



# Austell Road Access Management Plan

**Public Meeting**  
**April 16, 2009**

Laraine Vance: Cobb DOT Project Manager  
Brian Bolick: Pond & Company, Vice President

# Access Management

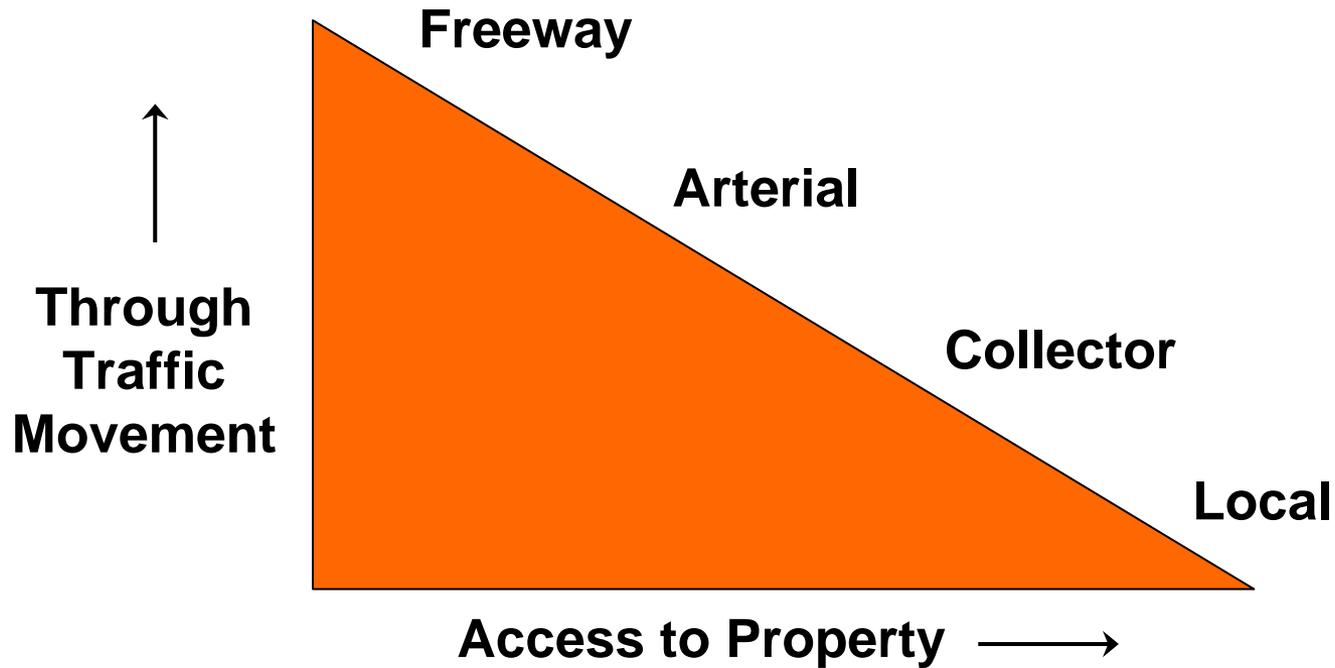


What is Access Management?

- *“The systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway...”*

*Source: Access Management Manual – Transportation Research Board*

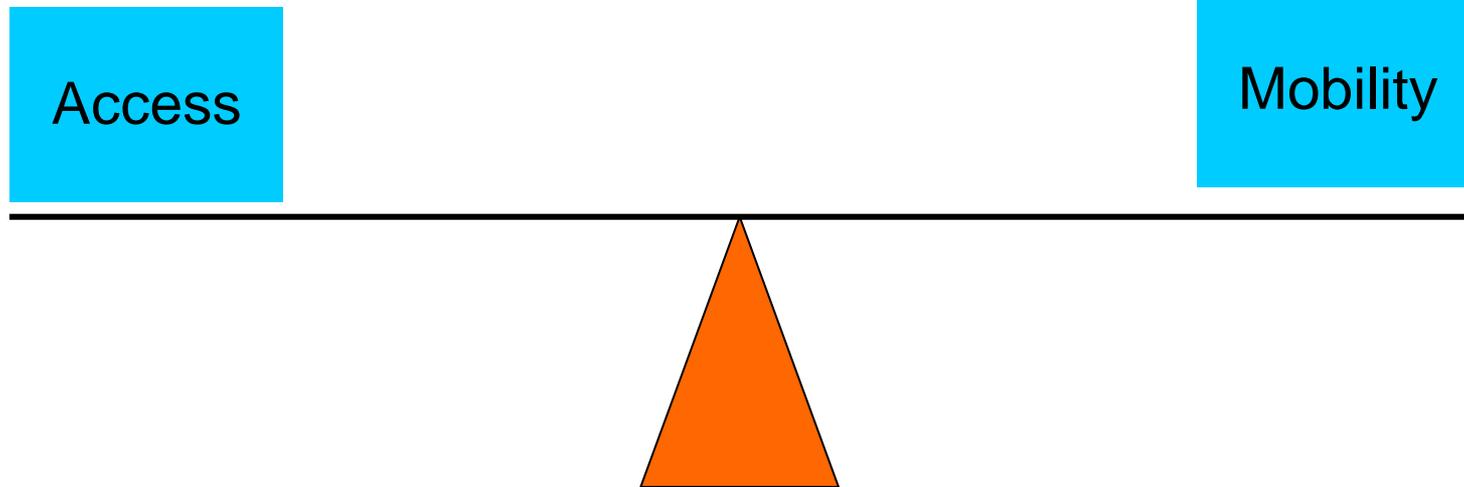
# What is Access Management?



# What is Access Management?



- More access = less mobility
- Less access = more mobility



# Capacity is Higher in Better Managed Roads



**LOW  
ACCESS  
MANAGEMENT**



23,592

**HIGH  
ACCESS  
MANAGEMENT**

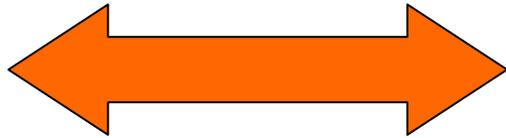


33,500

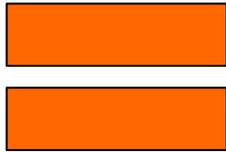
Maximum Daily Traffic at Level of Service "D" on 4-Lane Road

\* Source: FDOT and 1985 Highway Capacity Manual

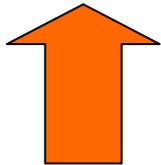
# With Good Access Management



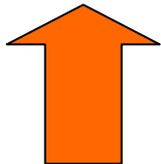
Market reach



Business sales



Land value and use



Aesthetics

# With Good Access Management



Increase in Average Speed	Increase in Market Area
0	NA
+10%	+23%
+20%	+56%
+30%	+122%

# How is Access Management Accomplished?



- State and local policies, directives and guidelines
- Enforceable regulations, codes and guidelines
- Acquisition of access rights
- Land development regulations
- Development review and impact assessments
- Good geometric design criteria
- Understanding of access implications by business and property owners

# Public Involvement



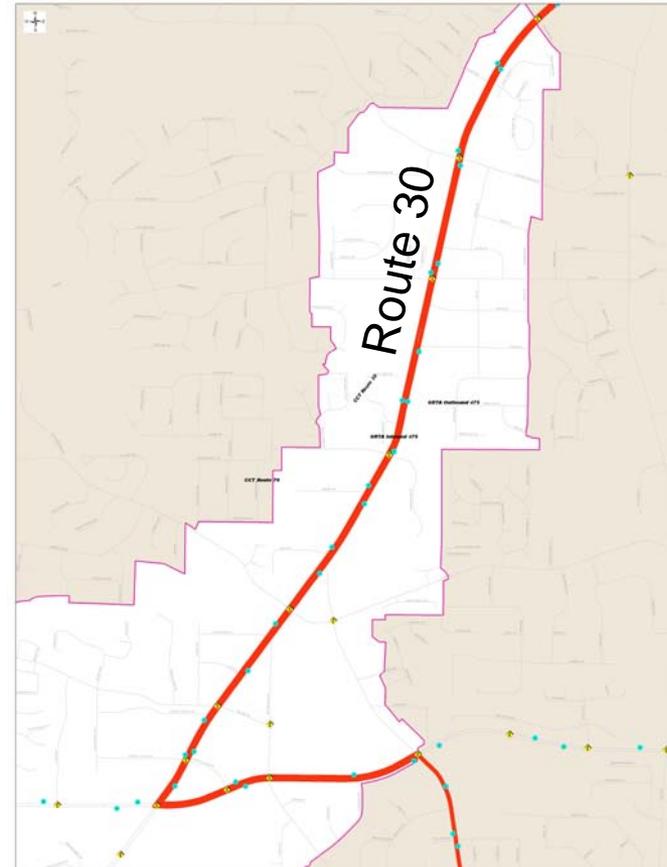
## Comments from first public meeting:

- Comments have been forwarded to Cobb DOT
- Many comments focused on specific problem areas, including the following intersections:
  - Brookwood Drive
  - Floyd Road
  - Marketfair Shopping Center
  - Amy Lane
- Silver Comet Trail
  - Concern that connection from Austell Road will disrupt traffic
  - Interest in new trail connecting to Traymore Park
- Concerns related to the transit system

# Enhanced Service – Route 30



Service enhancements will consist of additional weekday morning and evening trips and reduced headways on weekday trips for CCT Route 30.



# Our Approach to the Study

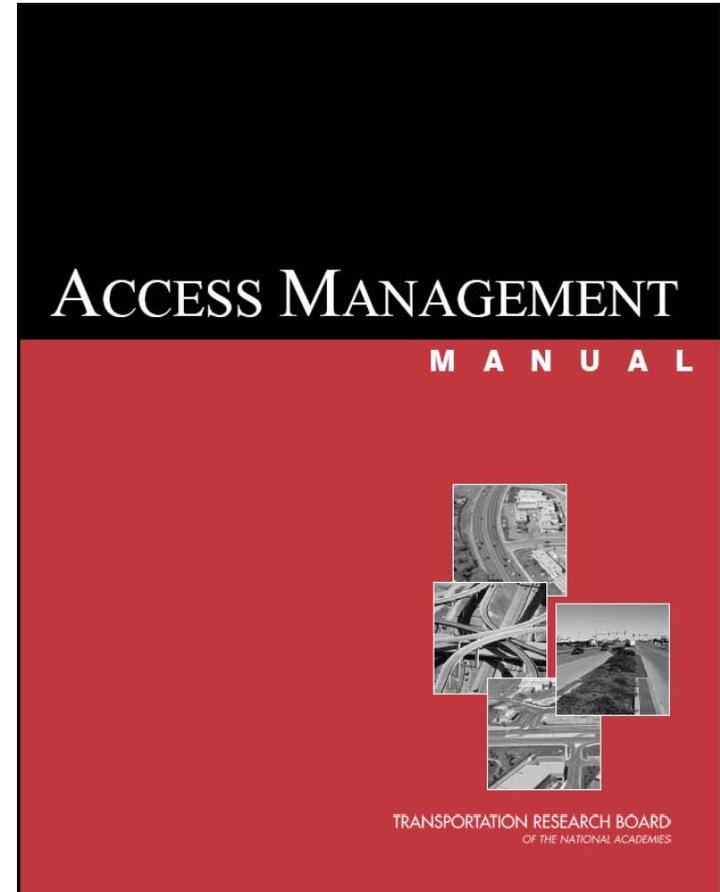


- For the entire corridor, we will create an access management plan based on nationally recognized planning principles
- For the central part of the corridor, we are going to apply these principles and conduct traffic analyses to arrive at specific engineering level solutions

# Access Management Standards



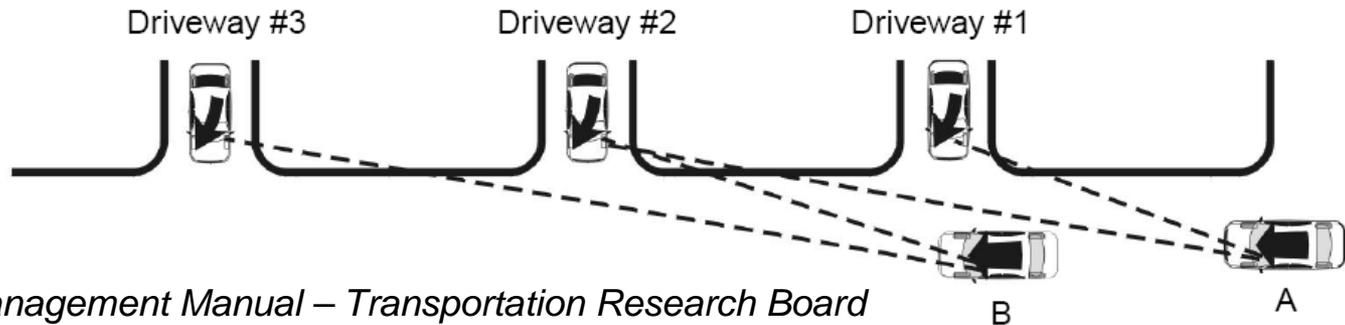
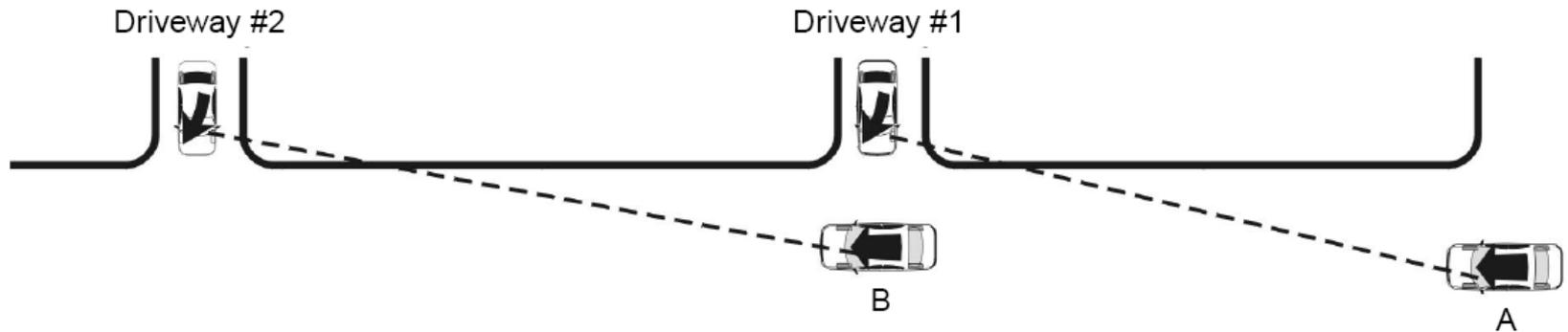
- Standards for minimum access spacing on a minor arterial such as Austell Road:
  - 1320 ft full median opening
  - 350 ft right in/right out only
  - 660 ft directional median opening



# Driveway Spacing



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



Source: Access Management Manual – Transportation Research Board

# Austell Road Corridor Findings



Start Point	End Point	Approx. Length (ft.)	Number of Driveways Northbound	Average Driveway Distance (ft) Northbound	Number of Driveways Southbound	Average Driveway Distance (ft) Southbound
Milford Church Rd	Byers Dr	1,393	12	116.08	3	464.33
Byers Dr	Pair Rd	521	3	173.67	0	
Amelia Dr	Lanier Dr	674	2	337.00	5	134.80
Lanier Dr	Amy Ln	1,757	6	292.83	1	1757.00
Mimosa Dr	Reed Dr	1,125	4	281.25	2	562.50
Floyd Rd	Hurt Rd	882	6	147.00	7	126.00
Hurt Rd	Blue Ridge Dr	556	3	185.33	5	111.20
Blue Ridge Dr	Story Pl	738	4	184.50	7	105.43
Story Pl	Mulkey Rd	581	2	290.50	3	193.67
Anderson Mill Rd	Elmwood Dr	1,028	5	205.60	4	257.00
Elmwood Dr	Fairview Dr	478	5	95.60	3	159.33
Fairview Dr	Drennon Av	405	4	101.25	1	405.00
McDufie Rd	Seayes Rd	896	3	298.67	4	224.00
Stallion Pkwy	Evergreen Dr	825	3	275.00	4	206.25
South Cobb School Rd	Clay Rd	512	2	256.00	3	170.67
Clay Rd	Doby Ln	1,600	9	177.78	13	123.08
Doby Ln	Leila St	480	2	240.00	2	240.00

# Example of Poor Driveway Spacing



# Example of Poor Driveway Spacing



# Example of Good Driveway Spacing



# Crash Analysis



- 3 Years of Crash Data, February 2006 – January 2009
- Field review of corridor



# Crash Analysis



Crash Type	Number of Crashes
Rear On	720
Right Angle	153
Sideswipe	149
Left Turn	117
Fixed Object	51
Other	37
Head On	2
Total Crashes	1229

# Crash Data Standard



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

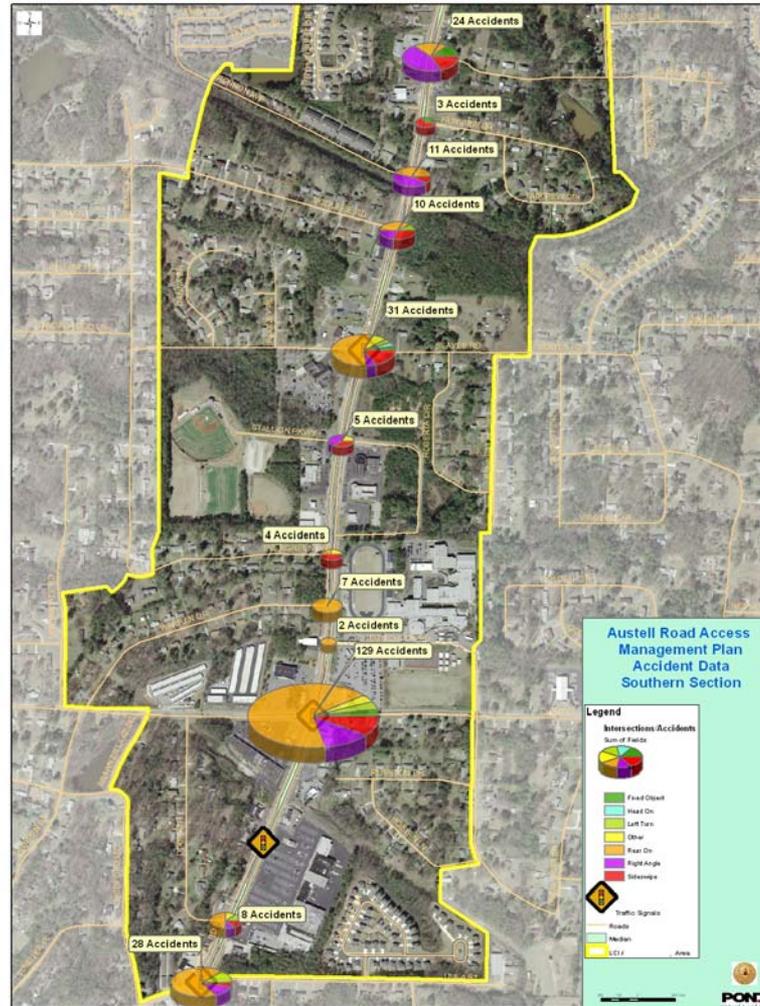
# Crash Data Standard



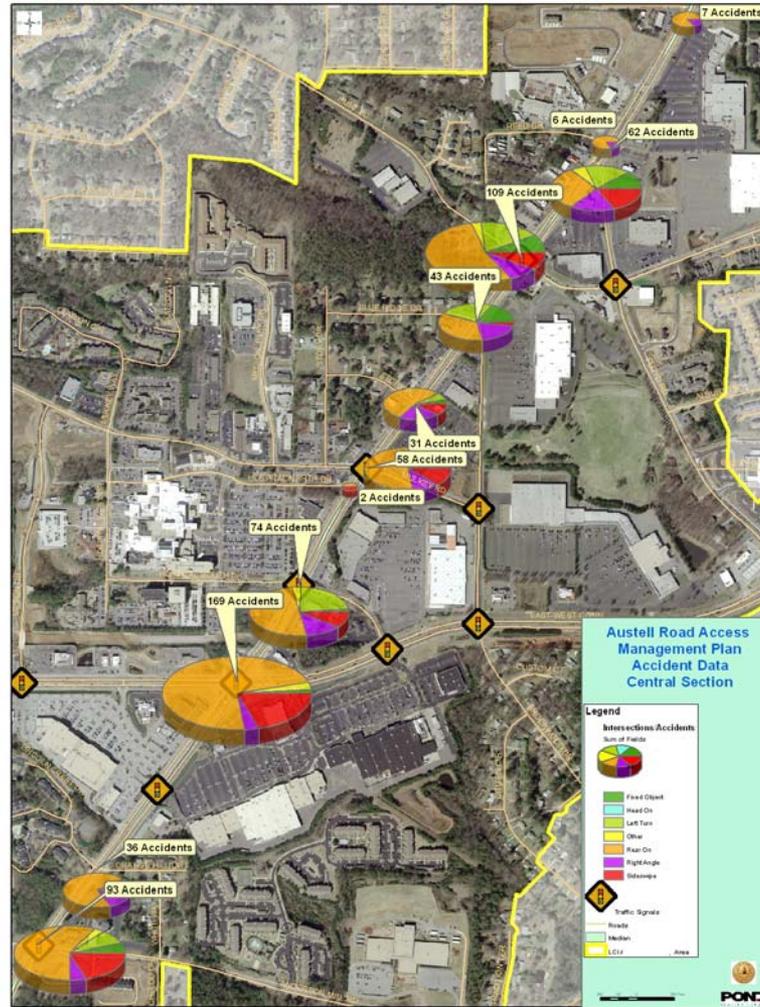
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- State of Georgia crash rate for all urban minor arterials: 5.13 Crashes/MVM
- Cobb County crash rate for all roadways: 4.12 Crashes/MVM

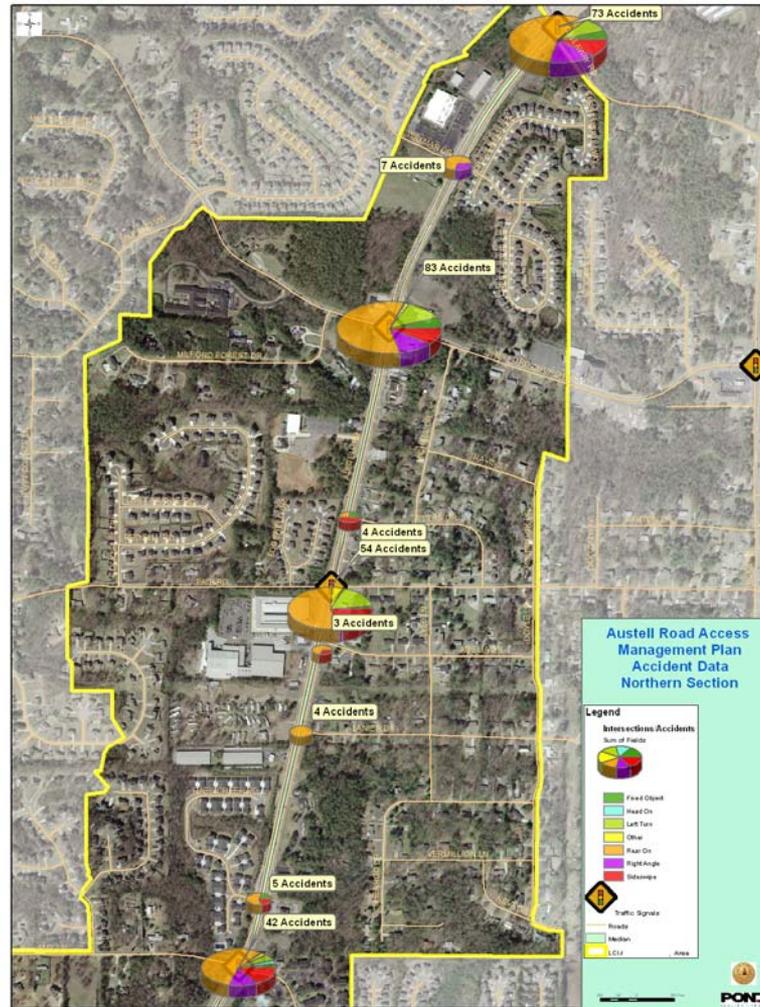
# Crash Analysis – Southern Section



# Crash Analysis – Central Section



# Crash Analysis – Northern Section



# Crash Analysis



Total Crashes By Intersection, 3-Year Time Period

Cross Street	Number of Crashes	Traffic Signal	Median Opening
East-West Connector	169	Yes	Yes
Clay Road	129	Yes	Yes
<b>Hurt Road</b>	109	Yes	Yes
Anderson Mill Road	93	Yes	Yes
Milford Church Road	83	Yes	Yes
Hospital South Drive	74	Yes	Yes
Callaway Road/E Callaway Road	73	Yes	Yes
<b>Floyd Road</b>	62	<b>No</b>	Yes
<b>Mulkey Road</b>	58	Yes	Yes
Pair Road	54	Yes	Yes
<b>Brookwood Drive/Blue Ridge Drive</b>	43	<b>No</b>	Yes
<b>Amy Lane/Station Club Drive</b>	42	Yes	Yes
Orange Hill Drive/Lincoln Crest Drive	36	No	No
<b>Story Place</b>	31	<b>No</b>	Yes
Seayes Road	31	Yes	Yes

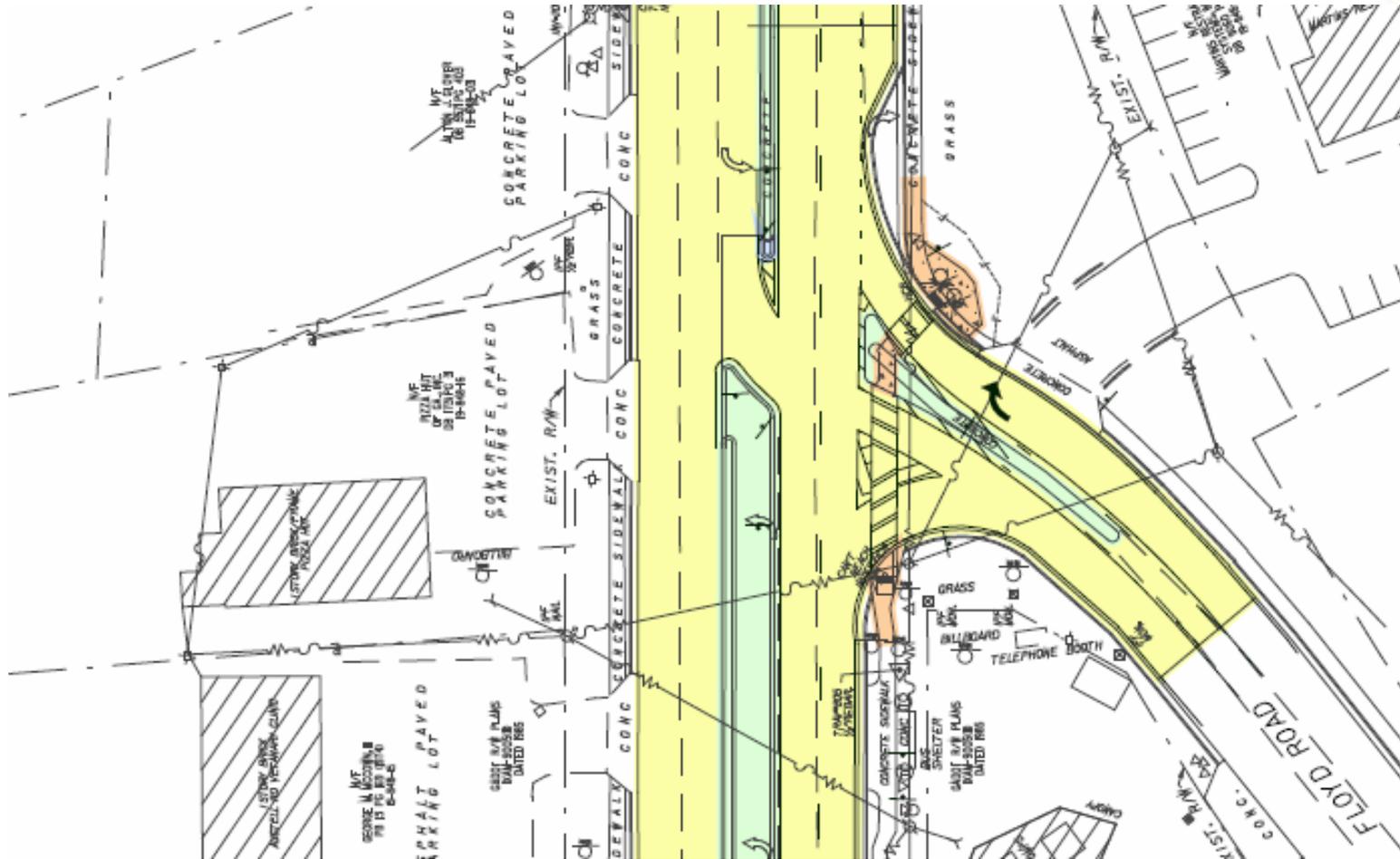
# Traffic Analysis



## Previously Planned Projects

- East-West Connector Intersection
  - Projected Completion Date: End of 2009
- Multiple Intersections
  - Clay Road
  - Hurt Road
  - Floyd Road
  - Milford Church Road
  - Projected Completion Date: March 2010
- Callaway Road Intersection
  - Projected Completion Date: May 2011

# Traffic Analysis



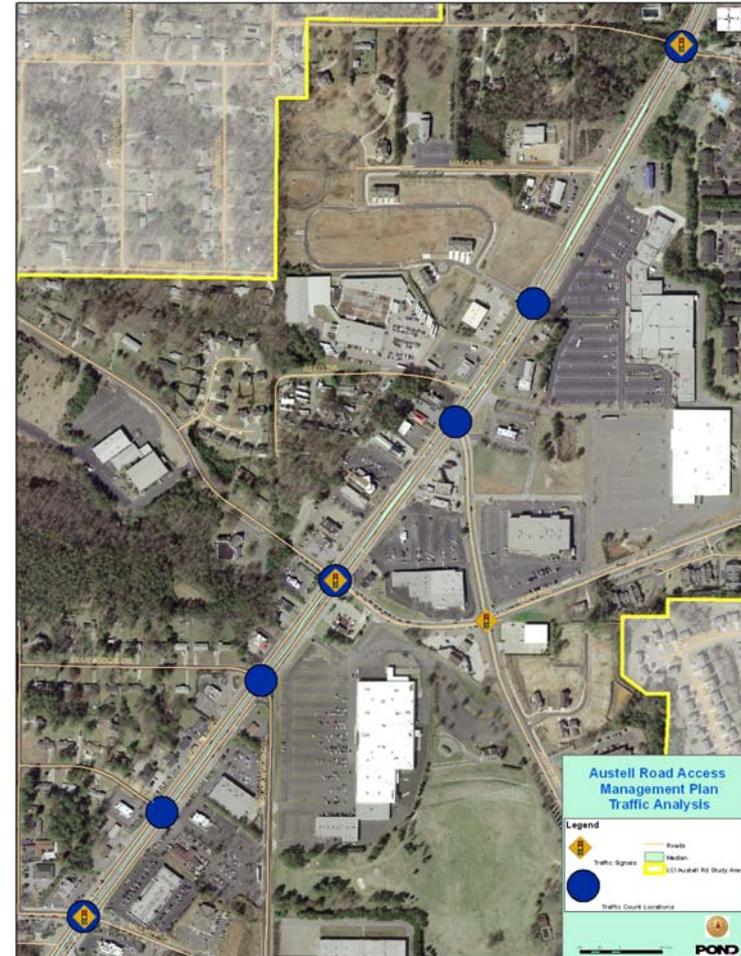
Austell Road at Floyd Road

# Traffic Analysis



## AM and PM peak hour analysis at 7 intersections along Austell Road

- Mulkey Road (Signalized)
- Story Place
- Blue Ridge Drive/Brookwood Drive
- Hurt Road (Signalized)
- Floyd Road
- Cobb Market Fair Driveway
- Amy Lane (Signalized)



# Traffic Analysis



## Purpose

- Determine feasibility of closing or partially closing median openings
  - Improves traffic flow
  - Improves safety
- Identify impact to adjacent intersections
  - Increase in left turn volumes
  - Increase in U-turn volumes

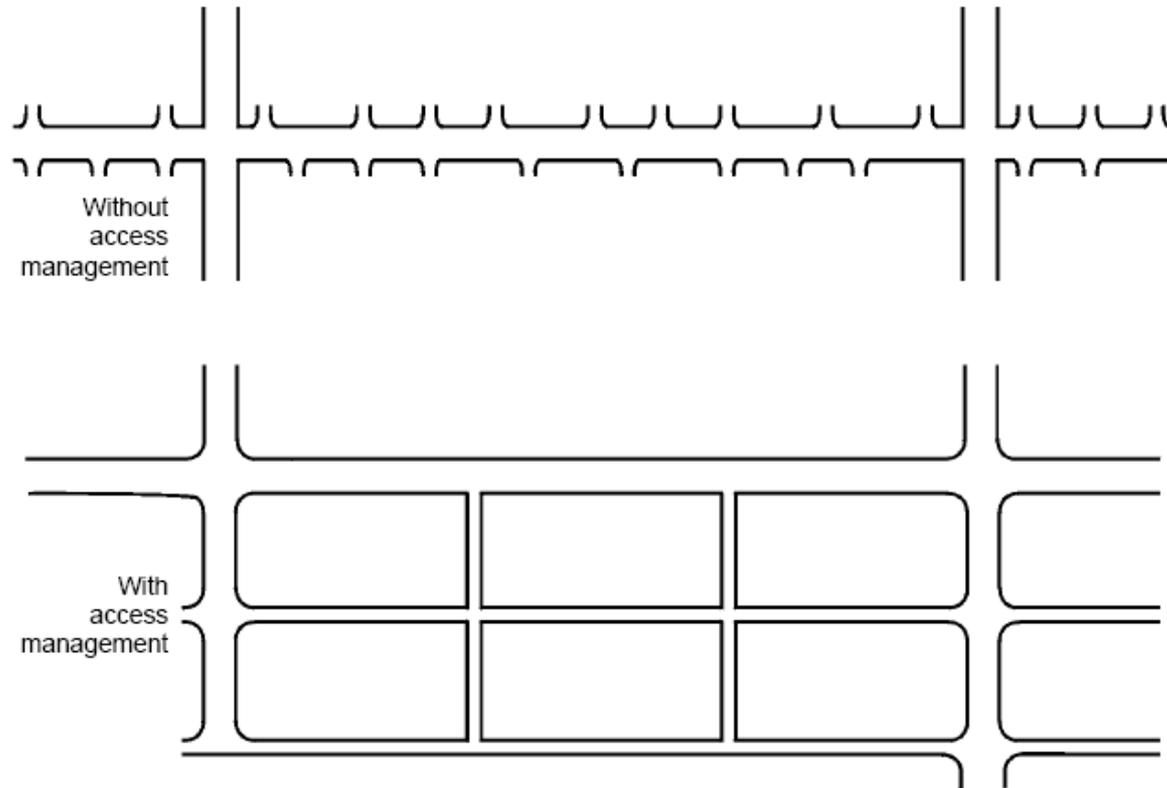
# Access Management Techniques



- Zoning changes to reduce curb cuts in **future** development
- Close some existing driveways
- Close or partially close some median openings
- Add new roadways to provide alternate routes



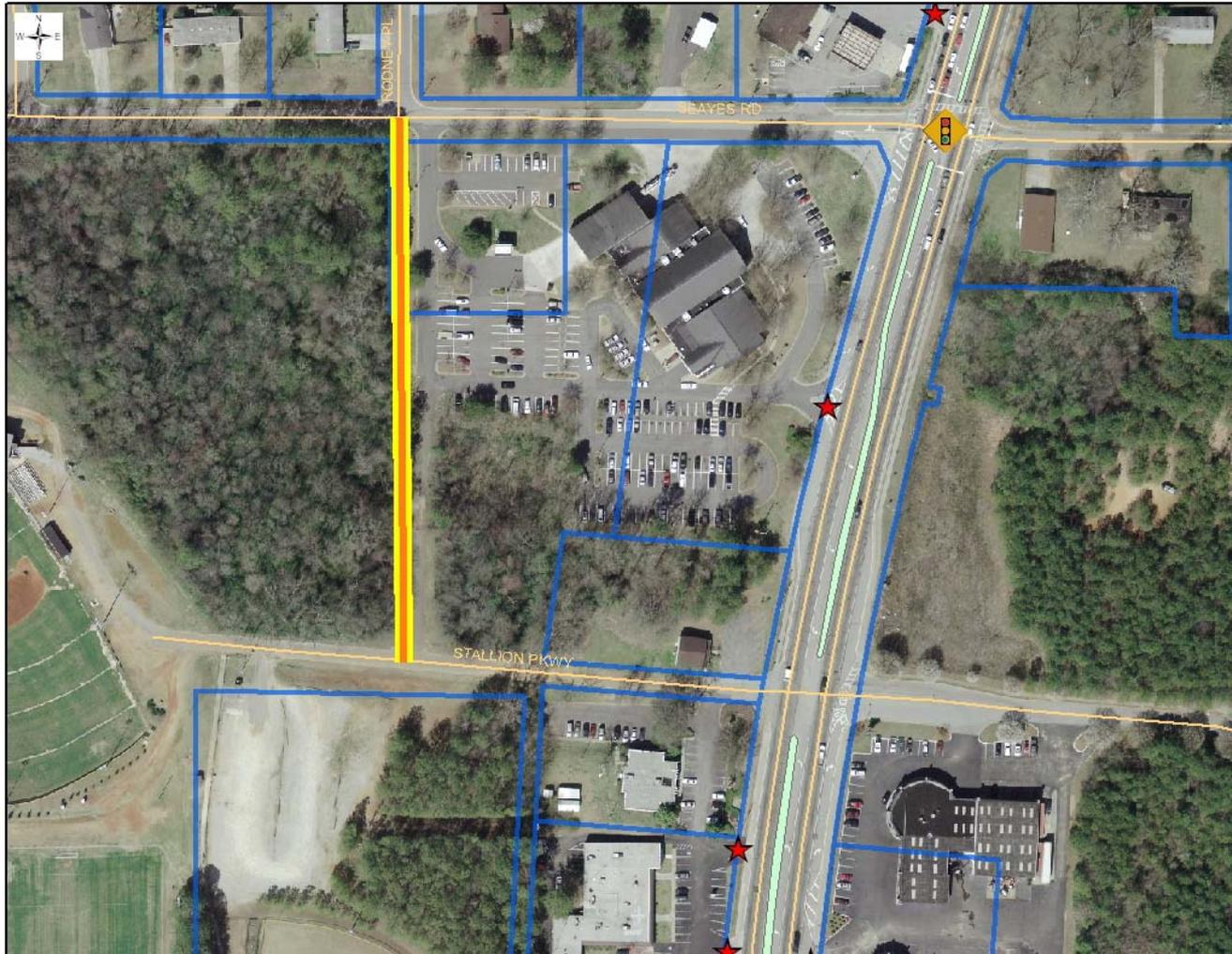
# Supporting Street Network



**FIGURE 1-7** Supporting street systems provide alternative access and support multimodal needs.

*Source: Access Management Manual – Transportation Research Board*

# Example 1: Potential Network Connection

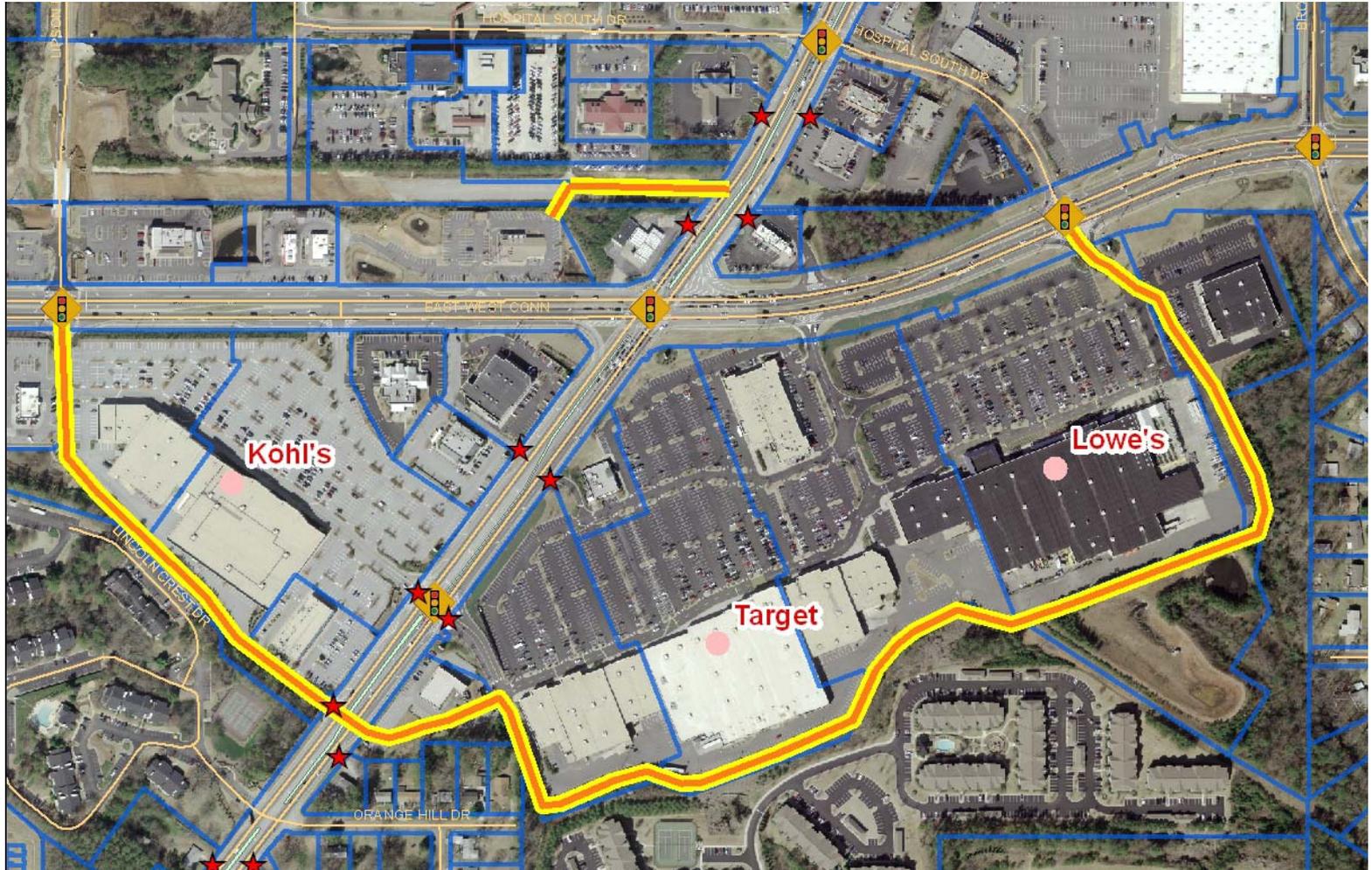


Stallion Rd  
Area

# Example 2: Potential Network Connection



EW Conn.  
Area



# Example 2: Potential Network Connection



Target/Party City Shopping Center

# Example 3: Potential Network Connection



Hurt Rd  
Area



# Example 3: Potential Network Connection



Reed Drive, west of Austell Road



# Questions/Comments?

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