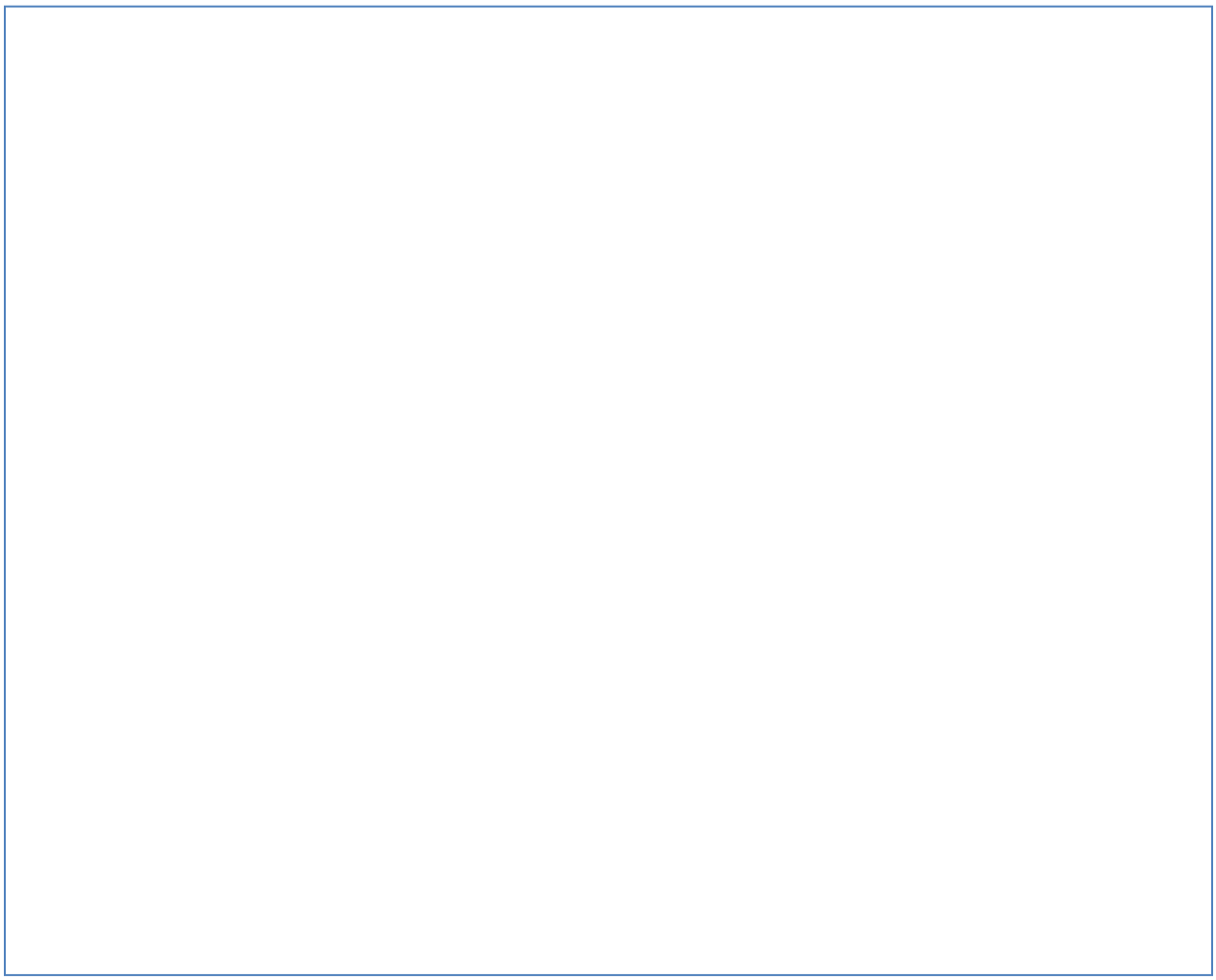
Appendix T-2: Transportation Facilities Inventory

Roads, Highways and Bridges

The Georgia Department of Transportation (GDOT) maintains centerline mile measures for all counties in Georgia based on functional classification, and updates this data annually. Functional classification is the grouping of streets and highways according to the character of traffic service they provide. There are three primary functional classifications: Arterial, Collector, and Local. A centerline mile is a measure of roadway length in miles, in a specific direction of travel, independent of the number of lanes a roadway may have.

The most current centerline mile measures for the Atlanta MPO area are from 2007 and are listed below in Figure 1. Small decreases in mileage can be attributed to human error, reclassification of roads or roads that run close to county lines and are recorded to the wrong county.

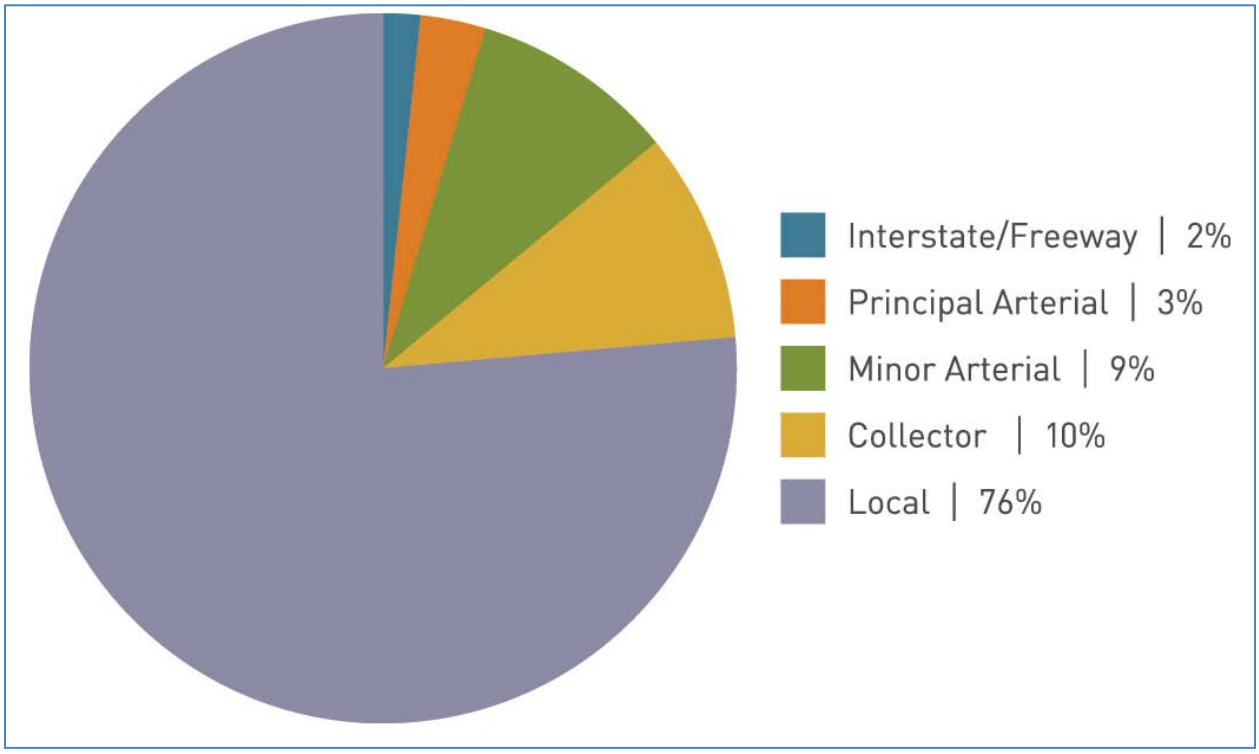
Figure 1: Roadway Characteristics



Source: ARC, 2009

The Atlanta region has over 25,000 centerline miles of roadway facilities. Several important facts relate to the region's roadway characteristics. Seventy-six percent of the region's roadways are "local" in nature. These roadways are maintained by local governments. As these facilities age and require additional maintenance, significant costs will be the responsibility of local governments. As can be seen in Figure 2 the region has significant roadway mileage that is classified as local.

Figure 2: Percentage of Road Mileage by Road Classification



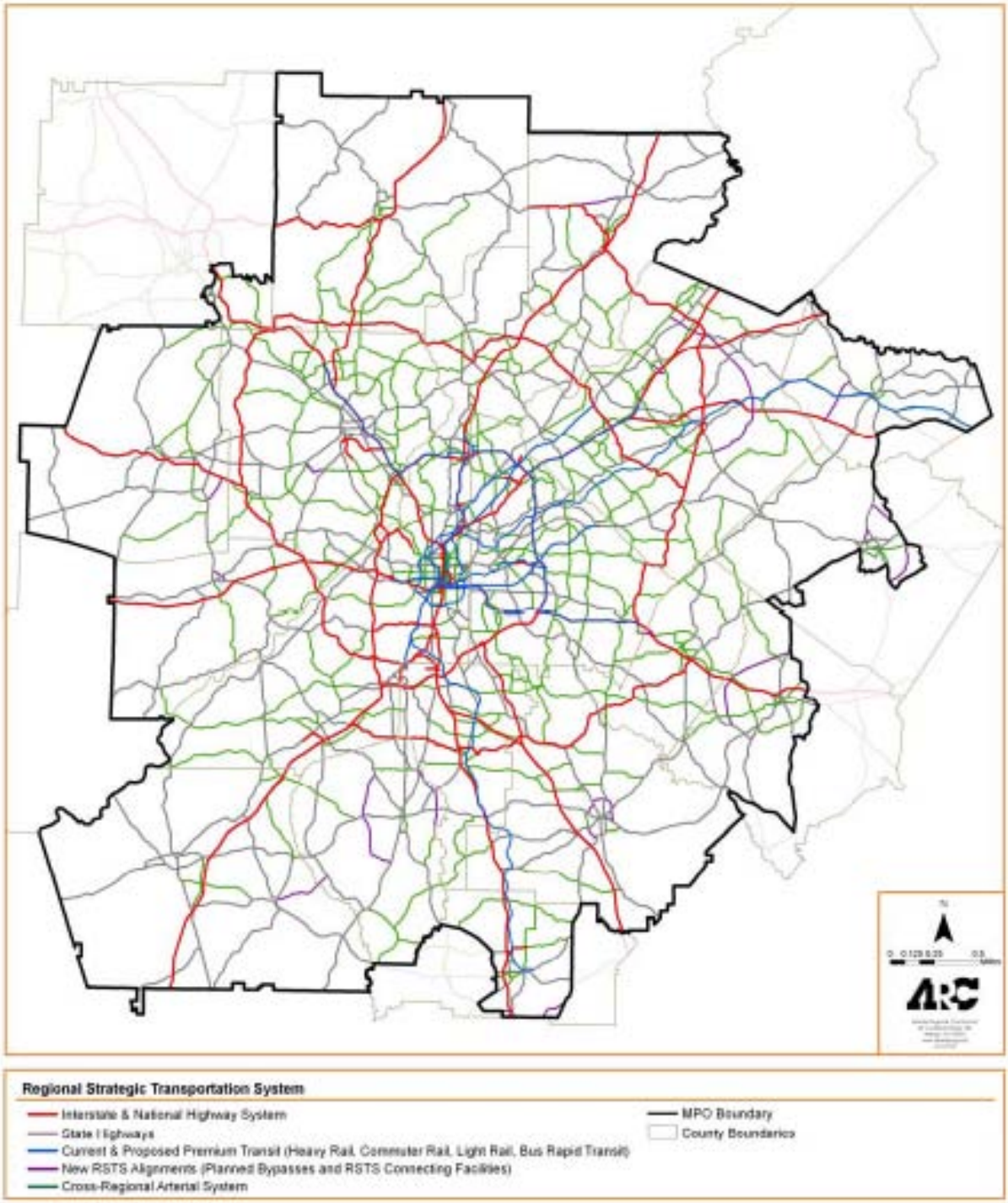
Source: ARC, 2009

Envision6 recommended focusing limiting federal transportation funds for capacity expansion projects to facilities on the Regional Strategic Transportation System (RSTS). This recommendation was based on a policy decision to only focus funding on the most critical facilities for regional travel.
The RSTS regional systems accommodate the region's most critical trip movements (see Figure 3 below):

- Interstate highways and freeways,
- National Highway System classified facilities and State highways, including intermodal connectors for freight facilities,
- Existing and future regional transit service, and
- Principal arterials, critical minor arterials and other facilities that provide continuous, cross-regional mobility, ensure adequate spacing of major roadways and connect regional activity centers, town centers and freight corridors.

These multimodal facilities and services operate on a regional scale and are essential in meeting mobility and accessibility goals. Major roadway system expansion or transit expansion may reduce congestion and provide additional travel choices as measured at a corridor or regional scale.

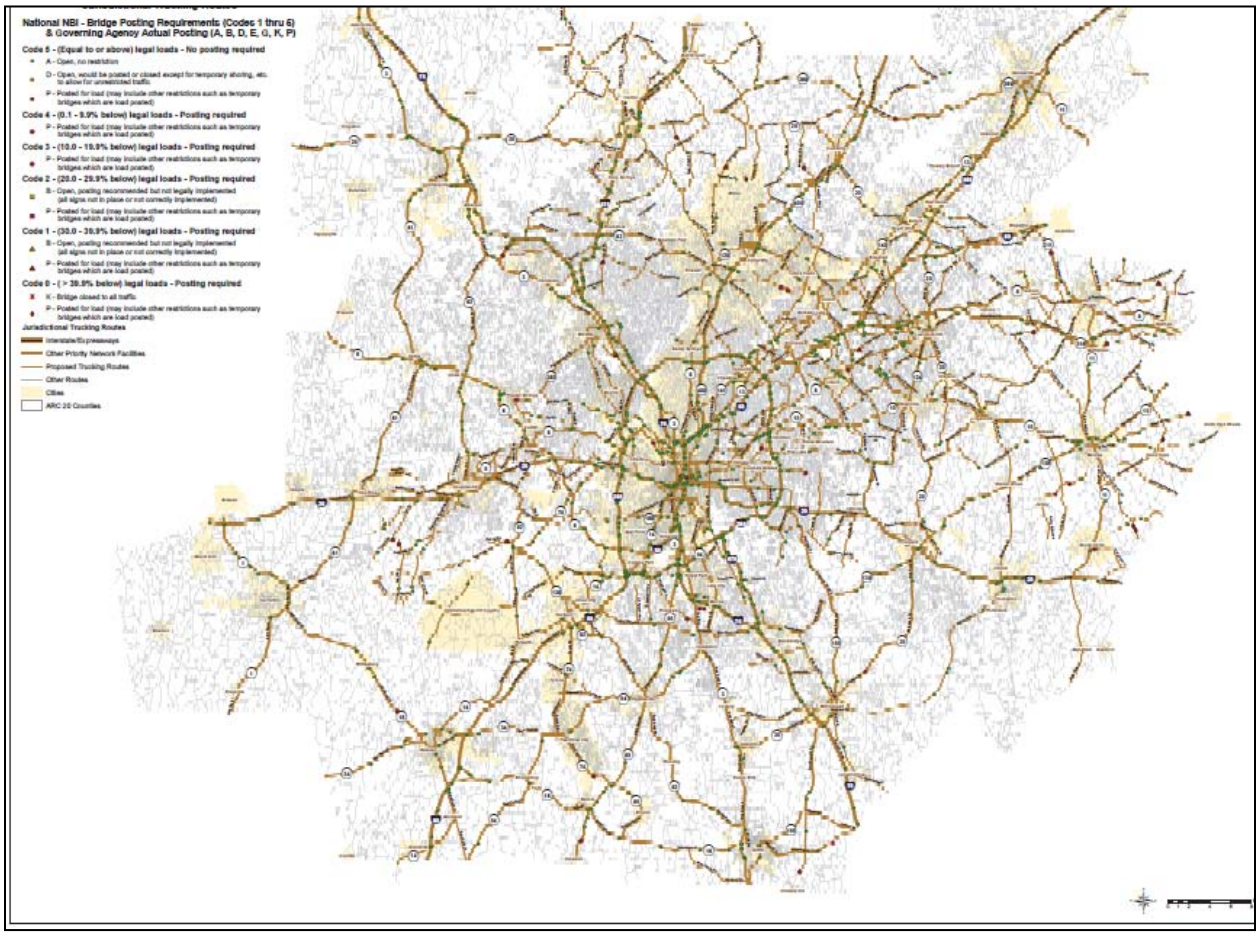
Figure 3: Regional Strategic Transportation System (RSTS)



Source: ARC, 2009

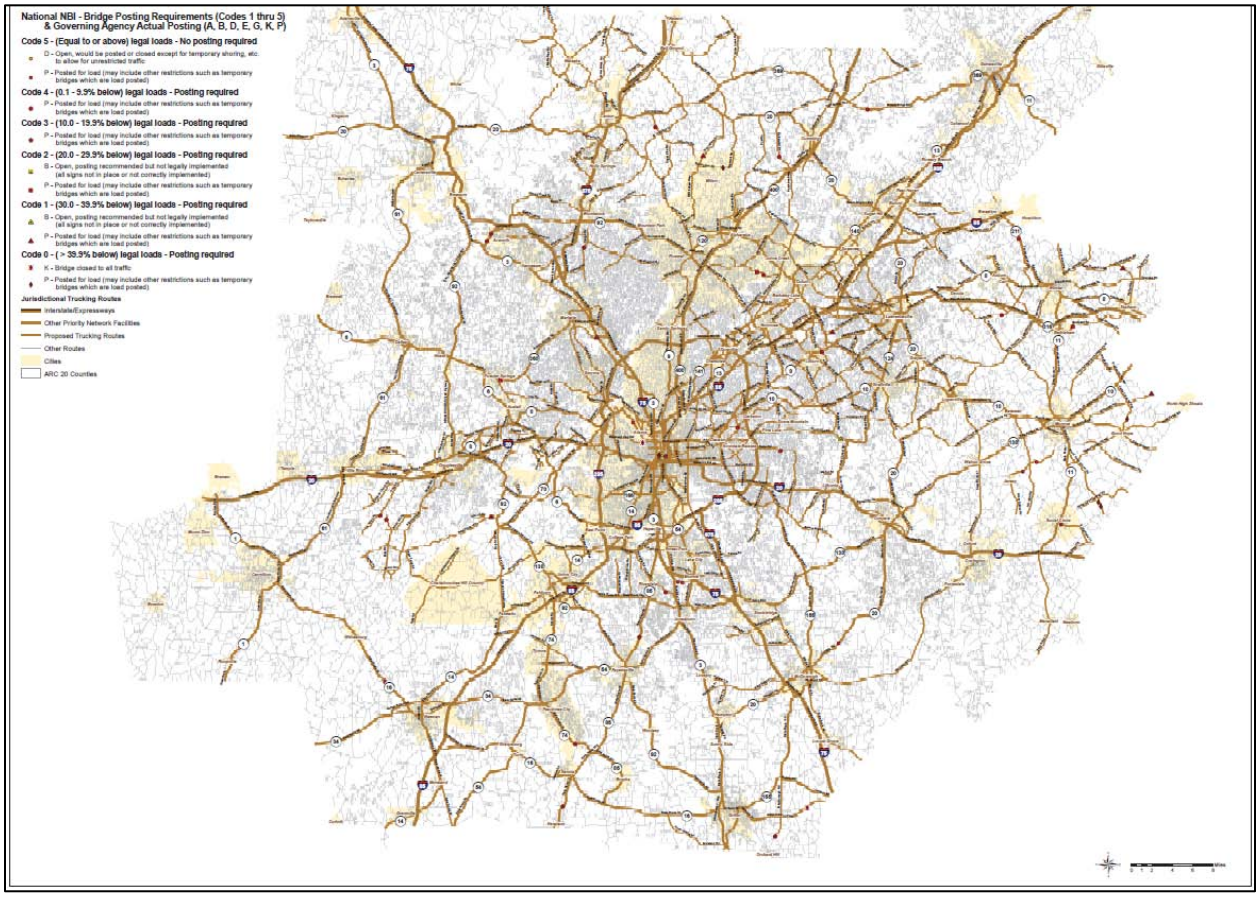
Bridge design and construction reflects the expected traffic needs of the roadway it serves. Posting of a lowered weight restriction is a reflection of safety, ability to fund a replacement, and often public or community considerations. The factors influencing a posted weight could be Annual Average Daily Traffic (AADT) counts, truck AADT percentage, condition rating, bridge design type, and enforcement and inspection frequencies. Thus, a posted weight restriction on a bridge may exclude the route. Long-term considerations could include funding requirements that may not be forthcoming. Figures 4 and 5 show bridges with posted weight restrictions and those facilities that do not have restrictions.

Figure 4: Posted Bridge Weight Restrictions



Source: ARC, 2009 – Regional Truck Route Plan Needs Assessment

Figure 5: Bridges without Weight Restrictions



Source: ARC, 2009 – Regional Truck Route Plan Needs Assessment

Regional Transit Services

The Atlanta Region is currently served by six public transportation providers, which together form the backbone of the regional transit system. The region is also served by smaller private transit providers.

The public providers are MARTA, Cherokee Area Transportation Services (CATS), Cobb Community Transit (CCT), C-Tran (Clayton Transit), Gwinnett County Transit (GCT), and GRTA Xpress (Georgia Regional Transportation Authority). Transfers between MARTA and the remaining providers are seamless thanks to a series of reciprocal fare agreements between the partner agencies. Figure 6 identifies transit providers in the Atlanta region and Figure 7 provides characteristics of each system.

Figure 6: Transit Providers in the Atlanta 18-County MPO Area, 2008

Transit Provider	Year Service Began	Service Type Provided	Web site
MARTA	1972	Local Bus, Express Bus, Rapid Rail, Demand Response	www.itsmarta.com
Cobb Community Transit	1989	Local Bus, Express Bus, Demand Response	http://dot.cobbcountyga.gov/cct.htm
C-TRAN	2001	Local Bus, Demand Response	http://web.co.clayton.ga.us/ctran/index.htm
Gwinnett County Transit	2000	Local Bus, Express Bus, Demand Response	www.gwinnettcounty.com
GRTA Xpress	2004	Express Bus	www.grta.org
Atlantic Station Shuttle	2004	Circulator Shuttle	www.asap-plus.com
The Buc Shuttle	2003	Circulator Shuttle	www.bucride.com
Cherokee Area Transportation System (CATS)	1975	Demand Response, Express Bus*	www.cherokeega.com/cats
Atlanta University Center Shuttle — R.W. Woodruff Library Shuttle Service	1991	Circulator Shuttle	www.auctr.edu/services/shuttle-services-schedule.asp
Emory University Cliff Shuttles	1994	Circulator Shuttle	http://transportation.emory.edu/shuttles.html
Georgia State University Shuttle: Panther Express	1998	Circulator Shuttle	www.gsu.edu/pantherexpress.html
Georgia Tech Shuttles	2003	Circulator Shuttle	www.parking.gatech.edu

Source: ARC, 2009

Figure 7: Selected Characteristics of MPO Area Transit Services, 2008

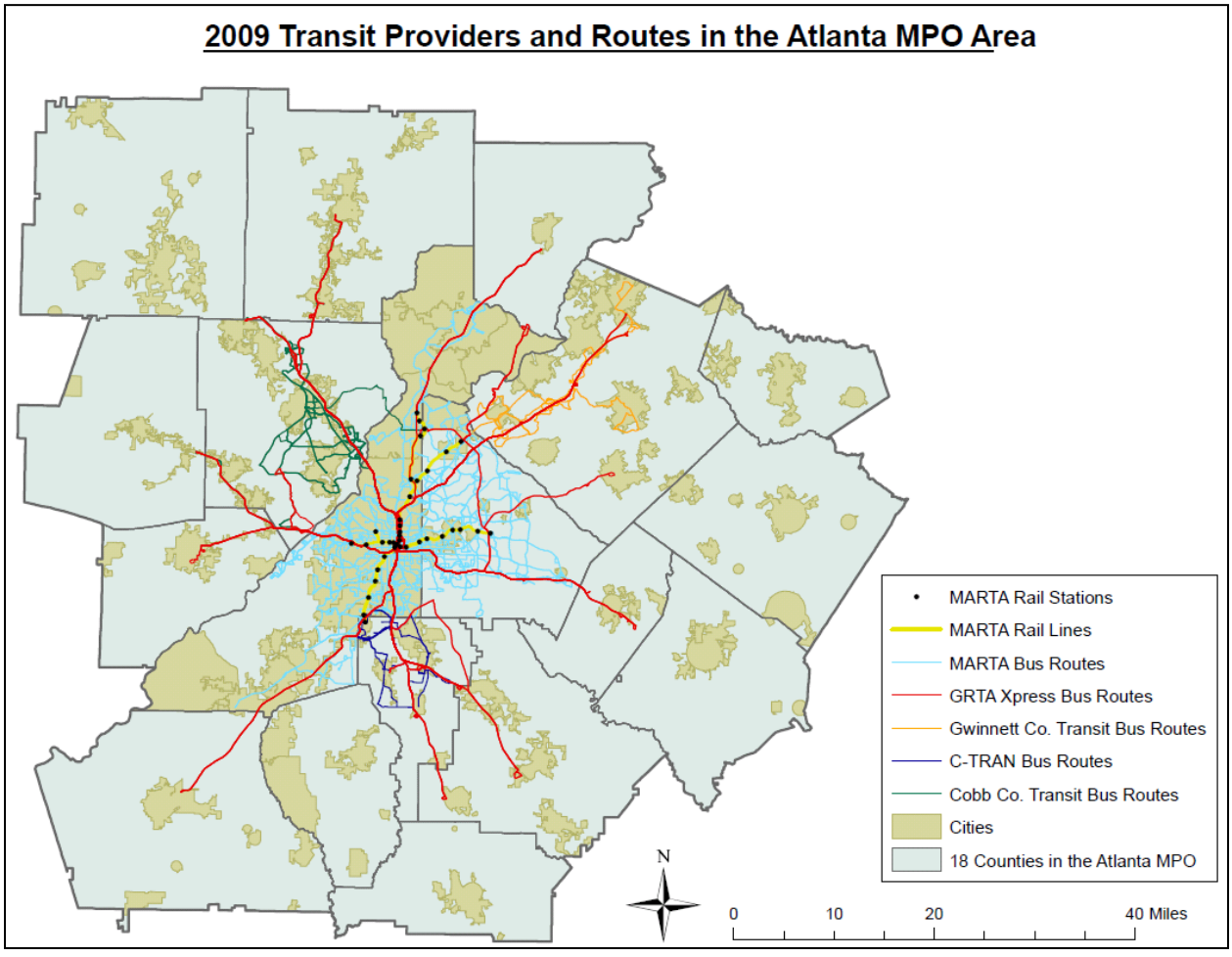
	MARTA	Cobb Community Transit	C-TRAN	Gwinnett County Transit	GRTA Xpress	The Buc Shuttle	Atlantic Station Shuttle	Emory University Cliff Shuttles	Georgia Tech Shuttle Services	AUC Woodruff Library Shuttles	Georgia State University Panther Express
Rail Stations	38	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rail Miles	48	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bus/Van Routes	134	15	5	14	27	5	1	18	4	5	4
Fleet Size (Rail)	272	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fleet Size (Bus/Van)	624	95	32	90	132	6	9	56	22	4	11
Local One Way Fare	$1.75	$1.50	$1.50	$2.00	N/A	Free	Free	Free	Free	Free	Free
Express One Way Fare	$1.75	$3.00	N/A	$4.00	$3.00	N/A	N/A	N/A	N/A	N/A	N/A
Weekly Pass	$13.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Monthly Local Pass	$52.50	$55.00	$52.50	$65.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Monthly Express Pass	Monthly local pass includes express routes	$90.00	No express routes provided	$150	$80.00	N/A	N/A	N/A	N/A	N/A	N/A

Source: ARC, 2009

Circulator shuttles are an important component of the regional transit network. They provide access to communities and activity centers that otherwise would be too distant from major transit services. Most of these circulator shuttles are privately owned or affiliated with a higher education organization and are offered at no cost to the rider. Currently the Atlanta region has six of these circulator shuttles including the Atlantic Station shuttle, The Buc, Georgia Tech Shuttles, Emory University's Cliff, the Atlanta University Center/ Woodruff Library shuttle and the Georgia State University shuttle.

Ten years ago, transit in the metro Atlanta region was limited to just three counties: MARTA in Fulton and DeKalb and CCT in Cobb. Today, transit service is more reflective of the region as a whole, with transit service being offered in 12 metro counties (see Figure 8 below). Much of this expansion is through regional express bus programs.

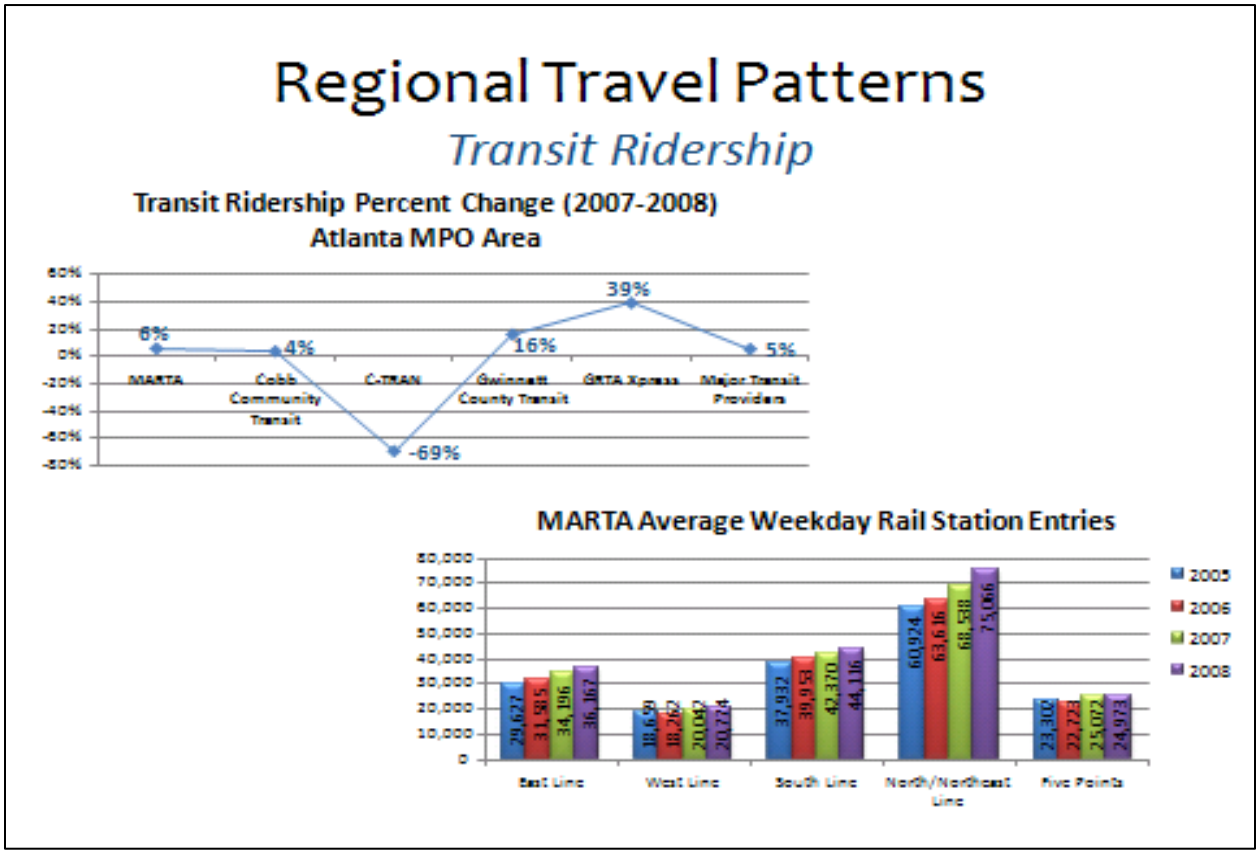
Figure 8: Transit Providers and Routes



Source: ARC, 2009

Figure 9 illustrates the changes in transit ridership between 2007 and 2008. Many transit providers have seen a significant increase in ridership. This figure also includes information regarding MARTA station entries between 2005 and 2008.

Figure 9: Transit Ridership



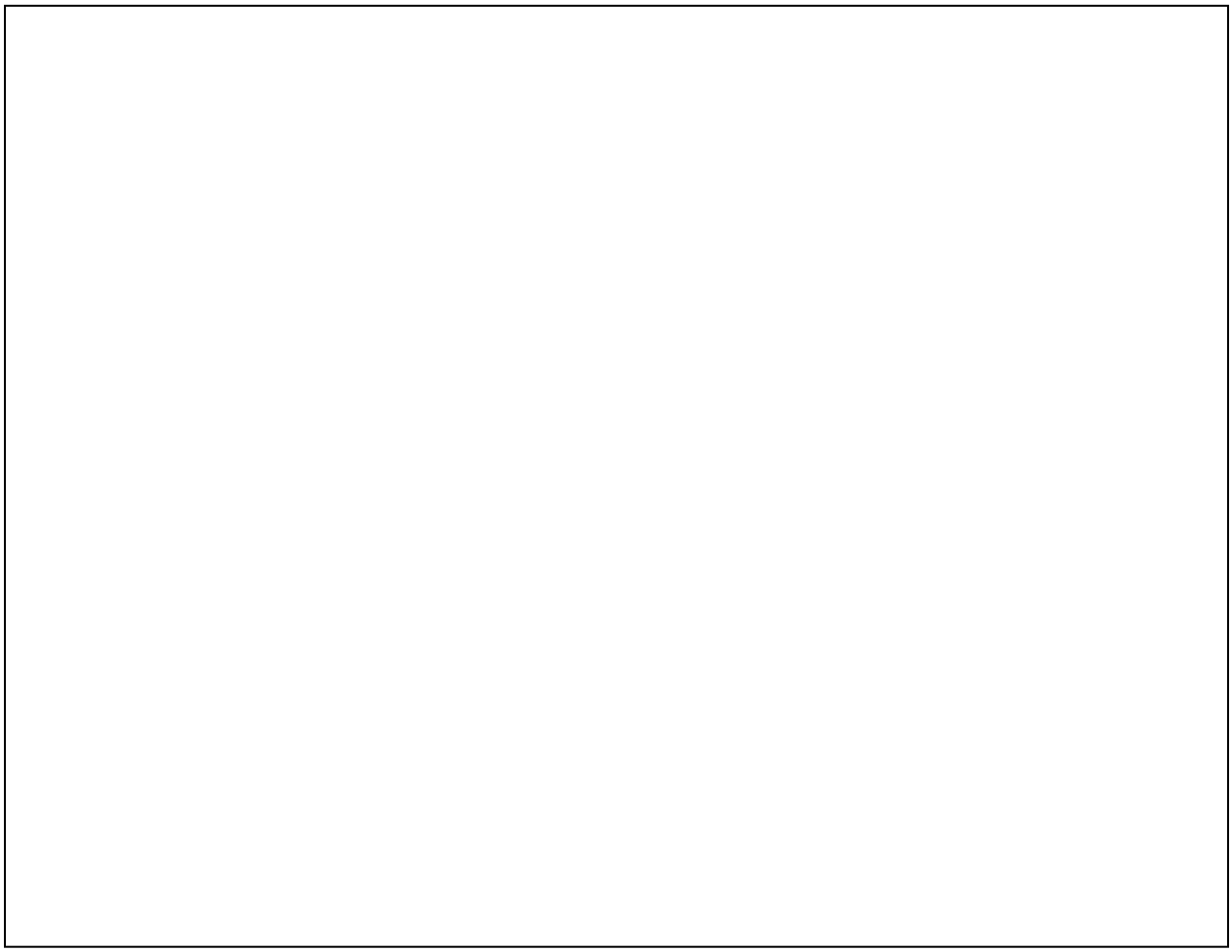
Source: ARC, 2009

High-Occupancy Vehicle Lanes/Managed Lanes

HOV lanes were introduced to metro Atlanta in 1994, along an 18-mile section of I-20, east of I-75/85. An additional 60 lane miles opened on interstates 75 and 85 in 1996. They are an integral part of the Georgia NaviGAtor system, designed to help reduce air pollution, improve traffic congestion and ensure a substantial time savings for commuters who rideshare (two or more occupants per vehicle).

HOV lanes are identified by diamond-shaped pavement markings and overhead signs located on Interstates 20, 75, and 85. They are designated only for vehicles carrying two or more occupants, certified alternative fuel vehicles, motorcycles and emergency vehicles. Figure 10 below displays selected HOV and mainline lane volumes for year 2008.

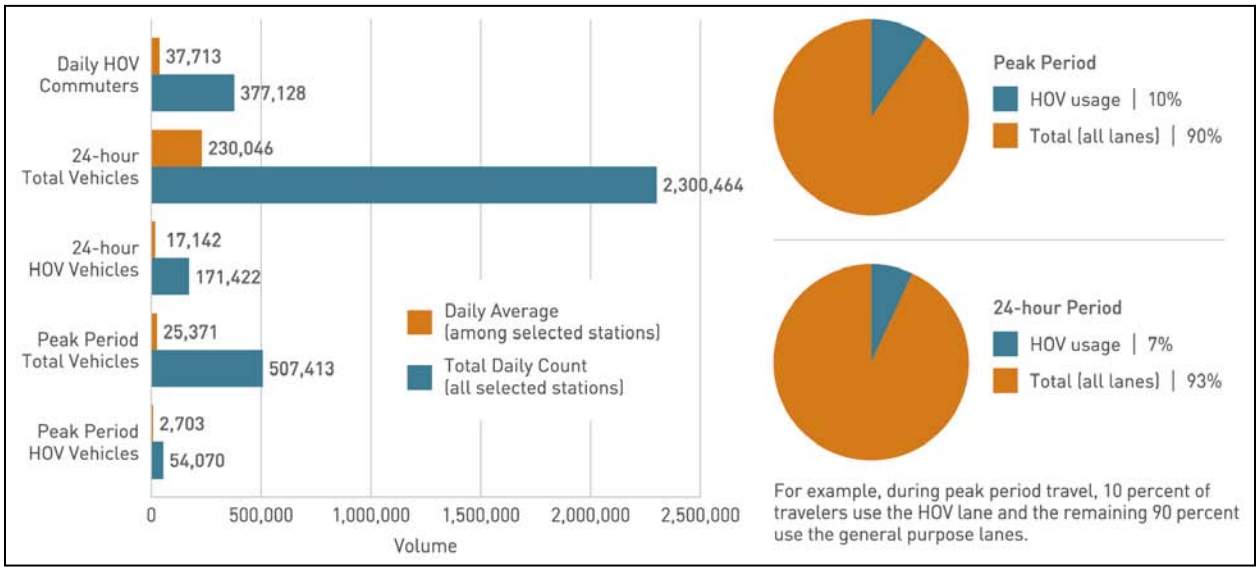
Figure 10: Selected Daily High Occupancy Vehicle (HOV) Lane Volumes, 2008



Source: ARC, 2009

In 2008, the traffic counting station at I-85 and Steve Reynolds Boulevard recorded the largest percentage (15.56) of total peak-period traffic using the HOV lane. In 2008, the traffic counting station at I-85 and Jimmy Carter Boulevard recorded the largest number of average daily HOV commuters (80,565). Ten percent of travelers used HOV lanes during peak traffic period. Seven percent of travelers used HOV lanes during throughout the entire day. Figure 11 below illustrates some of the findings related to HOV use.

Figure 11: HOV & Mainline Lane Volumes, 2008



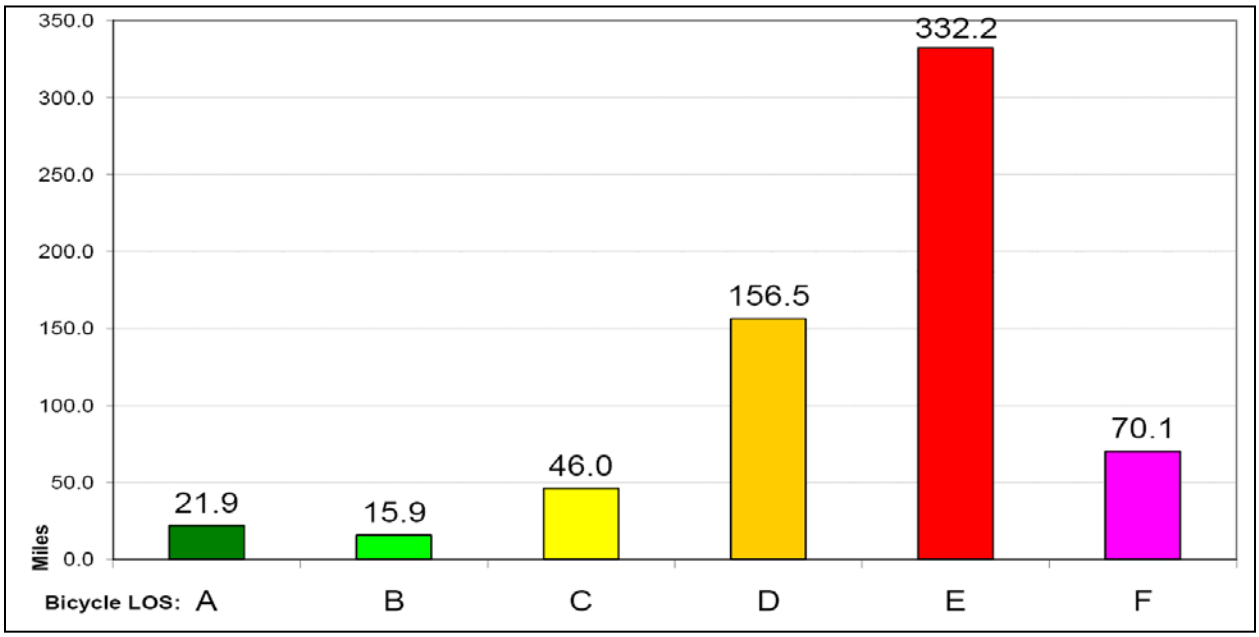
Source: ARC, 2009

Bicycle Facilities

Bicycling as a transportation mode can support transit by expanding its accessibility radius for non-drivers, provide mobility for the very low-income populations, and address air quality and a variety of other regional transportation goals identified within *Envision6 RTP*.

Bicycling accommodation in the Atlanta Region remains at a low level. As illustrated in Figure 12 below, the 2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan indicated that 62.6% of roadways in the bicycle study network have a Bicycle LOS "E" or "F", yielding an overall Bicycle LOS score of "E."

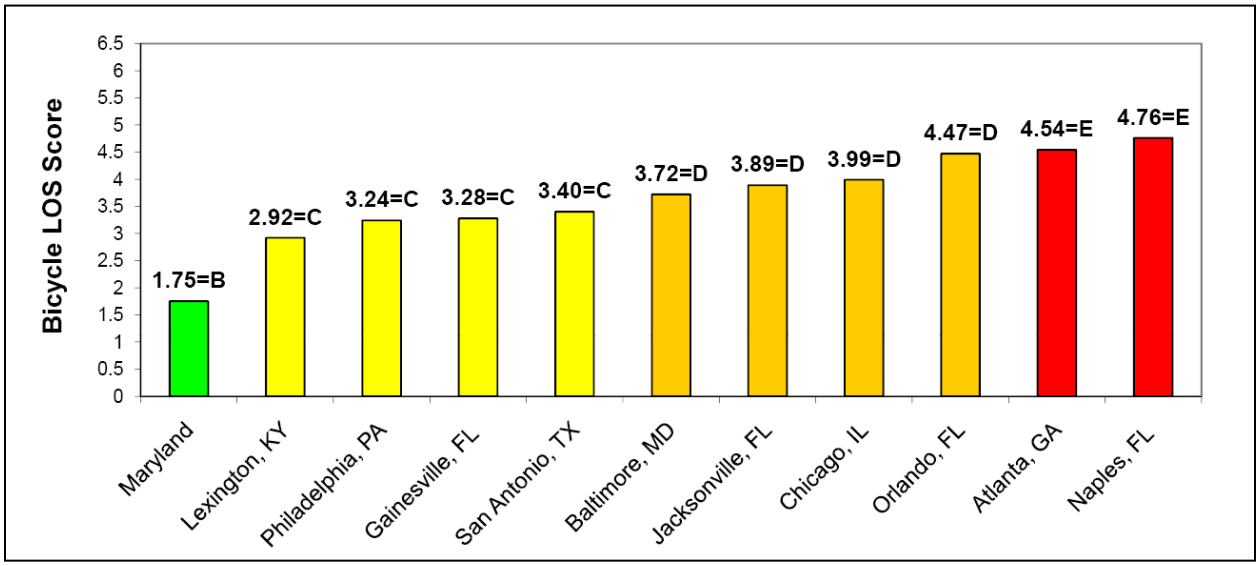
Figure 12: Bicycle LOS for Regionally Strategic Bicycle Network in Metro Atlanta



Source: ARC, 2009

The Bicycle Study network was chosen to represent the regionally strategic bicycle corridors, identified as links along the regionally significant roadways that connect the regional activity nodes, including ARC-defined Livable Centers Initiative study sites, Town Centers, Activity Centers, incorporated cities with populations over 5,000, county seats, and self-designated "Major Activity Centers." Figure 13 illustrates that the region performs below several other regions when assessing bicycle level of service.

Figure 13: Bicycle LOS for Regionally Strategic Bicycle Network in Metro Atlanta, as Compared with Other Regions

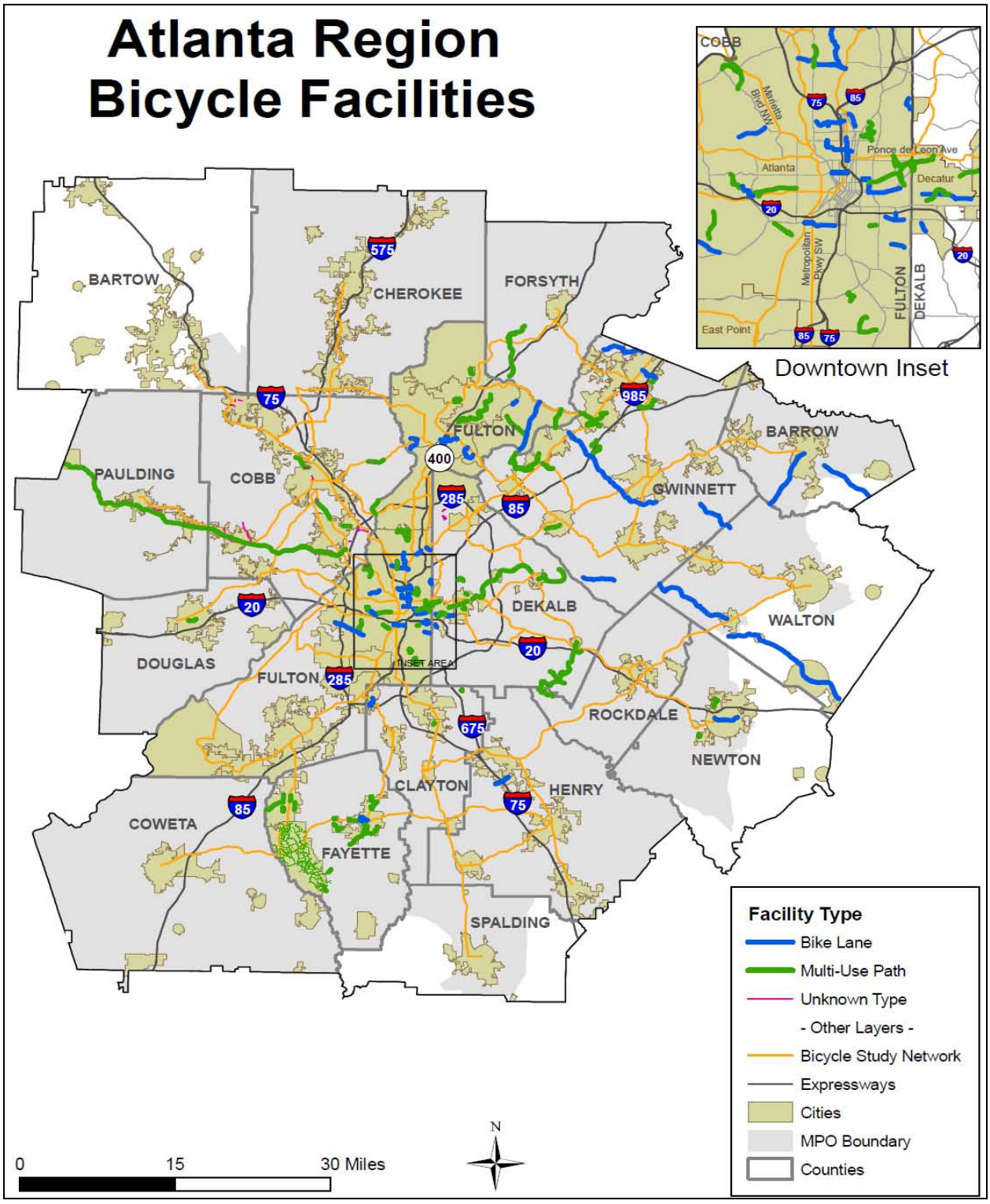


Source: ARC, 2009

The documented existing bicycle facilities in the 18-county Atlanta region include 101 miles of bicycle lanes and 257 miles of multi-use paths. 93 miles, or over a third of the multi-use paths, are composed of golf cart paths in Peachtree City. Those figures are based on Bicycle Facilities Inventory conducted by the Atlanta Regional Commission during the summer of 2008.

The Bicycle Facilities Inventory is shown in Figure 14 on the following page. There are clearly large gaps present in the network of bicycle facilities. The multi-use paths create a nice opportunity for recreation, but typically do not parallel regionally strategic bicycle corridors identified in 2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan.

Figure 14: Bicycle Facilities



Source: ARC, 2009

Park and Ride Lots

The regional express bus programs, vanpools and carpools all benefit from the Park & Ride lots located in the 18-county Atlanta MPO region.

The Georgia Department of Transportation (GDOT) maintains Park & Ride lots that are utilized for vanpools and carpools. GRTA vanpools operate at many Park & Ride lots throughout the region. Park & Ride lots are convenient gathering points for rideshare groups to meet at a common point near their homes. With multiple persons per vehicle, these groups experience a shorter commute time in many cases by being eligible to use HOV lanes. Other ridesharing benefits include gas cost savings, vehicle maintenance and repair savings, as well as reduced emissions and reduced congestion. Figure 15 lists only Park & Ride lots that do not have local transit connections.

Figure 15: Atlanta 18-County MPO Area Park & Ride Usage (Carpool/Vanpool Only), 2008

Georgia Department of Transportation (GDOT)			
Location	County	Spaces	2008 Annual Usage
SR 124 & 211	Barrow	28	149%
State Route 3 between Milepost 25 & Milepost 26	Bartow	20	26%
I-75 at Aviation Blvd	Clayton	579	<1%
I-20 East & Gresham Road Exit 63	DeKalb	403	0%
Hewatt Road, Snellville (Xpress Lot)	Gwinnett	170	68%
I-75 at Jodeco Road near Flippen	Henry	15	222%
I-20 & US 278 — Covington	Newton	107	78%
Faith Baptist Church On SR 101 — Dallas	Paulding	34	22%
SR 61 south of Dallas	Paulding	167	24%
I-20 West & West Avenue Exit 80 — Conyers	Rockdale	58	96%
US 19/41 at Atlanta Road — Griffin	Spalding	141	0%

Source: ARC, 2009

Many Park & Ride lots are used for transit services as well as carpool and vanpool rideshares. Such transit services include GRTA Xpress bus service, Cobb Community Transit (CCT) express bus service and Gwinnett County Transit (GCT) express bus service. MARTA also runs a few express-type bus services that require the use of various Park & Ride lots. These lots also serve as transfer stations between intersecting local routes.

Douglas County Rideshare was established in 1986 and has greatly increased the number of vans used for ridesharing over the years. Due to the demand, the Douglas County Multi-Modal Transportation Center is now also served by GRTA Xpress. Park & Ride lots used for transit are maintained by GDOT or the transit operator. Figures 16 and 17 provide information on Park &

Ride lots with transit connections. In the 18-County MPO area, there are 12,512 parking spaces in all Park & Ride lots. The average occupancy rate for 2008 was 55 percent.

Figure 16: Atlanta 18-County MPO Area Park & Ride Usage (GRTA & MARTA), 2008

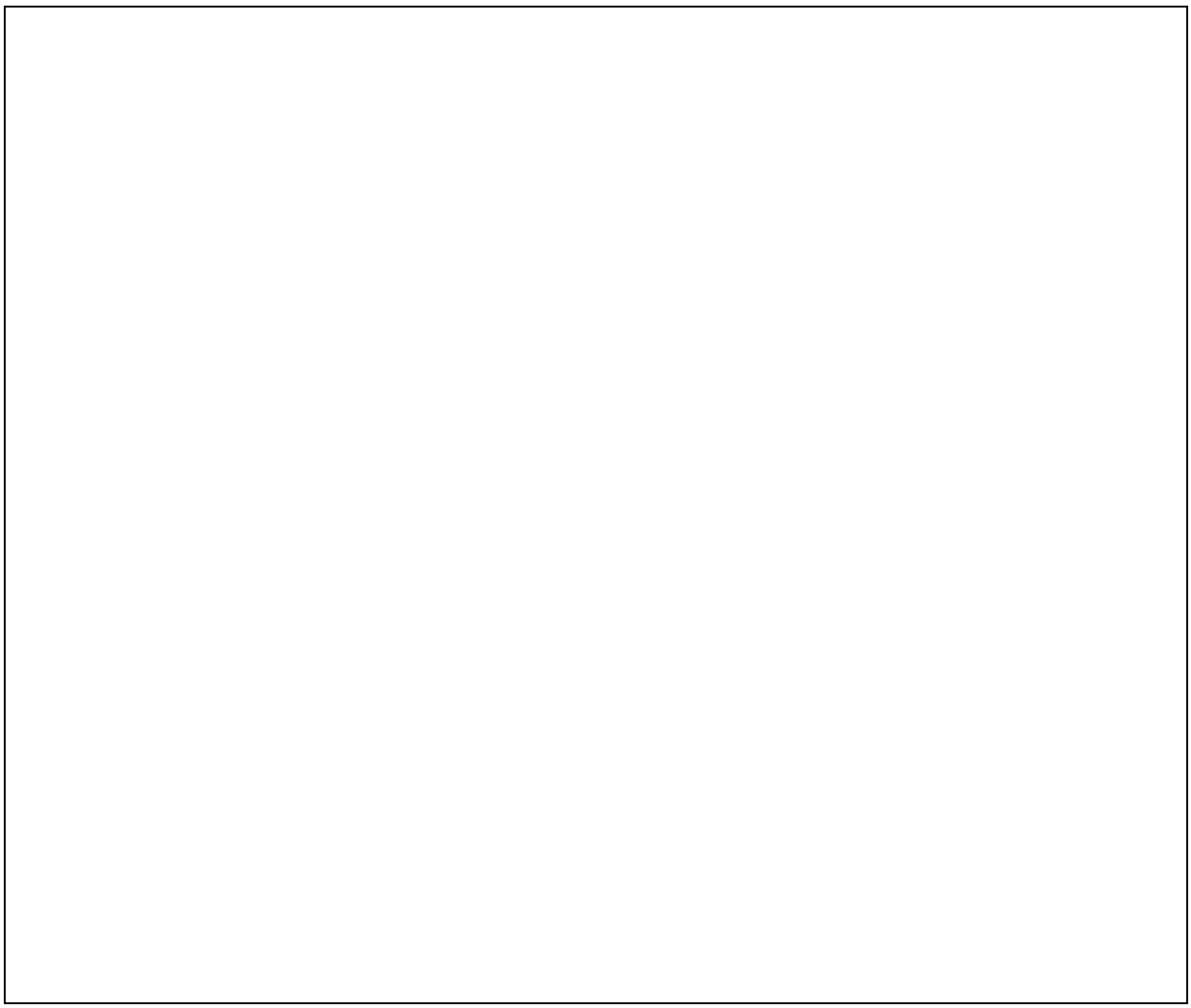
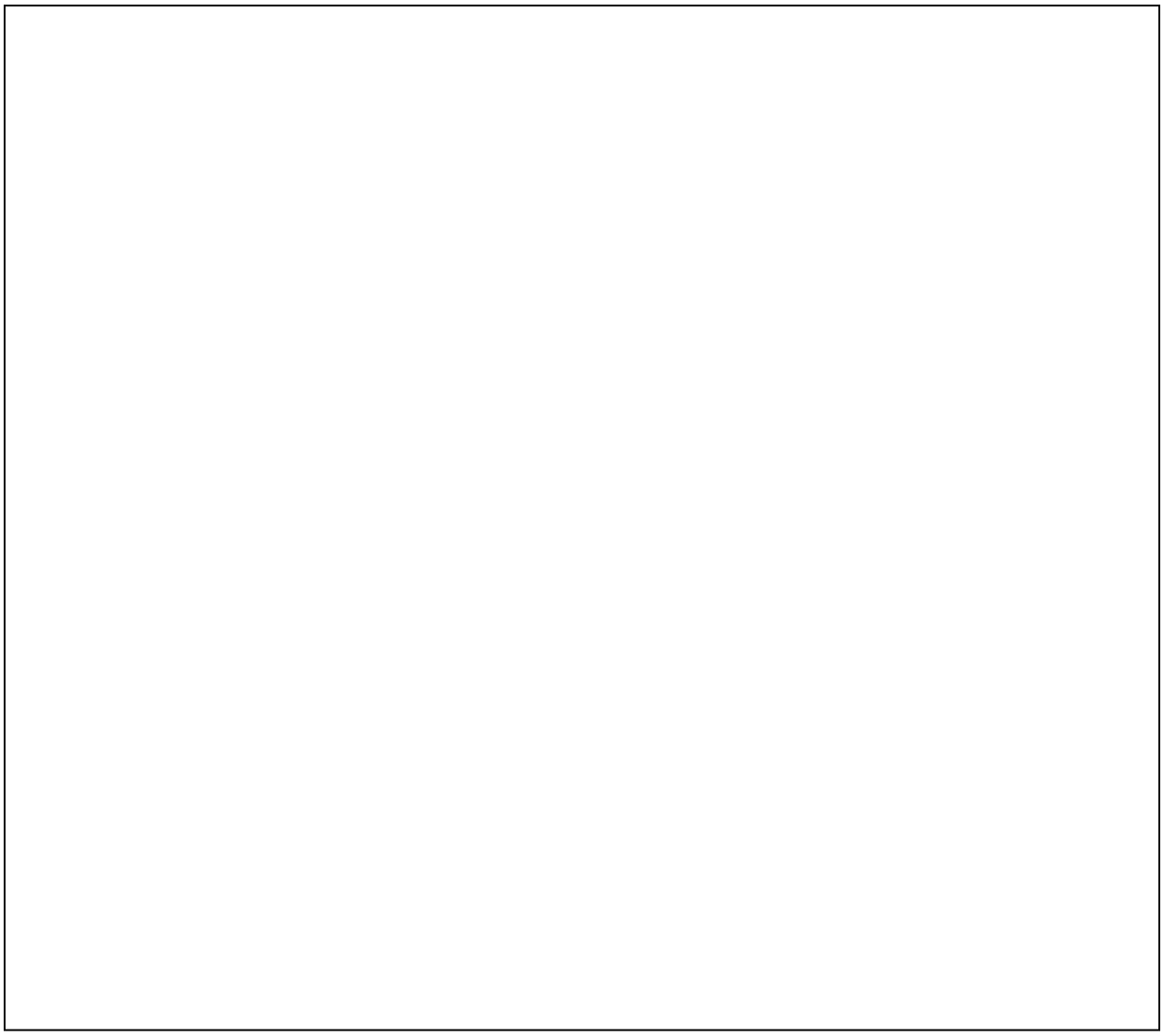


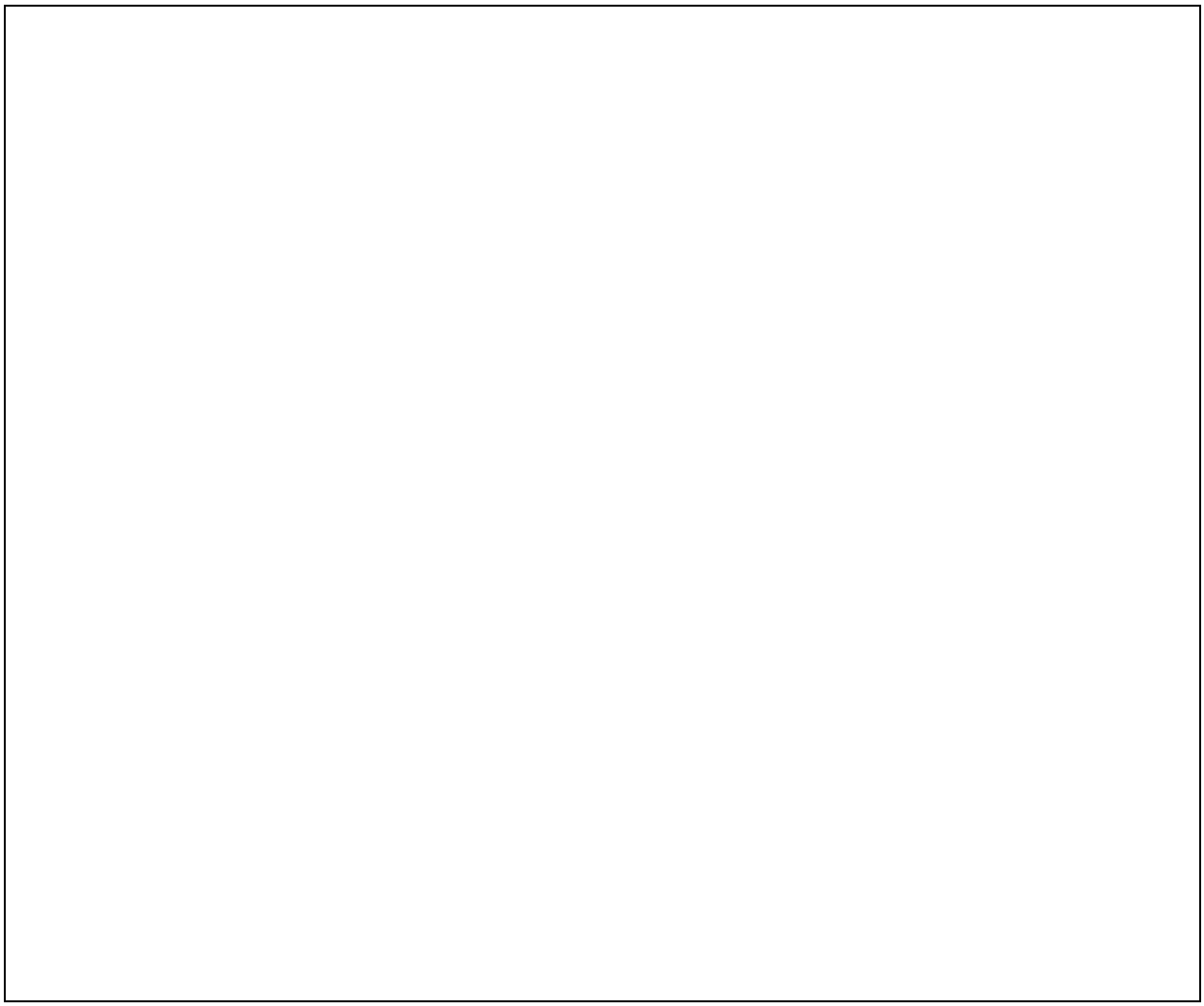
Figure 17 - Appendix: Atlanta 18-County MPO Area Park & Ride Usage (Douglas Van Pool, CCT and GCT), 2008



Source: ARC, 2009

MARTA offers Park & Ride lots at selected rail stations (see Figure 18 below). The monthly Park & Ride lot usage is displayed in the table below. MARTA has a usage rate of 67 percent for their offered Park & Ride lots. East Point Station has the highest usage rate at 93 percent. North Springs Station has the highest number of vehicles in its Park & Ride lot each month, with a monthly average of 2,032.

Figure 18: MARTA Rail Station Park & Ride Lot Usage (Number of Parked Cars by Station), 2008



Source: ARC, 2009

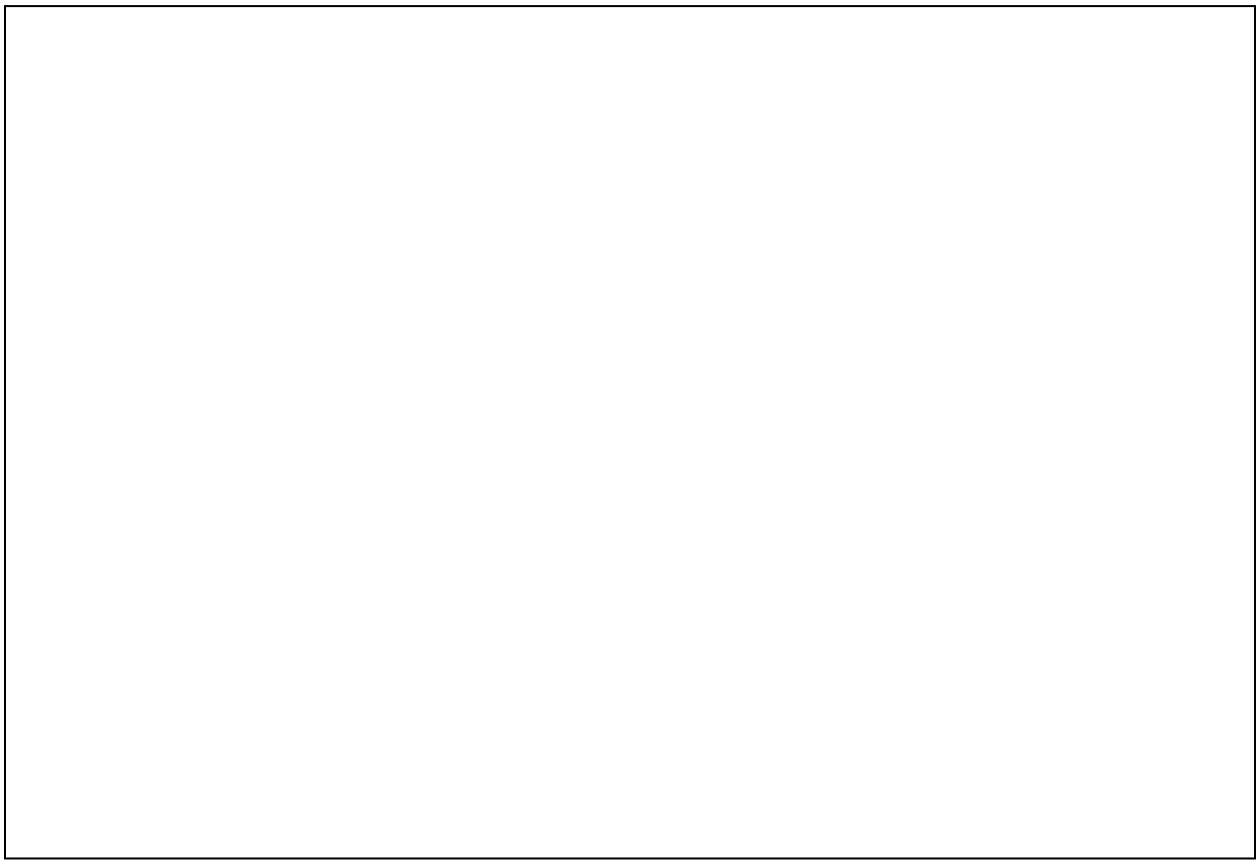
Transportation Demand Management (TDM)

ARC's Transportation Demand Management Division (TDM) strives to relieve traffic congestion and improve air quality in the region by helping commuters find simple, reliable alternatives to driving alone. Record-high gas prices, fuel shortages and an increase in local efforts made 2008 one of the banner years for TDM efforts in the Atlanta region. Assistance is provided to those who live or work in the Atlanta MPO area, which includes some commuting from adjacent states.

TDM strategies are organized through the RideSmart program. RideSmart encourages and helps regional commuters find potential carpool, vanpool and bike partners, or transit schedules through the use of customized software.

RideSmart also manages the funding for eleven employer services organizations (ESOs) in the region. These organizations provide comprehensive service for a defined geographic area and additional programs, such as vanpool subsidies, circulator shuttles, information sessions for both employers and employees and promotional events. These organizations work closely with employers to encourage formation of and participation in employer-supported commute options programs that can help with employee retention, and tardiness and absenteeism, as well as parking demand. Figure 19 provides information on ESOs in the Atlanta region.

Figure 19: TDM Employer Service Organizations (ESO), 2008



Source: ARC, 2009

Airports

The Atlanta region has experienced prosperity due to the world's busiest passenger airport, Hartsfield-Jackson Atlanta International Airport (H-JAIA). Direct transit passengers are passengers who continue their journey on a flight having the same flight number as the flight on which they arrived. Passengers in direct transit are counted only once. Other transit passengers and stop-over passengers are counted twice: once as arrivals and once as departures. In 2008, 90,039,280 passengers traveled through H-JAIA, a 0.74 percent increase from the previous year. See Figure 20 below for more details on operations at H-JAIA.

Figure 20: Hartsfield-Jackson Atlanta International Airport Passenger and Operations Activity

	2005	2006	2007	2008	2005–2006 % Change	2006–2007 % Change	2007–2008 % Change
Aircraft Operations							
Domestic	932,968	915,691	925,970	912,251	-1.85%	1.12%	-1.48%
International	47,418	60,756	68,376	66,573	28.13%	12.54%	-2.64%
Total	980,386	976,447	994,346	978,824	-0.40%	1.83%	-1.56%
Passengers							
Domestic	78,774,044	76,264,446	79,796,551	80,416,839	-3.19%	4.63%	0.78%
International	6,734,452	8,073,855	8,897,291	9,180,491	19.89%	10.20%	3.18%
Direct Transit	398,927	508,338	685,445	441,950	27.43%	34.84%	-35.52%
Total	85,907,423	84,846,639	89,379,287	90,039,280	-1.23%	5.34%	0.74%

Source: ARC, 2009

The Atlanta MPO region also contains 20 other public-use regional airports, all importing and exporting goods and passengers. In November 2008, a new 600-acre airport, the Paulding County Regional Airport (PUJ), was opened in the Atlanta Region. The airport, located six miles west of the city of Dallas, is the centerpiece of a 10,000-acre pod system designed to enhance commerce and industry. PUJ is Georgia's first new jet-capable airport built in more than 30 years.

Also in 2008, Cobb County Airport — McCollum Field underwent a series of upgrades. Improvements to the runway included concrete repaving and widening from 75 feet to the Federal Aviation Administration's (FAA) standard of 100 feet, as well as installment of high-intensity runway lights.

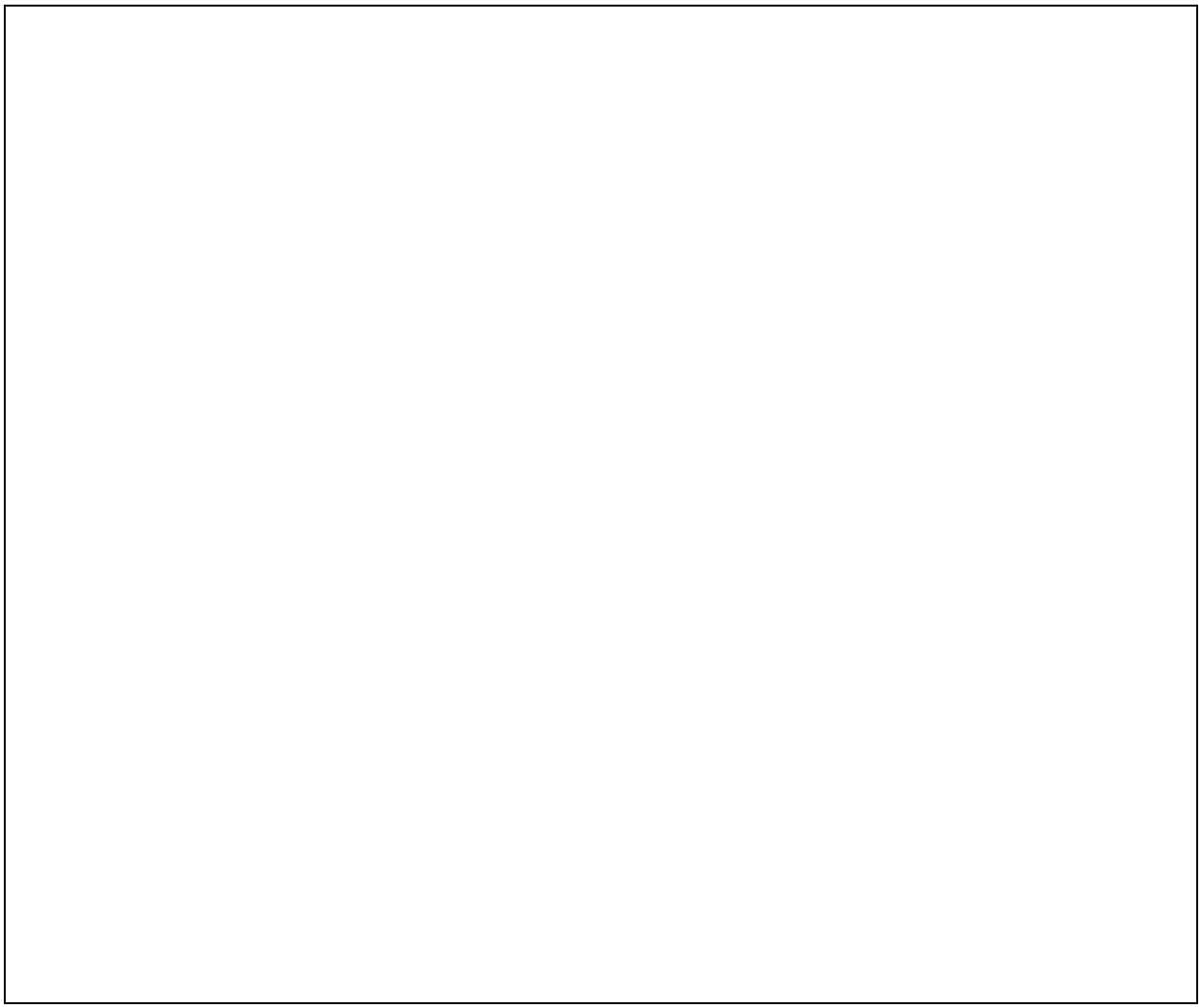
Figure 21 below provides information on daily takeoffs and landings at airports around the region. Figure 22 that follows indicates locations of airports in the region.

Figure 21: Atlanta 18-County MPO Area Airport Operation Activity (Public Use Airports)

County	Airport	2006	2007	2008	Last Updated (FAA)
Henry	Berry Hill Airport	14	19	N/A	8/2/07
Cherokee	Cherokee County Airport	57	52	52	8/3/07
Henry	Clayton County Airport	96	114	N/A	8/2/07
Cobb	Cobb County Airport	475	N/A	314	6/5/08
Rockdale	Covington Municipal Airport	114	79	N/A	4/6/07
Fulton	Fulton County Airport	346	358	342	5/8/08
Henry	Gordon E. Bellah Airport	N/A	N/A	N/A	–
Spalding	Griffin-Spalding County Airport	55	N/A	34	3/27/08
Gwinnett	Gwinnett County Airport	297	249	N/A	9/4/07
Fulton	Hartsfield-Jackson Atlanta International Airport	2,684	2,669	2,959	2/28/08
Walton	Monroe-Walton County Airport	33	N/A	N/A	1/20/06
Coweta	Newnan-Coweta County Airport	83	82	N/A	7/31/07
Paulding	Paulding County Regional Airport	N/A	N/A	N/A	opened 11/08
Fayette	Peachtree City Airport	144	288	N/A	9/11/07
DeKalb	Peachtree DeKalb Airport	639	554	554	5/19/08
Fayette	Rust Airstrip	2	1	N/A	1/12/00
Barrow	Winder-Barrow Airport Northeast Georgia Regional Airport	183	78	N/A	4/25/07

Source: ARC, 2009

Figure 1: Atlanta MPO Area Airports, 2008



Source: ARC, 2009