



# CITY OF CANTON

## TRANSPORTATION MASTER PLAN JANUARY 2023





*Current Page Image Source: City of Canton*

*Cover Image Source: Daimon Baizan, 2015*

*Back Cover Image Source: AJ&TheMaker. Canton, Georgia | Drone Footage | 4k. YouTube. [Link](#).*



## **CITY COUNCIL**

Bill Grant, Mayor

Sandy McGrew, Mayor Pro-Tempore, Councilmember Ward 1

JoEllen Wilson, Councilmember, Ward 1

William Carlan, Councilmember, Ward 2

Shawn Tolan, Councilmember, Ward 2

Dwayne Waterman, Councilmember, Ward 3

Brooke Schmidt, Councilmember, Ward 3

## **CITY STAFF**

Billy Peppers, City Manager

Nathan Ingram, CPA, Assistant City Manager

Ken Patton, AICP, Housing Initiatives Director

Bethany Watson, PE, AICP, City Engineer

## STEERING COMMITTEE

### CITY OF CANTON STAFF

**Billy Peppers**  
City Manager

**Nathan Ingram, CPA**  
Assistant City Manager

**Bethany Watson, PE, AICP**  
City Engineer

**Ken Patton**  
Community Development Director

**Scott Hooper**  
Public Works Director

**Brandon Poole**  
Operations Manager, Public Works Department

**Kelly Pendley**  
Sustainability Manager, Public Works Department

**Lauren Johnson**  
Communications & Marketing Specialist

**Alaina Ellis**  
Geospatial Analyst

## STEERING COMMITTEE *(Continued)*

### COMMUNITY MEMBERS

**JoEllen Wilson**  
Councilmember, Ward 1  
Chair of Roads and Transportation Committee  
City of Canton

**Brett Buchanan**  
Director of Transportation Engineering  
Cherokee County

**John Cline**  
Community Representative

**Brantley Day**  
Cherokee County

**Mitch Hamilton**  
Director, Facility Planning & Compliance  
Cherokee County School District

**Karl Hawthorne**  
Community Representative

**Christopher Masak**  
Community Representative

**Jeff Tucker**  
Captain  
Canton Police Department

## CONSULTANT TEAM

### MODERN MOBILITY PARTNERS

**Kirsten Mote, AICP**

Director of Smart Mobility Planning,  
Project Manager

**Chirag Date, AICP**

Senior Urban Designer/Planner,  
Deputy Project Manager

**Malaika Faciane, PE, PTOE, RSP2I**

Senior Traffic Engineer

**Ryan Sager, AICP**

Senior Traffic Engineer/Planner

**Sherri Dawson, AICP**

Senior Transportation Planner

**Amber Berg, AICP**

Transportation Planner

### PRACTICAL DESIGN PARTNERS

**Angela Snyder, PE**

President  
Senior Engineer

**Brad Robinson, PE**

Vice President,  
Senior Engineer

**Ian Maxfield, PE**

Project Manager,  
Senior Engineer





Image Source: Dixon, Kristal. 2015. Patch. Etowah River Park Grand Opening Set for Aug. 1.

# TABLE OF CONTENTS

## **INTRODUCTION 08**

---

Plan Overview  
Plan Timeline  
Plan Vision  
Plan Goals & Objectives

## **EXISTING CONDITIONS 14**

---

Previous Studies and Plans  
Socioeconomic Trends  
Land Use and Zoning  
Transportation Networks  
Natural and Historic Resources

## **COMMUNITY ENGAGEMENT 22**

---

Wikimaps  
Steering Committee Meetings  
Public Meetings

## **ASSESSMENT OF CURRENT & FUTURE NEEDS 26**

---

General Needs  
Internal Design Workshop

## **PROJECT IDENTIFICATION & PRIORITIZATION 30**

---

Project Identification  
Project Types  
Project Recommendations  
Prioritized Project Recommendations  
Bicycle and Pedestrian Projects  
Bridge Repair & Rehabilitation  
Capacity Projects  
Intersection Improvements  
ITS & Emerging Technology Projects  
Operational Improvements  
Safety Projects  
Wayfinding Projects  
Policy Recommendations  
Projects from Other Sponsors and Plans

## **APPENDIX A - IMPLEMENTATION & CONCEPTS**

---

## **APPENDIX B - EXISTING CONDITIONS**

---

## **APPENDIX C - NEEDS ASSESSMENT**

---

## **APPENDIX D - PUBLIC & STAKEHOLDER ENGAGEMENT**

---



*Image Source: AJ&TheMaker. Canton, Georgia | Drone Footage | 4k. YouTube. [Link](#).*

# INTRODUCTION

# Plan Overview

In December of 2021, the City of Canton began the development of the Canton Transportation Master Plan (TMP), the first of its kind for the city. This Plan is intended to:

- Develop a comprehensive city-wide transportation master plan to guide future transportation decision-making
- Include analysis of demographic trends, travel patterns, and project alternatives to meet projected future demand
- Identify policies, programs, strategies, projects, costs, and funding sources needed to assure that the city’s transportation system adequately serves the short, intermediate, and long-term travel needs
- Undertake an extensive public and stakeholder process to gather valuable input

The timeline for the development of the Canton TMP is shown to the right. Public and stakeholder outreach efforts occurred throughout the entirety of the planning process, even as the plan document was being produced. A year after its initiation, the Canton TMP was adopted.

# Plan Timeline



# Plan Vision

The Canton Transportation Master Plan vision and goals are based on the Canton Tenets, shown on the next page. The vision is shown below and the TMP goals and objectives are shown on the following pages, with the stakeholders’ priority goals marked with a gray outline.

*Provide the residents and visitors of City of Canton a plan that outlines safe access and enhanced connectivity to neighborhoods, recreation facilities, local businesses, and natural resources today, while envisioning future transportation solutions that ensure sustainability and implementable action steps.*

## Canton Tenets

-  **Creating Great Neighborhoods**
-  **Celebrating the Diversity of Our Community**
-  **Advancing Regional Economic Success**
-  **Enhancing Historic Downtown Canton**
-  **Sustaining Our Natural Environment**
-  **Connecting Citizens to Parks and Recreation**
-  **Improving Infrastructure for Future Demands**
-  **Leading with Excellence**



Image Source: AJ&TheMaker. Canton, Georgia | Drone Footage | 4k. YouTube. [Link](#).

# Plan Goals & Objectives



















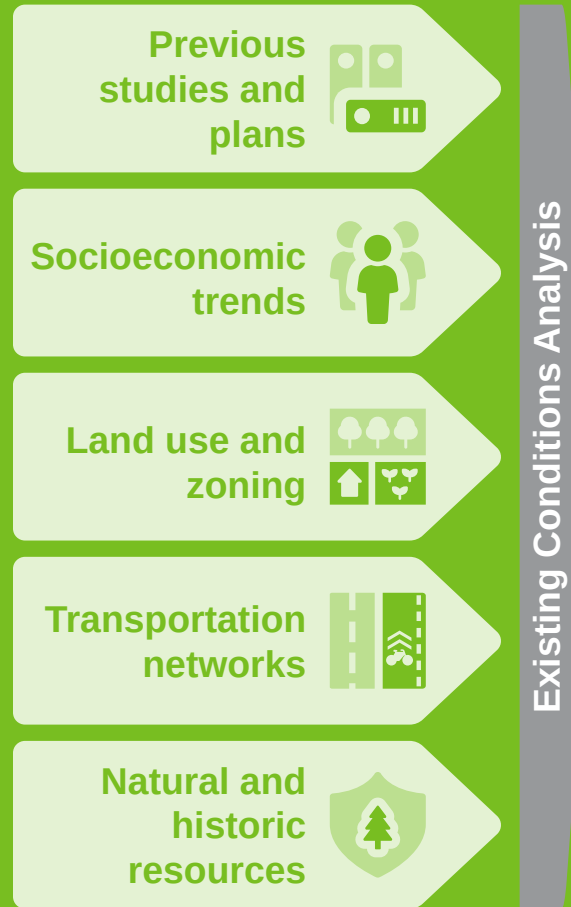
<p>Stakeholder Priority</p>	<p><b>Connectivity &amp; Accessibility</b></p> 	<p>1. Infill and improve sidewalk connections between neighborhoods and destination centers.</p>	 <p>2. Increase sidewalk capacity for outdoor dining and pedestrian flow in mixed-use areas and Main Street.</p>	 <p>3. Increase recreational access to the Etowah River, Trail System and Hickory Log Creek Reservoir.</p>	 <p>4. New connections to existing trail systems, continuation of Etowah Trail system, network of multi-use paths.</p>	 <p>5. Explore sustainable practices for better design and greener implementation.</p>
<p>Stakeholder Priority</p>	<p><b>Parking &amp; Wayfinding</b></p> 	<p>1. Improve parking options in destination centers and historic neighborhoods.</p>	 <p>2. Identify potential locations for Electric Vehicle charging stations.</p>	 <p>3. Identify potential locations where wayfinding may improve traffic circulation.</p>		
<p>Stakeholder Priority</p>	<p><b>Multimodal Commute Options</b></p> 	<p>1. Provide more transportation/commute options to limit traffic congestion.</p>	 <p>2. Identify alternative transportation options in residential areas.</p>	 <p>3. Identify key locations for bike program facilities.</p>	 <p>4. Identify opportunities for transit options and/or transit partnerships.</p>	
<p>Stakeholder Priority</p>	<p><b>Roadway Improvements &amp; Safety</b></p> 	<p>1. Identify opportunities for road network improvements within the City of Canton and adjacent unincorporated pockets.</p>	 <p>2. Identify paving priorities within the existing road network.</p>	 <p>3. Incorporate crime prevention design strategies.</p>	 <p>4. Explore and identify technology solutions and potential locations to enhance pedestrian safety and improve commute experience.</p>	
<p>Stakeholder Priority</p>	<p><b>Traffic Congestion Relief</b></p> 	<p>1. Review downtown and destination centers' traffic patterns for efficiencies.</p>	 <p>2. Evaluate traffic solutions for downtown and destination centers.</p>	 <p>3. Explore and Identify technology solutions to alleviate congestion issues in these areas.</p>		
<p>Stakeholder Priority</p>	<p><b>Community Engagement</b></p> 	<p>1. Improve communication infrastructure and practices to successfully reach larger audiences through various media platforms including live streaming and video archiving all public meetings.</p>			 <p>2. Provide regular engagement opportunities to minority-owned businesses, non-profits, and faith-based organizations.</p>	



Image Source: Great Sky. 2018.

# EXISTING CONDITIONS

The existing conditions of the city were assessed to help identify transportation trends, opportunities, and challenges for Canton's future. The existing conditions analysis included a review of the city's previous studies as well as data on socioeconomic trends, land use and zoning, transportation networks, and natural and historic resources. This chapter gives a summary of key findings of that analysis.



## Previous Studies and Plans

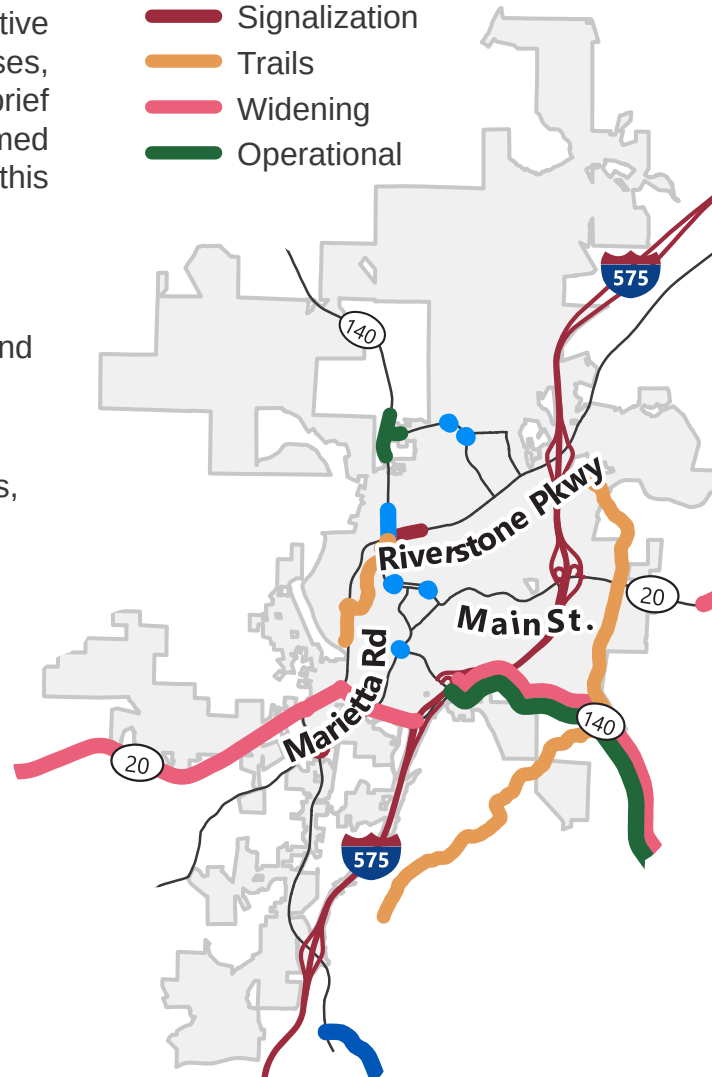
Recently completed studies and plans were reviewed to understand the capital improvements that the City of Canton has planned or considered. These include the Canton 2040 Comprehensive Plan as well as Livable Centers Initiative efforts, residential market analyses, among others. This page includes a brief overview of planned and programmed projects taken into consideration for this Transportation Master Plan.

### Citywide Recommendations

- Bike signage through downtown and Riverstone Parkway
- Wayfinding throughout city
- Increase connectivity for sidewalks, bike lanes, and trails
- Reducing traffic congestion
- Provide additional transit options
- Compact and mixed-use development
- Arts and public space
- Increasing economic growth
- Redevelopment and historic preservation

### Planned Roadway Improvements

- Project Type
- Alignment
  - Intersection
  - Signalization
  - Trails
  - Widening
  - Operational



## Socioeconomic Trends

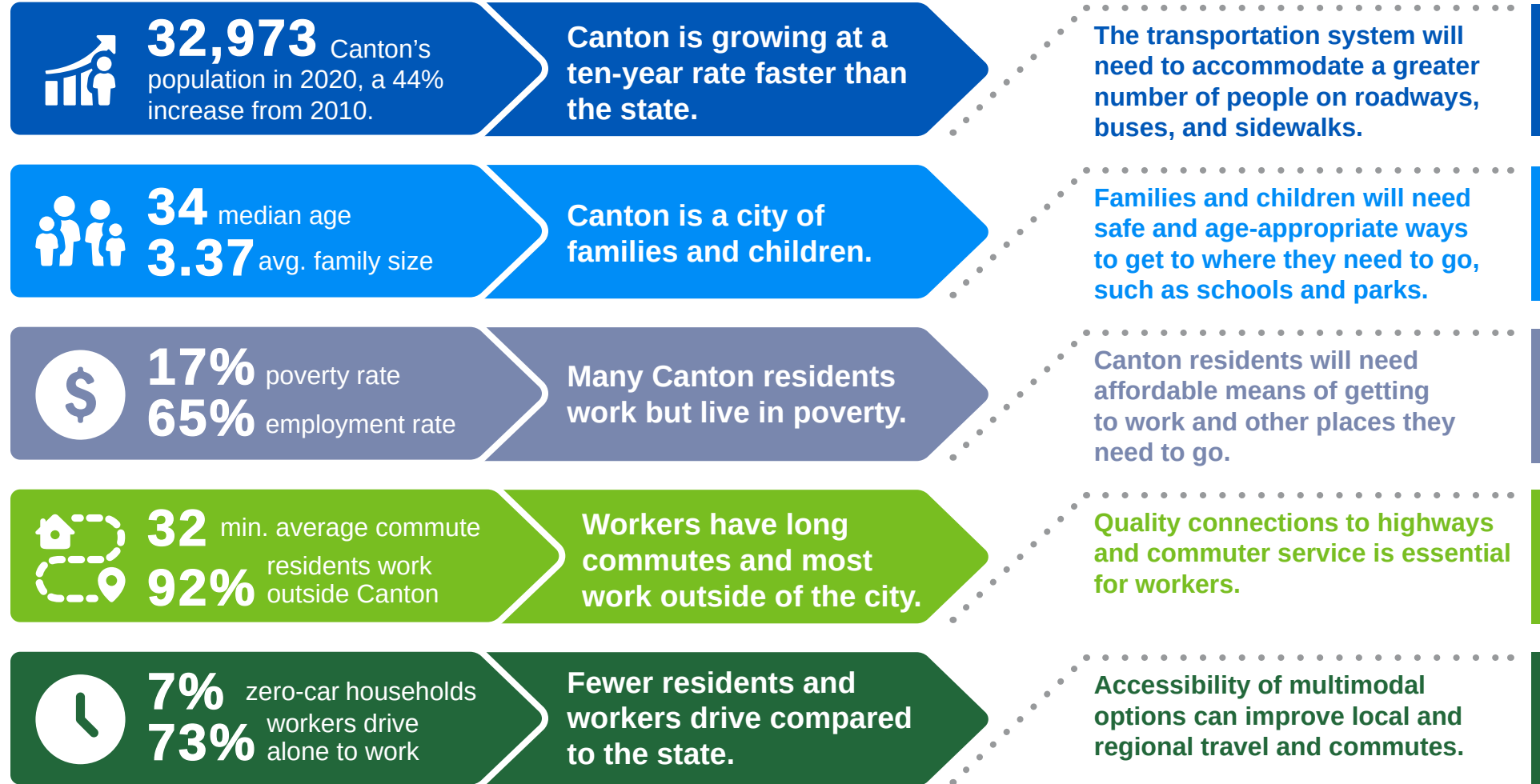
As part of the Atlanta metropolitan area, Canton is quickly growing. Census data\* was used to identify transportation needs unique to Canton's population.

Canton has a growing population made up of families with children. The city's workers have long commutes outside of the city but, according to the Census, are

more likely to choose alternative modes of transportation to work than workers in other parts of the state.

### Statistic

### Trend



\*2000 and 2010 Census, 2015-2019 American Community Survey

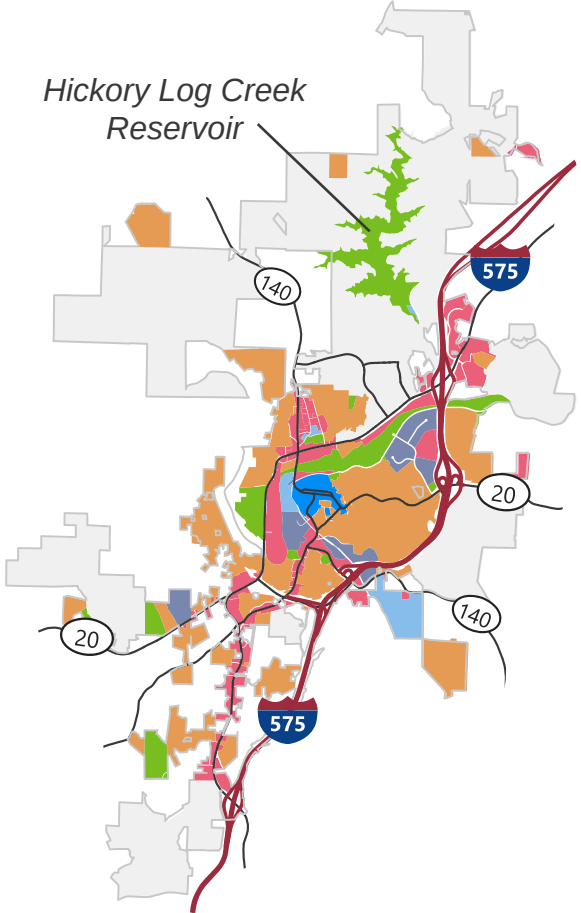
# Land Use and Zoning

The city's land use data comes from their 2040 Comprehensive Plan, which documents current zoning and future land use. Simplified versions of these maps are shown in the figures to the right, where the plan's future land use "Character Areas" are indicated by their primary land uses.

Presently, Canton primarily consists of residential land, particularly within the center of the city. Commercial and industrial sites tend to be located along major corridors, such as Riverstone Parkway. There are other industrial locations, as well as parks, located along the Etowah River. Historic Downtown Canton is the central business district. The city has implemented a protective buffer around Hickory Log Creek Reservoir to maintain its natural environment.

Future land use is primarily planned for residential property. There are natural areas in which there will be no development. The most significant changes are future development of commercial and office properties north of Riverstone Parkway, along I-575, and south of SR 20 east of I-575. However, by defining future land use as its "Character Areas," Canton is enabling flexibility in its future land use.

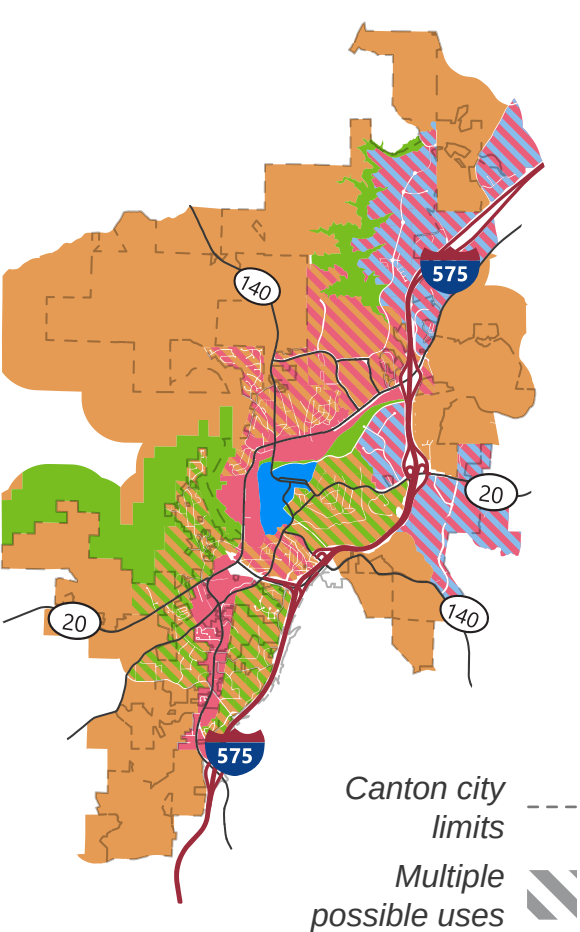
## Current Zoning



### Legend



## Future Land Use

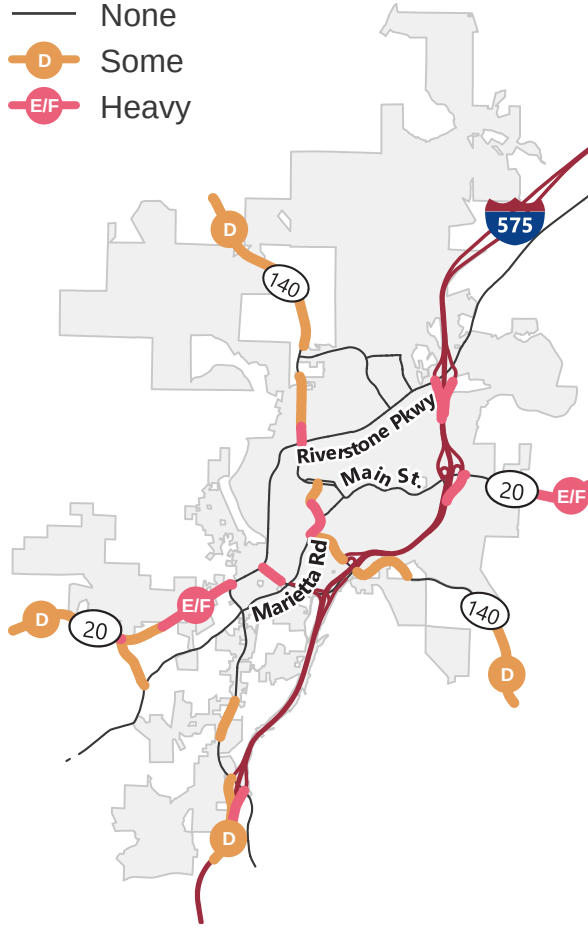


Canton city limits ---  
Multiple possible uses [hatched pattern]

# Transportation Networks

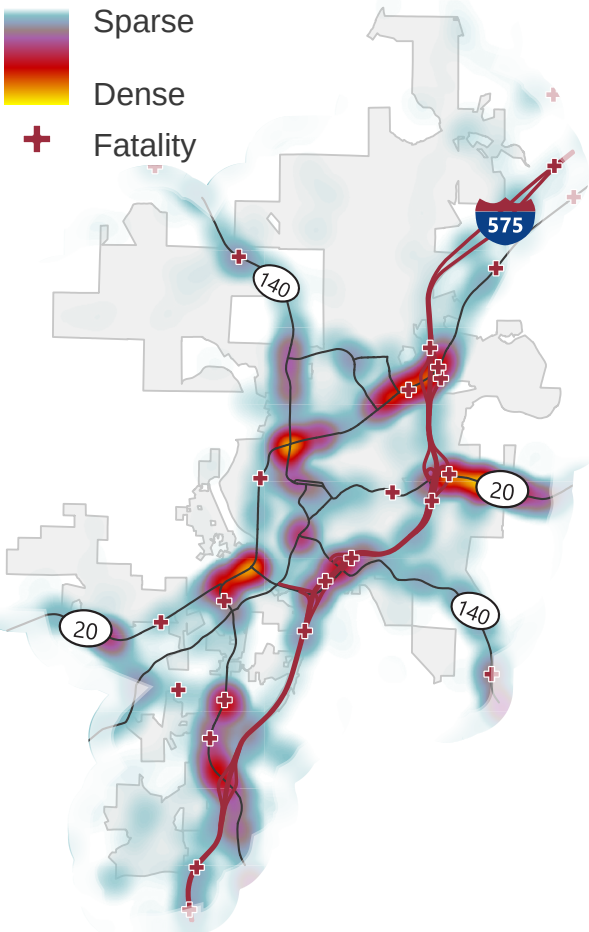
Canton is served by I-575, which connects to I-75 and Atlanta. Other major arterials in Canton include SR 20, SR 140, Riverstone Parkway, Marietta Road, and Main Street.

## Congestion (2020)



Over 10,000 vehicles travel on each of these roads daily. I-575 is the most trafficked roadway in Canton with an average annual daily traffic (AADT) of 56,100 vehicles. The city's other major arterials have AADTs ranging from 11,000

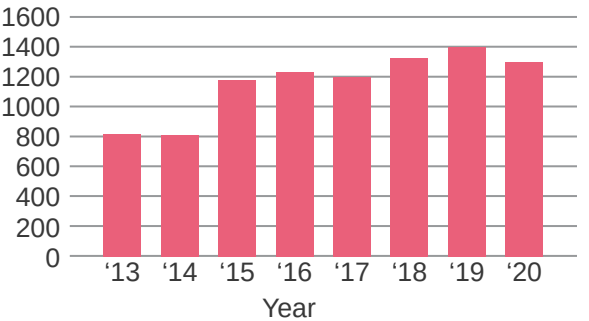
## Crashes (2013-2020)



to nearly 22,000. Frequent congestion occurs on SR 20, SR 140, and the I-575 interchange at Riverstone Parkway.

A significant number of crashes occur on these busy arterials, particularly at intersections and interchanges. Between 2013 and 2020, 9,253 crashes had occurred in Canton or near its city limits. The trend of crashes in Canton is generally increasing, as shown below.

## Number of Crashes (2013-2020)



In addition, between 2013 and 2020 there were 34 crashes with pedestrians, a third of which occurred on Riverstone Parkway between SR 140 and I-575. This corridor abuts residential and commercial properties, but despite its significant traffic and proximity to downtown, it is seldom congested.

The majority of Canton streets have sidewalks on at least one side of the street, as the map to the right shows. However, sidewalks are missing on many Canton roadways, particularly in South Canton and in residential areas between downtown and I-575. To help fill these sidewalk gaps, the city has an ordinance requiring sidewalks be built on both sides of the road at new residential, commercial, and industrial developments (Ord. No. 2014-18, § 2, 8-21-2014).

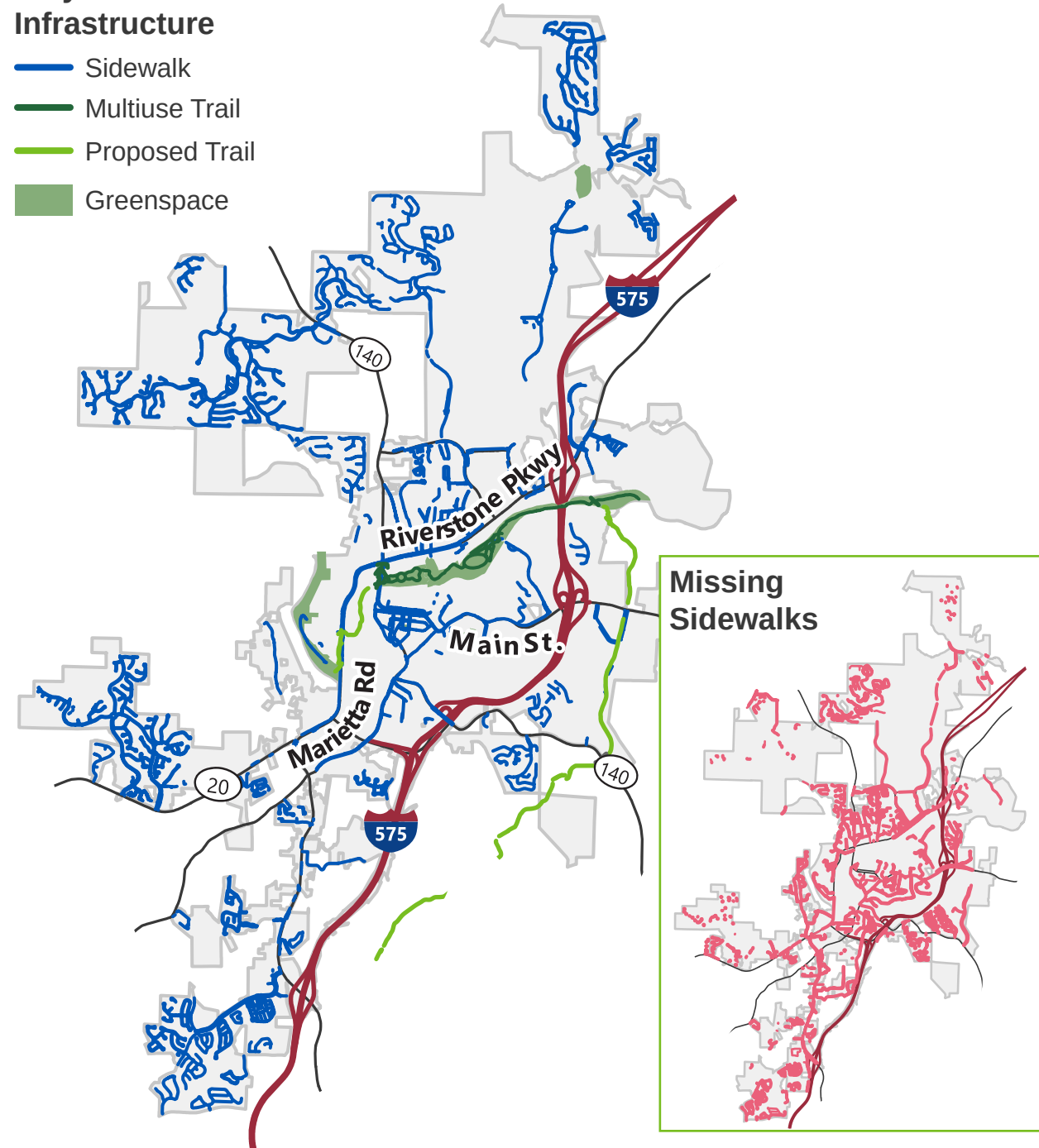
Some sidewalks, where present, do not meet Americans with Disabilities Act (ADA) standards and need to be upgraded with curb ramps or raised crosswalks.

There is currently no bike infrastructure in Canton, but there are multiuse trails along the Etowah River. There are additional trails planned along the eastern edge of the city and another trail to connect to Boling Park to the west. These are shown in the map to the right.

A desire for more bicycle and pedestrian connectivity between neighborhoods has been expressed by stakeholders.

### Bicycle and Pedestrian Infrastructure

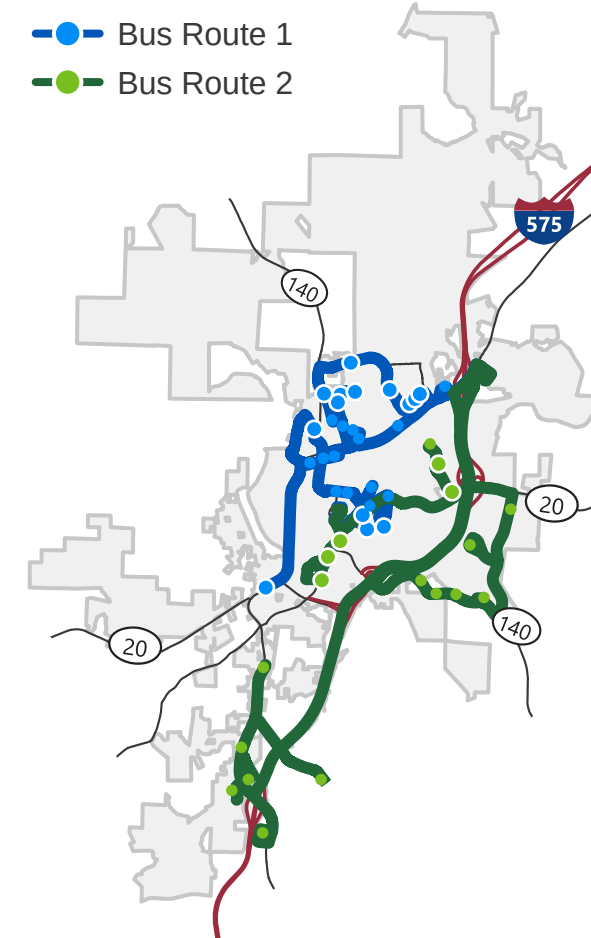
- Sidewalk
- Multiuse Trail
- Proposed Trail
- Greenspace



The public transportation system that serves Canton is the Cherokee Area Transit System (CATS). CATS is operated by Cherokee County and provides fixed route service throughout the city. The service has two routes and operate Monday through Friday, 8 am to 4 pm. Some bus stops have shelters and other amenities, but many do not. Some stops lack landing pads, which provide

### Fixed-Route Transit

- Bus Route 1
- Bus Route 2



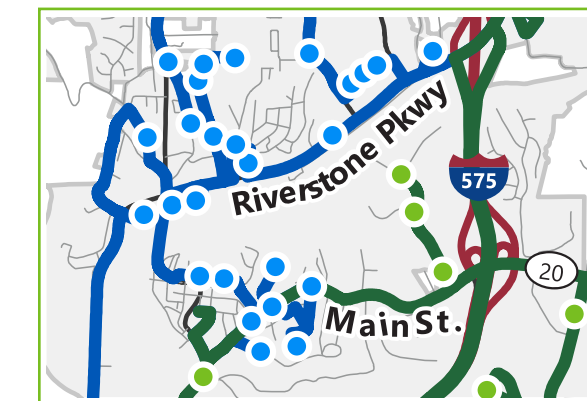
accessibility for riders with strollers or mobility devices.

The fixed routes mostly serve central Canton and connect to commercial areas and downtown. Many residential neighborhoods in northern and western portions of Canton do not have any bus service.

CATS provides paratransit and vanpool options, which are typically on-demand options for riders who may need or want to be picked up from their home, dropped off at a location not served by fixed routes, or may need to schedule a ride in advance for appointments.

The ATL Xpress Bus Service, the nearest commuter bus service, connects Woodstock to downtown and Midtown Atlanta on weekday mornings 6-7:30 AM and evenings 4-6 PM.

### Fixed-Route Transit - Central Canton

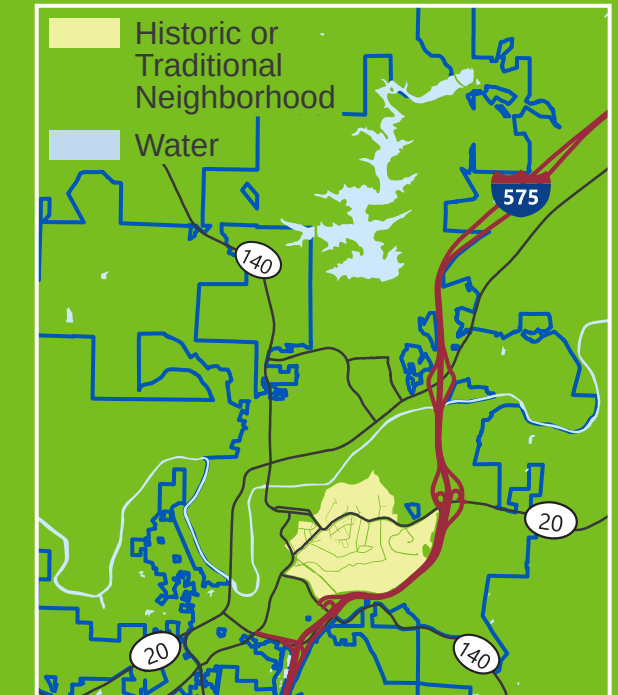


## Natural and Historic Resources

The Canton Commercial Historic District was established in 1984 and the Canton Historic District was established in 2010. Both include the downtown area.

The Etowah River runs through the center of the city just north of the historic districts. Hickory Log Creek Reservoir is a man-made reservoir located at the northern side of the city. The reservoir provides safe drinking water for the city as well as recreation space.

### Natural and Historic Resources





*Image Source: Better Homes and Gardens. Canton, GA.*

# COMMUNITY ENGAGEMENT

Community engagement for this transportation master plan occurred concurrently with other steps of this plan's development. This chapter summarizes this plan's engagement activities, shown in a timeline to the right. In addition to these engagement activities, a FRAME Room virtual open house was published for community members to view the plan information at every stage of its development.



### TMP Planning Process Timeline



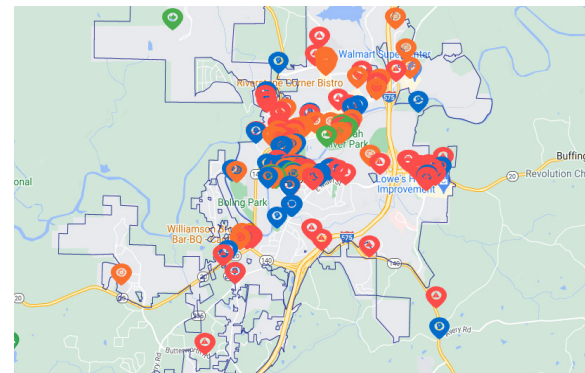
### Wikimaps

A Wikimap is an online tool in which people can provide location-based input through a digital map of the city. This plan utilized two Wikimaps and shared them on the city website and social media pages.

The first Wikimap was used to allow the public to identify the city's transportation needs. People could leave as many comments as they wanted under the following four categories:

- Areas of Concern
- Ideas and Suggestions
- Things I Like
- Frequent Destinations

This first Wikimap received over 150 comments, which other users could "like" and "dislike" to demonstrate support or disagreement with potential project ideas.



### Steering Committee

Three steering committee meetings were conducted virtually: March 1, May 24, and August 30, 2022.

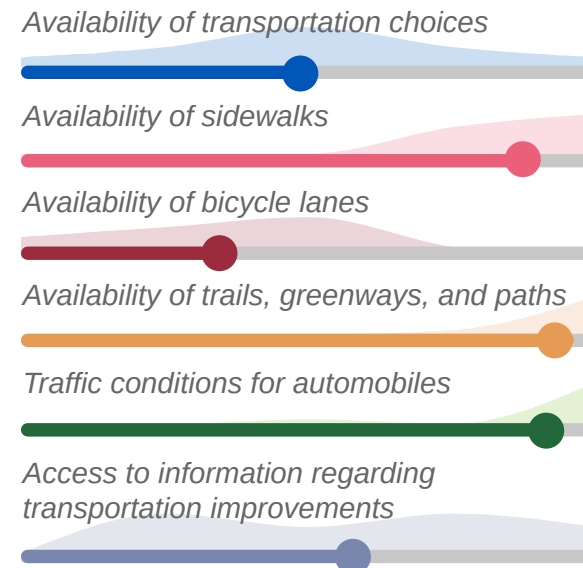
In the first meeting, the steering committee provided input on the plan vision and goals and identified areas to observe during the plan's field visit.

In May, the committee provided input on the existing conditions analysis.

In August, the committee gave input on the draft project list.

#### Meeting Mentimeter Activity

How would you rank the following aspects of transportation in the City of Canton?



### Public Meetings

Two public meetings were held to present information gathered during the planning process and obtain input from residents regarding transportation.

The first public meeting was conducted in person at Canton City Hall in July 2022. Fifteen people attended the meeting and provided input.

The meeting provided attendees with an overview of the existing conditions of the transportation network as well as the plan's vision and goals. People were encouraged to provide comments on both. Thirteen people attended the second meeting and provided input.

A station was provided at the meeting for people to provide comments and concerns on the city's transportation network. Their input was recorded live and was considered when developing this plan's recommendations.



After a draft list of project recommendations was developed, the second round of the Wikimap and Public meetings were held to obtain public feedback on the draft recommendations.

For both activities, the draft project recommendations were mapped, and either through the online Wikimap or on paper maps at the public meeting, attendees could mark and comment any support or changes they would like to see on those recommendations.

Between these two activities, over three dozen comments were received on the draft projects and informed the final project recommendations.

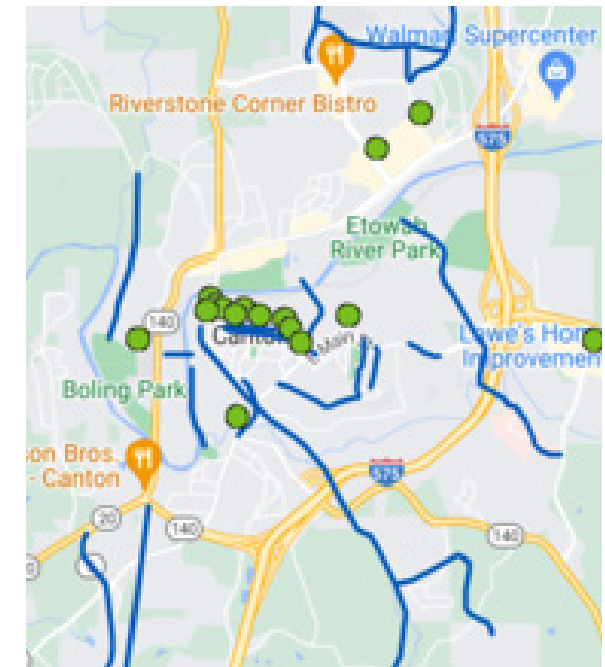




Image Source: City of Canton

**ASSESSMENT OF  
CURRENT &  
FUTURE NEEDS**






After assessing the existing conditions of the city's transportation network and soliciting input from community members, the city's major transportation needs were identified. This chapter summarizes the information gathered during this process.



## General Needs

### Recurring Themes

Key themes arose through the community engagement meetings, listed below.

-  Desire for bicycle and pedestrian improvements
-  Desire for improved safety at intersections and near schools
-  Congestion concerns downtown, on SR 20, and on Marietta Rd
-  Concern for speeding downtown and in residential areas
-  Desire for improved transit connections and service

### Stakeholder's Primary Modes of Transportation



### Stakeholder Values

Throughout the planning process, stakeholders were asked a series of questions about what they believe was most important for this plan to address. A summary of their responses is below.

#### Most important goals

- Traffic Congestion Relief** 
- Roadway Improvements & Safety** 
- Connectivity & Accessibility** 

### Biggest Transportation Challenges

-  Roadway Safety and Intersection Improvements
-  Roadway Maintenance
-  Pedestrian Amenities
-  Upgrading and Adding Traffic Signals

### General Desired Improvements

- Marietta Highway pedestrian improvements
- Congestion relief
- Traffic signal at Knox Elementary School
- Better sidewalk connections in neighborhoods
- Raised median between on Riverstone Blvd
- Hwy 20 and Hwy 5 intersection improvements
- Sidewalk connections to trails and parks
- Dual-use Easements (e.g., multiuse trail along a railroad's property)

## Internal Design Workshop

A combination of transportation planners, traffic engineers, and urban designers reviewed several aspects of the city from three distinct lenses. These are:

### Livability

- Wayfinding
- Access management
- Safety
- Multimodal connectivity
- Transit
- Active transportation

### Economics

- Future projects and development
- Land use
- Freight

### Transportation Systems

- Fixed route performance
- Parking accommodation
- Railroad interaction
- Traffic operations
- Smart mobility

Each group was tasked with reviewing the available data, comments received, and any analysis to develop project ideas that address each subject area within each category. The intent was to develop a draft project list that is:

- Multitodal
- Addresses the comments received from the public, stakeholders, and city leaders
- In line with the vision and goals of this Transportation Master Plan.

The resulting draft project list was presented to City of Canton staff for review and refinement into a draft project list.

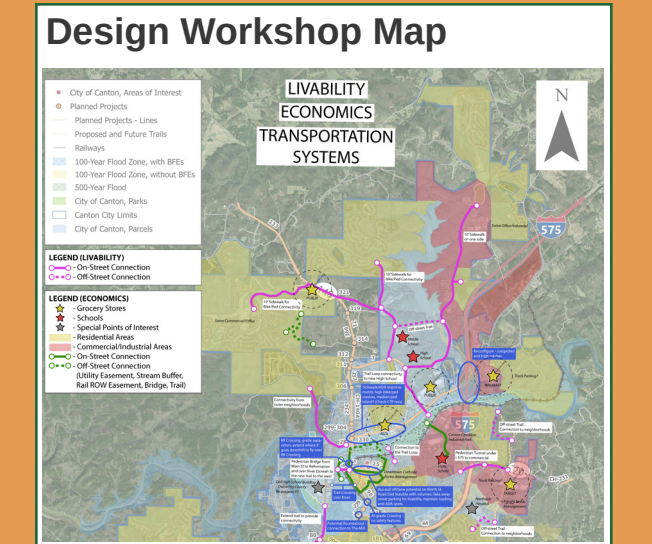




Image Source: City of Canton.

# PROJECT IDENTIFICATION & PRIORITIZATION

# Project Identification

Projects were identified through the processes described in the previous three chapters of this report.

The city's existing networks for all modes were identified, as well as traffic volumes, crashes, and other traffic factors. Additional existing conditions transportation needs were identified by community members in a Wikimap.

Projects were identified that could address gaps in the network and needs identified by the public.

## Development of Plan Recommendations



# Project Types

There are 67 projects recommended for this Transportation Master Plan, 47 of which will be sponsored by the City of

Canton. Each of this plan's recommended projects fall into one of nine project types, listed and described below.

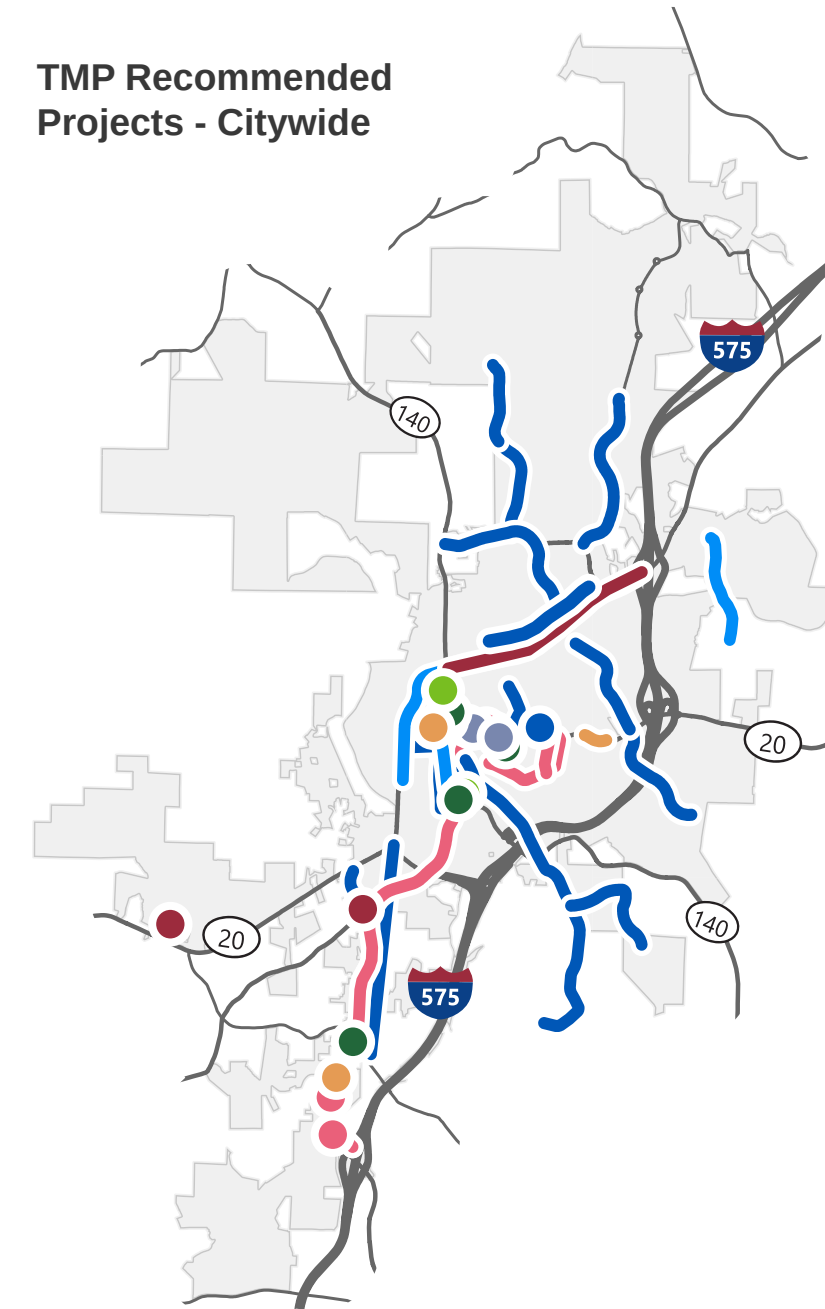
<b>Bicycle and Pedestrian</b>		Projects that make walking and biking more convenient and accessible.
<b>Bridge Repair &amp; Rehabilitation</b>		Projects that make improvements to bridges that are in fair or poor condition.
<b>Capacity</b>		Projects that expand roadway capacity that aim to reduce congestion.
<b>Intersection Improvement</b>		Projects that improve movement at roadway intersections.
<b>ITS &amp; Emerging Technology</b>		Projects that add or improve road signals or incorporate new technology.
<b>Operational Improvement</b>		Projects that change the road design to improve movement between road users.
<b>Safety</b>		Projects that change the roadway design to be safer and reduce risk of crashes.
<b>Wayfinding</b>		Projects that add signage along roadways to help people find destinations.
<b>Policies</b>		Projects that change policies to improve delivery of transportation services.

# Project Recommendations

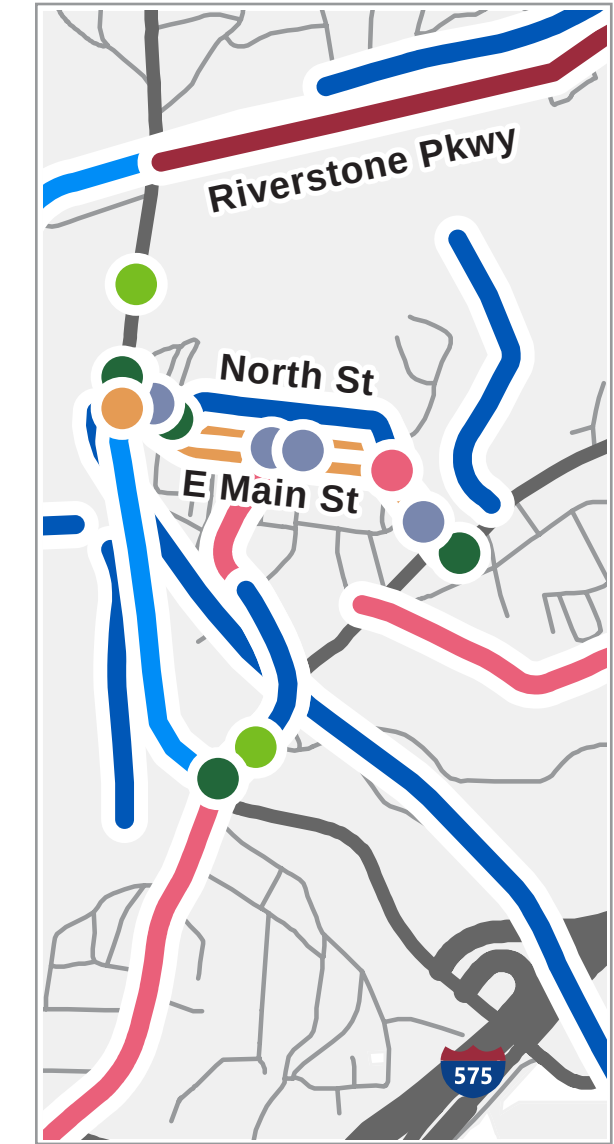
The recommended projects are shown in the maps to the right. These projects were evaluated and prioritized for how well they achieved each plan goal (*Introduction, page 12*).

This chapter lists all recommended projects, as well as projects sponsored by other public or private entities. Projects are listed by their project type, implementation timeframe short- or long-term), and provided in order of their prioritization.

## TMP Recommended Projects - Citywide



## TMP Recommended Projects - Downtown Canton



# Prioritized Project Recommendations

Short-term projects in this plan make up the City's ten-year transportation plan, taking into account current priorities and available funding.

## Short-term Projects (10-year plan)

TMP ID	Type	Project Name
5		Hickory Flat Hwy Roundabout
49*		Marietta Highway/Riverstone Parkway
63*		Marietta Rd, E Main St - SR 20 Canton
30		The Mill Trail
91**		Marietta Hwy at Prominence Point Pkwy/Drive #3 (Kroger)
92**		Marietta Hwy at Butterworth Rd/Univeter Rd
93**		Marietta Hwy at Ridge Rd
33		Etowah River Pedestrian Bridge
6		Cherokee St Traffic Calming
76*		Reinhardt College Parkway
71*		North St
34*		Waleska/Railroad St Intersection
37*		Bells Ferry Rd
4		E Main St/Dr John T Pettit
74*		Riverstone Parkway Bicycle & Pedestrian Improvements

TMP ID	Type	Project Name
7		Jeanette St Traffic Calming
50*		John Knox Elementary School on Riverbend Way
26		E Main St Pedestrian Crossing
28		E Main St Restriping
10		Reservoir Dr Sharrows
14		Marietta Rd Sidewalk
2		Main St Roundabout
55*		Marietta St Bridge
90		Muriel St Traffic Calming
57*		E Main St
61*		Marietta Hwy
11		Downtown Wayfinding
20		Marietta Hwy Sidewalk
68*		W Marietta St
29		W Main St 4-Way Stop

Long-term projects in this plan are recommended but may not be feasible within this plan's ten-year time frame. Long-term projects include those that are larger in size, may take more time to implement, or require more funding than is currently available. Over the coming years, priorities may change, shifting projects now categorized as "long-term" to "short-term," and vice versa.

## Long-term Projects (includes larger projects, those that may take more time to implement, or those that require additional funding)

TMP ID	Type	Project Name
32		Bluff Parkway Bicycle Lanes
9		Reservoir Dr Bicycle Lanes
24		Brown Industrial Rd Sidewalk
72*		Marietta Hwy
25		Rail Trail
58*		E Main St
67*		Waleska St Bridge
62*		Marietta Hwy/Marietta Rd/Bells Ferry Rd
69*		Hickory Flat Rd

## Project Type Legend

- Bicycle and Pedestrian
- ITS & Emerging Technology
- Bridge Repair & Rehabilitation
- Operational Improvement
- Capacity
- Safety
- Intersection Improvement
- Wayfinding

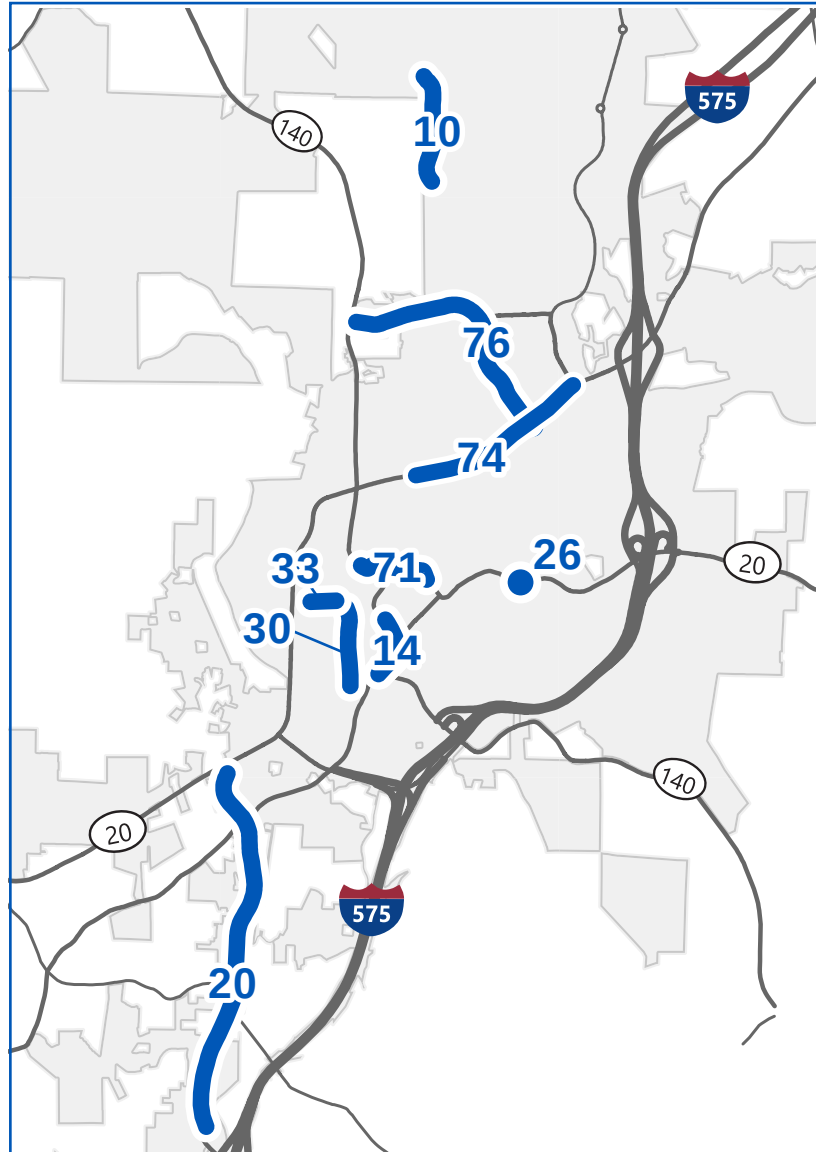
TMP ID	Type	Project Name
19		Shipp St Trail
64*		Marietta Rd
17		Canton Creek Trail
27		Mountain Vista Blvd Trail
1		Main St/North St Reconfiguration
75*		Point View Dr-Old Doss Dr Connector
60*		Marietta Highway
23		Utility Easement Trail

\* Indicates projects from the previous Cherokee County Comprehensive Transportation Plan  
 \*\* Indicates projects from the Cherokee County Old Highway 5 study



# Bicycle and Pedestrian Projects

## Bicycle and Pedestrian Short-Term Project Locations



## Short-Term Bicycle and Pedestrian Projects

TMP ID	Project Name	From	To
30	<b>The Mill Trail</b>	The Mill on Etowah	Harmon Park
33	<b>Etowah River Bridge</b>	The Mill on Etowah	Marietta Rd
76	<b>Reinhardt College Parkway</b>	SR 140/Waleska St	Riverstone Pkwy
71	<b>North St</b>	SR 140/Waleska St	E Main St
74	<b>Riverstone Pkwy</b>	Hospital Drive	Riverstone Blvd
26	<b>E Main St Midblock Pedestrian Crossing</b>	Roy St	Jeannette St
10	<b>Reservoir Dr Sharrows</b>	Canton First Baptist	Great Sky
14	<b>Marietta Rd Bicycle and Pedestrian Improvements</b>	Hickory Flat Hwy	E Marietta St
20	<b>Marietta Hwy Sidewalk</b>	SR 20	Prominence Pkwy

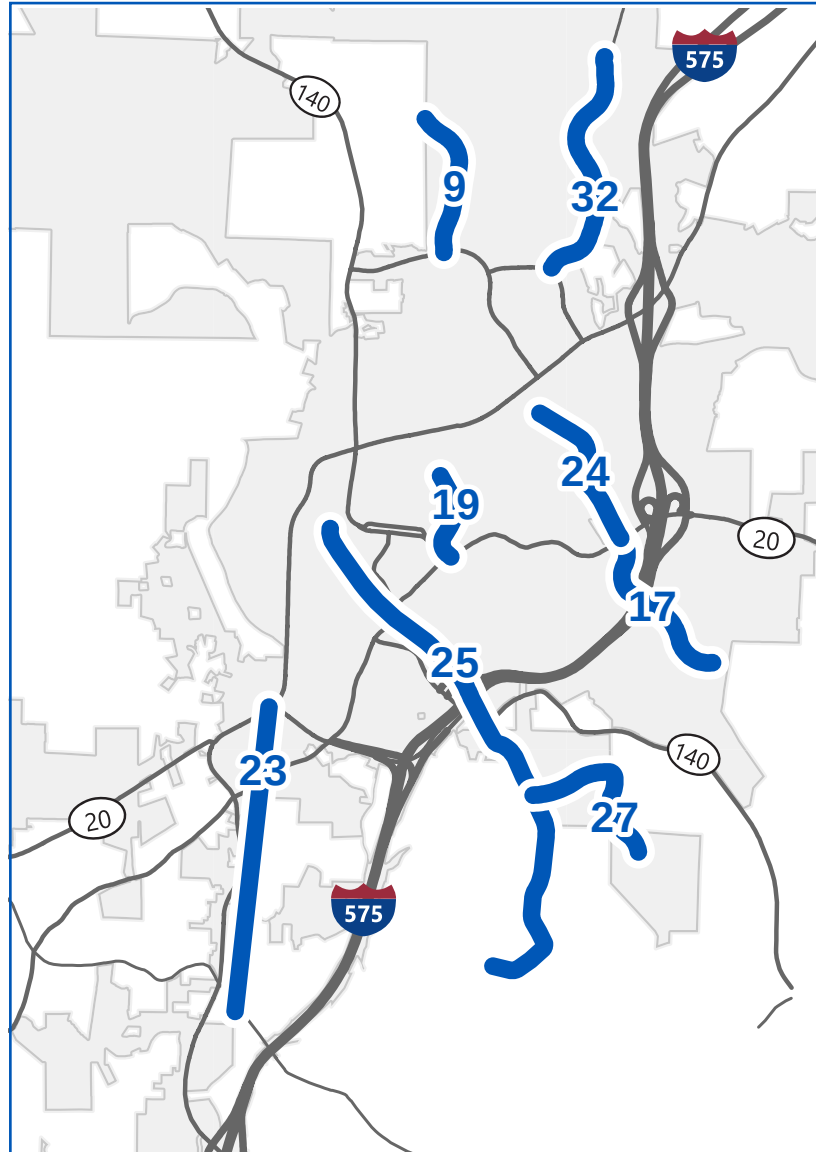
Project Description	Cost Est.
Off-road trail connecting the Mill on Etowah to Harmon Park/Ballfield	\$1,968,645 <i>(Appendix A)</i>
Construct a bridge from the Mill at Etowah to the Etowah Trail network on west side of Etowah River. Includes two location and design alternatives.	\$3.2-\$3.8 M <i>(Appendix A)</i>
Bicycle/pedestrian infrastructure improvements	\$6,000,000
Bicycle/pedestrian infrastructure improvements	\$850,000
Bicycle/pedestrian infrastructure improvements. Old Highway 5 recommendations include sidewalk infill on Riverstone Pkwy from Tiffany Ln to Milton Dr	\$5,514,549 <i>(Appendix A)</i>
Midblock pedestrian crossing with pedestrian flashing beacon. Location to be determined based on sight distance and right-of-way	\$39,469 <i>(Appendix A)</i>
Add bicycle sharrows on pavement to indicate bicycle presence	\$220,000
Install pedestrian improvements along the corridor including a pedestrian bridge over Canton Creek	\$2,689,588 <i>(Appendix A)</i>
Add 5-foot wide sidewalks on both sides of the road	\$11,000,000

List continues on following spread →



# Bicycle and Pedestrian Projects

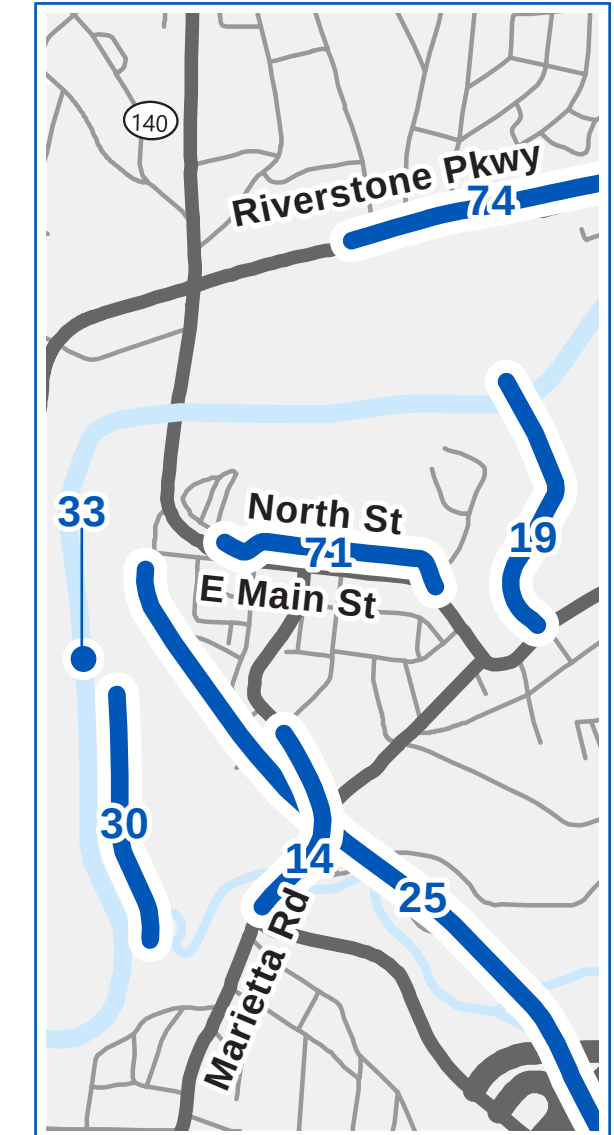
## Bicycle and Pedestrian Long-Term Project Locations



## Long-Term Bicycle and Pedestrian Projects

TMP ID	Project Name	From	To
32	<b>Bluff Parkway Bicycle Lanes</b>	Dr. Martin Luther King Jr. Blvd	Bluff View Ln
9	<b>Reservoir Dr Bicycle Lanes</b>	Reinhardt College Pkwy	Canton First Baptist
24	<b>Brown Industrial Rd Sidewalk</b>	Cumming Hwy	Etowah River Park
25	<b>Rail Trail</b>	Mill on Etowah	Chattin Dr
19	<b>Shipp St Trail</b>	E Main St	Heritage Park
17	<b>Canton Creek Trail</b>	E Main St	Northside Cherokee Blvd
27	<b>Mountain Vista Blvd Trail</b>	Mountain Vista Blvd	Rose Ridge Dr
23	<b>Utility Easement Trail</b>	Marietta Hwy and SR 140 intersection	Jessie McCollum Dr/Cherokee Memorial Park

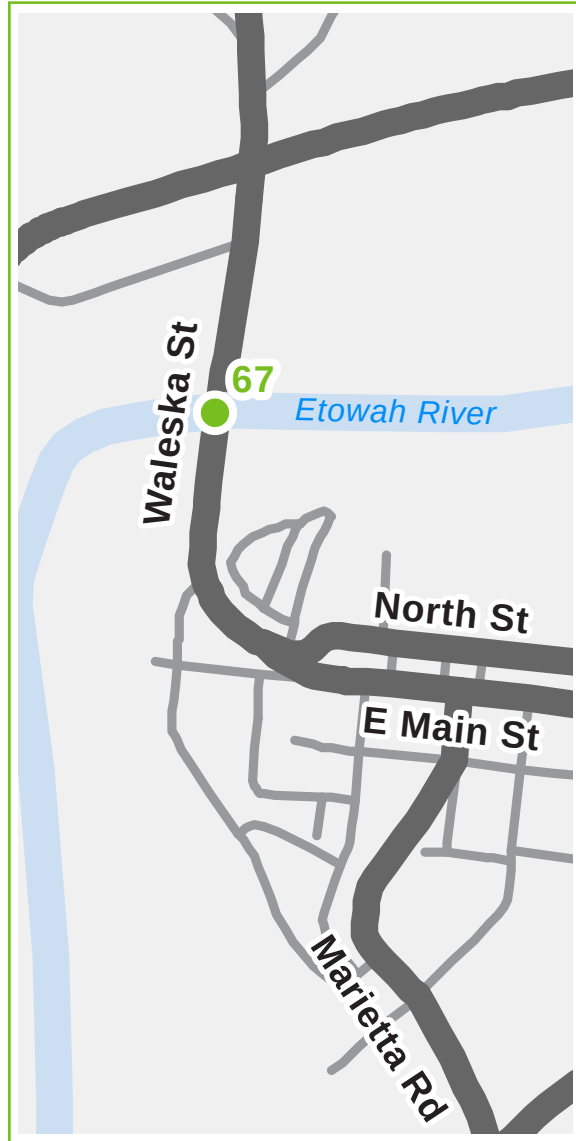
## All Bicycle and Pedestrian Project Locations - Downtown



Project Description	Cost Est.
Add bike lanes to Bluff Pkwy to connect middle school and new high school to residential area	\$5,200,000
Add bicycle lanes to 4-lane section	\$2,000,000
10-foot sidewalk along the road to connect neighborhoods south of Cumming Hwy and Hasty Elementary to Etowah River Park and Trail system. Includes trail crossing on SR 20 to connect to trail under I-575 and Northside Hospital	\$3,600,000
Trail adjacent to the railroad starting at the Mill at Etowah and following the railroad south and southwest to the proposed trail ending on Chattin Dr	\$12,000,000
Add 10-foot sidewalk along Shipp St and pedestrian bridge over the Etowah River to Heritage Park	\$2,600,000
Off-road trail beginning at E Main St through the Northside Hospital vacant property on the southwest quadrant of I-575, under I-575 utilizing and expanding the existing culvert of Canton Creek to the Northside Hospital and extent to Northside Cherokee Blvd	\$4,000,000
Off-road trail connecting Mountain Vista Blvd and Rose Ridge Dr to proposed trail	\$1,600,000
Utilize power easement to create a multiuse trail to directly connect two parts of the city and back sides of adjacent neighborhoods	\$8,000,000

## Bridge Repair & Rehabilitation

### Short-Term Bridge Project Locations



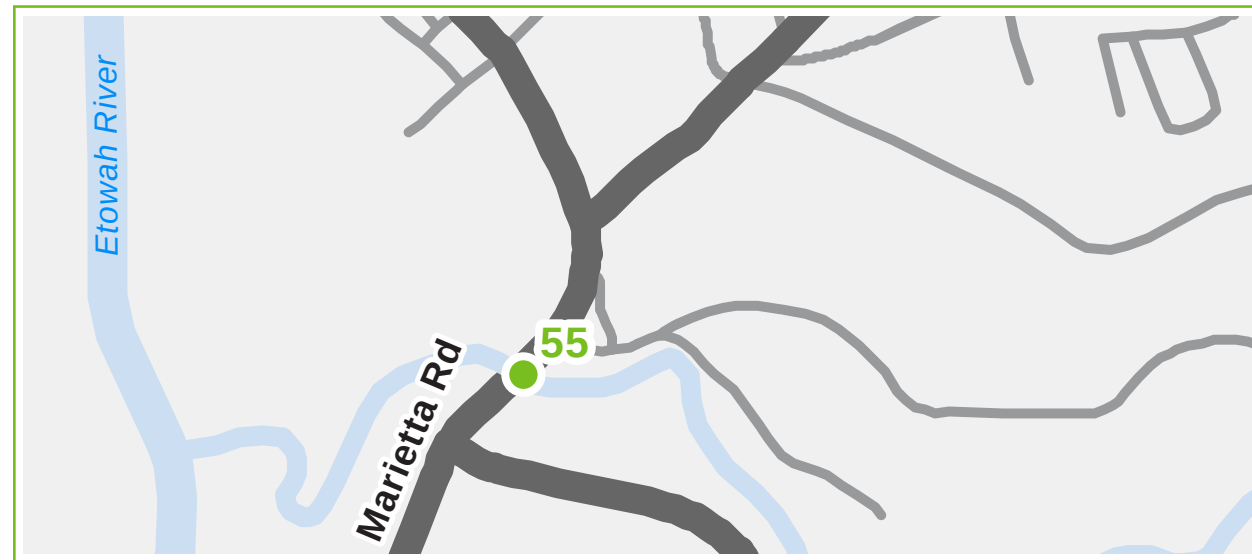
### Short-Term Bridge Projects

TMP ID	Project Name	Crossing	Project Description	Cost Est.
55	Marietta St Bridge	Crossing Canton Creek	Rating less than 80. Fair condition	\$1,600,000

### Long-Term Bridge Projects

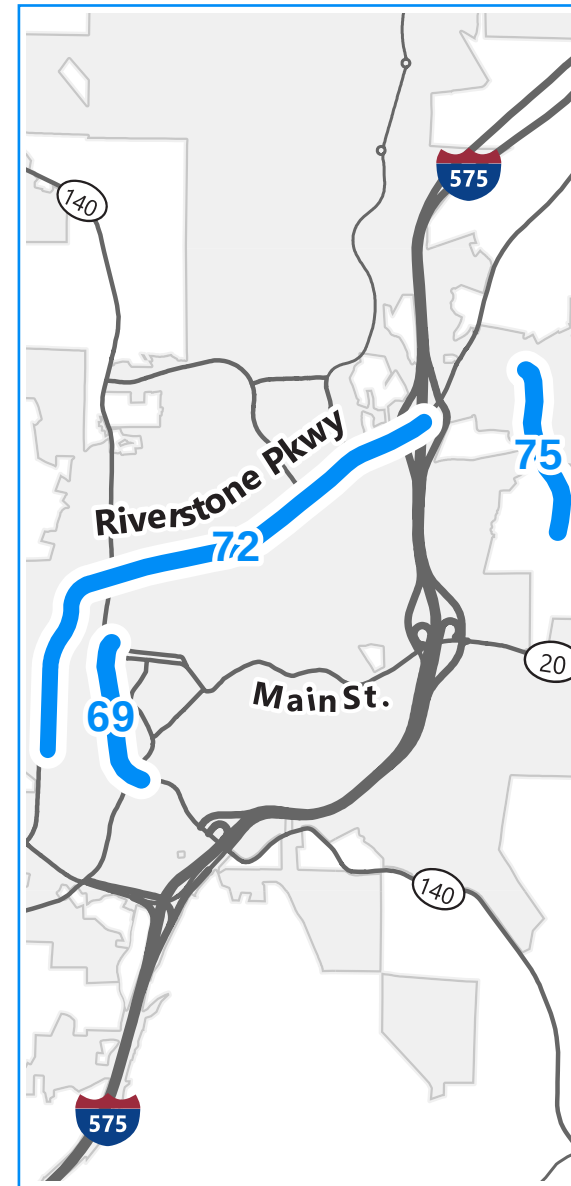
TMP ID	Project Name	Crossing	Projects Description	Cost Est.
67	Waleska St Bridge	Crossing Etowah River	Rating less than 80. Fair condition	\$2,000,000

### Long-Term Bridge Project Locations



## Capacity Projects

### Capacity Project Locations



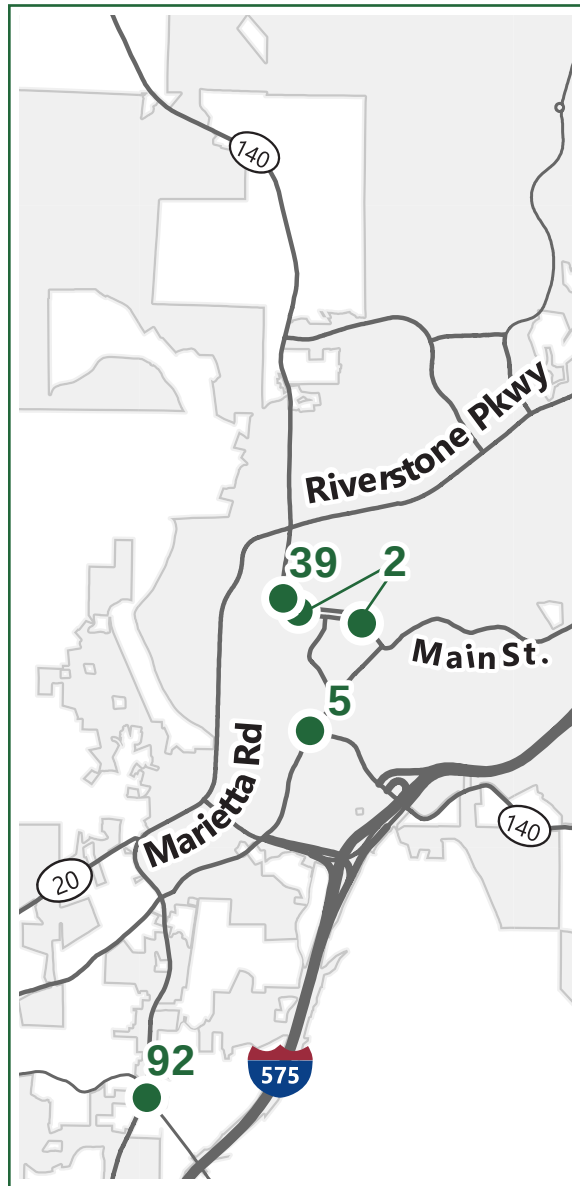
### Capacity Projects

TMP ID	Project Name	From	To	Project Description	Cost Est.
72	Marietta Hwy	I-575	Waleska St	Corridor improvement	\$4,660,000
69	Hickory Flat Rd	Marietta St	Waleska St	Roadway extension	\$4,320,000
75	Point View Dr/Old Doss Dr Connector	Point View Dr	Old Doss Dr	--	\$4,080,000

*There are no short-term capacity projects recommended.*

# Intersection Improvements

## Intersection Project Locations

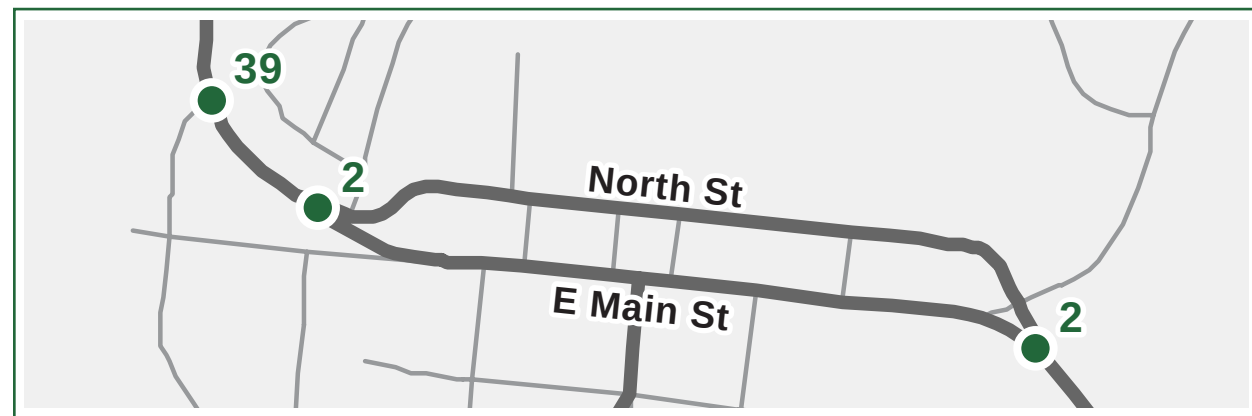


## Intersection Projects

TMP ID	Project Name	Crossing	Project Description	Cost Est.
5*	Marietta Rd/Hickory Flat Hwy	Hickory Flat Hwy (SR 140)	Install roundabout with driveway for future connection	\$1,460,343 (Appendix A)
92	Marietta Hwy at Butterworth/Univeter Rd	Butterworth Rd	Single lane roundabout	\$1,800,000
2	Main St Roundabout	North St	Convert both ends of downtown to roundabout or realign for 4-way stops	\$4,000,000

\* Addresses CTP-229 from the Cherokee County Comprehensive Transportation Plan

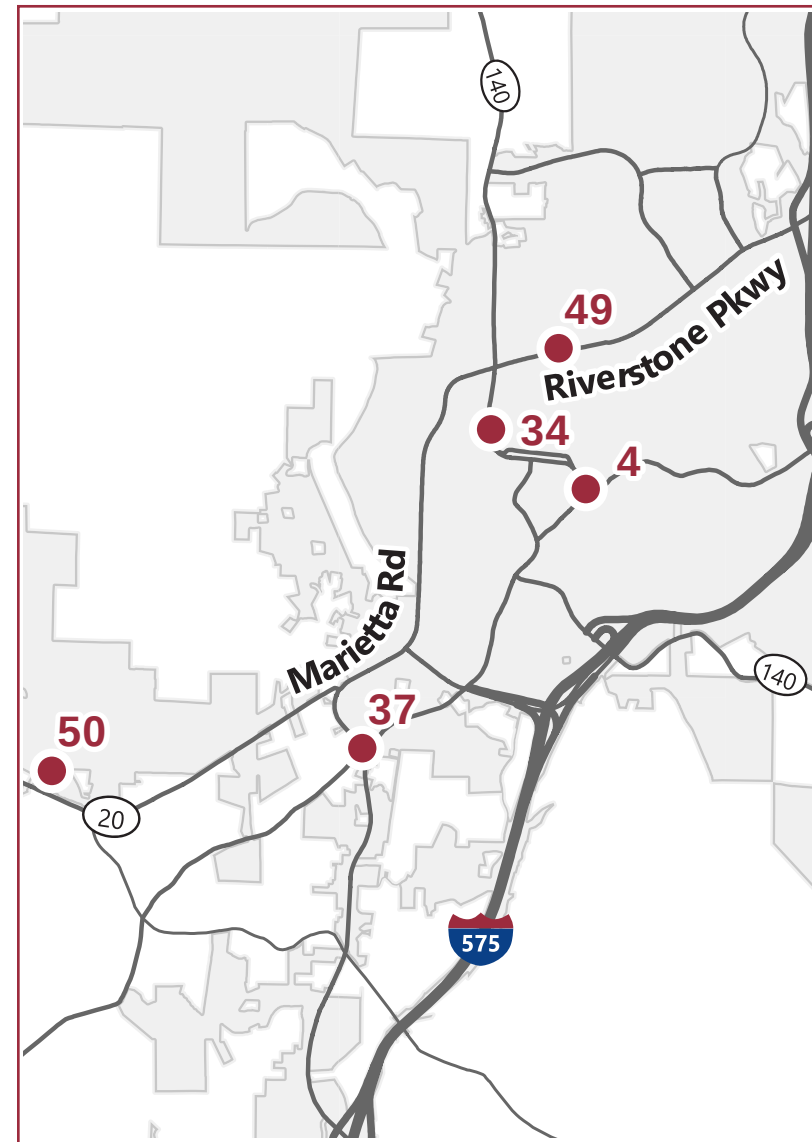
## Intersection Project Locations - Downtown



There are no long-term intersection projects recommended.

# ITS & Emerging Technology Projects

## ITS & Emerging Technology Project Locations

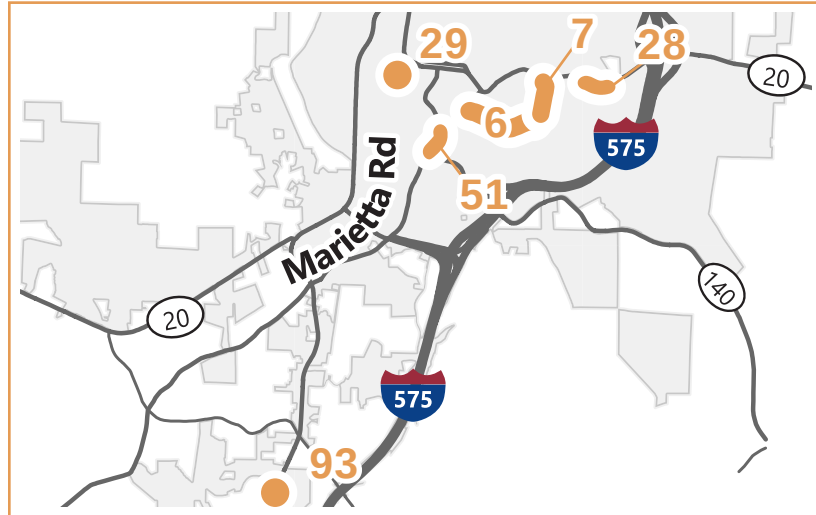


TMP ID	Project Name	Crossing	Project Description	Cost Est.
49	Riverstone Parkway Rapid Flashing Beacons	--	Concept design included in TMP-74	\$80,000
34	Waleska/Railroad St Intersection	Railroad St	Signalize the intersection with detection to coordinate with railroad signal	\$1,100,000
37	Bells Ferry Rd	Marietta Hwy	Addition of flashing yellow arrow signal heads for the Marietta Highway approaches, signal timing adjustment, and a guarded left green	\$510,000
4	E Main St/Dr John T Pettit	Dr John Pettit St	Approaching vehicle flashing light for blind curve	\$180,000
50	John Knox Elementary School	Riverbend Way	School flashing lights	\$10,000

There are no long-term intersection projects recommended.

# Operational Improvements

## Short-Term Operational Improvement Project Locations



## Long-Term Operational Improvement Project Locations



## Short-Term Operational Improvement Projects

TMP ID	Project Name	From	To
93	Marietta Hwy at Ridge Rd	Ridge Rd	--
28	E Main St Restriping	Britt St	Breeze Hill
29	W Main St 4-Way Stop	W Main St	--

## Long-Term Operational Improvement Projects

TMP ID	Project Name	From	To
58	E Main St	Waleska St	E Main St

1	Main St/North St Reconfiguration	Railroad St	Brown St
---	----------------------------------	-------------	----------

## Project Description

Add northbound through lane, east bound left turn lane, and westbound left turn lane

Reconfigure striping to turn right lane westbound into a right turn only lane for school and left lane be the through lane and have people merge left instead of right

Convert to 4-way stop when pedestrian bridge to the Mill on Etowah (TMP-19) is constructed

## Cost Est.

600,000

\$120,000

\$5,000

## Project Description

*From Cherokee County Comprehensive Transportation Plan, CTP-257. No project description included.*

Reconfiguration of downtown to improve vehicular traffic and pedestrian flow.

Potential strategies could include: Downtown reconfiguration to convert Main St and North St to two-way. Reconfigure parking to parallel. Remove road connections and parking on either side of square and extend pedestrian plaza. Extend sidewalks where feasible to increase walking and outdoor dining space. Add flashing pedestrian beacons at crosswalks. Convert North St to service street with loading zones. Possibly include flex zones, like loading zones and rideshare, using technology and colored lights to indicate approved use by time of day. Parking on Main will be primarily handicap and convert all intersections along Main to all-way access with potential for 4-way stops. Convert Railroad St to right-in right-out at Waleska St

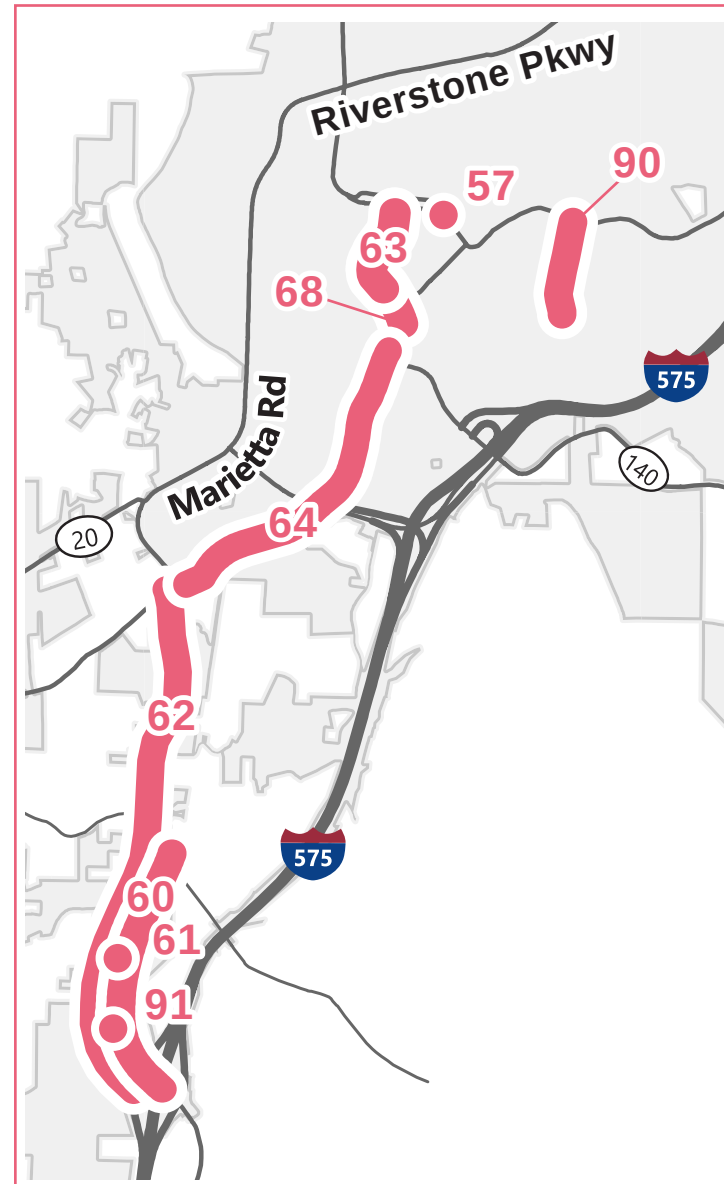
## Cost Est.

\$1,780,000

\$6,000,000

# Safety Projects

## Safety Project Locations



## Short-Term Safety Projects

TMP ID	Project Name	From	To
63	Marietta Rd, E Main St - SR 20	SR 20	I-575
91	Marietta Hwy at Prominence Point Pkwy/Drive #3 (Kroger)	Prominence Point Pkwy	--
6	Cherokee St Traffic Calming	Dr John T Pettit St	Hospital Cir
7	Jeanette St Traffic Calming	Hospital Cir	E Main St
90	Muriel St Traffic Calming	E Main St	Hospital Cir
57	E Main St	North St	--
61	Marietta Hwy	Travis Tritt Ln	--
68	W Marietta St	Marietta Rd	E Main St

## Long-Term Safety Projects

TMP ID	Project Name	From	To
62	Marietta Hwy/Marietta Rd	Bells Ferry Rd	Marietta Rd
64	Marietta Rd	Marietta Hwy	Hickory Flat Hwy
60	Marietta Hwy	I-575	Univeter Rd

Project Description	Cost Est.
Study to identify safety improvements, including at SR 20, SR 205, Univeter Rd and Prominence Point intersections	\$1,200,000
Replace the existing permissive-only signals for the driveway on the westbound approach with permissive-only flashing yellow arrow signal heads, providing physical channelization for all right turn lanes and/or installing elongated right turns, and implementing signal timing adjustments which include verifying appropriate clearances are used as well as potentially increasing vehicle extension time	\$300,000
Install traffic calming such as speed cushions or chicanes	\$30,000
Install traffic calming such as speed cushions or chicanes	\$20,000
Install traffic calming such as speed cushions or chicanes	\$20,000
Reconfigure the intersection of North St., Brown St., and E Main St	\$490,000
Reconfigure the intersection to handle the traffic leaving the shopping center on Tritt Lane and neck down of Marietta Hwy from two lanes to one	\$600,000
Reconfigure the 5-leg intersection of Archer St., W Marietta St., and S Church St., filling the sidewalk gaps on the corridor and installing dedicated bike facilities	\$500,000

Project Description	Cost Est.
Conduct a corridor study to determine the appropriate safety improvements	\$2,400,000
Reconfigure the intersection of Marietta Road and Marietta Highway, and addressing driveway placement at that intersection. Sidewalks were installed on the corridor 2015-2016, but there are no existing bike facilities	\$990,000
Access management and safety improvements	\$1,190,000

## Wayfinding Projects

### Wayfinding Projects

TMP ID	Project Name	Project Description	Cost Est.
11	<b>Downtown Wayfinding</b>	Add additional wayfinding signage to public parking facilities, primarily at west and east entrances to downtown on Main St/North St and approaching cross streets such as E Marietta, Church, Archer. Could add signage at Dr John T Pettit St and Brown St	\$10,000

### Wayfinding Project Locations *Multiple locations for TMP-11*



### Wayfinding Examples



Source: Nicolson Associates, Inc.



Source: City of San Rafael

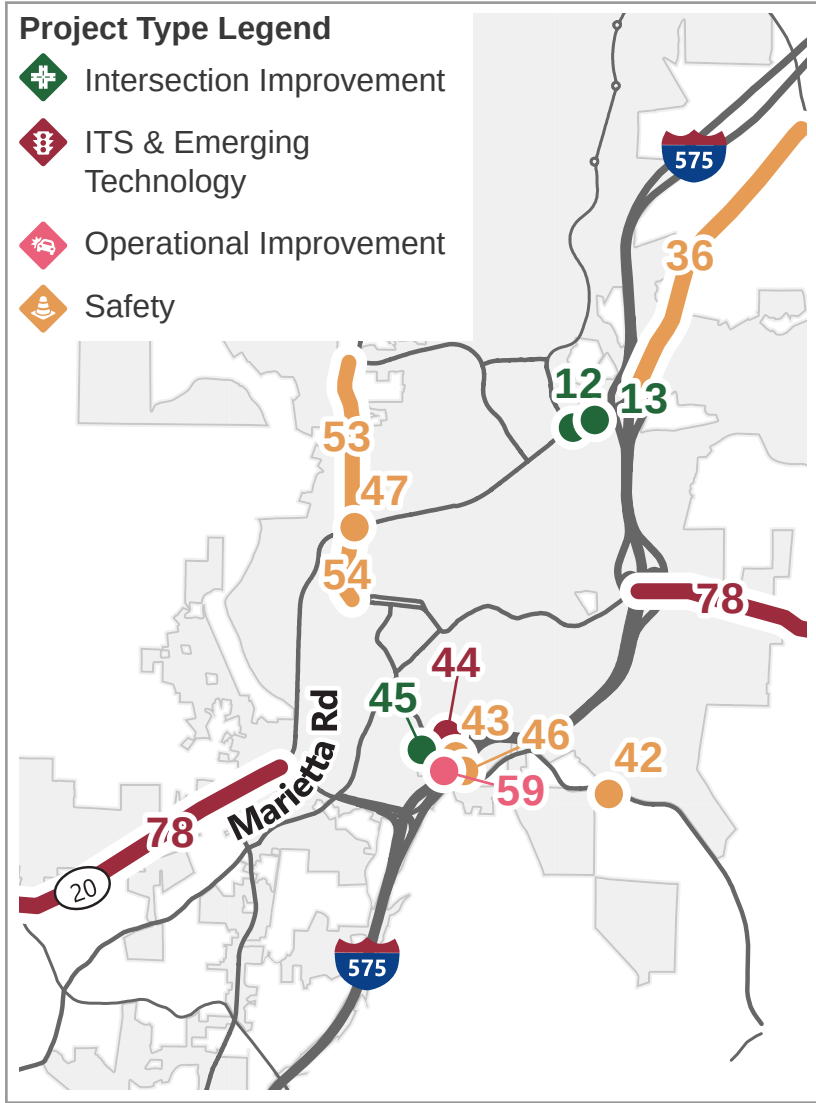
*There are no long-term wayfinding projects recommended.*

## Policy Recommendations

TMP ID	Project Name	Description
8	<b>Sidewalk Infill Program</b>	Create a Sidewalk Infill Program funded through impact fees and recreation fees to fill in sidewalk gaps where development will not install sidewalks. Prioritize equity areas, near schools, near transit stops and along major roadways.
15	<b>ATL Coordination</b>	Discuss extended Xpress Bus Route up to Canton. Park and Ride location at Etowah River Park
16	<b>CATS Improvements</b>	Create a standing coordination meeting or team with CATS to discuss potential upgrades or service changes based on community feedback
22	<b>Canton Community Center</b>	Convert Cherokee High School to city community center in partnership with Cherokee County schools after new high school is constructed
97	<b>Trail Coordination</b>	Coordinate with Cherokee County on buildout of trails to ensure appropriate connectivity and explore funding partnerships

# Projects from Other Sponsors and Other Plans

## Projects from Other Public Sponsors: TMP-12 – 78



## Public Projects (sponsored by GDOT unless indicated otherwise)

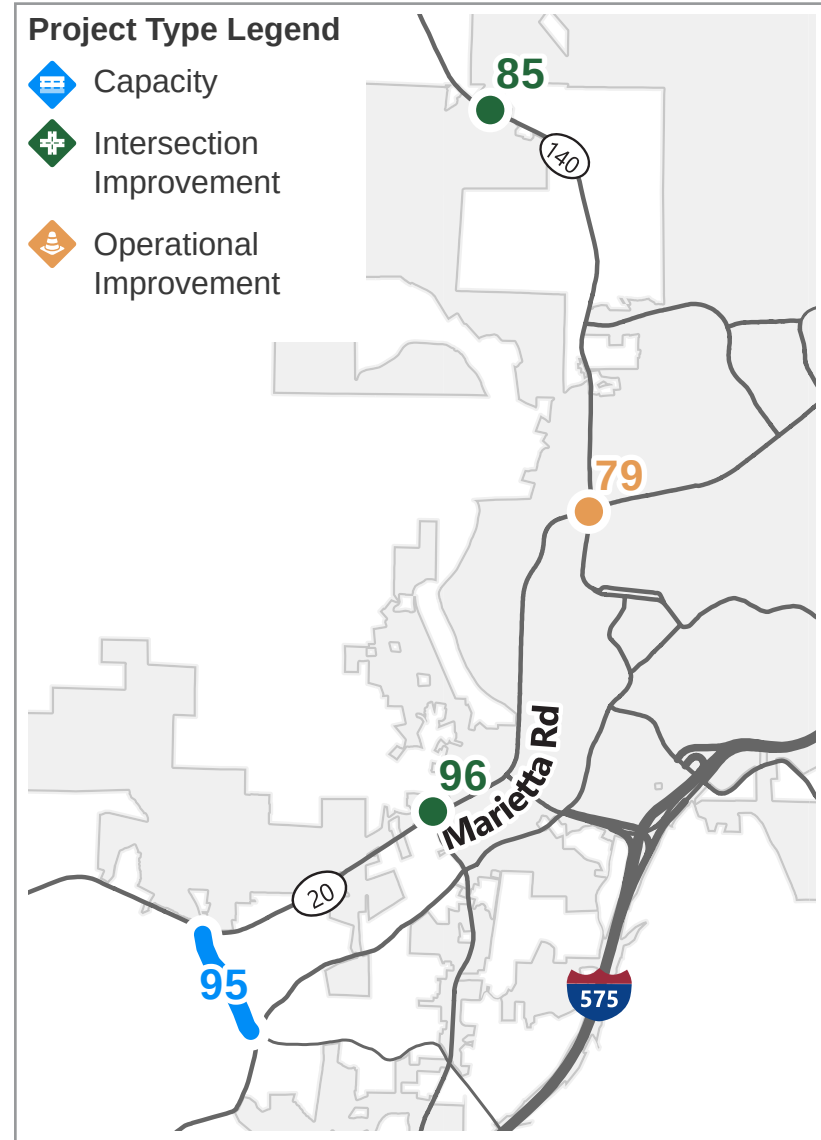
TMP ID	Type	Project Name
12	Intersection Improvement	Reinhardt College Pkwy / Riverstone Plaza
13	Intersection Improvement	Riverstone Blvd / Riverstone Plaza
36*	Safety	Ball Ground Highway
42*	Safety	SR 140
43*	Safety	SR 140
44*	ITS & Emerging Technology	SR 140
45*	Intersection Improvement	SR 140
46*	Safety	SR 140
47*	Safety	SR 140
53*	Safety	SR 140 / Waleska St
54*	Safety	SR 140 / Waleska St
59*	Operational Improvement	I-575
78*	ITS & Emerging Technology	SR 20

\* Indicates projects from the previous Cherokee County Comprehensive Transportation Plan

From	To	Description	Cost Est.
Riverstone Plaza	--	Intersection improvement - could be a signal, if warranted, or other improvement	\$1,100,000
Riverstone Plaza	--	Intersection improvement - could be a signal, if warranted, or other improvement	\$1,100,000
I-575 South	I-575 North	Additional left turn lanes	\$1,120,000
Hillcrest Drive	--	Install dedicated EB left-turn lane	\$350,000
I-575 NB ramps	--	Additional turn lanes	\$1,000,000
I-575 NB ramps	--	GDOT signal upgrade	\$880,000
I-575 SB on and off ramps	--	Potential multilane roundabout	\$6,820,000
Lower Scott Mill Road	--	Realign and relocate intersection to east	\$440,000
Riverstone Pkwy / Marietta Highway	--	Operational improvements	\$3,230,000
Marietta Highway / Riverstone Pkwy	Reinhardt College Pkwy	Operational improvements	\$1,540,000
W Main St	Marietta Hwy/ Riverstone Pkwy	Operational improvements	\$670,000
Hickory Flat Highway	--	Reconfigure the interchange, address the closely spaced intersection with Lower Scott Mill Road, remove tight loop onto I-575 SB	\$3,600,000
--	--	Freight signal priority	\$6,150,000

List continues on following page →

**Projects from Other Public Sponsors:  
TMP-79 – 96**



**Public Projects** (sponsored by GDOT unless indicated otherwise)




TMP ID	Type	Project Name
79*		SR 140 / Waleska St
85*		SR 140 / Waleska St
95*		Butterworth Road Widening**
96		Oakdale Rd

\* Indicates projects from the previous Cherokee County Comprehensive Transportation Plan



\*\* Indicates projects sponsored by Cherokee County

From	To	Description	Cost Est.
Riverstone Pkwy / Marietta Hwy intersection	North of Mary Ln, including Shoal Creek Rd	<p>Increase right turn lane storage on SR 140 SB, right-in and right-out improvements at Walgreens' driveway and Hospital Rd, signal upgrade</p> <p><b>Interim:</b> Provide median on SR 140 SB to restrict left turn movements to and from Walgreens driveway and Hospital Rd, realign Shoal Creek Rd with Mary Ln, provide left turning lane on SR 140 NB onto Mary Ln, provide left turning lane on SR 140 SB onto Mary Ln, provide right turning lane on SR 140 SB onto Shoal Creek Rd</p> <p><b>Long-term:</b> Provide a second left turning lane on Marietta Hwy EB, provide a second left turning lane on Waleska St NB, provide medians to restrict left turn movements to and from driveways on Riverstone Pkwy WB and Marietta Hwy EV, provide a second receiving lane on SR 140 NB, provide a second left turning lane on Riverstone Pkwy WB</p>	\$15,850,000
Laurel Canyon Pkwy / Great Sky Pkwy	--	Reduce Laurel Canyon Pkwy EB right-turning radius, signal improvements	\$280,000
SR 20	Bells Ferry Rd	Widen Butterworth Rd into a four-lane section between SR 20 and Bells Ferry Rd	\$6,200,000
SR 20	--	Add "Don't Block the Box" striping and signage at Oakdale and SR 20	\$5,000

### Private Projects

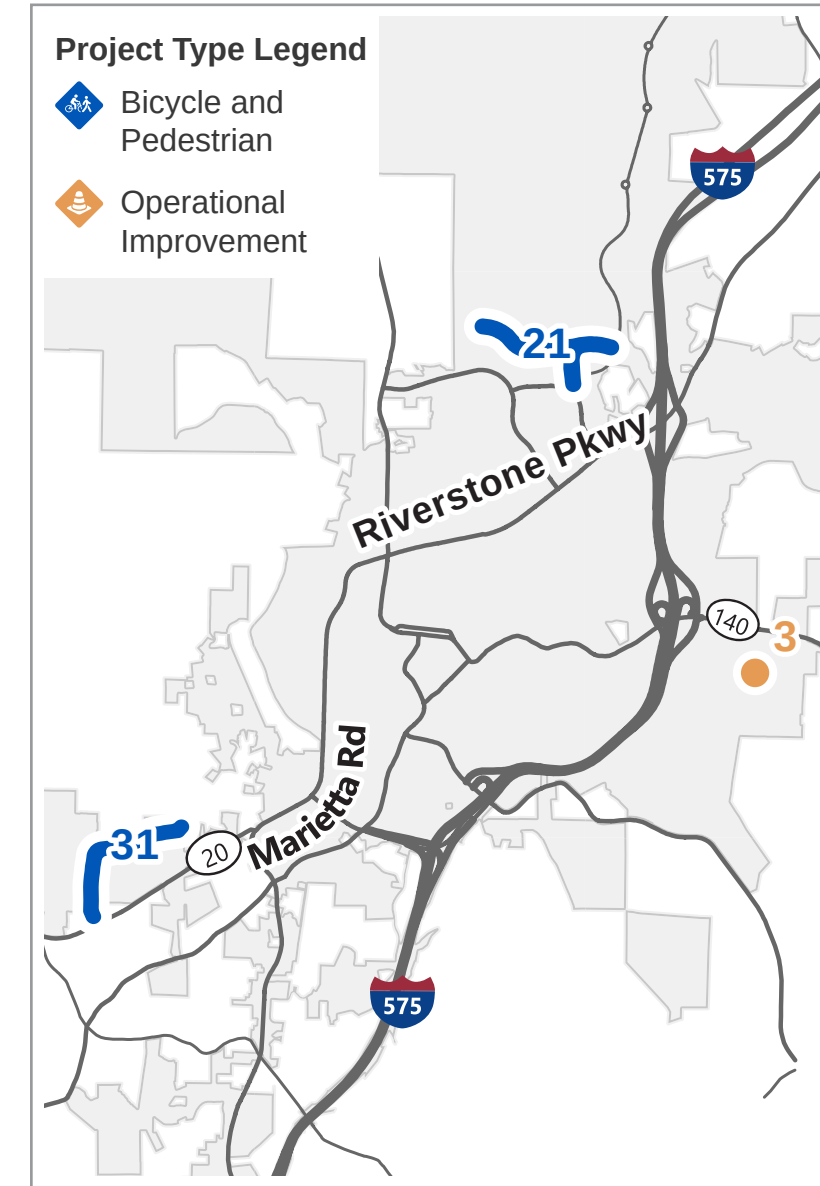
TMP ID	Type	Project Name	From	To	Description	Cost Est.	Project Sponsor
3		<b>Northside Cherokee Blvd</b>	Target entrance	--	Recommend to property owners to reconfigure parking to require vehicles to take first left into parking aisle and install bollards in front of the store to prevent vehicle access. This will keep traffic flowing and not overflow into intersection	\$44,000	Target property owner
21		<b>Hickory Log Creek Sidewalk</b>	Reservoir Dr	Hickory Log Creek	Add sidewalks and bike lanes on Hickory Log Creek extension with the high school development and connect to Martin Luther King and Bluffs Pkwy	\$2,800,000	Developers
31		<b>Satterfield Dr Trail</b>	Satterfield Rd	SR 20	Off-road trail connecting Satterfield Road to River Green and SR 20. Have developers build with parcel buildouts of industrial and apartment developers	\$4,000,000	Developers

### Projects from Other Plans Currently Being Implemented

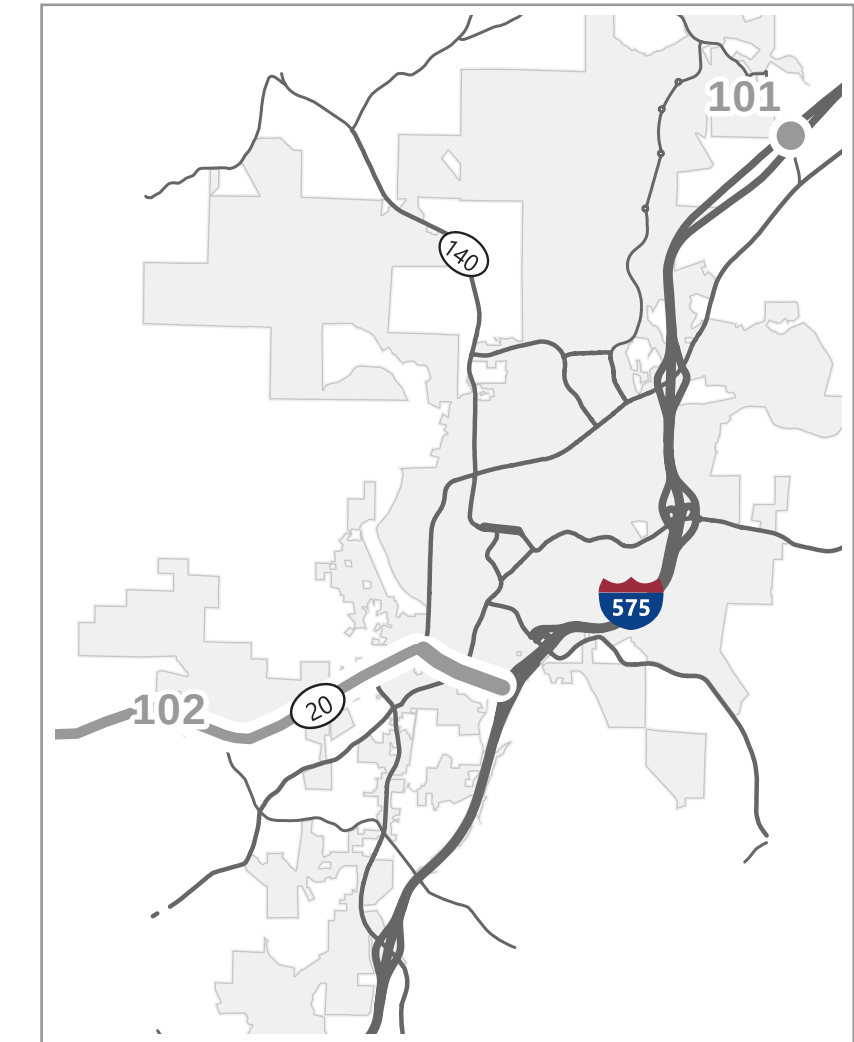
TMP ID	Type	Project Name	From	To	Description	Cost Est.
101*		<i>I-575 and Fate Conn Road</i>	<i>I-575</i>	<i>Fate Conn Rd</i>	<i>New interchange. Cherokee CTP-47.</i>	<i>\$25,000,000</i>
102		<i>SR 20</i>	<i>I-75 Bartow County</i>	<i>I-575 Cherokee County</i>	<i>GDOT Project ID #0007836, underway and in design <a href="#">[Link]</a></i>	<i>\$233,511,170</i>

\* Indicates projects from the previous Cherokee County Comprehensive Transportation Plan

### Projects from Private Sponsors



### Projects from Other Plans





# CANTON

110 Academy Street  
Canton, GA 30114  
[www.cantonga.gov](http://www.cantonga.gov)