

Agenda



- Welcome and Introductions
- Study Overview
- Relationship to Other Plans
- Group Exercise & Issues and Opportunities
- Truck Data Collection and Analysis
- Public Involvement and Stakeholder Coordination
- Next Steps
- Adjourn



Study Overview



- The purpose of this study is to investigate the feasibility of Truck Only Lanes.
- The potential need for truck only lanes is a result of:
 - Increasing congestion on Georgia's roadways.
 - Truck traffic is increasing at a rate of almost 50 percent greater than general traffic (verified by the Interstate System Plan and 2005-2035 Statewide Transportation Plan.)



Study Overview



- The potential of separating truck traffic from general purpose lanes has stirred discussions among various members of the transportation community.
- GDOT wishes to expand on existing information and further investigate the potential benefits associated with constructing truck only lanes on a statewide level, where needed.



Task Force Committees



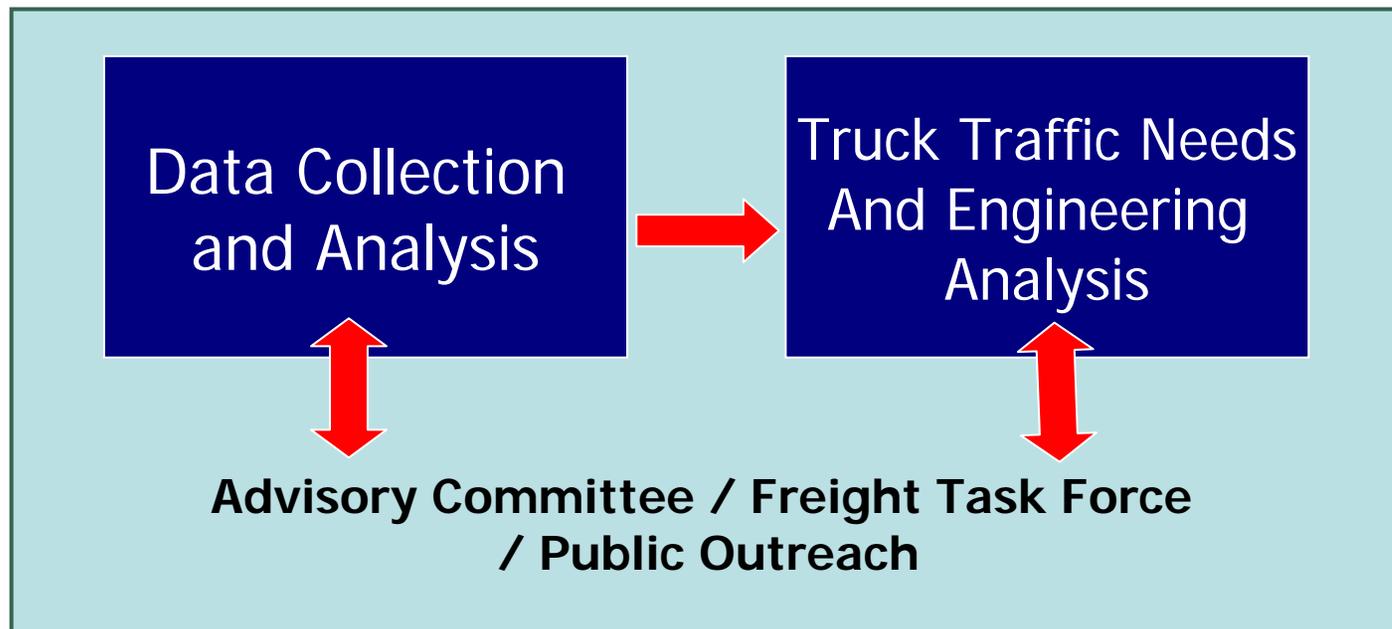
- Four committees were formed: North Georgia, South Georgia, Savannah, and Central Georgia
- Roles of the Task Forces:
 - The freight, logistics, and trucking industries are potentially the most impacted by any future truck lane policies.
 - You are the primary users - What are some of the features you would like to see?
- Meetings held four times during the course of the study.
 - Issues and Opportunities
 - At the end of the data collection and forecasting tasks
 - Midway through the planning and engineering tasks
 - Findings and Recommendations



Study Work Program



- The study work program is organized into three primary components.



Study Work Program



- Questions Driving Data Collection and Analysis
 - How many trucks are on Georgia's highways?
 - Where are the major truck generators?
 - What are the origins and destinations?
 - What commodities are they carrying?
 - Are they delayed?
 - Do they adjust their travel time to account for congestion and reliability?



Study Work Program



- Questions Driving Truck Lanes Needs Identification and Engineering Analysis
 - Which sections of Georgia's transportation system are candidates for truck only lanes?
 - What are the concerns?
 - What are the benefits?
 - What are the impacts to the general purpose lanes?
 - Where would access/egress locations be provided?
 - How will the concept work?
 - How much will they cost?



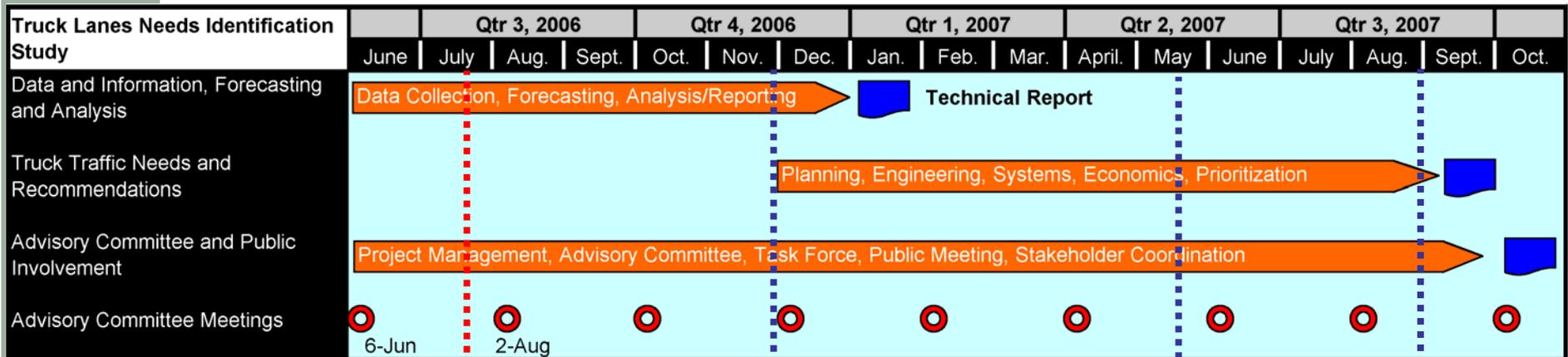
Study Work Program



- Principles for Study Outreach and Education
 - What are the issues and concerns of the State's leadership?
 - What are the issues and concerns of potential truck lane users?
 - What are the issues and concerns of the general public?
 - How would truck only lanes fit into the planning process?



Study Schedule



Study Team



- HNTB – Prime Consultant
 - Cambridge Systematics, GeoStats, J. Cochran & Co.
- Management Team
 - Tim Kassa, Jr. – GDOT PM
 - Andrew C. Smith, AICP – Consultant PM



Relationship to Other Studies



- 2005-2035 Statewide Transportation Plan (GDOT)
- 2005-2035 Statewide Freight Plan (GDOT)
- Interstate System Plan (GDOT)
- HOV System Plan (GDOT)
- HOT/TOT Study (SRTA)
- Regional Freight Mobility Plan (ARC)
- I-75 Environmental Impact Statement (GDOT)
- Public Private Proposals
- I-285 Strategic Implementation Plan (GDOT)
- *Radial Freeway Plan (GDOT)*
- *I-75 South Value Pricing Grant (GDOT/SRTA)*



Group Exercise



- Adjourn to small working groups
- Direct input to the project team
- What are the most significant issues impacting truck travel in Georgia?
- What factors should be considered in determining whether truck only lanes should be built in Georgia?
- Who should be involved in developing public policies on truck only lanes and what are the best ways to obtain their involvement?



Truck Data Collection



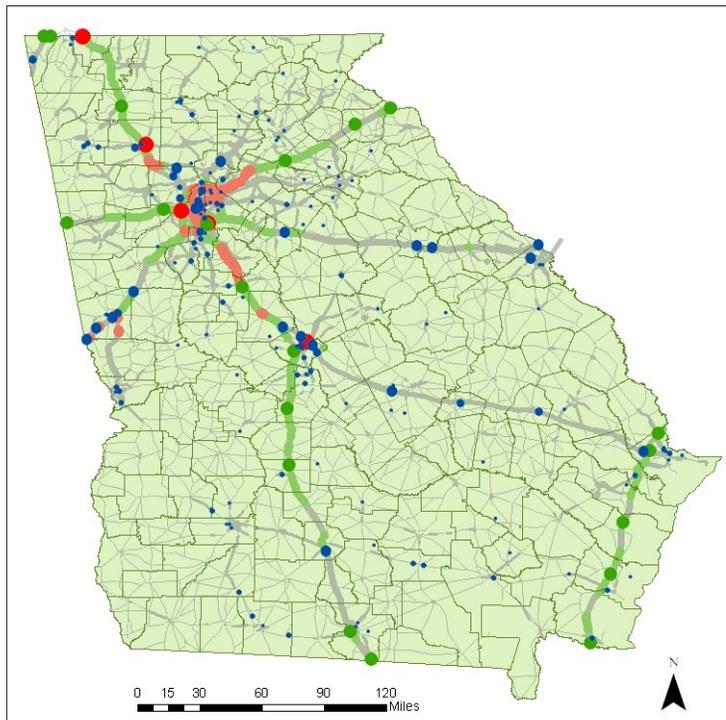
- Existing Sources of Information
 - GDOT truck counts (volumes and classifications)
 - GDOT weight data
 - Truck origin-destination surveys
 - Georgia accident database
- Data Collected During this Study
 - Supplemental truck counts
 - Supplemental truck origin-destination surveys
 - Proprietary database of truck flows for Georgia



Classification Counts

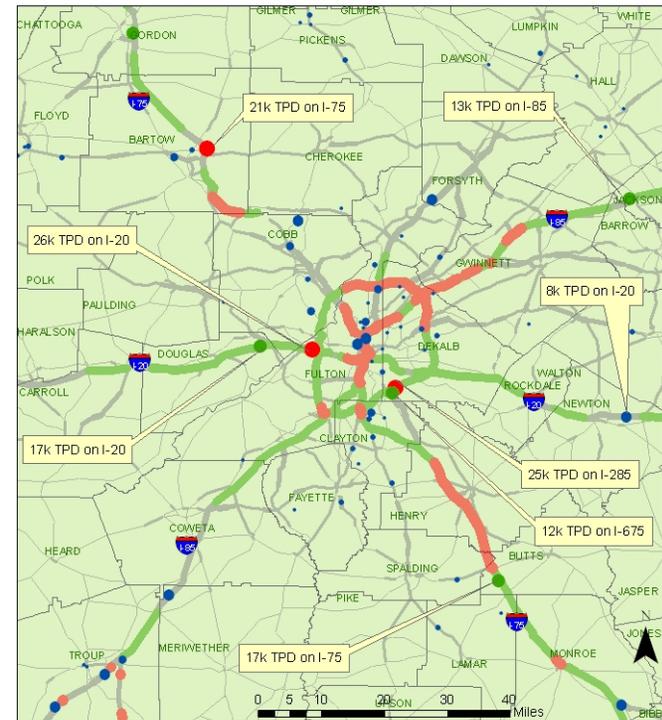


2005 GDOT Class Counts - Statewide



- | 2005 ATR and Portable Class Count Locations | Statewide Model Truck ADT |
|---|---------------------------|
| • < 1k TPD | — < 1k TPD |
| • 1k-2.5k TPD | — 1k-2.5k TPD |
| • 2.5k-5k TPD | — 2.5k-5k TPD |
| • 5k-10k TPD | — 5k-10k TPD |
| • 10k-20k TPD | — 10k-20k TPD |
| • > 20k TPD | — > 20k TPD |

2005 GDOT Class Counts - Atlanta Area



- | 2005 ATR and Portable Class Count Locations | Statewide Model Truck ADT |
|---|---------------------------|
| • < 1k TPD | — < 1k TPD |
| • 1k-2.5k TPD | — 1k-2.5k TPD |
| • 2.5k-5k TPD | — 2.5k-5k TPD |
| • 5k-10k TPD | — 5k-10k TPD |
| • 10k-20k TPD | — 10k-20k TPD |
| • > 20k TPD | — > 20k TPD |

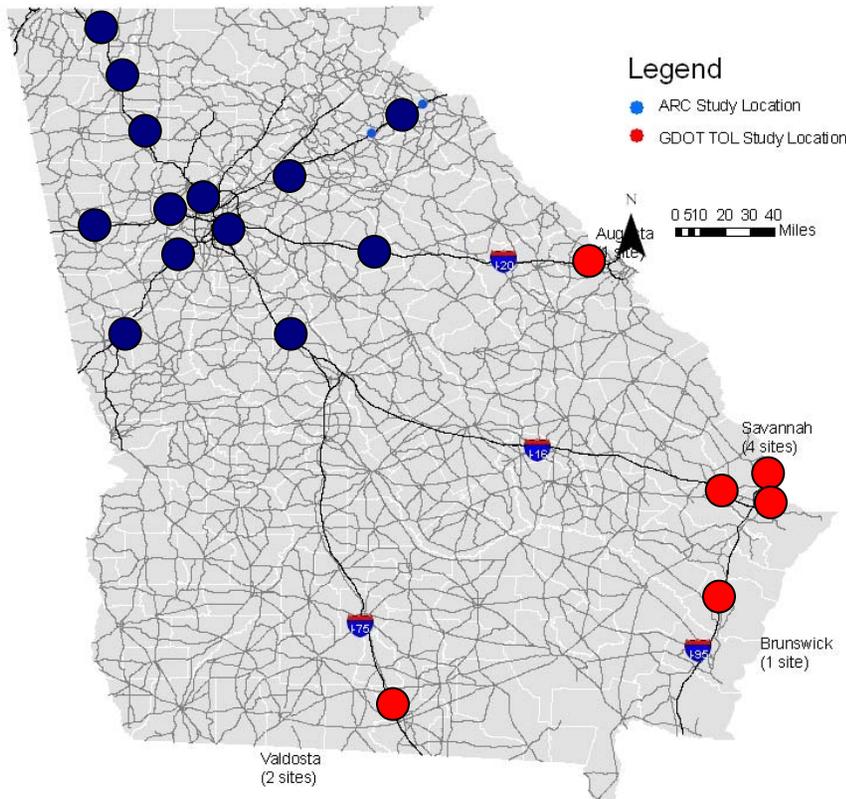
TPD = Trucks per day



Origin-Destination Survey



Origin-Destination Survey Sites

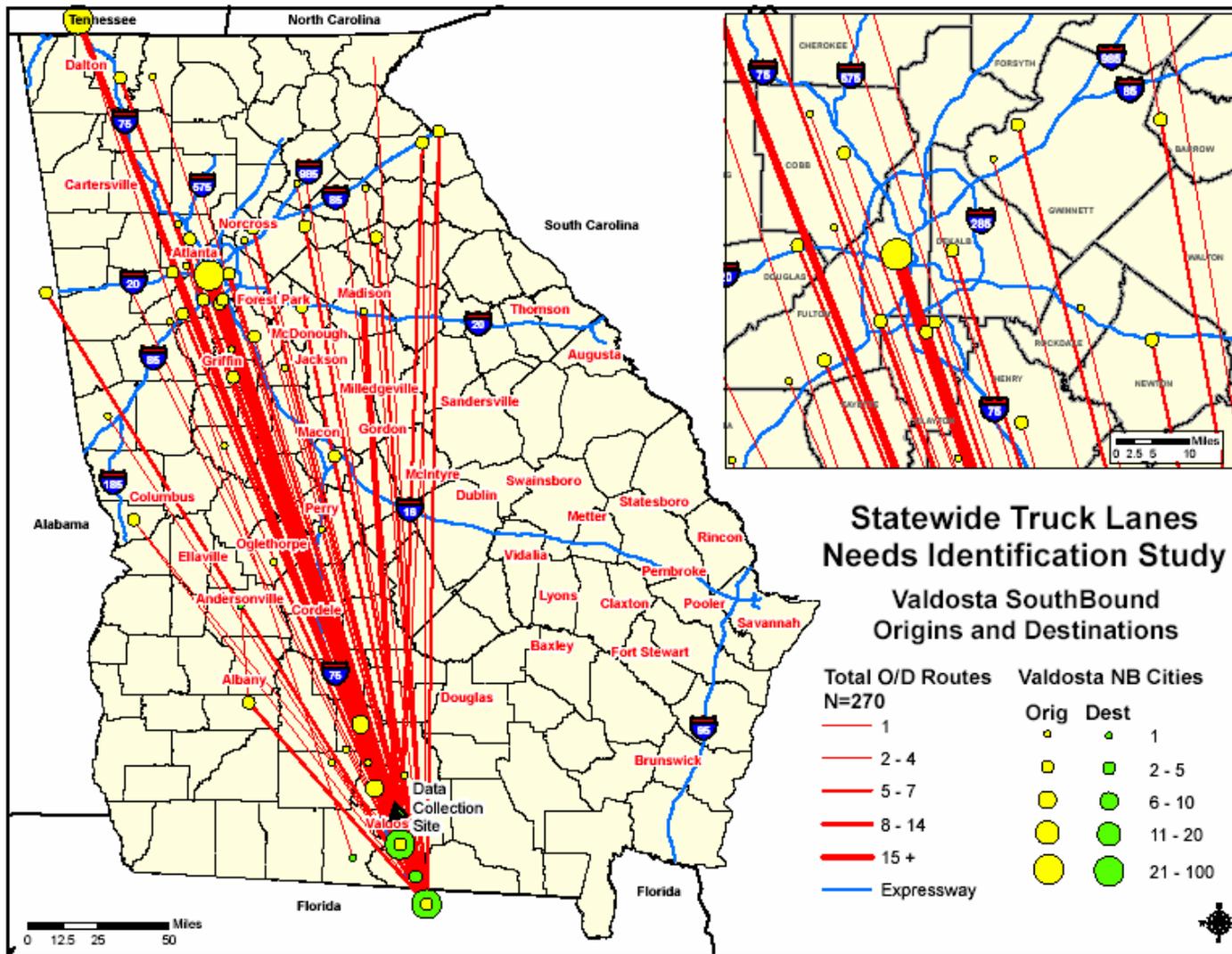


- Weight Stations
- Truck Stops
- Intermodal Facilities
- Ports

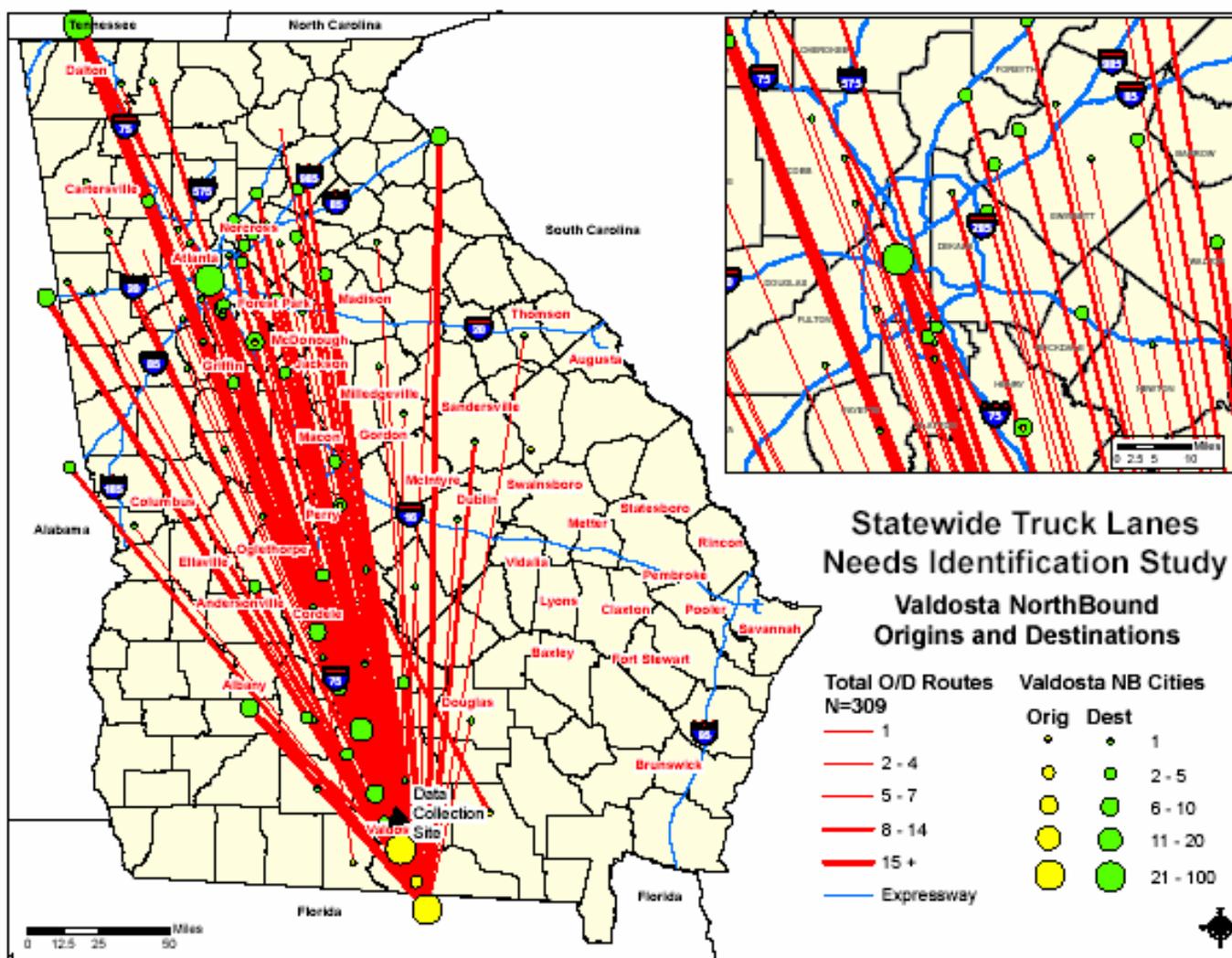
- Close to 5,600 total completed surveys



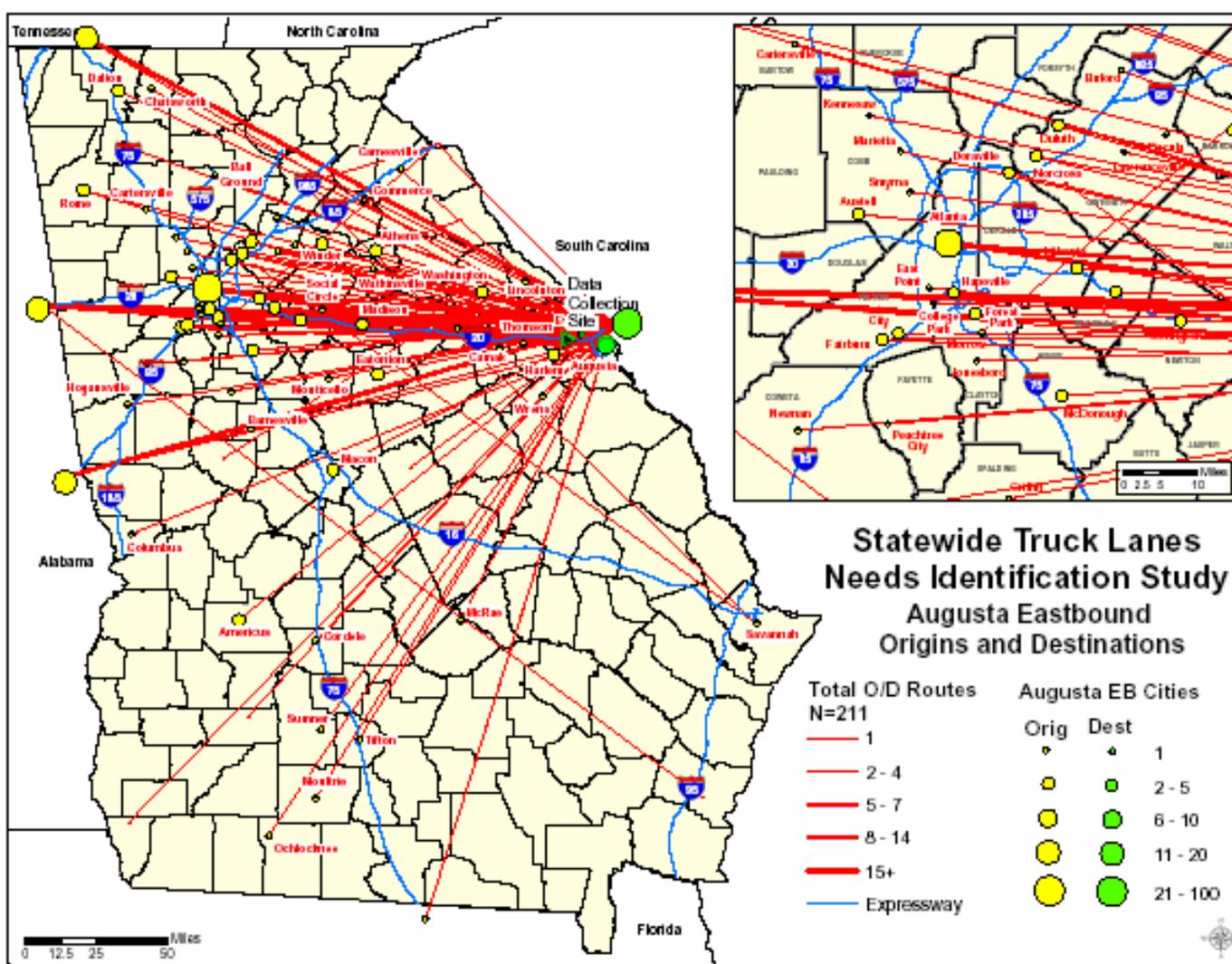
Valdosta - Southbound



Valdosta - Northbound



Augusta - Eastbound



Freight in Georgia



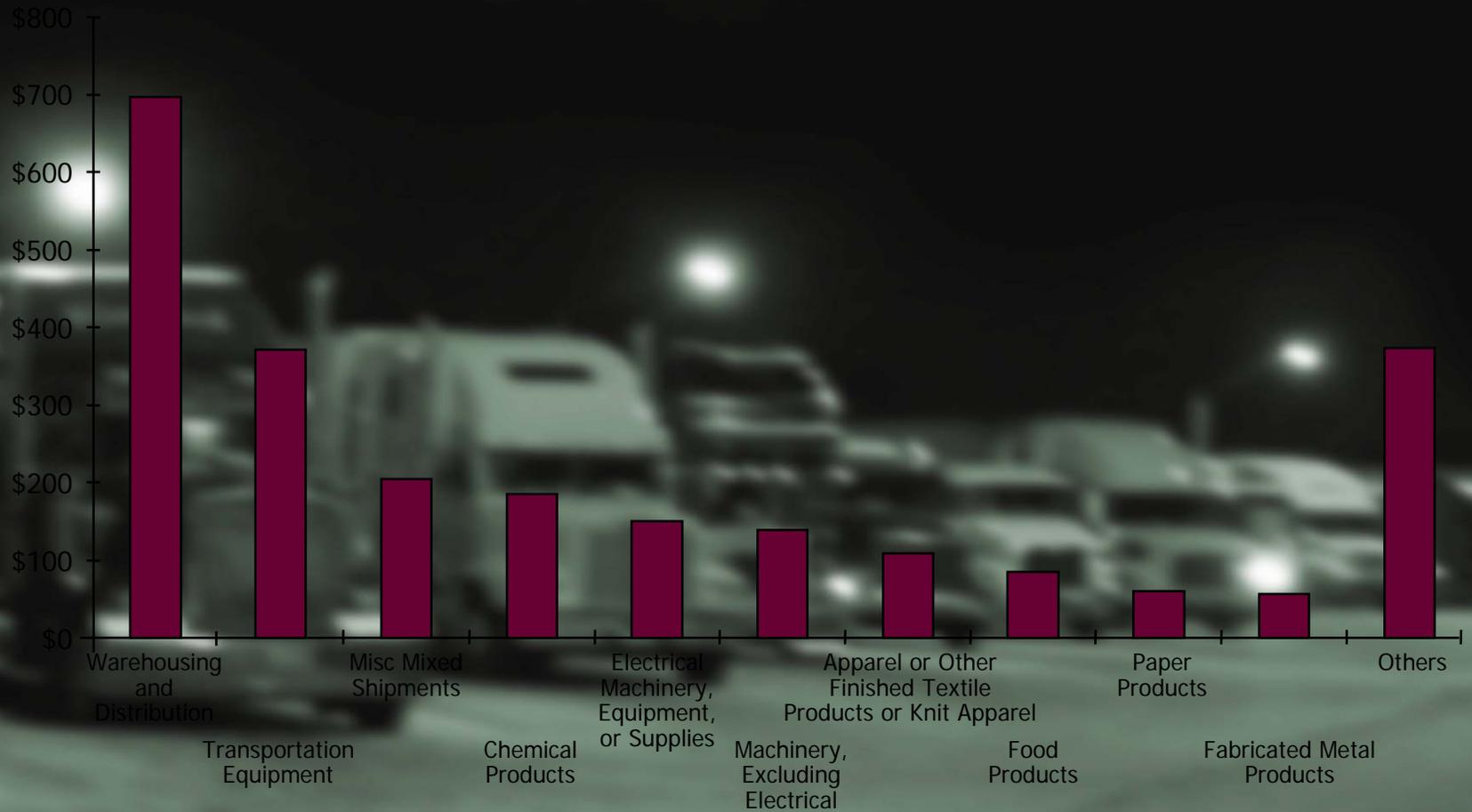
- Data from TRANSEARCH database (2004)
 - Commodities – value
 - Commodities – weight
 - Trading partners
 - Mode split
 - Directional Split



Top Commodities by Value (2004)



Annual Dollars (in Billions)



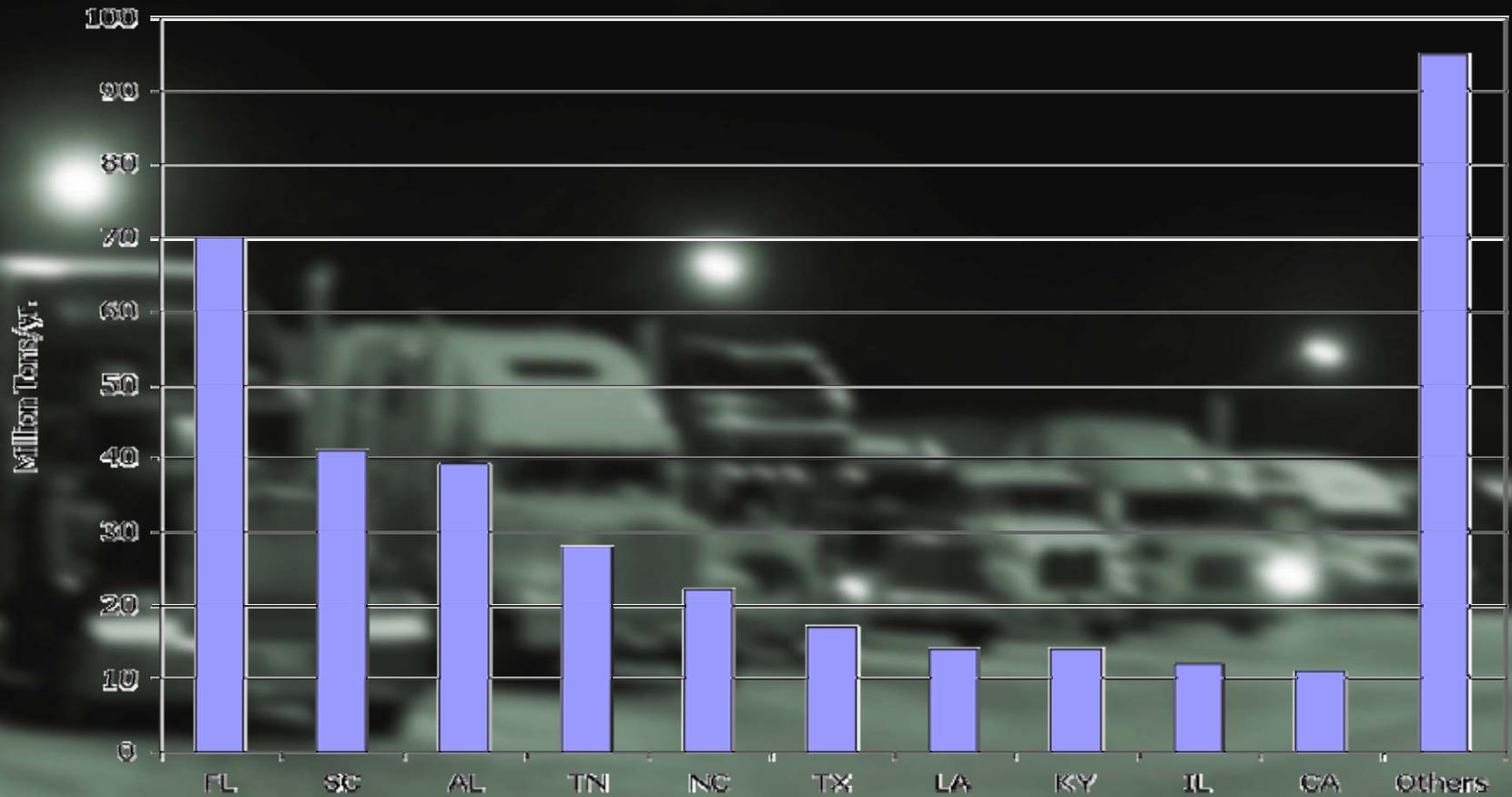
Top Commodities by Tons (2004)



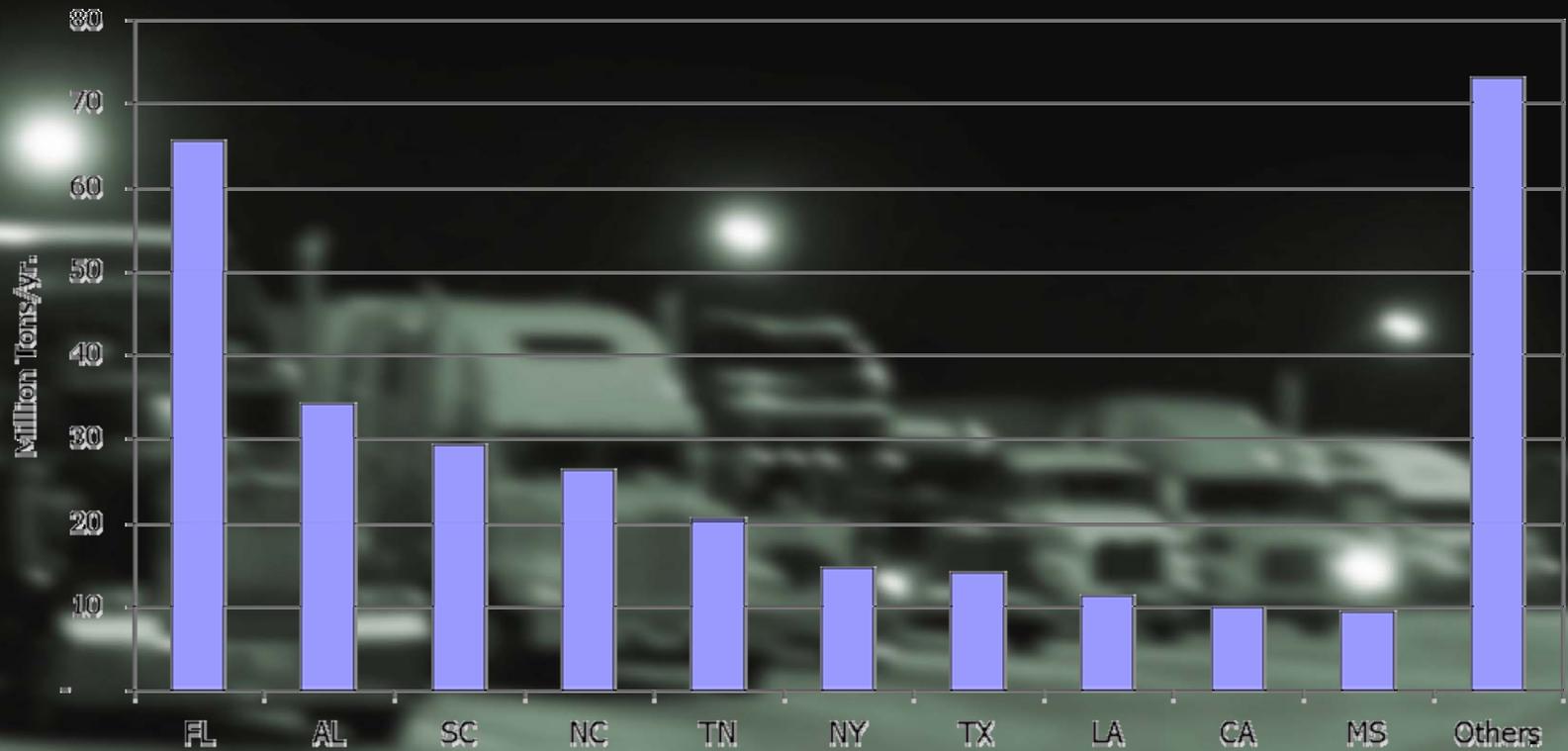
Annual Tons (in Millions)



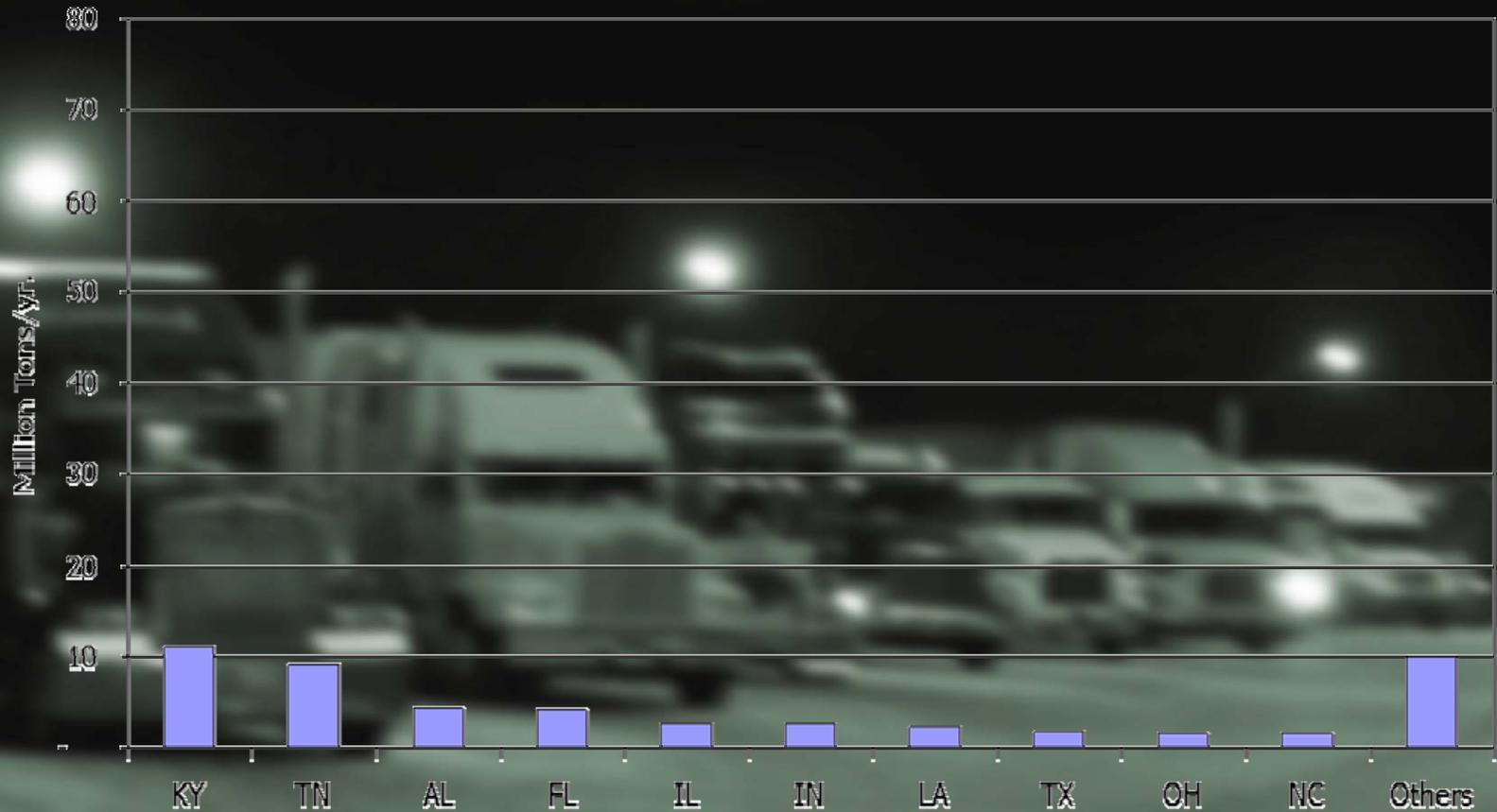
Top Trading Partners by Weight



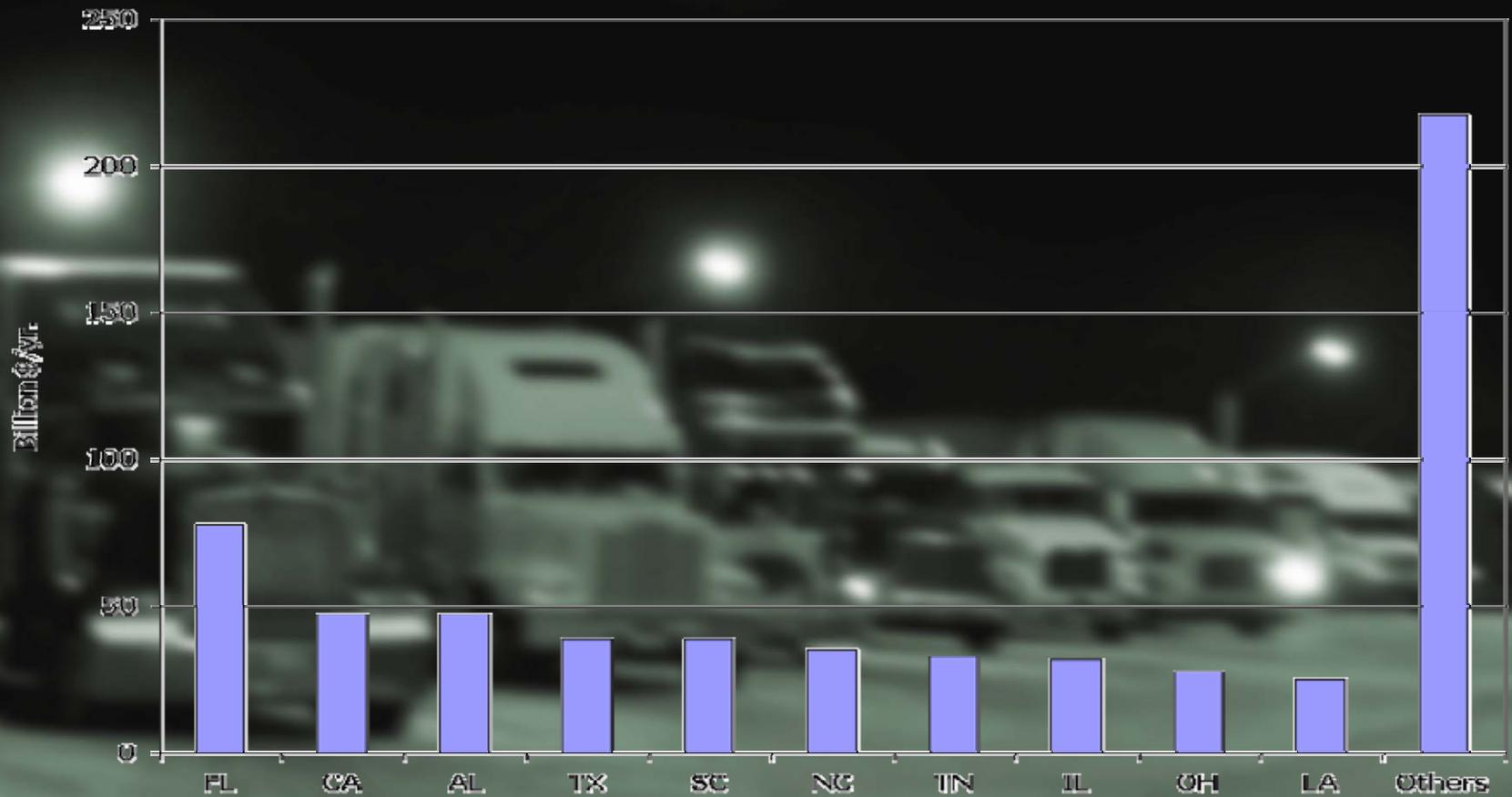
Trading Partners by Tons (Truck)



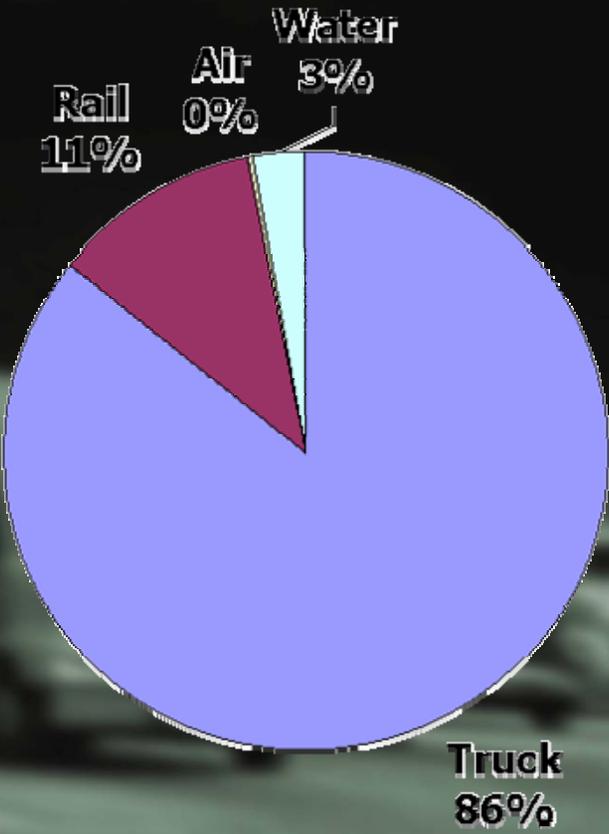
Trading Partners by Tons (Rail)



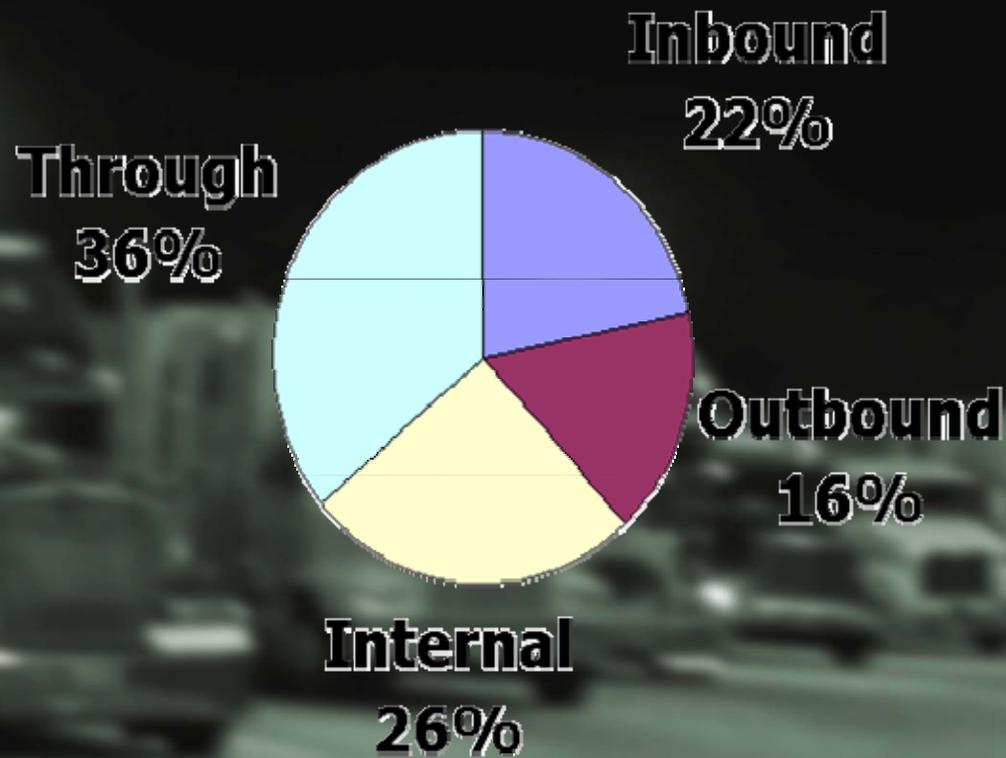
Top Trading Partners by Value



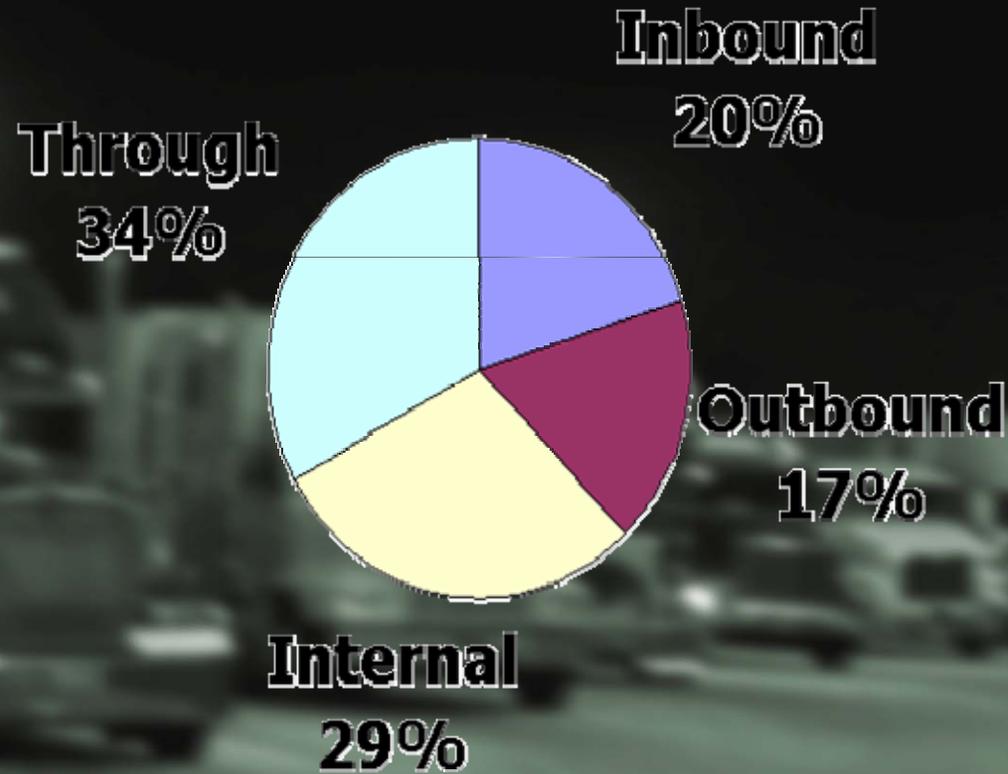
Mode Split by Weight



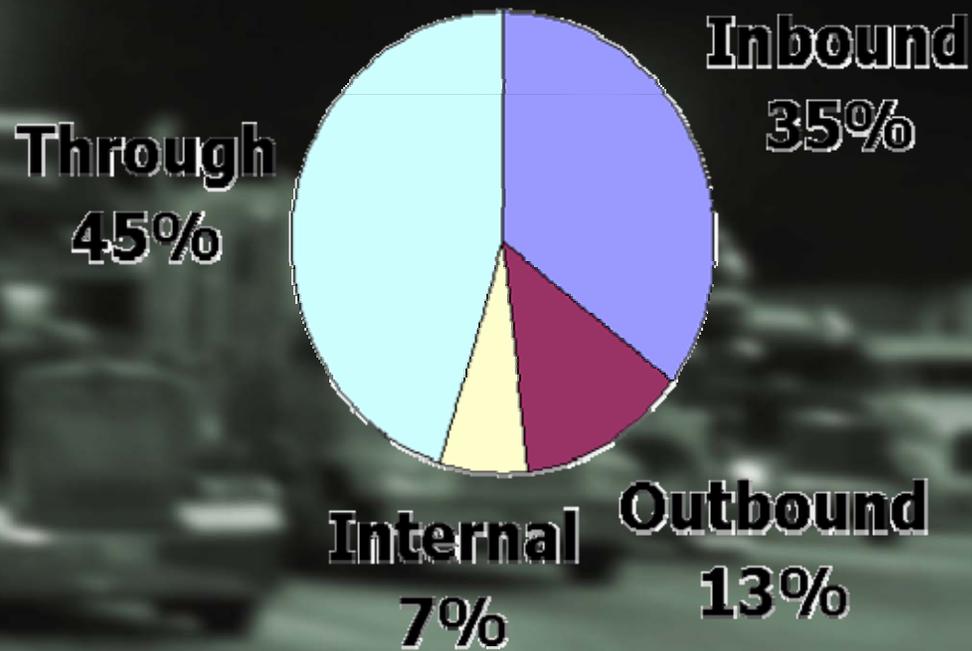
Directional Split by Tons



Directional Split by Tons (Truck)



Directional Split by Tons (Rail)



Crash Analysis



- Sources of Information
 - Georgia Crash database 2001-2004
 - GDOT Road Characteristics database
 - GDOT Truck classification counts
- Analysis Performed During this Study
 - Mapped accidents to RC database
 - Confirmed truck counts with RC truck percents
 - Calculated flows, accidents and capacity by county segments



Crash Analysis Findings



- On all state roads
 - Average V/C ~ 0.24
 - Average truck percentage ~ 9%
 - 147 billion annual VMT all vehicles
 - 13 billion annual VMT *T(rucks)*
- On Interstate facilities
 - Average V/C ~ 0.47
 - Average truck percentage ~ 14%
 - 39 billion annual VMT all vehicles
 - 6 billion annual VMT *T(rucks)*



Crash Analysis

Total Crashes



- 2001-2004 on all state roads: all vehicles (*trucks*)
 - Total crashes 854,644 (80,513 {9%})
 - Injury crashes 193,030 (17,807 {9%})
 - Fatal crashes 3,468 (611 {26%})
 - 1582 roads segments (state road by county)

2001-2004 on Interstate facilities: all vehicles (*trucks*)

- Total crashes 227,025 (37,063 {16%})
- Injury crashes 49,280 (7,898 {16%})
- Fatal crashes 523 (198 {38%})
- 115 roads segments (TOL roads by county)



Crash Analysis Rates



- On all state roads
 - All vehicles (*trucks*)
 - 194.6 (193.8{ 99%}) crashes per 100 MVMT
 - 43.8 (43.0{ 98%}) injury crashes per 100 MVMT
 - 0.5 (1.5{278%}) fatal crashes per 100 MVMT
- On Interstate facilities
 - All vehicles (*trucks*)
 - 193.2 (220.53{114%}) crashes per 100 MVMT
 - 41.9 (47.0{112%}) injury crashes per 100 MVMT
 - 0.5 (1.2{264%}) fatal crashes per 100 MVMT

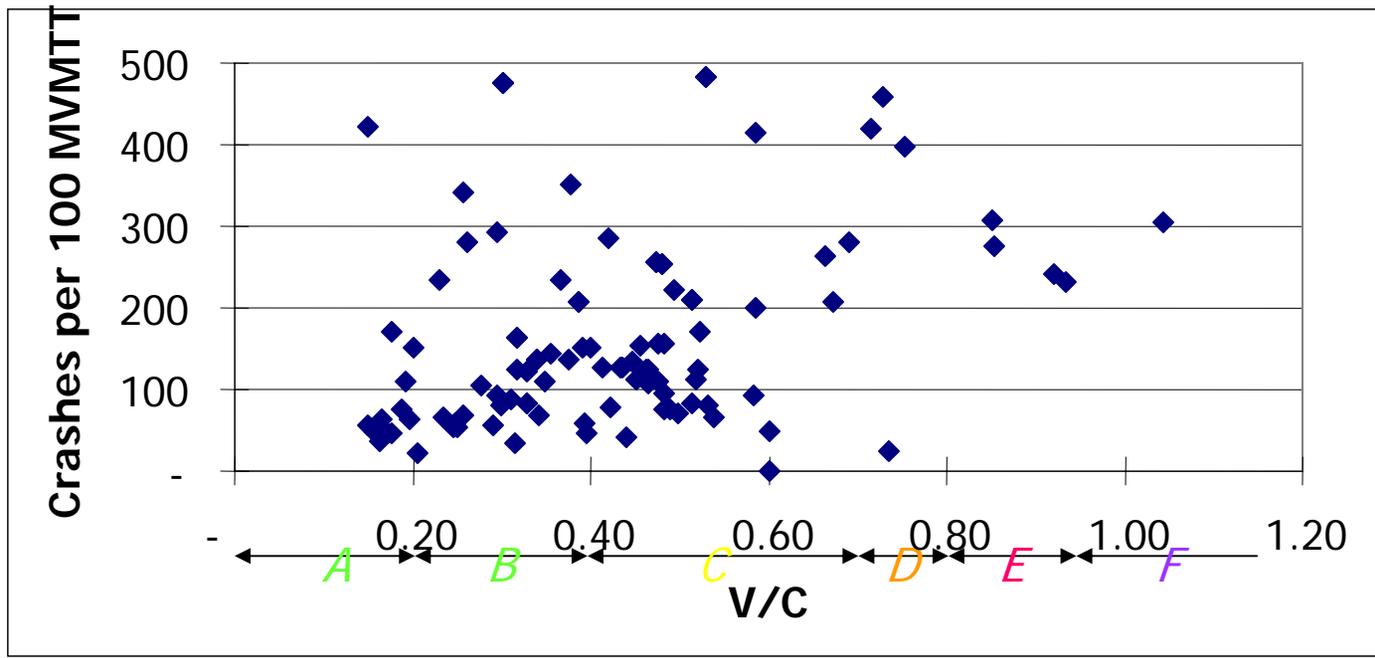


Crash Analysis

Truck Rates vs. Congestion



- Truck Crashes per 100 MVMT $T(ruck)$ vs. V/C
 - Interstate facilities



Crash Analysis Conclusions



- On all state roads
 - All crash and injury crash rates are almost identical for all vehicles and trucks
 - Fatal crash rates for trucks are almost 3 times those for all vehicles
- On Interstate facilities
 - All crash and injury crash rates for trucks are slightly higher than those for all vehicles
 - Fatal crash rates for trucks are almost 3 times those for all vehicles



Crash Analysis Conclusions (cont'd)



- There is NO **statistically** significant relationship between truck crash rate and congestion
- There is NO **statistically** significant relationship between all vehicle crash rates and truck percent
- Truck Only Lanes would reduce the truck fatal crashes rate from 1.2 to 0.4 per 100 MVMTT, which would translate to a small annual reduction in fatalities.



Public Involvement /Stakeholder Goals



- Provide opportunities for citizens and stakeholders to learn about and help shape public policies on truck only lanes in Georgia.
- Provide clear, accurate, timely, and useful information.
- Receive and integrate input into the project.
- Continuously monitor the effectiveness of the Public Involvement/Stakeholder activities.



Regional Truck Lane User Task Forces



- Role of the Task Forces:
 - Bring user's perspective to the project.
 - Act as an industry expert on truck travel practices.
 - Opportunities for information-sharing.
 - Serve as a sounding board for GDOT.
- Will meet four times throughout project.
- Additional members are needed.



Citizens and Other Stakeholders



- Citizens across Georgia
- Regional Development Centers (RDCs).
- Metropolitan Planning Organizations (MPOs).
- City governments
- County governments
- State government agencies
- Federal government agencies
- Other interested individuals and groups



Public Involvement Tools



- Contact Person/Agency Database
- Project Website (www.gatrucklanestudy.com)
- Project Video / 3-D Animations
- Public Workshops
- Presentations to Local Officials
- Questionnaires (workshops, website, etc.)
- Public Involvement/Stakeholder program evaluation surveys



Summary / Next Steps



- Summarize Comments received at today's meeting
- Complete Origin-Destination Surveys, analysis and evaluations and other data collection activities
- Develop and Refine Analysis Tools (models)
- Identify issues and opportunities



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