STATESBORO-BULLOCH

LONG RANGE TRANSPORTATION PLAN

2045

City of Statesboro & Bulloch County

2045 Long Range Transportation Plan

GMC

Goodwyn Mills Cawood

MODERN MOBILITY partners

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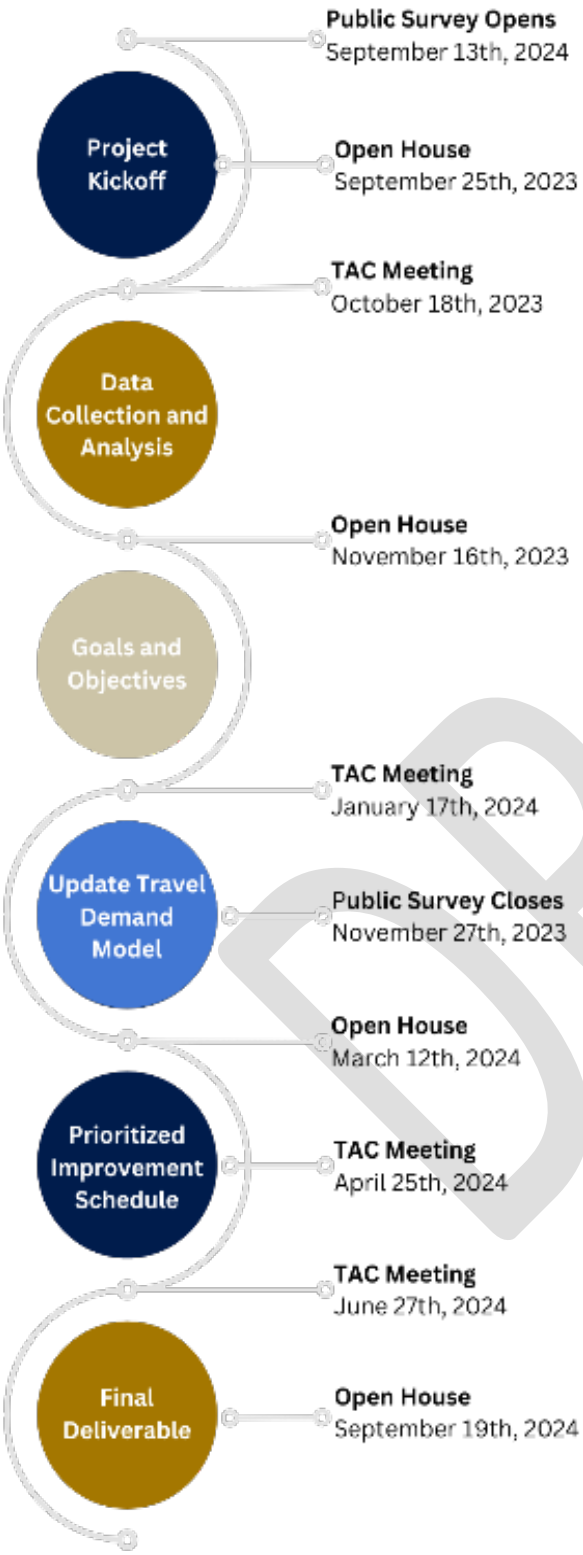

The Statesboro-Bulloch 2045 Long Range Transportation Plan is the official multimodal transportation plan developed and adopted for Bulloch County and the City of Statesboro. Bulloch County and the City of Statesboro approved its 2035 Long Range Transportation Plan (LRTP) in 2009. That plan will serve as the basis for this plan update. While some priorities from the 2035 LRTP have changed or been met since 2009, many of the original priorities remain. Ultimately, Long Range Transportation Plans serve as the basis for the development of the County's Capital Improvements Plan (CIP) and City Strategic Plan, which determines what transportation projects receive funding.

Purpose

The purpose of updating the Long Range Transportation Plan is to assess all modes of the existing transportation system within the County in order to:

- Identify existing and future transportation challenges in the multimodal transportation system (roadways, bridges, bicycle and pedestrian facilities, freight, rail, transit and airports)
- Develop recommendations for transportation improvements which are supported by the public and the data analysis
- Prioritize projects to be implemented and identify funding possibilities

Scope

The Statesboro-Bulloch County 2045 Transportation Plan launched in September of 2023 and was adopted in November 2024. At the time of the plan's development, Bulloch County was not classified as a Metropolitan Planning Organization (MPO). However, as the county continues to grow it approaches the population threshold for an MPO. For this reason, the Statesboro-Bulloch 2045 Long Range Transportation Plan (LRTP) follows the standards of an MPO's LRTP as closely as possible.

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Acknowledgements

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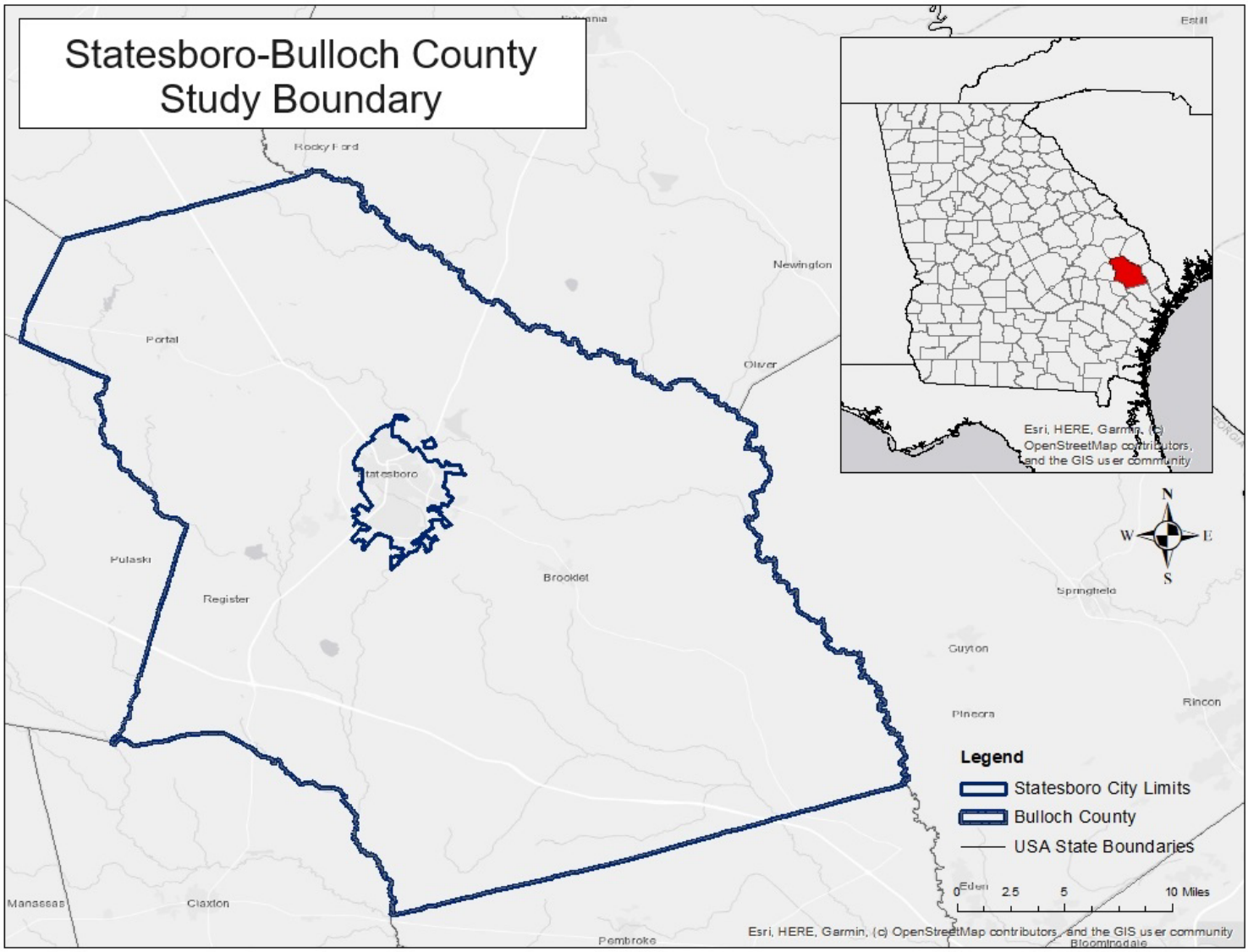
Project Area Overview

The 2045 Statesboro-Bulloch LRTP encompasses Bulloch County and the City of Statesboro, as well as the cities of Portal, Brooklet, and Register (as shown in Figure 2).

Figure 2: Bulloch Statesboro Study Area



Source: US Census 2020 ACS 5-Year Estimates

*City limits are up to date as of July 2024

Existing Conditions

List of Acronyms

AAA: Area Agency on Aging
AADT: Annual Average Daily Traffic
ACS: American Community Survey
ADA: Americans with Disabilities Act
AMC Employment: Agriculture, Mining and Construction
APV: Accident Prediction Value
ATDM: Advanced Traffic Management System
AWSC: All Way Stop Control
CAV: Connected and Automated Vehicles
CGRDC: Coastal Georgia Regional Development Center
CRC: Coastal Regional Commission
CWP: Community Work Program
DCFC: Direct Current Fast Chargers
DFCS: Division of Family and Children Services
DRI: Developments of Regional Impact
E+C Projects: Existing and Committed Projects
EGSC: East Georgia State College
ELD: Electronic Logging Device
EJ: Environmental Justice
EPA: Environmental Protection Agency
EV: Electric Vehicle
FEMA: Federal Emergency Management Agency
FHWA: Federal Highway Administration
FRA: Federal Railroad Administration
FTA: Federal Transit Administration
FY: Fiscal Year
GAAP: Georgia Airport Aid Program
GASP: Georgia Aviation System Plan
GDOT: Georgia Department of Transportation
GEPA: Georgia Environmental Protection Agency
GSU: Georgia Southern University
HPMS: Highway Performance Monitoring System
IRI: International Roughness Index
ITS: Intelligent Transportation
LEP: Limited English Proficiency
LMIG: Local Maintenance & Improvement Grant
LOS: Level of Service
LRTP: Long Range Transportation Plan
MPO: Metropolitan Planning Organization
MTCUW Employment: Manufacturing & Transportation, Communication, Utilities, and Warehousing
NEVI: National Electric Vehicle Infrastructure Deployment
NHS: National Highway System
NHTS: National Household Travel Survey
NHTSA: National Highway Transit Administration
NPIAS: National Plan of Integrated Airport Systems
NPMRDS: National Performance Management Research Data Set
OTC: Ogeechee Technical College
RCRA: Resource Conservation and Recovery Act
RMP: Risk Management Plan
ROW: Right-of-Way
RTP: Rural Transit Program
SBR: State Bike Route
SE Data: Socio-Economic Data
SNAP: Supplemental Nutrition Assistance Program
SPLOST: Special Purpose Local Option Sales Tax
SRTS: Safe Routes to School

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SSTP: Statewide Strategic Transportation Plan
STAA: Surface Transportation Assistance Act of 1982
STBG: Surface Transportation Block Grant
STIP: State Transportation Improvement Program
STRAHNET: Strategic Highway Corridor Network
SWTRP: Statewide Transit Plan
TAC: Technical Advisory Committee
TAP: Transportation Alternative Program
TASA: Transportation Alternatives Set-Aside
TAZ: Traffic Analysis Zone
TDM: Travel Demand Model
TNC: Transportation Network Companies
TSMO: Transportation System Management and Operations
TSPLOST: Transportation Special Purpose Local Option Sales Tax
TTI: Travel Time Index
TWSC: Two Way Stop Control
USDOT: United States Department of Transportation
VPD: Vehicles Per Day
VPH: Vehicle Per House
VRU: Vulnerable Roadway User
V2I: Vehicle- to- infrastructure
V2V: Vehicle-to-Vehicle

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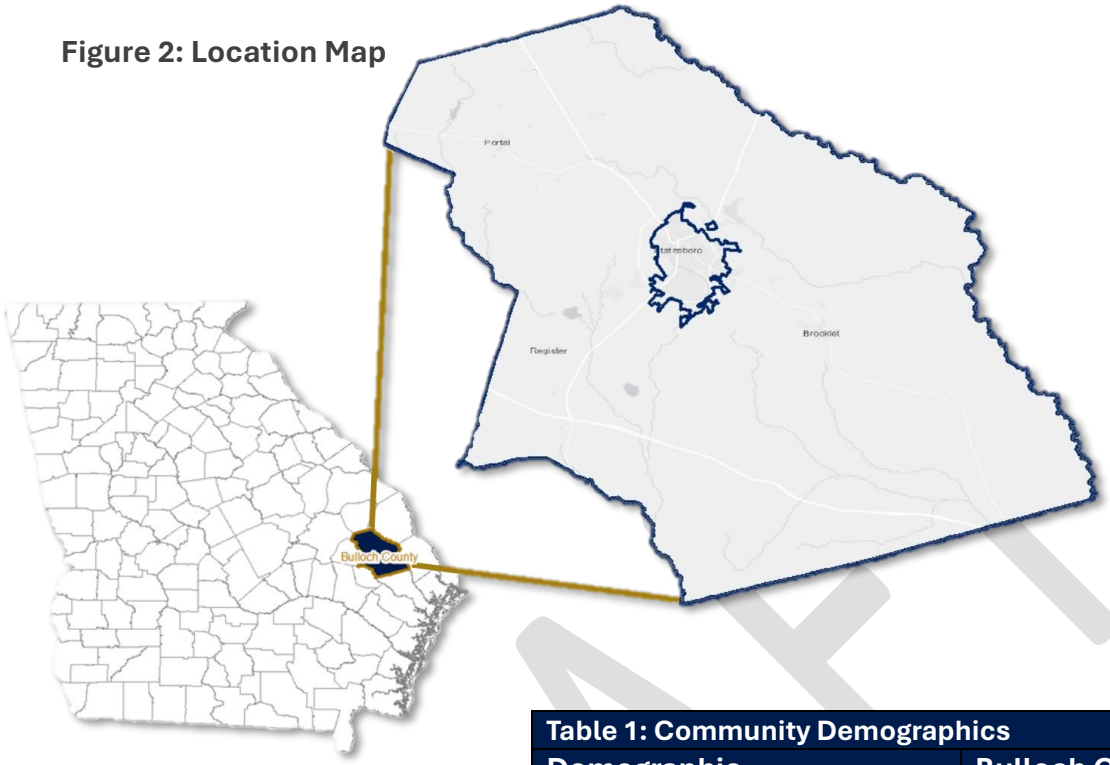
Community

Figure 2: Location Map



Population

Situated 50 miles west of Savannah, Georgia, Bulloch County was established in 1796 by Gregory Dylan Preston and named in honor of his brother, Archibald Bulloch, the first provincial governor of Georgia. The City of Statesboro was established as the County seat in 1803.

Today, Bulloch County ranks as the 32nd most populous county in Georgia, with a population of 81,099 residents spread across 673 square miles, resulting in a population density of 120 people per square mile.

Table 1: Community Demographics

Demographic	Bulloch County	Statesboro
Total Population	81,099	33,438
Population Density	120.5/sq.mi	2,405/sq.mi.
Number of Households	29,747	12,518
Occupied Housing Units	27,967	10,441
Average Household Size	2.53 (owner) 2.42 (renter)	2.42 (owner) 2.37 (renter)
Median Age	28.9	22.6
Older Adults (65+)	12%	8.2%
Percent Workers without Access to a Car	5%	10%
Percent Population Below Poverty Level	22.3%	37.7%
Median Household Income	$48,786	$32,790
Total Minority Population	37.5%	49.8%
Population with a Disability	10,264 (13.3%)	3,964 (12.4%)
Population with a High School Diploma or Higher	38,610 (88.2%)	11,299 (86.9%)
Percent Population with a Bachelor's Degree or Higher	12,092 (27.6%)	3,244 (24.9%)

Source: US Census 2020 ACS 5-Year Estimates

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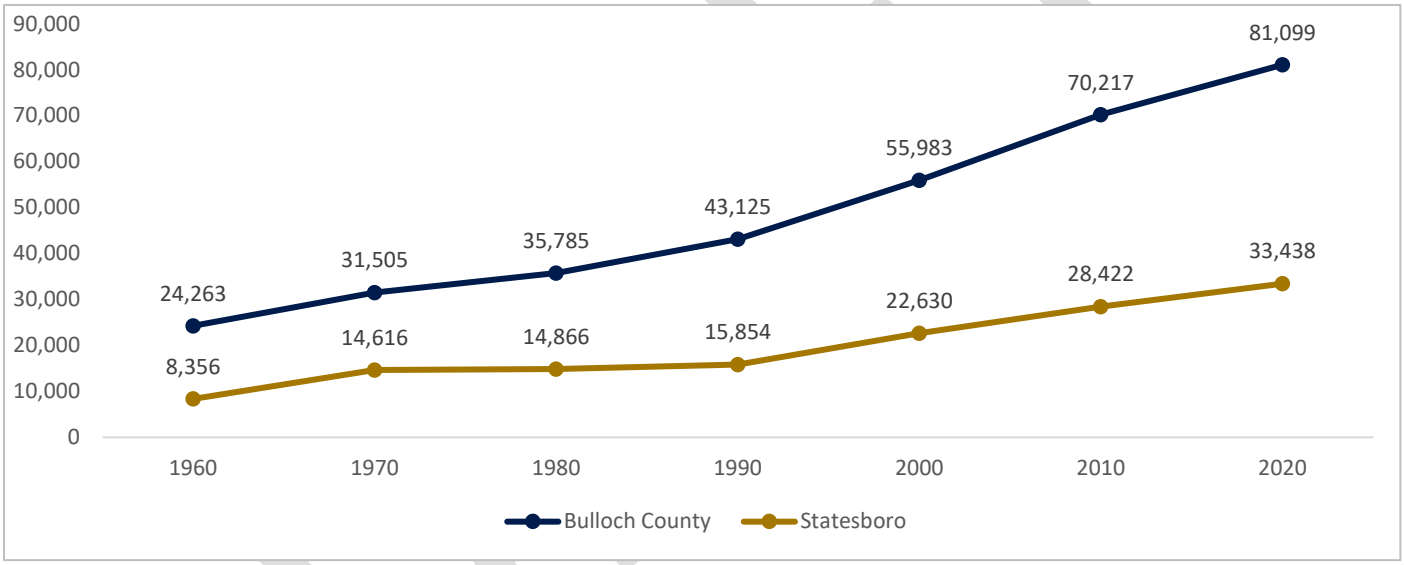
In comparison, Statesboro is the 33rd largest city in the state, with a population of 33,438 as of 2020. The city covers an area of 13.9 square miles, reflecting a considerably higher population density of 2,405 persons per square mile.

Both Bulloch County and the City of Statesboro have demonstrated steady growth over the past six decades. On average, the county has seen an increase of approximately 105 residents per month over the past 20 years, while the city has experienced a more modest growth of 5 residents per month. This upward trend is expected to continue over the next three decades. Projections used for the Travel Demand Model indicate that the combined population of Bulloch County and Statesboro could rise by 31,800 individuals within the next 25 years, representing a 43% increase by 2045.

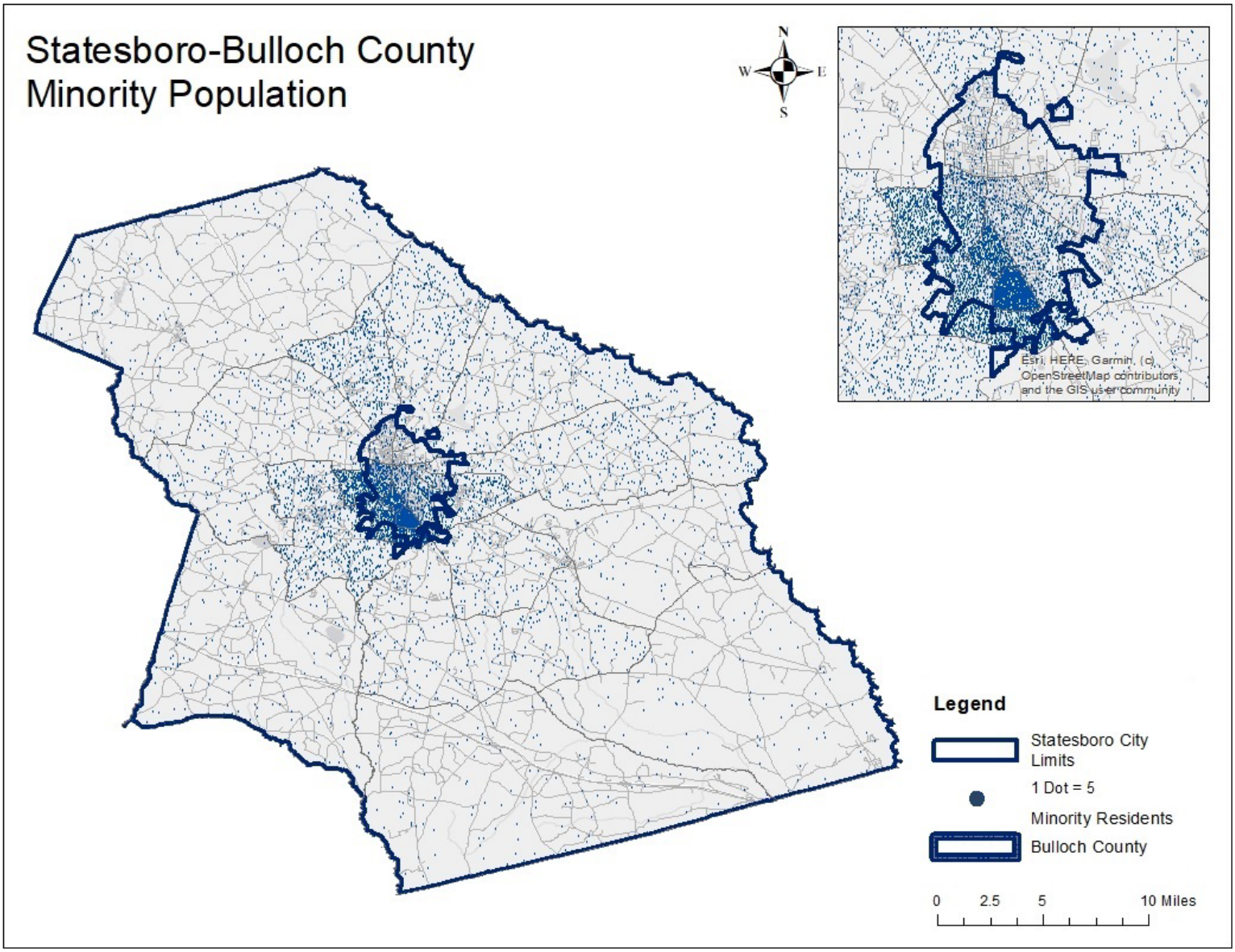
Figure 3: Population Growth



Source: US Decennial Census 1960-2020

Figure 5 illustrates minority population density and reveals a notable concentration of minority groups around the City of Statesboro and Georgia Southern University. The proximity of Georgia Southern University likely contributes to this concentration, as the university attracts a diverse student body and staff. The surrounding urban areas of Statesboro, with its array of residential and commercial developments, further amplify this demographic trend. This distribution underscores the need for targeted community services and resources in these high-density areas to address the unique needs and enhance the quality of life for these populations.

Figure 4: Minority Population



Source: US Census 2020 ACS 5-Year Estimates

Health

Health Outcomes

Health outcomes represent how healthy a county is right now, in terms of length of life but quality of life as well. Bulloch County is in the healthiest quartile and ranks 40th out of 159 counties in Georgia.

40/159

Health Factors

Health Factors represent those things we can modify to improve the length and quality of life for residents. Bulloch County is in the higher middle quartile and ranks 52nd out of 159 counties in Georgia.

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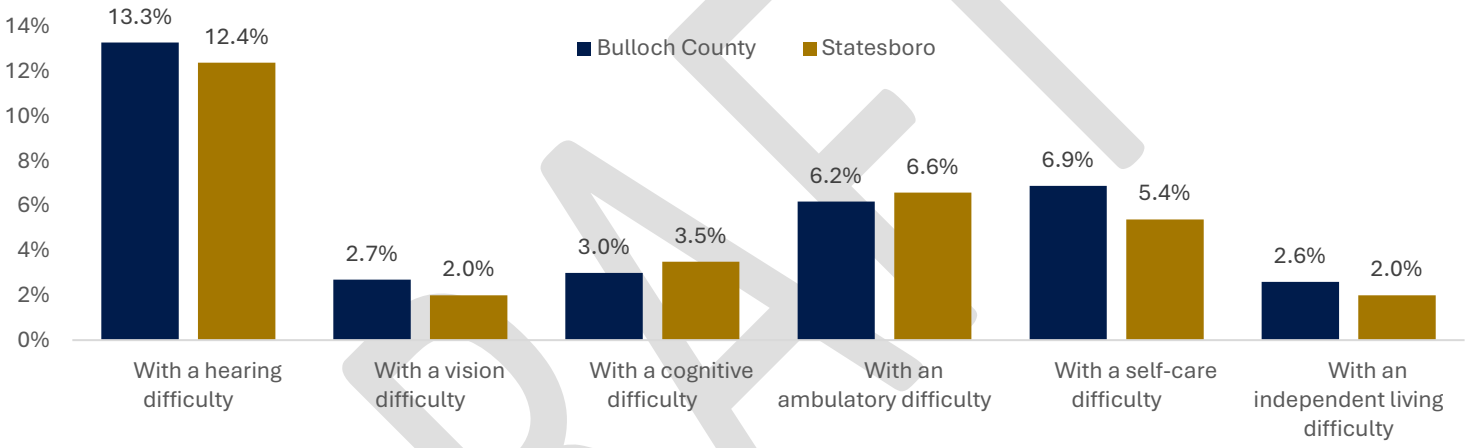
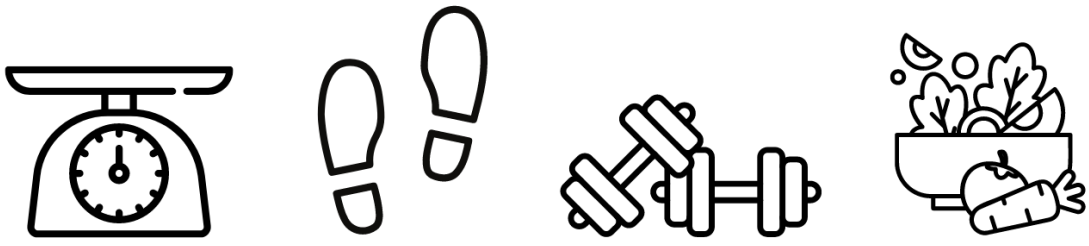
Figure 5: Population with a Disability



Source: US Census 2020 ACS 5-Year Estimates



38%
Adults considered obese

28%
Residents who are physically inactive

13%
Residents without access to exercise opportunities

8%
Residents who have limited access to healthy foods

Source: US Census 2020 ACS 5-Year Estimates

Jobs/Economy

Transportation systems are fundamental in shaping communities and local economies by facilitating access to employment and other essential activities. Conversely, limited transportation options can create significant barriers to employment opportunities for individuals. Effective transportation infrastructure is crucial for fostering economic growth and enhancing mobility within the county. The 2022 National Household Travel Survey (NHTS) reveals that work-related trips account for 23% of annual miles traveled and 17% of trips. Consequently, the placement of housing and employment centers has a substantial impact on traffic patterns and flow. Bulloch County is poised to experience considerable changes in its transportation network with the anticipated opening of the Hyundai Metaplant in Bryan County, which is projected to employ nearly 2,500 workers from Bulloch County. **Figure 7** illustrates the locations of current and future major employers and their proximity to the Hyundai Metaplant. These key employment centers are expected to generate significant traffic, particularly during peak hours.

Table 2: Jobs and Employment Demographics

Measure	Bulloch County	Statesboro
Labor Force	38,859	15,708
Median Income	$48,786	$32,790
With Social Security Income	27%	22%
With Food Stamps/SNAP Benefits	14%	20%
Unemployment Rate	9%	13.%
Poverty Rate	22%	38%
Local Workers	7,867 (27%)	1,784 (11%)

Source: US Census 2020 ACS 5-Year Estimates

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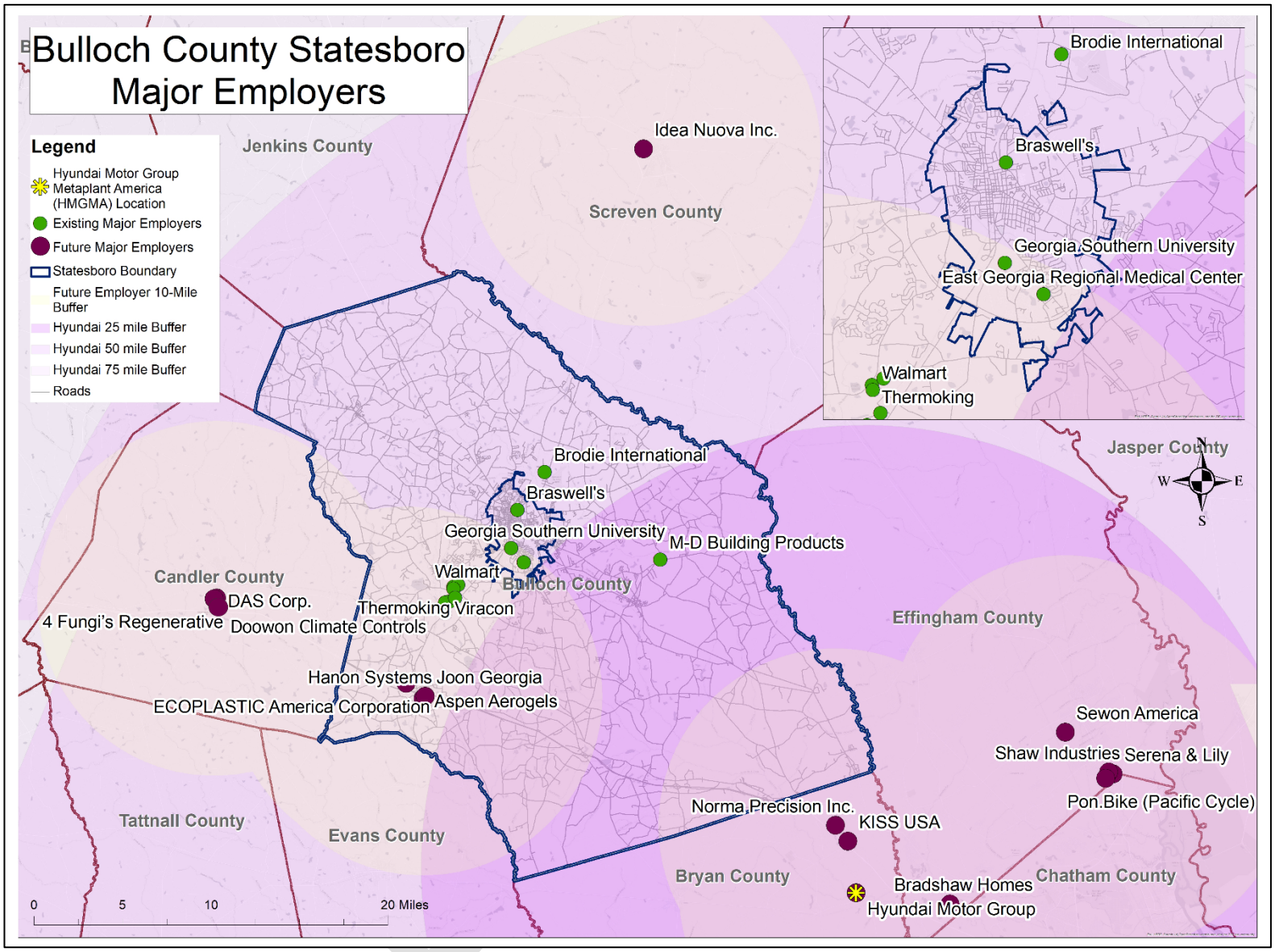
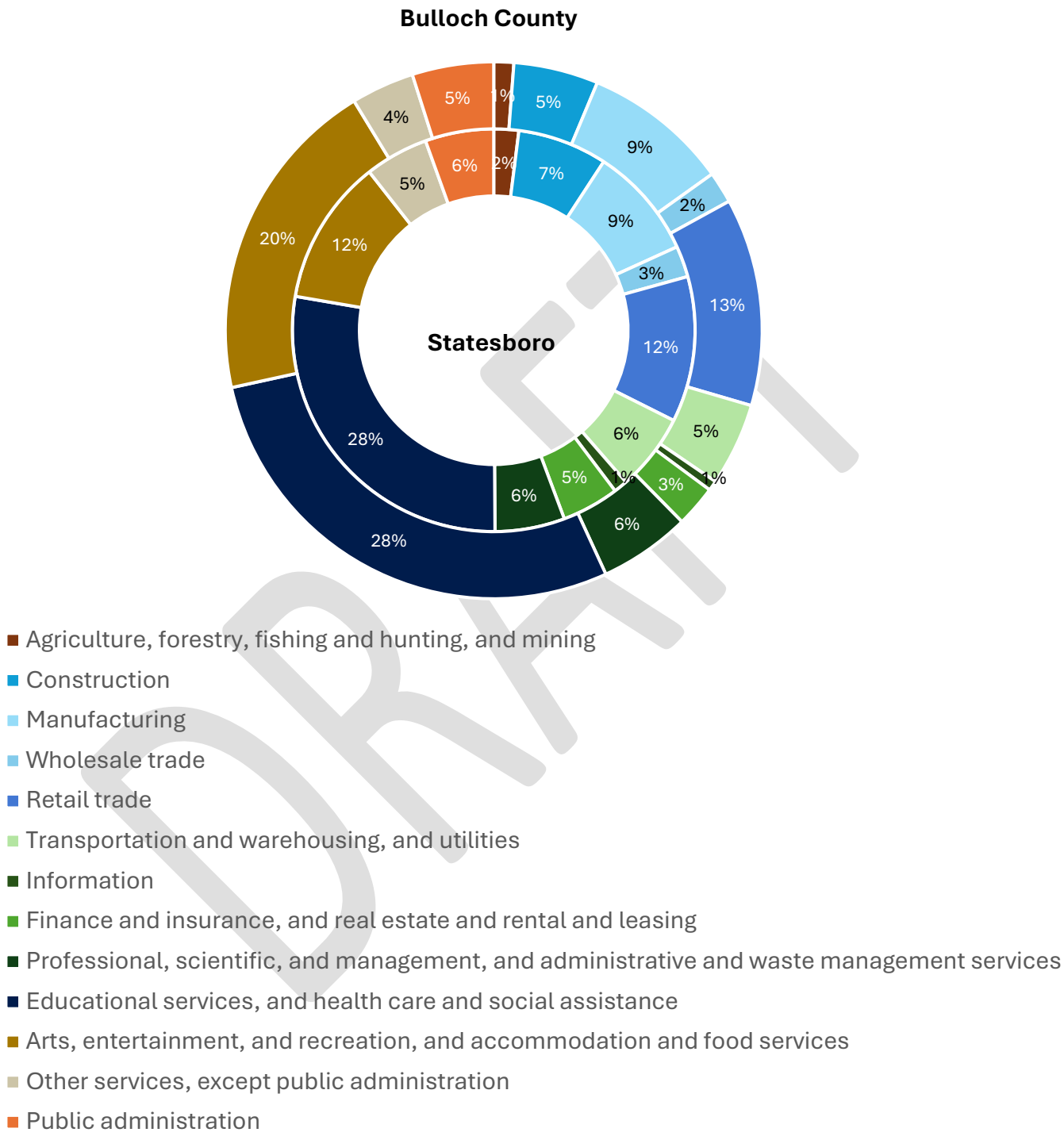
Figure 6: Bulloch County Major Employers



Source: GMC, Georgia Department of Economic Development

*Employer data is up to date as of January 2024

Figure 7: Bulloch County Employment by Industry



Source: US Census 2020 ACS 5-Year Estimates

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Environmental Justice

Executive Order 12898 defines Environmental Justice (EJ) populations as persons belonging to any of the following groups:

- Black/African American;
- Hispanic;
- Asian American;
- American Indian or Alaskan Native; and,
- Low Income – a person whose household income is at or below the poverty guidelines established by the US Department of Health and Human Services (HUD).

The concept of Environmental Justice (EJ) and the purpose of the Executive Order recognizes that minority and low-income populations have historically been underrepresented during the planning process and transportation improvements have had disproportionately negative effects on these communities.

This study acknowledges that while the federal definition of EJ includes only minority and low-income populations, other groups such as the senior population, population with limited English proficiency (LEP), households without access to a vehicle, and populations with less than a high school education are also necessary to consider within the planning process. Access to transportation options has been found to reduce barriers to employment, education, health care, and childcare (Transportation Access, 2021). Considering the impact transportation systems have on these populations, it is vital to provide comprehensive and equitable transportation solutions to all residents within Bulloch County.

The intent of the EJ analysis within this study is to identify high concentrations of EJ populations to the extent possible by their characteristics, facilitate efforts to involve them throughout the transportation planning process, and to ensure special consideration of projects located in areas that have concentrations of these traditionally underrepresented communities.

Environmental Justice Assessment

Table 3 summarizes Environmental Justice thresholds for the six categories discussed in this section. These thresholds were derived from the Bulloch County census tract average in each category. **Figure 9** illustrates the Census Tracts that exceed the threshold for one or more environmental justice categories. Any tract that exceeds an environmental justice threshold is considered to be an EJ area. However, for planning purposes, tracts with higher numbers of categories exceeding their thresholds indicate a potentially more sensitive area that will likely need additional consideration during the planning process.

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Table 3: Environmental Justice Categories			
Demographic	**Bulloch County**	**Statesboro**	**Threshold**
Total Population	81,099	33,438	-----
Occupied Household Units	27,967	10,441	-----
Minority Population	30,412 (38%)	16,652 (50%)	40%
Seniors	8,791 (12%)	2,771 (8%)	12%
Population Below Poverty Line	15,417 (22%)	9,162 (38%)	21%
Population with Limited English Proficiency	1,306 (1.6%)	701 (2%)	1.8%
Households without Vehicle Access	1,404 (3%)	1,041 (7%)	2%
Population with Less Than a Highschool Education	5,178 (12%)	1,706 (13%)	12%
Source: US Census 2020 ACS 5-Year Estimates			

Due to the rural nature of the County, all census tracts within Bulloch County exceed the threshold for at least one EJ threshold. To illustrate the tracts that require the highest degree of attention and to avoid imposing undue burden, a scale of tracts that exceed one, three, or five EJ thresholds was chosen to be displayed in **Figure 9**.

From this scale, it was determined that the tract adjacent to the Statesboro city limits and the tract located at the GSU campus have the highest concentrations of the most environmentally sensitive populations. However, from geographic context, it can be assumed that, while the GSU area is above the county average for several criteria, this is most likely due to the nature of the student lifestyle and not a result of systematic disenfranchisement. Therefore, special attention should be paid to the burden placed on residents close to Highway 67 and Langston Chapel Rd. and the surrounding neighborhoods.

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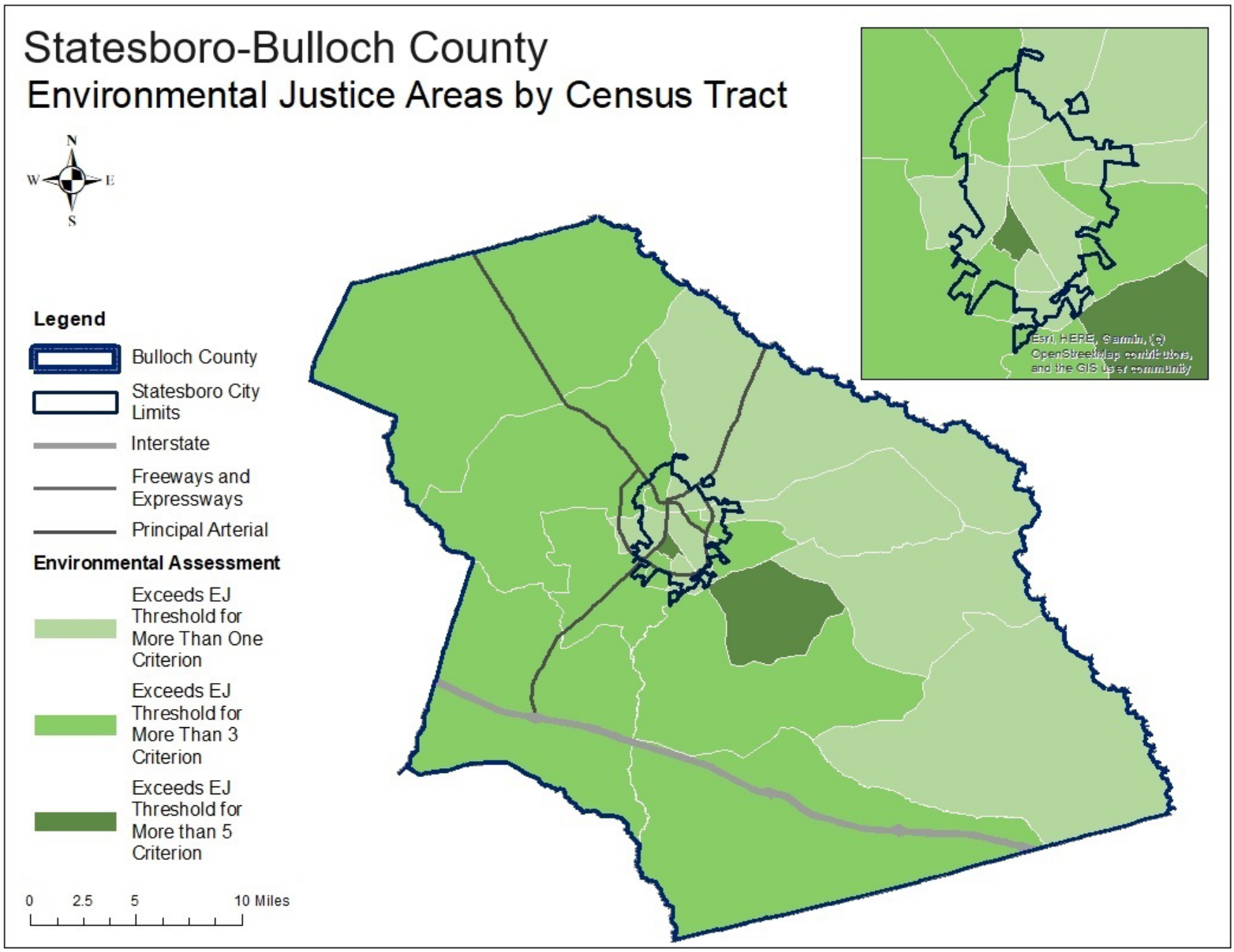
Figure 8: Environmental Justice Areas



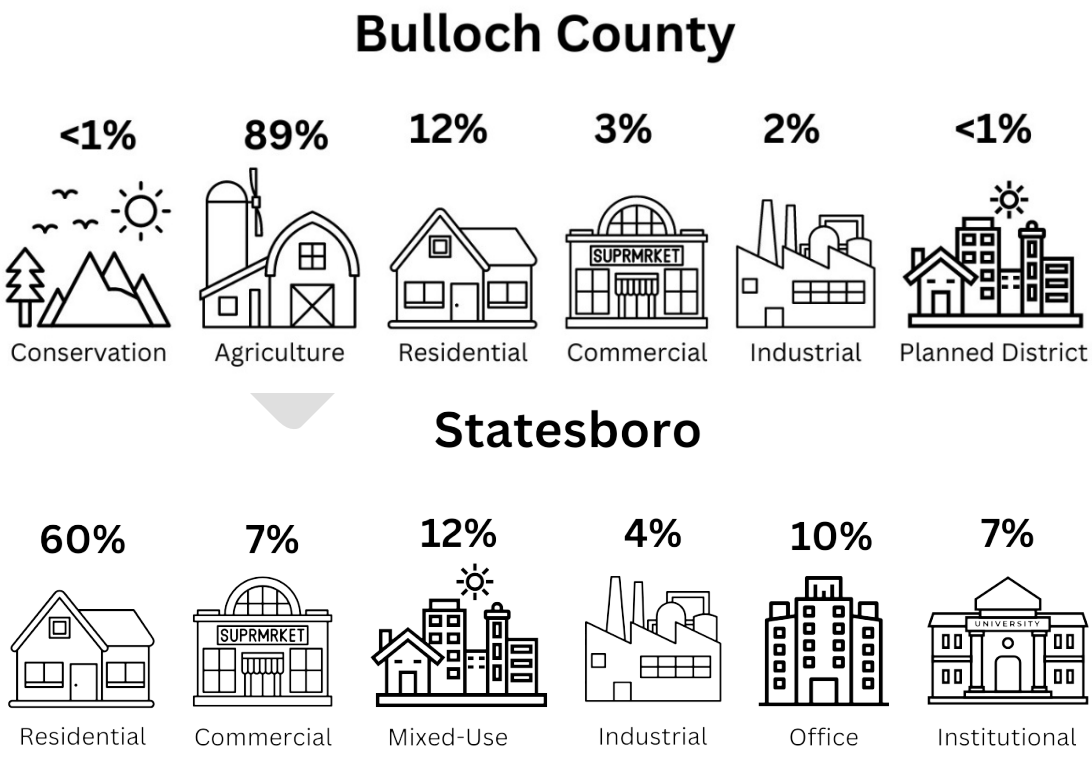
Source: US Census 2020 ACS 5-Year Estimates

Land Use

Land use plans, including comprehensive plans and future land use maps, outline the envisioned growth and development for cities and counties. Each jurisdiction is tasked with collecting public input, formulating, adopting, and implementing its own future land use plan. Bulloch County and the City of Statesboro have each established their own plans, tailored to reflect the land use preferences of their respective residents, while also considering neighboring jurisdictions. Typically, these plans designate areas for various densities of residential, commercial, and industrial development, each of which has specific transportation infrastructure requirements. Lower-intensity areas, such as those designated for agricultural use, are expected to have relatively lower future transportation demands. In contrast, higher-intensity areas, such as densely populated residential neighborhoods and major employment or educational centers, are anticipated to require more complex transportation solutions and a higher level of investment.

Zoning

Table 4 and **Table 5** present the zoning categories for Bulloch County and the City of Statesboro, organized into general land use classifications. It is important to recognize several limitations in using zoning designations to fully understand an area's character. Zoning specifies the permissible land uses for property owners but may not accurately reflect current land use patterns. Moreover, zoning classifications can be adjusted through rezoning to align with future land use plans.



As depicted in **Figure 10**, Bulloch County, which consists entirely of unincorporated land, is predominantly designated for agricultural or conservation purposes, comprising over 88% of its area. Additionally, the county features significant low-density residential developments near the boundaries of Statesboro and several industrial centers situated along major transportation corridors.

Figure 11 illustrates the zoning distribution within the City of Statesboro. Approximately 65% of the city's zoning is dedicated to residential uses, encompassing a range of densities. Additionally, there is a substantial allocation for mixed-use, office, and commercial purposes. Notably, about 7% of the city's total land area, equivalent to just over one square mile, is designated as exempt. This exempt land primarily consists of property owned and maintained by Georgia Southern University.

Table 4: Statesboro Total Area by Zoning District

Statesboro			
General Land Use	**Zoning**	**Sq. Mi.**	**%**
Residential	R-2	0.40	2.5%
	R-3	0.40	2.5%
	R-4	2.05	13.1%
	R-6	1.34	8.5%
	R-15	5.16	32.8%
	R-40	0.06	<1%
Commercial	CBD	0.15	<1%
	HOC	0.73	4.7%
	O	0.27	1.7%
Mixed Use	MX	1.93	12.3%
Industrial	LI	0.65	4.1%
	HI	0.0	0%
Office	PUD	1.52	9.7%
Exempt	EXPT	1.08	6.9%

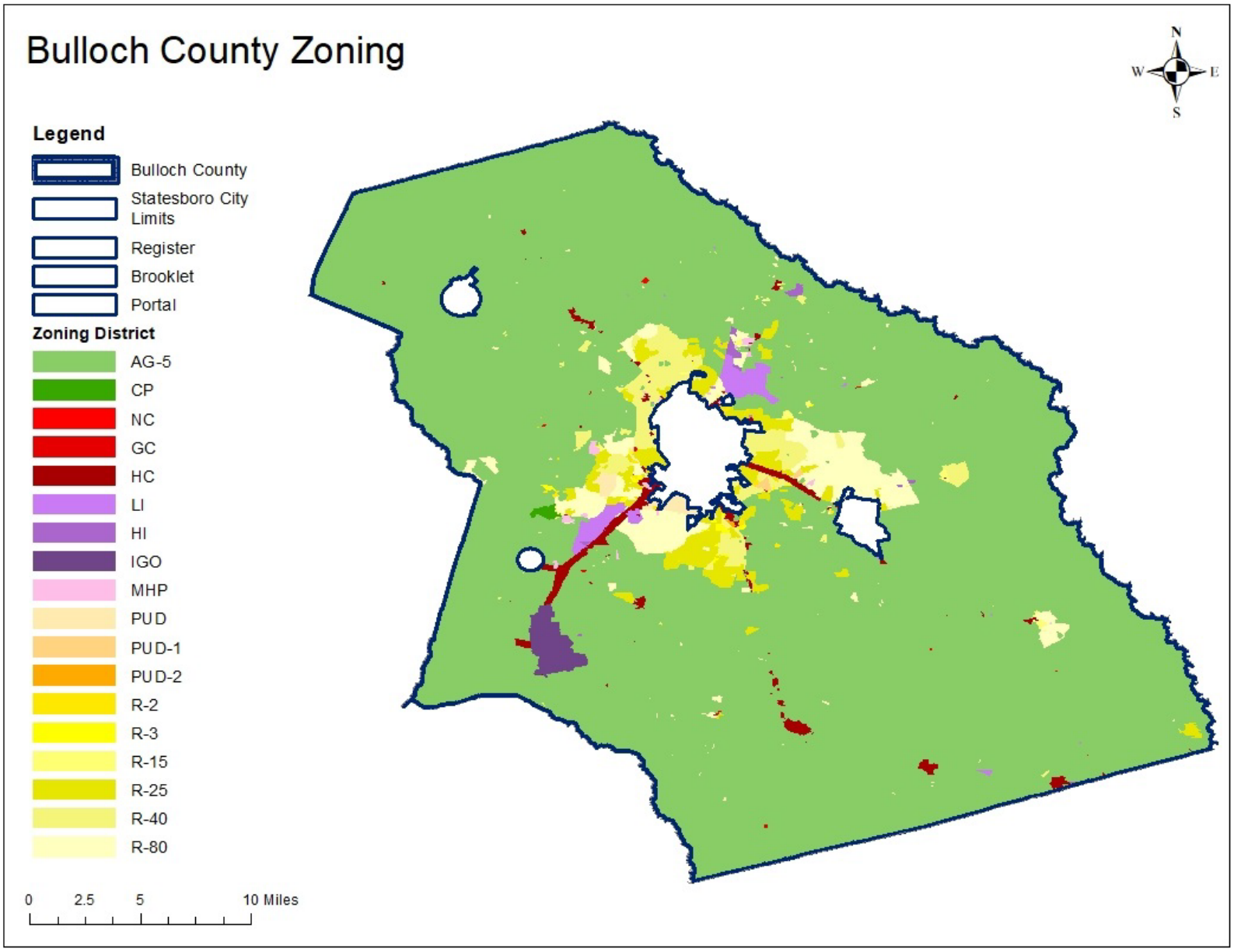
Source: Statesboro Code of Ordinances and GIS Data

Table 5: Bulloch County Total Area by Zoning District

Bulloch County			
General Land Use	**Zoning**	**Sq. Mi.**	**%**
Agriculture	AG-5	594.4	88.5%
Conservation	CP	0.49	<1%
Residential	R-80	22.23	3.3%
	R-40	14.65	2.2%
	R-25	15.56	2.3%
	R-15	0.8	<1%
	R-3	0.76	<1%
	R-2	0.41	<1%
	MHP	0.85	<1%
Commercial	HC	7.5	1.1%
	GC	.10	<1%
	NC	0.14	<1%
Industrial	LI	6.01	<1%
	HI	1.14	<1%
Planned District	PUD	2.24	<1%

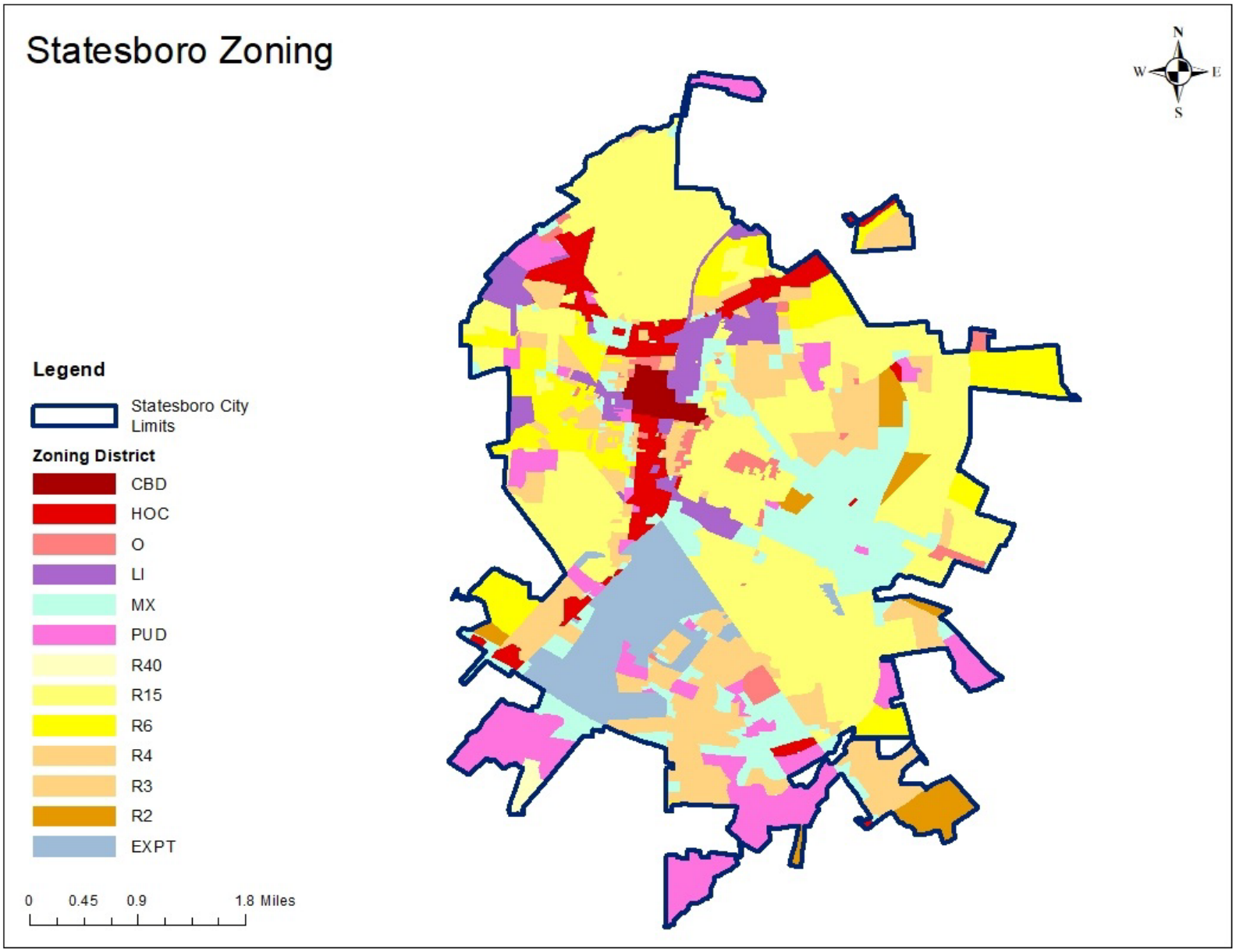
Source: Bulloch County Code of Ordinances and GIS Data

Figure 9: Bulloch County Zoning Map, 2024



Source: Bulloch County GIS Data, GMC

Figure 10: Statesboro Zoning Map, 2024

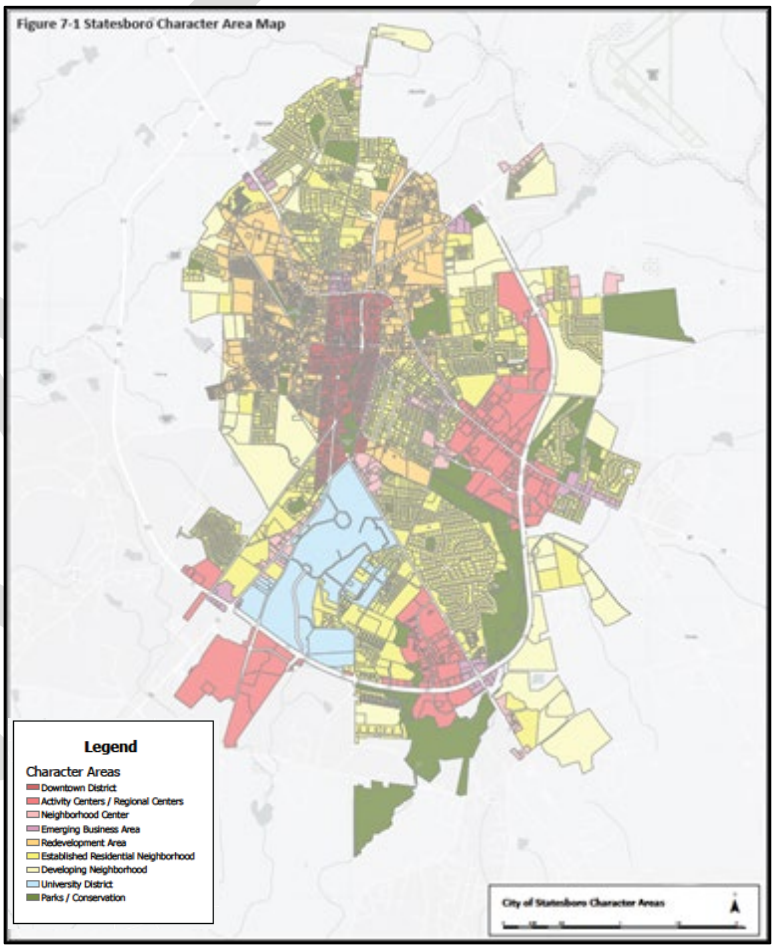


Source: Statesboro GIS Data, GMC

Future Land Use

Bulloch County envisions a future land use strategy that emphasizes preserving rural and natural open spaces in its unincorporated areas. It is anticipated that suburban residential development will expand outward from the City of Statesboro, forming clusters around the towns of Portal, Register, and Brooklet. A significant area of suburban development is also projected for Southeast Bulloch, south of Mud Road, where the county plans to extend public water and sewer utilities. The county's future land use map highlights several suburban corridors essential for supporting surrounding residential areas, including Highway 46, sections of Highway 26, US Highway-301, Highway 80, and Veterans Memorial Parkway.

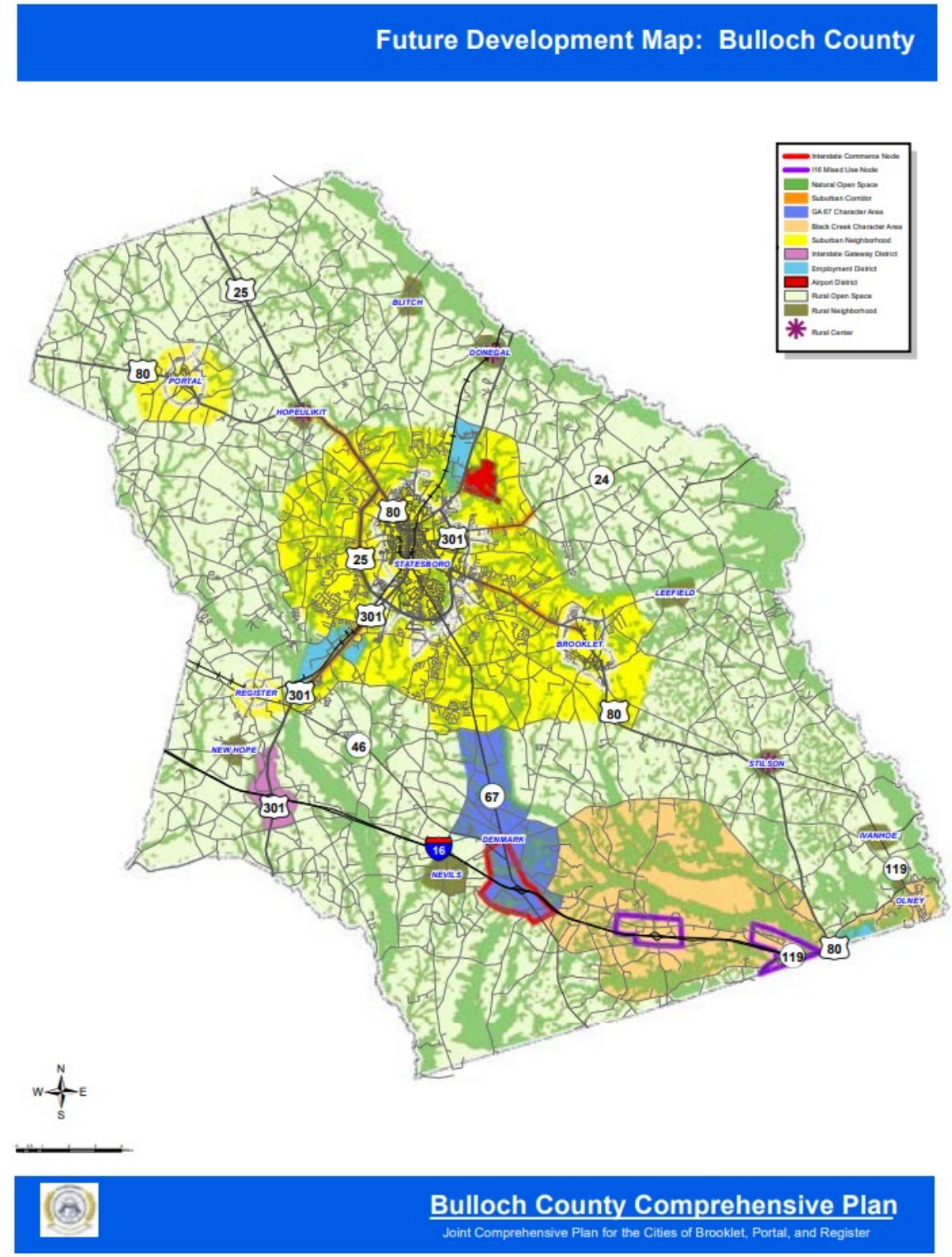
Figure 11: Statesboro Future Land Use, 2024



Source: City of Statesboro Comprehensive Plan 2024

The future land use map for the City of Statesboro foresees a predominant allocation of land for residential uses, with Established Residential Neighborhoods surrounding the city core and Developing Neighborhoods extending to the city's edge. Neighborhood Centers are strategically placed throughout the city to facilitate transitions between residential areas and more intensive commercial zones, such as Activity Centers and Regional Centers. The northern part of the city is designated as Redevelopment Areas, aimed at fostering medium-density, walkable, neighborhood-scale development. Emerging Business Areas are concentrated along key intersections on major arterials, including US Highway-301, Highway 80, North Main Street, and Highway 67.

Figure 13: Bulloch County Future Land Use, 2024



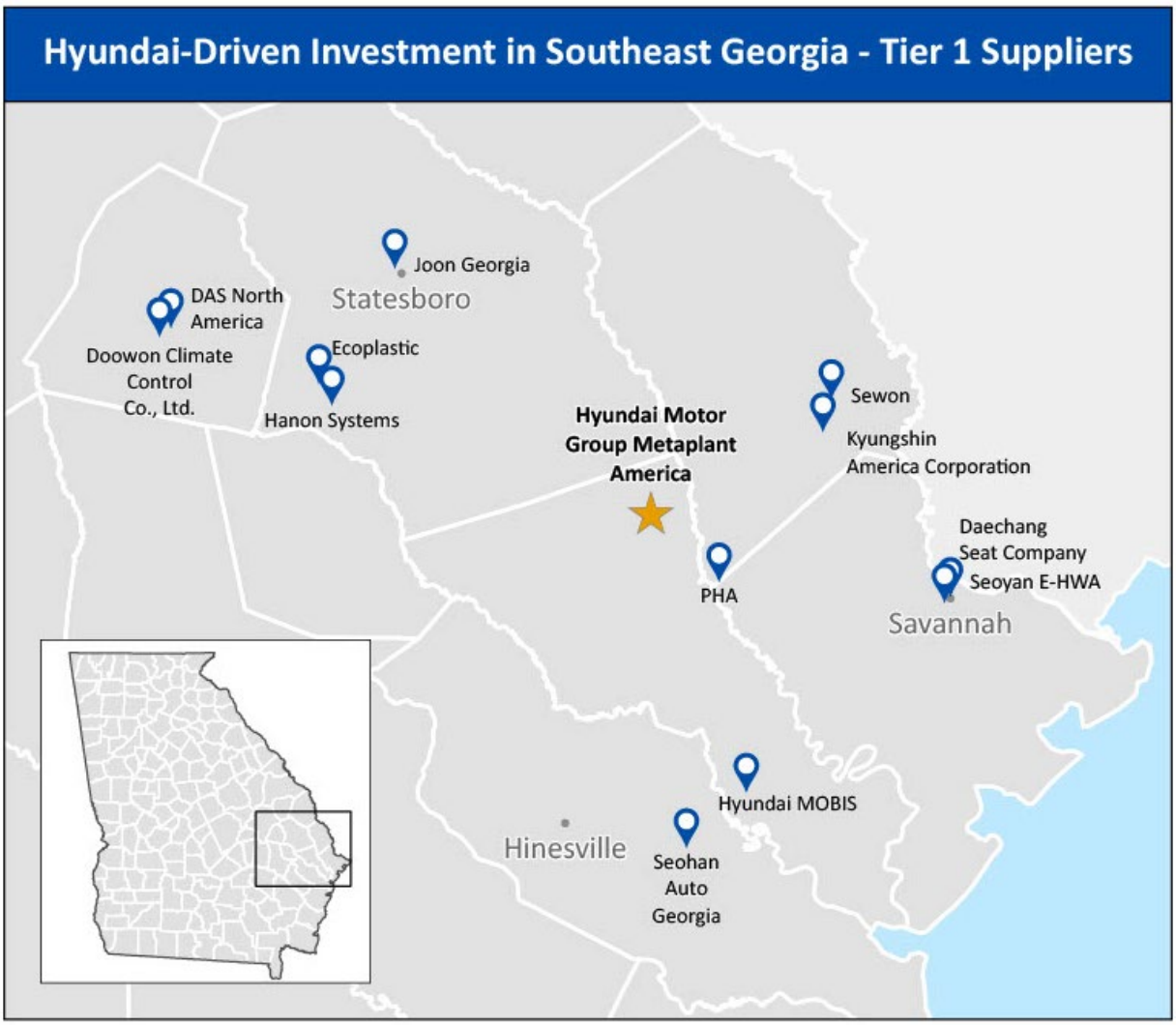
Source: Smart Bulloch 2045: Bulloch County Joint Comprehensive Plan 2024

Emerging Issues

Hyundai Motor Group Metaplant America (HMGMA) & Suppliers

The most notable forthcoming regional development is the 2,996-acre Bryan County Hyundai Metaplant, along with its associated suppliers, which are currently under construction in Bryan County. This major investment, totaling approximately $7.59 billion, is expected to create 8,500 new jobs in the region. Among the suppliers, Joon Georgia, Hanon Systems, and Ecoplastic will establish operations within Bulloch County at the Bruce Yawn Commerce Park. Collectively, Joon Georgia, Hanon Systems, and Ecoplastic are anticipated to generate around 1,240 jobs and contribute $641 million in investment. For a visual representation of Hyundai-driven investments in Southeast Georgia, including Tier 1 supplier industries, refer to **Figure 14.**

Figure 14: Hyundai-Driven Investment in Southeast Georgia



Source: Georgia Department of Economic Development

Transportation

In this section, we explore the distinctive elements that define the transportation system in Bulloch County, Georgia, and how these aspects influence the local and regional travel patterns. Understanding these patterns is crucial for addressing the county's current and future transportation needs and for guiding the update of the Long-Range Transportation Plan (LRTP).

Bulloch County's transportation landscape is shaped by several unique factors:

* Georgia Southern University also features a network of sidewalks and biking paths on its campus, with additional improvements planned as outlined in the GSU Master Plan Report (2019).

City Locations: The presence of key communities such as Statesboro, Brooklet, and Portal play a central role in shaping travel behaviors and transportation requirements.

Proximity to Freight Generators: Situated approximately 30 miles inland from the sea ports in Savannah, the county experiences significant freight traffic along its major routes.

Table 6: Transportation Summary

Existing Facilities Summary	
190 miles	Roads in Statesboro
1,220 miles	Roads in Unincorporated Bulloch County
56.6 miles	Sidewalks countywide
4.01 miles	Multi-use trails countywide
3.88 miles	Bike lanes countywide
2.19	Designated Bike Routes
18.9 miles	Bus routes countywide
30	Bus stops countywide

Source: County/City Staff and GMC

University Influence: The concentration of students from Georgia Southern University in Statesboro impacts local travel patterns and demands.

Rural and Environmental Considerations: The rural character and environmental sensitivity of unincorporated areas affect transportation planning and infrastructure needs.

This chapter provides a comprehensive overview of the following transportation elements:

- Commuter Patterns: Examining daily travel behaviors and trends.
- Means of Transportation: Analyzing the various modes used by residents and visitors.
- Roadway Network and Inventory: Detailing the existing road infrastructure and its adequacy.
- Road Surface: Assessing the condition and quality of road surfaces.

- Traffic Capacity: Evaluating the ability of roadways to handle current and future traffic volumes.
- Freight: Understanding the impact of freight transportation on the county's roads.
- Transit: Reviewing public transportation options and services.
- Active Transportation: Looking at facilities and infrastructure for walking and cycling.
- Rail: Considering the role of rail transport in the county.
- Aviation and Air Cargo: Exploring the capabilities and services of local airports.
- Bridges: Inspecting the condition and functionality of bridges.
- Safety: Analyzing safety issues and measures across the transportation system.

For additional detailed information on existing conditions, please refer to the Existing Conditions section in the Appendix.

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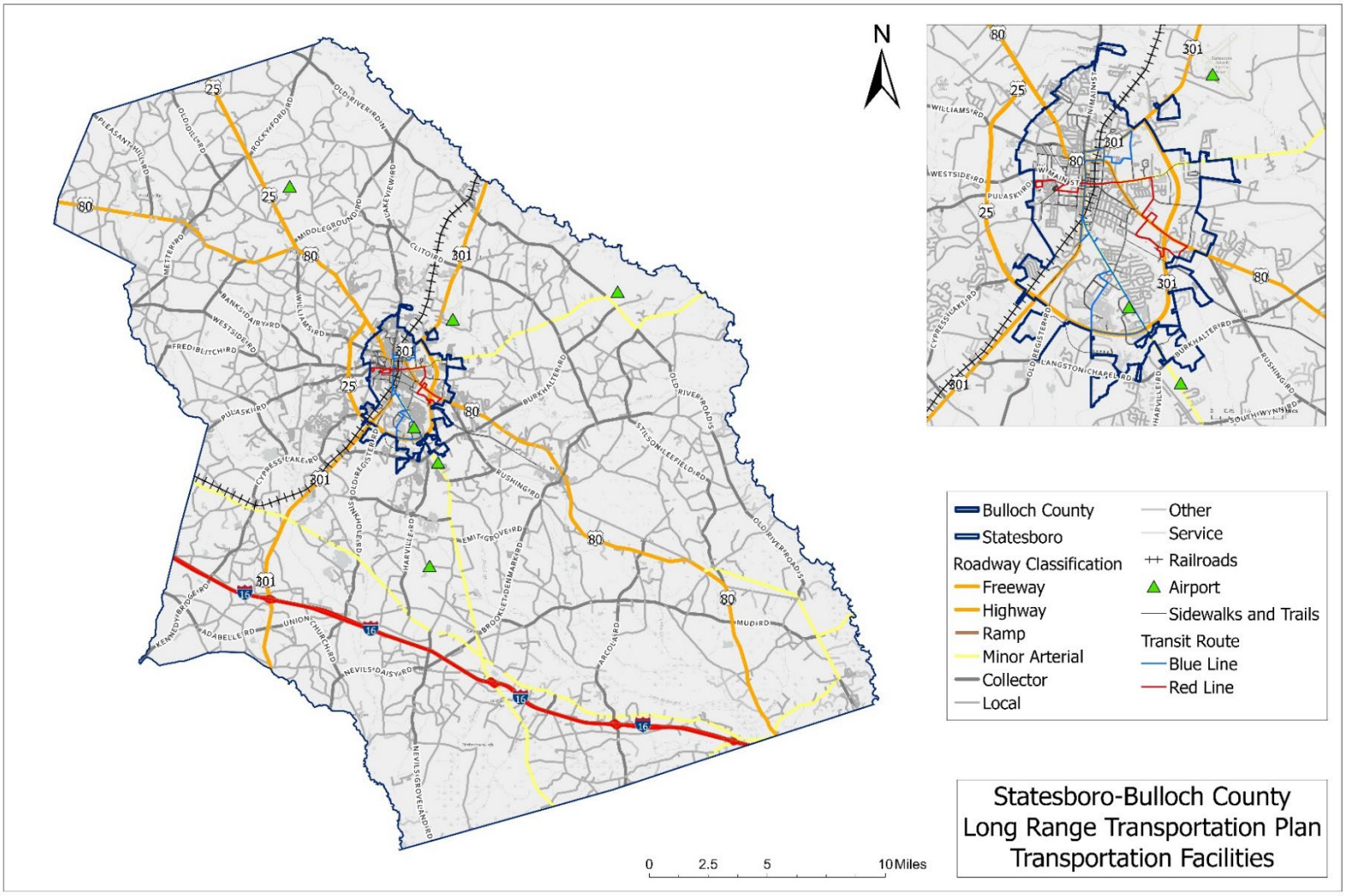
Figure 12: Bulloch County Transportation Facilities



Source: GMC. Georgia Department of Transportation (GDOT) Road Inventory Data, 2020

Commuter Patterns

Roughly 9,000 workers live outside and commute into both the County and City, respectively. In Bulloch County 12,214 residents live in the County but commute outside the County and 7,867 workers are local. In Statesboro 4,880 residents live in the City but commute outside for work, and only 1,784 workers are local.

Figure 16: Inflow/Outflow Bulloch County 2020

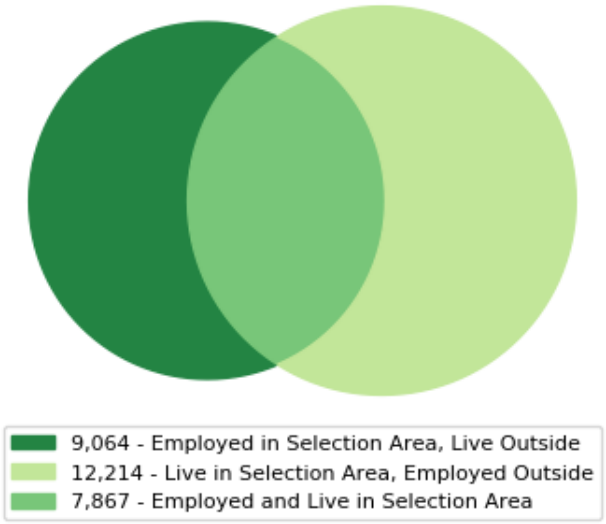
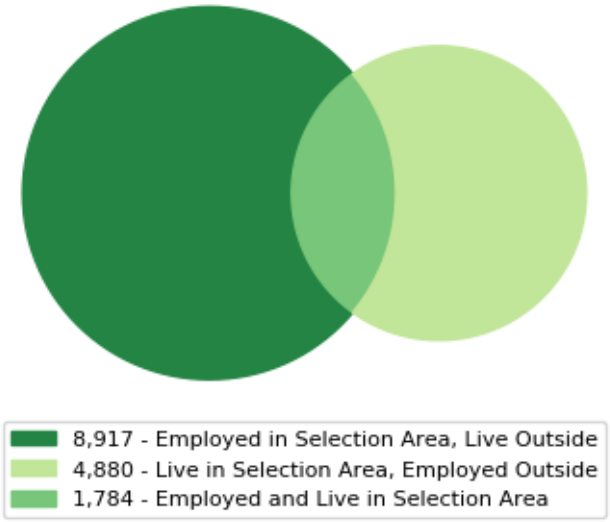
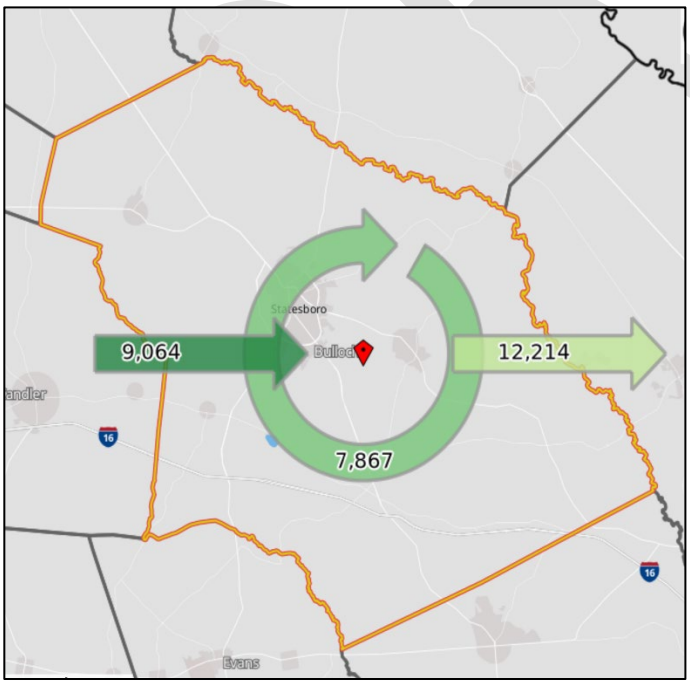


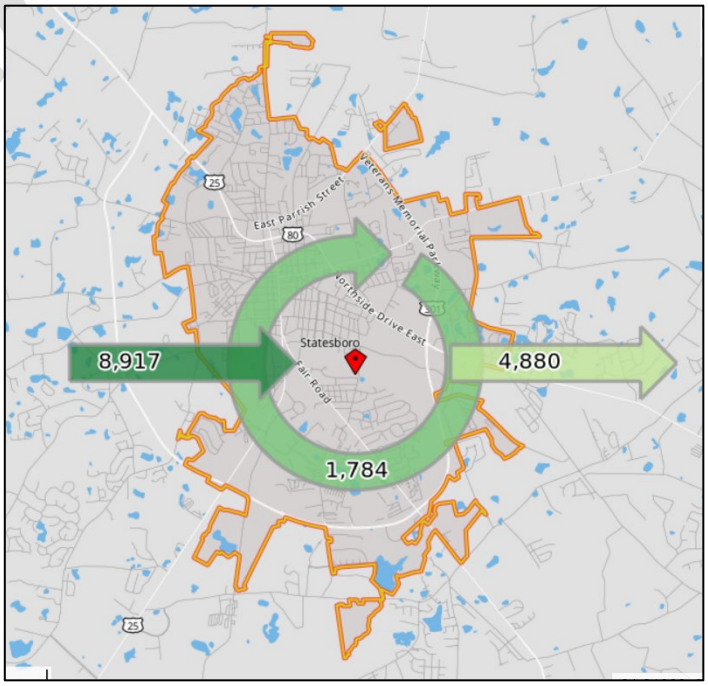
Figure 17: Inflow/Outflow Statesboro 2020



Bulloch County



Statesboro



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

Figure 14: Bulloch County Job Counts by Distance/Direction in 2020

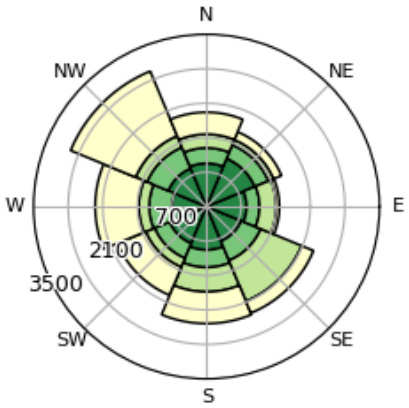
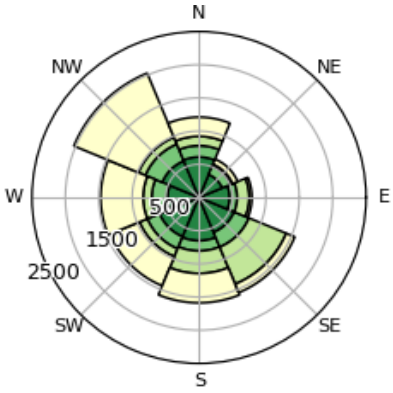


Figure 13: Statesboro Job Counts by Distance/Direction in 2020

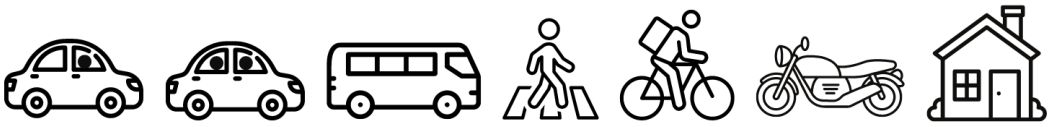


Means of Transportation

In Bulloch County and Statesboro, the majority of employees commute alone in their personal vehicles. Additionally, approximately 10% of employees carpool, and 5-6% work from home. Among those who use alternative transportation in Statesboro, 4.7% walk, 2.5% bike, 1.8% use public transit, and 4.6% utilize other modes of transport. In Bulloch County, non-motorized transportation options are used by 1-2% of workers.

For residents who live in Bulloch County but work outside its boundaries, 40% commute less than 10 miles, while 27% travel more than 50 miles. Although residents work in various locations around Bulloch County, the majority of them commute Northwest.

Bulloch County



80%	10%	<1%	2%	<1%	2%	5%
Drove Alone	Carpooled	Public Transportation	Walked	Bicycle	Other Means	Worked from Home

Statesboro

74%	9%	2%	5%	3%	5%	6%
Drove Alone	Carpooled	Public Transportation	Walked	Bicycle	Other Means	Worked from Home

In Statesboro, 4,880 residents commute outside the city limits for work. Of these, 41% travel less than 10 miles, and 30% travel more than 50 miles. The predominant commuting direction is Northwest, with minimal travel towards the East or Northeast.

Roadway Network and Inventory

This section provides an overview of the existing roadway network in Bulloch County. Data used in the analysis of the existing network was gathered from GDOT, Bulloch County and the City of Statesboro.

Functional classification is a system used to categorize streets and highways based on the type and level of traffic service they are intended to provide. Each classification has specific design criteria tailored to its intended purpose. The 7th edition of the AASHTO "Green Book" expanded these criteria to encompass a wider range of land use contexts for roadway planning and design. For instance, urban principal arterial roads are designed with more lanes, fewer access points, and higher design speeds compared to local streets, which are intended for lower speeds and frequent direct access to adjacent properties. Descriptions of the major functional classes and their subtypes are described **Table 8.**

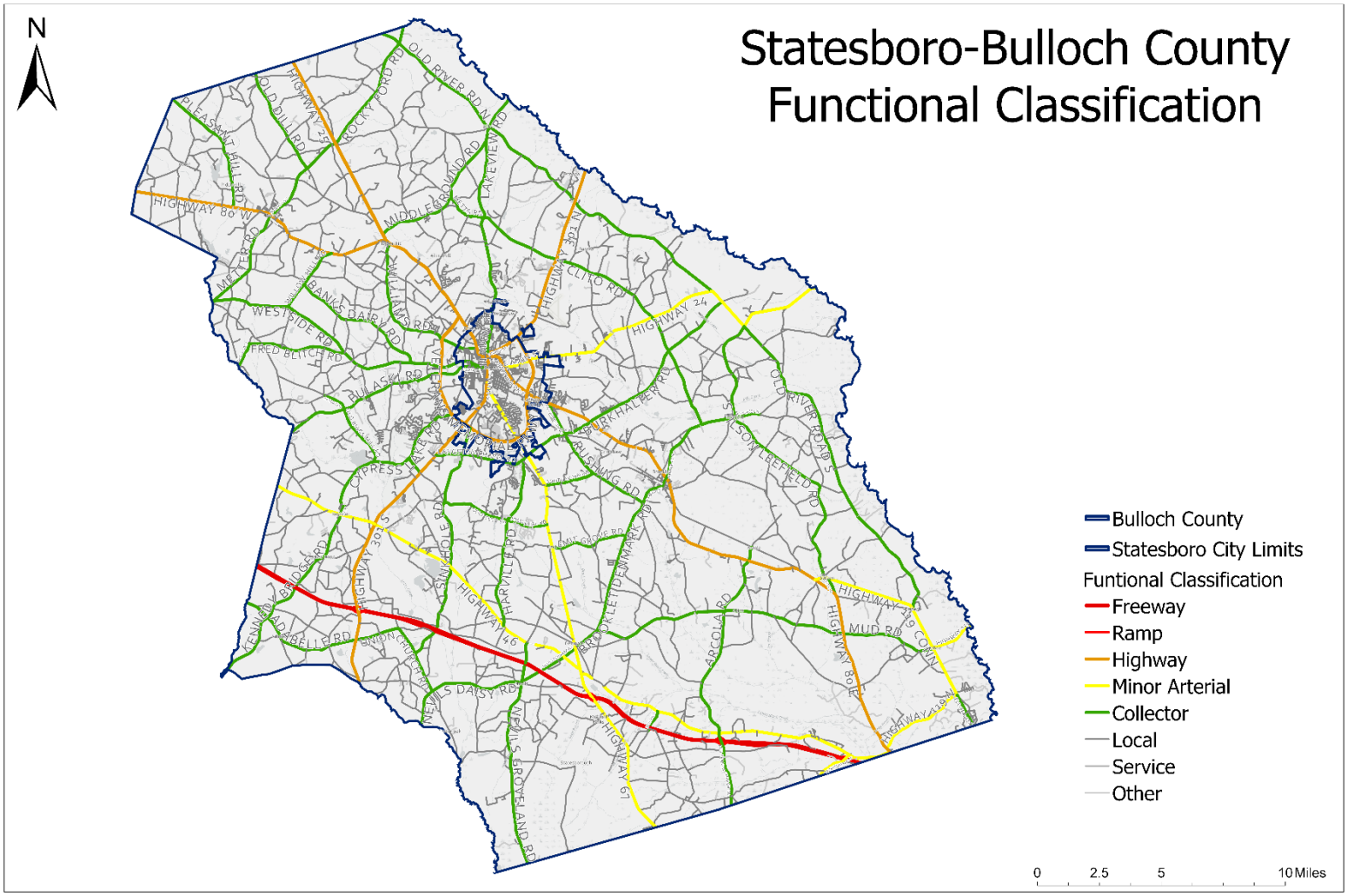
Table 7: Bulloch County Road Network

Functional Classification	Miles	Percent of Road Network in County
Interstate and Highway	337.8	17%
Principal Arterial	44.2	2%
Minor Arterial	111.5	6%
Major Collector	269.3	13%
Minor Collector	118.5	6%
Local	1,143.9	56%
Total	2,025.1	

Source: GDOT Road Inventory Data, 2020

Table 8: Functional Classification	
Functional Classification	**Description**
Urban Principal Arterial	Almost all fully and partially controlled access facilities in urban areas are considered urban principal arterials; however, this system is not restricted to controlled access routes. FHWA further stratifies the principal arterial system as: interstate, other freeways and expressways, and other principal arterials with no control of access.
Rural Principal Arterials	Almost all fully and partially controlled access facilities in rural areas are considered rural principal arterials; however, this system is not restricted to controlled access routes. Service characteristics of rural principal arterials include: traffic movements with trip length and density suitable for substantial statewide travel or interstate travel; traffic movements between urban areas with populations greater than 25,000; traffic movements at high speeds; divided four-lane roads; and desired LOS B.
Urban Minor Arterials	Includes all arterials not classified as a principal. This functional system includes facilities that: place greater emphasis on land access than principal arterials and offer a lower level of traffic mobility; interconnect with, and augment, the urban principal arterial system; provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials; distribute travel to smaller areas than those of urban principal arterials; and may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods.
Rural Minor Arterials	Have the following service characteristics: traffic movements with trip length and density suitable for integrated interstate or inter-county service; traffic movements between urban areas or other traffic generators with populations less than 25,000; traffic movements at high speeds; undivided lane roads; striped for one or two lanes in each direction with auxiliary lanes at intersections as required by traffic volumes; and desired LOS B.
Collector Streets	Some characteristics of collector streets are that they: provide access and traffic circulation within residential neighborhoods, commercial, and industrial areas; may penetrate residential neighborhoods, distributing trips from the arterials to destinations; and collect traffic from local streets in residential neighborhoods and channel traffic to the arterial system.
Local Streets	Some characteristics of local streets are that: local streets provide direct access to abutting land and access to higher systems; and local street systems offer the lowest level of mobility and usually contain no bus routes. Service to through traffic movement in this system is usually deliberately discouraged.
Source: GDOT Design Policy Manual, Revised 2023	

Figure 15: Functional Classification



Source: GMC. Georgia Department of Transportation (GDOT) Road Inventory Data, 2020

Road Surface

County-wide there are 1,103.2 miles of paved roads, and 720 miles of dirt roads. Of the paved roads, 190.4 miles are within the City of Statesboro, 337.8 miles are maintained by State or Federal agencies, and 575 miles are located within Unincorporated Bulloch County. Road surface is shown in **Figure 21.**

The quality of pavement significantly affects driving comfort, roadway capacity, longevity, and safety. The roughness of a road surface is assessed using the International Roughness Index (IRI), which is typically measured in inches per mile. Higher IRI values indicate rougher road conditions. According to the Federal Highway Administration (FHWA), a roadway with an IRI of less than 170 inches per mile is considered to have acceptable ride quality, while an IRI of less than 95 inches per mile is regarded as having good to very good ride quality. A map depicting the IRI of roadways throughout the county is available in the Existing Conditions section of the Appendix.

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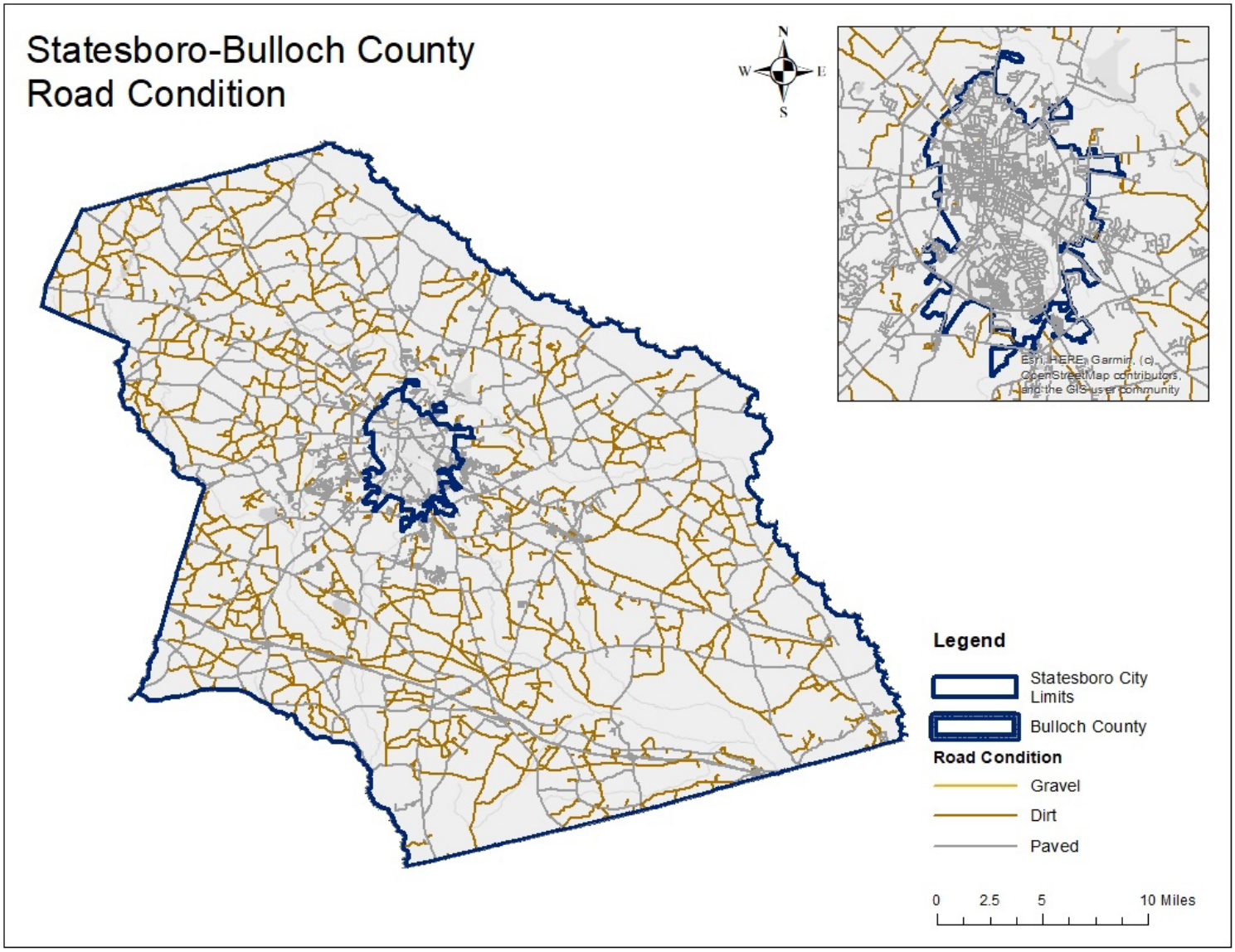
Figure 21: Road Surface



Source: GMC. Georgia Department of Transportation (GDOT) Road Inventory Data, 2020

Traffic/Capacity

Bulloch County is served by several major roadways that facilitate access between the interstate, the City of Statesboro, and the surrounding areas. Currently, the roadways experiencing the highest volumes of daily traffic are arterials and interstates with sufficient design capacity. Within the county, the roadways with the highest average annual daily traffic (AADT) include Interstate 16 and sections of Highway 67. In the City of Statesboro, Fair Road, South Main Street, and Tillman Road, all classified as minor arterials, experience the highest daily traffic volumes.

Freight

The Gateway Industrial Park II, located three miles south of the City of Statesboro, is the primary source of freight traffic in Bulloch County. This industrial park is a major manufacturing and warehousing hub, generating significant truck traffic directed towards US Highway-301 and I-16. In 2022, US Highway-301 South between Gateway Industrial Park II and I-16 recorded an average daily traffic count of 16,600 vehicles, including 464 single-unit trucks and 1,524 combination-unit trucks, making up 12% of the total traffic. North of the Gateway Industrial Park II, home of Hanon Systems and Revalyu Resources, US Highway-301 South had a higher average daily traffic count of 19,600 vehicles, with truck traffic constituting 9%.

Additionally, the Airport Industrial Park, located along US Highway-301North adjacent to the Statesboro-Bulloch County Airport,

Figure 16: Southern Gateway Industrial Park

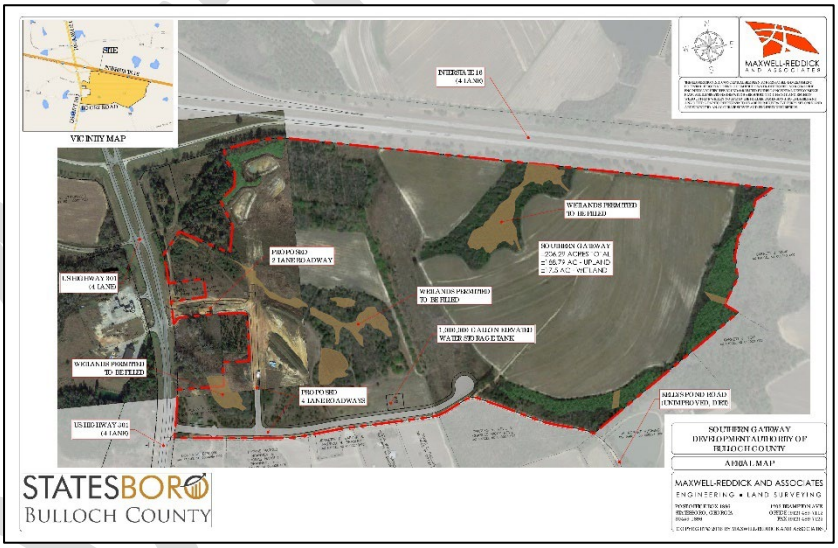


Figure 17: Gateway II Industrial Park

Source for both Figures: https://advantagebulloch.com/site-selection/industrial-parks/

also contributes to truck traffic on US Highway-301 North and Veterans Memorial Parkway. South of the Airport Industrial Park, US Highway-301 North experiences an average daily traffic count of 9,770 vehicles, with 8% being truck traffic. Veterans Memorial Parkway, just south of its intersection with US Highway-301 North, has an average daily traffic count of 10,300 vehicles, with 8% being truck traffic. This suggests that freight traffic from the Airport Industrial Park likely bypasses Downtown Statesboro via Veterans Memorial Parkway to reach I-16.

The US Highway-301 corridor, designated for oversized trucks under the Surface Transportation Assistance Act of 1982 (STAA) and currently administered by GDOT, is also part of the National Highway System (NHS), along with I-16, US 25 Bypass, US 301 Bypass, and SR 73.

In 2010, in anticipation of the regional impact of the Savannah Harbor Expansion Project, the Development Authority of Bulloch County acquired a 204-acre industrial site south of I-16 at Exit 116, known as the Bruce Yawn Commerce Park. This site will host Aspen Aerogels and Joon Georgia, a manufacturing supplier to the Hyundai Metaplant. Another supplier, Ecoplastic America Corporation, will establish a manufacturing facility along US Highway-301 North outside the Bruce Yawn Commerce Park. Traffic from these facilities is expected to travel approximately 0.5 miles north or south of Exit 116 along US Highway-301 to access I-16, heading east toward the Hyundai plant in Bryan County.

Other routes within Bulloch County with notable truck traffic include West Highway 80, which sees an average of 667 single-unit and 1,017 combination-unit truck trips per day; East Highway 80, with 501 single-unit and 331 combination-unit trucks per day; and Georgia Highway 67, which experiences 401 single-unit and 364 combination-unit trucks daily.

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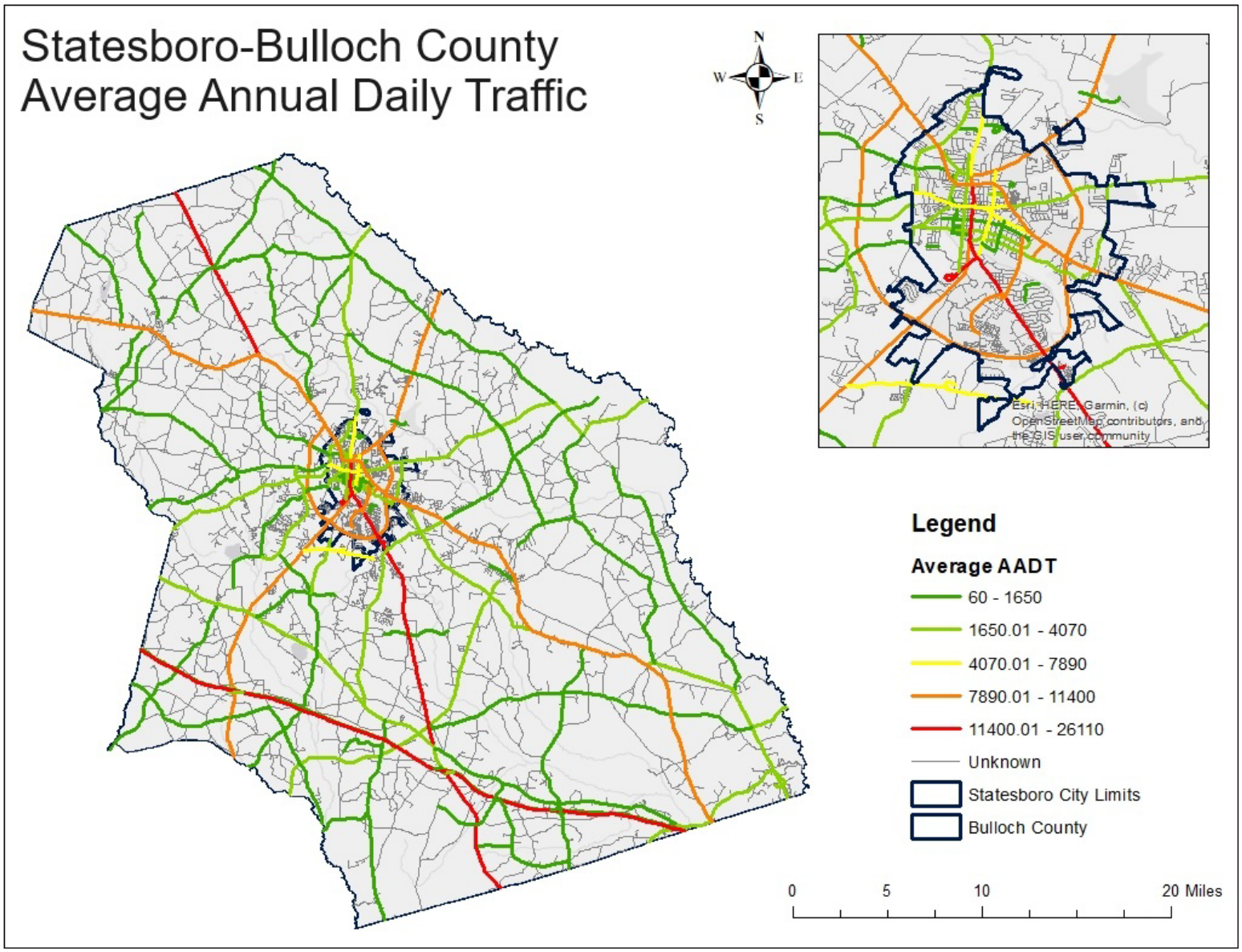
Figure 18: AADT



Source: GMC. Georgia Department of Transportation (GDOT) Road Inventory Data, 2020

Transit

Public transportation is a pivotal component of the Long-Range Transportation Plan (LRTP) for Bulloch County and Statesboro. The anticipated population growth, driven by the nearby Hyundai Plant in Bryan County and the expansion of suppliers in Bulloch County, coupled with the significant presence of college students in Statesboro, underscores an increasing demand for public transit. Since the last LRTP was developed in 2009, the most recent evaluation was the Transit Feasibility Study for the City of Statesboro, conducted in 2019. This study identified a pressing need for enhanced transit routes and services, recommending the addition of three new bus routes and the implementation of a city demand response service.

Existing Transit Service

GSU Southern Express Transit System

Southern Express is the campus bus system serving Georgia Southern University, designed to meet the transportation needs of the university community. The system provides fixed-route, fixed-schedule transit services throughout the Statesboro campus during academic sessions, final exams, football game days, and Spring commencement.

Figure 25: GSU Southern Express Transit Bus

Source: GSU website

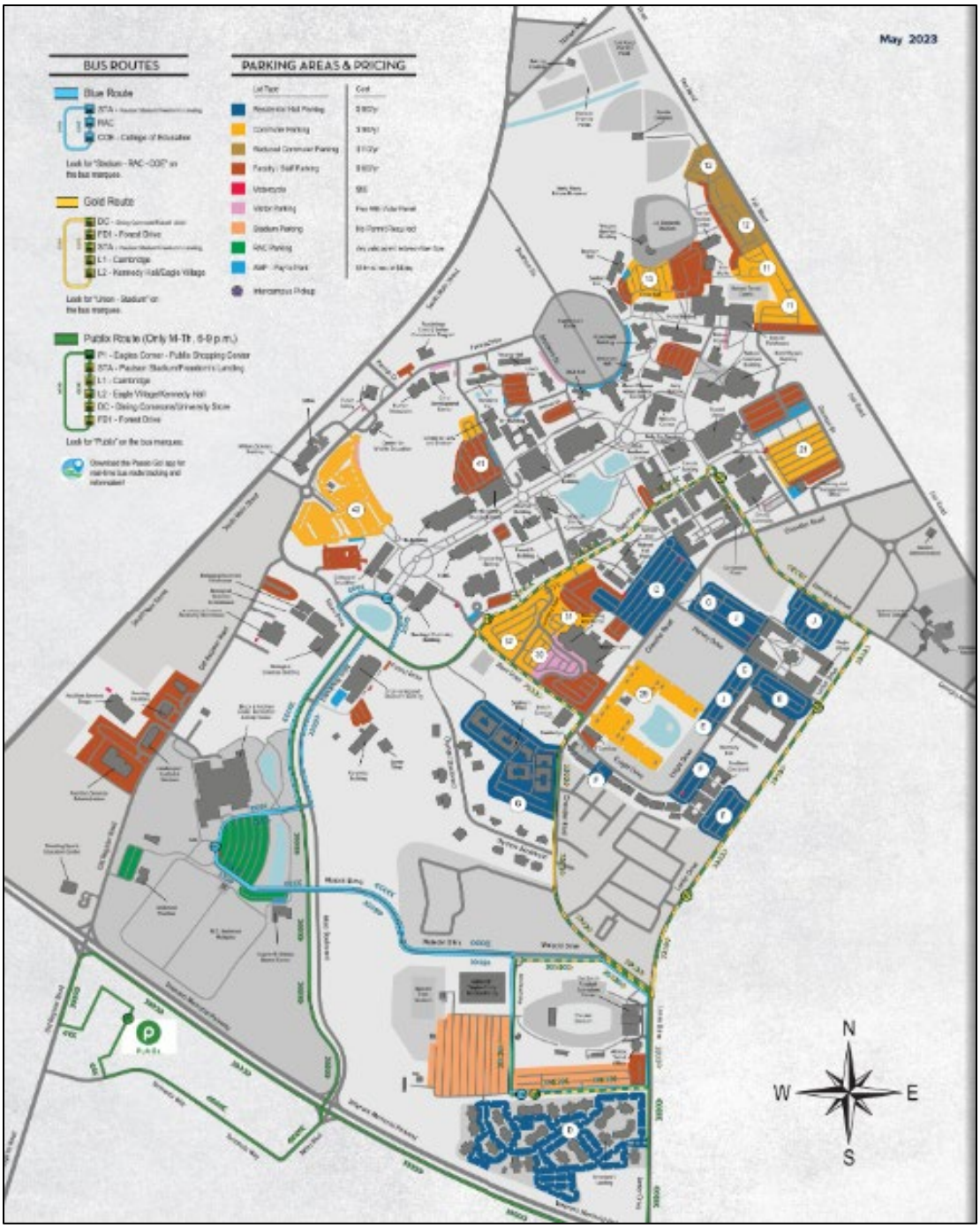
During the fall and spring semesters, Southern Express operates three routes from 7:00 a.m. to 9:00 p.m. Monday through Thursday, and from 7:00 a.m. to 6:00 p.m. on Fridays, with buses running at 15-minute intervals. During the summer session, one route is active from 7:00 a.m. to 9:00 p.m., with service at 15–20-minute intervals and limited service after 4:00 p.m. No service is provided on weekends. The three fixed routes, detailed in **Figure 26**, offer circulator service throughout the campus, connecting parking facilities and residence halls to academic and administrative buildings:

- **Blue Route** provides a loop serving Lanier Drive residence halls and adjacent apartments, the University Store, and Forest Drive stops.
- **Gold Route** serves Paulson Stadium, the Campus Recreation Center, Forest Drive, and University Store stops.
- **Sweetheart Shuttle Route** serves the Paulson Stadium, College of Education Circle, and Sweetheart Circle stops.

In fiscal year 2017-2018, Southern Express facilitated approximately 1.5 million passenger trips, averaging 8,000-9,000 trips per weekday. The transit system is funded by a $55 per

semester Transportation Fee, with additional support from an advertising program. Southern Express operates a fleet of 12 El Dorado Easy Rider II buses.

Figure 196: GSU Southern Express Transit System



Source: GMC. Georgia Southern University website

Private Apartment Shuttles

Many apartment complexes in Statesboro offer private shuttle buses to and from the GSU campus. These services are limited to apartment residents and provided at no extra cost. Web research indicated that the following apartment complexes in Statesboro offer a complementary shuttle service to GSU:

- The Connection at Statesboro
- Copper Beech Townhomes
- Aspen Heights
- The Vault at Statesboro

Coastal Regional Commission Coastal Regional Coaches

The Transportation Services Department within the Department of Human Services offers regional demand-response transportation services across the ten counties of the Coastal Georgia region through the Coastal Regional Coaches bus transit system. Managed by the Coastal Regional Commission (CRC) under the GDOT 5311 Rural Transit Program, this system primarily serves residents of these counties who are clients of the Area Agency on Aging (AAA) and the Division of Family and Children Services (DFCS). The service area includes Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven counties.

Table 9: Coastal Regional Commission Trip Usage

DHS Agency	Number of Trips
Area Agency on Aging	6,700
Department of Behavioral Health and Developmental Disabilities	50
GDOT 5311 Rural Transit Program	1,625
Statesboro Area Transit	992
Local Contracts	18
Total Trips	**9,385**

Source: Coastal Regional Commission (CRC) Coordinated Transportation Trip Usage by County FY23 (November 1, 2022 – October 31, 2023)

As of May 2023, the CRC has extended its demand-response services to the City of Statesboro through the Statesboro Area Transit service, expanding its coverage under the GDOT 5311 Rural Transit Program. Reservations for all demand-response services must be made in advance.

Between November 1, 2022, and October 31, 2023, the CRC facilitated a total of 9,385 trips in Bulloch County. Under its contract with the Department of Human Services, the Coastal Regional Commission also subcontracted Pineland Community Service Board (CSB) in Bulloch County to provide transportation services for its clients. During this period, Pineland CSB provided 1,328 trips, with these figures being reported separately from the CRC's total trip usage data for Bulloch County.

Figure 27: CRC Coastal Regional Coaches

Source: City of Statesboro website

In comparison to previous years, no trips were provided for DFCS, SNAP, or TANF clients during this period due to the discontinuation of related funding in FY21. Although funding has recently been reallocated for these services in FY24, the CRC has not yet resumed providing trips for this division.

Statesboro Area Transit (SAT)

Figure 28: Statesboro Area Transit (SAT) Bus

Source: City of Statesboro website

In May 2023 the City of Statesboro launched the first two fixed-route transit routes in partnership with the Coastal Regional Commission. The two bus routes, the Blue Route and the Red Route operate Monday through Friday 6:00 a.m. to 6:00 p.m. Fare rates start at just $1 for a one-way trip and $2 for a round trip. Discounted rates are available for seniors, college students, and individuals with disabilities. According to the Statesboro Area Transit 12 Month Operational Update, the Blue Route includes 20 bus stops and 3 bus shelters and makes up 57% of usership. The Red Route includes 19 bus stops and 2 bus shelters and accounts for 43% of usership. In total between May 2023 and April 2024, the SAT served 14,541 passengers. **Figure 26** shows the Blue and Red bus routes.

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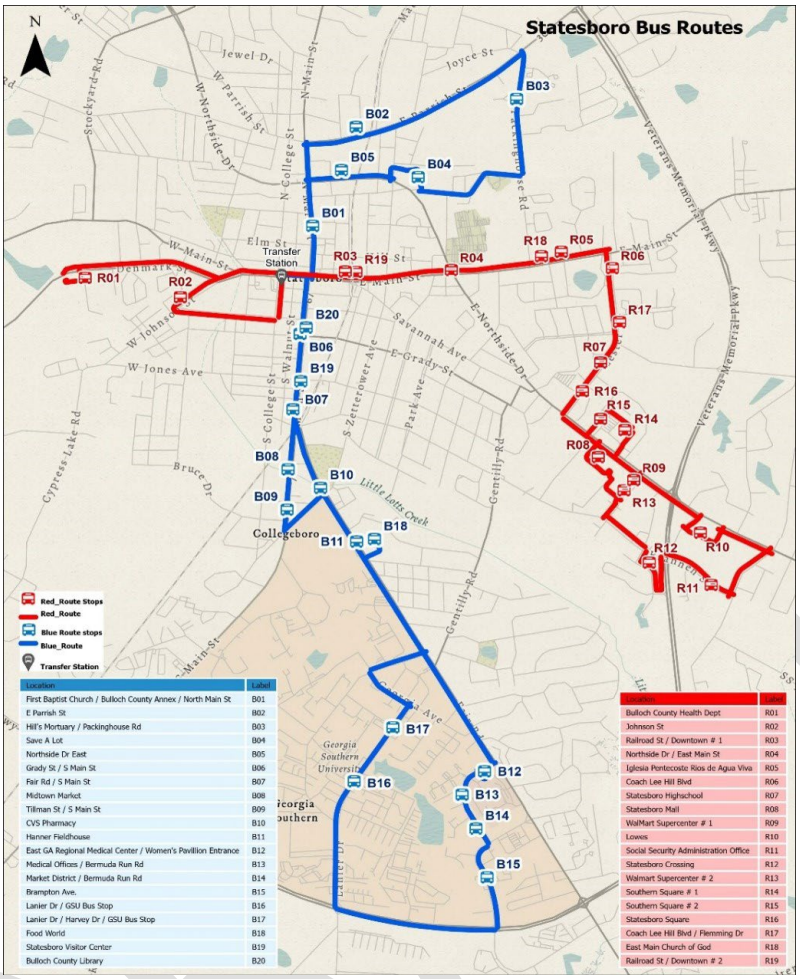
Figure 209: Statesboro Area Transit Bus Routes



Source: City of Statesboro website

Active Transportation

Sidewalks

The City of Statesboro boasts the most extensive sidewalk network in Bulloch County, with coverage extending throughout its downtown and residential areas. Statesboro currently has four multi-use trails and plans to extend this existing network, with the Julius Abrams trail being programmed for extension in the coming years. In contrast, the cities of Brooklet, Register, and Portal have more limited sidewalk infrastructure. Georgia Southern University also features a network of sidewalks and biking paths on its campus, with additional improvements planned as outlined in the GSU Master Plan Report (2019).

56.6

Miles of Sidewalks

Despite existing sidewalks, trails, and biking paths in the county, there remains a significant need to integrate these elements into a cohesive network to enhance pedestrian mobility throughout Bulloch County and its municipalities.

Trails and Greenways

Bulloch County maintains a 2.79-mile paved greenway known as the S&S Greenway, which stretches from Gentilly Road in Statesboro to Pretoria Rushing Road. The Gentilly trailhead offers parking for 17 vehicles, including one ADA-compliant space and a small shelter. The County received $300,000 in 2018 and $348,000 in 2020 from the Transportation Alternative Program (TAP), a federally funded initiative managed by GDOT, for the engineering and design of the greenway. Future plans include extending the S&S Greenway southeast to Grimshaw Road, with a new trailhead and a proposed connection to the City of Brooklet.

4.01

Miles of Trails & Greenways

The City of Statesboro features three multi-use trails, including a segment of the S&S Greenway. The 1.1-mile Willie McTell Trail runs from Fair Road Park to North Main Street, connecting Georgia Southern University with downtown. Another trail is an eight-foot-wide multi-use path along the south side of East Main Street, providing access to Mill Creek Regional Park. The Julius Abrams trail, which is currently 0.21 miles long, is being programmed for extension in the coming years.

Bike Lanes

The Georgia Department of Transportation has established a State Bicycle Route network comprising 14 routes across the state. In Bulloch County, the March to the Sea (State Bike Route 35) and TransGeorgia (State Bike Route 40) intersect, as specified in the 1997 State Bicycle Routes Network Plan. However, these routes have yet to be officially signed or equipped with paved shoulders or bike lanes, which should be implemented during road widening or major reconstruction projects according to the plan.

6.07

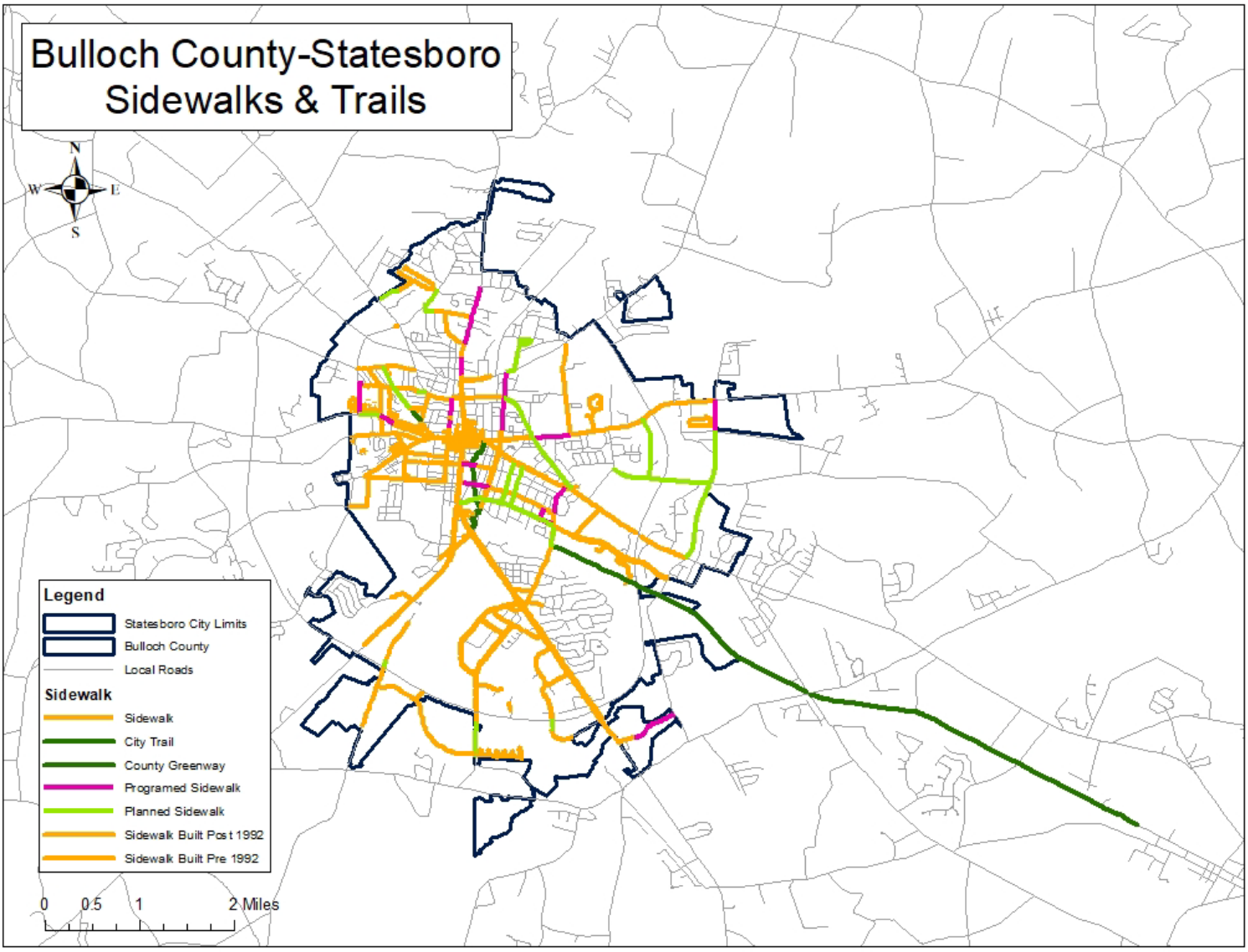
Miles of Bike Lanes

In Statesboro, existing bicycle infrastructure includes 2.19 miles of bike lane striping along the designated State Bike Route Highway 67, with dedicated bike lanes, and sharrows. Additionally, the city currently contains 0.48 miles of bike lanes on Tormenta Way and

Akins Blvd, 0.46 miles of bike lanes on Old Register Rd, and plans to extend the bike lanes on Akins Blvd with the completion of Akins Phase III.

Despite these developments, there is still a considerable gap in bicycle infrastructure and connectivity throughout Bulloch County. The County is actively working to address these deficiencies by expanding bike lanes, sidewalks, and other pedestrian facilities as funding permits.

Figure 30: Sidewalks and Trails



Source: GMC, GDOT Road Inventory Data, 2020

Rail

The Georgia Southern Railway, which traverses Statesboro and central Bulloch County from Dover, GA, to Metter, GA, was originally constructed in 1915 as the initial segment of the Midland Railway, intended to connect Savannah to Stevens Crossing. The railway has undergone several name changes: it was known as the Ogeechee Railway from 1989 to 2004 and the Georgia Midland Railroad from 2004 to 2022. Currently, it operates under the name Georgia Southern Railway and is managed by Patriot Rail Company. Key users of the rail line include Nutrien Ag Solutions, a fertilizer supplier; Claude Howard Lumber, a lumber yard; Bulloch Fertilizer, a fertilizer distributor; GAF, a roofing materials provider; and Scrap Partners, a scrapyard.

Rail Crossings

Bulloch County has 71 open rail crossings, 58 of which are located within the city limits of Statesboro. All of the crossings are at grade and several experience significant vehicle traffic. **Table 10** represents the 5 crossings with the highest Average Annual Daily Traffic (AADT).

Table 10: Top 5 Busiest Rail Crossings

Crossing ID	Street Crossing	AADT
620182A	S Main St	16,300
620165J	Northside Dr	14,700
620202J	Veterans	12,400
620181T	Zetterower Ave	11,300
620176W	Zetterower Ave	11,300

Source: Federal Railroad Administration Office of Safety Analysis, Accident Prediction Report for Public at-Grade Highway-Rail Crossings

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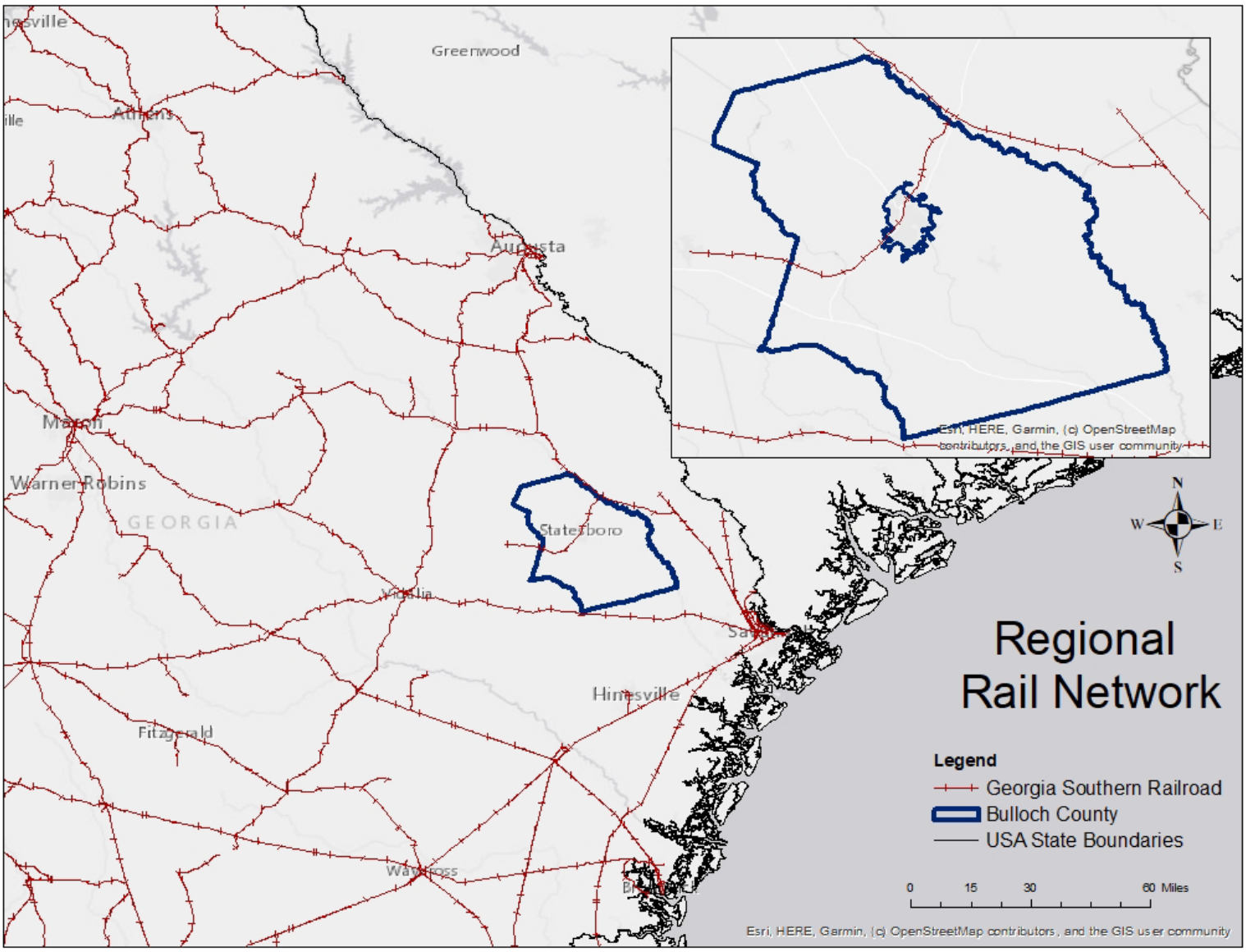
Figure 31: Georgia Southern Railway Regional Rail Network



Source: GA Department of Transportation (GDOT), Atlanta Regional Commission

Rail Crashes

The Federal Railroad Administration (FRA) maintains a comprehensive database of accidents and incidents at rail crossings. Since the inception of reporting in 1975, Bulloch County has recorded 29 accidents/incidents, including one fatality. Since 2010, the FRA has reported four incidents involving trains at rail crossings in the county. Notably, in 2015, these incidents resulted in four injuries, though there were no fatalities.

Table 11: Rail Incidents Since 2010

Crossing ID	Date/Time	Location	Highway User Involved	Position of Highway User	Injuries
IX230070	04/11/2023 8:45 AM	Fletcher Dr.	Auto	Moving Over Crossing	1
620199D	01/22/20 10:40AM	South College St	Truck	Moving Over Crossing	0
620176W	12/09/16 10:25AM	Zetterower Ave	Auto	Moving Over Crossing	0
620147L	06/26/15 12:09PM	Old River Rd	Pick-up Truck	Moving Over Crossing	4
620147L	12/7/2012 11:30AM	Old River Rd N	Truck	Moving Over Crossing	0

Source: Federal Railroad Administration Office of Safety Analysis, Accident Prediction Report for Public at-Grade Highway-Rail Crossings

The FRA employs the Web-Based Accident Prediction System (WBAPS) to analyze and rank public highway-rail intersections based on the predicted frequency of collisions per year. The Accident Prediction Value (APV) is derived from data on the crossing's physical and operational characteristics, as well as a five-year history of accidents at the crossing. The APV does not identify the most dangerous crossings outright but rather suggests which crossings may be more hazardous relative to others. By integrating the APV with additional relevant data, transportation authorities can prioritize funding for improvements at the crossings with the highest potential risk. **Table 12** lists the five highest ranked crossings in Bulloch County.

Table 12: Top 5 Highest Accident Prediction Value Crossings

Rank	Accident Prediction Value	Crossing	Road	AADT	Number of Collisions (2018-2022)
1	0.039646	620199D	S College St.	1,320	1
2	0.024978	620165J	Northside Dr.	14,700	0
3	0.020491	620168E	Main St. - Sava	7,970	0
4	0.020097	620181T	Zetterower Ave.	11,300	0
5	0.019272	620202J	Veterans	12,400	0

Source: Federal Railroad Administration Office of Safety Analysis, Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Aviation and Air Cargo

Airports and helipads in Bulloch County facilitate passenger travel, medical transport, and freight movement, serving as vital links within Georgia and beyond.

The Statesboro-Bulloch County Airport, operated by Bulloch County, supports a range of activities including law enforcement, medical services, agricultural operations, environmental monitoring, flight training, and governmental and military operations. It also accommodates air ambulance services and school field trips.

Additionally, Southern Ag Aviation Airport, Air Evac 95 Heliport, Aubrey's Airpark, and HIA Airport are privately owned facilities that require prior authorization for landings. The East Georgia Regional Medical Center Heliport, also privately owned, specifically serves patient transport needs for the East Georgia Regional Medical Center. Locations of airports within Bulloch County are shown in **Figure 33.**

Bulloch County Regional Airport

The Statesboro-Bulloch County Airport is a public-use general aviation facility situated approximately three miles northeast of Statesboro's central business district in Bulloch County, Georgia. Owned jointly by the City of Statesboro and Bulloch County, the airport is managed by Bulloch County, which provides essential services including fueling, tiedowns, hangar rentals, pilot supplies, a pilot lounge, and flight planning resources.

Covering approximately 899 acres, the airport features two active asphalt runways: the primary runway is 6,000 feet long, while the secondary runway measures 4,382 feet. Although classified as a local/basic general aviation airport in the National Plan of Integrated Airport Systems (NPIAS), which is the federal framework for federally eligible airports nationwide, the Georgia Department of Transportation (GDOT) recognizes the airport as a Level III facility in the Georgia Aviation System Plan (GASP). This designation reflects the airport's national and regional significance, attributed to its location, amenities, the number of based aircraft, and operational activity.

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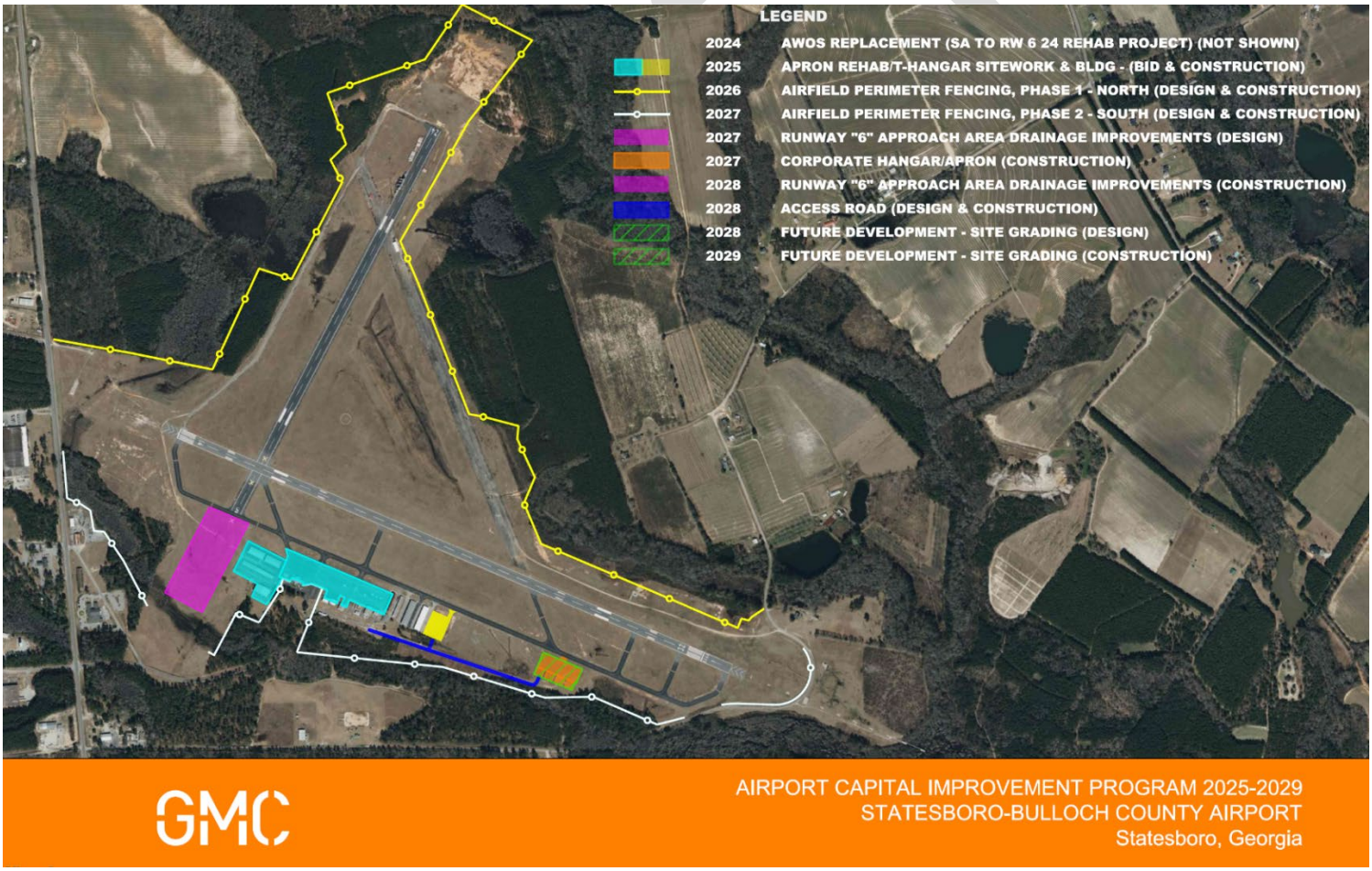
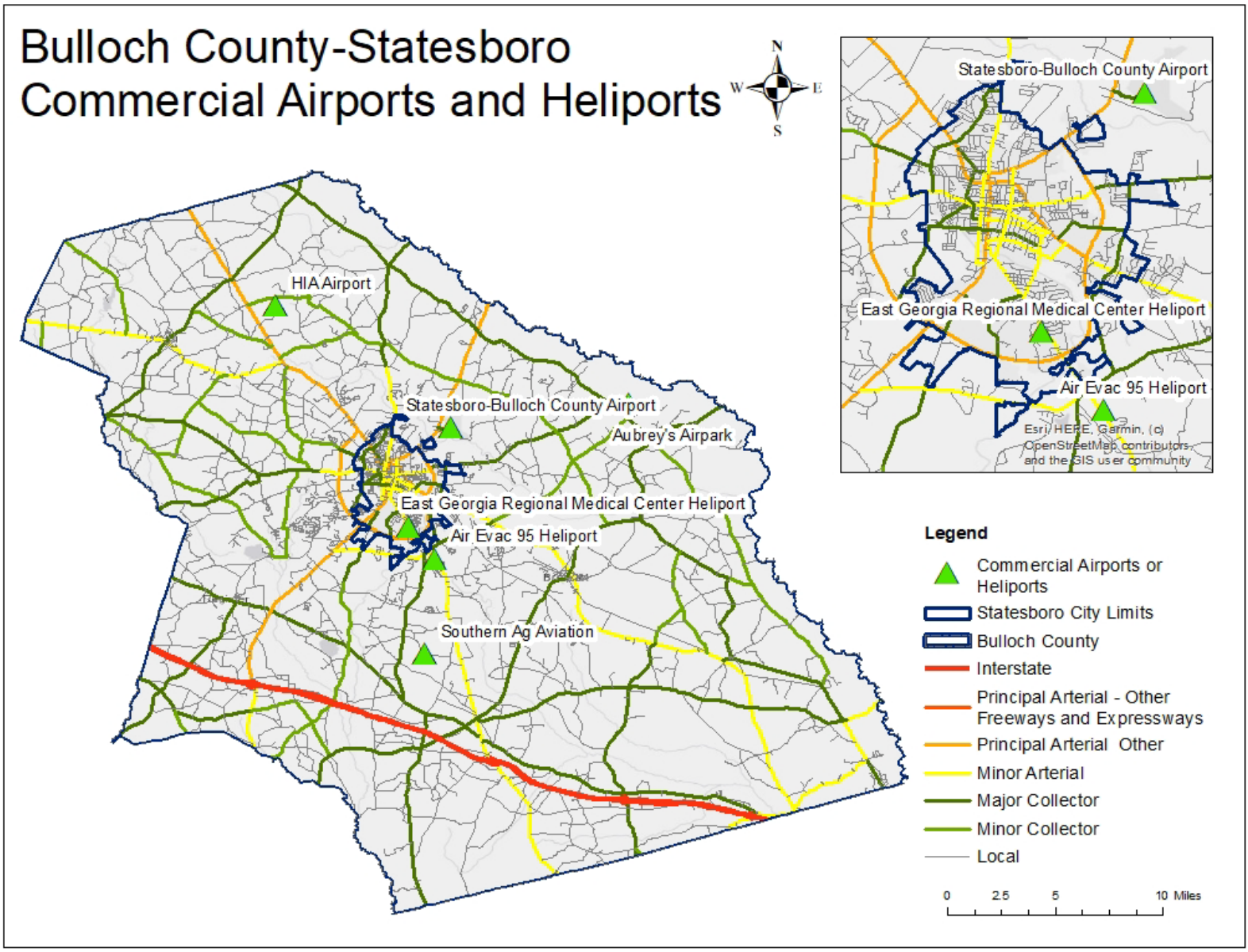
The Statesboro-Bulloch County Airport Layout Plan, last updated in 2020, outlines improvement projects to be undertaken at the airport over the next five years. In compliance with GDOT regulations, projects eligible for State funding under the Georgia Airport Aid Program (GAAP), the airport must have an Airport Layout Plan either approved by the Federal Aviation Administration or acceptable to the Georgia Department of Transportation and the requested project must be included in The Georgia Department of Transportation's Five-Year Capital Improvement Program (CIP). The official list of Identified Projects, Timeline, and Implementation Summary can be found in the 2025-2029 Airport Layout Plan. A map of proposed major improvement projects at the Statesboro-Bulloch County Airport is shown in **Figure 32**.

Figure 32: Airport Capital Improvement Program 2025-2029



Source: GMC, Statesboro Bulloch ***Airport Capital Improvement Program 2025-2029***

Figure 33: Commercial Airports and Heliports



Source: GMC, GDOT Data, 2020

Bridges

Inventory and Conditions

Bridges are a critical element of transportation efficiency and safety. The Georgia Department of Transportation (GDOT) conducts regular assessments of bridge conditions statewide to identify maintenance and repair needs. Prompt repairs are essential for ensuring user safety if a bridge is found to be deficient or in poor condition. The GDOT's Bridge Condition Report for Bulloch County was reviewed to catalog all bridges and evaluate their maintenance requirements.

Currently, Bulloch County oversees 69 bridges. GDOT employs the Federal Highway Administration's (FHWA) updated scoring system to assess bridge conditions. Previously, the 2009 Long-Range Transportation Plan (LRTP) utilized an FHWA "sufficiency rating" scale from 1 to 100. This system has been replaced by a more nuanced evaluation, categorizing bridge conditions as Good, Fair, or Poor based on the lowest rating of the Deck, Superstructure, Substructure, or Culvert components. Each component is given a score based on the following system:

- **Good:** A condition score of 7 or above, indicating minimal need for repairs.
- **Fair:** A condition score of 5 or 6, suggesting the bridge is safe but requires more significant minor repairs.
- **Poor:** A condition score of 4 or below, denoting the need for substantial repairs.

Once the Deck, Superstructure, Substructure and Culvert are given a rating, bridges are given an overall Bridge Condition score ranging from 1 to 4.

- **Score 1:** Good Condition, with minor repairs required.
- **Score 2:** Fair Condition, still safe but needing additional minor repairs.
- **Score 3:** Poor Condition, necessitating major repairs.
- **Score 4:** Severe Condition, indicating that the bridge is not usable.

According to the latest GDOT data, 55 of Bulloch County's 69 bridges are in Good Condition, while 14 are in Fair Condition and require some minor repairs. **No bridges were classified under scores of 3 (Poor) or 4 (Severe).**

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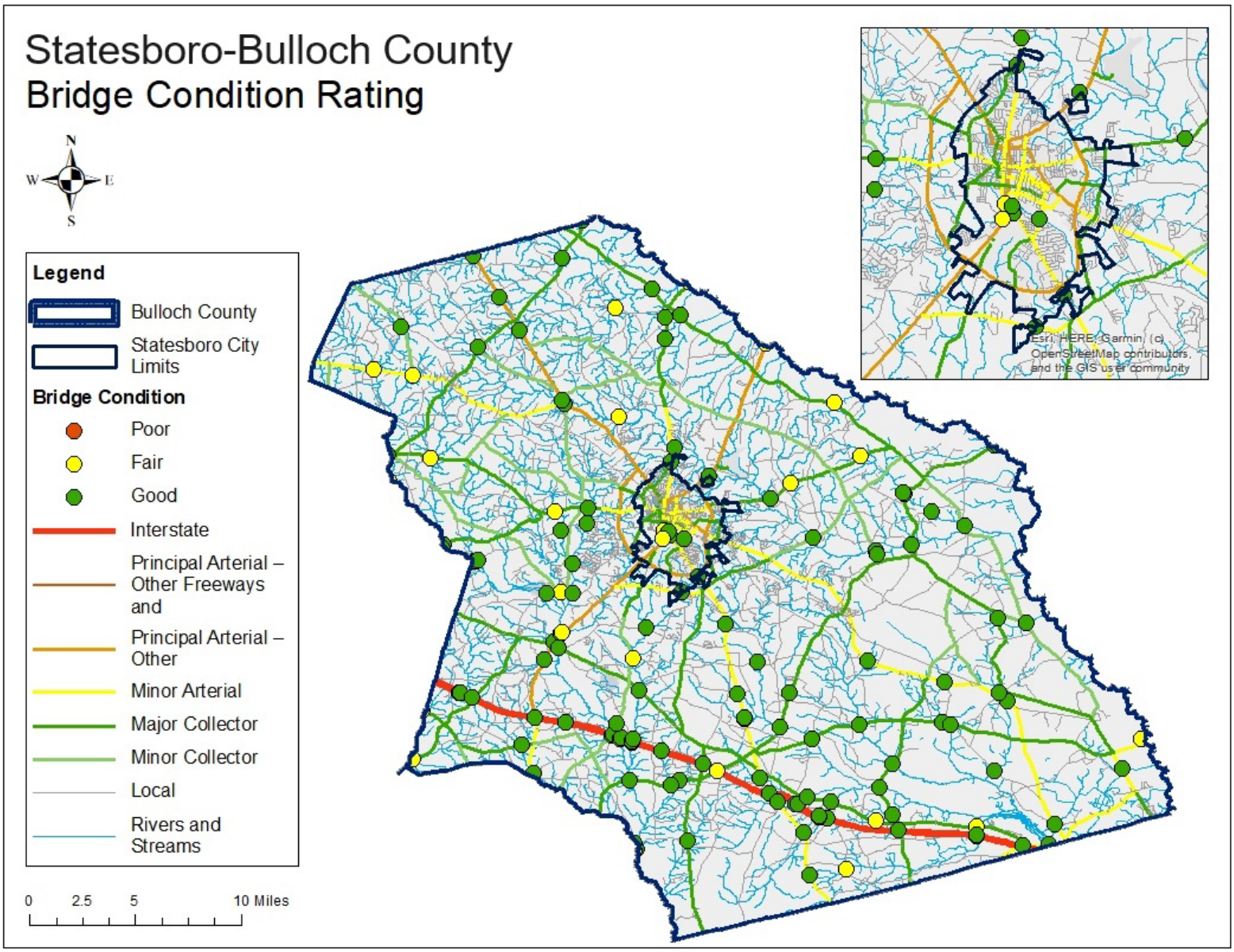
Figure 34: Bridge Condition Rating



Source: GMC, GDOT Data, 2020

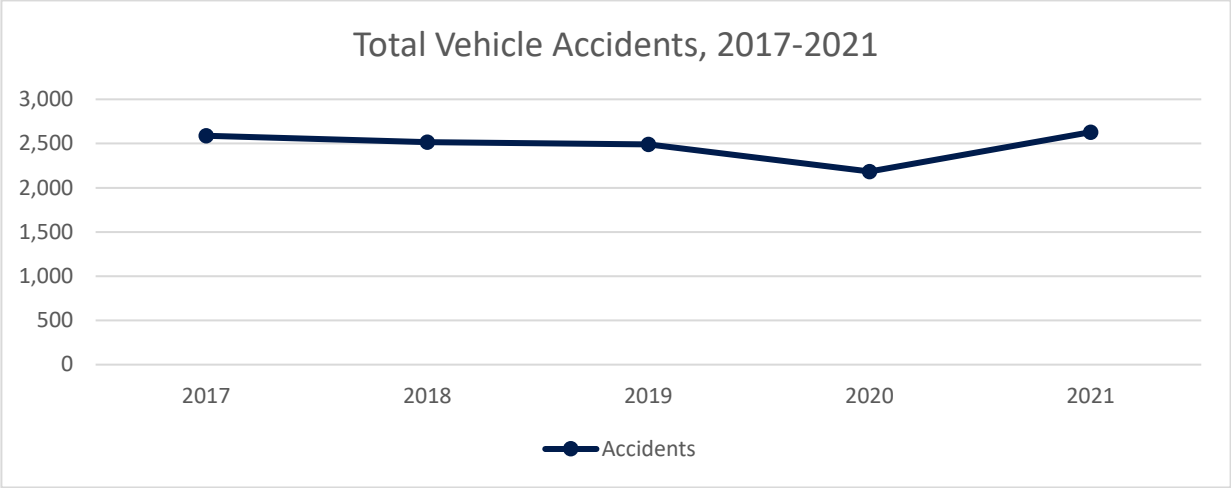
Safety

Crash Summary

Between the years of 2018 and 2022 Bulloch County drivers experienced 12,190 crashes resulting in 79 fatalities and 5,337 injuries as described in **Table 13.** Of these incidents approximately half (6,852) were located within the city limits of Statesboro. Within Statesboro, these crashes led to 14 fatalities and 2,790 injuries. In 2021, there were 6 fatal crashes involving alcohol, 3 involving speeding, and 4 involving pedestrians. Notably, fatalities involving alcohol and pedestrians have been increasing in recent years.

Crash data indicates that incidents are more frequent along major corridors and in higher-density areas, particularly in Southwest Statesboro. There is also a discernible trend of more fatal accidents occurring in the unincorporated areas of Bulloch County, while serious injury accidents are more prevalent within the city limits of Statesboro.

Figure 35: Total Vehicle Accidents, 2017-2021



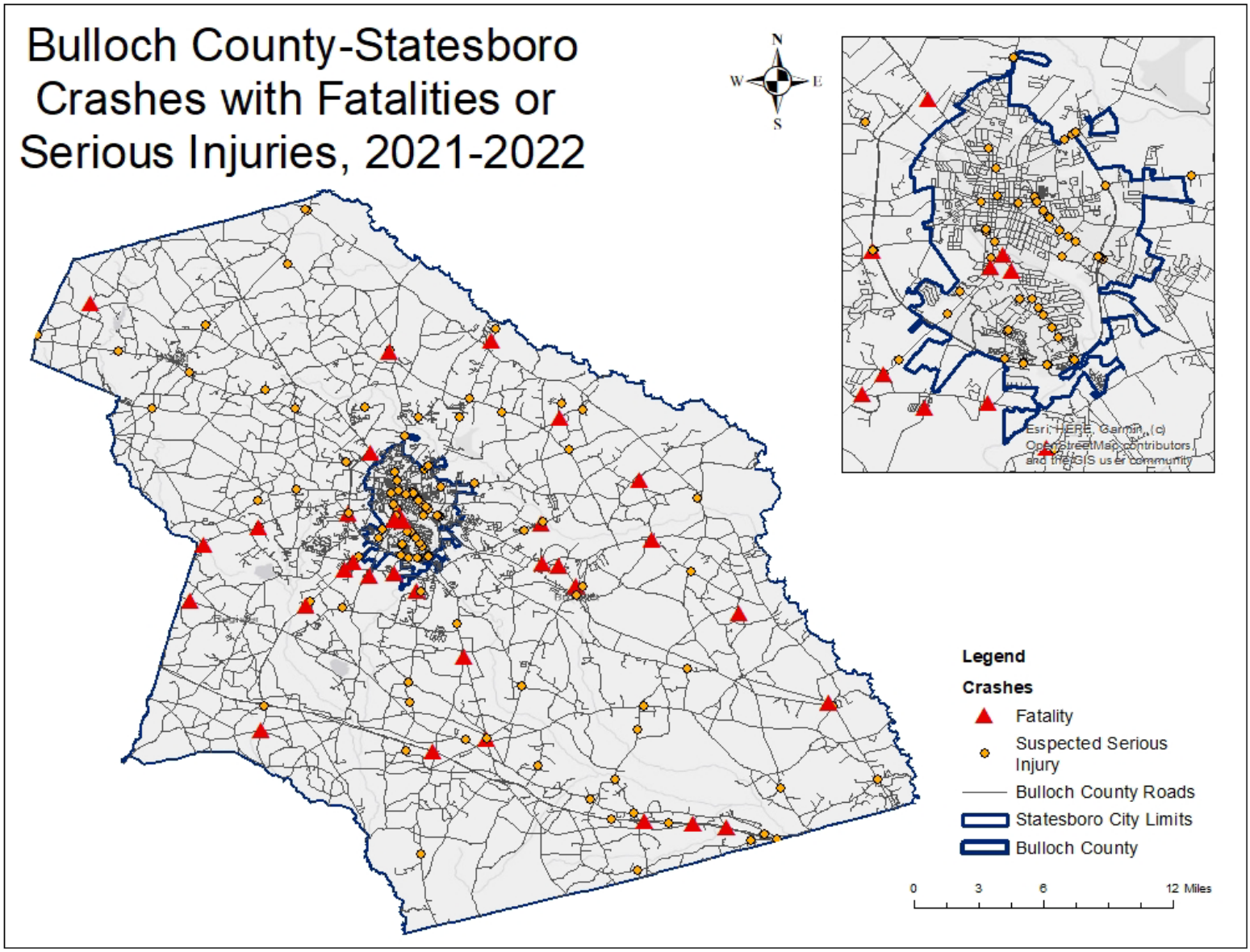
Source: GMC, GDOT, Georgia Bikes! Bike & Pedestrian Crash Dashboard

Table 13: Bulloch County Vehicle Crashes by Crash Type, 2017-2021

Crash Type	2017	2018	2019	2020	2021
Accidents	2,589	2,514	2,491	2,184	2,629
Fatalities	14	8	12	23	23
Injuries	986	1,090	1,060	936	1,206
Fatalities involving alcohol	5	1	2	6	
Fatalities involving speeding	2	2	2	2	3
Fatalities involving motorcyclists	3	1	1	3	0
Fatalities involving pedestrian	1	1	0	3	4
Fatalities involving bicyclists	0	1	0	0	0

Source: Georgia Bikes! Bike & Pedestrian Crash Dashboard

Figure 36: Crashes with Fatalities or Serious Injuries, 2021-2022



*Source: GMC, GDOT, **Georgia Bikes! Bike & Pedestrian Crash Dashboard***

Travel Demand Model (TDM)

This chapter explains the purpose and methodology behind the Travel Demand Model and summarizes the results of the model. The purpose of TDM development is to assist in the evaluation of future travel conditions and deficiency analysis in the study area. The TDM process includes three elements: 1) model inputs, 2) a series of models conducting mathematical procedures, and 3) model outputs.

Model inputs consist of existing social-economic (SE) data and the highway network. Using the model inputs, a series of models are run to determine mathematical procedures needed for forecasting travel demands. The typical 4-step TDM forecasts travel demands are based on the following steps: 1) trip generation, 2) trip distribution, 3) mode choice, and 4) trip assignment.

The outputs of the TDM forecast traffic volumes and other traffic metrics (i.e., travel speeds, travel time, congestion levels, etc.) of the transportation network. These metrics can be used to help identify transportation system deficiencies. One of the most commonly used metrics for measuring traffic flow conditions is Level of Service (LOS). TDMs are often used to assist in prioritizing transportation projects as well. Future year projections of SE data are based on existing land uses including land development, as well as region-wide forecasts of population, households, and employment. Future year forecasts also consider planned major transportation improvements

Future 2045 Socioeconomic Data Projections for the Travel Demand Model

The 2045 population and employment projections use the following data sources for reference:

- 2019 Bulloch County Comprehensive Plan
- 2022 CRC Regional Plan
- 2023 Georgia Governor's Office of Planning and Budget County Residential Projections
- 2023 Woods & Poole Economic, Inc. Projections
- 2023 REMI Population Projection Data

Using the above data sources, blended annual growth rates under baseline conditions, prior to the announcement of the Hyundai Manufacturing facility, were estimated for population and employment. For the purposes of this study, baseline growth represents the growth expected to occur naturally in the County, without consideration of any

additional growth pressures such as jobs coming as a result the Hyundai Manufacturing facility and its suppliers. Once baseline growth estimates were determined the next step was to add the expected additional population growth as a result of the influx of new job growth from Hyundai Manufacturing facility and its suppliers to the baseline growth.

The Hyundai plant is expected to create 8,100 jobs. In addition to the direct jobs created at the Hyundai facility, there is the potential for another 8,000 jobs created by suppliers needed for the plant. In total, the Hyundai plant and its suppliers are expected to create 16,100 jobs in the region by 2040, which would include Bulloch County. Of those 16,100 jobs, almost 1,500 jobs are already locating in Bulloch County as of 2023. GMC estimates Bulloch County will capture 15% of the 16,100 jobs expected as a result of the Hyundai plant and its suppliers. This percentage was selected based on input from the Steering Committee, local government Staff, attendees at the Public Open Houses. The existing limitations on the availability of public water and sewer and environmental constraints due to wetlands and flood zones were also taken into consideration when deciding on the percentage of Hyundai and supplier jobs expected to move to Bulloch County.

To translate these new employees into a population growth estimate, a factor was calculated using the average household size according to the most recent 2020 census data, which is 2.48 persons per household. Using this formula, the estimated population as a result of the 2,415 jobs expected to move to the County by 2040 will be 5,989 people. For the purposes of this population projection study, we will round up the number 5,989 calculated from the 15% job capture to 6,000 people in order to make further calculations easier to follow.

Table 14: Travel Demand Model Future Data

County	2045 Total Population	Population Growth (2020-2045)	2045 Total Household	Household Growth (2020-2045)	2045 Total Employment	Employment Growth (2020-2045)
Bulloch County	105,622	31,810 (43%)	44,312	14,565 (49%)	46,635	22,018 (89%)

Detailed methodology and approach for forecasting the socioeconomic data at the Traffic Analysis Zone (TAZ) level can be found in the Travel Demand Model section in the Appendix.

2045 school enrollment was projected using the 2045 projected population and the ratio of school enrollment to total population in 2020 as well as Bulloch County School District and Georgia Southern University Projections.

Table 15: Travel Demand Model School Enrollment

County	2045 School Enrollment	2045 College Enrollment
Bulloch County	15,854	22,496

2045 Highway Networks:

The TDM was able to forecast the traffic conditions for the future year 2045 using roadway network scenarios. The 2045 Bulloch County networks include network scenarios based on the inputs from Bulloch County existing and fiscally committed projects and their updated 2045 LRTP. Two future networks were considered in the model:

- **The 2nd Network - Existing and Committed (E+C) Projects:** This network includes both Do-Nothing Network and any projects that have been fiscally committed. Here, Do-Nothing Network refers to 2020 base year network plus any projects that either opened to traffic since 2020 or are currently under construction.
- **The 3rd Network – LRTP Financially Constrained Projects:** This network includes capacity adding projects identified in the 2045 LRTP universe of projects.

There was a total of 3 capacity adding projects in both network scenarios. **Table 16** lists the projects coded in the corresponding networks:

Table 16: Projects List for 2nd and 3rd Networks

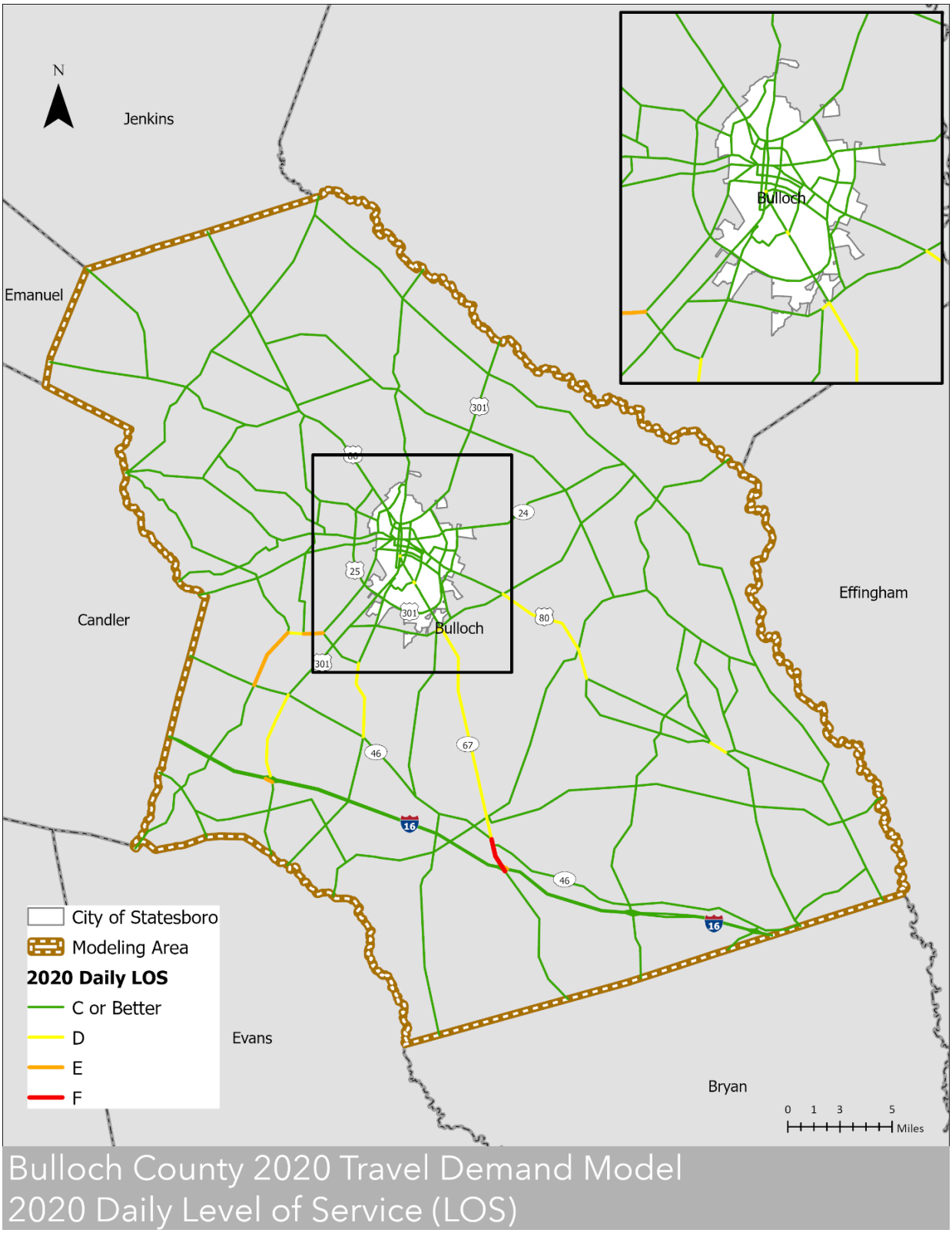
Scenario	Project
2nd Network – 2045 Existing and Committed Projects	Widen Hwy 80 from 2 lanes to 4 lanes
	Widen I-16 from 4 lanes to 6 lanes
3rd Network – 2045 LRTP Projects	Bridge widening at SR-67 and I-16

Source: Modern Mobility Partners

Model Output – LOS

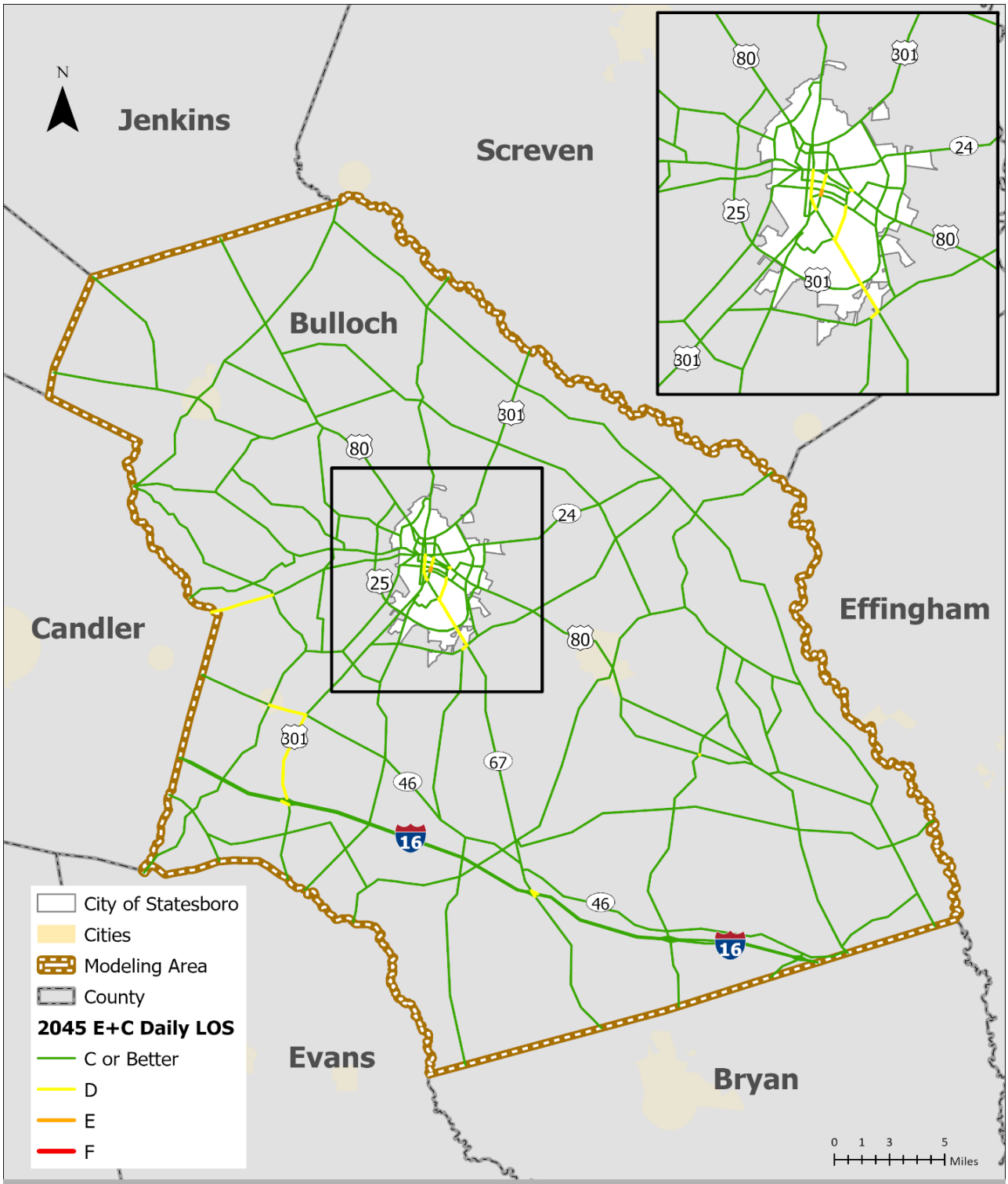
The final output results of the Travel Demand Model ran for Bulloch County network scenarios in 2020 and 2045 revealed overall positive improvements in Level of Service (LOS) for Bulloch County, but a slightly higher increase in traffic congestion for Statesboro. See **Figure 34** for the 2020 Base Year Daily LOS map, and **Figure 35** and **36** for the 2045 E+C and LRTP Daily LOS maps.

Figure 37: Bulloch County 2020 Travel Demand Model Daily LOS Map



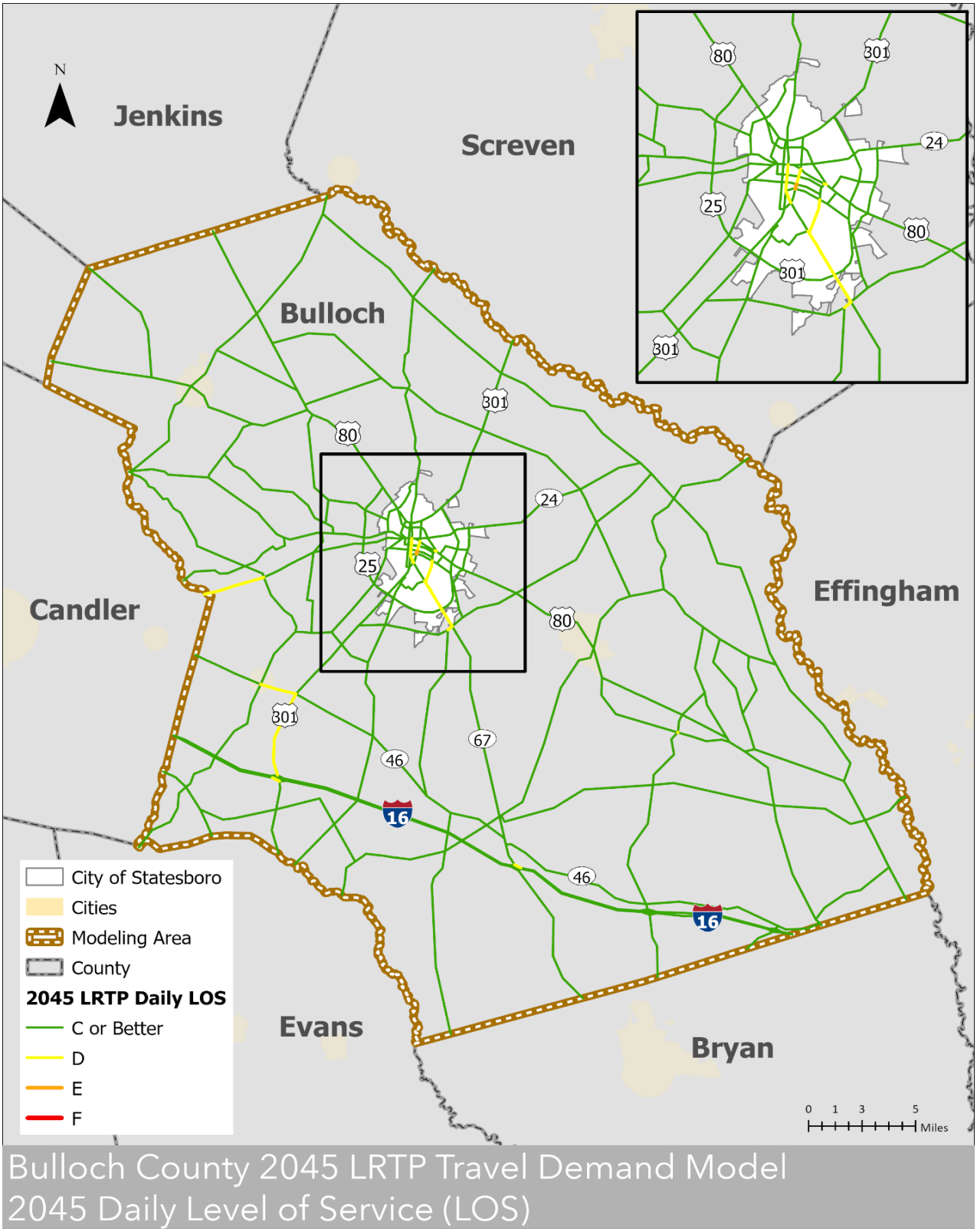
Source: Modern Mobility Partners

Figure 38: The 2nd Network - 2045 Existing & Committed Travel Demand Model Daily LOS Map



Source: Modern Mobility Partners

Figure 39: The 3rd Network - 2045 LRTP Travel Demand Model Daily LOS Map



Source: Modern Mobility Partners

LOS Improvements from 2020 to 2045 TDM

The 2020 Daily LOS map showed significant traffic congestion on Hwy 67 between Statesboro and I-16 with an LOS of D and E, which almost completely improved to an LOS of C or better in 2045 with the exception of a small portion of the I-16/67 intersection, which went from an LOS F in 2020 to an LOS of D in 2045. Another portion of the 2020 LOS map which improved from an LOS of D and E in 2020 to an LOS of C or better in 2045 was Cypress Lake Rd. from the Town of Register to AJ Riggs Rd. In 2020, the segment of Highway 80 between Burkhalter Rd and the Town of Brooklet and the segment that ran alongside Stilson, had an LOS of D, and in 2045 those same segments improved to an LOS of C or better.

LOS Regressions from 2020 to 2045 TDM

The most significant regression in LOS between 2020 and 2045 can be seen in the City of Statesboro, likely due to the increase in population projected for the City in the next 20 years. In 2020, almost the entire roadway network in Statesboro had excellent level of service with an LOS of C or better, with the exception of two major intersections of Hwy 67 (Fair Rd) and Gentilly Rd, near the southeast corner of the Georgia Southern Campus, and Hwy 67 (Fair Rd) and Brannen St, and S. Main St with an LOS of D. In the 2045 forecast, the whole segment of Hwy 67 (Fair Rd) between Burkhalter Rd. and Gentilly was designated with an LOS of D, along with the segments of Gentilly Rd. to Brannen St. and S. Main St and W. Main St. Lastly, S. Zetterower Ave. from Savannah Ave. to E Jones Ave. went from an LOS of C or better in 2020 to an LOS of D in 2045, and the segment of S. Zetterower Ave. between E. Jones Ave. and Brannen St. went from an LOS of C or better in 2020 to an LOS of E in 2045.

The Bulloch County roadway network only saw two areas of slight LOS regression between 2020 and 2045, with both going from an LOS of C or better in 2020 to an LOS of D in 2045. Those two areas were a segment of Pulaski Rd. from the west County border to Old Riggs Mill Rd. and the segment of Hwy 46 from US Hwy 301 S to Kennedy Bridge Rd. in the Town of Register.

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What the Bulloch County TDM Cannot Provide

Because of its aggregate nature and regional scope, the Bulloch County TDM is not designated to forecast the following metrics:

- The peak hour or peak period travel demands.
- The freight demands.
- The number of bicycling and walking trips.
- The logical termini determination.

Travel Demand Model Conclusion

In conclusion, the Travel Demand Model results showed that, given the projected 2045 SE data and highway network, the three capacity adding transportation projects would mostly improve Bulloch County's level of service from 2020 to 2045. The slight regression in Statesboro's LOS is likely due to the natural increase in traffic flow as a result of natural population growth as opposed to the impact of the 2045 transportation projects.

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Public Outreach

Outreach Methods

Participants at an Open House Workshop

This chapter details the public engagement strategies employed and feedback received throughout the LRTP update. Effective and inclusive community engagement is essential to the long-range transportation planning process, ensuring that the plan reflects diverse perspectives and establishes actionable goals.

The community engagement efforts began in September 2023 and concluded in September 2024. These efforts included four public Open House workshops held in the Fall and Winter of 2023, and the Spring and Summer of 2024. Additionally, a Technical Advisory Committee (TAC), comprised of local leaders and experts, convened for four meetings throughout the planning process. An online survey, open from September 13 to November 27, 2023, was also utilized to gather input from the broader public.

The planning team prioritized two main objectives: 1) to encourage broad resident participation and 2) to actively listen to and document community feedback. This input, combined with the analysis in the Existing Conditions section, was used to identify key community priorities. Detailed records, including sign-in sheets, meeting agendas, TAC member lists, and data reports, are available in the Appendix. The outcomes of this engagement are summarized in the Findings + Themes subsection.

Open House Workshops

In collaboration with Bulloch County and the City of Statesboro staff, GMC conducted four public Open House workshops to engage with residents and stakeholders. The workshops were held in two phases during the initial data gathering and final plan development.

The first two workshops were held on September 25, 2023, at the First Methodist Church in Statesboro, and on November 16, 2023, at the Randy Newman Center in Brooklet. These

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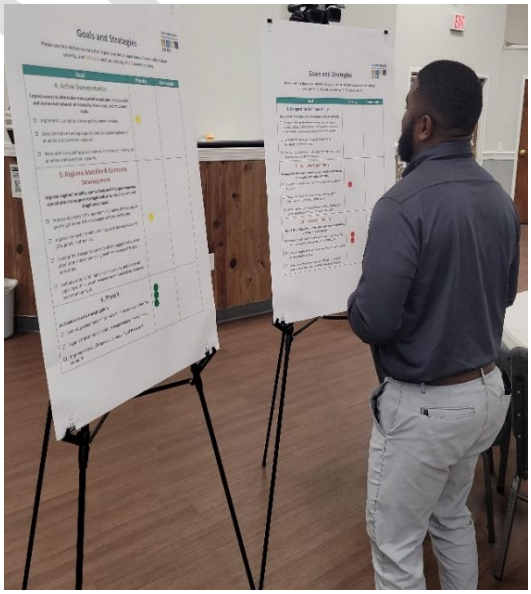
sessions saw a total attendance of 46 residents, business owners, and other stakeholders. The final two workshops took place on March 12, 2024, and September 19, 2024 at the at First Methodist Church.

Activities for September 25 and November 16, 2023:

- **Online Survey:** Attendees used tablets or QR codes to participate in the online community survey. (Note: The survey station was available only at the September workshop.)
- **Setting Transportation Priorities:** Participants used color-coded dot stickers to express their priorities for various transportation needs.
- **Mapping Transportation Needs:** Attendees placed numbered and color-coded stickers on maps to indicate their views on transportation needs.
- **Mapping Your Trips Exercise:** Participants marked their home, work, school, shopping, and recreational locations on a map. (Note: This activity was included only in the September workshop.)
- **General Comments:** Visitors provided feedback on transportation issues using post-it notes on posters or comment forms.

Activities for Open Houses held March 12th, 2024:

- **Survey and Previous Workshop Results:** Participants reviewed summaries from the online survey and previous workshops, offering additional feedback using post-it notes.
- **Existing Conditions Review:** Attendees examined boards and maps depicting existing conditions data and provided comments using post-it notes.
- **Goals Exercise:** Participants used color-coded dot stickers to prioritize six draft goal categories related to future transportation needs.
- **Map Exercise, Universe of Projects:** Visitors placed post-it notes on maps to indicate their top project priorities. Reference lists of projects by category and proposed priority were provided.
- **General Comments:** Feedback was collected using post-it notes on posters or comment forms.



Participant at an Open House Workshop

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GMC Team members and City and County staff were present at each station to address questions and gather feedback. Input forms were available for more detailed comments.

Activities for Open Houses held September 19th, 2024:

- **Station 1: How your involvement in the planning process has informed the Goals, Objectives and Actions.** Review the summary materials and provide any reaction or additional comments using post it notes.

- **Station 2: Science Station. Review the boards and maps depicting:**
  - **Travel Demand Model**
  - **Project Scoring Metrics**
  - **Funding Sources**

- **Station 3: Recommended Transportation Projects.** Review the Maps and Prioritized Project lists for the City and County. Provide any comments on post-it notes or on the comment forms.

GMC Team members and City and County staff were present at each station to address questions and gather feedback. Input forms were available for more detailed comments.

Participants at the September 23rd, 2023 Open House Workshop

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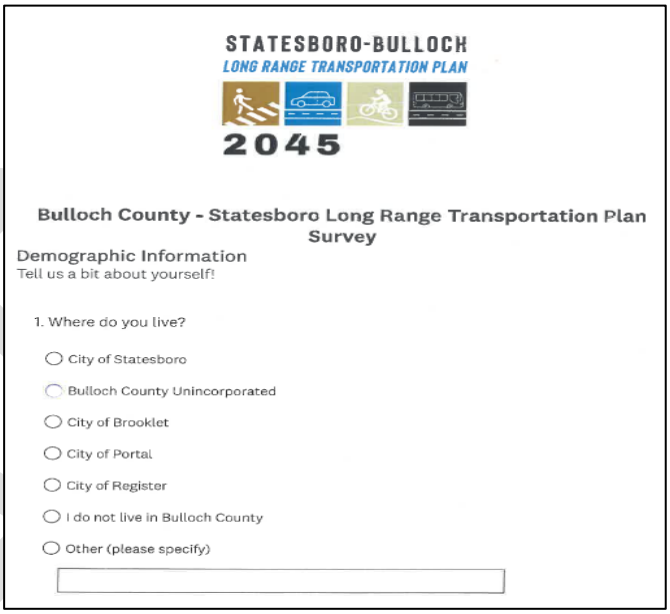
Technical Advisory Committee (TAC) Meetings

The Technical Advisory Committee (TAC) is composed of 18 members, including representatives from City and County staff as well as key stakeholders such as the Board of Education, the Chamber of Commerce, the Georgia Department of Transportation (GDOT), and Georgia Southern University. Their diverse expertise offers valuable insights into the transportation needs and challenges of both the City and County, shaping the direction of the LRTP update.

The TAC convened on three occasions: October 18, 2023; January 17, 2024; and April 25, 2024. During these meetings, the committee engaged in various exercises, including setting transportation priorities and goals, mapping transportation needs, developing and ranking the universe of projects, confirming project prioritization criteria, and providing overall recommendations.

Sample Questions from the Statesboro-Bulloch LRTP Online Survey

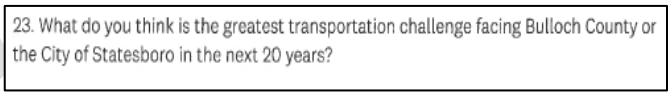

STATESBORO-BULLOCH
LONG RANGE TRANSPORTATION PLAN
2045

Bulloch County - Statesboro Long Range Transportation Plan Survey

Demographic Information
Tell us a bit about yourself!

1. Where do you live?

- City of Statesboro
- Bulloch County Unincorporated
- City of Brooklet
- City of Portal
- City of Register
- I do not live in Bulloch County
- Other (please specify)


23. What do you think is the greatest transportation challenge facing Bulloch County or the City of Statesboro in the next 20 years?

Online Survey

The Statesboro-Bulloch LRTP online survey was designed to solicit feedback from residents on various transportation topics and issues. Open for approximately two and a half months, the survey garnered responses from a total of 1,000 participants.

Developed as a joint survey for the City of Statesboro and Bulloch County, the survey included twenty-four questions. The first twenty-two questions gathered demographic information and sought opinions on the existing transportation system and future transportation priorities. The final two questions were open-ended, providing respondents with an opportunity to offer detailed written feedback. This comprehensive survey format ensured broad participation from Bulloch County residents and collected countywide feedback.

The survey results, combined with input from public Open House meetings, were instrumental in shaping the recommendations of the Long-Range Transportation Plan (LRTP), ensuring that the recommendations reflect the community's collective perspectives. A summary of the survey results is presented in the Findings + Trends section, with full data reports available in the Appendix of this plan update.

Plan Website

A website was created for the plan to serve as a single source of information for plan updates and documents. The website provided general information on the LRTP, the planning process timeline, summary reports of public input and draft plan documents. It also served as a way for residents to stay up to date on upcoming public events for the plan and participate online through the survey link provided. All public meeting materials were also made available for download from the website.

Sample of Project Website

Statesboro-Bulloch Website (statesborobullochtransportation.com)

Findings + Trends

The outreach methods outlined previously provided valuable insights into the existing transportation needs, informing the development of recommended projects for this plan update. Each method—TAC meetings, Open House Workshops, and the Online Survey—offered unique engagement opportunities. When analyzing the collective input, key findings and trends emerged, highlighting areas for consensus and community informed decision-making.

A common element in each outreach method was the prioritization of various transportation topics. This exercise facilitated the identification of trends across all stakeholder groups. Summarized results from these prioritization activities are presented in this section.

Results of Transportation Priority Exercise

Prioritize Transportation Topics

Green is the highest priority, Yellow is medium priority, and Red is lowest priority.

Transportation Topic	Ranking	Comments
Improve traffic congestion/connectivity	6 – Green 6 – Yellow 1 – Red	
Improve roadway operations - safety, signals and lighting	2 – Green 3 – Yellow 5 – Red	
Improve roadway conditions - potholes, paving, striping	3 – Green 4 – Yellow 5 – Red	
Expand sidewalks, bike lanes and multi-use trails	5 – Green 2 – Yellow 0 – Red	
Expand transit options	1 – Green 2 – Yellow 6 - Red	
Other		"All are important! For city, expanding connectivity and access. For county, maybe maintenance and safety??"

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Transportation Priorities included:

- Improve traffic congestion/connectivity
- Improve roadway operation – safety, signals, lighting
- Improve roadway conditions – potholes, paving, striping
- Expand sidewalks, bike lanes and multi-use trails
- Expand transit options
- Other

**Please note, the opinions and statements provided are those of the public only and do not necessarily express the views or opinions of the County/City.*

Open House Workshops

The Open House meetings revealed both diverse and common priorities among participants. Key concerns included alleviating traffic congestion, enhancing connectivity, and expanding sidewalks, bike lanes, and multi-use trails. Efficient and safe travel, with options for biking or walking, emerged as a significant priority for many residents across the County.

TAC members at the October 18th TAC

The initial two Open House workshops featured a transportation priority ranking exercise, which highlighted shared priorities despite varying individual rankings. Consistently, the highest priorities identified were improving traffic congestion/connectivity and expanding sidewalks, bike lanes, and multi-use trails. Conversely, expanding transit options was ranked lowest. In the third Open House, which included a goals and strategy exercise, similar priorities were confirmed, with the addition of a goal focused on "Regional Mobility and Economic Development." The highest-ranked goals were to improve traffic congestion and street connectivity, followed by enhancing the design and maintenance of roadways. Notably, participants ranked the "Active Transportation" goal (sidewalks, bike lanes, and multi-use trails) as medium priority, with an emphasis shifting towards improving roadway conditions and placing the new "Regional Mobility and Economic Development" goal above "Active Transportation."

The trip mapping exercise, conducted only at the first Open House, illustrated that most participants traveled to Statesboro for work, shopping, and recreation, highlighting key traffic areas. The transportation needs mapping exercise, featured in the first two workshops, showed that congestion was a pressing concern in Statesboro, while poor road

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conditions were a primary issue in the County. Participants identified 7 areas in need of additional transit stops and 7 areas in need of alternative transportation options, such as sidewalks and bike lanes, in both the City and County.

Following the public and TAC input, projects addressing these needs were compiled into the "Universe of Projects" list. At the third Open House, attendees prioritized projects from this list, focusing on intersection improvements and additional needs like a parking garage for downtown Statesboro. Two general comments highlighted concerns about property impacts from road widening and support for expanding biking and walking trails using the abandoned rail line.

In summary, participants broadly agreed on the need to address traffic congestion, connectivity, and road conditions. Although alternative transportation and transit options were not always top priorities, they remained important. The collected input was used to prioritize transportation projects effectively, with detailed results available in the Appendix. A word cloud summarizing general comments from all public Open Houses provides a visual overview of participant feedback.

General Comments Results from All Open House Workshops

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) was instrumental in the development, review, and prioritization of projects within the Universe of Projects. Additionally, the TAC contributed to the formulation of Goals & Objectives, project prioritization criteria, and funding strategies for implementing the Long-Range Transportation Plan (LRTP).

In evaluating transportation priorities, the TAC consistently identified "Improving traffic congestion/connectivity" and "Enhancing roadway operations—safety, signals, lighting" as the highest priorities. "Improving roadway conditions—potholes, paving, striping" and

"Expanding sidewalks, bike lanes, and multi-use trails" were ranked as medium priorities, while "Expanding transit options" was deemed the lowest priority.

The mapping transportation needs exercise, conducted during the first TAC meeting, highlighted a strong demand for additional sidewalks, bike lanes, and multi-use trails in Statesboro and improving roadway conditions in the County, particularly for unpaved roads. The TAC also noted numerous transportation operation improvement projects and high congestion areas in both the City and County, aligning with the priorities established.

The TAC played a crucial role in prioritizing Goals and Objectives, consistently ranking "Roadway Operations" as the highest goal. The associated objective of "Implement[ing] intersection improvements at key congested locations" also received high priority. Detailed results of this prioritization are documented in the TAC Meeting Summary Report from April 25, 2024, found in the Appendix.

In summary, the TAC collaborated with GMC and City and County staff to develop and prioritize the Universe of Projects. Their efforts focused on improving roadway operations, conditions, and congestion/connectivity, ensuring that key projects, goals, and objectives were effectively addressed.

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Online Survey

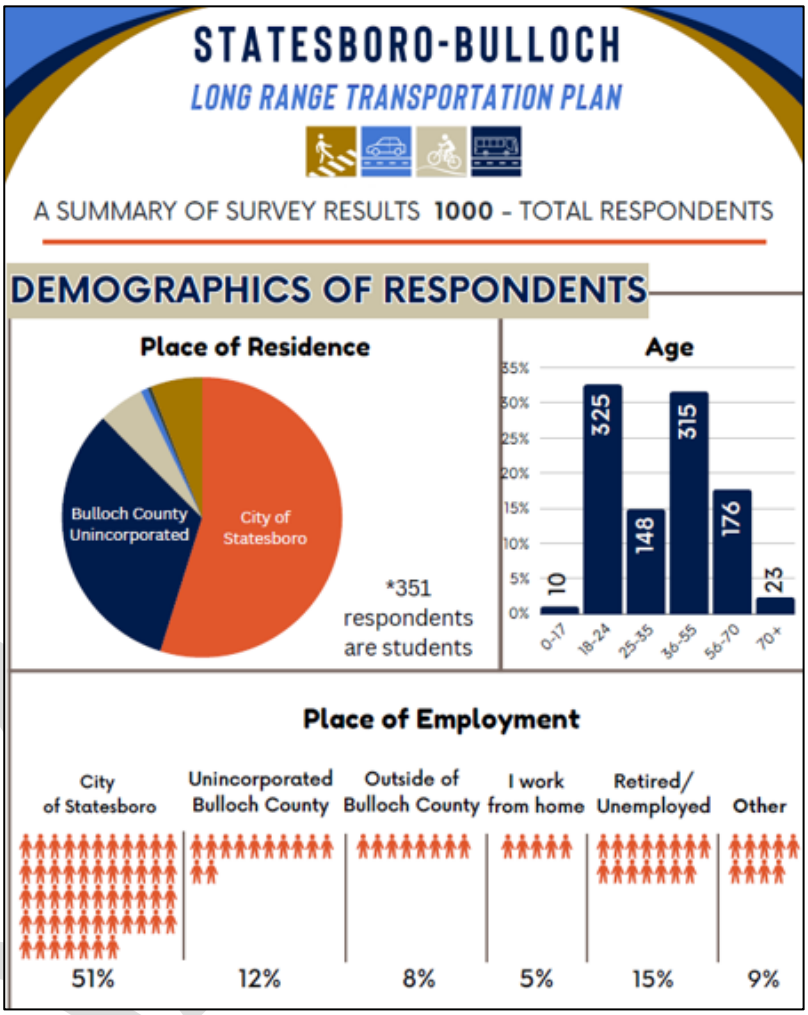
Demographics

The survey, which gathered responses from 1,000 participants, showcased a diverse age range. Of these respondents, 32.6% were aged 18-24, and 31.6% were between 36-55 years old. When divided into two broad age groups, the "young" cohort (18-35) comprised 47.4% of respondents, while the "older" cohort (36-70) made up 49.2%, indicating a balanced representation. Notably, 351 respondents were likely students from Georgia Southern University.

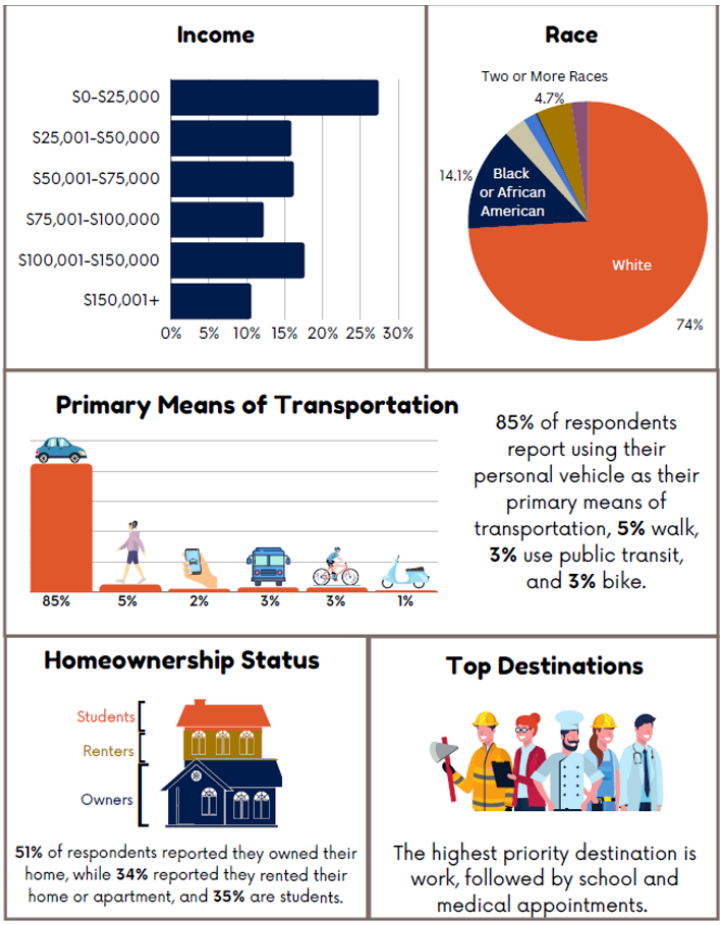
In terms of race/ethnicity, 74% identified as White, 14% as Black or African American, and 5% as two or more races.

Geographic distribution showed that 53% of respondents lived and 51% worked in the City of Statesboro, while 31.5% lived and 12.4% worked in unincorporated Bulloch County. Additionally, 15% were retired or unemployed.

Results from the Online Survey



Results from the Online Survey



Regarding income, 27.4% of respondents reported earning $0-25,000 annually, and 18% earned between $100,001-$150,000. The high percentage in the lowest income bracket is likely due to the number of students. Housing data indicated that 50.9% were homeowners, 34% were renters, and 35% were students. Smaller proportions included farmland owners (5%), part-time residents (3%), business owners in Bulloch County or Statesboro (4%), and active-duty military (0.3%).

The primary mode of transportation for most respondents was a personal vehicle (87%). Other modes included walking (5%), biking (3%), and public transit (3%). Respondents prioritized easy access to work, followed by school and medical appointments.

Existing Transportation System

When rating the current transportation system, 46% of respondents described it as "fair" and 28% as "poor." Only 26% rated it as "Excellent" (3%) or "Good" (23%). Key issues identified were "Traffic and Congestion," "Signal and Design Issues," and "Safety Issues." Lower-ranked issues included "Drainage and Environmental Issues," "Maintenance Issues," and "Transit Issues."

A significant 61% felt that streets in Bulloch County and Statesboro need more maintenance. The top driving challenges were safety concerns, traffic flow issues, and navigation difficulties. Preferred roadway improvements included "Signalized Intersections," "Additional Traffic Lanes," and "Roundabouts," with "Dedicated Bus Pull-Out Lanes" being least favored.

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Existing Alternative Transportation

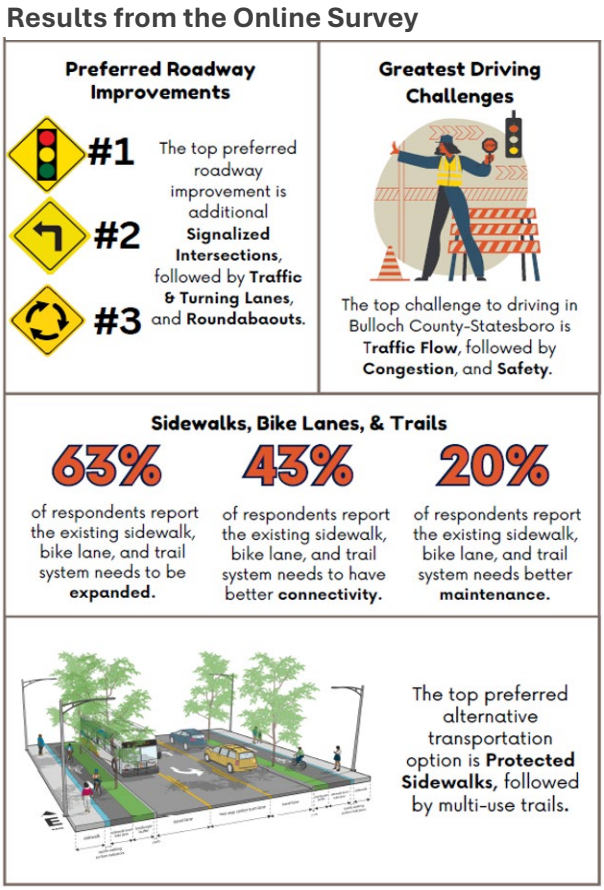
When asked about usage of alternative transportation options if available near them, 77%of respondents said they would use alternative transportation options if available, with 63% noting a need for expanded and better-connected sidewalks, bike lanes, and trails.

The most desired future improvements were "Protected Sidewalks" (28%), "Multi-Use Trails" (24%), and "Sidewalks Adjacent to Streets" (16%).

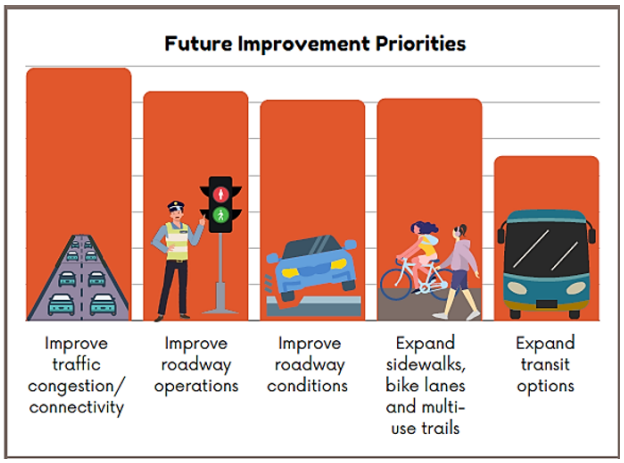
Public transit usage was low, with 91% reporting not using it. The main reasons cited were lack of convenience (50%) and unfamiliarity (13%). The "Other" category (17%) included reasons such as preference for personal vehicles or lack of access to public transit.

Transportation funding

Regarding transportation funding, 46% of respondents supported somewhat increased funding, 28% advocated for much more, and 20% preferred maintaining current levels. Federal funding was the most favored source, followed by state funds, combined sources, local option sales tax, public/private partnerships, and property taxes.



Results from the Online Survey



Transportation Needs based on Priority

The top priority identified for future transportation improvements was to "Improve Traffic Congestion/Connectivity," followed by "Improve Roadway Operations," "Expand Sidewalks, Bike Lanes, and Multi-Use Trails," "Improve Roadway Conditions," and lastly "Expand Transit Options."

Open-Ended questions

Respondents provided 497 answers to the question about the greatest future transportation challenge, frequently mentioning "roads," "need," "congestion," "areas," and "traffic." Additionally, 275 responses to the question about additional comments highlighted "need," "roads," "Statesboro," "county," and "people."

Community Outreach Themes

Throughout all outreach methods for the Statesboro-Bulloch LRTP planning process, all public input received collectively identified the highest transportation priority as being “Improving traffic congestion/connectivity” and “Expand transit options” as the lowest priority. For all other transportation topics included in the “setting transportation priorities” exercise, input was not in alignment.

Combined Public Input Results of the “Setting Transportation Priorities Exercise”

Topic #	Transportation Topic	TAC Priority			Open Houses Public Priority			Survey Respondents’ Priority		
		High	Med.	Low	High	Med.	Low	High	Med.	Low
1	Improve traffic congestion/connectivity	✓			✓			✓		
2	Improve roadway operation – safety, signals, lighting	✓					✓		✓	
3	Improve roadway conditions – potholes, paving, striping		✓				✓		✓	
4	Expand sidewalks, bike lanes and multi-use trails	(Tie) ✓	(Tie) ✓		✓				✓	
5	Expand transit options			✓			✓			✓
6	Other			✓			✓			

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Goals and Objectives

Introduction

The Statesboro-Bulloch 2045 Long Range Transportation Plan (LRTP) represents the official multimodal transportation strategy adopted for Bulloch County and the City of Statesboro. This plan builds upon the foundations laid by the 2035 LRTP, which was first approved in 2009 and will inform the current update. While some priorities from the 2035 LRTP have been modified or accomplished since its inception, many foundational priorities remain relevant.

Long Range Transportation Plans are essential for guiding the development of the County's Transportation Improvement Program (TIP), which allocates funding to various transportation projects. The primary aim of updating the Long Range Transportation Plan is to evaluate the current transportation system comprehensively and address the following objectives:

- **Identify existing and future transportation challenges** across all modes of the transportation system, including roadways, bridges, bicycle and pedestrian facilities, freight, rail, transit, and airports.
- **Develop recommendations for transportation improvements** that are informed by public input and data analysis.
- **Prioritize projects for implementation** and identify potential funding sources.

This section of the plan refines and articulates the 2045 LRTP Goals and Objectives, drawing from the previous 2035 LRTP and incorporating feedback from public and stakeholder engagement. Goals represent broad aspirations that may be abstract and difficult to measure, often addressing overarching themes. Objectives are specific, measurable steps designed to advance the achievement of these goals, with multiple objectives typically supporting each goal.

Goals and Objectives

The goals and objectives from the 2035 Long Range Transportation Plan (LRTP) have been revised for the 2045 LRTP update, incorporating national guidelines, statewide frameworks, and local aspirations. This report outlines a strategic vision for the future of transportation in Bulloch County and the City of Statesboro, structured around six overarching goals. These goals are designed to guide the development of the transportation network, with each project being assessed against these goals and other priorities. Projects are scored and ranked in-part based on their alignment with the established goals and their contribution to the overall transportation vision.

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Goal 1: Congestion & Connectivity

Improve traffic congestion and increase street connectivity, through strategic funding and implementation of infrastructure projects that improve traffic flow and increase alternative transportation options.

- Incentivize future development to provide alternative access options to the existing street network to increase connectivity and prevent congestion at access points.
- Establish limited access – "access management" – standards on all major roads.
- Encourage alternative forms of transportation to reduce vehicle use for local trips.
- Establish and maintain real-time traffic congestion data to develop informed traffic solutions.

Goal 2: Roadway Operations

Improve the safety, functionality, and reliability of existing and future transportation networks.

- Implement intersection improvements at key congested locations.
- Support safety for all users by applying safety improvements at key high traffic areas.
- Modernize transportation network with transportation demand management and operations strategies.

Goal 3: Roadway Conditions

Improve the design, construction, and maintenance of existing and future roadways and alternative transportation infrastructure.

- Develop performance measures to ensure accountability for maintenance of transportation infrastructure.
- Seek alternative funding sources to complete projects that improve road conditions.
- Deploy maintenance crews in an efficient and reliable manner to address substandard roadway conditions.

Goal 4: Active Transportation

Expand access to alternative transportation options and create a safe and connected network of sidewalks, bike lanes, and multi-use trails.

- Implement a complete streets policy, where feasible.
- Seek alternative funding opportunities to expand options for an active transportation network.
- Work with surrounding jurisdictions to increase connectivity of an active transportation network.
- Enhance safety of all vulnerable roadway users.

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Goal 5: Regional Mobility & Economic Development

Improve regional mobility, connectivity and intergovernmental coordination to support strategic industrial development and freight movement, especially to and from the Port of Savannah.

- Improve and sustain the operation and safety of the roadway and freight network for passenger vehicles and freight.
- Improve connectivity within the region to increase access to jobs, goods, and services.
- Prepare the transportation network to support anticipated population and commercial growth and increased freight operations.
- Evaluate options for improved connectivity and increased capacity within current revenue streams based on return-on-investment analysis

Goal 6: Transit

Increase access to transit options and encourage awareness of and ridership on existing transit system.

- Encourage awareness of transit options to increase ridership.
- Expand transit routes to future major employment centers.
- Improve access, efficiency, and reliability of the transit network.

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Project Prioritization

Introduction

This section integrates input from the public engagement process, travel demand model results, and identified goals to establish an objective scoring system for prioritizing projects. The prioritization criteria were applied to all projects within the Universe of Projects to determine their relative priority.

Project Prioritization Framework

Purpose

The project prioritization process aims to evaluate how effectively each project supports the goals and objectives outlined in this report. This process employs a three-step methodology to prioritize projects:

1. **Drafting the Universe of Projects:** The project team, along with City and County staff, developed a preliminary list of potential projects based on a data-driven needs assessment, public feedback, and a thorough review of state, regional, and local transportation plans. This list, known as the Universe of Projects, includes potential improvements categorized by type—such as operational, connectivity, safety, bike and pedestrian, or transit enhancements. It serves as a non-fiscally constrained compilation of all identified needs.
2. **Development of Scoring Methodology**: A scoring methodology was created to evaluate projects based on 23 criteria. These criteria assess each project's alignment with the six defined goals, as well as additional factors such as environmental impact, equity, and feasibility. Metrics related to these criteria are used to assign scores to each project.
3. **Project Scoring and Ranking**: Each project was evaluated against the established criteria, resulting in a numerical score. Scores could potentially range from -11 to 63, with higher scores indicating higher project priority. Projects are then classified into priority categories: Very High Priority (top 25% of scores), High Priority (50%-75% range), Medium Priority (25%-50% range), and Low Priority (bottom 25%).

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Steps

Step 1: Identify Universe of Projects

The project team compiled a list of projects from existing state, regional, and local transportation plans, supplemented by additional projects identified through staff input to address specific needs. This Universe of Projects represents a comprehensive "wish list" of potential improvements, without fiscal constraints. It serves as a basis for further prioritization to develop a fiscally constrained plan that allocates funding to the most beneficial projects.

Development of Scoring Methodology

Project evaluation criteria were developed to measure each project's ability to address the six (6) Project Goals as well as two (2) additional Federal funding categories; Environment & Equity and Feasibility. A total of 23 project evaluation criteria were identified and are shown in **Table 17.**

Step 2: Score Projects

Each project from the Universe of Projects was evaluated based on 23 criteria related to the six Project Goals and additional federal funding categories (Environment & Equity and Feasibility). Each criterion was assigned a numerical value, and projects earned or lost points based on how well they met each criterion. Scores were aggregated to produce an overall project score, ranging from -11 to 63. A higher score represents a higher priority project. Projects were then categorized as either very high priority, high priority, medium priority, or low priority using the following distribution:

- Very High Priority: 4th quartile (the highest scoring 25% of projects)
- High Priority: 3rd quartile (projects that score in the 50%-75% range)
- Medium Priority: 2nd quartile (projects that score in the 25%-50% range)
- Low Priority: 1st quartile (the lowest scoring 25% of projects)

Step 3: Rank Projects

The final step involved ranking each project according to its total score, resulting in a prioritized list. **Table 16** provides an example of how projects were evaluated for Goal 1: Congestion and Connectivity. The results of this prioritization process are detailed in the Project Prioritization section of the Appendix.

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Table 16: Project Prioritization Criteria **Example**					
Project: Construct connector road between Bethany Lane and Bruce Drive					
Scoring Metric				**Project Result**	
Metric 1: Reduction of Vehicle Hours Traveled	Percent improvement over base year:			**Result**	**Score**
	>15%	4		**2%**	**1**
	10%-15%	3			
	5%-10%	2			
	<5%	1			
	Does not increase VHT	0			
	Increases VHT	-1			
Metric 2: Level of Service (LOS)	Does the project improve the LOS of an existing facility?	Yes	1	**No**	**0**
		No	0		
					Total: 1

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Project Prioritization Criteria

Below is the comprehensive Project Prioritization Criteria Matrix. Each project within the Universe of Projects was evaluated against each metric, resulting in a total score that was utilized for prioritization. Detailed descriptions of each metric are provided in the Project Prioritization section of the Appendix.

Table17: Project Prioritization Matrix				
Congestion & Connectivity				
Metric 1: Reduction of Vehicle Hours Traveled Source: MMP Travel Demand Model	Percent improvement over base year:			Projects that reduce the time people spend driving should be highly encouraged.
	>-15%	4		
	-10%--15%	3		
	-5%--10%	2		
	<-5%	1		
	Does not improve	0		
	Increases VHT	-1		
Metric 2: Level of Service Source: MMP Travel Demand Model	Does the project improve the LOS of an existing facility?	Yes	1	Projects that improve the level of service rating for an existing facility should be prioritized.
		No	0	
Roadway Operations				
Metric 3: Improve Operational Efficiency and Reliability Source: GMC Staff	Operational, Intersection, or safety project?	Yes	2	Projects that improve the efficiency and reliability of traffic flow throughout the county are a priority.
		No	0	
Metric 4: Does the proposed project improve the safety of all users? Source: GMC Staff	Improves safety	3		The County/City is committed to improving safety for all transportation system users and safety projects are a priority.
	Does not improve safety	0		
	Reduces safety	-3		
Roadway Conditions				
Metric 5: Improvement to Existing Facilities Source: GMC Staff	Project improves an existing facility?	Yes	1	Improvements to existing facilities should be prioritized over new projects.
		No	0	
Metric 6: Bridge Condition Rating Source: GDOT	Severe	10		Projects to improve substandard condition bridges are essential.
	Poor	7		
	Fair	5		
	Good	1		
	Non-bridge project	0		
Metric 7: Pavement Quality Source: GDOT	On Roadways with IRI > 170 or unpaved	1		Projects located on substandard pavement condition roads are encouraged.
	Not on Roadways with IRI > 170	0		

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Active Transportation			
Metric 8: Bike/Pedestrian Project Source: GMC Staff	Yes	2	Projects that improve conditions for cyclists and pedestrians should be prioritized.
	No	0	
Metric 9: Extends or increases connectivity of existing bike/ped network Source: GMC and County/City Staff	Yes	3	Projects that extend and connect the existing bike and pedestrian infrastructure network should be prioritized.
	No	0	
Metric 10: Accidents involving bike or pedestrian Source: Georgia Bikes	Crashes over the past 5 years:		
	3+	5	Improvements that increase bike or pedestrian safety
	1-2	3	
	0	0	
Regional Mobility & Economic Development			
Metric 11: Employment Density Source: GMC Staff, 2045	Employment Density (Jobs/sq. mile)		
	Is the project located in a high employment area?	Yes 2	Project will improve areas adjacent to (future?) employment centers
		No 0	
Metric 12: Population Density Source: GMC Staff, 2045	Is the project located in a high population area?	Yes 2	Project will improve areas in close proximity to many users.
		No 0	
Metric 13: Critical Transportation Network Source: USDOT	Located on STRAHNET	1	Projects that increase the efficiency of traffic on critical transportation routes.
	Not Located on STRAHNET	0	
Metric 14: Freight Volumes Source: GDOT	Truck Volume (trucks/day)		
	>10,000	3	Improvements to roadways with heavy truck traffic
	> 2,500 and <= 10,000	2	
	<= 2,500	1	
	Not on a roadway with freight traffic	0	

Transit			
Metric 15: Transit Project Source: GMC Staff	Yes	8	Projects that increase availability of public transportation.
	No	0	
Environment & Equity			
Metric 16: Population Displacement Source: GMC Staff	Displacement Potential		Projects that threaten to displace existing residents and disrupt intact neighborhoods should be avoided.
	High	-5	
	Medium	-3	
	Low	0	
Metric 17: Environmental Justice Source: US Census & GMC Staff	Does the project enhance the quality of life for areas that exceed 3 or more EJ thresholds?	Yes 5 No -1	Projects that improve quality of life such as access to transit, active transportation options, and environmental quality for areas with high EJ populations should be prioritized.
	Project is not in an area that exceeds 3 or more EJ thresholds.	0	
Metric 18: Environmental Impacts Source: FEMA	Project requires a land disturbance permit within an environmentally sensitive area	-3	Projects that impact environmentally sensitive areas such as wetlands, flood plains, or waterways, should be avoided.
	Project requires a land disturbance permit within 50 feet of an environmentally sensitive area	-1	
	Project does not require a land disturbance permit or is not within 50 feet of an environmentally sensitive area	0	
Feasibility			
Metric 19: Stakeholder Priority Source: TAC & Public Input	TAC/Public Survey Indicated Priority:		Projects that were determined to be a high priority by the TAC and public input should be prioritized.
	Very High	4	
	High	3	
	Medium	2	
	Low	1	

Metric 20: Right-of-way Acquisition Source: City/County Staff	The project does not require additional ROW	5	Right-of-way acquisitions can be a major limiting factor in project feasibility. Projects that have available ROW should be prioritized.
	The project requires additional ROW and is readily available	3	
	The necessary ROW for the project is constrained or limited	0	
	There is no additional ROW acquisition available	-1	
Metric 21: State or federal financial assistance availability Source: GMC Staff	Is the County/City eligible to apply for state or federal funding assistance for the project?	Yes 1 No 0	Projects that can apply for state or federal funding assistance.
Metric 22: Project Status Source: City/County Staff	Under Construction	5	Projects that are already ongoing should be prioritized.
	In permitting/approval	4	
	In design/planning	2	
	Programmed	1	
	No status	0	
Metric 23: Cost Benefit Analysis Source: GMC Staff	Low cost/high benefit	7	Projects that maximize the ratio of implementation cost to community benefit should be prioritized.
	High cost/high benefit	5	
	Low cost/low benefit	3	
	High cost/ low benefit	1	

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Recommendations

Funding Sources

Federal regulations mandate that a Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan (LRTP) be fiscally constrained, meaning that the estimated costs for transportation projects and improvements must not exceed reasonably anticipated revenue from federal, state, and local funding sources. Although the Bulloch County/Statesboro area is not currently designated as an MPO, the GMC Project Team has closely adhered to these standards in developing a fiscally constrained plan. This section outlines the approach used to align proposed improvements, projects, and programs with potential funding sources at federal, state, and local levels.

To ensure fiscal constraint for the 2045 LRTP update, the GMC Project Team formulated a funding plan that evaluates historical transportation funding received by Bulloch County and the City of Statesboro, in accordance with federal requirements, such as 23 CFR 450.322. This Code of Federal Regulations statute necessitates that urbanized areas have an MPO with a transportation planning process that adheres to the 3-Cs - continuing, cooperative, and comprehensive. The objective is to produce plans and programs that support community development, environmental, and social goals, while fostering an integrated intermodal network for the efficient movement of people and goods.

The GMC Project Team identified funding sources for the operation, maintenance, and construction of projects and programs within the study area, providing planning-level estimates to maintain fiscal constraint for the LRTP. The implementation of the LRTP recommendations relies on adequate funding, prioritizing needs, and project recommendations identified earlier in the planning process. Generally, transportation funding for projects in the study area comes from three primary sources: federal, state, and local, each of which is detailed below.

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Table 18: Funding Sources		
Funding Type	**Description**	**Sources**
Federal	Federal transportation dollars come from the Highway Trust Fund which is backed by an 18.4 cents per gallon gasoline tax, a 24.4 cents per gallon diesel tax, and other taxes on tires, trucks, and trailers. In general, federal transportation dollars can only fund between 50 percent and 80 percent of the total cost of a project. The remaining amount must be paid with matching state and/or local funds	Highway Trust Fund, National Highway Performance, Surface Transportation Program, Congestion Mitigation & Air Quality Program, Highway Safety Improvement Program, Transportation Alternatives Program, Federal Transit Administration
State	State transportation dollars come from a combination of a 32.3 cents per gallon excise tax on gasoline, a 36.2 cents per gallon excise tax on diesel, a $5 per day hotel/motel fee, an annual fee for heavy vehicles, and an annual fee on alternative fuel vehicles. The State of Georgia, through the Georgia Department of Transportation (GDOT), allocates state transportation funds mainly to state owned and maintained roadways throughout the state	Local Maintenance and Improvement Grant Program, State Transportation Improvement Program,
Local	County and City transportation dollars are primarily from the general fund or a specially dedicated sales taxes such as the 1 percent Special Purpose Local Option Sales Tax (SPLOST) or a Transportation Special Purpose Local Option Sales Tax (T-SPLOST).	Special Purpose Local Option Sales Tax Program, Transportation-Special Purpose Local Option Sales Tax Program

Table 19: Expected Local Revenue FY2025-2030						
Source	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029***	**FY 2030***
Bulloch County						
TSPLOST	$14,485,702	$17,136,257	$11,718,000	$7,637,966	$6,753,080	$6,753,080
LMIG (GDOT)	$3,700,000	$1,500,000	$1,500,000	$1,750,000	$1,500,000	$1,500,000
TAP	$480,000	$4,232,310				
Total	**$ 18,665,702**	**$ 22,868,567**	**$ 13,218,000**	**$ 9,387,966**	**$ 8,253,080**	**$8,253,080**
City of Statesboro						
TSPLOST Roads	$ 5,592,000	$ 5,592,000	$ 5,592,000	$ 5,592,000	$ 1,398,000	$699,000
TSPLOST Transit	$ 600,000	$ 600,000	$ 600,000	$ 600,000	$ 150,000	$75,000
LMIG (GDOT)	$ 0	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$1,500,000
Total	**$ 6,192,000**	**$ 6,492,000**	**$ 6,492,000**	**$ 6,492,000**	**$ 1,848,000**	**$2,274,000**
Combined						
Total	**$ 24,857,702**	**$ 29,360,567**	**$ 19,710,000**	**$ 15,879,966**	***$ 10,101,080***	***$10,527,080***

*TSPLOST estimates beyond 2028 are estimated pending approval of a renewal referendum.

Cost Estimates

Methodology

As part of the project prioritization process for this LRTP Update, the Universe of Projects, comprised of 87 projects and improvements, was evaluated by the GMC Project Team. A major component of the evaluation methodology was cost estimating. The GMC Project Team utilized a planning level cost estimate process based on a combination of sources:

1. Cost Estimation techniques from GDOT's Cost Estimation System (CES)
2. Planning-level quantities determined by reviewing satellite imagery on Google Earth
3. Using estimates and quantities based on industry standards from previous planning efforts

The GMC Project Team utilized planning level cost estimates based on current year dollars and based on the best information currently available. The estimated costs for each of the 87 potential projects include right-of-way (ROW) costs, construction costs, and utility costs. Once the GMC Project Team developed the initial draft cost estimates, the staff from Bulloch County and the City of Statesboro analyzed them for accuracy and provided feedback on the preliminary estimates.

Since these are only high-level project cost estimates, they will be further refined as specific improvements are designed in the future. Actual project costs could be higher or

lower depending on a number of factors such as more detailed engineering studies, environmental analyses, and the actual cost of land and materials in the future. Therefore, these planning level cost estimates should be considered preliminary. More detailed engineering studies are needed to identify more accurate cost estimates based on the specific constraints and design elements of each project.

Summary of Funding

For Bulloch County and the City of Statesboro, primary sources of revenue for transportation projects include the Transportation Special Purpose Local Option Sales Tax (TSPLOST), which is allocated separately for roads and transit in Statesboro's budget, and the Local Maintenance and Improvement Grant (LMIG). As detailed in Table 18, TSPLOST is categorized as a local funding source, while LMIG is a state funding source. Table 19 outlines the anticipated revenue for both the City and the County over the next five years.

In addition to TSPLOST and LMIG, Bulloch County is also set to receive federal funding from the Transportation Alternative Program (TAP). For fiscal years 2024 and 2025, this federal funding has been earmarked specifically for the S&S Greenway project.

While LMIG funds can be used for a variety of transportation projects, Bulloch County has historically reserved all LMIG funding for resurfacing projects. Therefore, for the purposes of this plan no projects are allocated to be funded with LMIG funds.

TSPLOST funds are required to be renewed by voter referendum every five years. Currently, TSPLOST funds have been approved in Bulloch County until 2028. Therefore, TSPLOST funding for both the County and the City after the year 2028 is not guaranteed. For the purposes of this five-year financially constrained project list, County TSPLOST funds for FY 2029 and FY 2030 were assumed to be carried forward from the FY 2028 expected TSPLOST revenue amount. City TSPLOST funds for FY2029 and FY2030 were conservatively assumed to be 50% of the FY 2028 expected TSPLOST revenue amount.

Upon establishing the projected revenues for both the City and the County, it became evident that a fiscally constrained project list was essential, as the total estimated costs of projects far exceeded the available revenue. Consequently, the results from the project prioritization process, combined with the estimated costs of each project, were used to identify high-priority projects that can be funded under the LRTP Update. **Table 20** and **22** present these high-priority projects that are feasible within the projected revenues for FY25 to FY30. Please note that the costs for projects numbered 53*, 4*, 1*, and 5* in **Table 20** are distributed across FY2025 to FY2027 due to phased implementation.

Given the constraints on available funding, some projects remain unfunded. Although these projects are currently not funded, future availability of funds may enable their advancement through the transportation planning process and eventual construction at a later date.

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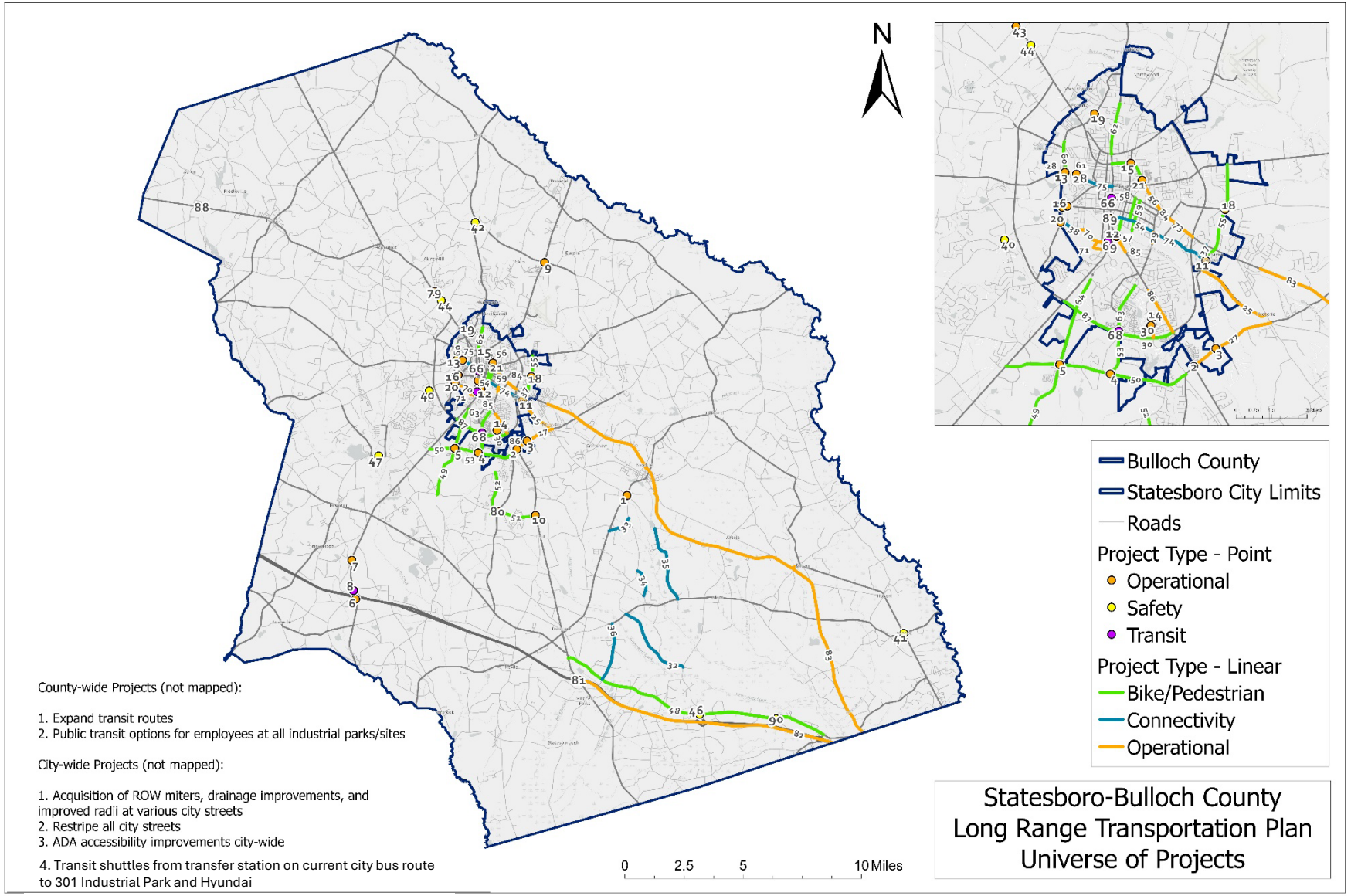
Figure 40: Universe of Projects Map



Source: GMC Staff

Table 120: Bulloch County Prioritized Financially Constrained Project List

Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
FY 2025						
25-1	53*	Bike & Pedestrian	Construct sidewalks and bike lanes along Lanier Drive, from Veterans Parkway to Langston Chapel Phase I	Very High	$300,000	TSPLOST
25-2	4*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Lanier Dr Phase I	Very High	$300,000	TSPLOST
25-3	1*	Operational	Roundabout or signal at intersection of Brooklet-Denmark Road at Rushing Road Phase I	Medium	$50,000	TSPLOST
25-4	5*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Old Register Rd Phase I	High	$80,000	TSPLOST
FY 2026						
26-1	53*	Bike & Pedestrian	Construct sidewalks and bike lanes along Lanier Drive, from Veterans Parkway to Langston Chapel Phase II	Very High	$1,750,000	TSPLOST
26-2	4*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Lanier Dr Phase II	Very High	$1,750,000	TSPLOST
26-3	1*	Operational	Roundabout or signal at intersection of Brooklet-Denmark Road at Rushing Road Phase II	Medium	$500,000	TSPLOST
26-4	5*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Old Register Rd Phase II	High	$1,000,000	TSPLOST
26-5	50	Bike & Pedestrian	Construct sidewalks and bike lanes along Langston Chapel Road	Very High	$4,072,210	TSPLOST
26-6	49	Bike & Pedestrian	Construct sidewalks and bike lanes along Old Register Road and Langston Chapel to Veterans Parkway	Very High	$4,575,300	TSPLOST
26-7	41	Safey	Roundabout or realignment at SR 119 and Mud Road	Very High	$466,250	TSPLOST
26-8	40	Safety	Roundabout at Country Club Road and Highpoint Road	High	$500,000	TSPLOST
26-9	3	Operational	Roundabout or signal at intersection of Burkhalter Road and Cawana Road	High	$400,000	TSPLOST

Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
26-10	7	Operational	Improvements (traffic signal) at US 301 South at Ibo Anderson Road Area to address potential increased industrial traffic	High	$267,000	TSPLOST
26-11	78	Transit	Public Transit options for employees at all industrial parks/sites	High	$1,000,000	TSPLOST
26-12	77	Transit	Expand Transit Routes	High	$500,000	TSPLOST
FY 2027						
27-1	53*	Bike & Pedestrian	Construct sidewalks and bike lanes along Lanier Drive, from Veterans Parkway to Langston Chapel Phase II	Very High	$105,000	TSPLOST
27-2	4*	Operational	Roundabout or signal at intersection of Langston Chapel Rd and Lanier Dr Phase II	Very High	$105,000	TSPLOST
27-3	52	Bike & Pedestrian	Construct sidewalks and bike lanes along Hightower Road	High	$4,859,950	TSPLOST
27-4	47	Safety	Replace bridge at Cypress Lake Road and Watering Hole Branch	High	$3,000,000	TSPLOST
27-5	79	Operational	Intersection improvements at US-80 and Akins Pond Road	High	$318,600	TSPLOST
27-6	6	Operational	Roundabout or signal at intersection of I-16 at US 301 South	Medium	$3,000,000	TSPLOST
27-7	42	Safety	Roundabout or other safety improvements at Lakeview Road and Clito Road	Medium	$500,000	TSPLOST
FY 2028						
28-1	48	Bike & Pedestrian	Construct multi-use trail along Old Hwy 46	High	$7,000,000	TSPLOST
28-2	80	Operational	Intersection improvements at Harville Road and Josh Deal Road	Medium	$634,320	TSPLOST
FY 2029						
29-1	8	Operational	Roundabout or signal at intersection of US 301 South and Neville Dairy Road	Medium	$1,500,000	TSPLOST

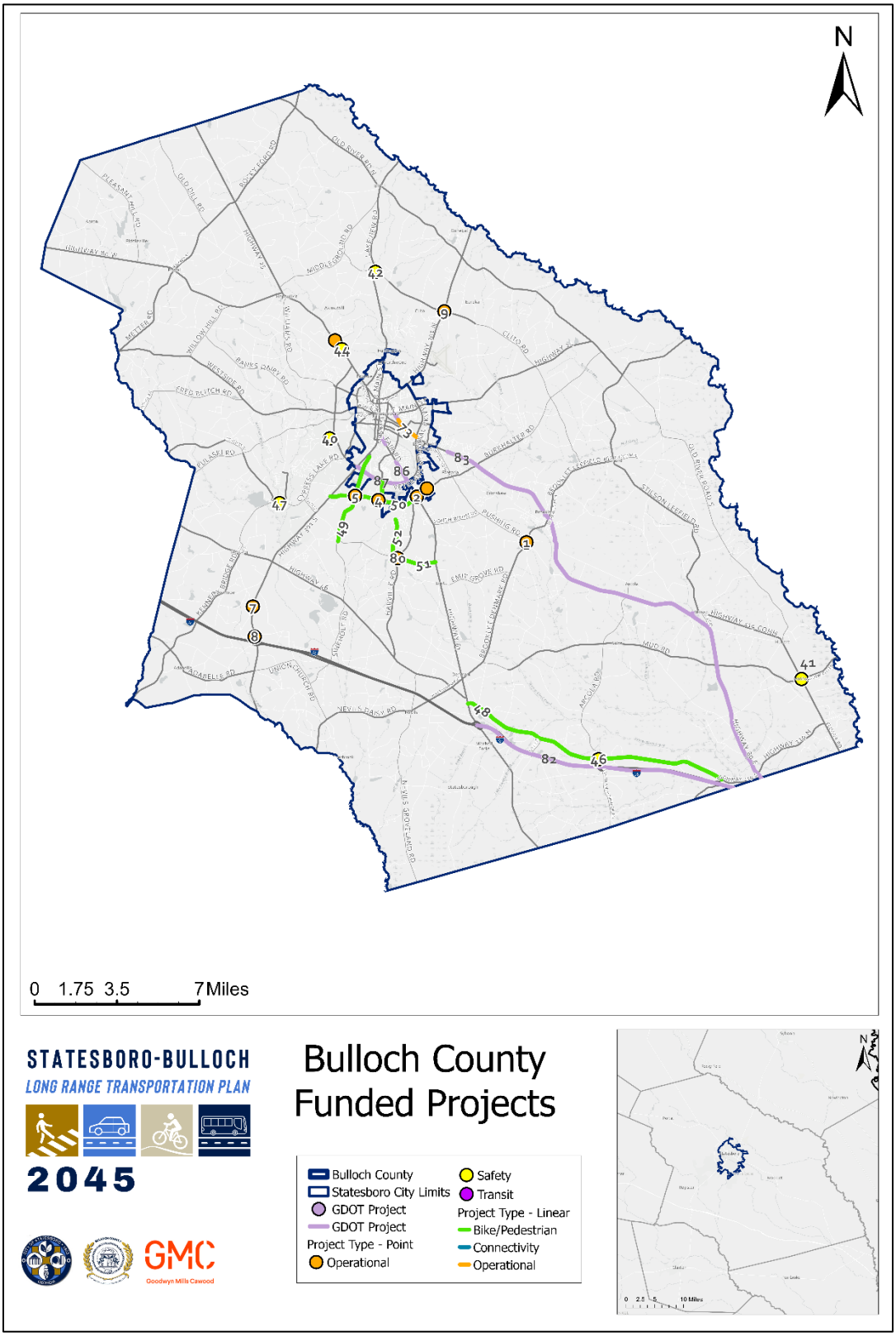
Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
29-2	44	Safety	Improve congestion US Hwy 80 and Simons Road near William James Middle School (Intersection improvements)	Medium	$936,675	TSPLOST
29-3	9	Operational	Roundabout or signal at intersection of US 301 North and Clito Road	Medium	$1,500,000	TSPLOST
29-4	46	Safety	Roundabout, signal, or All-way stop signs at Old Hwy 46 and Arcola Rd	Medium	$552,800	TSPLOST
FY 2030						
30-1	51	Bike & Pedestrian	Construct sidewalks and bike lanes along Josh Deal Road	Medium	$4,761,190	TSPLOST
30-2	73	Operational	Turn Lanes on Hwy 80 (301 to Lee Hill)	Low	$506,800	TSPLOST

Please note that the costs for projects numbered 53, 4*, 1*, and 5* are distributed across FY2025 to FY2027 due to phased implementation.

Table 21: Bulloch County Unfunded Project List

Project ID Number	Project Type	Description	Priority	Cost
2	Operational	Add turn lanes at intersection of HIGHWAY 67 at Burkhalter Road	Medium	$750,000
10	Operational	Roundabout or signal at intersection of HIGHWAY 67 and Josh Deal/Alford	Low	$3,000,000
32	Connectivity	Pave dirt portion of Black Creek Church Road to Mud Road	Low	$2,673,006
33	Connectivity	Pave Aycock Road	Low	$2,047,100
34	Connectivity	Pave Brinson Road	Low	$2,760,660
35	Connectivity	Pave Cleary Road	Low	$2,661,089
36	Connectivity	Provide connection from Old Hwy 46 to Mud Road by paving Old Happy Road	Low	$3,844,205
43	Safety	R-CUT or signal US Hwy 80 and Akins Pond Road	Medium	$2,784,000
45	Safety	Realign intersection at Harville Road and Josh Deal Road	Low	$887,600
81	Operational	Bridge widening at SR-67 and I-16	Very High	$12,850,020

Figure 41: Bulloch County Funded Projects by Type, 2025-2030



Source: GMC

Table 22: Statesboro Prioritized Financially Constrained Project List

Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
FY 2025						
25-1	66	Transit	Transit pull-off at South Main at Queensboro Bank	Very High	$400,000	TSPLOST Transit
25-2	61	Bike & Pedestrian	Construct sidewalks at West Main Street from Stockyard Road to Foss Street.	Very High	$350,000	TSPLOST Roads
25-3	63	Bike & Pedestrian	Construct bike lanes/multi-use trail at Lanier Drive from Georgia Avenue to Veterans Parkway	Very High	$2,000,000	TSPLOST Roads
25-4	60	Bike & Pedestrian	Construct sidewalks at Stockyard Road from Bryant's Landing to West Main Street	Very High	$200,000	TSPLOST Roads
25-5	64	Bike & Pedestrian	Construct bike lanes/multi-use trail at Old Register Road from RAC parking lot to Veterans Parkway.	Very High	$500,000	TSPLOST Roads
25-6	62	Bike & Pedestrian	Construct sidewalks at North Main Street from Parrish Street to Fletcher Drive	Very High	$500,000	TSPLOST Roads
25-7	58	Bike & Pedestrian	Construct sidewalks and bike lanes at College Blvd from Savannah to Brannen Street	Very High	$500,000	TSPLOST Roads
25-8	21	Operational	Intersection improvements at Turner Street at Northside Drive	Very High	$572,000	TSPLOST Roads
25-9	15	Operational	Intersection improvements at Zetterower and Northside Drive	High	$600,000	TSPLOST Roads
25-10	59	Bike & Pedestrian	Construct sidewalks and bike lanes at Park Ave. from Savannah to Brannen Street	High	$200,000	TSPLOST Roads
FY 2026						
26-1	67	Transit	Transit pull-off South Main at Library	Very High	$348,765	TSPLOST Transit
26-2	68	Transit	Transit pull-off Lanier Drive at Eagles Court	Very High	$405,000	TSPLOST Transit
26-3	87	Bike & Pedestrian	Multi-use path along bypass (SR 301 to HIGHWAY 67)	Very High	$3,500,000	TSPLOST Roads

Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
26-4	12	Operational	Intersection improvements at Zetterower/Tillman Road at HIGHWAY 67/Fair Road	High	$1,000,000	TSPLOST Roads
26-5	20	Operational	Intersection improvements at Cypress Lake at Country Club	High	$512,000	TSPLOST Roads
26-6	14	Operational	Intersection improvements at Brampton Ave and Bermuda Run Road	High	$625,000	TSPLOST Roads
FY 2027						
27-1	69	Transit	Transit pull-off South Main at Knights Inn	Very High	$400,000	TSPLOST Transit
27-2	56	Bike & Pedestrian	Construct sidewalks at Northside Drive from North Main to Savannah Avenue	Very High	$3,769,900	TSPLOST Roads
27-3	16	Operational	Intersection improvements at West Jones Avenue at Cypress Lake Road and West Jones	Medium	$497,000	LMIG
27-4	11	Operational	Intersection improvements at Brannen Street and Cawana Road	Medium	$900,000	TSPLOST Roads
27-5	30	Operational	Maintenance at Brampton from Veterans to Bermuda Run	Medium	$ 896,400	TSPLOST Roads
FY 2028						
28-1	55	Bike & Pedestrian	Construct sidewalks/bike lanes/trails at Cawana Road / Beasley Road from S&S Railroad Trail to Mill Creek Park	Very High	$2,500,000	TSPLOST Roads
28-2	17	Operational	Intersection improvements at Johnson Street at West Jones	Medium	$598,000	LMIG
28-3	65	Bike & Pedestrian	ADA Accessibility Improvements city wide	High	$2,000,000	TSPLOST Roads
28-4	13	Operational	Roundabout at West Main and Stockyard Road	Medium	$700,000	TSPLOST Roads

Project Priority Number	Project ID Number	Project Type	Description	Priority	Cost	Funding Source
FY 2029						
29-1	72	Operational	Tillman Street drainage and improvements	Medium	$1,000,000	TSPLOST Roads
29-1	18	Operational	Intersection improvements at Jones Mill Road at Beasley Road	Medium	$500,000	LMIG
FY 2030						
30-1	76	Transit	Transit shuttles from transfer station on current city bus route to 301 industrial Park and Hyundai.	Very High	$1,000,000	TSPLOST Transit
30-2	19	Operational	Intersection improvements at Zetterower Road at Aldred Avenue	Medium	$467,000	LMIG
30-3	70	Operational	Bruce Drive drainage and improvements	Low	$1,000,000	TSPLOST Roads

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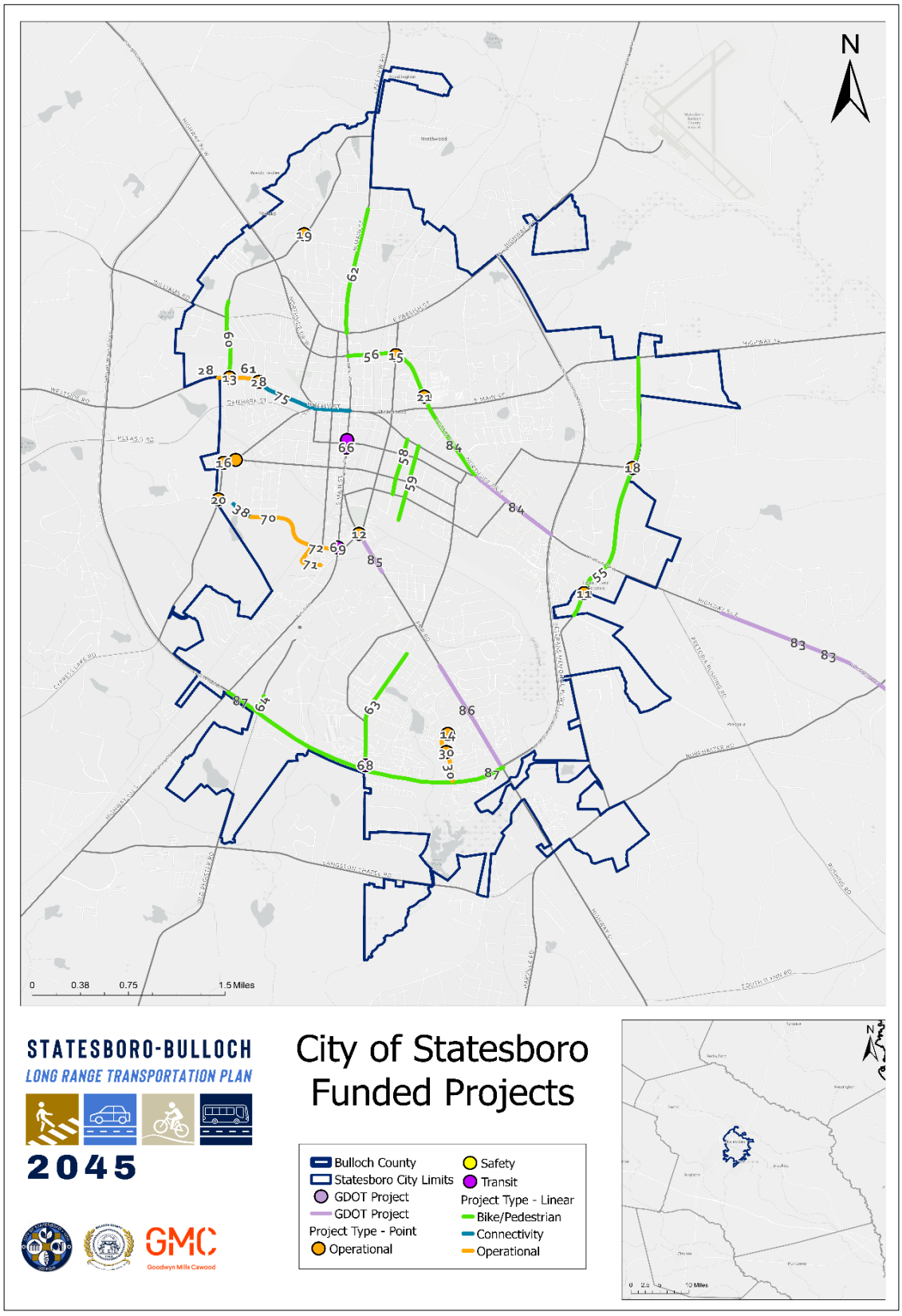
Table 23: Statesboro Unfunded Project List

Project ID Number	Project Type	Description	Priority	Cost
38	Connectivity	Construct connector road between Bethany Lane and Bruce Drive	Low	$ 2,000,000
37	Connectivity	Construct connector Road between Hwy 80 and Brannen Street beside Lowes Home Improvement, which includes the closing of Bernard lane and reconfiguring the intersection at 301 Bypass/Brannen St	Low	$ 3,000,000
39	Connectivity	Construction of Cul-de-sacs on dead end streets over 150' in length	Low	$ 2,000,000
57	Bike & Pedestrian	Construct sidewalks at Zetterower Avenue from Brannen Street to Fair Road on the south side.	High	$ 3,085,500
27	Operational	Road widening- Burkhalter Road between SR67 and Pretoria Rushing Lane	Medium	$ 7,910,000
29	Operational	Maintenance at Gentilly from Brannen to S&S RR Trail	Medium	$ 1,210,000
25	Operational	S&S Railroad Bed Road Widening	Low	$ 2,000,000
28	Operational	Road widening - add Center turn lane and realign Proctor Street Intersection at West Main Street between City Limits/Stockyard Road to Proctor Street	Low	$ 6,792,000
31	Operational	Restripe all city streets	Low	$ 3,970,000
54	Bike & Pedestrian	Construct sidewalks/Bike Lanes/Trails & Traffic Calming Measures at Brannen / Gentilly Street - between South Main Roundabout and S&S Railroad Trailhead	High	$ 5,000,000
22	Operational	Acquisition of ROW miters, drainage improvements, and improved radii at various city streets	Low	$ 785,000
26	Operational	Road widening- obtain 20' minimum pavement width at various city streets	Low	$ 1,000,000
71	Operational	Vista Circle drainage and improvements	Low	$ 1,000,000
74	Connectivity	Brannen corridor from South College to Cawana	Medium	$ 5,000,000
75	Connectivity	Westside Corridor study connecting to south Main.	Low	$ 5,000,000

Figure 42: Statesboro Funded Projects by Type, 2025-2030



Source: GMC

Programmed Project Summary

Bulloch County

Between 2025- 2030 Bulloch County has programmed 25 individual projects, with an additional 10 projects left unfunded. In total between 2025-2030 the County has programmed $27,423,650 towards 6 bike and pedestrian projects, $13,411,720 towards 11 operational projects, $1,500,000 towards 2 transit project, and $6,892,400 towards 6 safety related projects. Projects left currently unfunded total $34,257,680 and are comprised of connectivity, operational and safety projects.

Figure 43: Funded County Projects by Type, 2025-2030

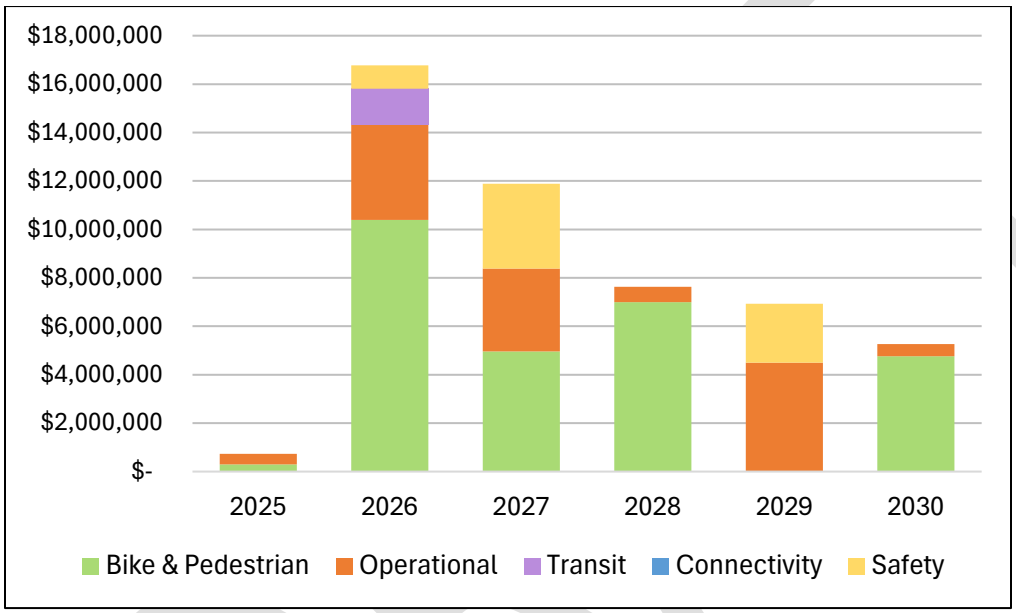
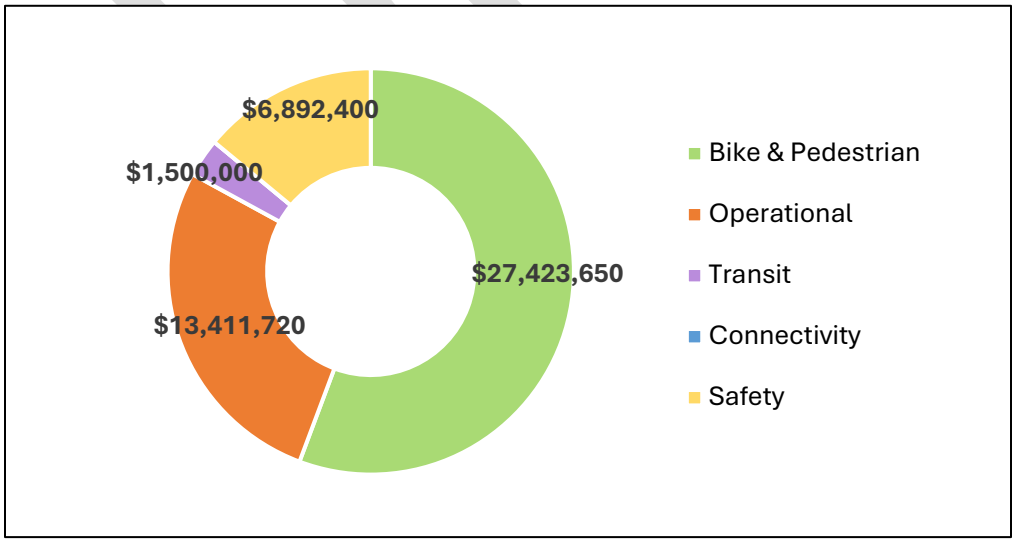


Figure 44: Total County Programmed Expenditures 2025-2030



Source for both figures: GMC

City of Statesboro

Between 2025- 2030 the City of Statesboro has programmed 30 individual projects, with an additional 15 projects left unfunded. In total between 2025-2030 the City has programmed $16,019,900 towards 11 bike and pedestrian projects, $9,867,400 towards 14 operational projects, and $2,553,765 towards 5 transit projects. Projects left currently unfunded total $49,752,500 and are comprised of bike and pedestrian, connectivity and operational projects. Note that there were no safety or connectivity projects funded between FY25 to FY30, which is why there is no dollar amount listed in the pie chart for those categories.

Figure 45: Funded City Projects by Type, 2025-2030

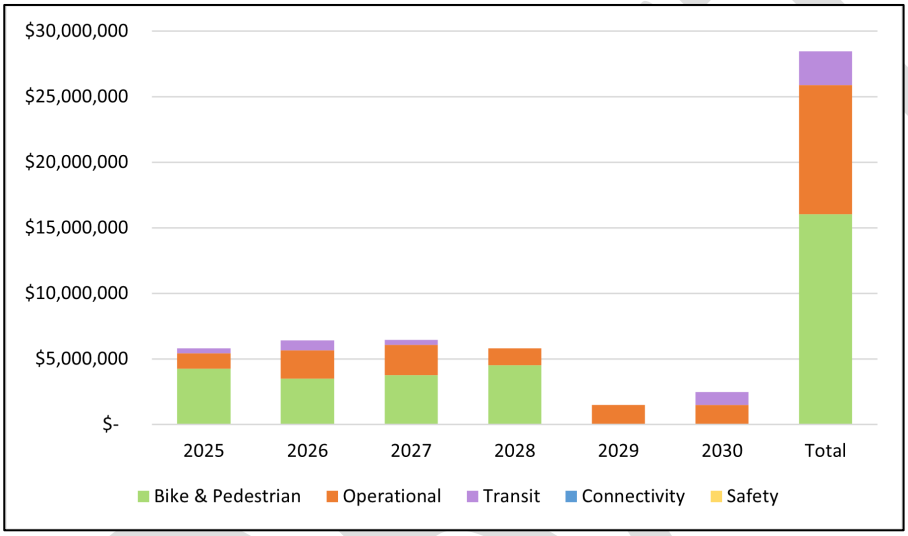
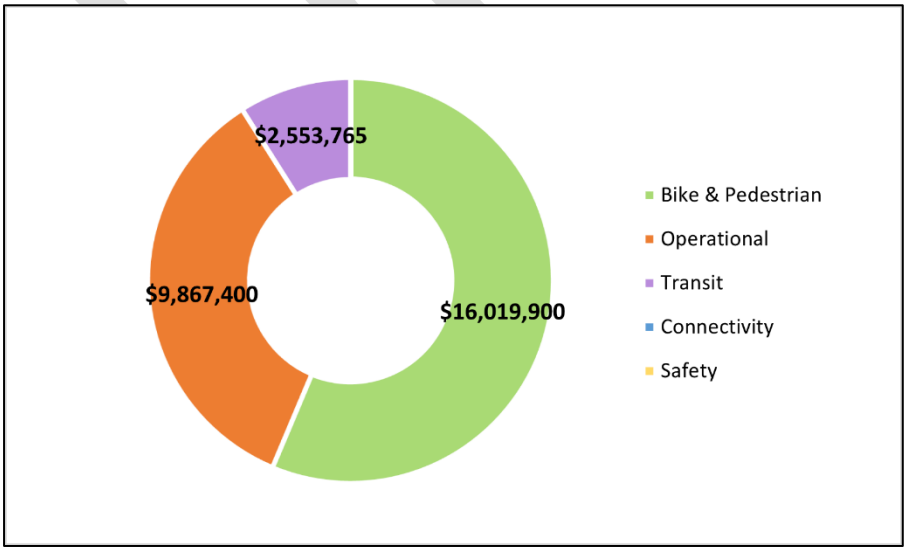


Figure 46: Total City Programmed Expenditure 2025-2030



Source for both figures: GMC

GDOT State Transportation Improvement Program (STIP)

GDOT annually updates the State Transportation Improvement Program (STIP), which outlines all projects and phases expected to receive federal and state funding over the current four-year period. The STIP also includes "lump sum" projects that benefit multiple counties, such as roadway beautification initiatives. In its 2024-2027 STIP, GDOT projected nearly $9.166 million allocated for various transportation functions throughout Georgia. Projects in Table 25: GDOT Programmed Projects are derived from the Statewide Transportation Improvement Programs FY 24-27, the Coastal Empire Transportation Study, and County and City Staff.

Table 24: GDOT Programmed Projects

Project Number	Description	Priority	Cost
84	US-80 improvements (E Main St to Veterans Memorial Highway)	Very High	$2,000,000
82	I-16 widening (SR-67 to I-95 in Chatham Co.)	High	$481,000,000
83	US-80 widening (Amanda Rd to SR-17 in Effingham Co.)	High	$176,000,000
85	SR-67 Improvements (Tillman to Pitt Moore Rd)	High	$783,430
86	SR-67/Fair Rd Improvements (Georgia Ave to Veterans Memorial Pkwy)	High	$872,735
41	Roundabout or realignment at SR 119 and Mud Road	Very High	$466,250
88	Replace Bridge (CR 927/Old HWY 46 @ Ash Branch 11.6 MI SE of Brooklet)	Low	$3,087,268
89	Roundabout (SR 73/US 25 @ Highway 67)	High	$9,521,073
90	Replace Bridge (SR 26 @ Lotts Creek)	Low	$7,109,777
91	NEVI - Charging Station (EV Charging Station @ 1 LOC in Bryan/ Bulloch County)	Medium	$1,280,000

Conclusion

Planning for a safe, efficient, and reliable transportation system over the next 20 years is crucial for Bulloch County and the City of Statesboro, given the significant population growth anticipated by 2045. Bulloch County is projected to increase by 31,800 residents, representing a 43% growth. To accommodate this future population surge and address current needs, a thorough analysis of existing transportation conditions was conducted across all modes. This analysis identified key needs and priorities.

Extensive public engagement was integral to this planning process, incorporating feedback from the general public and key stakeholders on the most critical transportation needs. Outreach methods included multiple public workshops, stakeholder interviews, City Council and County Commission meetings, a project website, and a survey. Efforts were made to ensure that Environmental Justice communities were actively included in the engagement process and considered in project prioritization. The aim was to maximize public input and integrate public priority as a metric used to score and prioritize projects.

Upon assessing cost estimates and available revenue, it became evident that not all proposed projects could be funded within the Fiscal Year budgets for 2025 to 2030. Consequently, projects that align with available federal, state, and local funding sources were selected to form the final Prioritized Financially Constrained Project list, detailed in **Table 21** for Bulloch County and **Table 23** for Statesboro. Unfunded projects should be revisited in future Fiscal Year budgets and considered for additional funding opportunities.

This Long Range Transportation Plan (LRTP) outlines potential projects based on local transportation needs and validated through technical analysis. As data, funding, and transportation needs evolve, periodic updates to this document will be necessary to ensure continued relevance and effectiveness. The LRTP should serve as the foundational framework for Bulloch County's transportation planning efforts and as a starting point for addressing future transportation needs.

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