Multimodal Urban Growth Model

2018

ATLANTA'S TRANSPORTATION PLAN
The Access Strategy for Atlanta City Design

TABLE OF CONTENTS

Page

TABLE OF FIGURES

Page

INTRODUCTION

Atlanta's Transportation Plan is the access strategy for Atlanta City Design. The Plan is divided into a concise final report and a series of detailed technical appendices. The final report summarizes Atlanta's Transportation Plan in an easily digestible manner using infographics, maps, and images and is intended for the general public and elected officials. The technical memorandums are intended for planners, City staff, and implementation partners that require a higher level of detail.

As part of Atlanta's Transportation Plan, this technical appendix describes the detailed steps developed and applied to estimate how the City of Atlanta will help handle the expected growth within Atlanta's Transportation Plan (ATP) planning horizon, with the underlying assumption that there will not be significant automobile capacity added to the network to accommodate this growth. This process is intended to predict alternative mobility infrastructure needs and travel demand management incentives on a constrained network without significant capacity additions.

BACKGROUND

The Multimodal Urban Growth (MUG) Model was developed to predict the new trips generated from the anticipated growth of the City to 1.3 million residents and 1.2 million jobs. Additionally, the MUG Model will estimate what percentage of newly generated trips will not be accommodated by existing network capacity, and assist in the evaluation of potential non-driving travel demand strategies to handle the excess trips.

The MUG model has five basic steps, as described in detail in the sections below. The five steps are:

1. Define Travelsheds
2. Measure Available Car Capacity
3. Determine Desired Growth Within Each Travelshed
4. Determine Non-Driving Trip Demand
5. Calibrate Projects and Programs to Achieve Required Mode Split

Detailed output tables and screen shots of the Cube model road networks used in the analysis for each individual travelshed are included in the Appendices.

TRAVELSHEDS

The first step in the MUG Model subdivides the geography of the City into smaller units, referred to as *travelsheds*. Each travelshed is defined by a series of similar geospatial characteristics, such as land use, development density, and urban/suburban trip-making characteristics. A total of 11 distinct travelsheds were defined for this process, as described below. A map of the City travelsheds is shown in Figure 1.

The Georgia Department of Transportation (GDOT) provides a Geo Count web map showing 2015 annual average daily traffic (AADT) at each count location. GDOT also provides reference information indicating route identity and functional classification, annual statistics of counts (from 2006 to 2015), and the number of vehicle breakdowns. For this study, the 2015 AADT figures for each count location along a road segment in a Travelshed were extracted and compared with Atlanta Regional Commission (ARC) model volumes for 2015. Figure 2 shows the functional classification of roads within each travelshed. Figure 3 is an example screenshot showing how GDOT places pins at count locations and the pop-up window with AADT data used for this study.

FIGURE 1 MAP OF ATLANTA TRAVELSHEDS

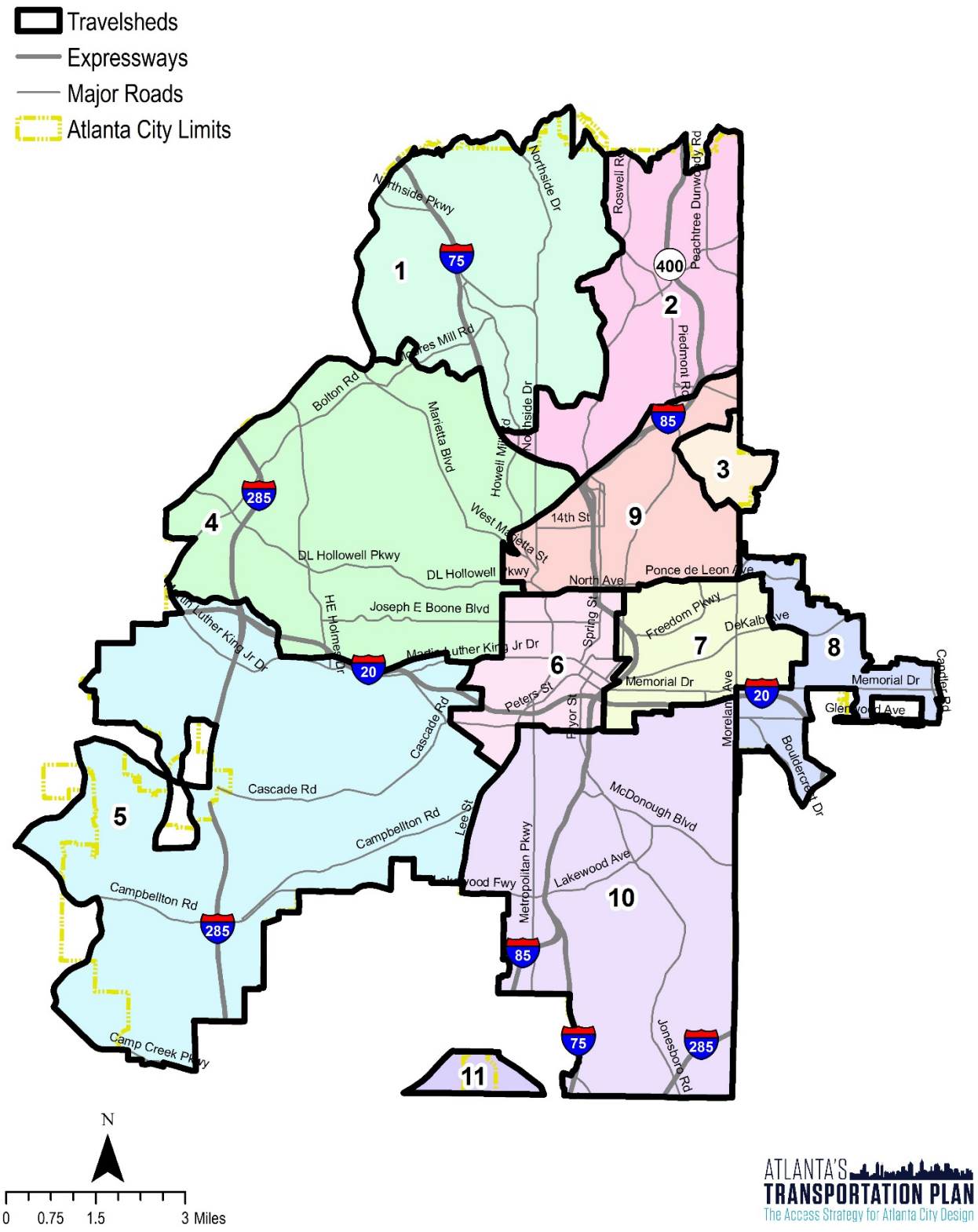


FIGURE 2 FUNCTIONAL CLASSIFICATION OF ROADS WITHIN TRAVELSHEDS

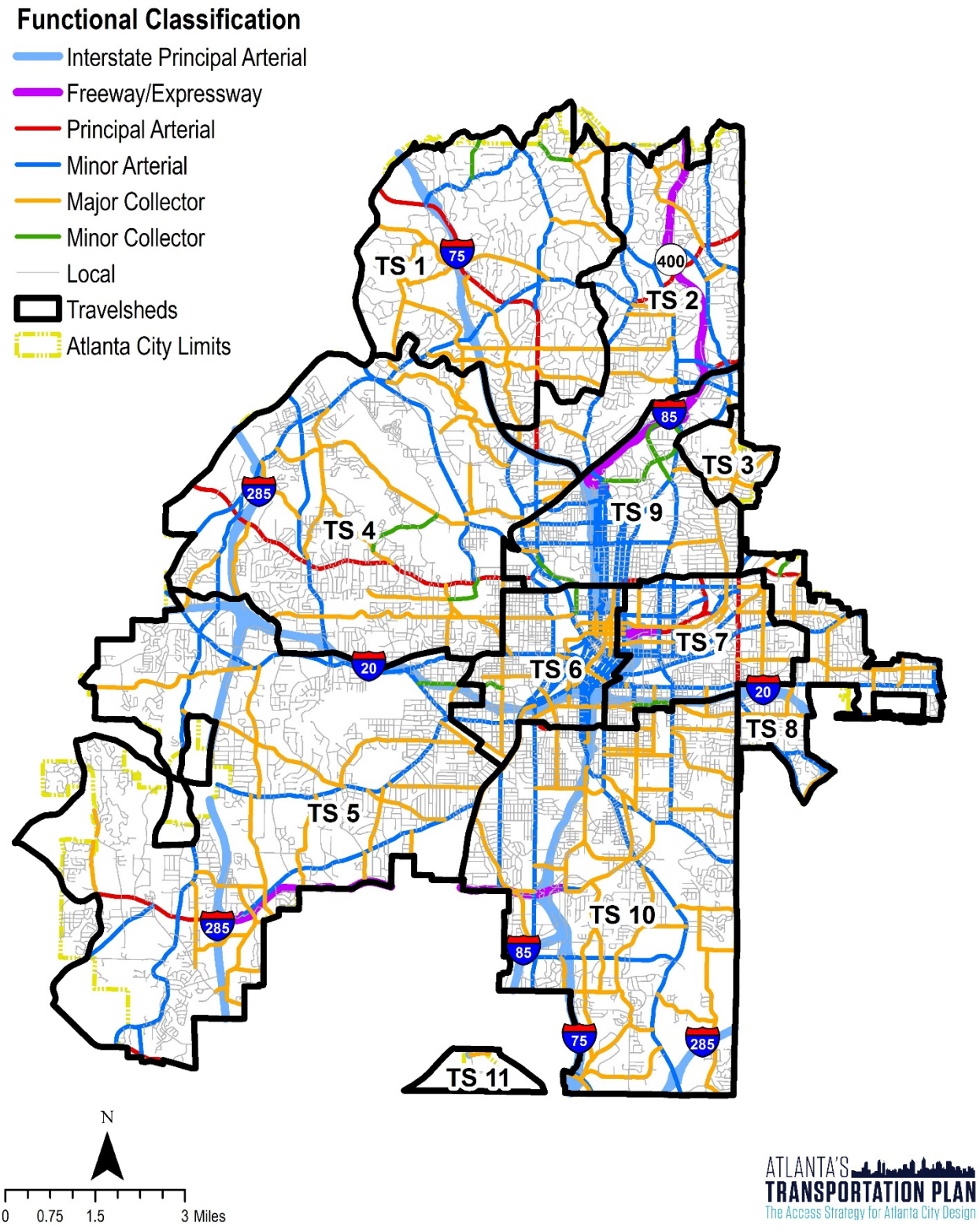
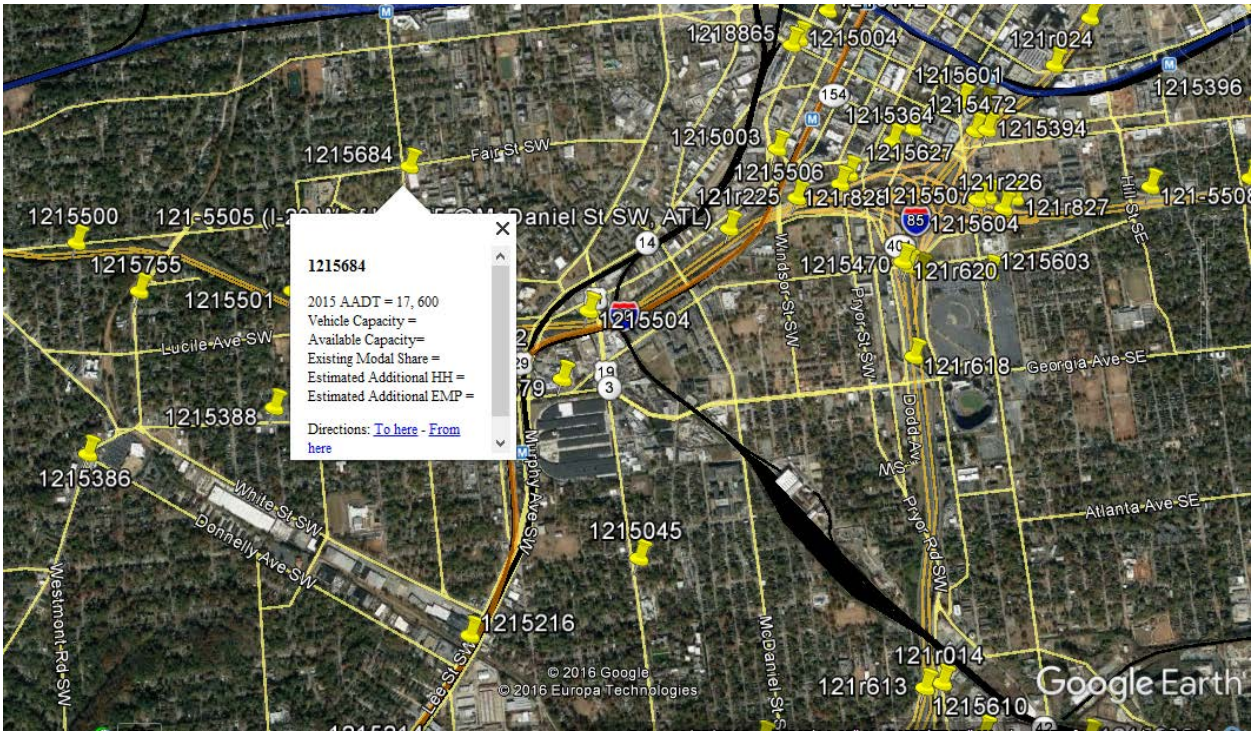


FIGURE 3 2015 AADT MAP BASED ON GDOT COUNT INFORMATION



The following sections describe the characteristics of each travelshed. The geographic location of each travelshed is shown in Figure 1 for reference.

TRAVELSHED 1 – BUCKHEAD WEST

Travelshed 1 represents the northwest region of Atlanta and the western part of Buckhead. The Chattahoochee River is at the west of Travelshed 1 separating it from Cobb County and Sandy Springs; Fulton County lies on the southern side. Travelshed 1 extends to Collier Road NW to the south and is bordered with Travelshed 2 along Peachtree Road NE, Andrews Drive NW, West Paces Ferry Road NW, Habersham Road NW, Powers Ferry Road NW, and Lake Forest Drive NE on the east side.

Major Roadway Facilities

The Interstate highway, I -75 (Horace E. Tate Freeway), crosses Travelshed 1 approximately along the North-South direction. Northside Parkway is an arterial road in Travelshed 1 that is functionally classified as a Principal Arterial-Other north of I-75; south of I-75, it is classified as an Urban Minor Arterial. Travelshed 1 also includes a segment of Peachtree Road NE which is classified as Principal Arterial-Other. Likewise, Northside Drive NW, Moores Mill Road NW, some segments of Mt. Paran Road NW, and a segment of West Paces Ferry Road NW represent the functional class of Urban Minor Arterial within this travelshed. There are a significant number of roads classified as Urban Major Collector and Urban Minor Collector, while the remaining roads are defined as local roads. Figure 2 depicts the functional classification of roads within the city's boundary. Most of the roads feature sidewalks along at least one side, with several having sidewalks on both sides. Most of the roads also have shared, exclusive left and right turn lanes as well as channelized right turn lanes. A few roads are provided with center turn lanes and medians. The majority of the roads in Travelshed 1 are bidirectional, with one travel lane in each direction; some road segments have a maximum number of lanes up to six. Traffic capacity varies based on the individual characteristics of each road segment.

Transit Facilities

Travelshed 1 is not served by Metropolitan Atlanta Rapid Transit Authority (MARTA) train services. However, commuters can access nearby MARTA train service in Travelshed 2, which is served by the Red Line and Gold Line. There are several MARTA bus routes along Northside Drive NW, Northside Parkway, Howell Mill Road, Peachtree Road, W. Wesley Road, and Roswell Road NE. Similarly, Cobb County Transit (CCT) also provides bus service to Travelshed 1 at some places.

Land Use

Travelshed 1 is considered an Urban land use type. Major parts of Travelshed 1 are occupied by residential areas. It is abundant with trees and vegetation. Several schools are in the travelshed, including North Atlanta High School, Lovett School, Pace Academy, Westminster Schools, and Morris Brandon Elementary School. Travelshed 1 also features several recreational facilities such as golf courses and parks, YMCA, and an entertainment center at the Chastain Amphitheatre. Commercial buildings host retail shops, restaurants, coffee shops, and

a supermarket and are mostly concentrated in the northwest section of the travelshed. Multiple large residential buildings and a health care center are located nearby, illustrating the mixed land use types present within the travelshed.

TRAVELSHED 2 – BUCKHEAD EAST

Travelshed 2 is the northeast region of Atlanta and the eastern part of Buckhead located in Fulton County, and extends south to the I-85 and I-75 bifurcation. It borders Travelshed 1 along Peachtree Road NE, Andrews Drive NW, West Paces Ferry Road NW, Habersham Road NW, Powers Ferry Road NW, and Lake Forest Drive NE on the west side.

Major Roadway Facilities

I-85 (Northeast Expressway), lies on the southern border of Travelshed 2, and is classified as an Urban Interstate highway. The Turner McDonald Parkway/ Hospitality Parkway is a major arterial road in Travelshed 2, and is functionally classified as Principal Arterial-Other Freeways and Expressways. Other main roads in Travelshed 2 are Roswell Road NE, Buford Highway NE, and Peachtree Road NE, which are also functionally classified as Principal Arterial-Others. Likewise, Piedmont Road NE, West Paces Ferry Road NW, Lenox Road NE, Peachtree Dunwoody Road, Roxboro Road NE, Lindbergh Road NE, and Sydney Marcus Boulevard represent the functional class of Urban Minor Arterial within this travelshed; a significant number of roads are classified as Urban Major Collector and Urban Minor Collector, and the remaining roads are local roads. Figure 2 depicts the functional classification of roads within the city's boundary. Most of the roads feature sidewalks either on both curbsides or only on one curbside. These roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes; a few roads are provided with center turn lanes and medians. The majority of the roads are bidirectional, with one travel lane in each direction. Excluding freeways and expressways, the road with the highest lane number has a maximum of eight lanes. Traffic capacity varies based on the individual characteristics of each road segment.

Transit Facilities

Travelshed 2 is served by MARTA's Red Line and Gold Line at Lindbergh Station (Red and Gold), Buckhead Station (Red), and Lenox Transit Station (Gold). The Peachtree Transit Station in Travelshed 2 serves Amtrak's passenger train service. Several MARTA bus routes operate along Buford Highway, Piedmont Road NE, Lenox Road NE, Roswell Road NE, and Peachtree Road NE, and a free shuttle service known as Buc Ride operates within the travelshed. The Buc Ride features two routes (Piedmont Lenox and Lenox Park) that connect local office buildings, transit stops, and retail shopping destinations.

Land Use

The land use in Travelshed 2 is primarily urban, and consists of both residential and commercial areas. The commercial areas are concentrated around Peachtree Transit Station, Lindbergh

Center Transit Station, and Buckhead Station. Large areas along Peachtree Road NE and Piedmont Road NE and significant portions of Roswell Road NW and Lenox Road NE are occupied by commercial uses including plazas, restaurants, retail and supermarkets. Residential development is comprised of single-family houses, condominiums, and apartment buildings. Several parks and golf clubs are located within this travelshed, but there are few schools and medical services.

TRAVELSHED 3 – NORTHEAST ATLANTA

Travelshed 3 is in Fulton County, and is surrounded by Travelshed 9 to the west, north, and south.

Major Roadway Facilities

Cheshire Bridge Road NE and Piedmont Avenue NE are major arterial roads in Travelshed 3, and both are functionally classified as Urban Minor Arterial. Other main roads in this travelshed are Rock Springs Road NE, Lenox Road NE, and N Highland Avenue NE, which are functionally classified as Urban Major Collector; the remaining roads are classified as Urban Minor Collector and Urban Local. Figure 2 depicts the functional classification of road within the city's boundary. Most of the roads feature sidewalks either on both curbsides or only on one curbside. These roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes; a few roads are provided with center turn lanes. Almost all of the roads are bidirectional with one travel lane in each direction, except for Cheshire Bridge Road NE which has two lanes in each direction.

Transit Facilities

Travelshed 3 is not served by MARTA rail service and contains no major transit stations. Several MARTA bus routes operate along Cheshire Bridge Road NE, E Rock Springs Road NE, and Johnson Road NE.

Land Use

Travelshed 3 is predominated by suburban residential neighborhoods. There are commercial areas along Cheshire Bridge Road NE, and several parks are also located within the travelshed.

TRAVELSHED 4 – NORTHWEST ATLANTA

Travelshed 4 represents the western region of Atlanta and is located inside Fulton County. Cobb County borders Travelshed 4 to the west, and is separated by the Chattahoochee River; I-20 runs approximately along the southern border.

Major Roadway Facilities

Travelshed 4 is served by three Interstate highways: I-285 (The Perimeter/James E Billy McKinney Highway), I-20 (Ralph David Abernathy Freeway/West Expressway), and I-75 (Horace E Tate Freeway). The Donald Lee Hollowell Parkway NW and Northside Drive NW are major arterial roads in Travelshed 4 which are functionally classified as Urban Principle Arterial-Other. Other main roads in this travelshed are Marietta Boulevard NW, Bolton Road NW, Moores Mill Road NW, a segment of W Marietta Street NW, Fulton Industrial Boulevard NW, Martin Luther King Jr. Drive SW, Hamilton E Holmes Drive NW, Howell Mill Road NW, 17th Street NW east of Northside Drive NW, and James Jackson Parkway; these roadways represent the Urban Minor Arterials in the travelshed. A significant number of roads are classified as Urban Major Collector and Urban Minor Collector, and the remaining roads are local roads. Figure 2 depicts the functional classification of road within the city's boundary. Most of the roads feature sidewalks either on both curbsides or only on one curbside. These roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes. A few roads are provided with center turn lanes and medians. The majority of the roads are bidirectional with one travel lane in each direction.

Transit Facilities

Travelshed 4 is served by MARTA's Green Line and Blue Line at the Ashby Station (Green and Blue), Bankhead Station (Green Line), and West Lake Station. Several MARTA bus routes operate along Hamilton E Holmes Drive, M.L.K. Jr. Boulevard, Donald Lee Hollowell Parkway, Marietta Street, Howell Mill Road, Bolton Road NW, and surrounding areas near Fulton County Airport Brown Field, James Jackson Parkway, Hollywood Road NW, Perry Boulevard, Johnson Road, Chattahoochee Avenue, Marietta Boulevard, Defoors Ferry Road, Joseph E Boone Boulevard, and W Lake Avenue. Similarly, two Cobb Linc routes provide service to Hamilton E Holmes Transit Station. The travelshed also contains several rail yards for freight train service.

Land Use

Travelshed 4 land use is partly residential and partly commercial, with the commercial areas concentrated around the eastern side near Travelshed 6 and on the northern side along Marietta Boulevard NW. The Atlanta Industrial Park is located on the west side of Travelshed 4, as is the Airport field. Additionally, there are several parks, a cemetery, a recreation center, and several schools and colleges located throughout the travelshed. The rail yards: CSX-Tilford Yard and NS-Inman Yard also occupy significant areas of land in this travelshed.

TRAVELSHED 5 – SOUTHWEST ATLANTA

Travelshed 5 encompasses the southwest portion of Atlanta completely embedded inside Fulton County. It borders Travelshed 4 to the north and Travelsheds 6 and 10 to the east.

Major Roadway Facilities

Travelshed 5 is served by two Interstate highways: I-285 (The Perimeter/Bob A Holmes Freeway) and I-20 (Ralph David Abernathy Freeway), which are classified as Urban Interstate highways. Langford Parkway is functionally classified as Urban Principal Arterial-Other Freeways and Expressways. Campbellton Road SW (west of I-285) and Camp Creek Parkway SW are functionally classified as Urban Principle Arterial-Other. Other main roads in this travelshed are Cascade Road SW, Cascade Avenue SW, Campbellton Road SW (east of I-285), Peyton Road SW, Continental Colony Parkway, Fairburn Road SW, Ralph David Abernathy Road SW, M.L.K. Jr Drive SW, and Lee Street SW, which are classified as Urban Minor Arterial roads. There are a significant number of roads classified as Urban Major Collector and Urban Minor Collector, and the remaining roads are local roads. Figure 2 depicts the functional classification of roads within the city's boundary. Most of the roads feature sidewalks either on both curbsides or only on one curbside. These roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes. A few roads are provided with center turn lanes and medians. The majority of the roads are bidirectional with one travel lane in each direction.

Transit Facilities

Travelshed 5 is served by MARTA's Red Line and Gold Lines at Oakland City and Lakewood/Fort McPherson and MARTA's Blue Line at West Lake and Hamilton E Holmes. Numerous MARTA bus routes operate inside this travelshed along Campbellton Road, Langford Parkway, Camp Creek Parkway, Cascade Road, Cascade Avenue, and Fairburn Road.

Land Use

The predominant land use in Travelshed 5 is residential housing. Most of the commercial areas are situated along the corridor of Campbellton Road SW, Cascade Avenue SW, and Cascade Road SW, as well as in the surrounding area near Hamilton E Holmes Transit Station. There are some commercial areas in the east side bordering Travelshed 10. The travelshed contains several parks, a nature reserve, a cemetery, a golf course, and several schools.

TRAVELSHED 6 – CENTRAL BUSINESS DISTRICT

Travelshed 6 is the core Central Business District of Atlanta and includes downtown. It is surrounded by Travelshed 9 on the north side, Travelshed 10 on the south side, Travelsheds 4 and 5 on the west side and Travelshed 7 on the east side separated by I-85/I-75.

Major Roadway Facilities

Travelshed 6 is served by two Interstate highways: I-85 and I-75 (Downtown Connector) which bifurcates into I-75 and I-85 at the border with Travelshed 2. Similarly, I-20 (Ralph David Abernathy Freeway/West Expressway) crosses the travelshed's southern boundary. These

highways are functionally classified as Urban Interstate highways. Northside Drive NW and North Avenue NW are functionally classified as Urban Principal Arterial-Other. Other main roads in this travelshed are Ralph David Abernathy Boulevard SW, W Whitehall Street SW, Centennial Olympic Park Drive, Peters Street SW, Spring Street NW (Ted Turner Drive), M.L.K. Jr. Drive SW, Trinity Avenue SW, Memorial Drive SW, Peachtree Street SW, Pryor Street SW, Central Avenue SW, Washington Street SW, Piedmont Avenue SE, Marietta Street NW, Edgewood Avenue SE, Decatur Street SE, Auburn Avenue NE, Ralph McGill Boulevard NE, and Courtland Street SE, which are classified as Urban Minor Arterial roads. The travelshed also includes roads classified as Urban Major Collector, Urban Minor Collector, and local roads. Figure 2 depicts the functional classification of roads within the city's boundary. Most of the roads feature sidewalks either on both curbsides or only on one curbside. These roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes. Few roads are provided with center turn lanes and medians. The majority of the roads are bidirectional with a travel lane in each direction. However, there are several one- way streets especially in the downtown area.

Transit Facilities

Travelshed 6 is served by all four MARTA rail lines, and there are eight MARTA train stations located in the travelshed: Ashby, Vine City, Dome/GWCC/Phillips Arena/CNN Center, Georgia State, Five Points, Garnett, Peachtree Center, and Civic Center. The City of Atlanta also operates the Atlanta Streetcar from Centennial Olympic Park along Edgewood Avenue and Auburn Avenue to the King Historic District in Travelshed 7; there are 10 streetcar stops within Travelshed 6. Additionally, multiple MARTA bus routes operate in the travelshed, connecting the travelshed with external neighborhoods and employment districts. The downtown area is also connected with other regional transit services such as Gwinnett County Transit (GCT) and Cobb Community Transit (CCT), also known as CobbLinc.

Land Use

Downtown Atlanta comprises a large portion of Travelshed 6, including large commercial buildings, shopping complexes, office buildings, and other commercial areas. The western region is predominantly occupied with suburban-style residential areas and features several parks, schools, and universities.

TRAVELSHED 7 – CITY EAST

Travelshed 7 lies just east of downtown Atlanta with its eastern portion extending into DeKalb County. It is bordered by Travelshed 9 on the north side, Travelshed 10 on the south side and Travelshed 8 on the west side.

Major Roadway Facilities

Travelshed 7 is served by three Interstate highways: I-85 and I-75 (Downtown Connector), which bifurcates into I-75 and I-85 at the border with Travelshed 2, and by I-20 on the south

side. These highways are functionally classified as Urban Interstate highways. In this travelshed, a segment of the Freedom Parkway NE west of Boulevard NE is functionally classified as Urban Principal Arterial-Other Freeways and Expressways and a segment of the Freedom Parkway NE east of Boulevard NE, Moreland Avenue NE, North Avenue NE and Ponce De Leon Avenue NE are functionally classified as Urban Principal Arterial-Other. Other main roads in this travelshed are Memorial Drive SE, Decatur Street SE, DeKalb Avenue NE, Boulevard NE, Boulevard SE, Edgewood Avenue SE, Glen Iris Drive NE, Ralph McGill Boulevard NE, Piedmont Avenue NE, Martin Luther King Drive SE, Auburn Avenue NE, Randolph Street NE, East Freedom Parkway NE and Euclid Avenue NE, which are classified as Urban Minor Arterial roads. The travelshed also includes roads classified as Urban Major Collector and Urban Minor Collector. Figure 2 depicts the functional classification of roads within the city's boundary. Most of the roads are provided with sidewalks either on both curbsides or only on one curbside. These roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes. Few roads are provided with center turn lanes and medians. The majority of the roads are bidirectional with one travel lane in each direction, although some streets are one-way.

Transit Facilities

Travelshed 7 is served by MARTA's Blue Line and Green Line, and there are three MARTA train stations located in the travelshed: King Memorial, Inman Park/Reynoldstown, and Edgewood/Candler Park. It is also close to the Civic Center and North Avenue stations on the Red Line and Gold Line. The Atlanta Streetcar also has two stops at King Historic District and Edgewood at Hilliard within Travelshed 7. Multiple MARTA bus routes operate along Boulevard NE, John Wesley Dobbs Avenue, Randolph Street, Memorial Drive, and Ralph McGill Boulevard.

Land Use

Travelshed 7 consists of both residential and commercial areas. The western part near the downtown area is primarily dense commercial buildings, while the eastern part in DeKalb County comprises mostly residential areas, including parks, a cemetery, a library, and museum.

TRAVELSHED 8 – ATLANTA-DEKALB

Travelshed 8 lies in the eastern part of Atlanta and is bordered by Travelshed 7 on the west side. Travelshed 8 is located in DeKalb County.

Major Roadway Facilities

The southwestern section of Travelshed 8 is served by I-20, which is functionally classified as an Urban Interstate highway. Ponce De Leon Avenue NE and Briarcliff Road NE in Travelshed 8 are classified as Urban Principal Arterials-Other. The other main roads in the travelshed are Memorial Drive SE, DeKalb Avenue NE, Flat Shoals Avenue SE, Glenwood Avenue east of I-20

and Candler Road SE, which are classified as Urban Minor Arterial roads. Other roads in the travelshed are classified as Urban Major Collector, Urban Minor Collector, and local roads. Figure 2 depicts the functional classification of roads within the city's boundary. Most of the roads feature sidewalks either on both curbsides or only on one curbside. These roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes. A few roads are provided with center turn lanes and medians. The majority of the roads are bidirectional with one travel lane in each direction.

Transit Facilities

Travelshed 8 is served by MARTA's Blue Line and the East Lake station is located in the travelshed. Multiple MARTA bus routes operate along Briarcliff Road, Ponce De Leon Avenue, Memorial Drive, Glenwood Avenue, Candler Road, Flat Shoals Avenue and 2nd Avenue.

Land Use

Travelshed 8 is primarily suburban land use type. It consists of both residential and commercial areas but residential land use is predominant. The travelshed also includes parks, a golf club, and several schools.

TRAVELSHED 9 - MIDTOWN

Travelshed 9 represents the Midtown area of Atlanta, and includes the Georgia Institute of Technology (Georgia Tech). It is bordered by Travelsheds 6 and 7 on the south side, Travelshed 4 on the west side, Travelshed 2 on the north side and Travelsheds 3 and 8 on the northeast and east side, respectively.

Major Roadway Facilities

Travelshed 9 is served by two Interstate highways: I-85 and I-75 (Downtown Connector) which bifurcates into I-75 and I-85 at the border with Travelshed 2. Buford Highway in Travelshed 9 is classified as Urban Principle Arterial – Other Freeways and Expressways. Northside Drive NW, North Avenue NE, and Ponce De Leon Avenue NE are classified as Urban Principal Arterials-Other. The other main roads in this travelshed are Donald Lee Hollowell Parkway NW, 14th Street NW, 10th Street NW, Marietta Street NW, Marietta Boulevard NW, 17th Street NW, Williams Street NW, Spring Street NW, W. Peachtree Street NW, Peachtree Street NE, Juniper Street NE, Piedmont Avenue NE, Monroe Drive NE, Cheshire Bridge Road NE, Howell Mill Road, Lindbergh Drive NE and Lavista Road NE, which are classified as Urban Minor Arterial roads. Other roads in the travelshed are classified as Urban Major Collector, Urban Minor Collector, and local roads. Figure 2 depicts the functional classification of roads within the city's boundary. Most of the roads feature sidewalks either on both curbsides or only on one curbside. These roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes. Few roads are provided with center turn lanes and medians. The majority of the

roads are bidirectional with one travel lane in each direction, although some streets are one-way.

Transit Facilities

Travelshed 9 is served by MARTA's Red Line and Gold Line, and there are three MARTA rail stations in the travelshed: North Avenue, Midtown, and Arts Center. Similarly, Amtrak's Peachtree Station also lies just north of Travelshed 9 in Travelshed 2. Multiple MARTA bus routes operate along most of the road segments in Travelshed 9.

Land Use

Travelshed 9 is comprised of both urban and suburban land uses types and large portions of land within Travelshed 9 to the west of I-75/I-85 is occupied by Georgia Tech. The Midtown area is largely occupied by commercial areas, office buildings and transit centers. The remaining portion of the travelshed is mostly occupied by residential areas, including schools, parks, and nature reserves.

TRAVELSHED 10 – SOUTHEAST ATLANTA

Travelshed 10 represents southeastern Atlanta and is bordered by Travelsheds 6 and 7 on the north side and Travelshed 5 on the west side.

Major Roadway Facilities

Travelshed 10 is served by two Interstate highways: I-85 and I-75 (Downtown Connector) which bifurcates into I-75 and I-85 at the border with Travelshed 2. In Travelshed 10, the Arthur B. Langford Jr. Parkway represents the functional class of Principal Arterial-Other Freeways and Expressways. Similarly, Moreland Avenue SE and Ralph David Abernathy Boulevard SW are classified as Urban Principal Arterials-Other. The other main roads in this travelshed are Sylvan Road SW, Metropolitan Parkway SW, Lakewood Avenue SW, Jonesboro Road SE, McDonough Boulevard SE, Boulevard SE, Hank Aaron Drive SE, a segment of Ridge Avenue SW, a segment of Ralph David Abernathy Boulevard just west of Hank Aaron Drive SE, Weyman Avenue SW, a segment of Pryor Road SW, Cleveland Avenue SW, Crown Road SE, and a segment of Arthur Langford Jr. Parkway, which are classified as Urban Minor Arterial roads. Other roads in the travelshed are classified as Urban Major Collector, Urban Minor Collector, and local roads. Figure 2 depicts the functional classification of roads within the city's boundary. Most of the roads are provided with sidewalks either on both curbsides or only on one curbside. These roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes. Few roads are provided with center turn lanes and medians. The majority of the roads are bidirectional with one travel lane in each direction, although some streets are one-way.

Transit Facilities

Travelshed 10 includes MARTA train routes: Red Line and Gold Line. There are three MARTA train stations along these lines serving Travelshed 10: West End Station (sharing with Travelshed 6), Oakland City Transit Station (sharing with Travelshed 5) and, Lakewood-Fort McPherson Transit Station (sharing with Travelshed 5). There are extensive networks of MARTA bus routes along most of the road segments such as Sylvan Road, Metropolitan Parkway, Dogwood Drive, Cleveland Avenue SW, Lakewood Avenue, University Avenue, McDonough Blvd, Moreland Avenue, E Confederate Avenue, Hank Aaron Blvd, Pryor Road, Ralph David Abernathy Blvd, Langford Jr. Parkway, etc. in Travelshed 10.

Land Use

Travelshed 10 is comprised of the suburban land use type. The distribution of residential areas and commercial areas are random inside this travelshed. Most of the area of Travelshed 10 appears green due to the presence of trees and vegetation. There are schools, parks, a cemetery and nature reserves in this travelshed.

TRAVELSHED 11 - AIRPORT

Travelshed 11 is in southern Atlanta and includes Hartsfield Jackson Atlanta International Airport.

Major Roadway Facilities

Travelshed 11 lies just west of I-85, and there are no arterial roads inside the travelshed. The main roads are Virginia Avenue, Airport Loop Road and N. Outer Loop Road, which are classified as Urban Major Collector roads; the remaining roads are local roads. Figure 2 depicts the functional classification of roads within the city's boundary. Most of the roads are not provided with curbed sidewalks. The roads have shared, exclusive left and right turn lanes as well as channelized right turn lanes. Some roads are provided with center turn lanes and medians. The roads are provided either with two lanes with one lane each way or four lanes with two lanes each way.

Transit Facilities

Travelshed 11 is served by MARTA's Red Line and Gold Line at the Airport station. The Atlanta Sky Train provides internal service for passengers at Hartsfield Jackson International Atlanta International Airport. MARTA also operates bus service along Virginia Avenue inside the travelshed. Greyhound operates the Flightlink, which provides bus service to the airport. There are also shared ride shuttle services to and from the airport.

Land Use

Almost all the land inside this travelshed is developed and occupied with buildings, roads and parking lots. Most of the land use in the travelshed is associated with the airport.

CAPACITY ANALYSIS

To determine available vehicle capacity on Atlanta's non-interstate roadways, an analysis of the volume-to-capacity ratio for roadway facilities was completed within each respective travelshed. This section provides the methodology for this portion of the analysis.

For this study, a sub area extraction for each travelshed was performed on the provided Atlanta Regional Commission (ARC) model highway network. It was based on each travelshed district, which were described in Section 1 of this document. These travelsheds represent the Buckhead West region, Buckhead East region, North West Atlanta, Midtown, North East Atlanta, Central Business District, City East, Atlanta DeKalb, South West Atlanta, South East Atlanta, and Airport. The estimation of total daily link capacity was calculated using the following equation:

Total Daily Link Capacity = (ARC Peak Hour Link Capacity)/ 0.1

The link capacities and volumes were aggregated for all links in each travelshed. These capacities and volumes are based on model link volumes and model link capacities. These model link volumes and model link capacities were compared with observed volumes and estimated capacities computed based on the inventory of each roadway segment. The inventory was done for roads included in each travelshed to list the geometric properties of the segments such as number of lanes, presence of one way or two-way road segments, presence of turn lanes, presence of medians, etc. The capacities of the road segments were determined based on these geometric characteristics collected from the inventory. The detailed explanation about how the inventory was done and how the capacities were assigned are described in Section 2.2.

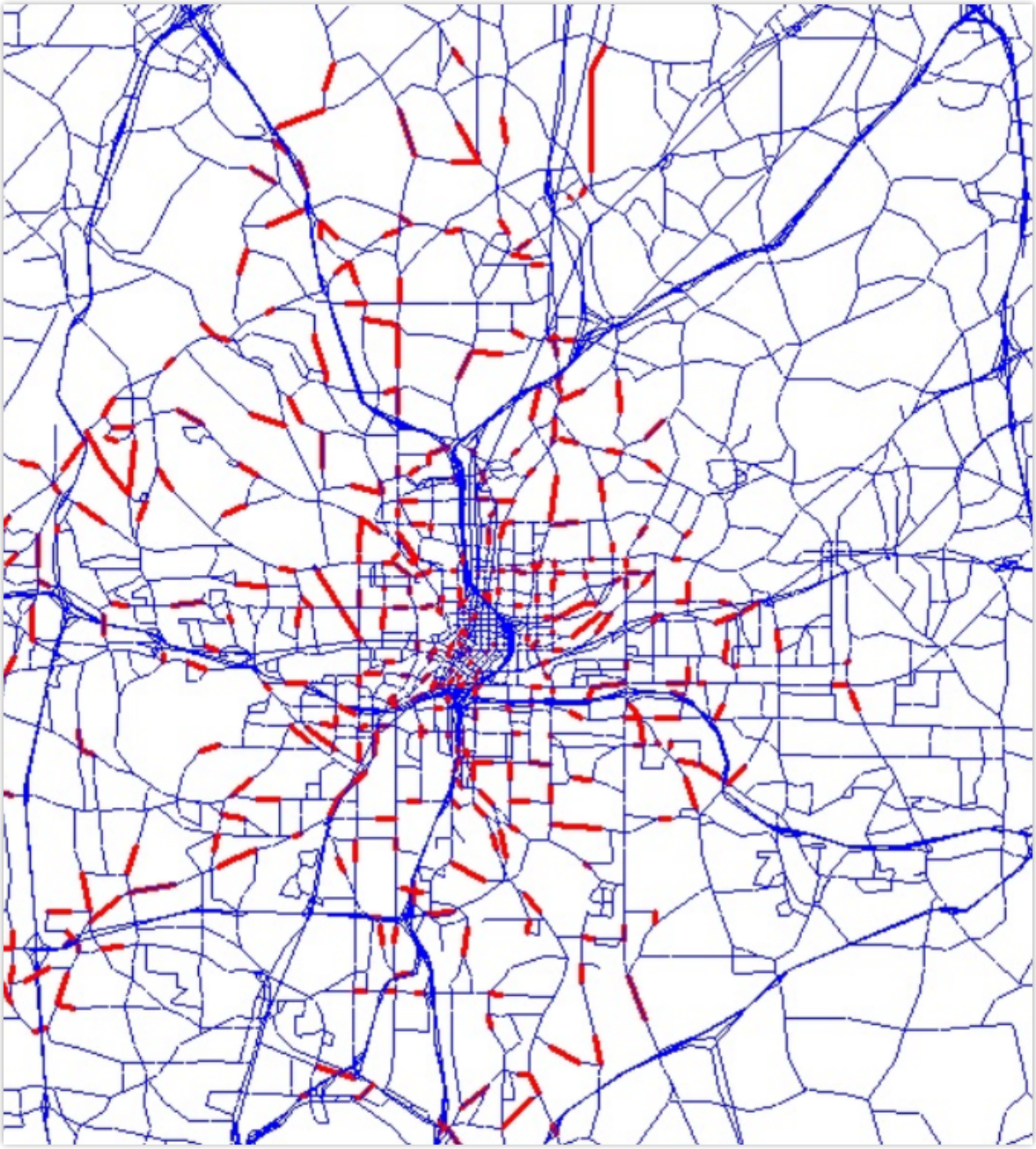
It is important to note that the MUG Model process does not consider the available capacity on the freeway links. This is based on the assumption that the freeway capacity will be filled in the future with other regional trips outside of the City limits (i.e., External-External trips) that are independent of this study's growth assumptions.

COMPARISON OF MODEL VOLUMES AND GDOT AADT DATA

The latest available AADT data (2015) from GDOT's Geo Count web map were entered in the ARC model and the model link volumes for 2015 were compared to the real counts from 2015 at relevant count locations. With the exception of a few links on arterials such as Marietta Street, Peachtree Street, and North Avenue, the discrepancies between the 2015 GDOT counts and 2015 model volumes were observed primarily around HOV ramps and on lower volume, lower functional class roadways and around the city center where numerous parallel routes lead to differences between observed counts and simulated volumes. This is typical of regional planning models, and therefore, no post-processing adjustments were made to the model link

volumes to account for these differences. Figure 4 illustrates the locations where counts deviate model volumes by more than 20%. Tables comparing model volumes to observed counts are included in Appendix A.

FIGURE 4 LOCATIONS WHERE COUNTS DEVIATE MODEL VOLUME BY MORE THAN 20%



INVENTORY AND INVENTORY BASED CAPACITY ESTIMATION

An inventory was completed for all of the roads in the Cube travel demand model in each travelshed. The following information was collected using Google Earth:

1. Number of lanes
2. Presence/absence of medians
3. Presence/absence of two-way turn lanes (TWTL)
4. Presence/absence of auxiliary lanes
5. Degree of access the segment provides
6. Presence/absence of sidewalk
7. Presence/absence of one way
8. Presence/absence of intersection turn lanes

Utilizing the collected information of roadway geometric characteristics, the capacities of each road segment were estimated for each travelshed. The criteria for the capacity estimation are shown in Figure 5. Travelshed 2 and Travelshed 6 were considered Urban area for the estimation of capacities, as they encompass Buckhead and the CBD. Travelshed 9 was considered Urban and Suburban, given the extent of the Midtown area within the travelshed. The remaining travelsheds were treated as Suburban areas for the capacity estimation. A comparison was conducted between the estimated capacity based on the roadway inventory versus the ARC model capacity. The review indicated that the ARC model capacities were consistent or slightly higher than the estimated capacities from the roadway inventory; therefore, only a minimal number of ARC capacity values were overridden based on the inventory and estimated capacities. The detailed inventory is included in Appendix B.

SEGMENTS WITH DEMAND EXCEEDING CAPACITY

This study identified the road segments that will have excess capacity under the forecasted traffic volume in the year 2040. The analysis results are based on the base year 2040 ARC forecast, and not the increased employment/household scenario the City is evaluating. The additional trips were calculated using the excess employment and households in each travelshed and the base 2040 ARC person-trip rates and modal shares. These trips were then added to the base 2040 ARC volumes by increasing the travelshed volumes by the same percentage as the increase in trips in each travelshed. The excess trips for each travelshed was calculated as a function of the revised v/c ratio for each travelshed and represent the trips that cannot be accommodated by future highway capacity and will need to be served by other modes.

FIGURE 5 CAPACITY ESTIMATION CRITERIA FOR TWO-WAY ROADS

Condition	Lanes	Suburban Capacity	Urban Area Adjustment	Urban Capacity
No TL	2	14800	0.9200	13616
Intersection TL	2	16800	0.9200	15456
TWTL	2	18800	0.9200	17296
Auxiliary	2	15540	0.9200	14297
Median	2	17640	0.9200	16229
Median + Aux	2	18480	0.9200	17002
TWTL + Aux	2	19740	0.9200	18161
No TL	4	22200	0.9200	20424
Intersection TL	4	33600	0.9200	30912
TWTL	4	37600	0.9200	34592
Auxiliary	4	23310	0.9200	21445
Median	4	35280	0.9200	32458
Median + Aux	4	36960	0.9200	34003
TWTL + Aux	4	39480	0.9200	36322
No TL	6	37000	0.9200	34040
Intersection TL	6	50400	0.9200	46368
TWTL	6	56400	0.9200	51888
Auxiliary	6	38850	0.9200	35742
Median	6	52920	0.9200	48686
Median + Aux	6	55440	0.9200	51005
TWTL + Aux	6	59220	0.9200	54482

FIGURE 6 CAPACITY ESTIMATION CRITERIA FOR ONE-WAY ROADS

Condition	Lanes	Suburban Capacity	Urban Area Adjustment	Urban Capacity
No TL	2	21,168	0.92	19,475
Intersection TL	2	22,176	0.92	20,402
No TL	3	31,752	0.92	29,212
Intersection TL	3	33,264	0.92	30,603
No TL	4	42,336	0.92	38,949
Intersection TL	4	44,352	0.92	40,804

Based on the link volumes and link capacities, the ARC model was used to identify the roadway segments expected to have demand in the future that exceeds the available road capacity. A ratio of volume to capacity exceeding 1 means that demand exceeds supply. These are presented in Figures 7 through Figure 15. The red marked segments represent those segments expected to have demand exceeding capacity. Demand does not exceed capacity in 2040 on the arterials, collectors, and local road segments in Travelshed 11. The names and extent of such overcapacity segments are included in the Appendix C. Road Segments Where Demand is Expected to Exceed Capacity in 20400.

FIGURE 7 ARC MODEL 2040 -TRAVELSHED 1

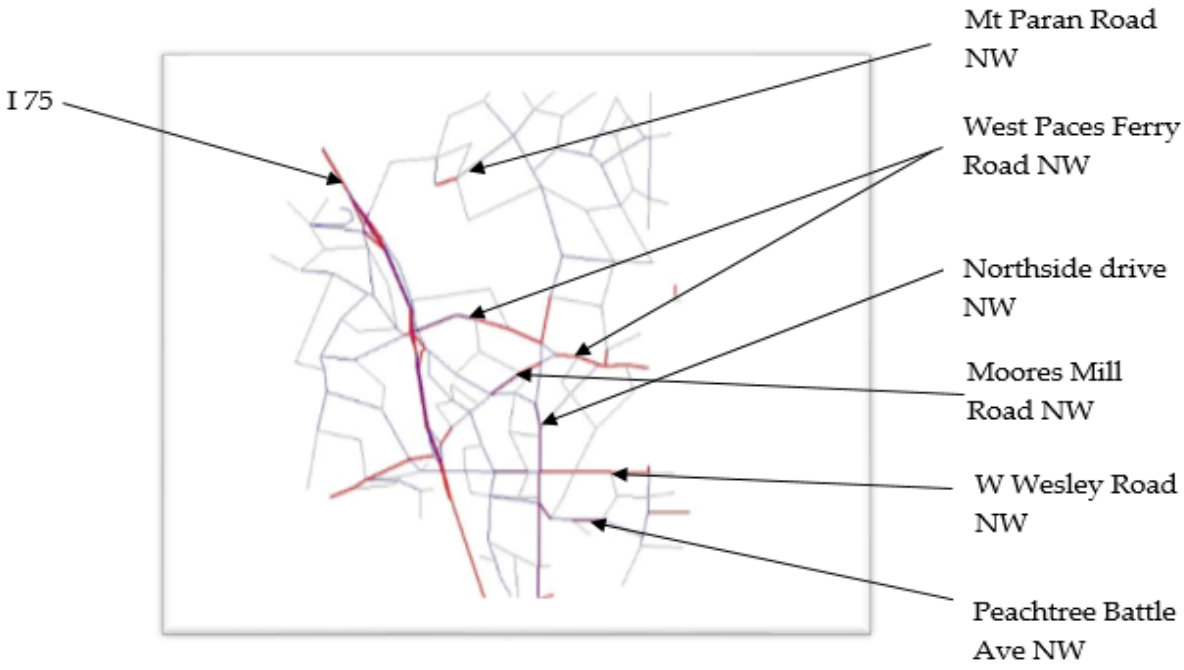


FIGURE 8 ARC MODEL 2040 -TRAVELSHED 2

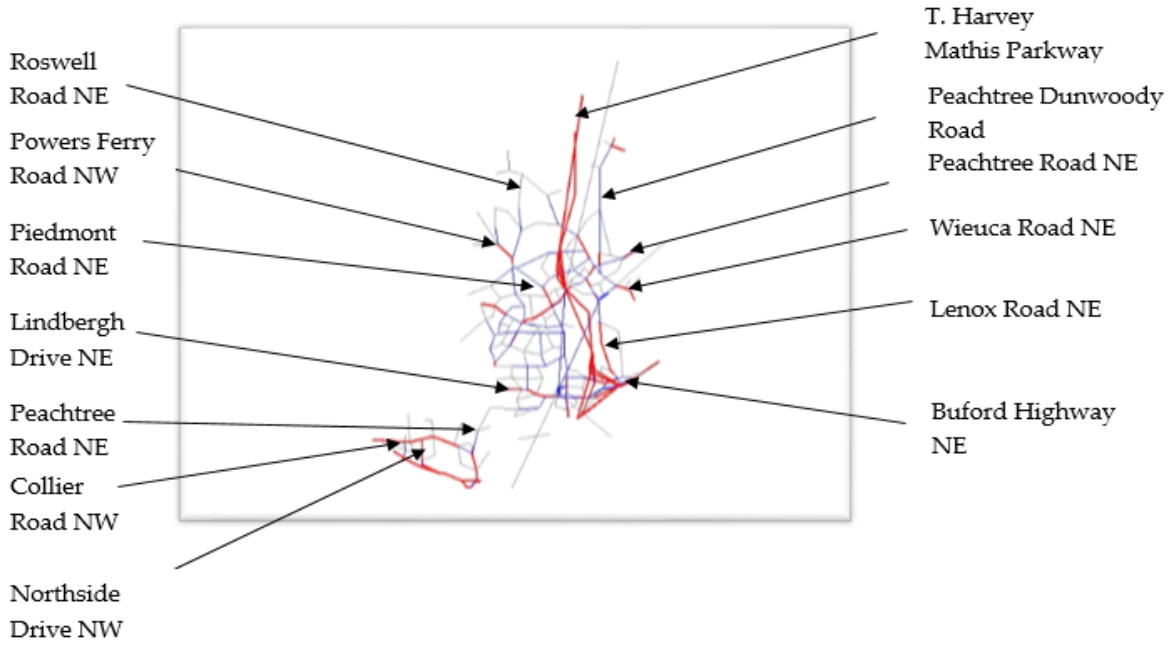


FIGURE 9 ARC MODEL 2040 -TRAVELSHED 3

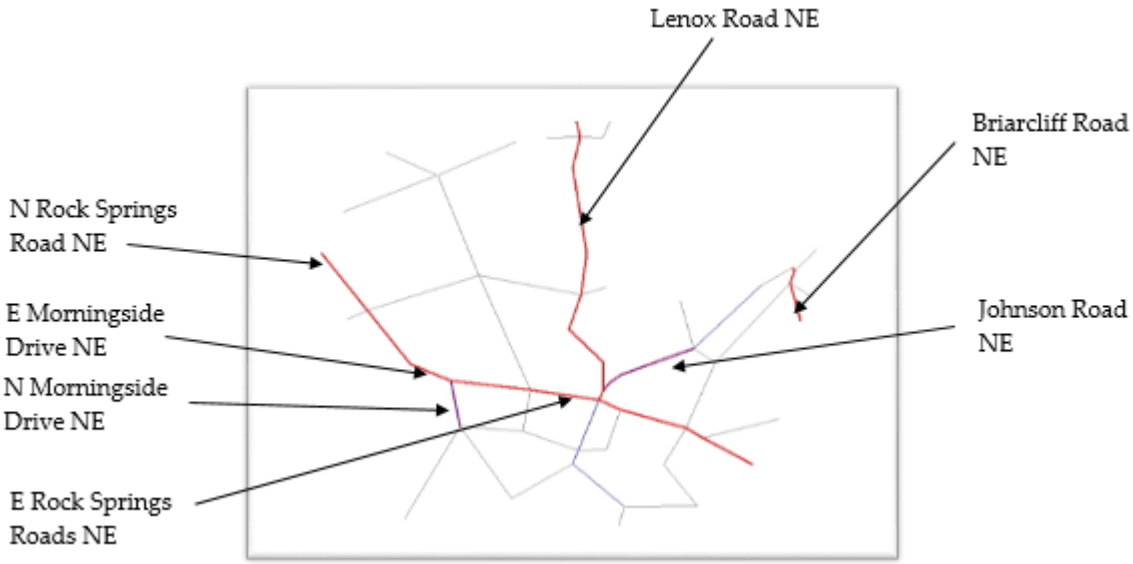


FIGURE 10 ARC MODEL 2040 -TRAVELSHED 4

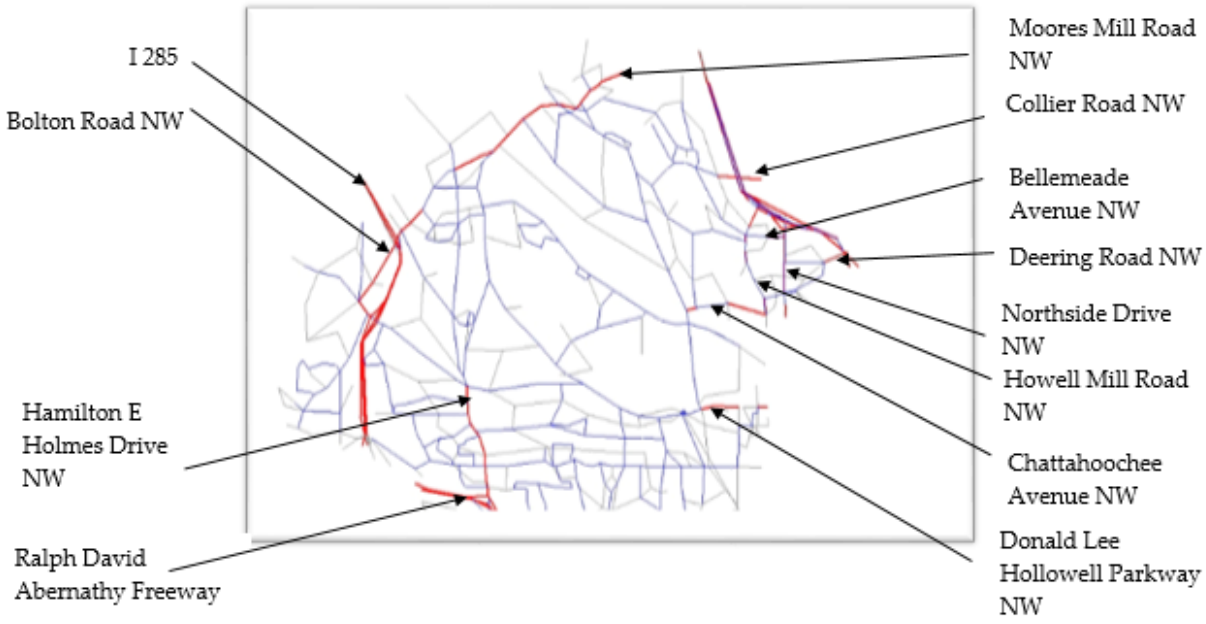


FIGURE 11 ARC MODEL 2040 -TRAVELSHED 5

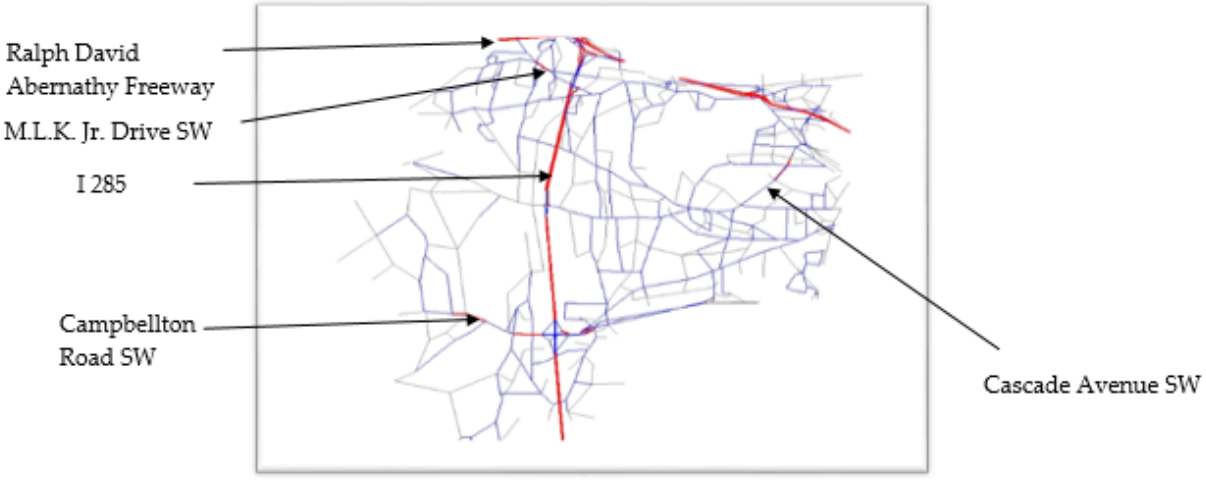


FIGURE 12 ARC MODEL 2040 -TRAVELSHED 6

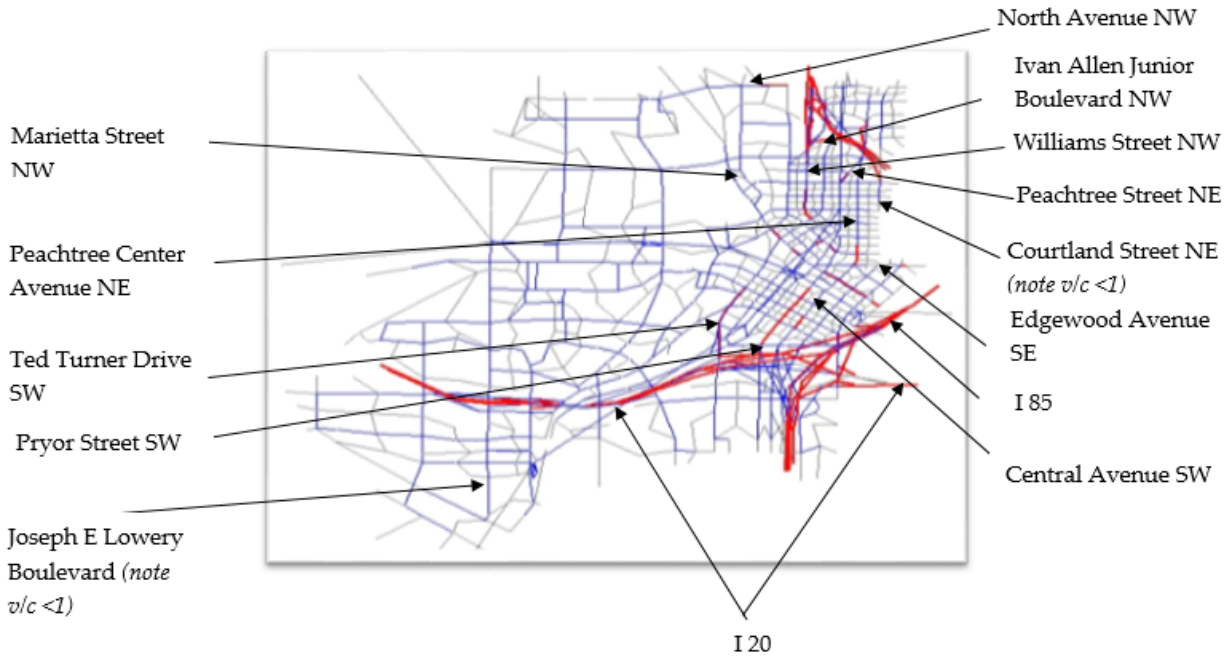


FIGURE 13 ARC MODEL 2040 -TRAVELSHED 7

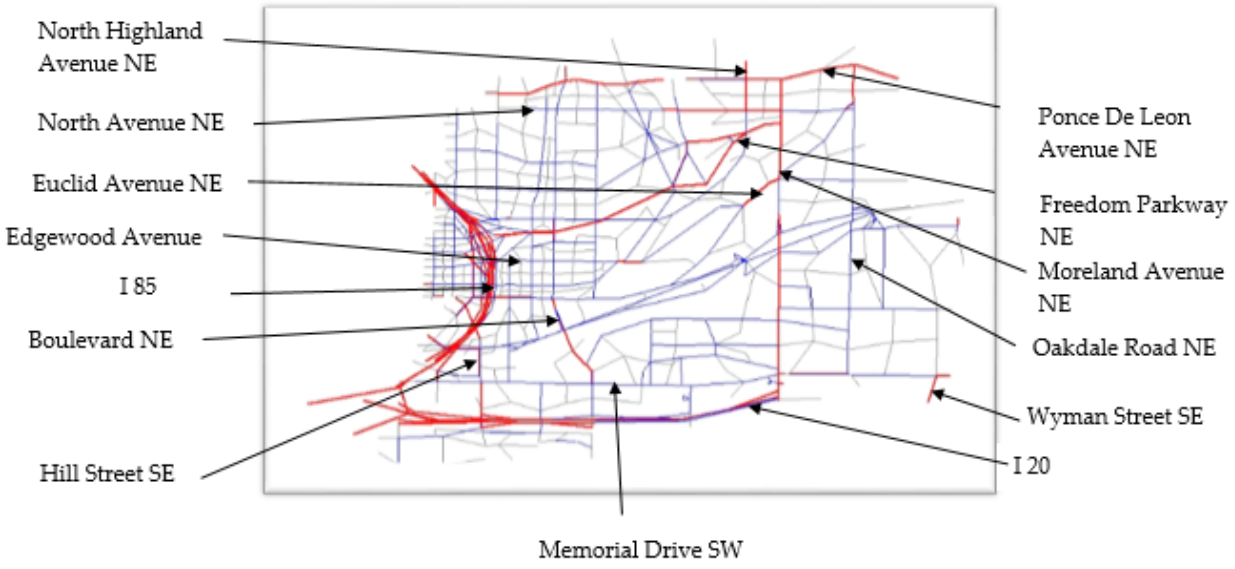


FIGURE 14 ARC MODEL 2040 -TRAVELSHED 8

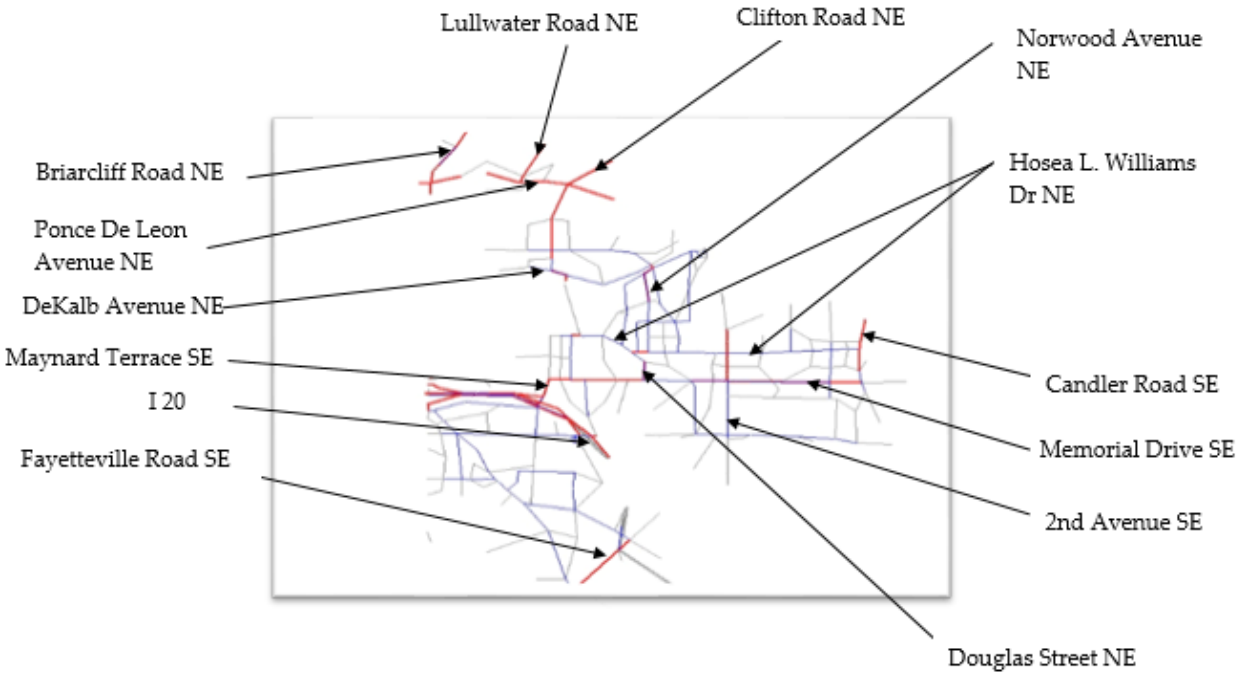


FIGURE 15 ARC MODEL 2040 -TRAVELSHED 9

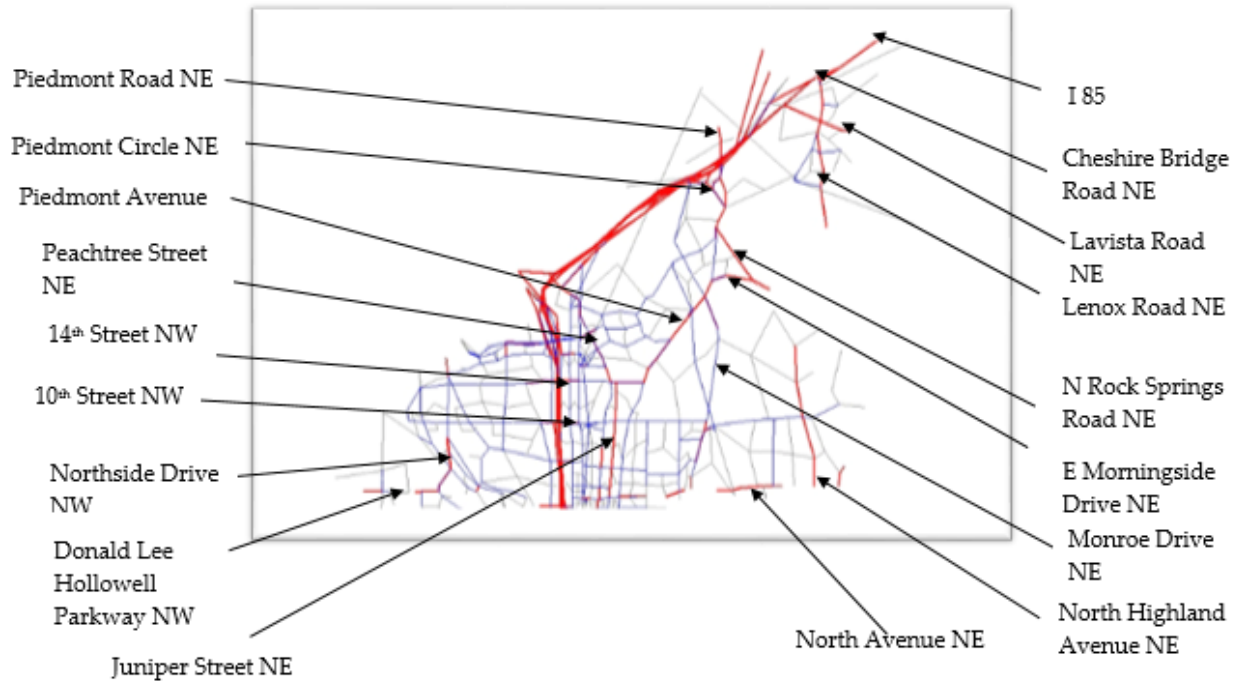


FIGURE 16 ARC MODEL 2040 -TRAVELSHED 10

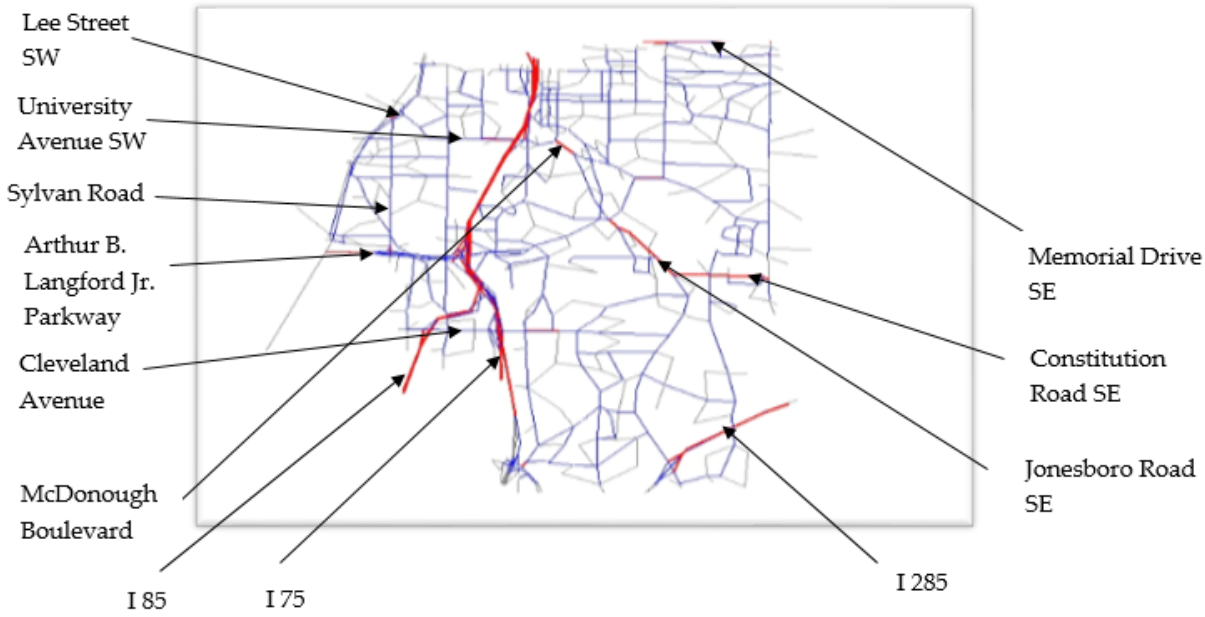
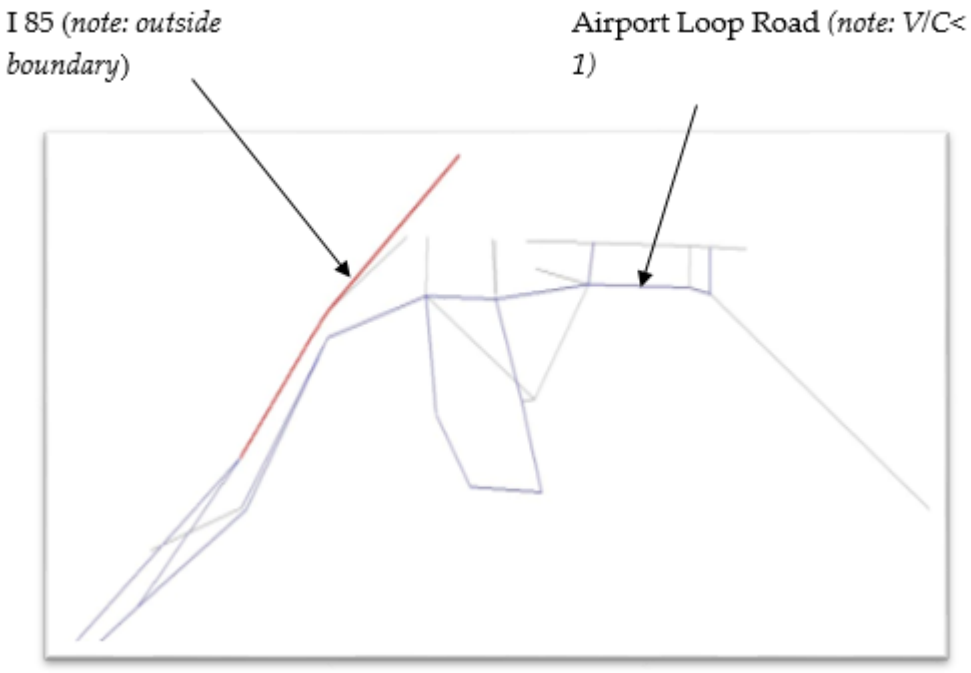


FIGURE 17 ARC MODEL 2040 -TRAVELSHED 11



Note: Red Marked segment lies just out of boundary of Travelshed 11

DETERMINE DESIRED GROWTH WITHIN EACH TRAVELSHED

The third step in the MUG model is to allocate population and employment growth forecasted by Atlanta City Design to each travelshed and estimate the number of additional trips generated using the Atlanta Regional Commission (ARC) travel demand model output as a basis. The following sections detail the methodologies used to assign population and employment within the travelsheds and generate trips.

POPULATION AND EMPLOYMENT ALLOCATION

The Atlanta City Design effort anticipates 1.3 million persons and 1.2 million jobs within the city limits in the future. These projections exceed the ARC 2040 forecasts by 720,000 persons and 560,000 jobs. However, Atlanta City Design did not assign the new population and jobs to specific locations. Therefore, the following methodology has been developed to assign the additional 720,000 persons and 560,000 jobs to traffic analysis zones (TAZs) and travelsheds based on the Atlanta City Design growth areas.

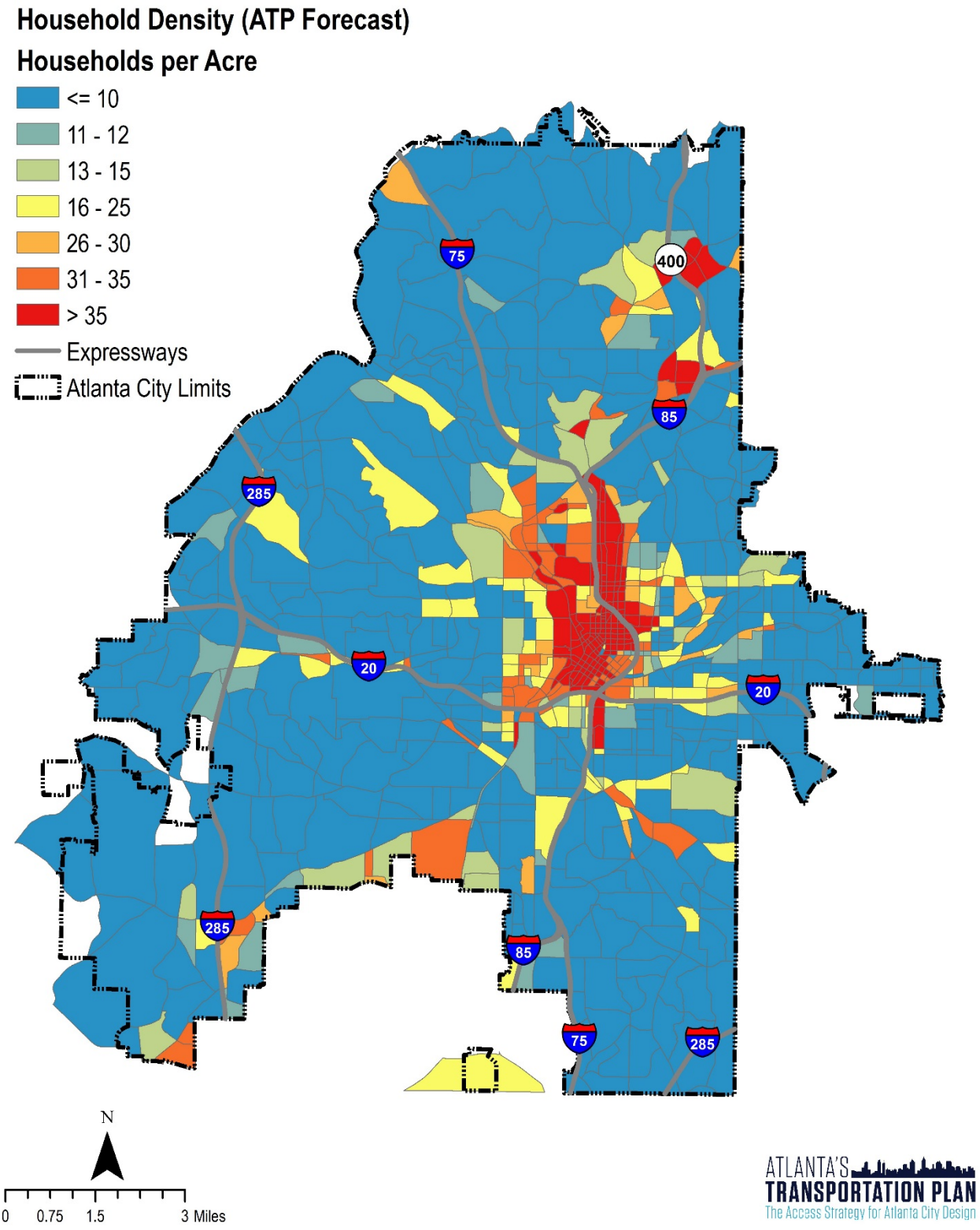
Population

Land use map densities from the City of Atlanta's Comprehensive Development Plan (CDP) were used as a basis for allocating the forecasted increase in population at the TAZ and travelshed levels. The following methodology was used to disaggregate the forecasted population increase of 720,000 persons over the ARC 2040 forecasts:

- Using the City Design core, corridors, and centers as a guideline, appropriate densities were assigned to each of the CDP's future land use categories in GIS
- The future land use category densities were combined with the TAZ map
- The number of new households that would go in each TAZ was calculated and added to the ARC's 2040 forecast

Figure 18 shows the household densities by TAZ after the additional population was allocated.

FIGURE 18 HOUSEHOLD DENSITY ASSIGNMENT



Employment Allocation

The study team used the following methodology to allocate the forecasted additional 560,000 jobs over the ARC 2040 forecasts at the TAZ and travelshed levels. The first step in the employment allocation process was to subdivide the City into broad areas with similar employment characteristics and land use densities. A total of six economic zones were defined:

- Downtown/Midtown
- Buckhead
- Westside
- Southside
- Campbellton
- Rest of the City of Atlanta

Total new employment across eight industry sectors consistent with ARC's travel demand model were allocated across these zones. The ARC travel demand model industry sectors and their percentages of total employment within the City of Atlanta in 2040 are:

- Construction – 2.4%
- Manufacturing – 2.3%
- Transportation/Communications/Utilities (TCU) – 8.0%
- Wholesale Trade – 3.0%
- Retail Trade – 15.4%
- Finance, Insurance, and Real Estate (FIRE) – 11.7%
- Services – 46.7%
- Government – 10.4%

Employment control totals for each sector were developed by multiplying the new employment anticipated by Atlanta City Design by the percentages listed above. The third step was to allocate the sector control totals to the economic zones. For each sector, the study team assigned a percentage of the control total to each economic zone based on current trends, knowledge of study area land use and development patterns, Atlanta City Design growth areas, and professional judgement. The results are shown in Figure 19.

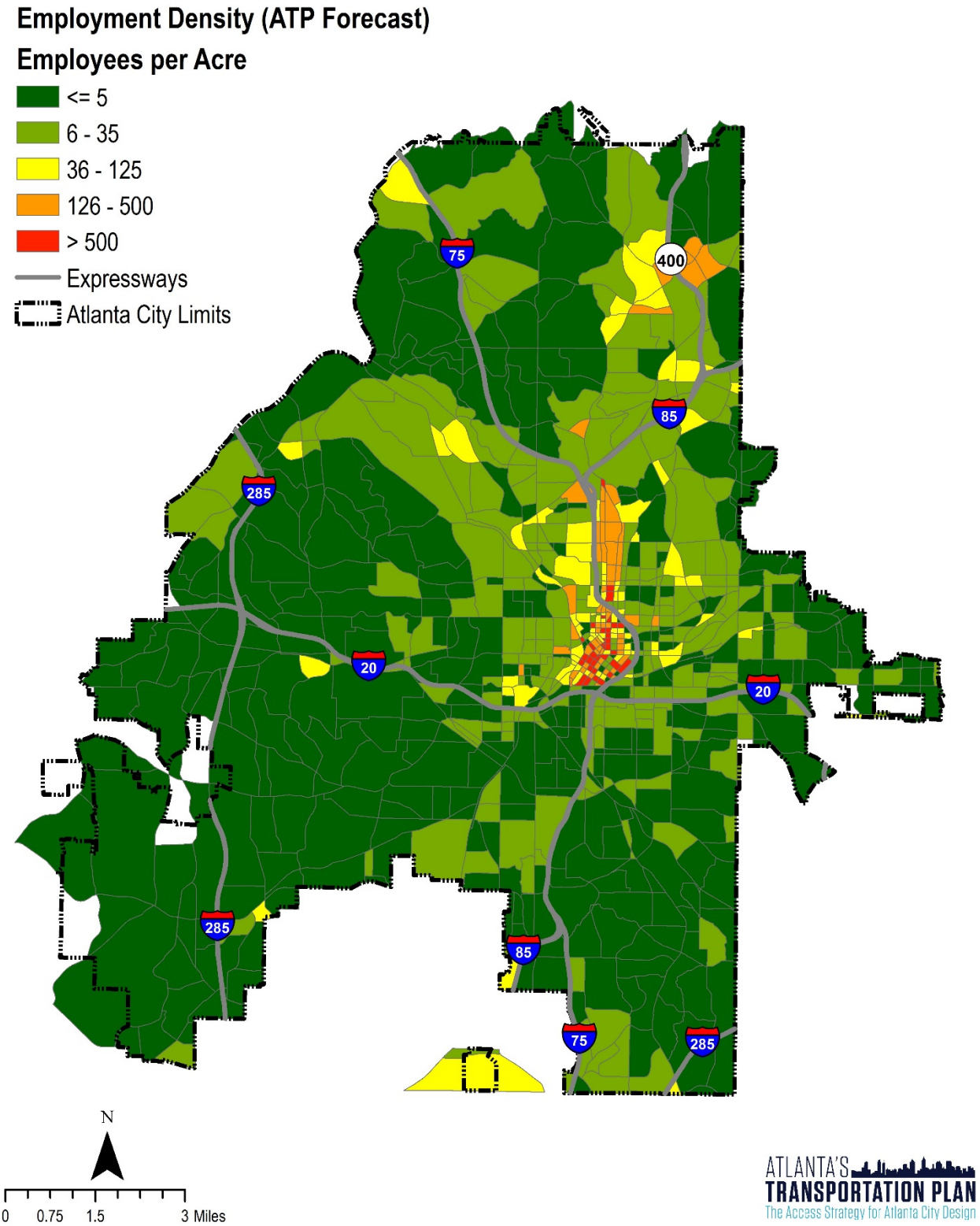
The final step in the employment allocation process was to disaggregate the sector totals from the economic zone level and assign employment to individual traffic analysis zones. The ARC 2040 allocation of employment by sector in each TAZ was used as a starting point. For each TAZ in the City within an economic zone, the share of employment by sector as a percentage of total employment in the City of Atlanta for that sector was calculated. Total new employment by sector was then multiplied by the calculated share. Finally, the new employment was added to the forecasted ARC 2040 employment to develop total employment by sector for each TAZ. Figure 20 shows the density of employment by TAZ after the allocation was completed.

FIGURE 19 ATLANTA CITY DESIGN EMPLOYMENT ALLOCATION BY ECONOMIC ZONE

Economic Zone	Construction	Manufacturing	TCU	Wholesale	Retail	FIRE	Service	Government
Downtown/ Midtown	1,821	0	0	0	8,622	26,211	105,635	52,451
Buckhead	863	0	0	0	8,622	39,316	24,840	2,914
Westside	1,767	5,856	22,449	4,133	0	0	3,399	0
Southside	329	5,856	22,449	4,133	0	0	5,229	0
Campbellton	41	1,301	0	0	4,311	0	523	2,914
Remainder*	8,874	0	0	8,265	64,662	0	121,585	0
TOTAL	13,695	13,014	44,899	16,530	86,216	65,527	261,211	58,279

* Allocated consistent with current ARC trend

FIGURE 20 EMPLOYMENT DENSITY ASSIGNMENT



Trip Generation

The ARC maintains a travel demand model known as the Coordinated Travel Regional Activity-Based Modeling Platform (CT-RAMP). This framework is based on the principals of activity-based modeling (ABM) whereby individual travel choices are modeled for each member of the regional population.

The Trip Generation process is based on the trips database output file from the ABM, *TripData.csv*. This file is one of the CT-RAMP model component output files, and consists of individual and joint trips across the Atlanta region. The data fields in this file consist of travel information including the following:

- **Person_id** – Unique person ID
- **Tour_purpose** – Category of tour (at work_business, at work_eat, eatout, escort_kids, etc.)
- **Orig_taz** – Trip origin TAZ
- **Dest_taz** – Trip destination TAZ
- **Trip_mode** – Mode of trip (SOV, HOV, walk, bike, transit)

Using the origin and destination TAZs in the above database, each trip can be accumulated to, from, and within each of the defined travelsheds. This information can further be categorized into trip purpose as well as mode of travel. The summary results of this analysis can be seen in Figure 21 below. The information in the table is based on the ARC's 2040 population and employment forecasts. The appendix to this document includes the full detail of trip purposes and mode split for each travelshed.

FIGURE 21 CT-RAMP TRIP DATA (2040) SUMMARY BY TRAVELSHED

Travelshed	Total Trips	Mode Split					Trips within Shed	Trips to another Shed	Trips to rest of Region
		SOV	HOV	Walk	Bike	Transit			
Buckhead West	206,360	62%	31%	1%	0%	5%	7%	38%	55%
Buckhead East	736,078	61%	26%	4%	0%	9%	20%	29%	50%
NE Atlanta	29,851	62%	29%	3%	1%	5%	1%	52%	47%
NW Atlanta	409,142	55%	32%	3%	1%	10%	13%	48%	39%
SW Atlanta	377,192	47%	36%	3%	0%	13%	14%	36%	50%
CBD	1,119,165	47%	25%	10%	1%	17%	21%	43%	36%
City East	462,372	55%	27%	9%	1%	9%	11%	55%	34%
Atlanta-DeKalb	139,248	52%	36%	4%	1%	8%	5%	38%	57%
Midtown	859,688	57%	26%	6%	1%	10%	17%	45%	38%
SE Atlanta	458,766	47%	36%	4%	1%	12%	14%	38%	47%
Airport	63,339	72%	24%	3%	0%	1%	2%	19%	79%

The ABM output follows the principles of modeling individual travel choices while considering realistic behavioral patterns among the regional population. These travel patterns reflect and respond to detailed demographic information, including household characteristics as well as employment types. By tracking the number of trips generated as model outputs to and from each individual traffic analysis zone within the City of Atlanta, we can plot those trips as they relate to the individual household and employment characteristics. This process results in a series of equations whereby the newly allocated population and employment as described in Section 3.1 can be used to estimate total person trips generated in each travelshed. The results of the regression analysis performed to calculate the trip generation rates can be found in the Appendix to this document. Trip rates are expressed as a function of population and employment within each individual travelshed. Figure 22 displays a summary of the total trips generated within each travelshed, based on the City Design population and employment forecasts added to the ARC 2040 forecasts, as a function of the population and employment types.

FIGURE 22 TRIP GENERATION SUMMARY BY TRAVELSHED

Travelshed	City of Atlanta Projections										Trip Generation Projected Trips
	Cons	*Manu*	*TCU*	*Whole*	*Retail*	*FIRE*	*Service*	*Govt,*	Tot Emp.	Pop	
Buckhead West	*3,372*	*160*	*722*	*7,899*	*4,085*	*3,994*	*19,261*	*252*	39,745	59,737	468,221
Buckhead East	*3,118*	*802*	*5,407*	*4,174*	*53,274*	*66,917*	*105,486*	*3,814*	242,992	161,629	1,620,553
NE Atlanta	*136*	*131*	*26*	*7*	*339*	*75*	*1,052*	*2*	1,768	4,542	32,314
NW Atlanta	*11,433*	*10,116*	*25,808*	*10,098*	*11,246*	*3,501*	*25,480*	*3,417*	101,099	187,837	953,759
SW Atlanta	*1,445*	*1,340*	*329*	*175*	*12,066*	*877*	*11,483*	*6,469*	34,184	225,138	1,026,375
CBD	*1,755*	*5,134*	*9,113*	*2,921*	*33,325*	*31,020*	*180,390*	*91,710*	355,368	183,702	2,614,197
City East	*1,364*	*1,197*	*2,337*	*870*	*14,793*	*3,661*	*48,924*	*4,072*	77,218	107,898	868,536
Atlanta-DeKalb	*678*	*7*	*170*	*23*	*3,272*	*540*	*6,917*	*317*	11,924	25,397	193,018
Midtown	*5,077*	*1,121*	*17,035*	*2,513*	*41,529*	*28,612*	*126,937*	*6,170*	228,994	170,051	1,822,031
SE Atlanta	*649*	*7,948*	*5,328*	*6,771*	*9,686*	*1,886*	*29,302*	*3,918*	65,488	167,793	989,209
Airport	*476*	*66*	*30,400*	*144*	*2,010*	*10*	*7,490*	*5,343*	45,939	0	161,775
TOTAL	*29,503*	*28,022*	*96,675*	*35,595*	*185,625*	*141,093*	*562,722*	*125,484*	1,204,719	1,293,723	10,749,988

DETERMINE NON-DRIVING TRIP DEMAND

Using the V/C analysis results, in addition to the trip generation results, this process calculates how many additional vehicular trips can be added to the system in each travelshed, which will result in the excess demand that will need to be handled with non-vehicle mode alternatives.

1. Tabulate the 2040 person trips generated from the ARC travel demand model
2. Tabulate the new estimated trips from the trip generation process described above
3. Calculate the difference between these two numbers – this represents the number of new trips that need to be filled into each travelshed
4. Tabulate the 2040 ARC V/C ratio as described in the section above
5. Tabulate the acceptable travelshed V/C ratio: 0.95 for suburban travelsheds, and 1.05 for urban travelsheds
6. Calculate the number of new trips that can be back-filled into the remaining capacity on the network in each travelshed
7. Calculate the number of excess trips remaining that will represent the non-vehicular trip demand

Figure 23 shows the calculation of excess trips for each travelshed.

FIGURE 23 NON-VEHICULAR TRIP DEMAND CALCULATION

Travel-shed	New Trips	ARC 2040 Trips	Differ-ence	2040 ARC Model V/C ratio	Acceptable Travelshed V/C ratio	New trips filling in remaining capacity	Excess Trips
Buckhead West	468,221	220,892	247,329	0.73	0.95	55,642	191,687
Buckhead East	1,620,553	885,934	734,619	0.87	1.05	132,408	602,211
Atlanta-DeKalb	193,018	146,302	46,716	0.80	0.95	7,013	39,703
CBD	2,614,197	1,356,012	1,258,185	0.61	1.05	551,481	706,704
City East	868,536	512,330	356,206	0.66	0.95	103,475	252,731
Midtown	1,822,031	1,004,402	817,629	0.84	1.05	167,927	649,702
NE Atlanta	32,314	30,234	2,080	1.09	0.95	-291	2,371
NW Atlanta	953,759	461,734	492,025	0.67	0.95	140,121	351,904
SE Atlanta	989,209	525,224	463,985	0.54	0.95	192,363	271,622
SW Atlanta	1,026,375	428,416	597,959	0.48	0.95	281,711	316,248
Airport	161,775	64,636	97,139	0.42	0.95	51,335	45,804

CALIBRATE PROJECTS AND PROGRAMS TO ACHIEVE REQUIRED MODE SPLIT

The Trip Reduction Impact Analysis (TRIA) model was imbedded as a component of the MUG model to evaluate the impacts of transportation and parking policies on auto trips and mode split. This step of the MUG model used previously described travel forecast data to establish a baseline. The impact of individual policies was estimated based on a review of available literature and case studies of places where such policies have been implemented. For instances where the impacts of a policy or program vary widely, a conservative factor is chosen in order to avoid overstating the trip reduction potential.

Because traditional traffic models have a focus on calculating vehicular traffic, and may overlook the impacts of improved transit, active transportation networks, and transportation demand management policies, the TRIA tool supplements conventional traffic models, adding the capability to analyze transportation alternatives that are often overlooked by applying research findings.

TRIA METHODOLOGY

TRIA's methodology is centered on estimating the number of trips that could be transferred from single occupant vehicles (SOV) to other modes through a combination of policy changes, programs, infrastructure investment, and incentives. The TRIA model is built around the traditional modes of transportation and analysis of how land use changes and transportation policies considered by projects impact these modes. The categories considered in the TRIA model are:

- Bicycling and walking improvements
- Public transit access
- Transportation demand management measures
- Parking policy changes

The model is structured in such a way as to estimate the potential growth for each mode, based on the shift of SOV drivers to other modes. The estimates of vehicle trip reductions that could likely be achieved with implementation of the proposed transportation policies and programs are drawn from the study team's library of best practice case studies, as well as a comprehensive literature review. Wherever possible, the estimates are based on quantitative data (empirically derived or modeled). When appropriate, professional judgment may be used to refine the

factors applied for policy alternatives, based on staff experience in developing, analyzing, and implementing vehicle trip reduction strategies. During the TRIA process, it is important to find the right balance between making conservative assumptions and analysis in order to avoid overstating potential benefits, while at the same time avoiding the inverse error of being overly conservative—and thereby understating potential benefits.

Lastly, while the effect of each policy proposed in a project is analyzed individually, a cumulative impact is also estimated on the understanding that all selected policies may eventually be implemented, to showcase the total impacts of a scenario.

The total cumulative trip reduction does not equal Measure A + Measure B. Once Measure A has been applied, the Measure B will then apply to a base that has already been reduced by Measure A. For example, if two trip reduction measures would each give a 10% trip reduction, the total cumulative reduction is not 20%. Rather, it would be equal to 100% - (90%*90%) = 19%.

BASELINE INFORMATION UTILIZED

The same travelsheds described in Section 3 were utilized for the application of TRIA reduction factors. The study team utilized the ARC Activity Based Model Output Summary (Appendix 6) to take a more detailed approach in application of reduction factors. This allowed for the application of TRIA factors to a specific subset of trips, ensuring a more conservative approach than would otherwise be possible with a blanket application.

It is important to note that factors were not applied in the same fashion across all travelsheds. Instead, the team further adjusted the application of factors based on the different contexts exhibited by travelsheds, based on current character and anticipated development. The following contexts for reduction factor application were identified, listed in order of effectiveness:

- Urban Sheds – CBD, Midtown, Buckhead East
- Transitioning Sheds – City East, SW Atlanta, NW Atlanta
- Single-Family Sheds – Buckhead West, SE Atlanta, Atlanta-DeKalb

Below, Figure 24 shows the SOV split determined by the model runs as seen in Section 3, as well as the target SOV split per travelshed necessary to ensure transportation network functionality in the future. This target SOV split was calculated by VHB during their analysis of available capacity in the Atlanta transportation network. TRIA is a means to identify the feasibility of achieving the target SOV rates via the application of TDM strategies.

FIGURE 24 MODEL AND TARGET SOV MODE SPLIT

Travelshed	Model SOV Split	Target SOV Split
Buckhead West	62%	41%
Buckhead East	61%	33%
Atlanta-DeKalb	52%	46%
CBD	47%	45%
City East	55%	44%
Midtown	57%	38%
NE Atlanta	62%	57%
NW Atlanta	55%	41%
SE Atlanta	47%	44%
SW Atlanta	47%	47%
Airport	72%	60%

Reduction Factors and Application Strategy

Nine different reduction factors were considered during the TRIA evaluation. These factors were informed by literature reviews, case studies, and professional understanding of local contexts; the resulting application strategies are described in this section.

INTERNAL TRIP CAPTURE

Internal trip capture reduces demand for SOV trips, thus freeing up capacity on the roadway network and reducing the number of trips that need to be shifted to a different mode, since those trips already shifted to take advantage of mixed land uses and good pedestrian and bicycle connectivity. TRIA considers the application of internal trip capture impacts for areas that exhibit a mix of land uses and a high level of pedestrian and bicyclist connectivity. Studies show that internal capture rates vary from as low as 10%, to as high as 50%, with an average impact of 32% reduction in vehicular trip generation.[1] In order to maintain a conservative approach in the application of trip reduction factors, the factor was applied in accordance to travelshed type as noted below:

- Urban Sheds – 30%
- Changing Sheds – 20%
- Single-Family Sheds – 10%

[1] Trip Generation Handbook, 2nd Edition. ITE pg. 129. Districtwide Trip Generation Study, Florida Department of Transportation, District IV, March 1995

Furthermore, this trip reduction factor was only applied to SOV trips that are projected to both start and end within the same travelshed.

PARKING PRICING

Parking pricing is one of the most effective strategies utilized to influence trip mode choice, and is particularly effective in urban areas where alternative modes of transportation are accessible. For this effort, a factor of 0.15% decrease in parking space demand per 1% of parking price increase was utilized.[2] This is a relatively conservative factor, with various studies showing reductions ranging from 0.12% to 0.3%.

This factor was only applied to the urban travelsheds, with the assumption of a 20% change in parking price in future conditions.

UNBUNDLED PARKING

Separating the cost of parking from building cost is a strategy used to increase housing affordability and housing choice, and reveals the true cost of parking to employers and their employees. By requiring payment for parking every day or month as opposed to receiving it free or bundled in with rents, residents and employees are more likely to become conscious of this cost and utilize alternative transportation modes. Charging separately for parking encourages households and employees alike to rely more on alternative modes of transportation. Studies show a decrease in parking demand as a result of unbundled parking ranging from 10% to 30% in commercial contexts, and approximately 15% in residential contexts.[3,4] Factors were applied in the following conservative fashion to different travelshed types:

- Urban Sheds – 20% reduction for work based trips; 15% reduction for home based trips
- Changing Sheds – 10% reduction for work and home based trips
- Single-Family Sheds – 5% reduction for home based trips

SUBSIDIZED TRANSIT PASS

A team review of the impacts of several subsidized transit pass programs reflect a reduction of SOV trips to work ranging from 4% to 36%, with an average of 23%.These case studies are reflective of three downtown areas (Ann Arbor, MI; Bellevue, WA; Boulder, CO) and Santa Clara County in California.

For this TRIA effort, the average reduction of 23% was applied to work based trips in all travel-shed areas. However, this factor was not applied uniformly to the travelsheds. Application of this

[2] Steven Spears et al. Parking Pricing and Parking Management on Passenger Vehicle Use and Greenhouse Emissions: Policy Brief. California Environmental Protection Agency Air Resources Board. September 2014.

[3] Victoria Transport Policy Institute. Parking Management: Strategies for More Efficient Use of Parking Resources. Updated April 2017. http://www.vtpi.org/tdm/tdm28.htm

[4] Victoria Transport Policy Institute. Transportation Elasticities: How Prices and Other Factors Affect Travel Behavior. Updated January 2017. http://www.vtpi.org/tdm/tdm11.htm

factor was informed by a spatial analysis identifying access to the proposed High Quality Transit (HQT) Network developed by the Atlanta Master Transportation Plan process.

A 10-minute walk shed (0.5-mile buffer) along the identified HQT corridors and newly proposed train stations was utilized to identify the population within each travelshed that could be expected to make the decision to utilize transit. Figure 25 identifies the extent to which the 23% reduction factor for subsidized transit passes was applied in each travelshed. It should be noted that the "Urban" travelsheds are omitted from the table as they received a 100% application of the factor due to the density of the HQT network in those sheds.

FIGURE 25 PERCENT APPLICATION OF TRANSIT REDUCTION FACTORS

Travelshed	Population in Buffer	Total Population	% Application
Buckhead West	12,166	59,478	20.45%
Atlanta-DeKalb	8,306	25,397	32.70%
City East			96.94%
NE Atlanta	3,612	4,542	79.52%
NW Atlanta	118,149	188,096	62.81%
SE Atlanta	119,619	167,793	71.29%
SW Atlanta	34,559	225,138	15.35%
Airport	20,254	20,254	100%

Note: "Population in Buffer," determined by TAZ's within travelshed with centroids located within the buffer area.

IMPROVED TRANSIT SERVICE AND ACCESS

While subsidized transit passes are a significant incentive for the use of transit, the quality of transit and accessibility are also key considerations. For the TRIA analysis, the assumption is that the proposed HQT will provide premier transit services (BRT, LRT) at frequencies that will make the services attractive to new users. Such improvements to transit service quality could show trip reductions as high as 7.5%.[5]

This reduction factor of 7.5% was applied to all trip types in all travelsheds. However, as with the application of the subsidized transit pass factor, application was informed by the spatial analysis discussed previously, and at the rates identified in Figure 25.

CAR SHARE ACCESS

Accessibility to car share services provides individuals with an alternative to traditional car ownership that often results in a reduction in SOV trips. Studies show that car share services

[5] Evans, IV, J. E.. Traveler Response to Transportation System Changes, Chapter 9 - Transit Scheduling and Frequency, Washington, DC: Transit Cooperative Research Program. 2004.

may result in a reduction in vehicle ownership ranging from 6% to 15%.[6] Additionally, a UC Berkeley study of San Francisco identified that members of car share services reduce their vehicle miles traveled (VMT) by nearly 70%.[7] Combining these factors, we can assume conservatively that there may be a 4% to 11% reduction in VMT because of individuals shedding their personal vehicles for car share.

This factor was applied to non-work home based trips and work based trips in the "Urban" and "Changing" travelsheds as follows:

- Urban Sheds – 10%
- Changing Sheds – 5%

CARPOOL/VANPOOL

Carpool/vanpool initiatives are effective strategies for maximizing the utility of vehicles for commute trips in areas with limited options. Studies show that simply providing information and encouragement for carpool/vanpool services may increase HOV mode splits by 5% to 15%, while financial incentives result in a much more robust impact ranging from 10% to 30%.[8]

This factor was applied to all work trips that began and ended in different travelsheds, at a rate of 20%, the average rate for carpool/vanpool strategies employing financial incentives.

BICYCLE FACILITIES

Improving bicycle facilities encourages individuals to accomplish trips by active modes. A piece of research suggests that for every additional mile of bicycle facilities per square mile, a 1% increase in bicycle commute mode share can be anticipated.[9]

This factor was applied to commute sheds in all travelsheds. The rate of application was informed by a spatial analysis of planned, proposed, and funded bicycle facilities, with the assumption that they would all be implemented by the horizon year.

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[6] Transportation Research Board. Car-Sharing: Where and How it Succeeds, Transit Cooperative Research Program Report 108. 2005. http://onlinepubs.trb.org/Onlinepubs/tcrp/tcrp_rpt_108.pdf

[7] Kristin Lovejoy et al. Impacts of Carsharing on Passenger Vehicle Use and Greenhouse Emissions: Policy Brief. California Environmental Protection Agency Air Resources Board. October 2013.

[8] Bryon York and David Fabricatore. Puget Sound Vanpool Market Assessment. 2001. www.wsdot.wa.gov

[9] Jennifer Dill and Theresa Carr. Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Will Use Them – Another Look. TRB. 2003

FIGURE 26 IMPACTS OF PLANNED/PROPOSED/FUNDED BICYCLE FACILITIES ON COMMUTE MODE SHARE

Travelshed	Miles of Bike Facilities per mi^2	% Change in Bicycle Commute Share
Buckhead West	2.1	2.12%
Buckhead East	2.8	2.77%
Atlanta-DeKalb	2.9	2.92%
CBD	4.8	4.78%
City East	4.4	4.39%
Midtown	4.9	4.85%
NE Atlanta	2.8	2.79%
NW Atlanta	3.0	3.00%
SE Atlanta	3.7	3.73%
SW Atlanta	2.1	2.11%
Airport	0.0	0.00%

Impacts of Factors

The application of the nine identified trip reduction factors in accordance to the TRIA methodology resulted in surpassing the target SOV split for seven of 11 travelsheds. In the Buckhead West travelshed, the TRIA results are about 17% above the target SOV mode split. In other travelsheds, the SOV mode splits are within 4% from the targets. Individual TRIA application tables are visible in Appendix F.

FIGURE 27 TRIA IMPACTS ON SOV MODE SPLITS

Travelshed	Model SOV Split	Target SOV Split	TRIA SOV Split	Difference (TRIA-Target)
CBD	47%	45%	27.83%	-17.17%
Midtown	57%	38%	34.08%	-3.92%
Buckhead East	61%	33%	36.12%	3.12%
City East	55%	44%	39.20%	-4.80%
SW Atlanta	47%	47%	39.94%	-7.06%
NW Atlanta	55%	41%	41.76%	0.76%
NE Atlanta	62%	57%	52.21%	-4.79%
Buckhead West	62%	41%	57.69%	16.69%
SE Atlanta	47%	44%	39.77%	-4.23%
Atlanta-DeKalb	52%	46%	47.84%	1.84%
Airport	72%	60%	54.42%	-5.58%

The following tables summarize the TRIA trip reduction factors for each of the 11 travelsheds. It should be noted that these tables are a general summary and reductions were not always applied to all trip purposes.

FIGURE 28 CBD TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

CBD Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	1 - 7%
Parking Pricing	3%
Unbundled Parking	15 - 20%
Subsidized Transit Pass	23%
Transit Improvements	8%
Carpool/Vanpool	2%
Carshare Access	10%
Bike Facilities	< 1%
Cumulative Reduction	36%

FIGURE 29 MIDTOWN TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

Midtown Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	1 - 6%
Parking Pricing	3%
Unbundled Parking	15 - 20%
Subsidized Transit Pass	23%
Transit Improvements	8%
Carpool/Vanpool	2%
Carshare Access	10%
Bike Facilities	< 1%
Cumulative Reduction	37%

FIGURE 30 BUCKHEAD EAST TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

Buckhead East Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	1 - 10%
Parking Pricing	3%
Unbundled Parking	15 - 20%
Subsidized Transit Pass	23%
Transit Improvements	8%
Carpool/Vanpool	2%
Carshare Access	10%
Bike Facilities	< 1%
Cumulative Reduction	38%

FIGURE 31 CITY EAST TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

City East Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	< 1%
Parking Pricing	0%
Unbundled Parking	10%
Subsidized Transit Pass	22%
Transit Improvements	7%
Carpool/Vanpool	2%
Carshare Access	5%
Bike Facilities	< 1%
Cumulative Reduction	25%

FIGURE 32 SW ATLANTA TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

SW Atlanta Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	< 1%
Parking Pricing	0%
Unbundled Parking	10%
Subsidized Transit Pass	4%
Transit Improvements	1%
Carpool/Vanpool	3%
Carshare Access	5%
Bike Facilities	< 1%
Cumulative Reduction	13%

FIGURE 33 NW ATLANTA TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

NW Atlanta Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	< 1%
Parking Pricing	0%
Unbundled Parking	10%
Subsidized Transit Pass	14%
Transit Improvements	5%
Carpool/Vanpool	3%
Carshare Access	5%
Bike Facilities	< 1%
Cumulative Reduction	21%

FIGURE 34 NE ATLANTA TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

NE Atlanta Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	< 1%
Parking Pricing	0%
Unbundled Parking	5%
Subsidized Transit Pass	18%
Transit Improvements	6%
Carpool/Vanpool	3%
Carshare Access	0%
Bike Facilities	< 1%
Cumulative Reduction	14%

FIGURE 35 BUCKHEAD WEST TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

Buckhead West Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	< 1%
Parking Pricing	0%
Unbundled Parking	5%
Subsidized Transit Pass	5%
Transit Improvements	2%
Carpool/Vanpool	3%
Carshare Access	0%
Bike Facilities	< 1%
Cumulative Reduction	6%

FIGURE 36 SE ATLANTA TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

SE Atlanta Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	< 1%
Parking Pricing	0%
Unbundled Parking	5%
Subsidized Transit Pass	16%
Transit Improvements	5%
Carpool/Vanpool	3%
Carshare Access	0%
Bike Facilities	< 1%
Cumulative Reduction	13%

FIGURE 37 ATLANTA-DEKALB TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

Atlanta-DeKalb Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	< 1%
Parking Pricing	0%
Unbundled Parking	5%
Subsidized Transit Pass	7%
Transit Improvements	2%
Carpool/Vanpool	3%
Carshare Access	0%
Bike Facilities	< 1%
Cumulative Reduction	8%

FIGURE 38 AIRPORT TRAVELSHED TRIP REDUCTION FACTORS SUMMARY

Airport Travelshed TDM Strategies	Trip Reductions
Internal Trip Captures	0%
Parking Pricing	0%
Unbundled Parking	0%
Subsidized Transit Pass	23%
Transit Improvements	8%
Carpool/Vanpool	4%
Carshare Access	0%
Bike Facilities	0%
Cumulative Reduction	36%

Project and Program Calibration

As noted in the previous section, only the Buckhead West travelshed was substantially off from the target SOV mode split after the initial MUG and TRIA model runs, which included all projects in Atlanta's Transportation Plan. Therefore, projects and programs were not re-calibrated for the other 10 travelsheds. For the Buckhead West travelshed, due to the low-density single-family land uses throughout the area, additional standard TDM policies are likely to be ineffective. Other options for the Buckhead West travelshed, such as congestion pricing, are discussed in the Travel Demand Management Technical Appendix.

APPENDIX A. COMPARISON OF AVERAGE WEEKDAY TRAFFIC AND MODEL VOLUMES

The following tables compare existing (2015) average weekday traffic (AWDT) from GDOT count stations to the estimated (2015) traffic counts in the ARC Travel Demand Model.

TRAVELSHED 1							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
53	19693	156	19694		5537	5182	-6%
156	19694	53	19693		5537	5337	-4%
45	10082	113	10092	Powers Ferry Rd	2581	2147	-17%
55	19722	171	19721	Defoors Ferry	7583	8367	10%
113	10092	45	10082	Powers Ferry Rd	2581	2170	-16%
171	19721	55	19722	Defoors Ferry	7583	8261	9%
63	64232	112	10085		4359	3928	-10%
109	10072	110	10074		4263	4109	-4%
110	10074	109	10072		4263	4209	-1%
110	10074	207	32112	Northside Dr	4284	3816	-11%
112	10085	63	64232		4359	4017	-8%
126	10118	241	80609	Paces Ferry Rd	4921	3488	-29%
151	19679	180	20356	Northside Dr	1698	1396	-18%
180	20356	151	19679	Northside Dr	1698	1863	10%
207	32112	110	10074	Northside Dr	4284	4209	-2%
241	80609	126	10118	Paces Ferry Rd	4921	4422	-10%
205	32110	236	80598	Mount Paran Rd	2710	9560	253%
236	80598	205	32110	Mount Paran Rd	2710	9932	266%

TRAVELSHED 1							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
120	10111	121	10112	West Paces Ferry Rd	10335	8706	-16%
121	10112	120	10111	West Paces Ferry Rd	10335	10292	0%
143	19671	165	19706	Moores Mill	6469	15868	145%
147	19675	219	65765	Moores Mill	5253	7438	42%
149	19677	150	19678	Moores Mill	4734	6517	38%
150	19678	149	19677	Moores Mill	4734	8689	84%
154	19691	155	19692	West Paces Ferry Rd	7888	6971	-12%
155	19692	154	19691	West Paces Ferry Rd	7888	8881	13%
165	19706	143	19671	Moores Mill	6469	15906	146%
219	65765	147	19675	Moores Mill	5253	7145	36%
68	79193	171	19721	Northside Dr	10689	14978	40%
178	20352	162	19703	Northside Dr	7095	12699	79%
168	19716	203	25586	Northside Dr	6340	11506	81%
203	25586	179	20355	Northside Dr	6340	10874	72%
60	20501	183	20502	I-75 HOV	15440	11455	-26%
188	20507	189	20508	I-75 HOV	16099	10954	-32%
192	20647	193	20648	I-75 HOV	16099	10621	-34%
198	20653	61	20654	I-75 HOV	15440	10476	-32%
185	20504	186	20505	I-75 HOV	15300	12019	-21%
195	20650	196	20651	I-75 HOV	15300	11954	-22%
171	19721	68	79193	Northside Dr	10689	10763	1%
116	10100	211	36571	US 41	10801	14457	34%
148	19676	181	20357	Northside Pkwy	7540	11161	48%
162	19703	178	20352	Northside Dr	7095	9628	36%
180	20356	210	36321	Northside Pkwy	6356	6836	8%
181	20357	148	19676	Northside Pkwy	7540	8227	9%
210	36321	180	20356	Northside Pkwy	6356	5673	-11%
211	36571	116	10100	US 41	10801	12596	17%
129	10144	130	10145	Northside Pkwy	15048	10476	-30%
130	10145	129	10144	Northside Pkwy	15048	4901	-67%
179	20355	203	25586	Northside Dr	6340	9072	43%
203	25586	168	19716	Northside Dr	6340	9671	53%
166	19714	208	36318	Peachtree St	17688	18222	3%
208	36318	166	19714	Peachtree St	17688	16677	-6%
40	7818	246	80736	I-75 North	85491	86625	1%
100	7819	101	7820	I-75 North	84527	84595	0%
107	8157	244	80623	I-75 South	84527	84077	-1%
134	10154	135	10155	I-75 North	80328	88074	10%
137	10192	138	10221	I-75 South	80328	91971	14%
51	10219	141	14607	I-75 South	77202	90048	17%
140	14458	41	9792	I-75 North	77202	89989	17%

TRAVELSHED 2							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
73	19694	265	19693		5537	5337	-4%
265	19693	73	19694		5537	5182	-6%
64	10092	219	10082	Powers Ferry Rd	2581	2170	-16%
76	19721	277	19722	Defoors Ferry	7583	8261	9%
219	10082	64	10092	Powers Ferry Rd	2581	2147	-17%
277	19722	76	19721	Defoors Ferry	7583	8367	10%
316	20473	317	20474	Lindbergh Dr	6115	8199	34%
317	20474	316	20473	Lindbergh Dr	6115	8243	35%
59	10065	211	10057		4059	7695	90%
63	10085	345	64232		4359	4017	-8%
211	10057	59	10065		4059	7386	82%
211	10057	344	64231	Peachtree Dunwoody	5633	4388	-22%
217	10077	218	10079	Wieuca Rd	5275	3856	-27%
218	10079	217	10077	Wieuca Rd	5275	3745	-29%
344	64231	211	10057	Peachtree Dunwoody	5633	4193	-26%
345	64232	63	10085		4359	3928	-10%
375	79193	76	19721	Northside Dr	10689	14978	40%
208	10052	244	13701	Roxboro Rd	8166	11248	38%
244	13701	208	10052	Roxboro Rd	8166	10909	34%
244	13701	340	37043	East Paces Ferry	3181	5478	72%
340	37043	244	13701	East Paces Ferry	3181	4464	40%
278	19723	376	79194	Howell Mill	10828	9742	-10%
376	79194	278	19723	Howell Mill	10828	10161	-6%
322	20716	323	20717	I-85 HOV	16906	14044	-17%
325	20732	326	20733	I-85 HOV	16906	14424	-15%
104	81806	320	20714	I-85 HOV	15708	11993	-24%
221	10119	300	20009	Roswell Rd	8563	8551	0%
252	15284	293	19969	Piedmont	16322	15396	-6%
293	19969	252	15284	Piedmont	16322	14274	-13%
300	20009	221	10119	Roswell Rd	8563	8924	4%
328	20735	86	20737	I-85 HOV	15708	12161	-23%
319	20656	339	36317	Lindbergh Dr	9393	14521	55%
339	36317	319	20656	Lindbergh Dr	9393	15263	62%
61	10080	224	10123	Roswell Rd	15321	9569	-38%

TRAVELSHED 2							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
76	19721	375	79193	Northside Dr	10689	10763	1%
224	10123	61	10080	Roswell Rd	15321	9094	-41%
358	78181	228	10142	Peachtree Rd	21045	18626	-11%
88	25383	280	19956	Piedmont	21543	23370	8%
215	10075	227	10141	Peachtree Rd	18518	25514	38%
227	10141	215	10075	Peachtree Rd	18518	25545	38%
280	19956	88	25383	Piedmont	21543	26441	23%
285	19961	286	19962	Piedmont	20156	20321	1%
286	19962	285	19961	Piedmont	20156	19875	-1%
295	20003	296	20004	Peachtree St	21168	19717	-7%
296	20004	295	20003	Peachtree St	21168	23056	9%
301	20010	382	80596	Peachtree Rd	25501	25236	-1%
382	80596	301	20010	Peachtree Rd	25501	23469	-8%
258	19569	311	20466		27613	15395	-44%
297	20005	298	20006	Peachtree St	19615	16549	-16%
298	20006	297	20005	Peachtree St	19615	19030	-3%
311	20466	258	19569		27613	14043	-49%
228	10142	358	78181	Peachtree Rd	21045	18619	-12%
203	7862	67	13657	I-85	77015	66031	-14%
241	13655	238	13651	GA 400 North	58342	77825	33%
243	13679	239	13652	GA 400 South	58342	76756	32%
66	13642	233	13644	GA 400 South	59243	79308	34%
235	13647	65	13641	GA 400 North	59243	77626	31%
84	20655	205	7875		77015	64339	-16%
200	7813	201	7814	I-75 North	90430	89579	-1%
103	81805	256	19511	I-85 South	96498	106034	10%

TRAVELSHED 3							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
106	20421	113	65059		4755	9891	108%
110	20452	112	34389		3234	9137	183%
112	34389	110	20452		3234	9133	182%
113	65059	106	20421		4755	10477	120%
22	20458	111	20457	Cheshire Bridge Rd	10608	6621	-38%
111	20457	22	20458	Cheshire Bridge Rd	10608	8627	-19%

TRAVELSHED 4							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
202	7510	103	8075	Ashby St	3486	725	-79%
308	19759	416	64882	Huff Rd	4370	3663	-16%
416	64882	308	19759	Huff Rd	4370	3608	-17%
490	80708	201	7508	Ashby St	5617	5947	6%
228	7915	229	7916		1569	871	-44%
229	7916	228	7915		1569	1092	-30%
257	11484	403	32510	Bolton Rd	1746	2653	52%
312	19765	413	64622		1210	2755	128%
314	19768	362	20066	Marietta Rd	3004	4434	48%
335	19807	396	25323	Simpson Rd	3106	1984	-36%
336	19808	396	25323	Simpson Rd	3106	2259	-27%
337	19809	429	65795	West Lake Ave	4830	4055	-16%
344	19816	427	65793	Simpson Rd	2281	1609	-29%
347	19820	348	19821	Collier Dr	2185	877	-60%
348	19821	347	19820	Collier Dr	2185	645	-70%
362	20066	314	19768	Marietta Rd	3004	4825	61%
396	25323	335	19807	Simpson Rd	3106	2381	-23%
396	25323	336	19808	Simpson Rd	3106	1840	-41%
403	32510	257	11484	Bolton Rd	1746	2739	57%
413	64622	312	19765		1210	2503	107%
427	65793	344	19816	Simpson Rd	2281	1513	-34%
429	65795	337	19809	West Lake Ave	4830	4175	-14%
303	19740	491	80710	Howell Mill	9768	9617	-2%
208	7664	503	80759	Hightower Rd	10721	9634	-10%
211	7667	212	7668	Hightower Rd	6383	6793	6%
212	7668	211	7667	Hightower Rd	6383	6887	8%
272	19651	472	80635	Bolton Rd	6062	10659	76%
281	19661	282	19662	Bolton Rd	7818	14112	81%
282	19662	281	19661	Bolton Rd	7818	14421	84%
472	80635	272	19651	Bolton Rd	6062	10092	66%
503	80759	208	7664	Hightower Rd	10721	9495	-11%
103	8075	202	7510	Ashby St	3486	746	-79%
201	7508	490	80708	Ashby St	5617	7824	39%
359	20063	360	20064	Marietta Rd	4043	5878	45%

TRAVELSHED 4							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
360	20064	359	20063	Marietta Rd	4043	5996	48%
295	19728	415	64864		5328	11771	121%
415	64864	295	19728		5328	11133	109%
491	80710	303	19740	Howell Mill	9768	7692	-21%
202	7510	431	65808	Marietta Blvd	6287	6783	8%
306	19743	307	19744	Howell Mill	11128	17461	57%
307	19744	306	19743	Howell Mill	11128	15861	43%
431	65808	202	7510	Marietta Blvd	6287	7315	16%
276	19656	469	80632	Bolton Rd	7626	12344	62%
371	20512	372	20513	I-75 HOV	14722	10115	-31%
378	20641	496	80731	I-75 HOV	14722	7933	-46%
380	20645	500	80735	I-75 HOV	18766	11198	-40%
469	80632	276	19656	Bolton Rd	7626	12400	63%
499	80734	370	20510	I-75 HOV	18766	11736	-37%
309	19760	354	20058	Marietta Blvd	7326	7591	4%
310	19763	368	20348	Northside Dr	15396	15175	-1%
354	20058	309	19760	Marietta Blvd	7326	7663	5%
368	20348	310	19763	Northside Dr	15396	18865	23%
356	20060	357	20061	Marietta Blvd	10737	13893	29%
357	20061	356	20060	Marietta Blvd	10737	12877	20%
216	7672	217	7673	James Jackson Pkwy	2699	5863	117%
217	7673	216	7672	James Jackson Pkwy	2699	6112	126%
256	11483	475	80639	Veterans Memorial Hwy	11379	14899	31%
278	19658	470	80633	Jackson Pkwy	6394	8627	35%
322	19781	407	34387	Bankhead Hwy	8247	8919	8%
406	34386	411	38193	Bankhead Hwy	12343	11858	-4%
407	34387	322	19781	Bankhead Hwy	8247	8465	3%
411	38193	406	34386	Bankhead Hwy	12343	11751	-5%
470	80633	278	19658	Jackson Pkwy	6394	8727	36%
475	80639	256	11483	Veterans Memorial Hwy	11379	16922	49%
221	7750	222	7751	I-20 West	60452	90198	49%
225	7818	152	80736	I-75 North	85491	86625	1%
245	7964	250	8133	I-20 East	60452	84815	40%
247	8055	235	7926	I-75 South	90430	74297	-18%
498	80733	247	8055	I-75 South	85491	86822	2%
92	7746	219	7747	I-20	64141	89352	39%
236	7944	242	7951	I-285 North	80200	74462	-7%
237	7945	239	7948	I-285 North	80432	79071	-2%
243	7952	259	11537	I-285 South	80200	79430	-1%
251	8134	94	7755	I-20	64141	85146	33%
253	8172	241	7950	I-285 South	80432	79148	-2%

TRAVELSHED 5							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
133	11508	324	11518	Fairburn Rd	5548	3607	35%
136	11519	338	11747	Fairburn Rd	5119	3288	36%
137	11528	327	11527	New Hope Rd	2528	4423	-75%
239	7714	534	80690	Centra Villa Dr	2340	3791	-62%
276	8589	277	8590	Delowe Dr	5708	6844	-20%
277	8590	276	8589	Delowe Dr	5708	7551	-32%
324	11518	133	11508	Fairburn Rd	5548	3468	37%
327	11527	137	11528	New Hope Rd	2528	4441	-76%
338	11747	136	11519	Fairburn Rd	5119	3118	39%
343	11752	453	32704	Fairburn Rd	905	1971	-118%
417	20493	418	20495	Westview Dr	1419	224	84%
418	20495	417	20493	Westview Dr	1419	307	78%
453	32704	343	11752	Fairburn Rd	905	2294	-153%
534	80690	239	7714	Centra Villa Dr	2340	3600	-54%
219	7678	220	7679	Cascade Rd	7213	8074	-12%
220	7679	219	7678	Cascade Rd	7213	8115	-13%
224	7683	491	74181	Cascade Rd	5248	4268	19%
228	7687	229	7688	Cascade Rd	5762	5174	10%
229	7688	228	7687	Cascade Rd	5762	5147	11%
240	7715	289	8789	Campbellton Rd	5773	5601	3%
282	8621	292	8792	Campbellton Rd	6721	3614	46%
289	8789	240	7715	Campbellton Rd	5773	6003	-4%
292	8792	282	8621	Campbellton Rd	6721	4204	37%
293	8793	294	8794	Campbellton Rd	5403	3063	43%
294	8794	293	8793	Campbellton Rd	5403	2684	50%
319	11511	552	80757	Cascade Rd	5639	3263	42%
456	32719	457	32720	Butner Rd	1773	5336	-201%
457	32720	456	32719	Butner Rd	1773	5422	-206%
491	74181	224	7683	Cascade Rd	5248	4272	19%
552	80757	319	11511	Cascade Rd	5639	3041	46%
204	7563	205	7564		6474	3642	44%
205	7564	204	7563		6474	3625	44%
287	8722	543	80741	Greenbriar Pkwy	9950	9306	6%
543	80741	287	8722	Greenbriar Pkwy	9950	9988	0%

TRAVELSHED 5							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
235	7710	495	74185	Campbellton Rd	5633	8609	-53%
306	11491	553	80903	MLK Jr Dr	12520	16427	-31%
495	74185	235	7710	Campbellton Rd	5633	8028	-43%
553	80903	306	11491	MLK Jr Dr	12520	16819	-34%
132	11507	485	66031	Cascade Rd	15401	13612	12%
133	11508	318	11509	Cascade Rd	10051	8063	20%
318	11509	133	11508	Cascade Rd	10051	8071	20%
485	66031	132	11507	Cascade Rd	15401	13314	14%
388	19824	411	19880	MLK Jr Dr	9687	8557	12%
405	19874	564	82234	MLK Jr Dr	6624	10675	-61%
407	19876	446	28086	Hightower Rd	7422	4480	40%
411	19880	388	19824	MLK Jr Dr	9687	9747	-1%
446	28086	407	19876	Hightower Rd	7422	4429	40%
564	82234	405	19874	MLK Jr Dr	6624	11359	-71%
124	8848	298	8850	Lakewood Freeway	15232	13814	9%
302	8855	125	8858	Lakewood Freeway	15232	14039	8%
298	8850	299	8852	Lakewood Freeway	26081	18248	30%
301	8854	302	8855	Lakewood Freeway	26081	18293	30%
139	11563	258	7959	I-20 East	76320	81423	-7%
325	11520	166	80644	I-20 West	76320	87106	-14%
109	7742	242	7743	I-20	73294	94257	-29%
143	11849	364	11853	I-285	71243	62036	13%
243	7744	244	7745	I-20	76638	89589	-17%
249	7757	271	8136	I-20	76638	85354	-11%
251	7759	112	7763	I-20	73294	91379	-25%
369	11859	144	11864		71243	63565	11%
117	8134	247	7755	I-20	64141	85146	-33%
245	7746	110	7747	I-20	64141	89352	-39%
329	11530	332	11534		75737	70174	7%
331	11533	138	11535	I-285 South	75737	72644	4%
333	11536	367	11856	I-285	73394	66277	10%
363	11852	328	11529	I-285	73394	63891	13%

TRAVELSHED 6							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
422	7635	690	20257	Walker St	2292	185	92%
690	20257	422	7635	Walker St	2292	5615	-145%
427	7640	964	78296	Ashby St	11037	6093	45%
529	19800	982	79260	Chestnut St	1028	3566	-247%
982	79260	529	19800	Chestnut St	1028	3741	-264%
1039	80684	405	7512	Donnelly Ave	2072	1460	30%
918	64630	1015	79297	Ashby St	5858	2830	52%
670	20221	671	20222	Luckie St	6534	6821	-4%
671	20222	670	20221	Luckie St	6534	6078	7%
647	20183	839	64021	Peachtree St	9216	12058	-31%
676	20230	1041	80722	Luckie St	3663	1086	70%
698	20305	935	65805	Whitehall	4777	2280	52%
704	20319	894	64127	Peachtree St	3947	4664	-18%
789	25356	698	20305	Spring St	257	551	-114%
894	64127	704	20319	Peachtree St	3947	5484	-39%
935	65805	698	20305	Whitehall St	4777	5157	-8%
1041	80722	676	20230	Luckie St	3663	1486	59%
405	7512	1039	80684	Donnelly Ave	2072	1440	31%
452	7764	785	25335	Ashby St	8948	6653	26%
528	19799	529	19800	Simpson	2993	2608	13%
529	19800	528	19799	Simpson	2993	3981	-33%
712	20333	713	20334	Chapel St	3738	5926	-59%
713	20334	712	20333	Chapel St	3738	6336	-70%
785	25335	452	7764	Ashby St	8948	6266	30%
964	78296	427	7640	Ashby St	11037	6985	37%
1015	79297	918	64630	Ashby St	5858	2878	51%
570	19980	569	19979	Peachtree St	8771	12792	-46%
753	20529	754	20531	I-75 HOV	18655	19402	-4%
766	20601	767	20602	I-75 HOV	18764	14601	22%
770	20621	771	20624	I-75 HOV	18655	17084	8%
1027	79358	760	20551	I-75 HOV	18764	15100	20%
478	13595	783	25332		11797	16901	-43%
503	15268	691	20276	North Ave	10410	19068	-83%
544	19858	980	79258	Northside Dr	11824	15747	-33%

TRAVELSHED 6							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday	Daily Volume	Difference
596	20085	1016	79300	Memorial Dr	7443	12415	-67%
623	20137	783	25332	Spring St	11797	21115	-79%
691	20276	503	15268	North Ave	10410	22991	-121%
697	20303	782	25331	Memorial Dr	4637	2273	51%
726	20366	782	25331	Memorial Dr	4637	4271	8%
782	25331	697	20303	Memorial Dr	4637	4351	6%
782	25331	726	20366	Memorial Dr	4637	2143	54%
783	25332	478	13595	Spring St	11797	20989	-78%
783	25332	623	20137		11797	17175	-46%
1016	79300	596	20085	Memorial Dr	7443	9552	-28%
692	20277	694	20279	North Ave	6340	9188	-45%
694	20279	692	20277	North Ave	6340	11685	-84%
417	7557	418	7558	Ralph David Abernathy Blvd	7315	3324	55%
418	7558	417	7557	Ralph David Abernathy Blvd	7315	2554	65%
419	7559	1001	79280	Ralph David Abernathy Blvd	6228	4417	29%
1001	79280	419	7559	Ralph David Abernathy Blvd	6228	3236	48%
646	20182	840	64022	Harris St	4894	8019	-64%
839	64021	647	20183	Peachtree St	9216	18481	-101%
415	7552	931	65801	Ralph David Abernathy Blvd	4461	6388	-43%
931	65801	415	7552	Ralph David Abernathy Blvd	4461	4439	0%
569	19979	570	19980	Peachtree St	8771	12720	-45%
258	20271	941	65816	North Ave	24880	15778	37%
526	19797	717	20338	Northside Dr	12911	13611	-5%
559	19931	289	64110	Piedmont	13292	11895	11%
579	20028	796	28103	North Ave	28928	15317	47%
717	20338	526	19797	Northside Dr	12911	15879	-23%
796	28103	579	20028	North Ave	28928	8254	71%
905	64138	817	37042		7186	14927	-108%
941	65816	258	20271	North Ave	24880	9245	63%
980	79258	544	19858	Northside Dr	11824	17870	-51%
909	64142	596	20085	Washington St	16130	21745	-35%
249	20082	791	25358	Washington St	17158	12151	29%
589	20075	865	64086	Courtland	12702	17681	-39%
904	64137	532	19843	Piedmont	19170	25827	-35%
439	7732	1022	79344	I-20 East	83030	75322	9%
1020	79342	438	7731	I-20 West	83030	91153	-10%
1026	79357	463	7836	I-75/85 South	115268	105886	8%
1029	79362	1028	79361	I-75/85 North	115268	100637	13%
220	7759	451	7763	I-20	73294	91379	-25%
447	7742	219	7743	I-20	73294	94257	-29%
450	7762	446	7741	I-20 West	75870	85673	-13%
1007	79286	449	7761	I-20 East	75870	83509	-10%
461	7800	222	7801	I-75/85 North	136799	140877	-3%
467	7855	466	7853	I-75/85 South	136799	138787	-1%
445	7740	454	7766	I-20 West	89051	106571	-20%
455	7767	474	8138	I-20 East	89051	103223	-16%

TRAVELSHED 7							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
174	20267	322	7615	Bedford	1944	811	58%
322	7615	174	20267	Bedford	1944	638	67%
380	13842	642	64169		1628	174	89%
497	20217	623	64108	Auburn Ave	1896	3757	-98%
502	20237	647	64174	Edgewood	5253	5416	-3%
623	64108	497	20217	Auburn Ave	1896	2171	-15%
642	64169	380	13842		1628	3181	-95%
647	64174	502	20237	Edgewood Ave	5253	5625	-7%
300	7531	515	20292	Cherokee St	4070	3358	17%
312	7600	490	20194	Glen Iris Dr	7593	5972	21%
314	7602	604	64072	Glen Iris Dr	3347	2852	15%
438	19617	576	28088	Decatur Ave	9671	6161	36%
447	19899	568	25363	Boulevard	8204	9719	-18%
490	20194	312	7600	Glen Iris	7593	6132	19%
492	20196	673	64200	Lake Sinclair	2388	4827	-102%
498	20233	567	25362	Edgewood	2340	2995	-28%
515	20292	300	7531	Cherokee St	4070	3233	21%
531	20426	532	20427	Highland Ave	3197	5353	-67%
532	20427	531	20426	Highland Ave	3197	6609	-107%
567	25362	498	20233	Edgewood	2340	2983	-27%
568	25363	447	19899	Boulevard	8204	7785	5%
568	25363	734	79340	Boulevard	8204	9400	-15%
604	64072	314	7602	Glen Iris Dr	3347	2509	25%
673	64200	492	20196	Lake Sinclair	2388	5078	-113%
704	78282	679	65818	DeKalb Ave	10501	3430	67%
734	79340	568	25363	Boulevard	8204	7503	9%
511	20261	512	20262	North Ave	5778	7020	-21%
512	20262	511	20261	North Ave	5778	6869	-19%
449	19901	651	64178	Boulevard	9655	7306	24%
455	19907	598	64066	Monroe	9489	3502	63%
473	20155	581	36294	Boulevard	7850	6487	17%
478	20161	479	20162	Ralph McGill Blvd	2174	2147	1%
479	20162	478	20161	Ralph McGill Blvd	2174	2801	-29%
487	20191	488	20192	Irwin St	996	6513	-554%

TRAVELSHED 7							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday	Daily Volume	Difference
488	20192	487	20191	Irwin St	996	1924	-93%
581	36294	473	20155	Boulevard	7850	4299	45%
598	64066	455	19907	Monroe Dr	9489	5056	47%
651	64178	449	19901	Boulevard	9655	5533	43%
576	28088	438	19617	Decatur Ave	9671	5601	42%
679	65818	704	78282	DeKalb Ave	10501	3814	64%
178	20415	711	79240	Ponce De Leon	18587	15774	15%
322	7615	710	79234	Ponce De Leon Ave	13168	15590	-18%
585	36305	457	19926	Capitol Ave	6319	9235	-46%
710	79234	322	7615	Ponce De Leon Ave	13168	17009	-29%
711	79240	178	20415	Ponce De Leon	18587	17210	7%
713	79244	714	79245	Ponce De Leon	17987	15583	13%
538	20537	539	20538	I-75 HOV	14595	17975	-23%
547	20614	548	20618	I-75 HOV	14595	17084	-17%
554	20777	555	20778		12890	11646	10%
700	78206	550	20763		12890	12137	6%
457	19926	585	36305	Capitol Ave	6319	6772	-7%
714	79245	713	79244	Ponce De Leon	17987	19230	-7%
166	19931	624	64110	Piedmont	13292	11895	11%
174	20267	514	20266	North Ave	10378	11361	-9%
514	20266	174	20267	North Ave	10378	8215	21%
470	20082	187	25358	Washington St	17158	12151	29%
461	19935	462	19936	Piedmont	13924	6011	57%
336	7790	338	7793	I-75/85 South	131356	116911	11%
351	7849	379	13841	I-75/85 North	131356	124439	5%
363	8127	359	7938	I-20 East	93434	98699	-6%
329	7721	330	7722	I-20 West	85703	109687	-28%
331	7723	332	7724	I-20 West	93434	98997	-6%
360	7939	364	8128	I-20 East	85703	110811	-29%
699	78205	327	7717		79182	83943	-6%

TRAVELSHED 8							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
254	19545	255	19546	Flat Shoals Rd	3572	1591	55%
255	19546	254	19545	Flat Shoals Rd	3572	1390	61%
212	9123	258	19549	Flat Shoals Rd	2597	808	69%
258	19549	212	9123	Flat Shoals Rd	2597	422	84%
259	19551	287	25451	Glenwood Ave	4161	1572	62%
260	19552	287	25451	Glenwood Ave	4161	2484	40%
266	19604	289	25455	Bouldercrest	6083	1024	83%
267	19605	289	25455	Bouldercrest	6083	1890	69%
287	25451	259	19551	Glenwood Ave	4161	2024	51%
287	25451	260	19552	Glenwood Ave	4161	2004	52%
289	25455	266	19604	Bouldercrest	6083	1206	80%
289	25455	267	19605	Bouldercrest	6083	1634	73%
102	65927	299	65046	Candler Rd	6067	12510	-106%
218	9135	290	25460	Glenwood Rd	7556	7935	-5%
243	14925	240	14383	Memorial Dr	7443	18590	-150%
244	14926	290	25460	Glenwood	7556	7948	-5%
290	25460	218	9135	Glenwood	7556	7948	-5%
290	25460	244	14926	Glenwood Rd	7556	7940	-5%
299	65046	102	65927	Candler Rd	6067	12652	-109%
221	9175	238	14379	DeKalb Ave	7915	4862	39%
238	14379	221	9175	DeKalb Ave	7915	4287	46%
80	20753	271	20754		11255	9940	12%
240	14383	243	14925	Memorial Dr	7443	16071	-116%
274	20759	275	20760		13386	13026	3%
277	20781	278	20782		13386	12483	7%
273	20758	274	20759		12191	11543	5%
278	20782	279	20783		12191	11457	6%
233	13675	234	13676	Ponce De Leon	16949	29240	-73%
234	13676	233	13675	Ponce De Leon	16949	30127	-78%
285	25448	324	74456	Memorial Dr	10335	23571	-128%
324	74456	285	25448	Memorial Dr	10335	23865	-131%
62	9305	308	65473	Candler Rd	9018	16003	-77%
308	65473	62	9305	Candler Rd	9018	17090	-90%
50	9009	200	7533	I-20 West	59087	59064	0%
232	9539	53	9032	I-20 East	59087	56516	4%
236	13891	248	19501	I-20 West	70275	88115	-25%
249	19508	237	13892	I-20 East	70275	86838	-24%
237	13892	346	81984	I-20 East	64007	68996	-8%
345	81983	236	13891	I-20 West	64007	70035	-9%

TRAVELSHED 9							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
102	7615	449	20267	Bedford St	1944	638	-67%
449	20267	102	7615	Bedford St	1944	811	-58%
503	20435	504	20436	Virginia Ave	4557	2430	-47%
504	20436	503	20435	Virginia Ave	4557	2883	-37%
511	20443	575	25377		2720	1949	-28%
575	25377	511	20443		2720	1785	-34%
101	7510	327	8075	Ashby St	3486	725	-79%
474	20389	462	20344	Tech Pkwy	2769	2702	-2%
501	20431	613	64204	North Highland Ave	6260	9362	50%
514	20446	515	20449		3609	3909	8%
515	20449	514	20446		3609	3628	1%
613	64204	501	20431	North Highland Ave	6260	9755	56%
628	65839	474	20389	Tech Pkwy	2769	2059	-26%
337	13677	525	20469		8745	9716	11%
525	20469	337	13677		8745	10089	15%
352	15267	431	20037	14th St	9157	3668	-60%
431	20037	352	15267	14th St	9157	8473	-7%
487	20403	569	25370	10th St	7058	5321	-25%
569	25370	487	20403	10th St	7058	5109	-28%
141	20457	522	20458	Cheshire Bridge Rd	10608	8627	-19%
327	8075	101	7510	Ashby St	3486	746	-79%
375	19754	493	20410	10th St	11861	4125	-65%
387	19911	687	79196	Monroe	10266	9663	-6%
493	20410	375	19754	10th St	11861	3209	-73%
522	20458	141	20457	Cheshire Bridge Rd	10608	6621	-38%
687	79196	387	19911	Monroe	10266	8828	-14%
176	79240	496	20415	Ponce De Leon	18587	17210	-7%
393	19918	626	65823	Piedmont	10817	15187	40%
410	19986	750	83066	Peachtree St	9644	14076	46%
411	19987	750	83066	Peachtree St	9644	15699	63%
414	19991	415	19992	Peachtree St	13789	9687	-30%
415	19992	414	19991	Peachtree St	13789	14485	5%
436	20055	728	80717	Marietta St	8311	12368	49%
496	20415	176	79240	Ponce De Leon Ave	18587	15774	-15%

TRAVELSHED 9							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday	Daily Volume	Difference
573	25374	348	13992	Peachtree St	8343	9649	16%
626	65823	393	19918	Piedmont	10817	13663	26%
728	80717	436	20055	Marietta St	8311	12745	53%
750	83066	410	19986	Peachtree St	9644	15699	63%
750	83066	411	19987	Peachtree St	9644	14076	46%
528	20519	529	20521	I-75 HOV	19558	22303	14%
645	79140	650	79145	I-85 HOV	16894	17061	1%
677	79182	647	79142		16894	10772	-36%
748	83000	536	20635	I-75 HOV	19558	24261	24%
437	20070	476	20391	14th St	9318	5795	-38%
459	20288	483	20399	14th St	6148	11946	94%
476	20391	437	20070	14th St	9318	16999	82%
483	20399	459	20288	14th St	6148	3673	-40%
380	19771	381	19772	Bankhead Hwy	8884	22357	152%
381	19772	380	19771	Bankhead Hwy	8884	21253	139%
399	19945	400	19946	Piedmont	10796	19834	84%
400	19946	399	19945	Piedmont	10796	15147	40%
403	19949	614	64205	Piedmont	11893	16658	40%
614	64205	403	19949	Piedmont Rd	11893	12542	5%
556	22810	317	7880		30528	28607	-6%
348	13992	573	25374	Peachtree St	8343	10600	27%
320	7885	316	7879	Buford Hwy Conn	30528	38080	25%
122	19956	581	25383	Piedmont	21543	26441	23%
127	20266	449	20267	North Ave	10378	8215	-21%
160	65816	452	20271	North Ave	24880	9245	-63%
396	19941	751	83067	Piedmont	12810	12499	-2%
407	19954	581	25383	Piedmont	21543	23437	9%
449	20267	127	20266	North Ave	10378	11361	9%
452	20271	160	65816	North Ave	24880	15778	-37%
581	25383	122	19956	Piedmont	21543	23370	8%
581	25383	407	19954	Piedmont	21543	26534	23%
751	83067	487	20403	Piedmont	12810	12499	-2%
460	20341	461	20342	Northside Dr	19562	14120	-28%
461	20342	460	20341	Northside Dr	19562	17997	-8%
463	20345	726	80715	Northside Dr	12927	20660	60%
726	80715	463	20345	Northside Dr	12927	15556	20%
730	80719	731	80720	Northside Dr	12809	27876	118%
731	80720	730	80719	Northside Dr	12809	22799	78%
445	20123	598	64051	Spring St	25318	17617	-30%
488	20404	438	20071	Juniper	13398	13060	-3%
343	13838	432	20038	West Peachtree St	21196	24951	18%
499	20420	603	64056	Courtland	15434	15311	-1%
105	7862	336	13657	I-85	77015	66031	-14%
540	20655	107	7875		77015	64339	-16%
644	79139	649	79144		88692	109543	24%
678	79183	648	79143		88692	111700	26%
103	7800	305	7801	I-75/85 North	136799	140877	3%
313	7873	325	8050	I-75/85 South	143422	154349	8%
749	83001	358	17173	I-75/85 North	143422	161545	13%
332	8168	116	19514	I-85 North	96498	111728	16%

TRAVELSHED 10							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
305	7528	571	19587	Glenwood Ave	3133	1560	50%
336	7593	337	7594	Ormewood Ave	985	253	74%
337	7594	336	7593	Ormewood Ave	985	206	79%
556	15063	696	64408	Berne St	514	961	-87%
571	19587	305	7528	Glenwood Ave	3133	1617	48%
696	64408	556	15063	Berne St	514	838	-63%
307	7530	583	19894		1376	2030	-48%
330	7587	331	7588	Hill St	1307	2095	-60%
331	7588	330	7587		1307	1266	3%
356	7694	575	19885		3149	1805	43%
414	8512	415	8513	McDonough Blvd	7883	4834	39%
415	8513	414	8512	McDonough Blvd	7883	4539	42%
422	8521	423	8522	McDonough Blvd	2399	8617	-259%
423	8522	422	8521	McDonough Blvd	2399	9044	-277%
426	8526	706	64420		1949	5121	-163%
447	8547	672	25306	Hapeville Rd	1885	1596	15%
450	8550	672	25306	Hapeville Rd	1885	3282	-74%
575	19885	356	7694		3149	1925	39%
583	19894	307	7530		1376	1631	-19%
672	25306	447	8547	Hapeville Rd	1885	1719	9%
672	25306	450	8550	Hapeville Rd	1885	3210	-70%
679	25338	343	7624	Ridge Ave	1382	3019	-118%
701	64415	719	64641	Forrest Park Rd	841	823	2%
706	64420	426	8526		1949	5316	-173%
712	64633	357	7695		2313	3564	-54%
719	64641	701	64415	Forrest Park Rd	841	929	-10%
805	79320	324	7570	Atlanta Ave	2034	1388	32%
806	79321	807	79322	Confederate Ave	2849	2206	23%
807	79322	806	79321	Confederate Ave	2849	2152	24%
693	64163	304	7527	University Ave	7347	10193	-39%
312	7545	313	7546	Georgia Ave	1387	1476	-6%
313	7546	312	7545	Georgia Ave	1387	3675	-165%
323	7569	586	19921	Capitol Ave	3170	4253	-34%
343	7624	679	25338	Ridge Ave	1382	2702	-96%

TRAVELSHED 10							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday	Daily Volume	Difference
348	7629	731	65937		2651	2916	-10%
357	7695	712	64633		2313	4141	-79%
387	8215	446	8546		8220	8374	-2%
409	8490	459	8578		4932	5631	-14%
446	8546	387	8215		8220	9785	-19%
459	8578	409	8490		4932	4938	0%
508	8762	674	25308		2769	1929	30%
576	19886	577	19887	Boulevard	5355	2193	59%
577	19887	576	19886	Boulevard	5355	1972	63%
582	19892	808	79323	Boulevard	12001	7476	38%
586	19921	323	7569	Capitol Ave	3170	4497	-42%
674	25308	508	8762		2769	1802	35%
674	25308	770	79105		2769	1575	43%
731	65937	348	7629		2651	3472	-31%
770	79105	674	25308		2769	1350	51%
808	79323	582	19892	Boulevard	12001	8031	33%
179	17995	646	20584		11522	11344	2%
304	7527	693	64163	University Ave	7347	10147	-38%
627	20557	628	20558	I-75 HOV	17647	21717	-23%
637	20567	231	80952		11522	9040	22%
655	20594	656	20595	I-75 HOV	17647	21351	-21%
630	20560	768	79103	I-75 HOV	16663	19308	-16%
652	20591	653	20592	I-75 HOV	16663	19292	-16%
319	7554	320	7555	Ralph David Abernathy Blvd	5601	7385	-32%
320	7555	319	7554	Ralph David Abernathy Blvd	5601	5432	3%
622	20328	623	20329	Lee St	10667	15492	-45%
623	20329	622	20328	Lee St	10667	15996	-50%
400	8481	769	79104	Stewart Ave	7320	12564	-72%
595	20018	596	20019	Stewart Ave	6212	13688	-120%
596	20019	595	20018	Dewey St	6212	10601	-71%
769	79104	400	8481	Stewart Ave	7320	9192	-26%
360	7700	412	8493	Lee St	7818	6922	11%
412	8493	360	7700	Lee St	7818	6044	23%
590	20013	854	82317	Stewart Ave	7786	8292	-6%
854	82317	590	20013	Stewart Ave	7786	11164	-43%
171	8861	516	8866	Lakewood Freeway	30242	22169	27%
517	8867	170	8846	Lakewood Freeway	30242	20713	32%
167	8679	544	8981	I-85	69170	74064	-7%
483	8658	168	8680	I-85	69170	59359	14%
482	8656	483	8658	I-85	66807	50711	24%
485	8684	487	8686	I-85	66807	63373	5%
385	8130	736	78207	I-20	79182	83600	-6%
815	80908	166	8650	I-75 South	70782	70391	1%
174	14176	388	8297	I-285	67988	60533	11%
541	8964	173	14175	I-285	67988	55299	19%
467	8630	468	8631	I-285	66716	61169	8%
542	8974	390	8459	I-285	66716	66477	0%
662	22124	473	8638		70782	76626	-8%
366	7770	761	79091	I-75/85 North	123525	150042	-21%
386	8144	767	79102	I-75	122197	146488	-20%
475	8642	365	7769	I-75	122197	146938	-20%
374	7828	370	7824	I-75/85 South	123525	153076	-24%

TRAVELSHED 11							
NODE A	LINK AB	NODE B	LINK BA	Description of the Road	Average Weekday Traffic (AWDT)	Daily Volume (Model)	Difference
101	8674	9	8984	I-85	65005	63768	2%
109	8983	101	8674	I-85	70766	66992	5%

APPENDIX B. INVENTORY-BASED CAPACITIES OF THE ROAD SEGMENTS

AREA: TRAVSHED 1, LANDUSE :SUBURBAN

Road Name	Link	Number of lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of Turn Lanes (Yes/No)	Capacity
Cobb Pkwy SE	1	4	Y	N	N	No	Y	N	Y	35280
Road to North Atlanta High School	2	2	N	N	N	High	Y	N	Y	16800
Northside Pkwy west of I 75	3	4	N	N	N	Medium	N	N	Y	33600
Northside Pkwy from I 75 to West Paces Ferry Rd	4	4	Y (intermittently)	N	N	Medium	N	N	Y	35280
West Paces Ferry Rd	5	2	N	Y	N	High	N	N	Y	18800
West Paces Ferry Rd	6	4	N	N	N	No	Y	N	Y	33600
West Paces Ferry Rd	7	2	N	N	N	High	N	N	Y	16800
Paces Ferry Rd	8	2	N	N	N	High	N	N	Y (But very few)	16800
Paces Ferry Rd	9	2	N	N	N	High	N	N	Y (But very few)	16800
Mt Paran Rd	10	2	N	N	N	High	Only in Short Segment	N	Y (But very few)	16800
Ridgewood Rd	11	2	N	N	N	High	N	N	N	14800
Moores Mill Rd (west of I 75)	12	2	N	N	N	High	Y	N	Y	16800
W Wesley Rd (west of I 75)	13	2	N	N	N	High	Yes but not throughout	N	N	14800
W Wesley Rd and E Wesley Rd (east of I 75)	14	2	N	N	N	High	Yes but not throughout	N	Y	16800
Moores Mill Rd (east of I 75)	15	2	N	N	N	High	Yes but not throughout	N	Y (But very few)	16800
West Paces Ferry Rd	16	2	N	Y	N	High	Y	N	Y	18800
Northside Dr NW/ US 41 (south of Longwood Dr)	17	2	N	Y	N	High	Y but not throughout	N	Y	18800
Northside Dr NW (north of Longwood Dr)	18	2	N	N	N	High	Y but not throughout	N	N	14800
Northside Pkwy/US 41 from Northside Dr NW to just east of Atlanta Fine Homes	19	4	Y	N	N	High	Y	N	Y	35280
Northside Pkwy/US 41 from Atlanta Fine Homes to Howell Mill Road NW	19a	4	N	N	Y	High	Y	N	Y	23310
Northside Pkwy/US 41 from Howell Mill Road NW to West Paces Ferry Rd	19b	4	N	N	N	High	Y	N	Y	33600
Howell Mill Rd	20	2	N	N	N	High	Y (it has bike lane too)	N	Y (But Very Few)	16800
Peachtree Battle Ave NW	21	2	N	N	N	High	Y	N	N	14800
Arden Rd NW	22	2	N	N	N	High	N	N	N	14800
Blackland Rd NW	23	2	N	N	N	High	N	N	N	14800
Powers Ferry Rd	24	2	N	N	N	High	N	N	Y (But very few)	16800
Jett Road	25	2	N	N	N	High	N	N	N	14800
E Conway Drive	26	2	N	N	N	High	N	N	N	14800
Garmon Rd NW	27	2	N	N	N	High	N	N	N	14800
W Wieuca Rd	28	2	N	N	N	High	Y	N	N	14800
Bohler Rd NW	29	2	N	N	N	High	Y	N	N	14800
Lake Forrest Dr NE	30	2	N	N	N	High	Y	N	Y	16800
Habersham Rd NW	31	2	N	N	N	High	Y	N	Y	16800
Collier Rd NW	32	2	N	N	N	High	Y	N	Y	16800
Peachtree Road NE south of W Wesley Rd	33	6	N	N	N	High	Y	N	N	37000
Andrews Dr NW	34	2	N	N	N	High	Y	N	N	14800

AREA: TRAVSHED 2, LANDUSE :URBAN

Road Name	Link	Number of lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of Turn Lanes (Yes/No)	Capacity
Peachtree St NE south of Sheridan Dr NE	1	6	N	N	N	High	Y	N	N	34040
Peachtree St NE from south of Sheridan Dr NE to just north of Peachtree Ave NE	1a	6	N	N	Y	High	Y	N	N	35742
Peachtree St NE from immediate north of Peachtree Ave NE to Pharr Rd	1b	6	N	N	N	High	Y	N	N	34040
Peachtree St NE from East Paces Ferry Rd NE to Maple Dr NE	1c	6	N	N	N	High	Y	N	Y	46368
Peachtree St NE from Pharr Rd to East Paces Ferry Rd NE	1d	6	N	N	N	High	Y	N	N	34040
Peachtree St NE from East Paces Ferry Rd NE to Wieuca Rd NE	1e	6	Y	N	N	High	Y	N	Y	48686
Peachtree St NE from Wieuca Rd NE to Kingsboro Rd NE	1f	6	N	N	N	High	Y	N	N	34040
Peachtree St NE from Kingsboro Rd NE to N Druid Hills Rd	1g	5	N	Y	N	High	Y	N	Y	34592
Collier Rd NW	2	2	N	N	N	High	Y	N	Y	15456
Peachtree Hills Ave NE	3	2	N	N	N	High	Y	N	N	13616
Lindbergh Dr NE west of Garson Dr NE	4	2	N (only in very short segment)	N	N	High	Y	N	Y (very few)	15456
Acorn Ave NE	5	2	N	N	N	High	Y	N	N	13616
E Wesley Rd NE	6	2	N	N	N	High	Y	N	Y	15456
Pharr Rd NE	7	2	N	Y	N	High	Y	N	Y	17296
East Paces Ferry Rd NE west of Piedmont Rd NE	8	4	N	N	N	High	Y	N	Y	30912
East Paces Ferry Rd NE east of Piedmont Rd NE	8a	2	N	N	N	High	Y	N	N	13616
Slaton Dr NW	9	2	N	N	N	High	Y (not throughout)	N	Y	15456
E Andrews Dr NW	10	2	N	N	N	High	Y (it has bike lane too)	N	Y	15456
Roswell Rd NE	11	4	N	N	N	High	Y	N	Y	30912
Piedmont Rd NE (north of Peachtree Rd)	12	4	N	N	N	High	Y	N	Y	30912
Piedmont Rd NE (south of Peachtree Rd)	13	6	Y	N	N	High	Y	N	Y	48686
Lenox Rd from Piedmont Rd NE to T Harvey Mathis Parkway	14a	6	Y	N	Y	High	Y	N	Y	51004
Lenox Rd from west of Peachtree Rd NE to T Harvey Mathis Parkway	14	8	Y	N	N	High	Y	N	Y	54482
Lenox Rd from east of Peachtree Rd NE to Canter Road NE	15	4	N	N	N	High	Y	N	Y	30912
Lenox Rd from south of Canter Rd NE to Plantation Dr NE	16	2	N	N	N	High	Y	N	Y	15456
Wieuca Rd NE north of Phipps Blvd NE	17	2	N	N	N	High	Y	N	N	13616
Peachtree Dunwoody Rd	18	2	N	N	N	High	Y	N	Y (very few)	15456
Wieuca Rd NE south of Phipps Blvd NE	19	4	Y (most segment)	N	N	High	Y	N	Y	32458
Roxboro Rd NE from Prichard Way NE to W Roxboro Rd NE	20	4	Y	N	N	High	Y	N	Y	32458
Old Ivy Rd NE	21	2	N	N	N	High	Y	N	N	13616
Lindbergh Dr NE between Garson Rd and Armand Rd NE	22	4	Y	N	N	High	Y	N	Y	32458
Lindbergh Dr NE east of Armand Rd NE	23	2	N	N	N	High	Y	N	Y	15456
Sidney Marcus Blvd NE	24	4	Y	N	N	High	Y	N	Y	32458
Lenox Rd from Plantation Dr NE to Canterbury Rd NE	25	2	N	Y	N	High	Y	N	Y	17296
Lenox Rd from Canterbury Rd NE to Lenox Pointe NE	25a	2	N	N	N	High	Y	N	Y	15456
Lenox Rd from south of Lenox Pointe NE to Buford Hwy NE	25b	4	Y	N	N	High	Y	N	Y	32458
Lenox Rd south of Buford Hwy NE	25C	6	Y	N	N	Moderate	Y	N	Y	48686
Buford Hwy NE	26	6	Y	N	N	High	Y	N	Y	48686

AREA: TRAVSHED 3, LANDUSE :SUBURBAN

Road Name	Link	Number of lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of Turn Lanes (Yes/No)	Capacity
Lenox RD NE	1	2	N	N	N	High	Y	N	N	14800
Johnson Rd NE	2	2	N	N	N	High	Y	N	N	14800
E Rock Springs NE	3	2	N	N	N	High	Y	N	N	14800
E Morningside Dr NE	3b	2	N	N	N	High	Y	N	N	14800
N Highland Ave NE	4	2	N	N	N	High	Y	N	N	14800
Cheshire Bridge Rd NE	5	4	N	N	N	High	Y	N	N	22200
Piedmont Ave NE	5a	4	N	N	Y	High	Y	N	Y	33600
N Rock Springs Rd NE	6	2	N	N	N	High	Y	N	N	14800
N Morningside Dr NE	7	2	N	N	N	High	Y	N	N	14800
University Dr NE	8	2	N	N	N	High	Y	N	N	14800
Woodland Ave NE (between Cheshire Bridge Rd NE and Lenox RD NE)	1a	2	N	N	N	High	Y	N	Y	16800
Briarcliff Road NE (from Campus crossing to the west entrance to Sage Hill Shopping Center)	9	4	Y	N	N	High	Y	N	Y	33600
Briarcliff Road NE (from west entrance to Sage Hill Shopping Center to Johnson Rd NE)	10	4	N	Y	N	High	Y	N	Y	37600

AREA: TRAVSHED 4, LANDUSE :SUBURBAN

Road Name	Link	Number of lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of turn lanes (Yes/No)	Capacity
Marietta Blvd NE west of Plant St NW	1a	4	Y	N	N	Moderate	Y	N	Y	35280
Marietta Blvd NW from Plant St to Coronet Way NW	1	5	N	Y	N	High	Y	N	Y	37600
Marietta Blvd NW from Coronet Way NW to Chatahoochee Ave NW	1b	4	N	N	N	High	Y	N	Y	33600
Marietta Blvd NW from Chatahoochee Ave NW to north of Thomas St NW	1c	5	N	N	N	High	Y	N	Y	33600
Marietta Blvd NW from north of Thomas St NW to Elaine Ave	1d	4	N	N	N	High	Y	N	Y	33600
Marietta Blvd NW south of Elaine Ave	1e	5	N	N	N	High	Y	N	Y	33600
Bolton Rd NW	2	2	N	N	N	High	Y	N	Y (few)	16800
Hollywood Rd NW	3	2	N	N	N	High	Y	N	N	14800
James Jackson Pkwy NW north of Donald Lee Hollowell Pkwy NW	4	4	N	N	N	High	Y	N	Y	33600
Hamilton E Holmes Dr NW	5	2	N	N	N	High	Y	N	Y	16800
Hightower Rd NW	6	2	N	N	N	High	Y	N	N	14800
Peyton Rd NW	7	2	N	N	N	High	Y	N	N	14800
Donald Lee Hollowell Pkwy NW west of Perimeter	8	4	N (only in short segments only)	Y	N	High	Y	N	Y	37600
Donald Lee Hollowell Pkwy NW west of Perimeter to Hamilton E Holmes Dr Nw	9	2	N	N	N	High	Y	N	Y	16800
Donald Lee Hollowell Pkwy NW east of Hamilton E Holmes Dr NW	10	4	N	N	N	High	Y	N	Y	33600
Marietta Rd NW	11	2	N	N	N	High	Y (most of the segment)	N	N	14800
Perry Blvd NW	12	2	N	N	N	Medium	Y	N	N	14800
West Marietta St NW	12a	4	N	N	N	High	Y	N	Y	33600
Coronet Way NW	13	2	N	N	N	Medium	Y	N	N	14800
Moores Mill Rd NW	14	2	N	N	N	Moderate	Y	N	N	14800
Defoors Ferry Rd NW	15	2	N	N	N	High	Y	N	N	14800
Hills Avenue	16	2	N	N	N	High	N	N	N	14800
Chattahoochee Ave NW east of Marietta Blvd	17	4	N	N	N	High	Y	N	Y	33600
Chattahoochee Ave NW west of Marietta Blvd	17a	2	N	N	N	High	N	N	N	14800
Collier Road NW	18	2	N	N	N	High	Y	N	Y	16800
Defoor Hills Rd NW	19	2	N	N	N	High	N	N	N	14800
Bohler Rd NW	20	2	N	N	N	High	Y	N	N	14800
Defoor Ave NW	21	2	N	N	N	High	Y	N	N	14800
Ellsworth Industrial Blvd NW	22	2	N	N	N	High	Y	N	Y (very few)	16800
Huff Road NW	23	2	N	N	N	High	Y	N	N	14800
Johnson Rd NW	24	2	N	N	N	Medium	Y	N	N	14800
Habershal Dr	25	2	N	N	N	High	Y	N	N	14800
Chappell Rd NW	26	2	N	N	N	High	Y	N	N	14800
Mayson Turner Rd NW	27	2	N	N	N	Moderate	Y	N	N	14800
Burbank Dr NW	28	2	N	N	N	High	N	N	N	14800
North Ave NW	29	2	N	N	N	High	Y	N	N	14800
Baker Rd NW	30	2	N	N	N	High	N	N	N	14800
Pelton Pl NW	31	2	N	N	N	High	N	N	N	14800
OldKnow Dr	32	2	N	N	N	Medium	N	N	N	14800
Skipper Dr NW	33	2	N	N	N	High	N	N	N	14800
Harwell Rd NW	34	2	N	N	N	Medium	Y	N	N	14800
W Peek Rd NW	35	2	N	N	N	High	N	N	N	14800

AREA: TRAVSHED 4 Contd.., LANDUSE :SUBURBAN										
Road Name	**Link**	**Number of lanes**	**Median Presence (Yes/No)**	**TWTL (Yes/No)**	**Auxillary Lanes (Yes/No)**	**Acess**	**Sidewalk Presence (Yes/No)**	**One Way (Yes/No)**	**Presence of turn lanes (Yes/No)**	**Capacity**
Allegro Dr NW	36	2	N	N	N	High	N	N	N	14800
Crescendo Dr NW	36a	2	N	N	N	High	N	N	N	14800
Washington St NW	36b	2	N	N	N	High	N	N	N	14800
Waterford Rd NW	36c	2	N	N	N	High	N	N	N	14800
Baker Ridge Dr NW	38	2	N	N	N	High	N	N	N	14800
Collier Dr NW	39	2	N	N	N	High	Y	N	Y (very few)	16800
Joseph E Boone Blvd NW	40	2	N	N	N	High	Y	N	Y	16800
W Lake Ave NW	41	2	N	N	N	High	Y	N	N	14800
Tiger Flowers Dr NW	48	2	N	N	N	High	Y	N	N	14800
Hyacinth Ave NW	49	2	N	N	N	High	Y	N	N	14800
Wadley St NW	50	2	N	N	N	High	N	N	N	14800
Verbena St NW	51	2	N	N	N	High	N (only in very short segment)	N	N	14800
Carver Dr NW	52	2	N	N	N	High	Y	N	N	14800
M.L.K. Jr. Dr SW	53	4	N	N	N	High	Y	N	Y	33600
Bolton Rd NW south of Browntown Rd	54	2	N	N	N	High	Y	N	Y	16800
Bolton Road NW between Browntown Rd and James Jackson Pkwy NW	54a	4	N	Y	N	High	Y	N	Y	37600
Fairburn Rd NW	55	2	N	N	N	High	Y	N	N	14800
Collier Dr NW	56	2	N	N	N	High	Y	N	N	14800
Atlanta Industrial Pkwy south of Atlantic Chemical	57	4	Y	N	N	High	N	N	Y	35280
Atlanta Industrial Pkwy north of Atlantic Chemical	57a	2	N	N	N	High	N	N	Y	16800
Northwest Dr NW	58	2	N	N	N	High	Y	N	N	14800
Browntown Rd NW	59	2	N	N	N	High	Y	N	N	14800
Audrey Pl NW	60	2	N	N	N	High	Y	N	N	14800
Bridgeport Dr NW	60a	2	N	N	N	High	Y	N	N	14800
Argyle Dr NW	61	2	N	N	N	High	Y	N	N	14800
Barrett Dr NW	62	2	N	N	N	High	Y	N	N	14800
McCallie Blvd NW	63	2	N	N	N	High	Y	N	N	14800
Ajax Dr NW	64	2	N	N	N	High	Y	N	N	14800
Mary George Ave NW	65	2	N	N	N	High	Y	N	N	14800
Dale Creek Dr NW	66	2	N	N	N	High	Y	N	N	14800
Howell Mill Rd NW north of Bellmeade Ave NW	67	4	N	N	N	High	Y	N	Y	33600
Howell Mill Rd NW south of Bellmeade Ave NW	67a	3	N	N	N	High	Y	N	Y	16800
Northside Dr. NW	68	4	Y	N	N	High	Y	N	Y	35280
Deering Rd NW	69	2	N	N	N	High	Y	N	Y	16800
17th St NW east of Northside Dr NW	70	2	N	N	N	High	Y	N	Y	16800
18th St NW west of Northside Dr NW	70a	6	Y	N	N	High	Y	N	Y	52920
Fulton Industrial Blvd	71	4	Y	N	N	High	Y	N	Y	35280

AREA: TRAVSHED 5, LANDUSE :SUBURBAN

Road Name	Link	Number of Lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of Turn Lanes (Yes/No)	Capacity
Cascade Ave SW north of Copeland Ave SW	1	4	N	N	N	None	Y	N	Y	33600
Cascade Ave SW from south of Copeland Ave SW to Beecher St SW	2	2	N	N	N	High	Y	N	Y	16800
Cascade Ave SW from Beecher St SW to Sandtown Rd	2a	2	N	Y	N	High	Y	N	Y	18800
Cascade Road SW west of Sandtown Road to Spring Park Dr	3	3	N	N	N	High	Y	N	Y	16800
Cascade Road SW from Spring Park Dr NW to Shanter Trail SW	2	2	N	N	N	High	N	N	Y	16800
Cascade Road SW from Shanter Trail SW to Danforth Road SW	4a	4	Y (most of the segment)	N	N	High	Y	N	Y	35280
Cascade Road SW west of Danforth Road SW	4b	2	N	N	N	High	Y	N	Y	16800
Langhorn St SW	5	6	N	N	N	Medium	Y	N	Y	50400
Ralph David Abernathy Blvd south of Lucile Ave SW	6	2	N	N	N	High	Y	N	Y	16800
Ralph David Abernathy Blvd south of Lucile Ave SW to Westview Dr	6a	4	N	N	N	High	Y	N	N	22200
Ralph David Abernathy Blvd north of Westview Dr	6b	3	N	N	N	High	Y	N	Y	16800
Lucile Ave SW	7	3	N	N	N	High	Y	N	N	14800
Westview Dr SW	8	2	N	N	N	High	Y	N	Y	16800
M.L.K. Jr Dr SW east of Florida Ave SW	9	4	N	N	N	High	Y	N	N	22200
M.L.K. Jr Dr SW west of Florida Ave SW	9a	4	N	Y	N	High	Y	N	Y	37600
W Lake Ave NW	10	3	N	N	N	High	Y	N	N	14800
Donnelly Ave SW	11	2	N	N	N	High	Y	N	N	14800
Westwood Ave SW	12	2	N	N	N	High	Y	N	N	14800
Beecher St SW	13	2	N	N	N	High	N	N	N	14800
S Gordon St SW	14	2	N	N	N	High	N	N	N	14800
Benjamin E Mays Dr SW	15	2	N	N	N	High	Y	N	N (very few)	14800
Peyton Rd SW	16	2	N	N	N	High	Y	N	Y	16800
Peyton Pl SW	17	2	N	N	N	High	Y	N	N	14800
Harlan Rd SW	18	2	N	N	N	High	N	N	N	14800
Lynhurst Dr SW	19	2	N	N	N	High	Y	N	N	14800
Delmar Ln NW	20	2	N	N	N	High	N	N	N	14800
Boulder Park Dr SW	21	2	N	N	N	High	N	N	N	14800
Bakers Ferry Rd SW	22	2	N	N	N	Moderate	N	N	N	14800
Dollar Mill Rd	23	2	N	N	N	Moderate	Y	N	N	14800
Fairburn Rd SW	24	2	N	N	N	High	Y	N	Y	16800
Hemphill School Rd NW	25	2	N	N	N	High	Y	N	N	14800
Wilson Mill Rd SW	26	2	N	N	N	High	Y	N	N	14800
Cornell Blvd SW	27	2	N	N	N	High	N	N	N	14800
Candlelight Ln SW	28	2	N	N	N	High	N	N	N	14800
Avon Ave SW	29	2	N	N	N	High	Y	N	N	14800

AREA: TRAVSHED 5 Contd.., LANDUSE :SUBURBAN										
Road Name	**Link**	**Number of Lanes**	**Median Presence (Yes/No)**	**TWTL (Yes/No)**	**Auxillary Lanes (Yes/No)**	**Acess**	**Sidewalk Presence (Yes/No)**	**One Way (Yes/No)**	**Presence of turn lanes (Yes/No)**	**Capacity**
Peeples St SW	30	2	N	N	N	High	N	N	N	14800
Princess Ave SW	31	2	N	N	N	High	Y	N	N	14800
Campbellton Rd SW north of Venetian Dr SW	32	4	N	N	N	High	Y	N	Y	33600
Campbellton Rd SW from south of Venetian Dr SW to Timothy Dr SW	33	2	N	N	N	High	Y	N	N	14800
Campbellton Rd SW from Timothy Dr SW to Willis Mill Rd	58	4	N	Y	N	High	Y	N	Y	37600
Campbellton Rd SW from Willis Mill Rd to Dodson Dr SW	59	2	N	N	N	High	Y	N	Y	16800
Campbellton Rd SW from Dodson Dr SW to Mt Gilead Rd SW	60	4	N	Y	N	High	Y	N	Y	37600
Campbellton Rd SW west of Mt Gilead Rd SW	60a	2	N	N	Y	High	Y	N	N	15540
Venetian Dr SW	34	2	N	N	N	High	N	N	N	14800
Sandtown Rd SW	35	2	N	N	N	High	N	N	N	14800
Centra Villa Dr SW	36	2	N	N	N	High	N	N	N	14800
Kenilworth Dr SW	37	2	N	N	N	High	N	N	N	14800
Willow Trail SW	38	2	N	N	N	High	N	N	N	14800
Centra Villa Dr SW	39	2	N	N	N	High	N	N	N	14800
Delowe Dr	40	2	N	N	N	High	Y	N	N	14800
Myrtle Dr SW	41	2	N	N	N	High	Y	N	N	14800
Dodson Dr SW	42	2	N	N	N	High	Y	N	N	14800
Harbin Rd	43	2	N	N	N	High	N	N	N	14800
Childress Dr SW	44	2	N	N	N	High	Y	N	N	14800
Landrum Dr SW	45	2	N	N	N	High	Y	N	N	14800
Stanton Rd	46	2	N	N	N	High	Y	N	N	14800
Panther Trail SW	47	2	N	N	N	High	Y	N	N	14800
Mt Gilead Rd SW	48	2	N	N	N	High	N	N	N	14800
Dale Ln SW	49	2	N	N	N	High	N	N	N	14800
Meadowlane Dr SW	50	2	N	N	N	High	N	N	N	14800
Greenbriar Pkwy SW (west of Continental Colony Pkwy)	51	4	N	N	N	High	Y	N	N	22200
Greenbriar Pkwy SW (north of Continental Colony Pkwy)	51a	6	N	N	N	High	Y	N	Y	50400
Continental Colony Pkwy	52	4	N	N	N	High	Y	N	N	22200
Hogan Rd SW	53	2	N	N	N	High	Y	N	N	14800
Stone Rd SW (E/W both)	54	2	N	N	N	High	N (only in short segment)	N	N	14800
Stone Hogan Conn SW	55	4	N	N	N	High	Y	N	N	22200
Barge Rd SW	56	2	N	N	N	High	N	N	N	14800
Fairburn Rd SW	57	2	N	N	N	High	Y	N	N	14800
Campbellton Rd from Barge Road SW to Butner Rd	58A	4	N	Y	N	High	Y	N	Y	37600
Campbellton Rd west of Butner Rd	59 A	2	N	N	N	Moderate	Y	N	Y	16800
Butner Rd	60	2	N	N	N	Moderate	N	N	N	14800
Niskey Lake Rd SW	61	2	N	N	N	Moderate	N	N	N	14800
County Line Rd SW	62	2	N	N	N	Moderate	N	N	N	14800
Redwine Rd SW	63	2	N	N	N	High	Y	N	N	14800
Welcome All Rd	64	2	N	N	N	Moderate	N	N	N	14800
N Commerce Dr	65	4	Y (not throughout)	N	N	High	Y	N	Y	35280
Danforth Rd SW	66	2	N	N	N	High	Y	N	Y	16800
Lee St SW	67	4	N	N	N	High	Y	N	N	33600

AREA: TRAVSHED 6, LANDUSE : URBAN

Road Name	Link	Number of lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of turn lanes (Yes/No)	Capacity
White St SW	1	2	N	Y	N	High	Y	N	Y	17296
Lee St SW (north of Ralph David Abernathy Blvd)	2	5	N	N	N	High	Y	N	N	20424
Lee St SW (south of Ralph David Abernathy Blvd)	2a	6	N	N	N	High	Y	N	Y	46368
Joseph E Lowery Blvd SW (south of Ralph David Abernathy Blvd)	3	3	N	N	N	High	Y	N	Y	15456
Joseph E Lowery Blvd SW from Ralph David Abernathy Blvd to Oak St SW	3a	4	N	N	N	High	Y	N	N	20424
Joseph E Lowery Blvd SW from Oak St SW to Lucile Ave SW	3b	4	Y	N	N	High	Y	N	N	32458
Joseph E Lowery Blvd SW from Lucile Ave SW to M.L.K Jr Dr NW	3c	3	N	N	N	High	Y	N	Y	15456
Joseph E Lowery Blvd SW from M.L.K. Jr Dr NW to Mayson Turner Rd NW	3d	4	N	N	N	High	Y	N	Y	30912
Joseph E Lowery Blvd SW north of Mayson Turner Rd NW	3e	3	N	N	N	High	Y	N	Y	15456
Ralph David Abernathy Blvd SW	4	4	N	N	N	High	Y	N	Y	30912
Beecher St SW	5	2	N	N	N	High	N	N	N	13616
Lawton St SW	6	2	N	N	N	High	N	N	Y	15456
Oglethorpe Ave SW	7	2	N	N	N	High	Y	N	N	13616
Oak St SW (east of Lee St SW)	8	3	N	N	N	High	Y	Y	N	29212
Oak St SW (west of Lee St SW and east of Joseph E Lowry Blvd SW)	9	3	N	N	N	High	Y	N	N	13616
Oak St SW/Lucile Ave (west of Joseph E Lowry Blvd SW)	10	3	N	N	N	High	Y	Y	Y	29212
West End Ave SW	11	2	N	N	N	High	Y	N	N	13616
Westview Dr SW	12	2	N	N	N	High	Y	N	Y	15456
Greensferry Ave SW	13	2	N	N	N	High	Y	N	Y	15456
Chapel St SW	14	4	N	N	N	High	Y	N	Y	30912
Northside Dr SW south of M.L.K Jr Dr NW	15	6	N	N	N	Moderate	Y	N	Y	46368
Northside Dr SW north of M.L.K Jr Dr NW to Joseph E Boone Blvd NW	15a	6	N	Y	N	High	Y	N	Y	51888
Northside Dr SW from Joseph E Boone Blvd NW to North Ave NW	15b	6	N	N	N	High	Y	N	Y	46368
Peters St SW south of Walker St SW	16	6	N	N	N	Moderate	Y	N	Y	46368
Peters St SW south of Walker St SW	16 a	2 with bike lanes	N	N	N	Moderate	Y	N	Y	15456
W Whitehall St SW	17	4	N	N	N	Moderate	Y	N	Y	30912
Whitehall St SW	18	4	N	N	N	High	Y	N	N	20424
Wells St SW	19	2	N	N	N	High	Y	N	N	13616
McDaniel St SW (south of Ralph David Abernathy Blvd SW)	20	2	N	N	N	High	Y	N	N	13616
McDaniel St SW (Ralph David Abernathy Blvd to Peters St SW)	21	4	N	N	N	High	Y	N	Y	30912
McDaniel St SW north of Peters St SW	21a	2	N	N	N	High	Y	N	N	13616
Fulton St SW	22	4	N	N	N	High	Y	N	Y	30912
Central Ave SW (south of Rawson St SW)	23	3	N	N	N	High	Y	Y	N	29212
Central Ave SW (till Decatur St SW)	24	4	N	N	N	High	Y	Y	N	38949
Pyror St SW south of Edgewood Ave SE	25	4	N	N	N	High	Y	Y	N	38949
Windsor St SW (south of Fulton St SW)	26	2	N	N	N	High	Y	N	N	13616
Windsor St SW (north of Fulton St SW)	27	4	N	N	N	High	Y	N	N	20424

AREA: TRAVSHED 6 Contd.., LANDUSE : URBAN										
Road Name	**Link**	**Number of lanes**	**Median Presence (Yes/No)**	**TWTL (Yes/No)**	**Auxillary Lanes (Yes/No)**	**Acess**	**Sidewalk Presence (Yes/No)**	**One Way (Yes/No)**	**Presence of turn lanes (Yes/No)**	**Capacity**
Walker St SW	28	3	N	N	N	High	Y	N	N	13616
Ted Turner Dr SW (south of M.L.K. Jr Dr SW)	29	4	N	N	N	High	Y	N	N	30912
Ted Turner Dr SW (north of M.L.K. Jr Dr SW to Ivan Allen Jr Blvd NW)	30	4	N	N	N	High	Y	Y	Y	40804
Forsyth St SW west of Marietta St NW	31	4	N	N	N	High	Y	N	N	20424
Forsyth St SW east of Marietta St NW	32	2	N	N	N	High	Y	N	N	13616
Broad St NW	32	2	N	N	N	High	Y	Y	N	19475
Peachtree St SW (till south of Auburn Ave NE)	33	4	N	N	N	High	Y	N	N	20424
Peachtree St SW (from Auburn Ave NE to Ellis St NE)	34	3	N	N	N	High	Y	N	N	13616
Peachtree St SW (from Auburn Ave NE to Ivan Allen Jr Blvd NE)	35	4	N	N	N	High	Y	N	Y	30912
Park Pl NE	37	2	N	N	N	High	Y	Y	N	19475
Central Ave SW / Peachtree Center Ave NE (from Decatur to south of Auburn Ave NE)	38	4	N	N	N	High	Y	Y	Y	40804
Central Ave SW / Peachtree Center Ave NE (north of Auburn Ave NE)	39	2	N	N	N	High	Y	Y	N	19475
Washington St SW/ Courtland St SE (till Edgewood Ave SE)	40	4	N	N	N	High	Y	Y	N	38949
Washington St SW/ Courtland St SE (from north of Edgewood Ave SE to Bakers St NW)	41	5	N	N	N	High	Y	Y	Y	40804
Capitol Ave SW south of Capital Square SW	42	4	N	N	N	High	Y	N	Y	30912
Capitol Ave SW from north of Capital Square SW to M.L.K. Jr Dr SW	43	4	N	N	N	High	Y	Y	Y	40804
Memorial Dr SW	44	4	Y	N	N	High	Y	N	Y	32458
Trinity Ave SW south of Forsyth St SW	45	4	N	N	N	High	Y	N	Y	30912
Trinity Ave SW north of Forsyth St SW and south of Ted Turner Dr SW	46	3	N	N	N	High	Y	N	N	13616
Mitchell St SW south of Ted Turner Dr SW and north of Central Ave SW	47	2	N	N	N	High	Y	Y	Y	20402
Mitchell St SW south of Central Ave S	48	3	N	N	N	High	Y	Y	Y	15456
M.L.K. Jr Dr NW from north of Ted Turner Dr SW to Northside Dr NW	49	4	N	N	N	High	Y	N	Y	30912
M.L.K. Jr Dr NW south of Ted Turner Dr SW	50	4	N	N	N	High	Y	Y	Y	40804
Jesse Hill Jr Dr SE	51	4	N	N	N	High	Y	N	Y	30912
Decatur St E south of Peachtree St NW	52	3	N	N	N	High	Y	N	Y	15456
Marietta St NW south of Andrew Young Internation Blvd NW	53	4	Y	N	N	High	Y	N	Y	32458
Edgewood Ave SE	54	2	N	N	N	High	Y	N	Y	15456
Gilmer St south between Courtland St E and Peachtree Center Ave	55	2	N	N	N	High	Y	Y	N	19475
Gilmer St south of Courtland St E	56	3	N	N	N	High	Y	N	Y	15456
Armstrong St SE	57	2	N	N	N	High	Y	N	N	13616
Coca Cola Pl SE	58	2	N	N	N	High	Y	N	N	13616
Walton St NW	59	2	N	N	N	High	Y	Y	N	19475
Luckie St NW	60	4	N	N	N	High	Y	N	Y	30912
Auburn Ave NE	61	2	N	N	N	High	Y	N	N	13616
Williams St NW	62	1	N	N	N	High	Y	N	N	13616
John Wesley Dobbs Ave NE	63	4	N	N	N	High	Y	N	N	20424
Carnegie Way NW	64	2	N	N	N	High	Y	N	Y	15456
Ellis St NE between Carnegie Way NW and Peachtree St NW	65	2	N	N	N	High	Y	Y	N	19475
Ellis St. NE east of Peachtree St NW	66	3	N	N	N	High	Y	Y	N	29212
Andrew Young International Blvd from Centennial Olympic Park Dr NW to Carnegie Way NW	67	2	N	Y	N	High	Y	N	Y	17296
Andrew Young International Blvd from Carnegie Way NW to Peachtree St NW	68	2	N	N	N	High	Y	Y	Y	20402
Andrew Young International Blvd from Peachtree St NW to Piedmont Ave NE	69	3	N	N	N	High	Y	Y	Y	30603

AREA: TRAVSHED 6 Contd.., LANDUSE : URBAN										
Road Name	**Link**	**Number of lanes**	**Median Presence (Yes/No)**	**TWTL (Yes/No)**	**Auxillary Lanes (Yes/No)**	**Acess**	**Sidewalk Presence (Yes/No)**	**One Way (Yes/No)**	**Presence of turn lanes (Yes/No)**	**Capacity**
John Portman Blvd NW	70	3	N	N	N	High	Y	Y	N	29212
Baker St NW from Centennial Olympic Park Dr NW to Piedmont Ave NW	71	3	N	N	N	High	Y	Y	Y	30603
Baker St NW west of Centennial Olympic Park Dr NW	72	4	N	N	N	High	Y	N	Y	30912
Ivan Jr Blvd NW east of Northside Dr NW	73	4	Y	N	N	High	Y	N	Y	32458
Centennial Olympic Park Dr between Chapel St SW and M.L.K. Jr Dr SW	74	5	N	N	N	High	Y	N	Y	30912
Centennial Olympic Park Dr from M.L.K. Jr Dr SW to Walton St NW	75	4 (3/1)	N	N	N	High	Y	N	Y	30912
Centennial Olympic Park Dr from Walton St NW to West Peachtree Pl NW	76	4	N	N	N	High	Y	Y	Y	40804
Centennial Olympic Park Dr north of West Peachtree Pl NW	77	4	N	N	N	High	Y	N	Y	30912
Spring St NW	78	3	N	N	N	High	Y	Y	Y	30603
North Avenue east of Northside Dr NW	79	4	N	N	N	High	Y	N	Y	30912
Pine St NW (west of I 85)	80	2	N	N	N	High	Y	N	N	13616
Pine St NW (west of Courtland St NE)	81	2	N	N	N	High	Y	Y	Y	20402
Pine St NW (between Courtland St NE and Piedmont Ave NE)	82	2	N	N	N	High	Y	N	N	13616
Linden Ave between Spring St NW and West Peachtree St NW	83	4	N	N	N	High	Y	N	Y	30912
Linden Ave between West Peachtree St NW and Peachtree St NE	84	3	N	N	N	High	Y	N	N	13616
Linden Ave east of Peachtree St NE	85	2	N	N	N	High	Y	N	N	13616
Ralph McGill Blvd NE	87	4	N	N	N	High	Y	N	Y	30912
West Peachtree NW from Simpson St NW to Pine St NE	88	4	N	N	N	High	Y	N	N	30912
West Peachtree NW from Pine St NE to Baltimore Pl NW	89	2	N	N	N	High	Y	Y	N	19475
West Peachtree NW from Baltimore Pl NW to N Ave NW	90	4	N	N	N	High	Y	Y	Y	40804
Spring St NW (contd. from Ted Turner Dr NW)	91	3	N	N	N	High	Y	Y	Y	30603
Williams St NW (straight N-S Segment) south of Simpson St NW	92	4	N	N	N	High	Y	N	Y	30912
Williams St NW (straight N-S Segment) north of Simpson St NW	93	5	N	N	N	High	Y	N	Y	30912
Washington St SW/ Courtland St SE from Baker St NW to Linden Ave NE	94	4	N	N	N	High	Y	Y	Y	40804
Washington St SW/ Courtland St SE from Linden Ave NE to North Avenue NE	95	5	N	N	N	High	Y	Y	Y	40804
Piedmont Ave NE from M.L.K. Jr Dr SW to John Wesley Dobbs Ave NE	96	3	N	N	N	High	Y	Y	Y	30603
Piedmont Ave NE from Currier St NE to North Ave NE	97	5	N	N	N	High	Y	Y	Y	40804
Marietta St NW north from Andrew Young International Blvd till North Ave NE	98	4	N	N	N	High	Y	N	Y	30912
Joseph E Boone Blvd NW west of Northside Dr NW	99	4	N	N	N	High	Y	N	Y	30912
North Avenue west of Northside Dr NW	100	2	N	N	N	High	Y	N	N	13616
Cameron Alexander Madison Blvd NW	101	2	N	N	N	High	Y	N	N	13616
Oliver St NW	102	2	N	N	N	High	Y	N	N	13616
Pine St NW	103	2	N	N	N	High	Y	N	N	13616
Atlanta Student Movement Blvd/Mims St SW/Fair St SW/W Fair St SW	104	2	N	N	N	High	Y	N	N	13616
Mitchell St SW from Ted Turner Dr SW to Northside Dr SW	105	3	N	N	N	High	Y	N	Y	15456
Mitchell St SW from Northside Dr SW to Walnut St SW	106	2	N	N	N	High	Y	N	N	13616
M.L.K. Jr Dr from Northside Dr NW to Walnut St SW	107	6	Y	N	N	High	Y	N	Y	48686
M.L.K. Jr Dr at the west of Walnut St SW	108	4	N	N	N	High	Y	N	Y	30912
Mayson Turner Rd NW	109	2	N	N	N	High	Y	Y	N	19475
James P Brawley Dr NW	110	2	N	N	N	High	Y	N	N	13616
Pollard Blvd SW	111	4	N	N	N	Moderate	Y	N	N	20424

AREA: TRAVSHED 7, LANDUSE : SUBURBAN										
Road Name	**Link**	**Number of lanes**	**Median Presence (Yes/No)**	**TWTL (Yes/No)**	**Auxillary Lanes (Yes/No)**	**Acess**	**Sidewalk Presence (Yes/No)**	**One Way (Yes/No)**	**Presence of Turn Lanes (Yes/No)**	**Capacity**
Georgia Ave SE	1	3	N	N	N	High	Y	N	N	14800
Fulton St SE	2	4	N	N	N	High	Y	N	Y	33600
Fulton St Exd	3	2	N	N	N	High	Y	N	N	14800
Sydney St SE	4	2	N	N	N	High	Y	Y	N	21168
Glenwood Ave SE	5	3	N	N	N	High	Y	N	Y	16800
Memorial Dr SE west of Connally St SE	6	4	Y	N	N	High	Y	N	Y	35280
Memorial Dr SE from Connally St SE to Grant St SE	6a	4	N	Y	N	High	Y	N	N	37600
Memorial Dr SE from Grant St SE to Pearl St E	6b	4	N	N	N	High	Y	N	Y	33600
Memorial Dr SE east of Pearl St E	7	3 (note: presence of reversible lane)	N	Treated as TWTL	N	High	Y	N	Y	18800
Hill St SE north of Ralph David Abernathy Fwy till Memorial Dr SE	8	4	N	Y	N	High	Y	N	Y	37600
Hill St SE north of Memorial Dr. SE	8a	4	N	N	N	High	Y	N	Y	33600
Hill St SE south of Ralph David Abernathy Fwy	9	2	N	N	N	High	Y	N	Y	16800
Hilliard St SE south of Tanner St E	10	2	N	N	N	High	Y	N	N	14800
Grant St south of Decatur St SE to Memorial Dr SE	10a	2	N	N	N	High	Y	N	Y	16800
Grant St south of Memorial Dr SE	10b	2	N	N	N	High	Y	N	N	14800
Grant St/Hilliard St NE between Tanner St E and Auburn Ave NE	11	2	N	N	N	High	Y	Y	N	21168
Grant St/Hilliard St NE north of Auburn Ave NE	12	2	N	N	N	High	Y	N	N	14800
Cherokee Ave SE	13	3	N	N	N	High	Y	N	N	14800
Jackson St NE south of Highland Ave NE to Auburn Ave NE	14	2	N	Y	N	High	Y	N	Y	18800
Jackson St NE south of Auburn Ave NE	14a	2	N	N	N	High	Y	N	N	14800
Parkway Dr NE from Highland Ave NE to Ralph McGill Blvd NE	15	4	N	N	N	High	Y	N	Y	33600
Parkway Dr NE north of Ralph McGill Blvd NE	16	2	N	N	N	High	Y	N	Y	16800
Boulevard SE South of Memorial Dr SE	17	4	N	N	N	High	Y	N	Y	33600
Boulevard SE north of Memorial Dr SE to Edgewood Ave NE	18	3	Y (most of the segment)	N	N	High	Y	N	Y	17640
Boulevard SE north of Edgewood Ave NE	19	4	N	N	N	High	Y	N	Y	33600
M.L.K. Jr Dr SE to west of Fort St SE	20	4	N	N	N	High	Y	N	N	22200
Edgewood Ave NE west of Jackson St SE	21	2	N	N	N	High	Y	N	Y	16800
Edgewood Ave between Jackson St SE and Boulevard SE	21a	2	N	Y	N	High	Y	N	Y	18800
Auburn Ave NE west of Jackson St	22	2	N	N	N	High	Y	N	N	14800
Auburn Ave NE between Jackson St and Boulevard NE	22a	2	N	N	N	High	Y	N	N	14800
Irwin St NE from Piedmont to Randolph Ave	23	4	N	N	N	High	Y	N	Y	33600
Irwin St NE from Randolph Ave to Krog St NE	24	2	N	N	N	High	Y	N	N	14800
Lake Ave NE	25	2	N	N	N	High	Y	N	N	14800
Austin Ave NE	26	2	N	N	N	High	Y	N	N	14800
Euclid Ave NE	27	2	N	N	N	High	Y	N	N	14800
McLendon Ave NE	28	2	N	N	N	High	Y	N	N	14800
Piedmont Ave NE	29	5	N	N	N	High	Y	Y	Y	44352

AREA: TRAVSHED 7 Contd.., LANDUSE : SUBURBAN										
Road Name	**Link**	**Number of lanes**	**Median Presence (Yes/No)**	**TWTL (Yes/No)**	**Auxillary Lanes (Yes/No)**	**Acess**	**Sidewalk Presence (Yes/No)**	**One Way (Yes/No)**	**Presence of turn lanes (Yes/No)**	**Capacity**
Central Park Pl NE	30	4	Y	N	N	High	Y	N	Y	35280
North Ave NE east of I-85 to Peachtree St NE to Glen Iris Dr NE	31	6	N	N	N	High	Y	N	Y	50400
North Ave NE from Glen Iris Dr NE to Bonaventure Ave NE	32	4	N	N	N	High	Y	N	Y	33600
North Ave NE east of Bonaventure Ave NE to Linwood Ave NE	33	2	N	N	N	High	Y	N	Y	16800
North Ave NE from Linwood Ave NE to North Highland Ave NE	33a	2	N	Y	N	High	Y	N	Y	18800
North Ave NE east of North Highland Ave NE	33b	2	N	N	N	High	Y	N	Y	16800
Pine St NE between Piedmont Ave NE and Central Park Pl NE	35	4	N	N	N	High	Y	N	N	22200
Angier Ave east of Central Park Pl NE	36	2	N	N	N	High	Y	N	N	14800
Ralph McGill Blvd NE from Piedmont Ave NE to Central Park Pl NE	37	5	N	N	N	High	Y	N	N	22200
Ralph McGill Blvd NE from Central Park Pl NE to Glen Iris Dr NE	38	4	N	N	N	High	Y	N	N	22200
Ralph McGill Blvd NE from Glen Iris Dr NE to Ashley Ave NE	39	3	N	N	N	High	Y	N	N	14800
Ralph McGill Blvd NE from Ashley Ave NE to Freedom Pkwy NE	40	2	N	N	N	High	Y	N	Y	16800
Freedom Park NE along with E Freedom Pky NE	41 and 67	2	Y	N	N	High	Y	Y	Y	17640
Bell St NE	42	2	N	N	N	High	Y	Y	Y	22176
Baker Street NE	43	3	N	N	N	High	Y	Y	N	31752
Baker Highland Connector	44	4	N	N	N	Moderate	Y	N	Y	33600
Harris St NE/ John Portman Blvd	45	3	N	N	N	High	Y	Y	Y	33264
Andrew Young International Blvd NE	46	3	N	N	N	High	Y	Y	Y	33264
Ellis St NE	47	4	N	N	N	High	Y	Y	Y	44352
John Wesley Dobbs Ave NE	48	4	N	N	N	High	Y	N	N	22200
Highland Ave NE	49	2	N	N	N	High	Y	N	Y	16800
Decatur St west of Jackson St E	50	2	N	Y	N	High	Y	N	Y	18800
Decatur St east of Jackson St E (continuation as DeKalb Ave NE)	51	3 (note: presence of reversible lane)	N	Treated as TWTL	N	High	Y	N	Y	18800
Bill Kennedy Way SE	52	2	N	N	N	High	Y	N	Y	16800
Pearl St SE	53	2	N	N	N	High	N	N	N	16800
Wylie St SE	54	2	N	N	N	High	Y	N	N	14800
Kirkwood Ave SE	55	2	N	N	N	High	Y	N	N	14800
Estoria St SE	56	2	N	N	N	High	Y	N	N	14800
Fulton Terrace SE	57	2	N	N	N	High	Y	N	N	14800
Mauldin St SE	57a	2	N	N	N	High	Y	N	N	14800
Flatshoals Ave SE south of Wylie St to Stovall St SE	58a	2	N	N	N	High	Y	N	N	14800
Flatshoals Ave SE from Stovall St SE to Memorial Dr SE	58	3	Y	N	N	High	Y	N	N	17640
Flatshoals Ave SE south of Memorial Dr SE	58b	2	N	N	N	High	Y	N	N	14800
Arkwright Pl SE	59	2	N	N	N	High	Y	N	N	14800
Moreland Ave SE south of Hardee St NE	60	4	N	Y	N	High	Y	N	Y	37600
Moreland Ave SE north of of Hardee St NE to Austin Ave NE	61	4	Y	N	N	High	Y	N	Y	35280
Moreland Ave SE north of Austin Ave NE to Euclid Ave NE	61a	6	N	N	N	High	Y	N	Y	50400
Moreland Ave SE north of Euclid Ave	62	4	N	N	N	High	Y	N	Y	33600
Oakdale Rd NE	63	2	N	N	N	High	Y	N	N	14800
Hosea L Williams Dr NE	64	2	N	N	N	High	Y	N	N	14800
Wyman St SE	65	2	N	N	N	High	Y	N	N	14800
La France St NE	66	2	N	N	N	High	Y	N	N	14800
Mayson Ave NE	68	2	N	N	N	High	Y	N	N	14800
Freedom Pkwy between Jackson St NE and Boulevard NE	69	6	Y	N	N	No	N	N	N	52920
Freedom Pkwy east of Boulevard NE	70	4	Y	N	N	Moderate	N	N	Y	35280
Chester Ave SE	71	2	N	N	N	High	N	N	N	14800
Flat Shoals Ave SE	72	2	N	N	N	High	Y	N	N	14800
Rogers St NE	73	2	N	N	N	High	Y	N	N	14800
Ponce De Leon Ave NE	74	4	N	Y	N	High	Y	N	Y	37600

AREA: TRAVSHED 8, LANDUSE : SUBURBAN

Road Name	Link	Number of Lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of turn lanes (Yes/No)	Capacity
Briarcliff Rd NE	1	3	N	Y	N	High	Y	N	Y	18800
Ponce De Leon Ave NE	2	4	N	N	N	High	Y	N	N	22200
Lullwater Rd NE	3	2	N	N	N	High	Y	N	Y	16800
Clifton Rd SE	4	2	N	N	N	High	Y	N	N	14800
McLendon Ave NE	5	2	N	N	N	High	Y	N	N	14800
Howard Circle NE	6	2	N	N	N	High	Y	N	N	14800
DeKalb Pine NE	6	2	N	N	N	High	Y	N	N	14800
Rocky Ford Rd NE	7	2	N	N	N	High	Y	N	N	14800
DeKalb Ave NE west of Oxford Pl NE	8	3 (note: presence of reversible lane)	N	Treated as TWTL	N	High	Y	N	N	18800
DeKalb Ave NE east of Oxford Pl NE	9	4	N	N	N	High	Y	N	N	22200
Hosea L Williams Dr NE	10	2	N	N	N	High	Y	N	Y	16800
Memorial Dr SE east of Candler Road SE	11	4	N	N	N	High	Y	N	y	33600
Memorial Dr SE west of Candler Road SE	12	3 (note: presence of reversible lane)	N	Treated as TWTL	N	High	Y	N	N	18800
Rogers St SE	13	2	N	N	N	High	Y	N	N	14800
Howard St NE	14	2	N	N	N	High	Y	N	N	14800
Norwood Ave NE	15	2	N	N	N	High	Y	N	N	14800
Delano Dr NE	16	2	N	N	N	High	Y	N	N	14800
College Ave NE	17	2	N	N	N	High	Y	N	N	14800
Sisson Ave NE	18	2	N	N	N	High	Y	N	N	14800
2nd Ave SE	19	2	N	N	N	High	Y	N	N	14800
Spence Ave NE/ S McDonough St	20	2	N	N	N	High	Y	N	N	14800
Candler Rd south of Memorial Dr	21	4	N	Y	N	High	Y	N	Y	37600
Candler Rd north of Memorial Dr	22	2	N	N	N	High	Y	N	Y	16800
Glenwood Ave SE west of Greencove Ln SE	23	2	N	N	N	High	Y	N	N	14800
Glenwood Ave SE from Greencove Ln SE to Clifton St SE	23a	2	N	N	N	High	Y	N	Y	16800
Glenwood Ave SE from Clifton St SE to I 20	23b	4	N	N	N	High	Y	N	Y	33600
Glenwood Ave SE west of 2nd Ave	23c	4	N	N	N	High	Y	N	Y	33600
Glenwood Ave SE from 2nd Ave to Allendale Dr SE	23d	2	N	N	N	High	Y	N	Y	16800
Glenwood Ave S from Allendale Dr SE to Candler Rd	23e	2	N	Y	N	High	Y	N	Y	18800
Moreland Ave SE south of Hall Ave SE	24	4	N	N	N	High	Y	N	Y	33600
Moreland Ave SE from Hall Ave SE to Faith Ave SE	24a	4	N	Y	N	High	Y	N	Y	37600
Flat Shoals Ave SE	25	2	N	N	N	High	Y	N	N	14800
Ormewood Ave SE	26	2	N	N	N	High	Y	N	N	14800
McPherson Ave SE	27	2	N	N	N	High	Y	N	N	14800
Gresham Ave SE	28	2	N	N	N	High	Y	N	N	14800
Maynard Terrace SE	29	2	N	N	N	High	Y	N	N	14800
Clifton Rd SE	30	2	N	N	N	High	Y	N	N	14800
Braeborn Dr SE	31	2	N	N	N	High	Y	N	N	14800
Pasley Ave SE	32	2	N	N	N	High	Y	N	N	14800
Bouldercrest Dr SE	33	2	N	N	N	High	Y	N	N	14800
E Lake Blvd SE	34	2	N	N	N	High	Y	N	Y	16800

AREA: TRAVSHED 9, LANDUSE : SUBURBAN + URBAN

Road Name	Link	Number of Lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of Turn Lanes (Yes/No)	Capacity
Donald Lee Hollowell Pkwy NW	1	4	N	N	N	High	Y	N	N	22200
Northside Dr NW west of Marietta St NW	2	6	N	N	N	High	Y	N	N	37000
Marietta St NW	3	4	N	N	N	High	Y	N	N	22200
Howell Mill Rd	4	3	N	N	N	High	Y	N	N	14800
Tech Pkwy/Path Pkwy	5	4	Y	N	N	High	Y	N	Y	35280
Northside Dr NW from east of Marietta St NW to 14th St NW	6	6	N	N	N	High	Y	N	Y	50400
Northside Dr NW north of 14th St NW	7	4	Y	N	N	High	Y	N	Y	35280
Hemphill Ave NW	8	2	N	N	N	High	Y	N	N	14800
10th St NW west of Howell Mill Rd	9	2	N	N	N	High	Y	N	N	14800
10th St NW east of Howell Mill Rd to I 85/75	10	4	N	N	N	High	Y	N	Y	33600
10th St NW east of I 85/75 to Peachtree St NW (Urban area)	10a	6	N	N	N	High	Y	N	Y	46368
10th St NW east of Peachtree St NW (Urban area)	10b	4	N	N	N	High	Y	N	Y	30912
14th St North till west of Holly St NW	11	4	N	N	N	High	Y	N	N	35280
14th St North between Holly St NW to I 75/I 85	12	4	Y (most of the segment)	N	N	High	Y	N	Y	35280
14th St North between I 75/I 85 and Juniper St NE (Urban area)	12a	5	Y	N	N	High	Y	N	Y	32458
14th St North east of Juniper St NE (Urban area)	13	3	N	N	N	High	Y	N	Y	15456
State St NW north of Peachtree Pl	14	2	N	N	N	High	Y	N	N	14800
State St NW south of Peachtree Pl	14a	2	Y	N	N	High	Y	N	Y	17640
Ferst Dr	15	2	N	N	N	High	Y	N	Y	16800
Techwood Dr NW	16	4	N	N	N	High	Y	Y	Y	44352
16th St NW west of State St NW	17	3	N	N	N	High	Y	N	Y	16800
16th St NW east of State St NW	18	4	Y	N	N	High	Y	N	Y	35280
17th St NW west of I 75/I 85	19	6	Y	N	N	High	Y	N	Y	52920
17th St NW from I 75/I 85 to West Peachtree St NW (Urban area)	19a	6	Y	N	N	High	Y	N	Y	48686
17th St NW east of West Peachtree St NW (Urban area)	20	2	N	N	N	High	Y	N	Y	15456
Spring St NW (Urban area)	21	4	N	N	N	High	Y	Y	N	38949
West Peachtree St NW south of 12th St NW (Urban area)	22	4	N	N	N	High	Y	Y	N	38949
West Peachtree St NW south of 12th St NW (Urban area)	22a	5	N	N	N	High	Y	Y	N	38949
Ponce De Leon Ave NE (Urban area) west of Peachtree St NE	23a	2	N	N	N	High	Y	N	Y	15456
Ponce De Leon Ave NE (Urban area) from Peachtree St NE to Piedmont Ave NE	23b	4	N	N	N	High	Y	N	Y	30912
Ponce De Leon Ave NE (Urban area) west of Piedmont Ave NE	23c	4	N	Y	N	High	Y	N	Y	34592
Third St NE (Urban area)	24	2	N	N	N	High	Y	Y	Y	20402
Peachtree St NE before joining with West Peachtree St NE (Urban area)	26	4	N	N	N	High	Y	N	Y	30912
Cypress St NE (Urban area)	27	2	N	N	N	High	Y	N	N	13616
5th St NE (Urban area)	28	2	N	N	N	High	Y	N	N	13616
Piedmont Ave NE south of 14th St NE (Urban area)	29	3	N	N	N	High	Y	Y	Y	30603
Juniper St NE (Urban area) north of 10th St NE	30	4	N	N	N	High	Y	Y	N	38949

AREA: TRAVSHED 9 Contd.., LANDUSE : SUBURBAN + URBAN										
Road Name	**Link**	**Number of Lanes**	**Median Presence (Yes/No)**	**TWTL (Yes/No)**	**Auxillary Lanes (Yes/No)**	**Acess**	**Sidewalk Presence (Yes/No)**	**One Way (Yes/No)**	**Presence of Turn Lanes (Yes/No)**	**Capacity**
Juniper St NE (Urban area) from 10th St NE to 12th St NE	30a	3	N	N	N	High	Y	Y	N	29212
Juniper St NE (Urban area) north of 12th St NE	30b	4	N	N	N	High	Y	Y	N	38949
Argonne Ave NE (Urban area)	31	2	N	N	N	High	Y	N	N	13616
Charles Allen Dr NE south of 4th St NE (Urban area)	34	3	N	N	N	High	Y	N	N	13616
Charles Allen Dr NE from 4th St NE to south of 8th St NE (Urban area)	32	2	Y	N	N	High	Y	N	N	17640
Charles Allen Dr NE north of 8th St NE (Urban area)	33	2	N	N	N	High	Y	N	N	13616
Monroe Dr NE south of 8th St (Urban area)	34	3	N	N	N	High	Y	N	N	13616
Monroe Dr NE north of 8th St to 10th St NE (Urban area)	34a	4	N	N	N	High	Y	N	Y	30912
Monroe Dr NE north 10th St NE to Ansley Circle NE	35	4	N	N	N	High	Y	N	Y	33600
8th St NE (Urban area)	36	2	N	N	N	High	Y	N	N	13616
Peachtree St NE between the joint with Peachtree St NW and Spring St NW (Urban area)	37	5	N	N	N	High	Y	N	Y	30912
Peachtree St NE north of Spring St NW (Urban area)	38	6	N	N	N	High	Y	N	Y	46368
Peachtree Circ NE	39	2	N	N	N	High	Y	N	Y	16800
The Prado NE	40	2	N	N	N	High	Y	N	N	14800
Montgomery Ferry Dr NE (Urban area)	41	2	N	N	N	Moderate	Y	N	N	13616
Piedmont Ave NE northof 14th St NE to Piedmont Circle NE	42	4	N	N	N	High	Y	N	Y	33600
Piedmont Ave NE from Piedmont Circle to Lambert Dr NE	43	4	Y	N	N	High	Y	N	Y	35280
Piedmont Ave NE north of Lambert Dr NE	44	6	Y	N	N	High	Y	N	Y	52920
Cheshire Bridge Rd NE	45	4	N	N	N	High	Y	N	Y	33600
Piedmont Cicle NE	46	3	N	N	N	High	Y	N	Y	16800
Monroe Dr NE from north of Ansley Ln NE to Armour Dr NE	47	2	N	N	N	High	Y	N	Y	16800
Monroe Dr NE from Armour Dr NE to Piedmont Cicle NE	48	3	N	N	N	High	Y	N	Y	16800
E Morningside Dr NE	49	2	N	N	N	High	Y	N	N	14800
North Highland Avenue NE	50	2	N	N	N	High	Y	N	N	14800
Lindbergh Dr NE/ Lavista Rd NE	51	2	N	N	N	High	Y	N	Y	16800
Sheridan Rd NE	52	2	N	N	N	High	Y	N	N	14800
Virginia Ave NE	53	2	N	N	N	High	Y	N	Y	16800
Barnett St NE	54	2	N	N	N	High	Y	N	N	14800
Lenox Rd NE	55	2	N	N	N	High	Y	N	N	14800
15th St NE (Urban)	56	3	N	N	N	High	Y	N	N	13616
16th St NW (Urban)	57	2	N	N	N	High	Y	N	Y	15456
Brady Ave NW	58	2	N	N	N	High	Y	N	N	14800
Buford Spring Connector west of On Ramp from Monroe Dr (Urban)	59	4	Y	N	N	High	N	N	N (only at one place)	32458
Buford Spring Connector from On Ramp from Monroe Dr to Off ramp to Piedmont Rd NE (Urban)	60	4	Y	N	Y	High	N	N	N	34003
Buford Spring Connector east of Off ramp to Piedmont Ave N (Semi-Urban)	61	4	Y	N	N	High	N	N	N	32458
Williams St NW south of 5th St (Urban area)	62	2	N	N	N	High	N	N	N	13616
Williams St NW from 5th St to 8th St (Urban area)	63	2	N	N	N	High	N	Y	N	19475
Williams St NW north of 8th St (Urban area)	62	3	N	N	N	High	N	Y	N	29212

AREA: TRAVSHED 10, LANDUSE : SUBURBAN

Road Name	Link	Number of Lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of Turn Lanes (Yes/No)	Capacity
Ralph David Abernathy Blvd SW	1	4	Y	N	N	High	Y	N	Y	35280
Metropolitan Pkwy SW	2	4	N	N	N	High	Y	N	N	22200
Sylvan Rd SW	3	2	N	N	N	High	Y	N	N	14800
Avon Ave SW	4	2	N	N	N	High	Y	N	N	14800
University Ave SW	5	3	N	N	N	High	Y	N	Y	16800
McDaniel St SW between Bass St SW and Ralph David Abernathy Blvd SW	6	3	N	N	N	High	Y	N	N	14800
McDaniel St SW south of Bass St SW	7	2	N	N	N	High	Y	N	N	14800
Pryor St SW north of Hendrix Ave SW	8	3	N	N	N	High	Y	Y	N	31752
Pryor Rd SW between Hendrix Ave SW and Ridge Ave SW	9	6	N	N	N	Moderate	Y	N	N	37000
Pryor Rd SW south of Ridge Ave SW	10	4	N	N	N	Moderate	Y	N	Y	33600
Murphy Ave SW	11	2	N	N	N	High	Y	N	N	14800
Dill Ave SW	12	2	N	N	N	High	Y	N	Y	16800
Deckner Ave SW	13	2	N	N	N	High	Y	N	N	14800
Langston Ave SW	14	2	N	N	N	High	Y	N	N	14800
Perkerson Rd SW	14a	2	N	N	N	High	Y	N	N	14800
Astor Ave SW	15	2	N	N	N	High	Y	N	N	14800
Cleveland Ave SW (West of Steele Ave SW)	16	4	N	Y	N	High	Y	N	Y	37600
Mt Zion Rd SW	17	2	N	N	N	High	Y	N	N	14800
Springdale Rd SW	18	2	N	N	N	High	Y	N	N	14800
Fair Dr SW	19	4	N	N	N	High	Y	N	Y	33600
Central Ave SW north of Glenn St SW	20	3	N	N	N	High	Y	Y	N	31752
Central Ave SW between Glenn St SW to Richardson St SW	21	4	N	N	N	High	Y	Y	N	42336
Central Ave SW from Glenn St SW to Bass St SW	22	3	N	N	N	High	Y	Y	N	31752
Central Ave SW south of Bass St SW	23	2	N	N	N	High	Y	Y	N	21168
Pollard Blvd SW north of Ormond St SW	24	4	N	N	N	High	Y	N	N	22200
Washington St SW south of Ormond St SW	25	3	N	N	N	High	Y	N	N	14800
Ormond St SW between Washington St SW to Hank Aaron Dr SW	26	3	N	N	N	High	Y	N	N	14800
Ormond St SW east of Hank Aaron Dr SW	27	2	N	N	N	High	Y	Y	N	21168
Atlanta Ave SW west of Crew St SW	28	2	N	N	N	High	Y	Y	N	21168
Atlanta Ave from Crew St SW to Hill St E	29	2	N	N	N	High	Y	Y	N	21168
Atlanta Ave east of Hill St E	30	2	N	N	N	High	Y	N	N	14800
Hank Aaron Dr SW north of Little St SW	31	5	N	N	N	High	Y	N	Y	33600
Hank Aaron Dr SW south of Hank Aaron Dr	31a	4	N	N	N	High	Y	N	N	22200
Bill Lucas Dr SE	32	2	N	N	N	High	Y	N	N	14800
Ridge Ave SW	33	2	N	N	N	High	Y	N	N	14800
Weyman Ave SW	34	2	N	N	N	High	Y	N	N	14800

AREA: TRAVSHED 10 Contd.., LANDUSE : SUBURBAN										
Road Name	**Link**	**Number of Lanes**	**Median Presence (Yes/No)**	**TWTL (Yes/No)**	**Auxillary Lanes (Yes/No)**	**Acess**	**Sidewalk Presence (Yes/No)**	**One Way (Yes/No)**	**Presence of Turn Lanes (Yes/No)**	**Capacity**
Milton Ave SE north of McDonald Dr SE	35	3	N	N	N	High	Y	N	N	14800
Lakewood Ave SE north of Clair Dr SE	36	2	N	N	N	High	Y	N	Y	16800
Lakewood Ave SE from south of Clair Dr SE to Terrace Way SE	37	3	N	N	N	High	Y	N	Y	16800
Lakewood Ave SE from Terrace Way SE to Lakewood Raceway	38	4	N	N	N	High	Y	N	N	22200
Lakewood Ave SE from Lakewood Raceway to Macon Dr SW	38a	4	N	Y	N	High	Y	N	N	33600
Lakewood Ave SW from Macon Dr to Arthur B Langford Jr Pkwy	38b	4	N	N	Y	High	Y	N	Y	23310
Lakewood Ave SW south of Arthur B Langford Jr Pkwy	39	2	N	N	N	High	Y	N	N	14800
Milton Ave SE south of McDonald Dr SE	40	2	N	N	N	High	Y	N	N	14800
University Ave SW east of I 85	41	4	N	N	N	High	Y	N	Y	33600
McDonough Blvd SE west of Hill St SE	42	2	N	N	N	High	Y	N	Y	16800
Mconough Blvd SE from Hill St SE to Gault St SE	43	4	N	N	N	High	Y	N	N	22200
McDonough Blvd SE from Gault St SE to Boulevard SE	44	3	N	N	N	High	Y	N	N	14800
McDonough Blvd SE from east of Boulevard SE to north of Thomas Blvd SE	45	2	N	N	N	High	Y	N	N	14800
McDonough Blvd SE east of Thomas Blvd SE	46	4	N	Y	N	High	Y	N	Y	37600
Pryor Road SW north of Ashwood Ave SE to Claire Dr SW	47	2	N	N	N	High	Y	N	N	14800
Pryor Road SW from Ashwood Ave SE to Reynold Dr SW	48	4	N	N	N	High	Y	N	N	22200
Pryor Road south of Reynold Dr SW	49	2	N	N	N	High	Y	N	N	14800
Polar Rock Rd SW	50	2	N	N	N	High	N	N	N	14800
Polar Rock Ave SW	51	2	N	N	N	High	N	N	N	14800
Claire Dr SW	52	2	N	N	N	High	Y	N	Y	16800
Sawtell Ave south of railway line	53	2	N	N	N	High	Y	N	N	14800
Sawtell Ave north of railway line	53a	4	N	N	N	High	Y	N	Y	33600
Hwy 54/Jonesboro Rd SE till just north of Macedonia Rd SE	54	2	N	N	N	High	Y	N	Y	16800
Hwy 54/Jonesboro Rd SE south of Macedonia Rd SE	55	4	N	Y	N	High	Y	N	Y	37600
Browns Mill Rd SE	56	2	N	N	N	High	Y	N	N	14800
Lakewood Way SW just east of Pryor Rd SW	57	4	Y	N	N	Moderate	Y	N	N	35280
Lakewood Way SW just north of Hilltop PI SW to Lakewood Ave	58	3	N	N	N	Moderate	Y	N	Y	16800
Macon Dr SW from Lakewood Ave to Polar Rock Road SW	59	4	Y	N	N	Moderate	Y	N	N	35280
Macon Dr SW from Polar Rock Road SW to end	60	2	N	N	N	High	Y	N	N	14800
Hapeville Rd SW	61	2	N	N	N	High	Y	N	N	14800
Empire Blvd SW	61a	2	N	N	N	High	Y	N	N	14800
Moury Ave SE	62	2	N	N	N	High	Y	N	N	14800
Arthur Langford Jr PI	63	2	N	N	N	High	Y	N	N	14800
Amal Dr SW	64	2	N	N	N	High	Y	N	N	14800
Hill St E	65	2	N	N	N	High	Y	N	N	14800
Cherokee Ave SE	66	2	N	N	N	High	Y	N	N	14800
Boulevard SE north of Confederate Ave SE	67	4	N	N	N	High	Y	N	N	22200

AREA: TRAVSHED 10 Contd.., LANDUSE : SUBURBAN										
Road Name	**Link**	**Number of Lanes**	**Median Presence (Yes/No)**	**TWTL (Yes/No)**	**Auxillary Lanes (Yes/No)**	**Acess**	**Sidewalk Presence (Yes/No)**	**One Way (Yes/No)**	**Presence of Turn Lanes (Yes/No)**	**Capacity**
Boulevard SE between Confederate Ave SE and Hamilton Ave SE	68	3	N	N	N	High	Y	N	N	14800
Boulevard SE south of Hamilton Ave SE	69	4	N	N	N	High	Y	N	N	22200
Hamilton Ave SE	70	2	N	N	N	High	N	N	N	14800
Confederate Ave SE	71	2	N	N	N	High	Y	N	N	14800
E Confederate Ave SE	72	2	N	N	N	High	Y	N	N	14800
Avondale Ave SE	73	2	N	N	N	High	Y	N	N	14800
Ormewood Ave SE	74	2	N	N	N	High	Y	N	N	14800
Berne St SE	75	2	N	N	N	High	Y	N	N	14800
Underwood Ave SE	76	2	N	N	N	High	Y	N	N	14800
Delaware Ave SE	76	2	N	N	N	High	Y	N	N	14800
Glenwood Ave SE	77	2	N	N	N	High	Y	N	N	14800
Englewood Ave SE	78	2	N	N	N	High	Y	N	N	14800
Custer Ave SE	79	2	N	N	N	High	Y	N	N	14800
Moreland Dr SE	80	2	N	N	N	High	Y	N	N	14800
Woodland Ave SE	81	2	N	N	N	High	Y	N	N	14800
Constitution Rd SE	82	2	N	N	N	High	Y	N	N	14800
Forrest Park Rd north of S River Industrial Blvd SE	83	2	N	N	N	High	Y	N	N	14800
Forrest Park Rd south of S River Industrial Blvd SE	84	2	N	N	N	High	N	N	N	14800
Thomasville Dr SE	85	2	N	N	N	High	Y	N	N	14800
Harper Rd SE	86	2	N	N	N	High	N	N	N	14800
Cleveland Ave SE from Steele Ave SW to Macon Dr SE	87	3	N	N	N	High	Y	N	Y	16800
Cleveland Ave SE east of Macon Dr SE	88	2	N	N	N	High	Y	N	Y	16800
Browns Mill Rd SE from Cleveland Ave to just north of Hamilton Blvd SW	89	2	N	N	N	High	Y	N	N	14800
Browns Mill Rd SE (including McWilliams Rd SE) above (north of) Cleveland Ave SE	89a	2	N	N	N	High	Y	N	N	14800
Springside Dr SE	90	2	N	N	N	High	Y	N	N	14800
Browns Mill Rd SE from south of Hamilton Blvd SW to Southside Industrial Pkwy	91	4	N	N	N	High	Y	N	N	22200
Browns Mill Rd SE from Southside Industrial Pkwy to Crown Road SE	91 a	4	N	N	N	High	Y	N	Y	33600
Zip Industrial Blvd SE	92	2	N	N	N	High	N	N	N	14800
Humphries Dr SE	93	2	N	N	N	High	Y	N	N	14800
Hutchens Rd SE	94	2	N	N	N	High	Y	N	N	14800
Southside Industrial Pkwy west of Zip Industrial Blvd SE	95	4	N	N	N	High	Y	N	Y	33600
Southside Industrial Pkwy between Zip Industrial Blvd SE and Ruby Harper Blvd SE	96	3	N	N	N	High	Y	N	Y	16800
Southside Industrial Pkwy east of Ruby Harper Blvd SE	97	4	N	N	N	High	Y	N	Y	33600
Ruby Harper Blvd SE	98	2	N	N	N	High	Y	N	Y	16800
Blair Villa Dr SE	99	2	N	N	N	High	Y	N	N	14800
Cologne Dr SE	100	2	N	N	N	High	Y	N	N	14800
Conley Rd SE	101	2	N	N	N	High	Y	N	N	14800
Bill Kennedy Way SE	102	2	N	N	N	High	Y	N	N	14800
Crown Rd SE north of I 75 till Browns Mill Rd SE	103	4	N	N	Y	High	Y	N	N	23310
Crown Rd SE from Browns Mill Rd SE to south of Post Office	103a	4	N	N	N	High	Y	N	N	22200
Arthur B. Langford Jr Pkwy (east of I 85/I 75)	104	4	Y	N	N	High	N	N	Y	35280
Arthur B. Langford Jr Pkwy west of I 85/I 75 from Metropolitan Pkwy to Fleet St SW	105	6	Y	N	Y	High	N	N	N	55440
Arthur B. Langford Jr Pkwy from fleet St SW to Sylvan Rd	106	4	Y	N	Y	High	N	N	N	36960
Arthur B. Langford Jr Pkwy west of Sylvan Rd	107	4	Y	N	N	High	N	N	N	35280

AREA: TRAVSHED 11, LANDUSE : SUBURBAN

Road Name	Link	Number of lanes	Median Presence (Yes/No)	TWTL (Yes/No)	Auxillary Lanes (Yes/No)	Acess	Sidewalk Presence (Yes/No)	One Way (Yes/No)	Presence of Turn Lanes (Yes/No)	Capacity
Virginia Ave (east of I 85 to Nerman Berry Dr)	1	4	N	N	N	High	N	N	Y	33600
Virginia Ave (Nerman Berry Dr to Lang Avenue)	1a	4	Y	N	N	High	N	N	Y	35280
Virginia Ave (from Lang Avenue to Clay Pl)	1b	4	Y	Y	N	High	N	N	Y	37600
Airport Loop	2	4	Y	N	N	High	N	N	Y	35280
N Outer Loop Rd	3	4	Y	N	N	High	N	N	Y	35280
Toffie Terrace between Virginia Ave and McMillan Way	4	4	N	N	N	High	N	N	Y	33600
ToffieTerrace between McMillan Way and Woolman Pl	5	2	N	Y	N	High	N	N	Y	18800
Woolman Pl	6	2	N	Y	N	High	N	N	Y	18800
Hartsfield Dr SW	7	2	N	Y	N	High	N	N	Y	18800
Delta Boulevard (north half with median)	8	4	Y	N	N	High	Y	N	Y	35280
Delta Boulevard (south half without median, parking lot exit)	9	2	N	N	N	High	N	N	Y	16800

APPENDIX C. ROAD SEGMENTS WHERE DEMAND IS EXPECTED TO EXCEED CAPACITY IN 2040

The following tables are an inventory of roadway segments that are included in the ARC travel demand model by travelshed. These roadways are generally classified as collectors and above, local streets were not included in this modeling effort as they generally do not connect key origins and destinations and are intended to provide access to adjacent land uses, not mobility. The serial numbers are intended to be used when referencing roadways within each travelshed and have no inherent meaning.

Serial Number	Road Segments in Travelshed 1 (Buckhead West)
1	West Paces Ferry Road from Paces Ferry Road NW to Northside Drive
2	Northside Drive NW from West Paces Ferry Road NW to just south of Tuxedo Road NW
3	West Paces Ferry Road from Moores Mill Road to Habersham Road NW
4	Habersham Road from West Paces Ferry Road to Knollwood Drive NW
5	Moores Mill Road from Northside Drive NW to Northside Parkway NW
6	Moores Mill Road from Northmoor Court NW to Ridgemore Road NW
7	Northside Drive NW from Collier Road NW to Northside Parkway NW
8	W Wesley Road from Northside Drive NW to Peachtree Road NW
9	W Wesley Road from Howell Mill Road to Aden Road NW
10	Collier Road NW from Springlake Drive NW to Overbrook Drive NW
11	Peachtree Battle Avenue NW from Northside Drive NW to Peachtree Battle Avenue NW
12	Peachtree Battle Avenue from Montview Drive NW to Dellwood Drive NW
13	Mt Paran Road from I-75 to Paran Walk NW

Serial Number	Road Segments in Travelshed 2 (Buckhead East)
1	Collier Road NW from Overbrook Drive NW to Dellwood Drive NW
2	Northside Drive from Collier Road NW to I-75
3	Peachtree Road from I-85 to Peachtree Park Drive NE
4	Lindbergh Drive NE from Peachtree Road NW to Hurst Drive NE
5	Lindbergh Drive NE from Acorn Avenue NE to Camellia Lane NE
6	Lindbergh Way NE from Garson Drive NE to Lindbergh Drive NE
7	Lindbergh Drive NE from Morosgo Way NE to I-85
8	Piedmont Road NE from Sidney Marcus Boulevard NE to I-85
9	Sidney Marcus Boulevard NE from Adina Drive NE to Buford Highway NE
10	Peachtree Road NW from W Wesley Road NW to Andrews Drive NW
11	Peachtree Road NW from Sheridan Drive NE to Pharr Road NW
12	Buford Highway NE from Sidney Marcus Boulevard NE to Lenox Road NE
13	Lenox Road NE from Canterbury Road NE to Canter Road NE
14	West Paces Ferry Road NW from Chatham Road NW to E Andrews Drive NE
15	Peachtree Road NE from Roswell Road NE to Stratford Road NE
16	Piedmont Road NE from Peachtree Road NE to Lenox Road NE
17	Lenox Road NE from East Paces Ferry Road to Wright Avenue NE
18	Lenox Road NE from Kingsboro Road NE to Peachtree Road NE
19	Peachtree Road NE from Oak Valley Road NE to Wieuca Road NE
20	Peachtree Dunwoody Road NE from Peachtree Road NE to Calvert Lane NE
21	Peachtree Road NE from Vermont Road NE to Brookhaven Drive NE
22	Roxboro Road NE from East Paces Ferry Road NE to Lake Boulevard NE
23	Wieuca Road from Phipps Boulevard NE to N Stratford Road NE
24	Roswell Road NE from Blackland Road NW to Powers Ferry Road NE
25	Powers Ferry Road NW from Roswell Road NE to Putnam Drive NW

Serial Number	Road Segments in Travelshed 3 (North East Atlanta)
1	N Morningside Drive NE from E Morningside Drive NE to Yorkshire Road NE
2	Lenox Road NE from Cheshire Bridge Road NE to Johnson Road NE
3	Johnson Road from Lenox Road NE to Meadowdale Avenue NE
4	E Rock Springs Road NE from E Morningside Drive NE to Markan Drive NE
5	E Morningside Drive NE from N Rock Springs Road NE to E Rock Springs Road NE
6	N Rock Springs Road from E Morningside Drive NE to Piedmont Avenue
7	Briarcliff Road from Johnson Road to Kay Ln NE

Serial Number	Road Segments in Travelshed 4 (Northwest Atlanta)
1	Moores Mill Road NW from Ridgemore Road NW to Bolton Road NW
2	Bolton Road NW from Moores Mill Road NW to James Jackson Parkway NW
3	Bolton Road NW from Browntown Road NW to Donald Lee Hollowell Parkway NW
4	Hamilton E Holmes Drive NW from Donald Lee Hollowell Parkway NW to I-20
5	Huff Road NW from Marietta Boulevard NW to Ellsworth Industrial Boulevard NW
6	Huff Road NW from Boyd Avenue NW to Howell Mill Road NW
7	Howell Mill Road NW from Huff Road NW to 17th Street SW
8	Howell Mill Road NW from Forrest Street NW to Antone Street NW
9	Howell Mill Road from Holmes Street NW to Bellemeade Avenue NW
10	Howell Mill Road from White Street NW to I-75
11	Northside Drive from 17th Street NW to Bellemeade Avenue NW
12	Bellemeade Avenue NW from Northside Drive to Tallulah Street NW
13	Deering Road NW from Mecaslin Street NW to I-75
14	Northside Drive NW from Railway line to 14th Street NW
15	Collier Road from Seaboard Pl NW to Springlake Drive NW
16	Donald Lee Hollowell Parkway NW to Joseph E Lowery Boulevard NW

Serial Number	Road Segments in Travelshed 5 (Southwest Atlanta)
1	M.L.K. Jr Drive SW from Fairburn Road NW to Delmar Lane NW
2	Campbellton Road SW from Butner Road to Niskey Lake Road SW
3	Campbellton Road SW from Fairburn Road to On/Off ramps I 285
4	Campbellton Road from Arthur B. Langford Jr Parkway to Mt Gilead Road SW
5	Cascade Avenue SW from Allegheny Street SW to Mayflower Avenue SW

Serial Number	Road Segments in Travelshed 6 (CBD)
1	Joseph E Lowery Boulevard SW from Lucile Avenue SW to West End Avenue SW
2	Joseph E Lowery Boulevard SW from Westview Drive SW to T P Burruss Senior Drive SW
3	Northside Drive NW from M.L.K. Jr Drive SW to Mitchell Street SW
4	M.L.K. Jr Drive NW from Mitchell Street SW to Centennial Olympic Park Drive NW
5	M.L.K. Jr Drive NW from Railway Line (Vine City Transit) to Ivan Allen Jr Boulevard NW
6	North Avenue NW from Northside Drive NW to Northyards Boulevard NW
7	Ted Turner Drive SW (Spring Street in the Model) from I-20 to M.L.K. Jr Drive NW
8	Centennial Olympic Park Drive NW (Techwood Drive in the Model) from front of Philips Arena to Marietta Street NW
9	Peachtree Street SW from M.L.K. Jr Drive SW to Edgewood Avenue SE
10	Pryor Street SW from Memorial Drive SW to Wall Street SE
11	Mitchell Street SW from Pryor Street to Central Avenue SW
12	Central Avenue SW from Memorial Drive to Garnett Street SW
13	Central Avenue SW from Trinity Avenue SW to Mitchell Street SW
14	Central Avenue SW from Wall Street SE to Decatur Street SW
15	Capitol Avenue SE from Pollard Boulevard SW to Mitchell Street SW
16	Marietta Street NW from Centennial Olympic Park Drive NW to Broad Street NW
17	Marietta Street NW/ Decatur Street SE from Pryor Street SW to Pratt Street SE
18	Andrew Young International Boulevard NW from Marietta Street NW to Centennial Olympic Park Drive NW
19	Centennial Olympic Park Drive NW from Luckie Street to Andrew Young International Boulevard NW
20	Williams Street NW from Ted Turner Drive NW to Simpson Street NW
21	Forsyth Street NW from Marietta Street NW to Peachtree Street SW

Serial Number	Road Segments in Travelshed 6 (CBD) contd…
22	Auburn Avenue NE from Peachtree Street NW to Park Pl NE
23	Peachtree Street NW between Ellis Street NW and Andrew Young International Boulevard NW
24	Peachtree Street from Harris Street to West Peachtree Street NW
25	West Peachtree Street NW from Peachtree Street NW to Simpson Street NW
26	Edgewood Avenue from Park Pl NE to Equitable Pl NE
27	Peachtree Center Avenue NE from Edgewood Avenue SE to Andrew Young International Boulevard NE
28	Auburn Avenue NE from Courtland Street NE towards Peachtree Center Avenue NE
29	Edgewood Avenue SE from Courtland Street SE to Piedmont Avenue SE
30	Coca Cola Pl SE from Edgewood Avenue SE to Pratt Street SE
31	Centennial Olympic Park Drive NW from Simpson Street NW to Williams Street NW
32	Williams Street NW from West Peachtree Pl NW towards Ivan Allen Jr Boulevard NW
33	Peachtree Street NE from Porter Pl NE to Ralph McGill Boulevard NE
34	Peachtree Street NE from Pine Street NE to Renaissance Parkway NE
35	Linden Avenue NE from West Peachtree Street NW to Courtland Street NE
36	Peachtree Street NE from Linden Avenue NE to North Avenue NE
37	North Avenue NE from Luckie Street NW to Centennial Olympic Park
38	Pine Street NE from I-85 Off Ramp to Peachtree Street NE
39	Courtland Street NE from Baker Street NE to Ralph McGill Boulevard NE

Serial Number	Road Segments in Travelshed 7 (City East)
1	Hill Street from Glenwood Avenue to Memorial Drive SE
2	Hill Street from M.L.K. Jr Drive SE to Decatur Street SE
3	Decatur Street SE from Hill Street to Piedmont Avenue SE
4	Boulevard SE from Memorial Drive SE to Edgewood Avenue SE
5	Moreland Avenue NE from I-20 to Austin Avenue NE
6	Memorial Drive SE from Moreland Avenue SE to Mortimer Street SE
7	Memorial Drive SE from Vannoy St SE to Whiteford Avenue SE
8	Maynard Terrace SE from I-20 On Ramp to Memorial Drive SE
9	Memorial Drive SE from Maynard Terrace SE to Clifton Street SE
10	Arizona Avenue NE from Rogers Street NE to DeKalb Avenue NE
11	Bell Street SE from Auburn Pointe Drive SE to Pratt Street SE

Serial Number	Road Segments in Travelshed 7 (City East) contd…
12	Jesse Hill Jr Drive SE from Gilmer Street SE to I-75/I-85
13	Edgewood Avenue SE from Jesse Hill Jr Drive SE to Jackson Street SE
14	Irwin Street NE from Auburn Avenue NE to Lake Avenue NE
15	Euclid Avenue NE (Edgewood Avenue in the model) from Austin Avenue NE to Moreland Avenue NE
16	Moreland Avenue NE from Euclid Avenue NE to Ponce De Leon Avenue NE
17	Freedom Parkway from I 75/I 85 to Eastside Beltline Trail
18	Freedom Parkway from Eastside Beltline Trail to Ralph McGill Boulevard NE
19	E Freedom Parkway NE from Freedom Parkway to North Highland Avenue NE
20	Freedom Parkway NE from junction with Ralph McGill Boulevard to E Freedom Parkway NE
21	Freedom Parkway NE from North Highland Avenue NE to Moreland Avenue NE
22	North Avenue NE from Bonaventure Avenue NE to Moreland Avenue NE
23	Euclid Avenue NE from North Avenue NE to Oakdale Road NE (Whiteford in the model)
24	Oakdale Road NE (Whiteford in the model) from Euclid Avenue NE to Ponce De Leon Avenue NE
25	Ponce De Leon Avenue NE from Central Park Pl NE (Bedford) to Oakdale Road NE (Whiteford)
26	North Highland Avenue NE from North Avenue NE to Ponce De Leon Avenue NE
27	Boulevard NE from John Wesley Dobbs Avenue NE to Highland Avenue NE

Serial Number	Road Segments in Travelshed 8 (Atlanta-DeKalb)
1	Briarcliff Road NE from Ponce De Leon Avenue NE to Virginia Avenue NE
2	S Ponce De Leon Avenue from Oakdale Road NE to Clifton Road
3	Lullwater Road NE from Ponce De Leon Avenue to Lullwater Parkway NE
4	Clifton Road from DeKalb Avenue to E Clifton Road NE
5	DeKalb Avenue NE from Clifton Road to Arizona Avenue NE
6	Arizona Avenue NE from La France Street NE to DeKalb Avenue NE
7	Norwood Avenue NE from Emery Pl NE to College Avenue NE
8	College Avenue NE from Norwood Avenue NE to Rocky Ford NE
9	Rocky Ford NE from DeKalb Avenue NE to College Avenue NE
10	Hosea L Williams Road from Clifton Street SE to Clay Street SE
11	Hosea L Williams Road from Oakview Road SE to Norwood Avenue NE
12	Douglas Street SE from Oakview Road SE to Memorial Drive SE
13	Memorial Drive SE from Wyman Street SE to Douglas Street SE
14	Maynard Terrace SE from Memorial Drive to I 20
15	Memorial Drive SE from E Lake Boulevard SE to Candler Road SE
16	Candler Road SE from Tupelo Street SE to Midway Road
17	Bouldercrest Road from Eastland Road SE to Fayetteville Road SE
18	Fayetteville Road SE from Bouldercrest Drive SE to Flat Shoals Road

Serial Number	Road Segments in Travelshed 9 (Midtown)
1	Donald Lee Hollowell Parkway NW from English Avenue NW to Northside Drive NW
2	Northside Drive NW from 8th Street NW to Donald Lee Hollowell Parkway NW
3	Means Street NW from Marietta Street NW to PATH Parkway
4	Northside Drive NW from 14th Street NW to 17th Street NW
5	State Street NW from 16th Street NW to 17th Street NW
6	17th Street from State Street NW to I-85/I-75
7	14th Street NW from Atlantic Drive NW to West Peachtree Street NW
8	10th Street NW from Fowler Street NW to West Peachtree Street NW
9	North Avenue NW from Techwood Drive NW to Spring Street NW
10	Ponce De Leon Avenue NE from West Peachtree Street NW towards Peachtree Street NE (half Segment)

Serial Number	Road Segments in Travelshed 9 (Midtown) Contd..
11	Peachtree Street NE from North Avenue to 3rd Street NW
12	Juniper Street NE from Ponce De Leon Avenue NE to 14th Street NE
13	Ponce De Leon Avenue NE from Piedmont Avenue NE to Central Park Pl NE
14	Monroe Drive NE from Ponce De Leon to St Charles Avenue NE
15	North Highland Avenue NE from Ponce De Leon Avenue to N Morningside Drive NE
16	Monroe Drive NE from Greenwood Avenue NE to 10th Street NE
17	Virginia Avenue NE from Kanuga Street NE to Monroe Drive NE
18	Peachtree Street NE from 5th Street NE to 8th Street NE
19	5th Street NW from Spring Street NW to Williams Street NW
20	Williams Street from Peachtree Pl NW to 10th Street NW
21	14th Street NE from Peachtree Street NE to Piedmont Avenue NE
22	Peachtree Street NE from 14th Street NE to 17th Street NW
23	15th Street NE from West Peachtree Street NW to Arts Center Way NE
24	16th Street NW from Williams Street NW towards West Peachtree Street NW (part of segment)
25	17th Street NE from West Peachtree Street NW towards Peachtree Circle NE (most of the segment)
26	Peachtree Street NE from 17th Street NE to Deering Road NW
27	Buford Spring Connector from Peachtree Street NE to Cheshire Bridge Road NE
28	Piedmont Circle NE
29	Monroe Drive NE from Piedmont Circle NE to Armour Drive NE
30	Piedmont Avenue NE from 14th Street NE to E Morningside Drive NE
31	Piedmont Avenue NE from Montgomery Ferry Drive NE to I-85
32	E Morningside Drive NE from Piedmont Avenue NE to N Morningside Drive NE
33	N Rock Springs Road NE from Piedmont Avenue NE to E Morningside Drive NE
34	Monroe Drive NE from Piedmont Avenue NE to Hillpine Drive NE
35	Lindbergh Drive NE from I 85 to Cheshire Bridge Road NE
36	Lavista Road NE from Cheshire Bridge Road to Citadel Drive NE
37	Lenox Road NE from Lenox Circle NE to Cheshire Bridge Road NE
38	Cheshire Bridge Road NE from Lenox Road NE to I-85

Serial Number	Road Segments in Travelshed 10 (Southeast Atlanta)
1	Arthur B. Langford Jr Parkway from Main Street to the exit to Lakewood Avenue SW
2	University Avenue SW from McDaniel Street SW to I 85
3	Sylvan Road SW from Murphy Avenue SW to Lee Street SW
4	Browns Mill Road SE from N Central Avenue to Southside Industrial Parkway
5	Cleveland Avenue SW from Old Hapeville Road SW to Lois Lane SE
6	Jonesboro Road SE from Lakewood Avenue SE to Constitution Road SE
7	Constitution Road SE from Jonesboro Road SE to Moreland Avenue SE
8	Milton Avenue SE from Hank Aaron Drive SW to Lakewood Avenue SE
9	McDonough Boulevard SE from Sawtwell Avenue SE to Boulevard SE

APPENDIX D. TRIP GENERATION REGRESSION RATES

Travelshed 1: Buckhead West

Regression Statistics	
Multiple R	0.982745896
R Square	0.965789496
Adjusted R Square	0.953473715
Standard Error	1202.867317
Observations	35

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	1021170981	113463442.3	78.41885662	4.46599E-16
Residual	25	36172244.54	1446889.782		
Total	34	1057343226			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	-453.7467666	497.2112515	-0.912583465	0.370178643	-1477.772508	570.2789747	-1477.772508	570.2789747
Cons	-2.003632814	4.311669231	-0.464700028	0.646168197	-10.88368182	6.876416195	-10.88368182	6.876416195
Manu	58.42661413	34.67964959	1.684752148	0.10448181	-12.9974612	129.8506895	-12.9974612	129.8506895
TCU	23.6679613	13.82550354	1.711905915	0.099293917	-4.80619626	52.14211885	-4.80619626	52.14211885
Whol	2.904145709	0.639374085	4.54216988	0.000122087	1.587330132	4.220961286	1.587330132	4.220961286
Retail	3.036549177	1.607921763	1.888493114	0.070616489	-0.275027684	6.348126039	-0.275027684	6.348126039
FIRE	-2.627383713	4.402693799	-0.596767305	0.556029014	-11.69490133	6.440133901	-11.69490133	6.440133901
Serv	7.615418095	0.839117073	9.075513223	2.18723E-09	5.887224132	9.343612058	5.887224132	9.343612058
Govt	22.70908404	26.6402817	0.852434081	0.402066077	-32.15760318	77.57577126	-32.15760318	77.57577126
Pop	4.807173724	0.520968581	9.22737743	1.58357E-09	3.734218847	5.880128601	3.734218847	5.880128601

Travelshed 2: Buckhead East

Regression Statistics	
Multiple R	0.992747878
R Square	0.985548349
Adjusted R Square	0.982125589
Standard Error	2008.132726
Observations	48

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	10450302984	1161144776	287.9396982	3.94413E-32
Residual	38	153238687.7	4032597.045		
Total	47	10603541672			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	800.3449439	660.0113169	1.212623062	0.232759118	-535.778114	2136.468002	-535.778114	2136.468002
Cons	-10.45211527	7.359690908	-1.420183999	0.163707212	-25.35103059	4.446800056	-25.35103059	4.446800056
Manu	-2.344539135	12.31273232	-0.190415829	0.849996926	-27.27036259	22.58128432	-27.27036259	22.58128432
TCU	1.281167246	0.631354832	2.029234879	0.049481596	0.003056209	2.559278284	0.003056209	2.559278284
Whol	16.63390854	3.607940849	4.610360656	4.44823E-05	9.33001414	23.93780294	9.33001414	23.93780294
Retail	7.158940831	0.316130868	22.64549765	1.14984E-23	6.518967346	7.798914315	6.518967346	7.798914315
FIRE	0.249829853	0.459982182	0.543129413	0.590212668	-0.681355392	1.181015097	-0.681355392	1.181015097
Serv	4.985252076	0.200097214	24.91415038	3.82004E-25	4.580176444	5.390327708	4.580176444	5.390327708
Govt	-5.96996422	8.847814414	-0.674738861	0.503926492	-23.88142808	11.94149964	-23.88142808	11.94149964
Pop	3.953765466	0.307510917	12.85731741	2.05355E-15	3.331242161	4.576288772	3.331242161	4.576288772

Travelshed 3: Northeast Atlanta

Regression Statistics	
Multiple R	1
R Square	1
Adjusted R Square	65535
Standard Error	0
Observations	8

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	36774407.5	4086045.278	#NUM!	#NUM!
Residual	0	0	65535		
Total	9	36774407.5			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	366.7720714	0	65535	#NUM!	366.7720714	366.7720714	366.7720714	366.7720714
Cons	-8.460407028	0	65535	#NUM!	-8.460407028	-8.460407028	-8.460407028	-8.460407028
Manu	3.671372467	0	65535	#NUM!	3.671372467	3.671372467	3.671372467	3.671372467
TCU	29.13004399	0	65535	#NUM!	29.13004399	29.13004399	29.13004399	29.13004399
Whol	0	0	65535	#NUM!	0	0	0	0
Retail	21.54759006	0	65535	#NUM!	21.54759006	21.54759006	21.54759006	21.54759006
FIRE	11.49270102	0	65535	#NUM!	11.49270102	11.49270102	11.49270102	11.49270102
Serv	6.128962918	0	65535	#NUM!	6.128962918	6.128962918	6.128962918	6.128962918
Govt	0	0	65535	#NUM!	0	0	0	0
Pop	3.232037058	0	65535	#NUM!	3.232037058	3.232037058	3.232037058	3.232037058

Travelshed 4: Northwest Atlanta

Regression Statistics	
Multiple R	0.98451481
R Square	0.969269411
Adjusted R Square	0.965581741
Standard Error	689.891907
Observations	85

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	1125892664	125099184.9	262.8405573	5.87896E-53
Residual	75	35696313.25	475950.8434		
Total	84	1161588978			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	403.5151225	135.7119126	2.973321316	0.003959666	133.1631291	673.8671159	133.1631291	673.8671159
Cons	2.655633752	0.505282296	5.255742725	1.33942E-06	1.649059801	3.662207702	1.649059801	3.662207702
Manu	-1.519725851	0.698602648	-2.175379461	0.032753031	-2.91141369	-0.128038012	-2.91141369	-0.128038012
TCU	1.836555602	0.662230641	2.77328696	0.006997708	0.517324515	3.155786688	0.517324515	3.155786688
Whol	2.884763986	0.648812623	4.446220502	2.97745E-05	1.592262962	4.177265009	1.592262962	4.177265009
Retail	8.526544592	0.477591535	17.85321549	1.00481E-28	7.575133467	9.477955718	7.575133467	9.477955718
FIRE	1.928492251	0.718019319	2.685850089	0.008902869	0.49812442	3.358860082	0.49812442	3.358860082
Serv	6.220920762	0.469380481	13.25347137	2.43926E-21	5.285866895	7.155974628	5.285866895	7.155974628
Govt	2.993999176	0.536374315	5.581921226	3.61472E-07	1.925486747	4.062511606	1.925486747	4.062511606
Pop	2.963010482	0.103270411	28.69176617	3.50247E-42	2.757285274	3.16873569	2.757285274	3.16873569

Travelshed 5: Southwest Atlanta

Regression Statistics	
Multiple R	0.98606306
R Square	0.972320359
Adjusted R Square	0.969423652
Standard Error	547.4056895
Observations	96

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	905244704.3	100582744.9	335.6640802	5.01059E-63
Residual	86	25770157.05	299652.9889		
Total	95	931014861.3			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	405.33677	101.9351675	3.976417362	0.000145305	202.6963636	607.9771763	202.6963636	607.9771763
Cons	1.36900532	1.976294884	0.692713082	0.490355999	-2.559738882	5.297749521	-2.559738882	5.297749521
Manu	47.52467629	27.76685307	1.711561486	0.090581876	-7.674000716	102.7233533	-7.674000716	102.7233533
TCU	-9.210157336	6.100645058	-1.509702212	0.134784889	-21.33783833	2.917523655	-21.33783833	2.917523655
Whol	35.71465342	29.45861397	1.212367067	0.228692	-22.84713297	94.27643981	-22.84713297	94.27643981
Retail	10.86541738	0.62083982	17.50116058	4.40639E-30	9.631228666	12.09960609	9.631228666	12.09960609
FIRE	-2.21133082	4.572878578	-0.483575232	0.629916349	-11.30191257	6.879250927	-11.30191257	6.879250927
Serv	10.55718532	0.755197207	13.97937549	7.43789E-24	9.055902962	12.05846768	9.055902962	12.05846768
Govt	1.271076766	0.723857526	1.755976447	0.08265266	-0.16790437	2.710057901	-0.16790437	2.710057901
Pop	2.931407922	0.090450547	32.40895749	5.58062E-50	2.751598187	3.111217658	2.751598187	3.111217658

Travelshed 6: Central Business District

Regression Statistics	
Multiple R	0.937723521
R Square	0.879325402
Adjusted R Square	0.873154542
Standard Error	3666.040831
Observations	186

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	17236180002	1915131111	142.4964077	5.85328E-76
Residual	176	2365414546	13439855.38		
Total	185	19601594548			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	1290.799797	370.2261491	3.486517093	0.000617908	560.1457606	2021.453834	560.1457606	2021.453834
Cons	-20.72303421	8.385076629	-2.471418584	0.014408994	-37.27127128	-4.174797142	-37.27127128	-4.174797142
Manu	2.186366874	0.928043529	2.35588828	0.019579179	0.354841056	4.017892693	0.354841056	4.017892693
TCU	2.068227823	0.962583587	2.148621534	0.03303112	0.168536013	3.967919633	0.168536013	3.967919633
Whol	-1.810476754	2.978229	-0.607903809	0.544034896	-7.6881141	4.067160593	-7.6881141	4.067160593
Retail	9.373562961	1.28387903	7.300970531	9.47411E-12	6.839783546	11.90734238	6.839783546	11.90734238
FIRE	0.462771614	0.960893284	0.481605628	0.63068441	-1.433584326	2.359127553	-1.433584326	2.359127553
Serv	7.109210253	0.274358371	25.91213171	5.75535E-62	6.567754573	7.650665933	6.567754573	7.650665933
Govt	1.452748479	0.466118822	3.116691305	0.00213642	0.532846956	2.372650002	0.532846956	2.372650002
Pop	3.50191931	0.680415867	5.146733755	7.03258E-07	2.159095198	4.844743421	2.159095198	4.844743421

Travelshed 7: City East

Regression Statistics	
Multiple R	0.982153927
R Square	0.964626336
Adjusted R Square	0.961622912
Standard Error	902.5618072
Observations	116

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	2354717640	261635293.4	321.1755111	1.1445E-72
Residual	106	86349488.47	814617.8158		
Total	115	2441067129			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	608.9814929	130.8492191	4.654070517	9.45874E-06	349.5601894	868.4027964	349.5601894	868.4027964
Cons	5.836506207	3.39050266	1.721427999	0.088090418	-0.885495082	12.5585075	-0.885495082	12.5585075
Manu	2.665980074	1.654506565	1.611344512	0.110078421	-0.614240111	5.94620026	-0.614240111	5.94620026
TCU	1.247753987	0.595808926	2.09421835	0.03862481	0.066504841	2.429003132	0.066504841	2.429003132
Whol	1.179422791	6.408514153	0.184039976	0.854333709	-11.52607982	13.8849254	-11.52607982	13.8849254
Retail	10.20088102	0.57284542	17.80738862	1.22776E-33	9.065159257	11.33660278	9.065159257	11.33660278
FIRE	4.581672242	1.395484051	3.28321362	0.001390759	1.814989384	7.348355101	1.814989384	7.348355101
Serv	4.506102394	0.10770263	41.83836915	1.00414E-67	4.292571454	4.719633333	4.292571454	4.719633333
Govt	2.437012817	0.590046489	4.13020476	7.25186E-05	1.267188264	3.60683737	1.267188264	3.60683737
Pop	3.565861161	0.151366708	23.55776379	6.26749E-44	3.26576194	3.865960383	3.26576194	3.865960383

Travelshed 8: Atlanta-DeKalb

Regression Statistics	
Multiple R	0.984307185
R Square	0.968860634
Adjusted R Square	0.96036808
Standard Error	466.8383657
Observations	43

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	223768302.1	24863144.68	114.0835369	3.03494E-22
Residual	33	7191955.969	217938.0597		
Total	42	230960258			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	443.5931781	130.0337079	3.411370677	0.001724283	179.0376102	708.148746	179.0376102	708.148746
Cons	9.761939218	4.026638938	2.424339348	0.02097707	1.569680702	17.95419773	1.569680702	17.95419773
Manu	-560.0975746	327.0435927	-1.71260831	0.096167382	-1225.472767	105.2776177	-1225.472767	105.2776177
TCU	-3.502141517	10.42788967	-0.335843745	0.739114716	-24.71784258	17.71355955	-24.71784258	17.71355955
Whol	19.23817056	136.0727403	0.141381518	0.888428124	-257.6039011	296.0802422	-257.6039011	296.0802422
Retail	10.21349437	1.67457672	6.099149862	7.20823E-07	6.806542418	13.62044633	6.806542418	13.62044633
FIRE	-0.264738658	2.608629297	-0.101485734	0.919779016	-5.572034868	5.042557551	-5.572034868	5.042557551
Serv	7.160788785	0.56961071	12.57137316	3.9352E-14	6.001907082	8.319670487	6.001907082	8.319670487
Govt	17.14552157	9.554089709	1.794574061	0.081887251	-2.292420099	36.58346323	-2.292420099	36.58346323
Pop	3.291608119	0.140211887	23.47595618	3.62636E-22	3.00634489	3.576871348	3.00634489	3.576871348

Travelshed 9: Midtown

Regression Statistics	
Multiple R	0.952752804
R Square	0.907737906
Adjusted R Square	0.897852681
Standard Error	3723.252921
Observations	94

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	11456752362	1272972485	91.82774903	1.20817E-39
Residual	84	1164459435	13862612.32		
Total	93	12621211796			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	1426.967923	588.4448494	2.424981583	0.017452517	256.7808066	2597.155039	256.7808066	2597.155039
Cons	-1.13378362	6.261886779	-0.181061022	0.856755838	-13.5862322	11.31866496	-13.5862322	11.31866496
Manu	7.898190212	10.45772874	0.755249099	0.452212026	-12.89815025	28.69453068	-12.89815025	28.69453068
TCU	2.649529523	0.576529639	4.595651889	1.50571E-05	1.50303711	3.796021936	1.50303711	3.796021936
Whol	-2.940751886	8.523405095	-0.345020781	0.730941176	-19.89047765	14.00897388	-19.89047765	14.00897388
Retail	7.415888241	1.452345784	5.106145053	2.02041E-06	4.527739375	10.30403711	4.527739375	10.30403711
FIRE	-0.877710207	0.874354615	-1.003837794	0.318339797	-2.616460247	0.861039832	-2.616460247	0.861039832
Serv	6.535150959	0.306610192	21.31420003	1.23393E-35	5.925422967	7.14487895	5.925422967	7.14487895
Govt	-0.799868865	3.621376329	-0.220874273	0.825726323	-8.001372841	6.401635111	-8.001372841	6.401635111
Pop	3.173041816	0.469217083	6.762417513	1.69076E-09	2.23995219	4.106131443	2.23995219	4.106131443

Travelshed 10: Southeast Atlanta

Regression Statistics	
Multiple R	0.989758361
R Square	0.979621614
Adjusted R Square	0.97811829
Standard Error	619.4277046
Observations	132

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	2250244189	250027132.1	651.6372284	1.16536E-98
Residual	122	46810263.11	383690.6812		
Total	131	2297054452			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	282.4097285	85.53945705	3.301514158	0.001261612	113.0758298	451.7436273	113.0758298	451.7436273
Cons	-1.058279566	6.101163394	-0.173455372	0.862580972	-13.13614188	11.01958275	-13.13614188	11.01958275
Manu	2.038104375	0.958863893	2.125540851	0.03555773	0.139937529	3.93627122	0.139937529	3.93627122
TCU	1.256767346	0.802230573	1.566591188	0.119800458	-0.331328199	2.84486289	-0.331328199	2.84486289
Whol	2.14233912	1.254655782	1.707511455	0.09027063	-0.341377313	4.626055554	-0.341377313	4.626055554
Retail	10.45341479	0.567089645	18.43344326	4.57053E-37	9.330804197	11.57602538	9.330804197	11.57602538
FIRE	-4.239000942	0.762398607	-5.560084846	1.61699E-07	-5.748245132	-2.729756752	-5.748245132	-2.729756752
Serv	10.22118533	0.177611753	57.54791101	2.82855E-90	9.869585127	10.57278553	9.869585127	10.57278553
Govt	1.175572844	0.498168797	2.359788193	0.019872448	0.189397955	2.161747734	0.189397955	2.161747734
Pop	3.086258613	0.081373544	37.92705174	2.26344E-69	2.925171555	3.24734567	2.925171555	3.24734567

Travelshed 11: Airport

Regression Statistics	
Multiple R	1
R Square	1
Adjusted R Square	65535
Standard Error	0
Observations	2

ANOVA

	df	*SS*	*MS*	*F*	*Significance F*
Regression	9	1489706528	165522947.6	-	-
Residual	0	0	65535		
Total	9	1489706528			

	Coefficients	*Standard Error*	*t Stat*	*P-value*	*Lower 95%*	*Upper 95%*	*Lower 95.0%*	*Upper 95.0%*
Intercept	5021.008778	0	65535	-	5021.008778	5021.008778	5021.008778	5021.008778
Cons	0	0	65535	-	0	0	0	0
Manu	0	0	65535	-	0	0	0	0
TCU	4.991221653	0	65535	-	4.991221653	4.991221653	4.991221653	4.991221653
Whol	0	0	65535	-	0	0	0	0
Retail	0	0	65535	-	0	0	0	0
FIRE	0	0	65535	-	0	0	0	0
Serv	0	0	65535	-	0	0	0	0
Govt	0	0	65535	-	0	0	0	0
Pop	0	0	65535	-	0	0	0	0

APPENDIX E. ARC ACTIVITY BASED MODEL (CT-RAMP) OUTPUT SUMMARY

	Travel Shed: Buckhead West								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	6%	84%	13%	0%	0%	3%	3%	24%	73%
work_whitecollar	20%	83%	14%	0%	0%	3%	4%	33%	63%
work_health	2%	81%	16%	0%	0%	2%	3%	34%	63%
work_retailandfood	7%	79%	16%	0%	0%	4%	4%	33%	63%
work_services	4%	81%	15%	0%	0%	3%	4%	34%	62%
atwork_business	4%	74%	23%	2%	1%	0%	11%	41%	48%
atwork_eat	8%	72%	24%	2%	1%	1%	10%	42%	48%
atwork_maint	2%	75%	22%	2%	1%	0%	9%	43%	48%
othmaint	12%	51%	47%	1%	0%	1%	8%	41%	52%
othdiscr	8%	48%	49%	1%	1%	1%	7%	48%	45%
school_predrive	7%	0%	50%	4%	0%	45%	13%	28%	58%
school_drive	2%	23%	65%	7%	0%	5%	23%	35%	42%
escort_kids	4%	38%	59%	1%	0%	2%	13%	32%	55%
escort_no kids	2%	85%	12%	1%	0%	2%	12%	48%	40%
shopping	8%	54%	44%	1%	0%	1%	6%	54%	41%
eatout	2%	31%	68%	1%	0%	0%	7%	55%	38%
social	2%	51%	46%	2%	1%	1%	5%	47%	48%
university	1%	58%	15%	1%	2%	24%	3%	36%	61%
TOTALS	**206,360**	**62%**	**31%**	**1%**	**0%**	**5%**	**7%**	**38%**	**55%**

	Travel Shed: Buckhead East								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	5%	75%	12%	1%	0%	12%	9%	24%	67%
work_whitecollar	23%	77%	11%	1%	0%	10%	13%	26%	61%
work_health	3%	76%	15%	1%	0%	8%	11%	27%	62%
work_retailandfood	9%	71%	13%	2%	0%	14%	14%	26%	60%
work_services	4%	72%	13%	2%	0%	13%	12%	29%	59%
atwork_business	3%	72%	18%	8%	1%	1%	34%	34%	32%
atwork_eat	8%	67%	21%	10%	1%	2%	34%	34%	31%
atwork_maint	2%	70%	18%	10%	1%	1%	33%	35%	32%
othmaint	9%	50%	42%	3%	0%	4%	18%	34%	48%
othdiscr	8%	49%	42%	5%	1%	4%	22%	32%	46%
school_predrive	4%	0%	51%	5%	0%	44%	19%	22%	59%
school_drive	1%	23%	60%	7%	0%	9%	22%	28%	49%
escort_kids	2%	35%	56%	2%	0%	7%	20%	33%	47%
escort_no kids	2%	77%	9%	9%	1%	5%	42%	30%	28%
shopping	12%	53%	38%	4%	0%	5%	30%	31%	39%
eatout	3%	31%	62%	5%	0%	2%	28%	29%	43%
social	2%	50%	40%	6%	1%	4%	18%	33%	49%
university	1%	38%	9%	3%	3%	48%	6%	34%	59%
TOTALS	**736,078**	**61%**	**26%**	**4%**	**0%**	**9%**	**20%**	**29%**	**50%**

	Travel Shed: NE Atlanta								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	4%	79%	13%	1%	1%	7%	1%	37%	62%
work_whitecollar	19%	83%	11%	1%	0%	5%	1%	47%	52%
work_health	2%	82%	12%	0%	0%	6%	0%	45%	55%
work_retailandfood	6%	76%	14%	2%	1%	7%	1%	50%	49%
work_services	3%	79%	12%	1%	1%	7%	1%	50%	49%
atwork_business	4%	77%	19%	3%	0%	1%	1%	50%	49%
atwork_eat	9%	70%	24%	4%	1%	1%	0%	53%	47%
atwork_maint	2%	76%	20%	4%	1%	0%	1%	49%	50%
othmaint	10%	54%	41%	2%	0%	2%	1%	50%	49%
othdiscr	10%	55%	39%	4%	1%	1%	2%	64%	34%
school_predrive	5%	0%	50%	9%	0%	40%	3%	42%	55%
school_drive	1%	18%	58%	17%	0%	7%	3%	41%	55%
escort_kids	4%	34%	60%	4%	0%	2%	4%	40%	56%
escort_no kids	2%	81%	10%	4%	0%	4%	1%	57%	41%
shopping	11%	57%	39%	2%	0%	2%	1%	64%	35%
eatout	3%	32%	64%	2%	0%	1%	2%	71%	27%
social	3%	54%	39%	5%	1%	2%	2%	53%	45%
university	1%	52%	10%	2%	3%	33%	0%	30%	70%
TOTALS	**29,851**	**62%**	**29%**	**3%**	**1%**	**5%**	**1%**	**52%**	**47%**

	Travel Shed: NW Atlanta								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	9%	79%	14%	1%	0%	6%	7%	27%	65%
work_whitecollar	16%	78%	14%	1%	0%	6%	6%	39%	55%
work_health	2%	73%	16%	1%	0%	9%	6%	41%	53%
work_retailandfood	6%	71%	19%	1%	0%	9%	8%	40%	52%
work_services	4%	70%	16%	2%	1%	11%	8%	42%	50%
atwork_business	3%	74%	21%	3%	1%	1%	14%	53%	33%
atwork_eat	7%	71%	24%	3%	1%	1%	14%	55%	31%
atwork_maint	2%	73%	22%	4%	1%	1%	15%	53%	32%
othmaint	9%	42%	48%	3%	1%	6%	12%	55%	32%
othdiscr	7%	40%	50%	4%	1%	4%	14%	56%	30%
school_predrive	8%	0%	39%	7%	0%	53%	21%	55%	24%
school_drive	2%	18%	57%	11%	1%	14%	19%	57%	24%
escort_kids	4%	27%	64%	4%	1%	5%	19%	59%	22%
escort_no kids	2%	73%	14%	5%	1%	7%	21%	54%	25%
shopping	12%	45%	47%	3%	1%	5%	19%	51%	29%
eatout	2%	23%	69%	3%	1%	3%	13%	59%	28%
social	3%	42%	47%	6%	2%	4%	19%	48%	33%
university	1%	44%	12%	2%	3%	39%	2%	55%	43%
TOTALS	**409,142**	**55%**	**32%**	**3%**	**1%**	**10%**	**13%**	**48%**	**39%**

	Travel Shed: SW Atlanta								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	6%	76%	12%	1%	0%	11%	5%	32%	63%
work_whitecollar	14%	74%	14%	1%	0%	11%	5%	39%	56%
work_health	2%	71%	16%	1%	0%	12%	6%	39%	55%
work_retailandfood	6%	68%	17%	1%	0%	14%	7%	36%	57%
work_services	4%	69%	14%	1%	0%	16%	6%	41%	53%
atwork_business	2%	73%	23%	2%	1%	1%	10%	36%	54%
atwork_eat	4%	70%	26%	2%	1%	1%	9%	37%	54%
atwork_maint	1%	73%	23%	2%	0%	2%	10%	34%	57%
othmaint	10%	43%	49%	2%	0%	6%	13%	37%	50%
othdiscr	9%	36%	56%	4%	1%	4%	18%	34%	48%
school_predrive	12%	0%	41%	6%	0%	53%	19%	39%	42%
school_drive	3%	17%	60%	9%	1%	13%	20%	37%	44%
escort_kids	6%	31%	61%	3%	0%	5%	16%	45%	39%
escort_no kids	2%	72%	14%	4%	1%	9%	16%	42%	42%
shopping	14%	44%	48%	3%	0%	4%	22%	28%	50%
eatout	2%	24%	69%	2%	1%	4%	17%	38%	45%
social	4%	41%	49%	5%	1%	3%	19%	33%	48%
university	1%	40%	10%	2%	1%	46%	3%	45%	51%
TOTALS	**377,192**	**47%**	**36%**	**3%**	**0%**	**13%**	**14%**	**36%**	**50%**

	Travel Shed: CBD								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	5%	63%	10%	4%	1%	22%	12%	31%	57%
work_whitecollar	22%	63%	12%	3%	1%	22%	12%	33%	55%
work_health	3%	58%	14%	4%	1%	23%	13%	33%	54%
work_retailandfood	6%	57%	12%	6%	1%	24%	15%	38%	47%
work_services	6%	56%	11%	5%	1%	26%	16%	34%	50%
atwork_business	4%	60%	17%	21%	0%	2%	41%	46%	13%
atwork_eat	11%	54%	19%	25%	0%	2%	43%	45%	11%
atwork_maint	3%	58%	16%	24%	1%	2%	42%	46%	12%
othmaint	8%	34%	41%	10%	0%	15%	19%	49%	32%
othdiscr	7%	34%	43%	11%	1%	11%	19%	52%	29%
school_predrive	7%	0%	47%	13%	0%	40%	19%	49%	32%
school_drive	1%	15%	48%	18%	1%	18%	22%	52%	26%
escort_kids	5%	27%	54%	7%	0%	12%	19%	47%	34%
escort_no kids	2%	58%	11%	13%	1%	17%	24%	54%	22%
shopping	6%	38%	38%	11%	0%	13%	26%	58%	16%
eatout	2%	24%	56%	12%	1%	7%	21%	57%	22%
social	1%	37%	38%	15%	1%	9%	20%	56%	23%
university	2%	34%	10%	5%	1%	50%	8%	29%	63%
TOTALS	**1,119,165**	**47%**	**25%**	**10%**	**1%**	**17%**	**21%**	**43%**	**36%**

	Travel Shed: City East								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	5%	73%	11%	3%	1%	12%	6%	40%	54%
work_whitecollar	18%	74%	12%	3%	1%	10%	6%	46%	48%
work_health	3%	69%	15%	3%	1%	13%	7%	40%	53%
work_retailandfood	6%	67%	13%	5%	1%	13%	8%	48%	44%
work_services	4%	67%	13%	5%	1%	14%	7%	48%	45%
atwork_business	4%	68%	19%	12%	0%	1%	11%	67%	22%
atwork_eat	10%	62%	22%	14%	1%	1%	11%	69%	20%
atwork_maint	3%	65%	19%	14%	1%	1%	12%	67%	21%
othmaint	11%	44%	40%	8%	1%	7%	12%	56%	33%
othdiscr	8%	44%	41%	10%	1%	4%	12%	62%	26%
school_predrive	5%	0%	45%	16%	0%	39%	18%	52%	30%
school_drive	1%	13%	53%	21%	1%	12%	12%	56%	32%
escort_kids	3%	27%	56%	12%	0%	5%	8%	66%	25%
escort_no kids	2%	67%	9%	16%	1%	7%	20%	64%	16%
shopping	10%	48%	40%	7%	0%	5%	16%	60%	24%
eatout	3%	30%	57%	11%	0%	3%	15%	64%	22%
social	3%	44%	38%	12%	1%	4%	15%	54%	31%
university	1%	35%	8%	11%	4%	42%	3%	61%	36%
TOTALS	**462,372**	**55%**	**27%**	**9%**	**1%**	**9%**	**11%**	**55%**	**34%**

	Travel Shed: Atlanta - DeKalb								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	5%	78%	12%	1%	0%	9%	2%	35%	63%
work_whitecollar	14%	78%	14%	1%	0%	7%	2%	39%	59%
work_health	2%	75%	17%	1%	1%	7%	3%	36%	61%
work_retailandfood	5%	73%	16%	1%	0%	9%	3%	40%	57%
work_services	4%	76%	13%	2%	0%	9%	3%	41%	56%
atwork_business	3%	75%	22%	3%	0%	1%	4%	39%	56%
atwork_eat	6%	70%	25%	4%	1%	1%	5%	41%	54%
atwork_maint	2%	72%	23%	3%	1%	1%	5%	38%	57%
othmaint	11%	46%	48%	3%	0%	3%	5%	35%	60%
othdiscr	11%	41%	52%	4%	1%	2%	7%	40%	53%
school_predrive	8%	0%	47%	10%	1%	42%	7%	33%	60%
school_drive	2%	13%	61%	15%	1%	10%	6%	31%	63%
escort_kids	5%	35%	59%	4%	0%	2%	9%	30%	60%
escort_no kids	2%	74%	12%	7%	1%	5%	10%	42%	48%
shopping	12%	47%	47%	3%	0%	3%	6%	45%	50%
eatout	3%	27%	68%	3%	1%	2%	7%	44%	50%
social	3%	44%	47%	6%	1%	2%	6%	39%	55%
university	1%	51%	11%	4%	3%	31%	1%	39%	60%
TOTALS	**139,248**	**52%**	**36%**	**4%**	**1%**	**8%**	**5%**	**38%**	**57%**

	Travel Shed: Midtown								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	5%	72%	11%	2%	0%	15%	9%	33%	58%
work_whitecollar	23%	74%	12%	2%	1%	12%	11%	35%	53%
work_health	2%	73%	14%	2%	1%	10%	9%	41%	50%
work_retailandfood	7%	69%	13%	3%	1%	14%	12%	39%	49%
work_services	5%	68%	13%	3%	1%	15%	12%	38%	50%
atwork_business	4%	69%	18%	12%	1%	1%	26%	57%	17%
atwork_eat	10%	64%	20%	14%	1%	2%	27%	57%	16%
atwork_maint	3%	66%	18%	14%	1%	2%	27%	56%	17%
othmaint	8%	46%	40%	6%	1%	7%	15%	52%	34%
othdiscr	8%	46%	41%	7%	1%	5%	18%	51%	31%
school_predrive	5%	0%	60%	9%	0%	31%	19%	37%	44%
school_drive	1%	17%	56%	13%	0%	14%	20%	44%	36%
escort_kids	3%	29%	59%	4%	0%	7%	20%	44%	36%
escort_no kids	2%	69%	10%	11%	1%	9%	31%	48%	20%
shopping	8%	50%	36%	6%	0%	7%	21%	58%	21%
eatout	3%	29%	59%	8%	1%	4%	21%	53%	26%
social	2%	46%	37%	10%	1%	5%	18%	52%	30%
university	2%	42%	11%	4%	2%	41%	12%	28%	61%
TOTALS	**859,688**	**57%**	**26%**	**6%**	**1%**	**10%**	**17%**	**45%**	**38%**

	Travel Shed: SE Atlanta								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	6%	76%	14%	1%	0%	9%	6%	29%	65%
work_whitecollar	15%	75%	16%	1%	0%	8%	6%	35%	59%
work_health	2%	68%	20%	1%	0%	11%	5%	38%	56%
work_retailandfood	5%	65%	19%	2%	0%	13%	8%	38%	54%
work_services	4%	67%	17%	2%	1%	13%	8%	39%	53%
atwork_business	3%	74%	22%	2%	0%	1%	12%	42%	46%
atwork_eat	6%	69%	26%	3%	1%	1%	13%	42%	46%
atwork_maint	2%	72%	22%	4%	1%	1%	11%	41%	48%
othmaint	9%	38%	52%	3%	1%	6%	12%	42%	46%
othdiscr	8%	34%	55%	5%	1%	4%	16%	45%	39%
school_predrive	12%	0%	39%	9%	0%	52%	25%	34%	41%
school_drive	2%	16%	55%	14%	1%	15%	23%	37%	40%
escort_kids	7%	30%	60%	4%	0%	5%	24%	36%	40%
escort_no kids	2%	70%	13%	8%	1%	8%	22%	43%	35%
shopping	11%	40%	50%	4%	0%	5%	20%	40%	40%
eatout	2%	22%	68%	5%	1%	4%	13%	49%	38%
social	3%	39%	49%	7%	1%	4%	20%	39%	40%
university	2%	47%	14%	2%	2%	35%	8%	32%	60%
TOTALS	**458,766**	**47%**	**36%**	**4%**	**1%**	**12%**	**14%**	**38%**	**47%**

	Travel Shed: Airport								
		2040 ARC Mode Split					2040 Travel		
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region
work_bluecollar	21%	83%	15%	0%	0%	2%	0%	15%	85%
work_whitecollar	28%	80%	18%	0%	0%	2%	0%	19%	81%
work_health	1%	78%	21%	0%	0%	1%	0%	19%	80%
work_retailandfood	5%	76%	20%	1%	0%	3%	0%	22%	77%
work_services	7%	77%	20%	0%	0%	2%	0%	19%	81%
atwork_business	6%	71%	20%	8%	0%	0%	7%	23%	70%
atwork_eat	14%	68%	23%	9%	0%	0%	8%	24%	68%
atwork_maint	4%	71%	19%	9%	0%	0%	8%	24%	68%
othmaint	5%	43%	54%	2%	1%	1%	0%	20%	79%
othdiscr	4%	36%	59%	4%	1%	0%	0%	16%	84%
school_predrive	1%	0%	92%	6%	1%	1%	0%	25%	75%
school_drive	0%	21%	67%	4%	1%	7%	0%	22%	78%
escort_kids	1%	35%	62%	2%	1%	1%	1%	17%	83%
escort_no kids	1%	82%	14%	2%	1%	0%	0%	16%	84%
shopping	1%	49%	50%	0%	0%	0%	0%	18%	81%
eatout	2%	22%	75%	3%	0%	0%	0%	15%	84%
social	0%	43%	53%	1%	0%	3%	1%	26%	73%
university	0%	94%	6%	0%	0%	0%	0%	21%	79%
TOTALS	**63,339**	**72%**	**24%**	**3%**	**0%**	**1%**	**2%**	**19%**	**79%**

APPENDIX F. ARC ACTIVITY BASED MODEL (CT-RAMP) OUTPUT SUMMARY & TRIA APPLICATION TABLES

CBD

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cumu-lative Redux	New SOV Trip Split
work_bluecollar	5%	63%	10%	4%	1%	22%	12%	31%	57%	2.27%	3.00%	20.00%	23.00%	7.50%	1.76%		0.03%	46.95%	33.63%
work_whitecollar	22%	63%	12%	3%	1%	22%	12%	33%	55%	2.29%	3.00%	20.00%	23.00%	7.50%	2.05%		0.02%	47.11%	33.43%
work_health	3%	58%	14%	4%	1%	23%	13%	33%	54%	2.26%	3.00%	20.00%	23.00%	7.50%	2.41%		0.04%	47.30%	30.59%
work_retailandfood	6%	57%	12%	6%	1%	24%	15%	38%	47%	2.53%	3.00%	20.00%	23.00%	7.50%	2.11%		0.04%	47.29%	30.06%
work_services	6%	56%	11%	5%	1%	26%	16%	34%	50%	2.59%	3.00%	20.00%	23.00%	7.50%	1.92%		0.05%	47.22%	29.43%
atwork_business	4%	60%	17%	21%	0%	2%	41%	46%	13%	7.40%	3.00%	20.00%		7.50%		10.00%		40.18%	36.02%
atwork_eat	11%	54%	19%	25%	0%	2%	43%	45%	11%	6.99%	3.00%	20.00%		7.50%		10.00%		39.91%	32.28%
atwork_maint	3%	58%	16%	24%	1%	2%	42%	46%	12%	7.22%	3.00%	20.00%		7.50%		10.00%		40.07%	34.66%
othmaint	8%	34%	41%	10%	0%	15%	19%	49%	32%	1.92%		15.00%		7.50%		10.00%		30.60%	23.84%
othdiscr	7%	34%	43%	11%	1%	11%	19%	52%	29%	1.95%		15.00%		7.50%		10.00%		30.62%	23.87%
school_predrive	7%	0%	47%	13%	0%	40%	19%	49%	32%	0.00%				7.50%				7.50%	0.00%
school_drive	1%	15%	48%	18%	1%	18%	22%	52%	26%	0.97%				7.50%				8.40%	13.44%
escort_kids	5%	27%	54%	7%	0%	12%	19%	47%	34%	1.52%				7.50%				8.90%	24.32%
escort_no kids	2%	58%	11%	13%	1%	17%	24%	54%	22%	4.11%				7.50%				11.30%	51.67%
shopping	6%	38%	38%	11%	0%	13%	26%	58%	16%	2.94%		15.00%		7.50%		10.00%		31.32%	26.02%
eatout	2%	24%	56%	12%	1%	7%	21%	57%	22%	1.52%		15.00%		7.50%		10.00%		30.31%	16.52%
social	1%	37%	38%	15%	1%	9%	20%	56%	23%	2.24%		15.00%		7.50%		10.00%		30.82%	25.35%
university	2%	34%	10%	5%	1%	50%	8%	29%	63%	0.84%		20.00%		7.50%	1.75%	10.00%	0.06%	35.15%	22.02%
TOTALS		**47%**	**25%**	**10%**	**1%**	**17%**	**21%**	**43%**	**36%**									**36.08%**	**27.83%**

Midtown

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cummulative Redux	New SOV Trip Split
work_bluecollar	5%	72%	11%	2%	0%	15%	9%	33%	58%	2.06%	3.00%	20.00%	23.00%	7.50%	2.03%		0.02%	46.98%	37.98%
work_whitecollar	23%	74%	12%	2%	1%	12%	11%	35%	53%	2.65%	3.00%	20.00%	23.00%	7.50%	2.13%		0.03%	47.35%	38.80%
work_health	2%	73%	14%	2%	1%	10%	9%	41%	50%	2.12%	3.00%	20.00%	23.00%	7.50%	2.60%		0.03%	47.33%	38.21%
work_retailandfood	7%	69%	13%	3%	1%	14%	12%	39%	49%	2.70%	3.00%	20.00%	23.00%	7.50%	2.34%		0.03%	47.50%	36.06%
work_services	5%	68%	13%	3%	1%	15%	12%	38%	50%	2.57%	3.00%	20.00%	23.00%	7.50%	2.27%		0.03%	47.39%	36.04%
atwork_business	4%	69%	18%	12%	1%	1%	26%	57%	17%	5.81%	3.00%	20.00%		7.50%		10.00%		39.15%	41.76%
atwork_eat	10%	64%	20%	14%	1%	2%	27%	57%	16%	5.57%	3.00%	20.00%		7.50%		10.00%		39.00%	38.99%
atwork_maint	3%	66%	18%	14%	1%	2%	27%	56%	17%	5.66%	3.00%	20.00%		7.50%		10.00%		39.05%	40.40%
othmaint	8%	46%	40%	6%	1%	7%	15%	52%	34%	2.17%		15.00%		7.50%		10.00%		30.78%	31.95%
othdiscr	8%	46%	41%	7%	1%	5%	18%	51%	31%	2.67%		15.00%		7.50%		10.00%		31.12%	31.48%
school_predrive	5%	0%	60%	9%	0%	31%	19%	37%	44%	0.00%				7.50%				7.50%	0.00%
school_drive	1%	17%	56%	13%	0%	14%	20%	44%	36%	1.09%				7.50%				8.51%	15.81%
escort_kids	3%	29%	59%	4%	0%	7%	20%	44%	36%	1.82%				7.50%				9.19%	26.50%
escort_no kids	2%	69%	10%	11%	1%	9%	31%	48%	20%	6.95%				7.50%				13.93%	59.54%
shopping	8%	50%	36%	6%	0%	7%	21%	58%	21%	3.33%		15.00%		7.50%		10.00%		31.60%	34.05%
eatout	3%	29%	59%	8%	1%	4%	21%	53%	26%	1.90%		15.00%		7.50%		10.00%		30.58%	20.01%
social	2%	46%	37%	10%	1%	5%	18%	52%	30%	2.58%		15.00%		7.50%		10.00%		31.06%	31.56%
university	2%	42%	11%	4%	2%	41%	12%	28%	61%	1.56%		20.00%		7.50%	1.91%	10.00%	0.10%	35.76%	27.04%
TOTALS		**57%**	**26%**	**6%**	**1%**	**10%**	**17%**	**45%**	**38%**									**36.91%**	**34.08%**

Buckhead East

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cummulative Redux	New SOV Trip Split
work_bluecollar	5%	75%	12%	1%	0%	12%	9%	24%	67%	2.06%	3.00%	20.00%	23.00%	7.50%	2.14%		0.01%	47.03%	39.57%
work_whitecollar	23%	77%	11%	1%	0%	10%	13%	26%	61%	3.23%	3.00%	20.00%	23.00%	7.50%	1.99%		0.01%	47.59%	40.39%
work_health	3%	76%	15%	1%	0%	8%	11%	27%	62%	2.67%	3.00%	20.00%	23.00%	7.50%	2.59%		0.01%	47.60%	40.06%
work_retailandfood	9%	71%	13%	2%	0%	14%	14%	26%	60%	3.23%	3.00%	20.00%	23.00%	7.50%	2.20%		0.01%	47.70%	37.22%
work_services	4%	72%	13%	2%	0%	13%	12%	29%	59%	2.87%	3.00%	20.00%	23.00%	7.50%	2.23%		0.01%	47.52%	37.87%
atwork_business	3%	72%	18%	8%	1%	1%	34%	34%	32%	7.81%	3.00%	20.00%		7.50%		10.00%		40.45%	42.73%
atwork_eat	8%	67%	21%	10%	1%	2%	34%	34%	31%	7.30%	3.00%	20.00%		7.50%		10.00%		40.12%	39.97%
atwork_maint	2%	70%	18%	10%	1%	1%	33%	35%	32%	7.47%	3.00%	20.00%		7.50%		10.00%		40.22%	41.79%
othmaint	9%	50%	42%	3%	0%	4%	18%	34%	48%	2.92%		15.00%		7.50%		10.00%		31.31%	34.59%
othdiscr	8%	49%	42%	5%	1%	4%	22%	32%	46%	3.52%		15.00%		7.50%		10.00%		31.73%	33.74%
school_predrive	4%	0%	51%	5%	0%	44%	19%	22%	59%	0.00%				7.50%				7.50%	0.00%
school_drive	1%	23%	60%	7%	0%	9%	22%	28%	49%	1.66%				7.50%				9.03%	21.03%
escort_kids	2%	35%	56%	2%	0%	7%	20%	33%	47%	2.21%				7.50%				9.54%	31.24%
escort_no kids	2%	77%	9%	9%	1%	5%	42%	30%	28%	10.38%				7.50%				17.10%	63.57%
shopping	12%	53%	38%	4%	0%	5%	30%	31%	39%	5.13%		15.00%		7.50%		10.00%		32.87%	35.69%
eatout	3%	31%	62%	5%	0%	2%	28%	29%	43%	2.75%		15.00%		7.50%		10.00%		31.19%	21.21%
social	2%	50%	40%	6%	1%	4%	18%	33%	49%	2.88%		15.00%		7.50%		10.00%		31.28%	34.43%
university	1%	38%	9%	3%	3%	48%	6%	34%	59%	0.77%		20.00%		7.50%	1.61%	10.00%	0.08%	35.03%	24.51%
TOTALS		**61%**	**26%**	**4%**	**0%**	**9%**	**20%**	**29%**	**50%**									**38.10%**	**36.12%**

City East

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cummulative Redux	New SOV Trip Split
work_bluecollar	5%	73%	11%	3%	1%	12%	6%	40%	54%	0.41%		10.00%	22.30%	7.27%	2.14%		0.03%	36.81%	45.82%
work_whitecollar	18%	74%	12%	3%	1%	10%	6%	46%	48%	0.44%		10.00%	22.30%	7.27%	2.33%		0.04%	36.97%	46.55%
work_health	3%	69%	15%	3%	1%	13%	7%	40%	53%	0.47%		10.00%	22.30%	7.27%	2.72%		0.03%	37.24%	43.12%
work_retailandfood	6%	67%	13%	5%	1%	13%	8%	48%	44%	0.51%		10.00%	22.30%	7.27%	2.47%		0.05%	37.11%	42.33%
work_services	4%	67%	13%	5%	1%	14%	7%	48%	45%	0.47%		10.00%	22.30%	7.27%	2.37%		0.05%	37.02%	42.43%
atwork_business	4%	68%	19%	12%	0%	1%	11%	67%	22%	0.77%		10.00%		7.27%		5.00%		21.33%	53.21%
atwork_eat	10%	62%	22%	14%	1%	1%	11%	69%	20%	0.70%		10.00%		7.27%		5.00%		21.27%	48.59%
atwork_maint	3%	65%	19%	14%	1%	1%	12%	67%	21%	0.78%		10.00%		7.27%		5.00%		21.33%	51.42%
othmaint	11%	44%	40%	8%	1%	7%	12%	56%	33%	0.51%		10.00%		7.27%		5.00%		21.12%	34.77%
othdiscr	8%	44%	41%	10%	1%	4%	12%	62%	26%	0.55%		10.00%		7.27%		5.00%		21.15%	34.94%
school_predrive	5%	0%	45%	16%	0%	39%	18%	52%	30%	0.00%				7.27%				7.27%	0.00%
school_drive	1%	13%	53%	21%	1%	12%	12%	56%	32%	0.16%				7.27%				7.42%	11.80%
escort_kids	3%	27%	56%	12%	0%	5%	8%	66%	25%	0.22%				7.27%				7.48%	25.02%
escort_no kids	2%	67%	9%	16%	1%	7%	20%	64%	16%	1.36%				7.27%				8.53%	61.45%
shopping	10%	48%	40%	7%	0%	5%	16%	60%	24%	0.78%		10.00%		7.27%		5.00%		21.33%	37.38%
eatout	3%	30%	57%	11%	0%	3%	15%	64%	22%	0.43%		10.00%		7.27%		5.00%		21.06%	23.32%
social	3%	44%	38%	12%	1%	4%	15%	54%	31%	0.69%		10.00%		7.27%		5.00%		21.26%	34.90%
university	1%	35%	8%	11%	4%	42%	3%	61%	36%	0.12%		10.00%		7.27%	1.46%	5.00%	0.19%	22.11%	27.18%
TOTALS		**55%**	**27%**	**9%**	**1%**	**9%**	**11%**	**55%**	**34%**									**25.47%**	**39.20%**

SW Atlanta

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cummulative Redux	New SOV Trip Split
work_bluecollar	6%	76%	12%	1%	0%	11%	5%	32%	63%	0.36%		10.00%	3.53%	1.15%	2.29%		0.00%	16.45%	63.56%
work_whitecollar	14%	74%	14%	1%	0%	11%	5%	39%	56%	0.39%		10.00%	3.53%	1.15%	2.72%		0.00%	16.84%	61.14%
work_health	2%	71%	16%	1%	0%	12%	6%	39%	55%	0.42%		10.00%	3.53%	1.15%	3.10%		0.00%	17.19%	58.46%
work_retailandfood	6%	68%	17%	1%	0%	14%	7%	36%	57%	0.45%		10.00%	3.53%	1.15%	3.19%		0.00%	17.29%	56.26%
work_services	4%	69%	14%	1%	0%	16%	6%	41%	53%	0.42%		10.00%	3.53%	1.15%	2.64%		0.00%	16.80%	57.39%
atwork_business	2%	73%	23%	2%	1%	1%	10%	36%	54%	0.77%		10.00%		1.15%		5.00%		16.13%	61.62%
atwork_eat	4%	70%	26%	2%	1%	1%	9%	37%	54%	0.63%		10.00%		1.15%		5.00%		16.02%	59.03%
atwork_maint	1%	73%	23%	2%	0%	2%	10%	34%	57%	0.72%		10.00%		1.15%		5.00%		16.09%	61.00%
othmaint	10%	43%	49%	2%	0%	6%	13%	37%	50%	0.57%		10.00%		1.15%		5.00%		15.96%	35.97%
othdiscr	9%	36%	56%	4%	1%	4%	18%	34%	48%	0.66%		10.00%		1.15%		5.00%		16.04%	29.92%
school_predrive	12%	0%	41%	6%	0%	53%	19%	39%	42%	0.00%				1.15%				1.15%	0.00%
school_drive	3%	17%	60%	9%	1%	13%	20%	37%	44%	0.33%				1.15%				1.48%	16.75%
escort_kids	6%	31%	61%	3%	0%	5%	16%	45%	39%	0.50%				1.15%				1.64%	30.72%
escort_no kids	2%	72%	14%	4%	1%	9%	16%	42%	42%	1.13%				1.15%				2.27%	69.97%
shopping	14%	44%	48%	3%	0%	4%	22%	28%	50%	0.98%		10.00%		1.15%		5.00%		16.31%	36.82%
eatout	2%	24%	69%	2%	1%	4%	17%	38%	45%	0.41%		10.00%		1.15%		5.00%		15.83%	19.95%
social	4%	41%	49%	5%	1%	3%	19%	33%	48%	0.78%		10.00%		1.15%		5.00%		16.15%	34.56%
university	1%	40%	10%	2%	1%	46%	3%	45%	51%	0.13%		10.00%		1.15%	1.91%	5.00%	0.03%	17.23%	33.15%
TOTALS		**47%**	**36%**	**3%**	**0%**	**13%**	**14%**	**36%**	**50%**									**13.15%**	**39.94%**

NW Atlanta

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cummulative Redux	New SOV Trip Split
work_bluecollar	9%	79%	14%	1%	0%	6%	7%	27%	65%	0.58%		10.00%	14.45%	4.71%	2.58%		0.01%	28.94%	56.29%
work_whitecollar	16%	78%	14%	1%	0%	6%	6%	39%	55%	0.48%		10.00%	14.45%	4.71%	2.71%		0.01%	28.96%	55.71%
work_health	2%	73%	16%	1%	0%	9%	6%	41%	53%	0.44%		10.00%	14.45%	4.71%	3.07%		0.01%	29.20%	51.61%
work_retailandfood	6%	71%	19%	1%	0%	9%	8%	40%	52%	0.58%		10.00%	14.45%	4.71%	3.45%		0.01%	29.58%	49.80%
work_services	4%	70%	16%	2%	1%	11%	8%	42%	50%	0.54%		10.00%	14.45%	4.71%	3.03%		0.02%	29.25%	49.65%
atwork_business	3%	74%	21%	3%	1%	1%	14%	53%	33%	1.07%		10.00%		4.71%		5.00%		19.40%	59.93%
atwork_eat	7%	71%	24%	3%	1%	1%	14%	55%	31%	1.00%		10.00%		4.71%		5.00%		19.35%	57.42%
atwork_maint	2%	73%	22%	4%	1%	1%	15%	53%	32%	1.12%		10.00%		4.71%		5.00%		19.44%	59.03%
othmaint	9%	42%	48%	3%	1%	6%	12%	55%	32%	0.52%		10.00%		4.71%		5.00%		18.95%	33.81%
othdiscr	7%	40%	50%	4%	1%	4%	14%	56%	30%	0.57%		10.00%		4.71%		5.00%		19.00%	32.77%
school_predrive	8%	0%	39%	7%	0%	53%	21%	55%	24%	0.00%				4.71%				4.71%	0.00%
school_drive	2%	18%	57%	11%	1%	14%	19%	57%	24%	0.34%				4.71%				5.04%	16.81%
escort_kids	4%	27%	64%	4%	1%	5%	19%	59%	22%	0.51%				4.71%				5.19%	25.69%
escort_no kids	2%	73%	14%	5%	1%	7%	21%	54%	25%	1.53%				4.71%				6.17%	68.09%
shopping	12%	45%	47%	3%	1%	5%	19%	51%	29%	0.86%		10.00%		4.71%		5.00%		19.23%	36.20%
eatout	2%	23%	69%	3%	1%	3%	13%	59%	28%	0.30%		10.00%		4.71%		5.00%		18.78%	19.00%
social	3%	42%	47%	6%	2%	4%	19%	48%	33%	0.78%		10.00%		4.71%		5.00%		19.16%	33.72%
university	1%	44%	12%	2%	3%	39%	2%	55%	43%	0.09%		10.00%		4.71%	2.30%	5.00%	0.08%	20.54%	34.73%
TOTALS		**55%**	**32%**	**3%**	**1%**	**10%**	**13%**	**48%**	**39%**									**20.74%**	**41.76%**

NE Atlanta

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cummulative Redux	New SOV Trip Split
work_bluecollar	4%	79%	13%	1%	1%	7%	1%	37%	62%	0.08%			18.29%	5.96%	2.57%		0.02%	25.22%	58.85%
work_whitecollar	19%	83%	11%	1%	0%	5%	1%	47%	52%	0.07%			18.29%	5.96%	2.21%		0.01%	24.92%	61.94%
work_health	2%	82%	12%	0%	0%	6%	0%	45%	55%	0.03%			18.29%	5.96%	2.48%		0.01%	25.09%	61.20%
work_retailandfood	6%	76%	14%	2%	1%	7%	1%	50%	49%	0.06%			18.29%	5.96%	2.73%		0.03%	25.33%	56.85%
work_services	3%	79%	12%	1%	1%	7%	1%	50%	49%	0.09%			18.29%	5.96%	2.30%		0.02%	25.01%	59.29%
atwork_business	4%	77%	19%	3%	0%	1%	1%	50%	49%	0.05%				5.96%				6.01%	72.29%
atwork_eat	9%	70%	24%	4%	1%	1%	0%	53%	47%	0.02%				5.96%				5.99%	66.09%
atwork_maint	2%	76%	20%	4%	1%	0%	1%	49%	50%	0.05%				5.96%				6.01%	70.97%
othmaint	10%	54%	41%	2%	0%	2%	1%	50%	49%	0.07%		5.00%		5.96%				10.73%	48.58%
othdiscr	10%	55%	39%	4%	1%	1%	2%	64%	34%	0.09%		5.00%		5.96%				10.74%	49.17%
school_predrive	5%	0%	50%	9%	0%	40%	3%	42%	55%	0.00%				5.96%				5.96%	0.00%
school_drive	1%	18%	58%	17%	0%	7%	3%	41%	55%	0.06%				5.96%				6.02%	16.98%
escort_kids	4%	34%	60%	4%	0%	2%	4%	40%	56%	0.13%				5.96%				6.08%	31.71%
escort_no kids	2%	81%	10%	4%	0%	4%	1%	57%	41%	0.11%				5.96%				6.07%	76.05%
shopping	11%	57%	39%	2%	0%	2%	1%	64%	35%	0.06%		5.00%		5.96%				10.72%	50.98%
eatout	3%	32%	64%	2%	0%	1%	2%	71%	27%	0.07%		5.00%		5.96%				10.73%	28.88%
social	3%	54%	39%	5%	1%	2%	2%	53%	45%	0.09%		5.00%		5.96%				10.75%	48.15%
university	1%	52%	10%	2%	3%	33%	0%	30%	70%	0.00%		5.00%		5.96%	2.07%		0.08%	12.59%	45.65%
TOTALS		**62%**	**29%**	**3%**	**1%**	**5%**	**1%**	**52%**	**47%**									**14.40%**	**52.21%**

Buckhead West

Trip Purpose	Purpose Split	2040 ARC Mode Split					2040 Travel			Trip Reductions									
		SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cumula-tive Redux	New SOV Trip Split
work_bluecollar	6%	84%	13%	0%	0%	3%	3%	24%	73%	0.26%			4.70%	1.53%	2.53%		0.00%	8.78%	76.27%
work_whitecollar	20%	83%	14%	0%	0%	3%	4%	33%	63%	0.31%			4.70%	1.53%	2.69%		0.00%	8.98%	75.35%
work_health	2%	81%	16%	0%	0%	2%	3%	34%	63%	0.24%			4.70%	1.53%	3.11%		0.00%	9.30%	73.91%
work_retailandfood	7%	79%	16%	0%	0%	4%	4%	33%	63%	0.31%			4.70%	1.53%	3.11%		0.01%	9.37%	71.90%
work_services	4%	81%	15%	0%	0%	3%	4%	34%	62%	0.31%			4.70%	1.53%	2.87%		0.01%	9.15%	73.79%
atwork_business	4%	74%	23%	2%	1%	0%	11%	41%	48%	0.79%				1.53%				2.31%	72.37%
atwork_eat	8%	72%	24%	2%	1%	1%	10%	42%	48%	0.70%				1.53%				2.23%	70.48%
atwork_maint	2%	75%	22%	2%	1%	0%	9%	43%	48%	0.69%				1.53%				2.21%	73.13%
othmaint	12%	51%	47%	1%	0%	1%	8%	41%	52%	0.38%		5.00%		1.53%				6.82%	47.40%
othdiscr	8%	48%	49%	1%	1%	1%	7%	48%	45%	0.36%		5.00%		1.53%				6.79%	45.02%
school_predrive	7%	0%	50%	4%	0%	45%	13%	28%	58%	0.00%				1.53%				1.53%	0.00%
school_drive	2%	23%	65%	7%	0%	5%	23%	35%	42%	0.54%				1.53%				2.06%	22.39%
escort_kids	4%	38%	59%	1%	0%	2%	13%	32%	55%	0.48%				1.53%				2.00%	37.02%
escort_no kids	2%	85%	12%	1%	0%	2%	12%	48%	40%	1.05%				1.53%				2.57%	82.41%
shopping	8%	54%	44%	1%	0%	1%	6%	54%	41%	0.30%		5.00%		1.53%				6.74%	50.41%
eatout	2%	31%	68%	1%	0%	0%	7%	55%	38%	0.22%		5.00%		1.53%				6.66%	28.80%
social	2%	51%	46%	2%	1%	1%	5%	47%	48%	0.25%		5.00%		1.53%				6.69%	47.32%
university	1%	58%	15%	1%	2%	24%	3%	36%	61%	0.18%		5.00%		1.53%	2.93%		0.05%	9.41%	52.15%
TOTALS		**62%**	**31%**	**1%**	**0%**	**5%**	**7%**	**38%**	**55%**									**6.31%**	**57.69%**

SE Atlanta

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cummulative Redux	New SOV Trip Split
work_bluecollar	6%	76%	14%	1%	0%	9%	6%	29%	65%	0.46%			16.40%	5.35%	2.66%		0.01%	23.33%	58.19%
work_whitecollar	15%	75%	16%	1%	0%	8%	6%	35%	59%	0.44%			16.40%	5.35%	3.04%		0.01%	23.61%	57.04%
work_health	2%	68%	20%	1%	0%	11%	5%	38%	56%	0.37%			16.40%	5.35%	3.74%		0.02%	24.12%	51.33%
work_retailandfood	5%	65%	19%	2%	0%	13%	8%	38%	54%	0.52%			16.40%	5.35%	3.47%		0.01%	24.02%	49.67%
work_services	4%	67%	17%	2%	1%	13%	8%	39%	53%	0.56%			16.40%	5.35%	3.13%		0.02%	23.79%	51.22%
atwork_business	3%	74%	22%	2%	0%	1%	12%	42%	46%	0.91%				5.35%				6.21%	69.33%
atwork_eat	6%	69%	26%	3%	1%	1%	13%	42%	46%	0.87%				5.35%				6.17%	64.65%
atwork_maint	2%	72%	22%	4%	1%	1%	11%	41%	48%	0.79%				5.35%				6.09%	67.64%
othmaint	9%	38%	52%	3%	1%	6%	12%	42%	46%	0.47%		5.00%		5.35%				10.50%	33.82%
othdiscr	8%	34%	55%	5%	1%	4%	16%	45%	39%	0.55%		5.00%		5.35%				10.57%	30.80%
school_predrive	12%	0%	39%	9%	0%	52%	25%	34%	41%	0.00%				5.35%				5.35%	0.00%
school_drive	2%	16%	55%	14%	1%	15%	23%	37%	40%	0.37%				5.35%				5.70%	15.13%
escort_kids	7%	30%	60%	4%	0%	5%	24%	36%	40%	0.73%				5.35%				6.03%	28.44%
escort_no kids	2%	70%	13%	8%	1%	8%	22%	43%	35%	1.53%				5.35%				6.80%	65.38%
shopping	11%	40%	50%	4%	0%	5%	20%	40%	40%	0.81%		5.00%		5.35%				10.81%	35.77%
eatout	2%	22%	68%	5%	1%	4%	13%	49%	38%	0.29%		5.00%		5.35%				10.34%	19.78%
social	3%	39%	49%	7%	1%	4%	20%	39%	40%	0.80%		5.00%		5.35%				10.80%	34.90%
university	2%	47%	14%	2%	2%	35%	8%	32%	60%	0.38%		5.00%		5.35%	2.51%		0.08%	12.74%	41.25%
TOTALS		**47%**	**36%**	**4%**	**1%**	**12%**	**14%**	**38%**	**47%**									**13.40%**	**39.77%**

Atlanta-DeKalb

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cummulative Redux	New SOV Trip Split
work_bluecollar	5%	78%	12%	1%	0%	9%	2%	35%	63%	0.18%			7.52%	2.45%	2.30%		0.01%	12.03%	68.35%
work_whitecollar	14%	78%	14%	1%	0%	7%	2%	39%	59%	0.18%			7.52%	2.45%	2.77%		0.01%	12.46%	68.26%
work_health	2%	75%	17%	1%	1%	7%	3%	36%	61%	0.20%			7.52%	2.45%	3.22%		0.01%	12.88%	65.18%
work_retailandfood	5%	73%	16%	1%	0%	9%	3%	40%	57%	0.20%			7.52%	2.45%	3.14%		0.01%	12.80%	64.07%
work_services	4%	76%	13%	2%	0%	9%	3%	41%	56%	0.23%			7.52%	2.45%	2.58%		0.01%	12.33%	66.39%
atwork_business	3%	75%	22%	3%	0%	1%	4%	39%	56%	0.33%				2.45%				2.77%	72.61%
atwork_eat	6%	70%	25%	4%	1%	1%	5%	41%	54%	0.32%				2.45%				2.76%	67.63%
atwork_maint	2%	72%	23%	3%	1%	1%	5%	38%	57%	0.36%				2.45%				2.80%	70.15%
othmaint	11%	46%	48%	3%	0%	3%	5%	35%	60%	0.25%		5.00%		2.45%				7.56%	42.28%
othdiscr	11%	41%	52%	4%	1%	2%	7%	40%	53%	0.27%		5.00%		2.45%				7.58%	37.72%
school_predrive	8%	0%	47%	10%	1%	42%	7%	33%	60%	0.00%				2.45%				2.45%	0.00%
school_drive	2%	13%	61%	15%	1%	10%	6%	31%	63%	0.08%				2.45%				2.53%	12.86%
escort_kids	5%	35%	59%	4%	0%	2%	9%	30%	60%	0.33%				2.45%				2.77%	34.28%
escort_no kids	2%	74%	12%	7%	1%	5%	10%	42%	48%	0.77%				2.45%				3.20%	72.10%
shopping	12%	47%	47%	3%	0%	3%	6%	45%	50%	0.26%		5.00%		2.45%				7.57%	43.15%
eatout	3%	27%	68%	3%	1%	2%	7%	44%	50%	0.17%		5.00%		2.45%				7.49%	24.66%
social	3%	44%	47%	6%	1%	2%	6%	39%	55%	0.25%		5.00%		2.45%				7.56%	40.62%
university	1%	51%	11%	4%	3%	31%	1%	39%	60%	0.05%		5.00%		2.45%	2.08%		0.01%	9.32%	46.35%
TOTALS		**52%**	**36%**	**4%**	**1%**	**8%**	**5%**	**38%**	**57%**									**7.70%**	**47.84%**

Airport

		2040 ARC Mode Split					2040 Travel			Trip Reductions									
Trip Purpose	Purpose Split	SOV	HOV	Walk	Bike	Transit	I-I	I-E City	I-E Region	Internal Trip Captures	Parking Pricing	Unbundled Parking	Subsidized Transit Pass	Transit Improvements	Carpool/ Vanpool	Carshare Access	Bike Facilities	Cummulative Redux	New SOV Trip Split
work_bluecollar	21%	83%	15%	0%	0%	2%	0%	15%	85%				23.00%	7.50%	2.90%		0.00%	30.84%	57.63%
work_whitecollar	28%	80%	18%	0%	0%	2%	0%	19%	81%				23.00%	7.50%	3.62%		0.00%	31.35%	54.87%
work_health	1%	78%	21%	0%	0%	1%	0%	19%	80%				23.00%	7.50%	4.15%		0.00%	31.73%	53.54%
work_retailandfood	5%	76%	20%	1%	0%	3%	0%	22%	77%				23.00%	7.50%	4.01%		0.00%	31.63%	51.88%
work_services	7%	77%	20%	0%	0%	2%	0%	19%	81%				23.00%	7.50%	3.99%		0.00%	31.62%	52.88%
atwork_business	6%	71%	20%	8%	0%	0%	7%	23%	70%					7.50%				7.50%	65.54%
atwork_eat	14%	68%	23%	9%	0%	0%	8%	24%	68%					7.50%				7.50%	62.79%
atwork_maint	4%	71%	19%	9%	0%	0%	8%	24%	68%					7.50%				7.50%	65.27%
othmaint	5%	43%	54%	2%	1%	1%	0%	20%	79%					7.50%				7.50%	39.43%
othdiscr	4%	36%	59%	4%	1%	0%	0%	16%	84%					7.50%				7.50%	33.22%
school_predrive	1%	0%	92%	6%	1%	1%	0%	25%	75%					7.50%				7.50%	0.00%
school_drive	0%	21%	67%	4%	1%	7%	0%	22%	78%					7.50%				7.50%	19.02%
escort_kids	1%	35%	62%	2%	1%	1%	1%	17%	83%					7.50%				7.50%	32.27%
escort_no kids	1%	82%	14%	2%	1%	0%	0%	16%	84%					7.50%				7.50%	75.90%
shopping	1%	49%	50%	0%	0%	0%	0%	18%	81%					7.50%				7.50%	45.68%
eatout	2%	22%	75%	3%	0%	0%	0%	15%	84%					7.50%				7.50%	20.36%
social	0%	43%	53%	1%	0%	3%	1%	26%	73%					7.50%				7.50%	39.77%
university	0%	94%	6%	0%	0%	0%	0%	21%	79%					7.50%	1.18%		0.00%	8.59%	86.03%
TOTALS		**72%**	**24%**	**3%**	**0%**	**1%**	**2%**	**19%**	**79%**									**22.13%**	**54.42%**