2011 Transportation Fact Book





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Expanding Mobility

The Atlanta Regional Transportation Fact Book is published by the Atlanta Regional Commission (ARC), and presents a summary of the most current data for the transportation system in the 10-to-20 county Atlanta region. The Fact Book provides information about the existing regional transportation infrastructure and travel patterns, as well as other transportation-related issues. The **2011 Transportation Fact Book** is the 13th edition, and is available in printed form or electronically at www.atlantaregional.com/transportation.

The data in this Fact Book is the most current available, coming primarily from 2010 figures. But some tables and charts contain data that is not from 2010. They are so noted.

The purpose of the Fact Book is to provide the public with a quick and easy reference guide on the performance of the metro area's transportation system.

Note that the sources used to collect data are listed below each table. Readers should be aware of all sources, notes and



The population of the 18-county MPO area increased by an average of **96,828** each year from 2000 to 2010.

Atlanta region residents typically own **two** vehicles per household.

Hartsfield-Jackson Atlanta International Airport experienced an **increase** in freight movement from 2009 to 2010, the first increase since 2004. descriptions of data. For example, some tables may refer to ARC's 10-county Regional Commission (RC) area, others to the 18-county Metropolitan Planning Organization (MPO) area or the 20-county Atlanta non-attainment area. A map with these boundaries is provided on the following page.

ARC and its predecessor agencies have been providing regional planning since 1947. In the early 1970s, ARC was designated by the State of Georgia as a Metropolitan Area Planning and Development Center (MAPDC) for the 10-county Atlanta area, with the responsibilities of a Regional Commission (RC). ARC is referred to in this document as the RC for the Atlanta region. Also referred to as an MPO, ARC is the federally-designated Metropolitan Planning Organization (MPO) for the 18-county Atlanta region, developing regional transportation plans and policies to enhance mobility, reduce congestion and meet air quality standards.

ARC regards its data as an important community resource and makes every effort to maximize its use by both the public and private sectors. A complete list of ARC's current publications is available from ARC's **information + technology center** at **404.463.3102** or via ARC's website at www.atlantaregional.com.

In 2009, there were **435** crash-related fatalities in the region -93 fewer than in 2008. There were **73** crash-related pedestrian fatalities in the region -2 fewer than in 2008.

The number of days the Atlanta region exceeded the 2008 eight-hour ozone standard increased from 14 in 2009 to 24 in 2010.

In 2009, the average Atlanta resident drove **30.2** miles per day, a slight increase from 2008.





Boundary	Boundary Name	# of Counties Included	Planning Responsibilities
•	Regional Commission (RC)	10 counties	ARC is the State-designated Area Planning & Development Commission (APDC), it is assigned the responsibilities of an RC, one of 12 in the State. Every county in the state must be a member of an RC and pay membership dues. RCs facilitate intergovernment coordination and provide comprehensive planning assistance and other services to constituent jurisdictions. Prior to April 2004, this boundary was also the Atlanta MPO boundary.
-	Previous Ozone Non- Attainment Area (1 hour standard)	13 counties	The Clean Air Act requires that regional transportation plans help non-attainment areas achieve clean air standards. The 10 counties within the RC area, as well as three others, were designated as an one-hour ozone nonattainment area. On 6/14/05, EPA determined that attainment had been reached; on 6/15/05, EPA officially withdrew the one-hour regulations.
•	Metropolitan Planning Organization (MPO)	All of 13 counties; parts of 5 counties	The 2000 census identified an expansion of the Atlanta urbanized area that encompassed portions of 19 counties [red]. MPOs develop transportation plans for the current and future urbanized areas. ARC serves as the MPO for all or part of these 18 counties. A small portion of the Atlanta urbanized area falls within Hall County. By agreement, planning for that area is conducted by the Gainesville-Hall MPO.
•	Ozone Non-Attainment Area (8 hour standard)	20 counties	In April 2004, EPA implemented a new eight-hour standard for ozone. ARC has coordinated since that time with GHMPO's planning efforts to demonstrate conformity for the entire non-attainment area. USDOT, in consultation with USEPA, made an initial conformity determination for this nonattainment area on 12/21/04, a second determination on 3/30/06, a third on 10/10/07 and the most recent determination on 6/10/09.
	Particulate Matter (PM _{2.5}) Non-Attainment Area	All of 20 counties; parts of 2 counties	EPA designated this nonattainment area in December 2004. In early 2006, ARC performed a technical analysis for the 20+ county nonattainment area, which demonstrates conformity to PM 2.5 requirements. USDOT, in consultation with USEPA, made an initial conformity determination for this nonattainment area on 3/30/06, and a second determination on 10/10/07.



How Does Metro Atlanta Compare?

The Texas Transportation Institute (TTI) tracks growth among urbanized areas and annually assesses congestion. An Urbanized Area is a statistical geographic entity designated by the U.S. Census Bureau, consisting of a central core and the adjacent densely-settled territory that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile. The Atlanta Urbanized Area used in the TTI analysis includes all or portions of 19 counties — the 18-county MPO area plus a portion of Hall County. The designated urbanized area geography may change with the results from the 2010 Census, soon to be available. A major data source change took place for the most recent Urban Mobility Report 2010 (summarizing data up to 2009), with the inclusion of INRIX historical traffic speed data and combining it with public agency traffic count data. This change in data source altered the methodology for some measures.

The Atlanta region is considered a "very large" region because the region has a population larger than three million. Since 1982, Atlanta has grown larger in population size than Houston and San Francisco, and is now similar to Boston in population size. During that time, Atlanta experienced the fifth-largest average annual change in population (among the 14 very large regions), adding more than 74,000 people to the region each year. In 2009, the Atlanta region was the ninth largest region in population size with 4.2 million people (as calculated for selected regions in the TTI Urban Mobility Report 2010).



Chart 1: Urbanized Area Population Growth, 1982-2009

Source: 2010 Urban Mobility Report by Texas Transportation Institute (TTI)

The increase in Atlanta's population has caused vehicle miles traveled (VMT) and total delay to also increase. Along with the increase in driving, there has been an increase in annual passenger miles in public transportation (but at a slower rate). With the recent economic downturn and general rise in gas prices, Atlanta's VMT has dropped since 2005. This has caused delay to decrease and caused transit ridership to increase at the highest rates recorded this decade.



Chart 2: Urbanized Area Vehicle Miles Traveled (Freeway and Arterials), 1982–2009

Source: 2010 Urban Mobility Report by Texas Transportation Institute (TTI)

As gas prices dropped back to a more normal state in 2009, some of these new transit riders continued to ride transit, but many returned to their automobiles. It is projected that as the economy rebounds, so will travel, which will increase VMT and delay for the region once again. A similar pattern can be seen in Atlanta's comparable peer regions.





Source: 2010 Urban Mobility Report by Texas Transportation Institute (TTI)





Source: 2010 Urban Mobility Report by Texas Transportation Institute (TTI)

When comparing the peer regions, the Atlanta region is very comparable except for transit use. Transit service is partially dependent on having minimum population densities. The Atlanta region's densities are much lower than peer regions, including Boston and Houston, making provision of transit services challenging.



Chart 5: Urbanized Area Population Density (Persons Per Square Mile], 1982-2007

Note that the data for the Urbanized Area Population Density is from the 2009 Urban Mobility Report, which only went up to year 2007. The 2010 UMR report did not include urban area size, and therefore is not available to use for this comparison.

Population & Employment

2010 Regional Commission Area Population

The U.S. Census Bureau began releasing 2010 Census population data in March 2011. This data is provided in the following charts. The average annual change is the total change over a period of time divided by the number of years for the timeframe.





The Atlanta region experienced tremendous growth in the 1990s. That growth continued, though at a slower rate, through the first decade of the 21st Century.

• Between 2000 and 2010, the Atlanta RC added 678,371 new residents compared to 871,579 new residents from 1990 to 2000.

		eus Depulati	on Data	Change						
County	0.5. Cer	isus Populali	on Data	1990-	-2000	2000-	-2010	1990–2010		
	1990	2000	2010	Total	Percent	Total	Percent	Total	Percent	
Cherokee	91,000	141,903	214,346	50,903	56%	72,443	51%	123,346	136%	
Clayton	184,100	236,517	259,424	52,417	28%	22,907	10%	75,324	41%	
Cobb	453,400	607,751	688,078	154,351	34%	80,327	13%	234,678	52%	
DeKalb	553,800	665,865	691,893	112,065	20%	26,028	4%	138,093	25%	
Douglas	71,700	92,174	132,403	20,474	29%	40,229	44%	60,703	85%	
Fayette	62,800	91,263	106,567	28,463	45%	15,304	17%	43,767	70%	
Fulton	670,800	816,006	920,581	145,206	22%	104,575	13%	249,781	37%	
Gwinnett	356,500	588,448	805,321	231,948	65%	216,873	37%	448,821	126%	
Henry	59,200	119,341	203,922	60,141	102%	84,581	71%	144,722	244%	
Rockdale	54,500	70,111	85,215	15,611	29%	15,104	22%	30,715	56%	
10-County Region	2,557,800	3,429,379	4,107,750	871,579	34%	678,371	20%	1,549,950	61%	

Table 1: Atlanta 10-County RC Area Population Change

Source: U.S. Census Bureau, 2010 Census

Note: The City of Atlanta population numbers are included in Fulton County.

From 2000 to 2010, population in cities increased almost 20 percent, with 12 cities more than doubling their 2000 populations. Similar to counties, the share of the White population living in cities declined last decade, from approximately 49 percent in 2000 to 44 percent in 2010 (for the 10-county RC area).

Table 2: Atlanta 10-County RC Area City Population Change

	Total Po	pulation	Change		
	2000	2010	Number	%	
Total Population in Cities	1,331,115	1,579,935	248,820	18.7%	
% of 10-County Region's Population in Cities	38.9%	38.5%			

Source: U.S. Census Bureau, 2010 Census

Note: Includes only cities that were incorporated in 2000. Also, includes only the portions of the cities that are within ARC's 10-county region, which adds up to 68 cities.

2010 MPO Area Population

Recently-released population, race and housing unit counts from the 2010 Census show dramatic population change throughout the 18-county region. According to the official 2010 Census counts, the 18-county region added approximately 968,278 new residents between 2000 and 2010. Among the region's 18 counties, Gwinnett County added the most population, up almost 217,000, which is more than double what any other county added last decade. Fulton was second with an increase of 105,000, followed by Henry (+85,000) and Cobb (+80,327).

When considering percentage growth, Forsyth County led the region with an increase of 78.4 percent, followed by Paulding (+74.3 percent), Henry (+70.9 percent) and Newton (+61.2 percent).

As shown in the chart below, on an average annual change basis, the MPO region grew at a slower rate from 2000 to 2010 (+96,828 per year) than during the years from 1990 to 2000 (+108,412 per year).



Chart 7: Atlanta 18-County MPO Area Population Annual Change, 1990-2010

Source: U.S. Census Bureau, 2010 Census

2010 20-County Area Population & Diversity

Superdistricts are ARC-defined, sub-county areas that attempt, where possible, to mirror "market" areas. The map below shows the change in total population by ARC Superdistrict between 2000 and 2010. The 2010 Census data shows a decade of change, in which growth in non-White populations far outpaced growth in the White population.

The urban core, inside the I-285 perimeter and south of I-20, lost population over the course of the last decade. The second-ring suburbs, especially those to the north, had the biggest population gains, particularly along the arc stretching from northwest Cobb to eastern Gwinnett.





Source: U.S. Census Bureau, 2010 Census

Region-wide, Blacks accounted for the largest population increase among races and ethnicities, with an increase of almost 470,000 last decade. In fact, Blacks accounted for 45 percent of all growth in the 20-county region. Hispanics grew by almost 295,000, followed by Asians (+115,000) and Whites (+85,100). Overall, the White population accounts for 50.1 percent of the 20-county region's 2010 total population.

While each county saw increases in its Black, Hispanic and Asian populations, seven of the "core" 10 counties lost White population between 2000 and 2010. There are now six counties, (Clayton, DeKalb, Douglas, Fulton, Gwinnett and Rockdale) that are majority non-white, according to the 2010 Census.

Gwinnett added more Blacks, Hispanics and Asians than any other county, making it the most diverse county in the state. Henry County added almost 57,000 Blacks, second-most in the region. Next are Cobb (+54,000) and Clayton (+47,600). Fulton added 26,200 Asians between 2000 and 2010, second-most in the region, followed by Clayton (+11,500) and Forsyth (+10,100).

Finally, Cobb added 37,400 Hispanics between 2000 and 2010, second-most in the region. Next are Fulton (+24,500) and Hall (+19,700).





Source: U.S. Census Bureau, 2010 Census

County

Developments of Regional Impact

Under the Georgia Planning Act, development projects that are likely to have an impact beyond the host local government's jurisdiction are subject to review by the applicable Regional Commission (RC) as Developments of Regional Impact (DRIs). This review is intended to improve communication among governments and to provide a means of identifying and assessing potential impacts of large-scale developments before conflicts relating to them arise.

The Georgia Department of Community Affairs (DCA) establishes thresholds by size and type of development for determining whether a development qualifies as a DRI. To maintain its Qualified Local Government (QLG) status in the 10-county area, a local government must submit every potential DRI it is considering to ARC for review and comment. ARC, with input from neighboring local governments and other agencies, reviews such projects and makes a finding as to whether or not the DRI is in the best interest of the region, and therefore, of the state. After the review is completed, the local government retains authority to make the final decision on whether to approve the development.

Table 3: Number of DRI Reviews by Jurisdiction, 2010

Jurisdiction	Units
City of Fairburn	1
City of Sugar Hill	1
City of Union City	1
Cobb County	1
DeKalb County	1
Fulton County	1
Henry County	1
Rockdale County	1

Source: Atlanta Regional Commission (ARC)

The Georgia Regional Transportation Authority (GRTA) is also required to review DRIs within its 13-county jurisdiction. GRTA can allow or disallow expenditure of state or federal funds to create land transportation services or access to such

development based on its reviews. The goals of the reviews are to protect and efficiently allocate limited state and federal resources, to promote compliance with the regional transportation plans and air quality standards and to further GRTA's mission and goals.

ARC is responsible for DRI reviews within the 10-county regional commission area, as shown on the map on the following page. DRI reviews for the other counties within the MPO, but outside the 10-county area, are handled by their respective regional commissions.

In 2010, eight developments were reviewed by ARC as DRIs, as compared to 10 in 2009 and 44 in 2008. This is the lowest number of DRIs reviewed in a year since 1995, when nine were reviewed. The low number of reviews is a direct reflection of the broader economic downturn.

- When constructed, these 2010 DRIs will include 2,191 residential units, 143,333 square feet of office space, 130,500 square feet of commercial space and approximately 4.6 million square feet of industrial space.
- In total, 541 DRIs have been submitted for review since 1995.



Chart 9: Total Number DRI Reviews Per Year, 1995-2010





Source: Atlanta Regional Commission (ARC)

Regional Transportation Infrastructure



Roads & Highways

The Georgia Department of Transportation (GDOT) maintains centerline mile measures for all 159 Georgia counties based on functional classification. Functional classification is the formal grouping of streets and highways according to the character of traffic service they provide. There are three primary functional classifications: Arterial, Collector and Local. (Definitions for these classifications can be found in the Glossary of Acronyms and Terms.) A centerline mile is a measure of roadway length, 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 2010.

It is important to note that there are significant differences in centerline mileage for some counties between years 2009 and 2010 due to change in calculation methods. The change in calculation method to include paved and unpaved roads was to align with the requirements of the Transportation Investment Act (TIA) of 2010. The TIA creates the opportunity for residents in each RC to vote on a penny sales tax to support transportation improvements throughout their RC area. All funds raised will stay in the RC area and can be used to support a wide range of projects that would combat congestion. Fifteen percent of all funds raised in the region will go directly to local jurisdictions to use on any transportation projects they choose. This fifteen percent will be distributed by using a calculation, multiplying certain factors by the total amount of funds to be distributed. One of the factors in the calculation is paved and unpaved centerline road miles. Therefore, GDOT led a major update to their county maps and county roadways, changing many of the centerline mile values.

	Inter: Free	state/ way	Prin Arte	cipal erial	Mir Arte	nor erial	Colle	ector	Lo	cal	Total	Cha 2008-	nge -2009
County	Miles	%Total	Miles	%Total	Miles	%Total	Miles	%Total	Miles	%Total	Miles	Miles Change	% Change
Cherokee	26.02	1.94%	38.75	2.89%	82.52	6.15%	168.13	12.54%	1,025.67	76.48%	1,341.09	-0.50	-0.04%
Clayton	24.56	2.19%	34.71	3.10%	105.12	9.38%	57.80	5.16%	898.72	80.18%	1,120.91	0.00	0.00%
Cobb	36.05	1.22%	73.18	2.49%	198.14	6.73%	132.74	4.51%	2,504.32	85.05%	2,944.43	4.54	0.15%
DeKalb	67.29	2.89%	51.04	2.19%	269.60	11.59%	192.05	8.26%	1,745.85	75.06%	2,325.83	0.00	0.00%
Douglas	18.87	2.11%	20.68	2.32%	79.66	8.93%	67.93	7.61%	705.06	79.02%	892.20	0.00	0.00%
Fayette	0.00	0.00%	39.46	4.53%	97.02	11.14%	81.27	9.33%	653.39	75.00%	871.14	0.00	0.00%
Fulton	102.63	2.49%	135.82	3.29%	409.07	9.92%	424.61	10.30%	3,051.05	74.00%	4,123.18	662.92	19.16%
Gwinnett	51.36	1.58%	97.29	2.99%	209.96	6.46%	188.78	5.81%	2,704.09	83.16%	3,251.48	-0.41	-0.01%
Henry	21.30	1.39%	55.14	3.61%	143.65	9.41%	156.67	10.26%	1,150.52	75.33%	1,527.28	34.31	2.30%
Rockdale	8.58	1.32%	20.29	3.13%	84.47	13.02%	71.07	10.96%	464.30	71.57%	648.71	96.55	17.49%
10-County Atlanta RC Area	356.66	1.87%	566.36	2.97%	1,679.21	8.82%	1,541.05	8.09%	14,902.97	78.25%	19,046.25	797.41	4.37%
Barrow	2.41	0.42%	18.38	3.23%	38.08	6.69%	137.98	24.24%	372.41	65.42%	569.26	-0.01	0.00%
Bartow	29.97	2.49%	48.81	4.06%	110.73	9.20%	146.17	12.15%	867.54	72.10%	1,203.22	-6.56	-0.54%
Coweta	23.37	1.78%	23.38	1.78%	117.54	8.96%	143.97	10.97%	1,003.80	76.51%	1,312.06	0.20	0.02%
Forsyth	14.81	1.69%	25.53	2.91%	89.51	10.19%	83.84	9.55%	664.37	75.66%	878.06	0.00	0.00%
Newton	15.18	1.55%	15.77	1.61%	104.68	10.67%	105.96	10.80%	739.34	75.37%	980.93	0.12	0.01%
Paulding	0.00	0.00%	20.92	1.99%	122.24	11.64%	79.58	7.58%	827.18	78.79%	1,049.92	0.00	0.00%
Spalding	4.61	0.67%	20.08	2.90%	71.19	10.28%	132.42	19.12%	464.26	67.04%	692.56	1.87	0.27%
Walton	4.21	0.42%	9.97	0.98%	96.63	9.54%	186.26	18.39%	715.78	70.67%	1,012.85	62.39	6.56%
18-County Atlanta MP0 Area	451.22	1.69%	749.20	2.80%	2,429.81	9.09%	2,557.23	9.56%	20,557.65	76.87%	26,745.11	855.42	3.30%

Table 4: Centerline Miles, 2010

Source: GDOT Office of Transportation Data, GDOT 445 Series Report Note: Fulton County data includes City of Atlanta.

• Local roads comprise 77 percent of the total centerline mileage in the Atlanta 18-county MPO area.



Chart 10: Percentage of Road Mileage by Functional Classification for the Atlanta 18-County MPO Area, 2010

Transit

The economy of the Atlanta region benefits greatly from the various public transit services throughout the region. In addition to providing an important mobility option to area workers and residents, transit also helps to relieve traffic congestion, reduce energy consumption, achieve clean air standards, create jobs, stimulate development around stations and maintain vitality in the region's primary business districts.

The Atlanta region is currently served by five public transportation providers that, together, form the backbone of the regional transit system. As of the end of 2010, these providers were MARTA, Cherokee Area Transportation Services (CATS), Cobb Community Transit (CCT), Gwinnett County Transit (GCT) and GRTA Xpress (Georgia Regional Transportation Authority). Transfers between MARTA and these providers are seamless thanks to a series of reciprocal fare agreements between the partner agencies.

Circulator shuttles are also important components 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 are 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's Woodruff Library shuttle and the Georgia State University shuttle.

Transit Provider	Established	Service Type	Website
Cherokee Area Transportation System (CATS)	1975	Local Bus, Express Bus, Demand Response	http://cats.cherokeega.com
Clayton Transit (C-TRAN)**	2001	Local Bus, Demand Response	http://web.co.clayton.ga.us/ctran/index.htm
Cobb Community Transit (CCT)	1989	Local Bus, Express Bus, Demand Response	http://dot.cobbcountyga.gov/cct
Georgia Regional Transportation Authority (GRTA) XPRESS	2004	Express Bus	http://xpressga.com
Gwinnett County Transit (GCT)	2000	Local Bus, Express Bus, Demand Response	http://gctransit.com
Metropolitan Atlanta Rapid Transit Authority (MARTA)	1972	Rapid Rail, Local Bus, Express Bus, Demand Response	http://itsmarta.com
Atlantic Station Free Ride Shuttle	2004	Circulator Shuttle	http://asap-plus.com
AUC Woodruff Library Shuttles	1991	Circulator Shuttle	http://www.auctr.edu/rwwl/AboutLibrary/ shuttleservicesschedule/tabid/166/Default.aspx
The Buc Shuttles	2003	Circulator Shuttle	http://bucride.com
Emory University/CCTMA Cliff Shuttles	1994	Circulator Shuttle	http://transportation.emory.edu
Georgia State University Panther Express Shuttles	1998	Circulator Shuttle	http://gsu.edu/auxiliary/29365.html
Georgia Tech Trolley & Shuttles	2003	Circulator Shuttle	http://parking.gatech.edu

Table 5: Fixed Route Transit Providers in Atlanta MPO Area, 2010

Source: CATS, C-TRAN, CCT, GCT, GRTA, MARTA, Lanier Parking, AUC Woodruff Library, Buckhead CID, Emory, Georgia State, Georgia Tech *Sponsored by CATS and operated by GRTA

**C-TRAN Service was discontinued March 31, 2010

Transit in the Atlanta region was profoundly impacted by the ongoing economic downturn in 2010. On March 31, Clayton County's local C-Tran service, which previously handled approximately 8,700 boardings per day, was discontinued after eight years of operation due to a lack of operating support. In September, MARTA implemented a major restructuring of its system, reducing bus and rail service by more than 10 percent and also increasing fares. Gwinnett County Transit also implemented significant reductions in service due to budget shortfalls. Largely due to these reductions, average combined weekday ridership on the major transit providers fell by more than 30,000 boardings in 2010, a six percent decrease from 2009 levels. Despite this overall trend, however, modest increases were reported for both Cobb Community Transit and GRTA's Xpress system.

Transit Provider	Bus Routes	Fleet Size (Bus)	Fleet Size (Rail)	Rail Miles	Rail Stations
Cherokee Area Transportation Service (CATS) Canton Shuttles	2	3	-	-	-
Clayton Transit (C-TRAN)*	5	24	-	-	-
Cobb Community Transit (CCT)	16	90	-	-	-
Georgia Regional Transportation Authority (GRTA) XPRESS	31	151	-	-	-
Gwinnett County Transit (GCT)	9	91	-	-	-
Metropolitan Atlanta Rapid Transit Authority (MARTA)	92	506	338	48	38
Atlantic Station Shuttle	1	5	-	-	-
AUC Woodruff Library Shuttles	2	5	-	-	-
The Buc Shuttles	4	6	-	-	-
Emory University/CCTMA Cliff Shuttles	16	44	-	-	-
Georgia State University Panther Express Shuttles	5	14	-	-	-
Georgia Tech Trolley & Shuttles	5	22	-	-	-

Table 6: Selected Characteristics of Atlanta MPO Area Transit Services, 2010

Source: CATS, C-TRAN, CCT, GCT, GRTA, MARTA, Lanier Parking, AUC Woodruff Library, Buckhead CID, Emory, Georgia State, Georgia Tech *C-TRAN Service was discontinued March 31, 2010.

Note: Of those transit providers listed in the table above, MARTA is the only provider that provides rail service.

Additional transit ridership information can be found later in the report under Regional Travel Patterns.



Map 3: Transit Providers and Routes in the Atlanta MPO Area, 2010

Source: Atlanta Regional Commission (ARC)

Metro Atlanta continues to lay the groundwork for the implementation of the region's adopted long-range transit system plan, known as Concept 3 and part of the PLAN 2040 Aspirations Plan. In 2010, this effort was driven by the Regional Transit Committee (RTC), a formal policy committee of ARC that met monthly throughout the year. The voting membership of the RTC in 2010 consisted of county executives from nine metro counties, the mayor of Atlanta, the Chairpersons of ARC, MARTA, GDOT and GRTA and the State Planning Director. The RTC continued the work of its predecessors, the Transit Planning Board and Transit Implementation Board, including monthly service coordination forums, continued refinement of the Concept 3 vision and the finalization of conceptual legislation to support the legal constitution of a permanent regional transit governance structure.

Freight

As a thriving regional transportation hub, the Atlanta region has one of the highest concentrations of workers in wholesale trade and transportation services of any area in the country, with more than 520,000 employees across the area. Located at the intersection of major interstate routes, including I-85, I-75 and I-20, and along the main lines of the Norfolk Southern and CSX railroads, Atlanta is a major transportation distribution center. It is home to Hartsfield-Jackson Atlanta International Airport (H-JAIA) and is in close proximity to major marine container ports, linking world commerce to southeastern markets and points beyond.





Source: Atlanta Regional Commission (ARC)

In addition to its strategic location on the critical national and global supply chain infrastructure, Atlanta presents a huge local market to serve as the anchor for distribution centers. Companies located in the region are able to send a significant portion of their shipments from their facilities to local destinations.

The critical regional goods movement infrastructure is made up of railways (CSX and Norfolk Southern), intermodal rail yards (Austell, Fairburn and Inman), H-JAIA, the limited access highway network and the Atlanta Strategic Truck Route Master Plan (ASTRoMaP). ARC began the development of the ASTRoMaP network in early 2009, which was a recommendation from the 2008 Atlanta Regional Freight Mobility Plan. This follow-up truck report included the development of a regional truck route network, as well as associated policies and guidelines.

Map 5: Regional Highway and Intermodal Freight Facilities



Source: Atlanta Regional Commission (ARC)

Hartsfield-Jackson Atlanta International Airport (H-JAIA)

Air cargo activity (including domestic and international freight, express shipping and mail) within the Atlanta region is dominated by H-JAIA. There are three main air cargo complexes (North, Midfield and South), a Perishables Complex and an Equine Complex. The total on-airport, air cargo warehouse space measures two million square feet. There are 28 parking positions for cargo aircraft, 19 at the north complex and nine at the south complex.

In 2010, H-JAIA handled 659,129 metric tons of air cargo, which is 17 percent more activity than in 2009 — reflecting the beginning of an economic recovery. The following chart displays the amount of tonnage of air freight movement at H-JAIA for years 2001 to 2010.



Chart 11: Hartsfield-Jackson Atlanta International Airport Freight Movement, 2010

Source: City of Atlanta Department of Aviation Web Reference: www.atlanta-airport.com

Bicycle & Pedestrian

Authorized Bicycle & Pedestrian Projects in the Transportation Improvement Program

A metropolitan area Transportation Improvement Program (TIP) represents the list of transportation projects and programs scheduled to be undertaken over the next few years. Projects are drawn from a long-range Regional Transportation Plan (RTP), which must be financially constrained and demonstrate conformity to federal air quality

standards. Bicycle and pedestrian projects within the TIP include such projects as the construction of off-street, multi-use pathways, sidewalks, bike lanes, underpasses, bridges, other bicycle and pedestrian facilities and/or a combination of these facilities. Table 7 displays the number of bicycle and pedestrian projects in the TIP that have been authorized since year 2007 to begin physical construction.

These are not the only bicycle and pedestrian projects planned in the Atlanta region, as many projects are funded at the local and state levels. Many jurisdictions provide their own local funds for bicycle and pedestrian projects. These projects are only included in the TIP if inclusion is requested by the project sponsor. Also, many new roadway widening and repaving projects also include bicycle and pedestrian accommodations in them and may not be reflected as stand-alone projects in the TIP.

Table 7: Authorized Bicycle & Pedestrian TIP Projects, 2007–2010

Authorized Bicycle & Pedestrian TIP Projects, 2007–2010	Number of Projects
Pedestrian Facility	207
Bicycle/Pedestrian Facility	42
Bridge Upgrade	3
Multi-Use Bike / Ped Facility	193
General Purpose Roadway Capacity	2
Studies	2
Transit Facilities	4
Fixed Guideway Transit Capital	2
Total Number of Projects	455

Source: Atlanta Regional Commission (ARC)

Atlanta Region Bicycle Facilities

In 2008, ARC conducted an inventory of regional bicycle facilities to begin establishing a dataset of where dedicated bicycle facilities are located throughout the region. Local jurisdictions provided information to ARC on the locations and types of facilities available. This inventory, the Atlanta Region Bicycle Facilities map, illustrates the bicycle lanes and multi-use paths that were identified and reported. The following table provides a mileage sum for each facility type for the 18-county region. Note that this is not inclusive of all facilities. This specifically sums the mileage of facilities identified to ARC by local jurisdictions. Total mileage for the 18-county region bicycle facility inventory is 1,295.





Source: : Atlanta Regional Commission (ARC)



2010 Atlanta MPO Area Registered Vehicles

Many transportation options are available in the Atlanta MPO area, including the use of single occupancy vehicles (SOVs), carpools, transit, vanpools and air travel. While all of these are available, development patterns limit the efficiency of many of these options. SOVs make up the vast majority of trips in the Atlanta MPO area. One indicator of SOV use is the number of vehicles registered in a specified area.

In 2010, households in the Atlanta region averaged 1.98 registered vehicles each (down from 2.19 in 2009). DeKalb and Fulton Counties had the lowest, with 1.46. Fayette and Walton Counties had the highest at 2.36.

County	Passenger*	Truck	Motorcycle	Total Vehicles	2010 HH	Reg. Vehicles per HH
Barrow	41,089	18,164	2,132	61,385	26,400	2.33
Bartow	54,620	27,224	3,172	85,016	39,823	2.13
Cherokee	127,934	39,387	6,369	173,690	82,360	2.11
Clayton	128,588	31,905	2,726	163,219	104,705	1.56
Cobb	427,092	54,540	12,575	494,207	286,490	1.73
Coweta	69,358	25,939	3,451	98,748	50,171	1.97
DeKalb	382,699	55,403	6,585	444,687	304,968	1.46
Douglas	69,916	22,591	2,955	95,462	51,672	1.85
Fayette	72,801	20,708	2,778	96,287	40,793	2.36
Forsyth	107,655	29,942	4,472	142,069	64,052	2.22
Fulton	551,611	75,627	8,956	636,194	437,105	1.46
Gwinnett	473,314	100,079	12,383	585,776	291,547	2.01
Henry	113,493	36,509	4,744	154,746	76,533	2.02
Newton	61,636	22,899	2,396	86,931	38,342	2.27
Paulding	72,153	28,080	4,101	104,334	52,130	2.00
Rockdale	45,582	14,667	1,703	61,952	33,272	1.86
Spalding	35,517	15,163	1,484	52,164	26,777	1.95
Walton	49,828	24,095	2,479	76,402	32,435	2.36
18-County	2,884,886	642,922	85,461	3,613,269	2,039,575	1.98 (avg) 1.77 (18-county total)

Table 8: Registered Vehicles per Household by County, 2010

Source: 2010 U.S. Census; Georgia Department of Revenue Motor Vehicle Division registration data as of 3-31-2011 Web Reference: http://motor.etax.dor.ga.gov/stats/renewalsstats.aspx

Web Reference: http://motor.etax.dor.ga.gov/stats/renewalsstats.aspx *The Georgia Department of Motor Vehicle Division Designates SUVs as passenger vehicles.

- The core 10-county average registered vehicles per household was 1.84 for 2010.
- The outer 8-county average registered vehicles per household was 2.15 for 2010.

2010 Vehicle Miles Traveled (VMT)

Vehicle Miles Traveled (VMT) can be another indicator of SOV trips and private vehicle use. VMT is the number of miles traveled in a vehicle in a specified area for the specified period of time. The Georgia Department of Transportation (GDOT) publishes average daily VMT data for every county in Georgia on an annual basis. ARC has compiled average daily VMT data for the Atlanta 18-county MPO area from 1995–2010.

Year	18-County Atlanta MPO Area VMT	Percent Change from Previous Year	VMT Per Capita
1995	108,730,647	n/a	32.6
1996	114,462,547	5.27%	33.3
1997	120,142,338	4.96%	34.0
1998	125,864,531	4.76%	34.6
1999	126,223,823	0.29%	33.7
2000	129,486,176	2.58%	32.1
2001	132,887,292	2.63%	31.8
2002	134,124,420	0.93%	31.3
2003	135,215,454	0.81%	30.7
2004	141,346,238	4.53%	31.2
2005	141,720,605	0.26%	30.4
2006	140,981,999	-0.52%	29.2
2007	141,520,280	0.38%	28.5
2008	142,289,456	0.54%	28.1
2009	140,889,000	-0.98%	28.5
2010	149,877,000	6.38%	30.2

Table 9: Average Daily Vehicle Miles Traveled in the Atlanta MPO Area, 1995–2010

Source: GDOT 445 Series Report, ARC Population Estimates

- In 2010, the average daily VMT in the Atlanta MPO area was 149,877,000, an increase of 6.38 percent from the previous year.
- The VMT per capita increased by 1.63, from 28.5 VMT per capita in 2009 to 30.2 VMT per capita in 2010.

The regional VMT and the VMT per capita increased from 2009 to 2010. Potentially this could be due to a recovering economy.





The average daily VMT by county for the Atlanta MPO area in 2010 is shown below.

County	2010 Daily VMT	2010 Population	VMT Per Capita
Cherokee	5,420,000	214,346	25.3
Clayton	7,715,000	259,424	29.7
Cobb	19,109,000	688,078	27.8
Dekalb	21,057,000	691,893	30.4
Douglas	4,404,000	132,403	33.3
Fayette	3,137,000	106,567	29.4
Fulton	33,309,000	920,581	36.2
Gwinnett	20,964,000	805,321	26.0
Henry	6,563,000	203,922	32.2
Rockdale	3,066,000	85,215	36.0
10-County Atlanta RC Area	124,744,000	4,107,750	30.4
Barrow	1,719,000	69,367	24.8
Bartow	5,049,000	100,157	50.4
Coweta	3,969,000	127,317	31.2
Forsyth	4,115,000	175,511	23.4
Newton	3,157,000	99,958	31.6
Paulding	3,068,000	142,324	21.6
Spalding	1,830,000	64,073	28.6
Walton	2,226,000	83,768	26.6
Outer 8-County Area	25,133,000	862,475	29.1
18-County Atlanta MPO Area	149,877,000	4,970,225	30.2

Table 10: Average	e Daily Vehicle	e Miles Traveled	for the Atlanta	MPO Area, 2010
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Source: GDOT 445 Series Report, ARC Population Estimates

- In 2010, Bartow County (50.4) continued to have the highest VMT per capita and Paulding County (21.6) had the lowest.
- In 2010, 34 percent of the average daily VMT in the Atlanta MPO area was on interstates and freeways.

County	Interstate/Freeway VMT	Daily VMT	% on Interstate/Freeway
Barrow	149,000	1,719,000	9%
Bartow	2,166,000	5,049,000	43%
Cherokee	1,368,000	5,420,000	25%
Clayton	2,828,000	7,715,000	37%
Cobb	5,433,000	19,109,000	28%
Coweta	1,271,000	3,969,000	32%
DeKalb	10,335,000	21,057,000	49%
Douglas	1,521,000	4,404,000	35%
Fayette	0	3,137,000	0%
Forsyth	914,000	4,115,000	22%
Fulton	15,149,000	33,309,000	45%
Gwinnett	5,773,000	20,964,000	28%
Henry	2,297,000	6,563,000	35%
Newton	758,000	3,157,000	24%
Paulding	0	3,068,000	0%
Rockdale	799,000	3,066,000	26%
Spalding	211,000	1,830,000	12%
Walton	97,000	2,226,000	4%
18-County Atlanta MPO Area	51,069,000	149,877,000	34%

Table 11: Average Daily Interstate/Freeway Vehicle Miles Traveled in the Atlanta MPO Area, 2010

Source: GDOT 445 Series Report

Transportation Demand Management (TDM)

Due to heavy traffic congestion and poor air quality in the metro Atlanta region, residents continue to seek other means of commuting to and from work besides of driving alone. ARC's Transportation Demand Management (TDM) program develops strategies to increase the efficiency of the region's current transportation system. The primary strategy is to provide commuters with transportation information and services. TDM is currently an element of the Regional Transportation Plan and encourages the use of alternative transportation methods through the RideSmart program. RideSmart helps commuters find carpool, vanpool and bike partners, as well as transit routes, to and from work. Other programs offered by RideSmart include the Regional Guaranteed Ride Home program.

Guaranteed Ride Home Program

RideSmart's Regional Guaranteed Ride Home Program acts as a safety net and provides commuters who carpool, vanpool, bike or use transit with a reliable ride home if an unexpected event occurs during work hours. Participating commuters may take up to five qualified trips home or to their car each calendar year.

In 2010:

- More than 60,000 commuters continued to seek services through the RideSmart program.
- Almost 13 percent (1,094) of those enrolled in the Guaranteed Ride Home program were provided a ride in 2010, with a satisfaction rate of nearly 90 percent.
- RideSmart's website, MyRideSmart.com, serviced nearly 34,000 unique visitors.

Funding and Employer Services

RideSmart also managed some of the Congestion Mitigation and Air Quality (CMAQ) funding for employer outreach and commuter education in the region. Approximately \$3 million was allocated in 2010 for both RideSmart services and Employer Service Organization (ESO) services. These organizations provide comprehensive transportation services for a defined geographic area and additional programs, such as vanpool subsidies, circulator shuttles, employer and employee education and promotional events. They work closely with employers to encourage formation of, and participation in, employer-supported commute options programs that can increase employee retention and decrease tardiness, absenteeism and parking demand.

Employer Service Oganizations (ESO)	Commuters Seeking Travel Partners through RideSmart	Commuters Registered in the GRH Program	Approved CMAQ Funding through RideSmart	Estimated Employees in ESO Area	Estimated Employers in ESO Area	Website
Atlantic Station Access + Mobility Program	482	34	79,928	3,263	92	www.ASAP-Plus.com
Buckhead Area Transportation Management Association	2,974	364	62,113	97,160	6,254	www.BATMA.org
The Clean Air Campaign	31,654	4,495		3,196,802	211,639	www.CleanAirCampaign.com
Clifton Corridor Transportation Management Association	1,352	537		32,516	312	www.CCTMA.com
LocalZOOM	2,089	104		31,953	1,053	www.thelocalzoom.com
Commuter Club	3,602	493		53,355	1,904	www.CommuterClub.com
Downtown Transportation Management Association	2,915	1,251	46,032	119,220	2,137	www.AtlantaDowntown.com
Midtown Transportation Solutions	3,103	954	81,548	63,074	2,514	www.MidtownAlliance.org
Perimeter Transportation Coalition	3,652	329	80,296	92,392	2,957	www.PerimeterGo.org
Total	51,823	8,561	349,918	3,764,543	229,899	

Table 12: TDM Employer Service Organizations (ESO), 2010

Source: ARC 2009 Employment Estimates

Note: Clean Air Campaign (CAC) area encompasses all of Georgia minus the distinct ESO areas.

Vanpool Programs

Vanpools consist of 7–15 passengers who commute together in a vehicle leased through the Regional Vanpool Program. Through the 2010 program, operated by the Georgia Regional Transportation Authority (GRTA), each qualifying vanpool was subsidized monthly with \$300 in federal funding. Vanpool vendor services provided by Enterprise Rideshare and VPSI were also contracted through GRTA, and Douglas County operated vanpools through its Rideshare program. Additional vanpool subsidies and incentives were provided by some ESOs and each vanpool vendor provided additional GRH services to their customers.

Table 13: IDM Valipuol Service Floviders, 2010	Table '	13:	TDM	Vanpool	Service	Providers,	2010
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Vanpool Service Providers	Number of vans in service	Website
Enterprise Rideshare	85	www.vanpool.com
VPSI Inc.	234	www.vpsiinc.com
Douglas County Rideshare	58	www.douglascountyrideshare.com
Total Active Commuters in RideSmart	60,436	
RideSmart WebSite Unique Visitors	33,841	
Number of GRH Rides Provided	1,094	

Source: Enterprise Rideshare, UPSI Inc., Douglas County Rideshare and the Transportation Demand Management Division at ARC

Visit www.MyRideSmart.com to learn more about RideSmart services.

High Occupancy Vehicles (HOV)

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 I-75 and I-85 in 1996. Currently, therea re 90 miles of HOV lanes in the region with the addition of HOV lanes along I-85, north of I-285 since 2000. 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 designated only for vehicles carrying two or more occupants, certified alternative fuel vehicles, motorcycles and emergency vehicles.

- In 2010, the traffic counting station at I-85 at Jimmy Carter Blvd recorded the largest percent (14.55) of total peak-period traffic using the HOV lane. This station also recorded the largest number of average daily HOV commuters (22,991).
- In 2010, 10.1 percent of travelers used HOV lanes during peak traffic period.
- In 2010, 7.9 percent of travelers used HOV lanes throughout the entire day.

The tables below display selected HOV and mainline lane volumes for 2010.

Table 14: Selected Daily High Occupancy Vehicle (HOV) Lane Volumes, 2010

Traffic Counting Station	Peak Period HOV Volume	Peak Period Total Volume	Peak Period Percent Total Traffic Using HOV	24-Hour HOV Volume	24-Hour Total Volume	Percent Total Traffic Using HOV	Average Daily HOV Commuters
I-75 SB Cumberland Blvd (AM)	1,129	20,543	6%	4,179	78,179	5%	2,484
I-75 NB Cumberland Blvd (PM)	1,345	20,574	6%	4,619	91,454	5%	2,958
I-85 SB Clairmont Rd (AM)	2,878	25,705	10%	7,996	101,140	8%	5,456
I-85 NB Clairmont Rd (PM)	4,098	33,060	12%	12,641	134,383	9%	9,016
I-75/85 SB at 5th St (AM & PM)	-	-	-	-	-	-	-
I-75/85 NB at 5th St (AM & PM)	-	-	-	-	-	-	-
I-75/85 NB University Ave (AM)	3,119	21,700	15%	12,112	103,800	12%	6,861
I-75/85 SB University Ave (PM)	1,866	27,328	8%	6,284	115,794	5%	6,150
I-75/85 NB Central Ave (AM)	1,103	19,156	6%	3,665	76,632	5%	2,428
I-75/85 SB Central Ave (PM)	1,553	17,162	9%	4,860	67,764	7%	3,416
I-85 SB Lenox/Cheshire Bride (AM)	2,119	26,061	10%	7,230	104,375	7%	4,661
I-85 NB MARTA Overpass (PM)	4,949	33,022	15%	17,852	172,466	10%	10,887
I-85 SB N OF Jimmy Carter (AM)	6,311	38,654	16%	24,280	184,503	13%	13,884
I-85 NB N OF Jimmy Carter (PM)	4,140	31,654	13%	9,881	148,653	7%	9,107
I-20 WB Maynard Terrace (AM)	1,743	21,895	8%	4,359	82,787	5%	3,836
I-20 EB W OF Flat Shoals (PM)	1,643	20,219	8%	11,025	85,485	13%	3,614
I-20 WB Columbia Dr (AM)	1,176	16,759	7%	3,912	70,749	6%	2,588
I-20 EB Columbia Dr (PM)	1,322	16,650	8%	3,223	60,781	5%	2,908
I-85 SB Steve Reynolds Blvd (AM)	2,682	20,518	13%	7,159	89,781	8%	5,900
I-85 NB Steve Reynolds Blvd (PM)	3,852	30,066	13%	14,534	137,529	11%	8,474
2009 Average (All Selected Stations) (AM)	2,473	23,443	10%	8,321	99,105	8%	5,344
2009 Average (All Selected Stations) (PM)	2,752	25,526	10%	9,435	112,701	8%	6,281

Source: Georgia Department of Transportation (GDOT)

The use of the I-85 HOV lanes by carpoolers has steadily increased since they were built. In fact the number of carpools in the HOV lane has grown to the point where the lanes have started to become congested during rush hour. Congestion is predicted to continue to worsen in the long run as growth in the region continues.

In November of 2008, the United States Department of Transportation (USDOT) awarded a \$110 million Congestion Reduction Demonstration (CRD) Program grant to the Atlanta region. The long-term goal of the program is to

regionally implement an integrated system of High Occupancy Toll (HOT) lanes, enhanced transit service and innovative technologies. The CRD grant will enable the conversion of 16 miles of existing HOV lanes to HOT lanes on I-85 from Chamblee Tucker Road, just south of I-285, to Old Peachtree Road. The new HOT lanes will take the place of the existing HOV lanes. The HOT lanes will increase the occupancy requirement to three or more and allow two-person carpools and single drivers to use the lane for a fee.

The I-85 HOT segment is expected to open to traffic in September 2011.

Transit Ridership

Due to the major service reductions by MARTA and GCT, as well as the complete shutdown of C-TRAN bus service, the region experienced a significant drop in total ridership in 2010 compared to 2009. Other service providers including CCT and GRTA showed increases despite service reductions. The university shuttles showed strong increases while, the Emory/CCTMA and other TMA circulator shuttles experienced declines in 2010.

The ridership numbers below include bus and rail data for MARTA and bus only for all other transit service providers.

- In 2010, average weekday transit boardings totaled 532,510.
- In 2010, a six percent decrease in ridership was experienced by the major transit providers in the Atlanta MPO Area.
- In 2010, the average weekday transit boardings for circulator and university shuttles totaled 38,753.

Table 15: Atlanta MPO Area Transit Ridership, 2010

Average Weekday Boardings	Change 2009–2010			
Service Provider	2009	2010	Number	%
Cherokee Area Transportation System (CATS) Canton Shuttles	79	93	14	18%
Clayton Transit (C-TRAN)*	8,695	-	-	-
Cobb Community Transit (CCT)	16,295	17,229	934	6%
Georgia Regional Transportation Authority (GRTA) XPRESS	7,012	7,676	664	9%
Gwinnett County Transit (GCT)	8,575	7,814	-761	-9%
Metropolitan Atlanta Rapid Transit Authority (MARTA)	483,300	460,945	-22,355	-5%
Major Transit Providers	523,877	493,757	-30,120	-6%
Atlantic Station Free Ride Shuttle	2,242	1,971	-271	-12%
AUC Woodruff Library Shuttles	203	236	33	16%
The Buc Shuttles	502	473	-29	-6%
Emory University/CCTMA Cliff Shuttles	12,485	12,082	-403	-3%
Georgia State University Panther Express Shuttles	4,621	5,811	1,190	26%
Georgia Tech Trolley & Shuttles	14,300	18,180	3,880	27%
Circulator Shuttles	34,353	38,753	4,400	13%
Atlanta MPO Area Total:	558,230	532,510	-25,720	-5%

Source: CATS, C-TRAN, CCT, GCT, GRTA, MARTA, Lanier Parking, AUC Woodruff Library, Buckhead CID, Emory, Georgia State, Georgia Tech, NTD *C-TRAN service was discontinued March 31, 2010.

The 2010 average weekday rail station entries for all 38 MARTA stations are provided below.

- In 2010, MARTA rail service experienced a four percent decline in average weekday entries.
- Thirty one stations experienced a decline in entries, with West Lake and Airport stations seeing the largest decline at 13 percent.
- Seven stations experienced an increase in entries with the Dome/GWCC/Philips Arena/CNN Center station having the largest increase, at six percent.
- Five Points station, the busiest in the system, experienced a five percent decrease in average weekday entries.





Source: Metropolitan Atlanta Rapid Transit Authority (MARTA)

Park & Ride Lots

The regional express bus programs, vanpools and carpools all benefit from Park & Ride lots located in the 18-county Atlanta MPO region. The location, parking spaces and lot usage for all Park & Ride lots are provided below. Park & Ride lots are convenient gathering points for rideshare groups to meet near their homes. In many cases, these groups experience a shorter commute time as multiple persons per vehicle allow use of HOV lanes. Other ridesharing benefits include gas cost savings, vehicle maintenance and repair savings, reduced emissions and less congestion.

GDOT, GRTA and local counties such as Douglas County, maintain Park & Ride lots that are utilized for vanpools and carpools. GRTA vanpools operate at many Park & Ride lots throughout the region. The term Rideshare in the table below denotes the particular lot is used for carpool and vanpool only. Douglas County Rideshare is a commuter-oriented program that operates work-trip vanpools, provides carpool-matching assistance, builds and maintains commuter facilities and participates in transit and public transportation planning and marketing. Rideshare has been serving Douglas County commuters since 1986. Douglas County Rideshare is based out of the Douglas County Transportation Center. GRTA Xpress buses use this center for bus services connecting to downtown and midtown Atlanta.

Many Park & Ride lots are used for transit services, as well as carpool and vanpool rideshares. Such transit services include GRTA Xpress bus service, GCT and CCT. 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. Emory University and Georgia State University also lease parking spaces at Park & Ride lots for their commuting students.

• In the 18-county MPO area, there a	e 18,630 parking spaces	in all Park & Ride lots
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County	City	Location	County	Spaces	Usage
Barrow	Braselton	Old Winder Highway	Georgia Rideshare	28	-
Cherokee	Canton	Boling Park	XPRESS (CATS)/Georgia Rideshare	173	60%
Cherokee	Woodstock	His Hands Church	XPRESS (CATS)	400	30%
Clayton	Atlanta	Aviation Boulevard	Georgia Rideshare	579	-
Clayton	Jonesboro	Tara Boulevard	XPRESS (GRTA)	588	40%
Clayton	Riverdale	Lamar Hutchinson	XPRESS (GRTA)	271	45%
Cobb	Acworth	Acworth	CCT/XPRESS (CCT)	496	13%
Cobb	Austell	Floyd Road/Silver Comet Trail	CCT/XPRESS (CCT)	213	-
Cobb	Austell	Highest Praise Church	XPRESS (CCT)	200	10%
Cobb	Kennesaw	Busbee	CCT/XPRESS (CCT)	364	-
Cobb	Kennesaw	Town Center	CCT/XPRESS (CCT)	375	23%
Cobb	Mableton	Mableton	CCT/XPRESS (CCT)	205	-
Cobb	Marietta	Johnson Ferry Baptist Church	ССТ	239	-
Cobb	Marietta	Marietta Transfer Center	ССТ	287	-
Cobb	Powder Springs	Powder Springs	XPRESS (CCT)	271	50%
Coweta	Newnan	Newnan Movies	XPRESS (GRTA)	150	-
DeKalb	Decatur	Gallery at South DeKalb	Emory	100	-
DeKalb	Decatur	Gresham Road	MARTA/Georgia Rideshare	225	0%
DeKalb	Decatur	North DeKalb Mall	Emory	400	-
DeKalb	Lithonia	Evans Mill/Stonecrest	MARTA	336	43%
DeKalb	Lithonia	Panola Road	MARTA/XPRESS (GRTA)	630	45%
DeKalb	Stone Mountain	Goldsmith Road	MARTA	152	-
Douglas	Douglasville	Arbor Place Mall	XPRESS (GRTA)	-	-
Douglas	Douglasville	Douglas County Multi-Modal Transportation Center	XPRESS (GRTA)/Douglas Rideshare	650	-

Table 16: Atlanta MPO Area Average Weekday Park & Ride Usage, 2010

County	City	Location	County	Spaces	Usage
Douglas	Lithia Springs	Blairs Bridge/Thornton Road	XPRESS (CCT)/Douglas Rideshare/ GDOT (Georgia Rideshare)	116	85%
Douglas	Douglasville	Post Road	Douglas Rideshare/Georgia Rideshare	78	-
Douglas	Douglasville	West Douglasville	XPRESS (GRTA)	500	10%
Douglas	Lithia Springs	Blairs Bridge Road	XPRESS (CCT)/Douglas Rideshare/ Georgia Rideshare	116	-
Douglas	Lithia Springs	Lee Road	Douglas Rideshare/Georgia Rideshare	145	-
Forsyth	Cumming	Cumming	XPRESS (GRTA)	486	30%
Fulton	Alpharetta	Windward Parkway	MARTA/Georgia Rideshare	496	39%
Fulton	Atlanta	Barge Road	MARTA/Georgia Rideshare	200	0%
Fulton	Atlanta	Turner Field	Georgia State	1,600	132%
Fulton	Johns Creek	Emory Johns Creek Hospital	XPRESS (GRTA)	-	-
Fulton	Roswell	Mansell Road	MARTA/Georgia Rideshare	410	39%
Fulton	Union City	South Fulton	MARTA/XPRESS (GRTA)/Georgia Rideshare	450	20%
Gwinnett	Buford	Mall of Georgia	XPRESS (GRTA)	750	15%
Gwinnett	Buford	SR 20	GCT	347	-
Gwinnett	Lawrenceville	Discover Mills Area	GCT/Georgia Rideshare	814	-
Gwinnett	Lawrenceville	Discover Mills Mall	XPRESS (GCT)	750	35%
Gwinnett	Norcross	Christ the King Church	XPRESS (GRTA)	150	-
Gwinnett	Norcross	Indian Trail	GCT	500	-
Gwinnett	Snellville	Hewatt Road	XPRESS (GCT)/Georgia Rideshare	125	55%
Gwinnett	Snellville	Snellville Baptist Church	XPRESS (GCT)	278	45%
Gwinnett	Stone Mountain	Park Place	XPRESS (GRTA)	400	35%
Henry	Hampton	Atlanta Motor Speedway	XPRESS (GRTA)	100	15%
Henry	McDonough	Jodeco Road	Georgia Rideshare	15	-
Henry	McDonough	McDonough	XPRESS (GRTA)	250	70%
Henry	Stockbridge	BrandsMart	XPRESS (GRTA)	404	25%
Henry	Stockbridge	Stockbridge	XPRESS (GRTA)	402	40%
Newton	Covington	US 278	Georgia Rideshare	107	-
Paulding	Dallas	Faith Baptist Church	Georgia Rideshare	34	-
Paulding	Dallas	Simmon Industrial Boulevard	Georgia Rideshare	167	-
Paulding	Hiram	Movies 278	XPRESS (CCT)	159	30%
Rockdale	Conyers	Church in the Now	XPRESS (GRTA)	250	41%
Rockdale	Conyers	Sigman Road	XPRESS (GRTA)	616	45%
Rockdale	Conyers	West Avenue	Georgia Rideshare	58	-
Spalding	Griffin	Old Atlanta Road	Georgia Rideshare	141	-
Total				18,630	

Table 16: Atlanta MPO Area Average Weekday Park & Ride Usage, 2010 (continued)

Source: CCT, GCT, GRTA, MARTA, GDOT

The 2010 parking utilization rates for 28 of the total 38 MARTA rail stations are provided below. Ten MARTA rail stations do not provide parking spaces.

- The 22,301 parking spaces available at MARTA stations saw a 65 percent utilization rate in 2010, up from 60 percent in 2009.
- Of stations with 100 spaces or more, the station-specific utilization rates ranged from 17 percent at West Lake station to 100 percent at Doraville station.

Station	Spaces	Usage	Station	Spaces	Usage
Arts Center	29	69%	Inman Park/Reynoldstown	398	74%
Ashby	155	23%	Kensington	1,532	49%
Avondale	712	67%	King Memorial	21	90%
Bankhead	12	67%	Lakewood/Ft. McPherson	557	47%
Brookhaven/Oglethorpe University	1,157	46%	Lenox	407	50%
Chamblee	927	76%	Lindbergh Center	2,052	48%
College Park	2,219	91%	Medical Center	218	64%
Doraville	1,231	100%	Midtown	9	44%
Dunwoody	1,119	42%	North Springs	2,325	90%
East Lake	598	44%	Oakland City	321	64%
East Point	927	64%	Sandy Springs	1,003	69%
Edgewood/Candler Park	426	71%	Vine City	28	93%
Hamilton E. Holmes	851	65%	West End	457	87%
Indian Creek	2,401	49%	West Lake	209	17%
			Total	22,301	65%

Table 17: MARTA Park & Ride Lot Usage, 2010

Source: MARTA

Note: The following MARTA stations do not have parking lots: Airport, Buckhead, Civic Center, Decatur, CNN Center, Five Points, Garnett, Georgia State, North Avenue and Peachtree Center.

Airports

The Atlanta region has experienced much of its prosperity as a result of having 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 only counted once. Other transit passengers and stop-over passengers are counted twice: once as arrivals and once as departures.

• In 2010, more than 89 million passengers traveled through H-JAIA, a 1.48 percent increase from the previous year.

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	2005	2006	2007	2008	2009	2010	2005–2006 % Change	2007–2008 % Change	2009–2010 % Change			
Aircraft Operations												
Domestic	932,968	915,691	925,970	911,510	909,891	888,203	-1.85%	-1.56%	-2.38%			
International	47,418	60,756	68,376	66,573	60,344	61,916	28.13%	-2.64%	2.61%			
Total	980,386	976,447	994,346	978,083	970,235	950,119	-0.40%	-1.64%	-2.07%			
Passengers												
Domestic	78,774,044	76,264,446	79,796,551	80,416,839	79,061,501	80,099,037	-3.19%	0.78%	1.31%			
International	6,734,452	8,073,855	8,897,291	9,180,491	8,832,195	9,139,022	19.89%	3.18%	3.47%			
Direct Transit	398,927	508,338	685,445	441,950	138,390	93,563	27.43%	-35.52%	-32.39%			
Total	85,907,423	84,846,639	89,379,287	90,039,280	88,032,086	89,331,622	-1.23%	0.74%	1.48%			

Source: City of Atlanta Department of Aviation

Web Reference: www.atlanta-airport.com

The Atlanta MPO region contains 20 other public-use regional airports, all importing and exporting goods and passengers.





Source: Atlanta Regional Commission (ARC)

Bicycle & Pedestrian Travel Data

Collecting data on bicycle and pedestrian travel is important in order to gauge the changes over time, the locations with highest demand and the response to infrastructure improvements. A reliable set of non-motorized transportation data would help local governments and planners estimate the likely results in reduced car trips and air quality benefits associated with potential sidewalk and bicycle infrastructure investments.

U.S. DOT Secretary Ray LaHood issued a new non-motorized transportation policy statement in March 2010 that encourages government agencies to collect data on bicycling and walking trips. Historically, local governments and state DOTs tend to collect data on vehicle counts only. When pedestrian and bicycling data are collected, those two modes are often combined, making the results more difficult to interpret.

Nationwide, several sources of non-motorized travel data are available, mostly geared toward commutes to work. Commute to work trips tend to be the longest journey of the day and, as a result, bicycling and walking are more likely to be used for only a section of the commute to work, or for other, shorter trips. Such local trips by non-motorized transportation modes are particularly hard to document and model.

American Community Survey Commute to Work by Biking & Walking Data

The U.S. Census Bureau's American Community Survey (ACS) collects three-year estimates on a variety of parameters, including commuting to work questions. As a result, fairly recent data are available on commutes to work by walking and bicycling modes in the Atlanta region. Unfortunately, this data source does not document bicycling and walking for non-work trips, and does not account for people who walk to transit, or bicycle to work only some of the time. These data also do not document which corridors have the highest demand for walking and bicycling facilities. The table below includes data from American Community Survey, from the 2001 National Household Travel Survey (NHTS) and from the 2009 NHTS. NHTS gathers information on all trips, including non-work trips.

	Bicycle to Work: Percent of All Commute Trips	Walk to Work: Percent of All Commute Trips	Bicycle Percent of All Trips	Walk Percent of All Trips
Major U.S. Cities*	0.80%	4.80%	0.90%	11%
Atlanta-Sandy Springs-Marietta MSA	0.17%	1.40%	0.40% (**)	7.23% (**)
City of Atlanta	0.80%	4.20%	data not available	data not available
10 "Core" Counties	0.12%	1.21%	data not available	data not available
10 "Outter" Counties***	0.08%	0.69%	data not available	data not available

Table 19: Bicycling and Walking Mode Share Figures for Metro Atlanta

Source: U.S. Census Bureau, 2007–2009 American Community Survey 3-Year Estimates, Table B08301, unless indicated otherwise *Commute to Work: American Communities Survey 2007 and NHTS 2001, as cited in the Bicycling and Walking in the U.S. 2010; ** Based on data from NHTS 2009, Table "DAYPUBLL", ***No data available for Spalding and Barrow Counties in 2007–2009 ACS

- For the Atlanta MSA, the percentage of all commute trips by bicycle increased from 0.12 percent to 0.17 percent from the 2006–08 ACS data to the 2007–09 ACS data.
- For the Atlanta MSA, the percentage of all commute trips by walking increased from 1.34 percent to 1.4 percent from the 2006–08 ACS data to the 2007–09 ACS data.

ABC Bicycle Counts

The Atlanta Bicycle Coalition (ABC) has been collecting bi-annual bicycle counts at select locations within the City of Atlanta, DeKalb County and the City of Decatur since spring of 2008. The ABC Bike Count Project is closely following a methodology suggested by the National Bicycle & Pedestrian Documentation (NBPD) Program, co-sponsored by Alta Planning and Design and the ITE Pedestrian and Bicycle Council. NBPD provides a consistent model of data collection for use by planners, governments and bicycle and pedestrian professionals. The counts are collected by volunteers on a weekday (generally Tuesdays or Thursdays), for two peak-period hours in the morning and for two peak-period hours in the afternoon. Given the relatively low figures of cyclists in metro Atlanta, the count locations were not random, but were selected based on anecdotal evidence of bicyclist presence.

ABC Bi-Annual Bicyclist Count Results	June 2008(1)	September 2008(2)*	May 2009(3)**	September 2009 (4)	May 2010(5)	September 2010(6)	Overall	
Intersection with Highest Cyclist Count	Little 5 Points (Moreland & Euclid)	Edgewood Ave & Krog St	Edgewood Ave & Krog St	Edgewood Ave & Krog St	Edgewood Ave & Krog St	N. Highland Ave & St. Charles St	Edgewood Ave & Krog St	
Lowest Cyclist Count Intersection	Ralph David Abernathy & Lowery	Howell Mill & Marietta	Ralph David Abernathy & Lee	17th St & Spring St	Glenwood Ave & Flat Shoals Ave	17th St & Spring St	-	
All Locations, Total Count	601	1339	798	1132	805	531	3822	
All Locations Average Cyclists per Intersection per Hour (Weekday, Peak Period)	t21	24	15	18	33	19	22	
Average Cyclists per Hour at the Busiest Intersection (Weekday, Peak Period)	39	48	33	45	44	35	41	
Average Percent of Male Cyclists Observed								
Nationally Observed Percen	t of Male Cyclists	****					77%	

Table 20: Metro	o Atlanta	Bicycle	Count	Results,	2008-2010
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Source: Atlanta Bicycle Coalition (ABC)

*September 2008 counts taken during the gas shortages; ** Rainy weather in May 2009 resulted in counts 25% lower than the average, indicating a bike community population that is sensitive to weather fluctuations, ***In 2008, Ralph David Abernathy Blvd counts were collected at intersection with Lowery St, subsequent counts collect at intersection with Lee St, ****National percent of male cyclists cited in Bicycling and Walking in the U.S.: 2010 Benchmarking Report, Alliance for Biking and Walking

Note: In Fall 2010, counts were only collected during AM or during PM at the following locations: Edgewood Ave and Krog St; 5th St and W Peachtree St; Howell Mill Rd and Marietta St; 10th St and Peachtree St; R.D. Abernathy Blvd and Lee St.

Pedestrian Data

While there is a need to better understand pedestrian travel patterns in our region, currently there is a lack of reliable pedestrian count data kept in a centralized location.

Table 21: Pedestrian Traffic Count Results, Downtown Atlanta

Location and Time	Average Hourly Volume
Buckhead (Peachtree Road and Buckhead Ave NE), Saturday Mid-day Hourly Volume (based on 2 hrs of observation in 2005)	129
Downtown Atlanta (Peachtree Road and Peachtree Center), Weekday AM Peak Hourly Volume (based on 2 hrs of observation in Fall 2010)	48
Downtown Atlanta (Peachtree Road and Peachtree Center), Weekday PM Peak Hourly Volume (based on 2 hrs of observation in Fall 2010)	61

Source: Central Atlanta Progress (CAP)



Regional Congested Facilities

As mandated by the Safe, Accountable, Flexible and Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU), passed by Congress in 2005, ARC oversees the Congestion Management Process (CMP) for the 18-county Atlanta MPO area. The CMP identifies congested locations and facilities within a metropolitan area, and is a key tool used in defining and implementing strategies for improving congested locations. The CMP must also monitor the effectiveness of these solutions.

In the future, ARC will be relying on observed travel time data supplied by INRIX. INRIX is a private company that provides real-time, historical and predictive traffic information. INRIX collects GPS-based (global positioning system) roadway travel time information from millions of fleet vehicles, including delivery services, courier services and trucking companies. They also collect similar GPS data from devices such as the iPhone and the Android smartphones.

Future Fact Books will feature roadway congestion rankings based on the archived travel time data, as well as the variability in travel time performance on strategic routes in the metro Atlanta region. Travel time variability is a way to measure the reliability of the roadway system (e.g., travel time consistency), and can be a tool to help travelers estimate their travel times more precisely. To learn more about INRIX, go to www.inrix.com/trafficinformation.asp.

Currently, ARC measures three variables to quantify congestion.

- Intensity Assesses how much delay is experienced by the average commuter
- Duration Measures how many hours during the day a particular facility experiences congestion
- \bullet Extent Identifies the number of people impacted by congestion



Source: ARC Congestion Management Process, July 2006

Relying on travel demand model data output, ARC ranked each of the major roads in the metro Atlanta area for each of the three congestion variables. The results were compiled into a single ranking, with all three variables weighted equally (each variable represented 1/3 of the overall congestion ranking).

Unlike the previous 2005 rankings, the new 2010 rankings are now by direction. For instance, the Downtown Connector from Interstate 20 to the Brookwood Split (I-75/I-85 split near Atlantic Station) has two individual rankings: one for the northbound segment and one for the southbound segment. This was done to show how one direction of a particular facility can experience worse congestion than the opposite direction, especially when including time-of-day information. Nonetheless, it is common for both directions to experience similar daily congestion levels because of the unique travel patterns associated with each.



Map 7: Most Congested Freeway Segments by Direction, 2010

Source: Atlanta Regional Commission (ARC)

• The Downtown Connector (I-75/I-85), State Route 400, I-75 North and I-85 North experience the highest levels of congestion of all the freeways in the region.

Recognizing that it might be unreasonable to compare expressways to streets because of the differences in how these facility types function, ARC established three facility ranking groups:

- The HOV-Lane (High Occupancy Vehicle) system.
- The freeway system.
- The major surface streets.

Map 8: Top 25 Most Congested HOV (High Occupancy Vehicle) Segments by Direction, 2010



Source: Atlanta Regional Commission (ARC)

• HOV users on I-85 North and the Downtown Connector experience the worst congestion.

Each of these maps displays the segments (by direction) that are ranked in both the top 10 percent and the top 25 percent of all the facility segments within that group. This does not mean that facilities that do not appear on the top of the list are uncongested. It simply means they are likely not considered to be the most severely congested. The ranking information is used to help prioritize where the most significant mobility needs are in the region, and to diagnose where the capacity deficiencies are located in the roadway network. The ranking data does not take into consideration non-recurring causes of congestion such as incidents, poor weather, traffic signal timing or special events. It only considers roadway capacity and estimated demand based on the most recent population and employment estimates.





Source: Atlanta Regional Commission (ARC)

• For non-freeway facilities, the highest congestion levels are concentrated north of I-20, in Cobb, Fulton, DeKalb and Gwinnett counties.

Atlanta Air Quality Non-Attainment Status and the Regional Transportation Plan

The Clean Air Act Amendments of 1990 (CAAA) is a federal law to protect air quality in the United States. As such, the CAAA mandates that states meet federal clean air standards for six pollutants:

 \bullet Ground level ozone (O_3)

• Particulate matter (PM)

- Carbon monoxide (CO)
- Lead (Pb)
- Nitrogen dioxide (NO₂)
 Sulfur dioxide (SO₂)

The United States Environmental Protection Agency (EPA) carries out the mandate of this act by establishing limits on how much of a pollutant can be in the air anywhere in the United Sates. These pollutant standards are referred to as National Ambient Air Quality Standards or NAAQS. Areas exceeding the NAAQS are referred to as non-attainment areas and are designated as such by the EPA. The Atlanta region is designated as part of a 20-county nonattainment area for the eight-hour ozone and the annual PM_{2.5} standards.

ARC is responsible for managing the process that ensures transportation plans and programs within the Atlanta nonattainment area, when implemented, do not cause or contribute to degraded air quality. This process is referred to as transportation conformity. Mobile (transportation-related) emissions, as estimated by ARC, must conform to established limits, or Motor Vehicle Emissions Budgets (MVEB), for nonattainment pollutants and/or their precursors. MVEBs are set by the state air agency, the Georgia Environmental Protection Division (EPD), in the State Implementation Plan (SIP), and are approved by the EPA as adequate for use in the transportation conformity process.

Envision6, the Atlanta region's long-range transportation plan, received a positive conformity determination under the eight-hour ozone standard and under the $PM_{2.5}$ standard on October 10, 2007 and again most recently on September 9, 2010. These determinations were made for the entire 20-county nonattainment area, and demonstrate that both the Atlanta and Gainesville RTP comply with all air quality requirements associated with the eight-hour ozone and $PM_{2.5}$ standards, and with the ozone SIP currently in place. Refer to page 4 of this report for a map displaying the various nonattainment and MPO boundaries.

Ground Level Ozone

Chart 15: Ozone Formation



- Ozone is formed when volatile organic compounds (VOCs) and nitrogen oxides (NOx) react with sunlight and oxygen. Sources of ozone precursors include coal-fired power plants, fuel combustion in cars and trucks and the natural environment. Combining these chemicals with the typical summer weather conditions and geography in the Atlanta region equals a recipe for poor air quality.
- Ground level ozone creates serious health and environmental problems when concentrations reach high levels.

- The long-term effects of ozone are caused by inflammation of the lungs when ozone is inhaled. This type of exposure can be compared to repeated sunburns and can lead to permanent scarring of lung tissue, loss of lung function and reduced lung elasticity.
- In Georgia, the ozone monitoring season is March 1–October 31, when temperatures are the highest.

For the ozone air quality standard, the USEPA has developed a classification system to characterize the magnitude of the problem. Areas with the worst ozone pollution problems are given the longest time to attain the NAAQS. The prescribed control measures increase with the severity of the pollution problem.

- In 1990, Atlanta (13-county area) was originally classified as a serious non-attainment area under the one-hour ozone standard. The one-hour standard was later revoked in 2005, shortly after Atlanta attained, as a result of implementing a more stringent eight-hour ozone standard (1997 standard).
- In April 2008, the region (20-county area) was reclassified from a Marginal to a Moderate eight-hour ozone nonattainment area.
- The Atlanta region has ambient data that demonstrates attainment with the 1997 eight-hour ozone standard through the end of the 2010 ozone season. EPD is working on a clean data determination for the region.



Chart 16: USEPA Ozone Classification System

Source: U.S. Environmental Protection Agency (USEPA)

• A revised ozone standard was released in 2008 and an update to it is anticipated in 2011. The Atlanta region is expected to be in nonattainment under the revised ozone standard.





The number of graphed exceedances, seen in the chart above, reflects the most stringent ozone standard in place in any particular year. The yearly fluctuations in number of exceedances can be attributed to many factors, including changing ozone standards, variations in seasonal weather and the implementation of advanced technology, such as cleaner fuel standards, fleet turnover and particle capturing devices at power plants. Enhanced tools and models also help make more accurate measurements.

Fine Particulate Matter (PM_{2.5})

Particulate matter is comprised of a complex mixture of small solid and liquid particles that, because of their small size, can penetrate into the lungs and bloodstream, causing health risks.

- Health risks include premature death from heart and lung disease, aggravation of heart and lung conditions and respiratory and cardiovascular effects.
- Fine particulate matter shares many common pollution sources with ground level ozone.

In 1997, the EPA established a standard for fine particulate matter. This standard is referred to as $PM_{2.5}$ (meaning that this matter is 2.5 micrometers or smaller in diameter). In September 2006, the 24-hour fine particle standard was tightened from 65 micrograms per cubic meter (μ g/m³) to 35 μ g/m³, and the annual fine particle standard was retained at 15 μ g/m³.

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).

The chart below shows the PM_{2.5} monitoring stations in the region. Currently, all are attaining the annual PM_{2.5} standard.

- In April 2005, the EPA designated a 20-county (plus small areas in Heard and Putnam counties) metro-Atlanta non-attainment area for failing to meet the 1997 fine particulate matter standard.
- On October 8, 2009, the USEPA designated metro Atlanta and the entire state of Georgia as in attainment of the 2006 24-Hour PM_{2.5} standard.
- The region has clean data for the 2007–2009 annual PM_{2.5} standard. The Georgia EPD is preparing a submittal to EPA to designate the Atlanta region as in attainment of the 1997 annual standard.



Chart 18: PM_{2.5} Mass Concentration Annual Average (Arithmetic Mean)

Source: Environmental Protection Division (EPD); + Includes all data for 2007 that was excluded for exceptional events; **Site was shut down 9/06 to 12/08, averages do not include three full years.

Roadway Safety

In 2009, there were 435 fatalities within the 18-county MPO region. This total is 93 fewer than in 2008, marking the first time the total number of fatalities has dropped below the total for year 2002 (507).

- The regional fatality rate in 2009 was 0.85 fatalities per 100 million VMT, down from 1.02 for year 2008.
- In 2009, the Atlanta MPO region accounted for 34 percent of all fatalities in the state. There were 1,284 fatalities in Georgia.

Fourteen of the 18 MPO counties had a lower fatality rate in 2009 compared to 2008. Barrow County had the highest fatality rate in 2009 (1.96 fatalities per 100M VMT). The other top four counties were Walton, Paulding, Spalding and Douglas.



Chart 19: Atlanta 18-County MPO Area Fatality Rate per 100 Million VMT by County, 2009

Source: Fatality Analysis Reporting System (FARS), GDOT 445 Series Report (VMT)



Chart 20: Atlanta 18-County MPO Area Number of Fatalities by Year, 2000–2009

Source: Fatality Analysis Reporting System (FARS)

Bicycle & Pedestrian Safety

In 2009, pedestrian fatalities accounted for 17 percent and bicycle fatalities accounted for 0.9 percent of the region's fatal crashes, showing the vulnerability of these modes.

- In 2009, there were a total of 73 (2 fewer than 2008) crash-related pedestrian fatalities in the Atlanta MPO area.
- In 2009, there were a total of 4 (the same as in 2008) crash-related bicycle fatalities, in the Atlanta MPO area.
- In 2009, there were 150 pedestrian fatalities and 21 bicycle fatalities in Georgia. The 18-county MPO area accounted for 49 percent of all pedestrian fatalities and 19 percent of all bicycle fatalities in Georgia for 2009.

Chart 21: Atlanta 18-County MPO Area Bicycle & Pedestrian Fatality Rate by County, 2009



Source: Fatality Analysis Reporting System (FARS), ARC 2009 Population Estimates Note: Bartow, Coweta, Fayette, Forsyth and Walton had bicycle and pedestrian fatalities rates of zero for year 2009. Barrow, Clayton, Cobb, DeKalb, Fulton, Henry, Newton, Paulding and Rockdale had a bicycle fatality rate of zero for year 2009. Cherokee, Douglas and Spalding had a pedestrian fatality rate of zero for year 2009.



Chart 22: Atlanta 18-County MPO Area Bicycle & Pedestrian Fatalities by Year, 2000-2009

Plan & Program Implementation

An analysis of regional transportation projects completed for FY 2010 within the 18-county MPO area has found that, of the 387 project phases scheduled, 43 percent actually advanced. This encouraging statistic represents the region's first increase in the rate of project phase advancement since 2004.

The findings were published in the ARC report, Breaking Ground 2010, which analyzed the progress — from engineering and design to rightof-way acquisition and construction — made on all project phases with funding commitments scheduled between July 1, 2009, and June 30, 2010, (FY 2010) in the region's FY 2008–2013 Transportation Improvement Program (TIP). Chart 23: Project Advancement Status Summary, FY 2009



Breaking Ground 2010 is the eighth annual transportation project advancement progress report for the Atlanta region. The report found that of all project phases scheduled for 2010, 57 percent were delayed to fiscal year 2011 or later, or were dropped entirely. In addition, 31 percent of the project phases were delayed for two or more years in a row and are referred to as "projects of concern."





While the current economic recession continued to have a negative impact on transportation project implementation in the Atlanta region, the overall project advancement rate did improve in FY 2010. The ongoing work of the Georgia Department of Transportation's Office of Program Delivery has contributed to this increase, as did the ongoing availability of federal stimulus funding. The American Recovery and Reinvestment Act (ARRA) funded many transportation projects in 2010 at a time when local, state and other federal funding sources were either stagnant or decreasing. More than \$224 million in ARRA funds were programmed in FY 2010, which helped keep 53 project phases on schedule for advancement.

The report, which is available in full on ARC's website at **www.atlantaregional.com/projectdelivery**, also includes a status report on each of the 387 project phases analyzed and a dashboard element which allows readers to interactively explore project phase data.

Equitable Target Areas

The Equitable Target Area (ETA) Index was developed in early 2011, to identify environmental justice (EJ) communities in the Atlanta region. The index was based on five parameters: age (65 years and older), education (25 years and older with no high school degree), median housing values, poverty rates and minorities. Areas that scored less than the ETA index's regional average were determined to be a low EJ concern and were identified as non-ETA communities. Areas that scored above the ETA index's regional average were identified as ETA communities, with three different levels of EJ concentrations: Medium ETA, High ETA and Very High ETA.





Source: Atlanta Regional Commission (ARC); US Census Bureau, American Community Survey (ACS) 5-year estimate (2005–2009)

The ETA index was utilized to measure the impacts of PLAN 2040 programs and investments on ETA communities. Based on the regional-level comparative analysis of the plan:

- Transportation Investments Per capita PLAN 2040 investments in ETA communities exceed investments in non-ETA areas.
- Accessibility More than half of ETA communities are located in the urban core, where accessibility to employment centers is highest.
- Unified Growth Policy Map (UGPM) approximately 40 percent of all regional and local centers defined by the plan's UGPM will be located within or adjacent to ETA Communities.
- Jobs/Housing balance By 2040, the jobs-housing balance in ETA Communities will improve, while it would remain unchanged for non-ETA areas.
- Livable Centers Initiative (LCI) projects approximately 76 percent of total LCI projects that have been programmed between 2000 and 2010 are located in ETA Communities.

The ETA index serves as a base map to ensure equitable distribution of transportation investments, land use allocation, economic development opportunities and other elements of local and regional plans. The index can be further utilized for community analysis, project prioritization and decision making.

Infrastructure Development & System Optimization



Regional Transportation Plan

The draft **PLAN 2040** Regional Transportation Plan (RTP), which is scheduled to be adopted by the ARC Board on July 27, 2011, prioritizes approximately \$60.9 billion in transportation investments in the 18-county Atlanta MPO area through the year 2040. Under federal law, a new RTP must be developed at least every four years and represent a balanced multimodal approach to addressing the region's transportation challenges. Although the RTP focuses on new projects, a majority of the funding will be spent simply maintaining current infrastructure and maximizing its efficiency.



Chart 25: Draft PLAN 2040 RTP Investment Priority Areas

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the first six years of the RTP and includes detailed information on projects actively moving toward implementation. ARC makes quarterly administrative modifications to the TIP to address minor implementation issues, and conducts periodic amendments, as necessary, to reflect more substantive changes. These amendments require public outreach and ARC Board approval, and may require a conformity determination.

As this document went to press, a new FY 2012–2017 TIP entered the final approval process, with adoption by ARC scheduled in July 2011. This TIP is being advanced in conjunction with an update to the long-range regional transportation plan (RTP), which is an element of PLAN 2040. Throughout 2010, the pre-existing FY 2008–2013 TIP underwent changes due to the addition of new funding commitments, updates in project descriptions and the resolution of programmatic issues. These changes were made concurrent with development of the new FY 2012–2017 TIP and have been carried forward as appropriate.

A major accomplishment in 2010 was an update to the TIP/RTP Blueprint. This document was developed to serve as a convenient, comprehensive and user-friendly reference guide to assist project sponsors in understanding and adhering to standard practices governing how projects are programmed and documented in the Atlanta region's transportation plans. The TIP/RTP Blueprint explains the mechanics of how a project is managed in regional planning documentation once a policy decision to include the project in the TIP/RTP has been reached through the regular Metropolitan Planning Organization (MPO) process. The TIP/RTP Blueprint follows five guiding principles:

- 1. Project information will be presented in a user-friendly, concise and informative manner.
- 2. Projects will be programmed based on realistic costs and feasible implementation schedules.
- 3. Projects will be programmed in a manner consistent with the policies, goals and priorities established through the regular MPO planning process and will adhere to all applicable federal and state legal requirements.
- 4. Updates, amendments and administrative modifications will be conducted on a regular and predictable basis and in an efficient manner to facilitate project implementation goals.
- 5. The decision-making process for updating project information will be well-documented and conducted in a consistent and objective manner.

Included in the new FY 2012–2017 TIP will be a total of \$7.6 billion in funding. A breakdown of this funding by project type is shown in Table 22.

Project Type	Number Funded	Percent	Funds Committed	Percent
Bicycle and Pedestrian	79	14.21%	\$0.3 billion	3.90%
General Purpose Road Capacity	128	23.02%	\$2.0 billion	26.90%
Managed Lanes	8	1.44%	\$2.1 billion	28.30%
Road Upgrades/Operations	222	39.93%	\$1.5 billion	19.50%
Transit	53	9.53%	\$1.2 billion	16.30%
Studies/Other	66	11.87%	\$0.4 billion	5.10%
Totals	556	100.00%	\$7.6 billion	100.00%

Table 22: Transportation Improvement Program (TIP) Investments, FY 2008–2013

Source: Atlanta Regional Commission (ARC)

ARRA

As of September 30, 2010, projects and programs in the Atlanta region with an estimated total price tag of \$679 million had been awarded funding under the American Recovery and Reinvestment Act (ARRA). About \$584 million of these

projects were assigned to three different "highway investment" funding subcategories, each of which could be used for a variety of projects ranging from roadway capacity to sidewalks to safety upgrades to transit capital purchases. Another \$95 million was available exclusively for transit services, both capital and operating expenses.

Due to an extremely competitive bidding environment among contractors, the final actual cost of these projects is currently estimated to be approximately \$498 million. The difference between the original cost estimates and actual contract amounts has provided the region and state the opportunity to fund many more projects than originally thought possible. Essentially, the Atlanta region will benefit from projects valued at \$679 million before the recession began, while paying only \$498 million for those projects, a discount of 27 percent. All of this funding is already in approved



grants and contracts, with the majority of projects already under construction or complete, providing jobs that should help the region's economy stabilize and begin to recover in the coming months and years.





Source: Atlanta Regional Commission (ARC)

Human Services Transportation (HST)

The Atlanta Regional Commission adopted the region's Coordinated Human Services Transportation Plan on April 21, 2010. Human services transportation is the provision of transportation services to individuals who are considered to be transportation disadvantaged, including older adults, low-income individuals and persons with disabilities. In the Atlanta region, human services transportation is planned, funded and operated by a range of state, county and local agencies. Services include fixed-route transit, ADA paratransit and demand response services. Based on requirements outlined in the federal government's Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU), the plan will provide strategies for coordinating service for these three populations. MARTA and ARC are joint designated recipients for two Federal Transit Administration (FTA) Human Services Transportation programs for the Atlanta region:

- Section 5316 Job Access and Reverse Commute (JARC) program
- Section 5317 New Freedom program

JARC Program Goals

The goal of the JARC program is to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals, and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. FY 2009 and FY 2010 JARC funds were awarded to projects for the continuation, improvement, and enhancement of existing routes, for individualized transportation planning and other program expansion, etc.

New Freedom Program Goals

The New Freedom formula grant program provides additional tools to assist persons with disabilities overcome existing barriers that hinder their ability to be integrated into the workforce and fully participate in society. The New Freedom program helps reduce barriers to transportation services and expand the mobility options for people with disabilities beyond the requirements of the ADA of 1990. FY 2009 and FY 2010 New Freedom funds were awarded to projects for education and travel training programs, voucher programs and paratransit transfer programs, etc.

Tahle	23. IAR	. & 1	New	Freedom	Sub	Allocation	Grant	Δwards	FY	2009	-201	10
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Job Access and Reverse Commute (JARC)	New Freedom				
FY 2009	FY 2009				
Awarded Approximately \$1.6 Million (capital, operating, administration)	Awarded approximately \$987,000 (capital, operating, administration)				
Funded all or portions of two JARC Projects	Funded all or Portions of five New Freedom Projects				
Three counties — Cobb, DeKalb, Fulton and City of Atlanta — served as a result of these two projects	Ten counties — Bartow, Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett and Paulding — served as a result of these six projects				
FY 2010	FY 2010				
Awarded approximately \$1.59 Million (capital, operating, administration)	Awarded approximately \$664,000 (capital, operating, administration)				
Funded all or Portions of four JARC Projects	Funded all or portions of six New Freedom projects				
Five counties — Cobb, DeKalb, Douglas, Fulton and Gwinnett — served as a result of these four projects	Eleven counties — Bartow, Cherokee, Clayton, Cobb, DeKalb, Douglas, Fulton, Gwinnett, Henry, Newton and Rockdale — served as a result of these six projects				

Source: Atlanta Regional Commission (ARC), FTA Federal Register

Livable Centers Initiative (LCI)

The Livable Centers Initiative (LCI) is a program launched in 1999 by ARC to encourage local jurisdictions to plan and implement initiatives that link transportation improvements with land use development and strategies to create sustainable, livable communities. Local governments and non-profit organizations apply for LCI planning grants to help them prepare plans for the enhancement of existing town centers, activity centers and corridors. ARC awards these funds on a competitive basis to areas that can best take advantage of the infrastructure and private investments committed in their community to achieve balanced regional development that reduces vehicle miles traveled and improves air quality.

To date, ARC has approved \$13 million in study funds — \$1 million annually — for use in years 2000 to 2012. ARC also approved a total commitment of \$500 million for priority funding of transportation projects resulting from LCI studies. Overall, more than \$170 million in planning and transportation funds have been allocated for 109 distinct areas in the region, and a total of 110 projects within 53 LCI communities have been awarded funding for a variety of transportation improvements . Eighteen projects have been dropped or merged with other projects, leaving 92 total LCI projects with allocated funding.

Although the completed LCI studies show an impressive range of ideas and techniques to achieve livability, all demonstrate the fundamental concepts of:

- Connecting homes, shops and offices
- Improved safety and sense of place
- Emphasizing the pedestrian
- Improving access to transit and other transportation options
- Expanding housing options

County	Studies	Supplemental Studies	Transportation Projects
Atlanta	17	10	20
Barrow	1	-	-
Cherokee	4	4	7
Clayton	6	3	3
Cobb	12	7	18
DeKalb	20	10	22
Douglas	2	2	4
Fayette	2	1	4
Forsyth	1	1	-
Fulton	16	9	11
Gwinnett	15	12	14
Henry	4	4	3
Newton	1	1	1
Paulding	1	-	1
Rockdale	2	-	1
Spalding	3	4	1
Walton	2	1	-
Total	109	69	110

Table 24: LCI Studies and Transportation Projects by County

Source: Atlanta Regional Commission (ARC)



Table 25: LCI Program Status, 2010

LCI Transportation Project Status	Number of Projects
Advancing without significant delays	29
Authorized to begin Construction 23 of these projects have completed construction.	49
Considered to be a Project of Concern	14
Dropped or Merged with Another Project	12

Source: Atlanta Regional Commission (ARC)

Map 11: Livable Centers Initiative Study Areas, 2000–2010



Source: Atlanta Regional Commission (ARC)

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) use traffic control devices, changeable message signs and vehicle detection and monitoring to maintain real-life information about potential delays on freeways, major arterials and on bus and train routes. Travelers can make decisions based on information provided by ITS devices which work together to form an Advanced Traffic Management System (ATMS).

Table 26:	Intelligent	Transportation	Svstem	Data for	the Atlanta	MPO Area.	2003-2010

ATMS Components	2003	2004	2005	2006	2007	2008	2009	2010
Miles of Freeway Surveillance (Fiberoptic Cable)	222	240	260	275	280	320	420	456
Miles of Arterial Surveillance (Fiberoptic Cable)	179	150	150	180	180	180	180	180
Number of Surveillance Cameras on Freeway (Pan, tilt and zoom)	311	187	321	330	355	487	500	510
Number of Surveillance Cameras on Arterial (Pan, tilt and zoom)	211	287	207	207	210	210	220	220
Number of Video Traffic Detection Cameras (fixed)	1223	1245	1361	1361	1450	1645	1700	1750
Number of Changeable Message Signs (CMS) on Freeway	91	71	80	101	105	133	135	141
Number of Changeable Message Signs (CMS) on Arterial	9	9	9	9	9	9	9	9
Number of CMS dedicated to Express Lanes	18	18	18	18	18	18	18	18
Number of Ramp Meters	5	5	8	8	8	136	155	165
Number of Highway Emergency Response Operator (HERO) Vehicles	55	56	56	68	68	88	88	110
Advanced Traveler Information Systems (ATIS)	2003	2004	2005	2006	2007	2008	2009	2010
Number of Advanced Traveler Information System (kiosks)	115	115	N/A	5	5	5	5	5
Real-Time Traffic Information (www.georgia.navigator.com)	No	No	Yes	Yes	Yes	Yes	Yes	Yes
MARTA Information (www.itsmarta.com) (www.breezecard.com)	No	No	Yes	Yes	Yes	Yes	N/A	N/A
"DOT" free cellular service (*DOT)	No	No	Yes	Yes	511	511	511	511
Other ITS	2003	2004	2005	2006	2007	2008	2009	2010
Number of Accident Investigation Sites	N/A	75	75	75	75	75	75	75

Source: Georgia Department of Transportation (GDOT), Metropolitan Atlanta Rapid Transit Authority (MARTA)

• In 2010, the ITS surveillance system included 636 miles of fiberoptic cable, 730 tilt, pan and zoom cameras and 1,750 video traffic detection cameras.

Highway Incident Management

The Highway Emergency Response Operators (HEROs) are the key component of the Georgia Department of Transportation's Incident Management Program. Striving to reduce congestion on the highways, HEROs respond quickly to incidents and clear the roads so that the normal traffic flow can be restored. Funding for the HERO program has been provided by the Congestion Mitigation and Air Quality (CMAQ) program.

• In 2010, 110 HERO vehicles were available in the region to respond to traffic incidents.

The Georgia Towing and Recovery Incentive Program (TRIP) is a recovery incentive program to pay heavy-duty recovery companies a monetary bonus for clearing commercial vehicle wrecks quickly. TRIP helps to reduce the impact of major traffic incidents in metro Atlanta while meeting the Traffic Incident Management Enhancement (TIME) Task Force's aggressive clearance goal of 90 minutes or less.

- From year 2007 to 2011, the time to clearance was reduced by 164 minutes.
- 33 TRIP incidents occurred during calendar year 2010.



Chart 28: TRIP Program Time to Roadway Clearance, 2007–2011

Source: Metro Atlanta Traffic Incident Management Enhancement (TIME) Task Force, Inc.

Glossary of Terms

Advanced Transportation Management System (ATMS) -

Collective term for technologies which improve the flow of traffic on the transportation network without the addition of physical capacity. Most commonly seen on highways, these technologies include changeable message signs, surveillance cameras and loop detectors. ATMS can also be applied to vehicles in the form of in-vehicle navigation systems, global positioning trackers and communications equipment. The term ATMS is commonly interchanged with ITS or Intelligent Transportation Systems.

Alternative Mode — Loosely defined term generally used to identify any form of travel other than driving alone in a single occupancy vehicle (SOV), including carpooling, transit, walking and bicycling.

American Recovery and Reinvestment Act (ARRA) of 2009 — On Feb. 17, 2009, Congress passed the ARRA of 2009 at the urging of President Obama, who signed it into law four days later. A direct response to the economic crisis, the Recovery Act has three immediate goals: (1) Create new jobs and save existing ones, (2) Spur economic activity and invest in long-term growth and (3) Foster unprecedented levels of accountability and transparency in government spending.

Arterial — Functional classification for a street or highway that provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

Attainment Area — An urbanized area which meets federal air quality standards defined in the Clean Air Act.

Car Pool — An arrangement where two or more people share the use and cost of privately-owned vehicles for traveling together to and from pre-arranged destinations.

Centerline Mile — A term of measurement used to refer to the length of a roadway in a single direction from the center of the paved surface. For a two-lane road running in a single direction, a centerline mile is measured from the point between the lanes.

Cherokee Area Transportation System (CATS) — Cherokee County's CATS provides rural transportation for all Cherokee County residents to local establishments, demand response services, Xpress bus service from Canton/Woodstock to downtown Atlanta, fixed transportation routes for the City of Canton, van pools with "ride-matching" by home and work location and leasable buses and trolleys for special events.

Clean Air Act Amendment (CAAA) — Federal legislation that established acceptable levels of certain air pollutants. Regional Transportation Plans and Transportation Improvement Plans must demonstrate conformity to these federally-designated air quality attainment levels

Collector — Functional classification for a street or highway that provides a less highly developed level of service than an arterial and at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.

 $\label{eq:commuter} \begin{array}{c} \mbox{Commuter} - \mbox{Person who travels regularly between home and} \\ \mbox{work or school.} \end{array}$

C-TRAN — Clayton County's transit system that was initiated through sponsorship by GRTA and operates under contract by MARTA. Current and planned services include local routes within the county, and connectivity with the MARTA rail system.

Cobb Community Transit (CCT)-Transit system operated by Cobb County. Current and planned services include local routes within the county, express bus services to Downtown Atlanta, Midtown Atlanta and the Perimeter Center Area with connections to the MARTA rail system.

Conformity — A process in which transportation plans and spending programs (i.e., Regional Transportation Plans and Transportation Improvement Programs) are reviewed to ensure they are consistent with federal clean air requirements and contribute to attainment of air quality standards. These plans and programs must demonstrate that they do not exceed the Motor Vehicle Emission Budgets established in the state air quality plan called the State Implementation Plan (SIP).

Congestion Management Process — A process managed by ARC that identifies congested locations and facilities within the metropolitan area, develops and implements potential strategies for improving congested locations, and monitors the effectiveness of the solutions.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program — First created in1991, CMAQ is a federal program that provides funding for surface transportation and other related projects that contribute to air quality improvements and congestion mitigation, especially in air quality non-attainment and maintenance areas. CMAQ provides funds to state DOTs, MPOs and transit agencies to invest in projects that reduce emissions from transportation-related sources.

Department of Community Affairs (DCA) — Created in 1977 to serve as an advocate for local governments. DCA operates a host of state and federal grant programs; serves as the state's lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state's solid waste reduction efforts.

Development of Regional Impact (DRI) — The DRI review is intended to improve communication among governments on large-scale and certain types of developments, and to provide a means of identifying and assessing potential impacts before conflicts relating to them arise.

Emissions — Pollutants which result in decreased air quality. For the purposes of transportation planning, emissions are generally defined as pollutants generated by vehicle internal combustion engines. Limits on the amount of mobile source emissions which can be produced within a non-attainment area are defined by the Motor Vehicle Emission Budgets established in the State Implementation Plan developed by the Georgia Environmental Protection Division.

Environmental Protection Agency (EPA) — Federal agency that works with other federal agencies, state and local governments, to develop and enforce environmental regulations. EPA is the federal agency charged with establishing policies to ensure that transportation plans meet air quality standards defined by the Clean Air Act.

Envision6 — A development and transportation plan that integrates land use, transportation and water planning. The Envision6 2030 Regional Transportation Plan, associated with the FY 2008–2013 TIP, provides an overview of key challenges, strategies, projects and system performance. On October 10, 2007, the US Department of Transportation, in coordination with the Environmental Protection Agency, found that the Envision6 RTP/TIP conforms with the air quality requirements for the 8-hour ozone standard and the Particulate Matter (PM) 2.5 standard.

Federal Highway Administration (FHWA) — Arm of the U.S. Department of Transportation that provides federal financial and technical assistance in planning, constructing and upgrading the nation's network of highways, roads and bridges.

Federal Transit Administration (FTA) — Arm of the U.S. Department of Transportation that provides federal financial and technical assistance in planning, constructing and upgrading transit systems at the local, regional and national levels.

Flex-Fuel Vehicle — A vehicle that can operate using any combination of gasoline with up to 85% ethanol.

Functional Classification — The grouping of streets and highways according to the character of service they provide.

Georgia Department of Transportation (GDOT) — State of Georgia agency vested with the ability to plan and implement a variety of transportation projects and programs, including highways, bridges, rural transit and commuter rail throughout the state. GDOT is responsible for developing the State Transportation Improvement Program (STIP), which incorporates the regional TIP, developed by ARC.

Georgia Regional Transportation Authority (GRTA) — State of Georgia agency vested with the ability to plan and implement a variety of transportation projects and programs, including roadways and transit services, in areas of the state which are classified as non-attainment for air quality standards. GRTA provides the state's approval of the regional Transportation Improvement Program (TIP) developed by ARC.

Gwinnett County Transit (GCT) — The transit system operated by Gwinnett County. Current and planned services include express bus service to downtown and midtown Atlanta, connections to the MARTA rail system and local routes within Gwinnett County.

High Occupancy Toll (HOT) Lanes — Limited-access managed lanes that allow eligible carpoolers, transit, motorcycles and Alternative Fuel Vehicles to use the lane for free, while allowing previously ineligible solo drivers to buy back into the lane for a fee. The number of cars using these lanes can be controlled through value pricing via electronic toll collection so as to maintain free-flowing traffic in them at all times, even during the height of rush hours.

High Occupancy Vehicle (HOV) Lanes — Lanes dedicated for exclusive use by multi-occupant vehicles such as buses, carpools and vanpools. In Georgia, it is legal for motorcycles and alternatively-fueled vehicles (such as electric cars) to use HOV lanes also.

Human Services Transportation (HST) — Includes a broad range of service options designed to meet the needs of the transportation disadvantaged including older adults, persons with disabilities and individuals with lower incomes. Planning and Coordinating HST helps to improve the efficiency of limited transportation resources, reduce duplication of services, and improve customer satisfaction.

Intelligent Transportation Systems (ITS) — The application and integration of advanced technologies, information processing, communications technologies, and advanced control strategies for the efficient and effective operation of the existing transportation system.

Intermodal — Transportation of persons and goods that involves the interchange between transportation modes such as surface routes, airways and waterways.

Intermodal Surface Transportation Efficiency Act

(ISTEA) — Landmark federal legislation signed into law in 1991. It made broad changes in the way transportation decisions are made by emphasizing diversity and balance of modes, as well as the preservation of existing systems and construction of new facilities. The law expired in 1997, but much of the program is carried forward by TEA-21.

Interstate/Freeway — High-speed, limited-access facility that often crosses boundaries from one state into another.

Level of Service (LOS) — Qualitative rating of the effectiveness of a road relative to the service it renders to its users. LOS is measured in terms of a number of factors, such as operating speed, travel time, traffic interruptions, freedom to maneuver and pass, driving safety, comfort and convenience.

Livable Centers Initiative (LCI) — Created by ARC, LCI is a program that funds investment policy studies for activity centers and town centers. The primary focus of these studies is to encourage increased development, mixed uses and connectivity at the activity and town center level as one alternative to standard, suburban or strip development.

Local Road — Functional classification which consists of all roads not defined as arterials or collectors. Local roads primarily provide access to land with little or no through movement.

Managed Lanes — A system of lanes that use eligibility, access, pricing or any combination thereof, to preserve mobility on the managed lanes (i.e. HOV lanes, toll lanes, etc.).

Metropolitan Atlanta Rapid Transit Authority

(MARTA) — Transit agency which serves the City of Atlanta, Fulton County and DeKalb County through a 1% sales tax levy in those jurisdictions. Current and planned services include heavy rail and associated park and ride lots, express bus routes along major travel corridors and an extensive local bus route network.

Metropolitan Planning Organization (MPO) — A federally required planning body responsible for transportation planning and project selection in its region. The governor designates an MPO in every urbanized area with a population of more than 50,000 people. An MPO is responsible for developing the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) for the urbanized area it represents. ARC is the MPO for the 18-County Atlanta region.

Mobility 2030 — ARC's previous RTP, a \$53 billion long-range transportation plan, associated with the 2006–2011 TIP and approved by the ARC Board in December, FY 2004. Mobility 2030 conformed to the 1-hour ozone standard (10-county however revoked when the region grew to 13 counties), the 8-hour ozone standard (20-county area) and the Particulate Matter 2.5 standard (20-county area).

Motor Vehicle Emissions Budget (MVEB) — The amount of mobile source emissions within a non-attainment area which can not be exceeded by the transportation system in order to permit the area to conform to federal air quality standards defined by the Clean Air Act.

National Ambient Air Quality Standards (NAAQS) – Federal law passed in 1969 which sets national policies and implements necessary initiatives to protect the natural environment.

NaviGAtor — GDOT clearinghouse for real-time travel data. The Transportation Management Center (TMC) is the headquarters and information clearinghouse for NaviGAtor, operating 24 hours a day, 365 days a year. Real-time information is collected from Video Detection System (VDS) cameras along the interstates and from *DOT calls from travelers. The information is confirmed and analyzed at the TMC and incident response personnel, such as HEROs, are notified. The information is communicated through changeable message signs (CMS) on the roadways, the NaviGAtor website and media relations.

Nitrogen Oxides (NOx) — Emission that forms from combustion of fossil fuels. NOx reacts with heat, sunlight and Volatile Organic Compounds (VOC) to produce ground level ozone and smog, particularly during Georgia's hottest and driest months, between July and September.

Non-attainment Area — Geographic area, as designated by EPA, where air quality does not meet federal air quality standards designed to protect public health. The Atlanta non-attainment area currently includes 20 counties based on the eight-hour standard for ground level ozone and all of 20 counties plus parts of two other counties based on a new standard for particulate matter.

Ozone — The primary component of smog, ozone is a colorless gas formed when VOC and NOx combine in the presence of sunlight. There are two types of ozone. "Good" ozone protects the Earth from the sun's harmful ultraviolet rays and is found in the upper atmosphere. "Bad" ozone can linger at ground level and cause respiratory problems, especially with children and the elderly. The EPA sets standards for the maximum allowable concentration and associated exposure limit of ground level ozone.

Particulate Matter — Solid or liquid particles found in the air that can cause respiratory problems, especially with children and the elderly. The EPA sets standards for the maximum allowable concentration and associated exposure limit of particulate matter of 2.5 micrometers or less in diameter.

Pedestrian — Georgia law defines a pedestrian as "any person who is afoot." By state definition, roller skaters, in-line skaters, skateboarders and wheelchair users are also considered pedestrians.

Peer Region — Geographic regions that are comparable in certain aspects such as urbanized area size and urbanized area population, as well as comparable public policies. Representatives from peer regions share and learn best practices and successes that would be adaptable to the comparable region.

PLAN 2040 — PLAN 2040 serves as both the regional transportation plan and regional comprehensive plan, defining both transportation and land use policy and investment strategies to address regional needs across these multiple planning emphasis areas. Through a collaborative effort among local, state and federal planning partners, PLAN 2040 guides regional growth through its specific investment strategies and programs for metro Atlanta through the year 2040.

Qualified Local Government (QLG) Status — In order to maintain QLG status under the Georgia Planning Act, local governments must have an approved and adopted Short Term Work Program (STWP) for implementation of their Comprehensive Plan. The STWP is a key implementation tool that reflects those activities and strategies the local government has chosen to undertake in the current five-year period.

Regional Commission (RC) — Multi-county planning and development agencies serving municipal and county governments in different areas of a state. RCs are involved in such activities as comprehensive planning, land use development, historic preservation, aging services, revolving loan funds, business retention and development, affordable housing, global economies, tourism, defense conversion, workforce development, coordinated transportation, telecommunications and technology, geographic information systems and disaster mitigation planning.

Regional Strategic Transportation System (RSTS) — Includes interstate freeways and highways, existing and future regional transit service and important principal arterials that provide cross regional mobility. The RSTS was developed through a project prioritization process to ensure the most cost effective achievement of the region's transportation vision and goals.

Regional Transportation Plan (RTP) — A multimodal list of transportation projects and initiatives developed by an MPO for its urbanized area. It is required by the federal government and must cover a minimum of 20 years and be updated at least every fourth year in non-attainment areas (five years for attainment areas). The program must be fiscally constrained (approximate balance of revenues and expenses over the lifespan) and must also demonstrate conformity with applicable federal air quality standards.

Rideshare — The act or an instance of sharing motor vehicle transportation with another or others, especially among commuters (i.e. carpools, vanpools, etc).

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - On August 10, 2005, the President signed SAFETEA-LU into law. With guaranteed funding for highways, highway safety and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in United States history. The two landmark bills that brought surface transportation into the 21st century, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) in 1998, shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

Single Occupant Vehicle (SOV) — A private vehicle, such as an automobile, SUV or light truck that contains only the driver.

State Implementation Plan (SIP) — A federally required document prepared by the Georgia Environmental Protection Division. The SIP defines a statewide strategy to meet air quality standards defined by the Clean Air Act. The Motor Vehicle Emissions Budget established for air quality non-attainment areas is a component of the SIP.

Texas Transportation Institute (TTI) — Institute member of the Texas A&M University System where research, education and technology transfer focus on areas such as safety, security, mobility, funding, asset management, environment, and workforce development.

Traffic Incident Management (TIM) — planned and coordinated process by multiple public agencies and private sector partners to detect, respond to, and remove traffic incidents and restore traffic capacity, as safe and quick as possible.

Transportation Demand Management (TDM) — Programs or infrastructure that reduce automobile demand on the transportation system. Examples include transit, programs to promote telecommuting, flextime and ridesharing.

Transportation Improvement Program (TIP) — A multimodal set of short-range transportation projects and initiatives developed by an MPO for its urbanized area. It is required by the federal government and must cover a period of four years. The program must be financially balanced (costs equal anticipated revenues) and be drawn from a conforming RTP.

Transportation Investment Act (TIA) of 2010 — The TIA puts the future of Georgia's transportation in the voters' hands. The law divides the state into 12 regions for the purpose of voting on a one percent sales tax to fund transportation projects in that region. All revenues collected in a region stay in that region. In the Atlanta region, 15 percent of funds are sent directly to local governments to fund local transportation projects, while 85 percent of funds support a list of regional projects created by local elected officials

Transportation Management Association (TMA) — Non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. They are generally publicprivate partnerships, consisting primarily of area businesses with local government support. A TMA will often provide services such as carpool and vanpool ridematching, transit and vanpool discounts, safe cycling courses, telework assistance, shuttle services, educational seminars and creative incentive programs to help manage the demand for the transportation system and balance it across all modes. **Travel Demand Model** — A computer application that uses travel and land use data to determine how a transportation network will function in the future. It is a planning tool that is used to develop and test numerous scenarios. The modeling process used by ARC has four essential steps: 1) trip generation, 2) trip distribution, 3) mode split and 4) trip assignment.

Travel Time Index (TTI) — The ratio of peak-period travel time to free-flow travel time. The TTI expresses the average amount of extra time it takes to travel in the peak relative to free-flow travel. A TTI of 1.3, for example, indicates a 20-minute free-flow trip will take 26 minutes during the peak travel time periods, a six-minute (30 percent) travel time penalty.

Unified Planning Work Program (UPWP) — A program used to coordinate transportation and comprehensive planning in a metropolitan region. Its intent is to broaden the MPO's awareness of local activities and plans that may impact the surface transportation system. It ensures planned improvements are based on a common set of existing conditions and forecasts.

United States Department of Transportation (USDOT) — The federal agency that sets national policy and provides funding and technical assistance to state and local transportation agencies for all transportation modes. The USDOT is comprised of several modally-oriented (such as highways, transit, railroad and aviation) administrations.

Vehicle Hours Traveled (VHT) — A measurement of the total hours spent by vehicles in the process of traveling along the roadway network.

Vehicle Miles Traveled (VMT) — A measurement of the total miles traveled by all vehicles on the roadway network in the area for a specified time period.

Volatile Organic Compounds (VOC) — Family of emissions, such as carbon monoxide, which forms from combustion of fossil fuels. VOC reacts with heat and NOx in the presence of sunlight to produce ground level ozone and smog, particularly during Georgia's hottest and driest months, between July and September.

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Media Contact Information

Julie Ralston Director of Communications 404.463.3190

Jim Jaquish Senior Communications Coordinator 404.463.3194

Talya Trudell Senior Transportation Planner 404.463.3268

The contents of this report reflect the views of the persons preparing the document, and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the official views or policies of the Department of Transportation of the State of Georgia. This report does not constitute a standard, specification or regulations.







40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303 ATLANTAREGIONAL.COM