



*The South Fulton Comprehensive
Transportation Plan
of Fulton County*

Needs Assessment 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



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EXECUTIVE SUMMARY

The Needs Assessment represents the next phase of the comprehensive transportation planning process to develop jurisdiction-wide goals and priorities for unincorporated south Fulton County and the seven southern municipalities: Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City.



The Existing Conditions Report, completed as part of the first phase of the comprehensive transportation planning process, provides a comprehensive inventory of the transportation network, land use framework, and recent historical trends. The Existing Conditions Report summarizes plans and studies completed for the study area and identifies common needs among the various jurisdictions, although each has a unique vision for future growth and development. The study area has a substantial amount of population and employment although the distribution of population and employment varies greatly throughout the municipalities. South Fulton is diverse, urban in the north and suburban/rural in the south, creating 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. Bicycling and pedestrian opportunities are limited throughout the study area with most facilities in town centers and around transit stations. Finally, Fulton County is the most freight-intensive county in Georgia, and a significant portion of the county's freight activities occur in south Fulton. The study area features several truck-intensive corridors and the CSX Fairburn Intermodal Railyard, and it borders Hartsfield-Jackson Atlanta International Airport, the ninth heaviest car cargo airport in the United States.

The Needs Assessment reviews at future population and employment projections, land use and market conditions, and future traffic scenarios to determine the transportation needs of the study area. The report includes a discussion of transportation needs, including roadway, bicycle, pedestrian, and transit, within the study area as well as for each jurisdiction.

The demographic and economic overview of south Fulton includes information, characteristics, and trends relating to population and employment. These trends have a direct impact on the transportation infrastructure and transportation needs of the area. Substantial population growth is predicted in the future, presenting needs and opportunities for all transportation modes moving forward. A common trend throughout the demographic and economic review is that there is significant variation among the cities, illustrating the diversity within the study area and also the differing needs in various portions of the study area. Within the study area, 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. The south Fulton population is projected to double to 385,816 in 2040. This growing population will put increasing demands on the transportation system.

Employment is projected to increase from 100,157 in 2010 to 172,876 in 2040, an increase of 72.6 percent. This growth is not as significant as the projected population growth during this same period (97.6 percent). The jobs by sector will change significantly in the study area by 2040. In 2040, the service industry is projected to be the dominant sector. Transportation, communications, and utilities will be the second largest sector; however, its growth from 2010 to 2040 will be relatively small. The retail trade and finance, insurance, and real estate sec-



tors will grow significantly. Wholesale trade and manufacturing will add jobs, but will decrease as a share of the employment in the study area. Construction jobs will remain a consistently small percentage of the employment base. The growing and changing employment base from 2010 to 2040 will impact the transportation needs of the study area.

Land use and development patterns can affect transportation and travel patterns. There is extensive research on land use factors, such as mix of uses, density, connectivity, and planning factors, that impact transportation and mobility. The existing land use pattern in south Fulton can be characterized as suburban with segregated land uses, low density, and a lack of an overall adequate transportation network.

Based on a review of the comprehensive plans with a focus on the major corridors that transverse the study area, land use and transportation are key components in the development of a future land use scenario across the study area. In general, land use policies focus on promoting development and future growth where there is current transportation infrastructure: along major corridors and at major intersections. Dense, appropriately scaled mixed-use development proposed for these corridors and major intersections also calls for increased connectivity, access management, and infrastructure for alternate modes, mainly walking and biking.

The land use policies proposed in each comprehensive plan were reviewed. A basic review of the regulatory framework for each jurisdiction was also performed.

Along with population and employment growth, traffic congestion is expected to increase in the south Fulton area. Currently, the majority of congestion occurs in the northern portions of the study area and around the I-85 corridor. Without future transportation investment, it is expected that existing congestion will intensify and the portion of the roadway network that experiences congestion will increase.

With the expected growth in south Fulton, additional investment in transportation infrastructure is necessary. Congestion currently experienced in the study area will continue to amplify and will spread to adjacent facilities. Capacity improvements will be necessary in the northern portion of the study area, while more targeted, operational improvements will be necessary in the southern portion of the study area. As additional residential, business, and freight growth occurs, additional capacity may be needed or warranted to major arterials such as State Route (SR) 70 (Cascade-Palmetto Highway), SR 6 (Camp Creek Parkway/Thornton Road), and South Fulton Parkway (GA Spur 14). Capacity improvements along these key routes, as well as interstates, have the ability to significantly improve operations on the remainder of the roadway network.

Through the visioning, goals, and objectives process undertaken as part of this planning process, it was learned that south Fulton residents desire that all users have adequate access to a variety of multi-modal transportation alternatives while preserving the unique community character from both a land use and transportation perspective. The cycling facility needs differ depending on the context; south Fulton contains very different areas such as rural very-low density residential and agricultural lands, industrial corridors, historic city centers, and more. Cycling facilities could be improved along rural roads through wider shoulders and pavement maintenance. Within the many downtown centers, employment centers, and school areas, and adjacent to transit stops opportunities exist to enhance bicycling facilities, including lanes, signs, storage.

As with cycling facility needs, pedestrian needs differ depending on the context. Many of south Fulton's roadways are higher-speed, rural collector and arterial roadways and are not conducive to active pedestrian streetscapes. These rural roads will not attract people out for a leisurely stroll, there are no shops or destinations nearby, or the roadway may abut a large industrial development. However, the roadways within city centers or next to transit stops should be designed with sidewalks and pedestrian features at all signalized intersections.

Transit plays a major role in alleviating congestion and improving air quality, while supporting the land use and development goals of an area. While transit reduces the number of single-occupant vehicles (SOV), its main objective is to provide travel options to citizens. By providing numerous alternatives to the SOV, the transportation system will become more efficient and comprehensive. The transit analysis includes identifying the study area's transit-dependent populations, and the impact of population and employment growth trends. The transit needs reflect the diversity of the demographic, economic, and land development conditions among the cities and unincorporated areas of south Fulton.

There are three nodes of freight activity in south Fulton: 1) the Fulton Industrial Boulevard subregion, 2) the CSX Fairburn Intermodal Railyard subregion, and 3) the Hartsfield-Jackson Atlanta International Airport subregion. According to GDOT Freight & Logistics Plan, the growth in freight traffic for Fulton County between 2007 and 2040 is forecast to be 77 percent for truck traffic, 112 percent for rail traffic, and 161 percent for air cargo. Much of this growth will occur in south Fulton due to the significant freight facilities located in this region. Therefore, several of the issues and needs described will be exacerbated as growth continues in the county.

Transportation facilities are costly to construct, operate, and maintain and are one of the most expensive elements of public infrastructure. As such, development of a comprehensive transportation plan must consider the ability to fund the construction, operation, and ongoing maintenance of that infrastructure. The Needs Assessment Report examines funding at the federal, state, and local levels, as well as public-private partnerships.

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 since they are limited in number and also subject to a number of environmental regulations.

Review of Existing Conditions

The Existing Conditions Report, completed as part of the first phase of the CTP process, provides a comprehensive inventory of the transportation network, land use framework, and recent historical trends. The Existing Conditions Report summarizes plans and studies completed for the study area and identifies common needs among the various jurisdictions, although each has a unique vision for future growth and development. The study area has a substantial amount of population and employment although the distribution of population and employment varies greatly throughout the municipalities. South Fulton is diverse, urban in the north and suburban/rural in the south, creating 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. Bicycling and pedestrian opportunities are limited throughout the study area with most facilities in town centers and around transit stations. Finally, Fulton County is the most freight-intensive county in Georgia, and a significant portion of the county's freight activities occur in south Fulton. The study area features several truck-intensive corridors and the CSX Fairburn Intermodal Railyard, and it borders Hartsfield-Jackson Atlanta International Airport, the ninth heaviest car cargo airport in the United States.

The 2001 CTP for Fulton County was developed as part of a comprehensive approach to addressing the transportation issues and investments for the county. Since that time, Fulton County has seen significant change in terms of its boundary as many areas have incorporated and cities have annexed. Unincorporated Fulton County is entirely in the southern part of the county, south of the city of Atlanta, encompassing 67,574 acres in 2010. These changes impact land use planning decisions, economic growth considerations, and transportation planning decisions, in relation to determining the needs and priorities of the county and southern municipalities.

The study area has a substantial amount of population and employment growth. 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 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.

An overview of past, current, and projected future spending on transportation projects was reviewed to determine how resources have been allocated, present funding levels, and expected future expenditures. The Fulton County budget does not currently include a line item for transportation spending. Past budgets reviewed also did not include transportation as a line item. The Fulton County Transportation Capital Improvements Program (CIP) from September 2012 includes all current and programmed projects in the county. The current CIP includes a total of \$49.5 million in projects in the study area. Of that total amount, \$26.5 million in funding will be provided by the federal and state governments, with Fulton County providing a local share of \$23.9 million.

Half of the study area is categorized as forest or agriculture with residential as the second most dominant land use. This furthers the notion that the study area is mostly rural and/or developing in a suburban automobile-oriented development pattern. 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 comprehen-

sive 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. The top five employment centers in the study area are Hartsfield-Jackson Atlanta International Airport, Fulton Industrial Boulevard, Oakley Industrial Boulevard, Camp Creek Marketplace, and the Georgia International Convention Center. Also, natural and cultural resources are plentiful throughout the study area.



COORDINATION AND PUBLIC INVOLVEMENT

Public involvement is an integral part of the comprehensive transportation planning process. Coordination and public involvement for the CTP is multi-faceted, providing several opportunities for citizens, stakeholders, and policy makers to shape the county's future through an active engagement process. The mission of the public involvement effort for the CTP is to inform, educate, and involve the public in the development of the CTP. Information and feedback are gathered throughout the process. As discussed in the Existing Conditions Report, three committees serve as primary points of contact for input and feedback: the project management team, policy committee, and stakeholder committee.



The policy and stakeholder committees met in November 2012 to discuss the overall CTP process and provide input into the goals and objectives of the study. Feedback received from those meetings is discussed in the following sections, particularly the section on Vision and Goals. Summaries of these meetings are included in Appendix A.



POPULATION AND EMPLOYMENT GROWTH

Demographic Trends

This demographic and economic overview of South Fulton includes information, characteristics, and trends relating to population and employment. These trends have a direct impact on the transportation infrastructure and transportation needs of the area. Substantial population growth is predicted in the future; this presents needs and opportunities for all transportation modes moving forward. A common trend throughout the demographic and economic review is that there is significant variation among the cities, which illustrates the diversity within the study area and also the differing needs in various portions of the study area. Within the study area, 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.

Population

From 2000 to 2010, population in the study area increased at a slightly faster rate than the Atlanta region. Between 2000 and 2010, the study area population increased 30.3 percent. In comparison, the population of the region increased by 28.1 percent. In addition, the study area share of the regional population increased slightly, from 3.6 to 3.7 percent in that same time period.

The change in population from 2000 to 2010 varied throughout the study area. Fairburn and Union City both annexed territory, which substantially expanded their city limits, thus both saw considerable population growth between 2000 and 2010. Palmetto also annexed territory during this time period. Unincorporated south Fulton County, titled Unincorporated Fulton County in the tables that follow, includes only the portion of Fulton County south of the city of Atlanta. Unincorporated south Fulton County grew substantially in population over the past decade. In contrast to the growth in Fairburn and Union City, College Park and East Point both lost population between 2000 and 2010. Hartsfield-Jackson Atlanta International Airport constructed a fifth runway that required residential displacements in College Park; however, this would not account for the entirety of the population decrease. Table 1 shows population change between 2000 and 2010.

Table 1: Population Change (2000-2010)

Year	Study Area	Unincorporated Fulton County	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
2010	149,878	63,236	n/a	20,382	39,595	5,464	6,180	3,400	11,621
2010	195,276	101,977	2,378	13,942	33,712	12,950	6,373	4,488	19,456
Change	30.3%	61.3%	n/a	-31.6%	-14.9%	137.0%	3.1%	32.0%	67.4%

Source: U.S. Census Bureau

According to projections from the Atlanta Regional Commission's (ARC's) PLAN 2040, the population growth in south Fulton is expected to continue growing at a faster rate than the region as a whole. This is likely due to the availability of less expensive developable land in comparison to the region as a whole. Additionally, as the region suffers from increased traffic congestion, locations near major employment centers and transit are likely to see more growth. South Fulton County is located adjacent to the airport and downtown Atlanta, and is easily accessible via MARTA and interstates. The Atlanta region population in 2010 was 5,473,846. The Atlanta region population is projected to increase by 50.8 percent to 8,256,323 in 2040. The study area population in 2010 was 195,276. The south Fulton population is projected to increase by 97.6 percent to 385,816 in 2040. The study area is projected to increase at a faster rate than the Atlanta region as a whole, because the study area still contains a substantial amount of developable land and is proximate to major employment centers such as Hartsfield-Jackson Atlanta International Airport, downtown, midtown, and Buckhead. This growing population will put increasing demands on the transportation system. Figure 2 shows the projected population growth between 2010 and 2040.

ARC's PLAN 2040 includes population projections by Traffic Analysis Zone (TAZ). A TAZ is a geographic unit used by transportation professionals in models

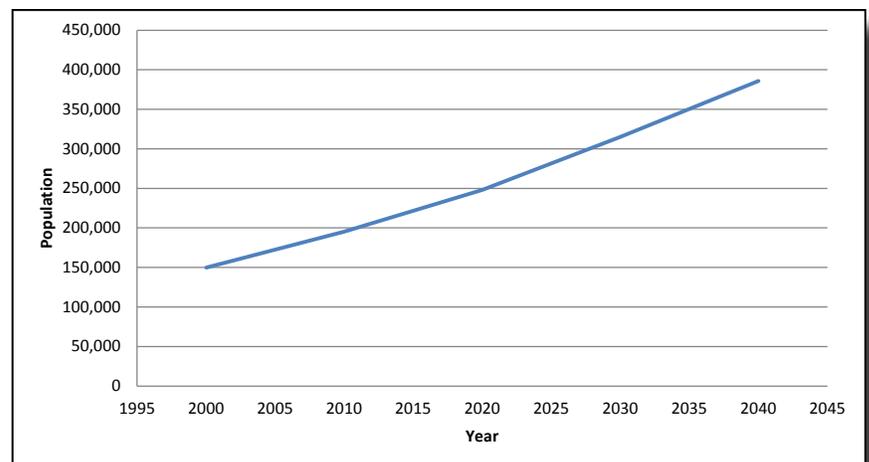


Figure 2: Study Area Projected Population Growth 2010-2040

to understand transportation patterns for all modes of travel. Socioeconomic data for the TAZ is the foundation for forecasting travel demand. TAZs do not always follow city boundaries; therefore, separating out the population projections for each city based on TAZ population projections is not exact. When a TAZ includes more than one jurisdiction, it is assigned to the jurisdiction in which it contained the most acreage. This is one reason why population projections at a smaller scale, such as a city, are likely not as accurate as the population projections for the study area as a whole. In the long term, to 2040, all cities and the unincorporated county are projected to grow in population. Table 2 shows the projected population change between 2010 and 2040.

Table 2: Projected Population Change (2010-2040)

Year	Study Area	Unincorporated Fulton County	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
2010	195,276	101,977	2,378	13,942	33,712	12,950	6,373	4,488	19,456
2040	385,816	169,492	19,731	24,279	95,554	13,294	24,907	10,446	28,113
Change	97.6%	66.2%	729.7%	74.1%	183.4%	2.7%	290.8%	132.8%	44.5%

Source: U.S. Census Bureau

Age Distribution

The study area population was divided into three age cohorts: under 20, between 20 and 64, and over 65 years of age. As a whole, the study area is slightly younger than the Atlanta region. Again, there is a substantial variation in this cohort among the cities. Union City has the highest percentage of population under 20 (34.6 percent), while Chattahoochee Hills has the lowest percentage of population under 20 (23.0 percent). The majority of drivers are between the ages of 20 and 65, therefore, the percentage of the population in this cohort has a direct impact on transportation facilities. Hapeville has the highest percentage of population between 20 and 64 (65.2 percent), while Palmetto has the lowest (54.5 percent). College Park has the lowest population aged 65 and over (6.4 percent), while Chattahoochee Hills has the highest population of 65 and over (16.1 percent), almost double the study area's 8.1 percent. Table 3 shows the age distribution in the study area in 2010.

The youngest cohort makes up slightly less than a third of the study area population, and these individuals are less likely to have a license or access to an automobile. As such, they have a higher propensity to rely on public transit as well as bicycle and pedestrian facilities for mobility. While this cohort has been growing slower than the others between 2000 and 2010, it still increased and this trend will likely continue into the future, leading to continued demand for multi-modal facilities.

Table 3: Age Distribution (2010)

Age	Study Area	Unincorporated Fulton County	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
Under 20	31.0%	31.0%	23.0%	31.9%	28.9%	32.7%	26.9%	32.9%	34.6%
Between 20 and 64	60.9%	61.0%	60.9%	61.7%	62.4%	60.4%	65.2%	54.5%	57.4%
65 and Over	8.1%	8.0%	16.1%	6.4%	8.7%	6.9%	7.9%	12.6%	8.0%

Source: U.S. Census Bureau

In 2005, approximately 8 percent of the 20-county Atlanta region's population was 65 and older. By 2040, 20 percent of the population will be older than 65. The transition to a region with a larger share of older adults will not only impact long-term care services, but will also challenge the built environment and the transportation

infrastructure. According to ARC data,¹ the majority of older adults in the region use personal vehicles as their primary mode of transportation (88 percent). Consideration as to how these older adults get around when they can no longer drive brings challenges and opportunities for the planning of a multi-modal transportation system in South Fulton.

Race and Ethnicity

The racial and ethnic composition of the study area is distinctly different from the Atlanta region. In south Fulton, Caucasians make up 12.2 percent of the population, contrasting with 55.4 percent in the Atlanta region. African-Americans dominate the study area with 81.2 percent of the population, more than double the 32.4 percent of the region. In comparison to the Atlanta region, the study area has a smaller share of Hispanic and Asian populations.

The racial composition of the cities in the study area varies noticeably. Chattahoochee Hills has the smallest African-American percentage (28.0) and is the only majority Caucasian city in the study area. All other cities in the study area are majority African-American. Ethnicity across the cities is fairly close to the study area as a whole, with one exception: Hapeville has the highest share of Hispanics (35.1 percent). Racial and ethnic composition is shown in Table 4.

Table 4: Race and Ethnic Composition (2010)

Race	Study Area	Unincorporated Fulton County	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
Caucasian	12.2%	5.4%	68.6%	13.0%	16.1%	20.1%	42.8%	33.2%	11.1%
African-American	81.2%	91.1%	28.0%	79.4%	74.6%	69.9%	28.8%	57.4%	82.3%
Asian	0.9%	0.5%	0.3%	0.9%	0.8%	1.7%	5.7%	0.7%	0.9%
Other	3.7%	1.2%	2.1%	4.6%	6.4%	6.3%	19.4%	5.6%	3.5%
Multi-Racial	2.0%	1.8%	1.0%	2.0%	2.0%	2.0%	3.3%	3.0%	2.3%
Ethnicity									
Hispanic	7.0%	2.5%	5.6%	6.9%	11.5%	11.9%	35.1%	12.7%	7.0%

Source: U.S. Census Bureau

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 the African-American category grew at a slower rate. The only racial group that declined between 2000 and 2010 was Caucasian. The study area also saw growth in Hispanic persons.

The Environmental Justice (EJ) Executive Order 12898 defines EJ populations as persons belonging to any of the following groups: African-American, Hispanic, Asian, American Indian or Alaskan Native, and low-income. Environmental justice is intended to acknowledge minority and low-income populations that have been historically underrepresented in the transportation planning process to ensure that these groups are not disproportionately impacted from transportation recommendations. An EJ analysis should locate these groups and involve them early and throughout the transportation decision-making process. The analysis should use data to assess any disproportionate impact on these communities. Using the race and poverty thresholds developed by ARC for identifying EJ areas in the region, a census block group that meets any of the following criteria is considered an EJ area:

- An African-American population of 32.9 percent or more

¹ Atlanta Regional Commission (2007). Preferences, Practices, and Potential of the 55+ Population.

- A Hispanic population of 6 percent or more
- An Asian population of 2.9 percent or more
- A poverty level of 11 percent or more

The majority of the census block groups in the study area, excluding Chattahoochee Hills, meet the EJ criteria for an African-American population of 32.9 percent or more. Many census block groups also meet the EJ criteria for Hispanic populations, especially in Hapeville.

The high number of census block groups in the study area that meet EJ criteria means that benefits and burdens of proposed transportation improvements on EJ populations must be carefully weighed before they are included in the plan as recommended projects.

Educational Attainment

Educational attainment in the study area is slightly lower than the Atlanta region. Educational attainment varies widely by city. Table 5 shows the educational attainment level of the population 25 years and older in 2010.

Table 5: Educational Attainment of the Population 25 Years and Over (2010)

Educational Attainment	Study Area	Unincorporated Fulton County	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
Less than High School	14.0%	10.9%	9.8%	15.3%	18.2%	12.7%	26.2%	19.1%	16.2%
High School Graduate	29.8%	27.4%	30.5%	32.8%	32.1%	26.2%	33.6%	30.8%	35.7%
Some College, No Degree	23.2%	24.1%	19.5%	23.6%	20.2%	25.4%	21.1%	26.9%	23.4%
Associate's Degree	5.5%	5.9%	9.8%	5.5%	5.0%	6.0%	2.0%	7.3%	4.5%
Bachelor's Degree	17.4%	19.3%	17.2%	13.7%	16.3%	21.5%	12.7%	10.2%	13.5%
Graduate/ Professional Degree	10.0%	12.3%	13.2%	9.2%	8.1%	8.3%	4.4%	5.6%	6.6%

Source: U.S. Census Bureau

People with higher levels of educational attainment are more likely to be employed and using the transportation system during peak hours to commute to work. Additionally, people with higher levels of educational attainment are more likely to drive private automobiles rather than take transit. Educational attainment also correlates highly with household income, for example, higher levels of education usually result in higher incomes.

Households

The number of households in the study area has 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, an increase of 30.1 percent. In comparison, the Atlanta region experienced an increase in the number of households of 24.6 percent during the same time period. The study area experienced a decrease in household size from 2000 to 2010 as well. Within the study area, one-person households make up the largest share at 30 percent. Similar to an increasing population, household growth will increase demand on the transportation system.

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. During that time period, average household income in the study area increased \$12,958 (28.4 percent). In comparison, average household income in the region increased by only 6.7 percent. Table 6 shows the average household income between 1999 and 2010.

Table 6: Average Household Income (1999-2010)

Year	Study Area	Unincorporated Fulton County	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
1999	\$45,559	\$53,007	n/a	\$37,796	\$40,782	\$49,649	\$40,775	\$45,419	\$42,065
2010	\$58,517	\$69,202	\$86,969	\$44,911	\$52,821	\$62,479	\$44,640	\$44,779	\$45,338
Change	28.4%	30.6%	n/a	18.8%	29.5%	25.8%	9.5%	-1.4%	7.8%

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. Per capita income increased by \$5,715 (33.6 percent); in contrast, the region had an increase of only of \$1,300 (5.2 percent). Changes in per capita income varied throughout the study area, but all municipalities experienced an increase from 1999 to 2010, as shown in Table 7. Additionally, per capita income in all municipalities increased faster than the Atlanta region.

Table 7: Per Capita Income (1999-2010)

Year	Study Area	Unincorporated Fulton County	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City
1999	\$17,017	\$19,103	n/a	\$14,371	\$15,175	\$18,898	\$15,793	\$15,097	\$17,208
2010	\$22,732	\$24,784	\$36,332	\$19,227	\$21,266	\$23,710	\$16,639	\$17,856	\$18,876
Change	33.6%	29.7%	n/a	33.8%	40.1%	25.5%	5.4%	18.3%	9.7%

Source: U.S. Census Bureau

Multiple census tracts in the study area are considered below the regional median household income and below the poverty line. These areas are EJ areas. Persons with very low income are less likely to own a car and more likely to be transit dependent. Transit-dependent populations are in need of particular transportation infrastructure investments, namely sidewalks, bicycle facilities, and transit. However, if the study area's trend of increasing incomes at a faster rate than the region continues, persons in south Fulton will be more likely to own and use their own car for transportation, thereby putting more stress on the road network.

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. Employment in the study area is relatively diverse, however, the transportation and warehousing sector employs more than double that of the second leading sector, wholesale trade. The concentration of jobs in transportation, warehousing, and trade is due to Hartsfield-Jackson Atlanta International Airport. Table 8 shows the study area employment in 2009 by sector.

Sector	Employees	Distribution
Agriculture & Mining	35	0.0%
Utilities	123	0.1%
Construction	3,402	3.4%
Manufacturing	8,563	8.5%
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: U.S. Census Bureau

The ARC employment projections for the study area show an increase in employment from 2010 to 2040. Employment is projected to increase from 100,157 in 2010 to 172,876 in 2040, an increase of 72.6 percent. This growth is not as significant as the population growth during that period (97.6 percent). The jobs by sector will change significantly in the study area by 2040. In 2040, the service industry is projected to be the dominant sector. Transportation, communications, and utilities will be the second largest sector; however, its growth from 2010 to 2040 will be relatively small. The retail trade and finance, insurance, and real estate sectors will grow significantly. Wholesale trade and manufacturing will add jobs, but will decrease as a share of the employment in the study area. Construction jobs will remain a consistently small percentage of the employment base. The growing and changing employment base from 2010 to 2040 will impact the transportation needs of the study area. A growing number of persons commuting to different locations for work will stress the existing network. Also, with so many of the new jobs in the services sector, there could be implications for the transportation system. Table 9 illustrates projected employment in the study area in 2040. Whether these jobs allow flexible schedules, work from home opportunities, or alternate work schedules or require employees to travel throughout the day to different locations will determine the additional level of stress on the transportation system and which problems may need to be addressed first.

Employment Sector	Employees	Percent
Services	56,453	32.7%
Transportation, Communications, and Utilities	28,232	16.3%
Retail Trade	28,181	16.3%
Government	17,447	10.1%
Finance, Insurance, and Real Estate	15,837	9.2%

Employment Sector	Employees	Percent
Wholesale Trade	10,829	6.3%
Manufacturing	10,000	5.8%
Construction	5,897	3.4%
Total Employment	172,876	100.0%

Source: U.S. Census Bureau

The employment sectors shown in Table 9 are from the ARC travel demand model. Sectors in the ARC travel demand model are an aggregation of the sectors shown in Table 8, which are based on existing conditions data from the Georgia Department of Labor (DOL). Because Georgia DOL does not forecast future employment, the ARC travel demand model forecast was used for 2040.

MARKET ASSESSMENT

The south Fulton market is comprised of residential, retail, office, and industrial space. Currently, the residential and industrial markets are key contributors to the study area economy, followed by retail, followed by office. The recent national recession negatively impacted market demand in the study area; however, with the economy beginning to recover, it is anticipated that improving economic conditions will again result in an increase in demand for residential, industrial, retail, and to a lesser extent, office space in the study area.

Residential

Fulton County has seen a boom and bust in the residential new housing market over the past 10 years, as evidenced by the Building Permits Survey produced by the US Census Bureau. South Fulton has seen a portion of this boom and bust, although presumably to a lesser degree than north Fulton and the city of Atlanta. Currently, building permit activity in Fulton County is beginning to slowly increase, after peaking in 2005 and bottoming in 2009. Several large residential developments in the study area are currently on hold, but will likely be built out as the economy continues to improve. However, the pace of development is likely to remain slower than during the boom years. Table 10 shows residential building permit activity for all of Fulton County from 2000 through 2011. The county level is the smallest for which the U.S. Census Bureau provides building permit data.

Table 10: Fulton County New Residential Building Permits (2000-2011)

Building Type	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Single Family	3,446	4,019	3,909	6,014	8,008	9,581	9,491	4,552	2,211	775	783	961
Two Family	28	34	60	70	100	50	43	25	7	4	0	2
Three to Four Family	39	20	33	26	17	7	8	14	8	1	2	3
Five + Family	132	89	137	78	93	107	116	96	30	12	4	24

Source: U.S. Census Bureau: Building Permits Survey, Annual New Privately Owned Residential Building Permits for Fulton County, GA, 2000 to 2011 <http://www.census.gov/construction/bps/>

Table 11 shows the total acres and percentage of traditional residential land use in the study area. A quarter of the study area is residential, although agricultural-based residential properties are not included in this figure and would dramatically increase some of the city's residential area (i.e., Chattahoochee Hills).

City	Residential Acres	Total Acres*	% Residential
South Fulton CTP Study Area	36,841	146,559	25%
Unincorporated Fulton County	21,009	67,962	32%
Chattahoochee Hills	1,991	32,774	6%
College Park	1,489	4,694	32%
East Point	4,804	9,408	51%
Fairburn	3,094	10,913	28%
Hapeville	614	1,517	40%
Palmetto	1,107	7,118	16%
Union City	2,733	12,173	22%

Source: ARC LandPro 2010

*College Park's and Palmetto's totals are represented only for the acres that fall within the South Fulton CTP study area.

Home sales have waned since the housing market crash, and much of the area has undergone “fire sales” where previously overpriced homes were sold at discounted prices. Additionally, disinvestment in the area in recent years has contributed to neighborhood decline and a lower quality of life. Many cities have recognized the need to promote infilling and revitalization of older and dilapidated homes and have incorporated that vision into their comprehensive plans. In contrast to sale prices, rental prices in the cities have remained fairly strong and are in line with prices in the Atlanta region. Home sales and rentals are shown in Table 12.

City	Average Home Value	Average Home Sale Price	Average Rental Price
Chattahoochee Hills	--	\$65,000	--
College Park	\$184,000	\$62,000	\$708
East Point	\$132,900	\$48,250	\$823
Fairburn	\$140,900	\$145,443	\$937
Hapeville	--	\$100,000	--
Palmetto	\$155,300	\$100,000	\$1,272
Union City	\$140,900	\$77,822	\$937

Note: No data available for unincorporated Fulton County.

Note that Fairburn-Union City is reported together.

Source: Home value data from American Community Survey, Median Value (Dollars) 5 Year Estimates from 2007-2011 (table B25077). Note that Fairburn-Union City is reported together. Home sales data in 2012 Q4 from Trulia.com.

Rental data from American Community Survey, Median Gross Rent (Dollars) 5 Year Estimates from 2006-2010 (table B25064).

Following is an overview of residential conditions in each of the individual cities. This overview focuses on factors unique to each of the cities that affect their residential markets.

Chattahoochee Hills:

- Chattahoochee Hills has a “Keep It Rural” initiative, striving to preserve the existing rural landscape and quality of life.
- Chattahoochee Hills developed one conventional subdivision, Crossroads (off Wilkerson Mill Road), in the early 1980s. The subdivision includes approximately 150 houses, each sitting on a lot size of 10,000 square feet.

- Chattahoochee Hills has two partially built subdivisions – Arbor Reserve and Bear Creek – which have largely been abandoned.
- Chattahoochee Hills is also home to Serenbe – a 1,000-acre sustainable living community.

College Park:

- The proximity to Hartsfield-Jackson Atlanta International Airport contributes to a lower quality of life for residents of College Park, who must deal with significantly high levels of noise pollution.
- Approximately 29 percent of College Park’s housing stock is estimated to be vacant (American Community Survey 2011).
- Of the occupied housing units in College Park, 73 percent are renter occupied (American Community Survey 2011).
- Over 54.5 percent of the housing units in College Park are in structures with five or more units, while almost 28 percent of the units are single-family detached homes (American Community Survey 2011).

East Point:

- Approximately one-fourth of East Point’s housing stock is estimated to be vacant, according to the American Community Survey (2009).
- Nearly half of the occupied housing units available in East Point are occupied by renters (American Community Survey, 2009).

Fairburn:

- Fairburn’s Comprehensive Plan (2005) mentions a need for greater diversity in housing to support residents’ needs at all stages of life.

Hapeville:

- Hapeville primarily contains single-family detached housing, and has traditionally been the location of “low end” housing options according to the City’s Plan 2025.

Palmetto:

- Based on information from the Livable Centers Initiative (LCI) Study (2009), the average home sales price in 2008 was \$155,471. While the most stagnant houses on the market were priced over \$400,000, the most sales activity and least amount of supply of homes was in the \$150,000 to \$175,000 and \$200,000 to \$225,000 ranges.
- The Carlton Road/Roosevelt Highway area contains the newest residential housing subdivisions.
- Foxhall Village was annexed to the city of Palmetto in 2006 and is expected to include 4,700 residential units. Build-out is expected to take 20 years.

Union City:

- Like most other cities in the study area, Union City was primarily built out after the 1960s with a traditional suburban sprawl pattern. Some of these areas have fallen into more disrepair than others, and could be revitalized through a redevelopment that brings the focus to walkable neighborhood centers.
- Reinvestment and redevelopment opportunities exist at the site of Union Station Mall, which closed in 2010.

Retail

There is a need in the study area for additional retail space in the near future, with Union City’s Union Station Mall (formerly Shannon Southpark Mall) a prime redevelopment opportunity.

One of the major themes within the LCI studies and comprehensive plans is the need for the study area to put better roadway infrastructure in place and address the lack of north-south and east-west corridors beyond I-85. Additionally, there is a regional desire to build any new development as pedestrian-friendly.

The amount of land dedicated to retail and commercial land uses varies throughout the study area. Retail and commercial land uses tend to attract a large number of trips. Table 13 shows the amount of land devoted to retail and commercial uses in the study area and each jurisdiction.

City	Commercial Acres	Total Acres*	% Commercial
South Fulton CTP Study Area	5,443	146,559	4%
Unincorporated Fulton County	1,639	67,962	2%
Chattahoochee Hills	10	32,774	< 1%
College Park	733	4,694	16%
East Point	981	9,408	10%
Fairburn	696	10,913	6%
Hapeville	395	1,517	26%
Palmetto	185	7,118	3%
Union City	804	12,173	7%

*Acres within the study area only are represented for College Park and Palmetto.

Source: ARC LandPro 2010. Note that “commercial” includes a range of activities, including retail and office.

Table 14 shows planned retail space and current vacancy rates in the study area. Areas closer to the city of Atlanta and Hartsfield-Jackson Atlanta International Airport seem to enjoy a lower vacancy rate for retail properties, as well as higher future opportunity to leverage the proximity to the larger market.

City	Planned Square Feet (5- to 10 - Year Plan)	Current Vacant Square Feet	Current Vacancy Rate	Current Market Quoted Rate (per square foot)
Chattahoochee Hills	--	--	--	--
College Park	221,550	439,060	19%	\$8.60
East Point	702,272	188,148	8.5%	\$16.51
Fairburn LCI	25,000	65,596	52%	\$16.00 to \$19.00
Hapeville LCI	111,736	--	--	--
Palmetto LCI	75,650	2,850	11.4%	\$8.00
Union City LCI	201,434	239,943	18.9%	\$8.00 to \$14.50

Note: No data available for unincorporated Fulton County.

Source: College Park: College Park Transit Oriented Development Study. East Point: Market Assessment & Demand Trends (2011). Fairburn: LCI Study (2009). Note the high vacancy rate was due at the time to a newly constructed retail center that had not yet been fully leased. Hapeville: LCI Study (2005). Palmetto: LCI Study (2009). Union City: Union City LCI Study (2003). Note: Planned square footage and vacancy rate were applicable prior to the Union Station (Shannon Southpark) Mall closure. Vacant square footage reflecting the now-defunct Union Station Mall would increase this value by 765,000 square feet.

Following is an overview of retail conditions in each of the individual cities. This overview focuses on factors unique to each of the cities that affect their retail markets.

Chattahoochee Hills:

- Chattahoochee Hills has little to no commercial development outside of Serenbe, most notably Smith’s Store in the Rico crossroads community.



College Park:

- The Virginia Avenue corridor is underutilized as a retail center, and the LCI Study (2008) recommends that the city evaluate this corridor for revitalization and consolidation into a pedestrian-friendly community.
- According to the Transit Oriented Development (TOD) Study, College Park had more than 2.3 million square feet of total leasable retail square footage at the end of 2011.
- The retail occupancy rate at the end of 2011 was slightly over 81 percent in College Park (TOD Study).
- Reported retail rental rates at the end of 2011 were \$8.60 per square foot in College Park (TOD Study).

East Point:

- The East Point retail market draws from one major submarket: South Atlanta.
- The East Point MARTA Station potential for mixed-use growth has been only partially realized. If the Atlanta-Macon intercity rail project is completed, the MARTA station could become a more significant hub.
- East Point's Camp Creek Marketplace will continue to draw retail opportunities.
- East Point is estimated to have 6.8 percent of its developed land as traditional commercial/retail space (office space is calculated separately), according to the Mission 2036 Comprehensive Plan Update.
- East Point's LCI Study (2005) identified a number of goals, including redeveloping the Lawrence Street brownfield and industrial area, restoring Central Park, and renovating De Lowe Plaza and Tri-Cities Plaza.
- East Point may find redevelopment opportunities along the Washington Road, Cleveland Avenue, and Main Street commercial areas. According to the Mission 2036 plan, the Main Street businesses are especially lacking in diversity.

Fairburn:

- Fairburn's LCI Study (2009) recommends retail upgrades and creation of a village greenspace along Broad Street, which it contends will serve as a catalyst to the remainder of the historic downtown area.
- Residents are currently limited in the retail sector, typically with access only to grocery and convenience stores.

Hapeville:

- Hapeville has a series of corridor-based commercial/retail centers, including North Central and South Central avenues, Dogwood Drive (south of Oak Drive), Virginia Avenue, and portions of Atlanta Avenue, King Arnold Street, and Springdale Road.
- Retail is not considered strong in Hapeville, with no major mall within the city; residents typically seek out the Southlake, now defunct Union Station/Shannon Southpark, or Greenbriar malls.
- A mixed-use development is planned at the site of the demolished Ford Motor Company Assembly Plant.

Palmetto:

- Palmetto's LCI Study (2009) indicated an existing demand for new retail space equivalent to 11,750 square feet.
- Through January 2009, the city placed a moratorium on new development that needed to tie into the city's water distribution system.
- Foxhall Village is expected to include 600,000 square feet of commercial space at full build-out.
- The only significant commercial site is along Main Street from the historic downtown area to Roosevelt Highway. This stretch is ripe for redevelopment, with vacant lots and structures in poor condition.



Union City:

- Despite recent city upgrades to roadways and drainage, in addition to interior renovations in 2006, Union Station Mall (formerly Shannon Southpark Mall) has been closed since 2010 with no prospective tenants.
- Most commercial strip centers are located along highway corridors (i.e., SR 138, South Fulton Parkway), making the area automobile dependent. Absent from the area are traditional “big-box” retailers, which typically have been drawn to East Point’s Camp Creek Marketplace.



Office

The study area does not contain a great deal of traditional (multi-tenant/multi-story) office space. Within most cities, office space is typically found in converted retail storefronts or single-family homes. The prospect for future development of large-scale office complexes is low. Table 15 shows planned office space and current vacancy rates.

Table 15: Office Space

City	Planned Square Feet (10-Year Plan)	Current Vacant Square Feet	Current Vacancy Rate	Current Market Quoted Rate (per sq ft)
Chattahoochee Hills	--	--	--	--
College Park	134,700	489,923	25%	\$15.07
East Point	822,890	170,875	16.3%	\$18.09
Fairburn LCI	10,000	--	--	\$13.00 to \$17.00
Hapeville	--	--	--	--
Palmetto LCI	13,650	--	--	--
Union City LCI	250,000	--	--	--

Note: No data available for unincorporated Fulton County.

Source: College Park: College Park TOD Study East Point: Market Assessment & Demand Trends (2011), Fairburn: LCI Study (2009), Palmetto: LCI Study (2009), Union City: LCI Study (2003)

Following is an overview of office conditions in each of the individual cities. This overview focuses on factors unique to each of the cities that affect their office markets.

Chattahoochee Hills:

- Within Chattahoochee Hills, the Serenbe community contains some of the only live-work spaces available in the city.

College Park:

- The aviation and hospitality industries drive much of College Park’s economy. The city is also home to major employers such as Chick-fil-A Corporate Headquarters, Woodward Academy, Coca-Cola Bottling, and John Weiland Homes.
- There are a number of vacancies in commercial areas, including downtown, Virginia Avenue, and Old National Highway according to the College Park Comprehensive Plan (2011).
- According to the TOD Study, College Park had more than 1.9 million square feet of total leasable office square footage at the end of 2011.
- The office occupancy rate in College Park was slightly under 75 percent at the end of 2011 (TOD Study).
- Reported office rental rates at the end of 2011 were \$15.07 per square foot in College Park (TOD Study).

East Point:

- The East Point office market draws from four major submarkets: Downtown Atlanta, Northside Drive/Georgia Tech, West Atlanta, and Airport/North Clayton County.
- East Point is estimated to have 2.1 percent of its developed land as office space, according to the Mission 2036 Comprehensive Plan Update.

Fairburn:

- Fairburn's office space is limited, with much of the traditional office space along Oakley Industrial Boulevard.

Hapeville:

- Hapeville contains a few major employers such as Delta World Span Headquarters, Wachovia Operations Center, and the Atlanta Airport Hilton.
- Future employment opportunities are expected to be in the office and hospitality (hotel) sectors due to proximity to Hartsfield-Jackson Atlanta International Airport.

Palmetto:

- Palmetto contains little to no traditional office space; office space is mostly housed in former retail/storefront spaces or single-family residences. There are no multi-tenant, multi-story office buildings.
- There is no planned development for office space within the city of Palmetto due to lack of demand.

Union City:

- The City's Comprehensive Plan (2010) calls for a rezoning and redevelopment guide that would allow single-family homes to be converted to office space along major roadways, which would provide a buffer and transition zone between retail and traditional residential areas.

Industrial

Traditional industrial land use is limited in the study area, with some of the major employers recently leaving the area (e.g., Ford Motor Company). However, there is strong demand for warehousing and distribution space in the study area, especially along Fulton Industrial Boulevard and, on a smaller scale, along Oakley Industrial Boulevard. As the national and regional economies recover and improve, industrial uses will remain an important contributor to the study area's economic base. Table 16 shows industrial land use in acres for the jurisdictions within the study area.

Table 16: Industrial Land Use

City	Industrial Acres	Total Acres*	% Industrial
South Fulton CTP Study Area	7,852	146,559	5%
Unincorporated Fulton County	4,604	67,962	7%
Chattahoochee Hills	0	32,774	0%
College Park	354	4,694	8%
East Point	910	9,408	10%
Fairburn	955	10,913	9%
Hapeville	145	1,517	10%
Palmetto	94	7,118	1%
Union City	790	12,173	6%

**Acres within the South Fulton CTP study area are represented only for College Park and Palmetto.*

Source: ARC LandPro 2010

LCI studies and comprehensive plans have indicated little to no desire for an increase in industrial space; most of the cities want to focus on revitalizing their residential areas and providing mixed-use developments to attract a larger market. Although CSX rail lines run through the majority of the cities in the study area, industrial development is either limited along the railroad right-of-way or zoned but undeveloped.

Following is an overview of industrial conditions in each of the individual cities. This overview focuses on factors unique to each of the cities that affect their industrial markets.

Chattahoochee Hills:

- Chattahoochee Hills does not currently have any major employers in the industrial classification.
- Future industrial districts may be located adjacent to Highway 154, although the prospect of needing that space is low.

College Park:

- College Park's industrial zoned properties are mainly found along the CSX railroad line and West Point Avenue, Sullivan Road, and Edison Drive.

East Point:

- The East Point industrial market draws from four major submarkets: Central Atlanta, Chattahoochee, Fulton Industrial District, and Airport/North Clayton County.

Fairburn:

- Fairburn's industrial land uses center around the CSX-Fairburn rail yard and Oakley Industrial Boulevard.

Hapeville:

- Hapeville's major industrial employer, occupying nearly 90 percent of the industrial land use in the city, was Ford Motor Company's Assembly Plant. The plant closed in 2006 and was demolished in 2008. In its place, a mixed-use development of offices, retail, and entertainment is planned, and most notably includes plans for Porsche North America to build an office and test track.

Palmetto:

- Palmetto's industrial sites are primarily located along the railroad lines.
- While Palmetto does not indicate plans for future industrial sites, an 85-acre site adjacent to the city on Collinsworth Road is indicated as a light industrial park.

Union City:

- The Martin Marietta Red Oak Quarry (off I-85 between SR 14 and Bluffington Road) is the study area's only quarry, producing stone, sand, and gravel.

Market Summary

Transportation facilities and economic opportunities are mutually supportive. Market demands, and the land use changes and developments undertaken to meet them, result in increased demands placed on the transportation system. As the economic recovery and the current positive trend in residential building permits continue, new residents will be making trips using the study area transportation system. Likewise, as planned retail space is built out and currently vacant space is absorbed as demand increases, shoppers will be using the transportation network to access stores in the study area. Finally, as the Fulton Industrial Boulevard and Oakley Industrial Boulevard areas continue to grow, freight users will also place demands on the existing transportation system.

The study area transportation system may need to increase supply across all modes to meet demand for mobility caused by market trends.

LAND USE ASSESSMENT

Land use and development patterns can affect transportation and travel patterns. There is extensive research on land use factors, such as mix of uses, density, connectivity, and planning factors, that impact transportation and mobility. This section examines land use factors in the study area and their potential impacts on the transportation system. This section focuses on the land use planning decisions and framework that impact accessibility to the transportation system.



Land use and transportation decisions interact, one affecting the other. Transportation planning decisions impact land use planning decisions by impacting the amount of land used for transportation infrastructure, while land use planning decisions impact transportation planning decisions by the location and design of development.² Land use factors that affect transportation include regional accessibility, density, mix use, centrality, connectivity, roadway design and management, parking supply and management, pedestrian and bicycling conditions, transit accessibility, site design, and mobility management.³

Land use development patterns affect accessibility; that is the ability for someone to reach services and activities, which impacts mobility and the amount and type of travel required to complete such activities. Different land use development patterns have varying levels of accessibility. For example, compact urban areas have more accessible land use and more varied transportation systems. Travel is typically slower and more costly. Whereas suburban and rural areas have less accessible land use, and less travel options, but travel is faster and cheaper per mile.⁴ The transportation system in south Fulton must adequately serve all land use development patterns now and in the future.

The Existing Conditions Report presents a review of plans and studies completed for the study area. That review identified several common needs:

<ul style="list-style-type: none"> • mixed-use compact centers to support additional growth 	<ul style="list-style-type: none"> • improvement to existing transportation facilities through access management and complete streets
<ul style="list-style-type: none"> • enhanced transit services 	<ul style="list-style-type: none"> • additional greenspace and park space
<ul style="list-style-type: none"> • countywide trail systems 	<ul style="list-style-type: none"> • intersection improvements
<ul style="list-style-type: none"> • connectivity improvements 	

² Litman, Todd (September 2012). Evaluating Transportation Land Use Impacts. Victoria Transport Policy Institute.

³ Litman, Todd (July 2012). Land Use Impacts on Transportation: How Land Use Factors Affect Travel Behavior. Victoria Transport Policy Institute.

⁴ Litman, Todd (July 2012). Land Use Impacts on Transportation: How Land Use Factors Affect Travel Behavior. Victoria Transport Policy Institute.

The existing land use pattern for south Fulton can be characterized as suburban with segregated land uses, low density, and lack of an overall adequate transportation network. Map 1 shows the existing land use development pattern, which results in heavily automobile-dependent communities. The study area of south Fulton can be categorized into three areas based on the existing land use and development pattern.



There is an urban area around Hapeville, College Park, and East Point where activity centers are focused around transit accessibility and industry such as Hartsfield-Jackson Atlanta International Airport. Located just south of the regional central business district in the city of Atlanta, this area experiences a denser development pattern, transit accessibility, good opportunities for walking and biking, mix of use, and connectivity to the local transportation system as well as to the regional transportation system. The area to the west along I-20 and south through Union City can be characterized as having a more suburban development pattern. Small neighborhoods activity centers and town centers provide for daily needs and services as well as economic activities. Large industry is focused in the Fulton Industrial Boulevard area, where freight warehousing dominates the development pattern. Connectivity, transit accessibility, mix of use, and good opportunities for walking and biking are generally absent outside of the town center areas. The third area can be characterized as having a rural development pattern with large tracts of undeveloped land and large residential housing lots and farms. Smaller, community-oriented activity centers and downtowns, such as Serenbe and downtown Palmetto, provide for daily needs and services. Factors such as transit accessibility, connectivity, mix use, and opportunities for walking and biking outside of recreational purposes are minimal outside of the community activity centers.

The ARC Unified Growth Policy Map (UGPM), shown as Map 2, reflects the general future land use development pattern for the study area. In general, the study area can be considered as three separate areas: maturing neighborhoods (around the region core), developing and established suburbs, and rural/undeveloped areas in the most southern portion of the study area. This consolidation of the various future land use scenarios by each jurisdiction appears to best represent the desired development pattern in south Fulton in the future. The UGPM represents local plans as well as PLAN 2040, the regional development plan, policies, and forecasts.

At the initial meetings with the policy and stakeholder committees, several corridors were identified for regional travel and accessibility, and therefore, consideration for multi-jurisdictional projects. These corridors include SR 70 (Fulton Industrial Boulevard), SR 279 (Old National Highway), South Fulton Parkway, Highway 29, SR 92, Highway 138, SR 166, and SR 6 (Camp Creek Parkway). Future development patterns outlined in the future land use maps and in policies and strategies identified in previous plans and studies point to the significance of accessibility and mobility along these corridors from both a local and regional perspective. Below is a closer evaluation of the future land use development pattern proposed along these corridors.

Fulton Industrial Boulevard (SR 70) runs north-south through the study area connecting with I-20 in the north and the city of Newnan in the south. The northern portion of the corridor, which was once the largest warehousing concentration in the southeast contains a substantial amount of industrial use. To preserve the industrial integrity of the area as a warehousing and transportation hub, future development strategies include limiting incompatible land uses such as residential and some commercial uses.



Old National Highway (SR 279) runs north-south through the City of College Park and unincorporated Fulton County. Future land use calls for suburban neighborhoods and local mixed use along the corridor to serve the community and nearby residential population. Greater density of mixed use is expected at the interchange of I-285 due to the increase in accessibility to the regional transportation system and central business district of College Park.



South Fulton Parkway is a major east-west corridor through the heart of south Fulton. South Fulton Parkway is primarily a four-lane median-divided corridor with limited access points. Access management along South Fulton Parkway is important and critical to future accessibility and economic growth along this corridor. The corridor runs through three jurisdictions: Union City, unincorporated Fulton County, and Chattahoochee Hills. The future land use proposed along South Fulton Parkway promotes a common theme of appropriately scaled mixed use and residential housing, concentrated at the major intersections and access points to preserve the function and mobility of the corridor. Union City envisions a concentration of mixed use and urban neighborhoods along the corridor, including high density with both multi-family and single-family residential uses and mixed use in multi-story buildings. Fulton County proposes regional mixed use along the corridor at major intersections, which includes a balance of commercial, office, and residential uses at the highest densities allowed in unincorporated south Fulton. Chattahoochee Hills designates the area around the corridor as a preferred town and village area, which calls for a mix of uses and connectivity at the city's most intense levels while maximizing open space. The UGPM designates the land area around South Fulton Parkway as airport investment, development suburb, and rural areas. All three areas focus on concentrated appropriate land use and scale, preservation of environmental resources, and preservation of the existing transportation infrastructure system.



Highway 29, also known as Roosevelt Highway, links every community except Hapeville paralleling I-85. It serves as a regional thoroughfare and truck route for the movement of goods and services, but also as a main street as part of a central business district for communities. Future development plans call for concentration of activity along this corridor with characteristics of mixed-use town centers and urban neighborhoods. Concentration of industrial use is also proposed along the corridor between Fairburn and Palmetto, particularly around the SR 74/I-85/Highway 29 intersections. Accessibility along this corridor will be important, particularly in downtown and mixed-use areas where accessibility will increase for all users due to the concentration of land uses in those areas.



Campbellton Fairburn Road (SR 92) connects Fayetteville and Griffin to the south with Douglasville and Hiram to the northwest. On the UGPM, this road is the defining line between developing suburban and rural areas, and symbolizes a change in land use character within the study area. Fulton County designates the land area around the corridor as rural neighborhood, which represents the transition between the agricultural and suburban neighborhood and can be characterized by low- to medium-density residential. SR 92 travels through Fairburn's historic downtown district, which encourages a high-density mix of neighborhood retail, office, and services with residential development to support the traditional town center and increase opportunities for pedestrians and bicyclists.

Highway 138, also known as Jonesboro Road, travels through the southeast portion of the county, including Union City, and connects with Highway 92. Fulton County designates the land area along the corridor as suburban neighborhood, which seeks to provide a wide variety of housing types while preserving the surrounding rural and agricultural areas. These areas are closest to the urbanized area and have the highest percentage of existing developed land. In Union City, the corridor is defined as an urban mixed-use corridor surrounded by urban neighborhoods and urban communities. These areas focus on infill development that enhances the existing residential and community fabric, promoting walkability, bikeability, and street connectivity.

SR 166, also known as Campellton Road in the study area, runs east-west through unincorporated Fulton County. Fulton County identifies the land area along the corridor as suburban neighborhood with two live work areas defined as two major intersections along the corridor: SR 166 and Cascade Palmetto Highway and SR 166, Boat Rock Road, and New Hope Road. The intersection with Cascade Palmetto Highway is designated as a regional live-work mixed-use district while the intersection with Boat Rock Road and New Hope Road is designated as a crossroads live-work mixed-use district. The primary difference between the two is the size and scale of the mixed-use district.



Camp Creek Parkway (SR 6) runs from I-85 at Hartsfield-Jackson Atlanta International Airport, known as the world’s busiest airport, across the study area into Douglas County and serves as a major regional thoroughfare and is designated as part of the National Highway System (NHS). It is designated as a mixed-use corridor in unincorporated Fulton County with a regional live-work mixed-use district at the intersection with Fulton Industrial Boulevard. Through the city of East Point, land around the corridor is designated as regional center, business park/industrial, and suburban residential. The regional center is designated around Camp Creek Marketplace at the intersection of I-285 and Camp Creek Parkway. Regional centers contain “revenue-generating regionally marketed commercial and retail uses, office and employment areas, higher-education facilities, sports and recreational complexes.”⁵ The industrial business park areas are major employment and economic drivers for the city and are located where there is good access to the regional transportation infrastructure network. On College Park’s



Future Development Map, the land area around the Camp Creek Parkway corridor is considered gateway center/hospitality commercial, transit-oriented development, and some residential high density. The gateway center character area is supportive of the uses sustained by the Georgia International Convention Center, Hartsfield-Jackson Atlanta International Airport, and other facilities that generally serve the public. There are strong ties here with the adjacent character area: transit-oriented development, which is centered on the MARTA transit station and historic downtown area. The emphasis on transit-oriented development is to encourage dense mixed-use development, which creates a walkable environment that is well connected to all modes of transportation.



Based on a review of the comprehensive plans with a focus on the major corridors that transverse the study area, land use and transportation are key components in the development of a future land use scenario across the study area. In general, land use policies focus on promoting development and future growth where there is current transportation infrastructure:

⁵ Pond & Company (April 2012). 2036 East Point Comprehensive Plan: Community Agenda. City of East Point.

along major corridors and at major intersections. Dense, appropriately scaled mixed-use development proposed along these corridors and at major intersections also calls for increased connectivity, access management, and infrastructure for alternative transportation modes, mainly walking and biking.

The land use policies proposed in each comprehensive plan were reviewed. A basic review of the regulatory framework for each jurisdiction was also performed. Table 17 is a summary of land use factors that affect travel behavior as provided by the Victoria Transport Policy Institute and whether those factors are considered in the comprehensive plan and/or regulatory framework.

Table 17: Land Use Factors Considered in Plans and Regulatory Framework

Land Use Factors	Definition	Chattahoochee Hills	College Park	East Point	Fairburn	Hapeville	Palmetto	Union City	Fulton County
Regional Accessibility	Location relative to regional centers, jobs, or services		◆	●	◆	◆		◆	◆
Density	People, jobs, or houses per unit of land area	◆	◆	◆	●	◆	■	◆	●
Mix of Uses	Proximity of different land uses (residential, commercial, institutional, etc.)	◆	◆	◆	◆	◆	■	◆	◆
Centricity	Portion of jobs, commercial, and other activities in major activity centers	◆	◆	●		●	■	◆	◆
Connectivity	Degree that roads and paths are connected and allow direct travel between destinations	◆	◆	●	◆	●	◆	◆	◆
Roadway Design and Management	Scale and design of street, to control traffic speeds, support different modes, and enhance the street environment	◆	◆	●	◆	◆	●	●	■
Parking Supply and Management	Number of parking spaces per building unit and the degree to which they are priced and regulated for efficiency	■	●	◆	●	●	■	●	■
Pedestrian and Bicycle Conditions	Quantity and quality of sidewalks, crosswalks, paths, bike lanes, bike parking, pedestrian security, and amenities	◆	◆	◆	◆	◆	■	◆	◆
Transit Accessibility	The degree to which destinations are accessible by high-quality public transit		◆	◆	◆	◆	●	◆	◆
Site Design	The layout and design of buildings and parking facilities	■	●	◆	◆	◆	◆		■
Mobility Management	Various strategies that encourage use of alternative modes	◆	◆	◆	◆	◆	◆	◆	◆

◆ - Comp Plan, ■ - Regulatory Framework, ● - Other Plans and Studies

Note: There may be overlap between the plans and regulations that address the land use factors.

Source for Land Use Factors: Litman, Todd (July 2012). *Land Use Impact on Transport: How Land Use Factors Affect Travel Behavior*. Victoria Transport Policy Institute.

The land use factors for each area have varying impacts on the transportation system and transportation planning decisions. With the overall vision of the CTP to preserve the uniqueness and character of the south Fulton area while allowing for opportunities for economic growth, consideration of the impacts of land use on the transportation system is important to achieving that vision.

As stated previously, land use patterns affect accessibility. The future land use pattern of the study area is one that can best be described as concentrating development in centers and corridors to maximize efforts on preservation of existing rural areas and established residential communities. This is seen at the local and regional planning level. Locating residents, services, and activities in central locations typically results in residents that drive 20 to

40 percent less and walk, bike, or use public transit two to four times more than they would if located solely in a suburban location. Residents located in a suburban location drive 20 to 40 percent less than those in a rural location.⁶ However, both suburban and rural areas can incorporate features into their communities that increase accessibility and diversity in transportation and travel modes, such as sidewalks, bike lanes, mix of appropriate land uses, and connectivity.⁷

As part of PLAN 2040, ARC identified specific issues and opportunities for south Fulton. Table 18 includes the issues and opportunities as identified by ARC through a series of meetings with representatives from south Fulton.

Table 18: PLAN 2040 Identified Issues and Opportunities

Land Use	<ul style="list-style-type: none"> Commercial areas are looking to intensify within existing nodes. About half of the neighborhoods in College Park want to see redevelopment, others may be resistant. Hapeville is open to higher densities. In fact, Hapeville has some of the highest allowed densities in the region, but no MARTA station. In 2006, Fairburn doubled its size through annexation. Most of the land use is agriculture or low density and residents are resistant to change south of I-85. All of it should be rural within the future (1-acre lots or larger).
Transportation	<ul style="list-style-type: none"> Campbellton Fairburn Road should be widened. An access management plan for Old National Highway is needed. Tri-City area shuttle may be beneficial. Fairburn's biggest concern is transportation interchanges at I-85 and GA 74; a new interchange is needed to serve the CSX facility. CSX doubled traffic at its facility, and added two large industrial parks. All is being funneled onto GA 74 with commuter traffic, causing obvious issues and problems. Fairburn is a good location to serve commuters with rail infrastructure and interchanges. The area would like to see better transit than a single bus addition.
Housing	<ul style="list-style-type: none"> College Park has seen some infill residential development, but no significant residential development. East Point has many housing options, but also has problems with a lot of vacant properties.
Economic Development	<ul style="list-style-type: none"> There is a lot of crime in the Fulton Industrial Boulevard area. The South Fulton Community Improvement District has been a great partner and is successful in keeping projects going. Fairburn opened a college campus with Georgia Military (but no student housing, yet); MARTA has helped by adjusting its bus routes.
Community Facilities	<ul style="list-style-type: none"> Island of unincorporated land in the county makes service delivery difficult.
Natural Resources	<ul style="list-style-type: none"> College Park is the fourth largest historic district in the state.

⁶ Litman, Todd (July 2012). Land Use Impacts on Transport: How Land Use Factors Affect Travel Behavior. Victoria Transport Policy Institute.

⁷ Litman, Todd (July 2012). Land Use Impacts on Transport: How Land Use Factors Affect Travel Behavior. Victoria Transport Policy Institute.

Land Use Summary

Community Trends Influencing Transportation and Mobility

As mentioned throughout this document, the communities of south Fulton are very diverse, and the various community trends yield a range of transportation conditions as well as a range of transportation demands. For example, the quaint downtowns of places like Union City and Fairburn have different pedestrian demands than Chattahoochee Hills. The truck freight demands in Union City and Hapeville are very different than the automobile demands of Palmetto. The communities and cities of south Fulton also have different visions for growth, as defined in their local Comprehensive Plans and as validated through public and stakeholder input. Chattahoochee Hills has identified a vision for hamlet-style communities surrounded by rural and agricultural uses to maintain the rural character. College Park and Hapeville's visions balance a sense of community with the economic drivers associated with the airport and with warehouse and distribution centers. For that reason, this document discusses conditions and needs throughout the south Fulton area and then identifies unique need within each city.

Availability of Transportation Facilities to Serve Existing and Future Land Uses

Many improvements are necessary for the transportation facilities and services in south Fulton to properly serve the existing and future land uses. The existing facilities and services as well as the needed future facilities and services are discussed throughout this Needs Assessment Report. The road, intelligent transportation systems (ITS), bicycle, pedestrian, and transit current and future needs are detailed in future sections. Additionally, each city within the study area and unincorporated Fulton County are addressed individually to assess their available and needed transportation facilities and services. This section is devoted to existing and future land use patterns and the implications land use has and will have on transportation resources. These land use patterns are also taken into account in the road, bicycle, pedestrian, and transit sections.

Land use and development patterns can affect transportation and travel patterns. For this reason, it is important to ensure that freight and industrial transportation needs are met where appropriate such as along Fulton Industrial Boulevard, and that bicycle and pedestrian needs are met where appropriate, such as around transit, development nodes, schools, and urban and suburban neighborhoods. Future development patterns outlined in the future land use maps and policies point to the significance of accessibility and mobility along key corridors and in key nodes. For example, a key corridor is Fulton Industrial Boulevard (SR 70), where there

is a substantial amount of industrial use, and in order to preserve the industrial integrity of the area as a warehousing and transportation hub, future development strategies include limiting incompatible land uses such as residential. Supporting the movement of trucks and freight into and out of this area will be an important transportation investment moving forward. Another key corridor, South Fulton Parkway, is planned to develop with appropriately scaled mix use and residential housing, concentrated at the major intersections and access points to preserve the function and mobility of the corridor. Providing bike, pedestrian, and transit services to the proposed dense nodes will be paramount to preserving the function and mobility of the corridor and to serving the land uses. Key nodes include the existing city centers, transit stations, and hamlets; these current nodes do not have sufficient or adequate bicycle and pedestrian infrastructure. These facilities need to be improved to serve the existing and future land uses.



In general, land use policies focus on promoting development and future growth where there is available and adequate transportation infrastructure, which is usually along major corridors and at major intersections. Dense, appropriately scaled mixed-use development requires increased connectivity, better access management, and transportation infrastructure for all modes, especially bicyclists and pedestrians.

VISION AND GOALS

As part of the existing conditions, the Comprehensive Plan for each of the cities and Fulton County was reviewed. Common themes among the Comprehensive Plans emerged, including:

<ul style="list-style-type: none"> • Preserve of rural and natural resources 	<ul style="list-style-type: none"> • Offer adequate access to a variety of transportation alternatives for all users
<ul style="list-style-type: none"> • Preserve of unique community character 	<ul style="list-style-type: none"> • Improve travel safety
<ul style="list-style-type: none"> • Attract desired and appropriated economic development and businesses 	<ul style="list-style-type: none"> • Balance mobility and accessibility
<ul style="list-style-type: none"> • Provide multi-modal transportation alternatives for all users 	<ul style="list-style-type: none"> • Provide attractive corridors that enhance the user experience and accommodates projected development
<ul style="list-style-type: none"> • Connect community and destinations both internally and externally 	

The policy committee provided input into the development of goals and objectives at the first policy committee meeting in November 2012. The committee recommended focusing on improving the quality of life for those living in the study area, working with adjacent cities and counties, and thinking strategically about transportation investments rather than the straight-line approach. The stakeholder committee also provided input into the Vision and Goals at the committee’s first meeting in late November 2012. The stakeholder committee recommendations focused on economic development while preserving the unique community character and diverse areas throughout the study area, balancing regional and local needs and priorities, addressing beautification and aesthetic improvements at major gateway intersections, and minimizing the impacts on natural and cultural resources and amenities. The stakeholder committee also met in January 2013 to review the draft vision statement and goals developed after review of the public comments received at the January public open house meetings. Overall, feedback from the stakeholder committee was positive regarding the draft vision statement and goals.

To develop a vision statement, goals, and objectives, the public was asked whether they agreed or disagreed with vision and goal statements that had been developed based on input from the policy and stakeholder committees. The majority of those who responded agreed with the statements provided, indicating that the statements developed were reflective of what is important to address in the CTP. These statements addressed creating an integrated network of transportation facilities that balances mobility, accessibility, and convenience; strengthening south Fulton’s character as a dynamic place; and ensuring a high quality of life for all its citizens through strong neighborhoods, growing economies, and better transportation choices. A complete summary of the feedback received on the vision and goals from the public open house meetings is provided in Appendix A, as part of the public input summary.

Based on the input received from the policy and stakeholder committees, and public open house meetings, and review of the previous plans for the study area, “buzz” words and themes began to emerge and are summarized on Figure 3.

The goals and objectives were developed to address the issues identified in the existing conditions inventory through analysis and stakeholder input. Issues identified centered on the market and land use, roadways, walking and biking, transit, freight, and funding. A list of the specific issues identified is provided in Appendix A under the stakeholder committee presentations.

These issues were summarized into the top identified issues, which are listed below in Table 20.

Future (traffic) hotspots	<ul style="list-style-type: none"> • South Fulton will grow • Congestion expected to increase, resulting in longer trip times
Safety (vehicular, pedestrian, bicycle)	<ul style="list-style-type: none"> • Truck/auto conflict • Lack of adequate pedestrian and bicycle facilities • Intersection geometry
Truck traffic	<ul style="list-style-type: none"> • Industry growth and economic development • Conflicts with expanding residential uses
Funding	<ul style="list-style-type: none"> • Limited federal and state dollars
Current land use development pattern	<ul style="list-style-type: none"> • Rural character in the southern portion and more urban character in the northern portion of the study area • Current development pattern limits transit opportunities • Mismatch between desire to walk/bike and available facilities
Multi-jurisdictional corridors throughout the study area that are important to mobility and growth	<ul style="list-style-type: none"> • Need for connectivity and improved access • Balance unique character of south Fulton with economic growth • Expansion of transit service as growth occurs

Table 21 indicates how the goals align with the top identified issues.

Issues	Goals			
	Provide for safe and adequate transportation access and increase connectivity for all users	Improve mobility throughout the County while managing congestion through innovative, yet realistic options	Provide transportation systems that promote freight movement and economic vitality while supporting growth along key corridors and at transit stations	Invest in sustainable transportation improvements that will promote quality growth and enhance the south Fulton community as well as the Atlanta metropolitan region
Future (traffic) hot spots		●	●	●
Safety (vehicular, pedestrian, bicycle)	●			●
Truck traffic	●	●	●	●
Funding	●	●	●	●
Current land use development pattern	●	●	●	●
Multi-jurisdictional corridors throughout the study area that are important to mobility and growth		●	●	●

PUBLIC INPUT

Public open house events were held in January 2013 to introduce the CTP process to the public, review the findings on existing conditions, receive input and feedback on existing conditions and assessment of transportation needs, and participate in a visioning process to help determine goals and objectives. Over the course of three meetings, 85 individuals attended and participated in the process, providing valuable input to the project team. More than 115 surveys were also completed between January 7 and January 25.

Comments received at the meetings overwhelmingly support a clear desire for sidewalk and bicycle facilities, particularly within downtown areas of the cities and on major roads that connect residential subdivisions to community commercial areas, recreational areas, and schools. Truck traffic was also seen as a major issue throughout the study area. Comments regarding the designation of truck routes and difficulty of navigating narrow streets and turning movements were common among all three meetings. Safety was another overarching issue heard across all three meetings, including vehicle, pedestrian, and bicycle safety. A summary of the comments received and survey output are provided in Appendix A.



The first meeting on January 7, 2013 was held in the cafeteria of Landmark Christian Academy in Fairburn. Several comments were received regarding the Senoia Road (SR 74) and I-85 interchange concerning truck traffic with the expansions of industrial and freight uses in the area, including the expansion of the Fairburn CSX Intermodal Railyard. There were specific comments on the desire for sidewalk and bicycle facilities in the area around the intersection of Stonewall Tell Road and Pittman Road, where several residential neighborhoods and senior communities are located. Residents in those areas are currently walking on the side of the road or riding bicycles in the road to travel to nearby retail destinations, recreational opportunities, and schools. Transit service was also mentioned as a viable option given the number of residents and aging population in and around the southern portion of the county. Furthermore, residential growth along Butner Road, Stonewall Tell Road, and Pittman Road will require additional pedestrian and bicycle amenities.

Truck traffic was clearly an issue for those attending the January 7 meeting. There were several comments and questions regarding designated truck routes. Trucks have difficulty navigating existing truck routes that lead into narrow streets in downtown and residential areas. Conflicts with trucks, both vehicular and pedestrian, have led to concerns about safety, whether speeding, turning radii, or sight distance issues.

The second meeting on January 10, 2013 was held in one of the conference rooms at the Wyndham Garden Hotel in College Park. There were several comments on the lack of pedestrian facilities along Old National Highway, specifically lack of sidewalks, crosswalks, lighting, and beautification improvements such as trees, landscaping, and benches. Pedestrian conflicts with vehicles are a major concern of those living on and around Old National Highway. Attendees also noted that there is a fair amount of bicycle activity along Old National



Highway and expressed the desire for appropriate and safe bicycle accommodations. It was noted that growing residential uses adjacent to Old National Highway coupled with retail and service-oriented development along Old National Highway result in increased pedestrian, bicycle, and transit activities. Providing adequate and safe accommodations for all modal types (vehicle, bicycle, pedestrian, transit) along Old National Highway and corridors connecting with Old National Highway was a top priority for those attending the meeting.

The interchange of I-285 and Old National Highway was also a concern for those attending the meeting. Safety issues, both vehicular and pedestrian, and congestion issues at the interchange were noted. Suggestions for improvement included signal retiming, redesign of the exit ramps, and construction of a diverging diamond. Other comments received addressed the overall need for more walking and biking opportunities in the study area, truck traffic at Buffington Road and South Fulton Parkway at the automobile auction, and additional transit services in the study area to serve Fulton Industrial Boulevard, South Fulton Parkway, and the airport.

The third meeting held on January 14, 2013 at the Southwest Library on Cascade Road drew the largest number of citizens. The most received comment from residents was the desire for sidewalks on Danforth Road up to Cascade Road to reach shopping and retail activities along Cascade Road as well as MARTA bus service. The city of Atlanta is currently planning to build sidewalks within the city limits along Danforth Road. Beautification and streetscape improvements were also mentioned by attendees as something they would like to see.

At the January 14 meeting attendees also noted concern with the new Wal-mart development that will open on Cascade Road near the interchange with I-285, specifically the additional traffic the development will generate and the lack of infrastructure improvements to accommodate the additional traffic. Other comments noted at this meeting included the need for improvements at the interchange of I-285 and Cascade Road; truck traffic; noise walls along I-285; Campbellton Road; and Camp Creek Parkway; funding availability; and aligning roadway improvements with approved zoning and comprehensive planning.



A second round of public open house events will be held to solicit input on preliminary recommendations and preferred solutions as well as project prioritization.

JOURNEY TO WORK ANALYSIS

Understanding where people are going and how they are getting there is important for determining transportation system needs. As commuters going to and from work make up a substantial portion of daily trips, journey to work data compiled by the U.S. Census Bureau was used to analyze study area residents are commuting to, where employees in the study area are commuting from, and what modes of transportation commuters are choosing.

Job Locations for South Fulton Residents

Based on census data, residents of south Fulton County are commuting to jobs throughout metropolitan Atlanta. However, Hartsfield-Jackson Atlanta International Airport, Downtown, Buckhead, Perimeter Center, and the Emory/CDC area all stand out as top employment destinations for residents of south Fulton County. Interstate 85 serves as a critical connection between study area residents and jobs, as does US 29/SR 14 to a lesser extent. Map 3 shows the job locations for south Fulton residents.

Residence locations of people that work in the study area are quite diffused and spread throughout metropolitan Atlanta. The top residential locations for people employed in south Fulton County include the area along Flat Shoals Road near I-85, the city of East Point, Clayton County, and Douglas County. This shows there is a strong east-west travel demand from workers living in adjacent counties to their jobs in the study area. East-west connectivity is important to serve this transportation demand. The following facilities currently provide east-

west connectivity between Fulton, Douglas, and Clayton counties: SR 6 (Camp Creek Parkway), SR 154/166 (Campbellton Road), SR 92 (Campbellton Fairburn Road), South Fulton Parkway, Godby Road and Phoenix Boulevard, Flat Shoals Road, Bethsaida Road, and SR 138 (Jonesboro Road). Map 4 show the residential locations for south Fulton workers.

Mode Share

Overall

While single-occupancy vehicle (SOV) mode share is the majority throughout the study area, south Fulton County is a diverse area and the percentage of SOV, high-occupancy vehicle (HOV), and public transit varies throughout. Generally, SOV mode share is highest in the southern portions of the study area, HOV mode share is highest in the northern portion of the study area, and public transit mode share is highest in the cities with MARTA rail stations.

SOV mode share is highest in the southern cities and unincorporated Fulton County. The SOV mode share for the entire study area is 70.3 percent. In comparison, the metropolitan Atlanta SOV mode share is much higher, at 78.1 percent. Unincorporated Fulton County has an SOV mode share slightly higher than the study area, at 73.0 percent, which is still lower than the metropolitan Atlanta SOV mode share.

Chattahoochee Hills and Fairburn have the highest SOV mode share in the study area and are the only two cities that exceed the metropolitan Atlanta SOV mode share. Chattahoochee Hills has the highest SOV mode share at 89.7 percent, followed by Fairburn at 83.2 percent and Palmetto at 75.3 percent. Union City has an SOV mode share of 72.7 percent, slightly higher than the study area overall. College Park, East Point, and Hapeville all have an SOV mode share lower than the study area overall.

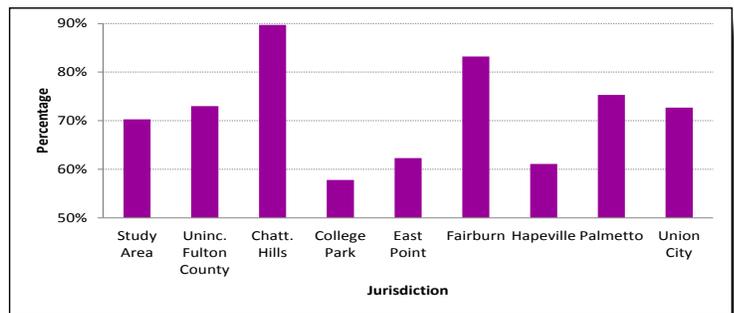


Figure 4: Journey to Work SOV Mode Share

College Park has the lowest SOV mode share at 57.8 percent, followed by Hapeville at 61.1 percent and East Point at 62.3 percent. Table 22: Journey to Work Mode Split (2010) shows the mode share for all areas. Figure 4 shows the SOV mode share for all areas. Please note the figure starts at 50 percent to better show the differentiation in SOV mode share between the areas.

Location	Single-Occupancy Vehicle	High-Occupancy Vehicle	Public Transit
Study Area	70.3%	13.8%	8.7%
Unincorporated Fulton County	73.0%	12.4%	6.1%
Chattahoochee Hills	89.7%	3.9%	0.0%
College Park	57.8%	10.5%	21.9%
East Point	62.3%	18.4%	13.5%
Fairburn	83.2%	11.1%	2.7%
Hapeville	61.1%	25.8%	10.1%
Palmetto	75.3%	17.1%	3.8%
Union City	72.7%	13.1%	8.7%

Source: U.S. Census Bureau (<http://onthemap.ces.census.gov>)

HOV mode share is generally highest in the northern portion of the study area, but it varies throughout. The study area as a whole has an HOV mode share of 13.8 percent. This is higher than the metropolitan Atlanta HOV mode share of 10.3 percent. HOV mode share in unincorporated Fulton County is 12.4 percent, which is lower than the study area overall, but higher than metropolitan Atlanta.

Hapeville has the highest HOV mode share at 25.8 percent, followed by East Point at 18.4 percent and Palmetto at 12.1 percent. Union City's HOV mode share of 12.1 percent is slightly lower than the study area overall. The city with the lowest HOV mode share is Chattahoochee Hills at 3.9 percent, followed by College Park at 10.5 percent and Fairburn at 11.1 percent. Figure 5 shows the HOV mode share for all areas.

Transit mode share in the study area is 8.7 percent, which is more than double the metropolitan Atlanta 3.1 percent mode share. Unincorporated Fulton County has a transit mode share of 6.1 percent, which is slightly less than double the mode share of metropolitan Atlanta.

Within the study area, the northern cities have the highest transit mode share, likely due to the presence of MARTA rail stations in College Park and East Point. Additionally, the Lakewood-Fort McPherson rail station is located just north of the study area boundary. College Park has the highest transit mode share at 21.9 percent, followed by East Point at 13.5 percent, and Hapeville at 10.1 percent. Union City has a transit mode share of 8.7 percent, the same as the study area overall. Chattahoochee Hills has the lowest transit mode share at 0 percent, followed by Fairburn at 2.7 percent and Palmetto at 3.8 percent. The low transit mode share in Chattahoochee Hills is likely because no MARTA bus routes currently serve that city. Figure 6 shows the transit mode share for all areas.

There is clearly a need for both roadway capacity and transit service in the study area, as well as supporting infrastructure for carpoolers, such as additional park and ride lots and HOV lanes. In general, demand for roadway infrastructure is highest in the southern portion of the study area, with demand for HOV and transit highest in the northern cities. However, one reason transit use may be lower in the southern portion of the study area is because less transit service is provided.

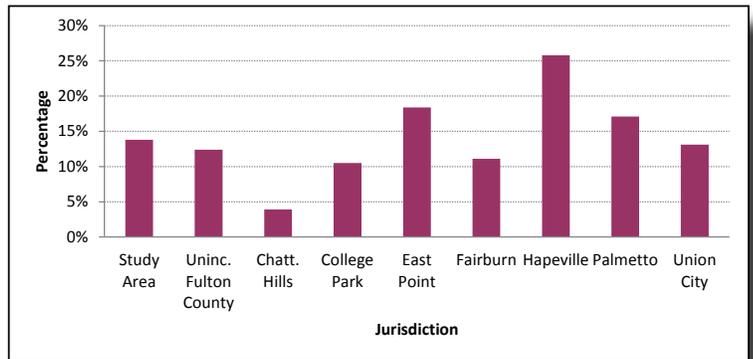


Figure 5: Journey to Work HOV Mode Share

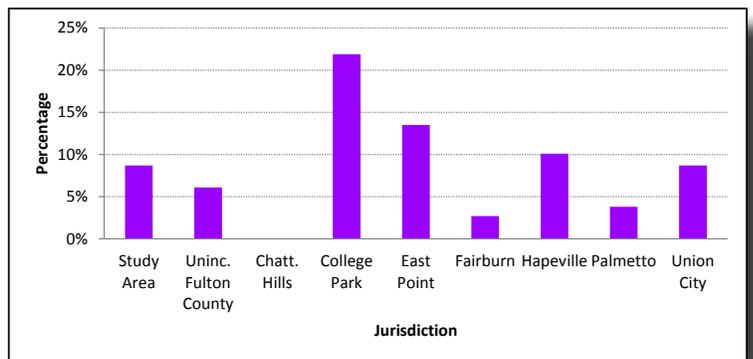


Figure 6: Journey to Work Transit Mode Share

ROADWAY NEEDS

Traffic Analysis

Along with population and employment growth, traffic congestion is expected to increase in the South Fulton area. Currently, the majority of congestion occurs in the northern portions of the study area and around the I-85 corridor. Without future transportation investment, it is expected that existing congestion will intensify and the portion of the roadway network that experiences congestion will increase.

The best tool for analyzing future year travel conditions is the regional travel demand model, PLAN 2040. The model covers all roadways classified as collector or above within the 20-county ARC region. The number of trips, called demand, is developed using socioeconomic data such as population, household, and employment for the region. Land use, zoning, and census data is used to break the socioeconomic data into small areas called traffic analysis zones. ARC's model is a time-of-day model and has four time periods: a.m. peak (6a.m.-10a.m.), mid-day peak (10a.m.-3p.m.), p.m. peak (3-7p.m.), and nighttime peak (7p.m.-6a.m.).

The following sections examine how the system will perform if no additional investment, except maintenance, is made to the system. Three years (2020, 2030, and 2040) are examined. In addition to the full area network, the roadway network within each city is analyzed.

Travel Time Index

Travel Time Index (TTI) is a comparison between free-flow travel time and congested travel time. If all vehicles are traveling at free-flow speeds, the TTI would be 1.0. As the amount of congestion increases, the TTI increases. Table 23 shows the travel time index for the a.m. and p.m. peak periods for each of the analysis years.

Location	2020		2030		2040	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Unincorporated Fulton County	1.5	1.6	1.5	1.9	1.7	2.1
Chattahoochee Hills	1.1	1.1	1.2	1.2	1.3	1.4
College Park	1.4	1.6	1.5	1.9	1.7	2.3
East Point	1.4	1.6	1.4	1.9	1.5	2.0
Fairburn	1.4	1.3	1.4	1.5	1.6	1.6
Hapeville	1.8	2.0	1.9	2.5	2.2	2.7
Palmetto	1.1	1.2	1.2	1.4	1.2	1.7
Union City	1.5	1.6	1.5	1.9	1.7	2.1
Area-wide	1.5	1.6	1.5	1.9	1.7	2.1

By 2040, many municipalities will be experiencing significant TTI increases. All areas except Chattahoochee Hills, Fairburn, and Palmetto will have a TTI greater than 2 during the p.m. peak period. This means that it will take an average of twice as long to make a trip as it would under free-flow conditions. Area-wide, the TTI will be 1.7 and 2.1 during the a.m. and p.m. peak periods, respectively.

Level of Service

Level of Service (LOS) is a term frequently used to represent the performance of a facility. Much like grades in school, LOS grades how adequate a facility serves the users. Typically Levels of Service A through C are consid-

ered acceptable in rural areas while A through D are acceptable in urban areas. Table 24 further explains LOS.

Grade	Description
A	Completely free-flow conditions. Operation of motor vehicles is virtually unaffected by the presence of other vehicles. Drivers are constrained only by the geometric features of the highway and his/her personal driving preferences. Minor disruptions to traffic flow are easily absorbed without a change in travel speed.
B	Free-flow conditions, but the presence of other vehicles begins to be noticeable. Average travel speeds should still be the same as LOS A, but drivers have slightly less room to maneuver. Minor disruptions to traffic flow are still easily absorbed without a change in travel speed. Nevertheless, there could be some brief, localized deterioration in flow.
C	Represents a range of driving conditions where the influence of traffic density becomes very noticeable. Average travel speeds begin showing some reduction. Drivers' ability to maneuver is clearly affected by the presence of other vehicles. Minor disruptions can be expected to cause queuing and serious, localized deterioration in traffic flow.
D	Represents a range of driving conditions where the ability to maneuver is severely restricted because of traffic congestion. Average travel speeds are reduced because of increased volumes. Only minor disruptions can be absorbed without the formation of extensive queuing and deteriorating traffic flow.
E	Represents driving conditions at or near capacity and is quite unstable. Vehicles can operate with minimum spacing at which uniform flow can be maintained. Disruptions cannot be readily dissipated. Disruptions will likely cause queues to form and service to deteriorate to LOS F. Passenger car mean speeds at capacity are highly variable and unpredictable.
F	Represents forced or breakdown flow. Occurs either at a point where vehicles arrive at a rate greater than the rate at which they are discharged or at a point on a planned facility where forecasted demand exceeds computed capacity. Although operations at such points and on sections immediately downstream will appear to be at capacity, queues will form behind these breakdowns. Operations within queues are highly unstable with vehicles experiencing brief periods of movement followed by stoppages.

Source: *Highway Capacity Manual 2000, Transportation Research Board*

A good measure to determine the amount of the network impacted by congestion is to examine the number of lane-miles that operate at unacceptable levels. Table 25 shows the percentage of lane-miles operating at each grade for the study area.

Peak Period	Level of Service	Lane-Miles			Percentage		
		2020	2030	2040	2020	2030	2040
A.M. Peak Hour	A/B	1,095	1,025	942	79%	74%	68%
	C	188	186	188	14%	13%	14%
	D	70	104	122	5%	7%	9%
	E	31	57	100	2%	4%	7%
	F	5	18	38	0%	1%	3%
P.M. Peak Hour	A/B	876	783	677	63%	56%	49%
	C	234	212	216	17%	15%	16%
	D	146	178	175	10%	13%	13%
	E	99	148	167	7%	11%	12%
	F	35	69	154	3%	5%	11%

As expected, the number of lane-miles operating at LOS A through C is expected to decrease in the future. The percentage of the network operating at unacceptable levels, LOS E and LOS F, is expected to increase from 2 percent to 10 percent in the a.m. peak period and from 10 percent to 23 percent in the p.m. peak period.

In addition to evaluating the full area, it is beneficial to examine how the roadway network in each city performs. Table 26 presents the lane-miles by grade for each city and analysis year.

Table 26: Municipality Peak Period Level of Service											
Scenario		A.M. Peak Hour					P.M. Peak Hour				
		LOS A/B	LOS C	LOS D	LOS E	LOS F	LOS A/B	LOS C	LOS D	LOS E	LOS F
2020	Unincorporated Fulton County	79%	14%	5%	2%	1%	62%	17%	11%	6%	3%
	Chattahoochee Hills	93%	6%	1%	0%	0%	92%	6%	2%	1%	0%
	College Park	70%	21%	6%	3%	0%	47%	23%	16%	11%	2%
	East Point	78%	17%	4%	1%	0%	59%	20%	12%	8%	1%
	Fairburn	78%	16%	6%	0%	0%	68%	13%	14%	5%	0%
	Hapeville	54%	14%	14%	15%	2%	31%	21%	5%	30%	13%
	Palmetto	94%	3%	2%	1%	0%	87%	9%	1%	3%	0%
	Union City	75%	11%	9%	4%	0%	55%	21%	10%	10%	4%
2030	Unincorporated Fulton County	72%	16%	6%	4%	1%	55%	15%	14%	11%	5%
	Chattahoochee Hills	91%	7%	2%	0%	0%	82%	10%	6%	2%	0%
	College Park	64%	15%	16%	3%	1%	43%	17%	15%	18%	7%
	East Point	73%	18%	7%	2%	0%	47%	21%	15%	13%	3%
	Fairburn	76%	6%	14%	4%	0%	64%	11%	19%	6%	0%
	Hapeville	53%	14%	8%	22%	3%	26%	19%	7%	20%	27%
	Palmetto	91%	6%	1%	3%	0%	84%	10%	1%	3%	2%
	Union City	70%	11%	7%	7%	4%	50%	19%	10%	14%	7%
2040	Unincorporated Fulton County	65%	17%	7%	8%	3%	50%	14%	14%	11%	12%
	Chattahoochee Hills	84%	9%	5%	2%	0%	81%	4%	8%	6%	2%
	College Park	59%	13%	15%	10%	3%	35%	18%	15%	14%	17%
	East Point	67%	16%	12%	4%	1%	36%	21%	19%	16%	8%
	Fairburn	72%	8%	14%	6%	0%	49%	23%	7%	17%	4%
	Hapeville	50%	14%	10%	8%	17%	23%	16%	10%	13%	38%
	Palmetto	91%	3%	3%	2%	1%	74%	17%	2%	3%	5%
	Union City	66%	11%	6%	11%	5%	41%	19%	12%	13%	15%

Similar to the area-wide results, the number of lane-miles operating at an unacceptable LOS is expected to increase in all municipalities. The city of Hapeville is expected to have the largest increase in congestion, 2 percent to 17 percent and 13 percent to 38 percent during the a.m. and p.m peak periods, respectively. LOS is mapped for each scenario on Maps 5 through 10.

Congested Vehicle Miles Traveled

Vehicle miles traveled (VMT) is simply the total number of miles driven within the study area. VMT is often used to normalize a performance measure in a roadway network. While only a small percentage of the lane-miles might perform at unacceptable levels, the failing sections might serve an extremely high number of vehicles, therefore significantly impacting travel in the study area. Additionally, as congestion increases, VMT is likely to increase as motorists will seek alternate, less direct routes. Table 27 shows congested vehicle-miles and total VMT for each analysis year.

Analysis Year	A.M. Peak Hour			P.M. Peak Hour		
	Congested	Total	Percent Congested	Congested	Total	Percent Congested
2020	24,759	1,974,720	1%	203,356	2,657,907	8%
2030	110,812	2,219,178	5%	387,582	3,019,786	13%
2040	225,270	2,474,898	9%	869,831	3,372,641	26%

The amount of travel that occurs in congested conditions is also expected to increase. By 2040, nearly one tenth of the a.m. distance traveled and one-fourth of the p.m. distance traveled will occur in congested conditions.

In addition to evaluating the full area, it is beneficial to examine how the roadway network in each city performs. Table 28 presents the VMT measures by city and analysis year.

	Scenario	A.M. Peak Hour			P.M. Peak Hour		
		Congested	Total	Percent Congested	Congested	Total	Percent Congested
2020	Unincorporated Fulton County	21,401	800,956	3%	97,805	108,4569	9%
	Chattahoochee Hills	0	70,842	0%	0	90,455	0%
	College Park	1,490	237,815	1%	16,954	324,128	5%
	East Point	0	232,233	0%	8,972	334,362	3%
	Fairburn	0	229,268	0%	1,268	288,914	0%
	Hapeville	1,869	99,512	2%	33,535	136,123	25%
	Palmetto	0	23,329	0%	0	29,946	0%
	Union City	0	280,765	0%	44,823	36,9410	12%
2030	Unincorporated Fulton County	50,241	906,963	6%	165,324	1,236,592	13%
	Chattahoochee Hills	0	86,665	0%	231	114,261	0%
	College Park	7,212	263,343	3%	50,601	364,267	14%
	East Point	4,038	257,286	2%	25,262	377,502	7%
	Fairburn	19	258,910	0%	2,133	329,180	1%
	Hapeville	4,107	108,126	4%	71,987	150,050	48%
	Palmetto	0	27,236	0%	3,329	36,082	9%
	Union City	45,195	310,648	15%	68,715	411,852	17%

Scenario	A.M. Peak Hour			P.M. Peak Hour		
	Congested	Total	Percent Congested	Congested	Total	Percent Congested
2040						
Unincorporated Fulton County	95,364	1,019,467	9%	377,895	1,383,001	27%
Chattahoochee Hills	236	103,188	0%	10,899	137,140	8%
College Park	18,147	290,266	6%	118,267	404,456	29%
East Point	12,006	286,896	4%	66,562	420,896	16%
Fairburn	19	286,583	0%	37,039	365,045	10%
Hapeville	42,089	116,653	36%	100,402	164,419	61%
Palmetto	1,749	31,112	6%	6,700	42,746	16%
Union City	55,659	340,731	16%	152,068	454,939	33%

Much like the area-wide results, the amount of congested VMT is expected to increase for all municipalities. Similar to the lane-mile results, Hapeville is expected to have the highest percentage of congested VMT in 2040, 61 percent. Generally, cities located in the northern portion of the study area are expected to have a sizeable portion of the network operating at LOS F by 2040.

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 single segments of roadway or a single intersection causes significant delay for motorists traveling that portion of roadway. Use of the regional PLAN 2040 model is insufficient for completing this type of analysis because it is designed to be regional in nature. Five segments and nine intersections were analyzed for the Existing Conditions Report. The following sections examine how the locations will perform in future year conditions without additional improvements.

Segment Analysis

A segment analysis was completed for five selected segments for the Existing Conditions Report. To estimate future year conditions, growth rates were calculated using representative links from the ARC travel demand model and the Florida Department of Transportation (FDOT) LOS Tables. 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 representing different LOS. Table 29 shows the segments, volumes, and corresponding LOS for each analysis year.

Table 29: Segment Level of Service (LOS)

Road	Between		Daily Traffic Estimate (2020)	No-Build (2020)	Daily Traffic Estimate (2030)	No-Build (2030)	Daily Traffic Estimate (2040)	No-Build (2040)
	Cross Street	Cross Street						
SR 74	I-85	Oakley Industrial Boulevard	65,761	F	71,599	F	77,626	F
Stonewall Tell Road	Campbellton Road	Enon Road	6,075	A/B	6,567	A/B	7,737	C
US 29	SR 154	Driftwood Drive	17,375	E	19,753	E	21,958	E
SR 138	I-85	Shannon Way	58,979	F	67,110	F	73,701	F
SR 6	I-285	North Commerce Drive	62,773	F	70,362	F	75,187	F

Note: Level of Service determined using Florida DOT LOS Tables.

Intersection Analysis

Similarly, an analysis of nine intersections was completed for the Existing Conditions Report. When analyzing intersections, improvements are made so frequently that only a 10-year analysis period is appropriate. The approach volumes from the ARC travel demand model were used to determine a growth rate and a Synchro analysis was completed using optimized signal timings. 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 30 shows the selected intersections, their control type, and a.m./p.m. LOS.

Table 30: Intersection Level of Service

Intersection	Existing Control Type	LOS (2020)	
		A.M.	P.M.
SR 138 at Oakley Industrial Boulevard	Signalized	A	B
SR 279 at Godby Road	Signalized	C	D
SR 14 at Buffington Road	Signalized	C	E
SR 279 at Flat Shoals Road	Signalized	C	D
SR 154 at SR 6	Signalized	C	C
Fulton Industrial Boulevard at Camp Creek Parkway	Signalized	D	D
Fulton Industrial Boulevard at Campbellton Road	Signalized	B	C
SR 14 at Stonewall Tell Road	Two-way Stop	F	F
South Fulton Parkway at Stonewall Tell Road	Signalized	F	C

Future Needs Summary

With the expected growth in South Fulton, additional investment in transportation infrastructure is necessary. Congestion currently experienced in the study area will continue to amplify and will spread to adjacent facilities. Generally, improvements need to be made to provide better access to I-85 and I-285. This includes capacity improvements along the interstates and roads accessing them.

Capacity improvements will be necessary in the northern portion of the study area while more targeted, operational improvements will be necessary in the southern portion of the study area. As additional residential, business, and freight growth occurs, additional capacity will need to be added to major arterials such as SR 70 (Cascade-Palmetto Highway), SR 6 (Camp Creek Parkway/Thornton Road), and South Fulton Parkway. Capacity improvements along these key routes, as well as interstates, have the ability to significantly improve operations on the remainder of the roadway network.

Travel Safety

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 better for establishing relative levels of safety among similar facility types. The Existing Conditions Report found that a substantial number of crashes occur at or near major intersections. The intersection of SR 279 (Old National Highway) at Flat Shoals Road had the highest number of crashes between 2009 and 2011 with 104 crashes. A significant number of crashes also occur along roadway segments. The highest roadway segment was I-85 between SR 74 and Weldon Road with 144 crashes between 2009 and 2011.



While detailed crash studies were not conducted for specific locations, the following identifies general causal factors to high crash rates:

- High traffic volumes – generally, higher volumes contribute to more crashes
- High levels of access – many roadways have closely spaced driveways and intersections, which reduce mobility and increase the number of conflict points
- Lack of turning lanes – many locations with high turning volumes lack adequate turning lanes
- Poor sight lines – as a result of intersection geometry or grade changes, some locations have poor visibility

Table 31 identifies the top ten highest crash intersection locations and roadway segments within the study area.

Table 31: Top 10 Intersections by Number of Crashes (2009-2011)

Number	Location	Crashes	Crash Type	Primary Approach	Potential Improvement
1	SR 279 (Old National Highway)/ Flat Shoals Road	104	Angle, Rear End	Northbound	Change phasing to protective left turns on mainline
2	US 19/SR 3 (Dogwood Drive)/Mt Zion Road	85	Angle, Rear End, Sideswipe	Northbound	Prohibit parking in the vicinity of intersection and provide additional space for yielding left
3	SR 279 (Old National Highway)/Godby Road	79	Angle, Rear End	Northbound, Southbound	Provide protective phases for left-turns
4	I-85/Flat Shoals Road	74	N/A	N/A	Perform detailed interchange safety study
5	Old Jonesboro Road/ Northside Drive	64	Rear End, Angle, Sideswipe	Northbound	Improve intersection signing and marking, relocate utility poles south of Old Jonesboro Road
6	Cascade Road SW/Utoy Springs Road	60	Rear End, Angle	Northbound, Southbound	Provide protected left turn for northbound approach

Number	Location	Crashes	Crash Type	Primary Approach	Potential Improvement
7	SR 279 (Old National Highway)/Jerome Road	60	Rear End	Northbound	Coordinate signal phasing to prevent queuing in the vicinity of horizontal curve and improve signing and marking
8	SR 70 (Fulton Industrial Boulevard)/I-20	58	Rear End, Sideswipe	Balanced	Redesign intersection to bring left turns to main intersections
9	I-285/Washington Road	56	N/A	N/A	Perform detailed interchange safety study
10	SR 70 (Fulton Industrial Boulevard)/Martin Luther King Jr Drive	53	Rear End	Balanced	None, intersection recently upgraded

Note: N/A: sufficient data is not available to determine cause of crashes.

Table 32 identifies the top ten highest crash roadway segments within the study area.

Table 32: Top 10 Roadway Segments by Number of Crashes (2009-2011)

Number	Location	Crashes	Crash Type	Potential Improvement
1	I-85 between SR 74 and Weldon Road	144	Rear End, Sideswipe	ITS deployments to warn drivers of congestion, improved land markings
2	North Fulton Avenue between US 19 (North Central Avenue) and King Arnold Street	112	Angle, Rear End	Removal of on-street parking, signal upgrades
3	SR 279 (Old National Highway) between Old Bill Cook Road and Godby Road	99	Rear End	Signal coordination
4	SR 279 (Old National Highway) between Flat Shoals Road and Hackamore Drive	98	Angle, Rear End	Signal coordination, raised median
5	SR 279 (Old National Highway) between Flat Shoals Road and Wexford Drive	91	Angle	Raised median
6	Godby Road between SR 279 (Old National Highway) and Clipper Drive	85	Rear End and Angle	Signal coordination, two-way left-turn lane
7	I-85 between Johnson Road overpass and Coweta County	76	Rear End, Collision with a Fixed Object	ITS deployments to warn drivers of congestions, improved lane markings
8	Camp Creek Parkway between North Commerce Drive and Marketplace Boulevard	73	Rear End	Signal coordination
9	Cascade Road between Fairburn Road and Utoy Springs Road	67	Rear End	Signal coordination
10	Godby Road between SR 279 (Old National Highway) and Old Bill Cook Road	60	Rear End, Angle	Two-way left-turn lane

There is a need for improvements to address travel safety concerns at major intersections and roadways.

Traffic Signalization and ITS

Currently Fulton County maintains first generation 2070 controllers inside 332 cabinets for all intersections in south Fulton. The existing communications for most of these signals consist of 900 megahertz wireless, which is inoperable. The existing signals are built with span wire and some have first generation LED.

The communication network is the nerve center of any supervisory and control system, and traffic control systems are no different. Without a reliable communication system, engineers are blind to field conditions such as traffic pattern changes, signal operation malfunctions, system operation, and system and component failures.

Lack of a reliable communication system places added stress on the already stretched and limited human resources of Fulton County to perform field visits to respond to trouble calls, make minor adjustments, or dispatch the appropriate maintenance resource to resolve a trouble call. Fulton County has a need for a communication master plan, which will show how to connect these signals to the Fulton County Traffic Control Center (FTCC). This master plan will also show the location of closed-circuit television (CCTV) for monitoring and locations of travel time devices.

Bridges

The Existing Conditions Report identifies 21 bridges in south Fulton that have a sufficiency rating less than 50, 19 bridges as structurally deficient, and 16 as functionally obsolete. A bridge with a sufficiency rating below 50 is considered in need of replacement. Georgia DOT uses the sufficiency rating as one piece of data along with numerous other factors to evaluate bridges. Implementation of these repairs is important to consider in project recommendations as the investment for bridge projects can be significant.

The above paragraph is a summary of a more detailed analysis included in the Existing Conditions Report. The bridge data was obtained from Georgia DOT as well as Fulton County and the cities. A complete listing of each bridge and its condition is available in Appendix D of the Existing Conditions Report.

Maintenance

The existing roadway infrastructure in the study area requires periodic maintenance to extend its useful life and provide a quality product for system users. To determine the amount of funding necessary to keep the system in a state of good repair, a methodology based on average maintenance costs was developed.

Numerous factors including weather, average annual daily traffic, and vehicle weight have an impact on pavement life. As such, the following methodology and cost estimates are an approximation intended to be used as a guideline. Due to limited available data, large size of the study area, and number of variables affecting maintenance needs, low and high cost estimates were produced to provide decision makers with a range of options.

The first step in the methodology is to determine the number of lane-miles by facility type in the study area. The ARC travel demand model was used to provide this estimate. The second step is to develop a low and high cost per lane-mile for each facility type. The final step is to multiply the lane-miles by the low and high annual cost per lane-mile for each facility type to determine average annual maintenance cost estimates for the study area. Details of the assumptions and data used for the low and high cost estimates are provided below.

For the low maintenance cost estimate, the following parameters and data were used:

- Crack and surface sealing is performed every 7 years.
- A thin asphalt overlay is performed once every 10 years.
- Milling and asphalt overlay is performed once every 15 years.
- Cost per lane-mile figures for crack and surface sealing, thin asphalt overlay, and milling and asphalt overlay are from the Texas DOT Pavement Management Information System.

The following parameters and data were used for the high cost estimate:

- Crack and surface sealing is performed every 3.5 years.
- Thin asphalt overlay is performed once every 8 years.
- Milling and asphalt overlay is performed once every 14 years.
- Cost per lane mile figures for crack and surface sealing, thin asphalt overlay, and milling and asphalt overlay are from Transportation Cost and Benefit Analysis II – Roadway Costs by VTPI.

Table 33 shows the average annual maintenance cost estimates for the study area. For both the low and high estimates, it was assumed that the lifespan of asphalt pavement is 20 years and asphalt is used for all pavement in the study area.

Table 33: Study Area Average Annual Maintenance Cost Estimates

ARC Travel Demand Model Functional Class	Lane Miles	Annual Maintenance Cost	
		Low	High
HOV, Interstate/Freeway, and Expressway	305	\$3,558,130	\$5,232,275
Parkway, Ramp, and Principal Arterial	373	\$4,351,418	\$5,802,015
Minor Arterial, Major Collector, and Minor Collector/Local	495	\$5,081,670	\$8,828,325
Total	1,173	\$12,991,218	\$19,862,615

Source: ARC Travel Demand Model, Texas DOT, VTPI

BICYCLE NEEDS

There is a growing need and responsibility to offer options that provide people with the opportunity to cycle more often, to cycle to more places, and to feel safe while cycling both on and off road. Many of the trips that people make every day are short enough to be accomplished on a bicycle. The 1995 National Personal Transportation Survey (NPTS) found that approximately 40 percent of all trips are less than 2 miles in length, which represents about a 10-minute bike ride. Additionally, the benefits of cycling as a healthy mode of transportation or as a recreational activity are numerous:

- **Improved Health and Enhanced Quality of Life:** Bicycling provides many health benefits including maintenance of strength and coordination, weight management, and reduced stress. Older adults can also benefit from cycling. Regular exercise provides health benefits for older adults including a stronger heart, a positive mental outlook, and an increased chance of remaining indefinitely independent. This will be increasingly important considering that the region's senior population is anticipated to increase significantly in the coming years.
- **Reduced Traffic Congestion:** A transportation network that provides ample and quality bicycle connectivity can obtain the benefits of reduced traffic congestion. Many roads carry more automobile traffic than they were designed for, which results in gridlock, wasted time and energy, air pollution, and increased driver stress. Bicycles are non-polluting, an especially important consideration in the Atlanta region.
- **Economic Benefits:** In contrast to cars, bicycles are inexpensive to purchase and maintain and can be a viable alternate mode of transportation. The cost of operating a sedan for one year is approximately \$7,800 (AAA, Your Driving Costs). According to 2004 data from AAA estimates and U.S. Census surveys, ownership of one motor vehicle accounts for more than 18 percent of a typical household's income. The cost of operating a bicycle for a year is only \$120 (League of American Bicyclists). When safe facilities are provided for bicyclists, they can cycle more and spend less on transportation, meaning they have more money to save or spend on other things. Additionally, cyclists can save money through reduced health care costs. An economic benefit for governments includes the fact that cycling trips offset automobile trips, thereby reducing the need for costly vehicular capacity projects.

Becoming truly bicycle friendly requires more than simply adding isolated bike lanes to a few major streets. It requires an interconnected network of bikeways that make cycling convenient, safe, and enjoyable. It also requires addressing the common barriers people face when making the decision to cycle for transport or pleasure. The built environment is the largest barrier, including lack of paths and bike lanes, poor bike lane signage, poor

way-finding signs, lack of crossing treatments, and high-speed automobile traffic. Impediments to cycling can be addressed and resolved through better engineering and design, as well as through education and enforcement.

Cyclists can be found on almost every type of roadway, from rural arterials to urban local streets, and the majority of these roads have no special facilities designated for cycling. Nonetheless, these roads are a critical part of the cycling infrastructure and need to be maintained properly so that cyclists can use them safely and comfortably. Drainage grates, railroad tracks, potholes, utility covers, gravel, wet leaves, pavement joints, and many other surface irregularities have a significant negative impact on cyclists and can lead to falls and serious injury. Depending on the context, some roads have no need for on-street bike facilities as long as an acceptable amount of space is provided for cyclists and the pavement is maintained. The other end of the cycling spectrum includes multi-use paths. Multi-use paths provide many valuable benefits by serving as transportation links, recreation areas, scenic corridors, and economic development attractors.

Another deterrent to cycling is the fear of bike theft. More than 1.5 million bikes are reported stolen every year in the United States. The availability of safe and convenient parking is as critical to cyclists as it is to motorists, yet it is commonly overlooked in the design of shops, offices, schools, residences, and transit stations. Providing quality bike parking that is useful is not as easy installing a fence or rack in the back of a shopping center or school yard and expecting cyclists to find and use it. Indeed, many governments are now adopting specific bike parking design, location, and installation requirements to alleviate this barrier to cycling. There is a need for quality bike parking facilities in the study area's downtowns and MARTA stations.



The design of bike lanes at intersections is complicated by the need to accommodate numerous turning movements by both vehicles and cyclists, often with limited available space. Cycling engineering and design standards and principles, much more integrated and advanced in western European countries, are often being updated in the United States as knowledge is gained.



Cyclists are a potential market for transit service. People will generally cycle four times as far as they are willing to walk, thus extending the catchment area of a bus stop or MARTA station from a half mile to 2 miles.

Therefore, it is critical that transit stops and their surrounding environments be safe and accessible for cyclists to protect them as well as to support and encourage transit use in the study area.

Through the visioning, goals, and objectives process undertaken as part of this planning process, it was learned that south Fulton residents desire that all users have adequate access to a variety of multi-modal transportation alternatives while preserving the unique community character from both a land use and transportation perspective. Cycling facility needs differ depending on the context; south Fulton contains very different areas such as rural, very low-density residential and agricultural lands, industrial corridors, historic city centers, and more. Cycling facilities could be improved along rural roads through wider shoulders and pavement maintenance. Within the many downtown centers, employment centers, school areas, and areas adjacent to transit stops, opportunities exist to enhance bike facilities, including lanes, signs, and storage.

Bicycle facilities in the study area are limited. However, several bike lanes and paths are planned in south Fulton that if implemented will greatly enhance the network. Map 11 shows the planned bicycle facilities in the

study area. Map 12 shows the planned greenways and trails. Map 13 illustrates cycling LOS based on 2007 data, the most recent year for which data is available. A LOS of D or below indicates a great need for bicycle facility improvements. There are routes with LOS D and LOS E in the study area, namely the Roosevelt Highway Corridor (SR 29), which runs through Palmetto, Fairburn, Union City, College Park, and unincorporated Fulton County. Another route with a poor LOS, LOS E, is SR 74 in the very south-central portion of the study area.

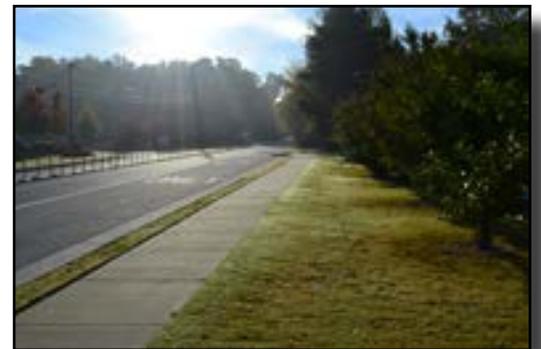
PEDESTRIAN NEEDS

In communities across the region, there is a growing need and responsibility to provide options that give people the opportunity to walk more often, to walk to more places, and to feel safe while walking. The benefits of walking as a healthy mode of transportation or as a recreational activity are plentiful.

- **Improved Health and Enhanced Quality of Life:** Walking improves the health of the environment, as well as the health of the individuals who are walking. Personal health benefits include, but are not limited to, improved cardiovascular condition, cholesterol reduction, weight management, and reduced stress.
- **Reduced Traffic Congestion:** A transportation network that provides ample and quality pedestrian connectivity can obtain the benefits of reduced traffic congestion. Many roads carry more traffic than they were designed for, which results in gridlock, wasted time and energy, air pollution, and increased driver stress. Pedestrian trips can offset automobile trips, reducing the need for capacity projects, parking lots, and congestion. Walking requires significantly less space per person than driving. Roadway improvements to accommodate pedestrians can also enhance safety for motorists. For example, adding a paved shoulder on a two-lane road is shown to reduce the frequency of run-off-road, head-on, and sideswipe vehicle crashes.
- **Economic Benefits:** There are economic and financial benefits for both the pedestrian and the community. Financial benefits for the pedestrian include reduced health care costs and reduced automobile dependency costs such as maintenance and insurance. Rewards for the community include increased economic vitality in centers with safe pedestrian mobility. In communities around the region, a higher level of pedestrian activity is an indicator of livability and has a subsequent impact on attracting businesses, people, recreation, and tourism. Areas where people are regularly seen walking have a sense of safety and friendliness.

There are common barriers people face when making the decision to walk. Two of the largest barriers are the built environment and institutional organization. Physical barriers consist of partial or non-existent walking paths and sidewalks, sidewalks in disrepair, lack of crossing treatments, and high-speed automobile traffic. These impediments present an even greater challenge for young children and aging populations. Barriers to walking can be addressed and resolved through better engineering and design, as well as through education and enforcement. Institutional and organizational barriers make walking more challenging through decisions that influence walkability. These include land use patterns that result in long trip distances, greater priority given to other modes, and difficulty in justifying the cost of pedestrian facilities and their upkeep.

As mentioned above, the built environment and land use pattern in an area can be a barrier to the practicality of walking. If the area



possesses a relatively balanced mix of trip origins and trip destinations adjacent to each other, then it is likely that walking could be perceived as a practical mode of transportation. Land use considerations that impact the practicality of walking in south Fulton are discussed in other sections of this Needs Assessment.

The needs of pedestrians should be considered when planning and designing any roadway. This does not mean that all roadways need to be designed with large active pedestrian streetscapes. Many of south Fulton's roadways are higher-speed rural collector and arterial roadways and are not conducive to active pedestrian streetscapes. These rural roads will not attract people out for a leisurely stroll, there are no shops or destinations nearby, or the roadway may abut a large industrial development. However, the roadways within city centers or next to transit stops should be designed with sidewalks and pedestrian features at all signalized intersections.

There is no one unique ingredient that delivers an active pedestrian streetscape. Creating walkable streetscapes requires a commitment to focus on all transportation modes, and not just a desire to provide for high-speed vehicular traffic. Many of the trips that Americans make every day are short enough to be accomplished on foot or via wheelchair. The 1995 NPTS found that approximately 40 percent of all trips are less than 2 miles in length, which represents a 30-minute walk. Examples of these short trips in south Fulton include trips within the existing and emerging activity centers and to/from schools.

The Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan, completed in 2007, includes a latent demand analysis for the pedestrian mode. This walking demand measure for the region assesses the latent demand for short trips that could be achieved by walking. The measure identifies potential walkability on a relative basis; therefore, if an area ranks high, it simply means it has a relatively high level of potential walkability in comparison to the rest of the region. The analysis measures the spatial relationship between households, retail and service jobs, and intersection density within a short vicinity. The measure focuses on demand for pedestrian activity based on land uses and does not account for the presence of adequate pedestrian facilities such as sidewalks. The highest levels of walking demand in south Fulton are in the more densely populated areas with mixes of uses, including the downtowns of East Point, Hapeville, and College Park. There is little latent demand for the segments analyzed in Chattahoochee Hills, Palmetto, and the industrial areas of unincorporated Fulton in the northwestern portion of the study area.

As mentioned previously through the visioning, goals, and objectives process undertaken as part of this planning process, it was learned that south Fulton residents desire all users to have adequate access to a variety of multi-modal transportation alternatives while preserving the unique community character from both a land use and transportation perspective. Pedestrian facility needs differ depending on the context; south Fulton contains very different areas such as rural, very low-density residential and agricultural lands, industrial corridors, historic city centers, and more. There are significant pedestrian facility gaps throughout south Fulton including in the many downtown centers, employment centers, schools, and other clusters of development. Opportunities to provide pedestrian facilities exist within a 2-mile radius of schools with kindergarten to eighth grades, because those areas are eligible for Safe Routes to School funding.



TRANSIT NEEDS

Current State of Transit in the Region

Atlanta was historically a railroad town, and the city once had an extensive streetcar system, which provided service as far as Marietta, 15 miles to the northwest. The streetcars were replaced by an extensive trolleybus system, supplemented by buses, and then converted to all buses in the 1950s and early 1960s. In the 1970s, the building of a modern rapid transit system began. The process proved to be difficult and drawn out. More than 30 years later, only part of the original rapid transit system plan has been completed. Figure 7 shows the Metropolitan Atlanta Rapid Transit Authority (MARTA) rail system as originally planned.

The Atlanta region is now served by a multitude of transit agencies providing various types of transit services. These services range from fixed route services such as heavy rail, bus systems, and university shuttles to on-demand services, paratransit, and vanpool. Some of the services are integrated regionally, while others are available only on a local level.

The backbone of transit in the Atlanta region is the MARTA. MARTA operates heavy rail and bus service in Fulton and DeKalb counties. Cobb, Cherokee, and Gwinnett counties operate their own bus services. Outside of Fulton and DeKalb counties, there is no rail service. This is a result of the counties' refusal to join the MARTA system, a situation that was originally related to white flight from the city. MARTA is the only rail system in the U.S. for which the state does not provide any funds for operation or expansion. MARTA relies on a 1 percent sales tax in its two counties.

The Transit Planning Board (TPB) was created in 2006 to focus on the development of a regional transit plan, improve regional system coordination and system performance measurement, and act as an advocate for increased federal funding. Established in January 2010, the Regional Transit Committee is currently guiding the implementation of Concept 3, the long-range transit vision for the Atlanta region developed by the board's predecessors, the TPB. Concept 3 was adopted in 2008 and is shown on Figure 8.

On July 31, 2012, residents across the 10-county Atlanta region including Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale counties, as well as the city of Atlanta, had the opportunity to vote on a referendum that would have funded \$8.5 billion in transportation improvements through a regional 1 percent sales tax over 10 years. More than half of the funds would have been dedicated to expanding and operating transit in the region. The referendum was defeated by a large margin.

Multiple regional transit plans have outlined plans for commuter rail and bus rapid transit (BRT), although they currently lack a funding source. Two planned commuter rail lines include one south of the city to Love-

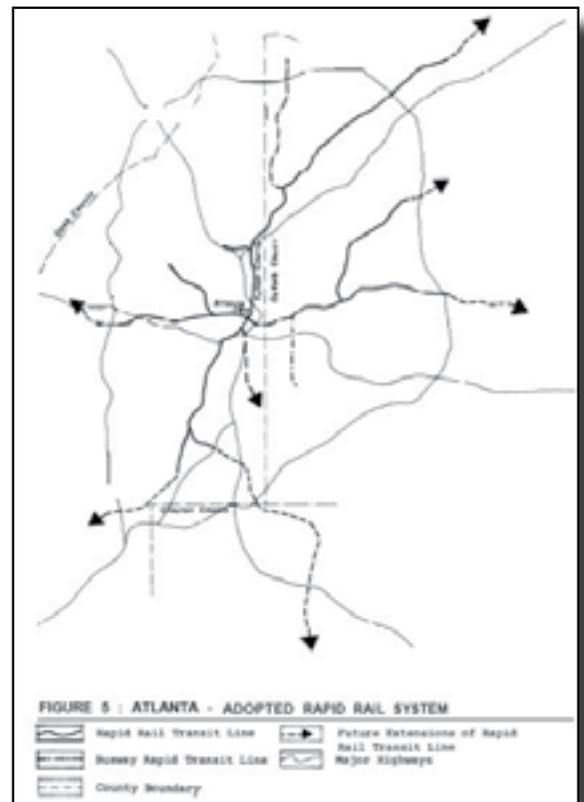


Figure 7: MARTA Rail System
Source: *Assessment of Community Planning for Mass Transit: Volume 2 - Atlanta Case Study.*
United States Congress, Office of Technology Assessment. February 1976.

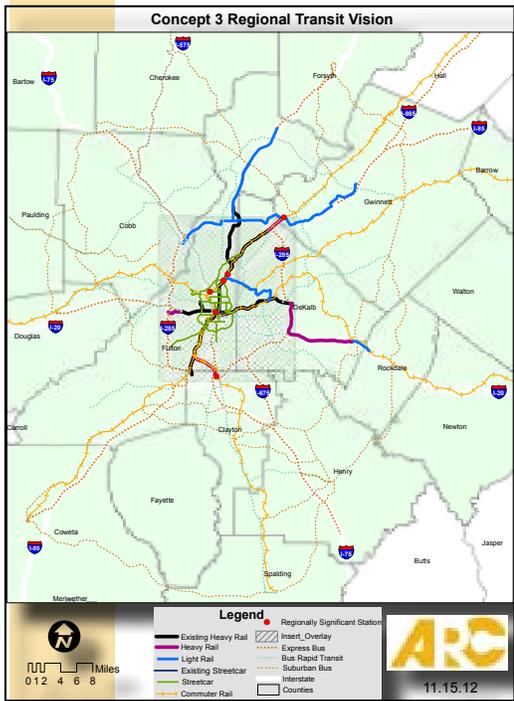


Figure 8: Concept 3
Source: ARC

joy near the Atlanta Motor Speedway, and the other to Athens connecting the University of Georgia to Emory University and Georgia Tech. As planned, all commuter trains would arrive at the Atlanta Multimodal Passenger Terminal (MMPT), the long-delayed facility across from the central Five Points MARTA station, where all of its rail lines meet. Another regional transit plan that has received strong support in recent years is the Atlanta BeltLine, a multi-use trail and transit system that takes advantage of existing and unused rail tracks to form a 22-mile transit loop around the core of Atlanta, as well as establishing more trail space for pedestrians and bicyclists. The trail and foundation work of the BeltLine is under way, but the transit portion remains unfunded. Although these transit systems do not enter the south Fulton study area, there is opportunity and potential for connections to them.

The study area falls entirely within Fulton County, which is one of the two counties served by MARTA. There are three heavy rail stations in the study area and multiple local bus service routes. In addition, the Georgia Regional Transportation Authority (GRTA) operates Xpress in the study area. Xpress is a commuter bus service transporting people into and out of the city of Atlanta during weekday peak hours. Together, these two agencies provide heavy rail service, 19 fixed-route bus routes, and paratransit service to the study area.

GRTA Xpress route 455 runs from the park and ride lot at I-85 and Flat Shoals Road to downtown Atlanta on weekday mornings and returns on weekday evenings. There are four morning departures and one morning reverse commute trip from downtown to the Flat Shoals Road park and ride lot. The MARTA rail red and gold lines serve the study area and connect south Fulton with Downtown Atlanta, Midtown Atlanta, 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. 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.

In addition to fixed-route bus service, MARTA Mobility provides paratransit service within the study area. The paratransit service is provided within $\frac{3}{4}$ of a mile of all fixed bus routes and rail stations. Together, ARC and MARTA administer three Federal Transit Administration (FTA) Human Services Transportation programs available to qualifying residents in south Fulton. The programs include Section 5316 Job Access and Reverse Commute, Section 5317 New Freedom, and 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.

Although a substantial portion of the study area is low-density residential and other portions are rural, several major transit trip generators and attractors exist. The three largest transit trip generators and attractors in the study area are Hartsfield-Jackson Atlanta International Airport, Fulton Industrial Boulevard, and Camp Creek

Marketplace. In addition to these major trip generators and attractors, there are many destinations people need or would like to go to using transit. These destinations primarily include places of employment, senior centers, medical centers, government offices, and grocery and retail centers.

Existing Public Transit Facility Needs

Transit plays a major role in alleviating congestion and improving air quality, while supporting the land use and development goals of an area. While transit reduces the number of SOVs, its main objective is to provide travel options to citizens. By providing numerous alternatives to the SOV, the transportation system will become more efficient and comprehensive.

This section explains the analysis performed to identify south Fulton's major transit needs. The analysis includes identifying the study area's transit-dependent populations and the impact of population and employment growth trends. The transit needs reflect the diversity of the demographic, economic, and land development conditions among the cities and unincorporated areas of south Fulton.

Demographic data was examined as part of the transit needs assessment. Characteristics such as zero-vehicle households, poverty concentrations, residents age 65 and older, and disabled population levels are typically used to identify transit dependent populations. Population and employment growth trends from 2000 to 2010 and projected from 2010 to 2040 were also used to determine demand for existing and future transit services. Areas that have large transit-dependent populations typically can support much higher levels of transit service. This analysis involved comparing key transit-dependent characteristics in the study area to the Atlanta region to illustrate the relative transit need of the study area's population.

The areas that have the greatest need for transit, based on the number of zero-vehicle households in 2011, include the urban northwestern sections of the study area. This includes Hapeville, East Point, and College Park; the percentage of zero-vehicle households varied between 21.5 and 52.8 percent depending on the census tract. The area directly south of College Park and I-285 and west of I-85 also has a very high percentage of zero-vehicle households (20.5 percent). A third section in the northernmost part of the study area, near the intersection of Fulton Industrial Boulevard and Martin Luther King Jr. Drive, has a very high percentage of zero-vehicle households (40.8 percent). The average percentage of zero-vehicle households in the study area in 2011 was 14.4 percent. This is significantly higher than the Atlanta region as a whole, where only 6.2 percent of households have no vehicle. The southern and central portions of the study area, including Chattahoochee Hills, Palmetto, and much of the unincorporated county, have the lowest concentrations of zero-vehicle households or transit-dependent populations. In general, the existing transit network provides coverage to the highest transit-dependent areas. Within some of the high-concentration areas of Hapeville, College Park, and East Point, multiple bus lines and connections to MARTA rail stations are provided. However, although bus and rail lines exist in the right vicinity, this does not mean the service frequency or routes are optimal to serve the most people. Even in areas where transit is provided, the walkability of these areas should be addressed to ensure the transit service is safely accessible. See Map 14, Households with No Vehicle Access.

Multiple census tracts in the study area are considered below the regional median household income and below the poverty line. College Park, Hapeville, Palmetto, and Union City have the lowest household and per capita incomes in the study area, and are noticeably below the study average. Persons with very low income are less likely to own a car and more likely to be transit dependent. These areas that contain multiple characteristics of transit-dependent populations are in need of improved transit services.

The percentage of the population age 65 and older in the Atlanta region in 2011 was 8.8 percent. Chattahoochee Hills and Palmetto were the only parts of the study area that had a higher percentage of older adults, 16.1 and 12.6 percent, respectively. The study area overall has a smallerage percent (8.1 percent) of older persons compared to the region. A large percentage of the population age 65 and older can indicate a potential need for increased transit, such as demand response services. However, because these two areas, Chattahoochee Hills and Palmetto, have no other indicators of transit dependency, need is small.

In the United States, about one out of every five persons has one or more diagnosed disability. The highest concentrations of disabled status residents in the south Fulton study area are proximate to existing bus routes and rail stations. The census tracks in the most northwestern section of the study area have the highest concentrations of disabled persons. Multiple census tracts have more than 30 percent of the population disabled, including tracts in College Park, Hapeville, and East Point. Given the size of each census tract, one cannot determine where the disabled persons are located within each tract. Current paratransit service is provided only within three-fourth of a mile boundary from existing fixed-route service; there are many disabled persons living beyond this boundary. Additionally, the majority of the census tracts in the remainder of the study area have more than 20 percent of the population disabled, and these areas are not served by transit. There is a need for demand response service beyond the reach of existing bus routes and their three-fourth of a mile boundary. See Map 15, Population with Disability Status.

ARC’s estimated population and employment growth rates for the study area are discussed in greater detail in previous sections of this report. Population growth over the past decade was experienced mainly outside of the areas described as having the highest concentrations of transit-dependent populations. Population levels grew in Palmetto, Fairburn, and Union City, whereas College Park and East Point lost population. Based on existing transit conditions and population trends, limited transit service is provided in the high population growth areas. If population growth continues in these areas, the need for transit, including local bus service, regional bus service, and paratransit services, to serve the population will increase as well.

While the demographic analysis identifies populations that have propensity to ride transit, understanding where they want to ride transit is important for determining transit needs. Key transit destinations within the study area include Hartsfield-Jackson Atlanta International Airport, Fulton Industrial Boulevard, Camp Creek Marketplace, and the South Fulton Medical Center. Additionally, senior centers located in College Park, Fairburn, Hapeville, and Palmetto are important transit destinations.

Rail Service

The northern urban sections of the study area contain the most existing transit-dependent populations and the appropriate densities to support transit options. This part of the study area is currently served by three heavy rail stations; these station areas may not have a high enough level of service and access. The average daily boardings and alightings for 2012 for the three MARTA stations in the study area are shown in Table 34.

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

Local Bus Service

The northern urban sections of the study area contain the most existing transit-dependent populations and the appropriate densities to support transit options. Although currently served by rail and buses, these areas may not be receiving a high enough level of service and access. There are multiple MARTA bus service routes in the study area. The average daily ridership data for 2012 for the routes in the study area is shown in Table 35.

Operator	Route	Weekday	Saturday	Sunday
MARTA	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
	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

The existing MARTA rail and bus services in the study area serve a substantial number of riders. Transit needs of the study area would best be met by leveraging existing MARTA rail facilities to provide study area residents with improved access to regional employment and activity centers by enhancing the local bus services that provide access to the stations.

Currently, there is a general lack of east-west transit service in the study area south of East Point. The long term recommendation for express service along South Fulton Parkway is intended to improve east-west transit service and improve access to Hartsfield-Jackson Atlanta International Airport.

Parking utilization at the College Park MARTA station is very high, at 91 percent as reported in the Existing Conditions Report. This high utilization is not unusual at the end of the line station. Additional parking is needed at the College Pak MARTA station to accommodate parking needs.

Circulator Service

The College Park GoBus, a free circulator bus, serves restaurants, shops, the Georgia International Convention Center, and the College Park MARTA station. This lunch-time service began in May 2012, and the evening service began in February 2013. There are currently two bus routes in the system. If the circulator continues to be successful, an opportunity exists to expand the service and share costs with East Point and/or Hapeville.

Regional and Express Bus Service

There is only one express transit service provided to the major employment and recreational destinations in Downtown Atlanta. With population levels growing faster in the study area than the region as a whole and the current lack of existing regional commuter services, there will be a growing need for enhanced transit service to existing major employment and activity centers. The average daily ridership data for 2012 for the one GRTA Xpress route in the study area is shown in Table 36.

Operator	Route	Weekday	Saturday	Sunday
GRTA	451/455	351	n/s	n/s

Note: n/s denotes no service

Despite the growing needs for commuter express transit service, the funding of the GRTA Xpress service is uncertain. Operating funds and operation of the Xpress buses will end in March 2013, if a new funding source is not secured. The state legislature will have the opportunity to provide and secure such funding in early 2013, but there is no guarantee that the legislature will decide to fund this service. If the GRTA Xpress service has to shut down due to lack of operating funds, there would not only be a great need for restored commuter express transit service, but there would be increasing congestion problems on highways and arterials as a result of the Xpress riders being forced to travel by private vehicle.

Paratransit Service

The results of the analysis indicate a need for enhanced paratransit service. Currently, paratransit service is only provided within a ¼-mile radius of existing transit routes. The population of adults age 65 and older is projected to grow substantially from 2010 to 2040, thus the demand for paratransit service is expected to develop beyond areas of existing service. Additionally, another often transit-dependent group, disabled persons, exists in all parts of the study area and many live in areas that are not served by transit.

FREIGHT NEEDS

There are three nodes of freight activity in south Fulton: 1) the Fulton Industrial Boulevard subregion, 2) the CSX Fairburn Intermodal Railyard subregion, and 3) the Hartsfield-Jackson Atlanta International Airport subregion. This document discusses freight needs at each of these nodes. According to the Georgia DOT Freight & Logistics Plan, the growth in freight traffic for Fulton County from 2007 to 2040 is forecast to be 77 percent for truck traffic, 112 percent for rail traffic, and 161 percent for air cargo. Much of this growth will occur in south Fulton due to the significant freight facilities located in this region. Therefore, several of the issues and needs described in this document will be exacerbated as growth continues in the county. As mentioned in the land use and market discussion, the key type of future employment in the study area is related to these freight users. Therefore, accommodating freight needs is critical to the local economy.



Freight Issues and Needs in the CSX Fairburn Intermodal Railyard Subregion

The CSX Fairburn Intermodal Railyard benefits significantly from its proximity to I-85. The vast majority of trucks leaving the intermodal yard travel north on McLarin Road, turn right on Fairburn Industrial Boulevard/Senoia Road/Highway 74, and then access the interstate network. This route is less than 2 miles with no conflicting land use types for truck activity. The one potential conflict is that the intersection of McLarin Road and Senoia Road is uncontrolled and may benefit from traffic signal control, particularly as truck and automobile volumes along Senoia Road continue to increase. An additional consideration would be the development of truck-friendly lanes (lanes dedicated for truck use only) along Senoia Road between McLarin Road and I-85 to minimize the potential for truck-automobile conflicts along this segment of roadway.



Some trucks leaving the intermodal railyard travel south on McLarin Road, turn left on to Guillatt Road, and access an offsite container yard. The land uses along this path are primarily industrial and there are no conflicts with other types of activity. There are also significant and rapidly growing industrial facilities along Oakley Industrial Boulevard just southeast of I-85, off of Senoia Road. Trucks accessing these facilities also have easy access to I-85 within less than a mile. The primary concern would be the mixing of truck and automobile traffic at the Senoia Road interchange.

As intermodal traffic continues to be one of the fastest-growing segments of traffic for the rail industry, it is likely that CSX will need to expand its facilities in the Atlanta metropolitan region. Fulton County will need to remain in close coordination with CSX to determine if this facility will be expanded or if this expansion will occur at other locations.

Industrial square footage in the CSX IM Railyard and Oakley Industrial Boulevard subregion is approximately 10 million square feet. The Oakley Industrial Boulevard industrial subregion runs parallel to I-85 along both sides of Highway 74. The CSX Intermodal Facility in Fairburn is 480 acres. See Map 16 for industrial square footage in this subregion.

Freight Issues and Needs in the Fulton Industrial Boulevard Subregion

The Fulton Industrial Boulevard subregion has emerged from the most recent recession to continue to be one of the most active freight centers in the Atlanta metropolitan region. Fulton Industrial Boulevard serves as the heart of the subregion and runs approximately 6 miles between I-20 and Campbellton Road. The majority of industrial facilities are located on the west side of Fulton Industrial Boulevard. These west side facilities have rail access located on the rear side of their buildings connecting to a CSX line, which provides access throughout the east coast of the United States.

A significant competitive advantage of industrial activity located in this subregion is the relatively easy access to major intermodal facilities. The Norfolk Southern Austell intermodal railyard is located less than 10 miles from the subregion, while the CSX Fairburn intermodal railyard is located less than 20 miles from the subregion. The routes to each of these rail yards travel well outside of I-285, thereby avoiding significant recurring congestion activity. The air cargo facilities associated with Hartsfield-Jackson Atlanta International Airport are approximately 12 miles away and accessible from SR 6 (Camp Creek Parkway).

The growth of industrial activity along Fulton Industrial Boulevard is constrained by encroaching residential facilities on the east and south sides of the corridor. During the housing boom of the early 2000s, several large housing subdivisions were built very close to Fulton Industrial Boulevard. During the same period, retail establishments serving these residents have located along the east side of Fulton Industrial Boulevard. Additionally, for many of these subdivisions, the residents' primary interstate access route is also along Fulton Industrial Boulevard to I-20. This creates significant truck-automobile conflicts along Fulton Industrial Boulevard, impacting congestion and safety.



Due to the growth constraints along Fulton Industrial Boulevard, major industrial facilities have recently been located northwest of Fulton Industrial Boulevard on SR 6 (Thornton Road) and on Riverside Parkway. These industrial facilities are located at the edges of Cobb and Douglas counties, but much of the traffic spills onto Fulton Industrial Boulevard to access I-20 or onto the Fulton County portion of SR 6 (Camp Creek Parkway). During a site visit to this location, it was noted that the Fulton Industrial Boulevard and Camp Creek Parkway intersection had extremely high truck volumes both for pass through traffic and for truck traffic turning between these two roadways. The intersection has significant roadway geometric challenges that impede the movement of truck and automobile traffic. The turning lanes are too short to accommodate the volume of truck and automobile activity for vehicles heading eastbound on Camp Creek Parkway and turning left onto Fulton Industrial Boulevard. Similarly, the turning lanes are inadequate for truck and automobile traffic traveling south along Fulton Industrial Boulevard and turning left onto Camp Creek Parkway. This entire intersection should be considered for redesign to accommodate current and future vehicle volumes and turning patterns. A short-term improvement to consider is lengthening the turning lanes for the two turning movements mentioned previously.

There are also significant capacity issues along Fulton Industrial Boulevard. Currently, the boulevard is six lanes for about 1 mile between I-20 and James Aldredge Boulevard and then four lanes for the remaining 5 miles to Campbellton Road. During site visit to the corridor, significant congestion was observed along the four-lane portion during the early afternoon. This created several unsafe access points from adjacent industrial and retail locations along with difficult lane changes for both truck and automobile traffic along the corridor. Higher throughput levels are needed on Fulton Industrial Boulevard to accommodate both current and future truck and automobile volumes. Adding new lanes will be difficult due to the built-up facilities along the corridor, and it is unclear whether improved signal timing will provide congestion relief. A comprehensive corridor study should be conducted to examine alternate solutions to improve mobility along Fulton Industrial Boulevard, including reconsideration of access points and preservation of remaining undeveloped land for future industrial uses. Cargo security and modernization of freight facilities along the corridor have also been mentioned as issues for freight-related stakeholders located along the corridor.

Another notable observation from the site visit of the Fulton Industrial Boulevard subregion is that a significant number of trucks appear to be using local roads to avoid use of the interstate system. Specifically, several trucks are using SR 6 (Camp Creek Parkway/Thornton Road) to connect from I-20 in Cobb County to I-285 in south Fulton. This is likely in part due to the shorter distance of the local roads, and also the desire to avoid the I-20/I-285 interstate interchange on the west side of Atlanta and the desire to avoid the heavily congested “western wall” of I-285. The I-20/I-285 West interchange features sharp turning radii, which are difficult for trucks to manage. The interchange also becomes heavily congested during commute periods due to high volumes of both truck and automobile traffic. A related chokepoint for truck traffic is the I-285 interchange at Camp Creek Parkway. This interchange features short turning lanes and short merge lanes, which create safety concerns for truck traffic, particularly as it merges with automobile traffic. This interchange is also heavily utilized by the recently booming residential population along Camp Creek Parkway, so truck-auto conflicts are also an issue at this location.

Industrial real estate brokers, Colliers International, estimated that there were over 90 million square feet in the I-20 West/Fulton Industrial Boulevard submarket as of the end of the first quarter of 2012. The boundaries of this submarket are roughly I-20, Fulton Industrial Boulevard, and Camp Creek Parkway. Follow-up phone calls to Colliers Management identified over 600 industrial properties and 49 million square feet along Fulton Industrial Boulevard or adjacent roadways. See Map 17, industrial square footage for the Fulton Industrial Boulevard subregion.

Freight Issues and Needs in the Hartsfield-Jackson Atlanta International Airport Subregion

An extensive analysis was conducted of Hartsfield-Jackson Atlanta International Airport as part of the 2012 Georgia DOT Freight & Logistics Plan. The airport is an economic generator for the entire state, because it is the primary air cargo airport for hundreds of miles. The nearest competing air cargo airports are Miami to the south, Houston and Dallas to the west, and Chicago and New York to the north. Smaller airports such as Charlotte Douglas International Airport do not offer the extensive network of destinations or the range of cargo operations that are available at the Atlanta airport. The Memphis International Airport is the nation's largest air cargo airport, but its single-tenant focus services a very different market than the Atlanta Airport.

A major notable action from the Georgia DOT Freight & Logistics Plan is the recent purchase of AirTran Airlines (AirTran) by Southwest Airlines (Southwest). AirTran did not have air cargo operations, while Southwest has a national network of cargo activity. Because AirTran's primary hub was the Atlanta airport, Southwest's purchase of the airline will allow it to connect Atlanta to its national network. More recently, the airport announced the addition of a fourth air cargo building that is planned to be completed in 2014.

The primary access routes to the airport for air cargo are Loop Road, Aviation Boulevard, and Henry Ford Avenue. Currently, none of these roadways is congested, and the stretch of interstate that serves as the primary interstate access road is one of the least congested in the Atlanta metropolitan region. However, with the continued growth of passenger and air cargo operations at the airport, there is the potential of congestion in the future. There are also significant industrial activities to the southwest of the airport that are located in south Fulton. These industrial facilities rely heavily on Roosevelt Highway for most of their shipping and local roads to access air cargo facilities at the airport.

There are three main air cargo complexes at Hartsfield-Jackson Atlanta International Airport: north, midfield and south. The total on-airport air cargo warehouse space measures 2 million square feet. There are also several third party logistics providers that provide temporary warehouse space for air cargo throughout the south Fulton region. See Map 18, air cargo warehouse space for the Hartsfield-Jackson Atlanta International Airport subregion.

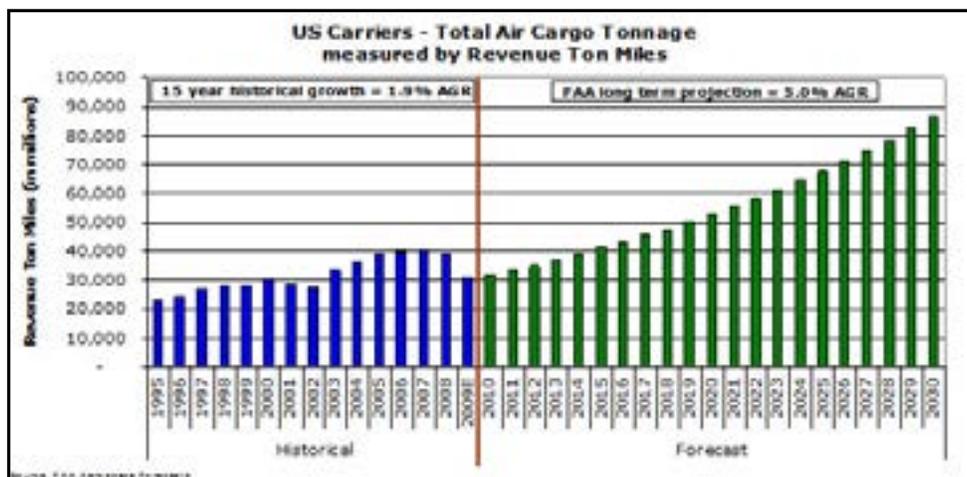


Figure 9: FAA Forecast Cargo Growth (revenue ton-miles)

According to the Georgia DOT Freight & Logistics Plan, if cargo volumes grow at the Federal Aviation Administration (FAA) forecasted rate, there will be a substantial increase in truck traffic over the next 40 years. New facilities with improved landside capacity will be essential. This will require additional capacity on the access roads to the Atlanta airport, Loop Road, Aviation Boulevard, and Henry Ford Avenue. However, modifications to the North Loop Road and the entire Loop Road in general are difficult given the surrounding roadway infrastructure of the North and Midfield Cargo Complexes. Additionally, the ability to accommodate long-term airport access issues will be impacted due to anticipated passenger growth at the airport. The primary access roads to the Airport could be

faced with substantial growth in automobile traffic. This will occur primarily at Exits 71 (Riverdale Road) and 72 (Camp Creek Parkway) off I-85 and Exit 61 (Atlanta Airport/Montgomery) off I-285. One of the primary challenges of airports today is the delay factor caused by regional traffic.

Global forecasts call for a tripling of air cargo volumes over the next 25 years. The FAA data in Figure 9 depicts historical and forecasted cargo growth in the United States. As shown on Figure 9, the historical annual growth rate from 1995 to 2009 was 1.9 percent, but the FAA forecasts annual growth of roughly 5 percent through 2030. If this forecast is applied to air cargo at the Atlanta airport, truck traffic on the local roads can increase substantially.

The following pages identify the roadway, bicycle, pedestrian, and transit needs for south Fulton County and the seven cities in the study area.

UNINCORPORATED SOUTH FULTON COUNTY

Roadway Needs

Many of the major commuter routes are wholly or partially located within the unincorporated portions of the county. Similar to the cities, these areas are expected to experience significant traffic growth by the planning horizon year. Major arterials such as SR 279 (Old National Highway), SR 6 (Camp Creek Parkway), and SR 70 (Fulton Industrial Boulevard) will need improvements to keep up with growth.

Bicycle Needs

A South Fulton Greenway Trail Master Plan for unincorporated south Fulton was completed with the purpose to develop an integrated system of greenway and off-road trails that will provide recreational and transportation needs for unincorporated south Fulton citizens. The future network will provide citizens with access to schools, libraries, parks, neighborhoods, and commercial nodes. The proposed trail network consists of greenway trails, which are typically located along creeks, utility easements, abandoned rail beds, and publicly owned property. Approximately 21.1 miles of greenway trails are proposed along Bear Creek (1.0 mile), Camp Creek (5.7 miles), Deep Creek (4.4 miles), Line Creek (3.9 miles), and Pea Creek (6.1 miles). The proposed unincorporated south Fulton TrailNet has approximately 89 miles of off-road trails as well. This trail network will create community connections by providing access to destinations within unincorporated south Fulton. The south Fulton TrailNet provides connectivity to the Chattahoochee Hill Country Regional 98-mile trail system at four locations: Highway 166/Campbellton Road, Camp Creek, Deep Creek, and Pea Creek. The proposed trail network also provides connectivity to the city of Atlanta's trail system at the intersection of Camp Creek Parkway and Old Fairburn Road. Obstacles to these projects include acquiring the necessary right-of-way and funding.



The Fulton County Traffic Calming Policy and Program uses measures to reduce the negative impact created by automobile usage on residential streets. Its policies regulate the travel speeds of motorists and allow the roadway to be shared safely with cyclists.

The Roosevelt Highway (US 29) Corridor Enhancement Plan is a comprehensive strategy for improving quality of life and promoting economic development in south Fulton. Georgia DOT awarded South Fulton Revitalization, Inc. funding to perform a corridor study for the 16-mile stretch of roadway between Palmetto and College Park. With participation from the city of Palmetto, the city of Union City, the city of College Park, and Fulton County, the purpose of this project is to visually unify and identify the Roosevelt Highway Corridor by making its transportation and transit facilities safer, more convenient, and more appealing, while preserving the corridor's historic railroad beginnings. Bike lanes are needed for the entire length of Roosevelt Highway to encourage multi-modal activity, to provide a safe facility for recreational and community cyclists, and to provide an alternative facility for the population without access to an automobile.

Other corridors that need bicycle facilities include Boat Rock Road, Campbellton Road, Enon Road, New Hope Road, Reynolds Road, and Wallace Road.

Pedestrian Needs

Much of the unincorporated areas of south Fulton are industrial or low-density residential in character. These land use patterns do not necessitate a need for comprehensive pedestrian access and facilities. The Fulton County Comprehensive Plan does not focus on a need for pedestrian facilities. However, near schools, near transit stops, and in nodes of clustered development, sidewalks and pedestrian amenities should be provided. Multi-use trails for recreational walking are needed as well. Some of the corridors that are in need of pedestrian sidewalks or facilities include Boat Rock Road, Butner Road, Campbellton Road, Danforth Road, Flat Shoals Road, Fairburn Road, Old National Highway, and South Fulton Parkway. Car and pedestrian crash data indicate safety issues for pedestrians on Old National Highway. Pedestrian and crosswalk improvements are needed as well as a further study of pedestrian safety along this corridor.



Transit Needs

The unincorporated county areas directly south of College Park and I-285 and west of I-85 have a very high percentage of zero-vehicle households (20.5 percent). Another section in the northernmost portion of the study area, near the intersection of Fulton Industrial Boulevard and Martin Luther King Jr. Drive, has a very high percentage of zero-vehicle households (40.8 percent). This is significantly higher than the Atlanta region as a whole, where only 6.2 percent of households have no vehicle. Areas that have large transit-dependent populations typically can support much higher levels of transit service. The South Fulton Parkway Transit Feasibility Study and the Union City South Fulton Parkway Corridor Study both affirm the future need for appropriate transit along this corridor to match the planned dense nodal development. The State Route 6 Corridor Study also discusses transit as a recommendation.

CHATTAHOOCHEE HILLS

Roadway Needs

Widespread congestion requiring major widening is not expected to be necessary in Chattahoochee Hills with the exception of a couple of locations. Capps Ferry Road west of South Fulton Parkway and Cochran Mill Road south of South Fulton Parkway will be operating at LOS E and LOS F, therefore, requiring some capacity improvements. More important for this area will be implementing targeted improvements to maintain roadway operations at current levels



and providing safe and efficient access to regional corridors such as South Fulton Parkway. These improvements could be in the form of intersection upgrades, turn lane improvements, and safety upgrades.

Bicycle Needs

According to the Comprehensive Plan completed in 2011, future development will take place only in dense, mixed-use towns and villages, and in smaller hamlets designated on the character area and future land use maps. The goal is to preserve 60 to 70 percent of the city as open space, including agriculture and forestry lands. There is a need in Chattahoochee Hills for multi-use trails for cycling; however, the density and nature of the land uses do not pose a need for on-street bike facilities. The one exception is South Fulton Parkway. As South Fulton Parkway develops, bike facilities along this corridor will be needed. Multi-use trails should accommodate walkers, bicyclists, and equestrian activities. There is a need for proper bike parking and storage in village centers.

Pedestrian Needs

Chattahoochee Hills is the most rural city in the study area. Roadways generally do not have sidewalks or pedestrian paths. The land use patterns are not dense enough to be conducive for walking. Additionally, the vision to remain deliberately rural in this area leaves no need for such pedestrian infrastructure. Community goals from the Comprehensive Plan include enhancing the enjoyment of the rural character by creating a definite boundary containing the village connected with multi-use trails to the surrounding natural setting. A central feature of



the community's vision is the permanent preservation of a majority of the city's land, and there is a strong desire for multi-use trails without compromising the rural character. Trail design standards should be addressed in the city's parks plan and should accommodate equestrian users.

Transit Needs

Chattahoochee Hills has some of the lowest concentrations of zero-vehicle households in the study area. It also has some of the lowest levels of poverty in the study area. However, Chattahoochee Hills has a large percentage of the population age 65 and older as well as a significant disabled population. The percentage of the population age 65

and older in the Atlanta region in 2011 was 8.8 percent; the percentage of older adults in Chattahoochee Hills was 16.1 percent. Due to these two indicators of transit dependency, there is a need for transit for these populations, namely demand response service. This need for transit service for the elderly and disabled populations was

supported in the recent Chattahoochee Hills Comprehensive Plan. Once all planned mixed-use nodes along South Fulton Parkway are built out, scheduled transit service may become viable. In planning for this, Georgia DOT has reserved space in the right-of-way for a separated future transit system on the South Fulton Parkway corridor. Once population density is adequate to support transit, a transit study will be needed.

COLLEGE PARK

Roadway Needs

Significant investment in College Park’s roadway infrastructure will be necessary over the next 30 years. By 2040, a third of the roadway network will be operating at LOS F during some portion of the day. In addition to interstate improvements, facilities such as Herschel Road and Main Street will have capacity constraints by the planning horizon year. Additionally, capacity improvements will be necessary for the I-285 and SR 279 (Old National Highway) interchange.



Bicycle Needs

The College Park TOD Plan and Market Feasibility Study was completed in May 2012. The current state of connectivity from the surrounding neighborhood to the College Park MARTA station is not safe for bicyclists and does not encourage non-vehicular access to the transit station. Currently five multi-use trails are existing or planned. Improved bicycle access is a key element for the success of the TOD. The City of College Park Activity Center LCI, completed in 2008, included the need to link the Virginia Avenue corridor to downtown utilizing the established street grid and enhancing the route through trails, bike paths, and enhanced sidewalks. The College Park Comprehensive Plan 2011-2031 states that existing striped bike lanes exist only along Princeton Drive, Princeton Avenue, and McDonald Street, known as the Brady Trail. In addition, several corridors are identified as bicycle-friendly corridors including Redwine Avenue, Fairway Drive, Virginia Avenue, Best Road, Lakeshore Drive, Old National Highway, Riverdale Road, and a few others. Most of these corridors have been targeted for future cycling improvements. Such needed improvements range from increased signage to the addition of full multi-use trail facilities; however, these improvements are still in the planning stages and are subject to funding availability. Other downtown streets that need cycling improvements include E. Harvard Avenue, Jefferson Avenue, Temple Avenue, Adams Street, and Rugby Avenue. According to the methodology used in the Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (2007) study, wider paved shoulders along Roosevelt Highway would bring this facility up to a desirable bicycle level of service. There is also a need for bicycle facilities along Roosevelt Highway/Main Street in College Park, which is often used by competitive cyclists and sometimes by work commuters because it is relatively flat and connects many destinations.

Pedestrian Needs

A sidewalk network on both sides of the street exists along most of the streets in College Park’s downtown area. This downtown node is very conducive to walking due to the density and proximity to transit and many destinations. Walking should be encouraged and supported through enhanced streetscaping. The current state of connectivity from the surrounding neighborhood to the College Park MARTA Station is not safe for pedestrians. The existing sidewalk grid is incomplete and in some areas in poor repair. Broken sidewalks, gaps in the sidewalks, and buckled pavement are common on many streets. The current pedestrian circulation system is inadequate and does not encourage non-vehicular transit to the station. There is a need for sidewalks to be added along College Street south of Harvard Avenue, and to close the gaps in the existing network. The College Park LCI study area included the





College Park MARTA station, the historic downtown, Manchester Point, and the Virginia Avenue commercial corridor. Goals of the LCI included revitalizing the downtown with diverse uses and activities to promote live-work-play environments and creating a pedestrian-friendly walkable environment. There is a need to redevelop and consolidate the Virginia Avenue corridor into a walkable and pedestrian-friendly area with streetscapes that supports the hospitality industry, restaurants, and new retail. The Virginia Avenue corridor was recently improved with streetscaping, including new sidewalks, simulated brick pavers, park benches, and ornamental trash cans. Pedestrian facilities are also needed on John Wesley, Harvard, and

Columbia streets to continue across the rail line to extend the downtown on both sides of the rail tracks. Other needs include pedestrian countdown signals, pedestrian channelized gated crossings, channelized pedestrian gating and fencing, and streetscape improvements. Outside of the downtown area, there are needs for pedestrian facilities along South Fulton Parkway, Roosevelt Highway, and Camp Creek Parkway. Car and pedestrian crash data indicate safety issues for pedestrians on Old National Highway, specifically between Sullivan Road and I-285 and between Godby Road and Old Bill Cook Road. Pedestrian and crosswalk improvements are needed as well as a further study of pedestrian safety along this corridor.

Transit Needs

The areas that have the greatest need for transit based on the number of zero-vehicle households in 2011 include College Park. College Park has a significantly higher percentage of zero-vehicle households than the Atlanta region as a whole. In some census tracts in College Park, 30 percent or more of the population has no vehicle access, whereas only 6.2 percent of households in the greater Atlanta region have no vehicle access. College Park also has multiple census tracts that are considered below the regional median household income and below the poverty line.

In general, the existing transit network provides coverage to these highly transit-dependent areas. Within College Park, multiple MARTA bus lines and connections to MARTA rail stations are provided. However, service frequency and service routes are not optimal. Even in areas where transit is provided, the walkability of these areas needs to be addressed to ensure the transit service is safely accessible.

College Park is also served by a new free circulator, GoBus, during lunch and evening hours. GoBus has two routes. The gold route serves the Georgia International Convention Center, MARTA station, Virginia Avenue, and Main Street north to Rugby Avenue. There is an opportunity to extend the gold route into Hapeville and East Point if they are interested in sharing the costs. The gold route could be extended north up Main Street into East Point, turning east on Irene Kidd Parkway, south on Central Avenue to Hapeville, and then south and west on Virginia Avenue.

EAST POINT

Roadway Needs

The roadway capacity needs in East Point are mainly focused on the vicinity of interstate facilities. Improvements will be necessary on arterials such as SR 6 (Camp Creek Parkway) and Washington Road in the vicinity of I-285. Additionally, capacity improvements will be needed along SR 166 (Langford Parkway) and Sylvan Road between SR 166 (Langford Parkway) and I-85.

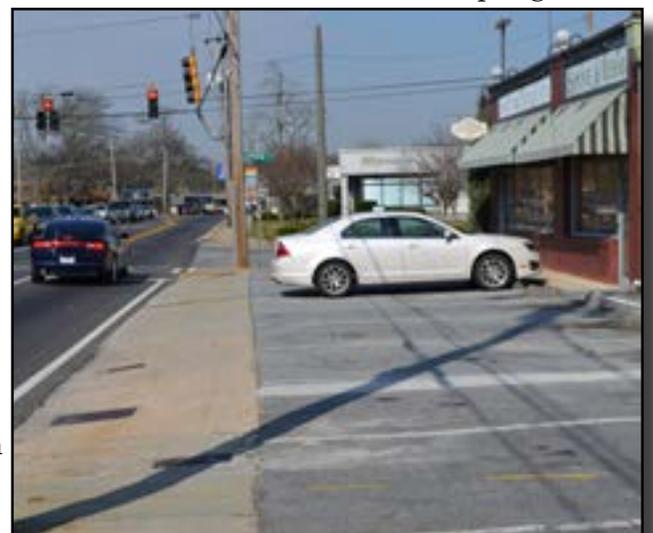
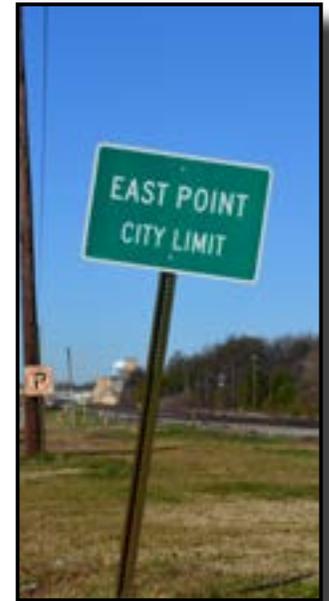
Bicycle Needs

The East Point Comprehensive Plan was adopted in April 2012. The Comprehensive Plan's goals for suburban residential neighborhoods include implementing a trail network to include more cycling access connecting to amenities and the Atlanta BeltLine. Although a large cycling opportunity exists, there are no dedicated bike paths, multi-use trails or bike lanes within the city nor are there any connections to multi-use trails outside the city. There is a need to promote the use of bicycles as an alternate mode of transportation in traditional, emerging, and growing residential areas as well as along corridors that have transit access. The City of East Point LCI Plan discussed the need for a greenway trail along Main Street from downtown to the Lakewood MARTA station. The East Point Main Street Corridor TOD Plan, completed in June 2012, includes a five-year action plan with multiple bike facility projects. The five-year action plan includes improving Main Street to include a 5-foot bicycle lane, and a 4-foot bicycle lane on East Point Street. Other projects needed and planned include many 10- to 12-foot-wide trails to meet the cycling needs of East Point.

The ARC Transportation Improvement Program (TIP) Project FS-211, Semmes Street Bicycle and Pedestrian Improvements, will construct bicycle lanes on Semmes Street and bring dedicated bicycle facilities to within approximately 400 feet of Sumner Park and the Dick Lane Velodrome. A second trail is planned on Harold Sheats Parkway/Nabell Avenue; this project will provide a connection from downtown to Tri-Cities High School, Bryan Park, and existing residential and industrial redevelopment. A third trail is planned on Norman Berry Avenue; this project will connect the bicycle lanes on Semmes Street, the Dick Lane Velodrome, Spring Street Park, Jefferson Station, the rest of the Historic Warehouse District, Tri-Cities High School, and the South Fulton Medical Center. A fourth trail includes Hawthorne Way to create a connection to the Colonial Hills neighborhood, Smith-Taylor Park, the Technology/Research District, and the Village North area.

Pedestrian Needs

East Point has a very robust sidewalk network with sidewalks on all downtown streets. Many of the sidewalks downtown are at least 5 feet wide. However, there is a need for repair of broken sidewalks and for enhanced streetscaping. In the East Point LCI, improving the transportation network by providing more signage and connectivity for pedestrians was identified. The LCI Plan also identifies a need for a greenway trail along Main Street from the downtown to the Lakewood MARTA station to connect to the green-



way trail proposed in the Lakewood/McPherson LCI Study. There is a need to improve neighborhoods through enhanced sidewalks and multi-use trails as well.

According to the City of East Point TOD Plan completed in 2012, the East Point MARTA station is not currently a focal point and is disconnected from the downtown. There are opportunities to improve the pedestrian environment with streetscaping, way-finding, signage, and public art. Since most intersections are unsignalized, safety is an issue for pedestrians. Crosswalks are marked at the unsignalized intersection of Main Street/SR 14 at White Way and just north of the unsignalized intersection of Main Street/SR 14 at Dorsey Avenue. The MARTA station generates demand for pedestrians to cross at these locations; however, finding an adequate gap in traffic to safely cross can be difficult.



Transit Needs

East Point is one of the areas that has the greatest need for transit, based on the number of zero-vehicle households in 2011. The percentage of zero-vehicle households was very high in many census tracts, and as high as 52.8 percent in one census tract. East Point also has multiple census tracts that are considered to be below the regional median household income and below the poverty line. East Point has a large percentage of a third transit-dependent population, disabled persons. In some census tracts in East Point, more than 30 percent of the population has disabled status. The combination of these three transit-dependent factors demonstrates the need for transit in this area. Multiple bus lines and connections to MARTA rail stations are provided; however, there may not be enough and the walkability of these areas needs to be addressed to ensure the transit service is safely accessible.

FAIRBURN

Roadway Needs

The city of Fairburn's proximity to I-85 and the CSX Fairburn Yard will generate significant development over the next 30 years. This growth, combined with growth in other portions of the study area, will result in a significant increase in traffic. An extension and widening of Oakley Industrial Boulevard are planned to assist in handling roadway freight movements. East-west travel between Fayette and Douglas counties is underserved by narrow two-lane roads, such as SR 92, Rivertown Road, Spence Road, and Campbellton Road. Demand and capacity need to be managed for key circumferential movements around the metropolitan area.



Additional improvements will be needed on SR 74 (Senoia Road) south of I-85, Bohannon Road, and roadways in the downtown area. The interchange of SR 74 (Senoia Road) and I-85 is expected to operate at LOS F in future years due to heavy commuter and truck traffic. Improvements or possibly the construction of an additional interchange will be necessary to serve the needs of all road users.

Bicycle Needs

According to the 2006 Fairburn Comprehensive Plan, the community does not have enough sidewalks and bike trails and those that exist are not well-linked. A need to develop a bikeway/sidewalk/multi-use trail plan for the city of Fairburn exists. Additionally, there is a need to implement streetscape improvements that create pedestrian- and bicycle-friendly corridors. However, nothing in the short-term work program specifically addresses bicycle facilities and cycling. The LCI study for Fairburn was completed in 2009. This report noted the opportunity for pedestrian and transit facilities, but did not include bike facilities. Bike facility needs exist on Senoia Road, Broad Street, E. Campbellton Street/Spence Road/SR 92, Fayetteville Road, Rivertown Road, and West Campbellton Street.

Pedestrian Needs

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. There is a need for additional sidewalks to complete the network and for crossing treatments for pedestrians at intersections. The 2009 Fairburn LCI outlined the need for a safe pedestrian experience in order to create the foundation for enhanced transit service. Additionally, it expressed a need for rerouting truck traffic out of the historic downtown area, improving the existing CSX freight rail line pedestrian underpass at Smith Street, and creating a cohesive streetscape. In Fairburn's 2012 Short Term Work Program, the city has plans to implement needed streetscape improvements on Broad Street/Highway 29. Other corridors that need pedestrian facility improvements include East Campbellton Street/Spence Road/SR 92, Fayetteville Road, Rivertown Road, and West Campbellton Street.



Transit Needs

Fairburn does not have a large transit-dependent population. This is evident through the lower-than-average percentages of zero-vehicle households, poverty, disabled persons, and residents age 65 and older. However, population levels grew significantly in Fairburn from 2000 to 2010. Limited transit is service provided in Fairburn. There is a GRTA Xpress park and ride north of Fairburn near I-85 and Flat Shoals Road that serves routes into downtown Atlanta, Midtown Atlanta, and Buckhead. There is a need for more express bus service in Fairburn. If population growth continues in this area, there will be additional need for transit, including local bus service, regional bus service, and paratransit services.

HAPEVILLE

Roadway Needs

The city of Hapeville serves as a gateway to Hartsfield-Jackson Atlanta International Airport. The city has several hotels that serve the airport and also provides access to several airline maintenance facilities, Delta Airlines corporate offices, and general aviation facilities. Much of the commercial airline traffic destined for the airport is concentrated on I-85, SR 6 (Camp Creek Parkway), and a system of internal airport roads that skirt or are just outside the city limits. Regardless, improvements will be necessary along Central Avenue, which is used by commuters, and US 41 (Dogwood Avenue), which motorists often use as a surface street alternative to I-75 and I-85 and to access airport facilities located on the northern side of the airport.



Bicycle Needs

The Hapeville Main Street Town Center LCI Study, completed in 2005, includes the goal of providing access to a range of travel modes including, mass transit, roadways, walking, and biking, to offer access to all uses within the study area. In the five-year update to this LCI, completed in 2010, a plan to adopt a bike and pedestrian network policy to develop connections in the city exists; however, no funding source has been identified. There is a need for on-street bike lanes along Virginia Avenue, Dogwood Drive, and other downtown streets.

Pedestrian Needs

Downtown Hapeville has sidewalks on most streets. The condition of the sidewalks is very good along North and South Central avenues; however, some other sidewalks are in need of repair and upkeep. Outside of the downtown area, sidewalks are generally absent from local streets. There is a need to improve this network, especially around schools and the adjacent neighborhoods. In response to the Hapeville LCI, there have been multiple streetscape projects in the downtown and others are planned. The need for local commitment to pedestrian facilities is apparent in the city's new Bicycle and Pedestrian master plan under way.



Transit Needs

Hapeville is one of the areas that has the greatest need for transit. The percentage of zero-vehicle households is above the study area average. Hapeville has multiple census tracts that are considered below the regional median household income and below the poverty line. Also, this city has a greater-than-average share of disabled status persons, approximately 25 percent. These factors combined equal a need for transit services. Hapeville does have multiple bus lines and connections to MARTA rail stations in adjacent cities. However, simply because bus routes exist does not mean the service frequency or routes are optimal to serve the people. Even in areas where transit is provided, the walkability of these areas should be addressed to ensure the transit service available is safe.

PALMETTO

Roadway Needs

The city of Palmetto's proximity to I-85 and amount of developable land make it an area that will experience significant growth in the next 30 years. This growth will create the need for several capacity improvements in the area. Capacity improvements will be needed on Roosevelt Highway, Phipps Road, and Fayetteville Road. Additionally, an alternate route to re-route truck traffic away from downtown should be examined.



Bicycle Needs

The Palmetto 2010 Comprehensive Plan update outlines the implementation measures for the downtown area to include adding a needed bicycle facility on Cobb Street to tie into the regional bicycle network. This bicycle facility on Cobb Street is also included in the short-term LCI project list. Other streets that have bicycle facility needs include Palmetto-Cascade Highway, Hutcheson Ferry Road, Fayetteville Road, Roosevelt Highway, and Turner Avenue. There is also potential for Palmetto to be integrated into ongoing PATH plans for the region.



Pedestrian Needs

In Palmetto's 2010 Comprehensive Plan update, the community created a vision detailing Palmetto in 20 years as a small, pedestrian-friendly historic town with modern conveniences. The majority of streets in downtown Palmetto have sidewalks, but not always on both sides. Pedestrian amenities are severely lacking throughout the city and there is a need to fill in the network on both sides of the streets and make the sidewalks continuous. There is need a to address the heavy truck traffic on Main Street, which is a detriment to pedestrians and quality of life downtown. There is also a need for improved pedestrian facilities along Carlton Road, which has a significant amount of pedestrian traffic but few if any sidewalks. The Palmetto LCI Plan recommends sidewalks and connected street patterns for the downtown area as well. In the future, it is expected that north of downtown along Highways 29 and 154, a mix of commercial, civic, and multi-family residential uses will develop around key nodes, and the Foxhall Village Development of Regional Impact (DRI) will be realized, creating a large new neighborhood. These potential future developments will require a focus on pedestrian amenities and connectivity.

Transit Needs

The southern and central portions of the study area, including Palmetto, have the lowest concentrations of zero-vehicle households. The percentage of the population age 65 and older in the Atlanta region in 2011 was 8.8 percent. Palmetto had a higher percentage of older adults, 12.6 percent. A large percentage of the population age 65 and older can indicate a need for increased transit, such as demand response services. Palmetto also has a disabled population of greater than 20 percent. Population levels increased in Palmetto from 2000 to 2010. If population growth continues in this area, there will be more need for transit to serve them, including local bus service, regional bus service, and paratransit services.



UNION CITY

Roadway Needs

Many of the major commuter routes are wholly or partially located within the unincorporated portions of the county. Similar to the cities, these areas are expected to experience significant traffic growth by the planning horizon year. Major arterials such as SR 279 (Old National Highway), SR 6 (Camp Creek Parkway), and SR 70 (Fulton Industrial Boulevard) will need improvements to keep up with growth. Continued access management, including conversion to a limited-access facility, along South Fulton Parkway should be examined.



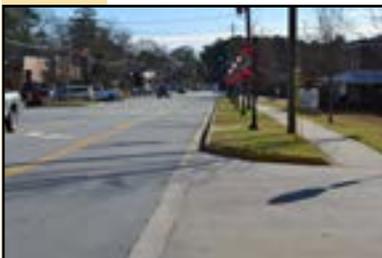
Bicycle Needs

The Union City Town Center LCI, completed in 2003, identified the need for an interconnected street system supporting a range of route options and transportation modes. The LCI Plan explains the need to employ cross-sections that balance vehicles with the need for bicycle-friendly facilities and the need to utilize natural greenways as bike corridors. The LCI Concept Plan promotes bicycle use through the creation of the Windham Creek Greenway Trail. A large amount of future growth and development are planned and expected along South Fulton Parkway due to its adjacent location to the airport and I-85. The South Fulton Parkway Corridor Plan, completed in August 2007, proposes multiple types of facilities for cyclists: multi-use paths providing exclusive use for non-motorist use, dedicated bike lanes striped as lanes providing exclusive use for cyclists, wide outside lanes providing shared use by cars and bikes but allowing more room than a standard traffic lane, and recreational greenways that are similar to multi-use paths, but generally do not follow the roadway. When South Fulton Parkway is developed, the planned cycling infrastructure should be built concurrently.



Pedestrian Needs

Downtown Union City streets have sidewalks on at least one side. Outside of the downtown area, sidewalks are sporadic. There is a need to complete the pedestrian network downtown as well as around the city, especially near schools and clustered development. Several pedestrian improvement projects are under way with Transportation Enhancement (TE) funds to help provide a sidewalk pedestrian system to enhance the pedestrian network around the city. Union City's capital project list update includes multiple projects with a pedestrian component. One project includes improvements along SR 14/Roosevelt Highway at the intersections of Highpoint Road, Gresham Street, and SR 13/Beverly Engram Parkway. The improvements will be aesthetic and operational such as bus shelters/facilities, pedestrian accessibility, gateway landscaping and signage, and signal upgrades. A second project involves sidewalk installation along Highway 29/Roosevelt Highway between SR 138 to Dixie Lake Road. The project will also support sidewalk installation to fill in the gap between existing sidewalks at the crossing of Broadnax Creek. Proposed pedestrian improvements along SR 138/Beverly Engram Parkway include sidewalk installation for approximately 3,200 feet. A third project consists of sidewalk additions along Shannon Parkway. The Union City Town Center LCI states the need for walking to be facilitated near bus stops, and to utilize natural greenways as pedestrian and bicycle corridors.



Transit Needs

The South Fulton Parkway Transit Feasibility Study and the Union City South Fulton Parkway Corridor Study both affirm the future need for appropriate transit along this corridor to match the planned dense nodal development. The State Route 6 Corridor Study also discusses transit as a recommendation. Population levels increased significantly in Union City from 2000 to 2010. If population growth continues in these areas, there will be more demand for transit to serve them, including local bus service, regional bus service, and paratransit services.

TRANSPORTATION FUNDING

Transportation facilities are costly to construct, operate, and maintain and are one of the most expensive elements of public infrastructure. As such, development of a comprehensive transportation plan must consider the ability to fund the construction, operation, and ongoing maintenance of that infrastructure.

Recent economic times have resulted in decreased available funds for public infrastructure programs and projects, further highlighting the need to consider transportation costs, cost-effectiveness, and funding availability in planning for the future. Over the past several years, worsening trends have impacted the region's financial capacity to fully fund needed transportation plans and programs, including decline in future federal funding for roads and transit, decline in purchasing power of the state motor fuel taxes, and rapid inflation of materials and construction.⁸

An estimated \$1.5 to \$2 billion annually, depending on economic and fiscal conditions, is spent on transportation in the Atlanta region. Funding for transportation in the region is derived from various sources on the federal, state, regional, and local levels.⁹

Federal Funding

An estimated \$600 to \$800 million is spent on transportation projects funded by the federal government, comprising an average of 35 percent of all funding spent in the region on transportation.¹⁰ Federal transportation funding is authorized through a transportation bill that authorizes funding levels for highway and transit facilities. Federal transportation funds are collected from federal taxes on fuel (18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel fuel).

Moving Ahead for Progress in the 21st Century (MAP-21) is the federal transportation authorization bill that was passed and signed into law in July 2012. It is the first long-term federal highway authorization bill enacted since 2005. It funds surface transportation programs at more than \$105 billion for fiscal years 2013 and 2014.

To address the challenges facing the nation's transportation system, MAP-21 creates a streamlined, multi-modal, performance-based program, building on and refining many of the highway, transit, bicycle, and pedestrian programs and policies established in previous bills.

The core highway programs have been reduced from seven to five core programs and include:

- ***National Highway Performance Program:*** Consolidates existing programs of Interstate Maintenance, National Highway System, and Highway Bridge programs to create a new single program, providing increased flexibility while providing the guidance needed for state and local investments to maintain and improve the NHS.
- ***Transportation Mobility Program:*** Replaces the current Surface Transportation Program but retains the structure, goals, and flexibility to allow states and metropolitan areas to invest in projects that meet their needs and priorities.
- ***National Freight Network Program:*** Addresses the need to improve the movement of goods by consolidating existing programs into a new freight program that provides funding to states by formula for projects that improve regional and national freight movements on highways, including freight intermodal connectors.
- ***Congestion Mitigation and Air Quality Improvement (CMAQ) Program:*** provides funding for projects that are

8 Atlanta Regional Commission (January 2010). PLAN 2040 Regional Assessment.

9 <http://www.atlantaregional.com/transportation/financing-transportation>

10 <http://www.atlantaregional.com/transportation/financing-transportation>

designed to reduce traffic congestion and improve air quality. It improves the existing CMAQ program by including particulate matter as one of the pollutants addressed. It also requires a performance plan in large metropolitan areas to ensure that funds are being used properly to address air quality and congestion. It also revises the Transportation Enhancements Program to give greater flexibility to the states on how the funds are programmed and used.

- **Highway Safety Transportation Program:** Builds upon the existing program by substantially increasing the amount of funding for this program. Under this program, states must develop and implement a safety plan, identifying highway safety programs and strategies to address them.

In addition to the five core projects, additional funding options relevant to the study area include the following:

- **Transportation Alternatives:** Combines the previous Transportation Enhancements, Safe Routes to Schools, and Recreational Trails programs and reduces the funding by more than 30 percent over the levels allocated in 2011 for the individual programs. States can transfer up to 50 percent of Transportation Alternatives Program funds to other state programs.
- **Transportation Infrastructure Finance and Innovation Program (TIFIA):** Provides direct loans, loan guarantees, and lines of credit to surface transportation projects at favorable terms, leveraging private and non-federal investment for transportation improvements.

MAP-21 also includes provisions and reforms to reduce project delivery time and costs while also protecting the environment. Examples include expanding the use of innovative contracting methods, creating dispute resolution procedures, allowing for early right-of-way acquisitions, reducing bureaucratic hurdles for projects that have no significant environmental impact, encouraging early coordination among relevant agencies, and accelerating project delivery decisions.

The cornerstone of MAP-21's highway program transformation is the establishment of a performance- and outcome-based program. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. MAP-21 establishes national performance goals for federal highway programs in seven areas:

- **Safety** - to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** - to maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** - to achieve a significant reduction in congestion on the NHS.
- **System reliability** - to improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** - to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** - to enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** - to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Secretary, in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, will establish performance measures for the following areas: pavement conditions and performance for the interstate and NHS, bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the interstate system. State DOTs will establish such performance measures within 18 months of enactment; the U.S. DOT is prohibited from establishing additional performance measures. Within one year of the U.S. DOT final rule on performance measures, states are required to set performance targets in

support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable, coordinate with an MPO when setting performance targets for the area represented by that MPO, and coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO. States and MPOs will report to the U.S. DOT on progress in achieving targets. If a state's report shows inadequate progress in some areas – most notably the condition of the NHS or key safety measures – the state must undertake corrective actions.

State Funding

State funding for transportation accounts for roughly 14.7 percent of total transportation funding in the region, an estimated \$300 million annually. To help fund transportation improvements, the State of Georgia collects two types of taxes on motor fuels: Motor Fuel Excise Tax and Prepaid Motor Fuel Sales Tax. The funds generated from the tax are programmed by Georgia DOT. By law, revenues from the motor fuel taxes are dedicated to building and maintenance of roads and bridges.

Georgia DOT Local Maintenance & Improvement Grant

The Georgia DOT provides state aid to counties and cities through the Local Maintenance and Improvement Grant (LMIG) program. The LMIG Program replaces both the Georgia DOT State Aid Program and Local Assistance Road Program (LARP). The intent of the LMIG program is to provide more flexibility than the previous LARP program, where funds were restricted to resurfacing projects. In contrast, funds from the LMIG program can be used for a wide variety of roadway and bridge projects.

By state law, the LMIG program funding level for the current fiscal year must be between 10 to 20 percent of the total receipts of the prior fiscal year motor fuels tax. As the LMIG program is funded through the motor fuel tax, it is subject to the same restrictions, i.e. LMIG funds can only be used for building and maintaining roads and bridges. However, LMIG funds can be used for resurfacing as well as capital improvements. Because Fulton County is located in a region that did not pass the Transportation Improvement Act (TIA) referendum, counties and cities are required by law to provide a 30 percent match for all LMIG funds.

In fiscal year 2013, the study area will receive LMIG funds totaling \$1.5 million, which are split almost evenly between \$749,000 in unincorporated Fulton County and \$795,000 in the seven cities. Table 37 details the 2013 approved LMIG funding for unincorporated Fulton County and each of the cities.

Table 37: Approved LMIG Funds by Jurisdiction

Jurisdiction	2013 Approved LMIG Funds	Total Including 30% Local Match
Unincorporated Fulton County	\$748,962.85	\$973,651.71
Chattahoochee Hills	\$81,256.97	\$105,634.06
College Park	\$104,525.92	\$135,883.70
East Point	\$266,382.11	\$346,296.74
Fairburn	\$118,183.16	\$153,638.11
Hapeville	\$45,418.90	\$59,044.57
Palmetto	\$44,587.81	\$57,964.15
Union City	\$134,730.66	\$175,149.86
Cities Subtotal	\$795,085.53	\$1,033,611.19
Study Area Total	\$1,544,048.38	\$2,007,262.89

Local Funding

Local transportation funds typically come from two sources: Special Purpose Local Option Sales Tax (SPLOST) or local general fund.

Fulton County does not currently include a line item for transportation spending in the budget. Past budgets also did not include a line item for transportation spending. The Fulton County Transportation CIP prepared by the Fulton County Department of Facilities and Transportation Services, includes all current and programmed projects in the county. The current CIP includes a total of \$49.5 million in projects in the study area, of which \$25.6 million is funded by the federal and state governments and \$23.9 million is funded by Fulton County. Figure 10 shows the funding allocation graphically for Fulton County.

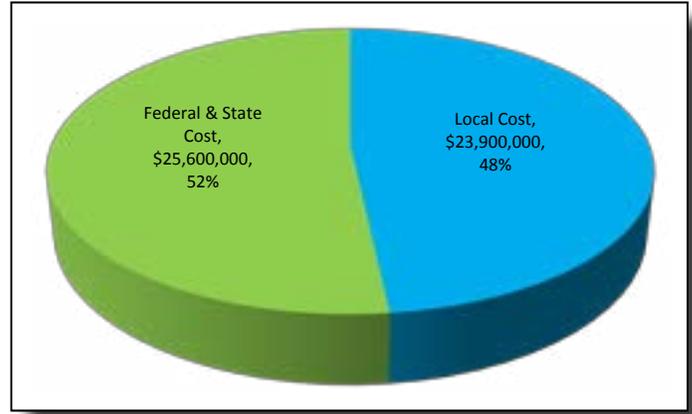


Figure 10: Transportation Project Costs for Fulton County

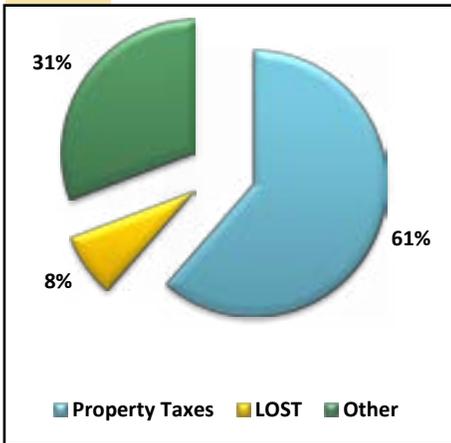


Figure 11: 2013 Total Revenue Projections

As reported in the Existing Conditions Report, the CIP for each jurisdiction was reviewed. The amount of project detail and funding varied greatly by jurisdiction. Chattahoochee Hills is currently developing a CIP. College Park's CIP includes almost \$2 million worth of transportation enhancement projects. East Point's CIP includes more than \$6 million in sidewalk, streetscape, and gateway improvements. Fairburn, Hapeville, Palmetto, and Union City do not have a separate CIP, but rather a short-term work program that includes transportation projects. The dollar amount was not available.

Local transportation funds are derived mostly from property taxes and the local option sales tax. Figure 11 shows the total projected revenues for the county and cities for 2013 by source: property taxes, sales taxes, and other.

Property taxes are generally a primary source of funding for local transportation improvements. Allocated annually in the jurisdiction's budget, funds directed toward transportation can vary year to year. Projected revenues for 2013 from property taxes are summarized in Table 38.

Table 38: Projected Property Tax Revenues for 2013

Jurisdiction	Projected Property Tax Revenue
Fulton County	\$409,587,427
Chattahoochee Hills	\$950,000
College Park	\$4,360,000
East Point	\$17,011,051
Fairburn	\$3,832,551
Hapeville	\$3,960,000
Palmetto	\$770,000
Union City	\$9,855,500

Source: county/city budget reports

Fulton County currently has a Local Option Sales Tax (LOST) of one percent which is collected through the Georgia Department of Revenue and distributed to the county and each city using a population-based formula. Figure 12 shows the projected revenues for each jurisdiction from the tax for 2013.

Special Local Option Sales Tax

Transportation funding options in Fulton County are constrained by an inability to pass a Special Local Option Sales Tax (SPLOST). Georgia counties have the option of imposing up to 3 percent in sales taxes on top of the statewide 4 percent sales tax through a variety of means. Currently, Fulton County is at the 3 percent maximum, because shoppers pay a 1 percent for a Local Option Sales Tax (LOST), 1 percent for education, and 1 percent for MARTA.

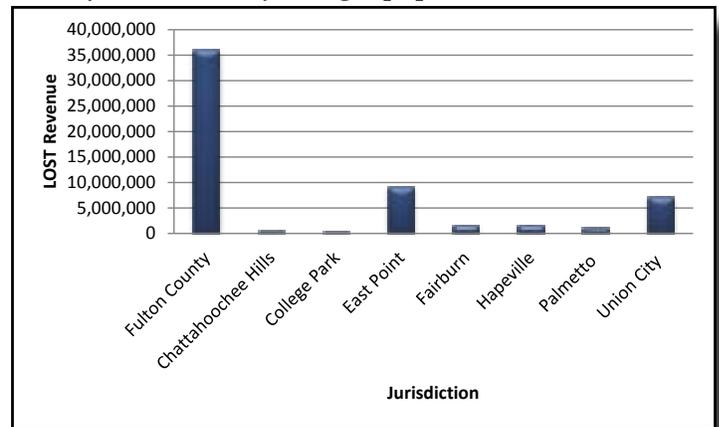


Figure 12: 2013 Projected LOST Revenue
Source: county/city budget reports

Currently, Fulton County contributes approximately \$127 million annually in sales tax revenue to the MARTA budget, with the City of Atlanta providing about \$113 million, for a total of \$240 million in MARTA funding coming from shoppers in Fulton County. As sales taxes vary with the amount of retail spending and economic conditions, the above numbers are estimates representing the approximate annual funding MARTA receives from sales taxes.

While Fulton County is currently precluded from passing a SPLOST to fund transportation, citizens of the county receive substantial transportation benefits from the MARTA system. For example, 31.6 miles of the 48.1 miles of heavy rail are located in Fulton County, as are 27 of the 38 rail stations. Additionally, 9 of the 10 busiest rail stations are located in Fulton County.

Implementation

Project implementation is a team effort and coordination among the county, cities, and agency partners, as well as communication with stakeholders and the general public, is critical for successful project implementation. Without the support of the public, projects are unlikely to be implemented and may even be stopped by public opposition.

Implementation will require partnerships and working relationships among the county, cities, and various agencies. New infrastructure to enhance and support transit as well as new service or operational improvements will involve MARTA. ARC will be involved when projects are submitted for inclusion in the Regional Transportation Plan (RTP) and TIP. At the project initiation stage, county and city staff should identify responsible agencies and departments as well as appropriate implementation partners such as MARTA, ARC, or Georgia DOT.

To implement lower-cost improvements, the county and city can partner with private developers as land is developed or redeveloped. Partnering with developers could include negotiating commitments to partially or fully fund improvements such as sidewalks, signals, turn lanes, transit shelters, or other amenities. Continued public support for the recommended projects is needed for implementation.

Local and Regional Process

Project recommendations need to be integrated with the local and regional planning process. Recommended projects from the prioritized list with strong agency and public support need to be submitted to ARC for inclusion in the TIP and RTP during the next call for projects.

A financial plan needs to be developed that considers existing and future funding levels and sources. Policies that contribute to implementation of desired transportation improvements and desirable development patterns also need to be recommended as part of the CTP. Emphasis on transportation improvements and projects should be short term and focus implementation in an efficient time frame. All of these components of the CTP will be addressed in the Recommendations phase of the process.

NEXT STEPS

The Needs Assessment Report helps to determine whether the future needs of the county and cities can be met with existing services and infrastructure or whether improvements are needed to serve anticipated population and economic growth. The next phase of the CTP is the Recommendations phase. The Recommendations Phase will determine and prioritize projects based on a project selection methodology that relates to the CTP's identified needs, goals, and objectives. The Recommendations phase will also include policy recommendations, investment strategies, and funding analyses.