

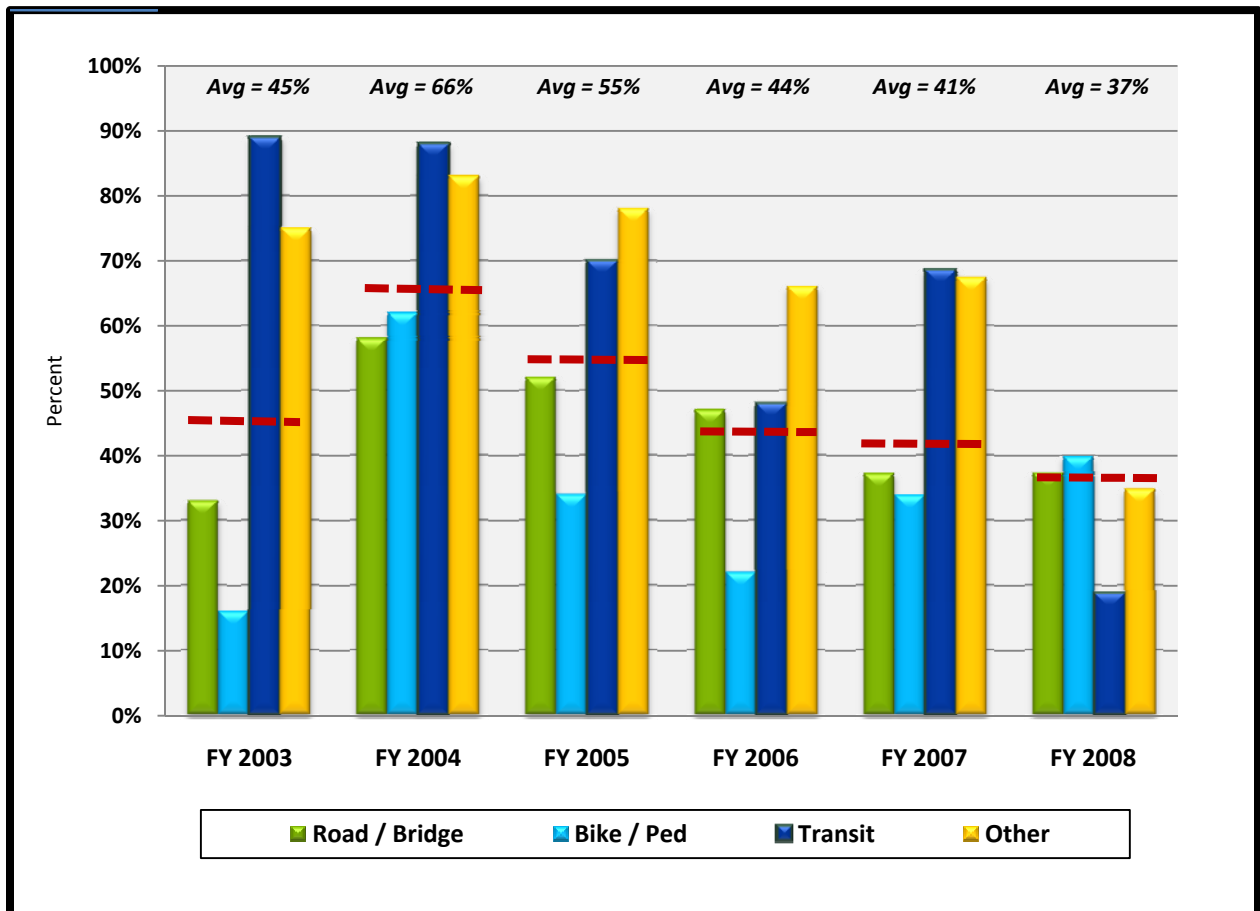
Appendix T-1: Additional Supporting Data

Project Delivery

Delays with the implementation of the 2000 TIP became apparent early in the decade. In response to direction among policy officials, ARC began monitoring the implementation rate of TIP commitments each year. This review confirmed what many policy makers suspected; regional projects were not meeting project delivery expectations. The inability to implement a project within promised timeframes increases costs due to inflation. Delays in one project often leads to delay in other projects, as the financial impact of delay forces other projects to be delayed so adequate funding resources can be made available.

The overall advancement continues to decline to a current all-time low of 37 percent in FY 2008. In FY 2008 (as shown in Figure 1 below), project implementation rates range between 35 to 40 percent. Transit projects lagged during the fiscal year with only a 19 percent advancement rate.

Figure 1: Project Advancement Rate by Year and Project Type: FY 2003 – FY 2008



Travel Demand and Costs

An important focus in evaluating travel trends is the home-based-work trip, the primary culprit of peak travel period congestion. The majority of the home-based-work (HBW) trips occur among the five core counties of Fulton, DeKalb, Gwinnett, Cobb, and Clayton. Home-based-work trips tend to have longer trip distances than home-based-other and non-home-based trips due to a variety of reasons, such as personal preferences that are made when choosing an area to live in or work. Figures 2 and 3 show HBW demand in 2010 and 2040.

Figure 2: Home-Based Work Travel Demand (2010)

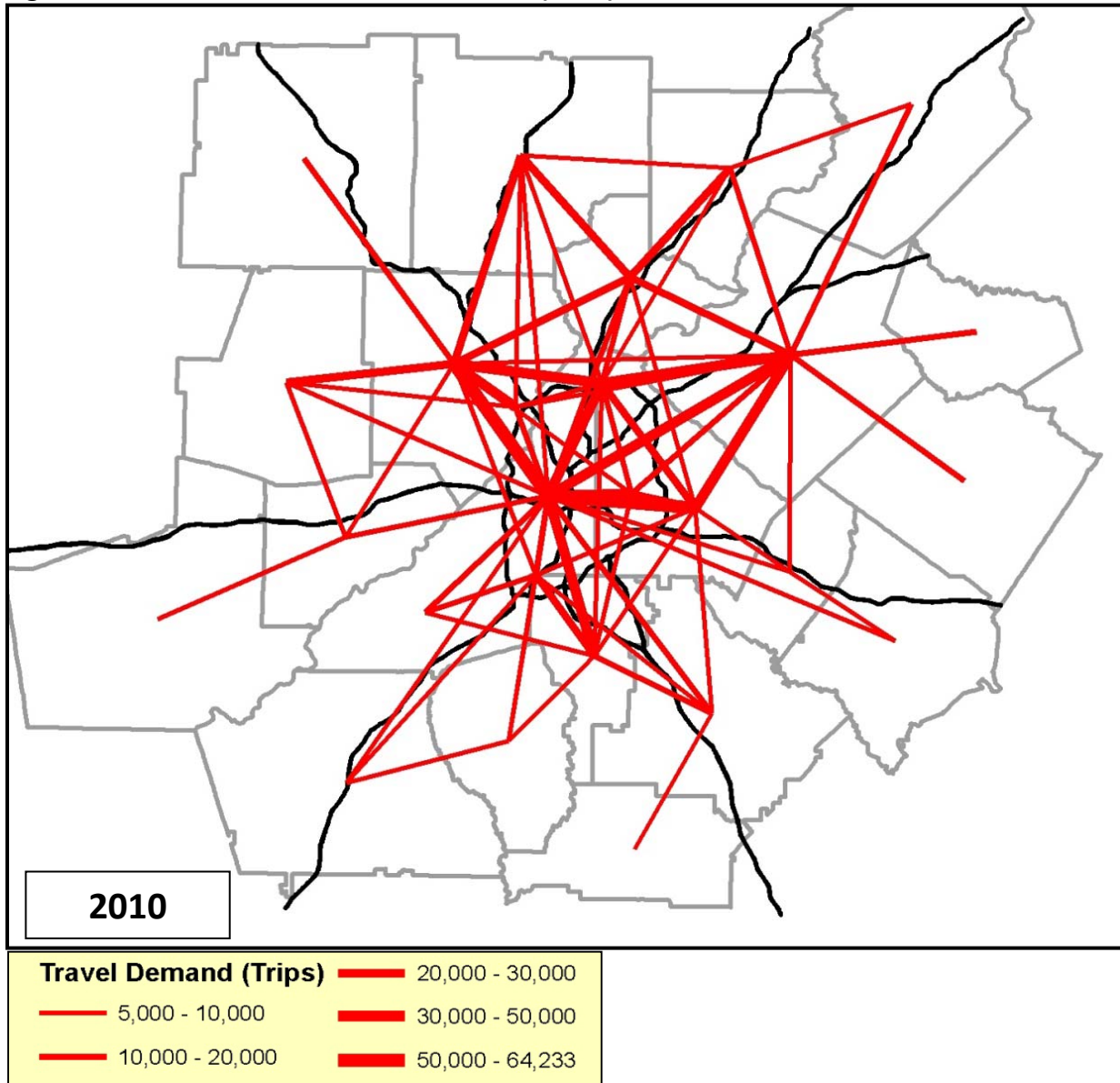
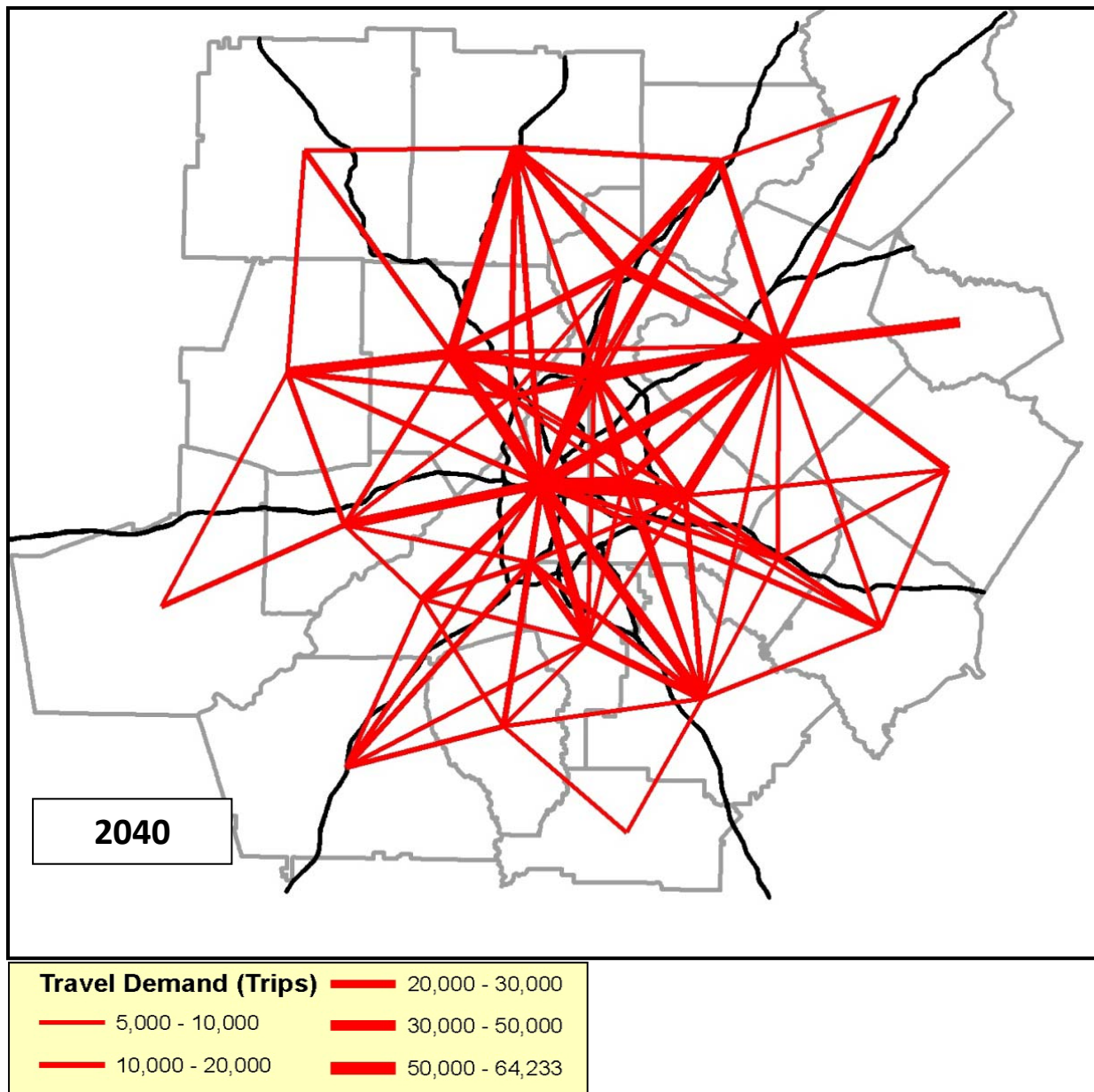


Figure 3: Home-Based Work Travel Demand (2040)



When comparing the 2010 HBW travel demand to 2040 HBW, the percent of internal trips increase for Coweta, Douglas, Forsyth, Gwinnett, Newton and the central business district in City of Atlanta. In addition, the lines are thicker between more counties showing an increase in movement throughout the region. By 2040, the counties on the south side of the region illustrated an increasing complexity of travel patterns and the emergence of significant trip movements similar to those found in the more heavily developed areas north of I-285 today.

Indicators of Costs of Congestion

Daily congested average speed is an indicator of the impact of congested travel conditions on the regional roadway network. This information is useful in comparing changes in travel conditions over time, reflecting the impacts of future growth and roadway and transit expansions.

Figure 4 shows the 2010 average daily speed of 27.1 mph is expected to decrease to 22.2 mph by the year 2040. However, the region is able to mitigate some of the expected increase in congestion as reflected by the 18.8 mph average speed in the 2040 NB. Maintaining average speeds to near current levels is an important consideration to make sure major employment centers maintain an acceptable service area.

Figure 4: Daily Congested Average Speed

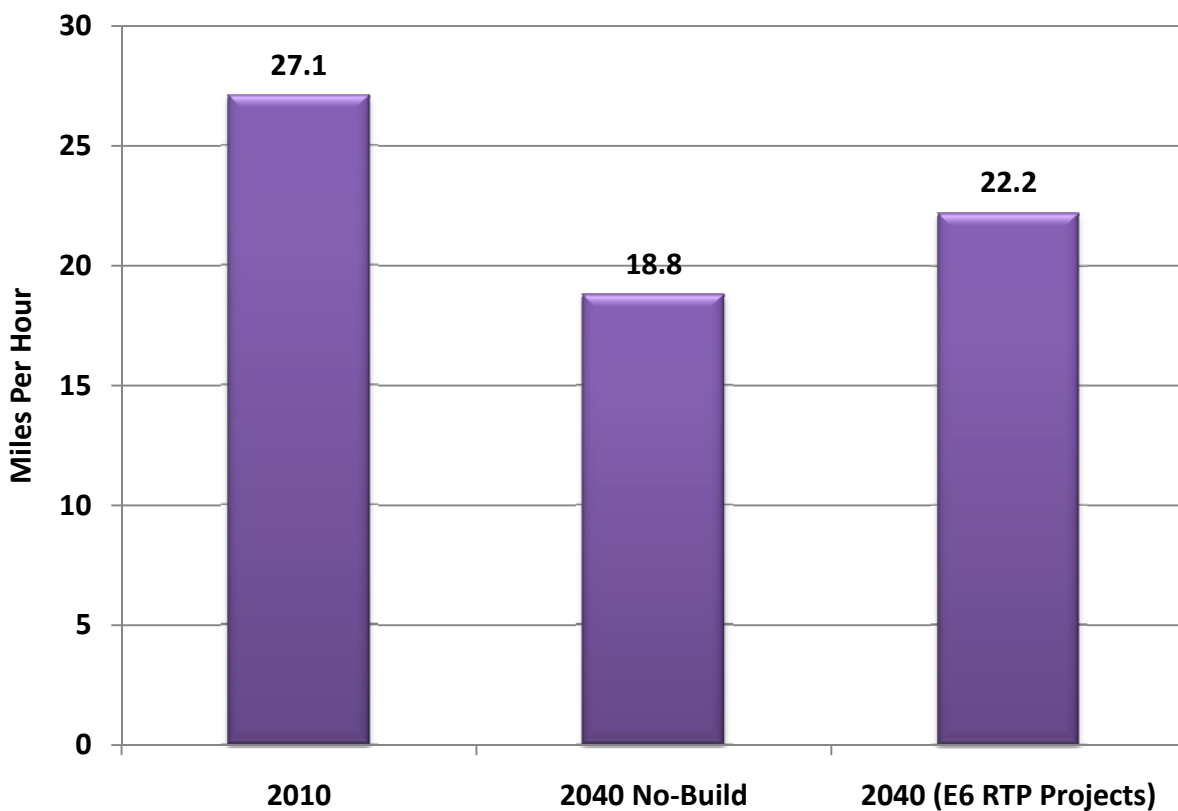
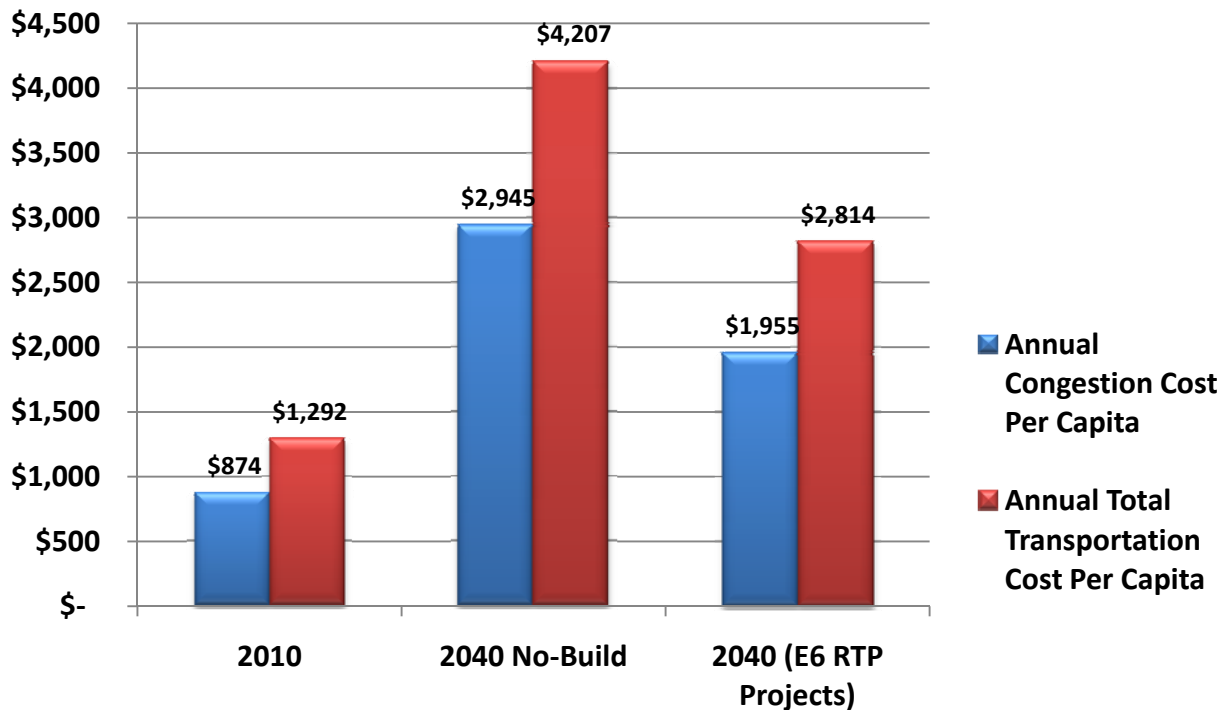


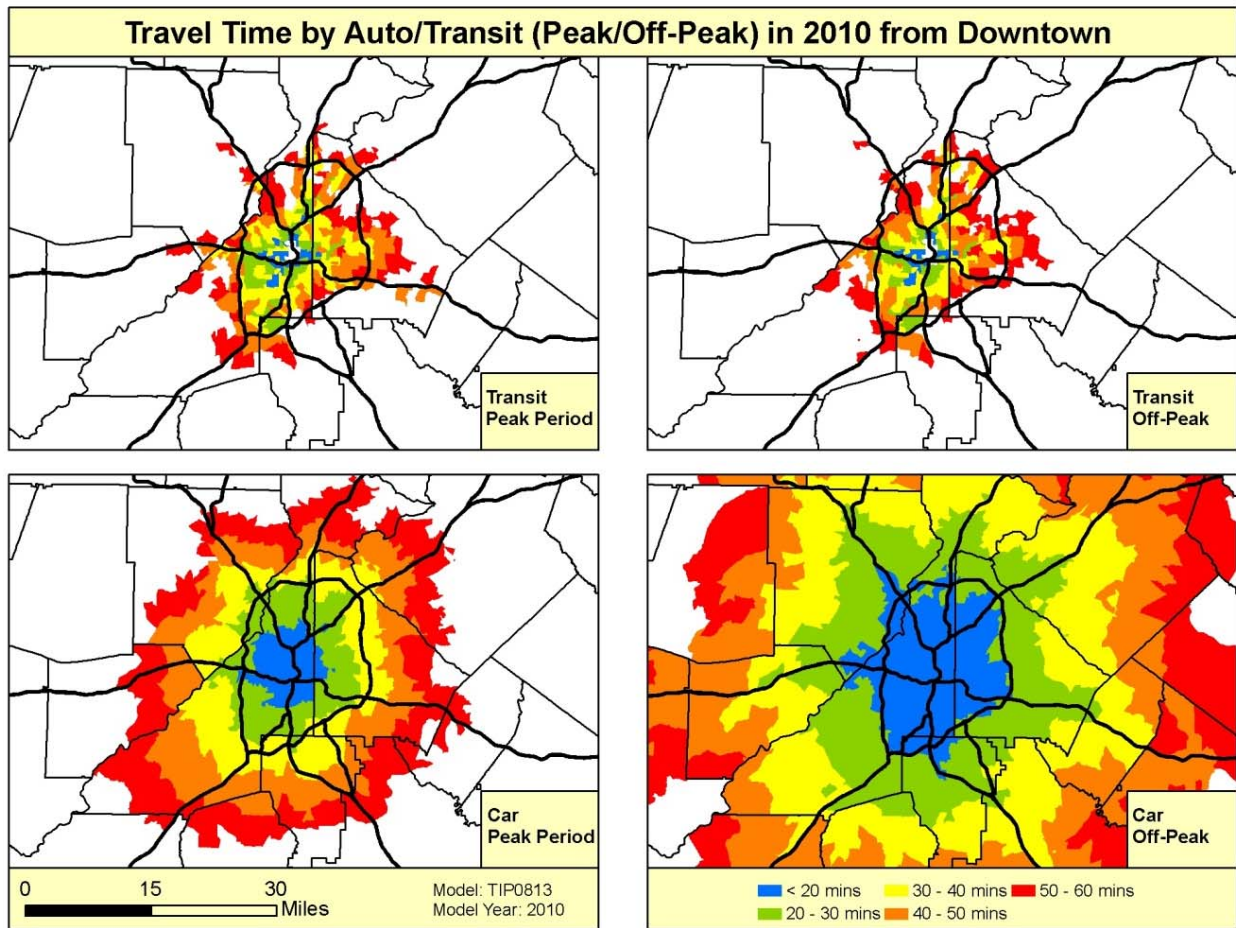
Figure 5: Congestion and Transportation Costs Per Capita



The cost impact of congestion on households and businesses is significant. Congestion costs are based on wasted time and fuel due. As shown in Figure 5 the annual cost of congestion will be \$874 per person in 2010. By 2040, this figure increases to \$1,955 in the E6 scenario and a staggering \$2,945 in the No-Build. As illustrated, similar magnitudes of changes are found when assessing the annual total transportation costs per capita.

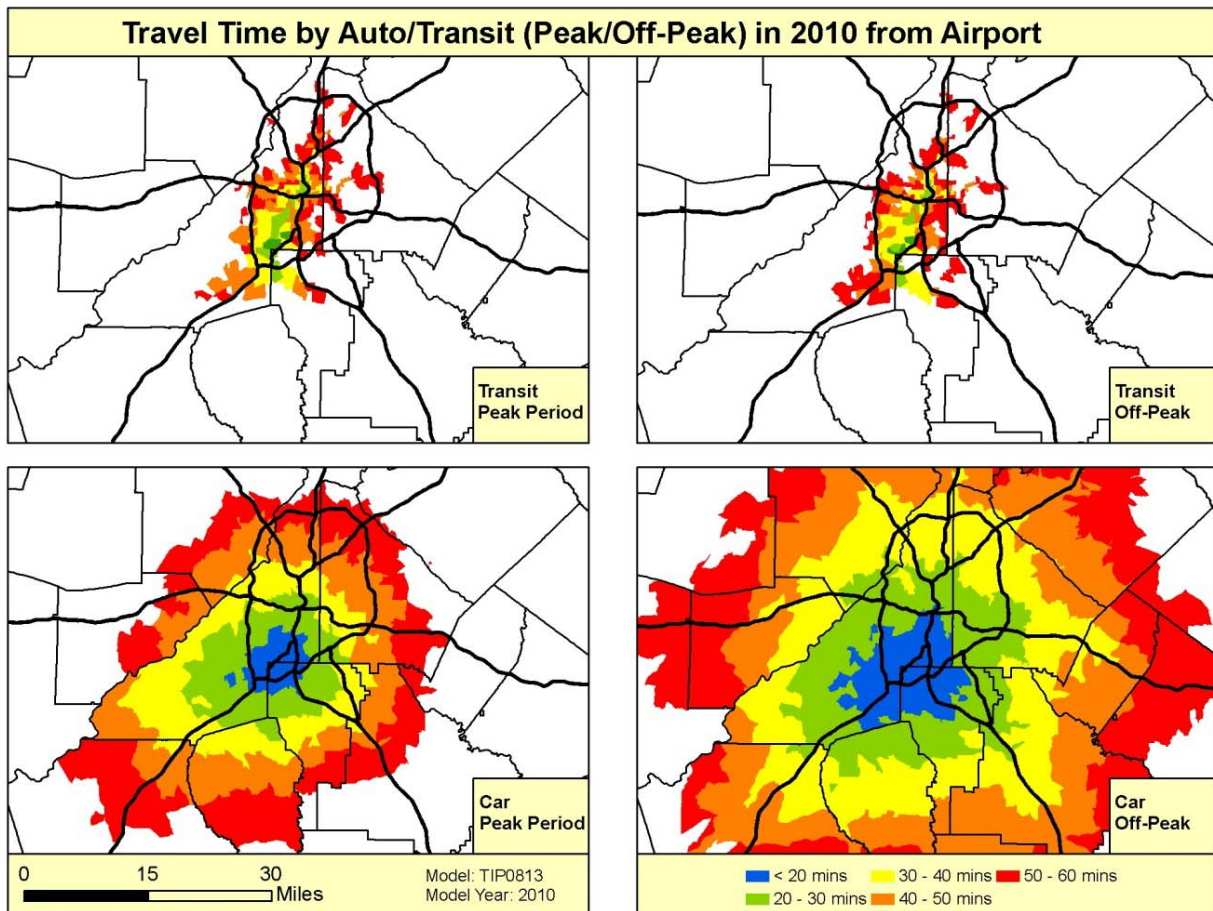
Many of the region's main job centers also pay a steep price due to congestion as their laborsheds shrink dramatically during peak travel periods as shown in Figure 6 and Figure 7. Downtown Atlanta experiences a significant decrease in its travel shed accessible in 40 minutes or less, decreasing from 3 million people that can access Downtown to 1.3 million during peak travel periods. The airport, a critical element in the region's overall economic viability, experiences a decrease in population able to get to the airport in 40 minutes from 2.07 million to 863,000. A key fact illustrated by the map is that while the roadway network is susceptible to congestion, the transit network is much less impacted.

Figure 6: Impact of Congestion on Travel Sheds (Downtown)



Source: ARC, 2009

Figure 7: Impact of Congestion on Travel Sheds (Airport)

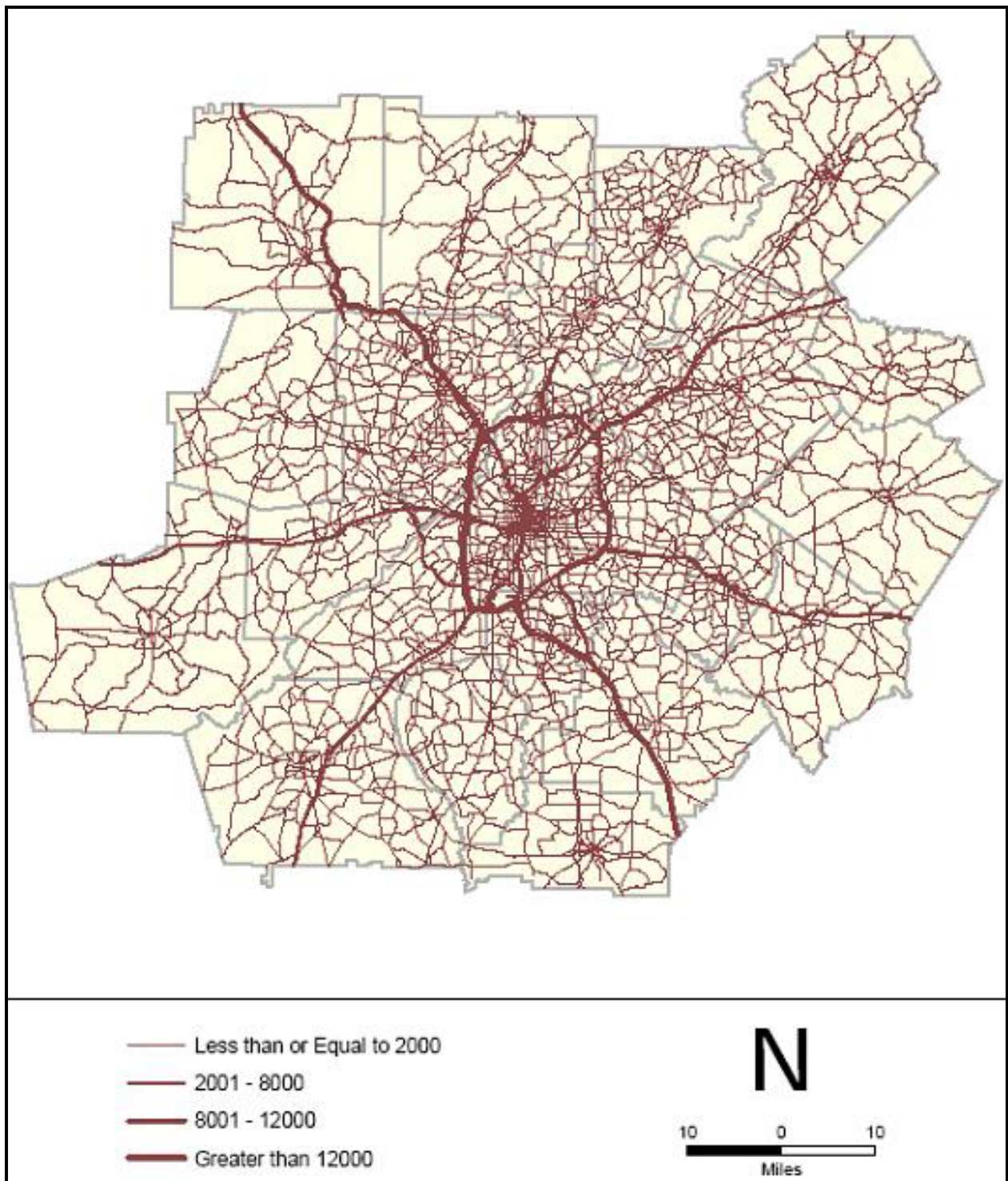


Source: ARC, 2009

Freight Facilities and Movements

Because of the heavy reliance on truck transportation, the highway system is instrumental in the efficient movement of freight in the Atlanta region (Figure 8). The Regional Freight Mobility plan identified criteria to guide the designation of priority corridors (shown in Figure 9). Designated truck route corridors will significantly improve freight mobility in the region.

Figure 8: Truck Flows in the Atlanta Region (2005)



Source: Wilbur Smith, 2009

Figure 9: Freight Priority Network



Source: ARC, 2009

As shown in Figure 10 Hartsfield-Jackson Atlanta International Airport is a crucial component in the region's overall freight network. This decade the airport has consistently had over 700,000 tons of freight come through the airport each year.

Figure 10: Freight - Atlanta Hartsfield-Jackson Atlanta International Airport



Vehicles and Vehicle Miles Traveled

In 2008, households in the Atlanta region averaged 2.00 registered vehicles as shown in Figure 11. Fulton County averaged the lowest with 1.55 and Walton County averaged the highest with 2.71 registered vehicles per household. The average number of registered vehicles per household in 2007 was 2.04.

Figure 11: Registered Vehicles per Household by County, 2008

County	Passenger*	Truck	Motorcycle	Total Vehicles	ARC 2008 HH	Reg. Vehicles per HH	Average HH Size
Barrow	40,401	18,607	2,128	61,136	23,409	2.61	2.77
Bartow	55,088	27,987	3,200	86,275	33,880	2.55	2.71
Cherokee	124,760	40,709	6,319	171,788	74,017	2.32	2.73
Clayton	157,886	34,904	2,628	195,418	99,739	1.96	2.79
Cobb	421,569	88,957	12,324	522,850	255,878	2.04	2.60
Coweta	67,212	26,196	3,394	96,802	41,772	2.32	2.77
DeKalb	379,966	59,697	22,552	462,215	276,775	1.67	2.57
Douglas	70,396	23,418	3,021	96,835	47,028	2.06	2.69
Fayette	72,348	21,322	2,755	96,425	37,240	2.59	2.82
Forsyth	102,260	30,479	4,385	137,124	57,215	2.40	2.86
Fulton	506,435	77,250	8,434	592,119	382,422	1.55	2.39
Gwinnett	467,229	107,591	12,048	586,868	262,974	2.23	2.83
Henry	109,809	37,227	4,528	151,564	67,596	2.24	2.80
Newton	59,669	23,436	2,358	85,463	35,322	2.42	2.72
Paulding	70,577	28,255	4,066	102,898	43,730	2.35	2.84
Rockdale	45,259	15,658	1,727	62,644	29,527	2.12	2.81
Spalding	36,058	15,700	1,488	53,246	24,531	2.17	2.62
Walton	48,641	24,460	2,376	75,477	27,802	2.71	2.78
18-County MPO Totals	2,835,563	701,853	99,731	3,637,147	1,820,857	2.00 (avg)	2.73 (avg)

Web reference: <http://motor.etax.dor.ga.gov/stats/renewalsstats.aspx>

Source: Georgia Department of Revenue Motor Vehicle Division (registration data as of 2/28/09); ARC Population and Housing Unit Estimates

In 2008, the average daily VMT in the Atlanta MPO area was 142,289,456, an increase of more than half of one percent from the previous year. The VMT per capita fell by 0.46, from 28.51 VMT per capita in 2007 to 28.05 in 2008. Figure 12 illustrates the general decline in VMT per capita in the region over the past decade.

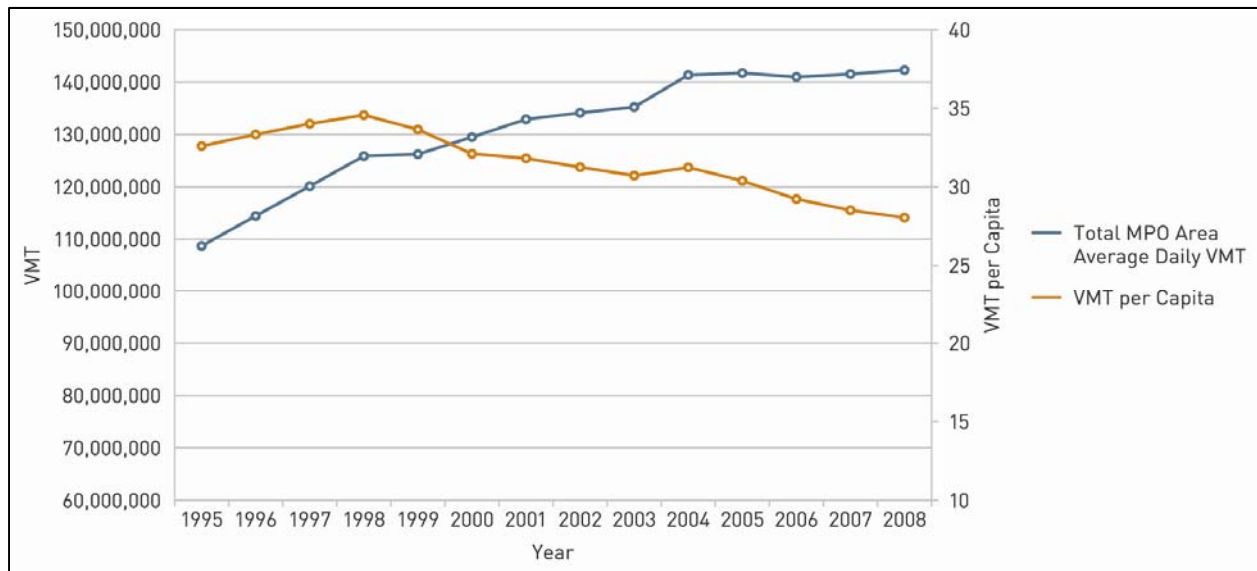
Figure 12: Average Daily Vehicle Miles Traveled in the Atlanta MPO Area, 1995-2008

Year	18-County Atlanta MPO Area	Percent Change from Previous Year	VMT per Capita
1995	108,730,647	n/a	32.60
1996	114,462,547	5.27%	33.33
1997	120,142,338	4.96%	34.01
1998	125,864,531	4.76%	34.57
1999	126,223,823	0.29%	33.65
2000	129,486,176	2.58%	32.10
2001	132,887,292	2.63%	31.81
2002	134,124,420	0.93%	31.25
2003	135,215,454	0.81%	30.72
2004	141,346,238	4.53%	31.23
2005	141,720,605	0.26%	30.39
2006	140,981,999	-0.52%	29.23
2007	141,520,280	0.38%	28.51
2008	142,289,456	0.54%	28.05

Source: GDOT Office of Transportation Data; U.S. Census Bureau Population Division

Although total regional VMT is increasing, much due to population growth, the VMT per capita is decreasing. This steady decrease since 1999 reflects the shortening of trip lengths associated with a more dense land use pattern – a major policy initiative of the ARC since the 2025 RTP adopted in 2000. Expanded regional transit use also contributes to the reductions in this important statistic.

Figure 13: Atlanta 18-County MPO Average Daily VMT Change, 1995–2008



Source: GDOT 445 Series Report; U.S. Census Bureau Population Division

In 2008 Bartow County had the highest average daily VMT per capita compared to other MPO counties, at 51. In 2008, the outer eight counties had a higher VMT per capita (29.5) when compared to the inner ten counties. Figure 14 shows VMT per capita, as well as the average VMT per capita for the 10-County planning area as well as the ten external counties.

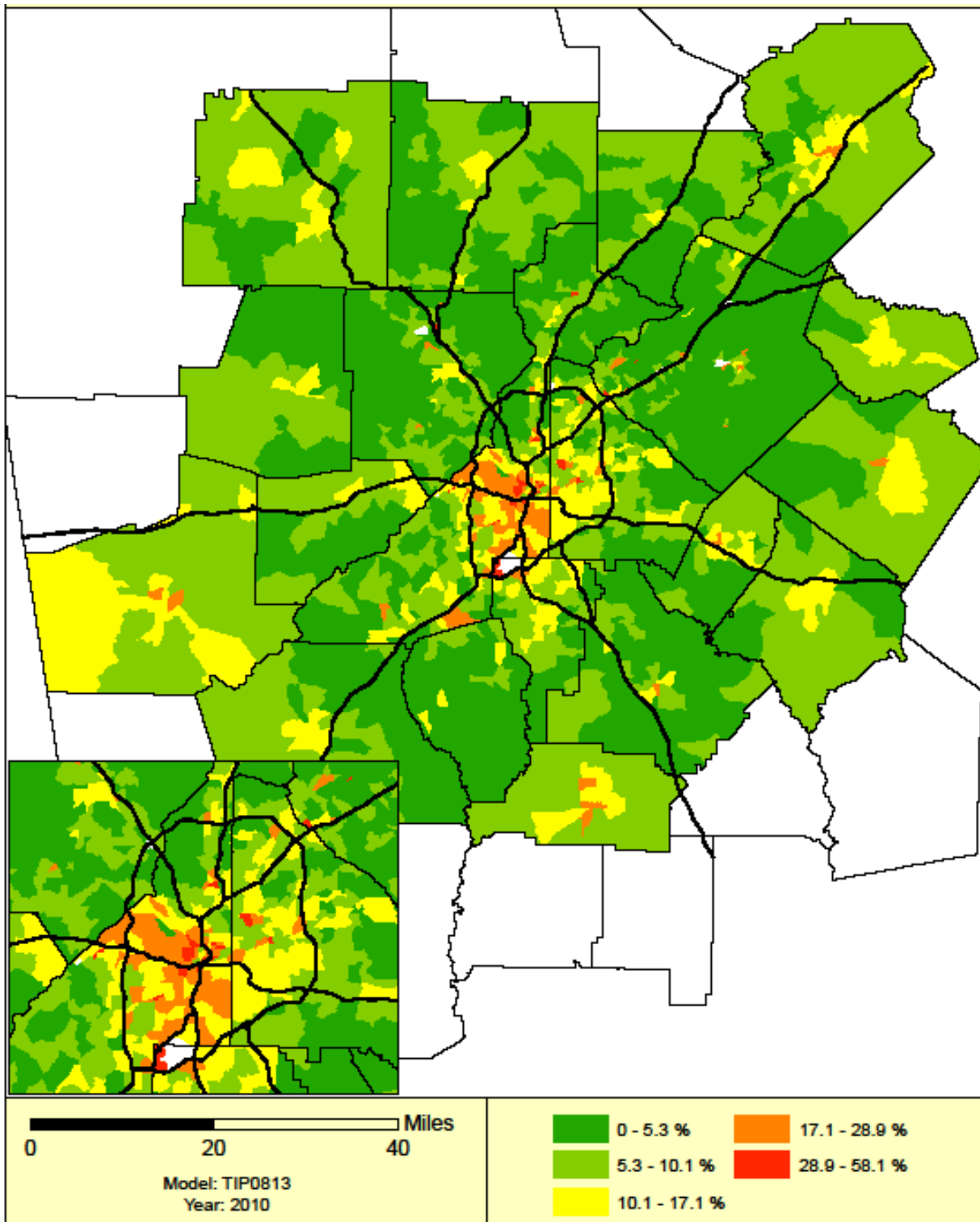
Figure 14: 2008 Daily VMT Per Capita By County

County	2008 Daily VMT	2008 Census Pop.	VMT Per Capita
Cherokee	5,213,278	210,529	24.8
Clayton	7,332,580	273,718	26.8
Cobb	18,282,853	698,158	26.2
DeKalb	20,469,024	739,956	27.7
Douglas	4,387,542	127,932	34.3
Fayette	2,972,534	106,465	27.9
Fulton	30,960,819	1,014,932	30.5
Gwinnett	19,505,372	789,499	24.7
Henry	6,171,912	191,502	32.2
Rockdale	2,769,683	83,222	33.3
10-County Atlanta RC Area	118,065,597	4,235,913	27.9
Barrow	1,680,537	70,073	24.0
Bartow	4,790,158	94,913	50.5
Coweta	3,677,950	122,924	29.9
Forsyth	3,805,485	168,060	22.6
Newton	3,018,708	98,542	30.6
Paulding	3,290,926	133,135	24.7
Spalding	1,809,453	63,913	28.3
Walton	2,150,644	85,813	25.1
18-County Atlanta MPO Area	142,289,456	5,073,286	28.0

Source: GDOT Office of Transportation Data; U.S. Census Bureau Population Division

The region does have significant concentrations of households without access to a vehicle. Concentrations of these households are shown in Figure 15 below. Given the development patterns in the region and limited transit options these communities may face significant transportation disadvantages. The majority of these areas are concentrated inside of I-285 and along interstate transportation corridors.

Figure 15: Zero Car Households



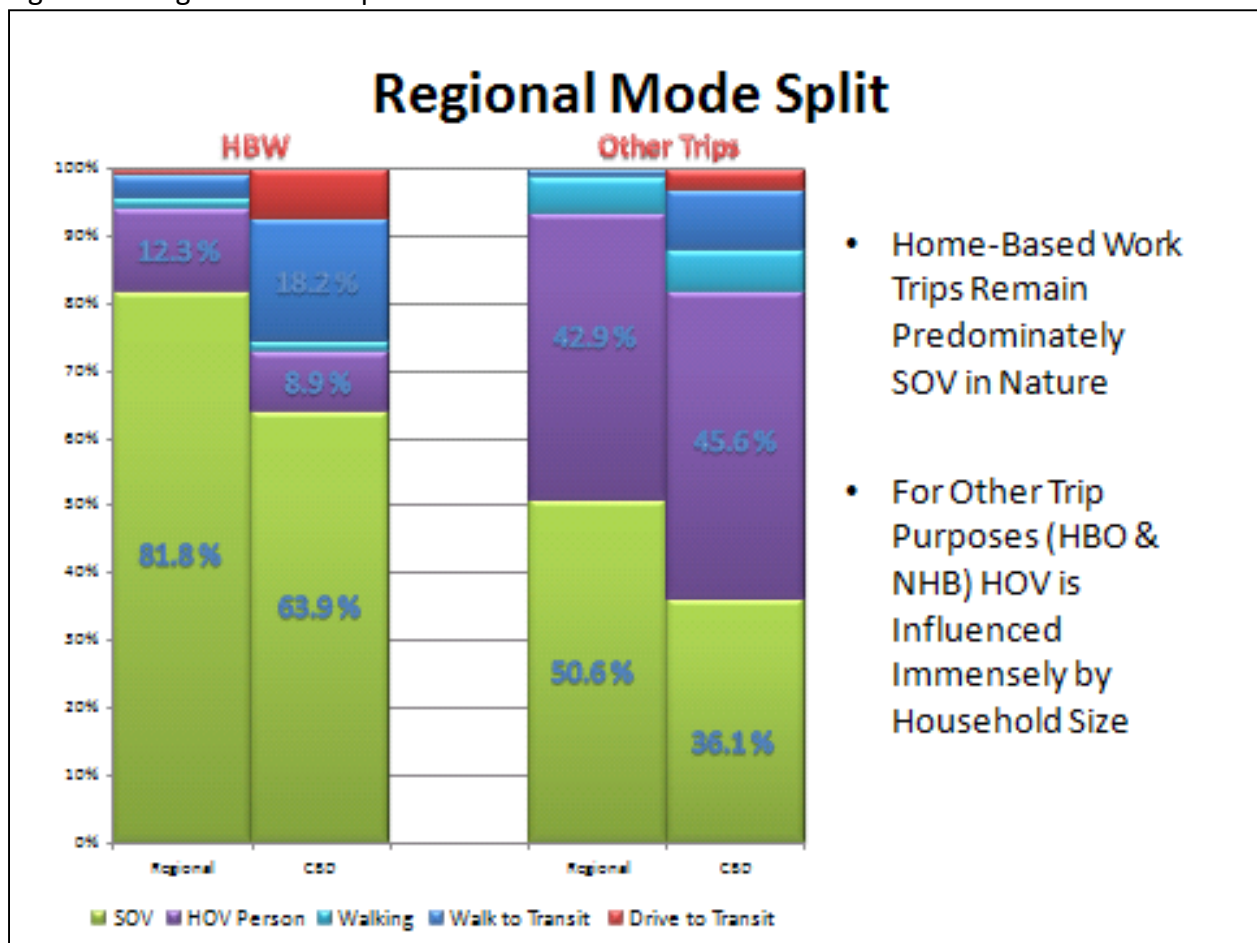
Source: ARC

Regional Mode Split and Transit/Walkability Measures

As Figure 16 shows home-based work trips remain predominately SOV in nature. Even the CBD, which has one of the highest transit mode splits in the region, sees nearly 64 % of its home based work trips arrive via SOV (CBD to the right of region in above). Regional transit usage remains a small share of the total trips, accounting for roughly 5 % of the total. The CBD sees approximately 25% of its home based work trips utilize transit.

Other trips purposes (trips that are not linked directly from home to work) experience a larger variation in mode split. Nearly half of these trips are accounted for by HOV vehicles. These trips are influenced by the household size of areas in the region.

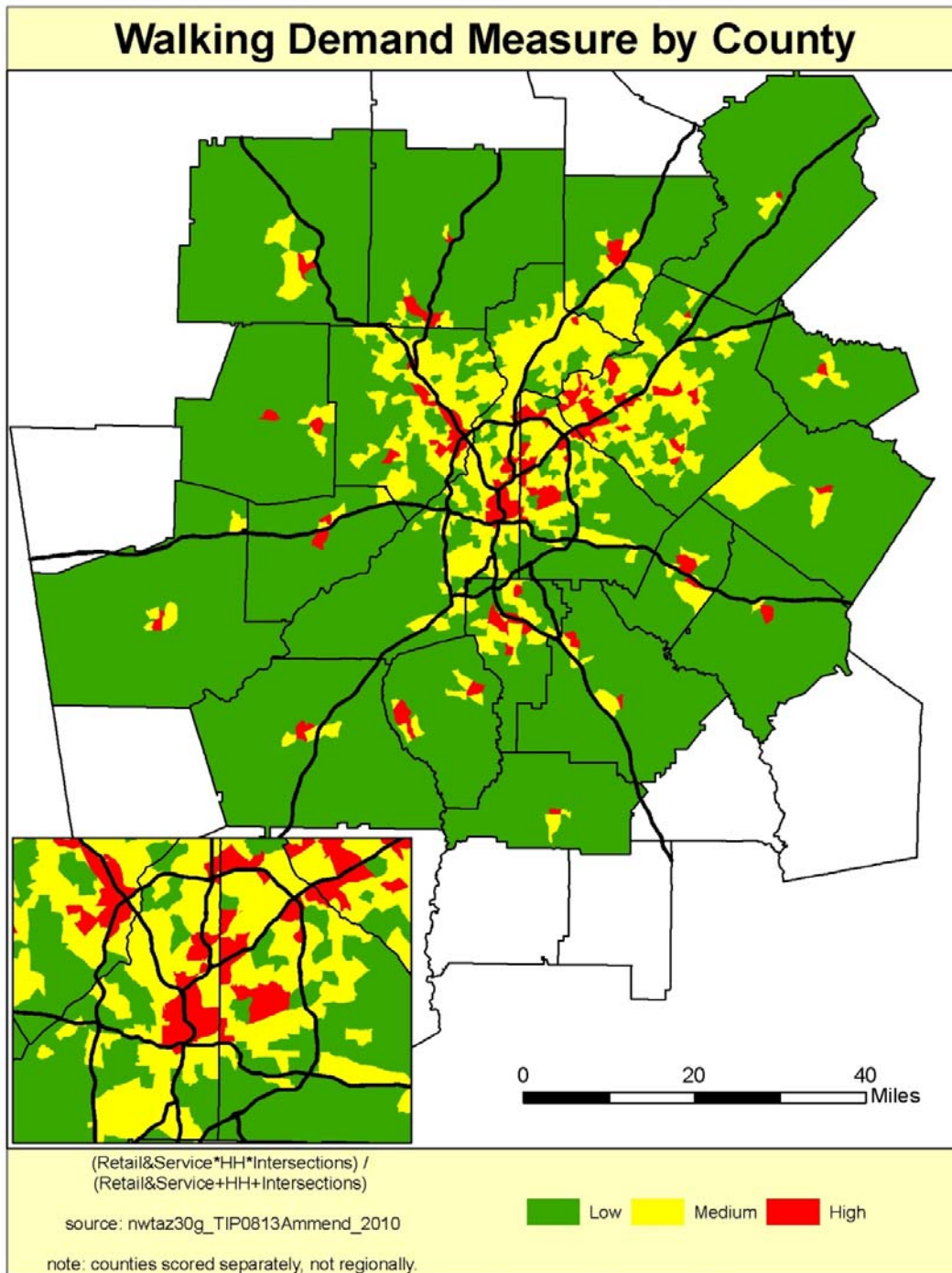
Figure 16: Regional Mode Split



Source: ARC, 2009

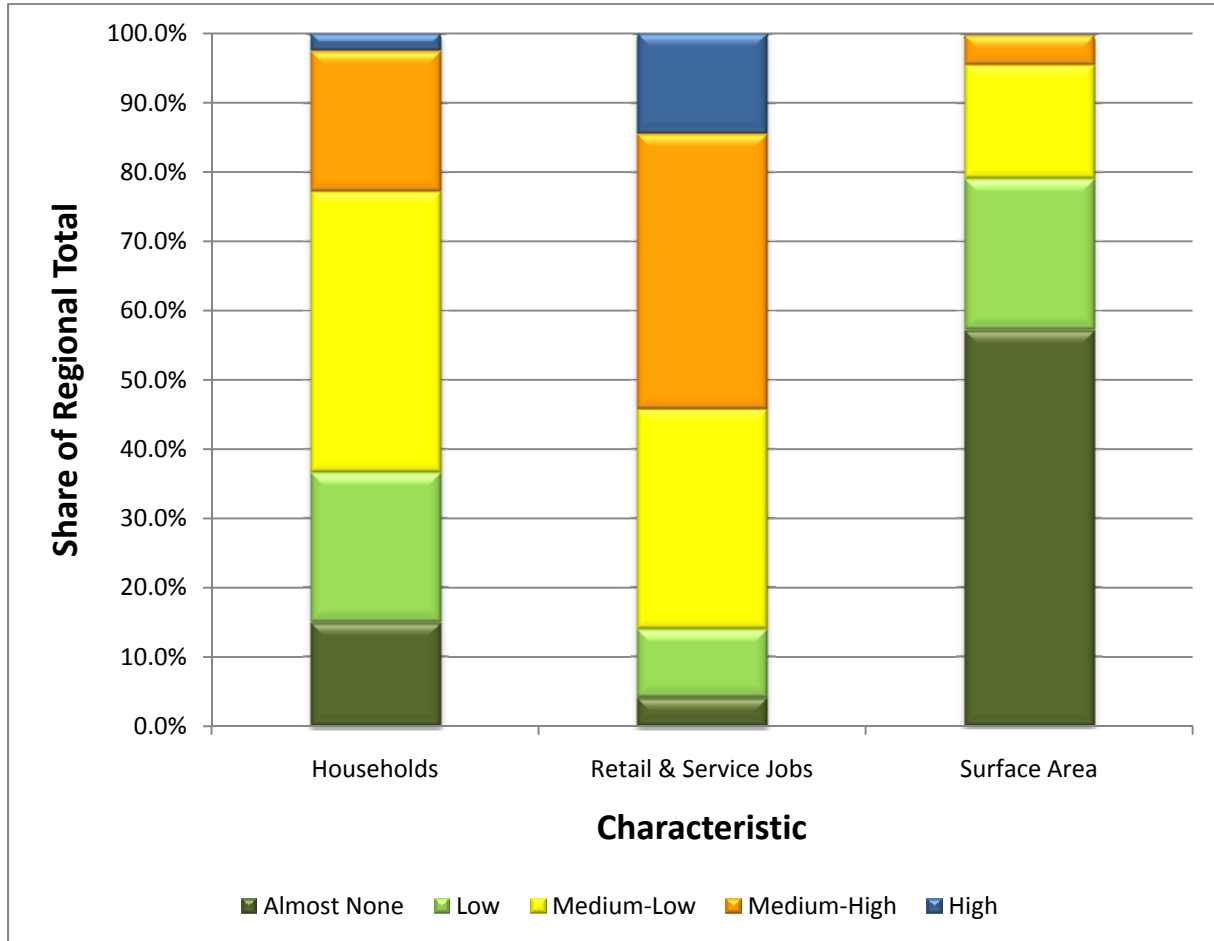
Previous maps in the Regional Assessment have shown the potential walking demand for the region (areas of the region ranked vs. each other). Figure 17 uses the same methodology but considers each county individually. The result illustrates the areas in each county that have the most potential for walking trips (compared to the rest of that county).

Figure 17: Walking Demand by County (Areas in County Ranked vs. Rest of County)



Source: ARC, 2009

Figure 18: Percent of Regional Households, Retail & Service Jobs by Potential Walkability (PWI) Score



Source: ARC, 2009

Figure 18 shows the share of regional totals that fall into the walking demand categories (by household, Retail and Service jobs and the region’s land area).

The measure evaluates the latent demand for pedestrian trips throughout the region based on local proximity to specific variables. The evaluated variables include service and retail employment, the number of households and the number of street intersections.

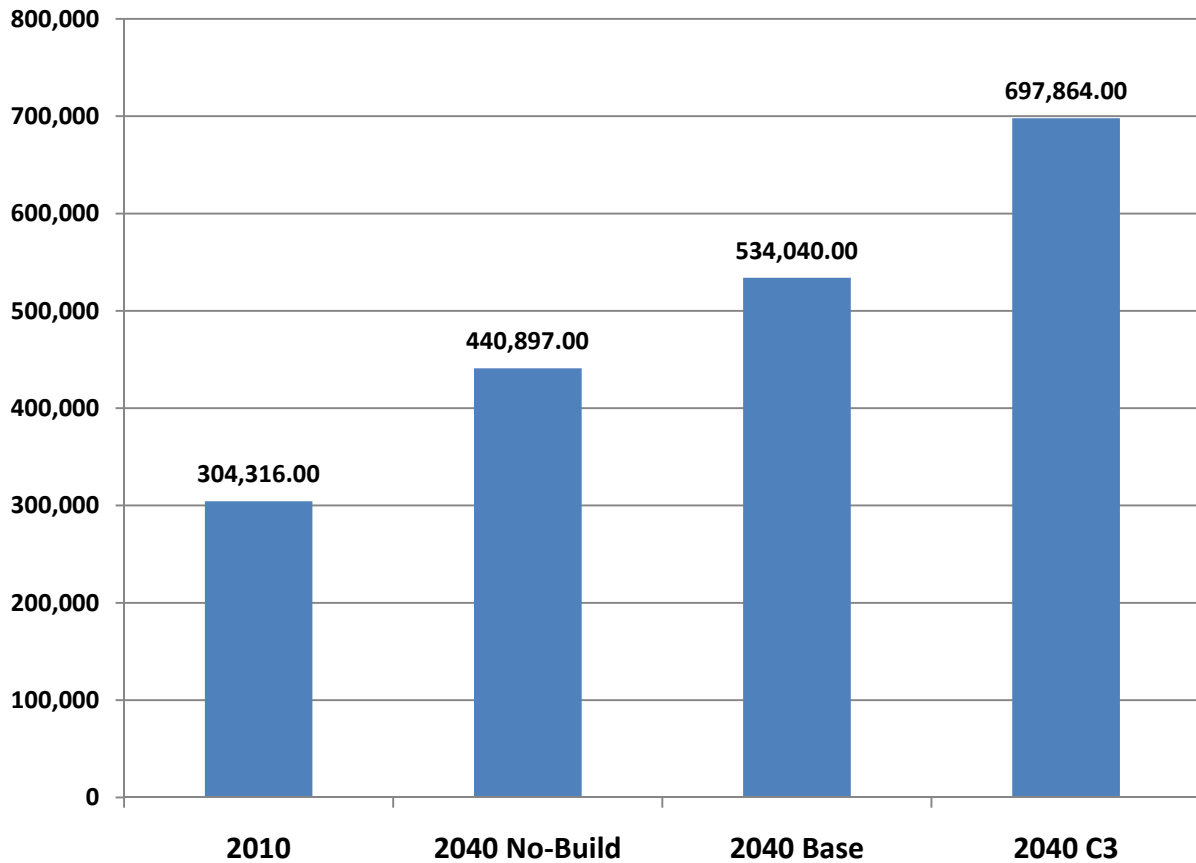
Currently, only 20 % of the region’s population lives in areas that score medium-high to high. These same areas account for over 50 % of the region’s retail and service employment and occupy less than 5 % of the region’s surface area. Consequently, walking is not a viable option for travel for most of the region’s residents.

Concept 3 was adopted by the ARC Board in December and now serves as the transit component of the region’s long-range Aspirations Plan.

Investment in transit in the region is expected to result in increased ridership. Key observations include:

- *Envision6's* transit concept will help increase the total number of unlinked transit trips by 64 percent.
- Additional funding for transit projects in the *Aspirations Plan (Concept 3)* increases the number of unlinked transit trips by 158 percent over the base case.

Figure 19: Daily Regional Transit Trips with Concept 3 Investments



Regional Air Quality Data

Trends in exceedances of the ozone standard were provided in the Regional Assessment. Unlike the ozone standard, there is no classification system for fine particulate matter. An area either meets the standard (attainment) or exceeds the standard (non-attainment). In April 2005, the USEPA designated a 20-county metro-Atlanta non-attainment area for failing to meet the fine particulate matter standard. Not all stations have data for every year because they either have been shut down or were not established until recently. Figures 20 and 21 highlights recent PM 2.5 measurements by site and region projections in the future.

Figure 20: PM 2.5 Mass Concentration Annual Average (Arithmetic Mean)

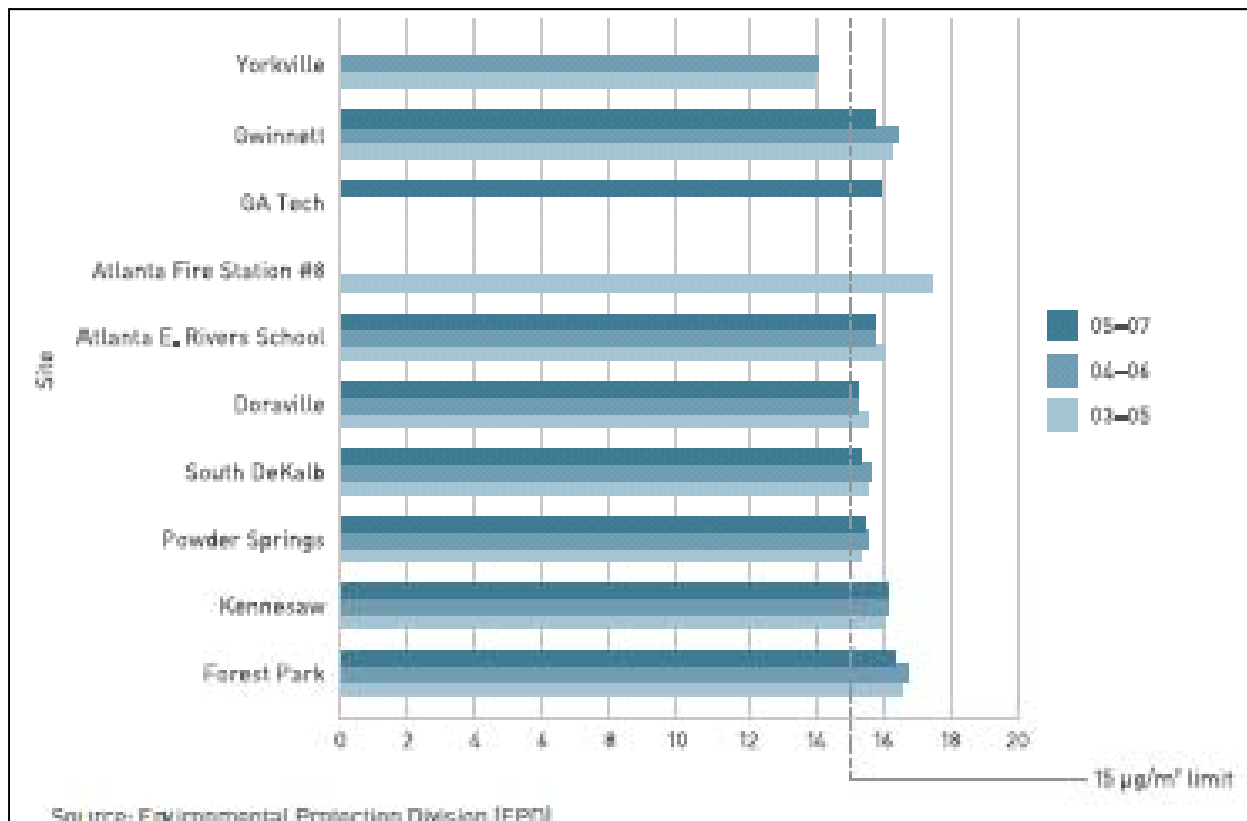
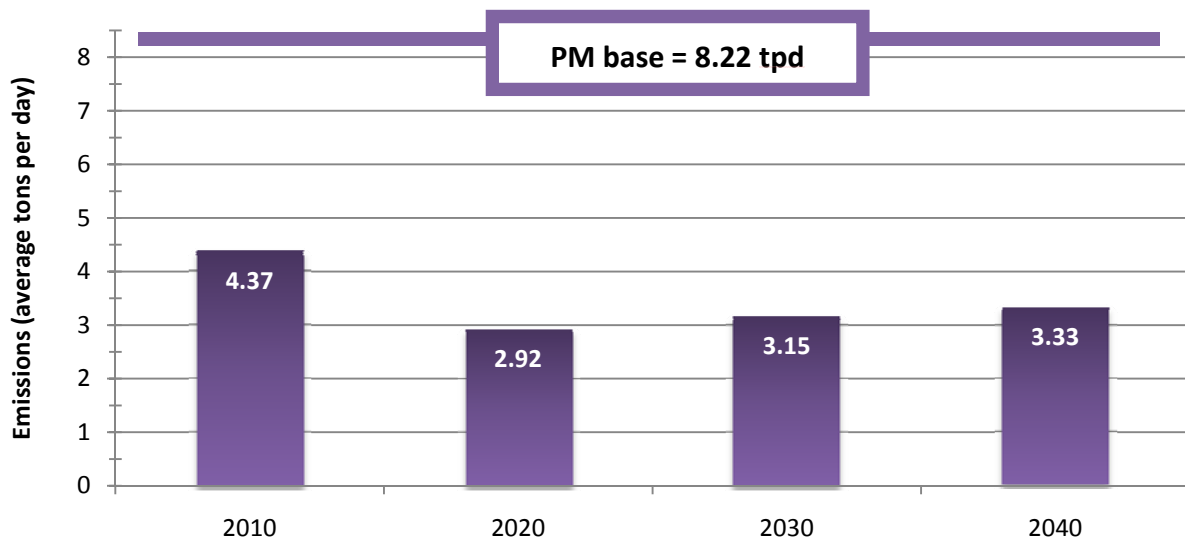


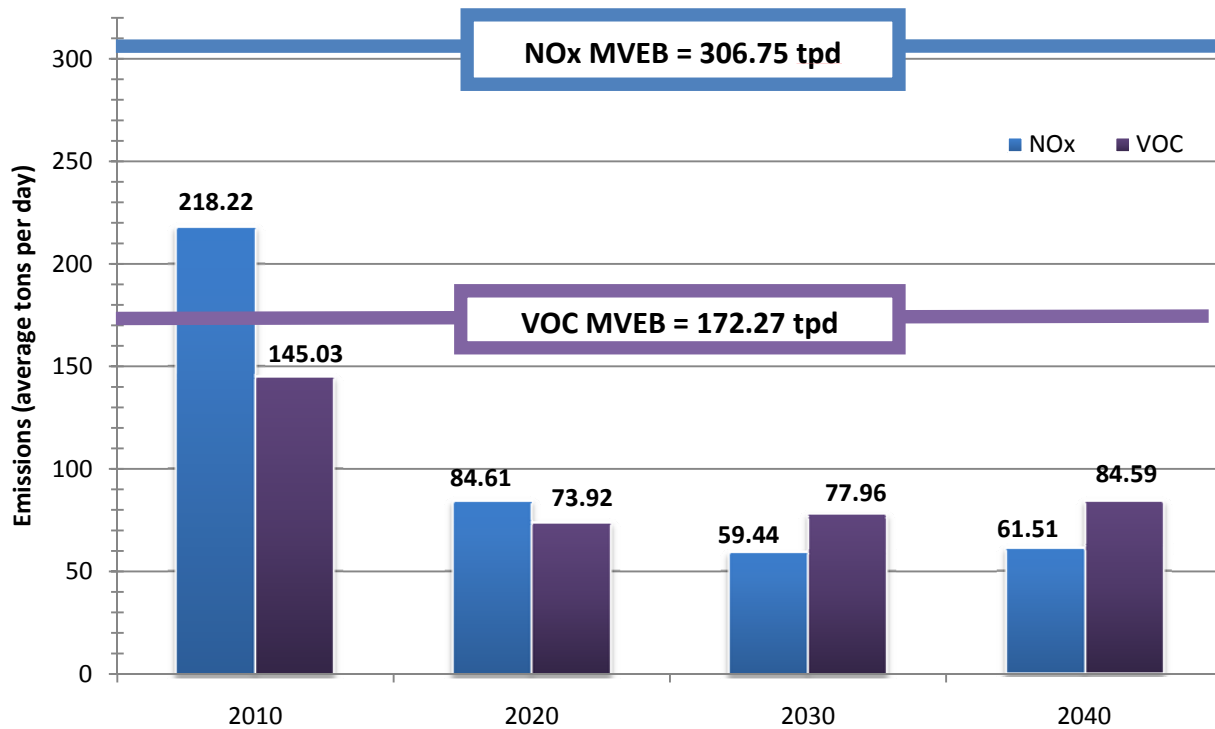
Figure 21: Regional Emissions Analysis, PM2.5 Standard (Direct PM2.5)



The key performance measures for the transportation sectors contributions to improved air quality are tons per day of transportation-related pollutants (PM 2.5, VOC and NOx).

Envision6, the Atlanta region's current long-range transportation plan, received a positive conformity determination under the eight-hour ozone standard and under the PM2.5 standard on October 10, 2007 and again in June 2009. Figure 22 documents the Motor Vehicle Emissions Budget for the region and projected emissions through 2040.

Figure 22: Regional Emissions Analysis (20-County), Motor Vehicle Emissions Budget Test, 8-Hour Ozone Standard



Although the air pollution controls implemented in response to the ozone problem in Atlanta have contributed greatly to improved air quality and significant reductions in the level of ozone precursor emissions, additional focus is now being placed on particulate matter pollution as new federal standards are implemented and additional research becomes available on possible detrimental health and environmental effects.

The Atlanta region is facing many factors that drive a rise in greenhouse gas emissions at a time when national policies are considering strategies for reducing all GHG emissions. The Atlanta Regional Commission (ARC) has begun to look at reductions of transportation-based GHG emissions.

Safety

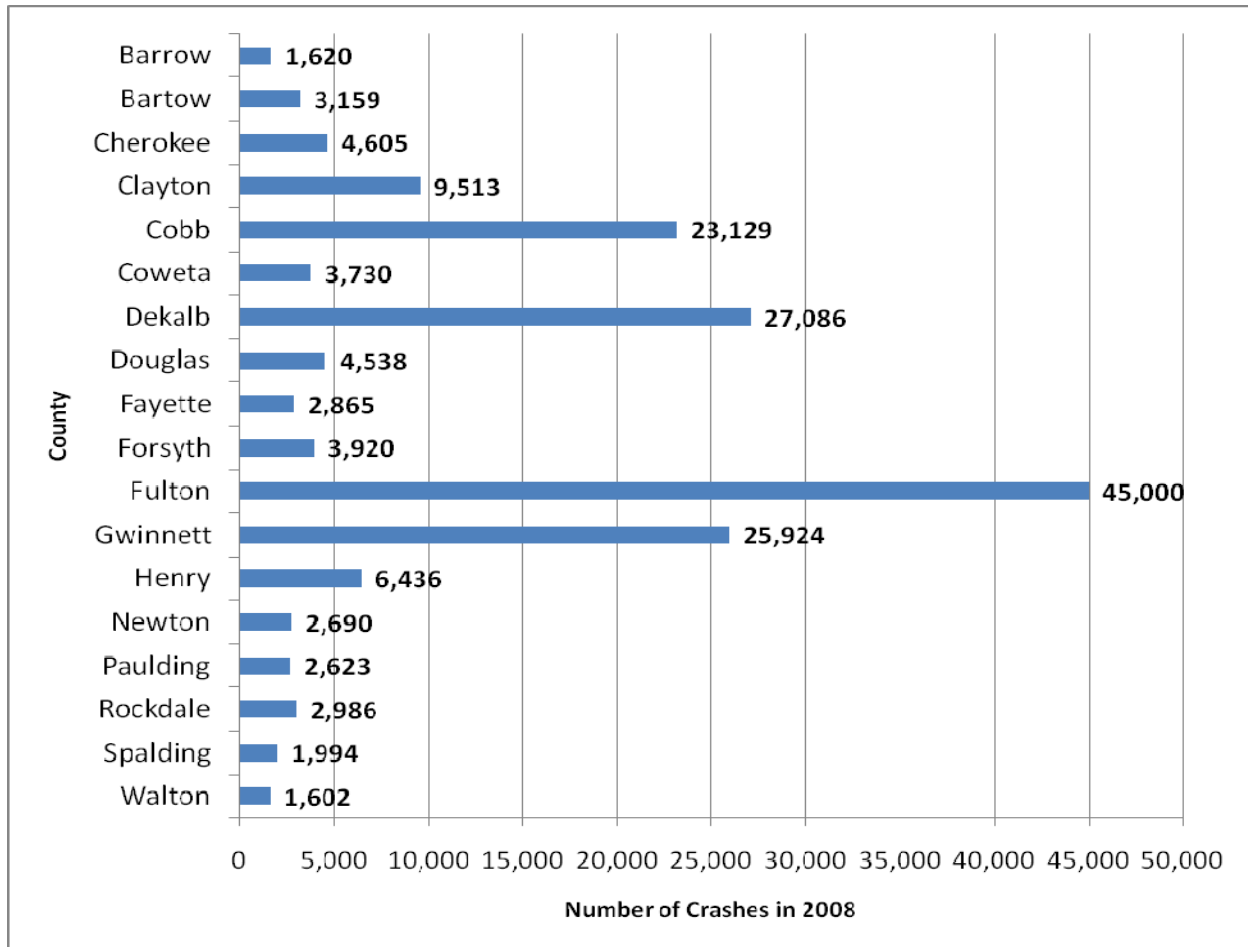
Compared with the State of Georgia, the 18-county Atlanta region has a higher crash rate and slightly higher injury rate, but a lower fatality rate per 100 million. During the past three years, total vehicle crashes in the Atlanta region have decreased more than 13%, from 200,500 crashes in 2005 to 173,420 in 2008. Figure 23 provides details as to how the region compares to State as a whole.

Figure 23: Atlanta 18-County MPO Area and Georgia Incident Totals and Rates

		State	Region
Crash Rate (2008)		282	317
Injury Rate (2008)		107	108
Fatality Rate (2008)		1.4	1.0
# Crashes	2000	310,122	173,627
	2005	347,652	200,500
	2008	306,191	173,420
	<i>% change (05-08)</i>	-11.93%	-13.51%
# Injuries	2000	130,799	65,861
	2005	139,055	72,300
	2008	115,606	59,187
	<i>% change (05-08)</i>	-16.86%	-18%
# Fatalities	2000	1,570	583
	2005	1,744	655
	2008	1,502	521
	<i>% change (05-08)</i>	-13.88%	-20.46%
# Fatal Crashes	2000	1,404	518
	2005	1,594	600
	2008	1,385	476
	<i>% change (05-08)</i>	-13.11%	-21%

Cobb, DeKalb, Fulton and Gwinnett counties each had significantly more crashes than the other MPO counties. Fulton County ranked the highest with approximately 45,000 total crashes. Figure 24 reports crash data for all counties within the 18-county MPO planning area.

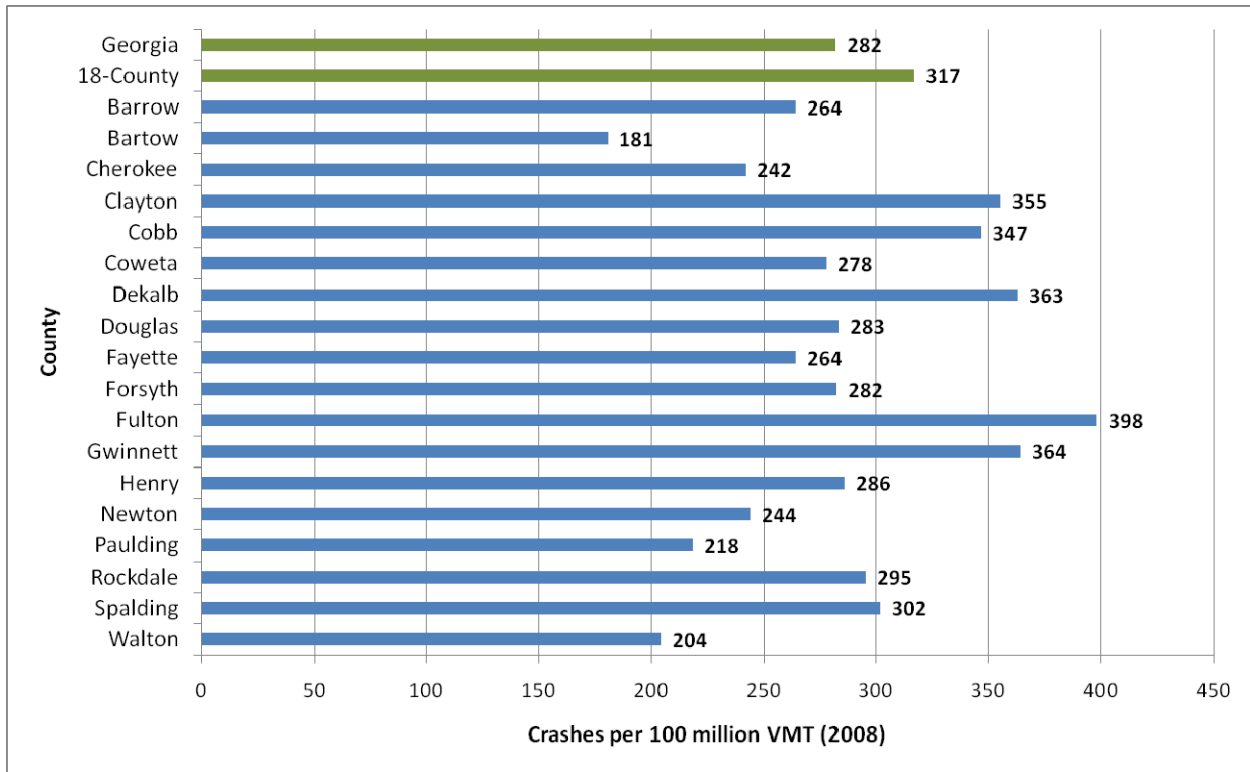
Figure 24: Atlanta 18-County MPO Area Number of Crashes, 2008



Several counties in the region have significant safety problems. Clayton, Cobb, DeKalb, Fulton, and Gwinnett Counties ranked in the top 5 out of 18 counties, with over 300 crashes per 100 million VMT in 2008. These top five counties show reduction in crash rates since 2003 when they all had crash rates over 400. Even with the decreasing crashes, these statistics suggest that long-range safety goals and policies need to be put in place to support safety planning as a high priority in the long-range and short-range transportation planning processes.

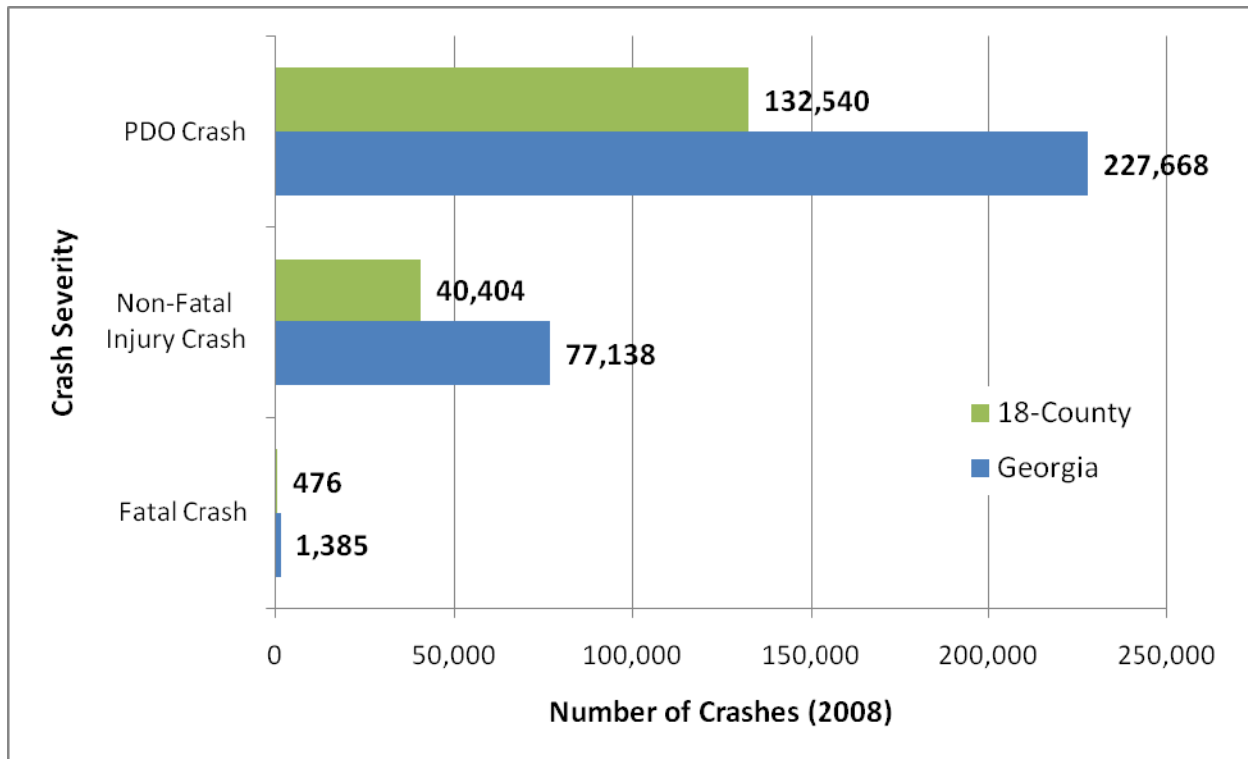
Figure 25 shows crash rates for each county in the 18-county MPO area and also shows that the region's crash rate per 100 million VMT is higher than the State.

Figure 25: Atlanta 18-County MPO Area Crash Rate per 100 Million VMT, 2008



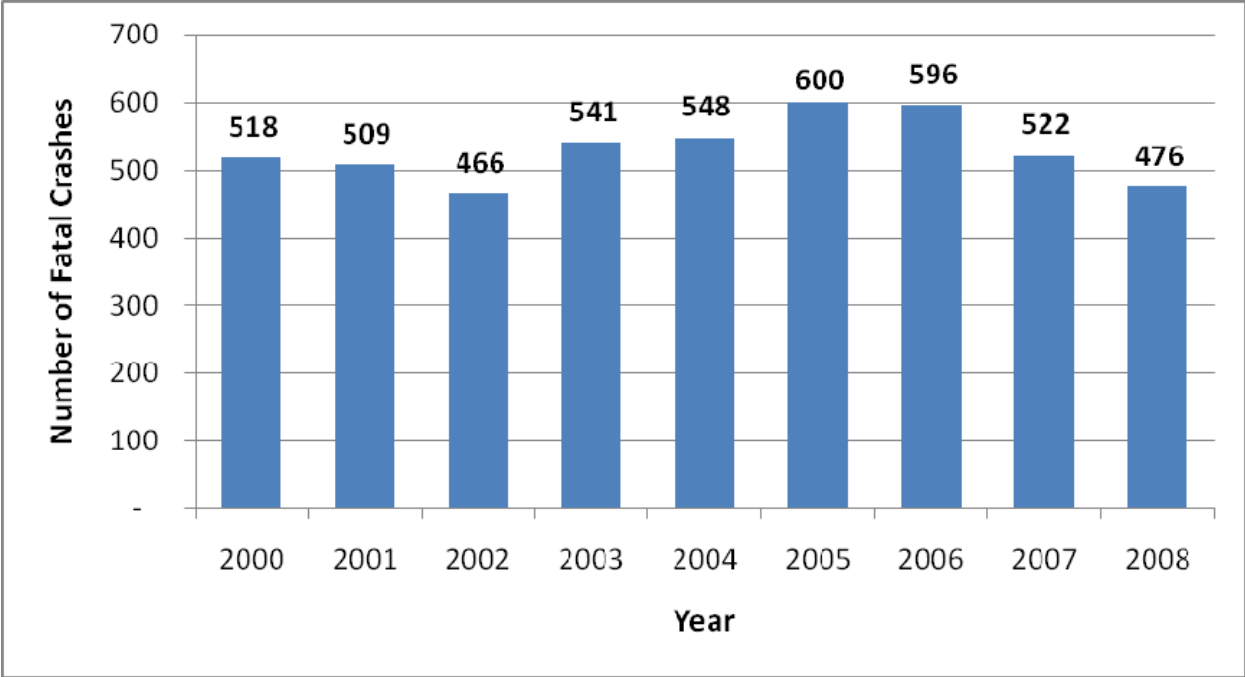
In 2008, for the 18-county Atlanta MPO area, there were 132,540 property damage only (PDO) crashes, 40,404 non-fatal injury crashes and 476 fatal crashes. Figure 26 compares crash severity data for the region to the State of Georgia.

Figure 26: Atlanta 18-County MPO Area and Georgia Crash Severity, 2008



Fatal crashes in the MPO planning area peaked in 2005. The 2008 figure (476) is the second lowest figure over a nine year period. Figure 27 a year-by-year accounting of fatal crashes in the Atlanta region.

Figure 27: 18-County MPO Area Fatal Crashes, 2000-2008



Pedestrian crashes accounted for 0.7 percent and bicycle crashes accounted for 0.2 percent of the Atlanta 18-county MPO area's total number of crashes in 2008. Clayton, Cobb, DeKalb, Fulton and Gwinnett reported the highest number of pedestrian and bicycle crashes in the MPO area with over 100 pedestrian crashes and over 20 bicycle crashes located in each of these counties. Figure 28 provides rates for the Atlanta region and the State of Georgia.

Figure 28: Atlanta 18-County MPO Area and Georgia Pedestrian and Bicycle Incident Totals and Rates

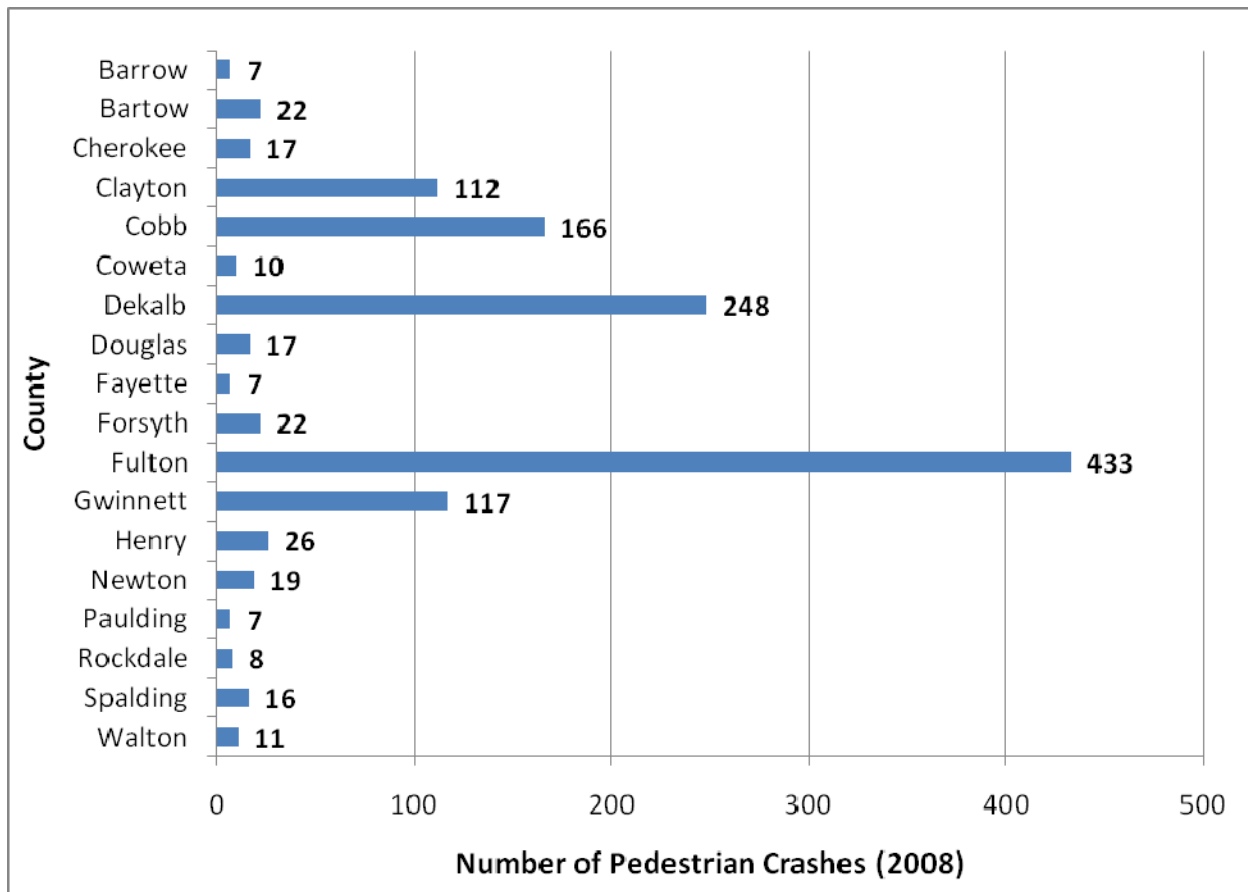
		<u>Pedestrian</u>		<u>Bicyclist</u>	
		State	Region	State	Region
Crash Rate (2008)		23	26	8	6
Injury Rate (2008)		18	21	6	4
Fatality Rate (2008)		1.2	1.1	0.2	0.08
# Crashes	2000	2,490	1,442	986	381
	2005	2,564	1,523	941	356
	2008	2,208	1,265	815	308
	% change (05-08)	-14%	-17%	-13%	-13%
# Injuries	2000	2,072	1,219	735	295
	2005	2,073	1,241	697	267
	2008	1,764	1,018	595	219
	% change (05-08)	-15%	-18%	-15%	-18%
# Fatalities	2000	141	68	14	6
	2005	150	80	21	3
	2008	115	54	22	4
	% change (05-08)	-23%	-33%	5%	33%

* Rates per 100,000 persons

Source: ARC, 2009

Each of the region's 5 core counties each had over 100 pedestrian crashes in 2008. Fulton County had over 400 pedestrian crashes. Figure 29 below provides pedestrian crash data for each of the counties in the 18-county MPO.

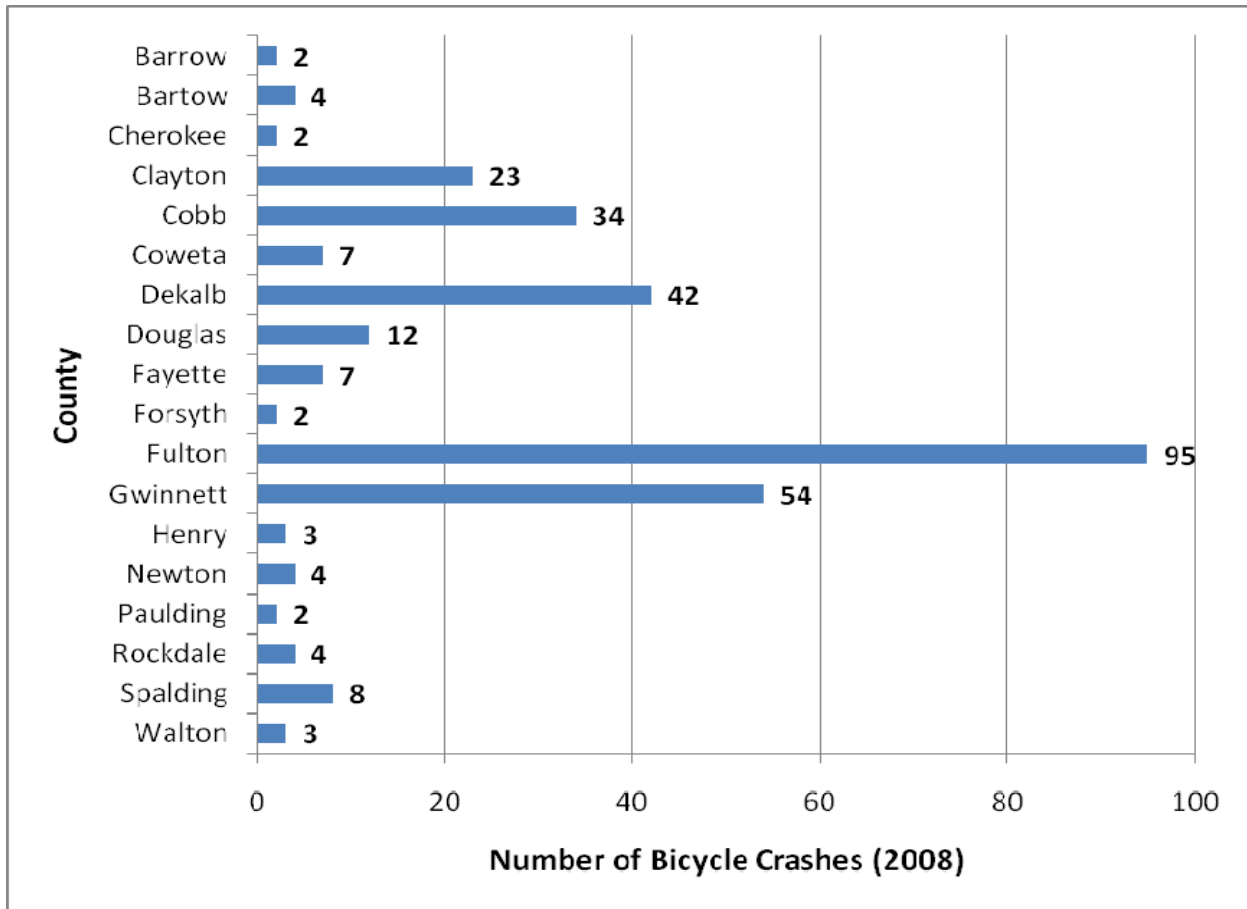
Figure 29: Atlanta 18-County MPO Area Pedestrian Crashes, 2008



Source: ARC, 2009

The core five counties again had the most bicycle crashes. Douglas County was the only other county in the MPO area to have more than 10 reported crashes. Figure 30 below provides bicycle crash data for each of the counties in the 18-county MPO.

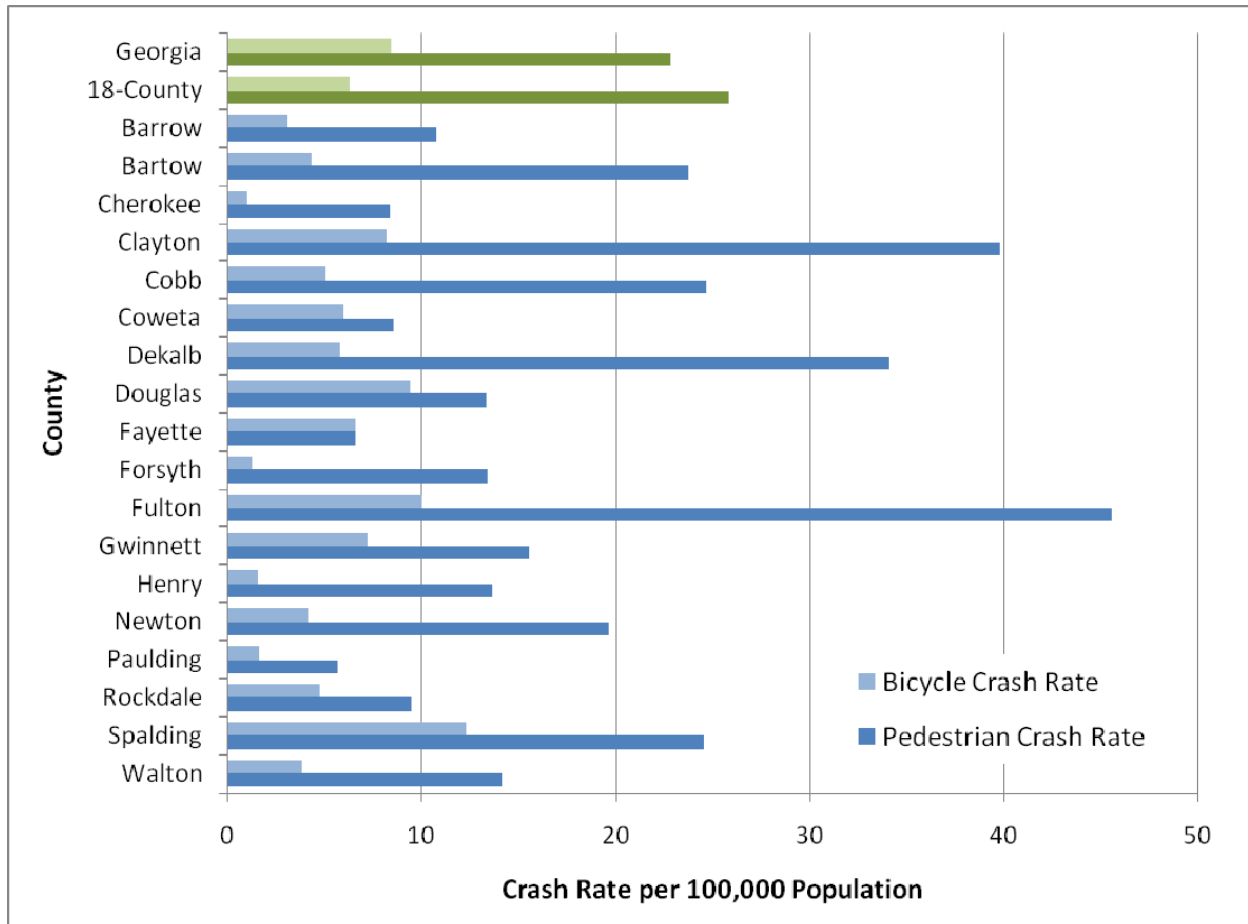
Figure 30: Atlanta 18-County MPO Area Bicycle Crashes, 2008



Source: ARC, 2009

Fulton, Clayton, and DeKalb counties have the highest pedestrian crash rates in the region. These three counties are among the five core counties of the region and are very urban. Spalding, Douglas, and Fulton Counties have the highest bicycle crash rate for 2008 within the 18-County Atlanta region. Figure 31 below provides bicycle and pedestrian crash rates for each county in the 18-county MPO.

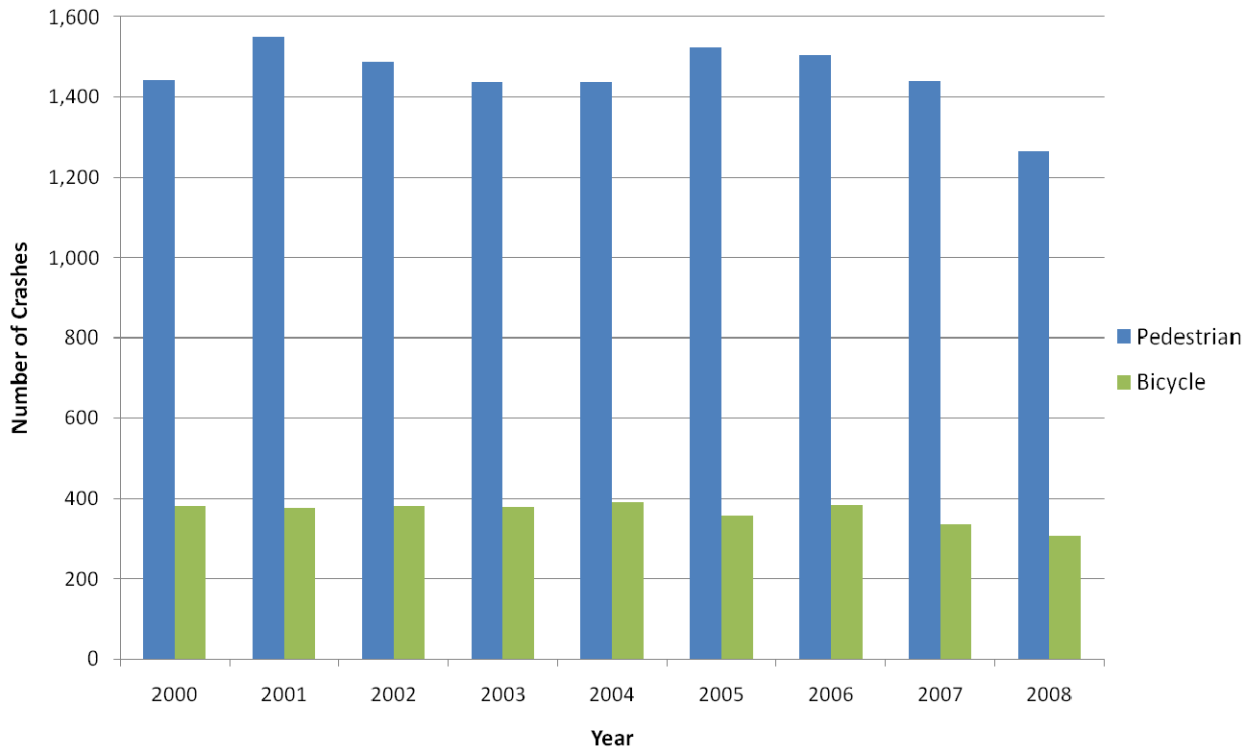
Figure 31: Atlanta 18-County MPO Area Pedestrian & Bicycle Crash Rate per 100,000 Population, 2008



Source: ARC, 2009

The total number of pedestrian and bicycle crashes have been declining since 2005. In 2008, there were 1,265 pedestrian crashes and 308 bicycle crashes. Figure 32 below provides information on the total number of crashes for the 18-county region.

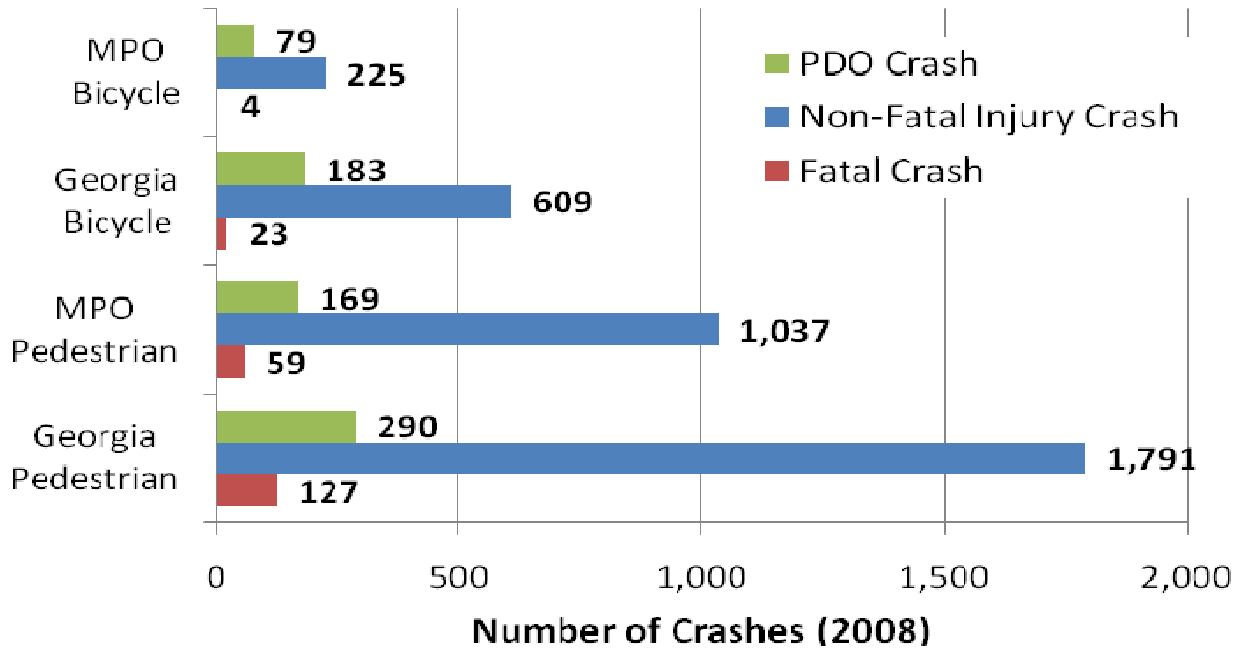
Figure 32: 18-County MPO Area – Bike and Pedestrian Crashes (2000-2008)



Source: ARC, 2009

For bicycles, there were 79 PDO crashes, 225 non-fatal injury crashes and 4 fatal crashes. For pedestrians, there were 169 PDO crashes, 1,037 non-fatal injury crashes and 59 fatal crashes for the 18-county region. Figure 33 provides information on both bicycle and pedestrian crashes for the Atlanta region and the State.

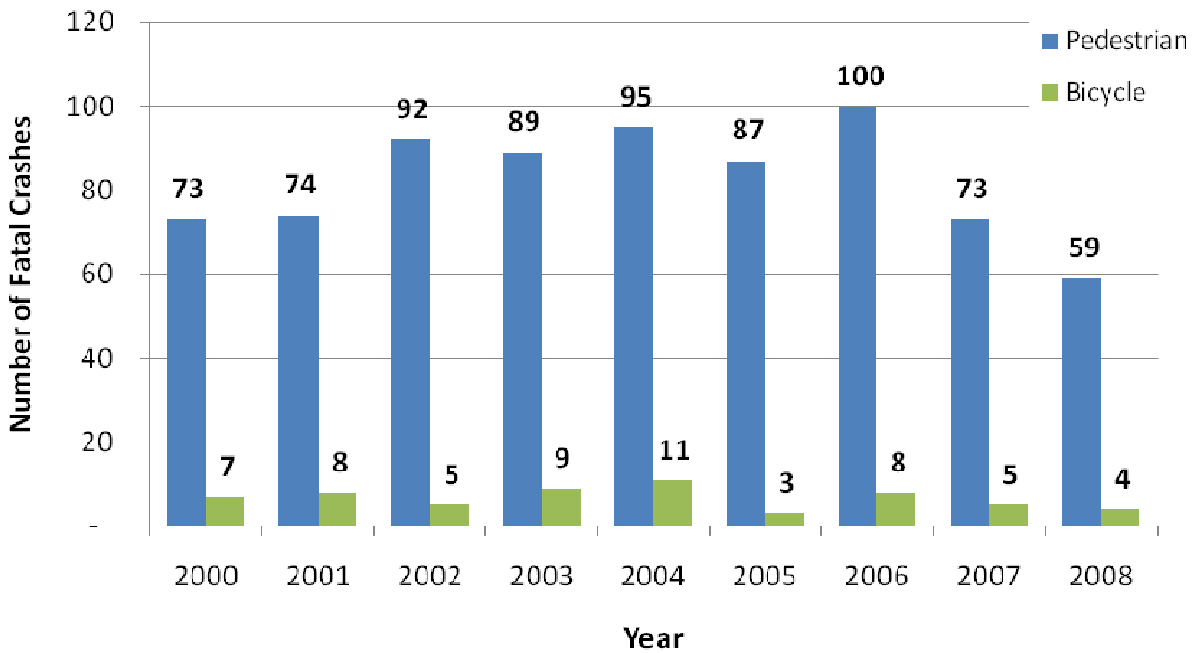
Figure 33: Georgia and 18-County MPO Area Pedestrian and Bicycle Crash Severity, 2008



Source: ARC, 2009

The total number of pedestrian and bicycle fatal crashes have decreased since 2000, after a spike in fatal crashes in 2006 (there were 100 fatal crashes involving pedestrians in 2006). Figure 34 provides information beginning in 2000 on the number of fatal crashes involving pedestrians and bicycles.

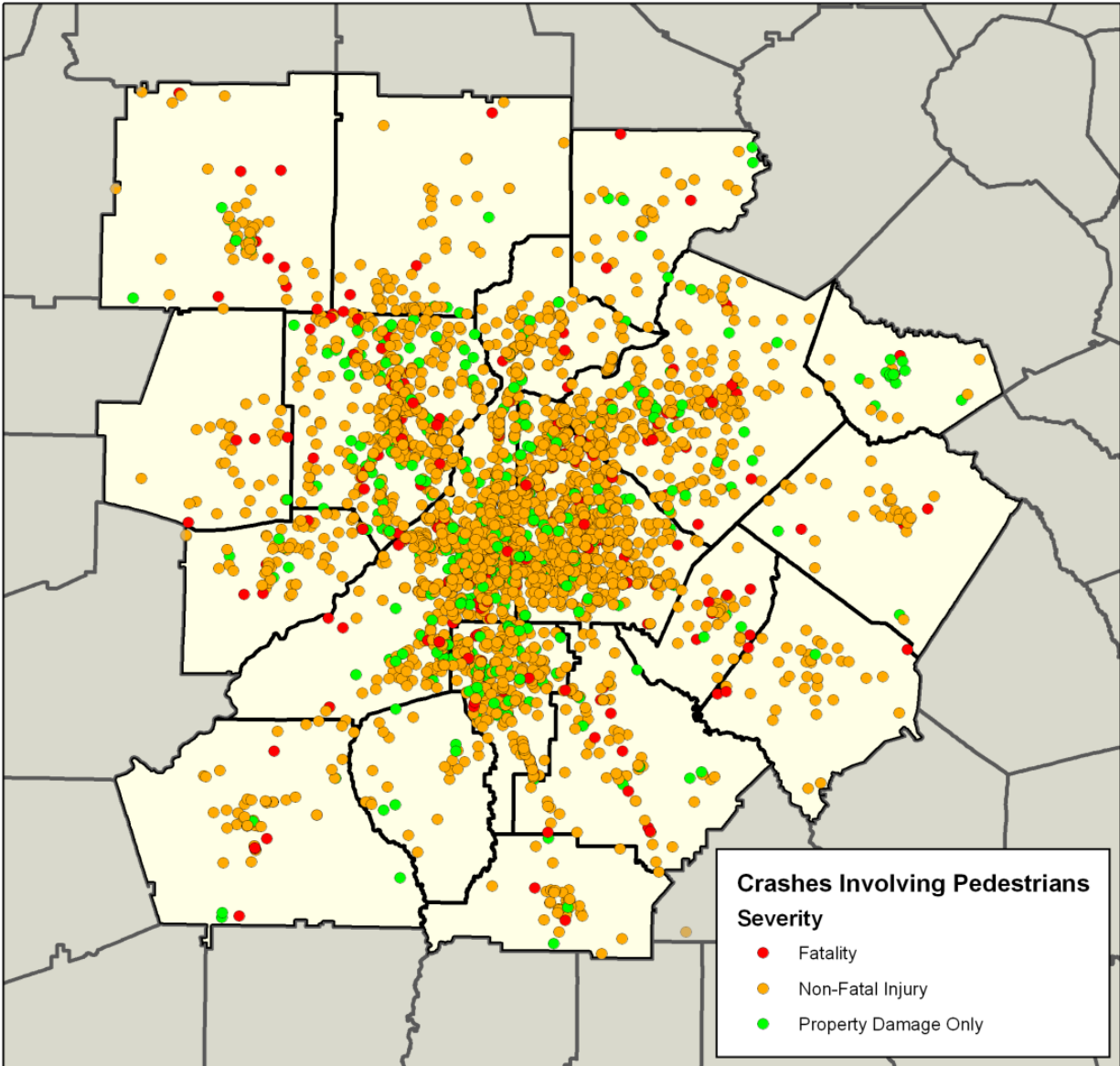
Figure 34: Number of Pedestrian and Bicycle Fatal Crashes for the MPO Area



Source: ARC, 2009

Figure 35 displays locations of crashes involving pedestrians during 2005 – 2008. The map denotes the severity of the crash (including fatalities).

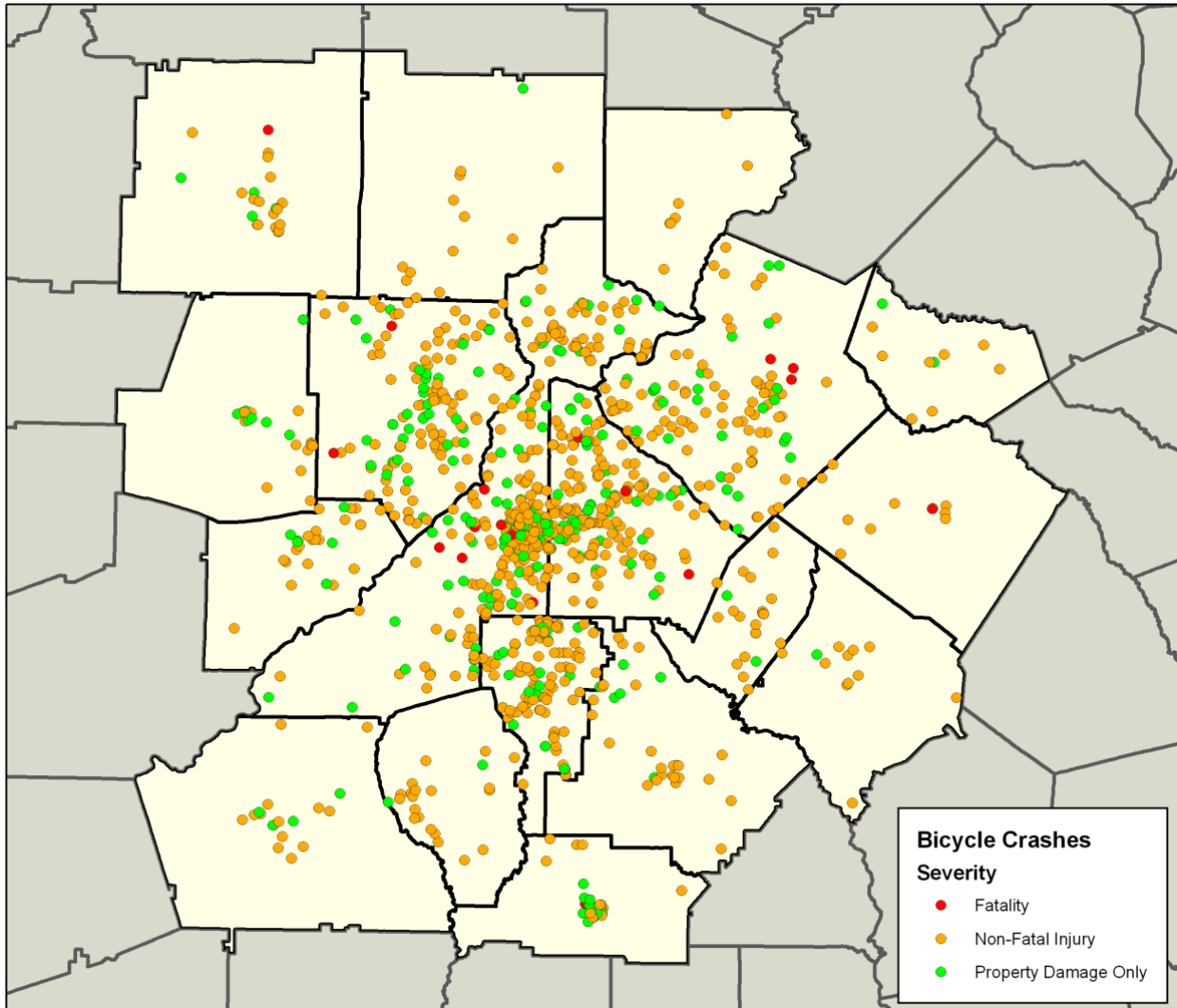
Figure 35: Atlanta 18-County MPO Area Pedestrian Crash Locations by Severity, Cumulative Total 2005-2008



Source: ARC, 2009

Figure 36 displays locations of crashes involving pedestrians during 2005 – 2008. The map denotes the severity of the crash (including fatalities).

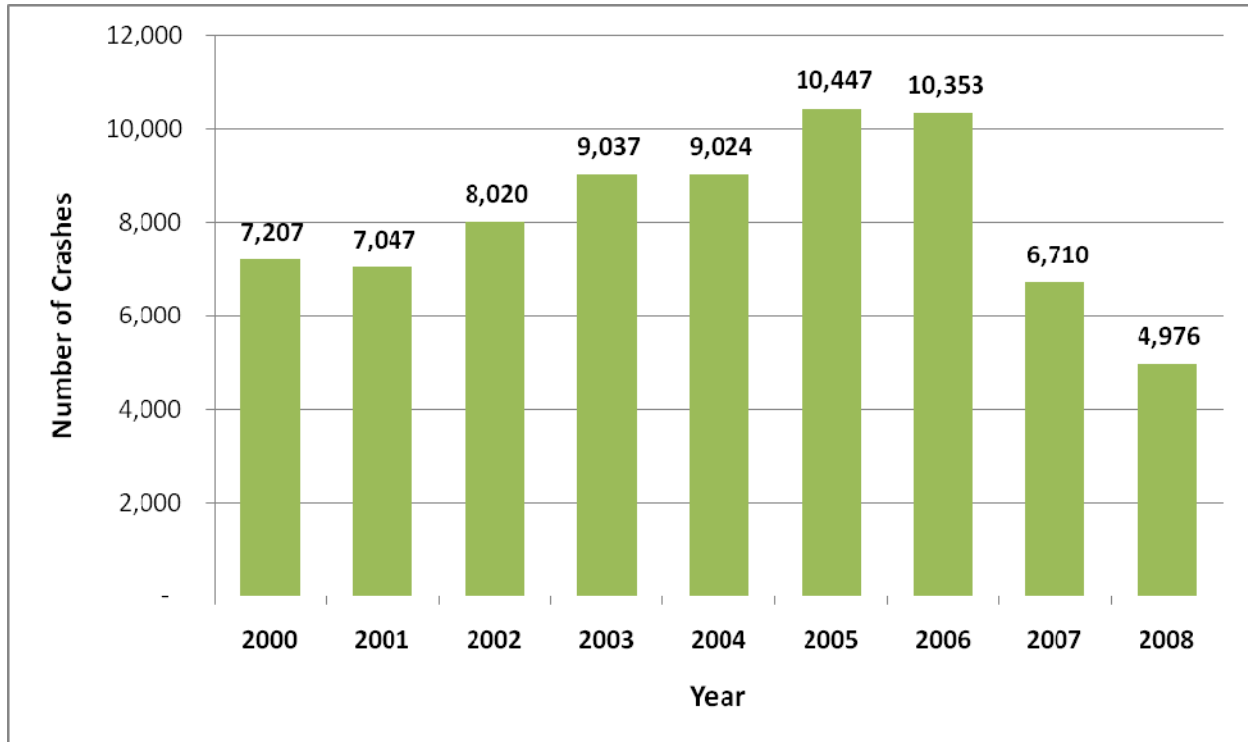
Figure 36: Atlanta 18-County MPO Area Bicycle Crash Locations by Severity, Cumulative Total 2005-2008



Source: ARC, 2009

In 2008, there were nearly 5,000 crashes in the region involving commercial vehicles, including 36 fatalities. The number of crashes involving commercial vehicles has declined since peaking in year 2005 for the 18-County Atlanta MPO area. Figure 37 reveals a significant reduction in crashes over the past few years. This is most likely linked to the sluggish economy which has caused less travel by commercial vehicles throughout the region and nation.

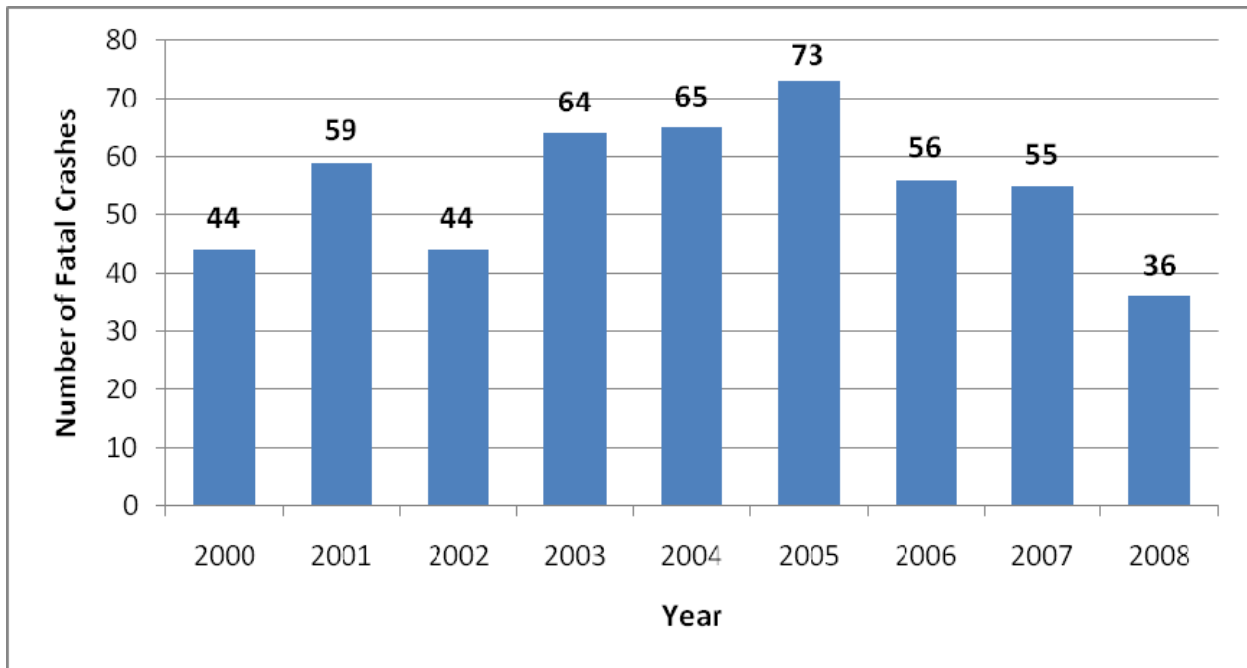
Figure 37: Atlanta 18-County MPO Area Crashes Involving Commercial Vehicles by Year



Source: ARC, 2009

As Figure 38 shows fatal crashes involving commercial vehicles have also declined since 2005. 2005 was the peak year for both total crashes and fatal crashes involving commercial vehicles.

Figure 38: Atlanta 18-County MPO Area Fatal Crashes Involving Commercial Vehicles by Year

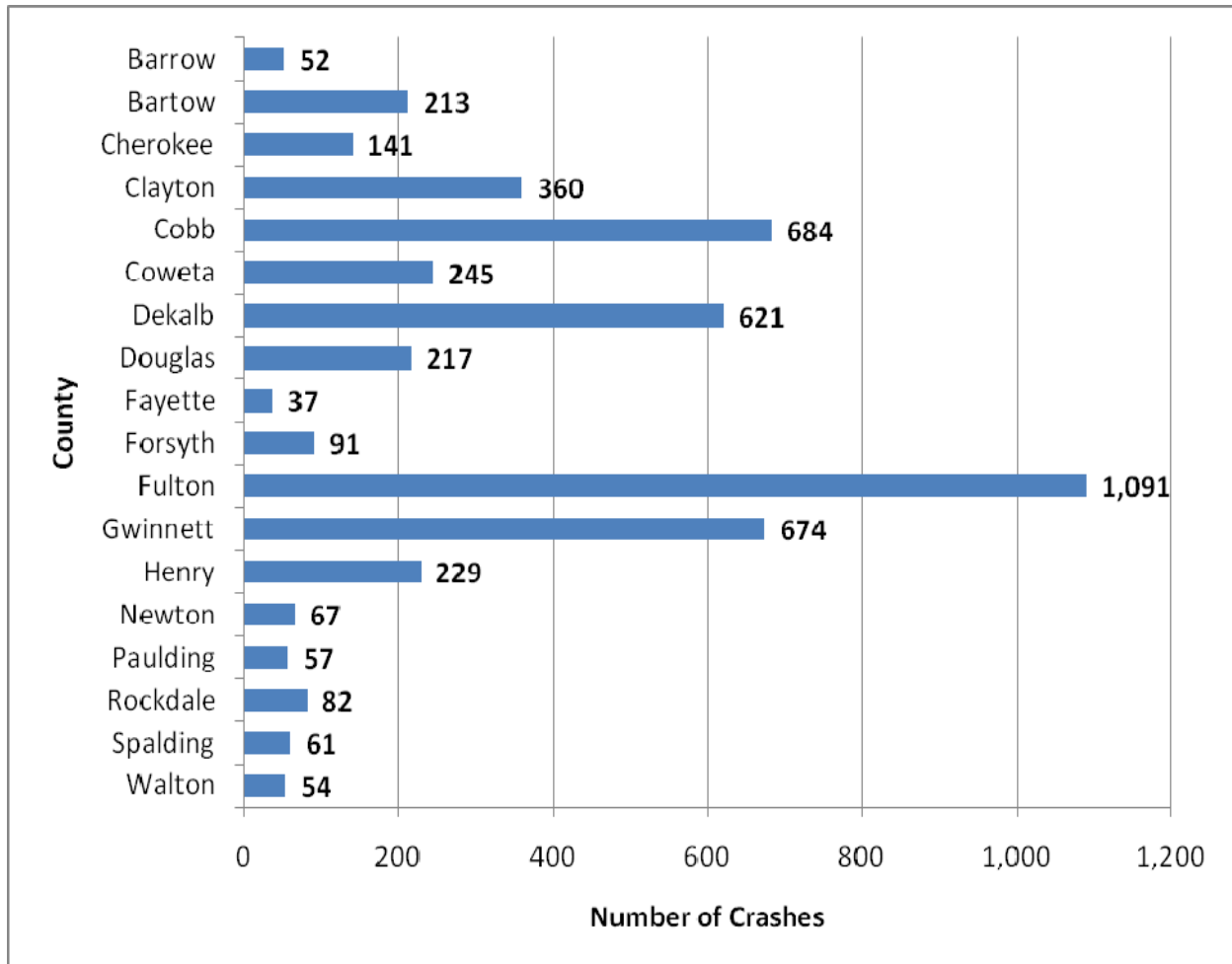


Source: ARC, 2009

The five core counties of the Atlanta region are the counties with the highest number of crashes involving commercial vehicles. Fulton County had the highest number of commercial vehicle crashes in 2008 at 1,091. Cobb, DeKalb, and Gwinnett counties all had over 600 crashes involving commercial vehicles in 2008.

Figure 39 provides county-level information for commercial vehicle crashes in 2008.

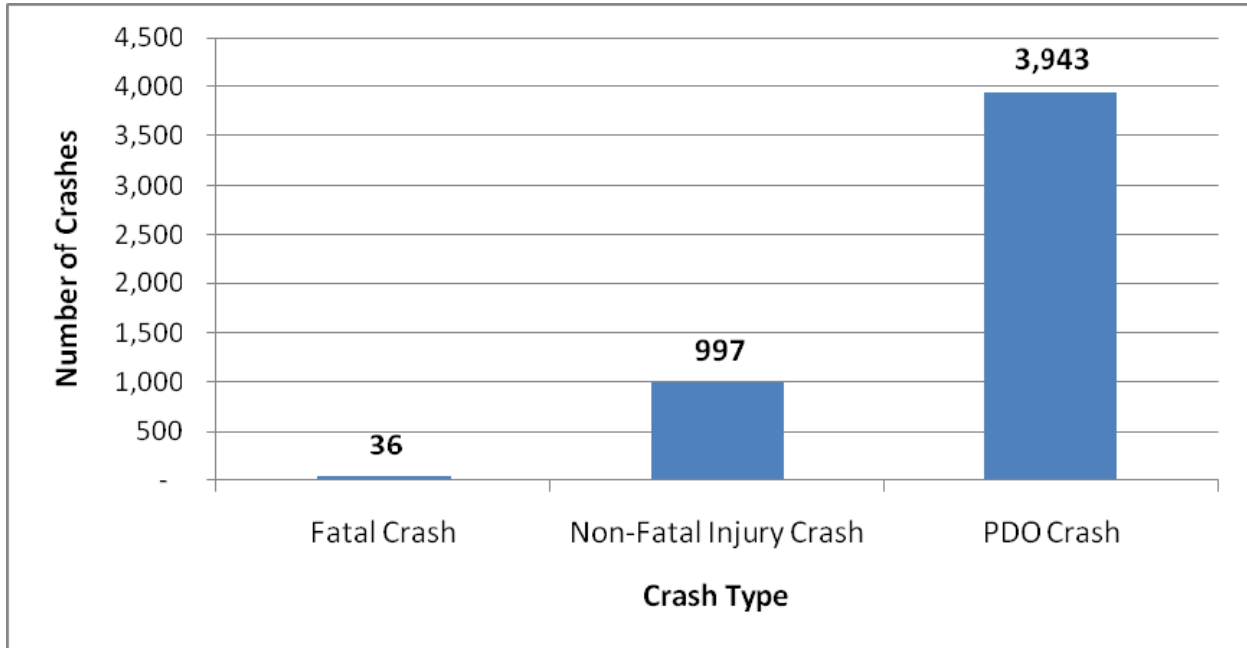
Figure 39: Atlanta 18-County MPO Area Commercial Vehicle Crashes by County, 2008



Source: ARC, 2009

Most commercial vehicle crashes in 2008 were PDO (property damage only) crashes at 79 percent of all crashes. All types of crashes have been declining since 2006. Figure 40 details commercial vehicle crashes by severity.

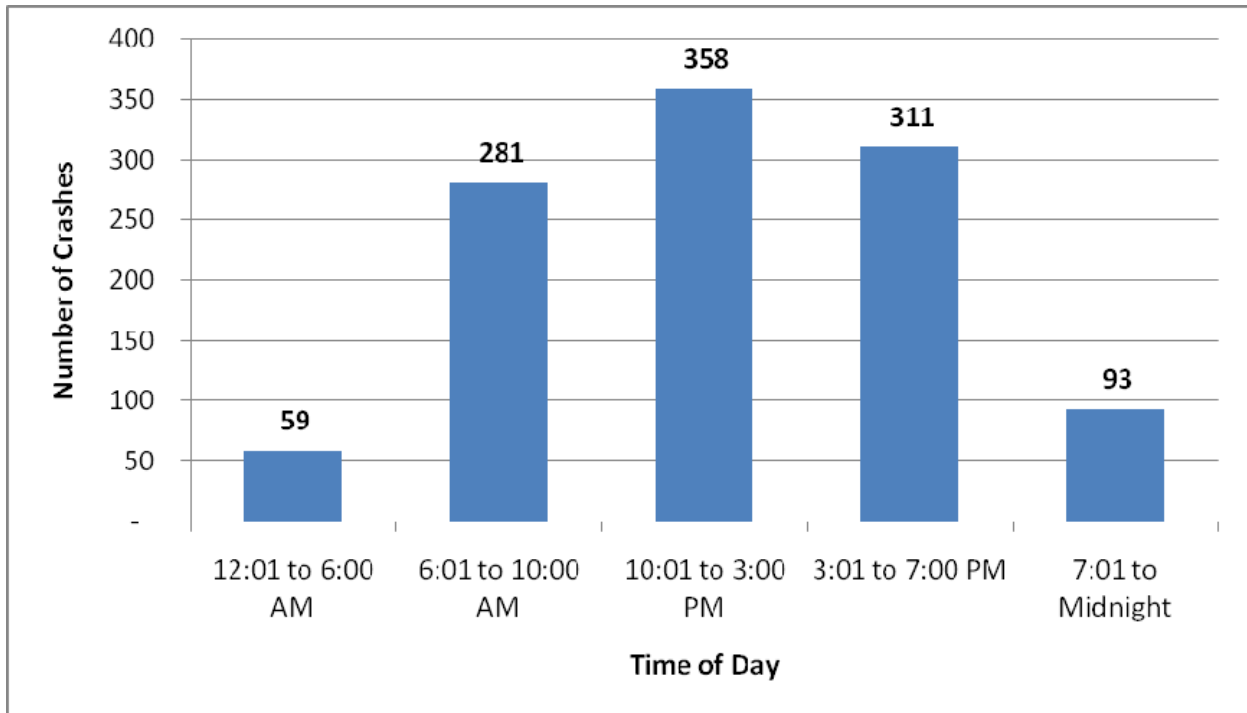
Figure 40: Atlanta 18-County MPO Area Commercial Vehicle Crash Severity, 2008



Source: ARC, 2009

Many freight distributors attempt to travel in the region in off-peak hours to avoid congestion, as a result a high number of crashes occur on the region's roadways during mid-day period (between 10AM and 3PM). Figure 41 provides information on the time of day that commercial vehicles were involved in a crash.

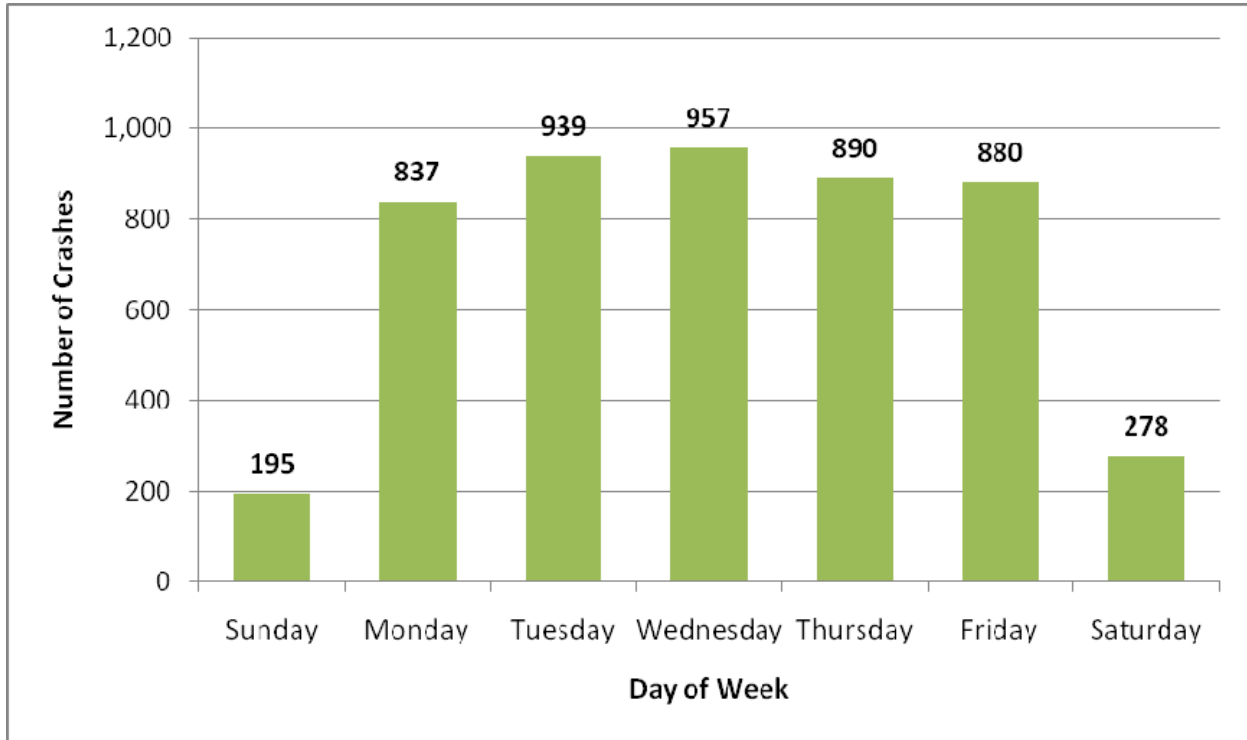
Figure 41: Atlanta 18-County MPO Area Commercial Vehicle Crashes by Time of Day



Source: ARC, 2009

Due to increased traffic during the work week, there is increased number of crashes involving commercial vehicles on during the week rather than on weekends. Figure 42 relays information concerning the time of week that commercial vehicles are involved in crashes.

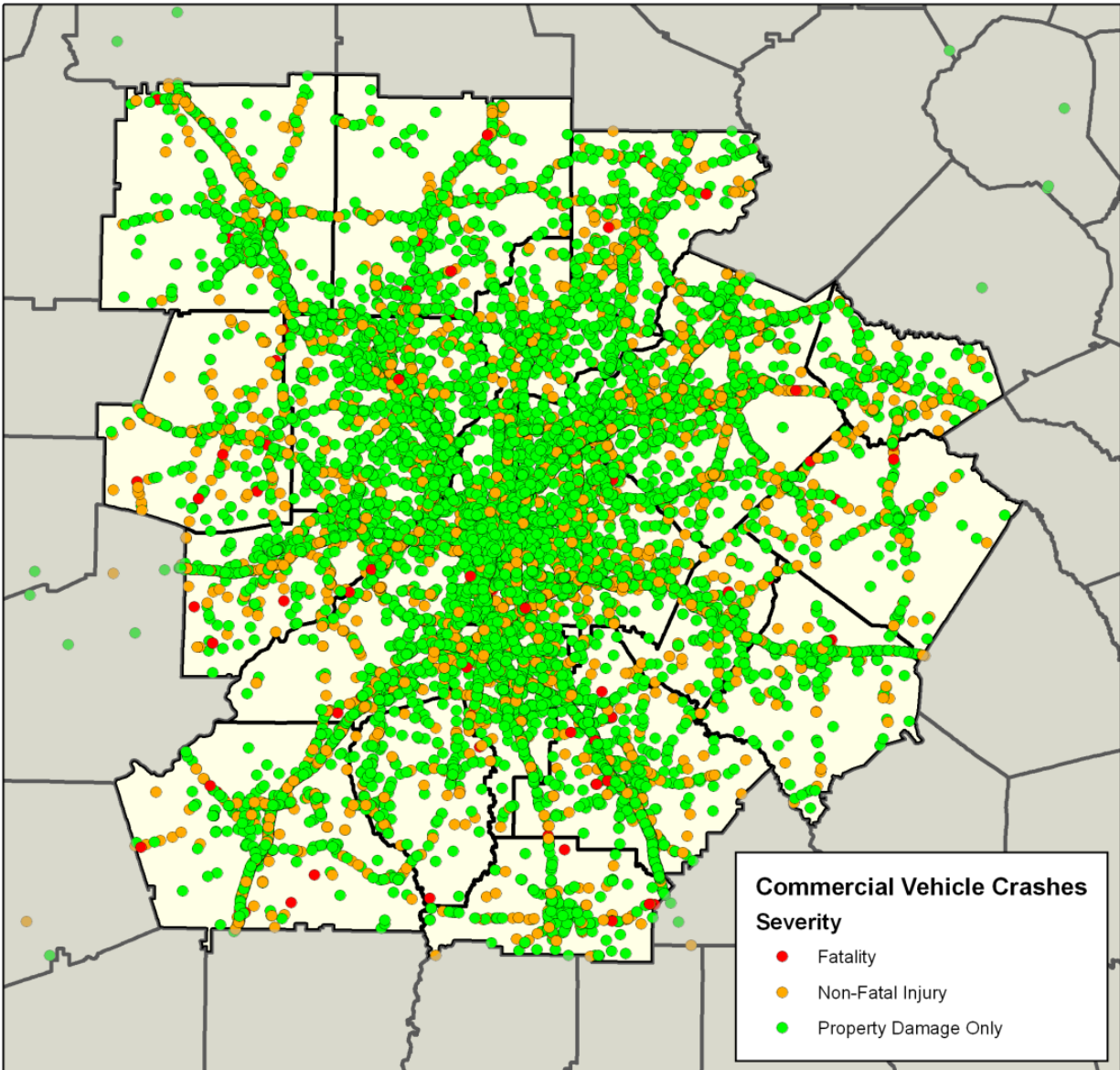
Figure 42: Atlanta 18-County MPO Area Commercial Vehicle Crashes by Day of Week



Source: ARC, 2009

Figure 43 maps all locations of reported crashes involving commercial vehicles during the 2005 to 2008 period. The map also denotes crash severity, including fatal crashes.

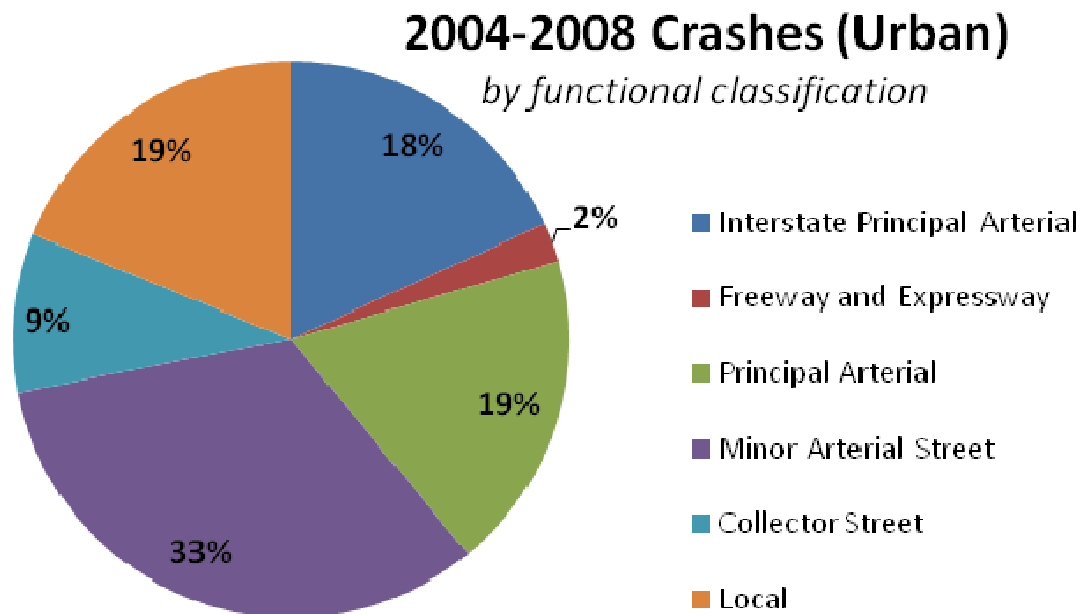
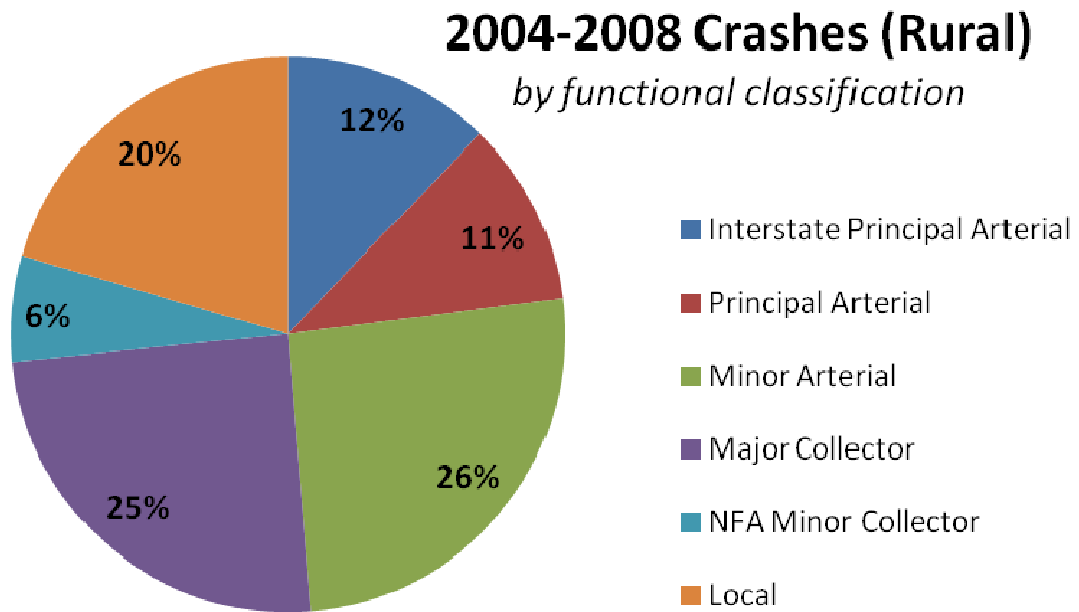
Figure 43: Atlanta 18-County MPO Area Commercial Vehicle Crash Locations by Severity, Cumulative Total 2005-2008



Source: ARC, 2009

Figure 44 shows the breakdown in total crashes from 2004 to 2008 in the 18-county planning area by roadway functional classification.

Figure 44: Regional Number of Crashes by Functional Classification (Rural & Urban)



Source: ARC, 2009

As can be seen in Figure 45 the vast majority of crashes in the region occur on facilities that are classified as urban.

Figure 45: Total Number of Regional Crashes from 2004 to 2008 by Functional Classification

