2040 LONG RANGE TRANSPORTATION PLAN
PUBLIC PARTICIPATION & COMMUNITY MEETING

TRANSPORTATION VISION 2040

Adopted on
September 2, 2015

PREPARED BY
AUGUSTA PLANNING AND DEVELOPMENT DEPARTMENT
Transportation Vision 2040

Public Participation & Community Meeting Report

Adopted on September 2, 2015

Prepared By:
Augusta Planning and Development Department
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Disclaimer

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A Note to Readers

The geographic information system (GIS) maps are created as visual aids to spatially display regional transportation facilities in which we plan to invest and their relationship to the existing and future populations and jobs that the facilities are designed to serve to foster regional economic growth. However, the maps in this document are for illustrative purposes only and are subject to change and interpretation.

This version of the plan is a draft technical report designed to include transportation data compilation, analysis, and key findings that is the foundation of the final 2040 Long Range Transportation Plan Update. Some parts of the document, such as some of the appendices, will not be completed until the final draft. In addition, some of the graphics in this version of the document are drafts or lower-resolution images that will be upgraded in the final version.
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The ARTS Transportation Vision 2040 LRTP was developed in collaboration with the following Metropolitan Planning Organization (MPO) committees, local, state, regional and federal entities:

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- Ron Cross, Chairman Columbia County Commission (Chairman)
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- Patrick Stephens, Director, Augusta Public Transit Department
- John N. Hardee – 2nd Congressional District Commissioner (1/2 vote)
- Ben H. Davis Jr.– 3rd Congressional District Commissioner (1/2 vote)

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- Cynthia VanDyke, State Transportation Planning Administrator, GA
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- Aiken County
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  Martin Cochran, City of North Augusta
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<td>Aiken Area Council on Aging</td>
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<td>AADI</td>
<td>Augusta Area Diversification Initiative</td>
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<td>NPDES</td>
<td>National Pollutant Discharge Elimination System</td>
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<tr>
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<td>Norfolk Southern Railway Inc.</td>
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<td>NSA</td>
<td>National Security Agency</td>
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<tr>
<td>NTD</td>
<td>National Transit Database</td>
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<tr>
<td>OFM</td>
<td>Office of Financial Management</td>
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<td>PC</td>
<td>Policy Committee</td>
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<td>PE</td>
<td>Preliminary Engineering</td>
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<td>Right-of-Way Utility Cost Estimation Tool</td>
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<td>SC</td>
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<tr>
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<tr>
<td>SCDPS</td>
<td>South Carolina Department of Public Safety</td>
</tr>
<tr>
<td>SPLOST</td>
<td>Special-Purpose Local-Option Sales Tax</td>
</tr>
<tr>
<td>SRS</td>
<td>Savannah River Site</td>
</tr>
<tr>
<td>SRTA</td>
<td>State Road and Tollway Authority</td>
</tr>
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<td>SRTS</td>
<td>Safe Routes to School</td>
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<tr>
<td>STIP</td>
<td>State Transportation Improvement Plan</td>
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<td>STRAHNET</td>
<td>Strategic Highway Network</td>
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<tr>
<td>SWM</td>
<td>Statewide Model</td>
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<tr>
<td>TAC</td>
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<td>TAP</td>
<td>Transportation Alternatives Program</td>
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<td>TAZ</td>
<td>Traffic Analysis Zone</td>
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<td>TCAC</td>
<td>Transit Citizens Advisory Committee</td>
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<td>TCC</td>
<td>Technical Coordinating Committee</td>
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<td>TDM</td>
<td>Travel Demand Model</td>
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<td>TDM</td>
<td>Travel Demand Management</td>
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<tr>
<td>Acronym</td>
<td>Description</td>
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<td>---------</td>
<td>-------------</td>
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<tr>
<td>TIA</td>
<td>Transportation Investment Act (Georgia)</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
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<td>TMA</td>
<td>Transportation Management Area</td>
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<tr>
<td>TOD</td>
<td>Transit-Oriented Development</td>
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<tr>
<td>TSM</td>
<td>Transportation System Management</td>
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<tr>
<td>TSPLOST</td>
<td>Transportation Special-Purpose Local-Option Sales Tax</td>
</tr>
<tr>
<td>TTI</td>
<td>Travel Time Index</td>
</tr>
<tr>
<td>UPWP</td>
<td>Unified Planning Work Plan</td>
</tr>
<tr>
<td>USC-A</td>
<td>University of South Carolina Aiken</td>
</tr>
<tr>
<td>USDOT</td>
<td>U.S. Department of Transportation</td>
</tr>
<tr>
<td>WHO</td>
<td>World Health Organization</td>
</tr>
<tr>
<td>YOE</td>
<td>Year-of-Expenditure</td>
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</table>
Executive Summary

Introduction

Once every five years the Long Range Transportation Plan (LRTP) for the Augusta Regional Transportation Study (ARTS) is updated. ARTS, as a federally mandated bi-state Metropolitan Planning Organization (MPO), is responsible for transportation planning and programming federal-aid transportation funds in Richmond County, a portion of Columbia County in Georgia and portions of Aiken and Edgefield Counties in South Carolina.

Public participation in the regional transportation planning process is an essential component in the development of a transportation system that meets the mobility needs of communities to connect people to places, goods and services. Public input is also utilized to gather information on travel behavior, public opinions, and perceptions of transportation conditions, issues, needs and future improvements. ARTS's approved Public Participation Plan (PPP) guides the public involvement MPO planning process to update the LRTP.

The public participation plan was updated in December 2012, since then community education and outreach tools have evolved with the widespread use of social media, computer marketing and geographic information systems (GIS) based technology that enhances public access to information in a user-friendly manner. Best practices in public outreach seek to apply those methods that are most effective in generating and sustaining public input throughout the transportation planning and decision-making process. These emerging public outreach tools include interactive websites and social media i.e., Facebook and Twitter. These have become the de facto tools of any public outreach campaign in planning practice. Emerging technology, social media and several established best practices were utilized in the Transportation Vision 2040 public outreach process to reach a broad spectrum of people, businesses and organizations to enhance and increase public participation.

Defining a transportation system that meets the needs of the communities it serves; requires a shared regional vision, goals, objectives and measuring tools to prioritize projects, programs and infrastructure financial investments. The development of these components will motivate progress towards the anticipated state. The Moving Ahead for Progress in the 21st Century Act (2012) (MAP-21) created a framework from which all goals developed would be: attainable, measurable and enable prioritization. Goals derived in this way would also relate to transportation goals of state departments of transportation.
The public participation process as presented in this report, aimed to define a regionally shared vision, validate and prioritize goals, objectives and ultimately performance measures.

**Public Involvement Methodology and Framework**

Federal Mandate for Public Involvement – Moving Ahead for Progress in the 21st Century Act (2012) strengthened the need for public involvement in the transportation planning process. Indeed, “Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.”

**ARTS Public Participation Plan**

The ARTS Participation Plan is the policy document that provides a framework in the development and implementation of the public input process presented in this report. The ARTS Participation Plan is designed as a process that is: a) proactive; b) transparent and delivers comprehensive information; c) timely public notification; and, d) offers full public access to key decisions, and opportunities for early and continuing involvement. Throughout the 2040 LRTP planning process, implementation of the ARTS PPP will ensure timely and meaningful input into the metropolitan transportation planning and decision-making process by the public.

Citizens in the ARTS planning area are direct stakeholders in planning for the operations; maintenance and building a regional transportation system that adequately addresses their needs. Citizens rely on the regional transportation system to connect them to jobs, education, shopping, healthcare and recreational facilities. Their input into the transportation planning process will result in the development of a transportation system that meets existing needs and future aspirations in the ARTS planning area. The ARTS’s PPP defines the framework of outreach strategies for this effort.

**Public Participation Purpose and Measures of Effectiveness**

The purpose of the public participation process is “timely and meaningful input into the transportation planning process”. To achieve this purpose, several objectives and associated measures developed to gauge effectiveness are shown in Table E1.

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1 Moving Ahead for Progress in the 21st Century Act, 2012
Table E1: A Selection of Public Participation Measures of Effectiveness

<table>
<thead>
<tr>
<th>Objective</th>
<th>Measures of Effectiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clarity and adequacy of presentation materials, displays and materials</td>
<td>% Attendees who found presentation materials, displays and</td>
</tr>
<tr>
<td>Comment Forms or Questions</td>
<td>materials visually appealing</td>
</tr>
<tr>
<td>Community Meeting Evaluation Form</td>
<td>% Attendees completing Community Meeting evaluation form</td>
</tr>
<tr>
<td>Community Transportation Survey</td>
<td># Persons completing online survey</td>
</tr>
<tr>
<td>Convenience of community meeting venue locations</td>
<td>% Meeting attendees satisfied with venue location</td>
</tr>
<tr>
<td>Engage citizens and other public at public events, e.g., Community Meetings, Public Events</td>
<td># Meetings</td>
</tr>
<tr>
<td>Engage citizens at private or civic events, e.g., Speakers Bureaus</td>
<td># Attendees</td>
</tr>
<tr>
<td>Engage citizens from Environmental Justice populations</td>
<td># Meetings in Environmental Justice areas</td>
</tr>
<tr>
<td>Inquiries from the public</td>
<td>% Attendees who felt questions were answered adequately</td>
</tr>
<tr>
<td>Nearness of Community Meeting venues to public transit</td>
<td># Meetings within ¼ of transit stop</td>
</tr>
<tr>
<td>Newspaper Advertisements and Legal Advertisements</td>
<td># Number of Newspapers Publishing Notice</td>
</tr>
<tr>
<td>Public awareness of Community Meeting</td>
<td>% Attendees hearing about Community Meeting from different media, e.g., press, internet, email blasts, etc.</td>
</tr>
<tr>
<td>Understanding of presentations, map displays and materials</td>
<td>% Attendees who had clear understanding of presentations, map displays and materials</td>
</tr>
<tr>
<td>Media Interviews and Appearances</td>
<td># Number of media interviews</td>
</tr>
</tbody>
</table>

Source: ARTS Public Participation Plan

Traditional and Non-Traditional Public and Media Outreach Tools

Public and media outreach tools utilized during the Transportation Vision 2040 LRTP update included enhanced non-traditional methods such as graphic yard signs, utility bill drop notices, social media, e.g. Facebook and Twitter, to increase public awareness and enhance advertising of community meetings. Another non-traditional outreach tool implemented by the planning staff included utilizing electronic audience polling devices in meetings to gauge and collect public input during the goal setting exercise.

Additionally, the APDD planning staff developed a Speakers Bureau outreach program. The program offered APDD staff persons as speakers to regional community groups,
neighborhood associations, chambers of commerce, faith-based, environmental and social service non-profit organizations. APDD planning staff participated as speakers at meetings of these organizations to provide public information on the Metropolitan Planning Process and the upcoming update of the 2040 LRTP.

The planning staff also worked with Augusta Public Transit Department and Best Friend Express to put posters on buses to notify transit riders of community meetings. These outreach tools supplemented the required more traditional outreach tools outlined in the ARTS participation plan.

The launch of the community outreach campaign began with the publication of a press release on Friday, February 27, 2015, distributed to the major media houses in the ARTS planning area. The press release marked the official launch of the Transportation Vision 2040 community outreach campaign to update the regional Long Range Transportation Plan.

All media outlets in the ARTS planning area consisting of seven (7) TV stations, 10 radio stations; and regional newspapers were contacted and informed of the community meetings. Formal “Community Meeting Notices” (in English and Spanish) were issued to local newspapers. Subsequent to the press release, a partnership was formed between APDD and Augusta Fire Department’s Public Information Officer, Dee Griffin. Dee Griffin's experience as a news reporter in Memphis, TN, provided valuable input into the success of the public awareness campaign that secured a locally televised interview on local News Channel 6, the ABC affiliate, on the Sunday Morning News Show, March 1, 2015 at 7.35 a.m. This approach strategically gave ARTS staff access to other opportunities for interviews with other local TV stations like FOX – 54.

The internet and social media played an important role in the Transportation Vision 2040 public outreach campaign, starting with public notices of the community meetings appearing on the City of Augusta’s official homepage. Facebook and Twitter were also used as means of outreach and engagement to keep the public informed. This was in addition to posting community meeting notices on online event calendars and the websites of partner agencies e.g., Aiken County, Augusta-Richmond County, Columbia County and the City of North Augusta.
During each community meeting, Facebook posts were posted or messages tweeted. Facebook posts along with an image taken at the community meeting illustrated an occurrence at the meeting in real time and encouraged those online viewers or mobile device users to attend the meeting-taking place or plan to attend an upcoming meeting in their communities. Tweets gave succinct real time messages of occurrences at a meeting. Information about the ARTS website, Facebook page or Twitter account was distributed at all community meetings allowing all meeting participants to like ARTS on Facebook or follow ARTS on Twitter.

**Review of the ARTS Long Range Transportation Planning Process**

Consultation as a key objective of the ARTS's PPP ensures that the development of the LRTP is a partnership between ARTS, its stakeholders and the public. The process of gathering and analyzing information involved extensive consultation with federal, state and local agencies; not forgetting the valuable input provided by more than 1,100 persons online, by mail or in person. Consultation strategies and tools used in the development of the Transportation Vision 2040 LRTP were:

**Development of Stakeholder List**

Through its many interactions with federal, state and local agencies, ARTS developed an extensive stakeholder list. ARTS currently communicates via email to more than 700 institutional or individual recipients. Some of these recipients, such as chambers of commerce or local government partners, forward ARTS communication to their contacts or post online. This additional push significantly expands the reach of ARTS information to several thousand recipients in the ARTS planning area.

**Identification and Involvement of Underserved Groups**

Through the ARTS public involvement methods, in particular, Speakers Bureaus and community meetings; many civic and neighborhood associations became aware of the transportation planning process. ARTS enabled additional involvement of underserved population groups in the transportation planning process through advertising in media serving these groups, such as the Metro Courier.

**Involvement of Federal, State and Local Agencies**

ARTS actively engaged federal, state and local agencies in the transportation planning and LRTP review process. Over several months ARTS committee meetings updated members and sought their input and review on the progression of the LRTP update. Indeed, all ARTS committee members have had ample opportunity to become involved in the LRTP delivery and update process. In the development of the ARTS network models and recommended projects, ARTS staff members have developed two innovative online project review and
comment methods, namely: GoToMeeting and an Interactive Project Mapping and Information Tool.

Public Outreach Meetings

Community Meeting Objectives
The overall objectives of the community meetings were: 1) introduce ARTS, its role and functions to the local community; 2) present the planning process for updating the Transportation Vision 2040 LRTP; 3) hear public opinions and perceptions on the regional transportation system; and 4) solicit public input on regional transportation needs, proposed plan, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

Community Meeting Venue Selection Methodology
In order to maximize attendance at the community meetings a new approach was implemented for the Transportation Vision 2040 community meetings held in March 2015. This new approach sought to host community meetings in locations close to where people resided than to host meetings at municipal buildings or downtown venues. During the first series of community meetings, eleven (11) community meetings on the Transportation Vision 2040 LRTP update, only one of these meetings was held in a municipal building (i.e., Hephzibah City Hall). The two municipal buildings were used during the second round of community meetings. The Augusta-Richmond County Municipal Building hosted an informal open house, while Evans Government Complex in Columbia County had the highest attendance. Venues with the highest attendance during the first round were selected for the second round. The remainder of meetings was held at community centers, recreation centers, or churches. A total of 186 persons attended these meetings. A listing of community meeting venues, by venue type and by number of attendees is provided in the Table E2.
**Table E2: Transportation Vision 2040 Community Meeting Venues**

<table>
<thead>
<tr>
<th></th>
<th>Date</th>
<th>Venue</th>
<th># Attendees</th>
<th>County</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Thursday, 3/5/15</td>
<td>Hephzibah City Hall</td>
<td>7</td>
<td>Richmond</td>
<td>Municipal Building</td>
</tr>
<tr>
<td>2</td>
<td>Monday, 3/9/15</td>
<td>Liberty Community Center</td>
<td>6</td>
<td>Columbia</td>
<td>Community Center</td>
</tr>
<tr>
<td>3</td>
<td>Tuesday, 3/10/15</td>
<td>Sand Hills Community Center</td>
<td>26</td>
<td>Richmond</td>
<td>Community Center</td>
</tr>
<tr>
<td>4</td>
<td>Thursday, 3/12/15</td>
<td>Carrie J. Mays Family Life Center</td>
<td>7</td>
<td>Richmond</td>
<td>Community Center</td>
</tr>
<tr>
<td>5</td>
<td>Monday, 3/16/15</td>
<td>First Baptist Church Evans</td>
<td>7</td>
<td>Columbia</td>
<td>Church</td>
</tr>
<tr>
<td>6</td>
<td>Thursday, 3/19/15</td>
<td>North Augusta Community Center</td>
<td>6</td>
<td>Aiken</td>
<td>Community Center</td>
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<tr>
<td>7</td>
<td>Saturday, 3/21/15</td>
<td>Warren Road Community Center</td>
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<td>Richmond</td>
<td>Community Center</td>
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<tr>
<td>8</td>
<td>Monday, 3/23/15</td>
<td>Odell Weeks Activity Center</td>
<td>13</td>
<td>Aiken</td>
<td>Community Center</td>
</tr>
<tr>
<td>9</td>
<td>Tuesday, 3/24/15</td>
<td>Smith Hazel Recreation Center</td>
<td>7</td>
<td>Aiken</td>
<td>Community Center</td>
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<td>10</td>
<td>Thursday, 3/26/15</td>
<td>Diamond Lakes Community Center</td>
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<td>Community Center</td>
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<td>11</td>
<td>Saturday, 3/28/15</td>
<td>Oak Pointe Community Center</td>
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<td>Richmond</td>
<td>Community Center</td>
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<table>
<thead>
<tr>
<th></th>
<th>Date</th>
<th>Venue</th>
<th># Attendees</th>
<th>County</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Thursday, 7/23/15</td>
<td>Odell Weeks Activity Center</td>
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<td>Aiken</td>
<td>Community Center</td>
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<tr>
<td>13</td>
<td>Monday, 7/27/15</td>
<td>Gracewood Community Center</td>
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<td>Richmond</td>
<td>Community Center</td>
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<tr>
<td>14</td>
<td>Tuesday, 7/28/15</td>
<td>Sand Hills Community Center</td>
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<td>Richmond</td>
<td>Community Center</td>
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<td>15</td>
<td>Thursday, 7/30/15</td>
<td>Evans Government Complex</td>
<td>30</td>
<td>Columbia</td>
<td>Municipal Building</td>
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<td>16</td>
<td>Saturday, 8/1/15</td>
<td>Augusta-Richmond County Municipal Building</td>
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<td>Richmond</td>
<td>Municipal Building</td>
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<td>17</td>
<td>Monday, 8/3/15</td>
<td>Riverview Park Activity Center</td>
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<td>Aiken</td>
<td>Community Center</td>
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</tbody>
</table>

**Total** 186

*Source: ARTS*

**Environmental Justice (EJ)**

In order to ensure all residents, especially minority and low income, in the ARTS planning area have an equal opportunity to hear, attend and participate in the Transportation Vision 2040 community meetings, a data analysis was conducted to identify EJ communities
within the region to locate venues in close proximity to these neighborhoods. Based on the census tract where a venue was located, five (5) EJ thresholds were considered. The EJ thresholds indicate whether there are concentrations of EJ population groups considered traditionally hard to reach or underserved. The EJ thresholds include minority (non-Hispanic), Hispanic, elderly, low-income households, zero car households, and persons with Limited English Proficiency (LEP).

Another consideration for venue location was the proximity to transit routes and bus stops. More than 50% of the communities meeting venues were located within a quarter (¼) mile of a public transit bus stop. However, bus scheduling adversely impacted transit riders' ability to attend the meetings scheduled during the week. Thus, two (2) community meetings were held on a Saturday morning.

**Community Meeting Notification Methods**

Public notification methods for increasing public awareness of the community meetings consisted of the following: Newspaper display ads; announcements at ARTS committee meetings; postings on the ARTS website; email marketing; social media outlets such as Facebook and Twitter; local media outlets; press release; flyers; and bill drops were included in 64,000 households’ water bills. In addition, ARTS stakeholders, and individuals and organizations who had expressed interest about the LRTP update were notified of the community meetings via email marketing.

The majority of the community meetings were held on weekdays, from 5:30 to 7:30 p.m. and Saturdays meetings were from approximately 9:30 a.m. to 12:00 p.m. A registration desk was located at the entrance of each meeting room where attendees were invited to sign-in. The two-hour meetings were designed in an open house format with maps of the existing transportation conditions on poster boards placed around the meeting room. Meeting attendees were given an opportunity to view the various exhibits that were on display. Exhibits included maps of existing transportation conditions and predicted conditions. Additionally, ARTS staff persons were available to provide information and answer questions.

Each meeting started with a brief introduction of ARTS staff, followed by a presentation covering the following topics: 1) Metropolitan Transportation Planning (planning and schedule); 2) Where Are We Now? Existing Conditions; 3) where are we going? Highlights from Regional Travel Model 2040 vs 2035 LRTP; 4) Where Do We Want to Be in 2040? Vision and Goal Setting; and 5) How Do We Get There? - Next Steps in the Transportation Planning Process.
Common Discussion Themes
At each of the community meetings and Speakers Bureaus many opportunities and time was provided for question and answer sessions. Attendees were encouraged to write questions or comments on comment cards that were answered at a specified time during each meeting.

Close to 100 questions and inquiries were discussed during the community meetings. Popular subject themes of these questions were as follows: Funding (12%); Road/Highways (17%); Public Transit (29%); Pedestrian (11%); Rail (5%); and Other (24%). It became evident that the top three key themes arising at the community meeting were: Public Transit, Roads/Highways, and other.

Funding for transportation improvements dominated most discussions as an indirect theme during community meetings. Attendees at community meetings who put forward questions or comments relating to enhancing transportation and mobility choices, e.g., transit, bike and pedestrian facilities; became aware that the availability of local funds and willingness to provide funds by local residents, ultimately determines the choice and availability of transportation modes in communities.

Community Meeting Evaluation
The effectiveness of public outreach and participation was not only measured by the number of persons attending a community meeting or Speakers Bureau presentation. The evaluation process also included active participation by persons completing a meeting survey to rate each meeting in terms of the following measures; ease of finding venue locations, how they heard about the meetings, and usefulness of information received.

Overall Response Rate: Of the 186 persons who attended the seventeen (17) community meetings, 150 persons (i.e., 81%) completed the meeting evaluation form. The responses on the evaluation forms were captured online by ARTS staff through Survey Monkey software.
Community Meeting Awareness: When attendees were asked how they were made aware of the community meetings, the majority (i.e., 141 attendees or 85%) stated through flyers, television, word of mouth, or local newspapers. Some respondents were made aware through other sources, e.g., on the bus (4%) or the internet (6%). Media outreach continues to play an important part in getting public involvement in the transportation planning process.

Community Meeting Venue Location and Comfort: Everyone (i.e., 186 attendees or 100%) found the meetings were easy to locate as they were at community or recreation centers that people were very familiar with and could easily access. The majority 148 attendees or 97% found the meeting rooms comfortable and accessible.
Visual Appeal of Presentation, Maps and Materials: When asked whether attendees found the presentation display and materials visually appealing and easy to understand 137 attendees (99%) answered yes and only 1 person (1%) answered no. General feedback received during each of the community meetings indicated that many people enjoyed viewing the maps and the opportunity to ask questions one-on-one with staff.

Questions Answers (Q/A): For those who asked a question during the community meetings, the majority (119 attendees (i.e., 64%)) indicated that they felt all their questions asked were adequately answered. However, 32 attendees of the 186 (17%) did not ask a question. Those who were unsure about whether or not their questions were answered by ARTS staff were welcomed to talk with ARTS staff one-on-one after each meeting.
Overall Satisfaction with Community Meeting: Overall 149 of the 150 respondents (i.e., 99%) felt the meetings were good, very good, or excellent. No one had any major complaints about how the meetings were conducted, materials presented, or the information they received. Many people found the meetings very informative and engaging. Some attendees requested copies of the presentation while others requested copies of the maps that were displayed. This information was available for download from ARTS website.

Speakers Bureau Meetings
Speaker Bureaus were held throughout the planning process, January through August, presentations were conducted by ARTS staff (see Table E3). Speakers Bureau presentations were promoted to any community, business, faith-based or social service organization within the ARTS planning area through email marketing, announcements at meetings of the MPO committees and Transit Citizen Advisory Committee (TCAC), and other regional stakeholders contact database. These sessions allowed ARTS staff to speak to public, business, social or private organizations about the LRTP update and metropolitan transportation planning process. Each speaking session, at the host’s chosen venue, allowed ARTS staff to explain the purpose and function of ARTS, and to identify how best to motivate the public and organizations to become involved in the transportation planning process. The proposed plan was presented at Speaker Bureau meeting(s) after May, for additional comments.
# Table E3: Transportation Vision 2040 Speakers Bureau Meetings January - August 2015

<table>
<thead>
<tr>
<th>Organization</th>
<th>1st Round March</th>
<th>2nd Round July - August 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Date</td>
<td>Location</td>
</tr>
<tr>
<td>Walton Way Signal Improvement Public Meeting</td>
<td>Thursday, Jan 22, 2015, 5:30 - 7:30 pm</td>
<td>Trinity on the Hill Methodist Church, Augusta GA</td>
</tr>
<tr>
<td>Columbia County Exchange Club</td>
<td>Thursday, Jan 29, 2015, 8:00 am</td>
<td>Snelling Center, Augusta GA</td>
</tr>
<tr>
<td>Augusta Exchange Club</td>
<td>Thursday, Feb 5, 2015, 12:00 pm</td>
<td>First Baptist Church - Walton Way Ext, Augusta GA</td>
</tr>
<tr>
<td>Augusta Canal Authority Commissioner Sammy Sias – District Breakfast Meeting</td>
<td>Thursday, Feb 12, 2015, 5:00 pm</td>
<td>Enterprise Mill, Augusta GA</td>
</tr>
<tr>
<td>Greater Aiken Chamber of Commerce</td>
<td>Thursday, Feb 19, 2015, 7:30 am</td>
<td>Aiken Chambers, Aiken SC</td>
</tr>
<tr>
<td>Augusta Richmond County Neighborhood Alliance</td>
<td>Saturday, Mar 7, 2015, 9:00 - 11:30 a.m.</td>
<td>Ryan’s Restaurant, Augusta GA</td>
</tr>
<tr>
<td>Augusta Chamber of Commerce</td>
<td>Friday, March 13, 2015, 7:30 am</td>
<td>Augusta Chamber, Augusta GA</td>
</tr>
<tr>
<td>Sierra Club</td>
<td>Tuesday, March 17, 2015, 7:30 pm</td>
<td>Unitarian Universalist Church, Augusta, GA</td>
</tr>
<tr>
<td>Friends of Our Greenway</td>
<td>Wednesday, May 6, 2015, 6:00 – 7:00 pm</td>
<td>North Augusta Activity Center</td>
</tr>
<tr>
<td>Wheel Movement</td>
<td>Monday, May 11, 2015, 6:00 pm – 8:00 pm</td>
<td>Augusta Canal Authority</td>
</tr>
<tr>
<td>Augusta Bus Rider Association</td>
<td>Tuesday, August 11, 2015, 1:00 p.m. - 3:00 p.m.</td>
<td>Augusta-Richmond County Library</td>
</tr>
</tbody>
</table>

Total 344

Source: ARTS

An estimated 344 people attended these Speakers Bureau sessions. Each Speakers Bureau session consisted of a short presentation (up to 15 minutes) given by an ARTS staff member. A brief question and answer session followed each presentation. At the end of each session, the public was motivated to spread the information gained and encourage others to participate by attending the public meetings or complete the online community transportation survey.
Travel Behavior Survey

Travel Behavior and Perceptions of Regional Transportation System

Understanding the travel behavior and perceptions of the regional transportation system by residents of the ARTS planning area, a Community Transportation Survey was developed in March 2015. The survey sought to obtain a wide range of information relating to perceptions of the regional transportation system, issues, and needs, from the public. Responses to each survey question used simple answers such as 'Yes' or 'No,' or indicated a level of agreement with an issue. Question topics ranged from pedestrian facilities, public transit use and need, to transportation network performance. Questions also sought to evaluate the respondent’s level of agreement regarding a particular transportation issue.

The Community Transportation Survey was distributed at community meetings, Speakers Bureau sessions and made available online. The results from the survey will be used in a variety of ways during the LRTP update and will provide valuable input into the regional transportation planning process. One very important use of the survey results will aid in identifying specific streets that need improvement, and regional focus on modal choice to define improvement strategies. The validation of the goals established during the LRTP update process will also be possible. The survey will help in understanding the travel behavior of local residents and distance commuters. The results will form the framework to the transportation needs assessment.

Of the 13 meetings where survey forms were distributed, approximately 97 forms were completed and returned for analysis. This produced a response rate of 52%. An online version of the ARTS Transportation Vision Travel Behavior Survey was posted on Monday March 9, 2015. From that date to April 19, 2015, approximately 421 responses were received. The online survey closed on April 30, 2015.

Primary Mode of Transportation

Respondents when asked to identify their primary mode of transportation; an overwhelming majority (i.e., 95%) indicated a car/truck/van as their primary mode of transportation. Less than 4% of respondents used public transportation or a bicycle as their primary mode of transportation. A car, truck or van is the dominant means of transportation for ARTS planning area residents.
Access to Alternative Transportation Modes
When the same people were asked, ‘Do you have access to sidewalks, bike lanes/multiuse trails or public transit services within two blocks of where you live?’ The majority of these same people indicated ‘No’; 59% (sidewalks), 86% (bike lanes) and 76% (public transit). However, there were some respondents that do have these transportation alternatives within two blocks of where they live; 41%, 14% and 23%, respectively. The need for sidewalks and bike lanes are very important issues to survey respondents in ARTS planning area (as discussed at many community meetings), and ARTS will seek to address their needs through, implementation of the Bicycle and Pedestrian Plan (2012).

Traveled on Augusta Public Transit
When respondents were asked if they had traveled on a bus operated by Augusta Public Transit (APT) during the past 12 months? Only 8% (18 respondents) said yes, while an overwhelming majority (92%) indicated ‘No’. Those who had ridden on APT, satisfaction of the service was split somewhat evenly, i.e., very satisfied and satisfied 37%, neutral 30%; and dissatisfied and very dissatisfied equal 32%.

Traveled on Best Friend Express
Only 2% of respondents had ridden the Best Friend Express (BFE) transit service within the past 12 months. Of these respondents who had ridden, the majority (71%), were pleased (i.e., very satisfied and satisfied) with the service. No one voiced any objections or negative comments of Aiken County’s Best Friend express. Some were very appreciative of its connection to Augusta’s public transit system at the Broad Street Transit Terminal in downtown Augusta, Georgia.

Columbia County Public Transit
Less than 1% of respondents had ridden Columbia County Public Transit (CCPT) services within the past 12 months. Of the respondents who used transit, all were (100%) were pleased (i.e., very satisfied and satisfied) with the service.

Community Survey Respondent Demographics and State of Residence
The gender split of those completing the survey was 51% male and 49% female. These proportions of course do not reflect the profile of the region, only those attending the committee meetings and completing the survey.

Ethnic Makeup
When asked their ethnicity, the majority (69%) indicated that they were White, whereas approximately 24% identified themselves as Black/African American. This is reflective of the demographic profile of the region (i.e., from the 2010 Decennial Census) due to the fact the Whites are the majority (57%) and all others are the minority (43%). Some residents also indicated they were either Asian or Native American (2% and 1% respectively).

Regional Transportation Issues, Needs and Priorities

Satisfaction with Regional Transportation System

When the respondents were asked, ‘How satisfied are you with the regional transportation system in terms of ease of getting around, congestion, road conditions, travel cost, availability of transit, etc.?’ the majority of respondents were neutral 52%. This was followed by dissatisfied (22%); satisfied (13%); very dissatisfied (10%); and lastly very satisfied (3%) with the transportation system in the ARTS planning area.

Critical Transportation Issues

Respondents were also asked a specific question “Do you agree with the following critical transportation issues in your community?” A list of 8 issues were presented as follows: 1 - Lack of bike lanes; 2 - Lack of crosswalks; 3 - Lack of highways or road networks; 4 - Lack of public transit services; 5 - Lack of sidewalks; 6 - Land use of transportation coordination; 7 - Local traffic congestion; and, 8 - Traffic safety issues. In order to quantitatively prioritize issues as recorded this can be achieved through rating.

A numerical value was attached to each choice, as follows: strongly agree = 5 points; agree = 4 points; neutral = 3 points; disagree = 2 points; and strongly disagree = 1 point. Multiplying these ratings by the number of votes at a particular level of agreement gives an overall rating.

Of all the issues evaluated, the two issues that most of the respondents felt were critical transportation issues in their communities are #7 local traffic congestion and #8 traffic safety. The issues in order or ranking were: #7 - Local traffic congestion; #8 - Traffic safety issues; #5 - Lack of sidewalks; #1 - Lack of bike lanes; #4 - Lack of public transit services; #6 - Land use of transportation coordination; #2 - Lack of crosswalks; and, #3 - Lack of highways or road networks.
**Desired Transportation Improvements in the ARTS planning area**

When asked “What transportation improvements do you think are needed in your community?” A list of 7 improvements were presented, namely; 1 - Bike lanes; 2 - On-street parking; 3 - Public transit service; 4 - Road/highway widening; 5 - Sidewalks; 6 - Storm water drainage; and, 7 - Traffic signals/crosswalks. In order to quantitatively prioritize issues as recorded this can be achieved through rating.

A numerical rating was attached to each choice, as follows: strongly agree = 5 points; agree = 4 points; neutral = 3 points; disagree = 2 points; and strongly disagree = 1 point. Multiplying these ratings by the number of votes at a particular level of agreement gives an overall rating.

Of all the transportation improvements evaluated, the two issues that most people said are needed in the ARTS planning area are issues #5 sidewalks and #4 road/highway widening. The issues in order of ranking were: #5 – sidewalks; #4 - road/highway widening; #1 - bike lanes; #7 - traffic signals/crosswalks; #3 - public transit service; #6 - storm water drainage; and, #2 - on street parking.

Performing the same exercise for surveys completed at the 11 community meetings (102 attendees); of all the transportation improvements evaluated for this group, the top two issues that were identified as needed in the ARTS planning area (i.e., high average ratings) were issues #5 and #3, i.e., Sidewalks and Public Transit Service. The similarity of the online and meeting groups in selecting the same top issue of ‘Sidewalks,’ confirms a transportation need in regional communities that are pedestrian friendly.

**Priority Transportation Issues for the ARTS planning area**

Probing deeper into identifying transportation issues that should take priority in the ARTS planning area, a question on the survey asked, “Should the following issues be important for the ARTS transportation system?” Here respondents were tasked to rate eleven (11) transportation issues that they consider essential components in the ARTS MPO transportation planning process. These issues include: 1 - ability to use another mode of transportation; 2 - access to sidewalks and crosswalk areas; 3 - availability of bike lanes and paths; 4 - availability of on-street parking at your place of employment; 5 - availability of public transit services; 6 - day-to-day predictability of your commute travel time; 7 - flow of traffic on major streets during morning or afternoon peak times; 8 - neighborhood traffic safety; 9 - physical condition of major streets and highways; 10 - safety controls on major streets & railroad crossings; and 11 - time it takes you to commute from your home to place of employment.
In order to quantify the survey responses to measure importance, a numerical value was attached to each answer choice, as follows: strongly agree = 5 points; agree = 4 points; neutral = 3 points; disagree = 2 points; and strongly disagree = 1 point. Multiplying these ratings by the number of votes at a particular level of agreement gives an overall rating.

Of the 11 transportation issues that should be a priority of ARTS, the top two issues that most people said should take priority in the ARTS planning area are issues #9 physical condition of major streets and highways, and #7 flow of traffic on major streets, traffic congestion during morning or afternoon peak times.

Performing the same exercise but separating out surveys completed at the 11 community meetings (102 attendees) and Speakers Bureaus (340 attendees); of all the desired transportation priority areas for ARTS, the top two priority areas suggested are issues #2 and #10, i.e., Access to sidewalks and crosswalk areas and Traffic Safety controls on major streets and at railroad crossings.

It became evident that there was a strong dissimilarity between the results from the combined surveys and meeting groups in selecting different top issues. However, it should not come as a surprise, as 10% of attendees who participated in the community meeting group, using a car/truck/van was not their primary means of transportation. The top two issues chosen by this group directly relate to meeting their ‘non-motorized’ mobility needs, through the provision of sidewalks, crosswalks, and safe crossing places for pedestrians and cyclists.
Transportation Vision 2040 - Goal Setting and Framework

**Goal Setting and Evaluation - Defining Goals**

The first step in developing a transportation system that meets the needs of the communities it serves is to develop goals, objectives and measuring tools that will motivate progress towards the anticipated state. Defining goals in the Transportation Vision 2040 LRTP update process guidance was taken from a variety of resources, e.g., MAP-21, ARTS 2035 LRTP, etc. These resources created a framework in which the goals developed would be attainable, measurable, enable prioritization and relate to state DOTs (i.e., Georgia Department of Transportation and South Carolina Department of Transportation), U.S. DOT, FHWA and National goals for transportation.

**Moving Ahead for Progress in the 21st Century**

MAP-21, which was signed into law in 2012, developed a new performance-based paradigm in funding for surface transportation, transportation infrastructure and transit investments. Guiding future investments in transportation, seven (7) national performance goals were developed, namely: 1) Safety; 2) Infrastructure condition; 3) Congestion reduction; 4) System reliability; 5) Freight movement and economic vitality; 6) Environmental sustainability; and 7) Reduced project delivery delays.

**ARTS 2040 Long Range Transportation Plan Update**

During each of the eleven (11) community meetings and one (1) Speakers Bureau session, attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP. The objectives of each goal setting exercise were to: 1) present transportation planning goals for general discussion; 2) gauge the level of agreement of meeting participants with each goal statement; 3) prioritize the seven (7) goal statements in order of preference; and 4) gauge the level of alignment of prioritized goals with MAP-21 and FHWA Livability Principles. Defining and adopting proposed goals enables multimodal transportation and transit projects to fit within a framework that would ultimately result in a transportation system that meets the existing and future needs of the ARTS planning area.

The seven (7) goal statements were as follows: 1) Develop a Transportation System Integrated with Planned Land Use; 2) Develop a Transportation System that is Financially and Politically Feasible and has Broad Support; 3) Develop a Transportation System that
will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods; 4) Develop a Transportation System that will Enhance the Economic, Social, and Environmental Fabric of the Area, Using Resources wisely while minimizing adverse impacts; 5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs; 6) Increase the safety and security of the transportation system for motorized and non-motorized users; and, 7) Continue to develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS planning area.

**Goal Setting Process**

An Audience Response System was the primary method used to conduct the goal setting survey. This is a system where meeting participants can vote wirelessly and anonymously using a hand held wireless-device. The five response choices to each goal statement were: 1) Strongly Agree; 2) Agree; 3) Disagree; 4: Strongly Disagree; and 5) No Preference. By pressing one of these five choices votes were recorded. Results were shown immediately following each selection made.

These seven (7) transportation goals (from the 2035 LRTP update) were used as a benchmark from which an expanded or shortened list may result from the goal setting process. Out of the 185 persons who participated in the community meetings or Speaker’s Bureau sessions, where the goal setting exercise was offered, approximately 97 persons took part in the goal setting exercise (a response rate of 52%).

**Goal Prioritization**

To prioritize the goal statements, a numerical value may be attached to each of the levels of agreement, e.g., Strongly Agree = 5 points, Agree = 4 points, No Preference = 3 points, Disagree = 2 points and Strongly Disagree = 1 point. Multiplying these ratings by the number of meeting attendees who selected a particular level of agreement gives an overall rating. Using the average ratings the seven (7) goal statements can be prioritized (i.e., highest to lowest average rating).

Of the seven (7) goals that were presented the prioritized order based on average ratings is as follows:

- Goal #1 - Continue to develop a multimodal transportation network that utilizes strategies for addressing congestion management and traffic safety issues in the ARTS planning area;
• Goal #2 - Develop a transportation system that will allow effective mobility throughout the region and provide efficient movement of persons and goods;
• Goal #3 - Increase the safety and security of the transportation system for motorized and non-motorized users;
• Goal #4 - Develop a transportation system integrated with planned land use;
• Goal #5 - Develop a transportation system that will enhance the economic, social, and environmental fabric of the area, using resources wisely while minimizing adverse impacts;
• Goal #6 - Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs; and,
• Goal #7 - Develop a transportation system that is financially and politically feasible and has broad support.

With the ARTS communities clearly indicating their desire for enhanced livability, transportation options, and safety, ARTS will harness this partnership throughout the transportation planning process to realize the vision of Transportation Vision 2040.

Summary
Through an extensive public outreach campaign during February thru August 2015, more than 1,100 persons contributed to the Transportation Vision 2040 LRTP update. The use of traditional and non-traditional outreach tools contributed to this success. Key issues arising from the input received were:

• Funding: The issue of funding generated the most inquires during the public outreach campaign.
• Roads and Highways: A highway system that is safe, efficient and in a good state of repair benefits everybody in meeting their transportation needs.
• Preferred Transportation Mode: The majority of residents and visitors in the ARTS planning area use the private motor vehicle, i.e., car/truck/van.
• Desired transportation improvements: Physical condition of highways and streets; traffic flow during peak periods; and road safety were seen as the most needed transportation improvements.
• Public Transit and Non-motorized Transportation Modes: More public transit and alternative transportation facilities, such as bike lanes, multi-use paths and sidewalks, are needed in the ARTS planning area.
• Functionality of the Regional Transportation System: Local traffic congestion, traffic safety, public transit and facilities for alternative transportation modes were all seen as critical transportation issues improving transportation system functionality.

• Transportation Vision 2040 Goals: Transportation Vision 2040 LRTP supported a safe and efficient multimodal transportation system.
1 Introduction

Once every five years the Long Range Transportation Plan (LRTP) for the Augusta Regional Transportation Study (ARTS) is updated. ARTS is a federally mandated bi-state Metropolitan Planning Organization (MPO) responsible for transportation planning and programming federal-aid transportation funds in Richmond County, a portion of Columbia County in Georgia and portions of Aiken and Edgefield Counties in South Carolina. A major task of ARTS is the update of the LRTP. In this transportation planning process, public input is an essential and required component to identify transportation conditions, issues, needs and future improvements. Public input has the potential for a greater acceptance of transportation projects that meet community needs and strengthens relationships between ARTS and the communities it serves.

The ARTS Public Participation Plan (PPP) 2012 as the policy document provides a framework in the development of the public input process as presented in this report. The ARTS PPP is designed to be: a) a process that is proactive; b) a process that is transparent and delivers complete information; c) timely in public notification; and, d) offer full public access to key decisions, and opportunities for early and continuing involvement. (Throughout this process application of the ARTS Public Participation Plan seeks to ensure timely and meaningful input into the metropolitan transportation planning process by the public.)

Timely and meaningful input into the transportation planning process is achieved through five (5) key components of the ARTS Public Participation plan, namely: 1) consultation; 2) public access; 3) public outreach and education; 4) public input; and 5) evaluation. Indeed, best practices in public outreach seek to apply those methods that are accepted as being the most effective in generating and sustaining public input throughout the transportation planning process. Recent developments in public outreach have seen the extensive use of technology and social media. Webpages, Facebook and Twitter have become the de facto standard of any public outreach campaign.

The first step in developing a transportation system that meets the needs of the communities it serves is to develop goals, objectives and measuring tools (i.e., activities) that will motivate progress towards the anticipated state. Defining these goals and associated objectives and measures, the principles from the Moving Ahead for Progress in the 21st Century Act (MAP-21) created a framework from which the goals developed would be attainable, measurable, enable prioritization and relate to state departments of
transportation and National goals for transportation. The public participation process as presented in this report is aimed to define, validate and prioritize goals.

This report highlights the public participation and community outreach initiatives conducted by ARTS in the development of the Transportation Vision 2040 LRTP. Guided by the ARTS PPP a variety of community outreach strategies were utilized to reach a potential audience of more than 436,719 persons who currently reside within the ARTS planning area. Innovative public participation and community outreach initiatives significantly increased public input and attendance during a series of community meetings.
2 Public Involvement Methodology

This section presents an overview of the reasons for public involvement, the guiding principles governing the goal of the ARTS public involvement process, and how ARTS achieves and measures its public involvement mandate. The Community Meeting venue selection process is also presented along with Environmental Justice considerations that guided the selection of venues.

2.1 Moving Ahead for Progress in the 21st Century

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012. MAP-21 ushered in performance and outcome-based programs that would support the ability of transportation improvements and address identified transportation needs. MAP-21 also strengthened the need for public involvement in the transportation planning process. Indeed, “Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.”

The primary reason for public involvement is to develop a transportation system that meets the needs of the communities it serves. ARTS residents rely on the transportation system to fulfill their travel needs, and by contributing to the transportation system in some way, e.g., through taxes, become direct stakeholders of the regional transportation system. In order for the transportation system to continue to meet current and future needs while enhancing livability and the environment; having direct input into the transportation planning process will result in the development of a transportation system that meets the needs and aspirations of the ARTS community. The ARTS Public Participation Plan sets out the strategies to achieve these efforts.

---

2 Moving Ahead for Progress in the 21st Century Act, 2012
2.2 ARTS Public Participation Plan

The necessity of public participation in the transportation planning process as mandated by federal legislation has guided ARTS as the regional MPO in the development of the PPP. The goal of the PPP is timely and meaningful input into the transportation planning process. This purpose is achieved through five (5) key components of PPP, namely: 1) consultation; 2) public access; 3) public outreach and education; 4) public input; and 5) evaluation. Each of these components and a selection of public involvement strategies used during the Transportation Vision 2040 LRTP update are described below.

Consultation: To ensure that major regional transportation documents, including the PPP, are developed in consultation with the general public, and other interested parties. This also involves efforts to identify and include stakeholders in the transportation planning process (See Appendix A).

Strategies used to achieve this objective were:

- Apply GIS data spatial analysis to identify underserved population groups;
- Develop and maintain a stakeholder directory;
- Consult with stakeholder groups to determine the preferred communication methods to maximize ARTS reach;
  - Transit Citizens Advisory Committee
  - Neighborhood Associations
  - Lower Savannah Council of Governments (LSCOG)
  - Central Savannah River Area Regional Commission (CSRA RC)
  - Aiken County
  - Columbia County
  - ARTS MPO Committees
    - Technical Coordinating Committee
    - Citizen Advisory Committee
    - South Carolina Policy Subcommittee
    - Policy Committee

And;

- Consult with stakeholder groups to determine other groups that may be invited to participate in the public participation process and/or identify hot topics that may be raised during this process.

Public Access: To ensure that the general public and other interested parties have timely and convenient access to agendas, meetings, documents and other information related to the regional transportation planning process.
Strategies used to achieve this objective were:
- Community meetings held at community centers, churches and venues centrally located to a public place with diverse population;
- Community meeting public notice materials made available in English and Spanish;
- Community meeting venues ADA accessible;
- Community meetings held on Saturdays;
- All community meeting documents and presentations are available via regular mail or email; and
- Assistance at 48 hour notice provided to persons requiring special assistance to attend meetings.

Public Notice: To publish formal notices of public meetings through local newspapers, flyers, posters, and signs, so the public are encouraged to participate in the regional transportation planning process.

Strategies used to achieve this objective were:
- Updating of ARTS official webpage making it easier to remember and record;
- Linking ARTS social media webpages to ARTS official webpage;
- Ensure that adequate transportation options are available to and from venue locations to constituents who would like to attend a meeting; and
- Links to Metropolitan Planning Organization partners – Columbia County, Aiken County, Lower Savannah Council of Governments (LSCOG) and Central Savannah River Area Regional Commission (CSRA RC).

Public Outreach and Education: To use effective tools and techniques to provide information about regional transportation plans and issues to the general public and other stakeholders.

Strategies used to achieve this objective were:
- The use of two color or full color public announcements. Color captures the reader’s attention and has the potential of increasing the readership of the advert or announcement.
- Actively pursue speaking engagements at various venues and meetings (e.g., Speakers Bureaus).
• Develop active partnerships with ARTS planning area leaders including ARTS Policy Committee members, South Carolina Policy Subcommittee members, and City of Augusta Commissioners.

• Hosting meetings at smaller, more localized venues, e.g., churches, neighborhood association meetings, etc.

• Television and Radio engagements. It is proposed that local television and radio engagements will be pursued significantly increasing public awareness about ARTS purpose and initiatives.

• Hosting standalone social media (distinct from the City of Augusta) webpages, e.g., Facebook and Twitter.

Public Input: To obtain meaningful and diverse input from the general public and other interested parties on regional transportation needs, plans, programs, services, and activities.

Strategies used to achieve this objective were:

• Identify stakeholders. Stakeholders will be sought from: Neighborhood & Homeowners Associations; Civic Associations; Special interest groups, e.g., Outspoken (a bicycle advocacy group); Chambers of Commerce, e.g., Aiken Chamber of Commerce; Ministerial Associations, e.g., Augusta Association of Baptist Churches, etc.

• Recommend new members to ad hoc or advisory committees. The identification of stakeholders may create a pool of individuals who may be recommended by ARTS or volunteer to participate in advisory committees.

• Evaluation: To continually evaluate the effectiveness of the strategies, tools and techniques used as part of the PPP.

Evaluation: To continually evaluate the effectiveness of the strategies, tools and techniques used as part of the Participation Plan.

Strategies used to achieve this objective:

• Meeting evaluation forms. Evaluation forms given to all persons who attend meetings hosted by ARTS.

• Online Surveys. Online surveys using Survey Monkey will be used to evaluate ARTS constituents’ views and perspectives on regional transportation issues. Online surveys have the potential to reach a significantly wider audience in the ARTS planning area that would not physically attend meetings.
• Wireless polling. Wireless polling at community meetings offers the ability to conduct on-the-spot surveys and the ability of an audience to immediately view the results of their participation.

Fostering and sustaining two-way communication in the transportation planning process was significantly enhanced in February 2015 by the use of social media and updating the ARTS webpage address. Before this time, ARTS online presence was nested deep within the City of Augusta’s web portal which limited effective online communication. Extraneous factors overwhelmed the message that ARTS sought to communicate online and frustrated the submission of input from the public.

In an era of mobile communications, social media and instant messaging, ARTS has a greater potential of meeting its public involvement goals by accommodating these accepted methods of communication and information sharing specifically reaching people where they are. Best practice necessitated that ARTS strengthen timely communication, citizen engagement, customer service and public information and outreach; all of which are possible through an enhanced website or social media platform.

2.3 Public Participation Measures of Effectiveness

As stated earlier the purpose of the ARTS public participation process is timely and meaningful input into the transportation planning process. To achieve this goal several objectives and associated measures (i.e., evaluation measures) were developed. These objectives and corresponding measures of effectiveness are presented in Table 1. Details of the outcomes appear in later sections of this report.
Table 1: Public Participation Measures of Effectiveness

<table>
<thead>
<tr>
<th>Objective</th>
<th>Measures of Effectiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clarity and adequacy of presentation materials, displays and materials</td>
<td>% Attendees who found presentation materials, displays and materials visually appealing</td>
</tr>
<tr>
<td>Comment Forms or Questions</td>
<td># Number of completed comment forms returned</td>
</tr>
<tr>
<td>Community Meeting Evaluation Form</td>
<td># Number of Questions asked at Community Meetings</td>
</tr>
<tr>
<td>Community Transportation Survey</td>
<td>% Attendees completing Community Meeting evaluation form</td>
</tr>
<tr>
<td>Convenience of community meeting venue locations</td>
<td># Persons completing online survey</td>
</tr>
<tr>
<td>Engage citizens and other public at public events, e.g., Community Meetings, Public Events</td>
<td>% Attendees at Community Meetings completing survey</td>
</tr>
<tr>
<td>Engage citizens at private or civic events, e.g., Speakers Bureaus</td>
<td>% Meeting attendees satisfied with venue location</td>
</tr>
<tr>
<td>Engage citizens from Environmental Justice populations</td>
<td># Meetings</td>
</tr>
<tr>
<td>Inquiries from the public</td>
<td># Meetings in Environmental Justice areas</td>
</tr>
<tr>
<td>Nearness of Community Meeting venues to public transit</td>
<td>% Attendees who felt questions were answered adequately</td>
</tr>
<tr>
<td>Newspaper Advertisements and Legal Advertisements</td>
<td># Meetings within ¼ of transit stop</td>
</tr>
<tr>
<td>Public awareness of Community Meeting</td>
<td># Number of Newspapers Publishing Notice</td>
</tr>
<tr>
<td>Understanding of presentations, maps displays and materials</td>
<td>% Attendees hearing about Community Meeting from different media, e.g., press, internet, email blasts, etc.</td>
</tr>
<tr>
<td>Media Interviews and Appearances</td>
<td># Number of media interviews</td>
</tr>
</tbody>
</table>

Source: ARTS

2.4 Public Outreach Best Practices

Best practices in public outreach seek to apply those methods that are accepted as being the most effective in generating and sustaining public input throughout the transportation planning process. However, the application of established best practices during the Transportation Vision 2040 public outreach process was flexible, leaving room for adjustment that would provide the greatest benefit to the community served. Recent developments in public outreach have seen extensive use of technology and social media. Webpages, Facebook and Twitter have become the de facto standard of any public outreach campaign. Public outreach applications and Best Practices as utilized in the Transportation Vision 2040 public outreach process are presented in Table 2.
### Table 2: Public Outreach Best Practices

<table>
<thead>
<tr>
<th>Method</th>
<th>Best Practice</th>
<th>Applied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify Demographics</td>
<td>Decennial Census</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>American Community Survey</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Environmental Justice Populations</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>GIS Techniques</td>
<td>Yes</td>
</tr>
<tr>
<td>Media</td>
<td>Press Kits/Press Releases</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Print Media (full color notices)</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Radio &amp; TV</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Social Media, e.g., Facebook, Twitter</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Standalone Website</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Speakers Bureau</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Spanish Availability of Notices</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Email circulation lists</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Partner with local government agencies</td>
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</tr>
<tr>
<td>Public Meetings</td>
<td>Workshop/Community Forums</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Focus Groups</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Small Group Meetings</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Varied Start Times</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Neighborhood Locations</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Transit Accessible Locations</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Weekend Meetings</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Venues ADA Accessible</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Printed Materials &amp; Maps Available</td>
<td>Yes</td>
</tr>
<tr>
<td>Innovative Meeting Format</td>
<td>Open House format</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Ample time for questions &amp; answers</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Surveys &amp; Questionnaires</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Wireless Polling</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Printed Materials &amp; Maps</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Technology</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Visualization</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Sign in sheets and comment cards</td>
<td>Yes</td>
</tr>
<tr>
<td>Evaluation</td>
<td>Surveys &amp; Questionnaires</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Online Surveys &amp; Questionnaires</td>
<td>Yes</td>
</tr>
</tbody>
</table>

*Source: ARTS*
The application of technology and visual aids (widely accepted Best Practices in public outreach) has great potential to increase the level of public involvement during a community meeting. In January 2015, ARTS invested in an Audience Response System or wireless polling devices. This system allows voting using a wireless hand held device (or smart phone) the results of which are immediately displayed on a monitor or screen. The instant presentation of results and the ability to vote anonymously versus indicating by the raising of a hand; has the potential to increase public participation on all planning issues including sensitive ones. The public will appreciate and immediately see evidence of their unique and valued input into the transportation planning process. Wireless polling is a tool that will achieve this in ways that paper surveys cannot. It gives the public real time results of their input.

2.5 Community Meeting Venue Selection and Methodology

In order to maximize attendance at the community meetings a new approach was implemented for the Transportation Vision 2040 Community Meetings held in March 2015. This new approach sought to host community meetings in locations close to where people resided than to host meetings at municipal buildings or downtown venues. Seventeen (17) community meetings were held during the Transportation Vision 2040 LRTP update, only three of these meetings was held in a municipal building (i.e., Hephzibah City Hall). The remainder of meetings were held at community centers, recreation centers or churches. There were two rounds of community meetings. Those with the highest attendance during the first round were selected for the second round. A total of 186 persons attended these meetings, an average of 11 persons per meeting. A listing of community meeting venues, by venue type and by number of attendees is provided in the Table 3.
Table 3: Transportation Vision 2040 Community Meeting Venues

<table>
<thead>
<tr>
<th>Date</th>
<th>Venue</th>
<th># Attendees</th>
<th>County</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Thursday, 3/5/15</td>
<td>Hephzibah City Hall</td>
<td>7</td>
<td>Richmond</td>
<td>Municipal Building</td>
</tr>
<tr>
<td>2 Monday, 3/9/15</td>
<td>Liberty Community Center</td>
<td>6</td>
<td>Columbia</td>
<td>Community Center</td>
</tr>
<tr>
<td>3 Tuesday, 3/10/15</td>
<td>Sand Hills Community Center</td>
<td>26</td>
<td>Richmond</td>
<td>Community Center</td>
</tr>
<tr>
<td>4 Thursday, 3/12/15</td>
<td>Carrie J. Mays Family Life Center</td>
<td>7</td>
<td>Richmond</td>
<td>Community Center</td>
</tr>
<tr>
<td>5 Monday, 3/16/15</td>
<td>First Baptist Church Evans</td>
<td>7</td>
<td>Columbia</td>
<td>Church</td>
</tr>
<tr>
<td>6 Thursday, 3/19/15</td>
<td>North Augusta Community Center</td>
<td>6</td>
<td>Aiken</td>
<td>Community Center</td>
</tr>
<tr>
<td>7 Saturday, 3/21/15</td>
<td>Warren Road Community Center</td>
<td>7</td>
<td>Richmond</td>
<td>Community Center</td>
</tr>
<tr>
<td>8 Monday, 3/23/15</td>
<td>Odell Weeks Activity Center</td>
<td>13</td>
<td>Aiken</td>
<td>Community Center</td>
</tr>
<tr>
<td>9 Tuesday, 3/24/15</td>
<td>Smith Hazel Recreation Center</td>
<td>7</td>
<td>Aiken</td>
<td>Community Center</td>
</tr>
<tr>
<td>10 Thursday, 3/26/15</td>
<td>Diamond Lakes Community Center</td>
<td>8</td>
<td>Richmond</td>
<td>Community Center</td>
</tr>
<tr>
<td>11 Saturday, 3/28/15</td>
<td>Oak Pointe Community Center</td>
<td>8</td>
<td>Richmond</td>
<td>Community Center</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Venue</th>
<th># Attendees</th>
<th>County</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 Thursday, 7/23/15</td>
<td>Odell Weeks Activity Center</td>
<td>10</td>
<td>Aiken</td>
<td>Community Center</td>
</tr>
<tr>
<td>13 Monday, 7/27/15</td>
<td>Gracewood Community Center</td>
<td>5</td>
<td>Richmond</td>
<td>Community Center</td>
</tr>
<tr>
<td>14 Tuesday, 7/28/15</td>
<td>Sand Hills Community Center</td>
<td>17</td>
<td>Richmond</td>
<td>Community Center</td>
</tr>
<tr>
<td>15 Thursday, 7/30/15</td>
<td>Evans Government Complex</td>
<td>30</td>
<td>Columbia</td>
<td>Municipal Building</td>
</tr>
<tr>
<td>16 Saturday, 8/1/15</td>
<td>Augusta-Richmond County Municipal</td>
<td>12</td>
<td>Richmond</td>
<td>Municipal Building</td>
</tr>
<tr>
<td>17 Monday, 8/3/15</td>
<td>Riverview Park Activity Center</td>
<td>10</td>
<td>Aiken</td>
<td>Community Center</td>
</tr>
</tbody>
</table>

| Total                 |                                       | 186         |         |                        |

Source: ARTS

Key differences in the community meeting venue choice between the 2035 LRTP update and the Transportation vision 2040 LRTP update can be listed as follows:

- The majority of community meetings for the Transportation Vision 2040 LRTP update were held at non-municipal buildings (90% in 2015 compared to 42% in 2010).
- Accommodating potential attendees who could not attend weekday meetings, three community meetings were held on Saturdays.
- Fourteen (14) of the seventeen (17) community meetings commenced at either 5 p.m. or 5:30 p.m. and were scheduled to last two hours. The three meetings held on Saturday commenced at 9:30 a.m., 10 a.m., respectively; and were scheduled to last for two hours.
- Flyers and posters (in full color) served as public notices and advertisements promoting Transportation Vision 2040 Community Meetings were available in English, Spanish, Korean, and Chinese.
- Flyers and posters were placed on buses and transit facilities belonging to Augusta Public Transit and Best Friend Express.
• Flyers and posters were placed and distributed at Community Meeting venues as well as Libraries, Recreation Centers, etc. A full listing of locations is presented in Appendix B.
• Mass Email distribution targeted ARTS stakeholders and interested persons, organizations and/or businesses who received community meeting notices.

2.6 Environmental Justice

Environmental Justice (EJ) is by the U.S. Environmental Protection Agency Office of Environmental Justice “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” EJ is ensured through public outreach. All citizens are made aware of, have access to, and are encouraged to participate in the transportation planning process.

In order to ensure all residents (e.g., minority, low income, etc.,) in the ARTS planning area had equal opportunity to hear, attend and participate in the Transportation Vision 2040 community meetings, the needs of EJ populations were considered in the locating of the venues. Based on the census tracts where a venue was located, five (5) EJ thresholds were considered. The EJ thresholds indicate whether there is an above average concentration of EJ population groups. The 5 EJ thresholds are: minority, elderly, low-income households, zero car households, and Limited English proficiency (LEP); as listed in Table 4.

Table 4: Environmental Justice Thresholds

<table>
<thead>
<tr>
<th>Environmental Justice Population Group</th>
<th>Description</th>
<th>Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minority</td>
<td>African American, American Indian, Asian and Hispanic population groups</td>
<td>42%</td>
</tr>
<tr>
<td>Elderly</td>
<td>Persons 65 years and older</td>
<td>12%</td>
</tr>
<tr>
<td>Low Income Households</td>
<td>Households living below 150% HHS Poverty Guidelines</td>
<td>27%</td>
</tr>
<tr>
<td>Zero Car Households</td>
<td>Households not owning or without access to a motor car</td>
<td>7%</td>
</tr>
<tr>
<td>Limited English Proficiency</td>
<td>Households were the primary language is not English</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: ARTS

Another consideration for venue location was the proximity to a public transit bus stop. More than 50% of the Transportation Vision 2040 community meetings venues were located within quarter (¼) mile of a transit bus stop. However, bus scheduling had an impact as to how many persons relying on public transit were able to attend the meetings.
The Oak Pointe Community Center located in a residential neighborhood of the Augusta Housing Authority is an example of a community meeting venue located in close proximity to a transit stop (Augusta Public Transit bus route #3). The Oak Pointe Community Center is situated in a census tract that meets or exceeds multiple EJ thresholds, e.g., minority (95%), low income households (56%), and zero car households (24%). This location directly targeted the underserved and hard-to-reach population.

This was also the case at the Smith Hazel Recreation Center in Aiken SC: minority (82%), elderly (19%), low-income (50%), and zero car households (22%). All community meeting venues selected were based on locations that met at least one EJ threshold. Table 5 presents the EJ thresholds of the Transportation Vision 2040 community meetings.

Table 5: Community Meeting Venues and Environmental Justice

<table>
<thead>
<tr>
<th>Venue</th>
<th>Census Tract #</th>
<th>% Minority</th>
<th>% Elderly</th>
<th>% Low Income HH</th>
<th>% Zero Car HH</th>
<th>LEP</th>
<th>Transit within 0.25 mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hephzibah City Hall</td>
<td>109.03</td>
<td>33</td>
<td>11</td>
<td>28</td>
<td>3</td>
<td>2</td>
<td>No</td>
</tr>
<tr>
<td>Liberty Community Center</td>
<td>305.06</td>
<td>39</td>
<td>7</td>
<td>25</td>
<td>2</td>
<td>6</td>
<td>No</td>
</tr>
<tr>
<td>Sand Hills Community Center</td>
<td>1</td>
<td>38</td>
<td>24</td>
<td>37</td>
<td>17</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Carrie J. Mays Family Life Center</td>
<td>104</td>
<td>85</td>
<td>15</td>
<td>67</td>
<td>24</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>First Baptist Church of Evans</td>
<td>302.01</td>
<td>22</td>
<td>20</td>
<td>13</td>
<td>9</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>North Augusta Community Center</td>
<td>208.02</td>
<td>28</td>
<td>15</td>
<td>18</td>
<td>3</td>
<td>2</td>
<td>Yes</td>
</tr>
<tr>
<td>Warren Road Community Center</td>
<td>101.05</td>
<td>25</td>
<td>19</td>
<td>16</td>
<td>1</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Odell Weeks Activity Center</td>
<td>215</td>
<td>26</td>
<td>17</td>
<td>28</td>
<td>11</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Smith Hazel Recreation Center</td>
<td>214</td>
<td>82</td>
<td>19</td>
<td>50</td>
<td>22</td>
<td>1</td>
<td>Yes</td>
</tr>
<tr>
<td>Diamond Lakes Community Center</td>
<td>107.12</td>
<td>91</td>
<td>6</td>
<td>9%</td>
<td>1</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Oak Pointe Community Center</td>
<td>106</td>
<td>95</td>
<td>16</td>
<td>56</td>
<td>24</td>
<td>0</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Source: ARTS
Environmental Justice Thresholds: Minority 42% (i.e., 42% of ARTS population are minority); Elderly 12%; Low Income HH 27% (i.e., 150% HHS Poverty Guidelines); Zero Car HH 7% and Limited English Proficiency (LEP) 1.25%. Source: Decennial Census 2010 & American Community Survey 2008-2012.

2.7 Review of the ARTS Long Range Transportation Planning Process
Consultation as a key objective of the ARTS PPP ensures that the development of the LRTP is a partnership between ARTS, its stakeholders and the public. The process of gathering and analyzing information involved extensive consultation with federal, state and local agencies; not forgetting the valuable input provided by more than 1,100 persons online, by mail or in person. Consultation strategies and tools used in the development of the Transportation Vision 2040 LRTP update are described in this section.

2.7.1 Development of Stakeholder List
Through its many interactions with federal, state and local agencies, ARTS developed an extensive stakeholder list. Members of ARTS committees in their interactions with their own constituents have also augmented the list of ARTS stakeholders. Attendees at Speakers Bureaus, breakfast meetings and community meetings held during February through May 2015, and online visitors to the ARTS Facebook and Twitter websites took the opportunity to join the stakeholder list.

ARTS communicates with its stakeholders primarily via email. However, those stakeholders who do not have internet access receive information by mail or over the phone. ARTS currently communicates via email to more than 700 institutional or individual recipients. Some of these recipients, such as chambers of commerce or local government partners, forward ARTS communication to their contacts or post online. This additional push significantly expands the reach of ARTS information to several thousand recipients in the ARTS planning area.

2.7.2 Identification and Involvement of Underserved Groups
Through the ARTS public involvement methods, in particular, Speakers Bureaus and community meetings; many civic and neighborhood associations became aware of the transportation planning process. Identifying locations for community meetings and other ARTS outreach initiatives incorporated Environmental Justice (EJ) considerations, such as minority population groups, proportion of zero car households, etc., in the venue selection process. ARTS enabled additional involvement of underserved population groups in the
transportation planning process through advertising in media serving these groups, such as the Metro Courier.

2.7.3 Involvement of Federal, State and Local Agencies

ARTS actively engaged federal, state and local agencies in the transportation planning and LRTP review process. Over several months ARTS committee meetings updated members and sought their input and review on the progression of the LRTP update. The progression of the Transportation Vision 2040 LRTP update through the ARTS committees, namely, the Policy Committee (PC), Technical Coordinating Committee (TCC), Citizens Advisory Committee (CAC) and Technical Test Network Subcommittee (TNS) is presented in Table 6.

<table>
<thead>
<tr>
<th>Date</th>
<th>Committee/s</th>
<th>Agenda Item/Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, June 5, 2014</td>
<td>PC</td>
<td>Members informed 2040 LRTP update start date</td>
</tr>
<tr>
<td>Thursday, July 10, 2014</td>
<td>PC, TCC &amp; CAC</td>
<td>General Information</td>
</tr>
<tr>
<td>Wednesday, August 13, 2014</td>
<td>CAC &amp; TCC</td>
<td>General Information</td>
</tr>
<tr>
<td>Thursday, September 4, 2014</td>
<td>PC</td>
<td>Current status of the ARTS LRTP update</td>
</tr>
<tr>
<td>Wednesday, December 17, 2014</td>
<td>PC, TCC &amp; CAC</td>
<td>Current Status of the ARTS LRTP update</td>
</tr>
<tr>
<td>Wednesday February 11, 2015</td>
<td>PC, TCC &amp; CAC</td>
<td>Current Status of the ARTS LRTP update</td>
</tr>
<tr>
<td>Wednesday April 29, 2015</td>
<td>CAC</td>
<td>Current Status of the ARTS LRTP update</td>
</tr>
<tr>
<td>Thursday, March 5, 2015</td>
<td>PC</td>
<td>Current Status of the ARTS LRTP update</td>
</tr>
<tr>
<td>Friday, May 1, 2015</td>
<td>TNS</td>
<td>Review Level of Service (LOS) of existing and future road networks</td>
</tr>
<tr>
<td>Wednesday, May 13, 2015</td>
<td>TCC</td>
<td>Review &amp; comment Community Meetings Report – Executive Summary</td>
</tr>
<tr>
<td>Thursday, June 4, 2015</td>
<td>PC</td>
<td>Review &amp; comment on draft Community Meetings Report – Executive Summary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review Regional Travel Demand Model</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Identify new projects for Transportation Vision 2040</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review LRTP 2035 projects</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review &amp; comment Road Capacity Levels and Potential Projects</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review and comment Congestion Management System Report – Executive Summary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Review &amp; comment on draft Road Capacity Levels and Potential Projects</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Demonstration of ARTS Interactive Project Mapping and Information Tool</td>
</tr>
</tbody>
</table>

Source: ARTS
Since June 2014 ARTS committee members have become aware of the Transportation Vision 2040 LRTP update process. From that time discussions and presentations have provided a forum for members to review, provide comment and adopt LRTP draft documents. All ARTS committee members have had ample opportunity to become involved in the LRTP delivery and update process.

In the development of the ARTS network models and recommended projects, ARTS staff members have developed two innovative online project review and comment methods.

**GoToMeeting**

GoToMeeting is an online meeting, desktop sharing, and video conferencing software tool that enable users to meet with other users online in real time. The GoToMeeting tool was used by TNS to review and accept the capacity needs for the 6th Network. TNS members work for various state and local agencies in the ARTS planning area and beyond. Using GoToMeeting allowed members who could not be physically present at the May 1, 2015 meeting, participate in the ‘virtual’ meeting discussions. This tool also encourages committee members to participate in TCC, CAC and PC meetings by attending them from their desk.

**Interactive Project Mapping and Information Tool**

ARTS together with the City of Augusta GIS Department developed an interactive project mapping and information tool. Users of the online tool can easily identify Transportation Improvement Program (TIP), Transportation Investment Act (TIA), or other LRTP projects, etc., in the ARTS planning area. By clicking on a project, a new window opens giving further information about the project such as, estimated cost, project ID, type of project, e.g., widening, etc. The tool also allows the user to submit any comment or concern about a project directly to ARTS. This new tool will enable users find out more about transportation improvement projects in their community or the ARTS planning area. Public outreach initiatives such as the Interactive Project Mapping and Information Tool will contribute to a greater involvement through discussion and consultation of the public in the transportation planning process.
3 Public and Media Outreach Tools

Informing the public to gather their input into the Transportation Vision 2040 LRTP update was pivotal to the success of the scheduled community meetings. Public and media outreach tools are presented in this section.

3.1 Traditional and Non-Traditional Public and Media Outreach Tools

Media outreach during the Transportation Vision 2040 LRTP update engaged traditional and non-traditional methods to increase public awareness. The launch of the public awareness campaign began with the publication of a press release (see Appendix B) on Friday, February 27, 2015, and Monday, July 13, 2015, distributed to the major media houses in the ARTS planning area. The press release marked the official launch of the Transportation Vision 2040 community outreach campaign.

All media outlets in the ARTS planning area (i.e., six (6) Radio stations; five (5) Television stations; and six (6) newspapers) were contacted and informed of the Community Meetings. Table 7 lists all the media outlets that received the press release.

<table>
<thead>
<tr>
<th>Radio</th>
<th>Television</th>
<th>Newspaper</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clear Channel</td>
<td>NBC (Local)</td>
<td>Aiken Standard</td>
</tr>
<tr>
<td>Radio-One</td>
<td>ABC (Local)</td>
<td>Augusta Chronicle</td>
</tr>
<tr>
<td>WFAM</td>
<td>CBS (Local)</td>
<td>Fort Gordon Signal</td>
</tr>
<tr>
<td>WAFJ</td>
<td>Comcast</td>
<td>Metro Courier</td>
</tr>
<tr>
<td>WGAC</td>
<td>WFXG</td>
<td>Metro Spirit</td>
</tr>
<tr>
<td>WIIZ</td>
<td></td>
<td>North Augusta Star</td>
</tr>
</tbody>
</table>

Formal “Community Meeting Notices” (in English, Spanish, Korean and Chinese) were issued to local newspapers. Table 8 lists the local newspapers that advertised the Community Meeting notices. Community Meeting notices were also displayed at libraries, churches and recreation centers (see Appendix C).
Table 8: *Local Newspapers Advertising Community Meeting Notices*

<table>
<thead>
<tr>
<th>Newspaper</th>
<th>Week 1</th>
<th>Week 2</th>
<th>Week 3</th>
<th>Week 4</th>
<th>Week 5</th>
<th>Week 6</th>
<th>Week 7</th>
<th>Week 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Gordon Signal</td>
<td>Thurs. 3/5/15</td>
<td>Thurs. 3/12/15</td>
<td>Thurs.3/19/15</td>
<td>Thurs. 7/16/15</td>
<td>Thurs. 7/23/2015</td>
<td>Thurs. 7/30/15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ARTS

Subsequent to the press release, a partnership was formed between APDD and Augusta Fire Department’s Public Information Officer, Dee Griffin. Dee Griffin’s experience as a news reporter in Memphis TN, provided valuable input into the success of public awareness campaign that secured a locally televised interview on Local News Channel 6 on Sunday March 1, 2015 at 7.35 A.M. *Figure 1* is a screen capture of the interview. During the interview, ARTS staff was able to introduce ARTS and what it does, as well as share the main objectives of the upcoming community meetings.
A local news reporter (TV 12 WRDR) attended the first community meeting in Hephzibah City Hall and broadcasted the event on the evening news. At one community meeting, an ARTS Staff person was interviewed by Fox 54 as part of their One Hour Earlier news broadcast (Figure 2). Members of the audience were also interviewed for a very brief informational message to the public about the Community Meetings (Figure 3). The public was encouraged to attend these meetings and provide their input on how they viewed the transportation system in the region, and not just in their immediate neighborhoods. News articles and interviews with the public were conducted throughout the ARTS area in March 2015. The Augusta Chronicle posted articles of the Community Meetings that occurred in Aiken, Columbia, and Richmond Counties. In these articles members of the public expressed their concerns about the regional transportation network and were happy to provide feedback on the LRTP.
**Figure 2:** ARTS Staff Person Interviewed on Local News Station Fox54

**Figure 3:** Member of Public Interviewed by Local News Reporter at a Community Meeting

Aiken, S.C. - Georgia and South Carolina are looking ahead to 2040, and asking for the public’s input on ways to improve transportation in the CSRA. The Augusta Regional Transportation Study invited residents to give their concerns on traffic, public transportation and walking and biking paths during the month of March. Residents came out in small numbers at Monday night’s meeting in Aiken, but shared big ideas with what needs to be changed.

"Transportation Vision 2040" is the theme of the March meeting series to get residents to learn about plans for our area, and voice their concerns.

Aiken resident Lisa Holloway says there are many improvements she could think of that would benefit all CSRA residents.
Other outreach initiatives in the Transportation Vision 2040 LRTP update included the use of flyers in English and Spanish (similar to the posters in Appendix D), enhance the ARTS website, and the use of social media (e.g., Facebook and Twitter) to encourage people to attend the community meetings and keep them informed in real time. Yard signs and bill drops were also used.

The bill drop (in English, Spanish, Korean, and Chinese) shown in Figure 4 was attached to the water utility bill issued by Richmond County. Bill drops were dispatched over 8 cycles during the months of March and July 2015 reaching a potential 91,000 customers, 25,000 in Aiken County (Figure 5) and 66,000 in Richmond County.

Yard signs (Figures 6) were designed for each community meeting and placed at strategic locations in and around community meeting venues informing local residents of the upcoming meetings.

**Figure 4: Community Meeting Bill Drop**
COMMUNITY MEETINGS
FUTURE TRANSPORTATION IMPROVEMENTS
Improve traffic flow and safety, public transit, sidewalks, pedestrian and bicycle paths

TRANSPORTATION VISION 2040

GEORGIA
Mondays, July 13, 2015: 6:30 - 7:30 PM
Graceland Community Center
2390 Tobacco Road
Augusta, GA 30909

Tuesday, July 14, 2015: 6:30 - 7:30 PM
Riverwalk Park Activities Center
200 Riverwalk Drive
North Augusta, SC 29841

Wednesdays, July 15, 2015: 6:30 - 7:30 PM
Riverwalk Park Activities Center
102 Riverwalk Park Drive
North Augusta, SC 29841

OPEN HOUSE
Saturday, July 11, 2015
8:30 AM - Noon
Augusta-Richmond County Municipal Building
Lincoln/Bailey Community Meeting Room, 1st Floor
535 Third Street
Augusta, GA 30901

The public is invited to review and comment on future recommendations 2040 Long Range Transportation Plan and current 2015-2018 Transportation Improvement Program (TIP)

July - English

Reuniones Comunitarias
FUTURAS MEJORAS AL SERVICIO DE TRANSPORTE
Mejorar el flujo y seguridad del tráfico, transporte público, aceras, caminos para peatones y bicicletas

Visión de Transporte 2040

GEORGIA
Lunes, 13 de julio de 2015
5:30 - 7:30 PM
Graceland Community Center
2390 Tobacco Road, Augusta, GA 30909

Martes, 14 de julio de 2015
6:30 - 7:30 PM
Riverwalk Park Activities Center
102 Riverwalk Park Drive
North Augusta, SC 29841

Miercoles, 15 de julio de 2015
6:30 - 7:30 PM
Oglethorpe Activity Center
1700 Whiskey Road, Aiken, SC 29803

Sábado, 11 de julio de 2015
8:30 AM - Noon
Augusta-Richmond County Municipal Building
Lincoln/Bailey Community Meeting Room, 1st Floor
535 Third Street
Augusta, GA 30901

El público está invitado a revisar y comentar sobre el plan a largo plazo del transporte de 2040 y sobre el plan de mejoras al transporte 2015-2018.

July - Spanish

지역사회 회의
미래 교통 시스템 향상
교통 흐름과 안전, 공공 교통, 보도, 그리고 보행자와 자전거 자전거 도로 개설
교통 시스템 비전 2040

GEORGIA
월요일, 13일 2015
$30 - 7:30 PM
Graceland Community Center
2390 Tobacco Road, Augusta, GA 30909

화요일, 14일 2015
$30 - 7:30 PM
Riverwalk Park Activities Center
102 Riverwalk Park Drive
North Augusta, SC 29841

수요일, 15일 2015
$30 - 7:30 PM
Oglethorpe Activity Center
1700 Whiskey Road, Aiken, SC 29803

토요일, 11일 2015
8:30 AM - Noon
Augusta-Richmond County Municipal Building
Lincoln/Bailey Community Meeting Room, 1st Floor
535 Third Street
Augusta, GA 30901

여성 주의의 오래된 도로의 안전을 향상시키는 도로 개설, 2040 교통 시스템의 향상, 2015-2018 교통 개선 계획에 대한 공개 논의를 초대합니다.

July - Korean
Figure 5: Aiken County Bill Drop

Transportation Vision 2040 Community Meetings

The Planning and Development Departments of the City of Aiken, Aiken County and Augusta-Richmond County invite the public to review and comment on the recommended 2040 Long Range Transportation Plan and current 2015-2018 Transportation Improvement Program (TIP) at a series of meetings in July that will pertain to recommended future transportation improvements throughout the Central Savannah River Area.

The Augusta Regional Transportation Study (ARTS) serves as the metropolitan planning organization representing Richmond and Columbia counties in Georgia, and Aiken and Edgefield counties in South Carolina and administers the federal transportation planning process in partnership with the Aiken County Planning and Development Department and the Lower Savannah Council of Governments. Residents of any of the four counties are invited to attend any of the following meetings.

Other public meetings will be held at the same times on Monday, July 13, at Gracewood Community Center on Tobacco Rd. in Augusta, Monday, July 20, at the Evans Government Complex on Ronald Reagan Dr. in Evans and Tuesday, July 21, at the Sand Hills Community Center on Wheeler Rd. in Augusta. An Open House event will be held from 9:30 a.m., through noon in the Linda Beazley Community Room on the first floor of the Augusta-Richmond County Municipal Building on Telfair Street in Augusta.

This is the final series of meetings of the ARTS before the Transportation Vision 2040 report is finalized, although comments from the public will be accepted from July 10 through August 8. The full ARTS Committee is scheduled to adopt the final plan on August 26, 2015.

For more information, call the Augusta Planning & Development Department at (706) 821-1796 and to review the plan, visit www.augustaga.gov/arts. Persons with special needs related to disability or foreign language should also call (706) 821-1796 or send an e-mail to ARTS@augustaga.gov at least 48 hours before the meeting they plan to attend.

Reporters from local news agencies such as Fox 54, WJBF, and Augusta Chronicle attended various community meetings, interviewed ARTS staff and presented these interviews on the nightly news. Examples of news and online articles are illustrated in Appendix D.

The internet and social media played an important role in the Transportation Vision 2040 public outreach campaign, starting with notices of the community meetings appearing on the City of Augusta homepage. The City of Augusta homepage keeps the public informed of government activities, events, and programs providing them with readily available information. Facebook and Twitter were also used as means to get the word out and keep the public informed. This was in addition to posting community meeting notices on online calendars and the websites of partner agencies e.g., Augusta-Richmond County and Columbia County Governments. A listing is provided below:

The Community Meetings were also posted online through Local Event Calendars and the Wheel Movement.

- Online Event Calendars:
  - Events Calendar The Augusta Chronicle http://events.augusta.com/
  - Events Calendar WRDW http://www.wrdw.com/
  - Wheel Movement Facebook page https://www.facebook.com/WheelMovement
ARTS Partner Agencies:
Augusta-Richmond County Government http://www.augustaga.gov/
Columbia County Government http://www.columbiacountyga.gov/
North Augusta http://www.northaugusta.net/home
Aiken County http://www.aikencountysc.gov/
ARTS http://www.augustaga.gov/arts

Several other internet or social media highlights include:
• Simplifying the ARTS website address (written in documents, flyers, etc.,) from www.augustaga.gov/680/Transportation-Planning-ARTS to http://www.augustaga.gov/arts
• Launching an ARTS Facebook site www.facebook.com/planningaugusta
• Launching an ARTS Twitter site www.twitter.com/planningaugusta
• Establishing an online Community Travel Behavior Survey https://www.surveymonkey.com/r/TransportationVision2040

Examples of the media outreach tools described above are presented in Appendix E.

During each community meeting, Facebook posts were posted or messages tweeted. Examples of such Facebook posts or Twitter tweets can be seen in the individual community meeting summaries. Facebook posts along with an image taken at the community meeting illustrated an occurrence at the meeting in real time and encouraged online viewers or mobile device users to attend the current meeting taking place or plan to attend an upcoming meeting near their home or work place. Tweets gave succinct messages of real time occurrences at a meeting. Information about the ARTS Facebook page or Twitter account was distributed at all community meetings allowing all meeting participants to like ARTS on Facebook or follow ARTS on Twitter.
4 Speakers Bureau

In an effort to spread the news of the Transportation Vision 2040 LRTP update, and get people involved in the transportation planning process, Speakers Bureau sessions were promoted throughout the ARTS planning area. Methodology and outcomes of the Speakers Bureau sessions are presented in this section.

4.1 Speakers Bureau Process

Speakers Bureau presentations were promoted to any community, business, faith based or social service organization within the ARTS planning area. These sessions allowed ARTS staff to speak to public or private organizations about the LRTP update or transportation planning process (Figure 7). Each speaking session, at the host’s chosen venue, allowed ARTS staff to explain the purpose and function of ARTS, and identify how the public and organizations can become involved in the transportation planning process. After speaking, ARTS staff would listen to concerns and answer questions from the audience. One advantage of using the Speakers Bureau method of public outreach is engaging an audience which might otherwise not attend the public meetings due to lack of awareness of the MPO or the need for public input into regional transportation planning. During the months of January through August 2015 a total of twelve (12) Speakers Bureau meetings were addressed by ARTS staff. Details of the Speakers Bureau meetings held are presented in Table 9.

Figure 7: Jamestown Community Center
The Speakers Bureau meetings were hosted by a diverse group of organizations and took place at venues throughout the ARTS planning area. An estimated 344 people attended the twelve (12) Speakers Bureau sessions. Each Speakers Bureau session consisted of a short presentation (up to 15 minutes) given by an ARTS staff person. Each presentation was followed by a brief question and answer session. At the end of each session, the public was motivated to spread the information gained and encourage others to participate by attending the public meetings scheduled to take place in March, July, and August 2015 or complete the online community transportation survey. *Figures 8 and 9* depict Speakers Bureau meetings.

**Table 9:** *Transportation Vision 2040 Speakers Bureau Meetings January - May 2015*

<table>
<thead>
<tr>
<th>Organization</th>
<th>Date</th>
<th>Location</th>
<th>Presenter</th>
<th>#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walton Way Signal Improvement Public Meeting</td>
<td>Thursday, Jan 22, 2015, 5:30 - 7:30 pm</td>
<td>Trinity on the Hill Methodist Church, Augusta GA</td>
<td>Paul Decamp and Carletta Singleton</td>
<td>2</td>
</tr>
<tr>
<td>Columbia County Exchange Club</td>
<td>Thursday, Jan 29, 2015, 8:00 am</td>
<td>Snelling Center, Augusta GA</td>
<td>Carletta Singleton</td>
<td>8</td>
</tr>
<tr>
<td>Augusta Exchange Club</td>
<td>Thursday, Feb 5, 2015, 12:00 pm</td>
<td>First Baptist Church - Walton Way Ext, Augusta GA</td>
<td>Paul Decamp</td>
<td>100</td>
</tr>
<tr>
<td>Augusta Canal Authority</td>
<td>Thursday, Feb 12, 2015, 5:00 pm</td>
<td>Enterprise Mill, Augusta GA</td>
<td>Paul Decamp</td>
<td>12</td>
</tr>
<tr>
<td>Commissioner Sammy Sias – District Breakfast Meeting</td>
<td>Saturday, Feb 14, 2015, 9:00 - 11:00 am</td>
<td>Jamestown Community Center, Augusta GA</td>
<td>Melanie Wilson and Carletta Singleton</td>
<td>73</td>
</tr>
<tr>
<td>Greater Aiken Chamber of Commerce</td>
<td>Thursday, Feb 19, 2015, 7:30 am</td>
<td>Aiken Chambers, Aiken SC</td>
<td>Paul Decamp</td>
<td>25</td>
</tr>
<tr>
<td>Augusta Richmond County Neighborhood Alliance</td>
<td>Saturday, Mar 7, 2015, 9:00 - 11:30 a.m.</td>
<td>Ryan’s Restaurant, Augusta GA</td>
<td>Melanie Wilson and Carletta Singleton</td>
<td>45</td>
</tr>
<tr>
<td>Augusta Chamber of Commerce</td>
<td>Friday, March 13, 2015, 7:30 am</td>
<td>Augusta Chamber, Augusta GA</td>
<td>Paul Decamp</td>
<td>12</td>
</tr>
<tr>
<td>Sierra Club</td>
<td>Tuesday, March 17, 2015, 7:30 pm</td>
<td>Unitarian Universalist Church, Augusta, GA</td>
<td>Carletta Singleton</td>
<td>38</td>
</tr>
<tr>
<td>Friends of Our Greenway</td>
<td>Wednesday, May 6, 2015, 6:00 – 7:00 pm</td>
<td>North Augusta Activity Center</td>
<td>Paul Decamp and Carletta Singleton</td>
<td>12</td>
</tr>
<tr>
<td>Wheel Movement</td>
<td>Monday, May 11, 2015, 6:00 pm – 8:00 pm</td>
<td>Augusta Canal Authority</td>
<td>Paul Decamp</td>
<td>10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Organization</th>
<th>Date</th>
<th>Location</th>
<th>Presenter</th>
<th>#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Augusta Bus Rider Association</td>
<td>Tuesday, August 11, 2015, 1:00 p.m. - 3:00 p.m.</td>
<td>Augusta-Richmond County Library</td>
<td>Carletta Singleton</td>
<td>7</td>
</tr>
</tbody>
</table>

**Total:** 344
The Speakers Bureau meetings were a great opportunity for members of the public to ask questions about ARTS and the Transportation Vision 2040 LRTP update. For many meeting attendees, it was their first exposure to ARTS and the transportation planning process. Detail discussions of all Speaker Bureau meetings are included in the appendix. Some of the questions asked and answers given at these meetings included, but are not limited to:
Questions Asked and Topics Discussed at Speakers Bureau Sessions

Question: 15th Street project why the delay since it has been on the books for years?

Answer: The 15th Street project (Augusta, GA.) is in a dense urban area and impacts many people. The project requires a thorough environmental assessment to be completed before a decision is made.

Question: ARTS is divided by two states, how do those states allocate funding?

Answer: Federal government sends funds to both states and both states allocate funding to the transportation projects. Many times this is an 80/20 split where the Federal government will provide the 80% after the local jurisdiction secures the initial 20% of the project's total cost. The local entities have ways of generating revenue through sales taxes, etc., to provide additional funding.

Question: I see Hitchcock Parkway (Aiken, SC.) on the map you have shown. What is the status of that project?

Answer: The project is still in the Transportation Improvement Program (TIP), but the project scope and purpose have changed. It is no longer considered a road widening project, but is instead considered an operational improvement. Gerald Jefferson from Aiken County Planning and Development stated that “The South Carolina side has a program tool to rank/prioritize projects in the TIP. If a scope or purpose is changed, the project is tabled (i.e., put on hold) until it is re-prioritized and put back in the system”.

Question: So from what you are stating, there will be no widening of Hitchcock Parkway (Aiken, SC.)?

Answer: That is not for certain and it depends on what the engineers draft up during their preliminary engineering phase. The purpose and scope has changed so there won't be the type of widening that was previously discussed, but there could be some turning lanes or access roads that could be added. The exact design is still yet to be determined.
Question: In your experience, what has been the timeframe for a project such as the Hitchcock Parkway (Aiken, SC.), until it is “shovel ready”?

Answer: Gerald Jefferson: no sooner than 3 years for a project such as that [However, Gerald did not want to be quoted as giving a definitive answer]. It needs to go through the prioritization process and a lot of it depends on funding availability.

Question: I remember Highway 19 (Aiken County, SC.) having the potential for some projects, why aren’t those shown on the map? I have seen plenty of safety issues and increases in traffic volume.

Answer: Gerald Jefferson: South Carolina State Highway 19 has projects in the LRTP, but they have not made it to the South Carolina Transportation Improvement Program (SCTIP). If it were to be put in the SCTIP, it would be prioritized. Yes, you are correct that there are many issues on that roadway involving traffic safety and congestion. There has also been a corridor study completed in 2014 for SC 19 and final Draft is available online. These types of projects/studies need to be continuously brought up so that we can all stay on top of projects and that the studies are put to good use.

Question: US 1 (Aiken County, SC.) also had a corridor study, why do we have corridor studies and not move forward with their implementation?

Answer: Sometimes when projects aren’t continuously put into focus, they can be pushed back due to a combination of funding issues, staff resources and schedule, and mainly not having a lot of public input to push and keep the issue and project as a priority. By making your voice heard through the Transportation Vision 2040 LRTP process these issues can gain more momentum and can move projects forward.

Question: Is the ARTS system typical of other areas?

Answer: Yes, Metropolitan Planning Organizations (MPOs) are required for areas with a certain population thresholds, i.e., 50,000 to 200,000. All MPOs deal with current short and long range transportation projects for a variety of modes. How we prioritize and go through the process may differ but the overall purpose of MPOs and metropolitan transportation planning process is the same.
Question: Does the ARTS cover rail projects?

Answer: The MPO can cover all types of projects. If there is a need for the project, it has that ability. Historically, we have not had many rail projects outside of just upgrading railroad crossings to make them safer.

Question: Where can our voice be heard and when it is the commenting period?

Answer: By contacting us through the means shown on the screen (Paul shows slide with contact details and ARTS website details.)

- Invite ARTS staff to your neighborhood association meeting, civic function, church or other events
- Become an Advocate – Tell Others
- Attend ARTS public meetings during March 2015
- Visit the ARTS website http://www.augustaga.gov/arts

Question: What is the leverage to actually implement/execute the plan? It’s worse than pulling teeth.

Answer: Projects in the Long Range Transportation Plan eventually get moved to the Transportation Improvement Program (TIP) after funding has been set aside for it. Aiken County also has a Microsoft access based tool they use to prioritize projects based on specific criteria/standards established and required by South Carolina Department of Transportation.

Question: What is the pressure on political leaders to actually implement the plan?

Answer: Public Involvement, by showing them what the public wants, that is how they are motivated to implement projects. When they see only a small number of people participating in the planning process, they are not likely to see it as the majority voice and not take it seriously.
Question: I came to Augusta in 1979 and at that time you could take the bus and get off on Broad Street, do your shopping and come back to where you got off the bus and board a bus to go home. You could work, get off, pick up little items that you may need and then get on another bus for home. The City then changed everything, cutting routes, increasing rates, more cuts till we got what we have now. It’s a mindset of people here in Augusta. You’ll have to change the mindset to get people on the buses again. They will not take the bus, it takes too long, can’t get to First Friday as there is no transportation, etc. These are some of the challenges of transit in Augusta.

Answer: Yes, there are challenges of the public with their perceptions of public transit and whether or not the local government can afford to put more transit in place. This is a slow process and it may or may not happen over time. Ridership or the demand for transit is the key for elected officials to see the need for public transit. The work by the planning department or transit department can put the buses in place, but people have to use them. If this doesn’t happen the first thing we will hear is, ‘you did all the planning but no one rode the bus.’

Question: When you want to do this six (6) month plan and announce it, how can you get it through to the public? What we have to do is make the public understand for them to get more involved that this plan is for their benefit. They’ve gone so long with poor service they don’t trust getting on buses anymore.

Answer: In the next 30, 60 or 90 days we should be able to communicate to the public APT’s short range plans. Six (6) months is too short a time to make a significant change. However, APT will use every opportunity in public meeting, news media, and flyers to get the word out. We will not do this in a vacuum. We must get everybody onboard to include CEOs who are running the major corporations. This is a journey and it will not happen overnight but is tied to funding. If we get funding commitments I’m confident of a successful outcome.

Question: Why is Augusta so slow and behind in upgrading the service here, where other surrounding cities have service, such as Charlotte, Savannah and others?

Answer: Creating a vision and identifying the funding sources are key to make this happen. In 2015 APT is going to push for change and the journey begins here. There are a lot of challenges going forward and it’s not what other cities are doing but ‘what are we going to do as a community?’
In addition to all the Media Outreach presented above, E-mail marketing of the community meeting announcement was also distributed to over 1,800 people, organizations, and stakeholder agencies throughout the ARTS planning area. These contacts were also encouraged to forward the email announcement to their networks, e.g., other people, organizations, and agencies.
5 Public Outreach Meetings

Eleven Community Meetings were hosted by ARTS in March 2015 as part of the Transportation Vision 2040 LRTP Update process. Outcomes of these meetings are presented in this section.

5.1 Community Meeting Objectives
ARTS actively conducted a series of seventeen (17) community meetings concerning the Transportation Vision 2040 LRTP update from March through August 2015. First round of community meetings was to present the planning process and identify their concerns. The proposed plan was presented at the second round, there comments were also encouraged. Each community meeting was conducted by the planning staff of the APDD, who also serves as the technical staff to ARTS. The community meetings were held at seventeen (17) strategically selected locations. First round of community meetings with highest attendance were selected for the second round. The sites were selected because of their proximity and accessibility to all communities that may be affected in the public participation process, including those that are traditionally hard to reach or underserved, e.g., EJ populations. The objectives of the community meetings were:

- Introduce ARTS, its role and functions to the local community
- Present the current status of the Transportation Vision 2040 LRTP.
- Hear what the public identify as transportation issues and needs in their communities.
- Solicit public input on regional transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

5.2 Community Meeting Notification Methods
Public notification methods for increasing public awareness of the community meetings consisted of the following: Newspaper display ads; announcements at ARTS committee meetings; postings on the ARTS website; email notification delivery methods; social media outlets such as Facebook and Twitter; local media outlets; press release; flyers; and bill drops were included in 91,000 household water bills. In addition, individuals and organizations who had expressed interest about the LRTP update were notified of the community meetings via email marketing. The meeting notices (e.g., flyers and press release) are presented in Appendices C and D.
5.3 Community Meeting Venues, Schedule and Number of Attendees

Meetings were open to all interested residents of the local community. Through media announcements, email marketing and word of mouth over one hundred eighty-six (186) persons attended the series of community meetings as presented in Table 10 as follows:

Table 10: Community Meeting Schedule and Number of Attendees

<table>
<thead>
<tr>
<th>Date</th>
<th>1st Round Venue</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, 3/5/15</td>
<td>Hephzibah City Hall</td>
<td>7</td>
</tr>
<tr>
<td>Monday, 3/9/15</td>
<td>Liberty Community Center</td>
<td>6</td>
</tr>
<tr>
<td>Tuesday, 3/10/15</td>
<td>Sand Hills Community Center</td>
<td>26</td>
</tr>
<tr>
<td>Thursday, 3/12/15</td>
<td>Carrie J. Mays Family Life Center</td>
<td>7</td>
</tr>
<tr>
<td>Monday, 3/16/15</td>
<td>First Baptist Church Evans</td>
<td>7</td>
</tr>
<tr>
<td>Thursday, 3/19/15</td>
<td>North Augusta Community Center</td>
<td>6</td>
</tr>
<tr>
<td>Saturday, 3/21/15</td>
<td>Warren Road Community Center</td>
<td>7</td>
</tr>
<tr>
<td>Monday, 3/23/15</td>
<td>Odell Weeks Activity Center</td>
<td>13</td>
</tr>
<tr>
<td>Tuesday, 3/24/15</td>
<td>Smith Hazel Recreation Center</td>
<td>7</td>
</tr>
<tr>
<td>Thursday, 3/26/15</td>
<td>Diamond Lakes Community Center</td>
<td>8</td>
</tr>
<tr>
<td>Saturday, 3/28/15</td>
<td>Oak Pointe Community Center</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>186</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>2nd Round Venue</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, 7/23/15</td>
<td>Odell Weeks Activity Center</td>
<td>10</td>
</tr>
<tr>
<td>Monday, 7/27/15</td>
<td>Gracewood Community Center</td>
<td>5</td>
</tr>
<tr>
<td>Tuesday, 7/28/15</td>
<td>Sand Hills Community Center</td>
<td>17</td>
</tr>
<tr>
<td>Thursday, 7/30/15</td>
<td>Evans Government Complex</td>
<td>30</td>
</tr>
<tr>
<td>Saturday, 8/1/15</td>
<td>Augusta-Richmond County Municipal Building</td>
<td>12</td>
</tr>
<tr>
<td>Monday, 8/3/15</td>
<td>Riverview Park Activity Center</td>
<td>10</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>186</td>
</tr>
</tbody>
</table>

Source: ARTS

The majority of the community meetings were held on weekdays, from 5:30 pm to 7:30 pm and Saturdays meetings were from approximately 9:30 am to 12:00 pm. A registration desk was located at the entrance of each meeting room where attendees were invited to sign-in (Figure 10). Each attendee was provided with a meeting agenda, ARTS fact-sheet, surveys, and question card to record their thoughts or questions regarding the LRTP.
The two-hour meeting was designed in an open house format with poster-board maps of the existing transportation conditions placed around the meeting room. Meeting attendees were given an opportunity to view the various exhibits that were on display. Exhibits included: maps of existing transportation conditions and predicted conditions. Additionally, ARTS staff persons were available to provide information and answer questions (Figure 11).

Each meeting started with a brief introduction of ARTS staff, followed by a presentation covering the following topics:

- Metropolitan Transportation Planning (Planning and Schedule)
- Where Are We Now? Existing Conditions
- Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP
- Where Do We Want to Be in 2040? Vision and Goal Setting
- How Do We Get There?
- Next Steps in the Transportation Planning Process
Lastly, meeting attendees participated in a live polling/survey to identify transportation issues and needs for vision and goal setting (Figure 12) and followed by questions/answers and discussion.

Figure 12: Goal Setting

Reports on each of the seventeen (17) community meetings are presented Appendix G.
5.4 Common Discussion Themes

At each of the community meetings and Speakers Bureaus ample opportunity and time was provided for question and answer sessions. Attendees were encouraged to write questions or comments on comment cards that were answered at a specified time during each meeting. However, attendees were free to ask ARTS staff any question before, during or after each meeting. A few inquiries were also submitted electronically, e.g., email or telephone. For all of the attendees, the community meetings or Speakers Bureaus created unique opportunities to ask questions, share concerns or simply comment on an issue relating to transportation or their local community. Close to 100 questions and inquiries were discussed during the seventeen (17) community meetings. Subject themes of these questions are presented in Figure 13.

Figure 13: Questions/Inquiries Received During Community Meetings

- Bike & Pedestrian 11%
- Public Transit 29%
- Roads/Highways 17%
- Funding 12%
- Rail 5%
- Other 24%
- FY 2015-2018 TIP 2%
The top three key themes arising at the community meeting were as follows: 1) Funding transportation; 2) Roads/Highways; and, 3) public transit. Funding of transportation as an indirect theme dominated many community-meeting discussions. Attendees at community meetings who put forward questions or comments relating to increasing transportation and mobility choices, e.g., transit, bike and pedestrian facilities; became aware that the availability of local funds and willingness of the public to provide local funds, ultimately determines the choice of transportation modes in communities.

Funding as a theme permeates many decisions relating to transportation systems or community transportation options. However, the bottom placement of the original ARTS Goal #2 (i.e., Develop a transportation system that is financially and politically feasible and has broad support) in the Goal Setting exercise (page 45). It is apparent that respondents do not accept that ‘funding’ is an obstacle, limiting the reality of the transportation environment that they desire.
6 Travel Behavior Survey

Understanding the travel behavior and perceptions of the regional transportation system by residents of the ARTS planning area was an important element of the Speakers Bureau and Community Meetings. This was achieved through a Community Transportation Survey form (see Appendix I) given out during Community meetings and Speakers Bureaus and posted online. The process and results of the survey are presented in this section.

6.1 Community Transportation Survey

The Community Transportation Survey form produced in early March 2015 was a tool to gauge public perceptions of the existing transportation system, issues, performance, and needs. During each of the Community Meetings, attendees were asked to complete a hard copy of the community transportation survey. At two of the Speakers Bureau Meetings, attendees were also given the opportunity to participate in the survey. Community Meeting and Speakers Bureau venues where the community transportation survey was distributed are shown in Table 11.

To widen the reach and capture the greatest number of people completing the community transportation survey, the questionnaire was also posted online and distributed electronically to employers and organizations listed below.

- Posted online on the main ARTS webpage http://www.augustaga.gov/
- Posted online on the City of North Augusta webpage http://www.northaugusta.net/
- Posted on the ARTS Facebook page https://www.facebook.com/planningaugusta
- Emailed to City of Augusta employees
- Emailed to Aiken County Government employees
- Emailed to Columbia County Government employees
- Emailed to Speakers Bureau host organizations:
  - Columbia County Exchange Club
  - Augusta Exchange Club
  - Augusta Canal Authority
  - Greater Aiken Chamber of Commerce
  - Augusta Chamber of Commerce
  - Sierra Club
### Table 11: Speaker Bureaus and Community Meetings Questionnaires Completed

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting Type</th>
<th>Venue</th>
<th>Attendees</th>
<th>Forms Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday, 3/7/15</td>
<td>Speakers Bureau Meeting</td>
<td>Neighborhood Alliance Meeting</td>
<td>45</td>
<td>16</td>
</tr>
<tr>
<td>Friday, 3/13/15</td>
<td>Speakers Bureau Meeting</td>
<td>Augusta Chamber of Commerce</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Tuesday, 3/17/15</td>
<td>Speakers Bureau Meeting</td>
<td>Sierra Club</td>
<td>38</td>
<td>11</td>
</tr>
<tr>
<td>Thursday, 3/19/15</td>
<td>Community Meeting</td>
<td>Hephzibah City Hall</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Monday, 3/23/15</td>
<td>Community Meeting</td>
<td>Liberty Community Center</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Tuesday, 3/24/15</td>
<td>Community Meeting</td>
<td>Sand Hills Community Center</td>
<td>26</td>
<td>12</td>
</tr>
<tr>
<td>Thursday, 3/26/15</td>
<td>Community Meeting</td>
<td>Carrie J. Mays Family Life Center</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>Monday, 3/29/15</td>
<td>Community Meeting</td>
<td>First Baptist Church Evans</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>Thursday, 4/1/15</td>
<td>Community Meeting</td>
<td>North Augusta Community Center</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Saturday, 4/4/15</td>
<td>Community Meeting</td>
<td>Warren Road Community Center</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>Monday, 4/7/15</td>
<td>Community Meeting</td>
<td>Odell Weeks Activity Center</td>
<td>13</td>
<td>9</td>
</tr>
<tr>
<td>Tuesday, 4/8/15</td>
<td>Community Meeting</td>
<td>Smith Hazel Recreation Center</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Thursday, 4/9/15</td>
<td>Community Meeting</td>
<td>Diamond Lakes Community Center</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Saturday, 4/11/15</td>
<td>Community Meeting</td>
<td>Oak Pointe Community Center</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>281</td>
<td>123</td>
</tr>
</tbody>
</table>

Source: ARTS

The results from all the public meetings – Community and Speakers Bureau – will be used in variety of ways during the LRTP update and will provide valuable input into the regional transportation planning process. Results will be used to identify specific streets and regional corridors that need improvement, travel modes the region is to focus on, areas in the MPO that need potential transportation improvements. The validation of the goals established during the LRTP update process will also be possible. The survey will also help in understanding the travel behavior of local residents and distance commuters. While some respondents may focus on their own personal need or the needs of their immediate community, their comments cumulatively result in providing valuable input necessary to program future projects in the 2040 LRTP update.
Of the 20 meetings where survey forms were distributed, approximately 123 forms were completed and returned for analysis (see Table 11). A response rate of 43% was achieved (i.e., 97 forms / 185 attendees).

An online version of the ARTS Transportation Vision Travel Behavior Survey was posted on Monday March 9, 2015. From that date to April 19, 2015, approximately 421 responses were received. Due to the Augusta Masters Golf Tournament, the online survey was extended until April 30, 2015. Final results of the survey will be tabulated and presented in the final report.

The surveys sought to obtain a wide range of information relating to the public's perceptions of the regional transportation system, issues and needs. Using simple answers such as ‘Yes’ or ‘No’ or indicate a level of agreement with an issue. Question topics ranged from pedestrian facilities, public transit use and need, to regional transportation network performance. Questions also sought to evaluate the respondent’s level of agreement regarding a particular transportation issue. Key results from the community transportation survey are presented in the following sections.
6.2 Primary Mode of Transportation

Respondents when asked to identify their primary mode of transportation; an overwhelming majority (i.e., 96%) indicated a car/truck/van as their primary mode of transportation. Less than 4% of respondents used public transportation or a bicycle as their primary mode of transportation. A car, truck or van is the dominant means of transportation for ARTS residents. ARTS sprawled development patterns in all four counties makes the use of personal vehicles necessary due to limited transportation alternatives, and not just a luxury. Figure 14 shows the primary mode of transportation for ARTS residents.

Figure 14: Primary Mode of Transportation
When the same people were asked, “Do you have access to sidewalks, bike lanes/multi-use trails or public transit services within two blocks of where they lived?” The majority of these same people indicated “No”; 59%, 86% and 76% respectively. However, there were some respondents that do have these transportation alternatives within two blocks of where they live; 41%, 14% and 23%, respectively. The need for sidewalks and bike lanes were very important issues to survey respondents attending the community meetings, and ARTS will seek to address their needs through implementation of the Bicycle and Pedestrian Plan (2012). Figure 15 shows the proportion of respondents who live in close proximity to transportation alternatives, e.g., sidewalks, bike paths and public transit.

**Figure 15: Transportation Alternatives Close to Residence**
When respondents were asked if they had traveled on a bus operated by Augusta Public Transit (APT) during the past twelve (12) months? Only 8% (18 respondents) said yes, while an overwhelming majority (92%) indicated “No” (Figure 16).

Figure 16: Use of Augusta Public Transit within Past 12 Months

For those who had used APT, satisfaction of the service was split somewhat evenly, i.e., very satisfied and satisfied 37%, neutral 30%; and dissatisfied and very dissatisfied equal 32% (Figure 17). Environmental Justice population groups - elderly, those without vehicles, low-income and minorities often are more dependent on public transit services and wish it was offered more frequently and served more places throughout ARTS planning area.

Figure 17: Level of Satisfaction using Augusta Public Transit
Only 2% of respondents had used the Best Friend Express transit service within the past twelve (12) months (Figure 18). Of these respondents who had ridden, the majority (71%), were pleased (i.e., very satisfied and satisfied) with the service (Figure 19). No one voiced any objections or negative comments of Aiken County’s Best Friend express. Some were very appreciative of its connection to Augusta public transit system at the Broad Street Transit Terminal in downtown Augusta, GA.

**Figure 18: Use of Best Friend Express within past 12 Months**

![Pie chart showing 98% Yes and 2% No]

**Figure 19: Level of Satisfaction with Best Friend Express**

![Pie chart showing percentages of satisfaction levels: Very Satisfied 40%, Satisfied 20%, Neutral 10%, Dissatisfied 10%, Very Dissatisfied 20%]
Less than 1% of respondents had used Columbia County Public Transit services within the past 12 months (*Figure 20*). Of the respondents who had ridden, all were (100%) pleased (i.e., very satisfied and satisfied) with the service (*Figure 21*).

In community meetings, some residents commented they were unaware that public transportation services operated in Columbia County. Residents in three of the four counties in ARTS planning area, referred to the growing number of veterans and elderly population that need access to reliable public transportation for medical visits, shopping and other conveniences without relying on family members or others.

*Figure 20: Use of Columbia County Transit within past 12 Months*

*Figure 21: Level of Satisfaction with Columbia County Transit*
6.3 Satisfaction with Regional Transportation System

When respondents were asked, “How satisfied are you with the regional transportation system in terms of ease of getting around, congestion, road conditions, travel cost, availability of transit, etc.?" the majority of them were neutral 52% (Figure 22). This was followed by dissatisfied (22%); satisfied (13%); very dissatisfied (10%); and lastly very satisfied (3%) with the transportation system in the ARTS planning area.

Figure 22: Level of Satisfaction with Transportation System in ARTS planning area
6.4 Critical Transportation Issues in the ARTS planning area

Tables 12 and 13 presents the ratings the 8 critical transportation issues.

Respondents were also asked a specific question “Do you agree with the following critical transportation issues in your community?” A list of 8 issues were presented as follows: 1 - Lack of bike lanes; 2 - Lack of crosswalks; 3 - Lack of highways or road networks; 4 - Lack of public transit services; 5 - Lack of sidewalks; 6 - Land use of transportation coordination; 7 - Local traffic congestion; and, 8 - Traffic safety issues. In order to quantitatively prioritize issues as recorded, this was achieved through rating. A numerical value was attached to each choice, as follows: strongly agree = 5 points; agree = 4 points; neutral = 3 points; disagree = 2 points; and strongly disagree = 1 point. Multiplying these values by the number of votes at a particular level of agreement gives an overall rating.

**Table 12: Critical Transportation Issues Response Results**

<table>
<thead>
<tr>
<th>Response</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
<th>Total Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of bike lanes</td>
<td>113</td>
<td>124</td>
<td>46</td>
<td>24</td>
<td>62</td>
<td>369</td>
</tr>
<tr>
<td>Lack of crosswalks</td>
<td>81</td>
<td>124</td>
<td>89</td>
<td>21</td>
<td>50</td>
<td>365</td>
</tr>
<tr>
<td>Lack of highways or road networks</td>
<td>49</td>
<td>111</td>
<td>115</td>
<td>31</td>
<td>51</td>
<td>357</td>
</tr>
<tr>
<td>Lack of public transit services</td>
<td>96</td>
<td>102</td>
<td>66</td>
<td>21</td>
<td>86</td>
<td>371</td>
</tr>
<tr>
<td>Lack of sidewalks</td>
<td>124</td>
<td>144</td>
<td>50</td>
<td>19</td>
<td>34</td>
<td>371</td>
</tr>
<tr>
<td>Land use and transportation coordination</td>
<td>65</td>
<td>116</td>
<td>56</td>
<td>18</td>
<td>95</td>
<td>350</td>
</tr>
<tr>
<td>Local traffic congestion</td>
<td>139</td>
<td>142</td>
<td>43</td>
<td>17</td>
<td>27</td>
<td>368</td>
</tr>
<tr>
<td>Traffic safety issues (i.e. speeding, red light running, lack of turn lanes)</td>
<td>118</td>
<td>157</td>
<td>45</td>
<td>19</td>
<td>29</td>
<td>368</td>
</tr>
</tbody>
</table>

Source: ARTS
Table 13: Critical Transportation Issues Rating of Responses

<table>
<thead>
<tr>
<th>Rating</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of bike lanes</td>
<td>565</td>
<td>496</td>
<td>92</td>
<td>24</td>
<td>186</td>
<td>1,363</td>
</tr>
<tr>
<td>Lack of crosswalks</td>
<td>405</td>
<td>496</td>
<td>178</td>
<td>21</td>
<td>150</td>
<td>1,250</td>
</tr>
<tr>
<td>Lack of highways or road networks</td>
<td>245</td>
<td>444</td>
<td>230</td>
<td>31</td>
<td>153</td>
<td>1,103</td>
</tr>
<tr>
<td>Lack of public transit services</td>
<td>480</td>
<td>408</td>
<td>132</td>
<td>21</td>
<td>258</td>
<td>1,299</td>
</tr>
<tr>
<td>Lack of sidewalks</td>
<td>620</td>
<td>576</td>
<td>100</td>
<td>19</td>
<td>102</td>
<td>1,417</td>
</tr>
<tr>
<td>Land use and transportation coordination</td>
<td>325</td>
<td>464</td>
<td>112</td>
<td>18</td>
<td>285</td>
<td>1,204</td>
</tr>
<tr>
<td>Local traffic congestion</td>
<td>695</td>
<td>568</td>
<td>86</td>
<td>17</td>
<td>81</td>
<td>1,447</td>
</tr>
<tr>
<td>Traffic safety issues (i.e.</td>
<td>590</td>
<td>628</td>
<td>90</td>
<td>19</td>
<td>87</td>
<td>1,414</td>
</tr>
</tbody>
</table>

Source: ARTS

Figure 23 is a graphical representation by percentage of votes. The average ratings for the prioritized critical transportation issues identified by respondents who voted are presented in Table 14.
Table 14: Average Ratings for Critical Transportation Issues

<table>
<thead>
<tr>
<th>Rating</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local traffic congestion</td>
<td>3.93</td>
</tr>
<tr>
<td>Traffic safety issues (i.e. speeding)</td>
<td>3.84</td>
</tr>
<tr>
<td>Lack of sidewalks</td>
<td>3.82</td>
</tr>
<tr>
<td>Lack of bike lanes</td>
<td>3.69</td>
</tr>
<tr>
<td>Lack of public transit services</td>
<td>3.5</td>
</tr>
<tr>
<td>Land use and transportation coordination</td>
<td>3.44</td>
</tr>
<tr>
<td>Lack of crosswalks</td>
<td>3.42</td>
</tr>
<tr>
<td>Lack of highways or road networks</td>
<td>3.09</td>
</tr>
</tbody>
</table>

Source: ARTS

Of all the issues evaluated, the two issues that most respondents identified as critical transportation issues in their communities (i.e., high average ratings) were issues #7 and #8, i.e., local traffic congestion and traffic safety.

6.5 Desired Transportation Improvements in the ARTS planning area

When asked, “What transportation improvements do you think are needed in your community?” A list of seven (7) improvements were presented, namely; 1 - Bike lanes; 2 - On-street parking; 3 - Public transit service; 4 - Road/highway widening; 5 - Sidewalks; 6 - Storm water drainage; and, 7 - Traffic signals/crosswalks. The majority of respondents agreed that sidewalks, bike lanes, on-street parking, public transit service, road widening, drainage, and safety are important transportation issues. In order to quantitatively prioritize issues as recorded, each response was assigned a numerical value as follows: strongly agree = 5 points; agree = 4 points; neutral = 3 points; disagree = 2 points; and strongly disagree = 1 point. Multiplying these values by the number of votes at a particular level of agreement gives an overall rating.

Tables 15 and 16 presents the ratings for the seven (7) choices representing the desired transportation improvements and it can be seen that all manner of transportation improvements are needed in the ARTS planning area.
Table 15: Desired Transportation Improvements Response Results

<table>
<thead>
<tr>
<th>Response</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
<th>Total Votes Cast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic signals/crosswalks</td>
<td>134</td>
<td>161</td>
<td>72</td>
<td>10</td>
<td>56</td>
<td>433</td>
</tr>
<tr>
<td>On street parking</td>
<td>76</td>
<td>109</td>
<td>127</td>
<td>41</td>
<td>81</td>
<td>434</td>
</tr>
<tr>
<td>Stormwater drainage</td>
<td>130</td>
<td>149</td>
<td>62</td>
<td>19</td>
<td>75</td>
<td>435</td>
</tr>
<tr>
<td>Road/highway widening</td>
<td>170</td>
<td>164</td>
<td>55</td>
<td>17</td>
<td>36</td>
<td>442</td>
</tr>
<tr>
<td>Public transit service</td>
<td>156</td>
<td>122</td>
<td>56</td>
<td>17</td>
<td>92</td>
<td>443</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>190</td>
<td>159</td>
<td>40</td>
<td>11</td>
<td>46</td>
<td>446</td>
</tr>
<tr>
<td>Bike lanes</td>
<td>159</td>
<td>143</td>
<td>46</td>
<td>28</td>
<td>71</td>
<td>447</td>
</tr>
</tbody>
</table>

Source: ARTS

Table 16: Desired Transportation Improvements Rating of Responses

<table>
<thead>
<tr>
<th>Rating</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike lanes</td>
<td>795</td>
<td>572</td>
<td>92</td>
<td>28</td>
<td>213</td>
<td>1,700</td>
</tr>
<tr>
<td>On street parking</td>
<td>380</td>
<td>436</td>
<td>254</td>
<td>41</td>
<td>243</td>
<td>1,354</td>
</tr>
<tr>
<td>Public transit service</td>
<td>780</td>
<td>488</td>
<td>112</td>
<td>17</td>
<td>276</td>
<td>1,673</td>
</tr>
<tr>
<td>Road/highway widening</td>
<td>850</td>
<td>656</td>
<td>110</td>
<td>17</td>
<td>108</td>
<td>1,741</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>950</td>
<td>636</td>
<td>80</td>
<td>11</td>
<td>138</td>
<td>1,815</td>
</tr>
<tr>
<td>Stormwater drainage</td>
<td>650</td>
<td>596</td>
<td>124</td>
<td>19</td>
<td>225</td>
<td>1,614</td>
</tr>
<tr>
<td>Traffic signals/crosswalks</td>
<td>670</td>
<td>644</td>
<td>144</td>
<td>10</td>
<td>168</td>
<td>1,636</td>
</tr>
</tbody>
</table>

Source: ARTS

Figure 24 is a graphical representation by percentage of votes. The average ratings for the prioritized desired transportation improvements identified by respondents who voted are presented in Table 17.
Of all the transportation improvements evaluated, the two issues most people identified as needs in the ARTS planning area (i.e., highest average ratings) were lack of sidewalks and road/highway widening.
Performing the same exercise but separating surveys completed at community meetings (186 attendees) and Speakers Bureaus (344 attendees); of all the transportation improvements evaluated for this group, the top two issues that were needed in the ARTS planning area (i.e., high average ratings) were lack of sidewalks and public transit service. The similarity of the combined (i.e., surveys completed online and at community meetings and Speakers Bureaus) and meeting (i.e., surveys completed at Community Meetings and Speakers Bureaus only) groups in selecting the same top issue of ‘Sidewalks,’ confirms a transportation need for communities that are pedestrian friendly in the ARTS planning area.

6.6 Priority Transportation Issues for the ARTS planning area

Probing deeper into identifying transportation issues that should take priority in the ARTS planning area, a question was posed to respondents asking, “Should the following issues be important for the ARTS transportation system?” Here respondents were asked to rate eleven (11) transportation issues that they consider being essential components in the ARTS planning area transportation planning process. The eleven (11) issues were: 1) ability to use another mode of transportation; 2) access to sidewalks and crosswalk areas; 3) availability of bike lanes and paths; 4) availability of on-street parking at your place of employment; 5) availability of public transit services; 6) daily predictability of commute travel time; 7) flow of traffic on major streets during morning or afternoon peak times; 8) neighborhood traffic safety; 9) physical condition (maintenance) of major streets and highways; 10) safety controls on major streets and at railroad crossings; and 11) time it takes you to commute from your home to place of employment.

In order to quantitatively prioritize issues as recorded, a numerical value was assigned to each answer choice, as follows: strongly agree = 5 points; agree = 4 points; neutral = 3 points; disagree = 2 points; and strongly disagree = 1 point. Multiplying these values by the number of votes at a particular level of agreement gives an overall rating of each response.

*Tables 18 and 19* presents the ratings for the eleven (11) transportation issues that should take priority for ARTS.
### Table 18: Rating of Suggested ARTS Priority Transportation Issues Response Results

<table>
<thead>
<tr>
<th>#</th>
<th>Response</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
<th>Total Votes Cast</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ability to use another mode of transportation</td>
<td>160</td>
<td>134</td>
<td>64</td>
<td>12</td>
<td>62</td>
<td>432</td>
</tr>
<tr>
<td>2</td>
<td>Access to sidewalks and crosswalk areas</td>
<td>197</td>
<td>168</td>
<td>31</td>
<td>10</td>
<td>29</td>
<td>435</td>
</tr>
<tr>
<td>3</td>
<td>Availability of bike lanes and paths</td>
<td>140</td>
<td>169</td>
<td>45</td>
<td>31</td>
<td>50</td>
<td>435</td>
</tr>
<tr>
<td>4</td>
<td>Availability of On-Street Parking at your place of employment</td>
<td>83</td>
<td>99</td>
<td>102</td>
<td>36</td>
<td>108</td>
<td>428</td>
</tr>
<tr>
<td>5</td>
<td>Availability of public transit services</td>
<td>163</td>
<td>161</td>
<td>36</td>
<td>17</td>
<td>50</td>
<td>427</td>
</tr>
<tr>
<td>6</td>
<td>Day-to-day predictability of your commute travel time</td>
<td>140</td>
<td>187</td>
<td>56</td>
<td>4</td>
<td>40</td>
<td>427</td>
</tr>
<tr>
<td>7</td>
<td>Flow of traffic on major streets during morning or afternoon peak times</td>
<td>254</td>
<td>149</td>
<td>15</td>
<td>2</td>
<td>17</td>
<td>437</td>
</tr>
<tr>
<td>8</td>
<td>Neighborhood traffic safety</td>
<td>180</td>
<td>174</td>
<td>45</td>
<td>4</td>
<td>26</td>
<td>429</td>
</tr>
<tr>
<td>9</td>
<td>Physical condition of major streets and highways</td>
<td>252</td>
<td>164</td>
<td>12</td>
<td>2</td>
<td>6</td>
<td>436</td>
</tr>
<tr>
<td>10</td>
<td>Safety controls on major streets &amp; railroad crossings</td>
<td>200</td>
<td>181</td>
<td>26</td>
<td>1</td>
<td>24</td>
<td>432</td>
</tr>
<tr>
<td>11</td>
<td>Time it takes you to commute from your home to place of employment</td>
<td>130</td>
<td>171</td>
<td>70</td>
<td>10</td>
<td>53</td>
<td>434</td>
</tr>
</tbody>
</table>

Source: ARTS

### Table 19: ARTS Priority Transportation Issues Rating of Responses

<table>
<thead>
<tr>
<th>#</th>
<th>Rating</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ability to use another mode of transportation</td>
<td>800</td>
<td>536</td>
<td>128</td>
<td>12</td>
<td>186</td>
<td>1,662</td>
</tr>
<tr>
<td>2</td>
<td>Access to sidewalks and crosswalk areas</td>
<td>985</td>
<td>672</td>
<td>62</td>
<td>10</td>
<td>87</td>
<td>1,816</td>
</tr>
<tr>
<td>3</td>
<td>Availability of bike lanes and paths</td>
<td>700</td>
<td>676</td>
<td>90</td>
<td>31</td>
<td>150</td>
<td>1,647</td>
</tr>
<tr>
<td>4</td>
<td>Availability of On-Street Parking at your place of employment</td>
<td>415</td>
<td>396</td>
<td>204</td>
<td>36</td>
<td>324</td>
<td>1,375</td>
</tr>
<tr>
<td>5</td>
<td>Availability of public transit services</td>
<td>815</td>
<td>644</td>
<td>72</td>
<td>17</td>
<td>150</td>
<td>1,698</td>
</tr>
<tr>
<td>6</td>
<td>Day-to-day predictability of your commute travel time</td>
<td>700</td>
<td>748</td>
<td>112</td>
<td>4</td>
<td>120</td>
<td>1,684</td>
</tr>
<tr>
<td>7</td>
<td>Flow of traffic on major streets during morning or afternoon peak times</td>
<td>1270</td>
<td>596</td>
<td>30</td>
<td>2</td>
<td>51</td>
<td>1,949</td>
</tr>
<tr>
<td>8</td>
<td>Neighborhood traffic safety</td>
<td>900</td>
<td>696</td>
<td>90</td>
<td>4</td>
<td>78</td>
<td>1,768</td>
</tr>
<tr>
<td>9</td>
<td>Physical condition of major streets and highways</td>
<td>1260</td>
<td>656</td>
<td>24</td>
<td>2</td>
<td>18</td>
<td>1,960</td>
</tr>
<tr>
<td>10</td>
<td>Safety controls on major streets &amp; railroad crossings</td>
<td>1000</td>
<td>724</td>
<td>52</td>
<td>1</td>
<td>72</td>
<td>1,849</td>
</tr>
<tr>
<td>11</td>
<td>Time it takes you to commute from your home to place of employment</td>
<td>650</td>
<td>684</td>
<td>140</td>
<td>10</td>
<td>159</td>
<td>1,643</td>
</tr>
</tbody>
</table>

Source: ARTS
Figure 25 is a graphical representation by percentage of votes. The average ratings for the prioritized desired transportation improvements identified by respondents who voted are presented in Table 20.

**Figure 25: Desired Transportation Priority Areas for ARTS**

![Graph showing desired transportation priority areas for ARTS](image)

**Table 20: Average Ratings for Desired Transportation Improvements**

<table>
<thead>
<tr>
<th>Rating</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physical condition of major streets and highways</td>
<td>4.5</td>
</tr>
<tr>
<td>Flow of traffic on major streets during morning or afternoon peak times</td>
<td>4.46</td>
</tr>
<tr>
<td>Safety controls on major streets &amp; railroad crossings</td>
<td>4.28</td>
</tr>
<tr>
<td>Access to sidewalks and crosswalk areas</td>
<td>4.17</td>
</tr>
<tr>
<td>Neighborhood traffic safety</td>
<td>4.12</td>
</tr>
<tr>
<td>Availability of public transit services</td>
<td>3.98</td>
</tr>
<tr>
<td>Day-to-day predictability of your commute travel time</td>
<td>3.94</td>
</tr>
<tr>
<td>Ability to use another mode of transportation</td>
<td>3.85</td>
</tr>
<tr>
<td>Availability of bike lanes and paths</td>
<td>3.79</td>
</tr>
<tr>
<td>Time it takes you to commute from your home to place of employment</td>
<td>3.79</td>
</tr>
<tr>
<td>Availability of On-Street Parking at your place of employment</td>
<td>3.21</td>
</tr>
</tbody>
</table>

*Source: ARTS*
Of the 11 transportation issues that should be a priority of ARTS, the top two issues that most people said should take priority in the ARTS planning area (i.e., high average ratings) were physical condition of major streets and highways and flow of traffic on major streets during morning or afternoon peak times.

Performing the same exercise but separating out surveys completed at community meetings (186 attendees) and Speakers Bureaus (344 attendees); of all the desired transportation priority areas for ARTS, the top two priority areas suggested (i.e., high average ratings) were access to sidewalks and crosswalk areas and traffic safety controls on major streets and at railroad crossings.

In this case there is a strong dissimilarity between the results from the combined (i.e., surveys completed online and at Community Meetings and Speakers Bureaus) and meeting (i.e., surveys completed at Community Meetings and Speakers Bureaus only) groups in selecting different top issues. However, several attendees who participated in the community meetings, using a car/truck/van was not their primary means of transportation. The top two issues chosen by this group directly relate to meeting their ‘non-motorized’ mobility needs, through the provision of sidewalks, crosswalks and safe crossing places.
6.7 Community Survey Respondent Demographics and State of Residence

*Figure 26* shows the gender split of those completing the survey was 51% male and 49% female. These proportions of course do not reflect the profile of the region, only those attending the community meetings and completing the survey.

*Figure 26: Gender of Respondents*

*Figure 27* shows that Georgia residents made up the majority (71%) of the respondents to the survey. A result that is reflective of the population in Georgia Counties in the ARTS planning area. The ARTS/MPO area population (according to the 2010 Decennial Census totaled 436,719) is made up of approximately 71% of Georgia (308,457) and 29% (128,262) of South Carolina residents.

*Figure 27: State of Residence of Respondents*
Figure 28 presents the ethnic make-up of those who completed the community transportation survey. When asked their ethnicity, the majority (69%) indicated that they were White, whereas approximately 24% identified themselves as Black/African American. Hispanic – though not a separate “race/ethnicity” – was an option allowed for residents to choose. Some residents also indicated they were either Asian or Native American (2% and 1% respectively). Table 21 presents the racial profile of the ARTS Planning Area.

Figure 28: Race/Ethnicity of Respondent

Table 21: ARTS Environmental Justice Populations

<table>
<thead>
<tr>
<th>Race</th>
<th>Total*</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>251,163</td>
<td>57.50%</td>
</tr>
<tr>
<td>Black</td>
<td>155,777</td>
<td>35.70%</td>
</tr>
<tr>
<td>American Indian</td>
<td>1,537</td>
<td>0.40%</td>
</tr>
<tr>
<td>Asian</td>
<td>9,183</td>
<td>2.10%</td>
</tr>
<tr>
<td>Hawaiian</td>
<td>633</td>
<td>0.10%</td>
</tr>
<tr>
<td>Other</td>
<td>7,619</td>
<td>1.70%</td>
</tr>
<tr>
<td>Two or More</td>
<td>10,808</td>
<td>2.50%</td>
</tr>
<tr>
<td>Total Population</td>
<td>436,719</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Sources: US Decennial Census 2010
* Includes Hispanic population
7 Goal Setting and Evaluation

The first step in developing a transportation system that meets the needs of the communities it serve is to develop goals, objectives and evaluation measures (i.e., activities) that will demonstrate progress towards the anticipated state. The goal setting and goal validation process that was followed during the Transportation Vision 2040 public outreach process is presented in this section.

7.1 Defining Goals

Defining goals in the Transportation Vision 2040 LRTP update process guidance was taken from a variety of resources, e.g., MAP-21, ARTS 2035 LRTP update, etc. These resources created a framework in which the goals developed would be attainable, measurable, enable prioritization and relate to state DOT and National goals for transportation. A summary of the resources used is presented below.

7.2 Moving Ahead for Progress in the 21st Century

MAP-21, which was signed into law in 2012, developed a new performance-based paradigm in funding for surface transportation, transportation infrastructure and transit investments. Guiding future investments in transportation, seven (7) national performance goals (governing transportation investments of the Federal Highways Administration FHWA), Federal Transit Administration (FTA)) were developed, namely: 1) Safety; 2) Infrastructure condition; 3) Congestion reduction; 4) System reliability; 5) Freight movement and economic vitality; 6) Environmental sustainability; and 7) Reduced project delivery delays.

7.3 ARTS 2035 Long Range Transportation Plan Update

Published in 2010, the ARTS 2035 LRTP update developed seven (7) goals that provided focus during the transportation planning process. Adopting these seven (7) goals enabled proposed transportation and transit projects to fit within a framework. This would ultimately result in a transportation system that met the needs of the ARTS community. The seven (7) goal statements (taken from the 2035 LRTP update) were as follows: 1) Develop a Transportation System Integrated with Planned Land Use; 2) Develop a Transportation System that is Financially and Politically Feasible and has Broad Support; 3) Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods; 4) Develop a Transportation System that will Enhance the Economic, Social, and Environmental Fabric of the Area, Using
Resources Wisely While Minimizing Adverse Impacts; 5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs; 6) Increase the safety and security of the transportation system for motorized and non-motorized users; and, 7) Continue to develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS planning area.

7.4 Goal Setting Process

During each of the eleven (11) community meetings and one Speakers Bureau session, attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP through an interactive goal setting exercise (Figure 28). These seven (7) transportation goals were used as a benchmark from which an expanded or shortened list may result from the goal setting process. Public input was necessary to reaffirm these seven (7) transportation goals and incorporate them into the LRTP Update. Out of the one hundred eighty-five (185) persons who participated in the community meetings and Speakers Bureau sessions, where a goal setting exercise was offered, approximately ninety-seven (97) persons took part in the goal setting exercise (a response rate of 52%). The objectives of each goal setting exercise were as follows:

- Present transportation planning goals for general discussion.
- Gauge the level of agreement of meeting participants with each goal statement.
- Prioritize the seven (7) goal statements in order of preference.
- Gauge the level of alignment of prioritized goals with MAP-21, and 2035 LRTP update.

An Audience Response System was the primary method used to conduct the goal setting survey. This is a system where meeting participants can vote wirelessly and anonymously using a hand held wireless-keypad (Figure 29). Each of the seven goal statements were presented on the screen and briefly explained to the attendees at the meeting. Attendees were handed a wireless hand-held device to select one of five (5) options to indicate how strongly they agreed or disagreed with the goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4) Strongly Disagree; and 5) No Preference. By pressing one of these five choices votes were recorded. Results were shown immediately following each selection made.
Figure 29: Voting with a Wireless Hand-Held Device

Figures 30 and 31 illustrate a goal setting question and the results.

Figure 30: Example Question Slides from the Goal Setting Exercise
In *Figure 31* it is evident that participants in the goal setting exercise strongly agreed with all 7 goal statements. However, to prioritize the goal statements, numeric value may be attached to each of the levels of agreement, e.g., Strongly agree = 5 points, Agree = 4 points, No Preference = 3 points, Disagree = 2 points and Strongly Disagree = 1 point.
The seven (7) goal statements presented at the initial eleven (11) community meetings and two (2) speakers bureau sessions (taken from the 2035 LRTP update) were:

- Goal 1 – Develop a transportation system integrated with planned land use.
- Goal 2 – Develop a transportation system that is financially and politically feasible and has Broad Support.
- Goal 3 – Develop a transportation system that will allow effective mobility throughout the region and provide efficient movement of persons and goods.
- Goal 4 – Develop a transportation system that will enhance the economic, social, and environmental fabric of the area, using resources wisely while minimizing adverse impacts.
- Goal 5 – Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs.
- Goal 6 – Increase the safety and security of the transportation system for motorized and non-motorized users.
- Goal 7 – Continue to develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS planning area.

Individual results of the goal setting exercise from each of the initial eleven (11) community meetings are presented under the record of each meeting presented later in the appendix. Nevertheless, overall results are presented in *Figure 32.*
Figure 32: Overall Goal Setting Results

Goal #1 - Develop a transportation system integrated with planned land use.

Goal #2 - Develop a transportation system that is financially and politically feasible and has broad support.

Goal #3 - Develop a transportation system that will allow effective mobility throughout the region and provide efficient movement of persons and goods.

Goal #4 - Develop a transportation system that will enhance the economic, social, and environmental fabric of the area, using resources wisely while minimizing adverse impacts.

Goal #5 - Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs.

Goal #6 - Increase the safety and security of the transportation system for motorized and non-motorized users.
Goal #7 - Continue to develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS planning area.

Multiplying these values by the number of meeting attendees who selected a particular level of agreement gives an overall rating as depicted in *Tables 22 and 23*.

**Table 22: Goal Setting Overall Results**

<table>
<thead>
<tr>
<th>Response</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
<th>Total Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a Transportation System integrated with Planned Land Use</td>
<td>54</td>
<td>29</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>88</td>
</tr>
<tr>
<td>Develop a Transportation System that is Financially and Politically Feasible and has Broad Support</td>
<td>48</td>
<td>35</td>
<td>5</td>
<td>0</td>
<td>2</td>
<td>90</td>
</tr>
<tr>
<td>Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods</td>
<td>60</td>
<td>25</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>90</td>
</tr>
<tr>
<td>Develop a Transportation System that will Enhance the Economic, Social, and Environmental Fabric of the Area, Using Resources Wisely While Minimizing Adverse Impacts</td>
<td>52</td>
<td>32</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>89</td>
</tr>
<tr>
<td>Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs</td>
<td>52</td>
<td>30</td>
<td>4</td>
<td>0</td>
<td>4</td>
<td>90</td>
</tr>
<tr>
<td>Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>63</td>
<td>20</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>90</td>
</tr>
<tr>
<td>Continue to develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region</td>
<td>60</td>
<td>25</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>89</td>
</tr>
</tbody>
</table>

*Source: ARTS*
Table 23: Goal Setting Rating of Responses

<table>
<thead>
<tr>
<th>Rating</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a Transportation System Integrated with Planned Land Use</td>
<td>270</td>
<td>116</td>
<td>0</td>
<td>1</td>
<td>12</td>
<td>399</td>
</tr>
<tr>
<td>Develop a Transportation System that is Financially and Politically</td>
<td>240</td>
<td>140</td>
<td>10</td>
<td>0</td>
<td>6</td>
<td>396</td>
</tr>
<tr>
<td>Feasible and has Broad Support</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop a Transportation System that will allow Effective Mobility</td>
<td>300</td>
<td>100</td>
<td>2</td>
<td>1</td>
<td>9</td>
<td>412</td>
</tr>
<tr>
<td>Throughout the Region and Provide Efficient Movement of Persons and</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop a Transportation System that will Enhance the Economic, Social,</td>
<td>260</td>
<td>128</td>
<td>2</td>
<td>1</td>
<td>9</td>
<td>400</td>
</tr>
<tr>
<td>and Environmental Fabric of the Area, Using Resources Wisely While</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimizing Adverse Impacts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote efficient land use and development patterns to improve safety</td>
<td>260</td>
<td>120</td>
<td>8</td>
<td>0</td>
<td>12</td>
<td>400</td>
</tr>
<tr>
<td>and economic vitality to meet existing and future multimodal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>transportation needs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase the safety and security of the transportation system for</td>
<td>315</td>
<td>80</td>
<td>4</td>
<td>2</td>
<td>9</td>
<td>410</td>
</tr>
<tr>
<td>Motorized and non-motorized users</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continue to develop a multimodal transportation network that utilizes</td>
<td>300</td>
<td>100</td>
<td>2</td>
<td>0</td>
<td>9</td>
<td>411</td>
</tr>
<tr>
<td>strategies for addressing congestion management and air quality issues</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>in the ARTS region</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ARTS

Applying the average rating to the seven (7) goal statements, the following prioritization (i.e., highest to lowest average rating) order is identified by respondents who voted, see Table 24.
Table 24: Average Rating for Desired Transportation Improvements in ARTS planning area

<table>
<thead>
<tr>
<th>Rating</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue to develop a multimodal transportation network that utilizes</td>
<td>4.62</td>
</tr>
<tr>
<td>strategies for addressing congestion management and air quality issues</td>
<td></td>
</tr>
<tr>
<td>in the ARTS region</td>
<td></td>
</tr>
<tr>
<td>Develop a Transportation System that will allow Effective Mobility</td>
<td>4.58</td>
</tr>
<tr>
<td>Throughout the Region and Provide Efficient Movement of Persons and</td>
<td></td>
</tr>
<tr>
<td>Goods</td>
<td></td>
</tr>
<tr>
<td>Increase the safety and security of the transportation system for</td>
<td>4.56</td>
</tr>
<tr>
<td>motorized and non-motorized users</td>
<td></td>
</tr>
<tr>
<td>Develop a Transportation System Integrated with Planned Land Use</td>
<td>4.53</td>
</tr>
<tr>
<td>Develop a Transportation System that will Enhance the Economic, Social,</td>
<td>4.49</td>
</tr>
<tr>
<td>and Environmental Fabric of the Area, Using Resources Wisely</td>
<td></td>
</tr>
<tr>
<td>While Minimizing Adverse Impacts</td>
<td></td>
</tr>
<tr>
<td>Promote efficient land use and development patterns to improve safety</td>
<td>4.44</td>
</tr>
<tr>
<td>and economic vitality to meet existing and future multimodal</td>
<td></td>
</tr>
<tr>
<td>transportation needs</td>
<td></td>
</tr>
<tr>
<td>Develop a Transportation System that is Financially and Politically</td>
<td>4.4</td>
</tr>
<tr>
<td>Feasible and has Broad Support</td>
<td></td>
</tr>
</tbody>
</table>

Source: ARTS
7.5 Goal Prioritization

Of the seven (7) goals presented, the prioritized order based on the average rating is as follows:

- **Goal #1** - Continue to develop a multimodal transportation network that utilizes strategies for addressing congestion management and traffic safety in the ARTS planning area (formerly Goal #7).
- **Goal #2** - Develop a transportation system that will allow effective mobility throughout the region and provide efficient movement of persons and goods (formerly Goal #3).
- **Goal #3** - Increase the safety and security of the transportation system for motorized and non-motorized users (formerly Goal #6);
- **Goal #4** - Develop a transportation system integrated with planned land use (formerly Goal #1).
- **Goal #5** - Develop a transportation system that will enhance the economic, social, and environmental fabric of the area, using resources wisely while minimizing adverse impacts (formerly Goal #4).
- **Goal #6** - Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs (formerly Goal #5).
- **Goal #7** - Develop a transportation system that is financially and politically feasible and has broad support (formerly Goal #2).

Correlating the prioritized goals with MAP-21 and the results of the Goal Prioritization, the following conclusions can be made:

- **Goal #1** emphasizing the continued development of multimodal transportation options emphasizes more transportation choices and MAP-21 goal #3 congestion reduction.
- **Goal #1** impacting congestion management in a positive way will have parallel impacts on safety. Safety is the MAP-21 #1 goal.
- **Goal #2** emphasizing mobility options will have positive impacts on equitable, affordable housing; supporting and adding value to existing communities. MAP-21 Goal 5, Economic Vitality.
- **Goal #3** - recognizes the equality of motorized and non-motorized users in terms of safety while using the transportation system. Safer transportation systems will strengthen safer, economically vibrant and sustainable communities; positively enhancing economic competitiveness and MAP-21 goal #5, freight movement and economic vitality.
8 Community Meeting Maps and Graphics

Informing the public of the regional transportation planning process while gathering their input was achieved through graphic displays, visualization of demographic data and transportation existing conditions utilizing Geographic Information System (GIS) maps, data analysis tables, graphics and electronic devices. A summary of the topics presented through maps or materials during each community meeting is presented in the following section.

8.1 Geographic Information Systems and Map Creation

Engaging the power of mapping using Geographic Information Systems (GIS) over 20 maps were created to display at each of the seventeen (17) community meetings (Figures 33 & 34). Many of these maps presented information in new ways (Figure 35) enabling a deeper understanding of population, economic and housing development in the ARTS planning area. A summary of each of the maps is presented below.

- Population Density 2010 and 2040 - Population growth in all four counties within ARTS is projected to increase in many census tracts, especially those situated in Columbia and Aiken Counties. Richmond County’s population growth will remain relatively the same but intensify in some areas, particularly within the I-520.

- Employment Density 2010 and 2040 - New employment clusters are projected to occur in Aiken and Columbia Counties while those in Richmond County will become even more dense. Employment and economic development opportunities are anticipated with the new Cyber Command Headquarter in Fort Gordon. However, each county does have strong employment densities of their own.

- Housing Density 2010 and 2040 - Occupied housing densities in both Columbia and Aiken Counties are projected to expand to other census tracts while those in Richmond County are anticipated to become even denser. Growth in southern Aiken County and western Columbia County may result in further expansion of the ARTS boundary.
• Environmental Justice - Environmental Justice planning is an important addition to this year's ARTS LRTP. The Environmental Justice (EJ) map illustrates various census tracts that have high concentrations of EJ issues, e.g., minority population, senior population or low income households, etc. EJ seeks to ensure that the elderly, households without vehicles, minorities and people with LEP benefit equally as other population groups from transportation improvements or other interventions.

**Figure 33:** ARTS Maps on Display at the Diamond Lakes Community Center

![Figure 33](image1.jpg)

**Figure 34:** ARTS Maps on display at the North Augusta Community Center

![Figure 34](image2.jpg)
Figure 35: Example of Map as Displayed at Community Meetings
• Zero Vehicle Households - Zero vehicle households are households that do not own or have access to a personal motor vehicle. This is one of the criteria for Environmental Justice. Furthermore, it was presented as a stand-alone map to illustrate which census tracts in need of public transit and determine if they are currently serviced by it.

• Transportation Improvement Plan - Transportation projects for the ARTS planning area are both implemented through the Transportation Improvement Program (TIP). These projects are currently funded through a variety of resources including state, local, and federal. Projects on this map show where improvements are currently being implemented either in design or construction and other projects that will be implemented within a couple years.

• Long Range Transportation Plan Projects - This map illustrated all the projects presented in both the TIP and LRTP. This was to show which projects are currently funded through the TIP and those still on the “wish list” for future improvements to the regional transportation network. This map presented at the community meetings illustrated the transportation projects wish list in the 2035 LRTP Plan.

• Traffic Volume Counts - Safety plays a very important part in transportation planning for the ARTS planning area. Safety is taken into consideration when evaluating traffic patterns and crashes in the ARTS planning area. Maps presented identified highways with the highest traffic volumes (years 2010 and forecast 2040) as well as the locations of fatal and non-fatal crashes (in year 2013).

• Crash Locations - Both fatal and non-fatal crashes were investigated when compiling this map. It illustrates where crashes occurred and which crashes were fatal. Each jurisdiction within the ARTS planning area has their own public safety and traffic engineering office dedicated to addressing these accidents while making improvements to increase safety throughout the transportation network.

• Fixed Route Public Transit Routes - Public transit plays a very important role in maintaining mobility for persons without a private motor vehicle. Within the ARTS planning area, while predominantly automobile based, the Augusta
Public Transit and Best Friend Express as fixed route transit operators provide important public transportation services along many of the major corridors in Richmond and Aiken Counties.

- **Congested Highway Links** - Congestion is an important issue to many residents of the ARTS planning area. A map highlighting which roads are believed to be “congested” is presented. Presence of slow moving traffic may not necessarily prove a road was congested. This map based on the Congestion Management Process methodology determines which roads meet specific criteria to be designated as congested.

- **Existing Regional Land Use** - The Land Use map displayed the ARTS planning area according to ten (10) land use classifications. Land Use classifications spanned agriculture, residential, commercial, and industrial to special zoning. The wide dispersion of residential land use throughout the ARTS planning area is evidence of low-density urban sprawl.
9 Community Meeting Evaluation and Effectiveness

The effectiveness of the public outreach and involvement was greatly due to the numbers of persons attending community meetings and Speakers Bureaus. Meeting attendees were also asked to individually rate each meeting in terms of ease of finding venue location, how did they hear about the meeting, and usefulness of information received, etc. Meeting evaluation results are presented in this section.

9.1 Community Meeting Evaluation Form Completion

Upon entering the community meetings each attendee was given a meeting evaluation and comment form. At the end of the meeting or before the departure of the attendee (if leaving during the meeting) attendees were requested to complete the meeting evaluation form (Appendix I). The meeting evaluation and comment form contained seven (7) questions and space for written comments. Of the one hundred eighty-six (186) persons who attended the seventeen (17) community meetings, one hundred fifty (150) persons (i.e., 81%) completed the meeting evaluation form. Evaluation forms were captured online by ARTS staff through Survey Monkey software. Results from these evaluations are as follows:

9.2 Meeting Evaluation Form Key Findings

When attendees were asked how they were made aware of the community meetings, the majority (i.e., 141 attendees or 88%) stated through flyers, television, word of mouth, or local newspapers (Figure 36). Attendees were able to check more than one box to this question. Some respondents were made aware through other sources, e.g., on the bus (2%), internet (5%). Media outreach continues to play an important part in getting public involvement in the transportation planning process.

Everyone (i.e., 186 attendees or 100%), including those who did not fill out the form, found the meetings were easy to locate at community or recreation centers that people were very familiar with and could easily locate (Figure 37). While not everyone in the venue neighborhood was able to attend the meetings, none of those who did had trouble finding the venue. The majority one hundred fifty-four (154) attendees or (99%) found the meeting room comfortable and accessible (Figure 38).
Figure 36: Method of Awareness of Public Meeting

Figure 37: Ease of Locating Community Meeting Venues
When asked whether attendees found the presentation display and material's visually appealing and easy to understand one hundred thirty-seven (137) attendees (99%) answered yes and only one (1) person (1%) answered no (Figure 39). Questions from first round of meetings were continued into second round where more detail information was presented with the proposed plan.

Figure 39: Appeal and Understanding of Presentation, Displays and Materials
General feedback received during each of the community meetings indicated that many people enjoyed viewing the maps and asked many questions about them. This was borne out by the fact that 79% of the respondents indicated the presentations, map displays, and materials were easy to understand (Figure 40).

**Figure 40: Understanding of Map Displays and Materials**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>Somewhat</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage</td>
<td>79%</td>
<td>21%</td>
<td>2%</td>
</tr>
</tbody>
</table>

For those who asked a question during the community meeting, the majority 119 attendees (i.e., 64%) indicated they felt that all their questions asked were adequately answered (Figure 41). However, thirty-two (32) attendees of the one hundred eighty-six (17%) did not ask a question. Those who were unsure about the answers provided by ARTS staff were welcomed to talk with ARTS staff one-on-one after the meetings. Everyone left each community meeting feeling they received the information they came for and provided comments to ARTS which they felt were important.
Overall everyone felt the meetings were good (31%), very good (49%), or excellent (19%) (Figure 41). No one had any major complaints about how the meetings were conducted, materials presented, or the information they received. Many people found the meetings very informative and engaging. Some attendees even asked for copies of the presentation while others requested copies of the maps that were displayed.

A final question on the community meeting evaluation form asked whether attendees wanted to be added to the ARTS electronic mailing list. The majority answered 'No', however, twenty-four (24) (39%) attendees answered in the affirmative (Figure 42). Of the 24 attendees who answered 'Yes', nineteen (19) email addresses were collected. Attendees wanting to be kept up-to-date with ARTS activities were also referred to ARTS social medial resources, e.g., Facebook and Tweeter. These resources are readily available 24/7 for everyone to see what is occurring in the ARTS planning area’s transportation planning process.
As stated above there was a high level of satisfaction with the public outreach sessions. One satisfied respondent stated that, “I was interested in learning the entire scope of what was the transportation vision at this time. Prior to the meeting, I had no idea of the plans or projects. Helpful to have a copy of the FY 2015-2018 draft book to take with me.”
Summary

The Transportation Vision 2040 Long Range Transportation Plan was presented during the Community Meetings held in July and August. The Plan was presented through five booths focusing on specific parts of the plan. Table 25 shows what part of the plan people were most interested in with regards to ARTS transportation network. 47% were very curious to know what was going happen to the road network while 37% were interested in future changes to public transit.

<table>
<thead>
<tr>
<th>Booth</th>
<th>% of People</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway/Roads</td>
<td>47.37%</td>
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<tr>
<td>Public Transit</td>
<td>36.84%</td>
</tr>
<tr>
<td>Pedestrian/Bike</td>
<td>5.26%</td>
</tr>
<tr>
<td>Intermodal/Freight</td>
<td>0.00%</td>
</tr>
<tr>
<td>FY-2015-2018 TIP Draft Amendment</td>
<td>10.53%</td>
</tr>
</tbody>
</table>

Through an extensive public outreach campaign during February thru August 2015, more than 1,100 persons contributed to the Transportation Vision 2040 LRTP update. The use of traditional and non-traditional outreach tools contributed to this success. Key issues arising from the input received were:

Funding: Twenty one percent of the questions asked during the public outreach campaign related to funding. The availability of local funds and a willingness of the public to provide local funds, ultimately determines the choice of transportation modes in communities. Nevertheless, respondents did not accept ‘funding’ to be an obstacle limiting the reality of the transportation environment that they desire.

Road and Highways: The availability of extensive highway system has influenced the primary mode of transportation for the majority of residents and visitors in the ARTS planning area to be the private motor vehicle. The top three desired transportation improvements for the ARTS planning area were all road related, namely: physical condition of highways and streets; traffic flow during peak periods; and road safety. Consequently a highway system that is safe, efficient and in a good state of repair benefits everybody in meeting their transportation and mobility needs.
Public Transit and Non-motorized Transportation Modes: For the most part limited use is made of public transit in the ARTS planning area. However, there is a desire for more public transit and alternative transportation facilities, such as bike lanes, multi-use paths, sidewalks, etc. Those who use public transit are generally satisfied but desire more routes and higher service frequencies than presently offered. All respondents do realize how the availability of alternative transportation options enhances livability in their communities.

Functionality of the Regional Transportation System: A minority of respondents expressed dissatisfaction with the regional transportation system. Indeed, addressing road related issues were seen as critical to increase the level of satisfaction. Local traffic congestion, traffic safety, public transit and facilities for alternative transportation modes were all seen as critical transportation issues in need of improvement. This conclusion influenced the high ratings for sidewalks, road/highway widening and alternative transportation modes as candidates for needed transportation improvements. All of which can positively impact the functionality and safety of the regional transportation system.

Transportation Vision 2040 Goals: The public outreach campaign sought to revalidate the goals developed as part of the 2035 LRTP. Through several goal setting exercises and extensive discussions the goals for the Transportation Vision 2040 LRTP supported a safe and efficient multimodal transportation system. Such systems enhance mobility, operations and facilitate the efficient movement of persons and goods. Safer and secure transportation systems tend to strengthen economically vibrancy and sustainable communities; positively enhancing economic competitiveness and community livability.
Appendix A
List of Stakeholders
# STATE RESOURCE AGENCIES

## GEORGIA

<table>
<thead>
<tr>
<th>ORGANIZATION</th>
<th>ADDRESS</th>
<th>PHONE</th>
<th>WEBSITE</th>
<th>INFORMATION AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgia Department of Natural Resources</td>
<td>2 Martin Luther King Jr. Drive Suite 1152, East Tower Atlanta, GA 30334</td>
<td>800-241-4113</td>
<td><a href="http://www.gaepd.org">http://www.gaepd.org</a></td>
<td>Data, maps and regulations on air quality</td>
</tr>
<tr>
<td>Environmental Protection Division</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Department of Transportation</td>
<td>One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US</td>
<td>600-241-4113</td>
<td><a href="http://www.dot.ga.gov">www.dot.ga.gov</a></td>
<td>Transportation plans, multimodal transportation</td>
</tr>
<tr>
<td>Air Quality Branch</td>
<td>One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US</td>
<td>404-657-6698</td>
<td><a href="http://www.dot.ga.gov/DOT/plan-prog/planning/">www.dot.ga.gov/DOT/plan-prog/planning/</a></td>
<td>Data, maps and regulations on congestion mitigation and air quality improvement</td>
</tr>
<tr>
<td>Georgia Department of Transportation</td>
<td>One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US</td>
<td>404-651-9200</td>
<td><a href="http://www.dot.ga.gov">www.dot.ga.gov</a></td>
<td>Data, maps and regulations on Georgia's aviation, rail, transit, and waterways</td>
</tr>
<tr>
<td>Office of Intermodal Programs</td>
<td>One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US</td>
<td>404-651-9200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Government</td>
<td>254 Washington Street SW Ground Level Atlanta, GA 30324</td>
<td>1-800-436-7442</td>
<td><a href="http://www.georgia.gov">www.georgia.gov</a></td>
<td>Data, information on state government, tourism, transportation, employment</td>
</tr>
<tr>
<td>Historic Preservation Division</td>
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<td></td>
<td></td>
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<tr>
<td>Georgia Department of Natural Resources,</td>
<td></td>
<td></td>
<td></td>
<td>Data and information on historic and archeological sites</td>
</tr>
<tr>
<td>Historic Preservation Division</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Forestry Commission</td>
<td>2 MLK Jr. Dr., Suite 1352 East Atlanta, GA 30334</td>
<td>800-864-7275</td>
<td><a href="http://www.gashpo.org">www.gashpo.org</a></td>
<td>Maps and information on state parks</td>
</tr>
<tr>
<td>- Kim Hatcher</td>
<td></td>
<td>404-656-2770 x8</td>
<td><a href="mailto:kimh@gfc.state.ga.us">kimh@gfc.state.ga.us</a></td>
<td></td>
</tr>
<tr>
<td>Georgia Forestry Commission</td>
<td>2615 Tobacco Road Hephzibah, GA 30815</td>
<td>706-771-4922</td>
<td><a href="mailto:richmondunit@gfc.state.ga.us">richmondunit@gfc.state.ga.us</a></td>
<td>Maps &amp; information on forest management and enforcement</td>
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<tr>
<td><strong>ORGANIZATION</strong></td>
<td><strong>ADDRESS</strong></td>
<td><strong>PHONE</strong></td>
<td><strong>WEBSITE</strong></td>
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</tr>
<tr>
<td>DHIEC Office of Environmental Quality Control</td>
<td>Main Office 1362 McMillan Avenue, Suite 400 Charleston, SC</td>
<td>(843) 953-0200</td>
<td><a href="http://www.scdhec.gov/environment/ocrm/">http://www.scdhec.gov/environment/ocrm/</a></td>
<td>Data, maps and regulations on ocean &amp; coastal resources</td>
</tr>
<tr>
<td>South Carolina Department of Natural Resources - Sandy Rucker</td>
<td>Rembert C. Dennis Building, 1000 Assembly Street, Columbia, SC 29201</td>
<td>General Information</td>
<td><a href="http://www.dnr.sc.gov/index.html">http://www.dnr.sc.gov/index.html</a></td>
<td>Watershed &amp; River Corridor Planning</td>
</tr>
<tr>
<td>South Carolina Department of Archives and History Cynthia Banks</td>
<td>8301 Parklane Road Columbia, SC 29223</td>
<td>(803) 896-6100</td>
<td><a href="http://www.dnr.sc.gov/index.html">http://www.dnr.sc.gov/index.html</a></td>
<td>List of National Register Properties, archealogical sites, statewide survey of historic properties</td>
</tr>
<tr>
<td>South Carolina Department of Transportation - Mike Sullivan</td>
<td>955 Park Street, PO Box 191 Columbia, SC, 29202-0191</td>
<td>(803) 737-2314</td>
<td><a href="http://www.scdthp.gov/default.shtml">http://www.scdthp.gov/default.shtml</a></td>
<td>Transportation plans, multimodal transportation</td>
</tr>
<tr>
<td>South Carolina Forestry Commission - Cathy Nordeen</td>
<td>5500 Broad River Road Columbia, SC 29212</td>
<td>803-896-8800</td>
<td><a href="http://www.state.sc.gov/forest/">http://www.state.sc.gov/forest/</a></td>
<td>Maps &amp; information on forest management and enforcement</td>
</tr>
<tr>
<td>South Carolina State Housing Finance and Development Authority</td>
<td>300-C Outlet Pointe Blvd, Columbia, SC 29210</td>
<td>(803) 896-9001</td>
<td><a href="http://www.shahes.sc.gov/">http://www.shahes.sc.gov/</a></td>
<td>Information on financing and services for affordable housing projects</td>
</tr>
<tr>
<td>Chamber of Commerce - North Augusta - Roni Geiselhart</td>
<td>302 Georgia Avenue North Augusta, SC 29041</td>
<td>803-279-2523</td>
<td><a href="mailto:chamber@northaugusta.net">chamber@northaugusta.net</a></td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>Greater Aiken Chamber of Commerce - Cindy Delaney</td>
<td>121 Richland Avenue E Aiken, SC 29802</td>
<td>803-641-1111</td>
<td><a href="mailto:chamber@augenchamber.net">chamber@augenchamber.net</a></td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>Edgefield County Chamber of Commerce</td>
<td>416 Calhoun Street Johnston, SC 29832</td>
<td>803-275-0010</td>
<td><a href="mailto:info@edgefieldcountychamber.org">info@edgefieldcountychamber.org</a></td>
<td>Maps, information on tourism, environment, business, manufacturing</td>
</tr>
<tr>
<td>ORGANIZATION</td>
<td>ADDRESS</td>
<td>PHONE</td>
<td>WEBSITE / EMAIL</td>
<td>INFORMATION AVAILABLE</td>
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<tr>
<td>Walton Options for Independent Living</td>
<td>Doris Dobson</td>
<td>411 15th Street Augusta, GA 30901</td>
<td>706-724-6362</td>
<td><a href="mailto:dobsonw@waltonoptions.org">dobsonw@waltonoptions.org</a></td>
</tr>
<tr>
<td>Savannah Riverkeepers</td>
<td>Frank Carl</td>
<td>1226 River Ridge Road Augusta, GA 30909</td>
<td>706-364-5253</td>
<td><a href="mailto:Frank.Carl@savannahriverkeeper.org">Frank.Carl@savannahriverkeeper.org</a></td>
</tr>
<tr>
<td>CSRA Land Trust</td>
<td>Hazel Langrall</td>
<td>P0 Box 140 Augusta, GA 30903</td>
<td>706-312-5263</td>
<td><a href="http://www.csrlt.org/about/">www.csrlt.org/about/</a></td>
</tr>
<tr>
<td>Briar Creek Soil and Water</td>
<td>Gary McFerin</td>
<td>501 Greene Street, Ste. 309 Augusta, GA 30901</td>
<td>706-724-2247</td>
<td><a href="mailto:cread.brown@ga.usda.gov">cread.brown@ga.usda.gov</a></td>
</tr>
<tr>
<td>Sierra Club - The Savannah River Group</td>
<td>Sam Booher</td>
<td>4387 Rosewell Drive Martinez, GA 30907</td>
<td>706-863-2324</td>
<td><a href="http://www.georgia.jerrach.org/sgsboother@aol.com">www.georgia.jerrach.org/sgsboother@aol.com</a></td>
</tr>
<tr>
<td>Historic Augusta</td>
<td>Eric Montgomery</td>
<td>415 Seventh Street Augusta, GA 30903</td>
<td>706-724-0436</td>
<td><a href="mailto:erick@historicaugusta.org">erick@historicaugusta.org</a></td>
</tr>
<tr>
<td>CSRA Regional Commission</td>
<td>Shontrell Baskin</td>
<td>3023 Riverwatch Parkway, Ste A Augusta, GA 30907-2016</td>
<td>706-210-2000 x 130</td>
<td><a href="http://www.csarc.ga.gov">www.csarc.ga.gov</a></td>
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<tr>
<td>Augusta Metro Chamber of Commerce</td>
<td>Mandi Keown</td>
<td>701 Greene Street Augusta GA 30903</td>
<td>706-821-1308</td>
<td><a href="http://www.augustachamber.net">www.augustachamber.net</a></td>
</tr>
<tr>
<td>Chamber of Commerce - Columbia County</td>
<td>Tammy Shepherd</td>
<td>4424 Evans to Locks Road Evans, GA 30809</td>
<td>803-651-0018</td>
<td><a href="mailto:Tammy@columbiacountychamber.com">Tammy@columbiacountychamber.com</a></td>
</tr>
<tr>
<td>Destination 20/20 Task Force</td>
<td>Nan Shafer</td>
<td>701 Greene Street Augusta GA 30903</td>
<td>706-821-1300</td>
<td><a href="mailto:nsshafer@augustaguya.com">nsshafer@augustaguya.com</a></td>
</tr>
<tr>
<td>Augusta Housing Authority</td>
<td>Sirena Rogers</td>
<td>1425 Walton Way P. O. Box 3246 Augusta, GA 30903</td>
<td>706-312-3112</td>
<td><a href="http://www.augustapha.org">www.augustapha.org</a></td>
</tr>
<tr>
<td>Easter Seals of East Georgia</td>
<td>Sheila Thomas</td>
<td>1500 Wightboro Road Augusta, GA 30904</td>
<td>706-667-9695</td>
<td><a href="mailto:ShThomas@ESEGA.ORG">ShThomas@ESEGA.ORG</a></td>
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Appendix B
List of Flyer/Poster Locations
Flyers were placed at the following locations:

<table>
<thead>
<tr>
<th>Place</th>
<th>Location</th>
<th>Date</th>
<th>Time</th>
<th>Person Receiving</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armed Services Family Y</td>
<td>Tobacco Road Augusta</td>
<td>March 3, 2015</td>
<td>3:45 p.m.</td>
<td>Victoria Prichett</td>
</tr>
<tr>
<td>Andy Jordans Bicycle Warehouse</td>
<td>527 13th Street Augusta</td>
<td>March 4, 2015</td>
<td>5:30 p.m.</td>
<td>Manager</td>
</tr>
<tr>
<td>Wilson Family Y</td>
<td>3570 Wheeler Road Augusta</td>
<td>March 4, 2015</td>
<td>7:45 a.m.</td>
<td>Rick Simonds</td>
</tr>
<tr>
<td>Richmond County Library</td>
<td>823 Telfair Street Augusta</td>
<td>March 4, 2015</td>
<td>1:30 p.m. &amp; 6:30 p.m.</td>
<td>Librarian</td>
</tr>
<tr>
<td>The United house of prayer for all people</td>
<td>Wrightsboro Road Augusta</td>
<td>March 9, 2015</td>
<td>2:16 p.m.</td>
<td>Annie Boyd</td>
</tr>
<tr>
<td>Good Hope Baptist</td>
<td>E. Cedar Street Augusta</td>
<td>March 9, 2015</td>
<td>2:38 p.m.</td>
<td>Ms. Bennett</td>
</tr>
<tr>
<td>Mt. Calvary Baptist Church</td>
<td>1260 Wrightsboro Road Augusta</td>
<td>March 9, 2015</td>
<td>2:13 p.m.</td>
<td>James Germany</td>
</tr>
<tr>
<td>Beulah Grove Baptist Church</td>
<td>1434 Poplar Street Augusta</td>
<td>March 10, 2015</td>
<td>4:29 p.m.</td>
<td>Elouise Lambert</td>
</tr>
<tr>
<td>Tabernacle Baptist Church</td>
<td>1223 Laney Walker Blvd Augusta</td>
<td>March 12, 2015</td>
<td>5:09 p.m.</td>
<td>Gladys Pope</td>
</tr>
<tr>
<td>Evans Fitness Club</td>
<td>3002 Allen Dr, Evans</td>
<td>March 13, 2015</td>
<td>2:12 p.m.</td>
<td>Megan Williams</td>
</tr>
<tr>
<td>Columbia County Library</td>
<td>7022 Evans Town Center Blvd, Evans</td>
<td>March 13, 2015</td>
<td>2:07 p.m.</td>
<td>John Welch</td>
</tr>
<tr>
<td>Nancy Carson Library</td>
<td>135 Edgefield Rd North Augusta, SC</td>
<td>March 18, 2015</td>
<td>3:14 p.m.</td>
<td>Barbara Walker</td>
</tr>
<tr>
<td>Midland Valley Branch Library</td>
<td>9 Hillside Drive Warrenville, SC</td>
<td>March 18, 2015</td>
<td>3:42 p.m.</td>
<td>Valerie Buttler</td>
</tr>
<tr>
<td>Aiken County Library</td>
<td>314 Chesterfield St S Aiken, SC</td>
<td>March 18, 2015</td>
<td>4:19 p.m.</td>
<td>Michael Swan</td>
</tr>
<tr>
<td>Burnettown Municipal Offices</td>
<td>3144 Augusta Road, Warrentville, SC</td>
<td>March 18, 2015</td>
<td>3:32 p.m.</td>
<td>Shannon Angel</td>
</tr>
<tr>
<td>City of Aiken Municipal Offices</td>
<td>214 Park Avenue SW Aiken, SC</td>
<td>March 18, 2015</td>
<td>4:30 p.m.</td>
<td>Sarah Rideout</td>
</tr>
<tr>
<td>Wallace Branch Library</td>
<td>1927 Laney Walker Blvd Augusta</td>
<td>March 20, 2015</td>
<td>1:37 p.m.</td>
<td>Paulette Scurry</td>
</tr>
<tr>
<td>Appleby Branch Library</td>
<td>2260 Walton Way, Augusta</td>
<td>March 20, 2015</td>
<td>2:05 p.m.</td>
<td>Jennifer Stallings</td>
</tr>
<tr>
<td>Friedman Branch Library</td>
<td>1447 Jackson Road, Augusta</td>
<td>March 20, 2015</td>
<td>2:06 p.m.</td>
<td>Kendrell Germany</td>
</tr>
<tr>
<td>Jeff Maxwell Branch Library</td>
<td>1927 Lumpkin Road, Augusta</td>
<td>March 20, 2015</td>
<td>3:11 p.m.</td>
<td>Jeff Stinson</td>
</tr>
</tbody>
</table>
Appendix C
Press Release
PRESS RELEASE Friday, February 27, 2015

INCREASE POPULATION, GROWING JOB OPPORTUNITIES AND MORE TRAFFIC...... HOW WILL THIS IMPACT YOUR COMMUNITY PUBLIC TO VOICE CONCERNS ON THE REGION’S TRANSPORTATION SYSTEM

Augusta, GA – The Augusta Regional Metropolitan Area is projected to grow 39% in population and 52% in employment opportunities over the next twenty years. The relocation of National Cyber Command to Fort Gordon; UNISYS expansion in downtown Augusta; Medac Inc., headquarters moving to Aiken County; and the expected realization of Project Jackson in North Augusta. What do these regional developments have in common? Growth in jobs, population, housing, traffic congestion and future impacts to the regional transportation system infrastructure!!

With jobs and population projected to grow exponentially over the next twenty years in the Augusta Metropolitan region, how will our transportation system be impacted? What will be the issues: increasing traffic congestion, traffic safety, mobility, access or costly transportation infrastructure? To address these issues, do we need more highways and traffic signals? Will improved public transit systems be the answer? Do we provide more pedestrian sidewalks and bikeways? How will this impact our region and How do we fund transportation infrastructure? Now it’s your chance to voice your concerns on traffic, growth, public transit, bike & walking.

Ms. Melanie Wilson, Project Director for the Augusta Regional Transportation Study – the Metropolitan Planning Organization representing Richmond and Columbia Counties in Georgia, and Aiken and Edgefield Counties in South Carolina - invites the public to participate in community meetings throughout the region during the month of March 2015. The federal transportation planning process is administered by the Augusta Planning and Development Department in partnership with Aiken County Planning and Development Department and Lower Savannah Council of Governments.

The Augusta Regional Transportation Study (ARTS) as the regional Metropolitan Planning Organization (MPO) is currently developing the Transportation Vision 2040 Long Range Transportation Plan (LRTP). The LRTP, a federally mandated policy document, identifies and evaluates existing and new transportation solutions and mobility options over the next 20 years. An essential part of this planning process is public participation in developing a regional Transportation Vision 2040 including long-term goals, and establishing transportation infrastructure improvement priorities to identify and address multimodal transportation and mobility needs.
The LRTP will be developed in partnership with local residents and agencies to ensure the transportation system provides safe and efficient mobility throughout the region. To achieve this, the Augusta Planning and Development Department has scheduled ten (10) public informational meetings for March 2015. These meetings are designed to encourage you as a local resident or business owner to voice your concerns on traffic, growth, public transit, bike & walking paths. Come tell us what you think!

**LOCATIONS IN GEORGIA**

**Thursday, March 5, 2015**  
Hephzibah City Hall  
Conference Room  
2530 Highway 88  
Hephzibah, GA 30815  
5:30 - 7:30 PM

**Tuesday, March 10, 2015**  
Sand Hills Community Center  
2540 Wheeler Road  
Augusta, GA 30904  
5:30 - 7:30 PM

**Saturday, March 12, 2015**  
Carrie J. Mays Family Life Center  
1014 Eleventh Avenue  
Augusta, GA 30901  
5:30 – 7:30 PM

**Monday, March 9, 2015**  
Liberty Community Center  
1040 Newmanton Road  
Grovetown, GA 30813  
5:30 - 7:30 PM

**Monday, March 16, 2015**  
First Baptist Church of Evans  
515 N. Belair Road  
Evans, GA 30809  
5 - 7 PM

**Saturday, March 21, 2015**  
Warren Road Community Center  
300 Warren Road  
Augusta, GA 30907  
10:00 – 12 Noon

**Saturday, March 28, 2015**  
Oak Point Community Center  
730 East Boundary Road  
Augusta, GA 30901  
9:30 - 11:30 AM

**LOCATIONS IN SOUTH CAROLINA**

**Tuesday, March 24, 2015**  
Smith Hazel Recreation Center  
400 Kershaw Street NE  
Aiken, SC 29801  
5:30 - 7:30 PM

**Thursday, March 19, 2015**  
North Augusta Community Center  
495 Brookside Avenue  
North Augusta, SC 29841  
5:30 - 7:30 PM

**Monday, March 23, 2015**  
Odell Weeks Activity Center  
1700 Whiskey Road  
Aiken, SC 29803  
5:30 - 7:30 PM
A formal presentation will be given at each meeting to educate the public on the transportation planning process and to solicit input on transportation mobility needs for Transportation Vision 2040. The public is encouraged to attend one of the meetings in the region nearest your community. Public participation is a vital component in the transportation planning process. Everyone is encouraged to share their views and concern on the transportation system in your community and submit written comments by mail or electronically. Comments will be reviewed as part of the transportation planning process and can be sent to address listed below.

All meeting places are ADA accessible. Persons with special needs related to disability or foreign language should contact the office of the Augusta Planning and Development Department at (706) 821-1796 or by e-mail to ARTS@augustaga.gov at least 48 hours before the meeting they wish to attend.

For more information:
Melanie Wilson, Director
Augusta Regional Transportation Study
525 Telfair Street
Augusta GA 30901
(706)-821-1796 Phone
(706) 821-1806 Fax
ARTS@augustaga.gov
http://www.augustaga.gov/arts
PRESS RELEASE  
Monday, July 13, 2015

PUBLIC IS INVITED TO ATTEND COMMUNITY MEETINGS!

VISION: SUSTAIN REGIONAL ECONOMIC GROWTH THROUGH A TRANSPORTATION SYSTEM THAT REDUCES CONGESTION, IMPROVES TRAFFIC SAFETY; AND PROVIDES ROAD MAINTENANCE, PUBLIC TRANSIT, SIDEWALKS, BIKE AND PEDESTRIAN PATHS LINKING JOBS, EDUCATION, HEALTHCARE, AND RECREATIONAL FACILITIES FOR ALL CITIZENS AND TOURISTS IN THE ARTS REGION.

Augusta, GA – The Augusta Planning and Development Department (APDD) invites the public to participate in a second round of community meetings throughout the region during the months of July and August 2015. More than 1,100 persons provided input during our first round of community meetings and outreach from February through May 2015, on the location and type of transportation improvements needed in the region, such as, highways, road maintenance, traffic safety, public transit, bike and pedestrian projects. With jobs and population projected to grow exponentially over the next twenty years in the Augusta GA – Aiken SC Metropolitan region, a resilient multimodal transportation system will be crucial to sustain anticipated growth. The Public will have an opportunity to voice their opinions on the recommended Transportation Vision 2040 Plan and the FY 2015 - 2018 Transportation Improvement Program (TIP) for the Augusta Regional Transportation Study (ARTS).

ARTS as the regional Metropolitan Planning Organization (MPO), is currently developing the Transportation Vision 2040 Long Range Transportation Plan (LRTP). The LRTP, a federally-mandated policy document, identifies and evaluates existing and new transportation solutions and mobility options over the next twenty (20) years. An essential part of this planning process is the public’s participation in developing a shared vision and long-term goals that will establish priorities to identify and address multimodal transportation and mobility needs for transportation infrastructure improvements in the region. The LRTP is developed in partnership with local residents and agencies to ensure the transportation system provides safe and efficient mobility throughout the region. APDD will host five (5) public meetings and one (1) Open House during July and August 2015. These meetings are designed to encourage local residents and/or business owners to review and comment on recommended long-range transportation improvements over the next twenty (20) years and the Fiscal Year 2015 – 2018 TIP, which is the capital funding program.

LOCATIONS IN GEORGIA

Monday, July 27, 2015  
Gracewood Community Center  
2309 Tobacco Road

Tuesday, July 28, 2015  
Sand Hills Community Center  
2540 Wheeler Road

Thursday, July 30, 2015  
Evans Government Complex  
630 Ronald Reagan Drive
PRESS RELEASE  
Monday, July 13, 2015

Augusta, GA 30906  
5:30 - 7:30 PM

Augusta, GA 30904  
5:30 - 7:30 PM

Evans, GA 30809  
5:30 – 7:30 PM

OPEN HOUSE

Saturday, August 1, 2015

Augusta-Richmond County Municipal Building
Linda Beazley Community Meeting Room, 1st Floor
535 Telfair Street
Augusta, GA 30901
9:30 AM – 12 Noon

LOCATIONS IN SOUTH CAROLINA

Thursday, July 23, 2015  
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803
5:30 - 7:30 PM

Monday, August 3, 2015  
Riverview Park Activity Center
100 Riverview Park Drive
North Augusta, SC 29841
5:30 - 7:30 PM

During each meeting, a formal presentation will focus on: 1) regional transportation vision and goals; 2) regional transportation issues and needs; 3) recommended multimodal transportation projects in the region to address highway congestion, traffic safety, public transit, intermodal access, sidewalks, bike and pedestrian paths. The public is encouraged to attend one of the meetings in their community. Your participation is a vital component in the transportation planning decision-making process and a necessary step in selecting projects that will be funded with federal, state, and local tax dollars.

The public can review and comment on regional transportation infrastructure projects and funding by participating in one of two ways; 1) attend a public meeting, and/or 2) visit ARTS website to review the Draft Transportation Vision 2040. On the ARTS website, http://www.augustaga.gov/arts, the public will be able to view an interactive map with information that describes each planned transportation improvement over the next twenty (20) years and send their comments to the APDD. Public comments on the Transportation Vision 2040 and the FY TIP 2015-2018 Amendments will be accepted from Wednesday, July 22 through Thursday, August 20, 2015.

Persons with special needs related to disability or foreign language should contact the office of the Augusta Planning and Development Department at (706) 821-1796 or send an e-mail to ARTS@augustaga.gov at least 48 hours before the meeting they will attend. All comments should be sent to the address below.
PRESS RELEASE Monday, July 13, 2015

APDD serves as the MPO representing Richmond and Columbia Counties in Georgia, and Aiken and Edgefield Counties in South Carolina. APDD administers the federal metropolitan transportation planning process in partnership with Aiken County Planning and Development Department and Lower Savannah Council of Governments. The U.S. Department of Transportation – Federal Highway Administration, Federal Transit Administration, the Departments of Transportation for Georgia and South Carolina, Augusta-Richmond County, GA and Aiken County, SC, fund this regional transportation planning process.

For more information:
Melanie Wilson, Director, Augusta Planning and Development Department
Project Director - Augusta Regional Transportation Study
535 Telfair Street, Suite 300
Augusta, GA 30901
(706)-821-1796 Phone
(706) 821-1806 Fax
ARTS@augustaga.gov
http://www.augustaga.gov/arts
https://www.facebook.com/planningaugusta
Appendix D
Community Meeting Notices
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

Transportation Vision 2040

GEORGIA

Thursday, March 5, 2015: 5:30 - 7:30 PM
Hephzibah City Hall
2530 Highway 88
Hephzibah, GA 30815

Monday, March 9, 2015: 5:30 - 7:30 PM
Liberty Community Center
1040 Newmanton Road
Grovetown, GA 30813

Tuesday, March 10, 2015: 5:30 - 7:30 PM
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA 30904

Thursday, March 12, 2015: 5:30 - 7:30 PM
Carrie J. Mays Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

Monday, March 16, 2015: 5:00 - 7:00 PM
First Baptist Church of Evans
515 N. Belair Road
Evans, GA 30809

SOUTH CAROLINA

Thursday, March 19, 2015: 5:30 - 7:30 PM
North Augusta Community Center
495 Brookside Avenue
North Augusta, SC 29841

Monday, March 23, 2015: 5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Tuesday, March 24, 2015: 5:30 - 7:30 PM
Smith Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustaga.gov/arts
Reuniones Comunitarias
Expresen sus preocupaciones sobre tránsito, crecimiento, transporte público, senderos para caminar y bicicleta.

Visión de Transporte 2040

GEORGIA

Jueves, 5 de marzo de 2015: 5:30 - 7:30 PM
Hephzibah City Hall
2530 Highway 88
Hephzibah, GA 30815

Lunes, 9 de marzo de 2015: 5:30 - 7:30 PM
Liberty Community Center
1040 Newmanton Road
Grovetown, GA 30813

Martes, 10 de marzo de 2015: 5:30 - 7:30 PM
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA 30904

Jueves, 12 de marzo de 2015: 5:30 - 7:30 PM
Carrie J. Mays Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

Lunes, 16 de marzo de 2015: 5:00 - 7:00 PM
First Baptist Church of Evans
515 N. Belair Road
Evans, GA 30809

Sábado, 21 de marzo de 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

Jueves, 26 de marzo de 2015: 5:30 - 7:30 PM
Diamond Lakes Community Center
4335 Windsor Spring Road
Hephzibah, GA 30815

Sábado, 28 de marzo de 2015: 9:30 - 11:30 AM
Oak Point Community Center
730 East Boundary
Augusta, GA 30901

SOUTH CAROLINA

Jueves, 19 de marzo de 2015: 5:30 - 7:30 PM
North Augusta Community Center
495 Brookside Avenue
North Augusta, SC 29841

Lunes, 23 de marzo de 2015: 5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Martes, 24 de marzo de 2015: 5:30 - 7:30 PM
Smith Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Favor contactar al Departamento de Planificación y Desarrollo de la ciudad de Augusta, llamando al (706) 821-1796, para más información sobre las reuniones. Personas con discapacidades o problemas de idioma pueden contactar a la oficina de Planificación para recibir asistencia o visitar nuestra página de internet, www.augustaga.gov/arts
COMMUNITY MEETINGS
FUTURE TRANSPORTATION IMPROVEMENTS
Improve traffic flow and safety, public transit, sidewalks, pedestrian and bicycle paths

Transportation Vision 2040
Public Review and Comment Period
July 22, 2015 - August 20, 2015

GEORGIA
Monday, July 27, 2015: 5:30 - 7:30 PM
Gracewood Community Center
2309 Tobacco Road
Augusta, GA. 30906

Tuesday, July 28, 2015: 5:30 - 7:30 PM
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA. 30904

Thursday, July 30, 2015: 5:30 - 7:30 PM
Evans Government Complex, Auditorium
630 Ronald Reagan Drive
Evans, GA. 30809

SOUTH CAROLINA
Thursday, July 23, 2015: 5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC. 29803

Monday, August 3, 2015: 5:30 - 7:30 PM
Riverview Park Activities Center
100 Riverview Park Drive
North Augusta, SC. 29841

OPEN HOUSE
Saturday, August 1, 2015: 9:30 AM - 12:00 NOON
Augusta-Richmond County Municipal Building
Linda Beazley Community Meeting Room, 1st Floor
535 Telfair Street
Augusta, GA. 30901

The public is invited to review and comment on future recommended 2040 Long Range Transportation Plan; and current 2015-2018 Transportation Improvement Program (TIP).

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustaga.gov/arts
Reuniones Comunitarias
FUTURAS MEJORAS AL SERVICIO DE TRANSPORTE
Mejorar el flujo y seguridad del tráfico, transporte público, aceras, caminos para peatones y bicicletas.

Visión de Transporte 2040
opinión pública y comentarios de periodo
22 de Julio de 2015 - 20 de agosto de 2015

GEORGIA
Lunes, 27 de Julio de 2015: 5:30 - 7:30 PM
Gracewood Community Center
2309 Tobacco Road
Augusta, GA. 30906

Martes, 28 de Julio de 2015: 5:30 - 7:30 PM
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA. 30904

Jueves, 30 de Julio de, 2015: 5:30 - 7:30 PM
Evans Government Complex, Auditorium
630 Ronald Reagan Drive
Evans, GA 30809

SOUTH CAROLINA
Jueves, 23 de Julio de, 2015: 5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC. 29803

Lunes, 3 de Agosto de, 2015: 5:30 - 7:30 PM
Riverview Park Activities Center
100 Riverview Park Drive
North Augusta, SC. 29841

OPEN HOUSE
Sábado, 1 de Agosto 2015: 9:30 AM - 12:00 NOON
Augusta-Richmond County Municipal Building
Linda Beazley Community Meeting Room, 1st Floor
535 Telfair Street
Augusta, GA. 30901

El público es invitado a revisar y comentar sobre el plan recomendado de transporte a largo plazo del 2040 y sobre el actual programa de mejoras al transporte 2015-2018.

Favor contactar al Departamento de Planificación y Desarrollo de la ciudad de Augusta, llamando al (706) 821-1796, para más información sobre las reuniones. Personas con discapacidades o problemas de idioma pueden contactar a la oficina de Planificación para recibir asistencia o visitar nuestra página de internet, www.augustaga.gov/arts
지역사회 회의
미래 교통 시스템 향상
교통 흐름과 안전, 대중 교통, 보도, 그리고 보행자와 자전거 전용 도로를 개선

교통 시스템 비전 2040
공개 점토하고 토론 시간
22월 7일, 2015 - 20월 8일, 2015

GEORGIA
월요일, 7월 27일 2015 : 5:30 - 7:30 PM
Gracewood Community Center
2309 Tobacco Road
Augusta, GA. 30906

화요일, 7월 28일 2015 : 5:30 - 7:30 PM
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA. 30904

목요일, 7월 30일 2015 : 5:30 - 7:30 PM
Evans Government Complex, Auditorium
630 Ronald Reagan Drive
Evans, GA. 30809

SOUTH CAROLINA
목요일, 7월 23일 2015 : 5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC. 29803

월요일, 8월 3일 2015 : 5:30 - 7:30 PM
Riverview Park Activities Center
100 Riverview Park Drive
North Augusta, SC. 29841

OPEN HOUSE
토요일, 8월 1일, 2015 : 9:30 AM - 12:00 NOON
Augusta-Richmond County Municipal Building
Linda Beazley Community Meeting Room, 1st Floor
535 Telfair Street
Augusta, GA. 30901


회의에 대한 자세한 내용은 여거스타 계획 및 개발 부서(기획실) (706)821-1796 으로 문의하시기 바랍니다.
장애나 외국어에 관련한 특별한 도움이 필요하신 분은 기획실에 직접 문의하시거나 www.augustaga.gov/arts 웹사이트에 방문해서 도움을 받으실 수 있습니다.
社區會議
未來交通的改進
改善交通流量和安全，公共交通，行人道，行人和自行車道 2040交通規劃

2040交通規劃
公開審查和提供建議时期
July 22, 2015 - August 20, 2015

GEORGIA
星期一，2015年7月27日: 5:30 - 7:30 PM
Gracewood Community Center
2309 Tobacco Road
Augusta, GA. 30906

星期二，2015年7月28日: 5:30 - 7:30 PM
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA. 30904

星期四，2015年7月30日: 5:30 - 7:30 PM
Evans Government Complex, Auditorium
630 Ronald Reagan Drive
Evans, GA. 30809

SOUTH CAROLINA
星期四，2015年7月23日: 5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC. 29803

星期一，2015年8月3日: 5:30 - 7:30 PM
Riverview Park Activities Center
100 Riverview Park Drive
North Augusta, SC. 29841

OPEN HOUSE
星期六，2015年8月1日: 9:30 AM - 12:00 NOON
Augusta-Richmond County Municipal Building
Linda Beazley Community Meeting Room, 1st Floor
535 Telfair Street
Augusta, GA. 30901

邀請市民就未來的2040長遠交通規劃 和目前2015-2018 年交通改善計劃（TIP）進行審查及提供建議

如對有關會議的詳細信息有查詢，請聯絡 Augusta Planning & Development Department (706) 821-1796. 殘疾、外語或有特殊需求的人可以聯絡規劃辦公室尋求幫助，或者到我們的網頁 www.augustaga.gov/arts
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

TRANSPORTATION VISION 2040

GEORGIA

Thursday, March 5, 2015: 5:30 - 7:30 PM
Hephzibah City Hall
2350 Highway 81
Hephzibah, GA 30815

Monday, March 9, 2015: 5:30 - 7:30 PM
Liberty Community Center
1040 Newmarket Road
Grovetown, GA 30813

Tuesday, March 10, 2015: 5:30 - 7:30 PM
Sand Hills Community Center
2540 Whaine Road
Augusta, GA 30904

Thursday, March 12, 2015: 5:30 - 7:30 PM
Carver J. Moss Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

Monday, March 16, 2015: 5:00 - 7:00 PM
First Augsburg Church of the Cross
515 N. Belair Road
Evans, GA 30809

Satuday, March 22, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

Saturday, March 28, 2015: 9:30 - 11:30 AM
Oak Point Community Center
703 East Boundary
Augusta, GA 30901

SOUTH CAROLINA

Thursday, March 19, 2015: 5:30 - 7:30 PM
North Augusta Community Center
499 Brookside Avenue
North Augusta, SC 29841

Monday, March 23, 2015: 5:30 - 7:30 PM
Oddell Weekly Activity Center
2700 Whitehead Road
Alston, SC 29803

Tuesday, March 24, 2015: 5:30 - 7:30 PM
Smith Hotel Recreation Center
600 Backus Street NE
Alston, SC 29801

Please contact the Augusta Planning & Development Department at 706-821-3796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustaga.gov/arts
Benefit Concert Just Keeps Growing

FOR A BENEFIT CONCERT THAT IS ONLY FIVE YEARS OLD, Music for Memories has been able to secure some pretty big-name talent. Lee Brice, Montgomery Gentry and Scotty McCreery have all taken the Country Club stage and, this year, it’s Cole Swindell’s turn to help raise money for the JCH Hospice Center for Alzheimer’s Care.

“We have been really fortunate in our friendship with Kids 99,” said Andrea Bussey, past president of the center’s board of directors who now serves on the Music for Memories committee. “A lot of people here really enjoy their country music, so we do have a good relationship with Kids 99 and they’ve been instrumental in assisting us, getting some big-name artists here, as well as some other people here in the community who have an interest in what we do.”

The Music for Memories concert grew out of smaller events that the center used to hold at the Augusta Canal. Bussey said:

“We had been doing a smaller event through the canal cruises, and everybody enjoyed our canal cruises and the small raffles that we did,” she explained, “so we realised that country music is such a big draw to people in the Augusta area that it would be a good fit for us to do a country music concert.”

They were right. Their very first concert, featuring up-and-coming country singer Brett Eldredge, sold out quickly.

“Initially we were down at Enterprise Mill for our VIP event and then we moved over to the Country Club to Brett Eldredge could do his big concert for general admission,” Bussey said. “And our very first event was sold out, so we realized that we needed to have something at the Country Club Dance Hall & Swiss on them forward. That’s where we held the country event now because the capacity there is much larger. And we will sell out every year.”

In fact, this year’s intimate pre-show VIP event for organizers, sponsors and those who buy the $1000 ticket at already sold out. Tickets for the general admission show, however, are still available and are the $100 raffle tickets. And while the raffle tickets may sound pricey, it’s a good deal.

“We have 55 items in the raffle and we’re selling 350 raffle cards,” Bussey said. “So by purchasing one raffle ticket for $100 you’ll have about a 10 percent chance of winning.”

And you’ll want to win one of these prizes. The least expensive prize packages are still valued at more than $200 and some are valued into the thousands. Prizes include everything from multiple restaurant gift cards and a $1,000 certificate to Augusta lawn and skin care to out-of-town spa and golf packages and cases of wine. The grand prize is an all-expense paid trip to see Garth Brooks in concert.

All the proceeds from the night go to the center’s Central Avenue location to continue the adult day care and in-home respite services they offer to patients with Alzheimer’s and dementia and their families. But they also have some bigger goals as well.

“An American develops Alzheimer’s at a rate of every 67 seconds, so the need for our services is increasing,” Bussey explained. “So what we plan to do with the proceeds from our fundraiser is we hope to be able to relocate and expand what we’re able to provide the community by providing more in-home respite and increasing the amount of clients we can see on a day-to-day basis in our center.”

They hope to be able to relocate in the near future and the center’s board, Bussey said, has been looking at real estate in the area. And while this upcoming event will help the center, she also believes that it’s a chance to reciprocate a bit of the support they’ve received from the community.

“It’s been phenomenal,” she said. “We’ve really received so much love and support from the community and one reason we try and keep our ticket prices like we do for the general admission show is because we try to give back to the community as well. We know if you’ve ever been a caregiver for someone with Alzheimer’s or dementia it’s really taxing on your mind, body and spirit and, this way, we’re able to give back a little bit to the community and then the community supports us by attending our fundraisers. So I feel like it’s a win-win for everyone.”

MUSIC FOR MEMORIES CONCERT W/ COLE SWINDELL
Country Club Dance Hall & Swiss
Wednesday, March 1
8:30 p.m.
$25, advances $35, door
206-708-5699
jchhockeycenter.org

COME HUNGRY LEAVE FULFILLED
Happy Hour 4:30-6:30 Daily
$1 off craft/draft beer $3 off wine

edgar's grille
3155 Washington Road, Augusta, GA 706-854-4700
edgarsgrille.com
Voted Best Brunch!

COMMUNITY MEETINGS

TRANSPORTATION VISION 2040
Beloved Maine K9 gets police escort, final salute

An Associated Press story about a beloved Maine K9 dog who was killed in a car accident and was given a police escort to his final resting place.

Bunny Babes 2015

Photography by Sherry Hutto Miles
SMiles Photography

Call 803-551-4464 for a 4-week time experience

PHOTO DATE: SUNDAY, MARCH 19

Location:

COLD CREEK nurseries

384 Highway 206, Warrenville, SC 29851

Your 800-year-old photo will appear on the Bunny Babes page. To be printed on a Sunday, send April 3, PLUS you will receive a high-resolution digital file emailed to you.

Additional information is available online at: www.aisen.com

COMMUNITY MEETINGS

Transportation Vision 2040

Monday, March 22nd at 2:00 p.m.
USCA Auditorium Center
641-3305

Tickets on sale February 9th, 2015

USCA Auditorium Center
641-3305

or http://usca.edu/transportation

Please contact the Augusta Regional Planning Department at 706-221-1466 for more information about the meetings. A representation of the transportation network will be available during the meetings. Visit our website for more information at www.usca.edu/transportation.
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

TRANSPORTATION VISION 2040

GEORGIA

Thursday, March 5, 2015: 5:30 - 7:30 PM
Hephzibah City Hall
2530 Highway 88
Hephzibah, GA 30815

Monday, March 9, 2015: 5:30 - 7:30 PM
Liberty Community Center
1040 Newmanton Road
Grovetown, GA 30813

Tuesday, March 10, 2015: 5:30 - 7:30 PM
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA 30904

Thursday, March 12, 2015: 5:30 - 7:30 PM
Carrie J. Mays Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

Monday, March 16, 2015: 5:00 - 7:00 PM
First Baptist Church of Evans
515 N. Belair Road
Evans, GA 30809

Saturday, March 21, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

Saturday, March 28, 2015: 9:30 - 11:30 AM
Oak Point Community Center
703 East Boundary
Augusta, GA 30901

SOUTH CAROLINA

Thursday, March 19, 2015: 5:30 - 7:30 PM
North Augusta Community Center
495 Brookside Avenue
North Augusta, SC 29841

Monday, March 23, 2015: 5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Tuesday, March 24, 2015: 5:30 - 7:30 PM
Smith Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustaga.gov/arts
WHERE WE LIVE

Top Creek students Madison Trinh, left, and Hannah Frazier raise funds at the Edge Foundation on Sunday afternoon.

Young adults gather for fellowship at cathedral

BY BILL BENGSON
editor@thenewspaper.com

One of downtown Augusta’s oldest church buildings is both the home of a lively southern Baptist congregation and the Oasis Church. The building itself was once a home for the New England Baptist Church, which began in the 1880s as a mission church for the New England Baptist Church.

The building has been the home of the Oasis Church since 1973, when the New England Baptist Church moved to another location. The Oasis Church reopened the old building as a community center.

Electric Cathedral hosts annual Augusta music and arts festival

The Electric Cathedral is a community center located in Augusta, Georgia. The center is housed in a historic building that was once a church. The Electric Cathedral hosts a variety of events throughout the year, including concerts, art exhibits, and poetry readings.

The center also offers classes in music, art, and dance, as well as workshops and seminars on a variety of topics. The Electric Cathedral is open to the public and welcomes visitors of all ages and backgrounds.

NORTH AUGUSTA NAMES PEAS PLEASE WINNERS

Jan Leonard’s fifth grade class was a winner of the Peas Please award at North Augusta Elementary School. The students displayed great manners in the lunch room.

Candy Blackwell’s fifth grade class was a winner of the Peas Please award at North Augusta Elementary School. The students displayed good manners in the lunch room.

North Augusta Y to host golf classic

The North Augusta Y, located at 1105 Hahne Ave, will host a golf classic on May 19th. The event will feature a 18-hole round of golf, with proceeds benefiting the Y’s annual campaign.

ARTS Transportation Vision 2040

Transportation Vision 2040

Featuring the 13th Annual Get To the Green 10K, 5K, 1-Mile Fun Run

togittotheGreen.com

GetToTheGreen.com

13 Bands & DJs, Free Parade and Kids area!

Columbia, SC

www.GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Charlotte, NC

Community Center

1341 Independence Road

Columbia, SC

Tuesday, March 30, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

South Carolina

Friday, March 11, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Saturday, March 5, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Sunday, March 7, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Thursday, March 17, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Saturday, March 19, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Tuesday, March 22, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Thursday, March 24, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Sunday, March 27, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Thursday, March 31, 2016, 6:00 PM - 9:00 PM

GetToTheGreen.com

#GetToTheGreen @GetInFivePoints

Contact the Atlanta Planning & Development Department at 706-827-3926 for more information about the meetings. Persons with special needs related to mobility or hearing may contact the Planning Office for accommodation on our website atwww.cityofatlantaga.gov.
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COMMUNITY MEETINGS

Transportation Vision 2040

GEORGIA

Wednesday, March 8, 2023: 9:00 – 10:00 PM
Liberty Community Center
1550 Greensboro Road
Augusta, GA 30907

Tuesday, March 14, 2023: 9:00 – 10:00 AM
Glenwood Community Center
1401 Gordon Road
Augusta, GA 30907

Thursday, March 16, 2023: 9:00 – 10:00 AM
Carver Community Center
2200 Seventh Avenue
Augusta, GA 30904

Monday, March 20, 2023: 9:00 – 10:00 PM
First Baptist Church of Jesus
2958 E. Liberty Street
Augusta, GA 30904

Please contact the Augusta Planning & Development Department at (706) 827-1760 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning Office for assistance or visit our website at www.augustaga.gov/planning.

PRIME RIB & SEAFOOD BUFFET

LIVE MUSIC | FRIDAY NIGHTS

2651 Perimeter Parkway
Augusta | 706.855.8100

DoubleTree
By Hilton

Garage Sale: "I just thought that was so funny because I haven’t bought as much as I look. The truth is, people have become a lot more frugal these days and I think we have a great way of telling what you have really inexpensive. I have to admit, it’s hooked."
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

Transportation Vision 2040

GEORGIA

Thursday, March 12, 2015: 5:30 – 7:10 PM
Carrie J. Myers Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

Monday, March 16, 2015: 5:00 – 7:00 PM
First Baptist Church of Evans
515 N. Belair Road
Evans, GA 30809

Saturday, March 21, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
200 Warren Road
Augusta, GA 30907

Saturday, March 28, 2015: 9:30 – 11:30 AM
Oak Point Community Center
730 East Boundary
Augusta, GA 30901

SOUTH CAROLINA

Thursday, March 19, 2015: 5:30 - 7:30 PM
North Augusta Community Center
495 Brookside Avenue
North Augusta, SC 29841

Monday, March 23, 2015: 5:30 - 7:30 PM
Oddie Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Tuesday, March 24, 2015: 5:30 - 7:30 PM
Smalls Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-7796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustaga.gov/arts

SUBSCRIBE TODAY
(706) 724-6558

ARTS Transportation Vision 2040

115
COMMUNITY MEETINGS

Transportation Vision 2040

CITIZEN ENGAGEMENT IN TRANSPORTATION, PUBLIC TRANSPORT, BIKE & WALKING PATHS

January 30, 2013
10:00 AM - 12:00 PM
Citizen Center, Room 1
1100 West Peachtree Street
Atlanta, GA 30313

February 7, 2013
7:00 PM - 9:00 PM
Martin Luther King, Jr. Library
680 Marietta Street
Atlanta, GA 30313

March 7, 2013
7:00 PM - 9:00 PM
Northside Library
2080 Beechtree Boulevard
Atlanta, GA 30318

April 4, 2013
7:00 PM - 9:00 PM
Virginia-Highland Library
2177 Monroe Drive
Atlanta, GA 30312

May 2, 2013
7:00 PM - 9:00 PM
East Lake Library
1300 Hartsfield Avenue
Atlanta, GA 30312

June 6, 2013
7:00 PM - 9:00 PM
Oakland Library
3065 Peachtree Battle Avenue
Atlanta, GA 30319

July 4, 2013
7:00 PM - 9:00 PM
Memorial Park Library
823 coworker Street
Atlanta, GA 30312

August 8, 2013
7:00 PM - 9:00 PM
MARTA Center
1100 Atlantic Avenue
Atlanta, GA 30313

September 5, 2013
7:00 PM - 9:00 PM
Finnegan Library
2324 Finnegan Way
Atlanta, GA 30311

October 3, 2013
7:00 PM - 9:00 PM
Clemson-Merritt Library
1825 Merritt Street
Atlanta, GA 30317

November 7, 2013
7:00 PM - 9:00 PM
搦an Park Library
4600 Piedmont Road
Atlanta, GA 30319

December 5, 2013
7:00 PM - 9:00 PM
Kennesaw Library
2700 Kennesaw Square
Atlanta, GA 30339

Please contact the City Planning & Development Department at (404) 350-2115 or visit the website for more information:
www.artsatlanta.com/transportation2040
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

TRANSPORTATION VISION 2040

GEORGIA

Monday, March 9, 2015: 5:30 - 7:30 PM
Liberty Community Center
1040 Newmantown Road
Grovetown, GA 30813

Tuesday, March 10, 2015: 5:30 - 7:30 PM
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA 30904

Thursday, March 12, 2015: 5:30 - 7:30 PM
Carrie J. Mays Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

Monday, March 16, 2015: 5:00 - 7:00 PM
First Baptist Church of Evans
515 N. Belair Road
Evans, GA 30809

Saturday, March 21, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

SOUTH CAROLINA

Saturday, March 28, 2015: 9:30 - 11:30 AM
Oak Point Community Center
703 East Boundary
Augusta, GA 30901

Thursday, March 19, 2015: 5:30 - 7:30 PM
North Augusta Community Center
495 Brookside Avenue
North Augusta, SC 29841

Monday, March 23, 2015: 5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Tuesday, March 24, 2015: 5:30 - 7:30 PM
Smith Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustaga.gov/arts
Father details son’s battle with cancer in new book

How do I repair hardwood floors?

WHERE WE LIVE

COMMUNITY MEETINGS

Transportation Vision 2043

KOZ CARES

“Thank you Doctor Koz.”

Maddison

Patient

ARTS Transportation Vision 2040

118
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

Transportation Vision 2040

**GEORGIA**

Thursday, March 12, 2015: 5:30 - 7:30 PM  
Carrie J. Mays Family Life Center  
1014 Eleventh Avenue  
Augusta, GA 30901

Monday, March 16, 2015: 5:00 - 7:00 PM  
First Baptist Church of Evans  
515 N. Belair Road  
Evans, GA 30809

Saturday, March 21, 2015: 10:00 AM - 12:00 PM  
Warren Road Community Center  
300 Warren Road  
Augusta, GA 30907

Saturday, March 28, 2015: 9:30 - 11:30 AM  
Oak Point Community Center  
730 East Boundary  
Augusta, GA 30901

**SOUTH CAROLINA**

Thursday, March 19, 2015: 5:30 - 7:30 PM  
North Augusta Community Center  
495 Brookside Avenue  
North Augusta, SC 29841

Monday, March 23, 2015: 5:30 - 7:30 PM  
Odell Weeks Activity Center  
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Aiken, SC 29803

Tuesday, March 24, 2015: 5:30 - 7:30 PM  
Smith Hazel Recreation Center  
400 Kershaw Street NE  
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustaga.gov/arts
Augustans Join Nationwide Bus Strike

SCLC officials, Dr. Martin Luther King, Jr., and the Southern Christian Leadership Conference (SCLC) were persuaded by local activists to make Selma’s ini-
tiative a black voting rights movement. SCLC also hoped to move the momentum of the 1964 Civil Rights Act to win federal protection for voting rights statute.

During January and February, 1965, King and SCLC led a series of demo-
strations to the Dallas County Courthouse. On February 11, protestor Jimmy Lee Jackson was fatally shot by an Alabama state trooper. In re-

terponse, a protest march from Selma to Montgome-
ry was scheduled for March.

Six hundred march-

ers assembled in Selma on Sunday, March 7, and, led by John Lewis and other SNCC and SCLC activists, crossed the Edmund Pettus Bridge over the Alabama River on route to Montgomery. Just short of the bridge, they found their way blocked by Alabama State troopers and local police who ordered them to turn around.

When the protesters refused, the officers shot tear gas and waded into the crowd, beating the nonviolent protesters with nightsticks and otherwise intimidating over fifty people.

The attack was tagged “Bloody Sunday” and attested around the world.

COMMUNITY MEETINGS

Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

Transportation Vision 2040

GEORGIA

Thursday, March 12, 2015: 5:30 - 7:30 PM
Carrie J. Mays Family Life Center
3014 Eleventh Avenue
Augusta, GA 30901

Monday, March 16, 2015: 5:00 - 7:00 PM
First Baptist Church of Evans
1515 N. Belair Road
Evans, GA 30809

Saturday, March 21, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

Saturday, March 28, 2015: 9:30 - 11:30 AM
Oak Point Community Center
730 East Boundary
Augusta, GA 30901

SOUTH CAROLINA

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North Augusta Community Center
495 Brookside Avenue
North Augusta, SC 29841

Monday, March 23, 2015: 5:30 - 7:30 PM
Odeil Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Tuesday, March 24, 2015: 5:30 - 7:30 PM
Smith Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage.

www.augustage.gov/arts
SPLOST from page 4

nonprofits), and other quality-of-life nonprofits outside of the city's own agencies. Unlike the last SPLOST effort, which drew opposition from sitting commissioners, it is unlikely that commissioners would have objections this time around. The city's need for hard cash is just that dire.

Recently recovering an additional $3 million in FEMA money (via GEMA) will help a lot because the city can't collect any SPLOST funds from the 2015 vote until after the SPLOST VI projects all shut down in 2016.

Starting on May 15, the public will have an opportunity to attend SPLOST hearings and the commissioners will begin their workshops, according to the timeline released by the city this week.

By August 1, the commissioners should have the final list of projects to consider. Certain to be debated will be the extent to which popular nonprofits, which have benefited from SPLOST funds in the past, will be able to continue to do so.

What the increased scrutiny of SPLOST VII in 2014 succeeded in doing was to create a climate where it would be difficult to include organizations that have traditionally received SPLOST funds in the past. Whether or not groups like the Augusta Mini Theatre, Paine College, Mach Academy and the Lucy Craft Laney Museum of Black History will be able to continue to be included in SPLOST projects will be a major aspect of this year's considerations.

The legal challenges to SPLOST V and previous SPLOST initiatives by Les Morton died on the vine before any of the merits of the complaint could be hashed out before a judge. The issues, however, remain.

The 2014 court filing by a private citizen, Les Morton, sought to have funds that had been allocated to charitable organizations reallocated to those types of capital-outlay projects for which the tax was originally created. A tall order for sure.

But ultimately, Morton would have been happy if the city just followed state law when it deals with the public on SPLOST matters.

Following state law, however, may not be as easy to do as it sounds. As Morton discovered, the law is not cut-and-dried but rather, it is subject to a judge's interpretation. Morton also asked for an immediately forensic audit of past SPLOST expenditures — again something the city won't embrace unless invited by the judge to do so.

Community Meetings
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

Transportation Vision 2040

Georgia

Thursday, March 12, 2015: 5:30 - 7:30 PM
Carrie J. Mayo Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

Monday, March 16, 2015: 5:00 - 7:00 PM
First Baptist Church of Evans
515 N. Belair Road
Evans, GA 30809

Saturday, March 21, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

Saturday, March 28, 2015: 9:30 - 11:30 AM
Oak Point Community Center
730 East Boundary
Augusta, GA 30901

South Carolina

Thursday, March 19, 2015: 5:30 - 7:30 PM
North Augusta Community Center
485 Brookside Avenue
North Augusta, SC 29841

Monday, March 23, 2015: 5:30 - 7:30 PM
Odell Woods Activity Center
1700 Whiskey Road
Aiken, SC 29803

Tuesday, March 24, 2015: 5:30 - 7:30 PM
Smith Hazel Recreation Center
400 Kenlaw Street NE
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or accessibility should contact the Planning office for assistance or visit our website at...
Home buying possible with right education, knowledge

By: Bonnie Buntin
The Georgia Public Broadcasting System

Buying a home is a major financial decision that likely will last for years. At Augusta, experiences of home buyers often differ. No one knows what to expect, but knowledge is key to a successful purchase.

Home buyers today face a challenging market. Interest rates are low, but low interest rates do not guarantee lower mortgage payments. Home prices have increased, but home values have not increased at the same rate. Home buyers need to know what they can afford and how to reach their goals.

To help home buyers, the Transportation Vision 2040 team has developed a series of workshops to help home buyers understand the market and make informed decisions.

Transportation Vision 2040 offers a series of workshops to help home buyers understand the market and make informed decisions.

Transportation Vision 2040 is a project of the Augusta-Richmond County Transportation Authority. The team is made up of consultants, planners, and analysts who work together to develop a comprehensive transportation plan for the region.

The workshops cover topics such as home buying, financing, and budgeting. Home buyers learn about the different types of mortgages available and how to choose the best one for their needs. They also learn about the importance of credit scores and how to improve them.

Transportation Vision 2040 is committed to providing home buyers with the information they need to make informed decisions. The team is available to answer questions and provide guidance.

To register for a workshop, visit the Transportation Vision 2040 website or call 1-800-555-4242. The team is available to answer questions and provide guidance.

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COMMUNITY MEETINGS
Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

Transportation Vision 2040

GEORGIA
Monday, March 16, 2015:
5:00 - 7:00 PM
First Baptist Church of Evans
515 N. Belair Road
Evans, GA 30809

Saturday, March 21, 2015:
10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

Saturday, March 28, 2015:
9:30 - 11:30 AM
Oak Point Community Center
703 East Boundary
Augusta, GA 30901

SOUTH CAROLINA
Thursday, March 19, 2015:
5:00 - 7:00 PM
North Augusta Community Center
495 Brookside Avenue
North Augusta, SC 29841

Monday, March 23, 2015:
5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Tuesday, March 24, 2015:
5:30 - 7:30 PM
Smith Hazle Recreation Center
400 Kenhaw Street NE
Aiken, SC 29801

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of Augusta, LLC

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• TRICARE Standard
• TRICARE Reserve

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Holidays: 1 p.m. - 6 p.m.
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www.pedpartners.com

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2002-2014

Evans Office: 411 Town Park Boulevard
Downtown Office: 1303 D'Antignac Street, Suite 2500
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

Transportation Vision 2040

GEORGIA
Saturday, March 21, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

Saturday, March 28, 2015: 9:30 - 11:30 AM
Oak Point Community Center
710 East Boundary
Augusta, GA 30901

SOUTH CAROLINA
Thursday, March 19, 2015: 5:30 - 7:30 PM
North Augusta Community Center
493 Brookside Avenue
North Augusta, SC 29841

Monday, March 23, 2015: 5:30 - 7:30 PM
Geddy Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Tuesday, March 24, 2015: 5:30 - 7:30 PM
South Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustage.gov/arts
## COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

### Transportation Vision 2040

#### GEORGIA

**Saturday, March 21, 2015: 10:00 AM - 12:00 PM**
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

**Saturday, March 28, 2015: 9:30 - 11:30 AM**
Oak Point Community Center
730 East Boundary
Augusta, GA 30901

#### SOUTH CAROLINA

**Thursday, March 19, 2015: 5:30 - 7:30 PM**
North Augusta Community Center
495 Brookside Avenue
North Augusta, SC 29841

**Monday, March 23, 2015: 5:30 - 7:30 PM**
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

**Tuesday, March 24, 2015: 5:30 - 7:30 PM**
Smith Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at [www.augustaga.gov/arts](http://www.augustaga.gov/arts)
COMMUNITY MEETINGS
Visit Your Concern on Traffic, Growth, Public Transit, Bike & Walking Paths.

Transportation Vision 2040

CORAÇAO

Thursday, March 4, 2020 5:30 PM
Donna L. Veneley
1910 S. Arch St. N
Augusta, GA 30901

Monday, March 10, 2020 5:30 PM
Sara D. Brown
6400 Arch Rd
Augusta, GA 30907

Koz Cares

"He talks to me in a way that I can understand" - Beth Benjamin

Aiken

Cardiac Support Center

233 Exchange Rd. Aiken, SC 29801

Margaret's Garden

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• Cooking Classes
• Social Functions
• Field trips
• Exercise

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• Are you in the early stage of Alzheimer’s Disease?
• Are mobile with possible assistance of a walker, resident or wheelchair.

Come and Enjoy our Free 1 Day Pass!

For more information contact Margaret’s Garden at 803.226.0099

803.226.0099 119 Beatty Lane Aiken, SC 29801

ARTS Transportation Vision 2040
Remaining Stormwater Public Meetings

**District 1**
April 1, 2015 - 6:00 pm
Augusta Municipal Building
535 Telfair Street
Augusta, GA 30901

**District 2**
March 19, 2015 - 6:00 pm
First Baptist Church
2500 Walton Way Ext. (Game Room)
Augusta, GA 30909

**District 3**
March 23, 2015 - 6:00 pm
Diamond Lakes Community Center
103 Diamond Lakes Way
Hephzibah, GA 30815

**District 4**
March 25, 2015 - 6:00 pm
Warren Road Community Center
103 Warren Road
Augusta, GA 30907

**District 5**
March 24, 2015 - 6:00 pm
Henry H. Bragg Community Ctr.
2463 A Golden Camp Road
Augusta, GA 30906

**District 6**
March 30, 2015 - 6:00 pm
Greenswood Community Center
2309 Tobacco Road
Augusta, GA 30906

**District 7**
March 25, 2015 - 6:00 pm
Warren Road Community Center
103 Warren Road
Augusta, GA 30907

Community Meetings
Transportation Vision 2040

**Georgia**
Saturday, March 21, 10 AM
Warren Road Community Center
300 Warren Road, Augusta, GA

Saturday, March 26, 8:30 - 11:30 AM
Oak Point Community Center
730 East Boundary, Augusta, GA

**South Carolina**
Thursday, March 19, 6:30 - 7:30 PM
North Augusta Community Center
495 Brookside Ave, N. Augusta SC

Monday, March 23 5:30 - 7:30
Olds Weeks Activity Center
1700 Whiskey Road, Aiken, SC

Tuesday, March 24 5:30 - 7:30 PM
Smith Hazel Recreation Center
400 Kershaw Street NE, Aiken, SC

For more information, contact the
Augusta Planning & Development
Dept. at 706.821.1796. Persons with
special needs related to disability or
foreign language may contact the
Planning office for assistance or visit
www.augusta ga.gov/arts

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Club re-enacts history at Cedar Grove

The Paine College History Club will host its annual Living History Re-enactments on Saturday, March 28, 2015, at the historic Cedar Grove Cemetery. This year’s participants will present noted African Americans from the CSRA like Amanda Dickson Toomer, one of the wealthiest black women in the late 19th century, and

“We are excited to host this re-enactment that showcases important figures in African-American history,” said Tyrone Fisher, president of the Paine College History Club. “Each made significant contributions to our community and we welcome everyone to join us for this event.”

Tours are scheduled for 10 a.m., 11 a.m. and 12 p.m. Admission is free.
According to the menu, I was eating "exquisite truffle risotto in extra virgin olive oil, zesty pepper, herb and balsamic vinaigrette," which sounded like "wows" flourishes in your mouth." It really looked pretty and I was not annoyed at all when I ordered it from the restaurant.

Our entrees came at just the right time — I figure I’d go all over the tops in Italian and opted for spaghetti and meatballs. Apparently, they are from the roof, which is usually a good sign, at least in our home. And when in a room for a good time, you get the best pizza. I’ve always been the one to enjoy the pizza — it’s the only thing I ordered for my daily night job. The crust was cooked perfectly and nothing was on top.

The portions were what I had ordered, being "suspended," which meant I felt like a man or woman when it was practically consumed.

The effects of generousness was complete with a cup of coffee and a large piece of Tiramisu. If you’ve never tried this dessert, please do. In fact, drop what you are doing right now and go get yours, you won’t be disappointed. But we will become the best of friends for delicious — most of all, it’s coffee goodness and topped with a cream that makes you happy to be alive. I was far too excited by this, I knew.

The entire meal was not only good with a glass of the house Pinot Grigio. Just more!

otherwise left our feeling happy and full of delicious wonderful Italian food; we should all walk that way. Goo, etc!

**Welcome Back Dinner & Performance**

Tuesday, January 11, 2019, 3:00 PM – 5:00 PM

Taste the flavors of the world with a unique menu of international dishes.

**COMMUNITY MEETINGS**

View Our Calendar on Travel, Growth, Public Events, and More...

**TRANSPORTATION VISION 2040**

**Prime Rib & Seafood Buffet**

**Live Music | Friday Nights**

2651 Perimeter Parkway
Augusta | 706.855.8100

**DoubleTree by Hilton**

**Prime Rib & Seafood Buffet**

**Live Music | Friday Nights**

2651 Perimeter Parkway
Augusta | 706.855.8100

**DoubleTree by Hilton**

**Prime Rib & Seafood Buffet**

**Live Music | Friday Nights**

2651 Perimeter Parkway
Augusta | 706.855.8100

**DoubleTree by Hilton**
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

TRANSPORTATION VISION 2040

GEORGIA
Saturday, March 21, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

Thursday, March 26, 2015: 5:30 PM - 7:30 PM
Diamond Lakes Community Center
4335 Windsor Springs Road
Hephzibah, GA 30815

Saturday, March 28, 2015: 9:30 AM - 11:30 AM
Oak Point Community Center
703 East Boundary
Augusta, GA 30901

SOUTH CAROLINA
Monday, March 23, 2015: 5:30 PM - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Tuesday, March 24, 2015: 5:30 PM - 7:30 PM
Smith Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Please contact the Augusta Planning & Development Department at (706) 821-1766 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustaga.gov/arts
Opportunity To Give Back

Transportation Vision 2040

GEORGIA
Saturday, March 21, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
300 Warren Road
Augusta, GA 30907

SOUTH CAROLINA
Thursday, March 19, 2015: 5:30 - 7:30 PM
North Augusta Community Center
495 Brookside Avenue
North Augusta, SC 29841

Saturday, March 28, 2015: 9:30 - 11:30 AM
Oak Point Community Center
730 East Boundary
Augusta, GA 30901

Monday, March 23, 2015: 5:30 - 7:30 PM
Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

Transportation Vision 2040

GEORGIA
Saturday, March 28, 2015: 9:30 - 11:30 AM
Oak Point Community Center
730 East Boundary
Augusta, GA 30901

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustaga.gov/arts
Arabs worry that nuclear deal will boost Iran's power

President Barack Obama sees validation for diplomatic gamble in Iran

PUBLIC MEETING NOTICE

MONDAY, JUNE 23, 2014
4:30 PM - 6:30 PM
Grasswood Community Center
2400 Schumaker Road
Augusta, GA 30906

TRANSPORTATION MEETINGS

Transportation Vision 2040

MONDAY, JULY 14, 2014
5:30 PM - 7:30 PM
Grasswood Community Center
2400 Schumaker Road
Augusta, GA 30906

JULY 22, 2014
5:30 PM - 7:30 PM
Grasswood Community Center
2400 Schumaker Road
Augusta, GA 30906

ARTS Transportation Vision 2040
PUBLIC MEETING NOTICE
INVITATION TO COMMENT ON AMENDMENTS TO THE FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

The public is invited to review and comment on the amendments to the FY 2015-2018 Transportation Improvement Program (TIP) for the Augusta Regional Transportation Study (ARTS) during a thirty-day review period from July 22 through August 20, 2015, and at six (6) community meetings (dates and times listed below). Including an Open House. The ARTS planning area covers the urbanized portions of Richmond and Columbia Counties, GA, and Aiken and Edgefield Counties, SC. The TIP includes federally-financed transportation projects, such as road, bridge, public transit, bicycle and pedestrian improvements, scheduled to be implemented over the next four to six years in the ARTS planning area.

<table>
<thead>
<tr>
<th>MEETING DATE</th>
<th>TIME</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, July 23, 2015</td>
<td>5:30 - 7:30 PM</td>
<td>Ochre Woods Activity Center 1700 Whiskey Road Allen, SC, 29803</td>
</tr>
<tr>
<td>Monday, July 27, 2015</td>
<td>5:30 - 7:30 PM</td>
<td>Crawford Community Center 2300 Tobacco Road Augusta, GA, 30906</td>
</tr>
<tr>
<td>Tuesday, July 28, 2015</td>
<td>5:30 - 7:30 PM</td>
<td>Sand Hills Community Center 2540 Wheeler Road Augusta, GA, 30904</td>
</tr>
<tr>
<td>Thursday, July 30, 2015</td>
<td>5:30 - 7:30 PM</td>
<td>Evans Government Complex, Auditorium 630 Ronald Reagan Drive Evans, GA, 30809</td>
</tr>
<tr>
<td>Saturday, August 1, 2015</td>
<td>9:30 AM - 12:00 NOON</td>
<td>Augusta-Richmond County Municipal Building Linda Bessey Community Meeting Room, 1st Floor 535 Telfair Street Augusta, GA, 30901</td>
</tr>
<tr>
<td>Monday, August 3, 2015</td>
<td>5:30 - 7:30 PM</td>
<td>Riverview Park Activities Center 520 Riverview Park Drive North Augusta, SC, 29841</td>
</tr>
</tbody>
</table>

The Draft FY 2015-2018 TIP Amendments can also be viewed at the following web site: http://www.arts Augusta.gov/3951/Transportation-Improvement-Program

The circulation of this document is limited to the public for review and comment requirements for the Federal Transit Administration (FTA) Section 5337 & 5319 Program of Projects funded through TIP. Any interested party is encouraged to attend the public meetings, review the document, and contact the Augusta Regional Transportation Study (ARTS) for additional information. If no public statement is recorded during the thirty-day review and comment period, then the proposed amendments will be finalized.

Please contact the Augusta Planning & Development Department (APDD) at (706) 821-1796 for more information about documents for public review and the community meetings. Persons with special needs related to handicapped accessibility or foreign language may contact the Planning and Development Department for assistance. For more information on ARTS please visit: www.arts Augusta.gov/arts, or contact ARTS at email address: ARTS@arts Augusta.gov

Melissa Wilson, Director, APDD & ARTS
Augusta Planning and Development Department (APDD) 230 Telfair Street, Suite 300, Augusta, GA, 30901
Senior raters may identify just 24 percent ‘most qualified’

By C.J. O’Callaghan

Senior raters may identify just 24 percent ‘most qualified’

The State of Georgia has identified that senior raters may identify just 24 percent of most qualified candidates.

This is because the senior raters are not adequately trained to identify the most qualified candidates.

The senior raters may be biased in their evaluation of candidates, leading to the selection of less qualified candidates.

The State of Georgia has acknowledged this issue and is working to improve the training and evaluation process to ensure the selection of the most qualified candidates.
The text on the page is not clear and cannot be transcribed accurately.
COMMUNITY MEETINGS
Voice Your Concerns on Traffic, Growth, Public Transit, Bike & Walking Paths.

TRANSPORTATION VISION 2040

GEORGIA
March 5, 2015: 5:30 - 7:30 PM
Hephzibah City Hall
2500 Highway 88
Hephzibah, GA 30815

March 10, 2015: 5:30 - 7:30 PM
Sand Hill Community Center
2540 Wheeler Road
Augusta, GA 30904

March 12, 2015: 5:30 - 7:30 PM
Carrie J. Mayo Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

March 9, 2015: 5:30 - 7:30 PM
Liberty Community Center
1040 Newmarket Road
Grovetown, GA 30813

March 11, 2015: 5:30 - 7:30 PM
Carrie J. Mayo Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

March 16, 2015: 5:00 - 7:00 PM
First Baptist Church of Evans
515 N. Belair Road
Evans, GA 30809

March 21, 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
350 Warren Road
Augusta, GA 30907

March 24, 2015: 5:30 - 7:30 PM
North Augusta Community Center
499 Brookside Avenue
North Augusta, SC 29841

March 23, 2015: 5:30 - 7:30 PM
Odeill Wecks Activity Center
1730 Whiskey Road
Aiken, SC 29803

March 28, 2015: 9:30 - 11:30 AM
Oak Point Community Center
370 East Boundary
Augusta, GA 30901

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about the meetings. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or visit our webpage at www.augustapage.gov/arts

Reuniones Comunitarias
Expresse Sus Preocupaciones Sobre Tráfico, Crecimiento, Transporte Público, Senderos Para Caminar
Visión de Transporte 2040

GEORGIA
5 de marzo de 2015: 6:30 - 7:30 PM
Hephzibah City Hall
2500 Highway 88
Hephzibah, GA 30815

19 de marzo de 2015: 5:30 - 7:30 PM
North Augusta Community Center
499 Brookside Avenue
North Augusta, SC 29841

24 de marzo de 2015: 5:30 - 7:30 PM
Smith Hazel Recreation Center
400 Harshaw Street NE
Aiken, SC 29801

9 de marzo de 2015: 5:30 - 7:30 PM
Liberty Community Center
1040 Newmarket Road
Grovetown, GA 30813

10 de marzo de 2015: 5:30 - 7:30 PM
Sand Hill Community Center
2540 Wheeler Road
Augusta, GA 30904

12 de marzo de 2015: 5:00 - 7:00 PM
Carrie J. Mayo Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

15 de marzo de 2015: 5:00 - 7:00 PM
First Baptist Church of Evans
515 N. Belair Road
Evans, GA 30809

21 de marzo de 2015: 10:00 AM - 12:00 PM
Warren Road Community Center
350 Warren Road
Augusta, GA 30907

26 de marzo de 2015: 9:30 - 11:30 AM
Oak Point Community Center
370 East Boundary
Augusta, GA 30901

Favor contactar al Departamento de Planificación y Desarrollo de la ciudad de Augusta, llamando al (706) 821-1796, para más información sobre las reuniones. Personas con discapacidades o problemas de idioma pueden contactar a la oficina de Planificación para recibir asistencia o visitar nuestra página de internet, www.augustapage.gov/arts
COMMUNITY MEETINGS
FUTURE TRANSPORTATION IMPROVEMENTS
Improve traffic flow and safety, public transit, sidewalks, pedestrian and bicycle paths.

TRANSPORTATION VISION 2040

GEORGIA
Monday, July 13, 2015: 5:00 - 7:00 PM
Graceland Community Center
2300 Tobacco Road
Augusta, GA 30906

Tuesday, July 21, 2015: 5:00 - 7:00 PM
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA 30904

Reuniones Comunitarias
FUTURAS MEJORAS AL SERVICIO DE TRANSPORTE
Mejorar el flujo y seguridad del tráfico, transporte público, aceras, caminos para peatones y bicicletas.

Visión de Transporte 2040

GEORGIA
Lunes, 13 de Julio de 2015:
6:00 - 8:00 PM
Graceland Community Center
2300 Tobacco Road, Augusta, GA 30906

Lunes, 20 de Julio de 2015:
6:30 - 8:30 PM
Evans Government Complex
630 Ronald Reagan Drive, Evans, GA 30809

Martes, 21 de Julio de 2015:
6:00 - 8:00 PM
Sand Hills Community Center
2540 Wheeler Road, Augusta, GA 30904

SOUTH CAROLINA
Martes, 14 de Julio de 2015:
6:30 - 8:30 PM
Riverbend Park Activities Center
100 Riverbend Park Drive
North Augusta, SC 29841

Jueves, 16 de Julio de 2015:
6:30 - 8:30 PM
Olds Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

OPEN HOUSE
Sábado, 18 de Julio de 2015:
9:30 AM - Noche
Augusta-Richmond County Municipal Building
Lindsey/Redcliffe Community Meeting Room, 1st Floor
519 Telfair Street
Augusta, GA 30901

The public is invited to review and comment on future recommended 2040 Long Range Transportation Plan and consider 2015-2019 Transportation Improvement Program (TIP).

Public Review and Comment Period
14 June 2015 - 8 August 2015

El público está invitado a revisar y comentar sobre las recomendaciones para el futuro 2040 Plan de Transporte a largo plazo de 2015 y considerar el programa de mejoras de transporte 2015-2019.

ARTS Transportation Vision 2040

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City Council Enacts Budget

Aiken City Council enacted its fiscal year 2015-2016 budget on June 8, on schedule to go into effect on July 1, as required by law. Once again, for 26 consecutive years, City Council rejected pressures from ever-increasing costs and maintained the homeowner property tax millage rate at 82 mills. The coming year’s budget is $533,471,744. City Manager John Klimm told Council when presenting the budget for second reading. “We continue to find that income from our building permits, state funding, Aiken County shared funds and interest revenue will be well short of our peak in 2007. Next fiscal year we project that we will continue to fall short of the revenue that we received then; by 45 percent for building permits, 17 percent for state revenue and by 97 percent for interest. Earned on income for a total loss of revenue of $1,280,000 since our peak in 2007.

In last year’s budget, Klimm said in his briefing memo to Council. “We eliminated all the requested new positions, and this year we cut 5% positions. For the last several years, the replacement of two outdated suites of software, costing over $700,000, were cut from the budget due to lack of funds. They are included in this year’s budget. This includes new software to organize the entire City’s records management and a significant improvement in the software package for Public Safety.

This year’s major capital funding from the General Fund consists of ten new police vehicles, radio equipment for the E-911 center, new servers, computers and software to store e-mails, an excavator, and a dump truck.

The budget reflects a new Hospitality Tax of one percent, which will pay for several items previously in Buildings and Grounds and the Parks, Recreation and Tourism budgets. This year’s funds will help develop several economic initiatives requested by Council. Council will need to approve most of this funding before the money is committed to specific projects. In the future Council can use these funds for additional economic projects or use some of these funds to offset the additional costs anticipated at the Eustis Park SeniorYouth Center and the Northside Park site.

“We prepared the budget to try and meet the goals that Council has expressed to us since the beginning of our work sessions last June,” Klimm said. City Council approved this budget ordinance on the second and final reading on June 8, 2015.

Homeownership Classes Coming in July and August

Story Continued on Page 2
(continued) Homeownership Classes Coming in July and August

Local government and housing industry professionals within the City of Aiken are coming together to produce a Homeownership Class for folks who are thinking about buying a home for the first time. The City has several houses completely remodeled that are very affordable and energy efficient for qualified buyers.

"Buying a home for the first time can be an overwhelming experience and we want to help educate first-time buyers about what to expect from beginning to end," said Emory Langston, the City of Aiken's Special Project Coordinator, who is partnering with Trudy Boyd from Security Federal Bank, Chanosa Lawton with the Aiken Housing Authority and Lisa Paige, a local realtor with Meybohm to produce the classes.

Information classes, designed to help people prepare for the coming Homeownership Classes, are Fridays July 10, 17, 24, and 31 from noon to 1 p.m., in the Aiken Housing Authority Board Room. Interested people need to attend one information session in July to prepare for the actual homeowners' classes, which begin in August. These free classes cover topics such as: how to clean up your credit and keep it straight, the home buying process from offers and appraisals to closing, saving money for down payment and closing costs, home maintenance and upkeep of a house, what this financial commitment means and how it will make your money work for you.

Call (803) 617-7980 to reserve your spot. Homeownership can be affordable and achievable! Let us help you on your path to a new home.

Transportation Vision 2040 Community Meetings

The Planning and Development Departments of the City of Aiken, Aiken County and Augusta-Richmond County invite the public to review and comment on the recommended 2040 Long Range Transportation Plan and current 2015-2018 Transportation Improvement Program (TIP) at a series of meetings in July that will pertain to recommended future transportation improvements throughout the Central Savannah River Area.

The Augusta Regional Transportation Study (ARTS) serves as the metropolitan planning organization representing Richmond and Columbia counties in Georgia, and Aiken and Edgefield counties in South Carolina and administers the federal transportation planning process in partnership with the Aiken County Planning and Development Department and the Lower Savannah Council of Governments. Residents of any of the four counties are invited to attend any of the following meetings.

Meeting Locations in South Carolina
Tuesday, July 14, 2015, 5:30 – 7:30 p.m.
North Augusta Activity Center
100 Riverview Park Dr. North Augusta, S.C.

Thursday, July 16, 2015, 5:30 – 7:30 p.m.
H.O. Weeks Activity Center
1700 Whiskey Road, Aiken, S.C.

Other public meetings will be held at the same times on Monday, July 13, at Gracewood Community Center on Tobacco Rd. in Augusta, Monday, July 20, at the Evans Government Complex on Ronald Reagan Dr. in Evans and Tuesday, July 21, at the Sand Hills Community Center on Wheeler Rd. in Augusta. An Open House event will be held from 9:30 a.m., through noon in the Linda Beazley Community Room on the first floor of the Augusta-Richmond County Municipal Building on Telfair Street in Augusta.

This is the final series of meetings of the ARTS before the Transportation Vision 2040 report is finalized, although comments from the public will be accepted from July 10 through August 8. The full ARTS Committee is scheduled to adopt the final plan on August 26, 2015.

For more information, call the Augusta Planning & Development Department at (706) 821-1786 and to review the plan, visit www.augustaga.gov/arts. Persons with special needs related to disability or foreign language should also call (706) 821-1786 or send an e-mail to ARTS@augustaga.gov at least 48 hours before the meeting they plan to attend.

City of Aiken Summertime Cooling Stations

The City of Aiken has three cooling stations, equipped with water coolers, available to escape the dangerous summer heat.

• H.O. Weeks Activities Center, open Monday-Friday 8 a.m. to 9 p.m., Saturday 9 a.m. to 5 p.m. and Sunday from 1 to 5 p.m.
• Citizens Park II, open Monday-Friday, 8 a.m. to 8:30 p.m. Closed Sat. & Sun.
• Smith-Hazel Recreation Center, open Monday-Friday 8 a.m. to 9 p.m., Saturday 9 a.m. to 5 p.m.; and Sunday 1 to 5 p.m.
Appendix E

Media Examples
Example of Media Release about Community Meetings

Publication: The Augusta Chronicle; Date: Mar 11, 2015; Section: Metro; Page: 1B

Public offers input into update of regional transportation plans

By Travis Highfield Staff Writer

Warren Richard knows firsthand that area infrastructure could use an overhaul.

Having spent time riding his bike on a daily 14-mile roundtrip to and from Augusta Technical College for work, he feels more could be done to create safer cycling areas. On Tuesday at the Sand Hills Community Center, he and about 20 others attended the third of 10 community meetings held by the Augusta Regional Transportation Study as the study works to complete its 2040 Long Range Transportation Plan.

"The bike community is growing, and we need some clearly defined safe areas that families and commuters can use," Richard said.

The transportation plan covers a 20-year period and must be reviewed and updated every five years, said planning manager Paul DeCamp of Augusta Planning and Development Department. It includes short- and long-range strategies to develop transportation systems in an area that encompasses Richmond, Columbia and Aiken counties.

DeCamp said ARTS is looking to identify problem areas well in advance in order to find solutions, and residents in the study area are often the greatest resource at its disposal.

"It’s vital because they not only drive the roads in their communities every day, but they also have segments of the population that are challenged with getting public transportation," he said.

Officials shared maps detailing projected growth in the area from 2010 to 2040. The study pays close attention to traffic volume on area roads and population density. Officials also want to identify where accidents occur most often and what public transportation is available for those without vehicles.

With the area’s population expected to swell by more than 200,000 by 2040, a more robust bus system was requested by a number of attendees. Others asked if a light rail system would be viable.

Carletta Singleton, of Augusta Planning and Development Department, said both are being considered, along with plans to extend sidewalks throughout the area.

Officials have looked at similar plans in Savannah and Greenville, S.C., for inspiration.

DeCamp said officials hope to approve a plan by September.

Reach travis.highfield@augustachronicle.com.

Example of Media Release about Community Meetings

By Niko Musk
North Augusta Today Editor

People had an opportunity to learn more about the growth and trends in the Augusta Regional Transportation Study area and how it impacts planning during a Transportation Vision 2040 community meeting Thursday.

Paul DeCamp, deputy director of the Augusta Planning and Development Department, which performs staff duties for the ARTS organization, discussed the importance of the long-range transportation plan and the factors that are considered when determining goals and future projects for the area.

"The Augusta Regional Transportation Study is a cooperative, continuous and comprehensive planning process that covers the bi-state area here in the Aiken-Augusta area," he said. "It's continuous in that it has been going on for 40 years."

The plan covers several modes of transportation including vehicle traffic, bicycle and pedestrian paths, public transit, and intermodal/freight improvements. The plan also evaluates and addresses congestion in the area.

With populations in Aiken, Columbia, Edgefield and Richmond counties expected to grow substantially by 2040, ensuring that the area's modes of transportation are adequate to meet the needs is important for quality of life and economic vitality of the area, he said.

Attendees had an opportunity to evaluate the Transportation Vision 2035 goals and anonymously vote to the degree that they agree or disagree with the goals with most of the goals receiving a response of "strongly agree" and "agree."

Goals included developing a transportation system integrated with planned land use, developing a system that is both financially and politically feasible and has strong support, and developing a system that will allow effective mobility within the region.

The goals from the previous plan will be revised based on input provided during community meetings which are being held throughout the region this month and from data gathered from a survey which is available at augusta.gov/arts.
Example of Media Release about Community Meetings

**Transportation needs studied**

Community meetings to be held

*Posted: March 19, 2015 - 1:50pm*

By Nikolas Deeds

North Augusta Today Editor

Community input is being sought on future area transportation needs.

The Augusta Regional Transportation Study team is in the planning process for its Transportation Vision 2040 plan.

ARTS, a metropolitan planning organization, represents a four-county geographical area, said Carletta Singleton, strategic long range planning manager for the Augusta Transportation Planning Department, which also serves as the staff for ARTS.

“ARTS is an organization that oversees the programming and planning for transportation improvements for Richmond County and Columbia County in Georgia and for Aiken County and Edgefield County in South Carolina,” said Singleton.

The geographical area is designated as a MPO by the U.S. Department of Transportation because it’s an urbanized area with a population of more than 200,000.

The long-range plan is updated every five years. “In that planning process, we have to look ahead 20 years and forecast what the transportation needs are going to be for those counties,” she said.

That means taking an in-depth look at traffic, overall growth, public transit systems, bike and pedestrian paths, freight, trucking, and airports.

As part of the planning process, community meetings are being held throughout the area, including Thursday at the North Augusta Community Center.

Attendees will view a number of maps displaying information including area population, employment, housing trends and traffic projections.

There will also be a goal-setting exercise to help assess the current state of transportation and to identify future needs for the area.

Community members can also contribute by participating in a survey is also available at augusta.gov.

The staff will take information from the meetings and revise goals. They’ll also come up with answers to questions they received during the process.

A report will be compiled and in June, there will be another set of community meetings to present the revised goals and proposed transportation improvements. Doing so allows the staff to ensure that the plans accurately reflect the project growth in the area as well as what citizens view as important to the area, said Singleton.

Any additional revisions will be made and the proposed projects will go through a modeling process to determine if they indeed improve the region’s transportation system, she added.

The final Transportation Vision 2040 plan is expected to be adopted in August.

For more information about the community meetings, call (706) 821-1796.

<table>
<thead>
<tr>
<th>TRANSPORTATION 2040 COMMUNITY MEETINGS</th>
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<tbody>
<tr>
<td><strong>THURSDAY:</strong> 5:30-7:30 p.m.</td>
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<tr>
<td><strong>WHERE:</strong> North Augusta Community Center, 495 Brookside Ave.</td>
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<td><strong>SATURDAY:</strong> 10 a.m. to noon</td>
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<td><strong>WHERE:</strong> Warren Road Community Center, 300 Warren Road, Augusta</td>
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<td><strong>MONDAY:</strong> 2:30-4:30 p.m.</td>
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<tr>
<td><strong>WHERE:</strong> Ogelthorpe Activity Center, 1700 Whiskey Road, Aiken</td>
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<td><strong>TUESDAY:</strong> 5:30-7:30 p.m.</td>
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<td><strong>WHERE:</strong> Smith Recreational Center, 480 Horshaw St. NE, Aiken</td>
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<td><strong>MARCH 28:</strong> 9:30-11:30 a.m.</td>
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<tr>
<td><strong>WHERE:</strong> Oak Point Community Center, 738 East Boundary, Augusta</td>
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Example of Media Release about Community Meetings

Public input wanted on transportation needs and concerns

Maayan Schechter

The public is invited Monday and Tuesday to voice concerns and offer input on transportation needs in Aiken County.

The first of the input sessions will be offered from 5:30 to 7:30 p.m. Monday at the H. Odell Weeks Activities Center, 1700 Whiskey Road, and then from 5:30 to 7:30 p.m. Tuesday at the Smith-Hazel Recreation Center, 400 Kershaw St.

The Augusta Regional Transportation Study, also known as ARTS, is developing the Transportation Vision 2040 Long Range Transportation Plan, a federally-mandated policy document, to help identify and evaluate existing and new transportation solutions and mobility options over the next 20 years, according to the press release. Part of that planning process is public input on transportation needs and concerns from traffic, growth, public transportation, bicycle and pedestrian facilities.

http://www.aikenstandard.com/article/20150321/AIK0101/150329874

4/15/2015
Appendix F

Media Outreach Tools
Community Meeting Announcement Posted on the Augusta Chronicle Events Website
Notice of Community Meeting at the First Baptist Church Evans posted on the Columbia County Government Website
Notice of Community Meeting at the North Augusta Community Center posted on the City of North Augusta Website
Posting of ARTS Transportation Vision Community Meeting Flyer on the Wheel Movement Facebook page.
Appendix G
Speakers Bureau and Community Meeting Reports
Meeting #1 Summary
First speakers bureau presentation by the Augusta Planning & Development Department (APDD). Walton Way Signal Improvement public meeting hosted by the COA Traffic Engineering Department. Intention of APDD was to increase awareness of ARTS by giving an informal presentation to attendees at the public meeting.

Public meeting setup followed a walk through format with tables or booths situated around the hall. Handouts and short presentations would be made available at each table, i.e., station. Members of public would walk around and be engaged by Traffic Engineering or consulting staff waiting at the tables. Approximately twenty persons were present most of whom were City of Augusta (COA) staff or consulting personnel.

Unfortunately, only two members of the public attended the workshop during the two hour window (5:30 p.m.-7:30 p.m.). It was not possible for APDD to give a presentation to any group or individual. However, the presentation was continuously projected on the screen. At the close of the workshop, Paul DeCamp was able to give an interview with the media representatives present. ARTS newsletters were also handed to the media representatives.

Questions, Answers, and Comments: None

The meeting closed at approximately 7:30 p.m.
**Transportation Vision 2040 – Speakers Bureau # 2**

**Date:** Thursday, January 29, 2015  
**Location:** Columbia County Exchange Club  
3165 Washington Rd.  
Augusta, GA 30907  
**Time:** 8:00 to 9:00 a.m.

**Meeting #2 Summary**  
A presentation was given to the Columbia County Exchange Club during the regularly scheduled breakfast. Carletta Singleton presented a slideshow and answered questions afterwards. Eight (8) people were in attendance.

**Questions, Comments and Discussion Items**

**Question:** If you have an idea for a project, how long does it take for it to be implemented?

**Answer:** If funding is available for a project, it can take one to two years to program, and the full cycle of a project from programming to construction is around 5-7 years. Generally, the United States Congress has an Appropriations Bill that allocates 6 year funding for transportation projects. It has been a couple of years since they have passed an Appropriations Bill to fund projects, leading to a slowdown in project implementation. The state of Georgia has come up with different funding mechanisms in order to provide some allocation of money to transportation projects.

**Question:** You are looking far into the future, all the way until the year 2035 for the last plan. What does 2040 look like?

**Answer:** Columbia County will be following similar growth patterns as it currently displays, with much of the growth occurring in Grovetown and the unincorporated areas of Evans and Martinez.
Question: Will have a bus system?

Answer: It can be difficult to provide a fixed-route bus service without high densities to support it. Even bus services with high demand do not totally pay for themselves through revenue. However, cases can be made where the economic development a bus service brings would be worth the investment. There are also other ways to provide alternative transportation methods for companies, such as ridesharing and carpooling.

Question: How are federal funds allocated and how much do we get?

Answer: The federal government uses a formula to allocate funds which takes into account characteristics such as population, miles of road, and miles of congestion. Most of the time, a project cost is an 80/10/10 split, with 80% being federal funds, a 10% state match, and a 10% local match.

Question: Does the Cyber Command have any impact on regional transportation?

Answer: Fort Gordon does have special provisions for transportation that are taken into account. The Central Savannah River Area Regional Commission is also working on a Fort Gordon plan with a transportation component. The MPO does take into account the growth of the area surrounding Fort Gordon and looks to support its transportation infrastructure needs.

The meeting closed at approximately 9:00 a.m.
Transportation Vision 2040 – Speakers Bureau # 3

Date: Thursday, February 5, 2015
Location: First Baptist Church
3500 Walton Way Ext.
Augusta, GA 30909
Time: 12:00 to 1:00 p.m.

Meeting #3 Summary
ARTS transportation planning staff Paul Decamp – Deputy Director of Augusta Planning and Development Department – presented the Long Range Transportation Plan 2040 update planning process to the Augusta Exchange Club. He also encouraged people to spread the word and get them to attend the community meetings to be held in March 2015. The audience found the information very helpful in understanding the transportation planning process.

Questions, Comments and Discussions
Question: 15th Street project why the delay since it has been on the books for years?

Answer: The 15th street project is in a dense urban area and impacts many people. The project requires a thorough environmental assessment to be completed before a decision is made.

Question: What about the ridership of the public transit? How is it and what is being done about it?

Answer: The ridership for the Augusta Public Transit has been well over 500,000 based on the ridership counts. They do have their own plan for improvements such as the Fort Gordon pilot program.

Question: Does the ARTS cover rail projects?

Answer: The MPO can cover all types of projects. If there is a need for the project, it has that ability. Historically, we have not had many rail projects outside of just upgrading rail road crossings to make them safer.
Question: Where can our voice be heard and when is the commenting period?

Answer: By contacting us through the means shown on the screen (APDD Deputy Director shows slide with contact details and ARTS website details).

- Invite ARTS staff to your neighborhood association meeting, civic function, church or other events.
- Become an Advocate – Tell Others.
- Attend ARTS public meetings during March 2015.
- Visit the ARTS website http://www.augustaga.gov/arts.

The meeting closed at approximately 1:00 p.m.
Transportation Vision 2040 – Speakers Bureau # 4

Date: Thursday, February 12, 2015
Location: Augusta Canal Authority
          1450 Greene St #400
          Augusta, GA 30901
Time: 5:00 to 7:00 p.m.

Meeting #4 Summary
ARTS transportation planning staff Paul Decamp – Deputy Director of Augusta Planning and Development Department (APDD) – presented the Long Range Transportation Plan 2040 update planning process. He also encouraged people to spread the word and get them to attend the community meetings held in March. Dayton Sherrouse briefed the Board of Directors about the first Long Range Transportation Plan that was done back in 1969 and the importance of regional transportation planning.

Question, Comments and Discussions
Fourth presentation in the Speakers Bureau series. APDD Deputy Director presented to the Augusta Canal Authority (ACA) Board Meeting session. Approximately 20 persons in attendance.

Question: 15th Street project why the delay since it has been on the books for years?

Answer: The 15th Street project is in a dense urban area and impacts many people. The project requires a thorough environmental assessment to be completed before a decision is made.

Comment: Fifteen minute presentation given by APDD Deputy Director on ARTS what it is, what it does and why public input into the transportation planning process is important.

Comment: An ACA board member gave thanks to ARTS for facilitating the first Transportation Enhancement Grant being made available to the ACA. Some time ago the GDOT wanted to replace the 15th Street Butt Memorial Bridge. Community fought against this proposal and won.

Comment: This demonstrates the power of community involvement in the transportation planning process and how such involvement can be used for the betterment of neighborhoods.

The meeting closed at approximately 7:00 p.m.
Meeting #5 Summary

ARTS transportation planning staff attended a morning meeting at the Jamestown Community Center. This meeting is held once a month by the residents of the community so they are kept informed on the changes that are occurring. Commissioner Sammy Sias attends these meetings and presents to the audience important information. This meeting addressed three important issues: 1) Storm water fee and infrastructure, 2) current and future state legislations, and 3) transportation planning for the region.

Commissioner Sias discussed the importance of Richmond County’s storm water and wastewater infrastructure and, the transition from private septic tanks to a public consolidated system. Director of Public Works, and State Public Health Department representative was present to answer questions from the community. The importance of this issue was highlighted in local media such as the Augusta Chronicle and other news outlets; documenting the importance of the Stormwater Free along with the impact it has to residents, businesses, and county budget.

Georgia General Assembly representatives and the Senator for the area were also present and they informed the residents of current and future legislation that will impact the area. Issues like private sector probation practices and fees being reviewed and new controls being established; TSPLOST and whether or not this area will pass it this year; and the extension as well as expiration of current transportation Authorization Bill MAP-21. The public found the information very informative and appreciated being kept informed of what is occurring at the state level.

The Long Range Transportation Plan 2040 update was than presented by Director Wilson of the Augusta Planning and Development Department along with Strategic Long Range Planning Manager, Carletta Singleton. They encouraged the public to attend the Community Meetings that will be held in March 2015 and provide input into the transportation planning process. The following discussions were held regarding transportation planning process:
Questions, Comments and Discussions

Question: What is being done about the sidewalks in the area? Will they be accessible?

Answer: Sidewalks and bike lanes are required for all state and federally funded projects. Projects funded through federal or state funds will have sidewalks and/or bicycle paths. They will meet state and federal regulations. Local jurisdictions in the ARTS area also have street and sidewalk ordinances that contain regulations for sidewalks, pedestrian and bicycle paths.

Questions: Where and when are the meetings?

Answer: We have flyers that tell when and where the meetings will be occurring. Please pick one up as you go.

The meeting closed at approximately 11:00 p.m.
Transportation Vision 2040 – Speakers Bureau # 6

Date: Thursday, February 19, 2015
Location: Aiken County Chamber of Commerce
121 Richland Ave. E.
Aiken, SC 29801
Time: 7:30 to 8:30 a.m.

Meeting #6 Summary
Fifth speakers bureau presentation of the ARTS Transportation Vision 2040. Greater Aiken Chamber of Commerce meeting at the offices in downtown Aiken SC. Paul DeCamp gave the presentation.

ARTS was represented by Paul DeCamp, Gerald Jefferson, Oliver Page and Andrew Uhlir. There were approximately 23 persons in the audience (excluding ARTS members). Meeting called to order at 8 a.m.

Questions, Comments and Discussions
Question: ARTS is divided by two states, how do those states allocate funding?

Answer: Federal government sends funds to both states and both states allocate funding to the projects. Many times this is an 80/20 split. The local entities have ways of generating revenue through sales taxes, etc. to provide additional funding.

Question: I see Hitchcock Parkway on the map you have shown. What is the status of that project?

Answer: The project is still in the TIP document, but the project scope and purpose have changed. It is no longer considered a road widening project, but is instead considered an operational improvement. Gerald Jefferson: The South Carolina side has a program tool to rank/prioritize projects in the TIP. If a scope or purpose is changed, the project is tabled (i.e., put on hold) until it is re-prioritized and put back in the system.
Question: So from what you are stating, there will be no widening of Hitchcock Parkway?

Answer: That is not for certain and it depends on what the engineers draft up. The purpose and scope have changed so there won’t be the type of widening that was previously discussed, but there could be some turn lanes or access roads that could be added. The exact design is still yet to be determined.

Question: In your experience, what has been the timeframe for a project such as the Hitchcock Parkway, until it is “shovel ready”?

Answer: Gerald Jefferson: no sooner than 3 years for a project such as that [However, Gerald Jefferson did not want to be quoted as giving a definitive answer]. It needs to go through the prioritization process and a lot of it depends on available funding.

Question: I remember Highway 19 having the potential for some projects, why aren't those shown on the map? I have seen plenty of safety issues and increases in traffic volume.

Answer: Gerald Jefferson: Highway 19 has projects in the LRTP, but they have not made it to the TIP. If they were to be put in the TIP, they would be prioritized. Yes, you are correct that there are many issues on that roadway involving safety and traffic. There has also been a corridor study done and these types of projects/studies need to be continuously brought up so that we can all stay on top of projects and that the studies are put to good use.

Question: US 1 also had a corridor study, why do we have corridor studies and not move forward with their implementation?

Answer: Sometimes when projects aren’t continuously put into focus, they can be pushed back due to a combination of funding issues, staff resources and time, and mainly not having a lot of public push to keep us on top of the issue. By making your voice heard through the LRTP process, these issues can gain more momentum and can push projects forward.
Question: Is the ARTS system typical of other areas?

Answer: Yes, Metropolitan Planning Organizations (MPO) is required for areas with a certain population thresholds. All deal with current and long range transportation projects for a variety of modes. How we prioritize and go through the process may differ, but the overall purpose MPOs are the same.

Question: Does the ARTS cover rail projects?

Answer: The MPO can cover all types of projects. If there is a need for the project, it has that ability. Historically, we have not had many rail projects outside of just upgrading road-rail crossings to make them safer.

Question: Where can our voice be heard and when is the commenting period?

Answer: By contacting us through the means shown on the screen (Paul shows slide with contact details and ARTS website details.)

The meeting closed at approximately 8:30 a.m.
Transportation Vision 2040 – Speakers Bureau # 7

Date:       Saturday, March 7, 2015
Location:   Ryan’s Restaurant
            3034 Peach Orchard Road
            Augusta, GA 30906
Time:       9:00 to 11:00 a.m.

Meeting #7 Summary
In an effort to promote awareness and encourage public participation for the Long Range Transportation Plan (LRTP), Transportation Vision 2040, the Augusta Planning and Development Department (APDD) has conducted a series of Speakers Bureau Meetings. A Speakers Bureau meeting with the Augusta Richmond County Neighborhood Alliance was held on Saturday, March 7, 2015. Meeting times were from 9:00 to 11:30 a.m. at Ryan’s restaurant, 3034 Peach Orchard Road, Augusta, Georgia. The purpose of the meeting was to provide the attendees with a brief overview of the LRTP planning process and schedule and announce the upcoming nine public meetings scheduled for March 2015.

There were a total of thirty people in attendance at the meeting consisting of citizens, ARTS staff and local officials. ARTS staff persons from the Augusta Planning & Development Department (APDD) consisted of Melanie Wilson, Director; Carletta Singleton, Strategic Long Range Transportation Manager; and Anh Vu, Planner I. Elected officials in attendance included: Georgia State Senator, Harold Jones II, District 22; and, City of Augusta Commissioners, Dennis Williams, District 2; Sammie Sias, District 4; Bill Lockett, District 5; Ben Hasan, District 6; and Marion Williams, District 9. Attendees from the general public were also present.

The one hour meeting format was formal with each presenter stand up and delivers their presentation, while the audience referenced handouts. Carletta Singleton opened the meeting with a welcome greeting and then presented the LRTP planning process and schedule and asserted the importance of public involvement in the process. The audience was encouraged to attend one or more of the remaining nine public meetings scheduled for the month of March 2015. APDD is in the process of identifying an addition meeting location in south Augusta and will be able to confirm by Wednesday, March 11, 2015. The presentation covered the following topics:
• Metropolitan Transportation Planning (Planning Process and Schedule).
• Where Are We Now? Existing Conditions.
• Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
• Where Do We Want to Be in 2040? Vision and Goal Setting.
• How Do We Get There?
• Next Steps in the Transportation Planning Process.

Handouts included the presentation, public meetings schedule, and community transportation surveys.

Questions, Comments and Discussion Items

Question: Most cities have rail. Will the City consider bringing a rail system into Augusta?

Answer: There are two types of rail systems. One is freight rail and another is passenger rail that move interstate traffic. In the next 2-3 months Georgia DOT will announce details on the Statewide Rail Plan.

The meeting closed at approximately 11:00 a.m.
Transportation Vision 2040 – Speakers Bureau # 8

Date: Tuesday, March 17, 2015
Location: Augusta Metro Chamber of Commerce
701 Green Street
Augusta, GA 30901
Time: 7:30 – 8:30 a.m.

Meeting #8 Summary
Paul Decamp Deputy Director, Augusta Planning and Development Department (APDD) presented at the regularly scheduled Augusta Metro Chamber of Commerce. Twelve (12) people were in attendance.

Questions

Question: You mentioned that the model takes into account where population is located and is growing. How is the population dispersed in the model?

Answer: Areas are split up into Traffic Analysis Zones (TAZs). We use 2010 as our base year since the 2010 Decennial Census provides the best available data. The data is allocated to the various TAZs.

Question: Who is ARTS mandated by and how is it funded?

Answer: Metropolitan Planning Organizations are mandated by the federal government. We receive funds from the federal government for these projects while projects are also partially matched by the state or locally, depending on the project.
Question: Do you feel the state uses this planning tool?

Answer: Yes, we work with the state daily on the planning of transportation projects in the region. All of the projects go through the state and are kept up to date by them.

Question: Can we see this type of information for other places? Are other communities required to do this?

Answer: Yes, other communities also have Metropolitan Planning Organizations and generally perform the same tasks. They deal with the transportation projects within their region. They may have different priorities or may have some changes in their planning process, but generally have the same overall mission.

Question: Is ARTS looking very closely at alternative future scenarios? For example: transit or driverless vehicles.

Answer: We are planning out to 2040 in our current update. The type of projects really depends on the public input received and level of support. We are planning for multimodal transportation so projects such as transit or even driverless vehicles could be potential projects to look into. However, recently there has been a shift towards maintenance instead of newer projects since we have had limiting funding sources for transportation projects in the past few years.

Question: Is there any focus on downtown mobility?

Answer: Downtown growth is a factor that is considered when making the traffic demand model and coming up with transportation projects, but it is not specifically focused. We try to be cognizant of the development coming in and how that may impact the transportation network.

Note: Chamber of Commerce mentioned potential for downtown mobility plan.

The meeting closed at approximately 8:30 a.m.
Transportation Vision 2040 – Speakers Bureau # 9

Date: Tuesday, March 17, 2015
Location: Unitarian Universalist Church
          3501 Walton Way Ext
          Augusta, GA 30909
Time: 6:30 to 7:40 p.m.

Meeting #9 Summary
Carletta Singleton presented to the Sierra Club on ARTS and the Long Range Transportation Plan. The presentation was the main focus of the meeting. The Sierra Club president started the meeting by stating the importance of transportation and its impact/relationship with the environment. Although there was a question and answer portion at the end, Ms. Singleton accepted and answered questions during the presentation as well.

Questions, Comments and Discussion Items
Question: How many people are on the Citizens Advisory Committee and how does one get on the committee?

Answer: There are currently open spots on the committee. There are generally 4 spots per county. If you would like to get on the committee you can contact your representative or commissioner.

Question: You showed the Fort Gordon bus route on your map. Do you believe the bus route is meeting the civilian, off-post needs?

Answer: Although we are not directly in charge of the bus service, I can tell you what I know of the route. It is currently in its pilot phase. The route does connect with other existing routes at the Augusta Mall which provides the opportunity for those on base to get to other areas in Richmond County. It does have to work within the timeframe of the other existing routes, so this can limit its ability at times. It can be difficult to function in both capacities at the same time.
Question: When a trail is established, do they ever go back and fix them up? I notice plenty of trails when I am riding that have erosion and need repainting.

Answer: Sometimes planners don’t do well to convince elected officials on the importance of maintenance. Congress hasn’t invested many funds for transportation recently, so something such as trail maintenance may not get focus.

Question: I noticed there is a storage facility going up in South Augusta, it has sidewalks coming in. Is this a requirement? Is there planning for development to have sidewalks?

Answer: There is a Complete Streets program at the state level where transportation projects incorporate all types of travel, such as adding sidewalks and bicycle lanes to road projects. However, there is no policy for this at the local level. For a developer to put in sidewalks, it is more of a negotiation process. It is important to have these considerations at the beginning planning phases of the development.

Question: Follow up: Who do we talk to in order to get a policy in place?

Answer: One of the things they have talked about in Richmond County is the designation of the county as an age-friendly community. The community will look at what makes a community “age-friendly”. Does it mean bike paths, safe travel across crosswalks, sidewalks, etc? I would say to contact elected officials and let them know the issues impacting your community. Identify where there are needs. You can also go on our website and send us an email or comment to identify locations there. Through our process, we are looking into Complete Streets and hopefully will develop guidelines for local governments to implement, but it will be on the public to make sure it gets moved forward.

Question: Regarding the bicycle lanes on Haynes Avenue in Aiken County, what was the outcome?

Answer: I know of the issue you speak of, but I am unaware if a final decision was made regarding the bicycle lane markings on the roadway.
Question: How will this transportation plan correlate with the governor’s transportation plan? My understanding is that the governor is taking the state transportation money for his own transportation projects.

Answer: From a planning standpoint, I believe what you are referring to is House Bill 170. The bill was passed into law and takes effect July 1, 2015. The money gathered from the excise gas tax is used for all state transportation projects. These are not just the governor’s plans but the State Department of Transportation. Some of which will go to MPO projects that are funded through GDOT.

Question: What is the interaction between county development and transportation? Can you tell counties to not development in an area?

Answer: We ask counties to pay close attention to their comprehensive plan and factor in how transportation impacts development. We can tell them through this process of what traffic may look like, but there is nothing we can do to prohibit them from moving forward with their own development plans.

Question: Can you request a land use map?

Answer: Yes, you should have that ability. By law you should be able to get it. Many counties have it online now and your county office should be able to provide that for you. If they cannot provide it, you can reach out to the Central Savannah River Area Planning Department which should be able to get you a map.

Question: On the extension of the Riverwatch Parkway, they added lights and people complained about that. Will it actually be safer with the widening and the median?

Answer: It is as important to vote as it is to attend meetings for projects like that. You have to show up and be vocal and be part of the process. When you don’t show, plans tend to move forward.

Question: Sometimes you are not aware of when projects happen. How do we find out more information on development or projects coming in? I feel like we do not
know until the end of the project. There must be a source of information that we could look at.

Answer: In the course of planning, they will have either a capital budget or spending plan on what they will be funding, or you have a comprehensive plan. From an economic development perspective, a lot of businesses do not like to divulge publicly on where they want to come in due to competition so in those cases you end up finding out late into the process. However, for any projects that your government is spending money on, they are having meetings regularly. You need to show up and listen in and tap into the process to know when the money is being spent.

Question: Is ARTS involved in pipeline projects?

Answer: Although state transportation offices may be involved, ARTS is not involved in pipeline projects. The only time we may get involved is during stormwater or drainage projects.

The meeting closed at approximately 7:40 p.m.
Transportation Vision 2040 – Speakers Bureau # 10

Date: Wednesday, May 6, 2015
Location: North Augusta Activity Center
100 Riverview Park
North Augusta, SC. 29851
Time: 6:00 to 7:00 p.m.

Meeting #10 Summary
The Friends of Our Greenway (FROG) invited ARTS transportation planning staff to present the 2040 update to the Long Range Transportation Plan to their organization, learn of the MPO transportation planning process. The presentation was conducted by Deputy Director; Paul Decamp, and Strategic Long Range Planning Manager; Carletta Singleton, of the Augusta Planning and Development Department with Gerald Jefferson, representing Aiken County Planning and Development Department. The presentation was part of Speakers Bureau meetings.

A very brief demonstration of existing transportation system conditions was followed by the results of the recent community meetings held in March 2015 of the Long Range Transportation Plan 2040 update planning process. Results of transit ridership and transportation system surveys, and regional transportation goal setting activities were also presented. The presentation concluded with ARTS Regional Bicycle and Pedestrian Plan where the audience was interested in talking about its implementation. A brief question and answer session followed the conclusion of the presentation.

Questions, Comments and Discussion Items
Question: What is the leverage to actually implement/execute the plan? It’s worse than pulling teeth.

Answer: Projects in the Long Range Transportation Plan eventually get moved to the Transportation Improvement Program (TIP) after funding has been set aside for it. Aiken County also has a Microsoft access based tool they use to prioritize projects based on specific criteria/standards established and required by South Carolina Department of Transportation.

Question: What is the pressure on political leaders to actually implement the plan?
Answer: Public Involvement, by showing them what the public wants, that is how they are motivated to implement projects. When they see only a small number of people participating in the planning process, they are not likely to see it as the majority voice and not take it seriously.

Comment: Spoken by the FROG member; measurement issue is the key, if it isn’t measured, it doesn’t get done.

Comment: Performance Measurement is the new trend in transportation planning. ARTS was advised by the Federal Highway Administration (FHWA) to not continue work on developing performance measures till they have determined how the planning process would be done.

Comment: There should be a map of population growth (Population Density 2040) because GRU does not believe this area will grow that much.

Question: Can you explain the ranking of projects?

Answer: Gerald Jefferson; transportation planning projects in South Carolina are ranked based on the SC 114 legislation. It sets specific criteria/standards for evaluating transportation related projects. The state is currently using a Microsoft Access Tool established by Aiken County as a means for other jurisdictions to meet SC 114 and prioritize their projects. Aiken County has currently improved upon their Prioritization Tool by adding Livability as an additional criteria/standard to evaluate their projects.

Certain projects may present a very low evaluation through the use of this tool. However, those who wish for certain projects to be moved up the list can provide justification and rationale as to why a project should be given greater priority. This is the case for the Greenway project that is being investigated by FROG.

Question: What about multimodal? Is that part of the ranking of projects?

Answer: Yes, it is part of the Livability. Livability is a criterion that Aiken County has established independently of SCDOT. SCDOT does not require Livability as part of their prioritization of projects but Aiken County does.
This helps them in providing additional justification for projects they wish to move up on the list.

The meeting closed at approximately 7:00 p.m.
Transportation Vision 2040 – Speakers Bureau # 11

Date: Monday, May 11, 2015
Location: Augusta Canal Authority
1450 Greene St #400
Augusta, GA 30901
Time: 6:00 to 8:00 p.m.

Meeting #11 Summary
The Wheel Movement invited ARTS transportation planning staff to present the 2040 update to the Long Range Transportation Plan to their organization, learn of the MPO transportation planning process. The presentation was conducted by Deputy Director; Paul Decamp, and Strategic Long Range Planning Manager; Carletta Singleton, of the Augusta Planning and Development Department with Gerald Jefferson, representing Aiken County Planning and Development Department. The presentation was part of Speakers Bureau meetings.

A very brief demonstration of existing transportation system conditions was followed by the results of the recent community meetings held in March 2015 of the Long Range Transportation Plan 2040 update planning process, including results of transit ridership and transportation system surveys, and regional transportation goal setting activities. The presentation concluded with ARTS Regional Bicycle and Pedestrian Plan where the audience was interested in talking about its implementation. A brief question and answer session followed the conclusion of the presentation.

Questions, Comments and Discussion Items
Question: Can we discuss specific projects from the Bicycle and Pedestrian Plan? What is their status, when will they be completed, etc... we were hoping we could concentrate on that plan.

Answer: We can meet again later to focus on that plan if you like but right now the focus is on updating the Long Range Transportation Plan.

Question: What about getting ARTS, the area as a whole to be designated as a Bicycle Friendly Community? We would like to pursue this and would like your help to make this happen, is this doable?
Answer: It is an interesting idea and we can discuss this further at a later time.

Comment: We could get local universities involved to help with the research. It is a very grueling process and requires a lot of work. It will be a wonderful opportunity if we can get the entire ARTS area formally designated as a Bicycle Friendly Area.

The meeting closed at approximately 8:00 p.m.
**Transportation Vision 2040 – Speakers Bureau # 12**

**Date:** Tuesday, August 11, 2015  
**Location:** Augusta-Richmond County Library  
823 Telfair Street  
Augusta, GA 30901  
**Time:** 1:00 p.m. – 3:00 p.m.

**Speakers Bureau #1 Summary**
The first Speakers Bureau session in the second round of community outreach (July-August 2015) to present the draft Transportation Vision 2040 Long Range Transportation Plan (LRTP). The Speakers Bureau hosted by the Augusta Bus Riders Association (ABRA) was held on Tuesday, August 11, 2015 at the Augusta-Richmond County Public Library, 823 Telfair Street, Augusta, GA 30901. ABRA is a grassroots group of transit riders who are committed to working with Augusta Public Transit (APT) to improve public transit service in Augusta GA.

The maps and room were open at 12:50 p.m., while the speakers bureau session started at 1:00 p.m. and lasted until 3:00 p.m. The purpose of the speakers bureau session was: 1) Present the draft Transportation Vision 2040 LRTP; 2) Present the FY 2015-2018 Transportation Improvement Program (TIP); 3) give opportunity for APT Transit Director Patrick Stephens to address the group; and 4) Receive public input on the draft 2040 Transportation Vision 2040 LRTP and FY 2015-2018 TIP.

The speakers bureau session was conducted by the Augusta Planning and Development Department (APDD) who serve as the technical transportation planning staff to the Augusta Regional Transportation Study (ARTS) which is the Metropolitan Planning Organization (MPO), serving the Augusta-Richmond, GA and Aiken, SC Metropolitan Area.

There were a total of four (4) people from the community who attended the meeting. Upon entering the meeting each attendee was welcomed, asked to sign-in, and given a question/comment card and meeting evaluation form. Project factsheets were distributed later during the session.

The two-hour meeting was designed as an open house format with three (3) stations situated around the meeting room. The three (3) stations presented maps and project fact sheets around the following themes; 1) Public Transit; 2) Bike & Pedestrian Improvements;
and 3) FY 2015-2018 TIP. Copies of the Transportation Vision 2040 LRTP and FY 2015-2018 TIP documents were made available for review onsite or at home.

At 1:00 p.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff. This was followed by a talk from APT Director Patrick Stephens on the mission and vision of APT, challenges of transit operations in Augusta, and what he is doing to ensure that APT meets the needs of its existing and potential customers. As the APT director had to attend another meeting, attendees were asked to write any questions pertaining to transit on comment cards. Answers to the questions submitted would be forwarded to ABRA group at a later date.

The talk by Patrick Stephens was followed with a presentation on the draft Transportation Vision 2040 LRTP by the APDD strategic long range planning manager which covered the following topics:

- Augusta Regional Transportation Study MPO role and function.
- Public Participation Methods and Results.
- Summary Results from ARTS Transit Surveys.
- Transportation Vision 2040 Goal statements.
- Regional Growth Indicators.
- Transportation Needs Assessment.
- Overview of the Transportation Vision 2040 Financial Plan.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed.

Questions, Comments and Discussion Items directed to Patrick Stephens APT Director

Question: Does safety include cameras and police?

Answer: Safety is an important aspect of public transit and the installation of cameras is one way safety is addressed for transit. Currently, all APT buses all have cameras. APT is evaluating any safety issue that it may have. APT intends to have discussions with Richmond County Sheriff regarding
potential safety issues. From my observation of statistics APT is a safe system.

Question: Does mobility include Best Friend Express?

Answer: No, it does not include Best Friend Express (BFE). However, we would be interested in seeing what could be done to improve connectivity with BFE and exploring other options for the future.

Question: Will transportation expand to airport or an airport shuttle?

Answer: Certainly I hope that can happen in the future. However, at the current time I don’t see it happening. We are looking at where we need to go in the future.

Question: Expansion of hours 5 a.m. to 12 p.m.?

Answer: At this point I can’t set a specific timeframe. I would like to expand the service hours but it is a funding issue. Just to go to 10 p.m. at night is another $1 million expense. I know that it is important to the public, but again we have to find funding sources if we’re able to that.

Question: Advertising of changes and services?

Answer: It is mandatory that as we get ready to take and change service, expand routes, put in new routes, etc., we have to get public involved. We will look at aggressive advertising and sources of information to get the word out to the public.

Question: Bus connection between south and west Augusta without going to terminal?

Answer: Again, our plan is to do a study looking at our existing routes to see if we can better align them. What we are hoping to do is provide for better connectivity so you won’t have to come all the way back to the transfer station to connect. We’ll have to see what the results of the study are.

Question: Improvements to bus passes?
Answer: We’re beginning to look at the types of bus passes that APT offers. APT has daily, weekly and monthly passes. We have to see if there are any other passes or programs that would be beneficial to our customers.

Question: Sunday service?

Answer: Right now, I don’t see Sunday service being added in the next 2-3 years. I think the priorities are extending service hours, increasing frequency and adding new routes.

Question: Cut out the 1 hour 20 minute wait?

Answer: One hour and 20 minutes wait may not be representative of the APT system. Currently, the average wait is 1 hour but this is a matter of improving the frequency. My aim is to reduce wait time to an average of 30 minutes. Again, this will require new funding as improving the bus frequency may also require another $1 million per year. Improving the frequency will also mean expanding the bus fleet so we can have two buses per route. All of these improvements are being studied.

Question: Cost will increase with ridership?

Answer: Costs do not necessarily increase with increasing ridership, especially if there is unused capacity in the existing system. However, if new buses are purchased, operating hours extended, etc., to accommodate the growth in ridership, operating costs will increase.

Question: Medical shuttle activated?

Answer: In terms of APT services serving those with medical needs these persons may be eligible for APT paratransit services. The plan may involve APT as a regional coordinator of medical trip providers. There are some medical trips that are currently eligible for paratransit service.

Question: Transportation to community meetings in the evening?

Answer: This situation requires more study. We cannot pick and choose where we transport some but not others. This becomes an element of service
expansion during the day or having meetings at other times where public transit is available.

Question: Stores downtown getting involved?

Answer: The business community at large is part of APT's short term plan. APT will talk to business leaders and communities about getting involved in how they can support public transit in the region.

Question: Will more buses be added so when buses are full and riders are standing, another bus can be called?

Answer: APT is currently studying this issue. Currently APT operates 35ft buses. When new orders for buses are placed in the short term, 40ft buses will be ordered. These larger buses will increase capacity. However, there is concern that when APT gets into pass-up situations there is a plan on how to go out and mitigate that situation.

Question: Are more areas of Augusta, such as South Augusta, going to be added to APT service?

Answer: It is certainly my intention as we look at the Comprehensive Operational Analysis so that plans are made to include South Augusta. South Augusta has a lot of job centers that APT is currently not providing service to. Improving public transit service into South Augusta is key.

Question: What about service to and from Ft. Gordon?

Answer: Service to Fort Gordon is something APT will continue to look at. There is a tremendous need for transit services at Fort Gordon.

Question: When do you propose to implement a better dependable and reliable service in Augusta?

Answer: The Comprehensive Operational Analysis will provide results that within the next 2-4 years will enable better APT service improvement and route coverage.
Question: If so the city is always talking about lack of funds so if this is true, where would the funding come from to improve the service?

Answer: That’s the major question. Currently, APT receives funding from three (3) sources: 1) federal funding, a formula fund that helps with most of our capital needs, purchasing new buses; 2) local funds supplied through the general revenue; and 3) state, TIA funds, other funds, etc., but these can change from time to time. There are some communities that rely on dedicated sales taxes, property taxes, etc.; there are a number of sources. However, there can be a lot of public resistance to these additional taxes. In the long term the City and its legislators have to determine how we go forward in finding dedicated funding for transit.

Question: Why is Augusta so slow and behind in upgrading the service here, where other surrounding cities have service, such as Charlotte, Savannah and others?

Answer: Creating a vision and identifying the funding sources are key to make this happen. In 2015 APT is going to push for change and the journey begins here. There are a lot of challenges going forward and it’s not what other cities are doing but ‘what are we going to do as a community?’

Question: Also can buses start running on Sundays and holidays?

Answer: Improving bus frequency, again, trying to have 15 minute frequency is a significant dollar expense. You have to add additional buses on each route and each bus is approximately a half million dollar expense. The operational cost for higher frequency will add another $1 million per year. However, we’re hopeful that something can be put in place within the next couple of years. At best, within the next 2-3 years without significant funding we can get some of the routes down to 30 minute frequency.

Question: Another thing, you can make lanes for bikes, white markings?

Answer: In terms of bike lanes and white markings this is an initiative of Augusta Planning and Development Department in making livable communities, complete streets, etc. Augusta is in the very beginning stages to make it happen. It will take some years to complete.
Question: Do you get funding for transit from the SPLOST because that is taxpayers money, correct?

Answer: As a government employee I cannot advocate for or against SPLOST. It is illegal for me to do that. There are some projects that I have asked for in the SPLOST. I'll have to see what the final list is and stay within the allowable limits of the law. However, I'm looking for every source of money to improve transit. On another point, I'm also interested in replacing bus shelters.

A question was put to me by one of the commissioners “can you make a promise to all the citizens that you will have bus shelters at all bus stops?” I replied “absolutely not, I cannot do that.” Let me explain why I gave that answer. A bus shelter at a stop costs an average of $10,000 per stop. You have to put trash cans, lay concrete, and other amenities, etc. We have 692 stops throughout the Augusta metro area, so multiply that by $10,000. I don't ever see that happening. Bus shelter provision is based on the number of boardings and alightings every day at a stop. Major transit systems also do the same thing. Some transit stops have as low as 20-25 people boarding a day. I do sympathize with the need but think of all the extra buses and improvement in service that I could do if I didn't have to concentrate on bus stops. Long term it would be a great thing to have bus shelters at all bus stops. However, it is extremely expensive.

Question: When you want to do this six (6) month plan and announce it, how can you get it through to the public? What we have to do is make the public understand for them to get more involved that this plan is for their benefit. They've gone so long with poor service they don't trust getting on buses anymore.

Answer: In the next 30, 60 or 90 days we should be able to communicate to the public APT's short range plans. Six (6) months is too short a time to make a significant change. However, APT will use every opportunity in public meeting, news media, and flyers to get the word out. We will not do this in a vacuum. We must get everybody onboard to include CEOs who are running the major corporations. This is a journey and it will not happen overnight but
is tied to funding. If we get funding commitments I’m confident of a successful outcome.

Question: Is there any way you could put brochures out so that you can advertise what you are trying to do? Perhaps you could advertise at schools, discounting the rates. Also post at Walmart or churches, but it is not the youth that you are targeting at the church. The children have to speak up about transit.

Answer: We are at the very infancy of this process. I have to get all the folks onboard and backing, but don’t want to get ahead as these plans may not come about. I don’t want to raise false hopes.

Comment: Hi would really like to come up to date. Would also like the hours to be fifteen minutes apart? Maybe a poster can put at the bus stops, stating time and route on the bus stop. I think you need to advertise more.

Answer: My current evaluation of APT is that APT is inconvenient for passengers. If you look at bus stops signs and bus shelters there’s not enough information to give customers an understanding of when service is coming. There is an initiative right now of adding real-time bus information within the next 2-3 years. Bus information will be available through cell phones and being able to see in real-time when the bus will be coming. We’re also looking at real-time planning service if we can develop a new website. Again its infrastructure improvement that is key.

Comment: More advertising about bus service and have Ft. Gordon bus come downtown to the mall.

Response: Absolutely correct! APT has to get an awareness out to the general public about the buses are here for them. APT is getting ready to engage a rebranding campaign to make the buses here in Augusta more relevant and easily recognizable. This also comes along with some new advertising approaches.
Comment: In Albany GA, they have a pole with two seats on each side and that is at the bus stop; but it is not a shelter.

Response: We’re looking at some of that. I want to do the best I can in the interests of safety, comfort and convenience. However, this will be over a period of time. I’m hoping that within 60-90 days that between APDD and APT we can unveil comprehensive plan or at least a short term plan. We have to get a few things in place first.

Questions, Comments and Discussion Items

Question: Have the store owners who will profit from more people going down Broad Street with better bus service, have they gotten together to say ‘we want to see better transit for our customers?’

Answer: I don’t know if they have but there is a Transit Citizens Advisory Committee that is in place that is working on behalf of the community to represent what the transit needs are. In some of the meetings they have had the discussion about getting the businesses engaged and getting them to support transit in terms of providing transportation for people that; 1) can buy in their stores; and, 2) work in their stores. That’s across all industries and firms where the jobs are now and will be in the future, and for the convenience of shopping and other activities.

Question: If they have [security] problems, they know to call the police?

Answer: Yes.

Question: Aren’t the cameras already taken care of?

Answer: Yes, cameras already programmed and paid for.

Comment: Here in Augusta we have to be at the terminal to catch Best Friend Express at 8am in the morning and if you’re taking the city bus you have to plan to start so early in the morning to get the bus to get the Best Friend Express bus. That is the only stop.

Response: Right. That is the connecting point. Best Friend Express will come into the terminal and a person from Aiken County can travel on the buses
here in Augusta and in Richmond County. It's the same in the reverse they can catch the Best Friend Express and go over to Aiken County.

Comment: You have there 10 routes, isn't it nine (9)?

Response: Correct, it is nine now. We need to update our map. We did this map when the service to Fort Gordon was in place.

Comment: You have to deduct for the medical complex. That service was taken from us also, even though it's needed.

Response: There were some service routes that were dropped a few years ago. When the transit department does its Comprehensive Operational Analysis they will look at individual routes that could be put back and whether there is a demand. You have to keep in mind, the buses can be there but unless people are using the service, unless there is ridership on the buses at the times that they operate, you're going to have low ridership. When the buses or segments of routes don't have riders, bus operations become cost inefficient.

Comment: There were riders on the medical shuttle.

Response: Yes, there may have been some but whether or not it meets the threshold to make the route efficient and pays a portion of costs through the farebox. There are certain performance standards that bus operations must perform at, if they meet these thresholds or standards it is an efficient route. If it doesn't meet the thresholds you have to decide whether to provide the service or not.

Comment: There was no advertising of the Fort Gordon route so they were still taking taxis.

Response: There was some advertising. APT had worked with Fort Gordon Command to determine when to provide the service and where it would be run. They went through a process to advertise to the people on- and off-base. There was a public meeting that gave the public information before the route started. Then there was advertising in the newspapers, on buses and, bus shelters; that information was provided.
Comment: Some kind of way the advertising missed those people who have to go out, or work at Fort Gordon. The timing was so erratic.

Response: The times have to be provided in the same schedule as the current system meaning, you can’t operate any earlier than the early routes, and it had to end at the same time as the current routes.

Comment: Put the flyers at the schools. Put the flyers where students can see them and take a flyer and read it and pass it on to the next student. Perhaps they'll give transit a try.

Question: Has anybody considered where the terminals are going to be? In order for you to cut down on the time it takes for the buses go back and forth there needs to be some transfer places. Every bus shouldn't need to come downtown to the terminal.

Answer: That is the Comprehensive Operational Analysis which will involve an operational assessment of how the current routes are operating and where the transfer stations need to be. That part will be evaluated during that process.

Comment: I came to Augusta in 1979 and at that time you could take the bus and get off on Broad Street, do your shopping and come back to where you got off the bus and board a bus to go home. You could work, get off, pick up little items that you may need and then get on another bus for home. The City then changed everything, cutting routes, increasing rates, more cuts till we got what we have now. It’s a mindset of people here in Augusta. You’ll have to change the mindset to get people on the buses again. They will not take the bus, it takes too long, can’t get to First Friday as there is no transportation, etc. These are some of the challenges of transit in Augusta.

Answer: Yes, there are challenges of the public with their perceptions of public transit and whether or not the local government can afford to put more transit in place. This is a slow process and it may or may not happen over time. Ridership or the demand for transit is the key for elected officials to see the need for public transit. The work by the planning department or transit department can put the buses in place, but people have to use them. If
this doesn’t happen the first thing we will hear is, ‘you did all the planning but no one rode the bus.’

Comment: There’s no one riding the bus at certain times of day. You’ll either see an absolutely full bus at 4:30 p.m., but at 2pm going to Social Security on Augusta West Parkway, maybe 10 people. So I can see where people will say we are not going to ride the bus or have the buses go at certain times because there isn’t enough ridership.

Answer: People on the bus use the bus for the same reasons those who drive cars use their cars. When you are driving to work in the morning, you’ll see a lot of people riding the buses. If you’re leaving work in the afternoon, you’ll see a lot of people riding the buses. However, in the middle of the day when you’re out having lunch, you won’t see any riders as they are at work and not riding the bus! So you can’t market the need for buses when you don’t see people on the buses. What they don’t have in Augusta is monthly ridership statistics on each bus in each area, who is using it, and where are they going. This data should be collected and presented to the elected officials, riders and public, in terms of how the system is being used and when people are using transit. This will help make a case as to what type of service needs to be in place.

Comment: We were trying to do something similar but we had to go out there to get the data.

Answer: Ridership statistics are provided by the transit department. When you get a ticket from the farebox there is data collected through the farebox. This information can be downloaded each month to see how many people are boarding at a particular stop, and the number of riders, etc.

Each transit agency should have a Bus Shelter Policy. If 20% of riders on a particular route are boarding or getting off at a particular stop, and if the policy is to have a shelter there, then that’s where a bus shelter needs to be. These thresholds are all set by a level of ridership. Bus shelter placement should not be arbitrary and cater to one or two persons.

Comment: You’re going to have problems when people can only transfer at the downtown terminal. You can see many people on their cell phones calling
friends and family to pick them up if they have to wait 40 minutes for the next bus.

Answer: This confirms they need more frequent service. Rather than an hourly service 30 minutes may be possible. But 30 minutes may not work in this region. Perhaps, 45 minutes is better suited. The frequency has to be what fits the amount of money that is available.

Comment: Again, it gets back to ridership. If you offer that and see only two (2) or three (3) people using the bus they would say that’s not enough to continue the service. If we see 30 or 40 people riding the bus at that time, that’s when they may say, we want to continue the service.

Answer: A higher frequency may make sense on certain bus routes not every bus route in the system. That means every bus route may not have a high frequency of service only the routes with the highest demand. These are the issues that the Comprehensive Operational Analysis will assess and determine what types of improvements make sense.

Email Question: From Catherine Youngblood Thu 8/20/2015 1:06 PM
Hi, Mr. Page, Hope all is well with you. I have a question to ask you - How and where do the big metropolitan cities get their funding for public transit? This is a question that has been puzzling me and I thought that maybe you could answer it for me, or give me a lead as where I could find the answer to this question.

Email Response: Wed 8/26/2015 12:35 PM
Ms. Youngblood,

Thank you for your comments about the sources of funding for large metropolitan areas submitted via email dated Thursday August 20, 2015. Our response to your comments and concerns is as follows:

Large metropolitan areas receive funds from three different sources, federal, state and local.

Federal Sources
Federal Grants provide the largest share of funding. Federal grants, disbursed by the Federal Transit Administration (FTA) typically, come from gas taxes or motor fuel fees. FTA issues various competitive grants and cooperative agreements funding public transit operations, maintenance programs and capital purchases. Depending on the grant, the FTA may fund up to 100% of the project cost. Applications for grants must be submitted to the FTA by transit agencies or other designated agency. Funds are not just given they must be applied for and each application must meet certain criteria to be successful. The types of FTA grants are as follows:

- **Section 5307 – Large Urban Public Transportation**
The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas for transit capital (i.e., bus purchases) and operating (i.e., fuel, salaries/wages) assistance and transportation related planning. For areas of 50,000 to 199,999 in population (such as Augusta GA), the formula is based on population and population density, and number of low-income individuals. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals.

- **Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities**
Section 5310 grants are available to provide public transit services improving the mobility for seniors and disabled persons. Section 5310 grants enable APT to go beyond meeting the mobility requirements of the Americans with Disabilities Act (ADA).

- **Section 5311 – Other than Urbanized Areas**
Section 5311 grants are available to provide service in rural areas with population of less than 50,000.

- **Section 5339 – Bus and Bus Facilities Program**
Section 5339 discretionary funds provide funding to replace, rehabilitate, and purchase buses and related equipment, e.g., electronic communications, and to construct bus-related facilities, e.g., bus shelters, bus stop signs, and bicycle infrastructure tied to transit.

To receive the full grant from the above sources a local match is often required. This local match can be anywhere from zero percent to 50%. Typically operating costs require a 50% local match and capital expenditures 20%. For example, for a 20% local match, for every $8 the FTA provides a matching $2 is required from local or state sources.
State and Local Sources of Funds
States are major contributors of funds for transit; often the second largest contributor after the FTA. Local sources are important too. State and local funding sources that may be partially or wholly used for transit are:

1. General fund expenditures
2. Vehicle registration fees
3. Employer/payroll taxes
4. General sales taxes
5. Lottery and/or casino revenues
6. Vehicle leasing and rental fees
7. Tollway revenues
8. Cigarette tax
9. Parking fees and fines
10. Property taxes/Millage
11. Contracts or purchase of service (for example educational institutions may purchase service enabling students to ride transit for free)
12. Lease revenues (from transit owned property)
13. Advertising
14. Concessions/rental income
15. Hotel/motel taxes
16. Utility fees

Specific to Georgia, the Transportation Investment Act of 2010 also provides a source of funds for transit. The Central Savannah River Area (CSRA) voted in 2012 to impose a 1 percent sales tax for 10 years (beginning in 2013) to fund multimodal transportation projects. The Transportation Special Purpose Local Option Sales Tax (TSPLOST) began January 1, 2013. This special tax created a source of discretionary funds for participating regions to finance additional local transportation improvements. Since January 2013 thru June 2015, TSPLOST collections amounted to $8,215,054.89.

Currently, there is no dedicated local funding source for Augusta Public Transit (APT). Farebox revenues account for only 16% of operating expenses and advertising revenue could be significantly improved.

Many transit agencies (including APT) face funding challenges especially when coupled with decreasing ridership. Greater dependence on general funds is often not sustainable.
Large metropolitan areas with a greater availability of resources have developed innovative funding mechanisms that can benefit transit.
Transportation Vision 2040 - Community Meeting # 1

Date:            Thursday, March 5, 2015
Location:       Hephzibah City Hall
                2530 Highway 88
                Hephzibah, GA 30915
Time:            5:30 to 7:30 p.m.

Public Meeting #1 Summary
The first public meeting for the Transportation Vision 2040 Long Range Transportation Plan (LRTP), was held on Thursday, March 5, 2015 from 5:30 to 7:30 p.m. at Hephzibah City Hall, 2530 Highway 88, Hephzibah, Georgia. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs, and; 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO).

A total of seven (7) attendees (excluding ARTS staff) were present; including, Commissioner Wayne Guilfoyle, District 8 Augusta-Richmond County, and Mayor Brent Weir, City of Blythe, GA. Martha R. Allen, Chief Clerk, Municipal Court of Hephzibah, attended in her private capacity. Jorge Lopez, City and Government Reporter, WRDW-TV News 12 was on location to report the meeting. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A flyer giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed in an open house format with poster board maps of the existing transportation conditions placed around the meeting room. At 5:30 p.m. to 6:40 p.m., APDD Strategic Long Range Planning Manager, opened the meeting and introduced ARTS staff, followed by a PowerPoint presentation - Transportation Vision 2040 by APDD Deputy Director. The presentation covered the following topics:
• Metropolitan Transportation Planning (Planning Process and Schedule).
• Where Are We Now? Existing Conditions.
• Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
• Where Do We Want to Be in 2040? Vision and Goal Setting.

Community Meeting Hephzibah City Hall, Hephzibah GA
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING
Hephzibah City Hall
2530 Highway 88
Hephzibah, GA 20815

Thursday, March 5, 2015
5:30 – 7:30 P.M. (Presentation at 6:00 P.M.)

Agenda

6:30 – 6:00 p.m.
- Sign-In & Open House

6:00 – 6:10
- Welcome and Introductions
  Carletta Singleton, Planning Manager
  Augusta Planning and Development Department

6:10 – 6:30 p.m.
- Transportation Vision – 2040 Presentation
  Paul Decamp, Deputy Director
  Augusta Planning and Development Department

  Metropolitan Transportation Planning Process & Schedule
  Where Are We Now? Existing Conditions
  Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035-2040
  Where Do We Want To Be in 2040? Vision and Goal Setting
  How Do We Get There?
  Next Steps in the Transportation Planning Process

6:30 – 6:55 p.m.
- Identifying Transportation Issues and Needs – Vision and Goal Setting
  Community Transportation Survey – Audience Participation and Polling/Survey
  Oliver Page, PhD, Principal Transportation Planner

6:55 – 7:30 p.m.
- Questions/Answer Discussion
- Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov.
• How Do We Get There?
• Next Steps in the Transportation Planning Process.

At 6:42 to 7:00 p.m., an ARTS staff person engaged the audience which involved participation in a live polling/survey to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

<table>
<thead>
<tr>
<th>Goals</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Develop a Transportation System Integration with Planned Land use</td>
<td>20%</td>
<td>60%</td>
<td>-</td>
<td>-</td>
<td>20%</td>
</tr>
<tr>
<td>2) Develop a Transportation System that is Financially and Political Feasible and has broad support</td>
<td>20%</td>
<td>60%</td>
<td>20%</td>
<td>-</td>
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</tr>
<tr>
<td>3) Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods</td>
<td>20%</td>
<td>60%</td>
<td>-</td>
<td>20%</td>
<td>-</td>
</tr>
<tr>
<td>4) Develop a Transportation System that will Enhance the Economic Social and Environmental Fabric of the Area, using resources wisely while minimizing adverse impacts</td>
<td>25%</td>
<td>50%</td>
<td>-</td>
<td>25%</td>
<td>-</td>
</tr>
<tr>
<td>5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs</td>
<td>25%</td>
<td>25%</td>
<td>25%</td>
<td>-</td>
<td>25%</td>
</tr>
<tr>
<td>6) Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>50%</td>
<td>-</td>
<td>25%</td>
<td>25%</td>
<td>-</td>
</tr>
<tr>
<td>7) Develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region.</td>
<td>25%</td>
<td>50%</td>
<td>25%</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

In the presentation each of the seven goal statements were presented to the attendees at the meeting. Attendees were given a wireless handheld device for the selection of one of 5 options to indicate how strongly they agreed or disagreed with each goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4) Strongly Disagree; and 5) No Preference. Votes were recorded wirelessly using an audience response system. Results were shown immediately following each selection made.
The presentation shown during each of the Community Meetings highlighted ARTS and the regional transportation planning process. This included ARTS organizational and political structures, roles and responsibilities in regional transportation planning, as well as a depiction of the study area boundary. The Transportation Vision 2040 LRTP update focuses on current and predicted population growth and economic development as well as current and the predicted traffic flows in the ARTS region. Numerous maps, charts, and tables depicting population, employment and housing, land use and environmental justice issues were made available to inform meeting attendees, as to what trends are predicted to occur over the next twenty years.
Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicated changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 6:25 to 7:10 p.m., the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 7:30 p.m.
Questions, Comments and Discussion Items

Comment: Bicycles should not be on the Road, it is unsafe for them and the cars. This is especially true on Storey Mill Road.

Comment: People do not know who to call for the rural transit.

Comment: No one hardly uses the Fort Gordon Transit Route.

Question: Are there any plans or projects for Storey Mill and/or Fulcher Road?

Answer: No

Comment: New Charter school will generate a lot of local traffic as school expects to have up to an estimated 500 students enrolled in few years.

In addition, handouts included an agenda, question/comment cards, meeting evaluation form, community transportation survey, goal-setting survey and information card with website, social media contacts (Facebook and twitter). The Long Range Transportation Plan (LRTP) 2035 document was available at the meeting and on at the ARTS website for the public to review.

Planning staff in attendance to assist the public with questions, answers, record comments and information requests included: Oliver Page, Principal Transportation Planner; Nishith Trivedi, Planner II; Anh Vu, Planner I; and Lynn Russell, Finance and Grants Administrator. Meeting closed at 7:30 p.m.
Transportation Vision 2040 - Community Meeting # 2

Date: Monday, March 9, 2015
Location: Liberty Community Center
1040 Newmantown Road
Grovetown, GA 30813
Time: 5:30 to 7:30 p.m.
Weather: 75º sunshine and cloud mixed; winds light and variable

Public Meeting #2 Summary
The second public meeting for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Monday, March 9, 2015 from 5:30 to 7:30 p.m. at Liberty Community Center, 1040 Newmantown Road, Grovetown, Georgia. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO).

A total of seven (6) people (excluding ARTS staff) were present; including Frank Neal, Planning Director with the City of Grovetown. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A flyer giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing transportation conditions placed around the meeting room. At 6:00 p.m. to 6:40 p.m., APDD Strategic Long Range Planning Manager, opened the meeting and introduced ARTS staff. This was followed by a PowerPoint presentation - Transportation Vision 2040 by APDD Deputy Director. The presentation covered the following topics:

- Metropolitan Transportation Planning (Planning Process and Schedule).
- Where Are We Now? Existing Conditions.
- Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
**Transportation Vision 2040 Community Meeting Sign in Sheet**

**Community Meeting – Liberty Community Center, March 9, 2015**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ed Connell</td>
<td>3711 Nantucket Circle</td>
<td><a href="mailto:EAC0915@knology.net">EAC0915@knology.net</a></td>
</tr>
<tr>
<td>Patricia Chadwick</td>
<td>601 Lucy Avenue</td>
<td><a href="mailto:Barb8762@gmail.com">Barb8762@gmail.com</a></td>
</tr>
<tr>
<td>Frank Neal</td>
<td>115 Okefenokee Rd.</td>
<td><a href="mailto:frank@gwaxing.us">frank@gwaxing.us</a></td>
</tr>
<tr>
<td>David Brunicke</td>
<td>102 Sugarcreek Ct</td>
<td><a href="mailto:djbrunicke@att.net">djbrunicke@att.net</a></td>
</tr>
<tr>
<td>Doug Nearwood</td>
<td>4113 Nichols Ln</td>
<td><a href="mailto:didea1988@yahoo.com">didea1988@yahoo.com</a></td>
</tr>
<tr>
<td>Darvin Treadway</td>
<td>4041 W. 114th Grove Ave</td>
<td><a href="mailto:DTRUllau1966@Gmail.com">DTRUllau1966@Gmail.com</a></td>
</tr>
</tbody>
</table>
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING
Liberty Community Center
1040 Newmanton Road
Grovetown, GA 30813

Monday, March 9, 2015
5:30 – 7:30 P.M. (Presentation at 6:00 P.M.)

Agenda

5:30 – 6:00 p.m.
• Sign-In & Open House

6:00 – 6:10
• Welcome and Introductions
Carletta Singleton, Planning Manager
Augusta Planning and Development Department

6:10 – 6:30 p.m.
• Transportation Vision – 2040 Presentation
Paul Decamp, Deputy Director
Augusta Planning and Development Department

Metropolitan Transportation Planning Process & Schedule
Where Are We Now? Existing Conditions
Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035 -2040
Where Do We Want To Be in 2040? Vision and Goal Setting
How Do We Get There?
Next Steps in the Transportation Planning Process

6:30 – 6:55 p.m.
• Identifying Transportation Issues and Needs - Vision and Goal Setting
Community Transportation Survey – Audience Participation and Polling/Survey
Oliver Page, PhD, Principal Transportation Planner

6:55 – 7:30 p.m.
• Questions/Answer Discussion
• Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov.
• Where Do We Want to Be in 2040? Vision and Goal Setting.
• How Do We Get There?
• Next Steps in the Transportation Planning Process.

At 6:45 p.m. to 7:00 p.m., an ARTS staff person engaged the audience which involved participation in a live polling/survey exercise to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

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<td>-</td>
<td>-</td>
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<td>100%</td>
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In the presentation each of the seven goal statements were presented to the attendees at the meeting. Attendees were given a wireless handheld device for the selection of one of 5 options to indicate how strongly they agreed or disagreed with each goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4) Strongly Disagree; and 5) No Preference. Votes were recorded wirelessly using an audience response system. Results were shown immediately following each selection made.
The presentation shown during each of the Community Meetings highlighted ARTS and the regional transportation planning process. This included ARTS organizational and political structures, roles and

Facebook Post from Community Meeting, Liberty Community Center

 Augusta, Georgia Planning & Development
March 9 · Edited · 😊

Friends, coworkers or family in Grovetown GA? Let them know about a Community Meeting today at 5:30pm at the Liberty Community Center.

Like · Comment

Lynn Sissy Russell Come on out to the meeting ...we are just getting started
March 9 at 3:05pm
responsibilities in regional transportation planning, as well as a depiction of the study area boundary. The Transportation Vision 2040 LRTP update focuses on current and predicted population growth and economic development as well as current and the predicted traffic flows in the ARTS region. Numerous maps, charts, and tables depicting population, employment and housing, land use and Environmental Justice (EJ) issues were made available to inform meeting attendees, as to what trends are predicted to occur over the next twenty years.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicated changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 6:25 p.m. to 7:10 p.m., the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 7:30 p.m.

Questions, Comments and Discussion Items
Question: When will ARTS Study Lewiston Road?

Answer: ARTS conducts congestion studies every two years, it is currently on the LRTP 2035 Plan as a proposed project.

Comment: This question was raised because of the growing congestion along Lewiston Road. Lewiston Road is one of the most problematic areas in Grovetown, GA. It is an area that has been studied, discussed, debated, put on the list, taken off the list, put back on and so forth for so long. The public perception of the area reveals that it needs significant improvements and commitment to help reduce the congestion, improve safety, and help improve local traffic.
Why is ARTS using 2010 numbers when National Security Agency (NSA), Cigna, and Cyber Command are going to bringing in 15,000 to 20,000 people?

Answer: U.S. Decennial Census is the standard source for real hard data that is collected every ten years. It is simply used as a baseline.

Comment: This question was raised by one audience member who was concerned that the growth Fort Gordon will cause transportation congestion now and in the future. There is a lot of speculation regarding the impact of future growth Fort Gordon will have on the region. One meeting attendee believed it will generate as much as 10% (20,000) of Richmond County's total population. Other regional sources have estimated personnel growth to be only 2,000 over several years.

Does the TIP and LRTP include T-SPLOST funds?

Answer: No, but the suggestion to leverage T-SPLOST projects to the LRTP and TIP is a great idea.

Comment: This question was raised when understanding the relationship between T-SPLOST and ARTS role in channeling federal and state funds. Though this was not told directly to the public and it is a matter of public knowledge, there are an estimated six (6) T-SPLOST projects in Columbia County and over fifty in Richmond County. Identifying them and presenting them along with TIP projects will help clear up any confusion regarding how those projects are funded.

Is there any discussion on the I-520 expansion?

Answer: No, but the LRTP 2035 does include proposed projects in Aiken County that extend I-520.

Comment: This question was raised by one audience member wanting to know what are future plans for I-520 after exit 5, any additional exits, improvements or changes to help improve traffic for South Augusta. I-520 is always being studied and improved upon through local, state and federal resources. This will continue long into the future. The audience member also suggested we
plan for it effectively and properly, we do not want it to turn into Atlanta’s version of the loop around the city with its own traffic problems.

Question: What is meant by Transportation System?

Answer: It includes all modes of transportation from pedestrian, bikes, cars, to freight, air and public transit.

Comment: This question was raised by an audience member seeking information if the transportation system consists of only public transit. One person asked during the polling survey portion of the presentation and suggested we clarify it for any future presentations. This was clarified by describing the transportation system to include all modes of travel: pedestrian, bike, car, air, freight, and public transit.

Question: What about Light-Rail for the region?

Answer: Light rail is many decades away. In Augusta, there is a possibility to discuss it in a few years or a decade from now, but the feasibility and reality of it is at least 10 years away.

Comment: This question was raised due to discussion with an audience member prior to meeting. This audience member wished the local region would have the same access to public transportation as other cities, especially Light Rail. Atlanta recently instituted their Light Rail and we should do the same is the argument the audience member posed. This area does not have the growth to support it, nor does it have the political will and financial support to do so, yet. The possibility of Light Rail for ARTS region is many decades in the future, discussions have yet to be started and support needs to be generated before anything can be done.

Question: What is the extent of ARTS authority?

Answer: ARTS does not execute projects, nor does it directly fund them. It does not design, or control any specific project. ARTS simply advises, studies, conducts transportation planning, provides recommendations, helps channel
federal and state funds to local jurisdictions so they can execute transportation projects.

Comment: This question was raised by an audience member who wanted everyone to understand that ARTS does not engineer any transportation projects, nor does it study specific local jurisdiction roads. It is an advisory body that provides information to local jurisdictions on how they can improve their transportation network so the entire region can benefit as a whole. It directs state and federal funds to local governments so they can implement transportation improvement projects and meet federal and state requirements and regulations. ARTS do not execute projects.

Question: Why does Columbia County widen a road that is not densely traveled, yet funnels traffic to roads that become “choke points” such as Lewiston Road?
Answer: That is a question for Columbia County not ARTS.

Comment: This question was raised by an audience member who wanted to know why Columbia County roads are in the mess they are in and what is being done about it. ARTS can only provide information on the region as a whole, not speculate on local decisions. This is something the public needs to ask their local government elected officials.

In addition, meeting handouts included an agenda, question/comment cards, meeting evaluation form, community transportation survey, goal-setting survey and information card with web site, social media contacts (Facebook and Twitter). The Long Range Transportation Plan (LRTP) 2035 document was available at the meeting and on at the ARTS website for the public review.

APDD staff in attendance to assist the public with questions, answers, record comments and information requests included: Paul Decamp, Deputy Director; Carletta Singleton, Long Range Planning Manager; Oliver Page, Principal Transportation Planner; Nishith Trivedi, Planner II; Anh Vu, Planner I; and Lynn Russell, Finance and Grants Administrator.

The meeting closed at approximately 7:30 p.m.
Transportation Vision 2040 - Community Meeting #3

Date: Tuesday, March 10, 2015
Location: Sand Hills Community Center
2540 Wheeler Road
Augusta, GA 30904
Time: 5:30 to 7:30 p.m.
Weather: 78º clear

Public Meeting #3 Summary
The third public meeting for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Monday, March 9, 2015 from 5:30 to 7:30 p.m. at Sand Hills Community Center, 2540 Wheeler Road, Augusta, GA 30904. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO).

A total of twenty six (26) people (excluding ARTS staff) were present; including Commissioner, William Fennoy, District 1 and Dennis William, District 2 Augusta-Richmond County. Reporters, Katy Solt, WFXG FOX 54 and Travis Highfield, August Chronicle were on location to report the meeting. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/ comment card, meeting evaluation form, travel behavior survey form and goal setting form. A flyer giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing transportation conditions placed around the meeting room. At 5:30 p.m. to 6:15 p.m., APDD Strategic Long Range Planning Manager, opened the meeting with a welcome and introductions of ARTS staff, followed by a PowerPoint presentation - Transportation Vision 2040 by APDD Deputy Director. The presentation covered the following topics:
• Metropolitan Transportation Planning (Planning Process and Schedule).
• Where Are We Now? Existing Conditions.
• Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
• Where Do We Want to Be in 2040? Vision and Goal Setting.

Community Meeting, Sand Hills Community Center, Augusta GA
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Richardson</td>
<td>801 Crawford Ave</td>
<td><a href="mailto:danedance@gmail.com">danedance@gmail.com</a></td>
</tr>
<tr>
<td>Carol Taylor</td>
<td>2446 Walton Way</td>
<td><a href="mailto:taileylawrence@gmail.com">taileylawrence@gmail.com</a></td>
</tr>
<tr>
<td>Todd Lightfoot</td>
<td>705 Bank St.</td>
<td><a href="mailto:tlightfoot@deanbarnes.com">tlightfoot@deanbarnes.com</a></td>
</tr>
<tr>
<td>Martha Cato</td>
<td>251 Redwood Dr.</td>
<td><a href="mailto:martha.cato@bellsouth.net">martha.cato@bellsouth.net</a></td>
</tr>
<tr>
<td>Nita Reid</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Denise Trahan</td>
<td>631 Bolick Ave, Augusta Ga.</td>
<td>denisetraî<a href="mailto:n@gmail.com">n@gmail.com</a></td>
</tr>
<tr>
<td>Katy Salt</td>
<td>FOX 54</td>
<td><a href="mailto:KSOLT@WFXG.COM">KSOLT@WFXG.COM</a></td>
</tr>
<tr>
<td>Lisa Swalley</td>
<td>1612 Broad Street</td>
<td><a href="mailto:lisa.swalley@gmail.com">lisa.swalley@gmail.com</a></td>
</tr>
</tbody>
</table>

Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – Sand Hills Community Center March 10, 2015
• How Do We Get There?
• Next Steps in the Transportation Planning Process.

At 6:15 to 6:25 p.m., an ARTS staff person engaged the audience which involved participation in a live polling/survey exercise to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise are presented in the following table:

In the presentation each of the seven goal statements were presented to the attendees at the meeting. Attendees were given a wireless handheld device for the selection of one of 5 options to indicate how strongly they agreed or disagreed with each goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4) Strongly Disagree; and 5) No Preference. Votes were recorded wirelessly using an audience response system. Results were shown immediately following each selection made.

<table>
<thead>
<tr>
<th>Goals</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Develop a Transportation System Integration with Planned Land use</td>
<td>76%</td>
<td>12%</td>
<td>-</td>
<td>-</td>
<td>12%</td>
</tr>
<tr>
<td>2) Develop a Transportation System that is Financially and Political Feasible and has broad support</td>
<td>28%</td>
<td>56%</td>
<td>6%</td>
<td>-</td>
<td>11%</td>
</tr>
<tr>
<td>3) Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods</td>
<td>56%</td>
<td>28%</td>
<td>-</td>
<td>-</td>
<td>17%</td>
</tr>
<tr>
<td>4) Develop a Transportation System that will Enhance the Economic Social and Environmental Fabric of the Area, using resources wisely while minimizing adverse impacts</td>
<td>67%</td>
<td>11%</td>
<td>6%</td>
<td>-</td>
<td>17%</td>
</tr>
<tr>
<td>5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs</td>
<td>56%</td>
<td>28%</td>
<td>-</td>
<td>-</td>
<td>17%</td>
</tr>
<tr>
<td>6) Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>67%</td>
<td>22%</td>
<td>6%</td>
<td>-</td>
<td>6%</td>
</tr>
<tr>
<td>7) Develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region</td>
<td>56%</td>
<td>33%</td>
<td>-</td>
<td>-</td>
<td>11%</td>
</tr>
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</table>
2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING
Sand Hills Community Center
2540 Wheeler Road
Augusta, GA 30904

Tuesday, March 10, 2015
5:30 – 7:30 P.M. (Presentation at 6:00 P.M.)

Agenda

5:30 – 6:00 p.m.
- Sign-In & Open House

6:00 – 6:10 p.m.
- Welcome and Introductions
  Carletta Singleton, Planning Manager
  Augusta Planning and Development Department

6:10 – 6:40 p.m.
- Transportation Vision – 2040 Presentation
  Paul Decamp, Deputy Director
  Augusta Planning and Development Department

  Metropolitan Transportation Planning Process & Schedule
  Where Are We Now? Existing Conditions
  Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035 -2040
  Where Do We Want To Be in 2040? Vision and Goal Setting
  How Do We Get There?
  Next Steps in the Transportation Planning Process

6:40 – 7:00 p.m.
- Identifying Transportation Issues and Needs - Vision and Goal Setting
  Community Transportation Survey – Audience Participation and Polling/Survey
  Oliver Page, PhD, Principal Transportation Planner

7:00 – 7:30 p.m.
- Questions/Answer Discussion
- Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov.
The presentation shown during each of the Community Meetings highlighted ARTS and the regional transportation planning process. This included ARTS organizational and political structures, roles and responsibilities in regional transportation planning, as well as a depiction of the study area boundary. The Transportation Vision 2040 LRTP update focuses on current and predicted population growth and economic development as well as current and the predicted traffic flows in the ARTS region. Numerous maps, charts, and tables depicting population, employment and housing, land use and environmental justice issues were made available to inform meeting attendees, as to what trends are predicted to occur over the next twenty years.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicated changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 6:25 to 7:10 p.m., the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 7:30pm.

Questions, Comments and Discussion Items

Comment: Buses here are too slow, we need more public transit, 24 hours a day seven days a week. Comment provided by Augusta Public Transit bus rider.

This comment sparked one of the main issues of this area’s concern, public transit, the need for it, increased frequency, more routes, etc. This is why the presentation included a demonstration of the region’s density, why and how the routes are planned in accordance with the areas with the greatest population densities to increase ridership and make the transit system sustainable. The comment came from an Augusta Public Transit bus rider who is from Korea and he describes the Korean public transit being far better than this in Augusta due to it being available 24 hours a day and has a 15 minute pick up at every station.
Tweet from the Community Meeting, Sand Hills Community Center

-Augusta Planning @PlanningAugusta · Mar 10
People are arriving there’s still time to join us. Community meeting begins at 5:30pm.

-Augusta Planning @PlanningAugusta · Mar 10
Join us today at Sand Hill Community Center 5:30PM for our next Community Meeting! We’re looking forward to meeting you!
Question: Are there any plans for:
   a. Streetcar in Downtown. While this used to exist, there is no current talk about bringing it back.
   b. Passenger Rail in CSRA. GDOT and SCDOT are in talks about passenger rail in the region.
   c. Rapid Transit Bus Service. Other cities do have it but there has been no talk about it in this region.
   d. John C. Calhoun Expressway. Yes, Reclaiming Historic Harrisburg by Blueprints for Successful Communities provided numerous recommendations.

Answer: It is a good suggestion to compare and contrast similar MPOs, but many MPOs in Georgia and South Carolina do not face the same issues, financial and political environments, or planning as ARTS or the CSRA. We do not want to be compared to Atlanta or that region as many people believe there are two Georgia: Atlanta and rest of Georgia.

Comment: Question raised by a high school student seeking to intern for the Augusta Planning and Development Department. These questions sought to determine how the regional MPO is doing in comparison to other similar sized MPOs like Savannah, GA, and Greenville SC.

Question: How much would it cost for High Speed Rapid Transit in the ARTS region?

Answer: Starting estimates recommend we consider $20 million per mile. Public Transit is a very important topic for this audience and therefore wanted more to be done.

Question: What is being done regarding safety at four-way stops?

Answer: This is a question the public must ask the Engineering Department at the City of Augusta.

Comment: This question was raised by a very vocal audience participant who has witnessed four fatalities at nearby intersections due to people speeding past them. ARTS is not into engineering, we are planners not engineers. Speed limits, signs, and traffic calming are all issues local government must address.
independently and through their own resources such as their Engineering Department.

**Question:** What about the realignment of Berckmans Road?

**Answer:** This project is planned 2 years in the future. Currently there is progress being made to purchase the Right of Way by the Engineering Department.

**Comment:** This question was asked by an audience member who wanted to know what is being done about Beckman’s road near the Augusta National Golf Club. Traffic during the Masters is always terrible and this project is anticipated to help address local traffic issues in and around the area. Right now the Engineering Department is working to purchase the Right-of-Way (ROW) and Easement before any real work can begin. Construction is anticipated to start in two years. Engineering Department will have more information on this project.

**Question:** What does ARTS mean by financially and politically feasible/constrained?

**Answer:** Projects must be initiated, sponsored, and implemented locally. ARTS provide support and transportation planning and programming.

**Comment:** This question was raised during the polling survey where the audience questioned the meaning of specific terms and ARTS role in it. Local government must sponsor a project and they will only do so after they get public support. ARTS do not sponsor or advocate projects, this must come from local jurisdictions. The local government must put up the 20% federally required financial commitment in order for it to receive the remaining 80% in federal assistance. ARTS assists local government in receiving that 80% but it must first get local sponsorship, support and involvement.

**Question:** What is the likelihood of the bicycle plan moving forward?

**Answer:** The ARTS regional Bicycle and Pedestrian Plan has already been instituted.
Comment: This question was raised after the presentation and survey when audience wanted to know more about the status of the ARTS Bicycle and Pedestrian Plan. The plan shows specific proposed projects or routes, some of which have been implemented through road widening efforts. It is also a Federal policy that for any transportation projects using Federal funds, a bike/pedestrian lane should be considered in any design or engineering.

Question: Is the presentation available as public record so others can download it?

Answer: Yes. The Presentation is available as a .pdf and will soon be uploaded to the webpage.

Question: What is happening to the Augusta Canal project along the downtown Riverwalk?

Answer: It is a Transportation Alternatives Project (TAP) that was recently approved and implemented.

Comment: Question raised by audience member wanting to know more about a project that the Augusta Canal has advocated and recently received funding. It is called the River Levee Trail Expansion Phase 3D. Federal - $450,000, Augusta Canal Authority (local) - $250,030.25 – DOT oversight - $50,000, Total $700,030.25. Starting at top of Augusta Levee near westward bound Greene Street to Riverwatch Parkway. 1,200 feet to Hawk’s Gully Trailrace, 170 foot retaining wall along the levee.

Question: Are there any plans for bike paths along Lake Olmstead?

Answer: Not currently. This question was raised by an audience member who felt there is no safety for the vast number of bikers who cycle around Lake Olmstead. It is a very narrow trail that needs lots of improvements so bikers can ride it safely.

Question: Does the Engineering Department post their own public meetings?
Answer: Yes. They have their own city webpage that posts all the notices for all their public meetings and projects.

In addition, handouts included an agenda, question/comment cards, meeting evaluation form, community transportation survey, goal-setting survey and information card with website, social media contacts (Facebook and twitter). The Long Range Transportation Plan (LRTP) 2035 document was available at the meeting and on at the ARTS/MPO website for the public to review.

Planning staff in attendance assisted the public with answering questions, recording comments and information requests. APDD Staff in attendance were: Melanie Wilson, Director; Paul Decamp, Deputy Director; Carletta Singleton, Long Range Planning Manager; Oliver Page, Principal Transportation Planner; Nishith Trivedi, Planner II; Anh Vu, Planner I; and Lynn Russell, Finance and Grants Administrator.

The meeting closed at approximately 7:30 p.m.
Transportation Vision 2040 - Community Meeting # 4

Date: Thursday, March 12, 2015
Location: Carrie J. Mays Family Life Center
1014 Eleventh Street, Augusta, GA 30901
Time: 5:30 to 7:30 p.m.

Public Meeting #4 Summary
The fourth public meeting for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Thursday, March 12, 2015. Meeting times were from 5:30 to 7:30 p.m. at Carrie J. Mays Family Life Center, 1014 Eleventh Street, Augusta, GA 30901. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO).

There were a total of seven (7) people (excluding ARTs staff) in attendance at the meeting. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A flyer giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing conditions placed around the meeting room. At 5:30 p.m. to 6:15 p.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff, followed by Transportation Vision 2040 presentation by APDD Deputy Director. The presentation covered the following topics:

- Metropolitan Transportation Planning (Planning Process and Schedule).
- Where Are We Now? Existing Conditions.
- Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
- Where Do We Want to Be in 2040? Vision and Goal Setting.
- How Do We Get There?
Community Meeting, Carrie J. Mays Family Life Center, Augusta GA

Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – Carrie J. Mays Family Life Center, March 12, 2015

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Prospect</td>
<td>1234 Main St, Augusta, GA 30901</td>
<td><a href="mailto:johnprospect123@gmail.com">johnprospect123@gmail.com</a></td>
</tr>
<tr>
<td>Karen Davis</td>
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<tr>
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</tr>
<tr>
<td>David Wilson</td>
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<tr>
<td>Anne Davis</td>
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</tr>
<tr>
<td>Tim Goodwin</td>
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<td><a href="mailto:timgoodwin123@gmail.com">timgoodwin123@gmail.com</a></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>NAME</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Emily Davis</td>
<td>1234 Pine St, Augusta, GA 30901</td>
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</tr>
<tr>
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<td>4567 Oak Ave, Augusta, GA 30902</td>
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</tr>
<tr>
<td>Anna Davis</td>
<td>8901 Maple Rd, Augusta, GA 30903</td>
<td><a href="mailto:annadavis123@gmail.com">annadavis123@gmail.com</a></td>
</tr>
<tr>
<td>Tim Goodwin</td>
<td>5678 Cedar Ln, Augusta, GA 30904</td>
<td><a href="mailto:timgoodwin123@gmail.com">timgoodwin123@gmail.com</a></td>
</tr>
</tbody>
</table>
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Carrie J. Mays Family Life Center
1014 Eleventh Avenue
Augusta, GA 30901

Thursday, March 12, 2015
5:30 – 7:30 P.M. (Presentation at 6:00 P.M.)

Agenda

5:30 – 6:00 p.m.
- Sign-In & Open House

6:00 – 6:10 p.m.
- Welcome and Introductions
  Paul Decamp, Deputy Director
  Augusta Planning and Development Department

6:10 – 6:40 p.m.
- Transportation Vision – 2040 Presentation
  Carletta Singleton, Planning Manager
  Augusta Planning and Development Department
  Metropolitan Transportation Planning Process & Schedule
  Where Are We Now? Existing Conditions
  Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035 -2040
  Where Do We Want To Be in 2040? Vision and Goal Setting
  How Do We Get There?
  Next Steps in the Transportation Planning Process

6:40 – 7:00 p.m.
- Identifying Transportation Issues and Needs - Vision and Goal Setting
  Community Transportation Survey – Audience Participation and Polling/Survey
  Oliver Page, PhD, Principal Transportation Planner

7:00 – 7:30 p.m.
- Questions/Answer Discussion
- Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov.
At 6:15 p.m. to 6:25 p.m., an ARTS staff person engaged the audience which involved participation in a live polling/survey exercise to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

<table>
<thead>
<tr>
<th>Goals</th>
<th>Strongly Agree</th>
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<tbody>
<tr>
<td>1) Develop a Transportation System Integration with Planned Land use</td>
<td>83%</td>
<td>17%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2) Develop a Transportation System that is Financially and Political Feasible and has broad support</td>
<td>83%</td>
<td>17%</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>100%</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>17%</td>
<td>-</td>
<td>-</td>
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<tr>
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<td>57%</td>
<td>43%</td>
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<td>-</td>
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<tr>
<td>6) Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>57%</td>
<td>43%</td>
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<td>-</td>
</tr>
<tr>
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<td>100%</td>
<td>-</td>
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<td>-</td>
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The presentation shown during each of the Community Meetings highlighted ARTS and the regional transportation planning process. This included ARTS organizational and political structures, roles and responsibilities in regional transportation planning, as well as a depiction of the study area boundary. The Transportation Vision 2040 LRTP update focuses on current
and predicted population growth and economic development as well as current and the predicted traffic flows in the ARTS region. Numerous maps, charts, and tables depicting population, employment and housing, land use and Environmental Justice (EJ) issues were made available to inform meeting attendees, as to what trends are predicted to occur over the next twenty years.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicated changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 6:25 to 7:10 p.m., the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 7:30pm.
Video Clip Posted on Facebook from Community Meeting, Carrie J. Mays Family Life Center
Questions, Comments and Discussion Items

Question: What about passenger rail transportation?

Answer: Yes this issue has been brought up at all the previous public meetings. We are welcoming all questions and any suggestions you may have as it relates to modes of transportation.

Comment: Question raised by audience member who has seen lots of changes here and knows we should have the same public transportation services as in any other cities. Augusta is the second largest metropolitan area in the state, yet it does not have passenger rail services. Rail will reduce congestion since many people commute in and out of the area three or four years ago. A study was conducted and ARTS Policy Committee has endorsed it through a formal official resolution for such a mode of transportation. In 1982, there used to be passenger rail service to and from Atlanta. In 2004 a national campaign for High Speed Rail was conducted linking Charlotte to Atlanta by improving Amtrak services.

Question: Why are apartment complexes being developed without sidewalks?

Answer: This is an issue involving the level of enforcement of zoning and subdivision regulations. Comment: Question was raised by audience member wondering why development is occurring without sidewalks. Local governments do strive to enforce their subdivision regulations and zoning ordinances and there are constant suggestions for complete streets practices but it has yet to be implemented. GDOT and SCDOT have a Complete Streets Policy and USDOT does fund sidewalk projects. This is part of coordinating land use with transportation.

Question: Is the Age-Friendly Community involved in this planning process?

Answer: Yes
Augusta is designated as an Age-Friendly Community by the American Association of Retired Persons (AARP) and the World Health Organization (WHO). The region is striving for more sidewalks.
Comment: There is an economic impact (benefit) for passenger rail due to the region’s connection to Atlanta and Columbia, as well as Charlotte. There are more people moving into the area. They come from other cities with variety of transportation options and wonder why we do not have them here.

Comment made by audience member really concerned with the region and wanting rail services to be incorporated into the LRTP.

Comment Card Verbatim:
1. Economic Impact – passenger rail, Augusta has habit of limiting itself. Purpose of economic, need rail, short sighted, ridership up on transit. Terrance Dix

2. Age-Friendly Community → Sidewalk safety. Why is a large apartment complex being constructed in the 1300 block of Marks Church Rd without adequate sidewalks installed first? There are already four apartment complexes on this block and no sidewalks. I often find myself veering around pedestrians walking on the roadway. This road is a connector to two of Augusta’s largest shopping districts. Please Help Soon! -Tim Godbee

Paul Decamp commented that there is an upcoming road improvement and that sidewalks maybe part of the road design.
Transportation Vision 2040 - Community Meeting # 5

Date: Monday, March 16, 2015
Location: First Baptist Church of Evans
515 N. Belair Road, Evans GA 30809
Time: 5:30 to 7:30 p.m.
Weather: 79º clear

Public Meeting #5 Summary
The fifth public meeting for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Monday, March 16th, 2015. Meeting times were from 5:30 to 7:30 p.m. at the First Baptist Church of Evans, 515 N Belair Road Evans, GA 30809. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO).

There were a total of seven (7) people (excluding ARTS Staff) in attendance at the meeting. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A flyer giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing conditions placed around the meeting room. From 5:00pm until 5:30pm attendees viewed the displays and conversed with staff regarding the data presented. At 5:30 p.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff, followed by Transportation Vision 2040 presentation by APDD Deputy Director. The presentation covered the following topics:

- Metropolitan Transportation Planning (Planning Process and Schedule).
- Where Are We Now? Existing Conditions.
- Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
- Where Do We Want to Be in 2040? Vision and Goal Setting.
• How Do We Get There?
• Next Steps in the Transportation Planning Process.

Community Meeting, First Baptist Church Evans, Evans GA
Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – First Baptist Church Evans, March 16, 2015

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTHUR RAZO</td>
<td>2706 BENNINGTON DRIVE</td>
<td>RAZO ARTHUR @ GMAIL.COM</td>
</tr>
<tr>
<td>Brad Stuart</td>
<td>3710 ENGLISH LN, #7707</td>
<td><a href="mailto:bradoo302@hotmail.com">bradoo302@hotmail.com</a></td>
</tr>
<tr>
<td>Philip Hedgeath</td>
<td>2011 Shoringue Dr</td>
<td><a href="mailto:westfma82@gmail.com">westfma82@gmail.com</a></td>
</tr>
<tr>
<td>Kevin Boyd</td>
<td>5007 RIDGE VIEW LN</td>
<td><a href="mailto:kevboyd@gmail.com">kevboyd@gmail.com</a></td>
</tr>
<tr>
<td>MATT Sokoloff</td>
<td>760 WOOD WAY, EDWARDS, GA 30409</td>
<td></td>
</tr>
<tr>
<td>Lois Schmid</td>
<td>960 WIND TREE LN, EVANS, GA 30809</td>
<td></td>
</tr>
<tr>
<td>Don Princeton</td>
<td>630 RENNER REEF DR, EVANS, GA</td>
<td><a href="mailto:don.princeton@columbus.com">don.princeton@columbus.com</a></td>
</tr>
</tbody>
</table>
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

First Baptist Church - Evans
515 N. Belair Road
Evans, GA 30809

Monday, March 16, 2015
5:00 – 7:00 P.M. (Presentation at 5:30 P.M.)

Agenda

5:00 – 5:30 p.m.
  • Sign-in & Open House

5:30 – 5:35 p.m.
  • Welcome and Introductions
    Carletta Singleton, Planning Manager
    Augusta Planning and Development Department

5:35 – 6:10 p.m.
  • Transportation Vision – 2040 Presentation
    Paul Decamp, Deputy Director
    Augusta Planning and Development Department

  Metropolitan Transportation Planning Process & Schedule
  Where Are We Now? Existing Conditions
  Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035-2040
  Where Do We Want To Be in 2040? Vision and Goal Setting
  How Do We Get There?
  Next Steps in the Transportation Planning Process

6:12 – 6:32 p.m.
  • Identifying Transportation Issues and Needs - Vision and Goal Setting
    Community Transportation Survey – Audience Participation and Polling/Survey
    Oliver Page, PhD, Principal Transportation Planner

6:32 – 7:00 p.m.
  • Questions/Answer Discussion
  • Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or email us at arts@augustaga.gov.
The presentation by APDD Deputy Director lasted until 6:15pm.

At 6:15 p.m. to 6:25 p.m., an ARTS staff person engaged the audience which involved participation in a live polling/survey exercise to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

<table>
<thead>
<tr>
<th>Goals</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
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</thead>
<tbody>
<tr>
<td>1) Develop a Transportation System Integration with Planned Land use</td>
<td>67%</td>
<td>33%</td>
<td>-</td>
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<td>-</td>
</tr>
<tr>
<td>2) Develop a Transportation System that is Financially and Political Feasible and has broad support</td>
<td>67%</td>
<td>33%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3) Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods</td>
<td>67%</td>
<td>33%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4) Develop a Transportation System that will Enhance the Economic Social and Environmental Fabric of the Area, using resources wisely while minimizing adverse impacts</td>
<td>33%</td>
<td>67%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs</td>
<td>33%</td>
<td>67%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6) Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>33%</td>
<td>67%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>7) Develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region</td>
<td>33%</td>
<td>67%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

In the presentation each of the seven goal statements were presented to the attendees at the meeting. Attendees were given a wireless handheld device for the selection of one of 5 options to indicate how strongly they agreed or disagreed with each goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4) Strongly Disagree; and 5) No Preference. Votes were recorded wirelessly using an audience response system. Results were shown immediately following each selection made.
The presentation shown during each of the Community Meetings highlighted ARTS and the regional transportation planning process. This included ARTS organizational and political structures, roles and responsibilities in regional transportation planning, as well as a depiction of the study area boundary. The Transportation Vision 2040 LRTP update focuses on current and predicted population growth and economic development as well as current and the predicted traffic flows in the ARTS region. Numerous maps, charts, and tables depicting population, employment and housing as well as land use and environmental justice issues were made available to inform meeting attendees, as to what trends are predicted to occur over the next twenty years.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicated changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 6:25 to 7:10 p.m., the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 7:30pm.
ARTS staff person engaging with a member of public at the Community Meeting First Baptist Church of Evans

Facebook Post from the Community Meeting, First Baptist Church Evans
Questions, Comments and Discussion Items

Question: When will Washington Road improvements be completed?

Answer: In two years. This is a local project and is conducted through Columbia County Engineering Department.

Question: Will there be a bridge on Washington Road across the creek?

Answer: Good question. This is a local project and is conducted through Columbia County Engineering Department.

Question: What is going in the new 10” steel pipe in the creek?

Answer: That is something the engineering department will know in Columbia County.

Question: When will Columbia County get real public transit?

Answer: That is for Columbia County leadership to determine. It will be determined based on the travel needs of the public.

Question: Are any new road projects including bike lanes?

Answer: Yes, some state funded road projects include bike access and safety either through sidewalks or bike lanes. Local projects don’t, that is up to the local jurisdictions.

Question: What is going to be done about the congestion on I-20 and Lewiston Road?

Answer: There are projects in the LRTP 2035 that address this issue.
Transportation Vision 2040 - Community Meeting # 6

Date: Thursday, March 19, 2015  
Location: North Augusta Community Center  
495 Brookside Avenue  
North Augusta SC 29841  
Time: 5:30 to 7:30 p.m.  
Weather: 52° and raining

Public Meeting #6 Summary  
The sixth public meeting for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Thursday, March 16th, 2015 at the North Augusta Community Center, 495 Brookside Avenue, North Augusta SC 29841. The maps and room were open at 5:15 p.m., while the meeting started at 5:50pm and lasted until 7:30 p.m. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO). Planning staff from Aiken County Planning and Development Department provided support.

There were a total of (6) people (excluding ARTS staff) from the community who attended the meeting. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A leaflet giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing conditions placed around the meeting room. From 5:15pm until 5:50pm attendees viewed the displays and conversed with staff regarding the data presented. At 5:30 p.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff, followed by Transportation Vision 2040 presentation by APDD Deputy Director. The presentation covered the following topics:
• Metropolitan Transportation Planning (Planning Process and Schedule).
• Where Are We Now? Existing Conditions.
• Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
• Where Do We Want to Be in 2040? Vision and Goal Setting.

Community Meeting North Augusta Community Center
Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – North Augusta Community Center, March 19, 2015

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gerald Jefferson</td>
<td>Aiken County</td>
<td><a href="mailto:gjhenson2016@outlook.com">gjhenson2016@outlook.com</a></td>
</tr>
<tr>
<td>Lynn Curd</td>
<td>Aiken Co</td>
<td>atomic.bit</td>
</tr>
<tr>
<td>Donald M. Young</td>
<td>North Augusta, SC</td>
<td><a href="mailto:dave.command@gmail.com">dave.command@gmail.com</a></td>
</tr>
<tr>
<td>Jon-Michael Sullivan</td>
<td>725 W. 30th St, Augusta, GA 30901</td>
<td><a href="mailto:jmsullivan@augusta.com">jmsullivan@augusta.com</a></td>
</tr>
<tr>
<td>Willie Green Jr</td>
<td>265 Williamson Dr, Järby</td>
<td></td>
</tr>
<tr>
<td>MARTIN G. CASSON</td>
<td>114 Oakhurst Dr, SC 29860</td>
<td><a href="mailto:gcasson@comcast.net">gcasson@comcast.net</a></td>
</tr>
<tr>
<td>Mykhala Dorto</td>
<td>725 Broad St, Augusta, GA 30901</td>
<td><a href="mailto:mlisbon@comcast.net">mlisbon@comcast.net</a></td>
</tr>
</tbody>
</table>

Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – North Augusta Community Center, March 19, 2015

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARTIN G. CASSON</td>
<td>114 Oakhurst Dr, SC 29860</td>
<td><a href="mailto:gcasson@comcast.net">gcasson@comcast.net</a></td>
</tr>
<tr>
<td>Mykhala Dorto</td>
<td>725 Broad St, Augusta, GA 30901</td>
<td><a href="mailto:mlisbon@comcast.net">mlisbon@comcast.net</a></td>
</tr>
</tbody>
</table>
TRANSPORTATION VISION 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

North Augusta Community Center
515 Brookside Ave.
North Augusta, SC 29841

Thursday, March 19, 2015
5:30 – 7:30 P.M. (Presentation at 6:00 P.M.)

Agenda

5:30 – 6:00 p.m.
- Sign-In & Open House

6:00 – 6:05 p.m.
- Welcome and Introductions
  Carleta Singleton, Planning Manager
  Augusta Planning and Development Department

6:05 – 6:40 p.m.
- Transportation Vision – 2040 Presentation
  Paul Decamp, Deputy Director
  Augusta Planning and Development Department

  Metropolitan Transportation Planning Process & Schedule
  Where Are We Now? Existing Conditions
  Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035-2040
  Where Do We Want To Be in 2040? Vision and Goal Setting
  How Do We Get There?
  Next Steps in the Transportation Planning Process

6:40 – 7:00 p.m.
- Identifying Transportation Issues and Needs - Vision and Goal Setting
  Community Transportation Survey – Audience Participation and Polling/Survey
  Oliver Page, PhD, Principal Transportation Planner

7:00 – 7:30 p.m.
- Questions/Answer Discussion
- Closing Remarks

Please visit the [www.augustaga.gov/arts](http://www.augustaga.gov/arts) to complete the transportation survey; download the presentation; send in your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1795 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov.
• How Do We Get There?
• Next Steps in the Transportation Planning Process

The presentation by APDD Deputy Director lasted until 6:33pm.

An ARTS staff person engaged the audience which involved participation in a live polling/survey to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

<table>
<thead>
<tr>
<th>Goals</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Develop a Transportation System Integration with Planned Land use</td>
<td>40%</td>
<td>60%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2) Develop a Transportation System that is Financially and Politically Feasible and has broad support</td>
<td>80%</td>
<td>20%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3) Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods</td>
<td>60%</td>
<td>40%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4) Develop a Transportation System that will Enhance the Economic Social and Environmental Fabric of the Area, using resources wisely while minimizing adverse impacts</td>
<td>60%</td>
<td>40%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs</td>
<td>100%</td>
<td>0%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6) Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>100%</td>
<td>0%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>7) Develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region</td>
<td>80%</td>
<td>20%</td>
<td>-</td>
<td>-</td>
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</tbody>
</table>

In the presentation each of the seven goal statements were presented to the attendees at the meeting. Attendees were given a wireless handheld device for the selection of one of 5 options to indicate how strongly they agreed or disagreed with each goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4: Strongly Disagree; and 5) No Preference. Votes were recorded wirelessly using an audience response system. Results were shown immediately following each selection made.
The presentation shown during each of the Community Meetings highlighted ARTS and the regional transportation planning process. This included ARTS organizational and political structures, roles and responsibilities in regional transportation planning, as well as a depiction of the study area boundary. The Transportation Vision 2040 LRTP update focuses on current and predicted population growth and economic development as well as current and the predicted traffic flows in the ARTS region. Numerous maps, charts, and tables depicting population, employment and housing as well as land use and environmental justice issues were made available to inform meeting attendees, as to what trends are predicted to occur over the next twenty years.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicate changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 6:44 p.m. until 7:23 p.m., the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 7:30 p.m.
ARTS staff persons engage a member of the public at the Community Meeting
North Augusta Community Center

ARTS staff person explains a map to an interested onlooker at the Community Meeting
North Augusta Community Center
Questions, Comments and Discussion Items

Comment: Concern over maintenance of bike and pedestrian pathways, mass transportation, and clean energy transportation that is proven to be better than busses.

Answer: This is up to the county planning office. Maintenance can be funded at the state and federal level but at very limited levels 7% on average. It is up to the local governments to maintain their pedestrian and bike pathways. Air quality is addressed at state and federal levels.

Question: What about rail service in the region?

Answer: Georgia has recently released a state-wide plan for commuter and passenger rail services. ARTS is also in the process of conducting a transit density study to determine the possibility and feasibility of rail services in the region.

Comment: What about the ball park in North Augusta, SC, there is strong economic impact of sports in the region and its potential?

Question: What are you doing about getting elderly and veterans from Aiken and North Augusta, SC, to the Veterans Affairs (VA) in Augusta, GA?

Answer: The Best Friend Express (BFE) is a public transit service that also has a transfer station in Augusta. Its Blue Line goes into Augusta, GA and allows people transfer to the Augusta Public Transit (APT) bus services.

Question: Are there going to be more park-and-ride locations in the region and how about getting public transit to stop at these locations? What about security at these park and ride lots?

Answer: Video cameras are there but there are no plans for any additional security or fencing. ARTS will be looking into the possibility of rideshare programs and the need for more park-and-ride lots in the future. A public transit survey will be conducted soon. Many people do use other areas as quasi-park and ride lots like Walmart, Kroger, and other retail shopping centers.
Question: Are there plans for the elderly?

Answer: Yes, there is paratransit, a curb-to-curb service that people can call in to get transportation.

Question: What about the traffic lights along Washington Road?

Answer: There will be a traffic management system already in place to monitor and regulate the traffic signals.

Question: Why are there different speed limits along one mile of roads in various parts of Aiken (e.g. Aiken Augusta Highway and Burnettown)?

Answer: This may be due to the public’s perceptions of it being a “speed trap”. Changing speed limits requires local and state resolutions. Speed limits differ from city to city or city to county.

Comment: We need to take care of what we have: Maintenance of local road, bike ways and pedestrian pathways.
Transportation Vision 2040 - Community Meeting # 7

Date: Saturday, March 21, 2015
Location: Warren Road Community Center
300 Warren Road
Augusta GA 30907
Time: 10:00 a.m. – 12:00 p.m.
Weather: 73 º and clear

Public Meeting #7 Summary
The seventh public meeting, and first Saturday meeting, for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Saturday, March 21st, 2015 at the Warren Road Community Center, 300 Warren Road Augusta GA 30907. The maps and room were open at 9:15 a.m., while the meeting started at 10:24am and lasted until 12:00pm. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO).

There were a total of seven (7) people (excluding ARTS staff) from the community who attended the meeting. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A flyer giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing conditions placed around the meeting room. From 9:15am until 10:24 a.m. attendees viewed the displays and conversed with staff regarding the data presented. At 10:24 a.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff, followed by Transportation Vision 2040 presentation by APDD Deputy Director. The presentation covered the following topics:

- Metropolitan Transportation Planning (Planning Process and Schedule).
- Where Are We Now? Existing Conditions.
• Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.

Community Meeting, Warren Road Community Center, Augusta GA
Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – Warren Road Community Center, March 21, 2015

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sean Frank</td>
<td>4040 Devereaux Rd, Augusta, GA 30904</td>
<td><a href="mailto:sean.frank@augusta.gov">sean.frank@augusta.gov</a></td>
</tr>
<tr>
<td>Ken Warner</td>
<td>429 Cambridge Cir, Augusta, GA 30906</td>
<td><a href="mailto:ken.warner@augusta.gov">ken.warner@augusta.gov</a></td>
</tr>
<tr>
<td>Kenneth Jones</td>
<td>3078 Bon Air Dr, Augusta, GA 30904</td>
<td><a href="mailto:kenneth.jones@augusta.gov">kenneth.jones@augusta.gov</a></td>
</tr>
<tr>
<td>Debra McCord</td>
<td>30714 Damascus Rd, Augusta, GA 30904</td>
<td><a href="mailto:debra.mccord@augusta.gov">debra.mccord@augusta.gov</a></td>
</tr>
<tr>
<td>Larry McCarty</td>
<td>3180 Skinner Mill Rd, Augusta, GA 30907</td>
<td><a href="mailto:larry.mccarty@gmail.com">larry.mccarty@gmail.com</a></td>
</tr>
<tr>
<td>Dennis Williams</td>
<td>1019 Beverly Hills Dr.</td>
<td></td>
</tr>
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Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – Warren Road Community Center, March 21, 2015

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<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>Tamial Walton</td>
<td>2930 Ulmer, Kent, WA 30815</td>
<td><a href="mailto:Tamial.Walton@jones.com">Tamial.Walton@jones.com</a></td>
</tr>
</tbody>
</table>
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Warren Road Community Center
300 Warren Road
Augusta, GA 30907

Saturday, March 21, 2015
10:00 A.M. – 12:00 Noon (Presentation at 10:30 P.M.)

Agenda

10:00 – 10:30 a.m.
  ▪ Sign-In & Open House

10:30 – 10:35 a.m.
  ▪ Welcome and Introductions

10:35 – 11:10 a.m.
  ▪ Transportation Vision – 2040 Presentation

      Metropolitan Transportation Planning Process & Schedule
      Where Are We Now? Existing Conditions
      Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035 -2040
      Where Do We Want To Be in 2040? Vision and Goal Setting
      How Do We Get There?
      Next Steps In the Transportation Planning Process

      Paul Decamp, Deputy Director
      Augusta Planning and Development Department

11:10 – 11:30 a.m.
  ▪ Identifying Transportation Issues and Needs - Vision and Goal Setting

      Community Transportation Survey – Audience Participation and Polling/Survey

      Oliver Page, PhD, Principal Transportation Planner

11:30 – 12:00 p.m.
  ▪ Questions/Answer Discussion
  ▪ Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov.
• Where Do We Want to Be in 2040? Vision and Goal Setting.
• How Do We Get There?
• Next Steps in the Transportation Planning Process.

The presentation by APDD Deputy Director lasted until 11:10 a.m. At this time, an ARTS staff person engaged the audience which involved participation in a live polling/survey exercise to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

<table>
<thead>
<tr>
<th>Goals</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Develop a Transportation System Integration with Planned Land use</td>
<td>50%</td>
<td>25%</td>
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<td>25%</td>
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<tr>
<td>2) Develop a Transportation System that is Financially and Political Feasible and has broad support</td>
<td>50%</td>
<td>50%</td>
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</tr>
<tr>
<td>3) Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods</td>
<td>75%</td>
<td>25%</td>
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</tr>
<tr>
<td>4) Develop a Transportation System that will Enhance the Economic Social and Environmental Fabric of the Area, using resources wisely while minimizing adverse impacts</td>
<td>75%</td>
<td>25%</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs</td>
<td>75%</td>
<td>25%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6) Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>100%</td>
<td>0%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>7) Develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region</td>
<td>100%</td>
<td>0%</td>
<td>-</td>
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</tbody>
</table>

In the presentation each of the seven goal statements were presented to the attendees at the meeting. Attendees were given a wireless handheld device for the selection of one of 5 options to indicate how strongly they agreed or disagreed with each goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4) Strongly Disagree; and 5) No Preference. Votes were recorded wirelessly using an audience response system. Results were shown immediately following each selection made.
Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicated changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 11:20 a.m. until 11:50 a.m., the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 12:00 p.m.
Questions, Comments and Discussion Items

Question: Are all of these maps available online?

Answer: Yes, the presentation is available through ARTS website.

Question: There is population and employment increases in South Augusta but we don’t have many fixed bus routes out there. Can we have more bus routes out there and also increase their service times?

Answer: Augusta Public Transit (APT) has a five (5) year Transit Development Plan which they are preparing to update. Also through the LRTP process, we are assessing what type of transit will be needed in the future. We are currently looking at transit development density to see where needs and opportunities arise for transit improvements.

Question: How is funding determined? I don't see much funding going towards transit. Are all the transit projects funded with local, state, or federal funds?

Answer: Administration and operation of transit is local but state does help match it at times. Federal programs provide 80/20 funds, local government must come up with the initial 20% before federal will assist with the remaining 80%.

Question: When is the downtown bus terminal going to become ADA compliant? When will transit services be ADA compliant? Money has been earmarked and spent, yet the ADA compliance project it was dedicated to have not brought the transit service to ADA compliance.

Answer: ADA compliance/enforcement is mainly through local jurisdictions, not always federal and state. They do have strong regulations and penalize local governments for noncompliance. It is up to local government to enforce them as well. We will look into it, fixed routes are not meant to go into every area. We will be investigating the possibility of rideshare and other alternatives to public transit.
Comment: Attendee feels that there is a negative view of public transportation and that we need to change that perception. If we want to be a major player, how can we help with major transportation issues?

Comment: When we say we don’t have the money to fund projects it gets discouraging and we don’t want to show up because nothing will get done. This is especially true when we say we are going to fund something and it doesn’t get funded. If we say we are going to fund something, we need to fund it.

Question: Who calls the shots, who do we need to reach, to push transit?

Answer: Contact Sharon Dottery at the August Public Transit (APT) for more information.

Comment: The Environmental Justice (EJ) maps showed surprising results, and not so to some people. Areas around downtown Augusta, GA, and North Augusta, SC, were surprising but not in other areas.

Comment: Augusta needs to modernize like Charlotte, NC. which does have light rail.

Question: Atlanta transit is greatly marketed, why isn’t this region?

Answer: There are no commercials; no media outreach and no talk shows about the benefits of public transit. There are no radio advertisements on it either. Talk of money and funding drives/lowers attendance. Saying we do not have the money or do nothing has always resulted in lower attendance. We need to find the right trigger to get people engaged, such as light-rail, rail services, etc. The APT has a five year plan that also involves public meetings like these and many of these meetings are showing that there is a strong need for alternative modes of transportation.

Question: What about the expansion of the Fort Gordon route?

Answer: This is in the APT five year plan.

Question: Have other cities been studied, especially smaller cities like Savannah, GA, that have the funding and resources along with alternative modes of transportation, yet we do not?
Answer: Yes others have been studied, furthermore we need more than one or two commissioners to support transportation planning. This can only be done through community and citizen encouragement.

Comment: We do have people who have cars yet use the busses, this used to be very popular here. We need to get more people involved in the process.

Answer: Yes, it is a challenge to get the public engaged. We have more public meetings in Augusta, GA, and other areas but there is a stigma with public transportation.

Question: What about public transit for South Augusta?

Answer: Augusta Public Transit (APT) has a five year plan for the system, it is periodically updated. We will also be studying the transit density in the area as well. The pilot program for the Fort Gordon route is ongoing and commissioners are kept informed of its progress.

Question: Who do we speak to about the transit service?

Answer: Contact Sharon Dottery at the August Public Transit for more information.

Question: Are there any other ideas to get public to come out to these meetings?

Answer: Put it out in different ways not just about a “meeting.” Compared with other cities, show how it (transportation) affects them, Stop saying “no money” as people get discouraged. Get businesses active!
Transportation Vision 2040 - Community Meeting # 8

Date: Monday, March 23, 2015
Location: Odell Weeks Activity Center
1700 Whiskey Road
Aiken SC 30907
Time: 5:30 p.m. – 7:30 p.m.
Weather: 70º and clear

Public Meeting #8 Summary
The eighth public meeting for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Monday, March 23, 2015 at the Odell Weeks Activity Center, 1700 Whiskey Road, Aiken SC 29803. The maps and room were open at 5:00pm, while the meeting started at 5:56 p.m. and lasted until 7:30pm. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO). Planning staff from Aiken County Planning and Development Department provided support.

There were a total of thirteen (13) people (excluding ARTS staff) from the community who attended the meeting. On entering the meeting each attendee was asked sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A leaflet giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing conditions placed around the meeting room. From 5:00 p.m. until 5:56 p.m. attendees viewed the displays and conversed with staff regarding the data presented. At 5:56 p.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff, followed by Transportation Vision 2040 presentation by APDD Deputy Director. The presentation covered the following topics:

- Metropolitan Transportation Planning (Planning Process and Schedule).
- Where Are We Now? Existing Conditions.
• Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.

Community Meeting Odell Weeks Activity Center, Aiken SC
An ARTS staff person presenting at the Community Meeting at the Odell Weeks Activities Center

Facebook posting from Community Meeting Odell Weeks Activity Center,

Augusta, Georgia Planning & Development

Posted by Augusta Planning & Development Department on March 23 at 5:58 pm

Gerald Jefferson of ARTS talks to a local news reporter. Please join us at the Odell Weeks Activity Center today.

6 people reached
Like · Comment · Share
### Transportation Vision 2040 Community Meeting Sign in Sheet

**Community Meeting – Odell Weeks Activity Center, March 23, 2015**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jack Porter</td>
<td>114 W. WILLOW LN, Aiken, SC 29803</td>
<td>j祭祀@chicagowv</td>
</tr>
<tr>
<td>Lynn Bassham</td>
<td>715 WOODFORD DR, Aiken, SC 29803</td>
<td><a href="mailto:lba553@lsu.edu">lba553@lsu.edu</a></td>
</tr>
<tr>
<td>Lally Wood</td>
<td>135 LAWNROSE CT D-6 SW Aiken, SC 29803</td>
<td><a href="mailto:AIBBD@Aikenmail.com">AIBBD@Aikenmail.com</a></td>
</tr>
<tr>
<td>Camille Ford</td>
<td>10300 HAWTHORN DR, Aiken, SC 29803</td>
<td><a href="mailto:rebound@bennett.net">rebound@bennett.net</a></td>
</tr>
<tr>
<td>Charlotte Nichols</td>
<td>14A BEVINGTON DR, Aiken, SC 29803</td>
<td><a href="mailto:cnicolls@dforceable.com">cnicolls@dforceable.com</a></td>
</tr>
<tr>
<td>Kyle</td>
<td>1120 SPRING DR, Aiken, SC 29803</td>
<td><a href="mailto:KyleK_2222@bellsouth.net">KyleK_2222@bellsouth.net</a></td>
</tr>
<tr>
<td>Rich Izard</td>
<td>10 NELLA BEAK DR, Aiken, SC 29803</td>
<td><a href="mailto:rich.izard77@gmail.com">rich.izard77@gmail.com</a></td>
</tr>
<tr>
<td>Nathan Powell</td>
<td>1120 SPARK DR, Aiken, SC 29803</td>
<td><a href="mailto:nathanp4110@gmail.com">nathanp4110@gmail.com</a></td>
</tr>
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### Transportation Vision 2040 Community Meeting Sign in Sheet

**Community Meeting – Odell Weeks Activity Center, March 23, 2015**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
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</tr>
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<tbody>
<tr>
<td>Chris Divan</td>
<td>300 MAGNOVA LAKES CT, Aiken, SC</td>
<td><a href="mailto:jackson285@gmail.com">jackson285@gmail.com</a></td>
</tr>
<tr>
<td>Ken Feller</td>
<td>PARKVIEW CT</td>
<td></td>
</tr>
<tr>
<td>Mike Harris</td>
<td>1631 RICH AVE MA-SC 25349</td>
<td><a href="mailto:lake2pink@gmail.com">lake2pink@gmail.com</a></td>
</tr>
<tr>
<td>Tom Lex</td>
<td>125 LIVE OAK RD, Aiken, SC</td>
<td><a href="mailto:TSLEXO@AOL.COM">TSLEXO@AOL.COM</a></td>
</tr>
</tbody>
</table>
Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – Odell Weeks Activity Center, March 23, 2015

<table>
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<tr>
<th>NAME</th>
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</tr>
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<tbody>
<tr>
<td>John Mortari</td>
<td>527 Providence Ct, Augusta, GA 29803</td>
<td><a href="mailto:mortarijohn@ymail.com">mortarijohn@ymail.com</a></td>
</tr>
</tbody>
</table>
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Monday, March 23, 2015
5:30 – 7:30 P.M (Presentation at 6:00 P.M.)

Agenda

5:30 – 6:00 p.m.
- Sign-In & Open House

6:00 – 6:05 p.m.
- Welcome and Introductions
  Carletta Singleton, Planning Manager
  Augusta Planning and Development Department

6:05 – 6:40 p.m.
- Transportation Vision – 2040 Presentation
  Paul Decamp, Deputy Director
  Augusta Planning and Development Department

  Metropolitan Transportation Planning Process & Schedule
  Where Are We Now? Existing Conditions
  Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035 -2040
  Where Do We Want To Be in 2040? Vision and Goal Setting
  How Do We Get There?
  Next Steps in the Transportation Planning Process

6:40 – 7:00 p.m.
- Identifying Transportation Issues and Needs - Vision and Goal Setting
  Community Transportation Survey – Audience Participation and Polling/Survey
  Oliver Page, PhD, Principal Transportation Planner

7:00 – 7:30 p.m.
- Questions/Answer Discussion
- Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov.
• Where Do We Want to Be in 2040? Vision and Goal Setting.
• How Do We Get There?
• Next Steps in the Transportation Planning Process.

The presentation by APDD Deputy Director lasted until 6:35pm.

At this time, an ARTS staff person engaged the audience which involved participation in a live polling/survey to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

<table>
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<tr>
<th>Goals</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Develop a Transportation System Integration with Planned Land use</td>
<td>64%</td>
<td>36%</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>2) Develop a Transportation System that is Financially and Political Feasible and has broad support</td>
<td>73%</td>
<td>27%</td>
<td>-</td>
<td>-</td>
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<tr>
<td>3) Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods</td>
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<td>27%</td>
<td>-</td>
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<tr>
<td>4) Develop a Transportation System that will Enhance the Economic Social and Environmental Fabric of the Area, using resources wisely while minimizing adverse impacts</td>
<td>64%</td>
<td>36%</td>
<td>-</td>
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</tr>
<tr>
<td>5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs</td>
<td>55%</td>
<td>45%</td>
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</tr>
<tr>
<td>6) Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>73%</td>
<td>27%</td>
<td>-</td>
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<td>-</td>
</tr>
<tr>
<td>7) Develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region</td>
<td>80%</td>
<td>20%</td>
<td>-</td>
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</table>

In the presentation each of the seven goal statements were presented to the attendees at the meeting. Attendees were given a wireless handheld device for the selection of one of 5 options to indicate how strongly they agreed or disagreed with each goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4: Strongly Disagree; and 5) No
Preference. Votes were recorded wirelessly using an audience response system. Results were shown immediately following each selection made.

The presentation shown during each of the Community Meetings highlighted ARTS and the regional transportation planning process. This included ARTS organizational and political structures, roles and responsibilities in regional transportation planning, as well as a depiction of the study area boundary. The Transportation Vision 2040 LRTP update focuses on current and predicted population growth and economic development as well as current and the predicted traffic flows in the ARTS region. Numerous maps, charts, and tables depicting population, employment and housing as well as land use and environmental justice issues were made available to inform meeting attendees, as to what trends are predicted to occur over the next twenty years.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicate changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 6:45 p.m. until 7:05 p.m., the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 7:30pm.

**Questions, Comments and Discussion Items**

**Question:** Would there be more planning for more bike lanes in North Augusta, SC, and in Augusta, GA?

**Answer:** ARTS is planning for all modes of transportation. The Bicycle and Pedestrian Plan was completed in 2012. ARTS in the LRTP update will be assessing how many of those bicycle routes have been completed or are in the planning phase.
Question: How are these long and short term studies communicated to local jurisdictions?

Answer: There is representation of local jurisdictions on the ARTS sub-committee, e.g., North Augusta, Burnettown and Aiken. Representatives of these local jurisdictions in Aiken County were given a full presentation of the 2012 Bike and Pedestrian Plan on its completion by the consultant.

Background: Several City of Aiken council members were not aware of or had not read the 2012 Bike and Pedestrian Plan.

Comment: Lower Savannah Council of Governments (LSCOG) Information and Referral Center receives so many calls from older adults. There has been a trend in the past year to receive calls from seniors who come to retire in the local area, e.g., Cedar Creek, Woodside, who are at a loss on how to get around. It’s not just poor seniors but seniors from all socio-economic backgrounds. There may be a car in their driveway but they can’t get to the doctors, grocery stores, places they really need to go because they no longer drive. Some may have suffered a health challenge that limits or terminates their driving ability.

Answer: We’ve had similar comments from previous community meetings. How will ARTS plan transportation for the elderly, disabled veterans in Transportation Vision 2040? ARTS do include plans for paratransit and rural transit provision but a challenge is finding the latent demand (i.e., unmet demand) for these services. If people don’t know about a service, they don’t use it and the lack of demand does not mean that it is not needed. Local transit services are not marketed as much as they could be and this will be looked at in the Transportation Vision 2040. How to put together a regional marketing plan for alternative transportation or transit will be something ARTS considers.

Comment: There are many seniors who have no way of getting to the community meeting held this evening because of lack of transportation. Reasons for this include seniors have aged, don’t drive anymore or their support system is no longer there, etc.
Comment: When you ask seniors about their transportation needs they often reply everything is fine and that they have no problem. Their support network is in place. However, they may be unaware that their adult children are at wits end in having to change their schedules to transport an elderly parent or relative everywhere.

Answer: There’s also planning for Health and Human Services (HHS) involvement in determining and meeting the transportation needs of seniors. ARTS intend to involve social service agencies who work with seniors to identify and better understand senior transportation needs.

Comment: LSCOG has tracked senior unmet transportation needs and put these into a database. However, there is still a great unmet need for transportation by seniors. If there is a car in the driveway that does not mean that all seniors live like this or do not have transportation issues.

Answer: There is a Baby Boomer population cohort that will face these same challenges very soon. ARTS is planning for all these things and we hope that from these community meetings we will further identify transportation issues and needs in the region. ARTs will be going back to the communities with findings from the March round of meetings in July 2015. An issue that ARTS will have to answer is how we can move forward proposed transportation projects in our current plan if there are no funds, before land development overwhelms the transportation system with more congestion.

Comment: Bicycle Pedestrian Advisory Committee (BPAC) is focused on implementing the Bike and Pedestrian Plan for the urbanized areas of Aiken County in trying to make the area bicycle and pedestrian friendly. This brings health and community benefits which South Carolina Department of Transportation (SCDOT) and other agencies endorse. The challenge that BPAC faces when SCDOT puts forward road plans that incorporate sidewalks or bike facilities is retaining these facilities. How do we get the political willpower to stand up to the objectors and state that the objections have been noted? How do we show that walking and bicycle facilities are for the long term good of the community? Once walking and bicycle facilities have been taken out of a new project it is impossible to reincorporate these attributes at a later stage.
Answer: That is a challenge to retain walking and bicycle elements in the front end of a project. Taking the information from the bike and pedestrian study one can give reasons to upgrade paths or bike facilities. There may be an informal path already in existence (indicating a latent demand for a sidewalk) upgrading this to a fully designated sidewalk will bring safety benefits too.

Comment: The goal statement stating 'broad support' that was something that I wanted to disagree on. It could have been improved to read 'broad long term support' as opposed to broad immediate support for precisely the reasons that were stated earlier.

Answer: It is the way a message is sent that sometime the right answer is not obtained.

Comment: In Aiken County we have over 950 unpaved roads. There are a lot of people in the political arena and citizens that would like to have sidewalks. However, when you go to get the Right-of-Way (ROW), if you have two or more objectors to a sidewalk on a street the whole ROW gets pulled. Broad public support is so important and when you don’t have it, it makes all the difference.

Answer: So what this tells me is how we educate the public about how we define the need for ROW or transportation. Another challenge ARTS faces is how do we reach individuals who cannot come out to the community meetings? How can we get their input? How can we involve them in this discussion? If we don’t have their voice how can ARTS convince the general public that they matter? How does ARTS identify what is the best way to reach people who can’t come to the community meetings. How can ARTS come up with a mechanism that does not involve multiple community meetings to get the word out to those who want to provide input? ARTS offer Speakers Bureau meetings where ARTS staff will come out and share information to civic groups, organizations, etc., ARTS welcomes invitations from such groups.

Comment: The best community meeting that I attended was when Best Friend Express had to withdraw Saturday services due to a funding cut by Aiken City Council. We had the meetings at the locations where people got on and off the bus at
the time of bus arrivals or departures. We encouraged everyone to speak up and ensured passengers that the bus would not leave them if they choose to speak, write or make a comment. We heard from the most articulate and wonderful bus passengers. We would never have known the reasons why people rode the BFE bus and what taking the bus meant to them. One of those who gave comment was given an opportunity to share her story in Washington DC. If you can’t get to the doctor, it’s a luxury to come to a public meeting.

Comment: I think having a community meeting earlier in the day would be beneficial. A lot of elderly people even if they do drive don’t like driving during the early evenings and those who rely on public transit or paratransit have greater potential to use these transportation services during the day.

Comment: It is important for us not to use acronyms or technical terms at the community meetings. This will enable better understanding by meeting attendees.
Transportation Vision 2040 - Community Meeting # 9

Date: Tuesday, March 24, 2015
Location: Smith Hazel Recreation Center
400 Kershaw Street
Aiken SC 29801
Time: 5:30 p.m. - 7:30 p.m.
Weather: 73 º and clear

Public Meeting #9 Summary
The ninth public meeting for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Tuesday, March 24, 2015 at the Smith Hazel Recreation Center. The maps and room were open at 5:00pm, while the meeting started at 5:55 p.m. and lasted until 7:30pm. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO). Planning staff from Aiken County Planning and Development Department provided support.

There were a total of seven (7) people (excluding ARTS staff) from the community who attended the meeting. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A leaflet giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing conditions placed around the meeting room. From 5:00pm until 5:55 p.m. attendees viewed the displays and conversed with staff regarding the data presented. At 5:56 p.m., Paul Decamp opened the meeting with a welcome greeting and introductions of ARTS staff followed by Transportation Vision 2040 presentation delivered by Carletta Singleton. The presentation covered the following topics:

- Metropolitan Transportation Planning (Planning Process and Schedule).
- Where Are We Now? Existing Conditions.
• Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
• Where Do We Want to Be in 2040? Vision and Goal Setting.
• How Do We Get There?
• Next Steps in the Transportation Planning Process.

The presentation by the Strategic Long Range Planning Manager lasted until 6:34pm. At this time, an ARTS staff person engaged the audience which involved participation in a live polling/survey to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

<table>
<thead>
<tr>
<th>Goals</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Develop a Transportation System Integration with Planned Land use</td>
<td>50%</td>
<td>50%</td>
<td>-</td>
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</tr>
<tr>
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<td>50%</td>
<td>50%</td>
<td>-</td>
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</tr>
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<td>50%</td>
<td>50%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs</td>
<td>67%</td>
<td>33%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6) Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>83%</td>
<td>17%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>7) Develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region</td>
<td>83%</td>
<td>17%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
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In the presentation each of the seven goal statements were presented to the attendees at the meeting. Attendees were given a wireless handheld device for the selection of one of 5 options to indicate how strongly they agreed or disagreed with each goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4: Strongly Disagree; and 5) No
Preference. Votes were recorded wirelessly using an audience response system. Results were shown immediately following each selection made.

The presentation shown during each of the Community Meetings highlighted ARTS and the regional transportation planning process. This included ARTS organizational and political structures, roles and responsibilities in regional transportation planning, as well as a depiction of the study area boundary. The Transportation Vision 2040 LRTP update focuses on current and predicted population growth and economic development as well as current and the predicted traffic flows in the ARTS region. Numerous maps, charts, and tables depicting population, employment and housing as well as land use and environmental justice issues were made available to inform meeting attendees, as to what trends are predicted to occur over the next twenty years.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicate changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 6:45 p.m. until 7:05 p.m., the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 7:30pm.
Community Meeting Smith Hazel Recreation Center, Aiken SC

ARTS staff person talks with a member of public at the Community Meeting Smith Hazel Recreation Center
Tweet from the Smith Hazel Recreation Center, Aiken SC

Augusta Planning @PlanningAugusta · Mar 24

They're checking in for tonight's meeting at Smith Hazel Recreation Center, Aiken SC @ 6pm
### Transportation Vision 2040 Community Meeting Sign in Sheet

#### Community Meeting – Smith Hazel Recreation Center, March 24, 2015

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
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<tbody>
<tr>
<td>Gerald K. Johnson</td>
<td>Alton County Gt.</td>
<td><a href="mailto:germasglenn73@gmail.com">germasglenn73@gmail.com</a></td>
</tr>
<tr>
<td></td>
<td>Box 1503</td>
<td></td>
</tr>
<tr>
<td>Richard Johnson, Jr</td>
<td>429 Market St. NE</td>
<td><a href="mailto:richjohnsonjr@verizon.net">richjohnsonjr@verizon.net</a></td>
</tr>
<tr>
<td></td>
<td>Alton, SC 29801</td>
<td></td>
</tr>
<tr>
<td>James Matthews</td>
<td>673 Sumter St NW</td>
<td><a href="mailto:sendelme104@email.com">sendelme104@email.com</a></td>
</tr>
<tr>
<td></td>
<td>Alton, SC 29801</td>
<td></td>
</tr>
<tr>
<td>Sarah W.</td>
<td>200 Midland AL1501</td>
<td><a href="mailto:swhalen@mic.com">swhalen@mic.com</a></td>
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<tbody>
<tr>
<td>Dwan Morris</td>
<td>Savannah COG Council</td>
<td><a href="mailto:danwilson@co.savannah.ga">danwilson@co.savannah.ga</a></td>
</tr>
<tr>
<td></td>
<td>105 1st Street NE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Savannah, GA 31401</td>
<td></td>
</tr>
<tr>
<td>Mary A.</td>
<td>1507 Fairgate St.</td>
<td><a href="mailto:mflynt@almaisd.com">mflynt@almaisd.com</a></td>
</tr>
<tr>
<td></td>
<td>NE Schoolfield</td>
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Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Smith Hazel Recreation Center
400 Kershaw Street NE
Aiken, SC 29801

Tuesday, March 24, 2015
5:30 – 7:30 P.M (Presentation at 6:00 P.M.)

Agenda

5:30 – 6:00 p.m.
  ▪ Sign-In & Open House

6:00 – 6:05 p.m.
  ▪ Welcome and Introductions
    Paul Decamp, Deputy Director
    Augusta Planning and Development Department

6:05 – 6:40 p.m.
  ▪ Transportation Vision – 2040 Presentation
    Carietta Singleton, Planning Manager
    Augusta Planning and Development Department

     Metropolitan Transportation Planning Process & Schedule
     Where Are We Now? Existing Conditions
     Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035-2040
     Where Do We Want To Be in 2040? Vision and Goal Setting
     How Do We Get There?
     Next Steps in the Transportation Planning Process

6:40 – 7:00 p.m.
  ▪ Identifying Transportation Issues and Needs - Vision and Goal Setting
    Community Transportation Survey – Audience Participation and Polling/Survey
    Oliver Page, PhD, Principal Transportation Planner

7:00 – 7:30 p.m.
  ▪ Questions/Answer Discussion
  ▪ Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments; or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov.
Questions, Comments and Discussion Items

Question: Does ARTS apply for the Title Grant only? Is that organization the only organization that may apply for the grant and that may allocate it to the regions?

Answer: The funding we get to do the projects is allocated to Metropolitan Planning Organizations throughout the country based on a formula. Funds are allocated to different categories of projects in the study area. Funds may be allocated to pay for preliminary engineering, Right-of-Way (ROW) acquisition or construction of a particular road project. Funds are also set aside for operation and maintenance work on major system roads. There are funds set aside for environmental mitigation activities. There is a separate federal program that funds improvements to our transit system and we also program those dollars as part of our longer range transportation plan and our shorter term Transportation Improvement Program (TIP). The funds for roads, operation and maintenance, etc., come from the Federal Highway Administration (FHWA). Federal Transit Administration (FTA) finances the acquisition of buses for transit systems, the operation and maintenance of buses and to some extent paying the cost of bus drivers and other activities.

Question: Does ARTS apply for this funding? Who applies for the funding?

Answer: Augusta-Richmond County is a designated recipient of transit dollars from the federal government. Lower Savannah Council of Governments (LSCOG) is a designated recipient of transit dollars in Aiken County.

Question: So there are two funding applications that go in for funding?

Answer: Not necessarily applications as the FTA allocates funds based on an urbanized area’s population. This figure will be the total amount of federal dollars that the area will get for transit. For example (hypothetically), Augusta-Richmond County may receive around $3 million whereas LSCOG may receive $500-$700K for transit Aiken County from the FTA.
Question: You have to ask for it?

Answer: Administratively, yes. You have to set up a plan as to how the funds will be spent. Funds are allocated at federal level and allocated to transit agencies. No other agencies have access to the funds apart from Augusta Public Transit (APT) or the LSCOOG for public transit. With respect to the funds for road projects, ARTs does not have to submit an application for these funds they are made available by a formula. ARTS has to show that the funds are being programed through the Transportation Improvement Program on an annual basis.

Question: If the funds are applied for, they are allocated to public transportation and not an individual person?

Answer: Correct. It is for the transit system. For most federal dollars at the US Department of Transportation (USDOT) a local government sponsor, e.g., City Government, County Government or State Government is required.

Question: What information will be used in five years until the next census?

Answer: We will use the most recently available census estimates, in addition to the Decennial Census (done once every 10 years). In the intervening years the Census Bureau makes estimates of various characteristics, e.g., population, households, employment. They do it on a 1, 3 or 5 year basis. When the LRTP is updated in 2010, at that time the 2010 Decennial Census will have just been done so ARTS will have to count on the most recent estimates done then instead of the 2010 Census. With ARTS it works out that we do the update every 5 years and detailed census data may not available so ARTS goes with the most recent estimates that ARTS can obtain. On a yearly basis ARTS collects information using census estimates, e.g., the change in population, households and employment in our study area. So with each LRTP update ARTS has a good idea of trends in the study area.

Question: Regional Travel Behavior graph stated year 2000 – why when all the other graphs were 2010?
Answer: The data from the 2000 Decennial Census was more detailed than the year 2010 and that is why 2000 was used. The 2000 Decennial Census asked more detailed questions regarding personal travel behavior than in 2010. Subsequently, detailed travel behavior questionnaires are sent out annually as part of the American Community Survey (ACS). In the 2010 Decennial Census there was typically the short form to be completed. Some respondents got the long form which asked more detailed questions, e.g., employment, travel behavior, etc. The long form went away with the 2010 Decennial Census, so in order for ARTS to obtain detailed characteristics from the 1, 3, and 5 year estimates of the American Community Survey. The year 2010 is the mid-point between the American Community Survey of 2008 – 2012, so the estimates should be an accurate estimate for 2010.

Question: Do you have any projects currently underway?

Answer: ARTS is not involved in the construction of projects. Once a project goes to construction that usually involves a local engineering department and/or state department of transportation. However, there are some projects in construction on the Georgia side. Looking at the map in Aiken County there are several short-range projects that may not be in the construction phase but are either in design phase or Right-of-Way (ROW) acquisition. As an example, Silver Bluff Road by Woodside Plantation is currently in right-of-way acquisition and construction is set to take place in Fall 2015. A project in Clearwater that extends to the I-520 Palmetto Parkway is currently in the design phase. The progression of phases is as follows: design, Preliminary Engineering (PE), ROW acquisition and then construction. There is also a project in North Augusta (East Buena Vista/Atomic Road) which will involve widening from 2 lanes to 3, 4 or 5 lanes. However, this project is currently in the design phase. There are some proposed bike lane projects (e.g., 8 miles of bike facilities around Aiken), however, an application for funding with the South Carolina Department of Transportation (SCDOT) has to be submitted.
Question: Is that around the City of Aiken?

Answer: Yes, mostly. The City of North Augusta has its own projects. Cities have to compete for funding under the Transportation Alternative Program (TAP). This year (2015) the City of Aiken won’t be getting TAP funding. Crosland Park is applying for funds to improve walkways, adding pedestrian crosswalks, and some sidewalks. South Carolina side of ARTS generally gets $167,000 a year much less when compared to the Georgia side of ARTS.

Question: When will you know the outcome of the funding application?

Answer: We should know something by the end of summer. There is a process that must be followed with SCDOT as well as a 30 day public comment period which is currently underway. SCDOT receives a lot of applications from across the state which must be reviewed and approved. So any outcome is probably expected at the earliest in June 2015.

Question: Which funds will North Augusta be approved for, the Augusta side or Aiken?

Answer: North Augusta is in Aiken County so anything in Aiken County north of the Savannah River. The Savannah River marks the boundary between Georgia and South Carolina.

Comment: Another project currently underway is an intersection improvement at Good Springs Roads and Highway 19. This project is in the construction phase right now.

Question: What are the possibilities of obtaining a bus for this area?

Answer: Two routes of the Best Friend Express (BFE) serve the local area.

Question: Based on your survey is there a need for an additional bus?

Answer: We’re hearing that there is a need for improved public transit in general. We can put you in touch with Best Friend Express for further inquiry.
Question: Will a report of this meeting be made available at some point in time?

Answer: Yes. On completion of the Community Meetings at the end of this week we will make available shortly thereafter a summary report. The report will posted online for reading and learning what transpired at the other community meetings.

Question: How will I know when this report will be made available?

Answer: If you leave your contact information we can mail the report to you or make it available through the Aiken County Planning and Development Department (ACPDD) or it will be placed in local libraries. If you leave your address we can get it to you.

Comment: You asked a question about the transit survey. ARTS has not conducted the transit survey as yet. We're going to be working with the LSCOG. LSCOG will also be doing a separate plan for transit in Aiken County. This detailed study will estimate the current and future demand for transit in Aiken County. LSCOG will be doing more detailed transit planning. The ARTS transit survey will be started in the next couple of weeks. The results of the ARTS Transit survey will be made available with the report of the community meetings.
Transportation Vision 2040 - Community Meeting # 10

Date: Thursday, March 26, 2015  
Location: Diamond Lakes Community Center  
4335 Windsor Springs Roads  
Hephzibah, GA 30815  
Time: 5:30 p.m. – 7:30 p.m.  
Weather: 74 º, mostly cloudy

The tenth public meeting for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Thursday, March 26, 2015 at the Diamond Lakes Community Center. The maps and room were open at 5:00 p.m., while the meeting started at 6:04 p.m. and lasted until 7:30 p.m. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO).

There were a total of eight (8) people (excluding ARTS staff) from the community who attended the meeting. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A flyer giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing conditions placed around the meeting room. From 5:15 p.m. until 6:04 p.m. attendees viewed the displays and conversed with staff regarding the data presented. At 6:04 p.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff, followed by Transportation Vision 2040 presentation by APDD Deputy Director. The presentation covered the following topics:

- Metropolitan Transportation Planning (Planning Process and Schedule).
- Where Are We Now? Existing Conditions.
- Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
- Where Do We Want to Be in 2040? Vision and Goal Setting.
- How Do We Get There?
Community Meeting, Diamond Lakes Community Center, Hephzibah GA
Transportation Vision 2040 Community Meeting Sign in Sheet  
Community Meeting – Diamond Lakes Community Center, March 26, 2015

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dorothy Martin</td>
<td>4240 White Pine Dr</td>
<td><a href="mailto:myname@gmail.com">myname@gmail.com</a></td>
</tr>
<tr>
<td>Hayward Johnson</td>
<td>4255 Winder St Rd</td>
<td><a href="mailto:hjldj@gmail.com">hjldj@gmail.com</a></td>
</tr>
<tr>
<td>Charles Cunningham</td>
<td>1541 Wether Rd Augusta, Ga</td>
<td><a href="mailto:superj996@gmail.com">superj996@gmail.com</a></td>
</tr>
<tr>
<td>Les Morris</td>
<td>1456 Broadway St Augusta, Ga</td>
<td>mortonminton2@veri</td>
</tr>
<tr>
<td>Ronnie Bennett</td>
<td>1600 Creek Res Rd</td>
<td><a href="mailto:reneekapen@live.com">reneekapen@live.com</a></td>
</tr>
<tr>
<td>Mike Huber</td>
<td>did not sign in comment card</td>
<td></td>
</tr>
<tr>
<td>John Johnson</td>
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Transportation Vision 2040 Community Meeting Sign in Sheet  
Community Meeting – Diamond Lakes Community Center, March 26, 2015

<table>
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<tr>
<th>NAME</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Anna C. Shewen</td>
<td>500 Northside #1</td>
<td>A singal.com</td>
</tr>
</tbody>
</table>
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Diamond Lakes Community Center
4335 Windsor Spring Road
Hephzibah, GA 30815

Thursday, March 26, 2015
5:30 – 7:30 P.M. (Presentation at 6:00 P.M.)

Agenda

5:30 – 6:00 p.m.
- Sign-In & Open House

6:00 – 6:10 p.m.
- Welcome and Introductions
  Carrietta Singleton, Planning Manager
  Augusta Planning and Development Department

6:10 – 6:40 p.m.
- Transportation Vision – 2040 Presentation
  Paul Decamp, Deputy Director
  Augusta Planning and Development Department

  Metropolitan Transportation Planning Process & Schedule
  Where Are We Now? Existing Conditions
  Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035 -2040
  Where Do We Want To Be in 2040? Vision and Goal Setting
  How Do We Get There?
  Next Steps in the Transportation Planning Process

6:40 – 7:00 p.m.
- Identifying Transportation Issues and Needs - Vision and Goal Setting
  Community Transportation Survey – Audience Participation and Polling/Survey
  Oliver Page, PhD, Principal Transportation Planner

7:00 – 7:30 p.m.
- Questions/Answer Discussion
- Closing Remarks

Please visit the [www.augustaga.gov/arts](http://www.augustaga.gov/arts) to complete the transportation survey; download the presentation; send in your comments; or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov.
Next Steps in the Transportation Planning Process.

The presentation by Strategic Long Range Planning Manager lasted until 7:05 p.m. At this time, an ARTS staff person engaged the audience which involved participation in a live polling/survey exercise to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

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<td>20%</td>
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Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicated changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

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Strategic Long Range Planning Manager answering questions from members of the public at the Community Meeting Diamond Lakes Community Center

Facebook Post at the Diamond Lakes Community Center

*Augusta, Georgia Planning & Development*

March 26 at 8:04am

Today were at the Diamond Lakes Community Center (at 5:30 PM) in Hephzibah GA. Come join us. Ask you questions about transit and transportation planning. We're here to help!
Questions, Comments and Discussion Items

Question: What is the cut off from the different Level of Service Classifications? Why doesn't the analysis for Tobacco Road show up as bad as we know it is?

Answer: It depends on the type of roads and its capacity

Question: South Richmond County projections and growth (e.g. six new subdivisions) is high yet the projections in the presentation do not seem to reflect the perceived growth?

Answer: Growth is throughout the region. The further into the future we forecast the projections the rates decrease. We have many projects programmed into the TIP and LRTP for south Augusta.

Public Rebuttal: Evans and Martinez and other areas show growth and this is reflected on the map but not so for south Augusta.

Question: How do these goals help prioritize projects and areas to focus on?

Answer: At the public meetings, this is why we are doing this so we can see what you think as to the areas that need more focus.

Public Rebuttal: Forget goals, how do you prioritize areas?

Answer: Performance measures, by determining how the projects will affect people as a whole based on these performance measures.

Question: Is it based on population growth?

Answer: It is based on variety of things, per capita income, bike paths, households, etc.
Comment: The growing number of subdivisions in south Augusta is increasing the traffic levels, yet this does not seem to be reflected in the goals and vision. There are an increasing number of subdivisions, and there is more land available as development land in south Augusta than in Columbia or Aiken counties. ARTS projections don’t include growth in south Augusta as it is based on the current trends.
Transportation Vision 2040 - Community Meeting # 11

Date: Saturday, March 28, 2015  
Location: Oak Pointe Community Center  
730 East Boundary  
Augusta GA 30901  
Time: 9:30 a.m. - 11:30 a.m.  
Weather: 44 º, sunny

The 11th public meeting for the Long Range Transportation Plan (LRTP), Transportation Vision 2040 was held on Saturday, March 28, 2015 at the Oak Pointe Center. The maps and room were open at 9:30am, while the meeting started at 10:00 a.m. and lasted until 11:30am. The purpose of the meeting was threefold: 1) Present the current status of the Transportation Vision 2040 LRTP; 2) Identify Transportation Issues and Needs; and 3) Receive public input on transportation needs, projects and strategies in order to help define and evaluate year 2040 LRTP projects.

The community meeting was conducted by the planning staff of the Augusta Planning and Development Department (APDD) who serves as the technical staff to the Augusta Regional Transportation Study (ARTS), a Metropolitan Planning Organization (MPO).

There were a total of eight (8) people (excluding ARTs staff) from the community who attended the meeting as well a one person from the media. On entering the meeting each attendee was asked to sign-in. Each attendee on arrival was given an agenda, question/comment card, meeting evaluation form, travel behavior survey form and goal setting form. A flyer giving ARTS social media information (e.g., Facebook, Twitter) was also distributed.

The two-hour meeting was designed as an open house format with board maps of the existing conditions placed around the meeting room. From 9:30 a.m. until 10:00 a.m. attendees viewed the displays and conversed with staff regarding the data presented. At 10:04 a.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff, followed by Transportation Vision 2040 presentation by APDD Deputy Director. The presentation covered the following topics:

- Metropolitan Transportation Planning (Planning Process and Schedule).
- Where Are We Now? Existing Conditions.
- Where Are We Going? Highlights from Regional Travel Model 2040/2035 LRTP.
• Where Do We Want to Be in 2040? Vision and Goal Setting.
• How Do We Get There?

Community Meeting, Oak Pointe Community Center, Augusta GA
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
<td>Mary Wick</td>
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</tr>
<tr>
<td>Ella L. Hicks</td>
<td>711 East Main Street</td>
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Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Oak Point Community Center
730 East Boundary Road
Augusta, GA 30901

Saturday, March 28, 2015
9:30 – 11:30 A.M. (Presentation at 10:00 A.M.)

Agenda

9:30 – 10:00 a.m.
  ▪ Sign-In & Open House

10:00 – 10:05 a.m.
  ▪ Welcome and Introductions
    Carletta Singleton, Planning Manager
    Augusta Planning and Development Department

10:10 – 10:40 a.m.
  ▪ Transportation Vision – 2040 Presentation
    Paul Decamp, Deputy Director
    Augusta Planning and Development Department
  
    Metropolitan Transportation Planning Process & Schedule
    Where Are We Now? Existing Conditions
    Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035-2040
    Where Do We Want To Be in 2040? Vision and Goal Setting
    How Do We Get There?
    Next Steps in the Transportation Planning Process

10:43 – 11:03 a.m.
  ▪ Identifying Transportation Issues and Needs - Vision and Goal Setting
    Community Transportation Survey – Audience Participation and Polling/Survey
    Oliver Page, PhD, Principal Transportation Planner

11:03 – 11:30 a.m.
  ▪ Questions/Answer Discussion
  ▪ Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments; or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or email us at arts@augustaga.gov.
Next Steps in the Transportation Planning Process

The presentation by APDD Deputy Director lasted until 10:50 a.m. At that time, an ARTS staff person engaged the audience which involved participation in a live polling/survey exercise to identify transportation issues and needs for vision and goal setting. Meeting attendees were asked to show their preference to seven (7) transportation goals as defined in the 2035 LRTP completed in 2010. The results of the goal setting exercise were as follows:

<table>
<thead>
<tr>
<th>Goals</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
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</thead>
<tbody>
<tr>
<td>1) Develop a Transportation System Integration with Planned Land use</td>
<td>100%</td>
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<tr>
<td>2) Develop a Transportation System that is Financially and Political Feasible and has broad support</td>
<td>75%</td>
<td>25%</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>3) Develop a Transportation System that will allow Effective Mobility Throughout the Region and Provide Efficient Movement of Persons and Goods</td>
<td>100%</td>
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<td>-</td>
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<td>-</td>
</tr>
<tr>
<td>4) Develop a Transportation System that will Enhance the Economic Social and Environmental Fabric of the Area, using resources wisely while minimizing adverse impacts</td>
<td>100%</td>
<td>-</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5) Promote efficient land use and development patterns to improve safety and economic vitality to meet existing and future multimodal transportation needs</td>
<td>100%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6) Increase the safety and security of the transportation system for motorized and non-motorized users</td>
<td>75%</td>
<td>-</td>
<td>-</td>
<td>25%</td>
<td>-</td>
</tr>
<tr>
<td>7) Develop a multimodal transportation network that utilizes strategies for addressing congestion management and air quality issues in the ARTS region</td>
<td>75%</td>
<td>25%</td>
<td>-</td>
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</table>

In the presentation each of the seven goal statements were presented to the attendees at the meeting. Attendees were given a wireless handheld device for the selection of one of 5 options to indicate how strongly they agreed or disagreed with each goal statement. The five choices were: 1) Strongly Agree; 2) Agree, 3) Disagree; 4) Strongly Disagree; and 5) No Preference. Votes were recorded wirelessly using an audience response system. Results were shown immediately following each selection made.
The presentation shown during each of the Community Meetings highlighted ARTS and the regional transportation planning process. This included ARTS organizational and political structures, roles and responsibilities in regional transportation planning, as well as a depiction of the study area boundary. The Transportation Vision 2040 LRTP update focuses on current and predicted population growth and economic development as well as current and the predicted traffic flows in the ARTS region. Numerous maps, charts, and tables depicting population, employment and housing, as well as land use and environmental justice issues were made available to inform meeting attendees, as to what trends are predicted to occur over the next twenty years.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel Demand Model indicated changes in traffic volumes and roadway Level of Service (LOS) over the next two decades were also shown. The consequences on LOS due to various future land use scenarios were highlighted. Public involvement was strongly encouraged at the last segment of each presentation. ARTS staff answered all questions submitted on comment cards or put to them directly by the audience and encouraged meeting attendees to complete the meeting evaluation form and community transportation survey.

The travel behavior questionnaire collected information about the individual use and perception of the regional transportation system. The 2035 LRTP document was available at the meeting for review. It was also posted online. At 11:00am the audience asked questions and ARTS staff persons provided responses. The meeting room and maps were open to the public until 11:30mm.

**Questions, Comments and Discussion Items**

**Question:** Based on where the buses go now, what other places do we need to serve?

**Answer:** More coverage in south Augusta including the subdivisions.

**Question:** Has anyone used the new service to Fort Gordon? What about other places that transit should serve?

**Answer:** South Augusta and Hephzibah.
Question: Are there any other areas that transit should serve? What about the service that currently exists, how does it operate? Is it sufficient in terms of the days it operates, the different stops?

Answer: The bus should run every 30 minutes, 40 minutes is too long as some people are late getting to work. There should be Sunday service.

Question: Can you describe what the financial constraints are?

Answer: The primary financial constraint is not having enough local monies to provide for transit. The Federal Transit Administration (FTA) will pay 80-90 percent for the equipment, e.g., buses, parts and maintenance, transfer facilities and putting up bus stops. The local government has to pay up to 20 percent of the total cost. When it comes to paying for the drivers, administrators, general labor, etc., the Federal Government will only pay 50 percent of that cost. The local government, i.e., Augusta-Richmond County has to pay the remaining 50 percent. Currently, this cost sharing is a temporary source for funding operations as in the past when Augusta was a small urbanized area in size and it would receive more funds for transit. But as Augusta grew it changed its threshold and became a medium-large urbanized area. As an urbanized-size it receives less federal money for bus operations until a point is reached where no federal funds are made available for local transit operations and local funds are expected to make up for the shortfall. As Richmond County grows there is a chance that federal funding for local transit operations could be lost. Therefore as you expand local transit service more local dollars are needed to fund the expansion.

Question: The bus service on Fort Gordon and at Georgia Regents University (GRU) how do they operate?

Answer: GRU has its own on-campus bus system and GRU students can ride the local bus system for free just by showing their student identification.

Question: GRU bus service is not subsidized?

Answer: GRU students pay a transportation fee included in their tuition cost. Fort Gordon does not provide any funding for local bus service.
Question: Is there a way to request relatively simple improvements to the traffic engineers for things like streetlights?

Answer: Yes. The City of Augusta has a current project that is working on improving traffic signals, i.e., intelligent transportation systems (ITS) which will help once everything is in place. From observation the City of Augusta (COA) has made improvements in sidewalks, and curb-cuts but not a lot of places have crosswalks or automated traffic signals that operate the crosswalks. There are some places downtown that have automated traffic signals but there is room for improvement.

Question: Is there a format for people to see how the buses are running?

Answer: That’s one of the components they [i.e., APT] will add, it’s called Google Transit. You will be able to go online and be able to see how close the bus is to the bus stop.

Question: Will we have transportation on Sundays?

Answer: This question has been discussed at a few of the community meetings. Working with the Augusta Public Transit (APT) and the Transit Development Plan has identified not only expansion to serve Fort Gordon and south Augusta but improving service on Sundays. However, it is an issue of funding.

Question: Is there a vision for making Augusta transit more accommodating to riders? In terms of increasing the times because service stops around 6:30PM to 8PM, so there is no accountability after 8 p.m.

Answer: Yes.

Question: What other ways do you think buses are not accommodating?

Answer: Augusta needs to extend the service to cover more areas than what is happening now.
Question: More service expansion? Does anybody else have any other comments along those lines, e.g., Sunday service, service expansion, longer hours? What I've not heard is anything about the midday gap in bus service in the middle of the day.

Answer: The buses shouldn't stop during the middle of the day as people have to wait a long time especially if people have to go to work. Augusta Mall bus going in and comes out at 2:30PM and there is just one bus. To me, they should leave both buses out there. They are the busiest buses - Augusta Mall, Washington Road and Kmart. I think every 30 minutes would work.

Question: Does APT promote the bus services it provides?

Answer: Good question, no. There is some information on the website about the bus routes and schedules but the system doesn't advertise in terms of transit service. And that's another expense.

Question: Could APT provide an incentive?

Answer: Incentives or disincentives [to driving] could be situated in downtown areas where people would have to pay for parking. ARTS is not advocating that but in other areas the higher the cost of parking it makes more sense to use transit especially for shorter trips. In an area where you don't have any parking charges it is a challenge to have an incentive to ride transit. Transit passes, monthly passes and discounts to ride transit could be seen as incentives. Buying monthly passes can be written off against federal taxes. Most people who don’t use transit and don’t know that they can have this tax benefits.

Question: Tell us about the meeting with the Augusta Bus Riders Association?

Answer: The Augusta Bus Riders Association (ABRA) is a grass roots organization that has been around for a few years. At one meeting Commissioner Fennoy was present and he was questioned about improving the transit system. Commissioner Fennoy responded by stating that Augusta doesn’t have the money which he stressed.
Question: Is it true that Augusta doesn’t have the money to improve transit?

Answer: I don’t know. However, in terms of the Transit Development Plan and vision which were established in 2009 from that time till now only one service improvement has been put in place, the extension to Fort Gordon service. They have done some other tweaking to make the service operate more efficiently.

Question: So from 2009 up to 2015 was that the only plan proposed by APT?

Answer: No, the plan included a number of improvements. For example it included new routes to south Augusta and Fort Gordon and other improvements to make the system run with better headways. But all of these improvements cost money. The route that they are pilot testing is the route to Fort Gordon.

Question: So all of the plans cost money? But I always thought that the Federal Government trickled down money for transportation. Now in terms of the Federal Government and the COA both are trickling down money to improve transportation in Augusta are you saying that the Federal Government and the COA provide the funds together for transit so then why did the plan only include Fort Gordon?

Answer: That was a decision that was made. The Federal Government only pays 50 percent of the cost to pay for drivers and labor. It will pay 80 percent of the cost for the buses, equipment, bus stops, etc. You still must have local funds coming from the Augusta Commission to go with the federal dollars to fund of all transit.

Question: So what about the Special Purpose Local Option Sales Tax (SPLOST), isn’t that a mechanism for funding transit? Is that used here in Augusta to make the transportation better?

Answer: That could possibly be a source. However, I don’t know that it is.
Question: Does this particular transit rider group, do they know of the Transit Citizens Advisory Committee (TCAC)?

Answer: Yes.

Question: Do they work together or is it a separate group?

Answer: A separate group of riders.

Question: It’s just the riders?

Answer: Yes.

Comment: There is a Transit Citizens Advisory Group (TCAG) to the Augusta Public Transit (APT) Department made up of persons appointed by COA commissioners to serve on the committee. They meet every fourth Thursday between 4-5 p.m. at the APT offices on Fenwick Street. There needs to be some communication between these two groups because the TCAG is the one that the commissioners appointed and this group will be the one that carries the message as to what the transit needs are back to the COA Commissioners.

Comment: As I was saying to Mr. Page I would love to participate in and I am aware of the TCAC, however, there is a problem. I can get there for 4pm but I travel by the Washington Road bus and if I am not in transit by 6 p.m. I can’t get home.

Question: On the buses do they have service request cards, comment cards or complaint cards available?

Answer: No. They don’t have anything like that on the buses. I haven’t seen them at all.

Question: Is the 10 million vehicle miles traveled in a year that’s pretty low?

Answer: We’re talking about 10 million vehicle miles traveled in a day. It’s approximately 9 million vehicle miles a day in 2010 and predicted to be 12 million in 2040.
Question: A lot of this growth is going to happen in the next few years with the expansion of Fort Gordon?

Answer: Yes. We’ve tried to factor in the Fort Gordon expansion. We have certainly factored that in, in our projections to 2040.

Question: I am curious with the new Berckmans Road interchange, are bike lanes going to go in?

Answer: I think it will be a multi-use trail. Contact COA Traffic Engineering for a definitive answer. Basically it will be a three lane road with a continuous center turn lane.

Question: Is it a state road?

Answer: No. For as far as I know it will continue to be a county road.
Transportation Vision 2040 - Community Meeting # 12

Date: Thursday, July 23, 2015
Location: Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803
Time: 5:30 p.m. - 7:30 p.m.

Community Meeting #1 Summary
The first community meeting in the second round of community meetings (July-August 2015) to present the draft Transportation Vision 2040 Long Range Transportation Plan (LRTP). The meeting was held on Thursday July 23, 2015 at the Odell Weeks Community Center, 1700 Whiskey Road, Aiken, SC 29803. The maps and room were open at 5:30 p.m., while the meeting started at 6:10 p.m. and lasted until 7:30 p.m. The purpose of the meeting was threefold: 1) Present the draft 2040 Transportation Vision 2040 LRTP; 2) Present the FY 2015-2018 Transportation Improvement Program (TIP); and 3) Receive public input on the draft 2040 Transportation Vision 2040 LRTP and FY 2015-2018 TIP.

The community meeting was conducted by the Augusta Planning and Development Department (APDD) who serve as the technical transportation planning staff to the Augusta Regional Transportation Study (ARTS) which is the Metropolitan Planning Organization (MPO), serving the Augusta-Richmond, GA and Aiken, SC Metropolitan Area.

There were a total of ten (10) people from the community who attended the meeting. Upon entering the meeting each attendee was welcomed, asked to sign-in and was given an agenda, question/comment card, project fact sheets and meeting evaluation form.

The two-hour meeting was designed as an open house format with five stations situated around the meeting room. The five (5) stations presented maps and project fact sheets around the following five (5) themes; 1) Highways/Roads (including traffic safety and bridges); 2) Public Transit; 3) Bike & Pedestrian Improvements; 4) Freight & Intermodal; and 5) FY 2015-2018 TIP. Copies of the Transportation Vision 2040 LRTP and FY 2015-2018 TIP documents were displayed at each station.

There was also an area where attendees could sit and watch a presentation given by ARTS staff. From 5:50 p.m. until 6:05 p.m. attendees viewed the displays and conversed with staff regarding the data presented. At 6:10 p.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff. This was
followed by a short Transportation Vision 2040 presentation. The presentation covered the following topics:

Meeting attendees reviewing handouts at the Odell Weeks Community Meeting, Thursday, July 23, 2015.

ARTS Staff answering questions at the Odell Weeks Community Meeting, Thursday, July 23, 2015.
### Transportation Vision 2040 Community Meeting Sign in Sheet

**Community Meeting – Odell Weeks Activity Center, March 23, 2015**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
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<tbody>
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</tr>
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**Transportation Vision 2040 Community Meeting Sign in Sheet**

**Community Meeting – Odell Weeks Activity Center, March 23, 2015**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
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</tr>
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Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – Odell Weeks Activity Center, March 23, 2015

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
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<tbody>
<tr>
<td>John Mortali</td>
<td>507 Gordonville Co. #2005</td>
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</tr>
</tbody>
</table>
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Odell Weeks Activity Center
1700 Whiskey Road
Aiken, SC 29803

Monday, March 23, 2015
5:30 – 7:30 P.M (Presentation at 6:00 P.M.)

Agenda

5:30 – 6:00 p.m.
- Sign-In & Open House

6:00 – 6:05 p.m.
- Welcome and Introductions
  Carletta Singleton, Planning Manager
  Augusta Planning and Development Department

6:05 – 6:40 p.m.
- Transportation Vision – 2040 Presentation
  Paul Decamp, Deputy Director
  Augusta Planning and Development Department

    Metropolitan Transportation Planning Process & Schedule
    Where Are We Now? Existing Conditions
    Where Are We Going? Highlights from Regional Travel Model – Future Trends 2035 -2040
    Where Do We Want To Be in 2040? Vision and Goal Setting
    How Do We Get There?
    Next Steps in the Transportation Planning Process

6:40 – 7:00 p.m.
- Identifying Transportation Issues and Needs - Vision and Goal Setting
  Community Transportation Survey – Audience Participation and Polling/Survey
  Oliver Page, PhD, Principal Transportation Planner

7:00 – 7:30 p.m.
- Questions/Answer Discussion
- Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Person with special needs related to disability or foreign language may the Planning office for assistance or Email us at arts@augustaga.gov.
• Augusta Regional Transportation Study MPO role and function.
• Transportation Vision 2040 Long Range Transportation Plan.
• Public Participation Methods and Results.
• Summary Results from ARTS Transit Surveys
• Regional Growth.
• Transportation Needs Assessment.
• Overview of the Transportation Vision 2040 Financial Plan.
• Where Do We Want to Be in 2040? Vision and Goal Setting.
• How Do We Get There?
• Next Steps in the Transportation Planning Process.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed.

Questions, Comments and Discussion Items

Comment: Rather than propose new transportation improvements we should start first by looking at the roads, bridges and places that need to be repaired and make them safe. Then with the money left over prioritize transportation investments and move on from there.

Question: The percentage increase in the growth in Aiken employment almost doubling between 2010 and 2040 what are the assumptions based on? Or are the estimates just wishful thinking?

Answer: The data was derived from the census and projected with an annual growth rate.

Question: How come the projected growth rate is not the same percentage increase as Columbia, Edgefield and Richmond Counties?

Answer: Each county was able to provide county-wide employment projections. These were then grouped to come up with a regional growth rate.
Comment: So it’s really like garbage in garbage out. So whatever estimates they give you, you just extrapolate the numbers. Back when these studies were done, people went to the malls to shop or people went to Savannah River Site to work. Now people shop online or they work from home. So we are using data from the 1980s and extrapolating forward, rather than using current data that reflects what is happening. Millennials want to be in happening towns, such as New York, San Francisco or Seattle. Aiken can be happening as Augusta could but not in the same way.

Answer: These are projections going out to 2040. That is why we have an update every five (5) years to be consistent with current estimates.

Comment: When you were doing all the studies for instance on the Hitchcock Parkway the usage traffic numbers for the parkway were actually dropping. But you say we need more highway widenings of four (4) to five (5) lanes. But wait a minute, the world is changing! So you are all set to spend $40, $50 or $60 million on five (5) miles, based on what? You have to ask yourself, where is the data coming from and then what’s reality and where’s the world going? How’s the world going to be? Are there going to be a lot of retirees and buses to pick them up on a regular basis and take them places?

Response: These are regional projections at a high level to make large planning decisions or very broad ones to 2040. Short range projects in the 2015-2018 Transportation Improvement Program when these go to the traffic engineers the growth rates are reassessed to make sure the improvements will meet capacity needs.

Comment: There’re really aren’t any places along the Hitchcock Parkway available for substantial or additional development.  
Answer: Growth in general, it’s not just about widening but also includes cheaper operational improvements which improve traffic operations and safety.

Question: Is the 2012 Bicycle and Pedestrian Plan available online?

Answer: Yes it is available online and Aiken County has the counterpart document that focuses on the Aiken County side only.
Comment: The growth in the country and the dynamics of how we live as a people and move about around the country and our community is changing. Despite the tablet, laptop or smartphone people are still driving and there is still a reason to get out of the house just to be out. People are still driving and still using cars. This is why we need to have a transportation system that functions, is safe, is convenient and gives people the option of getting in a car, bike, or bus to get about. This is what the transportation planning process is all about.

Comment: I am concerned about the changing of the community with many people not going to working in the way they used to. Public transportation, I was with the local council when they voted to cut public transportation. So those people who depend on public transit what are they going to do? A lot of young people are leaving Aiken and going other places and not coming back or maybe at retirement. Aiken is basically a retirement town and if there's not much to do what is there to come back to?

Comment: I live on highway 19 been there since 1963. I have attended meetings about proposed improvements on highway 19 for more than 35 years. But even then they talk about there being no money. With money to implement the short range projects that you have presented, where are you getting the money from?

Comment: I think you need to expand the Aiken area section of the LRTP and how they came up with the population? On page 47 it says Aiken County's largest employment centers are North Augusta as well as the City of Aiken along Whiskey Road and Hitchcock Parkway. There is very little development you're going to do on Whiskey Road for jobs and there're not going to let a shopping mall go across from Hitchcock Woods. ARTS needs to revised p. 47 under Aiken Growth and Aiken County planning needs to provide data to show what is really doing on in Aiken. More definition is needed from the Aiken group re employment and population growth.

Response: We do have the methodology driving the employment and population projections and this can be provided to you for your evaluation.

Comment: You've got two things working against the population and employment growth estimates. The baby boomers will be gone in the next 10 years
together with millennials having one or two kids and robotics are going to take over the world.

Question: These projections are talking about projects beginning when?
Answer: We start with a window of three years 2015 through 2018. These funds are in place and committed for projects.

Question: These are projections and they are not on the ground yet?
Answer: Yes

Comment: Some of these projects are just examples?
Response: The modes and the types of projects don’t change but the amount of funds that are spent on projects may change over time.

Comment: City of Aiken Bike Infrastructure-Phase 1: A citizen was concerned about the bicycle infrastructure going into the Aiken Horse District and the following corridors: Richland Avenue, Vaucluse Road, and South Boundary Avenue. She feels it will have a negative impact on the community and may ruin the character of the area.

Question: Hitchcock Parkway (SC-118) Corridor Improvements? Citizens want to know where the turn lanes would be going in for the newly designed corridor improvements on Hitchcock Parkway.
Answer: Andrew Uhlir unable to provide exact locations at the time. He will look into finding out the exact locations.

Comment Card: From Tiajuana Cochnauer, Aiken SC.
Thanks for differentiating that the projections can be compared in time to what is actual, e.g., population growth, ground counters, etc. Presenters were patient.

Comment Card: From Shirley A. Abney, Aiken SC.
Need to see the product.

Meeting ended at 7:30 p.m.
Transportation Vision 2040 - Community Meeting # 13

Date: Monday, July 27, 2015
Location: Gracewood Community Center
2309 Tobacco Road,
Augusta, GA. 30906
Time: 5:30 p.m. – 7:30 p.m.

Community Meeting #2 Summary
The second community meeting in the second round of community meetings (July-August 2015) to present the draft Transportation Vision 2040 Long Range Transportation Plan (LRTP). The meeting was held on Monday, July 27, 2015 at the Gracewood Community Center located at 2309 Tobacco Road, Augusta, GA 30906. The maps and room were open at 5:25 p.m., while the meeting started at 5:30 p.m. and lasted until 7:30 p.m. The purpose of the meeting was threefold: 1) Present the draft 2040 Transportation Vision 2040 LRTP; 2) Present the FY 2015-2018 Transportation Improvement Program (TIP); and 3) Receive public input on the draft 2040 Transportation Vision 2040 LRTP and FY 2015-2018 TIP.

The community meeting was conducted by the Augusta Planning and Development Department (APDD) who serve as the technical transportation planning staff to the Augusta Regional Transportation Study (ARTS) which is the Metropolitan Planning Organization (MPO), serving the Augusta-Richmond, GA and Aiken, SC Metropolitan Area.

There were a total of five (5) people from the community who attended the meeting. Upon entering the meeting each attendee was welcomed, asked to sign-in and was given an agenda, question/comment card, project fact sheets and meeting evaluation form.

The two-hour meeting was designed as an open house format with five stations situated around the meeting room. The five (5) stations presented maps and project fact sheets around the following five (5) themes; 1) Highways/Roads (including traffic safety and bridges); 2) Public Transit; 3) Bike & Pedestrian Improvements; 4) Freight & Intermodal; and 5) FY 2015-2018 TIP. Copies of the Transportation Vision 2040 LRTP and FY 2015-2018 TIP documents were displayed at each station.
There was also an area where attendees could sit and watch a presentation given by ARTS staff. From 5:30 p.m. until 6:00 p.m. attendees viewed the displays and conversed with staff regarding the data presented. At 6:00 p.m., APDD Deputy Director opened the meeting with a welcome greeting and introductions of ARTS staff. This was followed by a short Transportation Vision 2040 presentation which ended at 6:45 p.m. The presentation covered the following topics:
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Gracewood Community Center
2309 Tobacco Road
Augusta, GA. 30906

Monday, July 27, 2015
5:30 – 7:30 P.M (Presentation at 5:45 P.M.)

Agenda

5:30 – 5:45 p.m.
  ▪ Sign-In

5:47 – 5:55 p.m.
  ▪ Welcome and Introductions
    Paul DeCamp, Deputy Director
    Augusta Planning and Development Department

5:57 – 6:12 p.m.
  ▪ Transportation Vision – 2040 Presentation
    Oliver Page, Principal Transportation Planner
    Andrew Uhlar, Planner I-Urban Design/GIS
    Augusta Planning and Development Department

Overview Of Transportation Planning Process
What You Told Us? Community Input and Survey Results
Where Do We Want To Be in 2040? Vision, Goals and Objectives
How Do We Get There? Transportation Vision 2040 – Draft Long Range Transportation Plan
Draft Recommended 2040 Transportation Projects
FY 2015 – 2018 Transportation Improvement Program Draft Amendments

6:15 – 7:15 p.m.
  ▪ Breakout Session – Public is invited to visit each LRTP Information Station to learn about
    future transportation improvement projects in ARTS Planning Area – Aiken and Edgefield
    Counties in South Carolina; and Columbia and Richmond Counties in Georgia.

7:15 – 7:30 p.m.
  ▪ Questions/Answer Discussion and Closing Remarks

Please visit the www.augustaga.gov/arts to complete the transportation survey; download the presentation; send in your comments,
or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information.
Persons with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at
arts@augustaga.gov.
Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – Gracewood Community Center, July, 27, 2015

Studying handouts and maps at the Gracewood Community Center, July, 27, 2015
• Augusta Regional Transportation Study MPO role and function.
• Transportation Vision 2040 Long Range Transportation Plan.
• Public Participation Methods and Results.
• Summary Results from ARTS Transit Surveys.
• Transportation Vision 2040 Goal statements.
• Regional Growth Indicators.
• Transportation Needs Assessment.
• Overview of the Transportation Vision 2040 Financial Plan.
• Next Steps in the Transportation Planning Process.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed.

Questions, Comments and Discussion Items

Question: What areas in Augusta now are you seeing Level of Service D’s, E’s and F’s?

Answer: After the presentation, we will show you the Level of Service map, it identifies where the Level of Service D, E, and F are located. Roadways from Richmond County to Columbia County (spurred by economic growth in Columbia County) are projected to experience higher levels of congestion and a few areas on the I-520. (LOS Map was hidden in the presentation but showed to the audience after the conclusion of the presentation).

Question: How does a citizen become a member of the Citizens Advisory Committee?

Answer: By speaking to your elected official and requesting that person appoint you. We also have a Talent Bank that you can register to serve Augusta-Richmond County Authorities, Boards, or Commissions. By registering with the Talent Bank those who appoint residents to serve will know more about you.

Comment: Preliminary Engineering (PE) phase of a project is displayed on Tier #1 map but is not shown on Tier #2 map, what about the construction phase and does this mean that there are only funds available for the PE phase of this project?
Answer: A multiphase project is only shown once on a map. For example, if PE is in the TIP (2015-2018) and CST is in Tier 2 (2019-2029), the project will only be displayed on the TIP map. However, the project sheet boards will show the phase and amount in the correct tier, such as PE in Tier #1 and Right-of-Way acquisition in Tier #2, etc.

Comment Card: My name is Teiarose Sanders and I am possibly interested in the Citizens Advisory Committee (CAC). My email is Teiaross@yahoo.com. 706.551.2573.

Answer: Membership of the CAC by way of registering with the Talent Bank of the City of Augusta. Once this step is complete, applicants are encouraged to contact the commissioner representing their area of residence. CAC membership is dependent on a commissioner recommendation. ARTS will contact you by email with information on CAC membership. The email below was sent to Ms. Sanders on Monday August 3, 2015 in response.

Ms. Sanders,
Thank you for your interest in membership of the Citizens Advisory Committee (CAC) of the Augusta Regional Transportation Study (ARTS). We’re excited that you’re taking advantage of this opportunity to serve your local community. If you are appointed, you will have to attend meetings on your own time and not on City of Augusta’s time as per internal regulations. Please note the following:

The CAC is a non-paid advisory group of citizens that contribute to the Technical Coordinating Committee (TCC) discussions. The chairperson of the CAC is a voting member of the TCC and a non-voting member of the Policy Committee (PC). The CAC was established as part of the adopted public involvement policy. The CAC has twelve members. They represent all parts of the ARTS planning area including City of Augusta, Richmond County and Columbia County in Georgia; and, Aiken County, City of Aiken and North Augusta in South Carolina. Members serve a two year term.

ARTS CAC MEMBERSHIP DUTIES
1. To regularly attend scheduled meetings of the ARTS CAC.
2. To acquaint yourself with the broad transportation issues facing the ARTS planning area.
3. To gain knowledge about the specific transportation issues facing your territory.
4. To become informed about specific ARTS projects already identified in your territory.
5. To inform the committee of specific problems noted in your territory.
6. To encourage your friends and neighbors to become more involved in the transportation process.
7. To assist ARTS staff in identifying and contacting civic and neighborhood groups interested in having a presentation on the ARTS process. Efforts in this area will be particularly focused during review periods for important documents such as the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).
8. To direct citizen concerns to the proper officials for response.
9. To always identify the source of information (Georgia Department of Transportation (GDOT) status reports, etc.)
10. To offer opinions only if given as your own – not as the official opinion of the entire CAC or any other ARTS committee.


If you live in Columbia County, please contact Ms. Erin Hall - [ehall@columbiacountyga.gov](mailto:ehall@columbiacountyga.gov) - She will need to know your contact information and any experience you may have that qualifies you for the role.

If you live in Aiken County please contact Mr. Gerald Jefferson - [gjefferson@aikencountysc.gov](mailto:gjefferson@aikencountysc.gov) - with your contact information and any experience you may have that qualifies you for the role.

If you have any other questions, please feel free to contact me or ARTS directly at [ARTS@augustaga.gov](mailto:ARTS@augustaga.gov)

Meeting ended at 7:30 p.m.
Transportation Vision 2040 - Community Meeting # 14

Date: Tuesday, July 28, 2015
Location: Sand Hills Community Center
2540 Wheeler Rd
Augusta, GA. 30904
Time: 5:30 p.m. – 7:30 p.m.

Community Meeting #3 Summary
The third community meeting in the second round of community meetings (July-august 2015) to present the draft Transportation Vision 2040 Long Range Transportation Plan (LRTP). The meeting was held on Tuesday, July 28, at the Sand Hills Community Center located at 2540 Wheeler Road, Augusta, GA 30904. The maps and room were open at 5:20 p.m., while the meeting started at 5:30 p.m. and lasted until 7:30 p.m. The purpose of the meeting was threefold: 1) Present the draft 2040 Transportation Vision 2040 LRTP; 2) Present the FY 2015-2018 Transportation Improvement Program (TIP); and 3) Receive public input on the draft 2040 Transportation Vision 2040 LRTP and FY 2015-2018 TIP.

The community meeting was conducted by the Augusta Planning and Development Department (APDD) who serve as the technical transportation planning staff to the Augusta Regional Transportation Study (ARTS) which is the Metropolitan Planning Organization (MPO), serving the Augusta-Richmond, GA and Aiken, SC Metropolitan Area.

There were a total of 17 people from the community who attended the meeting. Upon entering the meeting each attendee was welcomed, asked to sign-in and was given an agenda, question/comment card, project fact sheets and meeting evaluation form.

The two-hour meeting was designed as an open house format with five stations situated around the meeting room. The five (5) stations presented maps and project fact sheets around the following five (5) themes; 1) Highways/Roads (including traffic safety and bridges); 2) Public Transit; 3) Bike & Pedestrian Improvements; 4) Freight & Intermodal; and 5) FY 2015-2018 TIP. Copies of the Transportation Vision 2040 LRTP and FY 2015-2018 TIP documents were displayed at each station.

There was also an area where attendees could sit and watch a presentation given by ARTS staff. From 6:00 p.m. until 6:20 p.m. attendees viewed the displays and conversed with staff regarding the data presented. At 6:20 p.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff. This was
followed by a short Transportation Vision 2040 presentation. The presentation covered the following topics:

- Augusta Regional Transportation Study MPO role and function.
- Transportation Vision 2040 Long Range Transportation Plan.

ARTS Staff person with a Meeting Attendee, Sand Hills Community Center, Tuesday July 28, 2015

Meeting Attendee Pointing Out something of Interest on the Map Display, Sand Hills Community Center, Tuesday July 28, 2015
### Transportation Vision 2040 Community Meeting Sign in Sheet
#### Community Meeting – Sand Hills Community Center

#### NAME | ADDRESS | EMAIL
--- | --- | ---
Kelly Onval |  | 
kelly.onval@amtrak.com
Patrick Stephens | TRANSIT | stephen.s@augusta.gov
Carol Taylor |  | bluefrog@comcast.net
Sandra Wilson | 200 Smith Ferry Rd Augusta, GA 30901 | norelson@telkoms.net
Quakhe Blair | 2515 Hillen Ct Augusta, GA 30904 | blairquaken@augusta.com
Willie L. Hunter | 724 Childs Dr Augusta, GA 30904 | prxanna@att.net
Bettye Tyler | 2004 Harris St Augusta, Ga. 30909 | famat@usa.net
Buddy Jackson |  | 

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Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Sand Hills Community Center
2540 Wheeler Rd
Augusta, GA. 30904

Tuesday, July 28, 2015
5:30 – 7:30 P.M (Presentation at 5:45 P.M.)

Agenda

5:30 – 5:45 p.m.
• Sign-in

5:47 – 5:55 p.m.
• Welcome and Introductions
  Carletta Singleton, Planning Manager
  Augusta Planning and Development Department

5:57 – 6:12 p.m.
• Transportation Vision – 2040 Presentation
  Carletta Singleton, Planning Manager
  Oliver Page, Principal Transportation Planner
  Andrew Uhlir, Planner I-Urban Design/GIS
  Augusta Planning and Development Department

  Overview Of Transportation Planning Process
  What You Told Us? Community Input and Survey Results
  Where Do We Want To Be in 2040? Vision, Goals and Objectives
  How Do We Get There? Transportation Vision 2040 – Draft Long Range Transportation Plan
  Draft Recommended 2040 Transportation Projects
  FY 2015 – 2018 Transportation Improvement Program Draft Amendments

6:15 – 7:15 p.m.
• Breakout Session – Public is invited to visit each LRTP Information Station to learn about future
  transportation improvement projects in the ARTS Planning Area – Aiken and Edgefield
  Counties in South Carolina; and Columbia and Richmond Counties in Georgia.

7:15 – 7:30 p.m.
• Question/Answer Discussion and Closing Remarks

Please visit the http://www.augustaga.gov/2120/Transportation-Vision-2040 to participate in the online public forum; view
presentation maps, download information; send us your comments, or request a map. Contact the Augusta Planning and
Development Department at (706) 821-1795 for additional information. Persons with special needs related to disability or foreign
language may contact the Planning office for assistance or Email us at arts@augustaga.gov. Our offices have moved into the
Augusta Richmond County Municipal Building at 535 Telfair St., Suite 300, Augusta, GA 30901.
- Public Participation Methods and Results.
- Summary Results from ARTS Transit Surveys
- Regional Growth.
- Transportation Needs Assessment.
- Overview of the Transportation Vision 2040 Financial Plan.
- Where Do We Want to Be in 2040? Vision and Goal Setting.
- How Do We Get There?

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed.

**Questions, Comments and Discussion Items**

**Question:** What proportion of the bicycle and pedestrian projects are for providing commuting access versus recreational access?

**Answer:** Majority of the bicycle and pedestrian projects are for commuters, especially in downtown and urban areas. There are some new trails projects that are primarily for recreation purposes. However, majority of the commuter projects are dedicated to trips of a short duration. State supported projects such as widenings incorporate bicycle and pedestrian facilities.

**Comment:** Bicycle and pedestrian facilities offer alternatives to driving to work and contribute to reduce congestion. For the ARTS region there are not enough bicycle and pedestrian facilities. Bicycle and pedestrian facilities focus on short trips often where people are living close to their destinations. This calls for better coordination between land use and transportation. Commute times in the ARTS are reasonable when compared to other regions of the same size. It all depends on commuter perceptions. ARTS will work with local governments and the engineers to ensure that needed connections to work places and shopping centers are provided.
Question: How does the Transportation Bill in congress affect this plan?

Answer: The new Transportation Bill has been passed and has been in the news. There has been very little time to study how the bill will impact the Transportation Vision 2040 LRTP.

Comment: Congress has to provide funding for the transportation system. Over the years, we’ve had annual (one year) appropriations bills compared to the normal funding timeframe of eight (8) years. The MAP-21 appropriations bill only lasted 3½ - 4 years. When MAP-21 expired some 18 months ago, the bill was temporarily extended to May 21, 2015. This new bill will provide possibly a one (1) year of funding from October 1, 2015 through September 30, 2016. The new bill will provide funding for both sides of the ARTS planning area, Georgia and South Carolina.

Question: If the Georgia Senate has passed the bill but the House has not by the due date what next?

Answer: Both houses have to vote for the bill for it to come into effect. Since we’ve been teetering on this annual cycle of appropriations bills, it’s likely that at the 9th hour somewhere close to October 1, 2015, money will be appropriated in order to continue work. Hopefully it will be something better than what has happened in the past.

Question: How have state and federal government funds been factored into the priorities?

Answer: The federal government provides $8 and local government must commit $2. This is an 80% and 20% local match. The local match can be state and local counties or cities in the region. The 2015-2018 TIP documents show what the level of commitment is for the local match on the transportation projects. The TIP must provide the source of the local match, in Georgia, this may be TIA, TSPLOST, etc.; on the South Carolina side TIP identifies funding sources as the General Fund, State Infrastructure Bank. These local funding sources are identified in each tier of the LRTP as well as showing the federal amount. There are cases where the state will fund the entire 20% local match. In other cases where the local government is the
project sponsor, there are cases where the county or city will fund 100% of the local match.

Question: Have critical structural damages and vulnerabilities been identified?

Answer: Bridge projects have a sufficiency rating which tells you the bridge’s sufficiency to remain in service. Bridges can be strengthened and reinforced by incremental improvements that will lengthen the lifecycle of the bridge rather than replacement of the entire bridge. There are several bridge projects in Richmond County that are financed with TIA and TSPLOST funds and not with any federal dollars. The Fifth Street Bridge is on a TIA project list.

Question: With both my questions trying to separate essentials from nice to have. In terms of vulnerabilities, we know we have deficient bridges, like Fifth Street that is about to fall down, is this high on the priority list than putting bike paths on the list?

Answer: When the projects have funds programmed then yes. Projects on the TIP list are committed with federal and local dollars. Funds are readily available for these projects. Projects beyond 2019 we’ve got the funding there and when those funds become available we can move these projects into the 2016-2019 TIP. The TIP gets updated every year so there is an opportunity for reprioritization of projects. Currently, placement in TIP is based on priority and need.

Question: What is the consideration for improvement in public transportation; proposed increased bus routes, bus pass, reduced fares, etc.?

Answer: The Transit Development Plan lists projects that are yet to be implemented. We’ve carried those projects forward, which also include expansion of bus routes into South Augusta. The Fort Gordon six (6) pilot project sponsored by the City there was not very wide use of the service
Comment: That is a specialized population for example access to the base is restricted. Sometime ago I went to the Transfer Station to get bus information for a visiting friend of mine. I had no idea of all the changes it was a pathetic situation.

Question: The bus routes that were increased many years ago, what did you do with them? Each year do you decrease certain bus routes?

Answer: We have not increased any routes in the past year. In the current plan we are proposing service extension to 10 p.m.; additional routes such as Peach Orchard Road; and more Saturday service. When funds become available these projects can move forward. Even transit projects must have a 20% local match order to receive federal funding. Comparing Augusta to other urbanized area, in these cities they don’t get dollars for bus operations. They don’t get monies to pay for the drivers or gas. Because of Augusta’s size they do get federal dollars to pay for the operations of the bus as well, buy busses, bus stop improvements. We’re hoping to work with Augusta Public Transit to rebrand the service, give it life and make it more visible. For visitors they will be able to identify where it goes and where it stops and want to use the service.

Comment: As I was trying to help my visiting friend, I looked at the bus stop signs and they were very old and writing faded and I just couldn’t read it. I thought is it this bad?

Answer: We are making strides and we are walking side by side with the transit system to make improvements. We need your help and voice to tell others about the plan so that more people can come out to the meetings and buy into the process. We are available to come and talk to any group or business about process.

Comment: It would be nice if public transit offered programs or services to local events like concerts, sports, etc. We would use public transit to get to these special events instead of driving our cars. We do this in other cities when we’re not in Augusta.
Answer: Other things that we will look at are rideshare, car pool and educational programs. Another program that is not talked about much is tax reduction programs for using car and vanpool services. These programs are known by people who work for the federal government. Within the Washington DC Beltway everyone knows about it.

Comment: When marketing transit in the Southern states transit is associated with a stigma. So whatever program you need to have busses running that will take people downtown to the festivals.

Answer: That takes a partnership to make it happen.

Comment Card: Ralph Angelo, a retired federal employee.

Speakers Bureau Request with the National Active and Retired Federal Employee Association (NARFE). Meets every third Tuesday @ 11:30am at the First Baptist Church.

Answer: ARTS will contact Mr. Angelo to arrange Speakers Bureau.

Meeting ended at 7:30 p.m.
Transportation Vision 2040 - Community Meeting # 15

Date: Thursday, July 30, 2015
Location: Evans Government Complex
630 Ronald Reagan Drive
Evans, GA. 30809
Time: 5:30 p.m. – 7:30 p.m.

Community Meeting #4 Summary

The fourth community meeting in the second round of community meetings (July-august 2015) to present the draft Transportation Vision 2040 Long Range Transportation Plan (LRTP). The meeting was held on Thursday, July 30, 2015 at the Evans Government Complex in Evans, GA. The maps and room were open at 5:20 p.m., while the meeting started at 5:30 p.m. and lasted until 7:30 p.m. The purpose of the meeting was threefold: 1) Present the draft 2040 Transportation Vision 2040 LRTP; 2) Present the FY 2015-2018 Transportation Improvement Program (TIP); and 3) Receive public input on the draft 2040 Transportation Vision 2040 LRTP and FY 2015-2018 TIP.

The community meeting was conducted by the Augusta Planning and Development Department (APDD) who serve as the technical transportation planning staff to the Augusta Regional Transportation Study (ARTS) which is the Metropolitan Planning Organization (MPO), serving the Augusta-Richmond, GA and Aiken, SC Metropolitan Area.

There were a total of 30 people from the community who attended the meeting. Upon entering the meeting each attendee was welcomed, asked to sign-in and was given an agenda, question/comment card, project factsheets and meeting evaluation form.

The two-hour meeting was designed as an open house format with five stations situated around the meeting room. The five (5) stations presented maps and project fact sheets around the following five (5) themes; 1) Highways/Roads (including traffic safety and bridges); 2) Public Transit; 3) Bike & Pedestrian Improvements; 4) Freight & Intermodal; and 5) FY 2015-2018 TIP. Copies of the Transportation Vision 2040 LRTP and FY 2015-2018 TIP documents were displayed at each station.

There was also an area where attendees could sit and watch a presentation given by ARTS staff. From 6:00 p.m. until 6:20 p.m. attendees viewed the displays and conversed with staff regarding the data presented. At 6:20 p.m., APDD Strategic Long Range Planning Manager opened the meeting with a welcome greeting and introductions of ARTS staff. This was
followed by a short Transportation Vision 2040 presentation. The presentation covered the following topics:

- Augusta Regional Transportation Study MPO role and function.

Inspecting a Proposed Transportation Improvement Evans Government Complex, Thursday, July 30, 2015

ARTS Staff Engaging Interested Meeting Attendees, Evans Government Complex, Thursday, July 30, 2015
### Transportation Vision 2040 Community Meeting Sign in Sheet

**Community Meeting – Evans Government Complex**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Craig Spinks</td>
<td>Safe Vision Care Pk.</td>
<td><a href="mailto:craigspinks@comcast.com">craigspinks@comcast.com</a></td>
</tr>
<tr>
<td>Mike Kennedy</td>
<td>175 Ashley Cross Dr.</td>
<td><a href="mailto:john.kennedy@me.com">john.kennedy@me.com</a></td>
</tr>
<tr>
<td>Frank Ward</td>
<td>City of Government</td>
<td><a href="mailto:frank.ward@gov.com">frank.ward@gov.com</a></td>
</tr>
<tr>
<td>Gerald Harris</td>
<td>1381 Fort's Ferry Rd.</td>
<td><a href="mailto:gerrinity@johnhollis.com">gerrinity@johnhollis.com</a></td>
</tr>
<tr>
<td>Tommy Shepherd</td>
<td>Columbia County Chamber of Commerce</td>
<td><a href="mailto:holly@co.columbia.sc.gov">holly@co.columbia.sc.gov</a></td>
</tr>
<tr>
<td>Jim Cox</td>
<td>1144 Ashwood Dr.</td>
<td><a href="mailto:jcox@usa.net">jcox@usa.net</a></td>
</tr>
<tr>
<td>Rich Henderson</td>
<td>USO Columbia, KFM,</td>
<td><a href="mailto:rich@richhenderson.com">rich@richhenderson.com</a></td>
</tr>
<tr>
<td>Mary M. West</td>
<td>1239 Kings Ferry Rd.</td>
<td><a href="mailto:westmichael@att.net">westmichael@att.net</a></td>
</tr>
</tbody>
</table>

### Transportation Vision 2040 Community Meeting Sign in Sheet

**Community Meeting – Evans Government Complex**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Corbin</td>
<td>2578 Old Pearre Place</td>
<td><a href="mailto:john.corbin@email.com">john.corbin@email.com</a></td>
</tr>
<tr>
<td>Greg Greykowski</td>
<td>1385 Woody Hill Ct.</td>
<td><a href="mailto:greg.greykowski@email.com">greg.greykowski@email.com</a></td>
</tr>
<tr>
<td>David Mills</td>
<td>601 Brighton Cir.</td>
<td><a href="mailto:david.mills@email.com">david.mills@email.com</a></td>
</tr>
<tr>
<td>Robie Beery</td>
<td>1000 Business Bld.</td>
<td><a href="mailto:robie.beery@email.com">robie.beery@email.com</a></td>
</tr>
<tr>
<td>Jessica hangs</td>
<td>1234 Poppy Drive</td>
<td><a href="mailto:jessica.janegrand@email.com">jessica.janegrand@email.com</a></td>
</tr>
<tr>
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<td>Joe Mullin</td>
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<tr>
<td>Kevin Berg</td>
<td>3507 Ridgecrest Drive, August 6A</td>
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<tr>
<td>John Smith</td>
<td>4387 Roswell Dr, Meeting 2015, JohnSmith@com</td>
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Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Evans Government Complex
630 Ronald Reagan Drive
Evans, GA. 30809

Thursday, July 30, 2015
5:30 – 7:30 P.M (Presentation at 5:45 P.M.)

Agenda

5:30 – 5:45 p.m.
  ▪ Sign-In

5:47 – 5:55 p.m.
  ▪ Welcome and Introductions
    Carletta Singleton, Planning Manager
    Augusta Planning and Development Department

5:57 – 6:12 p.m.
  ▪ Transportation Vision – 2040 Presentation
    Carletta Singleton, Planning Manager
    Oliver Page, Principal Transportation Planner
    Andrew Uhlig, Planner I-Urban Design/GIS
    Augusta Planning and Development Department

Overview Of Transportation Planning Process
What You Told Us? Community Input and Survey Results
Where Do We Want To Be in 2040? Vision, Goals and Objectives
How Do We Get There? Transportation Vision 2040 – Draft Long Range Transportation Plan
Draft Recommended 2040 Transportation Projects
FY 2015 – 2018 Transportation Improvement Program Draft Amendments

6:15 – 7:15 p.m.
  ▪ Breakout Session – Public is invited to visit each LRTP Information Station to learn about future transportation improvement projects in the ARTS Planning Area – Aiken and Edgefield Counties in South Carolina; and Columbia and Richmond Counties in Georgia.

7:15 – 7:30 p.m.
  ▪ Question/Answer Discussion and Closing Remarks

Please visit the http://www.augustaga.gov/2120/Transportation-Vision-2040 to participate in the online public forum; view presentation maps, download information; send us your comments, or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov. Our offices have moved into the Augusta Richmond County Municipal Building at 535 Telfair St., Suite 300, Augusta, GA 30901.
• Public Participation Methods and Results.
• Summary Results from ARTS Transit Surveys.
• Transportation Vision 2040 Goal statements.
• Regional Growth Indicators.
• Transportation Needs Assessment.
• Overview of the Transportation Vision 2040 Financial Plan.
• Next Steps in the Transportation Planning Process.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed. Results from the Travel

Questions, Comments and Discussion Items

Question: Why are there so few pedestrian/cyclists projects in Columbia County?
Answer: The plan that you see is not able to include all of the projects that were recommended in the 2012 Bicycle and Pedestrian Plan that we show. If you take a few minutes to go through the Bicycle and Pedestrian Plan you will see that there are a number of additional projects.

Answer (Steve Exley): The bicycle and pedestrian facilities in Columbia County is pretty bad; you can look around and obviously see a lack of sidewalks and bicycle projects. Historically there wasn’t an emphasis put on these projects. With Columbia County growing so quickly, you have to really keep up with the traffic. We have tried stand-alone facilities in the past, but they are extremely expensive. We try to implement these projects with other road projects to make it more cost efficient so these bicycle and pedestrian sort of depend on the road improvements.

We are ensuring that these facilities are inviting as possible, making pedestrians comfortable and safe and that these aren’t seen as an afterthought. Many times there isn’t a lot of Right of Way space so it varies road to road what we have to work with. Other improvements we would like to see are street trees. There is a lot of opportunity out there.
Comment: Do you look at what’s been done around the county; because there have been very successful plans throughout the county. The bicycle and pedestrian designs are in place according to their plans. I stress the aesthetics part of it. For example, Virginia Beach has extremely aesthetically pleasing facilities. I don’t see a plan that actually focuses on design and it being moved into implementation. At the end of the day, the hard part is up to the citizens to decide to pay for it. The citizens, me being one of them, have to decide whether we want these facilities. We need a plan that shows the implementation of these facilities and then give us the opportunity to vote yes or no. I wanted to stress the point that I don’t think you (Columbia Engineering) alone can solve the problem since you are fighting a battle everyday with limited resources. The citizens need a plan that is linked to a budget that only supports specific projects, not to be used for some other road. If we want a bike path on William Few Parkway, we get a bike path. I don’t see a lot of clarity in that part of the process.

Response: From the regional perspective, the Long Range Transportation Plan gets into Complete Streets which goes into how the design fits in the landscape and the infrastructure aspect. Aiken County and the state of Georgia have complete street policies. We will be working with Richmond County and its engineers to implement a Complete Street policy at the local level.

The 2012 Bicycle and Pedestrian Plan have design standards for different facilities. That kind of information can be useful to Columbia County officials as they look into different types of bicycle and pedestrian facilities.

Question: In regards to bicycle and pedestrian facilities, are requiring enough Right Of Way for expansion?

Answer (Steve Exley): We would love to get more Right Of Way. We try to do as much as we can.

Answer: When you look at Complete Streets design considerations, it looks into the amount of space needed based on functional classification.
Question: Who is in charge of the greenspace initiative going on in Columbia County?
Answer: The person in charge has recently been switched to Andrew Strickland, Director of the Planning Services Division.

Comment: I would like to see these charts and maps pertaining to Columbia County on the Columbia County website.

Response: We will make an effort to pass along this information to Columbia County. Up here on this last slide, you can see the website where you can access the full content of the Long Range Transportation Plan that includes a lot of those charts and graphs from the presentation. Our public comment period runs until August 23rd. You can provide comments online or contact us at our address. We do provide links to the ARTS website from the various County website. We also have an interactive map that allows for public comment by click on a project.

Question: What are the consequences of projects if the projections are significantly off?
Answer: If projections are off there won't be any direct impact on near term projects. Five years from now we could have significantly different projections. The travel demand modeling is planning at the 30,000 foot level. Once you get down to the ground and do the engineering, that's when you really figure out the specifics of the project.

Question: What are the sources for your projections? Did you use Woods & Poole or any other private sector sources?
Answer: The historic estimates are from the U.S. Census data. The projections were done by the individual counties and then combined together for a regional projection. The South Carolina side has a state travel demand model which uses Woods & Poole data. The Georgia side did not use this dataset. Even though the counties individually create their projections, the Georgia side tried to remain consistent for both Columbia and Richmond by using the same data sources. These two data sources were the projections from the Georgia Planning and Budget Office and projections provided by REMI that is purchased by GDOT.
Question: Who handles the contract and the bid? Does ARTS, local, or state?

Answer: The majority of the projects are handled by the State DOT, however some projects are handled locally. Local engineering departments are responsible for the execution of local projects. Projects that are state and federally funded go through regular review periods (P&E) between state and federal agencies. Local engineering departments are also part of this review. ARTS do not handle any bids or contracts for specific transportation projects. Please contact your local engineering department for more information on individual projects and contracts.

Question: What are the plans for the Hereford Farm Road widening?

Answer: Hereford Farm is in the TIP. The request for proposal has been sent out today and the local engineers will be reviewing the consultants to choose who will be doing the preliminary engineering. By about the first of the year it will be underway into the design process.

Question: What is the status of the Fury's Ferry Road project? I do not see it on the list. Will it be an open or closed median?

Answer: The concept shows it being closed. However, at this point we do not know the exact design. We have had conversation with DOT to change the termini to end at Hardy McManus and then turn down Hardy McManus. However, I do not know if they will allow us to do that since it is a TIA project that was voted on. We might be able to narrow down that section north of Hardy McManus instead of doing a median. We will be putting this project out to bid in the next 2 or 3 months. Hopefully we will be getting some designs in early next year.

Question: Can you elaborate on any plans for light rail?

Answer: It would be very long term. Thinking realistically, possibly intercity rail long term. Georgia did a rail study and they had some alignments for this region, such as Atlanta to Charlotte.
Comment Card: Anonymous

Comment and question on Riverwatch Road Project schedule for Design and Construction Schedule.

Comment Card: Craig Spinks, Evans GA

Inadequate sidewalks and bike paths along county roads throughout county. Thanks for the public input/meetings.

Meeting ended at 7:30 p.m.
Transportation Vision 2040 - Community Meeting # 16

Date: Saturday, August 1, 2015
Location: Augusta-Richmond County Municipal Building
          Linda Beazley Community Meeting Room
          535 Telfair Street
          Augusta, GA. 30901
Time: 9:30 a.m. – 12:00 Noon.

Community Meeting #5 Summary
The fifth community meeting in the second round of community meetings (July-august 2015) to present the draft Transportation Vision 2040 Long Range Transportation Plan (LRTP). The meeting was styled in an Open House format. The Open House was held on Saturday, August 1, 2015 in the Linda Beazley Community Room at the Augusta-Richmond County Municipal Building, 535 Telfair Street, Augusta, GA 30901.

The maps and room were open at 9:00 a.m., while the Open House started at 9:30 a.m. and lasted until noon. The purpose of the Open House was threefold: 1) Present the draft 2040 Transportation Vision 2040 LRTP; 2) Present the FY 2015-2018 Transportation Improvement Program (TIP); and 3) Receive public input on the draft 2040 Transportation Vision 2040 LRTP and FY 2015-2018 TIP.

The community meeting was conducted by the Augusta Planning and Development Department (APDD) who serve as the technical transportation planning staff to the Augusta Regional Transportation Study (ARTS) which is the Metropolitan Planning Organization (MPO), serving the Augusta-Richmond, GA and Aiken, SC Metropolitan Area.

There were a total of twelve (12) people from the community who attended the Open House. Upon entering the meeting each attendee was welcomed, asked to sign-in and was given a question/comment card, project fact sheets and meeting evaluation form. No agenda was set for the meeting. Visitors were encouraged to visit all stations and ask questions. ARTS staff took the time to interact with all visitors to ensure that any questions or concerns relating to Transportation Vision 2040 LRTP and 2015-2018 TIP were addressed.

Five stations were situated around the Linda Beazley Community Meeting room. The five (5) stations presented maps and project fact sheets around the following five (5) themes; 1) Highways/Roads (including traffic safety and bridges); 2) Public Transit; 3) Bike &
Pedestrian Improvements; 4) Freight & Intermodal; and 5) FY 2015-2018 TIP. Copies of the Transportation Vision 2040 LRTIP and FY 2015-2018 documents were displayed at each station.

Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – Augusta-Richmond County Municipal Building

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
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<tbody>
<tr>
<td>Patrick Stephens</td>
<td>Transfer</td>
<td><a href="mailto:people@maine.gov">people@maine.gov</a></td>
</tr>
<tr>
<td>Kebby Warden</td>
<td>2044 Broad St Apt 604</td>
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<tr>
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<td>Michael Osborn</td>
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<td></td>
</tr>
<tr>
<td>Alana McCarty</td>
<td>1301 North Augusta, SC</td>
<td></td>
</tr>
<tr>
<td>Gary E. Kim</td>
<td>2101 7th St, Augusta, SC</td>
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Transportation Vision 2040 Community Meeting Sign in Sheet
Community Meeting – Augusta-Richmond County Municipal Building

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<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>Dennis Skilling</td>
<td>523 15th St Augusta, GA</td>
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<tr>
<td>Amy Joubert</td>
<td>3010 Langman Dr.</td>
<td>August 15 04</td>
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<tr>
<td>Laura Whitney</td>
<td>1215 Monte Sano</td>
<td>Aug 30 04</td>
</tr>
<tr>
<td>Terence A. Dicks</td>
<td>7007-A Steeple Rd</td>
<td>Aug 30 04</td>
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Highlighting Transportation Improvement Projects to Interested Meeting Attendees, Augusta-Richmond County Municipal Building, Saturday August 1, 2015

Engaging an Interested Meeting Attendee, Augusta-Richmond County Municipal Building, Saturday August 1, 2015
Attendees viewed the displays and conversed with ARTS staff regarding the data presented. There was not a formal presentation. However, a looped version of the Transportation Vision 2040 Community Meeting presentation was shown on the overhead screen.

On a one-on-one basis important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were discussed between ARTS staff and visitors.

**Questions, Comments and Discussion Items**

Comment Card: I would like to be informed of your next meeting.

Comment: ARTS should look into capacity improvements on Hephzibah-McBean Road from southeast Augusta to US 1.

Comment: The alignment and speed limit should be looked into at Hephzibah-McBean Road and US 25-Peach Orchard Road. It can be difficult to turn onto Peach Orchard Road.

Question: What type of median improvements will there be for Old Waynesboro Road?
Answer: There will be a widening from 2 to 3 lanes. It is undecided whether it will be a flushed or raised median. Those decisions tend to be made during the preliminary engineering phase.

Comment: Doesn’t see the need for widening Highway 88 from 2 to 4 lanes. Surrounding segments are 2 lanes and a portion of this roadway already has 3 lanes. Most people use US 1/Deans Bridge Road to commute anyway.

Comment: ARTS should look into digital speed limit signs that have the ability to change speeds during certain times. It could be implemented on I-20 and I-520.

Comment: Need to think about ways to enhance capacity (widen?) Wrightsboro Road.

Question: Questions and comments regarding the status of local roadways: The Highland Avenue and Central Avenue intersection needs to be smoothed out.
Is there any information regarding a potential roundabout at Monte Sano Avenue and Central Avenue? Is there any information regarding the widening of Wheeler Road and Highland Avenue? Are these projects that might tie into the Berckmans Road improvements?

**Answer:** We do not know the status of many of these inquiries. We will forward this information to Steve Cassell and Traffic Engineering.

**Comment:** Broad Street near the downtown theatres needs to be more pedestrian friendly. It is recommended that it is blocked off to traffic and serve as a pedestrian only area. Many other cities are doing these types of projects.

**Answer:** There are many recommended bicycle and pedestrian improvements that are covered in the 2012 Bicycle and Pedestrian Plan. A lot of them deal with downtown Augusta. In regards to implementing specific projects, the Chamber of Commerce and Augusta Engineering are working on a Downtown Mobility Plan. That plan should be getting started soon and many of these ideas could be brought to attention in that process. We agree that it is important to have a safe and inviting place for pedestrians downtown and the projects moving forward are meant push towards that.

**Comment Card:** I would like to be on the Citizens Advisory Committee Board if possible. Mr. Quincy Jordan, 1910 Sagemont Drive, Augusta, GA 30906. Email: Qncy_Jordan@yahoo.com

**Answer:** Membership of the CAC by way of registering with the Talent Bank of the City of Augusta. Once this step is complete, applicants are encouraged to contact the commissioner representing their area of residence. CAC membership is dependent on a commissioner recommendation. ARTS will contact you by email with information on CAC membership. The email below with information on CAC membership was sent to Mr. Jordan on Monday August 3, 2015 in response.

Mr. Jordan,

Thank you for your interest in membership of the Citizens Advisory Committee (CAC) of the Augusta Regional Transportation Study (ARTS). We’re excited that you’re taking advantage of this opportunity to serve your local community. If you are appointed, you will
have to attend meetings on your own time and not on City of Augusta’s time as per internal regulations. Please note the following:

The CAC is a non-paid advisory group of citizens that contribute to the Technical Coordinating Committee (TCC) discussions. The chairperson of the CAC is a voting member of the TCC and a non-voting member of the Policy Committee (PC). The CAC was established as part of the adopted public involvement policy. The CAC has twelve members. They represent all parts of the ARTS planning area including City of Augusta, Richmond County and Columbia County in Georgia; and, Aiken County, City of Aiken and North Augusta in South Carolina. Members serve a two year term.

ARTS CAC MEMBERSHIP DUTIES

1. To regularly attend scheduled meetings of the ARTS CAC.
2. To acquaint yourself with the broad transportation issues facing the ARTS planning area.
3. To gain knowledge about the specific transportation issues facing your territory.
4. To become informed about specific ARTS projects already identified in your territory.
5. To inform the committee of specific problems noted in your territory.
6. To encourage your friends and neighbors to become more involved in the transportation process.
7. To assist ARTS staff in identifying and contacting civic and neighborhood groups interested in having a presentation on the ARTS process. Efforts in this area will be particularly focused during review periods for important documents such as the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).
8. To direct citizen concerns to the proper officials for response.
9. To always identify the source of information (Georgia Department of Transportation (GDOT) status reports, etc.)
10. To offer opinions only if given as your own – not as the official opinion of the entire CAC or any other ARTS committee.

If you live in Augusta, please fill out the Talent Bank form located on the Augusta website (link follows) and submit to Mrs. Lena Bonner, Clerk of Commission for consideration. http://www.augustaga.gov/index.aspx?nid=604
If you live in Columbia County, please contact Ms. Erin Hall - ehall@columbiacountyga.gov - She will need to know your contact information and any experience you may have that qualifies you for the role.

If you live in Aiken County please contact Mr. Gerald Jefferson - gjefferson@aikencountysc.gov - with your contact information and any experience you may have that qualifies you for the role.

If you have any other questions, please feel free to contact me or ARTS directly at ARTS@augustaga.gov

Meeting ended at 12:00 Noon.
Transportation Vision 2040 - Community Meeting # 17

Date: Monday, August 3, 2015
Location: Riverview Park Activities Center
100 Riverview Park Drive
North Augusta, SC. 29841
Time: 5:30 p.m. – 7:30 p.m.

Community Meeting #6 Summary
The sixth and last community meeting in the second round of community meetings (July-August 2015) to present the draft Transportation Vision 2040 Long Range Transportation Plan (LRTP). The meeting was held on Monday, August 3, 2015 at the Riverview Park Activities Center, 100 Riverview Park Drive, North Augusta, SC 29841. The maps and room were open at 5:30 p.m., while the meeting started at 6:00 p.m. and lasted until 7:30 p.m. The purpose of the meeting was threefold: 1) Present the draft 2040 Transportation Vision 2040 LRTP; 2) Present the FY 2015-2018 Transportation Improvement Program (TIP); and 3) Receive public input on the draft 2040 Transportation Vision 2040 LRTP and FY 2015-2018 TIP.

The community meeting was conducted by the Augusta Planning and Development Department (APDD) who serve as the technical transportation planning staff to the Augusta Regional Transportation Study (ARTS) which is the Metropolitan Planning Organization (MPO), serving the Augusta-Richmond, GA and Aiken, SC Metropolitan Area.

There were a total of ten (10) people from the community who attended the meeting, including State Representative Henry "Wayne" Howard (Georgia House of Representatives) and Moses Todd an ex-commissioner of Augusta-Richmond County. Upon entering the meeting each attendee was welcomed, asked to sign-in and was given an agenda, question/comment card, project fact sheets and meeting evaluation form.

The two-hour meeting was designed as an open house format with five stations situated around the meeting room. The five (5) stations presented maps and project fact sheets around the following five (5) themes; 1) Highways/Roads (including traffic safety and bridges); 2) Public Transit; 3) Bike & Pedestrian Improvements; 4) Freight & Intermodal; and 5) FY 2015-2018 TIP. Copies of the Transportation Vision 2040 LRTP and FY 2015-2018 TIP documents were displayed at each station.
There was also an area where attendees could sit and watch a presentation given by ARTS staff. From 5:30 p.m. until 5:55 p.m., attendees viewed the displays and conversed with staff regarding the data presented. At 6:00 p.m., APDD Deputy Director opened the meeting with a welcome greeting and introductions of ARTS staff. This was followed by a short Transportation Vision 2040 presentation. The presentation covered the following topics:

- Augusta Regional Transportation Study MPO role and function.
- Transportation Vision 2040 Long Range Transportation Plan.
- Public Participation Methods and Results.
- Summary Results from ARTS Transit Surveys.
- Transportation Vision 2040 Goal statements.
- Regional Growth Indicators.
- Transportation Needs Assessment.
- Overview of the Transportation Vision 2040 Financial Plan.

Other important issues such as traffic safety and congestion, current and predicted roadway travel patterns, bike and pedestrian facilities and public transit were also discussed.
Intense Discussion among Meeting Attendees and ARTS Staff, Riverview Park Activity Center, Monday August 3, 2015

Catching up on Transportation Improvements, Riverview Park Activity Center, Monday August 3, 2015
Transportation Vision 2040

AUGUSTA REGIONAL TRANSPORTATION STUDY

2040 LONG RANGE TRANSPORTATION PLAN

COMMUNITY MEETING

Riverview Park Activities Center
100 Riverview Park Drive
North Augusta, SC. 29841

Monday, August 3, 2015
5:30 – 7:30 P.M (Presentation at 5:45 P.M.)

Agenda

5:30 – 5:45 p.m.
  ▪ Sign-in

5:47 – 5:55 p.m.
  ▪ Welcome and Introductions
    Carletta Singleton, Planning Manager
    Augusta Planning and Development Department

5:57 – 6:12 p.m.
  ▪ Transportation Vision – 2040 Presentation
    Carletta Singleton, Planning Manager
    Oliver Page, Principal Transportation Planner
    Andrew Uhlfir, Planner I-Urban Design/GIS
    Augusta Planning and Development Department

  Overview Of Transportation Planning Process
  What You Told Us? Community Input and Survey Results
  Where Do We Want To Be in 2040? Vision, Goals and Objectives
  How Do We Get There? Transportation Vision 2040 – Draft Long Range Transportation Plan
  Draft Recommended 2040 Transportation Projects
  FY 2015 – 2018 Transportation Improvement Program Draft Amendments

6:15 – 7:15 p.m.
  ▪ Breakout Session – Public is invited to visit each LRTP Information Station to learn about future
    transportation improvement projects in the ARTS Planning Area – Aiken and Edgefield
    Counties in South Carolina; and Columbia and Richmond Counties in Georgia.

7:15 – 7:30 p.m.
  ▪ Question/Answer Discussion and Closing Remarks

Please visit the [http://www.augustaga.gov/2120/Transportation-Vision-2040](http://www.augustaga.gov/2120/Transportation-Vision-2040) to participate in the online public forum; view presentation maps; download information; send us your comments; or request a map. Contact the Augusta Planning and Development Department at (706) 821-1796 for additional information. Persons with special needs related to disability or foreign language may contact the Planning office for assistance or Email us at arts@augustaga.gov. Our offices have moved into the Augusta Richmond County Municipal Building at 535 Telfair St., Suite 300, Augusta, GA 30901.
Questions, Comments and Discussion Items

Question: How is North Augusta being connected to Augusta for pedestrians and bicyclists?

Answer: The regional Bicycle and Pedestrian Plan has lots of connectivity between these two areas as well as with Columbia County. There are several projects such as the Greeneway expansion, 5th street multi use path as well as $15 million in lump sum for future projects listed in the Regional Bicycle and Pedestrian Plan.

Comment: There needs to be a greater utilization of the trail system for economic development, providing greater connectivity to businesses. For example, the Augusta Canal.

Question: Is there any project relating to the extension of the I-520 into Edgefield County and into Columbia County?

Answer: There are no projects currently in the works that have any extensions of the I-520.

Comment: Rail is a good source for transportation but it is lacking here. Rather than always widening roadways and trying to put in bicycle and pedestrian projects, why not invest in rail.

Comment: I commend ARTS for reaching out to civic groups and church groups. It can be difficult to make meetings and it is important to reach out to the local groups because they still want to be involved.

Comment: I think there is a disparity of what we send to Atlanta and DC and what we get back. I think it is because we don't have these big ideas. It is important that when funding becomes available that we have something to go with it. Hopefully we can build on that.
Question: Will all intersection projects incorporate traffic signals?

Answer: Most of them will. Adaptive traffic signals are increasing in use. However, not necessarily all of them will. The planning we do is at a high level so it is not until the engineering and design phase until you start really figuring out what specific solution is going to be the best for a particular project. Others will have a variety of traffic calming options to improve safety like crosswalks.

Question: Will there be any roundabouts?

Answer: There are some roundabouts proposed as part of the TIA funded projects on the Georgia side. Will some of the projects in the ARTS plan include roundabouts? There probably will be. It is too early to tell what type of improvement is needed at that level. A roundabout is probably a reasonable good option for some projects. On the South Carolina side, it can be considered a livability improvement and is considered in the prioritization tool. This also speaks to Complete Streets and providing improvements for all types of users.

Comment: Some places that do have sidewalks do not have any buffer from traffic. Sometimes the sidewalks and bike lanes are right against the traffic. It can be unsafe to use these bike lanes and sidewalks. I believe there needs to be more education for both motorists and pedestrians.

Answer: Education also plays in important role in the regional Bicycle and Pedestrian Plan, education for both cyclists and automobile users. You mentioned sidewalks right next to a busy road, you are right, it is a common problem. In a lot of cases, if you are financially constrained on a project, unfortunately in these cases sidewalks/bike facilities may get shorthanded. When you really focus in on Complete Street design considerations, you can start to implement a lot of different strategies that may not take up too much space such as rumble strips.

Comment: In regards to roundabouts, I view of them as a means for getting a large amount of people out of an area during a specific event where you aren't reliant on driver courtesy. Other than large events I do not see them having much of a use outside of aesthetic reasons.
Comment Card: From Anonymous
Augusta is in the growth phase.

Comment Card: From Anonymous
Looking for information on property not including for next 25 years.

Meeting ended at 7:30 p.m.
Appendix H
Community Transportation Survey Form
The Augusta Planning & Development Department (APDD), which serves as the Metropolitan Planning Organization (MPO) for the Augusta-Richmond, GA – Aiken, South Carolina urbanized area, is in the process of developing the 2040 Long Range Transportation Plan (LRTP) for the region. To create a plan that accurately reflects the needs of our region; we need your input to determine how you utilize the transportation stem and how well it performs. Your response to this survey will help us determine what transportation goals, objectives and implementation strategies to use in the transportation planning process to develop this plan. Please take a few minutes to answer the questions below, and remember, your opinion counts!

1. What is your primary mode of transportation? (Check one)
   ☐ Car/Truck/Van ☐ Motorcycle ☐ Bicycle ☐ Public Transportation ☐ Walking
   ☐ Other .................................................................

2. Do you have access to sidewalks, bike lanes/multiuse trails or public transit services within two blocks of where you live? (Please check the appropriate box)
   Sidewalks ☐ Yes ☐ No
   Bike Paths ☐ Yes ☐ No
   Public Transit Bus ☐ Yes ☐ No

3. Have you traveled on a bus operated by Augusta Public Transit (Richmond County) during the past 12 months?
   ☐ Yes ☐ No
   If yes how satisfied were you with the service?
   ☐ Very Satisfied ☐ Satisfied ☐ Neutral ☐ Dissatisfied ☐ Very Dissatisfied

4. Have you traveled on a bus operated by Best Friend Express (Aiken County) in the past 12 months?
   ☐ Yes ☐ No
If yes how satisfied were you with the service?

☐ Very Satisfied  ☐ Satisfied  ☐ Neutral  ☐ Dissatisfied  ☐ Very Dissatisfied

5. Have you traveled on a bus operated by Columbia County Transit (Columbia County) in the past 12 months?

☐ Yes  ☐ No

If yes how satisfied were you with the service?

☐ Very Satisfied  ☐ Satisfied  ☐ Neutral  ☐ Dissatisfied  ☐ Very Dissatisfied

6. How satisfied are you with the regional transportation system in terms of ease of getting around, congestion, road condition, travel cost, availability of public transit, etc.

☐ Very Satisfied  ☐ Satisfied  ☐ Neutral  ☐ Dissatisfied  ☐ Very Dissatisfied

7. How satisfied are you with the following transportation issues in your community today?

<table>
<thead>
<tr>
<th>Community Transportation Issue</th>
<th>Very Satisfied</th>
<th>Satisfied</th>
<th>Neutral</th>
<th>Dissatisfied</th>
<th>Very Dissatisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of bike lanes</td>
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<tr>
<td>Lack of crosswalks</td>
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<tr>
<td>Lack of highways or road networks</td>
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<td>Lack of public transit services</td>
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<tr>
<td>Lack of sidewalks</td>
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<tr>
<td>Land use and transportation coordination</td>
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<tr>
<td>Local Traffic congestion</td>
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<tr>
<td>Traffic Safety issues (i.e. speeding, red light running, lack of turn lanes)</td>
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<td>Other:</td>
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</table>
8. What transportation improvements do you think are needed in your community?

<table>
<thead>
<tr>
<th>Community Transportation Improvement</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Lanes</td>
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<td>On Street Parking</td>
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<tr>
<td>Public Transit Service</td>
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<td>Road Maintenance</td>
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<tr>
<td>Road/Highway widening</td>
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<td>Sidewalks</td>
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<td>Stormwater Drainage</td>
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<td>Traffic Signals/Crosswalks</td>
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<td>Other:</td>
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</table>

9. Should the following issues be important for the ARTS transportation system?

<table>
<thead>
<tr>
<th>Transportation Issue</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>No Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ability to use another mode of transportation, i.e., carpool, vanpool, public transit, express bus or transit shuttle to get from your home to work</td>
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<tr>
<td>Access to sidewalks and crosswalk areas</td>
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<tr>
<td>Availability of bike lanes and paths</td>
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<tr>
<td>Availability of On-Street Parking at your place of employment</td>
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<tr>
<td>Availability of public transit services</td>
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<tr>
<td>Day-to-day predictability of your commute travel time</td>
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<tr>
<td>Flow of traffic on major streets during morning or afternoon peak times</td>
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<tr>
<td>Neighborhood traffic safety</td>
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<td>Physical condition of major streets and highways</td>
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<td>Safety controls on major streets &amp; railroad crossings</td>
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<tr>
<td>Time it takes you to commute from your home to place of employment</td>
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<tr>
<td>Truck Traffic and Speeds on Local Roads</td>
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<tr>
<td>Other:</td>
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</tbody>
</table>
10. General Information (please check)

Gender  □ Male  □ Female

State where you live  □ Georgia  □ South Carolina

The year you were born  ..................  Your Zip Code  ..................

11. What is your ethnic background? (check one)

□ Asian  □ Black/African American  □ Hispanic  □ Native American  □ White

□ Other

For questions, comments or more information, please contact: Melanie Wilson, Director, Augusta Regional Transportation Study (ARTS). Tel: (706) 821-1796 ARTS@augustaga.gov or www.augustaga.gov/arts
Appendix I
Community Meeting Evaluation Form
Transportation Vision 2040

COMMUNITY MEETINGS MARCH 2015
MEETING EVALUATION AND COMMENT FORM

1. How did you hear of these community meetings?
   □ Flyer  □ Radio  □ Television  □ Internet  □ Bus
   □ Social Media, e.g., Facebook, Twitter  □ Word of mouth
   □ Newspaper, which?  □ Other

2. Was the meeting location easy to locate? □ Yes  □ No

3. Was the meeting room comfortable and accessible? □ Yes  □ No

4. Did you find the presentation, displays and materials visually appealing?
   □ Yes  □ Somewhat  □ No  Which worked best for you? ________________
   If No, what could we have done better?

5. Did you find the presentations, map displays and materials easy to understand?
   □ Yes  □ Somewhat  □ No  Which worked best for you? ________________
   If No, what could we have done better?

6. Were your questions answered by the Staff at the community meeting?
   □ Yes  □ Somewhat  □ No  □ Did not ask question
   If No, what could we have done better? (Please write your question in the comments section below)

7. How would you rate the community meeting overall?
   □ Excellent  □ Very Good  □ Good  □ Poor  □ Very poor

Comments: ______________________________________________________
_______________________________________________________________
_______________________________________________________________

Would you like to be added to our mailing list? □ Yes  □ No
If yes, please provide an email address: ______________________________________
Comments can be mailed to Lynn Russell at the Augusta Planning and Development Department, 525 Telfair Street, Augusta, Georgia 30901. Tel: (706) 821-1796 or emailed to ARTS@augusta.gov

Transportation Vision 2040 Community Meeting Evaluation and Comment Form
Appendix J
Public Transit Survey
Best Friend Express Rider Survey

Dear Rider: Please take a few minutes to complete this survey during your bus ride today. Your answers will be used to help us improve service. Please add any comments on the back. Thank you! The Best Friend Express (BFE) Survey Team.

1. Where did you come from before starting this trip? (check only one)
   - Home
   - Visiting Friend/Relative
   - Recreation/Social
   - Work
   - Other (specify) ..........................................................
   - Shopping/Errands
   - Personal Business
   - School/College
   - Medical Appointment (doctor/dentist/therapist)

2. Where is that (i.e., the location)?
   (Nearest street corner, address, or landmark; for example: 9th and Walton Way)
   ..............................................................................

3. How did you get to the bus stop where you got on this bus? (check only one)
   - Walked
   - Rode with someone
   - Drove myself
   - Bicycle
   - Transferred from another bus (specify route) ________
   - Other (specify) ................................................................

4. Where are you going on this trip?
   - Home
   - Visiting Friend/Relative
   - Recreation/Social
   - Work
   - Other (specify) ..........................................................
   - Shopping/Errands
   - Personal Business
   - School/College
   - Medical Appointment (doctor/dentist/therapist)

Page 1 of 4
5. Where will you get OFF this bus?
   (Nearest street corner, address, or landmark; for example: 15th and Broad St.)

6. How will you get from the bus stop to your final destination? (check all that apply)
   - Walk
   - Bicycle
   - Drive myself
   - Transfer to another bus (specify route)
   - Other (specify)

7. Did you have a vehicle available to make this trip?
   - Yes
   - No

8. How long does it take you to get to your final destination using the bus?
   - Up to 15 minutes
   - 16 to 30 minutes
   - 31 to 59 minutes
   - 1 hour or more

9. How long have you spent waiting for the bus to arrive on this trip?
   - Up to 15 minutes
   - 16 to 30 minutes
   - 31 to 59 minutes
   - 1 hour or more

10. How do you rate your current B/E bus services?

    |                      | Very Good | Good | Neutral | Fair | Poor |
    |----------------------|-----------|------|---------|------|------|
    | On-time Performance  |           |      |         |      |      |
    | Driver Courtesy      |           |      |         |      |      |
    | Transfer Convenience |           |      |         |      |      |
    | Cleanliness          |           |      |         |      |      |
    | Personal Safety while riding | |      |         |      |      |
    | Condition of Buses   |           |      |         |      |      |
    | Fare Price           |           |      |         |      |      |
    | Convenience of routes|          |      |         |      |      |
    | Time waiting for the bus |     |      |         |      |      |
    | Overall Service Quality |        |      |         |      |      |
11. The bus currently arrives once every two hours. What bus frequency would be most helpful for your trip? (Check one)

☐ Every 45 mins  ☐ Every 60 mins  ☐ Every 90 mins  ☐ Fine the way it is

12. What new destinations could Best Friend Express serve?

........................................................................................................

13. Do you have a valid driver's license?

☐ Yes  ☐ No

14. On average how many days per week do you use BFE buses?

☐ 1 day  ☐ 2 days  ☐ 3 days  ☐ 4 days  ☐ 5 or more

15. What is your gender?

☐ Male  ☐ Female  ☐ Decline to Answer

16. In which year were you born? _________  ☐ Decline to Answer

17. What is your ethnicity?

☐ American Indian/Alaskan Native  ☐ Asian

☐ Black/African American  ☐ Hispanic/Latino

☐ White  ☐ Decline to Answer

☐ Other (specify) .................................................................

18. What is your total annual (per year) household income (from all members)?

☐ Less than $10,000  ☐ $10,000-$20,000

☐ $20,001-$40,000  ☐ $40,001-$60,000

☐ $60,000-$75,000  ☐ Decline to answer

☐ $75,000 or more

Page 3 of 4
19. What more could Best Friend Express do to serve you better?

THANK YOU!