

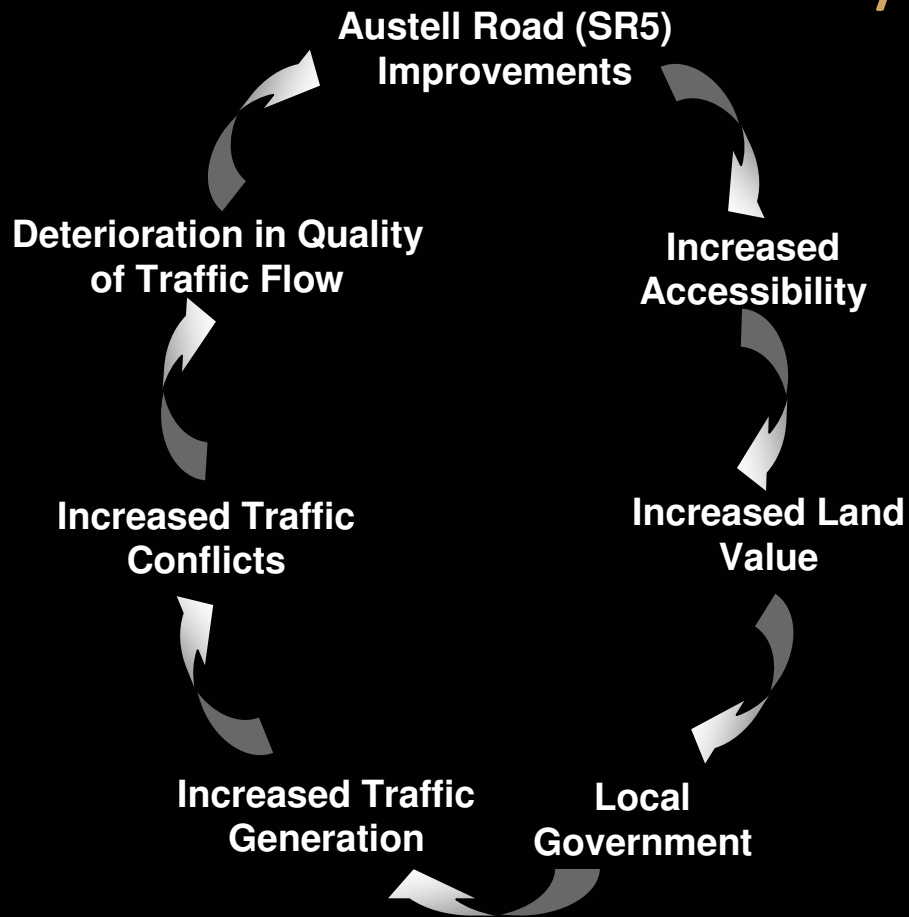
Austell Road Access Management Plan

**Georgia Planning
Association
Fall Conference
October 1, 2009**



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Access Management Goals



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





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







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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



Austell Road
Access
Management
Plan



Cobb County Department of Transportation

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Crash Analysis

Austell Road Segment		Crash Rate by Million Vehicle Miles (MVM) Travelled
Start Point	End Point	
Leila St	South of Clay Rd	2.62
Clay Rd	Anderson Mill Rd	7.51
Orange Hill Dr	South of Floyd Rd	9.68
Floyd Rd	Callaway Rd	5.01

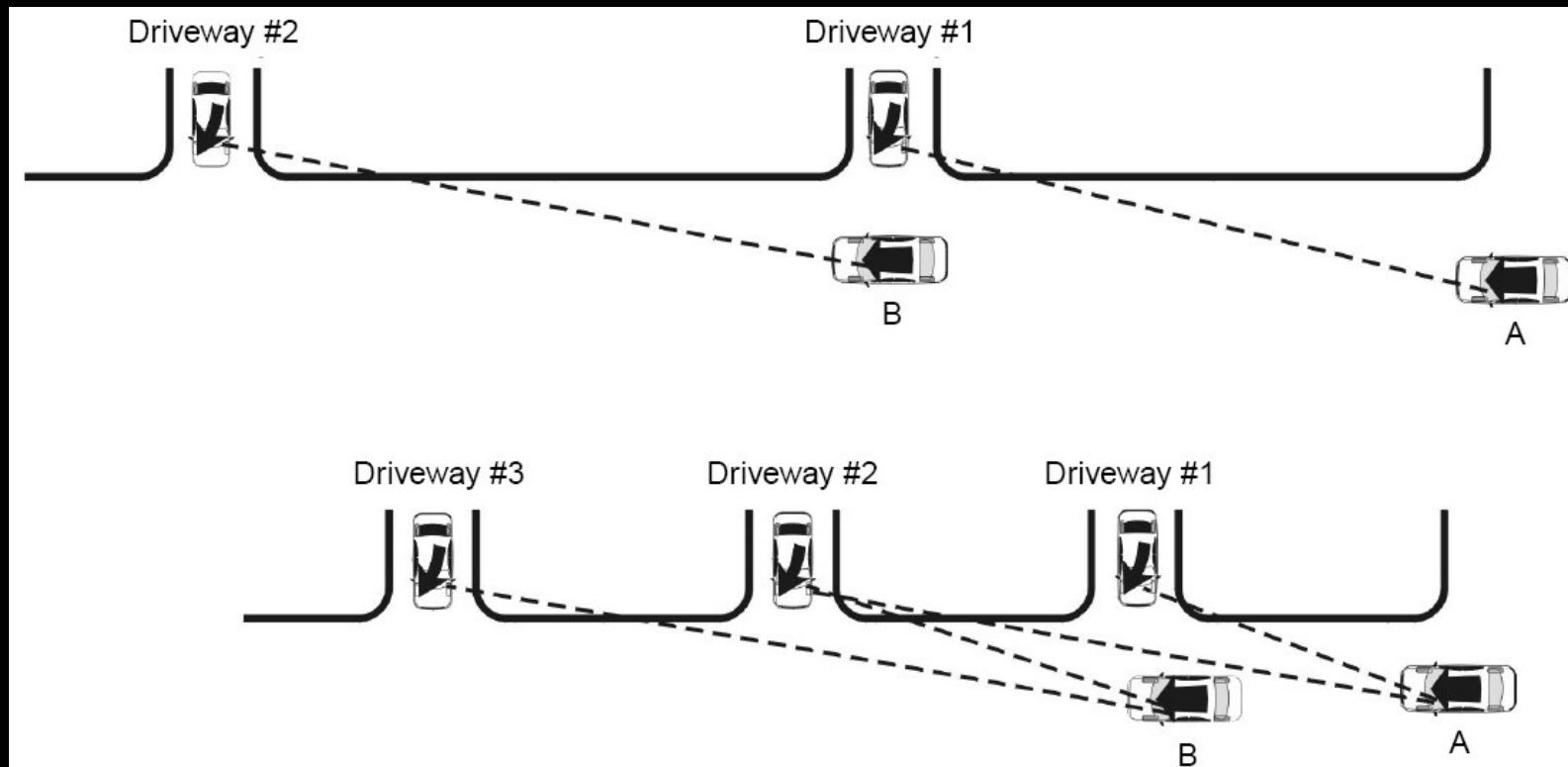
- 3 Years of Crash Data, February 2006 – January 2009
- Field review of corridor
- State of Georgia crash rate for all urban minor arterials: 5.13 Crashes/MVM
- 71% are access management related accidents (rear end / right angle)



Crash Analysis



Driveway Spacing



- Right-turn conflict overlap
- Minimum recommended spacing: 350 ft

*Source: Access Management Manual –
Transportation Research Board*

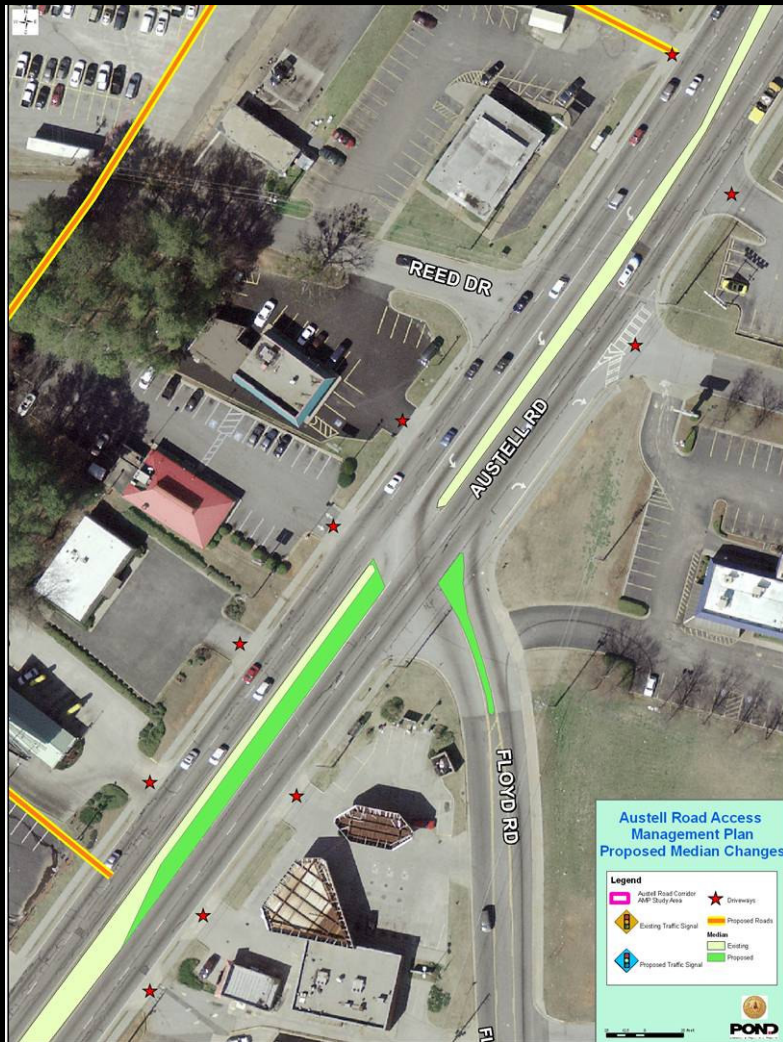


Driveway Distance Standards



- 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

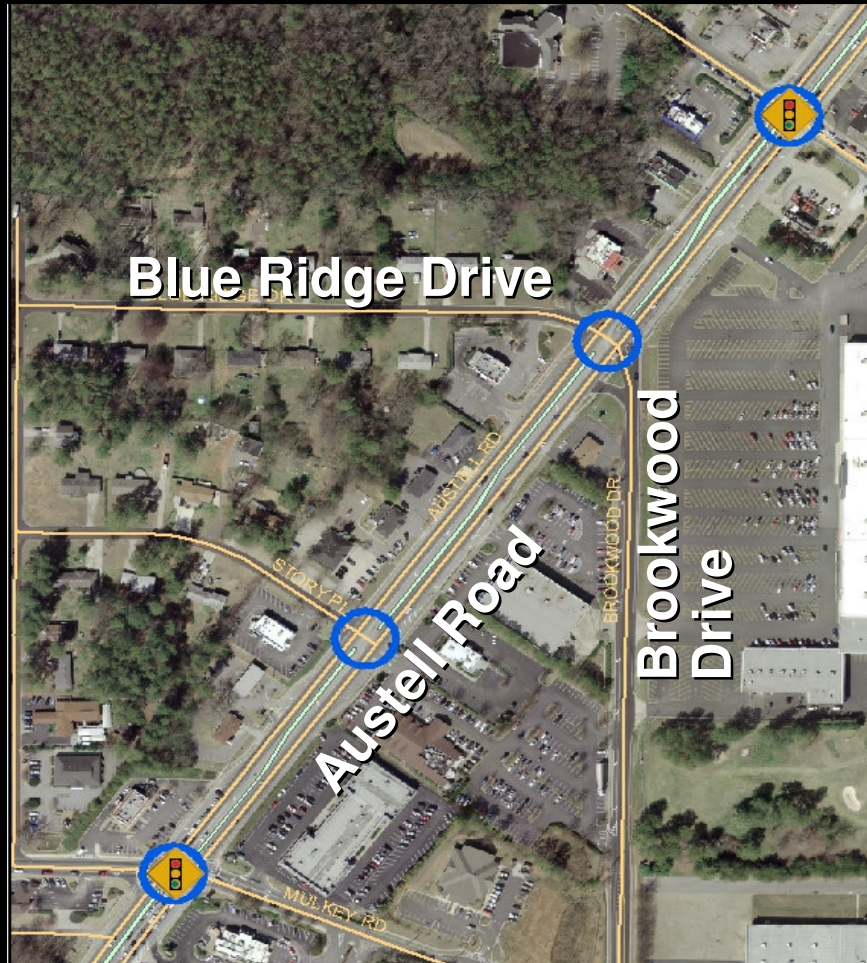


Traffic Analysis Summary

Story Place Recommendation: Close Median Opening

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





Traffic Analysis Summary

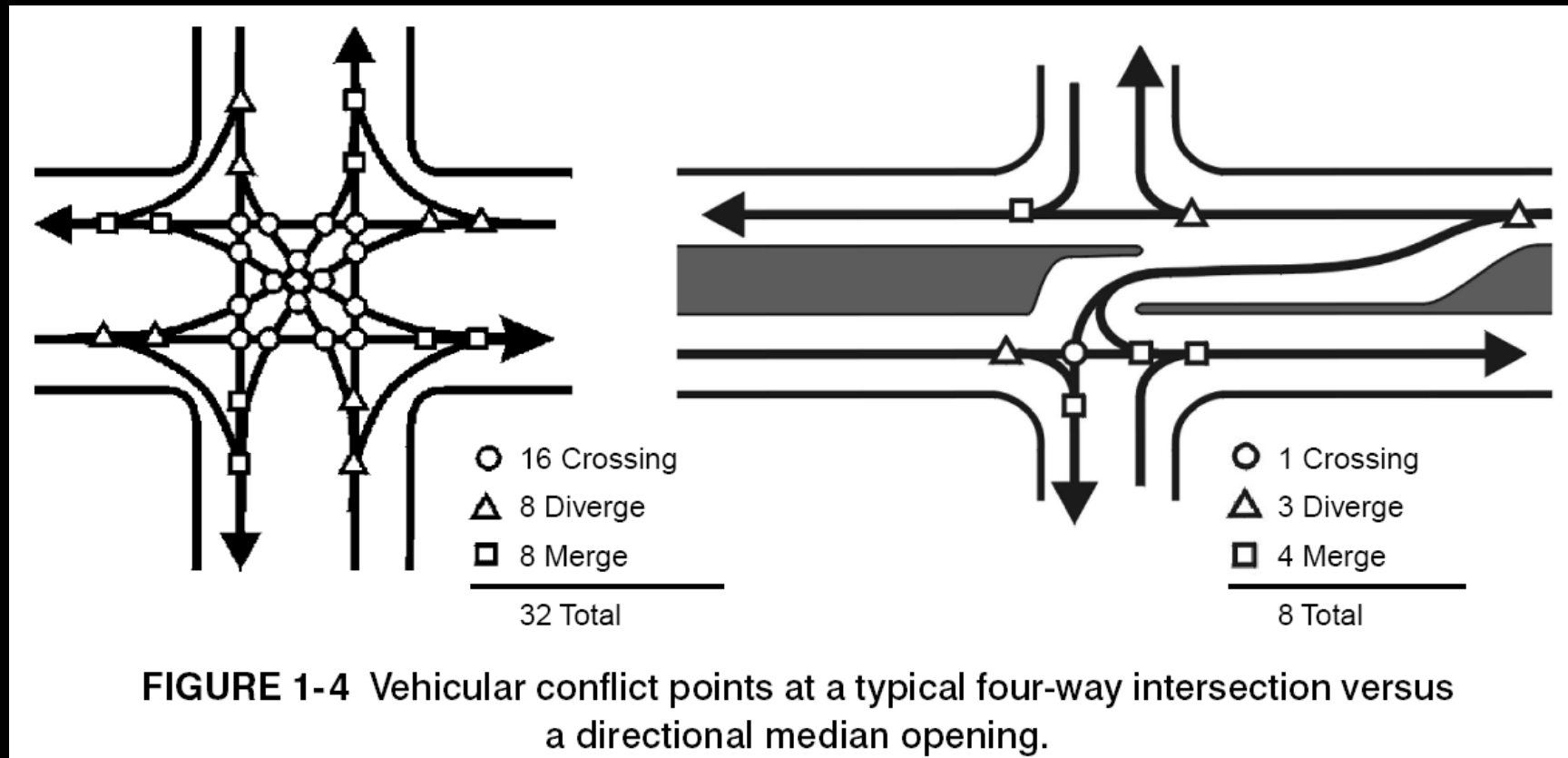
Blue Ridge Drive/ Brookwood Drive
Recommendation:

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

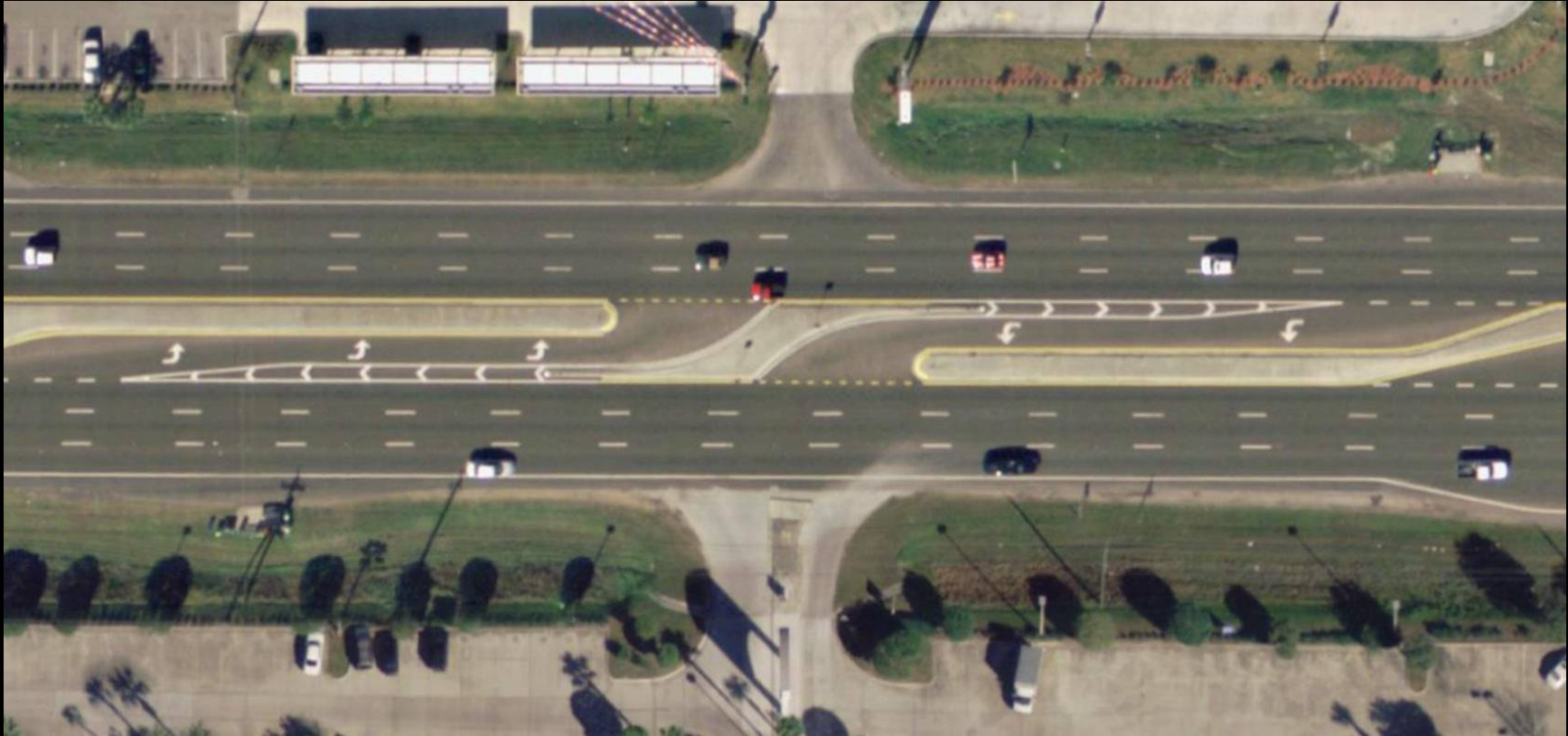


Traffic Analysis Summary



Source: Access Management Manual –
Transportation Research Board

Traffic Analysis Summary



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



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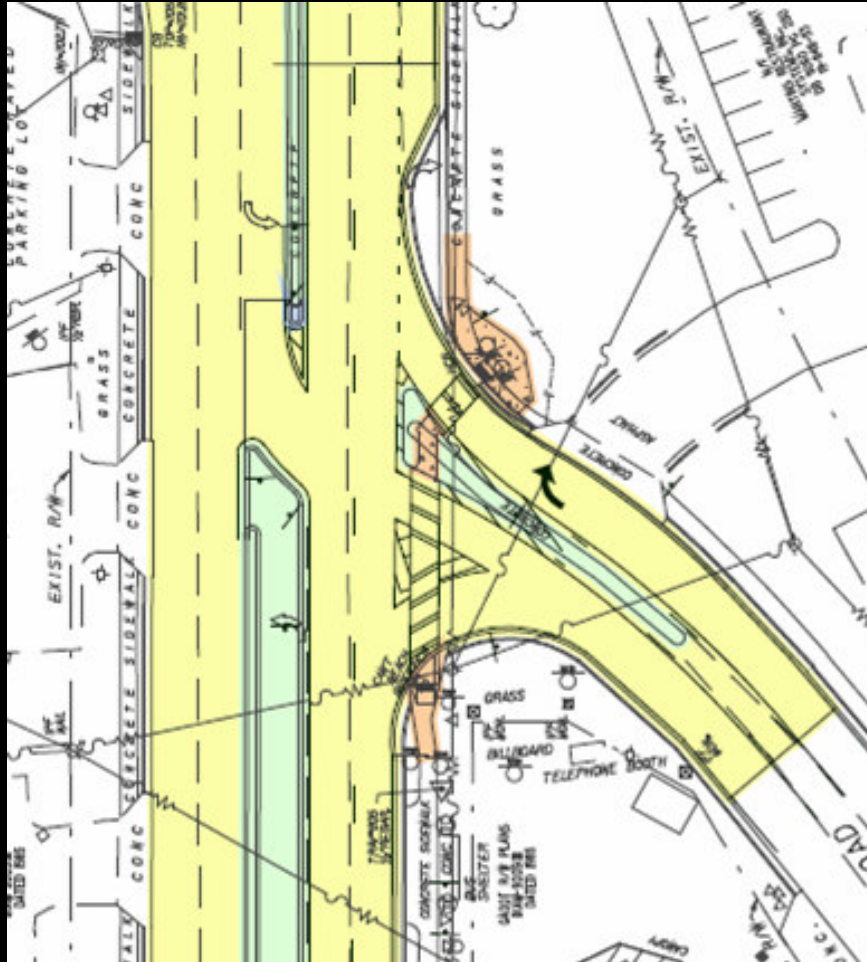


Traffic Analysis Summary

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



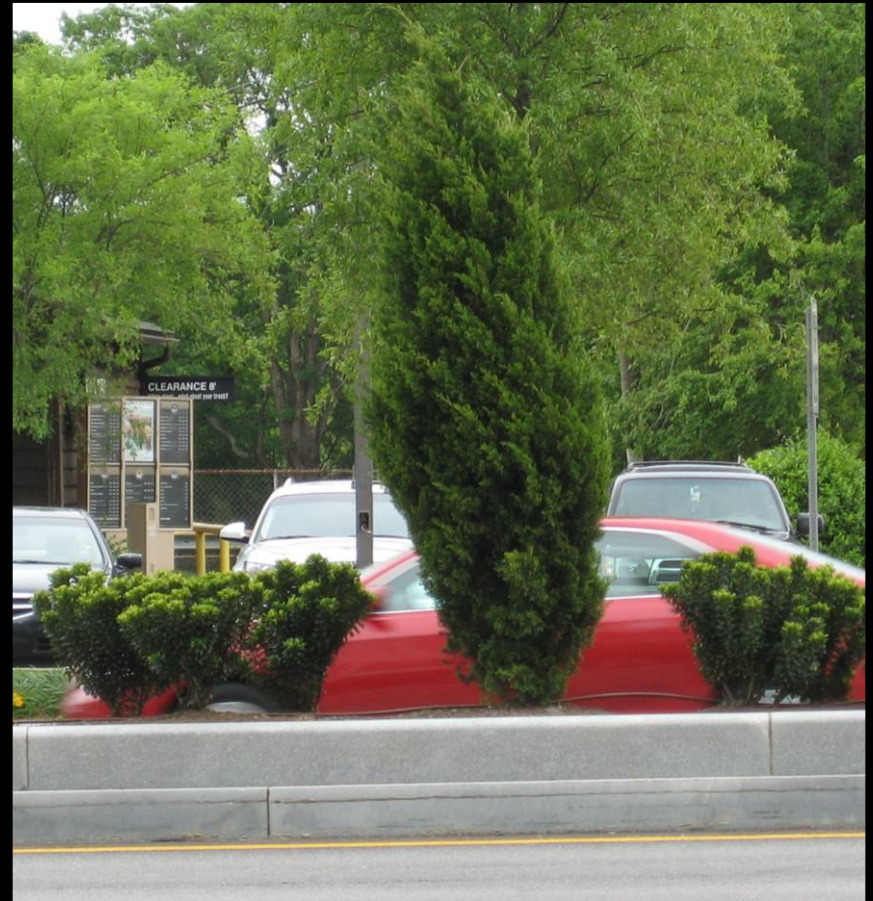
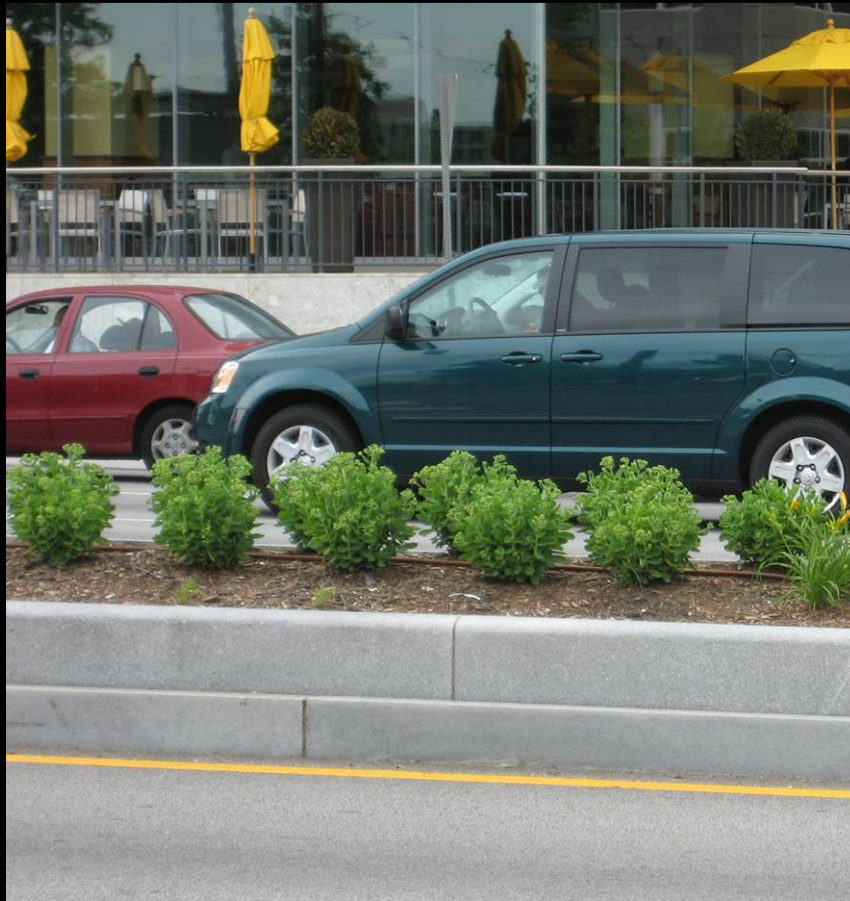
Hurt Road Area

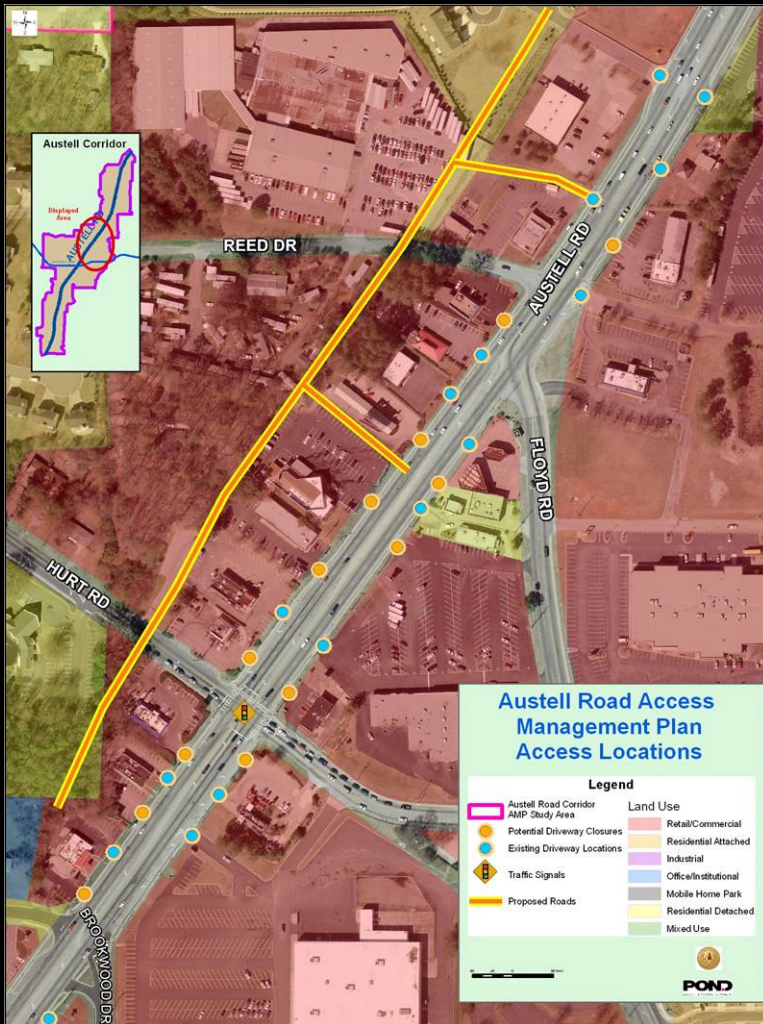


Proposed Median Treatment



Proposed Median Treatment



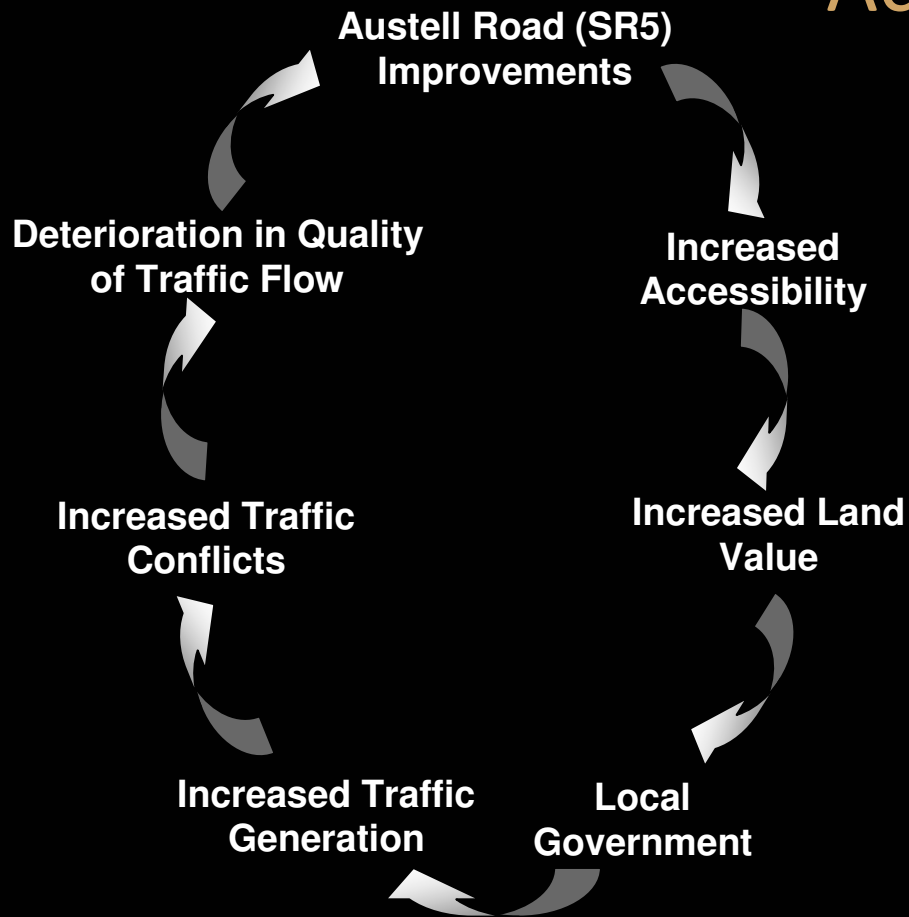


Land Use

- 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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