



Austell Road Access Management Plan

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Access Management



What is Access Management?

- The systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway
 - From the Transportation Research Board's Access Management Manual

Access Management



Why Manage Access?

- Improve safety
- Improve traffic flow and reduce motorist delay without adding traffic lanes
 - Reduce curb cuts
 - Improve interparcel access
 - Create alternate roadways
- Benefit non-vehicular travel modes
 - Bicyclists
 - Pedestrians
 - Transit Users

Access Management: The Perception



- Customers will not be able to find or reach my business
- My customers will complain
- My business sales will suffer
- Development will stagnate after access is managed
- Land values will decline
- Land will become un-developable

Access Management: The Reality



- Reality is a lot more positive than perception in the case of access management impacts
- Customers like to drive on access managed roads
- Business sales are usually not impacted (except during construction)
- Land can still be developed (and is)
- Land values do not decline when access is managed right

Study Goals



- Improve traffic safety and vehicular crash rates
- Shorten travel times and reduced travel costs
- Increase capacity of roadways
- Enhance value of private land development and improve access to property
- Improve overall aesthetics of the community
- Connect sidewalks and examine bicycle path feasibility

Issues and Opportunities



- Examine Party City and Lowe's shopping center Connectivity
- Examine Ingress/Egress at Target and at other shopping centers
- Create more corridors to get in and out of Hospital area without using Austell Road
- Close Sidewalk gaps along corridor
- Create Better Streetscapes
- The Silver Comet Trail – There is currently no access provided from Austell Road
- Improve continuity of signage

Redevelopment Overlay District



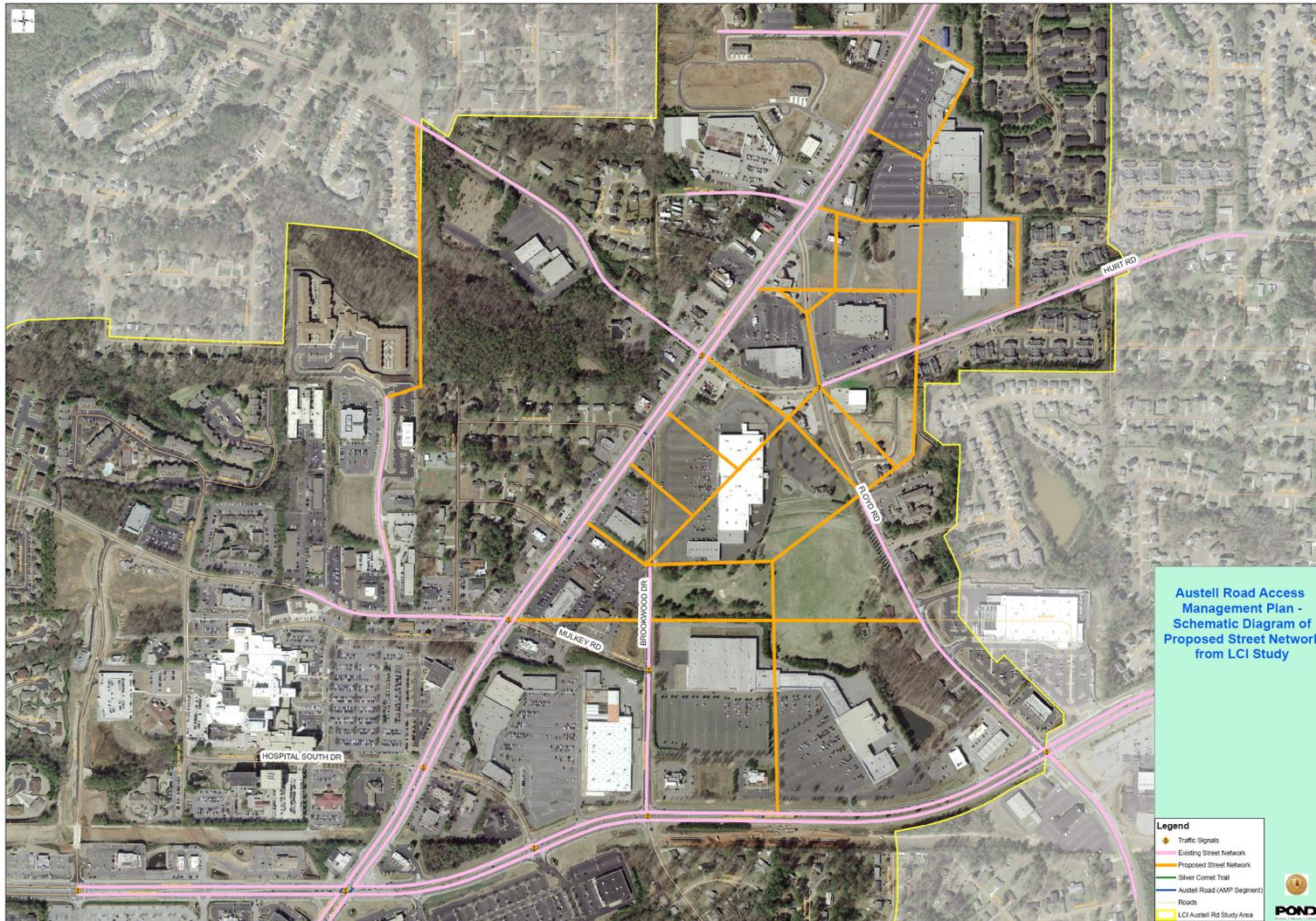
- Has potential to require all site plans to include a Multi-modal Access Plan
- Can enhance catalyst site that serves either as the focal point or the gateway for the ROD
- The site can be developed with interconnecting streets and sidewalks designed on a grid not larger than 600 feet on a side
- The development can be required to prepare a traffic study

Traffic Congestion



- Austell Road generally has enough traffic capacity to handle current traffic volumes
- Traffic congestion is primarily caused by delays at intersections
- Based on Austell Road Corridor LCI Study, three intersections had a failing Level of Service (LOS) in 2007
 - East-West Connector
 - Hurt Road
 - Milford Church Road
- Projects are planned to improve traffic congestion at all three intersections

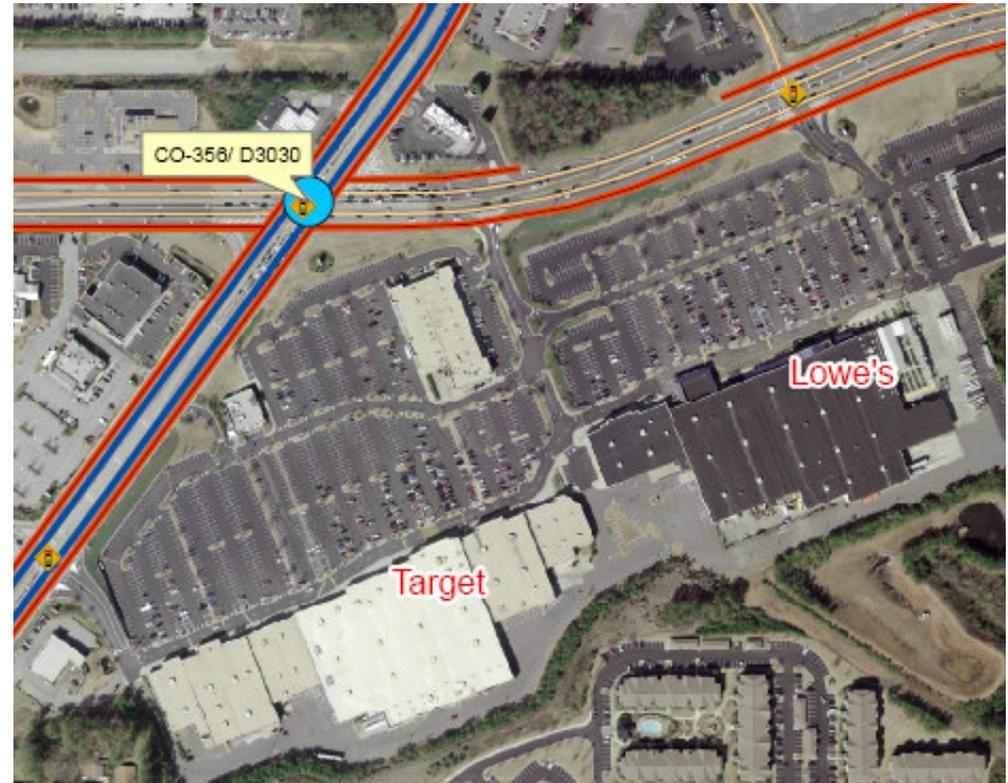
Proposed Grid System



Interparcel Access



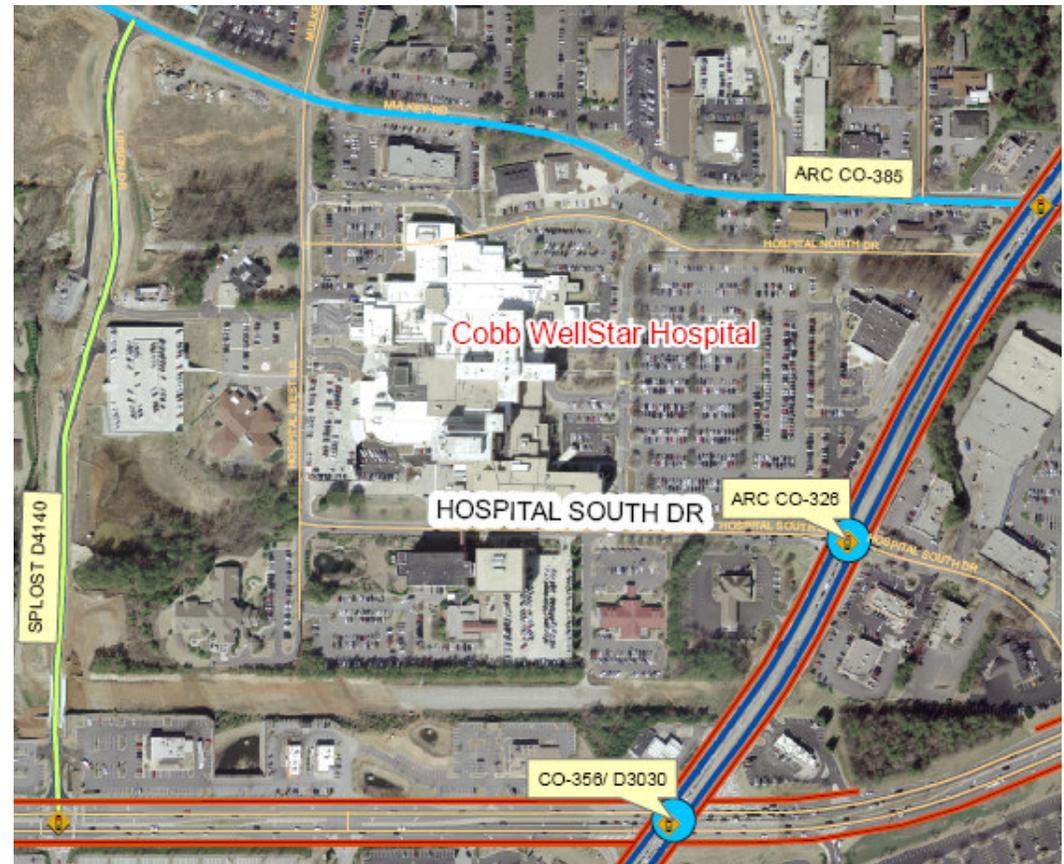
- Identify existing access points
- Locate opportunities for new roadways and new access points
 - Barriers include existing structures and elevation changes
- Examine zoning code to determine feasibility of interparcel access



Cobb Wellstar Hospital



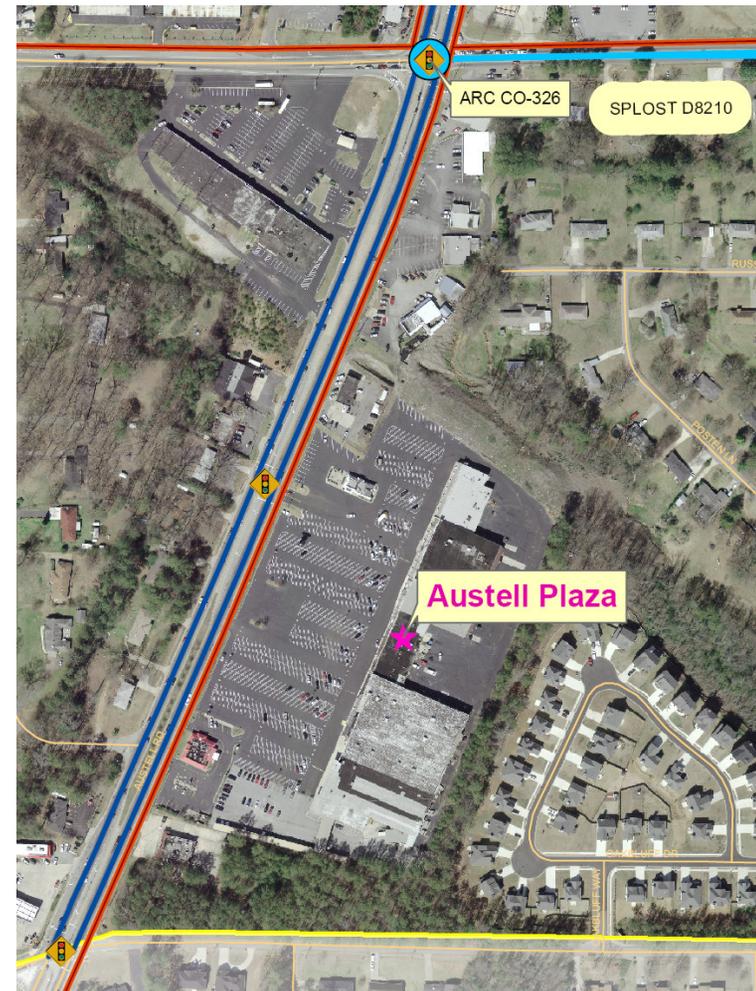
- Largest Employer in Study Area
- Mulkey Road Connector provides new access point
- Are other access improvements needed?
 - Roadway
 - Bicycle/pedestrian



Bike and Pedestrian Conditions



- Austell Road from East West Connector to Callaway Road has sidewalks on both sides of the roadway
- Some sidewalk segments between Pair Road and Callaway Road are in disrepair and are less than the required five-foot wide standard.
- Austell Road south of the East West Connector has segments that only have sidewalk on one side of the roadway.



Bike and Pedestrian Conditions



- The East West Connector generally has sidewalks near Austell Road, but gaps in the sidewalks exist
- Other major roadways typically have sidewalks on at least one side of the road but some gaps without sidewalks do exist



Silver Comet Trail



- Austell Road Corridor LCI Study recommends connection to trail from Austell Road
- Cobb County Comprehensive Transportation Plan includes project M4 to build connection to trail
- No further analysis necessary
 - Need for improved lighting at Austell Road bridge over Silver Comet Trail

Transit Service



- Transit Serving the Study Area
 - Cobb Community Transit (CCT) Route 30 and Route 70
 - Georgia Regional Transportation Agency (GRTA) Xpress Route 475
- CCT provides local bus service, GRTA operates express route to Downtown Atlanta
 - GRTA Park and Ride lot at Highest Praise Church (Floyd Road at Hurt Road)
- Concern regarding local bus stop locations



Signage



Existing Sign on
Austell Road



From the MUTCD
(Manual on Uniform
Traffic Control Devices)



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Questions?

Updates will be available on the project website at
<http://www.cobbdot.org/AustellRoadLCI/index.htm>