

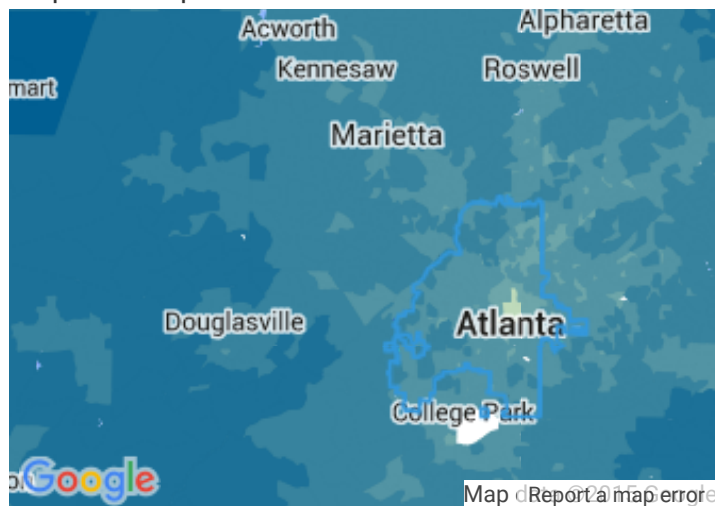


Municipality: Atlanta, GA

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. [Location Matters](#). Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$56,605 Commuters: 1.18 Household Size: 2.76 (Atlanta-Sandy Springs-Roswell, GA)

Map of Transportation Costs % Income



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

7%

Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

Job Access

9.3

Very high access to a variety of jobs

Transit Access

7.8

Good access to public transportation

Compact Neighborhood

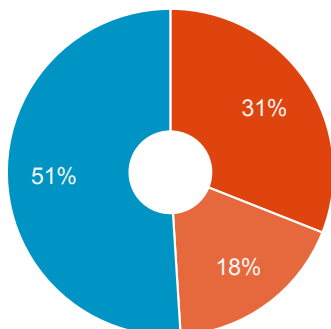
6.2

High density and walkable

Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



\$10,465

Annual Transportation Costs



1.45

Autos Per Household



17,937

Average Household VMT

14%

Transit Ridership % of Workers

200

Annual Transit Trips

6.50 Tonnes

Annual Greenhouse Gas per Household



H+T Metrics

Affordability

Housing + Transportation Costs % Income:	50%
Housing Costs % Income:	31%
Transportation Costs % Income:	18%

Demographics

Block Groups:	310
Households:	178,691
Population:	429,730

Household Transportation Model Outputs

Autos per Household:	1.45
Annual Vehicle Miles Traveled per Household :	17,937
Transit Ridership % of Workers:	14%
Annual Transportation Cost:	\$10,465
Annual Auto Ownership Cost:	\$6,473
Annual VMT Cost:	\$3,726
Annual Transit Cost:	\$266
Annual Transit Trips:	200

Housing Costs

Average Monthly Housing Cost:	\$1,469
Median Selected Monthly Owner Costs:	\$1,820
Median Gross Monthly Rent:	\$941
Percent Owner Occupied Housing Units:	45%
Percent Renter Occupied Housing Unit:	55%

Greenhouse Gas from Household Auto Use

Annual GHG per Household:	6.50 Tonnes
Annual GHG per Acre:	25.55 Tonnes

Environmental Characteristics

Residential Density 2010:	6.35 HHs/Res. Acre
Gross Household Density:	2.10 HH/Acre
Regional Household Intensity:	30,559 HH/mile ²
Percent Single Family Detached Households:	40%
Employment Access Index:	72,064 Jobs/mi ²
Employment Mix Index (0-100):	72
Transit Connectivity Index (0-100):	15
Transit Access Shed:	123 km ²
Jobs Accessible in 30 Minute Transit Ride:	276,044
Average Available Transit Trips per Week:	303
Average Block Perimeter:	1,211 Meters
Average Block Size :	15 Acres
Intersection Density:	121/mi ²