

State Transportation Board  
Statewide Transportation Planning Committee

Matthew Fowler  
GDOT – Office of Planning

November 16, 2016



# Study Area



- Study Purpose: Explore range of solutions (small scale to large scale)
- Focus: Common section of I-75 and I-85
- Complete study area includes:
  - Approaches to Connector along I-75, I-85, and I-20 inside I-285
  - I-285
  - Interchange ramps, cross streets, potential parallel routes



# Study Goals & Objectives

- Improve Safety
- Improve Mobility
- Use Transportation Funds Efficiently
- Promote Economic Vitality
- Better Manage Accessibility
- Promote Context Sensitive Solutions



# Background

- Initial construction late 1940s-mid 1960s
- Reconstructed 1980s
- HOV Lanes added mid 1990s
- Numerous operational improvements (striping, signage) implemented over the years
- Connects outlying areas to Downtown Atlanta (lots of trips to downtown)
- Shortest distance across the region (lots of trips crossing the region)





# Statistics

- 2015: 437,000 Vehicles Per Day
- 2040: 460,000+ Vehicles Per Day (*ARC Model*)
- Heavily congested at various times throughout the day
- Through Trips & Local Trips:
  - 60% of traffic enters/exits along Connector “local”
  - 40% of traffic travels the full length “through”



# Stakeholder Outreach

- Early outreach to engage key stakeholders (one-on-one meetings)
- Formal stakeholder committee meeting
- Solicit ideas and input on previous activities
- Sample of partners:
  - SRTA & GRTA
  - Atlanta Regional Commission
  - MARTA
  - City of Atlanta
  - Fulton County
  - Central Atlanta Progress
  - Midtown Alliance
  - GDOT District 7
  - GDOT Bridge Design
  - GDOT Roadway
  - GDOT Traffic Operations



# Major Themes from Stakeholder Interviews & Stakeholder Committee Meeting

- Safety
- Drainage
- Various incidents (crashes, stalls, flat tires, debris, etc.)
- Arterial Cap
- Zipper
- Express Lanes (GP & HOV)
- HOV/Vanpools/Commuter Bus Access
- Tunnel
- Double Deck
- Impact of Turner Field redevelopment
- Interchanges:
  - Brookwood
  - 15<sup>th</sup> Street HOV (potential new access)
  - 10<sup>th</sup>-14<sup>th</sup> Streets
  - North Avenue
  - Williams Street
  - Courtland Street
  - Freedom Parkway
  - Ellis/Edgewood/MLK
  - I-20
- East-West surface street connectivity across the Connector
- Acknowledge relationship between Connector & surrounding development



# Study Data Sources

- Traffic Counts
  - GDOT Automatic Traffic Recorders
  - GDOT Coverage Count Program (including ramp counts)
  - Study specific counts
- Origin & Destination
  - GPS Based (vendor: Streetlight)
  - Determining vehicles entering/exiting along the Connector





# Study Data Sources

- Travel Speeds & Queues
  - NaviGator
  - ARC Model
  - Aerial Survey
  - Cross reference to Google Data
- Future Forecasts
  - Regional Model (High Level)
  - Visum (Mid Level)
  - Vissim & Synchro (Micro Level)



# Study Data Sources

- Crash Data
  - Georgia Electronic Accident Reporting System (GEARS)
  - ARC adjusted crash data
- GDOT In-House expertise
  - Traffic Operations
  - Road Design
  - Bridge Design
  - District 7
- External Expertise
  - MARTA
  - Atlanta Regional Commission
  - Local Governments, CIDs and other key stakeholders



# 2013-2015 Crash Data

- Total Crashes
  - Connector: 400 per 100 Million Vehicle Miles Traveled (100 MVMT)
  - Statewide Urban Interstate: 200 per 100 MVMT
- Injury Crashes
  - Connector: 90 per 100 MVMT
  - Statewide Urban Interstate: 40 per 100 MVMT
- Fatal Crashes
  - Connector: 0.17 per 100 MVMT
  - Statewide Urban Interstate: 0.40 per 100 MVMT
- Top 3 crash locations
  - Brookwood Interchange
  - Around 5<sup>th</sup> Street
  - Between Courtland Street & Freedom Parkway

*Note: Crash rates are an approximate, rounded average per 100 Million Vehicle Miles Traveled (100 MVMT)*

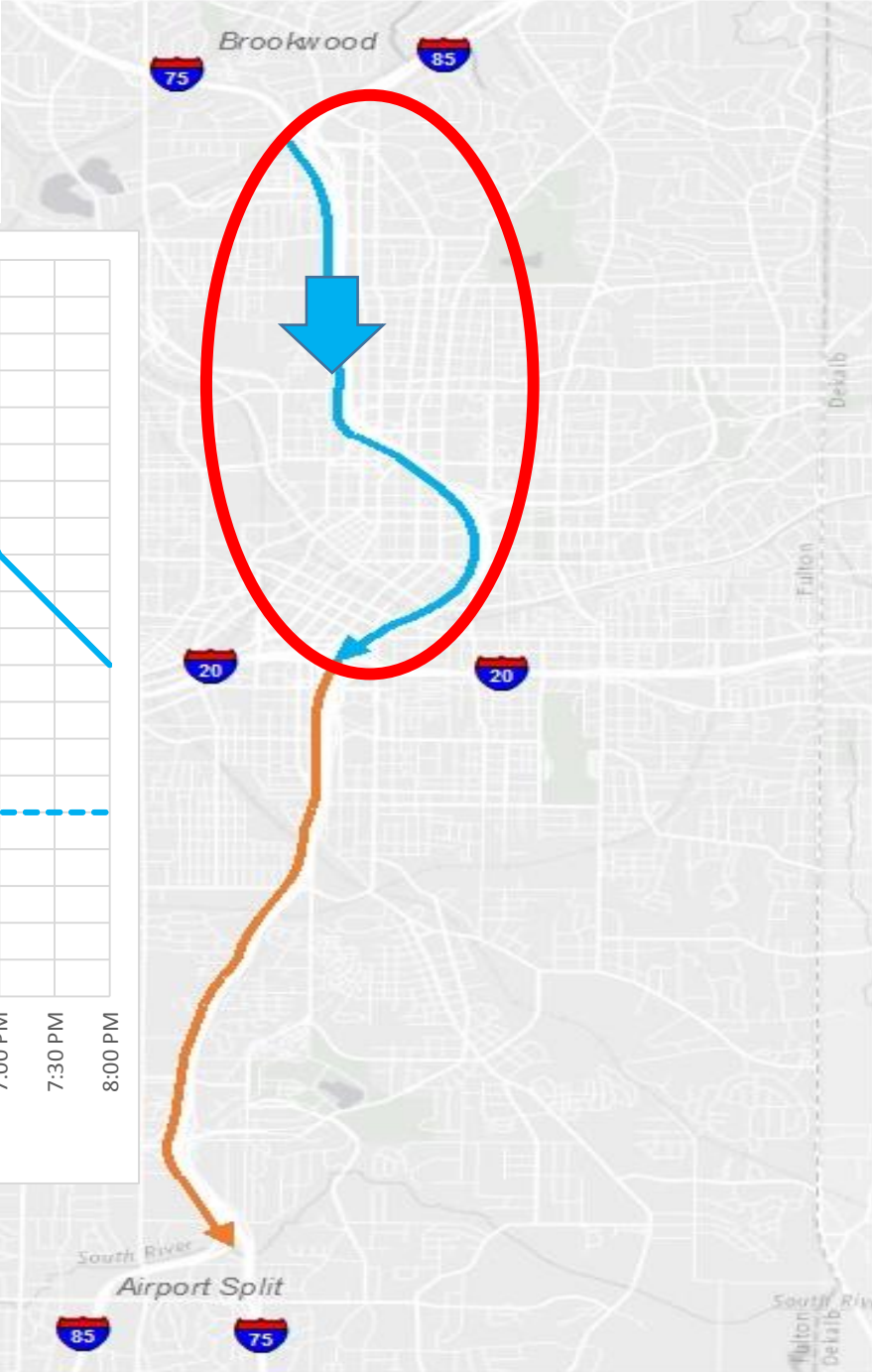
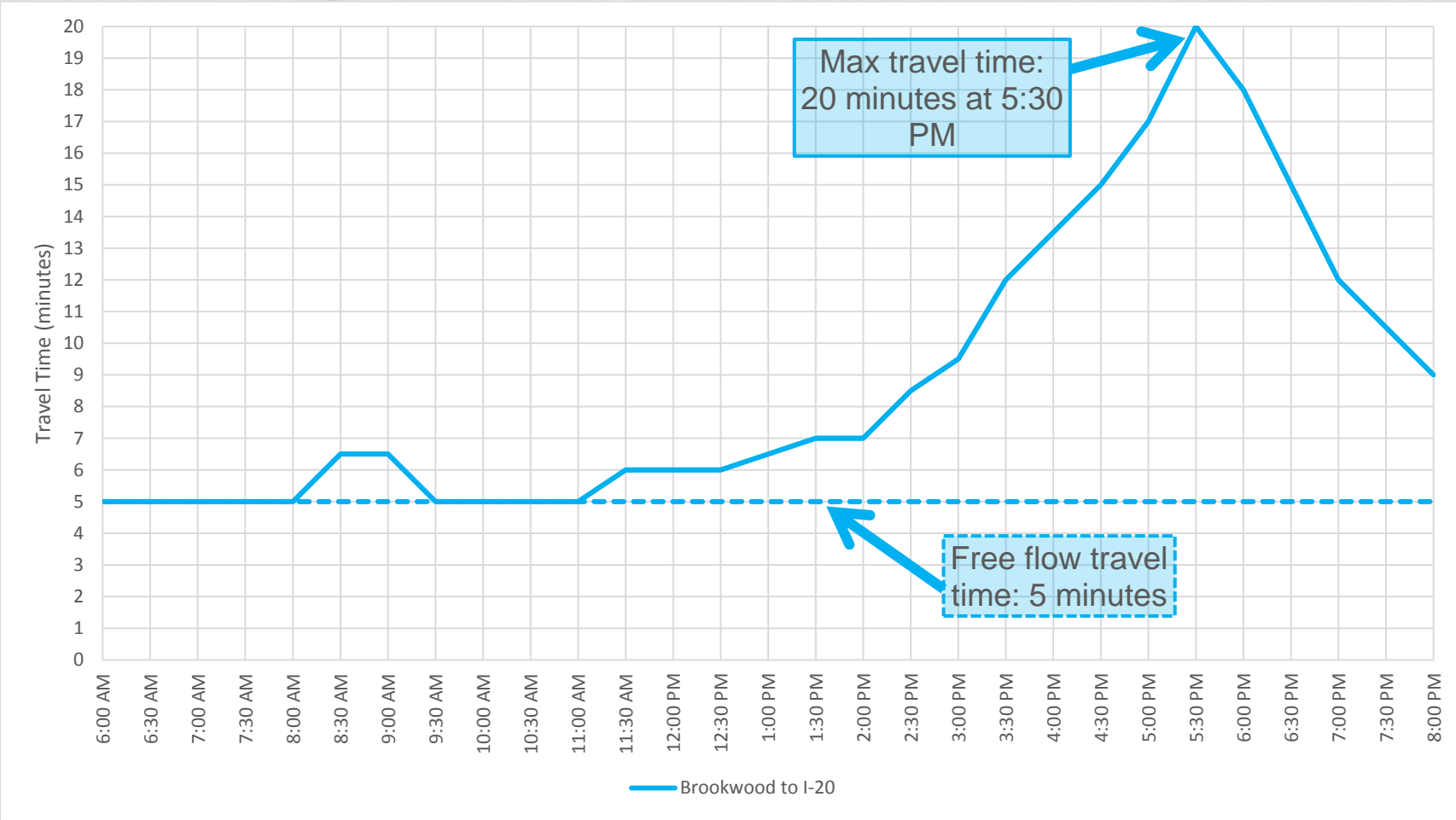


# Travel Times

- Southbound and Northbound directions
- Northern and Southern halves of Connector
- “Typical” travel times (excludes special events, incidents, etc.)
- Variation in travel time between inside lanes and outside lanes
- Does not reflect delay approaching the Connector on I-75, I-85 and I-20

# Southbound Direction: Brookwood to I-20

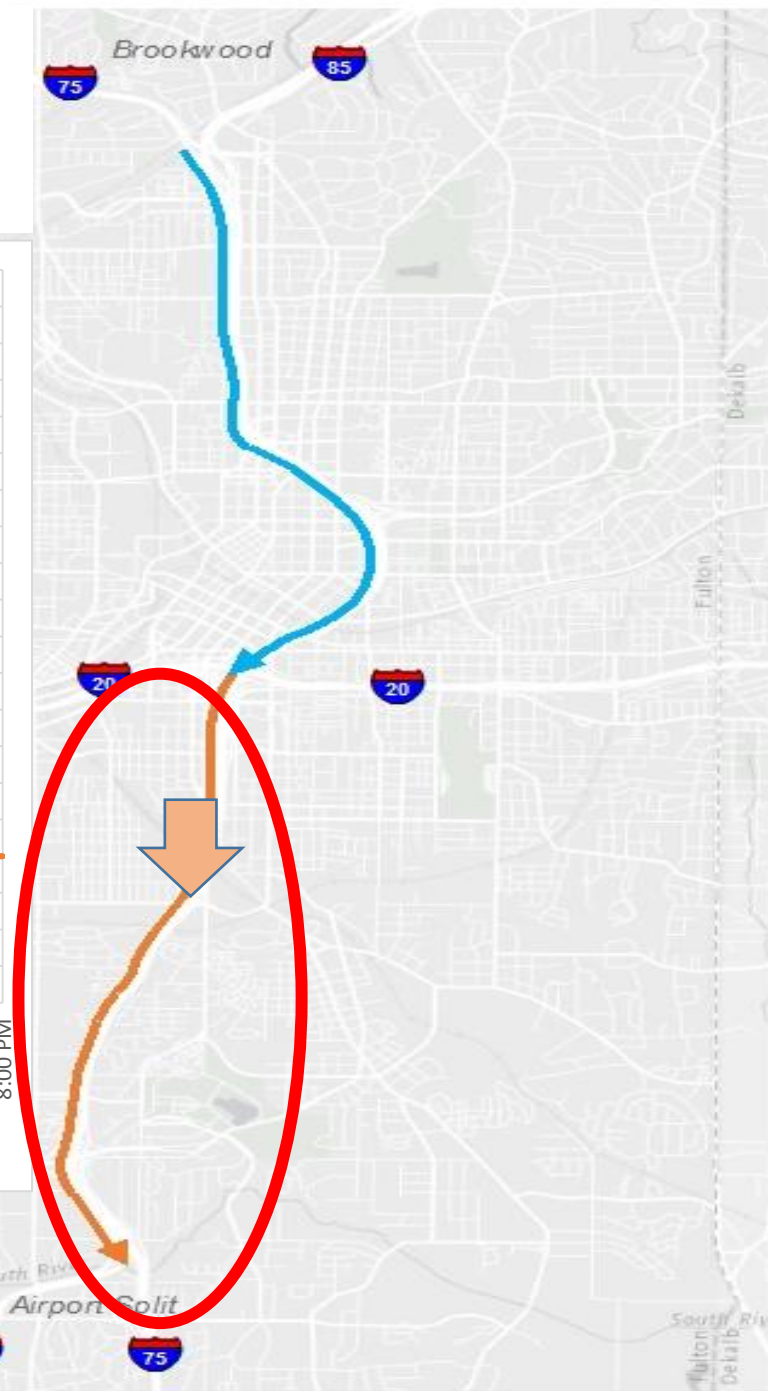
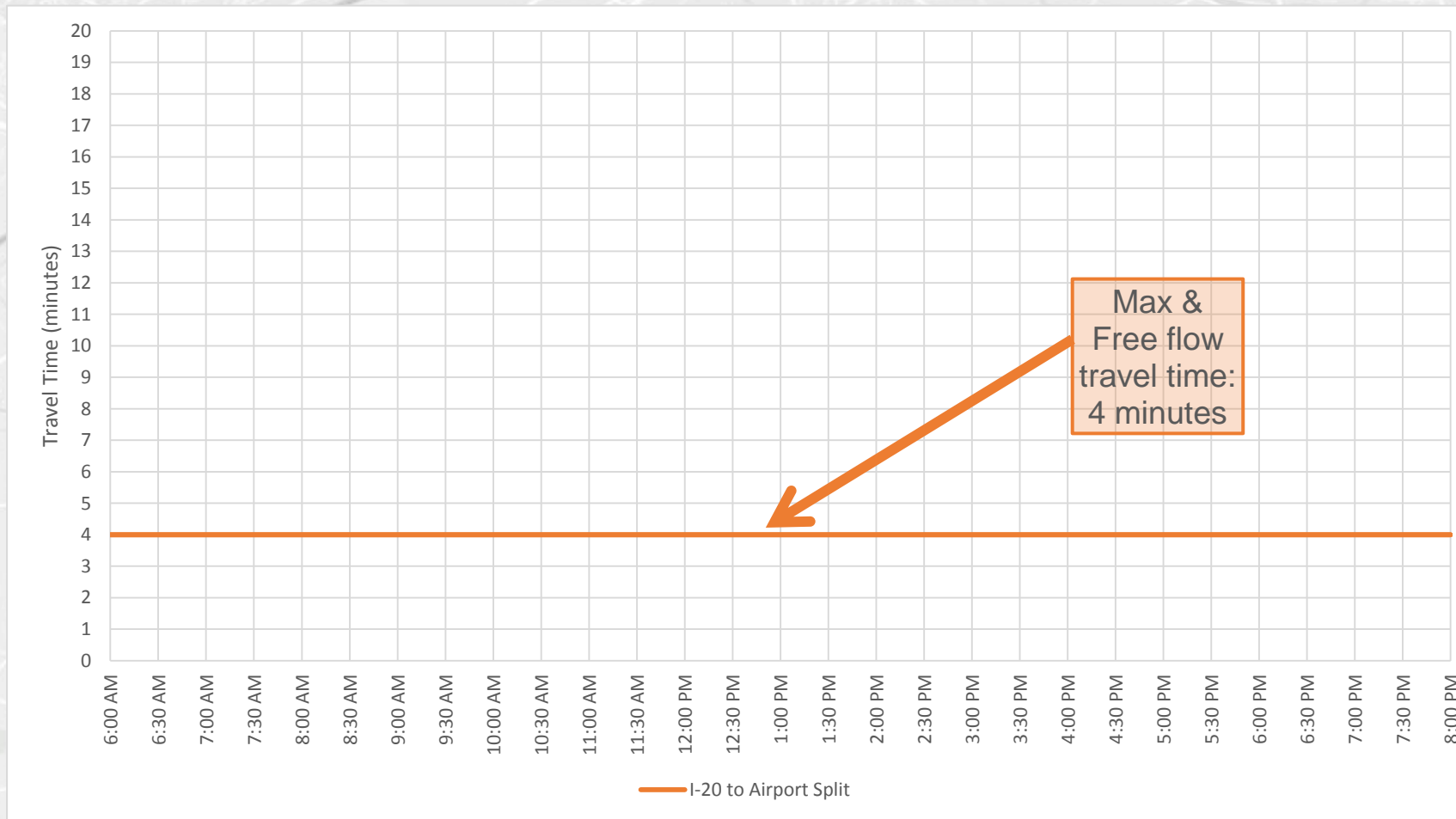
## 6:00 AM - 8:00 PM



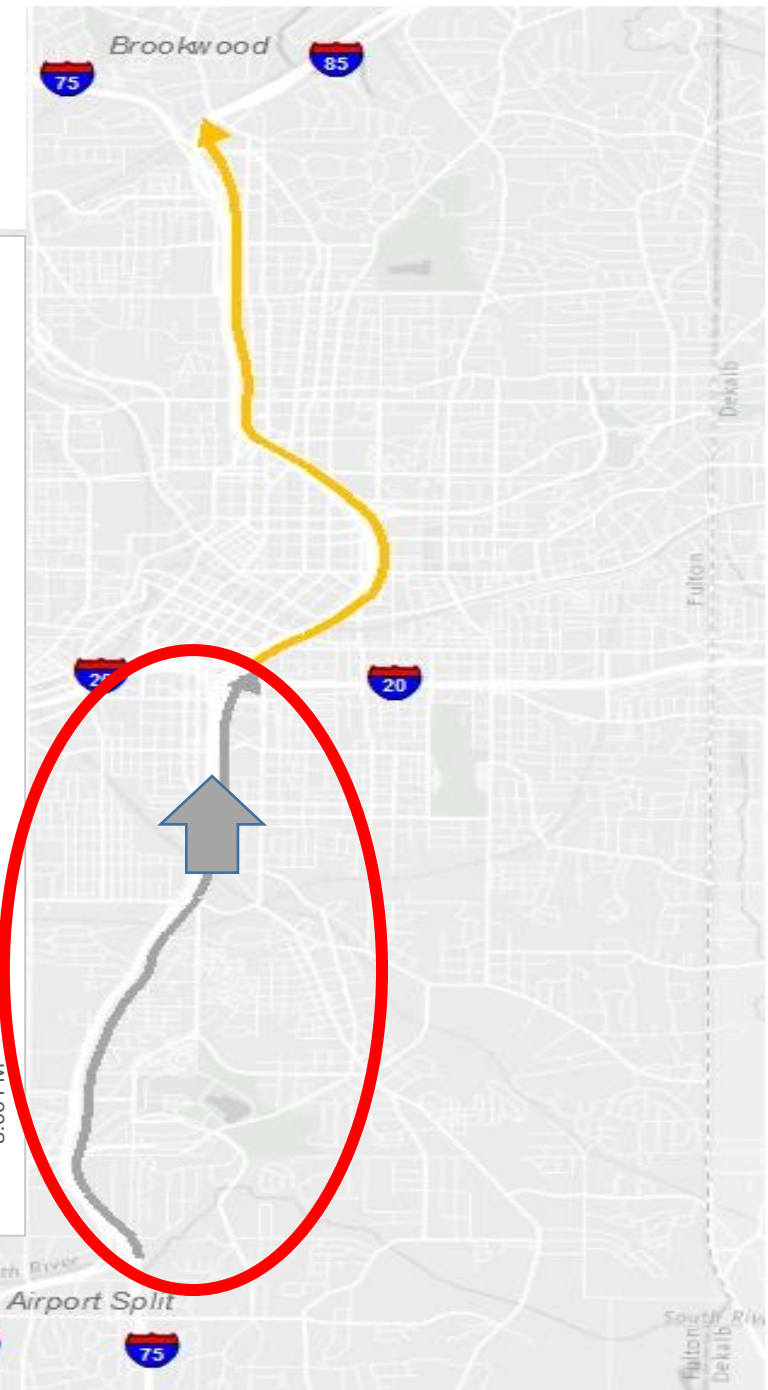
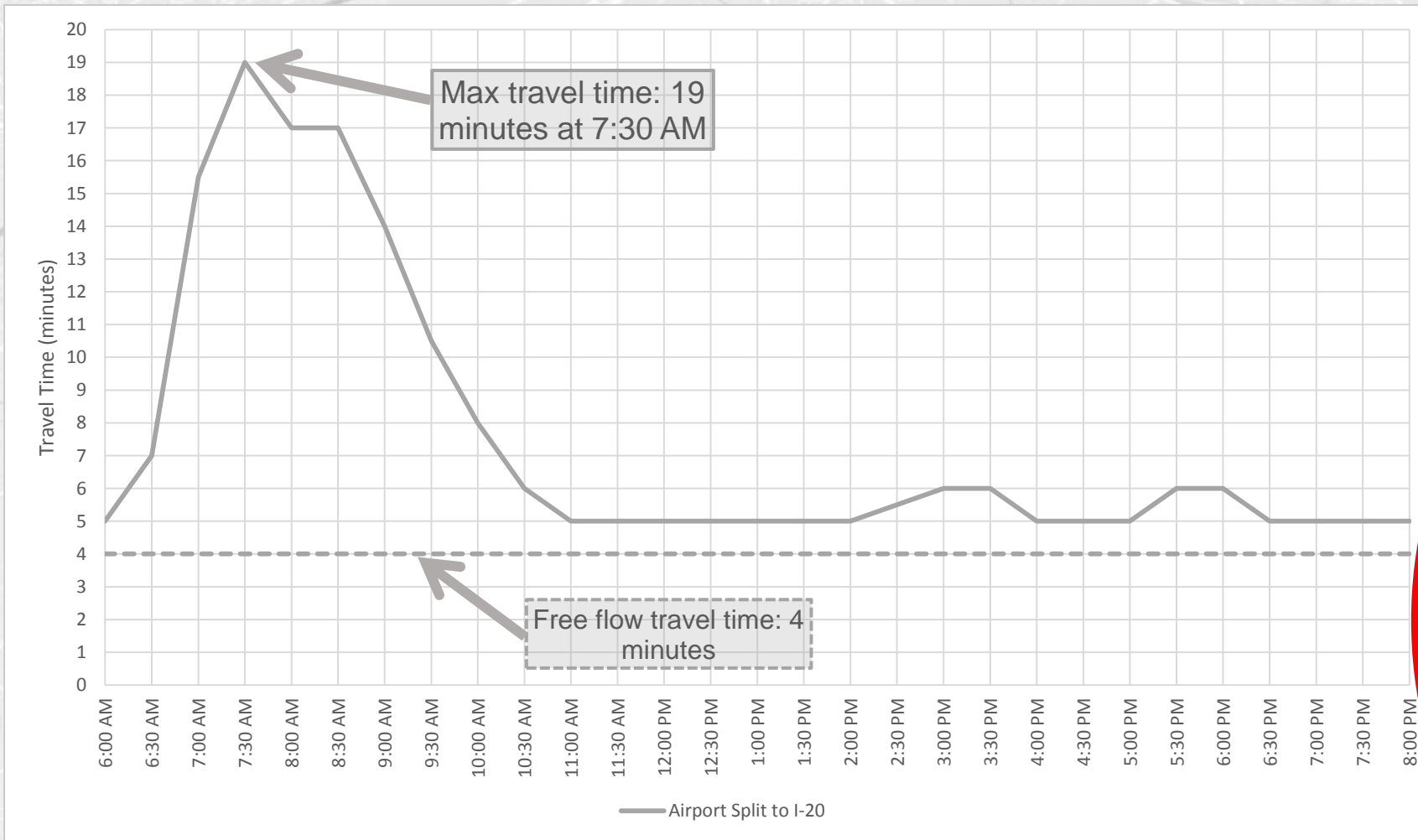
Data source: Google Maps typical Tuesday, Wednesday, or Thursday traffic

# Southbound Direction: I-20 to Airport Split (I-85)

## 6:00 AM - 8:00 PM



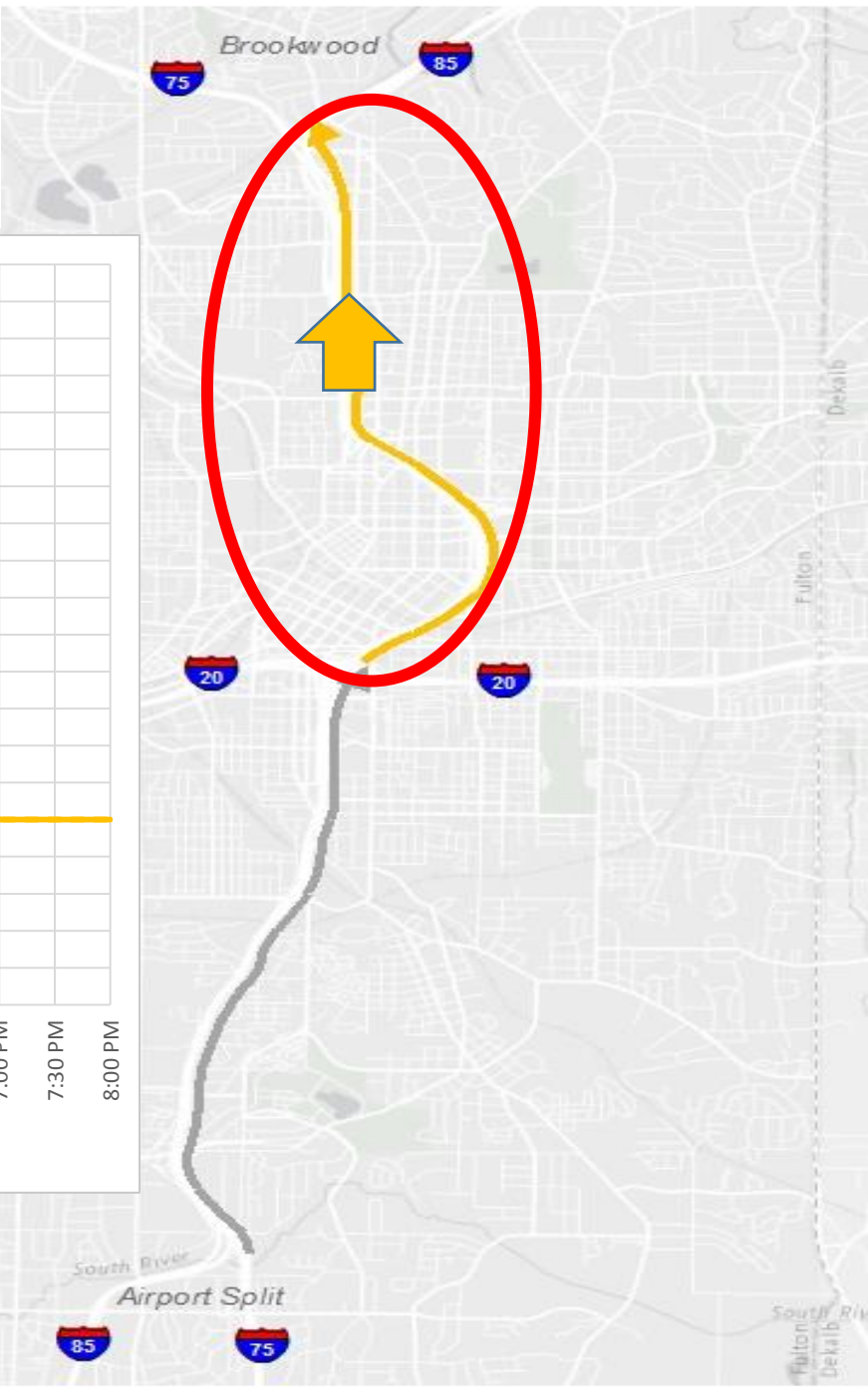
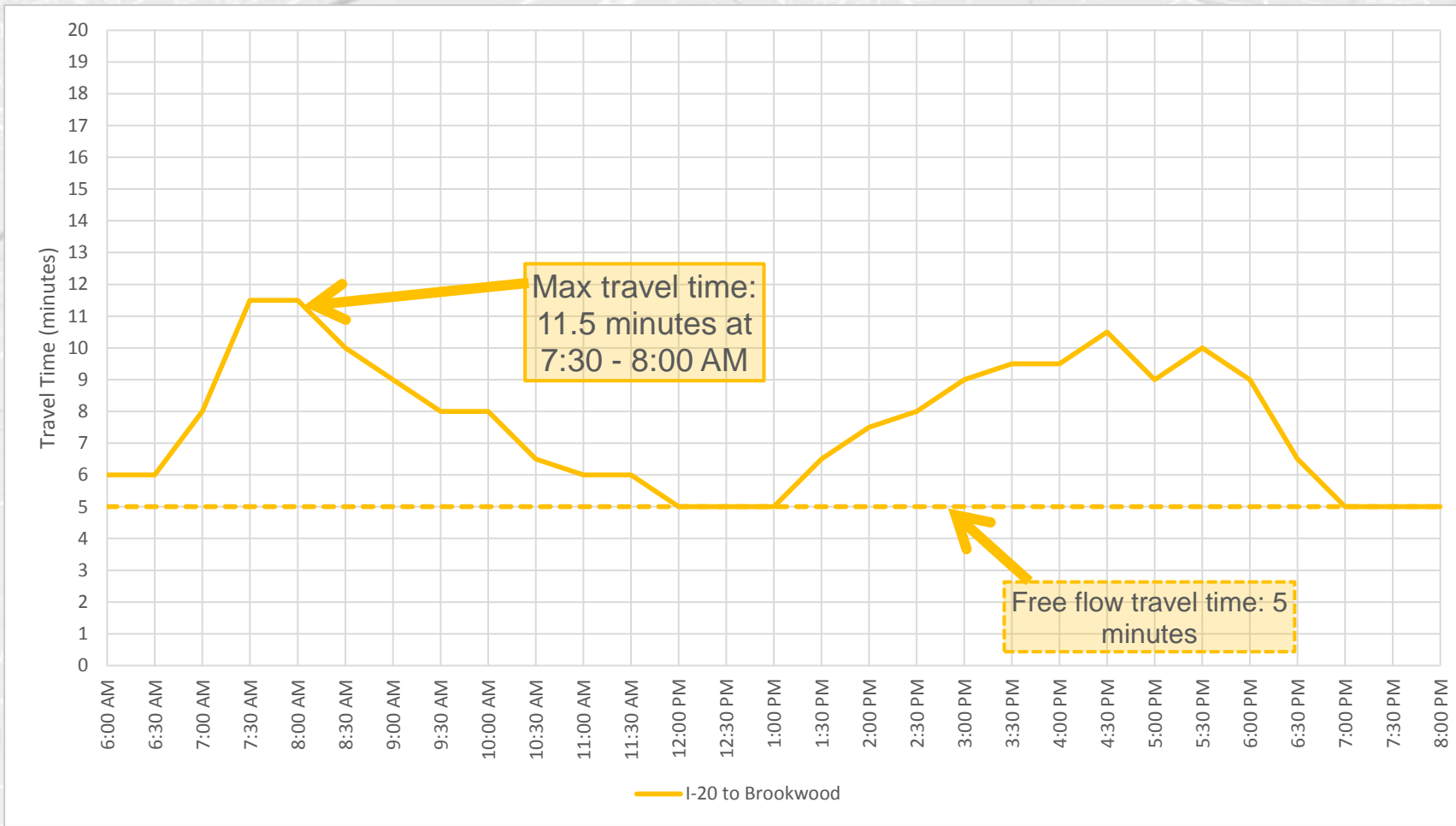
# Northbound Direction: Airport Split (I-85) to I-20 6:00 AM - 8:00 PM



Data source: Google Maps typical Tuesday, Wednesday, or Thursday traffic

# Northbound Direction: I-20 to Brookwood

## 6:00 AM - 8:00 PM

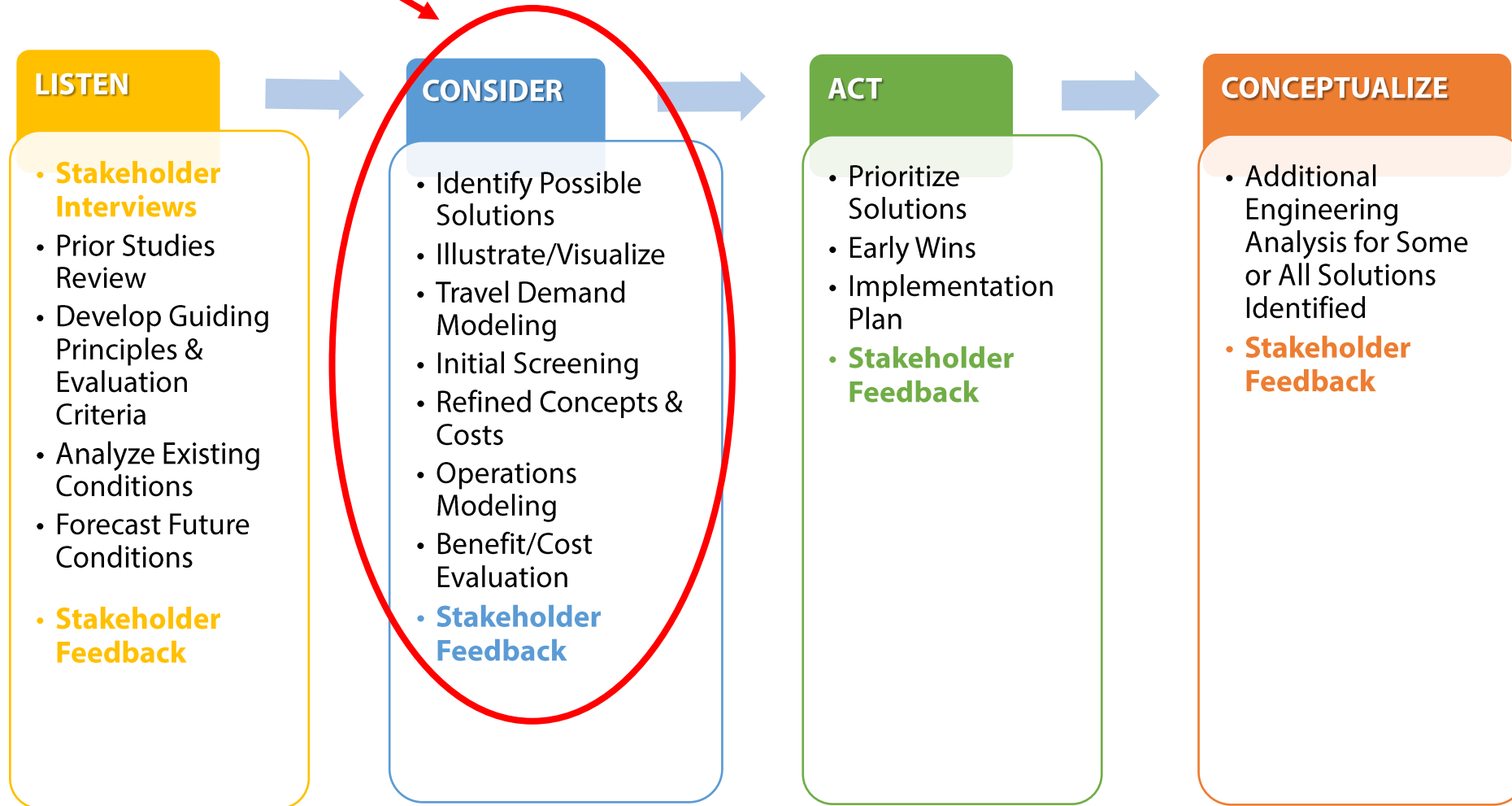


Data source: Google Maps typical Tuesday, Wednesday, or Thursday traffic





# Next Steps





# **Matthew Fowler**

GDOT - Office of Planning

404-631-1777

connectorstudy@dot.ga.gov

[www.dot.ga.gov/DowntownConnector](http://www.dot.ga.gov/DowntownConnector)