



Atlanta ↔ Athens
Connectivity & Mobility Study

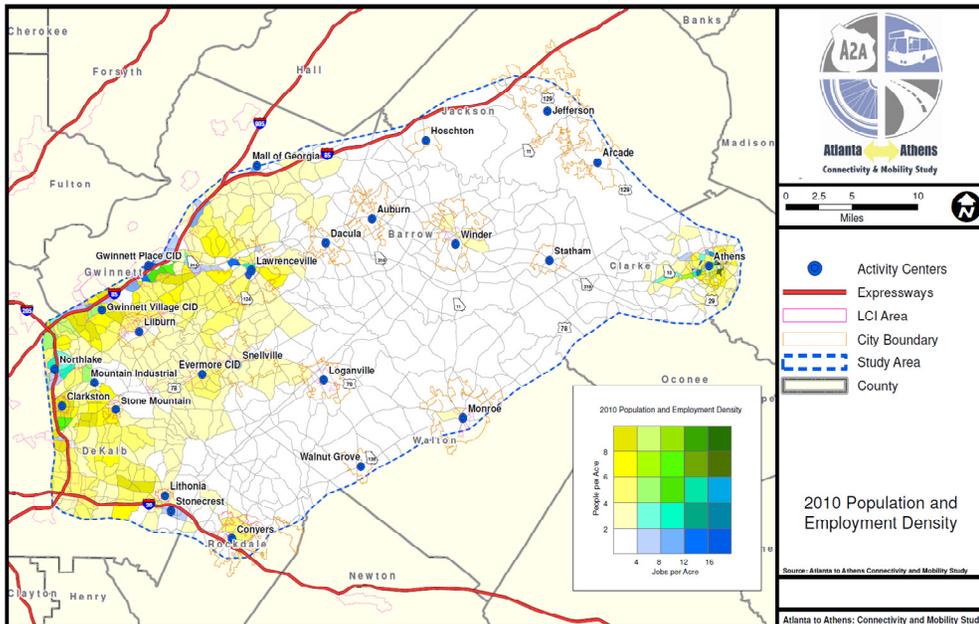
Existing Conditions Fact Sheet



October 2012

The Georgia Department of Transportation is conducting the Atlanta to Athens Connectivity and Mobility Study (A2A) to improve travel between these two important metro areas, to plan for needed transportation infrastructure for new and existing employment centers, educational facilities, and other activity centers within the study area, and to enhance safety for the traveling public.

Population & Employment: As shown by the darker colors in the map below, the highest concentrations of population and employment in the A2A study area are located along interstate corridors, within Athens, and around the major activity centers in Gwinnett and DeKalb Counties. The highest percentages of low-income and minority communities are located in Athens, Clarkston, Monroe, Winder, and near Gwinnett Village.



Land Use & Development:

The majority of the study area features low-density, suburban residential character with some large industrial, commercial and educational areas. Commercial land uses are prominent along some of the major transportation corridors, particularly US 78, SR 124, US 129 and SR 316. Development along these corridors is largely in the form of highway-oriented strip commercial.

Industry: Local land use policies combined with the presence of major truck corridors, have resulted in

distribution and warehousing development along I-85, I-285, I-20, SR 316, US 129, and around Lithonia and the Mountain Industrial Boulevard area. In recent years, jurisdictions have successfully attracted several major manufacturing and distribution facilities (see sidebar), contributing to the growing industrial development in the eastern portion of the study area.

This is one part in a series of fact sheets intended to update the public on the study's progress. This issue highlights current transportation, land use, and economic development conditions in the area.

A2A Study Area:

- 1.12 million total population
- 371,000 total jobs
- 9 partial counties
- 2 Metropolitan Planning Organizations (MPOs)
- 5 Community Improvement Districts (CIDs)
- 54 miles long and 22 miles wide

Colleges & Universities:

- University of Georgia, Athens
- University of Georgia, Gwinnett Campus
- Gwinnett Technical College
- Georgia Perimeter College
- Mercer University

New & Planned Industrial Sites:

- Caterpillar manufacturing plant in Athens
- Carter's distribution center in Braselton
- FedEx distribution center in Norcross
- Baxter Medical facility in Newton County

A2A Highways by the numbers:

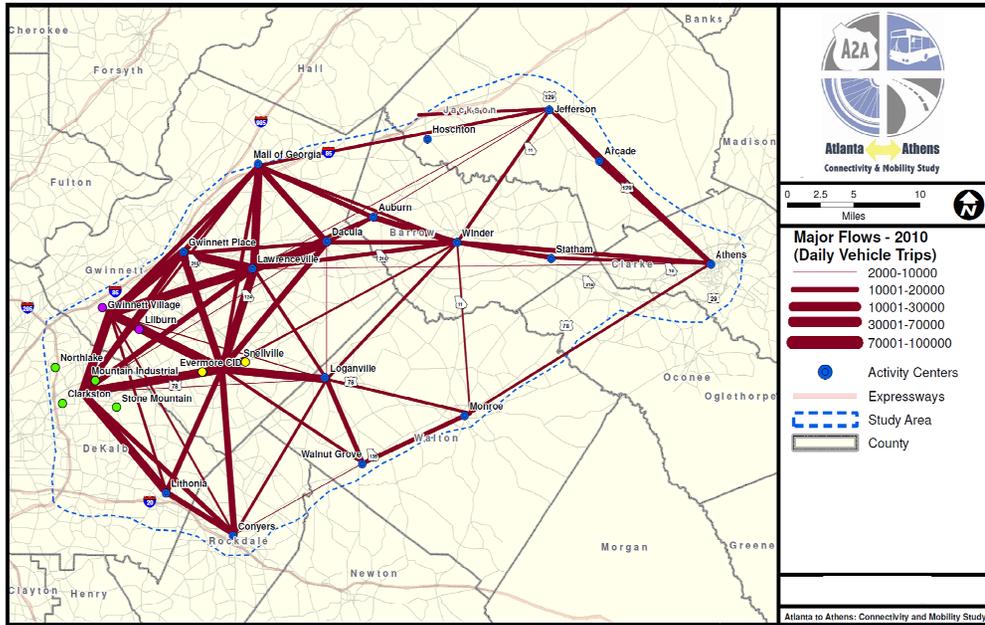
- 30 million daily vehicle miles (VMT)
- 10% of all system mileage consists of Interstates & freeways
- 46% of daily VMT occurs on Interstates & freeways
- 25% of daily VMT occurs on non-freeway arterials
- 12% of all daily travel occurs under extremely congested conditions

A2A Transit by the numbers:

- 4 public transit providers
- 955 miles of daily bus route service
- 52,400 total average daily boardings
- 21 Park & Ride lots

For more information visit www.dot.ga.gov/AtlantaToAthens

Travel Patterns: As shown in the map below, the greatest travel flows within the study area occur between major activity centers in Gwinnett and DeKalb, particularly among Lawrenceville, Mountain Industrial, Snellville, Gwinnett Place, and Gwinnett Village. The greatest flows to/from Athens are between Winder, Jackson County, and other activity centers in the eastern half of the study area.



Atlanta-Athens Travel:

- 5,000 trips travel between Atlanta and Athens across the entire study area each day
- The following are the most commonly used east-west routes for Atlanta-Athens travel, listed in order of volume:
 - SR 316
 - US 78
 - I-20 to SR 138 to US 78
 - I-85 to US 129
 - US 29 to SR 316

Work Trips: Intra-study area work trips are also concentrated around the Gwinnett and DeKalb activity

centers. For residents who leave the study area for their job, their primary destinations are Downtown Atlanta, Midtown Atlanta, Buckhead, Perimeter Mall, and along the I-85 corridor. About 30% of all Atlanta regional commute trips pass through, start, or end in the study area, pointing to the importance of the study area's transportation system to the greater Atlanta region.

Trip Lengths: As depicted below, SR 316 and SR 138 are typically used for longer, more regional trips that traverse the study area. US 78, US 129, and SR 11 are used for a combination of longer and shorter trips. Other major corridors like SR 124, SR 20, and US 29 are used more for intra-county trips and shorter trips. Portions of these commercial corridors have the dual role of serving regional through-trips and serving local businesses, presenting the challenge of balancing mobility and access.

A2A Crash Analysis:

- Crash rate (number of crashes per miles traveled) is about 40% greater than the statewide average crash rate for similar roadway types
- About 20% of all crashes occurred on Interstates and freeways
- The greatest concentrations of non-freeway crashes were in the following locations:
 - SR 316
 - Monroe
 - Loop 10
 - Conyers
 - Athens
 - Winder
 - Loganville
- Truck crash rates were less prominent than in the rest of the State and were typically concentrated along interstates, freeways, SR 316, and US 78

