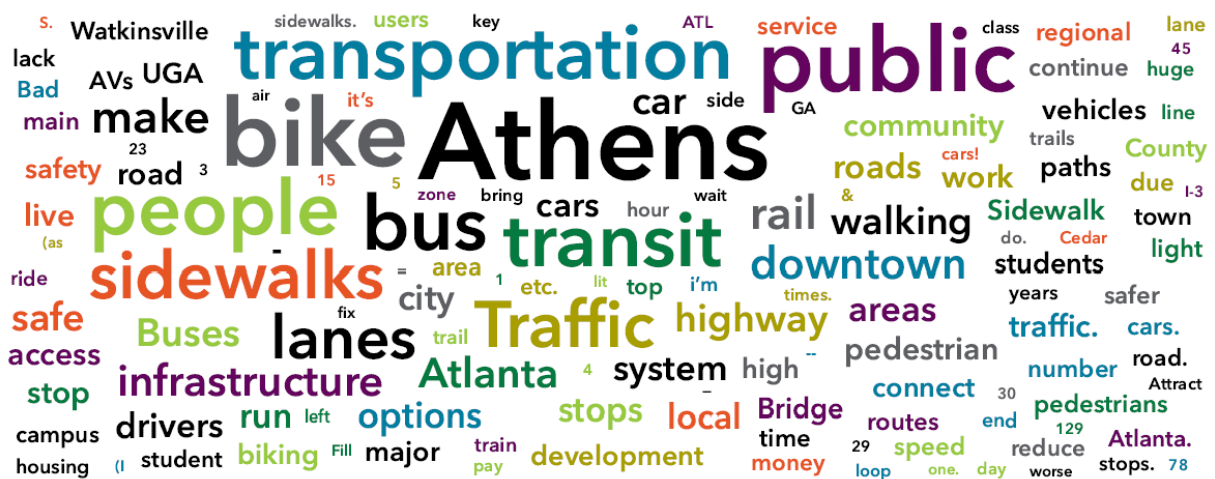
Figure 17. Age Group Breakdown





This question provided an opportunity for open-ended comments. A transcript of those responses is provided in the [Appendix](#).

Figure 18. Word Cloud of Additional Comments



Approximately 142 survey participants subscribed to the project outreach list.



Map Input Survey Summary

In addition to standard survey questions, a map input tool enabled participants to provide site-specific feedback on challenges, opportunities and other ideas related to improving and enhancing the local and regional transportation network. This tool was also available in both English and Spanish and collected 101 points and 93 comments.

The map tool is built around locating transportation issues in the region that need to be addressed. For the purposes of this project that have been split into three categories:

- Traffic delays and congestion areas
- Safety issue areas
- Other issues or areas of concern

In all categories the points of concern are centered around Athens-Clarke County (80 percent) with other concentrations scattered throughout Oconee County (16 percent) and a few in Madison County (4 percent). In Athens-Clarke County, the majority of markers (58 percent) represented safety issues, followed by traffic delay concerns. Safety issues and other concerns were the prominent marker type in Madison County, while traffic delay concerns and safety issues were the most common marker type in Oconee County. A brief summary of comments for each marker type is provided in the sections that follow.

Figure 19. Summary of Areas of Concerns, Challenges, or Opportunities

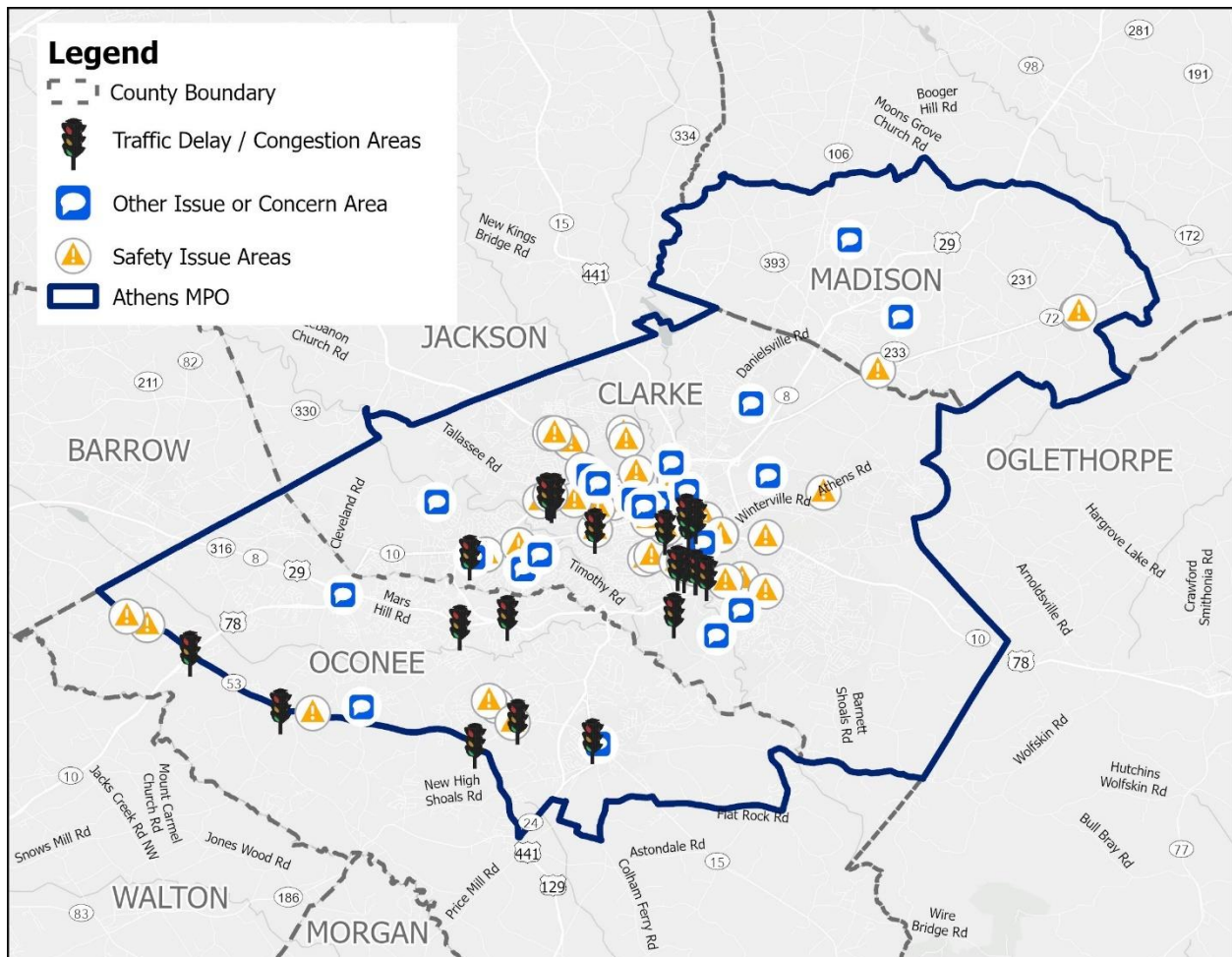




Figure 19 provides an overview of marker locations for *traffic delays and congestion areas*, which include specific locations (i.e., roads, intersections, areas) where residents noted challenges or concerns with intersections, signal timing, and peak time or rush hour traffic. Participants were asked to place a marker (traffic signal icon) in areas of concern.

- Loop 10 and Tallasse Rd / Oglethorpe Ave (Athens)
 - Major congestion issues were noted especially at peak times like rush hour.
 - Comments discussed traffic signal timing problems even during off hours.
- College Station Rd around Loop 10 (Athens)
 - This was noted as a heavy traffic area, especially when entering and exiting Loop 10.
- The major trend for traffic delay and congestion areas was that the comments were often clustered around Loop 10 and commented on entering and exiting it specifically.

Legend

- County Boundary
- Traffic Delay / Congestion Areas
- Athens MPO

The map displays the Athens Metropolitan Planning Organization (MPO) boundary in blue. Major roads shown include US-29, US-78, US-441, and US-129. Traffic delay areas are indicated by red traffic light icons. The map also shows the boundaries of Jackson, Clarke, Oglethorpe, Barrow, Walton, and Morgan counties. Key roads within the MPO area include Tallahassee Rd, Cleveland Rd, Timothy Rd, Mars Hill Rd, New High Shoals Rd, Astondale Rd, Colham Ferry Rd, Flat Rock Rd, Winterville Rd, Athens Rd, Danielsville Rd, and Hargrove Lake Rd. Other roads shown include River Rd, New Kings Bridge Rd, Booger Hill Rd, Moons Grove Church Rd, Lebanon Church Rd, Tallahassee Rd, Cleveland Rd, Timothy Rd, Mars Hill Rd, New High Shoals Rd, Astondale Rd, Colham Ferry Rd, Flat Rock Rd, Winterville Rd, Athens Rd, Danielsville Rd, Hargrove Lake Rd, Arnoldsville Rd, Wolfskin Rd, Hutchins Wolfskin Rd, Bull Bay Rd, Wire Bridge Rd, Price Mill Rd, Jones Wood Rd, Mount Carmel Church Rd, Jacks Creek Rd NW, and Snows Mill Rd.



Safety Issue Areas

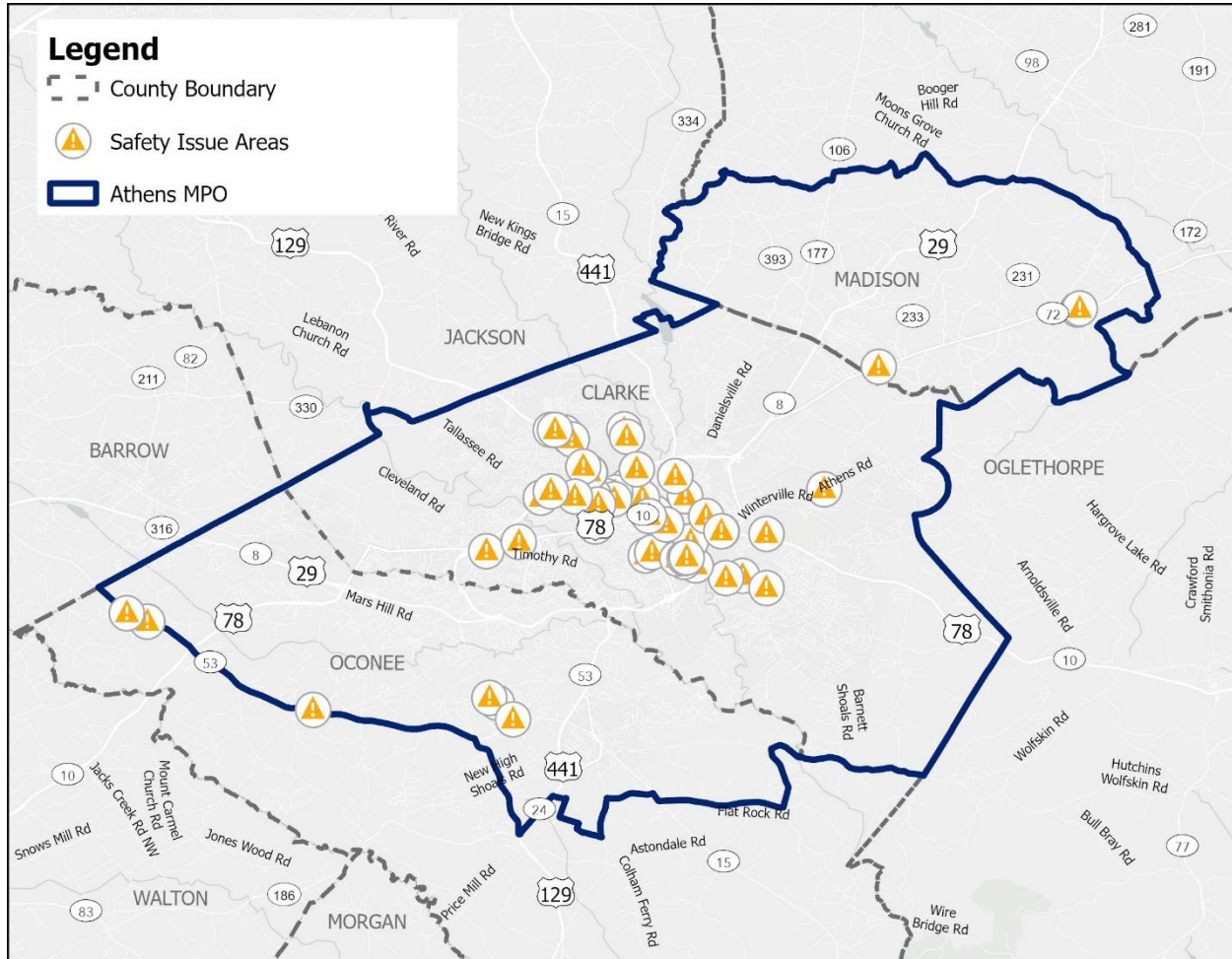
Figure 20 displays the locations of where *safety issues* were cited by respondents, which are denoted on the map with an orange triangle icon. Safety issue areas generally include locations where residents noted problems with transportation infrastructure, traffic speed and access points that can lead to unsafe conditions for pedestrians, cyclist and drivers.

The following locations areas are where there was a concentration of comments regarding safety issue areas:

- Of the 56 total comments for this marker type, almost half (47 percent) noted unsafe conditions for pedestrians and cyclists and the need to improve infrastructure to mitigate those conditions.
- Several central corridors in Athens-Clarke County
- Jefferson Rd / US 129 / SR 15 near Camak Dr. (Athens-Clarke)
 - Several commented noted a lack of a left turn lane causing issues.
 - Increased large truck traffic was mentioned multiple times and tied to crashes and increased traffic.
- Oglethorpe Ave between Loop 10 and GA-15 (Athens-Clarke)
 - All comments along Oglethorpe Rd discussed the unsafe conditions for pedestrians and cyclists.
- College Station Rd near Loop 10 (Athens-Clarke)
 - 5 comments discussed unsafe speeds leading to major safety concerns for cyclists and pedestrians.
- Mars Hill Rd and Hog Mountain Rd. (Oconee)
 - Left turn safety issues especially during school arrival and release times were noted numerous times in this area.
- Several comments along Hog Mountain Road (Oconee)
- GA-72 and S 4th St (Madison)
 - Multiple people noted that there were safety issues when turning left on GA-72 with speed of traffic sited one of the major concerns.



Figure 20. Safety Issue Areas



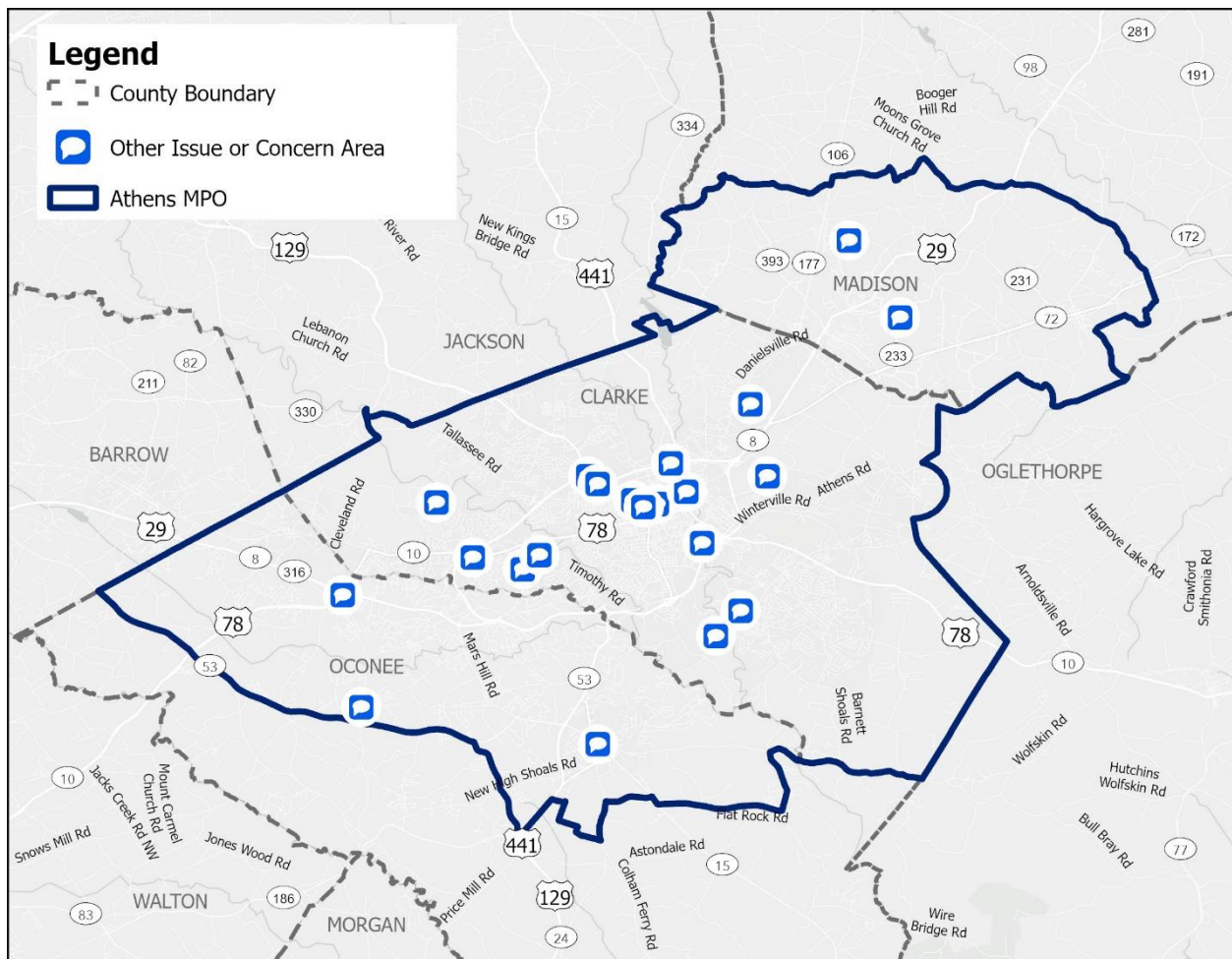


Other Issue or Concern Areas

Figure 21 depicts where respondents noted other issues or concern areas, which are represented by a blue comment box on the map. Many marker points are concentrated in central Athens, within Loop 10,

- GA-15 / Prince Ave inside Loop 10.
 - Multiple comments along this stretch of road discussed issues with pedestrian and bike infrastructure need improvements.
- Several comments regarding transportation infrastructure including signs, intersections, paths, walkways and roads.
- Improvements to sidewalks, bike lanes, and trail infrastructure are a common theme in the comments
- Signal timing improvements recommended for accessing 441

Figure 21. Other Issues or Concern Areas





Appendix

Open Ended Comments: Survey

The following tables represent open-ended comments from applicable questions in the survey. All comments in the tables below are an exact transcript, and adjustments have not been made for spelling or grammar.

Q1: How often do you commute to work/school by the following modes of transportation?

Table 2. Commuter Preferences to Work or School by Bike, Walking or Public Transit

Responses	ID
Retired, living in Lexington Estates	1
retired - no work or school	2
Not applicable	3
Never	4
N/A	5
Keep this garbage out of Madison County!	6
i work from home	7
I drive to the Doraville MARTA station to take the train into the office 3 days a week	8
Generally 5 office days (occasionally telework). I bike in 2-3 times per week and drive the other days.	9
Depending on the day, i telecommute or will walk to a bus stop then take an uber home, or drive myself. My wife and i have one car by choice: we live on east side near lexington, where there should be more buses but alas	10

Q3: How often do you use the following modes of transportation to places other than work/school (shopping, visiting friends, etc.)?

Table 3. Transportation Modes for Traveling to Places Other Than Work or School.

Responses	ID
N/a	1
none	2
Never	3
MARTA trains once inside their service area	4
Keep this garbage out of Madison County!	5
Driving my kids/family around to various places.	6



Q6. If you rarely bike, walk, or use public transit, please choose all the reasons that apply.

Table 4a. Reasons for Rarely Biking

Responses	ID
Not interested	1
I don't have a bike	2
Don't own a bike	3
Use personal vehicle	4
uncoordinated.	5
Too far	6
Preference	7
Physical limitations	8
Physical inability	9
physical endurance	10
Older adult -. Have always driven.	11
Not a option with my work.	12
No trails on west side of Athens	13
No bicycle	14
My schedule and associated travel requirements dictate that I need to get to multiple locations at a variety of distances, routes, etc. No two days are the same for me including getting to extracurricular kid activities after work. Must use POV.	15
Many areas where bike lanes abruptly merge with vehicle traffic; generally inconsistent/disconnected bike infrastructure creates unsafe conditions; not enough protected bike lanes and too many unprotected bike lanes or sharrows.	16
Lack of physical fitness	17
Lack of pedestrian/bike paths/trails.	18
Lack of bike lanes/paths	19
lack of bike lanes and police enforcement of DUI laws	20
It's difficult to take a child via bike	21
I would love to bike or take a public bus but there are no bus stops nearby and it would be incredibly dangerous to attempt to bike due to the lack of infrastructure even though I don't live too far from school.	22
I own a vehicle. Keep this garbage out of Madison County!	23
I love to bike around Athens, but doing so puts my life in danger but I still do it, I am an experienced cyclist and have been cycling for my entire life, but I prefer to remain on the sidewalks because it is still not safe to bike in Athens.	24
I have no need to bike. I have a car	25
I don't own a bike	26



Responses	ID
I don't own a bike	27
I do not own a bicycle.	28
hills	29
Health challenges	30
Fear of cars hitting me	31
Don't own a bike.	32
Don't want to bike, prefer my car	33
Don't ride	34
Don't like it	35
Don't know how	36
Don't have bike	37
Cost of a bike	38
Convenience. We are a car-centric population and I'm ok with that.	39
Convenience of car can't be beat	40
Age over 70	41

Table 4b. Reasons for Rarely Walking

Responses	ID
Use personal vehicle	1
Too far	2
There is no sidewalk within 1-2 miles of where I live to allow me to safely walk to any destination, including a bus stop.	3
Sidewalks	4
Please, more sidewalks everywhere.	5
Physical limitations	6
Not good and safe sidewalks	7
Not a option with my work.	8
My schedule and associated travel requirements dictate that I need to get to multiple locations at a variety of distances, routes, etc. No two days are the same for me including getting to extracurricular kid activities after work. Must use POV.	9
Many streets do not have sidewalks	10
Lack of pedestrian/bike paths/trails.	11
I'd rather drive	12
I walk for exercise. Not for transport	13
I own a vehicle. Keep this garbage out of Madison County!	14
I live in a residential area, it is not close to shops or to where I work.	15



Responses	ID
I do walk a lot but the lack of sidewalks and easy cross points for major streets is felt.	16
I can walk the mile to the nearest bus stop, but the bus doesn't come often enough to be useful....comes only once per hour.	17
Health concerns (chronic illness)	18
Don't want to walk, prefer my own car	19
Disconnected sidewalk network; Too many roads are designed for vehicles to travel at speeds that are dangerous for pedestrians and in excess of posted speed limits.	20
Convenience.	21
Carrying items	22

Table 4c. Reasons for Rarely Taking Public Transit

Responses	ID
Use personal vehicle.	1
Use personal vehicle	2
Unavailable where I live	3
There just isn't much available	4
There is no direct line from Athens to ATL or to connect with other commuter lines, so as someone who works 3 days in an Atlanta office I don't have options to not drive.	5
the buses are always late, there is no schedule	6
Prefer not to use	7
Not something I would ever plan to use	8
Not nearby	9
Not interested ,not convenient	10
Not a option with my work.	11
Never using public transit, didn't move here for that	12
My schedule and associated travel requirements dictate that I need to get to multiple locations at a variety of distances, routes, etc. No two days are the same for me including getting to extracurricular kid activities after work. Must use POV.	13
Low frequency	14
Love frequency	15
Lack of knowledge of what goes where.	16
It's smelly	17
It's the more complicated option less convenient with kids if you have a SOV at home.	18
Infrequent service with awkward routes that stops running way too early	19
Infrequent buses	20
Infrequent	21



Responses	ID
In Athens, transit buses have no fare, but they only run once every hour or so and are really inconsistent. Some stops too don't even have sidewalks leading up to them.	22
If bus came more frequently than once an hour and was almost as direct as driving, I would prefer the bus.	23
I would never ride the bus here	24
I own my own vehicle so I have no need to use public transit	25
I own a vehicle. Keep this garbage out of Madison County!	26
I own a car	27
I have a car and the bus take WAY TOO LONG	28
I feel unsafe with the number of unhoused individuals riding.	29
I don't like it	30
Have my own car	31
Hard to find reliable schedules	32
Frequency of trips. The route that comes near my house only runs every hour and would not get me to work on time	33
Frequency is low, limited destination	34
Don't need to	35
distance to closest bus stop, lack of sidewalk to closest bus stop, walkers have died walking on the roadway that I would have to walk to get to the bus stop	36
Convenience.	37
cannot get to point A to point B safely because lack of bus stops near home	38
Buses are fine, I used the city buses allot when I was commuting from home to UGA campus and the city buses are great, especially the tracking system.	39
Bus stops are far from my home	40
bus stops are far away or inconvenient	41
Bus frequency is too few	42



Q8. What are the top 3 challenges your community faces with regards to transportation?

Table 5. Top Transportation Challenges.

Responses	ID
Lack of bike lanes	1
Some instances of roadway design/improvement. The overpasses being constructed for 316 will be a big improvement.	2
Safety, but specifically roadway fatalities and faulty roadway design that increases chances of vehicle wrecks and bike/pedestrian death and injury	3
Safe and connected bike lanes	4
Protected and clean bike lanes	5
Need more protected bike lanes!	6
Lighting at night is absolutely terrible in many locations, including eg just east of downtown on oconee and then on east side	7
Lack of safe bike lanes	8
lack of safe bike lane	9
Lack of dedicated bike lanes	10
Lack of connectivity and safety in bike infrastructure in particular. Top challenge in my option is the embedded car culture and the lack of knowledge benefits of alternative transportation. Also lack of parking enforcement particularly downtown.	11
lack of bicycle infrastructure	12
Keep this garbage out of Madison County!	13
Georgia drivers are the worst, they take way too much time and cause accidents by their terrible driving	14
Availability of public transit outside Athens	15



Q9. What should be the top priorities for project funding?

Table 6. Transportation Priorities

Responses	ID
you should take away all georgia-born drivers licenses until these people prove they should be allowed back on the road	1
we want light rail not more unreliable buses	2
We need transportation that takes us directly to the airport, or that will connect us to the light rail in Stone Mountain.	3
We need rail service to Atlanta	4
We need a light rail to Atlanta, which would change everything about traffic in town and would be a huge economic driver. It's been promised for decades but we really need it now.	5
Use trains and roundabouts	6
train to atlanta	7
To build a system everyone feels safe/included	8
This section above had technical errors for me, #1 is correct for me but the others are out of order. More Sidewalk	9
Subsidized ride share for older adults, disabled	10
Road diets and creating car free zones	11
Restore Commercial Aviation at Athens airport. Connect Bus and rail transit systems to airport.	12
Reroute truck traffic from downtown Watkinsville.	13
Regional high speed rail from Athens to Atlanta	14
Public rail system	15
protected bike lanes. sidewalks. more crosswalks that are safe and implement red lights so drivers are more likely to stop. rail system across GA/from Athens to nearby metro areas	16
Passenger/commuter rail (southeast connections)	17
Passenger train to Atlanta; Extend hours on more bus routes	18
passenger rail Athens to Atlanta	19
More roundabouts!	20
Literally anything before more or wider roads	21
Light regional and rapid rail connecting ATL and Hartsfield to Athens, Augusta, Savannah, and Macon	22
Light rail/regional rail	23
Keep this garbage out of Madison County!	24
Just improving what we have. We don't necessarily need anything new or fancy, but addressing know issues (pavement issues, bad intersections, poor line of sight, etc.).	25
Invest in train connections between Athens and Atlanta and the areas in between.	26
Increased service area/times for elderly/disabled transportation	27



Responses	ID
increase mixed use urban planning so that walking is more convenient to opportunities for work, shopping, recreation	28
increase and connect safe pedestrian sidewalks and paths	29
Improve development patterns to make walking/biking a viable option	30
Implement design that values safety of ALL road users and makes alternative transportation a viable option. Road diets, roundabouts, vehicle-free areas on set hours/days...there are so many options that put people's health and safety over travel times.	31
Highspeed Rail to Atlanta Airport/Atlanta	32
get rid of camera ticket scam	33
GDOT collaboration to make state highways (like Milledge Ave) more walkable and bikeable	34
Fix pot holes, re-surface major used local roads, make manhole covers even with road bed, more policing of speeders and red light runners.	35
Finish the projects already started in a shorter time.	36
Expand public transit options to travel between major GA (connect Atlanta, Macon, Athens, Savannah, Augusta, Helen, Gainesville)	37
Expand Marta or create an athens train or subway system	38
EXIT 8 SUCKS. Infrastructure needs to take into account UGA gamedays. It is miserable to live here as a local and drive on gamedays. Locals cannot walk or bike safely without crazy drivers. Especially when there are no sidewalks.	39
Ensure passengers and pedestrians can get to and from destinations without being accosted or assaulted by others.	40
Downtown Watkinsville truck bypass	41
Develop regional public transit system (high speed rail)	42
Decrease number of cars on road: getting UGA freshmen to keep cars at home would be amazing start	43
Creating zoning/development guidelines that allow for mixed use projects and areas, so you don't have to drive/walk/bike far distances for shopping etc.	44
Create rapid transit systems (e.g., BRT and light rail)	45
Create light /regional rail system	46
Create a light rail system to connect Athens and Atlanta for starters...then expand to other metropolitan areas like Charlotte, Macon, Savannah, etc.	47
Correct signage. E.g: the sign for GA-72 near exit 10D on the Inner Loop uses the U.S. highway shield; Jefferson Road NEEDS a median or at least a turning lane	48
Construction of additional systems of PROTECTED bike lanes	49
CONNECTIVITY! Being able to safely get from one side of town to the other regardless of your mode of transportation is essential. I'd love to see more separated paths for folks not driving in cars. Walking, biking, etc. is currently so dangerous.	50
Commuter rail to atlanta	51
Commuter rail	52



Responses	ID
Build a train line from Connecting Birmingham to Charlotte. Cities would be Birmingham, Atlanta, Athens, Greenville, Spartanburg, and Charlotte	53
Bike path	54
Athens-Atlanta rail line would be amazing	55
Another access to Loupe 10	56
Add roundabouts	57

Q10. In your opinion, what would be the top three (3) ways to address challenges between transportation, land use, and development patterns in the area?

Table 7. Top Ways to Address Challenges Between Transportation, Land Use and Development Patterns

Responses	ID
Truck bypass around downtown Watkinsville	1
They are no sidewalks on the road I live which inside Athens City Limits. I can't even walk to a bus stop without having to walk on a heavily traveled, curvy road. Plus, there is no bus stop within 3 miles of my house.	2
Schedule large 18 wheelers to non-commute and daily business hours. Other cities have limits on downtown commercial deliveries that go from 7 PM to 6 AM. Enforce truck speed limits. Require large trucks to always be in the far right lane.	3
Roundabouts over stoplights	4
Reroute truck traffic from downtown Watkinsville.	5
Passenger rail system	6
More roundabouts!	7
mixed use urban design, encourage suburban development that is nodal with village centers and connected to nearby nodes/villages by transit	8
Keep this garbage out of Madison County!	9
It's fine the way it is leave it alone	10
Invest in train and tram transportation	11
Improve traffic flow through improvements to existing routes. Not ONLY traffic signals, but things like overpasses or select locations for roundabouts (not everywhere please, but the end of South Milledge is a good example).	12
Improve flow of traffic within town	13
Expand public transit between major cities	14
Establish local commuter rail on existing abandoned lines	15
Build off some of the other major cities in usa and worldwide	16



Responses	ID
Build more dense housing in areas that are close to grocery stores, libraries, schools, restaurants, etc. so that folks can walk to where they need to go without hopping in the car. We need some serious zoning reform...	17
Again, get cars off the street: more public transit, keep UGA freshmen cars at home	18
Adjust zoning ordinances for less single-family housing and more mixed-use development	19
Add light rail and rail systems	20

Q13. In which County do you work/go to school?

Table 8. Work and School Locations

Responses	ID
Remote	1
Franklin	2
Travel the southeast	3
all of above	4
All of the above	5
Remote	6
Gwinnett	7
Na	8
Newton	9
Gwinnett	10
Clarke, Oconee, Madison, Barrow, and others	11
Barrow	12
DeKalb	13
Currently Unemployed	14
Barrow	15
Fulton	16
Remote, Dallas TX	17
South Cobb	18
Gwinnett	19
Fulton	20
Athens-Clarke/Jackson	21
fulton	22
Fulton	23
Retired	24
DeKalb County	25
Jackson	26
Gwinnett	27



Gwinnett	28
I am a local real estate broker and so I work primarily in Clarke and Oconee counties, but also serve Madison, Jackson, Oglethorpe, and Barrow counties.	29
Jackson	30
Florida	31
N/A - retired	32
retired	33
retired - live in Oconee, travel into Clarke on errands and for church almost daily	34
Conyers and the NE Ga area.	35

Q18. Additional Comments (open-ended responses).

Table 9. Open-Ended Responses

Responses	ID
Without engaging UGA to make changes to how students engage with their transportation, then it will only continue to get worse concerning congestion.	1
Within Athens, there should be a restriction on student housing development. It should be within walking distance of campus (or EASILY accessible by public transit or bike). This would reduce the traffic enormously.	2
While I no longer use the Athens public transit system, I did use it when I was in college since my schedule was more flexible. Under the current system if you miss a bus or a connection, then you could wait 30 minutes to 1 hour for the next one. That is so inefficient that it is laughable. If you want people to use public transit, then it needs to run every 15 minutes on your in-town routes. Until that happens, you will not see ridership improve and we will see empty buses all over town. The TSPLOST funds should be used to increase driver pay AND add more buses to shorten wait times. As an example of how inefficient our bus system is, I looked at routes while debating with someone on the necessity of a library in East Athens... If a student leaving Cedar Shoals high school were to catch a bus at Cedar Shoals/Gaines School around 4 o'clock to go to the public library on Baxter, then they would not arrive until 5:45 PM. That is absurd.	3
We need to double the number of incoming UGA student class and have each one of those students bring their cars with them.	4
We need connected bike infrastructure, I want to be able to ride, but I'm not confident enough to ride with cars, like some people.	5
We need better public transportation, including buses and light rail to Atlanta. We also need decent sidewalks. There are huge stretches of Atlanta Highway, and Lumpkin between 5 Points and Macon Highway, and Macon Highway itself (and other places I'm sure) where there are no sidewalks at all. Even where there are bus stops (as on ATL Highway) there are no sidewalks for people to use to get to or from the bus stops. It's very dangerous.	6
We need a dedicated paved or cinder pedestrian and bike trail up and down Simonton Bridge Rd. to accommodate the locals' ability in those neighborhoods to access downtown Watkinsville safely by foot and bike. We also should have ped/bike trail from the loop exits on	7



Responses	ID
S. Miledge to the Whitehall intersection that would then also connect to the Simonton Bridge trail into Watkinsville.	
We don't want public transit. Leave it all alone. We left Gwinnett county and moved here to get away from the concrete jungle and the millions of people. If people want public transit they can move there	8
We desperately need more public transportation, sidewalks, and bike pathing. Additionally, there needs to be systemic and ongoing review of traffic signaling, which is frequently very bad in the MACORTS area, including on the UGA campus.	9
Use trains and roundabouts less grpwth	10
Top priority should be regional rail	11
Three lane roads with sidewalk are needed.	12
There is major congestion at key points in Athens, even on highways. Oconee connector, Atlanta highway/mall exit, traffic often backed up onto highway from off ramp on several loop exits. It's incredibly unsafe and Athens needs emergency funding to fix these traffic issues. Our county has not been infrastrucurually sound enough for ten years to hold the exponentially growing number of residents. It should not take me half an hour at a good time of day to get from one side of town to the other. The city is severely lacking in walkable communities and city transit options.	13
There are so many people living near campus now who want to use alternative transportation options. I see so many more scooters and ebikes now than I did even a year ago. Injuries have also increased though. We need infrastructure around campus, downtown, and five points that enables these alternatives and makes them safe.	14
The lack of sidewalks and public transportation in the region is disgraceful There should be sidewalks & bike trails to schools, parks, libraries Why is there no train from Athens to Atlanta?? Why are there traffic lights on 316?? GDOT is the department of TRANSPORTATION, which includes sidewalks, bicycling, and trains!! Do better GDOT!!!	15
The bike lanes on College Station are not safe because of the fast traffic. If a barrier was built like what was done on Prince Ave, I would feel much safer using the bike lane to commute.	16
Thanks! This is not easy work.	17
Thanks for the digital public engagement opportunity	18
Thank you!	19
Thank you all for doing this!! More bike lanes, everywhere :) more sidewalks, more connections for alternative transportation are my/our main wishes	20
Tell UGA to make more parking and to prioritize commuters	21
Suburban sprawl needs to be limited. Everything within power should be done to encourage dense growth where walking and biking are possible to accomplish daily tasks.	22
Stop permitting car dependent development that is a suck on local taxes and infrastructure. complete all Streets and treat all road users as equally important. Bike/Ped/Transit should be given the same resources and accessibility as cars. Complete gaps in existing infrastructure such as sidewalks that stop and start constantly, bike lanes to nowhere, etc. allow more mixed use development in "residential" areas so people can walk or bike to pharmacies, restaurants, coffee shops, even in "suburban" areas	23



Responses	ID
Stop building! Spend money on redevelopment of exiting areas and infrastructure. Incentivize vacant and abandoned commercial development revitalization. Public transit is a waste of taxpayer monies.	24
Speeding is major safety problem with little enforcement. Tail gaiting is not enforced. Drivers not using headlights when it is raining is not enforced. Many vehicles without current tags in residential neighborhoods and parking lots not enforced. Make's one wonder just what the Athens Police are doing for traffic safety and community well being.	25
Sidewalk along the full length of Timothy would be nice	26
Separate multi use trails and bike lanes from roads. They can't coexist safely.	27
Safe walking and biking paths would be awesome for those of us living away from stores and Main Street. All the big trucks should have an alternate route other than Main Street. Adding red lights and roundabouts is needed since this town has grown	28
Safe routes for bicycle-riders and pedestrians creates more people that go by bike and walking. We need safer streets for the people not in big cars!	29
Roads here are terrible. We sacrificed turning lanes for bike lanes no one uses. Create multi use paths that are sidewalks and bike lanes separated from traffic. We also want new transit, light rail etc. did you know there is a light rail that only needs a painted line! look it up. We really need that because walking does not work when sidewalks suddenly end, buses are 45 mins late and traffic is horrid because wealthy tweed wearing hippies want bike lanes that no one uses.	30
Re-route downtown Watkinsville thru traffic with (1) a Simonton Bridge-Experiment Station Connector, (2) connect SR15 to US441 bypass south of Watkinsville.	31
Put back travel lanes that were removed to construct bike lanes if the bike lanes are rarely used.	32
Please expand access to public transit stations such as MARTA to major GA cities, and connect this network to Atlanta to heavily reduce traffic. Especially in North GA region.	33
please dear god create more bus routes and bus stops with CONSISTENT times	34
One excellent way to improve roadway aesthetics would be increased lighting on the Loop.	35
Oconee County does not need public transportation. Focus should be on resurfacing existing roadways and managing traffic in the Epps Bridge corridor.	36
Oconee County BOC eliminated any citizens committees and we have no input to the location and tax dollars spent on projects.	37
Need better sidewalks and services for pedestrians who cannot afford private vehicles. Mitchell Bridge, Atlanta Highway, Alps-Hawthorne	38
Moving our transportation systems toward valuing public health, safety, and accessibility is so important. There's so much energy and federal funding right now towards righting generations of wrongs with community connectivity and environmental harm — it would be amazing for the MACORTS area to be part of that movement with projects and programs in this plan. I'd be happy to offer more feedback or join any kind of advisory committee y'all are building. I am a community planner with a background in transportation planning as well. My name is Eleanor Swensson, please free to reach out.	39



Responses	ID
More trains, trolleys, and public transit options would encourage less driving which would make traffic more bearable.	40
More roundabouts, please. No more 4-way stops.	41
More buses and less cars! Slow down traffic!!	42
Macorts should focus on a few major priorities as the region grows over the coming years: - Passenger/commuter rail linking to Atlanta and other southeast destinations (such as Greenville/Charlotte). If done correctly, this could help reduce cars on roads and highways, especially along key corridors. Keep station in downtown Athens for connectivity to events/entertainment/business. -Major highway connectivity = Reviving the I-3 interstate corridor to Savannah would be monumental for regional/corporate business growth and access to port and inland commerce (stop/end highway north of Athens at I-85 junction near Commerce to limit environmental impact in Appalachia) - Revitalize downtown Athens as a central hub for business. Make it possible to live, work, and play. Many live and play, but local professional and corporate professional roles could attract and keep folks downtown without having to commute elsewhere. Attract young corporate professionals downtown and increase density.	43
Living here local, and not caring about UGA sports has made me dread gamedays, and dread the traffic from college. Infrastructure needs to take into account the thousands of people that come into town on weekends or graduation day, etc.	44
Keep this garbage out of Madison County! We want nothing to do with the corrupt cesspool run by democrats that is Athens/Clarke County. Worry more about illegal aliens killing our college students instead.	45
I've worked in the autonomous vehicles industry. The main problems we face with AVs is not the cars AI, but people's acceptance that AVs will make mistakes interacting with flawed human drivers just like humans do. AVs are more than twice as safe as human drivers and offer transit opportunities that a city bus or rail system cannot, although those options are much better than cars. Give AVs their own space to operate and rules to follow. AVs are very rarely the cause for an accident on their own. Admittedly, downtown Athens might be too small to make an autonomous only zone today. Make downtown Athens a no passenger vehicle zone with a free electronic trolley system (an open electric bus people can hop on and off). This would be a step towards the inevitable future of autonomous only urban areas.	46
It's a tough one to tackle but please continue to expand Ben Epps airport as a regional hub. Athens as a mid size city needs to not be reliant on ATL for flights (the same goes for Macon, Augusta etc). We have a lot of business, university, and federal folks with realistically limited access to airport travel. Folks that come from out of town for work are AMAZED at the travel time and difficulty coming from Atlanta.	47
Increasing the connections, quality and span of bike lanes, specifically protected bike lines, would be invaluable to the Athens community's unity, health, economic struggles and environmental impact. More people would be active and outdoors, have access to jobs without the need for a car and traffic would be reduced. Young people would have more freedom of movement to be social, become employed and participate in local groups and activities. Improved free public transit would be equally beneficial to the city, given the vast number of people living below the poverty line and cut off from jobs, community and help because of a lack of transportation, it seems insane that we haven't already invested hugely	48



Responses	ID
in revitalizing the existing and developing new public transportation. Thank you for your consideration.	
Increased transit must be a top priority for the long-term development of Athens. The economic, ecological, social, and civic benefits are innumerable, and increased options, speed, and reliability will lead to more car commuters embracing transit. Bike lanes will be important too, and should be prioritized as well, but increasing transit options should be top of mind.	49
Increase public transit bus operating times. Passenger rail connections to MARTA in Doraville would be fantastic.	50
If public transit was improved even to the levels it was at in 2019, it would be amazing. Athens is growing, and having a safe, reliable, and consistent bus system is essential. If the bus that reached my neighborhood was more consistent and ran longer, I would not drive to work/class. However, it is not, so I am car dependent.	51
I would use a bike for transportation if it was safer. I used to bike for transportation but I was hit by vehicles twice. Both incidents were on sunny days with a great deal of daylight. Both drivers were polite and kind, they just didn't mentally process me as traffic.	52
I would regularly use non-car-centric transportation infrastructure connecting Watkinsville to Athens/UGA (i.e., CSX rail turned to trail)	53
I would definitely be open to walking and public transportation if there were sidewalks and a bus stop near my house. I live on Lavender Road and there should be sidewalks and a couple of bus stops all the way from Jefferson Road to Tallassee Road. Also, buses need to run more frequently and with more location stops.	54
I would be in support of some sort of rail connection to Atlanta	55
I would absolutely ride a bicycle the 20+ miles to work if there was a safe, separated path from rural highway traffic. As rural corridors are currently designed, personal automotive vehicle is the only viable option in my community and that makes me sad.	56
I wish to see Athens Lift Paratransit services widen their service-area to make it more accessible for those who need it. There really needs to be more transportation options for older adults and disabled Athenians so they can continue to be a part of their communities, as most wish to do.	57
I think the issue with Athens right now in terms of transportation is that the roads tend to be quite narrow in downtown and close to the highways, which massively clogs up traffic. It's quite a growing issue in Athens due to the growing amount of College Students (That usually attend UGA) within Athens and it's an issue for everyone in the long run transport wise. In addition to that, the Athens Transit doesn't go to certain parts of Athens, and it cuts off people from being able to head to areas like Epps Bridge Pkwy and Oconee Connector. Athens Transit buses could also use more drivers, especially since some routes have been temporarily shut down due to a lack of bus drivers like the number 23, and more experienced drivers are being burnt out due to having to cover multiple routes. Expanding the roads will be helpful for every driver, especially as Athens continues to get more people that live in it, this would be helpful in long run for Athens.	58
I think five points and other athens neighborhoods could benefit from a parklet or two. Sidewalks around athens need to be wider and connect throughout the city better. Some sidewalks randomly end and there isn't a safe way to keep walking. There are some bus stops	59



Responses	ID
without a sidewalk leading to them, which is unsafe and not friendly to physically disabled individuals. We also need protected bike lanes. Current bike lanes are unsafe and not respected by most drivers.	
I love when I'm able to take the bus! The barrier is how infrequently it comes making a trip take an hour or more when it would be a short drive. I will spend more time in transit if it's walking/public transport but it can't take up the whole day.	60
I love Athens and have been in the area my whole life. I love to see the infrastructure restored (I see that already happening in some parts of the county) and the congestion in areas to be resolved.	61
I live down Tallassee Rd, there are ZERO options besides driving. There is no sidewalk or shoulder. Ideally there will eventually be a side path/protected lane for cyclist and pedestrians at least to the middle school. Children are walking in the road or down a ditch on a 50mph road.	62
I have epilepsy and occasionally am unable to drive. But I'm not keen on walking/biking because the infrastructure is not pedestrian/biker friendly. Having more public transit options would make it a lot easier to get to work or run errands. It would also be super nice to not have to use a shuttle service to get to the Atlanta Airport.	63
Highways should not go through major pedestrian thoroughfares. A great example of this is West Broad Street in Athens. There are too many pedestrians along that roadway for so many lanes of traffic, high speed limits, and large trucks to go through. This is what is leading to so many avoidable deaths along this roadway. The main focus of transportation development going forward should be to promote dense, walkable, and transit oriented development and redevelopment. You all know that there is no possible way to build enough roads/lanes to keep up with traffic demand. Stop wasting tax money to build roads and build local and regional transit. That is literally the only way to reduce traffic and make better and safer communities. I will likely be moving away from Georgia because of how car centric it is and how many times I have almost been hit by a car walking and biking in my community. I don't want to die because of Georgia's horrible transportation investments and priorities.	64
High speed rail connecting Atlanta to Athens and other major hubs would be ideal. If not that, then more regional intercity bus service WITH INDOOR stations (not bus stops on the side of the highway with no shelters). Better local buses with service running every 15-30 min at each stop to make public transit comparable with driving. No suspended or limited bus service on weekends and during the summer. All bus stops need sidewalks connecting the stop to a pedestrian road. In general, more sidewalks. Fill in all the sidewalks that just end.	65
Greenfield Train line connection to Atlanta Airport/Charlotte would be the most useful thing we could ever spend money on	66
Do not widen lanes to improve traffic congestion. Studies consistently show it doesn't help. Instead, busy intersections need to be rethought. There are many where traffic is bad due solely to poor organization and planning. So many with too many intersecting roads and highway on-ramps/off-ramps that should be rethought and redirected.	67
Connecting and expanding sidewalks/bike paths making them actually useful would mean many more would use them!	68



Responses	ID
Car are suffocating the vitality of our city. It is not that they don't have a place but they have taken over and occupy far too much space. It is essential for the future that ACC gov act more quickly to create safe viable options and disincentivize car use where possible. In particular the use of oversized vehicles in urban area. I bike downtown at least several times a week and bike infrastructure is often, almost always, overrun by huge trucks that are unable to park within a parking spot. Secondly, we have a "multi-modal center" which often looks abandoned. Why not have one light rail line that connects and runs the length of the Atlanta Highway. I know there is a redevelopment of the mall area and it could connect in there. In addition the service center and storage for the light rail could be located out that direction as there is ample room. Finally this could eventually connect to a rail project that would run to Atlanta.	69
Bus to Cleveland road. Or bike paths.	70
Bikes are vehicles as are buses so the question about number of vehicles should be rewritten	71
Bike paths from Athens to Watkinsville ideally along Simonton Bridge Road or at least diagonally from the State Botanical Gardens to the new park in Watkinsville (Thomas Farms)	72
Bike lanes and sidewalks are important, especially for those who live close to Athens, or even those outside. If people see a safer route for biking or walking I think they would drive less often and the city air would be cleaner!	73
Before any entity considers expanding the reach of public transit and public access to trails and bike paths, the safety of the citizens must be addressed. I live in an area wedged between a "stroad" and many retailers close by, but cannot and will not bike or walk due to fears of being harassed by the only other pedestrians I witness outside my car window. Those people are more often than not, "houseless" and often appear demented or struggling with some psycho-social set of issues. These people can be fiercely unpredictable, and I won't be held to account if I defend myself against their confrontations. I do not trust that anyone in the ACC legal system would care about my life, because my situation only makes headlines when someone needs to be portrayed as the villain. I am not allowed nor encouraged to speak up about my safety, because the general public tenor of our municipal governance is one wherein the person I would myself defend against is the victim. Inversion counts.	74
ATS is abysmal right now. They change routes without alerting people. Buses run early/late instead of on schedule, and the route changes make it very difficult to get where you need to go. People rely on this system to get to/from work, but it is very unreliable. I don't think anyone in power cares, either. They think people have all the time in the world to do their errands. I have been left high and dry at bus stops trying to get to work/home. I know others have as well. This needs to be a top priority. Nobody is going to use this system voluntarily in order to help the environment because it is unreliable and the bus drivers (90% of them) are rude and unhelpful.	75
Athens is far too developed to simultaneously be so underdeveloped. As a local to this town with no car, I find so many areas inaccessible, and find there are so many very basic things i'm unable to do because of unsafe walking conditions. You will be walking down a road with a sidewalk that goes for less than a mile before it turns into just a shoulder where the wind from the cars knocks you a bit each time they pass by. It is insane how many sidewalks just randomly end, and how many are just there for a tiny stretch in front of a housing development.	76



Responses	ID
Athens has so much potential to grow into a shining example of modern sustainable city planning that facilitates connected communities through safe and efficient mobility that focuses on people, not cars. We give up too much to cars, and all they give in return is death, stress, and bad health.	77
Aside from sidewalks, pedestrian infrastructure can include pedestrian islands, crosswalks, and trails.	78
As someone who did the Athens to Atlanta commute for three years, our regional transportation options are utterly inadequate. Groome is too expensive. The bus to Gwinnett MARTA is too slow. Driving is also too slow. It took me 3 hours to reach Dunwoody during rush hour. We desperately need a high speed train to Atlanta. That thing would pay for itself after one home game. It would bring in even more tourist money and be a huge benefit for students without cars. Which is good! We don't want students to have cars. Bad for traffic and the environment.	79
As a resident of Athens-Clarke County, I commend Athens Commissioners and city management for focusing on transportation for those who are of lower SES and thinking critically about smart/environmentally conscious development. I'm hopeful that the Mayor & Commission and Planning Commission will continue to incorporate citizen feedback from many types of transportation users - bikers, walkers, auto users, transit users - to make Athens work for everyone. With the rapid growth ACC is projected to have in coming years, we need to become even more attune to residents' (and unhoused folks') transportation needs. I think we can continue to develop in the outer parts of Athens-Clarke and Oconee/Madison Counties – Hwy. 29 by the large Kroger, on 129 towards Jefferson, on Hwy. 78, etc. – and help keep the more already developed areas livable for residents already calling Athens home. Affordability of new housing and accessibility to public transit needs to be a strong consideration as well.	80
As a family with children, we primarily community by biking and public transport. However there are many areas in Athens where it is dangerous as a pedestrian or cyclist because of poor infrastructure and lack of dedicated and connected paths. I encourage resources and improvements in pedestrian, biking, and multiuse paths to improve our community for all people, not just for automobiles. It also boosts the local economy and creates more desirable neighborhoods.	81
Although I do not currently utilize public transportation, I used it when I had access to it as a UGA student and found it to be optimal for getting to class (there were enough busses, the app was pretty accurate, the stops on campus were convenient)	82
- Recent bike/ped fatalities and injuries must be addressed through safer infrastructure throughout the MACORTS region, and particularly in high traffic areas near downtown Athens and surrounding residential areas. - Sidewalk gaps and disconnected bicycle infrastructure create safety issues throughout the region, particularly where bike lanes abruptly merge with vehicle traffic. - Traffic calming measures are needed on numerous corridors where roads are designed for excessive speed at the expense of bike/ped safety. - The greenway needs to be treated as a viable transportation corridor for people on bikes, on foot, or on assistive devices, which means it should be open and adequately lit after dark, when people outside of cars are most in need of a safe alternative to traveling on the road - Need public education campaign regarding legal/safe passing of bicyclists (three-foot law) and general etiquette when driving near people outside of cars	83



Open Ended Comments: Map Comments

The following tables present open-ended comments associated with each marker type.

Table 10. Traffic Delay or Congestion Area

Response	ID
Left Turn to inner loop causes delays with back-ups	1
Signals are not synchronized, causing back-ups affecting all surrounding streets	2
Signal cycle is very long, causing back-ups on Riverbend, but also affecting signals to the North by staying green for an extended period	3
Loop 10 westbound turn lane backed-up and congested during rush hour.	4
Downtown Watkinsville	5
Congestion. Turn movement delay prevents through traffic.	6
The problem where a car exiting the loop attempts to merge onto 78 at the mall. Awful intersection.	7
Consider a roundabout or traffic signal for this intersection especially when there is school traffic	8
SEVERE congestion at peak times. Takes upwards of 15 minutes to move from Oglethorpe Elementary to Mitchell Bridge Rd.	9
Severe congestion at peak times perhaps due to Hawthorne being designed as a residential road and it NO longer being used that way. Folks DO NOT use the right lane to zipper merge causing more of a back up as well	10
Heavy traffic	11
Heavy traffic	12
Heavy traffic	13
Heavy peak times traffic- leads to sitting through 3 to 4 light cycles.	14
Not enough stacking for peak times at left turn lane.	15
Peak time traffic leads to waiting 2-3 light cycles.	16
Lots of trucks using this road even though it's closed to trucks. Need camera on light.	17
During peak rush hour, traffic often backs up dangerously onto the interstate. I sometimes have to queue on the highway shoulder waiting to take a right turn from this off ramp.	18
Lack of a dedicated left turn lane onto Williams Street results in congested traffic.	19
Lack of Continuous bike lane on S Thomas St/East campus rd	20
No continuous bike lane on Baxter St	21
Light doesn't seem to be on a timer. I've waited to turn left from Mitchell Br. Rd. to Tallassee for nearly 1 minute several times.	22
When stopped at red light on Mitchell Br. Rd. waiting to turn left/northbound on Tallassee Rd., I've waited upwards of 1 min. at this light. Even late into the night with hardly any cross-traffic on Tallassee Rd. Suggested review of signal timing.	23



During peak times (or at least 5 o'clock traffic) the exit ramp from Loop 10 Outer Loop to Tallassee Rd. becomes congested. On several occasions the queue has been backed up onto portions of the loop. Thankfully there is a shoulder where cars line up.	24
Congestion issues arise at the Tallassee/Oglethorpe on/off ramps onto Tallassee road.	25

Table 11: Safety Issues

Responses	ID
Westbound traffic exceeds speed limits on straight section and present safety issue for turning traffic.	1
Bicycle lane and merging traffic from Research Drive and College Station Road traffic coming from hill can be a safety issue.	2
Most traffic yield but do not stop at stop sign.	3
Entering SR53 difficult which causes people to take chances and accidents.	4
Site distance and traffic volume	5
Spring Valley has become very unsafe to ride a bicycle into Athens with all the construction traffic. The traffic is from the business being built on Moores Grove rd. It will get worse start of construction at the Meissner plant. Need firefly trail.	6
Has become a cesspool of crime & corruption thanks to the braindead Democrats running the city.	7
Poor visibility to make left or right turns coming from the south	8
Both directions of traffic drive too fast on West Broad. Turning movements are often sources of crashes.	9
4 way stop sign is still often not adhered to even after installation 2-3 years ago. You can have lunch and watch people run through the stop sign.	10
Need a signalized left turn at Prince and Milledge.	11
There is a greenway entrance here, but no crossing infrastructure or sidewalks to be able to access it.	12
People driving through Five Point intersection are often careless and do not watch for pedestrians. I've seen many people almost get hit. Crosswalk paint is missing from some of the sides, which might help.	13
Cars move very fast on Oglethorpe, rarely stop for the crosswalk, would like a raised crosswalk or something to slow down drivers.	14
Intersection is very dangerous when turning from Westchester and on to Mitchell Bridge. Cars already travel too fast on Mitchell Bridge and there are limited sight lines when making a left from Westchester onto Mitchell Bridge.	15
Cars turning off Satula "bully" pedestrians into rushing across; cars make left turns off prince onto Oglethorpe even when they have a red light.	16
Students parking leaves narrow street, plus no sidewalks and cars turning fast off Oglethorpe and no soace to walk on lawns where owners have planted in the public right of way.	17



When a hospital shift changes it is completely unsafe to walk on Pineneedle where there are no sidewalks and poor visibility because of a steep hill.	18
"Beg light" button for pedestrian crossing is broken.	19
Fatality at this intersection in 2022, multiple conflict points with no design mitigation. Also has high pedestrian traffic and no facilities.	20
Bus stop with no sidewalks, shelter, or crosswalk for riders to access their destination or wait safely. Unprotected from vehicle and freight traffic traveling at 45mph+ which is well over fatal speed.	21
45 mph much too fast for bicycle safety	22
No way to safely cross on bicycle	23
No bike lanes and inadequate sidewalk	24
Bike lanes disappear	25
Speed too fast	26
Excessive speed makes ped\bike dangerous	27
Extremely dangerous crossing for cyclists trying to ride into or out of town	28
This is a heavily used crosswalk and cars are not stopping for pedestrian traffic. A speed table and RFB is needed	29
The sidewalk abruptly ends forcing you to have to use the parking lot to walk	30
Crossing here to get from the North Greenway to the South Greenway means using a crosswalk with a tiny place to stand in fast moving traffic. It needs a more protected crossing.	31
Safety with left turns.	32
Safety with left turns- multiple wrecks in the past year.	33
Safety during school entry/ exit times.	34
Plant life obstructs the view of oncoming traffic	35
Going from North Greenway to South Greenway requires crossing the intersection. The only place to stand is a small area very close to high speed traffic.	36
Road needs paving and runway too close to housing.	37
This road needs a turn lane. People drive so fast out of town and there are people turning left into the Marathon and Putters neighborhood. Cars move over at the last second and the car behind them isn't aware of a stopped vehicle waiting to turn.	38
There is constant inbound and outbound traffic of gas tankers. They have to stop here in the road because of the railroad tracks as well as cars that may be in the way of their turning in. Needs a turn lane.	39
Fully loaded gas tankers are constantly coming from this depot. They are slow to get going and it's a hard road to get on from that side of the street. Needs a center turn lane.	40
Increased traffic, heavy tractor trailer presence and cars turning left are a hazard, this needs a center turning lane.	41
Turn arrow at Fourth Ave and Hwy 72. Turning left from both directions onto Hwy 72 can sometimes take two to three signal cycles. Some people go the next intersection to turn instead of waiting. It becomes unsafe due to the hill and oncoming traffic.	42



Would be nice to have flashing speed zone signs here. Was just involved in an accident trying to turn from Hwy 72 to Fourth St. Oncoming car was going 60 mph in a 35 mph zone.	43
Would be helpful to get a turn arrow for individuals turning left onto Hwy 72. Traffic can get backed up in the mornings and the afternoons.	44
There is a point when the drive from the Preserve has a left turn arrow and the light is green for people coming out of target and it confuses everyone who has the right-of-way there. Or something like that.	45
Baxter Street between Finley and S. Lumpkin is in need of additional bike/ped safety infrastructure. Protected bike lanes, additional visibility measures at crosswalks, etc.	46
Very dangerous intersection for pedestrians. Many people walk in this area.	47
This interchange cuts off walking and biking access for people who live outside of the loop. This is a very dangerous area for any type of active transportation.	48
Transit access from this neighborhood into town is extremely inefficient because the bus route only goes one direction. A 5 or 10-minute car trip takes 30+ minutes via bus.	49
Hawthorne Ave. is very dangerous for cyclists and pedestrians. Bike lanes are too narrow and unprotected. Frequent and excessively wide curb cuts endanger pedestrians. Heavy pedestrian traffic along this road.	50
Bike lanes stop and start abruptly along Oglethorpe. Traffic calming needed as well.	51
Dangerous to bicycle or walk through the underpass. Connection to neighborhoods outside the loop is cut off.	52
There needs to be some type of left hand turn system here. There have been a number of issues from cars waiting to turn left and being hit from behind, etc. Many issues including the challenge of the railroad and also Old Jefferson Road intersection.	53



Table 12: Other Issues or Concerns

Responses	ID
good sled riding route	1
PLease remove the No Turn on Red restriction traveling southbound on Barber Street at the Prince Street intersection. While I assume this has to do with the presence of a bike lane now, it is an unwarranted delay for everyone.	2
The yield sign on right turns here and elsewhere in the county makes no sense and is dangerous	3
Leave your public transportation garbage out of Madison and Oconee counties! We want nothing to do with the crime, homeless and illegal border hopper filled cesspool that is Athens/Clarke County. Spend your (our) time & money deporting illegal murderers in	4
Consider a trail or a bike path connecting Watkinsville to the Athen Airport. This could improve unused areas and be an attraction for the area and development	5
insufficient bicycle infrastructure	6
dangerous intersection for alternate transportation	7
Improper lanes still painted after construction: right turn lane for northbound loop entry still reflects non-existent entry and cause cars to cut others off by ignoring the prohibited space because it's now irrelevant	8
This sidewalk/greenway has people blocking the path with tents, campfires on the sidewalk, trash and people laying down on the greenway	9
The sidewalk is very uneven and has many tripping hazzards	10
The pavement lines were not painted, It is not clear where to stop at the light.	11
Reccomend signal timing adjustment for eastbound traffic exiting the loop and turning left onto 441 north. Current queues during evening peak hours back up into loop, causing dangerous merging situations. Detection zones at exit ramp entrance could help.	12
Extremely bad cross-traffic flow here that is continually getting worse. Very bad.	13
georgians don't know how four-way stops work and they make everyone's trip longer by being bad drivers	14



Attachment G:

Public Comment Period Input Report



2050 MTP PUBLIC COMMENT PERIOD REPORT

AUGUST 14, 2024 – SEPTEMBER 13, 2024

Overview

The official public comment period associated with the review of the draft MACORTS 2050 Metropolitan Transportation Plan (MTP) took place between August 14, 2024 and September 13, 2024. During this time, 21 comments were received via the online comment form.

All draft MTP documents, Open House meeting materials, and other information was accessible via the project webpage (www.macorts.org/2050-mtp-update.html). In addition, comments were able to be provided through an online comment form, printed comment form (available at County offices), or by calling or emailing MACORTS staff. Information for accessing both online and hard copy versions of the draft plan were also detailed on the project flyer.

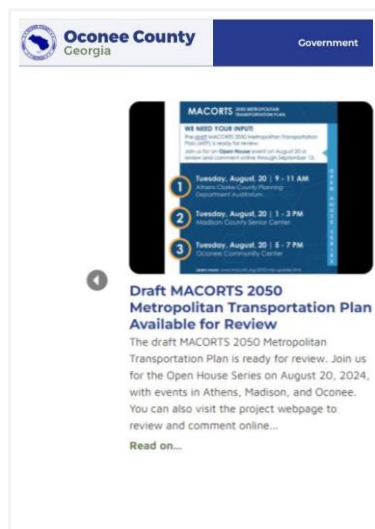
Promotions

The public comment period to review and comment on the draft 2050 MTP was promoted through a variety of methods including a social media campaign, email campaign, newsletters, press releases, newspaper ads, direct email, and printed flyers.

Flyers were posted in each of the in-person meeting locations including the Oconee Recreation Center, Athens Planning Department, and Madison Senior Center to promote both the Open House events and public comment period. Partner organizations and local online news outlets also helped circulate this information. As part of the email campaign, a series of four “e-blasts” were circulated to the project outreach list at strategic points during the 30-day comment period.



Athens-Clarke County X Promotion



Oconee County Website News Alert Article



MACORTS 2050 MTP Project E-blast #4



Trends & Takeaways

Input on the draft 2050 MTP ranged from specific comments on certain corridors to more general feedback about plan outcomes. Key trends and takeaways gleaned from comments received during this period are listed below, with a full transcript of comments provided in Table 1.

In general, there is support for the projects in the cost-constrained list, and many comments are related to specific project components, funding, timing, or similar.

- There is a lot of support for and excitement around the integration of complete streets design, especially for improvements that offer safer facilities for bicyclists and pedestrians.
- There is a general desire to see complete streets features expanded to other projects.
- Several questions are related to project prioritization and project timing – i.e., why certain corridors (see comments for specific locations) or communities (e.g., Athens) were prioritized over others, in terms of funding and/or timing.
- Several commenters questioned the need and purpose for road widening projects.
- Some commenters pointed out the need for lowering or changing speeds on certain corridors to align with proposed improvements (i.e., where bicycle and pedestrian components are proposed).
- A commenter offered suggestions for language to consider when referencing certain elements in the Title Vi section, as well as suggestions for increasing accessibility during the planning process.

Figure 1. 2050 MTP Comment Form

MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

MACORTS 2050 Metropolitan Transportation Plan Comment Form

The information below is optional. Please provide your name and/or email in case the project team has a follow up question about your comment or to sign up for project updates.

La siguiente información es opcional. Deja tu nombre y/o correo electrónico por si el equipo del proyecto tiene una pregunta de seguimiento sobre tu comentario o para registrarte y recibir actualizaciones del proyecto. Si usted desea información adicional con respecto al MACORTS 2050 MTP provista en español, favor compartir su nombre e información de contacto, así como una breve descripción de sus pedida.

1. Name (optional)
Nombre (opcional)

2. Zip Code
Código postal

3. Email Address
Correo electrónico

4. Please provide any comments you would like to share on the draft 2050 MTP.
Proporcione cualquier comentario que desee compartir sobre el borrador del 2050 MTP plan.

Done

Powered by
SurveyMonkey
See how easy it is to create surveys and forms.



Open-Ended Comments

All comments in this section are an exact transcript and no adjustments were made for spelling or grammar. However, personal information associated with a comment (e.g. name or contact information) was removed.

Table 1. MACORTS 2050 MTP Review Comments

ID	Comment
1	<p>1. This plan says safety, equity, the environment, and economic development are important goals, but the project list is mostly building or replacing bridges and road widening. Focusing on better car traffic flow is directly contradictory of the goals listed above.</p> <p>2. Kicking transit and bike/ped projects into the alternative funding list appears to demonstrate that the planners do not value these modes of transportation in spite of the plan's stated commitments to goals like safety, equity, the environment, etc. I'm concerned that this plan abuses flowery language to cover for doing the same old automobile-oriented projects.</p> <p>3. Why is there no presentation of where the available funds are being allocated? For example, new bridges are very expensive and could consume most of the funds at the expense of projects that have a higher value to the community and meet more of the goals around safety, equity, and the environment.</p> <p>4. Road widenings should not be considered. They just induce more car trips at the expense of safety, multi-modal access, and the environment. They do not solve congestion and they are expensive.</p> <p>5. Solving congestion should not be a major priority since it is not solvable, especially by expanding vehicular throughput. Congestion can be mitigated, but not eliminated, by putting people closer to their destinations and focusing on high capacity multi-modal infrastructure. Bike lanes and buses can handle far more people in a lane than personal automobiles, if we're concerned about maximizing efficiency.</p> <p>6. Level of Service is not a useful metric and should be discontinued.</p> <p>7. Please consider a 4-to-3 lane road diet on W. Broad/Oak/Oconee Sts. from W. Hancock to Lexington Rd. This would allow room for a complete street and reduce the need for a multi-lane roundabout (Project 11 at W. Broad & W. Hancock) to a single lane. It would calm traffic, increase safety, boost multi-modal access, and increase efficiency (no more sudden stops in the inner lane backing up traffic).</p> <p>8. Please do a complete streets/road diet treatment for project 26/32 on W. Broad St. Adding a median is not good enough. This project should also extend to Old Epps Bridge because the portion between Alps and Old Epps has seen several fatal crashes.</p> <p>9. Please include bike infrastructure in project 20 at the 5 Points Intersection. All of Milledge Ave would benefit from having protected bike lanes or a 2-way cycle track, even if the middle turn lane had to be removed and lights replaced with roundabouts. A complete streets approach here would be great for all the folks who walk, bike, ride transit, and live nearby. It's a highly trafficked area for non-car traffic and is close to many destinations.</p> <p>10. On project 25 along Lexington Rd, please apply a complete streets approach and lower the design speed to 30mph for safety's sake.</p> <p>11. On project 29, if Timothy Rd is being redesigned, the design speed should be lowered to 25-30mph. The current design speed encourages speeds that are well above the posted speed limit.</p>



ID	Comment
	<p>12. On project 30, a 4-to-3 road diet/complete street should be planned for Gaines School Rd. Widening would decrease safety and multi-modal accessibility while increasing speeds in an area that is heavily trafficked by kids on their way to/from school.</p> <p>13. Project 33 should be canceled since road widenings are not effective and should not be prioritized, especially at the expense of bike/ped and transit projects.</p>
2	<p>MTP# SP-26: Five Points Intersection Safety Improvements (Clarke)</p> <ul style="list-style-type: none"> • Project 20 has Local funds and a preliminary design from its considerations for TSPLOST funding. It has General fund allocations from ACCgov recent budget and it will be considered next year for 2026 TSPLOST project inclusion. This intersection is the cross section of S. Lumpkin & Milledge Circl local roads and GDOT S. Milledge Ave with major pedestrian challenges and traffic flow issues daily and for UGA events on campus. MTP# SP-26: Five Points Intersection Safety Improvements (Clarke) • Safety enhancement at the Five Points Intersection. Proposed enhancements may include but are not limited to: sidewalks, relocation and upgrade of crosswalks, optimization of signal timing and infrastructure adjustments, renovation of pedestrian corner refuges, installation of pedestrian and street lighting, upgrades to traffic signals. PE, ROW, UTL & CST MTP Funded (2028 – 2050) Please consider moving this to a sooner time frame since there are local funds available and additional opportunity for local funding allocations in TSPLOST referendum May 2026. I attended the Athens Open House and find the 2050MTP report details and process to be comprehensive and well presented. However, the roll out for public participation seems short for local governments to publish details & gain momentum for public participation in your process.
3	<p>SP-26 has funding to begin the planning process. This intersection is heavily used by children going to school, UGA students traveling to classes, and people living in the area and attending the commercial establishments. This is a safety project that needs to be funded sooner than later. Thank you for your consideration.</p>
4	<p>I'm happy to see improvements to the West Broad corridor in Athens. Speeds on this corridor are inappropriately high & it is site of frequent pedestrian crashes as it runs through a densely populated residential area & commercial center with many economically disadvantaged residents who have limited transportation options & must walk to access services & to get to bus stops. It also has no bicycle accommodations. I hope pedestrians & cyclists will be prioritized in all improvements. I'm also happy to see planned improvements for Jefferson Hwy as this runs through a rapidly growing area & also includes inappropriately high speeds & minimal bike/pedestrian accommodations. Plead prioritize these & traffic-calming to alert drivers to slow down as they enter the urban community of Athens.</p>



ID	Comment
5	I'd like to see transit expansion in the Athens area with routes frequently ran on main corridors. More park and rides near the county border combined with efficient transit can prove excellent at reducing congestion. A majority of vehicle trips are 3 miles or less, trips that people will take by bike, walking, or via transit if it's an efficient option. Would also like to see more roundabouts on roadways, especially in residential areas, to reduce collisions. Carmel Indiana does this well. One at Oconee St and Inglewood, Oconee St and Peter, and Oconee St at Poplar can reduce collisions, keep traffic moving, and improve safety for pedestrians and cyclist. Removing on street parking on Broad St downtown, an Arterial Road, and building dedicated cycling and delivery lanes is likely to speed up vehicle traffic in the area and reduce congestion from vehicles backing out, delivery trucks blocking travel lanes, and slower cyclist biking in travel lanes. Expanding the Prince Ave bicycle lanes, on street parking, and more protected crosswalks is ideal. Would also like to see traffic signals updated and synced on major corridors to move traffic instead of people getting a greenlight on one signal while the next signal is turning red. Connectivity via transit to major areas in surrounding counties would be great such as a stop on Oconee Connector in Oconee County at the shopping center.
6	As a member of a zero-car household, I was heartened to see a continued emphasis on improving multi-modal transportation and safety. I bike my daily commute, walk around Athens, and use the ACC and UGA buses regularly. I've found current bike infrastructure frustrating in that where bike lanes exist, they are often unprotected, are frequently cut across by right turn lanes where drivers are not consistently aware of bikers, and the lanes stop with little notice at intersections, spitting me back into traffic exactly where I feel I am least safe. As investments in bike and pedestrian infrastructure continue, I hope that you will consult deeply with users in order to make these investments pay off in terms of usable infrastructure that meets our needs. Thank you!
7	I Noticed on Pages 71-74 Of the 2050 Project list that Madison County was being considered for 1 project out of 33 sited projects??? Athens has a total of 25 Projects While Oconee has 7 projects. If Madison and Oconee are Equal contributors from a funding perspective for this plan and similar by population, then why not equal Project cost ??? I also noticed the timing for the Madison County projects was Number 27th on the list, out of the 33 Projects??? why not number 4 or 5 on the list, Since were only getting 1 item in the next 25 years? Thank you for your considerations.
8	In general, more meaningful bike/pedestrian infrastructure, limit stroads, and keep exploring mass transit options.
9	The map on meeting board #8 doesn't seem to include the level of detail for Oconee County that's included for Clarke. There are parks and land owned by USG that affect traffic and road decisions, and this information should be included for the entire MACORTS area.
10	Figure 14: Senior population densities: I believe this map is highly inaccurate in the area just North of Hwy 15 along Hwy24. Upwards of 1000 seniors live in the Presbyterian Homes complex at this location in Oconee County.



ID	Comment
11	Reviewing the Macorts 2050 plan I noticed that no consideration was given to the intersection improvements of US 78 and GA 53 which has a lot of heavy truck traffic on both roads. Normal vehicle traffic at the intersection has increase more than triple with three schools within two and half miles of the intersection. Residential growth has increased in the immediate area and is continuing to increase as well in Barrow and Walton Counties which feeds a lot of the current traffic into the intersection. The intersection needs to be widen and made longer on Ga 53 and improved traffic control system installed. Currently traffic backs up on Ga 53, especially in the mornings, on the north side of US 78 to or past Ashland Subdivision. This intersection should be included in the study and improvements to intersection included in near future plans.
12	I may have missed it, but I did not see anything in the plan about updating the visibility/informational accessibility of public transit. The ACC MyStop app is pretty consistently buggy, and I hope that better information accessibility is a priority. It may be and I just missed it, and if that is the case, I would love for that section to be pointed out.
13	I am writing to provide feedback on the Title VI Plan and to request some updates that could help further align the document with more modern, inclusive language practices, while still maintaining compliance with federal regulations. While I understand that much of the language in the document is based on standard federal guidelines, I believe there are opportunities to enhance the inclusivity of the plan in the following ways: 1. Gender-Neutral Pronouns The document uses gender-specific pronouns such as "he/she" and "his/her" in several places. For example, in reference to individuals submitting complaints or providing responses, the use of "his/her" is standard. However, I would recommend adopting gender-neutral pronouns like "they/their" throughout the document. This would ensure that all individuals, regardless of gender identity, feel represented in the document's language. 2. Human-Centered Terminology While the term "Limited English Proficiency (LEP)" is used correctly in accordance with federal guidelines, it may benefit from additional context or phrasing to emphasize the document's commitment to serving individuals with LEP in a compassionate and inclusive manner. A brief statement reinforcing the importance of accessibility for all, including those with language barriers, could improve the tone of this section. 3. Simplification of Legalistic Jargon The document's formal tone, though in line with legal requirements, could be softened in certain areas to improve public accessibility. For example, instead of stating that "intimidation or retaliation of any kind is prohibited by law," you could simply state, "We are committed to ensuring no one faces intimidation or retaliation for filing a complaint." This would make the document more approachable for community members who may not be familiar with legal terminology. I believe these updates would make the document more inclusive and accessible while maintaining full compliance with Title VI regulations and FTA Circular 4702.1B. I hope you will consider these suggestions as part of your ongoing efforts to serve all members of our community effectively.



ID	Comment
14	<p>I would like to commend your ongoing efforts to ensure public participation in the transportation planning process, particularly with the release of the draft 2050 Metropolitan Transportation Plan (MTP). Your commitment to transparency and inclusion is highly appreciated. As part of my feedback on the draft 2050 MTP, I would like to respectfully request that MACORTS consider additional steps to improve accessibility for all community members. Specifically, I suggest two improvements that would enhance the inclusivity of public meetings and engagement:</p> <p>Automatic Subtitles for Video Recordings By turning on subtitles for all video recordings of meetings related to the MTP and other public forums, you can ensure that individuals who are deaf or hard of hearing, as well as those who may have trouble with audio quality, can fully engage with the content. Subtitles also benefit people whose first language is not English, allowing them to better follow the discussions. This would help make the 2050 MTP process and all future transportation plans more accessible to all members of our community.</p> <p>Automatic Posting of Full Meeting Transcripts While I appreciate that meeting minutes are made available, I believe that full transcripts should be posted automatically, rather than requiring them to be requested. Minutes tend to summarize key points and decisions but often miss out on the full context of discussions that are important for understanding the complexity of transportation planning, especially for a long-term plan like the 2050 MTP. Full transcripts offer several advantages: They provide a complete and transparent record of all discussions, ensuring that no part of the conversation is left out or misunderstood. Transcripts are searchable, allowing the public to quickly find and review relevant parts of the meeting without having to sift through video or incomplete minutes. For individuals who cannot attend meetings or listen to the full audio, transcripts provide a more accessible format that allows them to follow the details of the planning process at their own pace. In short, meeting minutes alone do not provide the full level of detail needed to support meaningful public engagement, especially for a comprehensive plan like the 2050 MTP. Posting full transcripts alongside the video recordings would ensure that all citizens—regardless of hearing ability, language proficiency, or time constraints—can fully participate in and understand the decision-making process. Thank you for considering this feedback on the draft 2050 MTP plan. I look forward to seeing how MACORTS continues to foster an open, inclusive, and accessible transportation planning process. Please feel free to contact me if you would like to discuss these suggestions further.</p>
15	<p>I believe stakeholders need to address the what I will call “feeder” roads to highways such as 316 and Monroe Hwy in western Oconee. Hwy 53 at Monroe Hwy intersection is four lane divided one direction and two lane the other. This lends to increased wait times due to inefficiencies at the red lights. Vehicles transiting 53 (316 to Striplings direction) get stuck from getting in the turn lane toward Athens. Also same issue getting to the right turn lane toward Monroe especially during school hours with increased traffic to all schools in area. There is plenty of property to expand these lanes to improve drive times and increase road safety. We have heard roundabouts are planned near Dove Creek schools. Just seems illogical to spend millions on main arteries while not improving small roads as area is expected to see increased household and traffic in the coming years. And some road counts were done by someone this spring after school ended.....clever or not??</p>
16	<p>Very good information. Many of the plan's components align with our Regional Transit/Transportation Plans as well as Comprehensive Plans.</p>



ID	Comment
	Many of the projects are good and on point. One thing I think is missing from the mid and long term plans is a flyover ramp from the loop to GA 316 west. the on ramp to the loop from 316 going east is ok - though it could be expanded. but the traffic and congestion created at the intersection of the loop exit ramp at ga 316/epps bridge parkway slows will become a key bottleneck for coming in to athens and leaving athens once the jimmy daniel/oconee connector interchanges are in place. Also needed is a second left turning lane on the exit ramp of 3167 going east at the intersection with 78. for those trying to go south/east on 78 that traffic light is too short and traffic backs up routinely. could simply start by extending that traffic light but a 2nd left turn lane onto 78 from 316 would be a longer term solution. I also didn't see anything in the plan for traffic signal synchronization in Oconee on the Oconee connector and on Epps Bridge Parkway. That would seem like a relatively low investment that would provide immediate value.
17	Please close the median that enables the left hand turn at 316/Julian. There is a significant amount of cut through/bypass traffic of cars going to/from Jimmy Daniel. It's disruptive for residents of 2 subdivisions. There is a constant stream of traffic.
18	Please include and however possible accelerate the Watkinsville bypass which is vital to the health of our town. There is also strong community support for activating the rail line between Madison and Athens for a bike ped facility.
19	Thanks for opportunity to offer comments. I am glad that the bishop farms parkway expansion is on the list. UNG has needed a second entrance/exit for many years. How many more people have to get injured or killed while waiting for that expansion? HWY 53 in front of UNG continues to get more busy and congested. If you take those cars off the road and have them use the other exit then that makes hwy 53 better. It has been needed for a long time and hope it gets funding and done this decade. I also appreciate that hwy 316 will have improvements done to make travel through Oconee county safer and quicker.
20	I try to bicycle whenever possible to get to my destinations. I do not want to be what you call a KSI statistic. Please do whatever is possible to increase bicycling infrastructure on the west side of Athens-Clarke County so that I and other cyclists can get to downtown Athens unscathed. Thank you.
21	Project 24 to 30 (pg 73) notes bicycle and pedestrian facilities for Jefferson River Road and several other corridors. Some of these like Jefferson Rive Road are heavily used by cyclists but also have high vehicular speed. Will the bike facility be separated/protected? If not, it would be inconsistent with national guidelines and unsafe. Just painting a bike lane or adding a sharrow is not sufficient.



Attachment H:

Promotions & Communications



The following pages present examples of promotions and communications that were circulated during the project.

Project Webpage

MACORTS
Metropolitan Atlanta Office of Regional Transportation
REGIONAL TRANSPORTATION STUDY

Home | About | Contact | **2050 MTP Update** | Documents | T&E Data | Contact Us

PROJECT BACKGROUND

The Metropolitan Atlanta Office of Regional Transportation Study (MACORTS) collaborative planning organization (CPO) is currently working with the development of the regional long-range transportation plan, the MACORTS 2050 Metropolitan Transportation Plan (MTP).

PROJECT SCHEDULE

The planning process will extend through the fall, with adoption anticipated in October 2024. Key dates and project milestones are indicated in the graphic.

- 1 PROJECT KICKOFF**
March 2023
- 2 PUBLIC ENGAGEMENT**
February - March 2024
- 3 PUBLIC ENGAGEMENT (Final Round) & DRAFT PLAN COMMENT PERIOD**
June - July 2024
- 4 OVERSIGHT AGENCY REVIEW**
July - August 2024
- 5 PLAN ADOPTION**
September 2024

KEY PLAN ELEMENTS

The MTP contains six key elements as illustrated below:

- Project Management Plan
- Public & Stakeholder Participation
- Multi-Modal & Freight Analysis
- Goals & Objectives
- Financial Analysis
- Plan Development & Documentation

GET INVOLVED

Help envision the future of transit and transportation in the region! Take our survey to share about your experience getting around – whether you walk, bike, roll, drive, or ride, we want to hear from you! Learn more about opportunities to get involved below.

Take the Survey! <https://arcg.is/09XHSI>
Survey ends March 31.

Community Events

We have concluded our first round of in-person public engagement. We'll be back in the summer with more opportunities to engage with the MTP 2050 project team. Stay tuned for details about how to connect with us!

Past Events

The project team facilitated a booth at community events to solicit feedback on transportation investments in the region, promote the survey, and build project awareness.

Thursday March 22 | 6:00 – 8:00 pm
Oconee County Little League Games
Bogart Sports Complex | 200 S. Burson Ave., Bogart, GA 30622

Saturday March 23 | 8:00 am – 12:00 pm
Athens Farmer's Market | Bishop Park
705 Sunset Drive Athens, GA 30606

MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

The draft 2050 MTP is ready for review! Use the links below or scroll down to Get Involved to learn more. The 30-day public comment period to review and comment on the draft MACORTS 2050

Metropolitan Transportation Plan extends from August 14, 2024 through September 13th.

[Review the draft 2050 Metropolitan Transportation Plan:](#)

- **DRAFT MTP Report**
- **Appendix A**
- **Appendix B**
- **Appendix C**
- **Appendix D**
- **Appendix E**
- **Appendix F**
- **Appendix H**
- **Appendix I**

Leave a comment: [Click Here!](#)

[Review Open House Series meeting boards: Click Here!](#)

KEY PLAN ELEMENTS

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Bogart Sports Complex | 200 S. Burson Ave., Bogart, GA 30622

Saturday March 23 | 8:00 am – 12:00 pm
Athens Farmer's Market | Bishop Park
705 Sunset Drive Athens, GA 30606



Project Fact Sheet: Round 1



MISIÓN MACORTS
El MACORTS, que se creó en 1969 como mecanismo de planificación del transporte en la zona urbanizada, es el conducto por el cual los fondos federales de transporte llegan a la zona urbanizada.

ANTECEDENTES
Un Plan de Transporte Metropolitano (o MTP, por sus siglas en inglés) es el documento más importante elaborado por un MPO. Abarca un marco de planificación de 20 años y regula el gasto de los fondos federales y estatales para autopistas. Incluye todos los modos de transporte, tanto de pasajeros como de mercancías. El MACORTS está desarrollando actualmente su MTP 2050, entre 2023-2024.

CRONOGRAMA DEL PROYECTO

- 1 INICIO DEL PROYECTO
marzo 2023
 - 2 PARTICIPACIÓN PÚBLICA
febrero - marzo 2024
 - 3 PARTICIPACIÓN PÚBLICA Y PERIODO DE COMENTARIOS SOBRE EL PROYECTO DE PLAN
junio - julio 2024
 - 4 REVISIÓN DE LA AGENCIA DE SUPERVISIÓN
julio - agosto 2024
 - 5 ADOPCIÓN DEL PLAN
septiembre 2024
- www.macorts.org 706-613-3515

ELEMENTOS DEL PROYECTO



MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

HOW TO GET INVOLVED

SURVEY
Please participate in the MACORTS MTP survey which can be accessed through the above QR code on your computer or mobile device.

UPCOMING ENGAGEMENT
Stop by our project booth at a local event this Spring to learn about the project and provide input.

March 21	March 23	March 23
Oconee County Little League Games 6:00 - 8:00 pm Bogart Sports Complex 200 S Burson Avenue Bogart, GA 30622	Athens Farmer's Market 8:00 - 11:00 am Bishop Park 705 Sunset Drive Athens, GA 30606	Madison County Egg Hunt & Spring Festival 1:00 - 4:00 pm Sammy Haggard Park 1345 Highway 98 W Danielsville, GA 30633

SOCIAL MEDIA
www.facebook.com/accgov
[@accgov](https://www.instagram.com/accgov)
<https://www.macorts.org/2050-mtp-update.html>

www.macorts.org
706-613-3515



MACORTS' MISSION
Formed in 1969 to provide a transportation planning mechanism for the urbanized area, MACORTS is the conduit through which federal transportation funds come to the urbanized area.

BACKGROUND
A Metropolitan Transportation Plan (or MTP) is the single-most important document produced by an MPO. It covers a 20-year planning horizon and governs expenditures of federal and state highway funds. It includes all modes of transportation, including passenger and freight. MACORTS is currently developing their 2050 MTP between 2023-2024.

PROJECT SCHEDULE

- 1 PROJECT KICKOFF
March 2023
 - 2 PUBLIC ENGAGEMENT
February - March 2024
 - 3 PUBLIC ENGAGEMENT (Final Round) & DRAFT PLAN COMMENT PERIOD
June - July 2024
 - 4 OVERSIGHT AGENCY REVIEW
July - August 2024
 - 5 PLAN ADOPTION
September 2024
- www.macorts.org 706-613-3515

PROJECT ELEMENTS



MACORTS 2050 PLAN DE TRANSPORTE METROPOLITANO

CÓMO PARTICIPAR

ENCUESTA
Por favor, participe en la encuesta MACORTS MTP a la que se puede acceder a través del código QR anterior en su computadora o dispositivo móvil.

PRÓXIMOS EVENTOS
Visite nuestro stand del proyecto en un evento local esta primavera para conocer el proyecto y proporcionar sus comentarios.

marzo 21	marzo 23	marzo 23
Oconee County Little League Games 6:00 - 8:00 pm Bogart Sports Complex 200 S Burson Avenue Bogart, GA 30622	Athens Farmer's Market 8:00 - 11:00 am Bishop Park 705 Sunset Drive Athens, GA 30606	Madison County Egg Hunt & Spring Festival 1:00 - 4:00 pm Sammy Haggard Park 1345 Highway 98 W Danielsville, GA 30633

REDES SOCIALES
www.facebook.com/accgov
[@accgov](https://www.instagram.com/accgov)
<https://www.macorts.org/2050-mtp-update.html>

www.macorts.org
706-613-3515



Project Fact Sheet: Round 2



WHAT IS MACORTS?

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) is the region's Metropolitan Planning Organization (MPO). Formed in 1969 to provide a transportation planning mechanism for the urbanized area, MACORTS is the conduit through which Federal transportation funds come to the urbanized area.

MTP OVERVIEW

A Metropolitan Transportation Plan (or MTP) is a federally required plan that identifies how each Metropolitan Planning Organization (MPO) will prioritize and invest in a multi-modal transportation system to meet the region's needs. This Plan:

- Covers a 20-year planning horizon
- Is updated every 5 years
- Governs expenditures of federal and state highway funds
- Includes all modes of transportation

COST CONSTRAINED PROJECT LIST

Four key factors to consider:

- 1 Project Costs Outpacing Revenues
- 2 Substantial Existing Commitments
- 3 Significant New Demand / New Ideas
- 4 Funding Types Dictate Project Eligibility

PROJECT LIST SUMMARY

- 10 BRIDGES
- 4 ACCESS MANAGEMENT
- 3 NEW ROADWAYS
- 3 SAFETY
- 7 INTERSECTION/ INTERCHANGE
- 4 *OTHER PROJECTS
- 2 WIDENING

*Other projects include electric charging infrastructure, facility rehabilitation, & RAISE grant improvements

FUNDING SUMMARY

Anticipated Revenue
\$625,216,543



Revenue projections estimate the revenues anticipated to be available over the planning horizon and are provided for both project funding and operational/maintenance funding anticipated to be available on an annual basis between 2024 and 2050.

Federal and state funding sources include:

- FHWA funding, Georgia State funding, and local match.

Local funding sources include:

- Special Purpose Local Option Sales Tax (SPLOST)
- Transportation Special Purpose Local Options Sales Tax (TSPLOST) funding.

MACORTS

2050 PLAN DE TRANSPORTE METROPOLITANO | FICHA TÉCNICA

QUÉ ES MACORTS?

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) es la Organización de Planificación Metropolitana (MPO) de la región. El MACORTS, que se creó en 1969 como mecanismo de planificación del transporte en la zona urbanizada, es el conducto por el cual los fondos federales de transporte llegan a la zona urbanizada.

ANTECEDENTE

Un Plan de Transporte Metropolitano (o MTP, por sus siglas en inglés) es el documento más importante elaborado por una MPO.

Abarca un marco de planificación de 20 años y regula el gasto de los fondos federales y estatales para autopistas. Incluye todos los modos de transporte, tanto de pasajeros como de mercancías. El MACORTS está desarrollando actualmente su MTP 2050, entre 2023-2024.

LISTA DE PROYECTOS CON COSTO RESTRINGIDO

Factores clave:

- 1 Los costos del proyecto superan los ingresos
- 2 Compromisos existentes sustanciales
- 3 Nueva demanda significativa/ nuevos ideas
- 4 Los tipos de financiamiento dictan la elegibilidad del proyecto

RESUMEN DE LA LISTA DE PROYECTOS

- 10 PUENTES
- 4 GESTIÓN DE ACCESOS
- 3 NUEVAS CARRETERAS
- 3 SEGURIDAD
- 7 INTERSECCIÓN / CRUCE
- 4 *OTROS PROYECTOS
- 2 AMPLIACIÓN

*Infraestructura de carga eléctrica, rehabilitación de intersecciones y mejoras del programa de subvenciones RAISE

RESUMEN DE FONDOS

Ingresos anticipados
\$625,216,543



Las proyecciones de ingresos estiman los ingresos previstos que estarán disponibles durante el horizonte de planificación y se proporcionan tanto para la financiación del proyecto como para la financiación operativa/ de mantenimiento prevista que estará disponible anualmente entre 2024 y 2050.

Las fuentes de financiamiento federales y estatales incluyen:

- Financiamiento de la FHWA, financiamiento del estado de Georgia y contrapartida local.

Las fuentes de financiamiento locales incluyen:

- Impuesto sobre las ventas de opciones locales de propósito especial (SPLOST)
- Financiamiento del impuesto sobre las ventas de opciones locales para proyectos especiales de transporte (TSPLOST)

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

We Need Your Input!

PROJECT SCHEDULE

- 1 PROJECT KICKOFF
March 2023
- 2 PUBLIC ENGAGEMENT
February - March 2024
- 3 PUBLIC ENGAGEMENT & DRAFT PLAN COMMENT PERIOD
August - September 2024
- 4 OVERSIGHT AGENCY REVIEW
August - September 2024
- 5 PLAN ADOPTION
October 2024

UPCOMING ENGAGEMENT

Join us for the **Open House Series** on August 20, 2024, with events in Athens, Madison, and Oconee. Drop in to one of the events below to learn about the draft 2050 MTP and provide feedback.

TUESDAY, AUGUST 20

- | OPEN HOUSE #1
9:00 - 11:00 AM
Athens-Clarke County Planning Department Auditorium
120 W. Dougherty Street
Athens, GA | OPEN HOUSE #2
1:00 - 3:00 PM
Madison County Senior Center
1265 GA-98
Danielsville, GA | OPEN HOUSE #3
5:00 - 7:00 PM
Oconee Community Center at Oconee Veterans' Park
3500 Hog Mountain Road
Watkinsville, GA |
|--|---|---|
|--|---|---|

REVIEW & COMMENT

Share your thoughts on the draft 2050 Metropolitan Transportation Plan during the public comment period between August 14 and September 13, 2024.

Scan the QR codes to learn more and review online.

Review online:



Leave a comment:



Review in person:

- Athens-Clarke County Planning Department
120 W. Dougherty Street
Athens, GA
- Madison County Planning & Zoning Office
91 Albany Avenue
Danielsville, GA
- Oconee County Planning & Code Enforcement Department
7635 Macon Highway
Watkinsville, GA

W: macorts.org/2050-mtp-update.html

E: macorts@acc.gov

P: 706-613-3515

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

¡Necesitamos tu opinión!

CRONOGRAMA DEL PROYECTO

- 1 INICIO DEL PROYECTO
marzo 2023
- 2 PARTICIPACIÓN PÚBLICA
febrero - marzo 2024
- 3 PARTICIPACIÓN PÚBLICA Y PERIODO DE COMENTARIOS SOBRE EL PROYECTO DE PLAN
agosto - septiembre 2024
- 4 REVISIÓN DE LA AGENCIA DE SUPERVISIÓN
agosto - septiembre 2024
- 5 ADOPCIÓN DEL PLAN
octubre 2024

Si usted desea información adicional con respecto al MACORTS 2050 MTP provista en español, favor compartir una breve descripción de su pedido en el formulario de comentarios o correo electrónico macorts@acc.gov.

REVISAR Y COMENTA

Comparte tus ideas sobre el borrador del Plan de Transporte Metropolitano 2050 durante el periodo de comentarios públicos entre el 14 de agosto y el 13 de septiembre de 2024. Escanea los códigos QR para obtener más información y revisar en línea.

Revisar en línea:



Dejar un comentario:



Revisar en persona:

- Athens-Clarke County Planning Department
120 W. Dougherty Street, Athens, GA
- Madison County Planning & Zoning Office
91 Albany Avenue, Danielsville, GA
- Oconee County Planning & Code Enforcement Department
7635 Macon Highway Watkinsville, GA

W: macorts.org/2050-mtp-update.html

E: macorts@acc.gov

P: 706-613-3515



Social Media Campaign

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

We need your input on transportation improvements across the region!

Drop by the project booth at one of the events below or take the survey to share your thoughts.

- Thursday, March 21 | 6:00 - 8:00 pm**
Oconee County Little League Games
Bogart Sports Complex | Bogart, GA
- Saturday, March 23 | 8:00 - 11:00 am**
Athens Farmer's Market
Bishop Park | Athens, GA
- Saturday, March 23 | 1:00 - 4:00 pm**
Madison County Golden Easter
Egg Hunt & Spring
Sammy Hoggard Park

SHARE YOUR IDEAS
for improving the regional transportation network!

www.macorts.org

TAKE THE SURVEY!
Share your thoughts on the future of the transportation network!

MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN

www.macorts.org

Madison County BOC
February 12 · 🌐

MACORTS 2050 MTP Promo Matrix – February 2024

Project Background:
Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) is excited to announce the kickoff of its MACORTS 2050 Metropolitan Transportation Plan (MTP). This plan sets the goals, objectives, and strategies, while also identifying specific projects to address the transportation needs within the Metropolitan Planning Organization (MPO) area and guides transportation investments. The planning process will extend through the fall, with adoption anticipated in October 2024.

Between February and early March, we will be conducting a project survey and facilitating public events to promote the project and solicit feedback from the community on future transportation initiatives for the region. We are requesting that each County provide support in promoting the project survey and other engagement opportunities for the duration of the project. More information on MACORTS and the MTP update can be found here: <https://www.macorts.org/2050-mtp-update.html>

Project Promotions: Survey
The following are suggested graphics and copy to be used in your organization's social media channels, newsletters, newspaper ads, or similar media channels to promote participation in the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) 2050 Metropolitan Transportation Plan (MTP) project survey. A link to the survey page is provided in the post details. The survey is available in both English and Spanish and includes a mapping question. We will follow up in the near term with additional promotional content for in-person community events. Please reach out to anna.johnson@bluecypressconsulting.com with any questions. Survey link: <https://arcg.is/09XK8f>
MACORTS Website Link: www.macorts.org
Click on the 2050 MTP Update tab for more information about the project!

Survey Promc



TAKE OUR SURVEY!

How do you envision the future of transportation in the region?

Oconee County GA Government
September 11 at 1:16 PM · 🌐

Friday is the last day to comment!

LAST CALL

The public comment period is closing soon. **Share your thoughts on the draft 2050 Metropolitan Transportation Plan** by Friday, September 13, 2024!

www.macorts.org/2050-mtp-update.html

MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN

The Georgia Tavern
March 16 · 🌐

MACORTS Metropolitan Transportation Plan Update - Input Requested
MACORTS Metropolitan Transportation Plan flyer. Text and details in post. #1
Share your ideas for improving transportation across the region to better serve the needs of the community! Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) is updating the Metropolitan Transportation Plan (MTP) and needs your input.

Drop by the project booth at a local event and take the survey or to learn more ab... See more

[STORYMAPS.ARCGIS.COM](https://storymaps.arcgis.com)
MACORTS 2050 Metropolitan Transportation Plan
Survey and Map Input Tool

Athens-Clarke County @accgov

Residents are encouraged to visit macorts.org to review the draft MACORTS 2050 Metropolitan Transportation Plan - which establishes long term goals to guide transportation investments in Athens + beyond.

Comments on the draft plan will be collected through Sept. 13.

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

WE NEED YOUR INPUT!
The *draft* MACORTS 2050 Metropolitan Transportation Plan (MTP) is ready for review.
Join us for an **Open House** event on August 20 or review and comment online through September 13.

1 Tuesday, August, 20 | 9 - 11 AM
Athens Clarke County Planning Department Auditorium

2 Tuesday, August, 20 | 1 - 3 PM
Madison County Senior Center

3 Tuesday, August, 20 | 5 - 7 PM
Oconee Community Center

OPEN HOUSE SERIES

Learn more: www.macorts.org/2050-mtp-update.html

Athens-Clarke County @accgov

Last call for feedback on the MACORTS 2050 Metropolitan Transportation Plan! Help prioritize transportation projects and shape the future of transportation in our region.

storymaps.arcgis.com
MACORTS 2050 Metropolitan Transportation Plan
Survey and Map Input Tool

10:47 AM · Mar 31, 2024 · 590 Views

3 Reposts

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

We need your input!

Review and comment on the draft 2050 Metropolitan Transportation Plan through September 13, 2024!

Learn more: www.macorts.org/2050-mtp-update.html

2:20 PM · Sep 10, 2024 · 333 Views



Newsletter Content

Share your thoughts with ACCGov!



Open surveys as of March 29, 2024

Thanks for subscribing! This newsletter will be distributed regularly to inform subscribers about available surveys at www.accgov.com/surveys that are open for resident input. If you have trouble accessing any of these surveys, please contact the Public Information Office at 706-613-3795 or info@accgov.com.

MACORTS 2050 Metropolitan Transportation Plan - Closes March 31, 2024

www.accgov.com/macorts

The Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) is developing its MACORTS 2050 Metropolitan Transportation Plan (MTD). This plan sets the goals, objectives, and strategies, while also identifying specific projects to address the transportation needs within the Metropolitan Planning Organization area and guides transportation investments. This survey will remain open through March 31, 2024.

Provide feedback on transportation needs

Lexington Road Tax Allocation District Community Improvements - Closes March 31, 2024

www.accgov.com/tads

ACCGov's Economic Development Department and the Lexington Road Tax Allocation District (TAD) Advisory Committee will host two open house sessions and an online survey during March for residents to provide input on items they would like to see constructed within TAD boundaries. The survey is open through March 31, 2024.



Your Voice for a Bicycle Friendly Georgia

HOME NEWS ABOUT US EVENTS RESOURCES SUPPORT GEORGIA BIKES

MACORTS (Athens Region) Metropolitan Transportation Plan 2050 Update in Process

March 26, 2024 by Justin Bristol

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July 2024
May 2024
March 2024
February 2024
January 2024
April 2023
November 21
June 2022
November 21
October 2021
September 2
August 2021
June 2021
May 2021
March 2021
February 2021
January 2021
December 2020
November 2020
October 2020
September 2020

Metropolitan planning organizations (MPO) are federally designated to administer transportation planning and facilitate federal and state transportation investments within the region for all urban areas with over 50,000 residents. Every five years, MPOs are required to update their Metropolitan Transportation Plan, which covers a 20-year planning horizon and provides MPOs the opportunity to assess the existing transportation network, estimate future demands, and identify needs and future investments.

The public input process is an important part of the MTP update that provides the project team with context about on-the-ground conditions and the needs of people who regularly use the region's transportation infrastructure. Having an MTP that accurately reflects the needs of all who use the transportation system, no matter what mode they use, is a crucial step to building more complete, accessible, and safe roadways.

Below is our letter to the project team, our responses to survey questions, and details on how to participate.

The public input survey is open through March 31 – don't miss your opportunity to protect people who bike, walk, or roll in your community!

Complete the Survey Today!



News Features Video Direct Connect Dlibert goBeyondProfit

Local Communities Albany Athens Augusta Columbus Gainesville LaGrange Macon Georgia Newnan Rome Savannah

Home > News > Aug 2024

Draft MACORTS Metropolitan Transportation Plan Available for 30-Day Review Through Sept. 13

Staff Report From Georgia CEO

Monday, August 26th, 2024

The Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) has prepared the Draft 2050 Metropolitan Transportation Plan. This long-range transportation plan assesses the existing transportation network, updates goals, objectives, and transportation priorities for the region, while integrating community input. This Update will result in both a prioritized, cost-constrained list of projects that will be implemented over the next 20 years, as well as an updated Metropolitan Transportation Plan (MTP).

MACORTS will host an open-house style meeting on Tuesday, August 20 from 9:00 AM to 1:00 PM at the Athens-Clarke County Planning Department located at 120 W. Dougherty Street. Residents are invited to stop by, learn more about the prioritized projects and updated transportation plan, and provide feedback. Additional meetings will be held on the same day in Madison County (1:00-3:00 PM) and Oconee County (5:00-7:00 PM).

All meeting materials will be also accessible online through the project webpage at www.macorts.org. Residents can access draft documents and provide comments during the 30-day public comment period from August 14 through September 13, 2024. The planning process will extend through the fall, and final adoption of the plan is anticipated by October 7, 2024.

To learn more about the MACORTS 2050 MTP update, visit www.macorts.org or contact the Athens-Clarke County Planning Department at 706-813-3515 or macorts@accgov.com. The ACCGov Planning Department is designated as the home of the administrative office of MACORTS.



Newspaper Ads

Madison Athens-Clarke Oconee Regional Transportation Study Public Comment Period and Meeting Notice

On August 14, 2024, Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) will open a 30 day public comment period for the draft 2050 Metropolitan Transportation Plan (MTP). The MTP or Long-Range Transportation Plan includes goals, objectives and strategies, along with a prioritized, cost constrained list of transportation projects that will be implemented over the next twenty years. This review meets the program of projects requirements as established by the Federal Transit Administration.

The draft 2050 MTP can be viewed and written comments submitted at the Madison County Planning & Zoning Office at 91 Albany Avenue, Danielsville; Athens-Clarke County Planning Department at 120 W. Dougherty Street, Athens; or Oconee County Planning & Code Enforcement Department at 1291 Greensboro Highway, Room A108, Watkinsville. You can also review the document online and submit comments at: <https://www.macorts.org/2050-mtp-update.html>

MACORTS will also be hosting three open-house style meetings allowing the public to review the prioritized, cost constrained list of projects and updated Long-Range Transportation Plan.

Athens Public Meeting - August 20, 2024 from 9:00 a.m. to 11:00 a.m. at the Athens-Clarke County Planning Department Auditorium, 120 W Dougherty St, Athens, GA 30601

Madison Public Meeting - August 20, 2024 from 1:00 p.m. to 3:00 p.m. at the Madison County Senior Center, 1265 GA-98, Danielsville, GA 30633

Oconee County Public Meeting - August 20, 2024 from 5:00 p.m. to 7:00 p.m. at Oconee Community Center at Oconee Veteran's Park, 3500 Hog Mountain Rd, Watkinsville, GA 30677

The meeting materials will also be accessible through the project webpage (<https://www.macorts.org/2050-mtp-update.html>) during the public comment period.

For more information, please see the MACORTS website (<https://www.macorts.org/2050-mtp-update.html>), email macorts@accgov.com, or contact Robert Walker at 706-613-3515



Press Releases



MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

MACORTS Long Range Transportation Plan

Contact Robert Walker
Title Transportation Planner
Phone 706-613-3515
Email macorts@accgov.com
Website www.macorts.org

FOR IMMEDIATE RELEASE
August 7, 2024

MACORTS METROPOLITAN TRANSPORTATION PLAN UPCOMING PUBLIC MEETINGS

Madison Athens-Clarke Oconee Regional Transportation Study, August 7, 2024– MACORTS has prepared the DRAFT 2050 Metropolitan Transportation Plan which is a long range transportation plan that assesses the existing transportation network, updates goals, objectives, and transportation priorities for the MPO region, and integrates community input. This update will result in both a prioritized, cost constrained list of projects that will be implemented over the next twenty years as well as an updated Metropolitan Transportation Plan.

MACORTS will be hosting **three open-house style meetings** to give the public an opportunity to review the prioritized, cost constrained list of projects and updated Metropolitan Transportation Plan. The public is invited to stop by one of the meetings to learn more about the prioritized projects and updated transportation plan as well as provide feedback. The same content will be provided at each open house.

- **Athens Public Meeting** – August 20, 2024 from 9:00 a.m. to 11:00 a.m. - Athens-Clarke County Planning Department Auditorium, 120 W Dougherty St, Athens, GA 30601
- **Madison Public Meeting** – August 20, 2024 from 1:00 p.m. to 3:00 p.m., - Madison County Senior Center, 1265 GA-98, Danielsville, GA 30633
- **Oconee County Public Meeting** – August 20, 2024 from 5:00 p.m. to 7:00 p.m., - Oconee Community Center (Community Room) at Oconee Veteran's Park, 3500 Hog Mountain Rd, Watkinsville, GA 30677

All meeting materials will be also accessible through the [project webpage](https://www.macorts.org/2050-mtp-update.html), where you can access draft documents available for review and provide comments during the 30-day public comment period from August 14 and September 13, 2024.

The planning process will extend through the Fall, with final adoption anticipated by October 7, 2024.

To learn more about the MACORTS 2050 MTP update, visit the project webpage:
<https://www.macorts.org/2050-mtp-update.html>

###

If you would like more information about this topic, please contact Robert Walker at 706-613-3515 or email at macorts@accgov.com.



MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

Athens-Clarke County Planning Department
120 W. Dougherty Street
Athens, GA 30601
Robert Walker: (706) 613-3515
robert.walker@accgov.com

FOR IMMEDIATE RELEASE

Share your ideas for transportation improvements to better serve the needs of the community!

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) initiated the 2050 Metropolitan Transportation Plan (MTP) update earlier this year and needs your input!

This plan will help identify specific projects to address the transportation needs within the Metropolitan Planning Organization (MPO) area and guide future transportation investments in the region. The study area encompasses Athens-Clarke County, the southern portion of Madison County, and the northern portion of Oconee County.

The planning process will extend through the Fall, with adoption anticipated in October 2024. For more information on MACORTS and the MTP update can be found [here](https://www.macorts.org/2050-mtp-update.html).

COMMUNITY SURVEY

An online survey launched in February and is available in English and Spanish. It includes a mapping component where participants can pinpoint key transportation issues. Survey responses will be collected through the end of March. For more information and to access the survey, please visit <https://arcc.is/09XH8f>.

UPCOMING ENGAGEMENT OPPORTUNITIES

Stakeholder engagement is underway, with public engagement opportunities kicking off in early March. The project team will be participating in three local events this Spring to spread project awareness, solicit feedback through a community survey, and distribute project information. The project booth will be active at each event during the timeframes listed below.

- **Thursday March 21 | 6:00 – 8:00 pm**
Oconee County Little League Games
Bogart Sports Complex | 200 S Burson Avenue ogart, GA 30622
- **Saturday, March 23 | 8:00 – 11:00 am**
Athens Farmer's Market
Bishop Park | 705 Sunset, Athens, GA 30606
- **Saturday, March 23 | 1:00 – 4:00 pm**
Madison County Golden Easter Egg Hunt & Spring Festival
Sammy Haggard Park | 1345 Hwy 98 W, Danielsville, GA 30633

For more information on MACORTS and the 2050 MTP update, visit the project webpage:
<https://www.macorts.org/2050-mtp-update.html>

GovernmentDepartmentsCommunityDoing BusinessHow Do It?

Search the County

Return to Previous

Event Details

View Map

MACORTS Metropolitan Transportation Plan
Tuesday, August 20, 2024

Date: August 20, 2024
Time: 5:00 PM - 7:00 PM
Location: Oconee Veterans Park [View Facility](#)
Address: 3500A Hog Mountain Road
Watkinsville, GA 30677

MACORTS will be hosting **three open-house style meetings** to give the public an opportunity to review the prioritized, cost constrained list of projects and updated Metropolitan Transportation Plan. The public is invited to stop by one of the meetings to learn more about the prioritized projects and updated transportation plan as well as provide feedback. The same content will be provided at each open house.

- **Athens Public Meeting** – August 20, 2024 from 9:00 a.m. to 11:00 a.m. - Athens-Clarke County Planning Department Auditorium, 120 W Dougherty St, Athens, GA 30601
- **Madison Public Meeting** – August 20, 2024 from 1:00 p.m. to 3:00 p.m., - Madison County Senior Center, 1265 GA-98, Danielsville, GA 30633
- **Oconee County Public Meeting** – August 20, 2024 from 5:00 p.m. to 7:00 p.m., - Oconee Community Center (Community Room) at Oconee Veteran's Park, 3500 Hog Mountain Rd, Watkinsville, GA 30677

All meeting materials will be also accessible through the [project webpage](https://www.macorts.org/2050-mtp-update.html), where you can access draft documents available for review and provide comments during the 30-day public comment period from August 14 and September 13, 2024.

The planning process will extend through the Fall, with final adoption anticipated by October 7, 2024.

To learn more about the MACORTS 2050 MTP update, visit the project webpage: <https://www.macorts.org/2050-mtp-update.html>

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

WE NEED YOUR INPUT!

The draft MACORTS 2050 Metropolitan Transportation Plan (MTP) is ready for review. Join us for an Open House event on August 20 or review and comment online through September 13.

1

Tuesday, August 20 | 9 - 11 AM

Athens-Clarke County Planning Department Auditorium

2

Tuesday, August 20 | 1 - 3 PM

Madison County Senior Center

3

Tuesday, August 20 | 5 - 7 PM

Oconee Community Center

Learn more: www.macorts.org/2050-mtp-update.html

OPEN HOUSE SERIES

Draft MACORTS 2050 Metropolitan Transportation Plan Available for Review

The draft MACORTS 2050 Metropolitan Transportation Plan is ready for review. Join us for the Open House Series on August 20, 2024, with events in Athens, Madison, and Oconee. You can also visit the project webpage to review and comment online...

Read on...



Email Campaign (continued)

We need your input!

The draft 2050 Metropolitan Transportation Plan (MTP) is ready for review.

Join us for the Open House Series on August 20, 2024, with events in Athens, Madison, and Oconee.

The public comment period to review and provide input on the draft 2050 MTP is open and extends through September 13, 2024.

Join us at one of the Open House events or visit the project webpage to review and submit comments:

[//www.macorts.org/2050-mtp-update.html](https://www.macorts.org/2050-mtp-update.html)

See event details below!

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

WE NEED YOUR INPUT!
The *draft* MACORTS 2050 Metropolitan Transportation Plan (MTP) is ready for review.
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Athens Clarke County Planning Department Auditorium

2 Tuesday, August 20 | 1 - 3 PM
Madison County Senior Center

3 Tuesday, August 20 | 5 - 7 PM
Oconee Community Center

Learn more: www.macorts.org/2050-mtp-update.html

OPEN HOUSE SERIES

Join us for one of the Open House events on Tuesday, August 20th to learn more about the draft 2050 Metropolitan Transportation Plan and provide feedback. The same information will be available for review at each meeting, so you can attend the meeting most convenient to you. The first event kicks off in Athens at 9:00am - we hope to see you there!

Can't make it to an Open House? Visit the project webpage to [review and provide comment online](https://www.macorts.org/2050-mtp-update.html) or review in person at one of the locations listed on the webpage.

Open House #1 (Athens)

Tuesday, August 20 | 9:00 – 11:00 am

Athens Clarke County Planning Department Auditorium
120 W Dougherty Street, Athens, GA

Open House #2 (Madison)

Tuesday, August 20 | 1:00 – 3:00 pm

Madison County Senior Center
1265 GA-98, Danielsville, GA

Open House #3 (Oconee)

Tuesday, August 20 | 5:00 – 7:00 pm

Oconee Community Center at Oconee Veteran's Park
3500A Hog Mountain Road, Watkinsville, GA

Thank you for your interest and we hope to see you at an upcoming event!

Questions?

Email us: macorts@accgov.com

Visit our project webpage: <https://www.macorts.org/2050-mtp-update.html>

Call us: 706-613-3515

We need your input!

Join us *tomorrow*, August 20, for the MACORTS 2050 Metropolitan Transportation Plan (MTP) Open House Series.

The public comment period to review and provide input on the draft 2050 MTP is open and extends through September 13, 2024.

Join us at one of the Open House events in Athens, Madison, or Oconee at the locations listed below or visit the project webpage to

review the draft plan and submit comments:

[//www.macorts.org/2050-mtp-update.html](https://www.macorts.org/2050-mtp-update.html)

See event details below!

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

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The *draft* MACORTS 2050 Metropolitan Transportation Plan (MTP) is ready for review.
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Athens Clarke County Planning Department Auditorium

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Madison County Senior Center

3 Tuesday, August 20 | 5 - 7 PM
Oconee Community Center

Learn more: www.macorts.org/2050-mtp-update.html

OPEN HOUSE SERIES

Join us for one of the Open House events on Tuesday, August 20th to learn more about the draft 2050 Metropolitan Transportation Plan and provide feedback. The same information will be available for review at each meeting, so you can attend the meeting most convenient to you. The first event kicks off in Athens at 9:00am - we hope to see you there!

Can't make it to an Open House? Visit the project webpage to [review and provide comment online](https://www.macorts.org/2050-mtp-update.html) or review in person at one of the locations listed on the webpage.

Open House #1 (Athens)

Tuesday, August 20 | 9:00 – 11:00 am

Athens Clarke County Planning Department Auditorium
120 W Dougherty Street, Athens, GA

Open House #2 (Madison)

Tuesday, August 20 | 1:00 – 3:00 pm

Madison County Senior Center
1265 GA-98, Danielsville, GA

Open House #3 (Oconee)

Tuesday, August 20 | 5:00 – 7:00 pm

Oconee Community Center at Oconee Veteran's Park
3500A Hog Mountain Road, Watkinsville, GA

Thank you for your interest and we hope to see you at an upcoming event!

Questions?

Email us: macorts@accgov.com

Visit our project webpage: <https://www.macorts.org/2050-mtp-update.html>

Call us: 706-613-3515



Email Campaign (continued)



MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

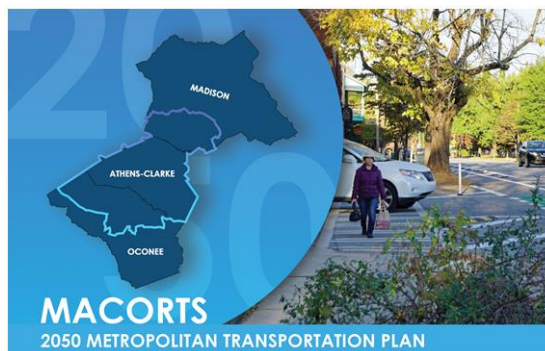
We need your input!

Review and comment on the draft MACORTS 2050 Metropolitan Transportation Plan (MTP) through September 13, 2024!

- [Click here](#) to review online
- [Click here](#) to leave a comment

You can also review the draft 2050 MTP in person at one of the locations listed on the [webpage](#) (scroll to the bottom for a list of locations).

Thanks to those of you who were able to attend one of the Open House events in August. If you weren't able to make it, you can catch up and review meeting materials [here](#).



We need your input!

Review and comment on the draft 2050 Metropolitan Transportation Plan through September 13, 2024!

Learn more: www.macorts.org/2050-mtp-update.html

Thank you for your interest in this important project.

Questions?

Email us: macorts@accgov.com

Visit our project webpage: <https://www.macorts.org/2050-mtp-update.html>

Call us: 706-613-3515



MACORTS
2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

LAST CALL to provide input!

The review and comment period for the draft MACORTS 2050 Metropolitan Transportation Plan (MTP) closes
TOMORROW, September 13, 2024.

- [Click here](#) to review online
- [Click here](#) to leave a comment

You can also review the draft 2050 MTP in person at one of the locations listed on the [webpage](#) (scroll to the bottom for a list of locations).

Thanks to those of you who were able to attend one of the Open House events in August. If you weren't able to make it, you can catch up and review meeting materials [here](#).



LAST CALL

The public comment period is closing soon. **Share your thoughts on the draft 2050 Metropolitan Transportation Plan** by Friday, September 13, 2024!

www.macorts.org/2050-mtp-update.html

Thank you for your interest in this important project.

Questions?

Email us: macorts@accgov.com

Visit our project webpage: <https://www.macorts.org/2050-mtp-update.html>

Call us: 706-613-3515



MISIÓN MACORTS

El MACORTS, que se creó en 1969 como mecanismo de planificación del transporte en la zona urbanizada, es el conducto por el cual los fondos estatales de transporte llegan a la zona urbanizada.

ANTECEDENTES

Un Plan de Transporte Metropolitano (o MTP, por sus siglas en inglés) es el documento más importante elaborado por una MPO. Abarca un marco de planificación de 20 años y regula el gasto de los fondos estatales y estatales para el transporte, tanto de pasajeros como de mercancías. El MACORTS está desarrollando actualmente su MTP 2050, entre 2023-2024.

CRONOGRAMA DEL PROYECTO

1 INICIO DEL PROYECTO

MACORTS 2050 PLAN DE TRANSPORTE METROPOLITANO

CÓMO PARTICIPAR

Por favor, participe en la encuesta MACORTS MTP o lo que se puede encontrar sobre el código QR anexo en su computadora o dispositivo móvil.

PRÓXIMOS EVENTOS

Vea nuestro plan del proyecto en un evento local este primavera para conocer el proyecto y proporcionar sus comentarios.

marzo 21

Oconee County

Little League Games

6:00 - 8:00 pm

Bogart Sports Complex

2045 E. Main Avenue

Bogart, GA 30622

marzo 23

Athens Farmer's Market

8:00 - 11:00 am

Bellevue Park

700 Sunset Drive

Athens, GA 30606

marzo 23

Madison County Egg Hunt & Spring Festival

10:00 - 4:00 pm

Sommy Haggard Park

1345 Highway 98 W.

Dorchester, GA 30533

REDES SOCIALES

www.facebook.com/macorgv

@macorgv

https://www.macorts.org/2050-mtp-update.html

www.macorts.org

706-413-3515



QUÉ ES MACORTS?

Madison Athens Clarke

Oconee Regional

Transportation Study

(MACORTS) es la Organización

de Planificación Metropolitana

(MPO) de la región.

El MACORTS, que se creó

proyecto en 1969 como

mecanismo de planificación

del transporte en la zona

urbanizada, es el conducto

por el cual los fondos estatales

de transporte llegan a la zona

urbanizada.

ANTECEDENTE

Un Plan de Transporte

Metropolitano (o MTP, por sus

siglas en inglés) es el documento

más importante elaborado por

una MPO.

Abarca un marco de

planificación de 20 años y regula

el gasto de los fondos estatales y

estatales para el transporte. Incluye

basica la moda de transporte,

tanto de pasajeros como de

mercancías. El MACORTS está

desarrollando actualmente su

MTP 2050, entre 2023-2024.

LISTA DE PROYECTOS CON COSTO RESTRINGIDO

Factores clave:

- 1 Los costos del proyecto superan los ingresos
- 2 Compromisos existentes sustanciales
- 3 Nueva demanda significativa/nuevas ideas
- 4 Los tipos de financiamiento dictan la elegibilidad del proyecto

RESUMEN DE FONDOS

Ingresos anticipados

\$425,216,343

Participación

Estados

Federal

100%

100%

100%

100%

100%

100%

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100%

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RESUMEN DE LA LISTA DE PROYECTOS

10 Puentes

10 Gestión de accesos

3 Nuevas carreteras

3 Seguridad

7

4

2

MACORTS 2050 METROPOLITAN TRANSPORTATION PLAN

¡Necesitamos tu opinión!

CRONOGRAMA DEL PROYECTO

1 INICIO DEL PROYECTO

marzo 2023

2 PARTICIPACIÓN PÚBLICA

febrero - marzo 2024

3 PARTICIPACIÓN PÚBLICA Y PERIODO DE COMENTARIOS SOBRE EL PROYECTO DE PLAN

agosto - septiembre 2024

4 REVISIÓN DE LA AGENCIA DE SUPERVISIÓN

agosto - septiembre 2024

5 ADOPCIÓN DEL PLAN

octubre 2024

REVISAR Y COMENTAR

Complete los datos sobre el formulario del Plan de Transporte Metropolitano

dentro del periodo de comentarios

públicos entre el 14 de agosto y el

13 de septiembre de 2024. Encuentre

los códigos QR para obtener más

información y revisar su opinión.

Revisar en línea

Dejar un comentario

Revisar en persona

Athens-Clarke County Planning

Department

1218 Douglas Street, Athens, GA

Madison County Planning & Design Office

91 Albany Avenue, Dorchester, GA

Oconee County Planning & Code

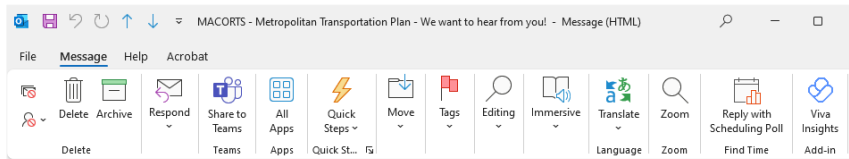
Enforcement Department

7200 Highway 92, Wadley, GA

www.macorts.org

macorts@macgva.org

706-413-3515



MACORTS - Metropolitan Transportation Plan - We want to hear from you!

Anna Johnson
To: athensamistad@gmail.com

Thu 3/28/2024 4:12 PM

- MACORTSMTP2050 Factsheet_Espanol.pdf 338 KB
- MACORTSMTP2050 Factsheet_-_compressed.pdf 326 KB
- MACORTS_MTP_Encuesta_UltimaOportunidad.jpg 900 KB
- MACORTS_SocialMedia_PromoGraphic_SurveyLastCall.jpg 893 KB

Hello!

We are working on a regional transportation plan that impacts Athens-Clarke, Oconee, and Madison Counties. We are looking for your input on the survey, which **closes this Sunday, March 31**. We are circulating the attached fact sheet and promo graphic in English and Spanish to distribute to your organization contacts.

¡Aún está a tiempo de ayudar a definir el futuro del tránsito y el transporte en su comunidad! La actualización del Plan de Transporte Metropolitano (MTP) está en marcha y necesita su opinión.

Es su **ÚLTIMA OPORTUNIDAD** de responder la encuesta para compartir su perspectiva sobre el futuro del transporte en la región y las inversiones en transporte. La encuesta se cierra el 31 de marzo.

Responda la encuesta aquí: <https://arcg.is/DSeXm>

There is still time to help shape the future of transit and transportation in your community! The Metropolitan Transportation Plan is underway and needs your input.

LAST CALL to take the survey to share your perspective on the future of transportation in the region and help us prioritize transportation investments. The survey closes March 31.

Survey link: <https://arcg.is/DSeXm>

Thank you!
Anna

