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Connectivity & Mobility

***Joint Steering Committee
Stakeholder Meeting
August 30, 2012***





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Introductions

- **Project Management Team**
 - **Kaycee Mertz , GDOT Project Manager**
 - **Patti Schropp , Atkins ,Consultant Team Project Manager**
 - **Jami Cochran, Consultant Team**
 - **Leah Vaughan, Consultant Team**
 - **Andrew Heath, GDOT**
 - **Tom McQueen, GDOT**
- **Steering Committee**
 - **MPOs and RCs**
 - **State and Federal agencies**
- **Stakeholder Committee**
 - **Counties, Cities, CIDs, and transit agencies**

Agenda



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- **Welcome & Introductions**
- **Project Overview**
 - ✓ **Recap of 1st Steering Committee Meeting**
 - ✓ **Recap of Stakeholder Interviews**
 - ✓ **Study Purpose & Goals**
 - ✓ **Current Tasks**
- **Existing Conditions Findings**
 - ✓ **Population & Land Use**
 - ✓ **Crash Analysis**
 - ✓ **Travel Demand Analysis**
- **Technical Work Progress**
 - ✓ **Identification of Major Corridors**
 - ✓ **Candidate Case Study Locations**
 - ✓ **Group Discussion – Case Study Locations**
- **Next Steps**



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**RECAP OF 1st STEERING COMMITTEE MEETING
(February 2012)**

Kaycee Mertz – GDOT Project Manager

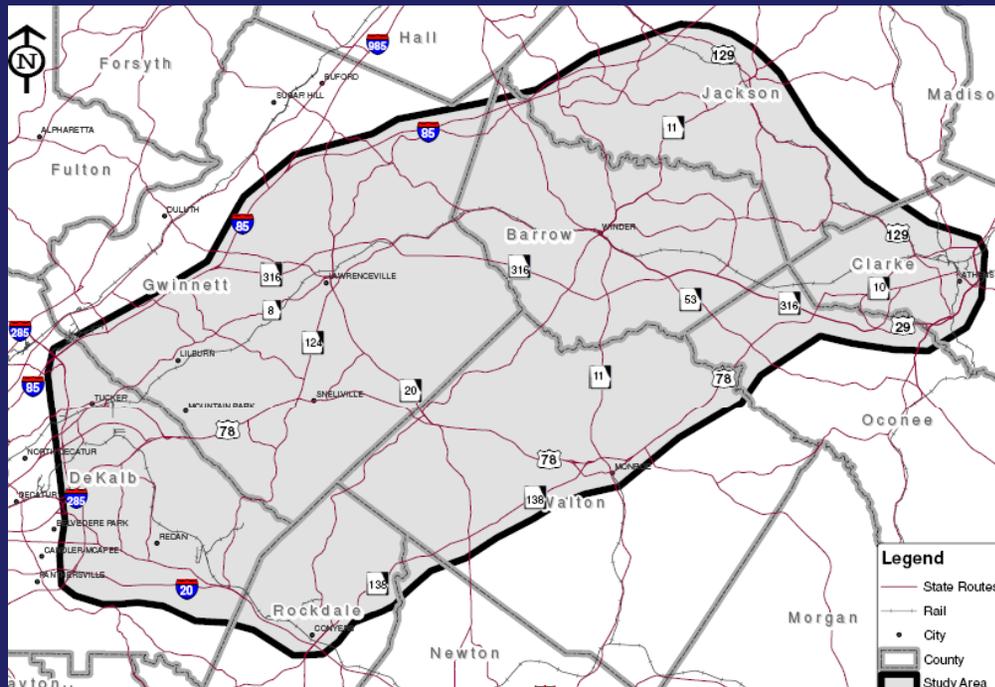


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Recap of 1st Steering Committee Meeting

- **Study Area and Purpose**
- **Schedule and Deliverables**
- **Public Involvement and Stakeholder Groups**

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RECAP OF STAKEHOLDER INTERVIEWS

Kaycee Mertz – GDOT Project Manager

Stakeholder Interviews



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Met with 15 Counties / Agencies

Athens Transit System

Athens-Clarke County

Atlanta Regional Commission

Barrow County

DeKalb County

Evermore CID

Gwinnett County

Gwinnett Place CID

Gwinnett Village CID

Jackson County

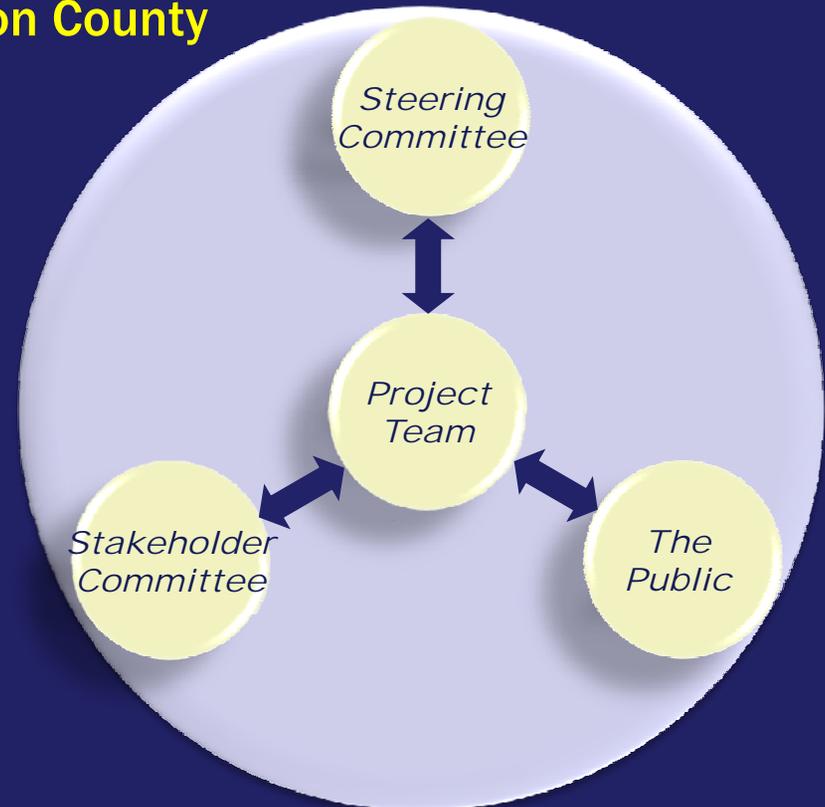
Lilburn CID

MARTA

Rockdale County

UGA Government Relations

Walton County





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Major Themes From Stakeholder Interviews

- **Safety**
- **Congestion**
- **Truck Traffic**
- **Mobility**
- **Transportation and Land Use Relationship**

**summary of interviews included in handout*



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PROJECT PURPOSE AND GOALS

Kaycee Mertz – GDOT Project Manager



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Study Goals Refinement

Governor's Strategic Goals for Georgia :

✓ **MOBILE**

- Improve the movement of people and good across and within the state

✓ **SAFE**

- Expand GA's role as a major logistics hub for global commerce

✓ **EDUCATED**

- Improve intergovernmental cooperation for successful infrastructure development

✓ **GROWING**

- Reduce injury and loss of life on Georgia's roads

✓ **HEALTHY**



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Project Purpose and Goals

Project Purpose:

Provide a robust technical evaluation to identify needed short-, medium-, and long-term transportation investments and strategies for managing transportation connectivity and mobility in the Atlanta to Athens study area.

Initial Project Goals:

- Strengthen the connection between the Atlanta and Athens metro areas;
- Improve mobility between other activity centers and destinations throughout the corridor;
- Explore the relationship between land development and travel and identify strategies to maintain the integrity, efficiency, and reliability of our transportation infrastructure;
- Evaluate the transportation funding picture and identify potential sources of funding;
- Engage our planning partners, stakeholders, and the public throughout the process.

Refined Project Goals:

- Strengthen connections and mobility between activity centers, educational centers, freight centers, job centers, etc. in the study area.
- Improve safety for all system users.
- Promote economic development by strengthening the relationships between transportation and land use plans and policies.
- Coordinate A2A Study with agencies, local governments, stakeholders, and the public.



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PROGRESS OF ACTIVITIES

Kaycee Mertz – GDOT Project Manager



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Schedule Overview

TASK NUMBER	Task Description	2011				2012												2013											
		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT			
1.0	Project Management	[Red bar]																											
2.0	Public Involvement	[Red bar]																											
3.0	Data Compilation	[Red bar]																											
4.0	Study Area Transportation Network	[Red bar]																											
5.0	Existing Conditions Evaluation						★1																						
6.0	Future Needs Evaluation												★2																
7.0	Identification and Evaluation of Alternatives																												
8.0	Recommendations																												

- ★1 Kick-Off Steering Committee Meeting – Feb 2012
- ★2 Review of Existing Conditions - August 2012
- ★3 Future Needs – Winter 2013
- ★4 Alternatives Evaluation – Late Spring 2013
- ★5 Recommendations – Late Summer 2013

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Completed Activities

- Completed Stakeholder Interviews
- Completed Collecting and Summarizing Prior Studies and Plans
- Completed Development of the Travel Demand Model
- Completed Analysis of Existing Conditions
- Developed Criteria and Methodology to Identify the Major Corridors
- Developed Criteria and Methodology to Identify Candidate Case Study Areas

TODAY WE
NEED YOUR
INPUT ON
THIS TOPIC



Ongoing Activities



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Unique Component of Technical Evaluation:

- Will perform three levels of analyses to identify potential needs and solutions
 - Evaluate study area conditions (*macroscopic*)
 - Evaluate corridor-level conditions and travel patterns (*mesoscopic*)
 - Perform detailed analysis of ten selected case study areas (*microscopic*)



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ASSESSMENT OF CURRENT NEEDS

Patti Schropp – Consultant Project Manager



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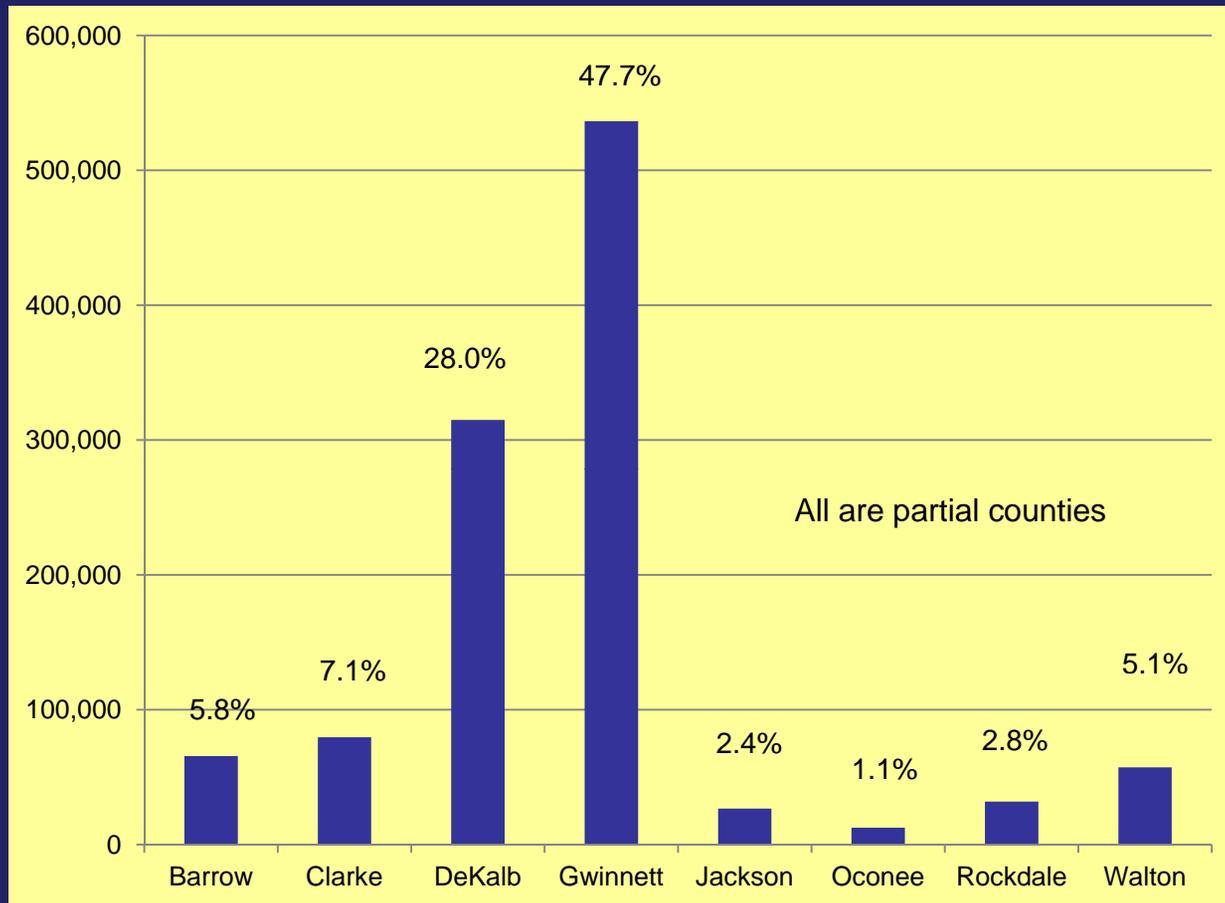
Assessment of Current Needs

- **Socio-Economic Data**
- **Land Use and Land Use Policies**
- **Crash Data**
- **Transportation System**
- **Travel Demand**
- **Travel Analysis**



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2010 Population



Source: 2010 Census & ARC

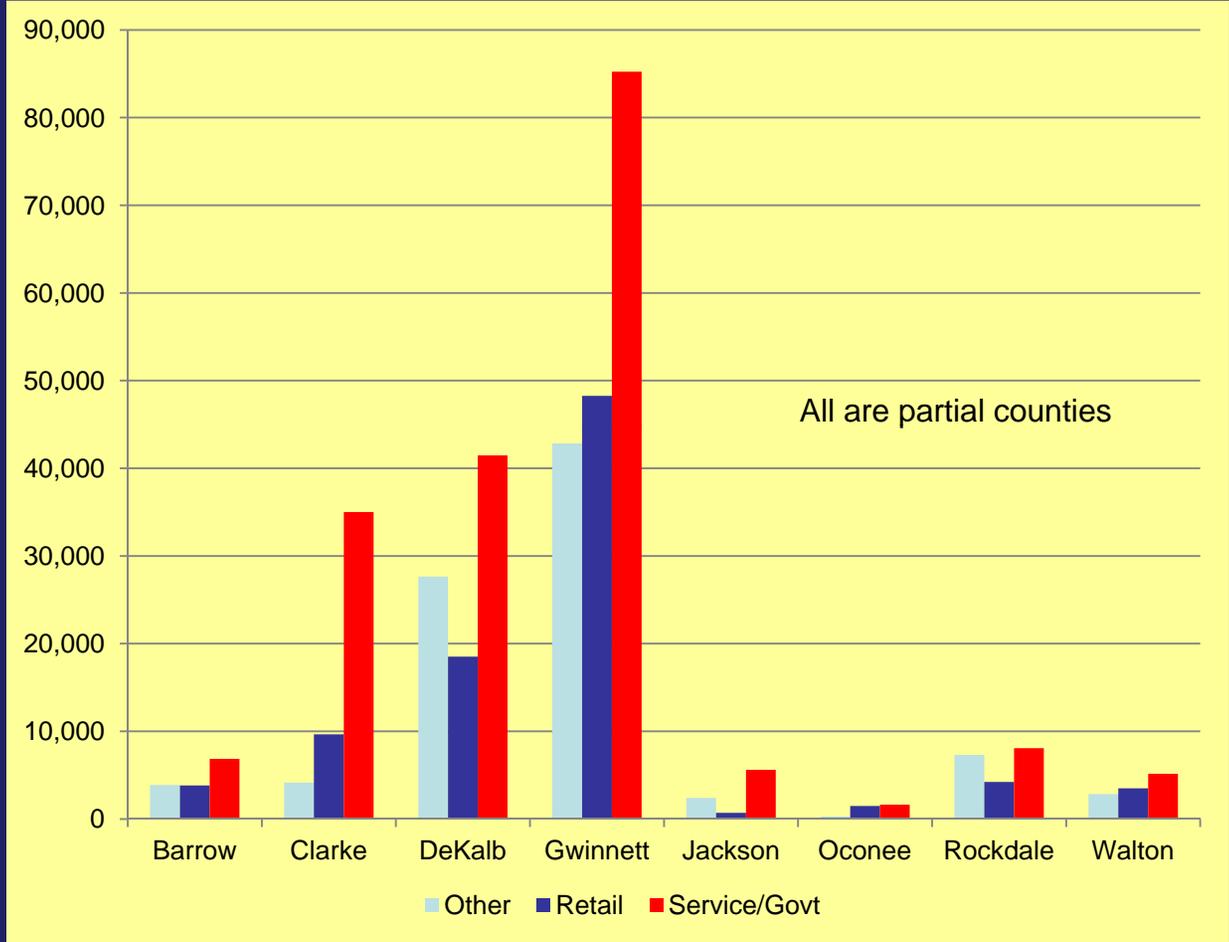
**Total Population of Study Area =
1,125,000**

2010 Employment



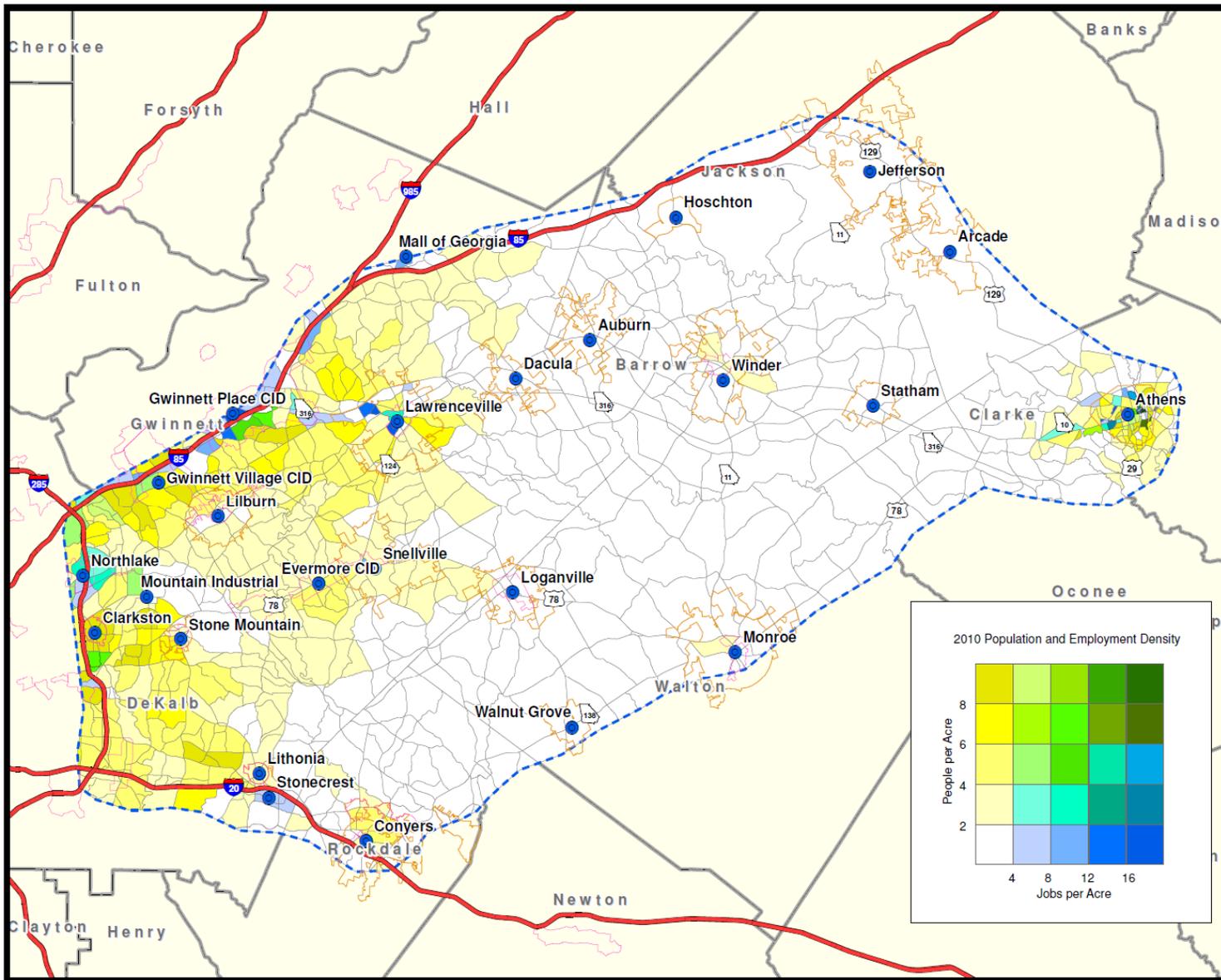
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Source: ARC, 2010 DOL, Athens-Clarke

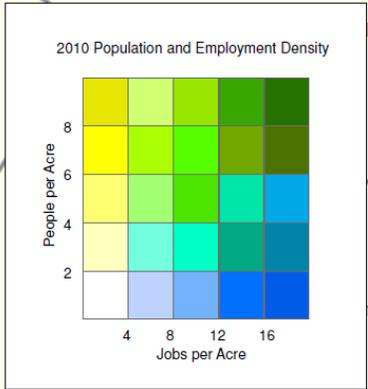
**Total Employment in Study Area =
371,000**



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- Activity Centers
- Expressways
- LCI Area
- City Boundary
- Study Area
- County

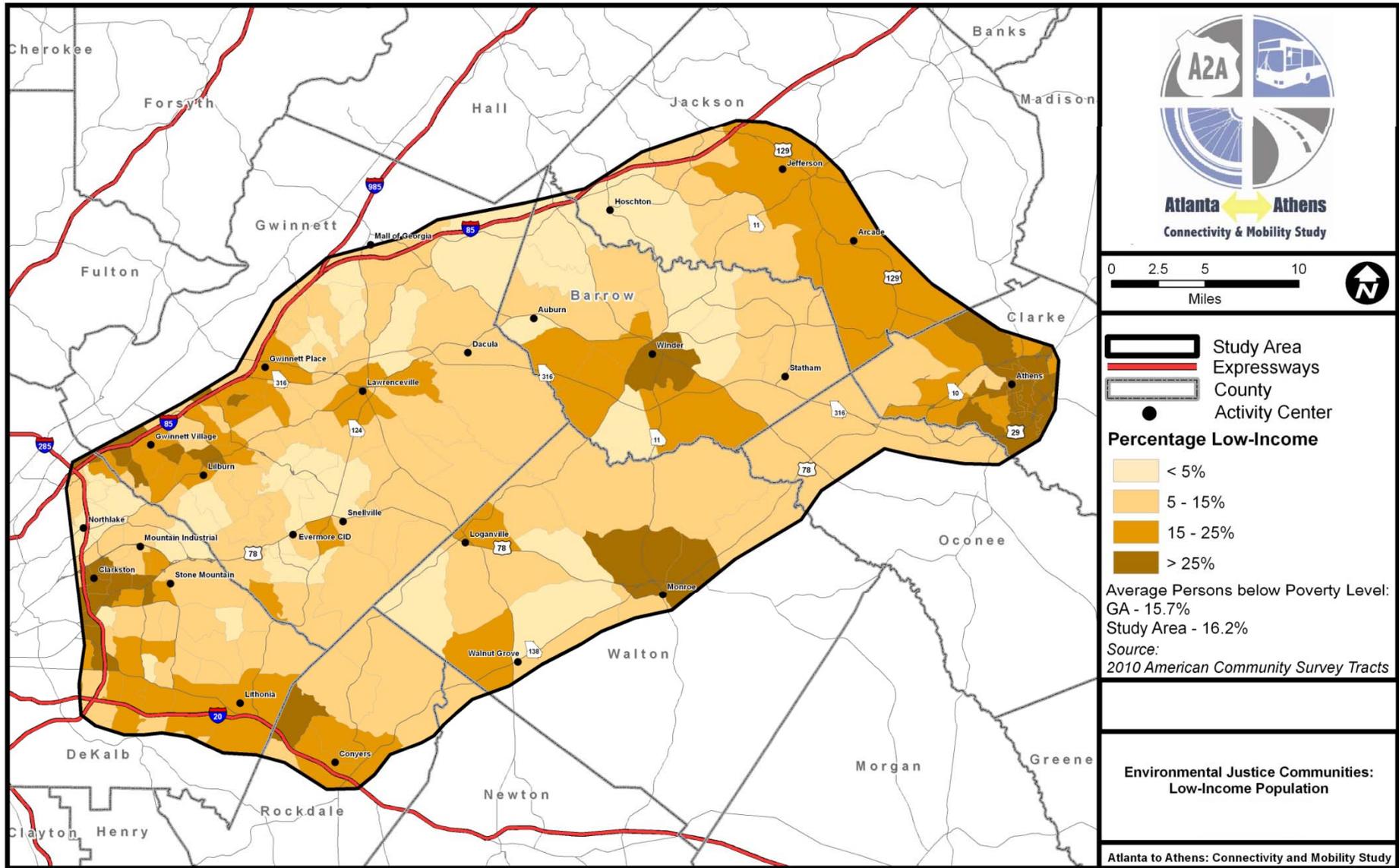


2010 Population and Employment Density

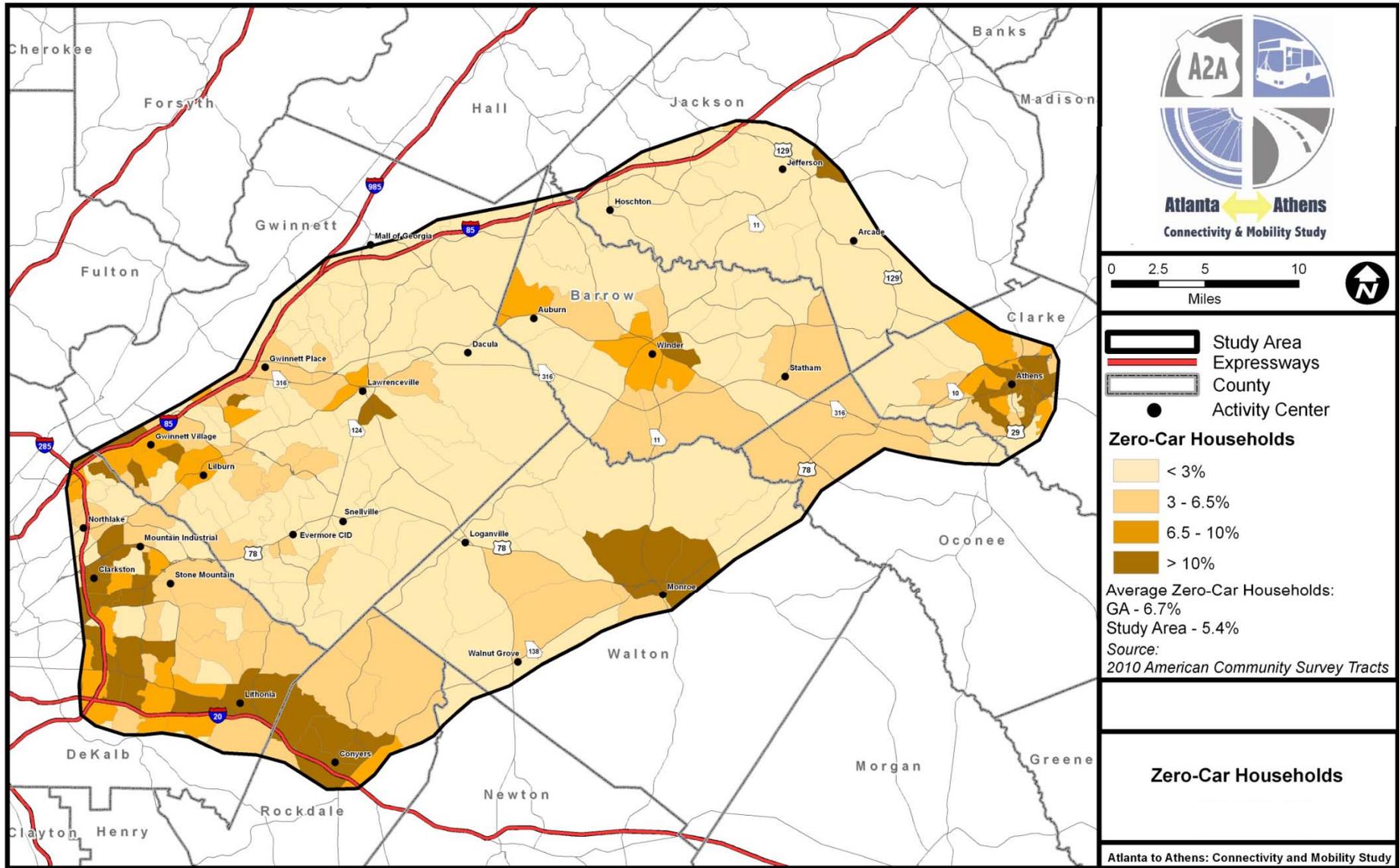
Source: Atlanta to Athens Connectivity and Mobility Study

Atlanta to Athens: Connectivity and Mobility Study

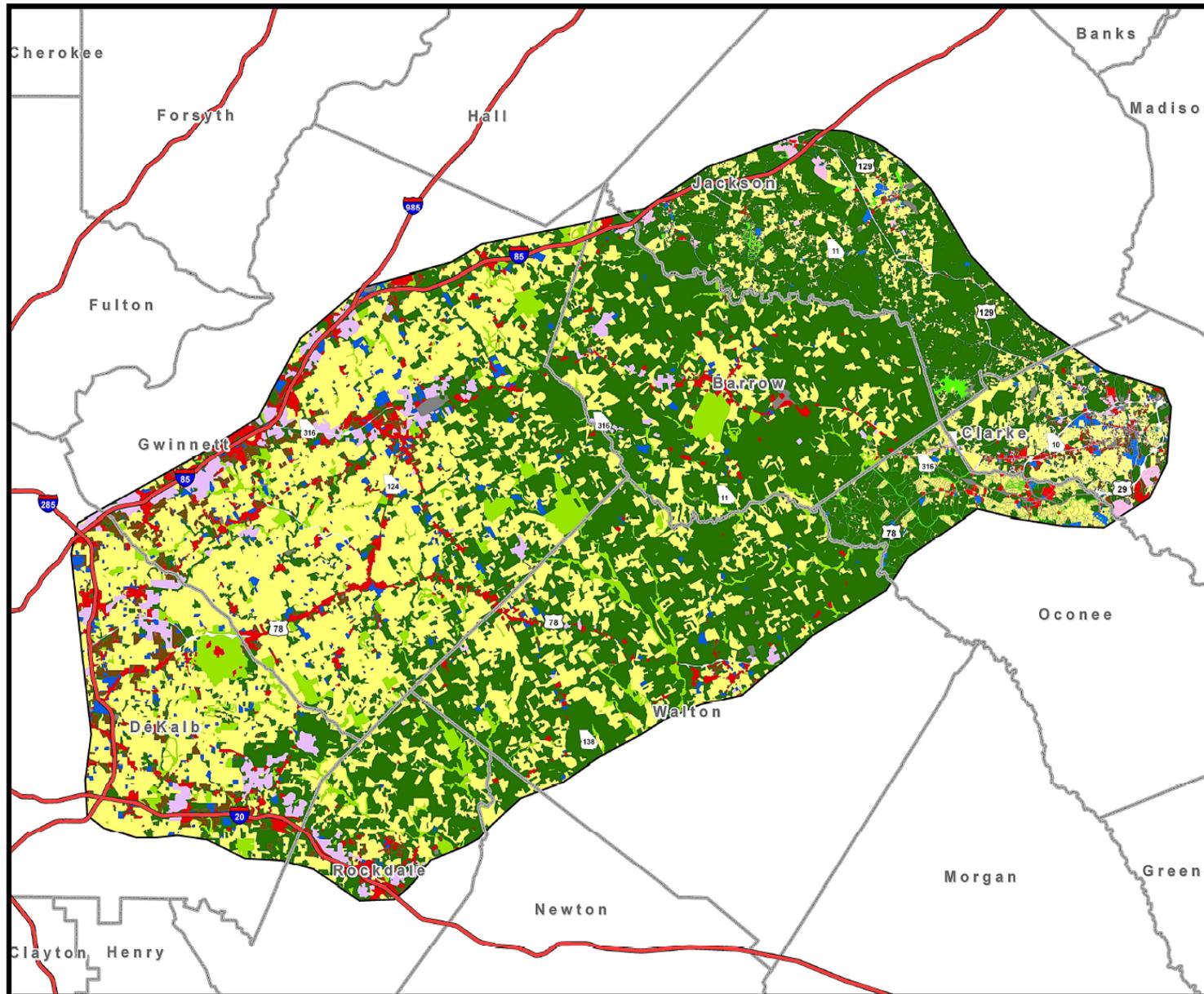
Population and Employment Density



Low-Income Populations



Zero-Car Households





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Legend

- Study Area
- Expressways
- County

Existing Land Use

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public/Institutional
- Transportation/Communication/Utilities
- Park/Recreation/Conservation
- Agriculture/Forest/Undeveloped

Source: ARC, Jackson County, Athens-Clark County

Figure
Existing Land Use

Atlanta to Athens: Connectivity and Mobility Study

2010 Existing Land Use



Land Use Policy Review Counties

County	Promotes Rural Preservation	Limits Strip Development along Major Corridors	Redevelop Historic Cores in Form of Mixed-Use	Promotes Mix-use redevelopment along Major Corridors	Promote Compact Node Development at Major Intersections	Employs Overlay Districts to achieve Desired Development	Promotes TOD in appropriate locations
Athens-Clarke County	✓	✓	✓				
Barrow County	✓				✓		
DeKalb County				✓	✓	✓	✓
Gwinnett County	✓			✓		✓	✓
Jackson County	✓					✓	
Newton County	✓	✓					
Oconee County	✓						
Rockdale County	✓						✓



Land Use Policy Review Cities

City	Promotes Rural Preservation	Limits Strip Development along Major Corridors	Redevelop Historic Cores in Form of Mixed-Use	Promotes Mix-use redevelopment along Major Corridors	Promote Compact Node Development at Major Intersections	Employs Overlay Districts to achieve Desired Development	Promotes TOD in appropriate locations
Arcade	✓		✓	✓	✓		
Braselton	✓		✓		✓		
Clarkston			✓				
Conyers	✓		✓	✓			
Dacula					✓		
Grayson			✓	✓			
Hoschton	✓		✓	✓			
Jefferson			✓	✓	✓		
Lawrenceville			✓	✓			
Lilburn			✓	✓		✓	
Lithonia			✓				
Pine Lake				✓			
Snellville			✓	✓	✓	✓	
Stone Mountain			✓				



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Demographic and Land Use Summary

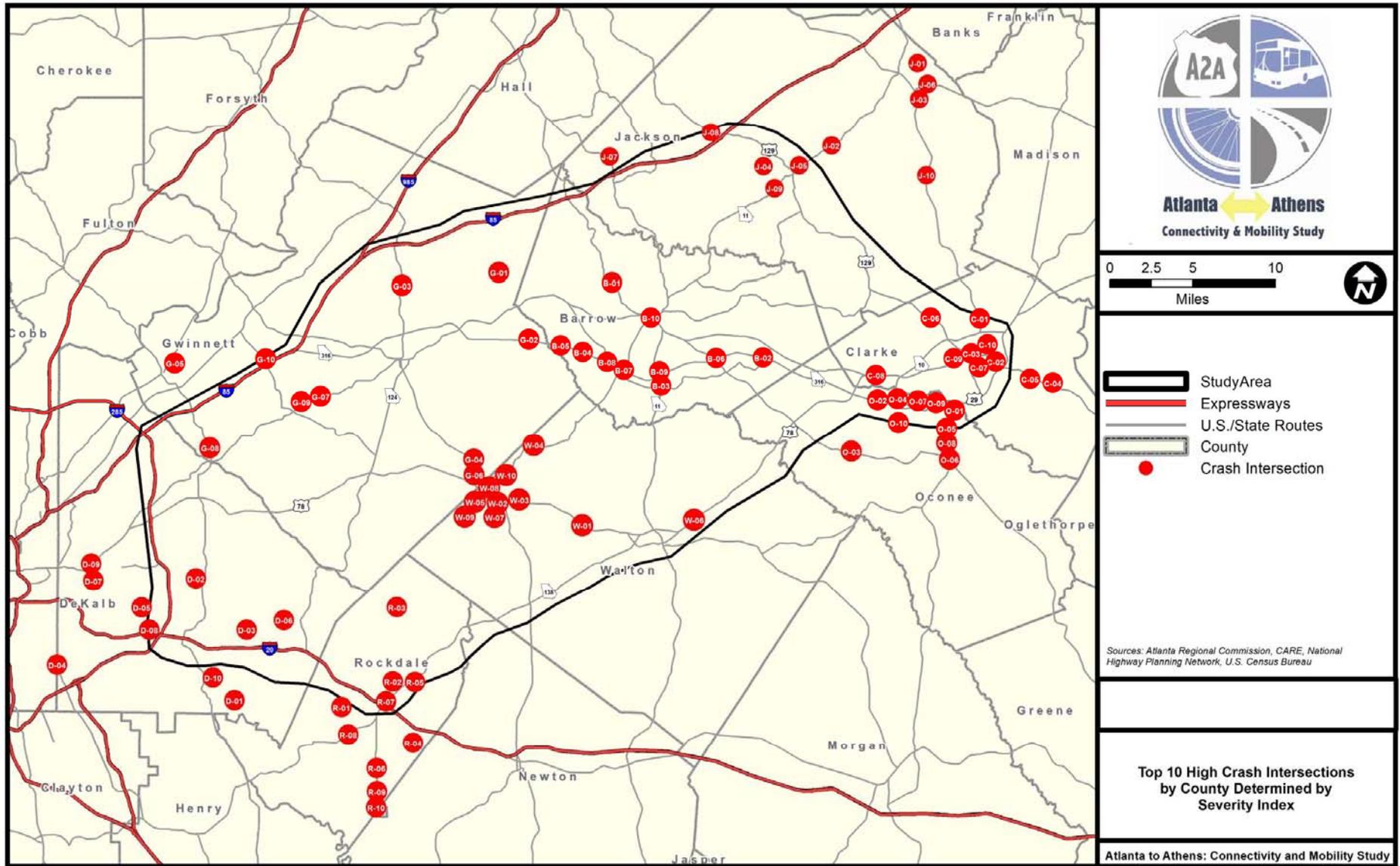
- About half of the population and employment of the study area reside in Gwinnett County
- The majority of the employment is in the Service and Government Sectors
- Highest concentrations of population and employment are located in the urban areas - More than half of the study area has very low density with less than two people and/or four jobs per acre
- Highest percentages of low income and zero car households are located in Athens, Clarkson, Monroe, Winder and around Gwinnett Village
- County land use policies promote rural conservation, nodal development, TOD development and Overlay districts
- City land use policies promote redevelopment of historic city cores and mixed-use redevelopment along major corridors



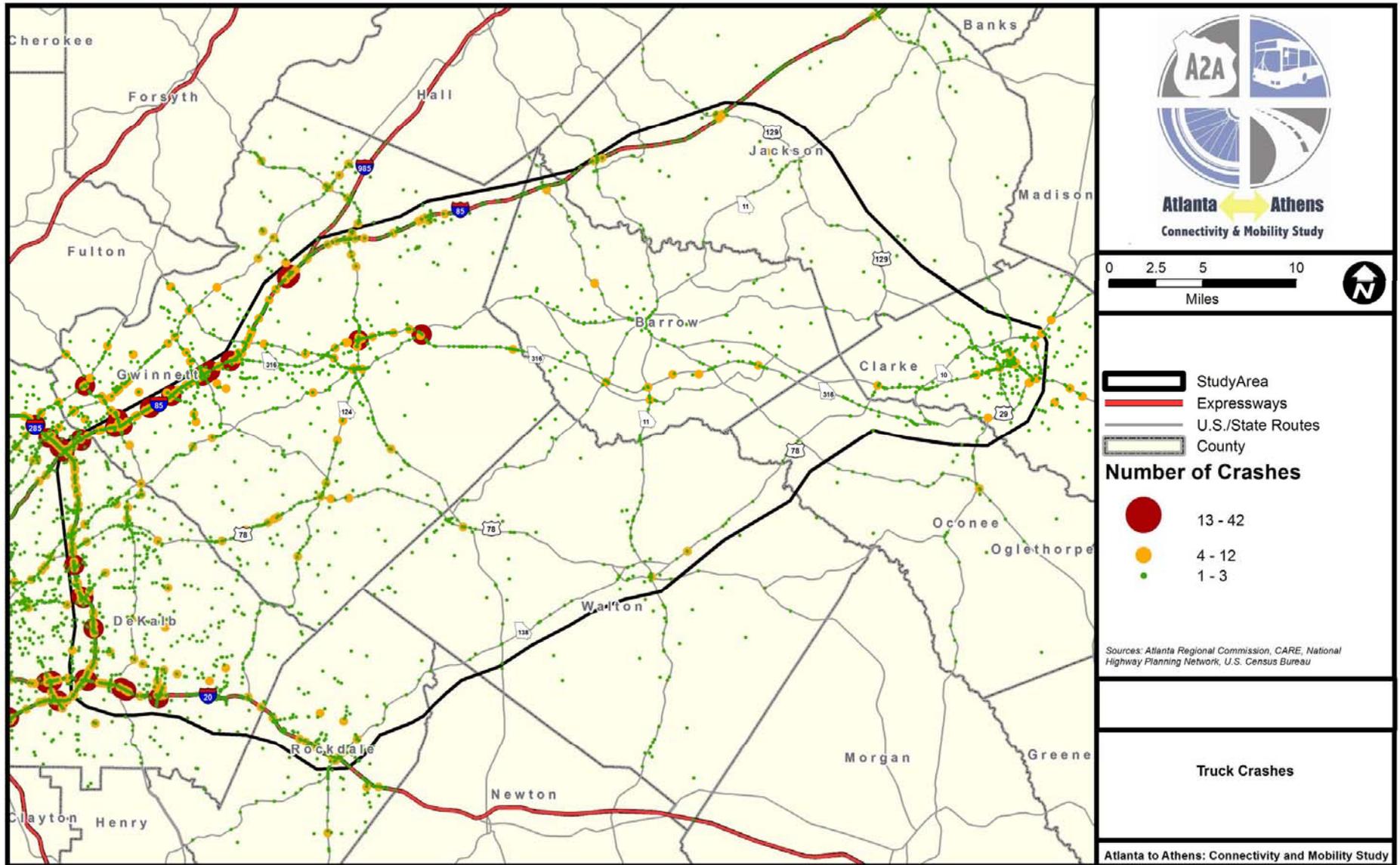
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Draft Crash Information



Top 10 High Crash Intersections by County Determined by Severity Index



Total Truck Crashes (2007-2009)



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Crash Data

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- **SR 316 Represents a Significant Concentration of Crashes throughout the Study Area**
- **Significant Number of Crashes Concentrated in Monroe Area**
- **Significant Number of Crashes Concentrated in Area Athens**
- **Truck Crashes Concentrated on Interstate (I-85, I-285, and I-20) and Freeway System (SR 316)**
- **On-going coordination with ARC's Crash Profile Effort**



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Transportation System Characteristics and Volumes



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Highway System

Type Facility	Total Center Line Miles	Percent of Total	Total Travel (VMT)	Percent of Total Travel
Interstate/HOV	130.3	7.4%	12,025,200	39.7%
Freeway	47.0	2.7%	1,785,900	5.9%
Multi-Lane	328.7	18.8%	8,605,200	28.4%
Two-Lane	1,246.6	71.1%	7,845,200	25.9%
Total	1,752.6	100.0%	30,261,500	100.0%

Source: ARC, GDOT, Athens-Clarke County



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Transit Routes

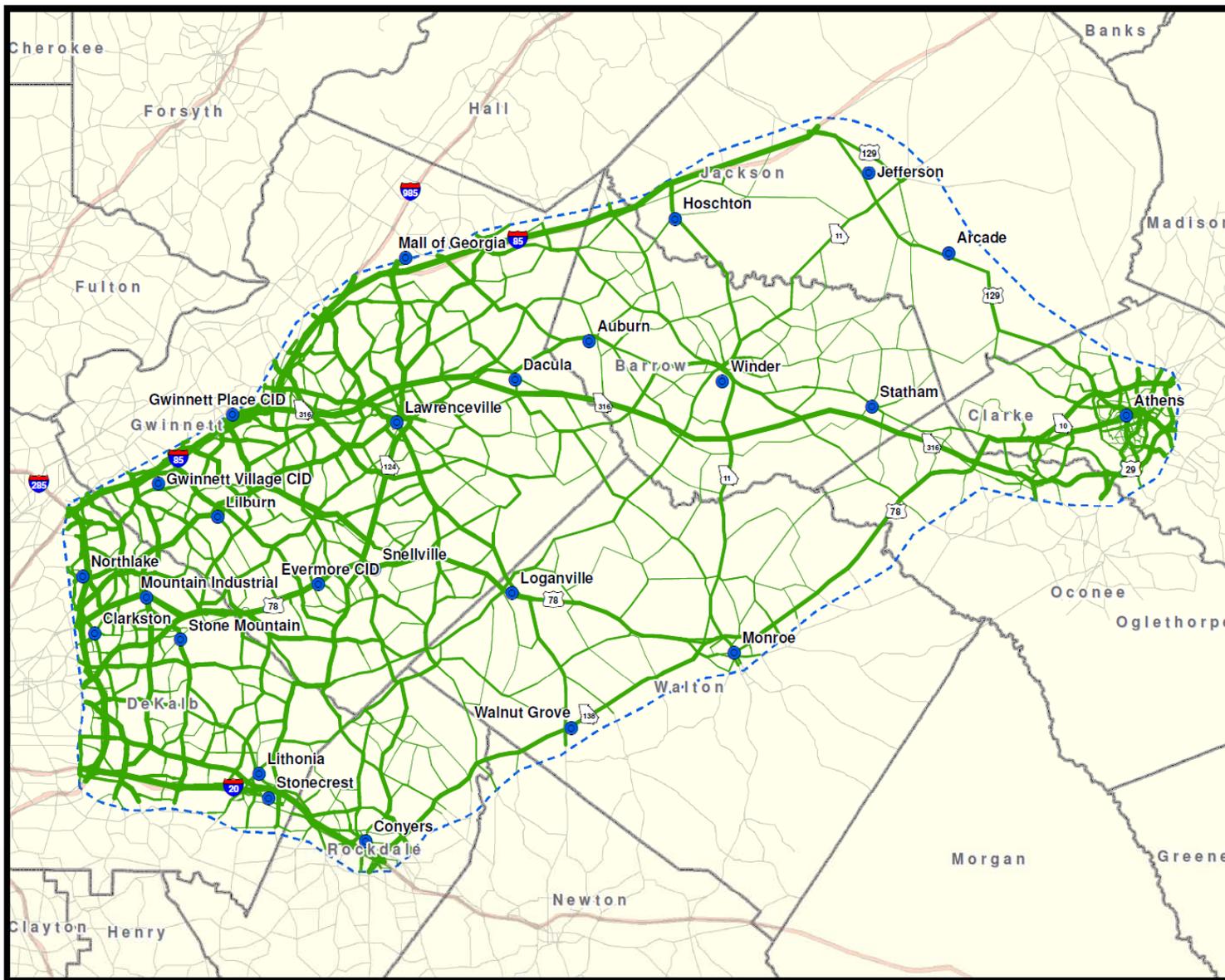
Transit Service	Miles
Total bus route miles	954.6
Total bus service miles	30,438.3

Source: MARTA, GRTA, GCT & ATS

Transit Boardings

Service Provider	Daily Boardings
Athens Transit System	8,000
MARTA Routes	34,600
Gwinnett County Routes	7,300
Georgia Regional Transit Authority	2,500
Total	52,400

Source: MARTA, GRTA, GCT & ATS





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Miles



Average Daily Volumes (2010)

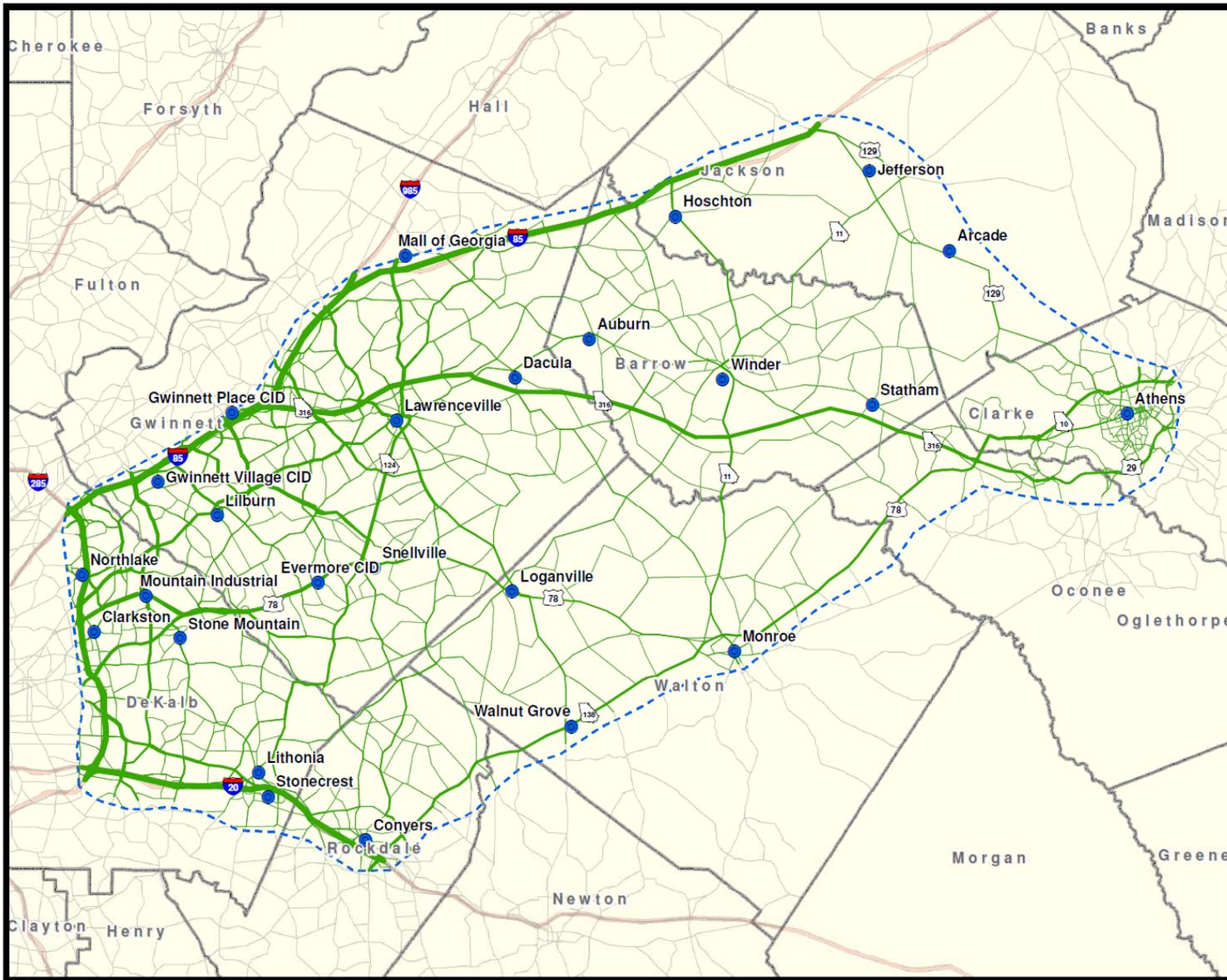
- < 5,000
- 5,000 - 10,000
- 10,000 - 50,000
- 50,000 - 100,000
- > 100,000

- Activity Centers
- Expressways
- Study Area
- County

Source: Atlanta to Athens Connectivity and Mobility Study

Atlanta to Athens: Connectivity and Mobility Study

Average Daily Travel Volumes



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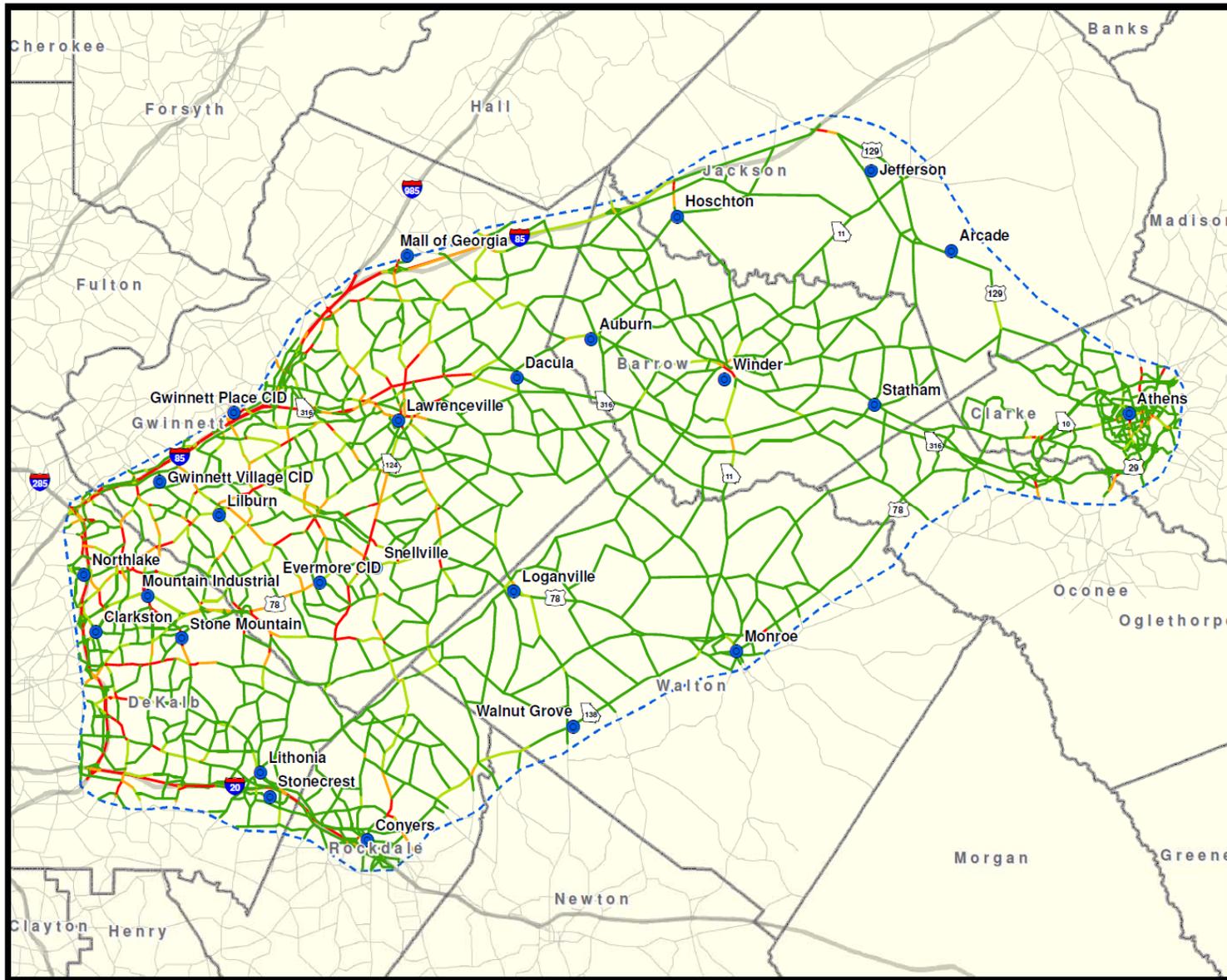
Average Daily Truck Volumes (2010)

- < 500
- 500 - 1,000
- 1,000 - 5,000
- 5,000 - 10,000
- > 10,000
- Activity Centers
- Expressways
- Study Area
- County

Source: Atlanta to Athens Connectivity and Mobility Study

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Average Daily Truck Volumes





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Miles



Daily V/C Ratio

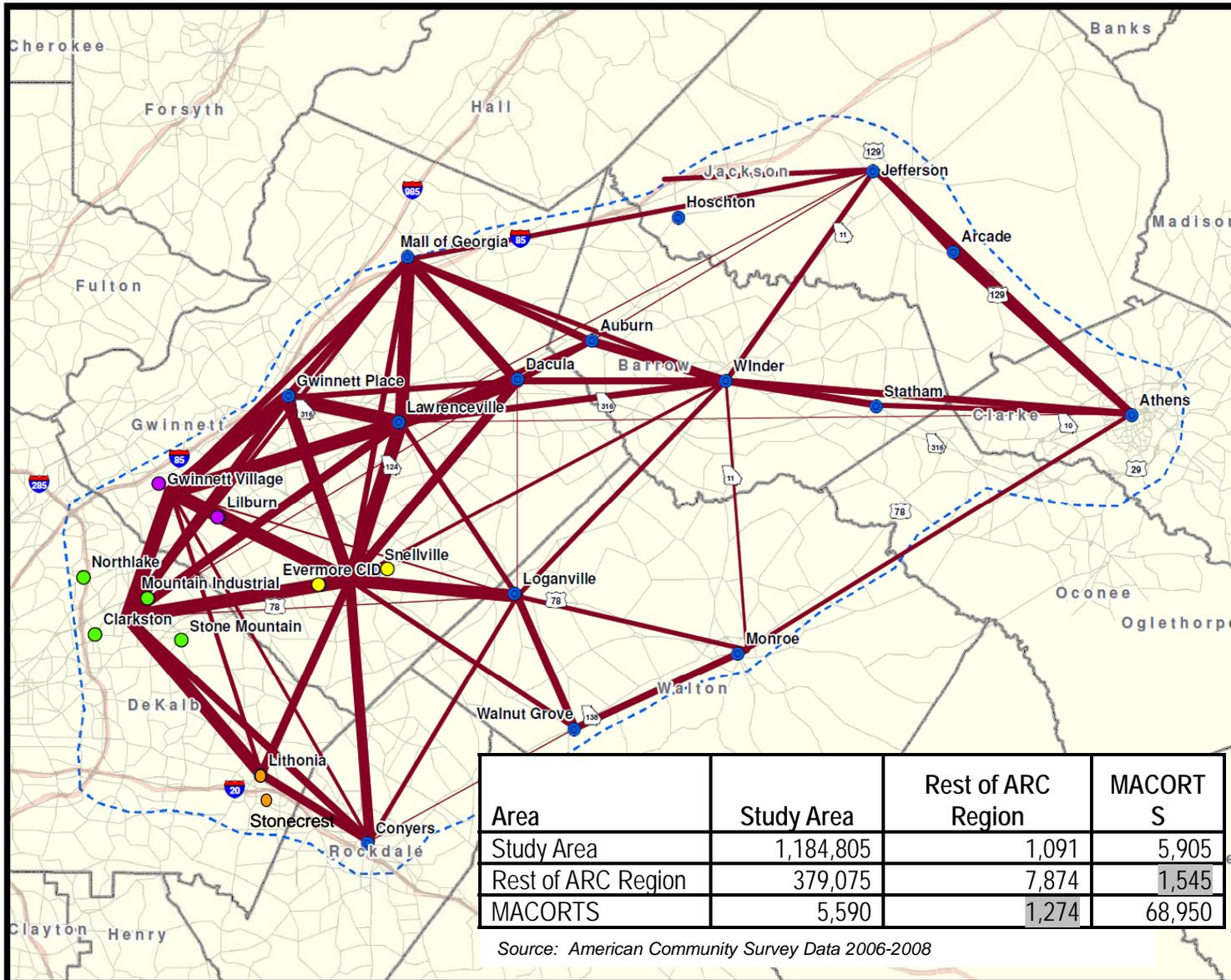
- A - C
- D
- E
- F

-  Activity Centers
-  Expressways
-  Study Area
-  County

Source: Atlanta to Athens Connectivity and Mobility Study

Atlanta to Athens: Connectivity and Mobility Study

Daily Level of Service





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**Major Flows - 2010
(Daily Vehicle Trips)**

- 2000-10000
- 10001-20000
- 10001-30000
- 30001-70000
- 70001-100000

- Activity Centers
- Expressways
- Study Area
- County

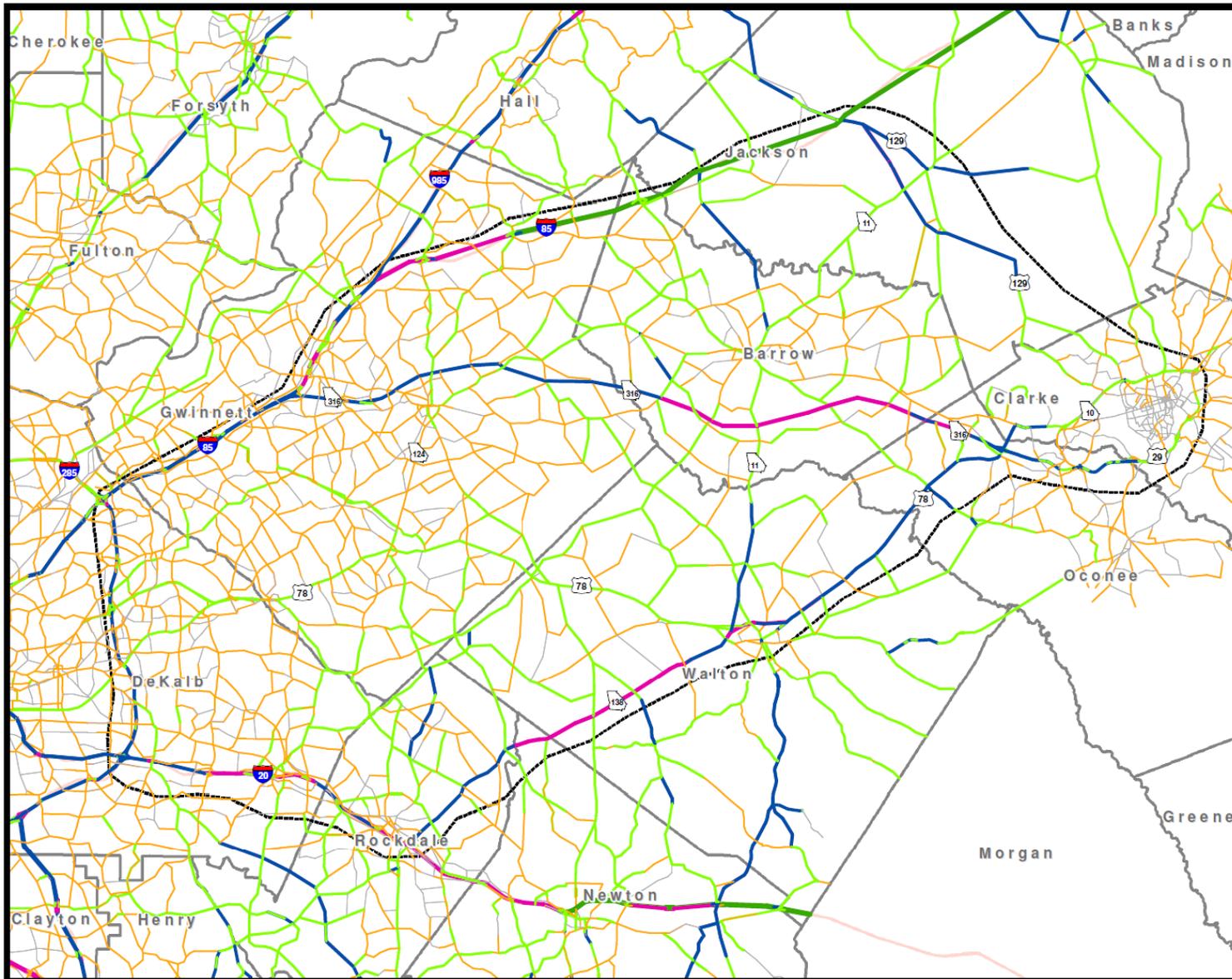
Area	Study Area	Rest of ARC Region	MACORT S
Study Area	1,184,805	1,091	5,905
Rest of ARC Region	379,075	7,874	1,545
MACORTS	5,590	1,274	68,950

Source: Atlanta to Athens Travel Demand Model

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Source: American Community Survey Data 2006-2008

Vehicle Travel between Activity Centers



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Legend

- 0.0 - 10.0 miles
- 10.1 - 20.0 miles
- 20.1 - 30.0 miles
- 30.1 - 40.0 miles
- 40.1 - 50.0 miles
- > 50.0 miles
- ▭ Study Area

Source: Atlanta to Athens Travel Demand Model

2010
Average Weighted Distance

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Average Weighted Distance



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Travel Volumes Summary

- **Freeways/interstates carry almost half of the daily VMT with 25% on both of the principal arterials and minor arterials**
- **Three-fourths of the VMT on highway facilities operating at LOS E or F occur on freeways /interstates with 12% on the minor arterials**
- **Largest travel flows are between activity centers in Gwinnett and DeKalb counties**
- **Major travel flows to/from Athens is between activity centers in eastern portion of study area**
- **Longest trip lengths are on SR 316, SR 138 and the interstates**



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Travel Demand

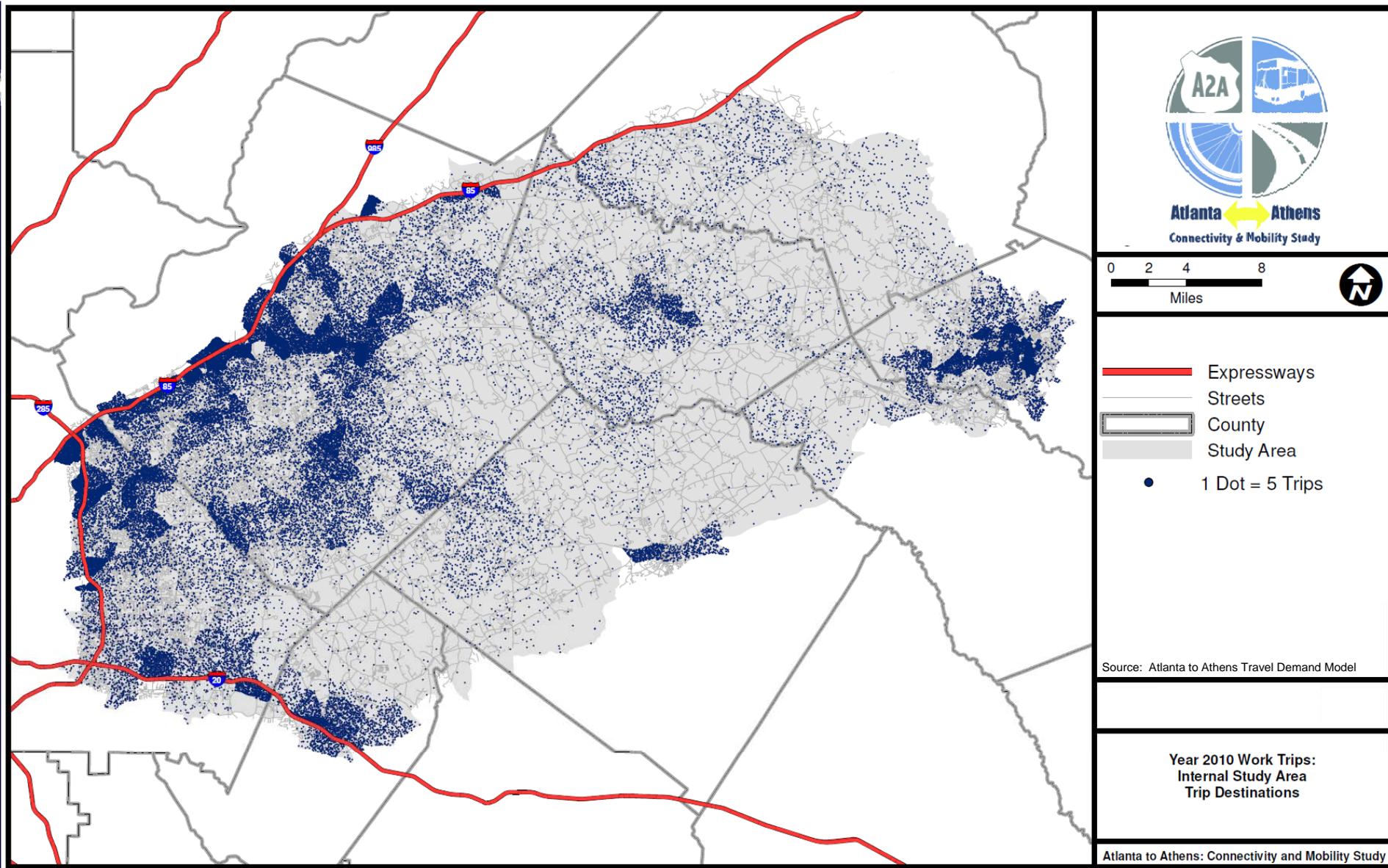


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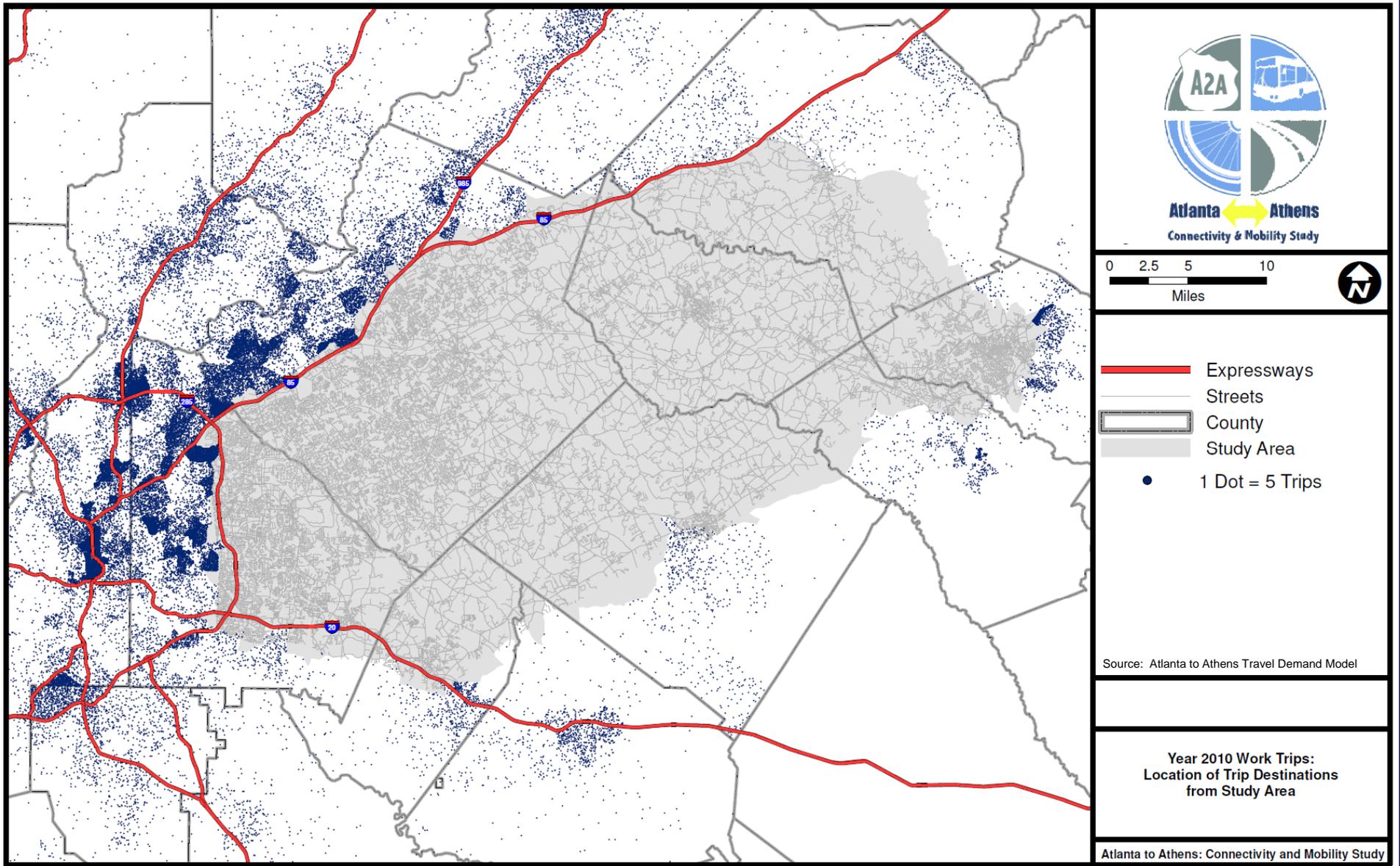
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Home-Based Work Trips

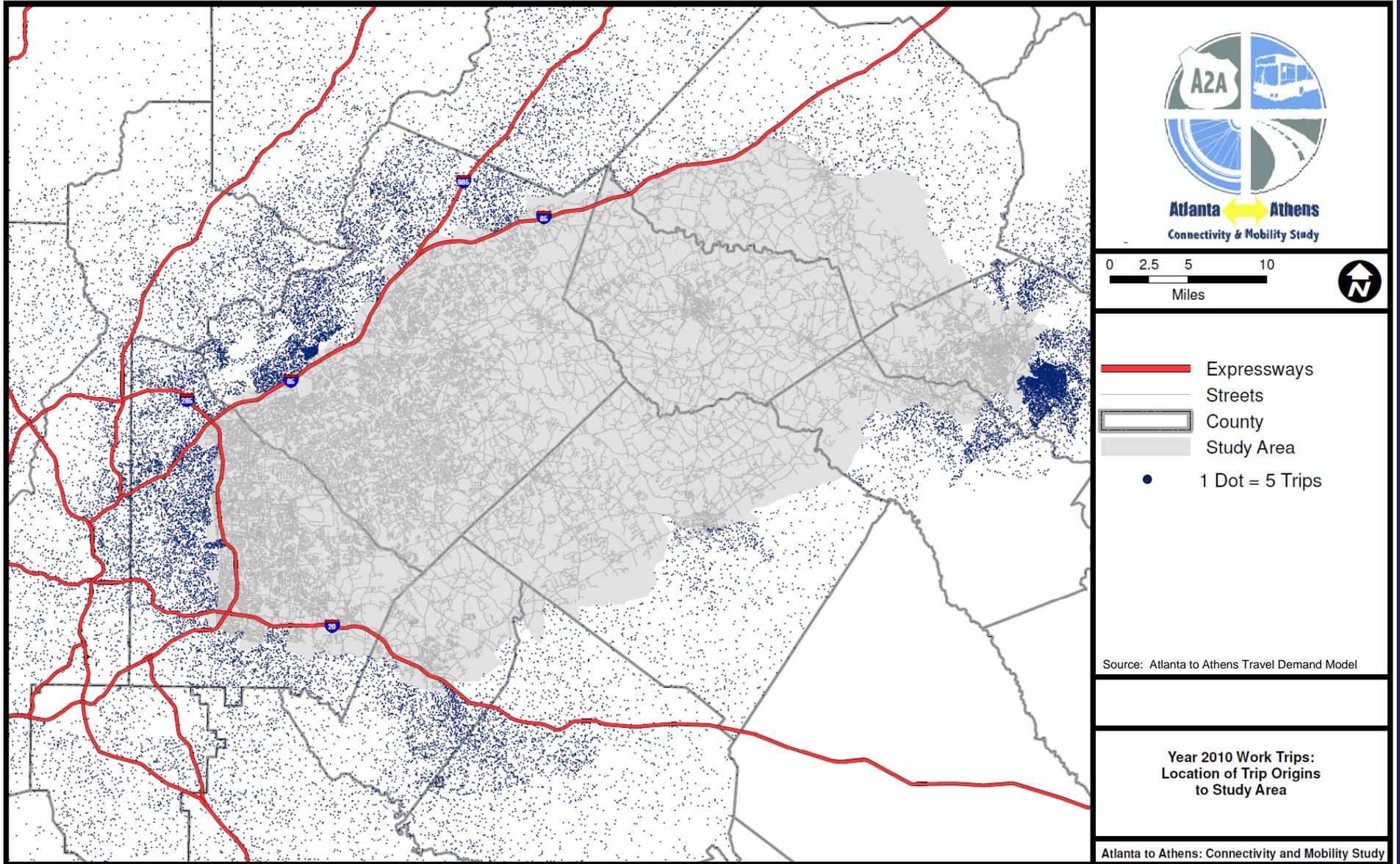
- **Start and end within Study Area**
- **Start in Study Area and end outside**
- **Start outside Study Area and come to Study Area for employment**



2010 "Home-Based Work" Internal Trip Locations



2010 Work Locations for Residents in Study Area



2010 Location of Workers Traveling to Study Area



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Home-Based Work Trips

Type Work Trip	Total for Study Area	Percent of Region Total	Average Trip Length (Miles)
Intra	294,000	10.5%	9.3
I-E	302,000	10.8%	21.8
E-I	202,000	7.2%	20.2
Total Region	2,792,000	28.5%	16.4



Traffic Demand Patterns

- Intra-study area work trips concentrate around activity centers
- Primary work destinations for residents of study area are downtown Atlanta, Midtown, Buckhead, Perimeter Mall and along the I-85 Corridor
- Locations of workers coming to study area are distributed along the boundary of the study area plus concentration of trips coming from Gwinnett Place and east of Athens
- 28.5% of total regional work trips either pass through, start or end in the study area
- Average trip length for internal work trips is half the length of the trips that start or end outside the study area

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East-West Travel Analysis



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East-West Travel Analysis

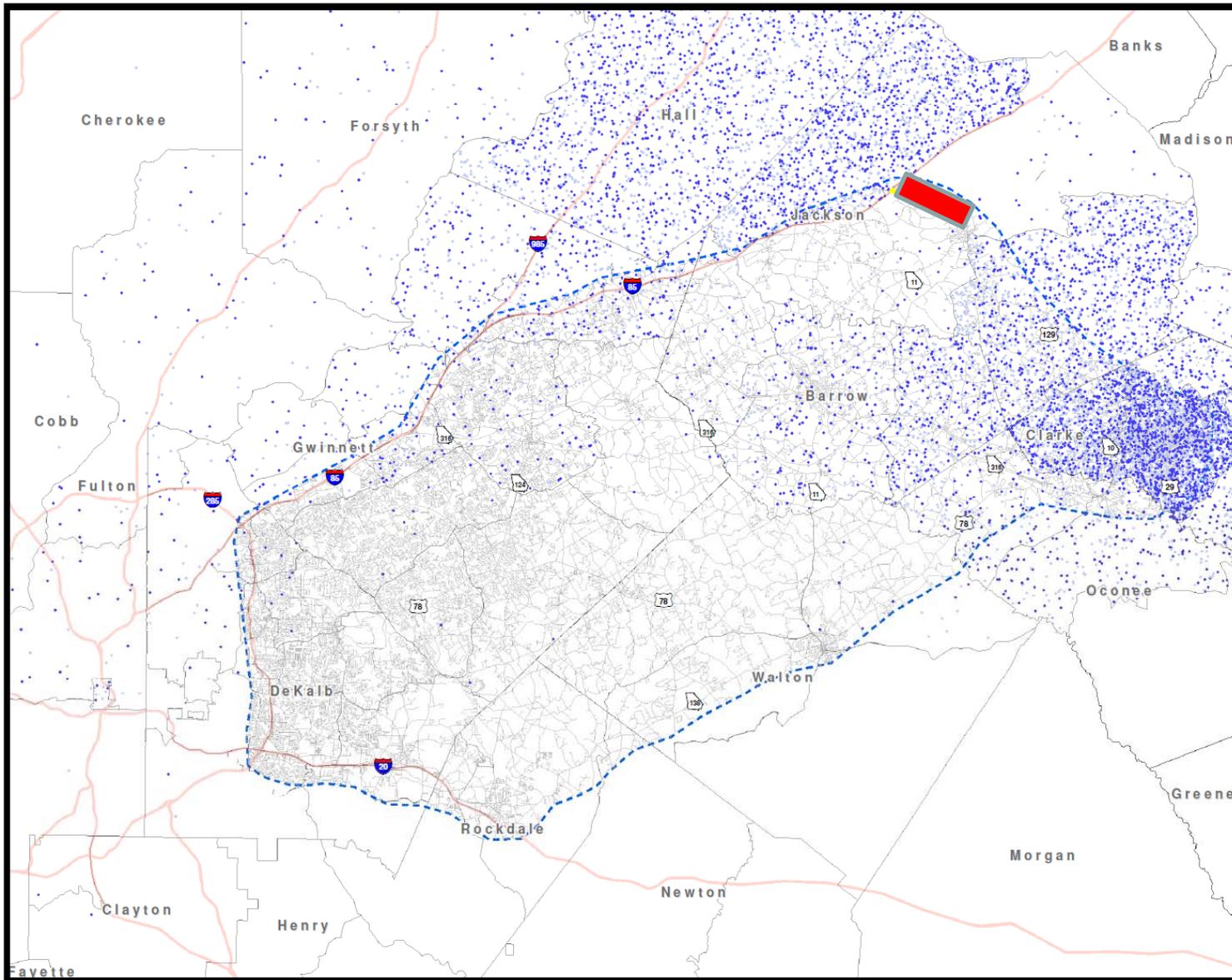
4 Key East-West Corridors

US 129

SR 138

US 78

SR 316



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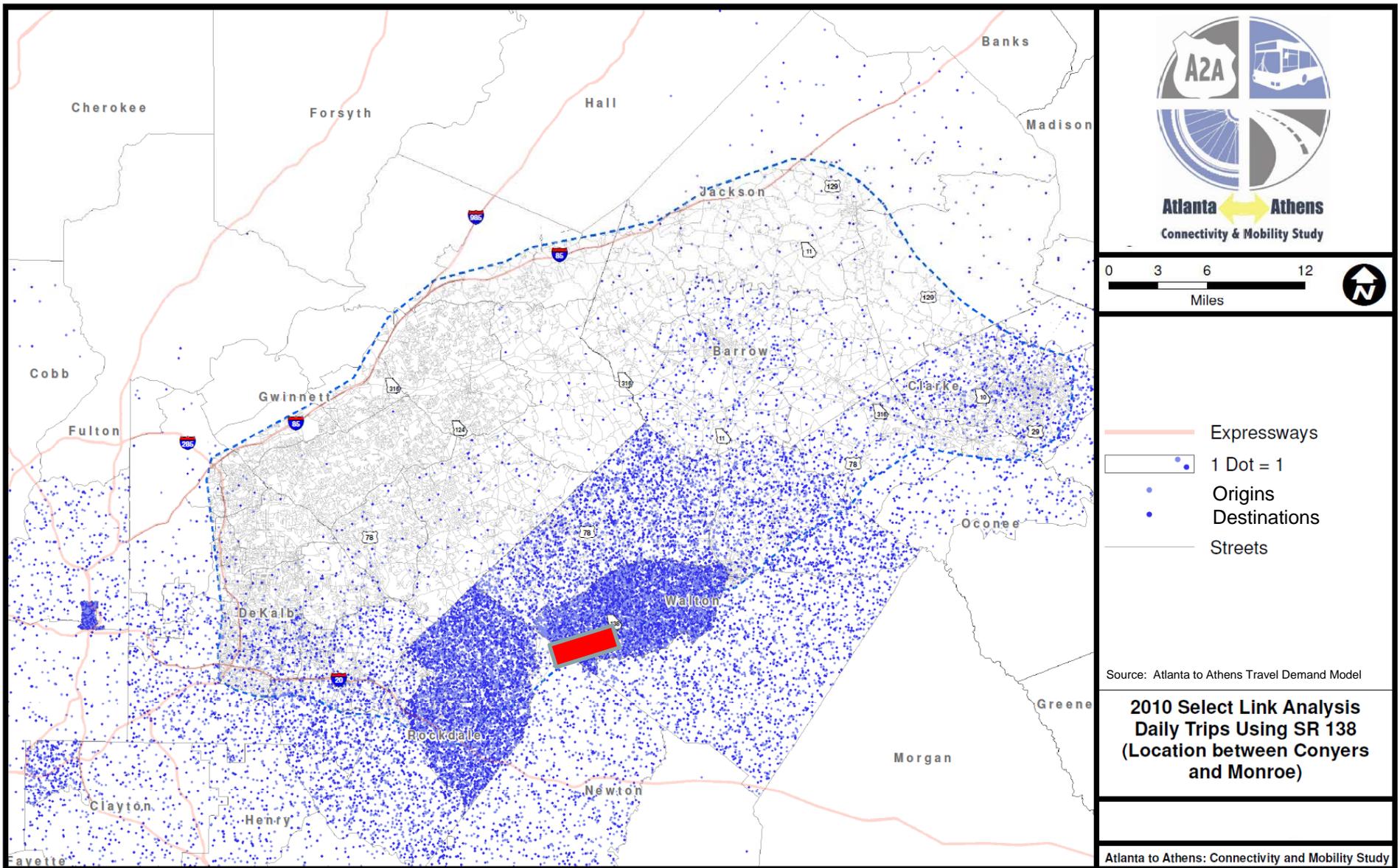
-  Expressways
-  1 Dot = 1
-  Origins
-  Destinations
-  Streets

Source: Atlanta to Athens Travel Demand Model

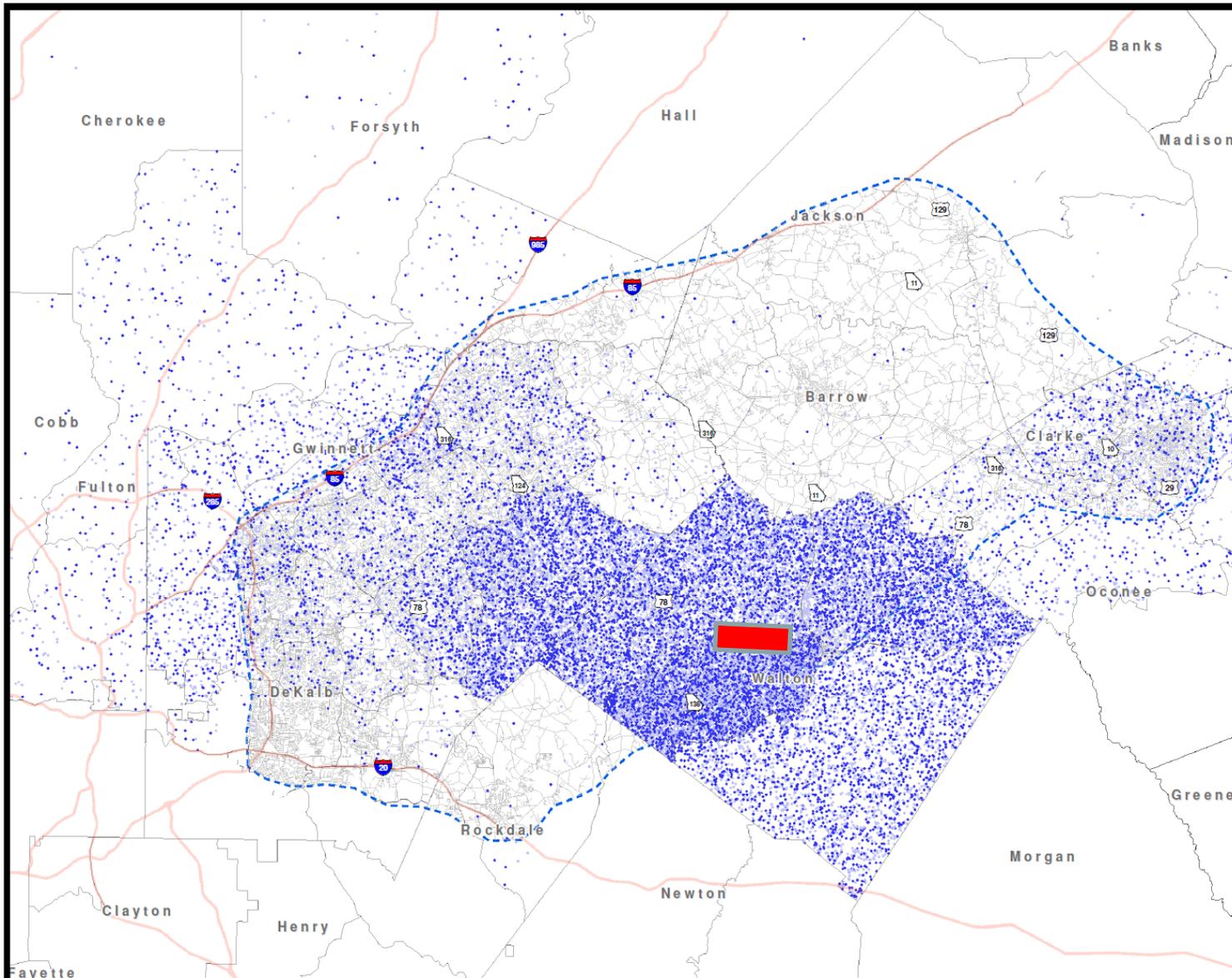
**2010 Select Link Analysis
Daily Trips Using US 129
(Location just East of I-85)**

Atlanta to Athens: Connectivity and Mobility Study

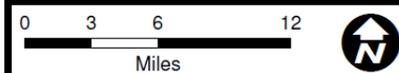
Trips that use US 129 east of I-85 in 2010



*Trips that use SR 138 between Conyers
and Monroe in 2010*



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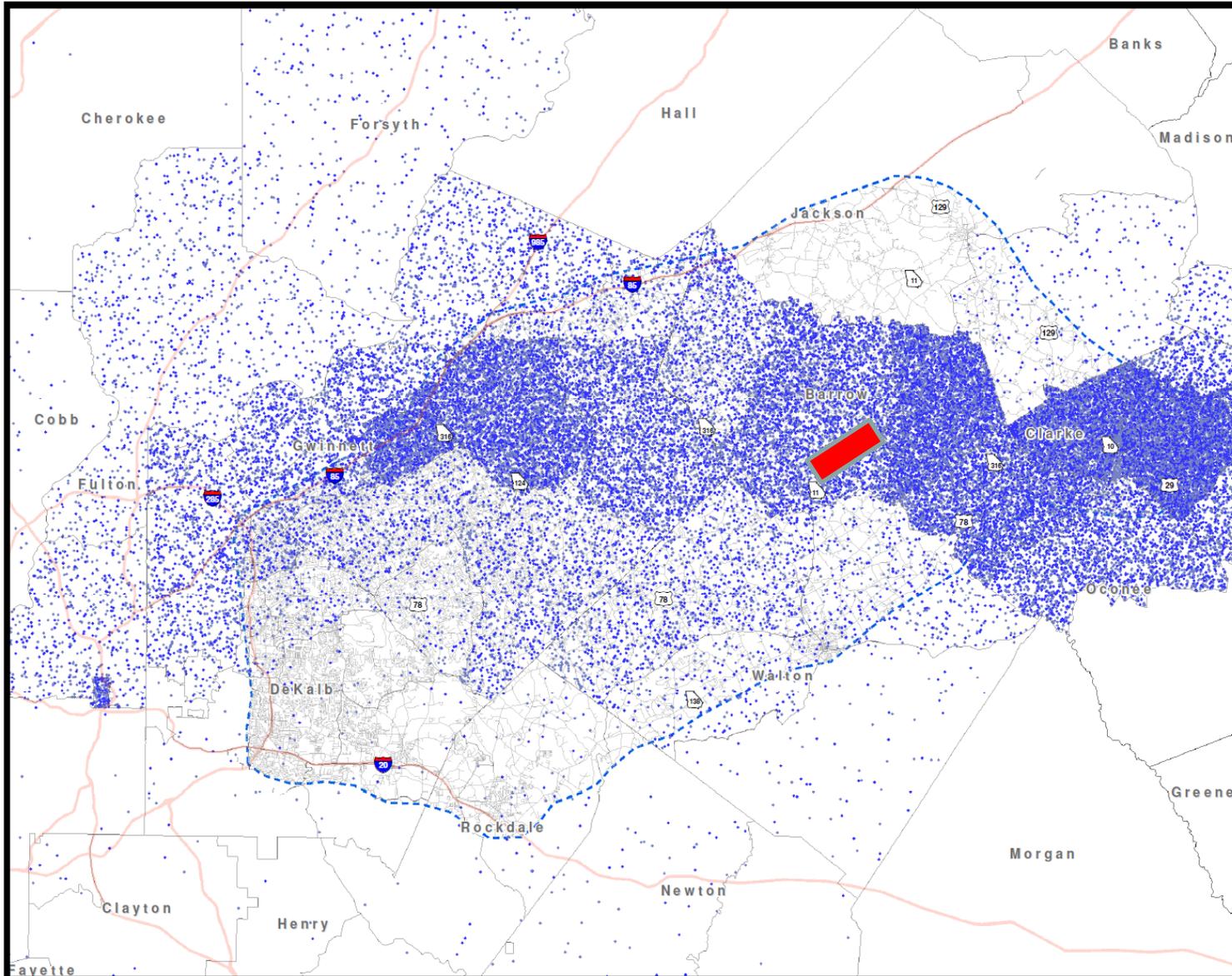
- Expressways
- 1 Dot = 1
- Origins
- Destinations
- Streets

Source: Atlanta to Athens Travel Demand Model

**2010 Select Link Analysis
Daily Trips Using US 78
(Location just East of
Loganville)**

Atlanta to Athens: Connectivity and Mobility Study

Trips that use US 78 east of Loganville in 2010



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- Expressways
- 1 Dot = 1
- Origins
- Destinations
- Streets

Source: Atlanta to Athens Travel Demand Model

**2010 Select Link Analysis
Daily Trips Using SR 316
(Location just East of Winder)**

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Trips that use SR 316 east of Winder in 2010



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East-West Travel Analysis

- **US 129** is used more for travel between Hall, Jackson and Clarke counties
- **SR 138** is used more for trips that travel between Walton and Rockdale counties
- **SR 316** is used for longer trips that traverse the study area
- **US 78** is used more for shorter trips within the study area



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IDENTIFICATION OF MAJOR REGIONAL CORRIDORS

Jamie Cochran



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Purpose of Major Travel Corridors

- **These corridors will be evaluated in more detail to develop and evaluate alternative investment strategies**



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Identification of Major Regional Corridors

Study Goal	Measure
Strengthen connections and mobility between key activity centers, educational centers, job centers, and freight/ logistics centers, etc.	<ul style="list-style-type: none">- Percent truck volumes- No. of home-based work trips between activity centers- No. of daily trips between activity centers- Average trip length
Improve safety for all system users	<ul style="list-style-type: none">- Crashes by Severity Index- Truck Crash Index- Safety issues identified by stakeholders



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Identification of Major Regional Corridors

(cont'd)

Study Goal	Measure
Promote economic development by strengthening the relationships between transportation and land use plans and policies	- Presence of emerging activity centers or development areas identified by stakeholders
Coordination with Local Governments/ Agencies/Stakeholders and the Public	- Identified by stakeholders as an important travel corridor
Initial Screen	- Total Vehicle Miles Traveled (VMT) from District to District (using regional travel demand model)



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Scoring of Major Regional Corridors

Measure	Scoring
<ul style="list-style-type: none">- Percent truck volumes- No. of home-based work trips between activity centers- No. of daily trips between activity centers- Average trip length	Each corridor segment was given a score for each measure from "0" to "2"
<ul style="list-style-type: none">- Crashes by Severity Index- Truck Crash Index- Safety issues identified by stakeholders	Each corridor segment was given a score for each measure from "0" to "2"



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Scoring of Major Regional Corridors

(cont'd)

Measure	
- Presence of emerging activity centers or development areas identified by stakeholders	Each corridor segment was given a score for each measure from "0" to "2"
- Identified by stakeholders as an important travel corridor	Each corridor segment was given a score for each measure from "0" to "2"
- Total Vehicle Miles Traveled (VMT) from District to District (using regional travel demand model)	Total VMT values were calculated for each District-to-District pair. They ranged from about 69,300 (for SR 11-SR 53 from Monroe to Hoschton) to 1,569,048 (for SR 316 from Lawrenceville to Athens)

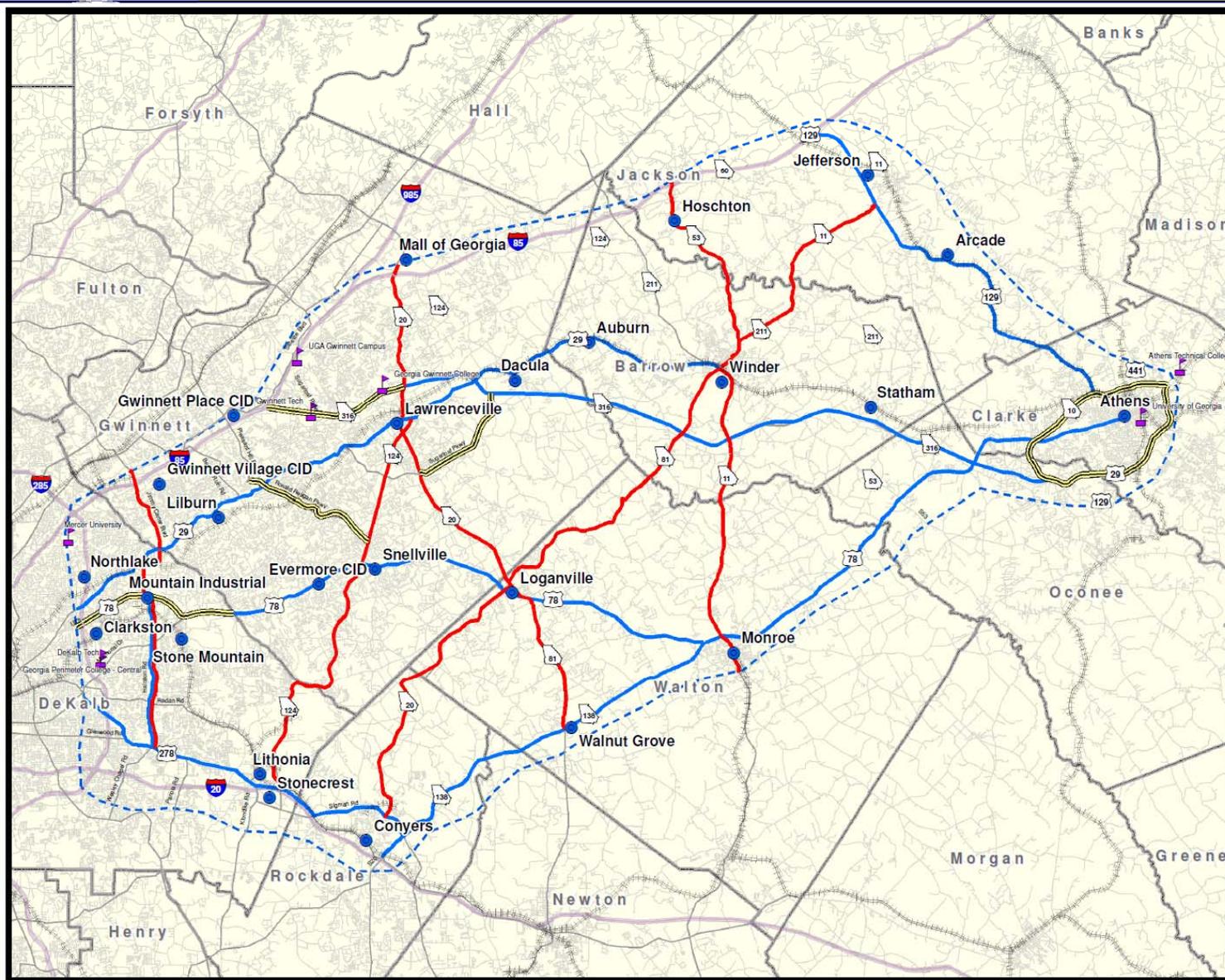


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Most Significant Regional Corridors

East-West Corridors	- Lawrenceville to Athens (SR 316)
	- Clarkston to Athens (US 78)
	- Northlake to Lawrenceville (US 29)
	- Athens to Jefferson (US 129)
	- Atlanta to Athens (I-20-SR138)
North-South Corridors	- Walnut Grove to Mall of Georgia (SR 81-SR 20)
	- Monroe to Hoschton (SR 11-SR 53)
	- Lithonia to Mall of Georgia (SR 124-SR 20)
	- US 278 to I-85 (Jimmy Carter Blvd-Hairston Rd)





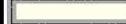
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0 2.5 5 10
Miles



Major Travel Corridors

-  Major Educational Facility
-  Activity Centers
-  Railroads
-  Expressways
-  North/South Corridors
-  East/West Corridors
-  Interstate_Freeways
-  Study Area
-  County

Source: Atlanta to Athens Connectivity and Mobility Study

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Major Travel Corridors



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IDENTIFICATION OF CANDIDATE CASE STUDY AREAS

Jamie Cochran



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Purpose of Case Studies

- **These areas will be analyzed in detail to provide potential alternative improvement strategies evaluating a combination of transportation and land use strategies**



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Selecting Case Study Locations

- **Meet criteria that indicate relevance to study goals**
- **Select locations with a variety of transportation and development issues**



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Criteria for Case Study Locations

Draft Selection Criteria for A2A Case Study Locations

- A. Number of major regional corridors present in the proposed case study area (more corridors = more points)**
- B. Number of safety-sensitive locations present in the case study area (more high crash or high truck crash locations = more points)**
- C. Is the case study area included in an area where specific transportation recommendations have already been identified or approved?**



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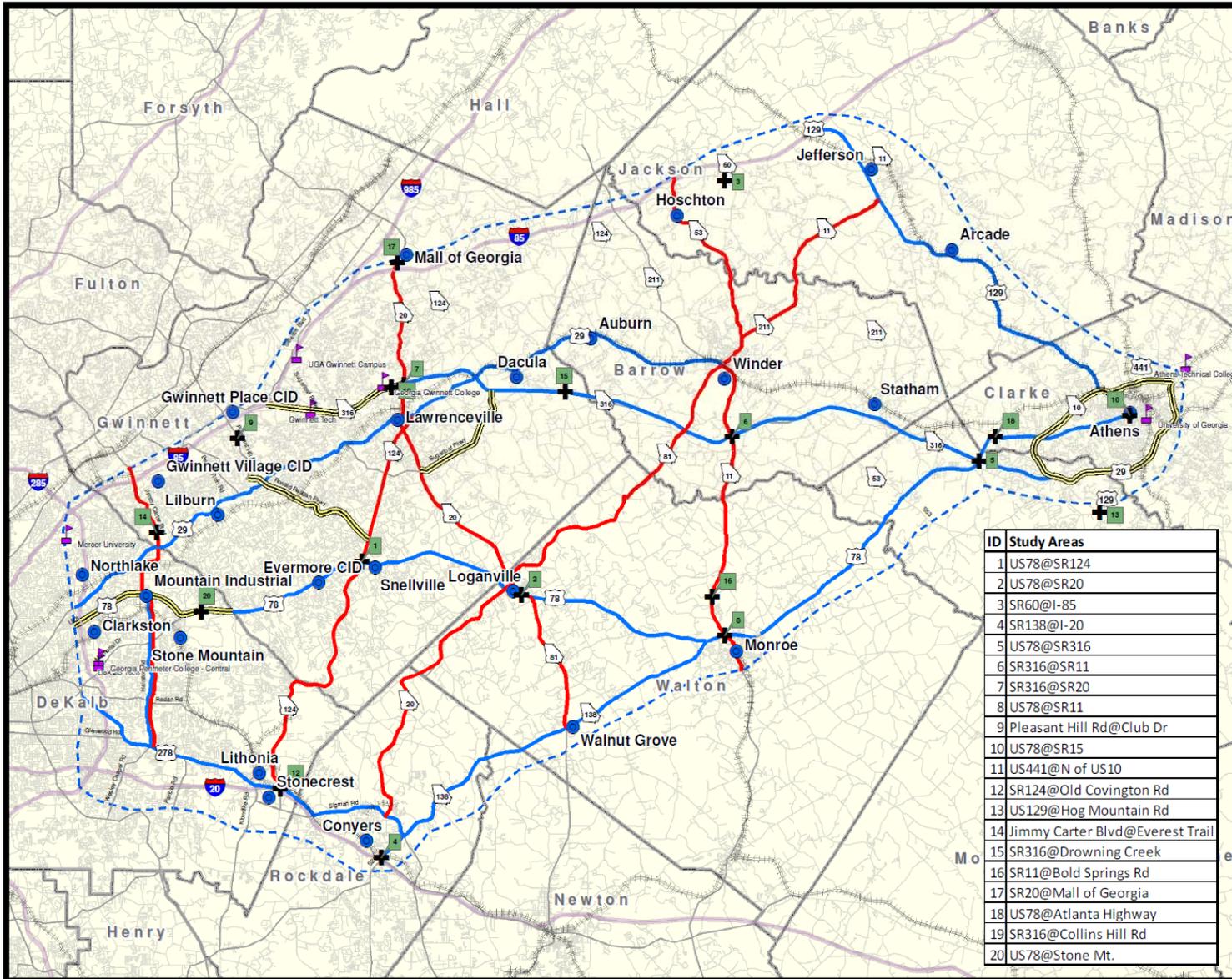
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Criteria for Case Study Locations

Draft Selection Criteria for A2A Case Study Locations

- D. Does case study area include at least one traffic analysis zone with at least 200 employees?**
- E. Does case study area include at least one major activity center that is regionally-significant, such as a regional mall, college campus, major job center, visitor venue, etc.?**

WHICH LOCATIONS DO YOU THINK SHOULD BE A2A CASE STUDY AREAS?

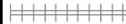




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Candidate Case Study Areas

-  Major Educational Facility
-  Study Areas
-  Activity Centers
-  Railroads
-  Expressways
-  North/South Corridors
-  East/West Corridors
-  Interstate Freeways
-  Study Area
-  Roads
-  County

ID	Study Areas
1	US78@SR124
2	US78@SR20
3	SR60@I-85
4	SR138@I-20
5	US78@SR316
6	SR316@SR11
7	SR316@SR20
8	US78@SR11
9	Pleasant Hill Rd@Club Dr
10	US78@SR15
11	US441@N of US10
12	SR124@Old Covington Rd
13	US129@Hog Mountain Rd
14	Jimmy Carter Blvd@Everest Trail
15	SR316@Drowning Creek
16	SR11@Bold Springs Rd
17	SR20@Mall of Georgia
18	US78@Atlanta Highway
19	SR316@Collins Hill Rd
20	US78@Stone Mt.

Source: Atlanta to Athens Connectivity and Mobility Study

Atlanta to Athens: Connectivity and Mobility Study

Draft Candidate Case Study Areas



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DISCUSSION ON CANDIDATE CASE STUDY AREAS



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NEXT STEPS

Kaycee Mertz – GDOT Project Manager



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Next Steps

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- **Prepare Existing Conditions Report**
- **Continue Future Conditions Analysis – Fall 2012**
 - ❖ **Study area**
 - ❖ **Corridor Level**
 - ❖ **Case study analysis** (collect traffic counts)
- **Present Future Conditions – Winter 2013***
- **Alternatives Evaluation – Late Spring 2013***
- **Recommendations – Late Summer 2013***

***opportunity for involvement**

For More Information

www.dot.ga.gov/AtlantatoAthens



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Atlanta-Athens Connectivity and Mobility Study

The Georgia DOT Office of Planning is conducting a study to evaluate and improve the transportation system in the Atlanta-Athens corridor, which encompasses portions of DeKalb, Gwinnett, Barrow, Walton, Oconee, Rockdale, Clarke, and Jackson Counties. GDOT will take a comprehensive look at the entire Atlanta-Athens Corridor, particularly focusing on travel patterns between these two metro areas, as well as various activity centers in between.

This study will also consider the impact of transportation on economic development and land development in the corridor. The final product of this study will be recommendations for improvements as well as strategies for maintaining the integrity of our transportation system.

Study Information

- ▶ [Fact Sheet](#) (.pdf, 482K) 1/5/12
- ▶ [Schedule](#) (.pdf, 10K) 1/5/12
- ▶ [Study Area Map](#) (.pdf, 323K) 1/5/12

Get Involved!

Input from local stakeholders and the public is a key factor in making this project a success. Opportunities for involvement will be posted on this website as updates become available. Check back regularly for updates on our progress and ways you can get involved.

Contact Information

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 - Environment Programs
 - Georgia Freight
 - Road Improvement
 - Safety Programs
- Studies
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 - Atlanta to Athens
 - Connect Central Georgia Study
 - Dahlonega/SR52 Subarea Study
 - I-75 Study
 - Managed Lanes
- Transportation Programs
- Public Information
- Public Private Partnerships



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For More Information

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THANK YOU FOR PARTICIPATING TODAY!