

MEMORANDUM

Date: November 25, 2024.
To: Adam McDowel and Greg Lewis. SELIG ENTERPRISES.
From: Yanni Spanoudakis, P.E. Engineering & Stormwater Services Director.
Subject: City's response to traffic study.

I am very pleased to see the plans for the potential development coming to the City of Powder Springs. I think this addition of dining options in this part of town will be a massive amenity to our citizens.

We appreciate your efforts in producing the submitted Traffic Impact Study. The City is satisfied with the study's recommendations for Site Driveway-2, but have concerns about the recommendations for Site Driveway-1.

In review of the Traffic Impact Study, it was observed that an evaluation of the Level-of-Service (LOS) in the future "build" conditions was performed for Site Driveway-1 configured as a free-flow stop sign controlled intersection, but no evaluation of Site Driveway-1 configured as a traffic signalized intersection was provided for comparison.

It was also noted that, that the trips generated by the planned do not appear to directly factor in the traffic on the existing road in its base trip generation rates. From review of the peak traffic counts on Brownsville Road provided in the study along with antidotal evidence from being a member of the local community, I believe there is a possibility that the dining options provided in this development will attract great interest from existing traffic thus producing more pass-by trips than anticipated in the report.

Another aspect that will have great implications on Site Driveway-1 that was not incorporated into the report is the factor of the inter-parcel connectivity of the developments. Due to the proposed location of Site-Driveway-1 being further in proximity from the Ogelsby and 278 intersections than the two existing drives, and the fact that it will be the centrally located access of the 3 drives, there is a possibility that it will be the preferred exit for left turn lanes onto Brownsville Road by trips generated from all the interconnected developments. Despite that possibility, the contrary situation of all trips generated by each development using their sole respective driveway, produces the challenge of increased competition between the three driveways for left turn traffic-openings on to Brownsville Road thus increasing the scarcity of safe left turn exit opportunities.

Finally, there is the aspect of safety. As it is widely known, signalized intersections are generally considered safer than free-flow intersections. The addition of a signalized intersection will reduce the frequency and risk of severe collisions, improve pedestrian and cyclist access, and organize the flow of traffic much better than the study's recommended free-flow intersection. Also, the signalized entrance will open the opportunity to decrease the level of access at the existing entrances to right-in/right-out accesses to further increase the safety of the connected parcel's driveways. Another free-flow intersection in the proposed location of Site Driveway-1 will do the opposite and further exacerbate a safety concern that City already has.

Community Development Department

4181 Atlanta Street
Powder Springs, GA 30127
770-943-1666



In conclusion, considering the additional trips generated by the inter-parcel connection and the existing high traffic volumes on Brownsville Road, the City believes that installing a well-timed traffic signal at Site Driveway-1 is warranted. While the reduction in control delay for vehicles exiting the driveway may not be substantial, the combination of improved safety and benefits to the interconnected parcels makes this the most appropriate solution. Therefore, despite the recommendations of the submitted Traffic Impact Study, the City is requiring at minimum the installation of a signalized traffic light at Site Driveway-1 for the proposed development. Additionally, the City recommends converting the two existing driveways serving the interconnected parcels to right-in/right-out configurations. This approach prioritizes patron safety and ensures long-term benefits for both the proposed and existing developments.

For convenience, I have provided a list below summarizing the contributing factors to our decision:

- No evaluation of Site Driveway-1 with a traffic signal provided for comparison
- No factor added to pass-by trips due to high existing traffic on Brownsville Road
- No factor added for trip generation of interconnected parcels
- No factor added to control delay of left turns out due to competing drives in close proximity to the proposed drive
- No consideration of safety benefit of traffic signal vs free-flow intersection
- No consideration of negative impact on interconnected parcels as a whole from adding an additional free-flow intersection

Thank You.

Yanni Spanoudakis, P.E.
City of Powder Springs,
Engineering & Stormwater Services Director.