



Cherokee County
2022 Comprehensive Transportation Plan

CTP Survey Report

February 2022

Key Insights

Launched Survey
October 2021

Closed Survey
December 2021

**TOTAL
RESPONSES**

2,436

**COMPLETION
RATE**

70%

**AVERAGE TIME
SPENT**

~ 9 min



Live/Work

- **98% live or work in Cherokee County**

- 6 respondents neither live nor work in Cherokee
- 1.3% respondents only work in Cherokee
- 1.1% travel through Cherokee

83% live within four zip codes

1. 30114 (705 respondents)
2. 30115 (617 respondents)
3. 30188 (501 respondents)
4. 30189 (203 respondents)

113 work zip codes were provided

1. 30114 (333 respondents)
2. 30115 (317 respondents)
3. 30188 (253 respondents)
4. 30189 (107 respondents)



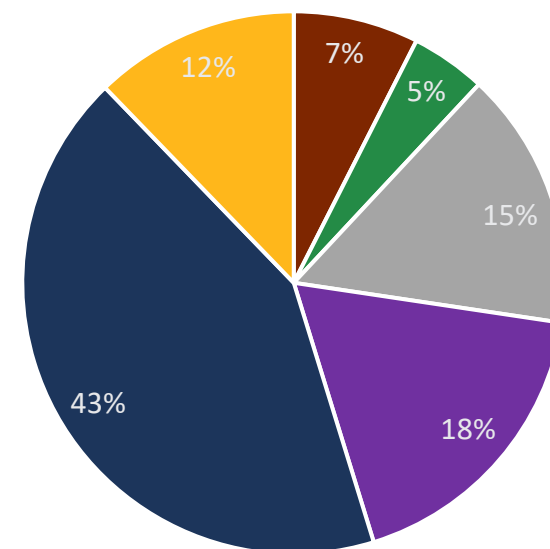
Commuting Behaviors

50% work outside the home

97% drive alone to/from work

- 37 respondents carpool
- 8 respondents ride transit
 - One indicated their preferred transit system: Xpress
- 18 respondents bike/walk

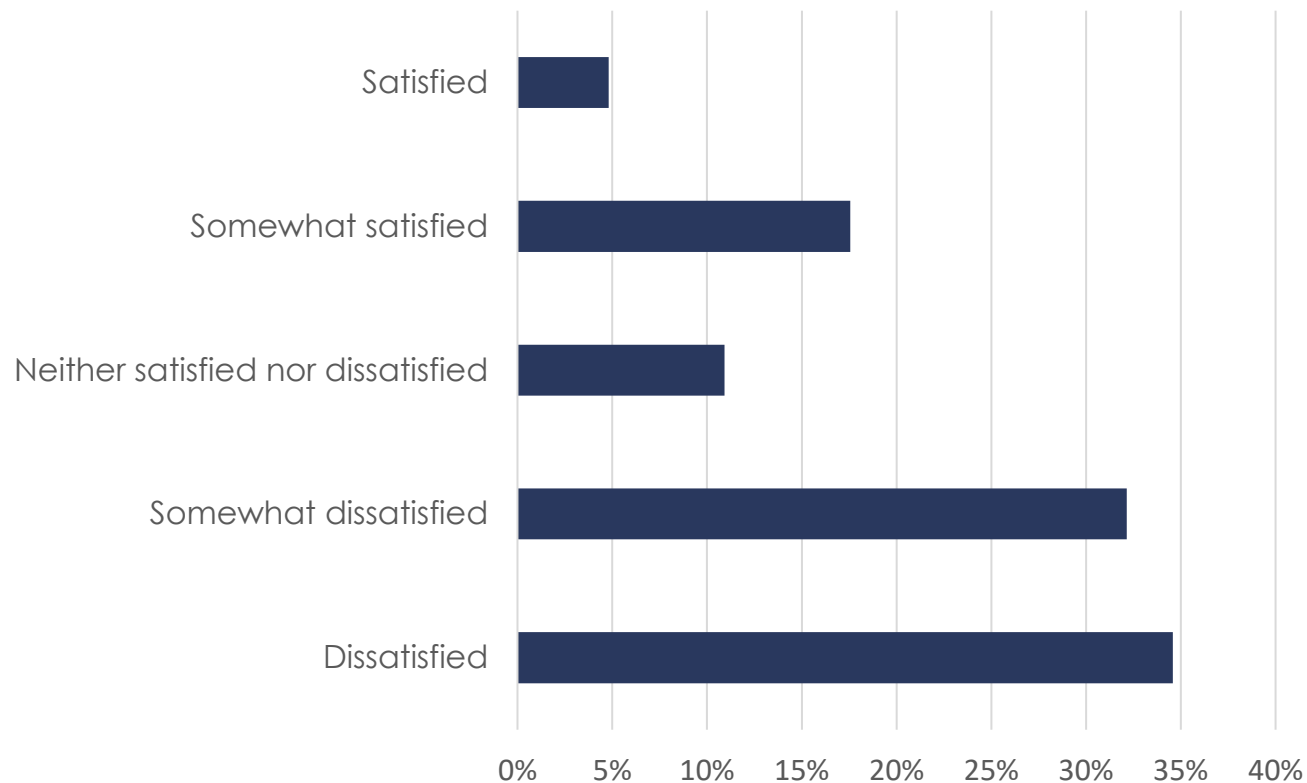
Miles Traveled Per Week



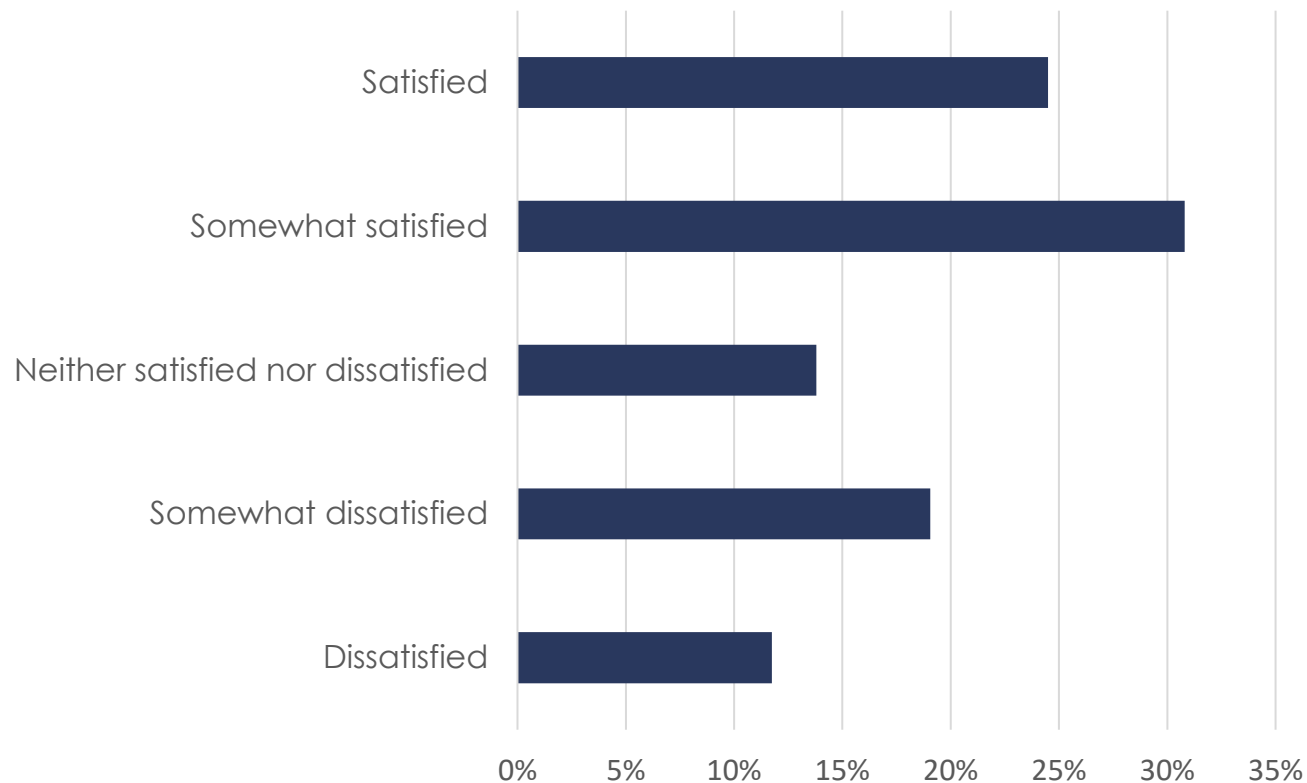
■ Above 95 ■ 70 to 95 ■ 50 to 65 ■ 30 to 45 ■ 10 to 25 ■ 0 to 5



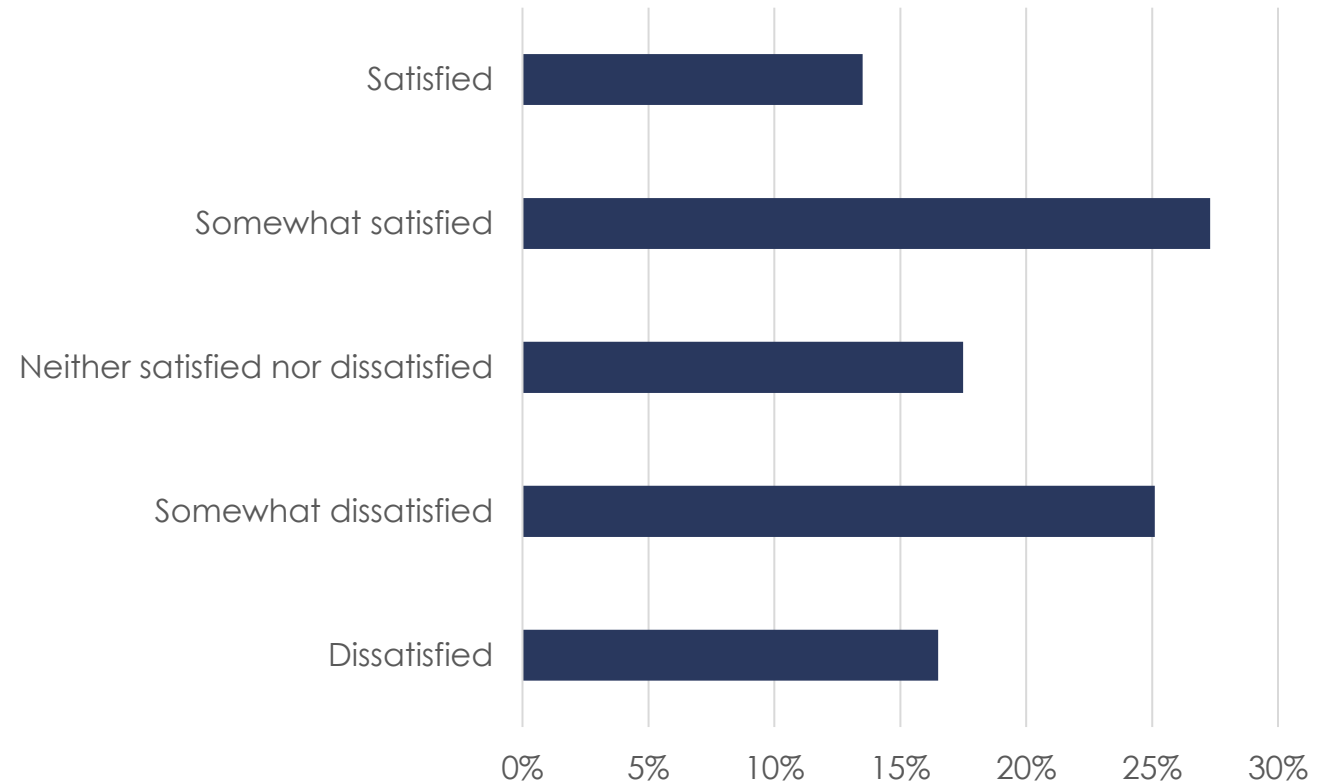
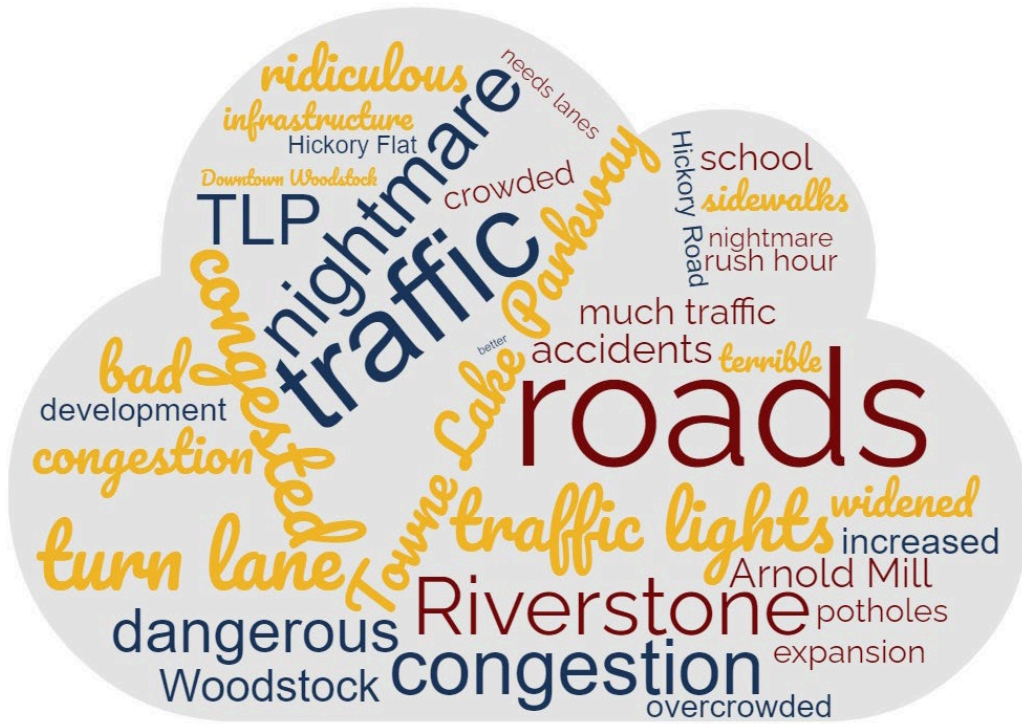
Citizen Satisfaction – State Routes



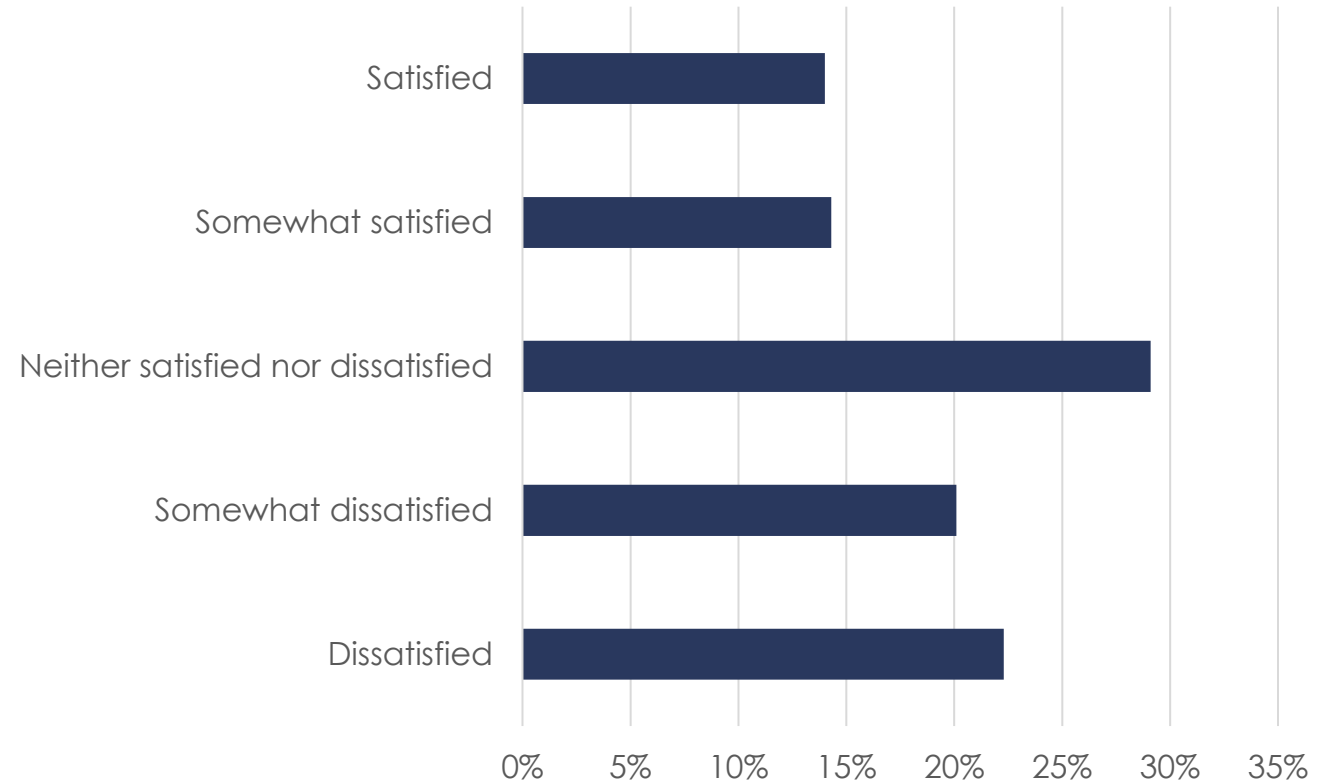
Citizen Satisfaction – Interstates



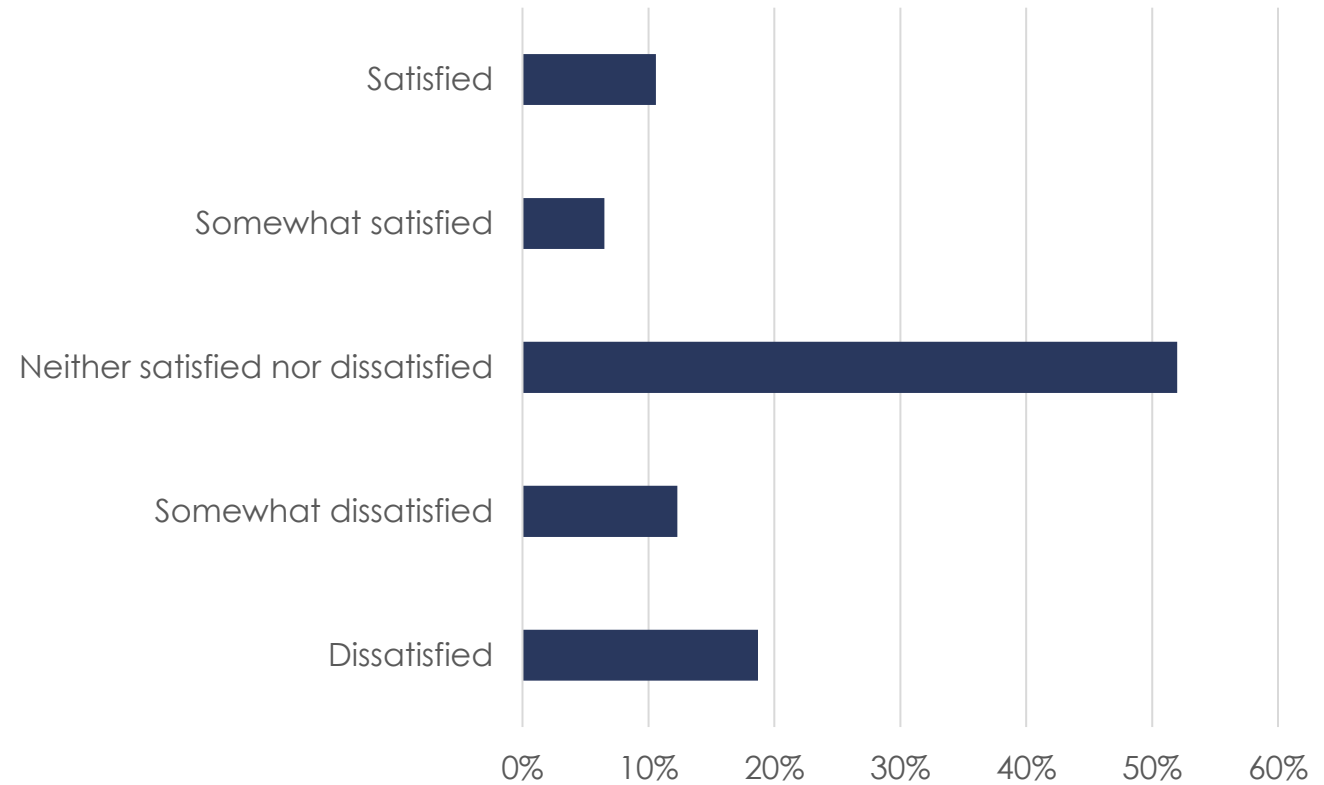
Citizen Satisfaction – Local Roads



Citizen Satisfaction – Sidewalk Availability

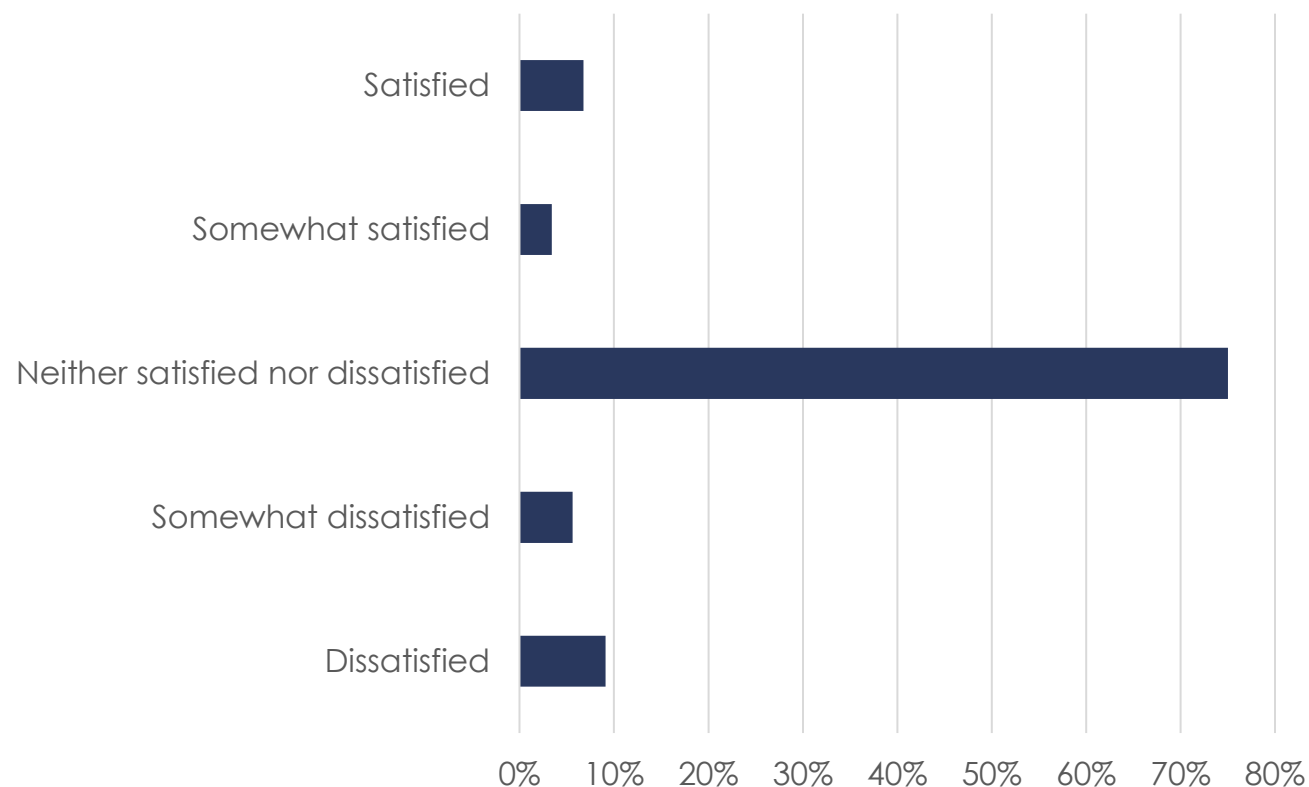


Citizen Satisfaction – Bicycle Facilities



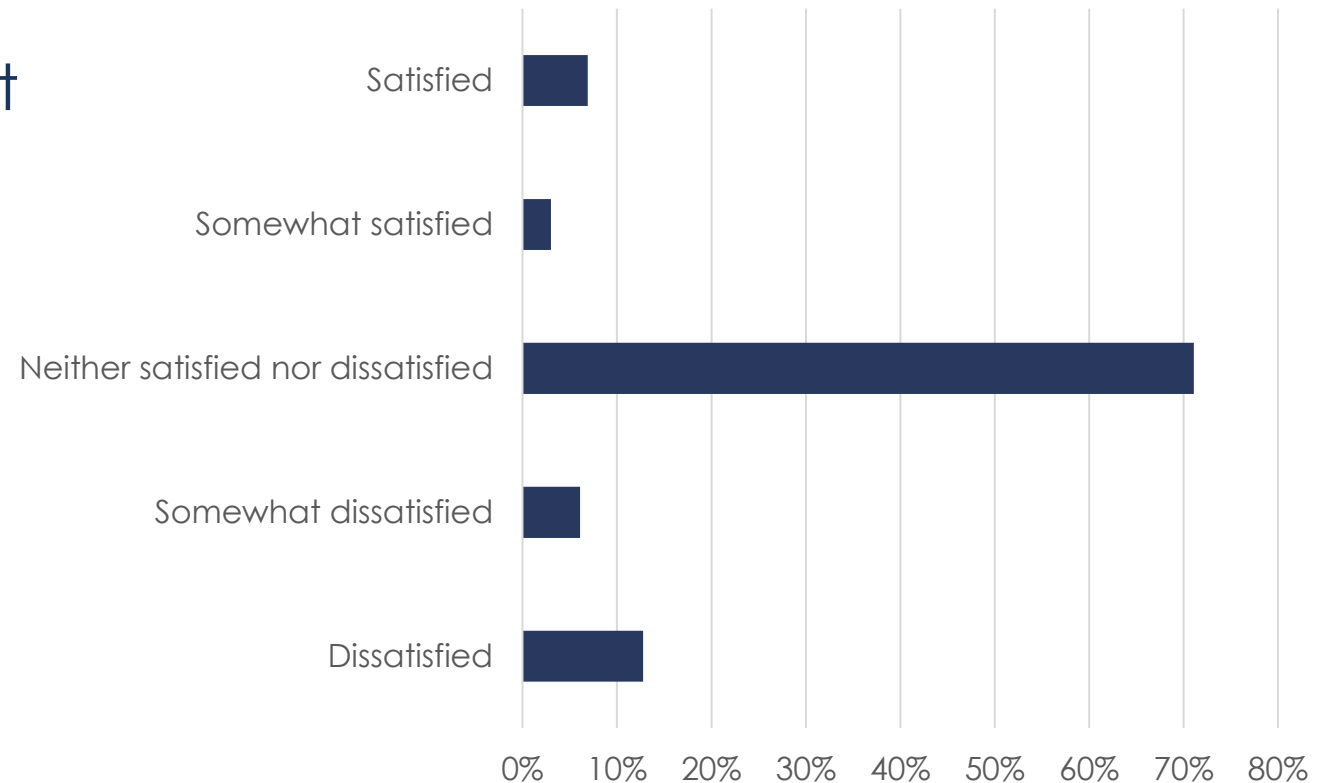
Citizen Satisfaction – CATS

- Majority of respondents do not use the service
- Want local transportation to/from stores, shops, and airport
- Like that the county offers it



Citizen Satisfaction – Regional Commuter Transit

- Majority of respondents do not use the service or didn't know it exists
- Those against it don't want additional population growth



Future Transportation Priorities

Top 5 Investment Priorities

1 Reduced traffic congestion

2 More roadway capacity

3 Improved traffic signaling and/or signage

4 Improved roadway maintenance

5 Innovative transportation technologies and traffic signals

CTP Goal Priorities

1 Align transportation and land use planning

2 Infrastructure preservation

3 Maintain community health, safety and environment

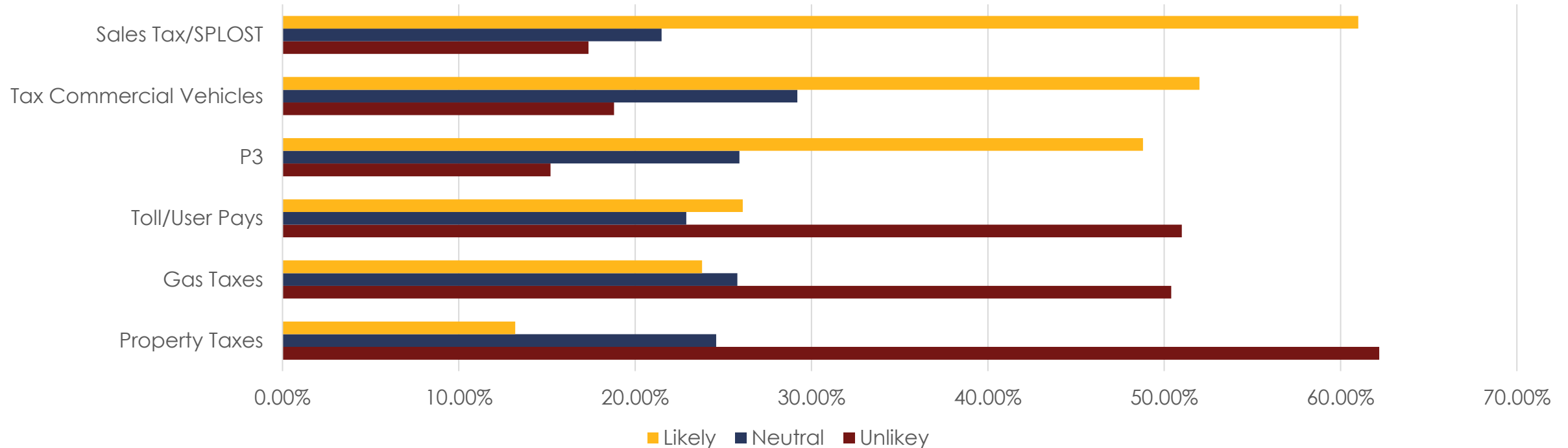
4 Improve connectivity and mobility

5 Increased modal options



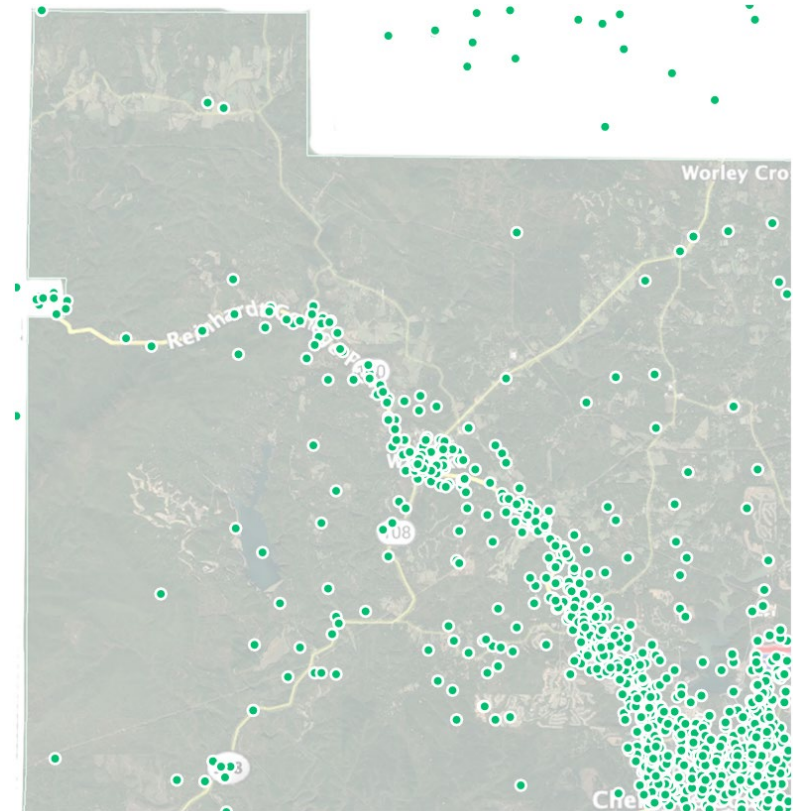
Future Transportation

Support of Funding Methods



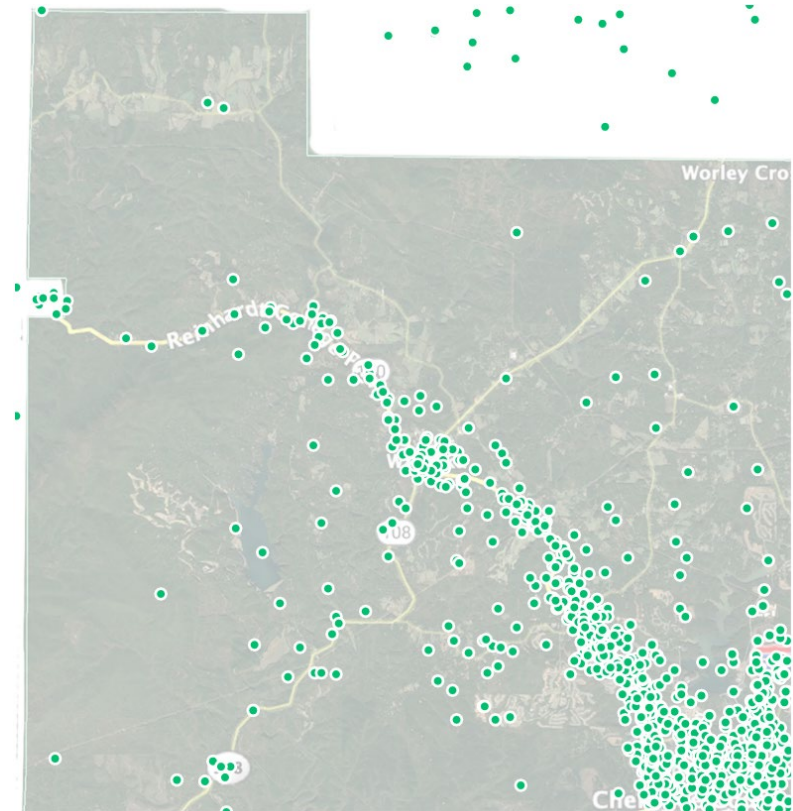
Northwest Cherokee County

- Key Takeaways
 - 748 comments received
 - Most comments are in the lower portion of GA-140
 - Majority of comments related to congestion



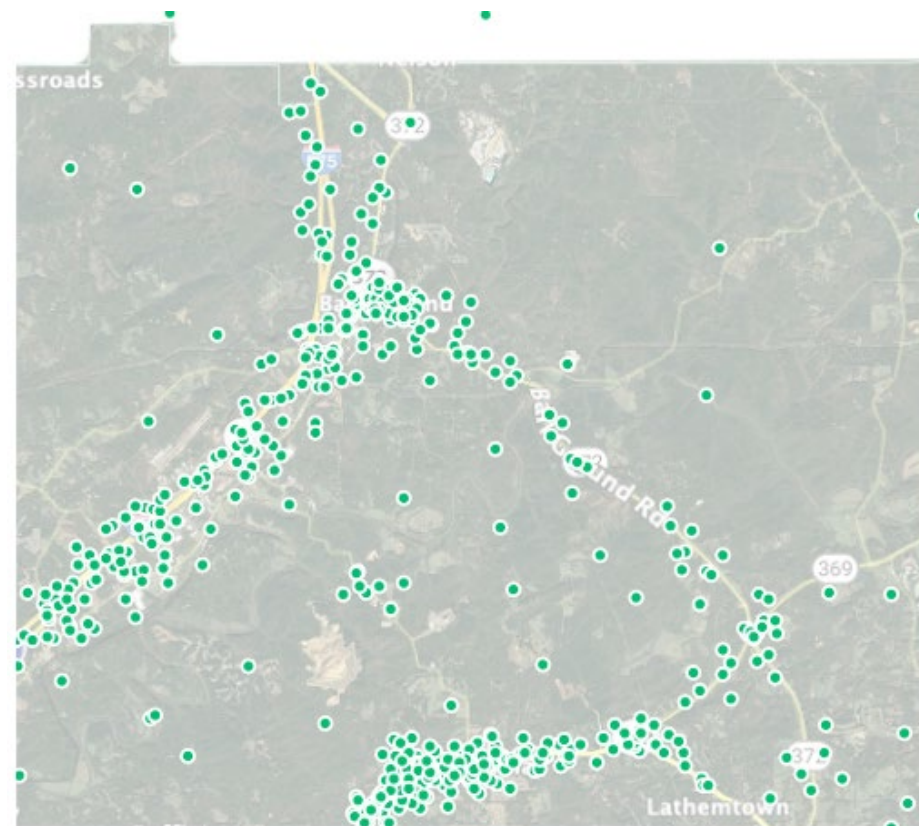
Northwest Cherokee County

- Capacity/Congestion
 - GA-140
 - I-575 on/off ramps
- Safety
 - Reinhardt pedestrian
 - I-20/SR 369
 - GA-140



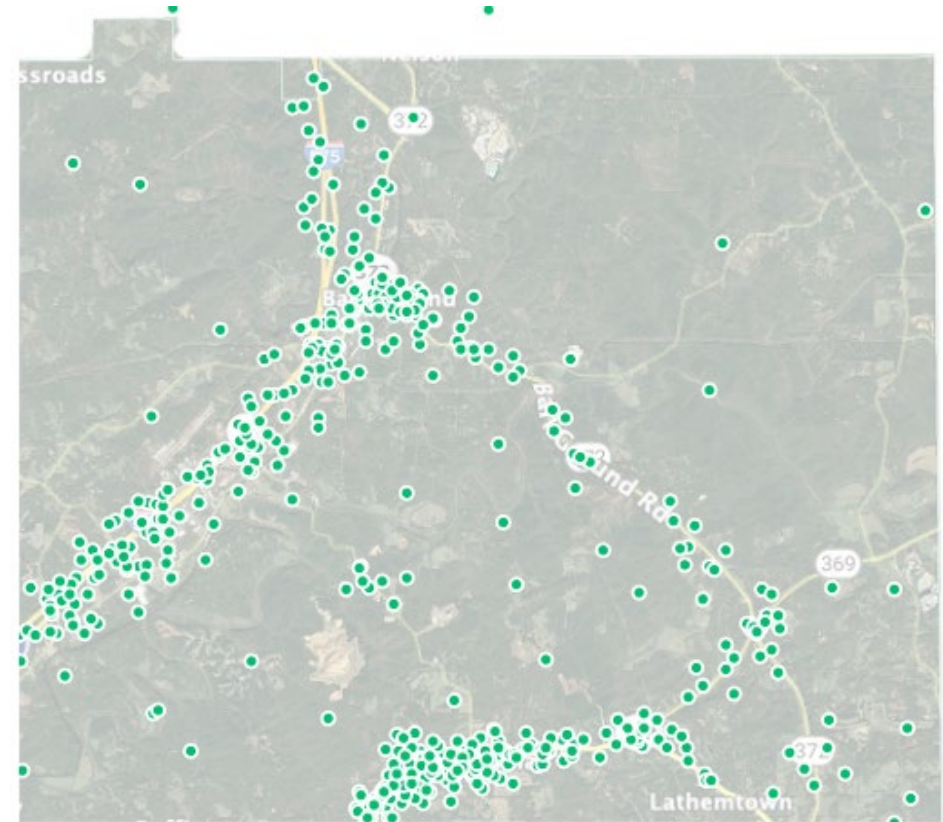
Northeast Cherokee County

- Key Takeaways
 - 507 comments received
 - Most comments are along I-575
 - Heavy concentration in southern portion quadrant
 - Majority of comments related to roadway capacity and growth in Ball Ground



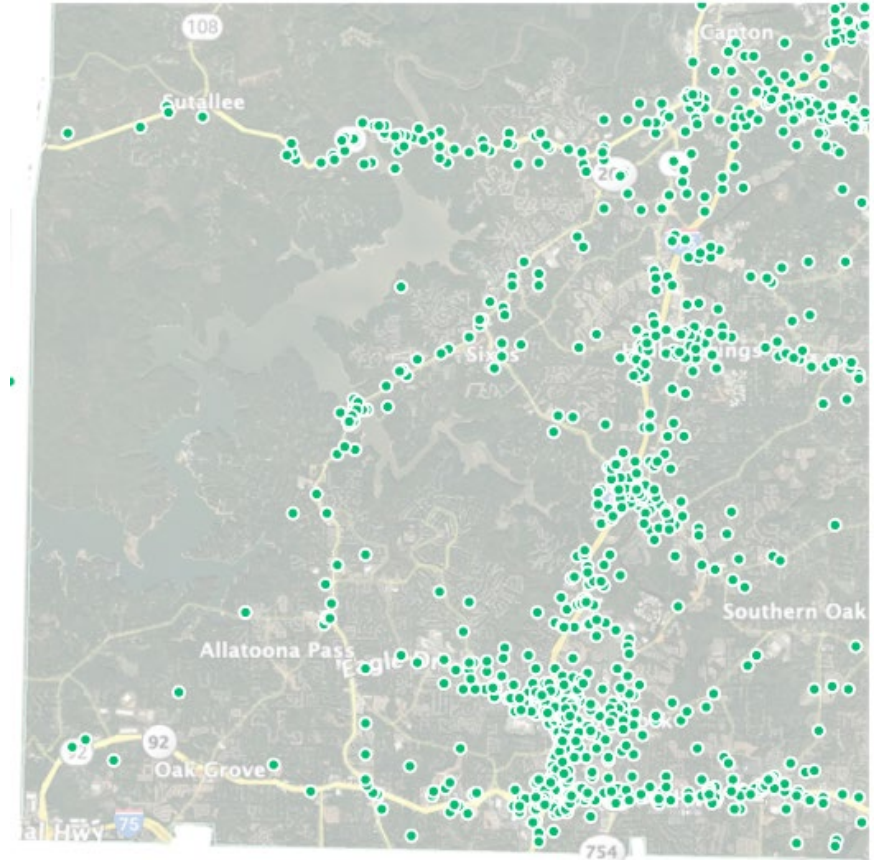
Northeast Cherokee County

- Capacity/Congestion
 - Ball Ground
 - I-575
 - Commercial/freight traffic
 - Better turn lanes
- Safety
 - Ball Ground Hwy/Fate Connector
 - I-20/SR 369
 - Too much freight
 - Traffic signals



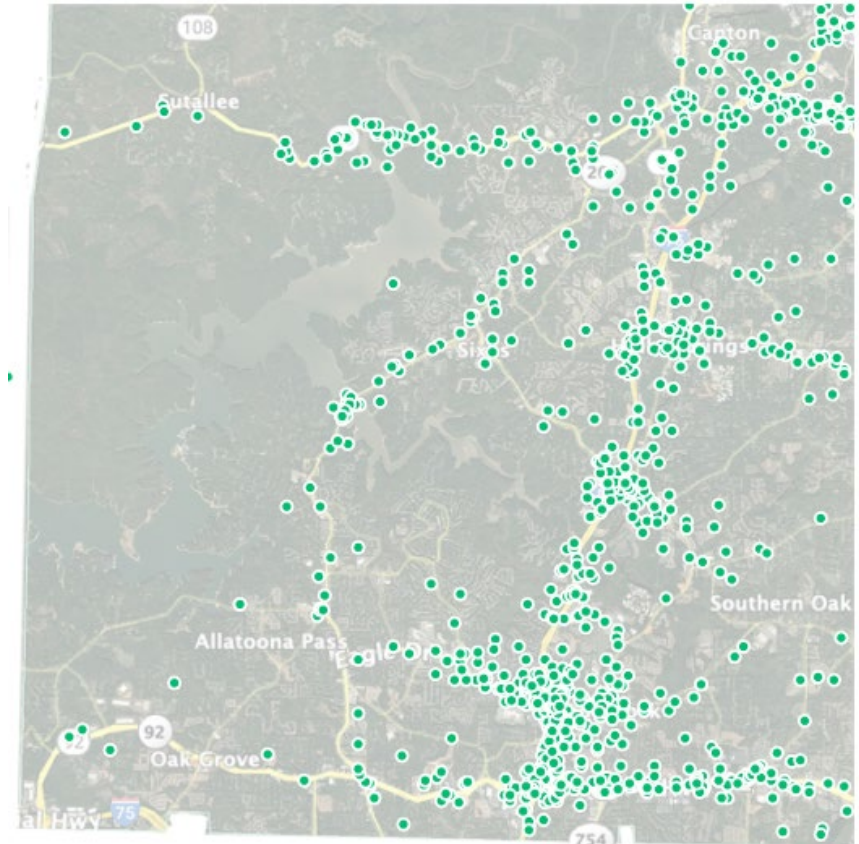
Southwest Cherokee County

- Key Takeaways
 - Heavy concentration along Hwy 92 and in Woodstock
 - 786 comments received
 - Majority of comments related to traffic, capacity and signals



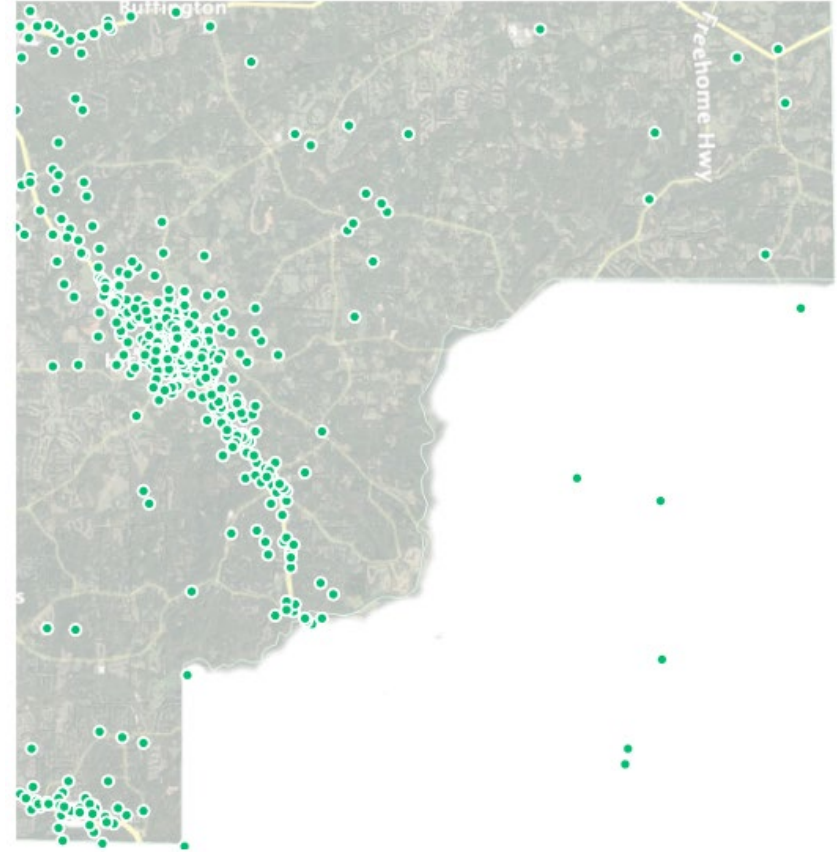
Southwest Cherokee County

- Capacity/Congestion
 - I-575
 - Highway 92
 - Towne Lake Parkway
 - Bells Ferry
- Safety
 - Intersections
 - Roundabouts
 - Pedestrian



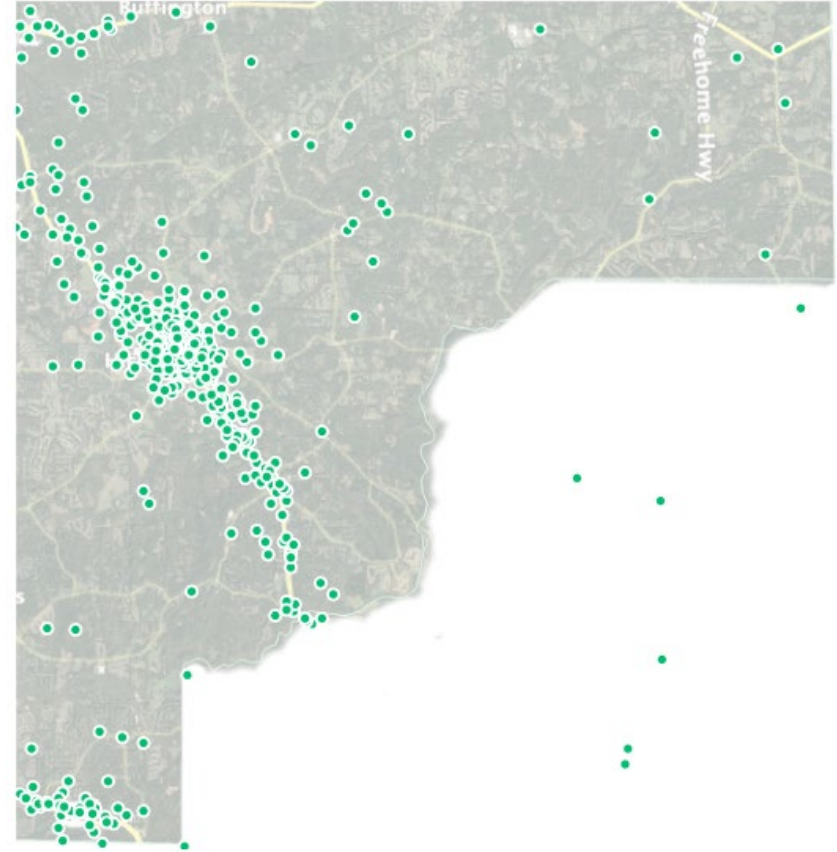
Southeast Cherokee County

- Key Takeaways
 - Majority of comments along GA-140
 - 616 comments received
 - Heavy emphasis on traffic, Hickory Flat and widening in comments



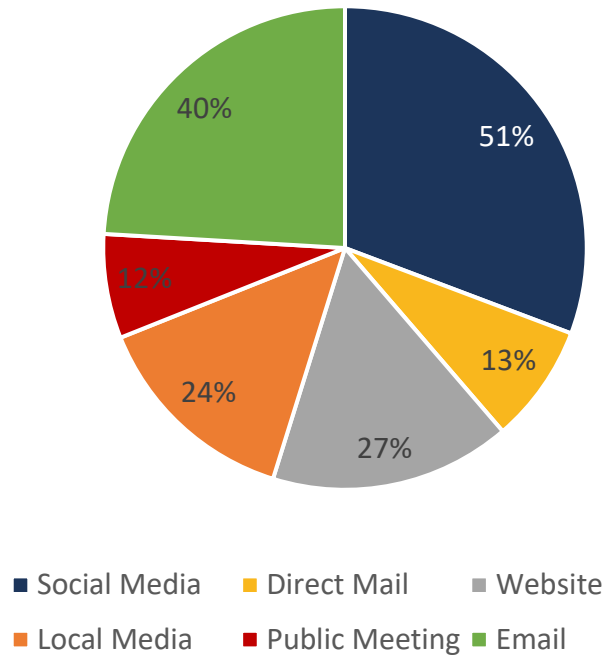
Southeast Cherokee County

- Capacity/Congestion
 - Hickory Flat
 - GA-140
 - East Cherokee Road
- Safety
 - New traffic lights
 - Dangerous intersections
 - Traffic patterns around schools



Communications

How to Share Information

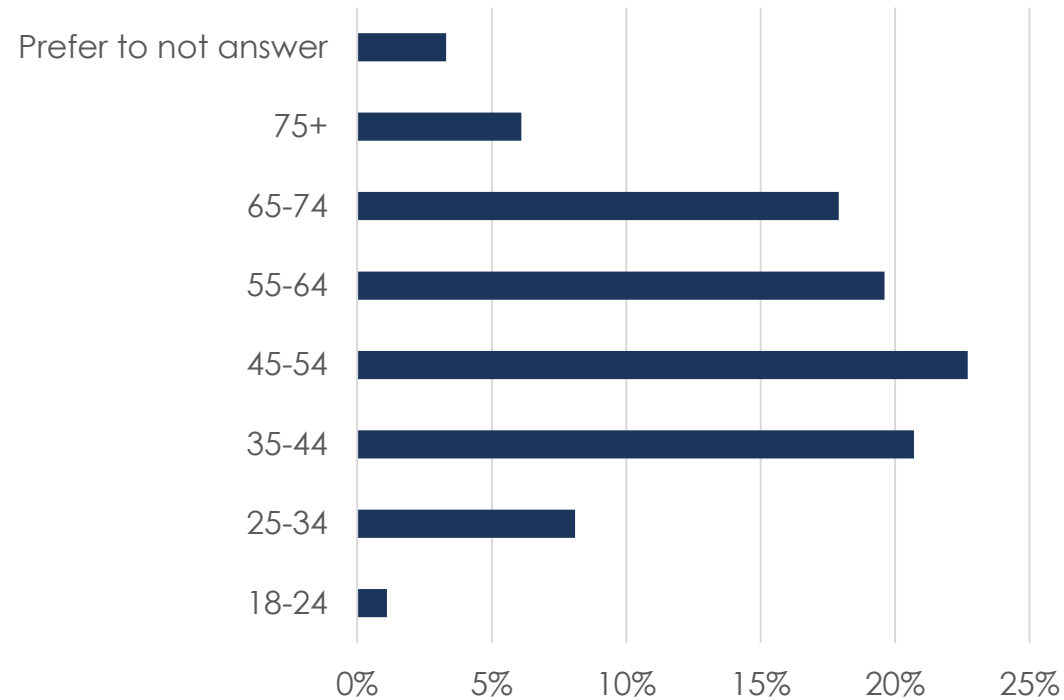


- Majority of respondents prefer information via social media or email
- Total percentage is over 100% as respondents were able to select more than one option

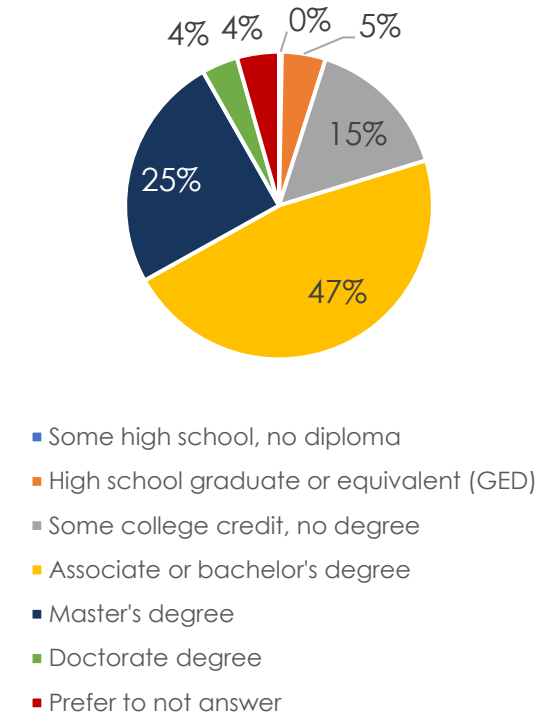


Demographic Data

Respondent Age Range



Respondent Education Level



Demographic Data

Ethnicity

