

Welcome



**South Fulton Parkway
Access Management Study**
Public Open House



Access Management is:

The systematic control of the location, spacing, design and operation of driveways, median openings, interchanges and street connections to a roadway. The purpose of access management is to provide access to land development, while preserving the flow of traffic on the adjacent roadway system in terms of safety, capacity and speed.

Benefits of Access Management:

- Improve Roadway Safety
- Preserve Roadway Capacity
- Support Land Development
- Prolong Roadway Life
- Maintain Roadway Travel Speed
- Reduce Travel Delay
- Reduce Fuel Consumption



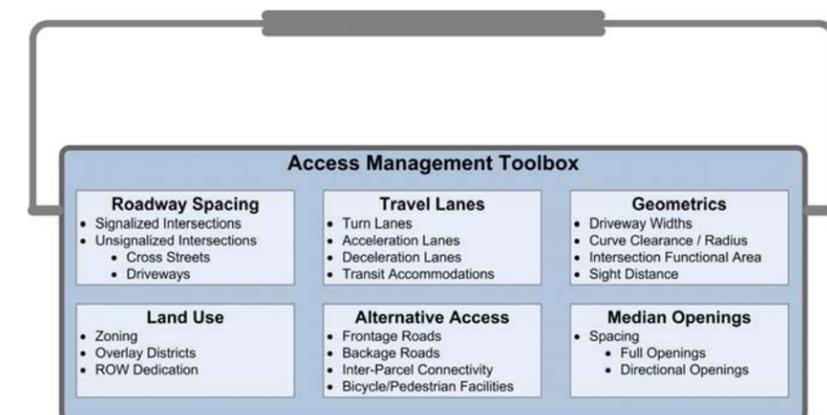
Types of Access Management

- **Medians** - Allow for separation of traffic and provides shelter for vehicles making left turns from or to a street.
- **Auxiliary Lanes** - Left-turn and right-turn deceleration lanes separates turning vehicles from the through traffic stream. Acceleration lanes minimize speed differentials between through vehicles and entering vehicles.
- **Roadway Location and Design** - Affects the ability of a driver to safely and easily enter and exit a facility. Reasonable spacing between roadways is important to the safety and capacity of the Parkway.
- **Corner Clearance** - The distance from an intersection to the nearest access connection. Preserves traffic operations at intersections.
- **Frontage / Backage Roads** - Provide local access from a secondary road and eliminates the conflicts between high-speed traffic and traffic entering and exiting to the highway.

Principles of Access Management:

1. Provide a specialized roadway system by designing and managing roads according to their primary function.
2. Limit direct access to major roadways which serve higher volumes of through traffic and need more access control.
3. Promote intersection hierarchy by providing appropriate transition from one classification of roadway to another.
4. Locate signals to favor through movements by using long, uniform spacing of intersections and signals and ensuring the ability to coordinate signal timing.
5. Preserve the functional area of intersections and interchanges by acknowledging how drivers need to respond with deceleration, maneuvering into another lane, stopping and turning. Access connections too close to intersections cause serious traffic conflicts and impair functionality.
6. Limit the number of conflict points between vehicles; vehicle and pedestrians; vehicles and bicyclists to reduce mistakes and collisions.
7. Separate conflict areas gives drivers time to address one potential set of conflicts before facing another.
8. Remove turning vehicles from through-traffic lanes through the addition of turning lanes.
9. Use non-traversable medians to manage left-turn movements which promotes safety and minimizes left turns.
10. Provide a supporting street and circulation system to appropriately accommodate development.

Source: Transportation Research Board Access Management Manual



What is Access Management?

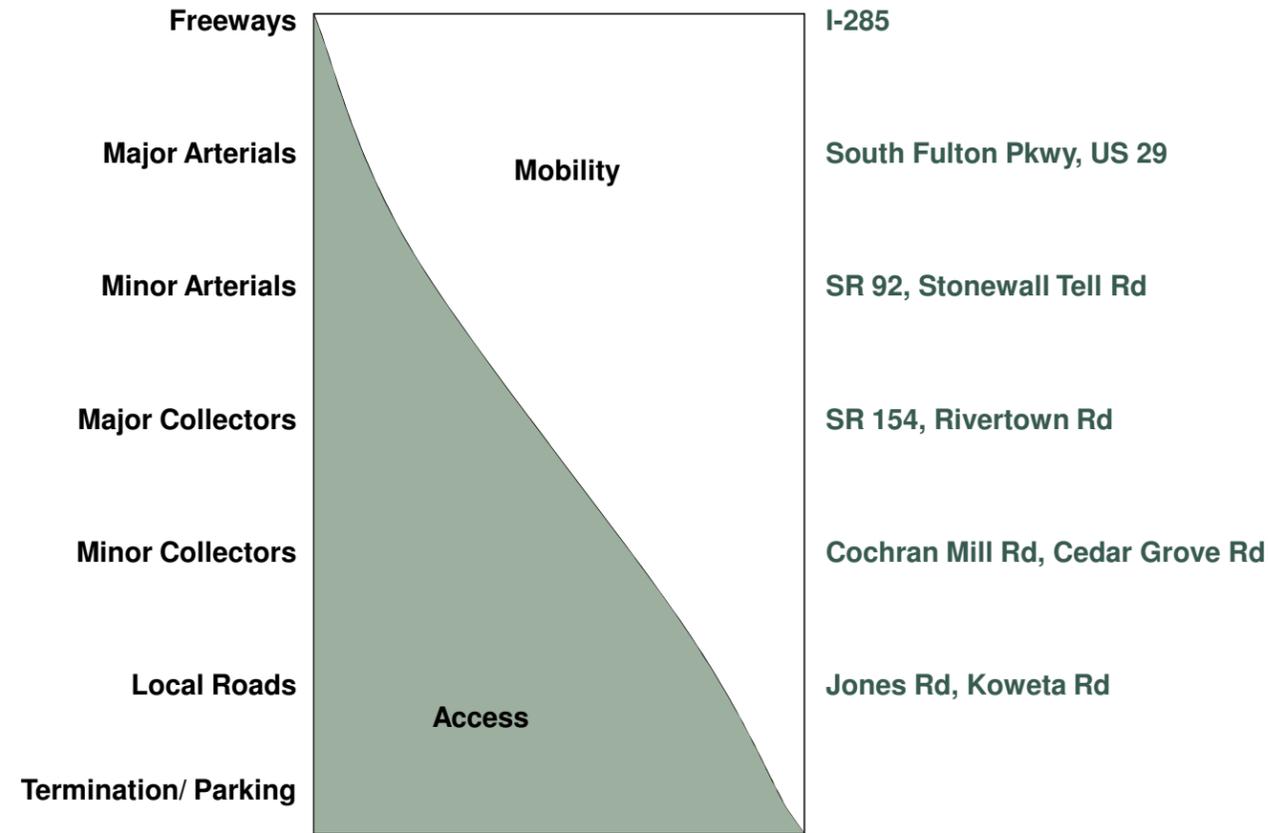
South Fulton Parkway Access Management Study



Balancing Access & Mobility

Roadways are designed to serve several functions. While some roadways are made to move a large amount of vehicles over a long distance, other roadways are designed to provide vehicles with access to developments.

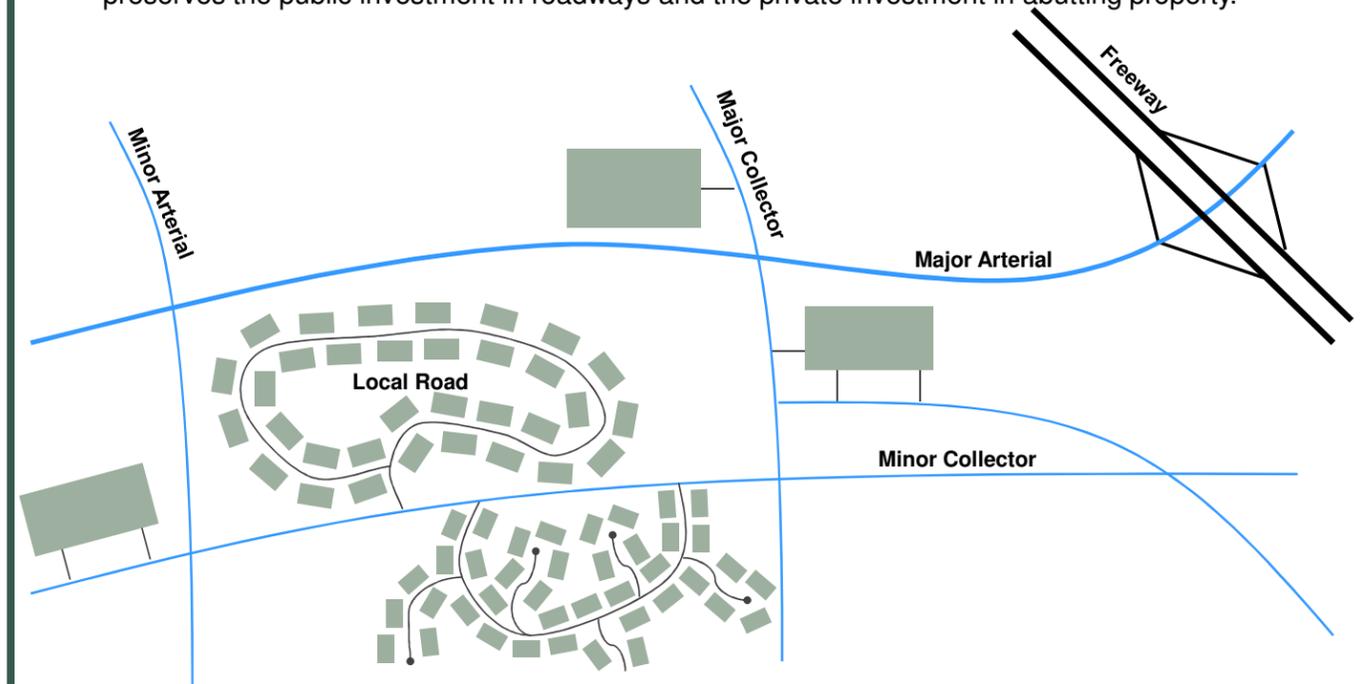
Functional Classification



- **Freeway** - Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
- **Arterial (Major and Minor)** - Provides the next highest level of service at moderate to high speeds, with some degree of access control. Arterials are typically classified as major arterial and minor arterial.
- **Collector (Major and Minor)** - Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Collectors are typically classified as major collector and minor collector.
- **Local Road** - Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

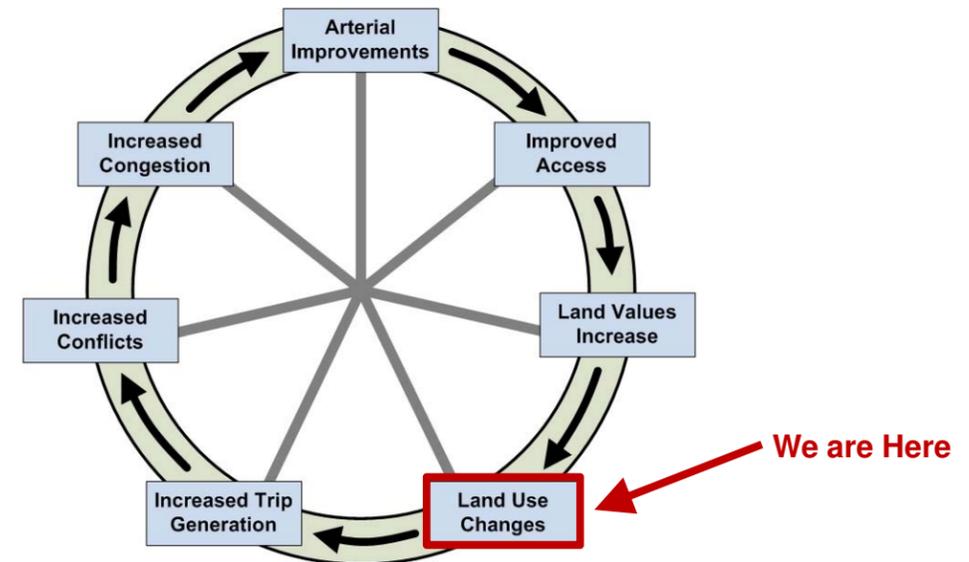
Functional Design (Hierarchy of Roadways)

Strategy to appropriately connect roadways based on their functional classification with regard to mobility and access. Establishing the hierarchy of roadways increases traffic safety and preserves the public investment in roadways and the private investment in abutting property.



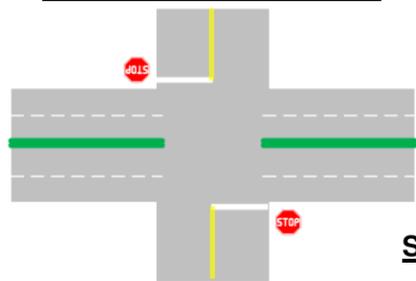
Corridor Life-Cycle

Suburbanizing corridors evolve over time - residential uses decline while commercial uses increase; commercial uses dependent on automobile pass-through traffic also decline over time but other commercial, not dependent on auto pass through, increase. The management of this corridor's life cycle is the key to sustainable growth and development and management of travel conditions.

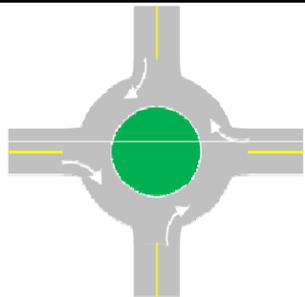


Intersection Control

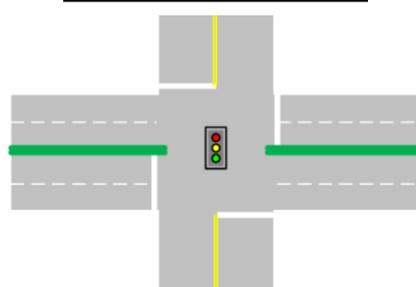
Unsignalized Intersection



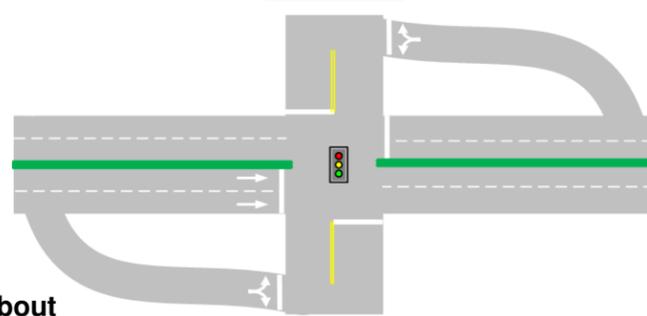
Single Lane Roundabout



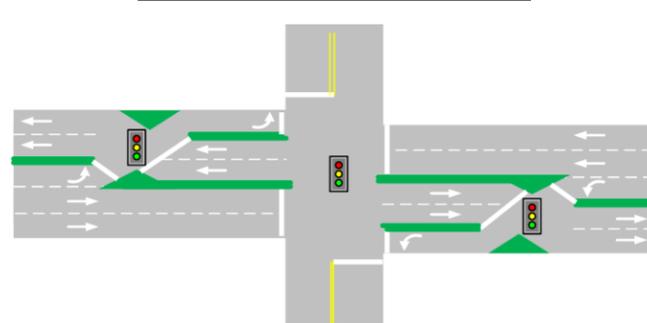
Signalized Intersection



Jughandle



Continuous Flow Intersection

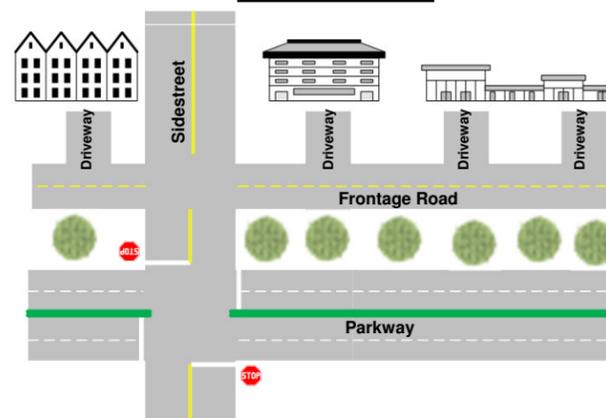


Connectivity

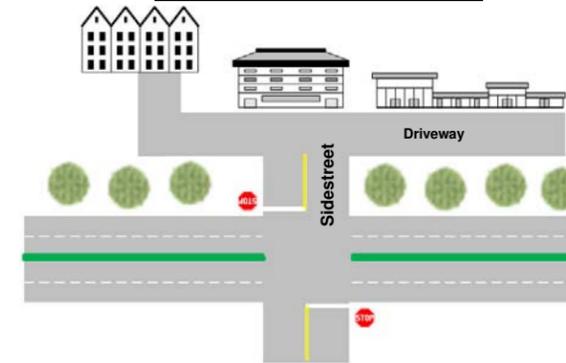
Rely on Parkway for Access



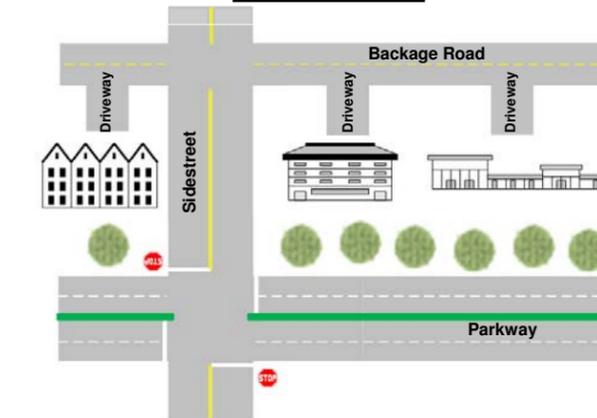
Frontage Road



Inter-Parcel Connectivity

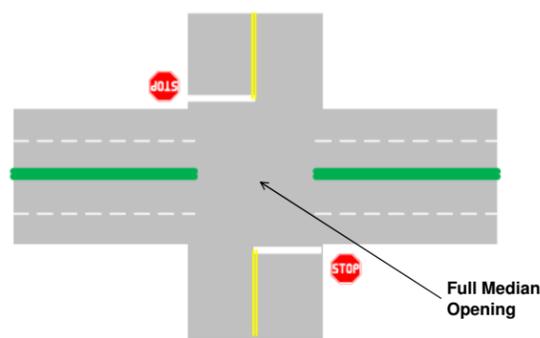


Backage Road

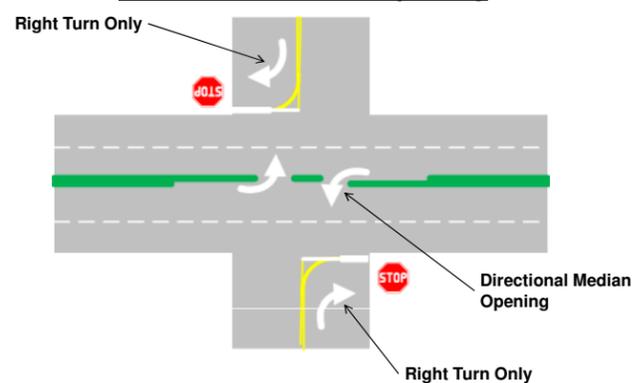


Median Openings

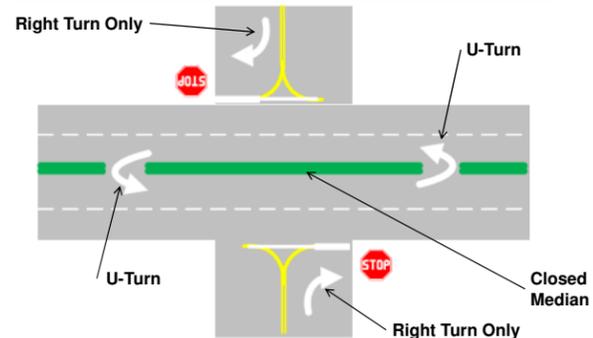
Full Median Opening



Directional Median Opening

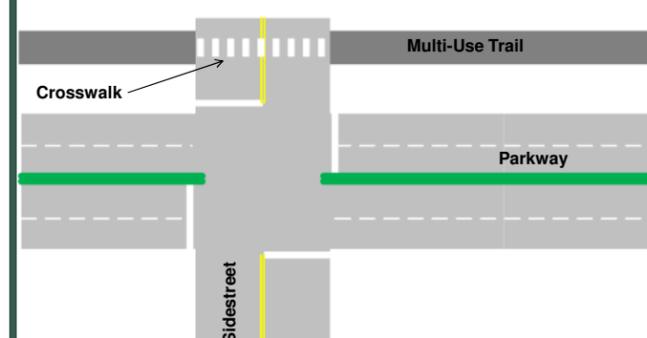


Closed Median w/ U-Turns (Indirect Left)

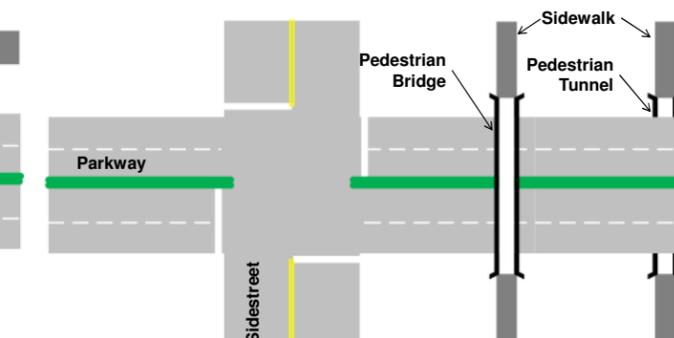


Multi-Modal Accommodations

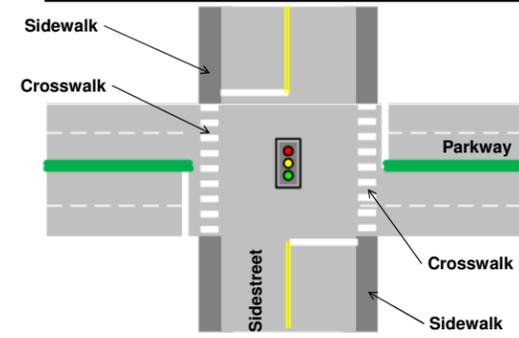
Bike/Ped Along Parkway



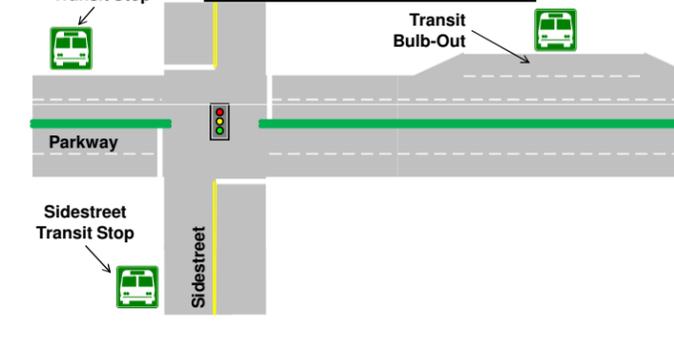
Bike/Ped Across Parkway (Grade Separated)



Bike/Ped Across Parkway (At-Grade)



Transit Accommodations



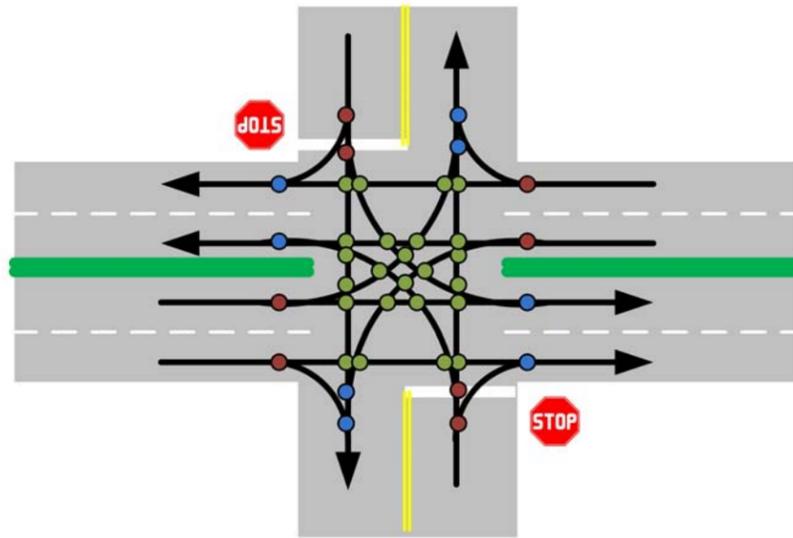
What is Access Management?

South Fulton Parkway Access Management Study

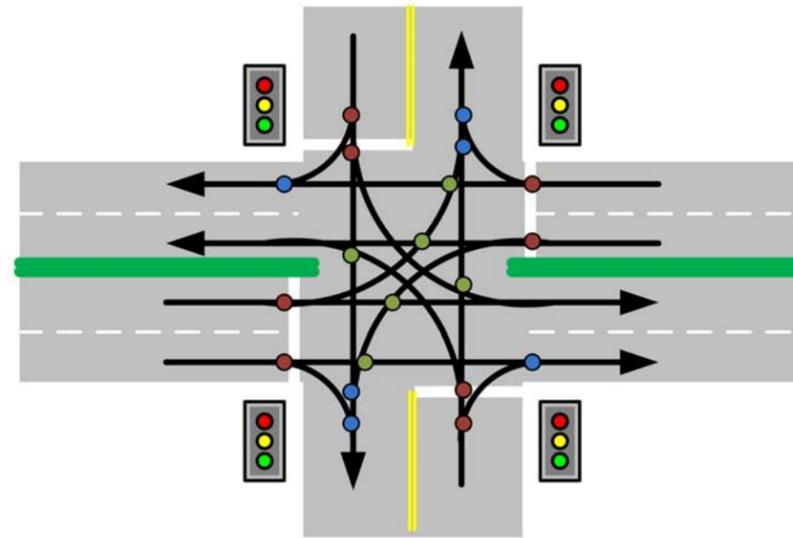


Conflict Points are:

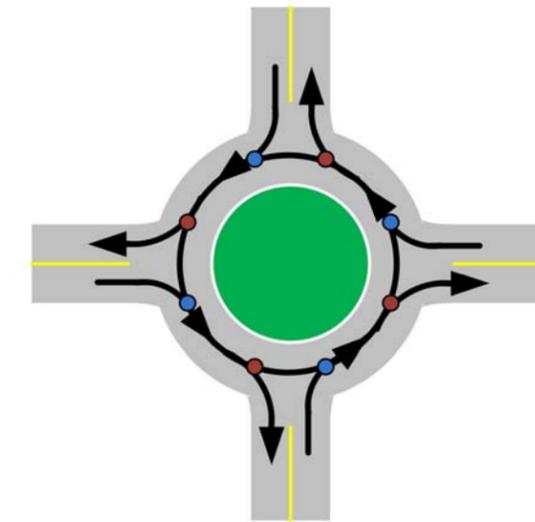
The intersection of two different vehicle paths. This can be an intersection of a crossing, diverging, or converging vehicle paths.



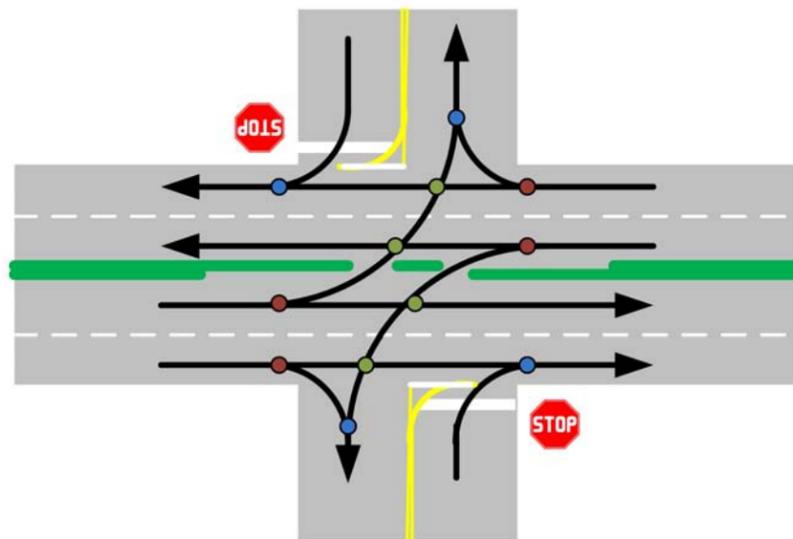
Unsignalized - 40 Conflicts
 ● Crossing (24)
 ● Diverging (8)
 ● Converging (8)



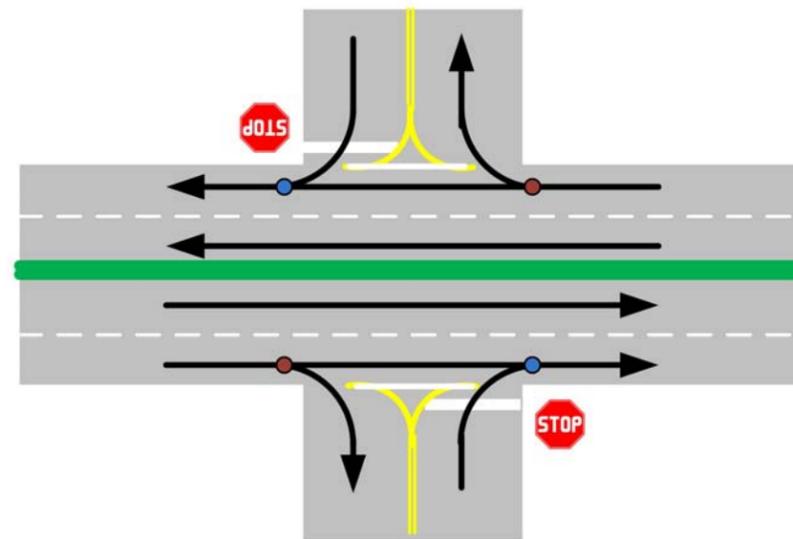
Signalized - 20 Conflicts
 ● Crossing (6)
 ● Diverging (8)
 ● Converging (6)



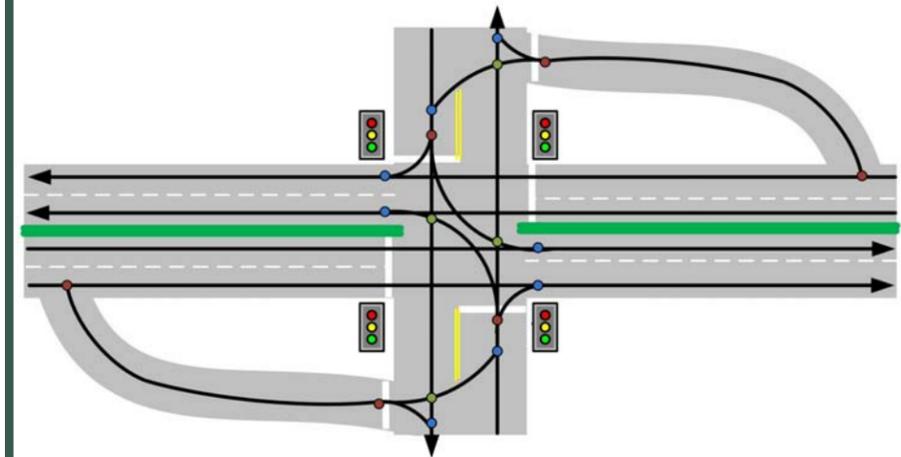
Single Lane Roundabout - 8 Conflicts
 ● Crossing (0)
 ● Diverging (4)
 ● Converging (4)



Directional Median Openings - 12 Conflicts
 ● Crossing (4)
 ● Diverging (4)
 ● Converging (4)



Closed Median - 4 Conflicts
 ● Crossing (0)
 ● Diverging (2)
 ● Converging (2)



Jughandle - 18 Conflicts
 ● Crossing (4)
 ● Diverging (6)
 ● Converging (8)



What is Access Management?

South Fulton Parkway Access Management Study



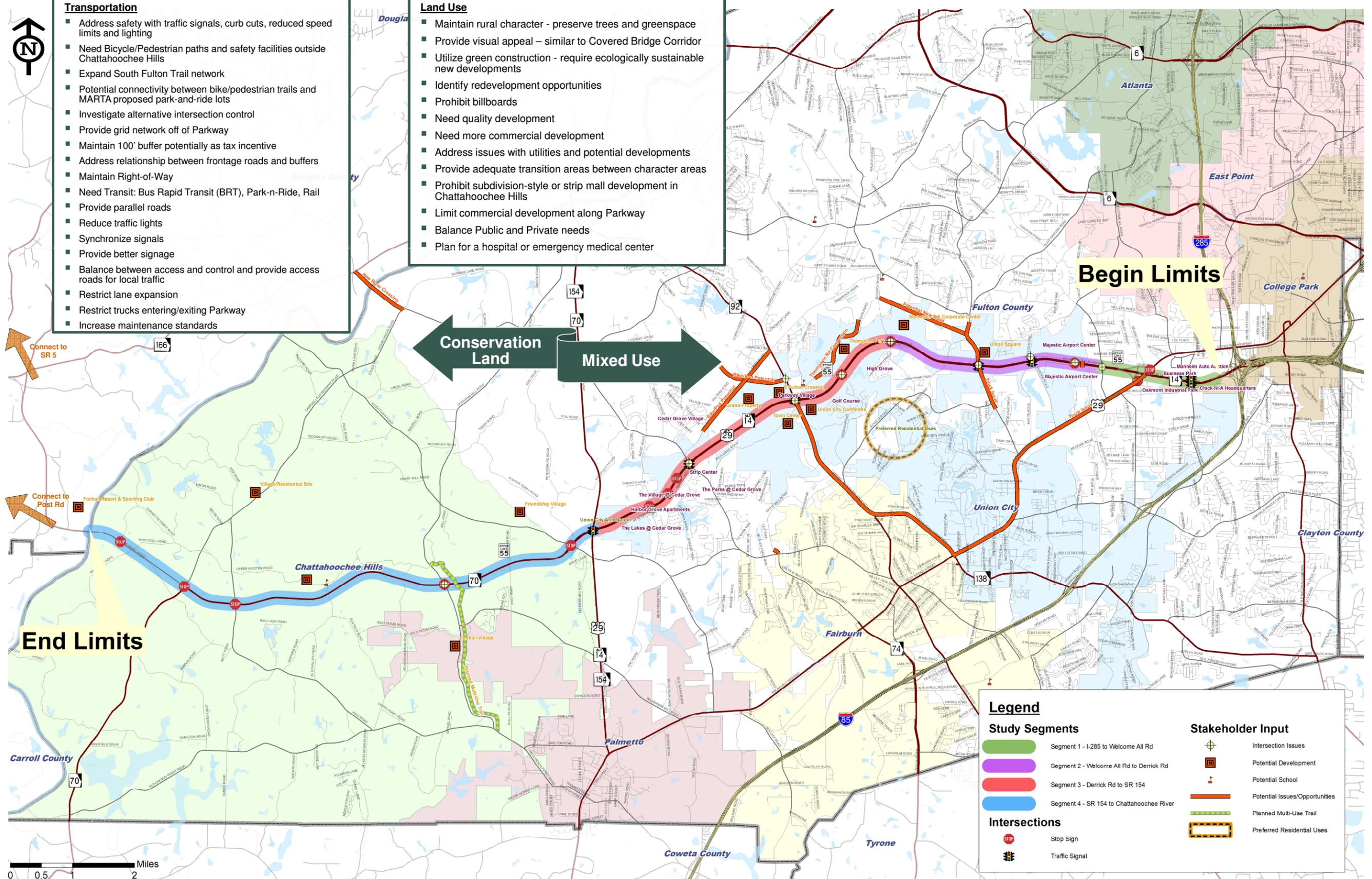


Transportation

- Address safety with traffic signals, curb cuts, reduced speed limits and lighting
- Need Bicycle/Pedestrian paths and safety facilities outside Chattahoochee Hills
- Expand South Fulton Trail network
- Potential connectivity between bike/pedestrian trails and MARTA proposed park-and-ride lots
- Investigate alternative intersection control
- Provide grid network off of Parkway
- Maintain 100' buffer potentially as tax incentive
- Address relationship between frontage roads and buffers
- Maintain Right-of-Way
- Need Transit: Bus Rapid Transit (BRT), Park-n-Ride, Rail
- Provide parallel roads
- Reduce traffic lights
- Synchronize signals
- Provide better signage
- Balance between access and control and provide access roads for local traffic
- Restrict lane expansion
- Restrict trucks entering/exiting Parkway
- Increase maintenance standards

Land Use

- Maintain rural character - preserve trees and greenspace
- Provide visual appeal – similar to Covered Bridge Corridor
- Utilize green construction - require ecologically sustainable new developments
- Identify redevelopment opportunities
- Prohibit billboards
- Need quality development
- Need more commercial development
- Address issues with utilities and potential developments
- Provide adequate transition areas between character areas
- Prohibit subdivision-style or strip mall development in Chattahoochee Hills
- Limit commercial development along Parkway
- Balance Public and Private needs
- Plan for a hospital or emergency medical center



Legend

Study Segments		Stakeholder Input	
	Segment 1 - I-285 to Welcome All Rd		Intersection Issues
	Segment 2 - Welcome All Rd to Derrick Rd		Potential Development
	Segment 3 - Derrick Rd to SR 154		Potential School
	Segment 4 - SR 154 to Chattahoochee River		Potential Issues/Opportunities
	Stop Sign		Planned Multi-Use Trail
	Traffic Signal		Preferred Residential Uses



Stakeholder and Citizen Input

South Fulton Parkway Access Management Study



Corridor Vision:

South Fulton Parkway will be a vibrant corridor in the Atlanta region over the next 20 years. The corridor will support local and regional economic vitality through future development, viable transportation connections, improvements to the safety and operations of transportation facilities, and preservation of the natural environment through integrated planning efforts and implementation of sustainable solutions.

Corridor Goals:

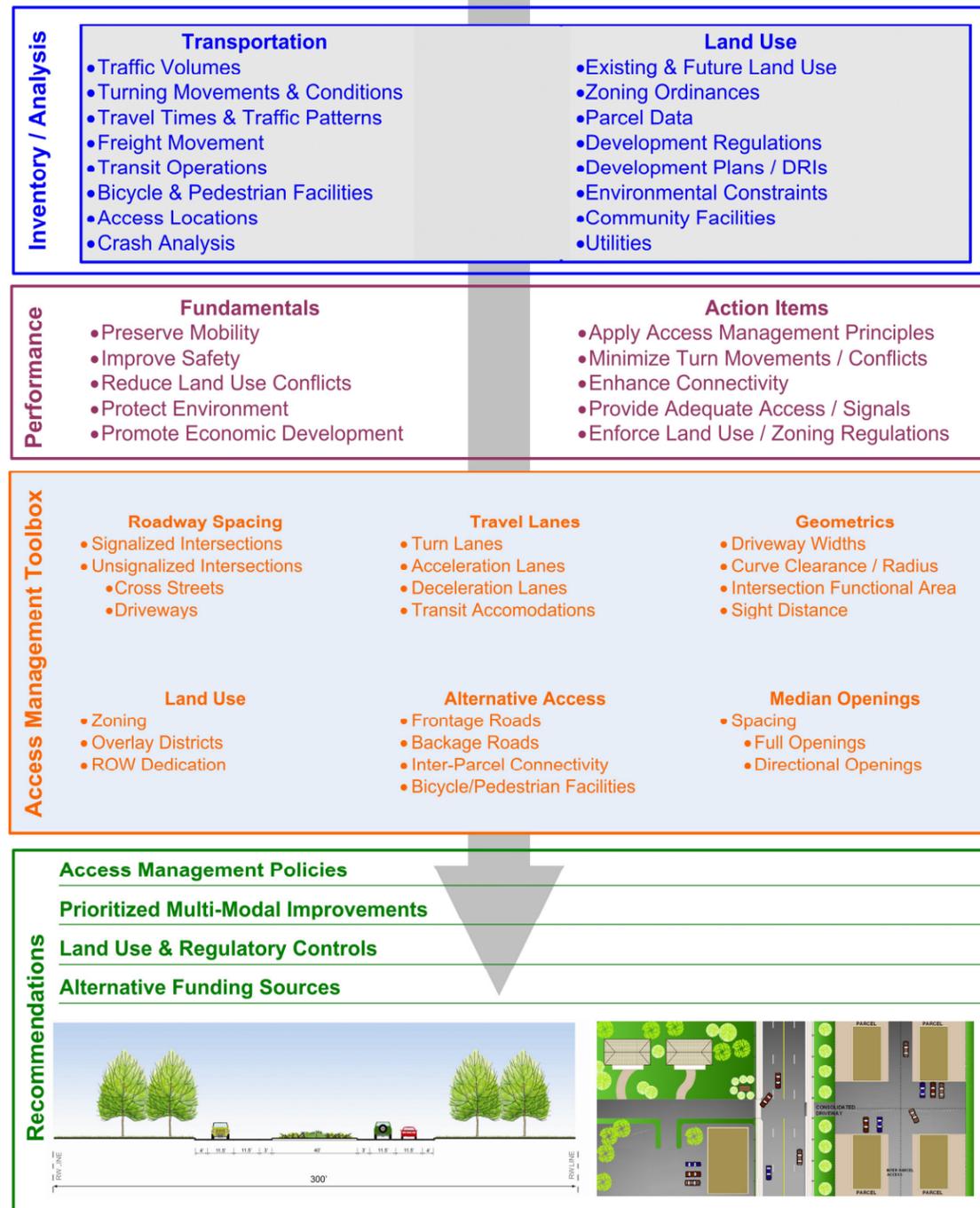
- Goal 1 Maintain Mobility While Enhancing Access
- Goal 2 Contribute to the Economic Vitality of the Region
- Goal 3 Unify, Connect, and Integrate Uses Along the Corridor
- Goal 4 Enhance Livability for All Users
- Goal 5 Promote Partnerships between Agencies, Municipalities, Businesses, and Residential Communities
- Goal 6 Protect Existing Resources and Communities
- Goal 7 Maintain the Visual Character and Identity of the Corridor

Corridor Performance Measures:

Performance Measures	Goals						
	1 Mobility	2 Economic	3 Integrate	4 Livability	5 Partnerships	6 Resources	7 Character
Level of Service	✓						
Travel Time / Travel Speeds	✓						
Intersection Spacing / Access Points	✓			✓			
Safety				✓			
Conflict Points				✓			
Connectivity	✓		✓				
Multi-Modal			✓		✓		
Corridor Preservation			✓		✓		✓
Development Opportunities		✓	✓		✓		
Environmental Impacts						✓	
Development / Parcel Impacts						✓	
Consistency with Comprehensive Plan/Land Use Plan		✓	✓		✓		

Note: Vision and Goals developed based on Stakeholder Input

Corridor Analysis Process



Corridor Vision, Goals, and Performance Measures

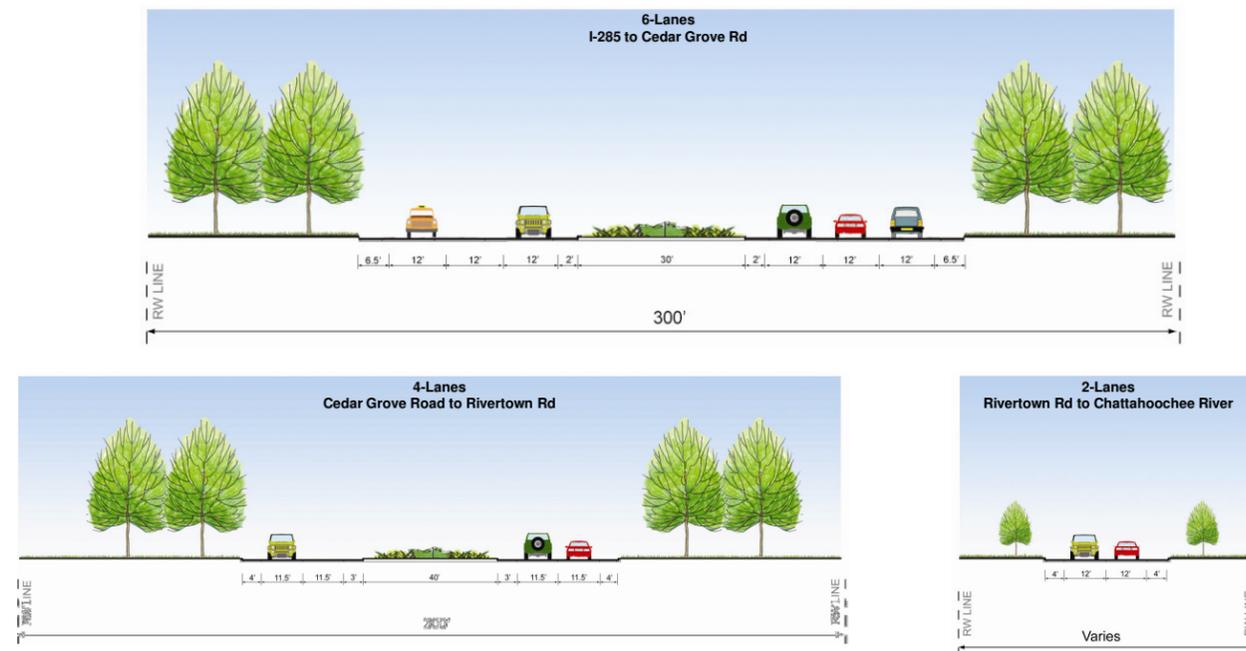
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Potential Solutions:

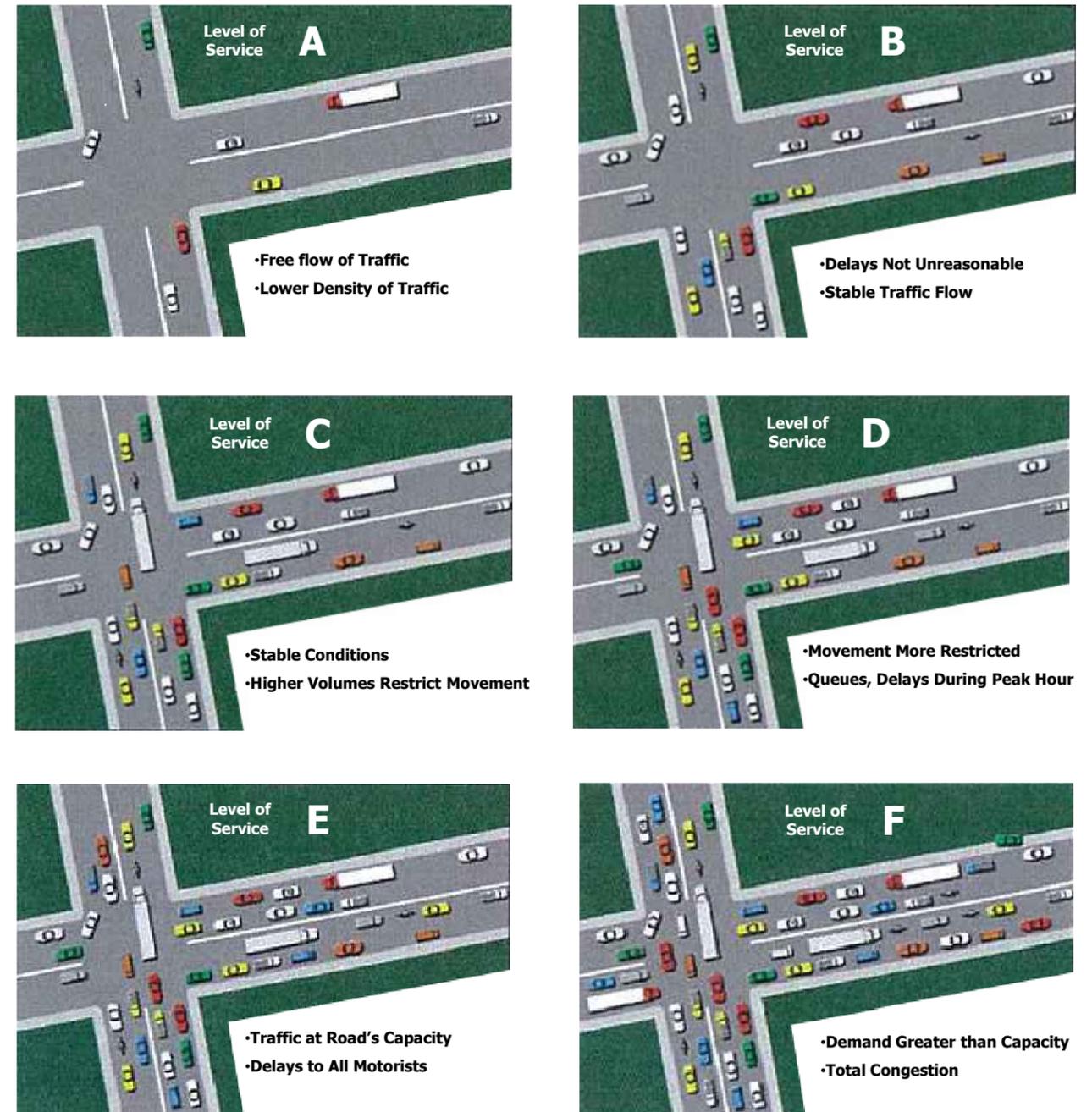
Potential Solution	Level of Service	Travel Time / Travel Speeds	Intersection Spacing / Access Points	Safety	Conflict Points	Connectivity	Multi-Modal	Corridor Preservation	Development Opportunities	Environmental Impacts	Development / Parcel Impacts	Consistency with Comprehensive Plan / Land Use Plan
Turn Lanes	+	+		+				+				
Directional Median Openings	+			+	+			+				
Traffic Signals	+	-		+	+							
Roundabouts	+			+	+							
New Access Points		-	-		-	+				-	+	
Parallel Routes	+	+				+	+	+	+	-	-	
Additional Capacity	+	+								-		
Transit Services	+	+					+	+				
Park & Ride Lots	+						+	+	+			
Bike Lanes							+					
Sidewalks							+					
Frontage/ Backage Roads			+	+		+		+	+	-	-	+

Potential Parkway Typical Sections



Level of Service:

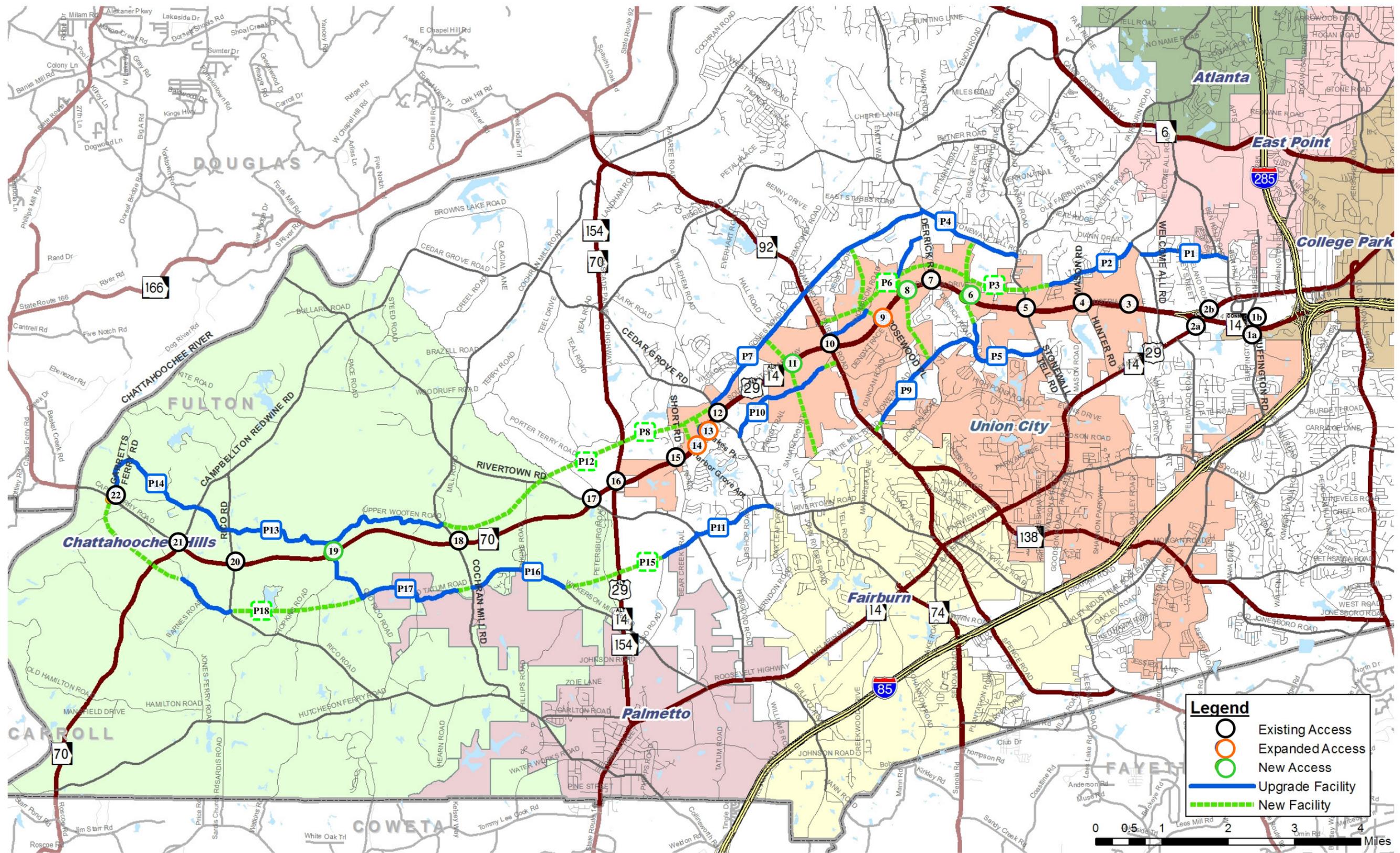
Level of Service (LOS) is a qualitative measure used to describe operational conditions within a traffic stream. LOS is divided into six operational categories represented by the letters "A" through "F". LOS A represents free flow traffic where drivers are virtually unaffected by the presence of other vehicles; whereas, LOS F represents operating conditions in which demand exceeds capacity. A description of the different levels of service is provided below.



Potential Solutions and Evaluation

South Fulton Parkway Access Management Study





Note: The exact location of new Intersections and new parallel facilities will be determined through further study and engineering analysis.



Draft Recommendations – Intersections & Parallel Facilities

South Fulton Parkway Access Management Study



1 Buffington Road Eastbound & Westbound Ramps

Existing Intersection –
No Improvements Identified

- Deficiencies**
- No needs identified
 - 2030 No Build LOS (AM/PM) = B/C and A/A
- Proposed Improvements**
- No improvements required
- Anticipated Benefit**
- N/A



2a US 29 Eastbound Ramp

Improve Existing Intersection

- Deficiencies**
- Delay from EB off ramp left turn
 - Delay from NB left turn
 - 2030 No Build LOS (AM/PM) = F/F
- Proposed Improvements**
- Signalize intersection (requires signal warrant analysis)
 - Additional NB left turn lane
- Anticipated Benefit**
- Increased safety and operations
 - Additional turning capacity
 - 2030 Build LOS (AM/PM) = B/B



2b US 29 Westbound Ramp

Improve Existing Intersection

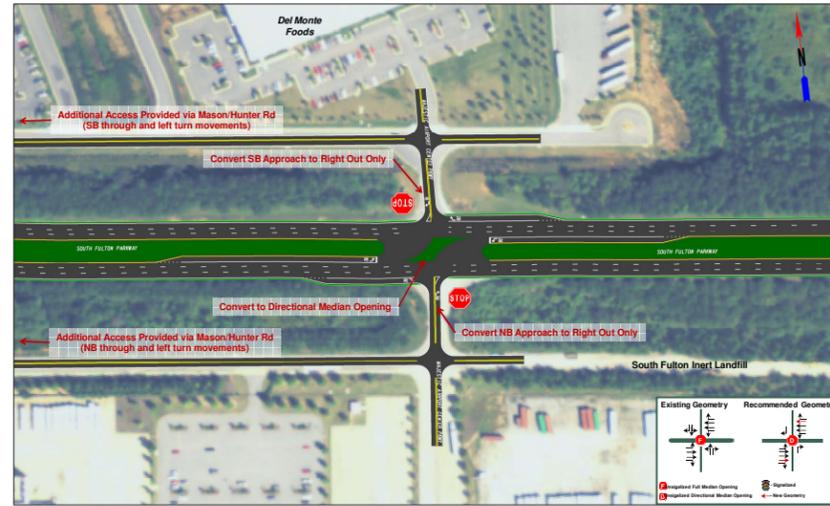
- Deficiencies**
- Delay from WB off ramp left turn
 - 2030 No Build LOS (AM/PM) = B/F
- Proposed Improvements**
- Signalize intersection (requires signal warrant analysis)
- Anticipated Benefit**
- Increased safety and operations
 - 2030 Build LOS (AM/PM) = A/D



3 Majestic Airport Center Pkwy

Improve Existing Intersection

- Deficiencies**
- Low volume driveway
 - Large percentage of trucks
 - Low cross-Parkway volumes
 - SB left turn delay
 - 2030 No Build LOS (AM/PM) = F/E
- Proposed Improvements**
- Convert access to a directional median opening
- Anticipated Benefit**
- Increased safety and operations
 - 2030 Build LOS (AM/PM) = B/C



4 Mason / Hunter Road

Improve Existing Intersection

- Deficiencies**
- Delay from NB approach
 - Delay from SB approach
 - 2030 No Build LOS (AM/PM) = F/F
- Proposed Improvements**
- NB left turn lane & right turn lane
 - SB dual left turn lanes & right turn lane
- Anticipated Benefit**
- Remove turning vehicles from through lanes
 - 2030 Build LOS (AM/PM) = C/C



5 Stonewall Tell Road

Improve Existing Intersection

- Deficiencies**
- Delay from NB & SB approach
 - Delay from SB left turn
 - Capacity issues along Stonewall Tell Rd
 - 2030 No Build LOS (AM/PM) = F/F
- Proposed Improvements**
- NB left turn lane & right turn lane
 - SB dual left turn lanes and right turn lane
 - Additional NB & SB through lane along Stonewall Tell Rd
- Anticipated Benefit**
- Remove turning vehicles from through lanes
 - 2030 Build LOS (AM/PM) = D/C



6 Koweta/Stonewall Tell Connector Rd New Intersection

Deficiencies

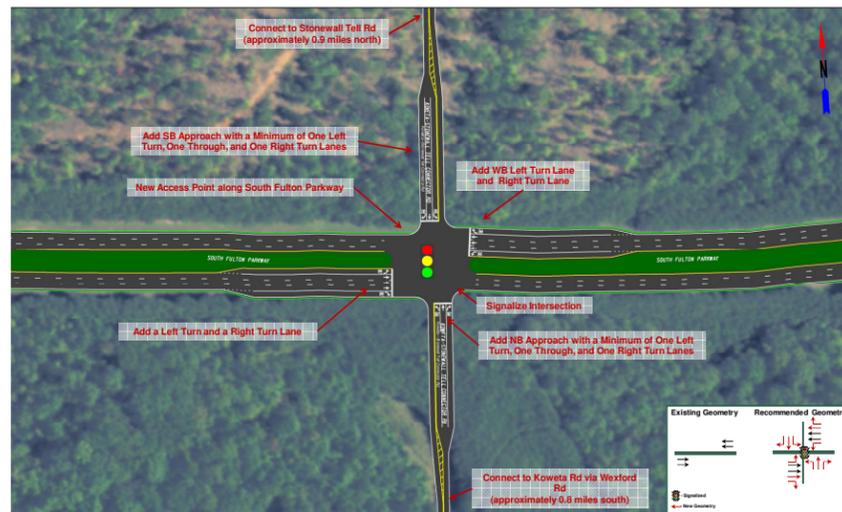
- Requested access for developments

Proposed Improvements

- Add access and provide movements for north and south approach and departure
- Signalize intersection (requires signal warrant analysis)

Anticipated Benefit

- Additional access to surrounding land
- Relief to Stonewall Tell Rd
- 2030 Build LOS (AM/PM) = C/C



8 Thompson Park New Intersection

Deficiencies

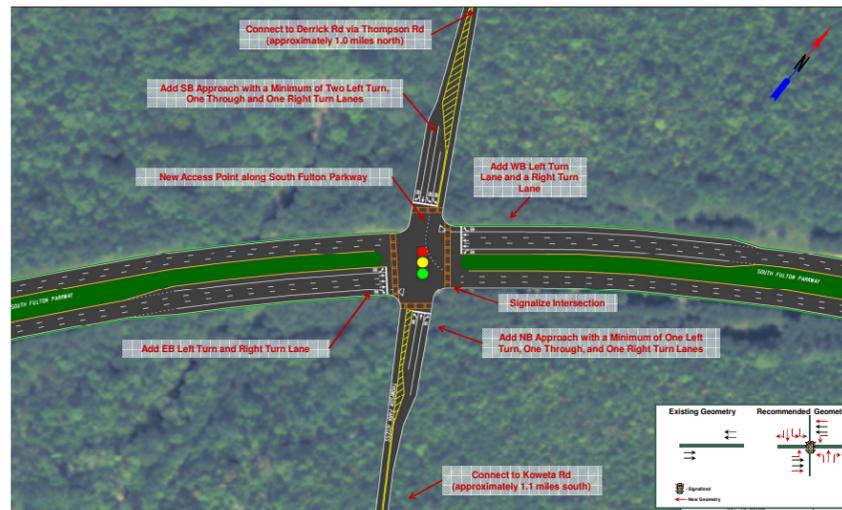
- Requested access for developments

Proposed Improvements

- Add access and provide movement for north and south approach & departure
- Signalize intersection (requires signal warrant analysis)

Anticipated Benefit

- Additional access to surrounding land
- Relief to Derrick Rd
- 2030 Build LOS (AM/PM) = B/B



9 Rosewood Place Expand Existing Intersection

Deficiencies

- Intersection operational deficiencies
- Requested access for developments
- 2030 No Build LOS (AM/PM) = F/F

Proposed Improvements

- Signalize intersection (requires signal warrant analysis)
- Provide movements for north approach and departure

Anticipated Benefit

- Increase safety/operations
- Relief to SR 92
- Provide additional access at existing median opening
- 2030 Build LOS (AM/PM) = C/D



7 Derrick Road Improve Existing Intersection

Deficiencies

- Intersection operational deficiencies
- Delay from NB & SB approach
- Delay from SB left turn
- 2030 No Build LOS (AM/PM) = F/F

Proposed Improvements

- Signalize intersection (requires signal warrant analysis)
- NB left turn lane & right turn lane
- SB dual left turn lanes & right turn lane

Anticipated Benefit

- Increased safety and operations
- Remove turning vehicles from through lanes
- 2030 Build LOS (AM/PM) = C/C



10 SR 92 Improve Existing Intersection

Deficiencies

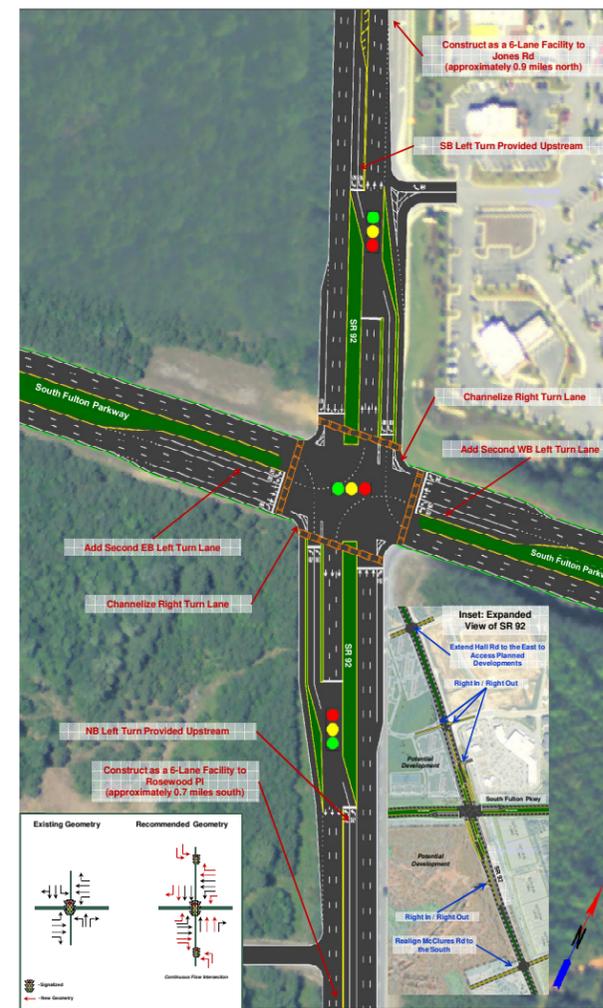
- Delay from all approaches
- Significant traffic volumes
- Capacity issue along SR 92
- 2030 No Build LOS (AM/PM) = F/F

Proposed Improvements

- EB & WB dual turn lanes
- Convert NB right turn lane to a through lane & add right turn lane
- Construct as a continuous flow intersection along SR 92 approaches
- Additional NB & SB through lanes along SR 92

Anticipated Benefit

- Remove turning vehicles from through lanes
- Improve operations
- 2030 No Build LOS (AM/PM) = D/C



Draft Recommendations (Intersection 6-10) South Fulton Parkway Access Management Study



11 Town Center

New Intersection

Deficiencies

- Requested access for developments
- Large intersection spacing between SR 92 & Cedar Grove

Proposed Improvements

- Add access as a full median opening & provide movements for north and south departures
- Signalize intersection (requires signal warrant analysis)

Anticipated Benefit

- Additional access to surrounding land
- Relief to SR 92
- Enhanced access to schools
- 2030 No Build LOS (AM/PM) = B/B



12 Cedar Grove Road

Improve Existing Intersection

Deficiencies

- Delay from NB right turn
- Delay from SB approach
- 2030 No Build LOS (AM/PM) = F/E

Proposed Improvements

- NB right turn lane
- SB dual left turn lanes and a right turn lane

Anticipated Benefit

- Remove turning vehicles from through lanes
- Additional capacity
- 2030 Build LOS (AM/PM) = D/D



13 The Lakes Point

Expand Existing Intersection

Deficiencies

- Requested access for developments
- Low left turn volumes
- 2030 No Build LOS (AM/PM) = B/B

Proposed Improvements

- Close median opening
- Convert access to a directional median opening
- Provide movement for north approach and departure

Anticipated Benefit

- Increase safety/operations
- Additional access at existing median opening
- 2030 Build LOS (AM/PM) = D/A



14 Harbor Grove Apartments

Expand Existing Intersection

Deficiencies

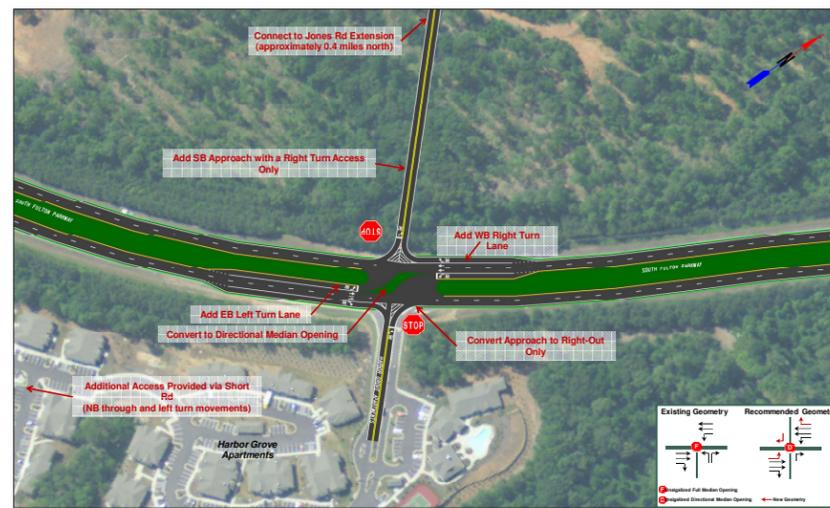
- Low volume driveway serving only one development
- Requested access for developments
- 2030 No Build LOS (AM/PM) = D/C

Proposed Improvements

- Close median opening; Convert access to a directional median opening
- Provide movements for north approach and departure

Anticipated Benefit

- Increased safety/operations
- Additional access at existing median opening
- 2030 Build LOS (AM/PM) = C/A



15 Short Road

Improve Existing Intersection

Deficiencies

- Intersection operational deficiencies
- Delay from NB & SB approach
- 2030 No Build LOS (AM/PM) = D/C

Proposed Improvements

- Signalize intersection (requires signal warrant analysis)

Anticipated Benefit

- Increased safety/operations
- 2030 Build LOS (AM/PM) = B/A



16 SR 154

Existing Intersection- No Improvements Identified

Deficiencies

- No need identified
- 2030 No Build LOS (AM/PM) = C/C

Proposed Improvements

- No improvements required

Anticipated Benefit

- N/A



17 Rivertown Road

Existing Intersection-
No Improvements Identified

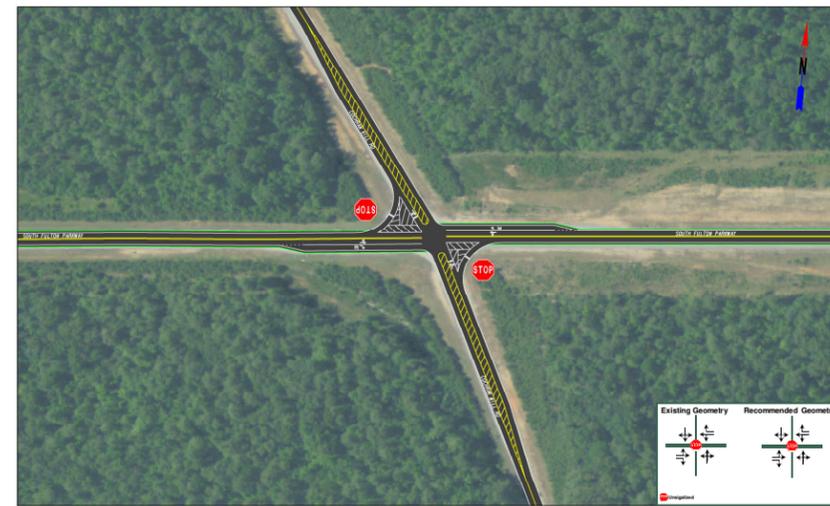
- Deficiencies**
- No need identified
 - 2030 No Build LOS (AM/PM) = D/C
- Proposed Improvements**
- Monitor for potential signalization
- Anticipated Benefit**
- N/A



18 Cochran Mill Road

Existing Intersection-
No Improvements Identified

- Deficiencies**
- No need identified
 - 2030 No Build LOS (AM/PM) = C/D
- Proposed Improvements**
- No improvements required
- Anticipated Benefit**
- N/A



19 Old Rico Connector Road

New Intersection

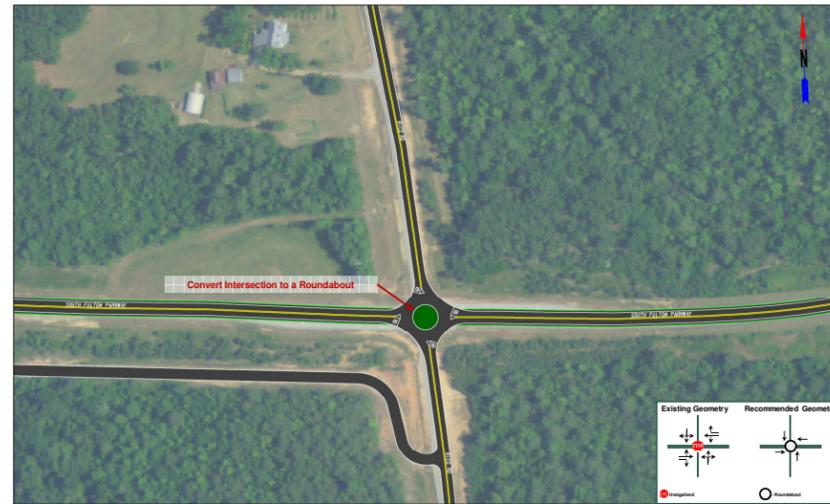
- Deficiencies**
- Requested access for developments
- Proposed Improvements**
- Construct intersection as a roundabout
- Anticipated Benefit**
- Additional access to surrounding land
 - 2030 Build LOS (AM/PM) = B/B



20 Rico Road

Improve Existing Intersection

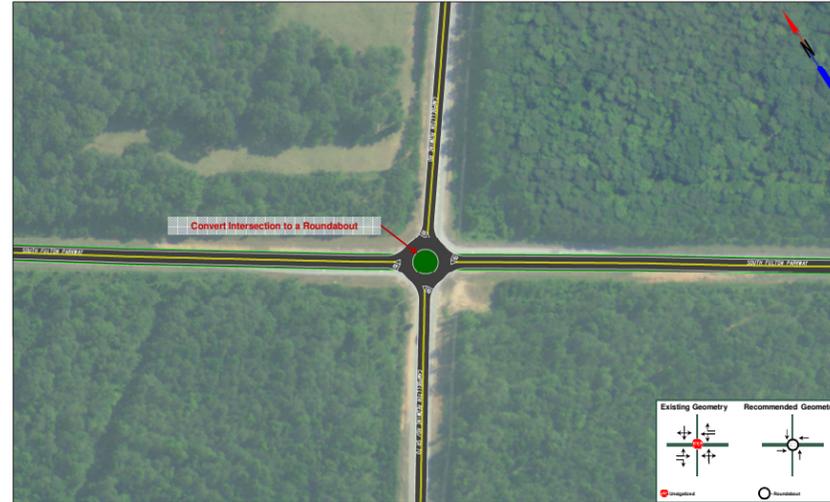
- Deficiencies**
- Delay from NB & SB approaches
 - 2030 No Build LOS (AM/PM) = D/F
- Proposed Improvements**
- Convert intersection to a roundabout
- Anticipated Benefit**
- Lower O&M compared to signal
 - Increased safety and operations
 - 2030 Build LOS (AM/PM) = B/A



21 Campbellton-Redwine Rd

Improve Existing Intersection

- Deficiencies**
- Delay from NB & SB approaches
 - 2030 No Build LOS (AM/PM) = F/F
- Proposed Improvements**
- Convert intersection to a roundabout
- Anticipated Benefit**
- Lower O&M compared to signal
 - Increased safety and operations
 - 2030 Build LOS (AM/PM) = B/A



22 Garretts Ferry Road

Existing Intersection-
No Improvements Identified

- Deficiencies**
- No need identified
 - 2030 No Build LOS (AM/PM) = C/C
- Proposed Improvements**
- No improvements required
- Anticipated Benefit**
- N/A

