The South Fulton Comprehensive Transportation Plan of Fulton County

Existing Conditions Report

In Collaboration With:
City of Chattahoochee Hills
City of College Park
City of East Point
City of Fairburn
City of Hapeville
City of Palmetto
City of Union City

FULTON COUNTY

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ARCADIS

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Executive Summary

The South Fulton Comprehensive Transportation Plan (CTP) of Fulton County seeks to define jurisdiction-wide goals and priorities in unincorporated Fulton County and the seven southern municipalities: Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City. The plan provides a funding framework and a prioritized project list as the foundation and means of support in making transportation programming and policy decisions.

Fulton County's current CTP dates back to 2001 and was developed as part of a comprehensive approach to addressing transportation issues and investments in the county. The primary objective of Fulton County's current CTP was to develop a transportation plan that reflected the future vision of the county for an integrated and balanced transportation system. Projects included roadway, multi-modal, bridge, paving and maintenance projects, intersection improvements, and traffic calming. The county has experienced significant changes over the past decade, including several boundary changes, that have resulted in a county that looks very different than it did the last time the CTP was developed. This is the first time in more than a decade that the CTP will be comprehensively reviewed and updated.

Study Area

The study area includes the portion of Fulton County south of the city of Atlanta, including the seven municipalities. It also includes a 3- to 5- mile radius outside of Fulton County's boundary into the adjacent counties for coordination of long-term planning efforts.

Public Involvement

Public involvement is an integral part of the CTP process. The primary missions of the public involvement effort are to inform, educate, and involve the public in the development of the CTP. Three committees have been established for this CTP effort: project management team, policy committee, and stakeholder committee. Each committee serves an important role, providing feedback to the project team at key decision points during the development of the CTP. Public open houses will be held throughout the study area to ensure maximum opportunities for the public to be engaged throughout the process and to provide necessary input at each phase of the process.

Existing Conditions Report

There are three components to the CTP program: Existing Conditions Inventory, Needs Assessment, and Recommendations. The Needs Assessment and Recommendations build upon the previous component and each component is summarized and documented in a findings report. The Existing Conditions Inventory is the first component and includes an extensive inventory of current conditions, including the current transportation network, land use framework, transit network (both fixed and paratransit), population and employment, environmental conditions, and previous plans and studies. The conditions analyzed and documented in this report will feed into the Needs Assessment.

The Existing Conditions component includes a comprehensive inventory of current land use and transportation conditions in the study area. There have been numerous plans prepared and studies conducted for the study area, including comprehensive plans, Livable Centers Initiative (LCI) studies, transit feasibility studies, redevelopment plans, economic development plans, access management plans, and regional studies. Common themes and principles can be found throughout the studies. Some of these themes include a desire for enhanced transit

services; additional greenspace and park space; county-wide trail systems; mixed-use, compact centers to support additional growth; improvements to existing facilities through access management and complete streets; intersection improvements; and improved connectivity through new roadways and alternative mode facilities, such as bicycle lanes, sidewalks, and off-road trails.

The study area has a substantial amount of population and employment. The population of south Fulton was 195,276 in 2010, and employment in south Fulton was 100,157 in 2009. The distribution of population and employment varies greatly. The areas in south Fulton with the highest population density are the cities of College Park, East Point, and Hapeville; the area around I-285 and Cascade Road; and the area around Flat Shoals Road at I-85, especially to the east of I-85. The areas with the highest employment density are Hartsfield-Jackson Atlanta International Airport, Fulton Industrial Boulevard from the northern study area boundary to Campbellton Road, and the I-85 corridor. From 2000 to 2010, population in the study area increased at approximately the same rate as the Atlanta region. Between 2000 and 2010, the study area added 45,398 persons, for a population increase of 30.3 percent. In comparison, metropolitan Atlanta had a population increase of 28.1 percent during the same time period. The study area share of the regional population increased slightly, from 3.6 percent in 2000 to 3.7 percent in 2010. The change in population from 2000 to 2010 varied throughout the study area. Two cities grew substantially faster than the study area, while two other cities lost population and two cities grew slowly.

An overview of past, current, and projected future spending on transportation projects is important to determine how resources have been allocated, current funding levels, and expected future expenditures. The purpose of the Fulton County budget process is to adopt an annual budget that reflects the Board of Commissioners' commitment to the level of service to be provided to county residents. The process is intended to encourage input from and provide information to the citizens, the Board of Commissioners, the county manager, elected officials, and county employees, including department heads. The Fulton County budget does not currently include a line item for transportation spending. Past budgets reviewed also did not include a transportation line item. At this time, past transportation spending in the study area is undetermined.The Fulton County Transportation Capital Improvement Program (Transportation Program), produced by the Fulton County Department of Facilities and Transportation Services, includes all current and programmed projects in the county. The current Transportation Program includes a total of $49.5 million in projects in the study area. Of the total amount, $25.6 million in funding will be provided by federal and state governments, with Fulton County providing a local share of $23.9 million.

Current land use and transportation conditions are inventoried beginning with existing and future land use. It is important to understand current conditions and how the development pattern is envisioned in the future both at the local and regional levels. Half of the study area is categorized as either forest (42.5 percent) or agriculture (9.1 percent). Residential land uses (25.1 percent) follow behind forest land as the second most dominant land use in the study area. This furthers the notion that the study area is mostly rural and/or developing in a suburban, automobile-oriented development pattern. Of the residential land uses, medium density is approximately 11 percent and can be characterized as 0.5 to 4 units per acre. Future land use indicates that the study area is planned to remain predominantly suburban or rural suburban with concentrated land uses in town and designated activity centers. Preservation of existing industrial areas is indicated in future land use scenarios, demonstrating consistency with comprehensive planning efforts at both the regional and local levels. Several major employment and retail centers in the study area contribute to the regional economy. Three of the top five major employment centers focus on manufacturing, warehousing, and logistics, resulting in substantial freight movement within the study area.

Transportation infrastructure not only includes roadways, but also transit, bicycle, and pedestrian facilities; bridge conditions; and freight movement. South Fulton's diverse nature, urban in the north and suburban in the south, creates a wide variety of traffic conditions and traveler expectations. While drivers in the northern portion of the study area have some expectation of congestion, drivers in the southern portion have a more rural view of traffic. Travel safety in south Fulton is a major concern. Fulton County is the most freight-intensive county in Georgia, and a significant portion of the county's freight activities occurs in south Fulton The study area features several truck-intensive corridors, and the CSX Fairburn Intermodal Railyard, and borders the Atlanta airport which is the nineth heaviest air cargo airport in the U.S. The study area is served by the Metropolitan Atlanta Rapid Transit Authority (MARTA). In addition, Georgia Regional Transportation Authority (GRTA) also runs express bus service in the study area. Together, these two agencies provide rail service, 19 fixed bus routes, and paratransit service.

Natural and cultural resources are plentiful throughout the study area. Transportation projects can have impacts on these resources both directly and indirectly. Coordination with other agencies and organizations may be required to analyze and minimize impacts where necessary.

Introduction and Purpose

The South Fulton Comprehensive Transportation Plan (CTP) of Fulton County will serve as the guiding document for the comprehensive transportation planning process that will be coordinated with the regional planning process. It will provide a funding framework and a prioritized project list as the foundation and means of support in making transportation programming and policy decisions. Finally, it will contribute to the advancement of the region's vision for transportation improvement while also being responsive to citizen needs and concerns. The CTP is being developed through the Comprehensive Transportation Planning Program initiated by the Atlanta Regional Commission (ARC) to encourage counties and their municipalities to work together to develop long-range transportation plans that serve as input into the regional planning process and plans.

Fulton County's current CTP dates back to 2001 and was developed as part of a comprehensive approach to addressing transportation issues and investments in the county. The primary objective of Fulton County's current CTP was to develop a transportation plan that reflected the future vision of the County for an integrated and balanced transportation system. In 2001, Fulton County encompassed approximately 535 square miles with 10 incorporated cities within its boundaries. One of the challenges of the CTP was to address county-wide transportation needs while recognizing the unique and diverse areas of the county. The outcome was specific policies, strategies and projects to ensure adequate transportation infrastructure meet the future needs of the county. Projects included roadway, multi-modal, bridge, paving and maintenance projects, intersection improvements, and traffic calming. Fulton County has experienced significant changes over the past decade, including several boundary changes, that have resulted in a county that looks very different than it did the last time the CTP was developed. This is the first time in more than a decade that the CTP will be comprehensively reviewed and updated.

The South Fulton CTP of Fulton County seeks to define jurisdiction-wide goals and priorities in unincorporated Fulton County and the seven southern municipalities: Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City. Furthermore, the CTP strives to improve mobility, increase capacity in growing urban and rural areas, mitigate traffic congestion, and encourage alternative modes of transportation through a comprehensive transportation planning effort.

Fulton County and each of the municipalities have completed a comprehensive plan, outlining each of their plans for accommodating future growth over a 20-year planning horizon. Each comprehensive plan includes a Short-Term Work Program that identifies near-term projects and programs to implement, including transportation projects. Fulton County develops, updates, and implements a CTP that reflects the transportation and mobility needs of the county. It spans 20 years, analyzes transportation needs, and makes recommendations for improvements. Those recommendations feed into the Transportation Capital Improvement Program (CIP), which outlines the infrastructure needs of unincorporated south Fulton over a five-year period and budgets for necessary projects. The CIP is a multi-modal plan that includes programs for bridge, bikeway, pedestrian, transit, highway, paving, and transportation demand management.

The Existing Conditions Report serves as the foundation for understanding the needs across the county and municipalities. It includes a comprehensive overview of the transportation network, land use framework, and recent historical trends. The conditions analyzed and documented in this report will feed into the next phase, Needs Assessment, and eventually into project and policy recommendations.

Background

Goals and Objectives

Overall, the goals and objectives of the South Fulton CTP of Fulton County strive to:

- Provide solutions for the transportation demands of south Fulton and its municipalities through a balance of transportation modes and policies.
- Involve the public and stakeholders to address transportation needs, opportunities, and challenges in south Fulton.
- Integrate a continuous planning process with regular updates to the regional planning process.
- Support programming and policy decisions through an open and inclusive planning process that produces a list of projects for implementation.
- Identify potential funding sources and plan financially for the short- and mid-term.

A review of the goals and objectives of comprehensive plans for each of the municipalities revealed several common themes:

- Preservation of rural and natural space
- Preservation of unique community character
- Attracting desired and appropriate economic development and business

Transportation policies common among the comprehensive plans include:

- Provide transportation/multi-modal alternatives for all users
- Connect communities/destinations - both internally and externally
- Offer all residents adequate access to a variety of transportation alternatives
- Improve travel safety
- Balance mobility and accessibility
- Provide attractive corridors that enhance the user experience and accommodate projected development

Using the goals and policies set forth in the comprehensive plans as a starting point for discussion, specific goals and objectives for the CTP will be developed in coordination with stakeholders and the public.

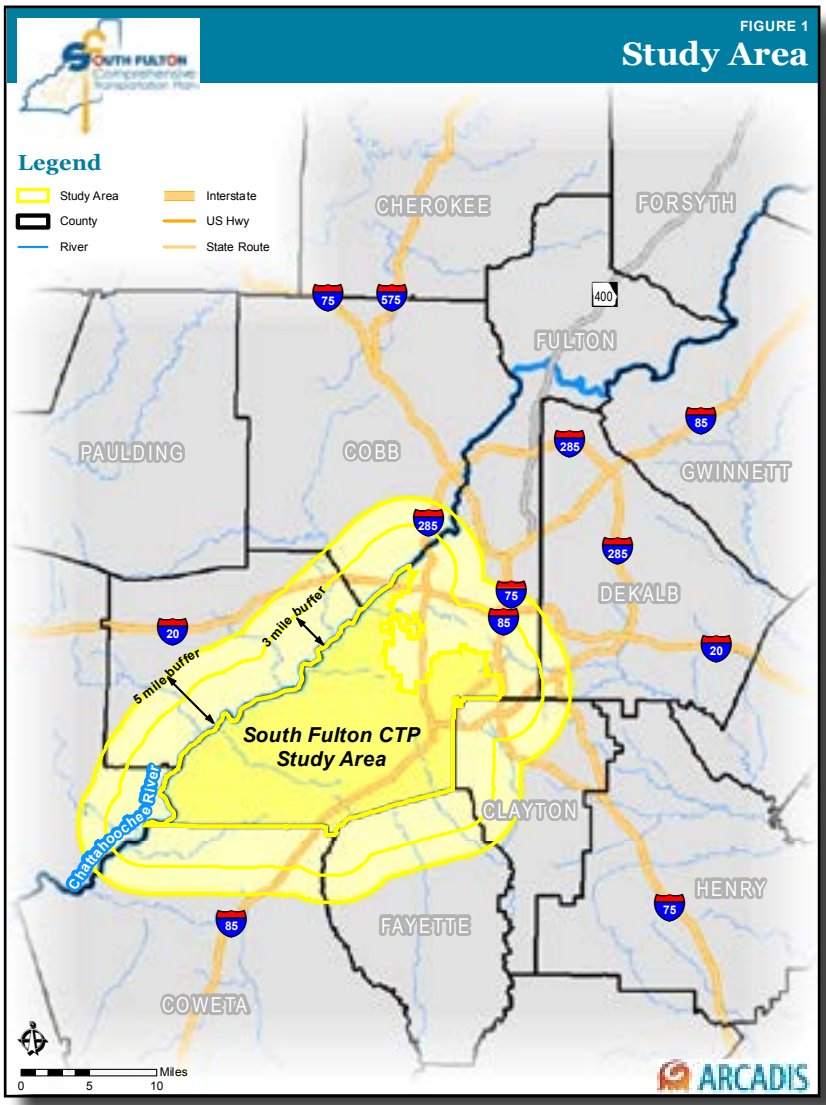


Figure 1: Study Area

Study Area

The study area, shown on Figure 1, encompasses the portion of Fulton County south of the city of Atlanta, including the municipalities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto,

and Union City as well as up to five miles outside of the boundary into the adjacent counties for coordination of long-range planning efforts.

Although the authority of Fulton County to implement projects ends at the county line, transportation conditions and future plans in neighboring counties may affect transportation in the study area. The following major roadways connect the study area with surrounding counties: State Route (SR) 6 (Thornton Road/Camp Creek Parkway), SR 154/166 (Campbellton Road), SR 92/154 (Campbellton Fairburn Road), South Fulton Parkway/ Capps Ferry Road, SR 70 (Campbellton Redwine Road), US 29 (Roosevelt Highway), I-85, SR 74 (Senoia Road), SR 279 (Old National Highway), I-285, Flat Shoals Road, Godby Road/Phoenix Boulevard, Cascade Road, and SR 70 (Fulton Industrial Boulevard). Coordination among Fulton County and the neighboring counties with regard to transportation improvements is necessary to provide a high level of service to system users. Facilities that cross the Chattahoochee River will require the highest level of coordination as they are limited in number and also subject to a number of environmental regulations.

Public Involvement

Public involvement is an integral component of the comprehensive transportation planning process. The Public Involvement Plan for the CTP is guided by local government adopted policies and ARC's stakeholder involvement goals. The Public Involvement Plan provides opportunities for citizens to shape the county's future through an active engagement process that is early, open, and accessible to decision-makers and acknowledges their insights. The primary mission of the Public Involvement Plan is to inform, educate, and involve the public in the development of the CTP.

Information and feedback will be gathered throughout the planning process with three committees that will serve as primary points of contact for study input and feedback:

Project Management Team (PMT): The PMT consists of representatives from each of the participating south Fulton governments and directs the consultant team, reviews and approves study processes, and acts as a liaison between the study and the primary funding and review agencies. The team meets regularly throughout the study process.

Policy Committee: The policy committee consists of two Fulton County commissioners and seven mayors from each of the participating south Fulton municipalities. The policy committee meets quarterly during the development of the CTP and provides policy direction and clarification to the PMT.

Stakeholder Committee: The stakeholder committee consists of 40 members, including city council members, citizen representatives, staff and board members of community improvement districts (CIDs), transit operators, land use planners, chambers of commerce, Georgia Department of Transportation (DOT), environmental advocates, and business associations. Three-quarters (30 members) of the committee members are appointed proportionally to the population for each city and unincorporated Fulton County. The other one-quarter (10 members) is reserved for other representation as indicated above. The stakeholder committee is instrumental in the development of the plan through the identification of issues and opportunities, development of plan goals and objectives, and review of feasibility and effectiveness of project recommendations. The role of the individual member is to represent their organization relative to transportation issues in the study area, articulate land use and economic development issues, share information with their organizations, and encourage public involvement in the process.

Public Open Houses: Two series of public open house events will be held during the development of the plan. Open houses are useful forums to present information and allow the general public the opportunity to meet with the project team, ask questions, and provide input. It is important to consult the community when new information becomes available and before key decisions are made. The first public open house will introduce the study and the project team to the public, detail future opportunities for public input, inform the public and gather input on existing conditions and needs assessment, and engage community members by allowing them to actively participate in a visioning process to identify opportunities. The second public open house will again use interactive exercises to solicit input on the preliminary recommendations and preferred solutions as well as project prioritization. Final plan recommendations will be presented before city and county adoption.

Community involvement activities will also include the solicitation of input from the general public through a project website, surveys, and social media; ongoing coordination with the public information office of participating governments; and other opportunities for input and feedback.

Data Sources

Specific data collected for the Existing Conditions Report includes land use and development plans; population and employment data; and roadway and transportation infrastructure characteristics, including freight inventory, bicycle and pedestrian facilities, transit operations, traffic data, planned and programmed projects, and environmental conditions. Multiple data sources were consulted and used for the development of the report. Table 1 includes a list of data sources.

Table 1: Data Sources

Source	Data
Fulton County	Previous plans, geographic information systems (GIS), CIP, pavement management systems, Critical Analysis Reporting Environment (CARE)
Chattahoochee Hills	Previous plans, Bridge Inventory, CIP
College Park	Previous plans, CIP
East Point	Previous plans, CIP, GIS
Fairburn	Previous plans, bridge inventory, CIP
Hapeville	Previous plans, CIP
Palmetto	Previous plans, CIP
Union City	Previous plans, CIP, GIS
Atlanta Regional Commission	Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), GIS, developments of regional impact (DRIs), population, employment, park and ride lot utilization, crash data
Georgia Department of Transportation	Bridge inventory, crash data, traffic counts
Georgia Department of Community Affairs	Comprehensive plans
Metropolitan Atlanta Rapid Transit Authority	Transit data - bus routes, ridership, parking lot utilization
Georgia Regional Transportation Authority	DRIs, transit data
U.S. Census	Population, employment

Regional Context

South Fulton is bordered by Douglas County to the west, Cobb County to the northwest, Coweta County to the south, Clayton and Fayette counties to the southeast, and the city of Atlanta to the north. South Fulton has

an extensive roadway system that connects with the regional transportation network of major freeways and interstates. The roadway network in the county is comprised of freeways, arterials, and collectors. Freeways include major interstates such as I-85 and I-20, and limited-access state highways such as South Fulton Parkway.

Overall, the development pattern in south Fulton has been typical of a suburban development pattern characterized by segregated land uses, relatively low density, and often, lack of an adequate transportation network, which results in heavily automobile-dependent communities. However, various planning efforts over the years by communities and municipalities have sought to change that description and provide an appropriate mixed-use development pattern throughout the study area. These include planning efforts such as Livable Centers Initiative (LCI) studies, zoning changes, overlay districts, tax allocation districts, and streetscape enhancement projects.

Local Context

Fulton County was formed in 1853 from DeKalb County. It consolidated with Campbell and Milton counties in 1932. Fulton County is Georgia's 144th county created. The county is 528.7 square miles, stretching more than 70 miles. There are a total of fourteen municipalities in the county: Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs in north Fulton; Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City in south Fulton; and the city of Atlanta, which lies between north and south Fulton County. Overall, Fulton County has the largest population of any county in Georgia, with 920,581 residents, according to the 2010 U.S. Census.

Over the last decade, the Fulton County has experienced major boundary changes, resulting in a county that looks very different from 10 years ago. Four new cities have recently been created: Johns Creek (incorporated 2006), Milton (incorporated 2006), and Sandy Springs (incorporated in 2005) in north Fulton, and Chattahoochee Hills (incorporated in 2007) in south Fulton. With these incorporations and several annexations throughout the county, the size of unincorporated Fulton County decreased from 191,701 acres in 2005 to 67,574 acres in 2010, with all of unincorporated Fulton County being in the southern portion of the county.[1] Map 1 shows the municipal boundaries in south Fulton.

Chattahoochee Hills is the most recent city incorporated in Fulton County. It incorporated in 2007, encompassing approximately 32,000 acres over 56 square miles. The city is home to 2,400 residents. The mission of the city is to "foster a sense of community through leadership, quality services, and protection of our environment and our citizens." The city's cision is "to be a model city built on principles of preserving our past, protecting our quality of life, and creating a sustainable future." The vision for the city began through a grassroots initiative that created the Chattahoochee Hill Country in 2000. Citizens began working with Fulton County to develop a concept for the area in which preferred development would be found in dense nodes, which allowed for maximization of permanent land preservation. In 2002, the Fulton County Land Use Plan was amended to designate 40,000 acres as the Chattahoochee Hill Country and adopted an overlay district for the area, which created mixed-use hamlets and village zoning districts while setting a goal of permanently preserving at least 60 percent of the land. In 2003, Fulton County adopted a Transfer of Developments

1 Your Community, Your Future. 2030 Fulton County Comprehensive Plan.

Rights (TDR) Program. It consolidates development using developing rights transferred from surrounding farmland and forestland. The first hamlet was approved in 2004 and is now known as Serenbe. In 2005, the county adopted the Chattahoochee Hill Country Conservation Subdivision Ordinance and in 2006, the county recorded the first two TDR transactions in Georgia. The desire to permanently protect rural lands by strengthening these programs and to separate itself from the predominant suburban development of the metropolitan Atlanta area was the primary driving force to incorporate. In 2007, the Chattahoochee Hill Country incorporated, creating a new city and later changing its name to Chattahoochee Hills.

Located near Hartsfield-Jackson Atlanta International Airport, ***College Park*** is home to a population of 13,942, according to the 2010 U.S. Census, and lies in both Fulton and Clayton counties. The city experienced a 32 percent loss in population between 2000 and 2010. The city has the fourth largest urban historic district in Georgia with 867 structures on the National Historic Register, consisting of homes, monuments, businesses, schools, churches, parks, a cemetery, a government building, and a railway station. The city is also home to the Georgia International Convention Center, the second largest exhibit and meeting space in the state. Hartsfield-Jackson Atlanta International Airport is the largest employer in the community, with approximately 56,000 employees. However, College Park is also home to other major employers such as Chick-fil-a Corporate Headquarters, Woodward Academy, Coca-Cola Bottling Company, and John Weiland Homes.

Named for being the railway point between the area east of Atlanta and the West Point rail line, ***East Point*** was formed in 1870 and is now the third largest city in Fulton County. Both CSX and Norfolk Southern rail lines still run through downtown East Point. With a land area of 13.8 square miles, the city is conveniently located inside the perimeter approximately ten minutes from downtown Atlanta, and seven minutes from Hartsfield-Jackson Atlanta International Airport. The city is also located on the Metropolitan Atlanta Rapid Transit Authority (MARTA) rail line. According to the U.S. Census Bureau, the city's 2010 population was 33,712, a 15 percent decline since 2000.

Fairburn, originally founded as Cartersville in 1833, changed its name to Berryville and later Fairburn in 1854, becoming the county seat until 1932 when Campbell County was merged into one county with Fulton and Milton counties. Today, Fairburn, just 25 miles from downtown Atlanta, is home to a thriving commercial district listed on the National Register of Historic Places. The district includes buildings along West Broad Street and those adjacent to the Atlanta and West Point rail line, totaling 20 different buildings and two train depots. With a population of 13,000 residents, the city expands from the Highway 74 industrial corridor on the east side to Campbellton-Fairburn Road (Highway 92) on the west side. According to the U.S. Census, the city experienced an increase in population by 137 percent between 2000 and 2010.

Hapeville was incorporated in 1853 and grew out of individual farm settlements owned by several families. The most significant impact on the city occurred when the center of an oval race track, owned by Asa G. Candler, Jr., was allowed to be used as a landing field for aircraft. That land was later bought by the City of Atlanta in 1929, becoming its municipal airport, which today is known as Hartsfield-Jackson Atlanta International Airport, the worlds' busiest airport. Hapeville is also home to the corporate headquarter of Delta Airlines. Over the last 10 years, the city has seen its population grow to 6,373 residents, an increase of 3 percent since 2000, according to the U.S. Census.

Palmetto was first known as Johnson's Corner, established in 1833. It became Palmetto in 1847 and was approved by the State Legislative Act in 1854. The city is located 25 miles south of Atlanta on U.S. Highway 29 on the Atlanta and West Point rail line. The city is located on the highest point above sea level between Atlanta and New Orleans and the railroad is built on the watershed divide. Therefore, water falling east of the railroad flows into the Flint River, and water falling west of the railroad flows into the Chattahoochee River. Today, Palmetto is home to 4,488 residents and traverses both Fulton and Coweta counties. This is a 32 percent increase in population since 2000, according to the U.S. Census Bureau.

Union City was chartered in 1908 and is now home to 19,456 residents according to the 2010 U.S. Census, an increase of 68 percent since 2000. The city is a historic railroad and farming town named for being the location of the National Farmers Union. Known for its quiet neighborhoods and growing business district, Union City has retained its small-town identity and quiet atmosphere in spite of the rapid growth of the Atlanta region. In 2006, the city annexed 5,330 acres of property to the northwest of the city, nearing doubling its land area, bringing the total area of the city to 10,827 acres. Planning efforts for the newly annexed area have included residential, commercial, and industrial development.

Programs and Policies

Numerous plans have been prepared and studies conducted for the study area, including comprehensive plans, LCI studies, transit feasibility studies, redevelopment plans, economic development plans, access management plans, and regional studies. Common themes and principles can be found throughout, such as a desire for enhanced transit services; additional greenspace and park space; countywide trail systems; mixed-use, compact centers to support additional growth; improvements to existing facilities through access management and complete streets; intersection improvements; and improved connectivity through new roadways and alternative mode facilities, such as bicycle lanes, sidewalks, and off-road trails. Below is an overview of the plans and studies completed for the study area.

Comprehensive Plans

In December 2011, ***Fulton County*** adopted the 2030 Comprehensive Plan, which articulates the County's vision for the future of unincorporated Fulton County. Unincorporated Fulton County is divided into three character areas: Neighborhood District, Business District, and Mixed-Use District. The plan sets forth several goals: preserving residential character, reinvesting in residential development, revitalizing commercial development, establishing a community center, enhancing public greenspace, promoting historic preservation, protecting natural resources and the industrial base, and improving intergovernmental coordination.

Chattahoochee Hills, incorporated in December 2007, developed its first comprehensive plan shortly thereafter. The foundation of the plan is a vision for a future that is deliberately rural, capturing both a desired development pattern and economic development strategy. The plan seeks to provide for the permanent preservation of a rural landscape and quality of life, allow specific types of development concentrated in preferred areas, and improve the city's built aesthetics and design quality orientation.

The Comprehensive Plan for ***College Park*** sets the course for future development and growth in the city. A community vision was developed that represents the city's history and diverse character. The community cision reads that in the year 2031, College Park will be Georgia's Global Gateway as it is home to the world's busiest airport, while preserving its unique heritage and offering a dynamic place to live, work, and play.

Adopted in April 2012, ***East Point's*** Comprehensive Plan details the vision and action plan for the city through the year 2036. The vision statement for the vity states that over the next 25 years, East Point will develop as a leading destination in the Atlanta metropolitan region, with many options and amenities for its residents and visitors. While building on its historic assets, the city of East Point will develop new opportunities for housing, shopping, employment, recreation, and transportation.

Fairburn's Comprehensive Plan, adopted in 2006, establishes a vision that calls for preserving its cultural and historic resources, encouraging the revitalization of the downtown area, supporting economic development, and providing services, cultural activities, employment opportunities, and recreational opportunities to its residents as a way to maintain its uniqueness in the metropolitan area that is centered on a vibrant and historic Main Street.

Completed in 2005, ***Hapeville's*** Comprehensive Plan is organized into planning elements: population, housing, economic development, community services and facilities, natural and cultural resources, land use, transportation, and intergovernmental coordination. Each element has its own assessment, goals, and objectives.

As described in the Comprehensive Plan, ***Palmetto*** will be best known as a small historic town that is safe and inviting with modern conveniences and historic charm, progressive and green, quaint and pedestrian friendly, and a destination. The Future Development Map focuses on desired economic development within the historic downtown area by embracing smart growth principles while demonstrating a sensitivity to the area's natural and historic features.

Our Community 2030, ***Union City's*** Comprehensive Plan adopted in September 2010, represents the vision, goals, policies, primary issues, and opportunities identified by the community to address through an action plan focused on implementation. The vision for the community is to be an attractive, quality place to live with safe, inviting neighborhoods and mixed-use centers. Vision themes were developed to help organize the goals, policies, and strategies developed in the plan to address the issues and opportunities identified. These themes include development patterns, resource conservation, social and economic development, and government relations. Growth and revitalization will be major factors influencing the City over the next 20 years. Areas identified for revitalization include the Union Station shopping mall area, the Jonesboro Road commercial corridor, a regional automobile sales corridor east of I-85 and along Jonesboro Road, the Roosevelt Highway commercial corridor, and the Flat Shoals Road corridor. The South Fulton Parkway corridor and areas east of I-85 have been identified as emerging areas for future growth.

Below are key policies identified in each of the comprehensive plans:

Fulton County	
Land Use, Development, and Economic Development	***Transportation Infrastructure***
• Protect existing residential uses from negative impacts of industrial uses • Development should be directed to areas served with public facilities and infrastructure • Require transportation infrastructure to be sensitive to the context of its surroundings • Guide new development to areas of infill and promote reinvestment • Target reinvestment to vacant or underutilized sites and buildings • Encourage the reuse of commercial centers to mixed-use developments • Encourage new commercial centers to develop near intersections to prevent unattractive sprawl • Support implementation of Fulton Industrial Boulevard Redevelopment Framework • Promote the revitalization of the Fulton Industrial Boulevard Industrial District • Provide appropriate transition between commercial uses and heavy industrial uses within industrial areas • Direct business to areas throughout the county that are targeted for economic growth • Promote continued coordination of land use planning, zoning, and transportation planning with local governments, districts, and authorities	• Invest in facilities that will enhance the quality of life for citizens • Provide connectivity between cultural facilities and residents via multi-use trails • Encourage the inclusion of multi-use trails in new developments • Increase intraconnectivity of trails, sidewalks, and roads by requiring interparcel connection • Improve connectivity of open space, parks, and trails to the maximum extent possible • Design, construct, and maintain a sustainable infrastructure system
Chattahoochee Hills	
Land Use, Development, and Economic Development	***Transportation Infrastructure***
• Use development regulations and TDR ordinance to accomplish the city's future development and conservation strategy • Town, village, and hamlet will be the only allowed non-rural development types in the city's zoning ordinance. Traditional suburban style development will not be allowed • Provisions for protection of the scenic byway must be included in the development regulations and Rico Crossroads Community Master Plan • Future development must respect the area's historic and cultural significance • Use the town, village, and hamlet development pattern to channel development pressure into desired areas and forms to create the city's tax base • Only businesses that fit into the Chattahoochee Hills vision should locate here	• Existing rural roads will not undergo any improvements that will change the character of the road other than at the parkway. New development regulations should include a requirement for city approval for access (curb cuts) to city-owned roads • There is a need for transportation for the disabled and elderly in the community. When population density of the town is adequate to support transit, a study of community needs must be done • Improve the city road network to have multiple two-lane roads, rather than fewer wider roads • City bridges must have adequate sufficiency ratings • Developers must build all the roads to support their developments • Very light traffic and free-flow conditions fit the rural vision for the community; therefore, the minimum Level of Service (LOS) acceptable for city roads is C

College Park

Land Use, Development, and Economic Development

- Identify incentives to attract new businesses, corporations, and industries to the city
- Implement an aggressive development initiative for key areas of the city, including downtown College Park, Camp Creek Parkway, and Old National Highway corridor
- Develop a plan and strategy to retain and promote small businesses in the city
- Leverage public investment in the form of public facilities and infrastructure to facilitate private development and redevelopment
- Coordinate economic development activities with neighboring jurisdictions, as well as with Hartsfield-Jackson Atlanta International Airport
- Maintain a Capital Improvements Program to guide future infrastructure upgrades and expansions to support future businesses and residents alike
- Promote mixed-use development in appropriate locations in order to limit vehicular trips and to provide services and employment in proximity to housing
- Encourage higher-density development in areas with adequate infrastructure, such as Old National Highway, Camp Creek Parkway, and near the College Park MARTA Station
- Encourage transit-oriented development near the College Park MARTA station
- Promote continued development of the Gateway Center Area as a key activity center within the city
- Encourage redevelopment or rehabilitation of aging commercial and office centers

Transportation Infrastructure

- Ensure that residents of all ages and abilities have adequate access to a variety of transportation alternatives
- Provide for both vehicular and pedestrian connectivity between neighborhoods and activity centers, as well as connectivity between neighborhoods and community facilities
- Enhance connectivity between activity centers, such as downtown College Park and Camp Creek Parkway
- Partner with Georgia DOT to take corrective measures to increase level of service of key corridors, including I-85, I-285, and Camp Creek Parkway, among others
- Provide pedestrian facilities in areas with little to no pedestrian access, including areas to the south of Camp Creek Parkway
- •Provide bicycle facilities along key corridors within the city
- Create attractive gateways at key points of entry within the city, such as Camp Creek Parkway, Main Street, and Old National Highway
- Establish a network of multi-use trails with connectivity to other networks, as well as to community facilities, activity centers, and neighborhoods
- Identify and improve dangerous intersections and roadways
- Develop access control guidelines to ensure that each roadway achieves the optimum balance of mobility and accessibility
- In planning new or expanded bicycle or pedestrian facilities, examine opportunities to connect with facilities in neighboring jurisdictions in order to create a regional bicycle and pedestrian system

East Point

Land Use, Development, and Economic Development

- Encourage economic development with an emphasis on redevelopment
- Accommodate new development while enhancing existing local assets
- Promote development that is sensitive to the land and gives consideration to adjoining, existing, and planned development as well as the overall community
- Promote efficient use of land by promoting well-designed, more pedestrian-friendly development patterns with a mix of uses and efficient, creative use of land
- Support urban and suburban development where it can be adequately served by public facilities
- Commit to redeveloping and enhancing existing commercial and industrial areas
- Promote increases in densities in areas that meet community design standards, environmental constraints, and available infrastructure capacities
- Establish gateway markers and improved corridor aesthetics to create a "sense of place"for the community

Transportation Infrastructure

- Improve connectivity between road network, public transit, and pedestrian/bike paths
- Enhance the pedestrian environment by guiding investments in sidewalks, bike paths, and multi-use trails in centers and along corridors that have existing or planned transit service
- Encourage transportation corridors that support multiple functions, including pedestrian movements, parking, alternate modes of transportation, and vehicular circulation
- Transportation and greenway corridors will be supported by community standards of aesthetics, urban design, and environmental stewardship
- Promote alternative transportation modes and mobility access for all citizens
- Encourage walking, biking, carpooling, and other sustainable transportation choices
- Coordinate with adjacent jurisdictions on bicycle and pedestrian facility planning to maximize connectivity and efficiency

Fairburn

Land Use, Development, and Economic Development

- Ensure that new development is consistent with the community vision
- Promote walkable and pedestrian-friendly residential developments that contain trails, paths, and open space
- Promote developments that have convenient access to public features (parks, schools), public transportation, and businesses
- Promote efficient and creative use of land by encouraging well-designed, pedestrian-friendly development with a mix of uses
- Promote residential and nonresidential infill development in identified areas
- Encourage connection within new and existing developments
- Support the development of neighborhood commercial centers in identified areas near existing suburban neighborhoods

Transportation Infrastructure

- Support projects that minimize traffic congestion and improve traffic safety
- Promote development of transportation corridors that support multiple modes of transportation
- Encourage higher-density developments in areas conducive to non-automobile modes of transportation
- Encourage corridors and connections between neighborhoods, commercial uses, recreational uses, and other public uses
- Facilitate public transportation as a means for community and regional mobility
- Encourage use of alternative forms of transportation
- Support projects that improve the pedestrian environment

Hapeville

Land Use, Development, & Economic Development

- Accommodate a level of development appropriate to the several contexts characterizing Hapeville, and signal this intent to the development community; position Hapeville to capitalize on economic development opportunities represented by Hartsfield, I-75, I-85, and downtown Atlanta
- Capitalize on regional transportation and locational advantages by such means as allowing urban density, building heights and development intensity "by right", in appropriate zoning districts

Transportation Infrastructure

- Achieve a transportation system that maximizes the efficiency of all transportation modes, enhances connectivity, and ensures compliance with the Federal Clean Air Act
- Implement program and projects designed to maintain Hapeville's transportation network, accommodate projected development, and enhance vehicular and pedestrian circulation

Palmetto

Land Use, Development, & Economic Development

- Use Future Development Map and forthcoming ordinance revisions to change precedence for strip commercial within "Downtown North" area
- Work with business owners to improve the conditions of their property following the recommendations of forthcoming design guidelines

Transportation Infrastructure

- Encourage interparcel connectivity between future development sites along Weldon Road to minimize long-term traffic congestion within Gateway Commercial area
- Use forthcoming Downtown North subarea plan to help resolve access between Highway 154 and Phipps Road
- Use Circulation Framework Plan from LCI study as guide to plan and implement alternative mobility routes
- Work with ARC and Georgia DOT to develop alternative freight routes and patterns
- Work with MARTA to refine bus route 180 and investigate upgrades to local bus stop amenities

Union City	
Land Use, Development, & Economic Development	***Transportation Infrastructure***
• Ensure context-sensitive infill and redevelopment • Create walkable, well-connected neighborhoods • Integrate neighborhoods with existing and future development • Encourage mixed-use neighborhoods and community centers • Strategically place nodal development along corridors • Cluster higher-intensity development along major transportation corridors • Manage industrial and high-impact uses with appropriate site design • Manage major institutional and office use with appropriate site design • Focus different types of economic development opportunities in appropriate areas • Encourage mixed-use activity centers and corridors • Establish Union City as a regional economic center	• Make major corridors visually attractive places • Establish attractive and inviting visual gateways to the city • Create a well-connected street network • Create a walkable community • Create a bikable community • Make driving safe and convenient • Enhance public transportation service

Livable Centers Intiatives Studies

Within the study area, there are 10 LCI study areas. There are also seven additional supplemental studies or five-year action plan updates within existing LCI areas. LCI is a program developed and managed by ARC that awards planning grants to local governments and nonprofit organizations to prepare plans and implement strategies that link transportation improvements with land-use development decisions in existing centers and along corridors.

Table 2 is a list of the LCI studies, supplemental studies, and five-year updates within the study area. Map 2 illustrates the 10 LCI studies areas in south Fulton.

Table 2: LCI Studies and Supplemental Studies

LCI Study Area	Sponsor	Year
Chattahoochee Hill Country: A Model Sustainable Village	Fulton County (originally), Chattahoochee Hills (currently)	2003
Chattahoochee Hill Country Overlay District	Fulton County	2004
College Park Activity Center	College Park	2008
East Point Town Center	East Point	2005
East Point 5-Year Update	East Point	2010
East Point Tranit Oriented Development (TOD Plan)	East Point	2012
Fairburn Historic Downtown LCI Study	Fairburn	2009
Hapeville Virginia Park	Hapeville	2001
Hapeville Virginia Park 5-Year Update	Hapeville	2006
Hapeville Main Street Town Center	Hapeville	2005
Hapeville Main Street Town Center 5-Year Update	Hapeville	2010
Old National Highway TOD	Fulton County/College Park	2003
Old National Highway TOD 5-Year Update	Fulton County/College Park	2008
Palmetto LCI	Palmetto	2009

LCI Study Area	Sponsor	Year
Sandtown LCI	Fulton County	2002
Sandtown Supplemental Traffic Study	Fulton County	2004
Union City Town Center	Union City	2003
Union City Town Center Zoning District	Union City	2004
Union City TOD at Union Station	Union City	2012

Chattahoochee Hill Country: A Model Sustainable Village: This LCI was developed from a community-led initiative to integrate living, working, shopping, and playing in a pedestrian-oriented, human-scale development. The study seeks to reduce vehicle miles traveled and land consumption by providing a mix of use, jobs, public places, and transportation connections in high-density, compact locations. It utilizes a sustainable development pattern in an effort to use energy and water resources more efficiently, improve the quality of the environment, provide transportation options, improve pedestrian activity, and protect open space. The study also includes housing and commercial projections to integrated an economic reality into the planning and design process. Five design goals were identified as part of the study: development form, neighborhood identity, sense of place, community linkage, and ecological response.

Chattahoochee Hill Country Overlay District: As a result of the LCI Study, the overlay district was created and portions of the Fulton County zoning resolution were amended to include the overlay district. The purpose of the overlay district is to protect the natural areas of the Chattahoochee Hill Country and ensure responsible planned economic and social growth. The overlay district allows for the development of villages with a mix of uses to further protect rural land and provide for greenspace and open space throughout the overlay district.

College Park Activity Center: The purpose of the study was to determine the best use of the activity center surrounding the College Park MARTA station and the downtown business district. By promoting MARTA as a transportation alternative, the city sought to promote growth while managing congestion. The study calls for revitalization of the downtown area with diverse uses and activities to promote live-work-play environments and to create a pedestrian-friendly walkable environment in the downtown and Virginia Avenue corridor with a strong visual and physical connection between the MARTA station and downtown. Transportation investments include long-term improvements that account for future growth while providing better mobility and short-term improvements to improve operational efficiency and safety.

East Point Town Center: The study meets the goals defined through an extensive public outreach effort. Overall, the goals include connecting homes, shops, and offices; enhancing streetscaping and sidewalks; emphasizing the pedestrian; improving access to transit and other transportation options; and expanding housing choices. Key projects, considered priorities for the city, were identified to help define its character, help it become a destination, and continue positive long-term economic trends. These projects include infill mixed-use development in the central business district (CBD), redevelopment of the tri-cities plaza, brownfield development in the Lawrence Street District, development and implementation of a CBD Business Recruitment Strategy, and making East Point Velodrome a destination. Transportation improvements center on enhancing connectivity within and among the neighborhoods within the study area through the design, extension, and general improvement of walking, biking, and multi-use trails. ransportation and circulation initiatives include Main Street improvements, city gateways, downtown greenway trails, pedestrian connectivity and sidewalks, and Lawrence Street

industrial area intersection improvements. The following project has been funded through the LCI Transportation Program:

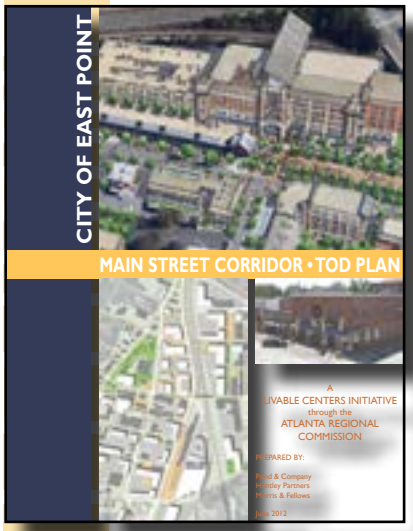
Resulting Funded LCI Transportation Project

Pedestrian Facility	Downtown East Point/MARTA Station Connectivity and Streetscape Project	$4,812,521	Status*: Funded in 2011, preliminary engineering

**Status based on ARC's LCI Transportation Program Implementation Progress Report (January 2012-June 2012)*

East Point Town Center 5-Year Update: Required by ARC, the 5-Year Update includes a Report of Accomplishments, a review of the original 5-Year Action Plan Update, and an updated implementation plan for the next five years: 2010 to 2015. The updated action plan includes redevelopment plan efforts, a sidewalk program, an entertainment district, a municipal complex, local road improvements, and an access management plan for Camp Creek Parkway.

East Point Transit Oriented Development (TOD) Plan: The plan addresses both land use and transportation issues around two existing MARTA stations along U.S. 29/Main Street to create a multi-modal environment. The plan identifies two redevelopment sites located near the East Point MARTA station and the Lakewood/Ft. McPherson MARTA station. Recommendations focus on seven areas within the study area: Village North, Technology/Research District, Gateway North, Gateway South, Historic Character Downtown, Neighborhood Live/Work, and Historic Warehouse District. Recommendations promote mixed-use development, including residential, retail, and office, to revitalize the area. Transportation recommendations offer opportunities to enhance mobility for transit users, pedestrians, bicyclists, and motorists as well as create a cohesive streetscape design to support the live/work/play environment.



Fairburn Historic Downtown LCI Study: Fairburn lies in an ideal location with proximity to I-85, Hartsfield-Jackson Atlanta International Airport, and the growing southern metropolitan region. At the heart of Fairburn is its historic commercial district, which gives Fairburn its unique charm and character. With limited mixed uses and residential development, the downtown area is deteriorating. The CSX rail line cuts through the downtown, and industrial areas surround the city, resulting in added challenges in terms of truck traffic, connectivity, and safe and pedestrian-friendly railroad crossings. The study focused on developing comprehensive and creative solutions for future land use, development pattern, transportation, circulation options, enhanced connectivity to neighborhoods, alternate mobility, and implementation strategies that promote a healthy quality of life and create a sense of identity for the community. The concept plan developed recommends creating three nodes: civic node, education node, and downtown. Transportation improvements essentially call for providing sidewalks and bike lanes to improve connectivity between neighborhoods, downtown, and the parks. The following project has been funded through the LCI Transportation Program:

Resulting Funded LCI Transportation Project

Pedestrian Facility	W Broad Street Bike/Ped Facilities	$3,874,600	Status*: Funded in 2011, preliminary engineering

**Status based on ARC's LCI Transportation Program Implementation Progress Report (January 2012-June 2012)*

Hapeville Main Street Town Center: The City of Hapeville developed a long-term vision for promoting growth in the historic downtown and neighboring residential areas through visual appeal, compatible mix of land uses, sense of place, multiple transportation options, and economic development. Recommendations seek to strengthen the transportation and land use relationship by improving traffic operations with a focus on intersection improvements, multiple routes, non-vehicular modes of transportation, and improved signage. Recommendations also establish a series of pedestrian-oriented mixed-use nodes that build on historic or existing nodes, and balance the focus of mixed-use development in the downtown area. The following project has been funded through the LCI Transportation Program:

Resulting Funded LCI Transportation Project

Pedestrian Facility	Dogwood Drive Pedestrian and Transportation Improvement Project-Segment 1	$1,555,000	Status*: Advancing

**Status based on ARC's LCI Transportation Program Implementation Progress Report (January 2012-June 2012)*

Hapeville Town Center 5-Year Evaluation and Appraisal Report: This update merges the Hapeville Virginia Park LCI study with the Hapeville Town Center LCI study into a consolidated five-year update and report. The report includes a detailed status report on each LCI study, identifies and addressses barriers to implementation, and updates the implementation pland and 5-Year Action Plan.

Hapeville Virginia Park: Known as the Old Second Ward, the city sought to improve the study area's livability and redevelop it as a complementary activity center to the downtown business district. The proposed Master Plan for the study area provides for a balanced increase in density, economic development opportunities, infrastructure improvements, recreational amenities, and transportation connectivity. Envisioned for the area is a mixed-use development pattern, including commercial and residential uses, in a traditional neighborhood development pattern. With the desire to integrate compatible land uses, the opportunity and demand for pedestrian linkages are greatly enhanced. The transportation recommendations include improvements not only to pedestrian linkages, but also to other modes of travel including transit, bicycle, and automobile that create strong connections to the city and the region. The following projects have been funded through the LCI Transportation Program:

Resulting Funded LCI Transportation Project

Pedestrian Facility	North Central from 50-ft west of North Whitney Avenue to 50-ft west of Dearborn Plaza	$1,586,244	Status*: Advancing
Pedestrian Facility	Virginia Avenue Streetscape	$2,752,680	Status*: Authorized for construction

**Status based on ARC's LCI Transportation Program Implementation Progress Report (January 2012-June 2012)*

Hapeville Virginia Park 5-Year Update: With the success of the original LCI and revitalization efforts of the Virginia Park neighborhoods, the 5-Year Update reevaluates priorities within the Virginia Park LCI. The update includes a summary of the revitalization, development, and policy changes that have occurred over the past five years as well as an updated implementation plan for planning and transportation projects for the next five years.

Old National Highway TOD Study: This study is a joint venture between Fulton County and the City of College Park to spur development and enhance urban design and mobility in and around the Old National Highway corridor south of Hartsfield-Jackson Atlanta International Airport. Goals of the study include developing alternatives for underutilized properties, encouraging infill and redevelopment in areas with existing infrastructure,

developing streetscape and pedestrian/bicycle linkages, connecting the transportation system to other centers, and creating civic space and focal points to improve the community's identity. he concept plan calls for future land use patterns and transportation and circulation improvements designed to create a more pedestrian-friendly and transit-oriented environment in and around the study area. The initiatives of the land use plan encourage increased density concentrated in development nodes along the corridor with densities reducing as one moves farther away from the corridor. Transportation recommendations include improvements to increase vehicular, transit, and pedestrian mobility within the study area.

Old National Highway TOD Study 5-Year Update: As required by ARC, this update includes a summary of current initiatives, a report of accomplishments, and an updated 5-Year Implementation Plan.

Palmetto LCI Study: The study outlines an overall land use and transportation development framework for future residential, commercial, mixed-use, and open space within the study area. The recommendations are based on smart growth principles in order to foster sustainable economic development in the downtown area. The study also promotes connectivity between land uses through alternate modes of transportation. Transportation improvements include streetscape and pedestrian enhancements, bicycle facilities, traffic-flow modifications, improvements to traffic capacity, signal timing upgrades, a truck-freight study, improvements to transit service, and signage enhancements.

Sandtown LCI: Generally bounded by Fulton Industrial Boulevard and Camp Creek Parkway on the west, I-20 to the north, New Hope Road to the east, and Enon Road to the south in Fulton County, the study area includes three important activity nodes in the community on which the study is focused: Campbellton Road/Camp Creek Parkway, Campbellton Road/New Hope Road/Boat Rock Road, and Boat Rock/Reynolds Road. Community goals include encouraging pedestrian activity through sidewalks and multi-use trails, incorporating traffic calming throughout the study area, creating a multi-use path master plan with connections to the Chattahoochee River and park land, attracting jobs to Sandtown, serving existing population and future growth, providing housing for the existing workforce, and establishing better overall connectivity in the study area. Recommendations include areas of active recreation and trails to be planned in the community, a greater diversity and mix of housing types, a network of new roads and connectors between existing roadways and subdivisions, and enhancing pedestrian and transit travel modes. The following project has been funded through the LCI Transportation Program:

Resulting Funded LCI Transportation Project

Pedestrian Facility	Pedestrian Network & Sidewalks	$250,000 (PE only)	Status*: Authorized for construction

**Status based on ARC's LCI Transportation Program Implementation Progress Report (January 2012-June 2012)*

Sandtown Supplemental Traffic Study: This study evaluates at the intersection of Campbellton Road (SR 166), Boat Rock Road, and New Hope Road in south Fulton. In the LCI study, this intersection was envisioned as a gateway and central focal point of the Sandtown community. The Supplemental Traffic Study serves as clarifi-

cation to the LCI Study, which proposed several roundabouts along Campbellton Road. Through coordination with Georgia DOT and Fulton County Facilities and Transportation Services (FTS), the study ensures that recommended intersection improvements meet design criteria, are made in a context-sensitive manner, continue to improve safe and efficient traffic operations, and are acceptable to engineering officials.

Union City Town Center: The vision for the town center is to create a socially diverse and progressive center for Union City that encourages walking and MARTA bus use while moving automobiles safely and efficiently through town, while also incorporating a variety of uses to serve the needs of Union City and the greater south Fulton area. Community goals call for increased connectivity through all modes of transportation, preservation of the existing natural system, enhancement of quality of life, provision for a mix of uses, and promotion of the long-term revitalization of Shannon Mall.

Union City Town Center Zoning District: Developed as a supplemental study to the original LCI, the intent of the study was to prepare new zoning districts that included design guidelines and form-based codes for the Union City Town Center. Two new zoning districts, Town Center Mixed Use and Town Center Multi-family, and one overlay district, Urban Design Overlay, were adopted to promote positive development with the mandatory requirements that prevent negative development from slipping through the cracks. The district's goals establish a pedestrian-friendly mixed-use commercial and residential district complete with quality urban design regulations and place-making principles. The districts and overlay include guidelines and requirements specific to sites, sidewalks, supplemental zones, and mixed-use and multi-family zoning.

Union City TOD at Union Station: This study is currently under way and will supplement the original LCI study in creating a TOD where commercial uses and public transit may be combined to encourage both ridership and retail accessibility. The study will also assist in determining the ideal tenants and future focus of the now closed mall as it would serve transit riders of the southwest region of metropoltian Atlanta. The study will also provide give alternatives to other transit options for the current town center and determine whether a traditional mall structure is feasible for today's needs of regional shoppers and transit patrons.

Plan 2040

PLAN 2040 is ARC's comprehensive guiding document to evaluate the planning challenges the region faces. ARC is the metropolitan Atlanta regions planning and intergovernmental coordination agency, serving in a variety of roles including the designated Metropolitan Area Planning and Development Commission (MAPDC), the Regional Commission (RC), the federally designated Metropolitan Planning Organization (MPO) for Atlanta, planning staff to the Metropolitan North Georgia Water Planning District (MNGWPD), the Atlanta Regional Workforce Board, and the Area Agency on Aging. PLAN 2040 serves as both the regional transportation plan and the regional comprehensive plan, defining land use and transportation policies, programs, and investment strategies to address the regional needs across multiple planning areas through the year 2040.

PLAN 2040 Objectives

Increase mobility options for people and goods

Foster a healthy, educated, well-trained, safe, and secure population

Promote places to live with easy access to jobs and services

Improve energy efficiency while preserving the region's environment

Identify innovative approaches to economic recovery and long-term prosperity

Sustainability was an overarching concept theme for the development of the plan. Sustainability balances environmental, social, and economic objectives, to achieve the region's growth vision. PLAN 2040's vision statement is "Visionary Leadership for sustainable growth by balancing environmental responsibility, economic growth, and social needs while maximizing benefits to all." The vision statement is supported by three goal statements: Lead as the Global Gateway to the South; Encourage Healthy Communities; and Expand Access to Community Resources.

Implementation of PLAN 2040 is largely dependent on local government decisions, as the authority for making those decisions on building infrastructure, land use, and providing services rests mainly with local governments. Therefore, as required by the Georgia Department of Community Affairs (DCA), ARC established Minimum and Excellence thresholds for local performance standards to encourage the implementation of PLAN 2040 based on the values and objectives. The minimum standards are activities that are essential to the implementation of PLAN 2040, while the excellence standards are activities that are desirable. Although local governments are required to meet the minimum standards, excellence standards are based on a point system where local governments can be designated as a Regional Leader in Sustainability. Incentives are offered for Regional Leaders in Sustainability that range from recognition options to additional transportation funding through the LCI transportation program and extra points earned in the evaluation of transportation projects.

PLAN 2040 includes a Regional Development Map known as the Unified Growth Policy Map (UGPM) that is included in the Regional Development Guide. The Regional Development Guide, as part of DCA's Regional Agenda requirement, defines regional areas and places, and includes narratives, pictures, specific desirable land uses, and implementation priorities. The UGPM represents local plans as well as PLAN 2040 policies and forecasts. The UGPM is discussed further in the Land Use section.

PLAN 2040 also comprises the Regional Transportation Plan (RTP), which includes $60.9 billion of transportation projects and strategies to address the growing needs and challenges of the region. The RTP examines the region's transportation needs through the year 2040 and develops a framework to address the needs based on anticipated growth. The plan comprehensively identifies the region's transportation needs as defined by local jurisdictions, state agencies, and various stakeholders and addresses those needs through short- and long-term strategies and investments targeted at improving mobility.

The RTP includes two elements: a fiscally constrained element and the Aspirations Plan. The fiscally constrained element reflects the investments the region can afford up to the year 2040, which is approximately $60.9 billion. The Aspirations Plans includes other regional investments, reflecting unmet needs, if funding were available by 2040 and totals approximately $66 billion. Three priority areas for funding organize the constrained element to identify investment recommendations: Infrastructure Modernization, Demand Management, and System Expansion. Five long-range projects are programmed in PLAN 2040 for south Fulton. A list of the RTP projects is included in Appendix A.

Transportation Improvement Program

The Transportation Improvement Program (TIP) includes the highest-priority projects in the near team of the RTP for which federal funds are programmed. The TIP is consistent with the long-range objectives of the RTP and is financially balanced. The current TIP, for fiscal year 2012 to 2017, is $7.6 billion under the PLAN 2040 RTP. A list of the TIP projects for south Fulton and municipalities is included in Appendix A.

Map 3 shows the RTP and TIP projects.

Transportation Investment Act

The Transportation Investment Act of 2010 (TIA) provides a legal structure in which regions across the state can impose a one percent sales tax to fund needed transportation improvements within their region. In July 2012, voters had the opportunity to vote for or against the additional one percent sales tax to fund transportation projects in their region. The sales tax was not approved by residents in the metropolitan Atlanta region. Those projects on the final constrained TIA Investment List as well as those submitted to the unconstrained list of projects can be considered transportation needs within the county. There is the potential that a new project list could be developed and put forward for another vote in the future. This CTP will equip the County and municipalities for future funding opportunities.

Table 3 is the list of projects included on the final constrained TIA Investment List.

Table 3: Final Constrained TIA Investment List for South Fulton County

TIA Project Number	Project Name	Project Type	Description
TIA-FS-003	Hutcheson Ferry Road at Atlanta Newnan Road and Rico Road- Roundabout	Roadway Capital	The proposed roundabout offers the most efficient solution to addres safety issues.
TIA-FS-004	SR 6 (Camp Creek Parkway) from I-85 South to Welcome All Road - Widening	Roadway Capital; Safety/Traffic Operations; Freight/ Logistics	Increase capacity by 50%. Automated transportation management system extension of fiber optics from Herschel Road west to I-285 and Camp Creek Marketplace.
TIA-FS-008	I-85 South at SR 74 - Interchange Improvements	Roadway Capital	Located at mile marker 61 on I-85, about 10 miles southwest of Hartsfield-Jackson International Airport, the subject interchange modifications would include ramp improvements, extending the project limits in either direction toward the SR-92 and the Bohannon Road overpasses, which include the city limits of Fairburn and the unincorporated Fulton County areas.
TIA-FS-016	Butner Road at SR 6 (Camp Creek Parkway) Intersection Improvements and Butner Road over SR 6 (Camp Creek Parkway	Roadway Capital; Asset Management; Bicycle/ Pedestrian	Project proposed to replace the deficient bridge on Butner Road over Camp Creek Parkway and to improve the intersection of Butner Road at Camp Creek Parkway. The proposed bridge will be wide enough to accommodate four traffic lanes 12 feet wide, 24 inch curb and gutter, and 12 foot wide pedestrian sidewalk on the west side to tie into the multi-use trail off the bridge and 6 foot sidewalk on the east side.
TIA-FS-018	I-285 West at Cascade Road - Interchange Improvements	Safety/Traffic Operations	The project consists of improving the interchange at Cascade Road and I-285 South. The project will also replace the existing bridge at Cascade Road/I-285 and at Cascade Road over Utoy Creek to the west. The interchange will be widened, as appropriate, with adequate turning lanes at all approaches. Sidewalks (6 feet wide) would be considered on both sides of Cascade Road.
TIA-FS-019	SR 70 (Fulton Industrial Boulevard) from SR 6 (Camp Creek Parkway) to Frederick Drive - Intersection Improvements at Multiple Locations	Safety/Traffic Operations; Bicycle/ Pedestrian	The project proposes to rectify roadway geometric deficiencies and address safety issues along the corridor, from Camp Creek Parkway to Frederick Drive.

TIA Project Number	Project Name	Project Type	Description
TIA-FS-026	SR 92 (Campbellton Fairburn Road) at South Fulton Parkway and Hall Road - Intersection Improvements	Safety/Traffic Operations; Bicycle/ Pedestrian	The proposed project is an intersection improvement of the intersection of SR 92 and South Fulton Parkway and Hall Road. The project will construct a continuous flow intersection to replace the existing configuration. Additionally, the project will widen SR 92 to six lanes to include a raised concrete median for approximately 1.6 miles. Additional turn lanes will be included at the intersection as well to improve the level of service.
TIA-M-009	MARTA Aerial Structure Rehabilitation	Transit Capital	This program will renovate elements of the structures supporting the aerial sections of MARTA's rail lines, and includes efforts to renovate pedestrian bridges over MARTA and adjacent railroad track way, replace expansion joints between sections or aerial structures, and replace metal pads supporting the structure.

Other Relevant Plans and Studies

Numerous studies have been completed for the study area. Table 4 includes a list of other relevant plans and studies.

Table 4: Relevant Plan and Studies

Plan/Study	Sponsor	Year
Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan	ARC	2007
Blueprint Sandtown	Fulton County	2002
Cascade Road Corridor Study	Fulton County	2007
Chattahoochee Hill Country Regional Greenway Master Plan	PATH Foundation	2003
College Park TOD Study	College Park	2012
Concept 3	Transit Planning Board	2008
East Point Corridors Tax Allocation District and Redevelopment Plan	East Point	2006
East Point Parks and Recreation 10-Year Master Plan Update	East Point	2010
East Point Strategic Economic Development Plan	East Point	Ongoing
Fulton Industrial Boulevard Redevelopment Framework	Fulton County	2010
Fulton County Overlay Districts	Fulton County	Multiple years
Fulton County Traffic Calming Policy	Fulton County	2002
Hapeville Bicycle and Pedestrians Plan	Hapeville	2012
Roosevelt Highway Corridor Enhancement Plan	South Fulton Revitalization, Inc.	2005
South Fulton TrailNet	Fulton County	2009
South Fulton Parkway Access Management Plan	Georgia DOT	2011
South Fulton Parkway Transit Feasibility Study	MARTA	2011
Southern Regional Accessibility Study	ARC	2007
SR 6 Corridor Study	ARC	2007
Statewide Strategic Transportation Plan 2010-2030	Georgia DOT	2010
Strategic Regional Thoroughfare Plan	ARC	2011
Union City South Fulton Parkway Corridor Study	Union City	2007
Union City Redevelopment Plan and Tax Allocation District	Union City	2011
Union City Market and Business Development Strategy	Union City	2011

Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan: Completed in 2007, this plan is an update to the 2002 Bicycle Transportation and Pedestrian Walkways Plan developed by ARC. It builds upon the previous plan by creating a regional-scale bicycle network and a pedestrian-focused network around major activity centers. The Existing Conditions Report analyzes the level of accommodation for bicyclists and pedestrians in the region, while the technical analysis and public input confirm that biking and walking conditions across the region are challenging. The Needs Assessment Report then proposes methodologies for evaluating projects submitted to ARC for funding assistance through project prioritization. Recommendations include specific policies and programs that encourage non-motorized transportation, including a clarified funding approach, active steps to ensure that bicyclists and pedestrians are accommodated in roadway construction projects, guidance for retrofitting existing facilities to better accommodate bicyclists and pedestrians, guidance for improving pedestrian crossings at unsignalized intersections and mid-block crossing locations, and guidance on land use practices to increase bicycle and pedestrian connections.

Blueprint Sandtown: The blueprint is the culmination of a planning effort to work with the Sandtown community to develop a live/work/play village that incorporates walkability and environmental sensitivity. The community vision includes enhancing and providing a safe, ecologically sound, and aesthetically beautiful community by creating a mixed-use village center that is pedestrian-friendly and addresses the needs of the community through master planning and quality design. The blueprint identifies short-term, realistic projects that could begin the implementation of the master plan.

Cascade Road Corridor Study: The purpose of the study was to meet the challenge of improving the transportation system while balancing the need to support economic growth and maintaining the residential character of the corridor. The corridor area has experienced tremendous growth in the past decade, both residential and commercial, that has led to community concerns about the impact of this growth on the transportation system in terms of mobility and safety. The outcome of the study included a set of recommended improvements that would aid the local decision-making process while also supporting the community's vision for transportation. The study area encompassed portions of Cascade Road between the Atlanta city limits near Shantar Trail to Fulton Industrial Boulevard with a half-mile buffer beyond the center of Cascade Road. The Implementation Plan calls for short-term, mid-term, and long-term projects. Short-term projects are recommended to be implemented as soon as possible based on immediate safety and mobility concerns. They are comprised mainly of low-cost projects that could be implemented quickly. Mid-term projects are to be implemented as soon as practical as they require more in terms of preliminary engineering costs, planning, and design. Long-term projects are those that are not critical to safety and mobility concerns, but that improve the overall efficiency of Cascade Road over the long term. These projects may have significant costs, and require extensive study and planning before they can be implemented.

Chattahoochee Hill Country Regional Greenway Master Plan: Created out of a desire by the community to connect within the Chattahoochee Hill Country, this plan's main goal was to connect the community to desired destinations while also preserving and enhancing the natural environment. The result is a 98-mile trail system that aims to minimize the impact to the landscape and maximize the rural and natural experience. The trail system encompasses south Fulton (now the City of Chattahoochee Hills), and portions of Carroll, Coweta, and Douglas counties. The Chattahoochee River serves as the backbone of the trail system with four new bridge crossings, two pedestrian ferries, and two existing highway bridges, known as the River Trail. So called "spoke"

trails intersect with the River Trail to connect the system to existing parks, historic places, and activity centers. The entire trail system is estimated to cost $26 million.

College Park TOD Study: The overall goal of this study was to build upon early conceptual work completed through various past studies and create a detailed plan for growth over the next 10 years. The study built upon MARTA's TOD guidelines that were developed to provide a common framework for communities with potential TOD locations. The study also built upon the College Park Downtown Design Guidelines prepared in 2011 by ARC as standards for development and redevelopment in the downtown area. The Preferred Plan includes new commercial, office, and residential space along with hotels and structured parking. The Implementation Plan calls for short-term improvements to include development of parcels that are generally undeveloped or contain parking along with streetscape improvements projects.

Concept 3: Serving as the Atlanta region's official long-range vision for transit, Concept 3 was developed through a collaborative, multi-year process. It serves as the transit vision in the PLAN 2040 RTP's Aspirations Plan.

East Point Corridors Tax Allocation District and Redevelopment Plan: The plan set out to provide the city with an effective tool for redevelopment of underutilized areas designated as the Tax Allocation District (TAD), which generally includes East Point's commercial core, adjoining historic neighborhoods, and major corridors, including Main Street, Cleveland Avenue, and Washington Road. The purpose of the TAD and redevelopment plan essentially is to attract private investment for redevelopment opportunities along these corridors to further the city's goal of improving underdeveloped urban areas and realizing its full economic potential. The Redevelopment Plan includes incorporating concepts of urban and town center mixed use into the central downtown area to encourage higher-density residential and neighborhood retail. It identifies potential redevelopment sites as well as public redevelopment and improvement projects, such as parks and greenspace and streetscape improvements.

East Point Parks and Recreation 10-Year Master Plan Update: Completed in 2010, this update serves as a master plan for providing recommendations for planning and capital improvements over a 10-year period for recreational facilities and amenities in the city of East Point. The update includes a needs assessment of current and future recreational facilities and services, evaluation of connectivity, and level of service, and community input. The result is a 10-year action plan.The update identifies a need for trails, on-street bicycle connections, and additional infrastructure that supports the use of alternate modes of transportation as an important component to connecting residents with recreational opportunities within the city. Recommendations include establishing a greenway and on-street trail master plan and adding 13 miles of greenway trail and 9.5 miles of on-street trails that connect with the city of Atlanta's Beltline trail system.

East Point Strategic Economic Development Plan: The city of East Point is currently in the process of developing a strategic economic development plan for the purpose of identifying opportunities in specific industries and locations. It is a 10-year plan to address issues such as growth, retail displacement, and reducing vacancies, and to identify incentive strategies to create a more viable and competitive business environment.

Fulton Industrial Boulevard Redevelopment Framework: Once the largest and most prestigious warehousing and transportation building concentration east of the Mississippi River, the Fulton Industrial Boulevard area has experienced an increase in crime, blight, and vacant and underutilized buildings in recent years. The area is in need of redevelopment and revitalization with a diverse mixture of jobs to reestablish itself as a regional center in the Southeast. The Framework Plan creates a strategic plan to foster the redevelopment of the area that balances a mix of uses, expands employment and retail opportunities, and invests in public amenities. The framework iden-

tifies several policies and strategies for implementation. Land use policies and strategies include encouraging mix use of light industrial, business park, retail, and office. Transportation policies and strategies include improving pedestrian safety, freight movement, and transit use throughout the corridor through access management, additional sidewalks, extension of MARTA and improved bus stops, signal upgrades, and signal timing.

Fulton County Overlay Districts: Fulton County has several overlay districts in place throughout south Fulton for the purposes of providing enhancement, preservation, unity of design, and use of sites, buildings, structures, streets, neighborhoods, and landscape features within the overlay district. Overlay districts include Cascade, Cedar Grove Agricultural, Cedar Grove, Cliftondale, Old National Highway, South Fulton Parkway, Fulton Industrial Business District, and Sandtown.

Fulton County Traffic Calming Policy: This policy seeks to enhance the quality of life and safety of residential streets by reducing the negative impact of traffic on neighborhood streets. The program outlines policies, processes, and engineering guidelines for implementing traffic calming measures on residential neighborhood streets.

Hapeville Bicycle and Pedestrian Plan: In 2012, the city undertook a comprehensive planning effort to develop a Bicycle and Pedestrian Plan. The plan focuses on developing an alternate transportation network that links residents, employees, and visitors to destinations in the city and additional modes of travel, including MARTA, while addressing connections to the cities of East Point and College Park as well as Hartsfield-Jackson Atlanta International Airport MARTA rail stations.

Roosevelt Highway Corridor Enhancement Plan: South Fulton Revitalization, Inc. was awarded funding by Georgia DOT to undertake a study for the 16-mile stretch of Roosevelt Highway between Palmetto and College Park that would develop a comprehensive strategy for improving quality of life and promoting economic development in south Fulton. In partnership with Palmetto, Union City, College Park, and Fulton County, the overall purpose is to unify the Roosevelt Highway corridor by making transportation and transit facilities safer, more convenient, and more appealing while preserving the historic nature of the corridor in regard to its railroad beginnings. The plan, completed in 2005, develops a Five-Year Strategic Implementation Plan for each of the municipalities as well as the corridor as a whole, including land use, transportation, transit, and economic development recommendations.

South Fulton TrailNet: The purpose of the plan is to develop an integrated system of recreational opportunities, mobility options, and other transportation needs for the citizens of Fulton County. Greenways and off-road trails will connect to schools, parks, libraries, neighborhoods, and commercial nodes. The South Fulton TrailNet vision is to make unincorporated south Fulton a pedestrian- and bicycle-friendly environment that improves quality of life, stimulates economic growth, and protects the environment and natural resources. The network includes 21.1 miles of greenway trails located along creeks and 89.0 miles of off-road trails located adjacent to public roadways. It connects to the Chattahoochee Hill Country regional 98-mile trail system and the City of Atlanta's multi-use and greenway trail system.

South Fulton Parkway Access Management Plan: South Fulton Parkway is approximately 20 miles in length, extending from the I-85/I-285 interchange in College Park to the Chattahoochee River at the Douglas County line. South Fulton Parkway serves as a major arterial between south Fulton County and points west to metropolitan Atlanta. Undertaken by Georgia DOT, the purpose is to develop a corridor plan for South Fulton Parkway that establishes access management policies and guidelines to accommodate future development and address transportation issues. The intent is to ensure that South Fulton Parkway connects with highly classified facilities, such as arterials and collectors, and to not allow access to individual properties and development. The study evaluated existing and potential future access points in order to preserve operational effectiveness along the parkway. The vision for South Fulton Parkway is that it will be a vibrant corridor in the region over the next 20 years, supporting local and regional economic vitality through future development, viable transportation connections, and improvements to safety and operations while preserving the natural environment through integrated planning efforts. Recommendations include three categories: parallel facilities, capacity, and access.

South Fulton Transit Feasibility Study: Conducted by MARTA, the purpose of this study was to conduct a high-level assessment of potential transit improvements in the South Fulton Parkway corridor through an evaluation of various transit service types and land use scenarios. Future transit service in the corridor is contingent upon the type of development that local jurisdictions allow along the corridor, coordination with Georgia DOT to accommodate a phased expansion of transit service, and the amount of funding available. The Action Plan includes creation of a local jurisdiction task force to establish an overall vision for the corridor and identify specific locations for TOD activities; creation of transit-supportive zoning districts at the local level; preference survey for initial commuter services; and continued monitoring of the corridor and plan for phased service improvements.

Southern Regional Accessibility Study: This study developed two alternate future scenarios for transportation system improvements and land use distribution of population and employment over the next 25 years across the southern area of the Atlanta region. The scenarios were compared to each other and to the baseline scenario. Recommendations include addressing the jobs-to-housing imbalance by attracting a more diverse range of employment opportunities, intensifying development along transportation corridors, capitalizing on redevelopment opportunities, and promoting alternate modes of travel.

State Route 6 Corridor Study: The corridor study addresses five major categories: transportation, transit, land use/urban design, corridor management, and financial programming. The study identifies a series of recommendations to include in the RTP. The study identifies deficiencies, assesses benefits and costs of alternate strategies, and selects a preferred alternative program of policies and projects within financial constraints for the study area. The study area extends 32.5 miles from SR 61 in Paulding County to I-85 at Hartsfield-Jackson Atlanta International Airport. Although the entire corridor is designated as SR 6, local jurisdictions designate a name that is more commonly used by those who travel the corridor. It is known as Camp Creek Parkway in Fulton County. Recommendations include specific projects and broad strategies for future implementation. Both land use and transportation recommendations were developed. Types of transportation recommendations include roadway capacity, roadway operations, freight, transit, and bicycle and pedestrian facilities.

Statewide Strategic Transportation Plan (2010-2030): Approved in 2010, the Statewide Strategic Transportation Plan is a comprehensive planning document that evaluates various transportation options and solutions for the state. The outcome is strategic investment in several types of initiatives across the state that will provide the most benefit and results in the future. New resources should be invested across three broad categories: statewide freight and logistics, people mobility in metropolitan Atlanta, and people mobility in the rest of the state.

Strategic Regional Thoroughfare Plan (SRTP): Arterials are the most challenged facilities in the Atlanta region as they accommodate multiple types of users, often with competing interests. The focus of this plan is to achieve a more cohesive approach to the planning, operations, and management of these arterials to promote efficient project implementation. The SRTP includes identification and classification of a prioritized roadway component of the Regional Strategic Thoroughfares Network (RTN) for improvements and congestion management. It also develops guidelines on management and design for area context and multi-modal needs, creates a geo-referenced data set of roadway attributes, and completes case studies for scenario building.

Union City South Fulton Parkway Corridor Study: In the summer of 2006, Union City annexed approximately 4,100 acres north of its city limits, including parcels along approximately 6.5 miles of South Fulton Parkway. The purpose of the study was to identify appropriate strategies for development along the parkway through a coordinated approach. Working together, land use and transportation recommendations focused on two development nodes at two existing signalized intersections. These two signalized intersections are recommended to be expanded into a three-signal system and connected by a network of supporting access streets and boulevards. Transportation recommendations are organized into elements: network establishment, capacity, traffic control, access, and modal strategies. Network establishment recommendations include parallel urban boulevards north and south of the parkway to serve as direct access for most of the proposed development. Capacity recommendations include increasing the typical mainline section of the parkway to six lanes and improvements to existing streets within the study area to address existing deficiencies. Access recommendations include access provision and restriction along the parkway. Traffic control recommendations include recommendations for the spacing of access points along the parkway. Modal considerations include bicycle and pedestrian infrastructure such as multi-use paths, dedicated bicycle lanes, sidewalks, and greenways.

Union City Redevelopment Plan and Tax Allocation District: The plan sets out to provide the city with an effective tool to redevelop primary points within the city into live, work, and play communities that include new residences, offices, industrial space, retail shops, and parks. Although strategically located and highly visible from I-85, the site of the proposed Union City Town Center Redevelopment Area and Tax Allocation District has experienced no significant private economic activity or growth in more than a decade. The now closed Shannon Mall was once the most exciting retail attraction in south Fulton. The plan proposes a change of the area from a collection of single, disconnected uses to a cohesive, mixed-use and mixed-income walkable community.

Union City Market and Business Development Strategy: Understanding Union City's unique market opportunities and promoting its assets are essential to realizing economic potential. This report was the result of a community effort to position Union City as a special and unique place, as well as to encourage new investment. The project consisted of a market analysis for the community, as well as a branding and marketing strategy. The report presents the results of the market research and includes stakeholder input, a comprehensive retail market analysis, a demographic and market segmentation study, and business and marketing recommendations that build off the input and market research.

Population and Employment

The study area has a substantial amount of population and employment. The population of south Fulton was 195,276 in 2010, and employment in south Fulton was 100,157 in 2009.

Within south Fulton, the distribution of population and employment varies greatly. The areas with the highest population density are the cities of College Park, East Point, and Hapeville, the area around I-285 and Cascade Road, and the area around Flat Shoals Road at I-85, especially to the east of I-85. The areas with the highest employment density are Hartsfield-Jackson International Airport, Fulton Industrial Boulevard from the northern study area boundary to Campbellton Road, and the I-85 corridor.

The following sections provide detailed information on demographics and employment in the study area.

Existing Population

From 2000 to 2010, population in the study area increased at approximately the same rate as the Atlanta region. Between 2000 and 2010, the study area added 45,398 persons, for a population increase of 30.3 percent. In comparison, metropolitan Atlanta experienced a population increase of 28.1 percent during the same time period. The study area share of the regional population increased slightly, from 3.6 percent in 2000 to 3.7 percent in 2010.

The change in population from 2000 to 2010 varied throughout the study area. Two cities grew substantially faster than the study area, while two other cities lost population and two cities grew slowly. Fairburn and Union City both had substantial population growth between 2000 and 2010, increasing 137.0 and 67.4 percent, respectively. During this time, Fairburn and Union City both annexed territory, which substantially expanded their city limits.

In contrast to Fairburn and Union City, College Park and East Point both lost population between 2000 and 2010. The population of College Park decreased 31.6 percent and East Point had a decline of 14.9 percent. During this time period, Hartsfield-Jackson International Airport constructed a fifth runway that required residential displacements in College Park, but this would not account for the entire population decrease.

Population increased in both Hapeville and Palmetto between 2000 and 2010, albeit at a slower pace than Fairburn and Union City. Population increased 3.1 percent in Hapeville between 2000 and 2010, which is a rate much slower than the study area as a whole. In contrast, the population in Palmetto grew 32.0 percent during the same time period, which is a rate slightly faster than the study area overall. Palmetto also annexed territory during this time period. Table 5 shows the population change in the study area and for each municipality from 2000 to 2010.

Table 5: Existing Population (2000-2010)

Year	Study Area	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
2000	149,878	n/a	20,382	39,595	5,464	6,180	3,400	11,621
2010	195,276	2,378	13,942	33,712	12,950	6,373	4,488	19,456
Change	30.3%	n/a	-31.6%	-14.9%	137.0%	3.1%	32.0%	67.4%

Sources: ARC, U.S. Census Bureau
Note: Portions of College Park and Palmetto fall outside of Fulton County and are included in the city totals, but not the study area total.

Age Distribution

For analysis, the study area population was divided into three age groups, including: under 20, between 20 and 64, and over 65 years of age. Of these three groups, the 20- to 64-years age group is the most likely to drive.

As a whole, the study area is slightly younger than the Atlanta region. In the study area, 31.0 percent of the population is in the under 20 years of age group, as compared to 29.2 percent in the Atlanta region. In contrast, 60.9 percent of the study area population is between the ages of 20 and 64, compared to 61.8 percent of the Atlanta region. Finally, 8.1 percent of the study area population is 65 and over compared to 9.0 percent of the Atlanta region.

Population under 20 years of age for the study area as a whole is slightly higher than the Atlanta region, but there is a substantial variation in this group between cities. Union City has the highest percentage of population under 20 years of age in the study area, with 34.6 percent. Fairburn and Palmetto, at 32.7 and 32.9 percent, respectively, also have a high level of population under 20 years of age. In contrast, Chattahoochee Hills has the lowest percentage of population under 20 years of age in the study area at 23.0 percent. Hapeville also has a low percentage in this group, at 26.9 percent. The remaining cities are close to the study area average.

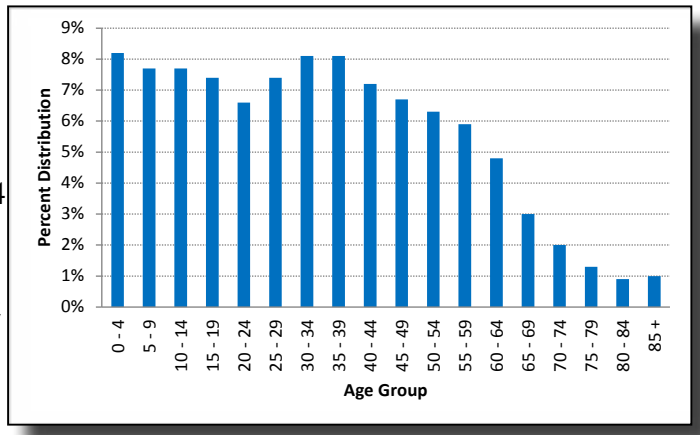


Figure 2: Study Area Age Distribution (2010)
Source : U.S. Census

The percentage of the population aged between 20 and 64 varies between the cities, while the study area as a whole is slightly lower than the Atlanta region. Hapeville has the highest percentage of population in this group at 65.2 percent. East Point is also high, with 62.4 percent of its population in the 20 to 64 years of age group. In contrast, Palmetto and Union City have the lowest percentage of population in this cohort in the study area at 54.5 and 57.4 percent, respectively. The remaining cities are close to the study area average.

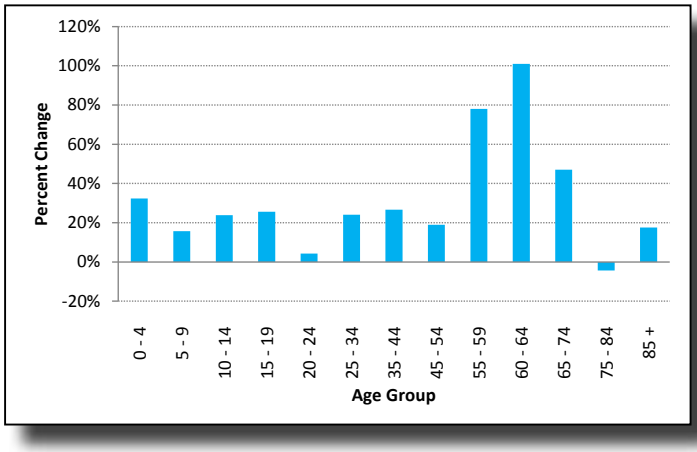


Figure 3: Study Area Change in Age Distribution (2000-2010)
Source: U.S. Census

While the amount of population age 65 and over in the study area is slightly lower than the Atlanta region, there is significant variation between the cities. Chattahoochee Hills has the highest population of 65 and over residents at 16.1 percent, which is almost double the study area's 8.1 percent. Palmetto has the second highest with 12.6 percent of its population age 65 and over. In contrast, College Park has the lowest population aged 65 and over with 6.4 percent. The other cities are roughly in line with the study area average. Table 6 shows the existing (2010) age distribution in the study area and for each municipality.

Table 6: Age Distribution (2010)								
Age	Study Area	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
Under 20	31.0%	23.0%	31.9%	28.9%	32.7%	26.9%	32.9%	34.6%
Between 20 and 64	60.9%	60.9%	61.7%	62.4%	60.4%	65.2%	54.5%	57.4%
65 and Over	8.1%	16.1%	6.4%	8.7%	6.9%	7.9%	12.6%	8.0%

Source: U.S. Census Bureau

Note: Portions of College Park and Palmetto fall outside of Fulton County and are included in the city totals, but not the study area total.

Figure 2 provides a detailed breakdown of the age distribution in the study area.

Despite the relative youth of the study area compared to the Atlanta region in 2010, the trend from 2000 to 2010 shows the older groups increasing at a faster rate than the younger. The highest growth during this period was the 60 -to 64-age group, followed by the 55- to 59-age group. Only one age group in the study area showed a decline, the 75- to 84-age group. The slowest growing age group was 20 to 24 years of age. Figure 3 shows the change in the study area groups from 2000 to 2010.

Race and Ethnicity

In contrast to the age distribution, the racial and ethnic composition of the study area is substantially different from the Atlanta region. Within the study area, Caucasians make up 12.2 percent of the population, contrasting with their 55.4 percent share of the Atlanta region population. African-Americans dominate the study area with an 81.2 percent share of the population, more than double their 32.4 percent of the share of the region. Asians make up only 0.9 percent of the study area, as compared to 4.8 percent of the region. Multi-racial at 2.0 percent of the study area population is approximately in line with the Atlanta region share of 2.3 percent. Other races, with a 3.7 percent share of the study area population, are slightly lower than the Atlanta region, where they make up 4.9 percent of the population.

In comparison to the Atlanta region, the study area has a slightly smaller share of the Hispanic population. The study area is 7.0 percent Hispanic, compared to 10.4 percent in the Atlanta region.

The racial composition of the cities in the study area varies substantially. In contrast to the study area as a whole, Chattahoochee Hills has the smallest African-American share at 28.0 percent, with Hapeville having the second lowest share at 28.8 percent. The other cities in the study area are majority African-American. Chattahoochee Hills is the only majority Caucasian city in the study area at 68.6 percent. Hapeville has the second highest share of Caucasians at 42.8 percent. The remaining cities are fairly close to the study area in terms of Caucasian share.

Ethnicity across the cities is fairly close to the study area as a whole, with one exception. Hapeville has the highest share of Hispanics at 35.1 percent. Table 7 shows the racial and ethnic breakdown of the study area and each municipality.

Table 7: Racial and Ethnic Composition (2010)								
Race	**Study Area**	**Chattahoochee Hills**	**College Park**	**East Point**	**Fairburn**	**Hapeville**	**Palmetto**	**Union City**
Caucasian	12.2%	68.6%	13.0%	16.1%	20.1%	42.8%	33.2%	11.1%
African-American	81.2%	28.0%	79.4%	74.6%	69.9%	28.8%	57.4%	82.3%
Asian	0.9%	0.3%	0.9%	0.8%	1.7%	5.7%	0.7%	0.9%
Other	3.7%	2.1%	4.6%	6.4%	6.3%	19.4%	5.6%	3.5%
Multi-Racial	2.0%	1.0%	2.0%	2.0%	2.0%	3.3%	3.0%	2.3%
Ethnicity								
Hispanic	7.0%	5.6%	6.9%	11.5%	11.9%	35.1%	12.7%	7.0%

Source: U.S. Census Bureau

Note: Portions of College Park and Palmetto fall outside of Fulton County and are included in the city totals, but not the study area total.

Between 2000 and 2010, the racial composition of the study area changed slightly. During this period, the multi-racial and other categories grew substantially in percentage terms, while African-American grew at a slower rate, but added 41,060 persons. The only racial group that declined between 2000 and 2010 was Caucasian. The study area also had growth in Hispanic persons. Figure 4 graphically represents the study area change in racial and ethnic categories from 2000 to 2010.

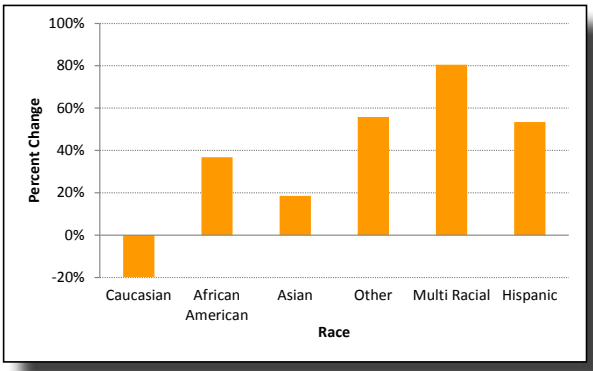


Figure 4: Change in Racial and Ethnic Composition (2000-2010)
Source: U.S. Census

Educational Attainment

Educational attainment in the study area is slightly lower than the Atlanta region. However, the percentage of the population 25 years and over with less than a high school diploma, at 14.0 percent in the study area, is only marginally higher than the Atlanta region at 13.0 percent.

Educational attainment varies widely by city. The cities with the highest levels of the population 25 years and over with less than a high school diploma are Hapeville at 26.2 percent and Palmetto at 19.1 percent. Chattahoochee Hills has the lowest percentage of population with less than a high school diploma with 9.8 percent, followed by Fairburn at 12.7 percent. The remaining cities are in line with the study area average.

Palmetto has the highest percentage of the population with some college, no degree at 26.9 percent, followed by Fairburn at 25.4 percent. Chattahoochee Hills has the lowest percentage of population with some college, no degree at 19.5 percent, followed by East Point at 20.2 percent. The remaining cities are in line with the study area average.

Fairburn has the highest percentage of the population aged 25 and over with bachelor's degrees at 21.5 percent. Palmetto has the lowest percentage of bachelor's degrees at 10.2 percent, followed by Hapeville at 12.7 percent, Union City at 13.5 percent, and College Park at 13.7 percent. The remaining cities are in line with the study area average.

Chattahoochee Hills has the highest percentage of population aged 25 and over with graduate or professional degrees at 13.2 percent. Hapeville has the lowest percentage of graduate or professional degrees at 4.4 percent, followed by Palmetto at 5.6 percent and Union City at 6.6 percent. The remaining cities are slightly lower than the study area average. Table 8 shows the current (2010) educational attainment for the study area and each municipality.

Table 8: Educational Attainment of the Population 25 Years and Over (2010)

Educational Attainment	Study Area	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
Less than High School	14.0%	9.8%	15.3%	18.2%	12.7%	26.2%	19.1%	16.2%
High School Graduate	29.8%	30.5%	32.8%	32.1%	26.2%	33.6%	30.8%	35.7%
Some College, No Degree	23.2%	19.5%	23.6%	20.2%	25.4%	21.1%	26.9%	23.4%
Associate's Degree	5.5%	9.8%	5.5%	5.0%	6.0%	2.0%	7.3%	4.5%
Bachelor's Degree	17.4%	17.2%	13.7%	16.3%	21.5%	12.7%	10.2%	13.5%
Graduate or Professional Degree	10.0%	13.2%	9.2%	8.1%	8.3%	4.4%	5.6%	6.6%

Source: U.S. Census Bureau

Within the study area, high school graduates make up the largest percentage of the population over 25 years of age, followed closely by persons with some college and no degree, and then persons with a bachelor's degree. Persons with an associate's degree make up the lowest percentage of the study area. Persons with a graduate or professional degree make up the second lowest percentage of the study area. Finally, persons who have less than a high school education make up 14 percent of the study area, between graduate or professional degree and bachelor's degree. Figure 5 shows the educational attainment of the study area graphically.

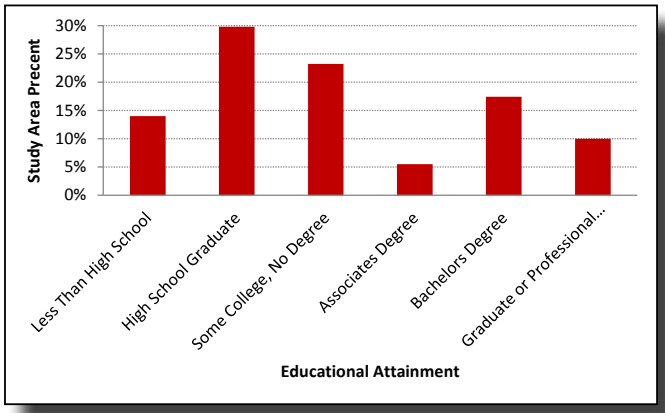


Figure 5: Study Area Educational Attainment of Population 25 Years and Older (2010)

Households

Households in the study area have increased from 2000 to 2010 at a slightly faster rate than the Atlanta region. Between 2000 and 2010, the study area added 16,547 households, for an increase of 30.1 percent. In comparison, the Atlanta region had an increase in households of 24.6 percent during the same time period.

The change in households from 2000 to 2010 varied throughout the study area. Households in two cities grew significantly faster than the study area, two other cities experienced a decline in the number of households, and the remaining two cities grew slowly or in line with the study area. Fairburn and Union City both experienced substantial increases in households of 149.7 and 56.6 percent, respectively.

In contrast to Fairburn and Union City, College Park and East Point both had a decline in households between 2000 and 2010. The number of households decreased 28.4 percent in College Park and 8.4 percent in East Point.

In both Hapeville and Palmetto, the number of households increased between 2000 and 2010, albeit at a slower pace than Fairburn and Union City. Households increased by 1.0 percent in Hapeville between 2000 and 2010, which is a rate much slower than the study area as a whole. In contrast, the number of households in Palmetto grew 31.5 percent during the same time period, which is a rate slightly faster than the study area. Table 9 shows the change in households between 2000 and 2010 for the study area and each municipality.

Table 9: Existing Households (2000-2010)

Year	Study Area	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
2000	54,968	n/a	7,810	14,553	1,879	2,375	1,223	4,974
2010	71,515	941	5,595	13,333	4,691	2,398	1,608	7,788
Change	30.1%	n/a	-28.4%	-8.4%	149.7%	1.0%	31.5%	56.6%

Sources: ARC, U.S. Census Bureau

Note: Portions of College Park and Palmetto fall outside of Fulton County and are included in the city totals, but not the study area total.

The average household size in the study area declined slightly from 2000 to 2010. In 2000, the study area average household size was 2.67 persons, which declined 1.9 percent to 2.62 persons in 2010. Within the study area, four cities had a decrease in household size and two cities experienced an increase. Household size in Union City increased 8.7 percent between 2000 and 2010; however, at 2.49 persons, it was still below the study area average of 2.62 persons. Hapeville household size increased 2.3 percent from 2000 to 2010. Household size declined in East Point, College Park, Fairburn, and Palmetto by 7.1, 3.9, 3.9, and 1.4 percent, respectively. Table 10 shows the change in household size for the study area and each municipality between 2000 and 2010.

Table 10: Average Household Size (2000-2010)

Year	Study Area	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
2000	2.67	n/a	2.59	2.69	2.85	2.60	2.78	2.29
2010	2.62	2.53	2.49	2.50	2.74	2.66	2.74	2.49
Change	-1.9%	n/a	-3.9%	-7.1%	-3.9%	2.3%	-1.4%	8.7%

Sources: ARC, U.S. Census Bureau

Note: Portions of College Park and Palmetto fall outside of Fulton County and are included in the city totals, but not the study area total.

Within the study area, one-person households make up the largest share at 30 percent. As household size increases, the share of the study area households decreases. Figure 6 shows the distribution of household sizes in the study area.

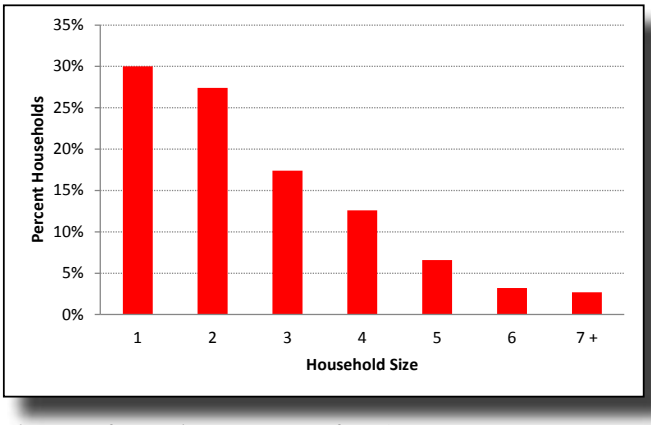


Figure 6: Study Area Household Size Distribution
Source: U.S. Census

Income

Average household income in the study area is lower than the Atlanta region. However, average household income in the study area increased faster than the Atlanta region from 1999 to 2010. Between 1999 and 2010, average household income in the study area increased $12,958, or 28.4 percent. In comparison, average household income in the Atlanta region increased 6.7 percent.

The change in average household income from 1999 to 2010 varied throughout the study area. Five cities experienced an increase, and one had a slight decline. Average household income in East Point increased more than the study area as a whole, by 29.5 percent between 1999 and 2010. During the same time period, average household income in Palmetto declined by 1.4 percent. The remaining cities had increases in average household income in line with the study area, or at a slightly lower rate. Table 11 shows the change in average household income between 1999 and 2010 for the study area and municipalities.

Table 11: Average Household Income (1999-2010)

Year	Study Area	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
1999	$45,559	n/a	$37,796	$40,782	$49,649	$40,775	$45,419	$42,065
2010	$58,517	$86,969	$44,911	$52,821	$62,479	$44,640	$44,779	$45,338
Change	28.4% $12,958	n/a	18.8% $7,115	29.5% $12,039	25.8% $12,830	9.5% $3,865	-1.4% -$640	7.8% $3,273

Source: U.S. Census Bureau

Per capita income in the study area is lower than the Atlanta region; however, between 1999 and 2010, per capita income in the study area increased faster than the Atlanta region. Between 1999 and 2010, per capita income increased by $5,715 or 33.6 percent. In contrast, the Atlanta region had an increase in per capita income of $1,300 or 5.2 percent.

Changes in per capita income varied throughout the study area, but all municipalities experienced an increase from 1999 to 2010. Additionally, per capita income in all municipalities increased faster than the Atlanta region. Per capita income in two cities increased faster than the study area average, while it increased slightly slower than the study area in two others, and two had limited increases. From 1999 to 2010, College Park and East Point both had high increases in per capita income, at 33.8 and 40.1 percent, respectively.

In contrast to College Park and East Point, between 1999 and 2010, per capita income in Hapeville and Union City increased 5.4 and 9.7 percent, respectively. Although significantly lower than the study area, these increases in per capita incomes were higher than the 5.2 percent increase in the Atlanta region during the same period.

Per capita income increased in both Fairburn and Palmetto between 1999 and 2010, albeit at a slower rate than College Park and East Point. Per capita income increased 25.5 percent in Fairburn and 18.3 percent in Palmetto between 1999 and 2010. Table 12 shows the change in per capita income in the study area and each municipality from 1999 to 2010.

Table 12: Per Capita Income (1999-2010)								
Year	Study Area	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
1999	$17,017	n/a	$14,371	$15,175	$18,898	$15,793	$15,097	$17,208
2010	$22,732	$36,332	$19,227	$21,266	$23,710	$16,639	$17,856	$18,876
Change	33.6%	n/a	33.8%	40.1%	25.5%	5.4%	18.3%	9.7%

Source: U.S. Census Bureau

In line with the increases in average household income and per capita income, the distribution of household income changed in the study area between 1999 and 2010. The two lowest household income brackets, less than $25,000 and $25,000 to $49,999 per year, both declined as a percentage of the study area between 1999 and 2010. The $50,000 to $74,999 income bracket stayed roughly the same as a percentage of the study area between 1999 and 2010. All income brackets above $75,000 increased as a percentage of the study area during this period. Figure 7 shows the change in income distribution in the study area for 1999 through 2010.

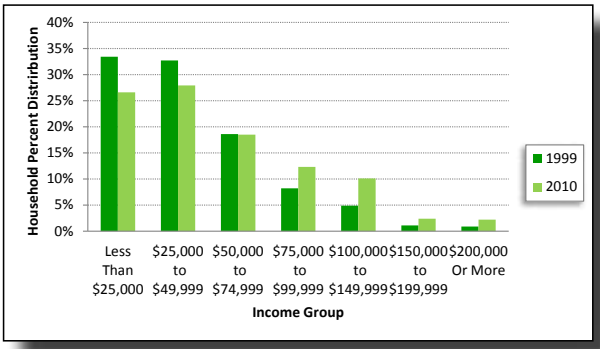


Figure 7: Study Area Household Income Distribution (1999-2010)
Source: U.S. Census

Existing Employment

Employment in the study area declined between 2000 and 2009. During this period, the study area lost 10,322 jobs, a decline of 9.3 percent. In contrast, employment in the Atlanta region increased 5.2 percent. Table 13 shows study are employment totals for 2000 and 2009.

Table 13: Study Area Employment (2000-2009)	
Year	Employment
2000	110,479
2009	100,157
Change	-9.3%

Employment in the study area is relatively diverse; however, the transportation and warehousing sector has more than double the number of jobs accounted for by wholesale trade, which is the second leading sector. The concentration of jobs in transportation, warehousing, and trade is likely due to Hartsfield-Jackson Atlanta International Airport. Table 14 breaks down existing (2009) study area employment by sector.

Table 14: Study Area Employment by Sector (2009)		
Sector	Employees	Distribution
Agriculture & Mining	35	0.0%
Utilities	123	0.1%
Construction	3,402	3.4%
Manufacturing	8,563	8.5%

Sector	Employees	Distribution
Wholesale Trade	10,685	10.7%
Retail Trade	6,921	6.9%
Transportation & Warehousing	22,673	22.6%
Information Technology	358	0.4%
Finance & Real Estate	4,330	4.3%
Professional, Scientific & Technical	2,887	2.9%
Management	1,156	1.2%
Administrative	6,495	6.5%
Education	7,610	7.6%
Health	4,417	4.4%
Arts, Entertainment & Recreation	246	0.2%
Food Service	8,939	8.9%
Public Administration	8,924	8.9%
Other	2,393	2.4%

Source: ARC

Financial Framework

An overview of past, current, and projected future spending on transportation projects is important to determine how resources have been allocated, current funding levels, and expected future expenditures. This section discusses the Fulton County budget process, past budgets, and current and future transportation spending.

Fulton County Budget Process

The purpose of the Fulton County budget process is to adopt an annual budget that reflects the Board of Commissioners' commitment to the level of service to be provided to county residents. The process is intended to encourage input from and provide information to the citizens, the Board of Commissioners, the county manager, elected officials, and county employees, including department heads. The budget process generally begins in September with an adoption of budget guidelines and a calendar by the Budget Commission as well as staff training and runs through January when the final budget is adopted by the Fulton County Board of Commissioners.

Past

The Fulton County budget does not currently include a line item for transportation spending. Past budgets reviewed also did not include a transportation line item. At this time, past transportation spending in the study area is undetermined.

Transportation Capital Improvement Program

The September 2012 Fulton County Transportation Capital Improvement Program (Transportation Program), produced by the Fulton County Department of Facilities and Transportation Services, includes all current and programmed projects in the county. The current Transportation Program includes a total of $49.5 million in projects in the study area. Of the total amount, $25.6 million in funding will be provided by federal and state governments, with Fulton County providing a local share of $23.9 million. Figure 8 shows the funding allocation graphically.

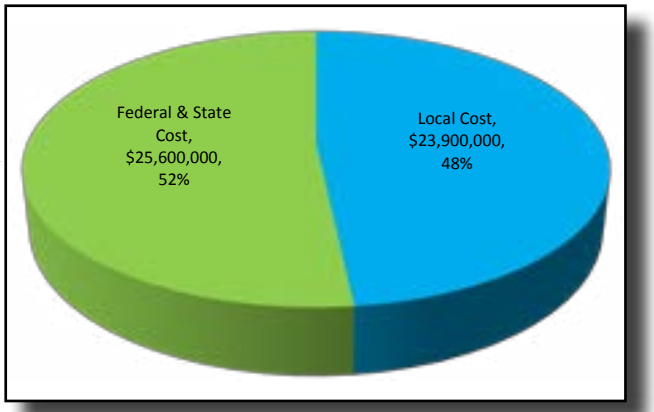


Figure 8: Transportation Project Costs by Funding Jurisdiction

Land Use

Existing Land Use

Table 15 illustrates existing land use in the study area. Half of the study area is categorized as either forest (42.5%) or agriculture (9.1%). Residential land uses (25.1%) follows behind forest land as the second most dominant land use in the study area. This furthers the notion that the study area is mostly rural and/or developing in a suburban, automobile-oriented development pattern. Of the residential land uses, medium density is approximately11 percent and can be characterized as 0.5 to 4 units per acre. Existing land use is also shown on Map 4.

Table 15: Existing Land Use

Land Cover	Acres	Percentage
Agriculture/Forest	75,668.32	51.6%
Commercial	5,442.74	3.7%
Industrial	7,851.48	5.3%
Residential	36,840.49	25.1%
Other (Institutional, Parks, Cemetery, Transportation, Communications, Utilities, etc)	20,755.59	14.2%
	146,558.62	**100%**

Source: ARC's LandPro Database

Future Land Use

Map 5 uses the regional Future Land Use Map from ARC's PLAN 2040 that consolidates the future land use maps from each of the jurisdictions. ARC's dataset is missing information within the limits of Union City as indicated in gray. Geographic Information Systems (GIS) data received from Union City has been analyzed to determine the future land use for the city.

Future land use indicates that the study area is planned to remain predominantly suburban or rural suburban with concentrated land uses in town and designated activity centers. Preservation of existing industrial areas is indicated in future land use scenarios, demonstrating consistency with comprehensive planning efforts at both the regional and local levels.

Future land use in Union City indicates developing areas of urban neighborhoods and mixed use along South Fulton Parkway, while preserving the existing suburban neighborhoods.

PLAN 2040 Unified Growth Policy Map

As previously mentioned, the UGPM represents local plans as well as PLAN 2040 policies and forecasts. The UGPM is comprised of areas (predominant land use patterns throughout the region) and places (concentrated uses that have generally defined boundaries and provide greater detail within Atlanta). The UGPM is shown on Map 6.

South Fulton can generally be described as containing rural and suburban areas under the UGPM. However, there are multiple area names under each. Much of the area known as Chattahoochee Hills is defined as rural area in which little to no development has taken place and where there is little development pressure. These areas are characterized by sporadic, large, single-family lots, agricultural uses, protected lands, and forests. These areas define the developed and developing area, as well as limits to the urban service area in the region. An area in south Fulton bordering Coweta County close to the city of Palmetto is defined as developing rural. Developing rural defined as a place in the region where there is little to no development but there is development pressure. Limiting infrastructure investments in targeted areas and striving to develop these areas in a more sustainable way than the traditional model help to preserve critical environmental locations as well as agricultural and forest uses.

Suburban areas are broken into two areas: established suburbs and developing suburbs. Established suburbs are areas in the region where suburban development has occurred, characterized by strip commercial, single-family subdivisions, and office in limited locations. These areas represent areas in the region that can be considered "built out" with few remaining parcels for additional development and a focus on redevelopment. Developing suburbs are areas where suburban development has occurred and the conventional development pattern is present but not defining yet. These areas also represent the extent of the urban service area.

There are several places in south Fulton defined on the UGPM. Two regional centers include Hartsfield-Jackson Atlanta International Airport and Fulton Industrial. These places have 10,000 jobs or more in approximately 4 square miles. Regional centers are connected to the regional transportation network with existing or planned high-capacity transit service, and in most cases, these centers have a jobs-to-housing imbalance. Housing options could, therefore, be expanded in their boundaries. Regional centers can be considered edge cities, as is the case with Fulton Industrial, where they have developed in a suburban, automobile-oriented way. Regional centers that have high concentrations of logistics and industrial uses should be paid special attention to retain and reduce the impacts that other land uses may have on existing logistics and industrial uses. They have limited multi-modal transportation options and are challenged by increasing congestion.

Town centers in the study area include Hapeville, College Park, East Point, Union City, Fairburn, and Palmetto. These are traditional small towns that may not have a high concentration of jobs and are not the main employment centers in the county. Often policies are in place to encourage additional density and infill development that support town centers becoming accessible mixed-use centers with employment, retail, residential, and cultural amenities. Serenbe in the city of Chattahoochee Hills is considered a village center which is similar to a town center, but developed at a smaller scale and generally concentrated in developing suburban and rural areas.

There are several crossroad communities in the study area, including Hutcheson Ferry Road/Atlanta-Newnan Road/Rico Road, Campbellton Redwine Road/Kite Road/Rico Road, Hutcheson Ferry Road/Campbellton-Redwine Road/Rico Road, Rivertown Road/Campbellton-Redwine Road, and Rivertown Road/Cochran Mill Road. Crossroad communities are defined as central points within largely undeveloped areas that have potential to emerge as growth areas for limited nonresidential and mixed-use development. Many are associated with a historic place that defines the character of the community.

Two areas are defined as major retail districts: Union Station and Camp Creek. Major retail districts are concentrations of retail and commercial uses outside of regional centers and community activity centers. They primarily consist of only retail and commercial space (rather than a mix of uses) and are mostly surrounded by and serve residential areas. These districts are often developed in a suburban, automobile-oriented way and as a result, they are challenged by limited multi-modal options, which can lead to problems with congestion.

Station communities in the study area include East Point, College Park, Union City, and the airport. Station communities are a half mile to one mile around an existing and planned high-capacity transit station. Transit stations that are underutilized from a land use perspective make it more difficult to fund and operate transit in these places. This is where transit-oriented development becomes critical to increase transit and make transit operation more feasible. Based on the area and place type, station communities will have various levels of development and density. Industrial and logistics areas, such as the I-20 West-Fulton Industrial-SR 6 and SR 74-U.S. 29-I-85 areas, represent the major intermodal freight facilities and logistics centers of the region. Regionally, these areas should be preserved. Strategically, they should be well-served by the regional transportation network.

Regionally Important Resources (RIRs) can be found throughout south Fulton as defined on the Regionally Important Resource Map (Map 7). RIRs are natural and cultural resource areas that fall into three categories: Areas of Conservation or Recreational Value, Historic and Cultural Resources, and Areas of Agricultural and Scenic Value. Examples of RIRs include water supply watersheds, wetlands, river corridors, regional reservoirs, state parks, regional greenways and multi-use trails, national historic landmarks, national historic districts, olympic legacy, Civil War battlefields and sites, scenic highways, pastoral areas, and agricultural areas. RIRs are discussed further under Environmental Conditions.

Developments of Regional Impact

Developments of Regional Impact (DRIs) are proposed developments that exceed size and/or density thresholds established by DCA. Because of their size, DRIs are considered to have regional significance and therefore, are reviewed by ARC as the designated Regional Commission. DRIs in Fulton County are also reviewed by the Georgia Regional Transportation Authority (GRTA) specifically for the impact on the surrounding transportation system. ARC reviews the development and provides a finding of whether the proposed development is "in the best interest of the state"'or "not in the best interest of the state." GRTA also can issue a Notice of Decision that includes conditions that must be completed by build-out of the development. It is up to the local government to determine whether those conditions are completed through a local government program or by the developer. There are 81 DRIs in South Fulton. Map 8 depicts the locations of the DRIs within South Fulton.

Major Employment and Retail Centers

Several major employment and retail centers in the study area contribute to the regional economy. Three of the top five major employment centers focus on manufacturing, warehousing, and logistics, resulting in substantial freight movement within the study area. The following are the largest employment and retail centers in or adjacent to the study area:

- *Hartsfield-Jackson International Airport (HJIA)* provides more than 58,000 jobs. Workers are employed at HJIA by airlines, ground transportation companies, concessionaires, security contractors, the federal government, and the City of Atlanta. HJIA has a direct economic impact of approximately $32.5 billion on the metropolitan Atlanta economy.
- *Fulton Industrial Boulevard* is the largest contiguous warehousing concentration east of the Mississippi River, with 45 million square feet of industrial space. Employment in the area is currently focused on the warehousing, transportation, retail, and commercial sectors.
- *Camp Creek Marketplace* employs approximately 2,000 people and features more than 40 stores and 12 eateries.
- *Oakley Industrial Boulevard* has a wide range of businesses, but is primarily focused on light manufacturing.
- *Greenbriar Mall* is located just to the north of the study area and within 2 miles of the boundary. The mall opened in September 1965 and was Atlanta's third completely enclosed mall. Greenbriar Mall currently encompasses over 678,000 square feet and contains more than 100 stores.

Community Facilities

Map 9 shows the community facilities in the study area. Table 16 is a summary of the community facilities in the study area.

Table 16: Summary of Community Facilities

Facility Type	Number in Study Area
Airport	2
City Hall	6
College (Public)	2
Fire Station	28
High School (Public)	6
Hospital	1
Library	6
Police Station	10
Primary School (Public)	26
Private School	22
	109

Transportation

Road Network

Area Type and Functional Classification

Roadways are classified by Georgia DOT based on area type and functional classification. Area type is either urban or rural, with different design standards required for each. Roads in the study area are a mix of urban in the eastern portion and rural in the western part. Functional classification provides a hierarchical ranking based on the mobility and accessibility a street provides to users. Higher functional classifications provide greater

mobility and limited access. Conversely, lower functional classifications provide less mobility and excellent access to adjacent land uses. Following are descriptions of functional classes, from the highest functional class to the lowest.

Interstate principal arterials are grade-separated facilities that provide the highest level of mobility, but no access to adjacent land uses and controlled access to the intersecting road network only at interchanges. Examples of interstate principal arterials in metropolitan Atlanta include Interstates 75, 85, and 20.

Freeways and expressways provide similar mobility and access, but generally connect regional destinations and not multiple states. Examples in metropolitan Atlanta include SR 400 and the Stone Mountain Freeway.

Principal arterials carry traffic between regional activity centers, such as a central business district and bedroom communities. These facilities may have at-grade intersections and driveways. Examples in the study area include South Fulton Parkway and Camp Creek Parkway.

Minor arterials also carry regional traffic, but have comparatively more at-grade intersections and driveways. Campbellton Fairburn Road is an example in the study area.

Major collector streets are the links between local roads and arterials. They have numerous at-grade intersections and driveways. Examples in the study area include Hutchenson Ferry Road and Cochran Mill Road.

Local roads provide excellent access to land at the expense of mobility. Subdivision streets with driveways for each single-family home are a good example of local roads.

Roadway functional classification is shown on Map 10. The number of lanes on major roadways is shown on Map 11. Roadways with medians are shown on Map 12.

Functional Classification - Study Area Example

Interstate 85 connects the study area to the metropolitan Atlanta region, as well as to the rest of the nation. Both regional and long-haul trips are served by I-85, and the corridor plays an important role in freight distribution, as several warehouses are adjacent to it south of the study area. I-85 is classified as an interstate principal arterial. The associated area type is rural from the southern county line to Bohannon Road, and then urban to the study area boundary.

U.S. 29/SR 14 (Roosevelt Highway) parallels I-85 and connects the study area to Newnan, LaGrange, and West Point to the southwest and the city of Atlanta to the north. Access between U.S. 29/SR 14 and I-85 as well as I-285 is provided by South Fulton Parkway. U.S. 29/SR 14 is classified as a minor arterial from the southern county line to SR 74 (Virlyn B Smith Road/Fulton Industrial Boulevard), where it becomes a principal arterial from there to just north of South Fulton Parkway, where it changes to a minor arterial and remains so to the northern study area boundary. The area type of U.S. 29/SR 14 is rural from the southern county line to Gullatt Road, where it changes to urban.

SR 6 (Camp Creek Parkway) connects the study area with Hartsfield-Jackson International Airport to the east and Powder Springs and Dallas to the northwest. SR 6 has interchanges with both I-285 and I-85 within the study area. SR 6 is classified as a principal arterial and falls into the urban area type for its entire length in the study area.

Spur 14/SR 70 (South Fulton Parkway) connects the western portion of the study area to I-85 and I-285. South Fulton Parkway is classified as a principal arterial from the western county line to Majestic Place, where it becomes a freeway until its eastern terminus at Interstates 85 and 285. From the western county line to Short Road, South Fulton Parkway falls into the rural area type. From Short Road to its terminus, South Fulton Parkway's area type is urban.

SR 70 (Fulton Industrial Boulevard/Palmetto Cascade Highway/ Cochran Mill Road/Cedar Grove Road/Campbellton Redwine Road) connects the study area with Newnan to the south as well as SR 6 (Camp Creek Parkway) and I-20 to the north. A substantial amount of industrial uses are located along the northern portion of SR 70. SR 70 is a major collector from the southern county line to just south of Teal Road, where it becomes a minor arterial to the northern study area boundary. SR 70 falls into the rural area type from the southern county line to just south of Teal Road and is urban from there to the northern study area boundary.

SR 74 (Fairburn Industrial Boulevard/Senoia Road) begins at U.S. 29/SR 14 (Roosevelt Highway) and connects the study area to Peachtree City, Senoia, and eventually Macon. SR 74 has an interchange with I-85 in the study area. SR 74 is classified as a principal arterial and falls in the urban area type for its entire length in the study area.

SR 92 (Campbellton Fairburn Road) connects the study area with Fayetteville and Griffin to the south and Douglasville and Hiram to the northwest. SR 92 is classified as a minor arterial and falls within the urban area type for its entire length in the study area.

SR 154 (Palmetto Cascade Highway) connects the study area with Sharpsburg to the south and downtown Atlanta to the northeast. SR 154 is classified as a minor arterial from the southern county line to where it splits from US 29/SR 14 and becomes a major collector until just south of Teal Road, where it again becomes a minor arterial to the northern county line. From the southern county line to just south of Teal Road, SR 154 falls in the rural area type. From just south of Teal Road to the northern county line, SR 154 falls in the urban area type.

Washington Road/Irene Kidd Parkway/Cleveland Avenue runs northeast-southwest from U.S. 29/SR 14 (Roosevelt Highway) to SR 54 (Jonesboro Road) to the east of the study area. Washington Road/Irene Kidd Parkway/Cleveland Avenue is an important connection in the study area that links I-285 on its western end to I-85 and I-75 on its eastern end, with the city of East Point in the middle. Washington Road/Irene Kidd Parkway/ Cleveland Avenue is classified as a minor arterial along its entire length. The area type of Washington Road/ Irene Kidd Parkway/Cleveland Avenue is urban.

Network Connectivity
Transportation networks can be classified as grid patterns or curvilinear layouts with cul-de-sacs. Both types are found throughout the study area. The type affects network connectivity.

Traditional grid patterns have higher connectivity and mobility as well as a logical layout easily comprehended by visitors. However, more pavement, less privacy, and potentially higher crime rates are disadvantages to the grid pattern.

Curvilinear street layouts with cul-de-sacs allow for less pavement than grid systems while promoting quiet and privacy for dwellings and reduced traffic accidents and speed at the expense of connectivity and mobility, especially for pedestrians and bicyclists.

Either type of street pattern can be modified to mitigate the disadvantages. Cul-de-sacs can be connected with pedestrian only facilities. Barriers that allow pedestrians and bicyclists through, but not automobiles, can be retrofitted to the grid system to increase privacy and limit escape routes for criminals. The following paragraphs provide an overview of the network types and locations in the study area.

College Park, East Point, and Hapeville have dense grid street networks throughout their incorporated areas. Fairburn, Palmetto, and Union City have dense grid networks in and adjacent to their downtown areas and curvilinear networks with cul-de-sacs in newer subdivisions outside their downtown areas. Chattahoochee Hills has a sparse network of arterials and a few collectors, with local roads providing connections. This fits its primarily rural character.

The unincorporated sections of south Fulton are mostly sparse networks of arterials and collectors with local roads providing connections. While most of the unincorporated area is rural, subdivisions with curvilinear street layouts and cul-de-sacs are scattered around the area.

The Chattahoochee River is a natural feature that reduces network connectivity in the study area. The river forms the northern border of south Fulton and the study area. There are six existing river crossings along approximately 30 miles of river, which equates to an average of five miles between river crossings. The limited number of river crossings results in congestion at the bridges.

The possibility of adding more bridges is constrained by costs, potential environmental impacts, and the policy set in the Chattahoochee Corridor Plan dated September 1998 that states "additional transportation crossings of the Chattahoochee River within the Corridor should be minimized." The Chattahoochee Corridor Plan was adopted by ARC in accordance with the Metropolitan River Protection Act of 1973. The act was amended in 1998 to extend the corridor from Buford Dam to the downstream limits of Fulton and Douglas counties.

Crash Data and Analysis
Travel safety in south Fulton is a major concern. While the absolute number of crashes that occur on a given corridor is one indicator of safety, crash rates are useful for establishing relative levels of safety among similar facility types. The following analysis uses crash frequency to show locations in the study area with a high number of crashes and crash rates to describe the conditions of the corridor with respect to safety and compares the corridor to similar facilities throughout the state.

Crash Frequency

Crash frequency is the raw number of crashes. Raw crash data for south Fulton was obtained from the ARC for the years 2009 through 2011, which were the most recent years available.

A substantial number of crashes occur at or near major intersections. Table 17 summarizes the 10 intersections with the highest crash rates in the study area.

Table 17: Top 10 Intersections by Number of Crashes (2009-2011)

Number	Location	Crashes
1	Fayetteville Road/I-85	120
2	SR 279 Old National Highway Flat Shoals Road	104
3	US 19-SR 3 Dogwood Drive/Mt Zion Road	85
4	SR 279 Old National Highway/Godby Road	79
5	I-85/Flat Shoals Road	74
6	Parkway Drive/Northside Drive	64
7	Cascade Road SW/Utoy Springs Road	60
8	SR 279 Old National Highway/Jerome Road	60
9	SR 70 Fulton Industrial Boulevard /I-20	58
10	I-285/Washington Road	56

A significant number of crashes also occur along roadway segments. Table 18 summarizes the 10 roadway segments with the highest crash rates in the study area.

Table 18: Top 10 Roadway Segments by Number of Crashes (2009-2011)

Number	Location	Crashes
1	I-85 between SR 74 and Weldon Road	144
2	I-85 at Fayetteville Road	120
3	Cascade Road at I-285	119
4	N Fulton Aenve between U.S. 19 N Central Avenue and King Arnold Street	112
5	I-285 at I-85/I-285 merge	99
6	SR 279 Old National Highway between Old Bill Cook Road and Godby Road	99
7	SR 279 Old National Highway NB just before Flat Shoals Road	98
8	SR 279 Old National Highway SB just before Flat Shoals Road	91
9	Godby Rad between SR 279 Old National Highway and Clipper Drive	85
10	U.S. 19 Dogwood Drive between Mt Zion Road and Cofield Drive	85

Crash history is shown on Maps 13 and 14.

Travel Demand Model Validation

Atlanta Regional Commission's Regional Travel Demand Model (PLAN 2040) is a heavily used tool for analysis of large-area networks within the 20 counties the model covers. The regional model was adapted for use in this CTP. Prior to use, the model was validated for its applicability to the south Fulton subarea by examining the traffic analysis zones (TAZs), roadway networks, and transit networks. The following sections report the steps taken to validate the model for use in this study.

TAZ Analysis

The TAZs were analyzed for two reasons. First, a visual survey was completed of the TAZs to ensure that each TAZ contained homogenous land uses. The survey indicated that the TAZs in the south Fulton County study area are well designed, having a clear separation between commercial, industrial, and residential uses.

Next, TAZ sizes were compared to TAZ sizes in similar areas around the region. Size was compared based on area, 2040 population, 2040 employment, and 2040 households. The analysis showed that the study area has smaller zones (in terms of physical size, population, employment, and households) than counties with similar land use makeups such as Clayton, Douglas, and Fayette. Table 19 shows the TAZ characteristics for the study area, similar counties, northern Fulton County, Fulton County, and the 20-county region.

Table 19: Traffic Analysis Zone (TAZ) Characteristics

Area	Area (Square Mile)	2040		
		Population	Employment	Households
South Fulton Study Area	1.8	2,181	1,049	859
Fayette County	3.6	3,021	1,327	1,118
Clayton County	2.3	5,055	2,549	1,895
Douglas County	7.4	9,370	2,793	3,553
North Fulton County (Outside I-285)	1.1	2,152	1,909	897
Fulton County	1.1	2,548	2,099	1,113
20-County Region	3.2	3,970	1,804	1,553

Source: ARC PLAN 2040

The next step in the analysis was to evaluate transit ridership., which is related to TAZs in that smaller zones along transit lines make walk to transit access more attractive. Modeled data was compared to actual boarding information obtained from MARTA. The data showed that the model was under-predicting transit ridership by approximately 43 percent. While the percentages seem significant, the actual difference in boardings is just under 11,000 trips per day or approximately 2 percent of the total daily traffic within the study area. Actual transit ridership versus modeled ridership is shown in Table 20.

Table 20: Actual Versus Modeled Transit Ridership

Route	Actual	Model	Difference	% Difference
MARTA 71	3,841	3,662	179	5%
MARTA 78	3,231	1,210	2,021	63%
MARTA 82	1,476	715	761	52%
MARTA 84	2,577	1,666	911	35%
MARTA 89	3,918	3,114	804	21%
MARTA 93	941	302	639	68%
MARTA 172	1,246	319	927	74%
MARTA 180	3,380	1,529	1,851	55%
MARTA 181	1,189	874	315	26%
MARTA 189	2,645	680	1,965	74%
MARTA 193	801	238	563	70%
	25,245	14,309	10,936	43%

Source: MARTA and ARC PLAN 2040

Because roadway needs (not transit) would not be drawn from the regional model, it was determined that the best approach would be to leave slightly more traffic on the roadway network and thus, not make modifications to the zones.

Network Analysis
The demand model network was examined to identify missing facilities and centroid connectors that are not appropriately connected to the network. Because the network is designed to be used at a regional level, only regionally significant roadways (collector and above) are coded. Some roadways that serve a significant amount of traffic and are important facilities in south Fulton were observed to be missing from the network. The following roadways were added:

- Janice Road
- Thaxton Road
- West Stubbs Road
- Gallatt Road
- Rico Road

Centroid connectors serve as a path for trips from a TAZ to the roadway network. They function much like local, neighborhood roadways or roads internal to a commercial development. In addition to roadway modifications, centroid connectors were modified for three zones (351, 371, and 430). These modifications were made to more accurately reflect the locations where large subdivisions tie into the roadway network and to provide more accurate distribution of trips onto the network.

Traffic Analysis
South Fulton's diverse nature, urban in the north and suburban and rural in the south, creates a wide variety of traffic conditions and traveler expectations. While drivers in the northern portion of the study area have some expectation of congestion, drivers in the southern portion have a more rural view of traffic. Traditionally, level of service (LOS) C or better is considered acceptable in rural locations, while LOS D or better is accepted in urban locations.

The following sections examine the current conditions on roadways within the study area. Two levels of analysis, system level and hotspot, were completed. The system level analysis examines how the roadway network performs overall, while the hotspot analysis reviews the performance of specific problem areas.

Existing traffic volumes in the study area are highest along I-85 andI-285, and SR 6 (Camp Creek Parkway). Overall, volumes are generally higher in the northern two-thirds of the study area and on facilities adjacent to I-85. Map 15 shows annual average daily traffic volumes for all roadways in the study area. The volume data was obtained from the Georgia DOT's roadway characteristics inventory (RCI) database.

System Level Analysis
To gain an idea of how roadways within an area are performing, one should first look at the system as a whole. This level of analysis does not consider capacity at specific intersections but focuses on the capacity of major roadways. The regional travel demand model, ARC's PLAN 2040 model, is the best tool available to complete this type of analysis. The travel demand model uses population, employment, and other socioeconomic data to project future travel patterns on the regional transportation network. The model covers all 20 counties within ARC's jurisdiction and contains transit facilities and roadways classified as collector or above. The model output provides volumes and capacities for four time periods: a.m. peak (6 to 10a.m.), mid-day peak (10a.m. to 3p.m.),

p.m. peak (3 to 7p.m.), and nighttime peak (7p.m. to 6a.m.). Volumes and capacities are provided by direction and segment for all links within the study area. One measure that shows how well the system is performing is a Travel Time Index (TTI). The TTI is the ratio of the forecasted travel times and free-flow travel times. If all vehicles are traveling at free-flow speeds, the TTI would be 1.0. The TTI for the a.m. and p.m. peak periods is 1.26 and 1.35, respectively. The majority of congestion is observed during the a.m. and p.m. peak periods. The number of lane miles by LOS is shown in Table 21. Maps 16 and 17 show the a.m. and p.m. peak period LOS for links in the model network.

Table 21: Existing Peak Period Level of Service (LOS)

Level of Service	A.M. Peak		P.M.Peak	
	Lane Miles	Percentage	Lane Miles	Percentage
A/B	1212.4	87.2%	1017.6	73.2%
C	119.8	8.6%	223.4	16.1%
D	51.2	3.7%	100.8	7.3%
E	6.1	0.4%	41.1	3.0%
F	0.4	0.0%	6.9	0.5%

Source: ARC PLAN 2040

Only 0.4 percent and 3.5 percent of the network is congested (LOS E or F) during the a.m. and p.m. peak periods, respectively. Although this might be only a small portion of the roadway networks, if the congested segments are in the northern portion of the study area or located near I-85, they could impact a significant number of motorists. This is measured by the number of vehicle miles traveled (VMT) in congested conditions, shown in Table 22.

Table 22: Congested Vehicle Miles Traveled (VMT)

Period	Vehicle Miles Traveled		
	Congested	Total	Percent Congested
A.M. Peak	49,746	2,068,264	2%
P.M. Peak	347,786	2,747,295	13%

Source: ARC PLAN 2040

As indicated in Table 22, 2 percent and 13 percent of the vehicle miles traveled in the a.m. and p.m. peak periods, respectively, occur in congested conditions.

HotSpot Analysis

As discussed, while a majority of roadways within the study area are performing at acceptable levels, problem areas still exist in specific areas. Often these areas are single segments of a roadway or a single intersection, causing significant delay for motorists traveling that portion of roadway. The regional PLAN 2040 model is not sufficient for completing this type of analysis because it is designed to be regional in nature. Five segments and nine intersections were selected for analysis.

Segment Analysis

A segment analysis was completed for five selected segments within the study area. To peform this analysis, daily traffic counts were obtained and the Florida Department of Transportation (FDOT) LOS Tables were used. The FDOT Tables use area type (urbanized, suburban, rural), facility type (freeway, state route, local street), and

geometry (number of lanes, existence of turn bays, median, frequency of signals) to determine volume thresholds that represent different LOSs. Table 23 shows the segments, volumes, and their corresponding LOS.

Table 23: Existing Segment Level of Service (LOS)

Road	Between		Count (AADT)	Existing (2010)
	Cross Street	Cross Street		
SR 74	I-85	Oakley Industrial Boulevard	59,518	F
Stonewall Tell Road	Campbellton Road	Enon Road	5,461	A/B
US 29	SR 154	Driftwood Drive	14,492	E
SR 138	I-85	Shannon Way	48,481	F
SR 6	I-285	North Commerce Drive	66,712	F

Note: Level of service determined using FDOT LOS Tables

AADT: annual average daily traffic

Intersection Analysis

An analysis was completed for nine selected intersections within the study area. Synchro traffic analysis software and a.m. and p.m. peak hour turning movement counts ware used in this analysis. Synchro uses geometry and operational characteristics (speed, signal phasing, signal timing) to determine the average delay per vehicle traveling through the intersection. This average delay is then equated to an LOS. Table 24 shows the selected intersections, their control type, and a.m. and p.m. LOS.

Table 24: Existing Intersection Level of Service (LOS)

Intersection	Existing Control Type	Existing (2012)	
		A.M.	P.M.
SR 138 at Oakley Industrial Boulevard	Signalized	A	B
SR 279 at Godby Road	Signalized	C	C
SR 14 at Buffington Road	Signalized	B	C
SR 279 at Flat Shoals Road	Signalized	B	C
SR 154 at SR 6	Signalized	B	B
Fulton Industrial Boulevard at Camp Creek Parkway	Signalized	D	C
Fulton Industrial Boulevard at Campbellton Road	Signalized	B	B
SR 14 at Stonewall Tell Road	Two-way Stop	F	F
South Fulton Parkway at Stonewall Tell Road	Signalized	D	B

Note: LOS for two-way stop-controlled intersections is based on maximum delay on side-street approach.

Posted Speed Limits

Posted speed limits for roadway facilities within the study area were obtained from the Georgia DOT's RCI database. Posted speed limits in the study area generally vary in five mile per hour (mph) increments from 25 mph to 55 mph. Interstate 85 is an exception that is posted at 65 mph through the study area, is an exception. Map 18 shows posted speed limits for all roadways in the study area.

Atlanta Regional Commission Congested Facilities

Roadway congestion in the study area is an issue. Currently three road segments in the study area are on ARC's list of the top 10 percent most congested surface roadways. They are:

- Martin Luther King Junior Drive from Fulton Industrial Boulevard to I-285
- Camp Creek Parkway from the northern study area boundary to I-285
- Campbellton Road from the western study area boundary to I-285

The study area freeways fare somewhat better. Only the segments of I-20 passing through the study area and I-285 north of I-20 and adjacent to the study area are included on ARC's list of the top 25 percent congested freeways.

Capital Improvement Programs

CIPs identify short term projects and generally include estimated costs and funding sources. Fulton County and the seven cities in south Fulton each have a CIP; however, the amount of project detail included in the CIP varies by municipality. The following sections provide a brief overview of transportation projects currently in the CIPs by jurisdiction.

Fulton County

The Fulton County CIP contains a varied list of programmed projects in south Fulton. Project types include bridge replacements, roadway improvements, intersection improvements, sidewalks, and intelligent transportation systems/advanced traffic management system (ITS/ATMS) projects. Current projects in the CIP are listed in Appendix B.

Chattahoochee Hills

The City of Chattahoochee Hills is currently developing a CIP. The current City of Chattahoochee Hills Comprehensive Plan does not include any transportation projects, but does recommend participation in the South Fulton County CTP.

College Park

The City of College Park's CIP includes almost $2 million worth of transportation enhancement projects, a pedestrian and bicycle project, and a transit improvement project. The projects are as follows:

- Godby Road and Old National Parkway Transportation Enhancement Project – Includes new sidewalk and lighting improvements along Godby Road. Estimated cost: $440,800.
- Main Street Transportation Enhancement Project – Includes new sidewalks and lighting along Main Street. Estimated cost: $500,000.
- Phoenix Trail – New multi-use path along CSX Railroad from West Point Avenue to the dead end. Estimated cost: $879,000.
- Old National Highway Bus Stop and Shelter Improvement Program. Estimated cost: $196,000.

East Point

The City of East Point's CIP includes more than $6 million in sidewalk, streetscape, and gateway improvements. The projects are as follows:

- Sidewalk repair. Estimated cost: $1.75 million.
- Sidewalk construction. Estimated cost: $1.38 million.
- Semmes Street Streetscape. Estimated cost: $1.87 million.
- City Gateway improvements. Estimated cost: $1.3 million.

Fairburn

Transportation projects in the city of Fairburn's short-term work program included in the most recent comprehensive plan include:

- Coordinate with MARTA and seek additional funding to make necessary improvements
- Develop a pedestrian or bicycle transportation plan that includes new pedestrian and bicycle facilities
- Identify areas where parking can be added and improved in the Downtown Historic District
- Apply for LCI Phase 1 funding to implement the identified and approved LCI transportation projects
- Coordinate traffic improvement efforts along the SR 74 corridor
- Coordinate traffic improvement efforts along the Oakley Industrial Boulevard corridor
- Assist with the signalization process approval for the proposed Meadow Glen Parkway intersection improvements
- Seek funding for U.S. 29 (Broad Street) streetscape
- Work with Georgia DOT to design and implement streetscape improvements on U.S. 29 (Broad Street)
- Work with transit operators to locate an express bus park and ride near I-85 in the city of Fairburn

The city of Fairburn does not have a separate CIP in addition to the short-term work program.

Hapeville

The short-term work program in the most recent Hapeville Comprehensive Plan covered only the years 2005 to 2010. Additionally, the city of Hapeville does not have a separate CIP in addition to the short-term work program.

Palmetto

Transportation projects in the city of Palmetto's short-term work program included in their most recent comprehensive plan include the following:

- Pursue funding for a bicycle facility on Cobb Street, in accordance with the LCI plan
- Improve railroad underpasses at Church and Toombs streets
- Prepare a study for one-way pairs on Church and Toombs streets
- Undertake a traffic planning/engineering study as part of the recommended Downtown North subarea plan to influence Georgia DOT improvements

The city of Palmetto does not have a separate CIP in addition to the short-term work program.

Union City

The Union City CIP includes a transit improvement project as well as sidewalk projects. The projects are as follows:

- MARTA project improvements along SR 14 (Roosevelt Highway) at the intersections of Highpoint Road, Gresham Street, and SR 138 (Beverly Engram Parkway). Includes operational improvements as well as transit and pedestrian amenities.
- Union City Pedestrian Phase II. Improvements along U.S. 29 (Roosevelt Highway), Lester Road, and SR 138 (Beverly Engram Parkway) including sidewalks.
- Shannon Parkway Congestion Mitigation Air Quality (CMAQ) Sidewalk and Storm Water Pipe Replacement Project. Includes the addition of sidewalk from Jonesboro Road to Mall Boulevard. The CIP does not specify whether the sidewalk will be on one or both sides of the road.

State of Good Repair

State of good repair is defined as a condition in which the existing physical assets, both individually and as a system, are functioning as designed within their useful lives and are sustained through regular maintenance and replacement programs. Achieving a state of good repair includes implementing preventive maintenance practices, using asset management practices, prioritizing reinvestment decisions, and creating innovative financing strategies.

Keeping the existing system in a state of good repair is essential for sustaining existing transportation services that provide mobility and access to jobs. Additional benefits of maintaining a state of good repair include increased safety, lower operating costs for system users, less delay from reduced roadway capacity, and better freight movement, as load limits on poorly maintained facilities constrain truck routing.

Pavement Management System

A pavement management (PM) system is one tool for maintaining the roadway network in a state of good repair and falls under the category of asset management practices. PM systems are based on empirical evidence that repairing pavement earlier in its lifecycle is more cost effective over the lifetime of a street than deferring maintenance to later in the lifecycle. A PM system maximizes the return on investment of maintenance dollars and aids decision makers in prioritizing maintenance projects. PM systems are especially valuable as resources become more constrained.

The following steps are required for implementing a PM system:

1. System configuration: Roadways and attributes (e.g. ,pavement type, traffic volumes, climatic condition) are identified and input the data into a GIS.
2. Field surveys: Based on a set of evaluation criteria, each roadway is physically surveyed to develop a pavement condition score.
3. Analysis and reporting: Data analysis establishes pavement condition scores based on the results of the field surveys, while reporting identifies facilities in need of rehabilitation and provides information to decision makers.

Following initial system implementation, the GIS will need to be updated with new facilities as they are built. Step 2, field surveys, will need to be undertaken on a regular and ongoing basis. Step 3, analysis and reporting, is also an ongoing task as the roadway system is updated and field surveys are undertaken.

Funding Sources

Traditional funding sources for transportation operations and maintenance in Fulton County, organized by government, include:

- Federal government: Interstate Maintenance, National Highway System, Highway Infrastructure Program – Applies to interstates (I-85 in the study area) and federal aid highways (U.S. 29 in the study area). The primary source of revenues is the federal gas tax.
- State government: Maintenance of state routes, Local Maintenance and Improvement Grant Program (replaces Local Assistance Road Program). Additionally, from time to time, Georgia DOT undertakes projects to improve operations, such as the Regional Traffic Operations Program.

Bridge Inventory and Conditions

Bridges that are 20 feet or longer are inspected by Georgia DOT for sufficiency every two years as required by the Federal Highway Administration. During the inspection, three bridge components (superstructure, substructure, and deck) are given a rating between zero and nine, with nine signifying the best condition. Federal guidelines classify bridges as "structurally deficient" if one of three bridge components is rated four or less (poor or worse), meaning engineers have identified a major defect in its support structure or its deck. A bridge rated structurally deficient requires significant maintenance, rehabilitation, or replacement. A state may restrict heavy vehicle traffic, conduct immediate repairs to allow unrestricted use, or close the bridge to traffic until repairs can be completed.

A bridges is also given a sufficiency rating that is indicative of its capability to remain in service. The sufficiency rating compares an existing bridge to a new bridge designed to current engineering standards on a scale of 1 to 100. Bridges in Georgia are monitored through the assignment of a sufficiency rating. A sufficiency rating is calculated based on the bridge's capacity, condition, and geometry. A sufficiency rating below 50 mean the brige is in need of replacement.

Bridges with design issues that no longer meet the criteria for the roadway are considered to be functionally obsolete.

Table 25 provides a summary of the bridges in the study area and the number of bridges classified as structurally deficient (SD), functionally obsolete (FO), or with a sufficiency rating below 50. There are a total of 111 bridges in the study area. A complete listing of each specific bridge and its existing condition is included in Appendix C. To reference bridge locations inside each jurisdictional boundary, refer to Map 19 which shows the specific geographic location of each bridge identifeid in Table 25.

Table 25: Bridge Inventory

Area	Number of Bridges in Jurisdiction	Number of Bridges Owned and Maintained by Jurisdiction	Bridges SD	Bridges FO	Bridges Below 50
Unincorporated Fulton County	48	82	15	11	16
Chattahoochee Hills	24	0	0	0	0
College Park	4	3	0	1	0
East Point	7	9	0	1	0
Fairburn	12	8	2	3	2
Hapeville	2	1	0	0	0
Palmetto	3	1	0	0	0
Union City	11	3	2	0	2
TOTAL:	**105**	**107**	**19**	**16**	**20**

The Construction and Maintenance Section of the Transportation Division of Fulton County Public Works is responsible fo routine evaluation and maintenance of roads, bridges, sidewalks, curbs, unpaved roads, and storm-water facilities. The Construction and Maintenance Section maintians 556 miles of paved roads, 27 miles of unpaved roads, and 82 bridges. This roadway network also includes 72 signalized intersections and 32 flashing lights.

Freight Corridors

Fulton County is the most freight-intensive county in Georgia, and a significant portion of the county's freight activities occurs in south Fulton. The study area features several truck-intensive corridors, and the CSX Fairburn Intermodal Railyard, and it borders the Hartsfield-Jackson Atlanta International airport, the 9th heaviest air cargo airport in the U.S. This section describes the key freight facilities and operations in the study area. A prominent freight feature in the study area is Fulton County Industrial Park located along the northern edge of Fulton Industrial Boulevard. Major customers at Fulton County Industrial Park include Americold Logistics, Amware, Saddlecreek Corporation, CKS Packaging, Sunny Delight Foods, Owens Corning, and Evergreen Sweeteners. These companies have access to on-site rail and nearby interstate highway facilities.

Truck-Intensive Activities

Map 20 shows key truck facilities and operational activities for south Fulton. Truck-equipped global positioning data devices were used to identify locations within the region where trucks frequently stop to pick up and deliver goods as demonstrated by the relative darker shades of green on the map. The map shows that the most truck-intensive portions of the region in terms of truck trip ends are along the northern portion of Fulton Industrial Boulevard (SR 154) and along the I-85/Roosevelt Highway (U.S. 29) corridor, which is bounded on the south by the Fairburn Intermodal Yard. These truck-intensive locations are consistent with the industrial and industrial/commercial land uses depicted on Map 4: Existing Land Use. There are also several truckstops located along I-85 and the southern end of I-285 and more truckstops located along I-20 in Douglas County just west of the Fulton Industrial Boulevard truck-intensive subregion.

In 2008, ARC developed the Atlanta Strategic Truck Route Map (ASTRoMap), a truck route network for the 18-county Atlanta metropolitan region. This truck route network was developed based on feedback from each of the counties along with input from the trucking industry. The truck route network was developed to allow for the development of a truck network improvement program that would target funding and projects to improve truck mobility. It was also designed to assist local transportation and land use planners to identify roadways that should be preserved for key regional truck activity, and isolate other roadways from truck impacts. The ARC regional truck route in south Fulton County region is highlighted in yellow on Map 20. The roadways included in this network are:

- Interstates: portions of I-285, I-85, and I-20
- U.S. Routes: Roosevelt Highway (U.S. 29), and Highway 166 including Campbellton Road outside of I-285
- State Highways: Camp Creek Parkway (SR 6), portions of Fulton Industrial Boulevard (SR 154), Palmetto Cascade Highway (SR 154), Beverly Engram Parkway (SR 138), Fairburn Industrial Road (SR 74), Campbellton-Fairburn Road (SR 92), and Spence Road (SR 92)

The roads with the highest truck counts in south Fulton are along I-285 where truck volumes can be greater than 20,000 vehicles per day. I-85 has the second highest truck counts in the state with well over 13,000 trucks per day. Most of the trucks on these two corridors pass through south Fulton without stopping, while a relatively small percentage of trucks on these corridors are directly related to goods moving in and out of the region. The segment of Fulton Industrial Boulevard (SR 154) between I-20 and Camp Creek Parkway (SR 6) has the highest non-interstate truck volumes with more than 5,000 trucks per day. Other high truck count corridors include Camp Creek Parkway with more than 3,500 trucks per day and Roosevelt Highway (U.S. 29) with more than

1,000 trucks per day. Fairburn Industrial Boulevard carries more than 2,000 trucks per day. Many of these trucks are moving between the Fairburn Intermodal Yard and I-85.

Highway Congestion on Truck-Intensive Facilities

ARC maintains a travel demand model that estimates congestion on the road network in the greater metropolitan region. Congestion estimates are quantified as the daily volume of vehicles relative to the daily capacity of the roadway – also known as the volume-to-capacity ratio or V/C ratio. A V/C ratio between 0.75 and 1.0 indicates a roadway with some congestion, but still able to operate at close to design speeds. A V/C ratio above 1.0 indicates a roadway that experiences significant amounts of congestion with very slow speeds, typically during the morning and afternoon commute periods.

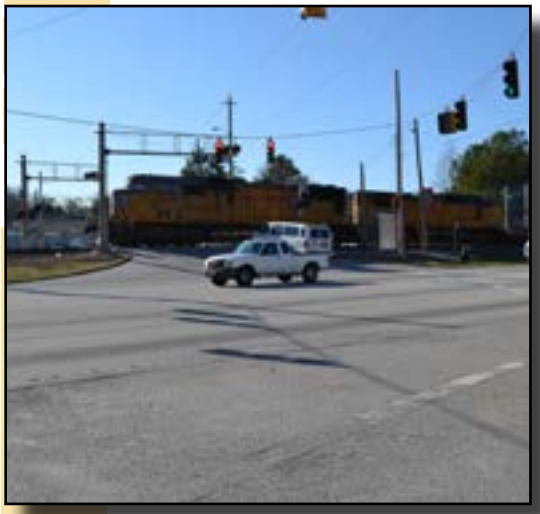
Map 21 shows the V/C ratio for selected roads in south Fulton. The model output indicates that the vast majority of the non-interstate roadways in south Fulton operate free of congestion. However, there is congestion located several of the designated truck routes in south Fulton including portions of I-285, I-85, SR 74, SR 138, Camp Creek Parkway, Campbellton Road, Campbellton-Fairburn Road, and Fulton Industrial Boulevard. These can be considered to be the primary truck bottlenecks in south Fulton.

Truck-Involved Crashes

The State of Georgia maintains a database of crashes with detailed information regarding the locations and types of crashes that occur on the state's roads. Map 22 shows the truck-involved crashes in south Fulton. The highest volume of crashes occur on Fulton Industrial Boulevard and Roosevelt Highway.

Rail Activity

As shown on Map 23, there are several rail operations in south Fulton County. CSX operates two rail lines through the county. The primary rail line runs parallel to I-85 and Roosevelt Highway. This rail line connects with a Norfolk Southern rail line just south of the border with Atlanta on a rail line utilized by both railroads prior to heading into the congested western portion of downtown Atlanta. The anchor of this rail line in south Fulton is the Fairburn Intermodal Railyard. This is a 24-hour terminal that opened in June 1999. It operates in excess of 150,000 lifts per year and generates more than 1,000 truck moves in and out of its yard each day. A lift generally consists of transferring a 40-foot container between the railroad and a truck. The ultimate truck trip end for each container is typically in the Atlanta metropolitan region, but it could be as far away as 300 miles from the Atlanta region as well. Once a container enters the CSX network, it can be delivered to any location throughout the U.S. because CSX has interchange agreements with the west coast railroads. This primary CSX rail line in conjunction with the truck traffic on I-85 and the industrial developments along the corridor combine to create a freight-intensive corridor that runs from the southeast to the northeast portion of south Fulton.



CSX also operates a second rail line north-south through the county and around downtown Atlanta, ultimately heading north to Chattanooga. The shortline Fulton County Railroad (FCR) branches off of the CSX line at the northern end of the study area. FCR owns and operates more than 20 miles of trackage within Fulton County Industrial Park. The industrial park is home to more than 40 rail-served warehouse and light manufac-

turing companies that ship or receive commodities such as food products, metals, paper, and packaging products from the West Coast, Pacific Northwest, Canada, Ohio Valley, and Southeast. FCR customers move more than 8,000 cars, or the equivalent of 30,000 truckloads, annually through warehouses and light manufacturing facilities to end users in Atlanta and the surrounding areas, as well as multiple points along the East Coast.

The Norfolk Southern rail line runs through the eastern edge of the study area. This line merges with the CSX line prior to entering the heavily congested western portion of downtown Atlanta. There are more than100 rail-highway crossings in south Fulton and most of which are at-grade. This leads to several points in the study area where train, truck, and automobile infrastructure converge.

Bicycle and Pedestrian Facilities

Bicycling provides many health benefits, including maintenance of strength and coordination as well as weight management. In contrast to automobiles, bicycles are inexpensive to purchase and maintain and can be a viable alternate mode of transportation. Bicycles are non-polluting, an especially important consideration in the Atlanta region. A review of bicycle suitability, existing bicycle facilities, and planned and programmed bicycle projects in the study area was undertaken.

Existing and Planned Bicycle Facilities

Bicycle facilities in the study area are limited. There are several planned bicycle lanes and paths in the study area. Map 24 show the bicycle facilities in the study area. Map 25 shows the greenways and trails proposed in South Fulton County's TrailNet.

Bicycle Level of Service

Map 26 shows the existing bicycle level of service based on 2007 data, which was the most recent year available.

Inventory of Pedestrian Facilities in Town and Activity Centers

The pedestrian experience is a critical part of the transportation network. Walking is an extremely low-cost mode of transportation that provides many benefits. Health benefits of walking include, but are not limited to, improved cardiovascular condition, cholesterol reduction, and weight management.

This overview focuses on town and activity centers, since they generally feature land uses that support walking. The ARC Regional Transportation Plan and LCI studies were reviewed to identify currently planned or programmed pedestrian improvements. The following paragraphs provide an overview of pedestrian conditions.

Chattahoochee Hills is the most rural city in the study area. As such, roadways generally do not have sidewalks. Additionally, the land use patterns in Chattahoochee Hills are not dense enough to be conducive to walking.

Sidewalks exist among most of the streets in College Park's downtown area, with sidewalks on both sides of the street in most cases. Sidewalks are absent along College Street south of Harvard Avenue.

All streets in downtown East Point have sidewalks. However, the condition of the sidewalks varies, with some being in disrepair. Sidewalks along major streets in the downtown area are generally five feet wide or more.

Most roadways in downtown Fairburn have sidewalks on at least one side of the street. Sidewalks are rare on local streets outside of the downtown area.

Downtown Hapeville has sidewalks on most streets. Sidewalks are continuous and in good condition along North and South Central avenues. Some sidewalks are in poor condition. Outside of the downtown area, sidewalks are generally absent from local streets.

The majority of streets in downtown Palmetto have sidewalks, but not always on both sides. Additionally, where sidewalks do exist, they are not continuous.

Downtown Union City streets have sidewalks on at least one side. Outside of the downtown area, sidewalks are sporadic in various locations. The city has several projects under way via the Transportation Enhancement (TE) Program that will help provide a sidewalk pedestrian system to enhance the pedestrian network around the city.

The existing sidewalk facilities are shown on Map 27.

Parking Facilities

Parking in south Fulton is available in various public and private parking garages, surface lots, and on-street locations. The cities of College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City provide angled on-street parking in their downtown areas. The Georgia International Convention Center, owned by the City of College Park, has 2,000 on-site parking spaces.

Parking facilities at public transit facilities and Hartsfield-Jackson Atlanta International Airport are addressed in the Public Transportation and Human Services Transportation and Airports sections, respectively.

Public Transportation and Human Services Transportation

The study area falls entirely within Fulton County, which is served by MARTA. In addition, GRTA also runs express bus service in the study area. Together, these two agencies provide rail service, 19 fixed bus routes, and paratransit service.

Existing Public Transit Routes and Service Areas

GRTA express route 455 runs from the park and ride lot at I-85 and Flat Shoals Road to downtown Atlanta in the morning. There are four departures in the morning, with one reverse commute trip from downtown to the park and ride lot.

The MARTA rail red and gold lines serve the study area and connect it with downtown, midtown, Buckhead, and Perimeter Center among other destinations. The Airport, College Park, and East Point rail stations are within the study area, while the Lakewood – Fort McPherson station is just outside the northern study area boundary.

For the three MARTA rail stations in the study area, average daily boardings and alightings were obtained from MARTA. The study area station serving the highest number of transit passengers is the Airport Station, followed by the College Park Station and finally the East Point Station. The Airport Station is located at Hartsfield-Jackson International Airport and provides direct access to the ticketing and baggage claim areas. Because no park and ride facility is available at the Airport Station, the College Park Station serves as an end of the line station.

Saturday and Sunday passenger volumes are lower than weekday volumes at all study area stations. The decrease in the number of passengers on the weekend is much lower at the Airport Station, with a decline of 24 percent on Saturdays and 15 percent on Sundays. In contrast, the College Park Station experiences a decrease in passenger volume of 38 percent on Saturdays and 51 percent on Sundays. The East Point Station experiences the highest differential in the study area, with a decline in passenger volume of 40 percent on Saturdays and 55 percent on Sundays. Table 26 summarizes average weekday, Saturday, and Sunday boardings and alightings for 2012.

Table 26: Average Daily Boardings and Alightings

Station	Weekday	Saturday	Sunday
East Point	4,508	2,718	2,020
College Park	9,028	5,611	4,411
Airport	9,431	7,129	8,054

MARTA bus routes serve the more densely developed areas of south Fulton. In general, the MARTA routes are focused on the College Park and East Point rail stations. Brief descriptions of MARTA routes running in the study area, mostly in the study area, and partially in the study area are provided in the following paragraphs. See Map 28 for MARTA and GRTA transit routes and service within the study area. Routes that run entirely within the study area are shown in Table 27:

Table 27: MARTA Bus Routes within the Study Area
MARTA Route 82 begins at the College Park station and serves Camp Creek Drive, Desert Drive, Redwine Road, Camp Creek Parkway, Welcome All Road, and Johnson Avenue. This route is in operation on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 84 begins at the East Point Station and serves Flat Shoals Road, Stone Road, Mount Olive Road, Washington Road, Desert Drive, Redwine Road, Camp Creek Parkway, Old Fairburn Road, and Welcome All Road. Camp Creek Marketplace is a key destination along this route. Route 84 operates on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 89 begins at the College Park Station and ends at the South Fulton park and ride serving West Point Avenue, Best Road, Sullivan Road, Old National Highway, Godby Road, Scofield Road, Pleasant Hill Road, and Flat Shoals Road along the way. This route is in operation on weekdays, Saturdays ,and Sundays, but not holidays.
MARTA Route 93 begins at the East Point Station and serves Headland Drive, Bryant Drive, Old Colony Road, Graywall Street, Plantation Drive, Lancaster Drive, Dorsey Avenue, Delowe Drive, Main Street, Willingham Drive, Norman Berry Drive, Bell Avenue, Randall Street, South Bayard Street, Cleveland Avenue, and Washington Avenue. Route 93 operates on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 180 begins at the College Park Station and ends in Palmetto traveling along Camp Creek Parkway, Washington Road, and Roosevelt Highway. This route is in operation on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 181 begins at the College Park Station and ends at the South Fulton Park and Ride, serving South Fulton Parkway, Buffington Road, and Flat Shoals Road. Service is provided on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 189 begins at the College Park Station and ends in Union City travelling along Roosevelt Highway, Old National Highway, and Jonesboro Road. Route 189 operates on weekdays, Saturdays, and Sundays, but not holidays.

Table 28 includes the MARTA bus routes are partially within the study area:

Table 28: MARTA Bus Routes partially within the Study Area
MARTA Route 71 provides very little service within the study area; however, most of the route runs within two miles of the study area boundary. This route begins at the West End Station and ends at Country Squire Apartments, running along Ralph David Abernathy Boulevard and Cascade Road. This route is in operation on weekdays, Saturdays, and Sundays, but not holidays.
Approximately half of **MARTA Route 73** is within the study area, and the entire route is within two miles of the study area boundary. The route begins at the Hamilton E. Holmes Station and serves Martin Luther King Junior Drive, Fulton Industrial Boulevard, Boat Rock Boulevard, and Lagrange Boulevard, ending at the intersection of Trade Water Parkway and LaGrange Boulevard. Route 73 operates on weekdays, Saturdays, and Sundays, but not holidays.
Approximately 35 percent of **MARTA Route 78** falls inside the study area and almost the entire route is within 2 miles of the study area boundary. The route begins at the East Point Station, serving Washington Road, Cleveland Avenue, Jonesboro Road, McWilliams Road, and Browns Mill Road. This route is in operation on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 172 operates mostly within the study area and is completely within two miles of the study area boundary. The route begins at the College Park Station and ends at the Oakland City Station, serving Langston Avenue, Sylvan Road, Central Avenue, Atlanta Avenue, Doug Davis Drive, and Virginia Avenue. Route 172 operates on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 193 is completely within 2 miles of the study area boundary and partially serves the study area. This route begins at the Oakland City Station and ends at the East Point Station, serving Murphy Avenue, Sylvan Road, Lakewood Avenue, Springdale Road, Cleveland Avenue, Sylvan Road, Jefferson Avenue, and Washington Avenue. This route is in operation on weekdays, Saturdays, and Sundays, but not holidays.

Table 29 is a list of the MARTA bus routes operate mostly outside the study area, but usually provide some limited service within it:

Table 29: MARTA Bus Routes operating mostly within the Study Area
MARTA Route 42 has no service inside the study area; however, approximately half the route provides service within 2 miles of the study area boundary. Service is provided along Forsyth Street, Whitehall Street, McDaniel Street, University Avenue, Pryor Road, Lakewood Way, Langford Parkway, and Sylvan Road. Route 42 operates on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 95 operates mostly out of the study area, but the majority of the route is within two miles of the study area boundary. The route begins in the West End and ends at the Tradeport bus loop. The route serves Metropolitan Parkway, King Arnold Street, South Central Avenue, and Tradeport Boulevard. This route is in operation on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 162 runs from Oakland City to North Camp Creek Parkway at Fairburn Road and is completely within 2 miles of the study area boundary with limited service in the study area. The route serves Campbellton Road, Stanton Road, Alison Court, Myrtle Drive, Delowe Drive, Headland Drive, Greenbriar Parkway, Stone Road, Hogan Road, and Camp Creek Parkway. Route 162 operates on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 165 operates mostly outside of the study area, but completely within 2 miles of the study area boundary. The route begins at the Hamilton E. Holmes Station and goes to the Barge Road park and ride serving Barge Road, Fairburn Road, Boulder Park Drive, Nathan Road, Delmar Lane, and Burton Road. This route is in operation on weekdays, Saturdays, and Sundays, but not holidays.
MARTA Route 178 operates completely outside of the study area, but within 2 miles of the study area boundary. The route begins at Lakewood-Fort McPherson and runs to Browns Mills Road at Empire Boulevard serving Astor Avenue, Sylvan Road, Langford Parkway, Macon Drive, Cleveland Avenue, Browns Mill Road/Gilbert Road, Poole Creek Road, Zip Industrial Boulevard, Hamilton Boulevard, and Empire Boulevard/Hapeville Road. This route is in operation on weekdays, Saturdays, and Sundays, but not holidays.

MARTA Route 183 operates almost completely outside of the study area, but within two miles of the study area boundary. The route begins at the Lakewood-Fort McPherson Station and ends at the Barge Road park and ride serving County Line Road, Niskey Lake Road, Campbellton Road, Butner Road, Barge Road, Greenbriar Parkway, and Langford Parkway. Route 183 operates on weekdays, Saturdays, and Sundays, but not holidays.

In addition to fixed route bus service, MARTA provides paratransit service within the study area called MARTA Mobility. The paratransit service is provided within ¾ of a mile of all fixed bus routes and rail stations. Customers must possess a MARTA American Disabilities Act (ADA) photo identification card to receive service. MARTA Mobility requires an advance reservatio; same day requests cannot be accommodated.

Service Frequency

GRTA Xpress service frequency in the study area varies in the morning from one bus every hour to one bus every 40 minutes. During the afternoon, service frequency is one bus every 30 minutes.

MARTA rail service frequency in the study area is one train every 15 minutes during weekday peak periods and one train every 20 minutes during weekday off-peak periods, Saturdays, and Sundays.

MARTA bus service frequency varies by route, but is generally one bus every 10 to 30 minutes during weekday peak periods, one bus every 20 to 45 minutes during weekday off-peak periods, and one bus every 30 to 60 minutes on Saturdays and Sundays.

Parking Facilities

The College Park and East Point MARTA stations provide park and ride facilities for transit passengers. These two stations also provide limited bicycle parking facilities. Just to the north of the study area boundary, the Lakewood–Fort McPherson Station also provides automobile and bicycle parking. The Airport Station is the only MARTA station in the study area without any parking accommodations. Table 30 summarizes the number of parking spaces available at each station and average weekday utilization of the lots.

Table 30: Study Area MARTA Station Parking Facilities (2012)

	Automobile Parking				Bicycle Parking
Station	**Short Term**	**Long Term**	**Total**	**Average Weekday Utilization**	
Lakewood-Fort McPherson	1,134	0	1,134	47%	8
East Point	927	0	927	64%	8
College Park	1,883	88	1,971	91%	6
Airport	0	0	0	n/a	0

As shown in the above table, parking utilization at the College Park Station is very high, at 91 percent. This high utilization is not unusual for an end of the line station. In comparison, average weekday utilization is at 90 percent at the North Springs Station and 100 percent at the Doraville Station. The North Springs Station has 354 more parking spaces than the College Park Station, while the Doraville Station has substantially less parking, with 1,070 total spaces available. Two other end of the line stations (both located on the Blue Line which runs east and west), Indian Creek and Hamilton E. Holmes, are less well utilized at 49 and 65 percent, respectively. With 2,350 spaces, the Indian Creek Station has more available parking than the College Park Station and with 1,436 spaces, the Hamilton E. Holmes Station has less.

Currently, plenty of capacity is available at the GRTA park and ride lot serving express route 455. The lot has 350 spaces available and the average weekday utilization in 2011 was 31 percent, according to the 2012 Transportation Fact Book published by ARC. This is the only GRTA park and ride lot in the study area.

Bus Ridership

The number of bus riders varies substantially by route; however, GRTA and MARTA buses are carrying a substantial number of riders and are an important part of the transportation infrastructure in the study area. Table 31 includes average weekday, Saturday, and Sunday ridership for bus routes that pass through the study area.

Table 31: Study Area Bus Ridership by Operator and Route

Operator	Route	Weekday	Saturday	Sunday
GRTA	451/455	351	n/s	n/s
	71	3,841	2,879	2,098
	78	3,231	2,345	1,790
	82	1,476	1,079	804
	84	2,577	1,838	1,196
	89	3,918	3,033	2,433
MARTA	93	941	574	444
	172	1,246	816	701
	180	3,380	2,038	1,637
	181	1,189	720	328
	189	2,645	1,975	1,541
	193	801	374	280

Note: n/s denotes no service

Major Transit Trip Generators and Attractors

While a substantial portion of the study area is a low-density suburban pattern, with some parts even being rural, several major transit trip generators and attractors exist. The following are the four largest transit trip generators and attractors in the study area:

- Hartsfield-Jackson Atlanta International Airport
- Fulton Industrial Boulevard
- Camp Creek Marketplace
- Georgia International Convention Center

Major Public Transit Intermodal Terminals and Facilities

The MARTA station at Hartsfield-Jackson International Airport is a major intermodal terminal in the study area. The GRTA Xpress Union City park and ride lot is also a major intermodal terminal.

Transit Fares

The two transit agencies serving the study area have different fare structures. Transfers between the systems are free, with riders paying the fare on the system they board first. The following paragraphs summarize the base fares and various discount pass options for the GRTA Xpress and MARTA systems.

Breeze cards are accepted on GRTA Xpress coaches; however, only single one-way trips can be purchased using the stored cash value of the Breeze card. Additionally, Xpress riders must ask for a MARTA transfer when boardin since transfers are not automatically loaded onto a Breeze card when riding the Xpress system.

GRTA has a zone-based fare system divided into the Green and Blue zones. The GRTA Xpress route serving the study area is in the Green Zone. A one-way trip costs $3.00. A round-trip fare is $5.00. Discount passes are also available. A 10 ride pass is $25.00. A 31-day pass with unlimited trips costs $100.00.

The MARTA system does not have fare zones; instead, each trip costs the same no matter how much distance is covered. The current cost of a MARTA one-way fare is $2.50. Transfers are automatically loaded on breeze cards. MARTA offers several discount passes. A seven-day pass with unlimited rides costs $23.75. A 30 day pass with unlimited rides is available for $95.00. In addition, multi-day visitor passes are available for $9.00 to $19.00 and provide unlimited rides from one to four days.

A reduced fare program is available to senior citizens, disabled riders, and Medicare recipients who ride MARTA. The reduced fare is $0.95 per trip. This applies to fixed route bus service only. MARTA Mobility, the paratransit service, has a separate fare structure. One trip on MARTA Mobility costs $3.80. Discounted passes are also available. A 20-trip pass is $64.60. A 30-day pass with unlimited rides costs $122.00.

Human Services Transportation
In the study area, MARTA provides Human Services Transportation (HST) through existing fixed route and paratransit services. Together, ARC and MARTA administer three Federal Transit Administration (FTA) HST programs that fund the transit services. The programs are as follows:

- Section 5316 Job Access and Reverse Commute
- Section 5317 New Freedom
- Section 5310 Elderly and Persons with Disabilities

In addition, Fulton County Dial-a-Ride Transportation Services (DARTS) provides on-demand services for seniors in the county through the Fulton County Office of Aging. One circulator exists in the study area. In College Park, a free lunch-time circulator bus, the GoBus, serves restaurants, shops, the Georgia International Convention Center, and the College Park MARTA Station.

Airports

Two airports provide commercial passenger and cargo services as well as general aviation facilities to the study area and the Atlanta region. The airports are multi-modal terminals and connect to surface transportation facilities that serve the study area.

Hartsfield-Jackson Atlanta International Airport: As a major international airport serving passengers and cargo, with 150 domestic and 75 international destinations, HJIA is a multi-modal terminal that impacts transportation in the study area. Passengers arrive in private automobiles or on MARTA, while freight travels to the airport on trucks. Additionally, more than over 58,000 people are employed at the airport.

HJIA is a Class B airport adjacent to the eastern border of the study area that sits between Interstates 75 and 85. Downtown Atlanta is roughly seven miles north of HJIA. Class B airports are the busiest airports in the United States. The International Civil Aviation Organization (ICAO) designates the airspace around these airports as Class B, which requires clearance from the control tower to enter.

HJIA is located on 4,700 acres of land with five runways and one control tower. HJIA is owned by the City of Atlanta and operated by the Department of Aviation.

From its beginning as Candler Field in 1925, HJIA has grown to become the number one airport in the world in terms of passenger traffic, serving 92.4 million passengers in 2011. Additionally, HJIA averaged 2,532 aircraft operations per day in 2011, making it the busiest airport in the world in terms of operations.

Seventeen domestic and international mainline commercial airlines serve HJIA, with Delta accounting for the majority of airport destinations. Airtran serves the second highest number of destinations. Both Airtran and Delta provide international service along with eight foreign flag airlines. Regional airlines associated with the major carriers also serve HJIA.

In addition to serving passengers, HJIA also handles a substantial amount of freight. In 2010, HJIA ranked 30th in the world and 10th in the nation in terms of cargo, handling 659,129 metric tons. To support freight operations, HJIA has 1.5 million square feet of cargo handling space. Twelve cargo-only carriers currently serve HJIA.

A large amount of parking is provided at HJIA, with approximately 42,200 spaces total. The domestic terminal has 30,000 parking spaces. The international terminal has substantially less parking available with 3,500 spaces. The consolidated rental car facility has 8,700 spaces supporting operations of the rental car companies. In addition, numerous private companies operate park and ride lots in the vicinity of HJIA in College Park and East Point, providing additional capacity.

Fulton County Brown Field: Opened in 1949, Fulton County Brown Field is a Class D airport located in the northwest section of the study area along I-20, approximately five miles west of I-285. Class D airports have an operational control tower but no radar approach control and a lower number of instrument flight rule (IFR) operations than Class C airports. Brown Field is on 985 acres of land with three asphalt runways and one control tower. Fulton County owns and operates Brown Field.

Brown Field is one of four reliever airports for HJIA in the Atlanta region, handling general aviation traffic that would otherwise land at HJIA. Brown Field is the closest general aviation airport to HJIA.

Brown Field is the fifth busiest airport in metropolitan Atlanta in terms of aircraft operations. As of the 12-month period ending in May 2012, aircraft operations per day average 342. Of these, 63 percent are transient general aviation and 37 percent are local.

No major commercial airlines serve Brown Field. However, two major fixed-based operators provide services such as aircraft fueling, parking, and maintenance. Currently, 101 aircrafts are based on the field, with 41 jet, 20 multi-engine, and 40 single-engine airplanes.

Transportation Demand Management Policies and Programs

Transportation Demand Management (TDM) is essentially a strategy to help make travel more efficient and effective by reducing the number of automobile trips through elimination or shortening trips and spreading demand. Strategies include vanpooling, carpooling, biking, walking, transit, teleworking, and alternate work schedules.

Employees who work for companies that partner with a Transportation Management Association (TMA) or the Clean Air Campaign have substantially lower drive-alone rates (74.8 percent) compared to metropolitan Atlanta commuters as a whole (81.8 percent). Drive-alone rates are lowest when employees have access to a high level of TDM programs, such as discounted or free transit passes, vanpool/carpool subsidies, and guaranteed ride home programs (ARC Regional Snapshot 2004).

There are several TDM activities employed in the study area. The following is a list of TDM activities for companies in south Fulton that are registered by the Clean Air Campaign:

- Carpooling
- Vanpooling
- Teleworking
- Compressed work week
- Provisions for bike racks, showers, and amenities for work personnel that bike and walk to work
- Preferred parking for employees who carpool

The following companies provide at least one or more of the activities listed above in the study area:

- Lathern Time - carpooling, vanpooling, teleworking, and compressed work week
- McMaster Carr - carpooling, preferred parking for employees who carpool
- Sunny Delight - carpooling
- PPG - carpooling

There are also two CIDs in the study area: South Fulton CID and Fulton Industrial CID. Although these two CIDs do not provide or fund specific TDM programs, it is important to note that the CIDs can invest in bicycling, pedestrian, and transit amenities that suppport traditional TDM initiatives.

ARC is in the process of developing a Regional Transportation Demand Management Plan that will define a strategic framework for developing and implementing TDM strategies into planning, project development, system operations, and investment decision-making. The Regional TDM Plan is under way and projected to be completed by the end of 2013.

Environmental Conditions

This section provides an inventory of the naturally and environmentally sensitive areas of south Fulton.

Streams and Wetlands

As shown on Map 29, many streams and wetlands exist in south Fulton. GIS documents streams that are identified as blue-line streams by the U.S. Army Corps of Engineers. Blue-line streams are regulated by the State of Georgia. The largest river in the study area is the Chattahoochee River. Fulton County has policies and implementation strategies in place regarding the environmental impacts of developments, specifically the stream buffer protection ordinance in place that establishes regulations for all land uses and related development activities adjacent to streams. Additional study and permitting may be required if impacts to streams are expected from transportation improvements. Strategies for mitigating impacts due to transportation improvements may also have to be considered.

Wetlands are defined as areas that are periodically or permanently saturated on the surface and support vegetation that thrives in that environment. Swamps, marshes, and bogs are considered wetlands. Wetlands play an important role for fish and wildlife, including habitat, spawning, and protection. Wetlands also serve as areas of protection from erosion, storm and flood waters, and water filtration, and as natural groundwater and surface water recharge areas. The U.S. Army Corps of Engineers and the State of Georgia regulate wetland resources and require permits for potential impacts. Individual modifications and changes to wetlands may constitute only a minor change; however, the cumulative impact of numerous changes can result in major destruction to overall wetland resources. Wetlands are also shown on Map 29.

Protected Species

As shown on Map 30, one protected habitat found is in south Fulton: Dwarf Sumac Habitat. The Dwarf Sumac is a small tree that has a short trunk and open, spreading branches. It grows on dry hills, rock ridges, forest edges, and roadsides. Buffers may be required around habitats for protected species. Transportation improvement projects can have an impact on protected species, both directly and indirectly.

Historic Resources

Historic resources are found in several different forms across south Fulton. Preserving these historic resources and the history associated with them is important to understanding the history of south Fulton. Map 31 shows the historic resources documented in South Fulton. There are 2,595 identified historic resources in south Fulton. Of those resources, 2,510 are identified as buildings, which include houses, stores and offices, factories and mills, outbuildings on farms and plantations, and community landmarks; 48 are identified as districts, which include residential areas, downtown central business districts, and other areas where there are combinations of resources; two are identified as objects, which include sculptures, monuments, boundary markers, statuaries, and fountains; 28 are identified as sites, which include archaeological, historical, cultural, and landscapes; and seven are identified as structures, which includes water towers, wells, windmills, agricultural outbuildings, bridges, power plants, railroads, and roads.

Scenic Byways

The Georgia Scenic Byways Program is a community-led initiative managed by Georgia DOT with the purpose of protecting the scenic, natural, and historic character of the roads and promoting economic development opportunities and tourism. Corridor Management Plans are prepared to assist with developing strategies that combine preservation with new opportunities. A Georgia Scenic Byway is defined as a designated highway, street, road, or route that features certain inherent qualities that should be protected or enhanced, such as scenic, historic, natural, cultural, archaeological, and recreational qualities.

The South Fulton Scenic Byway is a 29-mile loop consisting of Cochran Mill Road, Hutcheson Ferry Road, and Highway 70 (Cedar Grove Road and Campbellton Redwine Road). Located along the byway are historic communities, farmhouses, Cochran Mill Park, Cochran Mill Nature Center, and other recreational opportunities associated with the nearby Chattahoochee River. The Corridor Management Plan was adopted by Fulton County in 1998 and lays out the community's vision for the area to remain rural in nature, provide enhancements and protection of greenspace and community resources, and discourage incompatible land uses adjacent to the roadways.

Regionally Important Resource Plan

As mentioned previously, ARC adopted a Regionally Important Resource Plan as part of PLAN 2040. The purpose of the plan, as required by Georgia DCA, is to enhance the focus on protection and management of important natural and cultural resources in the Atlanta region, provide for planning and consideration of impacts of new development on these important resources, and improve coordination at the state, regional, and local levels in the protection and management of

identified resources. A Regionally Important Resource is defined by DCA as "any natural or cultural resource area identified for protection by a Regional Commission following the minimum requirements established by the Department (DCA)."

Table 32 includes the RIR, as designated by ARC, for the study area.

Table 32: Regionally Important Resources in South Fulton County

Resource	Resource Type
Truly Living Well	Community Garden
Chattahoochee Hill Country	Rural Preserve
Flint River Basin	Rural Preserve
South Utoy Creek	Water Supply Watershed-Large
Utoy Creek	Water Supply Watershed-Large
Wilson Creek	Water Supply Watershed-Large
New Cedar Creek Reservoir	Water Supply Watershed-Small
White Water Creek	Water Supply Watershed-Small
Line Creek	Water Supply Watershed-Small
Wetlands	Wetlands
South River	River Corridor
Chattahoochee River	River Corridor
Hapeville Historic District	Fulton County National Historic District
College Park Historic District	Fulton County National Historic District
East Point Historic District	Fulton County National Historic District
Fairburn Historic District	Fulton County National Historic District
South Fulton Scenic Byway	N/A

Other resources were nominated and included in areas that are defined as RIRs, such as Barrett Park, Cedar Rock, Chattahoochee Hills Country Forests, Watersheds and Wildlife, Cochran Mill Park, Hutcheson Ferry Park, Hutcheson Rock Outcrop, Abercrombie-Jarrad Farm, Cemeteries of Chattahoochee Hills, College Park Auditorium, College Park Cemetery, Redwine Plantation, and Weaver-Hearn House and Farm.

RIRs are shown on Map 7.

Next Steps

The Existing Conditions Report provides a comprehensive inventory of the existing land use and transportation infrastructure and services in south Fulton. The next phase of the CTP is the Needs Assessment Phase. This phase will evaluate whether the future needs of the community can be met with the existing facilities and services or whether improvements will be needed to accommodate the expected population and economic growth in the study area.

The vision and goals will be finalized with input from the policy committee, stakeholder committee, and the general public. The vision and goals will be used to help prioritize projects in the Recommendations phase. Specific projects will be evaluated through a project selection process that includes input from the policy committee, stakeholder committee, and the general public. The Recommendations phase will include project evaluation, prioritization, and funding analysis.

Appendix A

PLAN 2040 RTP Programmed Projects – South Fulton County

Transportation Improvement Program (TIP) Fiscal Year 2012-2017 Projects

ARC Project #	Project Name	Project Description	Sponsor	Total Cost	Project Status*
FS-142	Buffington Road	This project includes replacement of an existing bridge on Buffington Road over Morning Creek.	GDOT	$2,526,036	Construction (CST) phase delayed
FS-195	SR 279 (Old National Highway) Transit Oriented Development Implementation Program	The project will provide transit-oriented pedestrian improvements, including new sidewalks, lighting improvements, and area landscaping, along both sides of SR 279 (Old National Highway) from approximately 500 feet north of Flat Shoals Road to Sullivan Road.	Fulton County	$4,365,055	Right-of-Way (ROW) phase is advancing
FS-202B1	Oakley Industrial Boulevard	This project will consist of upgrading the existing Oakley Industrial Boulevard from the intersection of SR 138 to the Fayetteville Road/Oakley Industrial Boulevard grade separation.	City of Fairburn	$7,785,344	CST and Utilities phases delayed
FS-208	Butner Road at Stonewall Tell Road Intersection Improvements	The project proposes to upgrade and improve the existing conditions to consider, but not be limited to: signalization, realignment of approaches with 12-feet wide turning lanes, pedestrian facilities to accommodate 5-feet sidewalk, ADA ramps and crosswalks, lighting, curb & gutter with a 2 foot grass strip, full rural shoulders, and improved drainage.	Fulton County	$3,500,000	Preliminary plans under way. ROW phase has been delayed.
FS-209	South Fulton Scenic Byway Multi-use Trail-Phase 1	This project consists of the design of a bicycle/pedestrian trail from Cochran Mill Park following the Little Bear Creek corridor approximately 2.2 miles, then shifting southward toward Phillips Road approximately 0.5 miles, ending at an existing gravel path just north of Phillips Road.	Chattahoochee Hills	$587,437	CST phase delayed
FS-210	North Central Avenue Pedestrian Facilities	The project will involve pedestrian streetscape improvements along North Central Avenue from North Whitney Avenue to Dearborn Plaza.	Hapeville	$1,621,126	ROW phase delayed
FS-211	Semmes Street Bicycle and Pedestrian Improvements	The typical cross section includes two 11-feet wide traffic lanes, two 4-feet wide bicycle lanes, one 8-feet wide parking lane, and two 6-foot wide sidewalks.	East Point	$1,719,875	ROW phase delayed

ARC Project #	Project Name	Project Description	Sponsor	Total Cost	Project Status*
FS-213	Hapeville Pedestrian Improvements	The proposed project will add new sidewalks and curb and gutter drainage where none exists and replacee-where necessary along Rainey Avenue, Oakridge Avenue, Atlanta Avenue, Oak Street, Forrest Avenue, Union Avenue, Chestnut Street, Elm Street, S. Fulton Avenue, and Georgia Avenue.	Hapeville	$5,137,300	Preliminary engineering under way, ROW authorization scheduled for 2013, CST 2014
FS-217	Campbellton Road Intersection Improvement	This project will upgrade and improve the existing conditions to consider, but is not limited to, signalization, turning lanes, realignment of approaches, pedestrians facilities, lighting, curb and gutter, shoulders, access management, and improved drainage.	Fulton County	$3,250,888	In design phase, appproved concept report
FS-220	US 19/41 (Dogwood Drive) Bicycle and Pedestrian Improvements	This project will provide biycle and sidewalk improvements along 2,300 linear feet of US 19/41 (Dogwood Drive) beginning at South Central Avenue and ending at North Avenue.	Hapeville	$1,555,000	ROW phase delayed
FS-226	Hapeville Rail Facilities and Corridor	The project would provide railroad crossing improvements to the following at-grade street crossings: Dogwood Drive, Perkins Court/Dearborn Plaza, Sherman Road, Virginia Avenue, and Sylvan Road.	Hapeville	$2,945,000	Preliminary Engineering (PE) and ROW phases delayed
FS-231	Phoenix Multi-Use Trail	The proposed trail begins at the intersection of SR 314 (West Fayetteville Road) and Phoenix Boulevard and continues to the intersection of US 29 (Roosevelt Highway) and Lesley Drive near the Georgia International Convention Center. The purpose of the project is to continue College Park's Linear Park bicycle and pedestrian system.	College Park	$878,964	CST authorization scheduled for 2013
FS-AR-182	I-85 South	This project involves adding turn lanes at the ends of the exit ramps and widening the SR 74 bridge to include turn lanes.	GDOT	$18,693,377	PE phase advancing
FS-AR-183	I-85 South	This project involves adding turn lanes at the ends of the exit ramps and widening the SR 138 bridge to include turn lanes.	GDOT	$28,061,993	PE scheduled authorization in 2014
FS-AR-BP060	Shannon Parkway	This project consists of sidewalk construction and bike facility improvements along Shannon Parkway from Jonesboro Road. to Flat Shoals Road. in Union City.	Union City	$667,165	CST authorization scheduled for 2014
FS-AR-BP087B	Buffington Road Traffic Flow and Pedestrian Improvements	The project extends along Buffington Road from Royal South Parkway to U.S. 29 (Roosevelt Highway). It involves upgrading existing narrow lanes to 12-foot wide and installing 5-foot sidewalks on the east side and 5- to 6'- footwide sidewalks on the west side.	Fulton County	$2,685,153	Advancing to construction

**Project Status is based on ARC's 2012 Breaking Ground Report and December 2012 Fulton County Department of Facilities and Transportation Services Quarterly Report.*

RTP Long Range Projects

ARC Project #	Project Name	Project Description	Sponsor	Total Costs
FS-003	SR 70 (Fulton Industrial Boulevard)	This project involves adding one general-purpose lane in each direction along SR 70 (Fulton Industrial Boulevard) between SR 6 (Camp Creek Parkway) and I-20 West.	GDOT	$30,000,000
FS-200A	Washington Road: Segment 1	This project includes widening the existing road to a four lane undivided road. The project scope also includes improving traffic signals on Washington Road and intersection improvements at Hammarskjold Avenue, Janice Drive, and Carmel Drive. Pedestrian-accommodating sidewalks and bike paths will be included and street lighting will be updated. Also see other FS-200 line items.	City of East Point	$8,400,000
FS-200B	Washington Road: Segment 2	This project involves adding one general-purpose lane in each direction along Washington Road between SR 6 (Camp Creek Parkway) and Delowe Drive. Also see other FS-200 line items.	City of East Point	$14,500,000
FS-200C	Washington Road: Segment 3	This project involves adding one general purpose lane in each direction along Washington Road between Delowe Drive and US 29 (Legion Way). Also see other FS-200 line items.	City of East Point	$5,800,000
FS-225	SR 70 (Fulton Industrial Boulevard) Widening	This project will widen SR 70 (Fulton Industrial Boulevard) from SR 166 (Campbellton Road) to SR 6 (Camp Creek Parkway) from four to six lanes.	TBD	$36,600,000

Appendix B

Fulton County Capital Improvement Program

Project Name	Description	Project Cost
Bethsaida Road over Morning Creek Tributary	The project is approximately .47 miles in length and begins 350 feet north of SR 138/Jonesboro Road and ends 150 feet east of Connell Road. The construction of the project will include a new bridge and road approaches. The typical cross section of the bridge consists of two 12-foot lanes (one in each direction), 4-foot-wide bike lanes, 2-foot gutter, and 6-foot-wide sidewalks. The new bridge will be one span with pre-stressed/post-tensioned concrete beams on concrete end bents. The typical cross section of the road approaches consists of two 12-foot lanes in each direction, 4-foot wide bike lanes, 2.6-foot curb and gutter, 2-foot stamp concrete, and 5-foot sidewalks.	$1,949,119
Boat Rock Sidewalks	The project consists of 8-foot wide sidewalks and pedestrian lighting along Boat Rock Road between Campbellton Road and Fulton Industrial Boulevard, which is approximately 1.6 miles. The project will connect pedestrians to planned activity centers, schools, parks, and homes.	$2,600,220
Buffington Road Phase II	This project extends along Buffington Road from Royal South Parkway to Roosevelt Highway as a two 12-foot lane upgrade with 5-foot-wide sidewalks on the east side and 5-to 6-foot wide sidewalks on the west side. The proposed project includes the addition of curb and gutter, a 2-foot-wide grass strip and turning lanes at intersections located at the Vulcan plant, the Coca Cola plant, South Fulton Parkway Spur ramps and Roosevelt Highway. Signal modifications along Buffington Road at Sable Run Road, Naturally Fresh Boulevard. and Roosevelt Highway will also be included.	$2,704,299
Butner Road over Camp Creek Parkway	The bridge was constructed in 1946 and has a sufficiency rating of 19. The proposed new bridge will accommodate four 12-foot-wide traffic lanes, and 24-inch curb and gutter, and 12-foot-wide pedestrian sidewalk on the west side and 6-foot sidewalk on the east side. There will be one southbound traffic lane, one northbound left turn lane, one northbound through traffic lane and one northbound right turn lane. The proposed bridge consists of a single-span 130-feet long with spill-through end bents. The superstructure will consist of standard bulb tee (65-inch deep) precast pre-stressed concrete (PSC) beams supporting a cast-in-place concrete deck. The entire superstructure will be supported by two end bents on pile. Retaining walls will be required in all four quadrants to avoid encroachment on the Federal Emergency Management Agency (FEMA) floodplain for this site.	$1,892,954
Butner Road at Camp Creek Parkway	The proposed Butner Road project is a capacity project that begins at the intersection of Camp Creek Parkway and extends approximately 1,000 feet to the north along Butner Road. The project consists of widening the existing Butner Road by adding left-and right turn-lanes, providing a nature trail at-grade crossing, and updating the intersection signalization. The project is an element of the replacement of the bridge on Butner Road over Camp Creek.	$1,614,494
Butner at Stonewall Tell Road	This is an existing four-way unsignalized intersection. Butner Road crosses Stonewall Tell Road at a severe skew. The approach lanes are 12-feet wide with rural shoulders. There is no curb and gutter and no sidewalks for pedestrians. There are no provisions for turning lanes on any approach. The project proposes to upgrade and improve the existing conditions to consider, but not be limited to, signalization, realignment of approaches with 12-feet wide turning lanes, a roundabout, pedestrian facilities to accommodate 5-foot sidewalk, American Disabilities Act (ADA) ramps and crosswalks, lighting, curb and gutter with a 2-foot grass strip, full rural shoulders, and improved drainage. The project length is approximately 0.4 miles.	$3,200,000

Project Name	Description	Project Cost
Campbellton Road at Boat Rock Road/New Hope Road	This is a three-legged unsignalized intersection. The Boat Rock Road/New Hope Road intersection is located within 100 feet of the center of the Campbellton Road intersection. The proximity of these two intersections creates safety and operational issues along both Boat Rock Road and New Hope Road. The project proposes an urban single-lane roundabout for the Boat Rock Road/New Hope Road intersection and a traditional signalized intersection at Boat Rock and Campbellton roads. These improvements will address the safety and operational issues. Also, the project will provide pedestrian facilities to connect to planned sidewalks along Campbellton Road, Boat Rock Road, and New Hope Road.	$4,625,000
Campbellton Road at Stonewall Tell Road	The proposed project is approximately 1,800 feet long and requires the realignment of Campbellton Road to improve sight distance due to the existing high point of the roadway. In addition, Stonewall Tell Road will be realigned approximately 165 feet to the west to improve the intersection skew angle. The intersection will also be improved by adding left-and right-turn lanes.	TBD
Campbellton Road Sidewalks	The project will connect pedestrians to three planned activity centers, schools, parks, and homes. The project consists of 10-foot-wide sidewalks, 2-foot-wide grass strip, 2.5-foot-wide curb and gutter, and lighting on both sides along Campbellton Road from Enon Road to Reynolds Road, which is approximately 2.2 miles. The pedestrian lighting will have a breakaway design.	$5,611,220
Cascade-Palmetto Highway at Cedar Grove Road/Ridge Road	This project is to increase the safety and operations of SR 154 in Fulton County. The improvement will mitigate the limited sight distance at the intersection and eliminate the operation of a five-leg intersection. The existing intersection will be shifted north of its current location with the east approach of Cedar Grove Road teeing into SR 154, south of the proposed roundabout. Ridge Road and Cedar Grove Road (west approach) will intersect SR 154 at the proposed roundabout. SR 154 will consist of two 12-foot lanes with 6.5-foot paved shoulders and a 14-foot left-turn lane south of the roundabout for the east approach of Cedar Grove Road. Cedar Grove Road and Ridge Road will both consist of two 11-foot lanes with 2-foot paved shoulders. The east approach of Cedar Grove Road will also have a 12-foot right-turn lane.	$4,546,612
Cochran Road over Camp Creek Parkway	The bridge has a sufficiency rating of 39.69. The structure is in satisfactory condition. The structure requires posting due to the low original design capacity of the structure. A replacement substructure is required to upgrade this structure to a point where posting is no longer required.	TBD
Cochran Mill Road over Pea Creek	The existing bridge was constructed in 1935. The bridge structure is in poor condition with deterioration of the timber deck, and the steel superstructure has extensive corrosion. The bridge's sufficiency rating is 21.44. Replacing this bridge will bring it to current design standards and in doing so will improve the operation and safety of this roadway. The typical section on the road will be two 12-foot travel lanes with 10-foot shoulders (6.5 feet paved) and rural side ditch sections. The typical bridge section will be two 12-foot travel lanes with 2-foot shoulders and 10-foot sidewalks. The major structure is a 60-foot by 52-foot bottomless culvert. The proposed structure will be a prefabricated 60-fott by 45-foot, 6-inch arch bridge and culvert. The culvert width will allow for an on-site detour during the bridge replacement and also provide additional width for bike traffic.	$1,248,678
Danforth Road Sidewalks	The project consists of the construction of 12-foot shoulders from the edge of existing pavement that will include 24-inch curb & gutter, 2-foot grassed strip, and 5-foot concrete sidewalks along both sides of Danforth Road from New Hope Road to approximately 400-foot east of Regency Center Drive.	$1,529,967

Project Name	Description	Project Cost
Fairburn Road Pedestrian Improvements	The project limits on Fairburn Road are approximately from Village Drive to 650 feet south of Cascade Road. The project will replace sidewalks and install new sidewalks to be in compliance with the ADA. The upgrade will include transit amenities, and realignment of Utoy Springs Road and Fairburn Road with additional turn lanes and signalization. The typical section includes two 12-foot lanes, curb and gutter, 2-foot stamped concrete, a 10-foot multi-use path on the east side, and a 6-foot-wide sidewalk on the west side.	$1,070,000
Fairburn Road Upgrade	This project is located on Fairburn Road from west of the Cascade Road intersection to approximately 160 feet north of North Utoy Creek. The project includes the design of four pedestrian bridges over South Utoy Creek and North Utoy Creek. The typical section of Fairburn Road is two 12-foot lanes, curb and gutter and 10-foot multi-use sidewalks on both sides of Fairburn Road.	$1,176,715
New Hope Road Sidewalks	The project consists of 8-foot sidewalks and pedestrian lighting along New Hope Road between Campbellton Road and Versailles Road, which is approximately 0.5 miles. The project will connect pedestrians to planned activity centers, schools, parks, and homes.	$1,376,247
Oakley Industrial Boulevard	This project is the widening of Oakley Industrial Boulevard from Fayetteville Road to Jonesboro Road. The construction will add a two-way left-turn lane to the existing two-lane section of Oakley Industrial Boulevard. The shoulder will be a 12- foot urban shoulder with a 5-foot-wide sidewalk. At the eastern terminus with Jonesboro Road, Oakley Industrial Boulevard will flare to two lanes in each direction with a 20-foot raised median to accommodate future potential widening beyond three lanes.	$5,819,977
Safe Routes to School (Bethune, Love Nolan, Sandtown, and Seaborn Lea)	Pedestrian improvements at Bethune Elementary School will include, but not be limited to, installation of 5-or 10-foot-wide sidewalks, crosswalks, and reconstruction of ramps to ADA standards.	$424,500
SR 279/Old National Highway Transit-Oriented Development	This project begins at the northerly limit of Flat Shoals Road and continues through the Sullivan Road intersection. Design of the sidewalk system for both sides of Old National Highway consists of 2-foot-wide stamped concrete installed at the back of the existing curb and a 5-to 6-foot-wide sidewalk. Areas behind the sidewalk will be landscaped and new pedestrian lighting fixtures will be installed. The project will also provide upgrades and/or replacement of existing traffic signal poles. The project length is 2.7 miles.	$4,365,055
SR 279/Old National Highway Advanced Traffic Management System (ATMS)	This project consists of the installation of a wireless communication system and closed circuit television (CCTV) cameras along Old National Highway/SR 279 from Jonesboro Road to Sullivan Road for approximately 5.2 miles. The purpose of this project is to enable arterial traffic monitoring, signal control, and quicker incident response along Old National Highway/SR 279. An Intelligent Transportation System (ITS) will allow for improved progression and traffic surveillance. ITS will provide the ability to control signal timing and effectively manage traffic backup due to incidents along the roadway. The ITS will allow for a more orderly progression of traffic through Old National Highway/SR 279.	$936,997
Wolf Creek Multi-Use Trail	The project consists of a 10-to 12-foot-wide paved trail that will begin north of Enon Road to approximately 200 feet of the Merk landfill. The proposed project, part of the Trail Plan adopted by the Fulton County Board of Commissioners on September 16, 2009, will provide access to numerous recreational resources, the library, parks, and residences within Wolf Creek. It will serve as a means to better connect existing communities, parks and recreational facilities, the Wolf Creek Country Club, the Piedmont Driving Club golf course, the Wolf Creek amphitheater, the proposed library, and the Public Safety Training Center.	$1,389,000

Appendix C

Bridge Inventory – South Fulton County*

Chattahoochee Hills

Not applicable

College Park

Structure ID	Owner	Route Number	Route Name	Location	Over	Structure Type	Year Constructed	Suff	SD/FO	Last Inspection Date
121-5198-0	City	CS07001	CS 7001	INSIDE COLLEGE PARK C L.	CAMP CREEK	Bridge	1966	57.489723		10/15/2010
121-0317-0	City	CS03003	HERCHELL ROAD	AT COLLEGE PARK	CAMP CREEK	Bridge	1935	75.465439	FO	10/14/2010
121-0600-0	City	CS07116	E. MAIN STREET	INSIDE COLLEGE PARK C.L.	M-9095 VIRGINIA AVE.	Bridge	1986	85.578796		9/14/2010

East Point

Structure ID	Owner	Route Name	Location	Over	Structure T	Year Constructed	Suff	SD/FO	Last Inspection Date
121-5323-0	City	NORTH COMMERCE DRIVE	IN EASTPOINT CITY LIMITS	CAMP CREEK	Bridge	2004	81.68875122		2/9/2011
121-5343-0	City	REDWINE ROAD	IN ATLANTA CITY LIMITS	CAMP CREEK	Bridge	2005	84.4020462		4/12/2012
121-5268-0	City	DESERT DRIVE	IN WEST COLLEGE PARK	CAMP CREEK	Bridge	1996	86.33059692		10/15/2010
121-5183-0	City	IRENE KIDD PARKWAY	EAST POINT CITY LIMITS	MARTA	Bridge	1986	89.82429504	FO	12/2/2010
121-0358-0	City	STANTON ROAD	IN NORTH EAST POINT	SOUTH UTOY CREEK	Culvert	1964	91.23343658		9/14/2010
121-5185-0	City	IRENE KIDD PARKWAY	IN EAST POINT CITY LIMITS	CEN OF GA RAILROAD	Bridge	1986	93.0113678		12/15/2010
121-0368-0	City	WASHINGTON ROAD	IN EAST POINT	CAMP CREEK	Bridge	1987	95.07745361		10/14/2010
121-5184-0	City	IRENE KIDD PARKWAY	IN EAST POINT CITY LIMITS	CSX RAILROAD	Bridge	1986	95.12874603		12/15/2010
121-0367-0	City	WASHINGTON ROAD	IN EAST POINT	FUR CREEK	Culvert	1987	97.14621735		10/14/2010

Fairburn

Structure ID	Owner	Route Name	Location	Over	Structure Type	Year Constructed	Suff	SD/FO	Last Inspection Date
121-0268-0	City	RIVERTOWN ROAD	1 MI W OF FAIRBURN	KING BRANCH	Bridge	1950	71.25072479		12/13/2010
121-5086-0	City	MANN ROAD	IN CITY LIMITS OF FAIRBURN	LINE CREEK	Bridge	1959	2	SD	2/9/2012

Hapeville

Structure ID	Owner	Route Name	Location	Over	Structure Type	Year Constructed	Suff	Last Inspection Date
121-5247-0	City	INTERNATIONAL BLVD	.6 MI W OF HAPEVILLE	FLINT RIVER TRIB	Culvert	1970	99.85749817	9/15/2010

Palmetto

Structure ID	Owner	City	Route Name	Over	Structure T	Year Constr	Suff	Last Inspection Date
121-5188-0	County	PALMETTO	PHIPPS ROAD	CSX RAILROAD (50399M)	Bridge	1968	97.905891	12/15/2010

Union City

Structure ID	Owner	City	Route Number	Route Name	Location	Over	Year Constructe	Year Reconstructe	Suff	SD/FO	Last Inspection Date
121-5065-0	County	UNION CITY	CR00522	RED MILL ROAD	3 MI NW OF FAIRBURN	BANKS CREEK	1962		2	SD	6/7/2012
121-5197-0	City	UNION CITY	CS05016	LAKE SIDE DRIVE	INSIDE UNION CITY	DIXIE LAKE TRIB	1966		14.3849	SD	2/7/2012
121-5071-0	City	UNION CITY	CR00562	HIGH POINT ROAD	IN NW CORNER UNION CITY	DEEP CREEK	1964	1998	78.374725		12/13/2010

** Organized by ownership*

** Bridges noted in red are either Functionally Obsolete (FO), Structurally Deficient (SD), or have a sufficiency rating below 50*

Unincorporated Fulton County

Structure ID	Owner	Route Name	Location	Over	Structure Ty	Suff	SD/FO	Last Inspection Date
121-5118-0	County	PORTER TERRY ROAD	6 MI N OF PALMETTO	LITTLE PEA CREEK	Bridge	7	SD	12/14/2010
121-5119-0	County	COCHRAN ROAD	8 MI NW OF FAIRBURN	DEEP CREEK	Bridge	12.92500019	SD	12/14/2010
121-5081-0	County	JOHNSON ROAD	FULTON-FAYETTE CO LINE	LINE CREEK	Bridge	13.97842884	SD	2/7/2012
121-5201-0	County	BUFFINGTON ROAD	1 MI E OF UNION CITY	SHANNON CREEK	Bridge	16.32074928	SD	2/7/2012
121-0355-0	County	BUTNER ROAD	5.8 MI W OF COLLEGE PARK	CAMP CREEK	Bridge	16.72620583	SD	12/9/2010
121-5056-0	County	DEMOONEY ROAD	5 MI NW OF FAIRBURN	DEEP CREEK	Bridge	17.27083397	SD	10/18/2010
121-5114-0	County	COCHRAN MILL ROAD	7 MI NW OF PALMETTO	PEA CREEK	Bridge	24.67203712	SD	12/14/2010
121-5046-0	County	GARRETTS FERRY RD	9 MI NW OF PALMETTO	CHATTAHOOCHEE RIV TRIB	Bridge	25.81260872	SD	12/2/2010
121-5078-0	County	PETER ROAD	3 MI SE OF UNION CITY	BROADANAX CREEK	Bridge	26.51442337	SD	12/16/2010
121-5040-0	County	PHILLIPS ROAD	2 MI NW OF PALMETTO	LITTLE BEAR CREEK	Bridge	39.13766479		12/2/2010
121-5120-0	County	COCHRAN ROAD	8 MI NW OF FAIRBURN	CAMP CREEK	Bridge	39.68959045	SD	12/14/2010
121-5061-0	County	JONES BRIDGE ROAD	4 MI NW OF FAIRBURN	LINE CREEK	Bridge	39.71567154	SD	12/15/2010
121-5079-0	County	HARRIS ROAD	2 MI SE OF FAIRBURN	WHITE WATER CREEK TRIB	Bridge	45.19869995	SD	12/16/2010
121-5077-0	County	OAKLEY ROAD	2 MI SE OF UNION CITY	BROADANAX CREEK	Bridge	45.97124481	SD	12/16/2010
121-5063-0	County	KOWETA ROAD	3 MI N OF FAIRBURN	DEEP CREEK	Bridge	46.33023834	SD	12/13/2010
121-5050-0	County	PHILLIPS ROAD	5 MI NW OF PALMETTO	LONGINO CREEK	Bridge	46.80148315		12/2/2010
121-5044-0	County	VERNON GROVE ROAD	6 MI NW OF PALMETTO	LONGINO CREEK	Bridge	48.22373581	FO	12/1/2010
121-0275-0	County	FLAT SHOALS ROAD	1.7 MI E OF UNION CITY	MORNING CREEK TRIB	Bridge	54.65234756		11/23/2010
121-5113-0	County	COCHRAN MILL ROAD	5 MI NW OF PALMETTO	BEAR CREEK	Bridge	55.40615463		12/20/2010
121-5068-0	County	SCARBROUGH ROAD	3.5 MI N OF UNION CITY	WOLF CREEK	Bridge	57.93822861	FO	12/13/2010
121-5058-0	County	ALDREDGE ROAD	7 MI N OF FAIRBURN	WOLF CREEK	Bridge	60.46353149		10/13/2010
121-5274-0	County	ONO ROAD	3 MI NE OF PALMETTO	BEAR CREEK	Bridge	60.95708466	SD	9/16/2010
121-5116-0	County	BISHOP ROAD	3 MI SW OF FAIRBURN	BEAR CREEK	Bridge	61.48753738	FO	12/17/2010
121-5210-0	County	STACKS ROAD	2.6 MI NE OF UNION CITY	CSX RAILROAD (638609E)	Bridge	61.49420547	FO	12/15/2010
121-5091-0	County	HOBGOOD ROAD	3 MI NE OF PALMETTO	BEAR CREEK	Bridge	62.10486984	FO	12/20/2010
121-5049-0	County	WESTSIDE ROAD	9 MI NW OF PALMETTO	MILL BRANCH	Bridge	62.40817642		12/2/2010
121-5064-0	County	DERRICK ROAD	3.5 MI N OF FAIRBURN	DEEP CREEK TRIB	Bridge	62.58068085	FO	12/13/2010
121-0295-0	County	BETHSAIDA ROAD	4 MI W OF UNION CITY	MORNING CREEK	Bridge	62.59301376	FO	12/9/2010
121-5051-0	County	SHORT ROAD	4 MI NW OF FAIRBURN	PEA CREEK	Bridge	62.81374359	FO	12/15/2010
121-5109-0	County	BARNES ROAD	6 MI NW OF PALMETTO	WHITE OAK CREEK	Bridge	63.33889008		12/1/2010
121-5076-0	County	MALLORY ROAD	2 MI NE OF UNION CITY	CSX RAILROAD (638608X)	Bridge	64.77225494	FO	11/5/2010
121-5060-0	County	WILKERSON MILL RD.	3 MI NW OF PALMETTO	LITTLE BEAR CREEK	Bridge	65.39427948		12/20/2010
121-5302-0	County	NORTHCUTT ROAD	4 MI NW OF FAIRBURN	PEA CREEK	Bridge	65.40492249	FO	12/15/2010
121-5301-0	County	OLD FAIRBURN ROAD	4.7 MI W OF COLLEGE PARK	CAMP CREEK	Bridge	66.19824982		10/15/2010
121-5299-0	County	WATERWORKS ROAD	1 MI W OF PALMETTO	CEDAR CREEK	Bridge	66.21165466		12/1/2010
121-5042-0	County	ATLANTA NEWNAN RD.	3 MI W OF PALMETTO	CEDAR CREEK	Bridge	68.05895233		12/1/2010
121-5111-0	County	RICO ROAD	5 MI NW OF PALMETTO	LONGINO CREEK	Bridge	69.29894257		12/1/2010
121-5112-0	County	COCHRAN MILL ROAD	5 MI NW OF PALMETTO	LITTLE BEAR CREEK	Bridge	70.21339417		12/20/2010
121-5293-0	County	RICO ROAD	6 MI NW OF PALMETTO	MOSS CREEK	Bridge	71.78453064		12/1/2010
121-5043-0	County	SARDIS CHURCH ROAD	6 MI W OF PALMETTO	DRY BRANCH	Bridge	76.61387634		12/1/2010
121-5038-0	County	WOODRUFF ROAD	6 MI NW OF PALMETTO	LITTLE PEA CREEK TRIB	Bridge	76.85725403		12/14/2010
121-5073-0	County	BURDETTE ROAD	4 MI E OF UNION CITY	MORNING CREEK TRIB	Bridge	77.27505493		12/9/2010
121-5345-0	County	OAKLEY INDUSTRIAL BLVD.	2 MI OF FAIRBURN	CSX RAILROAD	Bridge	77.74448395		4/17/2012
121-5316-0	County	SOUTH FULTON PARKWAY	4.8 MILES WEST OF FAIRBURN	BEAR CREEK	Bridge	77.83621979		12/10/2010
121-0361-0	County	WELCOME ALL ROAD	3.8 MI N OF UNION CITY	CSX RAILROAD	Bridge	78.95373535		12/15/2010
121-5344-0	County	BETHSAIDA ROAD	3.4 MILES EAST OF UNION CITY	MORNING CREEK TRIB.	Bridge	79.95295715	FO	4/12/2012
121-5052-0	County	CREEL ROAD	7 MI NW OF PALMETTO	LITTLE PEA CREEK	Bridge	80.85436249		12/14/2010
121-5315-0	County	RICO-TATUM ROAD	4 MILES WEST OF PALMETO	CEDAR BRANCH	Culvert	81.17263031		12/10/2010
121-5059-0	County	MERK ROAD	7 MI N OF FAIRBURN	CAMP CREEK	Bridge	81.18254089		10/13/2010
121-5242-0	County	WELCOME ALL ROAD	2.1 MILES NORTH OF UNION CITY	SOUTH FULTON PKWY	Bridge	82.21530914		2/9/2011
121-5283-0	County	HALL ROAD	5 MI NW OF FAIRBURN	LINE CREEK TRIBUTARY	Bridge	82.33480072		2/10/2011
121-5072-0	County	PLEASANT HILL ROAD	5 MI E OF FAIRBURN	CATER CREEK	Bridge	82.63761139		12/9/2010
121-5047-0	County	HAMILTON ROAD	7 MI NW OF PALMETTO	WHITE OAK CREEK	Bridge	82.65312958		9/16/2010
121-5045-0	County	WOODRUFF ROAD	7 MI NW OF PALMETTO	BEAR CREEK	Bridge	82.941185		12/14/2010
121-5092-0	County	PETERSBURG ROAD	3 MI N OF PALMETTO	BEAR CREEK	Bridge	83.96651459		12/20/2010
121-5284-0	County	HALL ROAD	5 MI NW OF FAIRBURN	LINE CREEK	Bridge	84.33480072		2/10/2011
121-0273-0	County	BUTNER ROAD	7.3 MI N OF UNION CITY	WOLF CREEK	Culvert	88.80741882		10/15/2010
121-5102-0	County	KIMBERLY MILL ROAD	3 MI E OF UNION CITY	KIMBERLY CREEK	Bridge	89.24474335		12/9/2010
121-5342-0	County	FAYETTEVILLE ROAD	2 MILES FROM FAIRBURN	CSX RAILROAD	Bridge	89.36950684		2/21/2012
121-0272-0	County	BUTNER ROAD	4 MI E OF SR 92	CAMP CREEK TRIB	Culvert	89.7305069		10/15/2010
121-5117-0	County	OAKLEY IND BLVD.	3 MI SE OF FAIRBURN	BROADANAX CREEK	Culvert	91.3806839		12/16/2010
121-5243-0	County	BUFFINGTON ROAD	2.3 MI E OF UNION CITY	MORNING CREEK	Culvert	91.66529846		12/9/2010
121-5317-0	County	MCCLURE ROAD	3 MILES NORTH WEST OF FAIRBURN	LINE CREEK	Bridge	92.24275208		12/10/2010
121-5101-0	County	GREENTREE TRAIL	4 MI N OF UNION CITY	WOLF CREEK	Culvert	92.34310913		12/13/2010
121-0369-0	County	FLAT SHOALS ROAD	4 MI E OF UNION CITY	MORNING CREEK TRIB	Culvert	95.52698517		12/9/2010
121-0277-0	County	FLAT SHOALS ROAD	3.5 MI E OF UNION CITY	MORNING CREEK	Culvert	95.99798584		12/9/2010
121-5271-0	County	BUTNER ROAD	6.4 MI NW UNION CITY	DEEP CREEK	Bridge	97.05981445		12/14/2010
121-5291-0	County	O. B. COOK ROAD	4 MI NE OF UNION CITY	MORNING CREEK TRIB	Culvert	98.46999359		12/20/2010
121-5062-0	County	JONES ROAD	5 MI NORTH OF FAIRBURN	DEEP CREEK	Bridge	98.71160889		10/18/2010
121-5269-0	County	ENON ROAD	7 MI N OF FAIRBURN	CAMP CREEK TRIB	Culvert	98.80298615		10/13/2010
121-5252-0	County	S FULTON HWY EBL	3.8 MI N OF FAIRBURN	DEEP CREEK	Bridge	99.21775055		10/11/2010
121-5253-0	County	S FULTON HWY WBL	3.8 MI N OF FAIRBURN	DEEP CREEK	Bridge	99.21775055		10/11/2010
121-5312-0	County	STONEWALL TELL ROAD	6.9 MI. NORTH OF UNION CITY	CAMP CREEK	Bridge	99.30246735		11/18/2010
121-5290-0	County	OLD FAIRBURN ROAD	4.2 MI N OF UNION CITY	WOLF CREEK	Culvert	99.53499603		2/9/2011
121-5310-0	County	BEN HILL ROAD	6 MI NE OF FAIRBURN	TEMPLE GROVE CREEK	Culvert	99.54098511		11/18/2010
121-0280-0	County	HUTCHENSON FERRY R	6.5 MI W OF PALMETTO	DRY BRANCH	Culvert	99.63378906		9/16/2010
121-5255-0	County	SOUTH FULTON PARKWAY EBL	3 MILES NORTHWEST OF UNION CITY	CSX RAILROAD	Bridge	99.66100311		10/29/2010
121-0758-0	City	CEDAR GROVE ROAD (CS479729)	8 MI N OF PALMETTO	LITTLE PEA CREEK	Bridge	99.70598602		10/19/2010
121-5311-0	County	COCHRAN MILL ROAD	6.5 MILES NORTH WEST OF PALMETTO	LITTLE PEA CREEK	Culvert	99.85900116		12/14/2010
121-0756-0	City	CAMP-REDWINE ROAD (CS479729)	8 MI N OF COWETA CO LINE	BEAR CREEK	Bridge	99.85900116		10/19/2010
121-5308-0	County	JOHNSON ROAD	1 MILE EAST OF PALMETTO	PEEKS CREEK	Culvert	99.86049652		11/30/2010
121-5048-0	County	JONES FERRY ROAD	7 MI NW OF PALMETTO	WHITE OAK CREEK	Culvert	99.94746399		12/2/2010

** Organized by ownership*

** Bridges noted in red are either Functionally Obsolete (FO), Structurally Deficient (SD), or have a sufficiency rating below 50*