

Cherokee
County

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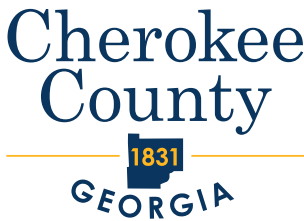


Cherokee County
Greenways & Trails Master Plan

FEBRUARY 2025

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Bicyclist in Canton's Heritage Park

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- [Appendix A: Community Engagement Materials](#)
- [Appendix B: Peer Communities & Case Studies](#)
- [Appendix C: Trail Design Guidance](#)
- [Appendix D: Project Prioritization Results](#)
- [Appendix E: Trail Capital Development Program](#)

Chapter 1: Introduction

Background

Cherokee County is located north of Atlanta, Georgia, and its trademarked phrase is "Where Metro Meets the Mountains." The County's unique blend of suburban and rural characteristics make it attractive to many, which is evidenced by Cherokee's growing population over the last 20 years. A context map showing Cherokee County's location in the Atlanta region is shown in **Figure 1**.

The convenience of and access to nearby Atlanta, the accessibility to nature and the nearby mountains, and the attraction of several notable communities within the County - Woodstock, Holly Springs, Canton, Waleska, and Ball Ground among them – has fueled significant population growth from 141,903 people in 2000 to 286,602 people in 2023.¹

Plan Goals

- ➔ Create opportunities for physical and social activity, expand travel options, and foster economic development
- ➔ Provide a framework for connecting segments of trail, key places, and create a true Countywide network

Past efforts have encouraged the development of trail and greenway investments specific to municipalities. This inaugural *Cherokee County Greenways & Trails Master Plan* acknowledges the ongoing maturation of the County. This plan consolidates those efforts into a singular vision specifically focused on the development and investment of a greenways and trails network.

Plan Purpose

With an overall purpose, the perspective of past trail and greenway planning efforts have typically been limited to specific parts of the County. These were often confined within individual communities, often as an offshoot of other initiatives including plans with a transportation focus. With an overall purpose to articulate a single vision for the future of trails in the County, this plan emphasizes partnerships across jurisdictional boundaries – both within Cherokee and with its neighbors – to develop an overall prioritized list of trail and greenway initiatives that promotes economic development, recreation, and transportation.



Sidepath Along Olde Rope Mill Park Road in Woodstock

¹ U.S. Census Bureau (2024). [QuickFacts - Cherokee County, Georgia](#).



ETOWAH RIVER TRAIL IN CANTON NEAR INTERSTATE 575

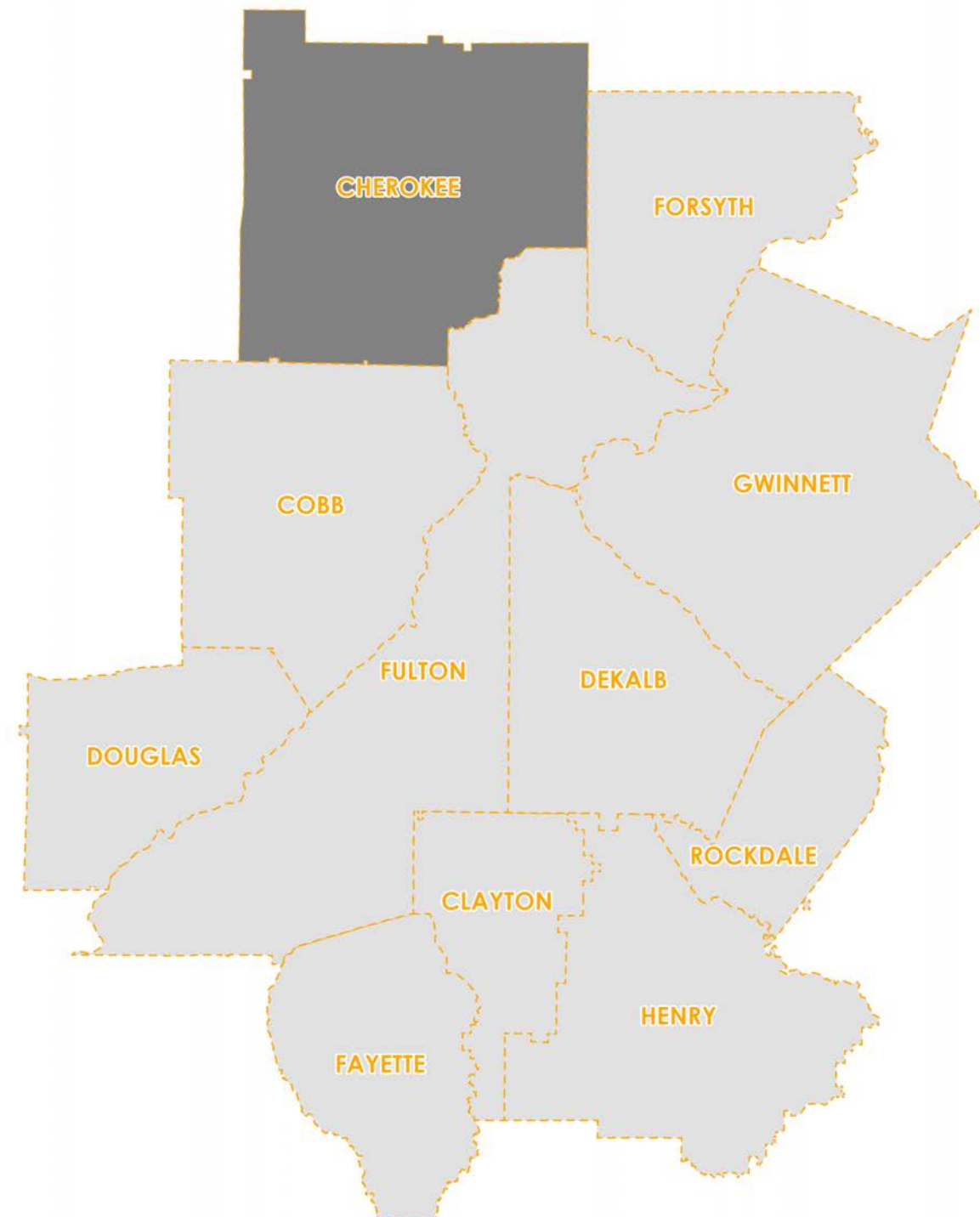


Figure 1. Location of Cherokee County Within the Atlanta Region



A Group of People Walking on the Etowah River Trail Near Heritage Park in Canton

Benefits of Trails

While understandable concerns about trails and greenways range from safety and security to perceived return on investment, research has largely shown, trails and greenways provide broad and specific benefits to the communities they serve. Benefits associated with trail investment include:

Healthy Communities

- Research indicates that for every dollar invested in building trails, nearly three dollars in medical cost savings may be achieved.²
- The findings of over 100 studies identify evidence of close associations between health benefits and being outdoors.³
- Commuting by walking or biking were associated with a lower risk of cardiovascular incidence/cancer and, in general, a lower risk of a range of adverse health outcomes, independent of sex, age, deprivation, ethnicity, smoking status, dietary patterns, etc.⁴

² American Heart Association (2011). [Heart disease prevention: A good investment for individuals, communities](#). ScienceDaily.

³ Twohig-Bennett C. & A. Jones (2018). [The health benefits of the great outdoors: A systematic review and meta-analysis of greenspace exposure and health outcomes](#). Environmental Research, Volume 166, p. 628-637.

⁴ Celis-Morales C.A. et al. (2017). [Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study](#). British Medical Journal, Volume 357.

Economic Development

In a review of multiple communities with multi-use trail facilities, many experienced substantial economic benefits including:⁵

- The Mineral Wells to Weatherford Rail-Trail near Dallas, Texas attracts approximately 300,000 people annually and generates \$2 million in local revenue.
- Visitors to Ohio's Little Miami Scenic Trail number over 150,000 people, who spend an average of \$30 per trail trip on area businesses, and an additional \$275 per year on items (i.e. clothing and equipment) for trail-related trips.
- The Mispillion River Greenway in Milford, Delaware is credited with inspiring downtown reinvestment, including the addition of 250 downtown employees.

⁵ Ibid.



Figure 2. Role of Trail System in Cherokee County

Safety and Security

A number of studies have shown that urban greenway trails do not increase crime, and in fact, are commonly regarded as improvements by adjacent property owners. Comparisons of violent crime rates are almost non-existent on a per capita basis in comparison to other areas.

Rail-Trails and Safe Communities: The Experience on 372 Trails⁶

- This 1998 study found that incidents of vandalism and burglary did not increase as a result of the trail.
- The rate of vandalism and break-ins to adjacent property was well-below the neighborhood average.

Additional roles that a trail system could play in Cherokee County are shown in Figure 2.

⁶ Tracy, T. & Rails-to-Trails Conservancy (1998). [Rail-Trails and Safe Communities: The Experience on 372 Trails](#).

Property Values

Home Sales Near Two Massachusetts Trails

- A 2006 study completed by Massachusetts real estate agents examined home sales in seven Massachusetts towns through which the Minuteman Bikeway and Nashua River Trail run with the analysis reflecting that “homes generally sold at a greater price, and faster.”⁷

Economic Benefits of Trails and Greenways

- A 1998 study of property values along the Mountain Bay Trail in Brown County, Wisconsin shows that lots adjacent to the trail sold faster and for an average of 9 percent more than similar property not located next to the trail.”⁸

⁷ Penna, C.D. (2006). [Home Sales Near Two Massachusetts Rail Trails](#).

⁸ Rails-to-Trails Conservancy (2003). [Economic Benefits of Trails and Greenways](#).

Plan Objectives & Process

Beyond the plan's purpose, several specific objectives were identified early in the process, which are listed to the right. With these objectives in mind, the overall planning process – conducted throughout the course of 2024 as depicted in Figure 3 - including tasks related to documenting existing conditions, engaging the community, identifying the future network, developing overall design guidelines, and preparing a capital development program and associated strategies.

Based on the below process, this plan is intended to do more than document the process and rather reflect the sequence and steps taken to identify those findings and recommendations. As such, this plan is organized in five subsequent chapters:

- Chapter 2 – Existing Conditions
- Chapter 3 – Community Vision
- Chapter 4 – Trail Types & Typologies
- Chapter 5 – Network Assessment
- Chapter 6 – Trail Implementation Plan

Plan Objectives

- Develop a Vision and Goals to Guide Future Trails Development
- Document Existing State of Greenways & Trails
- Promote Decision-Making Grounded in Guiding Principles and Best Practices
- Recommend Trail Design Criteria & Guidelines
- Recommend Future Trail Connections and Extensions in Coordination with Municipalities, Neighboring Cities & Counties
- Provide Guidance on Partnerships, Funding, Operations & Maintenance
- Identify Priority Corridors & Projects

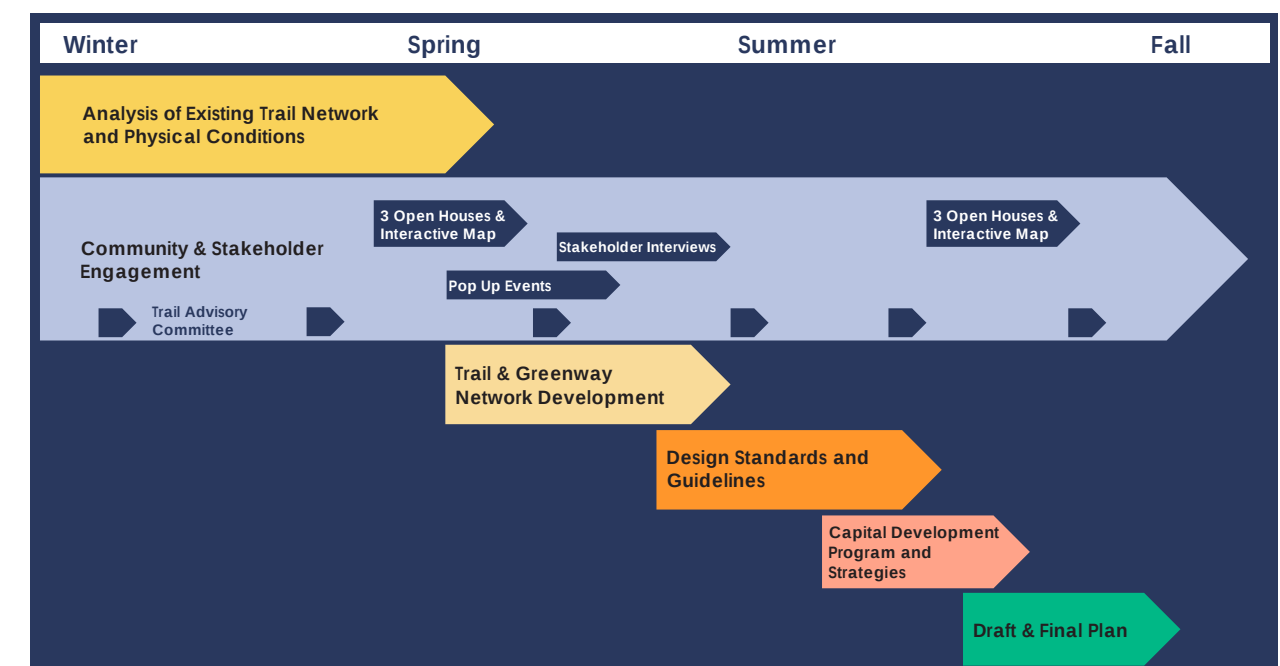


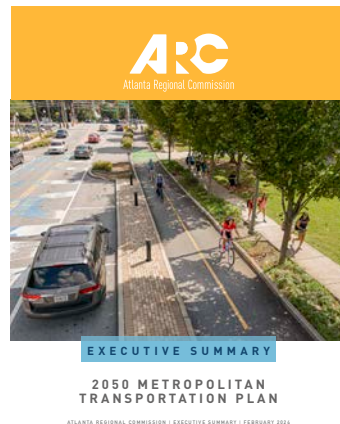
Figure 3. Greenways & Trails Master Plan Process

Chapter 2: Existing Conditions & Plan Review

Review of Legacy Plans

The planning process began with an analysis to understand and articulate the underlying conditions in Cherokee County that will influence the development of a trail and greenway network. This analysis is reflected in two overall analyses: (1) a review and compilation of the findings and recommendations from legacy plans and (2) an analysis identifying foundational community features.

Regional Plans & Studies



2050 Atlanta Metropolitan Transportation Plan (2024)

The *Atlanta Metropolitan Transportation Plan (MTP)*, formerly known as the *Regional Transportation Plan (RTP)*, is a long-range blueprint, and the transportation component of the *Atlanta Region's Plan*, the region's comprehensive long-range plan. Focusing on current transportation conditions, the MTP provides long-term visions and details the appropriate policies and programs for bringing these visions to fruition. The MTP includes recommendations and strategies aimed towards improving walking and bicycling solutions within the greater Atlanta metro area.

The MTP has a series of goals to foster thriving communities in the Atlanta region:

- Healthy, safe, livable communities in the Atlanta Metro area
- Strategic investments in people, infrastructure, mobility, and preserving natural resources
- Regional services delivered with operational excellence and efficiency
- Diverse stakeholders engage and take a regional approach to solve local issues
- A competitive economy that is inclusive, innovative, and resilient

To address bicycling and walking needs, the Atlanta Regional Commission (ARC) is utilizing a number of funding mechanisms, including the Surface Transportation Block Grant Program (STBG) and the Transportation Alternatives Program, to develop bicycle and pedestrian projects, as well as first- and last-mile transit access projects.



Walk, Bike, Thrive! (2016)

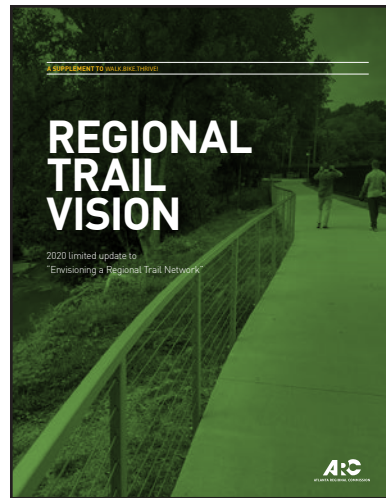
The ARC *Walk. Bike. Thrive!* plan provides guidance for increasing walking and bicycling within metro Atlanta, through establishing a regional vision to support local initiatives and decision-making. This plan also takes into account the *Atlanta Region's Plan* goals and objectives, which focuses on world-class infrastructure, healthy livable communities, and a competitive economy. Equity and accessibility for all communities is an important component of the plan, with a focus on ensuring all populations have access to safe and comfortable multimodal facilities and infrastructure.

This plan focuses on pedestrian- and bicyclist-focused goals to achieve increased connectivity and safety within the region, and efforts by ARC for actively supporting cities and counties striving for increased active transportation. These include:

- Create walking and bicycling options for everyone in every community
- Ensure safer and more accessible bicycling and walking in the region
- Tie walking and biking improvements to quality of life, economic competitiveness, and health
- Establish a vision for a Regional Trail Network
- Build a strategy based on compounding growth and relentless incrementalism
- Use the region's pivoting growth and fresh momentum, so that in five years, Atlanta can market itself as one of the most walk-friendly and bike-friendly regions in the nation

ARC provides an active transportation toolkit that offers guidance, recommendations, and an overview for implementing high-quality walking and bicycling systems, elements, and programs. The broader elements for a high-quality walking and biking system include broader factors, such as "places and public spaces" and "universal access," to more specific elements, including "support [for] infrastructure for walking and biking" and a "local trail network."

The Regional Trail Network Strategy is discussed in the context of the regional framework, with two primary objectives guiding the overall strategy: closing identified network gaps in the trails of regional significance and expanding the network of regionally significant trails. Trails of Regional Significance are those which may cross jurisdictional boundaries and have the potential to be a key link within the regional trail network. Opportunities exist within Cherokee County to expand existing trails outward and to fill in existing gaps.



Regional Trail Vision (2020)

Following completion of *Walk. Bike. Thrive!*, ARC published a *Regional Trail Vision* that identifies regional active transportation needs, strategies, and recommendations for increasing accessibility and connectivity within the Atlanta metro region. Three regional needs were identified in this vision:

- **Safety:** paths provide opportunities for travel away from busy roads and traffic
- **Mobility:** paths can provide convenient routes to access destinations or bridge regional barriers, if they are direct
- **Economic Competitiveness:** communities are increasingly investing in paths as destinations and amenities for residents

While the Atlanta region has a robust system of walkways, bikeways, and multi-use trails (see **Figure 4**), there are significant gaps. These gaps can be addressed by prioritizing projects that connect existing segments; provide access to underserved areas like urban neighborhoods and smaller towns; connect high-demand centers through suburban or lower-demand areas; and provide access to parks, natural areas, or scenic destinations.

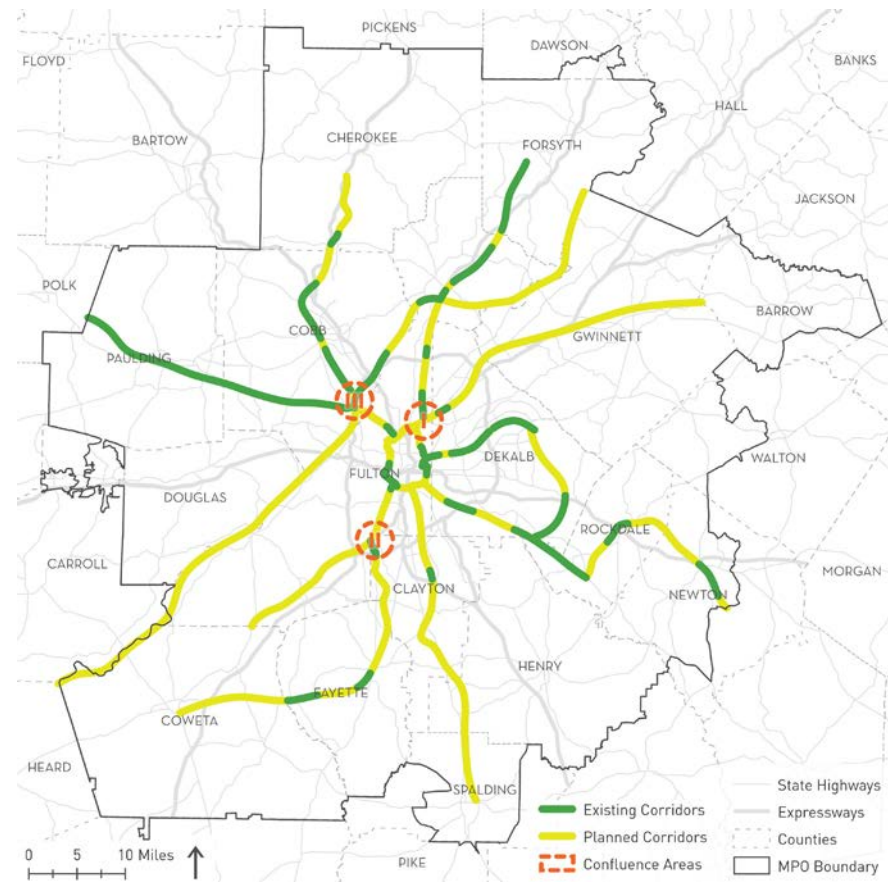
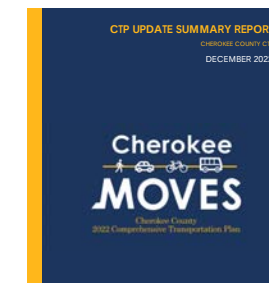


Figure 4. Atlanta Regional Trails Vision

Cherokee County Plans



Cherokee MOVES Comprehensive Transportation Plan (2022)

Cherokee Moves, the County's Comprehensive Transportation Plan (CTP), was updated in 2022 as a partnership between the County, municipalities, and ARC, who assists in the funding of CTPs across the region. This plan integrates all modes of transportation (vehicular, freight, transit, walking, biking, etc.), and as such, includes a Trail Element that compiles and introduces several potential trail initiatives as depicted in **Figure 5**.

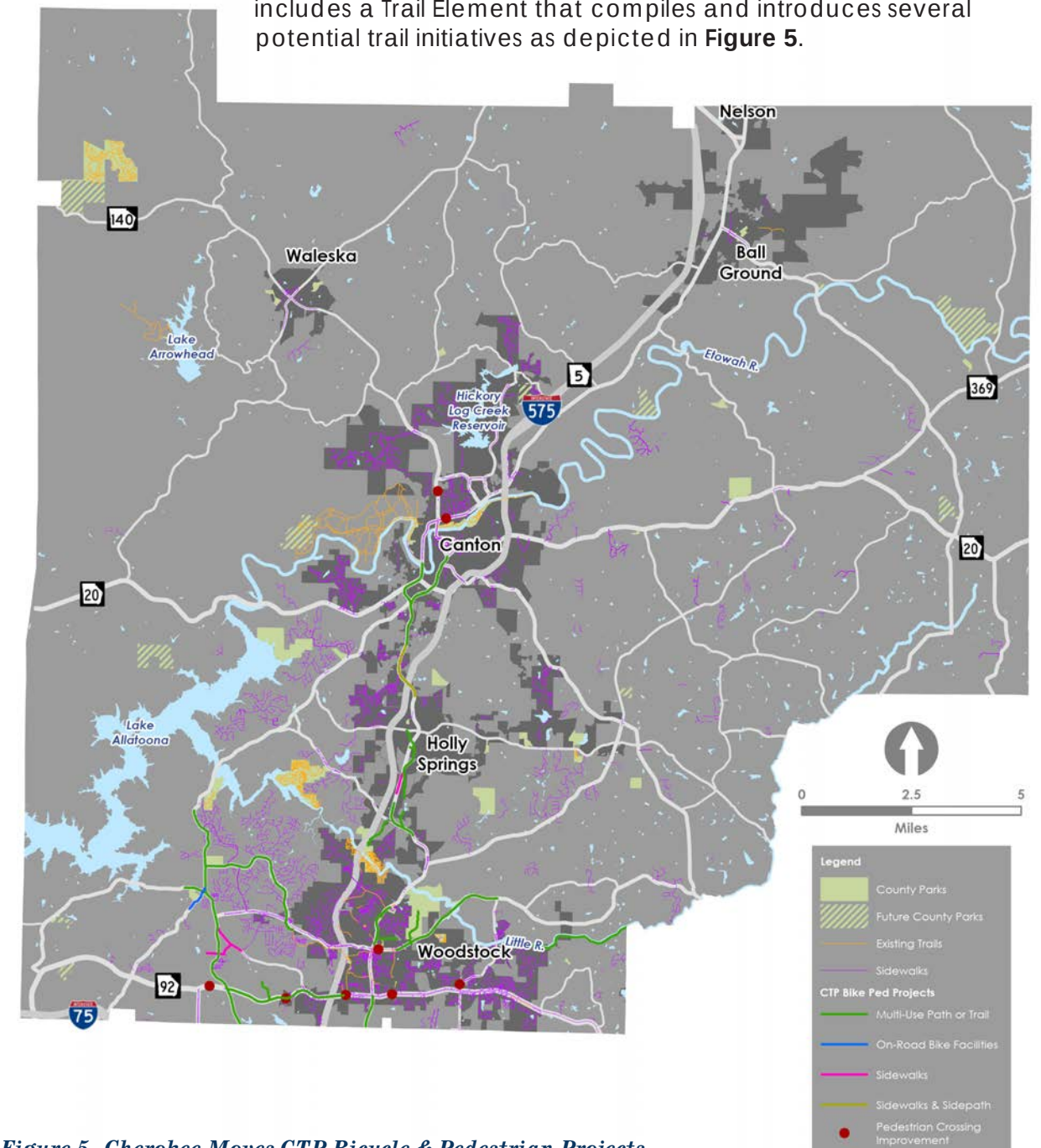


Figure 5. Cherokee Moves CTP Bicycle & Pedestrian Projects

Southwest & Northeast Cherokee County Parks & Trails Plans (2022)

The *Southwest Cherokee Parks & Trails Plan* and *Northeast Cherokee Parks & Trails Plan* (both 2021) were site-focused efforts to envision recreational infrastructure in the southwest and northeast parts of the County, respectively. Trail initiatives associated with these efforts are depicted in **Figure 6**. Notable projects include greenways and mountain bike trails along Clark and Kellogg Creeks and site plans for Long Swamp Creek and Yellow Creek Road Conservation Areas.

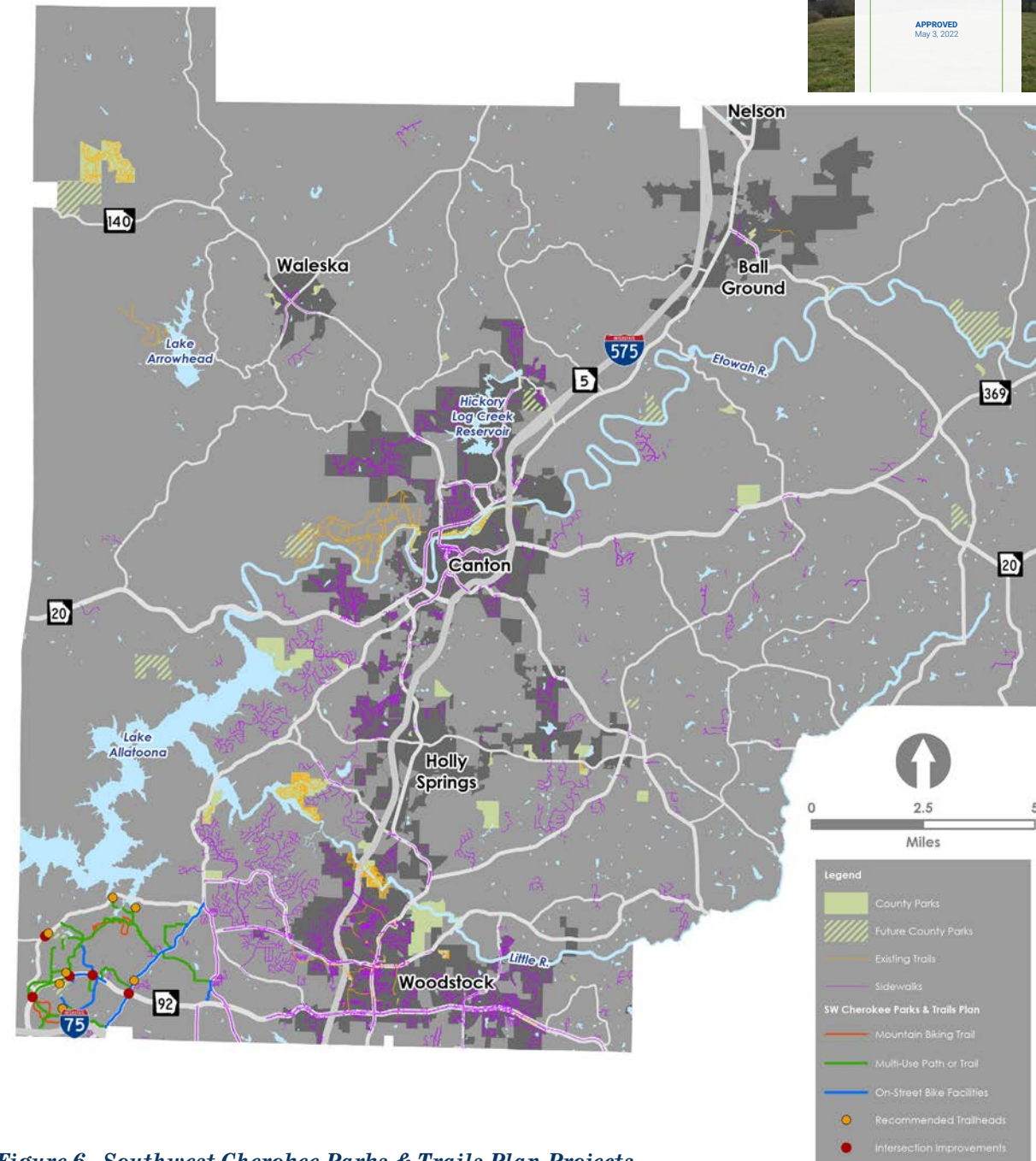


Figure 6. Southwest Cherokee Parks & Trails Plan Projects



City of Canton Plans

The City of Canton has had numerous planning efforts over the years, most notably the *Canton Transportation Master Plan* (2021), which similar to the County's Comprehensive Transportation Plan investigated transportation needs and initiatives with a focus on the City of Canton. Similarly, the *Canton Forward Livable Centers Initiative* (2016) and the ongoing *Downtown Canton Master Plan* contemplate the nexus of redevelopment, placemaking, and active transportation in central Canton. Trail initiatives identified in these plans are reflected in **Figure 7**. Projects such as a proposed greenway loop in Downtown Canton and the Etowah River Trail came from these efforts.

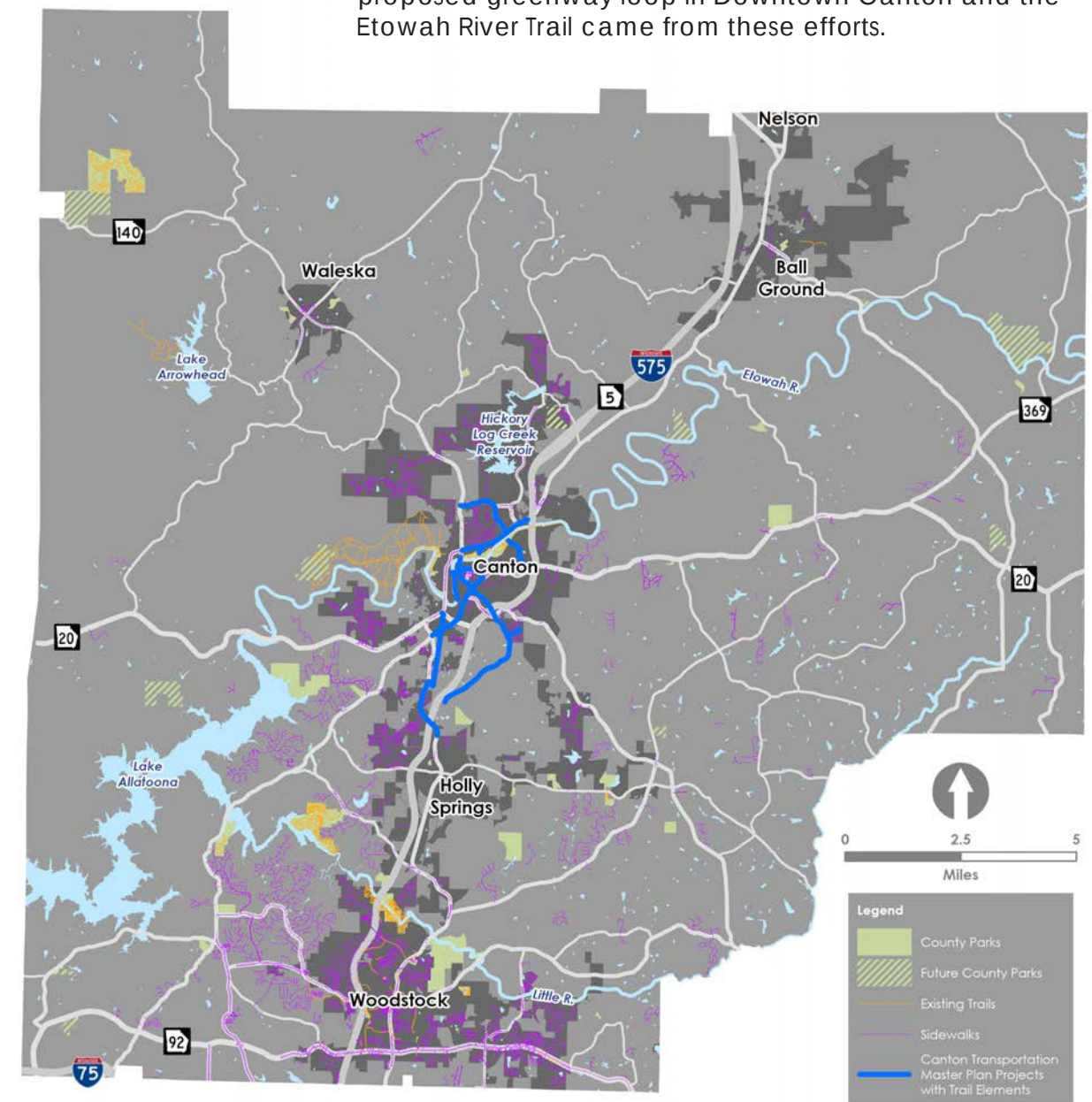
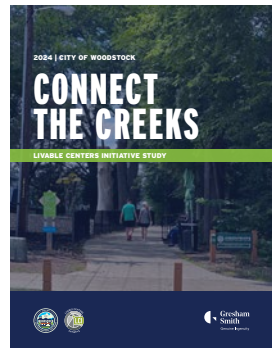


Figure 7. City of Canton Previously Recommended Trail Projects



City of Woodstock Plans

The City of Woodstock has similarly conducted several planning processes over the years including most recently the *Connect the Creeks* (2023) effort as part of their larger Livable Centers Initiative efforts focused on downtown. That plan included a specific investigation of trail and greenway options in the downtown, building off of past efforts in the Livable Centers Initiative program, as well as the City's overall trail and recreation vision as articulated in the City's *The Greenprints Project* (2008). The City's trail initiatives are depicted in **Figure 8**.

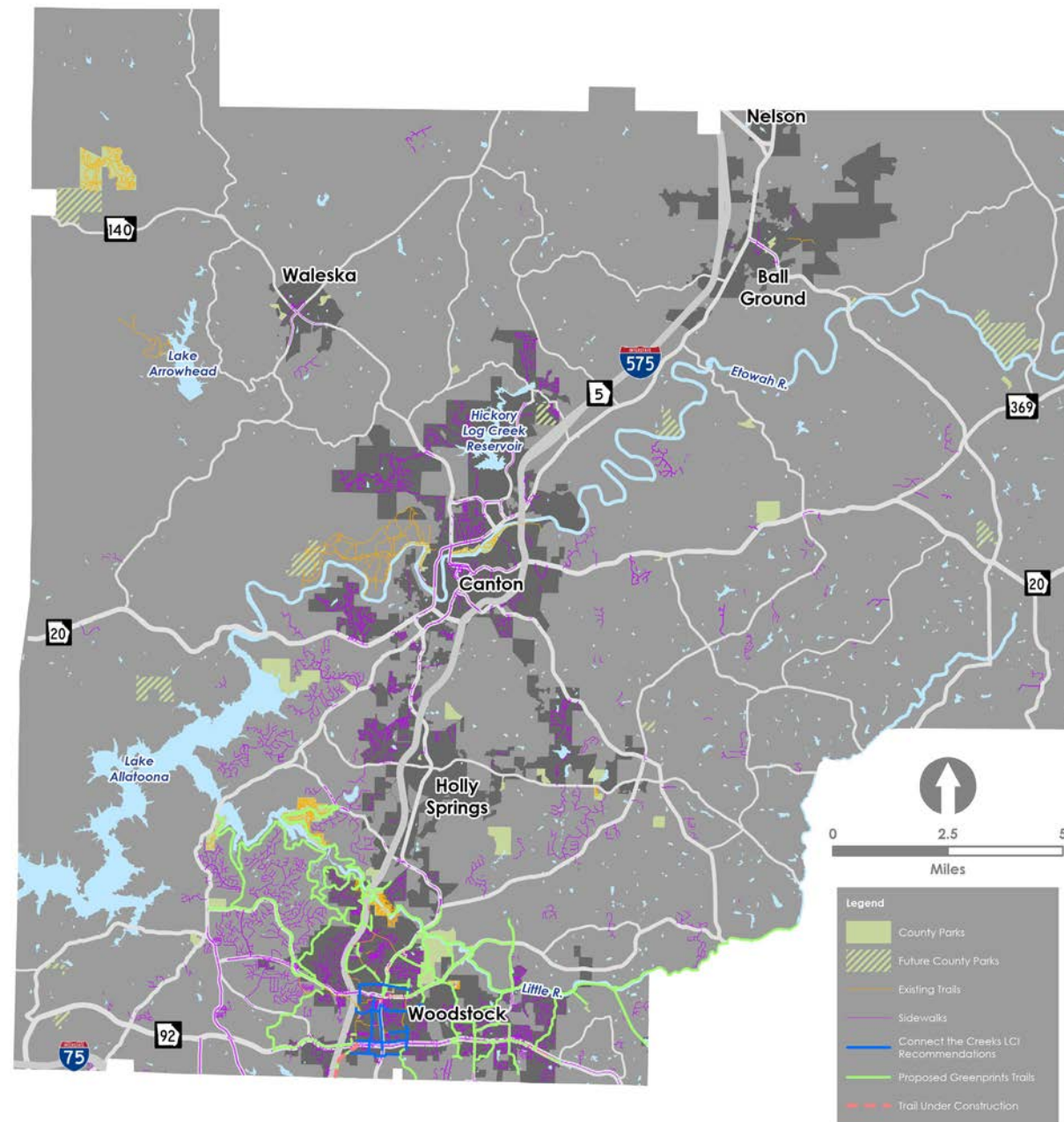


Figure 8. City of Woodstock Previously Recommended Trail Projects

Programmed Projects

There are additional infrastructure efforts that interface with trails and the broader transportation investments considered in the previous plans and studies.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) allocates federal funds for short-range projects listed in ARC's MTP, and the following Cherokee County projects included in the FY 2024-2027 TIP:

- Arnold Mill Road Extension/Connector from Main Street (Woodstock) to Arnold Mill Road (CH-167)
- Ball Ground Bypass (CH-180/PI# 0002525)
- Bells Ferry Road Multi-Use Trail from Cobb County Line to Victory Drive (CH-350/0019205)
- Bells Ferry Road Widening from Southfork Way to Victoria Road (CH-010A/0013526)
- Bells Ferry Road over Little River/Lake Allatoona Bridge Replacement (CH-010B/0013525)
- New Hickory Springs Parkway (CH-215)
- Holly Street Pedestrian Improvements from Old Holly Springs Road to Holly Springs Parkway (CH-351/0019206)
- I-575 at Ridgewalk Parkway Intersection Improvements (CH-261/0019632)
- I-575 at Towne Lake Parkway Interchange Improvements (CH-260/0019631)
- SR 140 at Reinhardt College Parkway Intersection Improvements (CH-349/0017982)
- SR 140 at Univeter Road Intersection Improvements (CH-140B/0017804)
- SR 140 Operational Improvements from I-575 to SR 9 in Roswell (AR-300)
- SR 92 at Trickum Road Intersection Improvements (CH-030/0016365)
- Waleska Street Operational Improvements (CH-140A/0017789)

- SR 20 Widening from I-75 in Bartow County to I-575 in Canton (CH-020A2/0007836)
- SR 20 Widening from Union Hill Road to East Cherokee Drive (CH-232/0014132)
- SR 20 Widening from East Cherokee Drive to SR 369 (CH-233/0014133)
- SR 20 Widening from SR 369 to SR 371 in Forsyth County (FT-061A/0002862)

Cherokee County SPLOST Projects

Cherokee County's Roadway/SPLOST Roadway Program oversees the design and construction of SPLOST projects across the County, such as:

- Technology Ridge Parkway Phase I (73121) and Phases 2 and 3 (83121)
- Union Hill Road at Lower Union Hill Road Intersection Improvements (72110)
- Hames Road Reconstruction from SR 92 to Jamerson Road (73035)
- Ball Ground Highway Roundabout (72122)
- Hickory Road Sidewalks from New Light Road to SR 140 (73105)
- Trickum Road Widening from Sycamore Lane to Belles Lane (73093)
- SR 140 at Batesville Road/Hickory Road Intersection Improvements (72115)
- South Jett Road Road Realignment from Cobb County Line to Hames Road (73115)
- Old Dawsonville Road Sidewalk from William Court to Tom Avery Drive (73122)
- SR 140 at Darnell Road Intersection Improvements (72096)
- East Cherokee Drive at Mill Creek Drive Intersection Improvements (72123)
- Sugar Pike Road at Batesville Road Intersection Improvements (72018)
- Old Alabama Road Sidewalks from SR 92 to Kellogg Creek Road (73126)
- East Cherokee Drive at Bradshaw Drive/Avery Creek Drive Intersection Improvements (72111)
- Holly Springs Parkway at Palm Drive Intersection Improvements (72124)
- Airport Spur Road (73088)

Long-Range GDOT Projects

Long-range projects are considered aspirational and are not programmed in the short-range TIP. Several long-range GDOT projects, which can potentially facilitate walking and bicycling connections via trails in Cherokee County include:

- Widen Hickory Flat Highway (SR 140) from Arnold Mill Road to East Cherokee Drive (PI# 0013891)
- Widen Bells Ferry Road from Little River to Sixes Road (PI# 642260-)
- Widen Hickory Flat Highway (SR 140) From MP 10.75 to MP 7.86 (PI# 641900-)
- Hickory Flat Road Extension/New Roadway from Marietta Street to Waleska Street in Canton (PI# 0006042)
- Construct Canton East-West Connector from SR 108 to SR 5 (PI# 0008477)
- Bell Ferry Road from North of Sixes Road to Knox Bridge Highway (SR 20) (PI# 0006039)
- SR 140 Reconstruction from the Bartow County Line to Garland Mountain Park (PI# 0006036)



Extension of Etowah River Trail Near Waleska Street in Canton Under Construction in Fall 2023



Comprehensive & Land Use Planning

Additional efforts throughout the County include, but are not limited to, various Comprehensive Plan efforts undertaken by the County and individual municipalities. Such plans include the articulation of the land use and development vision for their respective jurisdictions and therefore include broad contextual information to support where trail and greenway connections may be most beneficial. **Figure 9** through **Figure 12** depict the future development maps for the various jurisdictions in the County.

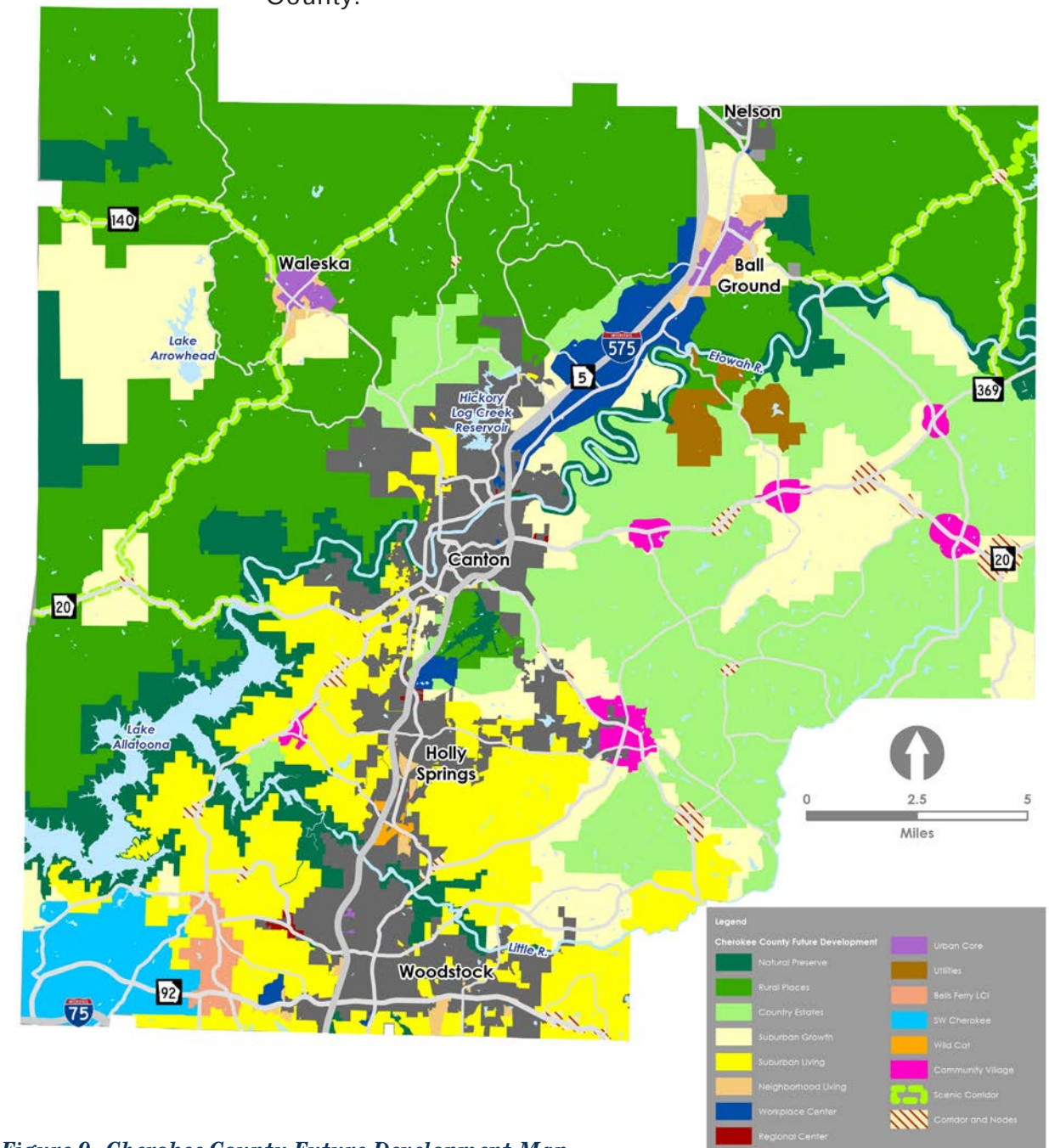


Figure 9. Cherokee County Future Development Map

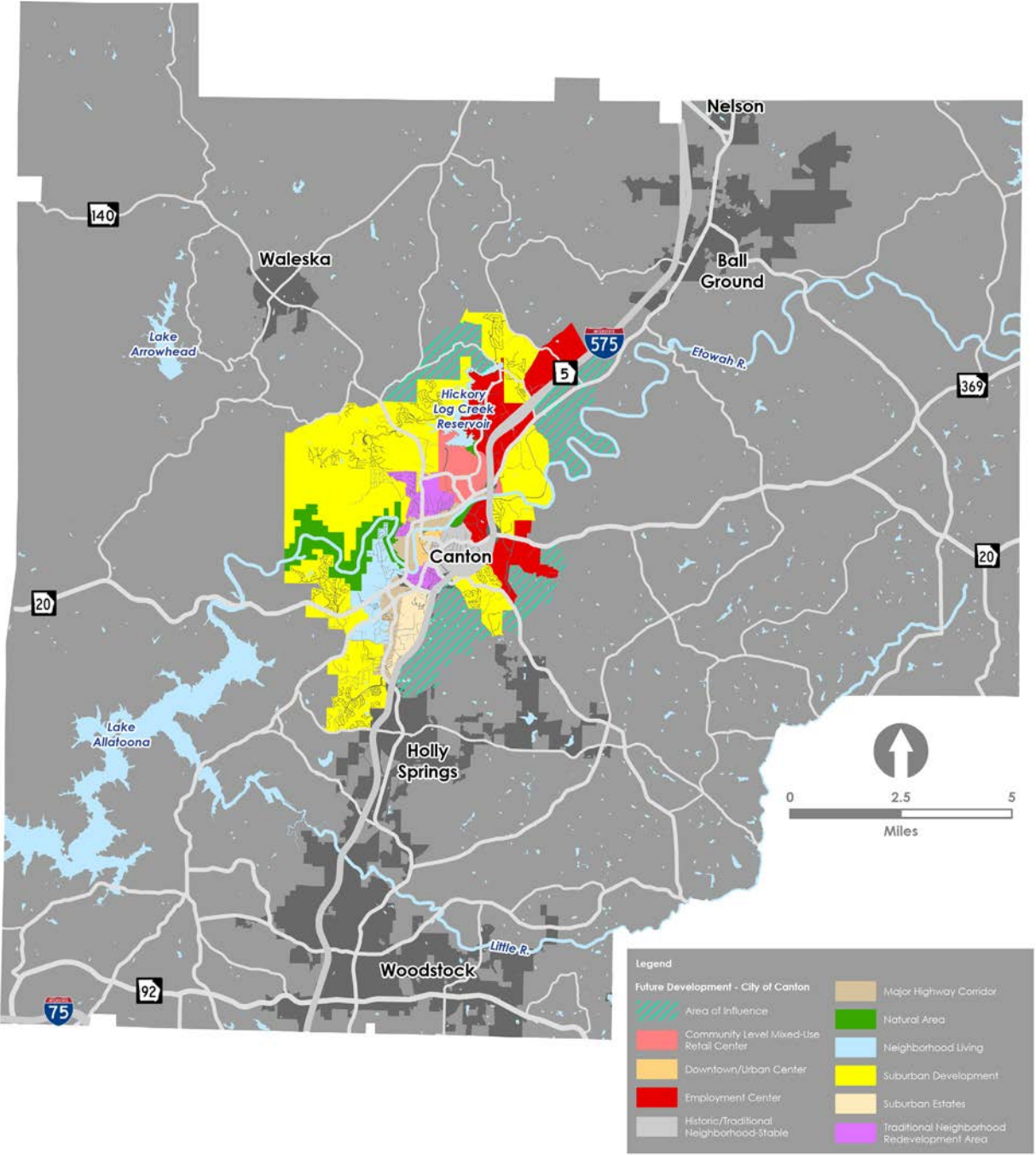


Figure 10. Canton Future Development Map

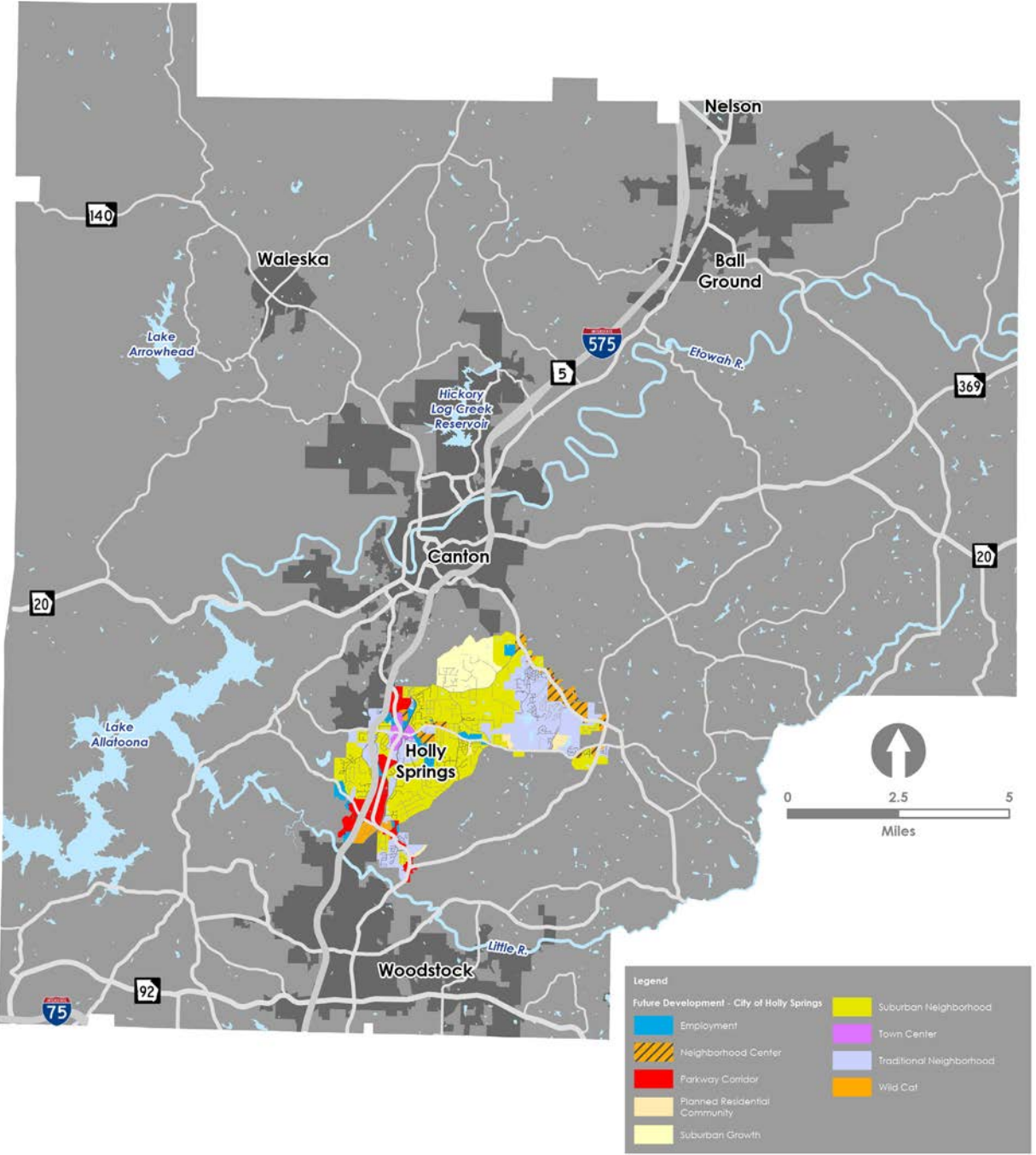


Figure 11. Holly Springs Future Development Map

Community Features

The project team investigated community features to contextualize the overall environment in which trail initiatives could be successful. This included an analysis of sociodemographic conditions along with analyses to identify points of interest, natural features, and applicable existing infrastructure conditions throughout the community.

Sociodemographics

Population

This analysis incorporates Census and American Community Survey (ACS) data to depict community dynamics that may reflect propensity for residents to utilize trails and greenways. Factors include general characteristics associated with population, including overall areas of population density as depicted in **Figure 13**, reflecting the aforementioned suburbanization of communities in the southern half of the County while the northern half of the County remains relatively rural and undeveloped.

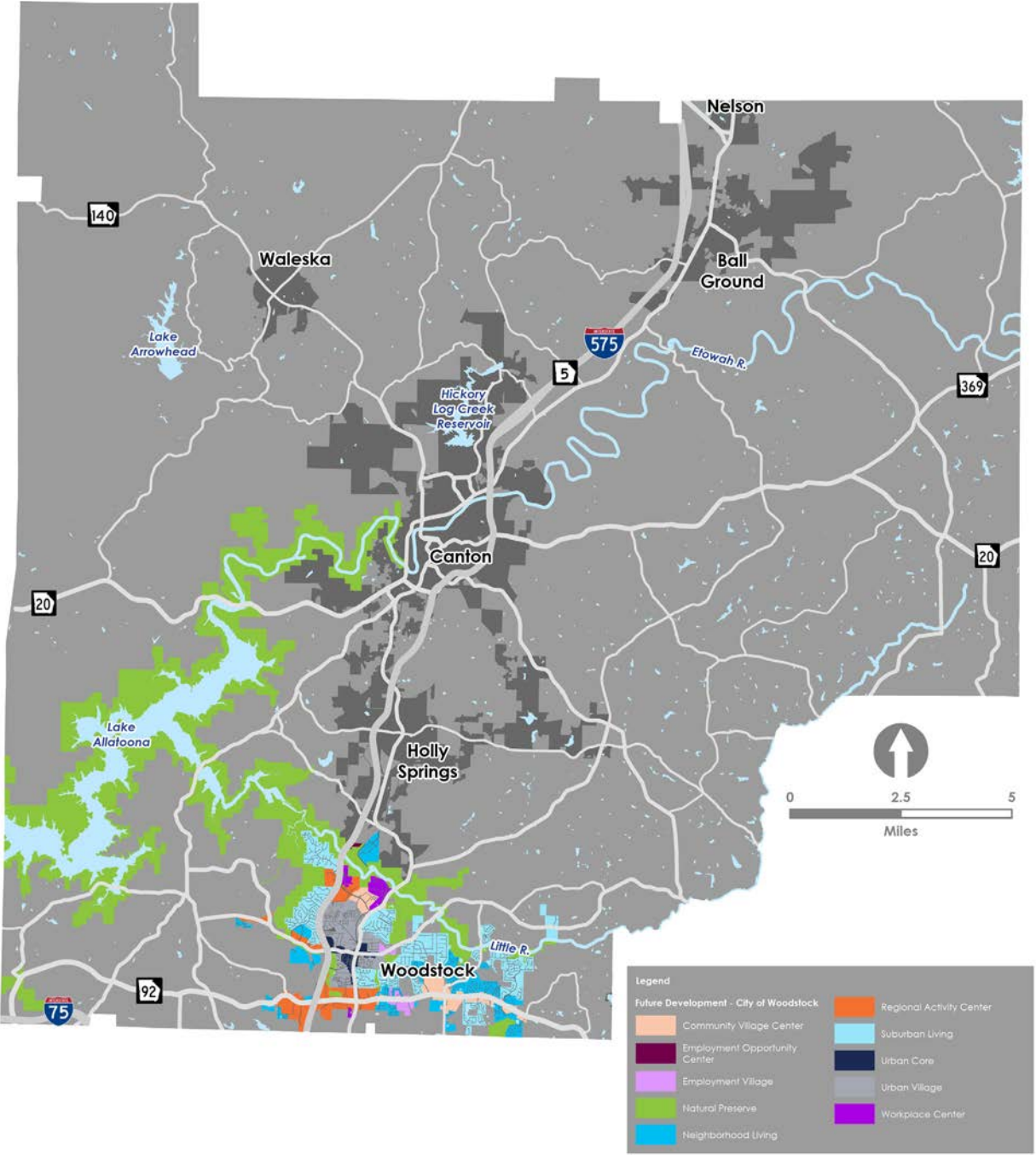


Figure 12. Woodstock Future Development Map

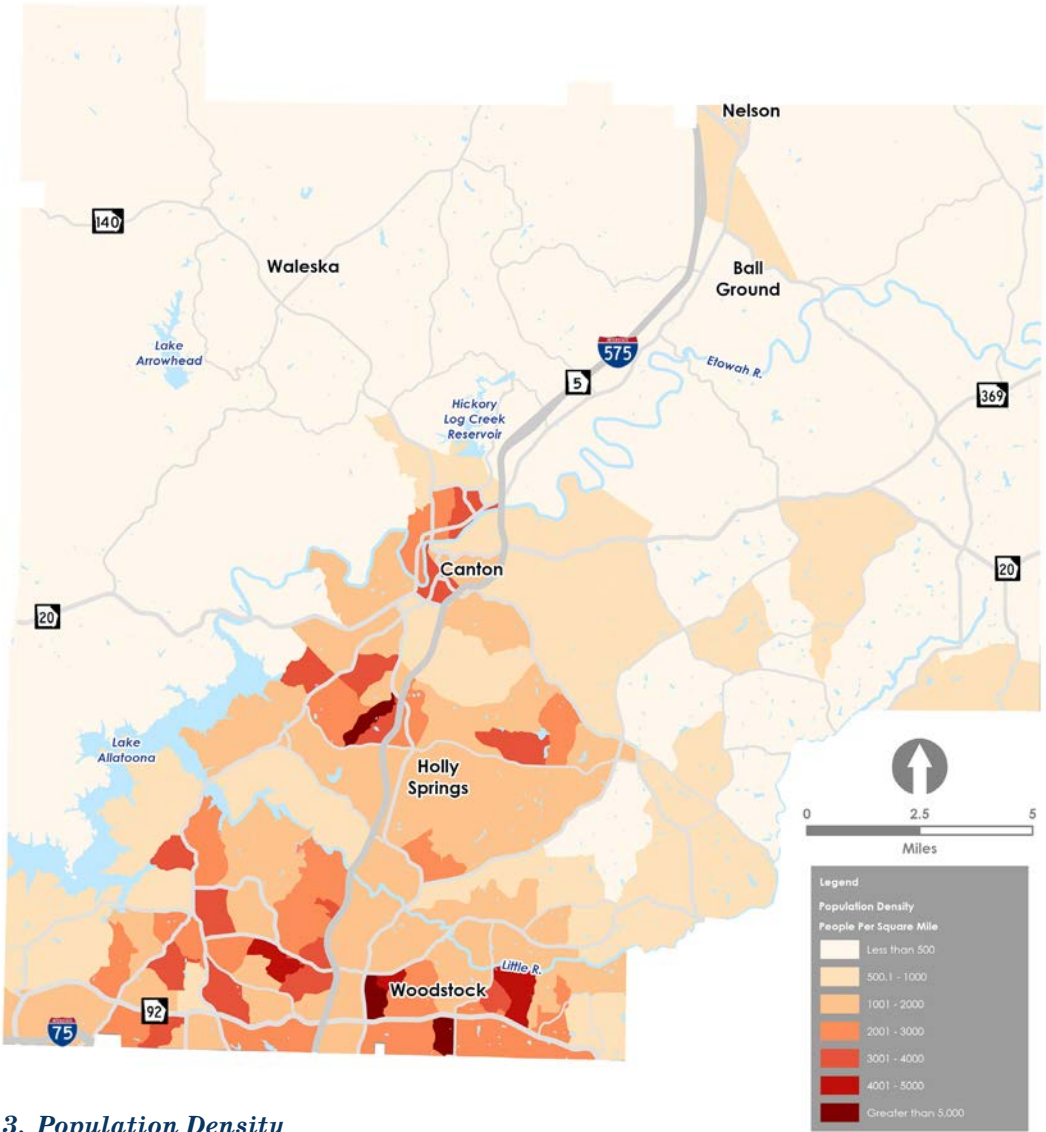


Figure 13. Population Density

Similar analyses show concentrations of young people (**Figure 14**) and those over the age of 55 (**Figure 15**) who may have more dependency and/or leisure time to utilize walking and biking facilities.

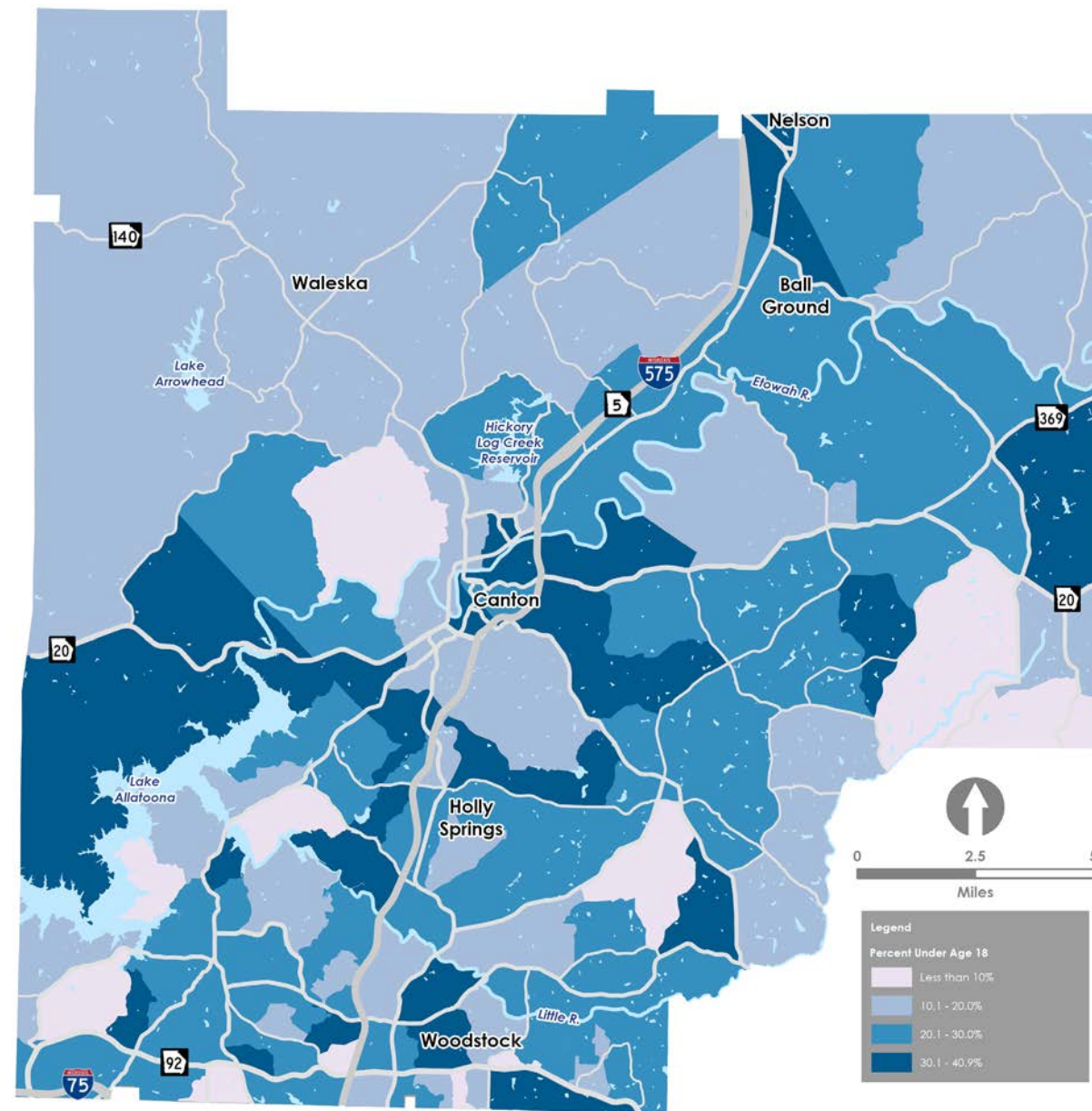


Figure 14. Population Under 18

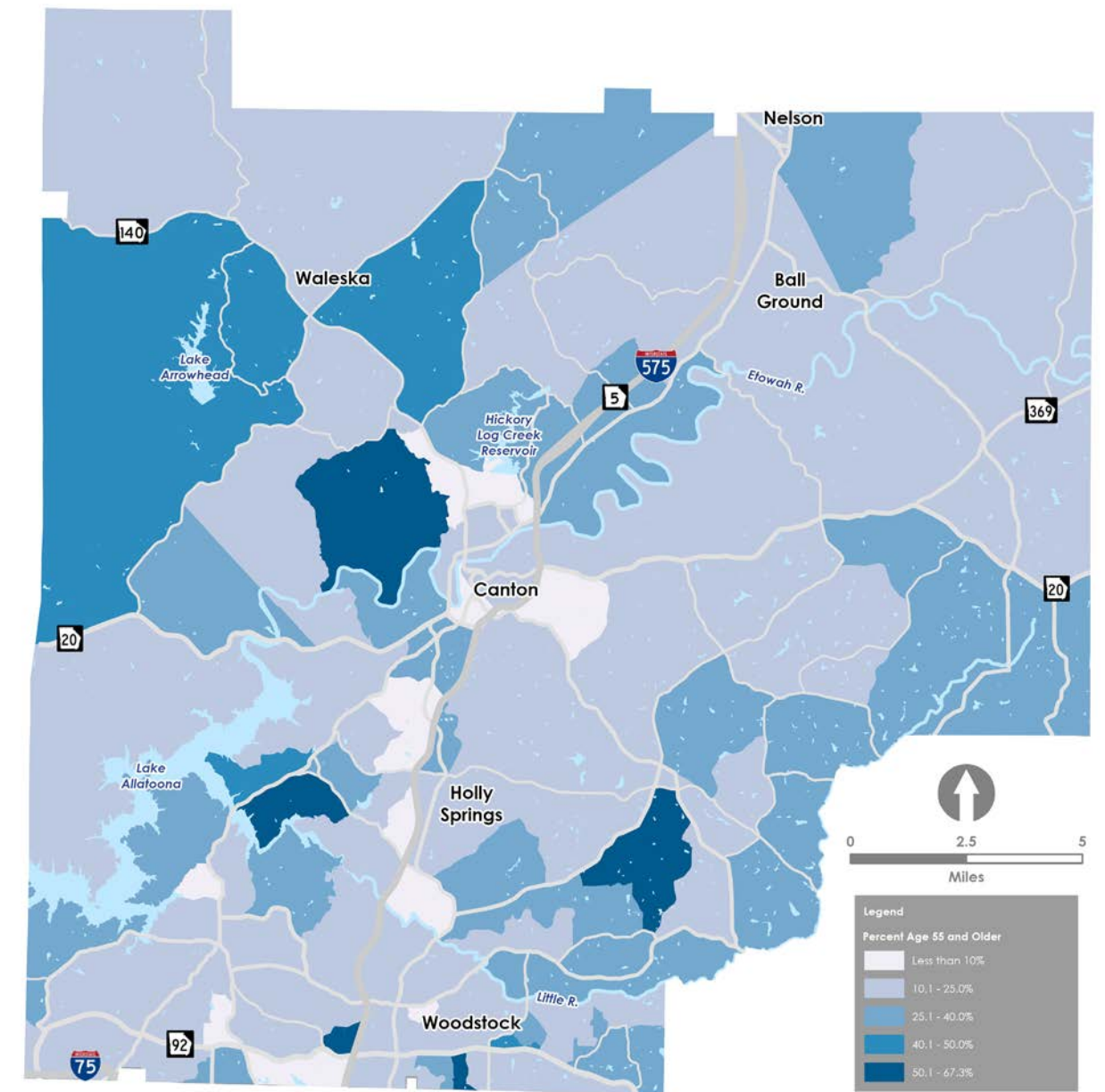


Figure 15. Population 55 and Over

Communities in Possible Need

Similarly, a review of household data reveals areas in the County where there are concentrations of households that have either no vehicle or one vehicle, reflecting areas where there may be a more specific need and dependency on walking and biking to get around. Similarly, analyses of communities deemed as socially vulnerable by the CDC, historically disadvantaged, designated as an area of 'persistent poverty,' or experience 'travel barriers' (an analysis reflected the ease in which the transportation system can be accessed or afforded) reveal communities within Cherokee County where there may be broader need for facilities such as trails that enable walking and biking. These combined analyses are depicted in **Figure 16**.

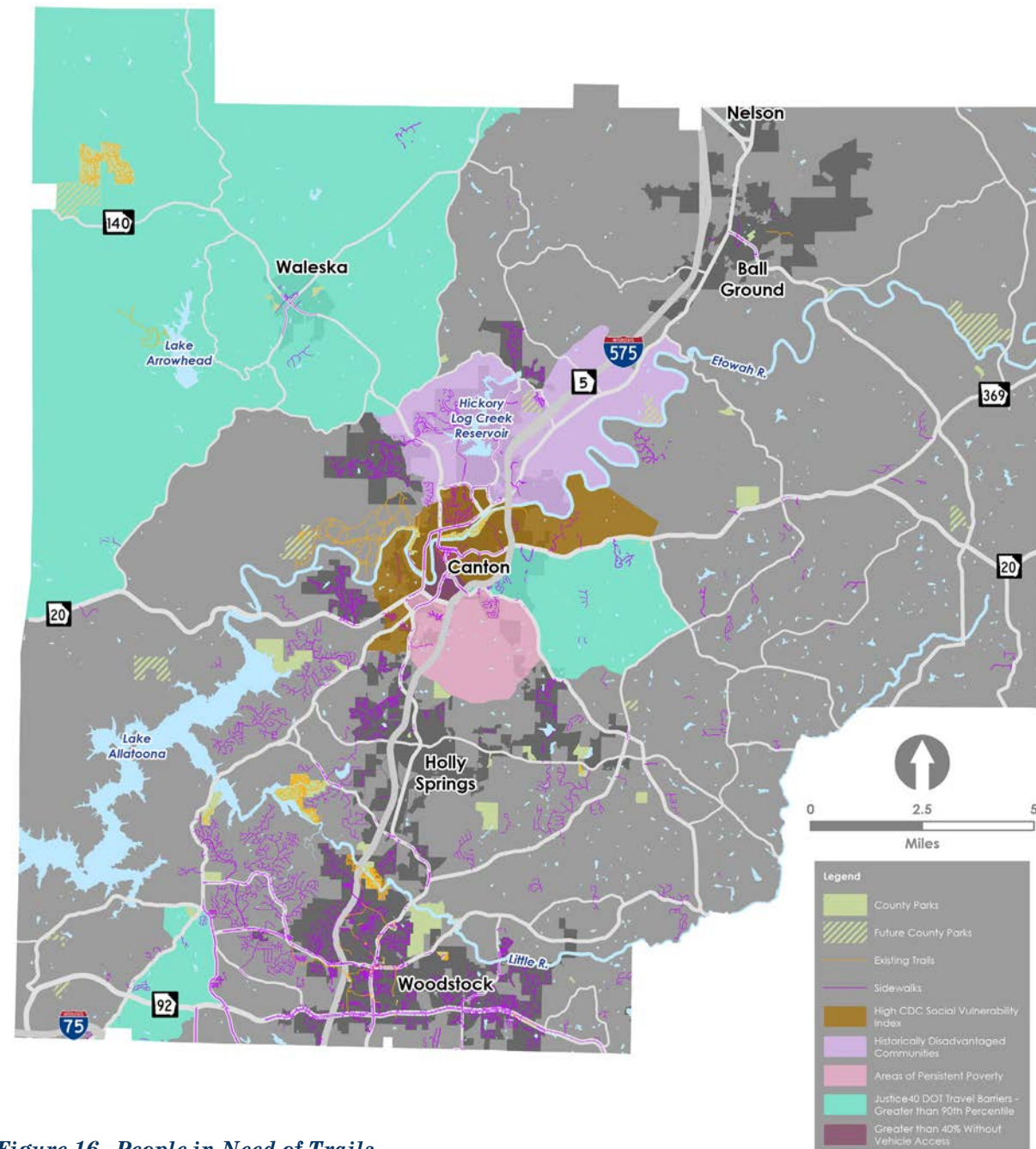


Figure 16. People in Need of Trails

Transportation Modes

American Community Survey (ACS) data includes depictions of the transportation modes that respondents utilize to commute to and from their place of employment, revealing areas where there is more preponderance to walking, biking, or taking transit (which usually involves walking and biking in some capacity during the trip) as depicted in **Figure 17**, **Figure 18**, and **Figure 19**, respectively.

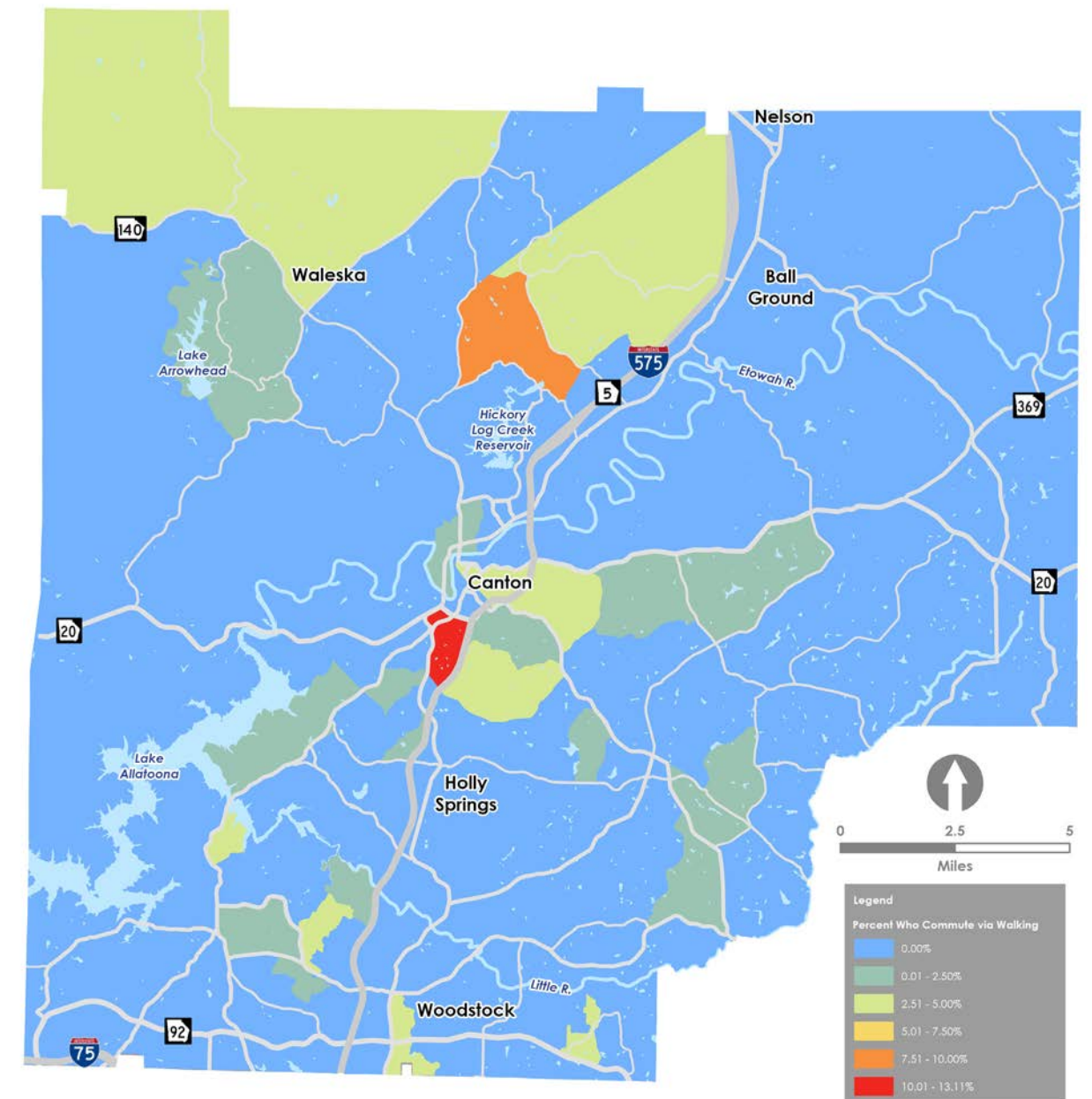


Figure 17. Percent Who Walk to Work

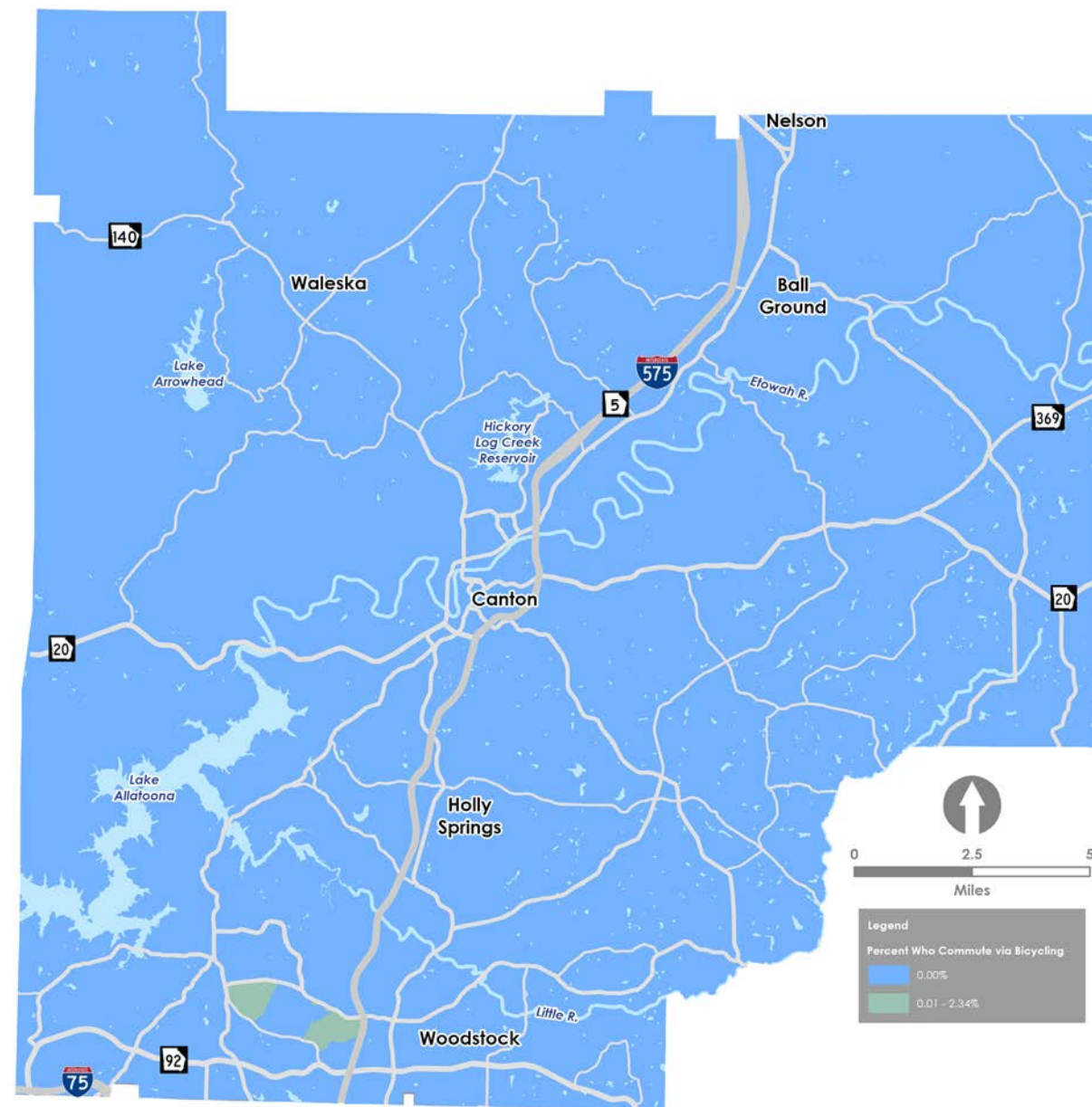


Figure 18. Percent Who Bike to Work

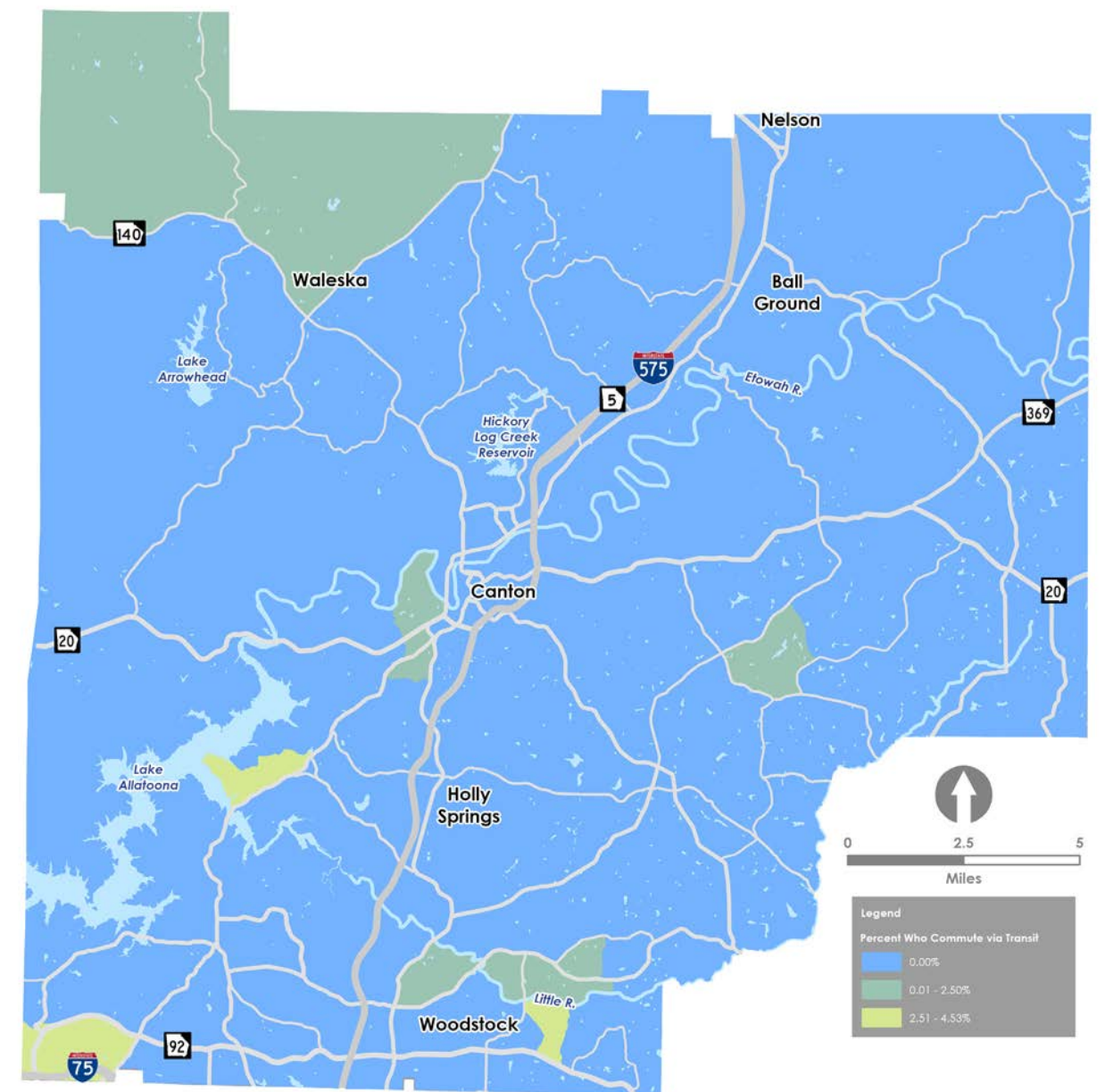


Figure 19. Percent Who Take Transit to Work

Planning for the Future

Finally, forecasts anticipating where future population and employment growth will occur imply how the County will grow over the next 25 years. Along with the future development maps previously depicted in **Figure 9** through **Figure 12**, **Figure 20** and **Figure 21** reflect overall growth continuing to focus in the southern part of the County anchored by I-575.

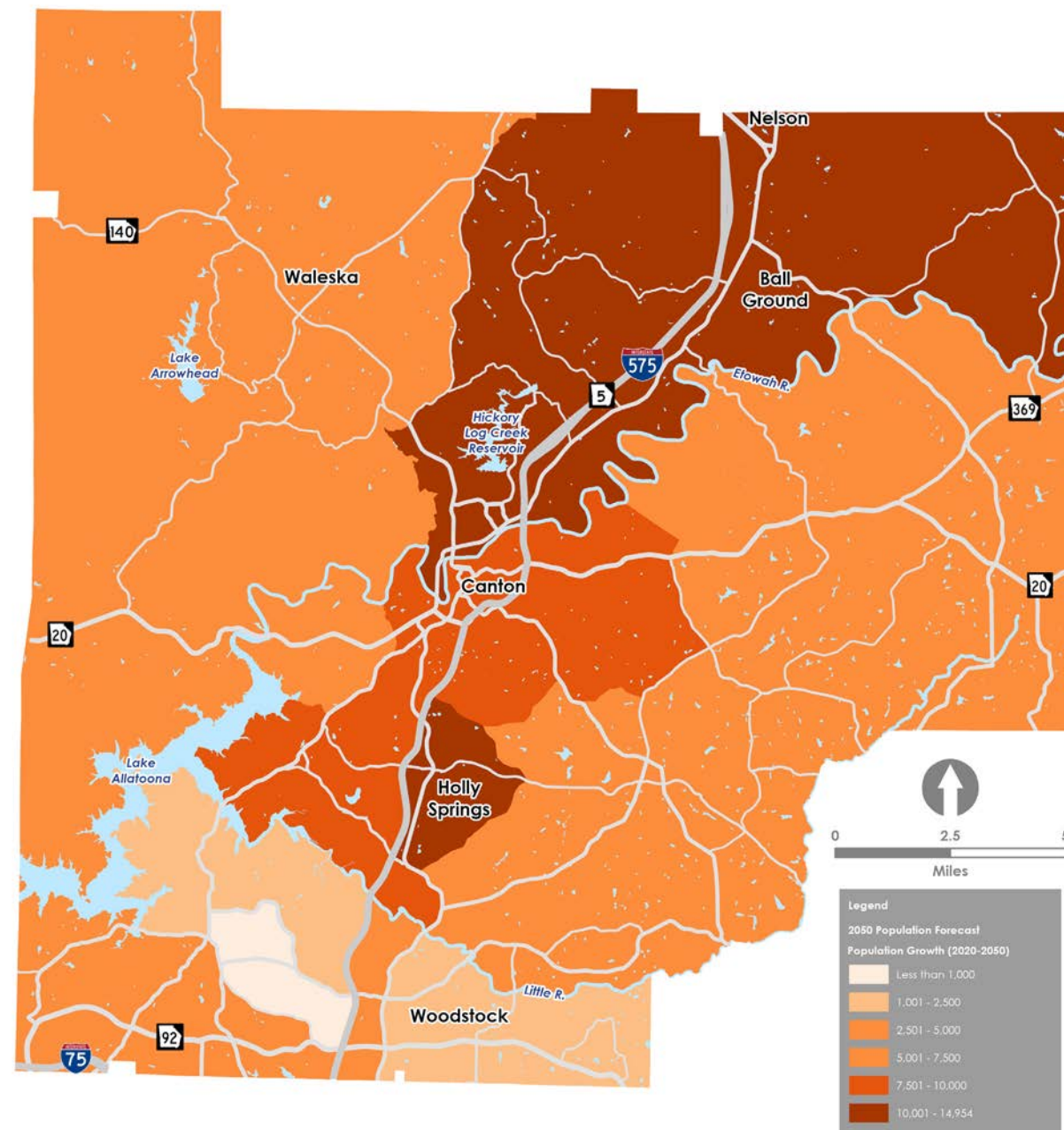


Figure 20. 2050 ARC Population Forecast

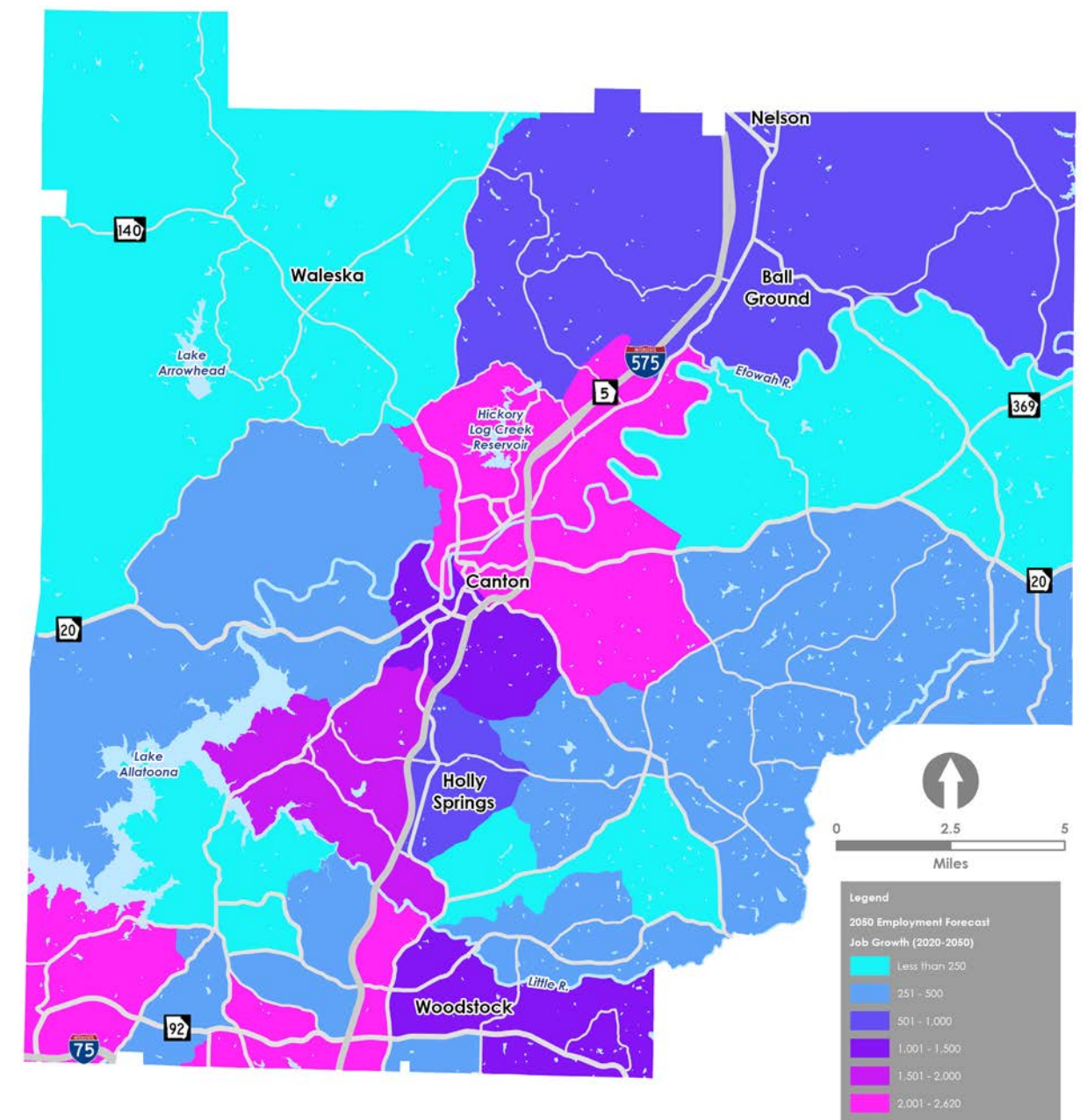


Figure 21. 2050 ARC Employment Forecast

Points of Interest

As the Cherokee County of today is a dynamic and thriving community, people noted several places to visit and recreate.

Activity Centers

As a whole, there are several “activity centers” in the County – places where there are concentrations of mass employment, retail, and/or entertainment. These include the walkable downtown areas of the large municipalities (Canton, Woodstock, Ball Ground, Holly Springs’ planned downtown), as well as concentrations of big-box and other regionally oriented retail including the SR 92/I-575 area, the Ridgewalk/Outlet Mall area, Hickory Flat, the Riverstone Parkway area, and SR 20/575 as depicted in **Figure 22**.

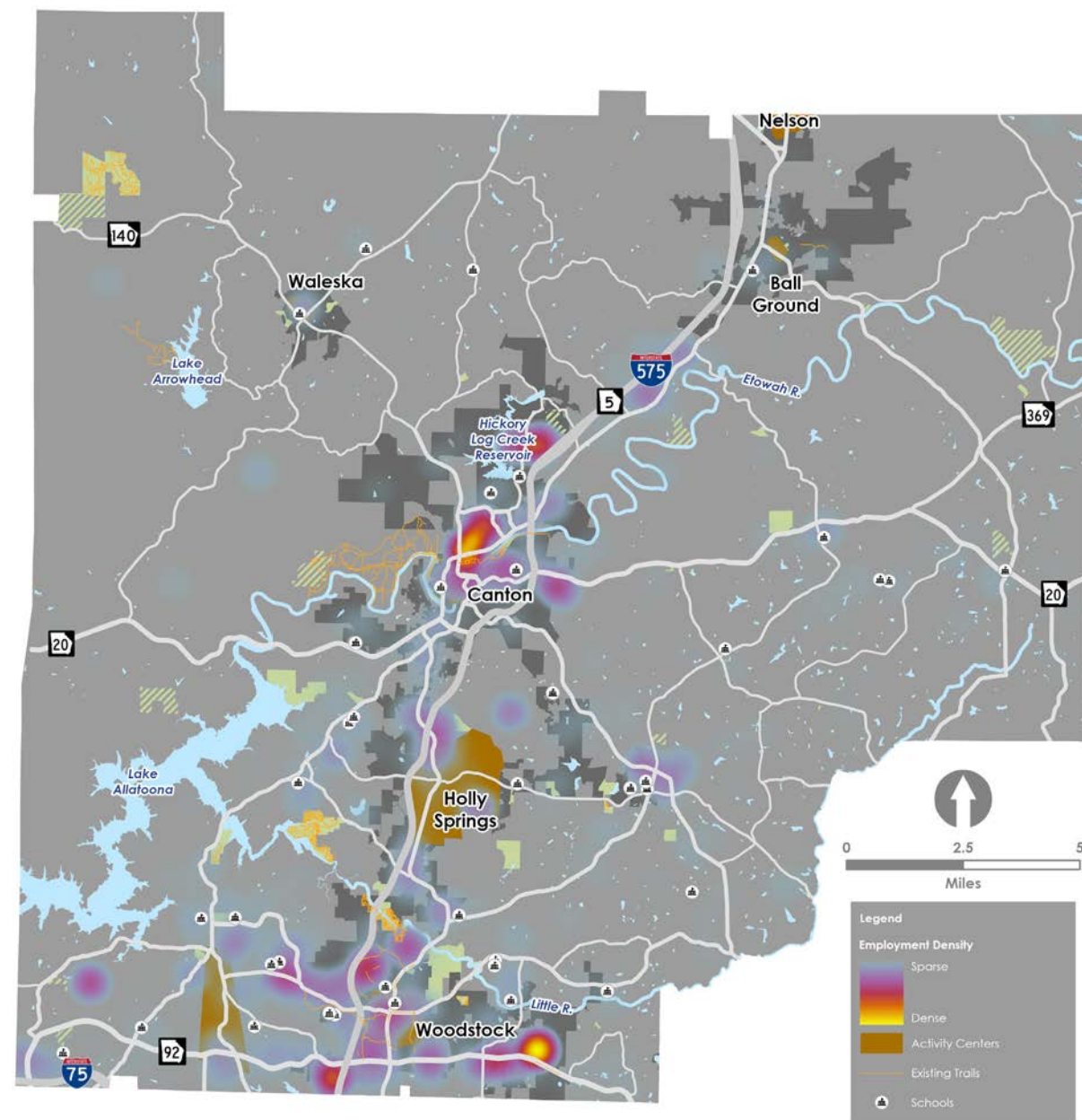


Figure 22. Employment & Activity Centers

Community Facilities

More broadly, community facilities – schools, libraries, houses of worships, and community centers – all serve as places that people may want to walk or bike to via a trails and greenways network. Such locations are depicted in **Figure 23**.

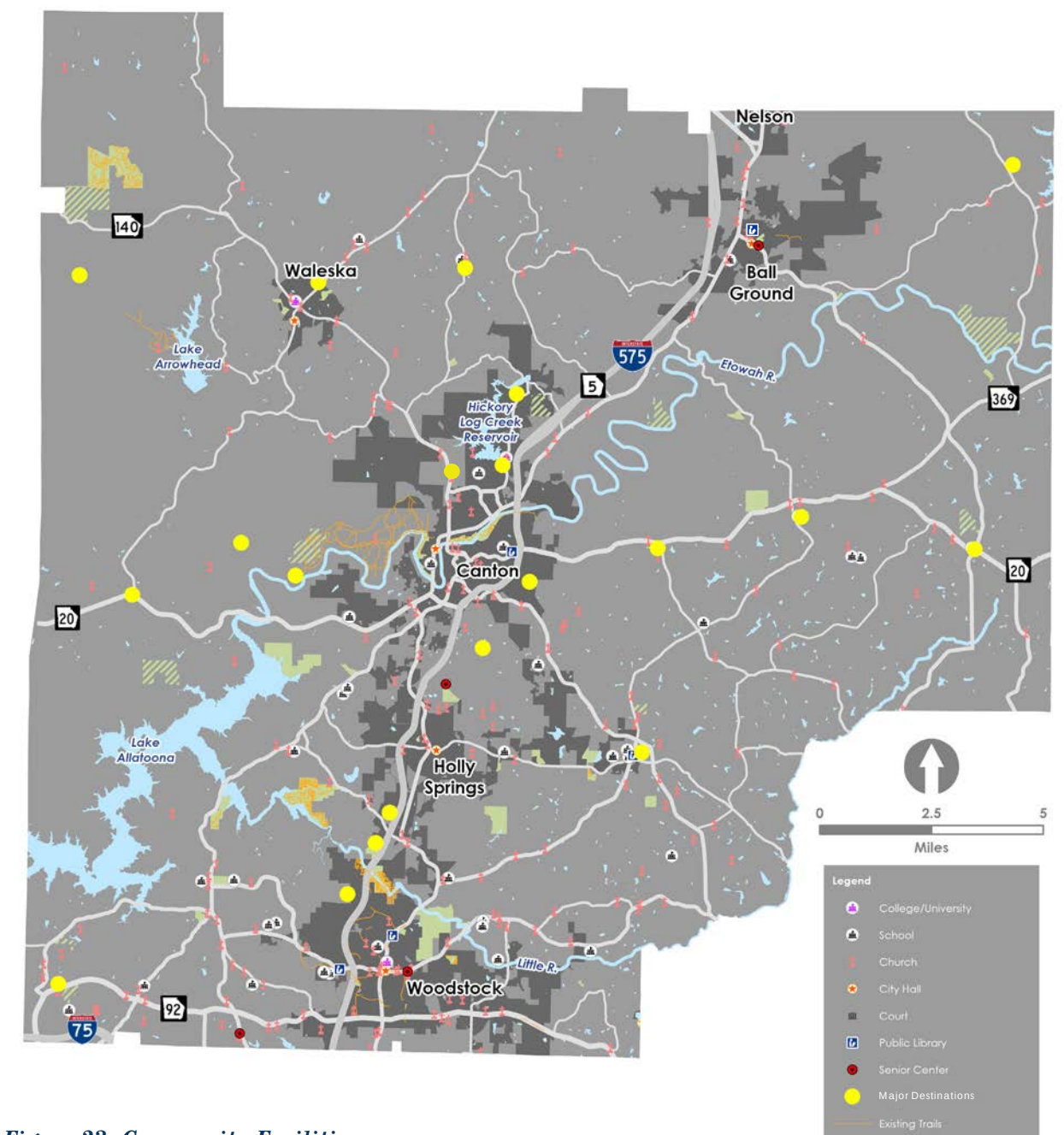


Figure 23. Community Facilities

Recreation Opportunities

Similarly, parks and open space already serve as concentrations for recreational activity but also can broadly serve as places that can be connected via a trail and greenways network. Parks and open spaces in the County are reflected in **Figure 24**. This map also includes locations that the County intends to transform into parks and greenspace in the future.

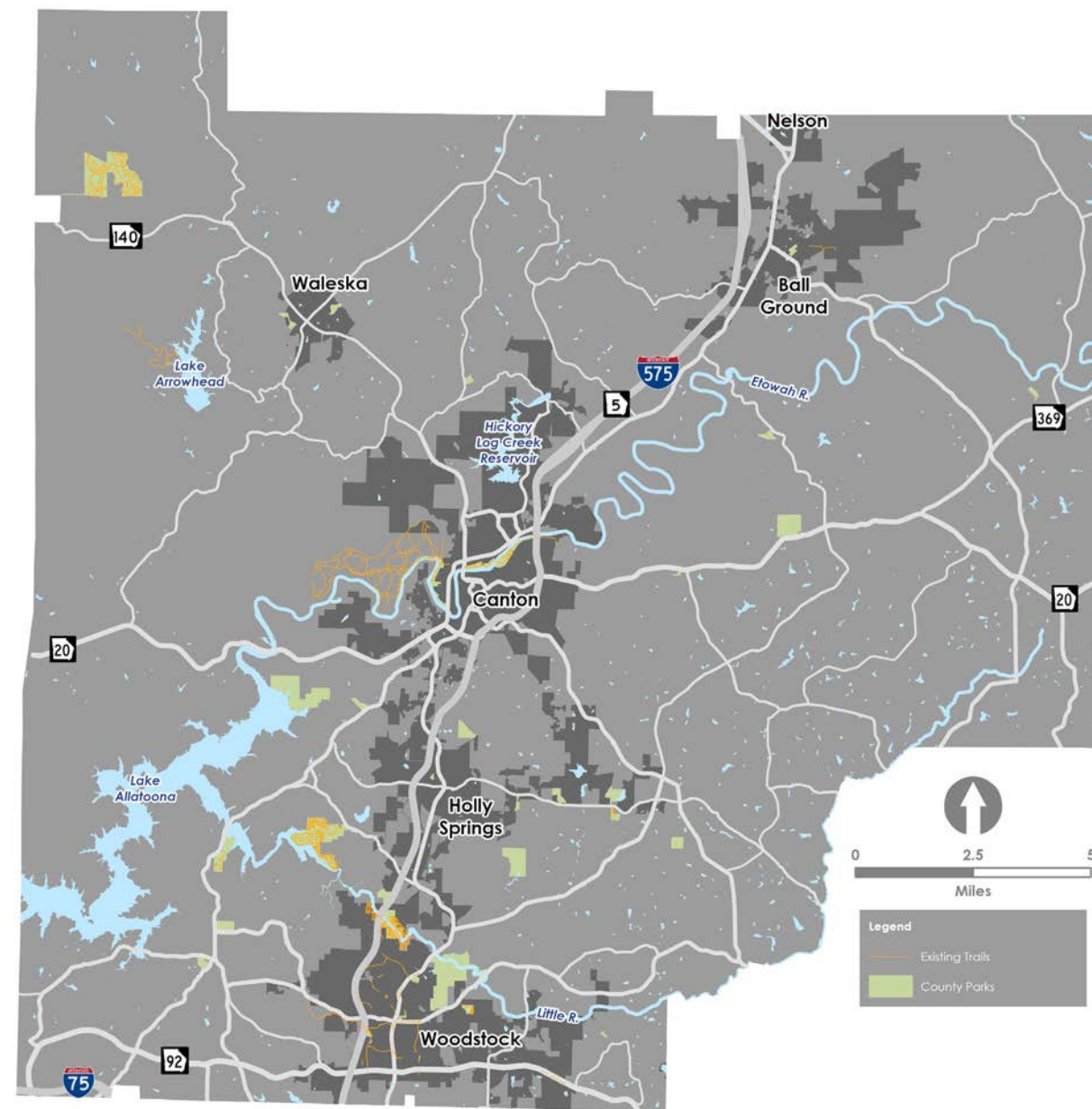


Figure 24. Parks & Greenspace

Natural Features

Natural features abound throughout the County, creating both opportunities and challenges for the development of a trails and greenways network.

Topography

As the community "where metro meets the mountains," Cherokee County transitions from foothills to some of the southern peaks of the North Georgia mountains, particularly in the northwestern part of the County, west of Waleska. Such topography can make trail construction more costly and challenging and can also deter general users from using facilities that traverse particularly strenuous grades. The topography of the County is represented in **Figure 25**.

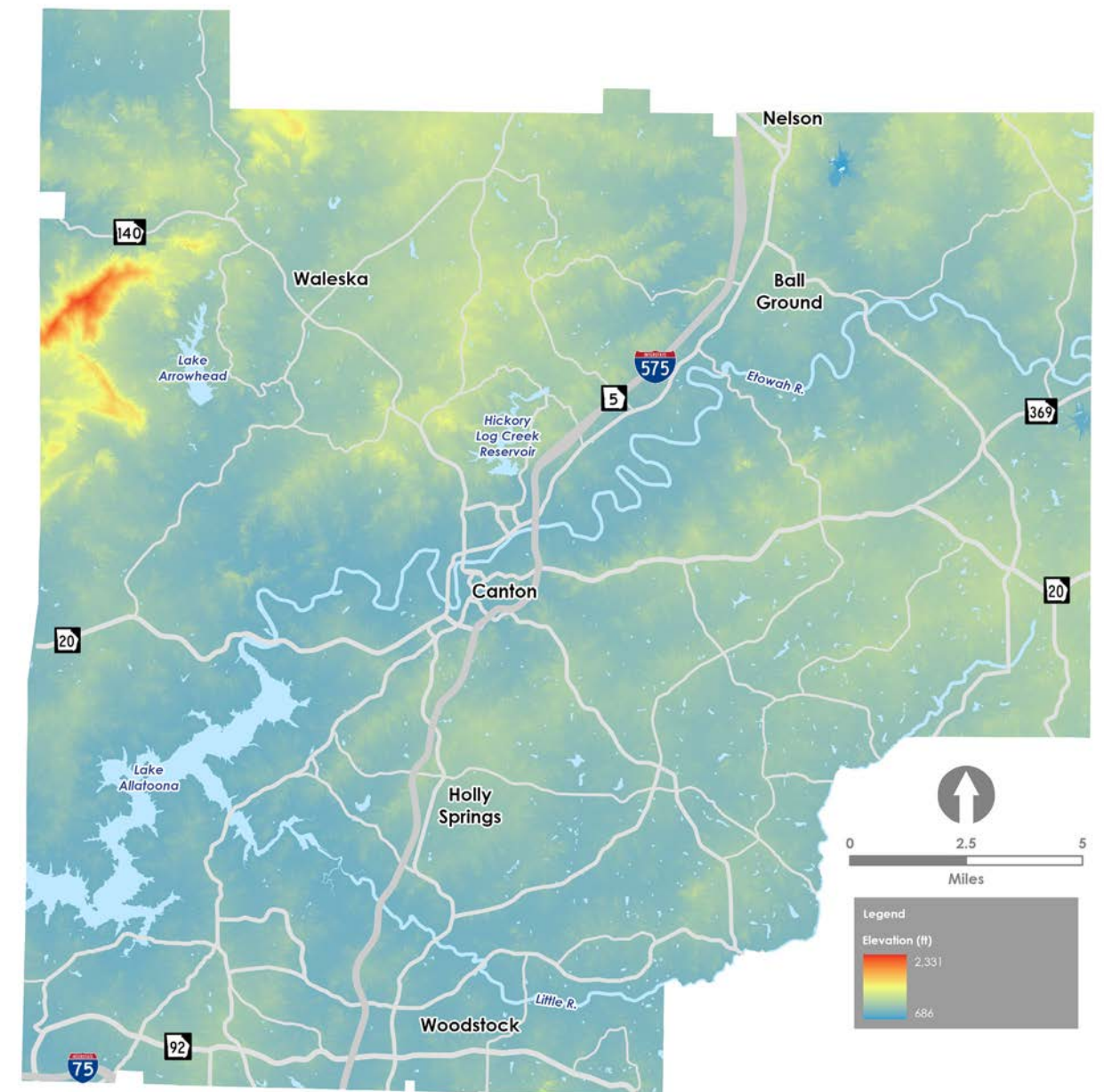


Figure 25. Topography & Elevation

Water Features & Flood Hazard Areas

Water features – rivers and creeks - can often be good locations for trail investment. Similar to parks and open space, there are also several bodies of water in the County - Lake Allatoona, Etowah River, etc. – which attract aquatic recreational opportunities and may benefit from connections on a larger trail and greenways network.

Conversely, water features typically relate to flood hazard areas. While such areas can accommodate trails and greenways, sensitivity in design and construction materials are often appropriate in such locations. Also, adding fill or structures within regulated floodways is typically prohibited. Flood hazard areas in Cherokee County are depicted in **Figure 26**.

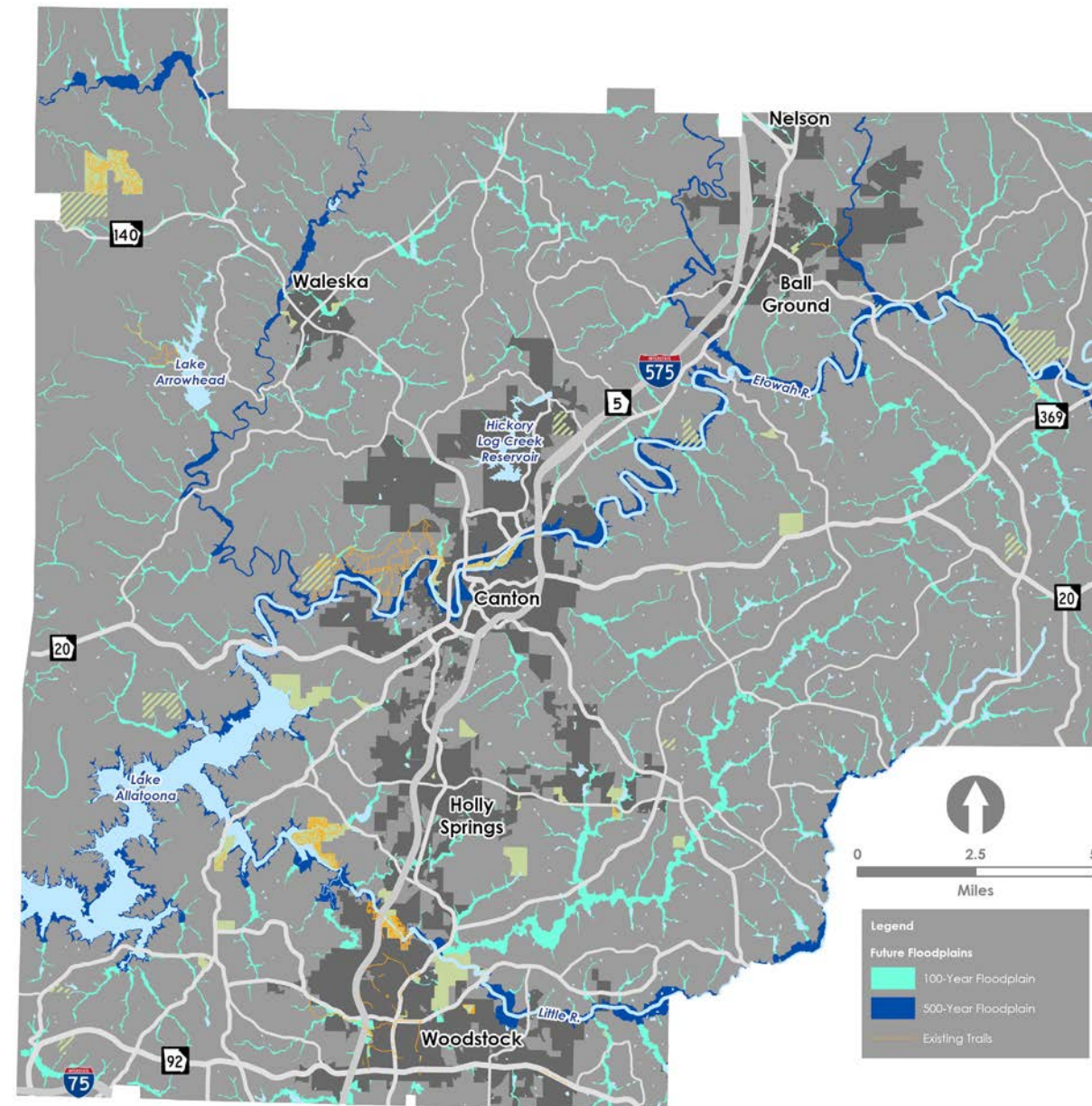


Figure 26. Flood Hazard Areas

Conservation Areas

There are also numerous environmental features in the County with specific conservation designations as reflected in **Figure 27** that can influence where and how trails are constructed. These designations are derived from the Georgia Land Conservation Database and in Cherokee County, these conservation areas largely correspond to existing parks and greenspace.

In addition to natural features, these designations also include places on the National Register of Historic Places. Some places listed on the National Register include downtown historic districts in Woodstock and Canton, as well as the Cherokee County Courthouse and the Woodstock Depot, among others.

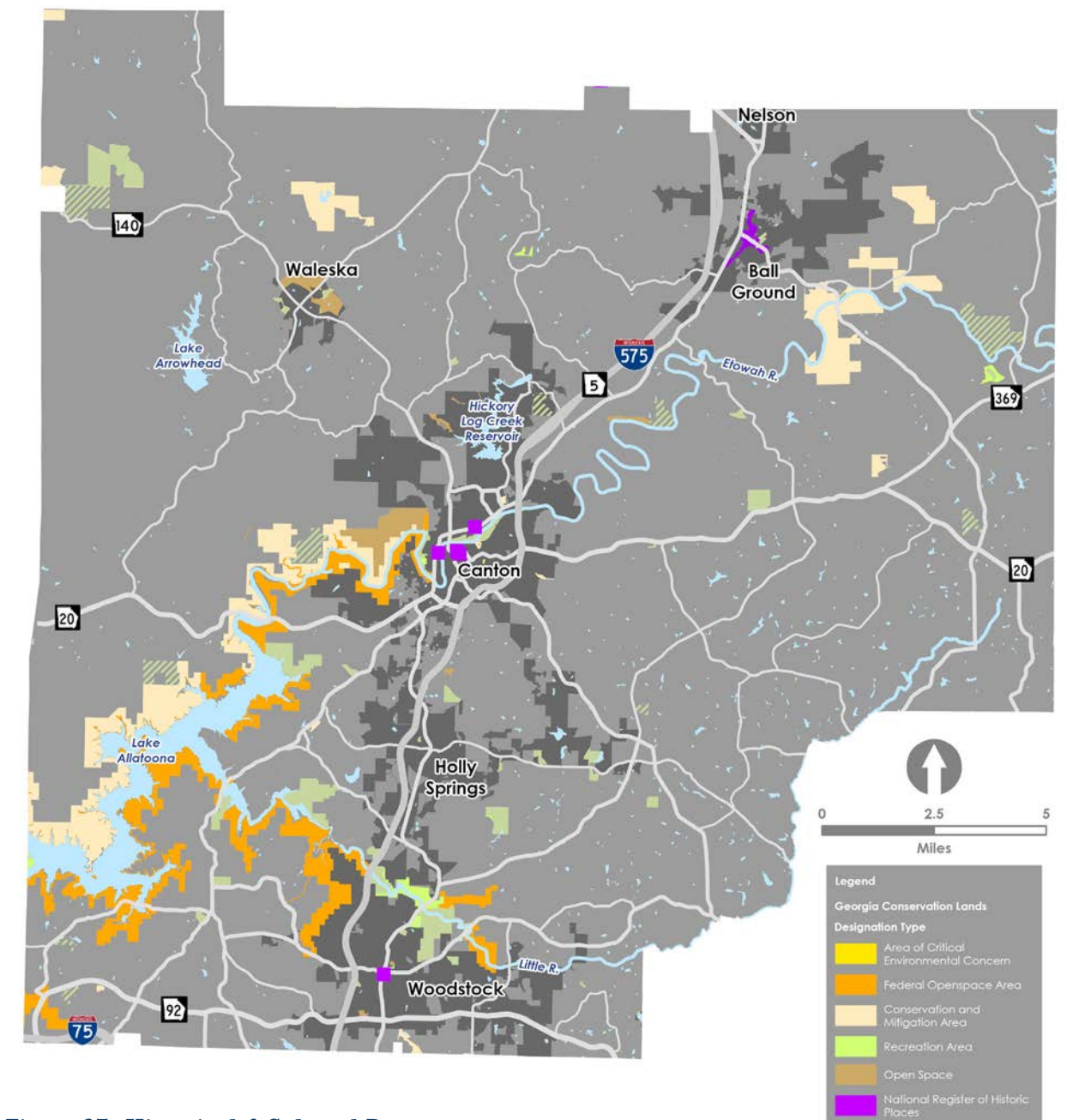


Figure 27. Historical & Cultural Resources

Existing Infrastructure

Finally, existing infrastructure and conditions related to walking and cycling which could tie into a future trails and greenways network were identified across the County. This includes trails, sidewalks, bicycle and pedestrian safety, and utilities.

Trail Infrastructure

While limited in coverage and mostly disconnected, identifying existing trail infrastructure in the County is important to reflect where and how a broader and more comprehensive network can tie in. As reflected in **Figure 28**, the majority of existing trails are within parks and open space settings with the exception of a network in and around Woodstock.

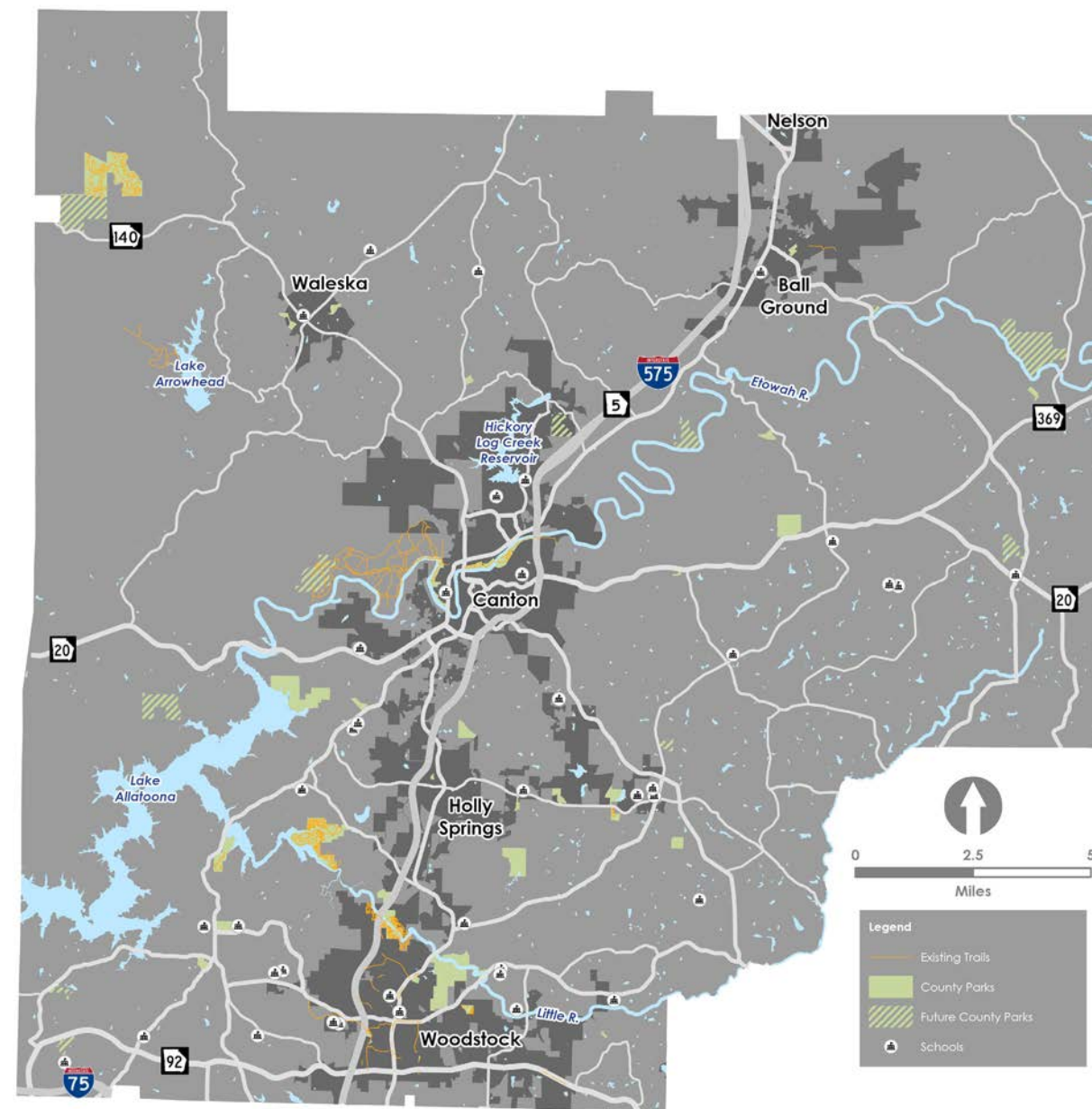


Figure 28. Existing Trails in Cherokee County

Pedestrian Infrastructure

Pedestrian infrastructure in the County is more comprehensive, though limited largely to the south and central parts of the County anchored by I-575 as depicted in **Figure 29**. Such infrastructure is also important as it can serve as pedestrian access points to and from the future expanded trail and greenways network.

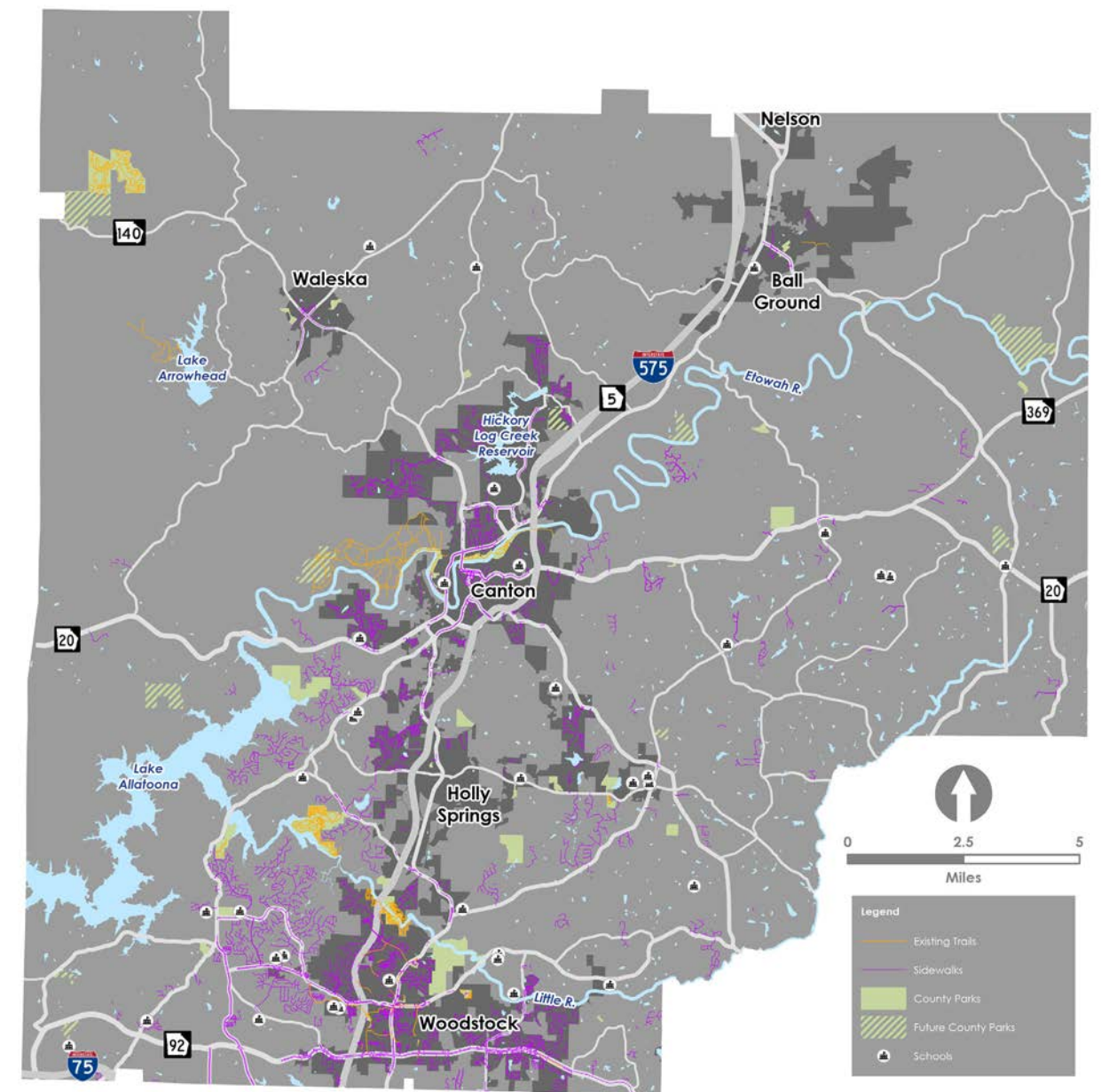


Figure 29. Existing Pedestrian Infrastructure in Cherokee County

Bicycle and Pedestrian Safety

Using crash data obtained through Numetric, the project team was able to pinpoint where crashes involving pedestrians and bicyclists have occurred and then prioritize these locations for the purposes of trail network development.

Overall crash density in Cherokee County is depicted in **Figure 30** while crashes involving pedestrians and bicyclists between 2018 and 2022 are depicted in **Figure 31** and **Figure 32**, respectively. These maps reflect locations where some combination of the lack of dedicated facilities and/or large volumes of bicyclists and pedestrians may be indicative of new or upgraded facilities.

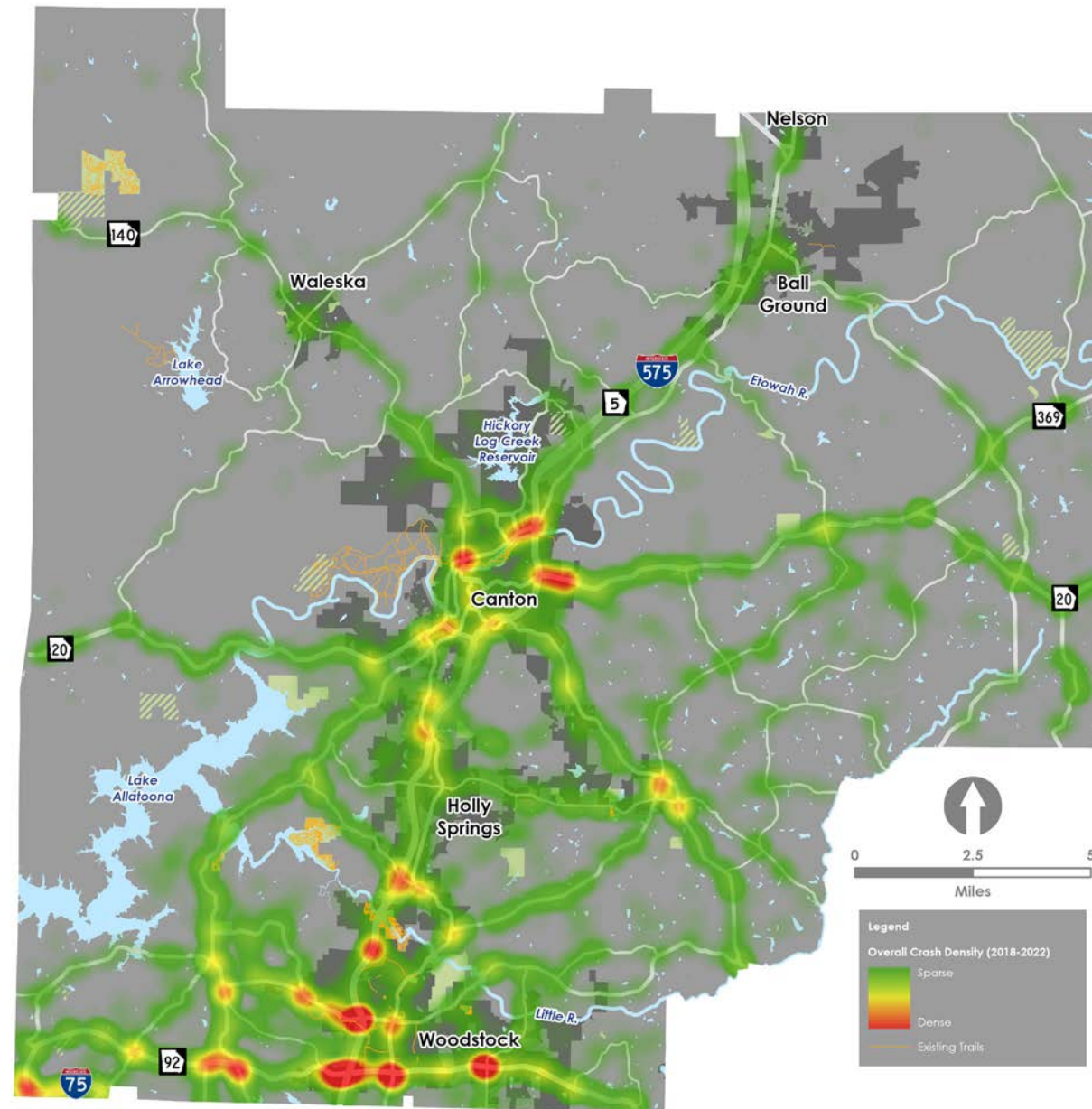


Figure 30. Crash Density

Between 2018 and 2022, there were 117 crashes that involved a pedestrian across Cherokee County. Among the pedestrian crashes, nine resulted in at least one fatality, 25 in serious injury, 44 in minor injury, 19 in complaint of injury, and 20 with property damage only.

Among fatal and serious injury pedestrian crashes, these occurred across the County but especially along busy corridors such as SR 92, Bells Ferry Road, and Ball Ground Highway, among others.

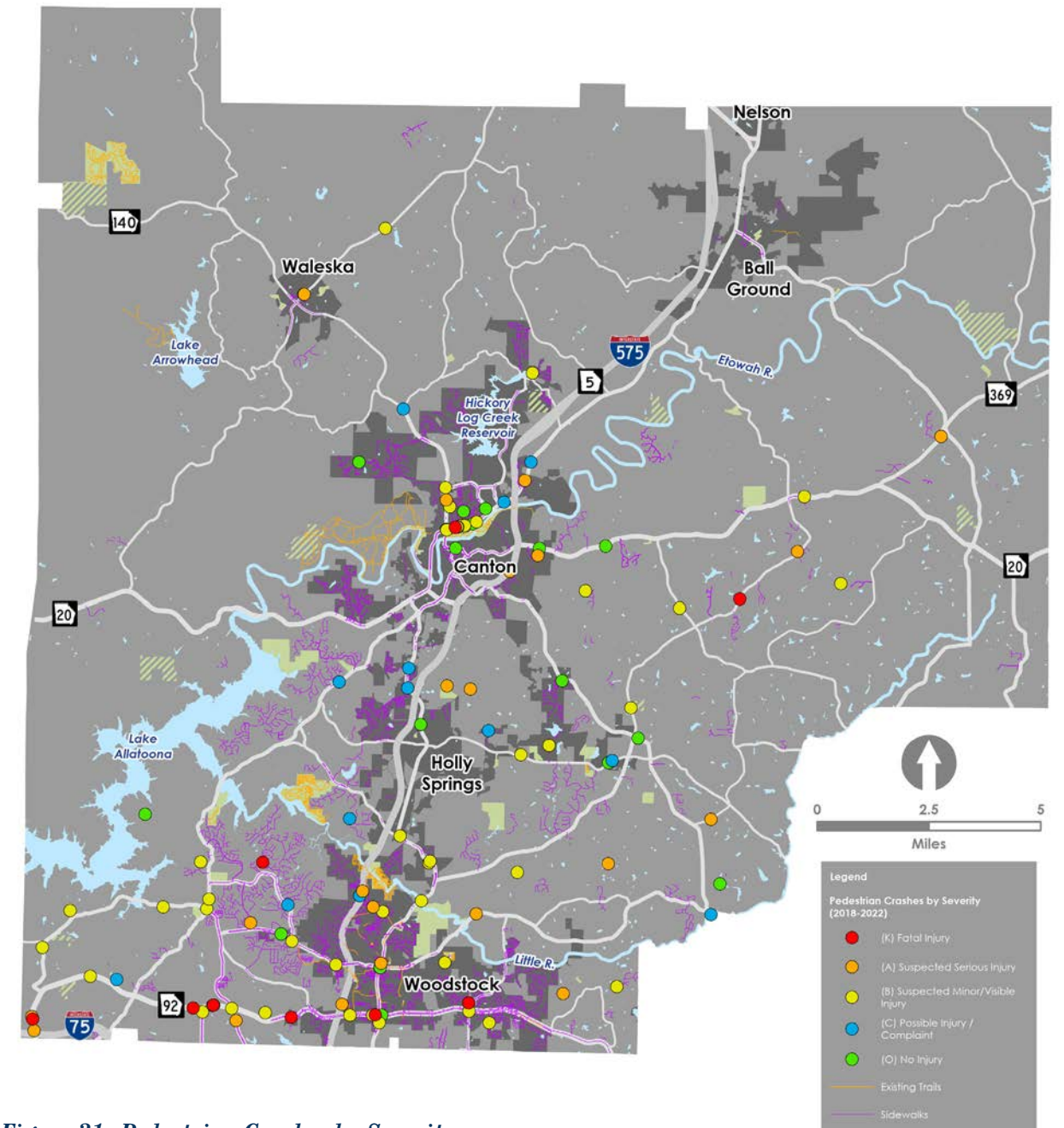


Figure 31. Pedestrian Crashes by Severity

Within Cherokee County between 2018 and 2022, there were 36 reported bicycle crashes. Among these bicycle crashes, two resulted in a fatality, three in serious injury, 14 in minor injury, five in complaint of injury, and 12 with property damage only. The two fatal bicycle crashes occurred along Bells Ferry Road and Ball Ground Highway while the three serious injury bicycle crashes occurred along SR 92, Arnold Mill Road, and Upper Bethany Road.

Utilities

Looking towards the complexities of implementation, an analysis of various utilities – including overhead electric transmission lines, gas pipelines, sewer lines, water lines, and stormwater pipes - was undertaken as shown in **Figure 33**. Such locations reflect where trail and greenway infrastructure may be easier to implement relative to other locations due to combinations of right-of-way and easements.

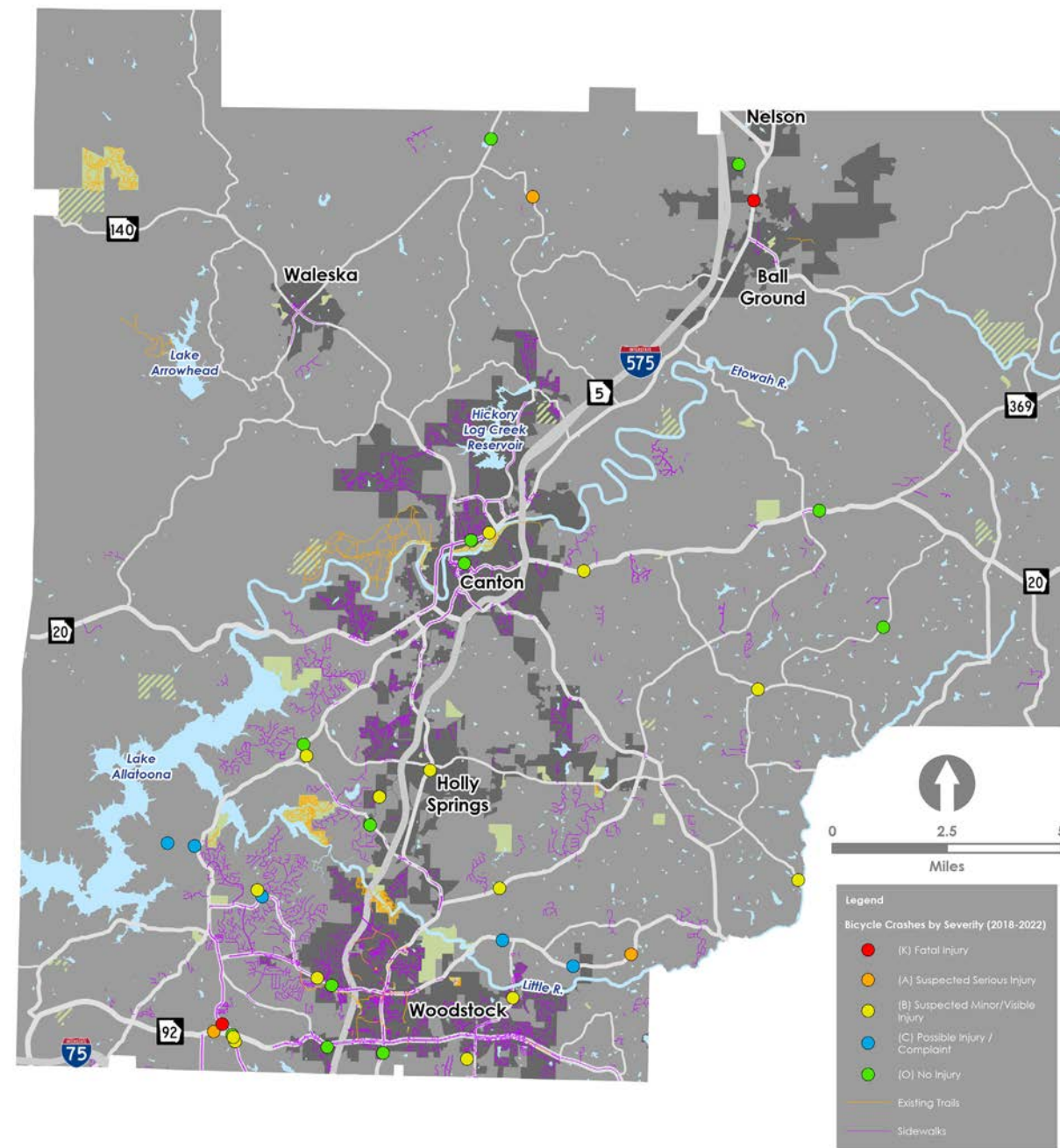


Figure 32. Bicycle Crashes by Severity

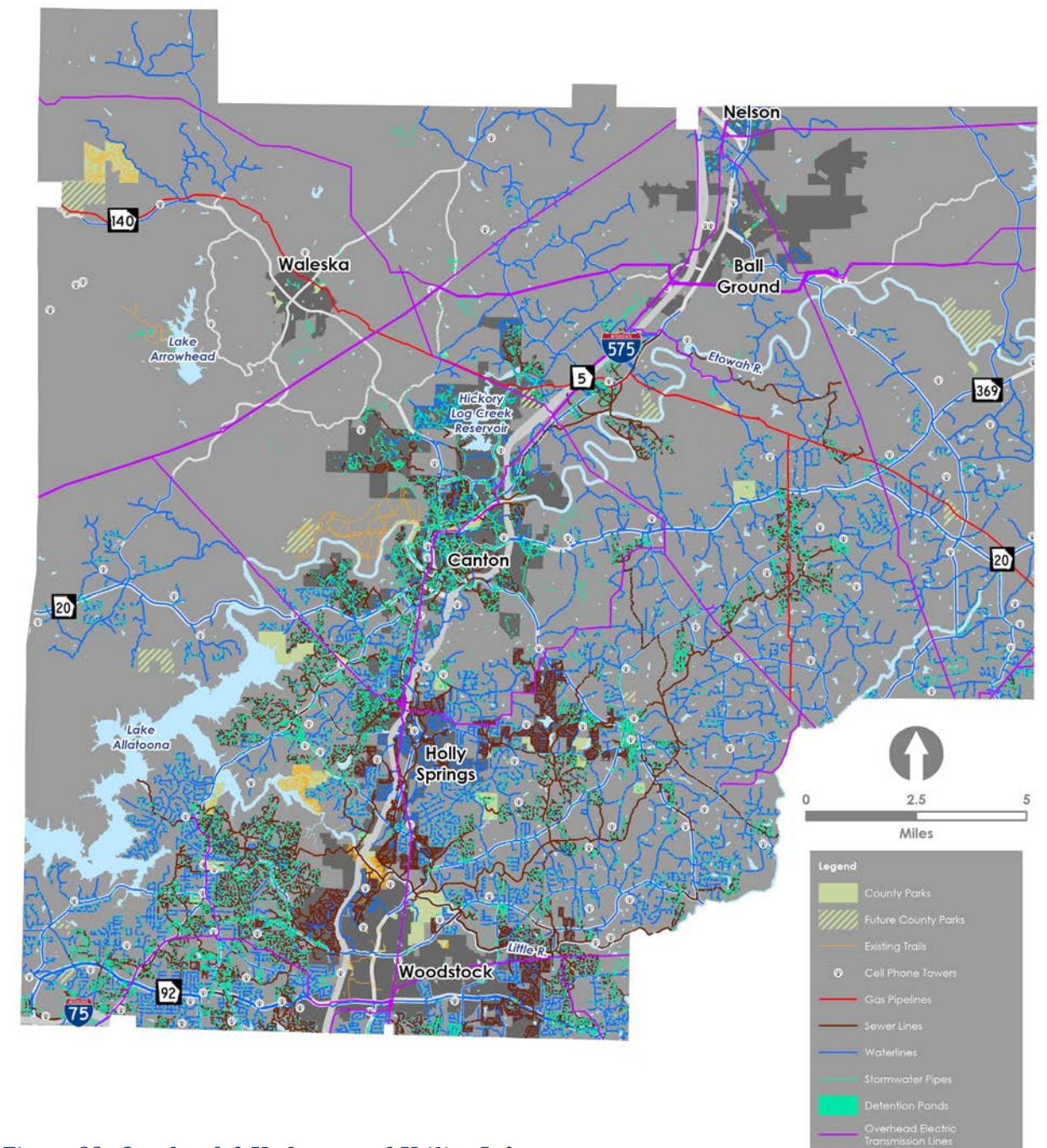


Figure 33. Overhead & Underground Utility Infrastructure

Public Property

Additionally, **Figure 34** reflects an analysis to identify public property where it may be easier (and less costly due to limited right-of-way purchase) to implement trails and greenways. Conversely, some of the public property in Cherokee County belongs to the United States Army Corps of Engineers, where the mission is broadly to preserve the land as is. In such cases, continued coordination and partnership will be necessary and appropriate to implement any trail or greenways in ways that reflect both the overall vision established in this plan while aligning with the Corps' mission.

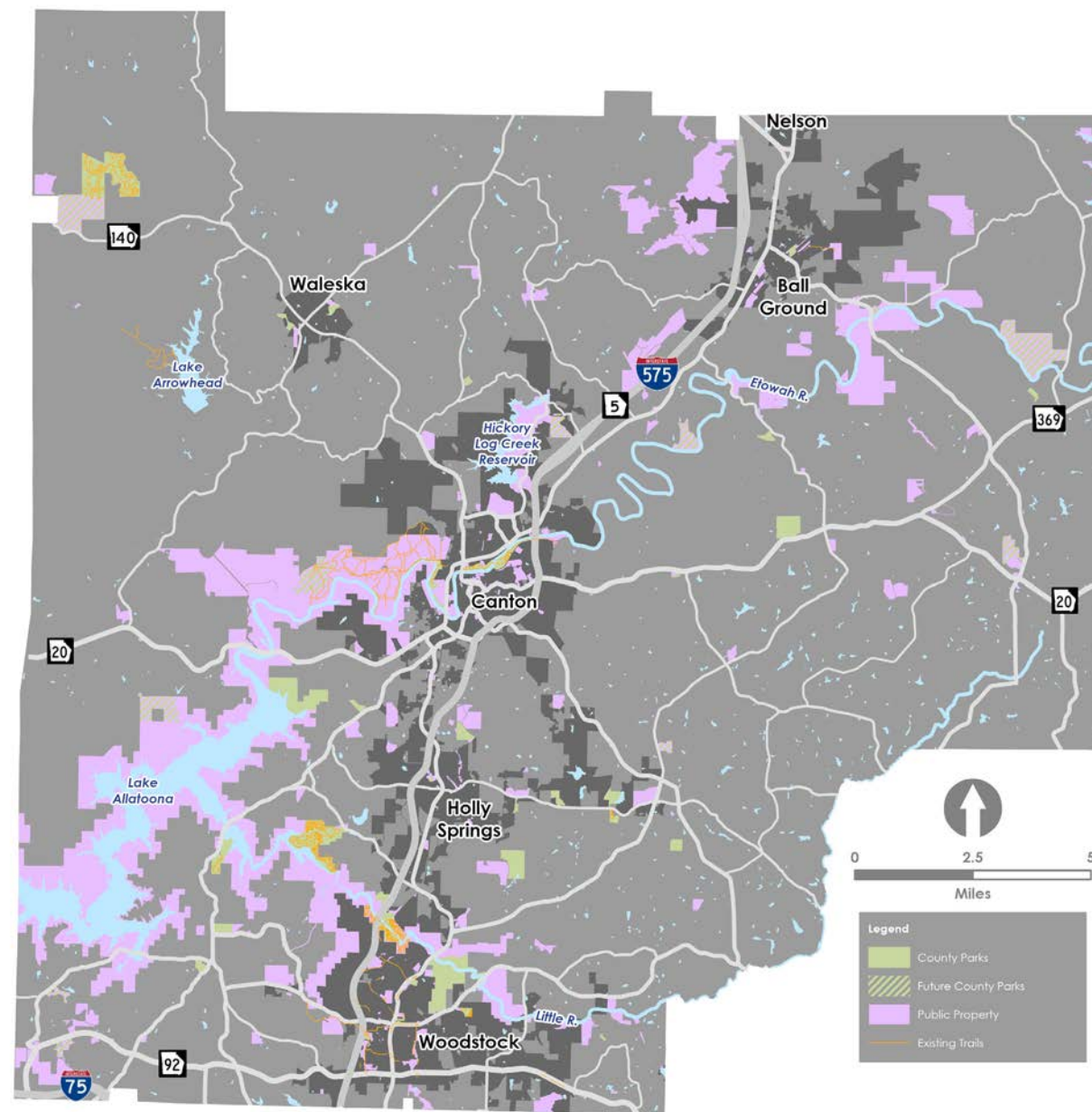
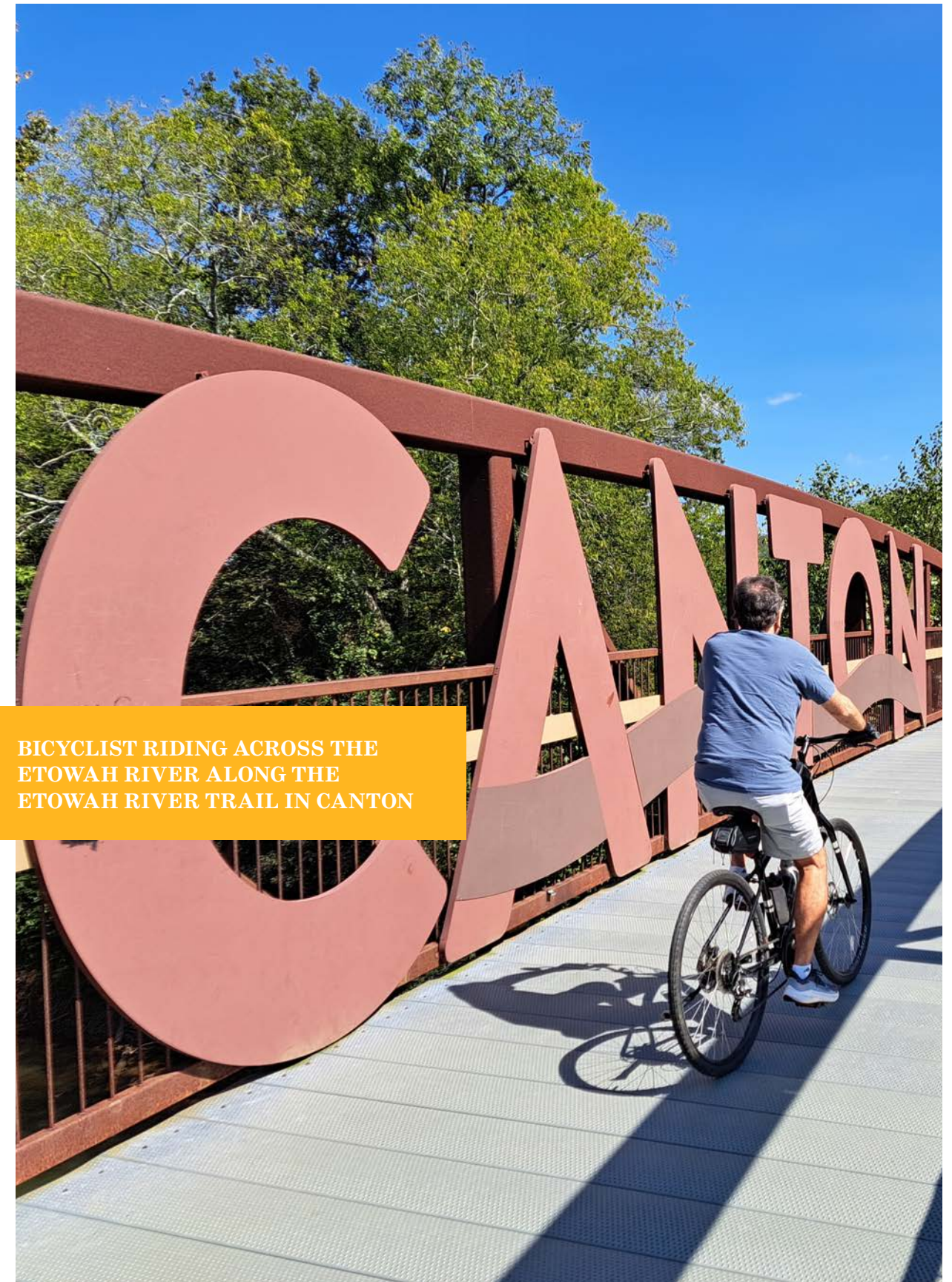


Figure 34. Public Property in Cherokee County



BICYCLIST RIDING ACROSS THE
ETOWAH RIVER TRAIL IN CANTON

Chapter 3: Community Vision & Feedback

Community feedback was instrumental to the success of this process, and the project team worked across the County, including with local jurisdictions and community members to develop a prioritized list of projects that align with overall County goals and objectives to create a trail and greenway system that promotes economic development, recreation, and transportation. The draft trail recommendations constitute a proposed network of projects that will be further studied and refined by Cherokee County during future phases, as resources and priorities allow.

While the analysis of existing conditions provides significant background on where and how trails and greenways could be implemented, the planning process included significant efforts to craft the plan to align and reflect the vision of the community.



Community Open House Map Activity

Gathering Feedback

Feedback and engagement throughout the community were accomplished using a variety of techniques including community open houses, pop-up events, and online techniques. The process also included the creation of a Trail Advisory Committee (TAC) and stakeholder interviews with various organizations and agencies who may eventually serve as partners in the implementation of the plan.

Community Open Houses

Six community open houses were held throughout the planning process across two overall rounds. In the first round (consisting of three meetings), participants were invited to learn about the planning process and provide feedback on their vision for the future trails and greenway network through preference exercises and a map where specific trail ideas could be logged. In the second round, participants were asked to review draft recommendations and provide feedback on the initiatives they were most excited (or concerned) about. As depicted in **Table 1**, these meetings were held with sensitivity to being reasonably accessible to County residents with a balance of north/south and east/west locations identified.

Detailed descriptions of these meetings are documented in Appendix A.

Table 1. Community Open Houses

Date	Location	Number of Attendees
Round 1: Gather Initial Input and Feedback		
May 9, 2024	The WREC	9
May 14, 2024	Cherokee County Conference Center	17
May 16, 2024	Virtual (via Zoom)	10
Round 2: Present Initial Recommendations and Receive Feedback		
October 23, 2024	Bridgemill Fire Station	20
October 29, 2024	L.B. Buzz Ahrens Jr. Recreation Center	8
October 30, 2024	Virtual (via Zoom)	12



Community Open Houses Were Held in May and October 2024 Through Both In-Person and Virtual Options

A - May 9, 2024 - Woodstock

B - May 14, 2024 - Canton

C - May 16, 2024 - Virtual

D - October 23, 2024 - Bridgemill Fire Station

Pop-Up Events

Recognizing that many people may not be willing or able to attend formal community meetings, the planning team set up pop-ups at community events to make it easy and convenient to provide input, meeting residents where they are. These events were held similar to the two rounds of the open houses, with initial events focused on gathering general input and later events focused on soliciting input on the initial recommendations of the plan. The pop-up events are depicted in **Table 2**.

Table 2. Pop-Up Events

Date	Location/Event
May 11, 2024	Woodstock Farmers Market & Reformation Brewery
October 4, 2024	Canton First Friday Event
October 12, 2024	Cherokee County Pumpkin Festival (Veterans Park)



Team Members and County Staff at Pop-Up Events During the May 2024 Woodstock Farmers Market (A), October 2024 Canton First Friday (B), and Cherokee County Pumpkin Festival (C)

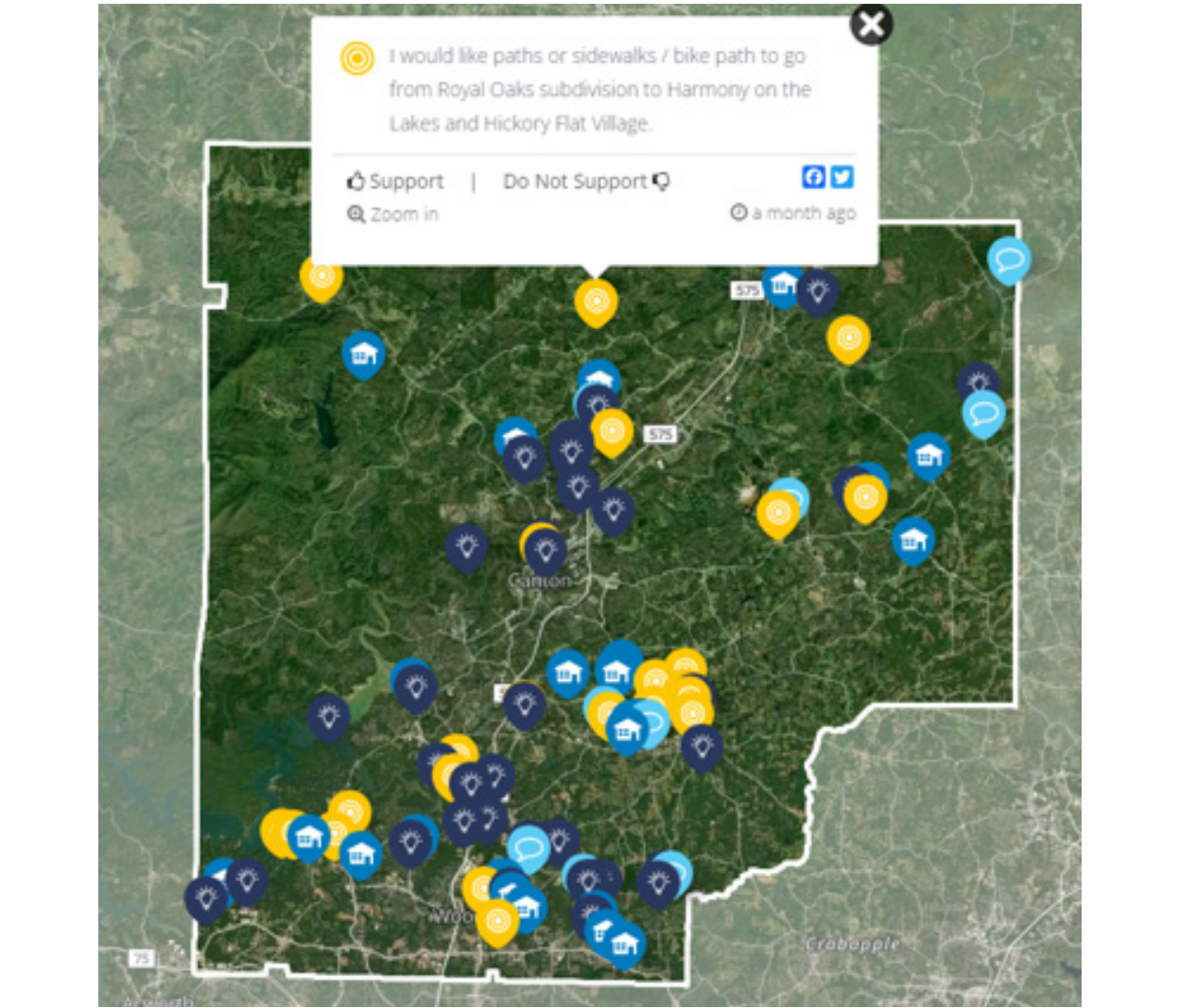
Online Techniques

An online component was also used to solicit feedback in accordance with the two rounds of open houses by developing a website using an online interactive platform. This website included traditional surveys and interactive map components simulating the same exercises and information utilized in the in-person open house events. The website also included additional background information regarding the project including recordings of the virtual meetings and documentation being prepared throughout the planning process.

Table 3. Online Engagement

Date	Activities & Purpose
May 9 – May 31, 2024	Round 1: Gather Initial Input and Feedback
October 4 – October 31, 2024	Round 2: Present Initial Recommendations and Receive Feedback

While the website was available and open throughout the planning process, participants were asked to provide feedback during specific times as reflected in **Table 3**. Detailed input received from this tool is documented in Appendix A.



Online Mapping Tool During Round 1 of Community Engagement

Trail Advisory Committee

A separate Trail Advisory Committee (TAC) was formed to include and invite specific organizations and partners to help guide the planning process. Organizations included:

- Cherokee County Community Services
 - Cherokee County Planning and Zoning
 - Cherokee County Community Development
 - Cherokee County Recreation and Parks
 - Cherokee Recreation and Parks Advisory Board
 - Cherokee County Management
 - Cherokee Office of Economic Development
- City of Canton
 - City of Woodstock
 - City of Holly Springs
 - City of Ball Ground
 - City of Waleska
 - Atlanta Regional Commission
 - Cherokee County Schools
 - Cherokee County Water and Sewage Authority
 - Cherokee County Chamber of Commerce
 - GDOT District 6
 - Cherokee Area Transportation Service

This group met six times over the course of the process as depicted in **Table 4** with detailed notes of each of the meetings provided in Appendix A.

Table 4. Trail Advisory Committee Meetings

Date	Location	Meeting Purpose & Agenda
March 4, 2024	L.B. Buzz Ahrens Jr. Recreation Center	Discussion of Overall Vision
April 19, 2024	Virtual	Review Existing Conditions Analysis
July 24, 2024	The WREC	Discuss Initial Trails and Greenway Network
September 13, 2024	Virtual	Discuss Design Guidelines and Project Prioritization
October 29, 2024	L.B. Buzz Ahrens Jr. Recreation Center	Review Draft Recommendations
December 5, 2024	Virtual	Review Final Recommendations



Project Team Members Discussing Progress During March 2024 (A) and July 2024 (B) TAC Meetings

Stakeholder Interviews

In addition to the organizations identified for participation in the TAC, several other agencies and organizations were identified to hold more specific conversation in regards to how their respective missions interface with the potential for a trails and greenways network. These interviews were conducted over the course of the Summer of 2024 with the organizations identified below. Detailed notes from each interview is provided in Appendix A.

- North Georgia Cycling Association
- SORBA Woodstock
- Cherokee County Arts Council
- Woodstock Arts
- Cherokee County Airport
- Cherokee County Fire
- Cherokee County Public Works
- Cherokee County Stormwater
- Cherokee County Recreation and Parks Advisory Board
- Cherokee Sheriff's Office
- Chattahoochee Technical College
- Reinhardt University
- Cherokee County Schools
- Atlanta Gas Light
- Georgia Power Company
- U.S. Army Corps of Engineers
- Cherokee County Board of Commissioners

Neighboring Communities

- City of Acworth
- Bartow County
- City of Kennesaw
- Town Center CID
- Cobb County
- City of Milton
- City of Mountain Park
- City of Roswell
- Forsyth County
- Dawson County
- City of Nelson
- City of Jasper
- Pickens County



Mapping Exercises with Trail Advisory Committee Members and Stakeholders

Vision and Values

While many comments and feedback points were received through the engagement processes, several specific processes were used to understand and reflect the shared vision amongst the community.

Overall Vision

Conversations and exercises early on in the process were utilized to identify big themes to reflect the overall vision for the trail and greenways network. Key themes in these conversations included:

- Connectivity
- Health
- Nature
- Preservation
- Recreation
- Safety
- Walkability
- Conservation
- Network
- Continuity

Trail Types

Community members participating in the process were also presented with different types of trail uses and designs to identify any particular preferences. As reflected in **Figure 35**, feedback certainly shows preference for greenways, but all identified trail types received broad support.

Network Priorities

Early conversations with the TAC were also used to identify potential priorities to guide the development of the trails and greenway network, which was in turn then presented in general community meetings to gauge relative interest in those priorities. As shown in **Figure 36**, the trail system is seen as largely benefiting exercise and recreation including a strong priority for it to connect to existing trails and sidewalks. This information was utilized as part of the project prioritization process described in Chapter 5.

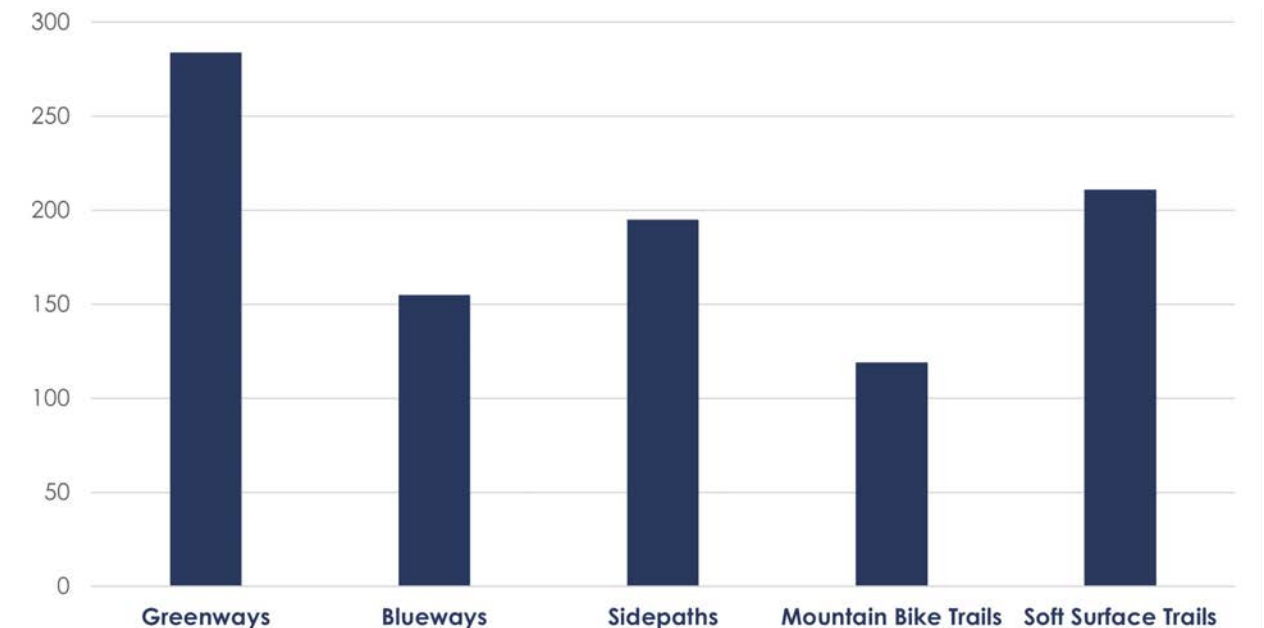


Figure 35. Community Survey Results - Preferred Trail Types

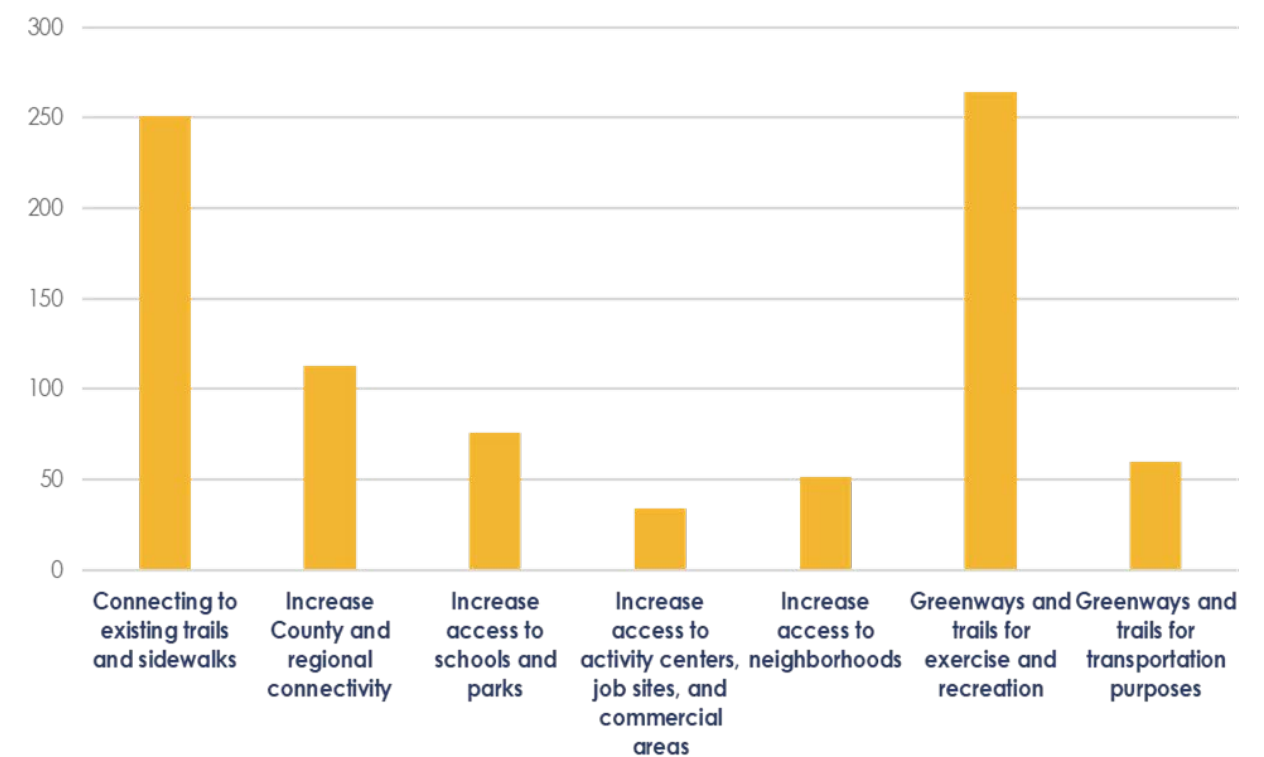


Figure 36. Community Survey Results - Trail Network Priorities



Feedback From Community Open House Visioning Exercises

Network Ideas

Participants in meetings were also asked to identify locations for trails, places to connect to, and other similar items on a blank map of Cherokee County. The results, reflected in **Figure 37**, were used to further develop ideas for trail and greenway connections in the County.

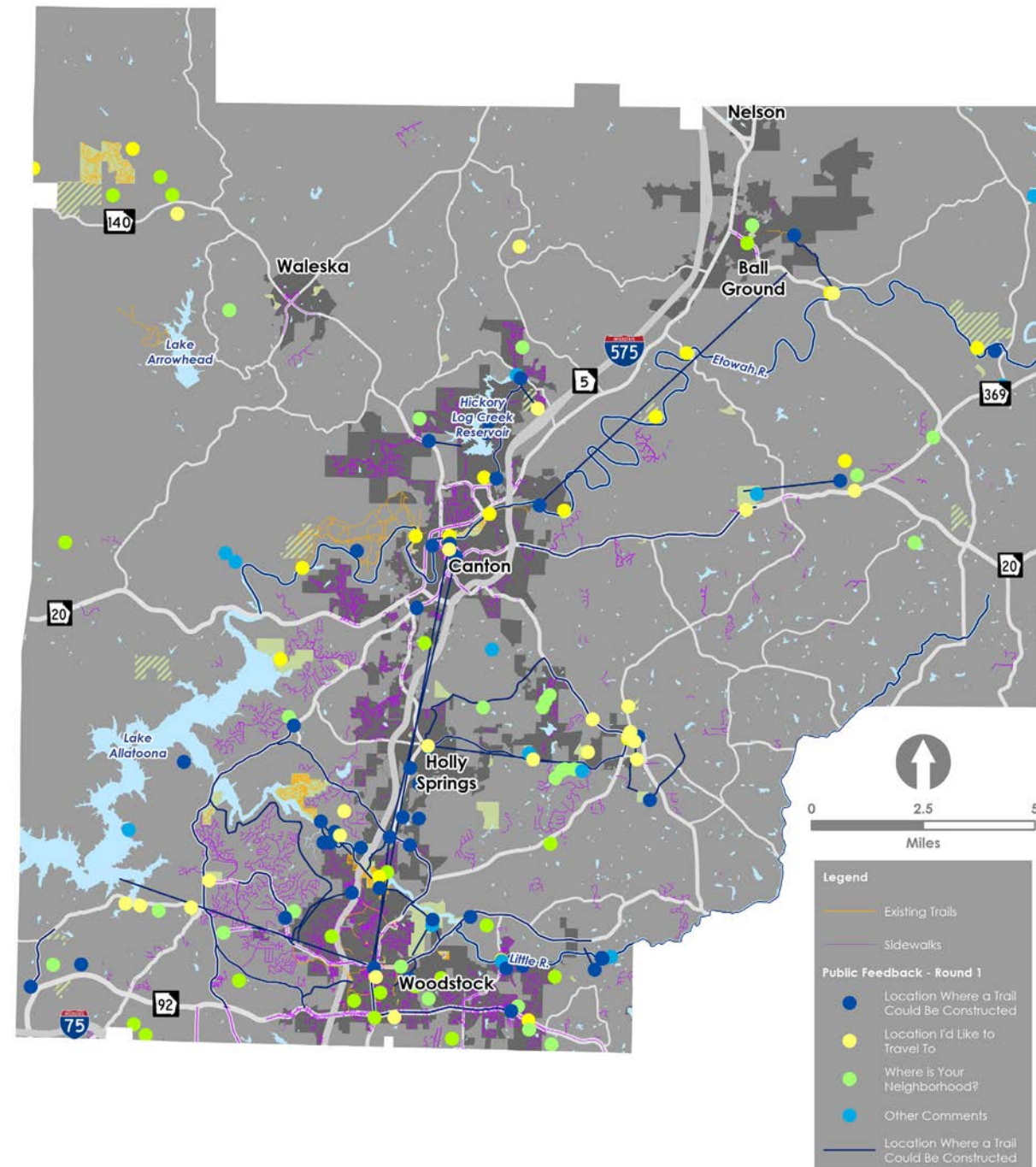


Figure 37. Community Feedback From First Round of Public Open Houses

Project Support Preferences

In the final round of meetings and online engagement, participants were presented with initial trail and greenway recommendations and asked to indicate which projects they most supported (or did not support), which was used to prioritize the potential implementation of such projects which is described further in Chapter 5. Those results are reflected in **Figure 38**.

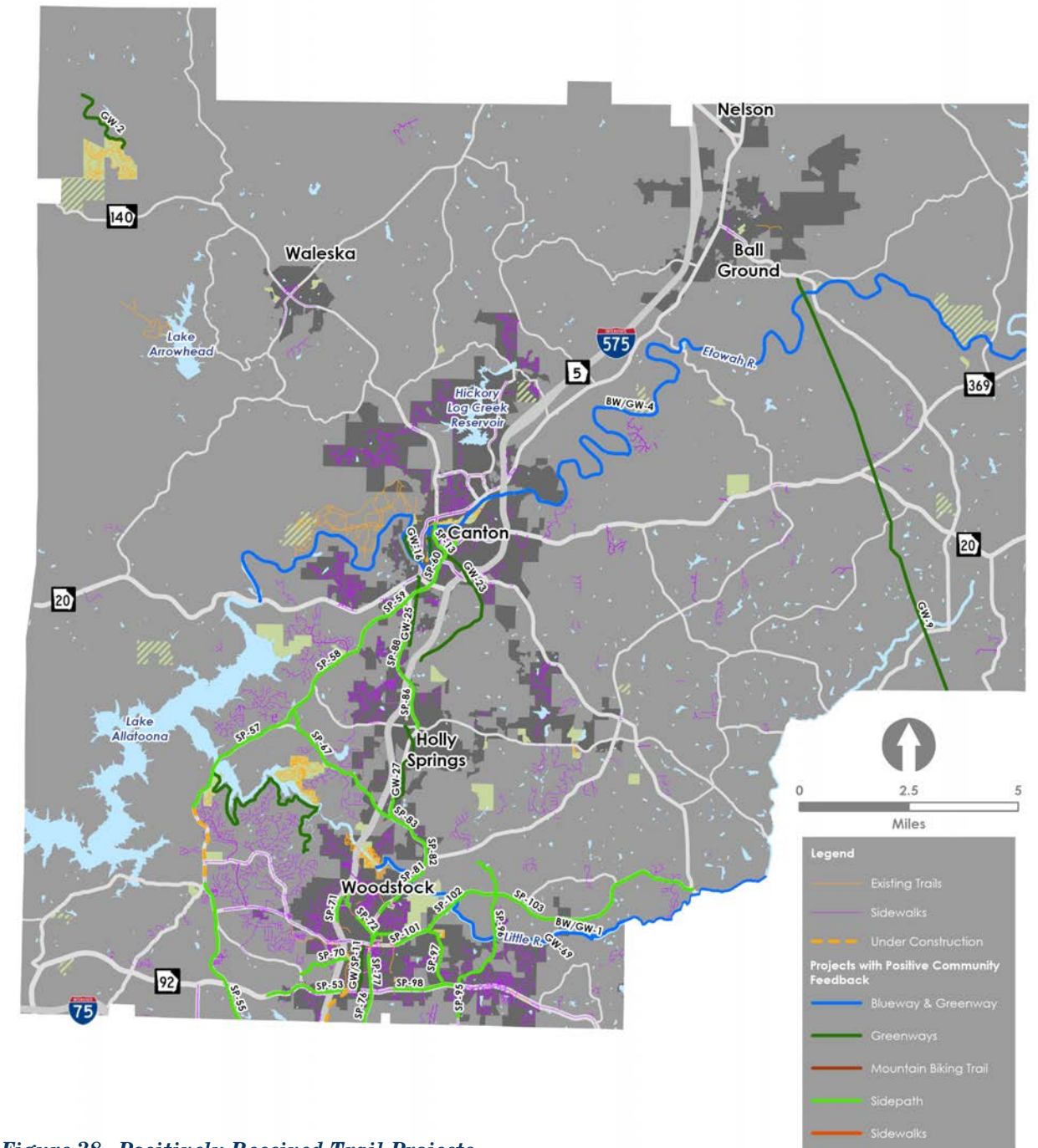


Figure 38. Positively Received Trail Projects

Chapter 4: Trail Facility Types & Typologies

User Profiles

Successful trail and greenway systems fulfill a variety of purposes and needs. They should provide a range of experiences for a variety of different users - four common reasons people use trails are outlined below in **Figure 39**.

Additionally, trail and greenway networks should be designed to allow people to access a variety of utilitarian and recreational destinations while providing safety and comfort. Lastly, they should include appropriate amenities, signage, wayfinding, and art.

To this end, the project team outlined five different trail typologies that fit the needs of users and the built environment within Cherokee County. The following typologies are discussed in this chapter including the users they should accommodate, design considerations, and amenities:

- Greenways
- Sidepaths
- Soft Surface Trails
- Mountain Bike Trails
- Blueways

Casual Socializing • Wider paths for side-by-side groups • Areas to pull off and chat • Access to public spaces, retail, restaurants, streets, and other trails • Water, seating, shade, art, bike parking, visual interest	Utilitarian Trips • Space for passing • Minimize out-of-direction travel • Access to neighborhoods, employment, transit, shops, streets, and other trails • Water, lighting, trash and recycling cans, fix-it stations, bike parking
Exercise & Fitness • Space for passing • Longer, continuous segments • Water, shade, trash and recycling cans, dog waste stations, visual interest, exercise equipment • Vehicle parking	Nature & Outdoor Enjoyment • Context sensitive design • Varied terrain and settings • Quiet places for rest • Access to parks, greenspace • Rich sensory experiences • Water, seating, shade, trash and recycling cans • Vehicle parking

Figure 39. Trail Trip Purposes

Key Resources

National transportation facility design guidance and standards are always evolving. Recognizing the growing interest in and demand for multimodal and non-motorized forms of transportation, agencies, professionals, and decision-makers are increasingly looking for ways to expand their multimodal networks to meet the needs and desires of communities today and into the future. Trail typologies for Cherokee County discussed in this chapter consider current guidance from the following resources.

- American Association of State Highway Transportation Officials (AASHTO)
- Atlanta Regional Commission (ARC)
- Federal Highway Administration (FHWA)
- Georgia Department of Transportation (GDOT)
- Institute of Transportation Engineers (ITE)
- League of American Bicyclists
- National Association of City Transportation Officials (NACTO)
- U.S. Access Board - PROWAG

Amenity Overview

Designing and developing amenities with a user-centric approach is crucial to fostering positive experiences and encouraging frequent usage. A well-planned amenity caters to a diverse range of needs, enhancing community satisfaction and promoting a vibrant, inclusive environment. Thoughtful integration of modern technologies and sustainable practices not only addresses immediate requirements but also prepares the community for future growth and opportunities. Additionally, creating spaces for learning, relaxation, and personal development supports holistic well-being and a higher quality of life for all users. Below are key themes that were used to categorize facility types across all trail typologies (see **Figure 46**):

- Information, Directional, and Wayfinding
- Safety, Security, and Etiquette
- Educational Interactive and Technologically Enhanced
- Comfort and Convenience
- Recreation and Leisure
- Fitness and Exercise
- Sustainability

Peer Communities

The project team conducted a case study review to inform the development of trail typologies and considered the following facilities across the nation:

- Razorback Greenway (Northwest Arkansas)
- Swamp Rabbit Trail (South Carolina)
- Root River/Harmony-Preston Valley Trail (Minnesota)

- Olde Town Conyers Trail (Conyers, GA)
- Hard Labor Creek State Park (Morgan County, GA)
- Chattahoochee River National Recreation Area (Metro Atlanta, GA)
- Mission Boulevard Linear Park (Hayward, CA)

Further detail on these case studies is included in Appendix B.

Greenways

Users

Greenways are sometimes called multi-use trails and primarily accommodate recreation but also can allow for commuting and other utilitarian trips. They can be used across different non-motorized modes of transportation including pedestrians, bicyclists, dog walkers, strollers, skaters, wheelchairs, and other mobility devices.

Design Considerations

Compared to other trail typologies discussed in this chapter, greenways should consider the widest range of users. They have the potential for higher volumes of users, particularly close to activity centers and downtown areas. Environmental factors, such as floodplains, topography, and sensitive resources should also be considered.

Additionally, the successful greenway considers additional connectivity to other trails, paths, and greenways while providing a sense of safety and security.

Design Guidance

Greenway trails are typically paved with either concrete or asphalt and include boardwalks in areas where needed, such as wetlands. The width of a greenway typically ranges from ten to 14 feet with two to five feet of shoulder space. Greenways should allow for a vertical clearance of at least eight feet, ideally ten feet. Slopes and grades along greenways should comply with the Americans With Disabilities Act of 1990 (ADA).

Greenways should include high visibility crosswalks on roads, centerline striping or marking in high traffic areas, lighting as needed, and wayfinding, regulatory, and etiquette signage. Three examples of greenway design and cross-section elements are included in **Figure 40**.

Amenities

Greenway design should consider integrating advanced navigational tools and educational elements to improve user experience and engagement. Features like interactive maps and augmented reality can offer immersive and informative journeys, while educational nodes along the trails can provide valuable insights into local history, ecology, and cultural significance.

Additionally, thoughtful inclusions such as public seating, fitness equipment, and sustainable practices like rainwater harvesting can foster a harmonious blend of recreation and environmental stewardship. These enhancements collectively promote a healthier, more informed, and connected community, ensuring that greenway trails not only provide recreation opportunities but also foster environmental awareness and community engagement, contributing to a higher quality of life for all residents.



Trestle Rock Trail Along the Little River in Woodstock's Olde Rope Mill Park

A



B



C

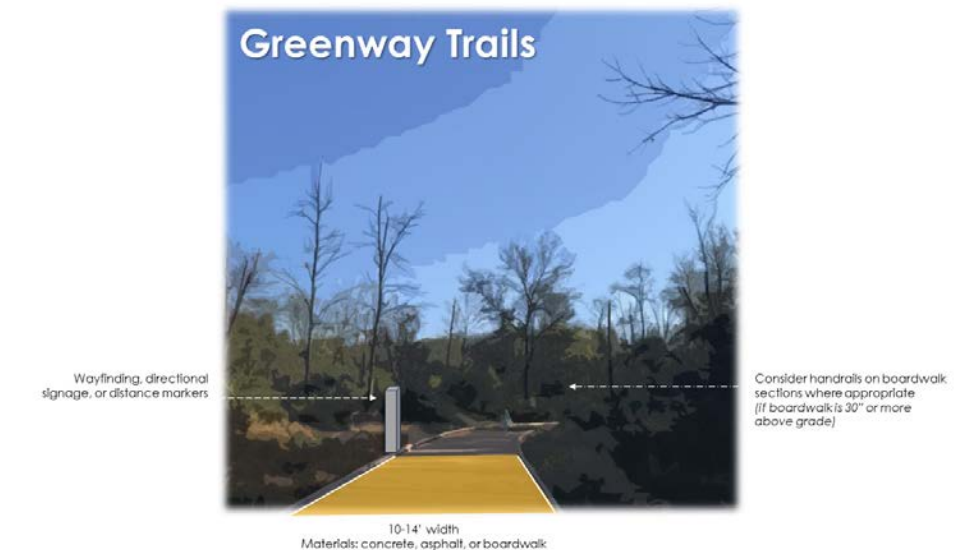


Figure 40. Greenway Typical Sections

Sidepaths

Users

Sidepaths are generally shared-use or multi-use paths parallel to streets and are typically wide enough to allow for both walking and bicycling.

Sidepaths primarily accommodate utilitarian trips but can also provide recreational opportunities for residents who live in close proximity to them. Like greenways, they can be used by people engaged in a variety of non-motorized modes of transportation, such as pedestrians, bicyclists, dog walkers, stroller or wheelchair users, skaters, and people using other mobility devices.

Design Considerations

Because of the intended wide range of potential users, sidepath design should consider the speed differential, providing adequate separation between direction of travel or by mode where possible. Sidepaths provide separation from vehicular travel lanes while enhancing connections between residential and commercial areas, as well as activity centers. Since sidepaths follow the path of established streets, there is a potential for conflict points at driveways and intersections. Sidepath design should seek to ensure trail user visibility and minimize safety risks, especially at road crossings and intersections.

Design Guidance

Similar to greenways, sidepaths are typically paved with either concrete or asphalt and include boardwalks in areas where needed, such as wetlands. Sidepaths have similar design to greenways in terms of shoulder and path width. Slopes and grades along sidepaths should be ADA compliant.

To provide the best level of comfort, there should be a five-foot buffer between travel lanes and the sidepath if the speed limit is 35 miles per hour (MPH) or higher. If a five-foot buffer is not feasible, then a physical barrier should be used. There should also be at least two feet of horizontal clearance from fixed objects.

Sidepath design should work in tandem with roadway access management and design best practices, minimizing curb cuts and driveway crossings, and using vegetation in buffers to increase user comfort where possible. Intersection treatments should be designed based on both traffic and trail volumes, as well as speed. Also consider optional street furniture zones against commercial buildings and mixed-use developments, where appropriate.

Three examples of sidepath design and cross-section elements are included in **Figure 41**.

Amenities

When developing sidepath amenities, the County should focus on integrating multi-functional features that cater to various user needs. Charging stations and rest stop kiosks add convenience, while sustainable elements such as kinetic walkways and native landscapes support environmental stewardship. Essential services like first aid kits, water stations, and bike share options ensure a safe and enjoyable experience for all users. Supporting utility and comfort through innovative and practical installations not only enhances connectivity and enjoyment but also promotes a greener, more accessible path for everyone.

A



B



C



Figure 41. Sidepath Typical Sections

Soft Surface Trails

Users

Unlike greenways and sidepaths, soft surface trails provide primarily recreational experiences for users, including hiking, exercise, and experiencing nature. Soft surface trails usually cater to hikers, dog walkers, and trail runners, but they sometimes can be shared by mountain bikers or equestrians.

Design Considerations

Design of soft surface trails should consider the potential for conflicts between hikers and bicyclists, as well as environmental and natural resource impacts, such as erosion and drainage. Additionally, soft surface trail design, routing, and alignment should account for private property constraints. Designers also should choose uni-directional or bi-directional travel patterns depending on the level of use a trail could experience. Lastly, the design of soft surface trails should consider site-specific characteristics and conditions such as topography and soil composition.

Design Guidance

Typically, soft surface trails are comprised of dirt, gravel, or crushed aggregate. Single-track soft surface trails range from 18 to 24 inches in width, while the width varies for double-track soft surface trails. Directional signage and mile markers can aid with routing and wayfinding, and may include rules and regulations to discourage use in wet conditions to reduce safety risks and trail damage. Consider a directional by-day policy to limit conflicts and reduce tread wear patterns.

Trails should follow natural contours of the land to allow for better bicycle handling, avoid completely flat areas, and have an average grade of ten percent or less. Slopes between 0.5 and three percent allow for better bicycle handling and drainage to prevent erosion. There should be a minimum of ten feet of vertical clearance with more for trails that allow equestrian use.

Three examples of soft surface trail design and cross-section elements are included in **Figure 42**.

Amenities

Amenity consideration for a soft surface trail combines greenway and sidepath elements while retaining a more trail-based approach. The inclusion of wayfinding and historical signs, along with interactive nodes and rest stop kiosks, provides clarity and enriches the user experience. Clear trailhead information boards and trail difficulty indicators enable users to make informed decisions about their journey. Thoughtful additions such as soundscapes and dark sky observation nodes create unique sensory experiences that strengthen connections with nature. Furthermore, incorporating living green walls beautifies the trails and supports ecological health, contributing to an immersive and educational outdoor environment.



Soft Surface Trails in Olde Rope Mill Park in Woodstock

A



B



C

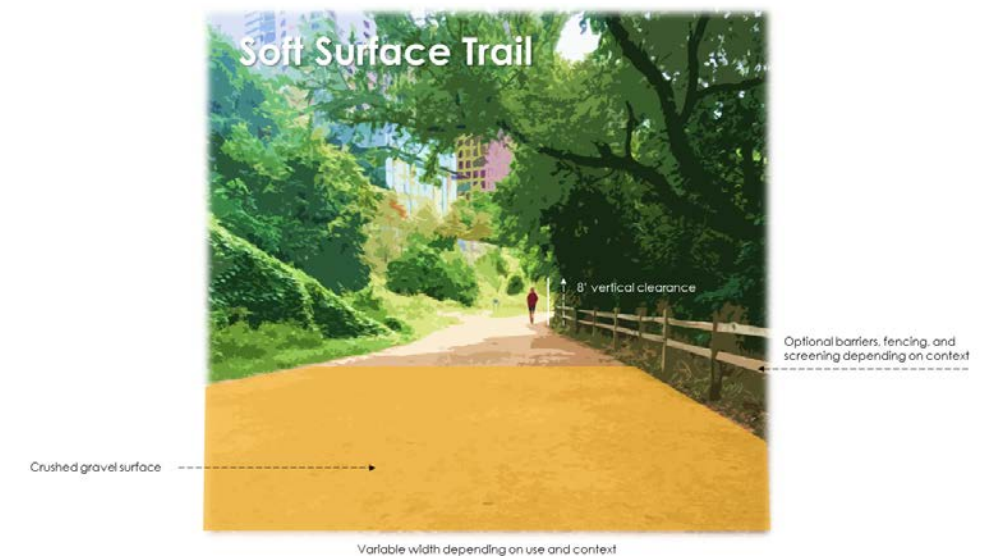


Figure 42. Soft Surface Trail Typical Sections

Mountain Bike Trails

Users

Mountain bike trails are exclusively for recreational purposes and usually accommodate only mountain bikers. However, some locations may allow for both biking and hiking.

Design Considerations

Similar to soft surface trails, design should consider biker and hiker conflicts, as well as impacts to the natural environment. Maintenance is an important consideration for mountain bike trails as they degrade faster than hiking trails due to heavy use. The cost to maintain mountain biking trails varies significantly depending on the level of use they attract.

As mountain bike trails provide more varied terrain to maintain cycling interest, consider environmental impacts with respect to inclines, declines, rocks, ruts, and gravel that are commonplace in the natural environment.

Design Guidance

Mountain bike trails should have a compacted earth tread surface. The width of trails varies considerably primarily due to course difficulty. The range of trails is typically from one foot to six feet.

Trail gradient should not be greater than half the grade of side slopes. The average trail grade should be ten percent or less; however, there are areas where 15 to 25 percent may be appropriate due to mountainous terrain.

Trailheads should be designed to provide plenty of parking for vehicles.

Two examples of mountain bike trail design and cross-section elements are included in **Figure 43**.

Amenities

To optimize mountain biking amenities, it is crucial to integrate features that effectively guide and safely inform riders. Clear difficulty and directional signage, combined with detailed route information and technical area updates, ensure that riders can navigate trails with confidence. Providing adaptive trail options and augmented reality features creates an inclusive and innovative riding experience catering to various skill levels. Practical facilities such as bike repair stations, skills parks, and bike washing stations address essential needs, enhancing the convenience for riders.

Additionally, trail etiquette signs and dark sky observation points promote responsible use and offer unique, enriching experiences. These comprehensive amenities ensure that both novice and experienced bikers can enjoy a safe, engaging, and rewarding adventure on mountain bike trails.



Signage Dictating Direction of Travel Along Mountain Bike Trails in Olde Rope Mill Park

A



Sufficient width for two bikes to pass

Compacted earth tread
Moderate grade

B



Optional amenities

Sloped trail allows
water to drain

Obstacles and varied
terrain increase difficulty
and cyclist enjoyment

Figure 43. Mountain Bike Trail Typical Sections

Blueways

Users

Blueways are recreational and follow navigable waterways, such as rivers and creeks. Blueways are exceptional for kayaking, canoeing, rafting, and tubing, among other passive aquatic activities.

Design Considerations

Blueway design should consider water flow and volume, which dictate the level of safety for navigability. Blueways should also have multiple points of access to accommodate visitors from different parts of a geography, as well as allow emergency and first responder access. The spacing of access points should account for distance and time between different locations and destinations along a blueway route.

Design Guidance

Blueway systems should strive to have access points spaced every five miles at a maximum, ideally more closely spaced where possible. At access points, boat ramp and gangway slopes should range from five to 8.33 percent at the edge of the water. The staging area should be firm and stable with a width ranging from six to 12 feet and a length of 25 feet or higher. There should also be space for boats to enter parallel to a dock structure, and parking facilities should accommodate the anticipated level of traffic and provide space for access and navigability. Lastly, access points for blueways should be ADA-compliant.

Two examples of blueway design and cross-section elements and one example of a blueway access point are included in **Figure 44**.

Amenities

When planning blueway amenities, it is important to integrate detailed route information and vital safety features, such as life jacket stations and emergency signage, to ensure user safety and preparedness under varying conditions. Facilities like watercraft wash stations help prevent the spread of invasive species, while bird blinds and observation decks offer unique opportunities for wildlife viewing and environmental education.

Convenient services such as kayak rentals and well-marked launch points enhance accessibility and enjoyment. Additionally, pavilions and river rest stops provide areas for relaxation and community gatherings. Directional markers and educational signs about local wildlife and vegetation ensure that visitors are well-informed and can fully experience the natural beauty and biodiversity of the blueway. These comprehensive amenities not only enhance recreation but also promote safety and environmental stewardship.



Etowah River East of Downtown Canton

A



Opportunity for signage

Ample space to turn around

B



Shade for resting

Parallel greenway for improved access and visibility

Sufficiently wide and flat staging area

Reinforced banks provide seating and ability to launch boats and rafts

C



Stable platform for viewing and access

Textured ramp with moderate grade

Regulatory signage

Figure 44. Blueway Typical Sections

Meaningful Nodes

Incorporating cultural, ecological, and historical elements into wayfinding and amenities can significantly enrich the user experience and foster a deeper connection to the area. Recognizing and celebrating these aspects through thoughtful design not only educates visitors but also instills pride within the community.

Cultural Node

Wayfinding elements can highlight local culture by integrating art installations, descriptive plaques, and storytelling features that narrate the heritage and traditions of the community. This could include sculptures representing local folklore, murals depicting historical events, and interpretive signs that share stories from past generations. Additionally, cultural landmarks can be featured prominently on maps and directories to encourage exploration and appreciation.

Ecological Node

Emphasizing ecological awareness can be achieved through educational signage that explains the local flora and fauna, natural habitats, and conservation efforts. Interactive nodes, such as butterfly gardens or bird observation areas, offer engaging ways to connect with nature. Sustainable practices like the inclusion of rainwater harvesting systems and living green walls can be both functional and demonstrative, providing live examples of environmental stewardship.

Historical Node

Historical wayfinding can guide users through significant sites and landmarks, offering insights into the area's past. Information boards can provide context about historical events, notable figures, and architectural heritage. QR codes linked to detailed narratives and augmented reality experiences can bring history to life, allowing visitors to visualize how the landscape has evolved over time.

By thoughtfully integrating cultural, ecological, and historical elements into amenities and wayfinding, the County can provide a richer, more immersive experience. These nodes not only enhance the educational value but also create meaningful, memorable journeys for users, helping to cultivate a greater appreciation for the area's unique character and legacy.

Wayfinding & Branding

As depicted in **Figure 45**, effective wayfinding design enhances the user experience and improves public safety. Incorporating branding elements unique to the County and local communities helps create a strong visual identity and fosters a sense of place. This can be achieved through consistent use of logos, colors, and design motifs that resonate with local heritage and culture.

Signs should be located at key decision points, such as entrances, intersections, and major nodes, to guide users efficiently. They should be visible, unobstructed, and placed at heights that ensure readability for all users and all abilities. Proper lighting should also be considered to maintain visibility during evening hours or in low-light conditions.



Figure 45. Example Wayfinding Signage

Design guidance must include considerations for material durability and legibility. Fonts and colors should contrast sufficiently to be easily read from a distance, and materials used should withstand local weather conditions. Signage should also meet clearance requirements to ensure they do not obstruct walkways or pose hazards to pedestrians or cyclists, considering the minimum height and width specifications to accommodate various modes of travel.

Additionally, coordination with local jurisdictions and compliance with local and national regulations and standards is necessary. It is important for facility users to know they are on a Cherokee County facility, but may be within a separate local jurisdiction (i.e. the City of Woodstock or Canton).

This may involve adhering to municipal codes regarding signage dimensions, lighting, branding, and placement, as well as obtaining necessary permits. Engaging with community stakeholders during the planning process can ensure that wayfinding designs are culturally appropriate and meet both functional needs and community preferences.

Further design guidance for each trail typology is included in **Appendix C**.

Cherokee County 1831 GEORGIA Greenways & Trails



Informational & Directional Wayfinding

**Safety
Security
Etiquette**

Greenways	Sidepaths
Informational Signage	Multifunctional Charging Station
Interactive Nodes	Interactive Nodes
Shade Structures	First Aid Kits

Soft Surface Trails	Mountain Bike Trails	Blueways
Wayfinding	Trail Rules	Route Information
Rest Stop Kiosk	Route Information	Life Jacket Station
Bike and Helmet Rental	Adaptive Trail Use	Watercraft Wash Station

Figure 46. Wayfinding Themes & Nodes by Trail Typology

Greenways

Sidepaths

Educational
Interactive
Technological
Enhanced



Augmented Reality
Supported Paths



Kinetic Walkways



Bike Share Stations



Native Landscapes



Water Stations

Comfort
Convenience

Soft Surface Trails

Mountain Bike
Trails

Blueways



Soundscapes



Augmented Reality



Bird Blinds



Trail Difficulty Board



Overlooks



Public Seating



Bike Repair Stations



Pavilions

Figure 46 (continued). Wayfinding Themes & Nodes by Trail Typology

Recreation
Leisure
Fitness
Exercise

Sustainability

Greenways	Sidepaths
 Fitness Trails	 Formal Playscapes
 Lighting (Hours Vary by Location)	
 Rain Water Harvesting	 Solar Charging Stations

Soft Surface Trails	Mountain Bike Trails	Blueways
 Council Rings	 Skills Park	 River Rest Stops
 Dark Sky Observation		 Observation Decks
 Living Green Walls	 Bike Washing Stations	 Kayak Rentals

Figure 46 (continued). Wayfinding Themes & Nodes by Trail Typology

Chapter 5: Network Assessment

Network Development Previous Projects

The network development process for the *Cherokee County Greenways & Trails Master Plan* consisted of assessing previously recommended projects from other plans and studies alongside programmed projects and existing conditions findings. From there, the project team developed approximately 95 new trail and greenway project ideas, particularly in the northern and central portions of the County where there were fewer existing or previously identified trail projects compared to more developed areas of the County such as Woodstock, Holly Springs, and southwest unincorporated Cherokee County. This process is illustrated in **Figure 47**.

Nearly half of the network, or 133 of the 228 trail projects, consists of projects stemming from recommendations from previously adopted plans and studies across the County. There are also projects that could be aligned with SPLOST, TIP, or long-range GDOT projects:*

- **Canton Forward LCI** - 1 project
- **Canton Transportation Master Plan** - 12 projects
- **Cherokee Moves CTP** - 26 projects
- **Connect the Creeks LCI** - 12 projects
- **Southwest Cherokee Parks & Trails Plan** - 29 projects
- **Woodstock Greenprints** - 50 projects
- **Alignment with previously programmed or long-range projects** - 16 projects

*Note: the number will not add up directly as some projects came from multiple sources.

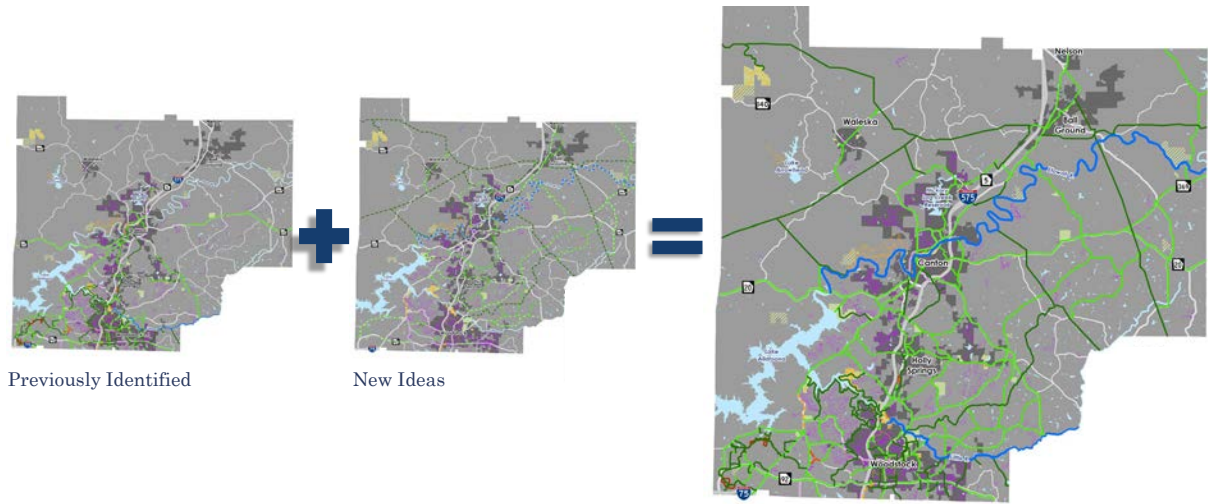


Figure 47. Trail Network Components

Trail Project Universe

The full universe of 218 projects is shown below in **Figure 48** and broken down by typology in **Table 5**. The network consists of 491 miles, with nearly 228 linear miles of sidepaths, 209 miles of greenways, 48 miles of blueways, and five miles of mountain bike trails. Previous sidewalk projects that help fill existing gaps to access future trails were also included in the network.

Table 5. Trail Project Universe by Typology

Typology	# of Projects	Total Length (miles)
Blueways	4	48
Greenways	90	209
Sidepaths	128	228
Sidewalks	4	1
Mountain Bike Trails	2	5
TOTAL	228	491

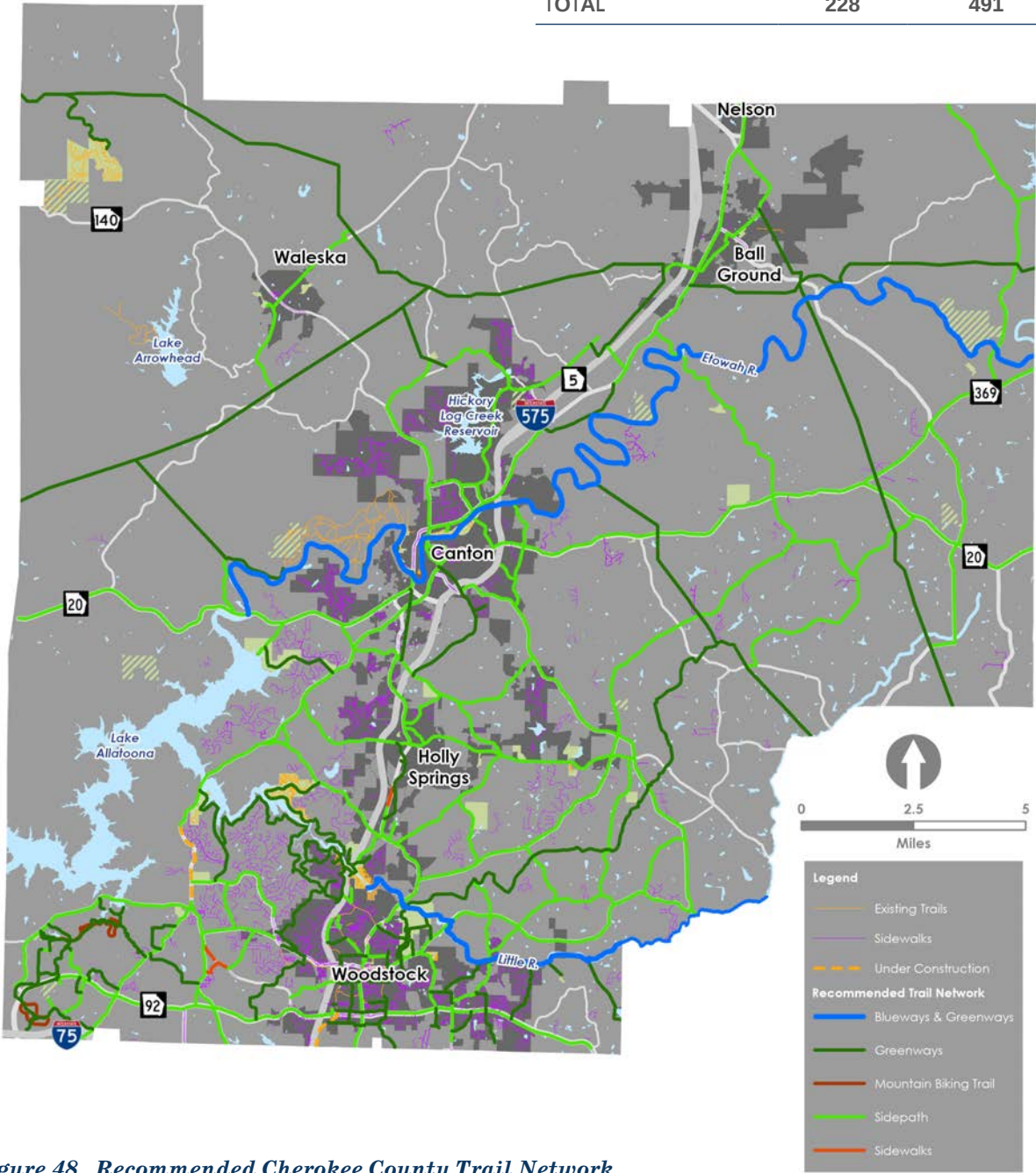


Figure 48. Recommended Cherokee County Trail Network

Prioritization Process

The project team considered three overall categories - implementation ease, community support, and plan goals as shown in **Figure 49** - with the intention of prioritizing the 228 trail projects across the County to identify short-term, mid-term, long-term, and aspirational priorities for implementation. Each category was worth up to 100 points and factored into the evaluation of each trail project on a 300-point scale.

This prioritization exercise is not intended to produce a rank-ordered list of projects, but rather identifies relative priorities by tier among the trail network, to assist Cherokee County in identifying appropriate resources, applying for funding, and programming projects in coordination with cities, where applicable.



Feedback from Trail Advisory Committee Members Helped Inform Prioritization



Figure 49. Trail Prioritization Framework

Implementation Ease

Implementation ease considers four criteria each worth 25 points. The full set of prioritization criteria and possible scores for the implementation ease category is included below in **Figure 50** as well as **Table 6** on page 78.

Property Ownership

If a trail or greenway project passed near or through publicly-owned property, then it scored a higher set of points depending on the percentage of the project within or near public property. Property owned by Cherokee County, cities, the State of Georgia, the U.S. Army Corps of Engineers, and other federal agencies was considered public for the purposes of this exercise.

Topography

The project team calculated the average slope for each trail project, and higher scores were assigned to projects which traverse flatter terrain. Projects with higher slopes will likely be more difficult to construct and users to traverse if they are built.

Project Complexity

This factor considers potential implementation challenges such as coordination with GDOT or railroad companies, utility relocation, environmental considerations, and available right-of-way. Projects with lower complexity received more points.

Environmental Screening

If a project has the potential for adverse impacts to wetlands or is in close proximity to 100-year flood zones and other environmentally sensitive areas, fewer points were awarded. The project team also evaluated proximity and impacts to historical and cultural resources as part of this criterion.

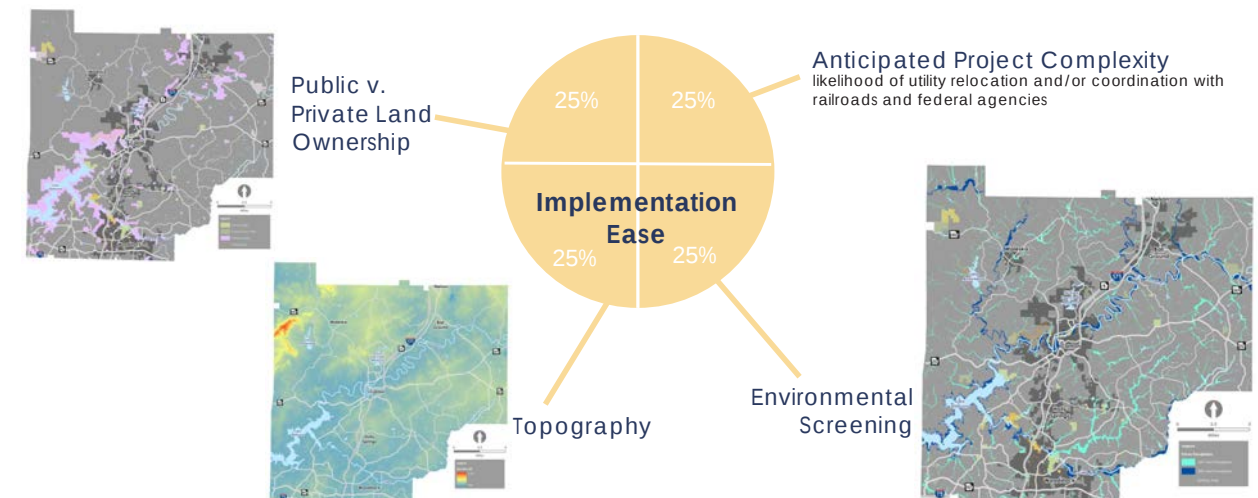


Figure 50. Trail Prioritization Inputs - Implementation Ease

Community Support

Community support factors in feedback received from Trail Advisory Committee (TAC) members, stakeholders, and the general public based on activities discussed in Chapter 3. This category has three criteria with feedback from Rounds 1 and 2 of public involvement comprising 60 points and TAC feedback comprising 40 points.

The full set of prioritization criteria and possible scores for the community support category is included below in **Figure 51** as well as in **Table 7** on page 78.

TAC Support

This criterion considers interactive mapping activities, as well as correspondence and notes from TAC members, over the course of the six TAC meetings during the plan development process. Projects that were identified by or received support from TAC members were given more points.

Round 1 Public Involvement

Participants in the first round of community open houses were asked to identify locations for trails, places to connect to, and other similar items on a blank map of Cherokee County. The results reflected in **Figure 37** were used to inform this aspect of the trail project prioritization.

Round 2 Public Involvement

Participants in the second round of community open houses were asked to provide their feedback on the draft trail network through both in-person and online environments. The results depicted in **Figure 38** were used to inform this aspect of the trail project prioritization.

Goals

The goals category of the prioritization process consists of five criteria which were worth between six and 48 points, with more weight given to connectivity. This reflects the Plan's goals and objectives discussed in Chapter 1. The full set of prioritization criteria and possible scores for the goals category is included below in **Figure 52** as well as in **Table 8** on page 79.

Increase Access to Schools & Parks

Trail and greenway projects providing direct connections to schools and parks received 14 points while projects within up to one mile of a school or park received at least five points.

Increase Access to Neighborhoods

This criteria evaluates population directly adjacent to a trail project based on data at the Census block group level. Trail projects near a population of at least 25,000 people within 1/4 mile of a recommended trail received ten points.

Increase Access to Activity Centers, Job Sites & Commercial Areas

If the project provides immediate access to activity centers, employment sites, and commercial areas in Cherokee County, it received six points.

Connecting to Existing Trails & Sidewalks

The largest of the five criteria in the goals category, trail projects providing access to both existing sidewalks and trails received 48 points.

Increase County & Regional Connectivity

Larger-scale projects which provide connections to adjacent communities in Cherokee County, as well as adjacent counties, received up to 22 points.

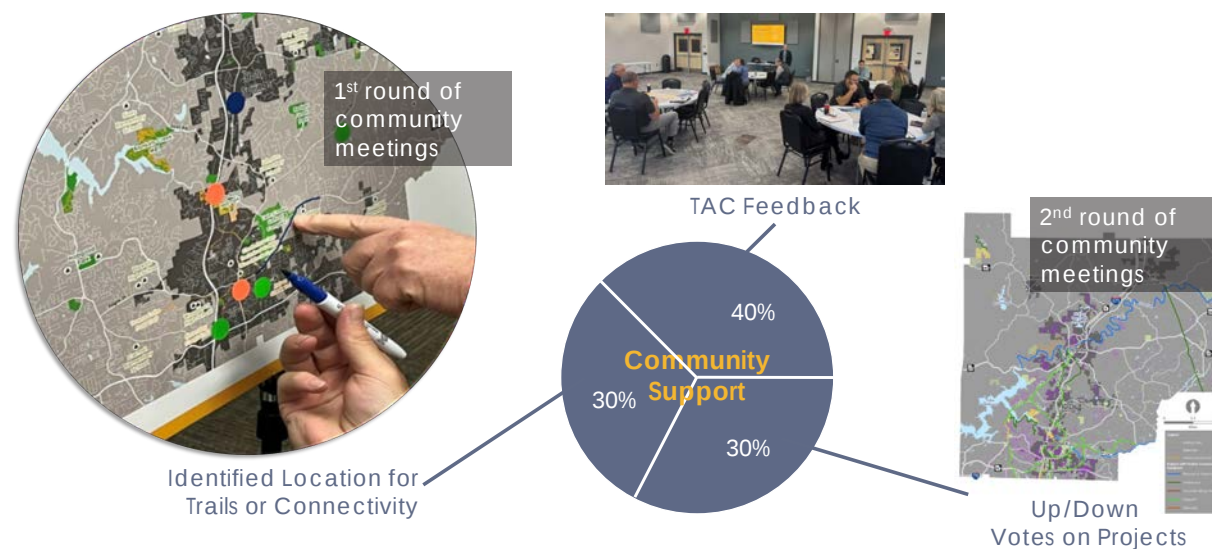


Figure 51. Trail Prioritization Inputs - Community Support

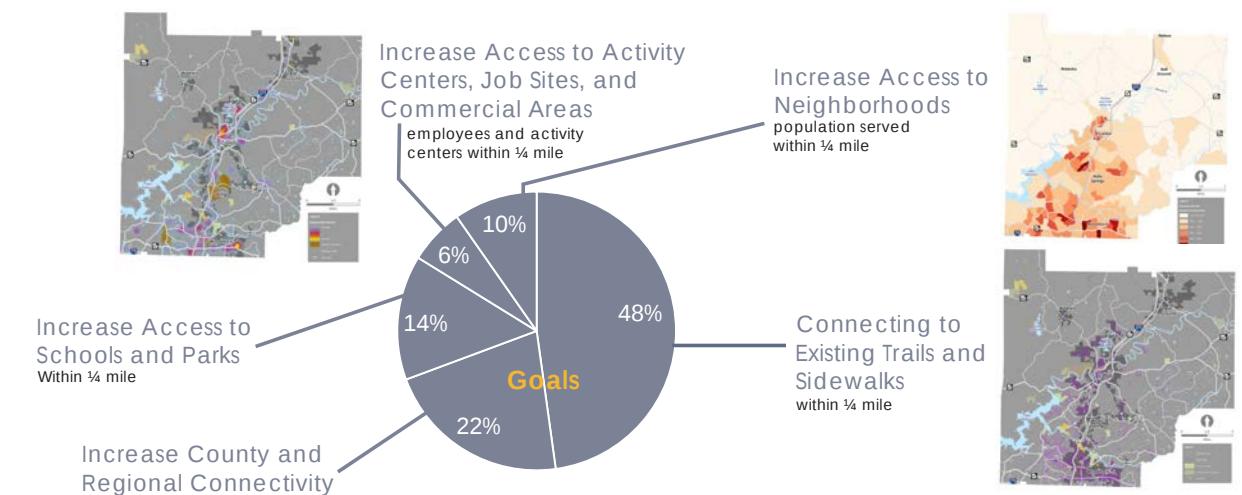


Figure 52. Trail Prioritization Inputs - Goals

Table 6. Trail Prioritization Framework - Implementation Ease

Criteria	Value	Possible Points	Points per Criterion
Property Ownership What percentage of the project goes through or is adjacent to land that is publicly owned?	No Public Ownership	5	25
	1 - 25%	10	
	25 - 50%	15	
	50 - 75%	20	
	75 - 100%	25	
Topography Is the slope/grade for this trail segment feasible for different user types to navigate?	Greater than 5%	5	25
	4 - 5%	10	
	3 - 4%	15	
	2 - 3%	20	
	1 - 2%	25	
Project Complexity What level of complexity does this project involve for implementation?	High	5	25
	Moderate	15	
	Low	25	
Environmental Screening What level of impacts will constructing this trail project have on the natural environment?	High	5	25
	Moderate	15	
	Low	25	

Table 7. Trail Prioritization Framework - Community Support

Criteria	Value	Possible Points	Points per Criterion
Trail Advisory Committee (TAC) Was this project identified by members of the TAC during the project development process?	No	0	40
	Yes	40	
Round 1 Public Involvement Was this project identified by the public during the 1st round of public involvement?	No	0	30
	Yes	30	
Round 2 Public Involvement How much support did this project get during the 2nd round of public involvement?	No	0	30
	Yes	30	

Table 8. Trail Prioritization Framework - Goals

Criteria	Value	Possible Points	Points per Criterion
Increase Access to Schools & Parks Is the trail within 1/4, 1/2 or 1 mile of a school (public or private) campus and/or a park or designated greenspace?	No access	0	14
	Within 1 mile	5	
	Within 1/2 mile	9	
	Within 1/4 mile	14	
Increase Access to Neighborhoods How much of the population within 1/4 mile is served by this potential trail project?	10,000 people or less	2	10
	10,001 - 25,000 people	5	
	Greater than 25,000 people	10	
Increase Access to Activity Centers, Job Sites & Commercial Areas Does this trail project pass within 1/4, 1/2 or 1 mile of an activity center and/or job hotspot?	No access to jobs/ commercial areas	0	6
	1 mile from jobs/ commercial areas	2	
	1/2 mile from jobs/ commercial areas	4	
	1/4 mile from jobs/ commercial areas	6	
Connecting to Existing Trails & Sidewalks Does this trail connect to existing sidewalks, trails, or both?	No access to existing facilities	0	48
	Sidewalk access only	12	
	Trail access only	24	
	Access to both existing sidewalks and trails	48	
Increase County & Regional Connectivity Does this project have the potential to increase connectivity within the County and greater region (i.e. connect to adjacent jurisdictions)?	No potential local/regional connectivity	0	22
	Local connectivity only	11	
	Both local & regional connectivity	22	

Evaluation

Prioritization results are shown below in **Figure 53** with scores ranging from 44 to 230 (out of 300 possible points). Higher scoring projects were generally in the southern portion of Cherokee County, as well as near city centers in Canton, Woodstock, and Holly Springs. Other higher scoring projects were blueways along the Etowah and Little Rivers and greenways directly adjacent to Lake Allatoona and existing and future parks. Full prioritization results for trail projects are included in Appendix D.

Following completion of this prioritization exercise, trail projects were then allocated to tiers based on different financial options for investing in trail projects across Cherokee County. These capital development work program options are discussed in Chapter 6.

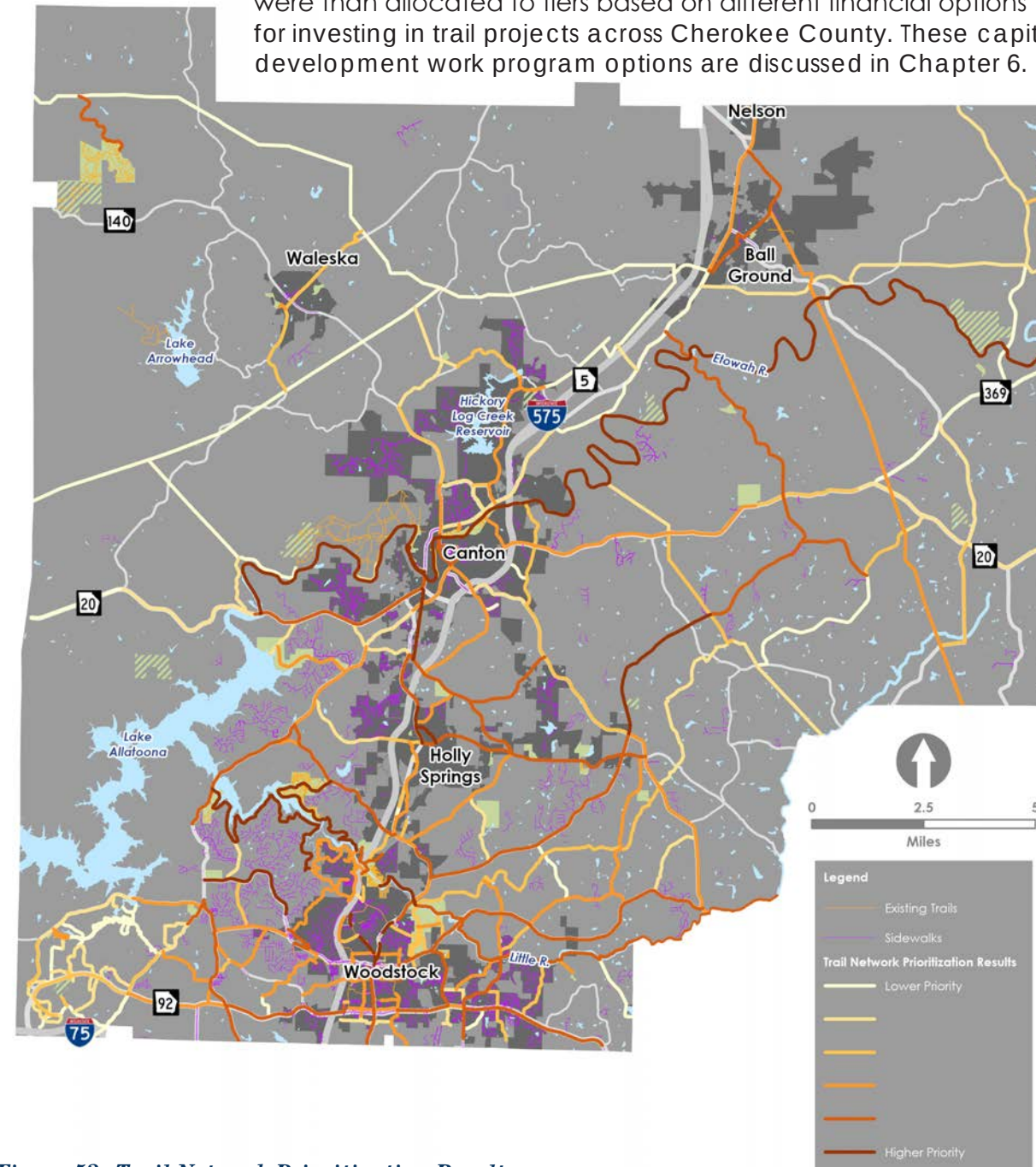


Figure 53. Trail Network Prioritization Results



Chapter 6: Trail Implementation Plan

Potential Funding Strategies

There are multiple sources and types of funding to consider in planning for and implementing the trail and greenway network within Cherokee County. Some facilities can be incorporated into existing infrastructure or programmed projects as part of current funding sources, while other facilities require a more detailed approach and necessitate diverse funding resources. Chapter 6 begins with an overview of the different funding options available to Cherokee County.

Local Funding Sources

Special Purpose Local Option Sales Tax (SPLOST)

SPLOSTs are administered by local municipalities or designated authorities within those jurisdictions. Typically, eligible projects for SPLOST programs include a range of capital projects to major, permanent, or long-lived improvements such as land, buildings and other structures, roads and bridges, and major equipment and vehicles.

Additional eligible projects include regional facilities (with intergovernmental contract), publicly owned facilities (local hospitals), and laundry-list projects such as sidewalks, bike paths, civic centers, libraries, cultural facilities, recreational facilities, historic facilities, public safety facilities, and airport and other facilities.⁹

⁹ Smith Gambrell Russell (2024). [Overview of Special Purpose Local Option Sales Tax \(SPLOST\) and Related Financing](#).



Hickory Road Sidewalks Construction - Cherokee SPLOST Program

SPLOST funding is generated from a one percent sales tax.

The biggest challenge for SPLOST programs is that they are required to be passed through a local voter referendum, necessitating political support and public approval. This adds to the time and resources needed to supply SPLOST funding, as there are often major public education and outreach efforts conducted alongside SPLOST measures related to transportation.

The benefit of using SPLOST as a potential funding source for the *Greenways & Trails Master Plan* is that Cherokee County has historically been successful in passing a SPLOST. The Cherokee County one percent SPLOST was renewed in 2022 (as SPLOST24) to extend SPLOST collection from 2024 through 2030.¹⁰

These funds are earmarked for projects outlined in the *Cherokee Moves Comprehensive Transportation Plan* (2022), ARC's Transportation Improvement Plan, and ARC's *Metropolitan Transportation Plan*. Estimated collections for the SPLOST24 program's life cycle total to approximately \$438.2 million through 2030, with the County's allotment being \$238.1 million and the cities splitting \$126.1 million.¹¹ While most of the County's share of SPLOST is dedicated to roadway projects, future SPLOST referenda in Cherokee County should consider including allocations explicitly for trail and greenway projects.

Transportation Special Purpose Local Option Sales Tax (TSPLOST)

A TSPLOST operates similarly to a SPLOST but with a transportation focus. TSPLOSTs are administered by local municipalities or designated authorities within those jurisdictions. TSPLOSTs typically include roadway infrastructure improvements but may also focus on or incorporate transit or active transportation facilities.¹²

The Georgia Department of Revenue allows for four different types of TSPLOSTs, but the type most relevant to Cherokee County is a single-county TSPLOST. As of 2023, there were 42 single-county TSPLOSTs across the state of Georgia.¹³

¹⁰ Cherokee County, GA (2022). [Cherokee MOVES Comprehensive Transportation Plan](#), p. 20.

¹¹ WLJA (2022). [Cherokee County SPLOST Renewal](#).

¹² Association County Commissioners of Georgia (2018). [TSPLOST](#).

¹³ Georgia Department of Revenue (n.d.). [TSPLOSTs](#).

A single-county TSPLOST can be levied up to five years at a fractional rate up to one percent in 0.05 increments if there is an intergovernmental agreement with qualified cities within the County. If there is not an intergovernmental agreement with qualified cities, then tax can only be levied up to 0.75 percent. Additionally, if TSPLOST has an intergovernmental agreement, 30 percent of project revenues must be used on projects consistent with the *Statewide Strategic Transportation Plan*. Similar to a regular SPLOST, one of the biggest challenges for TSPLOST measures is that they are required to pass through local legislation and a public referendum.

Examples of successful single-county TSPLOSTs that contain path or trail projects include:

- **Athens-Clarke County¹⁴**
 - 2018 TSPLOST: Project 5 - Oconee Rivers Greenway (completed)
 - 2018 TSPLOST: Project 6 - Firefly Trail (completed)
 - 2023 TSPLOST: Project 11 - East Athens MLK Parkway Greenway Trail (\$2,457,000)
 - 2023 TSPLOST: Project 12 - East Athens Greenway Connectors (\$1,527,000)
 - 2023 TSPLOST: Project 18 - Firefly Trail Project (\$7,495,000)
- **Henry County 2021 TSPLOST¹⁵**
 - Reeves Creek trailhead (\$500,000)
 - Downtown Stockbridge Pedestrian Bridge (\$800,000)
 - Alexander Park West Trails and Improvements (\$1,537,600)
 - Jonesboro Park Trails (\$203,150)
 - Avalon Parks Trails (\$225,000)

¹⁴ Athens-Clarke County, GA (2024). [TSPLOST](#).

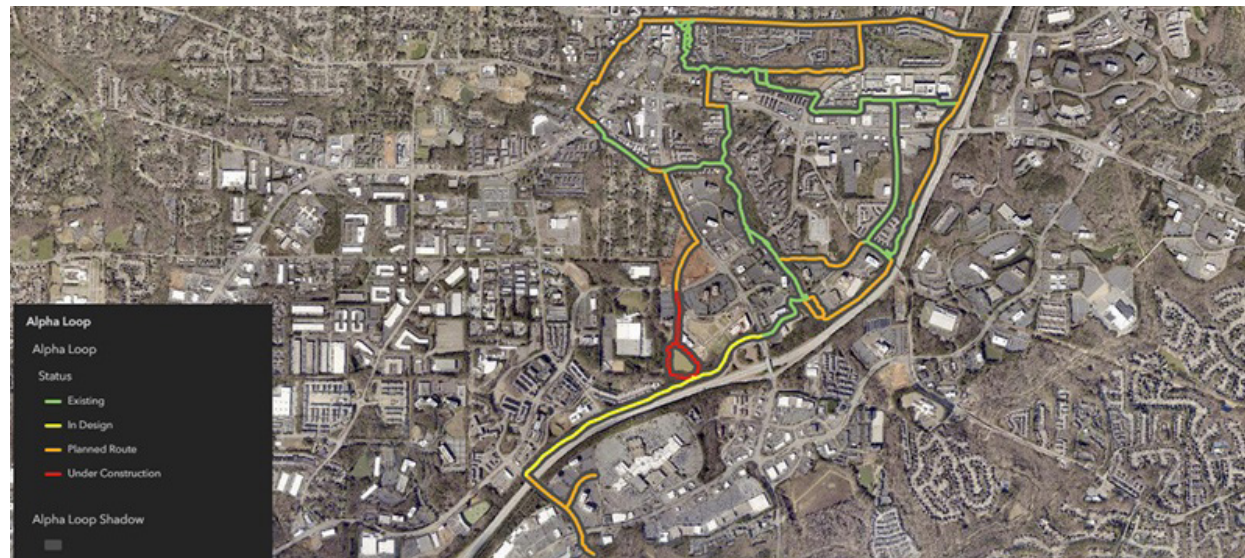
¹⁵ Henry County, GA (2024). [TSPLOST](#).

Bonds

Bonds are loans which are administered by local jurisdictions for multiple project types, but must have a stated purpose and description of the intended use. They can be difficult to pass since voter approval is required. Additionally, the total bond amount is limited to ten percent of assessed value of all taxable property. Bonds can sometimes go over the ten percent amount with limitations.¹⁶

Bonds utilized for parks and recreational facilities continue to be relevant within the State of Georgia. Bond issuers range from municipalities to authorities. Examples of counties, municipalities, and authorities issuing bonds for parks and recreational facilities include:

- City of Alpharetta: \$27,335,000 bond issued in 2022¹⁷
 - Used to fund the Alpha Loop, Wills Park renovations, and redevelopment of Union Hill Park
- City of Brookhaven: \$38,855,000 bond issued in 2019¹⁸
 - Used for upgrades/improvements to Ashford Park, Blackburn Park, Briarwood Park, Brookhaven Park, Lynwood Park, Murphy Candler Park I, and systemwide park funding
- Cherokee County: \$90 million parks bond issued in 2008:¹⁹
 - Used for improving and expanding recreation and park opportunities across the County through 2018
- City of Douglasville: \$22,485,000 bond issued in 2023²⁰
 - Used to renovate Jessie Davis Park, inclusive of multi-use trails
- Douglasville Convention and Conference Center Authority: \$28,750,000 bond issued in 2021 and \$22,485,000 bond issued in 2022²¹
 - Used for public parks, recreation improvements, and amphitheater



Alpha Loop Project - City of Alpharetta Bond Program

Source: City of Alpharetta

¹⁶ Georgia Municipal Association (2018). [Municipal Indebtedness](#).

¹⁷ Drukman, J. (2022). [Alpharetta Approves Bonds Sale to Fund Parks Projects](#). Appen Media.

¹⁸ Georgia Department of Community Affairs (2023). [Georgia Debt Issuance Report 2023](#).

¹⁹ Cherokee County, GA (2024). [Cherokee Recreation and Parks](#).

²⁰ Georgia Department of Community Affairs (2023). [Georgia Debt Issuance Report 2023](#).

²¹ Ibid.

- Downtown Development Authority of Cumming: \$22,000,000 bond issued in 2022²²
 - Revenue bond for public parks, public roads, amphitheaters, and parking facilities
- City of Dunwoody: \$5,770,000 bond issued in 2021²³
 - Used to acquire land for parks and recreation
- City of Dunwoody was not able to pass the 2023 Bond Referendum for \$60,000,000 for parks, greenspace, and trails²⁴
- Holly Springs Parks and Recreation Authority: \$1,920,000 bond issued in 2023²⁵
 - Used to purchase and convert property to Timothy B. Downing Park

Impact Fees

Impact fees are imposed by local governments on new developments to account for the cost of expanding infrastructure, facilities, and other essential services that the development will utilize. The state of Georgia allows the collection of impact fees through the Georgia Development Impact Fee Act (DIFA).²⁶

Cherokee County has collected impact fees since 2000 and these cover parks and recreation as well as roadway improvements. Impact fees could be a potential option for implementing greenway and trail projects across the County.²⁷

²² Ibid.

²³ Ibid.

²⁴ Ibid.

²⁵ Ibid.

²⁶ Cherokee County, GA(2024). [Impact Fees](#).

²⁷ Cherokee County, GA (2023). [Impact Fee Schedule](#).

General Funds

Per the Georgia Municipal Association, municipal general funds serve as a “planning tool, communication tool, an allocation of resources, description of governmental activities, and proof of commitment to the efficient use of taxpayers’ dollars.”²⁸

A general fund is the primary fund used by government entities to pay for core administrative and operational tasks. General funds are primarily collected through taxes, fees, licenses, and other miscellaneous incomes. The State of Georgia has legal requirements for a balanced budget, steps for approval, and legal level of budgetary control, among other requirements.²⁹

The State of Georgia does not prescribe best practices or guidance on budget allocation towards trails and greenspace. It is left up to citizens, elected officials, and municipal staff to decide the allocation of general funds to these facilities on a year-to-year basis.

Because general funds are allocated using an annual budget process, funding for long-term capital projects spanning multiple years is not guaranteed. Using dedicated sources such as a SPLOST or TSPLOST to fund construction and the general fund for ongoing maintenance and upkeep is a recommended strategy.

²⁸ Georgia Municipal Association (2018). [Operations Budgeting](#).

²⁹ Ibid.

State Funding Sources

Georgia Outdoor Stewardship Program

Approved by voters in 2018 and administered by the Georgia Department of Natural Resources (DNR), the Georgia Outdoor Stewardship Program (GOSP) allows applicants to apply for Conserve Georgia grants and loans. Eligible projects are ones that:³⁰

- Support state parks and trails
- Support local parks and trails of state and regional significance
- Provide stewardship or conservation of land
- Acquire critical areas for the provision or protection of clean water, wildlife, hunting, fishing, military installation buffering, or for natural resource-based outdoor recreation

At the local level, there is a minimum \$500,000 grant amount and \$3 million maximum grant amount with a 25 percent minimum match requirement. This funding source may be particularly helpful in funding projects in Cherokee County abutting the U.S. Army Corps of Engineers property. Eligible applicants include qualified local governments, constituted recreation authorities, state agencies and nongovernmental entities.³¹



³⁰ Georgia Department of Natural Resources (2024). [Georgia Outdoor Stewardship Program](#).
³¹ Ibid.

Downtown Development Revolving Loan Fund (DD RLF)

Administered by the State of Georgia Department of Community Affairs (DCA), the purpose of the Downtown Development Revolving Loan Fund (DD RLF) is to assist cities, counties, and development authorities in revitalizing and enhancing downtown areas by providing below-market rate financing to fund capital projects in core historic downtown areas and adjacent historic neighborhoods to spur commercial redevelopment.

This particular fund source is most relevant to greenway and trail projects recommended in the downtown areas of Woodstock and Canton where greenways, trails, and other pedestrian facilities could spur other economic development and commercial redevelopment efforts. Eligible projects include:³²

- Real estate acquisition
- Development/redevelopment
- New construction/rehabilitation of public and private infrastructure and facilities
- Purchase of equipment and other assets

Eligible applicants include municipalities with populations less than 100,000 people, counties with populations less than 100,000 people and proposing projects in a core historic commercial area, and development authorities proposing projects in a core historic commercial area in municipalities or counties with a population of less than 100,000 people.

The maximum loan amount is \$250,000 per project, but as it is a revolving fund, applications are accepted throughout the year.³³

³² Georgia Department of Community Affairs (2024). [Downtown Development Revolving Loan Fund](#).
³³ Ibid.

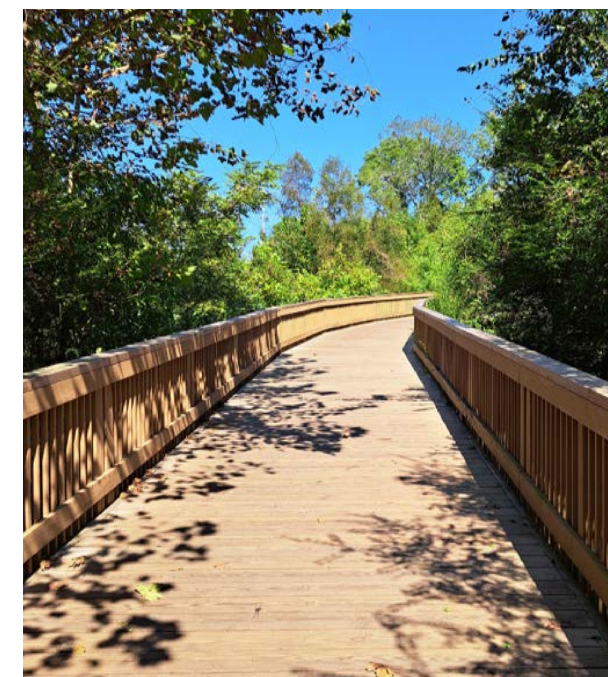
Regional Funding Sources

Appalachian Regional Commission Area Development Program

The Appalachian Regional Commission (ARC) Area Development Program empowers local governments and communities within the ARC, including Cherokee County, to work with their state governments to design impactful investment opportunities that ultimately support ARC's investment priorities:

- Building businesses
- Workforce ecosystems
- Community infrastructure
- Regional culture and tourism
- Leaders and local capacity

Eligible projects must adhere to these investment priorities and goals. The most relevant goal for potential trail project implementation is **Goal 4: Building Regional Culture and Tourism**.



Boardwalk Near Canton's Heritage Park

Examples of projects related to this goal are natural and cultural heritage assets projects (ecotourism trails or expanding/improving an existing regionally connected trail system) and downtown revitalization projects (streetscape improvements).

Eligible applicants include non-federal entities located in or serving the Appalachian Region. Applicants can be state and local government entities, non-profit organizations, or non-profit subsidiaries for a for-profit organization. In ARC-designated competitive counties, there is a 70 percent match requirement with a maximum ARC share of 30 percent. Typically, funding is not available for projects in ARC-designated attainment counties.

The ARC assigns each county an Economic Status Classification which impacts their ability to apply and obtain grants. Cherokee County is classified as an Attainment county for year 2025, which signifies they are an economically strong county and rank in the best ten percent of the nation's counties. An Attainment status assigns additional restrictions in accessing ARC grant opportunities. To access the Area Development Program, Attainment counties can obtain a waiver by the Commission upon showing:

- The existence of a significant pocket of distress in part of the county in which the project is carried out
- The existence of a significant potential benefit from the project in one or more areas of the region outside the designated economically strong county in which the project is carried out

Waiver requests are made by the State Alternate representing the potential grantee, and such requests must be approved by the Federal Co-Chairman and State Alternates.³⁴

³⁴ Appalachian Regional Commission (n.d.). [Area Development Program](#).

FY 25 Call For Projects Application

Georgia DOT has published a call for Transportation Alternatives (TA) project applications for fiscal year 2025 funding. Applications for the call for projects will be accepted until **August 15, 2024**. Please use the this online application form to submit your project.

For more detailed information please visit the [FHWA webpage](#).

[View Application](#)

GDOT-Administered Transportation Alternatives Program Call for Projects

Federal Funding Sources

Transportation Alternatives Program (TA)

The Transportation Alternatives (TA) Program is administered by FHWA through the state DOTs (GDOT). Eligible projects must be accessible to the general public or targeted toward a broad segment of the general public and typically include:

- Pedestrian and bicycle facilities
- Safe routes for non-drivers
- Rails to trails

TA projects require a 20 percent local match and are formula-based.³⁵ The TA program is likely a good fit for funding the construction of Cherokee County's recommended greenway and trail projects due to an achievable local match and a wide range of eligible projects.

Recreational Trails Program (RTP)

Administered by the Federal Highway Administration (FHWA) through the Georgia DNR, the Recreational Trails Program (RTP) is a federal grant program with the purpose of supporting recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Eligible projects are primarily recreational and include:³⁶

- Pedestrian (hiking, running, walking, wheelchair access)
- Road and mountain biking
- Skating
- Water trail and blueway access
- Equestrian riding

Permissible uses for RTP funds include:

- New trail construction
- Trail restoration
- Trail head facilities
- Land acquisition for trail purposes

The RTP program is competitive, but would be a good fit for most all recommended trail and greenway projects, especially those along designated Blueways and other hiking, equestrian, or mountain bike trails focused primarily on recreational purposes. However, RTP funds have also been awarded for multi-use path or greenway projects. A recent notable award for a multi-use path project was \$134,505 to the City of Cedartown for Silver Comet Trail accessibility improvements.³⁷ The maximum grant amount is \$200,000 with a minimum local match requirement of 20 percent.

³⁶ Georgia Department of Natural Resources (2024). [Recreational Trails Program](#).

³⁷ City of Cedartown, GA (2022). [Cedartown Awarded Grant for Silver Comet Trail Improvements](#). Rome News-Tribune.

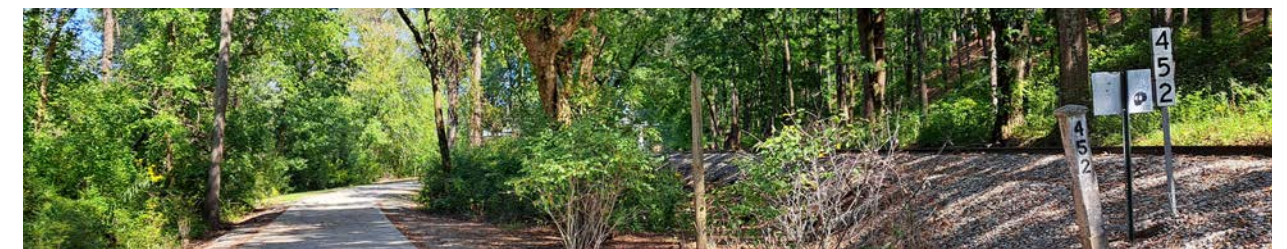
Active Transportation Infrastructure Investment Program (ATIIP)

Administered by United States Department of Transportation (USDOT), the Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by the Bipartisan Infrastructure Law (BIL) to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. Specifically, this funding source may be most beneficial in areas with higher rates of poverty.

Like most other federal programs, ATIIP is considered highly competitive. Funding for active transportation projects through ATIIP ranges between \$100,000 and \$15,000,000 for a total distribution of up to \$44,550,000 program-wide for two different categories of grants:³⁸

- Planning and design grants (\$100,000 minimum)
- Construction grants (\$15 million minimum)

The federal share of the proposed project cannot exceed 80 percent of total project cost. However, eligible projects serving communities with a poverty rate of over 40 percent, the federal share may increase up to 100 percent of total project cost. Eligible projects must be new construction.³⁹



Portion of Etowah River Trail is Parallel to the Georgia Northeastern Railroad Line in Canton

³⁸ Rails-to-Trails Conservancy (2024). [Active Transportation Infrastructure Investment Program](#).

³⁹ Ibid.

Congestion Mitigation and Air Quality Program (CMAQ)

Administered by FHWA, the Congestion Mitigation and Air Quality (CMAQ) program provides funding for eligible transportation projects, programs, and operational strategies that reduce emissions and contribute to the attainment or maintenance of air quality standards. It supports state- and locally-selected projects in areas designated by the Environmental Protection Agency (EPA) to be in non-attainment or maintenance for ozone, carbon monoxide, and/or particulate matter. The program has provided funding to over 16,000 projects since 1991. Eligible projects relevant to the *Greenways & Trails Master Plan* are:

- Bicycle and pedestrian facilities
- Travel demand management
- Public education/outreach
- Transportation management associations
- Shared micromobility, including bike sharing and shared scooter systems

Federal CMAQ funds are open to all state and local governments, transit agencies, or other eligible project sponsors, but are considered highly competitive.⁴⁰

⁴⁰ Federal Highway Administration (2022). [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program](#).

³⁵ Georgia Department of Transportation (2024). [Transportation Alternatives \(TA\) Program](#).

Rebuilding American Infrastructure with Sustainability and Equity Grants (RAISE)

Administered by USDOT, the RAISE grant program provides grants for surface transportation infrastructure projects with significant local or regional impact. Eligible projects for RAISE grants include:

- Highway or bridge projects
- Public transportation projects
- Intermodal projects
- Project to replace/rehabilitate culvert or prevent stormwater runoff
- Surface transportation infrastructure which Secretary considers necessary

The RAISE grant program is highly competitive and has two grant types: planning and capital each with a \$25 million maximum. Capital grants have a \$5 million minimum in urban areas and \$1 million minimum in rural areas. There is no minimum for planning grants. Eligible applicants include states, local governments, public agencies, special purpose districts/authorities, transit agencies, and multi-jurisdictional entities.⁴¹



76% of funding awarded to projects located in an Area of Persistent Poverty and/or a Historically Disadvantaged Community



\$900+ million awarded to projects in rural communities



Nearly **60%** of funding awarded to city and county governments

2024 Raise Grant Statistics - USDOT

41 U.S. Department of Transportation (2024). [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) Grant Program](#).

Reconnecting Communities Pilot (RCP)

Administered by the USDOT, the Reconnecting Communities Pilot Program (RCP), also known as Reconnecting Communities and Neighborhoods, focuses on improving access to daily needs - such as jobs, education, healthcare, food, nature, and recreation - fostering equitable development and restoration, and providing technical assistance to further these goals. The RCP prioritizes funding for projects which meet the following characteristics:⁴²

- Equity
- Access
- Facility Suitability
- Community Engagement, and Community-based Stewardship, Management, and Partnerships
- Equitable Development
- Climate Change Mitigation and/or Adaptation and Resilience
- Workforce Development and Economic Opportunity
- Planning Integration



\$1 billion for road infrastructure projects, including:

- More than **\$420 million** for complete streets projects
- **\$215.7 million** to repair and improve America's roadways
- **\$103.9 million** for projects to eliminate highway-rail crossings
- **\$55.4 million** for multimodal center projects
- **\$42.1 million** to repair and rehabilitate bridges



\$418 million (23%) for projects to improve safety for cyclists and pedestrians



\$255 million (14%) to make transit safer and more accessible

42 U.S. Department of Transportation (2024). [Reconnecting Communities Pilot Grant Program](#).

The two RCP grant types and eligible projects within the program are:⁴³

- **Capital construction:** to fund both reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities
- **Community planning:** to provide funds for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges

The RCP program focuses on projects that seek to break down barriers created by transportation. Thus, projects that do well in this program connect over large pieces of existing infrastructure such as interstate highways. Greenway and trail projects which cross I-575 could benefit from this funding source.

Of the RCP projects awarded in FY23, 95 percent mentioned plans to improve access to or expand greenspace.⁴⁴

For FY24, \$457 million is available for capital construction projects with a minimum \$5 million request; \$150 million is available for community planning projects with a maximum \$2 million request.⁴⁵ Community planning grants require a 20 percent local match, while capital construction grants require a 50 percent local match. However, for capital construction grants, other federal funds may be used to bring total federal share up to a max of 80 percent.⁴⁶

43 Ibid.

44 Ibid.

45 U.S. Department of Transportation (2024). [Notice of Funding Opportunity for the Reconnecting Communities Pilot \(RCP\) Discretionary Grant Program](#).

46 Ibid.



As of December 2024, Cherokee County's Safety Action Plan is Ongoing

Safe Streets and Roads for All (SS4A)

Established by the BIL, the Safe Streets and Roads for All (SS4A) program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. This program supports the USDOT goal of zero roadway deaths using a Safe System Approach.⁴⁷

Cherokee County was awarded a \$450,000 planning grant and the Cherokee County Safe Streets for All Safety Action Plan is ongoing.⁴⁸ The County's Recreation and Parks Department should coordinate closely with this planning effort to determine key areas of overlap between safety improvements and projects from the *Greenways & Trails Master Plan*.

47 U.S. Department of Transportation (2024). [Safe Streets and Roads for All \(SS4A\) Grant Program](#).

48 Cherokee County, GA (2023). [Cherokee County along with several of its cities receive federal grant from Safe Streets and Roads for All program](#).

Community Development Block Grants (CDBG)

The Community Development Block Grant (CDBG) program is administered through the U.S. Department of Housing and Urban Development (HUD) and the Georgia Department of Community Affairs (DCA).

The CDBG program provides annual grants to states, cities, and counties to develop viable urban communities by:

- Providing decent housing and a suitable living environment
- Expanding economic opportunities, primarily for low- and moderate-income persons
- Funding local community development activities, including affordable housing, anti-poverty programs, and infrastructure development
- Benefiting low-to moderate-income people and preventing urban blight

Eligible applicants include principal cities of metropolitan statistical areas (MSAs), cities with populations of at least 50,000 people, qualified urban counties with a population of at least 200,000 people, and states.⁴⁹

Relevant projects include, but are not limited to:

- Acquisition of real estate
- Relocation and demolition
- Construction of public facilities/improvements (water/sewer facilities, streets, neighborhood centers, conversion of school buildings)

⁴⁹ Georgia Department of Community Affairs (2024). [Community Development Block Grants Program](#).

Awarded funding is based on state allocation. The maximum grant funding amounts as of 2024 are:⁵⁰

- Single Activity Project: \$1 million
- Multi-Activity Project: \$1.25 million
- Regional Cooperation Projects: \$2 million

Match requirements for CDBG funding are:⁵¹

- 0 percent match for less than \$300,000
- 5% match for \$300,001 to \$750,000
- 10% match for \$750,001 to \$1 million
- 15% match for greater than \$1 million

Federal Lands Funding Programs

There are two major funding programs applicable for federal or tribal lands or land adjacent to federal or tribal lands. These programs are:

- Federal Lands and Tribal Transportation Program (FLTTP)⁵²
- Federal Lands Access Program (FLAP)⁵³

These programs are both administered by the FHWA/USDOT and have a focus on transportation facility construction and improvements on or abutting federal or tribal lands. Lands surrounding Lake Allatoona in Cherokee County are technically federal lands as they are operated by the Corps of Engineers. However, to be fully eligible when submitting for these grants, the Corps of Engineers would need to be a sponsor of Cherokee County for any potential project, and full cooperation would be necessary.

⁵⁰ Georgia Department of Community Affairs (2024). [Annual CDBG Competition](#).

⁵¹ Ibid.

⁵² Federal Highway Administration (2024). [Federal Lands Transportation Program \(FLTTP\)](#).

⁵³ Federal Highway Administration (2024). [Federal Lands Access Program \(FLAP\)](#).

Further research would need to be conducted to determine whether specific projects on or abutting Corps of Engineers land would be eligible for these funding sources. Analysis would need to be completed on a case-by-case basis.

Private Foundations & Grants

There are a variety of local, state, regional, national, and international organizations and entities which provide grants for trails, paths, greenspace, and other recreational activities. Due to the specificity and involvement of these grants, a case-by-case review is required to understand the requirements and objectives of each grant. Organizations and entities that frequently invest in greenway and trail projects include:

- PATH Foundation⁵⁴
- PeopleForBikes (Bikes Belong Community Grants)⁵⁵
- Conservation Alliance⁵⁶
- Trust for Public Land⁵⁷
- Cox Foundation⁵⁸
- Home Depot Foundation⁵⁹
- National Trails Fund⁶⁰
- REI Cooperative Action Fund⁶¹
- Walmart Foundation⁶²
- International Mountain Bicycling Association⁶³

⁵⁴ PATH Foundation (2024). [Our Grants](#).

⁵⁵ PeopleForBikes (2024). [Grants](#).

⁵⁶ The Conservation Alliance (2024). [Grants Overview](#).

⁵⁷ Trust for Public Land (2024). [Our Work](#).

⁵⁸ Cox Enterprises (2024). [The James M. Cox Foundation](#).

⁵⁹ The Home Depot (2024). [Grants](#).

⁶⁰ American Hiking Society (2024). [National Trail Fund](#).

⁶¹ REI Cooperative Action Fund (n.d.). [Grantees](#).

⁶² Walmart (2024). [Grant Eligibility](#).

⁶³ International Mountain Bicycling Association (2024). [Trail Accelerator Grants](#).

Potential Trail Delivery Strategies

Beyond identifying partnerships and sources for funding, implementation of the trail network will likely require investment in staff, program management, or other strategies to manage the day-to-day development of the greenways and trails network. Across the United States, communities are taking various approaches to managing the design, build out, and maintenance of trails and greenways. The FHWA published a guide on the topic of multimodal project delivery strategies in 2018,⁶⁴ which touches on key phases of planning and scoping, environmental review, funding, and multiple phases of development. Common strategies include hiring dedicated staff, contracting planning and design of individual projects, hiring a group (or person) to manage a program, or working with a nonprofit organization. Each approach has pros and cons related to staff time and oversight, funding, and the amount of control a local government may be able to exercise over the program. A few examples of delivery strategies are summarized below and on the following two pages.

1. Cherokee County's neighbor, Cobb County, manages design, construction, and maintenance of trails internally through County departments and agencies. The Department of Transportation generally facilitates the planning, concept development, design and construction of trails, while the Cobb Parks Department is responsible for operations and maintenance of trails once they are constructed.⁶⁵

⁶⁴ Federal Highway Administration (2018). [Strategies for Accelerating Multimodal Project Delivery](#).

⁶⁵ Cobb County, GA (2024). [Greenway and Trail Planning](#).

2. The Los Angeles County Metropolitan Transportation Authority (Metro) has been using public-private partnerships (P3s) since 2007 to accelerate delivery of transit and highway projects in the County, forming partnerships through competitive bid processes and using requests for proposals from pre-selected P3s to accelerate project delivery.⁶⁶
3. Coalitions and nonprofit organizations are common among regional trail projects that span multiple jurisdictions. For example, the Capital Trails Coalition (CTC) in Maryland, Washington, D.C., and Virginia is a collaborative group of public and private organizations, agencies, and volunteers that work to advance the development and completion of an interconnected trail network. They gather data, develop a framework, identify criteria for trail types, and meet with staff of member jurisdictions and the National Park Service - helping shepherd the projects through each jurisdiction's planning and development process.⁶⁷

As a jurisdiction that encompasses smaller municipalities and has the potential for a vast trails and greenways network, a program management approach may be among the best options for Cherokee County. Key advantages include:

Holistic Oversight:

- A program manager oversees the entire life cycle of the trail project, ensuring that all phases—planning, design, construction, and maintenance—are aligned with the overall program's vision and goals.
- This approach helps integrate multiple smaller projects (e.g., trailhead facilities, signage, landscaping) into a cohesive, functioning network.

Coordination Among Stakeholders:

- Trail projects often involve partnerships among City or County governments, non-profits, private landowners, and community groups. A program manager acts as a central point of contact, reducing miscommunication and ensuring all stakeholders are engaged.

Efficient Resource Allocation:

- With multiple phases or sections of a trail being developed, a program manager ensures resources are prioritized effectively, avoiding delays and budget overruns.

Adaptability to Funding Streams:

- A program manager can support the local jurisdiction with applications to grant and other funding programs.
- A program manager can assist in maximizing and leveraging various funding sources, including working with GDOT to leverage federal funds.
- A program manager can help align project phases with available funding, ensuring compliance with grant requirements and timelines.

Risk Management:

- Trails can face environmental, legal, or community opposition challenges. A program manager can help identify and mitigates risks early, helping keep projects on track. They may have access to subject matter experts and people from a range of disciplines to facilitate this work.

Focus on Sustainability and Maintenance:

- Long-term success requires planning for trail upkeep. Program managers can build maintenance strategies and funding into the program's overall scope, ensuring trails remain accessible and safe.

Examples of Program Management in Trail Implementation

The Carolina Thread Trail (North Carolina and South Carolina):⁶⁸

A regional network of over 300 miles of trails crossing multiple counties, managed through a comprehensive program involving municipalities, non-profits, and private partners. Program management ensured consistent standards and phased development.

Atlanta Beltline (Georgia):⁶⁹

This 22-mile loop of multi-use trails and greenspace around Atlanta demonstrates the value of program management in balancing phased construction with long-term goals for connectivity and community development. A private company, Atlanta Beltline, Inc. uses consulting companies for project management support services, serving as staff augmentation to support leadership for carrying out in-house staff duties, managing engineering and construction, cost estimating, and other services.

Pinellas Trail (Florida):⁷⁰

A 45-mile multi-use trail in Pinellas County successfully employed program management to address jurisdictional coordination and integrate phased expansions.

⁶⁸ Catawba Lands Conservancy (2024). [Carolina Thread Trail](#).

⁶⁹ Atlanta Beltline (2024). [About Us](#).

⁷⁰ Friends of the Pinellas Trail (2020). [Get on the Trail](#).

Additional Considerations

In addition to an approach to trails program management and the funding mechanisms discussed earlier in this chapter, the County should consider the following actions to facilitate implementation of the greenways and trails network:

Comprehensive Transportation Plan (CTP) Update Considerations:

For the next CTP Update, the County should consider incorporating sidepaths recommended in the short-term into the fiscally constrained project list.

Utilize Impact Fees:

Collaborate with Planning and Zoning, as well as Transportation staff, as new developments and transportation projects are presented which are adjacent to the proposed trail network. Consider incorporating trail elements into the County's impact fee schedule.

Unified Development Code (UDC) Integration:

Consider incorporating trail design guidance into the County's Unified Development Code (UDC) and to require completing a portion of a trail project as part of proposed developments adjacent to the proposed network.



Pedestrian Bridge Over the Little River in Woodstock's Olde Rope Mill Park

⁶⁶ Ibid.

⁶⁷ Capital Trails Coalition (n.d.). [Process](#).

Table 9. Planning-Level Construction Cost Estimates by Typology

TRAIL TYPOLOGY	LOW ESTIMATE	MID ESTIMATE	HIGH ESTIMATE	UNIT
GREENWAY	\$3,420,000	\$3,925,000	\$4,430,000	Linear Mile
SIDEPATH	\$1,775,000	\$2,527,500	\$3,280,000	Linear Mile
SOFT SURFACE TRAIL	\$557,000	\$587,500	\$618,000	Linear Mile
MOUNTAIN BIKE TRAIL	\$218,000	\$230,500	\$243,000	Linear Mile
BLUEWAY SOFT SURFACE TRAIL	\$55,700	\$58,750	\$61,800	1/10 Linear Mile
BLUEWAY CANOE/KAYAK ACCESS RAMP	\$2,000	\$7,500	\$13,000	1 Access Ramp
BLUEWAY CANOE/KAYAK GANGWAY/LAUNCH	\$18,000	\$23,000	\$28,000	1 Launch

Trail Cost Estimates

Planning-level cost estimates for constructing different trail typologies are described in **Table 9**. The estimates provided were derived from a combination of other regional trail plans, ARC programmed TIP trail projects, and GDOT cost indexes. Cost estimates are intended for planning purposes only and are likely to change as projects advance through design and engineering phases. As such, they are provided as a range of low, middle, and high to reflect likely variations in costs. Estimates were derived from the following sources:

- Cobb County Greenways and Trails Master Plan (2017)
- Gwinnett County Trails Master Plan (2018)
- ARC TIP (2024-2027)
- GDOT Asphalt Cement Index (2024)
- Accudock

The planning-level cost estimates are based on the following assumptions and considerations:

- Cost estimates are provided in 2024 dollars.
- A four percent (4%) annual rate of inflation was applied based on the source year for each estimate.
- Cost estimates reflect estimates for construction. They do not reflect costs for land acquisition, permitting, design, preliminary engineering, utility coordination, or maintenance.
- In addition to construction costs, some projects may include structures such as bridges or boardwalk and amenities. These costs were not included in estimates.

Implementation Plan

The culmination of the *Greenways & Trails Master Plan* process is a 30-year trail implementation plan across the County. The plan consists of four timeframes:

- Short-Term (0-10 Years)
- Mid-Term (10-20 Years)
- Long-Term (20-30 Years)
- Aspirational (30+ Years)

The 30-year implementation plan is presented through two distinct scenarios - a base scenario that calls for an investment of approximately \$1 million to \$2 million annually for trail projects and an enhanced scenario that calls for an investment of approximately \$5 million to \$6 million annually for trail projects. The implementation plan factors in cost share assumptions between the County and cities to delineate which tier projects belong in both funding scenarios.

The base and enhanced options serve as a guide based on existing priorities and available funding. Priorities and available funding may shift over time, and the plan will be routinely updated to reflect changes in conditions and priorities over the next 30 years.

Table 10. Comparison of Trail Capital Development Work Program Options

Projects by Tier	Base Option		Enhanced Option	
	# of Projects	# of Miles	# of Projects	# of Miles
Short-Term (0-10 Years)	31	76	35	90
Mid-Term (10-20 Years)	7	8	16	33
Long-Term (20-30 Years)	7	11	22	41
Total 30-Year Trail Plan Projects	45	95	73	164
Aspirational	183	396	155	327
TOTAL TRAIL NETWORK - 491 miles				

Aspirational Projects

The *Greenways & Trails Master Plan* consists of so many ambitious projects, but the County can only fund and deliver so many projects over the span of 30 years - regardless of the level of investment the County chooses to pursue following this plan's adoption.

To this end, the plan includes a tier for projects which are unfunded for this initial plan but can be revisited during a future update of the plan.

Aspirational projects are listed and mapped in Appendix E.

Projects assigned to each tier are not in a ranked order. Lastly, the County should explore any additional opportunities to implement trail projects, regardless of tier.

A high-level comparison of the number of trail projects and linear miles each scenario can deliver is included in **Table 10**. The following pages discuss short-term projects in the base and enhanced scenarios and the spatial extent of both trail networks. Appendix E contains project lists by type and tier as well as maps for each 30-year trail plan option. Among the maps included are a large-scale Countywide map and zoomed in extents of select areas of the County.

Base Option 30-Year Trail Implementation Plan

45	95	\$100 million to \$168 million
Projects	Total Miles	Cost Range

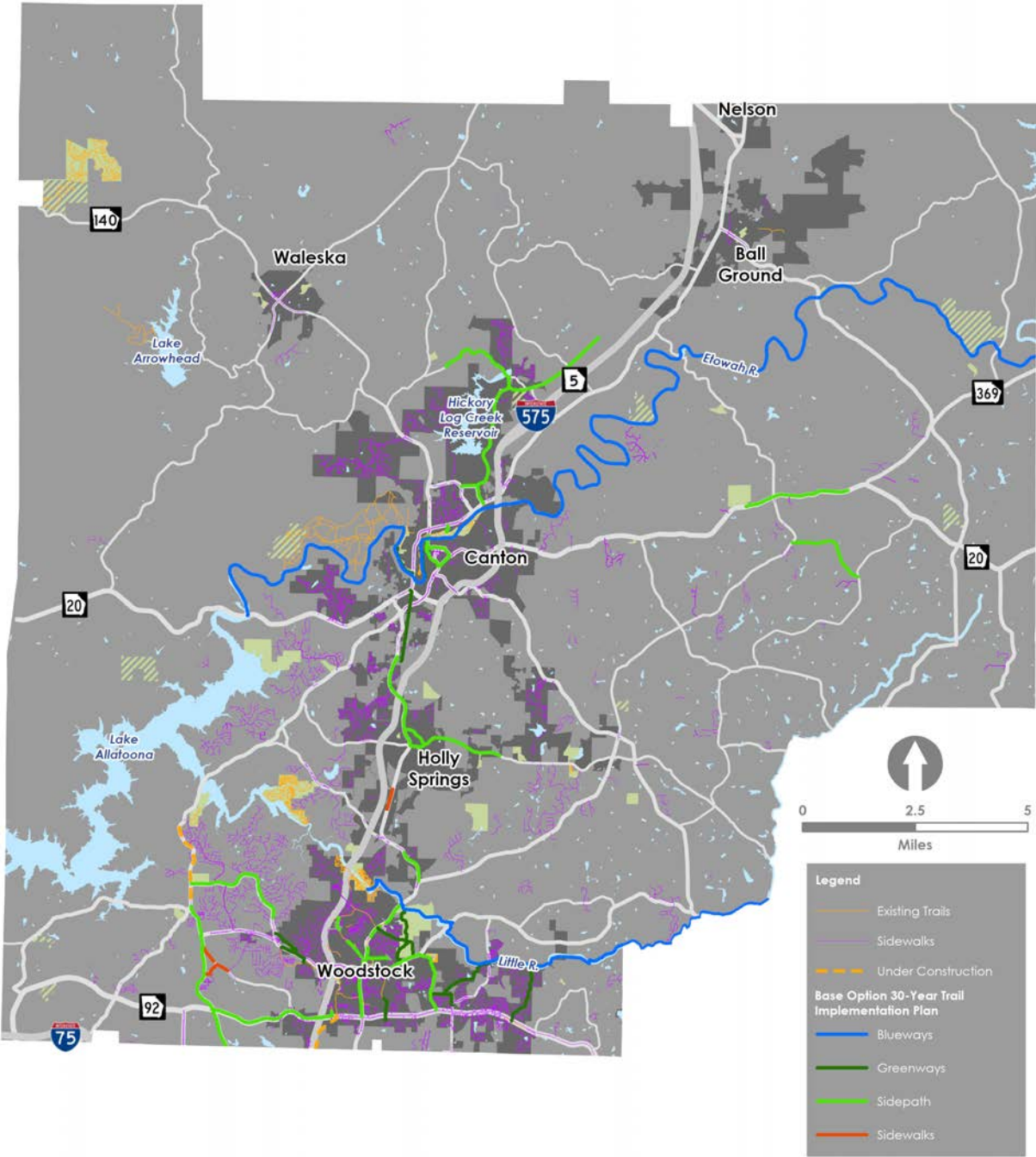


Figure 54. Base Option - 30-Year Trail Implementation Plan

Enhanced Option 30-Year Trail Implementation Plan

73	164	\$248 million to \$401 million
Projects	Total Miles	Cost Range

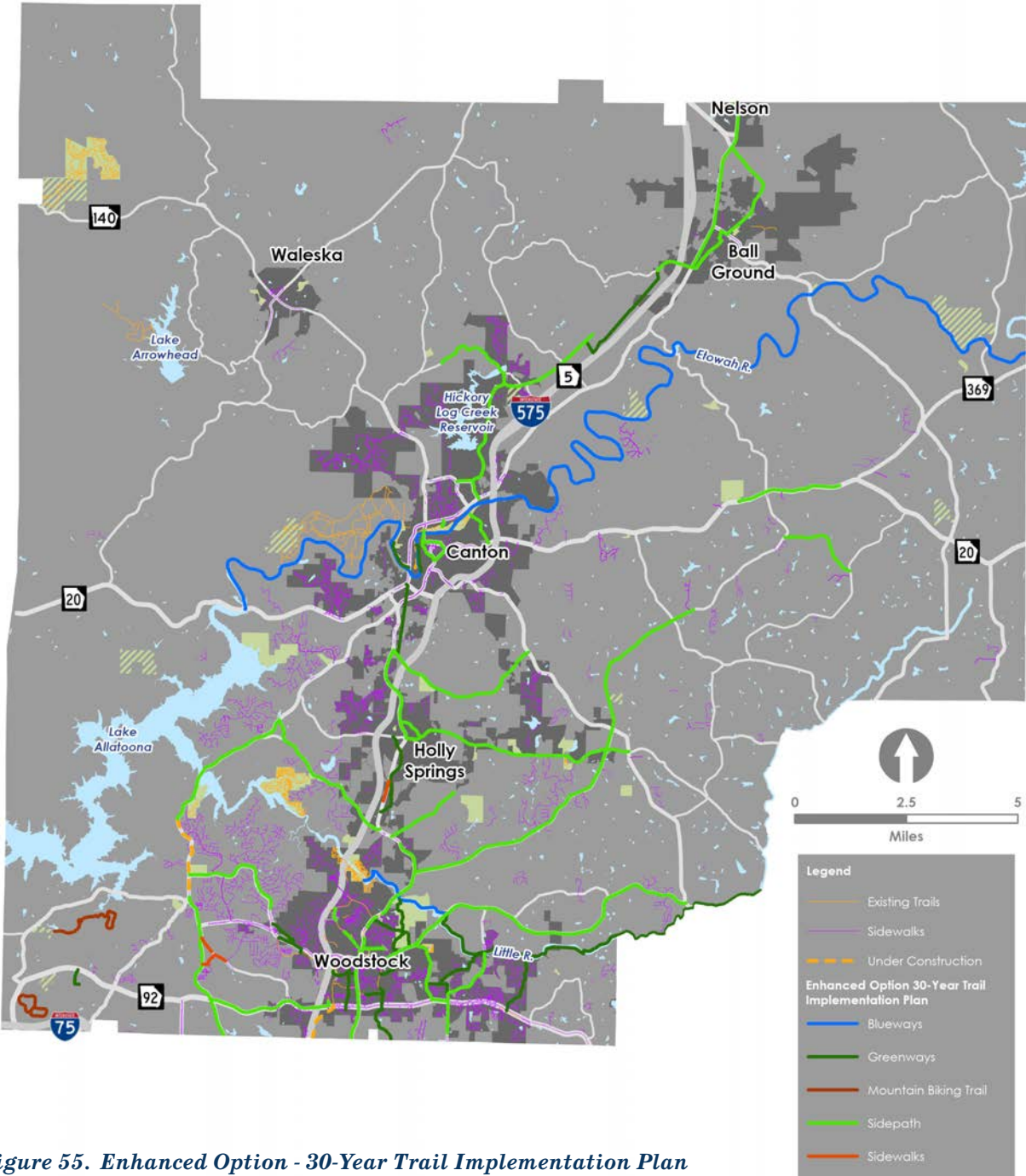


Figure 55. Enhanced Option - 30-Year Trail Implementation Plan

Base Option
Short-Term (0-10 years)

The base option includes 31 short-term projects which are summarized by type in **Table 11**, mapped geographically in **Figure 56**, and listed in **Table 12** on page 102. Additional descriptions of each project by type are provided to the right.

Table 11. Base Option Short-Term Project Overview

Typology	# of Projects	Total Length (miles)	Total Cost Range
Blueways	4	48	\$3M - \$4M
Greenways	12	11	\$38M - \$50M
Sidepaths	13	17	\$29M - \$55M
Sidewalks	2	<1	\$116,000 - \$174,000
TOTAL	31	76	\$70M - \$108M

Note: This bucket includes projects which were previously programmed by Cherokee County or GDOT.

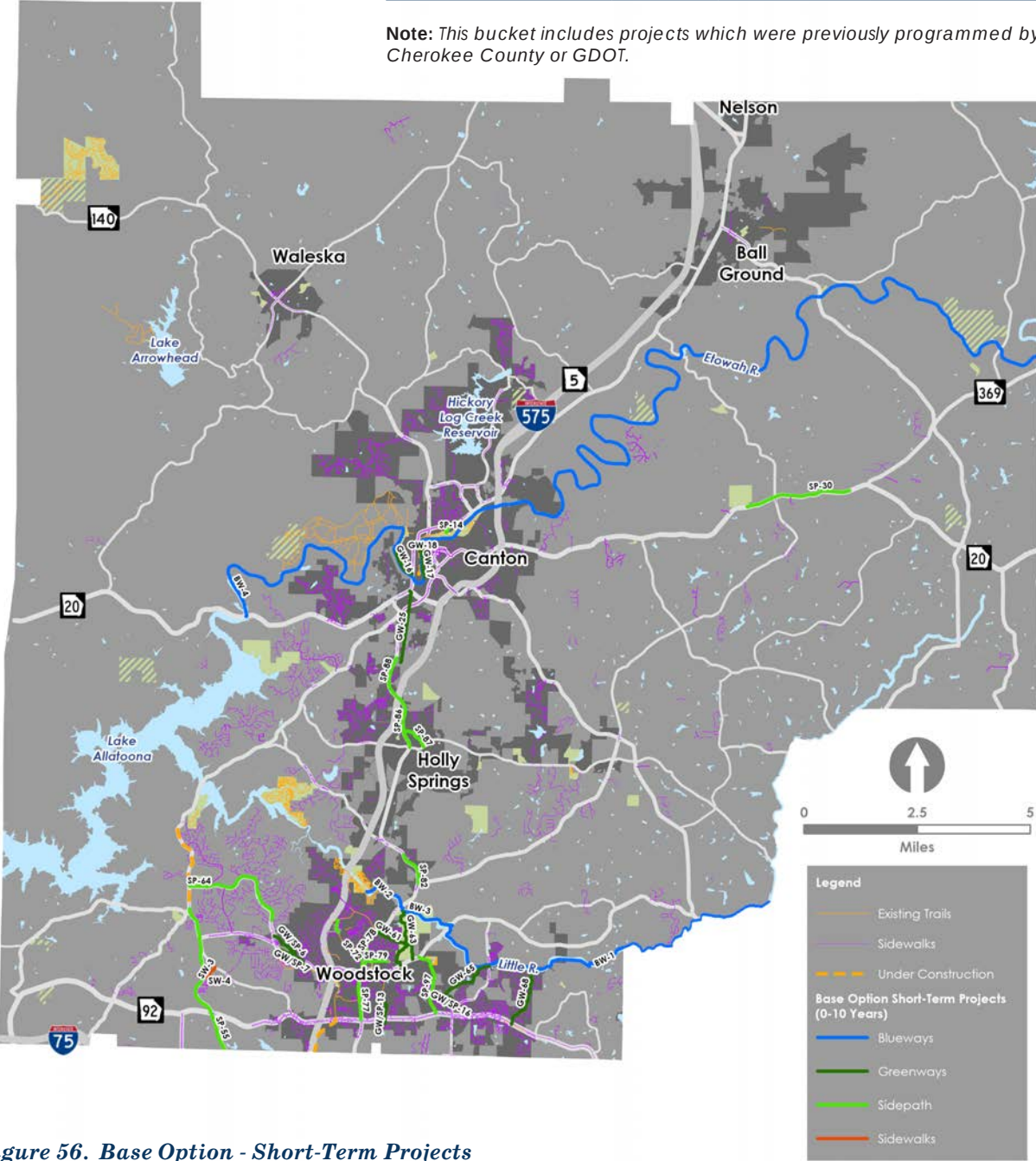


Figure 56. Base Option - Short-Term Projects

- BW-1

Little River Blueway
Woodstock Greenprints project along the Little River from Arnold Mill Road to Earny Road
- BW-2

Trestle Rock Trail
Woodstock Greenprints project along the Little River east of Olde Rope Mil Park in Woodstock to Arnold Mill Road
- BW-3

Little River Blueway - J.J. Biello Park
Woodstock Greenprints project in J.J. Biello Park along the Little River
- BW-4

Etowah River Blueway
New project along the Etowah River from SR 20 to Forsyth County
- GW/SP-6

Towne Lake Pass
Woodstock Greenprints project to connect to Project GW/SP-7
- GW/SP-7

Towne Lake Parkway Connector
Woodstock Greenprints project from Running Deer Parkway to Woodstock High School
- GW/SP-13

Rubes Creek South
Connect the Creeks LCI project from south of SR 92 to existing Rubes Creek Trail
- GW/SP-16

Woodlands Trail West
Woodstock Greenprints project from Neese Road to Trickum Road
- GW-16

Etowah River Trail
New trail project to connect Boling Park to SR 140
- GW-17

The Mill Trail
Canton TMP project from Harmon Park to Mill Industrial Way
- GW-18

Etowah River Bridge
Canton TMP project to construct bridge along Etowah River Trail
- GW-25

Canton Utility Easement Trail
Canton TMP project from Univeter Road to SR 140
- GW-61

Bridget Hammond Trail
Woodstock Greenprints project from Main Street to Arnold Mill Road (East/West Segment)
- GW-63

Bridget Hammond Trail
Woodstock Greenprints project from Arnold Mill Road to Little River (North/South Segment)
- GW-65

First Baptist Church to Trickum Connector
Woodstock Greenprints project from Shadow Chase Way to Trickum Road
- GW-68

The Woodlands Trail East
Woodstock Greenprints project from SR 92 to the Little River
- SW-3

Old Bascomb Road
Project from 2022 CTP along Old Bascomb Road
- SW-4

Old Bascomb Court
Project from 2022 CTP along Old Bascomb Court
- SP-14

Canton Mill Drive
Canton TMP project from Etowah River Trail to Mill Industrial Way
- SP-30

SR 20 - Segment 7
Programmed project to add sidepath from Cherokee Veterans Park to Soleil Boulevard
- SP-55

Bells Ferry Road
Programmed project from Cobb County to Victoria Road
- SP-64

Towne Lake Parkway
2022 CTP & Woodstock Greenprints project from Bells Ferry Road to Towne Lake Hills South Drive

- SP-72

Rope Mill Road
Woodstock Greenprints project from Towne Lake Parkway to Woodstock Parkway
- SP-77

Main Street - Segment 2
Connect the Creeks LCI project from SR 92 to Fowler Street
- SP-78

Education Connector
2022 CTP & Woodstock Greenprints project from Main Street to Ridgewalk Parkway
- SP-79

Dobbs Road
2022 CTP & Woodstock Greenprints project from Main Street to Dobbs Trail
- SP-82

Holly Springs Parkway
New project from East Cherokee Drive to Fox Creek Drive
- SP-86

Holly Springs Parkway
New project from Holly Street/ Hickory Road to Hembredge Drive
- SP-87

Hickory Springs Parkway
New project from Holly Springs Parkway to Hickory Road
- SP-88

Marietta Highway
2022 CTP & Canton TMP project from I-575 to Univeter Road
- SP-97

Dupree Park Connector - Segment 2
Woodstock Greenprints project along Neese Road from SR 92 to Arnold Mill Road.



Etowah River Trail Traverses Under Interstate 575 to the East of Canton

Table 12. Base Option Short-Term Projects

ID	Project Name	From	To
Blueways			
BW-1	Little River Blueway	Little River Park (Woodstock)	Earny Rd
BW-2	Trestle Rock Trail Blueway	Olde Rope Mill Park	J.J. Biello Park
BW-3	Little River Blueway - J.J. Biello Park	J.J. Biello Park	Arnold Mill Rd
BW-4	Etowah River Blueway	SR 20	Forsyth County Line
Greenways			
GW-16	Etowah River Trail - Boling Park	Boling Park	SR 140
GW-17	The Mill Trail	Harmon Field Park	Mill Industrial Way
GW-18	Etowah River Bridge	Etowah River Trail	Mill Industrial Way
GW-25	Canton Utility Easement Trail	Univeter Rd	SR 140
GW-61	Bridget Hammond Trail - East/West Segment	Main St	Arnold Mill Rd
GW-63	Bridget Hammond Trail - North/South Segment	Arnold Mill Rd	Little River
GW-65	First Baptist Church to Trickum Connector	Shadow Chase Way	Trickum Rd
GW-68	The Woodlands Trail East	SR 92	Little River
GW/SP-6	Towne Lake Pass	Towne Lake Pkwy	Towne Lake Pkwy
GW/SP-7	Towne Lake Parkway Connector to Towne Lake Pass Trail	Running Deer Pkwy	Woodstock High School
GW/SP-13	Rubes Creek South	Rubes Creek Trail (S)	Rubes Creek Trail (N)
GW/SP-16	The Woodlands Trail West	Neese Rd	Trickum Rd

Source	Jurisdiction	Planning Level Cost Range
Blueways		
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$563,000 - \$683,000
Woodstock Greenprints	Woodstock	\$84,000 - \$103,000
Woodstock Greenprints	Woodstock	\$73,000 - \$90,000
Cherokee County Greenways & Trails Master Plan	Countywide	\$2.2M - \$2.8M
Greenways		
Cherokee County Greenways & Trails Master Plan	Canton	\$2.4M - \$3.2M
Canton Transportation Master Plan	Canton	\$2.0M - \$2.7M
Canton Transportation Master Plan	Canton	\$130,000 - \$170,000
Canton Transportation Master Plan	Canton	\$5.5M - \$7.2M
Woodstock Greenprints	Woodstock	\$4.0M - \$5.2M
Woodstock Greenprints	Woodstock	\$5.2M - \$6.9M
Woodstock Greenprints	Woodstock	\$4.5M - \$6.0M
Woodstock Greenprints	Woodstock	\$5.0M - \$6.6M
Woodstock Greenprints	Woodstock	\$3.6M - \$4.8M
Woodstock Greenprints	Woodstock	\$1.0M - \$1.5M
Connect the Creeks LCI	Woodstock	\$1.8M - \$2.5M
Woodstock Greenprints	Woodstock	\$2.4M - \$3.3M

Table 12 (continued). Base Option Short-Term Projects

ID	Project Name	From	To
Sidepaths			
SP-14	Canton Mill Drive Sidepath	Etowah River Trail	Riverstone Pkwy
SP-30	SR 20 Sidepath - Segment 7	Cherokee Veterans Park	Soleil Blvd
SP-55	Bells Ferry Road Sidepath - Segment 1	Cobb County Line	Victory Dr
SP-64	Towne Lake Parkway Sidepath	Bells Ferry Rd	Towne Lake Hills S Dr
SP-72	Rope Mill Road - Downtown Woodstock to Woodstock Outlet Mall	Towne Lake Pkwy	Woodstock Pkwy
SP-77	Main Street Sidepath - Segment 2	SR 92	Fowler St
SP-78	Education Connector Trail/Main Street Sidepath - Segments 1 & 2	E Main St	Ridgewalk Pkwy
SP-79	Dobbs Road Sidepath	Main St	Dobbs Trail
SP-82	Holly Springs Parkway Sidepath - Segment 1	E Cherokee Dr	Fox Creek Dr
SP-86	Holly Springs Parkway Sidepath - Segment 4	Holly St/Hickory Rd	Hembredge Dr
SP-87	Hickory Springs Parkway Sidepath	Holly Springs Pkwy	Hickory Rd
SP-88	Marietta Highway Sidepath	I-575 Interchange	Univeter Rd
SP-97	Dupree Park Connector Trail - Segment 2	SR 92	Arnold Mill Rd
Sidewalks			
SW-3	Old Bascomb Road Sidewalks	Old Bascomb Ct	Bascomb Carmel Rd
SW-4	Old Bascomb Court Sidewalks	Bells Ferry Rd	Old Bascomb Rd

Source	Jurisdiction	Planning Level Cost Range
Sidepaths		
Canton Transportation Master Plan	Canton	\$323,000 - \$598,000
Cherokee County Greenways & Trails Master Plan & PI 0014133	Unincorporated Cherokee County	\$4.1M - \$7.7M
Cherokee County Comprehensive Transportation Plan & PI 0019205	Unincorporated Cherokee County	\$6.1M - \$11.4M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$4.6M - \$8.7M
Woodstock Greenprints	Woodstock	\$1.5M - \$3.0M
Connect the Creeks LCI	Woodstock	\$1.5M - \$2.9M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$1.2M - \$2.3M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$837,000 - \$1.6M
Cherokee County Greenways & Trails Master Plan	Holly Springs	\$1.4M - \$2.6M
Cherokee County Greenways & Trails Master Plan	Holly Springs	\$1.5M - \$2.8M
Cherokee County Greenways & Trails Master Plan & ARC CH-215	Holly Springs	\$1.0M - \$2.1M
Cherokee County Comprehensive Transportation Plan & Canton Transportation Master Plan	Canton	\$2.3M - \$4.4M
Woodstock Greenprints	Woodstock	\$2.6M - \$4.9M
Sidewalks		
Cherokee County Comprehensive Transportation Plan	Unincorporated Cherokee County	\$83,000 - \$125,000
Cherokee County Comprehensive Transportation Plan	Unincorporated Cherokee County	\$32,000 - \$50,000

**Base Option
Mid-Term (11-20 Years)**

The base option includes seven mid-term projects which are summarized by project type in **Table 13**, mapped geographically in **Figure 57**, and listed in **Table 15** on page 108.

Table 13. Base Option Mid-Term Project Overview

Typology	# of Projects	Total Length (miles)	Total Cost Range
Sidepaths	5	7	\$11M - \$22M
Sidewalks	2	1	\$329,000 - \$494,000
TOTAL	7	8	\$12M - \$23M

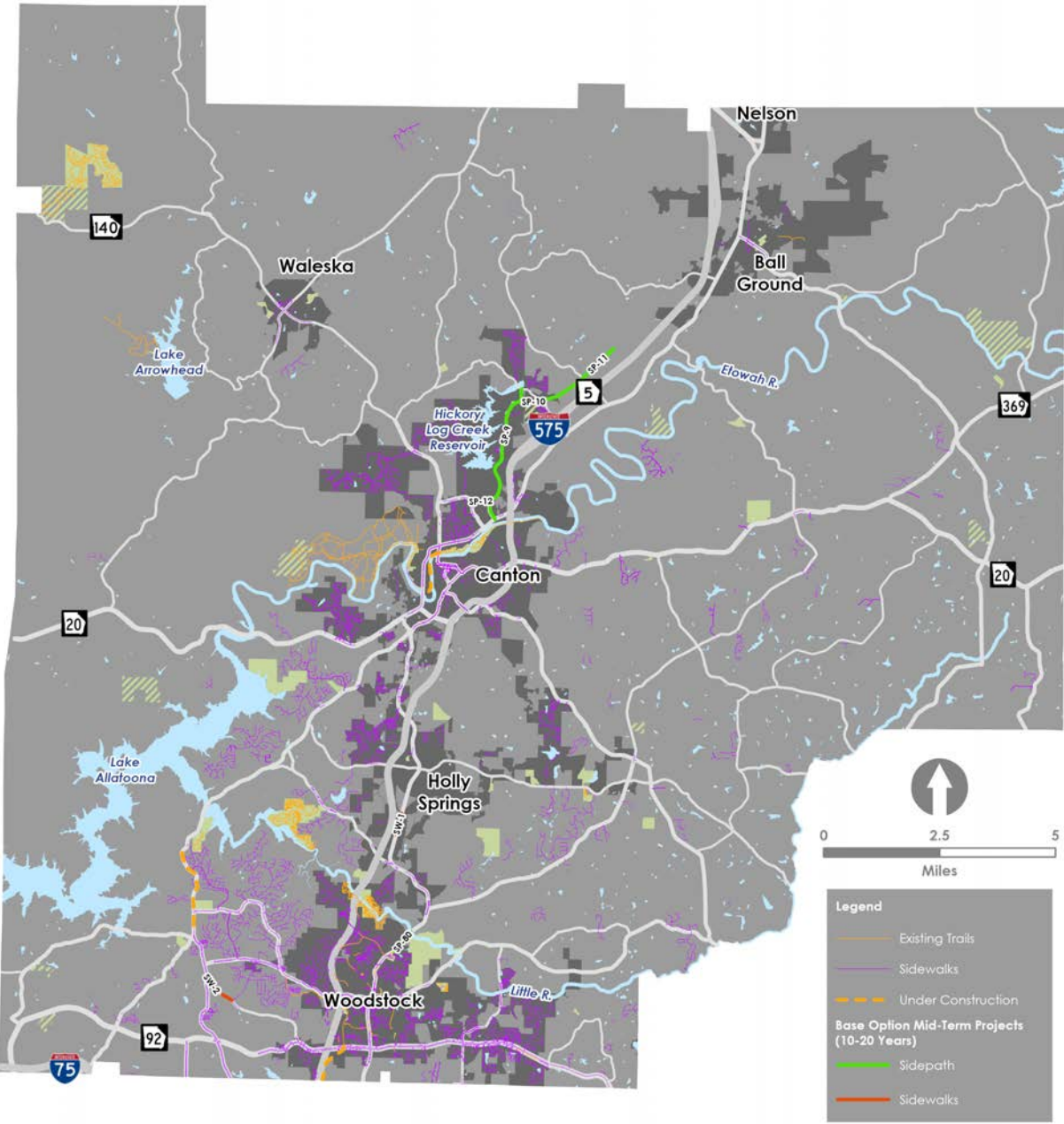


Figure 57. Base Option - Mid-Term Projects

**Base Option
Long-Term (20-30 Years)**

The base option includes seven long-term projects which are summarized by project type in **Table 14**, mapped geographically in **Figure 58**, and listed in **Table 16** on page 108.

Table 14. Base Option Long-Term Project Overview

Typology	# of Projects	Total Length (miles)	Total Cost Range
Sidepaths	7	11	\$20M - \$38M
TOTAL	7	11	\$20M - \$38M

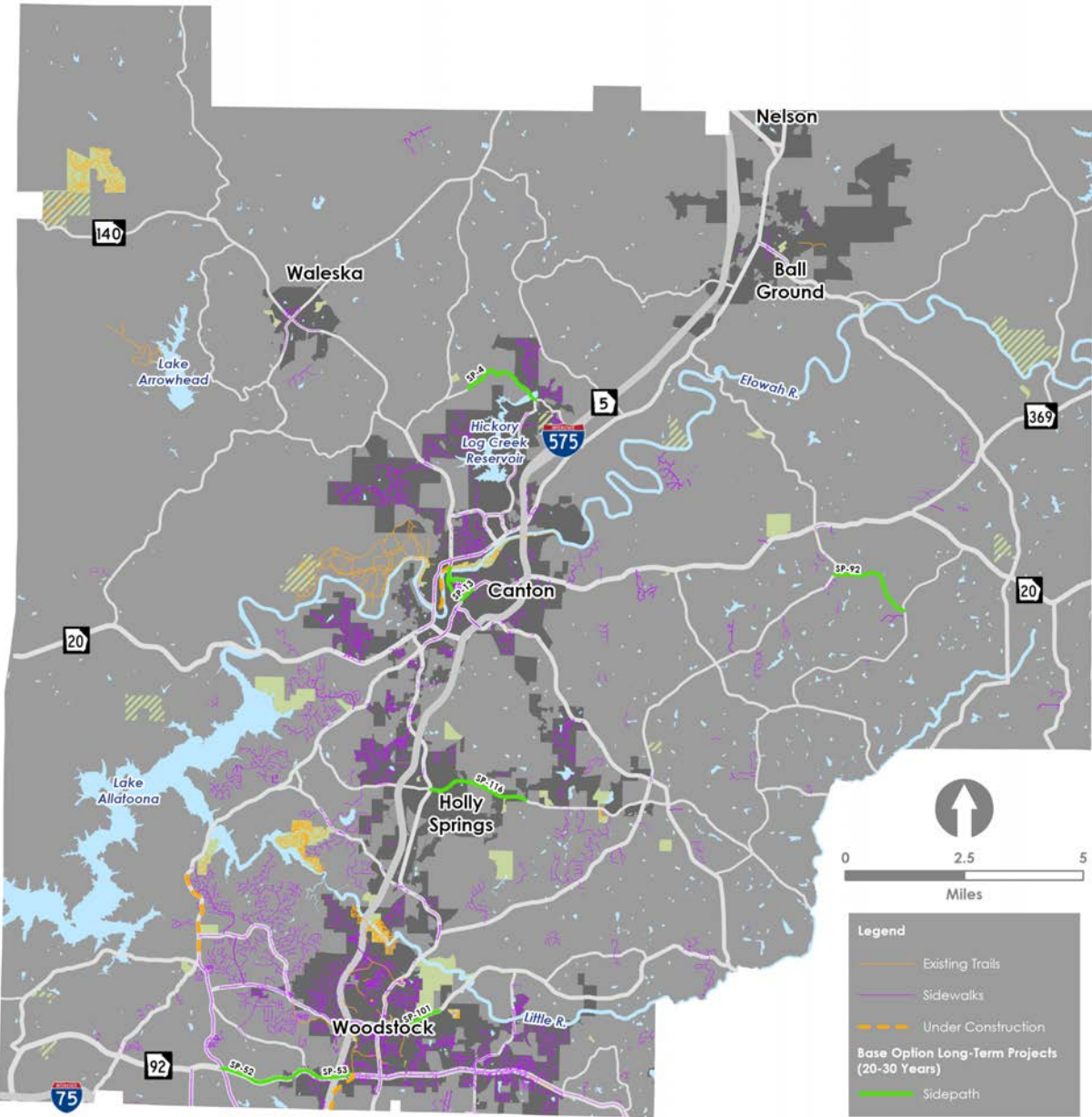


Figure 58. Base Option - Long-Term Projects

Table 15. Base Option Mid-Term Projects

ID	Project Name	From	To
Sidepaths			
SP-9	PATH 575/Bluffs Parkway Sidepath - Riverstone Parkway to Fate Conn Road	Riverstone Pkwy	Fate Conn Rd
SP-10	PATH 575/Technology Ridge Parkway Sidepath - Bluffs Parkway to Heard Road	Bluffs Pkwy	Heard Rd
SP-11	PATH 575/Technology Ridge Parkway Sidepath - Heard Road to Cherokee County Airport	Heard Rd	W Hangar Dr
SP-12	Riverstone Boulevard Sidepath	Reinhardt College Pkwy	Bluffs Pkwy
SP-80	Education Connector Trail/Main Street Sidepath - Segment 3	Johnston Farm Ln	Little River
Sidewalks			
SW-1	Holly Springs Parkway Sidewalks	Rabbit Hill Rd	Ronnell Rd
SW-2	Bascomb Carmel Road Sidewalks	Bells Ferry Rd	Putnam Ford Rd

Table 16. Base Option Long-Term Projects

ID	Project Name	From	To
Sidepaths			
SP-4	Fate Conn Road Sidepath	Weatherby Park Connector (Project GW-7)	Bluffs Pkwy
SP-13	Greenway Loop to Etowah River through Downtown	Etowah River Trail	Etowah River Trail
SP-52	SR 92 Sidepath - Segment 4	Bells Ferry Rd	Posey Branch Trail (Project GW-26)
SP-53	SR 92 Sidepath - Segment 5	Posey Branch Trail (Project GW-26)	Parkway 575
SP-92	Creekview High School/Middle School Connector	E Cherokee Dr	Arbor Hill Rd
SP-101	Arnold Mill Road Sidepath - Segment 1	Fire Station 14	Neese Rd
SP-116	Hickory Road Sidepath - Segment 1	Holly Springs Pkwy	New Light Rd

Source	Jurisdiction	Planning Level Cost Range
Sidepaths		
Cherokee County Greenways & Trails Master Plan	Canton	\$5.7M - \$10.8M
Cherokee County Greenways & Trails Master Plan & SPLOST 73121	Canton	\$1.0M - \$2.0M
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$3.2M - \$6.1M
Cherokee County Greenways & Trails Master Plan	Canton	\$653,000 - \$1.3M
Woodstock Greenprints	Woodstock	\$1.0M - \$1.9M
Sidewalks		
Cherokee County Comprehensive Transportation Plan	Holly Springs	\$140,000 - \$212,000
Cherokee County Comprehensive Transportation Plan	Unincorporated Cherokee County	\$188,000 - \$283,000

Source	Jurisdiction	Planning Level Cost Range
Sidepaths		
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$3.3M - \$6.3M
Canton Forward LCI & Canton Transportation Master Plan	Canton	\$3.2M - \$6.1M
Cherokee County Comprehensive Transportation Plan	Unincorporated Cherokee County	\$1.8M - \$3.4M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$3.4M - \$6.4M
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$3.4M - \$6.3M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$1.3M - \$2.6M
Cherokee County Greenways & Trails Master Plan	Holly Springs	\$3.8M - \$7.1M

**Enhanced Option
Short-Term (0-10 Years)**

The enhanced option includes 35 short-term projects - six are in addition to the 29 short-term projects in the base option. These are summarized by project type in **Table 17**, mapped geographically in **Figure 59**, and listed in **Table 18** on page 112.

Table 17. Enhanced Option Short-Term Project Overview

Typology	# of Projects	Total Length (miles)	Total Cost Range
Blueways	4	48	\$3M - \$4M
Greenways	12	11	\$38M - \$50M
Sideways	17	31	\$55M - \$102M
Sideways	2	<1	\$116,000 - \$174,000
TOTAL	35	90	\$96M - \$155M

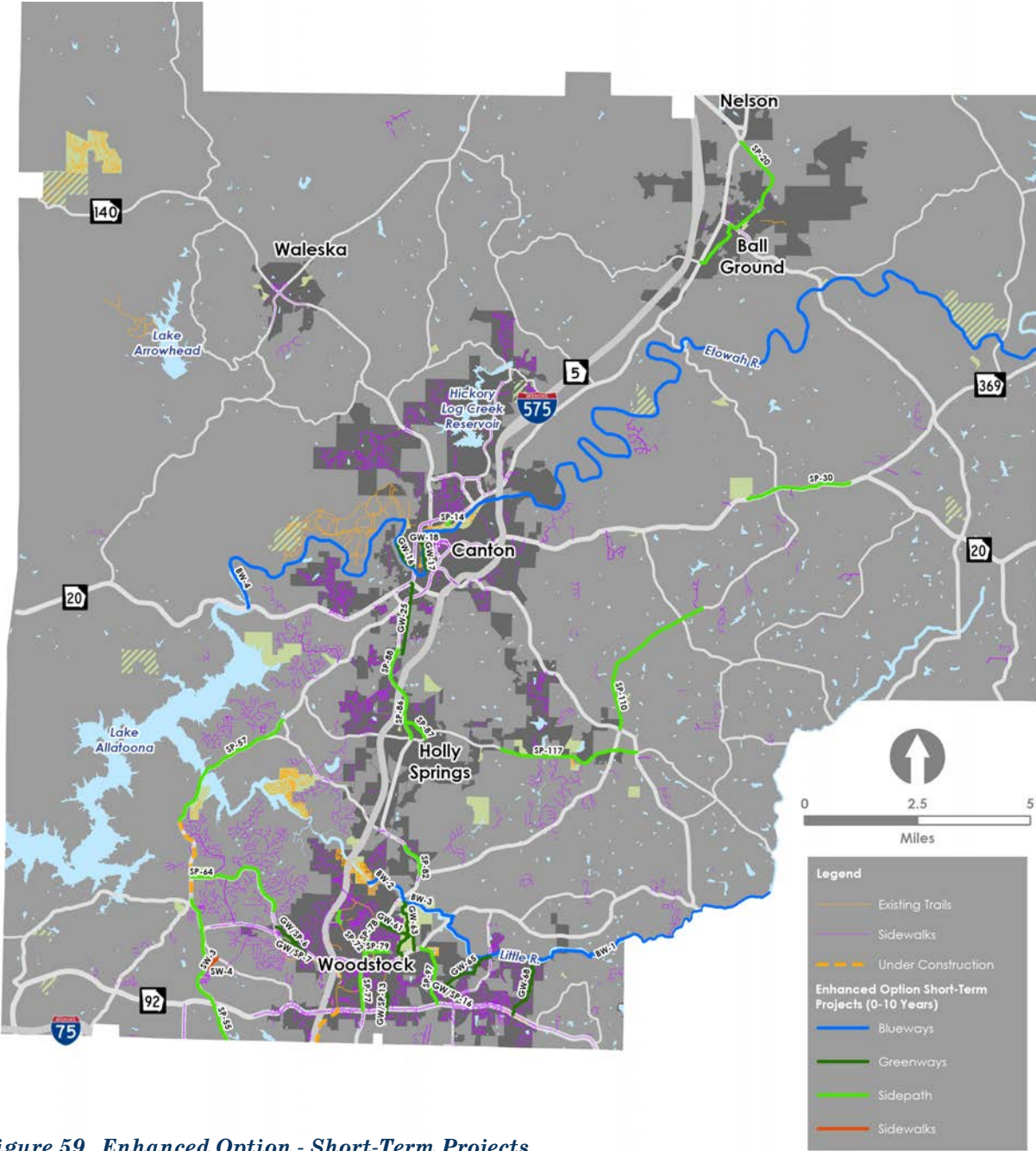


Figure 59. Enhanced Option - Short-Term Projects

**All Base Option Short-Term Projects Plus 4 Additional Projects
Across the County**

- SP-20 Ball Ground Connector**
New project that creates a loop through downtown Ball Ground
- SP-110 East Cherokee Drive**
New project to facilitate connections from SR 140 in Hickory Flat to a future County park
- SP-57 Bells Ferry Road**
New project from Victoria Road to Sixes Road
- SP-117 Hickory Road**
New project from New Light Road to SR 140



Pedestrian Bridge Across the Little River in Woodstock's Olde Rope Mill Park

Table 18. Enhanced Option Short-Term Projects

ID	Project Name	From	To
Blueways			
BW-1	Little River Blueway	Little River Park (Woodstock)	Earny Rd
BW-2	Trestle Rock Trail Blueway	Olde Rope Mill Park	J.J. Biello Park
BW-3	Little River Blueway - J.J. Biello Park	J.J. Biello Park	Arnold Mill Rd
BW-4	Etowah River Blueway	SR 20	Forsyth County Line
Greenways			
GW-16	Etowah River Trail - Boling Park	Boling Park	SR 140
GW-17	The Mill Trail	Harmon Field Park	Mill Industrial Way
GW-18	Etowah River Bridge	Etowah River Trail	Mill Industrial Way
GW-25	Canton Utility Easement Trail	Univeter Rd	SR 140
GW-61	Bridget Hammond Trail - East/West Segment	Main St	Arnold Mill Rd
GW-63	Bridget Hammond Trail - North/South Segment	Arnold Mill Rd	Little River
GW-65	First Baptist Church to Trickum Connector	Shadow Chase Way	Trickum Rd
GW-68	The Woodlands Trail East	SR 92	Little River
GW/SP-6	Towne Lake Pass	Towne Lake Pkwy	Towne Lake Pkwy
GW/SP-7	Towne Lake Parkway Connector to Towne Lake Pass Trail	Running Deer Pkwy	Woodstock High School
GW/SP-13	Rubes Creek South	Rubes Creek Trail (S)	Rubes Creek Trail (N)
GW/SP-16	The Woodlands Trail West	Neese Rd	Trickum Rd
Sidepaths			
SP-14	Canton Mill Drive Sidepath	Etowah River Trail (Existing Segment)	Riverstone Pkwy
SP-20	Ball Ground Connector	Ball Ground Hwy	Roberts Lake Connector
SP-30	SR 20 Sidepath - Segment 7	Cherokee Veterans Park	Soleil Blvd
SP-55	Bells Ferry Road Sidepath - Segment 1	Cobb County Line	Victory Dr
SP-57	Bells Ferry Road Sidepath - Segment 2	Victoria Rd	Sixes Rd
SP-64	Towne Lake Parkway Sidepath	Bells Ferry Rd	Towne Lake Hills S Dr
SP-72	Rope Mill Road - Downtown Woodstock to Woodstock Outlet Mall	Towne Lake Pkwy	Woodstock Pkwy
SP-77	Main Street Sidepath - Segment 2	SR 92	Fowler St
SP-78	Education Connector Trail/Main Street Sidepath - Segments 1 & 2	E Main St	Ridgewalk Pkwy

Source	Jurisdiction	Planning Level Cost Range
Blueways		
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$563,000 - \$683,000
Woodstock Greenprints	Woodstock	\$84,000 - \$103,000
Woodstock Greenprints	Woodstock	\$73,000 - \$90,000
Cherokee County Greenways & Trails Master Plan	Countywide	\$2.2M - \$2.8M
Greenways		
Cherokee County Greenways & Trails Master Plan	Canton	\$2.4M - \$3.2M
Canton Transportation Master Plan	Canton	\$2.0M - \$2.7M
Canton Transportation Master Plan	Canton	\$130,000 - \$170,000
Canton Transportation Master Plan	Canton	\$5.5M - \$7.2M
Woodstock Greenprints	Woodstock	\$4.0M - \$5.2M
Woodstock Greenprints	Woodstock	\$5.2M - \$6.9M
Woodstock Greenprints	Woodstock	\$4.5M - \$6.0M
Woodstock Greenprints	Woodstock	\$5.0M - \$6.6M
Woodstock Greenprints	Woodstock	\$3.6M - \$4.8M
Woodstock Greenprints	Woodstock	\$1.0M - \$1.5M
Connect the Creeks LCI	Woodstock	\$1.8M - \$2.5M
Woodstock Greenprints	Woodstock	\$2.4M - \$3.3M
Sidepaths		
Canton Transportation Master Plan	Canton	\$323,000 - \$598,000
Cherokee County Greenways & Trails Master Plan	Ball Ground	\$6.9M - \$12.9M
Cherokee County Greenways & Trails Master Plan & PI 0014133	Unincorporated Cherokee County	\$4.1M - \$7.7M
Cherokee County Comprehensive Transportation Plan & PI 0019205	Unincorporated Cherokee County	\$6.1M - \$11.4M
Cherokee County Greenways & Trails Master Plan, PI 0013525 & 642260-	Unincorporated Cherokee County	\$6.1M - \$11.3M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$4.6M - \$8.7M
Woodstock Greenprints	Woodstock	\$1.5M - \$3.0M
Connect the Creeks LCI	Woodstock	\$1.5M - \$2.9M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$1.2M - \$2.3M

Table 18 (continued). Enhanced Option Short-Term Projects

ID	Project Name	From	To
Sidepaths			
SP-79	Dobbs Road Sidepath	Main St	Dobbs Trail
SP-82	Holly Springs Parkway Sidepath - Segment 1	E Cherokee Dr	Fox Creek Dr
SP-86	Holly Springs Parkway Sidepath - Segment 4	Holly St/Hickory Rd	Hembredge Dr
SP-87	Hickory Springs Parkway Sidepath	Holly Springs Pkwy	Hickory Rd
SP-88	Marietta Highway Sidepath	I-575 Interchange	Univeter Rd
SP-97	Dupree Park Connector Trail - Segment 2	SR 92	Arnold Mill Rd
SP-110	East Cherokee Drive Sidepath - Segment 2	SR 140	SE Cherokee Greenway - Segment 1 (Project GW-10)
SP-117	Hickory Road Sidepath - Segment 2	New Light Rd	SR 140
Sidewalks			
SW-3	Old Bascomb Road Sidewalks	Old Bascomb Ct	Bascomb Carmel Rd
SW-4	Old Bascomb Court Sidewalks	Bells Ferry Rd	Old Bascomb Rd

Source	Jurisdiction	Planning Level Cost Range
Sidepaths		
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$837,000 - \$1.6M
Cherokee County Greenways & Trails Master Plan	Holly Springs	\$1.4M - \$2.6M
Cherokee County Greenways & Trails Master Plan	Holly Springs	\$1.5M - \$2.8M
Cherokee County Greenways & Trails Master Plan & ARC CH-215	Holly Springs	\$1.0M - \$2.1M
Cherokee County Comprehensive Transportation Plan & Canton Transportation Master Plan	Canton	\$2.3M - \$4.4M
Woodstock Greenprints	Woodstock	\$2.6M - \$4.9M
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$6.6M - \$12.4M
Cherokee County Greenways & Trails Master Plan & SPLOST 73105	Holly Springs/Unincorporated Cherokee County	\$5.6M - \$10.5M
Sidewalks		
Cherokee County Comprehensive Transportation Plan	Unincorporated Cherokee County	\$83,000 - \$125,000
Cherokee County Comprehensive Transportation Plan	Unincorporated Cherokee County	\$32,000 - \$50,000

**Enhanced Option
Mid-Term (10-20 Years)**

The enhanced option includes 16 mid-term projects which are summarized by project type in **Table 19**, mapped geographically in **Figure 60**, and listed in **Table 21** on page 118.

Table 19. Enhanced Option Mid-Term Project Overview

Typology	# of Projects	Total Length (miles)	Total Cost Range
Greenways	2	9	\$32M - \$42M
Sidepaths	12	23	\$40M - \$75M
Sidewalks	2	1	\$329,000 - \$494,000
TOTAL	16	33	\$73M - \$118M

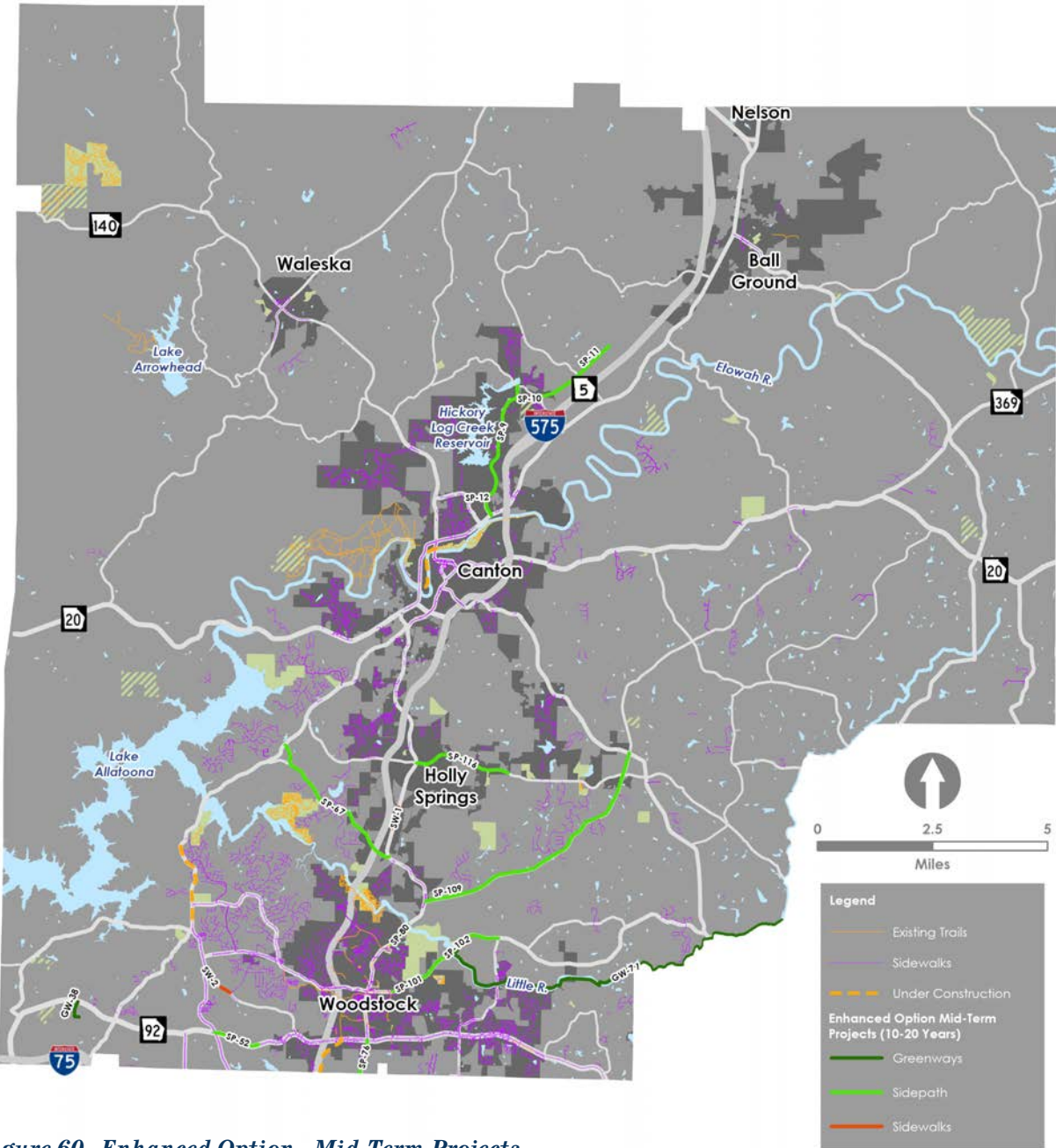


Figure 60. Enhanced Option - Mid-Term Projects

**Enhanced Option
Long-Term (20-30 Years)**

The enhanced option includes 22 long-term projects which are summarized by project type in **Table 20**, mapped geographically in **Figure 61**, and listed in **Table 22** on page 120.

Table 20. Enhanced Option Long-Term Project Overview

Typology	# of Projects	Total Length (miles)	Total Cost Range
Greenways	7	8	\$28M - \$37M
Sidepaths	13	28	\$49M - \$91M
Mountain Bike Trails	2	5	\$1M - \$2M
TOTAL	22	41	\$78M - \$129M

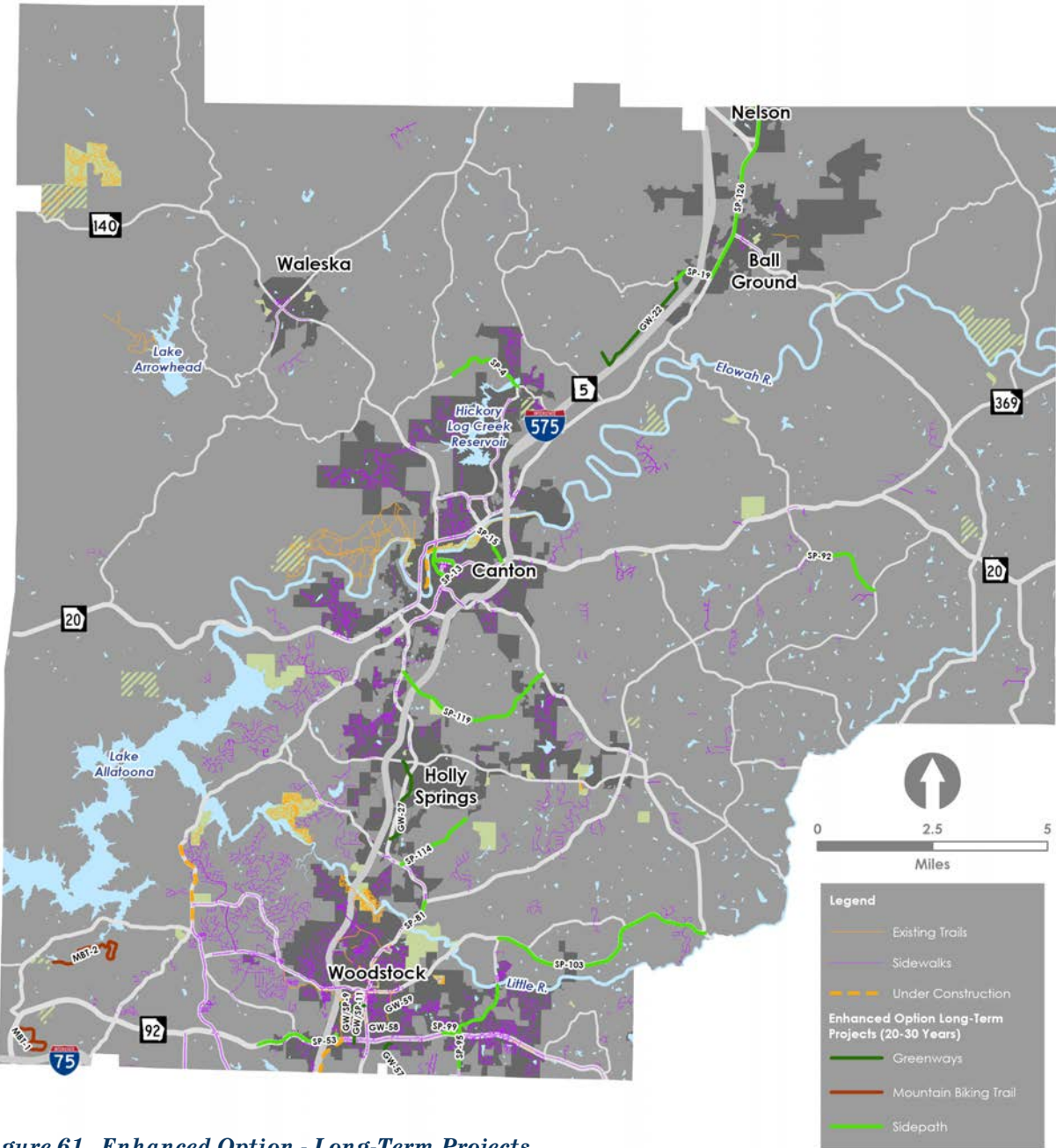


Figure 61. Enhanced Option - Long-Term Projects

Table 21. Enhanced Option Mid-Term Projects

ID	Project Name	From	To
Greenways			
GW-38	Cherokee 75 Corporate Park South Connector	SR 92	Priest Rd
GW-71	Little River Greenway	Little River Park (Woodstock)	Earny Rd
Sidepaths			
SP-9	PATH 575/Bluffs Parkway Sidepath - Riverstone Parkway to Fate Conn Road	Riverstone Pkwy	Fate Conn Rd
SP-10	PATH 575/Technology Ridge Parkway Sidepath - Bluffs Parkway to Heard Road	Bluffs Pkwy	Heard Rd
SP-11	PATH 575/Technology Ridge Parkway Sidepath - Heard Road to Cherokee County Airport	Heard Rd	W Hangar Dr
SP-12	Riverstone Boulevard Sidepath	Reinhardt College Pkwy	Bluffs Pkwy
SP-52	SR 92 Sidepath - Segment 4	Bells Ferry Rd	Posey Branch Trail (Project GW-26)
SP-67	Sixes Road Sidepath	Bells Ferry Rd	Holly Springs Pkwy
SP-76	Main Street Sidepath - Segment 1	Cobb County Line	SR 92
SP-80	Education Connector Trail/Main Street Sidepath - Segment 3	Johnston Farm Ln	Little River
SP-101	Arnold Mill Road Sidepath - Segment 1	Fire Station 14	Neese Rd
SP-102	Arnold Mill Road Sidepath - Segment 2	Neese Rd	Trickum Rd
SP-109	East Cherokee Drive Sidepath - Segment 1	Main St/Holly Springs Pkwy	SR 140
SP-116	Hickory Road Sidepath - Segment 1	Holly Springs Pkwy	New Light Rd
Sidewalks			
SW-1	Holly Springs Parkway Sidewalks	Rabbit Hill Rd	Ronnell Rd
SW-2	Bascomb Carmel Road Sidewalks	Bells Ferry Rd	Putnam Ford Rd

Source	Jurisdiction	Planning Level Cost Range
Greenways		
Southwest Cherokee Parks & Trails Plan	Unincorporated Cherokee County	\$1.4M - \$2.0M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock/ Unincorporated Cherokee County	\$30.9M - \$40.1M
Sidepaths		
Cherokee County Greenways & Trails Master Plan	Canton	\$5.7M - \$10.8M
Cherokee County Greenways & Trails Master Plan & SPLOST 73121	Canton	\$1.0M - \$2.0M
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$3.2M - \$6.1M
Cherokee County Greenways & Trails Master Plan	Canton	\$653,000 - \$1.3M
Cherokee County Comprehensive Transportation Plan	Unincorporated Cherokee County	\$1.8M - \$3.4M
Cherokee County Greenways & Trails Master Plan	Holly Springs/ Woodstock/ Unincorporated Cherokee County	\$6.3M - \$11.7M
Cherokee County Comprehensive Transportation Plan	Woodstock	\$1.3M - \$2.5M
Woodstock Greenprints	Woodstock	\$1.0M - \$1.9M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$1.3M - \$2.6M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$3.5M - \$6.6M
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$10.5 - \$19.6M
Cherokee County Greenways & Trails Master Plan	Holly Springs	\$3.8M - \$7.1M
Sidewalks		
Cherokee County Comprehensive Transportation Plan	Holly Springs	\$140,000 - \$212,000
Cherokee County Comprehensive Transportation Plan	Unincorporated Cherokee County	\$188,000 - \$283,000

Table 22. Enhanced Option Long-Term Projects

ID	Project Name	From	To
Greenways			
GW-22	PATH 575 - Cherokee County Airport to Ball Ground	Technology Ridge Pkwy (Future)	Howell Bridge Rd
GW-27	Holly Springs Parkway/Railroad/Sewer Easement Greenway	Holly St	Toonigh Creek
GW-57	Rubes Creek Trail	Cobb County Line	Rubes Creek South (Project GW/SP-13)
GW-58	Rubes Creek West	Serenade Trail (Existing)	Rubes Creek South (Project GW/SP-13)
GW-59	Rubes Creek Northeast	Rubes Creek Trail (Existing)	Rubes Creek Connector Trail (Project GW-62)
GW/SP-9	Dupree Road Sidepath - Segment 2	Reeves/Woodpark Segment 1 (Project GW/SP-10)	Elm St
GW/SP-11	Reeves/Woodpark - Segment 2	Woofstock Park	Main St
Mountain Bike Trails			
MBT-1	Clark Creek Mountain Bike Trails	Clark Creek Connector (Project GW/SP-3)	Clark Creek Connector (Project GW/SP-3)
MBT-2	Kellogg Creek Mountain Biking Trails	Kellogg Creek Greenway (Project GW-33)	Kellogg Creek Greenway (Project GW-33)
Sidepaths			
SP-4	Fate Conn Road Sidepath	Weatherby Park Connector (Project GW-7)	Bluffs Pkwy
SP-13	Greenway Loop to Etowah River through Downtown	Etowah River Trail (Existing)	Etowah River Trail (Existing)
SP-15	Brown Industrial Road Sidepath	E Main St	Etowah River Trail (Existing)
SP-19	PATH 575 - Ball Ground Connector	Northern Cherokee Greenway (Project GW-1)	Canton Hwy
SP-53	SR 92 Sidepath - Segment 5	Posey Branch	Parkway 575
SP-81	Little River to East Cherokee Drive Connector	Little River	E Cherokee Dr
SP-92	Creekview High School/Middle School Connector	E Cherokee Dr	Arbor Hill Rd
SP-95	Trickum Road Sidepath	Cobb County Line	Little River
SP-99	SR 92 Sidepath - Segment 7	Neese Rd	Trickum Rd
SP-103	Arnold Mill Road Sidepath - Segment 3	Trickum Rd	SR 140
SP-114	Toonigh Road Sidepath - Segment 1	Holly Springs Pkwy	Blalock Rd
SP-119	Univeter Road Sidepath	Marietta Hwy	SR 140
SP-126	Ball Ground Highway Sidepath - Segment 2	Howell Bridge Rd	Pickens County Line

Source	Jurisdiction	Planning Level Cost Range
Greenways		
Cherokee County Greenways & Trails Master Plan	Canton/Unincorporated Cherokee County	\$9.4M - \$12.3M
Cherokee County Comprehensive Transportation Plan	Holly Springs	\$6.9M - \$9.1M
Woodstock Greenprints	Woodstock	\$3.0M - \$4.1M
Connect the Creeks LCI	Woodstock	\$1.3M - \$1.8M
Connect the Creeks LCI	Woodstock	\$1.6M - \$2.2M
Connect the Creeks LCI	Woodstock	\$2.0M - \$2.7M
Connect the Creeks LCI	Woodstock	\$3.8M - \$5.0M
Mountain Bike Trails		
Southwest Cherokee Parks & Trails Plan	Unincorporated Cherokee County	\$454,000 - \$507,000
Southwest Cherokee Parks & Trails Plan	Unincorporated Cherokee County	\$562,000 - \$628,000
Sidepaths		
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$3.3M - \$6.3M
Canton Forward LCI & Canton Transportation Master Plan	Canton	\$3.2M - \$6.1M
Canton Transportation Master Plan	Canton	\$1.4M - \$2.7M
Cherokee County Greenways & Trails Master Plan	Ball Ground	\$1.5M - \$2.9M
Cherokee County Comprehensive Transportation Plan & Woodstock Greenprints	Woodstock	\$3.4M - \$6.4M
Woodstock Greenprints	Woodstock	\$1.1M - \$2.3M
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$3.4M - \$6.3M
Cherokee County Greenways & Trails Master Plan & Woodstock Greenprints	Woodstock/Unincorporated Cherokee County	\$4.0M - \$7.5M
Cherokee County Greenways & Trails Master Plan	Woodstock	\$649,000 - \$1.2M
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$9.6M - \$17.9M
Cherokee County Greenways & Trails Master Plan	Unincorporated Cherokee County	\$3.1M - \$5.9M
Cherokee County Greenways & Trails Master Plan	Canton/Unincorporated Cherokee County	\$6.9M - \$12.8M
Cherokee County Greenways & Trails Master Plan	Ball Ground/Nelson	\$7.0M - \$13.1M

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