



bankhead highway corridor plan

frequently asked questions

WHY CONSIDER REDUCING BANKHEAD HIGHWAY FROM FIVE LANES TO THREE LANES?

Reducing Bankhead Highway to three lanes creates an opportunity to provide sidewalks with a landscaped separation from the roadway along both sides of the street and bicycle lanes next to the roadway. This “road diet” also creates more of a local commercial village-feeling along the corridor as opposed to a state highway, thereby extending the vibrancy and vitality that currently exists in Downtown Carrollton. The narrowing of the roadway also has a calming effect on motor vehicle speeds. The vision for this corridor is to create a space that becomes a destination where Bankhead Highway is used less as a throughway.

HOW WILL POTENTIALLY REDUCING THE NUMBER OF LANES TO THREE AFFECT TRAFFIC LEVEL OF SERVICE?

Even with the addition of sidewalks and bike lanes, we do want to maintain an adequate level of service for vehicle motorists. Prior to considering any lane reductions, we commissioned a traffic study to determine if the potential improvements would create a failing level of service. The study indicated it would not. The traffic study considered 10-year and 20-year growth volumes for vehicles. This growth data is based off of published Georgia Department of Transportation growth projections. Additionally, delivery vehicles like 18-wheelers still need to use the corridor to make deliveries to the businesses on Bankhead Highway. Any road improvement will accommodate these delivery vehicles.

AVERAGE DELAY PER VEHICLE (SECONDS) BANKHEAD @CEDAR

11 SECS	+4 SECS	+5 SECS
2018	2028	2038

WHAT WILL THE CITY DO TO ENCOURAGE BUSINESS AND ECONOMIC DEVELOPMENT IN THE AREA?

Bankhead Highway was originally developed as a highway commercial corridor and has slowly declined due to highway-oriented commercial spaces locating on Highway 27, where vehicle traffic counts are higher. The goal of the overlay district and streetscape improvements is to create a space that becomes desirable for both businesses and residents again. The overlay will include grants for businesses to improve their exteriors and their signs. We are also working with the county to explore a tax freeze incentive.

WILL THE PROPOSED TRAFFIC IMPROVEMENTS IMPACT CEDAR STREET?

Currently, Bankhead Highway has a lane that turns into a forced turn lane onto Cedar Street. The proposed improvements would remove this forced turn lane which may create fewer turns onto Cedar Street. Also, cars that do turn onto Cedar will do it at a slower travel speed since there will no longer be a dedicated turn lane that allows turns at faster speeds.



HOW WILL THE CITY PROMOTE SAFETY OF CYCLISTS AND PEDESTRIANS IN THE CORRIDOR?

The proposed plan introduces separated sidewalks along both sides of the street where they do not currently exist. These sidewalks have a landscaped buffer to provide more protection for pedestrians from the roadway. Bicycle lanes will also be installed along both sides of the street. This area is a dedicated space for bicyclists that does not currently exist.

WHAT WILL OCCUR ALONG THE REMAINING SECTIONS OF BANKHEAD HIGHWAY THAT ARE NOT INCLUDED IN THE CURRENT CONCEPT PLAN?

The current concept plan is the first phase of streetscape improvements. We will continue to work on the next phase. Our first task on the next phase will be a traffic study to ensure that whatever we propose will accommodate future growth and all users, including cars, pedestrians, and bicyclists.

For more information visit carrollton-ga.gov

