



Cobb County...Expect the Best!



Community Workshop

January 25-27, 2007





Austell Road Corridor LCI

Austell Road LCI

Breakout Session 3B

Alternative Transportation Modes



Austell Road Corridor LCI

Alternative Transportation Modes

- Transit
 - Existing Route and Bus Stops
 - Ridership Characteristics
- Pedestrian Travel
 - Sidewalk Inventory
 - Crosswalks
 - Gaps in Sidewalks
- Bicycle Travel
 - Bicycle Destinations (Schools, Parks, Employment, etc.)
 - Potential Enhancements



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Transit Characteristics

- Corridor is currently served by CCT Route 30 along Austell Road and East-West Connector
- No service along Austell Road south of East-West Connector
- Ridership characteristics
 - 2006 Ridership Totals = 777,392 (64,783/mo.)
 - 17.3 % Increase Over 2005 Ridership Totals
- Planned GRTA Park and Ride Lots
 - Austell Road / East-West Connector (+/- 300 spaces)
 - Austell Road/ Callaway Road (+/- 230 spaces)

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Transit Characteristics

- Park and Ride Lots-
Austell Rd. Corridor

– GRTA Alternative 1 →



– GRTA Alternative 2 →





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Pedestrian Travel

- Sidewalks are important component to the transportation network because they provide access to businesses and transit services along Austell Road and promote more active lifestyles
- Sidewalks located along both sides of most of Austell Road and East-West Connector
- Other notable characteristics:
 - Large sidewalk gap along east side of Austell Road from Anderson Mill Road to South Cobb High School (which crosses the Silver Comet Trail)
 - Poor pedestrian connectivity to Silver Comet Trail
 - General lack of sidewalks within surrounding residential development
 - Better pedestrian connections needed to auto-oriented development along Austell Road and East-West Connector



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Bicycle Travel

- There are no bicycle facilities within the Corridor other than Silver Comet Trail
- Potential bicycling destinations include:
 - South Cobb High School
 - WellStar Cobb Hospital
 - Retail uses along Austell Road
 - Access to Silver Comet Trail
 - Transit stops
- Potential Enhancements include:
 - Dedicated bike lanes
 - Widened shoulders
 - New multi-use trails
- Lack of roadway connectivity between adjacent subdivisions along Austell Road is an obstacle to bicycle travel throughout the Corridor.

Bicycle and Pedestrian Travel-Crashes

- Austell Road Corridor (2002-2005)
 - Obtained from GDOT Crash Database
 - All but one bicycle accident occurred north of East-West Connector
 - High concentration of bicycle and pedestrian accidents on segment of Austell Road from East-West Connector to S. of Mimosa Drive
 - Number of crashes indicates demand for bicycle and pedestrian travel

The title slide features a blue background with a faint aerial map of a road corridor. In the top-left corner, there is a small collage of four images: a street view, a green field, a building, and a person walking. The main title "Austell Road Corridor LCI" is centered in a large, white, sans-serif font.

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List of Displays

- Transit Characteristics (Route, Stops, and Park and Ride Lots)
- Bicycle and Pedestrian Characteristics
- Pedestrian and Bicycle Accident Locations



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Break Out Session

- Tell us your experience and areas of greatest concern with regard to alternative mode travel in the Austell Road Corridor.
 - What additional/expansion of CCT services are needed?
 - What areas are of concern to bicyclists and/or pedestrians?
 - Where are sidewalks needed most?
 - What types of bicycle facilities would you recommend within the Corridor and where?



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Questions?

