



DAWSON COUNTY COMPREHENSIVE PLAN

DAWSON COUNTY, GA - 2023

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Dawson County Chamber of Commerce



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INTRODUCTION

PURPOSE

The 2023 Dawson County Comprehensive Plan aims to lay out a road map for the community's future, developed through a public process in which leaders and stakeholders make decisions about the community's future. The Comprehensive Plan includes the community's vision for the future, key issues, opportunities it chooses to address during the planning period, and its implementation program for achieving this vision.

SCOPE

This document addresses Dawson County, Georgia's local planning requirements and community development. Some consideration has been given to the City of Dawsonville and those areas and political entities adjacent to the County that influence local conditions. Still, all the cited issues, objectives, and opportunities discussed herein focus on Dawson County.

CITIZEN PARTICIPATION

As a part of the planning process, Dawson County provided opportunities for public participation while preparing the comprehensive plan. This aims to ensure that citizens and other stakeholders know the planning process, are provided opportunities to comment on the local plan elements, and have adequate access to defining the community's vision, values, priorities, goals, and policies. At a minimum, the public participation program must provide adequate notice to inform the general public of the emerging plan, provide opportunities for the public to provide written comments, and hold the required public hearings.

Dawson County has a Long-Range Planning Steering Committee, contributing to the plan update. This committee is responsible for continually assessing the community's issues beyond the current planning time frame. This Committee works with the Planning and Development Department staff to provide an additional layer of analysis of Dawson County's land use issues. Additionally, stakeholders met from March to August 2023, and two public meetings were held in July and two in September.

A user-friendly component of the public involvement process was online survey opportunities. The County hosted a public engagement opportunity during May, June, and July on growth management; this was publicized on social media and promoted by the Dawson County Chamber of Commerce.

The online survey asked respondents to indicate their concerns for the community, the prospects for growth and development in the area, and to prioritize local needs on housing, recreation, economic development, and natural resource protection. The survey produced 294 responses. Additionally, virtual engagement opportunities were available during the Transportation Element planning process. The first public engagement opportunity was held during June and July 2023 and focused on identifying the opportunities and challenges facing the County's Transportation system. Participants provided feedback via a survey and interactive map regarding their priorities, project concepts, and general feedback regarding opportunities and challenges. The growth management and the transportation master plan participant comments were shared with the LRP group and contributed significantly to considering Dawson County's values and priorities.

PLAN ELEMENTS - LEGISLATIVE REQUIREMENTS

This comprehensive plan meets the requirements and intent of the Georgia Department of Community Affairs' "Minimum Standards and Procedures for Local Comprehensive Planning," as amended in 2018ⁱ, and the Georgia Planning Act of 1989. The plan must be prepared in compliance with these rules and guidelines for Dawson County to maintain its Qualified Local Government (QLG) status. State law requires that the local government update its comprehensive plan every five years.

"The purpose of Minimum Standards is to provide a framework for developing, managing, and implementing local comprehensive plans at the local, regional, and state government level. They reflect an important state interest: healthy and economically vibrant county complements are vital to the state's economic prosperity."

1. **Community Goals:** The Community Goals element aims to lay a road map for the community's future, developed through a public process involving community leaders and stakeholders in making critical decisions about the community's future. The Community Goals are an essential part of the plan. The Community Goals must include at least one or a combination of any of the four components listed programs.
 - **General Vision Statement:** Include a general statement that paints a picture of what the community desires to become, providing a complete description of the development patterns to be encouraged within the jurisdiction.
 - **List of Community Goals:** Include a list of the community's goals.
 - **Community Policies:** Include any policies the local government selects to provide ongoing guidance and direction to local government officials for making decisions consistent with achieving the Community Goals.
 - **Character Areas and Defining Narrative:** This option lays out more specific goals for the future of the community-by-community sub-areas, districts, or neighborhoods.
2. **Needs and Opportunities:** Each of the needs or opportunities the community identifies as a high priority must be followed up with corresponding implementation measures in the Community. The list must be developed by the community/stakeholders in a SWOT (strengths, weaknesses, opportunities, threats) community analysis.
3. **Community Work Program:** This element of the comprehensive plan lays out the specific activities the community plans to undertake during the following five years to address the priority Needs and Opportunities or achieve portions of the Community Goals.



COMMUNITY VISION

HISTORIC CONTEXT

Dawson County is a political jurisdiction of north Georgia encompassing 214 square miles. Historically land populated by the Cherokee, Dawson County was founded in 1857, and its County seat (and only municipality) is the City of Dawsonville. Dawson County was created by a legislative act on December 3, 1857, primarily out of Lumpkin County and smaller parts of Gilmer, Pickens, and Dawson counties. Georgia's 119th county and the county seat of Dawsonville were named for Judge William C. Dawson, a compiler of the laws of Georgia and commander of a brigade in the Creek Indian War of 1836.

Before the creation of Dawson County, the area enjoyed a rich history. Initially settled by the Cherokee Indians at about the time of the American Revolution, the river valleys were dotted with farms, orchards, and numerous modern log structures. Native Americans thrived in the area until the discovery of gold in 1829. By 1832, prospectors had overrun much of the area, and Georgia claimed the region as a new territory. In 1838, those Native Americans who had not voluntarily moved west were forcibly removed to Oklahoma along the Trail of Tears. Although absent as a people from the area for more than 180 years, the legacy of the Cherokee remains in many names found throughout Dawson County: Amicalola, which means "tumbling waters," Etowah, Toto Creek - named for the Cherokee Toter family, and a host of other local names.

Throughout the 1830s and 1840s, the area that was to become Dawson County was in the midst of the first gold rush in America. Numerous mines and mining operations were located throughout the region. Remnants of these mines and small mining projects can still be found within the county. The first census count was taken in 1859. The population was 3,856. In 1957, the Appalachian Trail was re-routed to a new endpoint about 8 miles north of Amicalola Falls State Park, establishing the county as a major destination for outdoor recreation. At the same time, the flooding of the Chattahoochee River plain to form nearby Lake Lanier was completed, resulting in Georgia's largest lake at 39,000 acres. With the completion of the Georgia 400 highway to Atlanta in the 1980s, the county had the major road it had lacked for a hundred and twenty years. This transportation route, Lake Lanier, Amica lola Falls, and the development of the North Georgia Premium Outlets have helped Dawson County transition from a quiet mountain enclave to one of Georgia's fastest-growing communities. The southern terminus of the Appalachian Trail lies in Dawson County, which, combined with the abundant reserved forest within the area, has raised the profile of outdoor recreational activities for locals and tourists alike. But commerce and industry have also grown in the region as suburban development and population growth have reached the Dawson County line.

COMMUNITY PROFILE

Table 2-1. Dawson County Population Summary

POPULATION SUMMARY	DAWSON COUNTY
2010 Total Population	22,330
2020 Total Population	26,798
2020 Group Quarters	108
2022 Total Population	28,205
2022 Group Quarters	108
2027 Total Population	30,773
2022-2027 Annual Rate	1.76%
2022 Total Daytime Population	25,694
Workers	10,393
Residents	15,301

Table 2-2. Dawson County Household Summary

HOUSEHOLD SUMMARY	DAWSON COUNTY
2010 Households	8,433
2010 Average Household Size	2.61
2020 Total Households	10,313
2020 Average Household Size	2.59
2022 Households	10,869
2022 Average Household Size	2.59
2027 Households	11,883
2027 Average Household Size	2.58
2022-2027 Annual Rate	1.80%
2010 Families	6,390
2010 Average Family Size	2.97
2022 Families	8,048
2022 Average Family Size	2.99
2027 Families	8,776
2027 Average Family Size	2.99
2022-2027 Annual Rate	1.75%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

Table 2-3. Dawson County Housing Unit Summary

HOUSING UNIT SUMMARY	DAWSON COUNTY
2000 Housing Units	7,163
Owner Occupied Housing Units	69.0%
Renter Occupied Housing Units	15.7%
Vacant Housing Units	15.3%
2010 Housing Units	10,425
Owner Occupied Housing Units	65.0%
Renter Occupied Housing Units	15.9%
Vacant Housing Units	19.1%
2020 Housing Units	11,926
Vacant Housing Units	13.5%
2022 Housing Units	12,645
Owner Occupied Housing Units	70.0%
Renter Occupied Housing Units	16.0%
Vacant Housing Units	14.0%
2027 Housing Units	13,825
Owner Occupied Housing Units	70.5%
Renter Occupied Housing Units	15.5%
Vacant Housing Units	14.0%

Table 2-4. Dawson County Income, Home Values, Ages

YEAR	CHARACTERISTIC		
	Median Household Income	Median Home Value	Median Age
2010	--	--	40.6
2022	\$74,589	\$289,834	43.6
2027	\$90,104	\$369,680	43.6

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

Table 2-5. Dawson County Households by Income (2022, 2027)

2022 HOUSHOLDS BY INCOME	2022	2027
Household Income Base	10,869	11,883
<\$15,000	4.6%	3.2%
\$15,000 - \$24,999	6.5%	4.5%
\$25,000 - \$34,999	6.0%	5.0%
\$35,000 - \$49,999	12.4%	10.2%
\$50,000 - \$74,999	20.6%	18.9%
\$75,000 - \$99,999	12.2%	12.3%
\$100,000 - \$149,999	19.1%	22.2%
\$150,000 - \$199,999	8.4%	11.4%
\$200,000+	10.1%	12.3%
Average Household Income	\$109,542	\$128,144

Table 2-6. Dawson County Owner Occupied Housing Units by Value (2022, 2027)

OWNER OCCUPIED UNITS BY VALUE	2022	2027
Total	8,852	9,742
<\$50,000	3.5%	1.7%
\$50,000 - \$99,999	2.5%	1.0%
\$100,000 - \$149,999	4.6%	2.0%
\$150,000 - \$199,999	12.3%	8.3%
\$200,000 - \$249,999	18.3%	16.9%
\$250,000 - \$299,999	10.9%	11.4%
\$300,000 - \$399,999	10.8%	12.5%
\$400,000 - \$499,999	11.8%	14.2%
\$500,000 - \$749,999	15.0%	19.1%
\$750,000 - \$999,999	4.2%	5.8%
\$1,000,000 - \$1,499,999	1.0%	1.2%
\$1,500,000 - \$1,999,999	2.3%	2.5%
\$2,000,000 +	2.7%	3.3%
Average Home Value	\$436,644	\$499,500

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, 551 and welfare payments, child support, and alimony.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

Table 2-7. Dawson County Population by Age

AGE GROUPING	YEAR		
	2010	2022	2027
0-4	5.7%	5.0%	5.0%
5-9	6.5%	5.5%	5.4%
10 -14	6.8%	5.9%	5.9%
15 -24	12.1%	10.2%	9.9%
25 -34	11.5%	12.6%	10.6%
35 -44	13.6%	12.5%	13.8%
45 -54	15.3%	12.7%	12.4%
55 -64	14.5%	14.6%	13.7%
65 -74	9.6%	13.8%	13.2%
75 -84	3.7%	6.0%	8.5%
85 +	0.8%	1.2%	1.6%
18 +	77.2%	80.3%	80.4%
Total	22,330	28,205	30,773

Table 2-8. Dawson County Population by Sex

CATEGORY	YEAR		
	2010	2022	2027
Males	11,164	14,144	15,448
Females	11,166	14,061	15,325

Table 2-9. Dawson County Population by Race/Ethnicity

RACE/ETHNICITY	YEAR			
	2010	2020	2022	2027
Total	22,330	26,798	28,205	30,773
White Alone	95.6%	89.0%	88.6%	87.8%
Black Alone	0.5%	0.8%	0.7%	0.7%
American Indian Alone	0.4%	0.3%	0.3%	0.3%
Asian Alone	0.6%	0.9%	0.8%	0.8%
Pacific Islander Alone	0.0%	0.1%	0.1%	0.1%
Some Other Race Alone	1.6%	2.5%	2.6%	2.7%
Two or More Races	1.4%	6.4%	6.8%	7.6%
Hispanic Origin	4.1%	6.0%	6.1%	6.3%
Diversity Index	15.8	29.3	30.0	31.5

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups. Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

Table 2-10. Dawson County Population 25+ by Educational Attainment

EDUCATIONAL ATTAINMENT	DAWSON COUNTY
Total	20,709
Less than 9th Grade	3.0%
9th - 12th Grade, No Diploma	7.6%
High School Graduate	23.2%
GED/ Alternative Credential	5.9%
Some College, No Degree	19.2%
Associate Degree	7.0%
Bachelor's Degree	21.8%
Graduate/Professional Degree	12.4%

Table 2-11. Dawson County Population 15+ by Marital Status (2022)

MARITAL STATUS	DAWSON COUNTY
Total	23,593
Never Married	24.2%
Married	59.5%
Widowed	5.0%
Divorced	11.2%

Table 2-12. Dawson County Civilian Population 16+ in Labor Force (2022)

LABOR STATUS	DAWSON COUNTY
Civilian Population 16+	13,359
Population 16+ Employed	96.9%
Population 16+ Unemployment rate	3.1%
Population 16-24 Employed	12.9%
Population 16-24 Unemployment rate	5.2%
Population 25-54 Employed	62.2%
Population 25-54 Unemployment rate	3.4%
Population 55-64 Employed	17.5%
Population 55-64 Unemployment rate	1.3%
Population 65+ Employed	7.4%
Population 65+ Unemployment rate	0.6%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

Table 2-13. Dawson County Population 16+ by Industry (2022)

INDUSTRY TYPE	DAWSON COUNTY
Total	12,948
Agriculture/Mining	2.6%
Construction	10.2%
Manufacturing	10.0%
Wholesale Trade	4.0%
Retail Trade	11.8%
Transportation/Utilities	9.1%
Information	1.4%
Finance/Insurance/Real Estate	5.8%
Services	42.5%
Public Administration	2.6%

Table 2-14. Dawson County Employed Population 16+ by Occupation (2022)

INDUSTRY TYPE	DAWSON COUNTY
Total	12,948
White Collar	62.8%
Management/Business/Financial	21.9%
Professional	19.3%
Sales	11.8%
Administrative Support	9.8%
Services	10.5%
Blue Collar	26.7%
Farming/Forestry/Fishing	0.7%
Construction/Extraction	6.3%
Installation/Maintenance/Repair	4.7%
Production	5.1%
Transportation/Material Moving	9.9%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

Table 2-15. Dawson County Households by Type (2010)

TYPE	DAWSON COUNTY
Total	8,433
Households with 1 Person	19.7%
Households with 2+ People	80.3%
Family Households	75.8%
Husband-wife Families	61.7%
With Related Children	24.2%
Other Family (No Spouse Present)	14.1%
Other Family with Male Householder	4.6%
With Related Children	2.6%
Other Family with Female Householder	9.5%
With Related Children	5.7%
Nonfamily Households	4.6%
All Households with Children	33.0%
Multigenerational Households	4.6%
Unmarried Partner Households	5.0%
Male-female	4.3%
Same-sex	0.7%

Table 2-16. Dawson County Households by Size (2010)

SIZE	DAWSON COUNTY
Total	8,433
1 Person Household	19.7%
2 Person Household	39.7%
3 Person Household	16.6%
4 Person Household	14.0%
5 Person Household	6.4%
6 Person Household	2.2%
7 + Person Household	1.5%

Table 2-17. Dawson County Households by Tenure and Mortgage Status (2010)

TYPE	DAWSON COUNTY
Total	8,433
Owner Occupied	80.3%
Owned with a Mortgage/Loan	57.9%
Owned Free and Clear	22.5%
Renter Occupied	19.7%

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

Table 2-18. Dawson County Affordability, Mortgage, and Wealth (2022)

CHARACTERISTIC	DAWSON COUNTY
Housing Affordability Index	120
Percent of Income for Mortgage	20.5%
Wealth Index	127

Table 2-19. Dawson County Housing Units by Urban/Rural Status (2010)

UNITS	DAWSON COUNTY
Total Housing Units	10,425
Housing Units Inside Urbanized Area	16.9%
Housing Units Inside Urbanized Cluster	0.0%
Rural Housing Units	83.1%

Table 2-20. Dawson County Population by Urban/Rural Status (2010)

POPULATION	DAWSON COUNTY
Total Population	22,330
Population Inside Urbanized Area	19.7%
Population Inside Urbanized Cluster	0.0%
Rural Population	80.3%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent/child relationships, Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

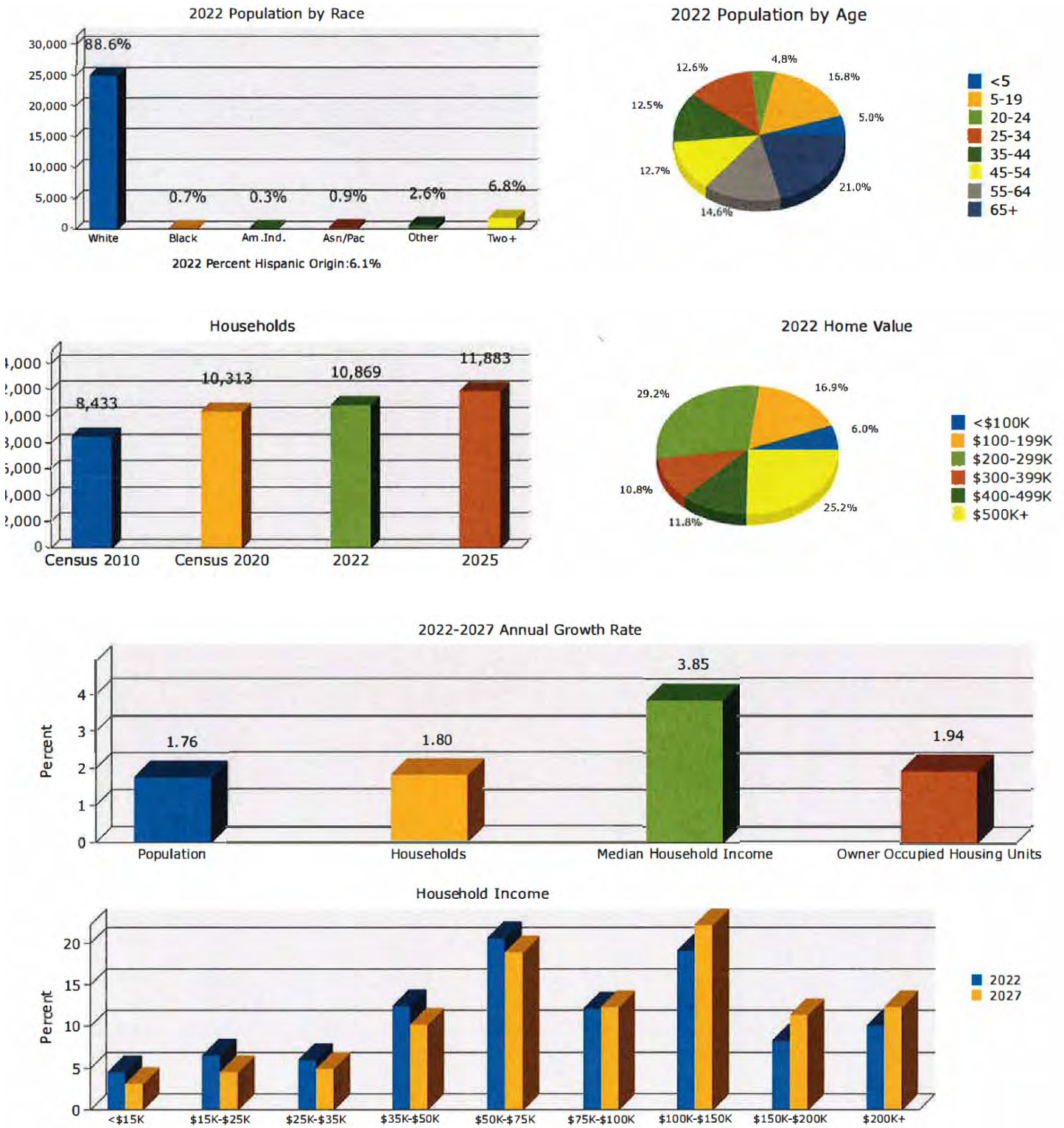
Table 2-21. Dawson County Consumer Spending (2022)

TYPE	DAWSON COUNTY
Apparel & Services: Total \$	\$26,818,675
Average Spent	\$2,467.45
Spending Potential Index	102
Education: Total\$	\$19,646,760
Average Spent	\$1,807.60
Spending Potential Index	92
Entertainment/Recreation: Total \$	\$42,971,388
Average Spent	\$3,953.57
Spending Potential Index	108
Food at Home: Total \$	\$71,472,597
Average Spent	\$6,575.82
Spending Potential Index	106
Food Away from Home: Total \$	\$48,730,457
Average Spent	\$4,483.44
Spending Potential Index	104
Health Care: Total \$	\$87,265,794
Average Spent	\$8,028.87
Spending Potential Index	113
HH Furnishings & Equipment: Total \$	\$29,935,484
Average Spent	\$2,754.21
Spending Potential Index	107
Personal Care Products & Services: Total \$	\$11,535,333
Average Spent	\$1,061.31
Spending Potential Index	104
Shelter: Total \$	\$243,638,939
Average Spent	\$22,415.95
Spending Potential Index	98
Support Payments/Cash Contributions/Gifts in Kind: Total \$	\$33,753,409
Average Spent	\$3,105.48
Spending Potential Index	114
Travel: Total \$	\$32,491,151
Average Spent	\$2,989.34
Spending Potential Index	104
Vehicle Maintenance & Repairs: Total \$	\$15,103,199
Average Spent	\$1,389.57
Spending Potential Index	110

Source: Esri forecasts for 2022 and 2027. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

GRAPHIC PROFILE

Figure 2-1. Dawson County Graphic Profile



VISION STATEMENT

The Minimum Standards and Requirements for Local Comprehensive Planning defines a community vision as “ ..intended to paint a picture of what the community desires to become, providing a complete description of the development patterns to be encouraged within the jurisdiction.”

Discussions with stakeholders, as well as public engagement, revealed common themes that contributed to the vision statement for Dawson County. These elements were considered valuable to Dawson County's identity, and all other aspects would build from their principles: *Sustainability growth management, development with the continued mindset of the community, keep Dawson County beautiful (lakes, rivers, farmland), sustainability as we progress (keep economics in mind, farms can continue), balance, financial, growth, rural, small-town life, mountains, farmland, home, unique, family, down-to-earth, local, nature, transitioning.*

Dawson County will foster a growth strategy that is sustainable, respects the natural environment, and balances beneficial economic expansion, diverse housing, and job opportunities to support and enhance quality of life and prosperity.

Quality of Life. Dawson County will remain an inclusive community with natural environments, agritourism events, economic prosperity, social stability, educational opportunities, and cultural, entertainment, and recreation possibilities.

True Livability. Dawson County will foster a balanced growth of various multi-generational lifestyle choices responsibly planned, connected, and supported with appropriate infrastructure and services for suburban and rural living.

Prosperity. Dawson County will continue to thrive by supporting existing agribusiness, ecotourism, and businesses and fostering a sustainable pro-technology and healthcare business environment so companies can grow or choose to locate in Dawson County, thus facilitating a balance of jobs and housing to further a more balanced tax base.

Distinctive Character. Dawson County will respect and be sensitive to our agricultural history and legacy in designated federal, state, and local recreational sites, in the auto racing community, and within the culture and resources that define our sense of place.



COMMUNITY DEVELOPMENT STRATEGY

AREAS REQUIRING SPECIAL ATTENTION

Georgia Department of Community Affairs has identified the following seven special conditions and requires that they be addressed where they exist within the community:

- Natural or cultural resources.
- Areas where rapid development or land use change is likely to occur.
- Areas where the pace of development has and may outpace the availability of community facilities and services.
- Areas needing redevelopment and significant improvements to aesthetics or attractiveness. (not applicable)
- Large abandoned structures or sites. (not applicable)
- Infill development opportunities. (not applicable)
- Areas of significant disinvestment, levels of poverty, and substantially higher unemployment. (not applicable)

Areas of significant natural or cultural resources:

Dawson County contains numerous state waters, which are valuable natural resources and have been identified in the Environmentally Sensitive Areas Map.

Areas where rapid development or change of land use is likely to occur:

1. Adjacent to the City of Dawsonville city limits
2. Dawson Forest Road
3. GA400 corridor; and
4. Southern boundary with Forsyth County

Areas where the pace of development has and may outpace the availability of community facilities and services:

1. Lumpkin Campground Road
2. Highway 53 E

In areas that have experienced significant growth, the realities of what the community can control must be considered. Dawson County maintains a series of planning documents to facilitate a proactive approach to the future, many of which have recently or will soon be undergoing an update. Each of these plans should be compatible, which requires an ongoing process of reviewing trends and policy changes in each document and calibrating plans each time they are updated.

QUALITY COMMUNITY OBJECTIVES

The Department of Community Affairs has identified Quality Community Objectives (QCOs) as value statements of the development patterns and options that will help Georgia preserve unique cultural, natural, and historic resources while looking to the future and developing sustainably.

Table 3-1. Dawson County Quality Community Objectives

QUALITY COMMUNITY OBJECTIVES	ECONOMIC PROSPERITY	RESOURCE MGMT	EFFICIENT LAND USE	LOCAL PREPAREDNESS	SENSE OF PLACE	REGIONAL COOPERATION	HOUSING OPTIONS	TRANSPORTATION OPTIONS	EDUCATIONAL OPTIONS	COMMUNITY HEALTH
Dawson County	X	X	X	X	X	X	X	X	X	X

Economic Prosperity

Dawson County encourages developing or expanding businesses and industries suitable for the community. The county supports the Dawson County Chamber of Commerce, the Development Authority, and the Industrial Building Authority. The 2023 comprehensive plan update supports an economic base of commercial, office, and light industrial development.

Dawson County strives to make the most efficient use of its financial resources. Dawson County uses a 5-year capital improvement plan; the plan also encompasses SPLOST funding, which can last up to 6 years. The County has four primary sources of financing for long-range planning: General Fund, SPLOST Fund, Capital Projects Fund, and Impact Fees Fund. Combining all these sources makes up the available funding for the Capital Projects Plan. SPLOST (Special Purpose Local Option Sales Tax) is the largest funding source. SPLOST VII was approved in 2021 and will fund (six-year) capital projects.

Table 3-2. Dawson County Key Population and Income Statistics

YEAR	POPULATION	PERSONAL INCOME	UNEMPLOYMENT RATE
2018	25,083	\$43,380	3.3%
2019	26,108	\$45,201	2.4%
2020	26,108	\$46,278	2.8%
2021	26,798	\$48,170	1.9%
2022	30,138	\$53,996	2.3%

Approximately 90% of the County's population resides in the county's unincorporated portion, with the remaining 10% living in the single municipality, the City of Dawsonville. The County's largest employer is North Georgia Premium Outlet Mall, which attracts many visitors from the Atlanta metro area and surrounding counties. Dawson County Board of Education and WalMart retail are the second and third largest employers. Dawson County has a significantly higher rate of retail employment and accommodation and food services as a percentage of its total employment.

The total number of land use applications (rezoning), new home permits, and business licenses issued during the planning time frame illustrate the continuing growth in the County.

Table 3-3. Dawson County Permit and Amendment Statistics

YEAR	LAND USE AMENDMENTS	NEW HOME BUILDING PERMITS	OCCUPATIONAL LICENSES ISSUED
2018	7	382	1,956
2019	24	331	2,074
2020	27	295	2,035
2021	30	484	2,223
2022	33	815	1,540

Resource Management

Dawson County promotes the efficient use of natural resources and identifies and protects environmentally sensitive areas of the community. Dawson County coordinates with the local USDA/NRCS to ensure stream and lake protection compliance during land disturbance activities. In 2023, the County amended the land use code to provide a 50-foot buffer from streams, greater than the minimum state requirement of 25 feet.

Efficient Land Use

This will be achieved by requiring the development or redevelopment of sites closer to the community's core and designing new housing products to minimize the amount of land consumed. Land use regulation occurs in two ways. First, the Character Area policies for evaluating land use requests. Second, land use regulations and subdivision regulations to maintain infrastructure, open space, agricultural, forestry, or conservation uses. Growth is happening all across the County, residentially and commercially. This growth has a significant impact on the services the County must provide. This growth pattern is expected to continue through FY 2023 and beyond. Dawson County is expected to continue seeing consistent local economic improvement and steady real estate growth trends in the next few years. This population growth continues to impact all service levels needed in the County.

Local Preparedness

Dawson County leadership and staff proactively address community needs. Resources have been or are being expended on the following:

- Greenway and Trails Master Plan (2021)
- Fiscal Impact of Land Use in Dawson County (2021)
- Land Use Regulations (2023)
- Comprehensive Plan (2023 update)
- Comprehensive Transportation Plan (2023)
- Parks and Recreation Master Plan Update (2025)
- Hazard Mitigation Plan (2023-24 update)
- Capital Improvements Element (2023-24 update)
- Impact Fee Schedule (2023-24 update)
- Economic Strategic Plan (2021)
- Lumpkin Campground Corridor Study (2023)

Sense of Place

Dawson County leaders endeavor to protect and enhance the community's unique qualities. Promote housing products compatible with the community's traditional features; expand parkland that supports the area's rural character; and protect scenic and natural elements essential to defining the community's character.

Regional Cooperation

Dawson County participates in regional organizations, identifying joint projects that may result in greater efficiency and less cost to the taxpayer and collaborative solutions for regional issues such as protecting shared natural resources and developing the transportation network. This 2023 comprehensive plan provides a policy guide for the County, the City of Dawsonville, NRCS, the Chamber of Commerce, commercial developers, GDOT, DNR, and other agencies that can see that the county has designated areas for future growth and rural preservation.

Housing Options

Dawson County's land use regulations and enforcement of the International Building Codes promote a range of safe, affordable, inclusive, and energy efficient housing in the community. As the county grows, there will be opportunities for instituting programs to provide housing for residents of all socio-economic backgrounds. At present, there are opportunities for infill housing throughout Dawson County. There currently is a lack of housing and the desire to preserve rural estate housing choices. Additionally, there is a different opinion over the desirability of townhomes and apartments.

Transportation Options

This 2023 comprehensive plan update includes a Transportation Element. Dawson County's transportation system consists primarily of state highways and county-maintained roads. US Highway 19 (better known as Georgia 400) and State highways 9, 52, 53, 136, and 183 are major transportation routes that carry most passenger and commercial traffic in and out of Dawson County. Congestion in these transportation corridors creates traffic problems, primarily because of population growth. In addition, Dawson Forest Road, Kelly Bridge Road, and Lumpkin Campground Road are major county-maintained corridors. Dawson County has one privately owned airport (Elliott Field). There has never been a passenger or freight railroad located within Dawson County. Residents' transportation needs, challenges, and opportunities may be achieved by fostering alternatives to transportation by automobile, including walking, cycling, and transit; employing traffic calming measures throughout the community; requiring adequate connectivity between adjoining developments; and coordinating transportation and land use decision-making within the community. One of the significant issues identified in the 2023 Transportation Plan was funding for active transportation projects. This 2023 comprehensive plan also includes a Lumpkin Campground corridor study.

Educational Opportunities

Dawson County supports educational and training opportunities to enable all community residents to improve their job skills, adapt to technological advances, or pursue life ambitions. Dawson County contains seven schools. Dawson County continues partnerships with post-secondary educational institutions, the Chamber of Commerce, Development Authorities, and other stakeholders such as the Department of Labor and GMRC to provide training opportunities.

Table 3-4. Technical College Certificate Graduates - 2022

PROGRAMS	TOTAL GRADUATES			PERCENT CHANGE	
	2020	2021	2022	2020-2021	2021-2022
Cosmetology/Cosmetologist, General	128	95	111	-25.8	16.8
Child Care Provider/Assistant	103	115	103	11.7	-10.4
Nursing Assistant/Aide and Patient Care Assistant/Aide	82	101	103	23.2	2.0
Welding Technology/Welder	191	245	94	28.3	-61.6
Industrial Mechanics and Maintenance Technology	152	109	79	-28.3	-27.5

Table 3-4. Technical College Certificate Graduates - 2022, continued

PROGRAMS	TOTAL GRADUATES			PERCENT CHANGE	
	2020	2021	2022	2020-2021	2021-2022
Automobile/Automotive Mechanics Technology	149	67	68	-55.0	1.5
Aesthelician/Esthetician and Skin Care Specialist	33	30	54	-9.1	80.0
Medical Office Assistant/Specialist	75	60	52	-20.0	-13.3
Business Administration and Management, General	49	103	44	110.2	-57.3
Professional, Technical, Business, and Scientific Writing	31	44	38	41.9	-13.6

Source: GMRC

Table 3-5. Technical College Diploma Graduates - 2022

PROGRAMS	TOTAL GRADUATES			PERCENT CHANGE	
	2020	2021	2022	2020-2021	2021-2022
Cosmetology/Cosmetologist, General	58	44	45	-24.1	2.3
Business Administration and Management, General	26	41	39	57.7	-4.9
Medical/Clinical Assistant	57	40	36	-29.8	-10.0
Licensed Practical/Vocational Nurse Training	34	25	30	-26.5	20.0
Welding Technology/Welder	41	31	25	-24.4	-19.4
Accounting Technology/Technician and Bookkeeping	30	20	22	-33.3	10.0
Industrial Mechanics and Maintenance Technology	48	56	19	16.7	-66.1
Early Childhood Education and Teaching	18	20	17	11.1	-15.0
Heating, Air Conditioning, Ventilation and Refrigeration Maintenance Technology	24	12	13	-50.0	8.3
Criminal Justice/Safety Studies	13	11	11	-15.4	0.0

Source: GMRC; Note - Please visit TCSG website for any college configuration changes.

Table 3-6. Technical College Degree Graduates - 2022

PROGRAMS	TOTAL GRADUATES			PERCENT CHANGE	
	2020	2021	2022	2020-2021	2021-2022
Business Administration and Management, General	42	52	47	23.8	-9.6
Accounting Technology/Technician and Bookkeeping	28	38	26	35.7	-31.6
Industrial Mechanics and Maintenance Technology	28	22	23	-21.4	4.5
Radiologic Technology/Science - Radiographer	17	19	17	11.8	-10.5
Early Childhood Education and Teaching	14	28	15	100.0	-46.4
Interior Design	9	13	14	44.4	7.7
Design and Visual Communications, General	8	1	11	-87.5	1000.0
Criminal Justice/Safety Studies	13	16	11	23.1	-31.3
Surgical Techology/Technologist	8	7	11	-12.5	57.1
Automobile/Automotive Mechanics Technology	15	11	9	-26.7	-18.2

Source: GMRC

Community Health

Ensure that all community residents, regardless of age, ability, or income, access critical goods and services, safe and clean neighborhoods, and good work opportunities. There are primary care facilities within Dawson County and a public health care facility in downtown Dawsonville. Dawson County will have greater access to care close to home as the Northeast Georgia Health System (NGHS) expands its facilities on the GA400. Additionally, the Dawson County Family Connection provides mental health and behavioral assistance, and the community-based Shepard's Clinic offers an expanded range of services, including general medical care, primary dental care, women's Wellness screening, prescription assistance, eye exams and glasses, information, referral, and advocacy for health and support services.

1. Mental and Behavioral Health - Dawsonville has the unfortunate distinction of being one of the top counties in our region where the most deaths due to suicide or drug/alcohol poisoning occur. Some efforts are happening locally to improve mental and behavioral health.
2. Social Needs/Unite Us (transportation, housing) - The county has a senior transit program meeting some of the community's social needs, which research shows impacts overall health. Research supports that as much as 80% of a person's well-being is tied to physical environment, economic factors, and health behaviors. Unemployment, food insecurity, poor housing, and transportation are detrimental to overall health.
3. Healthy Behaviors - While many factors influence health, obesity can lead to chronic health conditions such as high blood pressure, diabetes, and cancer. 25.6% of adults in Dawson County have a BMI over 30. By impacting healthier lifestyle choices regarding diet and exercise, future health issues may be avoided, and more excellent quality of life can be achieved. This affects the individual and their family and has ripple effects on the economy regarding a healthy workforce. NGHS analyzes community health data to identify geographical hotspots or areas throughout the region where unhealthy behaviors have led to poor health outcomes. This tactic will allow for health education to be tailored to serve audiences better and improve health. NGHS will also start a microgrants program to help support community organizations working to decrease health disparities by providing small grants to promote and develop healthy behaviors across the region.

BROADBAND INTERNET ACCESS

Dawson County has identified broadband as an essential infrastructure. Access to reliable, high-speed, affordable internet connections is a vital economic tool. Dawson County was designated a "Broadband Ready Community" in August 2021.

Dawson County has 3,528 households "unserved" by broadband, representing 22% of the total households. In assessing Dawson County's 2023 access to higher-grade broadband, those who completed public input surveys revealed the condition and availability of existing internet service providers. The majority provider within the region is Windstream, for which service ratings were considered average. Windstream and Comcast provide primary commercial service in the GA 400 corridor, along westward arterial roads, and various routes throughout Dawson County.

The North Georgia Network (NGN) is an incorporated cooperative providing a regional fiber optic system with over 1,600 linear miles of infrastructure. The NGN provides infrastructure connecting regional institutions and businesses throughout the northeast Georgia mountains. Dawson County supports improvement programs to expand local network connectivity and enhance network capacity in preparation for growth and increased demand for internet services.

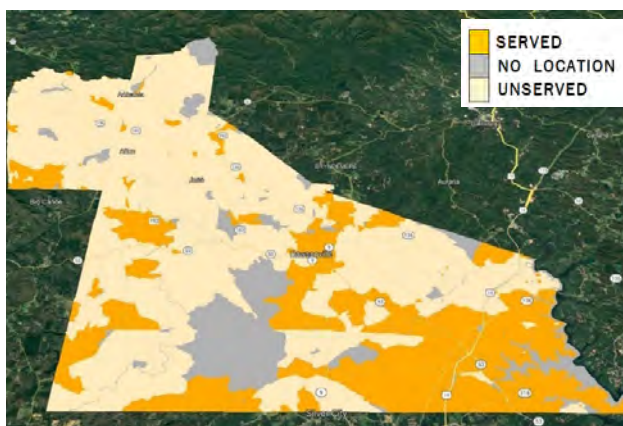


Figure 3-1. Broadband Internet Access

Priorities for network enhancements:

Increase "last mile" connections;
Expansion of NGN;

Urge internet service providers to utilize the Affordable Connectivity Program fully.



ENVIRONMENTAL ASSESSMENT

Local comprehensive plans in Georgia must include an assessment of compliance and consideration for the appropriate regional water plans. Each community must review the Regional Water Plan covering its area and the Rules for Environmental Planning Criteria to determine if there is a need to adapt local implementation practices or development regulations to address the protection of these critical natural resources. The community must certify that it has considered the Regional Water Plan and the Rules for Environmental Planning Criteria when it transmits the plan to the Regional Commission for review. The following is provided as a simplified assessment of critical environmental conditions in effect in Dawson County.

Table 3-7. Dawson County Critical Environmental Conditions

CLEAN WATER ACT COMPLIANCE	
YES	Any "not supporting" 303(d) listed waterbodies? If yes, these waterbodies have been found contaminated to the extent that they are not considered to support their designated use. As such, the local community should seek to manage land uses within the watershed so as to yield healthier water quality.
YES	Any 305(b) listed waterbodies?
NO	If yes, do the Implementation Plans/Watershed Plans require any outstanding actions from the local government?

Several listed stream segments within Dawson County are below minimum criteria for the use - predominantly due to fecal coliform (bacteria) and sedimentation. However, the County, the City of Dawsonville, and other area stakeholders have worked to improve water resource stewardship practices and quality standards. Regional partners such as the Upper Chattahoochee Riverkeepers, Upper Etowah River Alliance, and North Georgia Water Partnership can assist the County with monitoring best management practices needed and employed in the area and aid in local resource management. The County must work with these entities, the Etowah Water and Sewer Authority, and others to address the water quality of local streams, rivers, and Lake Lanier.

Table 3-8. Dawson County Environmental Planning Criteria

ENVIRONMENTAL PLANNING CRITERIA			
YES	WATER SUPPLY WATERSHEDS	MINIMUM REGULATIONS IN PLACE?	YES
YES	WETLANDS	MINIMUM REGULATIONS IN PLACE?	YES
YES	GROUNDWATER RECHARGE AREAS	MINIMUM REGULATIONS IN PLACE?	YES
YES	PROTECTED RIVER CORRIDORS	MINIMUM REGULATIONS IN PLACE?	YES
NO	STEEP SLOPES	MINIMUM REGULATIONS IN PLACE?	N/A
NO	PROTECTED MOUNTAINS	MINIMUM REGULATIONS IN PLACE?	N/A
NO	COASTAL AREAS	MINIMUM REGULATIONS IN PLACE?	N/A

Table 3-9. State-Listed Water Bodies in Dawson County

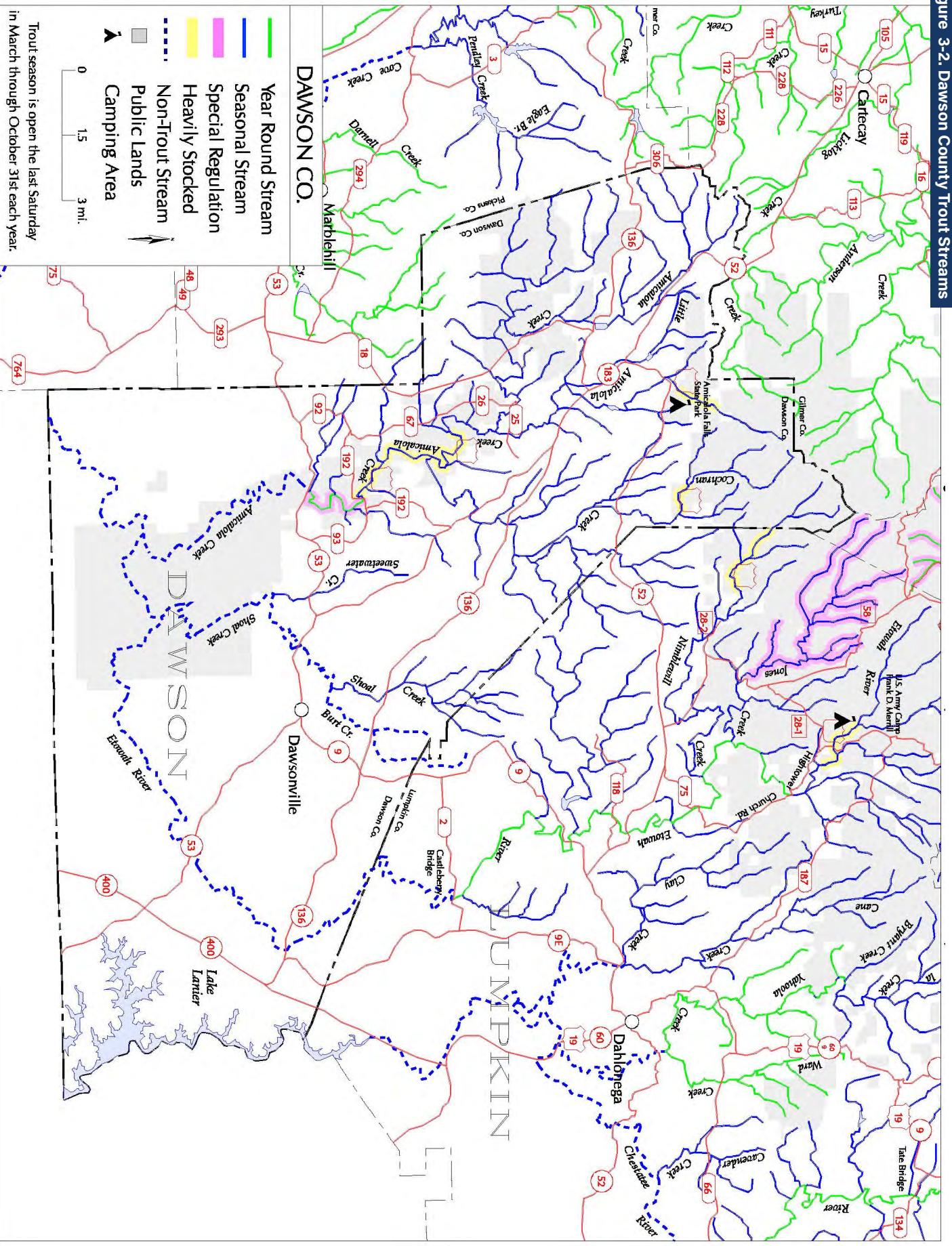
NAME	LOCATION	BASIN	MILES
Taylor Creek	Headwaters to Lake Lanier	Chattahoochee	3.7
Toto Creek	Headwaters to Lake Lanier	Chattahoochee	1.2
Burt Creek	Headwaters to Shoal Creek	Coosa	5.1
Shoal Creek	Headwaters to Flat Creek	Coosa	8.4
Sweetwater Creek	Headwaters to Shoal Creek	Coosa	3.8
Etowah River	Proctor Creek to Black Mill Creek	Coosa	6.5
Palmer Creek	Headwaters to Etowah River	Coosa	5.3
Black Mill Creek	Headwaters to Etowah River	Coosa	4.7
Cochrans Creek	Gab Creek to Amicalola Creek	Coosa	5.5
Holly Creek	Headwaters to Amicalola Creek	Coosa	3.5
Little Amicalola Creek	Headwaters to Amicalola Creek	Coosa	7.1
Amicalola Creek	Headwaters to Lake Fausett	Coosa	5.2
Amicalola Creek	Faucett Lake to Etowah River	Coosa	24.7
Tributary to Little Amicalola Creek	Lake Laurel to Little Amicalola Creek	Coosa	1.3
Tributary #2 to Little Amicalola Creek	Headwaters to Amicalola Lake	Coosa	2.1
Cochrans Creek	Rome Kraft Co. Lake to Gab Creek	Coosa	3.7
Yellow Creek	Headwaters to Etowah River	Coosa	10.5
Etowah River	Amica lola Creek to Yellow Creek	Coosa	5.2
Etowah River	Yellow Creek to Brewton Creek	Coosa	3.8

Source: Georgia EPD, 2023

Trout Waters in Dawson County

- Amicalola Creek watershed upstream from GA Hwy 53
- Anderson Creek watershed
- Long Swamp Creek watershed
- Nimblewill Creek watershed
- Shoal Creek watershed upstream from the mouth of Burt Creek
- Sweetwater Creek watershed
- Amicalola Creek and Shoal Creek start as trout but transition to non-trout waters.

Figure 3-2. Dawson County Trout Streams



Lakes and Rivers

Lake Lanier - At 39,000 acres, Lake Lanier is the largest lake in Georgia and offers exciting outdoor activities, including camping, fishing, boating, swimming, and other water sports.

Amicalola River - The Amicalola, Dawson County's premier whitewater stream, is one of the top whitewater rivers in the southeast. The upper section is nearly 10 miles of continuous fast water, punctuated by small, manageable class II up to class IV rapids. The Lower Amicalola is a serious whitewater stream, with class II-IV+ rapids and enough volume to challenge the most experienced whitewater enthusiast, including the famous "Edge of the World" rapid.

Etowah River - In its upper reaches, the Etowah River is a foothills and mountain stream, with small, class I and II rapids and secluded, pastoral surroundings comprised of farms, fields, and low ridges. The lower Etowah runs through the sprawling Dawson Forest Wildlife Management area, offering a more remote experience for boaters. Ninety-one species of native fishes had been recorded in the Etowah and its tributaries, with five fish species common to the river. Fifteen fish species and most of the mussels are believed to be extirpated. Eight fish species (including five darters and a new species discovered in 2020) are federally listed as threatened or endangered.

Amicalola Falls State Park - Amicalola Falls State Park offers a variety of trails to visitors, including a less challenging path designed for disabled visitors that makes the Falls Trail accessible to almost everyone. The approach trail to the start of the Appalachian Trail at Springer Mountain begins near the Amicalola Falls Lodge.

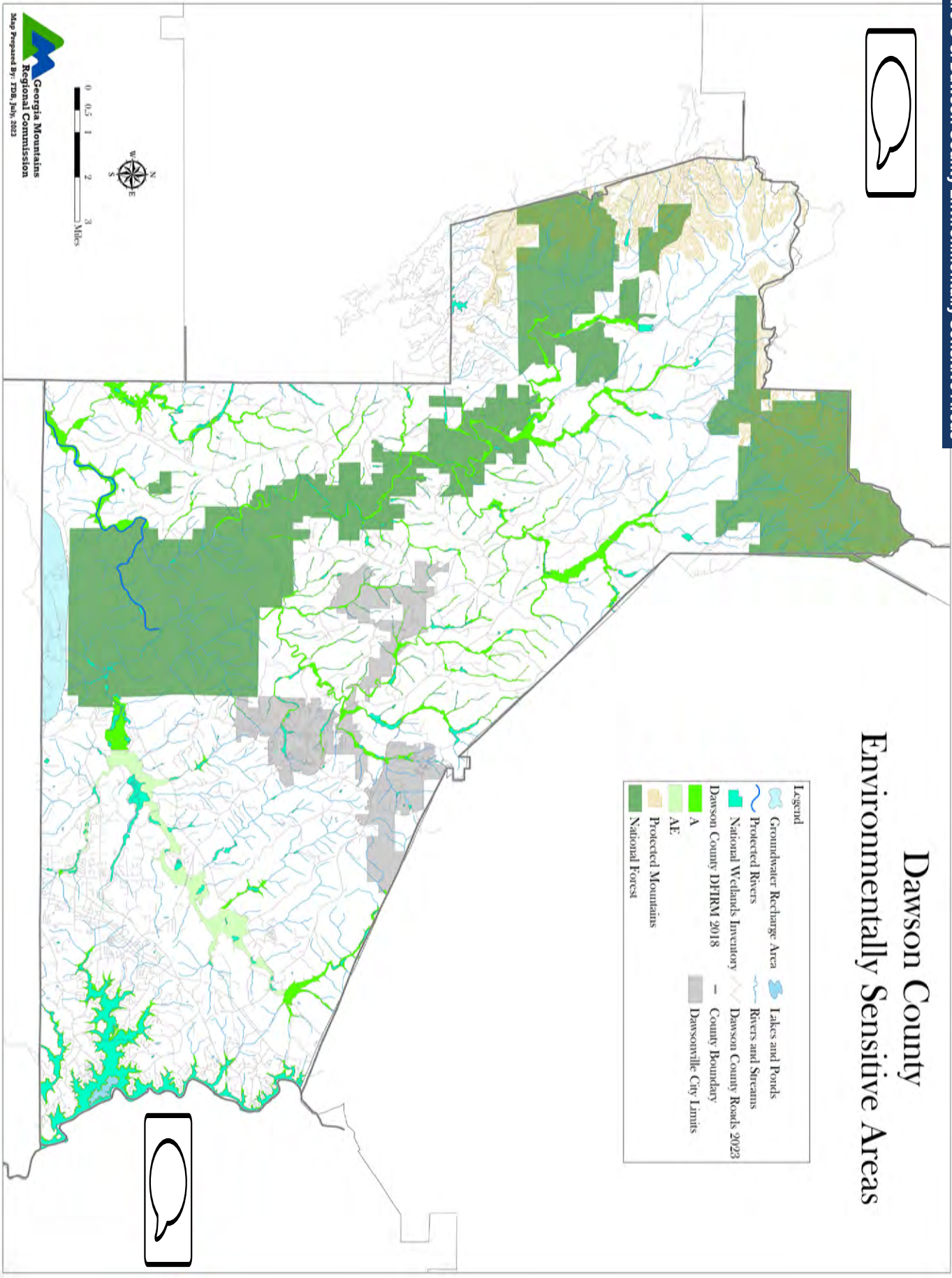
Amicalola Riverside Nature Trail - ADA Compliant. The great outdoors is accessible to everyone, even those with physical disabilities. The Amicalola Riverside Nature Trail is ADA-compliant and provides access to viewing, fishing, canoe launch areas, and a river's edge trail.

Dawson Forest - Dawson Forest Wildlife Management Area (Dawson Forest WMA) comprises more than 25,000 acres of diverse terrain, ranging from foothills and mountain valleys to high country ridges and river gorges. Two rivers and several major streams meander through the WMA, adding another scenic element to a trail system rich with flora, fauna, and unique topography. Three major sections of the WMA (Eastern Wildcat Tract, Western Wildcat Tract, and the Dawson Forest City of Atlanta Tract) have miles of marked improved trails, unnamed backcountry trails, and old single-track roadbeds available for public use. Hikers, cyclists, equestrian visitors, hunters, anglers, and other outdoor enthusiasts use the system without conflict. The Georgia Department of Natural Resources regulates trail use and access through specific policies allowing for restricted horse or mountain bike travel during hunting season to ensure public safety.

War Hill Park - War Hill Park is a large park and campground on the north end of Lake Lanier. The park is located on War Hill Park Road, off Hwy 53 East, and consists of 14 primitive campsites, day-use areas, a bathhouse (restrooms and showers), and four boat ramps.

As part of this plan update, staff has reviewed the Coosa-North Georgia Water Plan, the Georgia Mountains Regional Plan, and the Georgia State Rules for Environmental Planning Criteria (OCGA 12-2-8) and considered them. No conflicts were identified between this plan and those documents.

Figure 3-3. Dawson County Environmentally Sensitive Areas



LAND USE ASSESSMENT

Land use management policies and programs represent strategies for development patterns that provide sustainable growth while protecting sensitive environmental areas. This section presents an inventory of existing land use patterns and development trends for the community to produce the most effective policies needed to manage the demands of projected development.

The rural corridors will feature some change, but this should be focused on nodal intersections while preserving the integrity of the roadways for through traffic. Outlying portions of the County will feature more agricultural activities, minimizing environmental impacts and capital improvement costs outside the suburbanized areas. Concentrating the densities and activities adjacent to the City of Dawsonville and adjacent to the GA400 corridor will preserve the rural character of Dawson County as identified within the comprehensive plan. Commercial development outside the GA400 corridor or downtown Dawsonville should be clustered around prominent intersections, smaller scale, and intensity with a small-town feel, serving local needs.

Commercial and public activity centers should be reserved for nodal locations at the intersection of arterial roadways. Maximizing the infrastructure while preserving the traffic flow, minimizing the number of curb cuts along arterials or traffic flow on collector roads. Master-planned office parks for sustainable industries and technology are envisioned for the northern section of the GA400. High-density residential should be considered as part of mixed-use developments.



Analysis of Existing Development Patterns

An analysis of existing development patterns provides an understanding of the use of land at a specific point in time. An existing land use map is a tool for understanding what land uses exist and where. Dawson County supports a land use plan that protects environmentally sensitive areas and agricultural enterprises, maintains open-space preservation, integrates employment centers, and safely connects future and existing developments. Table 3-7 summarizes the estimated acreage of the county’s land dedicated to certain land uses. Dawson County is 214 square miles and contains one municipality - the City of Dawsonville.

Table 3-10. Dawson County Existing Land Use Acreage

EXISTING LAND USE	TOTAL ACREAGE
Restaurant/Fast Food	167.7
Multi-family Residential	93.5
Arts, Entertainment, Recreation	652.0
Storage, Warehouse, Distribution	184.7
Heavy Manufacturing	8.0
Light Industrial	298.4
Mini Warehouse - Storage	104.1
Office Building, Finance	176.2
Medical Office/Healthcare	15.0
Public Schools	58.2
Churches	250.2
Private Residential Recreation	2,015.4
Commercial Retail	266.0
Services	852.7
Government	107.8

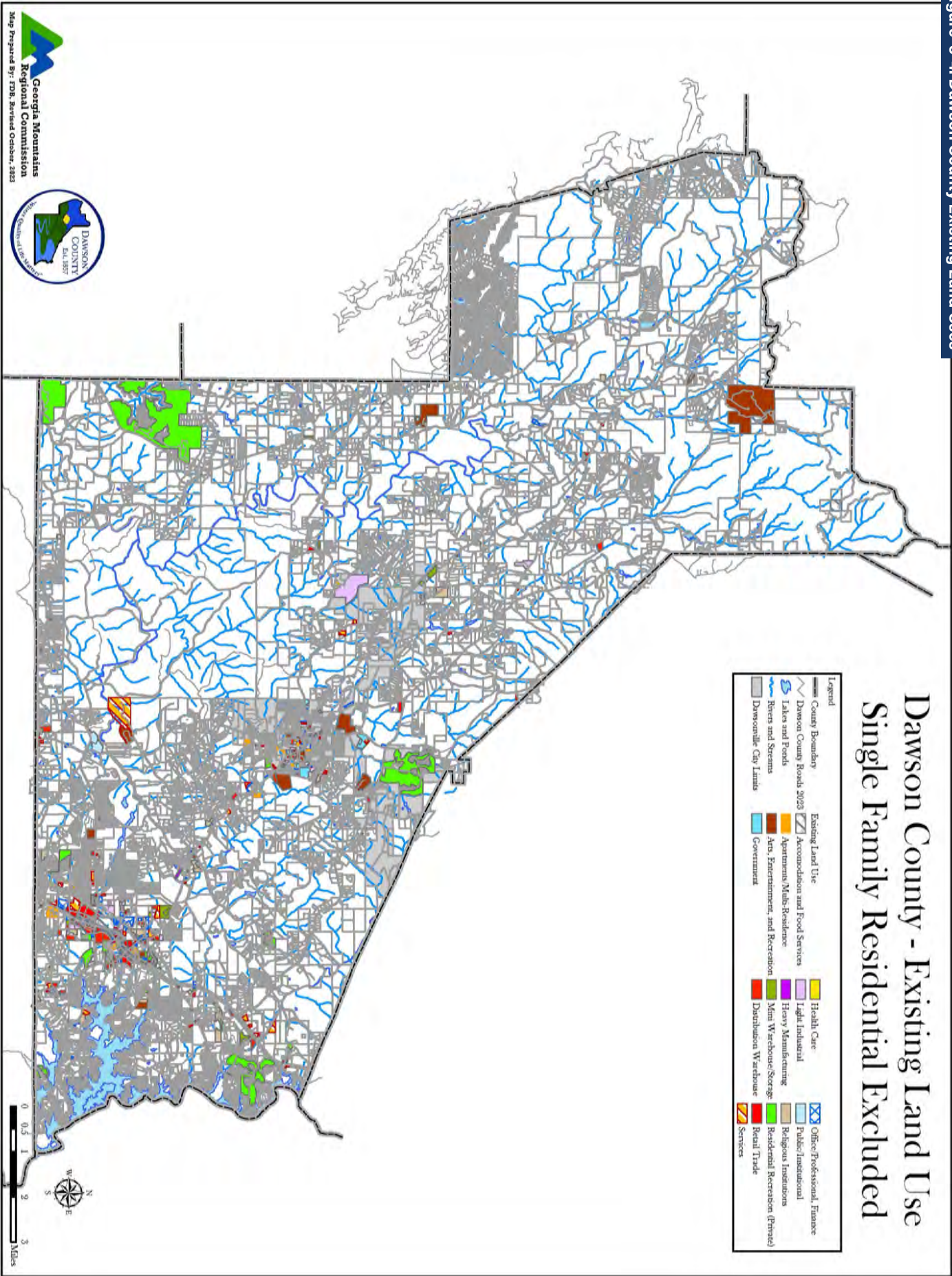
Dawson County has a considerably higher rate of retail employment and accommodation and food services as a percentage of its total employment. The services category includes acreage owned by the Etowah Water and Sewer Authority.

Figure 3-4. Dawson County Existing Land Uses

Dawson County - Existing Land Use Single Family Residential Excluded

Legend

County Boundary	Existing Land Use	Health Care	Office/Professional Finance
Dawson County Roads, 2020	Accommodation and Food Services	Light Industrial	Public/Institutional
Lakes and Ponds	Apartment/Multi-Residence	Heavy Manufacturing	Religious Institutions
Rivers and Streams	Arts, Entertainment, and Recreation	Dist. Warehouse/Storage	Residential Recreation (Private)
Dawsonville City Limits	Government	Manufacturing	Retail Trade
		Services	



Map Prepared By: TSB, Revised October, 2013

Overlay Districts

In addition to the Character Areas, Dawson County also utilizes overlay regulations to shape certain development conditions. Overlay districts do not govern the uses within but instead serve as a complementary set of guidelines or standards for development in certain areas. Dawson County is showing these here both for the benefit of agencies and developers within the area and to show how these districts work within the framework of the comprehensive development strategy.

Georgia 400 Overlay District (North and South)

This overlay district is divided into northern and southern portions, each with its own character area.

State Vital Areas

This consists of resource protection districts established under environmental planning criteria of the Georgia Department of Natural Resources. Of the natural conditions listed under the DNR criteria, those listed below can be found within Dawson County, so this district is used to recognize the general locations of each. Properties within this overlay should be reviewed for the presence of one or more of the State's Vital Areas, and development should comply with the guidelines directed by the State to protect these natural resources.

Water Supply Watershed Protection

These areas establish buffer requirements, impervious surface setbacks, and overall impervious surface limitations for watersheds (for more information, see the natural resources element of the comprehensive plan). This district establishes protection criteria that apply upstream of the Etowah Water and Sewer Authority's intake on the Etowah River Uust below Georgia 53). Dawson County has adopted regulations to implement the state's environmental planning criteria for water supply watersheds.

Groundwater Recharge Areas

One Groundwater Recharge Area is located in Dawson County - an area straddling the Forsyth County-Dawson County line west of Georgia 9. In this area, lot sizes are established for on-site septic use to ensure groundwater is not adversely affected by development. Dawson County has adopted regulations to implement the state environmental planning criteria for protecting groundwater recharge areas.

River Corridor Protection

The Etowah River, which reaches the regulatory threshold of 400 cubic feet per second (cfs) below Georgia 9, is subject to these rules, establishing a minimum two-acre lot size and a 100-foot buffer on both sides of the river. While not required by state rules, the land use element update shows the entire river in Dawson County as "protected," given the sensitivity of this corridor with regard to habitat for sensitive or endangered species. In addition, the future land use plan designates the west side of the Etowah River as an agricultural belt. The County has adopted regulations to implement the required environmental planning criteria for river protection.

Wetlands Protection

The state criteria do not specify regulations to be adopted. Still, they require Wetlands to be identified (see Natural Resources element of the Comprehensive Plan) and the impacts of the land use plan on Wetlands to be identified. Dawson County has adopted regulations to implement wetlands protection.

Mountain Protection

This overlay district applies to land areas with an elevation of 2,200 or more and with slopes of 25 percent or more, including ridges and crests above. Generally, such sites are found chiefly within national forest lands. Development criteria limit building heights, establish lot size minimums and multi-family density maximums, and sometimes require reforestation and landscaping plans. Dawson County has adopted regulations to implement these state environmental planning criteria.

RECOMMENDED CHARACTER AREAS

Defining character areas helps identify unique characteristics that provide a sense of community and discern localized functions within the larger county context. Each character area narrative includes implementing strategies to promote the unique qualities of each character area. A character area is a specific geographic area that meets the following criteria:

1. Has unique or special characteristics
2. Has the potential to evolve into a unique area when provided specific and intentional guidance or;
3. Requires special attention due to unique development issues.

The recommended character areas for Dawson County are as follows:

- Agricultural Conservation
- Etowah
- Lanier
- Dawson
- Hightower
- North 400 Corporate
- GA400 Mixed Use
- Rural Living
- Crossroads Commercial
- Suburban Living
- Russell Creek

Although the Official Character Area Map is provided on a parcel basis, information on the boundaries of individual parcels is not warranted to reflect all replatting, private property exchanges, or other actions that may change the boundaries of parcels. Character Area designations are drawn with parcel boundaries, and there will be occasions where the edge of a Character Area designation and a lot do not coincide. In such instances, goals, objectives, and policies of the Dawson County Comprehensive Plan and the adopted map series (including features such as environmentally sensitive lands) will be used to guide decisions about which Character Area designation applies to portions of a parcel.

Agricultural Conservation

The Agricultural Conservation Character areas are for conservation, agricultural uses, and low-density residential homesites. This character area consists of mainly agricultural and semi-wilderness forested lands interspersed with very low-density residential homes that may be customarily accessory to agricultural uses. A few farmsteads and outbuildings accent the landscape, and rolling hills contribute to its rural character.

Agricultural activities are a sustainable way of life within Dawson County. Agricultural uses provide employment, contribute to the local and state economy, and create demand for support businesses. Agricultural use means farming in all its branches, including, but not limited to, the cultivation and tillage of the soil, the production, cultivation, growing, and harvesting of any agricultural or horticultural products, the raising of livestock, bees, dairy-producing animals, and poultry, agricultural education, the sale of produce through farms stands, and any practices performed by a farmer or on a farm or smallholding as an incident to or in conjunction with farming operations. Dawson County also depends on the scenic beauty created by open pastureland, cultivated cropland, and managed woodland to attract visitors to hike on its trails and stay in local hotels and rental homes (VRBOs), which benefit the local economy. Family farms, conservation areas, vast natural and scenic resources, and the rural landscape comprise the community's identity.

Preserving the overall rural character viewsheds and protecting the farming heritage are priorities for the county's citizens. The Agricultural Conservation character area intends to protect and reduce development pressure on existing agricultural uses and provide space for expansion to lessen the impact between non-compatible commercial services and suburban growth.

This character area discourages subdivision development of minor lot plats on dirt roads and serves as a buffer to suburban low-density development. Agricultural uses require a low public service delivery expense to taxpayers.

Table 3-11. Agricultural Conservation Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Residential homesteads	Rural Agriculture (RA) Commercial Rural Business (C-RB) at Crossroads
Places of worship	
Agricultural Uses	
Silviculture	
Forestry	
Wildlife Management Areas	
Passive Recreation	
Conservation Easements	

MITIGATION STRATEGIES:

- Strategy 1.1: Evaluate and promote options for the permanent conservation of land during the development of the Parks Master Plan (2025)
- Strategy 1.2: Support family heritage farms by allowing family density lot exceptions.
- Strategy 1.3: Coordinate with the local office of the United States Department of Agriculture (USDA) Natural Resources Conservation Office to create a process that identifies land for permanent protection, such as recreational, ecological, or agricultural value.
- Strategy 1.4: Research and consider criteria and standards for the Transfer of Development Rights (TDRS).
- Strategy 1.5: Support Agricultural Conservation Easements, Urban Agricultural incentive zones, tax breaks, or incentives for continuing agricultural use.
- Strategy 1.6: Identify the most effective approach for incorporating Low Impact Development design for stormwater and development design for all land disturbance activity.
- Strategy 1.7: Designate historic and scenic corridors.

Figure 3-5. Example of Agricultural Conservation Character Area



Etowah

The Etowah (known historically as High Town and later Hightower River by colonials) is one of the nation's most diverse ecological watersheds with unique flora and fauna found only on the southern slopes of the Appalachian Mountains. From its source, the Etowah flows southwest in neighboring Lumpkin County (designated as one area requiring special attention in their 2022 plan update). Its basin comprises most of Dawson County, apart from the small portion east of GA 400 that drains into Lake Lanier (Chestatee/Chattahoochee Basin). The river continues through the northwestern part of Forsyth County into Cherokee County (Canton) and Lake Allatoona (currently the only dammed reservoir). The Etowah emerges from Lake Allatoona, continuing to Rome, where it meets the Oostanula River to form the Coosa.

Major tributaries, such as Amicalola Creek, form some of its most richly diverse habitats, with a new species of Bridled Darter confirmed in 2021. Other smaller tributaries in this watershed that are equally important ecologically include Cochran Creek and Shoal Creek. Yellow Creek has been dammed to form the Hollis Latham reservoir (in Dawson County, but its water serves Cherokee County) before it joins the Etowah. Palmer Creek has been dammed to form Brice Lake.

Prime agricultural land is in the river's floodplain in the County's southern region. Significant pasture land and several large cultivated tracts also exist along the major creeks. The Etowah River is the county's water source, which is currently piped to the most densely populated residential and commercial area by the Etowah Water and Sewer Authority (EWSA). This utility has received a permit to restore a storage reservoir at Russell Creek, which, when complete, is planned to provide sufficient water for the growing Dawson communities through 2050.

Because the Etowah River provides a clean water source (not just for Dawson County but many more communities downstream), a unique habitat for multiple threatened and endangered species, and provides an area of natural beauty for those who recreate with care on or in its waters, these qualities must be protected. Developing river parks and trails offers both local communities and visitors outdoor recreation opportunities, adding economic benefits to Dawson County.

Much of the Etowah River's course in the southwestern part of the County includes 10,000 acres of Wildlife Management Area overseen by the Department of Natural Resources (DNR). The Etowah River reaches major flood stage at 21 feet near Dawsonville and 31 feet near Landrum. At these levels, Georgia Highway 9 floods in low-lying areas, and water levels reach the bottom of the Georgia Highway 136 bridge. Homes along Riverbend Road and Etowah River Road become inundated with 4-10 feet of water (flooding of homes begins at "Moderate" flood level near Landrum in unincorporated Dawson County). The highest crest of the Etowah River near Dawsonville (unincorporated Dawson County) was 15.9 feet in 2013, just below the "moderate" flood stage.

Table 3-12. Etowah Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Places of worship	Rural Agriculture (RA) Residential Rural Estate (RRE)
Agricultural Uses	
Wildlife Management Areas	
Passive Recreation	
Trails	
Undeveloped areas in their natural state	

MITIGATION STRATEGIES:

- Strategy 2.1: Evaluate options for more launch sites while developing the Parks and Recreation Master Plan (2025)
- Strategy 2.2: Continue to support the Etowah River Water Trail through Dawson County. (Policy)
- Strategy 2.3: Encourage eco-based and cultural tourism.
- Strategy 2.4: Identify the most effective approach for incorporating Low Impact Development design for stormwater design for all land disturbance activity. The low-impact design includes pretreatment measures, setback requirements, and stormwater system maintenance.
- Strategy 2.5: Identify mechanisms and funding sources, including consideration of SPLOST and Impact Fees, for acquiring rights-of-ways and easements through privately held lands for Greenways, Trails, and canoe and kayak launches.
- Strategy 2.6: Amend the regulations to require trail construction or payment in lieu for land uses adjacent to the trail.
- Strategy 2.7: Wetlands within a project shall be placed in a conservation easement, which shall run in favor of and be enforceable by a property owners' association.
- Strategy 2.8: Limited recreation-related buildings to provide access and education to visitors.

Figure 3-6. Example of Etowah Character Area



Lanier

Constructed by the U.S. Army Corps of Engineers in the 1950s, Lake Lanier is a multi-purpose lake authorized for flood protection, power production, water supply, navigation, recreation, and fish and wildlife management. The Lanier character area comprises property adjacent to or near the county’s 47 miles of Lake Lanier shoreline.

In the 1970s, people building weekend cabins and second homes developed the lake’s northwestern shore. Many of these structures have been modernized, expanded, or upgraded since. The Lanier character area is comprised almost exclusively of detached, single-family housing and conservation land protected by the U.S. Army Corps of Engineers (USACE). Housing here is predominantly in older, established communities along Lake Lanier—residential uses vary wildly in age, size, and character. With few exceptions, these areas are not served by sewer service; however, central water is available. With about 12 million visitors last year, Lake Lanier is one of the nation’s most-visited USACE-built lakes.

Table 3-13. Lanier Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Residential Uses	Lakefront Residential (RL)
Places of Worship	Residential Sub-Rural (RSR)
Small scale agriculture	Residential Rural Estate (RRE)
Public Parks	Residential Suburban (RS)
Existing commercial	Commercial Rural Business (C-RB)

MITIGATION STRATEGIES:

- Strategy 3.1: Evaluate options for Dawson County to take over the management of (Corps of Engineers) USACE lake parks during the development of the Parks Master Plan (2025)
- Strategy 3.2: Commercial and mixed-use development should be concentrated along Hwy 53.
- Strategy 3.3 Develop systems and processes to improve policies that support eliminating substandard housing, including community resources, to accomplish compliance.
- Strategy 3.4: Ensure that commercial centers do not encroach near residential development
- Strategy 3.5: Increase public access to the lake by revamping conservation lands, i.e., Toto Creek Park, Thompson Creek, and Nix Park.
- Strategy 3.6: Open storage yards, open-air businesses, and automobile sales are inappropriate within the Lanier Character Area.
- Strategy 3.7: Retain low-intensity residential community character.
- Strategy 3.8: The Warhill Park Road commercial uses should not expand beyond the existing commercial structures at the intersection with Highway 53 to remain at the residential community scale.
- Strategy 3.9: New residential development should provide pedestrian access via sidewalks, multi-use trails, and walkways.
- Strategy 3.10: Update the county’s regulations to address drainage, driveway, and impervious surface requirements.
- Strategy 3.11: Vehicle service establishments are inappropriate within the Lanier Character Area.
- Strategy 3.12: Evaluate options to establish regulations for the inspection of septic systems.
- Strategy 3.13: Support the upgrade of infrastructure, i.e., water mains, to improve the fire safety of the lakeside communities.

Figure 3-7. Example of Lanier Character Area



Dawson

The primary function of the Dawson character area shall be to contain suburban growth, economically provide for public facilities and services, and provide for the efficient use of land while retaining levels of open space. Established neighborhoods will be maintained, and new development shall be compatible with surrounding suburban densities. Residential development in the Dawson character area shall have a maximum density of three (3) dwelling units per net acre.

Future development will continue to be detached, single-family homes at medium densities. Opportunities for variety in dwelling sizes and types can be developed, provided such action is part of a Mixed-Use Village or Residential Planned Community. New commercial office professional or institutional shall be allowable uses within Crossroads Commercial nodes.

Table 3-14. Dawson Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Residential uses	Residential Town (RT) Residential Suburban (RS-2) Residential Suburban (RS-3) Mixed Use Village (MUV) Residential Planned Community (RPC) Commercial Office Institutional (C-OI)
Offices	
Places of worship	
Institutional	
Recreation	
Greenways and trails	
Neighborhood and Community Parks	
Conservation Subdivisions	

MITIGATION STRATEGIES:

- Strategy 4.1: Provide pedestrian linkages to adjacent residential or commercial areas.
- Strategy 4.2: Land Disturbance plans should reduce the limits of clearing and grading, limiting the amount needed for development and road access.
- Strategy 4.3: Residential development plans should reduce the limits of clearing and grading, i.e., no land disturbance of more than 30 percent in any single contiguous area.
- Strategy 4.4: Developments should provide open and green space, including shared civic space exclusive of utility easements.
- Strategy 4.5: Amend the Land Use Code to include maximum impervious surface requirements.
- Strategy 4.6: Support civic and cultural uses and entertainment establishments that promote community interaction.
- Strategy 4.7: Mixed Uses may be multi-story in a campus setting.
- Strategy 4.8: Require trail construction or payment instead of land uses adjacent to the proposed greenway and trails.

Figure 3-8. Example of Dawson Character Area



Hightower

Dawson County should provide attractive sites for future industrial park development to provide additional employment opportunities to residents. The Hightower character area intends to offer facilities for the design, assembly, finishing, packaging, and storing of products or materials that are usually processed at least once. These activities are characterized as “clean” since they produce a relatively small amount of environmental outputs, including, but not limited to, smoke, odor, dust, noise, the vibration of the earth, or light to the degree that is offensive when measured at the property line of the adjoining property. Light industries include administration, research, assembly, storage, warehousing, and shipping facilities. Development standards for light industrial industries include the minimum necessary to assure safe, functional, and environmentally sound development. They shall conform to requirements regarding enclosure, screening, and minimum distance from existing residential and office land uses.

Table 3-15. Hightower Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Light manufacturing and assembly	Commercial Industrial Restricted (C-IR) Commercial Office Professional (C-OI)
Distribution and warehousing	
Uses involving handling, storage, or shipping	
Laboratories for research and development food production clusters (e.g., breweries, cracker, and pasta manufacturing).	
Arts and crafts manufacturing cluster (e.g., pottery product manufacturing, ornamental and architectural metalwork manufacturing).	
Master-planned business park	
Master-planned Industrial park	

An area accommodating more industry can be essential to successful economic diversity. The Hightower character area combines activities of both light and existing heavy industry. Uses such as office, warehouse, wholesale, product assembly, and light manufacturing are included and interspersed among heavy industry operations, including outdoor storage and outdoor work activity. Unrelated to the land uses listed above, hightraffic generators are inappropriate due to the conflict between transit vehicles and the need to preserve roadway capacity.

MITIGATION STRATEGIES:

- Strategy 5.1: Service, retail land use, and institutional, i.e., schools, government offices, daycare, banks, and fast-food restaurants, are inappropriate uses within the Hightower character area.
- Strategy 5.2: Modify the regulations to ensure adequate truck loading and maneuvering areas within a building or in a side or rear yard in such a way that all storage, standing, and maneuvering of trucks will take place solely on private property and is well-screened from all public thoroughfares or residential development.
- Strategy 5.3: Identify incentives for master-planned industrial park developments featuring more open space, landscaping, screening, and building design standards.
- Strategy 5.4: Identify the most effective approach for incorporating Low Impact Development design for stormwater and development design for all land disturbance activity. The low-impact design includes pretreatment measures, setback requirements, and stormwater system maintenance.
- Strategy 5.5: Require formal landscaping within the built spaces.
- Strategy 5.6: Reduce the footprint size of commercial buildings by using alternate or taller building designs while maintaining the same floor-to-area ratio (the ratio of building square footage to lot size).

Figure 3-9. Example of Hightower Character Area



North 400 Corporate Park

The North 400 Corporate Park character area runs along both sides of GA 400, from Kilough Church Road to the northern border of Dawson County. The purpose of the North 400 Corporate Park character area is to foster the growth of high-quality office and medical services, technology, research, and development that provide sustainable employment opportunities for the residents of Dawson County. The North 400 Corporate Park character area will not be urban; land should be developed in a campus-style setting with reduced site coverage and increased open space.

Employees are the primary activity generators for offices, medical, technology, and research use, and public, institutional, and civic services. Development outcomes are often controlled by private covenants and restrictions that exceed County land use standards—intended to create an attractive business investment environment. Site operations are conducted indoors with limited storage and no display of merchandise.

Table 3-16. North 400 Corporate Park Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Master-planned business parks	Residential Suburban (RS) Residential Sub-Rural (RSR) Commercial Office Institutional (C-OI) Mixed Use Village (MUV)
Hospitals	
Colleges / Universities	
Light Manufacturing (assembly indoors)	
Offices	
Research and Development	
Warehousing/distribution as an accessory use	
Places of worship	
Recreation	
Low density residential	

MITIGATION STRATEGIES:

- Strategy 6.1: Growth shall be designed in a more clustered pattern instead of isolated parcels along strips of land on the corridor.
- Strategy 6.2: Encourage civic and cultural use of entertainment districts to promote community interaction and public open space.
- Strategy 6.3: Retail development is only allowed within a Mixed-Use Village.
- Strategy 6.4: Multi-family residential is only allowed within a Mixed-Use Village.
- Strategy 6.5: New developments shall provide pedestrian access via sidewalks and walkways.
- Strategy 6.6: Establish minimum guidelines for extensive landscaping outside utility easements of North 400 Corporate Park perimeter, exceptional streetscape, and design treatments at entries, key intersections, and internal focal points
- Strategy 6.7: Identify the most effective approach for integrating Green Infrastructure/Low Impact Development into Dawson County’s stormwater and development review programs, including developing a periodic inspection program.
- Strategy 6.8: Reduce the footprint size of commercial buildings and residences by using alternate or taller structures while maintaining the same floor-to-area ratio (the ratio of building square footage to lot size).
- Strategy 6.9: Provide inter-parcel vehicular connections between adjacent land uses and potential developments to protect future roadway capacity so that congestion does not overwhelm the arterial road network and Emergency Services has less impeded access.
- Strategy 6.10: Require trail construction or payment instead of land uses adjacent to the proposed greenway and trails.

Figure 3-10. Example of N 400 Corporate Park Character Area



GA 400 Mixed Use

The GA 400 Mixed Use character area runs along both sides of GA 400 from the Dawson County boundary with Forsyth County to Kilough Church Road. The character area includes the North Georgia Premium outlet mall and many retail and national restaurant brand categories. The character area mainly comprises commercial and service uses, with multi-family communities and some undeveloped land along the GA400. This character area includes the commercial node of state highways 400 and 53 and the Kilough Point mixed-use development. This area is of higher density/intensity than the rest of Dawson County.

Table 3-17. GA 400 Mixed Use Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Banks	Commercial Office Professional (C-OI) Community Business (C-CB) Commercial Highway Business (C-HB) Highway Business Intensive (C-HI) Planned Commercial Development (C-PCD) Mixed Use Village (MUV)
Hospitals	
Hotels	
Medical Offices	
Places of worship	
Professional Offices	
Restaurants	
Retail Centers	
Warehousing and Wholesale	

MITIGATION STRATEGIES:

- Strategy 7.1: Continue to work with the Georgia Department of Transportation (GDOT) to facilitate improvements to Highway GA400 and Highway 53, Dawson Forest Road, and Lumpkin Campground Road.
- Strategy 7.2: Evaluate options for more public spaces near the multifamily uses during the development of the Parks and Recreation Master Plan (2025)
- Strategy 7.3: Amend regulations to require a minimum 25-foot landscape strip along the GA 400 in the mixed-use corridor, exclusive of utility easements.
- Strategy 7.4: Review regulations for any impediments to site design techniques (i.e., reducing impervious surface) and Low Impact Design structures (i.e., bio-retention areas, enhanced swales, permeable pavement).
- Strategy 7.5: Require trail construction or payment instead of land uses adjacent to the proposed greenway and trails.
- Strategy 7.6: Provide linkages to nearby residential or commercial sites.
- Strategy 7.7 Continue maintaining a supportive relationship with Simon Property/North Georgia Premium outlet mall.

Figure 3-11. Example of GA 400 Mixed Use Character Area



Rural Living

The Rural Living character area seeks to preserve the pastoral landscape of the county, celebrating the natural landscape that remains both a scenic value to the community and a critical facet of supporting the environment and natural resources. This character area corresponds to lands near the forested greenbelt. This area includes rural residences, farms, and privately owned forested tracts. These areas are located outside of established sewer service areas. A five-acre lot size ensures that this area remains rural and has very low-density residential development to prevent the need to extend facilities and services to that area. Some sites may have access to central water.

Table 3-18. Rural Living Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Residential homesteads	Rural Agriculture (RA) Rural Residential Estate (RRE) Community Rural Business (C-RB)
Places of worship	
Agricultural Uses	
Forestry	
Wildlife Management Areas	
Passive Recreation	
County Parks	

MITIGATION STRATEGIES:

- Strategy 8.1: Retain and conserve the rural character of the area.
- Strategy 8.2: Small-scale retail services serving nearby residents are appropriate around intersections (crossroads).
- Strategy 8.3: Coordinate with the local office of the United States Department of Agriculture (USDA) Natural Resources Conservation Office to eliminate improper stream crossings that can result in erosion and the introduction of sediment into a stream, affecting water quality.
- Strategy 8.4: Support existing and proposed agricultural activities and venues such as equestrian-related uses, wedding venues, and landscape nurseries.
- Strategy 8.5: Update the regulations to address access management (shared drives) for all property divisions.
- Strategy 8.6: Require trail construction or payment instead of for those land uses adjacent to the trail.

Crossroads Commercial

This character area is for small nodes (2-8 acres) of commercial development at intersections, primarily in rural and suburban areas along corridors. Crossroads Commercial nodes are inappropriate for automobile sales, service establishments, or other highway commercial uses. Instead, they are intended to be limited to small, enclosed trade and service establishments serving the immediate area. Crossroads Commercial maintains and creates access to goods and services at designated intersections throughout the county.

Table 3-19. Crossroads Commercial Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Professional Offices	Commercial Rural Business (C-RB) Commercial Community Business (C-CB) Residential Agricultural (RA) Residential Rural Estate (RRE) Residential Suburban (RS) Residential Sub-Rural (RSR)
Retail Centers <7500 square feet	
Restaurants	
Parks, Recreation, and Conservation	
Forestry	
Agriculture	
Residential	

MITIGATION STRATEGIES:

- Strategy 9.1: Monitor and sustain land use management policies through Comprehensive Planning and land use regulations
- Strategy 9.2: Nonresidential development shall provide a minimum of 20% of the net buildable area as open space. The maximum Impervious Surface Ratio shall be 0.60.
- Strategy 9.3: Residential development exceeding five (5) dwelling lots/ units shall be required to protect a minimum of 25% of the net buildable area, exclusive of utility easements, as common open space.
- Strategy 9.4: Review regulations for any impediments to a diverse set of site design techniques (i.e., reducing impervious surface) and Low Impact Development structures (i.e., bio-retention areas, enhanced swales, permeable pavement).
- Strategy 9.5: Identify trail connections during the county’s Parks and Recreation Plan update.
- Strategy 9.6: Support establishing and continuing sites for farmers’ markets.
- Strategy 9.7: Require trail construction or payment instead of land uses adjacent to the proposed greenway and trails.

Figure 3-12. Example of Crossroads Commercial Character Area



Suburban Living

The primary function of the Suburban Living character area is to economically provide for public facilities and services in an established residential area and provide for growth while retaining levels of open space. Residential development in the Suburban Living character area shall have a maximum density of two (2) dwelling units per net acre.

Future development will continue to be detached, single-family homes. Opportunities for variety in dwelling sizes and types can be developed, provided such action is part of a Residential Planned Community. New commercial development shall be an allowable use within Crossroads Commercial nodes.

Table 3-20. Suburban Living Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Residential uses	Residential Suburban (RS) Residential Suburban (RS-2) Residential Planned Community (RPC) Commercial Office Institutional (C-OI) Commercial Rural Business (C-RB)
Offices	
Places of worship	
Libraries	
Schools	
Recreation	
Greenways and trails	
Neighborhood and Community Parks	
Conservation Subdivisions	

MITIGATION STRATEGIES:

- Strategy 10.1: Provide pedestrian multi-use paths to adjacent and nearby residential or commercial areas.
- Strategy 10.2: Residential subdivision design should set aside a high percentage of open space, excluding utility easements.
- Strategy 10.3: Residential development plans should reduce the limits of clearing and grading, i.e., no land disturbance of more than 30 percent in any single contiguous area.
- Strategy 10.4: Developments should provide open and green space, including shared civic space, exclusive of utility easements.
- Strategy 10.5: Amend the Land Use Code to include maximum impervious surface requirements.
- Strategy 10.6: Require trail construction or payment instead of land uses adjacent to the proposed greenway and trails.

Figure 3-13. Example of Suburban Living Character Area



Russell Creek

This character area corresponds to lands near the Russell Creek Reservoir. Russell Creek took its name from Russell’s Mill, a watermill on its banks. The purpose of this area is to provide sites for low-density, single-family residential use, to stabilize and protect the characteristics of this area, and to maintain a suitable environment for family living and passive recreational opportunities.

Table 3-21. Russell Creek Character Area Land Uses

LAND USES	LAND USE DESIGNATION
Residential	Rural Agriculture (RA) Residential Sub-Rural (RSR) Rural Residential Estate (RRE) Residential Suburban (RS) Community Rural Business (C-RB)
Places of worship	
Agricultural Uses	
Passive Recreation	
County Parks	
Small recreation-oriented commercial	
Trailheads	
EWSA infrastructure and facilities	

MITIGATION STRATEGIES:

- Strategy 11.1: Amend the Land Use Code to include maximum impervious cover requirements.
- Strategy 11.2: Require trail construction or payment instead of for those land uses adjacent to the trail.
- Strategy 11.3: Require trail and greenway accommodations with development.
- Strategy 11.4 Identify grant funds to develop and implement a septic system homeowner education program.
- Strategy 11.5: Coordinate with the local office of the United States Department of Agriculture (USDA) Natural Resources Conservation Office to eliminate improper stream crossings that can result in erosion and the introduction of sediment into a stream, affecting water quality.

Figure 3-14. Example of Russell Creek Character Area



Russell Creek Reservoir

- Basin: ACT (Alabama-Coosa-Tallapoosa)
- Watershed: Etowah River
- Purpose: Water supply
- Proposed Size: 137 acres normal pool
- Estimated Safe Yield: 11.5 million gallons per day (MGD)
- Estimated impacts to USACE Jurisdiction: 5.9 acres of wetlands/ 22,344 linear feet of waters of the United States
- Proposed Compensatory Mitigation: Commercial mitigation bank credits
- Coordinating Agencies: Etowah Water and Sewer Authority
 - Georgia Department of Natural Resources (Environmental Protection Division)
 - U.S. Environmental Protection Agency
 - U.S. Fish and Wildlife Service
 - U.S. Army Corps of Engineers Mobile District



Figure 3-15. Proposed Russell Creek Reservoir Dam

Rural Village

The Rural Village character area seeks to recognize existing residential communities. These residential land uses with on-site active recreation are located outside the established higher-density areas of Dawson County. Low-density residential development and large tracts of forested lands surround the neighborhood.

Table 3-22. Rural Village Character Area Land Uses


















LAND USES	LAND USE DESIGNATION
Residential	Big Canoe Community Crystal Falls Community Rural Agriculture (RA) Rural Residential Estate (RRE) Community Rural Business (C-RB)
Places of worship	
Agricultural Uses	
Passive Recreation	
Golf Course associated with residential plat	
County Parks	

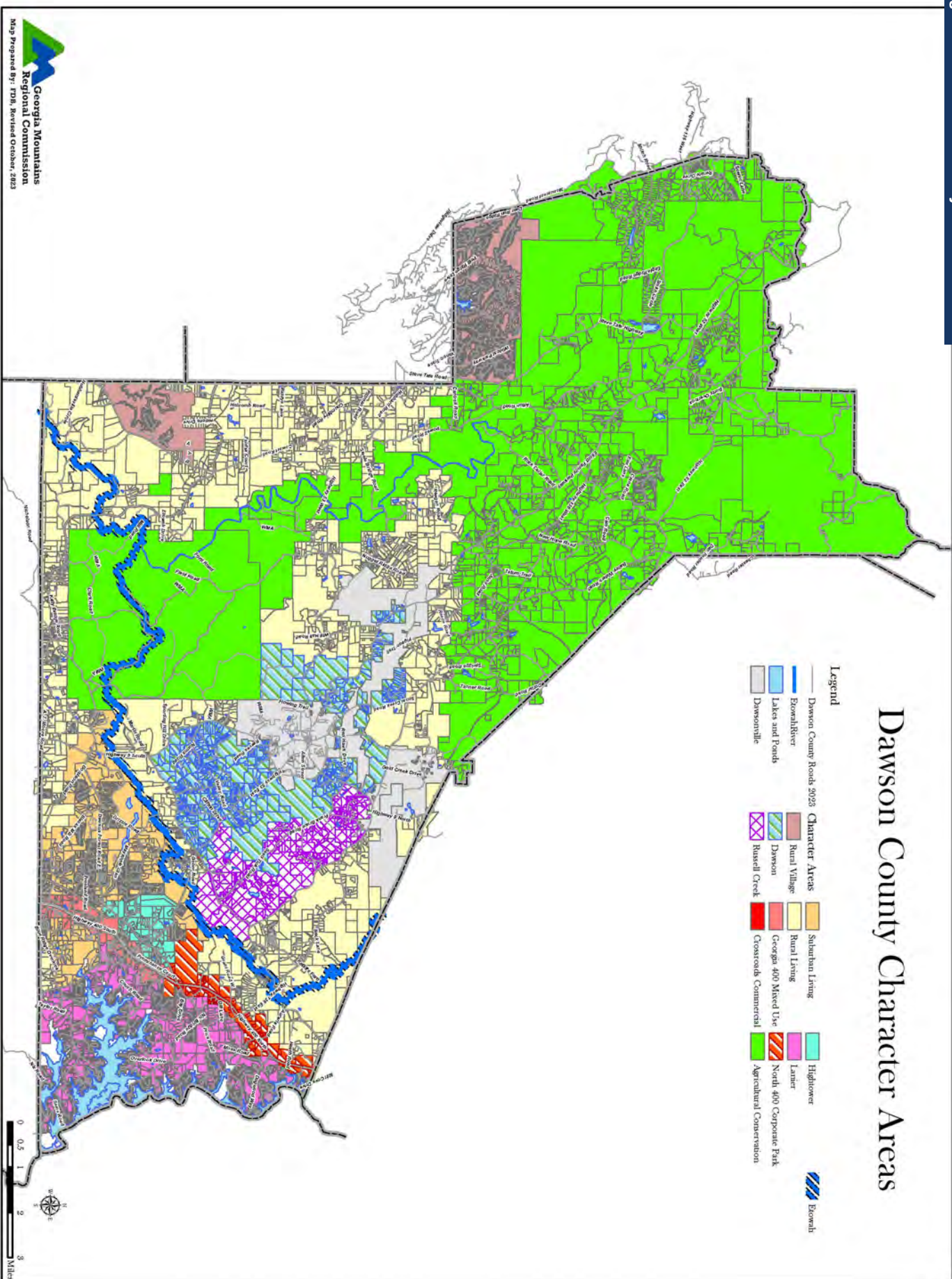
MITIGATION STRATEGIES:

- Strategy 12.1: Ensure performance standards of the community are enforced at the time of permit issuance.
- Strategy 12.2: Small-scale retail services serving nearby residents are appropriate around designated intersections (crossroads).
- Strategy 12.3: Coordinate with the local office of the United States Department of Agriculture (USDA) Natural Resources Conservation Office to eliminate improper stream crossings that can result in erosion and the introduction of sediment into a stream, affecting water quality.

Dawson County Character Areas

Legend

-  Dawson County Roads 2025
-  Eowah River
-  Lakes and Ponds
-  Dawsonville
-  Character Areas
-  Rural Village
-  Dawson
-  Russell Creek
-  Suburban Living
-  Rural Living
-  Georgia 400 Mixed Use
-  Crossroads Commercial
-  Hightower
-  Lanier
-  North 400 Corporate Park
-  Agricultural Conservation
-  Eowah

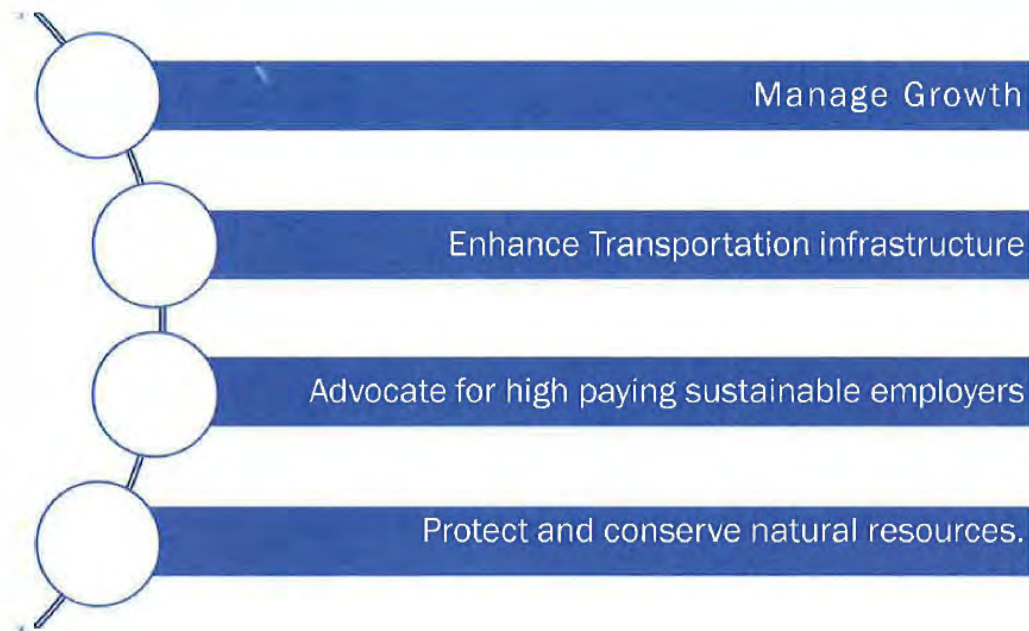




IMPLEMENTATION PROGRAM

In addition to the values identified within the Vision Statement, other goals for Dawson County were raised for consideration. Participants expressed near unanimous support for growth management, improving infrastructure, promoting higher-paying sustainable employment, and protecting natural resources.

Figure 4-1. Dawson County Goals



The Character Area Map illustrates the physical conditions expressed within the Vision; the Implementation Program is the strategy for achieving the Community Vision and addressing each Community's Issues and Opportunities. It identifies specific short- and long-term measures the community must undertake to realize its goals.

A. Policies and Long-Term Objectives

Some policies may complement single action items, while others may provide continuing guidance and direction to local government officials for making decisions consistent with achieving the Community Vision or addressing Community Issues and Opportunities.

- Balance growth with improvements to roads, parks, schools, libraries, emergency services, and utilities with proactive planning (concurrency management).
- Sustain land use management policies through Comprehensive Planning
- Promote opportunities for clean industry and higher-paying employment
- Maintain State Environmental Planning Criteria
- Continue to support the economic development Authority of Dawson County, Chamber, and joint Development Authority of Lumpkin, White, and Dawson Counties
- Seek to concentrate development around existing urbanized areas.

B. Long-Term Activities and Ongoing Programs

Communities establish long-term or ongoing programs and activities supporting identified objectives. These measures are action items that must be employed more than once. These are recognized here to distinguish their need and conditions from the single-action items and identify any required special terms or context.

- Annual update of the Transportation Master plan
- Annual report summarizing Capital Improvement (CIE) projects.
- Coordinating transportation and land use decision-making within the community.
- Support and partner with local organizations to protect the environment.
- Support local agricultural interests.
- Continue to work with the Development Authority to support their economic development activities.
- Support the Friends of the Amicalola Falls and other natural resource advocates.
- Maintain Participation with the North Georgia Water Partnership
- Utilize SPLOST (and comparable measures) to support investment in infrastructure.
- Support the Upper Chattahoochee Riverkeeper and Upper Etowah River Alliance
- Support the Friends of Amicalola Falls, Appalachian Trail Conservation and other natural resource advocates.
- Sustain and expand the network of Regional economic development; partners convene regular meetings.

Dawson County continues to focus on maintaining existing infrastructure, retaining and attracting commerce, and managing resources responsibly to preserve the quality of life enjoyed in Dawson County. Financing these goals is a priority concern for County leaders. Due to a growing and expanding economy, in 2018, the County reactivated the collection of impact fees that had been paused. In 2009, to offset the costs of new infrastructure and capital needs.

COMMUNITY NEEDS AND OPPORTUNITIES

The needs and opportunities described reflect assessing the conditions and factors influencing the area and people, community stakeholder knowledge, and comments received throughout the planning process. By identifying the core needs and priorities of the community, the government and its partners can develop specific mitigation strategies that may be accomplished to fulfill the desired goals and objectives of the vision. The public engagement included a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis survey.

Table 4-1. Priority Topics for Dawson's Future, Identified Through the SWOT Process

STRENGTHS	WEAKNESSES
<p>Nature; Small town life Mountains, rivers, lakes, and farmland Rural Community Park system Beautiful area. Community among residents parks and rec programs and school events expansive green spaces and undeveloped portions. Natural resources in the north of the county. Farmland and timber Hometown GA400 corridor Outdoor activities Lake Lanier</p>	<p>Not enough fire, police, and paramedics. Commercial growth is too big, rentals to lower income are too big. Sustain growth by those who own property. Rapid development Adequate resources for speed of growth, outdated outlet mall Staff wages infrastructure All the growth in Apartments. Skyrocketing property tax. Poverty. Lack of higher paying job training and employment opportunities. Low-paying retail jobs</p>
OPPORTUNITIES	THREATS
<p>There is time to plan We are getting ahead of rapid growth by slowing rezoning and development of land. Use the resources that we already have. Take the opportunity to say 'NO' to more plans for apartments, etc. Dawson County is primarily rural in nature, More economic opportunities for residents Agritourism Option to save the county by limiting growth Eco-friendly development; growth Grow as good stewards of the environment Better homestead exemptions Tourism, if things are maintained outdoor theater for concerts or aquatic facilities. Acquire/preserve greenspace</p>	<p>Lack of resources for this growth Lumpkin Campground Road Chopping up rural areas Too much change in a short time erosion and stormwater runoff, The public safety infrastructure Too many multi-family homes Crime is increasing from the outside. Silt contaminants- in streams and lakes Lack of affordable housing Housing development in rural areas Traffic Lack of deputies Overuse of service industries Lack of manufacturing</p>

Table 4-2. Community Needs and Opportunities

POPULATION

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
1. Provide Services	<ul style="list-style-type: none"> ▪ Adequate staff levels to meet the minimum Level of Service.
2. Expanding tax base 3. Employment centers 4. Community Wellness	<ul style="list-style-type: none"> ▪ Monitor and evaluate annual transportation reports to ensure safety and efficiency. ▪ Enhance public awareness of communitybased prevention and wellness programs.

ECONOMIC DEVELOPMENT

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
1. Tourism opportunities	<ul style="list-style-type: none"> ▪ Purchase parkland for a variety of venues ▪ Protect and conserve natural resources ▪ Identify locations for additional canoe/kayak launch sites. ▪ Inventory and map Agritourism assets ▪ Develop and implement plans for promoting and managing tourism.
2. Economic development	<ul style="list-style-type: none"> ▪ Maintain partnership with the Dawson County Chamber of Commerce and the Development Authority of Dawson County ▪ Monitor annual transportation reports to ensure safety and efficiency.
3. Transition of economic base	<ul style="list-style-type: none"> ▪ Maintain partnerships with post-secondary educational institutions, GMRC Work Source, Goodwill Center, Development Authorities, and DCA.
4. Employment opportunities and a higher range of income opportunities	<ul style="list-style-type: none"> ▪ Maintain and increase partnerships with postsecondary educational institutions, the Chamber of Commerce, Development Authorities, and other stakeholders such as the Dept. of Labor and GMRC.

Table 4-2. Community Needs and Opportunities, continued

HOUSING

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
<ol style="list-style-type: none"> 1. Shortage of family housing 2. Aging housing stock/shortage of specific housing types 	<ul style="list-style-type: none"> ▪ Monitor and sustain land use management policies through Comprehensive Planning and land use regulations. ▪ Examine GMRC and DCA programs regarding availability and affordable housing programs. ▪ Support non-profit charitable organizations, i.e., Habitat for Humanity.
<ol style="list-style-type: none"> 3. Diversify the housing mix 	<ul style="list-style-type: none"> ▪ Research accessory dwelling units (ADUs) as a potential to address Senior housing affordability issues. ▪ Update regulations so that residential developments include a minimum percentage of affordable units.
<ol style="list-style-type: none"> 4. Structural maintenance or repair 	<ul style="list-style-type: none"> ▪ Well-trained code compliance staff. ▪ Organize neighborhood improvement/cleanup events.

NATURAL RESOURCES

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
<ol style="list-style-type: none"> 1. Waterways and wetland integrity need to be maintained by limiting development and maintaining buffers. 2. Natural resource protection activities reduce the impact of natural hazards by preserving or restoring natural areas (e.g., floodplains, wetlands, steep slopes) and their protective functions. 3. Incompatible land uses and development 	<ul style="list-style-type: none"> ▪ Monitor and sustain land use management regulations. ▪ Promote the greenway and trails plan. ▪ Continue to support the Shore Sweep event, Keep Forsyth Beautiful, the Chestatee-Chattahoochee Resource Conservation and Development Council, Upper Chattahoochee Riverkeeper, and Upper Etowah River Alliance.
<ol style="list-style-type: none"> 4. Improved resources for natural resource management. 5. River launches draw visitors to Dawson County; Management planning is needed. 	<ul style="list-style-type: none"> ▪ Include conservation land purchases in the master park plan update. ▪ Identify grant funds to develop and implement the Septic System Homeowner Education program.

Table 4-2. Community Needs and Opportunities, continued

CULTURAL RESOURCES

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
<ol style="list-style-type: none"> 1. Need to evaluate existing resources and seek local funding and assistance for enhancing facilities. 2. Explore opportunities to promote the racing heritage of the community. 3. Utilize regional, state, and federal programs that provide funding and services to enhance programs for Dawson County. 	<ul style="list-style-type: none"> ▪ Continue plans to expand and improve County Parks. ▪ Map (GIS) historical sites ▪ Support the Dawson County Historical Society ▪ Identify Historical properties that can be revitalized or preserved ▪ Several laws deal with particular kinds of "resources" that are "cultural" in character. <p><i>The National Historic Preservation Act (NHPA) sets forth government policies and procedures regarding "historic properties" — The Archaeological Resources Protection Act (ARPA) prohibits excavating archeological resources on Federal or Indian lands without a permit from the land manager. The Archeological Data Preservation Act (ADPA) or Archeological and Historic Preservation Act (AHPA) requires agencies to report any perceived impacts their projects and programs may have on archeological, historical, and scientific data. The Federal Records Act (FRA) requires that agencies manage documents in such a way as to protect their historical value.</i></p>

COMMUNITY FACILITIES AND SERVICES

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
<ol style="list-style-type: none"> 1. Demand for additional meeting space: Dawson County needs conference space for hosting indoor events. 	<ul style="list-style-type: none"> ▪ Conduct a feasibility study to determine the meeting facility's type, size, and location.
<ol style="list-style-type: none"> 2. Evaluate programs for public fire safety education 	<ul style="list-style-type: none"> ▪ Enhance the resources of the Public Information Office to provide educational outreach for hazard mitigation and building safety codes.
<ol style="list-style-type: none"> 3. Demand for additional recreational areas and Parks 	<ul style="list-style-type: none"> ▪ Update the Parks and Recreation Master Plan.
<ol style="list-style-type: none"> 4. Enhance the level of service (ISO) Emergency Management 	<ul style="list-style-type: none"> ▪ Budget for mitigation recommendations of the 2023-24 Hazard mitigation plan update
<ol style="list-style-type: none"> 5. Enhance efforts to improve community health and wellness 	<ul style="list-style-type: none"> ▪ Require pedestrian access between land uses ▪ Enhance public awareness of communitybased prevention and wellness programs. ▪ Increase the Seniors Transit program's marketing to reach untapped markets.

Table 4-2. Community Needs and Opportunities, continued

TRANSPORTATION

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
1. See Transportation Element	<ul style="list-style-type: none"> ▪ Continue to seek funding under Title 49 U.S.C. Section 5311 of the Federal Transit Act for rural areas, offering general public transportation to all citizens.

INTERGOVERNMENTAL COORDINATION

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
1. Growth Management: Coordination as part of the Service Delivery Agreement and effective planning by the County and utility providers.	<ul style="list-style-type: none"> ▪ Update Service Delivery Agreements. ▪ Evaluate the benefits of a Joint Planning Area (JPA) with Lumpkin County
2. Coordination with affiliated organizations	<ul style="list-style-type: none"> ▪ Coordinate transportation improvements and studies with GDOT
3. Collaboration with the City of Dawsonville	<ul style="list-style-type: none"> ▪ Potential joint projects that would qualify for State Grants. ▪ Joint Planning Area
4. Disaster Mitigation	<ul style="list-style-type: none"> ▪ Updated Hazard Mitigation Plan 2023-24

LAND USE

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
1. Competing land uses: Competing land uses and development interests along the corridors and transition areas between the rural county and the established suburban communities.	<ul style="list-style-type: none"> ▪ Monitor and sustain land use management policies through land use planning. ▪ Enforce separation and buffering between land uses ▪ Tree canopy protection in development proposals.
2. Protect farmland and Agricultural uses	<ul style="list-style-type: none"> ▪ Evaluate the USDA soils analysis completed in the Fall of 2023; ▪ Continue implementing the GA land conservation programs. ▪ Promote Georgia Centennial Farm Program
3. Accommodating new growth: Dawson County will incorporate new development, requiring monitoring trends and infrastructure.	<ul style="list-style-type: none"> ▪ Budget for Annual Transportation Plan updates to ensure the efficiency of services. ▪ Monitor and sustain land use management policies through long-range planning and land use regulations. ▪ Update of Capital Improvement Element (plan) 2023-24 ▪ Update of Impact Fee schedule 2024.

Table 4-2. Community Needs and Opportunities, continued

LAND USE, CONTINUED

NEEDS AND OPPORTUNITIES	MITIGATION STRATEGIES
4. Redevelopment plans	<ul style="list-style-type: none"> ▪ Explore funding options for community cleanups. ▪ Update the 2000 GA 400 design guidelines.
5. Public Protection – fire suppression	<ul style="list-style-type: none"> ▪ Evaluate regulations allowing property divisions (plats) over 7 miles from a responding fire station with a credible water source.
6. Russell Creek Reservoir Area	<ul style="list-style-type: none"> ▪ Master Park Plan shall include outdoor recreation, trail and greenways. ▪ Private RV parks, Rustic camping ▪ Conservation design plats ▪ Buffer Protection ▪ Watershed Protection

REPORT OF ACCOMPLISHMENTS

The 2018 Plan included a list of mitigation strategies to address the Needs and Opportunities of the community. In March 2020, a worldwide pandemic and subsequent economic outfall delayed many projects. This is the listing (as numbered in 2018) of the items from the 2018 STWP. Objects are identified as completed, in progress, postponed, or canceled. Those items that have been delayed or are in progress are included in the 2023 STWP.

Table 4-3. Mitigation Strategies Status Updates

ACTION	STATUS	COMMENT
1. Update long-term water and sewer plans.	Completed	Etowah Water & Sewer Auth.
2. Develop a road improvement plan.	Completed	Nov 2023
3. Revise facility and vehicle assessment for the fire department and law enforcement.	Completed	
4. Update Parks and Recreation Master Plan	Postponed	Funding – placed on the next five-year cycle 2025 STWP
5. Update Future Development Strategy	Postponed	Placed on the next five-year cycle
6. Adopt conservation design subdivision code.	Completed	Update of land use code 2023
10. Survey County to identify prime agricultural acres	Completed	USDA- NRCS/P&D
11. Establish a policy to protect prime agricultural areas from urban-scale utilities.	Postponed	Subject to the USDA soil map evaluation in the next five-year cycle.
13. Develop/Obtain reference material for architectural design guidelines to promote desired forms among developers.	Canceled	Staffing constraints/lack of interest
14. Survey code enforcement performance	Completed	New division created in 2022
15. Hold workshop to review code enforcement practices	Completed	Management reorganized department
16. Initialize annual report on code enforcement tracking site visits and violations.	Completed	Purchase of Energov Software
17&23. Identify resources to assist homeowners w/ property revitalization	Postponed	Placed on the next five-year cycle: 2024
18. Develop preferred design elements for County and School Board facilities.	Canceled	Staffing constraints
19. Develop/Obtain a market study for senior housing in the Dawson Area.	Canceled	Funding
20. Identify target sites best suited for senior housing (based on market study)	Canceled	Funding/staffing
21&22. Convene a forum with builders and banks to discuss entry-level housing.	Completed	Chamber of Commerce

Table 4-3. Mitigation Strategies Status Updates, continued

ACTION	STATUS	COMMENT
24. Survey realtors re: potential for high-end housing in Dawson County	Canceled	Market-driven/lack of staff
25. Develop a Freight traffic study of the county.	Postponed	Chamber of Commerce project - next five-year cycle.
26. Develop conceptual site plans and funding options for spec industrial parks.	Postponed	Staffing constraints placed on the next five-year cycle.
27. Develop a Target Industry recruitment strategy in conjunction with the development authority.	Postponed	Chamber of Commerce project; placed on next five-year cycle.
28. Develop Broadband and Telecom Plan Utility Ord.	Completed	Broadband Ready in 2021
29. Develop Inventory of regional assets; create marketing tool promoting the same.	Completed	Development Authority
30. Sustain and expand the network of regional economic development partners; Convene regular meetings	Completed	Moved to Long Term Activities and ongoing programs.
32. Implement 2050 Master Plan for water and sewer	Completed	Etowah Water & Sewer Authority
34. Identify and establish a fiscal standard or benchmark for county operations; Promote county performance.	Postponed	Staffing; placed on the next five-year STWP 2025.
36. Include a review of the Comprehensive Plan in site location studies for all new County facilities.	Completed	Moved to Long Term Activities and ongoing programs.
Gap analyses of Commercial Retail and service industries through a USDA grant with Rural Development Institute (Valdosta State).	In Progress	Chamber of Commerce; placed on the next five-year STWP cycle.
Support Workforce Initiatives to provide job opportunities and housing opportunities.	Completed	Chamber of Commerce
Support Existing Businesses and Industries	Completed	Chamber of Commerce
37. Develop catalog of funding resources for capital improvement projects	Completed	Chamber of Commerce
38. Report outlining Lake Lanier park opportunities w/ Army Corps of Engineers	Postponed	Staffing; placed on the next five-year STWP 2025.
39. Survey identifying potential properties or target areas for parks/aquatic facility	Canceled	Lack of interest in Aquatic facility/ funding
40. Seek funding to increase staff and vehicles	Completed	
41. Develop preferred specs and budget for indoor aquatic facility	Canceled	Funding/other recreational needs

Table 4-3. Mitigation Strategies Status Updates, continued

ACTION	STATUS	COMMENT
40. Seek funding to increase staff and vehicles	Completed	
41. Develop preferred specs and budget for indoor aquatic facility	Canceled	Funding/other recreational needs
42. Complete the Russell Creek Reservoir, water treatment plant expansion and water reclamation expansion	In Progress	EWSA has completed surveys and plan design
44. Replace vehicles in accordance with Fire Dept. Assessment	Completed	
7. Maintain State Environmental Planning Criteria	Moved to Long Term Activities and Ongoing Programs	Policy
8. Support the Upper Chattahoochee Riverkeeper and Upper Etowah River Alliance	Moved to Long Term Activities and Ongoing Programs	Policy
9. Support the Friends of Amicalola Falls, Appalachian Trail Conservation, and other natural resource advocates.	Moved to Long Term Activities and Ongoing Programs	Policy
12. Seek to concentrate development around existing urbanized areas.	Moved to Long Term Activities and Ongoing Programs	Policy
30. Sustain and expand network of Regional economic development partners Convene regular meetings	Moved to Long Term Activities and Ongoing Programs	Policy
31. Continue to support the Economic Development Authority of Dawson County, the Industrial Building Authority of Dawson County, the Dawson County Chamber of Commerce, and the Joint Development Authority of Lumpkin, White, and Dawson Counties.	Moved to Long Term Activities and Ongoing Programs	Policy
33. Utilize SPLOST (and comparable measures) to support investment in infrastructure.	Moved to Long Term Activities and Ongoing Programs	Policy
36. Include a review of the Comprehensive Plan in site location studies for all new county facilities	Moved to Long Term Activities and Ongoing Programs	Policy

Table 4-3. Mitigation Strategies Status Updates, continued

ACTION	STATUS	COMMENT
43. Maintain Participation with North Georgia Water Partnership.	Moved to Long Term Activities and Ongoing Programs	Policy

The listing, as numbered, or bulleted in 2018, included several policy statements that have been moved to the Long Term Activities and Ongoing Projects section of this plan. Many items have been canceled due to lack of funding or the action is no longer necessary due to a change in priorities. Those items that have been delayed or are in progress are included in the 2023 STWP.

COMMUNITY WORK PROGRAM (2023-2027)

An element of the Implementation Program is the Short-Term Work Program (STWP). This identifies specific implementation actions the local government or other entities intend to take during the first five-year time frame of the planning period.

Table 4-4. Community Work Program (2023-2027)

ACTION	2023	2024	2025	2026	2027	ENTITY	PROJECTED COST	FUNDING OPTIONS
Administration								
Establish benchmarks for County operations			X			Admin.	TBD	General Fund
Educational Outreach	X	X	X	X	X	Admin.	TBD	General Fund
Update Future Development Strategy	X	X				Admin.	TBD	General Fund
Community Development								
Identify resources to assist homeowners with property revitalization.		X				Code Enforcement	TBD	General Fund DCA
Update Tree Protection Ordinance		X				P&D	TBD	General Fund
Establish a policy to protect agricultural areas from urban growth; and utilities			X			P&D	Staff	General Fund
Update regulations to address impervious surface requirements		X				P&D	Staff	General Fund
Adopt regulations for Scenic Corridors		X				P&D	Staff	General Fund

Table 4-4. Community Work Program (2023-2027), continued

ACTION	2023	2024	2025	2026	2027	ENTITY	PROJECTED COST	FUNDING OPTIONS
Library Services								
Purchase collection materials	X	X	X	X	X	Dawson Library	TBD	99.5% impact fees; SPLOST
Parks and Recreation								
Master Park/Recreation Plan/ Greenspace			X			Parks & Rec. Dept	TBD	Grants General Fund
Acquire parkland		X	X		X	Parks & Rec. Dept	TBD	84.76% impact fees; SPLOST
A report outlining Lake Lanier park opportunities with ACOE		X				Parks & Rec. Dept	TBD	Grants Impact Fees
Law Enforcement								
New Detention Center					X	Sherrif's Office	TBD	100% Impact Fees
Replacement Vehicles		X		X		Sherrif's Office	TBD	SPLOST
Fire Protection								
Purchase collection materials					X	Emergency Services	1,000,000	General Fund
Renovate Fire Stations 3,4,5			X	X	X	Emergency Services	TBD	TBD
Install fire hydrants	X	X	X	X	X		TBD	100% Impact Fees
Purchase three Engines		X				Emergency Services	2,250,000	General Fund
Road Improvements - See Transportation Element								

Table 4-4. Community Work Program (2023-2027), continued

ACTION	2023	2024	2025	2026	2027	ENTITY	PROJECTED COST	FUNDING OPTIONS
Public Works								
Update traffic study requirements		X				Public Works	TBD	General Fund
Update regulations to require interconnected streets parking, driveways, and trails		X				Public Works	Staff Time	General Fund
Investigate establishing a local government stormwater utility.					X	Public Works	TBD	General Fund
Development Authority / Chamber of Commerce								
Support the Board of Education to receive an Economic Development Partnership with the State Department of Education.	X					Chamber of Commerce	Staff time	General Fund
Assist in the creation of CIDs & TADs		X				Development Authority	Staff time	General Fund
Help create land for business and industrial recruitment					X	Chamber of Commerce	Staff time	General Fund
Freight and Inland Port transportation and development study			X			Chamber of Commerce/ Public Works	10,000	General Fund
Market target industries for recruitment along GA 400			X			Chamber of Commerce	Staff time	General Fund
Support Existing Businesses and Industries	X	X	X	X	X	Chamber of Commerce	Staff time	N/A
Gap analyses of Commercial Retail and service industries through a USDA grant with Rural Development Institute (Valdosta State).			X			Chamber of Commerce	Staff time	General Fund
Support Workforce Initiatives to provide job opportunities and housing opportunities.	X	X	X	X	X	Chamber of Commerce	Staff time	General Fund

Table 4-4. Community Work Program (2023-2027), continued

ACTION	2023	2024	2025	2026	2027	ENTITY	PROJECTED COST	FUNDING OPTIONS
Development Authority / Chamber of Commerce, continued								
Develop conceptual site plans and funding options for spec industrial parks.			X			Chamber of Commerce	Staff time	General Fund
Develop a Target Industry recruitment strategy (in conjunction with the development authority)			X			Chamber of Commerce	Staff time	General Fund



TRANSPORTATION ELEMENT

INTRODUCTION

The Dawson County Transportation Element is an essential part of the County's comprehensive planning process. This Transportation Element is an update to the County's 2018 comprehensive planning document and identifies priority transportation projects and policy recommendations to help guide transportation investments in Dawson County over the next 30 years. The projects included in the Transportation Element comprise a multimodal suite of transportation priorities for the county, including projects to improve safety, operations, and bicycle and pedestrian access at key locations.

Located northeast of Metropolitan Atlanta, Dawson County encompasses approximately 211 square miles in northeastern Georgia and is home to more than 26,000 people (Figure 1 1). It borders Forsyth County to the south, Cherokee County to the southwest, Hall County to the southeast, Pickens County to the west, Gilmer County to the north, Fannin County to the northeast and Lumpkin County to the east. The City of Dawsonville, the county seat, is the sole municipality and is located in the southern portion of the county.

Dawson County is characterized by rich natural beauty, many outdoor recreational attractions, including Amicalola Falls State Park, hundreds of miles of hiking trails, and the 23,000- acre Dawson Forest Wildlife Management Area. These features make the county an ideal location for hunting, hiking, bird watching, camping, and fishing opportunities for visitors and residents alike and are also a significant source of recreational traffic and tourism. Additionally, continued residential and commercial development are evidence of the county's steady growth. According to the U.S. Census, the population has increased by 20% over the last decade, from 22,330 in 2010 to 26,798 in 2020, resulting in increased demand for the county's transportation system.

PLANNING PROCESS

The Transportation Element was developed over a period of six months (Table 1-1) and included significant engagement with regional partners and the public during the four major phases of the planning process, which included the following:

- Research and data collection – this phase was dedicated to developing a comprehensive understanding of the county's existing transportation system, as well as future needs that may arise over the next 30 years.
- Public engagement – stakeholder, public, and agency partnerships critical to determining the key transportation-related issues and opportunities facing the county.
- Analysis and visualization – this phase consolidated the feedback received in the previous phases to identify area transportation issues and potential solutions.
- Community development strategy update – this phase included more detailed project evaluation and an assessment of potential funding sources for implementation.

Table 5-1. Planning Process Timeline

TASK	2023					
	APR	MAY	JUNE	JULY	AUG	SEPT
Research and Data Collection						
Public Engagement						
Analysis and Visualization						
Community Development Strategy Update						

GEORGIA STATE COMPREHENSIVE PLANNING REQUIREMENTS

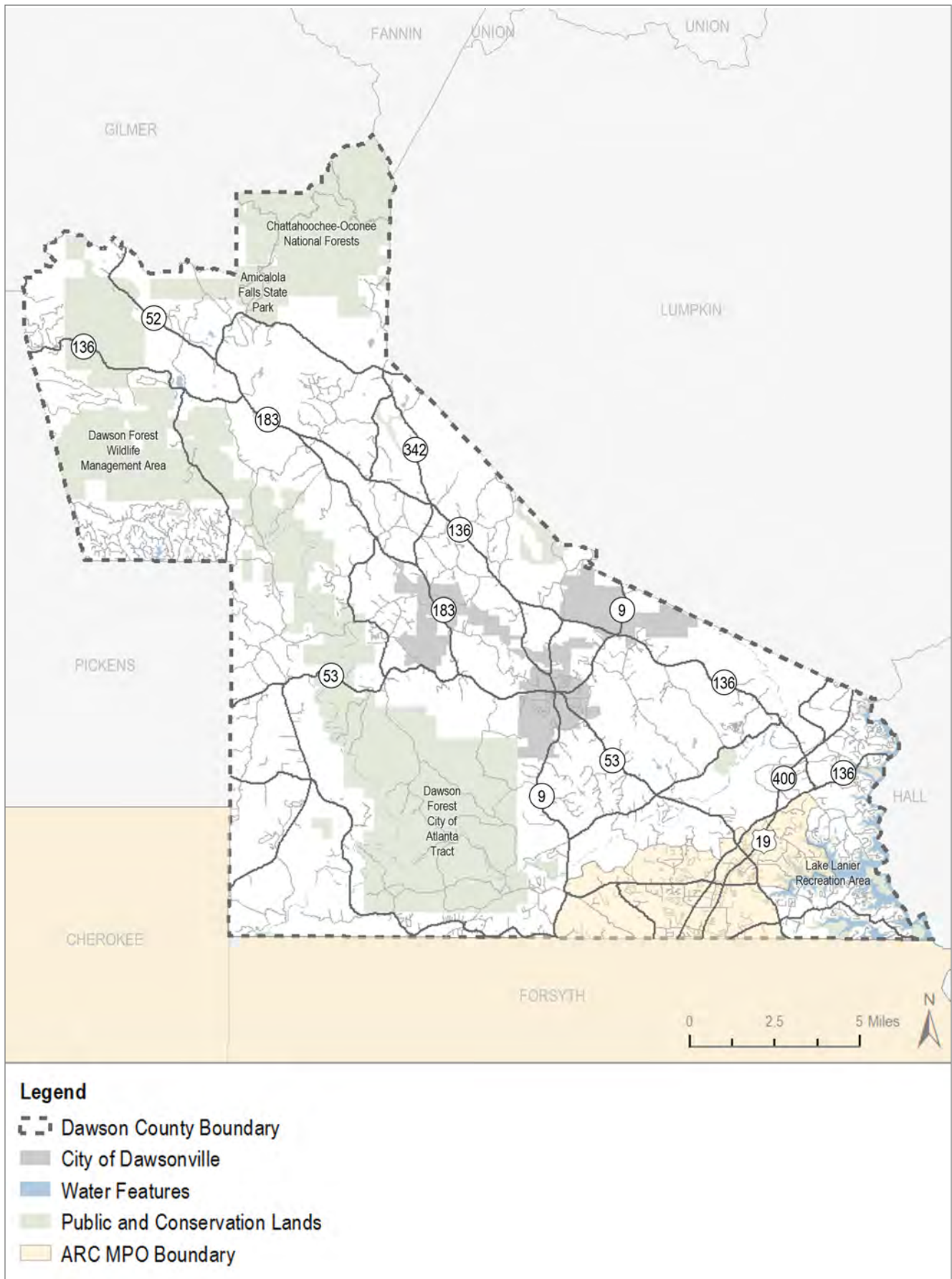
Specific requirements for the transportation element of the comprehensive plan are established by the Georgia Department of Community Affairs, as enumerated in Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning. Chapter 110-12-1.03 (7) outlines the required elements for inclusion in the Transportation Element for the portions of a local government’s jurisdiction that are located within a Metropolitan Planning Organization (MPO), which are to:

- Evaluate major components of the local transportation system, including the roadway network, alternative modes, parking, rail/freight/ports/airports, and the connection between transportation and land use, and
- Establish a strategy to address the issues and opportunities identified through evaluation of the transportation system and incorporate this strategy into the Community Work Program.

After the 2010 Decennial Census, a portion of southeastern Dawson County was identified as part of the urbanized area connected with Forsyth County and metro Atlanta, becoming part of the Atlanta region’s 20-county Metropolitan Planning Organization (MPO). Transportation planning activities for the MPO are directed by the Atlanta Regional Commission (ARC), which develops the Regional Transportation Plan (RTP) – the long-range transportation strategy for the MPO area. While the majority of Dawson County is not located within the ARC planning area, the above elements are encouraged for local governments undergoing comprehensive planning and are therefore included in this Transportation Element, organized into the following main sections:

- Transportation Priorities and Engagement,
- Existing Conditions and Needs Assessment,
- Project Development and Evaluation,
- Financial Framework, and
- Project Recommendations.

Figure 5-1. Dawson County Planning Area



TRANSPORTATION PRIORITIES AND ENGAGEMENT

GOALS AND OBJECTIVES

This Transportation Element assessed the goals established in previous Transportation Element documents and has updated them with minor revisions based on feedback and guidance from the Long-Range Transportation Planning Committee, regional stakeholders, and the public. These goals will help guide future transportation decisions in the county and establish a safe, connected, sustainable, and multimodal transportation system and are as follows:

- Goal 1 – Improve roadway safety for all travelers within Dawson County.
 - Objective 1.1 – Reduce rates of crashes, particularly those that result in serious injuries and fatalities.
 - Objective 1.2 – Ensure safe and convenient travel options for all roadway users by minimizing conflict points through design, addressing ADA concerns, and expanding active transportation infrastructure facilities.
 - Objective 1.3 – Identify funding needs for the construction and maintenance of transportation infrastructure to ensure a state of good repair.

- Goal 2 – Integrate land use decisions with transportation analysis and planning.
 - Objective 2.1 – Evaluate the transportation needs of existing land uses within the county and coordinate with Georgia Department of Transportation (GDOT), ARC, GMRC, and other regional partners to ensure roadway improvements meet the needs of future development.
 - Objective 2.2 – Align development regulations to achieve identified transportation improvements by working with private developers.
 - Objective 2.3 – Implement the Dawson County Greenway Trail Master Plan by securing easements and rights-of-way through the subdivision and entitlement process.

- Goal 3 – Minimize negative transportation impacts on the environment and people’s health to ensure sustainable growth and continued quality of life.
 - Objective 3.1 – Prioritize transportation investments that provide alternatives to driving alone.
 - Objective 3.2 – Preserve natural and cultural resources (e.g., open space, farmland, viewsheds, and riparian zones).
 - Objective 3.3 – Invest in the integration and connectivity of the transportation system, across and between modes, for people and freight, to support sustainable economic development and reduce transportation impacts on air quality.

- Goal 4 – Support alternative modes of transportation.
 - Objective 4.1 – Identify opportunities for improved bicycle and pedestrian infrastructure that provides access to businesses and other key destinations.
 - Objective 4.2 – Support expanded transit services and pursue opportunities for park and ride facilities within Dawson County.
 - Objective 4.3 – Refine and pursue budgeting for the design and construction of bicycle and pedestrian facilities detailed in the Dawson County Greenway Trail Master Plan.

PUBLIC AND STAKEHOLDER ENGAGEMENT

Public and stakeholder engagement was a critical component of the Transportation Element update. Outreach was conducted throughout the planning process to the public, regional stakeholders and the county’s Long Range Planning Committee. Detailed summaries of public and stakeholder feedback are included in the appendices.

The outreach and engagement approach consisted of virtual engagement opportunities, including meetings, surveys, and interactive mapping. Advertising efforts focused on promoting upcoming events and providing varied opportunities for feedback. Targeted outreach included the development of a project webpage developed on the Social Pinpoint engagement platform, press releases on the Dawson County website, social media posts on Facebook, and email distribution lists.

Initial public engagement included online resources and a web-based survey that was available from June to July 2023. Outreach at this stage focused on providing information regarding the purpose of the Transportation Element update and gathering feedback on issues and opportunities related to the county's transportation system. The survey and interactive map were available online and garnered 69 map comments and 88 survey responses. Respondents provided information about past and future development preferences, transportation priorities, and locations of transportation-related issues and opportunities through the interactive map. Key findings included:

- Need for addressing congested areas, maintenance of existing roadways and sidewalks, protection of the natural environment, and improved safety were top priorities,
- Desire to invest in the major corridors (SR 400, SR 53),
- Concerns about future growth and development, and
- Desire for more transportation choices (walkways, bikeways, and transit).

Coordination with regional stakeholders was ongoing throughout the development of the Transportation Element update and included consultation with ARC and the Georgia Mountains Regional Commission (GMRC), county representatives, and GDOT. Stakeholder engagement also included three presentations to the county's Long Range Planning Committee, which provided status updates and allowed the Committee to provide feedback during key phases of the planning process.



EXISTING CONDITIONS AND NEEDS ASSESSMENT

The following sections detail existing conditions within Dawson County to provide an overview of issues and opportunities facing the County's transportation system.

PEOPLE

Dawson County has a population of 26,798, according to the U.S. Census Bureau's 2020 Census, which is a 20% increase since the 2010 Census. Due to Dawson County's proximity to suburban metro Atlanta, the county may continue to see increasing residential and commercial development pressure in the future. As the county's population continues to grow, transportation investments will need to be coordinated with future development to ensure that the transportation system can accommodate increased demand.

Additionally, key demographic features, including age, access to vehicles, and income affect the types of transportation services that should be prioritized within Dawson County. These demographic characteristics were sourced from the CDC's Social Vulnerability Index (SVI), which was developed by the Agency for Toxic Substances and Disease Registry (ATSDR) to identify communities that need additional support before, during, and after emergencies or natural disasters (such as severe weather, floods, disease outbreaks, etc.). The index uses U.S. Census data to determine socioeconomic status, household characteristics, racial and ethnic minority status, and housing type and transportation status at varying geographies to generate an overall social vulnerability score on a scale of 0 (least vulnerable) to 1 (most vulnerable).

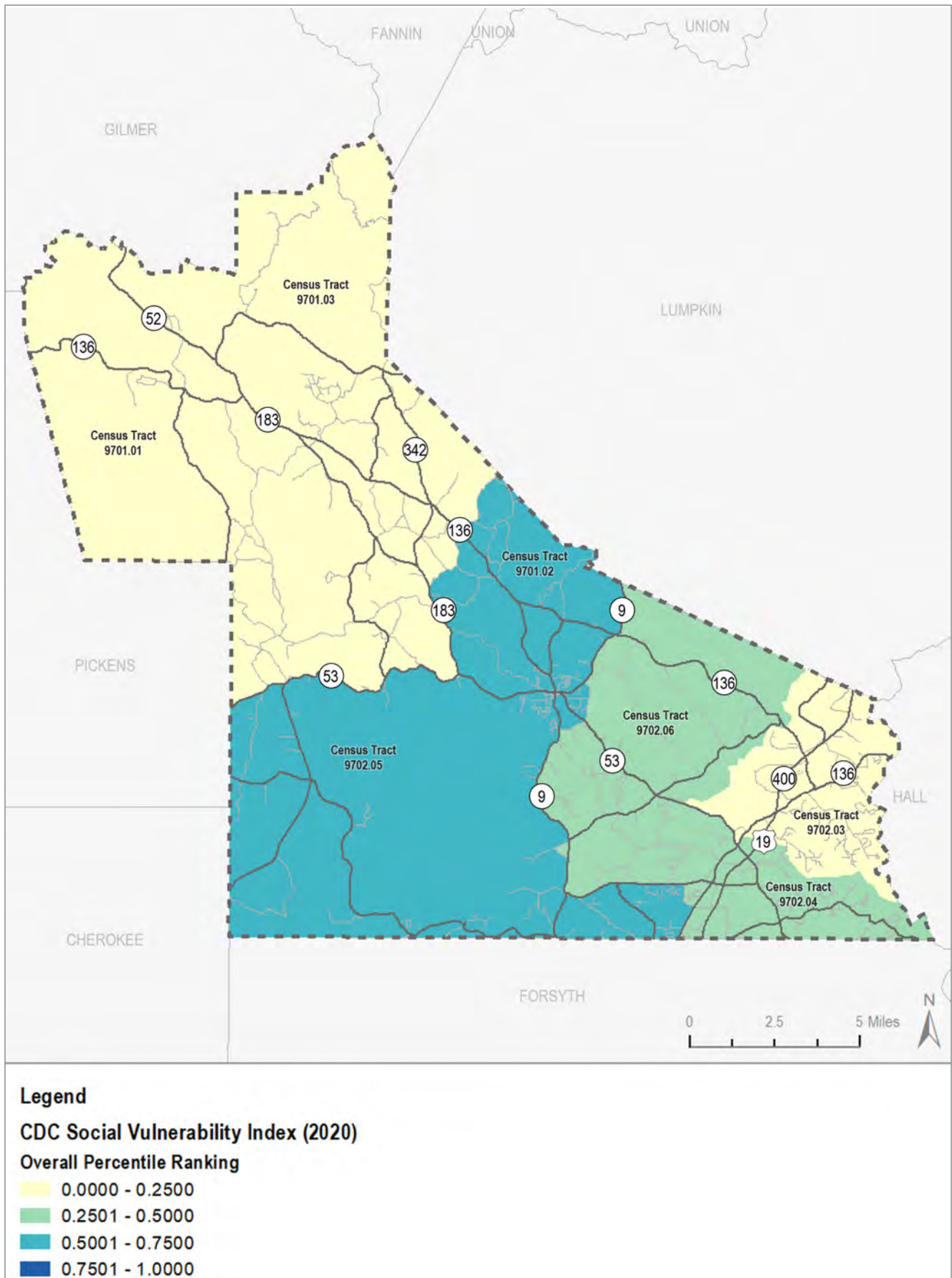
Table 5-2 displays these key transportation-related demographic indicators for each of the census tracts located within Dawson County, as well as county-wide averages, and overall SVI scores are illustrated in Figure 5-2. These SVI scores can be used to identify locations that require additional focus during transportation planning processes, for example to identify communities that may have mobility concerns related to vehicle access or disability, impoverished communities, and/or historically underserved minority populations.

Table 5-2. Key Demographic Characteristics

CENSUS TRACT	SVI SCORE	65 YEARS AND OLDER	PERCENT BELOW 150% POVERTY	POPULATION LIVING W/ DISABILITY	MINORITY POPULATION	LIMITED ENGLISH PROFICIENCY	NO VEHICLE
9701.01	0.0897	67.5%	15.9%	26.8%	2.2%	0%	0%
9701.02	0.6122	18.5%	15.9%	15.8%	10.3%	1%	2.3%
9701.03	0.049	15.6%	5.9%	17.4%	0%	0.5%	0%
9702.03	0.1586	23.1%	2.9%	13.3%	9.7%	0%	1.1%
9702.04	0.4587	20%	12.2%	13.8%	13.5%	0.1%	0%
9702.05	0.6975	11.9%	26.5%	13.6%	14.7%	1.3%	0%
9702.06	0.2785	10%	18.6%	13.6%	7.7%	0.1%	3.6%
County Average	0.1887	19.9%	14.1%	14.7%	9.1%	0.5%	1.3%

Source: CDC Social Vulnerability Index (2020)

Figure 5-2. Dawson County Social Vulnerability Index (2020)



Dawson County's commuting patterns also significantly affect the county's transportation system. According to the U.S. Census Bureau's 2020 Longitudinal Employer Household Survey, of the more than 8,300 people whose jobs are located within Dawson County, 20% (1,675) live and work within the county, while 79% (6,628) live elsewhere and commute in for work. An additional approximately 10,200 workers live in Dawson County but commute to neighboring counties for their employment. Key employment centers within the county are in the city of Dawsonville and within commercial areas along SR 400. Residents who live in Dawson County and commute elsewhere for work primarily travel south/southwest towards Forsyth and Fulton Counties, as well as north/northeast towards Lumpkin and Hall Counties.

General employment and wage trends are included in Table 5-3.

Table 5-3. Employment and Wage Trends

	PERCENTAGE OF PERSONS IN POVERTY	MEDIAN INCOME (2021 DOLLARS, 2017-2021)	MEAN TRAVEL TIME TO WORK (AGE 16+, 2017-2021)
Dawson County	9%	\$77,630	30.4 minutes
Georgia	14%	\$65,030	28.6 minutes

Source: U.S. Census QuickFacts

ROADWAY NETWORK

Dawson County's multimodal transportation system includes arterials, collectors, and local streets, transit, sidewalks, bikeways, and trails, all of which are used to move people and goods where they need to go, both locally and regionally. A well-planned transportation system that is accessible to all types of users helps support the region's economic health and desirability as a place to live and do business.

Functional Classification

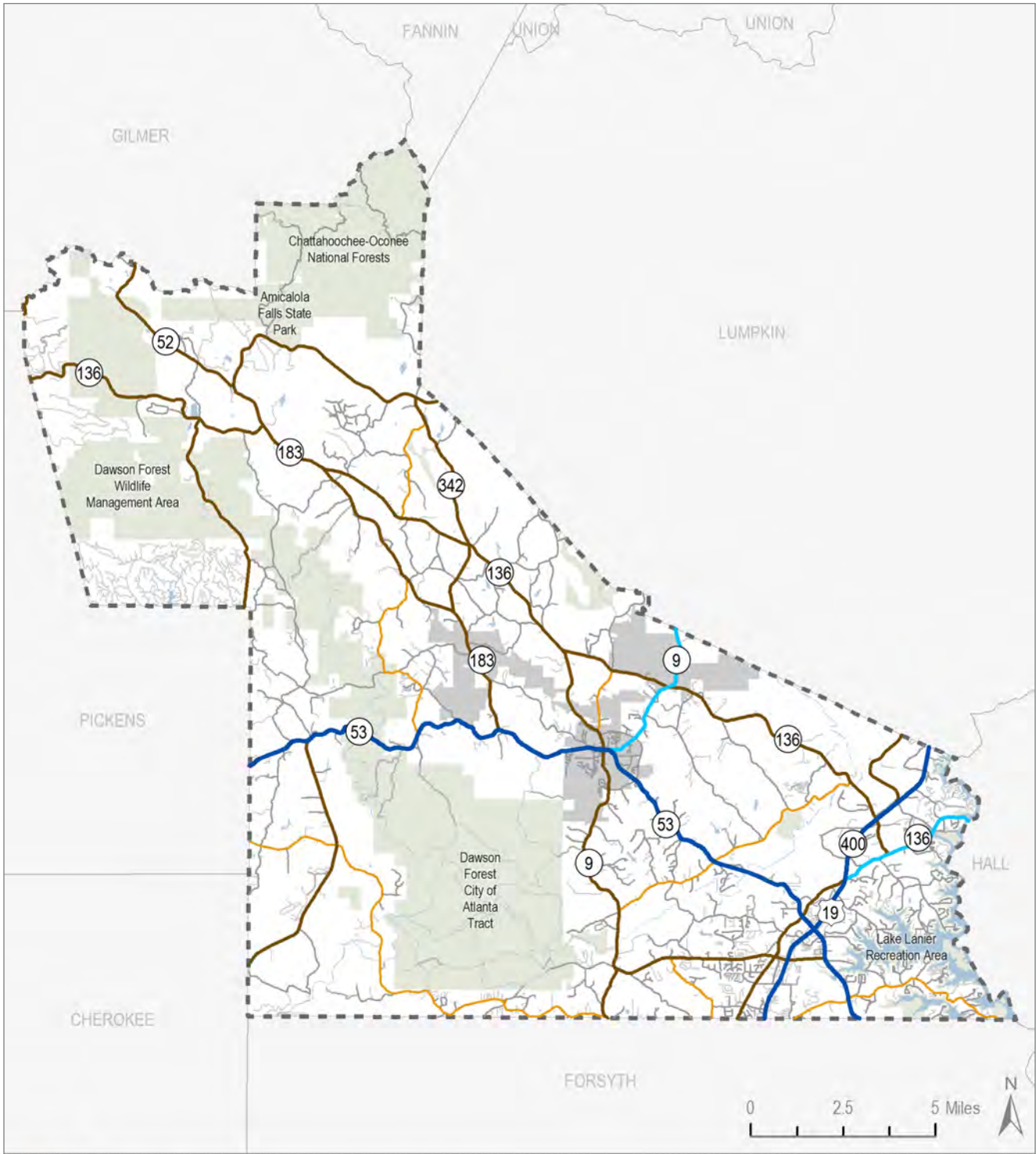
There are approximately 448 miles of functionally classified roadways within Dawson County. Each roadway is categorized by its function, which reflects the level of accessibility and mobility each provides. For example, interstates allow high speed travel and regional connectivity, with minimal local access points, while arterials and collectors distribute relatively high volumes of vehicles between regional and local destinations. Local roads, in contrast, tend to have lower speeds and more access to individual properties and businesses. There are no interstates in Dawson County. Table 5-4 details the mileage of each type of roadway within Dawson County, and these functional classifications are illustrated in Figure 5-3.

Table 5-4. Roadway Functional Classification Mileage

FUNCTIONAL CLASSIFICATION	MILES OF ROADWAY (APPROXIMATE)
Interstate	0
Major Arterials	31
Minor Arterials	8
Major Collector	97
Minor Collector	41
Local	271
Total Roadway Mileage (excluding private roads)	449

Source: Dawson County GIS Department

Figure 5-3. Roadway Functional Classification



Legend

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roads
- Private Roads
- Dawson County Boundary
- City of Dawsonville
- Water Features
- Public and Conservation Lands

Volumes and Operations

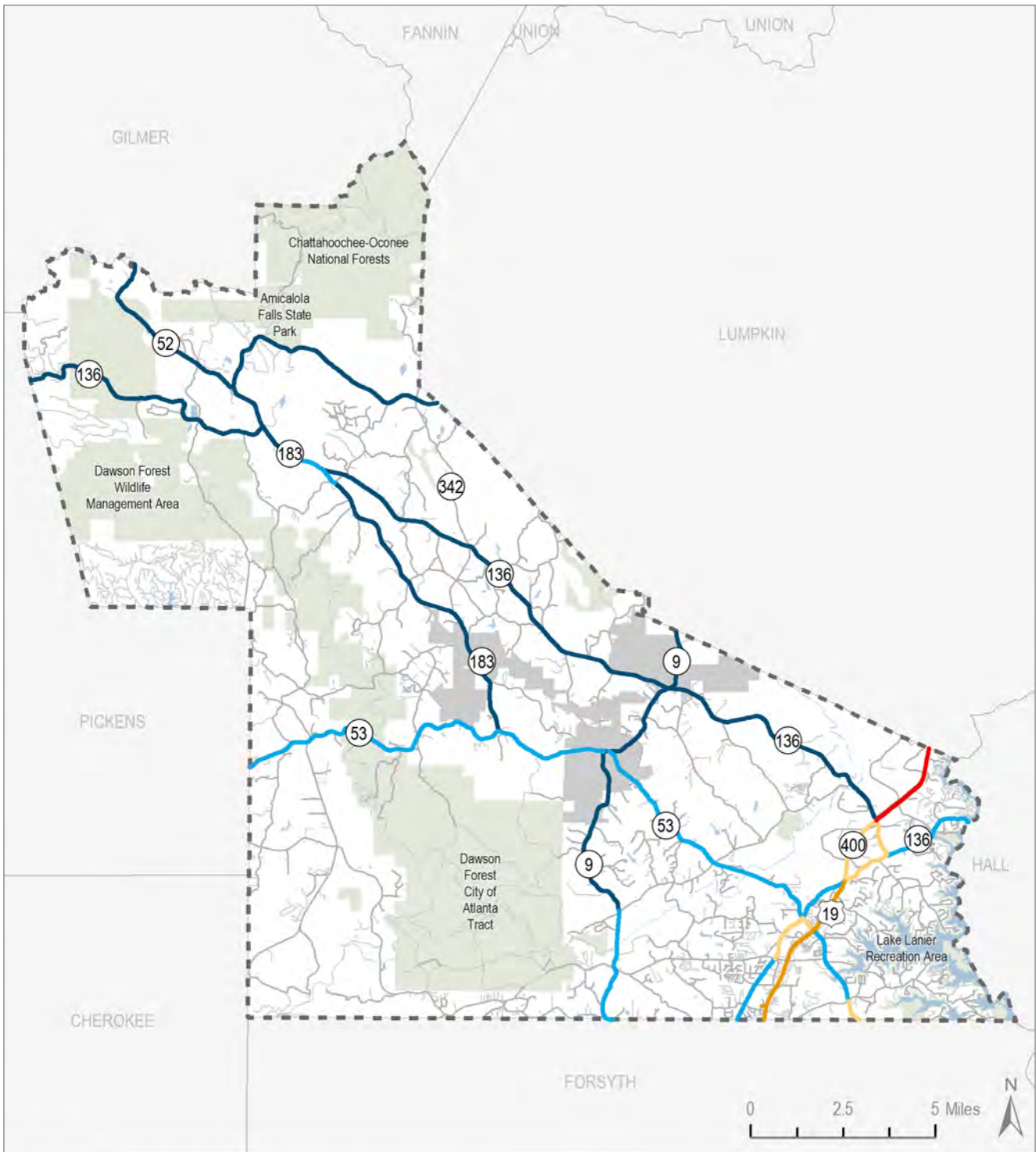
Traffic volume data are collected for major roadways by GDOT, including Annual Average Daily Traffic (AADT) and safety metrics. This data is used to understand facility use, plan road maintenance, identify roadway segments with safety issues, and determine operational and capital improvements to address congestion. Figure 5-4 and Figure 5-5 illustrate the expected increase in AADT throughout the county between 2015 and 2050 as projected by the Georgia Statewide Travel Demand Model (GSTDM). Overall, volumes are expected to increase most significantly within the southeastern portion of the county, particularly along SR 9, Lumpkin Campground Road, SR 400, and SR 136. While the statewide model covers a large geographic area, it can be difficult to determine the reliability of model results at the local level. A future task for the county should be the development of a county-wide model, which may yield more accurate results. Additionally, future coordination with ARC and GDOT will be necessary as each agency undergoes updates to their travel demand models to ensure the most accurate results are generated for Dawson County.

In addition to AADT, roads are also assigned a "Level of Service", or LOS, by the GSTDM. LOS is used to describe a roadway segment's traffic conditions and how well it serves to move vehicles, by comparing traffic volumes to roadway capacity. While vehicular LOS does not consider other modes of travel, such as walking and bicycling, it can be a useful indicator of existing and expected traffic conditions. These LOS scores are determined by a road's volumes and number of lanes, and each road is assigned a letter grade between A and F, where LOS A denotes roads with free flow conditions and LOS F represents roads where demand far exceeds capacity. In more developed urbanized areas, LOS E is considered an acceptable level of congestion. Figure 5-6 and Figure 5-7 illustrate the expected degradation in LOS throughout the county between 2015 and 2050 as projected by the GSTDM. Similar to the expected increase in volumes, LOS is expected to degrade primarily within the southeastern portion of the county, especially along Lumpkin Campground Road, SR 400, and SR 136.

Future traffic volumes and operations will be affected by residential, commercial, and industrial growth within the county. Traffic Impact Studies for significant new developments should be required to ensure that the roadway system can accommodate increased travel demand.



Figure 5-4. Annual Average Daily Traffic (2015)



Legend

2015 Traffic Volumes (Veh/Day)

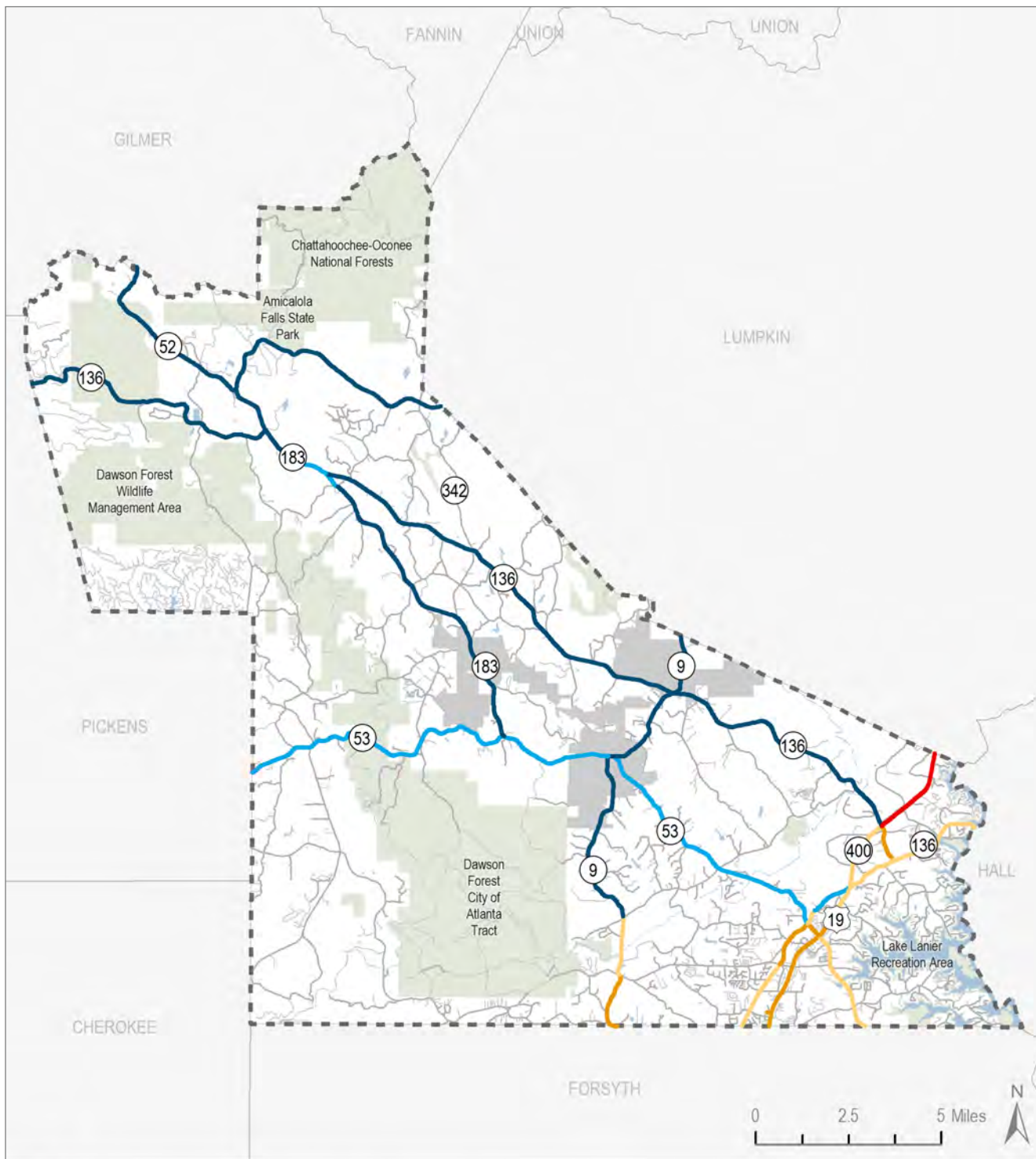
- Greater than 20,000
- 15,000 to 20,000
- 10,000 to 15,000
- 5,000 to 10,000
- Less than 5,000

- Dawson County Boundary
- City of Dawsonville
- Water Features
- Public and Conservation Lands

0 2.5 5 Miles



Figure 5-5. Annual Average Daily Traffic (2050)



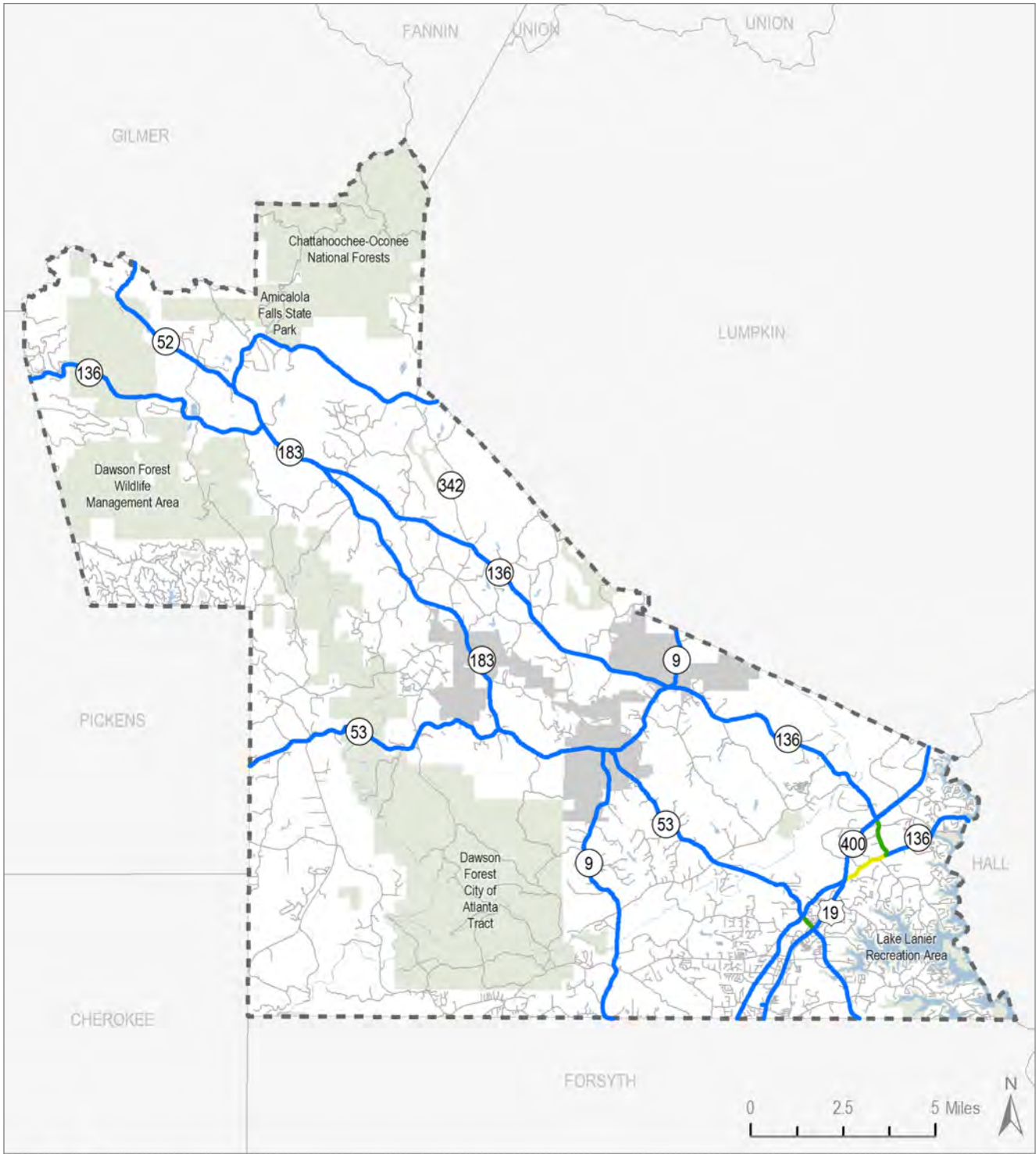
Legend

2050 Traffic Volumes (Veh/Day)

- Greater than 20,000
- 15,000 to 20,000
- 10,000 to 15,000
- 5,000 to 10,000
- Less than 5,000

- Dawson County Boundary
- City of Dawsonville
- Water Features
- Public and Conservation Lands

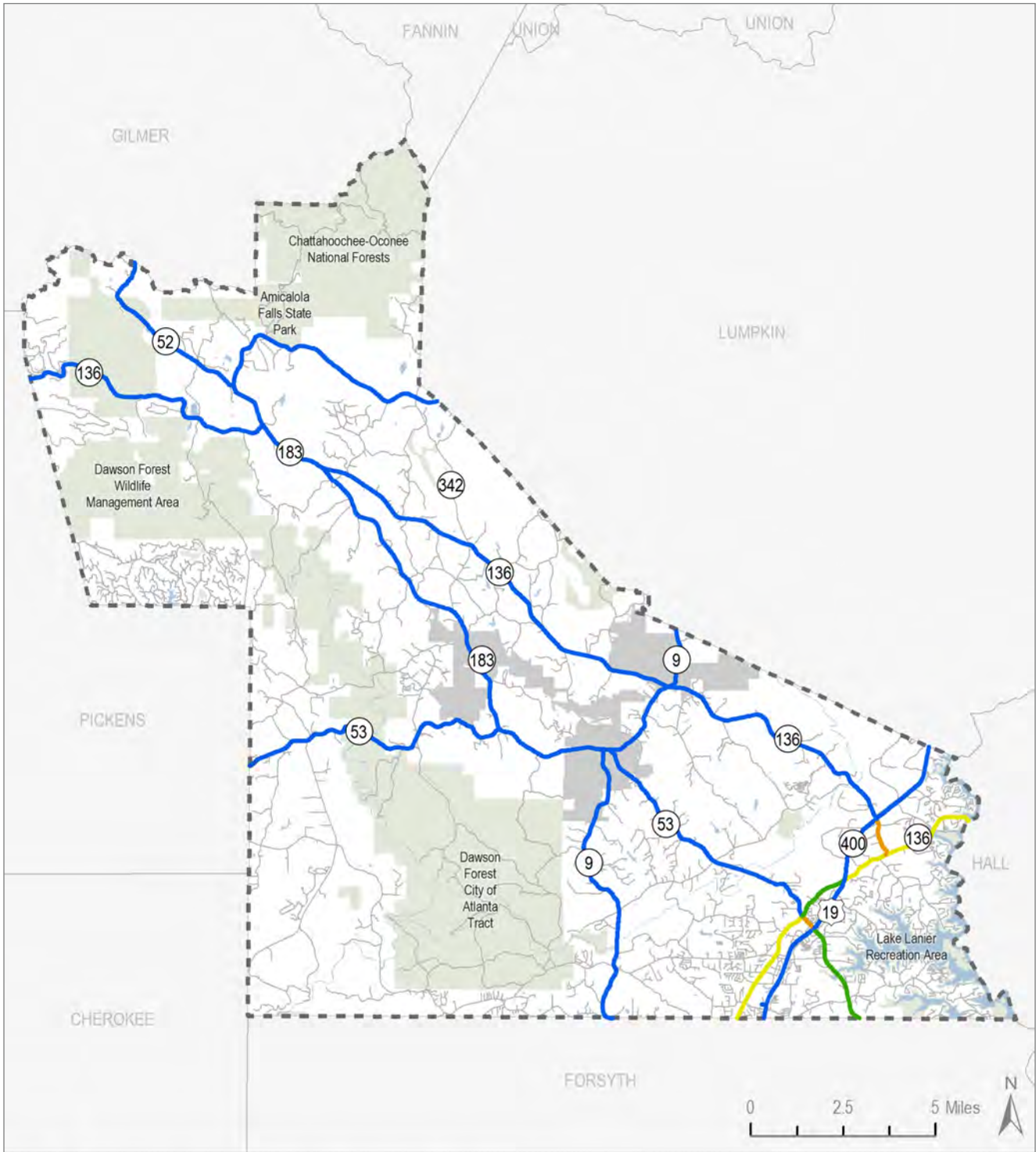
Figure 5-6. Level of Service (2015)



Legend

- | | |
|--|-------------------------------|
| Level of Service (2015 Base Year - GSTDM) | Dawson County Boundary |
| LOS A-B (V/C <= 0.70) | City of Dawsonville |
| LOS C (V/C 0.71 - 0.80) | Water Features |
| LOS D (V/C 0.81 - 0.90) | Public and Conservation Lands |
| LOS E (V/C 0.91 - 1.0) | |
| LOS F (V/C > 1.00) | |

Figure 5-7. Level of Service (2050)



Legend

- | | |
|---|-------------------------------|
| Level of Service (2050 Model Year - GSTDM) | Dawson County Boundary |
| LOS A-B (V/C <= 0.70) | City of Dawsonville |
| LOS C (V/C 0.71 - 0.80) | Water Features |
| LOS D (V/C 0.81 - 0.90) | Public and Conservation Lands |
| LOS E (V/C 0.91 - 1.0) | |
| LOS F (V/C > 1.00) | |

Bridge Conditions

Bridge condition information was sourced from GDOT’s repository of bridge documentation, which includes maintenance and inspection reports, as well as overall bridge condition ratings. These ratings are used to identify bridge locations that require weight restrictions, repair, or replacement. Of the 49 bridges located within Dawson County, 5 were identified by GDOT to have a sufficiency rating indicating either load restrictions or that replacement is needed. These bridges are detailed in Table 5-5 and illustrated in Figure 5-8.

Table 5-5. Bridge Condition Ratings

BRIDGE LOCATION ID	LOCATION	RESTRICTION
085-00058X-000.75N	Kelly Bridge Road at Etowah River, 7 miles southwest of Dawsonville	Posted for load
085-99999X-000.40N	Shoal Creek Road at Etowah River, 4.5 miles south of Dawsonville	Posted for load
085-00994F-001.01N	Shoal Creek Road at Shoal Creek, northwest of Dawsonville	Posted for load
085-00192X-009.75E	Steelbridge Road at Amicalola Creek, 6 miles northwest of Dawsonville	Posted for load
085-00057X-002.25S	Hubbardsville Road at Yellow Creek, 9 miles west of Dawsonville	Closed to all traffic

Source: GDOT

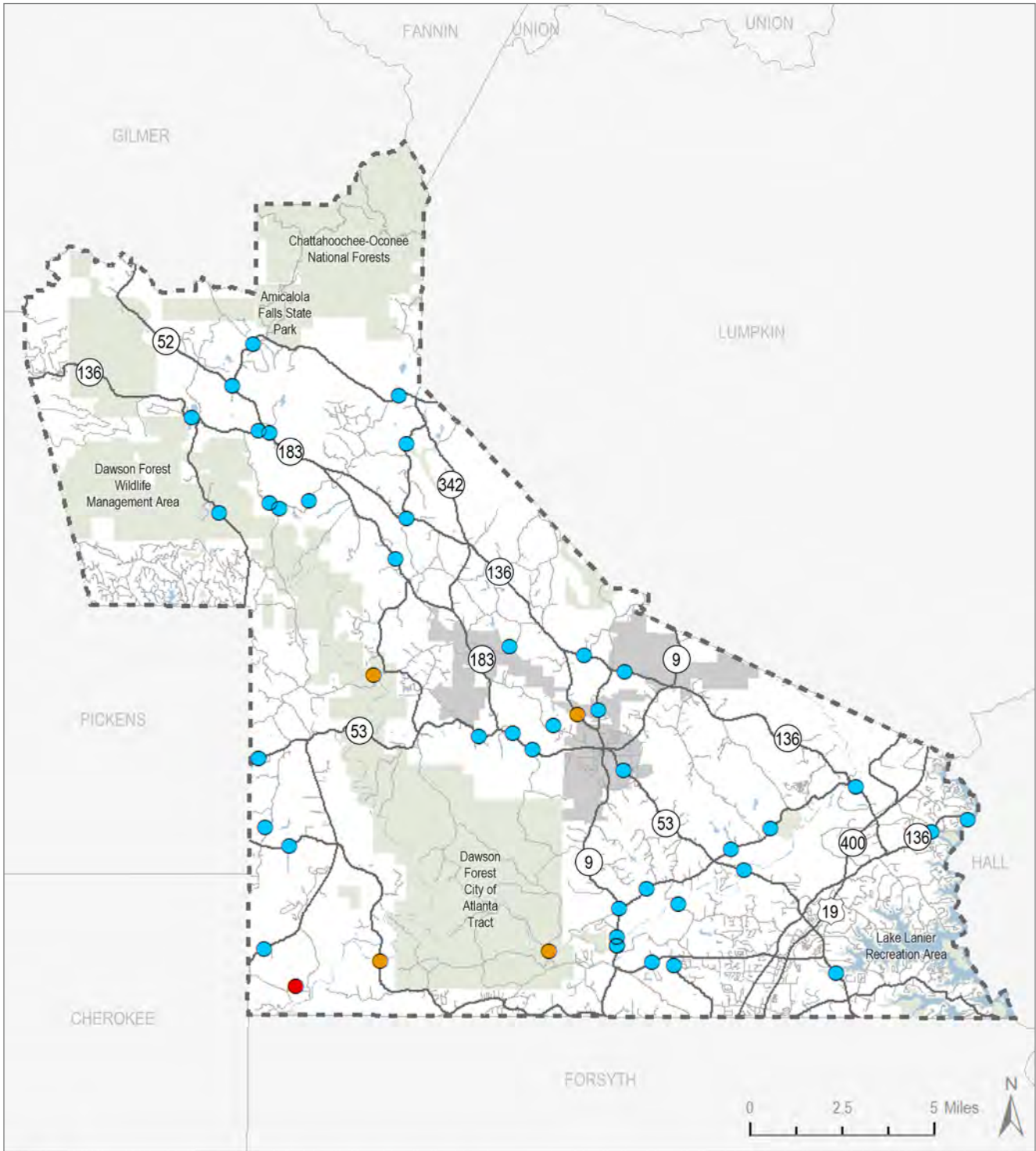
Freight Routes

Freight transportation is an essential element of Dawson County’s economy that relies heavily on the county’s roadway network. The county is not serviced by any regional rail lines, so freight transport into and out of the county is primarily restricted to over-the-road truck movements. SR 400 is the county’s primary oversized truck route, as designated by GDOT, but additional state highways are suitable for freight and truck movements and are also designated as truck routes, including SR 53, SR 136, SR 183, and SR 9. These freight routes are illustrated in Figure 5-9.

Parking

Parking availability in the unincorporated portions of Dawson County is not currently a significant issue. Within most local commercial and business areas, such as along the GA 400 corridor, free off-street parking is plentiful. Due to current parking requirements in the county zoning regulations, local businesses and public facilities are currently adequately served. As the county continues to grow and develop, development regulations may need to be updated to efficiently site parking facilities for new commercial and residential areas, particularly to accommodate freight parking needs for industrial and commercial uses near SR 400.

Figure 5-8. Bridge Condition Ratings



Legend

Dawson County Boundary

City of Dawsonville

Water Features

Public and Conservation Lands

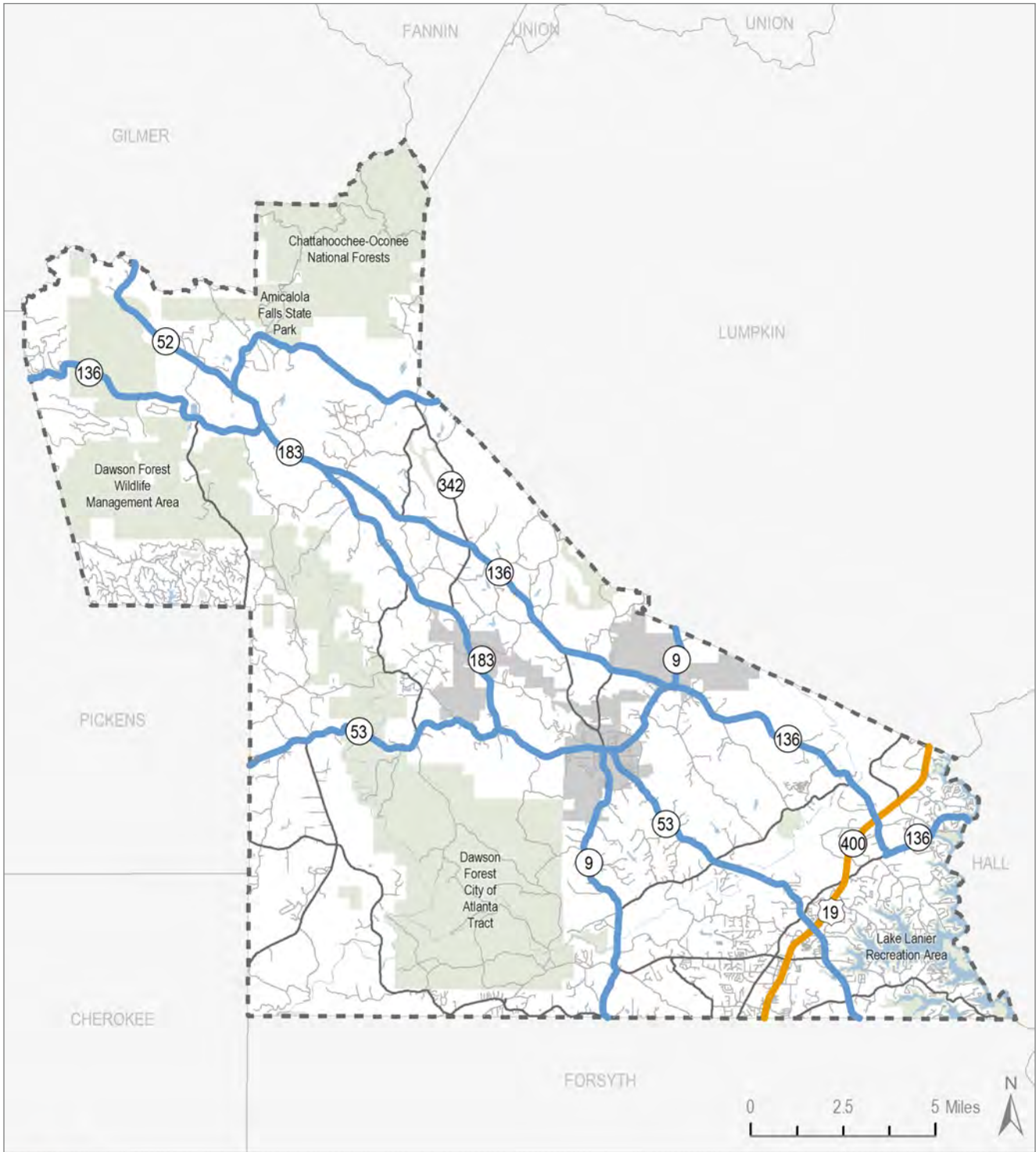
Bridge Structural Condition

Open, no restriction

Bridge closed to all traffic

Posted for load

Figure 5-9. Freight Routes



Legend

- Freight/Truck Route
- GDOT Oversized Truck Route
- Dawson County Boundary
- City of Dawsonville
- Water Features
- Public and Conservation Lands

Transit and Active Transportation Facilities

Within Dawson County, there are no fixed-route transit options available. However, Dawson County Transit provides on-demand transit services to county residents, particularly elderly individuals, or persons living with a disability to provide access to critical services and jobs. Dawson County Transit operates four vans and receives operations and maintenance funding through GDOT. Service is provided throughout Dawson County on Mondays through Fridays between 8:00 AM and 4:00 PM, excluding holidays. Limited service is available to access Dahlonega in Lumpkin County, Gainesville in Hall County, and Cumming in Forsyth County.

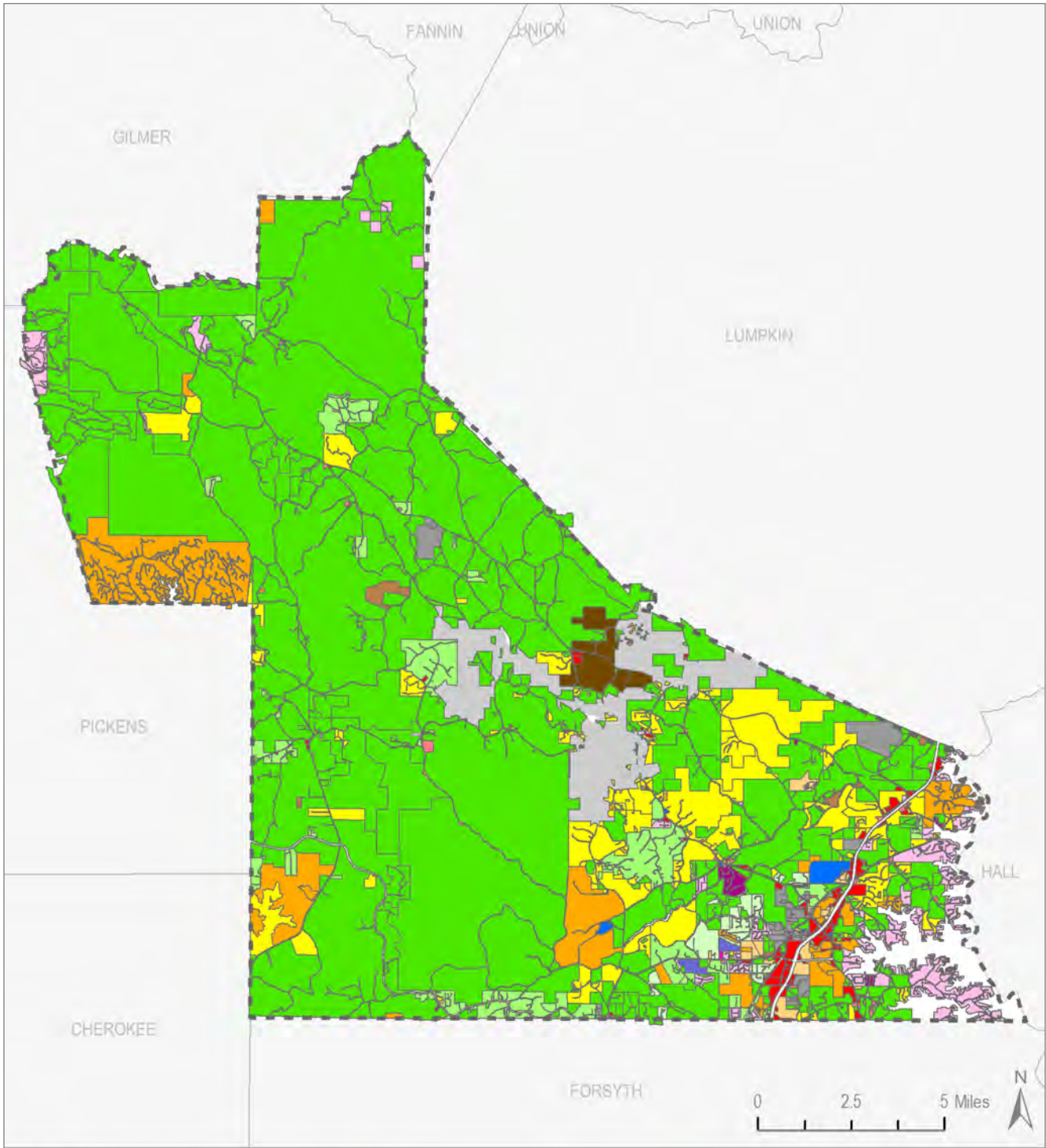
Bicycle and pedestrian facilities are limited in Dawson County. Most sidewalks are located within the City of Dawsonville and connect downtown areas with businesses, government centers, and community facilities. SR 52 is Dawson County's only designated bicycle route. This section of SR 52 is a portion of the Mountain Crossing Route, which stretches across northern Georgia from Walker County to Rabun County.

Land Use and Zoning

Dawson County's land use and development patterns are influenced by local zoning ordinances and development regulations. Decisions about how and where development occurs have wide-ranging effects on the county and broader region, from influencing where people live and work and how they travel, to impacts on the natural environment. As illustrated in Figure 5-10, Dawson County covers approximately 214 square miles, and more than 96% of this area is zoned for residential uses (some of which include agricultural uses). The rest of the county is zoned for commercial land uses (2.7%) and mixed uses (0.85%).

As the county continues to grow and change, land use decisions can be made to better coordinate new development with transportation planning efforts to best manage how the transportation system operates. For example, encouraging more compact, mixed-use development in existing communities can make bicycling, walking, and transit more viable alternatives to driving alone, while simultaneously reducing the impact of new development on the county's natural resources. Additionally, ensuring that seasonal traffic generators, such as vacation rentals and recreational access points, are well served by the transportation system will continue to be a priority within the county.

Figure 5-10. Existing Zoning



Legend

City of Dawsonville	C-RB Rural Business	RPC Residential Planned Community
Existing Zoning	CT Communication Tower	RRE Residential Rural Estate
C-OI Office/Institutional	HD Housing Development	RS Residential Suburban (1 du/ac)
C-CB Community Business	MUV Mixed Use Village	RS2 Residential Suburban (2 du/ac)
C-HB Highway Business	R-AC Residential Agriculture Corrective	RS3 Residential Suburban (3 du/ac)
C-HI Highway Business Intensive	R-L Residential Lakefront	RSR Residential Sub-Rural
C-IR Industrial Restricted	RA Residential Exurban/Agricultural	RSRMM Residential Sub-Rural Manufactured
C-PCD Planned Comp. Development	RMF Residential Multifamily	VC Vacation Cottage
		VCR Vacation Cottage Restricted

Environmental Conditions

Dawson County is characterized by its rich natural environment, from its varied topography and fertile agricultural lands to its expansive forests. Most of Dawson County is located within the Etowah River Watershed, which begins in Lumpkin County to the northeast and flows southwest into Floyd County. The Etowah River basin is one of the most biologically diverse watersheds in the world and is home to 76 native fish species, including four that are endemic to the watershed.

While large portions of the county are currently preserved as open space, development pressures along the major corridors (SR 400, SR 53, SR 136, and SR 9) have increasingly resulted in sprawling development patterns in formerly forested and/or agricultural areas. Uncertainty remains about the future of the 10,000-acre Dawson Forest tract, which is owned by the Atlanta Airport Authority but currently leased by the Georgia Department of Natural Resources. Dawson County envisions a future where this tract is preserved as open space for water- and air-quality preservation.

Safety

Between 2017 and 2021, there were 4,748 crashes in Dawson County. As shown in Figure 5-11, these crashes were most concentrated in the more densely traveled and populated areas of the county, including the City of Dawsonville and near the commercial hub surrounding SR 400. Additional crashes were concentrated along the southern portion of SR 9, Lumpkin Campground Road, and SR 136.

Of the 4,748 total crashes, 95 (2%) resulted in a serious injury and 29 (0.6%) resulted in a fatality. Fatal and serious injury crashes were concentrated along SR 400, SR 53, SR 136, and SR 9 (Figure 5-12). Of these crashes, almost half (49%) were crashes that did not involve a collision with another vehicle. These crashes can be caused by a variety of factors, from human errors such as speeding and distracted driving, to roadway design deficiencies, such as shoulder widths and horizontal and vertical curvature.

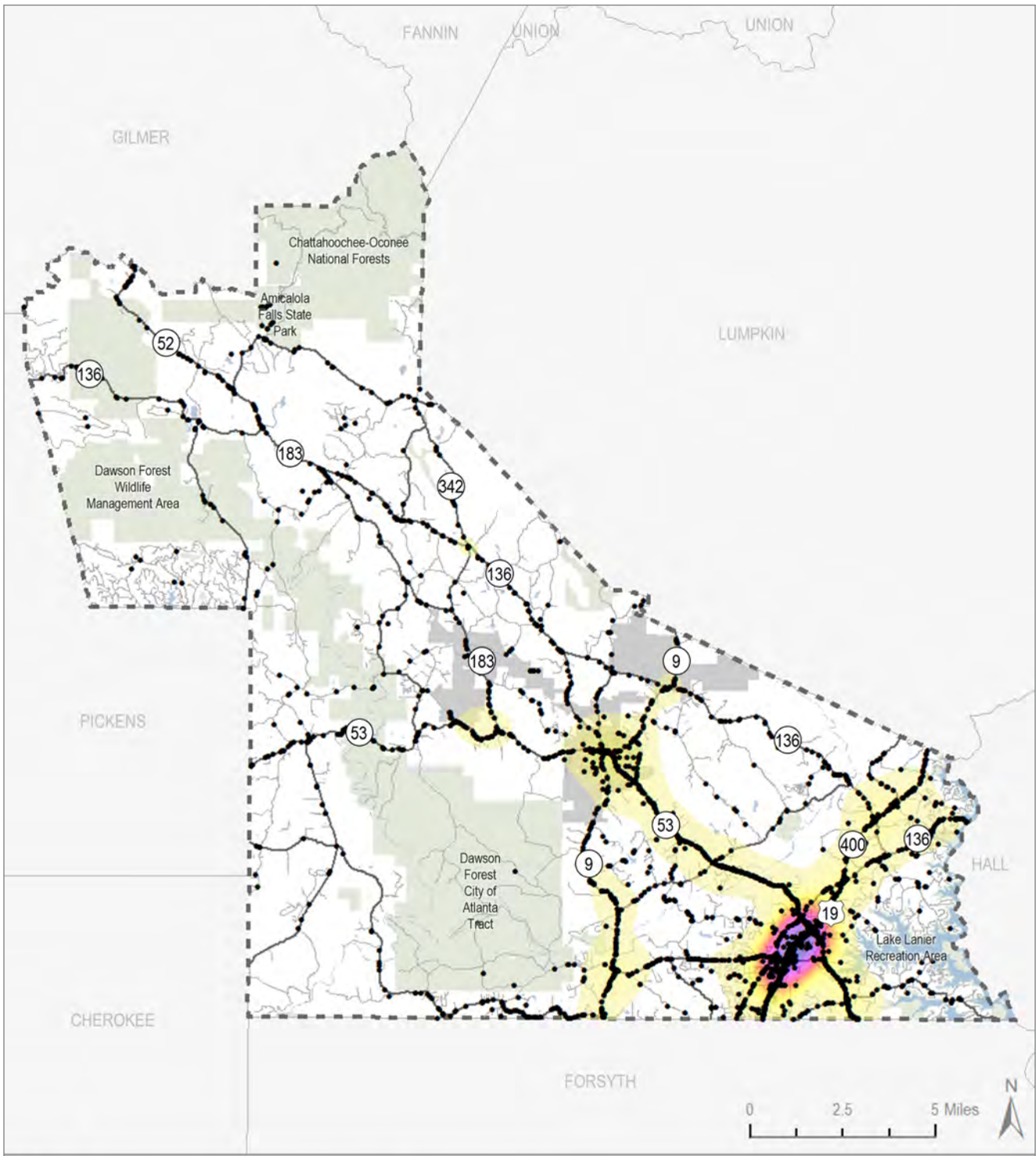
Crashes involving bicyclists and pedestrians are of particular concern because people walking and bicycling are at greater risk of injury and death if they are involved in a collision with a vehicle, compared to people traveling by motor vehicle. Of the 19 crashes involving a person walking or bicycling, two resulted in a serious injury and three resulted in a fatality. Table 5-6 summarizes the crash types within Dawson County between 2017 and 2021, including reported crash types and associated injuries.

Table 5-6. Motorized Crash Summary

CRASH TYPE	ANGLE	HEAD-ON	SINGLE VEHICLE	REAR-END	SIDESWIPE (OPPOSING DIR.)	SIDESWIPE (SAME DIR.)	OTHER	TOTAL
Fatal	10	3	15	1	--	--	--	29
Serious Injury	24	11	46	11	--	3	--	95
Minor Injury	171	34	196	117	15	19	--	552
Possible Injury	198	20	178	375	13	19	--	803
No Injury	635	53	922	1,319	84	250	2	3,265
Unknown	2	--	2	--	--	--	--	4
Total	1,040	121	1,359	1,823	112	291	2	4,748

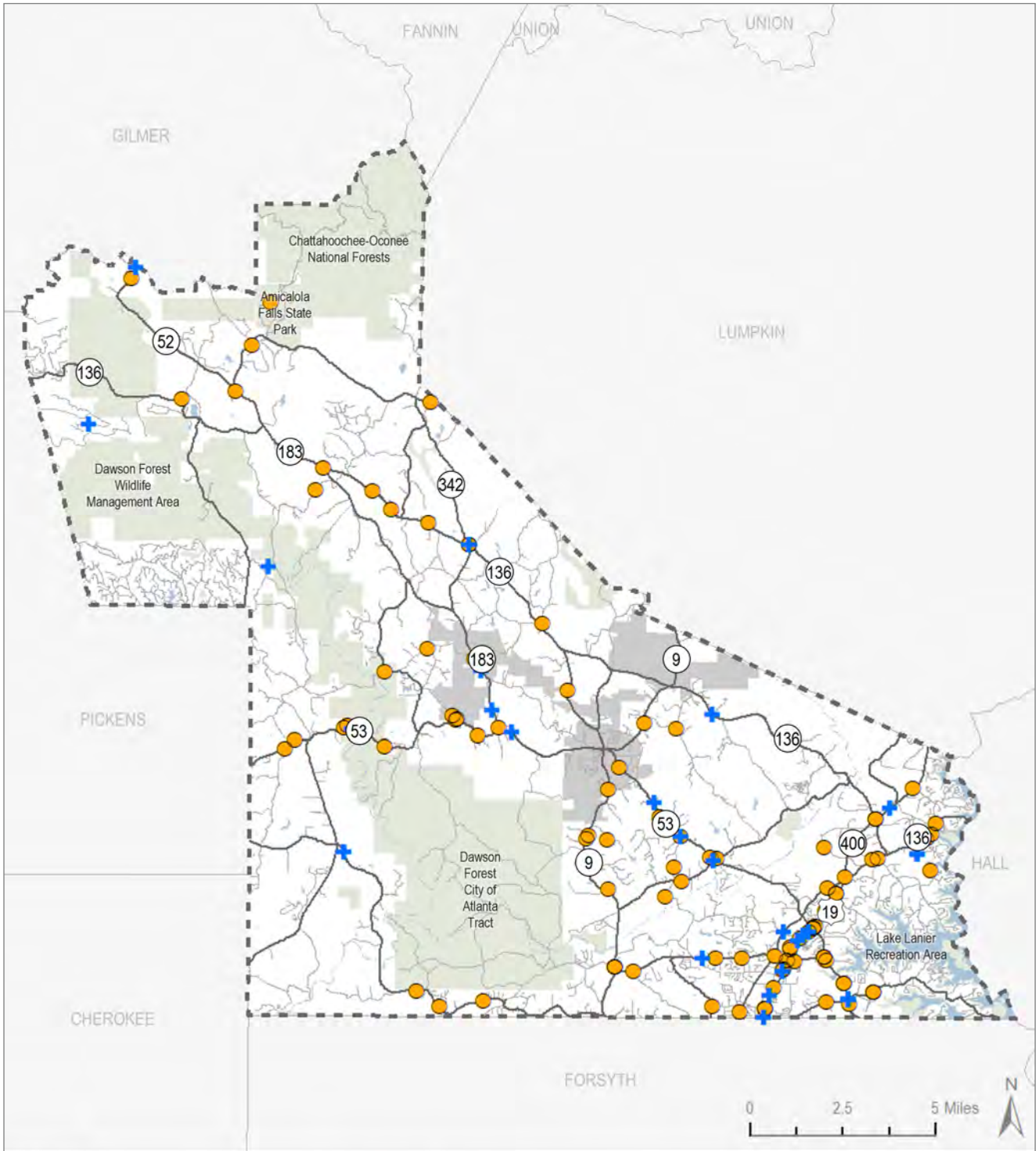
Source: GDOT Numetric Crash Data Portal

Figure 5-11. All Crashes (2017-2021)



- Legend**
- Dawson County Boundary
 - City of Dawsonville
 - Water Features
 - Public and Conservation Lands
 - All Crashes (2017-2021)
 - Concentration of Crashes (High/Low)

Figure 5-12. Fatal and Serious Injury Crashes (2017-2021)



Legend

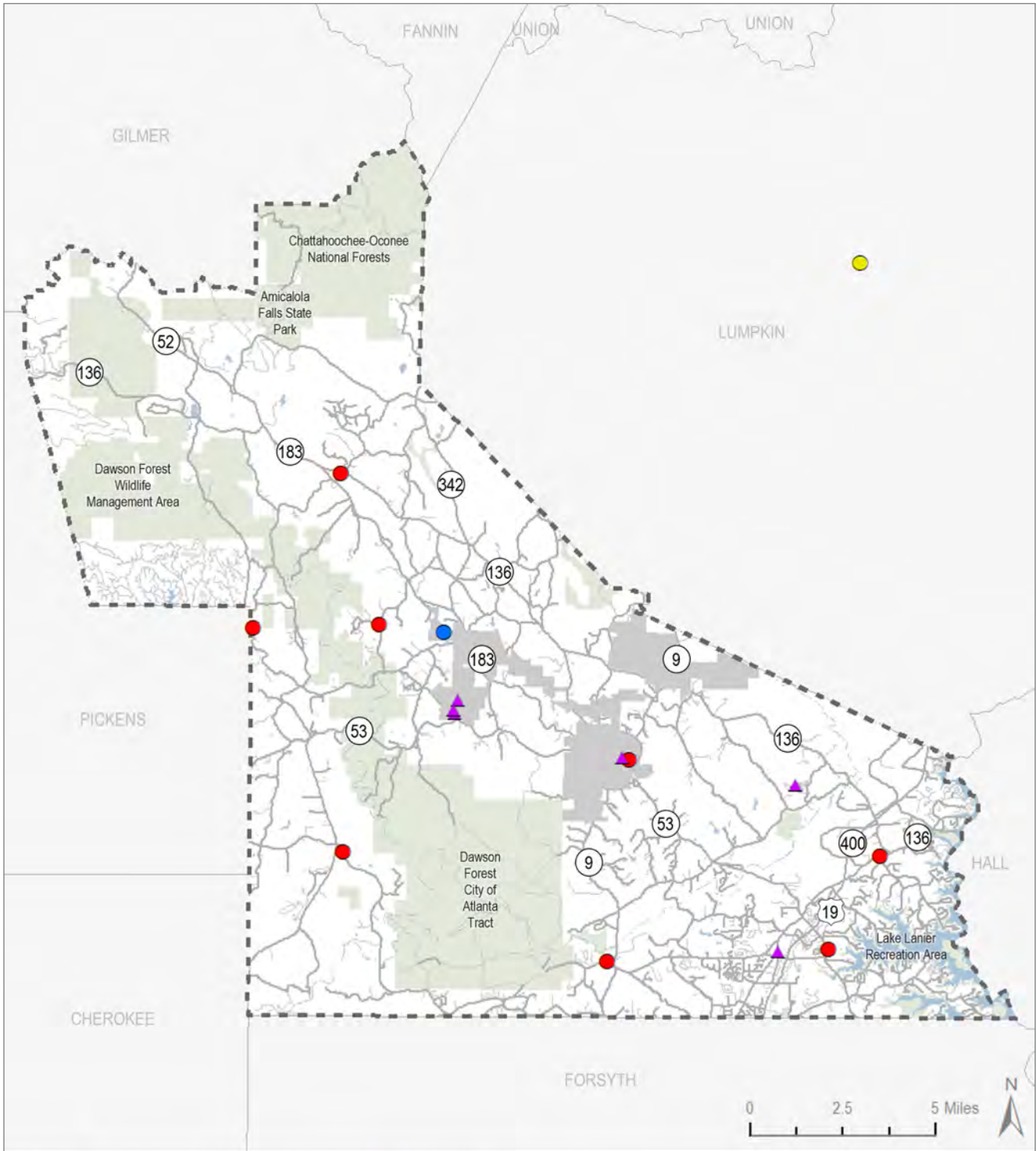
- | | |
|-------------------------------|-----------------------------------|
| Dawson County Boundary | Crash Severity (2017-2021) |
| City of Dawsonville | Suspected Serious Injury |
| Water Features | Fatal Injury |
| Public and Conservation Lands | |

Other Critical Facilities

There is no passenger or freight rail service within Dawson County. The closest passenger rail service is provided by Amtrak along the Norfolk Southern route that provides service between Greenville, South Carolina, and Atlanta. Additionally, while there are no public-use airports available in the county, a privately-owned airstrip, Elliot Field, is located within the City of Dawsonville. Public use airports near Dawson County include those located in Gainesville, Blairsville, Dahlonega, Canton, and Jasper.

Critical facilities in Dawson County include eight fire stations that cover ten fire rescue zones spread throughout the county. Six alternative fueling stations are available for public-use electric vehicle charging, including three at the Atlanta Motorsports Park near Dawsonville, one at the Paradise Valley Resort and Club (private access), one at the North Georgia Premium Outlets, and one at Main Street Park in Dawsonville. These critical transportation facilities are illustrated in Figure 5-13.

Figure 5-13. Critical Transportation Facilities



Legend

- Dawson County Boundary
- City of Dawsonville
- Water Features
- Public and Conservation Lands
- Fire Stations
- Alternative Fueling Stations
- Private Use Airport
- Public Use Airport

PROJECT DEVELOPMENT AND RECOMMENDATIONS

The following section outlines the multimodal project recommendations that have been identified as priorities for Dawson County.

PREVIOUS PLANS AND COORDINATION

Previous planning studies were assessed during the development of the county's transportation priority projects, including the ongoing Lumpkin Campground Road Corridor Study, the Georgia Mountains Regional Commission's 2012 Regional Assessment, and previous Capital Improvement Elements. The Lumpkin Campground Road Corridor Study will include a variety of transportation recommendations along Lumpkin Campground Road between the Forsyth County line and SR 400 to address traffic operations and safety concerns. Additional project concepts were sourced through coordination with the county's Long Range Transportation Committee, the Public Works Department, and from public engagement.

In addition, known and in-progress transportation projects were documented from agency partners, including GDOT and ARC. These projects are listed in Table 5-7, below.

Table 5-7. Known Agency Partner Projects

LOCATION	PROJECT TYPE	PHASE	AGENCY
SR 224/Shoal Creek Rd at Shoal Creek	Bridge	Active Preconstruction	GDOT
SR 136 at Toto Creek 7.6 miles SE of Dawsonville	Bridge	Active Preconstruction	GDOT
SR 9 at Bannister Rd	Roundabout	Active Preconstruction	GDOT
SR 53 at Thompson Creek	Bridge Replacement	Active Preconstruction	GDOT, ARC
SR 136 at Keith Evans Rd	Roundabout	Active Preconstruction	GDOT
SR 53 at Shoal Creek 1.6 miles West of Dawsonville	Bridge	Active Preconstruction	GDOT
SR 400 at Sev Loc in Dawson and Forsyth	Cable Barrier	Active Preconstruction	GDOT
Sharp Curve Warning Signs at 1102 Locs in D1 Area 1 - SR 9, 52, 53 & 136 in Dawson	Safety	Active Preconstruction	GDOT
Rumble Strips in D1 - Area 1 & 2 at 12 Routes (SR 136W, 136E, & 9)	Safety	Active Preconstruction	GDOT
SR 136 at Chestatee	Bridge Replacement	Construction	GDOT
Amicalola Falls	Culvert Replacement	Construction	GDOT
SR 183 and Cochrans Creek	Bridge Construction	Construction	GDOT
Blue Ridge Overlook, Afton Rd and Nix Bridge Rd	Safety	Construction	GDOT
SR 9 from SR 20/Forsyth to Jewell Slaton Rd/ Dawson	Resurfacing	Construction	GDOT

Table 5-7. Known Agency Partner Projects, continued

LOCATION	PROJECT TYPE	PHASE	AGENCY
SR 52 from Gilmer County Line to SR 183	Resurfacing	Construction	GDOT
SR 136 from the Pickens Co line to SR 183	Resurfacing	Construction	GDOT
SR 400 from SR 369 (Forsyth) to SR 53 (Dawson)	Resurfacing	Construction	GDOT
SR 400 from SR 53 (Dawson) to SR 60 (Lumpkin)	Resurfacing	Planning	GDOT

PROJECT RECOMMENDATIONS

The following project recommendations were identified as transportation priorities for the county and are listed in Table 5-8 and illustrated in Figure 5-14. These projects were developed through coordination with the public, Steering Committee, and county staff, and provide a range of project types to address issues related to safety, operations, and bicycle and pedestrian access. The priority transportation projects are categorized as high, medium, or low priorities. Priority classifications are further defined as:

- High priority – Projects that have been identified to address known safety and operational issues in key locations;
- Medium priority – Projects that require additional planning and design, right-of-way-acquisition, and funding identification; and,
- Low priority – Projects that will require significant funding, as well as public engagement, environmental assessments, and additional planning, design, engineering, and phasing.

A more comprehensive list of additional project concepts is included in Appendix E to document additional transportation system needs that should be considered in the future, as funding for planning, design, and construction becomes available.

Table 5-8. Dawson County Priority Project Recommendations

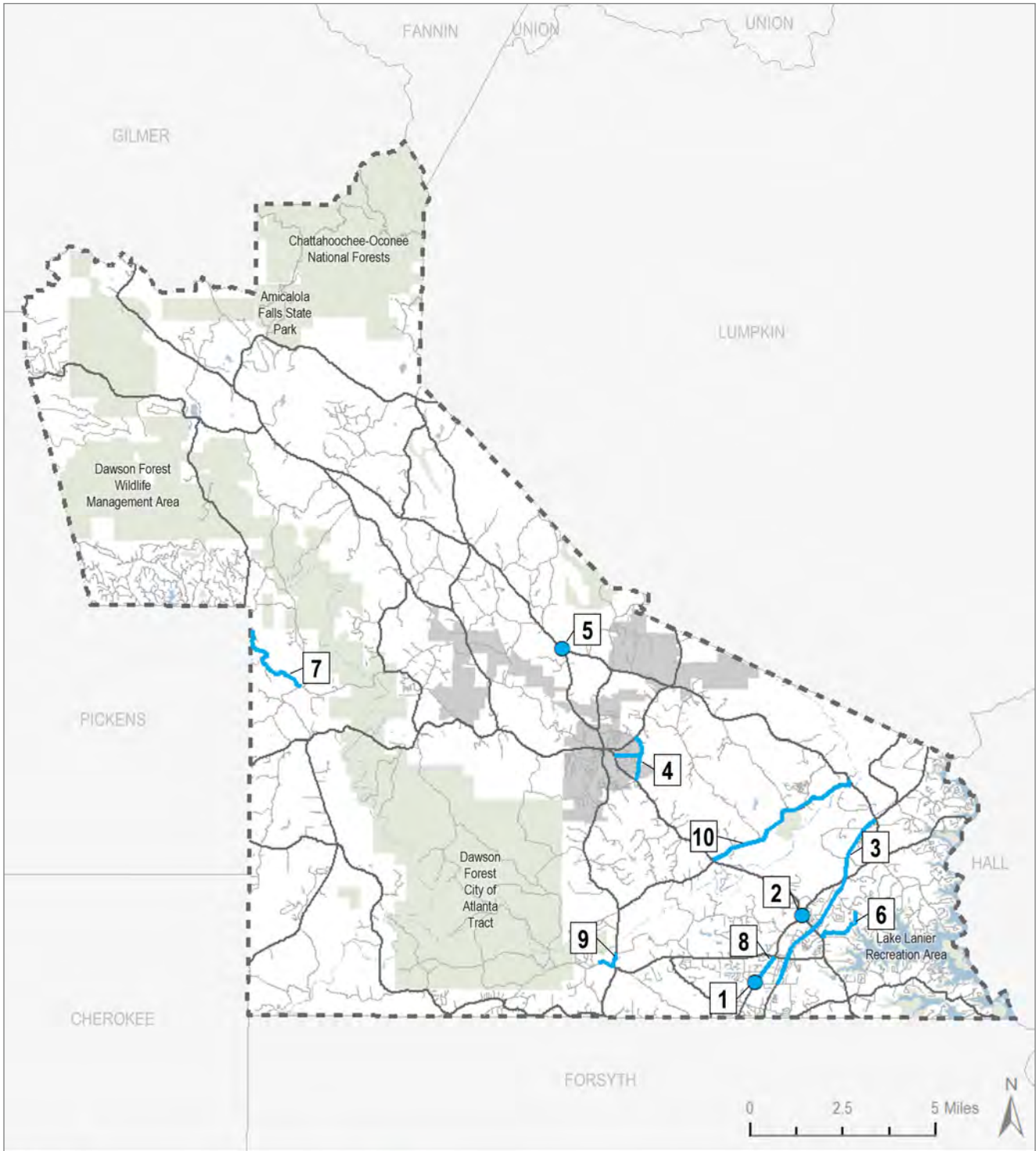
ID	ROAD	JURIS-DICTION	DESCRIPTION	PROJECT TYPE	ESTIMATED COST	PRIORITY
1	Whitmire Drive/Lumpkin Campground Road/Red Rider Road	County/ GDOT	Install single lane roundabout at intersection of Whitmire Drive/Lumpkin Campground Road/Red Rider Road with pedestrian facilities for future sidewalk connections.	Intersection Improvement	\$2,415,000	High
2	SR 53 at Lumpkin Campground Road	County/ GDOT	Intersection modifications to address operational concerns.	Intersection Improvement	TBD	High
3	SR 400	County/ GDOT	Signal timing improvements along corridor between Whitmire Drive/Carlisle Road and SR 136.	Operations	TBD	High
4	Allen Street and Perimeter Road	City/ County	Pedestrian safety improvements along Allen Street and Perimeter Road (new crosswalks, fill sidewalk gaps, pedestrian-scale lighting, etc.).	Safety / Pedestrian	TBD	High

Table 5-8. Dawson County Priority Project Recommendations, continued

ID	ROAD	JURIS-DICTION	DESCRIPTION	PROJECT TYPE	ESTIMATED COST	PRIORITY
5	Shoal Creek Road and SR 136	County/GDOT	Install roundabout and t-up intersection at Shoal Creek Road and SR 136.	Intersection Improvement	TBD	High
6	Couch Road	County	Lane widening (11ft) and pedestrian safety improvements (sidepaths, lighting) and drainage improvements between Harmony Church Road and Elliot Road.	Widening / Safety	\$ 3,500,000	Medium
7	Hubbard Road	County	Full Depth Reconstruction and widening to provide improved access for emergency vehicles between Amicalola Church Road and Fire Station #6 on Hubbard Road.	Widening / Safety	TBD	Medium
8	Lumpkin Campground Road	County/GDOT	Install two-way left-turn lane (TWLTL) along Lumpkin Campground Road between Dawson Forest Road and Red Rider Rd/Whitmire Drive.	Safety	TBD	Medium
9	Dawson Forest Road West / SR 9	County/GDOT	Side path (10-12ft) along the north side of Dawson Forest Rd W. and the west side of SR 9 between Whitewood Dr and Woodbrook Farm Rd.	Bicycle / Pedestrian	TBD	Medium
10	Etowah River Road	County	Re-open, widen, and repave Etowah River Road as a parallel, alternative route to SR 400 between SR 9 and SR 136	Widening	TBD	Low

Note: Undetermined project costs to be developed as project parameters are further defined. Project ID 1 and ID 8 were sourced from the ongoing Lumpkin Campground Road Study – additional modifications and design revisions may be necessary.

Figure 5-14. Priority Project Recommendations



Legend

- Dawson County Boundary
- City of Dawsonville Boundary
- Water Features
- Public and Conservation Lands
- Intersection Recommendations
- Segment Recommendations

FINANCIAL FRAMEWORK

In addition to the specific project needs listed in the above table, Dawson County has also identified that a programmatic approach is needed to address bridge repair and maintenance, bicycle and pedestrian infrastructure improvements, safety and operational projects, and roadway resurfacing. By allocating funds to these types of projects, the county can address issues and needs as they arise. These programs and anticipated potential funding sources are listed in Table 5-9 and should be allocated through the county's budgeting process based on funding availability.

Table 5-9. Dawson County Improvement Programs

IMPROVEMENT TYPE	ANTICIPATED FUNDING SOURCE
Bridge Repair and Maintenance	SPLOST, future TSPLOST, General funds, GDOT funds
Bicycle and Pedestrian	General funds, GDOT funds, development impact fees, public/private partnerships
Safety and Operational	General funds, GDOT funds, development impact fees
Roadway Resurfacing	SPLOST, future TSPLOST, General funds, GDOT funds, public/private partnerships, development impact fees

Funding for transportation projects come from a variety of sources, including local, state, and federal sources. The following types of funding are available for transportation investments in Dawson County:

- Local Sources:
 - Special Purpose Location Option Sales Tax (SPLOST) – Dawson County's most recent SPLOST (SPLOST VII) was approved by voters in 2021 as a 1 percent sales tax that will generate approximately \$60 million in funds to support a variety of government functions over the next 6 years, including the Sheriff, Fire/EMS, Parks and Recreation, and Public Works departments. Future attempts to develop additional transportation-specific SPLOST programs could yield significant funding to support transportation investments in the county.
 - General Funds – County general funds can be approved by the Board of Commissioners to be spent in support of transportation projects, including roadway maintenance, bridge repair, and other necessary improvements.
 - Other local funding sources for transportation projects in Dawson County could include development impact fees and tax increment financing.
 - Issuing bonds can fund major capital investments, however, Dawson County does not currently issue bonds for roadway projects.
- State and Federal Sources:
 - Formula Funds – some formula funds administered by GDOT and ARC are only eligible for allocation within the MPO region that extends into the southeastern part of the county, including Surface Transportation Block Grant (STBG) funds, which can be used for the preservation, reconstruction, and construction of federal-aid eligible roadways, bridges, and tunnels, and Transportation Alternatives Program (TAP) funds, which is a set-aside of the STBG program that supports transportation improvements for pedestrian and bicycle infrastructure, as well as safe routes to school projects.
 - GDOT Funding – GDOT's Statewide Transportation Improvement Program (STIP) funds transportation projects located outside the MPO's jurisdiction and includes projects to address issues related to safety and operations, bridge condition, transit, and bicycle and pedestrian deficiencies, among others.
 - Discretionary/Competitive Funds – Various competitive grant programs are available under the Bipartisan Infrastructure Law (BIL), which reauthorizes the federal surface transportation program for fiscal years 2022 through 2026. These include funding programs available to cities and counties such as the Bridge Investment Program, Carbon Reduction Program, and the Safe Streets and Roads for All program, among others.
- Transit Funding – for the area of Dawson County that is within the ARC MPO's boundary, transit funding is available from the ARC to support regional transit projects. Additional transit funding for capital improvements and operations is allocated on an annual basis from the GDOT Statewide Transportation Improvement Program (STIP).

CONCLUSION

Growth in Dawson County will continue to pose transportation challenges and opportunities over the next 20 years. The discussion included in this Transportation Element is intended to inform and guide the prioritization and funding of transportation projects going forward. The transportation planning process used here should be revisited every five years or as necessary to respond to changes in the community.

The consultant team, in coordination with county staff, determined that the listed priority projects should be further developed to include conceptual cross-sections and plans to better estimate project budgets. Once completed, the revised project concepts and budgets should be reprioritized and evaluated against the goals and objectives listed herein.

Additional projects should be evaluated and added through plan updates as higher priority projects are completed and funds become available. A list of these projects is included in Appendix E.



APPENDICES

- A. 2018 List of Projects
- B. Area Labor Profile for Dawson County
- C. Summary of Comprehensive Plan Survey Results
- D. Transportation Element - Summary of Public and Stakeholder Engagement
- E. Transportation Element - Comprehensive List of Project Concepts
- F. Lumpkin Campground Corridor Study
- G. Greenways and Trails Plan

APPENDIX A. 2018 LIST OF PROJECTS

- Develop Greenspace Master Plan
- Develop Bike/Pedestrian/Greenways Master Plan
- Adopt conservation subdivision regulations
- Adopt Best Management Practices (BMP) for stormwater run-off
- Adopt regulations for Scenic Corridors
- Adopt Georgia 53 Corridor Overlay
- Adopt a gateway and signage master plan for planned communities
- Adopt a circulation master plan that defines how the street, sidewalk, and path network will look and how it will connect to surrounding neighborhoods
- Update county's regulations to require interconnected streets, parking, driveways, sidewalks, greenways, and trails for planned communities
- Adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm
- Adopt Best Mgmt Practices to protect water quality from stormwater runoff and sedimentation
- Investigate establishing a local government stormwater utility
- Implement strategies, studies, and plans that call for water quality protection on a regional basis (i.e., all counties in the Lake Lanier basin)
- Set specific time frames for adding additional staff (e.g., water quality engineer) to implement water quality enhancement projects and enforce water quality standards during the development plans review process
- Adopt Traditional Neighborhood Development ordinance
- Adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm
- Adopt a collector street plan
- Adopt sidewalk requirements
- Update traffic study requirements
- Develop an Access Management Plan for the Cultural mixed Use corridor
- Adopt ordinance for shared parking, inter-parcel access and driveway requirements
- Adopt Campus Style Business Park zoning district
- Adopt Urban Activity Center zoning district
- Create an access management and driveway control master plan for corridors that allow signalized intersections every 600 to 1,200 feet without intervening curb cuts
- Adopt Scenic Corridor Overlay zoning
- Adopt Best Management Practices (BMP) for addressing storm water run-off
- Adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm
- Designate historic and scenic corridors, and provide for a thorough impact assessment process in these designated areas
- Update development regulations to address drainage and impervious surface requirements

2018 LIST OF PROJECTS - STATUS UPDATES

STATUS	2018 PROJECTS	REASON
Postponed	Develop Greenspace Master Plan	Funding
Completed	Develop Bike/Pedestrian/Greenways Master Plan	
Completed	Adopt conservation subdivision regulations	
Completed	Adopt Best Management Practices (BMP) for stormwater run-off	
Listed 2x	Adopt regulations for Scenic Corridors	
Canceled	Adopt Georgia 53 Corridor Overlay	BOC Voted "No" in 2021
Canceled	Adopt a gateway and signage master plan for planned communities	Sign code updated in 2022
Postponed	Adopt a circulation master plan that defines how the street, sidewalk, and path network will look and how it will connect to surrounding neighborhoods	Staffing levels
Postponed	Update county's regulations to require interconnected streets, parking, driveways, sidewalks, greenways, and trails for planned communities	Staffing levels
Canceled	Adopt a policy framework to prevent encroachment of inappropriate automobile-oriented development that would adversely affect the quality of life and public realm	Not quantifiable
Completed	Adopt Best Mgmt. Practices to protect water quality from stormwater runoff and sedimentation	
Postponed	Investigate establishing a local government stormwater utility	Staffing levels
Canceled	Implement strategies, studies, and plans that call for water quality protection on a regional basis (i.e., all counties in the Lake Lanier basin)	Staffing levels
Canceled	Set specific time frames for adding additional staff (e.g., water quality engineer) to implement water quality enhancement projects and enforce water quality standards during the development plans review process	Budgetary Constraints (Stromwater Manager position exists in Public Works Dept.)
Canceled	Adopt Traditional Neighborhood Development ordinance	
Completed	Adopt a collector street plan	
Completed	Adopt sidewalk requirements	
Postponed	Update traffic study requirements	Staffing levels
Canceled	Develop an Access Management Plan for the cultural mixed use corridor	No such corridor exists
Canceled	Adopt Campus Style Business Park zoning district	Land Use Code Amended in 2023
Canceled	Adopt Urban Activity Center zoning district	Land Use Code Amended in 2023
Postponed	Create an access management and driveway control master plan for corridors that allow signalized intersections every 600 to 1,200 feet without intervening curb cuts	Staffing levels
Postponed	Adopt Scenic Corridor Overlay zoning	Staffing levels
Completed	Adopt Best Management Practices for addressing storm water run-off	
Postponed	Designate historic and scenic corridors, and provide for a thorough impact assessment process in these designated areas	Staffing levels
Postponed	Update development regulations to address drainage and impervious surface requirements	Staffing levels

COUNTY ACTIVITIES AND PROJECTS (2018-2022)

County activities beyond those projects included in the five-year short-term work program:

2018
<ul style="list-style-type: none"> ▪ Provided data to citizens via the Dawson County website and social media, i.e., Facebook and Twitter ▪ Road projects: Red Rider Road, Dollar Road, Mountain Lake Road, Davis Road, and A.T. Moore Road ▪ Started design work for new Public Works/Fleet Maintenance Complex ▪ Purchased a Fire Pumper truck ▪ Purchased land for Fire Station ▪ Replaced eighteen (18) vehicles for various departments ▪ Constructed a pool house at Veteran's Memorial Park ▪ Received a \$750,000 grant to match donation from the Pauline Ivey Estate for the building of a Sr. Center ▪ Emergency Services hired nine (9) new Firefighters with funding from the SAFER Grant.
2019
<ul style="list-style-type: none"> ▪ Road projects: Lumpkin Campground, Kelly Bridge, Kilough Church Road, and Hightower Industrial Parkway ▪ Construction of a new Public Works/Fleet Maintenance Complex ▪ Construction of Fire Station ▪ Replaced ten (10) vehicles for various departments ▪ Improvements at Veteran's Memorial Park ▪ Upgraded a majority of the computers in the County network ▪ Upgraded the CAD system at the Emergency 911 Center
2020
<ul style="list-style-type: none"> ▪ Provided information to citizens via an online live stream of all Board of Commission and Planning Commission meetings ▪ Road projects on Kelly Bridge, Sweetwater Juno, Hugh Stowers, and Bailey Waters Road utilizing SPLOST. ▪ Completed construction of a new Public Works/Fleet complex ▪ Purchased a ladder truck to provide better fire protection for tall structures ▪ Completed construction of Fire station ▪ Replaced twelve vehicles for various departments ▪ Made improvements at Veteran's Memorial Park ▪ Built a new pavilion at Veteran's Park ▪ Completed construction of a new Senior Center ▪ Upgrade of computer systems
2021
<ul style="list-style-type: none"> ▪ Audio/Visual Upgrade for Courtrooms ▪ Road-rehab projects on Wesley Chapel Road, Juno Road, and Howser Mill Road. ▪ Constructed a round-about at Harry Sosebee Road, utilizing SPLOST dollars ▪ Culvert replacements utilizing SPLOST dollars ▪ Purchased land to be used as the future site for the new fire station ▪ Completed construction of a new Fire station ▪ Replaced thirty-three vehicles for various departments; ▪ Purchased ten pieces of heavy equipment for the Public Works Department ▪ Improvements at Veteran's Memorial Park ▪ Construction of a K-9 Unit building for the Sheriff's Department ▪ New floors at Rock Creek Park Recreation Center ▪ Completed a new berm at Rock Creek Park ▪ River Park Canoe/Kayak access point ▪ Installed an updated backup system for the Information Technology network

COUNTY ACTIVITIES AND PROJECTS (2018-2022), CONTINUED

2022

- Audio/visual upgrade for Courtroom C
- Computer upgrades for several departments
- Road-rehabilitation projects on various County local roads
- Started design phase of Highway 53/Thompson Creek roundabout joint project with GDOT
- Replaced thirty-one vehicles for various county departments
- Purchased two fire engines
- Purchased three pieces of heavy equipment
- Purchased new books, media, and materials for the library
- Site improvements and expansions at both Veterans Memorial and Rock Creek parks.
- Remodeled the county Health Department Building
- Purchased seventeen fire hydrants
- Update of County Sign Ordinance
- Franchise Agreement with Community Television Company, a Subsidiary of Ellijay Telephone Company, to Provide Cable Services to Dawson County

APPENDIX B. AREA LABOR PROFILE FOR DAWSON COUNTY



Area Labor Profile

Dawson County



Updated: Jun 2023

Labor Force Activity

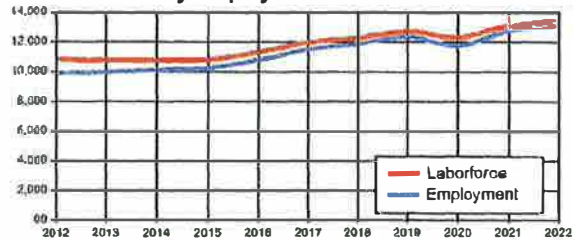
May 2023

	Labor Force	Employed	Unemployed	Rate
Dawson	13,593	13,195	398	2.9%
Cherokee	144,616	140,571	4,045	2.8%
Fannin	12,272	11,889	383	3.1%
Forsyth	131,981	128,307	3,674	2.8%
Gilmer	12,489	12,051	438	3.5%
Hall	109,044	106,099	2,945	2.7%
Lumpkin	18,869	18,339	530	2.8%
Pickens	16,126	15,644	482	3.0%
Dawson Area	458,990	446,095	12,895	3.5%
Georgia	5,299,480	5,117,724	181,756	3.4%
United States	166,702,000	161,002,000	5,700,000	3.4%

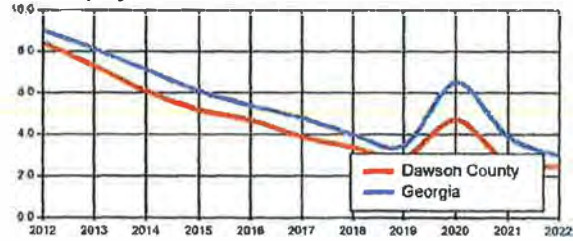
Note: This series reflects the latest information available. Labor Force includes residents of the county who are employed or actively seeking employment.

Source: Georgia Department of Labor; U.S. Bureau of Labor Statistics.

Dawson County Employment Trends



Unemployment Rate Trends

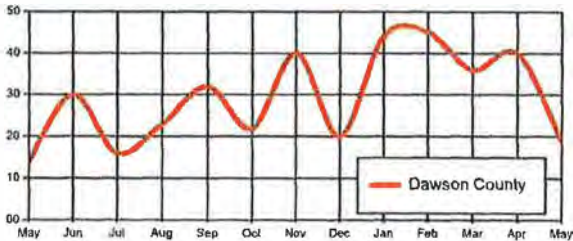


Initial Claims Activity

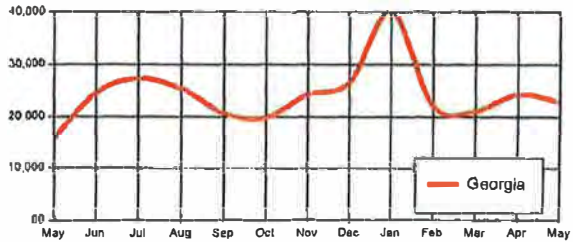
	May 2023	April 2023	March 2023	Total
Dawson	19	40	36	95
Cherokee	258	310	310	878
Fannin	21	22	57	100
Forsyth	223	266	284	773
Gilmer	22	22	402	446
Hall	264	260	257	781
Lumpkin	20	31	24	75
Pickens	34	38	93	165
Dawson Area	861	989	1,463	3,313

Source: Georgia Department of Labor; U.S. Bureau of Labor Statistics.

Initial Claim Trends



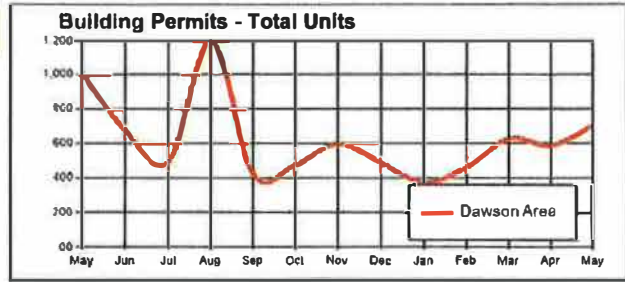
Initial Claim Trends



Building Permit Construction Activity

	Dawson Area			Total
	May 2023	April 2023	March 2023	
Totals	700	587	626	1,913
Family residential	636	547	589	1,772
Multi family resident	64	40	37	141

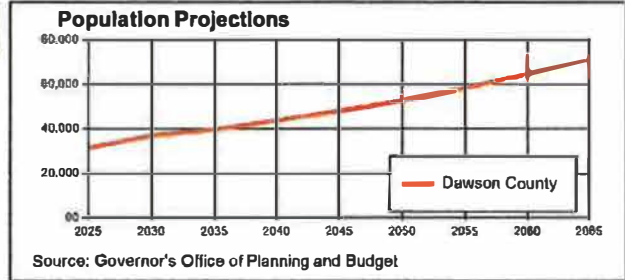
Source: U.S. Census Bureau.



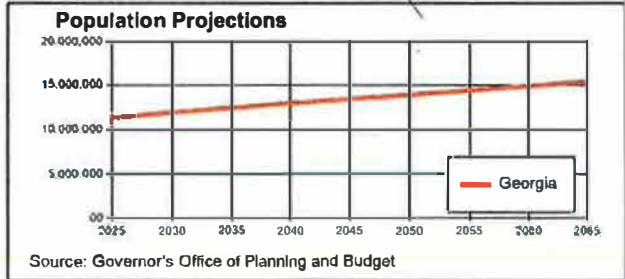
Population Activity

	Annual 2021	Annual 2020	Difference
Dawson	28,497	27,113	1,384
Cherokee	274,615	265,274	9,341
Fannin	25,817	26,521	-704
Forsyth	260,206	250,847	9,359
Gilmer	32,026	31,978	48
Hall	207,369	206,591	778
Lumpkin	34,278	34,186	92
Pickens	34,024	33,127	897
Dawson Area	898,832	875,637	21,195
Georgia	10,799,566	10,710,017	89,549
United States	331,893,745	329,484,123	2,409,622

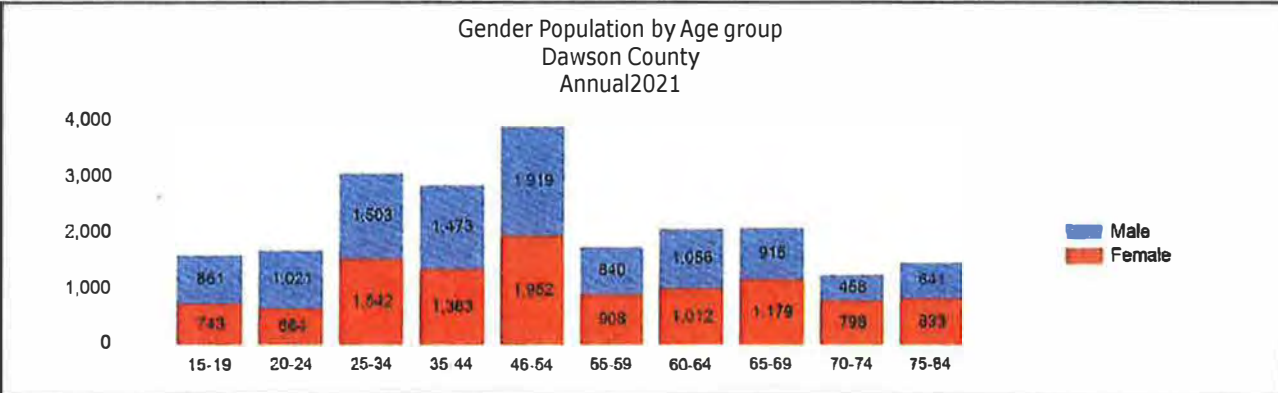
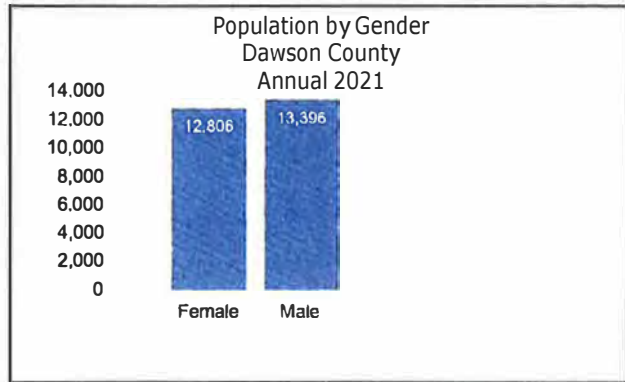
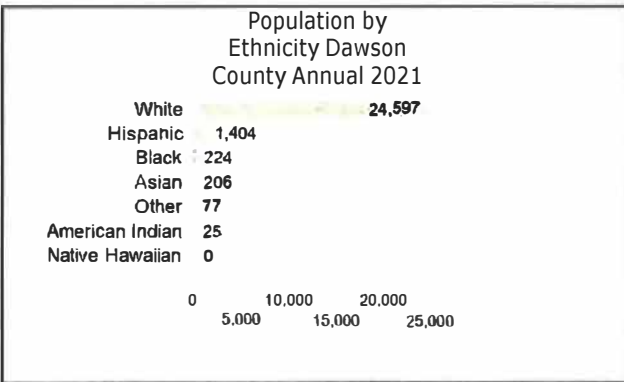
Source: Georgia Department of Labor; U.S. Census Bureau.



Source: Governor's Office of Planning and Budget



Source: Governor's Office of Planning and Budget



Industry Mix - Annual averages of 2022

INDUSTRY	Dawson				Dawson Area			
	NUMBER OF FIRMS	EMPLOYMENT NUMBER	PERCENT	WEEKLY WAGE	NUMBER OF FIRMS	EMPLOYMENT NUMBER	PERCENT	WEEKLY WAGE
Goods-Producing	139	1,371	13.7	1,124	3,982	60,201	20.9	1,214
Agriculture, Forestry, Fishing and Hunting	6	36	0.4	570	119	764	0.3	953
Mining, Quarrying, and Oil and Gas Extraction	0	0	0.0	0	20	379	0.1	1,442
Construction	102	493	4.9	1,082	2,773	18,696	6.5	1,320
Manufacturing	31	842	8.4	1,173	1,070	40,362	14.0	1,168
Food	2	*	*	*	100	14,785	5.1	957
Beverage and Tobacco Product	3	7	0.1	672	44	785	0.3	998
Apparel	2	*	*	*	10	333	0.1	1,457
Printing and Related Support Activities	2	*	*	*	75	1,453	0.5	1,235
Plastics and Rubber Products	1	*	*	*	41	1,724	0.6	1,072
Nonmetallic Mineral Product	5	58	0.6	1,006	64	735	0.3	1,255
Primary Metal	1	*	*	*	11	1,043	0.4	1,350
Fabricated Metal Product	7	355	3.6	1,225	139	3,404	1.2	1,297
Machinery	1	*	*	*	84	3,412	1.2	1,357
Furniture and Related Product	2	*	*	*	65	977	0.3	1,102
Miscellaneous	5	16	0.2	1,023	117	1,433	0.5	1,134
Leather and Allied Product	0	0	0.0	0	3	*	*	*
Paper	0	0	0.0	0	4	40	0.0	1,451
Petroleum and Coal Products	0	0	0.0	0	6	*	*	*
Textile Mills	0	0	0.0	0	10	282	0.1	1,229
Textile Product Mills	0	0	0.0	0	32	437	0.2	920
Transportation Equipment	0	0	0.0	0	35	4,444	1.5	1,103
Electrical Equipment, Appliance, and Component	0	0	0.0	0	36	975	0.3	1,577
Wood Product	0	0	0.0	0	53	968	0.3	924
Chemical	0	0	0.0	0	67	1,317	0.5	1,419
Computer and Electronic Product	0	0	0.0	0	74	1,792	0.6	2,209
Service-Providing	126	7,325	73.3	671	18,722	190,760	66.2	1,025
Utilities	1	*	*	*	28	874	0.3	1,788
Wholesale Trade	35	415	4.2	875	1,455	13,406	4.7	1,598
Retail Trade	198	3,048	30.5	566	2,669	39,675	13.8	709
Transportation and Warehousing	20	61	0.6	963	537	6,717	2.3	1,305
Information	11	80	0.8	1,386	406	3,487	1.2	1,589
Finance and Insurance	48	212	2.1	1,608	1,292	6,285	2.2	1,623
Real Estate and Rental and Leasing	37	77	0.8	1,099	1,114	3,028	1.1	1,094
Professional, Scientific, and Technical Services	84	338	3.4	1,202	3,260	13,481	4.7	1,594
Management of Companies and Enterprises	2	*	*	*	71	2,245	0.8	2,089
Administrative and Support and Waste Management and Remediation Services	46	249	2.5	782	1,685	18,873	6.5	835
Educational Services	9	12	0.1	720	308	3,330	1.2	625
Health Care and Social Assistance	66	579	5.8	935	2,296	38,034	13.2	1,233
Arts, Entertainment, and Recreation	15	275	2.8	429	392	4,662	1.6	1,544
Accommodation and Food Services	91	1,707	17.1	439	1,709	29,708	10.3	441
Other Services (except Public Administration)	63	259	2.6	713	1,500	6,954	2.4	786
Unclassified - industry not assigned	129	68	0.7	1,199	4,265	1,814	0.6	1,360
Total - Private Sector	994	8,764	87.7	746	26,969	252,774	87.7	1,073
Total - Government	24	1,237	12.4	866	442	35,394	12.3	1,008
Federal Government	2	40	0.4	1,218	73	1,362	0.5	1,430
State Government	11	164	1.6	815	140	4,807	1.7	978
Local Government	11	1,033	10.3	860	229	29,225	10.1	993
ALL INDUSTRIES	1,018	9,998	100.0	761	27,411	288,163	100.0	1,085
ALL INDUSTRIES - Georgia					422,306	4,705,469		1,265

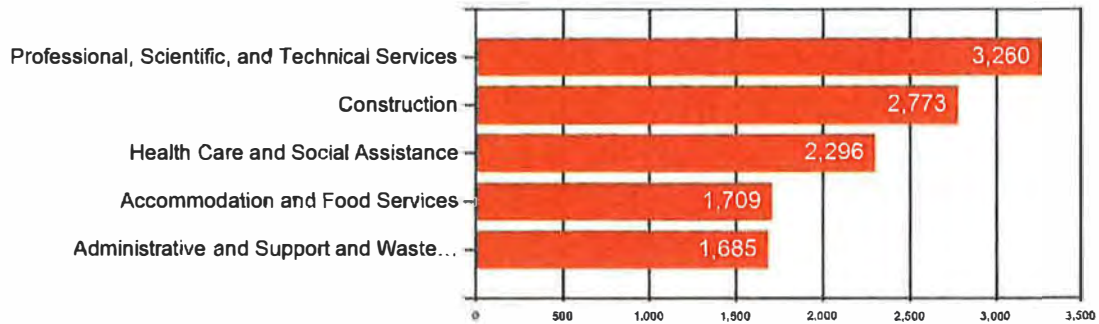
Note: *Denotes confidential data relating to individual employers and cannot be released. These data use the North American Industrial Classification System (NAICS) categories. Average weekly wage is derived by dividing gross payroll dollars paid to all employees - both hourly and salaried - by the average number of employees who had earnings; average earnings are then divided by the number of weeks in a reporting period to obtain weekly figures. Figures in other columns may not sum accurately due to rounding. All figures are annual averages of 2022.

Source: Georgia Department of Labor. These data represent jobs that are covered by unemployment insurance laws.

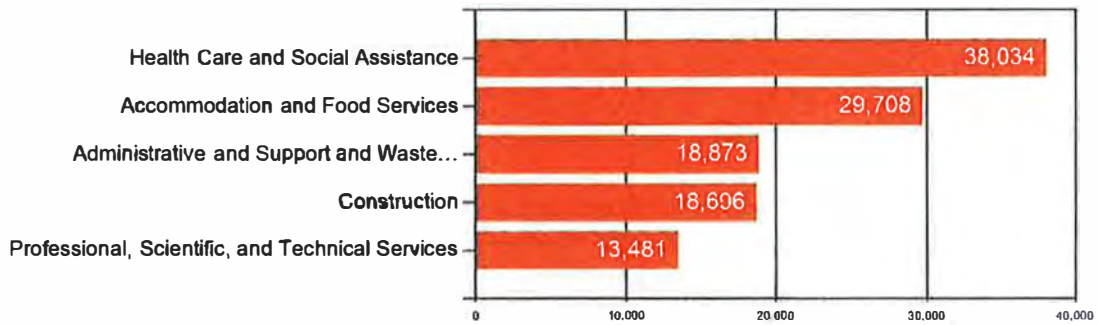
Top Industries - Annual 2022

Dawson Area

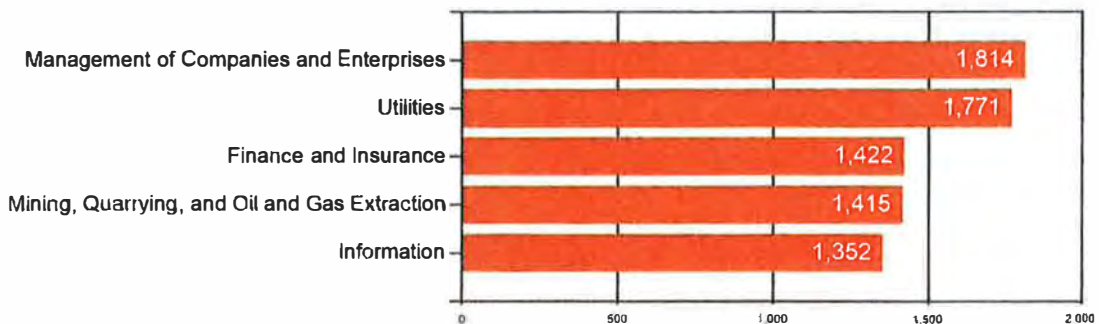
Top Industries by Firms



Top Industries by Employment



Top Industries by Weekly Wages



Source: Georgia Department of Labor. These data represent jobs that are covered by unemployment insurance laws.

Top Ten Largest Employers - 2022*

Dawson		Dawson Area	
Btd Manufacturing, Inc.			
Chick-Fil-A			
Gold Creek Foods, LLC		Century II Staffing, LLC	Forsyth
Longhorn		Fieldale Farms Corporation	Hall
Publix Super Market, Inc.		Fox Racing Shox	Hall
Sleeve Co., Inc.		Gold Creek Processing, LLC	Hall
The Home Depot		Kubota Manufacturing of America Corporation	Hall
The Kroger Company		Northeast Georgia Medical Center, Inc.	Hall
Under Armour Retail, Inc.		Northside Hospital, Inc.	Forsyth
Walmart		Northside Hospital, Inc.	Cherokee
		Pilgrim's Pride Corporation	Hall
		Walmart	Cherokee

*Note: Represents employment covered by unemployment insurance excluding all government agencies except correctional institutions, state and local hospitals, state colleges and universities. Data shown for the Fourth Quarter of 2022. Employers are listed alphabetically by area, not by the number of employees.

Source: Georgia Department of Labor

Education of the Labor Force

Dawson Area

	PERCENT OF TOTAL	PERCENT DISTRIBUTION BY AGE				
		18-24	25-34	35-44	45-64	65+
Elementary	4.8%	2.1%	3.9%	6.8%	4.8%	5.0%
Some High School	6.7%	12.4%	6.3%	6.3%	5.1%	6.9%
High School Grad/GED	24.7%	37.3%	23.7%	16.9%	23.2%	28.2%
Some College	21.8%	34.3%	21.8%	18.4%	20.0%	21.0%
College Grad 2 Yr	7.2%	4.3%	8.2%	7.2%	7.9%	6.7%
College Grad 4 Yr	23.1%	9.0%	26.9%	26.8%	26.2%	19.4%
Post Graduate Studies	11.8%	0.6%	9.3%	17.6%	12.7%	12.8%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Note: Totals are based on the portion of the labor force between ages 18 - 65+. Some College category represents workers with some

Source: U.S. Census Bureau - 2021: ACS 5-Year Estimates.

APPENDIX C. SUMMARY OF COMPREHENSIVE PLAN SURVEY RESULTS

Public Announcement flyer and posted on-line

DAWSON COUNTY COMPREHENSIVE PLAN: FIVE YEAR UPDATE



← **SCAN WITH
YOUR PHONE**

Dawson County is updating the Comprehensive Plan that will guide development and community projects. The plan is updated every five years as required by the Georgia Department of Community Affairs.

For this process Dawson County needs your input!

The public input is important to gather ideas and feedback from the community.

Please post or share – also visit our website: <https://www.dawsoncountyga.gov/>



Summary of Public and Stakeholder Engagement

Dawson County Comprehensive Plan: Five-year update

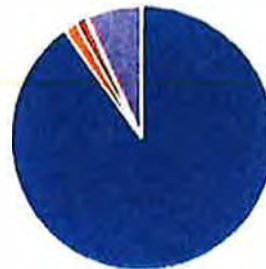
294
Responses

23:59
Average time to complete

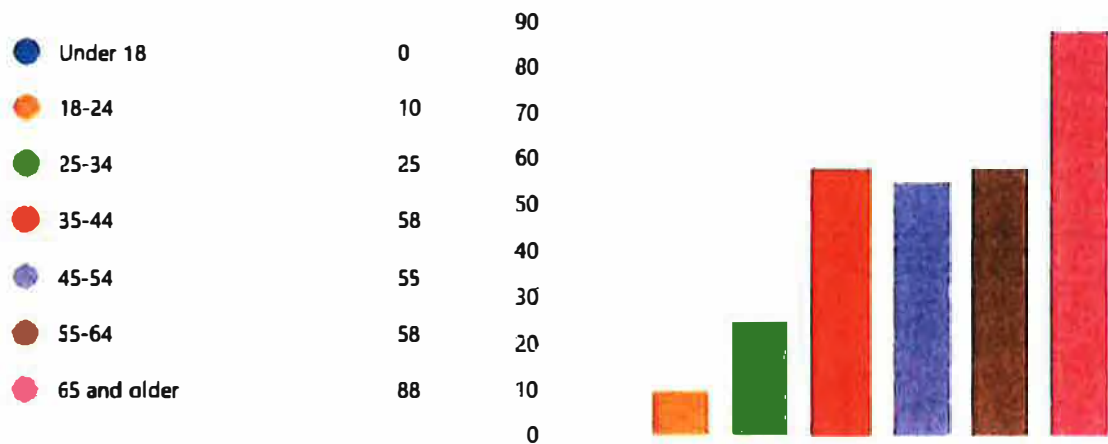
Closed
Status

1. I am submitting comments for Dawson County as a ...

● Resident	265
● Business Owner	5
● Student	0
● Visitor	4
● Employed in Dawson County	20



2. What is your age range?



3. As a way to assess a **strength, weakness, an opportunity** and a **threat** for Dawson County. Please list a **STRENGTH** for Dawson County.

271
Responses

Latest Responses

"Small town life outside of Atlanta metro Natural surroundings ..."
 "The nature! There's mountain, rivers, lakes, and farmland whic..."
 "Rural community "

4. Please list a **WEAKNESS** for Dawson County.

278
Responses

Latest Responses

"Development is out of control Much of the 400 new developme..."
 "The growth of Dawson is taking away from the natural beauty..."
 "Turning into apartments everywhere. Growing too fast. Dawso..."

5. Please list an **OPPORTUNITY** for Dawson County.

258
Responses

Latest Responses

"Allow development to happen, but assure builders support cap..."
 "Stay rural feeling."

6. Please list a **THREAT** for Dawson County.

275
Responses

Latest Responses

"Growth just for tax revenue - or development that has limited ...
"The amount of growth and people moving to Dawson is a larg...
"Uncontrolled growth that is already happening. Where is all of..."

7. For the following **community issues**, please rank them in order of importance (1-5 with 1 being the most important) (slide the bar)



8. Our community's **most important asset** that should be preserved in the future is:

276
Responses

Latest Responses

"The beauty and natural surroundings that have been "Dawson...
"The nature!"
"Rural communities "

9. Our community's **biggest liability** that should be changed in the future. is:

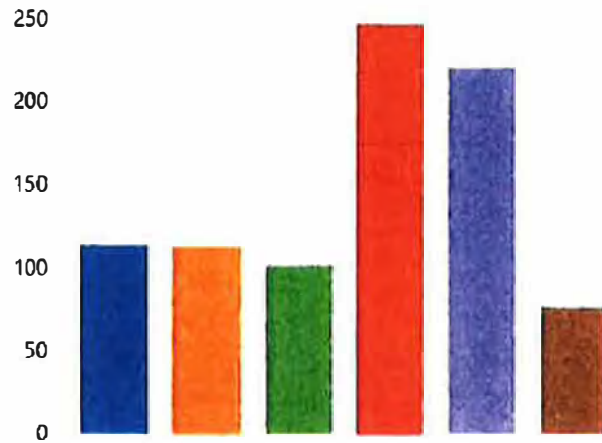
261
Responses

Latest Responses

"Development to goes unbalanced for speed and low capital co...
"The amount of traffic and people who are moving here."
"Uncontrolled growth, apartments "

10. With respect to **cultural resources**, (uses of the natural environment, the built environment, and social institutions) our most important issues are (pick 3):

- Improving sidewalks, bicycle an... 115
- The need for more park space 114
- Unified County and City Govern... 102
- Preservation of forested land for... 247
- Protect scenic corridors, i.e. Hwy... 221
- Expand recreation opportunities... 77



11. With respect to housing, our most important needs are (pick 2):

- Family housing 200
- Starter homes 800 to 1600 squa... 102
- Townhomes 14
- Apartments 4
- Senior housing (55+) 81
- Fewer run down/unsafe houses 165

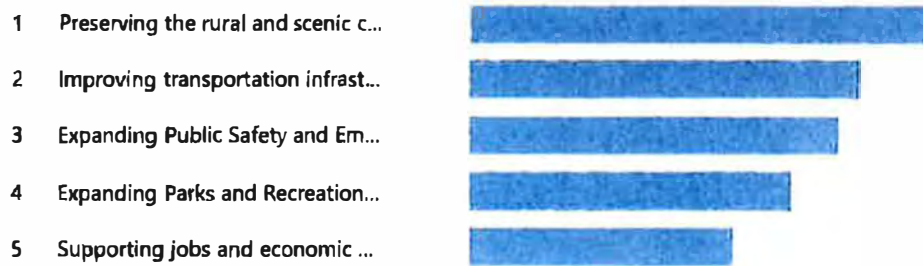


12. New residential growth and development should be directed:

- In/around the City of Dawsonville 62
- Adjacent to existing subdivisions 29
- South area of the County - Fors... 112
- Other 80



13. What should Dawson county focus resources on? Please rank in order of importance (1-5 with 1 being the most important) (slide the bar)

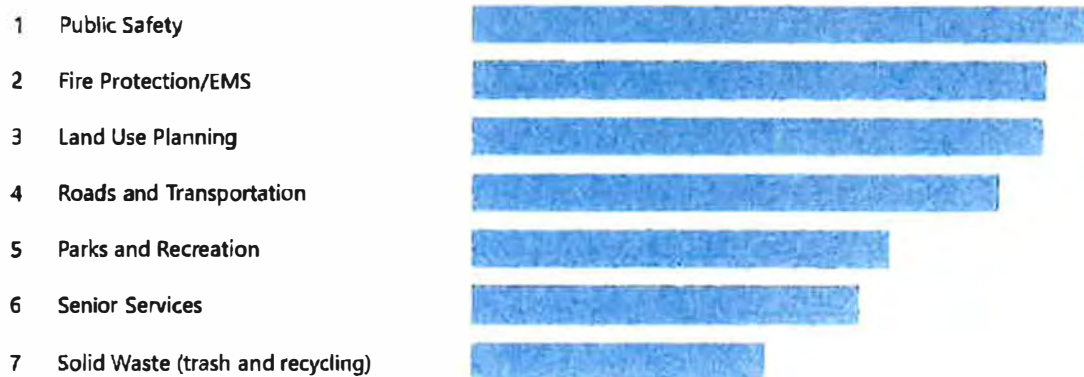


14. With respect to economic development, our top priorities should be (pick 2):

- Attract new Medical facilities 113
- Attract new manufacturing/fabri... 73
- Attract diverse business to the ... 112
- Attract sustainable businesses w... 218

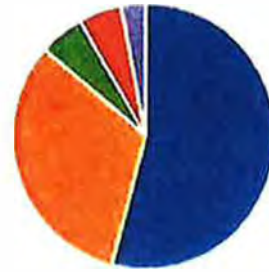


15. For the following public services, please rank them in order of importance (1-7 with 1 being the most important) (slide the bar)



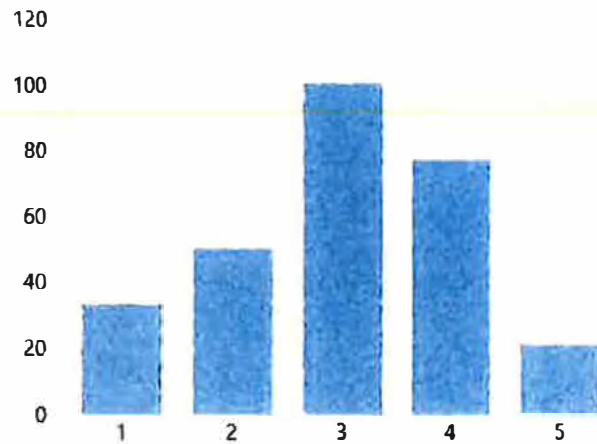
16. What type of home internet service do you have?

● DSL/cable	157
● Fiber optic	93
● Satellite	16
● Cell phone hotspot	15
● None Available	9



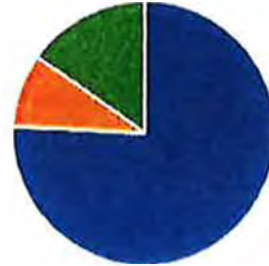
17. How would you rate your home internet service? Please rate your response from 1-5 with 1 being excellent and 5 being home internet service not available.

3.01
Average Rating



18. What is keeping you from obtaining faster more reliable internet?

● Availability	203
● Cost	24
● Other	41



19. What is your Vision for Dawson County for the next five years.

262
Responses

Latest Responses

"To maintain the charm and natural beauty that the country ha..."

"To stop the growth of Atlanta into our county. We moved here ..."

"Slow controlled growth. Commisioners with a clue."

APPENDIX D. TRANSPORTATION ELEMENT - SUMMARY OF PUBLIC AND STAKEHOLDER ENGAGEMENT

The community engagement strategy for the Dawson County Transportation Element update included outreach to the public as well as technical meetings with Dawson County staff and the Steering Committee. Feedback from the public was used to develop goals and objectives, evaluation criteria, and project concepts.

Stakeholder Meetings

A Steering Committee was developed to provide feedback on each stage of the Transportation Element planning process, and the committee provided guidance on a variety of topics, including issues and opportunities within the county, project concepts, the public engagement strategy, and technical analysis. Members of the stakeholder committee included representatives from the Long-Range Planning Committee, the City of Dawsonville, and Dawson County.

Public Engagement

The county hosted virtual engagement opportunities during the Transportation Element planning process. The first public engagement opportunity was held during June and July 2023 and focused on identifying the opportunities and challenges facing the county's transportation system. Participants provided feedback via a survey and interactive map regarding their priorities for the transportation system, project concepts, and general feedback regarding opportunities and challenges related to transportation. A project webpage was also available that provided additional background information about the planning process, a schedule, and previous planning resources. A summary of the more than 160 map comments is included in the table below.

The first survey and interactive map were available from June to July 2023. The survey was completed by 151 respondents, and the interactive map received 163 comments. Respondents provided information about travel behavior, mode choice, priorities for the county's transportation system, and preferred roadway and traffic improvements. Key results are as follows:

- Typical travel behavior: 96% primarily drive alone, 22.5% carpool, 6.6% walk, 3% bike, and almost 2% use other modes (including transit, rideshare, and other).
- Goals and priorities: 77.5% prioritized improving traffic operations and congestion, 44.5% chose maintenance of existing roadways and sidewalks as their second priority, and 33.8% selected improved safety as their third transportation priority. Preservation of environmental resources (e.g., wetlands, natural areas) was closely ranked as the fourth highest priority, at 33%.
- Areas of improvement: 60% of respondents preferred transportation investments to occur along existing major corridors (e.g., SR 400, SR 53), while 20% preferred investments in commercial areas.
- Respondents shared their concerns about future growth and development, particularly related to congestion and traffic.
- Desire for more transportation choices (walkways, bikeways, transit).
- Specific recommendations for signal timing and intersection improvements, especially within the commercial core along SR 400.

Interactive Map Comments

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
1	Intersection of Lumpkin Campground Rd and HWY 53 needs improvement. Need to add left turn arrows from LC Rd onto HWY 53 during morning and early evening hours to reduce back-ups. Other changes could include: a dedicated right turn lane from HWY 53 E onto LC Rd south, maybe add additional lane on HWY 53 from Gober Hill or Pawn Shop to GA 400 to reduce congestion and backups if right away allows for this. Not sure if a round-about is needed or would work here.	Congestion and Delay	27	0	34.36726	-84.0408
2	Left turn lane from Dawson Circle (Publix entry/exit) onto Dawson Forest Rd E needs a green arrow rather than a solid green light. Too many accidents from drivers turning in front of traffic/congestion when drivers can't turn at all during the duration of the green light	Safety Concern	13	0	34.35344	-84.0439
3	Accidents at this intersection (Whitmire, Red Rider and Lumpkin Campground Rd) due to limited sight coming over hill on LC Rd. Reduce speed limit on LC Road and put up flashing yellow warning light.	Safety Concern	12	1	34.3454	-84.0594
4	Roundabout or traffic light would significantly improve the flow and safety of this intersection. I've seen numerous near-misses of collisions as well as heavy congestion from cars wanting to turn left from Dawson Forest Road E onto SR 53 as there are long periods without a break in traffic to make the turn safely	Safety Concern	12	0	34.35395	-84.032
5	Possible roundabout here to reduce congestion?	Congestion and Delay	12	2	34.36181	-84.048
6	Traffic lights with left turning arrows coming off harmony church onto 400 south. Extend left turning lane, most vehicles are turning south bound onto 400 off harmony church road.	Ideas and Suggestions	12	0	34.37897	-84.0243
7	The light needs to be extended for traffic going across from Lumpkin campground to Lumpkin campground. A green turn signal to go left on 53 West would be nice too. Traffic backs up to the church just to turn.	Ideas and Suggestions	12	0	34.36725	-84.041
8	Bike path from Veteran's Memorial Park to Downtown Dawsonville.	Bicycle	11	5	34.43772	-84.0992

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
9	This intersection needs a traffic light. It is dangerous pulling out of Thompson Road and Etowah River Road	Safety Concern	11	0	34.38506	-84.0754
10	Students need crosswalk	Safety Concern	11	0	34.41939	-84.1131
11	Need crosswalk (pref raised/speed table) for students crossing from DCHS to sidewalk on far side of Perimeter Rd.	Pedestrian	11	1	34.41563	-84.1052
12	Crossing of street by students is unsafe	Safety Concern	10	0	34.41813	-84.1139
13	Keep 400 North beautiful by planting wildflowers in median. Discourage building close to 400 with restrictions and landscape entries and exits as they've done south on 400 (areas near Alpharetta, south Cumming, etc.)	Ideas and Suggestions	10	0	34.38031	-84.0234
14	This pedestrian crosswalk is a huge safety concern it is placed where cars don't look or look its direction it is placed where cars don't slowdown so many almost people getting stuck needs to be moved or put up blinking lights with buttons to alert drivers prior to entering roundabout	Safety Concern	10	0	34.42135	-84.119
15	The traffic light when on Harmony Church Rd to turn onto Hwy 400 does not have a green left turn arrow and only has a blinking yellow arrow for left hand turns onto Hwy 400 South. There needs to be a green turn arrow to decrease congestion turning L onto 400s from Harmony Church Rd to decrease congestion for morning traffic.	Congestion and Delay	10	0	34.37907	-84.0241
16	A bike route connecting Dawson Forrest or Rock Creek Park to Downtown Dawsonville.	Bicycle	9	5	34.35422	-84.1142
17	Need dedicated turn R	Safety Concern	9	0	34.36777	-84.0403
18	Need a true frontage road through here that connects back to 53 vs driving every which way through the parking lot.	Ideas and Suggestions	9	1	34.36207	-84.0391
19	Crossing HWY53 traffic for left turn out of shopping centers is dangerous in this location. Often cars are backed up in parking lots. Recommend traffic light or extending the median for right hand turns only	Safety Concern	9	0	34.36556	-84.0384
20	4 ways stop light school traffic backs up a mile it's really getting bad all directions but perimeter backups are terrible you can sit there some mornings and afternoons 10 to 20 minutes	Safety Concern	9	0	34.42511	-84.1062

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
21	No commercial uses - create the scenic route into the city and north into the mountains.	Ideas and Suggestions	8	1	34.40202	-84.0977
22	Difficulty crossing downtown streets due to vehicle speeds, traffic calming or reduced speeds would be helpful for pedestrian safety.	Safety Concern	8	0	34.42141	-84.119
23	Consider a roundabout to eliminate the conflicting traffic and yield sign	Safety Concern	8	1	34.51196	-84.2271
24	Designate as Scenic Byway	Ideas and Suggestions	8	0	34.4273	-84.1857
25	Weird lane merging causes confusion	Safety Concern	8	0	34.34967	-84.0492
26	Slightly longer green light when turning from 53 onto 400. At the continuous flow intersection, when turning left on 400 from 53, the crossover light (400N drivers turning left on 53) needs to last literally 7 sec-onds longer. That would clear all the traffic that turned left on 400 from 53. As is, it's easy to get caught at this crossover light if you don't hammer down!	Ideas and Suggestions	8	0	34.36303	-84.0362
27	Don't let Atlanta build a huge interna-tional airport here says no and get our land back	Ideas and Suggestions	8	0	34.39912	-84.1775
28	Right out only	Ideas and Suggestions	7	1	34.36522	-84.0388
29	Roundabout? The congestion here is always a pain	Congestion and Delay	7	3	34.36203	-84.0482
30	Lights when walking on sidewalks it is so dark in the area it is so unsafe	Safety Concern	7	0	34.42639	-84.1182
31	Entirety of Cowart Road is crumbling and full of potholes where a vehicle's right tires would normally track. The only way to avoid them is to drive down the middle of the road. There are also several spots where the road bed has sunk and where roots from nearby trees are lifting the pavement up.	Safety Concern	6	0	34.37111	-84.2315
32	Need sidewalks from Red Rider to Kroger Center. People walking on nar-row ROW frequently is unsafe. Would provide connectivity between residen-tial and commercial.	Pedestrian	6	4	34.34673	-84.0579

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
33	Need some way to address the congestion that builds up at this light during holiday traffic. It backs up the roundabout and turns a quick trip to Kroger to an hour-plus trip just to get through the light.	Congestion and Delay	6	1	34.35391	-84.0504
34	From this spot to the other end of Dawson Forest at Hwy 9, there are at least 4 new neighborhoods being built. There are NO plans to either widen Dawson Forest, nor to even install center turning lanes into these neighborhoods. Frustratingly, the developers were not required to install these lanes into their developments, which has left this road increasingly dangerous. IMO, this is an increasing safety issue that needs to be addressed.	Safety Concern	6	0	34.3546	-84.053
35	High volume congestion during peak hours.	Congestion and Delay	5	0	34.37962	-84.0559
36	Shared parking and bike racks for pedestrians / visitors.	Ideas and Suggestions	5	4	34.42138	-84.1195
37	Evaluate reopening Etowah River Road to create a parallel satellite road to GA 400. May take some congestion off of Lumpkin Campground Road.	Ideas and Suggestions	5	3	34.40845	-84.0273
38	Very congested within the marketplace	Congestion and Delay	5	0	34.34989	-84.0507
39	Need to finish Perimeter Rd to connect to Hwy 53 W and eliminate tractor trailers coming through downtown.	Ideas and Suggestions	5	3	34.40811	-84.1177
40	This is always unnecessarily backed up. Turn on the GREEN ARROW at this traffic light	Congestion and Delay	5	0	34.36801	-84.0409
41	The green light here at Dawson Forest traveling West needs to be longer. There is constant traffic that bottle necks up to Power Center Drive because the green light is too short.	Ideas and Suggestions	5	0	34.35352	-84.0464
42	Reduce the speed limit on Lumpkin Campground In between Lee Castleberry and Dawson Forest. Put a round about at the intersection of Whitmire, Lumpkin Campground and Red Ryder. Fix Freeland rd onto Lumpkin Campground so people turning south on Lumpkin don't pull into north bound lane. Everything in between lee Castleberry and Dawson Forest is a freak-ing nightmare getting in and out.	Ideas and Suggestions	5	3	34.34807	-84.0572
43	Safety concern with traffic from Keith Evans and Bailey Water Roads not stopping. Numerous accidents at this location.	Safety Concern	4	0	34.48652	-84.171

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
44	Blind curves on Hubbard Rd. There has been a lot on houses built, there is a fire station on the road. A fire truck and SUV cannot meet in the curves without putting your car in the ditches. I have been told by the personnel that they will go around to avoid going down Hubbard road. Maintenance will come and put gravel / scrap the road and 1-2 months later that it needs it again. Wasted time and money.	Safety Concern	4	0	34.45693	-84.2558
45	Yes! Also, get the bicycles OFF State Highways, make bike lanes. I've had to hit my brakes when coming around a curve, to avoid cyclists IN THE MIDDLE of my lane! It's a nightmare to drive around here.	Bicycle	4	2	34.50189	-84.2255
46	Etowah to County line keep 53 scenic	Ideas and Suggestions	4	1	34.38181	-84.0636
47	Hightower Hwy 53 intersection at peak traffic times, this intersection becomes blocked . Traffic wishing to turn left into Hightower from 53 builds and long lines of traffic they must cross builds back from the lights at Lumpkin Campground back to and sometimes beyond Brights Way	Congestion and Delay	4	2	34.36962	-84.042
48	Traffic on Hwy53 turning left into Sundown Way causing potential accidents on this fast (downhill) section of the roadway. Similarly traffic joining 53 from Sundown having to pick up sufficient speed to gain safe entry to 53. Line of sight is also not ideal.	Safety Concern	4	0	34.34644	-84.0251
49	Blind, tight and precipitous road curves, some with their superelevation sloping the wrong way producing dangerous traffic conditions for the multitudes of trailered boats and RV's heading for the launches and campground in War Hill Park. These dangers are doubled because this 4 mile road is both entry and exit for the cul-de-sac park as well as serving some 2000 residents living on this peninsula. Driveway cuts (many blind) on both sides of the road occur every few yards.	Safety Concern	4	0	34.3384	-83.9816
50	Lee Castleberry is very narrow and has some extreme grading. At the very least this road should have a shoulder added. But ideally it should be brought up to current standards to support the new developments and traffic to/from GA 400 and better access for pedestrian / bike traffic.	Safety Concern	4	3	34.33794	-84.0603

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
51	There are marking for this to be right turn in/out only. But it is often used for left turns in/out. This should be re marked for that usage or concern is-land added to prevent improper usage. It seems this entrance should be left/right turn allowed and the other entrance to the south should be right turn only to reduce conflict with Free-land Rd traffic.	Safety Concern	4	0	34.35127	-84.0542
52	Align Freeland Rd and Marketplace Blvd. Maybe add traffic light or round-about, if feasible. Or make other improvements to make this intersection safer and reduce congestion on Freeland Rd.	Ideas and Suggestions	4	3	34.34952	-84.0558
53	Possibly a roundabout here? This is an awkward left hand turn from Shoal Creek onto Hwy 136. Not sure what all could be done here since the church and cemetery are close proximity to the road.	Ideas and Suggestions	4	0	34.4535	-84.1349
54	Improved skate park the money spent for this one is a joke	Ideas and Suggestions	4	0	34.41663	-84.1108
55	When heading West on Hwy 53, and attempting to turn left into River Valley Rd (entrance to subdivision), I was struck from behind while sitting at complete stop, waiting for oncoming traffic to pass, so that I could turn left. THE PROBLEM: They created a "park-ing lane" just to the right of that area. It is technically NOT a passing lane, but people use it as such, and when car behind whips around, 3rd car back doesn't see stopped car suddenly in front of them, nor have time to stop.	Safety Concern	3	0	34.38407	-84.0723
56	Limited sight distance to the north side pulling out of New Hope Road on to SR136	Safety Concern	3	0	34.49618	-84.1989
57	Right only out of back of mall	Safety Concern	3	1	34.35739	-84.0501
58	Transit stop for Mall	Public Transit	3	9	34.3591	-84.0493
59	create frontage road	Ideas and Suggestions	3	4	34.3667	-84.0404
60	Hwy 52 going towards Ellijay all the way to the county border needs to be replaced. I haven't been up that way since April, so please let me know if there has been any repairs.	Ideas and Suggestions	3	0	34.55376	-84.292

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
61	This should be a roundabout. A flash-ing yellow warning light and reduced speed limit will likely not slow down traffic enough to make this safe. Driv-ing the speed limit or under thought this intersection already results in oth-er drivers riding your bumper.	Safety Concern	3	1	34.3454	-84.0594
62	Add roundabout. This is a very unsafe intersection with many accidents and close calls. Also, often congested on Whitmire Dr and southbound on LC Rd	Safety Concern	3	2	34.34565	-84.0594
63	Make this a 4 way stop. It is currently a 3 way stop but many drivers already treat it like a 4 way stop.	Safety Concern	3	0	34.35046	-84.0465
64	Work with Forsyth County to provide pedestrian access / greenway type trail along Hopewell Rd / Lumpkin Campground Rd. Over the past several years there is an increase in bike and pedestrian access on this corridor but it is not very safe for that usage as is.	Pedestrian	3	1	34.3345	-84.0662
65	As housing increases on Dawson For-est, something is needed to help with traffic congestion at the school when turning left from Grizzle Rd.	Congestion and Delay	3	0	34.35359	-84.0839
66	It would be nice to be able to get a few cars through this light without having to punch it. After sitting at the light turning South onto 400 from 53 it is irritating to be immediately stopped at that first light. Maybe 1 car gets through the green and another 1/2 will run the light making it also very dan-gerous.	Congestion and Delay	3	0	34.36198	-84.0384
67	Can we not get more of these cheaply built eye sore subdivisions in Dawson-ville please!!! Please approve better looking houses. One company owns almost have of these and rents them out. How is that helping our community but adding tax dollars. Dawsonville will be trash if they keep putting these kinds of houses in.	Ideas and Sugges-tions	3	0	34.41018	-84.1148
68	Poor drivers from Retail (outlet mall) and Was-Mart retail center; Close access from Goodwill to 53	Safety Concern	2	2	34.35644	-84.0446
69	Rideshare parking lot, or shared park-ing for pedestrians.	Public Transit	2	9	34.42138	-84.121
70	Enhance and widen Couch Road to allow a better southbound access to Kilough Church Road	Ideas and Sugges-tions	2	1	34.36193	-84.0242

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
71	Yes, Dawson County and the city of Dawsonville need to work with GDOT to implement features to make vehicles going through the city slow down and look for pedestrians. Drivers will blow through the old courthouse roundabout like it's nobody's business. And yet, some of downtown's most popular shops and the BBQ truck are right by that roundabout.	Safety Concern	2	0	34.42141	-84.119
72	or a roundabout that would be less of an impediment to the busier Hwy 53 and still allow Thompson Rd/ Etowah River Rd traffic to filter in swiftly and safely.	Safety Concern	2	1	34.38506	-84.0754
73	Synchronized traffic lights along the commercial corridor might help ease the congestion. Currently getting through one light only to be held up at the next compounds the congestive ripple.	Congestion and Delay	2	0	34.34433	-84.0483
74	Traffic backs up into roundabout from Chick-fil-A drive-thru.	Congestion and Delay	2	0	34.35626	-84.0442
75	A right turn lane onto Jenkins. I can't tell you the amount of people that will cross the double line to go around me while I turn on this street. Just because they don't want to wait.	Safety Concern	2	0	34.38541	-84.1247
76	3 way stop or a big mirror so we can see over this hill. I've almost been hit crossing to Irvin more times than I like. It's not safe.	Safety Concern	2	0	34.38389	-84.1171
77	This intersection would be a good candidate for a "Turbo Roundabout". Keep traffic moving on 53 and provide easy movement to/from LC Road. Other-wise additional lanes need to be add-ed with better timing for the traffic lights.	Congestion and Delay	2	1	34.36726	-84.0408
78	Not sure the solution for this other than a redesign. But maybe painting arrows in the lanes to make it clear which lane goes where could help things. It is very strange in its current design and not clear at first what lane is going where.	Safety Concern	2	0	34.34967	-84.0492
79	Move Harmony Church / LC Rd / GA 400 Interchange/Intersection to this area so the cross road can be at 90 degrees instead of current extreme angles. This could be apart of any pro-ject that would go on the parcel on the east side of 400.	Ideas and Suggestions	2	1	34.38277	-84.0235

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
80	I know I'll be in the minority here, but a roundabout needs to be installed here. I've been on Dawson Forest for 18 years, and I constantly hear traffic speeding along this straight section of the road. A roundabout would not only slow the traffic down here, but it would create a safe entry/exit point for any-one pulling out from the school, the new neighborhood, and Grizzle Rd.	Congestion and Delay	2	1	34.35359	-84.0839
81	No more left turns on GW Taffer. Motorists try to take this shortcut and often bottleneck traffic behind them on Dawson Forest.	Ideas and Suggestions	2	3	34.35494	-84.0556
82	There should be a left turn/straight combo marker on the road and not a designated left turn only option. If you want to go straight across up toward Publix you block anyone trying to turn right. Many more cars turn right or go straight across than go left from here. It is very frustrating and causes a lot of congestion.	Congestion and Delay	2	0	34.35351	-84.044
83	Perimeter & JC Burt needs a round about at 9. People on Perimeter turning left on hwy 9 do not follow the 4 way stop rule that whoever stops first does first. They just take their chances. Also, there is a little hill on 9 & you can't see these cars coming at a distance. We need some form of traffic control here, whether it's a round about or light...something.	Safety Concern	2	0	34.40794	-84.1168
84	conflict with student activities	Safety Concern	1	7	34.41318	-84.1055
85	Absolutely needed. It is a nightmare MVA between cars and Big Rigs waiting to happen	Safety Concern	1	0	34.51196	-84.2271
86	Closing East bound access to Hwy 53 will finish off the businesses left in the Goodwill / Ingles shopping center.	Safety Concern	1	0	34.35644	-84.0446
87	Absolutely! It's either a giant game of traffic chicken there or a bad accident waiting to happen.	Safety Concern	1	0	34.35344	-84.0439
88	Right In. Right Out only from mall	Ideas and Suggestions	1	0	34.35851	-84.0499
89	Definitely need left turn arrows primarily in the morning & afternoon.	Congestion and Delay	1	0	34.36726	-84.0408
90	Hazardous curve. Line of sight some-what limited. Industrial vehicles, large trucks carrying earth moving equipment etc. turn here to leave or reach their depot on Liberty Church Rd.	Safety Concern	1	0	34.34406	-84.0075

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
91	Seek road access (in conjunction with Forsyth Co) from Hwy53 E to this 267 acre Corps of Engineers lake parkland as a more suitable and safe location to develop an full service RV Campground, rather than continuing to pressure for this type of development in War Hill Park.	Ideas and Suggestions	1	3	34.33722	-83.9961
92	more lanes	Congestion and Delay	1	1	34.36726	-84.0408
93	Post speed limit sign on Cothran Road. (There is one on Etowah River Road when traveling in the opposite direction).	Safety Concern	1	0	34.41556	-84.031
94	No one yields at this yield sign. Something is needed here but I have almost been hit too many times by people not yielding or even looking.	Safety Concern	1	1	34.42121	-84.1168
95	And people will virtually stop to try to figure out which lane and where to go causing back ups and people having to swerve to miss confused drivers. I agree with unsure of a solution, but hopefully there's an engineer some-where that has a better solution.	Safety Concern	1	0	34.34967	-84.0492
96	There is no safety concern here. The people who put the safety concern at this roundabout are people who are scared to drive or don't know how to drive	Congestion and Delay	1	9	34.42119	-84.1191
97	Agreed. I was always surprised this light was even installed so close to the roundabout, but it is what it is. One thing is the green light on Dawson Forest does not last long enough, especially on the evenings and weekends. I think extending the light would at least help some	Congestion and Delay	1	1	34.35391	-84.0504
98	Close the LCR end of Red Rider and make it a cul-de-sac. Route all of the Black Mill Preserve traffic to DFR or onto Freeland.	Ideas and Suggestions	1	5	34.34737	-84.0635
99	This would very detrimental and increase traffic on Couch Rd. which has several horse pastures and a farm essentially creating a cut through and a better race track for those who are already using it for that. This is a HORRIBLE idea for the animals and for the residents on Couch Rd. & for the residents on/off Kilough Church Rd. This would only benefit the school traffic which is minimal and they don't live here. Just leave some more rural and beautiful roads alone please!	Ideas and Suggestions	1	0	34.36193	-84.0242

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
100	Street lights are needed along 400 starting from Browns Bridge all the way up. It is so dark it is difficult to see. I thought those giant ugly silver poles would at least get lights but it didn't happen.	Safety Concern	1	5	34.3715	-84.0299
101	I have seen many wrecks at this intersection. Some have appeared to be quite bad. Each left turn lane needs a light with an arrow for turning and no left turn allowed when oncoming traffic has a green light. It would be helpful if the intersection could be reworked to have Lumpkin campground come straight onto 19. Taking the angle out would help too. Thank you.	Ideas and Suggestions	1	0	34.37897	-84.0243
102	Agree there needs to be dedicated turn signal at intersection to allow traffic flow better. Turn left onto 400 South or left on 400 north gets backed up.	Ideas and Suggestions	1	0	34.37897	-84.0243
103	This intersection at 183 and Bailey Waters is becoming dangerous along with Bailey Waters and 136. Both intersection could greatly benefit from roundabouts that would slow traffic down in all directions approaching the roundabout.	Ideas and Suggestions	1	1	34.49484	-84.1761
104	400 needs a upgrade like GA 316! 400 as a at grade hwy intersections has become congested a functionally obsolete with our tremendous growth! The rest of 400 needs a freeway upgrade!	Congestion and Delay	1	1	34.3324	-84.0545
105	Change the speed limit at that area and enforce it	Safety Concern	1	0	34.33578	-84.0212
106	No more cookie cutter monopoly houses. They are an eyesore. New construction and people are coming so let's create an environment and county that is lovely and a place people will enjoy living in.	Ideas and Suggestions	1	0	34.41165	-84.1161
107	Rideshare parking on Dawson Forrest property.	Public Transit	0	11	34.35216	-84.1233
108	The stop sign at the intersection of Thompson Bridge & 53 is very difficult to see. A number of accidents, including fatalities, have occurred at this location. The placement of the sign contributes to the difficulty, as does the fact that it's at the crest of a hill. Please consider putting some sort of indicator, warning drivers that they are approaching a stop sign. This is especially important for our less experienced drivers & those unfamiliar with the area.	Safety Concern	0	0	34.38064	-83.876

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
109	Yes! Also, get the bicycles OFF State Highways, make bike lanes. I've had to hit my brakes when coming around a curve, to avoid cyclists IN THE MIDDLE of my lane! It's a nightmare to drive around here.	Bicycle	0	0	34.43772	-84.0992
110	Add Traffic light at this intersection.	Safety Concern	0	0	34.48652	-84.171
111	Grizzle direct to 400	Ideas and Suggestions	0	1	34.36179	-84.0473
112	Taffer to 400 - behind last wing of out-let mall	Ideas and Suggestions	0	1	34.35965	-84.0496
113	I would agree with functioning left turn arrows off of Lumpkin Campground Road in either direction onto 53. Currently the arrows flash yellow.	Congestion and Delay	0	0	34.36726	-84.0408
114	A flashing yellow light will have little impact on the speed of motorists traveling North on LC. The addition of rumble strips AND a flashing yellow light might get a drivers attention.	Safety Concern	0	1	34.3454	-84.0594
115	Needs a turn lane or a lane for bypassing a car making a left turn. Probable accident area because of oncoming traffic or traffic going in westward direction.	Safety Concern	0	0	34.39902	-84.0965
116	Terrible congestion in this area, both north and south of this spot.	Congestion and Delay	0	0	34.34873	-84.0479
117	You need to blacktop that road. As is, you slide around on the gravel on those curves.	Safety Concern	0	0	34.45693	-84.2558
118	Getting very busy-add more lanes.	Congestion and Delay	0	1	34.36726	-84.0408
119	Tight busy intersection with the new Dollar General, North Gate Strip Center with several active store fronts and the busiest entry AND exit into Big Canoe (north Gate) for residents, vendors, contractor, and residents Blackwell Creek (that have multiple owners of shared lots in Big Canoe accessing for amenities). Trash facility entry for residents. Hubbard Road is used to access to the Big Canoe Community Garden (by fire station), new homes, dog kennel , 2 storage unit facilities...	Safety Concern	0	0	34.45756	-84.2607
120	good idea	Ideas and Suggestions	0	0	34.40845	-84.0273
121	needs more than discouraging. we need specific regulations or it will look like ga 400 around 53 el jinete, motel, etc,-- buffer made of weeds and mud!	Ideas and Suggestions	0	0	34.38031	-84.0234

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
122	Drop speed limit to 45 and enforce it on 53	Safety Concern	0	0	34.38506	-84.0754
123	Blind curve. Cars are traveling the speed limit (55 MPH) or faster in a curve that has very limited sight distance. The curve is also banked so naturally cars may drift into other lane. There's has been multiple accidents here with many fatalities. There is a business entrance and residential driveways in this curve.	Safety Concern	0	0	34.33578	-84.0212
124	Traffic on Hwy 53 west bound backs up to War Hill Church daily.	Congestion and Delay	0	0	34.34032	-84.0228
125	Dangerous area because of a hump in the road that causes limited sight distance. Accidents occur almost weekly here. At the minimum this stretch needs to be a reduced speed limit, not 55MPH, because of church/school zone.	Safety Concern	0	0	34.3344	-84.0187
126	Sorry I meant *repaved	Ideas and Suggestions	0	0	34.55376	-84.292
127	I have personally never seen the green arrow at this light. If it was functional, the congestion might not be as bad.	Congestion and Delay	0	0	34.36726	-84.0408
128	A roundabout here would be much better than the very strange 4 way stop with turn lanes. So many close calls here with drivers that are impatient and others (myself include) that are not clear on the order to go when there is traffic using turn lanes and main lanes at the same time.	Congestion and Delay	0	1	34.36181	-84.048
129	Bring Tesla Supercharger to the mall. Would be great for locals and people traveling. Current charging is not great.	Ideas and Suggestions	0	1	34.35549	-84.0501
130	Extend Hightower Pkwy to Lumpkin Campground. Move access to Medical offices on west side of 53 to use this new section of Hightower. Add traffic light or roundabout to this intersection.	Ideas and Suggestions	0	4	34.36978	-84.042
131	100% this needs to be a roundabout	Congestion and Delay	0	1	34.36181	-84.048
132	This intersection needs a red light. Especially once everyone moves into the new apartments/townhomes behind CVS.	Ideas and Suggestions	0	0	34.36522	-84.0388
133	Turning left out of this shopping center is a pain in the ass	Congestion and Delay	0	0	34.36543	-84.0386

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
134	There has got to be an adjustment made here, whether traffic light or round about. The widening of 53 with the addition of the center turning lane only made this intersection worse. There is a deputy often at this intersec-tion watching and I'm sure they see some close calls. It is near impossible to make a left turn from either of these roads onto 53. There have already been numerous accidents and some deaths here. Please do something to make this intersection safer!	Safety Concern	0	0	34.38506	-84.0754
135	Straighten the road and relocate, per-haps other side of lumber store	Ideas and Sugges-tions	0	0	34.4535	-84.1349
136	A yellow flashing light will have little impact IMO. This intersection can only be made safe by a roundabout.	Safety Concern	0	1	34.3454	-84.0594
137	Yes, a roundabout is needed. Traffic backs up so far on Lumpkin Campground now, and the 4-way stop bottlenecks it all up.	Congestion and Delay	0	1	34.36181	-84.048
138	This is private property, the mall would be in charge of any Superchargers.	Ideas and Sugges-tions	0	0	34.35549	-84.0501
139	I agree this road needs to be done. Gilmer did theirs two years ago. It's a heavily traveled road.	Ideas and Sugges-tions	0	0	34.55376	-84.292
140	Roundabout or light. Evening traffic backs up, and dangerous for those who don't see stop sign. Especially in the AM with families traveling to day care.	Congestion and Delay	0	1	34.36203	-84.0482
141	These giant blinking lights are danger-ous. They hurt my eyes and distract from looking at the road by drawing attention to them. They are also medi-cally dangerous and can actually cause seizures.	Ideas and Sugges-tions	0	1	34.37897	-84.0243
142	These giant blinking lights are medical-ly dangerous and can cause seizures. They distract by pulling focus to them and off the road and personally they hurt my eyes.	Safety Concern	0	4	34.37891	-84.0241
143	Add a No Jake Braking sign to reduce truck noise	Ideas and Sugges-tions	0	3	34.41006	-84.1046
144	Fill in pothole at the crest of the blind hill. Drivers have to go into oncoming traffic to avoid it.	Safety Concern	0	0	34.38764	-83.9965
145	It's really bad they need to redo it asap! Someone is going to end having a blowout or wreck! Some pretty gnarly stretches between Gilmer County line and 183.	Ideas and Sugges-tions	0	0	34.55376	-84.292

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
146	This should be a utmost high risk danger issue in this county and receive top priority! I've seen too many wrecks and have had close calls! There needs to be a stop sign in the interim until they can construct a roundabout or put a stoplight there.	Safety Concern	0	1	34.3454	-84.0594
147	This will be going through our neighborhood. How will this make it safer for us? I thought we were only getting a roundabout. I already see tractor trailers running the red light at 53 and perimeter rd, so will they be plowing over us trying to get out of our street. Please explain this logic. Thank you.	Ideas and Suggestions	0	0	34.40811	-84.1177
148	Where will it go and whose land will the county have to take to build it??	Ideas and Suggestions	0	0	34.40811	-84.1177
149	There are dozens of people who walk on Hwy 9 south of oldtown all the way to perimeter road. We need sidewalks! Sidewalks should be everywhere within the city limits. Someone's going to get hit one day especially when they pedestrians walk at night to/from town in the dark.	Pedestrian	0	0	34.41441	-84.1187
150	Make Harmony Church and Kilough connected for school traffic to avoid 400.	Congestion and Delay	0	3	34.38063	-84.0066
151	Downton Development Authority owns on the other end of JC Burt road, and then there is undeveloped land all the way to HWY 53 to make the road. Having a road through that land should make it more valuable to the current land owner. As for the subdivision, concerns are a valid, but there is dire need for a Perimeter Rd to get unnecessary congestion, mainly tractor trailers, out of the downtown area. Then downtown could be developed into a more friendly place to shop, eat, etc.	Ideas and Suggestions	0	1	34.40811	-84.1177
152	Need a sign to slow down as heading east on 136 approaching Riverbend and 400. Very dangerous now for traffic exiting Riverbend. Could use sign in other direction between 400 and Riverbend as well.	Safety Concern	0	0	34.40397	-84.0147
153	Roundabout is very much needed at this intersection. I've seen many accidents here.	Safety Concern	0	0	34.48652	-84.171
154	Agreed a very dangerous intersection. Can a traffic circle be considered here?	Safety Concern	0	0	34.38064	-83.876

Interactive Map Comments, continued

ID	COMMENT	TYPE	UPVOTE	DOWNVOTE	LATITUDE	LONGITUDE
155	Less mowing required will Help maintenance budget	Ideas and Suggestions	0	0	34.38031	-84.0234
156	Please repair holes at 53 and Kilough Church rd. Drivers swerving to miss potholes	Safety Concern	0	0	34.382	-84.0246
157	This is a major congestion concern for drivers and it only appears to be getting worse. I agree to opening up Etowah River Road or other roads to help take congestion off Lumpkin Campground Road.	Ideas and Suggestions	0	0	34.40845	-84.0273
158	A friend of mine said it took her six lights to turn off Harmony Church Rd onto 400 S last Friday. This was at 5:00 pm on a weekday, so traffic was beginning to peak. A green arrow is a no brainer and would make this inter-section safer as people push that red light all the time.	Congestion and Delay	0	0	34.37907	-84.0241
159	Shoal Creek need to reconstructed and widened. The FDR process that the county has used recently would work best to safe this road up.	Safety Concern	0	0	34.4367	-84.1318
160	GDOT needs to be fast tracking a widening project from Byrds to 400. This corridor needs to increase its capacity.	Congestion and Delay	0	0	34.36948	-84.0435
161	GDOT needs to remove the white edge line rumble strips!!	Ideas and Suggestions	0	0	34.49544	-84.1983
162	If the right hand lane on Lumpkin Campground going south were a right turn lane only onto 53 west, it would alleviate the backup and allow the traffic on the other side to not back up waiting for the cars to go straight through. Agreed a left turn signal on the northbound side would help a lot. I can't understand why when we can turn right on red this is not taken advantage of!	Ideas and Suggestions	0	0	34.36725	-84.041
163	And when going south on 400, the light turns green only to have you wait at the next light until the traffic backs up through the intersection behind you, before it turns green. It seems like every light is timed to stop you or slow you down, instead of letting the traffic move.	Congestion and Delay	0	0	34.36198	-84.0384

APPENDIX E. TRANSPORTATION ELEMENT - COMPREHENSIVE LIST OF PROJECT CONCEPTS

The following project concepts were sourced from the public engagement process, as well as through discussions with the Steering Committee and Dawson County staff. As the county pursues additional funding for planning, design, engineering, and construction, the following list should be evaluated as a resource for future project concepts and priorities.

Additional Project Concepts

LOCATION	PROJECT SUGGESTION	CATEGORY	SOURCE
SR 53	Widen SR 53, capacity increases	Capacity	Social Pinpoint Interactive map
Shoal Creek Road	Reconstruct Shoal Creek Road - Safety and widening	Maintenance/ Reconstruction	Social Pinpoint Interactive map
Intersection of Kilough Church Road and SR 53	Resurface Kilough Church Road	Maintenance/ Reconstruction	Social Pinpoint Interactive map
SR 136 near River Bend Road	Signage improvements along SR 136 - sight distance, speed reminders	Safety	Social Pinpoint Interactive map
Intersection of Perimeter Rd/JC Burt Rd and SR 9	Roundabout at Perimeter Road and JC Burt Road	Intersection Improvements	Social Pinpoint Interactive map
East of SR 400	New road connection between Harmony Church Road and Kilough Church Road; parallel route	New Roadway	Social Pinpoint Interactive map
SR 9 between downtown Dawsonville and Perimeter Road	Sidewalks along SR 9	Bicycle/Pedestrian	Social Pinpoint Interactive map
Various	Stricter development standards for new construction	Development standards/ Housing	Social Pinpoint Interactive map
SR 400	Upgrade and increase functional class on SR 400	Capacity	Social Pinpoint Interactive map
Bailey Waters Road and SR 136	Roundabout at intersection of Bailey Waters Road and SR 136	Intersection Improvements	Social Pinpoint Interactive map
Grant Ford Drive	Resurface Grant Ford Drive	Maintenance/ Reconstruction	Social Pinpoint Interactive map
SR 53	No Truck Braking signage along SR 53	Safety	Social Pinpoint Interactive map
Harmony Church Road and SR 400	Intersection and signal improvements at intersection of Harmony Church Road and SR 400 (green left arrows, specifically)	Intersection Improvements	Social Pinpoint Interactive map
intersection of Perimeter Rd and SR 9	Intersection /signal improvements at intersection of Perimeter Rd and SR 9	Intersection Improvements	Social Pinpoint Interactive map

Additional Project Concepts, continued

LOCATION	PROJECT SUGGESTION	CATEGORY	SOURCE
Perimeter Rd	Pedestrian lighting improvements along Perimeter Rd	Bicycle/Pedestrian	Social Pinpoint Interactive map
Intersection of Lumpkin Campground Rd and SR 53	Intersection/signal improvements at intersection of Lumpkin Campground Rd and SR 53 (left turn arrows, turn lanes, potential roundabout)	Intersection Improvements	Social Pinpoint Interactive map
Intersection of Dawson Circle and Dawson Forest Rd	Signal improvements at intersection of Dawson Circle and Dawson Forest Rd	Intersection Improvements	Social Pinpoint Interactive map
Intersection of Lumpkin Campground Road and SR 400	Intersection improvements at intersection of Lumpkin Campground Road and SR 400 (left turn lane extension from Harmony to SR 400)	Intersection Improvements	Social Pinpoint Interactive map
Intersection of Dawson Forest Road East and SR 53	Roundabout or signal at Dawson Forest Road East and SR 53	Intersection Improvements	Social Pinpoint Interactive map
Allen St	Midblock crossings across Allen St near Dawson County Junior High	Bicycle/Pedestrian	Social Pinpoint Interactive map
Intersection of Thompson Road/Etowah River Rd and SR 53	Roundabout or signal at intersection of Thompson Road/Etowah River Rd and SR 53	Intersection Improvements	Social Pinpoint Interactive map
Intersection of Whitmire Dr/Red Rider Rd and Lumpkin Campground Rd	Intersection improvements at Intersection of Whitmire Dr/Red Rider Rd and Lumpkin Campground Rd (sight distance warnings, transverse rumble strips, etc.)	Intersection Improvements	Social Pinpoint Interactive map
Intersection of SR 53/E 4th St/Dahlonega St	Pedestrian safety improvements at intersection of SR 53/E 4th St/Dahlonega St	Bicycle/Pedestrian	Social Pinpoint Interactive map
Intersection of Perimeter Road and Rand Way	Pedestrian crosswalk across Perimeter Road at Rand Way intersection	Bicycle/Pedestrian	Social Pinpoint Interactive map
SR 400	Beautification of SR 400 (wildflowers in median), restrictions on building close to SR 400	Beautification	Social Pinpoint Interactive map

Additional Project Concepts, continued

LOCATION	PROJECT SUGGESTION	CATEGORY	SOURCE
Intersection of Dawson County Industrial Park/ Grizzle Road and Lumpkin Campground Rd S	Roundabout at intersection of Dawson County Industrial Park/Grizzle Road and Lumpkin Campground Rd S	Intersection Improvements	Social Pinpoint Interactive map
SR 53 between Allen St and Main St	Pedestrian safety improvements along SR 53 between Allen St and Main St	Bicycle/Pedestrian	Social Pinpoint Interactive map
Intersection of Medical Center Drive and SR 53	Intersection improvements at intersection of Medical Center Drive and SR 53 (right turn lane, signal)	Intersection Improvements	Social Pinpoint Interactive map
Intersection of SR 53 and Lumpkin Campground Rd	Right turn lanes on Lumpkin Campground Road at intersection with SR 53	Intersection Improvements	Social Pinpoint Interactive map
Intersection of SR 53 and SR 400	Signal timing improvements at intersection of SR 53 and SR 400	Intersection Improvements	Social Pinpoint Interactive map
Dawson Xing	Lane striping along Dawson Xing	Maintenance/ Reconstruction	Social Pinpoint Interactive map
Main Street Park	Skate Park improvements	Parks	Social Pinpoint Interactive map
SR 53	Designate as scenic route heading north	Aesthetics	Social Pinpoint Interactive map
Cowart Road	Repave/widen Cowart Road	Maintenance/ Reconstruction	Social Pinpoint Interactive map
Various - Downtown Dawsonville	Traffic calming, speed reductions to improve pedestrian safety	Safety	Social Pinpoint Interactive map
SR 9/Bannister Road	Bikeway along SR 9 between Dawson Forest Road W and Martin Road near Rock Creek Park	Bicycle/Pedestrian	Social Pinpoint Interactive map
Shadwood Place	Rideshare parking on Dawson County property	Parking	Social Pinpoint Interactive map
SR 9	Bikeway along SR 9 between Recreation Road and downtown Dawsonville	Bicycle/Pedestrian	Social Pinpoint Interactive map
Main Street	Rideshare parking lot near Harry Melling St	Parking	Social Pinpoint Interactive map
Main Street	Rideshare/multimodal parking on empty log between W 2nd St and Raymond Parks St	Parking	Social Pinpoint Interactive map
Etowah River Road	Re-open, widen, repave as parallel route to SR 400	Maintenance/ Reconstruction	Social Pinpoint Interactive map

Additional Project Concepts, continued

LOCATION	PROJECT SUGGESTION	CATEGORY	SOURCE
Intersection of Elliot Family Parkway (SR 183) and SR 183/136	Roundabout at intersection of Elliot Family Parkway (SR 183) and SR 183/136	Intersection Improvements	Social Pinpoint Interactive map
Couch Road	Widen Couch Road between SR 53 and Kilough Church Road	Maintenance/Reconstruction	Social Pinpoint Interactive map
Hubbard Road	Repave/widen Hubbard Road to improve emergency vehicle access	Maintenance/Reconstruction	Social Pinpoint Interactive map
SR 9 between Dawson Forest Road and Taffer Rd	Right turn only out of mall parking lots	Access Management	Social Pinpoint Interactive map
Lumpkin Campground Rd S	Transit stop for mall	Transit	Social Pinpoint Interactive map
Intersection of SR 53 and Medical Center Dr	Right out only onto SR 53	Access Management	Social Pinpoint Interactive map
SR 53 between SR 9 and SR 400	Frontage road on south side of SR 53	Access Management	Social Pinpoint Interactive map
New Road - Extension to Taffer Rd	Extend Taffer Road to connect with SR 400	New Roadway	Social Pinpoint Interactive map
Intersection of Hightower Parkway and SR 53	Extend Hightower Parkway to Lumpkin Campground Road/SR 9, roundabout at new intersection	New Roadway	Social Pinpoint Interactive map
SR 53 near Sundown Way	Advanced intersection warning signs approaching Sundown Way on SR 53	Safety	Social Pinpoint Interactive map
SR 53 near Buddy Burt Road	Turn lanes to access Buddy Burt Road	Capacity	Social Pinpoint Interactive map
Red Rider Road/Freeland Road/SR 9	Sidewalks on Red Rider Road/Freeland Road/SR 9	Bicycle/Pedestrian	Social Pinpoint Interactive map
War Hill Park Road	Add sight distance signage	Safety	Social Pinpoint Interactive map
Near the Reserve Club and Marina at Lake Lanier	Develop new RV park in partnership with Army Corps of Engineers	Parks	Social Pinpoint Interactive map
SR 400	Signal timing improvements along corridor	Intersection Improvements	Social Pinpoint Interactive map
SR 9/Lumpkin Campground Road	Widen	Capacity	Social Pinpoint Interactive map
SR 53	Reduce speed limit to 45 MPH	Safety	Social Pinpoint Interactive map
Cothran Road	Install speed limit signage	Safety	Social Pinpoint Interactive map

Additional Project Concepts, continued

LOCATION	PROJECT SUGGESTION	CATEGORY	SOURCE
SR 53	Install driveway warning signs between Blue Ridge Overlook and Old Taylor Road	Safety	Social Pinpoint Interactive map
Perimeter Rd	Complete Perimeter Road loop around Dawsonville	New Roadway	Social Pinpoint Interactive map
SR 53	Speed reductions where necessary because of sight distance issues	Safety	Social Pinpoint Interactive map
Intersection of SR 9 and Jenkins Road	Right turn lane on SR 9 to access Jenkins Road	Capacity	Social Pinpoint Interactive map
Intersection of Irvin Dr/ Jenkins Road/Norma Rd	Stop control	Intersection Improvements	Social Pinpoint Interactive map
Intersection of Harmony Church Road and SR 400	T-up intersection	Intersection Improvements	Social Pinpoint Interactive map
Hopewell Road/Lumpkin Campground Rd	Install sidepath/greenway along Hopewell Road/ Lumpkin Campground Road	Bicycle/Pedestrian	Social Pinpoint Interactive map
Lee Castleberry Road	Install shoulders, bike/ped facilities	Bicycle/Pedestrian	Social Pinpoint Interactive map
Intersection of SR 53 and Medical Center Drive	install signal?	Intersection Improvements	Social Pinpoint Interactive map
Intersection of Freeland Rd and Marketplace Blvd	T-up these two intersections	Intersection Improvements	Social Pinpoint Interactive map
Intersection of Shoal Creek Road and SR 136	Install roundabout at intersection of Shoal Creek Road and SR 136; t-up approach	Intersection Improvements	Social Pinpoint Interactive map
Intersection of Grizzle Road and Dawson Forest Road	Intersection improvements at intersection of Grizzle Road and Dawson Forest Road (signal, roundabout)	Intersection Improvements	Social Pinpoint Interactive map
Intersection of Marketplace Parkway and Dawson Forest Road East	Signal timing improvements at intersection of Marketplace Parkway and Dawson Forest Road East	Intersection Improvements	Social Pinpoint Interactive map
Dawson Forest Road	Install turn lanes where needed	Capacity	Social Pinpoint Interactive map
Intersection of Power Center Dr and Dawson Forest Rd	Restripe southbound lanes on Power Center Dr to have a right turn only lane and a left/thru lane	Intersection Improvements	Social Pinpoint Interactive map
SR 400	Lighting improvements along SR 400	Safety	Social Pinpoint Interactive map
SR 400, South of Dawson Forest Rd	Widen into median - congestion relief (short term)	Capacity	Dawson County Staff

Additional Project Concepts, continued

LOCATION	PROJECT SUGGESTION	CATEGORY	SOURCE
Azalea Drive	Pave gravel road from Hugh Stowers Rd to dead end	Reconstruction/Resurfacing	Dawson County Staff
Blue Ridge Over-look	Widen and resurface SR 53 to Forsyth County line	Plans/Studies	Dawson County Staff
Buck Trail	Pave gravel road from New Bethel Church Road to cul-de-sac	Reconstruction/Resurfacing	Dawson County Staff
Burt Creek Road	Resurface county lot near SR 136	Reconstruction/Resurfacing	Dawson County Staff
Cedar Ridge Road	Pave gravel road from Hugh Stowers Rd to cul-de-sac	Reconstruction/Resurfacing	Dawson County Staff
Clayton Wallace Road	Pave gravel road from Kilough Church Road to dead end	Reconstruction/Resurfacing	Dawson County Staff
Coltrane Road	Full Depth Resurfacing from Kelly Bridge Road to Forsyth County Line	Reconstruction/Resurfacing	Dawson County Staff
Cowart Road	Full Depth Resurfacing from SR 53 to 4-way stop	Reconstruction/Resurfacing	Dawson County Staff
Crane Road	Resurface from SR 136 to April Trace and Fern Valley Road	Reconstruction/Resurfacing	Dawson County Staff
Dean Couch Road	Pave gravel road from Nix Bridge Road to Lula Garrett Road	Reconstruction/Resurfacing	Dawson County Staff
Diane Circle	Pave Gravel Road at Dogwood Lane	Reconstruction/Resurfacing	Dawson County Staff
Downtown By-Pass (south con-necter)	New Road	Plans/Studies	Dawson County Staff
Elliot Road	Widen, resurface, add drainage from SR 53 to Sunset Rd.	Plans/Studies	Dawson County Staff
Emmett Drive	Pave gravel road from Moss Overlook Drive to cul-de-sac	Reconstruction/Resurfacing	Dawson County Staff
Etowah River Road	Full depth resurfacing from SR 53 to Cothran Road	Reconstruction/Resurfacing	Dawson County Staff
Fausetts Lake Road	Pave gravel road to SR 136	Reconstruction/Resurfacing	Dawson County Staff
Fern Valley	Pave all 15 roads in Fern Valley	Reconstruction/Resurfacing	Dawson County Staff
Frank Bruce Road	Full depth resurfacing from SR 9 to Seed Tick Road	Reconstruction/Resurfacing	Dawson County Staff

Additional Project Concepts, continued

LOCATION	PROJECT SUGGESTION	CATEGORY	SOURCE
Grant Road East	Pave gravel road from Harmony Church Road to SR 400	Reconstruction/Resurfacing	Dawson County Staff
Grizzle Road	Full depth resurfacing from Hugh Stowers Rd to Dawson Forest Road	Reconstruction/Resurfacing	Dawson County Staff
Hampton Drive	Pave gravel road from Jenkins Road to House #21	Reconstruction/Resurfacing	Dawson County Staff
Hanging Dog Road	Pave gravel road from Grizzle Road to cul-de-sac	Reconstruction/Resurfacing	Dawson County Staff
Indian Cove Drive	Resurface from Barker Road to the loop	Reconstruction/Resurfacing	Dawson County Staff
Keith Evans Road	Full depth resurfacing from Sr 136 to SR 183	Reconstruction/Resurfacing	Dawson County Staff
Laurel Lane	Pave gravel road from Hugh Stowers Road to dead end	Reconstruction/Resurfacing	Dawson County Staff
Little Mountain Road	Full depth resurfacing from SR 136 to end of pavement	Reconstruction/Resurfacing	Dawson County Staff
Longview Drive	Full depth resurfacing from Shadow Lane to loop	Reconstruction/Resurfacing	Dawson County Staff
Needham Road	Resurface from Kelly Bridge Road to Forsyth County Line	Reconstruction/Resurfacing	Dawson County Staff
New Hope Road	Full depth resurfacing from SR 136 to Bailey Waters Road	Reconstruction/Resurfacing	Dawson County Staff
North Chestatee Point	Resurface to Chestatee Point	Reconstruction/Resurfacing	Dawson County Staff
Old Henry Grady Road	Full depth resurfacing to SR 136	Reconstruction/Resurfacing	Dawson County Staff
Patton Drive	Pave gravel road from Hugh Stowers Road to dead end	Reconstruction/Resurfacing	Dawson County Staff
Rainbow Lake Drive	Pave gravel road from Sweetwater Juno Road to Victor Lane	Reconstruction/Resurfacing	Dawson County Staff
Roadway Safety Improvements	Various intersection alignments, turn lanes, signalization, paved aprons, sight distance, etc.	Plans/Studies	Dawson County Staff
Seed Tick Road	Full depth resurfacing from Etowah River Road to Frank Bruce Road	Reconstruction/Resurfacing	Dawson County Staff
Shoal Creek Rd at Burt Creek Road	Roundabout/intersection improvement	Intersection Improvements	Dawson County Staff

Additional Project Concepts, continued

LOCATION	PROJECT SUGGESTION	CATEGORY	SOURCE
Shoal Creek Rd at Perimeter Road	Roundabout/intersection improvement	Intersection Improvements	Dawson County Staff
Steele Bridge Road	Realign and add new bridge from Sweetwater Juno Road to Steele Bridge Road	Plans/Studies	Dawson County Staff
Thompson Creek Park Road	Overlay pavement from new alignment to boat ramp	Reconstruction/Resurfacing	Dawson County Staff
Thompson Rd at SR 9 intersection	Install roundabout	Intersection Improvements	Dawson County Staff
Toto Creek Park Road	Full depth resurfacing from Price Road to end of pavement	Reconstruction/Resurfacing	Dawson County Staff

APPENDIX F. LUMPKIN CAMPGROUND CORRIDOR STUDY

Lumpkin Campground Corridor Study

Study Introduction

Lumpkin Campground Road serves as a vital north-south parallel road to SR 400. The road provides access to residences, businesses, and serves as a secondary route to locals trying to avoid traffic congestion along SR 400. This study focused on the South Segment – Forsyth County Line to Dawson Forest Rd and the North Segment – SR 53 to SR 400. A prior study focused on the Middle Segment (between Dawson Forest Road and SR 53) which was performed in the fall of 2019.

The corridor study includes three major study tasks: review existing conditions, a public meeting was held to identify transportation concerns, and identify corridor improvement recommendations.

Recommendations

Recommendations were developed based on the existing conditions data, field observations of traffic conditions, crash data, input from the public meeting, and discussions with county staff. **Table 1** identifies the list of projects and **Figure 1** indicates the project locations for the South Segment. **Table 2** identifies the list of projects and **Figure 2** indicates the project locations for the North Segment. Some projects have separate concept layouts, included as attachments to this memo.

Projects were prioritized and grouped into tiers based on current traffic conditions and safety concerns. It is recommended to focus on the Tier 1 projects first; however, traffic and development conditions may change which could affect which projects to construct first. The list includes individual projects which can be built separately or grouped together and constructed as one project. The amount of available County funding, GDOT funding partnership, and new developments along the corridor will determine the pace of implementing the projects. Table 1 and 2 identifies the projects, need addressed, constraints, and implementation considerations. Additionally, Table 1 and 2 separates the recommended projects into two implementation tiers.

Table 1 – Recommended Projects in South Segment				
Location	Project	Addresses need	Constraints	Implementation considerations
Tier 1 Projects				
1A – Intersection of Whitmire Rd/Red Rider Rd	Single-lane roundabout (Concept Layout)	Safety and Operational	Right-of-Way (ROW)	Requires ROW acquisition; utilities; Adjacent homes
1B – Intersection of Dawson Forest Rd	Modify single-lane roundabout with additional lanes; add sidewalks/crosswalks; add lighting (Concept Layout)	Operational; Pedestrian	Utility poles	Address <u>short-term</u> , not long-term needs
1C – Speed Study: Forsyth County Line to Dawson Forest Road	Perform Speed Study to lower 50 mph posted speed limit	Identify appropriate speed for roadway conditions	-	GDOT Approval
1D – Intersection of Lee Castleberry Rd/Harry Sosebee Rd	Add sidewalk and lighting	Safety; Pedestrians	-	Developer of Lee Castleberry Farms could be asked to contribute
1E – Northern driveway to Marketplace shopping center (Dawson Market Way)	Add physical restriction at right-in/right-out driveway	Safety	-	Accommodate large truck right-turns
Tier 2 Projects				
2A – Intersection of Dawson Forest Rd	Modify single-lane roundabout to multi-lane roundabout	Operational	Utilities	Addresses <u>long-term</u> need
2B – Whitmire Dr to Dawson Forest Rd	Add center left-turn lane or TWLTL (Typical Section 1.1)	Left-turns & Safety	Available ROW	Coordinate with new development
2C – Lee Castleberry Rd to Dawson Forest Rd	Add sidewalk/shared use path; improve shoulder/add guardrail at culvert locations (Typical Section 1.2)	Pedestrians & Safety	Road shoulder; ditches; Available ROW	Road shoulder needs to be modified; install on at least one side; review culvert condition/replacement needs
2D – South Segment Paved Shoulders (Forsyth County Line to Lee Castleberry Rd)	Paved roadway shoulders (Typical Section 1.3)	Safety	-	Check adequate graded shoulder

Note: TWLTL = center two-way left-turn lane

Dawson County Lumpkin Campground Corridor Study

Table 2 – Recommended Projects in North Segment				
Location	Project	Addresses need	Constraints	Implementation considerations
Tier 1 Projects				
1A – Intersection of SR 53	Add northbound left-turn protected/permitted signal phase	Operational	-	GDOT approval; short-term option
1B – Intersection of SR 53	GDOT identified lane modifications	Operational	ROW	Requires ROW acquisition
1C – Intersection of SR 53	Two additional right-turn lanes with GDOT identified lane modifications; extend northbound left-turn lane (Concept Layout)	Operational	ROW; business sign; historic property	Stand-alone project or combine with 1B project
1D – Intersection of SR 400	Add left-turn protected/permitted signal phase – both side-streets	Operational (vehicle queues)	-	GDOT current programmed project
Tier 2 Projects				
2A – Intersection of SR 400	Provide dual eastbound and westbound left-turn lanes	Operational	ROW	Requires ROW acquisition
2B – SR 53 to SR 400	Add center TWLTL and sidewalks	Left-turns; Safety; Pedestrians	Topography; ROW	Coordinate with new development
Tier 2 - Study Intersection				
2C - Intersection of Kilough Church Rd	Future Improvement to be determined (based on adjacent development impacts)	Operational	Topography; ROW	Coordinate with new development

Note: TWLTL = center two-way left-turn lane

Considerations for Recommendations

Existing Conditions

The southern study segment is a two-lane road with a total length of approximately 8,500 LF. The posted speed limit is 50 mph from the Forsyth County line to Dawson Forest Road. Based on county GIS parcel data, the southern study segment has approximately 60-foot total ROW from the Forsyth County line to Dawson Forest Road, with a slight variation at Dawson Forest Road (approximately 75-foot total ROW on the south side of the intersection).

The northern study segment is a two-lane road with a total length of approximately 12,900 LF. The posted speed limit is 40 mph from Dawson Forest Road to SR 53 and 45 mph from SR 53 to SR 400. Based on county GIS parcel data, the northern study segment has approximately 60-foot total ROW from SR 53 to SR 400.

Traffic volumes were collected Tuesday, March 7, 2023. Six 4-hr turning movement counts were performed at the study intersections and four 24-hr volume counts were performed at locations shown in **Table 3** below. For the intersection turning movement counts refer to Exhibits 1A and 1B attached.

Table 3 – Average Daily Traffic and Heavy Vehicle Percentages		
Location	Average Daily Traffic	Heavy Vehicle Percent
1) Lumpkin Campground Rd, south of Harry Sosebee Rd	6,819 vehicles	2%
2) Lumpkin Campground Rd, south of Red Rider Rd	8,685 vehicles	2%
3) Lumpkin Campground Rd, south of Dawson Forest Rd	8,265 vehicles	3%
4) Lumpkin Campground Rd, north of SR 53	8,138 vehicles	5%

Field observations at each intersection are listed below:

- #1 - Lumpkin Campground Rd at Harry Sosebee Rd/Lee Castleberry Rd
 - Single-lane roundabout
 - Some sidewalk at roundabout, but not all sides
 - No speed reduction signs along Lumpkin Campground Rd two approaches
 - Rumble strips are present along Lumpkin Campground Rd approaches
 - No overhead lighting
- #2 - Lumpkin Campground Rd at Whitmire Drive
 - Sight distance concern looking south from Whitmire Drive (50 mph speed limit)
 - No existing warning signage along northbound Lumpkin Campground Rd
 - PM observation: Steady flow of vehicles turning from westbound Whitmire Drive
 - Utility poles on SW and NE corner of intersection
 - Underground gas, water, and fiber near/at NE and SE corner of intersection
- #3 - Lumpkin Campground Rd at Dawson Forest Rd
 - Current single-lane roundabout
 - PM observation on 3/8/2023: Eastbound vehicle queue; short southbound vehicle queue
 - PM observation on 3/14/2023: Northbound eight vehicle queue
 - Transmission pole and power pole in SE corner – underground utilities could be present on SE corner and NW corner of intersection
 - No crosswalks or sidewalk around roundabout
- #4 - Lumpkin Campground Rd at SR 53
 - PM observation on 3/8/2023: Heavy northbound left-turn vehicle queue; long eastbound vehicle queue
 - PM observation on 3/14/2023: Long northbound vehicle queue at 4:55pm; approximately 1,700 feet
 - Sidewalk present
 - Has two FYA (flashing yellow arrow left-turn signal phase) for the SR 53 approaches; review possibility to upgrade to FYAs on NB & SB approaches of Lumpkin Campground Road
- #5 - Lumpkin Campground Rd at Kilough Church Rd
 - Sight distance concern looking north from Kilough Church Rd
 - Very low traffic volume
- #6 - Lumpkin Campground Rd at SR 400 / Harmony Church Road
 - PM observation on 3/8/2023: Heavy westbound left-turn; 16+ westbound left-turn queue on Harmony Church Road
 - Traffic signal has only permitted left-turn movements for both side streets
 - No major utility constraints observed

Potential recommendation options considered included:

- Additional turn lanes at intersections (left-turn or right-turn lanes along major road, or side-street)
- Roundabout or traffic signal at major intersection
- Re-alignment of side-streets
- Paved shoulders
- Center two-way left-turn lane along major road
- Adding crosswalk/sidewalks for pedestrians

Discussion of the recommended projects is provided below:

South Segment

Tier 1 Projects

1A - Intersection of Whitmire Dr/Red Rider Rd

The existing four-leg intersection has one side-street stop control approach – Whitmire Drive. Red Rider Rd is a one-way street with direction of travel away from the intersection. Due to the roadway grade changes, a vertical crest hill to the south of the intersection, and high vehicle speeds on Lumpkin Campground Rd, this intersection has poor stopping sight distance which has resulted in angle crashes at the intersection. Therefore, the recommendation is to install a single-lane roundabout as the intersection control. This would require drivers to slow down when approaching the intersection and a roundabout is proven safety countermeasure to reduce angle collisions. It is important to note Dawson County has identified a potential project to convert Red Rider Rd from a one-way street to a two-way street. Therefore, the roundabout layout was created to allow two-way streets for each approach. Additionally, part of this recommendation would involve the re-alignment of Whitmire Dr to intersect Lumpkin Campground Rd closer to a 90-degree angle.

The roundabout capacity analysis results in year 2043 are level of service (LOS) A in the AM peak hour and LOS B in the PM peak hour.

1B & 2A - Intersection of Dawson Forest Road

The existing roundabout is currently operating with an acceptable level of service during the AM and PM peak hours. However, by year 2033 the intersection is expected to operate with a low level of service due to high delay. To accommodate future year 2033 traffic volumes, it is recommended to provide an additional eastbound and westbound approach and exit lane at the roundabout (Dawson Forest Road approaches). This would accommodate the higher volumes on Dawson Forest Rd and is expected to provide improved levels of service in year 2033; however, the northbound and southbound approaches will have increased vehicle delay. By year 2043, it is recommended to provide a second lane on all approaches and make this a multi-lane roundabout to accommodate the expected high volumes at the intersection.

A second option was identified for year 2043. This would install a traffic signal at the intersection and is also expected to accommodate the expected high volumes at the intersection. Intersection Level of Service (LOS) and delay for the existing conditions and improvement options are shown in **Table 4** below.

Table 4: Lumpkin Campground Rd at Dawson Forest Rd Alternative Comparison Capacity Results for Peak Hours: AM LOS & Delay (PM LOS & Delay)						
Approach	Existing Year 2023:	No Build 2043	Build Alt 1 2033: Add addl. EB & WB approach lane	Build Alt 1 2043: Add addl. EB & WB approach lane	Build Alt 2 2043: Multi-lane RAB	Build Alt 3 2043: Signalize
Overall	B 12 (B 14)	F 105 (F 116)	C 18 (D 32)	F 54 (F 93)	C 19 (D 33)	D 42 (D 49)
NB	B 13 (C 16)	F 62 (F 163)	E 43 (F 73)	F 187 (F 229)	C 19 (C 22)	C 35 (E 56)
SB	A 9 (B 13)	E 42 (F 121)	C 17 (E 39)	E 36 (F 131)	B 10 (B 14)	D 39 (D 52)
EB	B 15 (B 13)	F 206 (F 113)	B 10 (B 10)	C 16 (B 12)	C 16 (C 16)	D 41 (C 29)
WB	A 10 (B 12)	E 39 (F 69)	A 9 (A 10)	A 10 (B 11)	D 32 (F 80)	D 55 (E 58)

**Average vehicle delay in seconds*

1C – South Segment Speed Study (from Forsyth County Line to Dawson Forest Rd)

Due to the roadway conditions, travel lane width, and multiple driveway access, it is recommended to conduct an Engineering and Traffic Investigation report (ETI) to evaluate if the posted speed limit should be reduced from 50 mph. An ETI report would include collecting vehicle speed data and evaluating an appropriate speed limit. Based on the crash review performed for the corridor study, in a five-year period there were 152 crashes along the southern segment. There were 8 ‘run off road’ collisions, 2 head on collisions, and 1 sideswipe-opposite direction collision. Reducing the posted speed limit may help decrease the frequency and severity of these crash types along the south segment.

1D – Northern driveway to Marketplace shopping center (Dawson Market Way)

Due to complaints received at the county as well as safety concerns, it is recommended to install a physical restriction / channelized island for the right-in/right-out driveway at Dawson Market Way to prevent vehicles from making the left-turn movement.

1E - Intersection of Lee Castleberry Rd/Harry Sosebee Rd

Due to the residential development near the intersection, it is recommended to provide sidewalks and crosswalks at the roundabout as well as install lighting for the intersection. Lighting will improve visibility of the roundabout for drivers at nighttime and improve visibility for pedestrians.

2B - Center two-way left-turn lane along south segment

The road currently accommodates the daily traffic volume of around 8,000 vehicles per day. Two-lane roads can carry high volumes depending on the conditions, if there are left and right turn lanes at intersections, and the number of traffic signals along the corridor. Theoretical capacity limits for a two-lane local road to operate at a LOS D is 15,000 vehicles-per-day (vpd). In practice, two-lane and three-lane roads (with a center turn lane) can carry between 17,000 – 22,000 vpd. Above this volume the roadway experiences severe congestion and delay.

Providing a center two-way left-turn lane (TWLTL) along Lumpkin Campground Road would separate left-turn vehicles from the through lane, reduce rear-end crashes, and increase capacity of the two-lane road. This would accommodate future growth in vehicle volumes anticipated in the corridor.

Based on current conditions and driveway locations, installing a center two-way left-turn lane in certain areas of the corridor were prioritized.

Location considerations:

- Whitmire Dr to Dawson Forest Rd – Center widening at this location appears most appropriate

2C – Lee Castleberry Rd to Dawson Forest Rd

Due to the residential and commercial uses in this segment as well as public comments, it is recommended to install sidewalk or a shared-use path from Lee Castleberry Rd to Dawson Forest Rd. The installation of sidewalk and a shared-use path would provide multi-modal options which was a concern of residents who showed up to the public engagement meeting. Additionally, in the southern segment, there are existing culvert crossings with roadway shoulders which are recommended to be improved. Some are not signed and not visible, in part due to tall grass in the summertime. Provide design standard shoulders, and guardrail at the crossing, would improve safety for both vehicles and pedestrians. It is also recommended to review the culvert condition, stormwater needs, and program replacement if needed.

2D – South Segment Paved Shoulders (from Forsyth County Line to Lee Castleberry Rd)

It is recommended to add 1-foot to 2-foot paved roadway shoulders to the existing roadway. Paved roadway shoulders, as opposed to grass shoulders, improve safety and provide improve vehicle recover to avoid run-off-the-road crashes. Paved shoulders would also allow for bicyclists and pedestrians to have some accommodation.

North Segment

1A, 1B, 1C - Intersection of SR 53

The intersection has two lanes (left-turn and shared through/right-turn) for three approaches and the westbound approach has three lanes (one left-turn, one through, and one right-turn lane). During the AM and PM peak hours the intersection has a consistent volume and currently operates with significant vehicle queues in both the eastbound direction and the northbound direction. The capacity analysis results indicate an acceptable level of service during the AM and PM peak hours; however, field observations indicate operational improvements are needed to address current volumes. Additionally, after reviewing GDOT's Left Turn Phasing Policy it was determined the northbound Lumpkin Campground Rd approach warrants a lagging-only protected-permissive left-turn phase. Adding the northbound left-turn phase to improve vehicle safety as there were 4 angle collisions where a northbound left-turning vehicle collided with a southbound through vehicle. The five-year crash review indicated the primarily crash types are angle and rear-end collisions. Note that the capacity analysis analyzed maintained the SR 53 green times and only modified the Lumpkin Campground Rd approach signal phase times (see **Table 5** below).

GDOT District 1 shared a draft concept layout which proposes to modify the SR 53 approaches by adding a second eastbound through lane and removing the westbound dedicated right-turn lane. This would reduce the eastbound vehicle queue. KCI performed the capacity analysis of this concept for year 2033 to compare the level of service with the current geometry.

A second option was identified to enhance the draft GDOT concept layout. This would add one right-turn lane on the Lumpkin Campground Road southbound approach and one right-turn lane on the SR 53 westbound approach to the GDOT draft concept (Alt 2 in **Table 5**). Exhibit A attached indicates the GDOT draft concept layout and the two potential additional right-turn lanes. KCI performed the capacity analysis of this concept for year 2033 to compare the level of service.

The recommended option to consider would be to install the proposed GDOT changes as well as providing a southbound right-turn lane and westbound right-turn lane. Based upon the capacity analysis this improvement for the intersection is expected to operate with an acceptable level of service during the AM and PM peak hours in future year 2033. This would require right-of-way to be purchased to install the right-turn lanes. It is important to note, these improvements were only found to improve operations at the intersection in future year 2033. The preferred improvements were tested with year 2043 volumes, but due to the expected increase in traffic volume by year 2043, widening of the westbound approach of SR 53 would be needed. Intersection Level of Service (LOS) and delay for the existing conditions and improvement options are shown in **Table 5** below.

Table 5: Lumpkin Campground Rd at SR 53 Alternative Comparison Capacity Results for Peak Hours: AM LOS & Delay (PM LOS & Delay)						
Approach	Existing Year 2023	No Build 2043	Existing 2023 – Alt 1: Add NB left-turn phase	Build Alt 1 2033: GDOT Concept Improvements	Build Alt 2 2033: GDOT Concept + SB RT + WB RT	Build Alt 2 2043: GDOT Concept + SBR + WBR
Overall	D 48 (C 32)	F 219 (F 161)	E 61 (D 35)	E 63 (E 76)	C 29 (D 41)	D 51 (F 84)
NB	D 41 (C 30)	F 286 (F 202)	D 51 (D 35)	C 32 (F 86)	C 32 (E 62)	E 72 (F 168)
SB	D 38 (C 26)	F 148 (D 44)	F 98 (D 41)	F 173 (F 267)	C 32 (D 48)	E 59 (E 67)
EB	E 56 (C 35)	F 297 (F 199)	E 56 (C 35)	C 30 (C 26)	C 25 (C 24)	D 40 (D 40)
WB	D 45 (C 33)	D 42 (F 138)	D 44 (C 33)	D 41 (D 45)	C 28 (D 40)	D 50 (E 79)

**Average vehicle delay in seconds*

1D, 2A - Intersection of SR 400

The intersection (Lumpkin Campground Road is the eastbound approach and Harmony Church Road is the westbound approach) currently has multiple lanes on each approach and has consistent volume during the peak hours. During the AM and PM peak hours, there are significant vehicle delay and queues for westbound vehicles on Harmony Church Road. The capacity analysis results indicate an acceptable overall intersection level of service C during the AM and PM peak hours; however, during the AM peak hour the westbound approach operates at LOS E and during the PM peak hour both the westbound and eastbound approaches operated at LOS E.

The first recommended option would be to add leading protected-permissive left-turn phases for the Lumpkin Campground Rd and Harmony Church Rd approaches. After reviewing GDOT's Left Turn Phasing Policy, it was determined the Lumpkin Campground Rd and Harmony Church Rd approaches warrant leading protected-permissive left-turn phases. This would improve the side-street LOS to D during the peak hours due to the heavy eastbound (99 vehicles in AM, 261 in PM) and westbound (366 vehicles in AM, 246 in PM) left-turn volumes during the AM and PM peak hours. Per discussions with GDOT District 1, this is a programmed project, and the left-turn phases are in the process of being added at the intersection as well as the addition of crosswalks at the intersection.

The second recommended option to consider would be to install dual eastbound and westbound left-turn lanes at the intersection. This would accommodate the high left-turn volume at the intersection and provide acceptable operations up to year 2043, at which time widening of SR 400 (adding a third through lane) would be needed to accommodate the increased volumes along SR 400. Intersection Level of Service (LOS) and delay for the existing conditions and improvement options are shown in **Table 6** below.

Table 6: Lumpkin Campground Rd/Harmony Church Road at SR 400 Alternative Comparison Capacity Results for Peak Hours: AM LOS & Delay (PM LOS & Delay)							
Approach	Existing Year 2023:	No Build 2043	Existing 2023 - Alt 1: Add EB & WB left-turn phases	Year 2033 - Alt 1: Add EB & WB left-turn phases	Year 2033 - Alt 2: Add dual EB & WB left-turn lanes	Year 2043 - Alt 1: Add dual EB & WB left-turn lanes	Year 2043 - Alt 3: Add dual EB & WB left-turn lanes + 3rd through lane on SR 400
Overall	C 31 (C 28)	F 164 (F 112)	C 32 (C 31)	E 76 (D 51)	D 52 (D 43)	F 101 (E 65)	D 45 (D 37)
NB	B 18 (C 20)	C 24 (F 87)	C 20 (C 28)	D 43 (D 42)	D 41 (C 35)	D 53 (E 79)	D 44 (C 27)
SB	C 27 (B 17)	F 146 (C 27)	C 30 (C 23)	D 48 (C 25)	D 45 (C 23)	F 146 (C 29)	D 37 (C 21)
EB	C 35 (E 60)	F 101 (F 247)	D 55 (D 52)	E 63 (F 102)	E 70 (F 96)	E 75 (F 95)	E 73 (F 95)
WB	E 69 (E 67)	F 499 (F 352)	D 51 (D 50)	F 221 (F 112)	F 85 (F 84)	E 63 (E 74)	E 61 (E 74)

**Average vehicle delay in seconds*

2B – Center two-way left-turn lane and sidewalk along north segment

Providing a center two-way left-turn lane (TWLTL) along Lumpkin Campground Road, from SR 53 to SR 400, would separate left-turn vehicles from the through lane, reduce rear-end crashes, and increase capacity of the two-lane road. This would accommodate future growth in vehicle volumes anticipated in the corridor.

Additionally, due to the proposed developments along this section, it is recommended that sidewalk be added as needed.

Additional Recommendations

2C – Study Intersection of Kilough Church Rd

The existing T-intersection consists of one-lane approaches, with Kilough Church Road stop-control. The current traffic volumes are low. It is recommended to determine a future intersection improvement in conjunction with adjacent development near or at the intersection. The current topography will need to be considered if turn lanes or a roundabout is considered.

Corridor Pedestrian Plan

The study identified there is a need, and as developments continue to occur, a future need for facilities to accommodate pedestrian and bicyclists along the Lumpkin Campground Rd study segments. It is recommended the County identify a preferred facility to provide multi-modal connectivity. One option could be to install a sidewalk or shared use path at a minimum along one side of Lumpkin Campground Road. This facility could be installed as a stand-alone project or be built as part of one of the identified projects, or as part of future developments.

Attachments:

- Figure 1 – South Segment - Recommended Project Locations
- Figure 2 – North Segment - Recommended Project Locations
- Conceptual Layouts
 - Lumpkin Campground Rd at Whitmire Dr / Red Rider Rd
 - Lumpkin Campground Rd at Dawson Forest Rd
 - Lumpkin Campground Rd at SR 53
 - Exhibit A – GDOT draft concept: Lumpkin Campground Rd at SR 53
- Typical Sections
- Exhibits 1A & 1B Turning Movement Counts for Existing Year 2023
- Intersection Volume Development
- Historical Crash Review – Segments and Intersection Tables
- HCM 6th Edition Capacity Reports
- Public Meeting comments



Corridor Study
 Lumpkin Campground Corridor Dawson
 County, Georgia

South Segment
 Recommended
 Project Locations

Figure 1

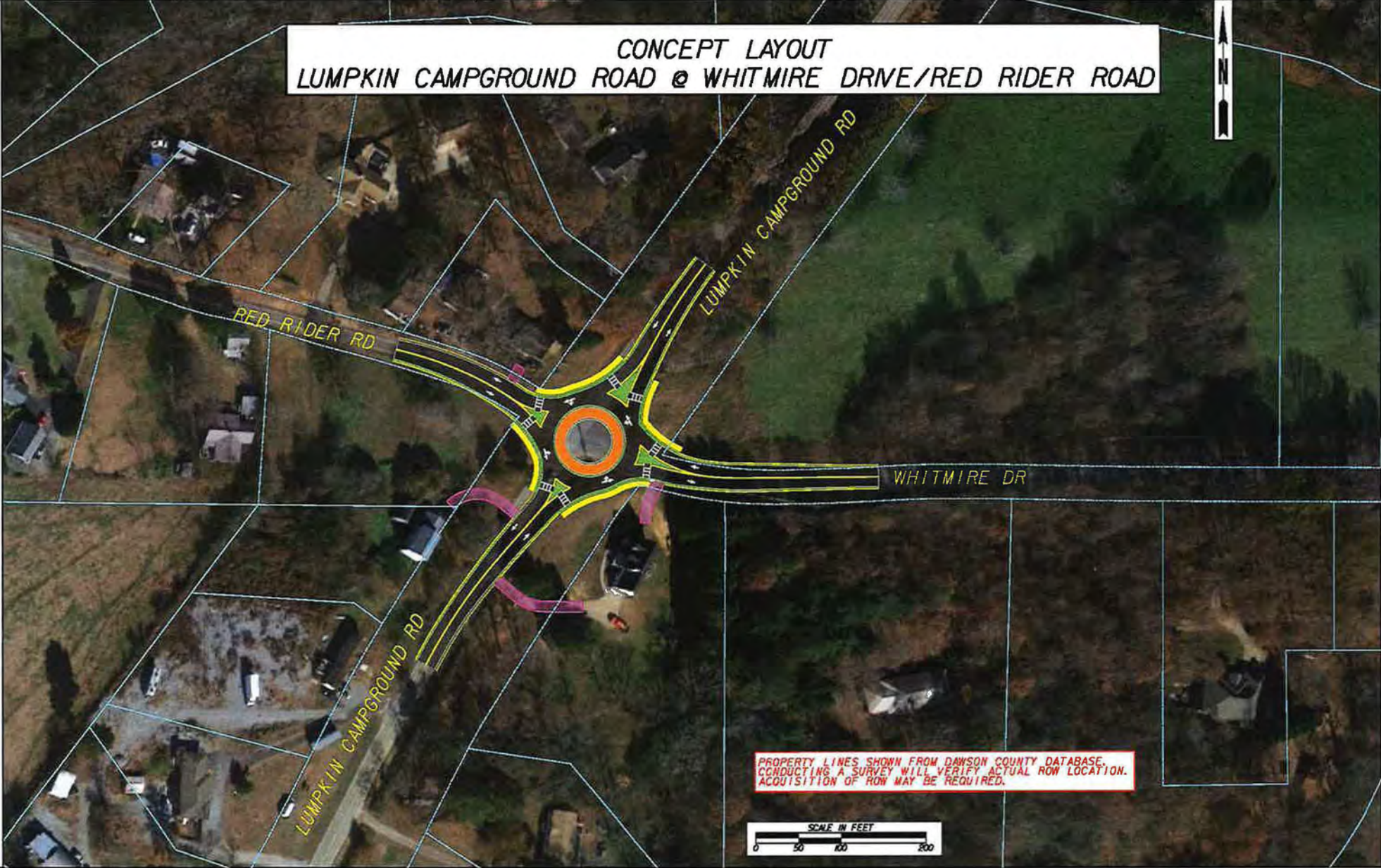


**Corridor Study
Lumpkin Campground Corridor Dawson
County, Georgia**

**North Segment
Recommended Project
Locations**

Figure 2

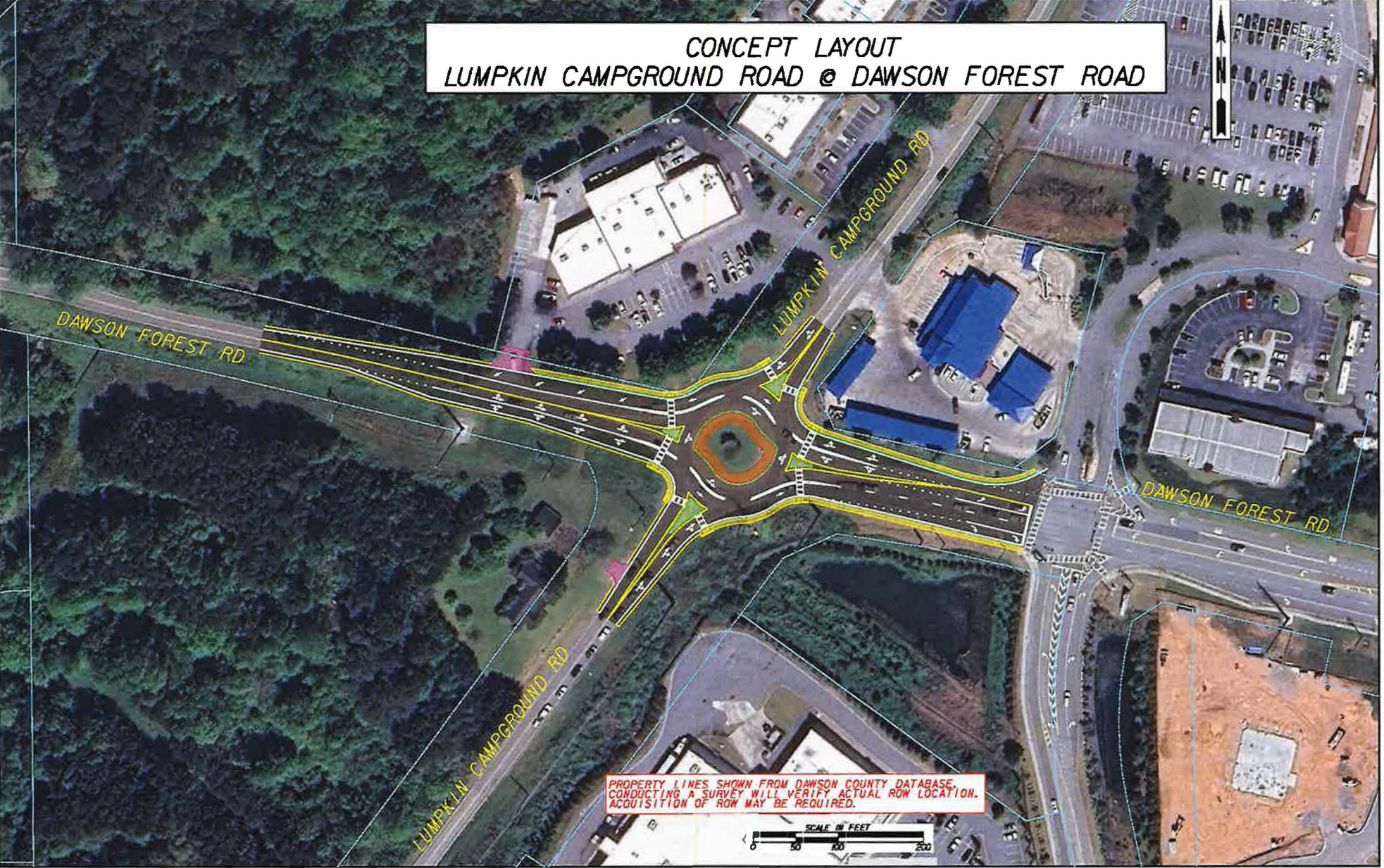
CONCEPT LAYOUT
LUMPKIN CAMPGROUND ROAD @ WHITMIRE DRIVE/RED RIDER ROAD



PROPERTY LINES SHOWN FROM DAWSON COUNTY DATABASE.
CONDUCTING A SURVEY WILL VERIFY ACTUAL ROW LOCATION.
ACQUISITION OF ROW MAY BE REQUIRED.

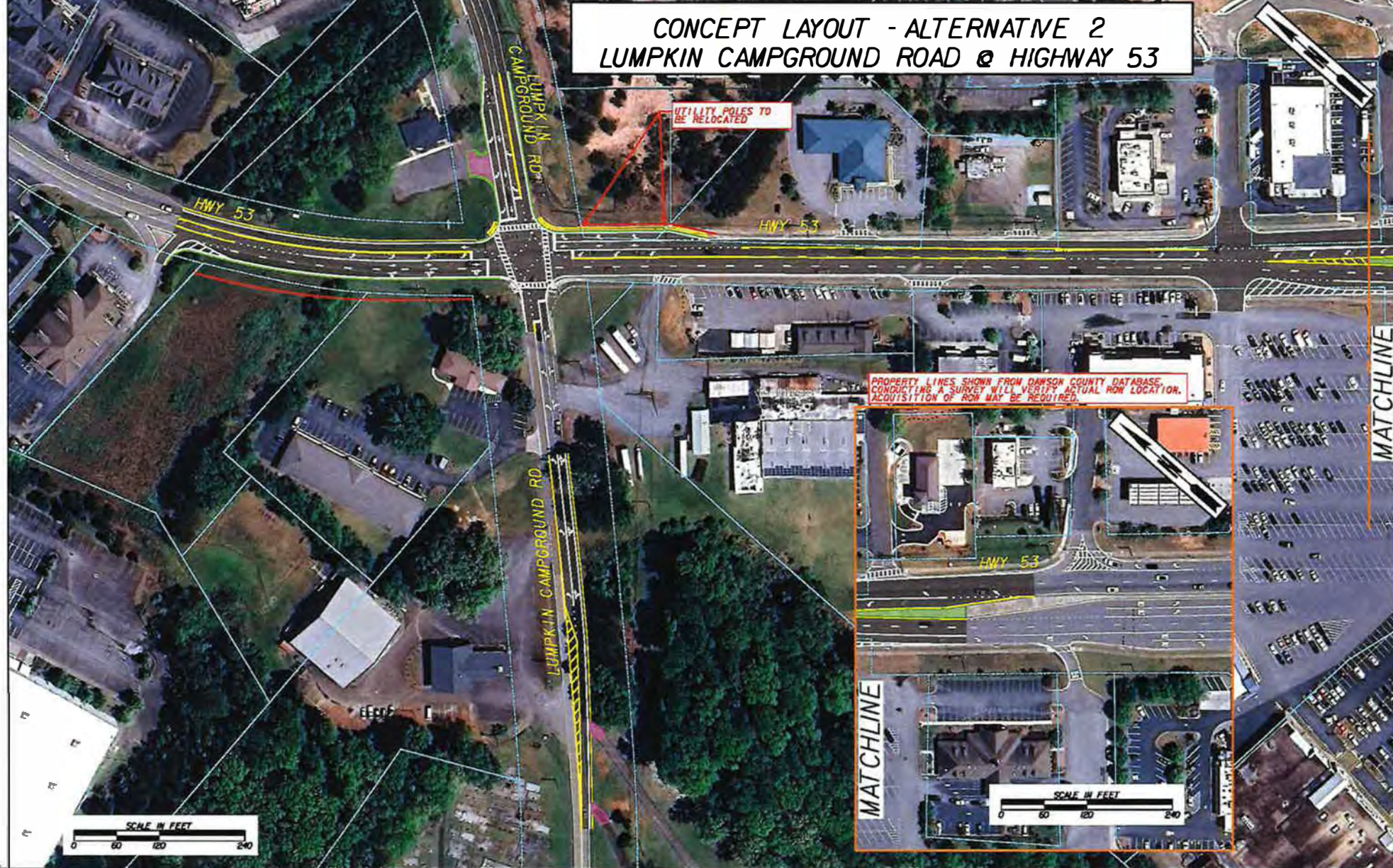


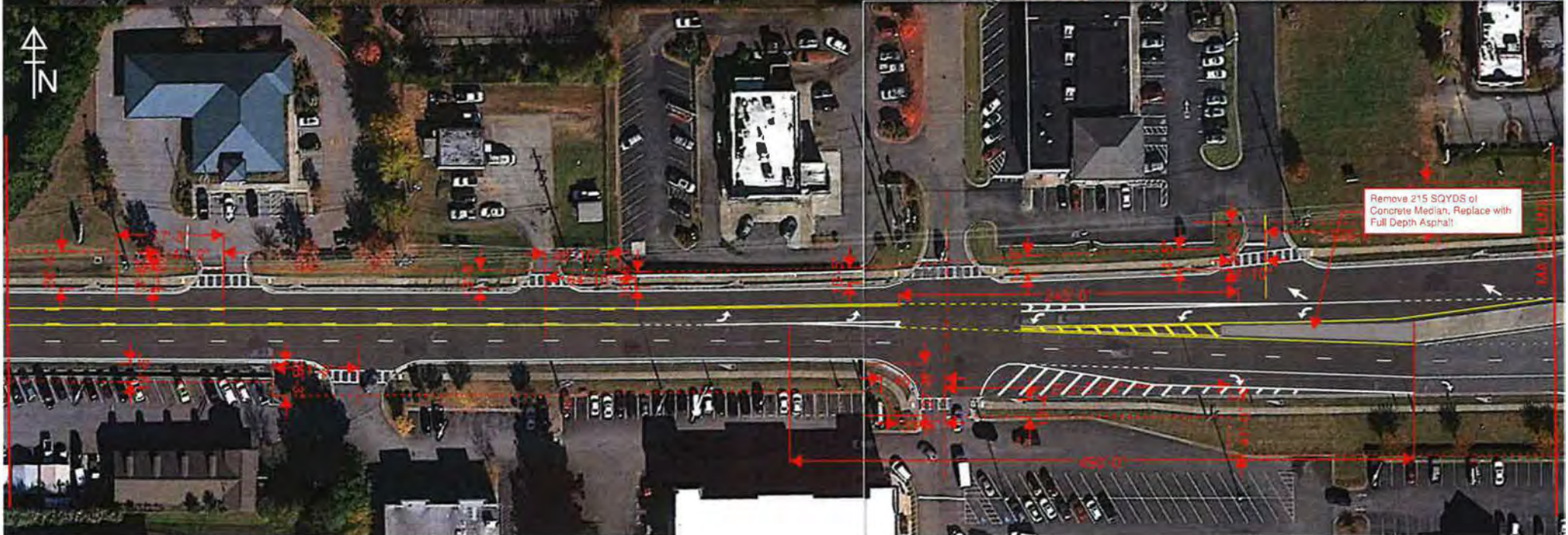
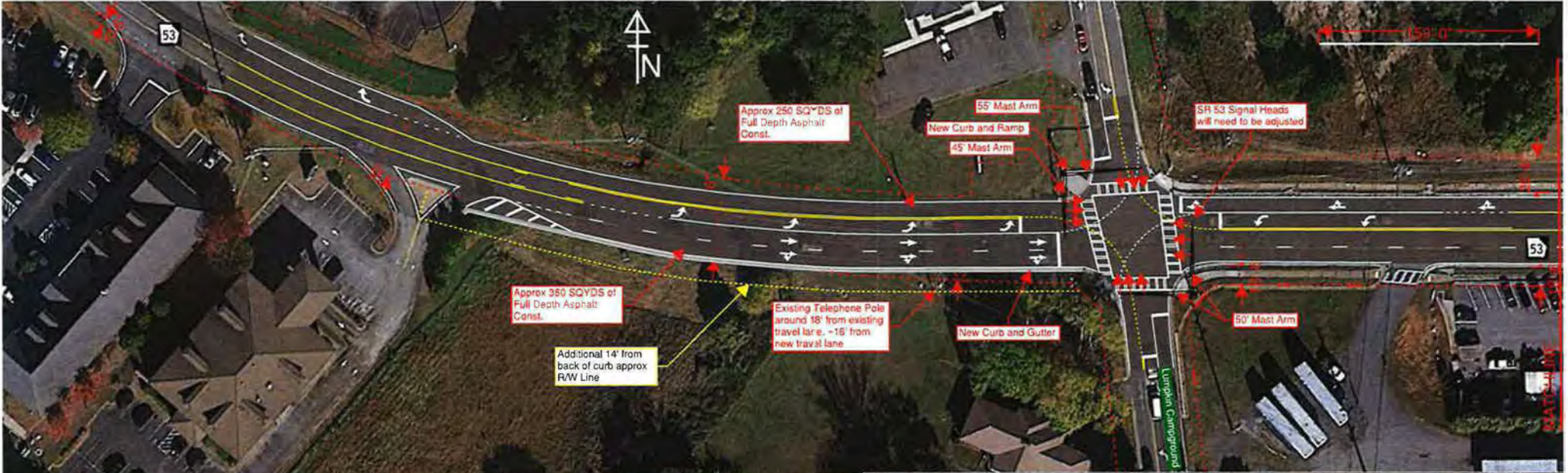
CONCEPT LAYOUT LUMPKIN CAMPGROUND ROAD @ DAWSON FOREST ROAD

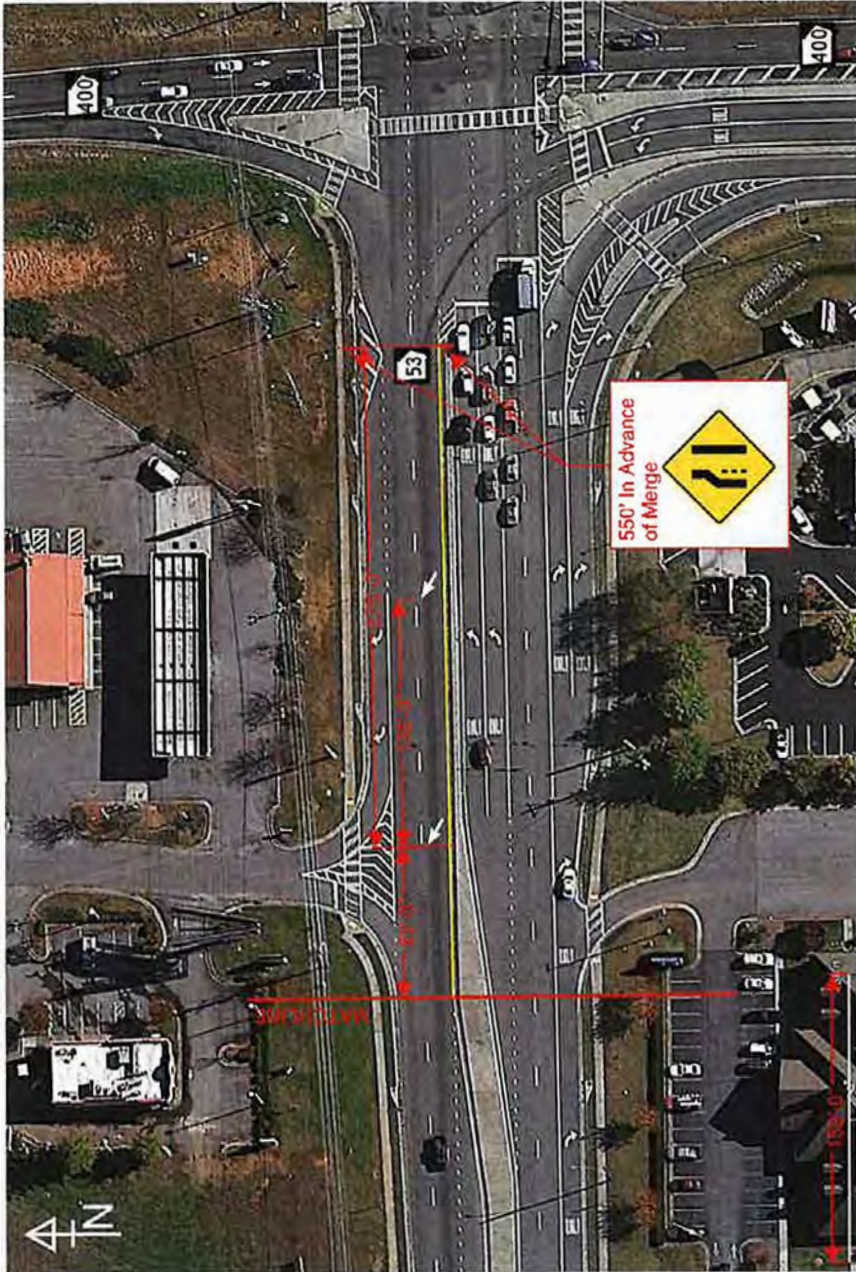


PROPERTY LINES SHOWN FROM DAWSON COUNTY DATABASE.
CONDUCTING A SURVEY WILL VERIFY ACTUAL ROW LOCATION.
ACQUISITION OF ROW MAY BE REQUIRED.

CONCEPT LAYOUT - ALTERNATIVE 2 LUMPKIN CAMPGROUND ROAD @ HIGHWAY 53









Lumpkin Campground Road Corridor Study – 2019
Dawson Forest Road to SR 53

Lumpkin Campground Corridor Study Segment 1 - 2019

Study Introduction

Lumpkin Campground Road serves as a vital north-south parallel road to SR 400. The road provides access to residences, businesses, and serves as a secondary route to locals trying to avoid traffic along SR 400. This study focused on Segment 1 – from Dawson Forest Rd to SR 53.

The Corridor Study includes three major study tasks: establish existing conditions, hold one public meeting, and identify corridor improvement recommendations. This memo summarizes the public meeting and recommendations.

The public meeting was held June 11th, from 4-6pm, at the Dawson County emergency services building on SR 53. About ten people attended the meeting. Residents were interested in what the study would recommend. The meeting sign-in sheet is attached.

Recommendations

Recommendations were developed based on the existing conditions data, field observations of traffic conditions, crash data, input from the public meeting, and discussions with county staff. **Table 1** identifies the list of projects and **Figure 1** indicates the project locations.

Our team prepared a digital map indicating corridor recommendations using google earth (kmz file). This method allows viewing the project, project limits, and area of impacts on an aerial in relation to properties and businesses.

Based on discussions with county staff, the projects were prioritized and grouped into tiers based on current traffic conditions and safety concerns. It is recommended to focus on the Tier 1 projects first; however, traffic and development conditions may change which could affect which projects to construct first. The list intentionally includes many small projects, which can be built separately or grouped together and constructed as one project. The amount of available County funding and new developments along the corridor will determine the pace of implementing the projects. Table 1 identifies the projects, need addressed, constraints, implementation considerations, and the four project tiers.

Table 1 – Recommendation Projects				
Location	Project	Addresses need	Constraints	Implementation considerations
Tier 1 Projects				
1A - North of Grizzle Rd AND South of Grizzle Rd	Add TWLTL	Left-turns & crashes	Existing driveways and grades	Potential wall needed on east side; drainage improvements; possibly widen to west side
1B - North of Dawson Forest Rd	Add TWLTL	Left-turns & crashes	--	Drainage improvements
Tier 2 Projects				
2A - Intersection of G W Taffer Rd	Re-align at 90-degrees	Large truck turns and safety	--	Requires ROW acquisition; utility poles; Wooded land currently
2B - Intersection of G W Taffer Rd	Add southbound right-turn lane	Volumes and crashes	--	
2C - At northern driveway to Dawsonville Outlets	Add southbound left-turn lane	Left-turns & crashes	--	Stand-alone project or build as part of adjacent project
2D - Intersection of Grizzle Rd / Industrial Park Rd	Single-lane roundabout	Volume & crashes	Utilities; gas valves, steep road grades	Drainage improvements
Tier 3 Projects				
3A - Bethel United Methodist Church and Lumpkin Campground properties	Add 2-ft paved shoulders	Shoulder runoff	--	May need to improve shoulder on east side
3B - South of SR 53	Add 225' TWLTL; extend NB LT storage	Left-turns	--	Widen to east side
3C - SR 53 traffic signal	Provide 'lagging' protected/permitted left-turn signals	Left-turn queue	--	Monitor volumes
Tier 4 Projects				
Corridor Pedestrian Plan	Identify preferred facility to serve pedestrians/bicyclists	Multi-modal Connectivity	Right-of-Way	Stand-alone project or built as part of developments

Note: TWLTL = center two-way left-turn lane

Considerations for Recommendations

Existing Conditions

Segment 1 has a total length of approximately 6,100 LF. The intersection of Grizzle Road/Industrial Park Road is approximately in the middle of the segment. The posted speed limit is 40 mph. The road has two travel lanes. The traffic signal at SR 53 there has a dedicated northbound left-turn lane. At the driveways and intersections along the segment, there are no dedicated left-turn lanes although there are some right-turn deceleration lanes at driveways. Based on courthouse research, the corridor typically has a 60-foot total ROW from SR 53 south to the Dawsonville Outlets area.

Potential recommendation options considered included:

- Additional turn lanes at intersections (left-turn or right-turn lanes along major road, or side-street)
- Roundabout or traffic signal at major intersection
- Re-align side-street
- Curve enhancements (signage, striping, guardrail, re-construction)
- Paved shoulders
- Center two-way left-turn lane along major road

Discussion of some of the projects is provided below:

Tier 1 Projects

Center two-way left-turn lane along corridor

The road currently accommodates the daily traffic volume of around 8,000 vehicles per day. Two-lane roads can carry high volumes depending on the conditions, if there are left and right turn lanes at intersections, and the number of traffic signals along the corridor. Theoretical capacity limits for a two-lane local road to operate at a LOS D is 15,000 vehicle-per-day (vpd). In practice, two-lane and three-lane roads (with a center turn lane) can carry between 17,000 – 22,000 vpd. Above this volume the roadway experiences severe congestion and delay.

Providing a center two-way left-turn lane (TWLTL) along Lumpkin Campground Road would separate left-turn vehicles from the through lane, reduce rear-end crashes, and increase capacity of the two-lane road. This would accommodate future growth in vehicle volumes anticipated in the corridor.

Based on current conditions and driveway locations, installing a center two-way left-turn lane in certain areas of the corridor were prioritized. At the same time, considering the Bethel United Methodist Church and Lumpkin Campground properties are not expected to change, the two-lane road could be maintained in the area.

Location considerations:

- 1B – Center widening at this location appears most appropriate
- 1A – North of Grizzle Road widening to the west may cost less; the design depends on the long-term option for the Grizzle Road intersection
- 1A – South of Grizzle Road widening to the west is recommended; this would not require reconstructing the existing northbound right-turn lanes at driveways
- At G W Taffer Road area – Widening could either occur to the west or centered
- 3B – Widening to the east is recommended; this would align with the recent lane improvements at the SR 53 intersection

- At the Intersection of Grizzle Rd/Industrial Park Rd - The existing all-way stop intersection has two lanes (shared left/through lane and separate right-turn lane) on all four approaches. Installing a center two-way left-turn lane would result in the lane assignments changing; however, the all-way stop control could remain.
 - Lane assignments southbound: left-turn lane, shared through/right-turn lane
 - Lane assignments northbound: left-turn lane, through lane, right-turn lane

Tier 2 projects

Intersection of G W Taffer Rd

G W Taffer Rd intersects with Lumpkin Campground Road at about a 60-degree angle. This angle precludes large trucks from making the eastbound right-turn. Trucks daily access the industrial business located on G W Taffer Road. The recommendation is to re-align G W Taffer Road to be at a 90-degree angle. This will improve truck access and improve safety for all vehicles making turns at the intersection.

There are two recommendations in addition to the re-alignment recommendation. A southbound right-turn deceleration lane can be provided along Lumpkin Campground Road. Also, providing either a TWLTL or northbound left-turn lane is recommended. The design of the northbound left-turn lane needs to consider the southbound left-turn lane at the Dawsonville Outlets northern driveway.

Intersection of Grizzle Rd/Industrial Park Rd

The existing all-way stop intersection has two lanes (shared left/through lane and separate right-turn lane) on all four approaches. During the AM and PM peak hours the intersection has a consistent volume and currently operates with some delay. Crashes are occurring, and one fatality occurred at this intersection. A 10-minute 'sample' count was performed at the intersection during the AM and PM peak period. The volume was compared to the HCM 2000 Exhibit 10-15, which provides guidance for intersection control type based on volumes. The existing volumes indicate a traffic signal is not needed and the intersection can operate stop-controlled. The exhibit indicates if the side-street volume holds steady, the two-way volume along Lumpkin Campground Road could increase by another 400 vehicles in the peak hours, before the stop-control creates excessive delays. Based on the traffic patterns and low side-street volume, a traffic signal is not expected to meet MUTCD volume warrants in the future; however, new developments or changing traffic patterns could create the need for a traffic signal.

A recommended option for consideration is a single-lane roundabout. A single-lane roundabout would provide enough capacity, improve traffic flow, and reduce crashes. Upon initial review, there are geometric and topographic constraints which will need to be studied. A concept study is recommended prior to pursuing full engineering design. The concept study could include analyzing the location of a 120-foot diameter roundabout, tie-in to street approaches, vertical tie-in to the steep Grizzle Road approach (approximately 12 percent), and utility impacts. The concept study could also analyze the roundabout's ability to accommodate heavy trucks which access businesses along Grizzle Road.

Tier 3 projects

SR 53 Traffic Signal

This recently completed improvement was operating well during observations. The signal is operating with permitted only left-turn movements along the northbound and southbound approaches of Lumpkin Campground Road. During some signal cycles, a northbound left-turn queue was observed during the AM period.

The recommendation is to monitor the volumes each year and determine if providing a left-turn signal phase would be beneficial and reduce the northbound vehicle queue. Based on a traffic count performed in August 2018, the 'lagging' left-turn criteria (GDOT) is met. GDOT policy 6785-2 regarding left-turn phasing states when the left-turn volume exceeds 75 vehicle per hour, the 'lagging' protected left-turn phase can be requested.

In the future a 'leading' protected/permitted left-turn signal phase may be an option. GDOT policy 6785-2 regarding left-turn phasing states when the cross-product is met (> 50,000), the 'leading' protected left-turn phase can be requested. Currently the cross-product is less than 30,000.

Tier 4 projects

Corridor Pedestrian Plan

The study identified there is a need, and as developments continue to occur, a future need for facilities to accommodate pedestrian and bicyclists along the Lumpkin Campground Road corridor. It is recommended the County identify a preferred facility to provide multi-modal connectivity. Lumpkin Campground Road serves as a parallel, lower volume facility compared to the SR 400 major arterial. One option could be to install a sidewalk along the east side of Lumpkin Campground Road, since this side of the road has more businesses/development. This facility could be installed as a stand-alone project, or be built as part of the identified projects, or as part of future developments.

Lumpkin Campground Road – Segment 1 Buildout

Looking into the future (20+ years), it is anticipated this segment of Lumpkin Campground Road, between SR 53 and Dawson Forest Road, can function as a three-lane road. SR 400 to the east provides the major north-south capacity. This does not preclude Lumpkin Campground Road having a different number of travel lanes either to the north of SR 53 or south of Dawson Forest Road.

The corridor typically has a 60-foot right-of-way (ROW) from SR 53 south to the Dawsonville Outlets area. Additional ROW will be needed to accommodate a three-lane road with right-turn deceleration lanes at intersections and driveways.

The dimensions for a typical three lane road are indicated here and based on current industry standards. For projects which would be built to an 'urban' shoulder design (including curb and gutter, drainage systems, sidewalks), the roadway features could include 12-foot travel lanes, a 12-foot center turn lane, 24-inch curb and gutter, a 2-ft grass strip, 5-ft sidewalks, and 3-foot utility strip. This results in a typical right-of-way width of 60-feet. Additional right-of-way is needed to provide right-turn deceleration lanes at intersections and major driveways. Therefore, an 80-foot ROW would be a recommended minimum.

For projects which would be built to a 'rural' shoulder design (including grassed shoulders and ditches), the proposed roadway features included 12-foot travel lanes, a 12-foot center turn lane, and 4-foot stabilized shoulders. Additional permanent easement or right-of-way width is needed to accommodate clear zones, the drainage ditches, and/or slope tie-ins. The additional right-of-way width varies. This results in a recommended minimum right-of-way width of 60-feet; however, an 80-foot ROW would be preferred.

As development occurs along this segment of Lumpkin Campground Road, the county may want to consider establishing development or zoning regulations with minimum setback requirements to preserve land to accommodate the future improvement projects.

Next Steps

The study provides recommendations to address existing needs and expected future traffic demands. The County can utilize this information to program projects for design and construction.

Attachments:

- Figure 1 – Recommended Project Locations
- Public Meeting sign-in sheet
- Estimated Intersection Volumes at Grizzle Road/Industrial Park Rd
- HCM 2000 Exhibit 10-15

Associated file:

- Google Earth kmz file: Corridor Recommendations



Lumpkin Camp Ground Road
 Corridor Study –
 Dawson Forest Road to SR 53

**Recommended
 Projects**

**Figure
 1**

Estimated Intersection Peak Hour Volumes

	Lumpkin Campground Rd Northbound			Lumpkin Campground Rd Southbound			Grizzle Rd Eastbound			Industrial Park Rd Westbound			Main St total	Side-St total	Intx total
	L	T	R	L	T	R	L	T	R	L	T	R			
AM Peak Hour															
10-minute sample count (7:27-7:37)	6	28	16	13	42	6	7	13	13	6	1	3			154
Factor to 1-hour (=6*.9)	5	5	5	5	5	5	5	5	5	5	5	5			
Estimated 1-hr volume	32	151	86	70	227	32	38	70	70	32	5	16	598	231	829
PM Peak Hour															
10-minute sample count (5:37-5:47)	17	55	17	3	35	3	7	2	13	7	10	9			178
Factor to 1-hour (=6*.9)	5	5	5	5	5	5	5	5	5	5	5	5			
Estimated 1-hr volume	92	297	92	16	189	16	38	11	70	38	54	49	702	260	962

AM count performed 5/14/19; PM count performed 6/5/19

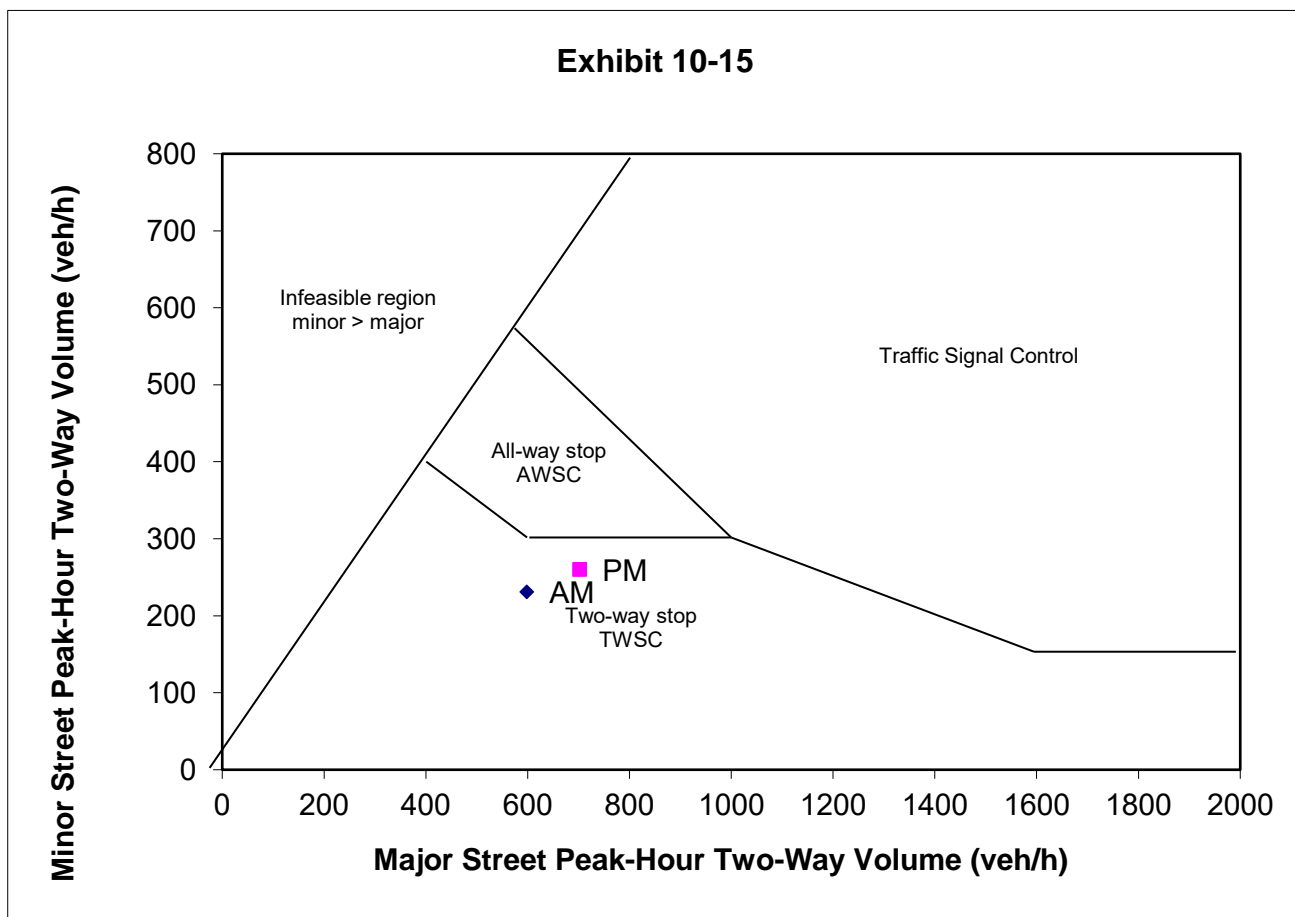
Exhibit 10-15. Intersection Control Type and Peak-Hour Volumes

From the Highway Capacity Manual 2000, adapted from Traffic Control Devices Handbook.

Project: Lumpkin Campground Road Corridor Study
Scenario: 2019 Existing Conditions
Date: 6/10/19

Major Street Peak-Hour Two-Way Volume (veh/h)	AM Peak Hour
Lumpkin Campground Rd	598
Minor Street Peak Hour Two-Way Volume (veh/h)	
Grizzle Road / Industrial Park Rd	231

Major Street Peak-Hour Two-Way Volume (veh/h)	PM Peak Hour
Lumpkin Campground Rd	702
Minor Street Peak Hour Two-Way Volume (veh/h)	
Grizzle Road / Industrial Park Rd	260



Public Engagement 2019
Lumpkin Campground Road Segment 1 Study

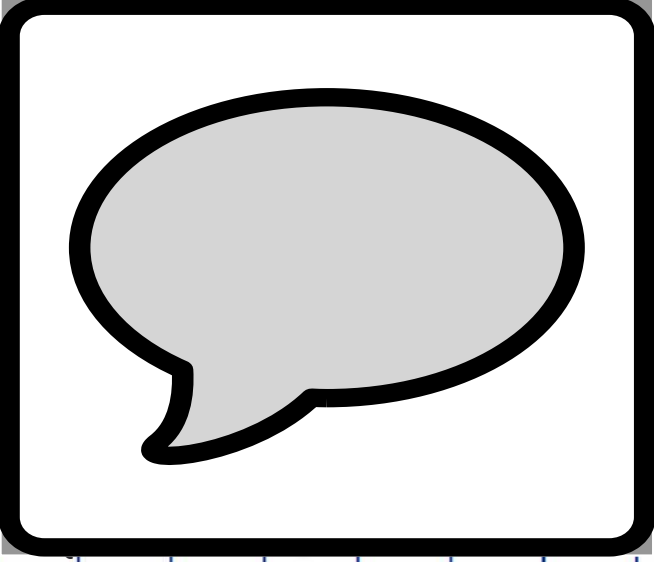
Lumpkin Campground Road Transportation Corridor Study

June Public Meeting

Tuesday, June 11, 2019

SIGN IN SHEET

Please sign in so we have an accurate count of meeting attendees.

Name	Do you own property along road? (If yes, please state)	Contact Info
Hugh Stokers	NO	
Julie Trip	No	
Nancy Gunn	No	
Betsy McShane	No	
Tom & Sara Reed	No	
TERRI TRAGESSER	No Business	
Sharon Lawsett	NO	



APPENDIX G. GREENWAYS AND TRAILS PLAN

MASTER PLAN OVERVIEW

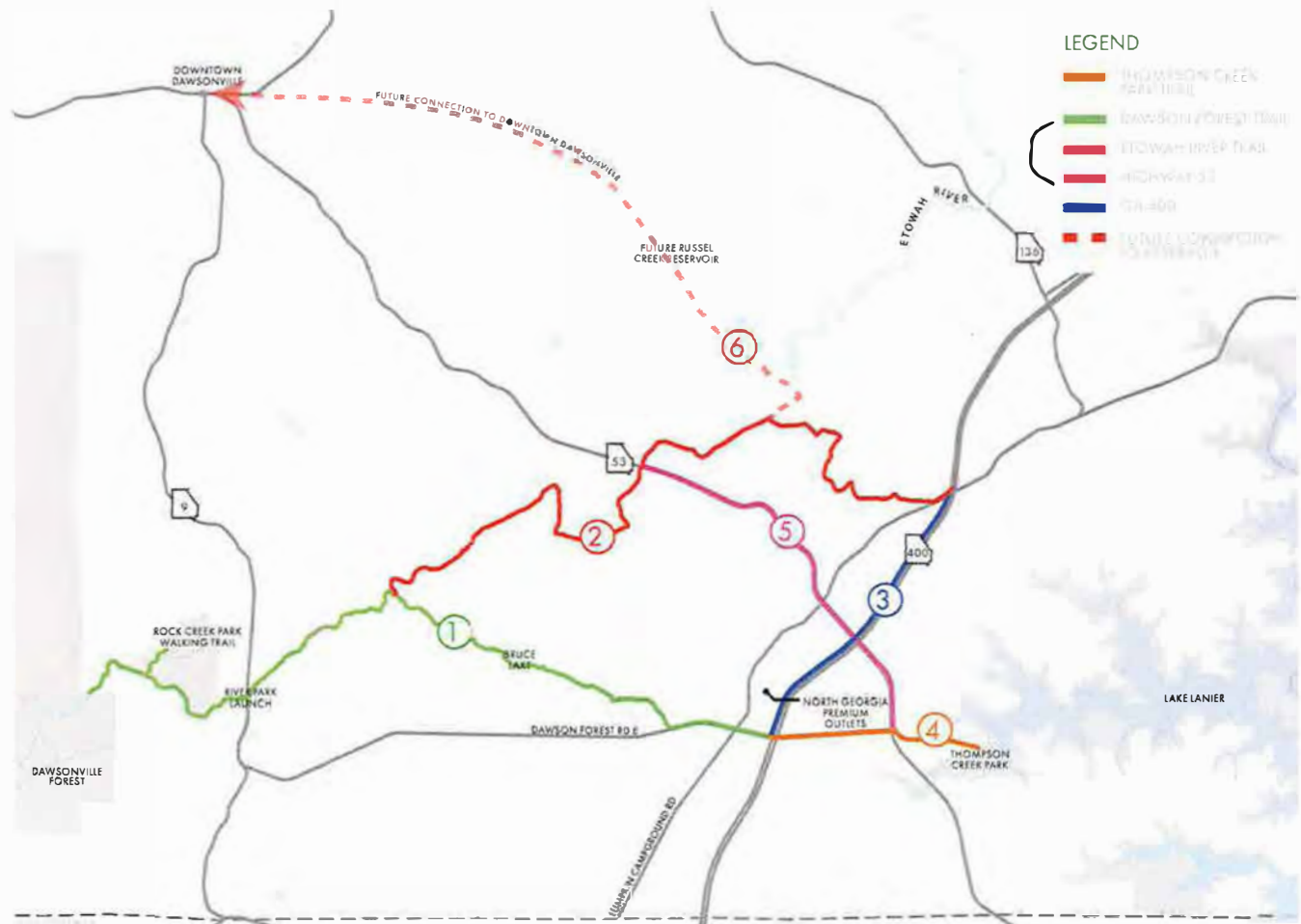
The overall plan is broken in six trail segments that connect to the different points of interest within the County.

Dawson County Trail Segments:

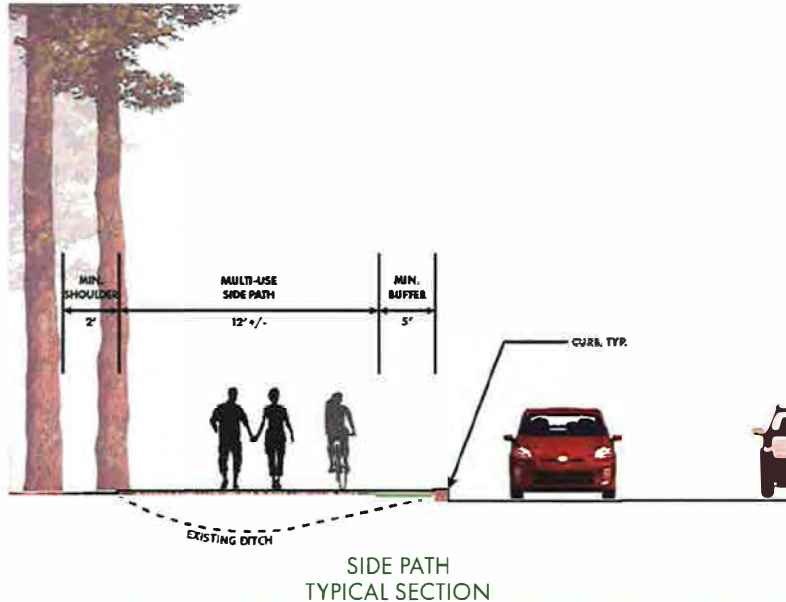
- 1 | Dawson Forest Trail
- 2 | Etowah River Trail
- 3 | GA 400
- 4 | Thompson Creek Park Trail
- 5 | Highway 53
- 6 | Future Connection to Russel Creek

Reservoir and the City of Dawsonville
(Route to be determined.)

The remaining pages within this Chapter provide a general description of the typical trail types proposed as well as a break down of the trail segments into further study segments based on the specific type of trail within that sub-segment.



2 TRAIL TYPES

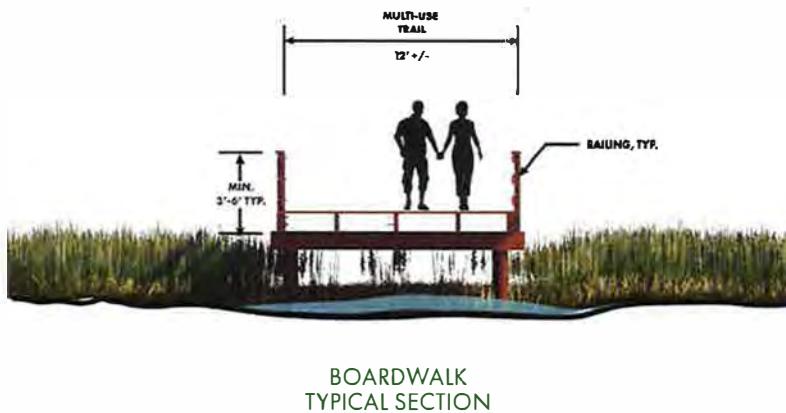


SIDE PATHS:

As defined by ¹Small Town and Rural Design Guide, a side path is “a bidirectional shared use path located immediately adjacent and parallel to a roadway. Side paths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.”

For the purposes of cost estimation, all side paths are assumed to have either an existing or constructed adjacent curb and to include necessary roadway drainage to accommodate such. The path material is assumed to be 6 inch thick concrete on a graded aggregate base. The buffer area between the path and adjacent vehicular travel ways should be as wide as practical in order to create physical distance and separation from the user and adjacent traffic.

BOARDWALK SECTION:



A boardwalk section is necessary in areas of wetlands, streams, floodplains and where typical earth grading practices may not be feasible. Simply put, it is a pathway constructed out of “boards”.

Conventional construction often utilizes pressure treated lumber. However, due to the life cycle cost and ongoing maintenance associated with wood construction, many communities are now utilizing precast concrete boardwalk systems.

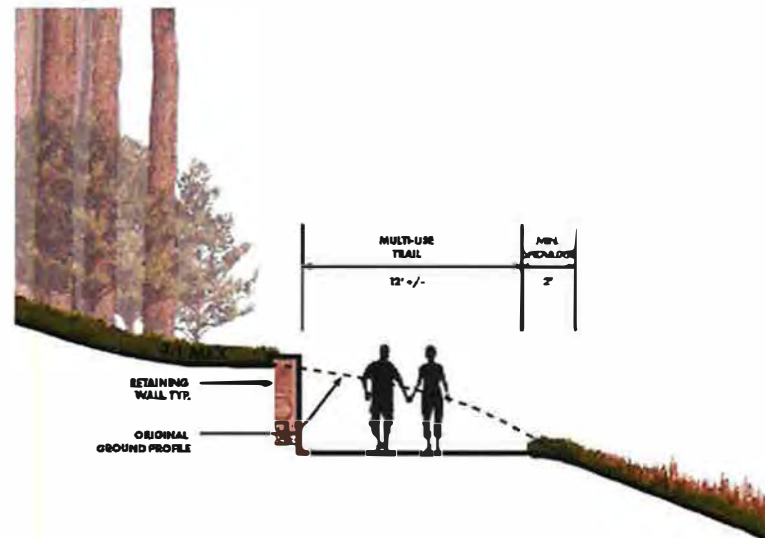
For purposes of cost estimation, a precast concrete boardwalk system has been considered for all boardwalks and bridges.

OFF ROAD GREENWAY:

Off road greenways are trails that are constructed exclusive of an adjacent roadway. They are also known as shared use paths, which, as defined by ¹Small Town and Rural Design Guide, are used to provide “a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.”

To the greatest extent practical, the trail will be constructed by balancing the cut and fill that is needed. In areas of extremely steep grade, creek or wetland crossings; boardwalks, retaining walls and bridges will be needed.

For the purposes of cost estimation, all on grade path material is assumed to be 6 inch thick concrete on a graded aggregate base and boardwalks and bridges as described above.



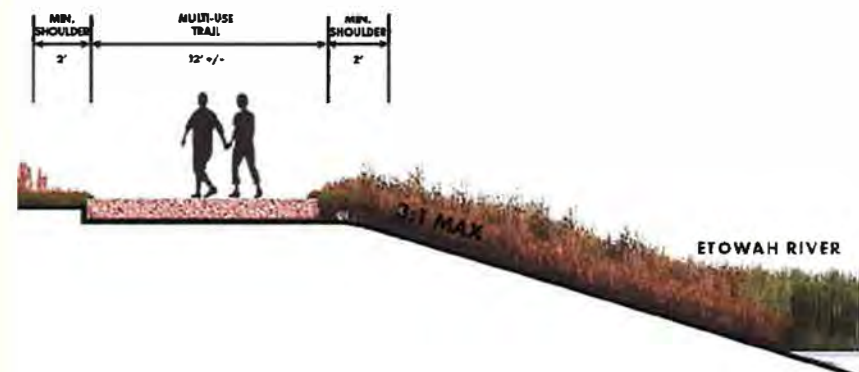
OFF ROAD GREENWAY
TYPICAL SECTION

RIVER TRAIL:

The River Trail type is a version of the greenway trail type with just a few additional considerations needed because of the sensitivity of the natural river system that is adjacent.

Materials within the floodplain will need to be closely studied and may require higher interval of regular maintenance due to natural river flooding events. A higher ratio of boardwalk to on-grade trail will be needed when compared to a typical off road greenway trail. A minimum of one pedestrian bridge crossing will be needed. Water quality protections may require special permitting or buffers to the river.

For the purposes of cost estimation, all on grade path material is assumed to be 6 inch thick concrete on a graded aggregate base and boardwalks and bridges as described above.



TRAIL ALONG RIVER FRONT
TYPICAL SECTION

SEGMENT 1 DAWSON FOREST



Overview:

Connecting points of interest: North Georgia Premium Outlets, Etowah River, Dawson Forest, Rock Creek Park

Begins/Ends: GA 400/Dawson Forest

Distance: +/- 6.4 miles

Benefits:

- Connects commercial hub to existing natural areas, river, and parks
- Adjacent to existing and planned residential
- Connects existing trail heads

Challenges:

- Requires drainage improvements on Dawson Forest Road
- Right-of-way acquisition through upland areas

LEGEND

- ROAD CROSSINGS
- BRIDGE CROSSINGS
- ROAD ON SHOULDER SEGMENT
- ETOWAH RIVER SOUTH SEGMENT
- THROUGH UPLAND SEGMENT
- ROCK CREEK PARK ACCESS SEGMENT



Elevation:

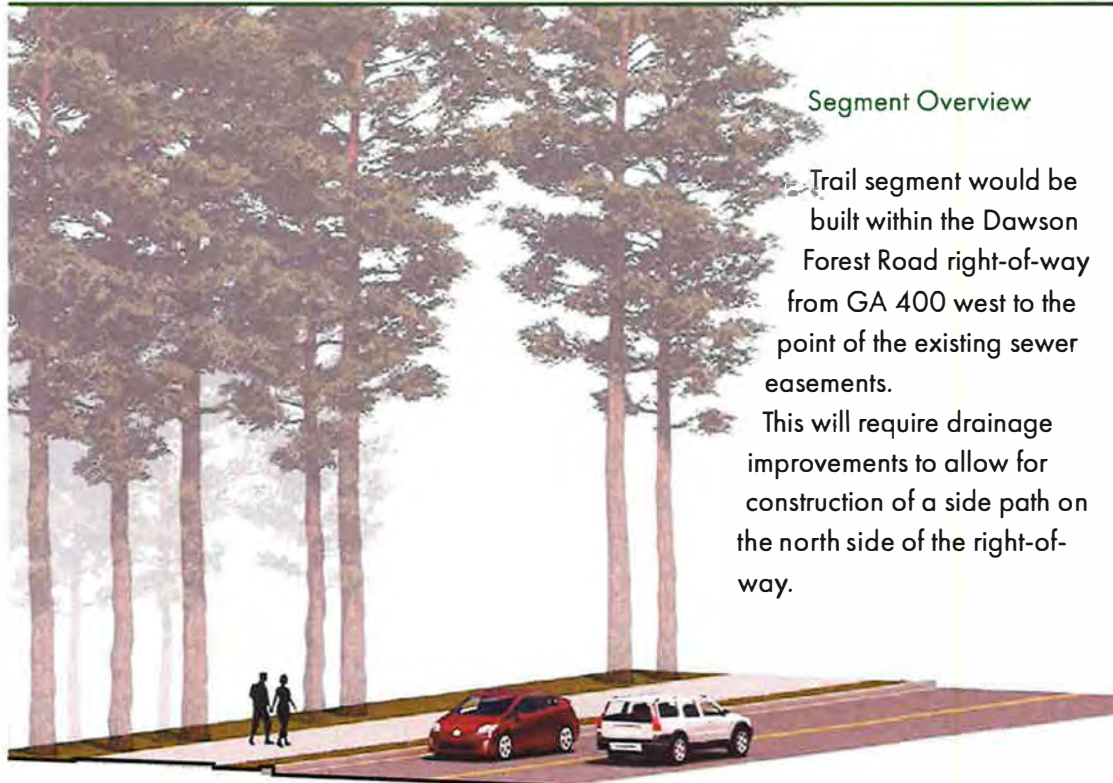


MINIMUM ELEVATION | 1031 FT
AVERAGE ELEVATION | 1074 FT
MAX ELEVATION | 1174 FT

TOTAL DISTANCE: 6.29 MILES ELEVATION GAIN/LOSS: 808 FT., -693 FT MAX SLOPE: 14.4 %, -15.5% AVERAGE SLOPE: 2.9%, -2.7%

SEGMENT 1-A

DAWSON FOREST ROAD

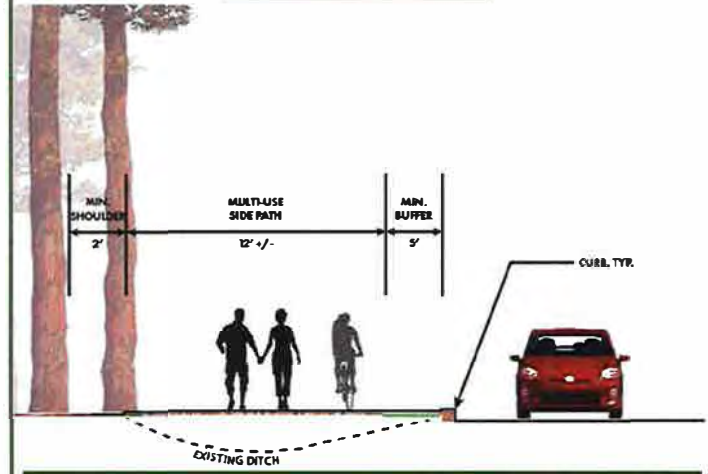


Segment Overview

Trail segment would be built within the Dawson Forest Road right-of-way from GA 400 west to the point of the existing sewer easements.

This will require drainage improvements to allow for construction of a side path on the north side of the right-of-way.

TRAIL TYPE: SIDE PATH



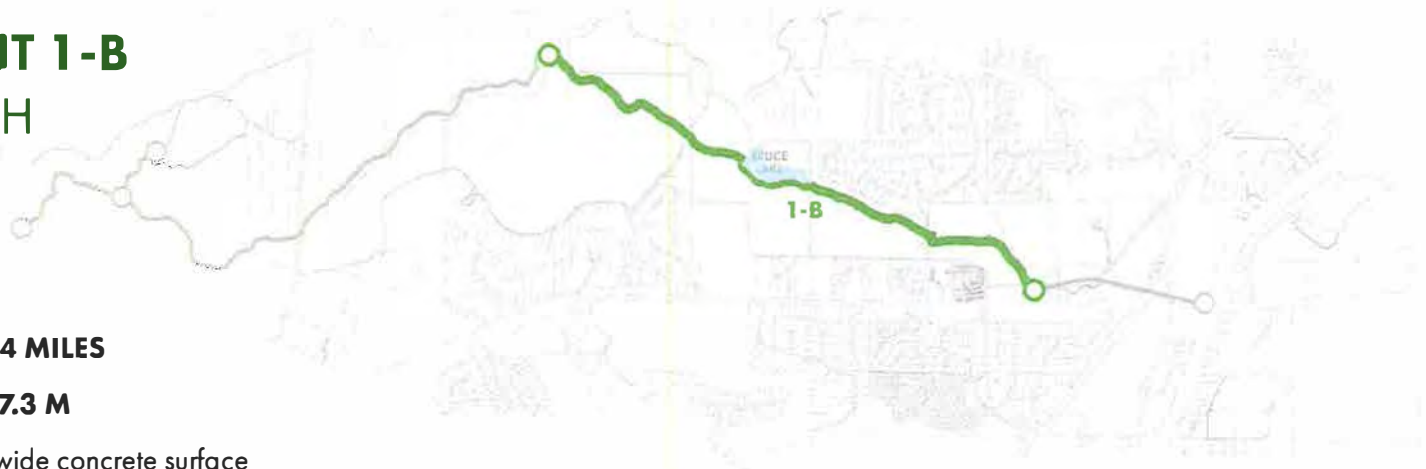
SUMMARY

Distance: +/- 0.7 MILES

Cost Est.: +/- \$1.7 M

Estimated cost for 12' wide concrete trail with conversion of ditch to curb and gutter (no R/W acquisition cost included)

SEGMENT 1-B THROUGH UPLAND

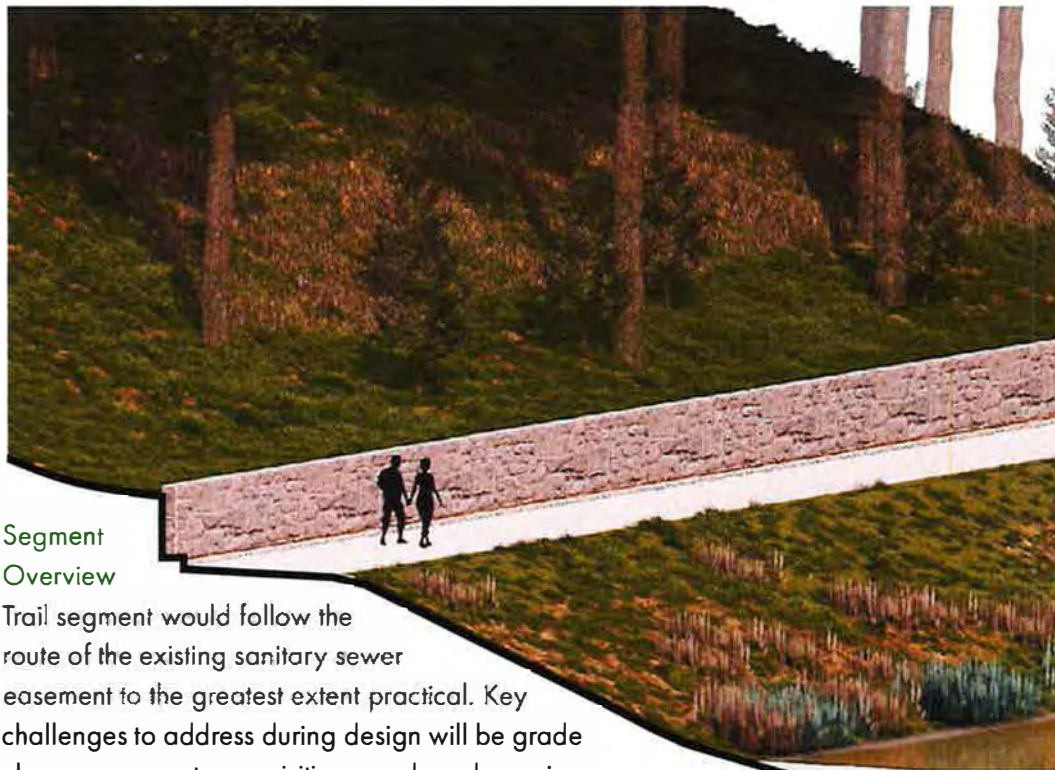


SUMMARY

Distance: +/- 2.4 MILES

Cost Est.: +/- \$7.3 M

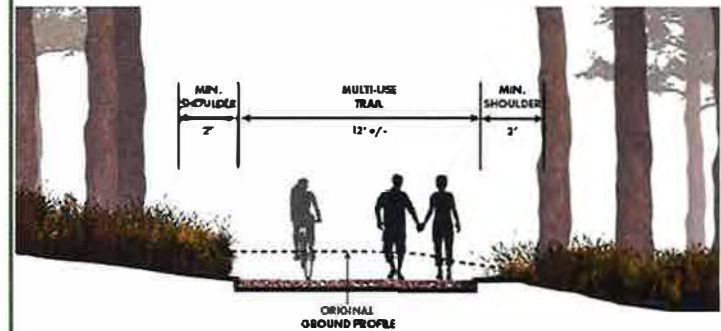
Estimated cost for 12' wide concrete surface
(no R/W acquisition cost included)



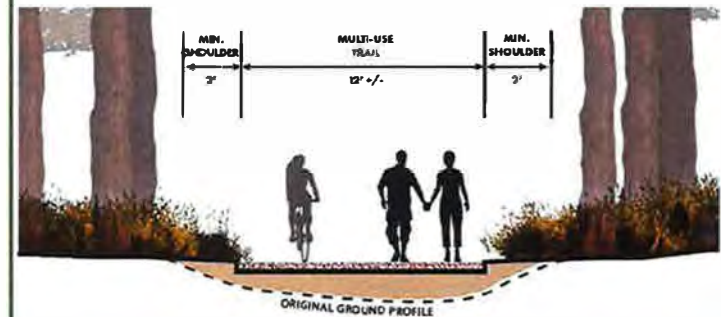
Segment Overview

Trail segment would follow the route of the existing sanitary sewer easement to the greatest extent practical. Key challenges to address during design will be grade changes, property acquisitions, and road crossings.

TRAIL TYPE: OFF ROAD GREENWAY

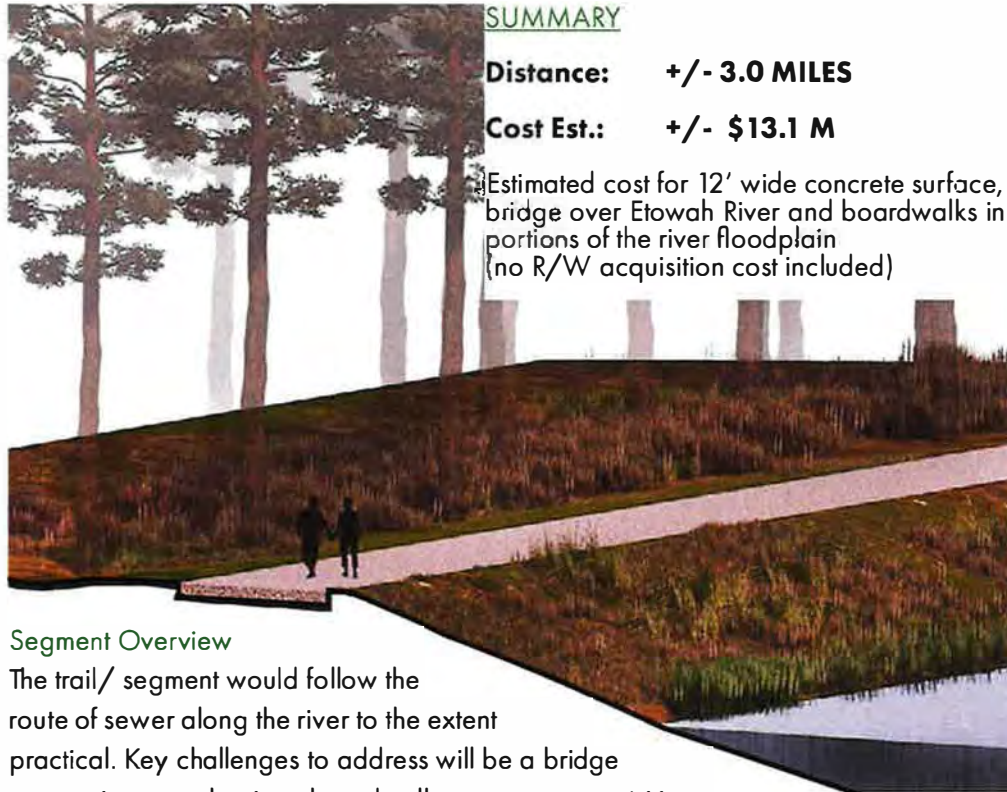


CUT SECTION, TYP.



FILL SECTION, TYP.

SEGMENT 1-C ETOWAH RIVER SOUTH TRAIL



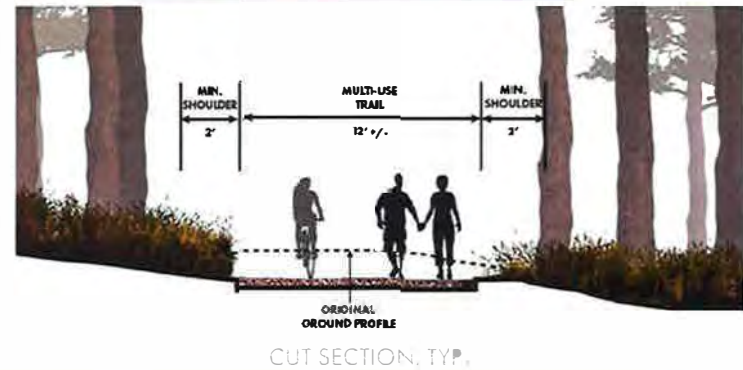
SUMMARY

Distance: +/- 3.0 MILES

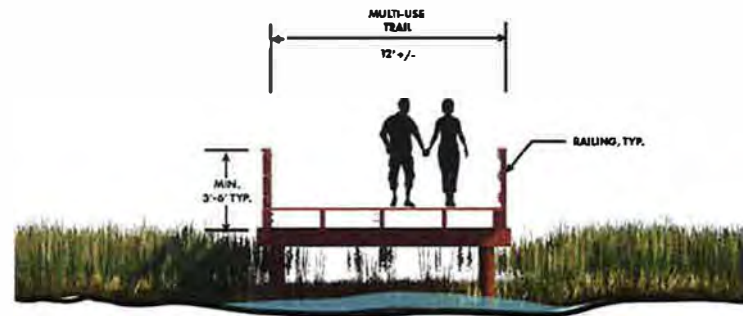
Cost Est.: +/- \$13.1 M

Estimated cost for 12' wide concrete surface, bridge over Etowah River and boardwalks in portions of the river floodplain (no R/W acquisition cost included)

TRAIL TYPE: OFF ROAD GREENWAY



TRAIL TYPE: BOARDWALK



Segment Overview

The trail/ segment would follow the route of sewer along the river to the extent practical. Key challenges to address will be a bridge connection over the river, boardwalks, property acquisitions, and road crossings.

SEGMENT 1-D

ROCK CREEK PARK ACCESS



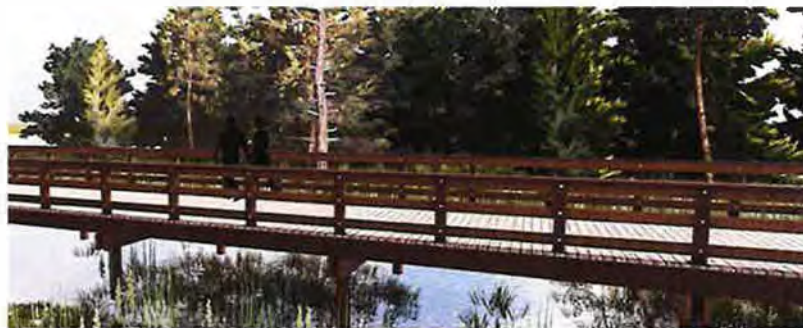
EXISTING TRAIL AT ROCK CREEK PARK

SUMMARY

Distance: +/- 0.3 MILES

Cost Est.: +/- \$1.0 M

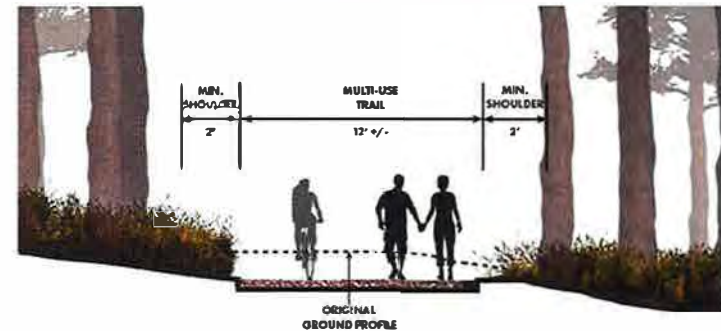
Estimated cost for 12' wide concrete surface and boardwalks in portions (no R/W acquisition cost included)



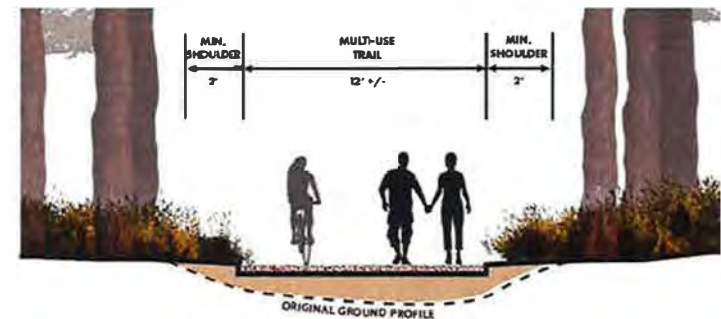
Segment Overview

Trail segment would connect the existing Rock Creek Park trails and other amenities to Etowah River. The use of boardwalks will be crucial in connecting Rock Creek Park due to the surrounding creeks and wetlands.

TRAIL TYPE: OFF ROAD GREENWAY



CUT SECTION, TYP.



FILL SECTION, TYP.

SEGMENT 2 ETOWAH RIVER TRAIL

Overview:

Connecting points of interest: Highway 53, future connection to Head Lake reservoir, GA 400
Begins/Ends: Etowah River/GA 400
Distance: +/- 6.6 miles

Benefits:

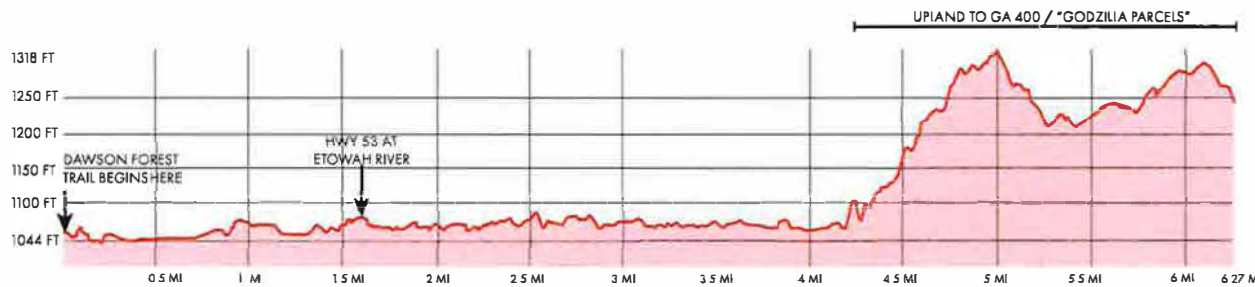
- Continues trail along Etowah River to connect Hwy 53 and Hwy 9
- Connects areas of planned growth in the County

Challenges:

- Expense of bridges and boardwalks
- Requires a large amount of property acquisition for a proper right-of-way



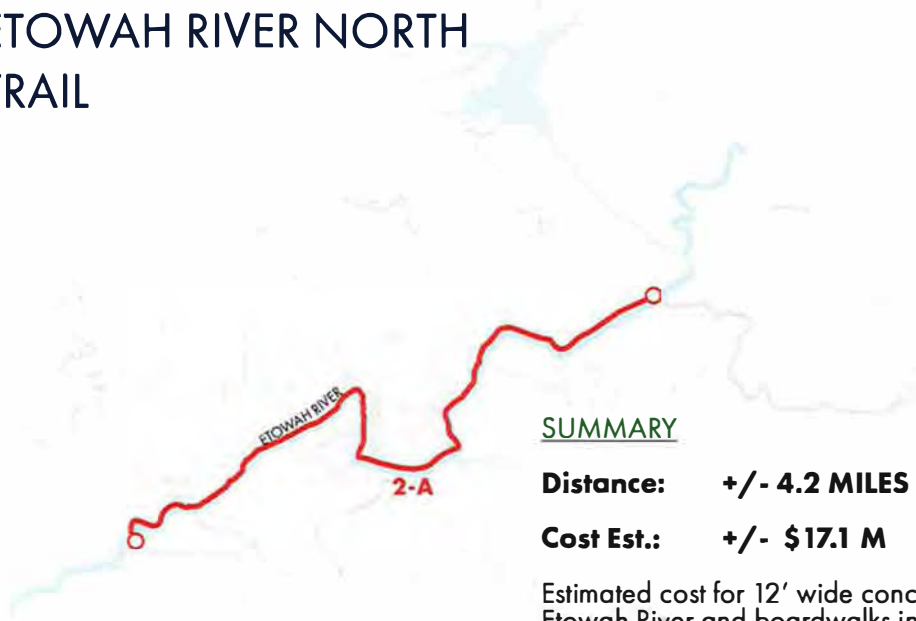
Elevation:



MINIMUM ELEVATION | 1044 FT
AVERAGE ELEVATION | 1121 FT
MAX ELEVATION | 1318 FT

SEGMENT 2-A

ETOWAH RIVER NORTH TRAIL

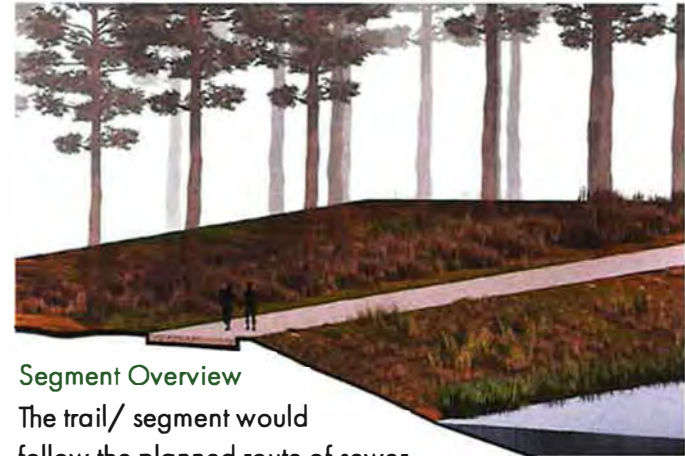


SUMMARY

Distance: +/- 4.2 MILES

Cost Est.: +/- \$17.1 M

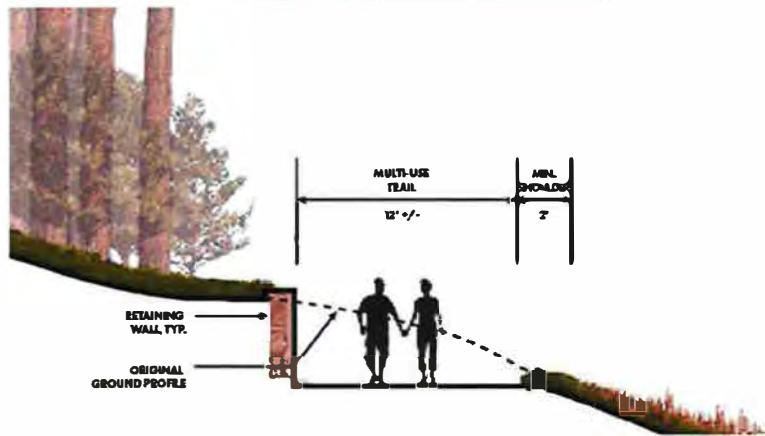
Estimated cost for 12' wide concrete surface, bridge over Etowah River and boardwalks in portions of the river floodplain (no R/W acquisition cost included)



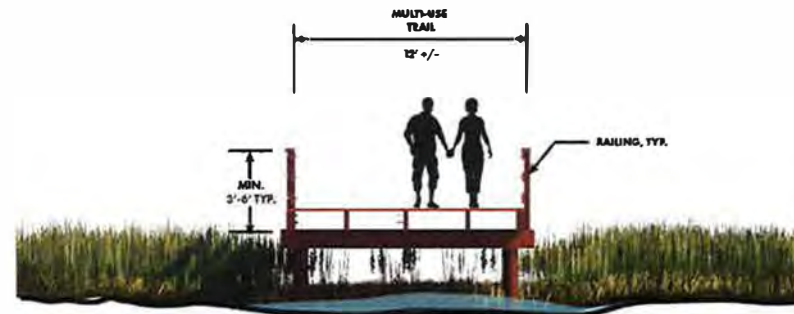
Segment Overview

The trail/ segment would follow the planned route of sewer along the river to the extent practical. Key challenges to address will be a bridge connection over the river, boardwalks, property acquisitions, and road crossings.

TRAIL TYPE: OFF ROAD GREENWAY



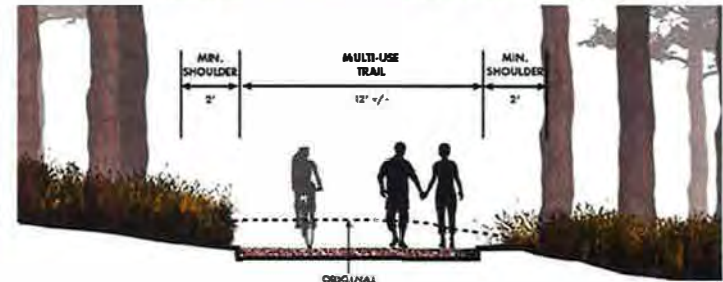
TRAIL TYPE: BOARDWALK



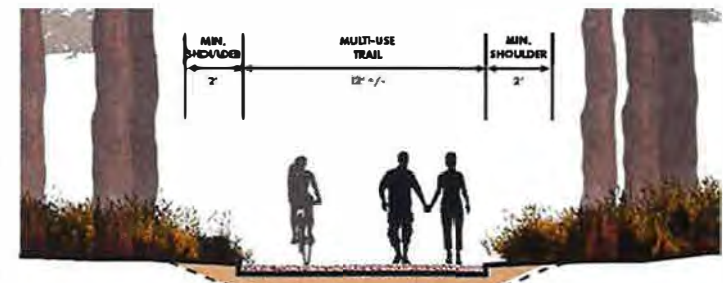
SEGMENT 2-B UPLAND TRACT



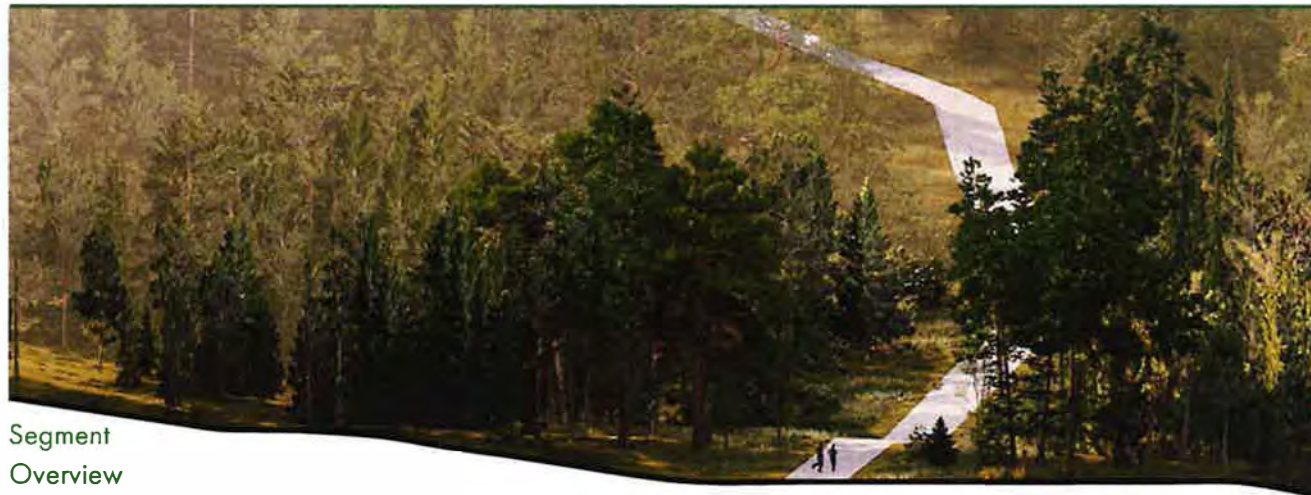
TRAIL TYPE: OFF ROAD GREENWAY



CUT SECTION, TYP.



FILL SECTION, TYP.



Segment
Overview

Trail segment would follow the route of the future sanitary sewer easement and planned developments to the greatest extent practical. Key challenges to address during design will be grade changes, property acquisitions, and road crossings.

SUMMARY

Distance: +/- 2.4 MILES

Cost Est.: +/- \$6.3 M

Estimated cost for 12' wide concrete surface
(no R/W acquisition cost included)

SEGMENT 3 GA 400



Overview:

Connecting points of interest: Commercial and business areas along GA 400

Begins/Ends: Lumpkin Campground Rd North/ Dawson Forest Rd.

Distance: 2.2 miles

Trail section will provide connectivity along GA 400 from Lumpkin Campground Road to the north to Dawson Forest Rd to the south. Provides an opportunity for alternative to vehicular only transportation that currently exists.

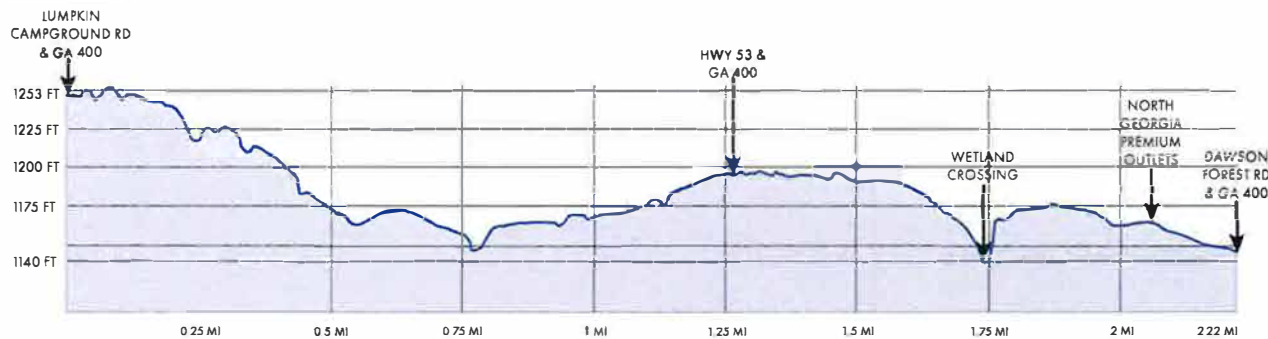
Benefits:

- Increased alternative transportation to businesses along 400
- Follows existing GA 400 right-of-way

Challenges:

- Existing open drainage
- Many points of road/driveway crossings
- Crossing 400 (future pedestrian bridge)

Elevation:



MINIMUM ELEVATION | 1140 FT
AVERAGE ELEVATION | 1185 FT
MAX ELEVATION | 1253 FT

SEGMENT 3-A

GA 400



BOSCHERT GREENWAY TRAIL (EXAMPLE STUDY)

The Boschert Greenway Trail is 4.25 miles long and connects to the overall Missouri Greenway. Portions of the trail run along major Highway 370.

Like GA 400, the topography dramatically changes along the roadside, therefore the path is benched into the hillside. This trail typology relates to the proposed side path along 400.



SUMMARY

Distance: +/- 2.2 MILES

Cost Est.: +/- \$6.6 M

Estimated cost for 12' wide concrete surface, crossing improvements
(No R/W acquisition cost included)



Trail segment would be along one side of the GA 400 right of way. Key challenges to address will be road/driveway crossings, crossing of GA 400, steep slopes of existing grade, and utility and drainage conflicts.

SEGMENT 4 THOMPSON CREEK



Overview:

Connecting points of interest: Thompson Creek Park to Commercial/Business areas and the network of trails.

Begins/Ends: Thompson Creek Park/GA 400

Distance: 1.5 miles

Trail segment will provide connecting from GA 400 to the existing park and boat landing at Thompson Creek Park to become a trail-head.

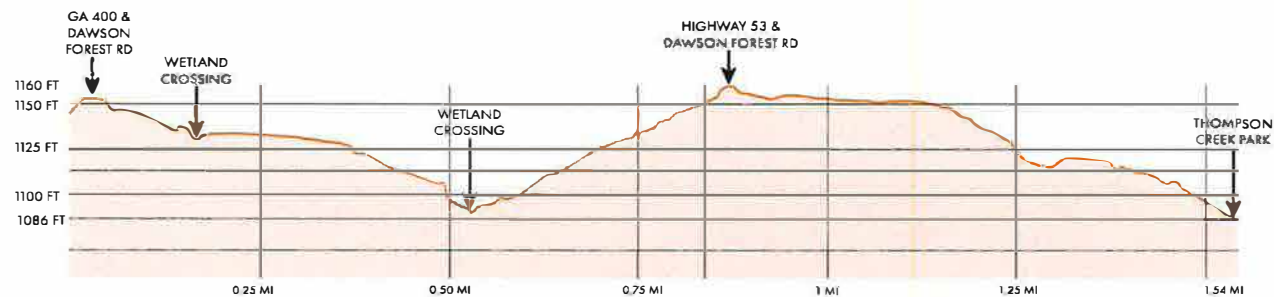
Benefits:

- Utilize existing park as trail-head access
- Directly accessible by the growth occurring in the area

Challenges:

- Lack of right-of-way width from Highway 53 to Thompson Creek Park
- Intersection crossing at Highway 53 and Dawson Forest Rd. (Planned roundabout)

Elevation:

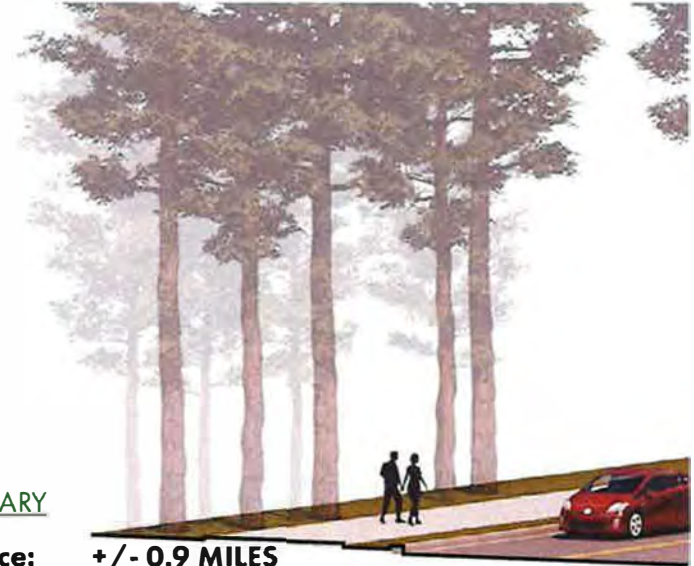


MINIMUM ELEVATION | 1086 FT
AVERAGE ELEVATION | 1129 FT
MAX ELEVATION | 1160 FT

TOTAL DISTANCE: 1.54 MILES ELEVATION GAIN/LOSS: 187 FT., -126 FT MAX SLOPE: 26.7 %, -14.8% AVERAGE SLOPE: 3.1%, -3.3%

SEGMENT 4-A

THOMPSON CREEK PARK WEST



SUMMARY

Distance: +/- 0.9 MILES

Cost Est.: +/- \$2.2 M

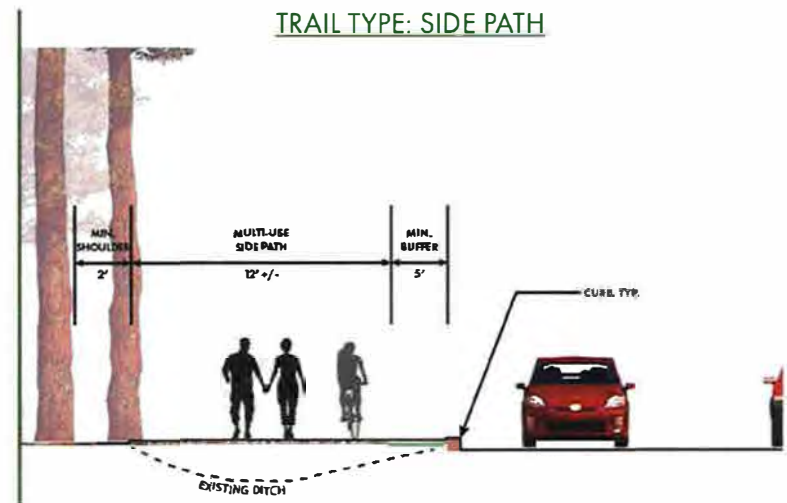
Estimated cost for 12' wide concrete trail with conversion of ditch to curb and gutter (no R/W acquisition cost included)

Trail segment would follow along one side of Dawson Forest Rd. from GA 400 to the east side of Highway 53.



Existing right-of-way along Dawson Forest Rd. Adjacent to North Georgia Premium Outlets

TRAIL TYPE: SIDE PATH



SEGMENT 4-B

THOMPSON CREEK PARK EAST

SUMMARY

Distance: +/- 0.6 MILES

Cost Est.: +/- \$1.1 M

Estimated cost for share lane striping and a 6' wide concrete sidewalk
(no R/W acquisition cost included)



TRAIL TYPE: SHARED USE LANE WITH ADJACENT SIDEWALK



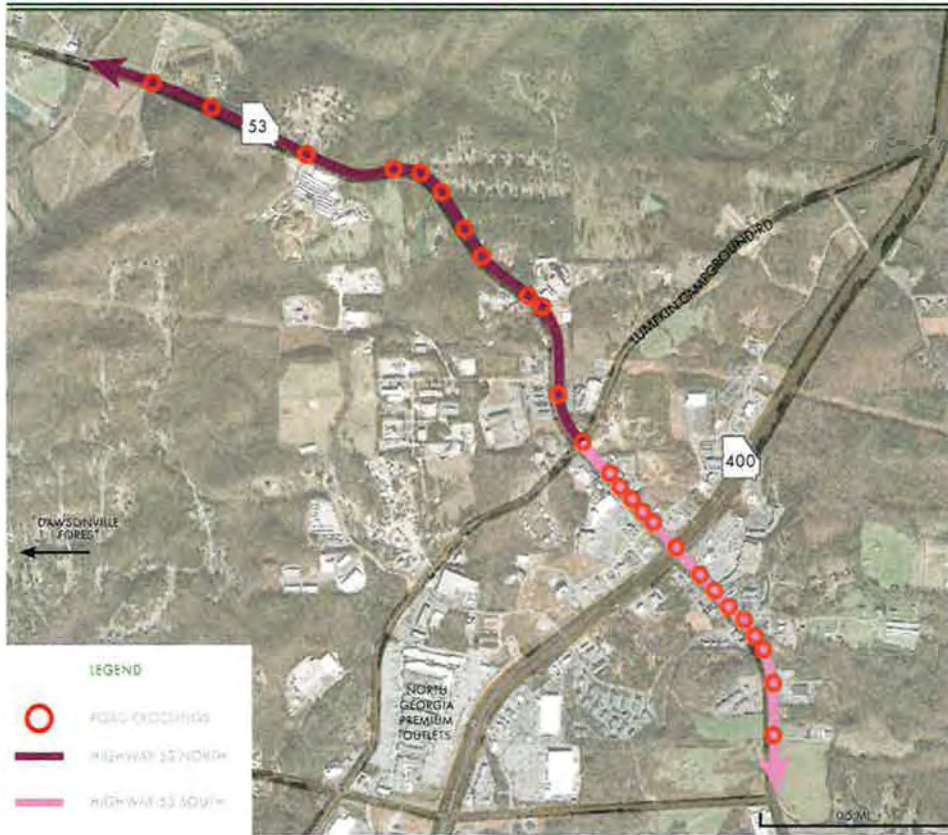
Shared Use Lanes in Sisters, OR



Existing Thompson Creek Park Rd.

Thompson Creek Road may lack the vehicular traffic volume to justify the cost of a separate 12' paved side path scenario. Due to the low volume street, new striping would allow bikers and vehicles to share the existing road and a smaller pedestrian only sidewalk could be built on one side.

SEGMENT 5 HIGHWAY 53



Overview:

Connecting points of interest: Thompson Creek Park/GA 400/
Etowah River
Begins/Ends: Etowah River/
Dawson Forest Road
Distance: +/- 2.9 miles



Trail segment will provide a connecting/alternate route option from Thompson Creek Park/trail-head to Etowah River.

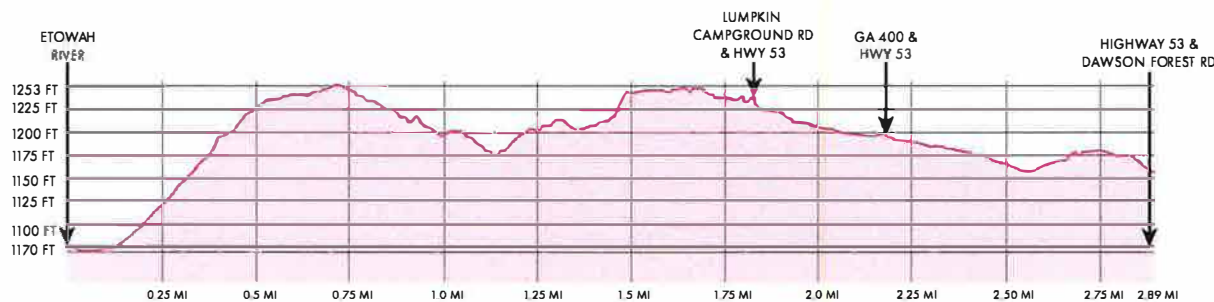
Challenges:

- Existing driveways and utilities along southern portion
- Lack of right-of-way width available for northern section
- Grade changes along route

Benefits:

- Provides an alternate transportation option to new/existing developments between Lumpkin Campground Rd. and Dawson Forest Road
- Loop connection to the north end of Etowah River Trail

Elevation:



MINIMUM ELEVATION | 1070 FT
AVERAGE ELEVATION | 1193 FT
MAX ELEVATION | 1153 FT

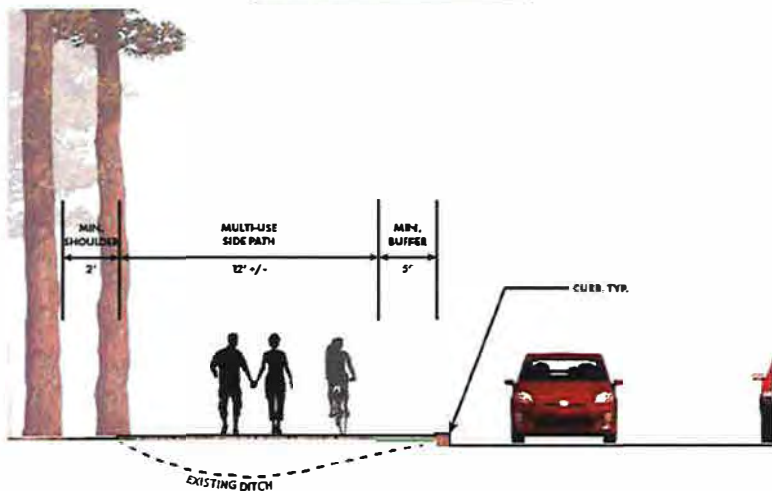
SEGMENT 5-A HIGHWAY 53 NORTH



EXISTING HIGHWAY 53 NORTH



TRAIL TYPE: SIDE PATH



SUMMARY

Distance: +/- 1.8 MILES

Cost Est.: +/- \$4.4 M

Estimated cost for 12' wide concrete trail with conversion of ditch to curb and gutter (no R/W acquisition cost included)

This trail segment will follow along the existing Highway 53 right-of-way. Long term, a buffered roadside trail section is preferred, but a short term solution may include an improved shoulder to accommodate confident bicyclist.

SEGMENT 5-B HIGHWAY 53 SOUTH



EXISTING HIGHWAY 53 SOUTH



This segment will be within the Highway 53 corridor where there a large amount existing development. Coordination with utilities and drainage will be crucial. Due to the presence of sidewalks on the majority of this segment, the best solution may be consideration of lane reductions, re-striping, etc. in order to allow for at a minimum shared bike lanes and preferably dedicated bike lanes in each direction.

Image from Road Diet: Common Questions and Answers, US

EXAMPLE "ROAD DIET" - 4 LANE TO 3 LANE



Figure 1. Photo. Four-lane configuration before road diet.
Source: Pedestrian Bike Information Center, "Road Diets" training module, 2009



Figure 2. Photo. Three-lane configuration after road diet.
Source: Pedestrian Bike Information Center, "Road Diets" training module, 2009.

SUMMARY

Distance: +/- 1.1 MILES

Cost Est.: TBD

Cost will depend on the striping solution and could be done next time the road is repaved at no additional cost.