



# Comprehensive Transportation Plan Update



**PARSONS  
BRINCKERHOFF**

**Technical Advisory Committee / Stakeholder  
Advisory Committee Meeting #4**

January 7, 2016



# Agenda

- CTP purpose and goals
- CTP development overview
- Project prioritization process
- Funding
- Recommended projects / investments
- Next Steps





# CTP Purpose

- Re-evaluation of the 2008 CTP vision, goals, objectives, and investment strategies
- Update existing and future needs based on current conditions
- Identify potential solutions, with a focus on innovative, less costly options
- Develop funding strategy and prioritize future SPLOST projects





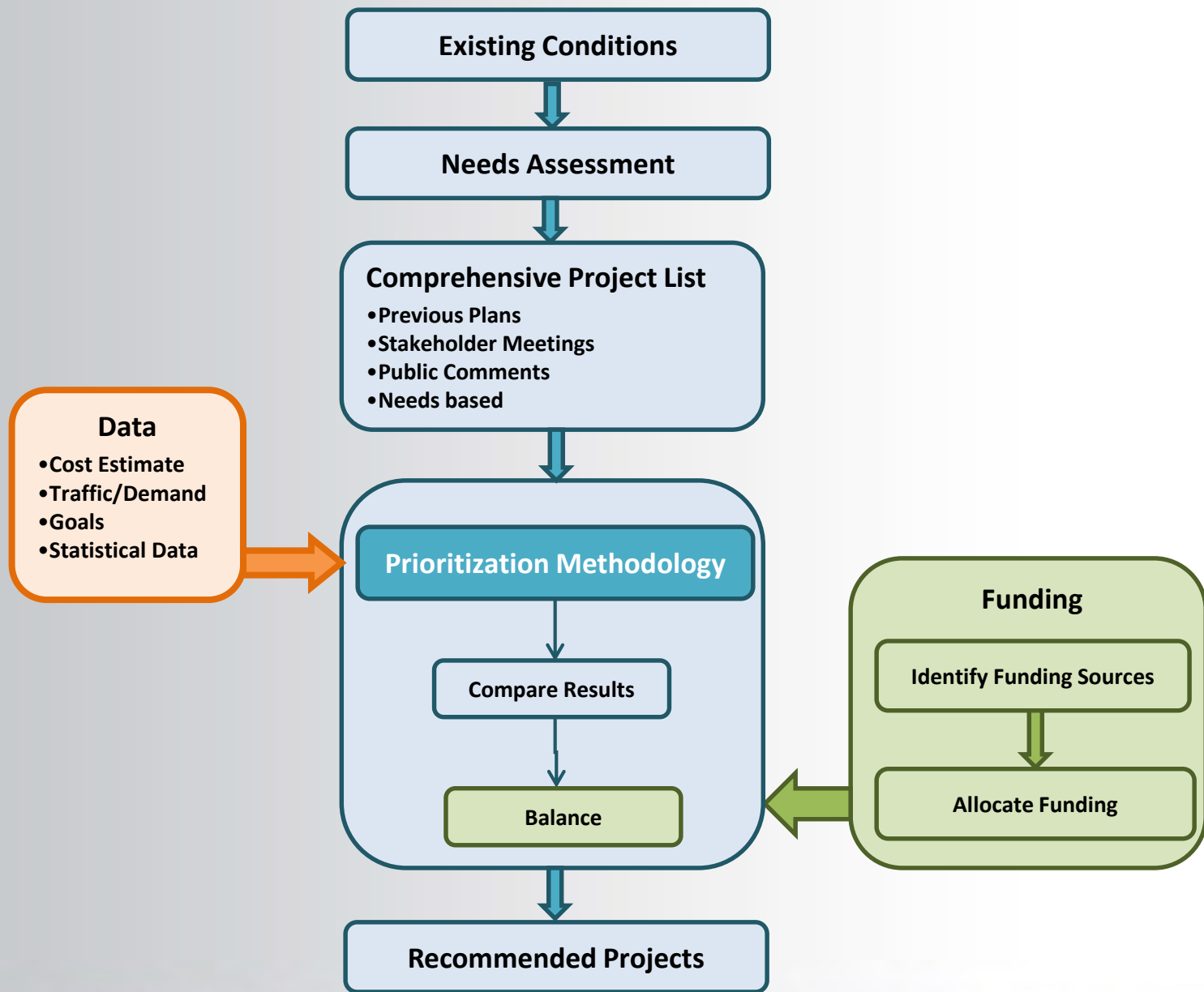
# CTP Goals



1. Ensure public safety
2. Increase accessibility and connectivity
3. Improve mobility and efficiency
4. Support multiple modes of transportation
5. Enhance quality of life & health
6. Identify and enhance key freight routes
7. Minimize environmental impacts
8. Preserve and maintain existing transportation facilities
9. Engage in effective public engagement strategies

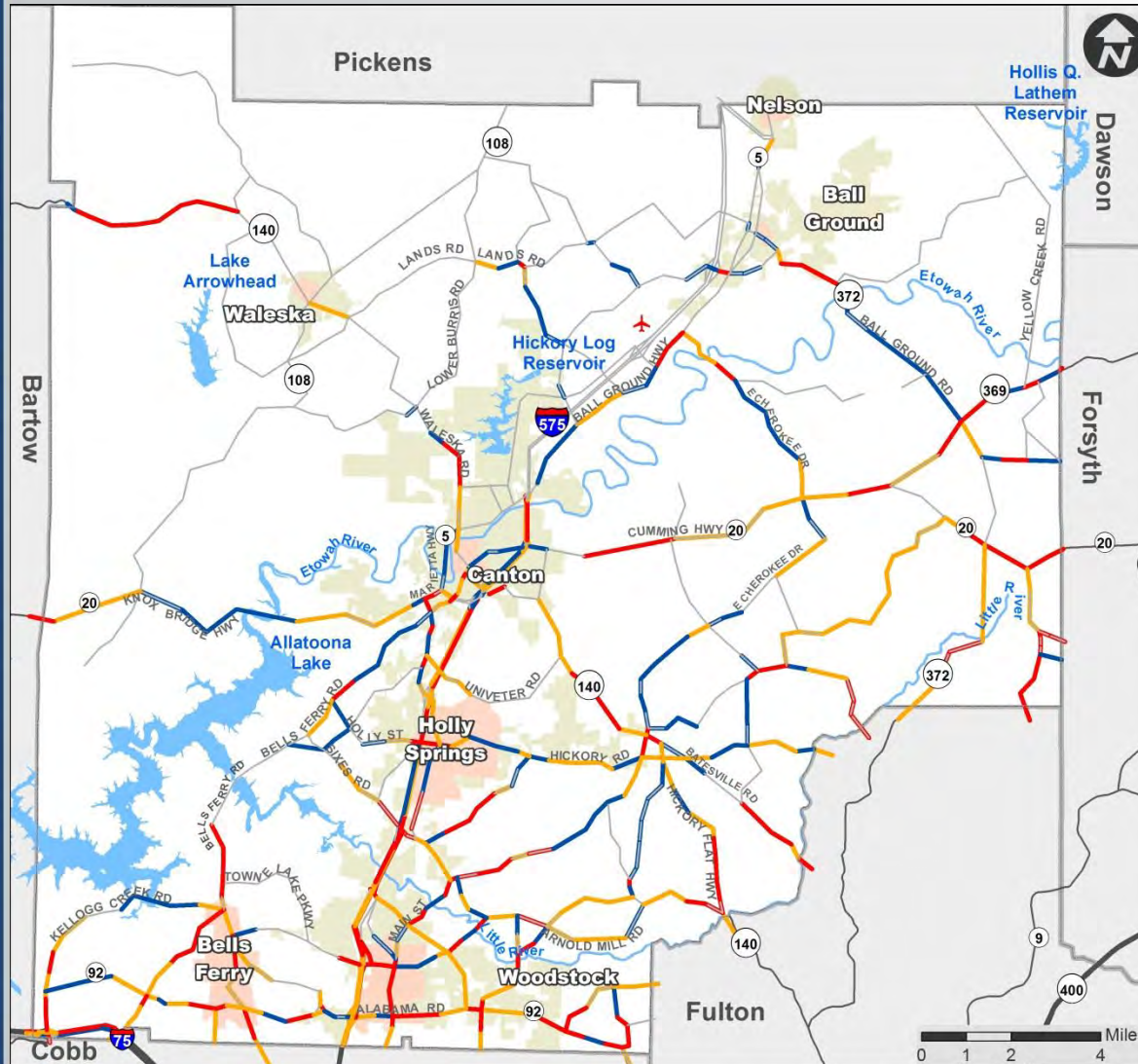


# Plan Development Process





# 2040 Levels of Service – Existing plus Committed System





# Public Outreach

- 2 Rounds of Public Meetings
  - 96 Attendees
  - Database of 300 Stakeholders
  - 62 comments  
33 written/29 online
- March 2015
  - 89 Attendees
  - Database of 479 Stakeholders
  - 201 comments  
46 written/155 online





# Public Meetings

“If you had \$10 million dollars to spend on transportation ...”



**Pedestrian/Bike Improvements**

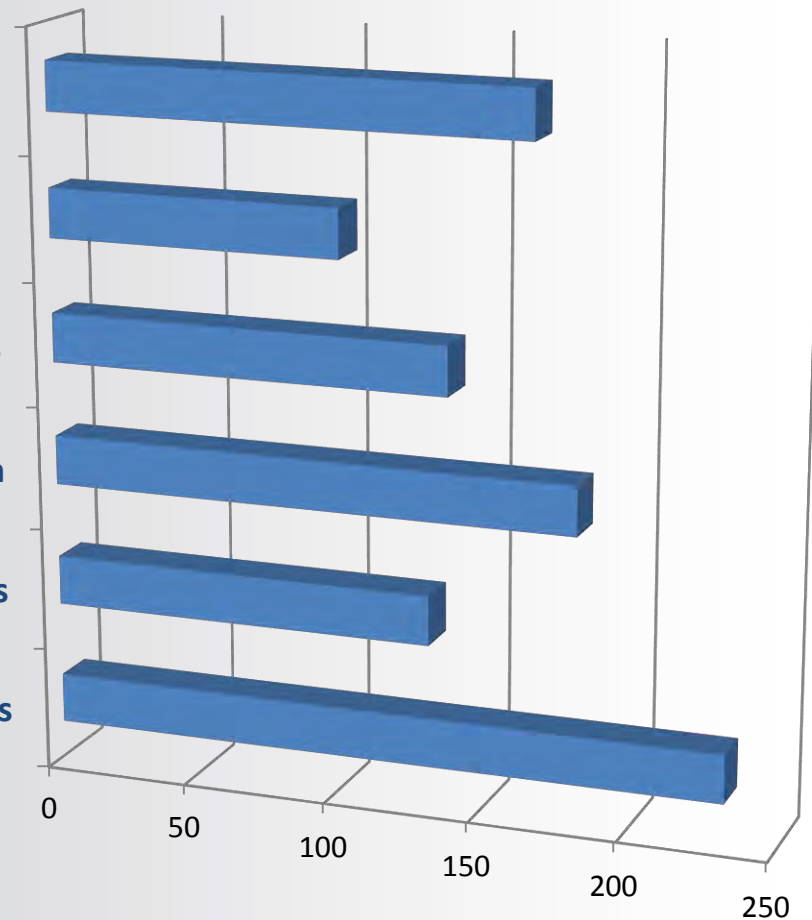
**Transit Expansion**

**Safety Improvements**

**System Preservation**

**Operations Improvements**

**Capacity Improvements**





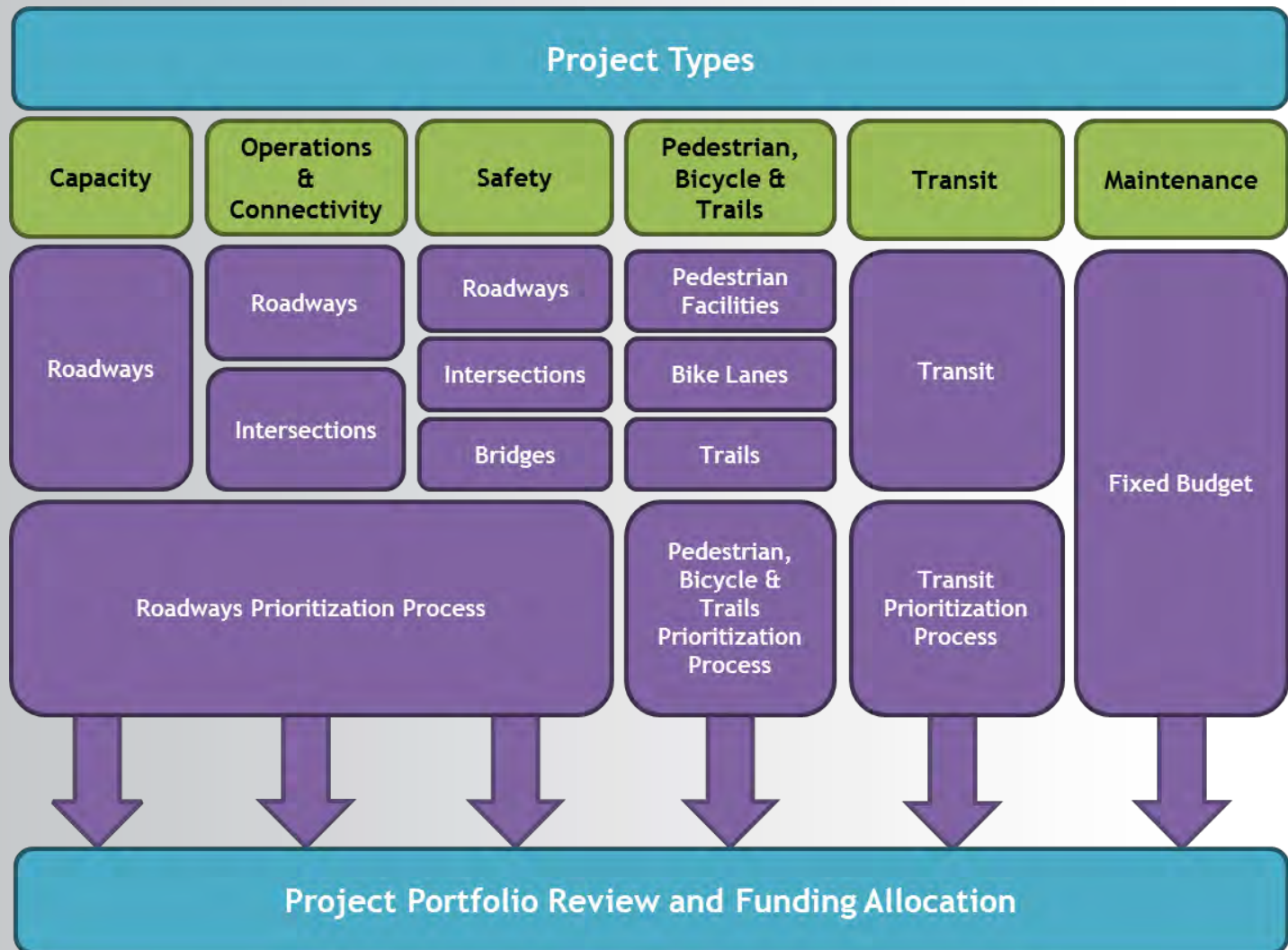
# Project Prioritization

- Based on CTP Goals and Feedback
- Key Factors in Project Prioritization
  - Congestion Relief
  - Safety Resolution
  - Cost-Benefit Ratio
  - Economic Development Potential
  - Compatibility with Adjacent Areas
  - Deliverability





# Project Prioritization Process





# Initial Funding Targets



## Capacity

25%

- Widen Congested Roads
- Construct New Roads

\$138 M

## Operations & Connectivity

15%

- Intersection & Corridor Improvements
- Modify Signal
- Add Turn Lane
- Roundabouts

\$83 M

## Maintenance

20%

- Resurface Existing Roadway
- Maintain Bridge with Sufficient Rating
- Maintain Trail

\$110 M

## Safety

15%

- Improve High Crash Intersection or Roadway
- Modify or Rebuild Bridge with Low Rating
- Signalize Rail Crossings

\$83 M

## Transit

10%

- Extend CATS System – Routes, Buses, Hours
- Develop Additional GRTA Xpress Bus and Park-n-Ride Lots

\$55 M

## Pedestrian, Bicycle & Trails

15%

- New / Upgraded Pedestrian Facilities
- New / Extended Trails
- New Bike Lanes

\$83 M



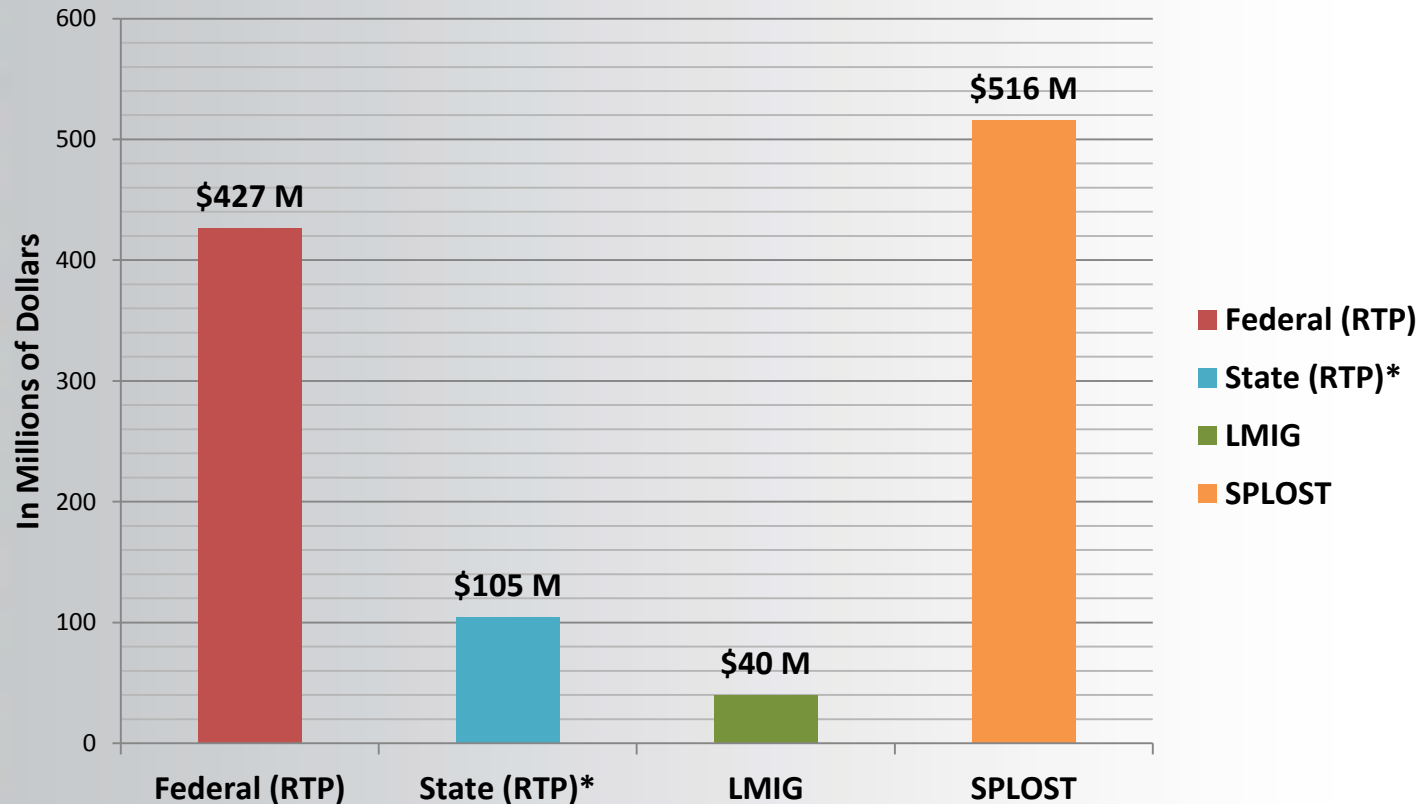
# Investments

- Roadway capacity
- Roadway operations and connectivity
- Safety improvements, including bridge upgrades
- Maintenance
- Transit
- Bike / ped projects, including multi-use trails





# Sources of Funding (2015 – 2040)



**\*Does not represent funding from HB 170**



# Funding Allocation

- Consider federal / state dollars on state highway system; Identify high priority larger more complex projects
- State Route/Interstate projects will compete regionally (ARC)
- SPLOST on local street system; smaller, simpler projects
- SPLOST to leverage state/federal funding as appropriate





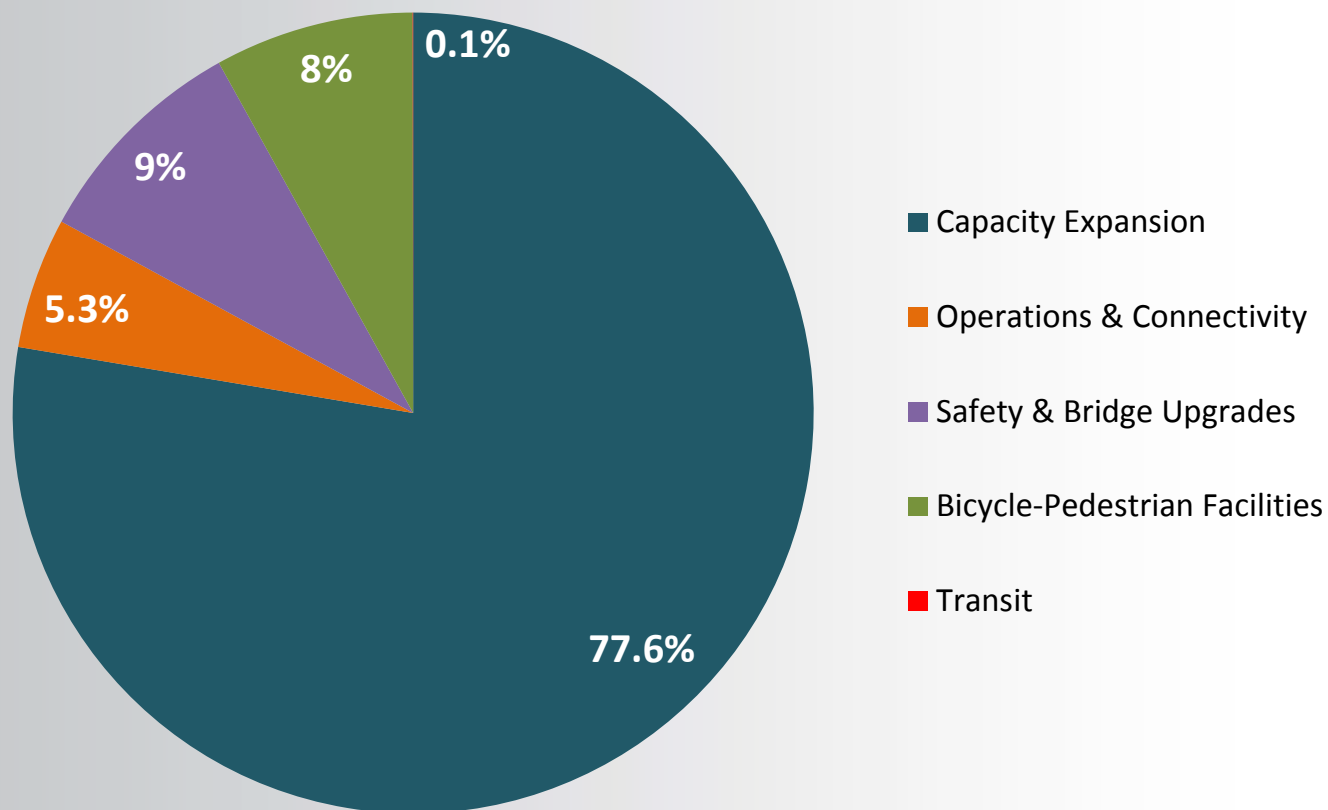
# Local Funding



- Anticipated SPLOST Funding - \$516 million
  - SPLOST 2019-2024: \$100 million
  - SPLOST 2025-2030: \$130 million
  - SPLOST 2031-2040: \$286 million
  
- Anticipated GDOT Funding (LMIG) - \$40 million
  - \$1.6 million per year for 25 years
  - Utilized for roadway resurfacing



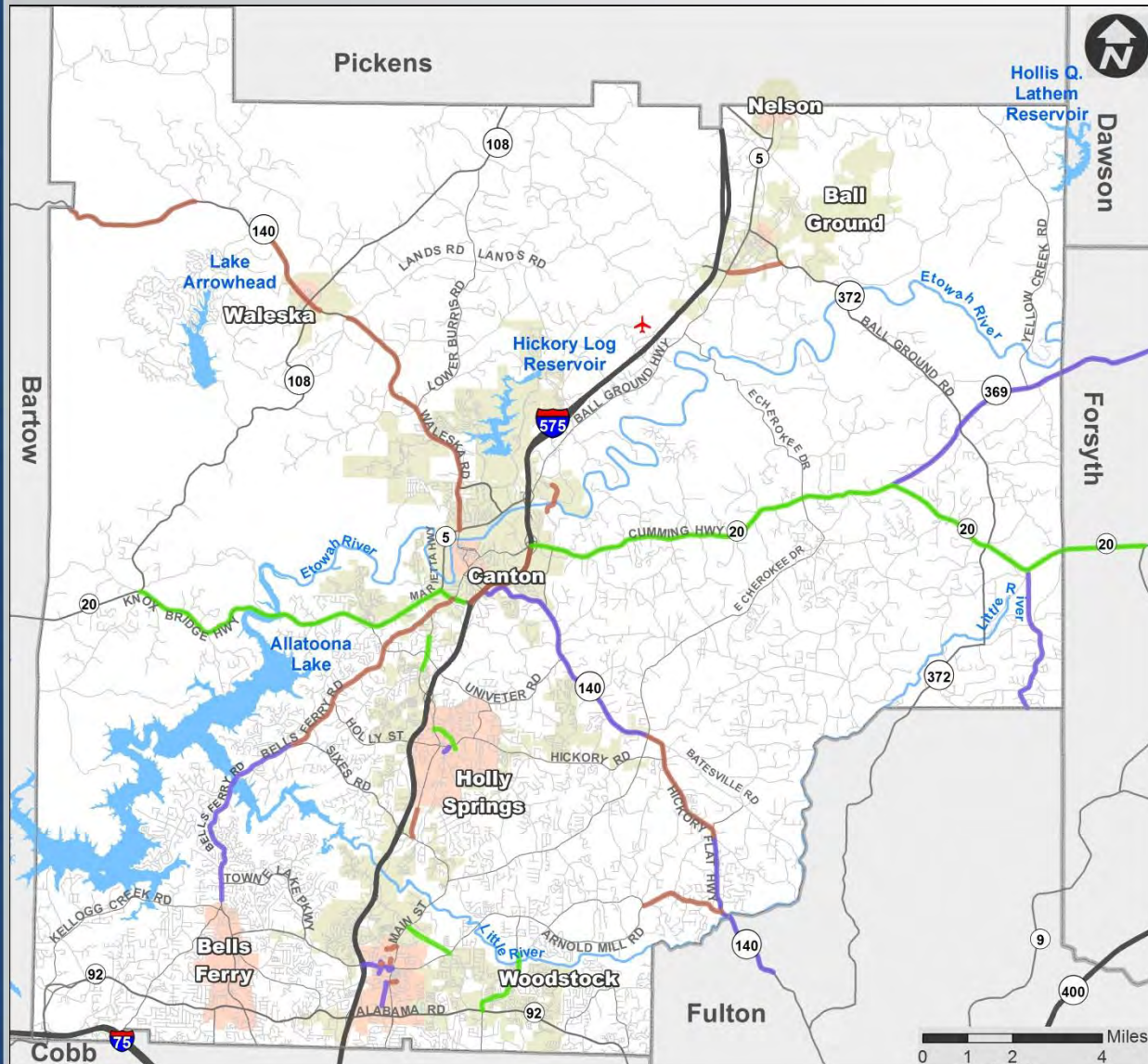
# Funding Allocation (In Millions of Dollars)



**\*Unconstrained list, Federal/State/Local Sources**



# Capacity Expansion Projects





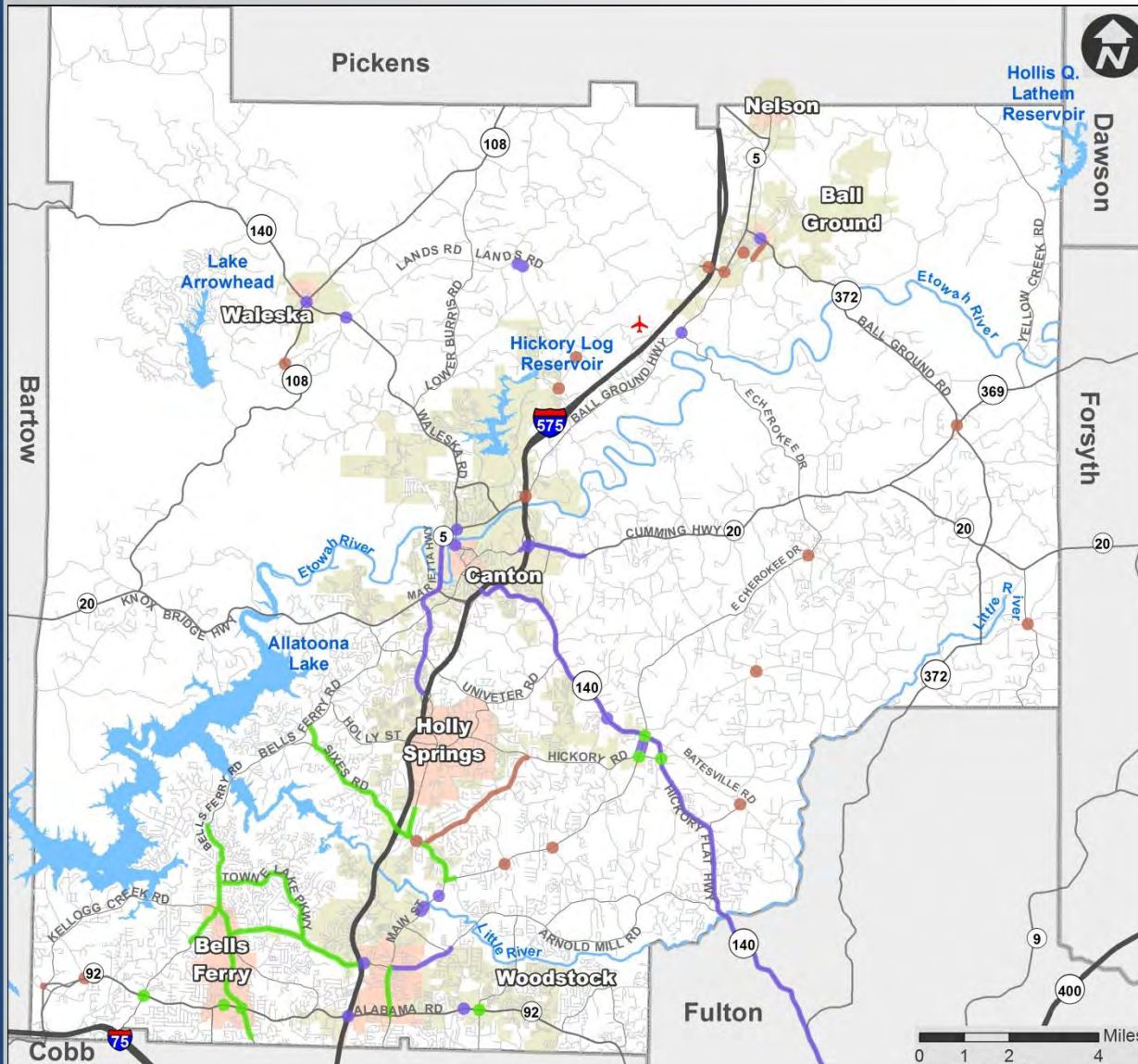
# Capacity Expansion Projects – Tier 1



Name	Location
<b>SR-20 (Cumming Highway) Widening</b>	From Fincher Road to SR-371
<b>Marietta Hwy Widening</b>	From Ridge Pine Dr/Pine Crest Dr to Ridge Rd/Canterbury Ridge Pkwy
<b>Trickum Rd Widening</b>	From Barnes Rd to SR-92
<b>Industrial Drive Extension - New Alignment</b>	From Holly Springs Pkwy @ Barrett Rd to Hickory Rd @ Hickory Springs Industrial Dr
<b>Woodstock Bypass</b>	From Arnold Mill Rd to Ridgewalk Parkway



# Operations & Connectivity Projects





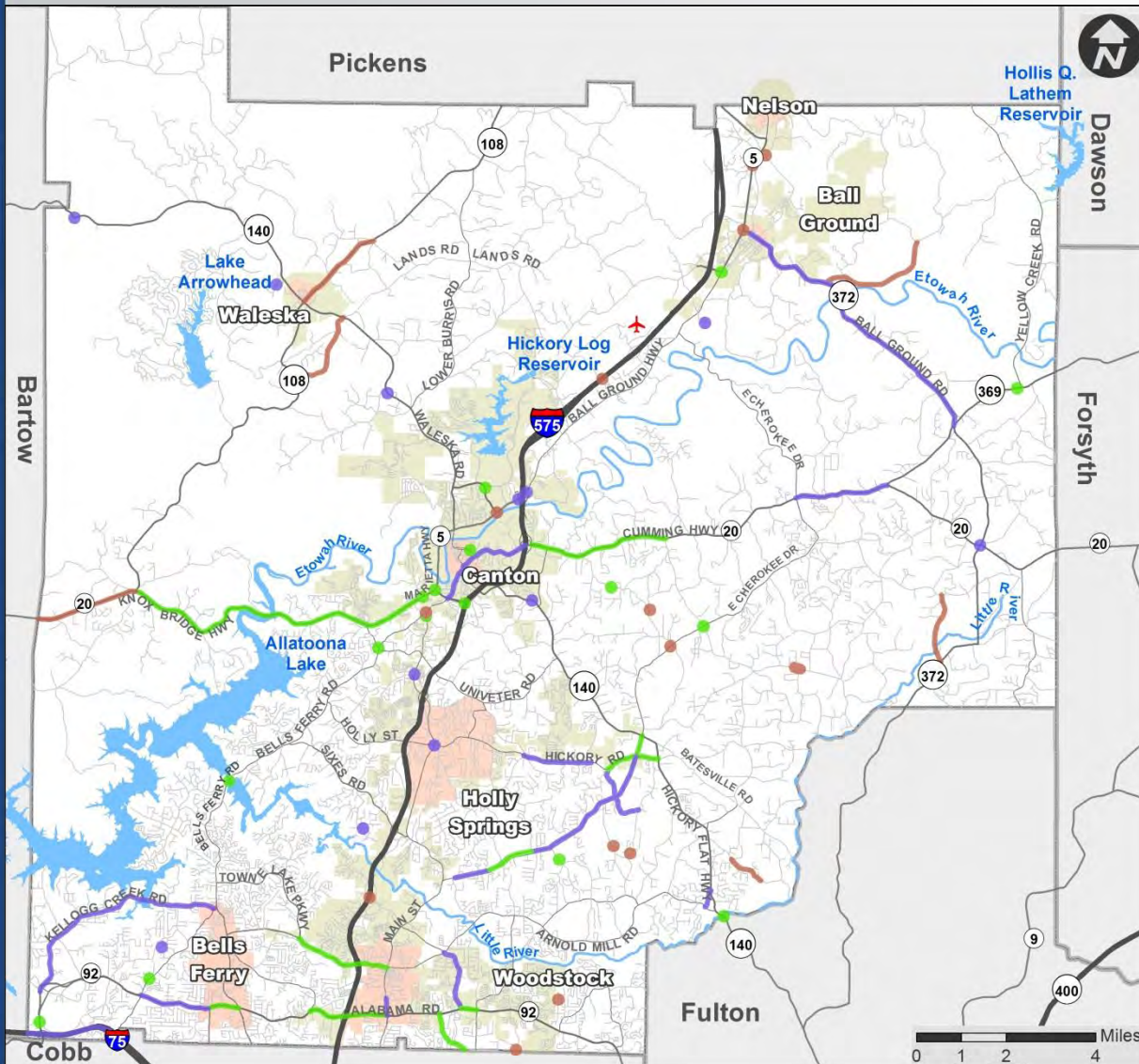
# Operations & Connectivity Projects– Tier 1



Name	Location
<b>Main St Corridor Improvements</b>	From Towne Lake Pkwy/Arnold Mill Rd to SR-92
<b>Victory Dr Improvements</b>	From Woodstock Rd to Kellogg Creek Rd
<b>Countywide Signal Timing and Upgrade Project</b>	Various corridors
<b>SR-92 @ Trickum Rd Intersection Improvement</b>	At Trickum Rd
<b>SR-92 @ Bells Ferry Rd Dual Left Turn Lane &amp; Signal Modification</b>	At Bells Ferry Rd
<b>SR-92 @ Robin Rd Turn Lane &amp; Signal Modification</b>	At Robin Rd
<b>Hickory Flat Triangle Area</b>	At Hickory Rd @ E Cherokee Dr & SR 140 at E Cherokee Dr



# Safety Improvements and Bridge Upgrades





# Safety Improvements and Bridge Upgrades – Tier 1



Name	Location
<b>SR-20 Safety Improvements</b>	From SR-5 @ SR-140 to Etowah River
<b>Safety Improvements on SR 92</b>	From Wade Green Rd NW to Bells Ferry Rd
<b>SR-20 Safety Improvements</b>	From Union Hill Rd to I-575
<b>Safety Improvements on SR 92</b>	From Bascomb Carmel Rd to Main St
<b>Safety Improvements on Arnold Mill Rd</b>	From Towne Lake Pkwy to Main St
<b>Safety Improvements on SR 92</b>	From Neese Rd to Trickum Rd
<b>Safety Improvements on Hickory Rd</b>	From Little Rd to SR 140
<b>Safety Improvements on E Cherokee Dr</b>	From Hickory Rd to SR 140

- Safety Improvements typically include enhancements such as roadway realignment, traffic calming, turn lanes, rebuilding intersections etc.



# Safety Improvements and Bridge Upgrades – Tier 1



Name	Location
<b>Hames Rd - South Jett Rd Realignment</b>	From SR 92 to Jamerson Rd
<b>E Cherokee Dr Safety Improvements - II</b>	From S Sequoyah Dr to Ranchwood Trl
<b>SR-20 Safety Improvements</b>	From SR 108 to west of Knox Bridge Rd
<b>SR-20 @ SR-5 @ Marietta Rd @ SR-140 Safety Improvement</b>	At SR-5
<b>I-575 and Hickory Flat Hwy Interchange</b>	At Hickory Flat Hwy
<b>Safety Improvements on E Main St @ Brown St @ North St</b>	At Brown St @ North St
<b>Safety Improvements on SR 92 @ North Point Pkwy</b>	At North Dr
<b>Bells Ferry Rd and Butterworth Rd</b>	At Bells Ferry Rd

- Safety Improvements typically include enhancements such as roadway realignment, traffic calming, turn lanes, rebuilding intersections etc.



# Safety Improvements and Bridge Upgrades– Tier 1

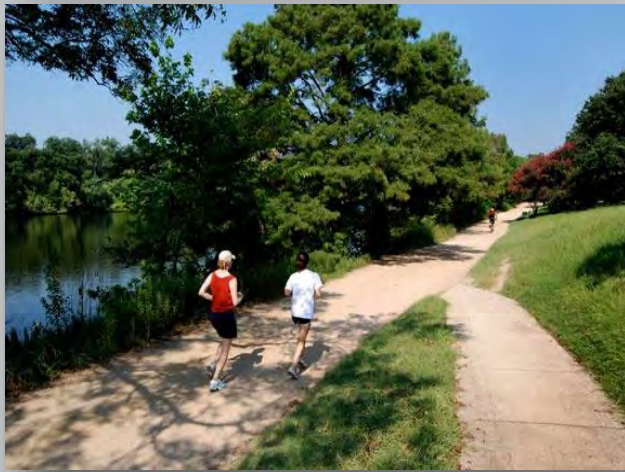


Name	Location
<b>Howell Bridge Rd @ Ball Ground Hwy Safety Improvement</b>	At Ball Ground Hwy
<b>Safety Improvements on Reinhardt College Pkwy @ Riverstone Blvd</b>	At Riverstone Blvd
<b>Union Hill Rd and E Cherokee Dr</b>	At Union Hill Rd
<b>Woodstock Rd Culvert Replacement</b>	At North of Sable Trace
<b>SR-140 (Houze Rd) Bridge Replacement</b>	At Little River
<b>SR-369 (Hightower Road) Bridge Replacement</b>	At Board Tree Creek
<b>Bells Ferry Road Bridge Replacement</b>	At Little River
<b>Tripp Rd Bridge Replacement</b>	At Mill Creek
<b>Epperson Rd Bridge Replacement - North (Henson Rd)</b>	At Canton Creek

- Safety Improvements typically include enhancements such as roadway realignment, traffic calming, turn lanes, rebuilding intersections etc.



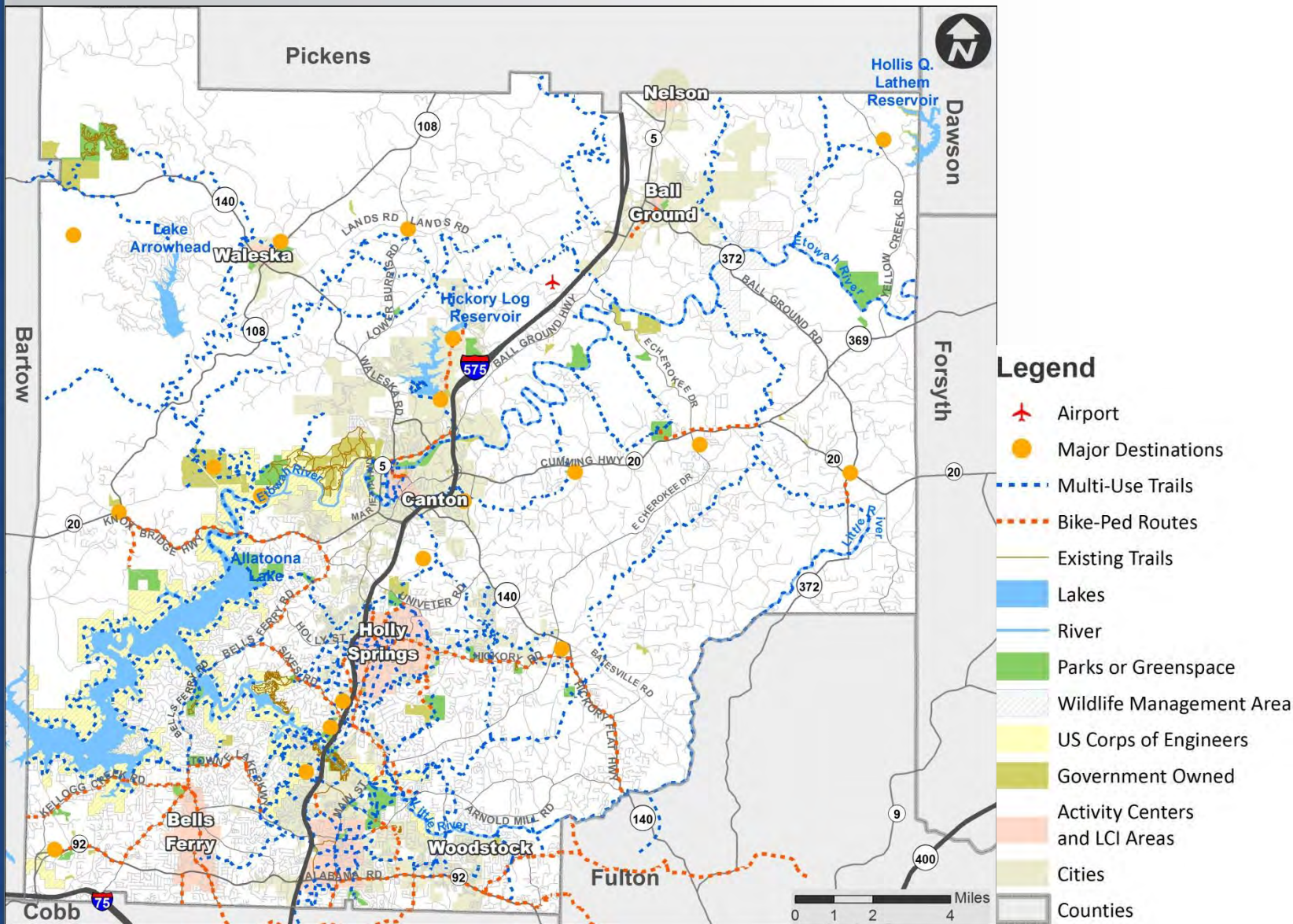
# Conceptual Trail Planning



- Develop Connectivity and Alignment
  - Data from current and prior trail planning efforts
  - Information on publicly controlled land
  - Identify potential destinations and connectivity needs
  - Prepare conceptual alignments
- Detailed planning efforts to be led by Parks and Recreation in subsequent study

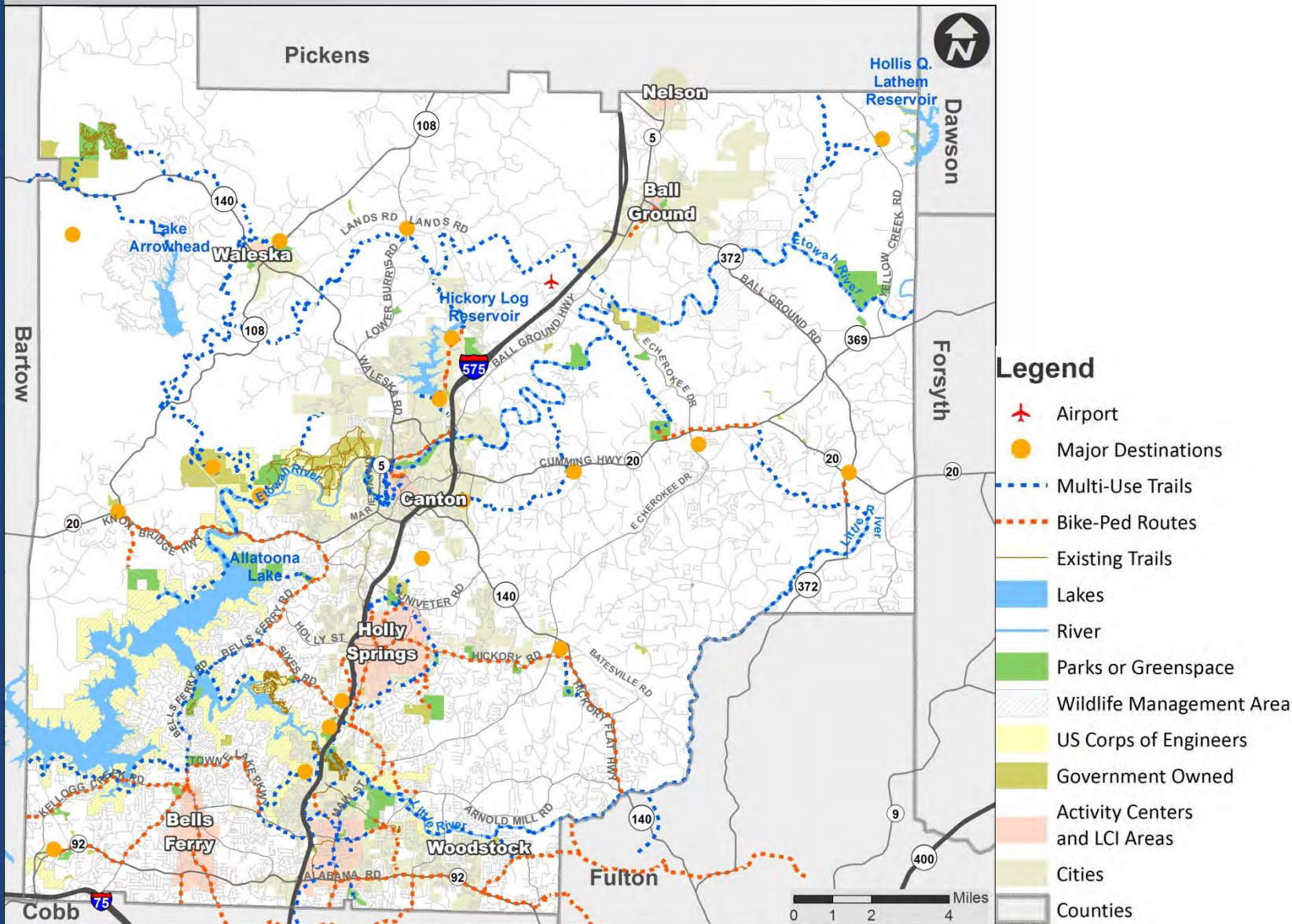


# Potential Trail Projects



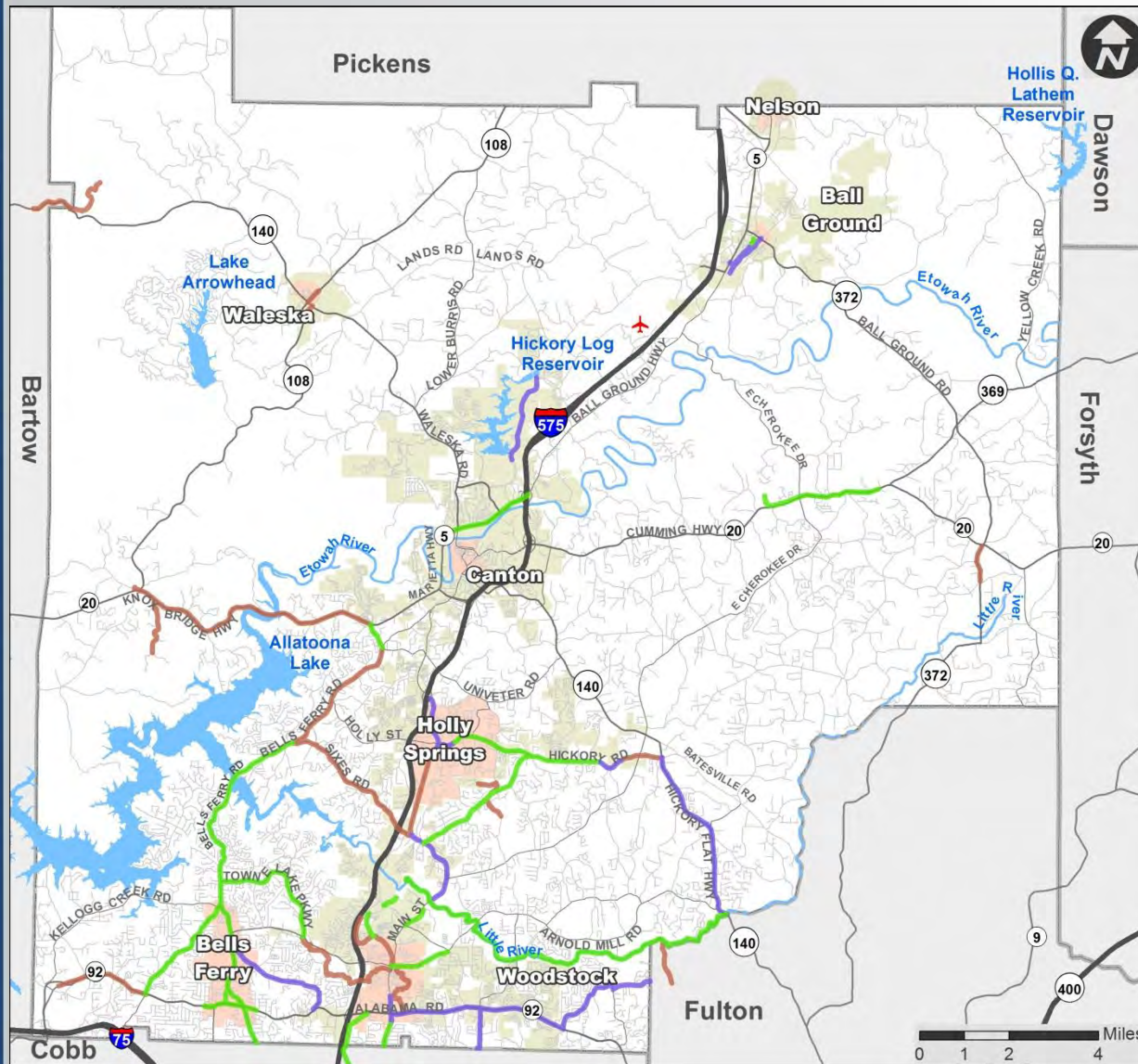


# Proposed Trails





# Bike / Ped Facilities



## Legend

Airport

### Bicycle - Pedestrian Projects

Tier 1 (2019-2024)

Tier 2 (2025-2030)

Tier 3 (2031-2040)

Lakes

River

Activity Centers  
and LCI Areas

Cities

Counties



# Bike / Ped Facilities– Tier 1

Name	Limits
<b>SR 92 TE Project</b>	From Woodland Dr (A) / SR 92 (B) to Santa Fe Trl/Hartwood Dr (A) / SR 92 (B)
<b>Bells Ferry LCI Improvements</b>	From Cobb County Line to Kellogg Creek Rd
<b>Bells Ferry Rd</b>	From Kellogg Creek Rd to Sixes Rd
<b>SR 20 East Side</b>	From SR 20 @ Crystal Springs Ln to Cherokee Veterans Park
<b>Arnold Mill Rd Sidewalks</b>	From Main St to Neese Rd
<b>Towne Lake Pwky Sidewalks</b>	From Towne Lake Hills South to Bells Ferry Rd
<b>Noonday Creek Trails Connector</b>	From Noonday Creek Trail (South Side) to Noonday Creek Trail (Cobb County)
<b>Bethany Creek Connector (Old Rope Mill - Ridgewalk Pkwy)</b>	From Old Rope Mill Trails (South of Little River) to Ridgewalk Pkwy Trail
<b>Little River to Fulton County</b>	From East of Old Rope Mill Park to SR 140 at Fulton County Line
<b>Canton Etowah River Trail</b>	Boling Park to Heritage Park



# Bike / Ped Facilities – Tier 1

Name	Location
<b>Rope Mill Rd</b>	From Woodstock Pkwy @ Rope Mill Rd to Rope Mill Rd @ Brownlee Rd
<b>Woodstock Rd Bike-Ped Improvements</b>	From Bells Ferry Rd to SR 92
<b>Marietta Hwy/Ball Ground Hwy Pedestrian Facilities</b>	From SR 140 @ N Etowah Dr/Anderson Ave to SR 20 @ I-575
<b>Hickory Rd W</b>	From Hickory Rd @ Holly Springs Pkwy to Park
<b>Old Canton Rd Sidewalks</b>	From Beck St to Gilmer Ferry Rd
<b>Toonigh Rd Sidewalks</b>	From Canton Hwy to Hickory Rd
<b>J.J. Biello - Ridgewalk Pkwy Connector</b>	From J.J. Biello Park to Old Rope Mills Trails (South of Little River)
<b>Boling Park Multi-Use Pathway</b>	Boling Park
<b>Butterworth Rd</b>	From Bells Ferry Rd to SR 20
<b>Canton Road Pedestrian Facilities</b>	From Stockwood Dr to Cobb County Line



# Transit Sustainability Study - Purpose



- **Provide detailed assessment of CATS**
  - System routing
  - Service types offered
  - Operational effectiveness
  - Financial sustainability
- **Provide financially feasible recommendations that best address needs and priorities**
  - 10 Year Sustainable Implementation Plan
  - Long range countywide CATS vision
- **Accommodating Changes**
  - Funding changes at the Federal and State Level
  - County becoming more urban and less rural





# Existing Services

- **CATS:**

- 2 Fixed Routes in Canton
  - Hourly service, 8:00 AM-4:00 PM
- Public countywide demand response
  - 9:00 AM-1:00 PM
- Contracted Services
  - Cherokee Training Center
  - Cherokee Senior Center
  - DHS

- **GRTA**

- Route 490: Canton / Woodstock → Downtown
- Route 491: Woodstock to Midtown

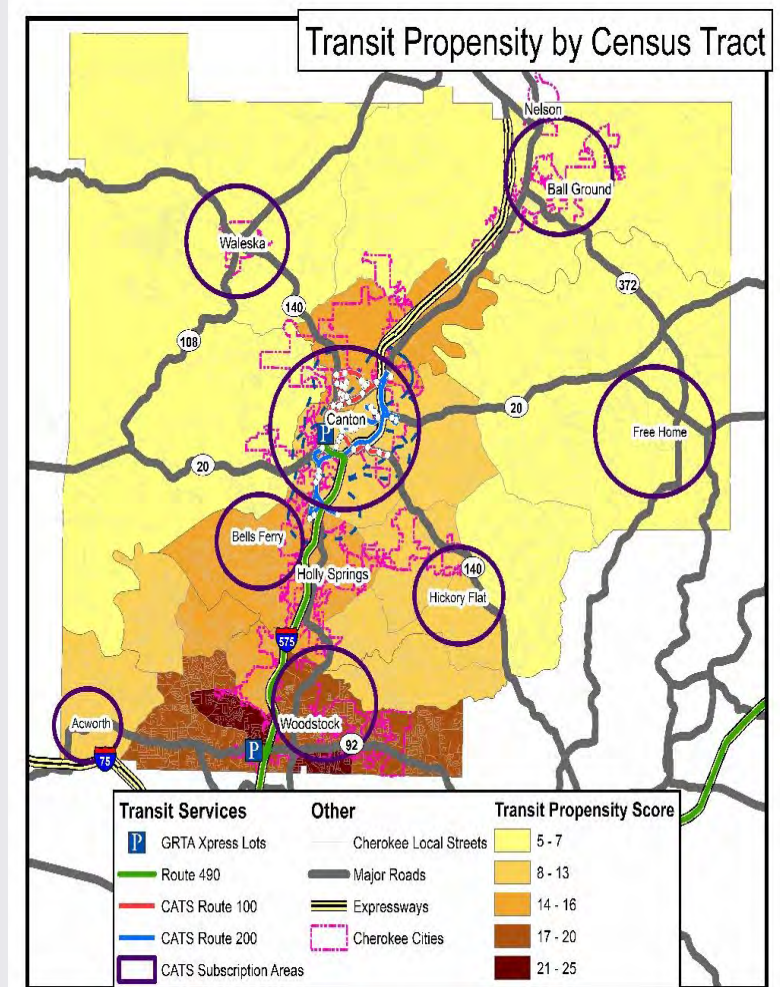




# Summary of Transit Needs



1. Increased services in Woodstock
2. Connection between Canton, Holly Springs, and Woodstock
3. Transit connections across county lines
4. Regional fare/transfer interconnectivity
5. Improved real-time customer information
6. Improved stop amenities
7. Increase choice ridership
8. Additional operating funding sources
9. Additional capital funding sources





# Future Service Recommendations

## Recommendation: Moderate Investment Scenario

Services include:

- New Flex Route in Woodstock
- Increase demand response fleet by 3
- 3 New bus shelters
- Participation in the regional OneBusAway real-time mobile application and bus stop signage program

- 13% Increase in local investment over the Base Scenario, but:

- Nearly **doubles service area**
- **Doubles the number of low income households** within ½ mile of transit
- **Maximizes** the use of outside funding sources (80%)





# Implementation Plan

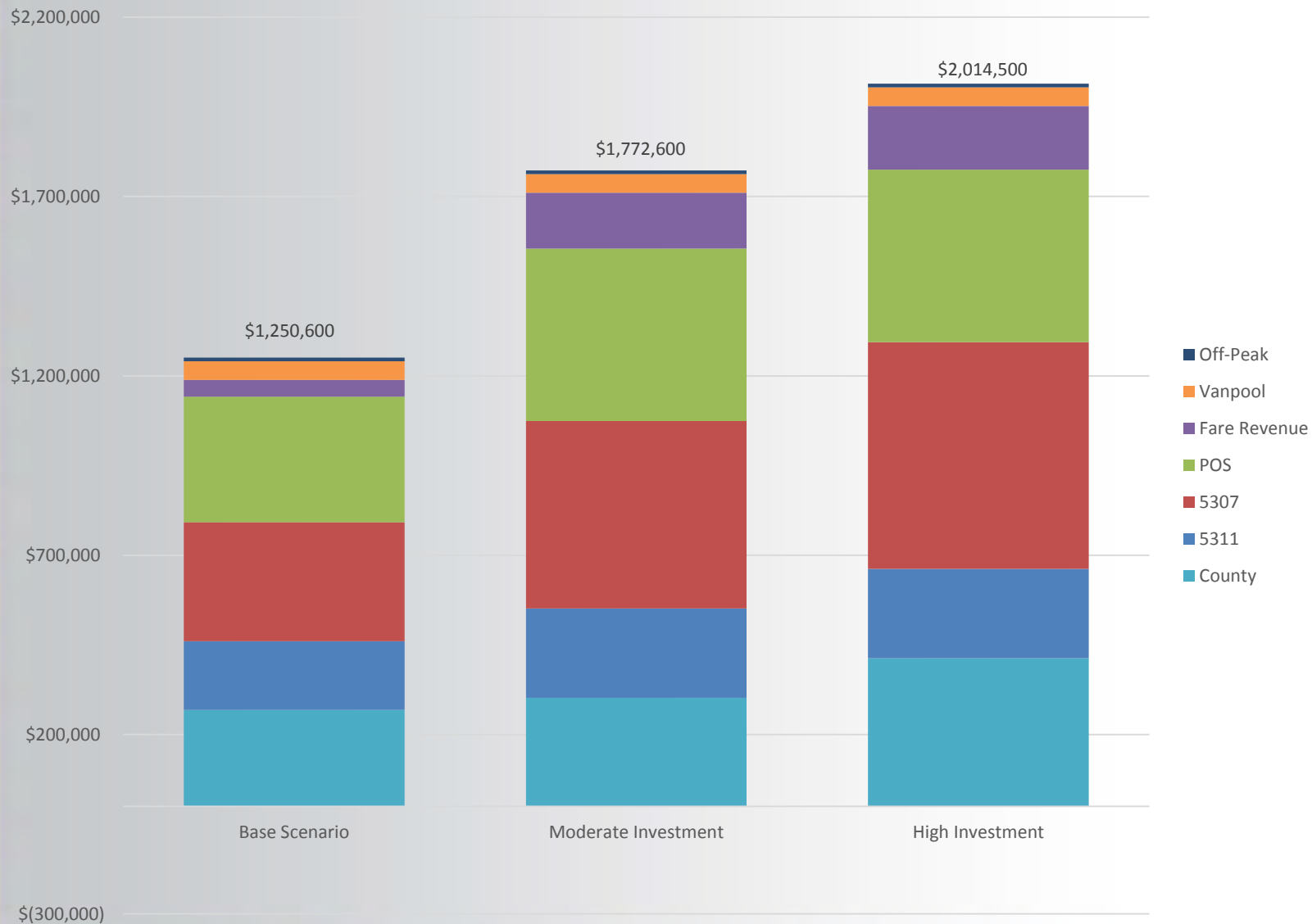


Anticipated Implementation Plan	
Project	Implementation
New Flex Route	FY 2016: Marketing and Detailed Plans
	FY 2017: Procure Vehicles, install fixed stops, and hire additional drivers
	FY 2018: Begin service
Additional Demand Response Vehicles	One additional vehicle each FY: 2016, 2017, 2018
New Bus Shelters	FY 2016: 1 new shelter along Canton Routes
	FY 2017: 2 new shelters at fixed stops in Woodstock
OneBusAway App & Stop Signs	FY 2016
Potential Add-On Project	Implementation
Voucher Program	FY 2016 or FY 2017 based on capital funding availability
Cobb connection across county lines	FY 2016: Coordinate with MARTA and CCT, using the MARTA-CCT agreement as starting point



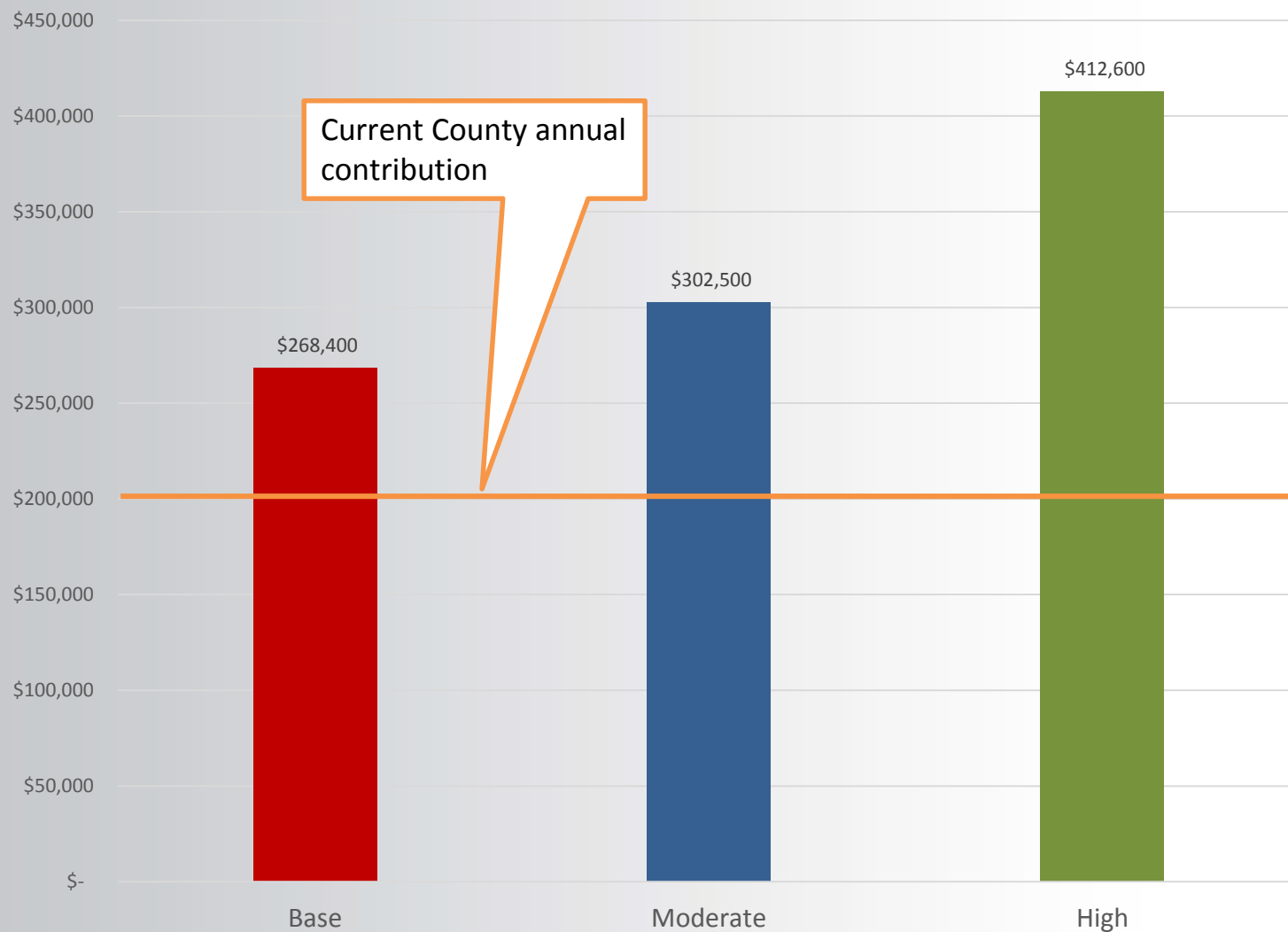
# Leveraged Funds

Total Leveraged Funds, Operating and Capital





# Cherokee County Local Contribution





# Where could the additional local funds come from?



**Increase in cost to County for recommendations:  
\$102,500**

Strategy	Potential Annual Savings
Use SPLOST Funds for Matching Federal Dollars for Capital Expenditures	\$66,500
Increasing Fixed/Flex Route Fares	\$6,200
Increasing Demand Response Fares	\$2,850
CNG Buses	\$40,000
Contributions from Cities	\$20,000
<b>POTENTIAL ANNUAL TOTAL SAVINGS</b>	<b>\$135,550</b>

A combination of these strategies, could ***potentially make up completely*** the increase in costs for the County.

SPLOST funds cannot be spent on operations, but using them for regular capital costs would reduce the requested amount from the general fund.

While this would require up front capital costs, SPLOST funds could be used, whereas they cannot be spend on operations.

This assumes \$10,000 each year from Canton and Woodstock for illustrative purposes. However, a number could be worked out with cities.



# Policy Considerations

- Access Management Guidelines
- Complete Streets Policy
- Transportation Demand Management





# Next Steps

- Finalize Plan
- Present to Cherokee County Board of Commissioners at January 19 Work Session
- Adoption by Board on February 2
- Begin Programming & Delivering Projects!





# Questions?

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