



**Atlanta ↔ Athens**  
Connectivity & Mobility Study

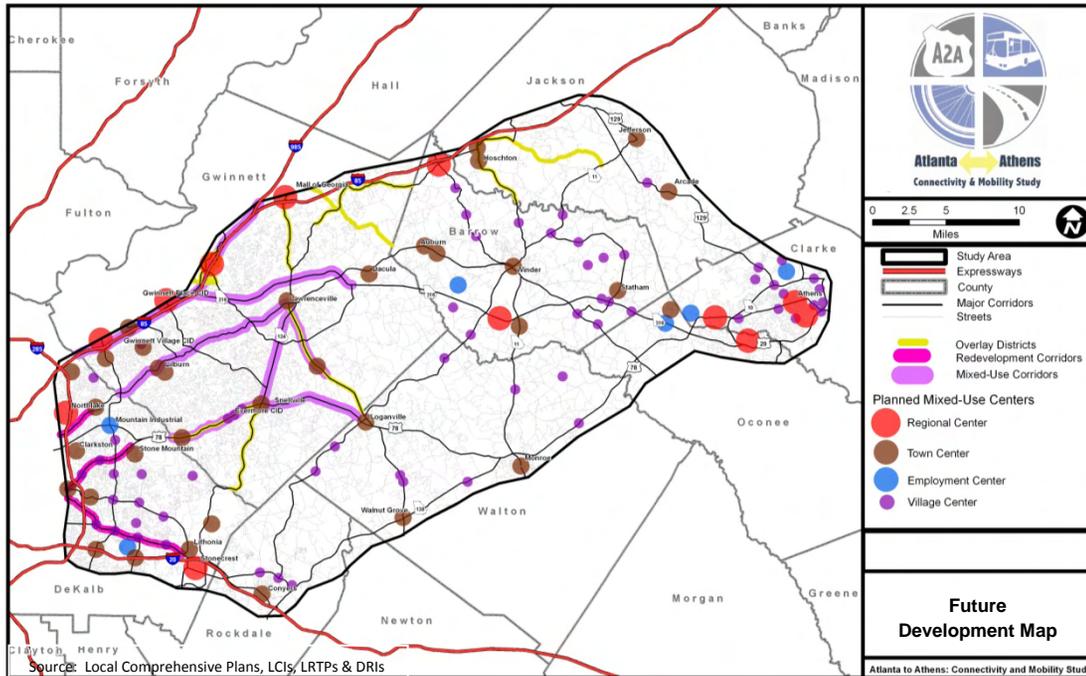
# Future Conditions Fact Sheet



April 2013

The Georgia DOT 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 activity centers within the study area, and to enhance safety for the traveling public.

**Future Development:** The Future Development Map shown below is a compilation of locally-adopted Comprehensive Plans and LCI studies to illustrate future development patterns, planned mixed-use nodes, and special planning corridors within the study area. This map gives our team insight into future development patterns, as envisioned by local agencies, and will help identify the need for transportation investment and types of strategies to pursue.



According to these local plans, mixed-use development is encouraged on select major corridors and in compact nodes within historic downtowns, regional commercial centers, and at community crossroads. Regional Centers are typically planned around retail malls or institutions with freeway access. Employment Centers with a heavy focus on industry are planned along Mountain Industrial, Panola Road, the SR 316 corridor in Oconee

County, and at the new Caterpillar site in Athens-Clarke County. Village Centers are found throughout the study area at major intersections and Town Centers are typically planned within historic downtowns. Several Redevelopment Corridors are identified with the intent of stabilizing and promoting declining commercial development along major thoroughfares. Finally, local overlay districts can have a range of purposes, from preserving historic character to promoting businesses development.

This is the second part in a series of fact sheets intended to update the public on the study's progress. This issue highlights the forecasted change in transportation and development conditions in the area between 2010 and 2040.

### 2040 Forecasted Growth within Study Area:

- Population increases by 550,000
- Jobs increase by 262,000
- Increase of 30,000 university students
- Largest growth of jobs in service sector
- Second largest growth in jobs in retail sector
- Less than 10% growth in manufacturing and wholesale employment

### 2040 Highways by the numbers:

- Daily vehicle miles traveled (VMT) increases by 56%, up to 48 million
- Vehicle hours of travel double
- Total vehicle hours of delay triple
- Truck vehicle hours of delay double
- Over 160,000 additional daily hours of delay on both Interstates/Freeways and arterials
- Significant decreases in average speeds

### 2040 Transit by the numbers:

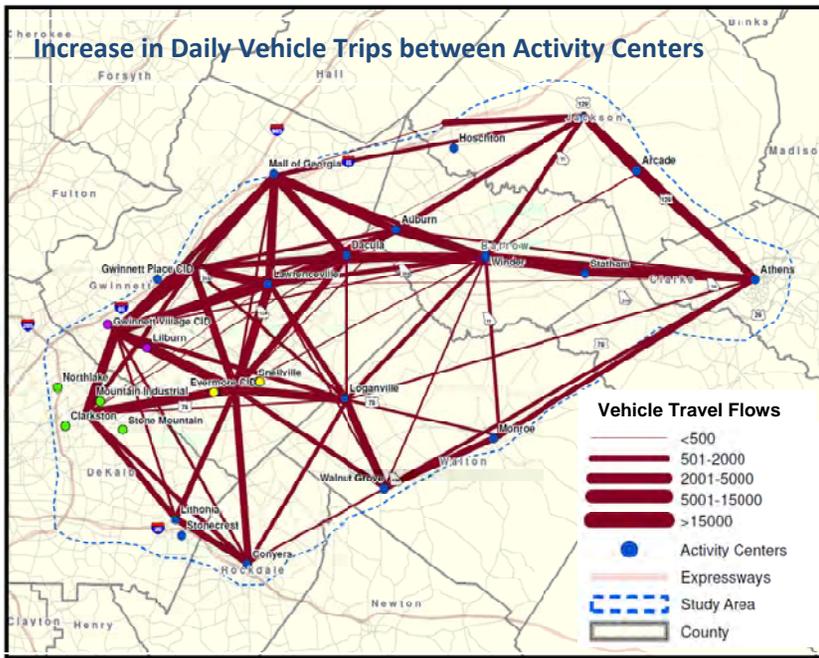
- Daily bus boardings increase by 25% to 39,000

### 2040 Work trips within study area:

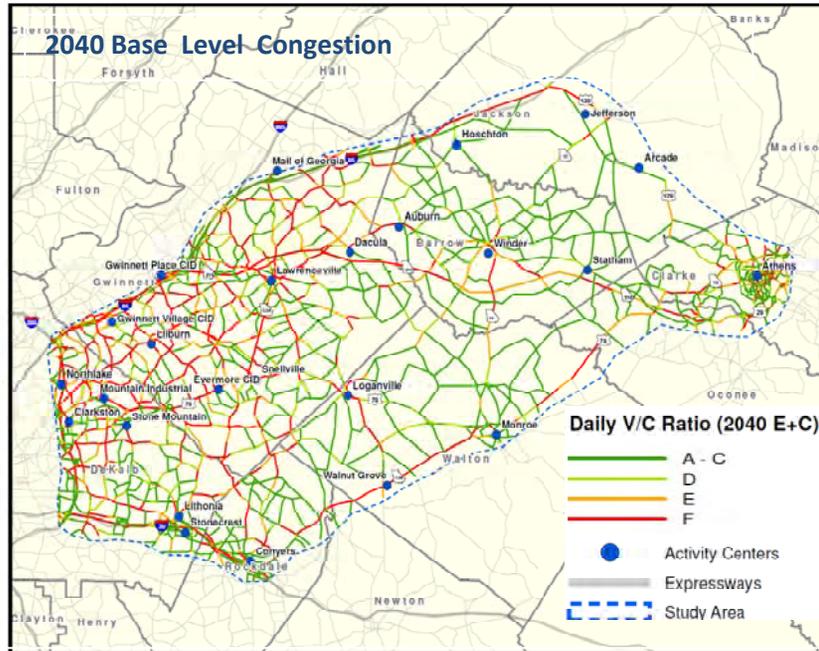
- Average trip length decreases from 9.3 to 7.3 miles
- Share of intra-study area trips increases from 10.5% to 12.4%

### Change in Peak Travel Times between Activity Centers Increase in travel time (minutes) from 2010 to 2040 E+C

	Athens	Gwinnett Village	Lithonia
Northlake	55	3	14
Lawrenceville	19	9	10
Loganville	9	17	9
Winder	6	22	17
Jefferson	0	18	18



Continued growth in vehicle travel between activity centers in future

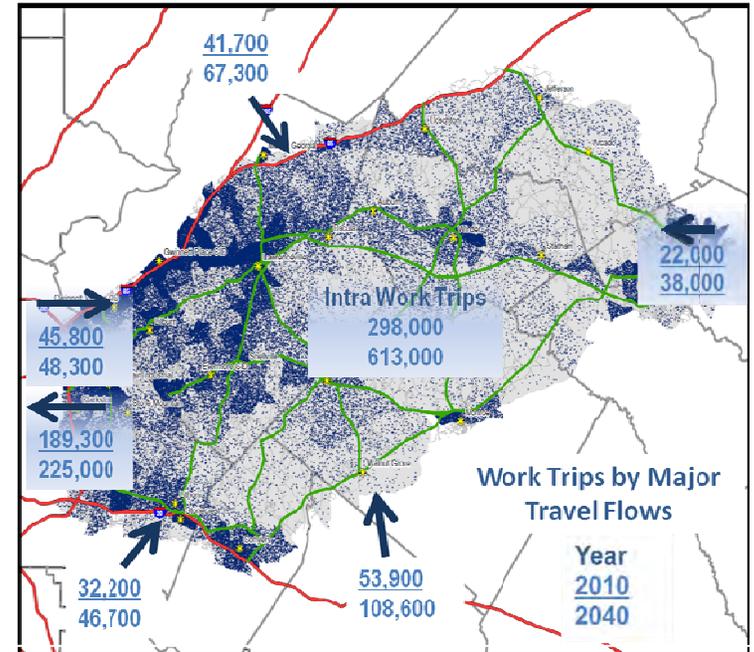


Need for congestion relief throughout study area by the year 2040

To identify future transportation needs in the study area, comparisons between 2010 and 2040 base travel conditions were evaluated. The base scenario for 2040 consists of projects currently under construction or expected to begin construction in the next couple of years.

**Travel Patterns:** The map below shows the increase in travel flows expected to occur between activity centers by the year 2040. The largest increase in travel from Athens is to Winder, Mall of Georgia, and Jackson County. The largest increase in travel from Winder is to Athens, Auburn, Mall of Georgia, Dacula and Lawrenceville. Some of the largest increases in travel radiates from Lawrenceville outward to Winder, Mall of Georgia, Gwinnett Place, Gwinnett Village, and Snellville. In the western end of the study area, the largest increases in travel are from Northlake and Mountain Industrial eastward to Snellville and northeast to Gwinnett Village and Lawrenceville. The table on the bottom right of the previous page shows some of the estimated increases in peak travel times between selected activity centers. The longer the trip, the greater the increase in travel time.

**Work Trips:** Intra-study area work trips are forecasted to double as shown in the figure to the right. The dots within the study area show the concentration of 2040 work trip ends for residents of the study area. The change in major travel flows for work trips to and from the study area is illustrated in this figure by the blue arrows. The study area will continue to attract more workers from the north, south and east however the number of residents who leave the area for employment in Fulton, DeKalb and Cobb counties will continue to grow and far exceed the reverse direction.



Intra-study area work trips will double in future

**Congestion:** As depicted to the left, the facilities highlighted in orange are forecasted to experience some congestion while the facilities in red are forecasted to experience more severe congestion during peak travel times. The facilities in red are concentrated in the eastern portion of the study area. These congested facilities serve both regional travel such as SR 316, SR 138, US 78 and the interstates as well as intra-regional travel such as SR 124, US 29, Covington Hwy and Jimmy Carter Blvd. The location of future congestion mirrors the future development areas discussed previously, which indicates some key transportation improvements will be needed to accommodate future planned growth.