Austell Road Access Management Plan

Georgia Planning Association Fall Conference October 1, 2009
Access Management Goals

- Control left turn conflicts
- Provide appropriate signal spacing and driveway spacing
- Consolidate driveways
- Develop parallel and grid street network
- Improve Safety

Increased Accessibility

Increased Land Value

Austell Road (SR5) Improvements

Deterioration in Quality of Traffic Flow

Increased Traffic Conflicts

Increased Traffic Generation

Local Government
Project Location

- Northwest of Atlanta
- Located in unincorporated southwest Cobb County
- 4 mile long segment from Leila Street to Callaway Road
- Study area is approximately ½ mile in width
Roadway Characteristics

- State Route 5
- Urban minor arterial roadway
- 4-lane roadway with median
- Existing older suburban development with new big box development
Approach to the Study

- For the entire corridor, create an access management plan based on nationally recognized planning principles.
- For the central part of the corridor, apply these principles and conduct traffic analyses to arrive at specific engineering level solutions.
Crash Analysis

<table>
<thead>
<tr>
<th>Austell Road Segment</th>
<th>Start Point</th>
<th>End Point</th>
<th>Crash Rate by Million Vehicle Miles (MVM) Travelled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start Point</td>
<td></td>
<td>End Point</td>
<td></td>
</tr>
<tr>
<td>Leila St</td>
<td>South of Clay Rd</td>
<td></td>
<td>2.62</td>
</tr>
<tr>
<td>Clay Rd</td>
<td>Anderson Mill Rd</td>
<td></td>
<td>7.51</td>
</tr>
<tr>
<td>Orange Hill Dr</td>
<td>South of Floyd Rd</td>
<td></td>
<td>9.68</td>
</tr>
<tr>
<td>Floyd Rd</td>
<td>Callaway Rd</td>
<td></td>
<td>5.01</td>
</tr>
</tbody>
</table>

- 3 Years of Crash Data, February 2006 – January 2009
- Field review of corridor
- State of Georgia crash rate for all urban minor arterials: 5.13 Crashes/MVM
- 71% are access management related accidents (rear end / right angle)
Crash Analysis
- Right-turn conflict overlap
- Minimum recommended spacing: 350 ft

Source: Access Management Manual – Transportation Research Board
Driveway Distance Standards

- Portions of Austell Road not meeting standard
  - 59% of the corridor in the Northbound direction
  - 39% of the corridor in the Southbound direction

- Portions of central part of the corridor not meeting standard
  - 82% of the corridor in the Northbound direction
  - 62% of the corridor in the Southbound direction
Recommendations

- Median closures/partial closures
- New roads
- Driveway closures
- Land use review changes
Traffic Analysis Summary

A hierarchy of options for potential changes at each unsignalized intersection was identified:

- Close median opening
- Partially close/channelize median opening
- Signalize the intersection (if signal warrant is met)
- Leave intersection unchanged
Traffic Analysis Summary

Story Place Recommendation: Close Median Opening

- Left turn traffic volumes are very low
- Alternate routes connect existing development to Mulkey Road
Traffic Analysis Summary

Blue Ridge Drive/ Brookwood Drive Recommendation:
Partially Close/Channelize Median Opening

- Most left turn traffic volumes are low
- Southbound left turn onto Brookwood Drive has significant traffic
- Alternate routes connect existing development to Hurt Road and Mulkey Road
FIGURE 1-4 Vehicular conflict points at a typical four-way intersection versus a directional median opening.

Source: Access Management Manual – Transportation Research Board
Traffic Analysis Summary

Blue Ridge Drive/Brookwood Drive Recommendation: Partially Close/Channelize Median Opening
Traffic Analysis Summary

Floyd Road Suggested Recommendation: Cobb DOT Project

- Partially Close/Channelize Median Opening
- Southbound left turn onto Floyd Road has significant traffic
- Alternate routes connect existing development to Hurt Road
- Potential Backage Road
Traffic Analysis Summary

Floyd Road Recommendation: Cobb DOT Project

- Partially Close/Channelize Median Opening
- Southbound left turn onto Floyd Road has significant traffic
- Alternate routes connect existing development to Hurt Road
- Potential Backage Road
Traffic Analysis Summary

Cobb Marketfair
Recommendation:
Short term – No Change
Long Term - Signalize

• Traffic signal improves access to shopping center redevelopment
• Meets distance requirements to adjacent signals
Recommended New Roads

East West Connector Area
Recommended New Roads

Hurt Road Area

- Proposed backage road behind small commercial parcels
- Existing parcels are about 170 ft to 240 ft deep
- Smallest lots have an irregular shape – impact of roadway is minor
- Proposed roadway needs a minimum of 31 ft of ROW
Recommended New Roads

Hurt Road Area
Proposed Median Treatment
Proposed Median Treatment
Land Use

- Interparcel Access is encouraged in County Development Regulations
- Require connectivity analysis as part of county planning staff review process
Access Management Results

- Control left turn conflicts
- Provide appropriate signal spacing and driveway spacing
- Consolidate driveways
- Develop parallel and grid street network
- Improve Safety
Questions/Comments?

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