



Cherokee County and Municipalities Comprehensive Safety Action Plan



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Acknowledgments

Thank you to all of the community members who contributed to this process by sharing thoughts and personal stories about how road safety has affected you. Your input is integral in the Safety Action Plan and for the foundation of a safer Cherokee County.

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Content

SECTION 1. INTRODUCTION 8

What is the SS4A program?..... 9

What's in the Action Plan.....13

SAP Process14

SECTION 2. RELEVANT POLICY 16

State-, Region-, and Countywide Plans.....17

Local Comprehensive Plans.....18

Corridor Plans.....19

SECTION 3. WHAT WE'VE HEARD 22

Input by Jurisdiction..... 23

Public Outreach and Engagement30

Online Input.....36

SECTION 4. SAFETY ANALYSIS 38

Cherokee Traffic Crashes—By the Numbers..... 39

Crash Severity.....39

Pedestrian Crashes.....41

Bicyclist Crashes.....41

School-Related Trends.....42

High Injury Network (HIN).....46

How are priority scores calculated?.....48

How is equity considered in the High Injury Network?49

SECTION 5. POLICY FRAMEWORK.....54

Project Development55

Project Design.....56

Project Delivery57

Legal Framework.....58

Policy Implementation Stakeholders59

Leadership Commitment and Goal Setting60

SECTION 6. PROJECT DEVELOPMENT AND PRIORITIZATION 64

Project Development Process64

Project Details.....66

Proven Safety Countermeasures..... 131

SECTION 7. RECOMMENDED WORK PROGRAM 140

Short-Term Projects (0-5 years)..... 141

Mid-Term Projects (6-10 years)..... 143

Long-Term Projects (10+ years)..... 144

SECTION 8. EVALUATION AND MONITORING PROCEDURES 148

Leadership Commitment and Goal Setting 149

SECTION 9. EDUCATION, PUBLIC AWARENESS, AND COMMUNICATIONS.....152

Clear and Consistent Messaging 153

Building a Safety Culture..... 155

Building Coalitions.....156

Create Meaningful Community Engagement157

Targeted Outreach160

Awareness Building 164

APPENDICES

Appendix A: Baseline Conditions Report

Appendix B: Peer Review Report

Appendix C: Adoption Resolutions

Figures

Figure 1. Stakeholder Committee Participants by Jurisdiction.....	25	Figure 19. HIN Freight Network	53
Figure 2. Engagement Event Locations and Disadvantaged Census Tracts	31	Figure 20. Projects Map	55
Figure 3. Public Perception of Top Safety Strategy Areas.....	32	Figure 21. Messaging for Traffic Safety.....	154
Figure 4. Online Map Input Comments by Category	37	Figure 22. Communications Example for Safe Turning Speed.....	154
Figure 5. Fatalities vs Modeshare	39	Figure 23. Tabling and Outreach at Atlanta Streets Alive in Fall 2023.....	157
Figure 6. Annual Crashes by Outcome	39	Figure 24. City of Houston's Interactive Crash Dashboard	159
Figure 7. Crash Heatmap with KSI Crashes.....	40	Figure 25. Portland Oregon Vision Zero Event	161
Figure 8. Pedestrian Crashes and Fatalities 2018-2022	41	Figure 26. Intersection Revision Idea Plot from the ThinkBike! Workshop	162
Figure 9. Bicyclist Crashes and Fatalities 2018-2022	41	Figure 27. Members of Advocacy Organizations, Local Government, Community Advocates, and Regional Partners at the ThinkBike! Workshop.....	162
Figure 10. School Area Crash Trends, 2018-2022	42	Figure 28. Walk Audit Tool Kit from AARP	163
Figure 11. Crashes in School Areas.....	43	Figure 29. Toolkit for Planning and Conducting a Walk Audit.....	163
Figure 13. Manner of Collision, 2018-2022	44	Figure 30. Educational Materials	166
Figure 12. Young Driver Crashes by Year, 2018-2022.....	44	Figure 31. Educational Graphic at an Intersection	166
Figure 14. Percentage of Total Crashes by Age Group, 2018-2022	45	Figure 32. Example Assessment Framework that can help Guide What to Include in a Report	168
Figure 15. HIN roadway percentage versus crash percentage.....	47	Figure 33. Media Landscape in Cherokee County	169
Figure 16. HIN by Functional Classification	50		
Figure 17. HIN by Road Ownership	51		
Figure 18. HIN versus KSI Crashes	52		

Tables

Table 1. Community Input Themes by Jurisdiction23

Table 2. Top Comment Locations36

Table 3. Top Comment Locations37

Table 2. KSI Hotspots 40

Table 3. Schools in Crash Hotspots 42

Table 4. High Injury Network Corridor Scoring..... 47

Table 5. KSI Hotspots.....52

Table 7. Policy Implementation Stakeholders.....59

Table 8. Leadership Commitment and Goal Setting Peer Review.....62

Table 9. Corridor Project Scoring66

Table 10. Intersection Project Scoring..... 68

Table 11. Intersection Countermeasures..... 133

Table 12. Roadway Departure Countermeasures..... 135

Table 13. Pedestrian and Bicyclist Countermeasures138

Table 14. Short Term Work Program141

Table 15. Mid-Term Work Program143

Table 16. Long-Term Work Program144

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SECTION I.

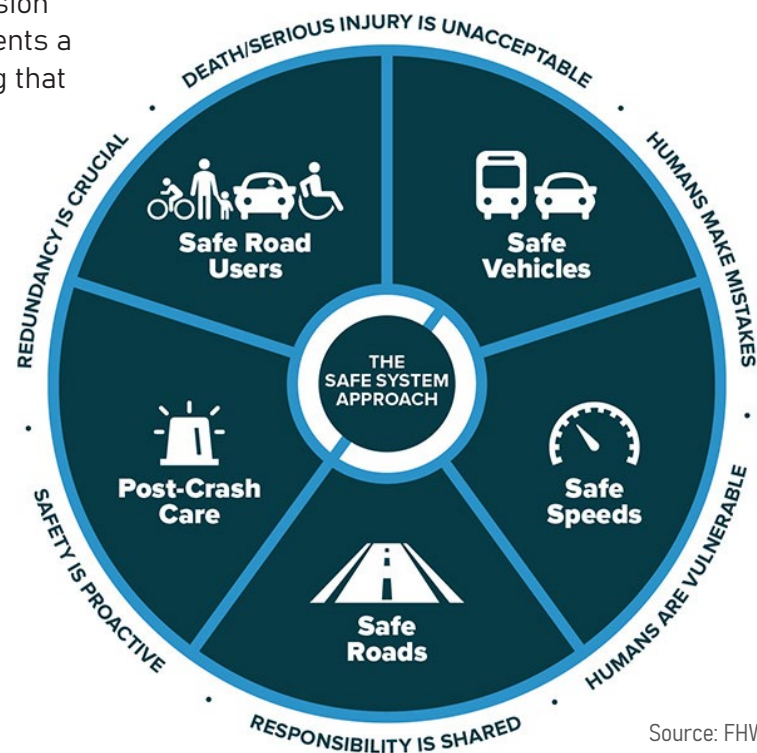
INTRODUCTION

For many years, transportation decision-making across the country has been motivated by maximizing throughput, largely by building wide, fast roads that are dangerous, especially for people on foot and bike. Motor vehicles are a leading cause of death in the United States, estimated to cost the country over \$470 billion in 2022 alone.

With this plan, Cherokee County and its partners are making a commitment to prioritize safety over speed. No one should have to endure risk of bodily harm just to get where they need to go. Safety is a particular priority for disadvantaged communities, who have less access to transportation options. Safety is also an impediment to economic development.

Cherokee County and the cities (Woodstock,

Canton, Holly Springs, Ball Ground, Waleska) have established a Vision Zero goal. This decision represents a commitment to decision making that prioritizes safety for all users. This plan will guide the County as they pursue that goal. It identifies priority projects, and countywide strategies that will make it safer to get around.



Source: FHWA

What is the SS4A program?

Safe Streets and Roads for All (SS4A) is transportation safety initiative through the U.S. Department of Transportation (USDOT) to enhance road safety and reduce traffic-related fatalities nationwide.

The application was submitted to USDOT in September 2022, with the award issued on January 31, 2023, one of the highest of only 18 awards issued statewide in round one. The grant was \$450,000 in federal funds with a twenty percent (20%) local funding match, shared by the partnering jurisdictions. Subsequently, through a competitive procurement process, the team of Pond and Company with Benesch and Blue Cypress Consulting, was selected by the partnering jurisdictions to complete the Cherokee County and Municipalities Comprehensive Safety Action Plan (USDOT Award# 693JJ32340037).

The SS4A program strives to address the critical need for comprehensive, data-driven strategies to create safer roadways. The SS4A discretionary program was established under the Bipartisan Infrastructure Law (BIL). It is a grant program that will offer funding support from 2022–2026 regional, local, and Tribal communities that want to prevent roadway deaths and serious injuries. The program outlines a Safe

System Approach to guide the planning and demonstration and implementation of the safety action plans. This Safety Action Plan has combined community input and data analysis to plan for solutions and implementation strategies.

SAFE SYSTEM APPROACH

The Safe System Approach is a integrated and comprehensive roadway safety framework that is the core of the SS4A program. The program acknowledges the presence of human error and transportation and as a result focuses on accommodating and mitigating those errors through systemic and design improvements.

PRIORITIES

The major priorities of the SS4A program are designed to maximize its effectiveness in improving road safety and address the most pressing safety concerns. Priority areas include high-risk locations, vulnerable road users, and areas with the highest equity and accessibility needs. These categories have been allocated to different areas in Cherokee County based on data analysis, stakeholder engagement, and community engagement.

The Safe System Approach has six key principles:

- 1 Death and Serious Injuries are Unacceptable**
A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
- 2 Humans Make Mistakes**
People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
- 3 Humans Are Vulnerable**
Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
- 4 Responsibility is Shared**
All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
- 5 Safety is Proactive**
Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- 6 Redundancy is Crucial**
Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

Source: FHWA

What is Vision Zero?

VISION ZERO

IS NOT A SLOGAN...
NOT A TAGLINE...
NOT EVEN A PROGRAM.

VISION ZERO IS FUNDAMENTALLY DIFFERENCE.
IT IS A PARADIGM SHIFT.

Source: Vision Zero Network

The Vision Zero initiative is a global movement that aims to eliminate all traffic-related fatalities and serious industries by 2040. The focus of this initiative is to create a transportation system that prioritizes the safety of pedestrians, bicyclists, and vehicle operators.

Vision Zero differs from the status quo in two major ways. First, Vision Zero recognizes that people make mistakes, and the transportation system should be designed to forgive those mistakes. Second, it is an interdisciplinary approach that engages a broad cross section of stakeholders in order to address all of the factors that contribute to road safety.

TRADITIONAL SAFETY APPROACH VS SAFE SYSTEM APPROACH

Traditional approach	Safe System approach
Prevent crashes	Prevent death and serious injuries
Improve human behavior	Design for human mistakes/limitations
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

Image source: USDOT

Traditionally, traffic safety initiatives have focused on driver behavior and enforcement. This perspective has placed an emphasis on traffic laws and penalties, individual responsibility, and crash prevention as the main solutions for crash occurrence. The Safe System approach focuses on traffic safety from a holistic perspective that is human centered. This approach acknowledges the margin for human error and asserts that the road system should be designed to reduce the risk of fatal and serious injuries. There is a shared responsibility between roadway users and governments to facilitate traffic safety within communities. A system-wide focus is utilized to identify safety measures for the entire road system.

VISION ZERO & THE SAFE SYSTEM PYRAMID



Source: [Ederer, et al](#)

The Safe System Pyramid categorizes safety measures into a hierarchy based on their effectiveness and level of impact. Different strategies have a different magnitude of impact on individuals vs. the overall community. Each of the pyramid's categories contributes to the creation of a safe, resilient transportation system. Education is the first step in cultivating awareness and encouraging road safety. Active measures focus on actively reducing unsafe behaviors through immediate interventions and enforcement. Latent safety measures minimize the consequences of crashes when they do occur. The built environment prioritizes the design of roads and infrastructure that support safe travel and crash reduction. Socioeconomic factors ensure that vulnerable and undeserved communities have access to the same protection as others. Measures like education and active measures can have a strong impact, but only for individuals directly reached. Meanwhile, measures that address the built environment and socioeconomic factors get the root of the problem, and therefore impact the entire community.

TRANSLATING THE PYRAMID TO VISION ZERO



Credit: Prevention Institute's Spectrum of Prevention

To align the Safe System Pyramid with the Vision Zero initiative, the Vision Zero Network calls for a top-down approach that emphasizes the role of the government in road-user safety. In this approach, the elimination of fatal crashes starts with a change in policy, legislation, and organizational practices. The next tier focuses on fostering coalitions and networks that promote safety and educating providers. The last components of the pyramid are then focused on community education and individual knowledge. This approach supports the Vision Zero paradigm shift that seeks to improve the entire transportation network instead of blaming individual road users.

Leadership Commitment

CHEROKEE COUNTY
AND ITS PARTNER
MUNICIPALITIES
COMMIT TO
ACHIEVING

**VISION
ZERO**

WITH A TARGET
YEAR OF

2040

Obtaining support and commitment from leadership and decision makers is an integral component of the safety action planning process. Leadership can provide the resources, political support, and the mandate to implement that is critical to the success of any safety action plan.

The Cherokee County Board of Commissioners, along with the Ball Ground, Canton, Holly Springs, Woodstock, and Waleska City Councils, have formally adopted a goal of achieving zero traffic deaths by 2040 under the SS4A leadership commitment, requiring a 6.5% annual reduction in current fatal crash levels. This unified commitment provides the high-level support, resources, and mandates necessary to implement the county’s Safety Action Plan—targeting 33% of KSI crashes at key proposed project locations—and to promote broader countywide policies and programs, in alignment with Vision Zero Network principles emphasizing clear timelines and sustained leadership.

WHAT DOES THIS MEAN FOR CHEROKEE COUNTY AND ITS PARTNER CITIES?



Ongoing Engagement with the SS4A Stakeholder Committee



Regular Coordination across Government Departments to Align Efforts



Prioritizing Funding for Projects Identified on the High Injury Network



Monitoring and Reporting Progress toward Achieving the Goal

What's in the Action Plan

The Cherokee County Safety Action Plan is comprised of seven key sections that include the most relevant data, feedback, and suggestions to promote Safe Streets and Roads for All in Cherokee County. The relevant policy section of the SAP reviews previous plans and policies in the Atlanta Region, Cherokee County, and the State of Georgia.



RELEVANT POLICY

This chapter provides an overview of the existing policies and regulations that impact roadway and pedestrian safety in Cherokee County. The policy framework included a review of local policies related to road safety and can be viewed in the Baseline Conditions Report (Appendix A).



WHAT WE'VE HEARD

The recommendations set forth in this plan have been created based on the extensive feedback and engagement with the stakeholders and community of Cherokee County.



SAFETY ANALYSIS

A thorough analysis of Cherokee County's existing transportation infrastructure, patterns, and data were analyzed and combined into the Baseline Conditions Report (appendix A). A summary of these findings is available in Chapter 4.



PROJECT DEVELOPMENT AND PRIORITIZATION

After identifying the safety issues and engaging with stakeholders, a list of projects was identified and prioritized based on a prioritization methodology.



POLICY FRAMEWORK

This chapter establishes a guiding principles and regulations to prioritize safety in transportation design, planning, and operations in Cherokee County.



WORK PROGRAM

The work program outlines key initiatives that will improve infrastructure and promote safe travel to enhance roadway safety.



EVALUATION AND MONITORING PROCEDURES

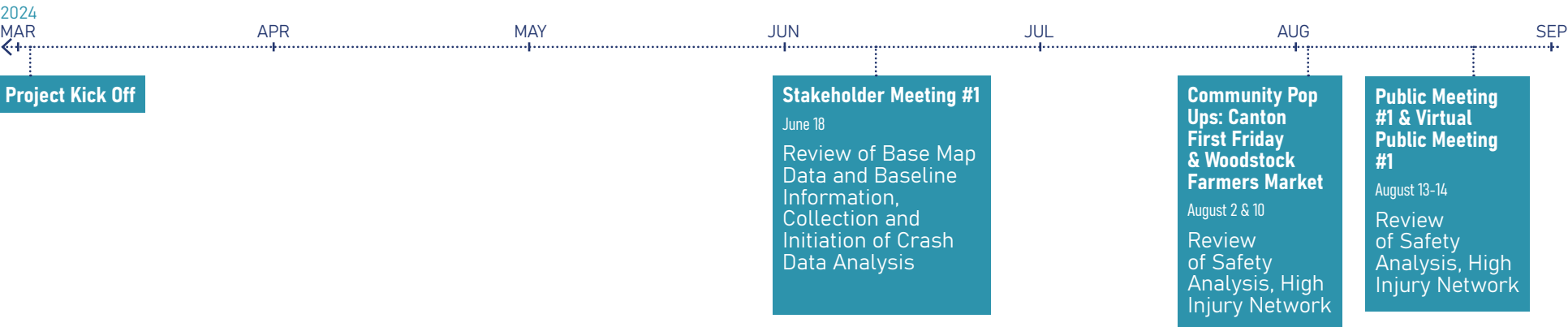
This section outlines the system that will maintain the standard of continuous assessment of roadway safety and improvements in Cherokee County.



EDUCATION AND PUBLIC AWARENESS

The Education and Public Awareness section outlines measures that bring awareness of traffic safety risks and promote safe behaviors through community engagement and educational initiatives.

SAP Process





SECTION II.

RELEVANT POLICY

This Safety Action Plan was informed by the past planning and policy efforts of Cherokee County. Many of the County's policies have created precedent to support and enhance the goals of the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All goals. Road safety within Cherokee County is also influenced and supported by policies from the Atlanta Regional Commission (ARC) and Georgia Department of Transportation (GDOT). This chapter outlines previous policies and initiatives that the county utilized for pedestrian and vehicle safety. These policies helped inform the recommendations that are outlined in this plan.



State-, Region-, and Countywide Plans

ARC REGIONAL SAFETY STRATEGY

The Atlanta Regional Commission (ARC) published a roadway safety strategy in 2022 to reduce the occurrence of roadway fatalities in the Atlanta region. The vision of ARC regional safety strategy is “The roadway is a shared space, safety is a shared responsibility”. The safety goal for this strategy is zero deaths and serious injuries on all public roads. Through research, the ARC found a significant increase in crashes from 2013 to 2021 with the most prevalent crash types at intersections, roadway departure, and active mode crashes. Research showed that on an annual basis, approximately 600 people die and more than 3,000 people are seriously injured in traffic crashes throughout the region.

GEORGIA STRATEGIC HIGHWAY PLAN

The state of Georgia created a strategic highway safety plan to achieve zero deaths and serious injuries for all road users in Georgia. The plan is positioned based on the 4 E's: Engineering, Education, Enforcement, and Emergency Medical Services. In 2019, the state of Georgia had the fourth highest number of fatalities in the nation and ranked 22nd for the highest traffic fatalities per 100 million vehicles traveled in the US. The Safe System outlined in the plan has five elements to facilitate user safety: safe road users, safe vehicles, safe speeds, safe roads, and post-crash rate.

CHEROKEE COUNTY CTP

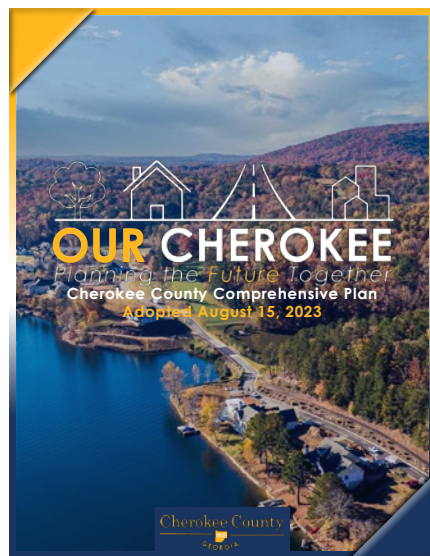
The Cherokee County Transportation Plan contains goals and strategies to steer the future growth and development of Cherokee County. The vision and goals outlined in the CCTP were developed in collaboration with the residents of Cherokee County through feedback. This plan identifies strategies that encourage safe streets in suburban living through traffic calming measures, sidewalks, and street connections to improve connectivity and walkability within suburban developments. The neighborhood living strategy encourages the integration of commercial and mixed used development to encourage walkability and ease of access to services. These strategies are designed to prioritize the safety of all residents in Cherokee County.



Local Comprehensive Plans

CHEROKEE COUNTY

The 2023 Cherokee County Comprehensive Plan's sustainable growth component to address road and pedestrian safety goals within the County. The sustainable growth element of the plan encourages development of various roadway types relevant to their character areas and installing pedestrian facilities to increase safety.



HOLLY SPRINGS

This plan outlines transportation efforts for the character areas emphasizing the need for mobility, connectivity, and more walking and biking infrastructure. The plan also outlines the need for local street improvements at intersections with traffic safety problems and utilizing pedestrian focused infrastructure to increase transportation options and enhance mobility. Trail connections are also encouraged to increase the community's multi-modality.



WOODSTOCK

Woodstock's comprehensive plan outlines various goals related to smart technology, urban core, and transportation to enhance roadway and pedestrian safety. The smart technology element emphasizes the use of Intelligent Transportation Systems (ITS) to protect users. Strategies of the urban core involved sidewalk-oriented buildings to encourage pedestrian activity,



CANTON

The City of Canton is following the County's transportation goals that are outlined in the Cherokee County Comprehensive Plan. In addition, the City requires sidewalks on both sides of the road within city limits and sidewalks in all subdivisions must be upgraded and maintained to increase pedestrian safety.

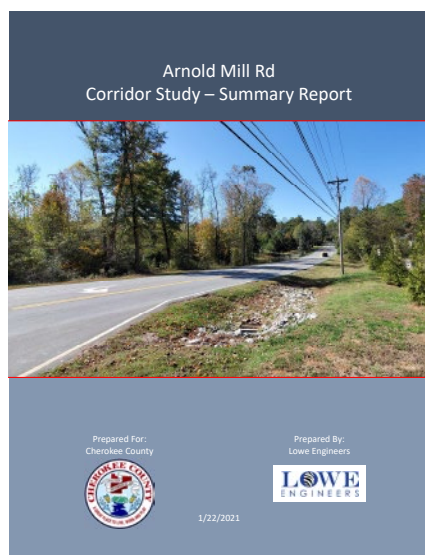


Corridor Plans

Cherokee County has conducted corridor plans and studies to evaluate the character of some of the county's busiest corridors. These plans help improve transportation conditions for pedestrians and vehical operators while planning for development and redevelopment by addressing the traffic implications of each corridor on the greater County.

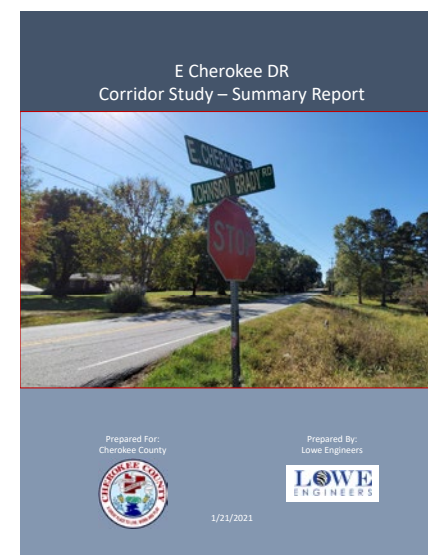
ARNOLD MILL ROAD

A right turn lane was recommended at the intersection with Hendron Rd to improve safety. The short and mid term recommendations outlined in the report focus on turning lanes and roundabout construction to improve vehicular circulation and improve safety. Long term recommendations focus on signalization.



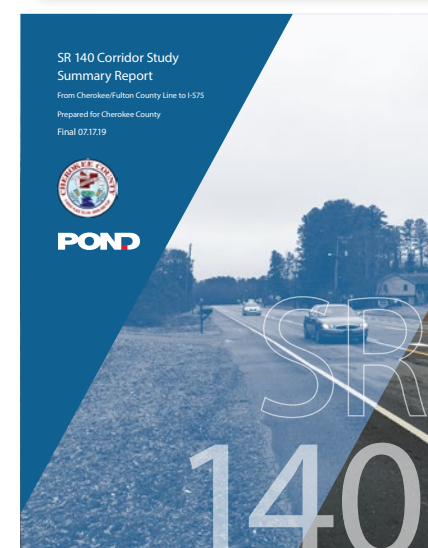
EAST CHEROKEE DRIVE

The recommended solutions for improving safety along East Cherokee Drive focused on short range turn lane improvements. Mid range and long range recommendations included roadway widening, enhancing roadway capacity, fixing driveway alignment and restricting driveway access along SR 20.



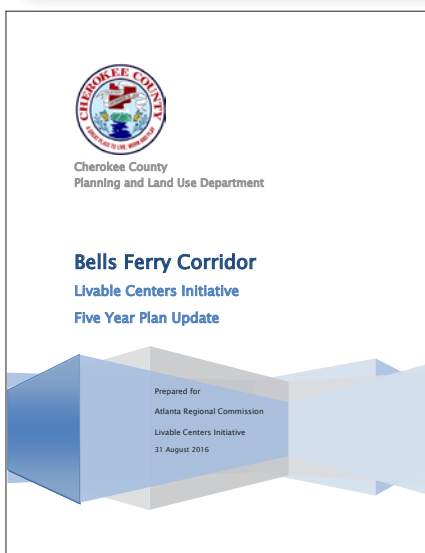
SR 140

This plan outlines three safety projects to enhance roadway safety and capacity. A multi-lane roundabout was recommended at I-575 and exit ramps together to reduce delay and improve safety. The Lower Scorr Mill Rd intersection was recommended for relocation and realignment to the east. Additional lanes were recommended along the sharp curve along SR 140 to increase capacity and safety.



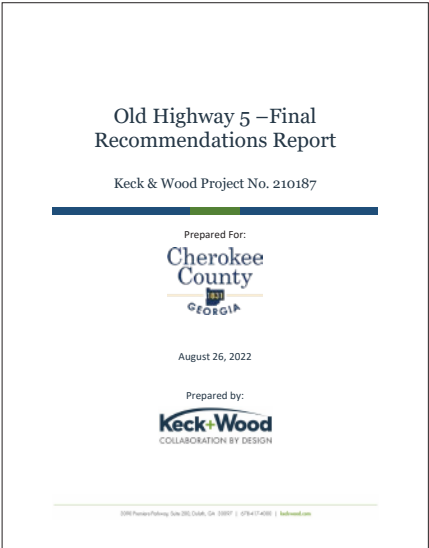
BELLS FERRY ROAD

Improvements in this plan focused on intersections, pedestrian safety and streetscape safety improvements.



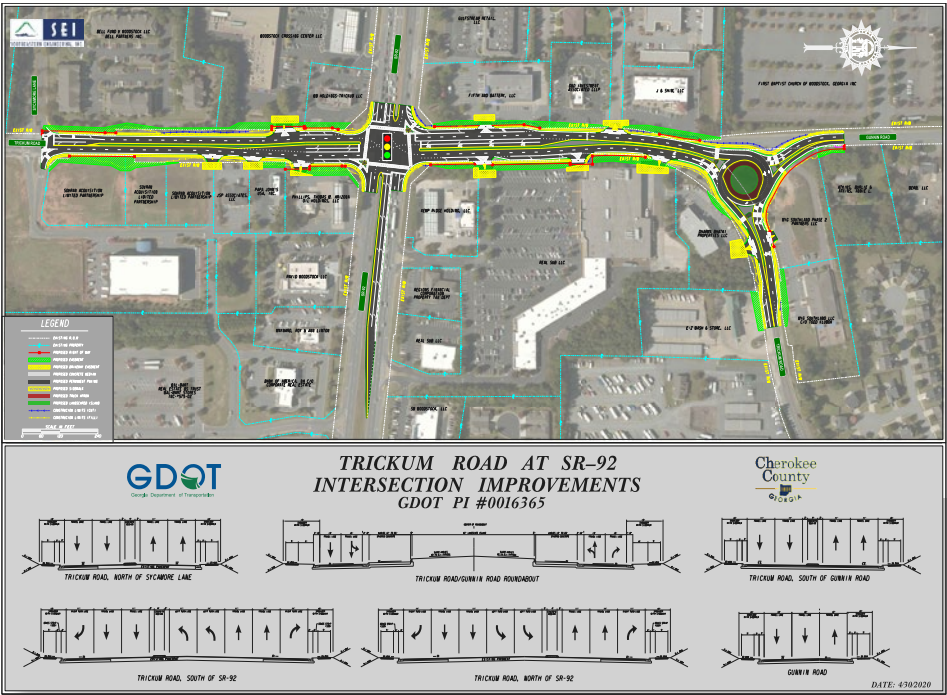
OLD HIGHWAY 5

The report identified nine minor roadway safety improvements along Old Highway 5. The safety improvements recommended solutions that focused on utilizing ITS, FYA , rumble strips, warning flashers, and elongating turn lanes.



TRICKUM ROAD

The improvements for Trickum Road are focused on roadway capacity and the ease of circulation for vehicles. A roundabout was recommended on the eastern end of the corridor that leads to Gunnin Road. Other safety improvements included the installation of sidewalks along either side of the segment, permanent paving, and concrete medians.



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CHAPTER III.

WHAT WE'VE HEARD

Community involvement was a vital part of the Safety Action Plan process. As conveyed in their application for the Safe Streets and Roads for All Planning Grant, Cherokee County and participating cities – Woodstock, Canton, Ball Ground, Holly Springs – acknowledged that unsafe street designs and policies have had a disproportionate impact on underserved communities. To begin to address these inequities, the project team was very intentional about conducting an inclusive planning process that would lead to more equitable outcomes. The multifaceted engagement process was designed to be accessible to the diverse voices of the Cherokee community.

This chapter provides a synopsis of the engagement activities conducted during the process, including:

- Stakeholder Committee Meetings
- Public Meetings and Pop-Up Events
- Online Engagement Activities

Key takeaways from all the input collected are presented on the next page.



Figure 1. Canton First Friday Pop-Up in August 2024

Input by Jurisdiction

Table 1. Community Input Themes by Jurisdiction

	ROADWAYS PERCEIVED TO BE MOST DANGEROUS	TOP TRAFFIC SAFETY CONCERNS	UNIQUE NEEDS
Cherokee County	SR 140, E Cherokee Dr, Hickory Flat Rd	speeds, curvy roads, poor visibility due to road design, lack of bike and pedestrian facilities	Enhanced safety around schools
Ball Ground	Ball Ground Hwy	speeds, lack of bike and pedestrian facilities, truck traffic	Truck bypass
Canton	Riverstone Pkwy, Mountain Vista Blvd	speeds, curvy roads, lack of sidewalks, fading crosswalks, challenging intersections	High school safety program
Holly Springs	Holly Springs Pkwy	speeds, lack of bike and pedestrian facilities, poor visibility due to road design	Desire for shared-use paths
Waleska	Reinhardt College Pkwy & Waleska Hwy	speeds, curvy roads, and poor visibility	College student safety program
Woodstock	SR 92, Trickum Rd, Arnold Mill Rd, Main St	speeds, lack of bike lanes, lighting	Connect the Noonday Creek Trail to Indian Valley

STAKEHOLDER COMMITTEE

Cherokee County Community Development Agency (the project lead) was very intentional about coalescing a large stakeholder committee that would bring varied perspectives to the table. Beyond participants from each municipality and different departments of Cherokee County, the stakeholder committee included representatives from the Cherokee County School District, Reinhardt University, Northside Hospital, Atlanta Regional Commission, Go Georgia, Georgia Safe Routes to School, Charlie Ferguson Community Center, staff of state and federal congressional representatives, and more. It is envisioned that the stakeholder committee will continue to meet regularly following the Safety Action Plan's adoption.

INITIAL STAKEHOLDER EXPECTATIONS SURVEY

To kick off engagement with the stakeholders, the project team provided a welcome email and invited the group to participate in an online survey. The survey's purpose was twofold: 1) to gauge interest in participating on the committee, and 2) to collect input on initial expectations of the Safety Action Plan's outcomes. Almost all of the participants were interested in serving on the committee. The survey's top ranked safety solutions were "policy and enforcement to address traffic infractions," and "slowing vehicles." This preliminary survey helped uncover priorities for the project team to explore further with the stakeholders.

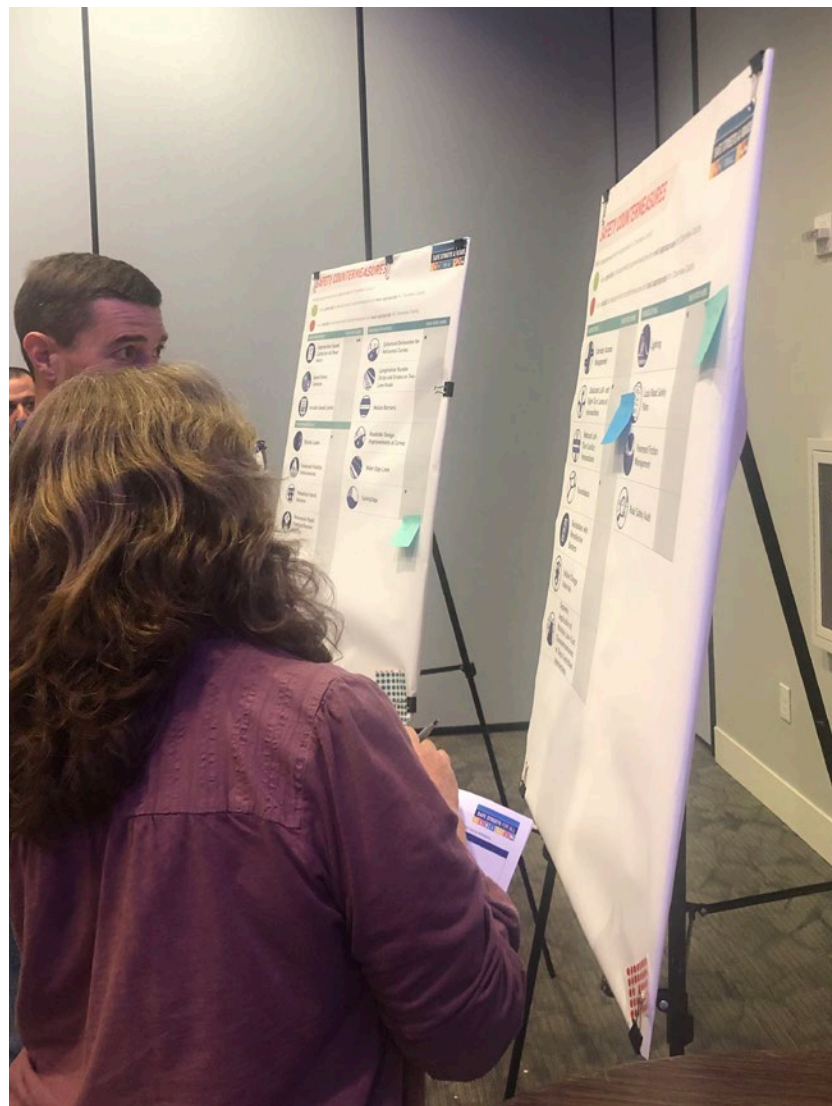


Figure 2. Stakeholder Committee Meeting #2 in October 2024

STAKEHOLDER COMMITTEE MEETING 1

At the first stakeholder committee meeting, the project team introduced the planning effort and conducted several interactive polls. These polls helped identify key goals of the plan. Small group discussions facilitated a baseline understanding of the safety issues and needs in different parts of the county. The following common themes were discussed in the groups:

- Particularly in areas of high growth, it is critical to prioritize safe movement of people (using all transportation modes) over fast movement of cars.
- Pedestrian and bicycle infrastructure is inadequate in most areas of the county.
- Distracted driving, speeding, and aggressive behavior are major contributors to traffic danger.
- Educational campaigns are an important part of achieving safer streets, but improved infrastructure is the top need.

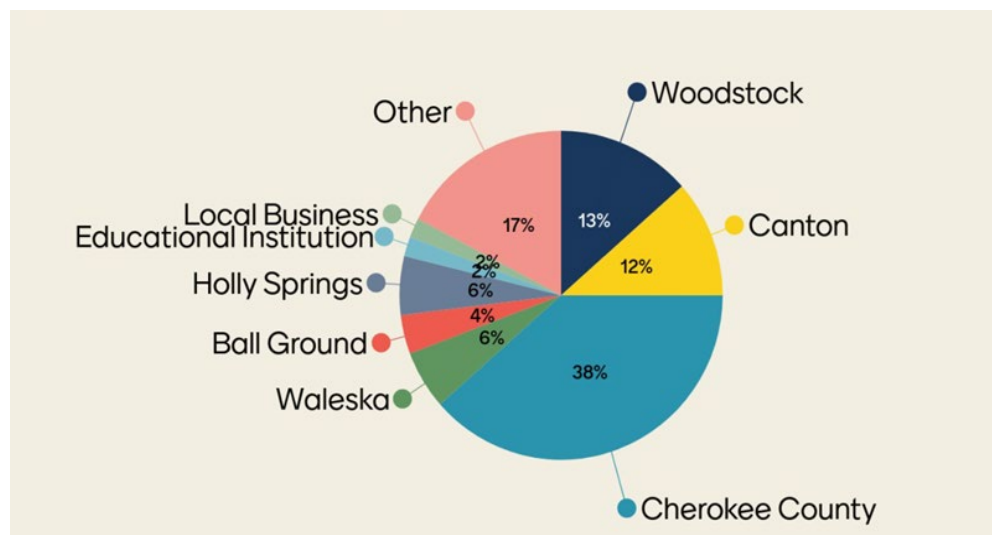


Figure 3. Stakeholder Committee Participants by Jurisdiction

STAKEHOLDER COMMITTEE MEETING 2

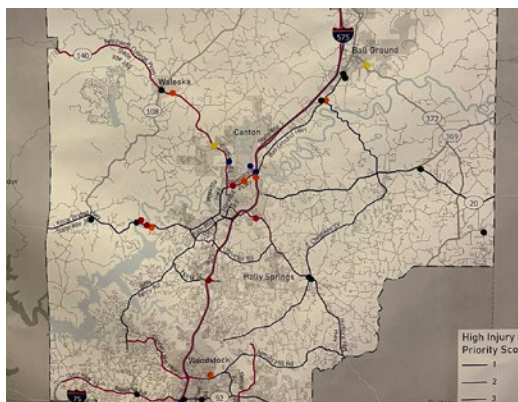
The second stakeholder committee meeting was structured around five stations for the stakeholders to move through and provide feedback at their own pace. The input collected is summarized by station.



HIGH INJURY NETWORK

The project team provided background information about how the High Injury Network was analyzed and refined. Stakeholders provided feedback on locations that they consider to be top candidates for safety projects.

Locations that received the highest number of votes are Ball Ground Highway, State Route 140, Waleska Rd / Reinhardt College Road, I-575 / State Route 5, and Knox Bridge Highway.



2

SAFETY COUNTERMEASURES

At this station, stakeholders used green and red dots to identify safety countermeasures that they believe are most appropriate and least appropriate for Cherokee County.

The most popular countermeasures were:

- Intersection countermeasures: roundabouts and dedicated left- and right-turn lanes at intersections
- Crosscutting countermeasures: lighting and road safety audits
- Speed management countermeasures: appropriate speed limits for all road users
- Pedestrian/Bicyclist countermeasures: road diets, rectangular rapid flashing beacons (RRFBs), and crosswalk visibility enhancements
- Roadway departure countermeasures: enhanced delineation for horizontal curves and roadway design improvements at curves

SAFETY COUNTERMEASURES

Which countermeasures are appropriate for Cherokee County?

- Use a **green dot** to indicate which countermeasures are **most appropriate** for Cherokee County.
- Use a **red dot** to indicate which countermeasures are **least appropriate** for Cherokee County.

INTERSECTIONS	YOUR VOTE HERE	CROSSCUTTING
	Corridor Access Management	Lighting
	Dedicated Left- and Right-Turn Lanes at Intersections	Local Road Safety Plans
	Reduced Left-Turn Conflict Intersections	Pavement Friction Management
	Roundabouts	 Road Safety Audit
	Backplates with Retroreflective Borders	
	Yellow Change Intervals	
	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections	

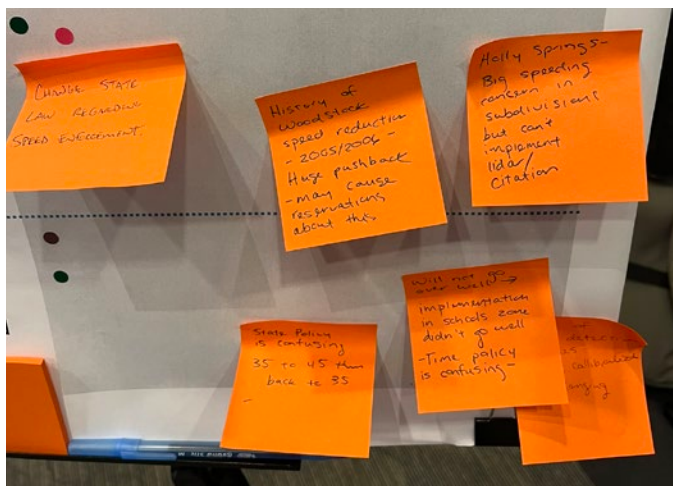
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EDUCATION AND PUBLIC AWARENESS

At this station, the project team highlighted a few examples of awareness-building strategies that other jurisdictions in the southeast have used for their safe streets programming. Best practices in Vision Zero messaging were also presented on a board. Stakeholders shared ideas about education and outreach methods that could be employed in Cherokee County in the future.

Key ideas that received support included:

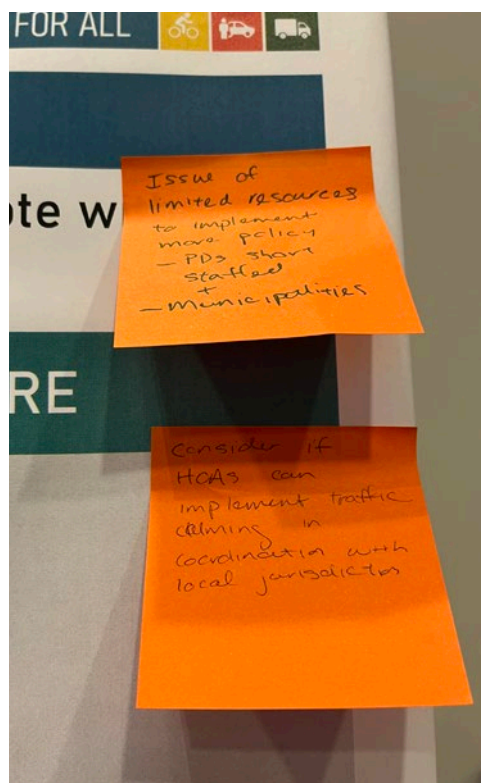
- A pedestrian safety review board
- Citizen walk audits
- Proactive communication about construction projects
- Future collaboration on safe street initiatives among jurisdictions



4

INFRASTRUCTURE POLICIES

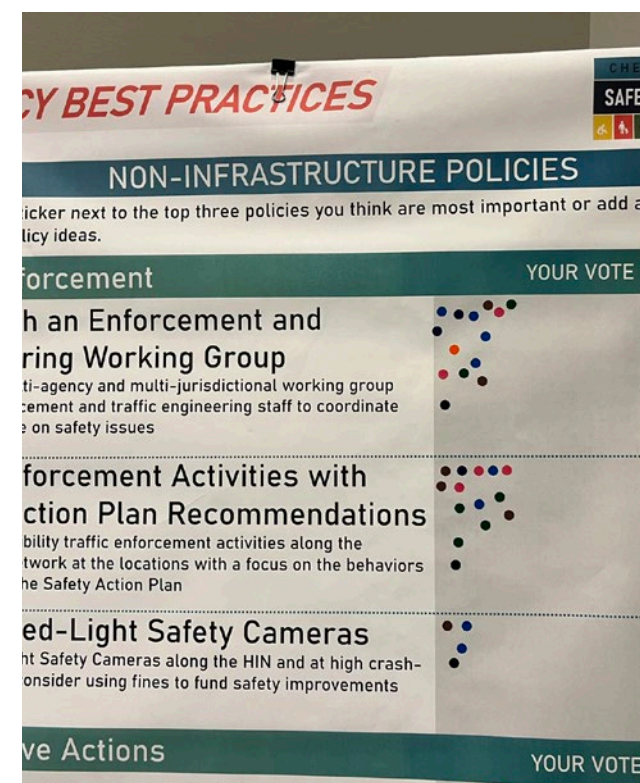
The Infrastructure Policies station included proposed policies categorized into three buckets: development, design, and delivery. Policies with the greatest support were: Speed Management Program, Land Development Criteria, Intersection Control Evaluation and Rapid Response / Quick Build Program.



5

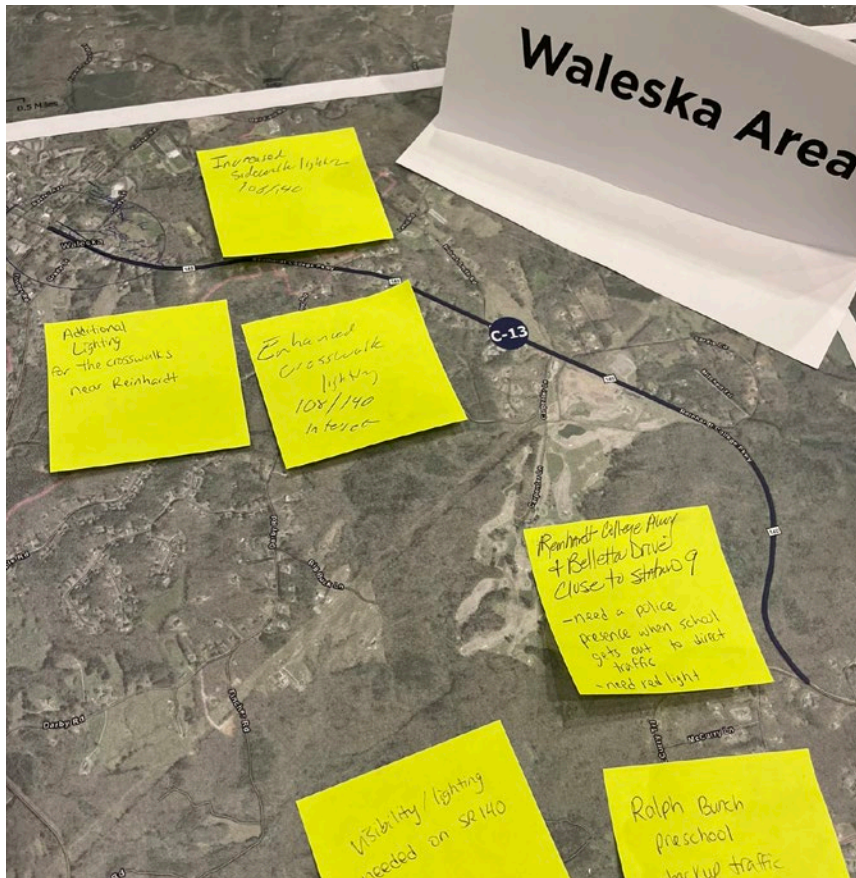
NON-INFRASTRUCTURE POLICIES

The Non-Infrastructure Policies station included proposed policies categorized in two buckets: law enforcement and legislative action. Policies that received the greatest support were: Establish an Enforcement and Engineering Working Group, Align Enforcement Activities with Safety Action Plan Recommendations and Develop a "Vulnerable Road User" Ordinance.



STAKEHOLDER COMMITTEE MEETING 3

At the third stakehold meeting, stakeholders gathered in small groups to learn about proposed projects in different parts of Cherokee County. The project team used maps and projects sheets to convey the proposed countermeasures at each proposed project location. Feedback collected during this meeting helped the project team to build a deeper understanding of ongoing or planned projects in the areas of the proposed recommendations. This feedback helped inform any tweaks that may be needed to ensure the project list accounts for priority needs and local context changes.





“Absolutely put a light at Highway 140 and Stringer. It is an absolute nightmare and a death just waiting to happen.”

- Community Survey Comment

“Schools along busy roads, during early morning hours, place traffic control members in a dangerous location. These often have dim lighting. Manually operated red lights could be installed in conjunction with school signs. These would be operated only during school times. They would be operated from a safe location outside of the roadway.”

- Emailed Comment



Public Outreach and Engagement

COMMUNICATIONS APPROACH

Awareness-building was a key goal of the overall Safety Action Plan engagement strategy. The project team and communications teams of Cherokee County and municipal partners utilized digital and physical methods to get the word out about the Safety Action Plan.

Online promotions included press releases, social media, and newsletter blurbs that both the County and Cities shared through their established channels. The project team created a website hosted on Social Pinpoint to share information about public input opportunities throughout the plan's development. The website included a subscription option for those

community members who opted to receive communications about the plan. In advance of each round of public meetings, the project team sent out email campaigns to the outreach list.

In addition to digital promotions, the project team worked with key stakeholders to distribute physical materials, including a project fact sheet and business cards. Early in the process, the project team provided 150 copies of the fact sheet to the County's Fire Safety Educator to give out to parents of kids attending Safe Kids Cherokee's Safety Town Camp. At the first stakeholder

committee meeting, the local government representatives from each jurisdiction received fact sheets to distribute via their local administrative offices. The project team handed out business cards with QR codes to promote the English and Spanish surveys at community events such as the Canton Multicultural Festival. Furthering this outreach to the Spanish-speaking community, a stakeholder from the Charlie Ferguson Community Center distributed additional business cards at their center that serves a diverse population.



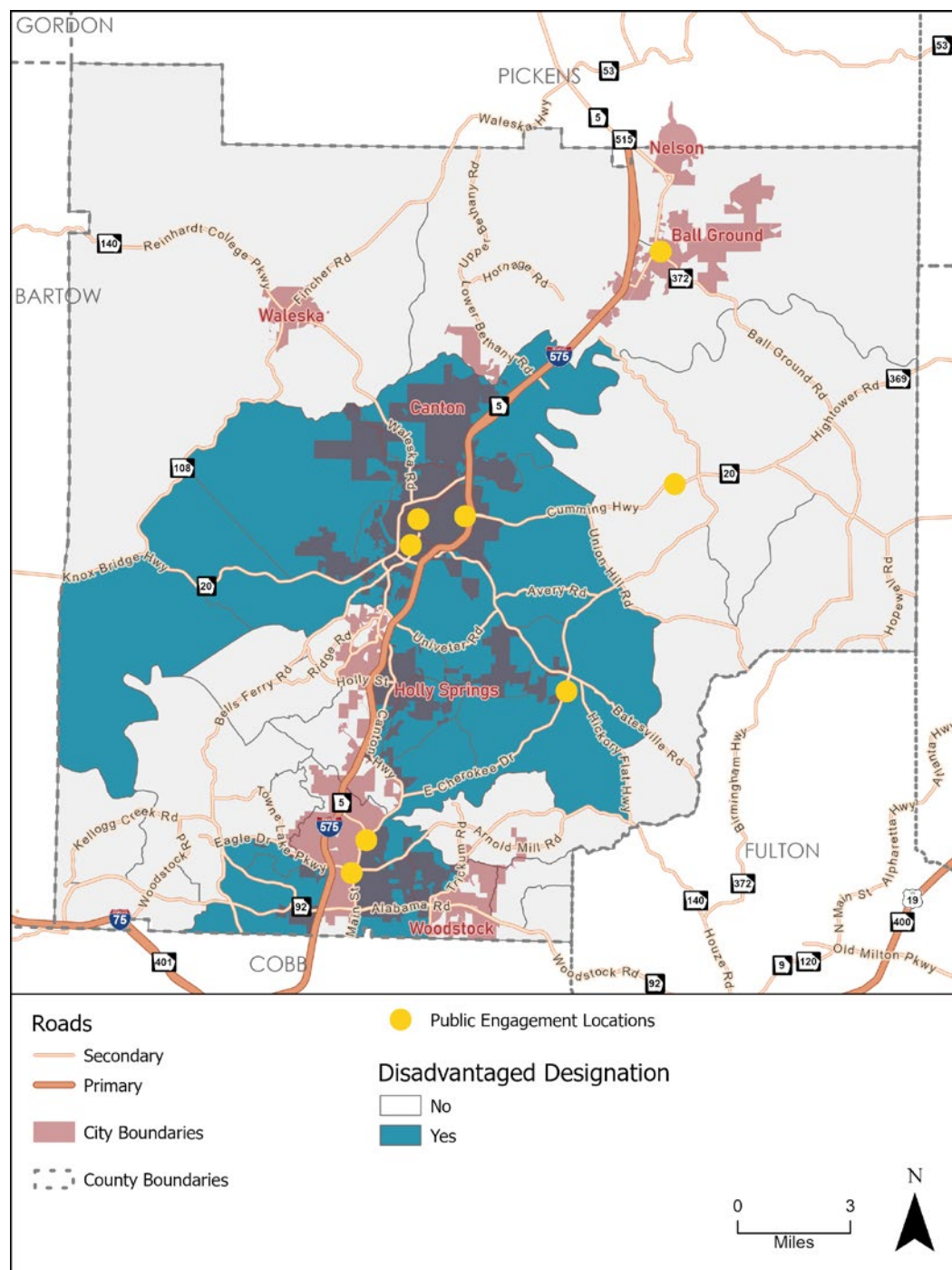
Figure 4. Engagement Event Locations and Disadvantaged Census Tracts

IN-PERSON EVENTS

In-person events helped to make the public engagement process more inclusive and accessible to people in marginalized communities. In its SS4A grant application, Cherokee County emphasized the importance of reaching populations living in underserved areas and learning their needs. The project team used the USDOT's SS4A Underserved Communities map to guide the selection of locations for public outreach. Figure 44 depicts the locations of the public engagement events conducted during the project in relation to the census tracts designated as disadvantaged by the USDOT.

ABOUT THIS MAP

The USDOT's 2022 "Transportation Disadvantage Census Tracts" map designated 11 census tracts in Cherokee County as disadvantaged based on transportation disadvantage indicators. The USDOT's SS4A Underserved Communities tool describes these communities as "places where people spend more, and longer, to get where they need to go." The transportation disadvantage indicators are based on data from the CDC Social Vulnerability Index, Census American Community Survey, EPA Smart Location Map, and HUD Location Affordability Index.



ROUND 1 ENGAGEMENT

The first round of public engagement focused on introducing the Safety Action Plan to a broad spectrum of the population and encouraging participation in the online engagement activities. The project team hosted pop-up booths at various events where they interacted with hundreds of community members, as shown in the photos on this page. In addition, a traditional public meeting was held at the LB “The Buzz” Ahrens Recreation Center in Canton.

The project team’s tabling events were successful in connecting with people of different ages and backgrounds. The pop-up table included several kids’ activities, as well as safety-oriented giveaways that were popular with the youth (reflective arm bands and snap bracelets, bike lights and reflective stickers, and clip-on lights for pedestrians).

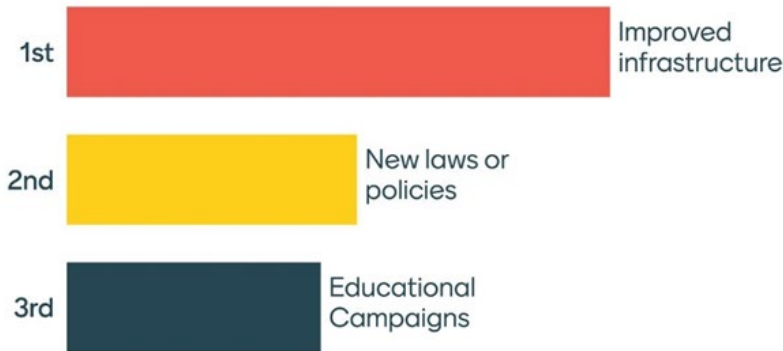
Virtual public meetings provided a convenient option for people who may have barriers to participation in an in-person public meeting. Interactive polls and open discussion provided different ways for people to share their ideas.

ROUND 1 ACTIVITIES

- » Canton First Friday (August 2, 2024)
- » Woodstock Farmers Market (August 10, 2024)
- » Public Meeting at the Buzz (August 13, 2024)
- » Virtual Public Meeting (August 14, 2024)
- » Canton Multicultural Festival (September 7, 2024)

Figure 5. Public Perception of Top Safety Strategy Areas

Rank how effective the following strategies to increase road safety would be in your community.





ROUND 2 ENGAGEMENT

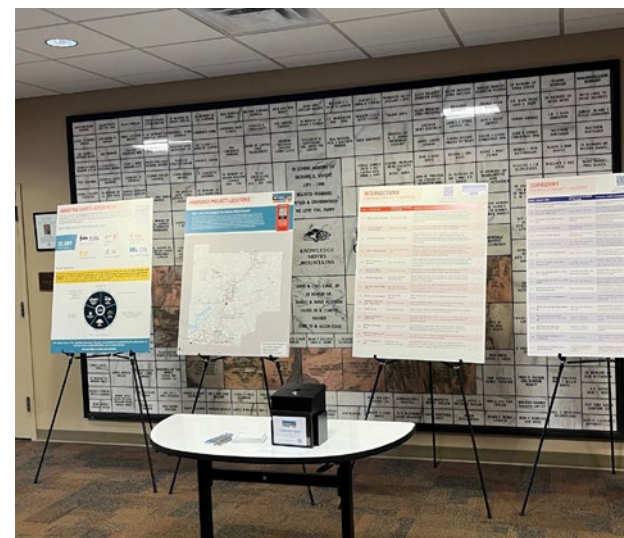
The second round of public engagement included multiple ways for people to learn about the plan and provide feedback. A virtual public meeting kicked off the engagement period on November 6, 2024. Then, a public information roadshow was active for two weeks (November 8 through November 22). Community members had the opportunity to visit one of four library locations to review project information and provide feedback at the comment card collection boxes. The project team offered “office hours” at each location to give the public an opportunity to engage directly and ask any questions.

Virtual public meetings provided a convenient option for people who may have barriers to participation in an in-person public meeting. Interactive polls and open discussion provided different ways for people to share their ideas.

Figure 6. Roadshow Setup in Woodstock



Figure 7. Roadshow Setup in Canton



WHAT WE HEARD - LOCATIONS & TOPICS

- » Prominence Point / Keeter Road
- » SR 140 / Stringer Road
- » SR 140 / East Cherokee Drive
- » SR 92 / Wigley Road
- » Speeding
- » Sidewalk infrastructure gaps / connectivity

***“WE’RE SCARED TO DEATH
- IT’S NOT ‘IF’ BUT ‘WHEN’ ”***

- ROADSHOW COMMENT CARD

Online Input

TOP 3 PRIORITIES FOR PUBLIC INVESTMENT

According to ranking question on survey

- » Policy and enforcement
- » Surface condition improvements
- » Better visibility

ONLINE SURVEY

An online survey was open for several months to hear from the public about their perceptions of traffic safety issues and their support for different types of solutions. The survey was available in English and Spanish, and it was designed to be completed in ten minutes or less.

A total of 670 participants completed the online community survey. Of various contributions to traffic danger, a resounding majority of participants selected “Speeding and aggressive driving behavior” as the top issue.

ONLINE MAP INPUT

An online input map activity, open for the same period as the survey, received 420 comments from 145 unique stakeholders. This tool allowed community members to provide location-specific input about a variety of topics. The top locations that were commented on through this tool are shown in Table 1.

The map activity included five comment categories. Within each category, there were several issue types. The most popular category commented upon was “intersections and signals,” which accounts for 55 percent of the total comments. One of the most frequent subjects that came up was how dangerous or difficult “turns or turning” can be on certain roads or intersections. The majority of the 231 “intersection and signals” comments are located within city boundaries, with the City of Canton having the most comments (56).

Table 2. Top Comment Locations

RANK	ROAD NAME	COUNT
1	SR 140	40
2	Mountain Vista Blvd	17
3	State Hwy 92	17
4	Prominence Point Pkwy	15
5	Arnold Mill Rd	13
6	E Cherokee Dr	11
7	Main St	11
8	I-575	11
9	Keeter Rd	8
10	Canton Hwy / Holly Springs Pkwy	7

Source: Online Map Input Activity

Figure 8. Online Map Input Comments by Category

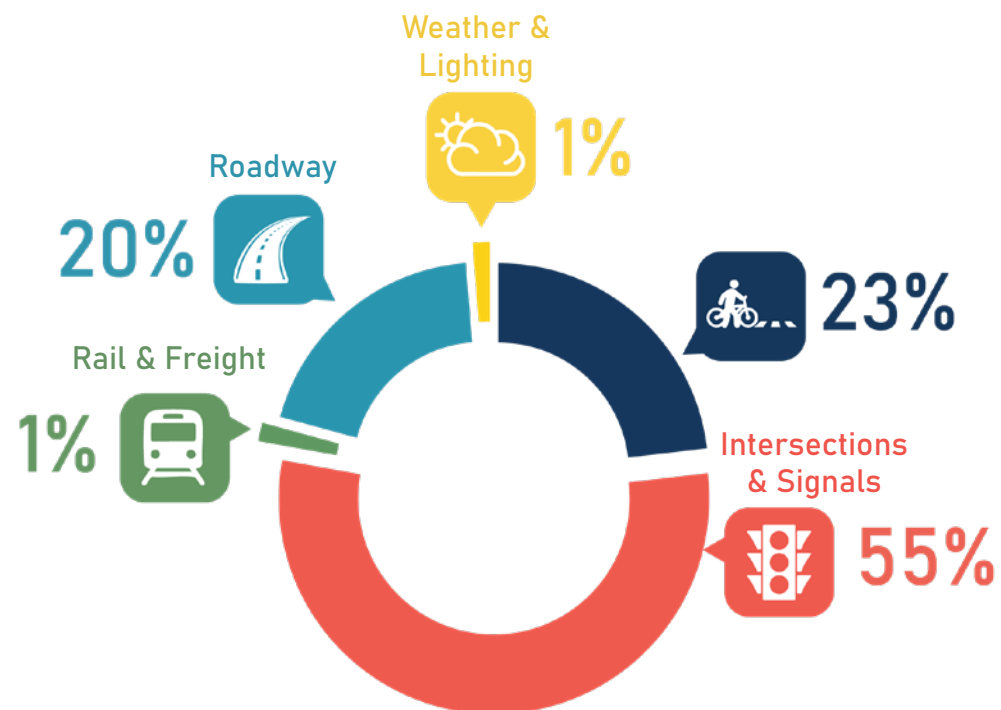


Table 3. Top Comment Locations

Source: Online Map Input Activity

COMMENT CATEGORY	COUNT
Bicycle & Pedestrian	98
Unsafe Bicycle Facilities	26
Unsafe Pedestrian Facilities	72
Intersections & Signals	231
High Risk Intersection	133
Unsafe with Signal	12
Unsafe without Signal	86
Rail & Freight	6
Freight	2
Rail Crossings	4
Roadway	82
Pavement Condition	10
Roadway Design	59
Roadway Markings	6
Roadway Signage	7
Weather & Lighting	3
Unsafe Roadway	3

SECTION IV.

SAFETY ANALYSIS

This safety analysis considers a combination of historic crash data and risk factors to examine a holistic understanding of safety.

Crash history analysis includes data from 2018 to 2022, totaling five years of data. The crash history analysis considers crash severity, mode, lighting, type, and age of those involved. Crash rates were also calculated (for road segments and intersections), which shows how many crashes and severe outcomes (people killed or severely injured) occur relative to total traffic volumes.

Because there are relatively few walking and biking trips in Cherokee County, crash history alone is not a reliable input to understand where walking and biking crashes are likely

to occur in the future. Therefore, this analysis also considers crash risk based on roadway characteristics. This analysis is based on data provided by the Atlanta Regional Commission (ARC), which considers the factors that contribute to crash risk for people walking and biking.

Speeding is a key concern contributing to severe crash outcomes. For crashes involving a pedestrian, the likelihood of pedestrian fatality drops from 46% to 8% when the vehicle is traveling at 40 MPH vs 20 MPH. Therefore, speeding patterns are also examined to identify areas with high 85th percentile speeds and speeding prevalence.

HIGHLIGHTS

- » There have been 87 total fatalities and 463 serious injuries (from 2018–2022). Serious crashes have been increasing, from 55 in 2018 to 102 in 2021 and 2022. Fatalities have ranged from 11 to 23 per year.
- » Pedestrian, bicyclist, and freight crashes are relatively few, but they represent a higher proportion of fatalities and severe injuries.
- » Some of the highest crash corridors include SR-92, Towne Lake Pkwy, I-575, SR-20, Bells Ferry Rd, and Riverstone Rd.
- » The lack of lighting has a strong correlation to severe outcomes for crashes that occur at night, especially for crashes with pedestrians and non-motor vehicle collisions.

Cherokee Traffic Crashes—By the Numbers

32,089
Total Crashes
2018–2022

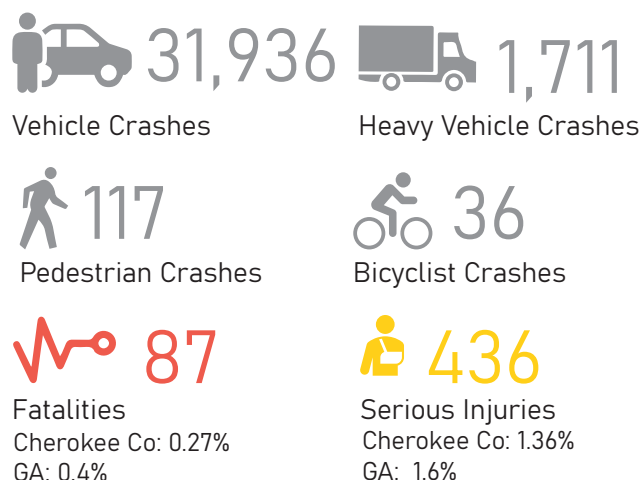
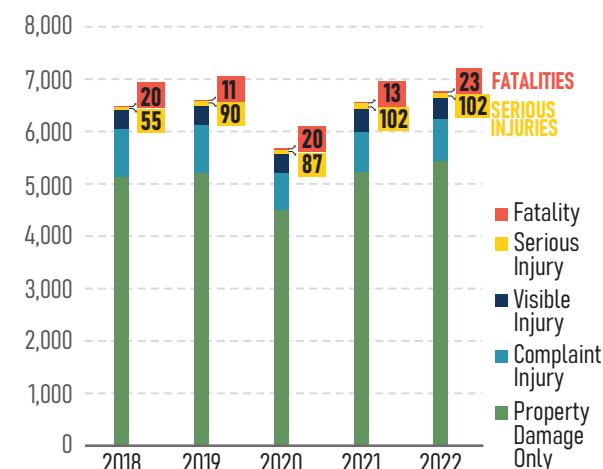


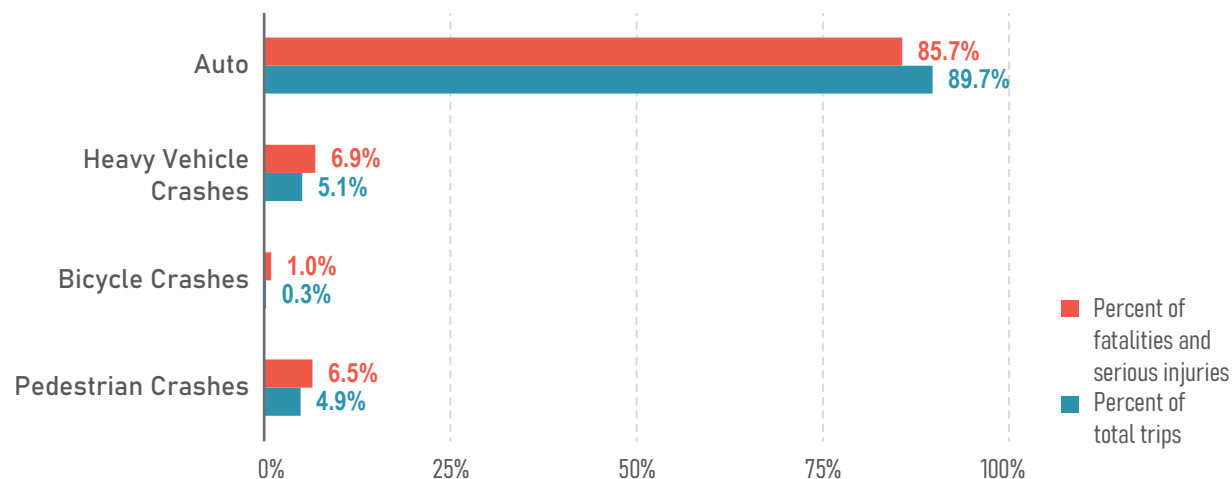
Figure 10. Annual Crashes by Outcome



Crash Severity

Figure 15 shows the share of fatalities vs overall trips for each mode (auto, heavy vehicle, bicycle, and pedestrian crashes). This comparison helps us understand which modes are over- or under-represented in terms of fatalities. Heavy vehicle, bicyclist, and pedestrian crashes are somewhat over-represented among the County's traffic fatalities, meaning that these trips have a higher risk of severe crashes than driving trips. This indicates a need for more robust safety interventions targeted toward these modes.

Figure 9. Fatalities vs Modeshare



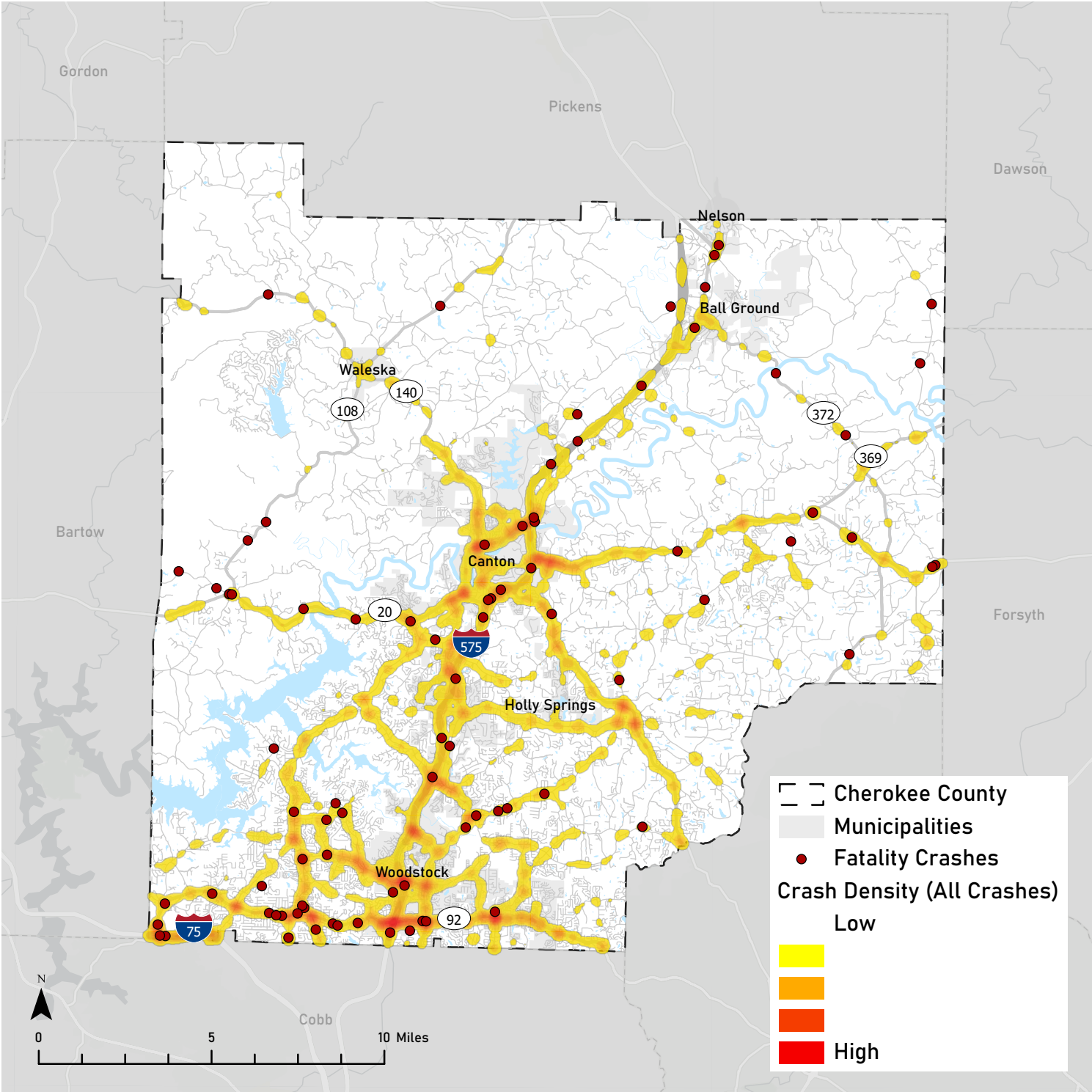


Figure 11. Crash Heatmap with KSI Crashes
Source: GDOT Crash Data Dashboard 2018-2022

The crash heatmap is based on the total number of crashes on each corridor from 2018-2022. The data comes from the Georgia Department of Transportation's (GDOT) Crash Data Dashboard. Some of the corridors highlighted in the crash heatmap as KSI Hotspots are:

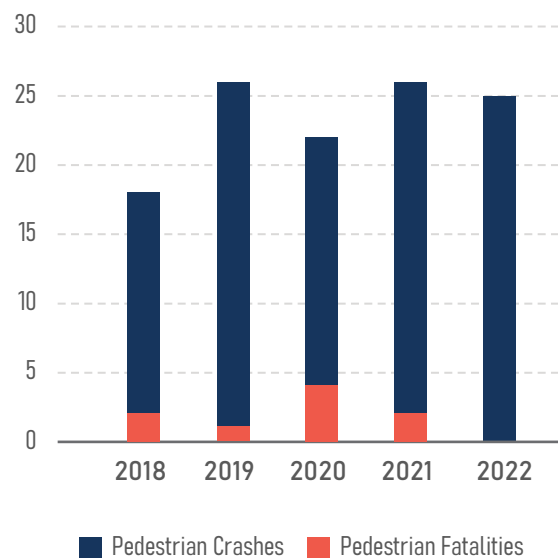
Table 4. KSI Hotspots
Source: GDOT Crash Data Dashboard 2018-2022

RANK	SEGMENT NAME
1	SR-92 (Alabama Rd) at I-575
2	SR-92 (Alabama Rd) at Bells Ferry Rd
3	SR-92 at I-75
4	Towne Lake Pkwy at I-575
5	Ridgewalk Pkwy at I-575
6	Sixes Rd at I-575
7	SR-20 (Cumming Hwy) at I-575
8	Riverstone Pkwy at I-575
9	Riverstone Pkwy at SR-140 (Waleska Rd)
10	Hickory Flat triangle formed by E Cherokee Dr, SR-140 (Hickory Flat Dr), and Hickory

Pedestrian Crashes

Overall, total pedestrian crashes have increased from 2018 to 2022, but fatalities have gone down (see Figure 78). There were zero pedestrian fatalities in 2022, compared to four in 2020. There were relatively fewer pedestrian crashes in 2020 but higher fatalities, following a national trend largely driven by COVID trends where people were taking fewer trips, but also exhibiting more risky driving behavior.

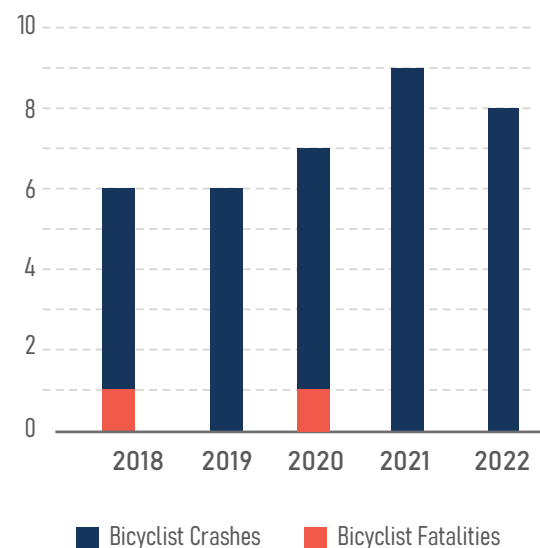
Figure 12. Pedestrian Crashes and Fatalities 2018-2022



Bicyclist Crashes

Bicyclist crashes have increased from 2018 to 2022, with six total crashes in 2018 and 8 in 2022. There were two fatalities in this time period and three bicyclists severely injured.

Figure 13. Bicyclist Crashes and Fatalities 2018-2022



School-Related Trends

Schools are of particular concern when it comes to traffic safety as children are particularly vulnerable to crashes and injuries. This is particularly important for children walking or biking to school and navigating high traffic areas during drop-off and pick-up hours.

The following safety analysis is focused on crashes occurring in school areas, specifically within a half mile of schools, a typical distance for students to walk or bike to school. Common crash types in these areas are shown in Figure. 10, with slightly more rear ends crashes and significant more collisions that don't involve another motor vehicle. Table 3 highlights schools with the largest number of crashes in a half mile area. This helps to identify opportunities for safety improvements that could provide a significant benefit to students across Cherokee County.

Table 5. Schools in Crash Hotspots

Source: GDOT Crash Data Dashboard 2018-2022

SCHOOL NAME	# OF CRASHES WITHIN 1/2 MI	# OF KSI CRASHES WITHIN 1/2 MI
Woodstock Middle School	712	6
Woodstock High School	613	3
Polaris Evening School	573	3
Towne Lake Kindercare	566	4
Hickory Flat Elementary School	471	3
Rusk Middle School	389	2
Crossroads High/Middle School	377	1
Community Christian School	368	1
Johnston Elementary School	316	2
Oak Grove Elementary School	303	5

Figure 14. School Area Crash Trends, 2018-2022

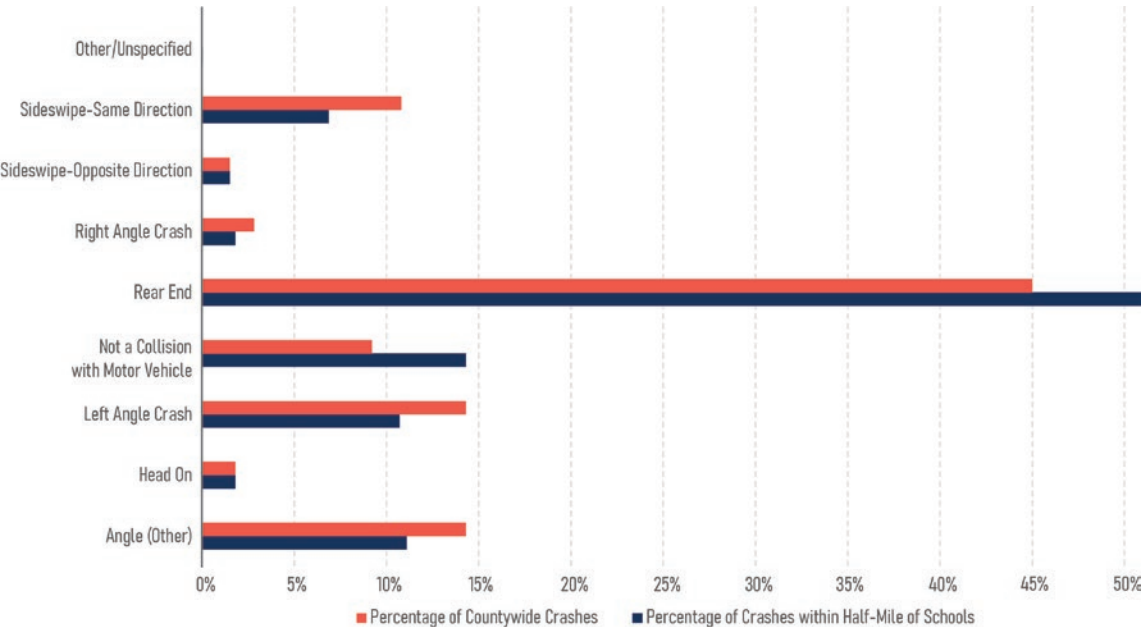
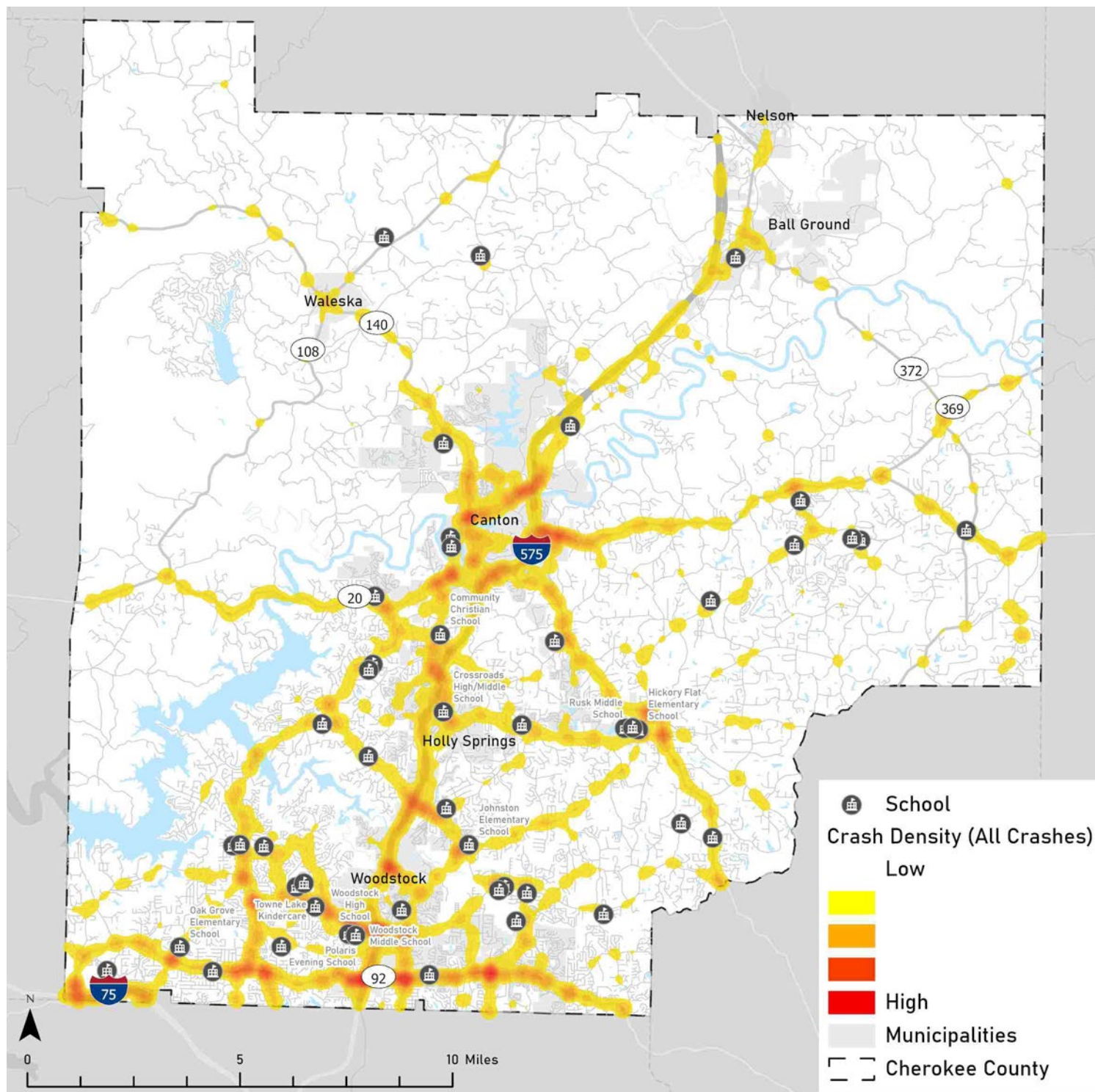


Figure 15. Crashes in School Areas

Source: GDOT Crash Data Dashboard 2018-2022

Figure 11 depicts the location of school across the County in relation to the crash heatmap. This provides a visualization of schools that see a high number of crashes. Schools with a higher number of crashes occurring in close proximity should be a focus for safety intervention.



YOUNG DRIVER TRENDS

Young drivers, those age 15–20, make up a significant portion of the driving population. With limited experience driving, education programs can be important to instill a culture of safety in drivers. This following safety analysis identifies trends in crashes involving young drivers that can be used to focus outreach and education efforts aimed towards young drivers.

Overall, there were 7,892 crashes involving young drivers between 2018–2022. Figure 12 shows the distribution of these crashes by year. The types of crashes involving young drivers are shown in Figure 13 as a percentage of total crashes involving young drivers and relative to all crashes. The most common manner of collisions generally follow similar trends as crashes involving drivers of all ages. Rear end and angle crashes are more common in young drivers, which are crash types that typically result in less severe outcomes. Head on and not a collision with a motor vehicle, which typically result in more severe outcomes, are less common in young drivers.

Figure 16. Young Driver Crashes by Year, 2018–2022

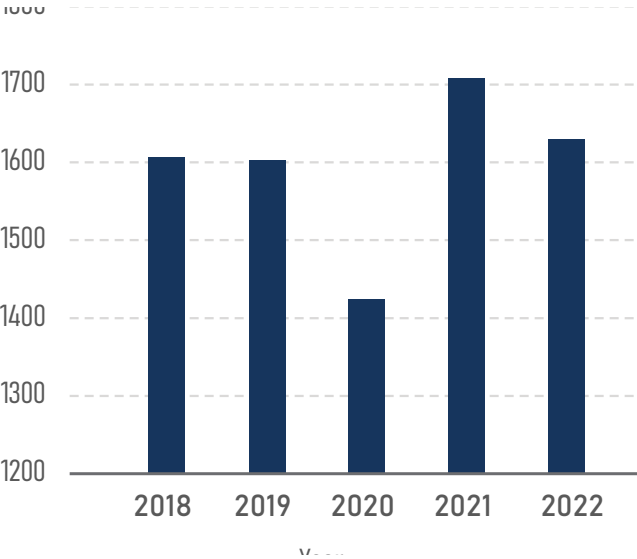


Figure 17. Manner of Collision, 2018–2022

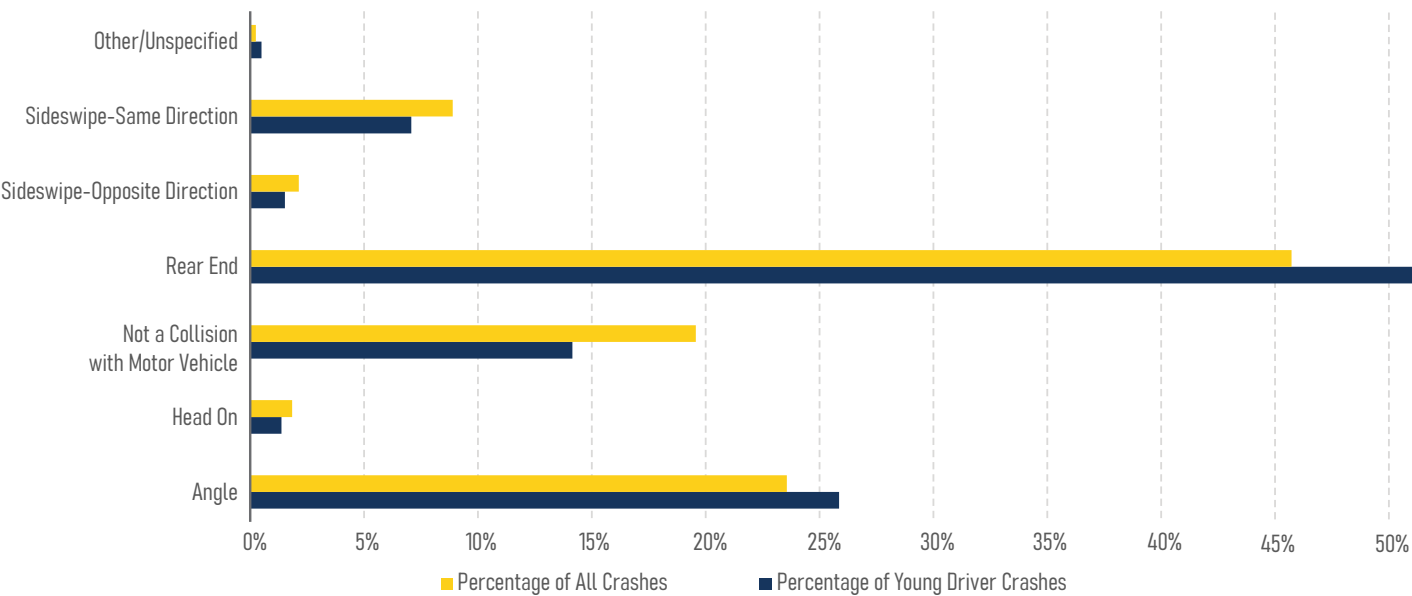
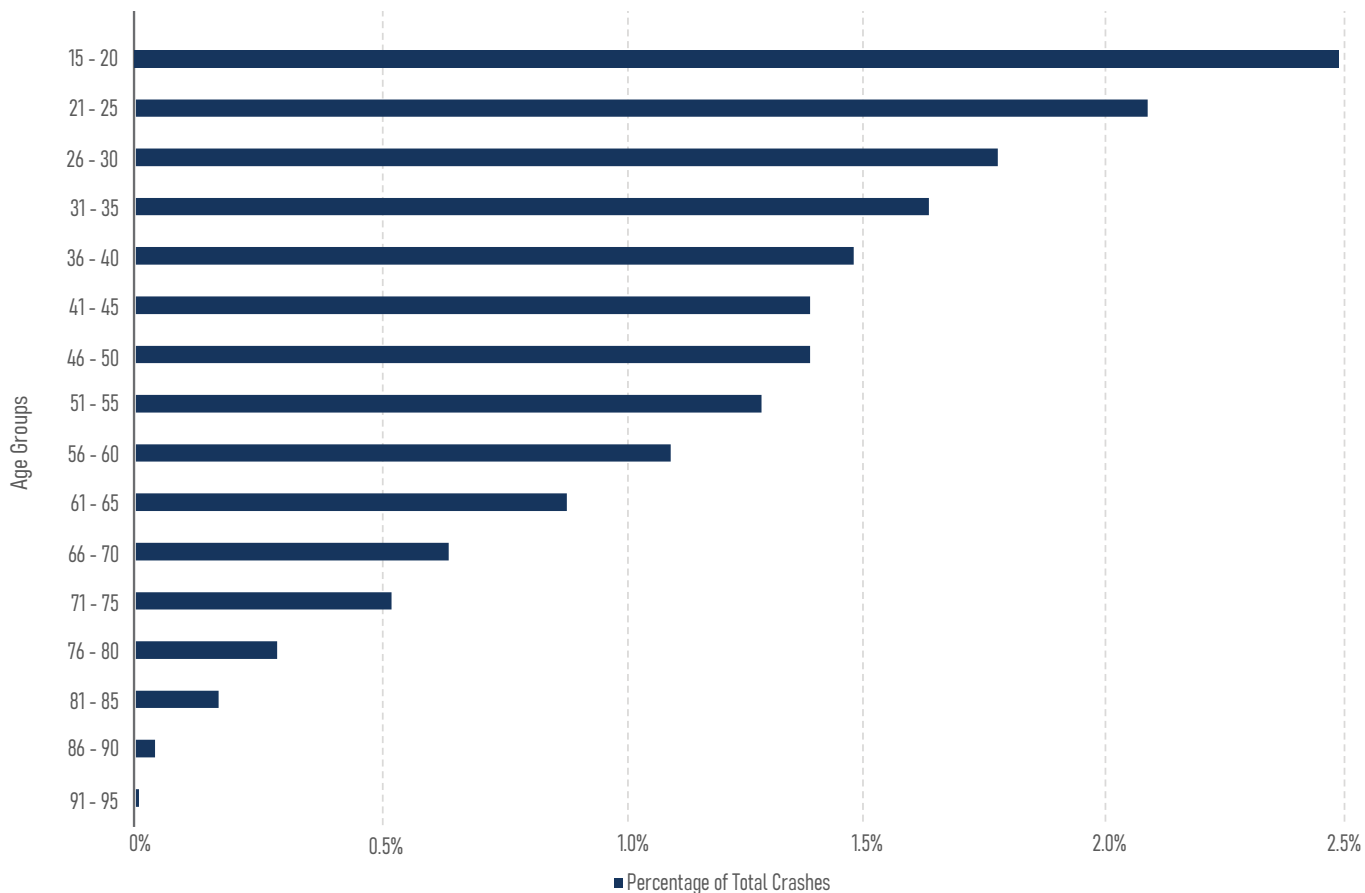
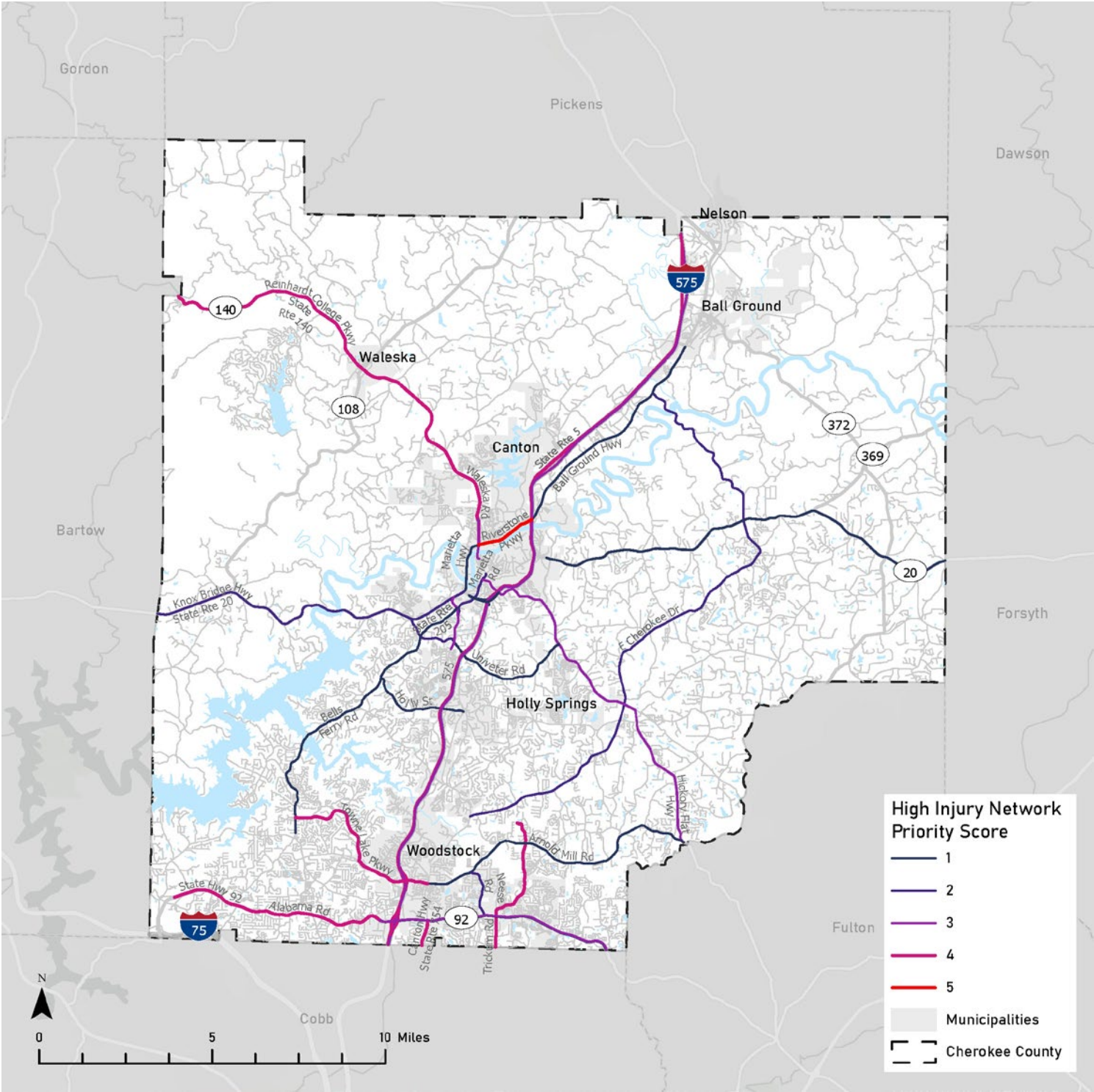


Figure 18. Percentage of Total Crashes by Age Group, 2018-2022

When comparing age groups, crashes involving young drivers make up about one quarter of all crashes seen throughout the County from 2018-2022. Interestingly, young driver crashes are less likely to result in a severe outcome when compared to other ages. About 1.24% of total crashes with drivers ages 15-20 result in a KSI, which is the lowest percentage seen out of any age group. This can be compared to 1.51% of crashes involving ages 21-25 and 1.74% of crashes involving ages 26-30 resulting in a KSI crash. This data indicates that safety education and outreach in schools should focus on behaviors common in rear end and angle crashes. This may include topics such as distracted driving and proper turning movements.



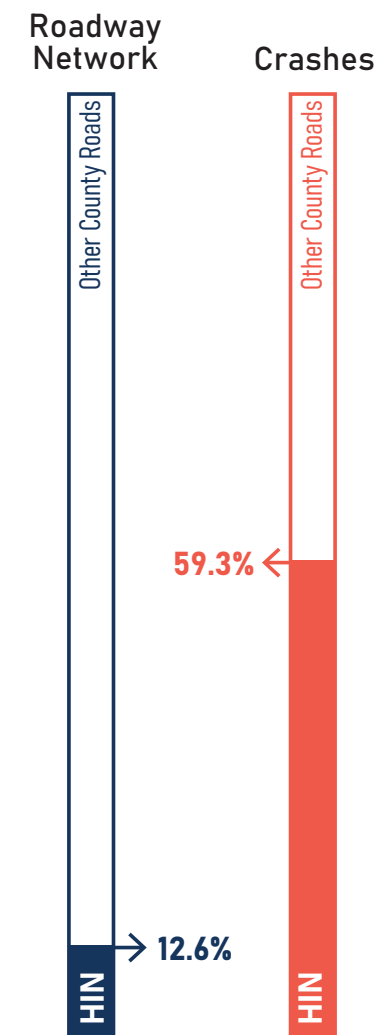
High Injury Network (HIN)

The High Injury Network (HIN) is a critical component of the Safe Streets for All Action Plan, designed to identify and prioritize the areas within a city or region where the highest number of severe and fatal traffic collisions occur. The HIN is a data-driven tool used to map and identify streets and intersections where a disproportionately high number of severe traffic injuries and fatalities occur. The goal is to focus safety improvements and resources on these high-risk areas to effectively reduce traffic-related injuries and deaths. The HIN was developed as a result of community feedback, safety criteria, and equity criteria. The community feedback component of the HIN asked residents of Cherokee County to select their top three locations throughout the county for safety improvements. This locational analysis was used to organize and score the corridors of Cherokee County using a five point system. The scoring system ranges from 1-5, with 5 being high priority roads that meet all high injury network criteria.

Table 6. High Injury Network Corridor Scoring

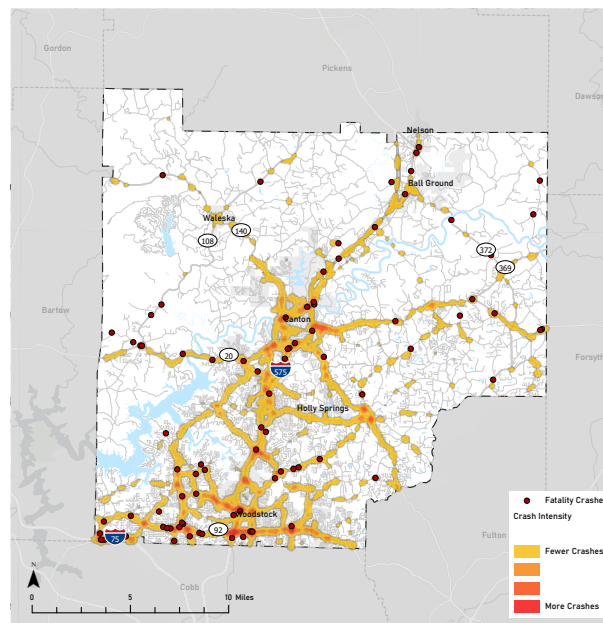
	CORRIDOR NAME	FROM	TO	BIKE RISK	PED RISK	CRASH HISTORY	CRASH RATE	KSI CRASH	TOTAL SCORE
1	Riverstone Pkwy	Waleska Rd	Reinhardt College Pkwy	1	1	1	1	1	5
2	Ball Ground Hwy	Lower Bethany Rd	Howell Bridge Rd	1	1	1	1	1	5
3	Trickum Rd	County Line	N/A	1	1	1	1	0	4
4	Main St	County Line	SR 92	1	1	1	1	0	4
5	I-575	County Line	County Line	1	1	1	1	0	4
6	Canton Hwy	I-575	Lower Bethany Rd	1	1	1	1	0	4
7	SR 92	Cherokee Rd	Woodstock Square Ave	1	1	1	0	1	4
8	Towne Lake Pkwy	Bells Ferry Rd	Main St	1	0	1	1	1	4
9	SR 140	County Line	Hickory Flat Hwy	1	0	1	1	0	3
10	SR 20	Northside Pkwy	County Line	1	0	1	1	0	3
11	Waleska St	SR 140	North St	1	0	0	1	1	3
12	SR 92	Woodstock Square Ave	County Line	0	0	1	1	1	3
13	Hickory Flat Hwy	I-575	County Line	1	0	0	1	1	3
14	Marietta Hwy	SR 20	Ridge Rd	1	0	1	1	0	3
15	E Cherokee Dr	S Holly Springs	Ball Ground Hwy	1	0	1	0	0	2
16	Morris Hill Rd	Marietta Rd	Marietta Hwy	1	0	0	1	0	2
17	SR 20	County Line	Etowah River	1	0	0	1	0	2
18	Marietta Rd	Pettit St	Marietta Hwy	1	0	0	1	0	2
19	Butterworth Rd	SR 20	Marietta Hwy	1	0	0	1	0	2
20	Neese Rd	Arnold Mill Rd	SR 92	1	0	1	0	0	2
21	Bells Ferry Rd	Commerce Pkwy	Marietta Hwy	1	0	0	0	0	1
22	Holly St	Bells Ferry Rd	Holly Springs Pkwy	0	0	0	1	0	1
23	Univeter Rd	Marietta Hwy	Hickory Flat Hwy	1	0	0	0	0	1
24	Arnold Mill Rd	Main St	Hickory Flat Hwy	1	0	0	0	0	1

Figure 19. HIN roadway percentage versus crash percentage

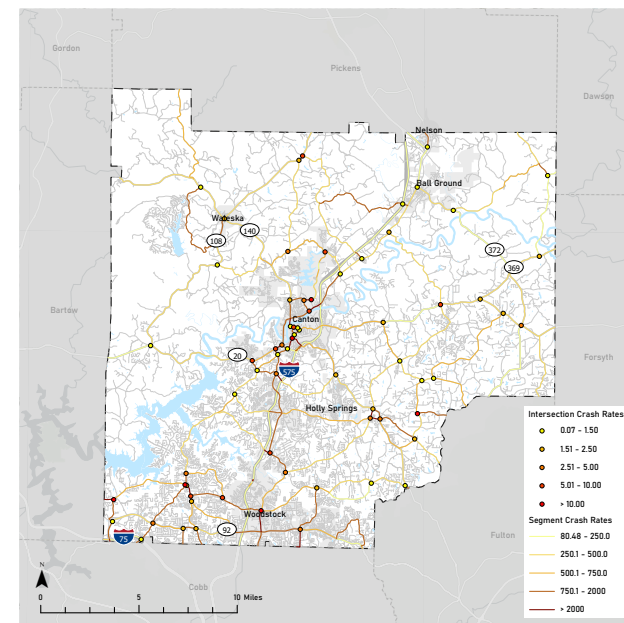


How are priority scores calculated?

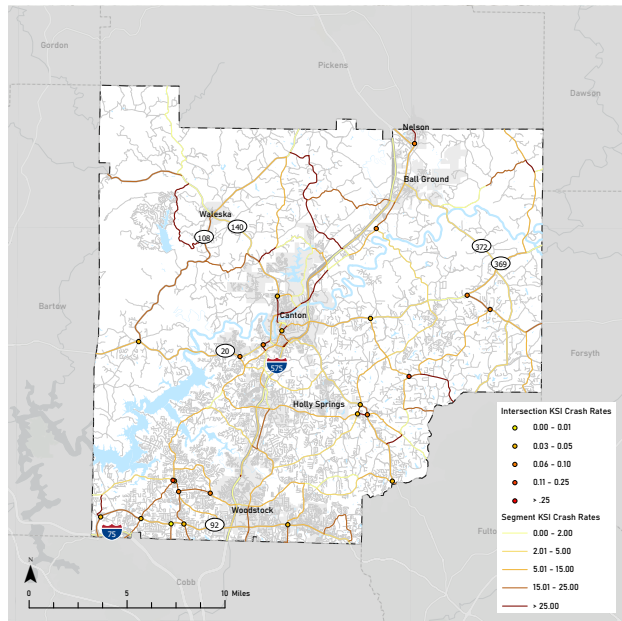
There are five safety criteria applied to determine if a roadway qualifies for the HIN. Each corridor is assigned a score based on how many high injury criteria they meet. A road with a score of 5 meets all the criteria. Each corridor in the High Injury Network meets at least one criteria. The primary criteria are shown here. See sections 1 and 3 for more information on each criteria.



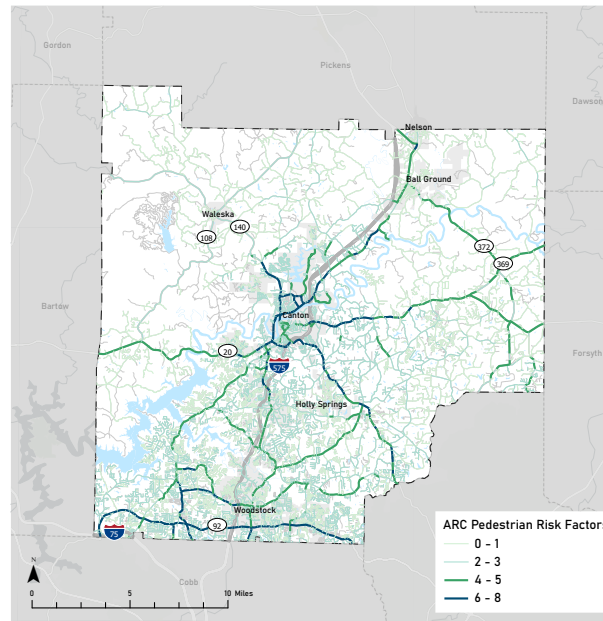
CRASH HISTORY (>386 CRASHES)



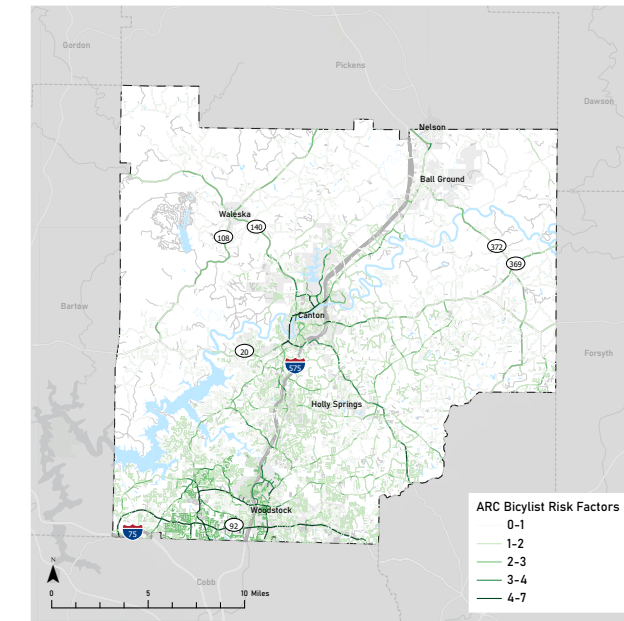
CRASH RATE (>750)



**KILLED OR SERIOUSLY INJURED (KSI)
CRASH RATE (>15)**



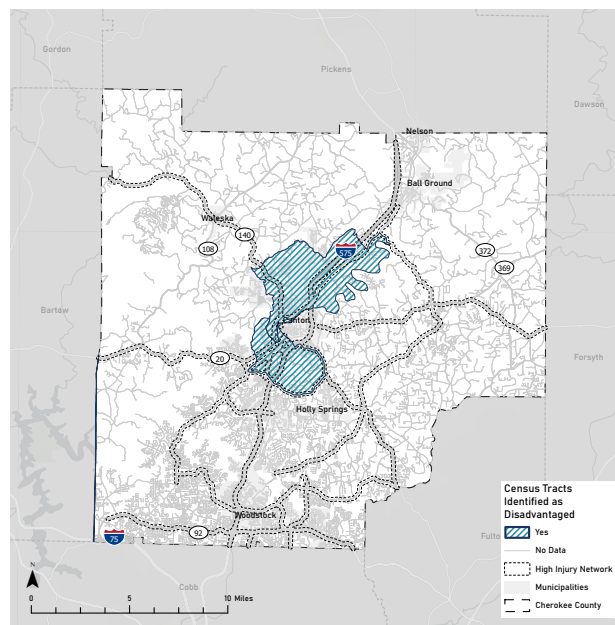
PEDESTRIAN RISK FACTORS (>5)



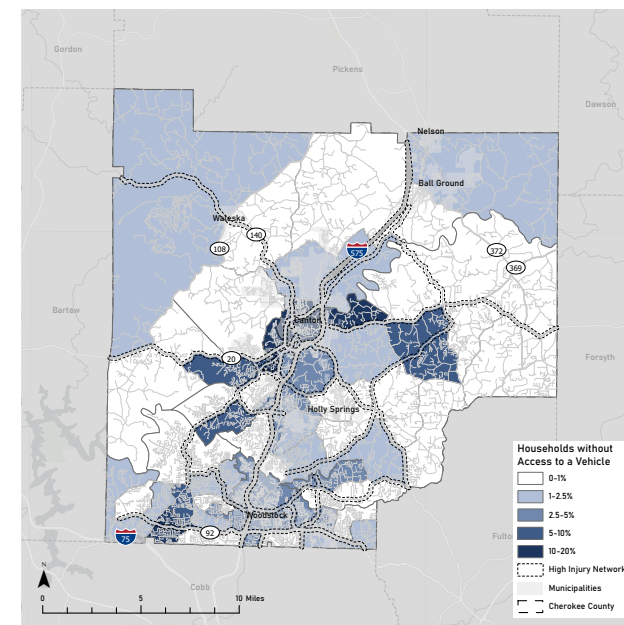
BICYCLIST RISK FACTORS (>5)

How is equity considered in the High Injury Network?

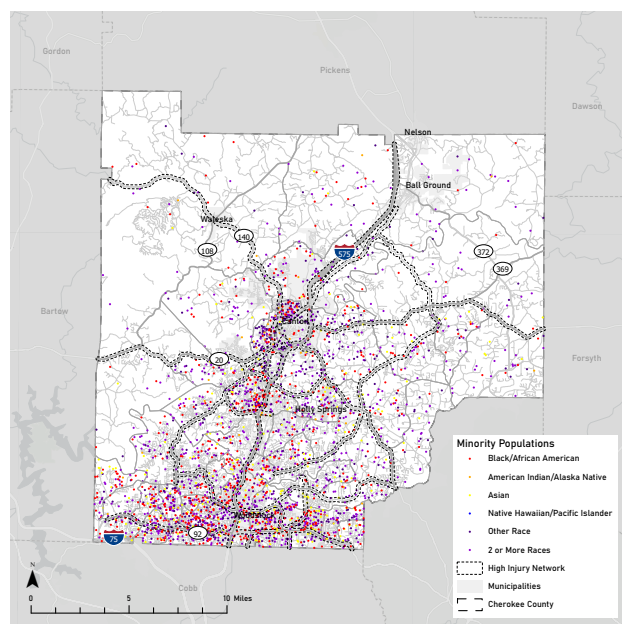
The FHWA's SS4A program heavily emphasizes the need to address safety for historically disadvantaged populations. Once the initial high injury network was identified based on the primary safety criteria, the network went through a secondary filter to prioritize streets that cater to vulnerable populations, based on the five equity criteria shown here. Corridors that did not meet at least three of these criteria were removed.



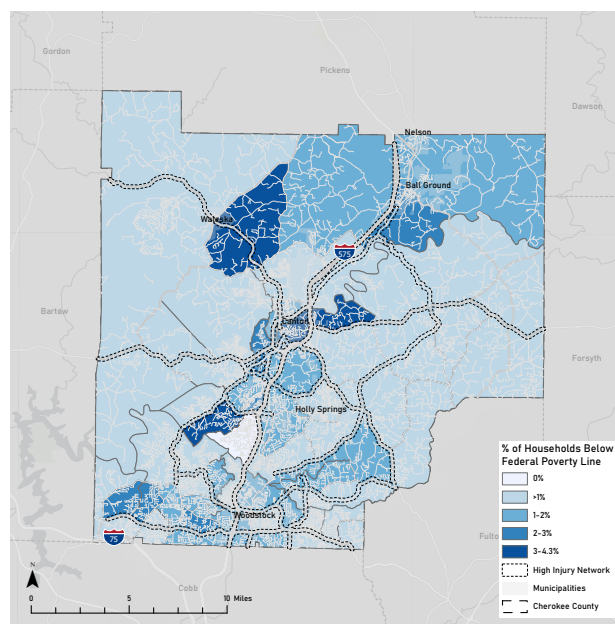
JUSTICE40 CENSUS TRACTS



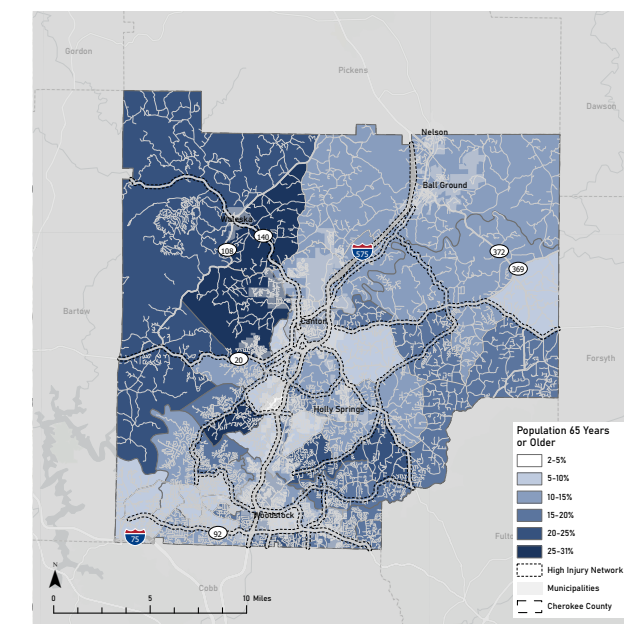
VEHICLE OWNERSHIP



RACE



INCOME



AGE

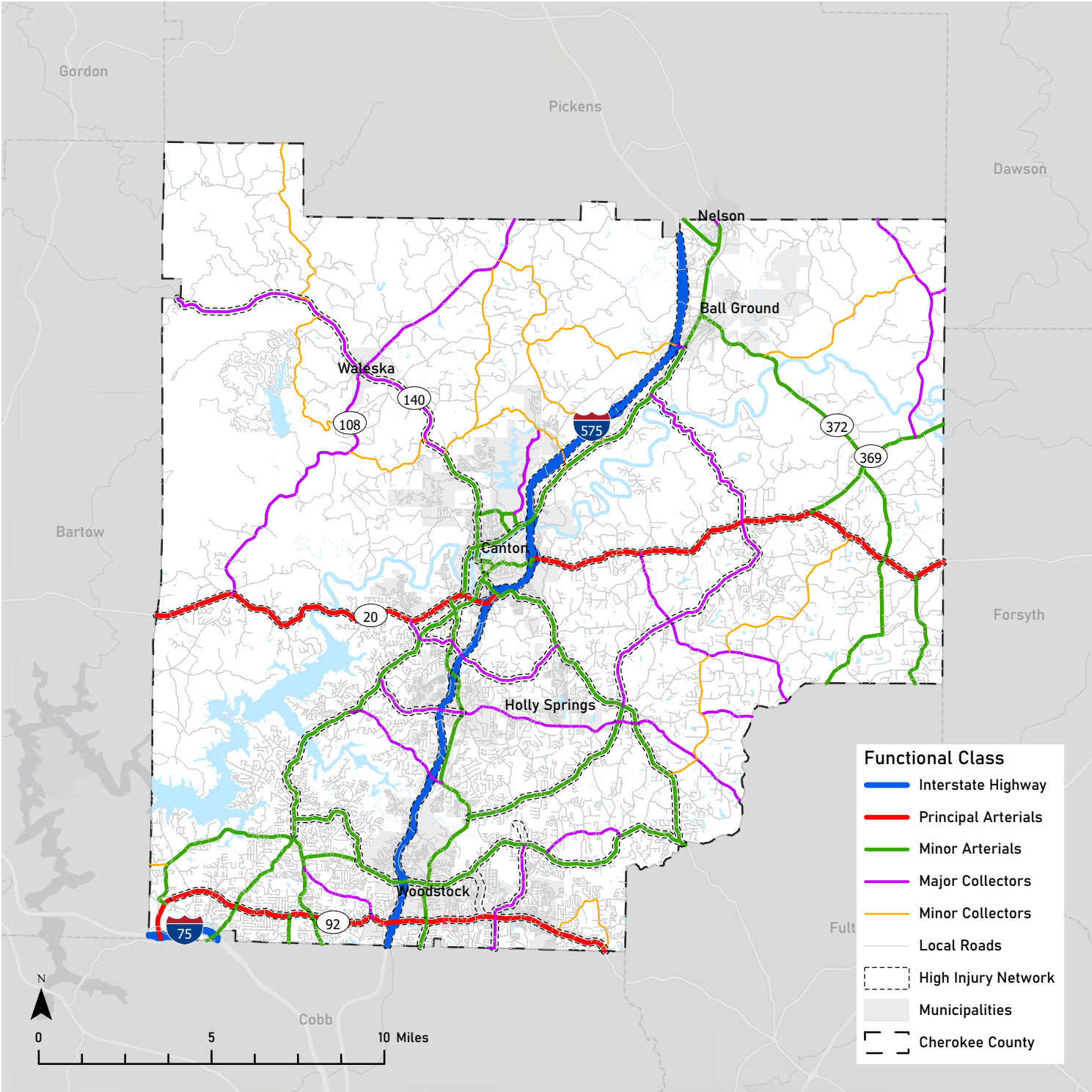


Figure 20. HIN by Functional Classification

Source: GDOT 2021

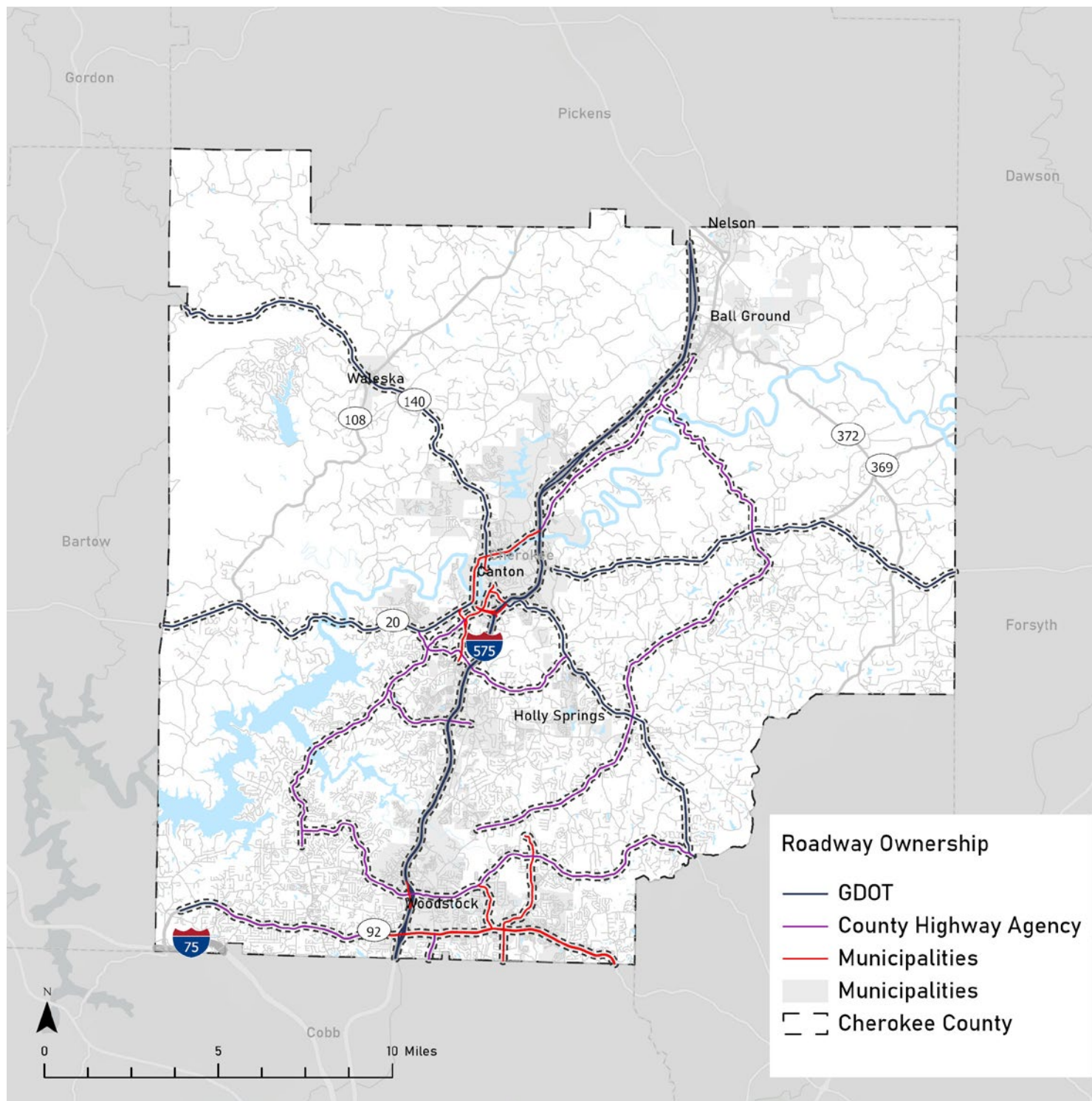
The roadway functional classification system categorizes roads based on their designated functions and intended usage, offering valuable insights into their roles within the transportation network. There are three basic classifications: arterials, collectors, and local roads. The map shown in Figure 16 illustrates the existing functional class based on GDOT’s designation, with HIN corridors identified.

The more major roadways, which tend to carry more traffic and have higher speeds, tend to be where most of the crashes occur. The HIN includes all of the interstate highways (I-575), both of the principal arterials (SR-20, and SR-92), most of the minor arterials, and about half of the major arterials.

Figure 21. HIN by Road Ownership

Source: GDOT 2021

The map shown in Figure 17 illustrates the road ownership for Cherokee County's HIN. There are three owners identified by the HIN: GDOT, the Cherokee County Highway Agency, and municipalities. Each of these entities is responsible for maintaining and improving Cherokee County's roadway system. Most of the state routes and highways are under the regulation of GDOT. There are segments along SR 20 and SR 92 that are managed by multiple agencies and require coordination.



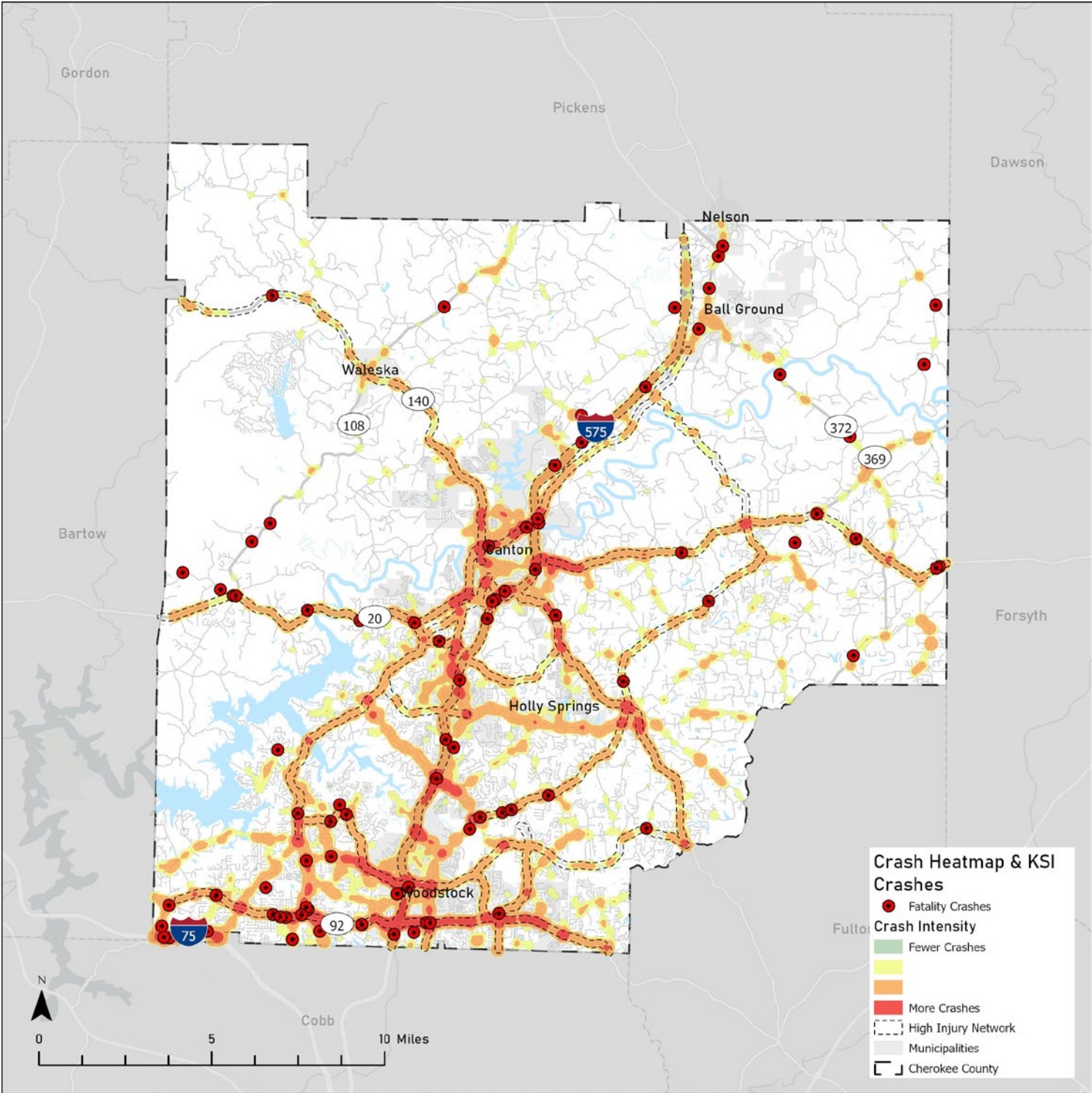


Figure 22. HIN versus KSI Crashes

Source: GDOT 2021

The crash heatmap is based on the total number of crashes on each corridor from 2018–2022. The data comes from the Georgia Department of Transportation’s (GDOT) Crash Data Dashboard. Some of the corridors highlighted in the crash heatmap as KSI Hotspots are:

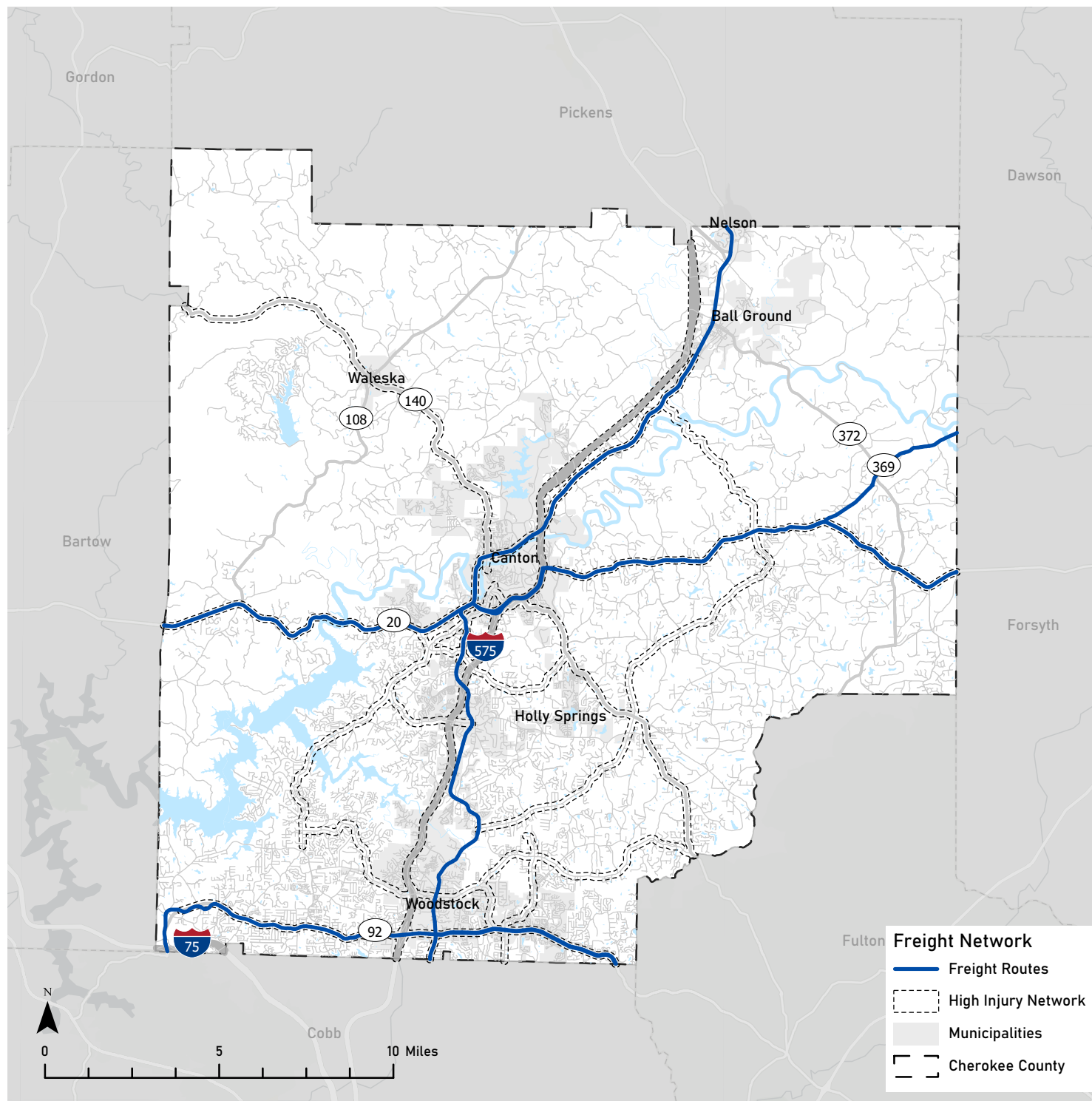
Table 7. KSI Hotspots

Source: GDOT Crash Data Dashboard 2018–2022

RANK	SEGMENT NAME
1	SR-92 (Alabama Rd) at I-575
2	SR-92 (Alabama Rd) at Bells Ferry Rd
3	SR-92 at I-75
4	Towne Lake Pkwy at I-575
5	Ridgewalk Pkwy at I-575
6	Sixes Rd at I-575
7	SR-20 (Cumming Hwy) at I-575
8	Riverstone Pkwy at I-575
9	Riverstone Pkwy at SR-140 (Waleska Rd)
10	Hickory Road triangle formed by E Cherokee Dr, SR-140 (Hickory Flat Dr), and Hickory Road

Figure 23. HIN Freight Network

Source: GDOT 2021



I-575 and I-75, as access-controlled federal interstates, are the highest volume freight roads in Cherokee County. I-575 is an important north-south route for freight traffic travel into northern Georgia. SR-20 and SR-92 are also important east-west routes for freight traffic. These routes, and most of the other high freight-traffic corridors, and included in the High Injury Network.

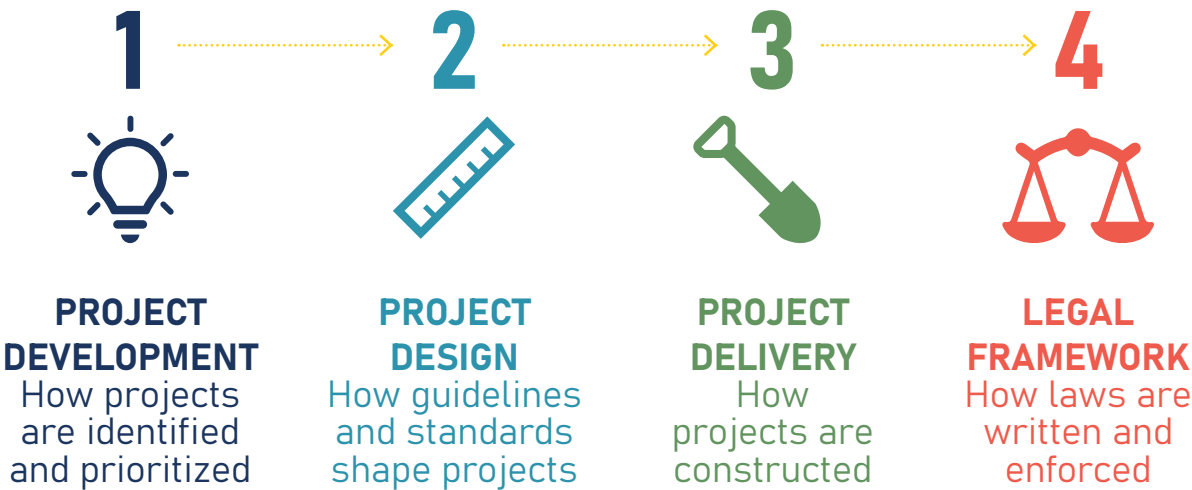
SR-372 carries significant freight traffic connecting from I-575 to the east toward Forsyth County, but also serves as the main street through downtown Ball Ground where there are many people walking. This is an example where freight poses an increased safety risk to people walking and biking. There is a planned bypass to address this issue, which will build a new road allowing freight to bypass downtown.

SECTION V.

POLICY FRAMEWORK

Achieving the goal of zero deaths and injuries on Cherokee County’s roadways will require not only infrastructure improvements, but also changes to the existing policies, programs, processes, and procedures currently in place.

The project team worked with the project stakeholder group to identify and prioritize key policy and program recommendations to reinforce an emphasis on safe systems. Priority policy recommendations were identified that relate to the following areas:



This chapter will detail each priority policy recommendation, discuss notable case studies and resources to aid implementation, and identify leading and supporting implementation stakeholders.

1 Project Development

HOW ARE PROJECTS IDENTIFIED AND PRIORITIZED?

1.1 DEVELOP A SPEED MANAGEMENT PLAN

Develop of a data driven-plan to develop and prioritize speed management countermeasures and set context-appropriate speeds on public roadways.

1.2 DEVELOP A RURAL ROADWAY PLAN

Develop a formal process to monitor rural roadways in high-growth areas and proactively address safety concerns brought on by development.

1.3 DEVELOP A SAFE ROUTES TO SCHOOL PROGRAM

Develop a data-driven process to identify and prioritize walking and biking improvements near schools.

CASE STUDY

Bellevue Speed Management Plan

Bellevue took a context sensitive approach to their Speed Management Plan, categorizing each of their arterial roads into distinct categories based on posted speed and surrounding land-use context. Doing so allowed the city to better understand speed safety concerns around each roadway and determine which countermeasures may be the most appropriate for each roadway. The city then used a corridor evaluation tool to score each corridor segment based on several factors including available speed data, crash data, equity data, and infrastructure context. Corridors that scored the highest were prioritized for speed management interventions. The Speed Management Plan also developed a Countermeasure Toolbox, consisting of engineering and enforcement strategies that provides guidance into when and where each countermeasure may be the most effective and appropriate.

You can learn more about Bellevue's Speed Management Plan here: https://bellevuewa.gov/sites/default/files/media/pdf_document/2024/speed-management-plan_06_03_24_508_reduced.pdf

2 Project Design

HOW DO GUIDELINES SHAPE PROJECTS?

2.1 DEVELOP CONTEXT BASED DESIGN STANDARDS

Develop context-sensitive design standards to ensure infrastructure projects are tailored to the unique characteristics of the surrounding environment and appropriately accommodating all users.

2.2 UPDATE LAND DEVELOPMENT CRITERIA TO SUPPORT SAFE SYSTEMS

Update policies and requirements that encourage new development projects to address safety needs while also considering the broader transportation network and potential safety impacts on nearby roadways.

2.3 CREATE AN INTERSECTION CONTROL EVALUATION POLICY

Establish a policy requiring that alternative intersections (e.g. roundabouts, R-Cuts, Median U-Turn) are adequately considered during the study and design process.

RESOURCE

GDOT ICE Tool

In support of its ICE policy, requiring that many intersection projects on state roads go through an evaluation process, GDOT has developed a spreadsheet tool to help practitioners complete the process. The tool includes a Microsoft Excel workbook, with eight separate worksheets that walk users through both stages of the ICE process. The first stage serves as a screening effort meant to eliminate non-competitive intersection options by asking qualitative questions about the applicability of each option. Viable alternatives are carried into the second stage, where users input traffic, cost, and safety data to help quantify the benefits of each option.

You can learn more about GDOT's ICE Tool here: <https://www.dot.ga.gov/PartnerSmart/DesignManuals/IntersectionControlEvaluation/GDOTICEToolUsersGuide.pdf>

GDOT		GDOT ICE STAGE 1: SCREENING DECISION RECORD							
		ICE Version 2.3j Revised 10/23/2023							
GDOT PI#	0013332	Note: Up to 5 alternatives may be selected and evaluated. Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2.							
Project Location	SR 22 @ Fulton Mill								
Existing Control	Conventional (Minor Stop)								
Prepared by	Arcadis								
Date	6/4/2019								
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column.									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		1. Does alternative address the project need and is a potential future use to take with the project?	2. Does alternative improve safety performance and accessibility to project area?	3. Does alternative improve safety performance and accessibility to project area?	4. Does alternative improve safety performance and accessibility to project area?	5. Does alternative improve safety performance and accessibility to project area?	6. Does alternative improve safety performance and accessibility to project area?	7. Does alternative improve safety performance and accessibility to project area?	8. Does alternative improve safety performance and accessibility to project area?
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	No-Build Condition
	Conventional (All-Way Stop)	No	No	Yes	No	Yes	No	No	AWS not viable because of multi-lane approaches and wide median
	Mini Roundabout	No	Yes	Yes	No	Yes	No	No	Control not appropriate for high speed multi-lane roadway
	Single Lane Roundabout	No	Yes	Yes	Yes	Yes	Yes	Yes	Potential solution to evaluate
	Multilane Roundabout	Yes	Yes	No	Yes	Yes	Yes	Yes	Potential solution to evaluate
	RCUT (stop control)	No	Yes	No	Yes	Yes	No	Yes	Potential solution to evaluate
	R/R/O w/down stream U-Turn	No	Yes	Yes	No	Yes	No	No	Thru traffic too high
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T-Intersection
	Offset T Intersections	No	Yes	Yes	No	No	No	No	Significant impact to corner parcels due to skew
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Interchange not justified at this location
Signalized Intersections	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Add LT Lanes on Fulton Mill	Yes	No	No	Yes	Yes	No	Yes	Potential solution to evaluate
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A
Other unsignalized (provide description):		No	No	No	No	No	No	No	N/A
Traffic Signal		Yes	Yes	No	No	Yes	Yes	Yes	Potential solution to evaluate

3 Project Delivery

HOW DO PROJECTS GET BUILT?

3.1 ESTABLISH A QUICK BUILD PROGRAM

Develop context-sensitive design standards to ensure infrastructure projects are tailored to the unique characteristics of the surrounding environment and appropriately accommodating all users.

3.2 BUNDLE SAFETY IMPROVEMENTS INTO ONGOING PROJECTS

Update policies and requirements that encourage new development projects to address safety needs while also considering the broader transportation network and potential safety impacts on nearby roadways.

RESOURCE

GDOT Safe Routes To School Quick-Build Traffic Calming Guidebook

Although focused on application in schools, this Georgia Department of Transportation (GDOT) guide provides an overview of various quick build materials, strategies, and provides an overview of the typical quick-build project process.

The guide focuses on specific quick-build applications such as protected bicycle lanes, curb extensions, prefabricated speed tables, refuge islands, and chicanes, provides guidance on where and when these applications are the most appropriate, which materials to consider, and provides case studies of where similar projects have been completed. You can learn more about the guidebook here: https://saferoutesga.org/wp-content/uploads/2023/10/GDOT22_Safe-Routes-to-School-Quick-Build-Traffic-Calming-Guidebook-v7.pdf



4 Legal Framework

HOW ARE LAWS WRITTEN AND ENFORCED?

4.1 DEVELOP A VULNERABLE ROAD USER ORDINANCE

Develop context-sensitive design standards to ensure infrastructure projects are tailored to the unique characteristics of the surrounding environment and appropriately accommodating all users.

4.2 ESTABLISH AN ENGINEERING AND ENFORCEMENT COORDINATION COMMITTEE

Update policies and requirements that encourage new development projects to address safety needs while also considering the broader transportation network and potential safety impacts on nearby roadways.

4.3 COORDINATE WITH THE SCHOOL SYSTEMS TO SUPPORT NON-DRIVING FAMILIES

Coordinate with the school systems to identify and alleviate obstacles to families walking, biking, or taking the bus to school. Much morning and afternoon school zone traffic is caused by parents doing pick up/drop off, and that can be alleviated by shifting students to other modes, especially school buses. Cherokee County and the municipalities can address the roadway network while school boards can address policy shifts.

CASE STUDY

City Of Dunwoody and Brookhaven Vulnerable Road Users Laws

In 2019 the City of Dunwoody passed Georgia's first local Vulnerable Road User Law. The ordinance, which took effect May 1, 2020, provides a definition for vulnerable road users, defines safe behaviors that drivers and vulnerable road users must follow, and establishes penalties for violating the new ordinance. The ordinance also specifies that penalties may be reduced or waived if the driver completes a driver safety and pedestrian awareness class.

The City of Brookhaven passed a similar ordinance in 2020. You can learn more about Dunwoody's ordinance here: <https://www.dunwoodyga.gov/home/showpublisheddocument/164/637345882970330000>, and Brookhaven's ordinance here: <https://www.brookhavenga.gov/bc-citycouncil/page/brookhaven-protects-cyclists-walkers-and-others-new-ordinance#:~:text=Under%20the%20ordinance%2C%20drivers%20must,users%20to%20avoid%20a%20collision>.



Policy Implementation Stakeholders

Table 94 identifies lead and supporting stakeholders and reflects feedback received from the Stakeholder Group for each policy recommendation.

Table 9. Policy Implementation Stakeholders

ID	POLICY	STAKEHOLDERS	NOTES
1.1	Speed Management Plan	Lead: County/City Engineering Departments Partner(s): Cherokee County Sheriff's Office/Local Police Departments, GDOT/ Neighborhood Associations/ the Public	Consider strategies to address speeding within sub-divisions
1.2	Rural Roadway Plan	Lead: City/County Engineering Staff Partner(s): City/County Planning Staff	
1.3	Safe Routes to School Program	Lead: City/County Engineering Staff Partner(s): Cherokee County School District, City/County Planning Staff	Consider coordinating effort with GDOT Safe Routes to School Funding Program
2.1	Context Based Design Standards	Lead: County/City Planning and Engineering Departments	
2.2	Land Development Criteria	Lead: County/City Planning and Engineering Departments Partner(s): City/County Legal Departments, the Development Community	Consider leveraging Cherokee County's upcoming Unified Development Ordinance Update
2.3	Intersection Control Evaluation	Lead: County/City Engineering Departments Partner(s): Cherokee County Sheriff's Office/Local Police Departments, GDOT/ Neighborhood Associations/ the Public	
3.1	Quick Build Program	Lead: County/City Engineering Departments Partner(s): Cherokee County Sheriff's Office/Local Police Departments, GDOT/ Neighborhood Associations/ the Public	
3.2	Bundle Safety Improvements into Ongoing Projects	Lead: County/City Engineering Departments	
4.1	Vulnerable Road User Ordinance	Lead: Cherokee County Commission/Local City Councils, City/County Engineering Departments Partner(s): County/City Legal Department, Cherokee County Sheriff	
4.2	Engineering and Enforcement Coordination Committee	Lead: Cherokee County Sheriff's Office, local Police Departments, County/ City Engineering and Planning Departments Partner(s): Fire/EMS Departments, Public Health Agency Staff	Consider coordination with Safe Kids Coalition

Leadership Commitment and Goal Setting

Obtaining support and commitment from leadership and decision makers is an integral component of the safety action planning process. Leadership can provide the resources, political support, and the mandate to implement that is critical to the success of any safety action plan.

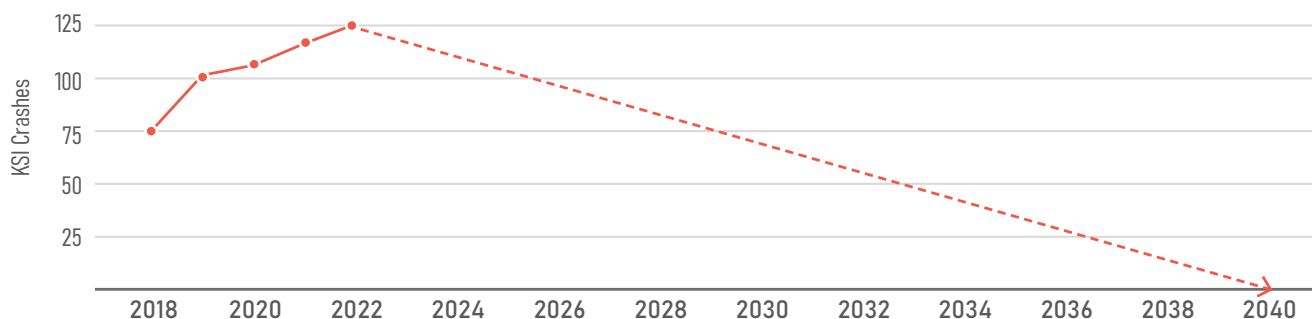
The Vision Zero Network echoes the importance of high-level support and includes leadership commitment as one of its “Nine Key Components of a Strong Vision Zero Commitment,” stating that the most effective commitments should include a clear public policy laying out actions, a timeline for implementation, stakeholders to be involved, and a commitment to community engagement. The guidance also acknowledges that the most effective forms of leadership commitment continue throughout the action planning process and into plan implementation.

The Cherokee County SS4A leadership commitment is signed by the following governing bodies:

- Cherokee County Commissioners
- Ball Ground City Council
- Canton City Council
- Holly Springs City Council
- Woodstock City Council
- Waleska City Council

The signed commitment states that Cherokee County and its partner agencies are committed to achieving zero traffic deaths and fatalities by the year 2040. This represents a 5.5% reduction year over year.

The target timeline is grounded in the implementation timeline for the proposed projects in the Safety Action Plan. The proposed project locations represent 33% of KSI crashes over the past five years. For other areas, crash reduction will need to be achieved through the influence of targeted and Countywide policies and programs.



**CHEROKEE COUNTY AND ITS PARTNER
MUNICIPALITIES COMMIT TO ACHIEVING**

VISION ZERO
WITH A TARGET YEAR OF
2040

[illegible]

Does Victim Zero Revolution for Cherokee County and Cities

[participants] continues to continued collaboration with neighboring jurisdictions to advance projects identified by the Safety Action Plan.

[participants] continues to monitoring and reporting on progress toward the Victim Zero goal.

The [Cherokee County] Clerk shall certify the signature of the Resolution, effective immediately, by the [signature line]

PASSED AND ADOPTED by the legislative body of the [jurisdiction], State of Georgia, on [Date], 2025, by the following vote: []

WHAT DOES THIS MEAN FOR CHEROKEE COUNTY AND ITS PARTNER CITIES?

Vision Zero is a bold step for Cherokee County and its Cities. By formally joining the Vision Zero movement, each local government is acknowledging a change from the status quo. Traffic safety problems cannot be solved in a vacuum, but rather they must be addressed holistically. The Safe System Approach emphasizes a multifaceted strategy that involves infrastructure improvements, education for all road users, enforcement of traffic laws and consideration of new policies, technology enhancements, and more.

For every project on Cherokee County soil, local government representatives should ensure that the principles of Vision Zero are consistently applied. With all new development, it is necessary to be proactive and consider the broader impacts on nearby roadways.

Vision Zero in Cherokee County is achievable through interdisciplinary collaboration. The members of the SS4A Stakeholder Committee, formed during the Safety Action Plan process, will play key roles in continuing the momentum following the plan's adoption. This plan is just the beginning; collective action must be carried forward to reach zero fatalities and serious injuries due to roadway crashes in Cherokee County by 2040.



Ongoing Engagement with the SS4A Stakeholder Committee



Regular Coordination across Government Departments to Align Efforts



Prioritizing Funding for Projects Identified on the High Injury Network



Monitoring and Reporting Progress toward Achieving the Goal

PEER REVIEW

Safety Action Plans from peer communities were reviewed to compare goals and timelines. A detailed summary of each plan’s commitment type and target timeline is included as Table 105.

Public Commitment

All the action plans reviewed included documentation of leadership commitment. Most of the plans prominently feature a letter from a chief executive or a representative from a legislative body or governing board. Support for many of the plans were also codified via an official resolution or ordinance or were adopted as official policy by a governing board.

Goal Setting

USDOT guidance states that an agency’s public commitment must also include a target date by which the community aims to eliminate traffic fatalities and serious injuries . Of the action plans reviewed, this target date ranged from 5 to 28 years from the adoption of the plan with an average of 15 years.

Table 10. Leadership Commitment and Goal Setting Peer Review

ACTION PLAN	COMMITMENT TYPE	TARGET TIMELINE (YRS)
Arlington County	Letter from County Administrator, County Board Resolution	9
Atlanta	Letter from Mayor, City Ordinance	17
Burlington-Graham MPO	Transportation Advisory Committee Resolution, MPO Board Adoption	28
Cobb County	County Commissioners Resolution	17
Forward Pinellas	MPO Board Adoption	24
Metro Nashville	Letter from Mayor, City/County Council Adoption	5
Orlando	Letter from Mayor, City Council Resolution	19
Richmond	Letter from Mayor, City Council Resolution	12
Savannah	Mayoral Resolution	5
Tampa	Letter from Mayor, Multi-jurisdictional Resolution	14

NOTABLE PRACTICE: MULTI-AGENCY RESOLUTION

As different agencies are responsible for different aspects of the transportation system, strong multi-disciplinary collaboration is needed to ensure the success of a safety action plan. This was the case in Tampa, Florida who found during the development of their action plan that only 30% of the city’s traffic fatalities occurred on roadways within the city’s control. To achieve zero fatalities and serious injuries, close collaboration with their jurisdictional partners in Hillsborough County and the Florida Department of Transportation (FDOT) would be paramount.

After including Hillsborough County and FDOT decision makers as members on their task force, the City of Tampa codified this shared partnership and commitment by issuing a multi-agency resolution. The resolution was signed by the Mayor of Tampa, the Chair of the Tampa City Council, the Chair of the Hillsborough County Board of County Commissioners, and by the local FDOT Secretary. This joint resolution signaled unified support for the plan, and a clear mandate that all involved agencies would work together towards plan implementation.

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SECTION VI.

PROJECT DEVELOPMENT AND PRIORITIZATION

Project Development Process

The project development list identifies the top intersections and corridors in need of safety improvements. The most important safety issue being to reduce the number of killed or seriously injured (KSI) crashes. Each intersection and corridor listed has had at least one KSI crash occur between 2018–2022. In addition to the prevalence of KSI crashes, the lists were determined using 11 criteria related to safety, equity, and community feedback. The priority scores reflect the same criteria used in the high injury network identification: crash history, crash rate, KSI crash rate, pedestrian risk factors, bicycle risk factors, Justice40 census tracts, low vehicle ownership, non-white populations, low median household income, and over 65 years population. Priority scoring also accounts for voting

during public engagement events. Each of the criteria is weighted equally, and a score was calculated based on the number of criteria each corridor or intersection met.

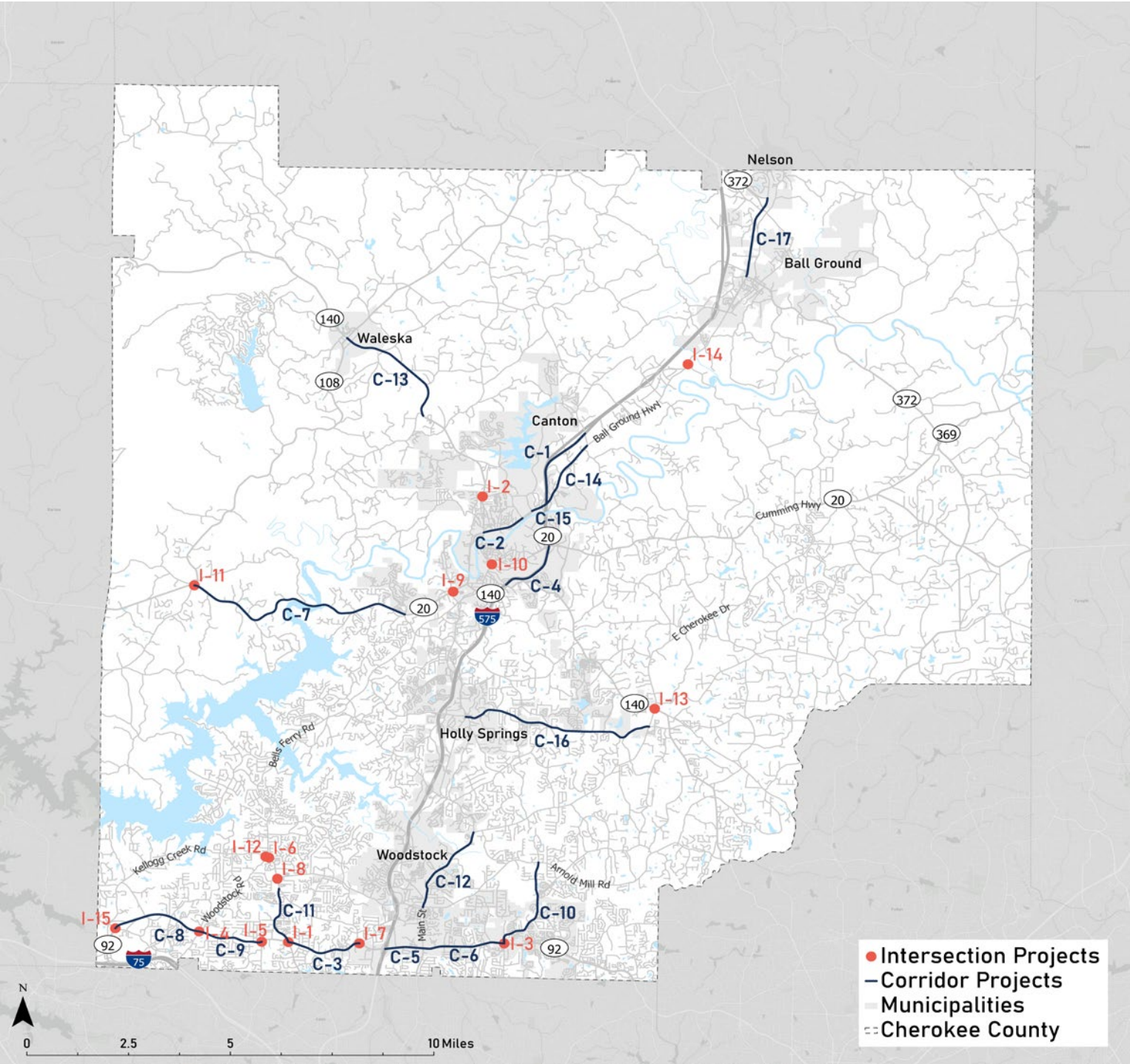
A large percentage of the project development list, for both intersections and corridors, are within the City of Woodstock. State Route 92 is particularly noticeable, with five corridor segments included and six intersections. SR 92 at Bells Ferry and SR 92 at Trickum Road were tied for the highest scoring intersection (i.e. most dangerous), and SR 92 from Bells Ferry Road to Lovejoy Lane was one of the highest scoring corridors. Woodstock also had two other corridors besides SR 92 make the list: Main Street from Arnold Mill Road to E Cherokee Drive and Trickum Road from SR 92 to Arnold Mill Road. The City of Canton

also had several intersections and corridors make the list. The intersections were SR 140 at Reinhardt College Parkway, SR 20 at Marietta Highway, and W Marietta Street at Dr. John T Pettit Street. The Canton corridors that made the list were Riverstone Parkway from SR 140 to Reinhardt College Parkway, I-575 from Riverstone Parkway to Fate Conn Road, I-575 from SR 140 to SR 20, Riverstone Parkway from I-575 to Fate Conn Road, and Riverstone Parkway from Riverstone Boulevard to I-575.

Outside of Canton and Woodstock, there are a few intersections and corridors spread across Holly Springs, Ball Ground, Waleska, and unincorporated Cherokee County. These intersections include Bells Ferry Road at Kellogg Creek Road, Bells Ferry Road at Eagle Drive, SR 20 at SR 108, and Kellogg

Figure 24. Projects Map

Creek Road at Victory Road in unincorporated Cherokee County. Near Holly Springs is SR 140 at E Cherokee Drive, and just outside of Ball Ground is Ball Ground Highway at E Cherokee Drive. Four corridors from these areas made the list. In Holly Springs there is SR 140 from SR 108 to Sam Nelson Road and Hickory Road from Main Street to E Cherokee Drive. In Ball Ground, SR 372 from A W Roberts Drive to Appalachian Highway is included in the list. The last corridor included is SR 20 from SR 108 to Butterworth Road in unincorporated Cherokee County.



Project Details

Table 11. Corridor Project Scoring

RANK	PROJECT AREA	PREDOMINATE MANNERS OF COLLISION	POTENTIAL SAFETY COUNTERMEASURES	PRIORITY SCORE
C-1	I-575 from Riverstone Pkwy/Canton Hwy to Fate Conn Rd	Road departure	Roadside design improvements, enhanced signing and pavement markings (chevrons)	10
C-2	Riverstone Parkway from SR 140 to Reinhardt College Pkwy	Angle, head on, rear end	Speed management, access management, vegetation trimming; Review potential mid-block crossing opportunity at SR 92 at Lakeview Drive for easier access to Heritage Park and path system to Etowah River Park	10
C-3	SR 92 Bells Ferry Rd to Lovejoy Lane	Angle, road departure (2 fatalities)	Roadside design improvements, enhanced signing and pavement markings, rumble strips, access management (reduced-conflict U-turn superstreet concept); Review potential to narrow median for installation of shoulder bike lane	9
C-4	I-575 from SR 140 to SR 20	Road departure, sideswipe same direction	Speed management, roadside design improvements, enhanced signing and pavement markings, rumble strips	9
C-5	SR 92 from I-575 to Main St	Sideswipe same direction, road departure	Speed management, roadside design improvements, enhanced signing and pavement markings, rumble strips; Consider leading pedestrian crossing phases at major signalized intersections along the corridor	8
C-6	SR 92 Main St to Trickum Rd	Left angle, rear ends side swipe same direction	Roadside design improvements, enhanced signing and pavement markings, rumble strips, access management (reduced-conflict U-turn superstreet concept); Consider leading pedestrian crossing phases at major signalized intersections along the corridor	8
C-7	SR 20 from SR 108 to Butterworth Rd	Angle, head on, rear end	Speed management, vegetation trimming, enhanced signing and pavement markings (edge lit chevrons), consider removal of passing lanes; Consider shoulder widening project to allow for bike lane	8
C-8	SR 92 from Kellogg Creek Rd to Woodstock Rd	Left angle, rear ends side swipe same direction	Roadside design improvements, enhanced signing and pavement markings, rumble strips, access management (reduced-conflict U-turn superstreet concept); Consider leading pedestrian crossing phases at major signalized intersections along the corridor	8
C-9	SR 92 from Woodstock Rd to Wade Green Rd NW	Left angle, rear ends side swipe same direction	Roadside design improvements, enhanced signing and pavement markings, rumble strips, access management (reduced-conflict U-turn superstreet concept)	8
C-10	Trickum Road from SR 92 to Arnold Mill Rd	Rear end, road departure	Speed management, enhanced signing and pavement markings (edge lit signs instead of lighting), vegetation trimming; sidewalk gap program along corridor to connect residential areas to retail zones	8
C-11	Bells Ferry Road from SR 92 to Bascomb Carmel Rd	Road departure, left angle	Speed management, enhanced signing and pavement markings, sidewalk gap program along corridor to connect residential areas to retail zones; consider leading pedestrian crossing phases at major signalized intersections along the corridor	7

RANK	PROJECT AREA	PREDOMINATE MANNERS OF COLLISION	POTENTIAL SAFETY COUNTERMEASURES	PRIORITY SCORE
C-12	Main Street from Arnold Mill Rd to E Cherokee Dr	Rear end, road departure	Speed management, enhanced signing and pavement markings, trim roadway edge vegetation, remove passing zones, roadside design improvement	7
C-13	SR 140 from SR 108 to Sam Nelson Rd	Head on, road departure, rear end	Speed management, enhanced signing and pavement markings, edge lit chevrons, remove passing zones, turn lanes or bypass lane at intersections along two lane sections	7
C-14	Riverstone Parkway/Canton Highway from I-575 to Fate Conn Rd	Head on (1 fatality), roadway departure	Speed management, enhanced signing and pavement markings, trip roadway edge vegetation, center/edge rumble strips, shoulder widening program	6
C-15	Riverstone Parkway from Riverstone Blvd to I-575	Head on (1 fatality), roadway departure	Speed management, enhanced signing and pavement markings, trip roadway edge vegetation, center/edge rumble strips, shoulder widening program	6
C-16	Hickory Road from Main St to E Cherokee Dr	Rear end, head on	Speed management, enhanced signing and pavement markings, turn lanes to remove stopped traffic from travel lanes if row allows, rumble strips	4
C-17	SR 372 from A W Roberts Dr to Appalachian Hwy	Left angle (2 fatalities), roadway departure (1 fatality)	Speed Management along Ball Ground Hwy (SB direction), road diet between EB and WB Ramps, Alternative Intersection Design (Single Lane Roundabout), trim vegetation, speed management	3

Table 12. Intersection Project Scoring

RANK	PROJECT AREA	PREDOMINATE MANNERS OF COLLISION	POTENTIAL SAFETY COUNTERMEASURES	PRIORITY SCORE
I-1	SR 92 at Bells Ferry Road	Rear Ends, Left Angle	Corridor Access Management, Yellow Change Intervals, Enhanced Signing and Pavement Markings, Speed management; Review Potential to Remove Channelized Right-turn Lanes to Minimize Number of Ped Conflict Points at Intersection, Consider Leading Pedestrian Crossing Phase at Signal	9
I-2	SR 140 at Reinhardt College Parkway	Read Ends, Left Angle	Yellow Change Intervals, Enhanced Signing and Pavement Marking (Advanced Overhead Warning Signs), Speed Management	9
I-3	SR 92 at Trickum Road	Rear Ends, Left Angle	Yellow Change Intervals, Speed Management, Signalized RCUT/MUT; Refresh Pavement Markings and Pedestrian Crossings, Review Potential to Remove Channelized Right Turn to Minimize Pedestrian Conflict Points, Consider Leading Pedestrian Crossing Phase	9
I-4	SR 92 at Woodstock Road	Rear Ends, Head On, Left Angle	Yellow Change Intervals, Speed Management, Signalized RCUT/MUT, Protected Only Left-turn Phasing; Refresh Pavement Markings and PEdestrians Crossings, Review Potential to Remove Channelized Right Turn to Minimize Pedestrian Conflict Points, Consider Leading Pedestrian Crossing Phase	8
I-5	SR 92 at Wade Green Road NW	Rear Ends, Left Angle	Yellow Change Intervals, Speed Management, Signalized RCUT/MUT; Review Potential to Remove Channelized Right Turn to Minimize Pedestrian Conflict Points, Consider Leading Pedestrian Crossing Phase	8
I-6	Bells Ferry Road at Kellogg Creek Road	Rear Ends, Left Angle	Yellow Change Intervals, Speed Management, Signalized RCUT/MU, Alternative Intersection Design (Quadrant Roadway)	8
I-7	SR 92 at Lovejoy Lane	Rear Ends, Sideswipe Opposite Direction	Yellow Change Intervals, Speed Management, Protected Only Left-Turn Phasing, Enhanced Signing and Pavement Markings; Consider Leading Pedestrian Crossing Phase	7
I-8	Bells Ferry Road at Eagle Drive	Rear Ends, Left Angle, Sideswipe Same Direction	Yellow Change Intervals, Speed Management, Protected Only Left-Turn Phasing, Enhanced Signing and Pavement Markings; Review Potential to Remove Channelized Right Turn to Minimize Pedestrian Conflict Points, Consider Leading Pedestrian Crossing Phase	7
I-9	SR 20 at SR 5	Rear Ends, Road Departure	Yellow Change Intervals, Speed Management, Alternative Intersection Design	7
I-10	W Marietta Street at Dr John T Pettit Street	Rear Ends, Left Angle	Speed Management, Multiple Low Cost Countermeasures at Stop Controlled Intersections, Advanced Warnings signs	7
I-11	SR 20 at SR 108	Rear Ends, Left Angle	Yellow Change Intervals, Speed Management, Protected Left-Turn Phasing Only, Alternative Intersection Design (Roundabout)	6
I-12	Kellogg Creek Road at Victory Road	Rear Ends, Angle	Coordinate Improvement with Bells Ferry Road at Kellogg Creek Road (Quadrant Roadway), Yellow Change Intervals, Enhanced Signing and Pavement Markings	6
I-13	SR 140 at E Cherokee Drive	Rear Ends, Head On, Left Angle	Corridor Access Management, Yellow Change Intervals, Enhanced Signing and Pavement Markings, Speed Management, Protected Only Left-Turn Phasing (Poor Sight Distance Due to Vertical Curve)	5
I-14	Ball Ground Highway at E Cherokee Drive	Rear Ends, Left Angle	Alternative Intersection Design (RAB with truck Apron, High T, Enhanced Signing and Pavement Markings)	5
I-15	SR 92 at Kellogg Creek Road	Rear Ends, Road Departures, Left Angle	Roadside Design Improvements (Rumble Strips along intersection approaches), Chevrons, Speed Management, Protected Only Left-Turn Phasing, Signalized RCUT/MUT	5

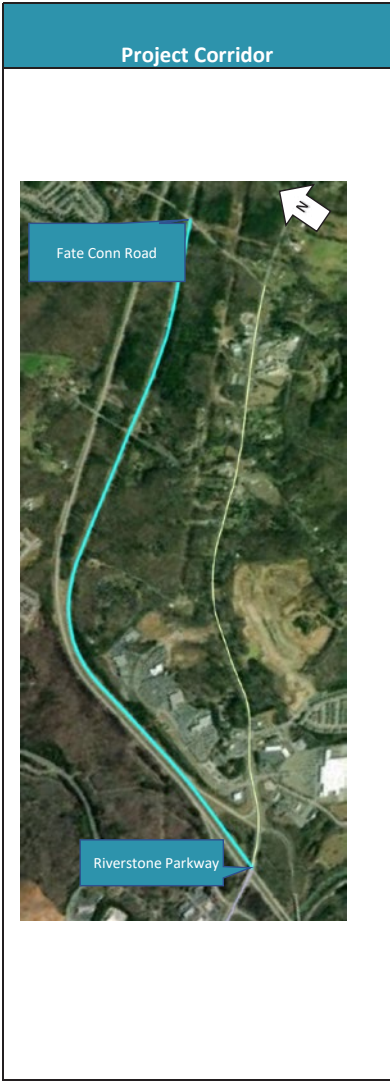
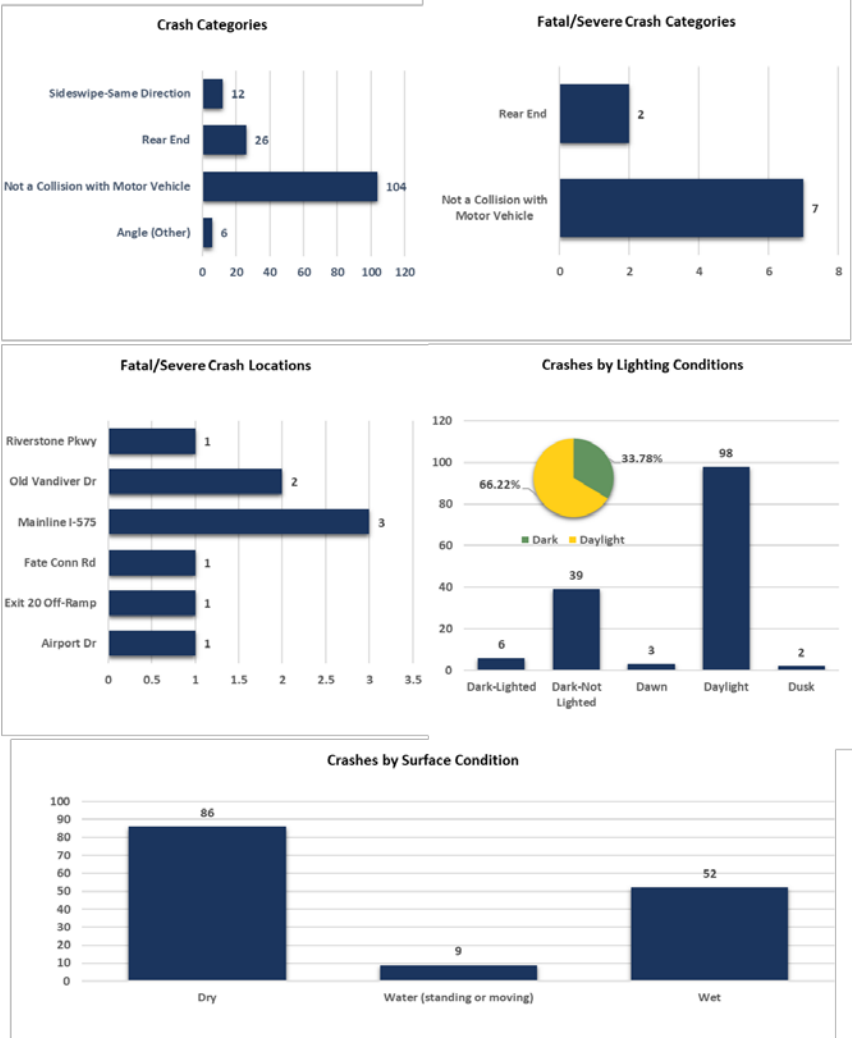
Segment 1: I-575 from Riverstone Parkway/Canton Highway to Fate Conn Road

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	5	1	10	1

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	2	1	6	22	31
2019	0	0	4	4	29	37
2020	0	3	0	2	21	26
2021	0	2	1	2	21	26
2022	1	1	2	0	24	28
TOTAL	1	8	8	14	117	148
% of Total	0.7%	5.4%	5.4%	9.5%	79.1%	

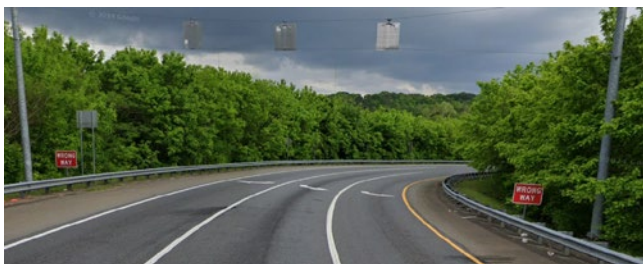
Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	2.26 miles
Jurisdiction	Canton / Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$317,500



Segment 1: I-575 from Riverstone Parkway/Canton Highway to Fate Conn Road**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Intersection Operations	Canton Highway on-ramps	Consider ramp-metering interstate on-ramps to address congestion and weaving conflicts	Mid	-	\$500,000
2	Signing and Pavement Markings	Riverstone Parkway Interchange	Install overhead and ground mounted "No turn" signage on both approaches to the north-bound off ramp. Provide ground mounted "No Turn" signage for northbound traffic in advance of the southbound off ramp. Install an additional set of "Wrong Way" signs further up-stream on both off-ramps Install "I-575 Northbound" and "I-575 Southbound" pavement shields for westbound approach	Short	-	\$6,000
3	Signing and Pavement Markings	Northbound, north of Riverstone Parkway On-Ramp	Refresh "Merge" pavement markings in northbound merge lane	Short	-	\$500
4	Signing and Pavement Markings	Northbound, north of Old Vandever Drive	Install "Authorized Vehicles Only" signage at maintenance vehicle turnaround	Short	-	\$1,000
5	Signing and Pavement Markings	Horizontal Curves	Install chevron signage at curve locations	Mid	16%	\$10,000.00
6	Roadside Improvements	Corridor-wide	Increase rumble strip frequency	Mid	21%	\$50,000.00
7	Lighting	Riverstone Parkway Interchange	Install LED lighting at all intersection quadrants where missing	Short	20.80%	\$250,000
Total:						\$317,500



Looking south on north-bound off ramp. Additional signage and pavement markings can deter Wrong-Way-Drivers along I-575



Northbound looking west. A maintenance turn-around is missing signage



Rumble strips are spaced at nearly 50' apart along some segments of the corridor.

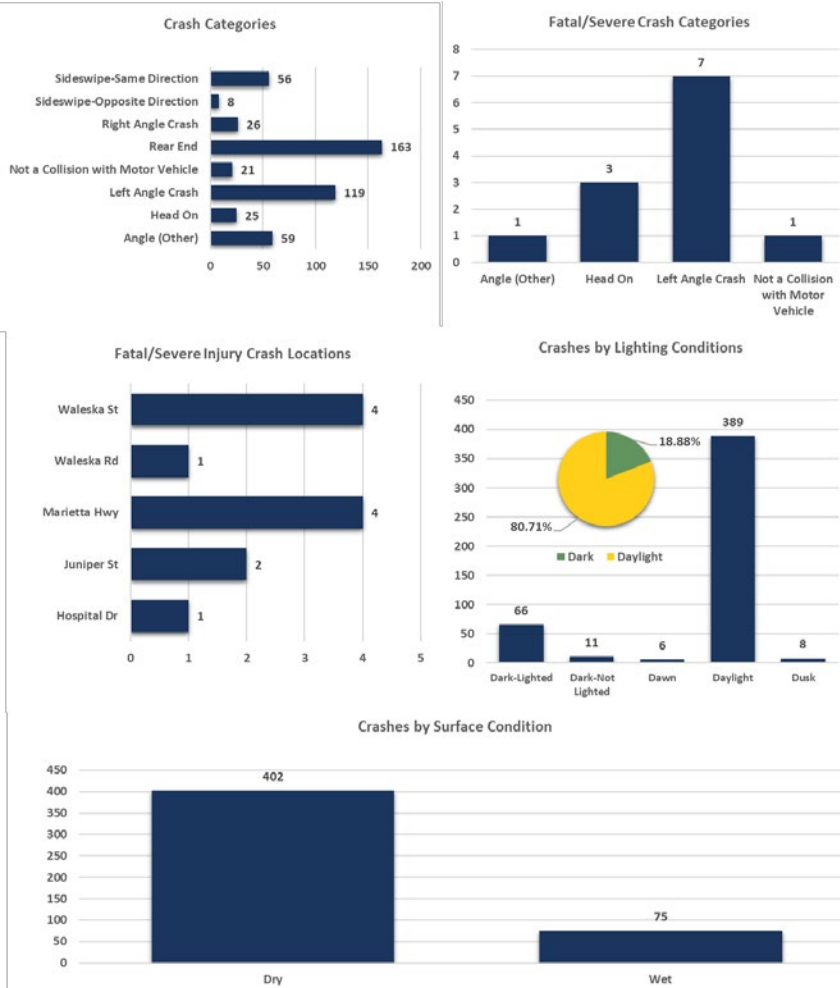
Segment 2: Riverstone Parkway from SR 140 to Reinhardt College Pkwy

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	5	4	1	10	2

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	4	9	84	97
2019	1	1	5	15	62	84
2020	0	1	10	14	63	88
2021	0	5	10	12	68	95
2022	0	4	9	19	85	117
TOTAL	1	11	38	69	362	481
% of Total	0.2%	2.3%	7.9%	14.3%	75.3%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	1	1	1	3
2019	1	0	3	0	0	4
2020	0	0	0	0	1	1
2021	0	0	2	0	0	2
2022	0	0	2	0	0	2
TOTAL	1	0	8	1	2	12
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	1.04 miles
Jurisdiction	Canton
Road Ownership	GDOT
Total Cost Estimate	\$6,673,000



Segment 2: Riverstone Parkway from SR 140 to Reinhardt College Pkwy**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Access Management	Between Waleska Road and Old Ball Ground Highway	Evaluate converting the existing two-way-left-turn lane to a raised channelized median	Mid	23%	\$650,000
2	Access Management	Hospital Drive, Lakeview Drive, Blue Ridge Hills Apartments (3 locations)	Evaluate converting full median openings to directional openings	Mid	23%	\$200,000
3	Pedestrian Crossings	Hospital Drive, Blue Ridge Hills Apartments (2 locations)	Evaluate installing pedestrian crossings with pedestrian hybrid beacons. Relocate exiting transit stop east of Blue Ridge Hills Apartments in conjunction with new pedestrian crossing.	Mid	29%	\$1,750,000
4	Signing and Pavement Markings	Corridor-wide	Refresh and install high-emphasis crosswalks at side-street crossing locations where missing	Short	-	\$3,000.00
5	Sidewalk/Multi-Use Path	North-side: East of Blue Ridge Hills Apartments to Reinhardt College Parkway (0.1 miles) South-side: Old Ball Ground Highway to Reinhardt College Parkway (0.4 miles)	Install sidewalk or multi-use path where feasible, consider narrowing lane widths to create space	Mid	40.20%	\$750,000
6	Multi-Use Path	South-side of Corridor	Consider widening sidewalk along south side of roadway to provide multi-use path	Mid	-	\$2,500,000
7	Lighting	South-side of Corridor	Install LED corridor lighting throughout corridor, mounting on existing utility poles	Mid	37%	\$400,000
8	Intersection Geometry	Waleska Street	Remove existing channelized right-turn lane and tighten curb radii or re-build as urban smart channels. Use truck aprons as needed to accommodate freight movements	Mid	-	\$150,000
9	Intersection Geometry	Reinhardt College Parkway	Formalize painted bulb-out on northwest corner with raised concrete	Mid	-	\$70,000
10	Intersection Operations	Reinhardt College Parkway	Install pedestrian signal with crosswalk across east and west legs of intersection in coordination with sidewalk recommendation	Mid	-	\$200,000
11	Intersection Operations	Waleska Street, Canton Mill Drive, Old Ball Ground Highway, Reinhardt College Parkway	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
12	Intersection Operations	Waleska Street, Canton Mill Drive	Evaluate protected-only left turn phasing at all approaches (left-turn severe crash history at both intersection)	Short	28%	-
Total:						\$6,673,000



Sidewalks along the corridor are intermittent, and right-of-way is limited



Segments of the corridor have no channelized median and several full median openings, contributing to concentrations of angle and left-turn conflicts

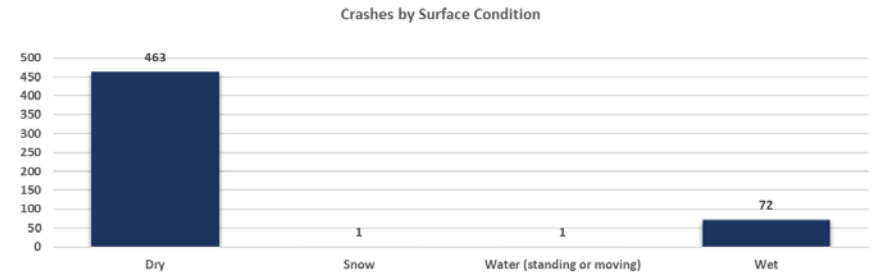
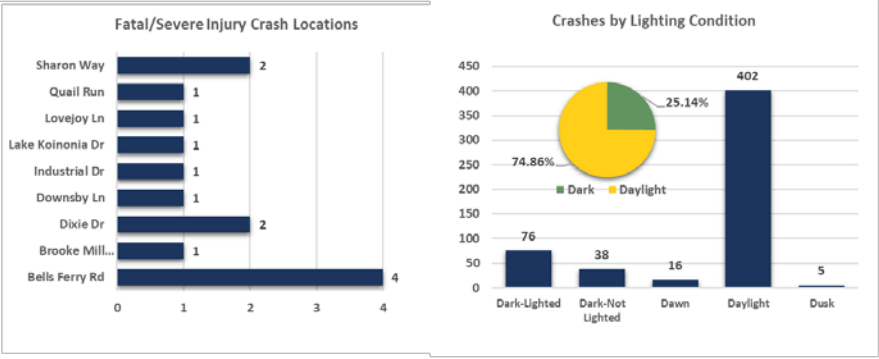
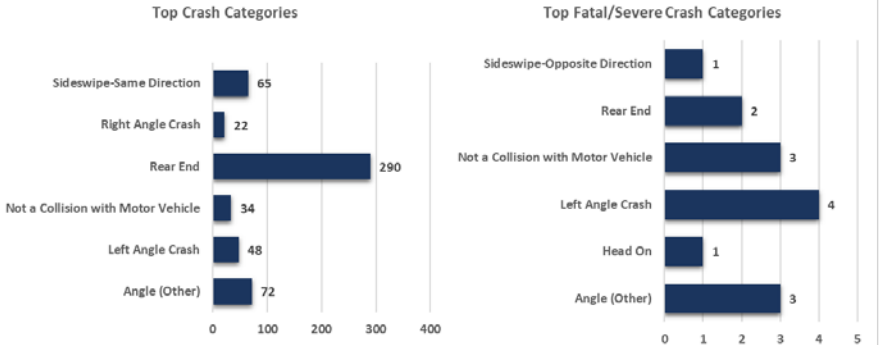
Segment 3: SR 92 from Bells Ferry Road to Lovejoy Lane

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	4	1	9	3

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	1	6	12	89	108
2019	0	2	4	16	85	107
2020	2	1	4	9	71	87
2021	0	3	7	15	86	111
2022	1	4	2	13	104	124
TOTAL	3	11	23	65	435	537
% of Total	0.6%	2.0%	4.3%	12.1%	81.0%	

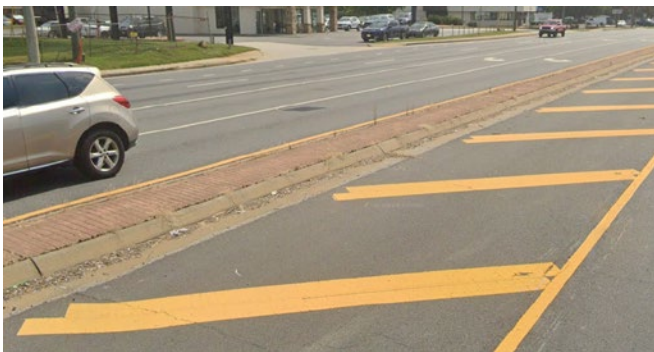
Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	1	1
2019	0	0	1	0	0	1
2020	1	0	0	0	0	1
2021	0	0	0	0	0	0
2022	0	1	0	0	0	1
TOTAL	1	1	1	0	1	4
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	1.87 miles
Jurisdiction	Woodstock/Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$1,948,000

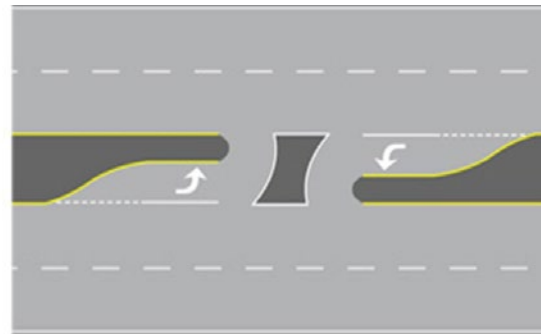


Segment 3: SR 92 from Bells Ferry Road to Lovejoy Lane**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Intersection Improvement	Bells Ferry Road	See I-1 project sheet for full details	-	-	-
2	Intersection Improvement	Lovejoy Lane	See I-7 project sheet for full details	-	-	-
3	Access Management	Industrial Drive, Elliot Industrial Drive, Queens Way, Dixie Drive (reported sight distance issue) , Quail Run, Vicksburg Trail, Hartwood Drive (7 locations)	Evaluate converting full median openings to directional openings	Mid	23%	\$450,000
4	Signing and Pavement Markings	Corridor-wide	Widen edge lines along length of corridor	Short	37%	\$6,000
5	Roadside Improvements	Between Bells Ferry Road and Hartwood Drive	Convert painted/gored-out median to raised median	Mid	-	\$300,000
6	Lighting	Corridor-wide	Install LED corridor lighting throughout corridor, using existing utility poles	Mid	37%	\$750,000
7	Lighting	Downsby Lane, Fitchburg Drive (2 locations)	Install LED lighting at all intersection quadrants	Short	20.80%	\$200,000
8	Intersection Geometry	Downsby Lane	Formalize painted bulb-outs with raised concrete	Mid	-	\$230,000
9	Intersection Operations	Downsby Lane, Fitchburg Drive (2 locations)	Consider installing five-section head with flashing yellow arrow at side-street approaches	Short	14.30%	\$12,000
10	Intersection Operations	Downsby Lane, Fitchburg Drive	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
					Total:	\$ 1,948,000



The painted medians on each mainline approach could be raised to provide additional pedestrian refuge



Example of a bi-directional median opening that could be installed to reduce conflicts. Source: FHWA

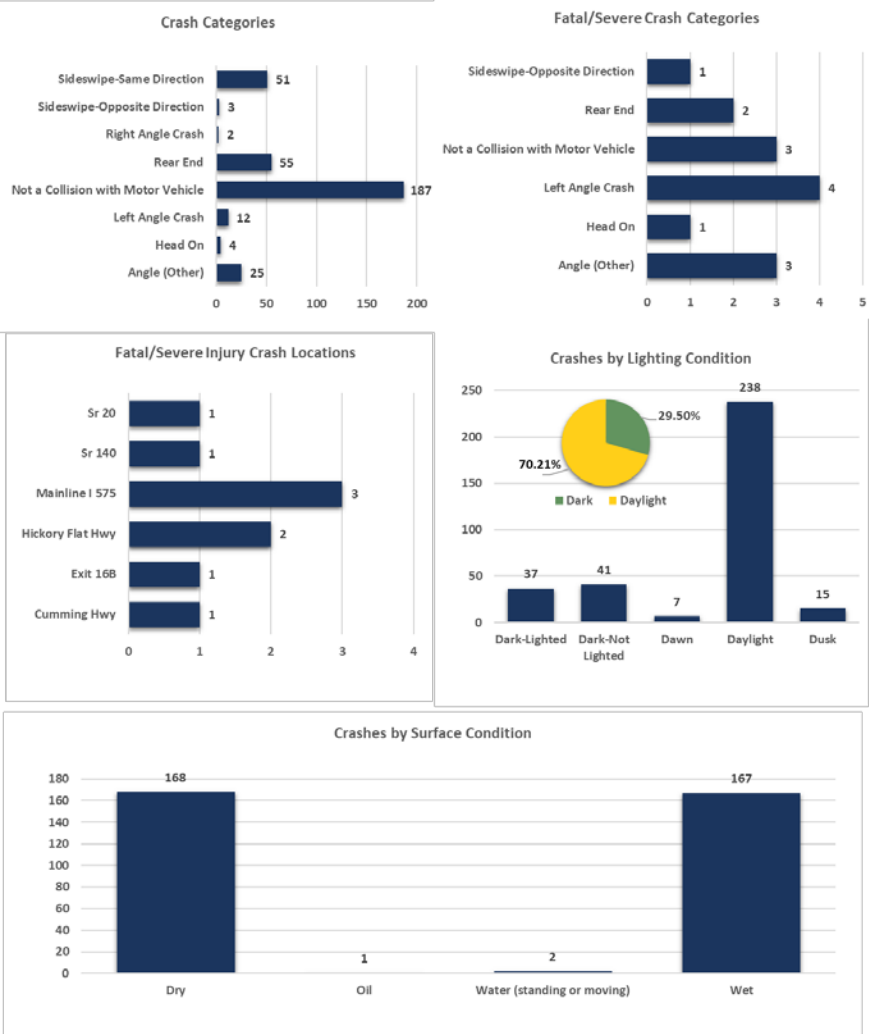
Segment 4: I-575 from SR 140 to SR 20

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	5	0	9	4

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	3	5	5	76	89
2019	2	0	6	8	45	61
2020	0	3	3	5	28	39
2021	0	0	11	9	51	71
2022	0	1	6	9	62	78
TOTAL	2	7	31	36	262	338
% of Total	0.6%	2.1%	9.2%	10.7%	77.5%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	1	0	0	0	1
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	1	0	0	0	1
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	1.62
Jurisdiction	Canton
Road Ownership	GDOT
Total Cost Estimate	\$561,000



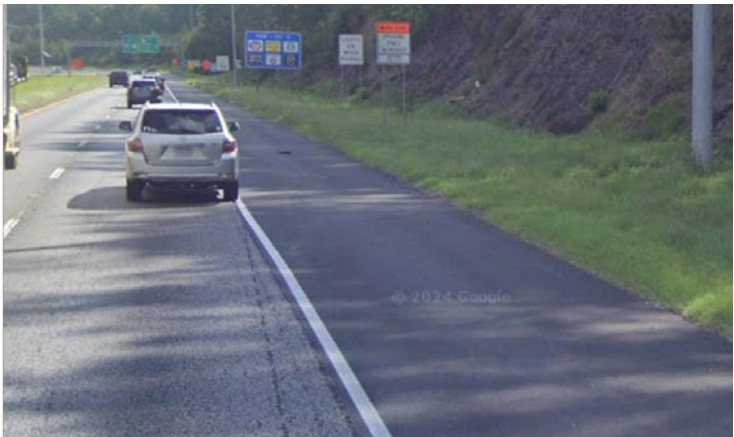
Segment 4: I-575 from SR 140 to SR 20

RECOMMENDATIONS

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	SR 120	Install "No right-turn" signage at off-ramp locations to deter wrong way driving. Install additional set of "Wrong Way" signs further up-stream on on-ramps	Short	-	\$6,000
2	Signing and Pavement Markings	Corridor-wide	Install wide edge line along length of corridor	Short	37%	\$5,000
3	Roadside Improvements	Corridor-wide	Install edge line rumble-strips along length of corridor	Mid	21%	\$50,000
4	Lighting	SR 120 and SR 20 Interchanges	Install LED lighting at all intersection quadrants where missing	Short	20.80%	\$500,000
Total:						\$561,000



The SR 140 off-ramp design increases the potential for wrong-way drivers. Additional signage along SR 140 and up-stream of off ramps can help to deter wrong way drivers



Wide edge lines and rumble strips can help to prevent lane-departure crashes along I-575

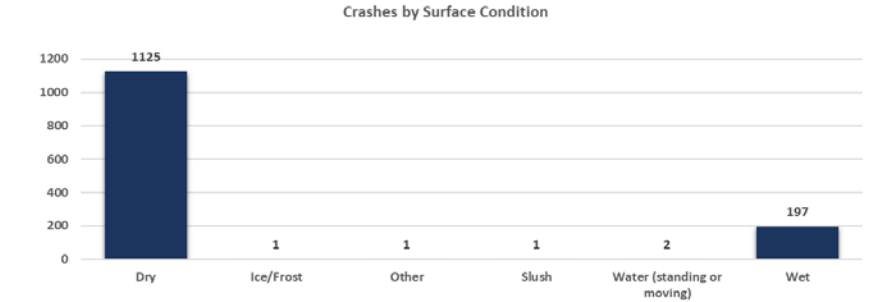
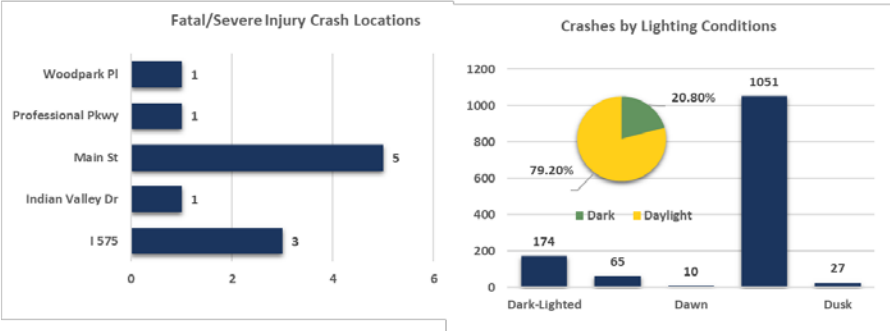
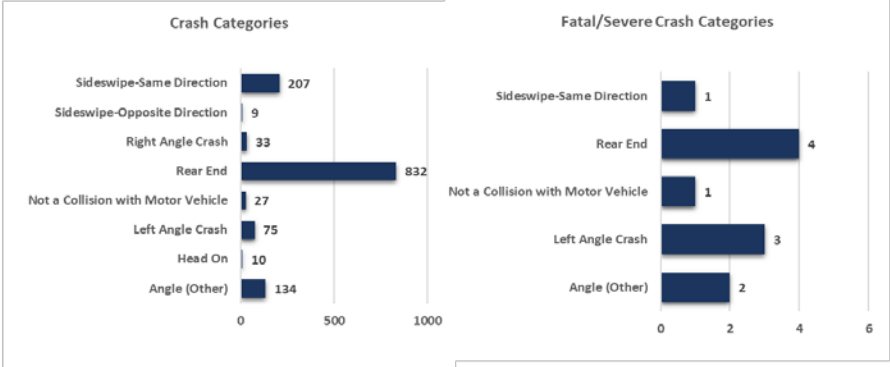
Segment 5: SR 92 from I-575 to Main Street

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	3	4	1	8	5

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	1	1	18	43	251	314
2019	0	3	16	43	223	285
2020	1	1	12	26	172	212
2021	0	2	7	43	218	270
2022	0	2	5	34	205	246
TOTAL	2	9	58	189	1069	1327
% of Total	0.2%	0.7%	4.4%	14.2%	80.6%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	1	0	1	2	0	4
2019	0	0	1	0	0	1
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0		0	0	0
TOTAL	1	0	2	2	0	5
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	0.93 miles
Jurisdiction	Woodstock
Road Ownership	GDOT
Total Cost Estimate	\$1,557,500.00



Segment 5: SR 92 from I-575 to Main Street

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	I-575 Interchange	Install pedestrian warning signage in advance of slip-ramp crossings on northbound and southbound off-ramps. Consider removing "Keep Moving" sign on northbound off-ramp as it may discourage yielding to pedestrians	Short	-	\$2,500
2	Signing and Pavement Markings	Corridor-wide	Install high-emphasis crosswalks across side-street crossings where missing	Short	-	\$5,000
3	Roadway Improvements	Parkway 575 (northwest corner), Indian Valley Drive (southeast corner) and Woodpark Place (northwest corner)	Install raised concrete bulb-outs following right-turn drops to discourage weaving movements	Mid	-	\$250,000
4	Sidewalk	Between Noonday Creek and Indian Valley Drive	Tighten northwest and southwest corner radii at Indian Valley Drive intersection and provide wide sidewalk along south side of SR 92 to provide connection to potential future Noonday Creek Trail	Mid	-	\$350,000
5	Intersection Geometry	Woodpark Place	Install pedestrian crosswalk across west leg of intersection in conjunction with bulb-out recommendation	Mid	-	\$150,000
6	Intersection Geometry	Main Street	Remove existing channelized right-turn lane and tighten corner radii or re-build as urban smart channels, use truck aprons as needed to accommodate freight movements.	Short	-	\$500,000
7	Lighting	I-575 Interchange, Indian Valley Drive, Woodpark Place (3 locations)	Install LED lighting at all intersection quadrants where missing	Short	21.00%	\$300,000
8	Intersection Operations	Signalized intersections corridor-wide	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
9	Intersection Operations	Signalized intersections corridor-wide	Review red and yellow change intervals	Short	14%	-
Total:						\$1,557,500



The Noonday Creek Trail terminates along the corridor, providing a potential pedestrian and bicyclist generator and attractor



Install bulb-outs to prevent weaving in and out of drop lanes throughout the corridor

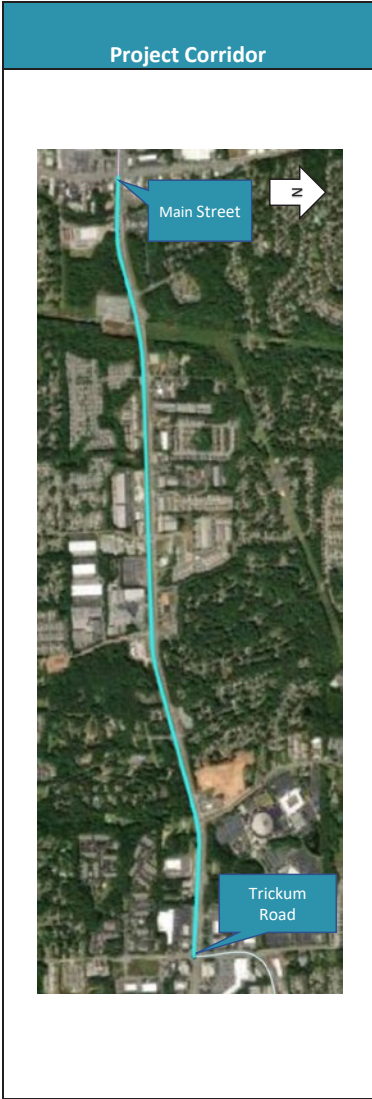
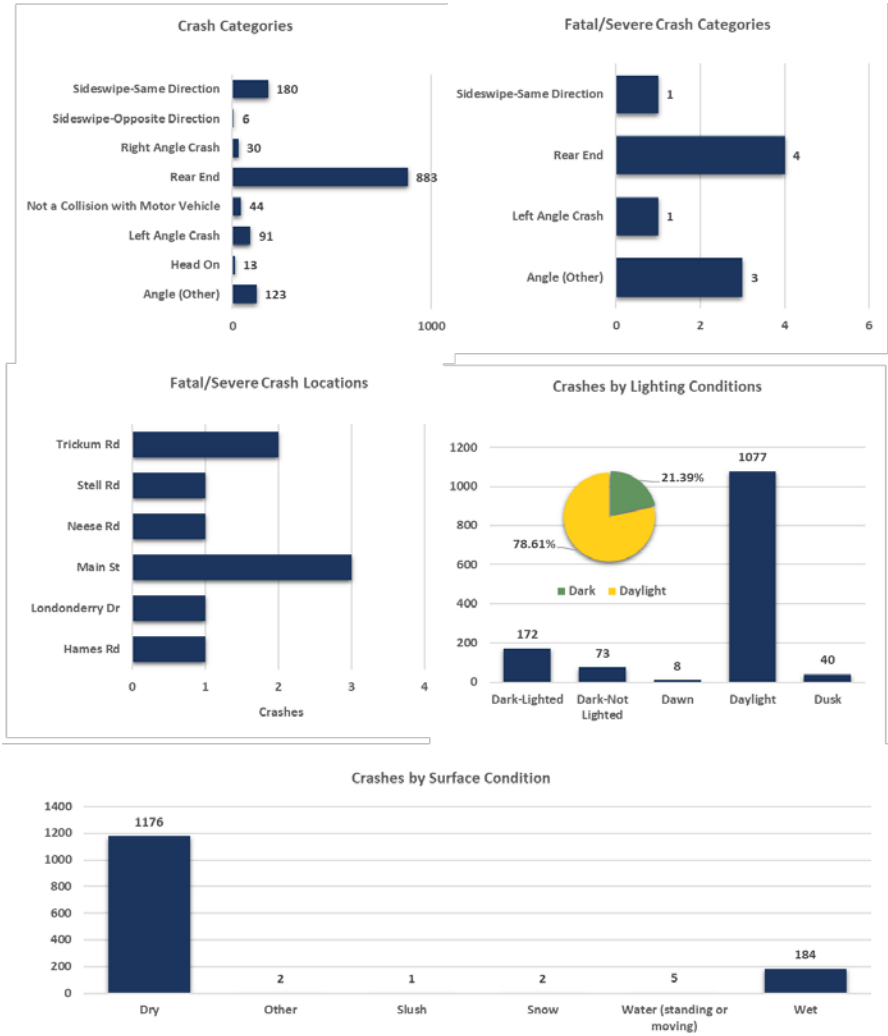
Segment 6: SR 92 from Main Street to Trickum Road

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	3	4	1	8	6

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	1	13	50	284	348
2019	0	2	13	34	235	284
2020	1	1	15	28	187	232
2021	0	2	10	32	187	231
2022	0	2	9	32	232	275
TOTAL	1	8	60	176	1125	1370
% of Total	0.1%	0.6%	4.4%	12.8%	82.1%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	1	0	1	2
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	1	0	1	2
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	2.01 miles
Jurisdiction	Woodstock
Road Ownership	GDOT
Total Cost Estimate	\$1,837,000



Segment 6: SR 92 from Main Street to Trickum Road**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Intersection Improvement	Trickum Road	See I-3 project sheet for full details	-	-	-
2	Access Management	Station 92 apartments, Laurelwood Drive, Stell Road, and Path of Life Drive (4 locations)	Evaluate converting full median openings to directional openings	Mid	23%	\$275,000
3	Corridor Lighting	Corridor-wide	Install LED corridor lighting throughout corridor, using existing utility poles	Mid	37%	\$750,000
4	Intersection Lighting	Springfield Drive, Londonderry Drive, Hanes Road, Neese Road	Install LED lighting at all intersection quadrants	Short	20.80%	\$400,000
5	Signing and Pavement Markings	Corridor-wide	Install high-emphasis crosswalks at side-street and driveway crossings, refresh markings at Creekview Drive, install ADA ramps at splinter islands where missing	Short	-	\$12,000
6	Intersection Geometry	Stonecroft Lane, Londonderry Drive, Hanes Road (3 locations)	Formalize painted bulb-outs with concrete	Md	-	\$400,000
7	Signal Operations	Main Street, Springfield Drive	Install Leading Pedestrian Intervals at all pedestrian movements	Short	10%	-
Total:						\$1,837,000



There are several full median openings along the corridor that could be evaluated for access management changes



There are painted bulb-outs at many of the corridor intersections that could be formalized with concrete to slow turning vehicles and shorten pedestrian crossings



Many side street pedestrian crossings are missing high-emphasis crosswalk markings and ADA compliant ramps

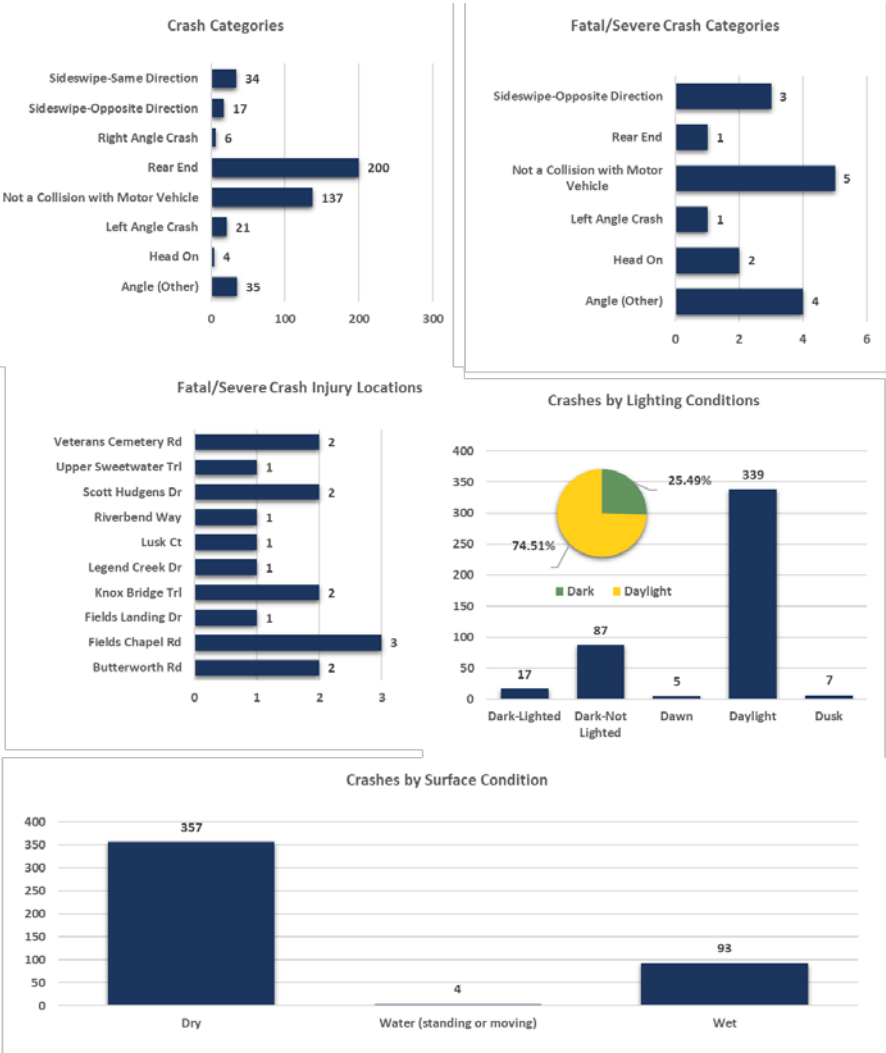
Segment 7: SR 20 from SR 108 to Butterworth Rd

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	2	5	1	8	7

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	7	16	63	86
2019	0	2	10	10	72	94
2020	1	4	5	8	57	75
2021	1	1	9	14	68	93
2022	2	5	8	16	74	105
TOTAL	4	12	39	64	334	453
% of Total	0.9%	2.6%	8.6%	14.1%	73.7%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

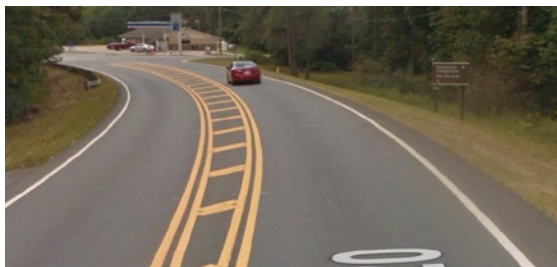
Project Information	
Corridor Length	5.95 miles
Jurisdiction	Cherokee County/Canton
Road Ownership	GDOT
Total Cost Estimate	\$13,010,000



Segment 7: SR 20 from SR 108 to Butterworth Rd

RECOMMENDATIONS

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Intersection Improvement	SR 108	See I-11 project sheet for full details	-	-	-
2	Curve Safety Improvements	Horizontal Curves (10 locations)	Evaluate horizontal curves along corridor for enhanced delineation. Improvements could include: Chevron signs with reflective posts, in lane warning pavement markings, advisory speed reduction signage, and dynamic curve warning signage	Short	16%	\$325,000
3	Signing and Pavement Markings	Fields Landing Drive	Install intersection warning sign in advance of intersection on eastbound approach	Short	-	\$2,000
4	Signing and Pavement Markings	Riverbend Way/Knox Elementary School Opening	Install high-emphasis crosswalks with ADA compliant curb ramps cross side street crossing	Short	-	\$5,000
5	Signing and Pavement Markings	Corridor-wide	Install wide edge lines along length of corridor	Short	37%	\$18,000
6	Roadside Improvements	Between SR 108 and 1,000' east of SR 108	Install edge line rumble strips on each approach	Short	21%	\$50,000
7	Roadside Improvements	Corridor-wide	Widen shoulders where feasible, prioritizing horizontal curve locations	Long	10.00%	\$11,000,000
8	Signing and Pavement Markings	Riverbend Way/Knox Elementary School Opening	Install dynamic speed feedback signs in advance of reduced school speed zone to reinforce speed transition from high-speed rural context	Short	-	\$10,000
9	Lighting	Butterworth Road	Install LED lighting at all intersection quadrants	Short	20.80%	\$100,000
10	Intersection Control	Copper Hills Drive	Evaluate intersection control. Consider traffic signal or roundabout to address sight visibility challenges from drivers turning out of Copper Hills sub-division	Mid/Long	10%	\$1,500,000
11	Intersection Operations	Butterworth Road	Install leading pedestrian intervals at all approaches	Short	10%	-
Total:						\$13,010,000



There are several horizontal curves along the corridor that could be upgraded with low-cost signing improvements



There corridor quickly transitions from a high speed rural roadway to a suburban roadway with nearby schools

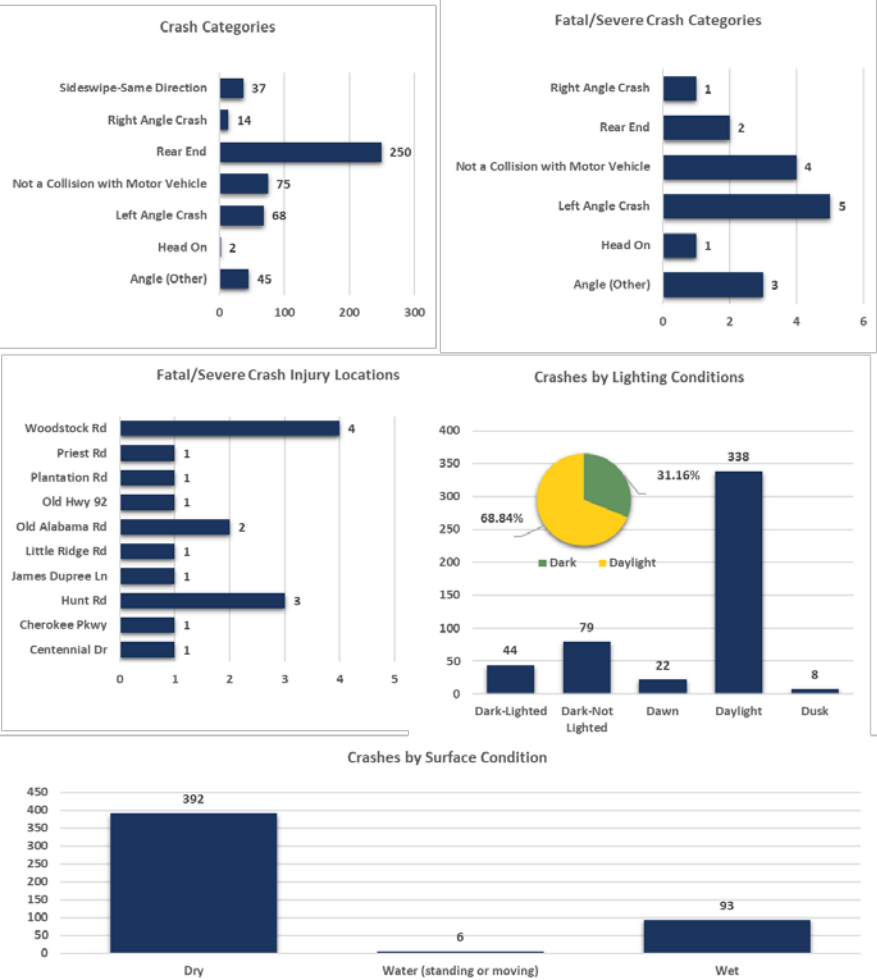
Segment 8: SR 92 from Kellogg Creek Rd to Woodstock Rd

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	4	0	8	8

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	4	6	15	86	111
2019	0	1	7	15	81	104
2020	0	2	6	11	73	92
2021	1	2	6	14	59	82
2022	1	5	4	15	77	102
TOTAL	2	14	29	70	376	491
% of Total	0.4%	2.9%	5.9%	14.3%	76.6%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non- Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	1	0	0	1
2022	0	0	0	0	0	0
TOTAL	0	0	1	0	0	1
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	2.25 miles
Jurisdiction	Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$1,457,000



Segment 8: SR 92 from Kellogg Creek Rd to Woodstock Rd**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Intersection Improvement	SR 92 at Woodstock Road	See I-4 project sheet for full details	-	-	-
2	Intersection Improvement	SR 92 at Kellogg Creek Road	See I-15 project sheet for full details	-	-	-
3	Signing and Pavement Markings	Corridor-wide	Install wide edge lines along length of corridor	Short	37%	\$7,000
4	Access Management	Cherokee Road, Old Highway 92, Priest Road, Ridge Mill Court, Meadowood Drive (five locations)	Evaluate converting full median openings to directional openings	Mid	23%	\$300,000
5	Lighting	Corridor-wide	Install LED corridor lighting throughout corridor on existing utility poles	Mid	37%	\$850,000
6	Lighting	Old Highway 92, Cherokee Parkway, Ridge Mill Road (three locations)	Install LED lighting at all intersection quadrants	Short	20.80%	\$300,000
7	Intersection Operations	Old Highway 92, Cherokee Parkway, Ridge Mill Road (three locations)	Review yellow and red change intervals	Short	-	-
Total:						\$1,457,000



There are full median openings along the corridor that could be restricted to reduce conflicts and used to accommodate U-Turns as part of a Median U-Turn intersection design at Woodstock Road (See I-4 for details)

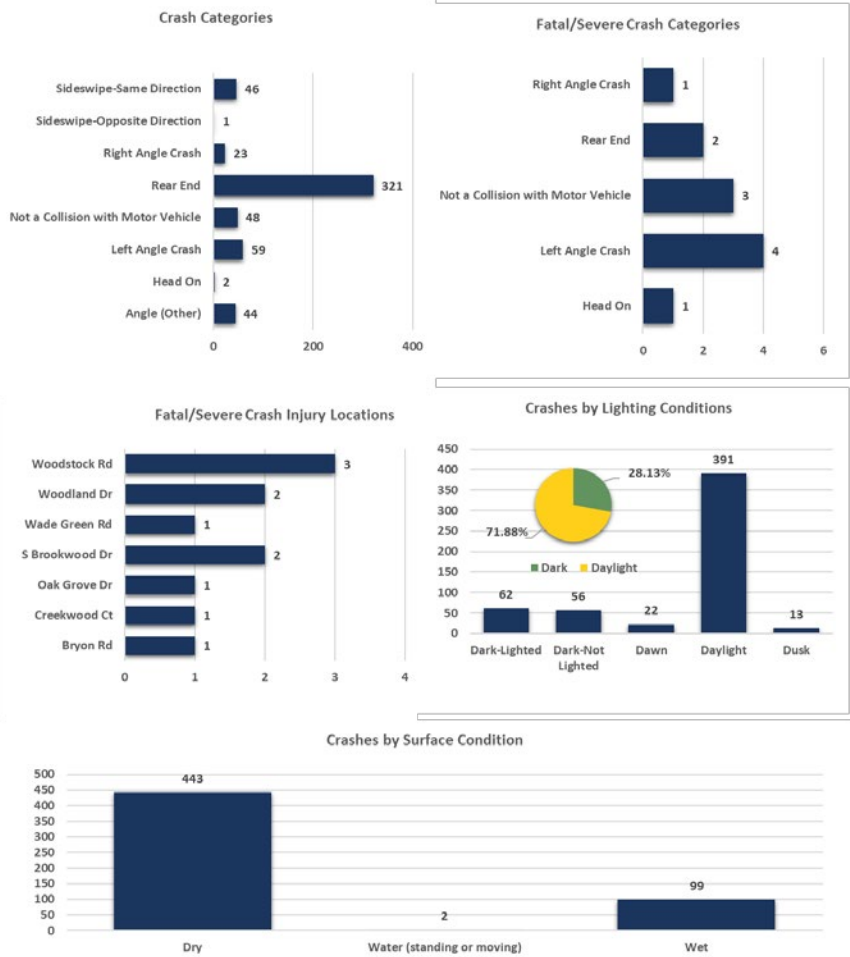
Segment 9: SR 92 from Woodstock Road to Wade Green Road NW

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	4	0	8	9

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	1	2	10	23	87	123
2019	0	1	8	13	76	98
2020	1	2	6	7	83	99
2021	1	0	4	13	74	92
2022	0	3	6	11	112	132
TOTAL	3	8	34	67	432	544
% of Total	0.6%	1.5%	6.3%	12.3%	79.4%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	1	0	0	0	0	1
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	1	0	0	0	0	1
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	1.59 miles
Jurisdiction	Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$1,005,000



Segment 9: SR 92 from Woodstock Road to Wade Green Road NW

RECOMMENDATIONS

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Intersection Improvements	Woodstock Road	See I-14 project sheet for full details	-	-	-
2	Intersection Improvements	Wade Green Road	See I-5 project sheet for full details	-	-	-
3	Access Management	Victory Church entrance, Brookwood Dr, Seminole Way, Lummus Supply entrance, Woodland Drive, Falcon Fast Flooring entrance (6 locations)	Evaluate converting full median openings to directional openings	Mid	23%	\$400,000
4	Signing and Pavement Markings	Corridor-wide	Widen edge lines along length of corridor	Short	37%	\$5,000
5	Lighting	Corridor-wide	Install LED corridor lighting throughout corridor, using existing utility poles	Mid	37%	\$600,000
Total:						\$ 1,005,000



There are full median openings along the corridor that could be restricted to reduce conflicts and used to accommodate U-Turns as part of a Median U-Turn intersection design at Woodstock Road (See I-4 for details)

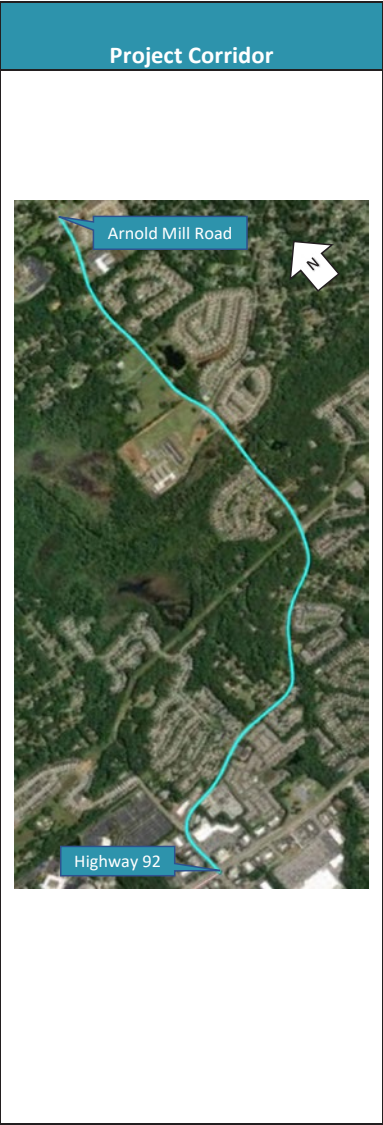
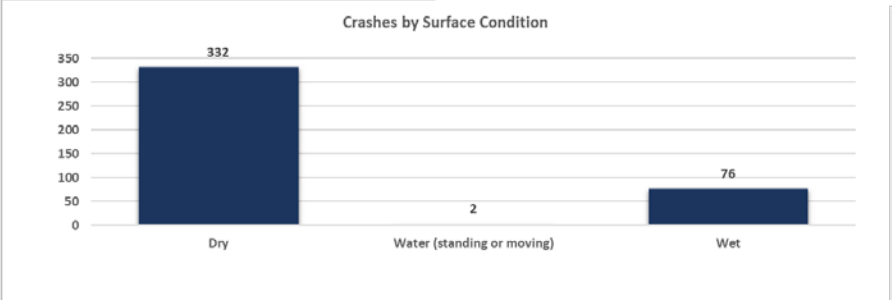
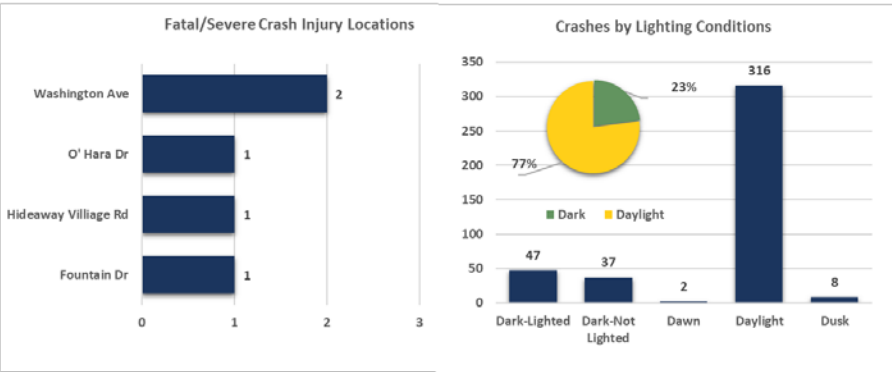
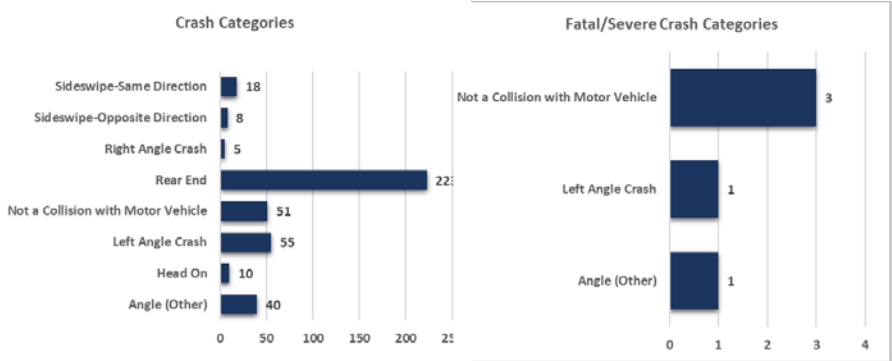
Segment 10: Trickum Road from SR 92 to Arnold Mill Rd

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	4	0	8	10

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	1	2	18	78	99
2019	0	2	5	14	68	89
2020	0	1	8	8	58	75
2021	0	0	3	11	57	71
2022	0	1	3	12	60	76
TOTAL	0	5	21	63	321	410
% of Total	0.0%	1.2%	5.1%	15.4%	78.3%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	1	0	1
2019	0	0	0	1	0	1
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	2	0	2
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	2.61 miles
Jurisdiction	Woodstock/Cherokee County
Road Ownership	Woodstock/Cherokee County
Total Cost Estimate	\$4,073,500



Segment 10: Trickum Road from SR 92 to Arnold Mill Rd**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Intersection Improvement	SR 92	See I-3 project sheet for full details	-	-	-
2	Access Management	Abbey Circle, Dunedin Trail, Little River Elementary south entrance, Cherokee Christian Schools entrance (4 locations)	Evaluate converting full median openings to directional openings	Mid	23%	\$260,000
3	Sidewalks	West-side: From Hill Drive to north of Ragsdale Road, from Little Creek River to south of School Drive, from School Drive to Arnold Mill Road East-side: From Trickum Valley Drive to Ragsdale Road, at Little River bridge, from School Drive to Arnold Mill Road	Install sidewalk where feasible, prioritizing areas near schools and neighborhoods. Coordinate sidewalk south of Arnold Mill Road with proposed turn-lane widening improvements	Mid	40.20%	\$2,100,000
4	Signing and Pavement Markings	Abbey Circle, Hill Drive, River Creek Drive, Three Branches Drive (4 locations)	Install stop bars at side-streets where missing	Short	-	\$500
5	Signing and Pavement Markings	Three Branches Drive	Install turn-lane pavement markings in north-bound right turn lane onto Three Branches Drive	Short	-	\$1,000
6	Signing and Pavement Markings	Ragsdale Road, Nocatee Trail	Stripe out auxiliary lanes north of Ragsdale Road and south of Nocatee Trail to discourage weaving	Short	-	\$2,000
7	Signing and Pavement Markings	North and south of School Drive	Install dynamic speed feedback signs in advance of reduced school speed zone to reinforce speed transition from high-speed rural context	Short	-	\$10,000
8	Intersection Geometry	School Drive	Remove existing channelized right-turn lanes and tighten corner radii or re-build as urban smart channels. Formalize bulb-out on southwest side with raised concrete	Mid	-	\$400,000
9	Intersection Operations	School Drive	Install leading pedestrian intervals at all movements	Short	10%	-
10	Lighting	Ragsdale Road, School Drive, Arnold Mill Road	Install LED lighting at all intersection quadrants	Short	20.80%	\$300,000
11	Lighting	Corridor-wide	Install LED lighting along the corridor where feasible using existing utility poles and prioritizing areas near schools and retail destinations	Mid	37%	\$1,000,000
Total:						\$ 4,073,500



All recommendations to be coordinated with ongoing SR 92/Trickum Road Project

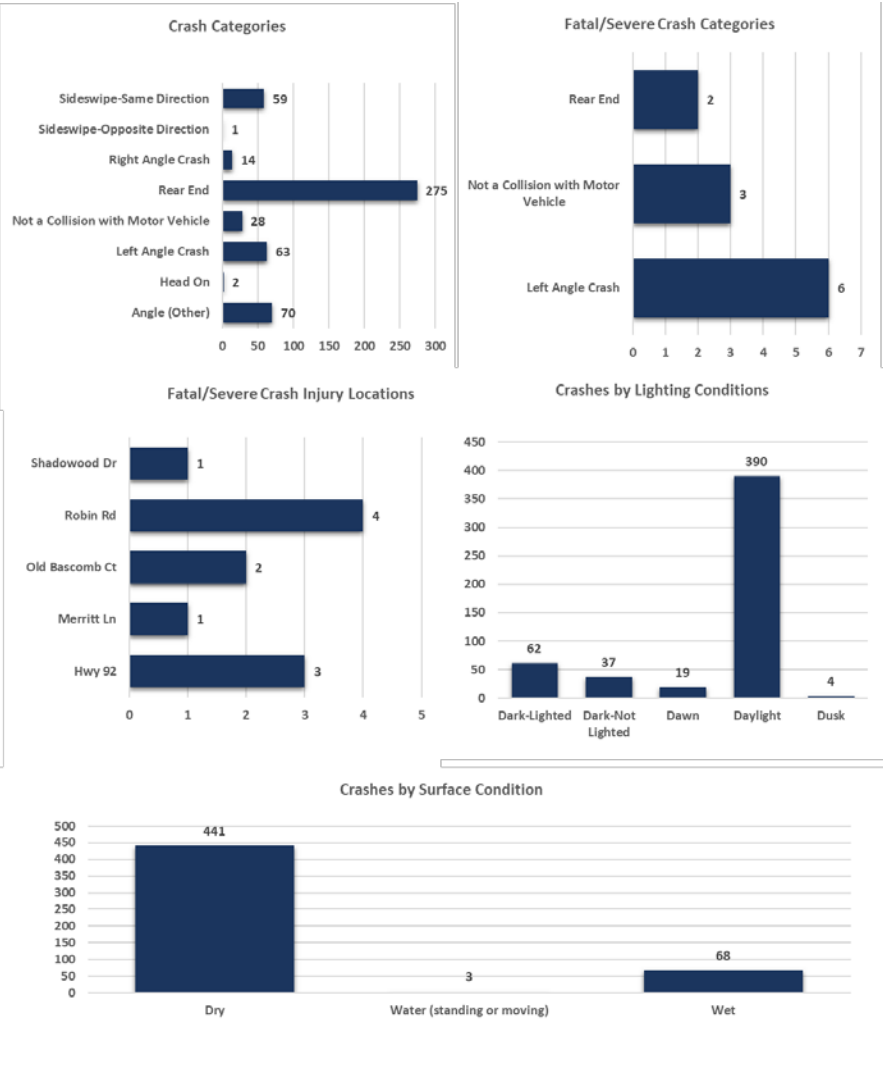
Segment 11: Bells Ferry Road from SR 92 to Bascomb Carmel Rd

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	3	0	7	11

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	2	1	7	12	98	120
2019	0	1	3	9	73	86
2020	0	3	7	11	72	93
2021	0	2	4	18	67	91
2022	0	2	6	19	94	121
TOTAL	2	9	27	69	404	511
% of Total	0.4%	1.8%	5.3%	13.5%	79.1%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	1	0	0	0	0	1
2019	0	0	1	0	0	1
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	1	0	1	0	0	2
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	.94 miles
Jurisdiction	Cherokee County
Road Ownership	Cherokee County
Total Cost Estimate	\$3,279,200



Segment 11: Bells Ferry Road from SR 92 to Bascomb Carmel Rd**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	General	Corridor-wide	Coordinate improvements with planned shared-use path project	-	-	-
2	Intersection Improvement	SR 92	See I-1 project sheet for full details	-	-	-
3	Signing and Pavement Markings	Robin Road	Install supplemental intersection warning signs in the median on the north and southbound approaches (severe crash history related to red-light running, and limited sight distance due to horizontal curves)	Short	-	\$1,200
4	Road Diet	Northbound between SR 92 and north of Merrit Lane	During next resurfacing, evaluate the need for the northbound outside travel lane as there are two lanes to the north and south of this segment. Consider re-allocating space for wider median or bicycle facility. Alternately, provide lane drop warning signage and merge pavement markings at lane drop location.	Long	-	\$430,000
5	Bicycle Facilities	Corridor-wide	During next resurfacing, evaluate the feasibility of narrowing travel lanes to provide a bicycle facility. Cost assumes resurfacing of corridor, minus the segment included in recommendation 4.	Long	53%	\$2,000,000
6	Access Management	Tranquil Gardens Drive, Western Union entrance (2 locations)	Evaluate converting full median openings to directional openings	Mid	23%	\$130,000
7	Lighting	Robin Road, Red Barn Road, Old Bascomb Court	Install LED lighting at all intersection quadrants	Short	21%	\$300,000
8	Lighting	Corridor-wide	Install LED corridor lighting throughout corridor, using existing utility poles	Mid	37%	\$400,000
9	Intersection Operations	Robin Road, Red Barn Road, Old Bascomb Court	Consider installing five-section heads with flashing yellow arrow at side-street approaches	Short	14%	\$18,000
Total:						\$3,279,200



The outside northbound lane suddenly drops at Merrit Lane and could potentially be repurposed to provide a bicycle facility or wider median

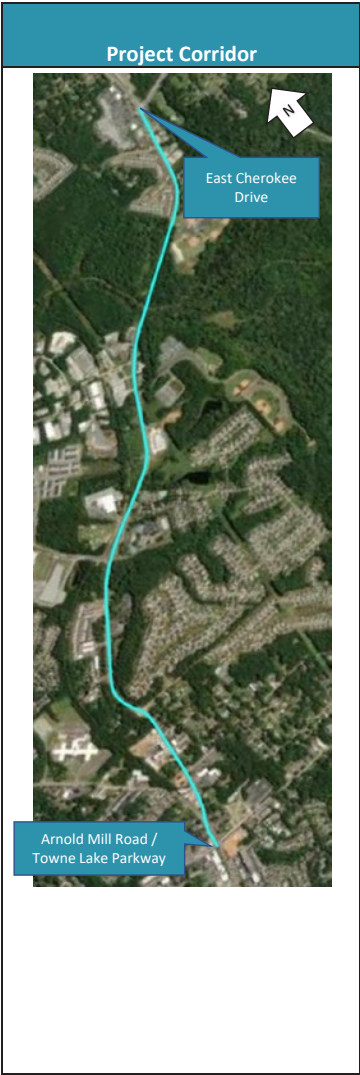
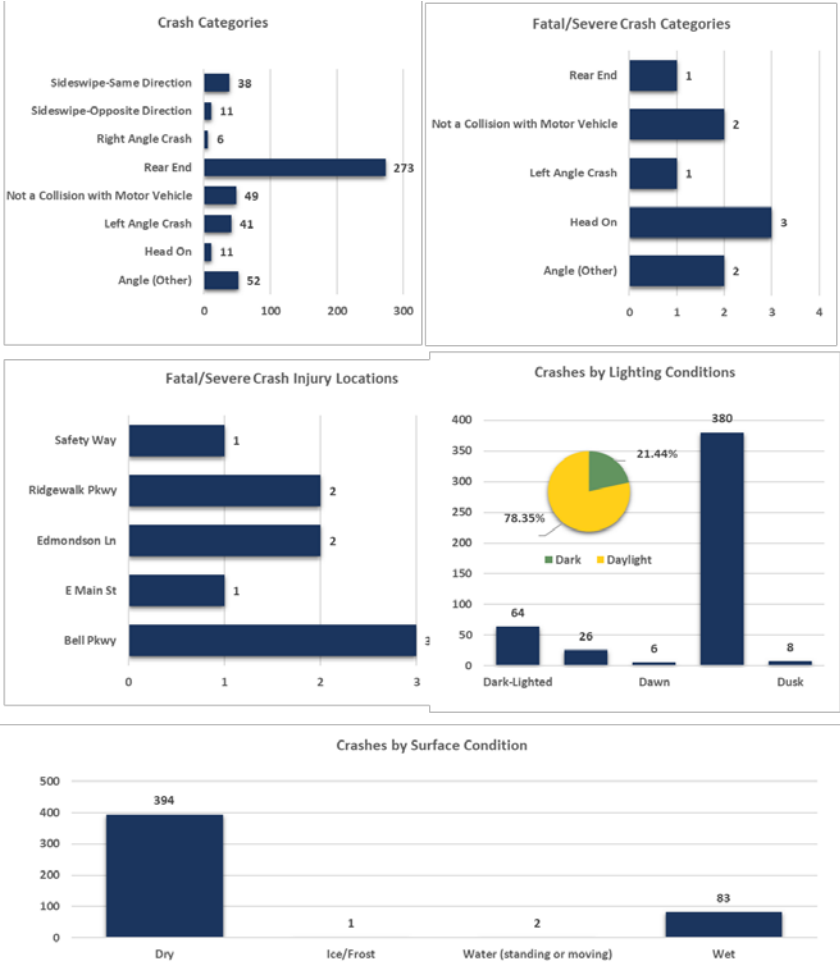
Segment 12: Main Street from Arnold Mill Rd to E Cherokee Dr

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	3	0	7	12

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	3	10	90	103
2019	1	4	5	8	90	108
2020	0	2	3	16	59	80
2021	0	1	5	10	85	101
2022	0	1	2	15	74	92
TOTAL	1	8	18	59	398	484
% of Total	0.2%	1.7%	3.7%	12.2%	82.2%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	1	1
2019	0	1	1	0	1	3
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	1	1	0	2	4
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	2.45 miles
Jurisdiction	Woodstock/Cherokee County/Holly Springs
Road Ownership	Woodstock/Cherokee County/Holly Springs
Total Cost Estimate	\$5,962,000



Segment 12: Main Street from Arnold Mill Rd to E Cherokee Dr**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	From Ridgewalk Parkway to E Cherokee Drive	Install wide edge line	Short	37%	\$4,500
2	Signing and Pavement Markings	Corridor-wide	Install high emphasis crosswalks on side streets where missing	Short	-	\$2,500
3	Pedestrian Crossings	Between Arnold Mill Road and Rope Mill Road	Install Rectangular Rapid Flashing beacons at both uncontrolled crossing locations. Formalize painted island at Rope Mill Road crossing with raised concrete.	Short	69%	\$100,000
4	Pedestrian Crossings	Linton Street	Mark crosswalk on west-leg of intersection. Consider converting intersection to an all-way-stop	Short	-	\$20,000
5	Speed Management	North of Arnold Mill Road	Install planters or a raised landscaped bulb-out in excess space to provide horizontal deflection	Short	-	\$50,000
6	Access Management	Safety Way, Bell Parkway	Evaluate converting full median openings to directional openings	Mid	23%	\$135,000
7	Intersection Geometry	Ridgewalk Parkway	Install pedestrian crossing across north leg of intersection	Mid	-	\$150,000
8	Intersection Control	Brooke Boulevard	Evaluate installing a signal or roundabout at this location	Long	-	\$1,500,000
9	Alternative Intersections	Rope Mill Road	In the long term, evaluate feasibility of converting intersection to a roundabout, or realigning Rope Mill Road to intersect with Main Street as a T-intersection	Long	53%	\$4,000,000
Total:						\$5,962,000



Excess space between the Arnold Mill Road signal and on-street parking could be land-scaped to slow traffic



Consider interim improvements to Rope Mill Road pedestrian crossing while evaluating a larger intersection configuration project

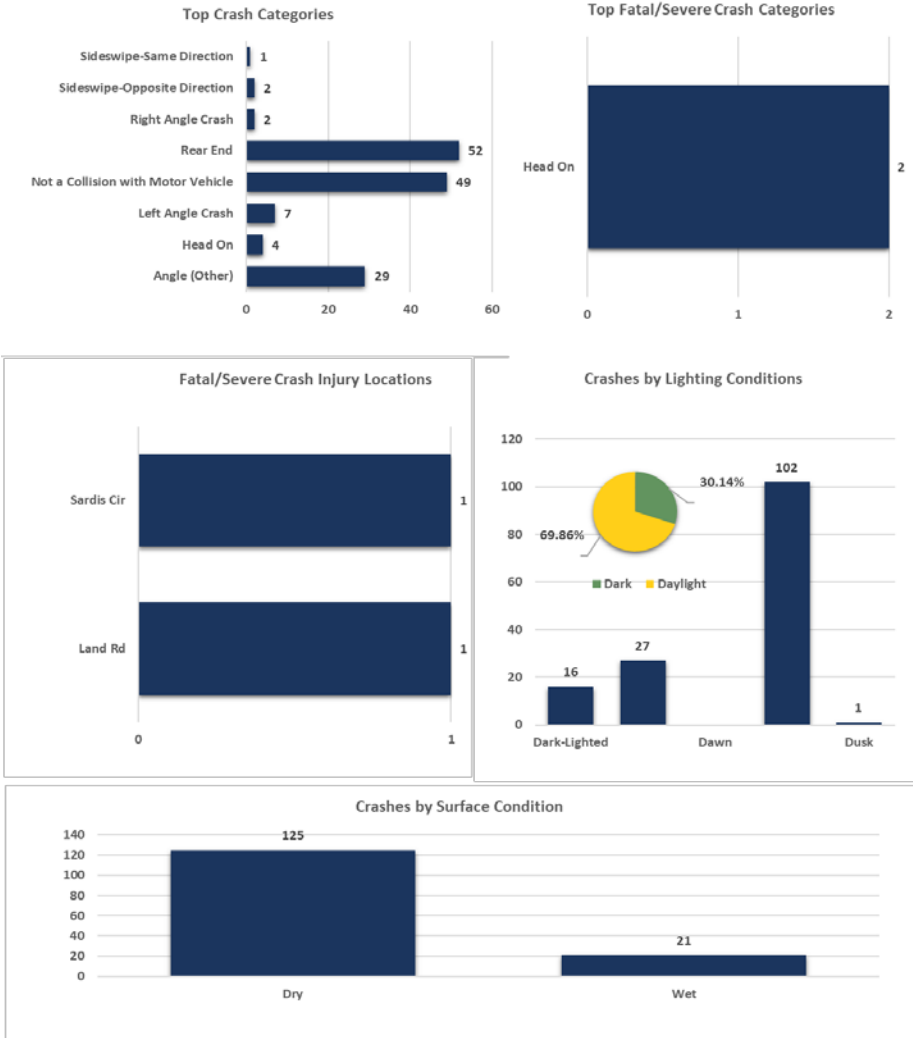
Segment 13: SR 140 from SR 108 to Sam Nelson Rd

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	2	1	7	13

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	1	2	2	18	23
2019	0	0	4	3	35	42
2020	0	0	1	4	24	29
2021	0	1	1	1	17	20
2022	0	0	4	5	23	32
TOTAL	0	2	12	15	117	146
% of Total	0.0%	1.4%	8.2%	10.3%	80.1%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	3.22 miles
Jurisdiction	Waleska/Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$5,366,500



Segment 13: SR 140 from SR 108 to Sam Nelson Rd

RECOMMENDATIONS

ID	Improvement Type	Location	Description	Time Frame	CRF	Cost
1	Curve Safety Improvements	Horizontal Curves (3 locations)	Evaluate horizontal curves along corridor for enhanced delineation. Improvements could include: Chevron signs with reflective posts, in lane warning pavement markings, advisory speed reduction signage, and dynamic curve warning signage	Short	16%	\$100,000
2	Signing and Pavement Markings	Corridor-wide	Install wide edge lines along length of corridor	Short	37%	\$10,000
3	Signing and Pavement Markings	Between Land Road and Hobart Smith Road	Stripe out southbound auxiliary lane to discourage weaving and unlawful passing	Short	-	\$10,000
4	Signing and Pavement Markings	Grady Street	Install high-emphasis crosswalk markings across side-streets	Short	-	\$500
5	Maintenance	Sardis Circle, Land Road	Trim vegetation to ensure clear-sightlines for left-turning vehicles	Short	-	-
6	Signing and Pavement Markings	South of Grady Street	Install dynamic speed feedback signs and "35 mph" pavement marking messages to reinforce transition to 35 mph speed limit	Short	-	\$20,000
7	Lighting	Grady Street, SR 108	Install LED lighting at all intersection quadrants	Short	21%	\$150,000
8	Maintenance	Grady Street	Relocate decorative light-pole obstructing northbound view of rectangular rapid flashing beacon	Short	-	\$1,000
9	Intersection Geometry	SR 108	Install raised curb with ADA ramps at north-west corner of intersection	Mid	-	\$75,000
10	Roadway Improvements	Corridor-wide	Widen shoulders where feasible, prioritizing horizontal curve locations	Long	10%	\$5,000,000
Total:						\$5,366,500



The corridor quickly transitions from a high-speed rural roadway into Downtown Waleska



A decorative light-pole obscuring the RRFB at Grady Street

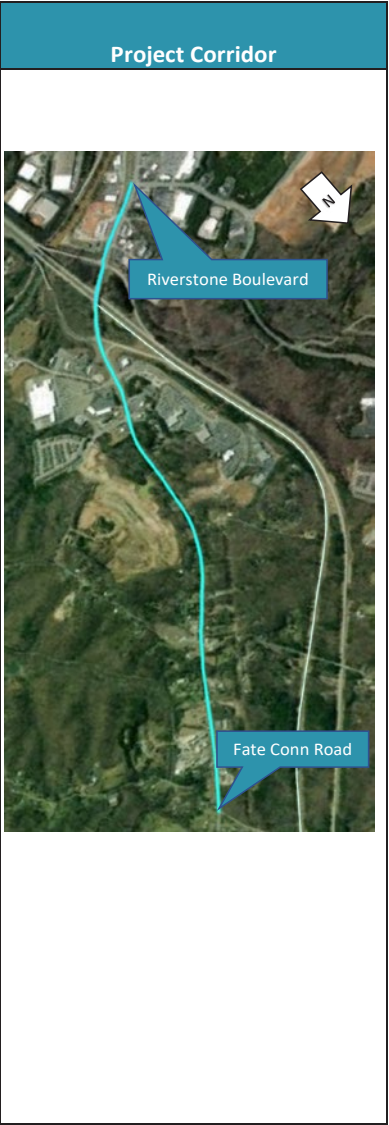
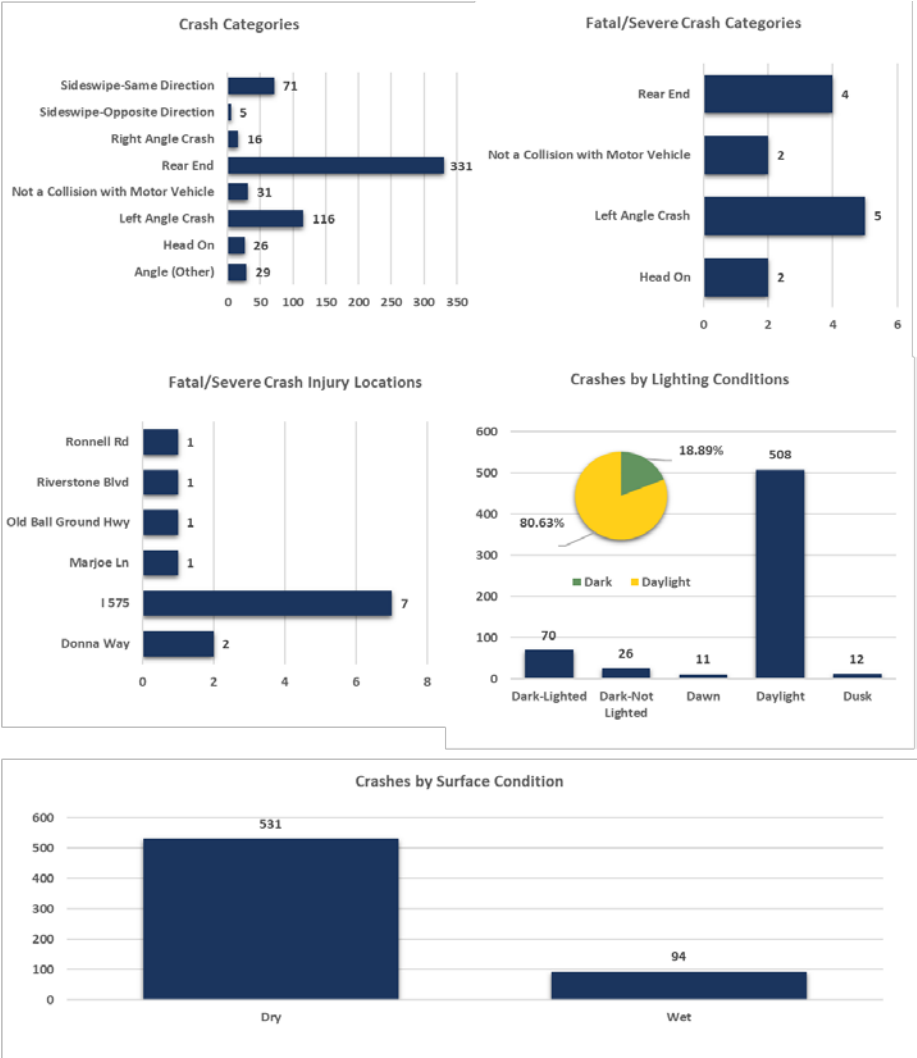
Segment 14/15: Riverstone Parkway/Canton Highway from Riverstone Blvd to Fate Conn Rd

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	1	4	1	6	14/15

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	2	18	83	103
2019	1	4	6	22	90	123
2020	1	2	6	15	102	126
2021	0	3	11	14	110	138
2022	0	2	10	14	112	138
TOTAL	2	11	35	83	497	628
% of Total	0.3%	1.8%	5.6%	13.2%	79.1%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	1	0	0	1
2022	0	0	1	1	0	2
TOTAL	0	0	2	1	0	3
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	2.05 miles
Jurisdiction	Canton/Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$2,154,000

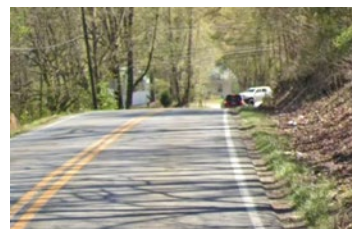


Segment 14/15: Riverstone Parkway/Canton Highway from Riverstone Blvd to Fate Conn Rd**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Cost
1	General	I-575 Interchange	Coordinate improvements with GDOT roundabout study at southbound ramps	-	-	-
2	Interchange Improvements	I-575 Interchange	See Sheet S1 for full recommendations	-	-	-
3	Signing and Pavement Marking	Fate Conn Road	Install intersection warning signs on north and south bound approaches in advance of the intersection. Install "Stop Ahead" signage on eastbound approach (limited visibility due to vertical curve)	Short	-	\$3,000
4	Signing and Pavement Marking	From Riverpoint parkway to Fate Conn Road	Install wide edge lines	Short	37%	\$5,000
5	Road Diet	From Riverstone Blvd to I-575	Consider reducing travel lanes from 6 to 4. There are four lanes to the east and west, and 20,000 estimated AADT is low end for six lane roadway. Space could be reallocated to proved sidewalk.	Long	-	\$450,000
6	Roadside Improvements	From Riverpoint parkway to Fate Conn Road	Install edge line and centerline rumble strips	Mid	21%	\$40,000
7	Lighting	Riverstone Blvd, Milton Drive, Keith Drive, Riverpoint Parkway	Install LED lighting at all intersection quadrants	Short	21%	\$400,000
8	Sidewalks	Between Riverstone Blvd and Riverpoint Parkway	Install missing sidewalk on south side of corridor where feasible. Consider narrowing travel lanes and shoulder to accommodate.	Long	40%	\$800,000
9	Intersection Operations	Riverstone Blvd and Milton Drive	Install signalized pedestrian crossings across missing intersection legs in coordination with sidewalk recommendation	Mid	-	\$450,000
10	Intersection Operations	Riverstone Blvd, Milton Drive, Keith Drive, Riverpoint Parkway	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
11	Intersection Operations	Riverpoint Parkway	Install five-section heads with flashing yellow arrow operations at eastbound and westbound approaches	Mid	14%	\$6,000
Total:						\$2,154,000



On the western end of the corridor, there is a sidewalk gap along the south side of the roadway with limited right-of-way



Looking eastbound on Fate Conn Road, there is limited sight distance due to a vertical curve.

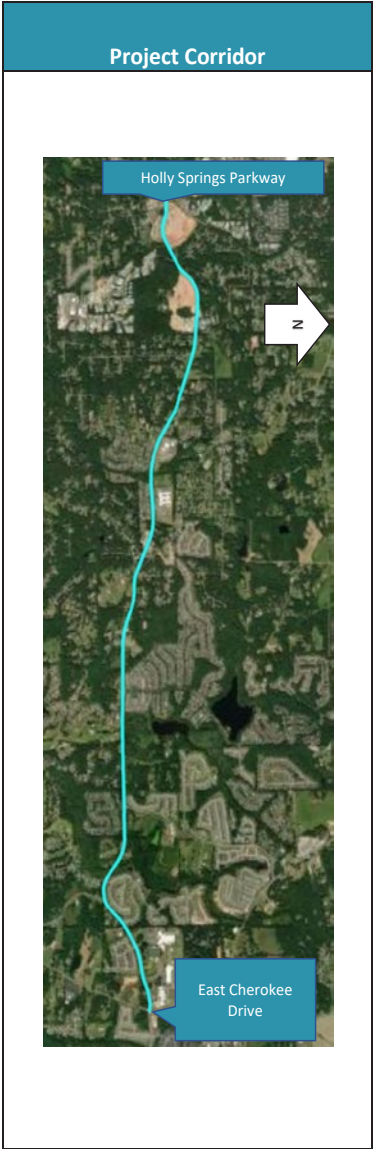
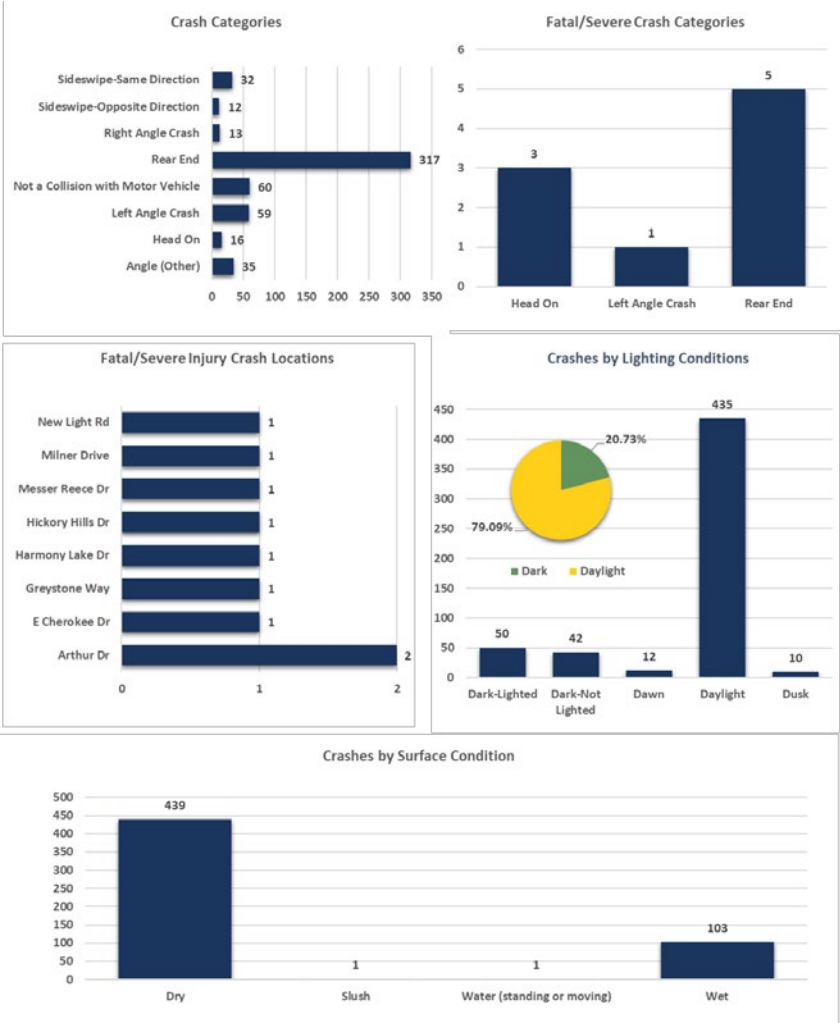
Segment 16: Hickory Road from Main Street to E Cherokee Drive

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	2	2	0	4	16

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	6	18	72	96
2019	0	3	2	17	82	104
2020	0	1	6	9	82	98
2021	0	4	10	12	93	119
2022	0	1	10	18	102	131
TOTAL	0	9	34	74	431	548
% of Total	0.0%	1.6%	#####	13.5%	78.6%	

Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	1	0	1
2019	0	0	0	0	1	1
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	2
% of Total	0.0%	0.0%	0.0%	50.0%	50.0%	

Project Information	
Corridor Length	4.82 miles
Jurisdiction	Holly Springs/Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$5,325,000



Segment 16: Hickory Road from Main Street to E Cherokee Drive

RECOMMENDATIONS

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Access Management	Field Brook Drive and Edgewater Drive and Oak Crest Road	Evaluate converting full median openings to directional openings	Mid	24%	\$270,000
2	Access Management	From Dan Rusk Driveway to Cherokee Drive	Install raised median islands in existing two-way-left-turn lane in front of Hickory Flat Elementary School to eliminate turning conflicts and potential for head-on collisions	Mid	23%	\$150,000
3	Pedestrian Crossing	Field Brook Drive, Edgewater Drive and Oak Crest Rd (3 locations)	Evaluate installing pedestrian crossings with RRFBs in conjunction with median modifications to provide connection to nearby schools	Mid	69%	\$700,000
4	Pedestrian Crossing	Holly Springs Elementary entrance	Install median refuge island and supplement existing school crossing with RRFBs	Mid	14%	\$175,000
5	Pedestrian Crossing	Betty Barrett Way	Install Rectangular Rapid Flashing Beacons at multi-lane roundabout crossings	Short	-	\$30,000
6	Multi-Use Paths/Sidewalks	North-side: Between Stringer Road and Field Brooks Drive, and between Bradshaw Estates Dr and Hickory Hills Drive South-side: Between Oak Crest Road and Stringer Road	Fill in sidewalk gaps, providing connections to nearby school. In long term-consider multi-use path	Long	40.20%	\$900,000
7	Corridor Lighting	Corridor-wide, prioritized in locations near schools	Install LED corridor lighting throughout corridor using existing utility poles	Mid	37%	\$1,800,000
8	Intersection Lighting	Cherokee Drive, Hickory Road, Harmony Lake Drive, New Light Road, Main Street	Install LED lighting at all intersection quadrants	Short	20.80%	\$500,000
9	Intersection Geometry	Cherokee Drive, Main Street, Stringer Road (3 locations)	Remove existing channelized right-turn lanes and tighten curb radii or re-build as urban smart channels.	Mid	-	\$650,000
10	Intersection Operations	Cherokee Drive, Carriage Lane, Main Street, Harmony Lake Drive, New Light, Road, Main Street	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
11	Intersection Operations	Harmony Lake Drive	Install pedestrian crossing on east leg of intersection	Mid	-	\$150,000
Total:						\$5,325,000

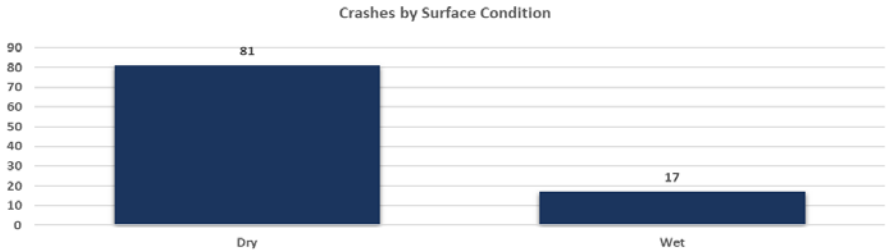
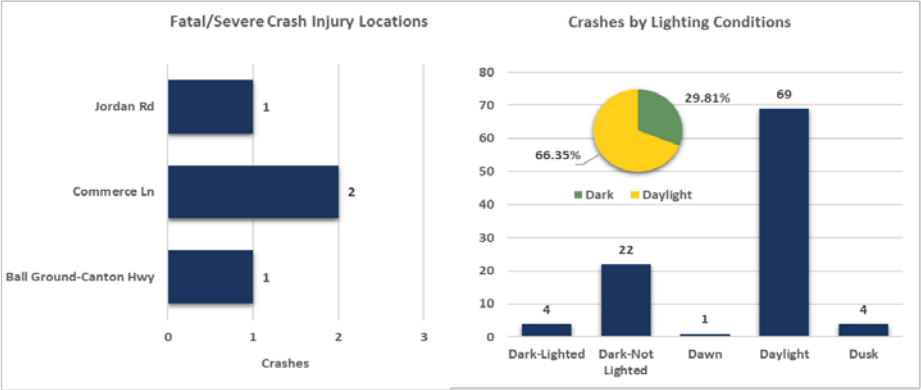
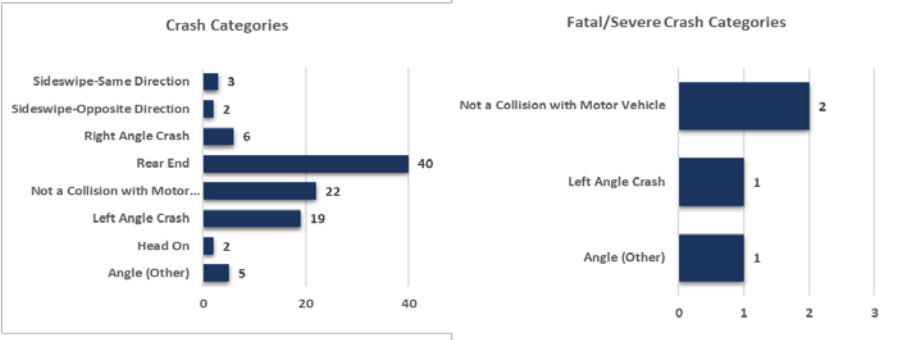
Corridor 17: SR 372 from AW Roberts Drive to Appalachian Highway

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	1	1	1	3	17

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	1	0	3	4	9	17
2019	1	1	5	7	14	28
2020	1	0	2	3	13	19
2021	0	0	3	1	15	19
2022	0	0	0	4	17	21
TOTAL	3	1	13	19	68	104
% of Total	2.9%	1.0%	12.5%	18.3%	65.4%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	1	0	0	0	0	1
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	1	0	0	0	0	1
% of Total	-	-	-	-	-	

Project Information	
Corridor Length	2.14 miles
Jurisdiction	Ball Ground / Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$195,500



Corridor 17: SR 372 from AW Roberts Drive to Appalachian Highway**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Maintenance	Corridor-wide	Trim vegetation at side street intersections to ensure sight lines are maintained	Short	-	-
2	Signing and Pavement Markings	Corridor-wide	Install stop bars at side-street intersections where missing	Short	-	\$500
3	Speed Management	South of Commerce Lane	Consider evaluating a reduced speed limit of 40 mph as roadway transitions from high-speed rural roadway to more urban context in Ball Ground. Reinforce the change in speed limit with speed feedback signs and "40 mph" pavement markings	Short	-	\$25,000
4	Roadside Improvements	Corridor-wide	Refurbish existing rumble strips		21%	\$70,000
5	Lighting	AW Roberts Drive	Install LED lighting at all intersection quadrants	Mid	21.00%	\$100,000
Total:						\$195,500



The corridor quickly transitions from a high speed rural roadway into
Downtown Ball Ground

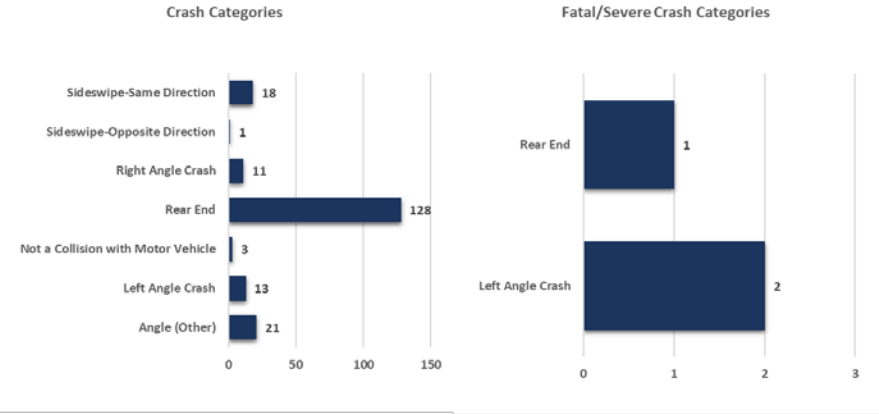
Intersection 1: SR 92 at Bells Ferry Road

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	5	3	1	9	1

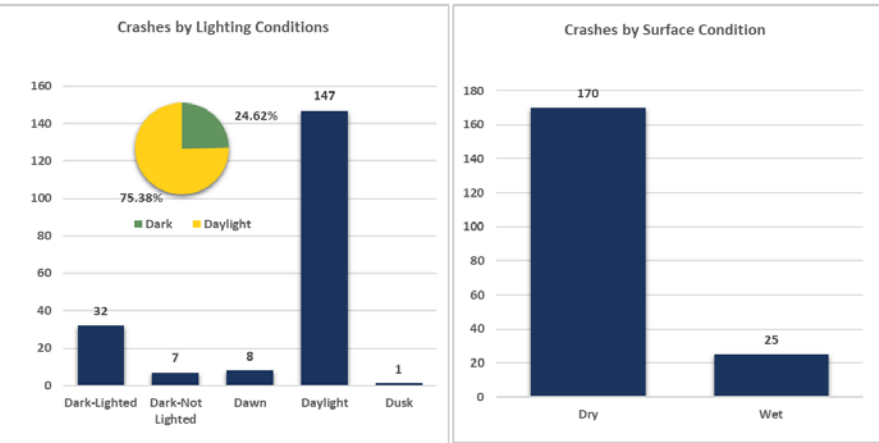
Project Information	
Jurisdiction	Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$600,000



All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (Ar)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	1	3	6	32	42
2019	0	0	1	2	28	31
2020	0	1	2	3	28	34
2021	0	1	2	4	32	39
2022	0	0	0	7	42	49
TOTAL	0	3	8	22	162	195
% of Total	0.0%	1.5%	4.1%	11.3%	83.1%	



Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	1	1
2019	0	0	1	0	0	1
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	1	0	1	2
% of Total	-	-	-	-	-	



Intersection 1: SR 92 at Bells Ferry Road

RECOMMENDATIONS

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Intersection Lighting	SR 92 at Bells Ferry Road	Install LED lighting at all intersection quadrant	Short	20.80%	\$100,000
2	Intersection Operations	SR 92 at Bells Ferry Road	Install Leading Pedestrian Interval at all movements	Short	10%	-
3	Intersection Operations	SR 92 at Bells Ferry Road	Review yellow change interval timing	Short	-	-
4	Intersection Geometry	SR 92 at Bells Ferry Road	Extend median noses into crosswalk and install pedestrian refuge islands along main-line crossing	Mid	-	\$100,000
5	Intersection Geometry	SR 92 at Bells Ferry Road	Remove existing channelized right-turn lanes and tightened curb radii or re-build as urban smart channels. Use truck aprons as needed to accommodate freight movements.	Short	-	\$400,000
Total:						\$600,000



The mainline median noses are wide and could be extended into the crosswalk to provide pedestrian refuge



The design of the existing channelized-turn islands encourage sweeping right turns, and force drivers to look over their shoulders to see oncoming traffic

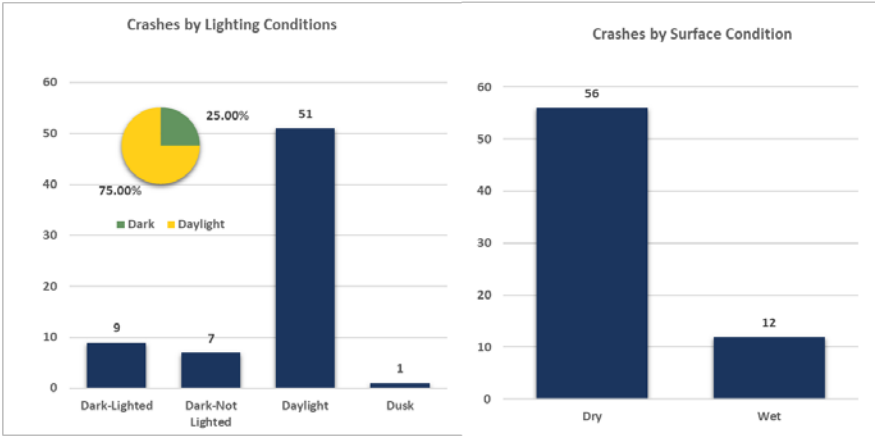
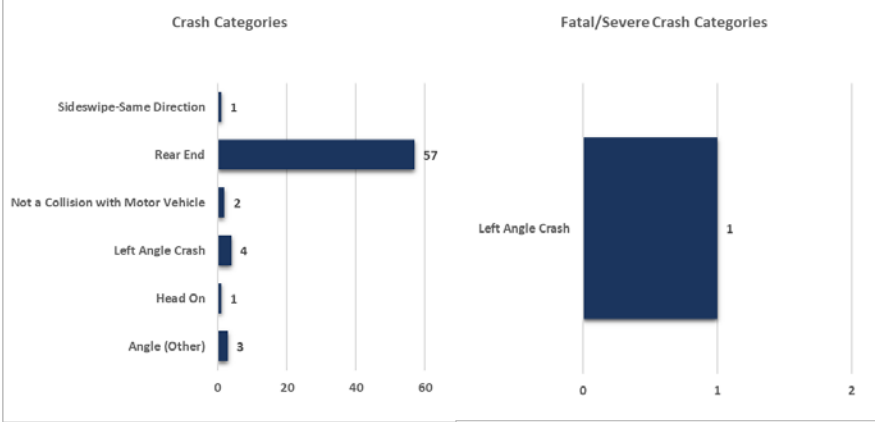
Intersection 2: SR 140 at Reinhardt College Parkway

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	4	1	9	2

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	4	15	19
2019	0	0	1	0	8	9
2020	0	1	0	1	7	9
2021	0	0	0	2	13	15
2022	0	0	0	2	14	16
TOTAL	0	1	1	9	57	68
% of Total	0.0%	1.5%	1.5%	13.2%	83.8%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	1	0	0	1
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	1	0	0	1
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Canton/Cherokee County
Road Ownership	GDOT
Total Cost Estimate	\$4,129,500



Intersection 2: SR 140 at Reinhardt College Parkway
RECOMMENDATIONS

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	SR 140 at Reinhardt College Parkway	Install doubled-up signal ahead warning signs on the westbound approach. Double-up existing advance intersection warning signs on all other approaches.	Short	-	\$5,000
2	Signing and Pavement Markings	SR 140 at Reinhardt College Parkway	Install advance cross street name signs on northbound and southbound approaches.	Short	-	\$2,000
3	Signing and Pavement Markings	SR 140 at Reinhardt College Parkway	Refresh existing stop bar and crosswalk markings	Short	-	\$1,500
4	Signing and Pavement Markings	SR 140 at Reinhardt College Parkway	Install large arrow warning signs (W1-7T) in intersection "T"	Short	-	\$1,000
5	Intersection Lighting	SR 140 at Reinhardt College Parkway	Install LED lighting at all intersection quadrants	Short	20.80%	\$100,000
6	Sidewalk	SR 140 at Reinhardt College Parkway	Fill in short segment of sidewalk gap on northeast corner of intersection	Mid	40.20%	\$20,000
7	Alternative Intersections	SR 140 at Reinhardt College Parkway	Evaluate feasibility of converting intersection to a roundabout	Long	53%	\$4,000,000
					Total:	\$4,129,500



Short sidewalk gap on northwest corner of the intersection



Many intersection markings have faded

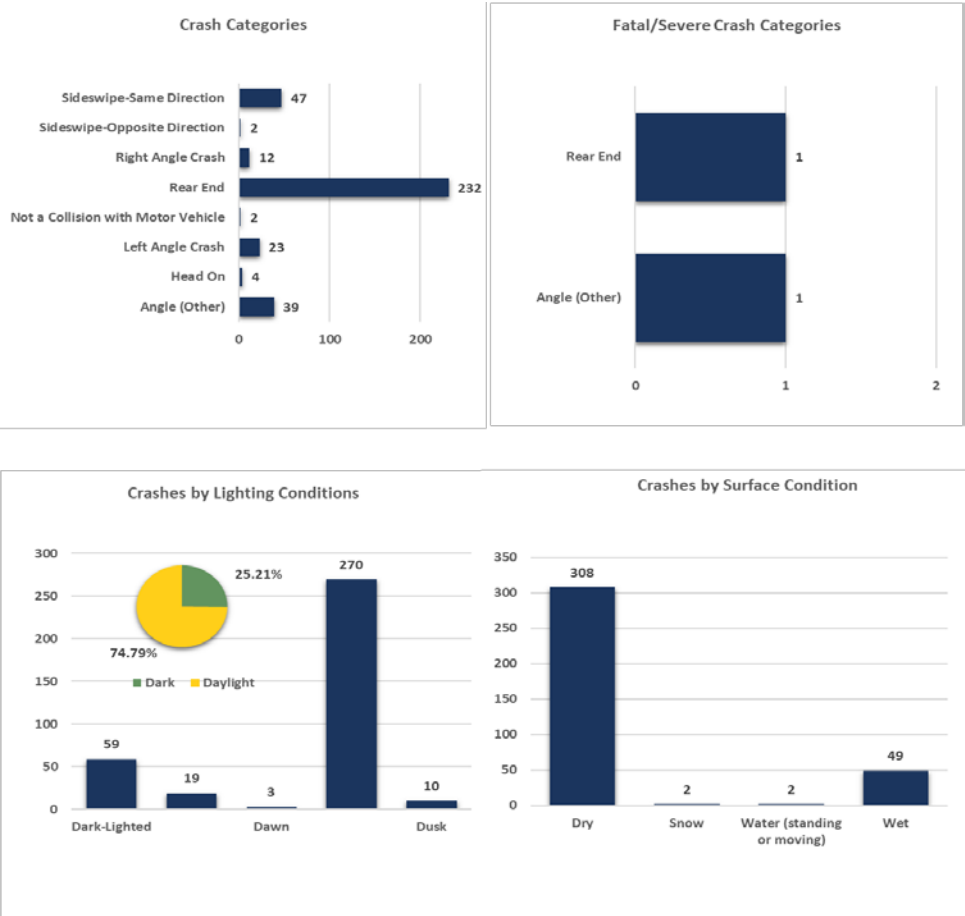
Intersection 3: SR 92 at Trickum Road

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	5	4	0	9	3

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	1	3	15	73	92
2019	0	0	2	10	61	73
2020	0	1	4	5	64	74
2021	0	0	1	9	54	64
2022	0	0	2	9	47	58
TOTAL	0	2	12	48	299	361
% of Total	0.0%	0.6%	3.3%	13.3%	82.8%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	1	0	0	1
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	1	0	0	1
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Woodstock
Road Ownership	GDOT
Total Cost Estimate	\$455,000



Intersection 3: SR 92 at Trickum Road**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Intersection Geometry	SR 92 at Trickum Road	Extend mainline median noses into the crosswalk to provide pedestrian refuge. In short-term re-install missing raised pavement markers	Mid	-	\$25,000
2	Intersection Geometry	SR 92 at Trickum Road	Remove existing channelized right-turn lanes and tighten curb radii on northwest and south east corners or re-build as urban smart channels. Tighten curb radii on southwest corner. Use truck aprons as needed to accommodate freight movements.	Mid	-	\$250,000
3	Intersection Geometry	SR 92 at Trickum Road	Install raised bulb-outs on the southeast corner to eliminate east-bound auxiliary lane	Mid	-	\$80,000
4	Intersection Operations	SR 92 at Trickum Road	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
5	Intersection Operations	SR 92 at Trickum Road	Evaluate protected-only left turn phasing for west-bound and side-street approaches	Short	28%	-
6	Intersection Operations	SR 92 at Trickum Road	Review yellow change interval timing	Short	-	-
7	Intersection Lighting	SR 92 at Trickum Road	Install LED lighting at all intersection quadrants	Short	20%	\$100,000
Total:						\$455,000



All recommendations to be coordinated with ongoing SR 92/Trickum Road Project

Intersection 4: SR 92 at Woodstock Road

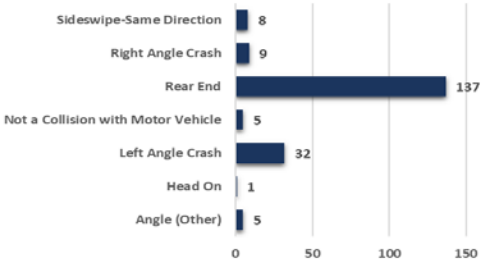
Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	5	3	0	8	4

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	1	2	5	33	41
2019	0	0	3	7	32	42
2020	0	1	2	1	35	39
2021	0	0	2	6	26	34
2022	0	1	2	7	31	41
TOTAL	0	3	11	26	157	197
% of Total	0.0%	1.5%	5.6%	13.2%	79.7%	

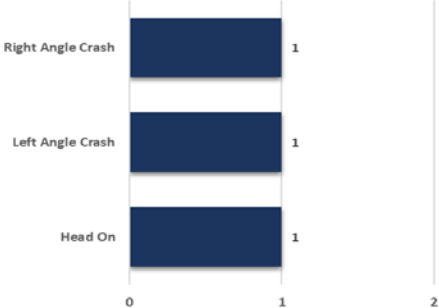
Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Cherokee County
Road Ownership	Cherokee County/GDOT
Total Cost Estimate	\$3,994,000

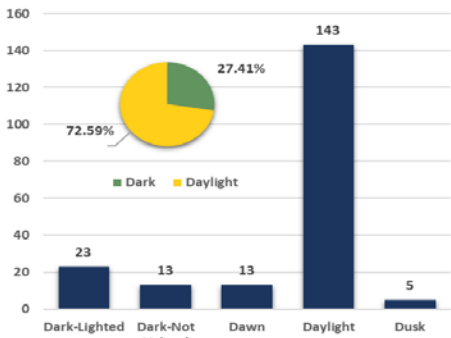
Crash Categories



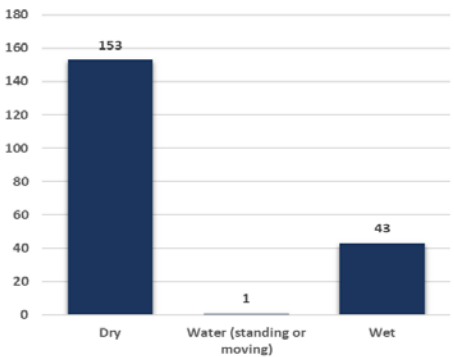
Fatal/Severe Crash Categories



Crashes by Lighting Conditions



Crashes by Surface Condition

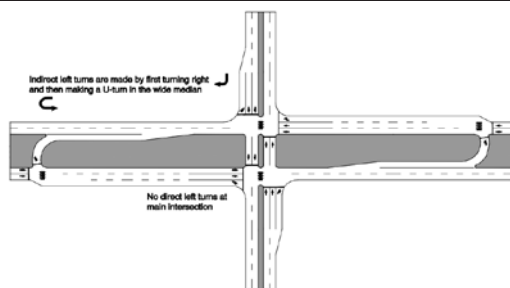


Project Intersection



Intersection 4: SR 92 at Woodstock Road**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	SR 92 at Woodstock Road	Refresh existing crosswalk and stop bar pavement markings Install "Stop for Pedestrian" (R10-15a) signs on all approaches	Short	-	\$4,000
2	Intersection Geometry	SR 92 at Woodstock Road	Extend mainline median noses into the crosswalk to provide pedestrian refuge.	Mid	-	\$40,000
3	Intersection Geometry	SR 92 at Woodstock Road	Remove existing channelized right-turn lanes on south-east corner or re-build as urban smart channels. Tighten curb radii on northwest, northeast, and southwest where feasible using truck aprons if necessary to accommodate freight movements	Mid	-	\$350,000
4	Intersection Operations	SR 92 at Woodstock Road	Evaluate protected-only left turn phasing on main-line approaches	Mid	28%	-
5	Intersection Operations	SR 92 at Woodstock Road	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
6	Intersection Operations	SR 92 at Woodstock Road	Review yellow change interval timing	Short	-	-
7	Intersection Lighting	SR 92 at Woodstock Road	Install LED lighting at all intersection quadrants	Short	21%	\$100,000
8	Alternative Intersection	SR 92 at Woodstock Road	In long term, evaluate feasibility of converting intersection to a Median U-Turn (MCUT) intersection, eliminating left-turning movements and accommodating the movement via a signalized U-Turn at adjacent median openings.	Long	30%	\$3,500,000
Total:						\$3,994,000



Example of a MUT Intersection source: FHWA



Median noses can be extended to provide pedestrian refuge

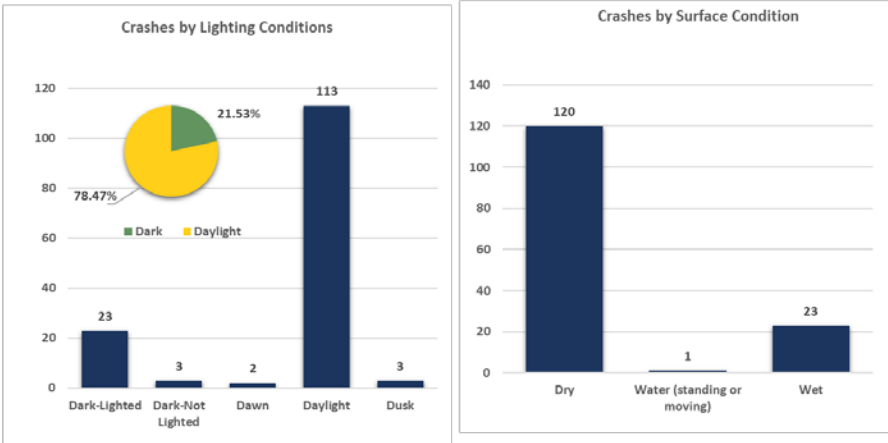
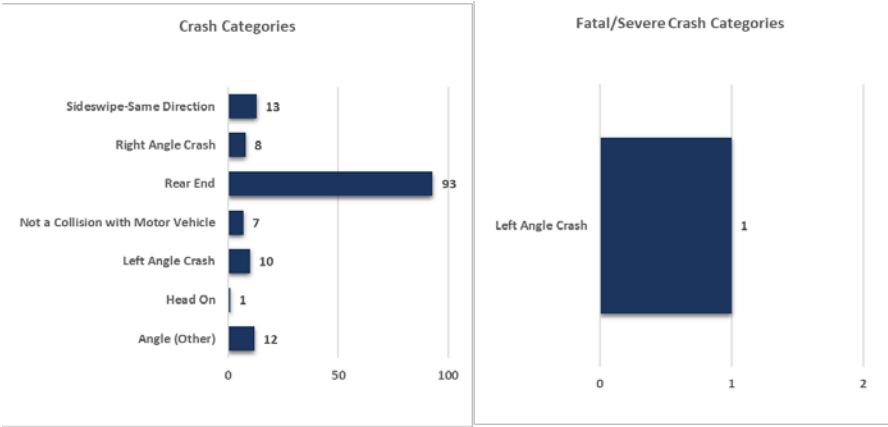
Intersection 5: SR 92 at Wade Green Road NW

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	5	3	0	8	5

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	6	28	34
2019	0	0	1	1	22	24
2020	0	1	2	2	24	29
2021	0	0	2	2	14	18
2022	0	0	1	2	36	39
TOTAL	0	1	6	13	124	144
% of Total	0.0%	0.7%	4.2%	9.0%	86.1%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Cherokee County
Road Ownership	Cherokee County/GDOT
Total Cost Estimate	\$128,500



Intersection 5: SR 92 at Wade Green Road NW**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	SR 92 at Wade Green Road NW	Install high-emphasis crosswalk markings across the north leg of intersection	Short	-	\$500
2	Signing and Pavement Markings	SR 92 at Wade Green Road NW	Install "Stop for Pedestrians" (R10-15a) signs on all approaches	Short	-	\$3,000
3	Intersection Geometry	SR 92 at Wade Green Road NW	Remove existing channelized right-turn lane on southwest corner and tighten curb radii or re-build as urban smart channels. Use truck aprons as needed to accommodate freight movements.	Mid	-	\$125,000
4	Intersection Operations	SR 92 at Wade Green Road NW	Review yellow and red change intervals	Short	-	-
5	Intersection Operations	SR 92 at Wade Green Road NW	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
Total:						\$128,500



The north-leg of the intersection is missing a marked crosswalk

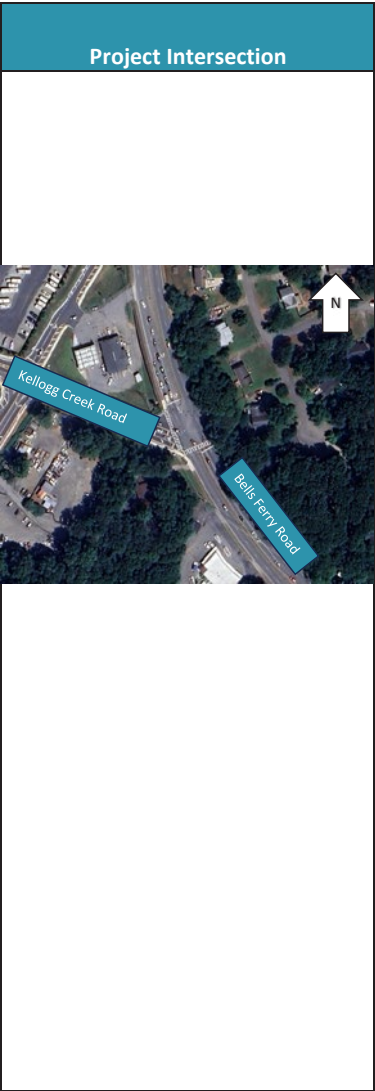
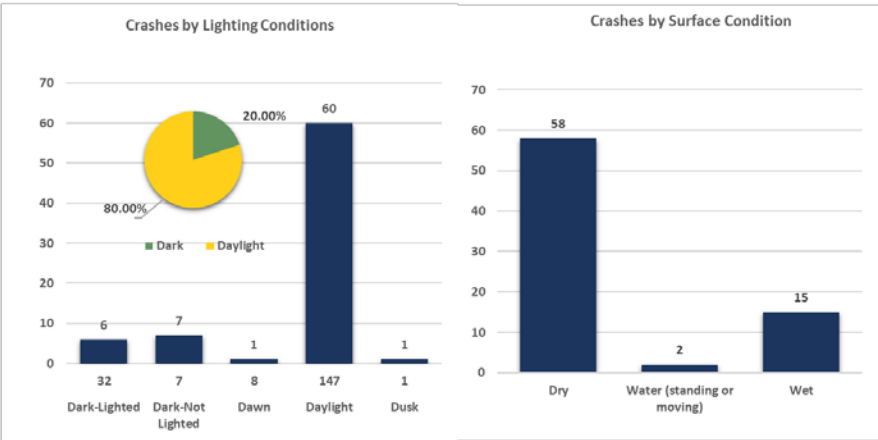
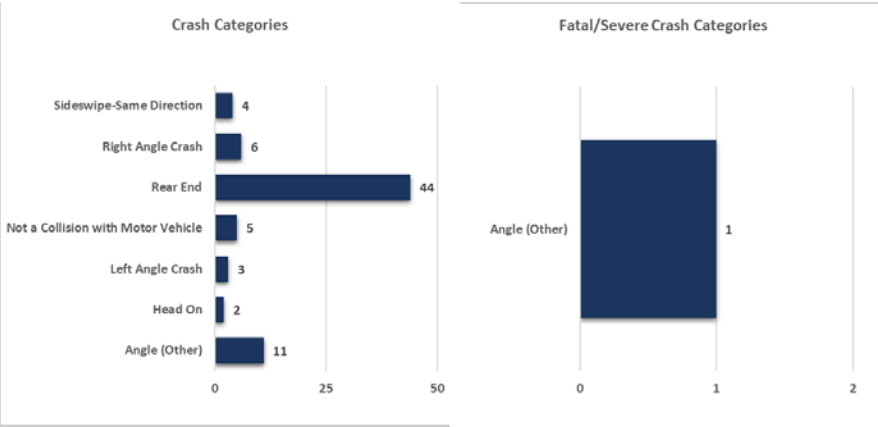
Intersection 6: Bells Ferry Road at Kellogg Creek Road

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	5	3	0	8	6

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	1	1	12	14
2019	0	0	0	6	17	23
2020	0	0	1	0	14	15
2021	0	1	0	0	10	11
2022	0	0	0	2	10	12
TOTAL	0	1	2	9	63	75
% of Total	0.0%	1.3%	2.7%	12.0%	84.0%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Cherokee County
Road Ownership	Cherokee County
Total Cost Estimate	\$437,500



Intersection 6: Bells Ferry Road at Kellogg Creek Road**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Cost
1	Signing and Pavement Markings	Bells Ferry Road at Kellogg Creek Road	Install "Stop for Pedestrian" (R10-15a) signs on all approaches	Short	-	\$2,500
2	Intersection Geometry	Bells Ferry Road at Kellogg Creek Road	Evaluate feasibility of tightening radii of northwest corner. Use additional space to provide sidewalk connection to Victory Drive intersection	Mid	-	\$135,000
3	Intersection Geometry	Bells Ferry Road at Kellogg Creek Road	Extend mainline median noses into the crosswalk to provide pedestrian refuge (if signal operation converted to protected only, the left-turn offset striping width could potentially be reallocated as a pedestrian refuge)	Mid	-	\$50,000
4	Intersection Geometry	Bells Ferry Road at Kellogg Creek Road	In conjunction with sidewalk connection, install pedestrian crossing across north leg of intersection	Mid	-	\$150,000
5	Intersection Lighting	Bells Ferry Road at Kellogg Creek Road	Install LED lighting at all quadrants of intersection where missing	Short	21%	\$100,000
6	Intersection Operations	Bells Ferry Road at Kellogg Creek Road	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
7	Intersection Operations	Bells Ferry Road at Kellogg Creek Road	Review yellow and red change intervals	Short	-	-
Total:						\$437,500



Missing sidewalk connection on northwest corner of intersection



Intersections safety performance should be monitored following the recently completed intersection re-configuration project at nearby Victory Drive intersection

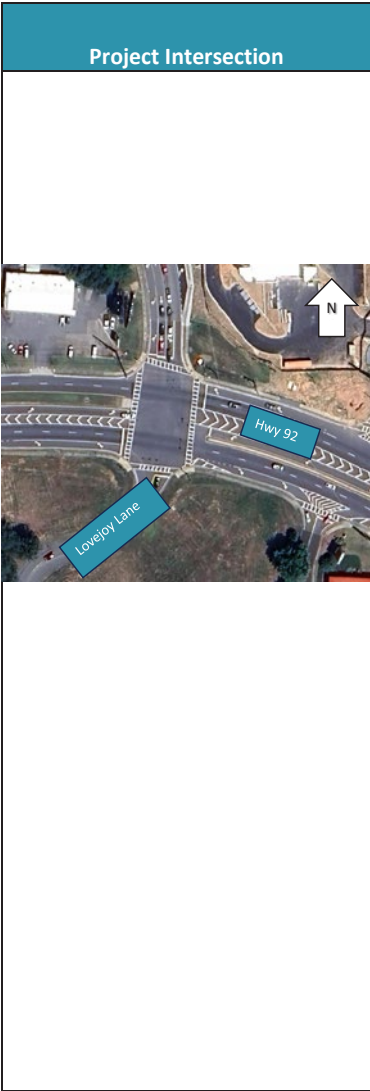
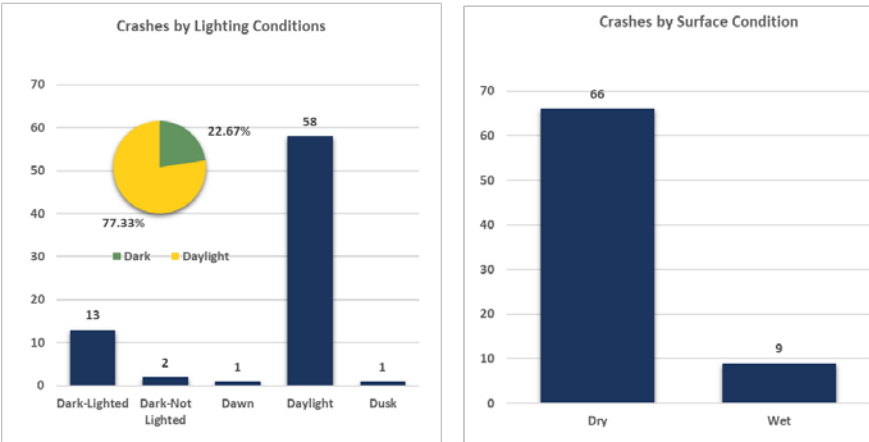
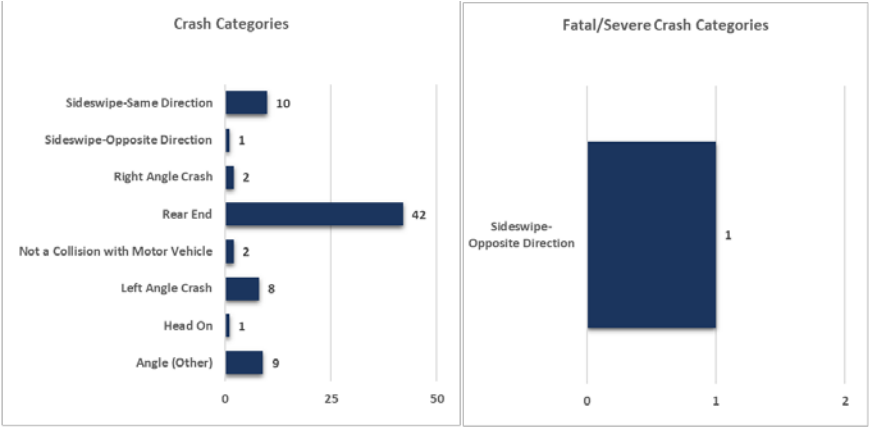
Intersection 7: SR 92 at Lovejoy Lane

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	3	0	7	7

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	1	2	12	15
2019	0	1	0	1	17	19
2020	0	0	0	3	12	15
2021	0	0	1	3	10	14
2022	0	0	1	2	9	12
TOTAL	0	1	3	11	60	75
% of Total	0.0%	1.3%	4.0%	14.7%	80.0%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Woodstock/Cherokee County
Road Ownership	Cherokee County/GDOT
Total Cost Estimate	\$379,000



Intersection 7: SR 92 at Lovejoy Lane**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	SR 92 at Lovejoy Lane	Install "Stop for Pedestrian" (R10-15a) signs on all approaches	Short	-	\$2,500
2	Signing and Pavement Markings	SR 92 at Lovejoy Lane	Install intersection ahead warning signage on northbound (grade change) and southbound (horizontal curve) approaches	Short	-	\$1,500
3	Intersection Geometry	SR 92 at Lovejoy Lane	Extend mainline median noses into the crosswalk to provide pedestrian refuge (if signal operation converted to protected only, the left-turn offset striping width could potentially be reallocated as a pedestrian refuge)	Mid	-	\$50,000
4	Intersection Geometry	SR 92 at Lovejoy Lane	Formalize painted bulb-out on southeast corner with raised concrete	Mid	-	\$75,000
5	Intersection Geometry	SR 92 at Lovejoy Lane	Install raised bulb-outs on the northwest and southeast corners to eliminate east-bound and west-bound auxiliary lanes	Mid	-	\$150,000
6	Intersection Operations	SR 92 at Lovejoy Lane	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
7	Intersection Operations	SR 92 at Lovejoy Lane	Evaluate protected-only left turn phasing for mainline approaches	Short	28%	-
8	Intersection Operations	SR 92 at Lovejoy Lane	Review yellow change interval timing	Short	-	-
9	Intersection Lighting	SR 92 at Lovejoy Lane	Install LED lighting at all intersection quadrants where missing	Short	21%	\$100,000
Total:						\$379,000



Limited sight distance on northbound Lovejoy Lane



Painted bulb-outs that could be formalized with concrete

Intersection 8: Bells Ferry Road at Eagle Drive

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	3	0	7	8

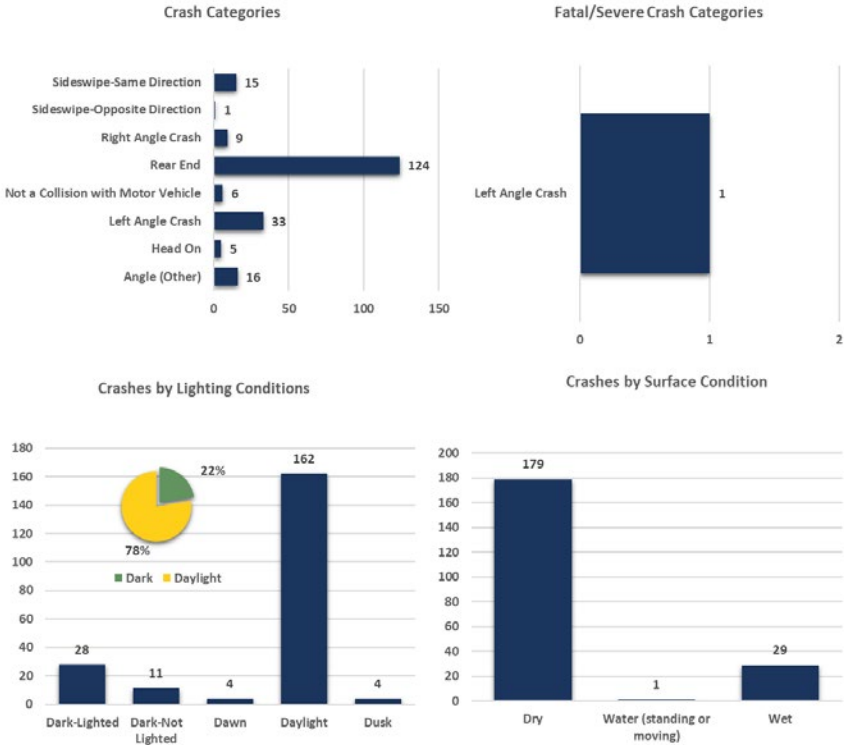
Project Information	
Jurisdiction	Cherokee County
Road Ownership	Cherokee County
Total Cost Estimate	\$547,500

Project Intersection



All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	1	0	3	11	34	49
2019	0	0	2	8	29	39
2020	0	0	2	5	28	35
2021	0	1	5	5	27	38
2022	0	0	5	7	36	48
TOTAL	1	1	17	36	154	209
% of Total	0.5%	0.5%	8.1%	17.2%	73.7%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	



Intersection 8: Bells Ferry Road at Eagle Drive**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	Bells Ferry Road at Eagle Drive	Refresh existing crosswalk and stop bar pavement markings	Short	-	\$2,000
2	Signing and Pavement Markings	Bells Ferry Road at Eagle Drive	Install "Stop for Pedestrians" (R10-15a) signs on all approaches	Short	-	\$2,500
3	Intersection Geometry	Bells Ferry Road at Eagle Drive	Extend mainline median noses into the crosswalk to provide pedestrian refuge	Mid	-	\$40,000
4	Intersection Geometry	Bells Ferry Road at Eagle Drive	Remove existing channelized right-turn lanes on northeast and southwest corners and tighten curb radii or re-build as urban smart channels	Mid	-	\$250,000
5	Intersection Operations	Bells Ferry Road at Eagle Drive	Install crosswalk with pedestrian signals across north leg of the intersection	Mid	-	\$150,000
6	Intersection Operations	Bells Ferry Road at Eagle Drive	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
7	Intersection Operations	Bells Ferry Road at Eagle Drive	Evaluate protected-only left turn phasing on main-line and side street approaches	Short	28%	-
8	Intersection Operations	Bells Ferry Road at Eagle Drive	Install five section head with flashing yellow arrow operation for eastbound approach	Short	14%	\$3,000
9	Intersection Operations	Bells Ferry Road at Eagle Drive	Review yellow change interval timing	Short	-	-
10	Intersection Lighting	Bells Ferry Road at Eagle Drive	Install LED lighting at all intersection quadrants	Short	21%	\$100,000
Total:						\$547,500

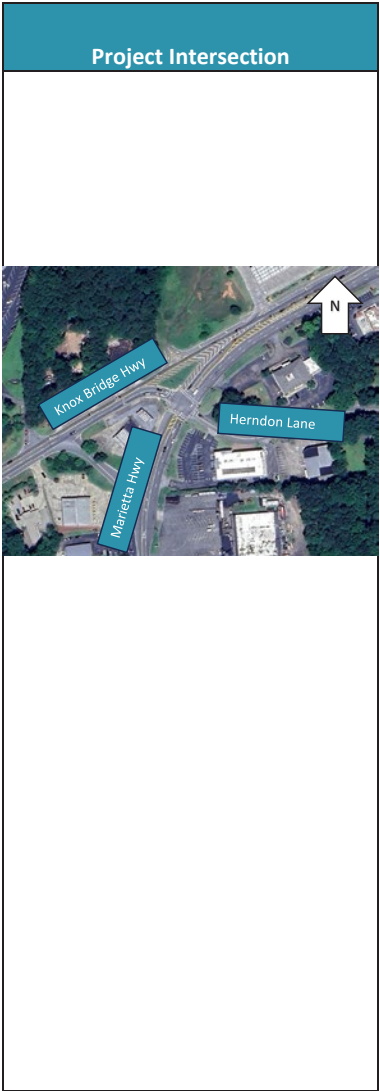
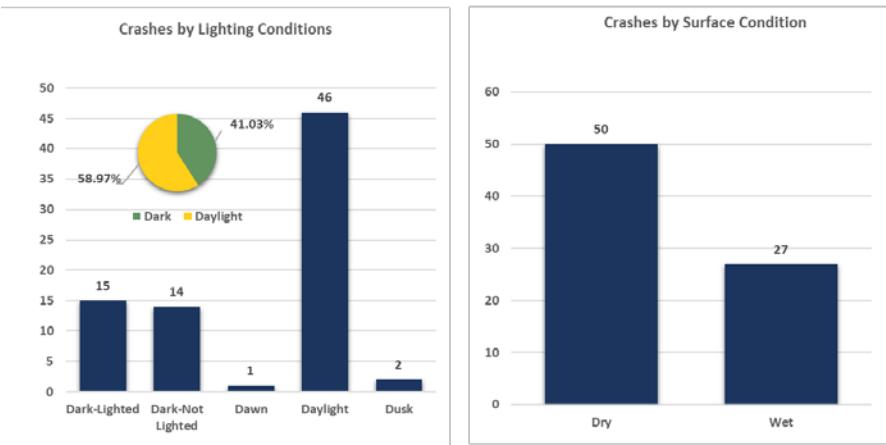
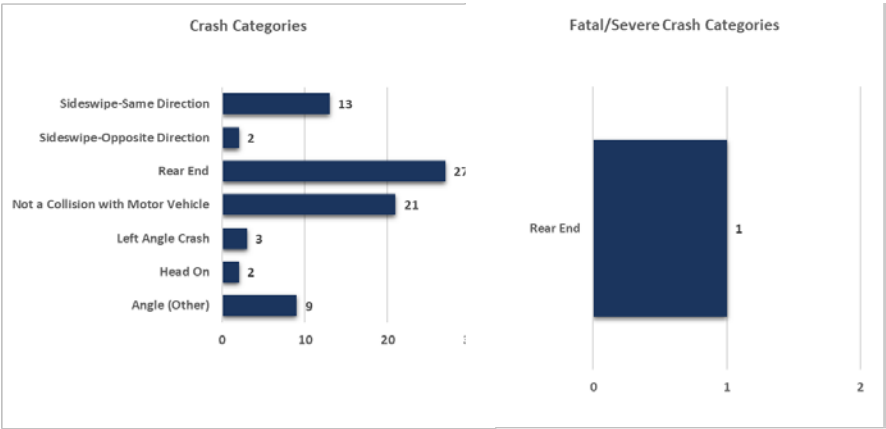
Intersection 9: SR 20 at SR 5

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	3	4	0	7	9

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	1	0	2	11	14
2019	0	0	0	2	6	8
2020	0	0	1	0	16	17
2021	0	0	0	1	14	15
2022	0	0	1	1	21	23
TOTAL	0	1	2	6	68	77
% of Total	0.0%	1.3%	2.6%	7.8%	88.3%	

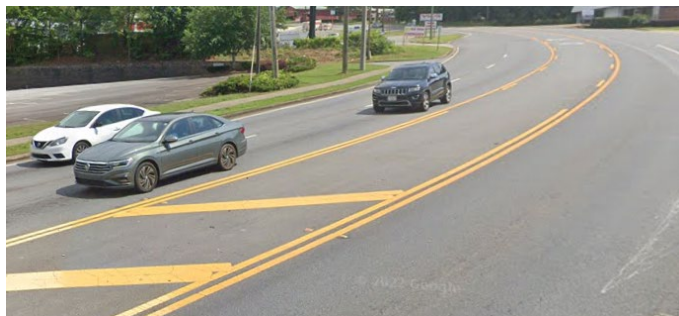
Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Canton/Cherokee County
Road Ownership	Canton/GDOT
Total Cost Estimate	\$6,420,000



Intersection 9: SR 20 at SR 5**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	SR 20 at SR 5	Install "Signal Ahead" warning sign on northbound Herndon Lane approach (limited sight-distance due to curve)	Short	-	\$1,000
2	Signing and Pavement Markings	SR 20 at SR 5	Install "Stop for Pedestrian" (R10-15a) signs on all approaches	Short	-	\$4,000
3	Access Management	SR 20 at SR 5	Install raised median along the south leg of the intersection approximately 200 feet south of the intersection to the Canton Wine and Spirits Warehouse entrance on SR 5 to eliminate sudden end of TWLTL at the intersection. Consider restricting turning movements at the SR 5/SR20 bypass intersection located approximately 275 feet south of the intersection.	Mid	23%	\$200,000
4	Access Management	SR 20 at SR 5	Consider extending the existing traffic separator north of the intersection 150 feet to the south to eliminate potential head-on crash conflict	Mid	23%	\$40,000
5	Sidewalk	SR 20 at SR 5	Fill sidewalk gap along the north side of SR 20.	Mid	40%	\$55,000
6	Pedestrian Crossing	SR 20 at SR 5	In conjunction with sidewalk, consider installing pedestrian crossing with RRFB across SR 20 to island on northwest corner of intersection. Provide a sidewalk connection from crosswalk to traffic signal.	Mid	69%	\$20,000
7	Lighting	SR 20 at SR 5	Install LED lighting at all intersection quadrants where missing	Short	21%	\$100,000
8	Intersection Operations	SR 20 at SR 5	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
9	Intersection Operations	SR 20 at SR 5	Review yellow and red change intervals	Short	-	-
10	Alternative Intersections	SR 20 at SR 5	In long-term, evaluate the feasibility of converting the intersection to a multi-lane roundabout	Long	63%	\$6,000,000
Total:						\$6,420,000



The two-way left-turn lane just south of the intersection abruptly



Consider installing a pedestrian crossing across westbound SR 20

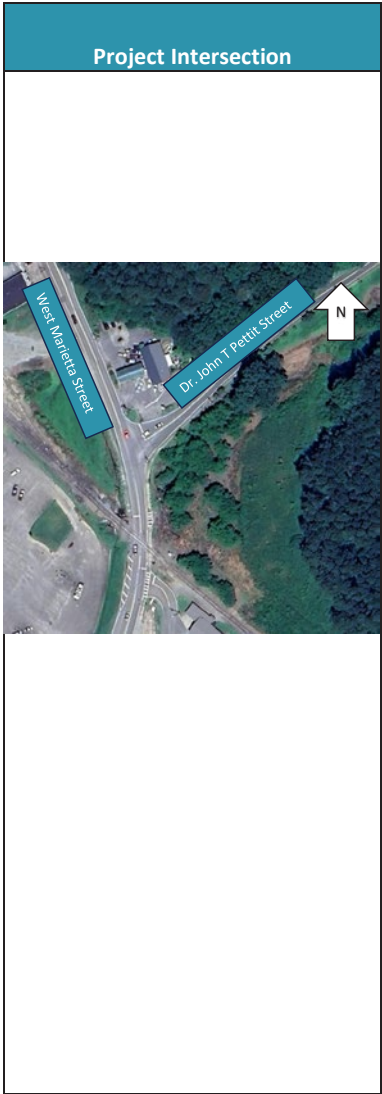
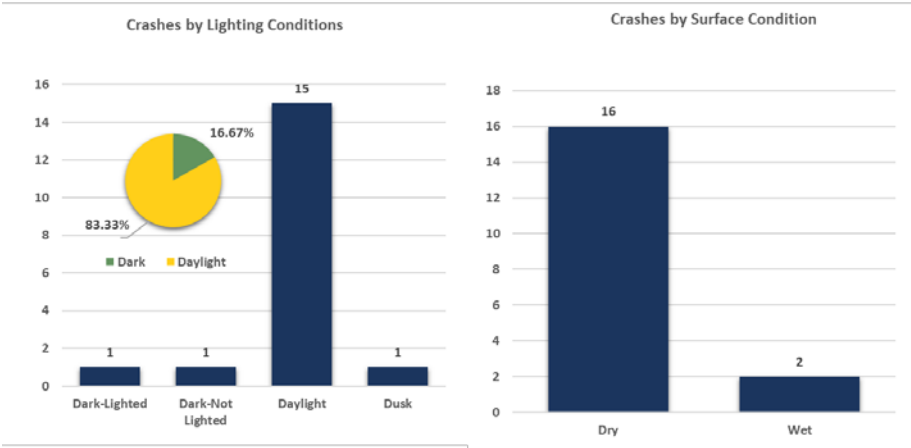
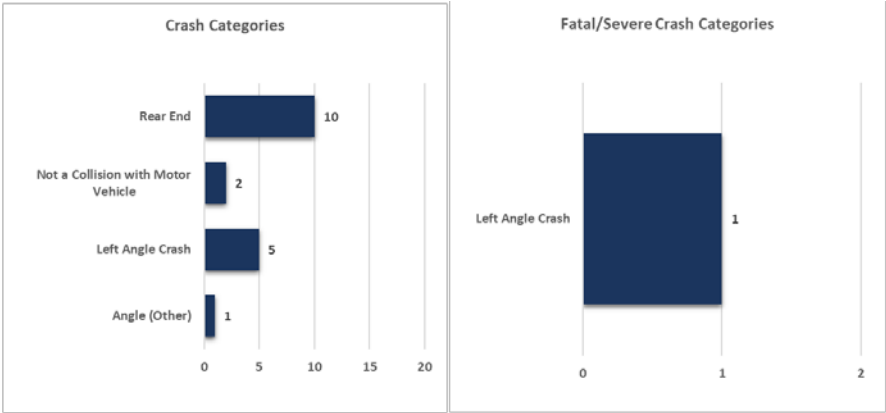
Intersection 10: W Marietta Street at Dr John T Pettit Street

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	3	4	0	7	10

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	4	4
2019	0	0	0	0	3	3
2020	0	1	0	1	2	4
2021	0	0	0	1	2	3
2022	0	0	0	1	3	4
TOTAL	0	1	0	3	14	18
% of Total	0.0%	5.6%	0.0%	16.7%	77.8%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Canton
Road Ownership	Canton
Total Cost Estimate	\$94,750



Intersection 10: W Marietta Street at Dr John T Pettit Street**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	General	W Marietta Street at Dr John T Pettit Street	Coordinate improvements with upcoming Marietta Street bridge replacement project	-	-	-
2	Signing and Pavement Markings	W Marietta Street at Dr John T Pettit Street	Refresh double yellow lines on mainline approaches and provide skip-striping through intersection	Short	-	\$500
3	Traffic Control	W Marietta Street at Dr John T Pettit Street	Evaluate converting intersection to an all-way-stop, install doubled up stop signs on each approach and include reflective stripes on sign posts	Short	75%	\$30,000
4	Signing and Pavement Markings	W Marietta Street at Dr John T Pettit Street	Install doubled-up "Stop Ahead" warning singe on each stop controlled approach	Short	-	\$5,000
5	Signing and Pavement Markings	W Marietta Street at Dr John T Pettit Street	Install "Stop Ahead" pavement markings in advance of each approach	Short	-	\$750
6	Signing and Pavement Markings	W Marietta Street at Dr John T Pettit Street	Install large arrow warning signs (W1-7T) in intersection "T"	Short	-	\$3,000
7	Signing and Pavement Markings	W Marietta Street at Dr John T Pettit Street	Install pedestrian crosswalk with ADA curb ramps across south intersection leg	Short	-	\$5,500
8	Signing and Pavement Markings	W Marietta Street at Dr John T Pettit Street	Refresh double yellow lines on mainline approaches and provide skip-striping through intersection	Short	-	\$500
9	Intersection Geometry	W Marietta Street at Dr John T Pettit Street	Narrow width of side-street intersection throat and install mountable traffic separator	Short	-	\$50,000
Total:						\$94,750



Looking northbound on W Marietta Street



Looking westbound on Dr John T Pettit Street

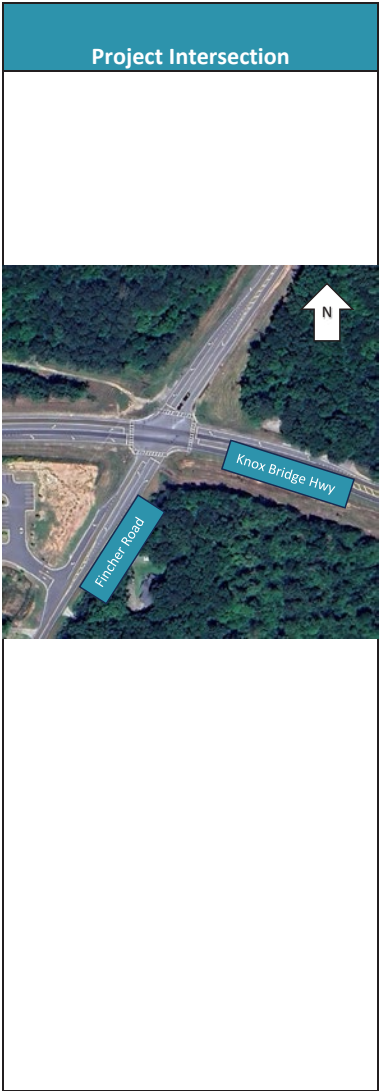
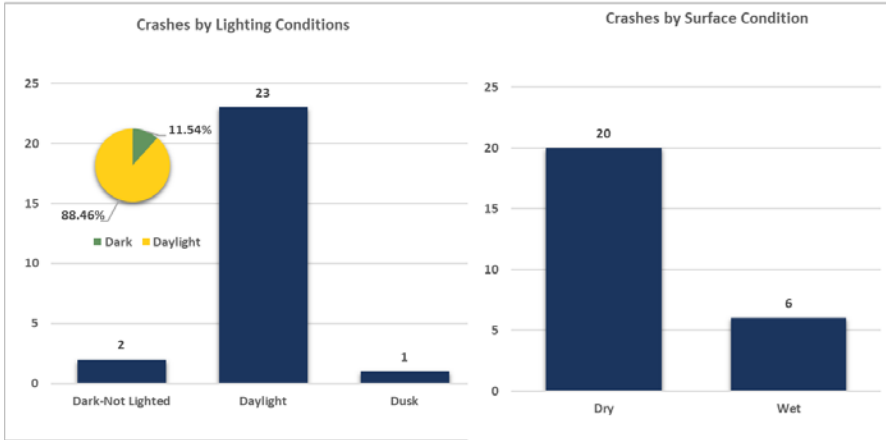
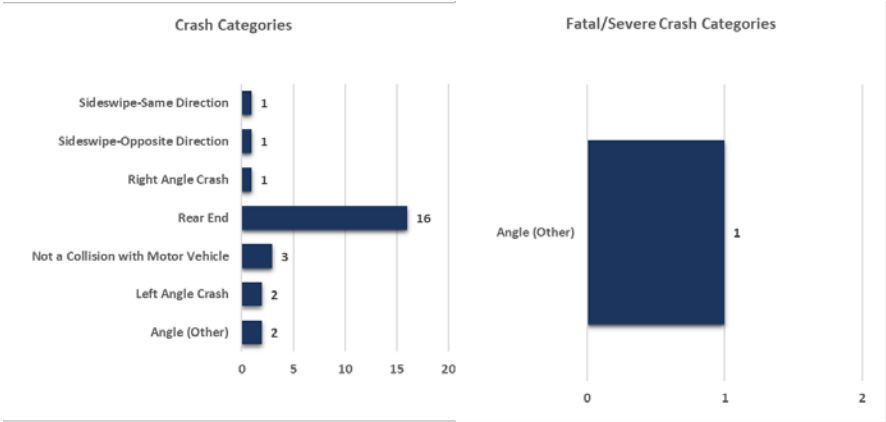
Intersection 11: SR 20 at SR 108

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	1	1	6	11

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	4	4
2019	0	0	1	1	3	5
2020	1	0	0	0	4	5
2021	0	0	0	1	2	3
2022	0	0	0	1	8	9
TOTAL	1	0	1	3	21	26
% of Total	3.8%	0.0%	3.8%	11.5%	80.8%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Cherokee County
Road Ownership	Cherokee County/GDOT
Total Cost Estimate	\$4,039,000

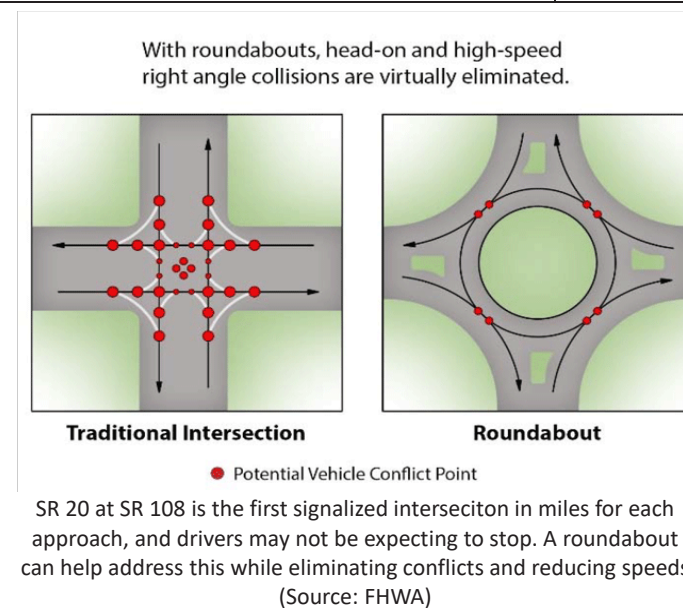


Intersection 11: SR 20 at SR 108**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	SR 20 at SR 108	Double up existing signal ahead warning signs on all approaches. Relocate existing warning signs for northbound and southbound approaches further downstream or install a second set of warning signs.	Short	-	\$8,000
2	Signing and Pavement Markings	SR 20 at SR 108	Install internally illuminated or retroreflective overhead street-name signs	Short	-	\$25,000
3	Intersection Operations	SR 20 at SR 108	Install five section head with flashing yellow arrow operation for northbound and southbound approaches	Short	14%	\$6,000
4	Intersection Operations	SR 20 at SR 108	Evaluate converting the eastbound and westbound left-turn phasing to protected only (limited sight distance due to horizontal curves)	Short	28%	-
5	Intersection Operations	SR 20 at SR 108	Review yellow change and all red intervals	Short	-	-
6	Alternative Intersections	SR 20 at SR 108	Evaluate converting intersection to a roundabout	Long	53%	4000000
Total:						\$4,039,000



Looking northbound on SR 20



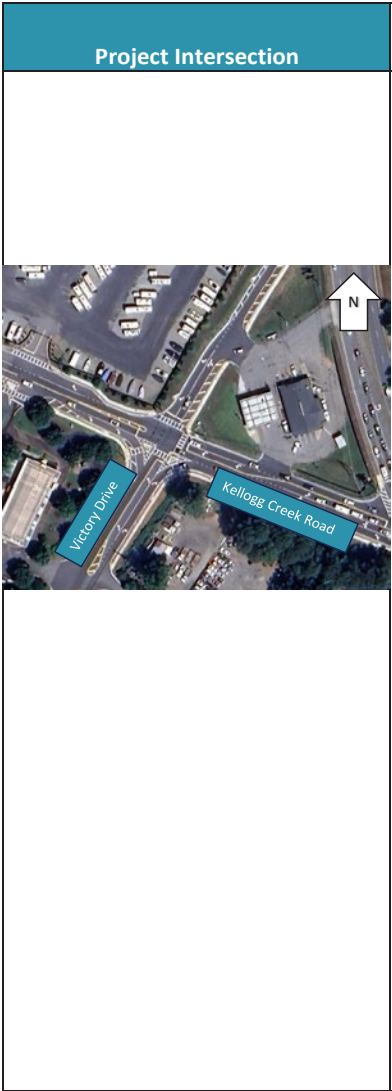
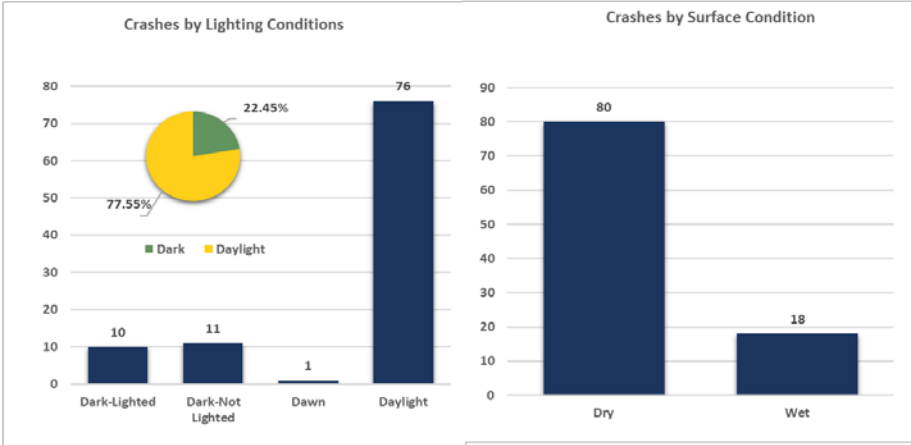
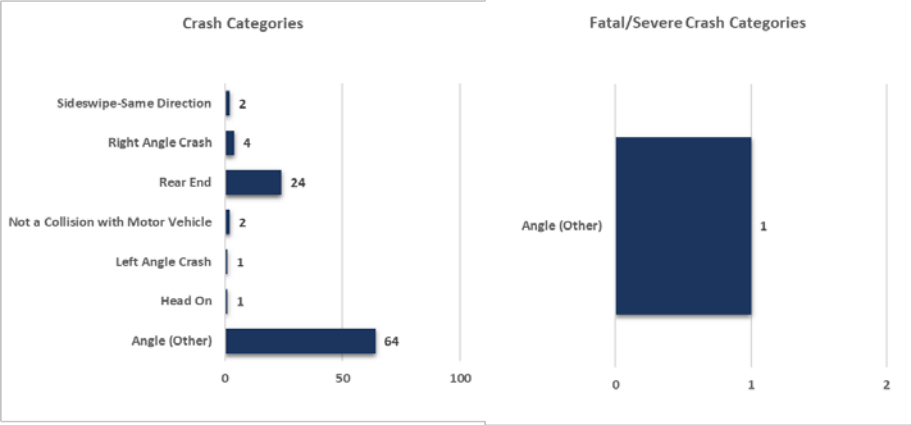
Intersection 12: Kellogg Creek Road at Victory Drive

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	3	3	0	6	12

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	2	2	17	21
2019	0	0	0	9	15	24
2020	0	0	1	2	11	14
2021	0	1	5	4	12	22
2022	0	0	3	5	9	17
TOTAL	0	1	11	22	64	98
% of Total	0.0%	1.0%	11.2%	22.4%	65.3%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	1	0	0	1
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	1	0	0	1
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Cherokee County
Road Ownership	Cherokee County
Total Cost Estimate	-



Intersection 12: Kellogg Creek Road at Victory Drive

RECOMMENDATIONS

ID	Improvement Type	Location	Description	Time Frame	CRF	Cost
1	General	Kellogg Creek Road at Victory Drive	Monitor interseciton safety performance following completion of recent intersection reconfiguration project	Ongoing	-	-
Total:						-

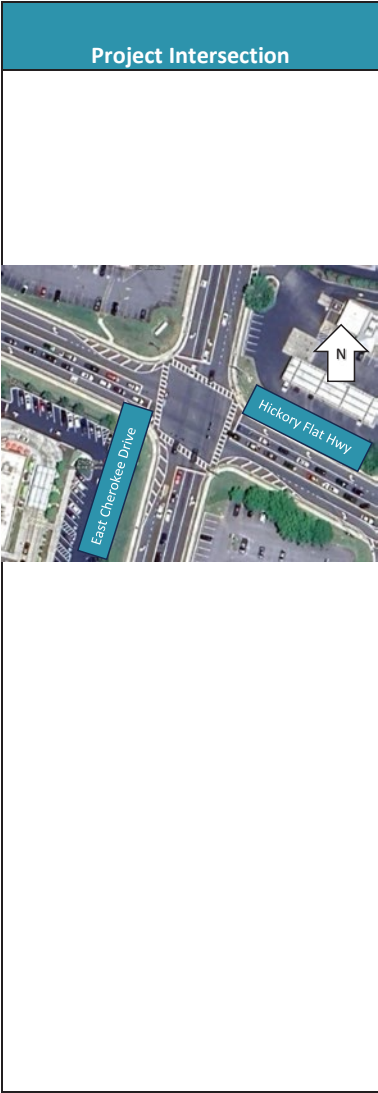


An intersection improvement project was recently completed that re-configured the intersection.

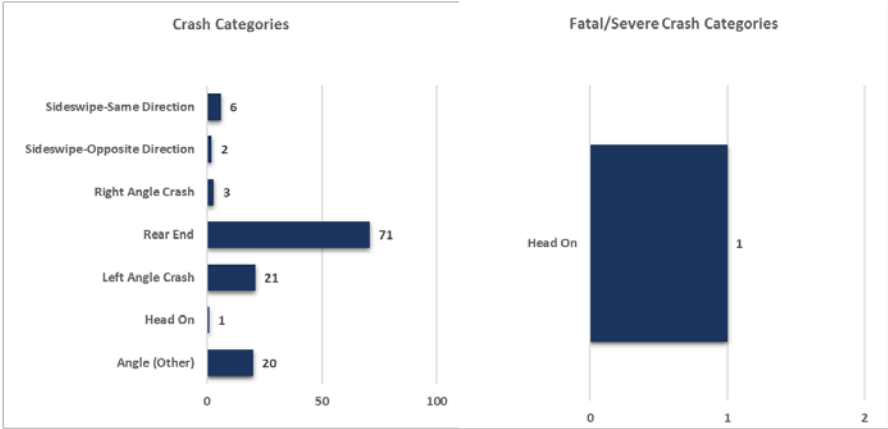
Intersection 13: SR 140 at E Cherokee Drive

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	0	1	5	13

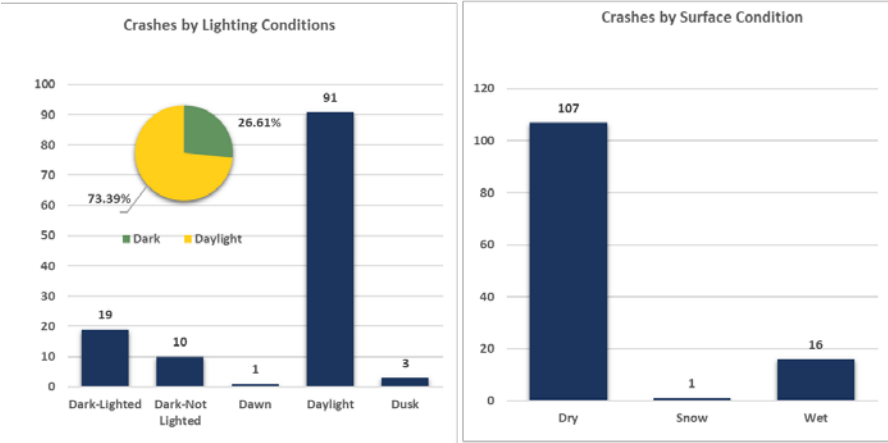
Project Information	
Jurisdiction	Holly Springs/Cherokee County
Road Ownership	Cherokee County/GDOT
Total Cost Estimate	\$329,000



All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	5	28	33
2019	0	0	0	5	18	23
2020	0	0	3	0	20	23
2021	0	0	1	1	19	21
2022	0	1	3	1	19	24
TOTAL	0	1	7	12	104	124
% of Total	0.0%	0.8%	5.6%	9.7%	83.9%	



Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

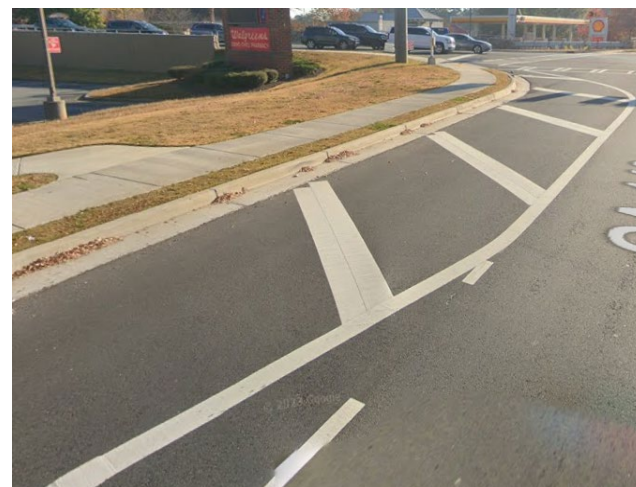


Intersection 13: SR 140 at E Cherokee Drive**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	SR 140 at E Cherokee Drive	Install "Stop for Pedestrian" (R10-15a) signs on all approaches	Short	-	\$4,000
2	Access Management	SR 140 at E Cherokee Drive	Consider installing a raised traffic separator in the south-bound left turn lane to restrict access to the Shell Station, and channelizing the Hickory Flat Village median opening	Mid	-	\$75,000
3	Intersection Geometry	SR 140 at E Cherokee Drive	Formalize painted bulb-outs on northwest, southwest, and southeast corners with raised concrete and truck aprons if needed	Mid	-	\$250,000
4	Intersection Operations	SR 140 at E Cherokee Drive	Install leading pedestrian intervals at all pedestrian movements	Short	10%	-
5	Intersection Operations	SR 140 at E Cherokee Drive	Consider protected only left-turn phasing for westbound approach (limited sight distance due to vertical curve)	Short	28%	-
6	Intersection Operations	SR 140 at E Cherokee Drive	Review yellow change and all red intervals	Short	-	-
Total:						\$329,000



Vehicles can currently turn left into and out of the Shell Station drive-way location just south of the intersection, introducing additional intersection conflicts



Painted bulb-outs that could be formalized with concrete to reduce

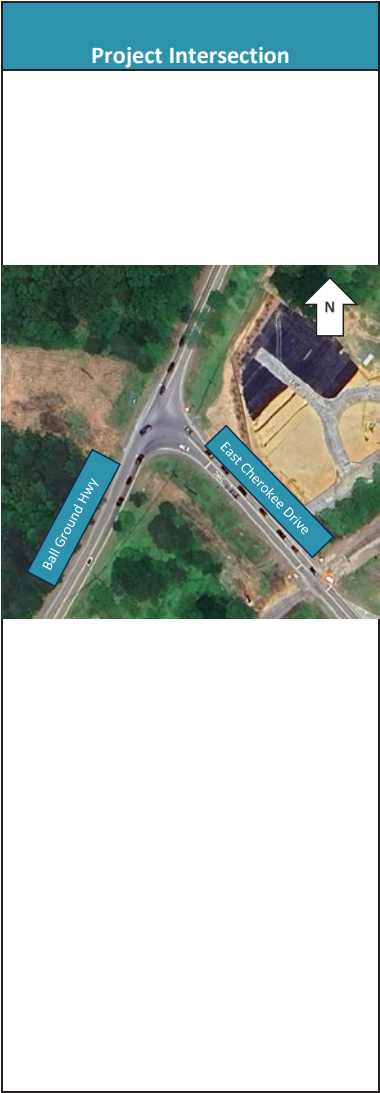
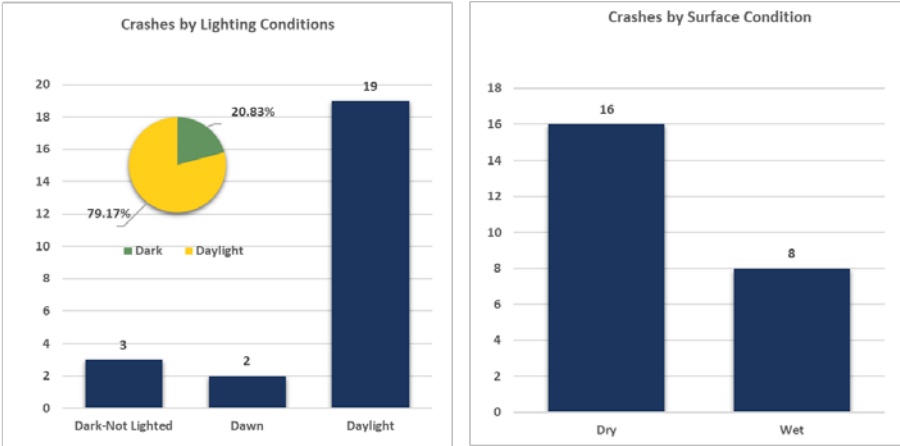
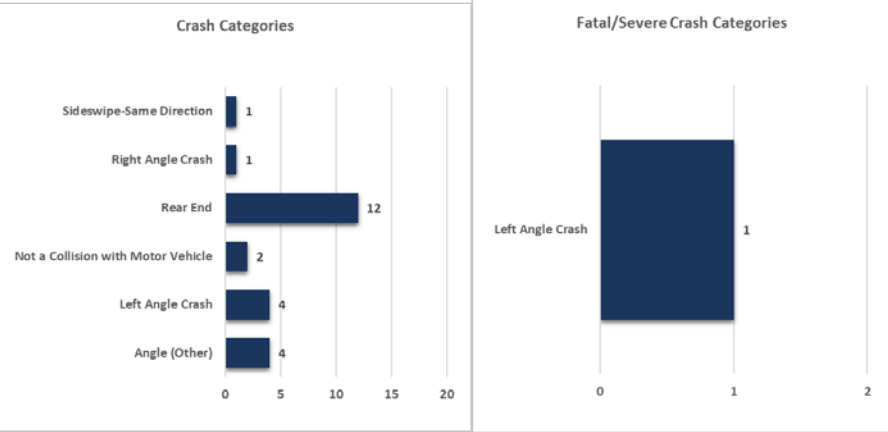
Intersection 14: Ball Ground Highway at E Cherokee Drive

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	2	2	1	5	14

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	1	0	4	5
2019	0	0	0	1	2	3
2020	0	0	0	0	6	6
2021	0	1	0	0	5	6
2022	0	0	0	0	4	4
TOTAL	0	1	1	1	21	24
% of Total	0.0%	4.2%	4.2%	4.2%	87.5%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

Project Information	
Jurisdiction	Cherokee County
Road Ownership	Cherokee County
Total Cost Estimate	\$826,500



Intersection 14: Ball Ground Highway at E Cherokee Drive**RECOMMENDATIONS**

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	Ball Ground Highway at E Cherokee Drive	Double up stop signs on each approach and install reflective strips on sign posts	Short	-	\$2,500
2	Signing and Pavement Markings	Ball Ground Highway at E Cherokee Drive	Double up stop ahead warning signs/beacons on eastbound and westbound approaches Install stop ahead warning beacons on the northbound approach	Short	-	\$20,000
3	Signing and Pavement Markings	Ball Ground Highway at E Cherokee Drive	Install transverse rumble strips and "Stop Ahead" pavement markings at each approach	Short	-	\$4,000
4	Intersection Geometry	Ball Ground Highway at E Cherokee Drive	Narrow the throat of side-street intersection, install a painted or mountable divider at E Cherokee Drive, stripe out remaining space in southeast corner to shrink intersection and reduce turning speeds	Mid	-	\$50,000
5	Intersection Geometry	Ball Ground Highway at E Cherokee Drive	Install dedicated north-bound right turn lane	Mid	30%	\$750,000
Total:						\$826,500



Striping could be used to tighten up the north west corner radii to encourage more gradual turning movements



Consider "doubling up" stop signs and warning signs on all approaches, installing signs on both sides of the roadway

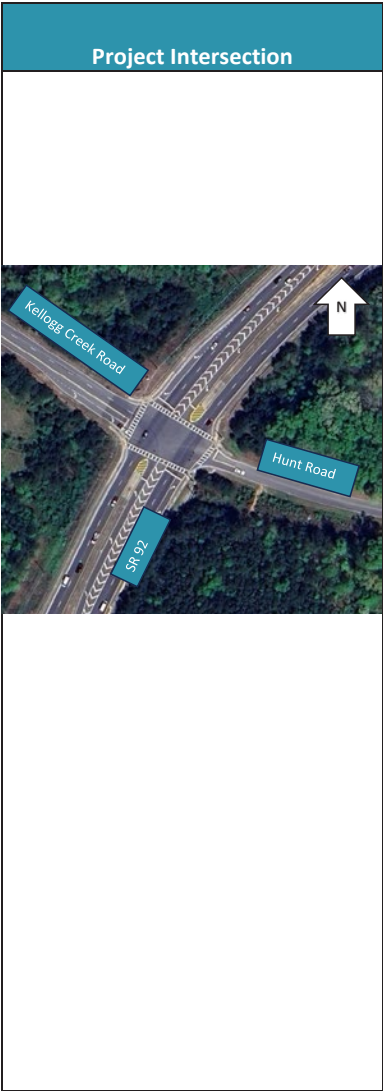
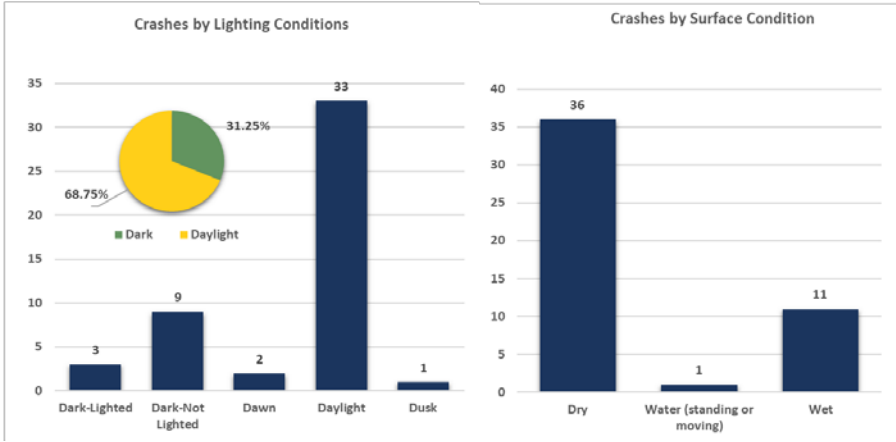
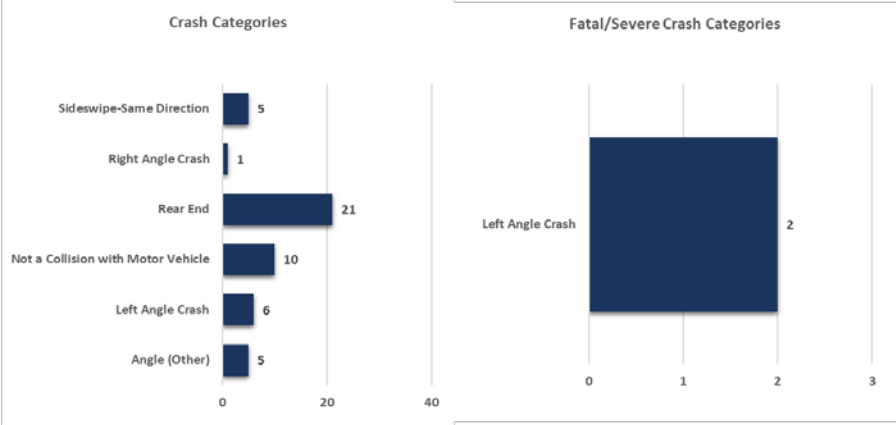
Intersection 15: SR 92 at Kellogg Creek Road

Project Scoring					
	High-Injury Network	Equity	Public Engagement	Total Score	Rank
Score	4	1	0	5	15

All Crashes Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	2	2	11	15
2019	0	0	1	2	4	7
2020	0	0	1	1	5	7
2021	1	0	0	1	2	4
2022	0	1	0	4	10	15
TOTAL	1	1	4	10	32	48
% of Total	2.1%	2.1%	8.3%	20.8%	66.7%	

Pedestrian and Bicyclist Injury Severity						
Crash History by Year	Fatal (K)	Incapacitating (A)	Non-Incapacitating (B)	Possible Injury (C)	No Reported Injury (O)	Total Crashes
2018	0	0	0	0	0	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0
% of Total	-	-	-	-	-	

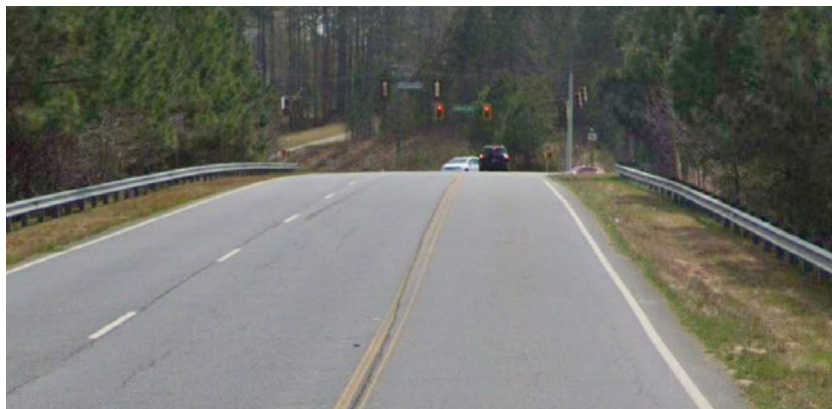
Project Information	
Jurisdiction	Cherokee County
Road Ownership	Cherokee County/GDOT
Total Cost Estimate	\$53,750



Intersection 15: SR 92 at Kellogg Creek Road

RECOMMENDATIONS

ID	Improvement Type	Location	Description	Time Frame	CRF	Planning Level Cost
1	Signing and Pavement Markings	SR 92 at Kellogg Creek Road	Double up signal ahead warning signs on each approach. Supplement warning signs on northbound and south bound approaches with cross-street name sign plaques	Short	-	\$5,000
2	Signing and Pavement Markings	SR 92 at Kellogg Creek Road	Install shared left/through markings on westbound approach lanes and shared left/right/through markings on eastbound approach lanes	Short	-	\$250
2	Signing and Pavement Markings	SR 92 at Kellogg Creek Road	Install chevrons on guardrail at curve on southbound approach	Short	-	\$2,500
3	Intersection Geometry	SR 92 at Kellogg Creek Road	Extend mainline median noses into crosswalks to provide median refuge	Mid	-	\$40,000
4	Signal Operations	SR 92 at Kellogg Creek Road	Install five-section heads with flashing yellow arrow operations at eastbound and westbound approaches	Mid	14%	\$6,000
5	Signal Operations	SR 92 at Kellogg Creek Road	Consider protected only left-turn phasing for northbound and southbound approaches	Mid	28%	-
Total:						\$53,750



Proven Safety Countermeasures

WHAT ARE THE SAFETY COUNTERMEASURES?

FHWA's Proven Safety Countermeasures are a list of 28 countermeasures and strategies that have been shown to be especially effective in reducing roadway fatalities and serious injuries.

The countermeasures include strategies for all road users and all road types, both rural and urban. Each strategy addresses one or more safety focus area including pedestrians and bicyclists, roadway departure, and intersection safety.

Each priority project was screened for opportunities to apply these countermeasures and were recommended based on crash history, systemic risk factors, and community context.

This section highlights the benefits of some of the most commonly recommended proven countermeasures and explains how they were applied.



PROVEN SAFETY COUNTERMEASURES: INTERSECTIONS



Low-cost Counter-measures at Stop Controlled Intersections

This systemic approach to intersection safety includes deploying a variety of low-cost signing and pavement markings at stop-controlled intersections. These countermeasures increase driver awareness and recognition of the intersections and potential conflicts.

These low-cost countermeasures were recommended systemically at stopped controlled intersections, with a focus on high-speed rural roadways

Up to a **10%**
reduction in fatal and
injury crashes



Corridor Access Management

Access management refers to the design and location of entry and exit points along a roadway. This could include intersections with other roadways and driveways that serve nearby properties. Thoughtfully controlling access can help to eliminate conflict points, improving safety for all users.

Access management evaluations were recommended at all full access median openings and at locations with two-way-left-turn lanes.

Up to a **31%**
reduction in fatal and
injury crashes along
urban and suburban
arterials



Roundabouts

Roundabouts are an alternative intersection design that safely and efficiently move traffic. Roundabouts have fewer conflict points than conventional intersections and promote slower approach speeds.

Roundabouts were recommended at high-speed two-lane intersections in rural areas, and at intersections with complex geometries.

Up to a **78%**
reduction in fatal and
injury crashes when
converting from a
signal to a roundabout



Table 13. Intersection Countermeasures

COUNTERMEASURE	HIGH SPEEDS	HIGH TRAFFIC VOLUMES	PERMISSIVE LEFT-TURN PHASING	LIMITED SIGHT DISTANCE	SKEWED INTERSECTION	INTERSECTION ON CURVE
Advance signs	✓			✓		✓
Application of multiple low-cost countermeasures	✓			✓		✓
Backplates with retroreflective borders	✓	✓				
Convert intersection to roundabout	✓				✓	✓
Corridor access management	✓	✓				
Flashing yellow arrow	✓	✓	✓			
Improve intersection angle	✓	✓		✓	✓	
Improve intersection sight distance	✓	✓	✓	✓	✓	✓
Left- and right-turn lanes	✓	✓				
Protected left-turn phase	✓	✓	✓	✓		
Yellow change intervals	✓	✓	✓			

Source: ARC Regional Safety Strategy

PROVEN SAFETY COUNTERMEASURES: ROADWAY DEPARTURE

Rumble Strips



Rumble strips are milled or raised pavement elements indented to alert drivers through vibration and sound that they are leaving the travel lane. Rumble strips can be installed on the shoulder, edge line, or at the center line of an undivided roadway.

Rumble strips were recommended at all high-speed flush roadways where missing, unless adjacent to a residential area due to noise concerns.

Up to a **51%**
reduction in run-off
road fatal crashes on
two-lane rural roads

Enhanced Delineation for Horizontal Curves



Enhanced delineation at horizontal curves includes a variety of potential signing and pavement marking strategies that can be implemented in advance or within curves. These improvements can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed.

Enhanced delineation strategies were recommended at all horizontal curve locations.

Up to a **60%**
reduction in fatal and
injury crashes

Wider Edge Lines



Wide edge lines enhance the visibility of travel lane boundaries to reduce run-off the road crashes. They are a cost-effective treatment and have been shown to have a benefit/cost ratio of 25:1.

Wide edge lines were recommended on all high-speed roadways where missing.

Up to a **37%**
reduction in fatal and
injury crashes on
rural, two lane roads



Table 14. Roadway Departure Countermeasures

COUNTERMEASURE	NARROW ROAD	NARROW SHOULDER	UNPAVED SHOULDER	HIGH SPEEDS	MULTIPLE LANES	SHARP CURVES	STEEP SLOPES
Advance markings for curves	✓	✓	✓	✓		✓	
Advance signs	✓	✓		✓		✓	
Enhanced delineation for horizontal curves	✓			✓		✓	
Enhanced friction for horizontal curves	✓			✓		✓	
Median barriers				✓	✓		
Median buffer				✓	✓		
Raised pavement markers	✓	✓		✓	✓	✓	
Roadside design improvements				✓		✓	✓
Rumble strips/strips	✓	✓	✓	✓		✓	✓
SafetyEdge SM	✓	✓	✓	✓	✓	✓	✓
Wider pavement markings	✓	✓		✓	✓	✓	
Wider shoulder	✓	✓	✓	✓		✓	✓

Source: ARC Regional Safety Strategy

PROVEN SAFETY COUNTERMEASURES: PEDESTRIAN/BICYCLIST

Pedestrian Hybrid Beacons



A pedestrian hybrid beacon (PHB) is a traffic control device used at mid-block pedestrian crosswalks to help pedestrians cross higher-speed roadways. They have been shown to significantly improve driver yield rates at mid-block crosswalks.

PHBs were recommended at higher-speed mid-block locations without nearby pedestrian crossings but with clear pedestrian generators and attractors. At lower-speed locations Rectangular Rapid Flashing Beacons (RRFB) were recommended.

Up to a **55%**
reduction in pedestrian
crashes

Road Diet



A Road Diet is a reconfiguration of roadway space, repurposing one or more travel lanes to accommodate other features such as medians, bicycle lanes, sidewalks, or shared-use paths.

Road diets were recommended in limited circumstances where a roadway estimated volume was well below its capacity and where other multi-modal needs were present.

Up to a **47%**
reduction in total
crashes

Medians and Refuge Islands



Medians and refuge islands help to minimize the distance that a pedestrian must cross at one time and provide a safe place to wait for breaks in traffic.

Corridor medians were recommended at locations with existing two-way-left-turn lanes. Pedestrian refuge islands were recommended at uncontrolled crossings where missing and at signalized intersections at locations with anticipated pedestrian demand and where geometrically feasible.

Up to a **46%**
reduction in total
crashes

Crosswalk Visibility



Poor lighting conditions, visual obstructions, and roadway curvature can restrict visibility at crosswalk creating a risk for those walking and biking. High-visibility style crosswalks, lighting enhancements, and supplemental signage and pavement markings can improve the conspicuousness of the crosswalk and improve safety.

Crosswalk visibility improvements were recommended at existing pedestrian crossing locations with potential visibility concerns.

Up to a **42%**
reduction in pedestrian
crashes

Leading Pedestrian Intervals



A leading pedestrian interval (LPI) is a signal timing strategy that gives pedestrians a 3-7 second head start to enter the crosswalk before vehicles are given a green light. LPIs help improve visibility of pedestrians in crosswalks and reduce turning vehicle conflicts.

LPIs were recommended at all signalized intersections with anticipated pedestrian demand.

Up to a **60%**
reduction in
pedestrians crashes at
intersections

Walkways



A walkway is any type of defined space or pathways for use of a person walking or using a wheelchair. This could include sidewalks or shared-use paths.

Walkways were recommended where missing in locations with anticipated pedestrian demand. Stakeholder feedback helped to inform what type of walkway facility was recommended.

Up to a **37%**
reduction in crashes
involving pedestrians
walking along the
roadway

Table 15. Pedestrian and Bicyclist Countermeasures

Source: ARC Regional Safety Strategy

COUNTERMEASURE	HIGH SPEEDS	HIGH TRAFFIC VOLUMES	HIGH PEDESTRIAN VOLUMES	HIGH BICYCLE VOLUMES	MULTIPLE LANES	NO MEDIAN	LACK OF FACILITIES	LIMITED SIGHT DISTANCE	POOR VISIBILITY
Advance warning signs and markings	✓	✓	✓	✓	✓		✓	✓	✓
Curb extensions			✓		✓	✓	✓	✓	✓
Dedicated bicycle lanes	✓	✓		✓	✓		✓		
Grade separated crossing	✓	✓	✓	✓	✓	✓		✓	
High visibility crosswalk			✓				✓		✓
Leading pedestrian interval	✓	✓	✓		✓				
Lighting			✓	✓			✓		✓
Parking restriction near crossing		✓			✓	✓		✓	✓
Pedestrian hybrid signal	✓	✓	✓		✓	✓		✓	✓
Pedestrian refuge island	✓	✓	✓		✓	✓	✓	✓	✓
Prohibit right-turn on red		✓	✓					✓	✓
Protected left-turn phasing	✓	✓	✓					✓	✓
Raised crosswalk			✓				✓		
Rapid rectangular flashing beacon	✓	✓	✓		✓	✓			✓
Road diet	✓			✓	✓	✓	✓		
Separated multiuse path	✓	✓	✓	✓			✓		
Sidewalks	✓	✓	✓		✓		✓		✓

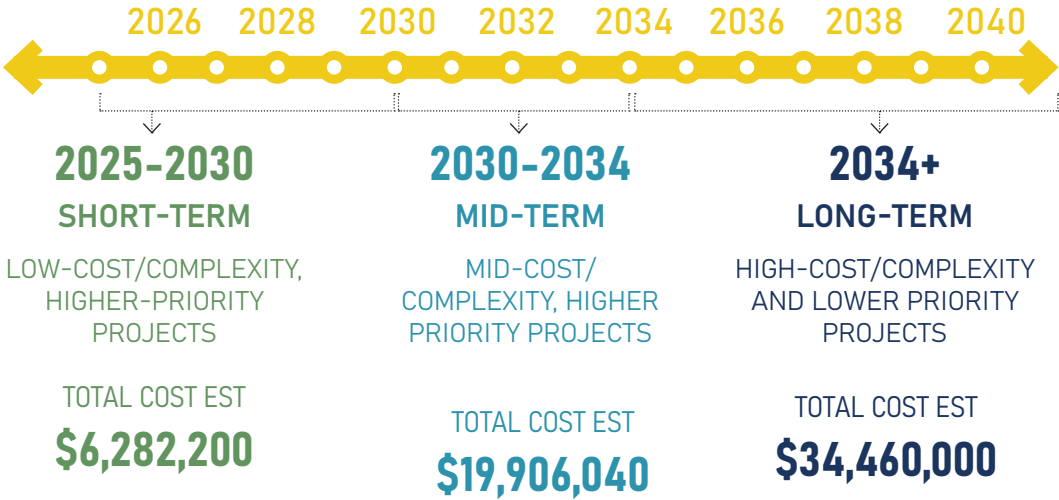
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SECTION VII.

RECOMMENDED WORK PROGRAM

To facilitate the implementation of the priority safety recommendations highlighted in Section V, this section presents a recommended work program. The recommended work program organizes individual recommendations into short-, mid-, and long-term projects based on complexity, cost, and relative priority. The section also identifies several State and Federal funding programs that could be leveraged to fund priority safety improvements, and highlights potential candidate projects for short, mid, and long term improvement projects. The total cost for these projects is roughly \$60 million.

It should be noted that these project locations alone represent roughly one-third of the KSI crash history. Therefore, these projects alone will not be enough to achieve vision zero. In order to supplement these efforts, the County should pursue systemwide policies and programs that integrate safety into ongoing transportation improvements and new development.



Short-Term Projects (0-5 years)

Short-term projects are relatively low in cost and complexity and can be implemented quickly with minimal project development and design effort. These include the following project types:

Bundled Low-Cost Systemic Improvements: Grouping improvements of the same type across various locations allows for quick and widespread deployment of effective countermeasures. Bundled project types include:

- **Signing and Pavement Markings:** Includes all low-cost signing and pavement marking recommendations
- **Intersection Lighting:** Includes all intersection lighting recommendations
- **Rumble Strips:** Includes all rumble strip recommendations
- **Intersection Operations:** Includes all traffic signal timing and low-cost operational improvements including leading pedestrian intervals, protected-left phasing, yellow and red change intervals, and flashing yellow arrows.

Low-Cost Intersection projects: Priority intersection projects with costs under \$500,000

Table 16. Short Term Work Program

PROJECT SHEET REFERENCE	NAME/ LOCATION	SCOPE	ESTIMATED COST	NOTES
S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12, S13, S14/15, S17, I2, I4, I5, I6, I7, I8, I9, I10, I11, I12, I14, I15	Signing and Pavement Marking Bundled Improvements	Low-cost signing and pavement marking improvements at various locations	\$307,200	-
S1, S3, S4, S5, S6, S7,S8,S10,S11, S13,S14/ S15, S16, S17, I1, I2, I3, I4, I5, I9	Intersection Lighting Bundled Improvements	LED lighting improvements at various locations	\$4,500,000	Consider partnering with Cherokee County Electric Cooperative to expedite implementation
S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12, S13, S14/15, S17,I2,I4, I5, I6, I7, I8, I9, I10, I11, I12, I14, I15	Signing and Pavement Marking Bundled Improvements	Low-cost signing and pavement marking improvements at various locations	\$307,200	-
S1, S3, S4, S5, S6, S7, S8, S10, S11, S13, S14/ S15, S16, S17, I1, I2, I3, I4, I5, I9	Intersection Lighting Bundled Improvements	LED lighting improvements at various locations	\$4,500,000	Consider partnering with Cherokee County Electric Cooperative to expedite implementation
S1, S4, S7, S14/15, S17	Rumble Strip Bundled Improvements	Rumble Strip improvements at various locations	\$260,000	-

PROJECT SHEET REFERENCE	NAME/ LOCATION	SCOPE	ESTIMATED COST	NOTES
S2, S3, S5, S6, S7, S8, S10, S11, S14/15, S16, I1,I3, I4, I5,I6,I7, I8,I9, I11, I13, I15	Intersection Operations Bundled Improvements	Signal timing and intersection operations improvements at various locations.	\$45,000	
I6	Bells Ferry Road at Kellogg Creek Road	Intersection Geometry Improvements	\$335,000	-
I8	Bells Ferry Road at Eagle Drive	Intersection Geometry Improvements	\$440,000	-
I9	SR 20 at SR 5 (Short-Term)	Access management, pedestrian crossing, sidewalk	\$315,000	Alternative Intersection recommendation included as a "Long-Term" Project
I10	W Marietta Street at Dr John T Pettit Street	Install all-way-stop, intersection geometry improvements	\$80,000	-

Mid-Term Projects (6-10 years)

Mid-Term projects are higher in cost and complexity, but typically do not require extensive project development activities, or right-of-way acquisition. They include the following projects:

Table 17. Mid-Term Work Program

PROJECT SHEET REFERENCE	NAME/ LOCATION	SCOPE	ESTIMATED COST	NOTES
S1	I-575 from Riverstone Parkway/ Canton Highway to Fate Conn Road	Install Ramp-Metering on Canton Highway on-ramps	\$500,000	-
S2	Riverstone Parkway from SR 140 to Reinhardt College Parkway	Access management, pedestrian crossings, multi-use path, corridor lighting, intersection geometry improvements	\$6,670,000	Conceptual design plans for PHB at Hospital Drive have been prepared by the City of Canton
S3, I1, I7	SR 92 from Bells Ferry Road to Lovejoy Lane	Intersection geometry improvements, access management, corridor lighting	\$2,505,000	Includes corridor improvements from S3 and intersection improvements from I1 and I7
S5	SR 92 from I-575 to Main Street	Roadway improvements, sidewalk widening, intersection geometry improvements	\$1,250,000	-
S6, I3	SR 92 from Main Street to Trickum Road	Intersection geometry improvements, access management, corridor lighting	\$1,780,000	Includes corridor improvements from S6 and intersection improvements from I3. Coordinate improvements at Trickum Road with ongoing intersection reconstruction project
S8, I4, I5	SR 92 from Kellogg Creek Rd to Woodstock Rd	Access management, corridor lighting, intersection geometry improvements	\$965,040	Includes corridor improvements from S8 and mid-term intersection improvements from I4 and I15
S9/I5	SR 92 from Woodstock Rd to Wade Green Rd NW	Access management, corridor lighting, intersection geometry improvements	\$1,125,000	Includes corridor improvements from S9 and intersection improvements from I5
S10	Trickum Road from SR 92 to Arnold Mill Rd	Access management, corridor lighting, intersection geometry improvements, sidewalks	\$3,760,000	Coordinate improvements with ongoing Trickum Road project
S13	SR 140 from SR 108 to Sam Nelson Rd (Mid-Term)	Curve safety improvements, intersection geometry improvements	\$176,000	Shoulder widening recommendation included as a "Long-Term" Project
I13	SR 140 at E Cherokee Drive	Intersection geometry improvements, access management	\$375,000	-
I14	Ball Ground Highway at E Cherokee Drive	Intersection geometry improvements	\$800,000	-

Long-Term Projects (10+ years)

Long-Term projects are the highest in cost and complexity and may require more extensive project development activities or right-of-way acquisition. They include the following projects:

Table 18. Long-Term Work Program

PROJECT SHEET REFERENCE	NAME/ LOCATION	SCOPE	ESTIMATED COST	NOTES
I2	SR 140 at Reinhardt College Parkway	Install roundabout and sidewalk connection	\$4,020,000	Coordinate with existing GDOT plans
I9	SR 20 at SR 5	Install multi-lane roundabout	\$6,000,000	Access management and pedestrian crossing recommendations included as a "Short-Term" project
S11	Bells Ferry Road from SR 92 to Bascomb Carmel Rd	Road diet, bicycle lanes, access management, corridor lighting	\$2,960,000	Coordinate improvements with planned shared-use path project, consider coordinating road diet and bicycle lane recommendation with next corridor resurfacing project
I11	SR 20 at SR 108	Install roundabout	\$4,000,000	-
S12	Main Street from Arnold Mill Rd to E Cherokee Dr	Pedestrian crossings, speed management, access management, intersection geometry improvements, traffic signal, Rope Mill Road intersection reconfiguration	\$5,955,000	-
S13	SR 140 from SR 108 to Sam Nelson Rd	Curve safety improvements, intersection geometry improvements, shoulder widening	\$5,000,000	-
S14/15	Riverstone Parkway/Canton Highway from Riverstone Blvd to Fate Conn Rd	Sidewalks, crosswalks at intersections, road diet, sidewalks	\$1,700,000	Coordinate improvements with GDOT roundabout study at I-575 interchange
S16	Hickory Road from Main Street to E Cherokee Drive	Access management, pedestrian crossings, multi-use paths, corridor lighting, intersection geometry improvements	\$4,825,000	-

OTHER SAFETY PROJECTS

In addition to the above projects that were identified and developed through the action plan process, the Project Stakeholder Group also identified the following safety needs. Crash history at these locations should be monitored and they should be considered for additional study and analysis:

- Riverstone Boulevard from Dr. Martin Luther King Jr Blvd to River Stone Parkway: Access management improvements and sidewalk connections to the new Cherokee High School
- Reinhardt College Parkway at Belletta Drive: Intersection control/configuration evaluation
- I-575 between Exits 19 and 20: Manage traffic to reduce conflicts between drivers merging in and out of the exit lane versus those using the exit lane as a local connection between SR-20 and Riverstone Parkway.
- SR 92 at Cherecobb Drive: Evaluate median opening for potential channelization or signalization

POTENTIAL FUNDING SOURCES

Safe Streets and Roads for All (SS4A)

A Federal competitive grant program focused on eliminating fatal and severe injury crashes on public roadways. Infrastructure projects must support implementation of a qualifying Safety Action Plan. Only local government entities are eligible to receive funding. Projects in equity priority areas are prioritized as of the 2024 notice of funding opportunity announcement.

The following projects may be potential candidates for this program as they are on local roadways, address safety priorities, and serve equity priority areas:

- Intersection Lighting Bundled Improvements
- Riverstone Parkway from SR 140 to Reinhardt College Pkwy
- Trickum Road from SR 92 to Arnold Mill Road

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

A Federal competitive grant program that funds regionally significant transportation projects that boost economic growth, improve safety, and prioritize sustainability and equity.

The following projects may be potential candidates for this grant program based on the regional significance of SR 92, corridor crash history, and each project's high equity score. Note that the minimum award amount is \$5 million, so some projects may need to be bundled to meet the minimum threshold:

- SR 92 from Bells Ferry Road to Lovejoy Lane
- SR 92 from I-575 to Main Street
- SR 92 from Main Street to Trickum Road

Transportation Alternatives Program (TAP)

A federally funded formula grant program that is administered by GDOT and is focused on helping local governments fund pedestrian and bicycle facility improvements.

Notably, the way TAP funding gets allocated through GDOT has been recently adjusted. If the Atlanta Regional Commission has fully allocated its TAP funds, Cherokee County may request additional funding directly through GDOT. This just requires a signed letter from ARC confirming that they have used assigned all of their TAP funds to other projects.

The following projects may be potential candidates for this grant program as they are along local roadways and are proposing bicycle and pedestrian facility improvements.

- Riverstone Parkway from SR 140 to Reinhardt College Pkwy
- Trickum Road from SR 92 to Arnold Mill Road
- Bells Ferry Road from SR 92 to Bascomb Carmel Rd

Atlanta Regional Commission (ARC) Transportation Improvement Program (TIP) Solicitation Process

ARC has discretion over several pots of federal funds that can be used on local projects, and many of the safety projects scoped out in this document are good candidates for that money.

The following projects may be potential candidates for this grant program based on the regional significance of SR 92, corridor crash history, and each project's high equity score.

- SR 92 from Bells Ferry Road to Lovejoy Lane
- SR 92 from I-575 to Main Street
- SR 92 from Main Street to Trickum Road

Highway Safety Improvement Program (HSIP)

A federally funded formula grant program that is administered by GDOT and is focused on reducing traffic fatalities and serious injuries on public roads. The program is primarily focused on the deployment of low-cost countermeasures such as signage, pavement markings, and rumble strips. The program can fund both capital projects and safety material purchases.

The following projects may be potential candidates for this grant program as they are focused on low-cost safety countermeasures:

- Signing and Pavement Marking Bundled Improvements
- Intersection Lighting Bundled Improvements
- Rumble Strip Bundled Improvements
- Intersection Operations Bundled Improvements

Safe Routes to School Program (SRTS)

A federally funded formula grant program that is administered by GDOT and is focused on creating safe walking and biking connections to schools. Eligible projects must be within a 2-mile radius of a school with grades K-8th.

The following projects may be potential candidates for this grant program as they are within a 2-mile radius of a K-8th school and are proposing bicycle and pedestrian safety enhancements:

- Trickum Road from SR 92 to Arnold Mill Road
- Hickory Road from Main Street to E Cherokee Drive

Quick Response Program

A GDOT program that allows for the rapid implementation of identified low-cost operational and safety improvements. Georgia law limits the cost of a Quick Response project to \$200,000 or less.

The following projects may be potential candidates for this program as the estimated costs are below \$200,000:

- W Marietta Street at Dr John T Pettit Street
- SR 140 from SR 108 to Sam Nelson Rd (Mid-Term)



SECTION VIII.

EVALUATION AND MONITORING PROCEDURES

Implementation of this Safety Action Plan and progress towards the goal of zero fatalities and serious injuries will occur over the course of several years and Cherokee County and its partners are committed to monitoring the Action Plan's implementation progress, evaluating the impact of priority projects and programs, and to sharing this information transparently with the public and other stakeholders.

To monitor Safety Action Plan implementation and reinforce accountability, the Stakeholder Committee will continue to meet regularly.

Each year, Cherokee County will also produce a publicly facing annual report that will highlight safety trends and report progress on Action Plan Implementation. The report will, at a minimum, include updates on the following areas, as detailed throughout this section of the report:

System Performance: County-wide Fatal/ Severe injury Crash Trends and Statistics

Priority Project Progress: Infrastructure project progress and effectiveness

Priority Program Progress: policy and program progress and effectiveness

Leadership Commitment and Goal Setting

SYSTEM PERFORMANCE

These reporting metrics track the safety performance of the countywide transportation system from year to year. They are used to capture long-term trends, measure the high-level impact of traffic safety efforts, and communicate how, when, and where fatal/severe crashes are occurring to the public. Much of this data can be accessed easily online via [GDOT's Crash Data Dashboard](#).

Measure	Description	Metrics	Source	Responsible Agency
Total Fatal/Severe Injury Crashes	Total number of countywide fatal/severe injury crashes during the reporting year	Number of crashes	GDOT Crash Data Dashboard	Cherokee County/GDOT
Bicycle and Pedestrian Fatal/Severe Injury Crashes	Total number of countywide fatal/severe injury crashes involving bicyclists and pedestrians during the reporting year	Number of crashes	GDOT Crash Data Dashboard	Cherokee County/GDOT
Fatal/Severe Injuries by Manner of Collision	A break-down of the total number of countywide fatal/severe injury crashes during the reporting year by manner of collision	Number of crashes	GDOT Crash Data Dashboard	Cherokee County/GDOT
Fatal/Severe Crashes vs Previous Year	Comparison of the total number of countywide fatal/severe injury crashes in the reporting year based to the previous year	Percent increase/decrease in crashes vs previous year	GDOT Numetric Comparison Report	Cherokee County/GDOT
Fatal/Severe Injury Crashes on HIN	Total number of fatal/severe injury crashes occurring on the High-Injury Network during the reporting year	Number of Crashes	GDOT Crash Data Dashboard/ GIS Analysis	Cherokee County/GDOT

SYSTEM PERFORMANCE

These reporting metrics track progress towards the implementation of traffic safety infrastructure projects. They are used to reinforce accountability in project implementation, communicate ongoing efforts and upcoming projects to the public, and to measure the safety impact of projects following construction. Much of this data can be collected via partner agency CIP/work programs, and through regular Stakeholder Meeting updates.

Measure	Description	Metric	Source	Responsible Agency
Priority Projects Implementation	Progress towards the implementation of the priority projects outlined in Section VIII	Projects programmed, projects added to priority lists, grants applied for, project development activities completed, projects completed	Cherokee County/Local Partners/GDOT	Cherokee County/Local Partners/GDOT
Other Safety Project Implementation	Progress towards the implementation of safety projects that incorporate the strategies outlined in the Safety Action Plan, but were not identified as priority projects	Projects programmed, projects added to priority lists, grants applied for, project development activities completed, projects completed	Cherokee County/Local Partners/GDOT	Cherokee County/Local Partners/GDOT
Priority Project Performance	Evaluation of the safety performance of priority projects after they have been implemented	Post construction change in fatal/severe injury crashes	Cherokee County/GDOT	Cherokee County/GDOT

PRIORITY PROGRAMS PROGRESS

These reporting metrics track progress towards non-infrastructure related Action Plan recommendations and summarize ongoing educational and enforcement activities. They are used to reinforce accountability in policy implementation and report ongoing efforts to the public. Much of this data can be collected via regular Stakeholder Meeting updates.

Measure	Description	Metrics	Source	Responsible Agency
Priority Policy Implementation Progress	Progress towards the implementation of the priority policy actions outlined in Section VII	Progress on implementing identified priority policy recommendations	Updates from Cherokee County/Local Partners	Cherokee County/Local Partners
Educational Activities Completed	Summary of all traffic safety educational activities, particularly those focused on the strategies outlined in the Safety Action Plan	Educational campaigns launched, materials developed, events held, people reached	Updates from Cherokee County/Local Partners/GDOT	Cherokee County/Local Partners/GDOT
Enforcement Activities Completed	Summary of all traffic safety focused enforcement activities, particularly those focused on the strategies outlined in the Safety Action Plan	Tickets/citations issued, special enforcement details held, grants awarded	Updates from Law Enforcement Partners	Cherokee County Sheriff's Office/ Local Police Departments

SECTION IX.

EDUCATION, PUBLIC AWARENESS, AND COMMUNICATIONS

Effective communication is crucial to shift community perceptions about streets and take actions to achieve Safety Action Plan goals. Changes in perception and behavior do not occur overnight but rather through a consistent and long-term process that involve the following:

- 1 Clear and Consistent Messaging**
- 2 Building a Safety Culture**
- 3 Building Coalitions**
- 4 Meaningful Community Engagement**
- 5 Targeted Outreach**
- 6 Awareness Building**

Throughout this chapter, various case studies and best practices are presented to demonstrate how Georgia communities and local governments around the country are making progress toward their Safety Action Plan goals. The chapter is organized by the six categories listed above.

WHAT ARE “SAFE SYSTEMS”?

An approach to roadway safety developed by the federal National Highway Traffic Safety Administration (NHTSA), this data-driven, whole picture, and equity-focused method takes into account the needs of all road users. Human error, both on the part of drivers and other road users, is anticipated as a possibility through planning and design processes.

WHAT IS “VISION ZERO”?

Vision Zero serves as a framework towards the elimination of all traffic fatalities or serious injury. Health, safety, and equity are core components of this strategy to increase mobility for all.

Source: Vision Zero Network

Clear and Consistent Messaging

It is important that Safety Action Plan messaging is clear and consistent. This includes the branding of websites, brochures, and social media posts to help reinforce the goals of Safety Action Plan. Messaging also needs to be compelling and emphasize the importance of safe driving, walking, and bicycling behaviors and their impact on the vision of zero traffic fatalities.

Committing to zero traffic fatalities and serious injuries is logical and straightforward; however, convincing community members to change their behaviors or perspective on traffic safety is a more difficult endeavor. For example, confronting windshield bias “where people who primarily experience the roadway from a vehicle tend to frame problems differently than those who primarily experience the city on foot, by bike, or by transit” can make promoting safe street design more difficult.¹ This means that messaging should meet people where they are in order to be more effective. Through focus groups with hundreds of transportation safety professionals, researchers at the AAA Foundation for Traffic Safety have gained key insights into best practices for communicating about the safe systems approach. Their research suggests the following tips for motivating community support for the Safe System vision.

1

GET PERSONAL

Tailor the messaging to the unique needs and values of your audience and connect those values to hard evidence about how safer street solutions help people in a broad inclusive sense.

2

STOP BLAMING, START ENCOURAGING SAFETY

Playing the blame game can distract from solutions instead promote “positive behavior language” that “provides clear roles for all those responsible for creating safer streets.”

3

GIVE ALL RESIDENTS CLEAR ROUTES TO ACTION

Provide practical ways to empower residents to shape their local Vision Zero strategies.²

¹Transportation Research Interdisciplinary Perspectives Volume 5, “Distracted by ‘distracted pedestrians’?”, 2020, <https://doi.org/10.1016/j.trip.2020.100118>

²Streetsblog USA, “Messaging About Vision Zero Matters — Here’s How To Do It Better”, 2024, <https://usa.streetsblog.org/2024/02/14/messaging-about-vision-zero-matters-heres-how-to-do-it-better>

The AAA Foundation for Traffic Safety provides a helpful guide for crafting effective messaging in Figure 211.

Driver awareness campaigns in collaboration with community partners can be effective in reducing unsafe and dangerous driving behaviors. As a part of the San Francisco Safety Action Plan program, SFMTA rolled out “A Turn Toward Safety” education campaign as a part of their Safer Intersections Project. Engaging with community partners using bold, concise messaging to communicate safe driving practices and friendly, engaging messaging to explain the reason for safety interventions may prove helpful in changing driver behaviors.

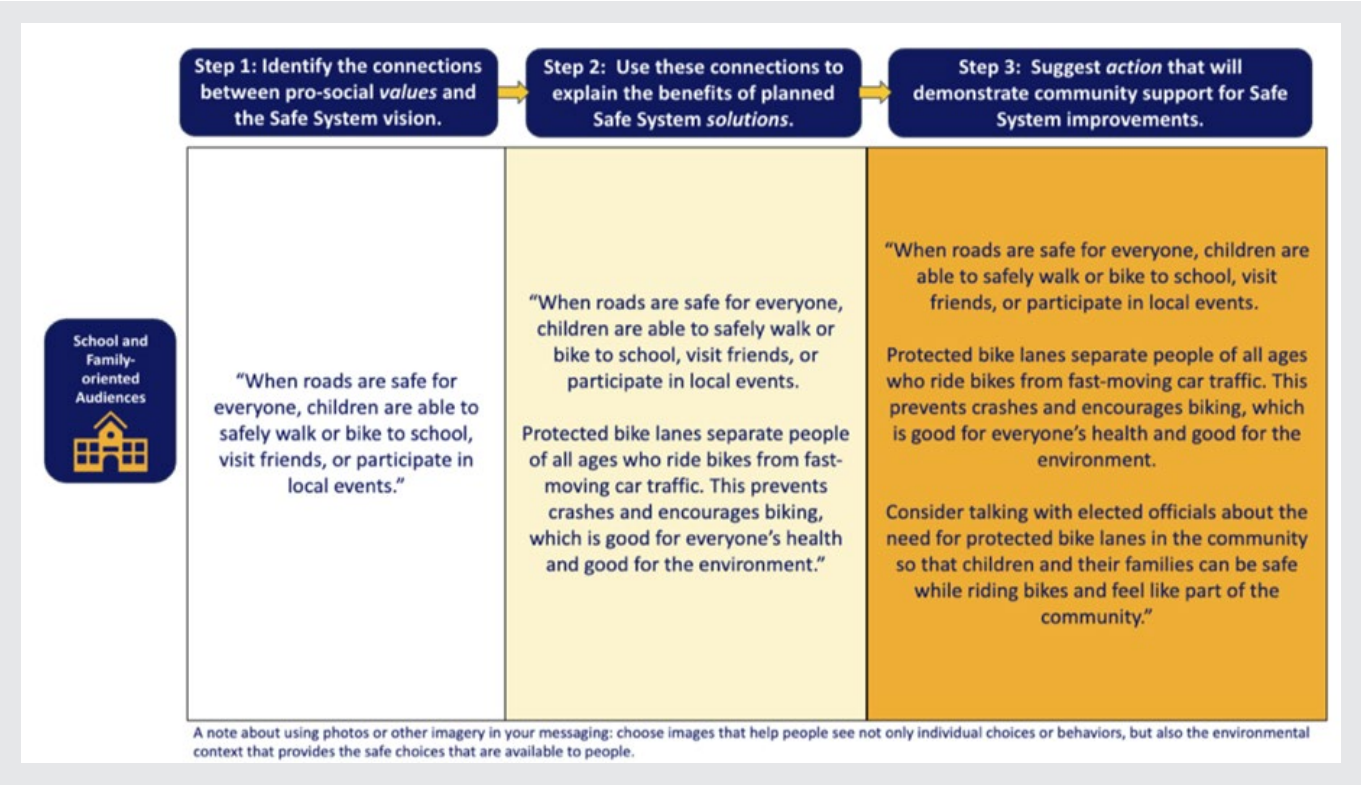


Figure 25. Messaging for Traffic Safety

Source: AAA Foundation for Traffic Safety “A Safe System Guide for Transportation” technical report, as found in “Messaging About Safety Action Plan Matters – Here’s How to Do It Better” (StreetsblogUSA.org)

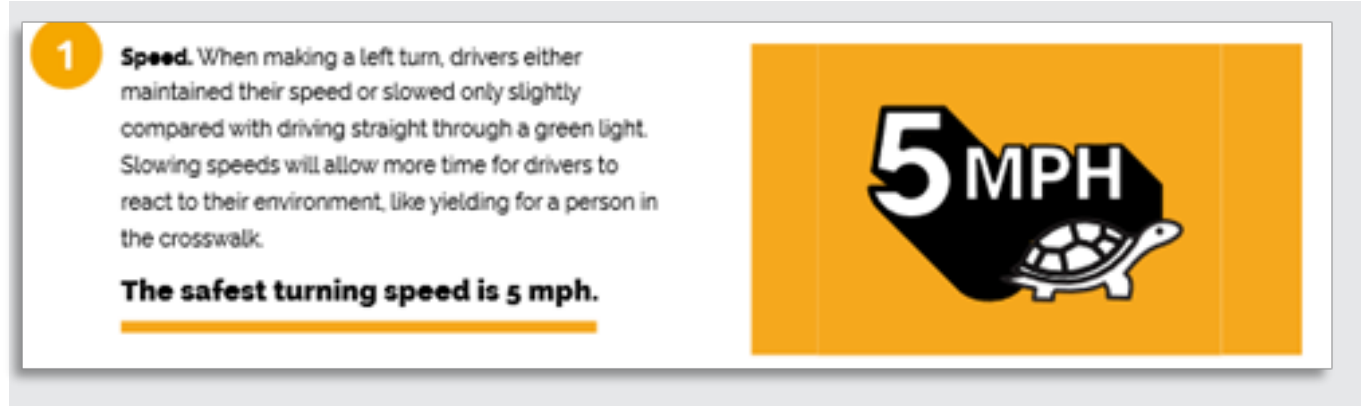


Figure 26. Communications Example for Safe Turning Speed

Source: Safer Intersections Public Report by the San Francisco Municipal Transportation Agency (SFMTA) (VisionZeroSF.org)

Building a Safety Culture

Effective messaging is about both the audience and the message. While public safety professionals, planners, engineers, and policymakers are more intimately aware of their contributions to the safe system, it is important to expand the sense of responsibility to everyday road users. This expansion in responsibility can facilitate an overall safer transportation network that involves both 1) changing the behavior of individuals and 2) designing safer streets to travel on.

The City of Richmond, Virginia worked to advance a culture of safety by issuing a Safe and Health Streets Challenge to the public. This strategy incorporated five common actions based on the common causes of traffic crashes to help create safer streets:

Another step that the City of Richmond, Virginia implemented to help build a safety culture was leveraging interdepartmental relationships. By demonstrating how Safety Action Plan initiatives fit into each department's goals, the City was able to work with departments like the Office of Multi-Cultural Affairs to share outreach and inclusion strategies for limited-English-speaking community members.

SHARE THE ROAD

OBEY SPEED LIMITS

BUCKLE IN

AVOID DISTRACTIONS

DRIVE SOBER

IF WE DO NOT, IT WOULD BE SO BAD

Source: City of Richmond Virginia, "Promoting Vision Zero: Case Study from Richmond, Virginia" report, 2023, <https://highways.dot.gov/safety/learn-safety/noteworthy-practices/promoting-vision-zero-case-study-richmond-va>

Building Coalitions

CHEROKEE COUNTY SAFE STREETS FOR ALL STAKEHOLDER COMMITTEE

Good communications require coordination with other agencies and departments that share Safety Action Plan implementation roles. A single agency or individual leader alone will not lead to a successful Safety Action Plan implementation. Instead, a broader and more inclusive body comprised of relevant government departments, trusted community leaders, and non-traditional organizations is essential to help build shared ownership and leadership across government and the community. Coalitions help to conserve resources by sharing expenses, foster cooperation between diverse groups, build community trust, and increase the impact of Safety Action Plan efforts.

Cherokee County and its municipal partners formed a robust stakeholder committee during the Safety Action Plan process to include multiple perspectives in the development of the Action Plan. The stakeholder committee included representatives from various County departments, including the Community Development Agency, Fire and Emergency Services, Cherokee County School District, and the Office of Economic Development. Elected officials and staff from the four partnering cities were also involved, as were state and regional representatives from the Georgia Department of Transportation (GDOT), the Georgia State House of Representatives, and the Atlanta Regional Commission. Beyond the public sector, the stakeholder committee also consisted of representatives from the Charlie Ferguson Community Center, Reinhardt University, Northside Hospital, and more.

It is recommended that this committee endures after the conclusion of the Safety Action Plan process. Potentially, multiple subcommittees could be created to provide leadership in different areas such as enforcement, education, engineering, and emergency response.

EXAMPLES OF NON-TRADITIONAL PARTNERSHIPS

- Youth- led organizations
- Environmental organizations
- Farmers and agricultural organizations
- Small business associations
- Senior Centers
- Disability rights groups
- Service organizations (Lions Clubs, Scouts BASE, Rotary Clubs, etc.)
- Motorcycle and/or cycling clubs
- American Association of Retired Persons

CASE STUDY

In Kansas City, Missouri the non-profit organization BikeWalkKC was able to effectively mobilize multiple outreach campaigns in support of the decriminalization of jaywalking and bike inspection violations.³ The city council later affirmed this effort due to the diverse group of advocates working across different sectors (neighborhood development, sustainability, civil rights, local, media, and housing advocates).

³For more information, see Safe Routes Partnership, "Let's Get Together" guide, page 10, 2021, https://www.saferoutespartnership.org/sites/default/files/resource_files/community_engagement_guide_final.pdf

Create Meaningful Community Engagement

Creating memorable and meaningful community engagement experiences can lead to better outcomes from Safety Action Plan initiatives. For instance, many cities around the country have conducted outreach aimed at changing driver behavior. The City of Atlanta has a “Drive 25 to Save Lives” pledge campaign, which helps to build accountability among all community members who drive by having them sign a pledge, committing to the following:

“I WILL SLOW DOWN AND OBEY SPEED LIMITS.

I WILL STAY ALERT.

I WILL GIVE EXTRA SPACE TO PEOPLE WALKING, BIKING AND ROLLING.”

Source: City of Atlanta Department of Transportation

The City of Atlanta's Vision Zero program spread the word about the “Drive 25 to Save Lives” campaign using several methods, including:

- Tabling events with pledge cards.
- Creating banners to gather signatures at community events.
- Providing an online survey version of the pledge and including a QR code link on promotional materials.
- Offering stickers to participants so that people can proudly show support, e.g., “I signed the Safety Action Plan pledge!”



Figure 27. Tabling and Outreach at Atlanta Streets Alive in Fall 2023

Source: Blue Cypress Consulting

MAKING PARTICIPATION EASY

The success of community engagement often depends on how easy it is to participate. One of the best ways to accomplish this is to meet the community where they are. Members from the coalition can help identify community events and locations for intercept surveys. One example, showcased to the right, is holding an educational outreach table at street festivals or similar events. Art exercises, interactive activities, and giveaways are good ways to draw in families and provide creative outlets for people to get involved.



Engagement Activity at Canton First Friday, August 2024

INTERACTIVE CONTENT

Creating engaging and interactive content, such as videos, infographics, quizzes, and virtual reality experiences, to educate and inspire action among target audiences is important to effective communication and behavior change. Deploying web map applications like

dashboards and StoryMaps can help engage and educate the public on the current road safety conditions as well as safer street design. In addition, activities like virtual reality experiences and videos can help build understanding of why safer streets

are needed by having motorist experience streets from the perspective of people who rely on walking, cycling or bus transit, as demonstrated in Figure 244.

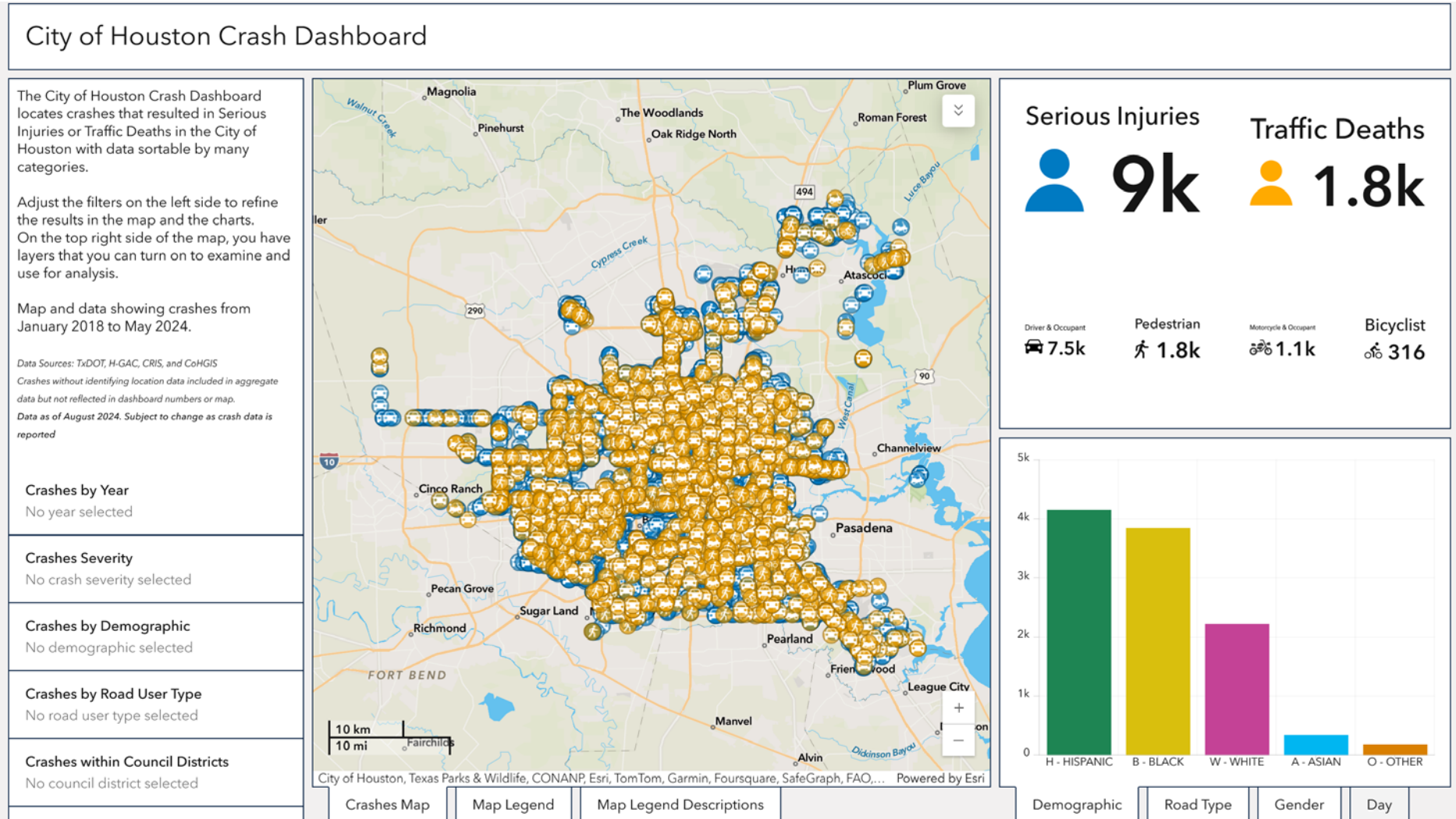


Figure 28. City of Houston's Interactive Crash Dashboard

Source: City of Houston Safety Action Plan Houston High Injury Network

Targeted Outreach

Ensuring that the diverse voices of Cherokee County and its cities are included in targeted outreach activities is essential to furthering safer streets and communities for disadvantaged or particularly vulnerable community members. Developing enduring partnerships with area advocacy and support groups, community facilities, and community gathering spots can be key strategy in ensuring meaningful engagement, collaboration, and input-gathering from individuals and communities most-affected by current transportation conditions. This can help in ensuring that equity continues to be the foundation of safe streets efforts.

As a part of Portland, Oregon's Safety Action Plan Action Plan programs, City officials built upon previously established relationships to incorporate community-specific concerns into city transportation program development.⁴ Key disadvantaged and vulnerable populations did not want a Safety Action Plan program which relied on more traffic penalties and fines nor increased the presence of police officers in communities. In response to this feedback, City officials focused its safe streets-minded programs on street redesigns, improving police officer continuing education programs, reviewing applicable state laws for any loopholes and exemptions involving dangerous driving behaviors, and reforming aspects of DWI enforcement.⁵

When considering strategic methods to build equity into safe streets interventions, one potential

community partner may be the Charlie Ferguson Community Center. The Center serves both youth and seniors, with a variety of programming such as after-school programs and social activities for aging populations. Given the populations and communities that the community center serves, engagement and outreach efforts could benefit both potential Safe Routes to School and Safe Routes for Seniors intervention programs (discussed later in this chapter). After-school programs may be natural opportunities to inform families and school-aged children, while also inviting youth into opportunities to be their own spokespersons and advocates.

Given that an estimated eight percent of Cherokee County residents speak Spanish in the home (according to the U.S. Census Bureau's 2023 American Community Survey 1-Year Estimates), outreach to Spanish-speaking populations is another crucial element of building equity into further plans. Spanish-language radio stations, such as WCHK "La Mega," are one group of potential partners. A radio interview with county/consultant staff to deliver messaging could be an effective mechanism to inform residents of upcoming projects, explain the purpose of safe streets programs, and promote ideal driver and pedestrian behavior.

⁴More information about strategies used by other cities can be found in the Vision Zero Equity Strategies for Practitioners case study report, published by the Vision Zero Network.

⁵See pages 21 through 32 of the City of Portland Vision Zero Action Plan, 2016 edition, for more information on these intervention strategies.

SPREADING THE WORD: THREE CASE STUDIES OF RADIO MESSAGING

GREENSBORO, NORTH CAROLINA

The City of Greensboro collaborated with local colleges to broadcast Vision Zero and transportation safety messages around fall and winter holidays.

LOS ANGELES, CALIFORNIA

The City of San Francisco launched a Vision Zero 15-second English and Spanish radio ad campaign during regular traffic reports to raise public awareness.

RICHMOND, VIRGINIA

The City of Richmond employed radio ad-time on English and Spanish language stations as part of a multi-pronged effort to spread the word about their Path to Equity transportation planning process.



Figure 29. Portland Oregon Vision Zero Event

Source: BikePortland

PEDALCYCLING ROADWAY USERS

Education about existing/planned bike-friendly transit routes, such as multi-use paths, trails, bikeways, and protected bike lanes, should be a priority for successfully engaging with pedalcycling communities.⁶ Coordination between local jurisdictions, the County, and area transit providers can help expand safe streets programming through other planning efforts such as implementation of the County's Trails Master Plan and Comprehensive Transportation Plan.

The ARC was among several Atlanta-area municipal departments, community organizations, and urbanism advocates who participated in a ThinkBike! Workshop convened by the City of Atlanta and Dutch Cycling Embassy in Fall 2023. Outreach opportunities like these can provide learning opportunities for community members into how municipal planning and design process function, while city officials and employees can better collaborate alongside residents towards safe streets interventions. The City of Atlanta engaged in a similar effort through the Tactical Urbanism program in its Department of Transportation in 2023 to setup a Tactical Walk Lane in collaboration with community input and pre-established Department objectives.

⁶ "Pedalcyclists" refers to all individuals that ride bicycles, tricycles, unicycles through either human pedal power or battery/motor-assist pedal power.

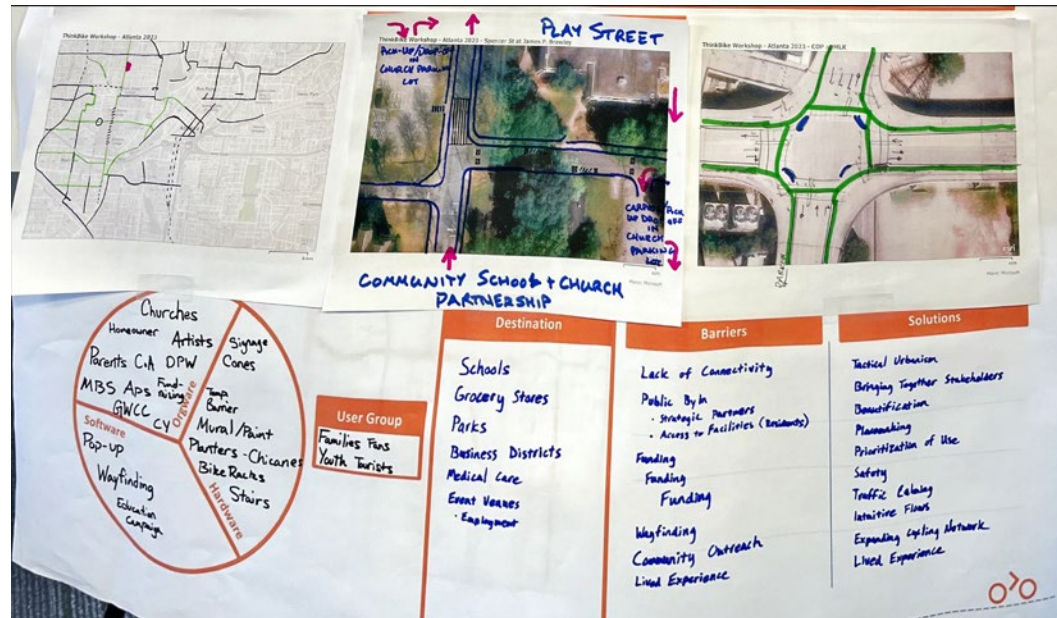


Figure 30. Intersection Revision Idea Plot from the ThinkBike! Workshop

Source: Blue Cypress Consulting



Figure 31. Members of Advocacy Organizations, Local Government, Community Advocates, and Regional Partners at the ThinkBike! Workshop

Source: Blue Cypress Consulting

Cherokee County and its municipalities may seek to emulate some of these engagement tactics. Community members want to be consulted and be heard about concerns and desires for improved traffic safety. The County and the Cities should invite community members to the table in both formal workshop settings as well as more informal interactions, such as neighborhood walks. For instance, in a small area plan, a walk audit where the planners walk alongside members of a community would help build trust and jointly identify issues and solutions. Resources on how to conduct a walk audit are available online through the American Association of Retired Persons (AARP), the Safe Routes to School National Partnership, and other advocacy organizations.

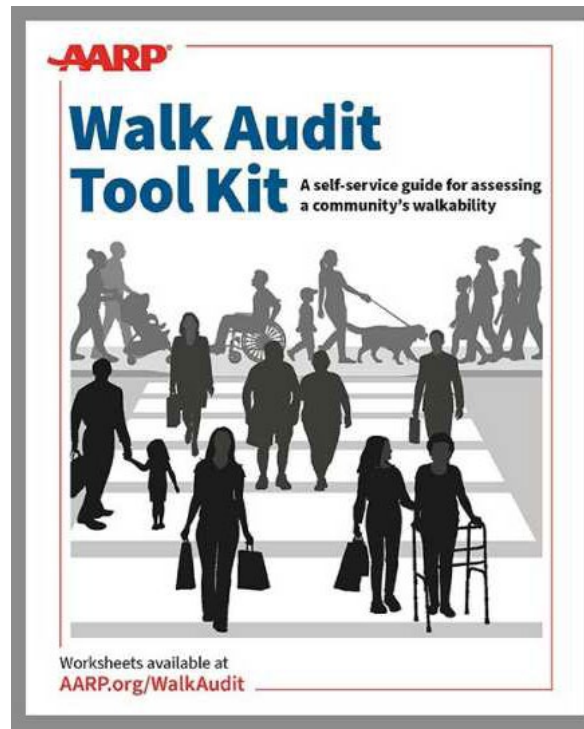


Figure 32. Walk Audit Tool Kit from AARP
Source: AARP

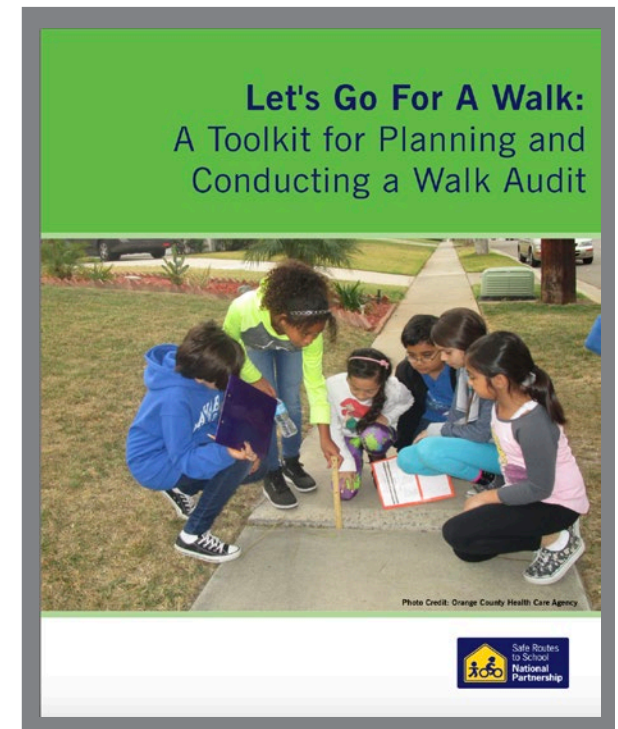


Figure 33. Toolkit for Planning and Conducting a Walk Audit
Source: Safe Routes to School National Partnership, accessed through www.communitycommons.org

Awareness Building

OUTREACH AND AWARENESS-BUILDING OPPORTUNITIES

Community outreach can be carried out through a variety of creative formats. The following examples highlight a sampling of the strategies being implemented in other jurisdictions in Georgia.

City Of Brookhaven Cone Crew

The City of Brookhaven's "Cone Crew" is a fun communications method that the City is using to generate social media buzz about its ongoing, upcoming, and completed city transportation projects, construction detours, road closures, and other timely updates.



Source: City of Brookhaven Blast Summer 2024 Newsletter (brookhavenga.gov)

Macon-Bibb County Pedestrian Safety Summit

Pictured below is the inaugural Pedestrian Safety Summit as part of the Macon-Bibb County Pedestrian Safety Review Board. Local organizations presented needs and solutions, while community members had a chance to engage with the committee about proposed solutions and learn about the current conditions.



Source: Macon-Bibb County Pedestrian Safety Review Board (psrb.maconbibb.us)

Cobb County Safety Village

Unique experiences can create memorable and valuable learning experiences for members of the public. The Cobb County Safety Village, in Cobb County, GA features a scaled-down community with streets, buildings, and traffic lights. The public is then invited to visit on learning days to engage with community partners, learn safety tactics, and step into the village to try it out themselves.

Role playing and hands-on learning are promoted as a valuable learning tool while children learn to navigate potentially dangerous situations including streets, sidewalks and traffic signals at the Cobb County Safety Village.

The Cobb County Safety Village was developed as a non-profit agency and made possible through partnerships with local governments, emergency services, schools, hospitals, and community organizations.



Source: Cobb County Government

SAFE KIDS CHEROKEE

Safe Kids Cherokee County, a local coalition of Safe Kids Worldwide, is dedicated to preventing accidental injury to children ages 19 and under. It is led by Cherokee County's Fire and Emergency Services Department. They provide educational programs, facilitate community discussions, recommend legislative changes, and continuously research past and current trends. Some examples of Safe Kids for Cherokee's programs include:

- » Bike and Pedestrian Safety
- » Cherokee County Safety Town Youth Camp
- » Child Passenger Safety Inspections
- » In and Around Cars Child Safety Education
- » Fire and Burn Safety
- » Home Safety

Safe Routes to Schools and Parks

Following the tragic killing of an elementary student by a negligent driver in February 2024, the Georgia legislature passed a law instituting a minimum \$1,000 fine with one year of imprisonment for any driver found guilty of passing a school bus illegally (known as “Addy’s Law”).⁷ A leading cause of death nationwide for children remains motor vehicle traffic.⁸

Given this, Coordinating with Georgia state-level through the Georgia Department of Transportation (GDOT) Safe Routes to School (SRS) program can be one helpful implementation tool for safer conditions for school-age children. The SRTS Friend Network hosted by GDOT can provide an efficient outlet to connect with like-minded organizations and agencies for direct support.

Notable state-supported opportunities for Safe Routes to School communication and engagement opportunities include Crossing Guard Appreciation Week, Try Out Your Safe Route Day, the Walk and Roll into Summer Challenge, and Walk and Roll to School Day.⁹

Federally-organized resources for Safe Routes to School communication and engagement, shown in Figure 305, include ongoing webinars series covering recent and a checklist of best practices to support effective and engaging programs.

⁷Georgia House Bill 1284. Story details from “Addy’s Law in Georgia, Targets Illegal Passers of School Buses” by Merari Acevedo-Vigo for School Transportation News on August 15, 2024. Accessed September 10, 2024.
⁸Traffic Safety Facts, 2021 Data produced by the NHTSA NCSA on behalf of the US DOT, page 2
⁹More information and events can be found at the website here: <https://saferoutesga.org/events-encouragement/>

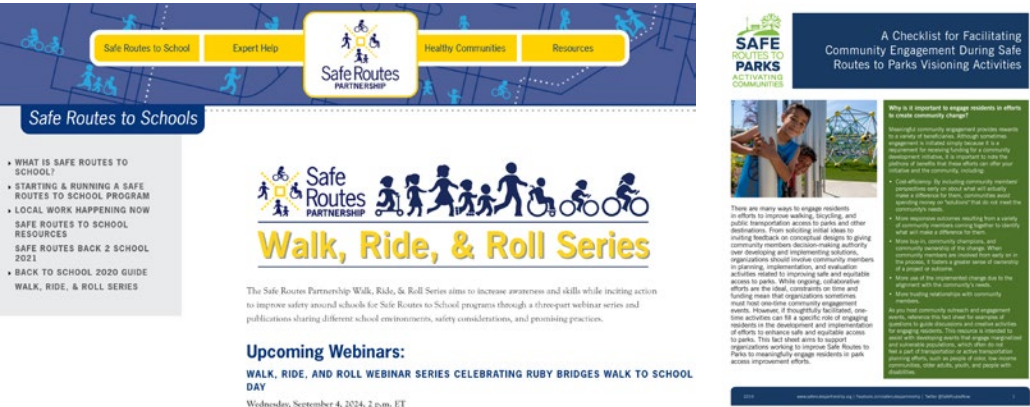


Figure 34. Educational Materials
Source: Safe Routes Partnership

Safe Routes for Seniors

Aging and elderly populations often have unique travel needs related to medical, biological, cognitive, socioeconomic factors. These factors can impact their ability to safely operate individual automobiles.

In Los Angeles, a comprehensive planning guide was developed to support their Safe Routes for Seniors program (started in 2022). This program is one component of a larger-scale Safety Action Plan program, aimed at eliminating all traffic deaths by 2025. The program included several unique initiatives, including prioritizing ADA-accessible parking spaces, intersection daylighting, and explanatory graphic advertising in project areas, as shown in Figure 31.



Figure 35. Educational Graphic at an Intersection
Source: San Francisco Municipal Transportation Agency (visionzerosf.org)

NATIONAL EXAMPLES OF AWARENESS CAMPAIGNS

Rochester, New York | 2020 Population 211,000

This pace car program engages with community members through a streamlined sign-up process. Interested residents fill out and submit pledges online and receive complimentary pace car stickers in the mail. Originally started through citizen action, the official program has increased community awareness of the impact of individual behavior change. The initiative has existed since 2016 through a partnership between the City of Rochester, Monroe County (New York), and Reconnect Rochester, an area advocacy group.



Source: City of Rochester

Walnut Creek, California | 2020 Population 70,000

Forming part of a wider traffic safety program, the City of Walnut Creek encourages residents to participate in their pace car program through an informational pledge card. The card can be submitted in exchange for a pace car sticker. The card makes efficient use of its space by reminding future pace car drivers that an important element of safe streets is simply reducing road traffic, while also making sure necessary road traffic engages in safe driving habits.

COMMUNICATIONS

Coordinated communications efforts should include various formats and outreach mechanisms to comprehensively and transparently share information with the public. There are a variety of media outlets for getting the word out, as discussed in this chapter. It will be important for Cherokee County and its cities to collaborate on the following types of communications.

Annual Report / Quarterly Reports

Regular reporting provides a communication opportunity to share the successes, challenges, and upcoming goals with targeted audiences in a regular, measurable manner.

- Highlight progress made towards program milestones
- Briefly explain safe streets concepts, ideas, and interventions, tailored to target audiences
 - Proactively communicate regarding issues and/or hurdles
 - Promote upcoming events

High-Risk Events Safe Behavior Motivation

Organize multi-jurisdiction, multi-departmental plans to communicate in advance of high-risk events and time periods using data and local knowledge.

Youth-oriented Events

- Halloween
- Autumn start of school/ classes
- Walk/Ride to School Day (October)
- Bike to School Day (May)

Travel-oriented Events

- New Years
- Memorial Day
- 4th of July
- Labor Day
- Thanksgiving
- Christmas

Figure 36. Example Assessment Framework that can help Guide What to Include in a Report

	Engineering	Policy	Planning & Evaluation	Engagement Education & Programs	Enforcement
General Efficacy Score*	High/Medium	Limited/Unknown to High (Mixed) Speed limit reduction policies are high efficacy	Limited / Unknown Independent effects difficult to measure but critical complementary strategy	Limited/Unknown Independent effects difficult to measure but can be complementary strategy	Limited/Unknown to High (Mixed) Automated enforcement implementation can have a high efficacy
General Equity Score	★★	★★	★★	★★★★	★
Equity Key: Benefit = ★★★ It Depends = ★★ Concern = ★					

Source: Vision Zero Network, Oakland, CA "Prioritizing Health Equity in Vision Zero Planning" (2023)

In the days leading up to a major event historically likely to produce unsafe conditions for road users, disseminate clear messaging about common risks and how to mitigate them or avoid them altogether (through a safe system approach). Interviews with staff and elected officials about how they have been implementing policies or the impact they've seen in their work could be one mechanism of reinforcing a united focus.

For example, in preparation for the Fourth of July, municipal communications channels (such as health and police departments) should emphasize the importance of designated drivers. Messaging could include graphics of intersection daylighting to encourage safe parking practices that increase pedestrian visibility.

Major Construction Projects

Construction projects offer municipalities an opportunity to provide the public with information and education on the projects and its benefits.

- Coordinate with both county and municipal departments relevant to outreach and intervention efforts
- Acknowledge recent and/or historical problems
- Convey the effort/program being taken to resolve the issue
- Inform residents and key stakeholders about progress made towards safe streets program milestones associated with the project
- Communicate well in advance before a safe streets intervention is deployed, and share results of the intervention transparently with the public.

One example is when a local municipality incorporates traffic calming measures into a street repaving/restriping, the county coordinates to help promote the benefits of the intervention (as well as explaining the rationale further, as necessary to reach target audiences). This is facilitated easily and effectively through the brand book, which provides templates for the municipality and county to share messaging to their respective audiences through their respective mediums in a coordinated, streamlined manner.

MEDIA TRAINING FOR BICYCLE AND PEDESTRIAN CRASH REPORTING

Researchers at University of South Florida's Center for Urban Transportation Research (CUTR) did a study analyzing media coverage of pedestrian and bicyclist crashes in Hillsborough County, Florida. They found a number of biases (victim blaming, using passive language to describe driver action, failure to relate individual to a larger safety epidemic, etc.). CUTR offers workshops and virtual courses to law enforcement officers, journalists, and transportation professionals to share their findings and best practices for covering walking and biking crashes in an empathetic and unbiased way.

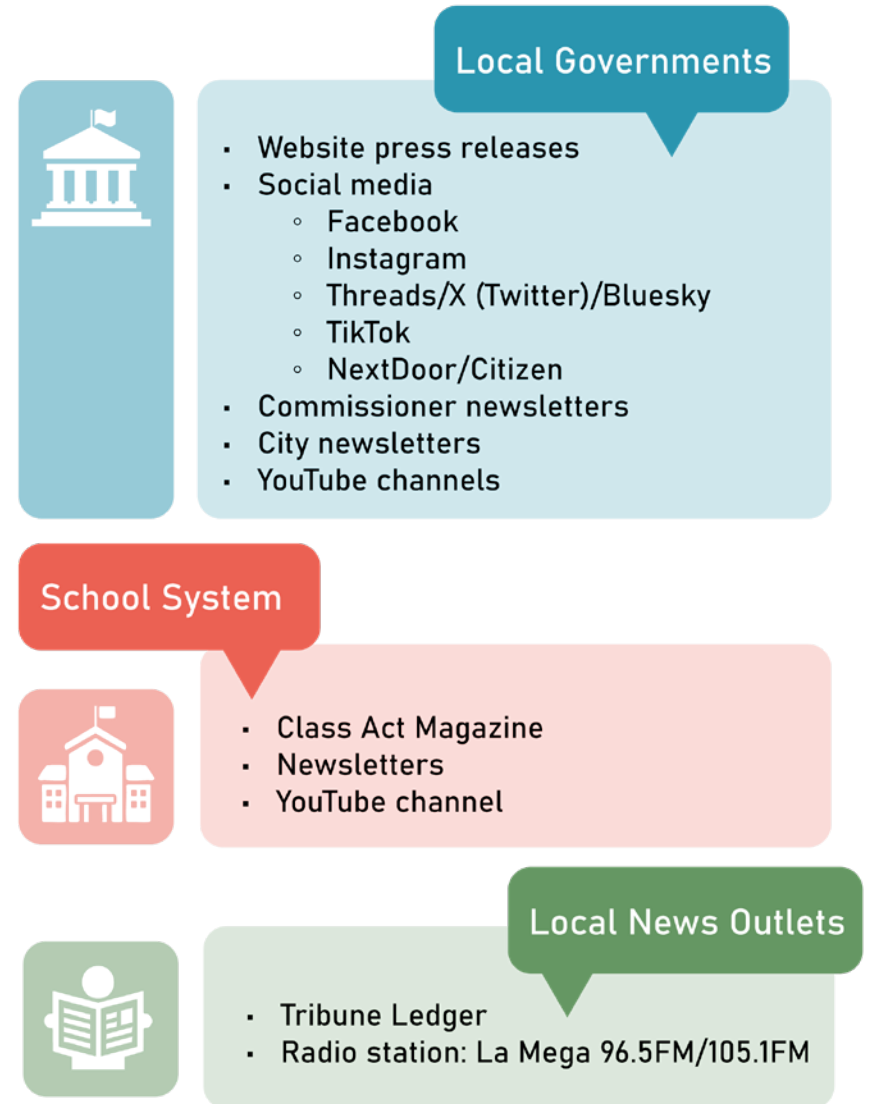


Figure 37. Media Landscape in Cherokee County