



SR 400 & SR 365 Corridor Studies
Public Meeting #1 Summary – SR 365 Corridor

August 29, 2006
4:00 - 7:00 PM
Lula Elementary School

Objectives

- To receive feedback re: the issues along the corridors
- To receive feedback re: the opportunities along the corridors
- To engage the public in the development of potential design scenarios
- To get public comment

Notification Strategy

Written notification in the form of a meeting flyer was mailed to all stakeholder database entries.

News releases will be coordinated with Teri Pope at the GDOT Office of Communications. Display advertisements were placed in the following papers on the following dates:

Newspaper	Ad Run Dates
Mexico Lindo	Aug. 4; Aug. 18
Dahlonega Nugget	Aug. 9; Aug. 16
Dawson News & Advertiser	Aug. 9; Aug. 16
Northeast Georgia	Aug. 8; Aug. 22
Gainesville Times	Aug. 8; Aug. 22

More than 65 meeting notifications were sent to service providers and organizations throughout the study area accompanied by a GDOT letter asking that they be posted in highly visible locations. These included churches and other organizations which focus on outreach to Hispanic populations.

Format of Meeting

An open house/workshop format with an emphasis on education and receiving public input. A Welcome station was set up to sign in meeting participants and to orient them to the meeting format and expected outcomes. Handouts distributed included the current Fact Sheet, a comment form, a meeting evaluation form, and exercise dots. Participants also received a public meeting handout. The handout described the process followed by the study team to compile, analyze and review existing conditions data. It also summarized the next steps and public involvement process.

Stations with display boards were arranged around the meeting room. These stations, which were staffed by project team and consulting team members, provided graphic information on the following project elements:

- Existing Land Use with Employment Locations
- Existing Level of Service
- Origin Destination Trip Patterns
- Population and Employment Estimates
- Safety

Two interactive activity stations were also set up. Station 1 was the *Corridor Challenges & Issues Exercise* where meeting participants were asked to use dots to identify key areas along the corridors where they encounter challenges and/or issues in their daily trips. Station 2 was the *Alternatives Analysis Survey* where meeting participants provided input regarding the preferred potential design of the corridor by section.



Project Team Attendees

Olen Daelhousen, ARCADIS
 Maureen Gresham, ARCADIS
 Brandy McDow, ARCADIS
 Tim Preece, ARCADIS
 Bill Cantrell, GA Department of Transportation
 Cedric Clark, GA Department of Transportation
 Jason Crane, GA Department of Transportation
 Neil Kantner, GA Department of Transportation

Robert Mahoney, GA Department of Transportation
 Russell McMurry, GA Department of Transportation
 Ulysses Mitchell, GA Department of Transportation
 Teri Pope, GA Department of Transportation
 Mary Huffstetler, MPH and Associates, Inc.
 Beth Radke, MPH and Associates, Inc.
 Jim Evans, PBS&J
 Jay Pease, PBS&J

Summary of Meeting Activities & Feedback

Meeting participants were given a [comment form](#) with instructions for providing information to supplement the two workshop exercises. A total of 53 responses were received. The following is a summary of the workshop activities and responses.

1 Exercise 1: IDENTIFYING CORRIDOR CHALLENGES & ISSUES

Meeting participants were asked to place a dot on an aerial map to symbolize challenging areas of the corridors. Participants were given color-coded dots to place at key locations where the following challenges and issues are present:

- **BLUE** -- Safety on Roadway
- **BLACK** -- Condition of Bridge
- **ORANGE** -- Condition of Pavement
- **RED** -- Roadway Signage/Informational Devices
- **YELLOW** -- Safe Access to Businesses
- **GREEN** -- Traffic Congestion
- **LIGHT BLUE** -- Bicycle and Pedestrian
- **WHITE** -- Other

The most common challenges and issues expressed by meeting attendees at intersections throughout the SR 365 corridor are safety and traffic congestion on the roadway. Signage/Informational devices was also an issue, specifically in locations where vehicles are traveling at high speeds with little warning of a traffic signal or where participants felt a traffic signal or other warning signal was needed. Safe access to businesses was noted as a concern, particularly where businesses front SR 365 and have access points that are not at signalized intersections. Overall, participants noted significant major issues on Belton Bridge Road, Mud Creek Road, Crane Mill Road, and Demorest/Mt. Airy Road.

Corridor Intersection SR 365 @:	Challenges & Issues	
	Major Issue(s)	Minor Issue(s)
Jesse Jewell Parkway	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Safe Access to Businesses
Ramsey Road	<ul style="list-style-type: none"> • Safety on Roadway (trucks) • Traffic Congestion 	<ul style="list-style-type: none"> • Roadway Signage/Informational Devices • Condition of Pavement



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Corridor Intersection SR 365 @:	Challenges & Issues	
	Major Issue(s)	Minor Issue(s)
White Sulphur Road	<ul style="list-style-type: none"> Traffic Congestion Safety on Roadway 	<ul style="list-style-type: none"> Signage/Informational Devices Condition of Pavement Safe Access to Businesses
Cagle Road	<ul style="list-style-type: none"> Traffic Congestion Safety on Roadway 	<ul style="list-style-type: none"> Signage/Informational Devices Condition of Pavement Safe Access to Businesses
SR 52	<ul style="list-style-type: none"> Traffic Congestion Safety on Roadway 	<ul style="list-style-type: none"> Signage/Informational Devices Condition of Pavement Safe Access to Businesses Bike and Pedestrian Safety
Athens Street	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> Traffic Congestion Safety on Roadway
Belton Bridge Road	<ul style="list-style-type: none"> Traffic Congestion Safety on Roadway Signage/Informational Devices 	<ul style="list-style-type: none"> Longer Acceleration Lanes Needed
Tribble Gap	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> Safety on Roadway
Mud Creek	<ul style="list-style-type: none"> Traffic Congestion Safety on Roadway Signage/Informational Devices 	<ul style="list-style-type: none"> none
Crane Mill Road	<ul style="list-style-type: none"> Safety on Roadway 	<ul style="list-style-type: none"> Traffic Congestion Signage/Informational Devices (Yield Signs should be Stop Signs) Longer Acceleration Lanes Needed
Mt. Zion Road	<ul style="list-style-type: none"> Safety on Roadway 	<ul style="list-style-type: none"> none
Alto-Mud Creek Road	<ul style="list-style-type: none"> Safety on Roadway 	<ul style="list-style-type: none"> Signage/Informational Devices (Yield Signs should be Stop Signs) Longer Acceleration Lanes Needed
Old Mud Creek Road	<ul style="list-style-type: none"> Safety on Roadway Safe Access to Businesses 	<ul style="list-style-type: none"> Traffic Congestion
Charley David Road	<ul style="list-style-type: none"> Safety on Roadway 	<ul style="list-style-type: none"> Traffic Congestion
LC Turner Road	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> Safe Access to Businesses



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Corridor Intersection SR 365 @:	Challenges & Issues	
	Major Issue(s)	Minor Issue(s)
Duncan Bridge Road	<ul style="list-style-type: none"> Safety on Roadway 	<ul style="list-style-type: none"> Traffic Congestion Signage/Informational Devices (Yield Signs should be Stop Signs) Longer Acceleration Lanes Needed
Kudzu Hill	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> none
J Warren Road	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> none
Level Grove Road	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> none
Historic 441	<ul style="list-style-type: none"> Traffic Congestion Safety on Roadway (SB off ramp) 	<ul style="list-style-type: none"> Signage/Informational Devices Condition of Pavement Safe Access to Businesses Bike and Pedestrian Safety
Demorest Mt. Airy Highway	<ul style="list-style-type: none"> Safety on Roadway Traffic Congestion 	<ul style="list-style-type: none"> Signage/Informational Devices (need school zone flashing lights) Condition of Pavement Safe Access to Businesses Longer Acceleration Lanes Needed
Other (please list) SR 197	<ul style="list-style-type: none"> Safety on Roadway 	

On the comment form, participants were asked to provide detail regarding **problem locations** and/or additional information regarding **issues or challenges** along the corridor. The following is a summary of responses received:

- SR 365 intersection at Demorest/Mt. Airy Road: (1) Safety issues associated with speed and transitions from SR 365 to Demorest/Mt. Airy; (2) Increased traffic on both roads, increased traffic associated with Hwy 441 and school traffic entering SR 365.
- “Yield” signs need to be big stop signs to force drivers entering 365 to wait for 65 mph traffic on 365. Trucks entering from Ramsey Rd. must be made to stop at intersection! The biggest problem on this road is “driver error” and I doubt DOT can help with that. The “Keep Moving” sign on Demorest/Mt. Airy should be changed back to a “Yield” sign to improve safety.
- Problem location - Duncan Bridge Rd. and the Lula intersection.
- Demorest/Mt. Airy - would like overpass over intersection by elementary and 9th grade academy schools. 365 and Double Springs – need red-yellow-green traffic light.
- Need ramp at Belton Bridge Rd., Crane Mill Rd., and Mud Creek Rd.



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- Cagle Rd. – 365 intersection needs a traffic light. From the Gainesville direction, traffic comes across the RR Bridge at a very fast speed! Blind intersection. Volume of traffic makes it impossible to safely pull onto 365 from Cagle Rd. at rush hour so people must go to the 365/52 light to enter safely.
- Need a red light at Belton Bridge Rd.
- Need to lower speed limits from 65 to 55 mph and enforce limits. Need traffic signals at Belton Bridge Rd.
- Problem locations - Howard Rd., Belton Bridge Rd.
- Need a red light at Belton Bridge Rd.
- Problem locations - Cagle Road, Belton Bridge Rd., Crane Mill Rd. and Alto-Mud Creek Rd. Intersections are blind for on-coming traffic on SR 365, especially with traffic volume at speeds exceeding 95 mph.
- Speeding! Law enforcement doesn't have a tight enough grip. Traffic and too many dangerous intersections.
- On Mountain View Parkway (just past mile marker 34 going east toward Alto), Alto/365 is the only way we can get in/out of our subdivisions. I favor SR 365 as a freeway with no stoplights. So build an access road so we can get on SR 365.
- Need traffic light at White Sulfur Rd. and no traffic light on Ramsey Rd.
- Severe problem area at Ramsey Rd. I think industries in this Industrial Park should provide an overpass for their employees like was done on Old Cornelia Hwy at Mt. Vernon Mill.
- The northwest side of SR 365 between White Sulphur Rd. and Cagle Rd. is an excellent industrial/commercial tract of 500+ acres with rail at the rear most of which is held by one owner. The other side is appropriate for mixed use. The owner has maintained a timbered buffer along the SR 365 right of way.
- SR 365 north of Gainesville to the end of it needs desperately to become a "Freeway" with on and off ramps. Do away with some smaller roads where so many accidents happen and people get killed.
- Almost all intersections northbound of Hwy 52 to intersection with Hwy 17 are yield only access. All should be converted to stop only and then access Hwy 365. Ninety percent of the people who are accessing 365 north on a location other than a red light do not stop – traffic is moving at 65-80 mph and a yield access is too dangerous.
- Howard Rd. and 365 have two major construction projects that will be ready by summer '07. The YMCA expects 2,000 cars per day and up to 3,500 per weekend. There needs to be a light or we will have serious issues with traffic.
- Belton Bridge interchange needs directive arrows, also an acceleration lane on southbound lanes, both right and left lanes. Lanier Ice Storage needs a southbound right lane acceleration lane for trucks.
- Problem locations - Belton Bridge Rd. intersection, Mud Creek Rd. intersection.
- Any place without limited access is just waiting for a wreck. There is more and more traffic each day.
- Problem wherever you have to cross the road. Traffic lights not the answer. Lot of wasted money spent on this road – maybe someone is padding someone's pockets. Close off side roads, put on and off ramps. Wasted money should have been spent wisely in the first place.
- Major crossroads need to be interchanges with ramps. Other crossroads need to have stop lights with warning lights and signs that say to prepare to stop when light is flashing.

2 Exercise 2: ALTERNATIVES ANALYSIS SURVEY

Meeting participants were asked to select preferred roadway design improvements (or combination of improvements) for each segment of the corridor by placing a dot within a box showing roadway type alternatives. Alternatives given included Freeway, Limited Access Highway, Multi-Lane Divided Highway, and Access Roads.

Participants were also asked to provide input regarding **preferred typical section improvements** on an aerial map of the project corridor based on the following descriptions:



- a. **Freeway** - a divided multi-lane road designed for high-speed travel by large numbers of vehicles. Access to freeways is fully controlled, with traffic entering and leaving only at grade-separated interchanges. Because traffic never crosses at-grade, there are no traffic signals, stop signs or yield signs on the main corridor.
- b. **Access Road or Service Road** - a non-limited access road running parallel to a higher-speed road, usually a freeway, and feeding in at appropriate points of access by ramp. In many cases, the service road is a former highway already in existence when the limited access road was built. Service roads provide access to homes and businesses which would be cut off by a limited access road and connect these locations with roads which have direct access to the main highway.
- c. **Interchange** - a road junction that utilizes grade separation, and one or more ramps, to permit traffic on a limited or controlled access roadway to pass through the junction without crossing any other traffic stream.
- d. **Limited-access Highway** - a highway where vehicular access to the roadway is limited. Much of the time, driveways to adjacent private land can be eliminated with a side road for access. On some occasions, driveways may be connected to these corridors. Sometimes, at-grade intersections (signalized or unsignalized) can be found too.
- e. **Multi-Lane Divided Highway** – a multi-lane divided highway with a grassed or concrete median allowing median cuts, driveway cuts, and at-grade signalized or unsignalized intersections. The current roadway is mostly multi-lane divided highway allowing vehicles to enter and exit the roadway at frequent access locations.
- f. **Intersection with Traffic Signal** - a signaling device positioned at an intersection of two roads at the same grade to indicate when it is safe to drive, ride, or walk.
- g. **Bicycle and Pedestrian Connectivity** – a path connected by bridge or underpass to enable cyclists or pedestrians to move from one side of the roadway/freeway to the other without encountering motor vehicle traffic.

Overall, meeting participants expressed that a Freeway is the preferred roadway type for all segments of the SR 365 corridor. For segments 1 through 5, this choice was followed by the Limited Access option and for Segments 1,2,3, and 5, Multi-Lane Divided highway was the third preference. Access Roads are preferred along all Segments throughout the corridor. Alternatives with the approximate number of responses given for each are summarized by segment below.

Corridor Segment	Alternatives Analysis Exercise Responses
<i>Segment 1 : Hall County:</i> SR 369 (US 129/Jesse Jewell Parkway) to just north of White Sulfur Road	The majority of participants (approximately 34 responses) preferred Freeway for this roadway segment, followed by Limited Access (approximately 25 responses) and Multi-Lane Divided (2 responses). Participants were in favor of Access Roads (approximately 15 responses)
<i>Segment 2 : Hall County:</i> From just north of White Sulfur Road to north of Cagle Road	The majority of participants (approximately 37 responses) preferred Freeway for this roadway segment, followed by Limited Access (approximately 22 responses) and Multi-Lane Divided (1 responses). Participants were in favor of Access Roads (approximately 13 responses)
<i>Segment 3 : Hall County:</i> From just north of Cagle Road to just south of Alto Yonah Post Road (between Mud Creek Road and Crane Mill Road)	The majority of participants (approximately 29 responses) preferred Freeway for this roadway segment, followed by Limited Access (approximately 20 responses) and Multi Lane Divided (9 responses). Participants were in favor of Access Roads (approximately 17 responses)



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Corridor Segment	Alternatives Analysis Exercise Responses
<i>Segment 4 : Habersham County:</i> South of Alto Yonah Post Road to North of Charlie Davis Road (south of Duncan Bridge Road)	The majority of participants (approximately 19 responses) preferred Freeway for this roadway segment, followed by Limited Access (approximately 15 responses). Participants were in favor of Access Roads (approximately 15 responses)
<i>Segment 5 : Habersham County:</i> Just north of Charlie Davis Road to just north of Demorest/Mt. Airy Road (end of corridor study limits).	The majority of participants (approximately 23 responses) preferred Freeway for this roadway segment, followed by Limited Access (approximately 17 responses) and Multi-Lane Divided (6 responses). Participants were in favor of Access Roads (approximately 16 responses)

	Freeway	Limited Access	Multi-Lane Divided	Access Roads
Segment 1	56%	41%	3%	25%
Segment 2	62%	37%	1%	22%
Segment 3	50%	34%	16%	29%
Segment 4	56%	44%	0%	34%
Segment 5	50%	37%	13%	35%

In summary:

- Freeway is the preferred roadway type for all segments of the SR 365 corridor.
- For all segments, this choice was followed by the Limited Access option.
- Multi-Lane Divided was the third choice and was more strongly expressed for segments 3 and 5.

Access Roads are preferred throughout the corridor, and are more highly favored for segments 4 and 5.

On the comment form, participants were asked to provide detail regarding the locations to consider for **bicycle and pedestrian** connectivity. The following is a summary of responses received:

- The old Tallulah Falls Railroad runs somewhat parallel to the 365 corridor. Perhaps it could be developed as a bike/pedestrian route.
- Bicycle and pedestrian connectivity dangerous at all locations due to traffic volume and speed.
- This corridor is far too dangerous to allow bicycle and pedestrian traffic. It is hard enough to watch for cars, trucks, and motorcycles.
- I don't feel pedestrian/bicycle traffic is appropriate on ROW at this time.
- Have bicycle/pedestrian for all of Lula and cross 365 at 52.
- Do not need bicycle right of way.
- This road definitely needs to be a limited access road for the high volume of traffic. Is very unsafe as it is now!
- Have bicycle/pedestrian along SR 105 and along the old Tallulah Falls railroad lines.
- Have bicycle/pedestrian - Athens Street
- Why should bicycles and pedestrians be on a state road anyway?
- Make it a freeway with no consideration for bicycles or pedestrians. There are numerous other lesser traveled roads for bicycles.
- None on SR 365 – Old US23 (Old Cornelia Hwy) would be excellent.
- None – Drivers must travel faster than the speed limit already to avoid being hit by speeders – morning, noon, and night.



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- There will be little traffic crossing SR 365 in the area for many years. Grade separation at B.71 Minor Rd. is useful but more appropriate at White Sulphur Rd.
- Bicycle traffic should be designated for Old Cornelia Hwy that runs basically parallel to 365.
- Prohibit both from the highways. On any bridge build bicycle and pedestrian access.
- If a bridge is put across Hwy 52, a bicycle lane needs to be added.
- Road is to improve travel from Gainesville to Hwy 17. There is no reason for pedestrians or bicycles. Should have just continued to use Old Cornelia Highway, but with overpasses and such, you could cross.

Other considerations the study team should be aware of in the evaluation of future operations along SR 365 include:

- Traffic is only going to increase. Development along the corridor is only going to continue. The price to fix this corridor is going to increase the longer we wait.
- Freeway type exchange needed at SR 365 and Demorest/Mt. Airy Rd.
- Red lights at every intersection are not the solution for this road. Reducing the access points will help. The acceleration lane added at Athens St. helped a great deal.
- Expected growth of homes and businesses in near future.
- Need a red light at all 4-way crossings on 365.
- They might consider speed limit to 55 mph since they have raised it to 65 mph. Seems there have been more accidents. Need more traffic lights.
- For future, longer exit lanes are needed to carry the high volume of traffic. Especially as we must consider the potential increase in volume of traffic as this area develops commercially and residentially.
- Study does not recognize Mt. View Parkway.
- Don't continue to build problems with retrofitting. Build correctly to begin with – i.e. – build an interchange at SR 17 – not a signal at the intersection of two divided facilities.
- Speed limit enforced!
- Forget limited access/interstate. Stop development until alternative roads are constructed to carry traffic.
- It doesn't matter! You are going to do what you want to anyway! That's how it's been for a long time.
- Plan ahead so SR 365 won't become another bottleneck. Give the motoring public enough lanes so it won't take 40-60 minutes to go from I-85 to Exit 16.
- Consideration of the interest of the land owners - what is best for all parties.
- Entrance and exit ramps should be provided and crossroads should be eliminated.
- One owner, Hall TLP & G, LLP controls 1,000 acres with miles of frontage on SR 365 between White Sulphur Rd. and Cagle Rd.
- Speed of traffic obviously is not going to change so doing away with so many side roads where vehicles just pull out into oncoming traffic to get on 365 is the problem.
- Either limit access to bridge and red light crossings or reduce the speed to 55 mph.
- Howard Rd. and 365 have two major construction projects that will be ready by summer '07. The YMCA expects 2,000 cars per day and up to 3,500 per weekend. There needs to be a light or we will have serious issues with traffic.
- It would have made sense a number of years ago to have made it limited access. However, at this point, it would make sense to create frontage roads on both sides.
- The farther north you go, you may need to consider any form of equipment traffic that may be present.
- Traffic lights still cause accidents and slow you down. Side roads and turning lanes – a big risk this needs to be eliminated. For a smoother operation, I feel a freeway from Gainesville to Oakwood is the



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answer. This design was a very bad idea, and see the same on Hwy 441 from Baldwin to Commerce – going to cause more deaths.

- A lot of turn-offs or roads that cross over Hwy 365 are at the top of a hill. Big reason for accidents. Too many businesses have access to Hwy on numerous roads.
- Traveling south on 365 the 441 exit is on the left hand side. Causes a lot of confusion. Go to the right and tie in to existing overpass. Think companies coming in would be in favor of ramps, overpasses. There are a lot of side roads that could tie in to other roads that can go to the highway. Saving lives and safety are more important than intersections every 1-2 miles and traffic lights.
- Do not allow any more driveways to access 365 directly. Signage needed to direct drivers to use left lane for passing only so as not to impede the flow of traffic and cause accidents.

Additional comments regarding the segments/explanation of choices are summarized as follows:

Corridor Segment	Additional Comments on Preferences
<p><i>Segment 1: Hall County:</i> From SR369 (US129/Jesse Jewell Parkway) to just north of White Sculpture Road.</p>	<ul style="list-style-type: none"> • Ramsey Rd. – needs to be access road ramping onto 365 south. (Limited sight distance southbound and heavy use of tractor trailers at this intersection.) Possibly even a red light at Ramsey Rd. • Howard Rd. – trucks - maybe a red light or caution light. • Overhead sign saying end controlled access, start free access. • Zero tolerance speed enforcement around clock. • Fix it! • Any changes needed will be too late. • Ramsey Rd. Industries should provide overpass for their employees. • Traffic light needed at Ramsey Rd. due to multiple semi-trucks entering 365 right lane slow – several accidents here over 10 years. • Frontage roads should be considered. • Possibility of making the on/off ramp two lane. • Need flashing light with sign to indicate when stop light is about to change to red, north and south bound lanes Ramsey Rd. needs stoplight.
<p><i>Segment 2: Hall County:</i> From just north of White Sculpture Road to north of Cagle Road.</p>	<ul style="list-style-type: none"> • Caution light before Railroad Bridge to be watchful for cars pulling onto 365 from Cagle Rd. (2) • Signs, free access, red lights, cars entering highway etc. • Zero tolerance speed enforcement around clock. • Fix it! • Living near this area and frequently driving this segment it appears fine for now. • Need entrance and exit ramps – no other roads for exiting or entering. • Need limited access on "as is" grade separation at White



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Corridor Segment	Additional Comments on Preferences
	<p>Hall or traffic signal at White Hall.</p> <ul style="list-style-type: none"> • Frontage roads should be considered. • Install timers on any red light along 365, make the light change sooner. This will keep the traffic flowing.
<p><i>Segment 3 : Hall County:</i> From just north of Cagle Road to just south of Alto Yonah Post Road (between Mud Creek Road and Crane Mill Road)</p>	<ul style="list-style-type: none"> • Dangerous to access either way in the mornings • Install bumper strips or other device so that vehicles will be more inclined to stop at 365 rather than “shoot” across 365. • Live at intersection of Belton Bridge Rd. Dangerous spot, see and hear many near misses that would not be in the study. At certain times of the day, people get too brave, don’t use signals to indicate left turns. Don’t know ROW laws, etc. • Caution lights needed. • Need traffic signal at Belton Bridge Rd. (3) • Need traffic signal at Mud Creek Rd. (2) • Signs, free access, red lights, cars entering highway etc. • Zero tolerance speed enforcement around clock. • Fix it! • Just starting to develop – need immediate decisions. • Need entrance and exit ramps – no other roads for exiting or entering. • Need traffic lights at intersections. • Frontage roads should be considered. • Businesses need better decel and longer accel lanes. Hwy 52 needs interchange with ramps.
<p><i>Segment 4 : Habersham County:</i> South of Alto Yonah Post Road to north of Charlie Davis Road (south of Duncan Bridge Road)</p>	<ul style="list-style-type: none"> • Traveling 365 south must come over a hill to the light. 365 north must come around a curve to a light. • Improve turn lane from 365 onto Charlie Davis Rd.; now have confusion with a ramp from BP station and off ramp to Charlie Davis. • Create limited access. • Need caution signs. • Signs, free access, red lights, cars entering highway etc. • Fix it! • Junky, not good zoning and sign restrictions • Need entrance and exit ramps – no other roads for exiting or entering. • Frontage roads should be considered. • Businesses need better decel and longer accel lanes.
<p><i>Segment 5 : Habersham County:</i> Just</p>	<ul style="list-style-type: none"> • Safety issues at traffic signals at Duncan Bridge and Demorest/Mt. Airy Road. Both intersections need freeway



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Corridor Segment	Additional Comments on Preferences
north of Charlie Davis Road to just north of Demorest/Mt. Airy Road (end of corridor study limits)	<p>exchange entrances with ramps.</p> <ul style="list-style-type: none"> • Needs to be turning signal only when making a left turn because people are trying to turn on the green light and the cars are coming too fast going south and it is very hard to make it across. Need to slow the traffic down at this intersection. • Two schools make this intersection an accident waiting to happen. An interchange at this intersection is needed to protect the safety of students and citizens. • Change the “Keep Moving” sign for those turning onto 365 from Demorest/Mt. Airy back to a “Yield” sign or a full stop sign. Lengthening deceleration lane would help. • Both north and south drivers come over a hill to the light. • Make turn lights to operate 24 hrs day – now sometimes they do and other times not. • Create limited access. • Near Duncan Bridge Rd. and Demorest Rd., slower speed limits. • Fix it! • Very difficult intersection. • Signs, free access, red lights, cars entering highway etc. • Junky, not good zoning and sign restrictions. • Baldwin officers are diligently attempting to catch speeders and ultimately slow them down. • Frontage roads should be considered. • Add northbound excel lane from US441 to US441 Bus. Merging problem on southbound lane same as above. • Need interchange with ramps.

On the comment form, participants were asked to complete a table regarding their intersection **treatment preferences**. These responses are summarized in the table below:

INTERSECTING ROADWAY ON SR 400	FUTURE TREATMENT		
	Intersection w/ Traffic Signal	Grade-separated Interchange w/ Ramps	No Change
Jesse Jewell Parkway		5	18
Ramsey Road	9	11	4
White Sulphur Road	3	14	9
SR 52	2	17	7
Athens Street	3	9	6



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INTERSECTING ROADWAY ON SR 400	FUTURE TREATMENT		
	Intersection w/ Traffic Signal	Grade-separated Interchange w/ Ramps	No Change
Belton Bridge Road	18	14	1
Mud Creek	13	13	3
Crane Mill Road	10	9	5
Mt. Zion Road	1	9	6
Alto-Mud Creek Road	7	9	4
Charley David Road	4	8	4
LC Turner Road	1	8	4
Duncan Bridge Road	2	20	4
Kudzu Hill	2	7	3
J Warren Road	2	7	5
Level Grove Road	3	6	10
Historic 441	3	9	7
Demorest Mt. Airy Highway	6	17	4
Other			
Double Springs Rd./365 near high school	1		
SR 197 – one more ramp		1	
Whitehall Rd./365	1	1	
Cagle Rd./365	1	1	
Howard Rd./365 (YMCA)	1		

Comments:

- Would like to see this study increased to include the section from Demorest/Mt. Airy Hwy to the Lee Arrendale Interchange, where 441 and 365 split. Hwy 197 and 365 intersection needs to be changed to a full interchange. The expensive part – the bridges – are already there.
- Close railroad crossing at Athens St., Belton Bridge Rd., Crane Mill Rd., Mt. Zion Rd., Alto-Mud Creek Rd., Charley Davis Rd., LC Turner Rd., Kudzu Hill, and J Warren Rd.
- Two or three more traffic signals needed now. Enforce 65 mph speed limit aggressively, better detour plans and signage, speed up accident clean-up and investigation.
- For all segments, need limited access before any more development or slow speed limit to 55 mph.
- Really feel that the amount of traffic in this area is taking away from the slower pace I wish to keep.
- Reduce speed for left hand access to 441 South.
- Have state patrol give tickets from 7:00-8:30 a.m.
- Have begun to use the Old Cornelia Highway during daylight hours to avoid 365.
- Get rid of stop light at White Sulphur Rd.
- Re-work Demorest/Mt. Airy – too dangerous.
- The safest way is to bridge all.
- Have left turn on Demorest/Mt. Airy only when all other traffic is stopped.



- Drive this road six days/week. See most problems with long turning lanes and cross over traffic. The speed up, sudden stop is an everyday thing. Due to people crossing over with people turning getting in left lane and crossing over as well. Can be confusing to some. Have some exits which are great. Now have exits, red lights, too many options waiting for an accident. Some side roads are at top of hill. Companies coming in – great access of an exit to a side road.

3 What is Your General Opinion of SR 365 Corridor?

- 1) When do you travel on SR 365?

Response	# Responses
Weekdays	4
Weekends	0
Both	46

- 2) On average, how long is the SR 365 portion of your trips?

Response	# Responses
1-5 minutes	0
5-10 minutes	1
10-20 minutes	16
20-40 minutes	27
40+ minutes	6

- 3) What are the primary destinations of your trips on SR 365?

Response	# Responses
Work	36
Shopping	34
Restaurants	23
Church	12
School	11
Other*	13

*Other – Medical (1), Visit family (1)

- 4) The following criteria are typical reasons to modify a section of a roadway corridor. Which ones do you feel would be applicable to the SR 365 corridor? (you may check more than one)

Response	# Responses
Increase Safety on Roadway	43
Improve Condition of Bridge	3



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Improve Condition of Pavement	6
Improve Roadway Signage/Informational Devices	29
Improve Safe Access to Businesses	24
Decrease Traffic Congestion	21
Other	3

5) Overall, how would you describe traveling conditions along SR 365?

Response	# Responses
Excellent	2
Good	18
Fair	17
Poor	11

6) Overall, how would you describe the level of difficulty in exiting the SR 365 highway?

Response	# Responses
Very Difficult	12
Somewhat Difficult	14
Neutral	9
Easy	12
Very Easy	5

7) Overall, how would you describe the level of difficulty in entering the SR 365 highway?

Response	# Responses
Very Difficult	22
Somewhat Difficult	21
Neutral	3
Easy	2
Very Easy	1

8) Please use the space below to provide additional comments.

- Due to on-grade road crossings, this is a very dangerous highway. Mixing 75 mph traffic and crossing is not smart! Habersham County is a bedroom community, very dependent on commuter traffic on this highway. Adding traffic signals and/or decreasing the speed limit would cause the commute time to increase and hurt the economy of the County. We need to make this highway similar to I-985.
- It is very difficult to enter between mile marker 49 & 48 going south, so much traffic going too fast. It is very difficult to exit at 441 going south to Commerce – you get in the right lane and you can't get over to the left because so much traffic, going too fast.
- Improve condition of pavement, bump at intersection of 365 and Mt. Airy Highway.



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- The road is not the main problem. The drivers who refuse to wait for on-coming traffic before making turns are the main problem.
- Level of difficulty entering and exiting depends on time of day.
- Entering 365 difficult at Double Springs.
- Very dangerous highway!
- Enforce and reduce speed limits, traffic too fast.
- Build interchange at select, high volume locations, eliminate crossovers and have occasional mid-block u-turns. Interim measure to above – signal head sizes here not increased in almost 40 years. A 16-inch red indicator is almost twice as large as a 12-inch; exclusive left turns as this volume increases.
- More signs to show that this is not an interstate, right hand turns, red lights, be prepared to stop, etc.
- My driveway is 150 feet from 365 so I use 365 for 90% of my travel. But since I am a chicken farmer, my routine changes. A neighbor called me last night to tell me of this meeting, otherwise I would not have known.
- Reminders of caution, all traffic.
- Decrease speed limit to 55 mph and enforce it. More red lights. Traveling conditions are dangerous.
- Enforce 55 mph plus lights on heaviest roads. Traveling conditions very dangerous. Too many cars almost impossible to enter at mornings, evenings and some weekends.
- Turning left across the freeway is very dangerous due to speeds.
- Get rid of cell phones.
- Need exit ramps on Crane Mill Rd., Belton Bridge Rd. and Mud Creek Rd..
- Number one need is presence and enforcement of traffic laws.
- Special speed zones for problem areas.
- “Prepare to stop” warning signs for all traffic light intersections. This indicates light is about to change allowing a safe distance to stop. Yellow warning lights are not sufficient and nearly useless as they do not adequately warn the driver to stop. This will greatly reduce those who maintain high speed to make a light that is changing. Many states like Ohio have used this method with great success.
- Intersections like Belton Bridge are especially dangerous when driving straight across. This is due to the small area that must also compete for space with those turning left on 365 to enter Belton Bridge. There needs to be ample safe areas to stop for all motorists.
- There are too many straight through crossing intersections. Some could be closed in favor of right turn only and then turnarounds.
- Larger trucks should have slower speeds.
- While 365 is not an interstate it must give preference to moving large volumes of traffic. Ease of local accommodations must therefore give way.
- Enforcement of speed limits. Don’t know why this end of 365 was designated to be limited access but never should have been. Too many cars going too fast to be safe.
- Eighty-five percent think they are driving on an interstate with 100 mph speed limit. They care nothing for others’ safety or traffic enforcement. Gratuitous approval of development without any construction or consideration of traffic increases and destruction of way of life people moved here for.
- Constant patrolling of speeders needed as modification.
- Getting off is not the problem, getting on is at certain times.
- Very concerned with the exits and entrances on 365 without ramps. There are 2 driveways just prior to Belton Bridge exit going north – they have not been completed and are a complete drop-off. Traveling conditions on 365 are scary.



- Lengthened turn lanes and decel/excel lanes are welcome. Traffic lights at Cagle Road and 365 and Whitehall Road and 365.
- How do you propose to decrease traffic congestion. Should make 365 north like 985 Gainesville south to Buford. How many people in the last 5 years have been killed on 985 south of Gainesville to Buford? How many north of Gainesville?
- Travel conditions increasingly poor over past 2-3 years.
- I do not want this road to turn into a Peachtree Industrial or Buford Highway with a red light every 100 yards.
- Improve condition of pavement. Use material that would not affect oncoming head lights when pavement is wet or at night. Would like to see the rural areas stay that way.
- Change speed (lower) approaching Demorest/Mt. Airy.
- Lengthen excel lanes and put excel lanes where needed.
- Quit putting turn lanes, subdivisions, or anything that requires you to cross traffic.
- Feel that this state route needs to become a freeway due to the fact of growth in the area. Eliminate some side roads and put 4-6 exits with on and off ramps. People may get angry at first, but when there are fewer accidents they will understand. The money spent on turn lanes that cross traffic and cause slower traffic to be in left hand lane causing more road rage could have been spent wisely and build the road as it was planned in the first place.

Summary of Meeting Evaluation Form Feedback

Meeting participants were given a [meeting evaluation form](#). The following are responses received. A total of 42 responses were received.

1) How would you rate this meeting overall?

Response	# Responses
Very Good	11
Good	24
Average	5
Poor	0
Very Poor	1

2) Are the presentations and display boards informative and easy to understand? If not, please explain.

Response	# Responses
Yes	34
No	6
N/A	0

Common Explanations & Responses

- Somewhat outdated
- Having staff available for questions was essential (2)
- Presentation and display boards should be enlarged to show area in greater detail
- Some are hard to understand
- Fairly easy with a little instruction
- It was good info
- Not easy to understand and part of map was mislabeled
- Very good, a bit technical



- A little too hard to see the clear picture
- No, they're worthless because they're going to do what they want anyway
- Very easy and informative
- Yes, unusually so
- Not always easy to understand

3) Has the study team been helpful in answering your questions? If not, please explain.

Response	# Responses
Yes	37
No	5
N/A	0

Common Explanations & Responses

- Need more information regarding the actual solutions to the challenges presented
- Very helpful (7)
- Lots of people around to answer questions
- No help, collecting information only
- No, because I haven't even been approached by one!
- No, because none has any magic answers to the many problems of this road but they were helpful

4) What did you like most about the meeting?

- DOT employees were there for questions (2)
- Open space (2)
- Available/good information (5)
- Helpful personnel
- Individual input (5)
- Casual
- Origin/trip destination patterns
- Alternatives analysis survey
- Convenience
- Interest for safety for near future as area grows
- Go at your own pace (2)
- Ease of making suggestions, facts
- Very informative and my questions were answered by knowledgeable staff
- Goes beyond what I had envisioned
- More info on projected plans
- Ability to look at maps/graphs and have input to discuss
- Organized
- Maps (2)
- Staff interested and informative
- The opportunity
- No lectures
- Colorful stickers
- What the DOT is planning to do
- Chance to learn
- Being able to voice my opinion, finally
- Posters and staff answers
- Comments – dots



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- Informative and quick as you want it to be
 - People are coming out so they must be interested
- 5) In what areas do you feel the meeting could have been improved?
- Available location in Habersham County at school near Demorest/Mt/Airy Road
 - Allow public input to GDOT through discussion with the actual GDOT decision makers
 - Better box to put survey forms in so they don't have to crumble up
 - Maybe be a little better publicized
 - None (3)
 - Law enforcement tie-in
 - Narratives to go with the boards
 - More one-on-one help
 - What meeting? We're just playing with stickers and filling out surveys.
 - Information was informative, people very pleasant, but no food or drink!
 - Clearer labeling of crossroads to 365
 - Better comment area on dots
 - Should have had this meeting ten years ago
- 6) What do you think this study is trying to accomplish?
- Improvements in transportation on 365 (4)
 - Gather information from public (3)
 - Safer and commuter growth w/traffic within the 365 corridor
 - Help our communities
 - Approach safety as growth happens
 - Safety (6)
 - Safety and accessibility (2)
 - Safe, expeditious movement of a lot of cars
 - To determine the future of northeast GA, both economically and safety pertaining to transportation
 - Save lives
 - Future
 - Better transportation, fewer wrecks
 - PR
 - Problem areas as perceived by those who regularly use them
 - Solidify plan of roadway to facilitate growth and development, residential and industrial
 - Strategic goals planning
 - It gave me a chance to show where I think we have problems in our city
 - Nothing
 - Move people with very little delays
 - Plan for 365 corridor
 - Progress
 - Don't know since the road was not built correctly according to original plans – misinformed once

Do you agree with the study goals?

Response	# Responses
Yes	7



No	1
N/A	0

Common Explanations & Responses

- None

7) Regarding what you have learned, how would you rate the following statements?

I learned new information

1	Strongly Agree	17
2	Agree	13
3	Neither Agree nor Disagree	3
4	Disagree	2
5	Strongly Disagree	1

I was given an opportunity to provide input.

1	Strongly Agree	18
2	Agree	12
3	Neither Agree nor Disagree	1
4	Disagree	1
5	Strongly Disagree	1

8) How did you find out about tonight's meeting?

- Word of mouth (11)
- Newspaper (23)
- Email (2)
- Mailed Notification (5)
- City Councilman (Mr. Wilson) (1)
- Radio (7)
- TV (1)
- Board of Education meeting (1)

9) Please provide any additional comments on any aspect of the SR 400 & SR 365 Corridor Studies:

- Attached is a drawing of an idea that might help the cost/politics of fixing the 365 corridor. I think we need full-blown interchanges with bridges and ramps at the major crossings. The drawing is for the rest. (See Attachment A).
- Access must be limited on GA 365! Intersections and traffic lights should be eliminated altogether creating an "interstate" level of service.
- Need roads to carry Cleveland and Banks County - four lanes.
- I appreciate the fact that GDOT recognizes the fact that changes need to be made on SR 365 and that public input is welcomed.
- 365 should be patrolled more, but I do understand they do the best they can. They might be able to hire more law to patrol the highway.
- Never too early.
- Need dramatic breakthrough in traffic management!
- SR 365 does not show Mountain View Parkway median break.
- Do not discount what the public wants – a freeway type system.



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- Mountain View Parkway
- 365 is an extremely dangerous corridor to use.
- More signs are needed to let people know that this "is not" interstate. There are right hand turns, red lights, and cars entering.
- Our opinions don't count anyway! The ones in charge are going to do what they want anyways!
- No tolls on 365 (like 400). Make all exits long enough so traffic not backed-up on 365.
- Hold stakeholders meeting for significant landowners to predict what development is likely along SR 365.
- Please don't just put up traffic lights – this is not the answer.
- Freeway with on and off ramps. If you look at growth according to your charts, it doesn't take too much thought. If the money was spent correctly, by putting overpasses and underpasses with on and off ramps to start, we would not be asking all of this.
- Need to change speed limit. People go 75 mph and it is hard to pull out of traffic. It is hard to stop for red lights at Demorest/Mt. Airy when you are going 75 mph down hill. Warning signs are too close to traffic signal.
- General opinion of 365 is that it is a very dangerous highway as it exists at this time. The crossings at Demorest/Mt. Airy and Duncan Bridge Rd. are death traps. Live off Duncan Bridge Rd. about one mile from 365 and go out of way to avoid crossing 365 at Duncan Bridge. The only way to make it safe is to build bridges with on-off ramps at least those intersections. All crossings need bridges. Know that is would be very costly, but that is nothing compared to loss of lives. Several people have been killed at both those intersections. Thankful that the public finally has a chance to voice our concerns.
- 365 at Mud Creek Rd. is very dangerous getting on and getting off. There are a lot of big trucks from Synthetic Industries had a lot of chicken trucks. This is dangerous getting on because those trucks take up so much space there is nowhere for you to go. Someone behind you will start blowing their horn for you to go and you can't. Turning into the Kangaroo dangerous because it is a short space. Have to wait 10 minutes or longer to cross in the afternoons. There have been numerous wrecks there and several fatalities. Need a light if nothing else.



Attachment A

