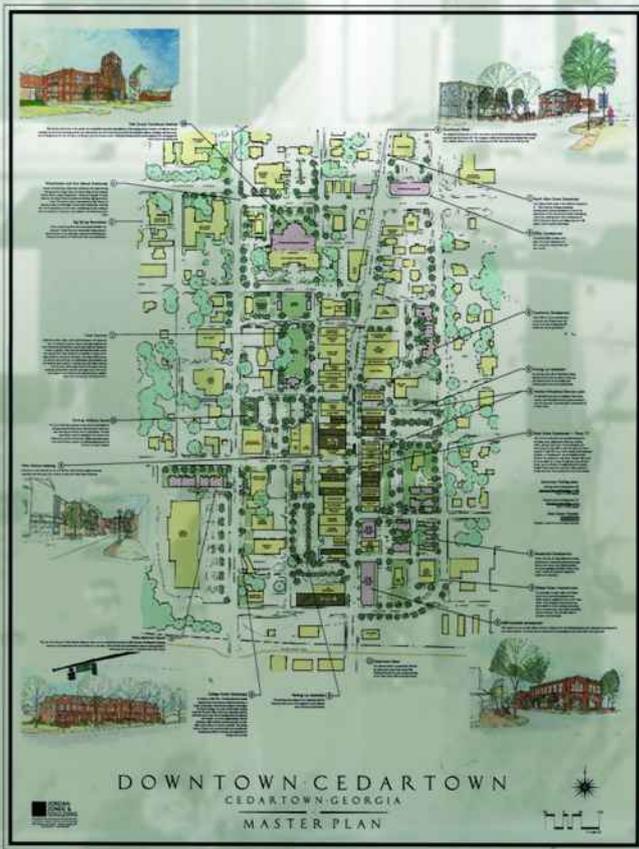


# City of Cedartown City of Cedartown City of Cedartown

## Cedartown Master Plan

Community Enhancement  
and Transportation Study

May 2003



 JORDAN  
JONES &  
GOULDING

# Cedartown Master Plan



## Community Enhancement and Transportation Study May 2003



## City of Cedartown

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# Cedartown Master Plan



## Community Enhancement and Transportation Study May 2003



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## Introduction

The Master Plan for Downtown Cedartown and environs was prepared for the City of Cedartown and Cedartown Main Street by the consulting firm Jordan, Jones and Goulding (JJG) of Norcross, Georgia. The plan was prepared in conjunction with JJG's transportation planning group and the team of landscape architects and designers with JJG's



Source: Joe Berk Photography  
The Old City Hall dominates the vista of Main Street looking north.

Site Development Services group. The Master Plan is the culmination of a public charrette process undertaken by the Cedartown Master Plan committee of stakeholders. The Master Plan, and the transportation plan that accompanies it, will provide guidance required by the City of Cedartown to enhance the unique character of Cedartown and help prepare it for the future growth now experienced by the semi-rural regions surrounding the Atlanta metropolitan area.

## Summary of Issues

The Major elements of the plan include:

- Beautification issues and recommendations
- Streetscape improvements

- Public space enhancements
- Pedestrian facility improvements
- Greenway Trail system concepts and Silver Comet Trail routing concepts
- Transportation improvements (see transportation study)
- Other Opportunities

### Beautification:

Beautification of the downtown and elsewhere is the over-arching element that will tie all other issues together in providing enhancements to the townscape.

Beautification will be best addressed by development regulations and targeted public improvements.

### Streetscape Improvements:



Source: JJG  
Existing Main Street Streetscape

Streetscape improvements take into account the overall necessity to improve the urban environment and promote the possibilities for future commercial development and how to maintain the competitiveness of Main Street's retail and residential uses. This plan proposes a list of improvements that will increase pedestrian friendliness and allow downtown Cedartown to enhance its role as a special



Source: Cedartown Auditorium  
Cedartown's Civic Center

retail destination and desirable residential or office location.

**Public space enhancements:**

As part of the Streetscape plan, vacant lots, properties and other areas downtown will be evaluated for redevelopment into greenspace, infill development, gateway features and pocket parks.

**Pedestrian facility improvements:**

Repair and expansion of Cedartown's pedestrian network will be addressed by creating a sidewalk inventory and determine needs and costs for adding new sidewalks, drainage improvements or other enhancements.

**Greenway System:**

Expanding on sidewalk improvements, the feasibility of creating a trail network linking the city's parks to the Silver Comet Trail will be reviewed. A trail network has helped to enhance the quality of life in many communities where these types of systems have been developed. The route of the Silver Comet Trail, slated for completion into

Alabama, necessitates special attention as the CSX rail line from Cedartown to Rockmart is not planned to be abandoned any time in the near future.

**Transportation:**

The traffic congestion and cut-through movement through the downtown area has a strong negative impact on the downtown. The Transportation plan as well as the Master Plan offers recommendations on how to improve traffic patterns and calm traffic along Main Street through downtown. Existing and future on and off street parking needs will be addressed as well as traffic conflict points and how to solve them.



Source: Joe Berk Photography  
One of Cedartown's Traditional Neighborhoods

## Public Involvement Process

The Master Plan Committee was notified about the project and presented with the major issues and scope of the project. On May 4, 2002, a public Design Workshop was held to obtain as much information as possible from persons on the Master Plan Committee as well as interested community members. The Transportation/Traffic Study was outlined to identify problem areas and the scope of the study, and the Master Plan was also discussed. Jordan, Jones and Goulding facilitated three discussion groups, one on traffic and streetscapes, one on the Silver Comet Trail and Greenway system, and one on the Depot project and downtown attraction issues.

### I. Depot Group

Lane Green, architect, and Steve Roberts, of Bron Cleveland Associates, attended the meeting to help to guide the discussions regarding the Depot reconstruction project. The program of the building has not been finalized, but areas of interest for the planned 5,400 square foot structure included:

- Bicycle Trailhead (required as part of agreement with PATH)
  1. Bathrooms
  2. Showers/lockers
  3. Vending area/picnic ground
- Welcome Center/Chamber of Commerce/DDA Office
- Museum
- Catering area/Kitchen
- Event Room
- Mechanical Area
- Bike Shop/Rental (Private vending prohibited under TE-21 Act)
- Silver Comet Dining/Or Sleeping Car
- Community Walk of Fame area



Source: JIG  
Cedartown Design Charette

- Picnic Shelter/Tent area

Not all of these items will end up in the final project, but the City is encouraged to determine ways to meet all of these needs in the downtown area. Other issues discussed involved the revitalization of the East View neighborhood neighboring the Depot. Eventual conversion of rental housing to bed and breakfast type lodging, conversion of auto-oriented commercial for tourist uses are also encouraged.

In addition to the Depot project, the lack of public greenspace downtown was noted as an issue. A proposed town green for festival space, passive recreation and aesthetic enhancement was addressed for consideration. The concept of the Town Green was noted as a catalyst for renovation and new growth in the downtowns of similar communities that have developed urban park projects. While construction of the green would involve significant initial investment, future development in the area will help make the project viable in the long term.

Alternatives to the large Town Green concept include dedicating certain parking areas to passive greenspace as small public

squares for aesthetic enhancement. Smaller public squares would not be able to host large community festivals, but the appearance of the squares would greatly improve the image of the area.

## II. Traffic and Streetscape Group

Discussions in this group revolved around the condition of the streetscape of Main Street, the Bypass, gateways, and traffic congestion issues. Among the points made by this group included:

- Sidewalks need repair, new sidewalks welcomed
- Discussed feasibility of developing larger planted areas or medians on Main Street downtown
- Too many power lines and utilities showing down North Main, too few trees
- Traffic signals seem poorly timed
- GDOT Bypass plan was greeted with mixed feelings, some felt it was over-



Source: JIG

Transportation Discussions at Charette

engineered, others felt it would help restrict truck traffic.

- GDOT plans for North Main were met positively, however, appearance of proposed Detention facility at Lakeview Drive a concern

- City gateways should be developed after bypass/road widening projects within DOT right-of-way
- John Hand Road/Blanche Road traffic requires further study. Speeding, inadequate road design, DOT bypass plans, School construction, new development all affect road negatively.

## III. Trail Group

The trail group discussed routes for trails in Cedartown. The greenway concept along Cedar Creek to Northwest Park was met positively. Mention was made of GEO Chemicals willingness to work with the city in dedicating easements for the trail.

- Dike between Cedar Creek and GEO Chemicals may cause design problems
- Easements on private property for trail construction will have to be pursued carefully
- Bridges will be necessary over branches of Skeeter Creek
- Silver Comet Trail will require restriping streets for bike lanes
- Greenway Trail recommended as a higher priority project than obtaining railroad right-of-way from CSX.

The design team discussed feasibility of some of these projects and have noted to the Master Plan Committee the need to spearhead any of the recommended projects. The public comments were utilized in the Master Plan.

## Recommendations

### Beautification

The main purpose of the Master Plan process was the need to evaluate and determine ways to beautify Cedartown and make it appear more attractive to residents, businesses and visitors. The lure of the Silver Comet Trail to Metro Atlanta residents and out-of-state visitors will lead people to both Cedartown and Rockmart for recreation purposes. Enhancing the character of the community is the best way to provide a positive “first impression” of the city.

Cedartown has many fine assets, but some elements of the community are showing signs of deterioration or lack of maintenance. Residential areas are the most pleasant areas visually, especially in areas with mature tree canopy or older homes such as College Street and Wissahickon Avenue. Civic institutions are also impressive structures, such as local churches, the courthouses, and the Civic Center. The downtown historic district is also a major draw for visitors.

However, commercial uses are in need of special attention to improve the quality of



Source: JJG  
North Main Commercial Strip lacks visual quality

development in Cedartown. North Main, in particular, is hindered by the overabundance of visible utility lines, asphalt parking lots unbroken by landscaping, vacant shopping areas, and the near absence of tree cover. North Main basically takes on the appearance of the ubiquitous “suburban shopping strip”



Source: Trail Express.com  
The Silver Comet Trail has made nearby Rockmart a destination point for visitors.

that is present in many areas along major highways where development is allowed to proceed without proper guidance.

In many cases, as in Cedartown, standard zoning regulations such as parking, setbacks, drainage and other inspection requirements are met. However, appearance is not taken into account with new commercial development. Our beautification recommendations include city-led projects including streetscape construction, landscape and sign ordinances, and a review of current zoning standards.

Beautification of Cedartown commercial corridors cannot be completed by the city alone. The best role the city can play is through regulation and cooperation with developers. However, there are certain areas where the city can develop plans for

improvements within city right-of-ways. These projects are described in detail and are covered within the section of this master plan booklet under Streetscape Improvements. While infrastructure projects will do a great deal to improve the appearance of streets, the city can improve the corridor with little public cost by implementing new development regulations. Noted below are regulatory tools that are recommended for the city to consider implementing to enhance beautification within the community.

### **Zoning-Site Development Regulation:**

In order to beautify the community through innovative planning and development techniques, the city should verify that certain zoning uses and combinations are allowed. Commercial development within or near the historic district should meet traditional urban design standards, such as bringing building frontage to the edge of sidewalk and providing parking in the rear. Alleys between commercial and residential blocks should be maintained to serve utility and maintenance purposes. Strip commercial, such as that on North Main Street, should provide wider, vegetated buffers rather than the current “opaque fence” buffer now required. Building frontages along the strip should also be



Source: JIG  
Example of a TND development project

oriented closer or perpendicular to the street with a building entrance located at the street instead of (or in addition to) an access from parking areas.

Among the recommended residential zoning and subdivision development code changes include the encouragement of Traditional Neighborhood Developments (TND), Conservation Subdivisions, and the creation of “infill”: mixed-use buildings, higher density and smaller lots in the city.

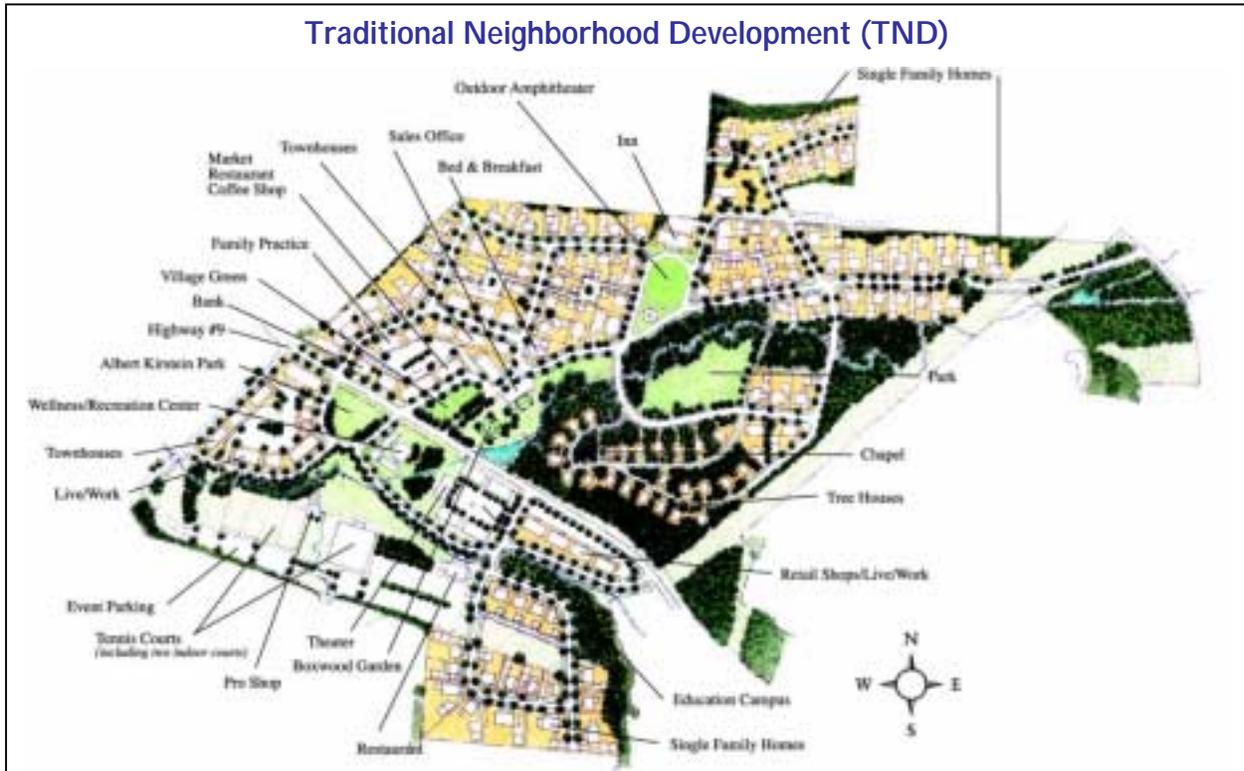
### ***Traditional Neighborhood Developments (TND)***

Traditional Neighborhood Developments are designed in a manner very similar to how communities were planned before World War II. Many of these elements can be seen in Cedartown’s older neighborhoods. Key features of a TND development include:

- a discernable center, such as a park, a small commercial area, school or civic building
- a compact, walkable design, typically 2000 feet square
- a variety of building types-usually houses, townhomes and apartments - - so that younger and older people, singles and families, the poor and the wealthy may find places to live.
- House lots that feature detached garages accessible from alleys or set in the rear of the property, sometimes large enough for a small ancillary apartment or office
- Streets are lined with sidewalks and are part of a connected network, which disperses traffic, with few cul-de-sac or dead-end streets.

- The streets are relatively narrow, allow on-street parking and are shaded by rows of trees. This slows

traffic, creating an environment suitable for pedestrians and bicycles.



This plan shows a typical layout of a Traditional Neighborhood design being implemented in Black Mountain, NC.  
Source: CS Ragan LCC



Mariemont, Ohio, ca. 1926. Developed in the early 1920's, Mariemont is an example of the traditional development practices that were lost after World War II. Note the town center plan and existing trees that were saved.  
Source: Mariemont Preservation Foundation

After the increased prevalence of the automobile in the 1950's, planning neighborhoods in this manner was eschewed for design standards that are directly related to increased auto use, such as wider streets, larger lots in suburbs further from towns, fewer sidewalks and garages becoming a dominate feature of many homes. In suburban areas, neighborhoods designed with cul-de-sacs leading to arterial roads have resulted in long-term traffic problems.

Many subdivisions developed as TND's today do not necessarily meet all the criteria of what can be considered true, livable traditional neighborhoods, but the intent is to build upon sound design and planning principles that bring growth to cities and suburbs which are more economically and environmentally sustainable. Allowing their development will ensure Cedartown can achieve innovative and desirable residential growth.

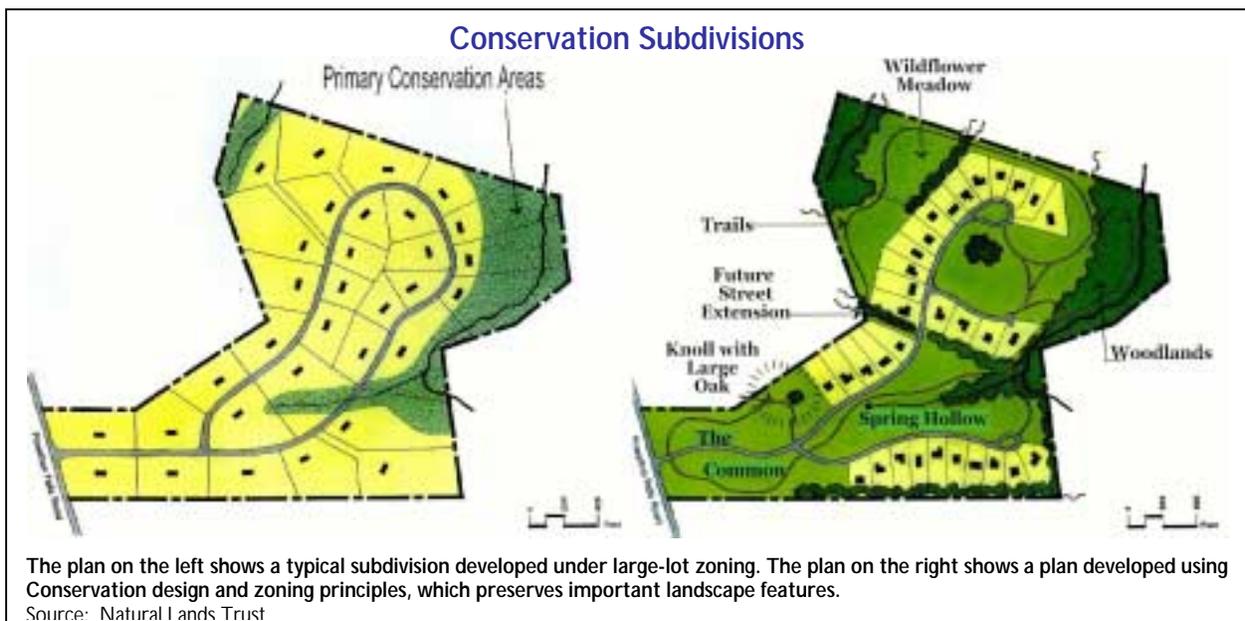
### ***Conservation Subdivisions***

Conservation, or Open Space, Subdivisions are developments in more rural areas that are designed in a manner that preserves a certain amount of the land for conservation,

recreation or other permanent greenspace. In many rural residential zoning districts, large lots are mandated in order to maintain a low population density, prevent demands on utilities and preserve an area's rural character. However, with the development of large lots over time, farmland is lost, woods cleared and views of open fields are disrupted by the onset of more and more homes being built that actually detract from the desired rural character.

With an open space subdivision, homes are built in clusters resembling a small village or hamlet at a higher density than normally allowed. The remaining land would then be dedicated as open space held in common by the subdivision or set aside as an easement. Therefore, open space is preserved while the allowable number of dwelling units remains the same. The areas dedicated as open space can also be allowed to serve as septic fields, allowing lot sizes to be reduced further. Conservation Subdivisions typically implement less stringent stormwater regulations (open swales versus curb, gutter and detention) and smaller lots require less maintenance from homeowners.

Currently, the Cedartown area is home to



just a few large-lot subdivisions, but these will increase with the gradual subdivision of large tracts of woods and farms. Large-lot zoning can then be converted or subdivided easily when development pressures increase. Conservation zoning is a more useful tool for protecting open space and sensitive environmental land. Conservation subdivision design provides a number of density options.

### ***Infill Development***

Infill development is a method to increase residential use inside town. Areas of demolished homes or vacant lots can be utilized for new homes. Residential units over retail or office space should be encouraged where possible, even as part of new development. Mixed-use infill should also be allowed within commercial areas and when feasible should be built at higher densities to fulfill in-town housing needs. Infill design should emulate the design of the surrounding homes and neighborhoods, utilizing the principles of Traditional Neighborhood Development. Areas of opportunity have been identified on the Master Plan.

JJG has assisted communities in creating new ordinances and guidelines for urban, suburban and rural communities, and in cooperation with the Atlanta Regional Commission has created the “Smart Growth Toolkit”. This document will be provided to the Cedartown City Commission as a reference document to better understand how development standards can be molded to reflect community values.

### ***Market Study***

Determining the retail and office needs for the area can be a very useful tool for the Downtown Development Authority as well as for the City. A Market Study could be developed for the Central Business District

specifically, or created for the entire town to determine retail strengths and weaknesses.

A Market Study will evaluate existing retail, assess the future viability of retail, and provide insight on missing services that may provide new retail options in Cedartown. In addition to studying the retail trends, residential and office mixes, trade areas and demographics of the community are analyzed to provide a plan to market the community and its downtown area to specialty retail developers or investors.

The marketing plan can also be a tool for locally owned shops to help increase sales by implementing innovative displays and merchandising methods.



**Infill Housing can include building mixed use commercial, single family homes (above) or higher-density townhomes (below)**

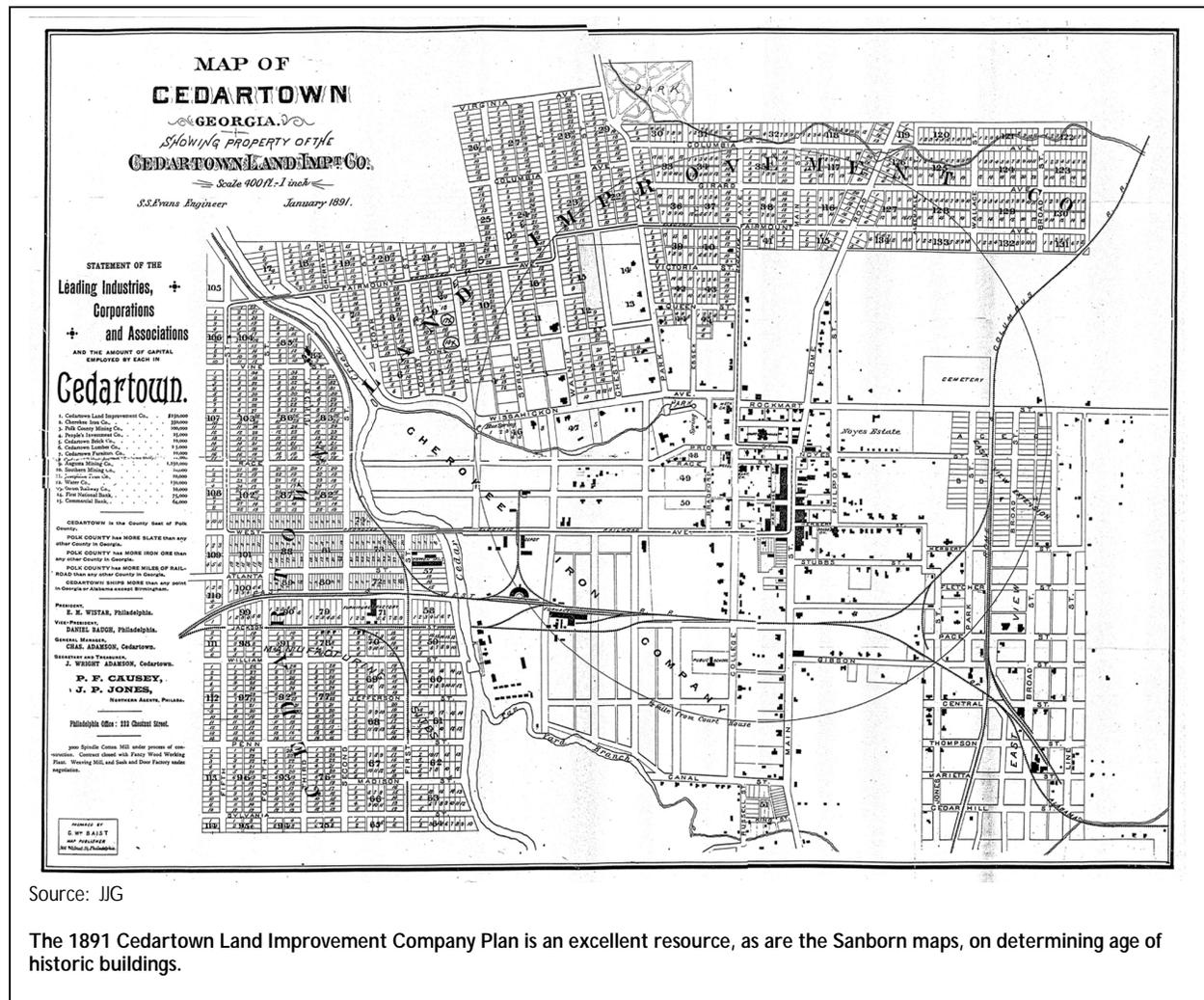
Source: JJG

## Historic Preservation/Revitalization:

Some of Cedartown's most historic neighborhoods are deteriorating with some Victorian homes on the verge of being lost. East View, developed in the 1870's, is the oldest neighborhood in the community and is also the one in most need of revitalization. The location of the Depot at the edge of this neighborhood holds promise in the eventual renovation of rental homes along Gibson Street into possible bed and breakfasts or other enhanced homes.

renovation and purchase of old homes would be to provide certain property tax incentives for specific neighborhoods. There are several examples where this has been attempted, and in certain cases works well. Renovation of these neighborhoods will likely depend on the work of investors moving in from outside the community or from "empty nesters" returning to Cedartown from years living in an urban area. The tax credits should also be applied to owner occupied homes or at least requires benefiting landlords to reside within the neighborhood.

However, an effective tool in encouraging the



Source: JIG

The 1891 Cedartown Land Improvement Company Plan is an excellent resource, as are the Sanborn maps, on determining age of historic buildings.

**Sign Ordinance:**

Cedartown passed a sign ordinance in 2002. These ordinances are used in communities across Georgia. Some are more stringent than others, but in general these community standards help maintain a continuity of graphics and design among signs for private development. In rural trading centers like Cedartown the idea of “controlling” the size and look of signs may seem obtrusive, and in some cases it can be a problem. However, in places such as Madison, Georgia, where a sign ordinance has been in effect for several years,

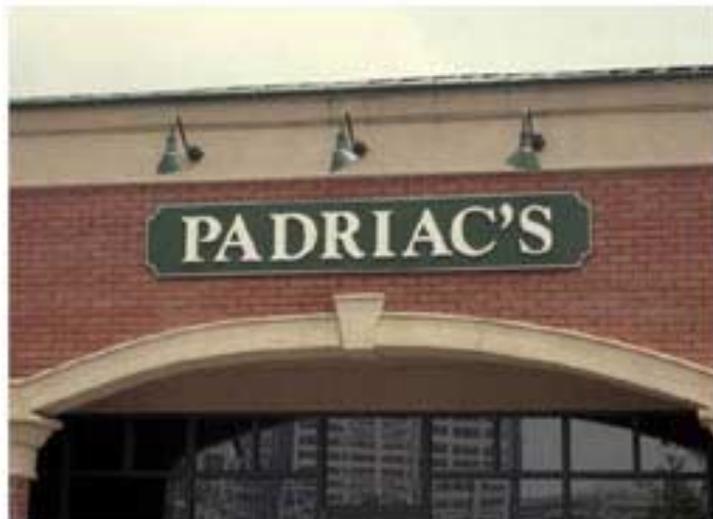
out-of-town developers adhere to the ordinance as required by the city. Many cities have requests to deviate from ordinances from time to time, but it is typically rare to grant variances on sign size and type.

It is recommended that the city continue to regulate the minimum standards possible for signs outside the historic district, and the historic preservation commission approve signs in the historic district on a case-by-case basis, as noted in the beautification recommendations below. The city regulatory plan should call out maximum number of

**Typical Results of Signage Regulations**



By specifying the height, square footage and location of signs, the clutter of typical “lollipop” signs, distracting lighting and out of scale corporate logos can be reduced while retaining the appearance and identification of chain establishments. (above)



By reducing the scale of shopping center signs, the varying businesses can be easily read at driver pedestrian eye level (above, left). For historic district signage, wood or metal with wall-wash lighting can help retain a historic appearance (above, right)

Source: JIG

signs per property, height, display area and size standards, and lighting requirements.

Other elements, such as a grandfather clause for non-conforming signs and for the removal of obsolete signs, are also important and should be covered in the ordinance.

***Landscape ordinance:***

Landscape ordinances reflect the desire of citizens to ensure that development and construction in their community will adhere to certain minimum aesthetic standards. It shows an investment in the overall appearance of the city on part of the

developer and the dedication to community appearance from city officials and citizens. A landscape ordinance for the city of Cedartown should not be created to the degree of complication found in more urban areas. Each landscape requirement should be made clear as one cohesive document, not scattered throughout the city's ordinances. In general, items regulated under a landscape ordinance include landscape "buffers" separating residential areas from other uses, landscape "strips" required between right-of-way and parking areas, landscaping of vehicular use areas (parking lots and drives) and the protection or replacement of existing specimen trees. The ordinance will need to

**Typical Results of Landscape Regulations**



Landscape strips require a certain amount of coverage in shrubbery, trees and lawn (above, left). Strips vary in width depending on usable land, zoning and development type. A minimum strip of 10 feet is recommended, but street trees can be used in tight situations or residential areas in a minimum strip of 4 feet between curb and sidewalk. (above, right).



Landscape requirements for parking lots, or vehicular use areas (VUA's) can help shade hot asphalt parking lots and over time present a pleasant appearance (above, left). Landscape strips can also consist of a minimum requirement of just a few trees and shrubs (above, right).

Source: JIG

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provide either a list of accepted or prohibited landscape species, since some materials are either invasive or inappropriate for the area.

With developers providing these requirements as part of new or renovated development, the city's tree cover will over time be replenished by the use of appropriate plant materials, and streets will have increased curb appeal, typically leading to increased property values.

**Downtown Cedartown:  
General Recommendations and Design  
Guidelines**

The Main Street Program, the Historic Preservation Commission and the DDA should implement a beautification program for the downtown area. The program would implement design guidelines for storefront renovation and signage design. Renovation today is approved on a case-by-case basis, and by implementing a set of standards; the design review board will have a helpful tool in coordinating the appearance of downtown. These noted recommendations are meant to add to any existing set of guidelines, such as those prepared in 1990 by Historic Preservation Services, Inc. of Macon, GA.

**Facades:**

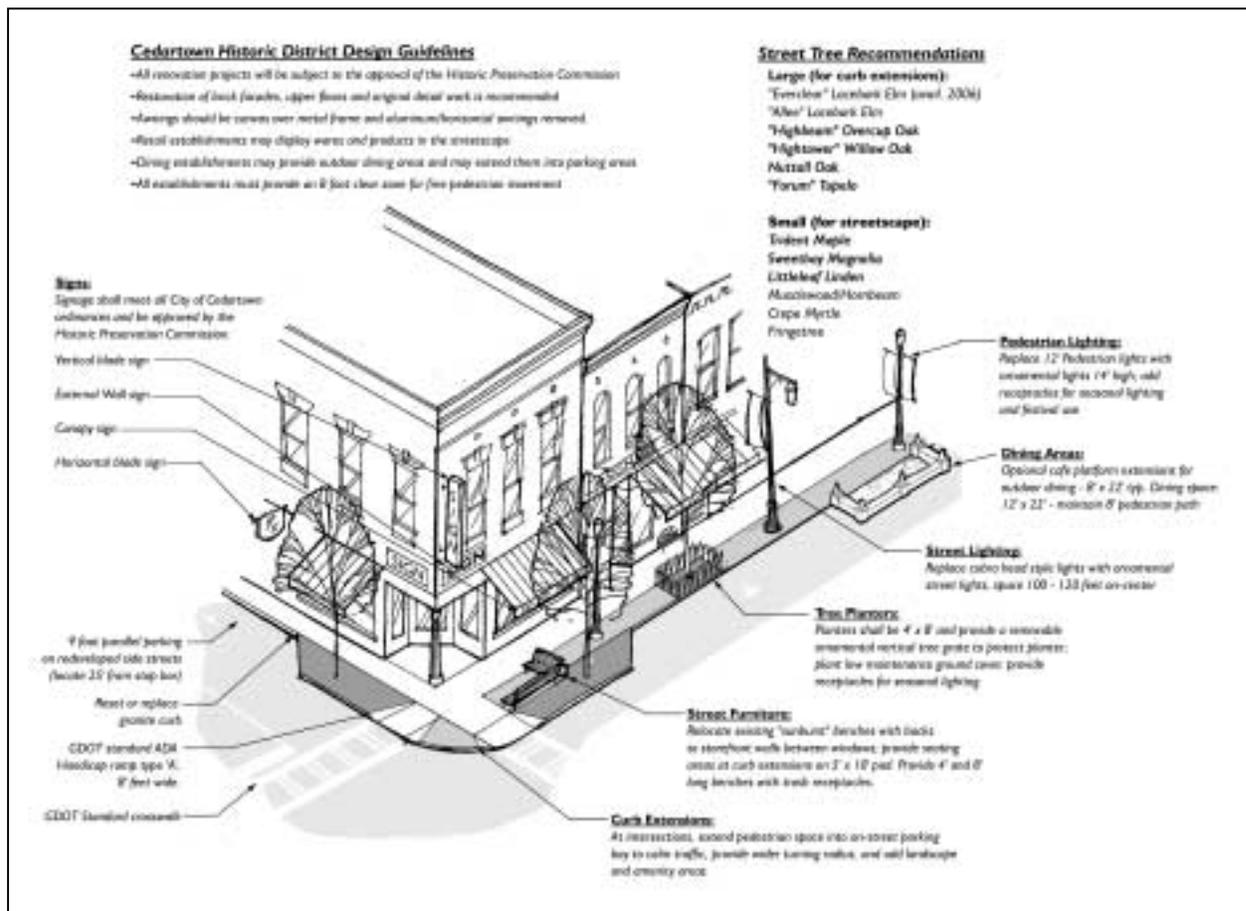
- All Renovation projects shall determine feasibility of removing

aluminum or metal siding and reconstructing obscured second-floor windows. Unless deemed necessary for structural integrity, siding must be removed and windows replaced.

- Aluminum or metal awnings and horizontal awnings with metal rod supports shall be removed during renovation projects.
- On a case-by-case basis, the design review board shall review other renovation considerations such as historic appropriateness, colors and paint schemes.

**Awnings:**

- Awnings shall be mounted just above the storefront glass exposing transom (frame above door or window) and wall above and shall extend to tree



## Cedartown Historic District Design Guidelines

- All renovation projects will be subject to the approval of the Historic Preservation Commission
- Restoration of brick facades, upper floors and original detail work is recommended
- Awnings should be canvas over metal frame and aluminum/horizontal awnings removed.
- Retail establishments may display wares and products in the streetscape
- Dining establishments may provide outdoor dining areas and may extend them into parking areas
- All establishments must provide an 8 foot clear zone for free pedestrian movement

## Street Tree Recommendations

### **Large (for curb extensions):**

- "Everclear" Lacebark Elm (avail. 2006)
- "Allee" Lacebark Elm
- "Highbeam" Overcup Oak
- "Hightower" Willow Oak
- Nuttall Oak
- "Forum" Tupelo

### **Small (for streetscape):**

- Trident Maple
- Sweetbay Magnolia
- Littleleaf Linden
- Musclewood/Hornbeam
- Crepe Myrtle
- Fringetree

### **Signs:**

Signage shall meet all City of Cedartown ordinances and be approved by the Historic Preservation Commission.

Vertical blade sign

External Wall sign

Canopy sign

Horizontal blade sign

9 foot parallel parking on redeveloped side streets (locate 25' from stop bar)

Reset or replace granite curb

GDOT standard ADA Handicap ramp type 'A', 8' feet wide.

GDOT Standard crosswalk

### **Pedestrian Lighting:**

Replace 12' Pedestrian lights with ornamental lights 14' high; add receptacles for seasonal lighting and festival use

### **Dining Areas:**

Optional cafe platform extensions for outdoor dining - 8' x 22' typ. Dining space: 12' x 22' - maintain 8' pedestrian path

### **Street Lighting:**

Replace cobra head style lights with ornamental street lights, space 100 - 120 feet on-center

### **Tree Planters:**

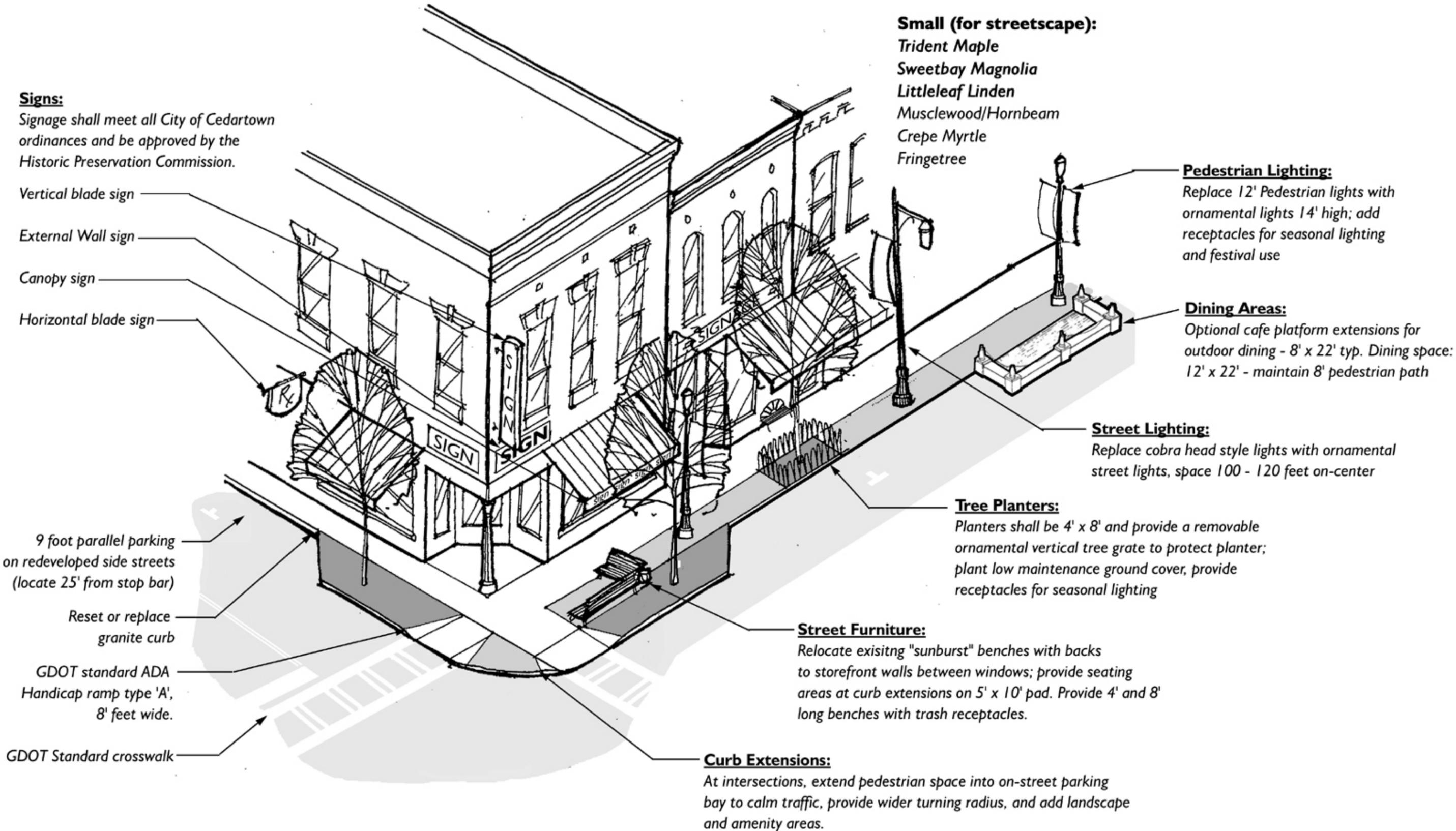
Planters shall be 4' x 8' and provide a removable ornamental vertical tree grate to protect planter; plant low maintenance ground cover, provide receptacles for seasonal lighting

### **Street Furniture:**

Relocate existing "sunburst" benches with backs to storefront walls between windows; provide seating areas at curb extensions on 5' x 10' pad. Provide 4' and 8' long benches with trash receptacles.

### **Curb Extensions:**

At intersections, extend pedestrian space into on-street parking bay to calm traffic, provide wider turning radius, and add landscape and amenity areas.



- canopy or two feet shy of curb.
- The drip edge shall be within reach.
- Awnings shall be canvas over metal frame.
- Side panels are allowed, but not a bottom panel.
- Valances shall have straight edges and may have signage.
- Awnings shall not be backlit.

*Signs:*

- Integration of signs with the architecture is recommended.
- All exterior signs shall be made of wood, plastic, or enameled steel and washed in light.
- National brand signs may be prominently displayed.
- A single external sign may be applied flush with the elevation at each floor level and shall be a maximum of 24" in height by any length.
- A single horizontal blade sign may be hung below the second floor window perpendicular to the building and shall extend up to three feet from the building at a maximum of 18" in height.
- A single vertical blade sign may be 24" in width and may extend as high as the top floor window lintel.
- Signs or advertisements may be painted directly on side building walls (i.e., Coca-Cola) but should only have a limited color scheme.
- Backlit signs are not permitted.
- Neon signs of no greater than five square feet are permitted inside storefronts. Handwritten signs in windows are discouraged unless they are prepared in a professional manner.

*Streetscape intrusions:*

- Use of the streetscape by merchants and restaurants is encouraged.

- Café Platforms: For dining establishments, use of a parallel parking space (8'x22') for an outdoor café platform is allowed. Curb, seatwalls, ornamental post and chain, or large planters can be installed to border the platform. Use of curb extensions for café or merchandise platforms is not allowed. Café areas are also allowed beside building face, allow 8 feet wide for adequate pedestrian movement.

- Seasonal Planters: Seasonal planters or hanging baskets should be limited to placement on light posts, near benches, café platforms or other activity areas. The city or other responsible parties will be required to maintain the planters. Individual maintenance of planters is not recommended in order to coordinate maintenance, color and design schemes.



- Benches: Benches should be relocated and placed perpendicular to the street at curb extensions or with back to wall if no windows. Present location of benches is too close to vehicles and discourages social interaction.
- Mail and news boxes: Place near display windows to encourage



Source: JIG  
Preferred Street Tree planter treatment



Source: JIG  
The "Everclear" Elm will be available in 2005-2006.

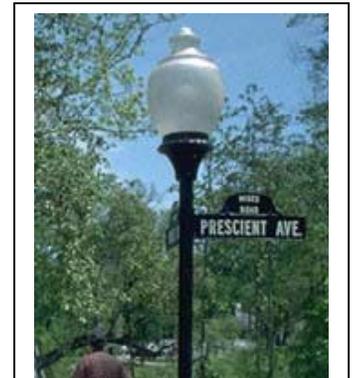
shopping. Limit four boxes at each placement.

- Street Tree Planters: Street Tree planters are recommended to be flush, open planting pits ideally 8'x5' in size or larger. Pit shall be planted in ground cover and bordered with an ornamental grate or fence 8"-16" in height. Metal street tree grates and raised planters are not recommended.
- Permitted in the streetscape: Merchandise, chairs, tables, benches, bike racks
- Prohibited in the streetscape: Air conditioning units, dumpsters, storage areas

Other Notes:

- Do not stripe individual parallel parking spaces to allow for higher capacity.
- Minimize visibility of traffic control boxes

- Simplify traffic control signs and devices
- The "Everclear" Elm would be an excellent tree for Cedartown.
- Combine street signs with lampposts where possible to reduce clutter.
- Develop a community wayfinding signage system for visitors to identify parking, stores, historic sites, and points of interest.



Source: JIG  
Lamp post sign example

Many of these recommendations are intended to be the responsibility of the city or groups coordinating downtown improvements. Most of them can be implemented as part of an overall streetscape project. Other recommendations are to be implemented by building owners through regulatory methods.

# Streetscape enhancements

## (PROJECT 1) North Main Streetscape:

North Main Street once had a much more residential visual character up until the 1960's. Today, South Main Street, with its mature trees, residential areas and small commercial properties is visually more pleasing even though some commercial areas are in need of new investment. North Main is the victim of its own success, with more and more fast food outlets, large "big box" retail shopping centers and other uses. The pedestrian experience along North Main is unpleasant due to the lack of stimulus, with little sense of enclosure, protection or interaction. In many cases, the sidewalk blends into a "no-mans land" of asphalt areas, with no demarcation of parking bays, adjacent



properties, or proper pedestrian space. To help enhance the pedestrian experience, a streetscape project for North Main is a recommended undertaking for the city. Recommendations for this project include:

- Acquiring either right-of-way or easements where necessary for the placement of landscape improvements. Where parking areas have encroached in the right-of-way



these areas could be removed and replaced with turf, planter boxes and street trees.

- Relocation or burial of underground utilities. Burial is likely cost prohibitive except in short segments. Relocation, however, is a possibility, at least to relocate lines to one side of the street. At present utilities are located on each side of North Main.
- Installation of ornamental lighting. In addition to or in place of existing street lights, ornamental lighting will provide an interesting element along the street and allow for easier maintenance of seasonal banners and decoration.
- Replacement of traffic signals with ornamental mast arms. Cedartown sports two mast arm signals in the downtown area. To provide community-wide cohesiveness, all signals should be converted to mast arm poles. They are more attractive and are easier to maintain. GDOT has recently completed redesign of state-maintained signals, and will only replace the current mast-arm poles. Typically local governments must fund the difference in cost of converting to

mast arms. The city should plan for this in future years should GDOT replace these signals again, or apply for enhancement funding to convert the poles as part of an overall streetscape project.

**(PROJECT 2) Main Street Historic District Streetscape renovations/development opportunities:**

The city undertook an impressive streetscape effort in 1991 and was able to bury utilities, install brick trim and add furniture and lighting. However, major elements of the plan created for that project were not implemented, such as a green in front of Courthouse No. 2, the addition of “parking bulb-outs” for traffic calming and landscape areas, the replacement of existing concrete, or the removal of the existing Bradford Pear trees.

Many citizens present at the Charette were interested in increasing more pedestrian space and parking, but the only way that the city could gain more pedestrian space on Main Street would be to eliminate on-street parking or to create a one-way pair system with Philpot or College Street. The only way to gain angled parking on Main is to reduce the already narrow 12-foot sidewalk width. However, landscape “bulb-outs” and better-defined parking areas are possible. Therefore, It is recommended that the city implement much of the original 1990 streetscape plan, with some minor modifications. Sidewalk and curb and gutter should be replaced, trees and tree roots removed, grind down the multiple layers of asphalt and eliminate portions of the center turn lane to add more on-street parking.

As part of the project, it is strongly recommended that the city determine underground utilities that need replacement



such as storm drains, water and sewer, and coordinate these replacements with the streetscape project.

Woodland and Herbert Streets are recommended to be converted to one-way pairs between Main and Philpot with the

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addition of on-street parking. This adds parking closer to businesses, and provides an opportunity to convert surplus parking lots to possible housing such as townhomes or single family lots.

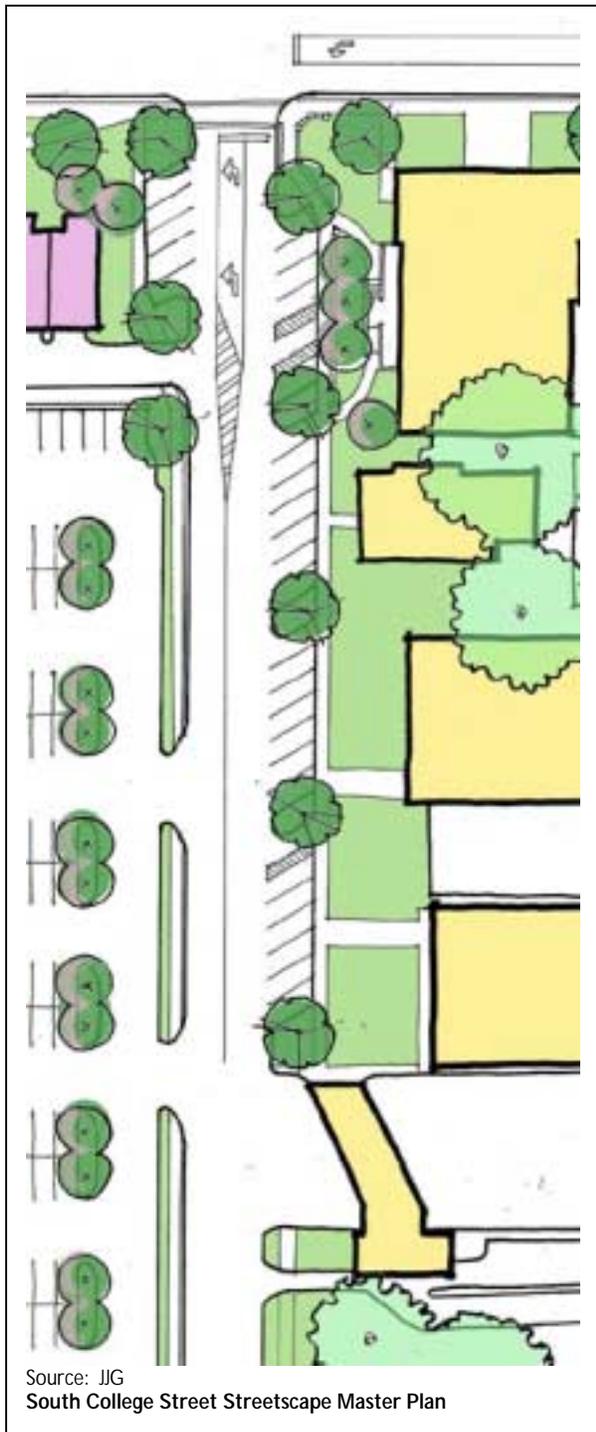
required in addition to engineering fees for the streetscape.

An additional option to consider to assist traffic movement downtown is to realign East Ware Street and Philpot Street in order to eliminate this offset intersection. Eliminating dips in the profile of Philpot Street will make this route more feasible to bypass congestion in the historic district. Property acquisition for this would be required, as well as affecting the parking arrangement at the Polk County Health Department.

By narrowing sidewalks on West Avenue at Main Street, on-street parking for the Cobb's Corner building is possible. It is recommended to continue the streetscape on West Avenue to College Street with the addition of street trees, ornamental lighting, and burial of utilities.

The small pocket park at Ware Street and the parking lot at Stubbs Street are underutilized. With the construction of the recreated depot, community activities may pick up on this part of Main Street. However, it may be far more valuable to see the parking lot and pocket park developed into new retail, office or residential spaces, filling in the significant gaps in the urban fabric of Main Street. New development would need to match existing frontage, and additional parking added to the rear. The loss of public greenspace could be compensated with the development of a green in front of Courthouse No. 2 or the development of a Town Common.

Signage improvements for a wayfinding system could also be implemented as part of the streetscape. Graphic design fees would be



**(PROJECT 3) South College Street Streetscape:**

College Street from West Avenue to Ware Street is in need of improvements to address

traffic congestion, parking shortages for the Post Office, and for beautification of the corridor. Acquisition of right-of-way and relocation of utilities is necessary to add these improvements. Adding a turn lane northbound on College will help traffic stacking capacity. It is also recommended to provide marked parallel parking (angled parking where possible) on both sides of the street. The intention is to replace the very limited parking areas at businesses on the east side of the street, including the after-hours lot for the post office. On-street parking will help increase parking counts for this area.

A landscape strip is recommended in front of Casey's Foods. It is recommended to improve the access to Casey's by consolidating curb cuts into the shopping center. An additional enhancement is to acquire (or obtain an easement) on the vacant lot on the corner of West Avenue and College. This lot could be converted to a public green or "pocket park", creating a pleasant gateway to downtown. As this was near the site of the original home of Amos West and later Charles Adamson, two noted Cedartown developers of the 19<sup>th</sup> century, this park could be named "West-Adamson Square."

An even better possibility for the site is to open the site for private residential townhome development. By setting aside a large green space in front of attached town homes accessed from a rear alley, the same enhancement can be created while providing economic benefits to the property owner.

**(PROJECT 4) Wissahickon Avenue Streetscape:**

Wissahickon Avenue is home to two of Cedartown's most significant church buildings, the Big Spring Historical Site and Park, the Woman's Building, and several

Victorian homes. There is a significant tree canopy along the street (notably the maples at First Baptist Church and ginkos and oaks at Big Spring)

Much of the sidewalk on Wissahickon is in very poor condition (a portion of it was recently repaired) and therefore a repair of the street's entire sidewalk is recommended; however, turning this repair into a streetscape enhancement would be a very positive improvement to this historic area of town.

Brick pavers or trim is not particularly important here, but the enhancement would include converting the traffic signals to ornamental mast arms, burying utilities from Cave Spring Street to College and on College Street from First Baptist to Sycamore Street, and adding ornamental pedestrian scaled lighting. Wissahickon should be improved to make it an appealing corridor for visitors, perhaps as part of a walking tour destination from downtown.

#### **(PROJECT 5) East Avenue Gateway Streetscape:**

East Avenue at the city limit is bounded by two auto parts yards, which are detrimental to the visual character of the entrance to town. The concept here is to extend the city's gateway opportunity eastward to the Bypass. The high school's gateway has been removed due to the widening of US 278. This project would take its cue from the mature line of street trees at Northview Cemetery and its stone entrance markers by developing a city and school gateway monument across from the cemetery. Sidewalks, ornamental lighting, and street trees are recommended from the gateway to the city limits.



### ***Pedestrian Facility Improvements***

#### **(PROJECT 6) Sidewalk Repair and Expansion Plan**

Ulysses S. Grant once noted that he was uninterested in running for President. He stated that he would only like to run for Mayor of his hometown of Galena, Ohio, "So I could pave a sidewalk from my house to the depot."

Sidewalks were once an important part of infrastructure for towns and cities of all sizes. With no motorized transport, sidewalks were a way for people to move around on foot that were far cleaner than the muddy, horse-filled, unpaved streets. Construction of sidewalks hit its highpoint in the first decades of the 20<sup>th</sup> century, but by the end of World War II, automobiles were becoming so prevalent, and private developers building more subdivisions rather than actual neighborhoods, that sidewalks had gone the way of the horse-and-buggy.

Today, many streets are so busy with traffic that sidewalks are the only safe mode for pedestrians to get around. New and repaired sidewalks are a sign of investment that improves the quality of life for citizens.



Source: JIG  
Older sidewalk in need of maintenance

Not every residential street is in need of sidewalks. Major collectors and arterials are streets usually in need of sidewalks for safety reasons. For continuity, streets with limited sidewalks should be extended to meet logical termini.

A “windshield survey” of Cedartown streets was conducted in order to determine the limits and the condition of the city’s sidewalk system. Generally, existing sidewalks are in good condition. The main areas of repair are necessary mainly at intersections, where curb and sidewalks are broken from repeated vehicular contact. In many areas, sidewalks are not maintained and grass, weeds and soil have now obscured sidewalks that are otherwise in good condition. These sidewalks are only in need of added maintenance.

However, certain sidewalks are broken and constitute a tripping hazard, so these segments of sidewalk are recommended to be replaced. Some repairs made by the city to curbs and ramps do not meet any real construction standard. Very few ADA standard ramps exist in the City’s sidewalk system. This is another item that should be addressed when sidewalks are repaired. Recent repairs to Wissahickon Avenue did

not involve the construction of ramps, which are considered requirements of new construction. However, ramps have been added to several intersections on Main.

We have prepared rough cost estimates for survey, design and construction of many sidewalk projects. The project list is intended to give the city a clear picture on areas that need repair and areas where new sidewalks are needed. The projects are sorted into four groups, including repairs and high, medium and low priority for new construction. Three high priority projects that will benefit neighborhoods with few sidewalks include sidewalks for John Hand Road, College Street, and Cave Spring Road. High traffic counts and speeds on these streets, plus the narrow road sections, necessitate the new construction. In many cases, sidewalks can be constructed on shoulders either between the pavement edge and drainage swales or the swales and the edge of right-of-way. However, in some cases, drainage improvements may be necessary. A color-coded map of sidewalk improvements is shown in the appendix.



Source: JIG  
Recent sidewalk repairs did not include ramps

## Public Space Enhancements

### (PROJECT 7) Town Common

While regulation, streetscapes, and sidewalk improvements all help enhance public space, actual creation of greenspace and public plazas are important to the civic health of a community. Cedartown never truly developed around a central Courthouse Town Square, as many southern communities did. Therefore, Cedartown lacks a central downtown public gathering space except where buildings on Main Street have been removed, such as the pocket park near Ware



#### Street.

The planned depot will provide a new civic space to anchor the south side of downtown, but the site does not lend itself to a large public gathering space. To encourage the vitality of downtown and providing a “place to go” downtown, the city may want to consider the creation of a Town Common, Plaza or Amphitheater for special community events and for secondary use as a public park.

The location and size of such a space would vary, but studies and development patterns show that property values are increased with the presence of enhanced public space such as passive parks, especially if they are located adjacent to retail, office and residential uses. Sometimes these uses return to the area after having been absent for years.

A possible site for a town common in Cedartown involves private property acquisition but the long-term benefits, it can be argued, will outweigh the initial costs. There are nearby sites for relocation for affected businesses.

In addition to the proposed town green, vacant or underutilized lots in the downtown area have been identified as possible new green spaces. These areas include the Courthouse Green (figure 2), Sterling



Source: JIG

FIG.1: West-Adamson Square could be a privately funded development project.



Holloway Square (figure 3), and greenspace combined with residential development at West-Adamson Square (figure 1).

### **(PROJECT 8) West-Adamson Square**

Described in the above streetscape enhancements, this possible public square site has been vacant for at least twenty years. Its prominent location detracts from the pedestrian and visitor experience entering downtown from the west. In addition, the west end of the site is across from St. James Episcopal Church. Converting a portion of this site into greenspace will provide a sense of the traditional American town common usually found in New England, where a simple ground of canopy trees and lawn provide a serene campus-like setting for the church. There is also space for the development of two-story attached townhomes on the site, accessed from a service alley to the rear between the townhomes and Casey's Store.

### **(PROJECT 9) Courthouse Green**

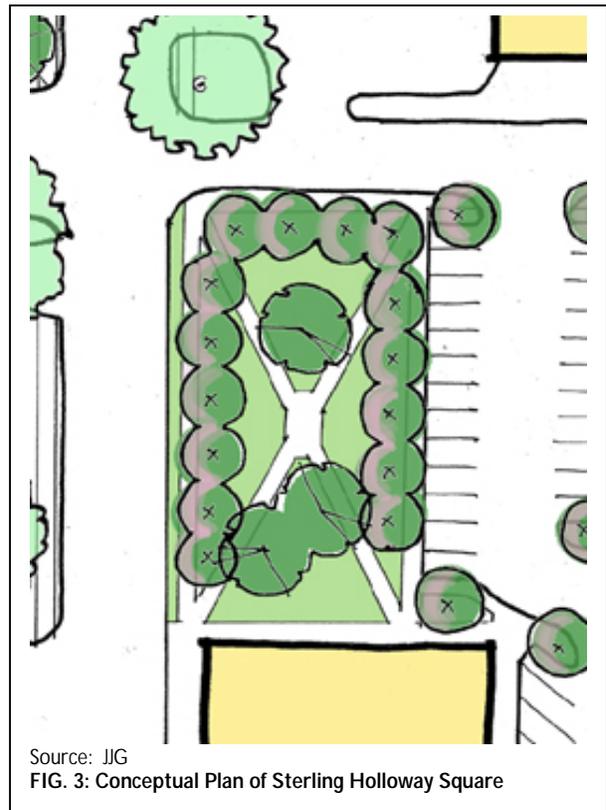
This project was proposed in 1990 and is still a valid recommendation. This green would replace the short street and triangular traffic island in front of Courthouse Number 2, and

provide an appropriate gathering place for small crowds (especially political rallies). This green would not be planted in large trees in order to retain the impressive architectural terminus of the Courthouse looking north on Main Street. Parking for the adjacent businesses could be provided on Grace and Prior Streets.



### (PROJECT 10) Sterling Holloway Square

By removing the old Commercial Bank drive in building (and finding a new home for the government agency housed there) plus reconstructing the parking lot for the county building, a space between the Polk County Administration Building and Sterling Holloway Place could be reserved for green space. The Sterling Holloway historic marker could be relocated to the site, and possibly a future statue of Holloway and his connection with Disney's version of Winnie the Pooh could become a new folk attraction. Children from around the country will want to stop by to view the monument on trips to Disney World. It also would remind the community of the interesting accomplishments of Cedartown's favorite son. Redesigning the parking lot will add parking for the County Administration building.



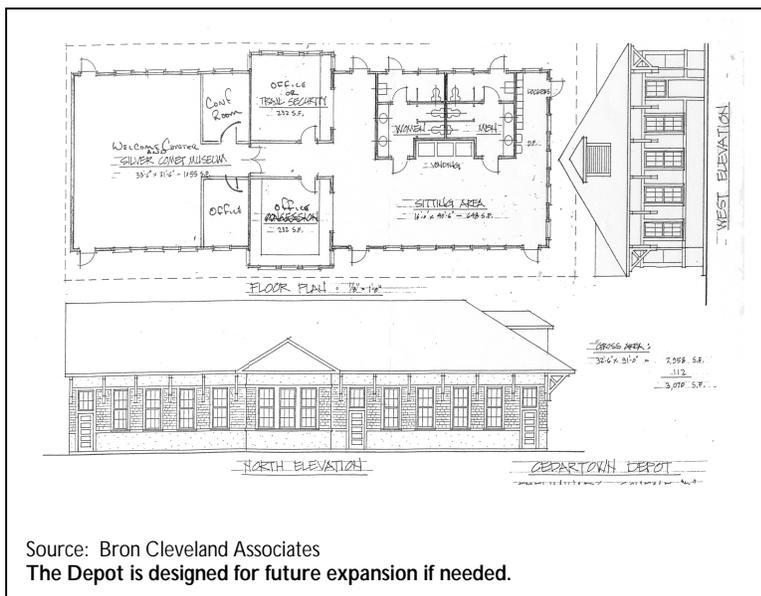
## (PROJECT 11) The Depot and Depot Grounds

would serve the depot site's ambience as well. A museum celebrating Georgia's rail heritage should also be major component.

To better orient the Depot to downtown, the surrounding area would be best served by developing a park-like space around the depot. This would require some property acquisition or easements.

To foster trail-related tourist activity near the depot, the adjacent neighborhood can revert to more tourist activities. The area along Gibson and Ware should be encouraged to redevelop into a village concept, with existing homes slowly converting to bed-and-breakfasts or inns, new buildings or restaurants with outdoor patios looking onto the trail, and other new development.

The Depot itself would be well served by adding community meeting space with an attached kitchenette. This will make the depot more than just a tourist's first stop. It could serve the community as well. On the site of the depot, a small plaza with trail route information would suit the needs of users. Set pieces, such as old train cars, cabooses, tractors or other "Silver Comet" memorabilia





**(PROJECT 12) Courthouse expansion**

The issue of additions to the courthouse will be a growing concern in the coming years. There has been discussion to connect the main courthouse with Courthouse #2. We do not recommend this action due to the drastic effect on the existing arrangement of the courthouse grounds and the architectural incompatibility of the two public buildings.

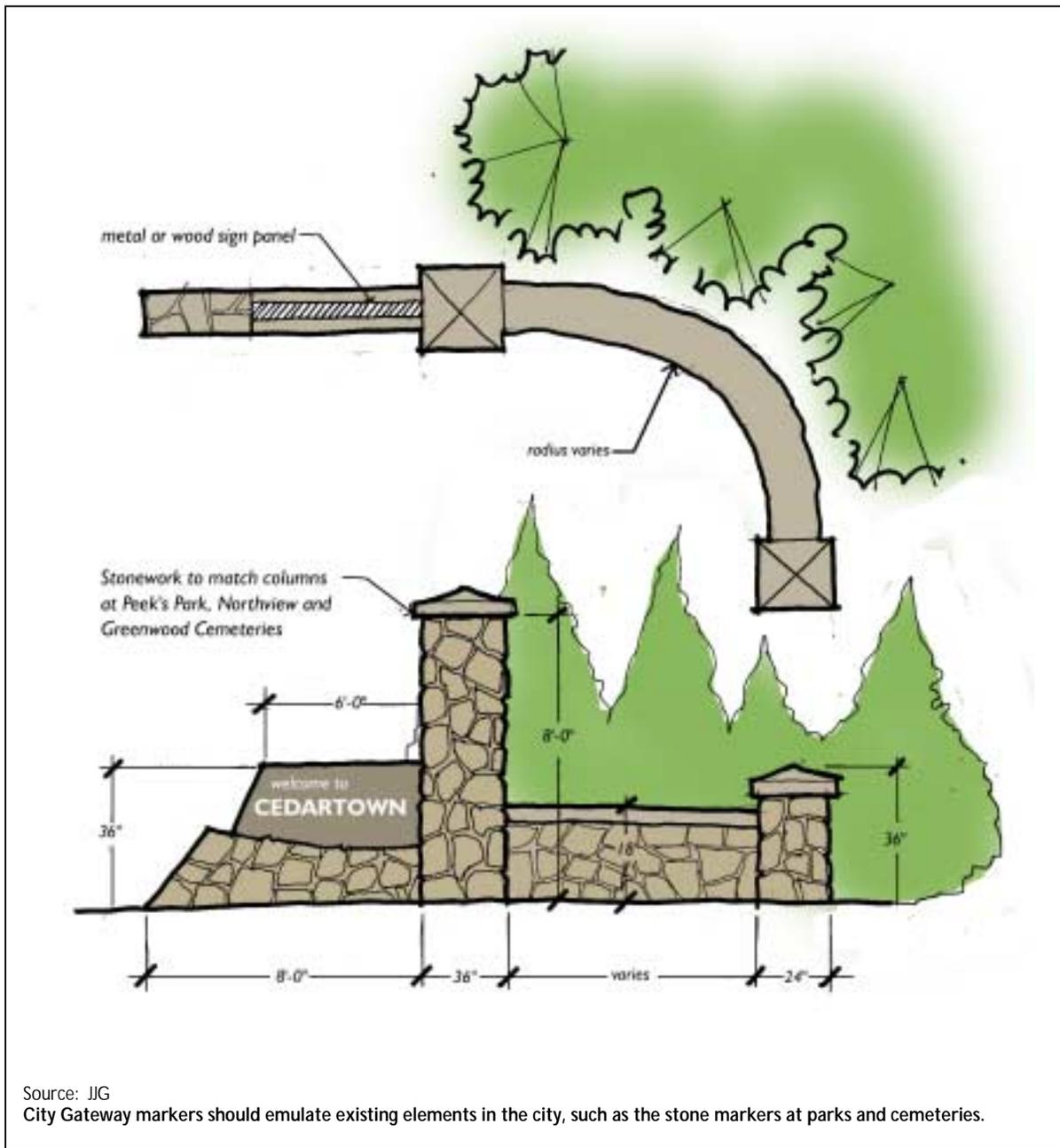
We encourage the county to study the feasibility of expanding the building to the north side and in the process create a more secure parking area and prisoner transfer station underneath the building in an underground garage. The north side of the building, with a modern addition, can be designed to become a “new front” with a clock tower, landscaped grounds, and

enhanced front entry. Sycamore Street would be closed to become the garage access and parking would be more limited, but added on street parking on the perimeter and possible shared-parking arrangements will help on busy court days. The result will not be an awkward architectural band-aid, but a point of pride in the community.

***City Gateway projects***

**(PROJECT 13) City Gateways**

Cedartown has been planning to construct new gateway markers at the four main entrances to the city for several years. A concept that refers to several stone gateways in town is presented. The important element of these planned projects is to coordinate them with the proposed highway



improvements with GDOT. The planned US 27 bypass will significantly change the entrance experience into town, which will require travelers to make turns off of the main US 27 route.

**Downtown Gateways** In addition to the City Gateways, secondary markers will serve as gateways into Cedartown's central business

district. These gateways would be smaller and provide park-like areas that will require landscape maintenance.

**(PROJECT 14) South Main at Martin Luther King, Jr. Blvd.**

The area of unused right-of-way at this intersection can be used as a small pocket



Source: JIG  
 The 27 Bypass project provides significant gateway opportunities, as seen on the south end of town.

park and provide a place for a welcome marker to downtown.

**(PROJECT 15) North Main at Blanche Avenue and John Phillips Road**

GDOT has plans to modify this intersection, leaving an area of right-of-way large enough for landscaped areas and welcome markers. Although further from downtown, this still signifies the beginnings of the main business district.

**(PROJECT 16) Greenwood Drive at East Avenue**

The proposed Veterans Memorial will serve as a downtown gateway from the east.

**(PROJECT 8) West-Adamson Square**

This proposed public/private space improvement will serve as the western gateway to downtown.



Source: Biesek Design; Jones-Worley  
 An integrated graphic design for wayfinding systems improves visibility of community facilities.

## Greenway System and Trail plan

Cedartown has the fortune to have many un-opened street right-of-ways that are remnants of the original town plan set out by the Cedartown Land Improvement Company in 1891. These street rights-of-way are easements the city will be able to use in developing a city-wide trail system to tie into the proposed Silver Comet Trail.



Source: JIG  
Scenery on Antioch Road, a possible bike lane route



Source: Maryland DOT  
A wide shoulder on 278, such as this one, would be inadequate for most Silver Comet Trail users.

### (PROJECT 17) Silver Comet Trail

The PATH Foundation is responsible for the construction of the Silver Comet Trail, the 37-mile multi-purpose trail from Smyrna to Rockmart. The planned expansion of the Silver Comet will extend the trail into Alabama. However, the CSX rail line from Cartersville to Cedartown is still active, as it is used frequently for delivery and freight uses by GEO Chemical Company of Cedartown.

Until CSX abandons the line and the State of Georgia or PATH takes charge of the right-of-way, trail construction between Rockmart and Cedartown will be a challenge. There are five options for the temporary route of the Silver Comet east of Cedartown. These include:

- Building the trail within the 100-foot right-of-way of the railroad. While CSX has not accepted this concept, it should be noted that a multi-purpose trail in Zanesville, Ohio, was constructed within the CSX rail right-of-way, according to the Rails-to-Trails Conservancy, in their document "Rails-With-Trails". This project could be used as precedent for making a case for constructing trails on rail right-of-way.
- Building the trail on easements through private property adjacent to the railroad. This is the most unlikely option since grading costs would be greater as well as the problems associated with negotiating with various property owners.
- Build a 12-foot sidewalk on the widened US 278. This is the preferred temporary option. GDOT should be responsible for the construction of this project. Due to the increasing population density along the 278 corridor, the highway improvements should include the construction of a 5-foot standard sidewalk at least. GDOT is currently providing a "wide shoulder" for a bike lane for a trail route but this is not adequate for



Source: Maryland DOT  
Example of an urban bike lane

safety of Silver Comet trail users, many of whom are families.

- Build a 10 or 12-foot wide sidewalk on Antioch Road, a scenic alternative to US 278. A cheaper alternative would be to provide a bike lane on Antioch Road, with appropriate signage. Routes into Cedartown to the depot could be provided on Lee's Chapel Road/MLK Boulevard or on South Main Street.
- Obtain an easement on private undeveloped property near Rolling Hills subdivision and route the trail onto the unopened portion of Jefferson Street. Continue the trail along Jefferson through Turner Street Park, and use the abandoned Southern Railroad siding to the depot site at Main and Ware Streets.
- Re-stripe East Avenue to accommodate bicycle lanes. This would require a road section of at least forty-three feet wide for two five-foot bike lanes. The on-street route would use either unopened streets to Turner Street Park and via the abandoned siding to the Depot, or use other side streets as a bike lane.

## (PROJECT 18) Cedar Creek Greenway

Prepared for the master plan is a Greenway Trail System concept that if implemented would connect all Cedartown parks, stream corridors, and many of its neighborhoods, with recreation trails separated from vehicular traffic. Some of the properties involved are on private property, but in almost all cases the trail route is within 100-year floodplain, which is not developable without special considerations.

Conservation easements are a method the city can use so that outright purchase of the land is not required. A conservation easement is a legal agreement between a landowner and a land trust or government agency that permanently protects land for preservation or recreational use while the landowner continues to own it. Donating the



Source: JJG  
The Silver Comet could be developed on the unopened portion of Jefferson Street.

easement can result in reduced income tax and estate tax. It is generally recommended that conservation easements be created in perpetuity to ensure protection of critical areas, natural resource lands or recreational lands.



Source: JIG

Cedar Creek Greenway trails can be constructed of asphalt or concrete, or other new materials .

As part of the Silver Comet Trail, the Greenway would be a loop approximately five miles in length. The only required street crossings would be at Main Street, West and East Avenue, as the bridges over the creeks at the crossings cannot accommodate trails. There are areas where pedestrian bridges or culverts over the creeks may be required.

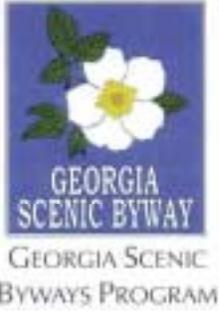
In flood prone areas, the trail will be reinforced concrete. Outside the floodplain, an asphalt path will be sufficient. Concrete for the entire trail is recommended, however, for maintenance reasons.

Another option is the use of environmentally friendly pavements such as T-NAPS or Resinpave. These are low-maintenance, ecological pavement solutions that can be cheaper than concrete.

The trail is recommended to be 10 feet in width and provide limited amenities such as distance markers, benches, and interpretive markers.

## Other Enhancement Opportunities:

### Cave Spring Road Scenic Byway Corridor Management Plan



GDOT has determined that Old Cave Spring Road between downtown Cedartown and Cave Spring is eligible for Scenic Byway status. The State Scenic Byway program provides funding for

improvements, signage and tourist services along these routes. They are prominently displayed on state maps and in visitor centers and are marked by signs for travelers.

Most importantly, the state requires that local governments provide a scenic byway corridor management plan, which is intended to help retain the scenic character of the road. This corridor management plan (CMP) is required before the state awards scenic byway status to a selected route.



Source: JIG  
Scenery along Cave Spring Road

The CMP identifies the intrinsic qualities, scenic resources and points of interest in the corridor and spells out community standards for the management of these qualities. Creation of the plan typically (but not always) involves public involvement, a detailed site and visual analysis, recommendations for the appearance of new development and density requirements, and landscape buffer standards.

The City of Cedartown, the City of Cave Spring, Polk and Floyd Counties should coordinate efforts to develop this corridor management plan. Polk County would need to take the lead on the project since most of the corridor is in Polk County.

### *John Hand Road Corridor Study*

John Hand Road has developed over thirty years from a minor suburban residential road to a major east-west collector for the north side of Cedartown. The road was not designed for the amount of traffic and culverts and drainage design is also lacking. Problems for this road include:

- *High Speed.* Due to the straight geometry of the road, motorists have a tendency to speed. Traffic calming measures, such as curb and gutter, sidewalks, four or three way stops, or strategically spaced speed humps or short median islands would dramatically affect driving behavior on the road. An increased police presence will also affect some driver behavior.
- *Narrow design.* Widening John Hand or reconstructing culverts and building curbs will be extremely expensive, but should the city look at possible costs of this, it can be



Source: JIG  
Traffic control devices at College and John Hand will help slow traffic.

considered in part of the corridor study.

- *Blanche Road and Bypass connections.* The County has begun improvements on the portion of the road maintained by the county. However, GDOT plans call for limiting access to Blanche Road to right turns only to and from the bypass. This will actually cut down on traffic on this portion of the road.
- *Cedartown Middle School access.* By re-routing Blanche Road to the school entrance, full access can be maintained on Blanche Road from the bypass as well as providing easier access for school buses. The corridor study will be able to guide the City and Polk County to direct improvement funds to appropriate areas.

### ***Recreation Master Plan/Park Upgrades***

In order to plan for future expansion of recreational opportunities for Cedartown citizens, a Recreation Master Plan should be developed to better determine the amount of land and services needed for a growing population. As little-league and other youth sports, including soccer, become more popular, additional playfields may be a

necessity. By working with recreation planning consultants, the city could identify its needs and plan for them accordingly. Also, a part of the plan could include land planning on chosen sites to determine areas where parks and playfields could be located.

As Polk County does not yet have a recreation department or any parkland, the recreation plan could be an opportunity to jointly fund a study of the entire county to determine recreation needs for the entire area.



Source: JIG  
Park upgrades such as that at Peek's park should be continued.

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In addition for planning for future expansion, existing parks should be evaluated for either facility and infrastructure improvements or redesign. The redesign of Peek Forest Park is underway. Other parks in need of repair or improvement include Turner Street Park and Big Spring Park. Turner Street is in possible need of additional facilities. Big Spring requires some hardscape repair to items such as the stone bridge and the concrete flume. Other landscape improvements to this park would also enhance the historic nature of the site.

Northwest Park could be designed to better meet needs of users by making enhancements and planning for expansion, part of which is the planned Tennis Park. It is recommended that the city undertake a recreation facility plan with the county, prepare a master plan for all recreation facilities based on the findings of the recreation plan, then implement land acquisition, design and construction of elements of the master plans as funding allows.

### ***Stormwater Master Plan***

Much of Cedartown's infrastructure is dated and in some cases is no longer adequate to channel and disperse stormwater. While stormwater lines in the affected streetscape and sidewalk project areas will be studied and upgraded as a part of those projects, a comprehensive study of the City's stormwater drainage system would provide a clearer view of problem areas along city streets.

Consulting firms can prepare mapping data to determine watersheds and drainage areas in the city and locate undersized or poorly located drainage structures. The

plan would call for the eventual upgrade of these pipes and structures and also target flood prone areas and develop opportunities for public stormwater detention.

In addition to fixing current infrastructure problems, stormwater could be looked at in a regional context to determine the best regulatory tools for flood control. The creation of new stormwater guidelines, which emphasize the saving of natural drainage basins and public open space will enhance the ability of the region to handle stormwater. By developing ordinances that preserve open space and natural channels much of the reliance on traditional piping can be eliminated leading to less concentration of stormwater runoff and better control of storm based pollution of streams and lakes.

Federal regulations under the Clean Water Act now require cities to employ best management practices (BMPs) in meeting requirements of the National Pollution Discharge Elimination System (NPDES). Phase II of the NPDES will require cities with a population of 10,000 to 100,000 to meet these standards. As Cedartown has grown to a population almost over 10,000, A Stormwater Master Plan can also help the city in meeting these Clean Water Act regulations, should the city's population growth result in new requirements.

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## *Funding opportunities*

The elements discussed as a part of this Master Plan cannot be completed without a process for implementing them. This section discusses funding options and how the city may encourage these improvements in a public/private partnership.

Streetscape elements can be developed as a long-term improvement for downtown. It will be necessary for the City to obtain construction plans for the implementation of the various phases. Preliminary cost estimates presented to the city as a part of this Master Plan are meant to guide the city in planning financially for the various phases.

The community can continue to apply for funding through the Georgia Department of Transportation's Transportation Enhancement program (TE-21) for the streetscapes and greenway trails. The city would be responsible for a twenty percent match in funds or in-kind services to plan and construct these improvements. The city must have land, right-of-way or easements in place before construction begins.

Another option for streetscape or sidewalk improvements is the Community Development Block Grant (CDBG), which can also be a tool in improving drainage systems, rehabilitation of existing housing, and other community improvements. CDBG's are often utilized for infrastructure, drainage and sidewalk improvements in low-income areas. In addition to grants for construction, Urban forestry grants could fund tree plantings for projects such as streetscapes and the public greens.

The city and downtown development authority can undertake a fundraising campaign to see some of these projects through. This book includes many sources for raising grant money. Since the City has undertaken the necessary steps to develop a long-term vision as a part of this master plan, it can then take steps to move forward with its "wish list" of improvements by committing local funds to the projects. Private grants and other public money can then be pursued in seeing the projects through.

The Quality Growth Grant Program can be used to help fund preparation of new ordinances discussed in the Master Plan, the Scenic Byway Corridor Management Plan, or in applying the funds to greenway or public green projects. Matching funds are required for the grants.

A chart supplied in the appendix contains potential funding sources that are available for community enhancement projects. The following categories associated with streetscapes, greenway and park development have been included:

- Planning
- Education
- Economic
- Greenway
- Trail
- Community Development
- Restoration
- Sustainable Development
- Maintenance
- Improvements
- Recreation
- Acquisition
- River-related
- Conservation
- Environment

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This list includes funding sources from Federal, State, and Regional Agencies, as well as sources from private and non-profit resources.

### *Phasing*

Many of the projects included in this Master Plan can be developed as funding is available. However, certain projects rely either entirely on the private sector or require the acquisition of easements and property (mainly for the trail system)

The first recommended project is to obtain transportation enhancement funding for the Downtown historic district and implement a streetscape/utility improvement project. If fully funded through the TE-21 program, this project will require up to \$200,000 in local funding.

The Greenway Trail system is to be implemented after the downtown streetscape project. The first phase of this

project would be almost exclusively on city property or right-of-way, from North Main Street to Peek's Park, then continue as an on-street bike lane to the proposed tennis park. The Trail would then be developed into Northwest Park along Cedar Creek. A spur trail from the Goodyear Village pedestrian bridge to Big Spring Park is also considered part of the first phase.

Once the city makes agreements with various property owners for easements or outright property, the trail could then be further developed along Cedar Creek, and in a third phase, from North Main to East Avenue.

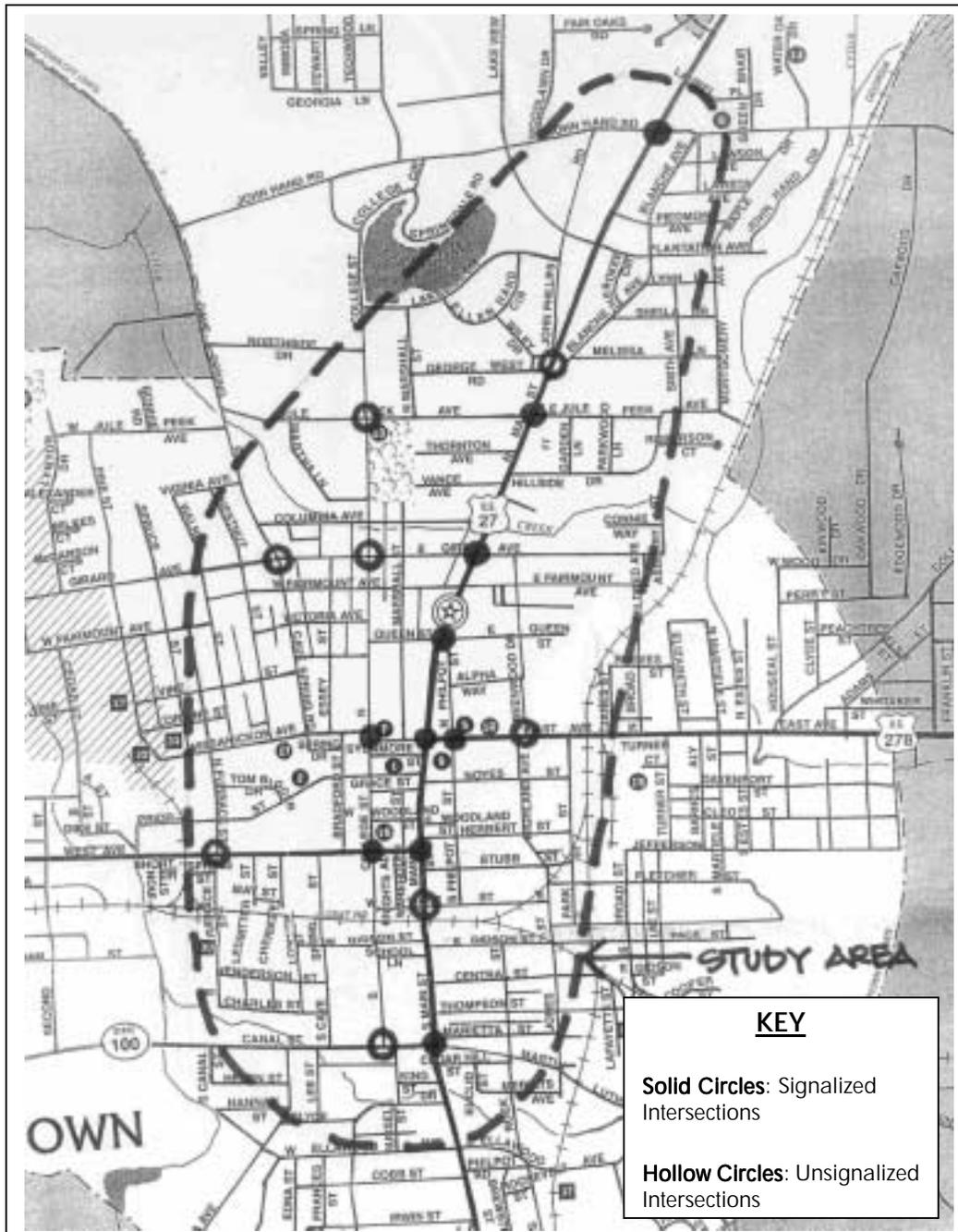
In order to obtain additional TE-21 monies for the trail project, the city must obtain these easements and property before hand in order for the funding process to proceed smoothly. The remainder of the projects should be phased as noted in the budget estimates featured in the appendix.

# Transportation Study

## 1.0 Introduction and Background

The City of Cedartown (the City) contracted with JIG in November 2001 to conduct a transportation study of downtown Cedartown. The purpose of the study is to address safety and operational issues associated with 18 key intersections locations identified by the City. **Figure 1.1** depicts the study area location, which is an approximate area encompassing the eighteen (18) study intersections. **Table 1.1** presents a list of the 18 study area intersections.

Figure 1.0  
Study Area Intersections



**Table 1.1**  
**List of Study Area Intersections**

SIGNALIZED INTERSECTIONS
<ol style="list-style-type: none"> <li>1) John Hand Road and Main Street</li> <li>2) Jule Peek Avenue and Main Street</li> <li>3) East Girard Avenue and Main Street</li> <li>4) Queen Street and Main Street</li> <li>5) East Avenue and Main Street</li> <li>6) West Avenue and Main Street</li> <li>7) Canal Street and Main Street</li> <li>8) College Street, Wissahickon Avenue, and East Avenue</li> <li>9) North/South Philpot Streets and East Avenue</li> <li>10) College Street and West Avenue</li> </ol>
UNSIGNALIZED INTERSECTIONS
<ol style="list-style-type: none"> <li>11) George West Road / Wiley Drive / John Phillips Road / Blanche Avenue and Main Street</li> <li>12) Jule Peek Avenue and College Street</li> <li>13) Girard Avenue and College Street</li> <li>14) Cave Spring Road and Girard Avenue</li> <li>15) North Furnace Street and West Avenue</li> <li>16) South College Street and Canal Street</li> <li>17) Ware Street and Main Street</li> <li>18) Highland Avenue/Greenwood Drive and East Avenue</li> </ol>

## 1.1 Project Scope and Goals

As specified in JIG's proposal dated November 20, 2001, the primary projects goals for this study set forth by the City were to develop a list of transportation improvement projects for the 18 study intersections that, if implemented, would help improve safety, and reduce vehicular congestion while promoting pedestrian mobility within downtown Cedartown. These projects would be determined by review of accident data, traffic capacity data, signal timing plans, past studies, and field observations.

The following sections summarize the data collection activities, methodologies, analyses and project recommendations formulated for this project. Further, the proposed project list includes a draft implementation schedule, in addition to estimated project costs.

## 2.0 Analysis

Several elements were used as part of the analysis portion of this project. Planned and programmed projects were first identified to determine what current deficiencies throughout the study area are currently being addressed. Second, accident reports were obtained from the City from the years 1999-2001 for the 18 study intersections, and analyzed to determine deficiencies. Further, traffic capacity analyses, including modeling for the 20-year future scenario was completed to determine future deficiencies. Field observations, coupled with input received from several public survey responses were also used to formulate transportation project recommendations. The following sub-sections detail the specific analyses used as part of this study.

### 2.1 Major Planned / Programmed Projects

As part of the review of planned and programmed projects, JJG staff contacted officials from the Georgia department of Transportation's (GDOT) district office in Cartersville, in addition to the downtown Atlanta main office. According to our contacts at GDOT, there are three main projects either on going, or currently planned for the study area. These projects are listed and described below in **Table 2.1**.

**Table 2.1**  
**Summary of Planned and Proposed Projects**  
**Downtown Cedartown Transportation Study**

Project Designation	Project Description
<p><b><u>Project No. 1:</u></b> <b>North Main Street Improvement Project</b></p>	<p>GDOT project scheduled for a May 2002 letting. The project involves improving North Main Street (US 1 Business) from Vance Ave./Hillside Drive north to Frances Drive. Some major changes include adding a cul-de-sac at John Phillips Road, and realigning the intersection of Blanche Road with North Main Street. Pedestrian crosswalks and signals will be added along the project corridor, as well as curb-and-gutter and improved drainage. The traffic signals at Jule Peek and John Hand Road will also be replaced.</p>
<p><b><u>Project No. 2:</u></b> <b>Main Street Traffic Signal Study</b></p>	<p>URS, Inc. is in the process of completing a traffic signal retiming project for GDOT. This project includes the following intersections:</p> <ul style="list-style-type: none"> <li>• Queen Street / Philpot Street</li> <li>• Canal Street / Main Street (US 1)</li> <li>• West Ave / Main Street (US 1)</li> <li>• Wissahickson / Main Street (US 1)</li> <li>• East Ave / Philpot Street</li> <li>• Queen Street / Main Street (US 1)</li> <li>• Girard Street / Main Street (US 1)</li> <li>• Jule Peek / Main Street (US 1)</li> </ul>

Project Designation	Project Description
<p><b>Project No. 3: GDOT Traffic Signal Replacement Project and Retiming Adjustments</b></p>	<p>The project involves replacing old signals with new signals at the following intersections:</p> <ul style="list-style-type: none"> <li>• SR 1 Bus (Main Street) and Canal Street</li> <li>• SR 1 Bus (Main Street) and West Avenue</li> <li>• SR 1 Bus (Main Street) and East Avenue</li> <li>• SR 1 Bus (Main Street) and Queen Street/Philpot Street</li> <li>• SR 1 Bus (Main Street) and Girard Avenue</li> <li>• East Ave. and Philpot Street</li> </ul> <p>Additionally, the project includes installing interconnect cables (fiber optic), and will tie into the new traffic signals that are being installed at North Main Street and Jule Peek and John Hand Road (as part of the North Main Street project). The majority of the cable work will be aerial; the only underground portion is a small piece on West Ave.</p>

## 2.2 Accident Analysis

Accident reports were obtained for each of the project intersection locations for the year 1999 – 2001. The accident reports were reviewed, and summarized by intersection. Specific descriptions include type of accident, road surface conditions (wet or dry), light conditions (daylight, dark/light, or dark/not light), and number of injuries and/or fatalities (if applicable).

The summaries for the study intersections for each of the three years that were evaluated are included in the Appendix.

Based upon our analysis, the intersections with the five (5) greatest numbers of average accidents per year between 1999-2001 are listed below.

- |   |                           |
|---|---------------------------|
| 1) Main Street and East Avenue  | <b>19 accidents/year</b>  |
| 2) Main Street and East Girard / Main Street and John Hand (tie)        | <b>9.7 accidents/year</b> |
| 4) Philpot Street and East Avenue / Cave Spring and Girard Avenue (tie) | <b>9.0 accidents/year</b> |

**Appendix A** lists a summary of all the study intersections. The five intersections listed above are discussed in more detail below:

- Main Street and East Avenue: Review of the accident diagrams (1999-2001) for this intersection indicates that the majority of the accidents (namely 2000-2001) occurred in front of the Sav-a-ton service station. These accidents appear to be a combination of rear-end collisions in addition to angle collisions in the center turn lane. Several rear-end collisions are also apparent northbound on Main Street at East Avenue. Rear end collisions occur when the lead vehicle stops suddenly or unexpectedly, and/or when the following driver follows too closely for the prevailing speed and environmental conditions<sup>1</sup>.

<sup>1</sup> Roess, Roger P., Traffic Engineering. Second Edition. 1998.

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Tailgating by a following driver is not correctable by design or control, however other factors may be contributing. This high number of rear-end collisions may be attributed to one of several factors; in this case, it is likely the unusual number of driveways allowing access to and egress from the street near the intersection. Unexpected movements in and out of these driveways could cause mainline vehicles to stop suddenly. Copies of the accident diagrams are included in the Appendix.

- Main Street and Girard Avenue: Review of the accident diagrams (1999-2001) for this intersection indicate that the majority of the accidents at this intersection are rear-end type collisions on the two Main Street (northbound and southbound) approaches. As noted above, a high number of driveways within close proximity to the intersection is the likely cause for these rear-end accidents.
- Main Street and John Hand: Accident diagrams were not completed for this intersection, since it is being reconstructed as part of the North Main Street project.
- Philpot Street and East Avenue: Review of the accident diagrams (1999-2001) for this intersection indicates that the common accident types at this intersection are angle collisions. These may be caused by a too-short clearance interval, which results in vehicles being released into the intersection before vehicles from the competing direction have been cleared. Unreasonable signal timing will lead to vehicles jumping the green or otherwise disregarding it<sup>2</sup>. The signal timing of this intersection will be retimed as part of GDOT's signal replacement project; these issues need to be addressed as part of this project.
- Cave Spring and Girard Avenue: Review of the accident diagrams (1999-2001) for this intersection indicates that the prevailing accident types are angle collisions. Since this intersection is currently two-way stop controlled (Girard Avenue traffic has to stop), Cave Spring Road traffic does not have to stop. Several potential causes for these angle collisions include excessive speeds on Cave Springs Road, poor sight distances from the existing stop line locations on Girard Avenue, excessive vegetation blocking sight distance in locations, and driver expectancy (unfamiliar drivers think the intersection is a four-way stop).

## 2.3 Traffic Capacity/Operations Analysis

The following section details traffic capacity and operations analysis methodologies, and results for the existing conditions (Year 2002) and future year (Year 2022) scenarios.

### 2.3.1 Analysis Methodology

The analysis for this study was conducted for the two study scenarios (existing conditions and 20-year, 2022 scenario) using the criteria set forth in the Transportation Research Board's 2000 update of the Highway Capacity Manual (HCM). Highway Capacity Software, and Synchro<sup>®</sup> software were used to determine various performance measures for all roadway intersections. The following summarizes the specific methodologies applied for both unsignalized and signalized intersections.

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<sup>2</sup> Roess, Roger P., Traffic Engineering. Second Edition. 1998.

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## **Unsignalized Intersections**

Unsignalized intersections include those controlled by stop signs (either one-way or all-way stop controlled). The means for evaluating traffic operations at unsignalized intersections include the Level of Service (LOS) for the intersection turning movements and the overall intersection LOS. For unsignalized intersections, LOS is determined by the average control delay for the intersection. At two-way stop-controlled and all-way stop-controlled intersections, control delay is the total elapsed time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. The control delay also includes the time required to decelerate to a stop and to accelerate to the free-flow speed<sup>3</sup>. The controlled delay at unsignalized intersections can be affected by such factors as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

LOS is assigned letter designations ranging from A (excellent free flow operations with minimal delay) to F (long delays and queues). **Table 2.2** presents a detailed summary of the various LOS letter designations. The LOS criteria for two-way stop-controlled intersections and all-way stop controlled (unsignalized) intersections are presented in **Table 2.3**.

## **Signalized Intersections**

Two criteria (capacity and LOS) must be evaluated to analyze the operations of signalized intersections. The capacity for a signalized intersection is calculated for each lane group. Capacity is defined as "the maximum rate of flow for the subject lane group that may pass through the intersection under prevailing traffic, roadway, and signalized conditions."<sup>4</sup> Critical movements are those movements that require the maximum amount of time during each signal phase (e.g. highest volume movements). Capacity analysis involves computing volume-capacity ratios (v/c) for each intersection movement and for all the critical movements together.

LOS for signalized intersections is based upon control delay for the intersection. It should be noted that control delay for signalized intersections is the portion of the delay attributable to the control facility (e.g. initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay). Control delay for signalized intersections is not based upon geometric delay or incident delay. Based upon the methodology presented in the HCM (and used for this study), it is possible for an intersection to operate below its maximum capacity but still have an unacceptable delay. **Table 2.4** presents a summary of the LOS designations for signalized intersections.

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<sup>3</sup> Transportation Research Board. *Highway Capacity Manual*, 2000 update.

<sup>4</sup> Lindburg, Michael. *Civil Engineering Reference Manual*. Seventh Edition. 1999.

**Table 2.2  
Level of Service Definitions**

<i>Levels of Service</i>	<i>General Description</i>	<i>Roadways</i>	<i>Intersections</i>
<b>A</b>	<i>Traffic flows with very little delay and speeds are optimal. Most vehicles do not stop at all.</i>	Primarily free flow operations at average travel speeds (90% of free flow speed); vehicles seldom impeded in their ability to maneuver; minimal delay at signalized intersections.	Very low control delay per vehicle (up to 10 seconds per vehicle); vehicle progression is extremely favorable; very little stopping.
<b>B</b>	<i>Traffic flows with very little delay and speeds may be slightly reduced. Very infrequent and short waits at traffic signals. More vehicles stop at intersections than for LOS "A,"</i>	Generally unimpeded operations at average travel speeds (about 70% of free flow speed); ability to maneuver slightly restricted; infrequent delays at signalized intersections not bothersome.	Control delay per vehicle ranging between 10 and 20 seconds; good progression, short cycle lengths; more stopping with increasing levels of average delay.
<b>C</b>	<i>Traffic speeds continue to slow. Some vehicles may stop at this level, although many vehicles still pass through the intersection without stopping.</i>	Stable flow; ability to maneuver more restricted; lower average speeds (about 50% of free flow speed); longer queues likely to develop at many signalized intersections.	Control delay per vehicle ranging between 20 and 35 seconds; fair progression, longer cycle lengths; significant stopping of vehicles at this level; some individual cycles begin to fail.
<b>D</b>	<i>Congestion becomes more noticeable. Many vehicles stop, and the proportion of vehicles not stopping declines.</i>	Bordering unstable flow; still lower average speeds (about 40% of free flow speed); small increases in flow rate or adverse signal progression may cause significant increases in delay.	Control delay per vehicle ranging between 35 and 55 seconds; unfavorable progression or long signal cycles or high V/C ratios may result in ever increasing delays; many vehicles stop, and individual cycle failures are noticeable.
<b>E</b>	<i>Low speeds and traffic back ups at intersections. Often considered to be the limit of acceptable delay.</i>	Capacity – characterized by significant delay and low average speeds (about 33% of free flow speed); aggravated by poor signal progression and high signal density; extensive delays at key signalized locations.	Capacity - control delay per vehicle ranging between 55 and 80 seconds; often unfavorable progression or long signal cycles or high V/C ratios result in high delay values; and individual cycle failures are frequent occurrences.
<b>F</b>	<i>Very slow speeds and congestion. Long traffic backups. Very likely to wait for multiple greens to get through an intersection. This is considered to be unacceptable to most drivers.</i>	Congestion – arterial flow at extremely low speeds; frequent intersection congestion at most critical signalized intersections; with long delays and extensive queuing.	Congestion - control delay per vehicle exceeds 80 seconds; arrival rates exceed capacity; many cycle failures; long delays and extensive queuing.

*Source: Transportation Research Board. Highway Capacity Manual, 2000 update.*

Table 2.3

**LOS Criteria for Unsignalized Intersections**

LOS	Control Delay (seconds/vehicle)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

Source: Transportation Research Board. Highway Capacity Manual, 2000 update.

Table 2.4

**LOS Criteria for Signalized Intersections**

LOS	Control Delay per Vehicle (second/veh)
A	< 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

Source: Transportation Research Board. Highway Capacity Manual, 2000 update.

### 2.3.2 Existing Conditions (Year 2002)

During the simulated morning peak hour model, very few problems were found. All signalized intersections operated with overall Levels of Service of A and B.

One noticeable area of congestion was East Ave between College Street and Main Streets. It is recommended in the near future to explore a three-lane cross section on this roadway. There is a high volume of left turning traffic from East Ave onto southbound College Street. The left turn queue exceeds the modeled length of the left turn lane for this movement. A three-lane section on East Avenue between College Street and Main Street also complements the recommendation for additional on-street parking recommended as part of the downtown Master Plan project.

### 2.3.3 Future Conditions (Year 2022)

The future year growth rate assumed a 2.5 percent per year increase in traffic volumes for all roads within the study area. Over a twenty-year period, this effectively doubles the amount of traffic in the future year scenario.

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Using a model of this type with global growth rates forecasting traffic 20 years into the future is dependent upon many unknowns and uncertainties including future development patterns, socio-economic variables, demographic changes, and both financial and political factors. The global growth rate assumes that the basic traffic patterns that exist today will exist then. The uncertainty of the size, type, and location of future development in the area makes this process very subjective.

For both AM and PM peak hour models, new traffic signal timing plans were developed using Synchro. The cycle lengths for both periods are 20 seconds longer than those provided by URS as part of their ongoing project (see *Major Planned/Programmed Projects* section of this report). The time splits are also adjusted to reflected estimated future turning movements. This is reasonable due to the fact that the signal timing will be altered over time (including the upcoming GDOT traffic signal replacement/retiming project for Main Street that is described in the *Major Planned/Programmed Projects* section of this report).

### **Year 2022 - AM Peak Hour Specifics**

As a general rule, most intersections on Main Street continue to perform well in the future year. However, there are a few congested spots such as the intersections of Main Street with Ware Street, George West Rd. and John Phillips Road. The remaining intersections on Main Street operated with a LOS of D or better, which is acceptable

East Ave, between Main and College Streets, is the most congested location. The volume to capacity ratio (v/c) for the eastbound through and right turn movements for the intersection at Main Street has a v/c slightly greater than one. This causes delays as vehicles begin to wait multiple traffic signal cycles to pass through the intersection. A possible solution to this problem is to create a small right turn lane for eastbound East Ave turning onto southbound Main Street. It removes enough vehicles from the through lane to reduce delays and congestion for the approach.

In the westbound direction of East Ave, there is a heavy left turn movement onto southbound College Street. A continuous two-way left turn lane on East Ave between College and Main Streets would provide adequate storage for the left turns at both intersections and anything in between.

The northbound approach of Main Street to MLK has some congestion. Overall the intersection operates at a LOC of C for this time period. Depending upon future development to the south of Cedartown, this may require attention at some point in the future.

The Blanche Ave. and George West Rd. intersections appear to have the most significant problems in the future scenario. Traffic volumes on Main Street could grow to a point that makes turning off of Blanche Ave difficult. With a future v/c ratio of over three (and assuming the 2.5% growth pattern comes to fruition), eventual signalization of this intersection is likely needed by 2022. Similarly, a signal at Ware Street and Main Street may likely be needed in 20 years assuming the growth patterns used in this analysis.

### **Year 2022 - PM Peak Hour Specifics**

Again, most intersections on Main Street continue to perform well in the future year. There are a few congested spots such as the intersections of Main Street with East Ave and MLK. These intersections are estimated to operate with a LOS of D and C, respectively.

East Ave is showing minor congestion in the future model, especially in the westbound direction from Philpot Street to Main Street. Even with adjusted signal timing, both Main Street and East Ave

could have twice the volume of traffic in 2022. This intersection may be a bottleneck for both streets. A LOS of D is still acceptable for urban design; however, it is one of the most significant changes from the existing to the future network.

Similar to the AM peak hour, the Blanche Ave and George West intersections with Main Street again have considerable queues illustrated in the future model and would require a traffic signal to regulate traffic through the intersections if this scenario holds true.

College Street at Canal Street has an estimated 2022 stop-controlled LOS of F. Increased traffic on Canal Street could make the left turn from College Street difficult and dramatically increase delays. The queue length on this section of College Street is not of the magnitude of Blanche Ave. Traffic is congested, but still flows from College Street.

There are several other streets and intersection approaches that have noticeably higher traffic volumes when observing the animated simulation. While seemingly busier in the future year model, all roads are still operating below capacity, with the few exceptions noted above. Results of the intersection LOS analysis for the existing and future conditions for the study area signalized intersections are included on **Table 2.5**, and for the unsignalized intersections on **Table 2.6**.

**Table 2.5  
Signalized Intersection LOS Results**

		AM Peak Hour		PM Peak Hour	
		Existing 2002 LOS	Future 2022 LOS	Existing 2002 LOS	Future 2022 LOS
Major Street	Cross Street				
Main Street					
	Canal Street	B	C	C	C
	West Avenue	A	B	B	B
	East Avenue	B	D	B	D
	Queen Street	A	A	A	A
	Girard Avenue	A	B	A	B
	Jule Peek Avenue	A	B	A	B
	John Hand Road	A	B	A	B
College Street					
	East Avenue	A/B	B	A	A
	West Avenue	A	C	B	C
East Avenue					
	Philpot Street	B	C	E	C

Table 2.6  
Unsignalized Intersection LOS Results

		AM Peak Hour		PM Peak Hour	
		Existing 2002	Future 2022	Existing 2002	Future 2022
Major Street	Cross Street	LOS	LOS	LOS	LOS
Main Street					
	Ware Street	B	F	C	F
	George West Rd	D/F	F	D/E	F
	John Phillips	B	F	B	F
College Street					
	Canal Street	C	E	C	F
	Girard Street	B	C	C	D
	Jule Peek Ave	B	B/C	B	C/D
Cave Springs					
	Wissahickon	A	B	A	B
	Girard Street	B	C	B	C
West Avenue					
	Furnace Street	B/C	D	B/C	C/D

## 2.4 Field Observations

The photo log on the following pages provide a photos and descriptions of deficiencies observed at each of the 18 study intersections. These deficiencies are also included in the proposed in **Section 4 – Recommendations**, as well as **Table 4.1 – Recommended Project List**.

Intersection	Observation 1	Observation 2
<p><b>John Hand Road and Main Street</b> <i>(Signalized intersection)</i></p>	 <p>No protected (left-turn) phase signalization</p>	 <p>No crosswalks or sidewalks</p>
<p><b>Jule Peek Avenue and Main Street</b> <i>(Signalized intersection)</i></p>	 <p>Fading Stop Line and no crosswalks or pedestrian signalization</p>	

Intersection	Observation 1	Observation 2
<p><b>Girard Avenue and Main Street</b> <i>(Signalized intersection)</i></p>	 <p>Excessive driveways near intersection and deficient sidewalks</p>	 <p>Fading street markings, and no crosswalks</p>
<p><b>Queen Street/Philpot Street/Main Street</b> <i>(Signalized intersection)</i></p>	 <p>Intersection island utility box blocks sight distance and is aesthetically deficient</p>	 <p>Sidewalks are deficient and crosswalks not existing</p>

Intersection	Observation 1	Observation 2
<p><b>East Avenue and Main Street</b> <i>(Signalized intersection)</i></p>	 <p>Lanes shift, deficient lane markings, numerous driveways near intersection</p>	 <p>Sidewalks not traversable by physically challenged</p>
<p><b>West Avenue and Main Street</b> <i>(Signalized intersection)</i></p>	 <p>Sidewalk ramp needed for physically challenged</p>	 <p>Plastic poles should be replaced with landscaped bulb-outs</p>

Intersection	Observation 1	Observation 2
<p><b>Canal Street and Main Street</b> <i>(Signalized intersection)</i></p>	 <p>Better signage needed to prohibit large trucks downtown</p>	 <p>Signal timing to be re-evaluated by new GDOT project</p>
<p><b>College Street, Wissahickon Avenue, and East Avenue</b> <i>(Signalized intersection)</i></p>	 <p>Two-way lane should be a left-turn lane only</p>	 <p>Crosswalk/pedestrian signals needed across College Street</p>

Intersection	Observation 1	Observation 2
<p><b>North/South Philpot Streets and East Avenue</b> <i>(Signalized intersection)</i></p>	 <p>Right-turn lane recommended from WB East Ave. to NB Philpot Street</p>	 <p>Timing for left turn protective phasing seems excessive</p>
<p><b>College Street and West Avenue</b> <i>(Signalized intersection)</i></p>	 <p>US Post Office parking lot causing traffic congestion</p>	 <p>Close lot, replace with on street parking on College St.</p>

Intersection	Observation 1	Observation 2
<p><b>George West Road/Wiley Drive/John Phillips Road/Blanche Avenue and Main Street</b>  <i>(Unsignalized intersection)</i></p>	 <p>Blanche Ave. intersection to be reconstructed by GDOT</p>	 <p>GDOT constructing cul-de-sac at John Phillips Road</p>
<p><b>Jule Peek Avenue and College Street</b>  <i>(Unsignalized intersection)</i></p>	 <p>Stop sign on Jule Peek too small and difficult to see</p>	 <p>Advise Jule Peek drivers that cross-traffic does not stop</p>

Intersection	Observation 1	Observation 2
<p><b>Girard Avenue and College Street</b> <i>(Unsignalized intersection)</i></p>	 <p>Road dip across College Street slows vehicle crossings</p>	
<p><b>Cave Spring Road and Girard Avenue</b> <i>(Unsignalized intersection)</i></p>	 <p>Stop line too far back to see oncoming traffic</p>	 <p>1) Stop sign too small, 2) advise Girard traffic that cross-traffic does not stop</p>

Intersection	Observation 1	Observation 2
<p><b>North Furnace Street and West Avenue</b>  <i>(Unsignalized intersection)</i></p>	 <p>Curb radius too small for large trucks</p>	 <p>Stop sign too low, No stop line or center line</p>
<p><b>South College Street and Canal Street</b>  <i>(Unsignalized intersection)</i></p>	 <p>Asphalt needs replacement</p>	 <p>Dip in road slows vehicles entering intersection, and causes ponding of water (no drain)</p>

Intersection	Observation 1	Observation 2
<p><b>Ware Street and Main Street</b> <i>(Unsignalized intersection)</i></p>	 <p>Difficult to see oncoming traffic</p>	 <p>Ware Street not designed for large trucks</p>
<p><b>Highland Avenue/Greenwood Drive and East Avenue</b> <i>(Unsignalized intersection)</i></p>	 <p>Crest of hill reduces vertical sight distance</p>	 <p>Crossing From Highland to Greenwood difficult</p>

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### 3.0 Public Involvement / Public Survey Responses

Public involvement for this project involved participation in a Charette (work shop) on May 4, 2002. This workshop was advertised in the local news media by the City, and was held in conjunction with the Master Plan project.

The primary means utilized to solicit public comment solicitation was in the form of a public comment survey (Shown in the Appendix) **Although the number of completed survey forms that were returned is by no means statistically representative of the Cedartown community as a whole**, the few responses that were received do provide valuable insight into the local citizen's viewpoint on transportation issues. The survey questions and most frequent responses received from the surveys are listed below (*note that the responses are not listed in any specific order*).

- 1) **Of the 18 study intersections, list the three most congested locations.**
  - a) *East Ave and Main Street*
  - b) *West Ave and Main Street*
  - c) *College and West Avenue*
  
- 2) **Of the 18 study intersections in the study area, list the three intersections that are perceived as the unsafe.**
  - a) *Ware Street and Main Street*
  - b) *Jule Peek and College*
  - c) *East Ave and Main Street*
  
- 3) **What do you think are the three most important transportation projects that should be constructed within the study area to address vehicular congestion and/or safety problems in Cedartown?**

*The responses varied between sidewalk projects (e.g. W. John Hand and N. College), to road extensions (North Furnace to Canal Street, South Philpot to MLK Blvd), to improving downtown parking, to slowing traffic on Main Street, and to finding alternative traffic routes to Main Street (i.e. Philpot Street).*
  
- 4) **What are the top three projects that the City of Cedartown should complete in order to better improve conditions for pedestrians within the downtown area?**
  - a) *Crosswalks/pedestrian signalization*
  - b) *Improve sidewalks, and improve parking facilities behind buildings in downtown*
  - c) *Streetscaping projects*
  
- 5) **Do you believe that there is ample parking within downtown Cedartown? If not, where is additional parking needed?**

There is adequate parking, but it needs to be improved and needs better signage to direct drivers to the lots (mainly behind existing buildings).
  
- 6) **Are there specific transportation projects that are needed to support economic development within the study area? If so, list the three most important.**
  - a) *Complete Silver Comet Trail and Depot projects)*
  - b) *Shift traffic burden from Main Street, complete Bypass west of town, Extend Furnace Streets*
  - c) *Improve pedestrian connections and Greenspace/multi-use trails*

- 
- 7) **What do you believe are the three top perceived obstacles to obtaining an improved transportation system within Downtown Cedartown study area? Please be as specific as possible.**
- a) Money – increased funding needed
  - b) Lack of willingness to change
  - c) Better leadership from city and elected officials

## 4.0 Recommendations

Based upon analysis of planned projects, accident data, traffic modeling results, and public response, JIG has compiled a list of transportation recommendations for the City of Cedartown. Both intersection specific recommendations, and general “Citywide” recommendations have been formulated.

### 4.1 Intersection-Specific Recommendations

Recommendations for the 18 intersections included as part of this study have been generated, and are presented as **Table 4.1**. The table lists the deficiency, project recommendations, approximate cost, and priority rank for each project. The priority rank has been established using the following system:

- Priority 1 – Most critical projects to address safety concerns
- Priority 2 – Important projects
- Priority 3 – Beneficial projects

It should be noted that improvement projects have not been generated for intersections that are/will soon be redesigned or improved through other GDOT planned/programmed projects.

**Table 4.1  
Proposed Intersection Improvements  
Cedartown Transportation Study**

<b>Intersection</b>	<b>Observed Deficiencies</b>	<b>Recommended Improvement</b>	<b>Estimated Cost</b>	<b>Priority Rank</b>
<b>John Hand Road and Main Street</b> <i>(Signalized intersection)</i>	Potential Vertical Alignment/Sight Distance Problems	Intersection is included in North Main Street Project	N/A	N/A
	No protected/permitted phasing on signal for left-turn movements from Main Street onto John Hand road	New Signal with protected/permitted left-turn phasing to be installed as part of proposed Main Street Project.	N/A	N/A
	Striping at Intersection is faded	Re-striping of Intersection including in North main Street project.	N/A	N/A
	No Crosswalks/Pedestrian Signalization	Crosswalks and ped signals being added with North Main Street project.	N/A	N/A
<b>Jule Peek Avenue and Main Street</b> <i>(Signalized intersection)</i>	Sidewalk Ramp installed (ADA), but no cross-walks	Crosswalks and ped signals being added with North Main Street project.	N/A	N/A
<b>Girard Avenue and Main Street</b> <i>(Signalized intersection)</i>	Excessive curb cuts for vacant lot.	1) Upon redevelopment of the property on the south western corner, require developer to close one of the two existing driveways on Main Street, and making the other driveway a "right-in, right-out" only (primary exit driveway would be on Girard Avenue).	Responsibility of the next developer	N/A
	Poor sidewalks on south west corner of intersection.	Replace sidewalks	\$7,500	2
	No Crosswalks/Pedestrian Signalization	Add crosswalks and ped signals	\$6,500	2
<b>Queen Street and Main Street</b> <i>(Signalized intersection)</i>	Evaluate modifications to correct intersection geometry	Upon review of existing geometry, it appears the intersection operates sufficiently and without major accidents as is. Signalization should be further evaluated by GDOT as part of their signal replacement and retiming project).	N/A	N/A
	Pedestrian push buttons are present, but there are no pedestrian signals	Add pedestrian signalization	\$10,000	2
	No Crosswalks	Add crosswalks	\$500	1

Intersection	Observed Deficiencies	Recommended Improvement	Estimated Cost	Priority Rank
	Center Island not aesthetically pleasing	Move signal operation box and re-landscape island	\$20,000	3
<b>East Avenue and Main Street</b> <i>(Signalized intersection)</i>	Left-turn signalization at this intersection does not appear to be warranted based upon review of available data.	GDOT needs to assess timing for left-turn protective phases, and possibility of eliminating phase if not required.	\$3,000	2
	Through movement along East Ave not straight (lane shifts). This is confusing and dangerous to unfamiliar drivers	<ol style="list-style-type: none"> <li>1) Remove grass mound protruding into traffic lane on southwest corner of intersection.</li> <li>2) Restripe all lanes on East Ave, west of Main Street to produce two 12-foot lanes on eastbound East Ave (shift of four feet to the south). This will lessen the dramatic lane shift that currently exists along East Ave through Main Street.</li> <li>3) Re-stripe with "chicken track" lines within center of intersection (dotted lines) to better mark remaining lane shift</li> </ol>	\$5,000	1
	Curb Radii too small for trucks – trucks turning right from Main Street to East have to use left turn lane (on East Ave traveling westbound) in order to maneuver turn.	Remove trucks from this route. <i>Note: Widening curb radii is not recommended because pedestrian crossing distance will be lengthened.</i>	N/A	N/A
	Numerous driveways close to intersection, high accident frequency in front of Sav-a-ton gas station.	Implement Access management techniques, particularly restricting left turn maneuvers exiting the Sav-a-ton traveling north on Main Street.	\$5,750	2
	Intersection close to Philpot Street and traffic queues between the two intersections conflict with one another.	No cost effective recommendations at this time.	N/A	N/A
	No Crosswalks/Pedestrian Signalization/ADA ramps (pedestrian in wheelchair observed driving in road due to poor sidewalk conditions)	Improve sidewalks, add crosswalks and pedestrian signalization.	\$18,500	1

Intersection	Observed Deficiencies	Recommended Improvement	Estimated Cost	Priority Rank
<b>West Avenue and Main Street</b> <i>(Signalized intersection)</i>	Plastic poles at intersection are not effective, or aesthetically pleasing in a downtown environment	Replace with landscaped bulb-outs	\$3,000 Each	3
	Sidewalk ramp needed at crosswalk along eastern side of Main Street	Add ramp to existing sidewalk	\$700 Each	1
<b>Canal Street and Main Street</b> <i>(Signalized intersection)</i>	Poor signage to prohibit trucks in downtown area (trucks are warned too late, and without acceptable places to turn around)	"Truck prohibited" signs need to be installed at the eastbound, westbound and northbound approaches to this intersections to avoid trucks from traveling within downtown on Main Street. The signs need to be at least 30-inches in size and placed on the signal mast arms and ALSO at mid-block before the intersection (to allow adequate warning).	\$7,500	2
	Existing "No Trucks" sign on Main Street is too small	Replace with a 30-inch sign.	\$200	2
<b>College Street, Wissahickon Avenue, and East Avenue</b> <i>(Signalized intersection)</i>	East Ave and Wissahickon Avenue are not aligned (through lanes shifts).	One potential option would be to straighten the curve; this would require taking much of the front yard of the Gammage Funeral Home on the northeast corner of this intersection. The resulting curve would still be difficult to navigate.	\$45,000	3
	Two-way-left-turn lane on College Street (south of intersection with East Ave)	Re-mark as a left turn bay only (currently marked as a center two-way left-turn lane).	\$2,250	1
	No pedestrian crosswalks or signalization	Add crosswalks and pedestrian signals across College Street, Wissahickon, and East Avenue	\$15,000	2
<b>North/South Philpot Streets and East Avenue</b> <i>(Signalized intersection)</i>	Left-turn signalization at this intersection does not appear to be warranted based upon review of available data.	GDOT needs to assess timing for left-turn protective phases, and possibility of eliminating phase if not required.	\$3,000	2
	Right turn movement high from East Ave to Philpot Street	Construct right turn lane (RIGHT-OF-WAY should not be an issue since this property affected is City Municipal complex. Existing drain box would remain.	\$20,000	2
	Intersection very close to Main Street and East Avenue Intersection	GDOT will need to make sure the signal at this intersection and the East Ave. signal are coordinated as best as possible.	N/A	N/A

Intersection	Observed Deficiencies	Recommended Improvement	Estimated Cost	Priority Rank
<b>College Street and West Avenue</b> <i>(Signalized intersection)</i>	Congestion and queues at the US Post Office driveway on College Street, cause congestion and queuing at this intersection	1) Close off existing parking facility at Post Office 2) Restripe College Avenue (south of West Ave), with the following configuration: two 14-foot lanes, and one 8-foot parallel parking strip. This configuration will allow for the same number of parking spaces as currently exists in the lot.	\$15,000	2
	No Crosswalks/Pedestrian Signalization/ADA ramps	Add ramps and ped cross-walks	\$11,000	2
<b>George West Road / Wiley Drive / John Phillips Road / Blanche Avenue and Main Street</b> <i>(Unsignalized intersection)</i>	This intersection has several geometric deficiencies	Intersection is being redesigned as part of the North Main Street Project.  May need a signal in the long-term future (by 2022), assuming current growth trends continue.	N/A	N/A
<b>Jule Peek Avenue and College Street</b> <i>(Unsignalized intersection)</i>	Stop signs are too small	Replace 24-inch sign with 30-inch or 36-inch signs.	\$400	1
	There is a slight lane shift on Jule Peek	Restripe center line on East Jule Peek	\$2,300	2
	Passing line (dashed center line) is not warranted on West Jule Peek	Restripe with SOLID yellow line.	\$300	2
<b>Girard Avenue and College Street</b> <i>(Unsignalized intersection)</i>	Stop signs are too small	Replace 24-inch sign with 30-inch or 36-inch signs.	\$400	1
	Stop sign on West Girard is difficult to see	Consider moving sign to utility pole (pole obstructs view of sign from a distance).	\$200	2
	Dip in road (Girard crossing College) causes vehicles to slow so they do not scrape bottom of their vehicles.	Reconstruct draining along this intersection to allow a more gradual crown and better/safer vehicular movement.	\$15,000	2
	High number of angle-type collisions at this intersection	To increase driver awareness of this intersection, add sign stating "Cross Traffic Does Not Stop" per MUTCD specifications.	\$400	1
	Stop lines on N. Girard are too far from the intersection, and too thin.	Move stop lines and stop signs closer to the intersection to improve driver's line of sight. Also, stop lines need to be 24 inches wide (not 12 inches).	\$500	1

Intersection	Observed Deficiencies	Recommended Improvement	Estimated Cost	Priority Rank
<b>Cave Spring Road and Girard Avenue</b> <i>(Unsignalized intersection)</i>	Stop signs are too small, and are not angled towards drivers	Replace 24-inch sign with 30-inch or 36-inch signs, and make sure they are angled perpendicular from to the roadway.	\$400	1
	Horizontal sight distance problem on westbound Girard Avenue at intersection (bushes and trees looking southbound on Cave Spring Road obstruct view of oncoming traffic (which does not have to stop)).	Tree trunks appear to be off of the right-of-way; however, brush hanging over road right-of-way should be trimmed where feasible.	\$2,000	1
	Speeding vehicles on Cave Spring Road were also observed.	1) Increase enforcement of speed limit 2) Determine if intersection requires warrant four-way stop control	\$5,000 Engineering Study	2
	Centerline on Girard Ave is very wide (16 feet) which may be causing excessive speeds.	Construct four-foot wide bike lane on either side to reduce lane widths on Girard Avenue to 11 feet. This would also improve pedestrian connectivity through Cedartown. However, with excessive asphalt drop-off near curb (from past re-paving layering), this may warrant the need for asphalt "smoothing" to reduce the likelihood of bicycle incidents.	\$25,000	3
<b>North Furnace Street and West Avenue</b> <i>(Unsignalized intersection)</i>	Curb radii not large enough to accommodate truck traffic using intersection (turning between Furnace Street and West Avenue). Trucks observed to need two-way left-turn lane on West Ave. to maneuver turns	Redesign intersection to provide larger turning radius (50 to 100-feet) to allow trucks traveling westbound onto West Avenue from Furnace Street. This will require the relocation of at least one utility pole, and obtaining right-of-way from <i>Alejandras Super Market</i> property.	\$35,000	3
	Stop sign on Furnace Street too low	Bottom of stop sign needs to be at least 7 feet above ground surface (per MUTCD).	\$200	1
	No stop line on either side of Furnace Street	Paint stop lines on both sides of Furnace Street – lines need to be at least 24 inches wide	\$500	1
	No center line markings on Furnace Street	Paint center line on Furnace Street	\$500	2
	"No Trucks" sign is too small	Sign should be at least 30 inches in size to improve sign visibility.	\$200	2
	No existing operational deficiencies observed.	Modeling results for the 20-year future scenario indicate that a signal may be warranted at this location by 2022.	N/A	N/A

Intersection	Observed Deficiencies	Recommended Improvement	Estimated Cost	Priority Rank
<b>South College Street and Canal Street</b> <i>(Unsignalized intersection)</i>	Asphalt condition poor on downhill slope approaching West Avenue.	Replace asphalt in select locations to bring up to satisfactory condition.	\$10,000	2
	Standing water observed at bottom of hill (intersection of College Street at West Avenue). No drain observed in this location. Additionally, the dip at this location requires a slow approach by vehicles entering intersection (so they do not scrape the bottom of their vehicles).	To eliminate standing water and provide a "smoother" approach for vehicles, add asphalt patch at bottom of hill.	\$10,000	2
	Future Traffic Operational Issues (by Year 2022)	May need a signal in the long-term future (by 2022), assuming current growth trends continue.	N/A	N/A
<b>Ware Street and Main Street</b> <i>(Unsignalized intersection)</i>	Curb radii not sufficient to handle truck traffic (truck observed having to use two-way left turn lane on Main Street to maneuver turn).	Better enforce truck traffic downtown. Encourage eastbound trucks on Ware Street turning north onto Main Street to use Philpot Street (through better signage).	N/A	N/A
	Difficult to make left turn onto NB Main from Ware Street (sight impaired and speeding traffic on Main Street)	Prohibit left turns from Ware Street onto northbound Main Street. Add "No Left Turn" sign, and also properly mark pavement on eastbound Ware Street. Vehicles will need to use West Avenue (or other intersections north) for left turn maneuvers onto Main Street.	\$1,000	1
	Future Traffic Operational Issues (by Year 2022)	May need a signal in the long-term future (by 2022), assuming current growth trends continue.	N/A	N/A
<b>Highland Avenue/Greenwood Drive and East Avenue</b> <i>(Unsignalized intersection)</i>	Sight distance constraints due to crest of hill on East Ave (West of Greenwood Drive). Difficult for vehicles making left turn from Greenwood onto East Ave, and eastbound on East Ave, turning left onto Greenwood Drive.	Prohibit left turns from Greenwood Drive eastbound onto East Avenue.	\$500	1
	No Crosswalks/Pedestrian Warning	Add crosswalks/overhead-flashing beacon.	\$12,500	2
<b>Main Street and Grace Street</b>	Street in front of retail stores does not serve any purpose (except for providing a few extra parking spaces).	Close street, and expand park/green space in front of Court House. Additionally, the stop sign needs to be moved to the intersection of Main Street (for both cross-streets).	Transportation portion\$12,500	3

## 4.2 Citywide Recommendations

In addition to the specific intersection recommendations, there are several general “Citywide” recommendations that are proposed to enhance the overall safety and efficiency of the transportation system within the downtown Cedartown area. The following subsections detail these recommendations.

### 4.2.1 General Traffic Operation Improvements

Throughout the study area, it was evident that there are numerous locations that have inadequate or deficient lane markings. Specifically, the lane markings are either faded, have been paved over and not replaced, or just not existing. This is especially dangerous in situations where lanes shift (e.g. East Avenue and Main Street).

Another marking noted that is not consistent with the Manual of Uniform Traffic Control Devices (MUTCD) is the use of yellow paint for pedestrian crosswalks; the MUTCD requires the use of white paint for such markings. Using yellow paint for pedestrian crosswalks goes against the MUTCD, is not consistent with other crosswalks, is difficult for drivers to see, causes confusion to drivers; thus, is not safe for pedestrians.

Another item that was observed, especially along the North Main Street corridor is the excessive number of driveways near many intersections. For example, many businesses have more than one entrance/exit along Main Street, most of which do not appear to be needed. As discussed in **Section 2.2, Accident Analyses**, high numbers of rear-end collisions may be attributed to the unusual number of driveways allowing access to and egress from the street near the intersection. Unexpected movements in and out of these driveways could cause mainline vehicles to stop suddenly.

Better access management techniques (e.g. reducing the number of needed driveways or restricting left turn maneuvers from select driveways onto Main Street) would likely help to reduce the high number of rear-end collisions along this corridor.



Yellow Painted Crosswalk - College Street (north of Sterling Holloway Pl.)



Faded Stop Line and Center Line Marking at Furnace Street and West Avenue

One final observation noted is that many streets have excessive lane widths (e.g. Girard Avenue with 16-foot lanes). These wide lanes may be encouraging higher speeds of travel. In addition to better enforcement of



**Wide Street Lanes – Girard Avenue Near North College Street**



**Excessive Number of Driveways – North Main Street at East Girard Avenue**

the speed limits, one potential option would be to re-stripe select roads to allow for the addition of four foot bike lanes in each direction. This would improve pedestrian connectivity throughout Cedartown and allow for better use of the existing asphalt roadways. Should bike lanes not be a favored option, restriping to allow for one-side on-street parking would also be feasible.

#### **4.2.2 Truck Operation Improvements**

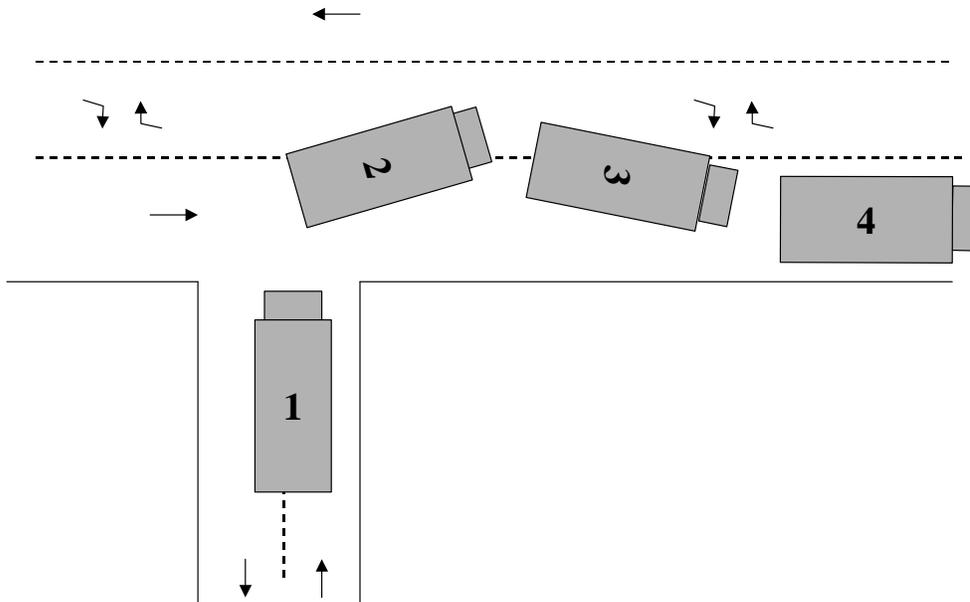
Truck operations throughout Cedartown are a crucial element to commerce and business. However, safe operations of trucks should also be a part of the City's transportation system. Several instances were witnessed during site visits to Cedartown where trucks were encroaching into other lanes of traffic, or traveling in locations where restricted (e.g. Main Street through downtown). Due to wide turning radii required for large trucks to safely maneuver turns (see **Figure 4.1**), it is recommended that Cedartown better enforce their restrictive truck policies and assess the truck-prohibited signage system



**Truck traveling north on Main Street into Downtown**

throughout the City. It was noted during the site visits to Cedartown that many trucks travel on roads where they are prohibited. Better advance signage (e.g. on the approaches to the intersection of Canal Street/MLK and Main Street) would likely reduce the number of such occurrences.

**Figure 4.1**  
**Illustration of Deficient Truck Operations Due to Large Turning Radii**



#### 4.2.3 Pedestrian Concerns

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The state of the sidewalks throughout Cedartown are mixed. Certain areas have sidewalks, but many are in poor condition, or do not connect to needed pedestrian locations. As noted in the Master Plan, sidewalk improvements are recommended throughout the City. These improvements will not only provide a safer environment for pedestrians, but will ultimately improve vehicular operations and safety, as well.



**Physically Challenged Citizen Choosing Road over Sidewalk Along East Avenue**

#### **4.2.4 Parking Facilities and Wayfinding**

As detailed by the majority of the public survey responses, there appears to be ample parking in Downtown Cedartown; however, the perception is that there is not enough parking. The main reason for this apparently is the lack of awareness of the parking facilities behind many of the downtown businesses. It was recommended that better signage downtown, or a Wayfinding System, should be implemented to guide passerby's to designate parking facilities. The wayfinding system could also act as a guide for other places of interest (such as tourist attractions and historical locations) throughout Cedartown. Certain elements are needed before implementing a wayfinding system in a city, or location. The following list is taken from a recent article in the Institute of Transportation Engineers (ITE) Journal (April 2002), titled: *Principles of Urban Wayfinding Systems*. A copy of the complete article is included in the Appendix.

##### **The 10 Steps to Developing an Urban Wayfinding System:**

- 1) Devise a Mission Statement: Must be part of the City's image-building process
- 2) Form a Stakeholders Group: Should represent all entities
- 3) Criteria: Determine Destination criteria (ask where will people want to go, and where will they need to park?)
- 4) State Signage Agreement: The MUTCD mandates that every state have a policy for tourist-oriented signs – the Georgia Standards should be reviewed.
- 5) Design: The color and typeface should be readable for the audience (pedestrian or driver).
- 6) Fabrication: The signs should be pleasant from all angles – they are part of the “street furniture”
- 7) Installation: The signs should be installed so that they do not endanger pedestrians, vehicles, or come into conflict with underground utilities.
- 8) Sign Routes: A “hierarchy” of urban elements should be used to direct the traveler from macro-to-micro scale (e.g. from the edge of the city, to the district edge, to inside the district, and then at the pedestrian level).

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- 9) Sign Placement: Signs must be placed to avoid urban clutter while allowing the motorist enough time to make decisions.
  - 10) Maintenance and Management System: Before any signs are installed, a maintenance and management system must be put in place that sustains the program in the long term.