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Introduction

Federal law requires the establishment of a formal transportation planning and coordinating body when the urban population of an area becomes larger than 50,000. In February, 2013 Governor Deal designated Bartow County Community Development to serve as the Metropolitan Planning Organization for the Cartersville Bartow Urbanized Area based upon 2010 Census population data. The Cartersville Bartow MPO (CBMPO) is the newest such organization in the State and joins the ranks of 15 others already established under federal guidelines in Georgia. This document provides a summary of the current MPO planning area and transportation conditions as the MPO undertakes its’ first long-range transportation plan.

General Area Characteristics

Bartow County is located in the State of Georgia, about 30 miles, or a 45 minute drive, northwest of Atlanta. The county has an area of 470 square miles, ranking it the 36th largest in the state. It is nestled between seven other Georgia counties: Gordon County to the north, Pickens County to the northeast, Cherokee County to the east, Cobb County to the southeast, Paulding County to the south, Polk County to the southwest and Floyd County to the west.

Bartow County contains seven cities. Cartersville is the largest city within Bartow County in both size and population and serves as the county seat. The city is located in the southeast portion of the county, adjacent to Paulding and Cobb Counties at the edge of the Atlanta metropolitan area. Cartersville is the main hub for transportation corridors in the county. It is serviced by I-75, US 41/SR 3 (Joe Frank Harris Parkway), US 411, SR 61 (North Tennessee Street), SR 113 (East Main Street), SR 293 (Cassville Road), and SR 120 (Canton Highway).

Adairsville is the second largest city in population in Bartow County. It is located in the northwestern corner of the county. The city is intersected by I-75. Other routes bisecting the city include US 41/SR 3 (Joe Frank Harris Parkway), and SR 140 (Adairsville Highway).

Euharlee is a city located in the southwest portion of Bartow County. It is the third most populated city in the county. The city is located three miles south of US 411, and a mile north of SR 113 (Rockmart Highway).

Located to the southeast of Cartersville is the City of Emerson, the fourth most populated city in the county. I-75, US 41/SR 3 (Joe Frank Harris Parkway) and SR 293 (Main Street) all run through Emerson. The city also acts as a gateway to Red Top Mountain State Park and Lake Allatoona, a popular tourist destination in Bartow County. LakePoint Sporting Community is also located in the City of Emerson. LakePoint is currently under construction but when completed it will feature sports venues, hotels, restaurants, themed retail, water parks and more on approximately 1,300 acres off of I-75.
The City of White is located two miles northeast of Cartersville on US 411. It is the fifth largest city in population. The city sits east of the Pine Log Wildlife Management Area, a popular hunting destination in Bartow and Cherokee County.

The City of Kingston is located in western Bartow along US 411. Kingston is the second smallest city in population. SR 293 (Kingston Highway) also passes through the city leading to Rome, Georgia to the west and Cartersville to the east.

Taylorsville is a city located in both Bartow County and Polk County and is the smallest in population. The city is accessible via SR 113 (Cartersville Highway), which leads northeast to Cartersville and southwest to the City of Rockmart in Polk County.

Other unincorporated communities within the county include: Allatoona, Atco, Cassville, Center, Folsom, Funkhouser, Pine Log, Rowland Springs, Rydal, and Stilesboro. The unincorporated areas include 416 square miles; represent ninety percent of the County’s land and seventy percent of its population. It is important to consider these areas during the planning process in anticipation for population growth and maintaining land uses and development.

Figure 1 shows the locations of these cities and the CBMPO planning boundary.
Air Quality Consideration

Figure 1: Cartersville-Bartow MPO Map
While the CBMPO is responsible for coordinating transportation planning activities for the urbanized area, the CBMPO must also coordinate with the Atlanta Regional Commission (ARC) to ensure air quality conformity. This is because Bartow County is located within the Atlanta non-attainment area, which is required to have and implement a plan to meet quality standards, or some forms of federal funding may be lost.

A non-attainment area does not meet the national primary or secondary ambient air quality standards for pollutants. The Atlanta region is in non-attainment for ground level ozone and fine particulate matter (PM 2.5), two of the six pollutants regulated under the Clean Air Act.

The Atlanta region has three non-attainment boundaries: 13-County 1 Hour Ozone NA Area, 20-County 8 Hour Ozone NA Area, and 20+ County PM2.5 NA Area. Bartow County falls within two of the boundaries: 20-County 8 Hour Ozone NA Area, and 20+ County PM 2.5 NA Area. Since Bartow is located within these non-attainment areas, a positive conformity determination must be made for transportation plans and programs developed by the CBMPO in order to receive federal transportation funding.

Data
Data used in this report came from various sources including past studies and plans as well as Census data. Past studies included: Joint County-City Comprehensive Plan 2007-2027, City of Cartersville-Bartow County Short-term Transportation Study, Cartersville Downtown Master Plan 2024, and the City of Cartersville Comprehensive Master Plan 2030. The census data used included the 2000 and 2010 data and 2008-2012 American Community Survey (ACS) 5-year estimates data. The ACS is a mandatory ongoing statistical survey that samples a small percentage of the population every year. ACS data was used to gather information on employment, education and commuting patterns in Bartow County. The 5-year estimates were used because they are the largest sample size, which makes them the most reliable.

Past Studies & Plans

Joint County-City Comprehensive Plan 2007-2027
The Joint County-City Comprehensive Plan Community Agenda, compiled in February, 2008, includes Bartow County and the cities of Adairsville, Emerson, Euharlee, Kingston, Taylorsville, and White.

The County and each municipality developed a vision and mission statement with the themes of community, quality services, economic development and supportive infrastructure. The Comprehensive Plan then developed Character Areas to be the basis of their future development plan. The Character Areas were created using their Existing and Future Land Use Maps, input from the public, and assistance
from the Burruss Institute of Public Service and Research at Kennesaw State University and the Coosa Valley Regional Development Center.

The Comprehensive Plan includes 12 Character Areas. The Character Areas include:

- Historic Area;
- Barnsley Gardens Resort;
- Major Highway Corridors;
- Residential Suburban Area-Developing;
- Scenic Corridors;
- Conservation;
- Residential Suburban-Built Out
- Rural Residential
- Agricultural
- Crossroad Communities
- Residential Traditional Neighborhood-Declining
- Rural Village

The plan includes a description, community objectives, land uses, and implementation measures for each of the Character Areas based on jurisdiction.

Important issues, opportunities, and policies that arose for Bartow County through the Comprehensive Plan planning include discouraging sprawl, addressing congestion, studying alternative transportation, and considering bike/pedestrian traffic on future major transportation projects. More issues and opportunities are discussed within the plan for the County and each jurisdiction.

The Comprehensive Plan also includes a Short-term Work Program, Short-term Work Program Update, and Long-term goals. Transportation projects are included in the Short-term Work Program and Long-term goals. These projects will be discussed more in the Existing Plus Committed Projects section of the report.

**City of Cartersville-Bartow County Short-Term Transportation Study, 2007**

The 2007 City of Cartersville-Bartow County Short-Term Transportation Study provides an update to the 2001 Cartersville-Bartow County Short-term Transportation Study. The report identifies transportation projects needed through 2012. The total cost for short-term projects is estimated to be $110 million with $74 million for safety related projects. Below is a breakdown of the costs by project type for the short-term projects:

- $17 million for realignments,
- $23 million for shoulder and drainage improvements (including bicycle and pedestrian projects),
- $11 million in intersection improvements,
- $29 million in road widening
- $25 million in new roads or extensions.

The remainder will be spent on studies and other projects. The report estimates that $62.8 million will be needed for the local match; $13.5 million from Cartersville, $20.4 million from Bartow County, and $28.9 million shared between Cartersville and Bartow for projects located within both jurisdictions.

The plan also includes existing conditions, a project list, identified needs, and a recommended project list. The plan lists twelve projects that GDOT is currently designing, acquiring right-of-way, or constructing within Bartow County. The plan also lists 21 projects within the City of Cartersville and Bartow County that are being constructed or have recently been completed. The project recommendations list includes 42 more projects to be implemented in the short-term or long-term, 32 of which are in the short-term.

**Cartersville Downtown Master Plan 2024**

The Downtown Master Plan, adopted in November 2013, was developed for the City Council and Downtown Development Authority (DDA) leaders to enhance downtown and encourage private investment. The plan was created through community based processes involving residents, downtown merchants and property owners. The plan compiled a recommendations list based on survey results, stakeholder comments, and input from DDA representatives. The recommendations are broken down into primary and secondary categories. Notable primary recommendations include:

- Review existing codes for changes that will encourage downtown to become a dynamic district for restaurants, retail, and nightlife.
- Encourage commercial trucks to use routes around downtown
- Install directory signs and wayfinding signs directing visitors to local landmarks and parking
- Design a new landscape design and promote small-scale streetscape additions for businesses
- Improve Church Street Bridge and Under-the-Bridge areas

The plan further breaks down each of the primary and secondary recommendations into more detail.

**City of Cartersville Comprehensive Master Plan, 2030**

Adopted in 2007, the City of Cartersville Comprehensive Master Plan’s purpose is to design a roadmap for the community’s future. The main goal of the plan is to accommodate growth in a timely, orderly and efficient arrangement of land uses, public facilities, infrastructure and services that meet the needs of the present and future residents and businesses of the City. The plan includes the “Community Vision,” the theme of the plan, which states, “Our Vision of the future for the City of Cartersville is a progressive, attractive community providing opportunity to work, learn, live and play in connection with one another.” The plan also contains “Guiding Principles” which include:
Accommodate projected growth while creating a sustainable community, preserving our quality of life and implementing the Vision;
Preserve our sense of community and small town feel.
Maintain and enhance the quality of life;
Promote a spirit of inclusiveness, opportunities and choice;
The need for a balance between the built and natural environment;
Provide increased mobility and connectivity;
Create a wide range of economic development opportunities.

In the “Maintain and enhance quality of life” guiding principle, the plan includes discussion on transportation policies, programs and facilities. Policies include:

- Growth and land use patterns need to be closely tied in line with the City’s ability to provide infrastructure: water & sewer, schools, parks, transportation, connectivity and services;
- A major portion of the City’s land use and transportation facilities should be designed to promote a high standard of safety, functionality and attractiveness.

Transportation facility goals include: context sensitive roadway design, and traffic calming.

The plan also contains Cartersville’s “Future Development Map.” The map was developed through analysis of current and future systems and patterns and consists of 19 character areas, each of which include descriptions, considerations for new development, and design guidelines.

The plan also includes a Short Term Work Program (STWP). Project categories include economic development, land use, natural and historic resources, and several others. There are transportation related projects within the STWP. Some of those projects are:

- Develop a long-range comprehensive transportation plan, including adopting a street connectivity ordinance and a pedestrian and bikeway plan;
- Conduct a feasibility study to determine potential for a City/County mass transit system or to tie into MARTA system;
- Investigate potential of a downtown people mover or trolley service, and commuter rail service.

Socio-Economic Data and Demographics

Population

Table 1 shows the 2000 and 2010 population of Bartow County and each municipality, as well as the percent change of population. The findings show that the county and larger cities were growing at a fast rate from 2000 to 2010 while several of the smaller municipalities decreased in population.
Figure 2 shows the existing population densities by Traffic Analysis Zone (TAZ). The highest population densities are in and around the City of Cartersville, City of Adairsville, and the southwest corner of the county.

Table 1: Past and Current Population

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bartow County</td>
<td>76,019</td>
<td>100,157</td>
<td>31.75</td>
</tr>
<tr>
<td>Cartersville</td>
<td>15,925</td>
<td>19,731</td>
<td>23.90</td>
</tr>
<tr>
<td>Adairsville</td>
<td>2,542</td>
<td>4,648</td>
<td>82.85</td>
</tr>
<tr>
<td>Emerson</td>
<td>1,092</td>
<td>1,470</td>
<td>34.62</td>
</tr>
<tr>
<td>Euharlee</td>
<td>3,208</td>
<td>4,136</td>
<td>28.93</td>
</tr>
<tr>
<td>Taylorsville</td>
<td>229</td>
<td>210</td>
<td>-8.30</td>
</tr>
<tr>
<td>Kingston</td>
<td>659</td>
<td>637</td>
<td>-3.34</td>
</tr>
<tr>
<td>White</td>
<td>693</td>
<td>670</td>
<td>-3.32</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>51,671</td>
<td>68,655</td>
<td>32.87</td>
</tr>
</tbody>
</table>
Figure 2: Existing Population (2010) Densities by TAZ
Age
The population pyramid shown in Figure 3 represents Bartow County’s male and female population from the year 2010. The Bartow County population pyramid is a stationary pyramid because of the almost equal numbers for almost all of the age groups (smaller figures are expected for the oldest age groups). Stationary pyramids reflect that the county has low fertility and low mortality rates.

Race
The pie graph shown in Figure 4 represents the racial makeup of Bartow County in 2010. The white population is the largest in the county, accounting for 82.7 percent of the population. The second largest racial demographic is black or African American, making up 10.2 percent of the population. The remaining races make up very little of the Bartow population. Not shown on the pie graph is Hispanic or Latino ethnicity. This demographic makes up 7.7 percent of the population in the County. Hispanic and Latino ethnicity is not shown on the pie chart because it is an ethnicity and the pie chart is broken down by race.

Households
Table 2 shows the breakdown of households in Bartow County in 2010. Almost 75 percent are family households with 50 percent of them having a male householder. For non-family households, male and female householders are split almost evenly at 12.7 and 13.1, respectively. An understanding of household characteristics and locations is important to transportation planning because trips originate and end at households.
Table 2: Household Type

<table>
<thead>
<tr>
<th>Household Type (2010)</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total households</td>
<td>35,782</td>
<td>100</td>
</tr>
<tr>
<td>Family households</td>
<td>26,529</td>
<td>74.1</td>
</tr>
<tr>
<td>Male householder</td>
<td>18,383</td>
<td>51.4</td>
</tr>
<tr>
<td>Female householder</td>
<td>8,146</td>
<td>22.8</td>
</tr>
<tr>
<td>Nonfamily households</td>
<td>9,253</td>
<td>25.9</td>
</tr>
<tr>
<td>Male householder</td>
<td>4,552</td>
<td>12.7</td>
</tr>
<tr>
<td>Living alone</td>
<td>3,488</td>
<td>9.7</td>
</tr>
<tr>
<td>Female householder</td>
<td>4,701</td>
<td>13.1</td>
</tr>
<tr>
<td>Living alone</td>
<td>4,010</td>
<td>11</td>
</tr>
</tbody>
</table>

Employment

Table 3 shows the change in population labor force and the change in the total number of employed persons in Bartow County and each of its municipalities. While both population in labor force and population employed have increased between 2000 and the 2008 to 2012 period, the gap between population in labor force and population employed has also increased. Figure 5 shows the unemployment rate for the County and municipalities. Over the past eight to twelve years, unemployment has increased significantly. Employment characteristics are important to transportation planning because employment is the driver of transportation demand. People have to travel to work.

Figure 5: Bartow County Unemployment Rate
Table 3: Bartow County Employed Persons

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bartow County</td>
<td>38,215</td>
<td>47,917</td>
<td>36,637</td>
<td>42,981</td>
</tr>
<tr>
<td>Adairsville</td>
<td>1,197</td>
<td>2,008</td>
<td>1,148</td>
<td>1,709</td>
</tr>
<tr>
<td>Cartersville</td>
<td>7,538</td>
<td>8,814</td>
<td>7,097</td>
<td>7,863</td>
</tr>
<tr>
<td>Emerson</td>
<td>533</td>
<td>892</td>
<td>492</td>
<td>829</td>
</tr>
<tr>
<td>Euharlee</td>
<td>1,635</td>
<td>1,972</td>
<td>1,539</td>
<td>1,825</td>
</tr>
<tr>
<td>Kingston</td>
<td>283</td>
<td>242</td>
<td>278</td>
<td>199</td>
</tr>
<tr>
<td>Taylorsville</td>
<td>117</td>
<td>139</td>
<td>114</td>
<td>124</td>
</tr>
<tr>
<td>White</td>
<td>296</td>
<td>390</td>
<td>282</td>
<td>335</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>26,616</td>
<td>47,917</td>
<td>25,687</td>
<td>30,096</td>
</tr>
</tbody>
</table>

Labor Force

Table 4 below shows the occupation of employed persons in Bartow County.

Table 4: Bartow County Occupation

<table>
<thead>
<tr>
<th>Subject</th>
<th>Population Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civilian employed population 16 years and over</td>
<td>42,991</td>
</tr>
<tr>
<td>Management, business, science, and arts occupations:</td>
<td>12,760</td>
</tr>
<tr>
<td>Service occupations:</td>
<td>6,853</td>
</tr>
<tr>
<td>Sales and office occupations:</td>
<td>10,587</td>
</tr>
<tr>
<td>Natural resources, construction, and maintenance occupations:</td>
<td>5,662</td>
</tr>
<tr>
<td>Production, transportation, and material moving occupations:</td>
<td>7,129</td>
</tr>
</tbody>
</table>

Education

Figure 6 shows educational attainment for population 25 years or older between 2008 and 2012 in Bartow County. The chart shows that 80 percent of the specified population has graduated from high school and that 21 percent have gotten a degree in post-secondary education.
Development Patterns

Existing Land Use/Zoning

Figure 7 shows Bartow County’s existing land use. The existing land use map breaks down land use into ten categories. The primary land uses in unincorporated Bartow County are Agriculture Forestry, Residential and Parks Rec Consrv.

A current zoning map is featured later in the report which includes a more detailed view of existing land use. The area shown on the maps only includes unincorporated areas of the county.
Figure 7: Unincorporated Bartow County Existing Land Use
Figure 8 shows current zoning for Bartow County not including incorporated areas. The map includes 17 zoning districts and two special districts. All of the zoning districts for the County are listed below along with several of their permitted uses. As the map indicates, the majority of unincorporated Bartow County is zoned A-1.

- **Agricultural District (A-1):** uses include single-family dwellings, agricultural uses, group homes, and public uses. Minimum lot size is two acres.
- **General Business District (C-1):** uses include retail and service businesses, offices, hotels, and condos. Minimum lot size is 15,000 square feet on sewer; if on septic, 26,000 square feet or greater as required by county health department; or larger if required to meet buffers.
- **Neighborhood Business District (C-N):** uses include strip shopping (no more than 20,000 feet), retail stores, and banks. Minimum lot size is 15,000 square feet on sewer; if on septic, 26,000 square feet or greater as required by county health department; or larger if required to meet buffers.
- **General Industrial District (I-1):** uses include general industry, plants and facilities, assembly plant, and feed processing plant. Minimum lot size is one acre, or as required to meet buffers.
- **Heavy Industrial District (I-2):** uses include heavy industry, plants, facilities, asphalt plant, chemical plants, and petroleum refinery. Minimum lot size is one acre, or as required to meet buffers.
- **Mining District (M-1):** uses include mining and quarrying, public utility structures, concrete plant, and fertilizer plant. Minimum lot size is one acre, or as required to meet buffers.
- **Office and Institutional District (O/I):** uses include offices, cultural facilities, health service clinics and several others. Minimum lot size is 15,000 square feet on sewer; if on septic, 26,000 square feet or greater as required by county health department.
- **Planned Unit Development District (PUD):** The PUD district is established primarily to encourage the development of mixed use developments, containing both residential and commercial property. Minimum PUD size is 20 acres.
- **Residential District (R-1):** conventional or industrialized single-family
- **Residential District (R-2):** conventional, manufactured or industrialized duplexes, triplexes, or quadraplexes
- **Residential District (R-3):** multi-family conventional, manufactured, or industrialized housing
- **Residential District (R-4):** conventional, manufactured or industrialized single-family
- **Manufactured Housing Parks District (R-6):**
- **Residential District (R-7):** high-density multi-family housing
- **Rural Estate District (RE-1):** conventional or industrialized single-family
- **Rural Estate District (RE-2):** conventional, manufactured or industrialized single-family

1 Each district includes more permitted uses than listed above.
- Business Park District (BP): uses include business offices, call center, data center and distribution facilities. Minimum lot size is one acre.
- Special Districts: Conservation Subdivision, Etowah Valley Historic District
  - Conservation subdivision: the purpose of this district is to provide for increased greenspace in Bartow County, and to preserve open land in perpetuity for future generations, while not increasing the overall development levels for the county.
  - Etowah Valley Historic District: the purpose of this district is to provide for the identification of and protection of historical and cultural artifacts and sacred locations of the Muscogee (Creek) Nation and the Eastern Band of the Cherokee Nation, which are two Native American Nations that are historically connected to the Etowah River Valley (referred to collectively as "Native American Nations").
Figure 8: Unincorporated Bartow County Current Zoning
Future Land Use

The future land use map, shown in Figure 9, does not alter or affect the existing zoning but it is county policy to make every effort to keep zoning districts consistent with the future land use map classifications. Future transportation plans should seek to complement this vision of future land uses.

The main nodal areas within Bartow County surround the big cities with industrial and mining located heavily around southern and northern Cartersville.

Commercial zoning exists along the major transportation corridors including US 41/SR 3 (Joe Frank Harris Parkway) from Cartersville to Adairsville. Other stretches of commercial zoning include a stretch of SR 113 (Rockmart Highway) south of Euharlee and east of Taylorsville and a small stretch along US 411 from Cartersville to White City.

Low density residential land use is placed outside of Cartersville and along main transportation corridors including US 41/SR 3 (Joe Frank Harris Parkway) and US 411. Rural estate and agriculture and forestry include areas outside of industrial, mining, commercial, and low density residential.

The land use categories established by the future land use map are to be implemented by the establishment of appropriate zoning districts within each category. The following zoning districts are considered most compatible with the listed land use district:

- (A) Low density residential: R-1, R-2, R-4, RE-1, and RE-2.
- (B) Medium/high density residential: R-3, R-6.
- (C) Rural Estate: RE-1, RE-2; also R-1 and R-4, excluding R-1 or R-4 subdivisions of three or more lots.
- (D) Residential/mixed use: Predominantly R-1, R-2, R-3, R-4, R-6, PUD; also allows C-1, C-N, O/I.
- (E) Commercial: C-1, C-N, O/I.
- (F) Commercial/mixed use: Predominantly C-1, C-N, O/I; also allows R-1, R-2, R-3, R-4, R-6, PUD.
- (G) Industrial: I-1, I-2, BP.
- (H) Mining: M-1.
- (I) Agriculture: A-1; also R-1, R-4, RE-1, RE-2, excluding any R-1, R-4, or RE subdivisions of three or more lots.
- (J) Public/institutional: A-1, RE-1, RE-2, R-1, R-2, R-3, R-4, R-6, O/I, C-N, C-1, I-1, I-2, M-1.
- (L) Forestry: A-1; also R-1, R-4, RE-1, RE-2, excluding R-1, R-4 or RE subdivisions of three or more lots.
Figure 9: Unincorporated Bartow County Future Land Use
Commuting Patterns

Tables 5 and 6 show commuting patterns for Bartow County compared to the State of Georgia. The primary mode of transportation is the single-occupant vehicle (SOV) at 85 percent, followed by the 2-person carpool at 8 percent. Three percent of Bartow County residents work from home.

Table 5: Mode of Transportation to Work

<table>
<thead>
<tr>
<th>Type</th>
<th>Georgia Estimate</th>
<th>Georgia Percent</th>
<th>Bartow County, Georgia Estimate</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>4,234,475</td>
<td>100</td>
<td>42,255</td>
<td>100</td>
</tr>
<tr>
<td>Car, truck, or van:</td>
<td>3,808,835</td>
<td>90</td>
<td>39,987</td>
<td>95</td>
</tr>
<tr>
<td>Drove alone:</td>
<td>3,343,739</td>
<td>79</td>
<td>35,869</td>
<td>85</td>
</tr>
<tr>
<td>Carpoled:</td>
<td>465,096</td>
<td>11</td>
<td>4,118</td>
<td>10</td>
</tr>
<tr>
<td>In 2-person carpool:</td>
<td>347,008</td>
<td>8</td>
<td>3,493</td>
<td>8</td>
</tr>
<tr>
<td>In 3-person carpool:</td>
<td>67,043</td>
<td>2</td>
<td>340</td>
<td>1</td>
</tr>
<tr>
<td>In 4-or-more-person carpool:</td>
<td>51,045</td>
<td>1</td>
<td>285</td>
<td>1</td>
</tr>
<tr>
<td>Public transportation (excluding taxicab):</td>
<td>92,062</td>
<td>2</td>
<td>199</td>
<td>0</td>
</tr>
<tr>
<td>Bus or trolley bus:</td>
<td>70,957</td>
<td>2</td>
<td>130</td>
<td>0</td>
</tr>
<tr>
<td>Streetcar or trolley car (carro publico in Puerto Rico)</td>
<td>1,285</td>
<td>0</td>
<td>69</td>
<td>0</td>
</tr>
<tr>
<td>Subway or elevated:</td>
<td>16,374</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Railroad:</td>
<td>3,311</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Ferryboat:</td>
<td>135</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicycle:</td>
<td>9,329</td>
<td>0</td>
<td>18</td>
<td>0</td>
</tr>
<tr>
<td>Walked:</td>
<td>65,828</td>
<td>2</td>
<td>107</td>
<td>0</td>
</tr>
<tr>
<td>Taxicab, motorcycle, or other means</td>
<td>61,271</td>
<td>1</td>
<td>716</td>
<td>2</td>
</tr>
<tr>
<td>Worked at home:</td>
<td>197,150</td>
<td>5</td>
<td>1,228</td>
<td>3</td>
</tr>
</tbody>
</table>

The trends for Bartow County compare similarly with Georgia. The majority drive alone and commute more than thirty minutes to work.
Table 6: Travel Time to Work

<table>
<thead>
<tr>
<th>Type</th>
<th>Georgia Estimate</th>
<th>Georgia Percent</th>
<th>Bartow County, Georgia Estimate</th>
<th>Bartow County, Georgia Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>4,037,325</td>
<td>100</td>
<td>41,027</td>
<td>100</td>
</tr>
<tr>
<td>Less than 5 minutes</td>
<td>104,382</td>
<td>3</td>
<td>890</td>
<td>2</td>
</tr>
<tr>
<td>5 to 9 minutes</td>
<td>341,041</td>
<td>8</td>
<td>2,666</td>
<td>6</td>
</tr>
<tr>
<td>10 to 14 minutes</td>
<td>537,671</td>
<td>13</td>
<td>6,082</td>
<td>15</td>
</tr>
<tr>
<td>15 to 19 minutes</td>
<td>632,740</td>
<td>16</td>
<td>6,558</td>
<td>16</td>
</tr>
<tr>
<td>20 to 24 minutes</td>
<td>588,313</td>
<td>15</td>
<td>6,457</td>
<td>16</td>
</tr>
<tr>
<td>25 to 29 minutes</td>
<td>242,827</td>
<td>6</td>
<td>2,984</td>
<td>7</td>
</tr>
<tr>
<td>30 to 34 minutes</td>
<td>577,189</td>
<td>14</td>
<td>4,818</td>
<td>12</td>
</tr>
<tr>
<td>35 to 39 minutes</td>
<td>123,556</td>
<td>3</td>
<td>1,099</td>
<td>3</td>
</tr>
<tr>
<td>40 to 44 minutes</td>
<td>154,388</td>
<td>4</td>
<td>1,290</td>
<td>3</td>
</tr>
<tr>
<td>45 to 59 minutes</td>
<td>370,476</td>
<td>9</td>
<td>3,699</td>
<td>9</td>
</tr>
<tr>
<td>60 to 89 minutes</td>
<td>261,904</td>
<td>6</td>
<td>3,055</td>
<td>7</td>
</tr>
<tr>
<td>90 or more minutes</td>
<td>102,838</td>
<td>3</td>
<td>1,429</td>
<td>3</td>
</tr>
<tr>
<td>30 or more minutes</td>
<td>1,590,351</td>
<td>39</td>
<td>15,427</td>
<td>38</td>
</tr>
</tbody>
</table>

Roadways

National Highway System
The National Highway System consists of roadways important to the nation’s economy, defense, and mobility. It includes the following subsystems of roadways: Interstate, Other Principal Arterials, Strategic Highway Network (STRAHNET) and Intermodal Connectors. A specific highway route may be more than one of the listed subsystems.

In Bartow County there are seven corridors that are part of the NHS:

- US 411 extending from Floyd County and ending at the City of White
- US 41/SR 3 (Joe Frank Harris Parkway) from the Emerson City Limits to Gladdis Road
- Burnt Hickory Road from SR 293 (Cassville Road) to SR 61
- SR 61 (Cartersville Highway) from Burnt Hickory Road to Cartersville City Limits
- SR 113 from SR 61 (Cartersville Highway) to I-75
- SR 120 (Canton Highway) from US 41/SR 3 (Joe Frank Harris Parkway) to Bartow County Limits
- I-75 throughout the entire county

Road Network Functional Classification
Functional classification of the road network establishes the functional role of a roadway in serving local trips versus longer distance travel and accounts for the volume of traffic the road can accommodate. The functional classification can also influence roadway design characteristics as it relates to degree of access to adjacent land and the development patterns/growth patterns along a corridor.
A review of Bartow County’s roadway functional classification shows seven percent, 51 miles, of the roadway network is principal arterial. Twenty percent, 109 miles, of the network is minor arterials and collectors, and 73 percent, 931 miles, is local roads. **Figure 10** shows Bartow County’s current roadway functional classification. Currently, GDOT is working with MPOs and local jurisdictions to update the functional classifications.
Figure 10: Bartow County Roadway Functional Classification
Bridges

Bridge data was collected from the 2013 National Bridge Inventory (NBI), a database prepared by the Federal Highway Administration that includes data on all bridges and tunnels in the US. Some of the data included within the database is location, type, functional class of inventory route, average daily traffic (ADT), sufficiency rating, and status. The status field places bridges into one of four categories: not deficient (0), structurally deficient (1), functionally obsolete (2), and not applicable (N). Structurally deficient bridges are characterized by a significant defect which means speed and weight restrictions must be put on the bridge to ensure safety. Functionally obsolete means the bridge is not suitable for its current use.

Bartow County currently has 215 bridges. Eight bridges are classified as structurally deficient and 42 bridges are classified as functionally obsolete. Figure 11 shows the locations of bridges classified as structurally deficient or functionally obsolete within the County.
Figure 11: Bartow County National Bridge Inventory Status (2013)
Freight System

Truck Transportation
Road freight in Bartow is an important economic factor for the county. The major roadways for freight movement in the County include: I-75, SR 63, SR 120, US 411, and SR 140. Almost 900 tons of inbound freight, goods that originated outside the State of Georgia, arrived in Bartow every year. This accounted for a value of $5.5 billion. There was also 1.2 million tons of out-bound truck freight accounting for $3.75 billion. Figure 12 shows the ARC truck route network. When Bartow County was included in the ARC MPO area it was included the Regional Thoroughfare Network, which includes the truck route network.

Rail Transportation
Rail freight is another important economic feature for Bartow County. GDOT reports that Bartow County is ranked second in rail tonnage destinations in the State of Georgia (GDOT Georgia Freight Modal Profile). This accounts for 10.6 million tons a year. The freight is mostly coal from Tennessee used to supply coal-fired power plants in the County. The County’s only rail services are CSX mainline which creates an X across the county that meets in Cartersville and spreads out to each of the four corners and into Gordon, Cobb and Polk counties. Figure 12 also shows the rail network in the CBMPO.

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2 Georgia Logistics Spotlight Sheet
3 GDOT Georgia Freight Modal Profile
Figure 12: Bartow County Freight Network
Crashes

Figure 13 is a crash hot spots map of Bartow County as well as crash locations where there was at least one or more fatalities for the years 2011 through 2014. The data shows that the most concentrated area for crashes is the City of Cartersville and the immediate surrounding areas. Other locations with a high concentration of crashes include SR 113, SR 61, Euharlee Road and Covered Bridge Road connecting SR 20/US 411 to SR 113 in southwest Bartow, and Adairsville and areas southwest of Adairsville. Table 7 shows the total fatalities and injuries resulting from crashes from 2011-2014.

Table 7: 2011-2014 Crash Data

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>24</td>
<td>1,250</td>
<td>2,894</td>
</tr>
<tr>
<td>2012</td>
<td>27</td>
<td>1,327</td>
<td>3,164</td>
</tr>
<tr>
<td>2013</td>
<td>18</td>
<td>1,381</td>
<td>3,467</td>
</tr>
<tr>
<td>2014*</td>
<td>15</td>
<td>822</td>
<td>2,623</td>
</tr>
<tr>
<td>Total</td>
<td>84</td>
<td>4,780</td>
<td>12,149</td>
</tr>
</tbody>
</table>

*Note: September is the latest month crash data has been processed for 2014.
Figure 13: Bartow County Crash Hotspots (2011-2014)
Public Transportation Services

Demand Response Service
Bartow County Transit is the lead agency of general public transportation services in Bartow County. They offer a demand-response service, which is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer. These include services provided by public entities, nonprofits and private providers. The Bartow County Transit service is open to the public for non-emergency transportation.

The cost is currently $1 per trip for ages six and above. It is $5 per trip to Rome, Georgia and $2.50 per trip from Acworth to Adairsville. The service is open Monday through Friday.

Four vehicles are handicapped accessible. Some areas of Bartow County are not served by the transit service.

Ridership and Operations
Table 8 shows annual trips, miles, and hours for the Bartow County Transit service for the years 2008 to 2012. Figure 14 shows the cost per hour, cost per mile, and cost per passenger trip.

Table 8: Bartow County Transit Service Data

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue Miles</th>
<th>Regular Trips</th>
<th>Coordinated Trips</th>
<th>Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>213,316</td>
<td>21,484</td>
<td>11,972</td>
<td>12,189</td>
</tr>
<tr>
<td>2011</td>
<td>238,193</td>
<td>19,942</td>
<td>16,833</td>
<td>12,870</td>
</tr>
<tr>
<td>2010</td>
<td>222,042</td>
<td>17,670</td>
<td>15,555</td>
<td>15,735</td>
</tr>
<tr>
<td>2009</td>
<td>196,607</td>
<td>13,895</td>
<td>14,175</td>
<td>10,233</td>
</tr>
<tr>
<td>2008</td>
<td>208,604</td>
<td>15,123</td>
<td>13,316</td>
<td>11,929</td>
</tr>
</tbody>
</table>
Human Services Transportation Providers

Listed below are Human Services Transportation Providers in Bartow County. In addition to the services below, state wide services including Medicaid and the Department of Human Services transportation system are also available. These are secondary services which provide trips for people already in the DHS/Medicaid system.

**Total Care Transportation**

Total Care Transportation provides transportation to non-emergency medical appointments, social events, and other trips. They offer personalized services, door to door assistance, 24/7 transportation services, a Ride 4 Free Program, and interpretation services. Other accommodations include folding wheelchair accessibility, door-to-door service, and curb-to-curb service. There is no restriction on eligibility.

**Atlanta Veterans Administration Medical Center**

The Atlanta Veterans Administration Medical Center offers transportation to medical appointments for veterans with disabilities in Bartow County. The service does not require advance notice to book a trip. Accommodations include folding wheelchair accessibility, motorized wheelchair accessibility, stretcher accessibility, wheelchair lift, door-to-door service, curb-to-curb service.
Commuter Facilities & Services

Georgia Commute Options
The Georgia Commute Options is transportation demand management (TDM) program of the Georgia Department of Transportation that offers free commute options services to individuals and workplaces. Some of these commute options are help finding a carpool partner, guaranteed ride home, and offers cash and prizes for those who start and have been using a commute alternative. Bartow County is currently eligible for the program.

Park and Ride Lots
Although Bartow County does not have any Park and Ride Lots, there is one nearby in neighboring Cobb County. The Acworth Park-N-Ride Lot is located just outside of the Bartow County off of I-75. The Lot is serviced by the CCT Route 480, which goes from Acworth to Downtown Atlanta, and the GRTA Xpress Route 102, which goes from Acworth to Midtown Atlanta. There is also a Park-N-Ride Lot in neighboring Cherokee County in the City of Canton (approximately 10 miles from Bartow County). The Lot is serviced by the GRTA Xpress Route 490 which goes from Canton-Woodstock to Downtown Atlanta.

Bicycle & Pedestrian Systems
Bicycle and pedestrian systems are important transportation modes for a transportation network. Currently, Cartersville and Adairsville have the largest concentration of sidewalk in the County. Other areas of the County have very limited if any sidewalk at all. The County is also a popular destination for recreational bicycling due to its’ many low volume rural roads. A popular bicycle route is The March to the Sea State Bicycle Route which passes through the entire County from just north of Adairsville to south of Cartersville.

Complete Streets
Complete Streets is a transportation concept that integrates people and place in the planning, design, construction, operation and maintenance of transportation networks. The plan encourages safe streets for all ages, a balance of different transportation modes, and supports local land uses, economies, cultures and natural environments.

Over 650 agencies at the local, regional, and state level have adopted Complete Streets policies, including the Georgia Department of Transportation. GDOT’s policy states that they routinely incorporate bicycle, pedestrian, and transit accommodations into transportation infrastructure in order to improve mobility, access, and safety. The primary strategy for GDOT is to incorporate bicycle, pedestrian, and transit accommodations into roadway construction and reconstruction projects. GDOT’s main principles for bicycle and pedestrian accommodations are:
• Design and construction of new facilities should anticipate demand for bicycling and pedestrian facilities within the design life of the facility;
• Design of intersections and interchanges should accommodate bicyclists and pedestrians. The design should address the need for bicyclists and pedestrian to cross and travel along roadways safely;
• Design of new and reconstructed roadways should not preclude the future accommodation of bicycle and pedestrian access along and across corridors
• Opportunities to provide or enhance safety for pedestrians and bicyclists should be considered during the programming phase of maintenance, resurfacing, restoration, and rehabilitation projects.

Principles for transit accommodations include:

• Accommodations for transit should be integrated into roadway new construction and reconstruction projects through design features appropriate for the context and function of the roadway, and the associated transit facility (e.g., transit stops/stations, or park-and-ride lots).
• The design of roadways and intersections near transit facilities should accommodate pedestrians in a manner that addresses the needs for pedestrians walking along or across roadways to safely access the transit facility.
• The design of new and reconstructed roadways should not preclude the accommodation of transit facilities (e.g., light rail, street cars, and bus rapid transit) planned and funded for construction within the design life of the roadway project.

Currently, Bartow County does not have a policy or specific design standards for complete street.

**Airports**

There is one airport located in Bartow County. The Cartersville Airport is a public airport located three miles southwest of Cartersville. It is owned by the Cartersville Bartow Airport Authority.

The facility covers an area of 185 acres and has an elevation of 759 feet above sea level. It has one asphalt runway measuring 5,760 feet by 100 feet.

For the year ending June 8, 2012, the Cartersville Airport averaged 138 aircraft operations per day. Fifty percent of the operations were local general aviation, 40 percent were transient general aviation, 10 percent air taxi and one percent military.
Other Transportation Service Providers
Bartow County does not include many other transportation service providers like Greyhound or Amtrak, but there are a number of taxi services located in Cartersville. The operators include: North Georgia Taxi, Bartow Cab, 1st Cartersville Cab, and A&C Limousine Services.

Funding
Transportation improvements and programs are traditionally funded from a combination of federal, state and local funding.

Federal
MAP-21, adopted in July 2012, reauthorized the collection and expenditure of federal funds for transportation program. Funding in the federal transportation bill comes from federal taxes on fuel, heavy-duty trucks and general funds. The federal motor fuel tax is 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. Tax revenues are then paid into the Highway Trust Fund (which includes highway and transit accounts).

State
The State of Georgia collects two types of taxes on motor fuels to help fund transportation investments – an excise tax and a sales tax. The Motor Fuel Excise Tax is based on the volume of fuel purchased (7.5 cents per gallon). The Prepaid Motor Fuel Sales Tax is a 4% sales tax on the average retail price of fuel.

Local
Local funding for transportation primarily comes from two sources – Special Purpose Local Option Sales Taxes (SPLOST) and local general fund expenditures. General fund expenditures for transportation must go through an annual budgeting process and compete against other uses.

SPLOST
Since 1989, a one-cent SPLOST has allowed Bartow County to make significant infrastructure and facility improvements throughout the County. Once a SPLOST is approved by the voters, governments are required by law to complete the projects outlined on the referendum, unless circumstances make it unfeasible to complete the projects or there is a shortfall in SPLOST proceeds. Any surplus SPLOST funds after projects are completed may be used to reduce debt or be used to reduce property taxes.

Red Top CID

The Red Top Community Improvement District (CID) was established in 2013 and encompasses areas within the City of Emerson. Red Top CID is a self-taxing district that was created to accelerate transportation and infrastructure improvement projects in their area and other community benefits. Red Top CID property owners tax themselves to provide funding for infrastructure projects that are prioritized by the Red Top CID Board. The Red Top CID then works to leverage their funding with other sources of partnership funding from local governments, state and federal agencies, and private business owners.