

# Agenda



- Welcome and Introductions
- Study Update
- Issues and Opportunities Review
- Group Exercise
- Discussion of Results
- Public Involvement and Stakeholder Coordination Update
- Next Steps
- Adjourn



# Study Update



## Data Collection

- Accomplishments
  - Compile existing traffic counts
  - New traffic counts on critical segments
  - Origin-Destination survey
- Next Steps
  - Process the origin-destination data
  - Check for data “gaps”
  - Data Collection Report



# Study Update



## Forecasting

- Accomplishments
  - Initiated an update of the Statewide model
  - Collected growth rates and summaries
- Next Steps
  - Incorporate our field data into the model
  - Validate truck travel characteristics
  - Develop goals, objectives and performance measures



# Study Update



## Analysis and Reporting

- Accomplishments
  - Compilation of crash data
  - Truck generators and parking needs national data
- Next Steps
  - Describe transportation system performance
  - Quantify the impacts of restricted mobility and lack of reliability
  - Analyze the relationship between rail and trucks
  - Truck generators and parking needs local data



# Study Update



## Advisory Committee

- Accomplishments
  - Initial round of meetings were held in June
- Next Steps - Continuation

## Public Involvement

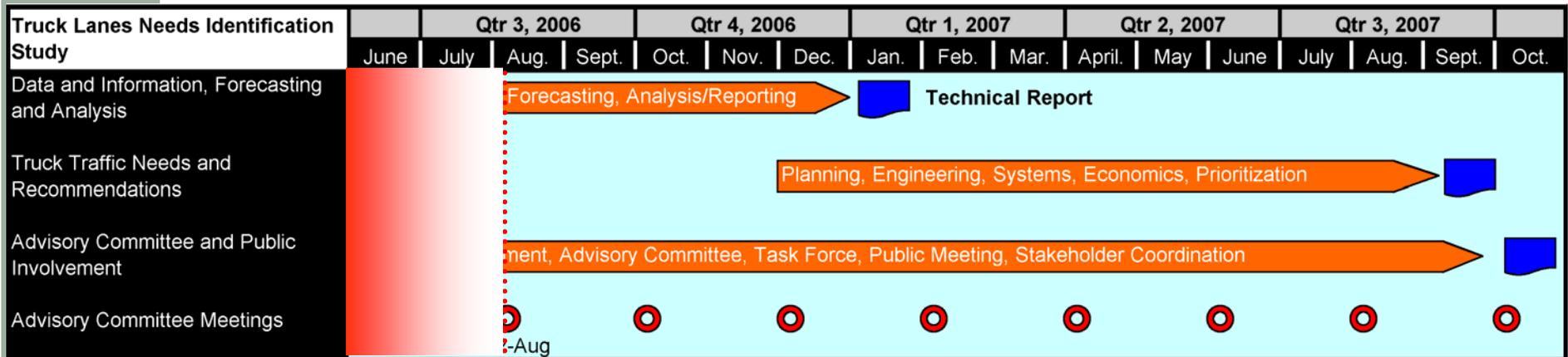
- Accomplishments
  - Initial round of Task Force Meetings were held last month
- Next Steps – Continuation

## Project Website

- [www.gatrucklanestudy.com](http://www.gatrucklanestudy.com)



# Study Schedule



# Issues and Opportunities



## What are the most significant issues impacting truck travel in Georgia?

- Major Themes
  - Safety
  - Reliability
  - Congestion and Bottlenecks
  - Industry pressures
  - Truck friendly corridors



# Issues and Opportunities



## What factors should be considered in determining whether truck only lanes should be built?

- Are we making the system safer?
- Are we reducing congestion?
- What are the financial realities?
- Are we serving the trucking community effectively?



# Issues and Opportunities



## Truck lane policy concerns that were identified include:

- Where would the lanes be physically located?
- Who is eligible?
- Would the lanes be voluntary or mandatory?
- Who would bear the cost of construction?
- What would be the speed limit?
- Would “doubles” be allowed?
- Would truck lanes be on new or existing alignment?



# Issues and Opportunities



## **Additional issues to consider when developing a truck only lane system.**

- Incident management
- Project design considerations
- Hours of service
- East-west connectivity
  - North of Atlanta (I-75 to I-85)
  - South of Atlanta (I-75 to I-85)
  - Columbus-Macon
- Air Quality
- Economic Development
- Transportation System Information Exchange



# Issues and Opportunities



## Who should be involved in developing truck lane policies?

- Transportation leadership
- Trucking industry
- Emergency management
- Law enforcement
- Planning professionals
- General public
- Others



# Issues and Opportunities



## Where do we go from here?

- Goals, Objectives and Performance Measures
- Truck Lanes Policy Guidebook
- Continuation of our outreach and education programs



# Group Exercise



- Adjourn to small working groups
- Direct input to the project team

## **Safety**

- Identify how you believe truck traffic impacts roadway safety.

## **Private involvement**

- Who are the key stakeholders in the private sector that need to be engaged?
- What is the most effective way to exchange key information between the public and private sectors?



# Discussion of Results



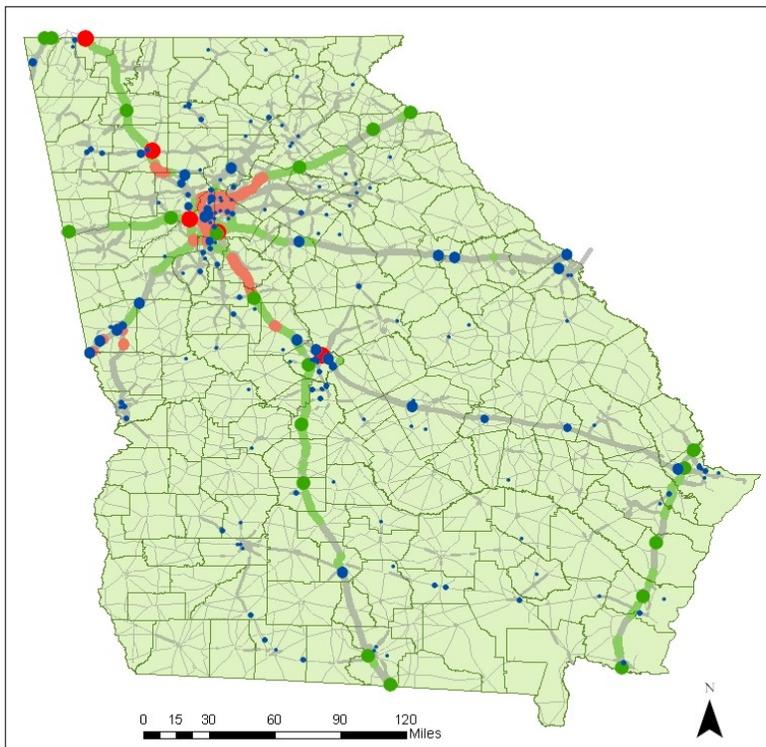
- Existing Sources of Information
  - GDOT truck counts (volumes and classifications)
  - GDOT weight data
  - Truck origin-destination surveys
  - Georgia accident database
- Data Collected During this Study
  - Supplemental truck counts
  - Supplemental truck origin-destination surveys
  - Proprietary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



# Classification Counts



2005 GDOT Class Counts - Statewide



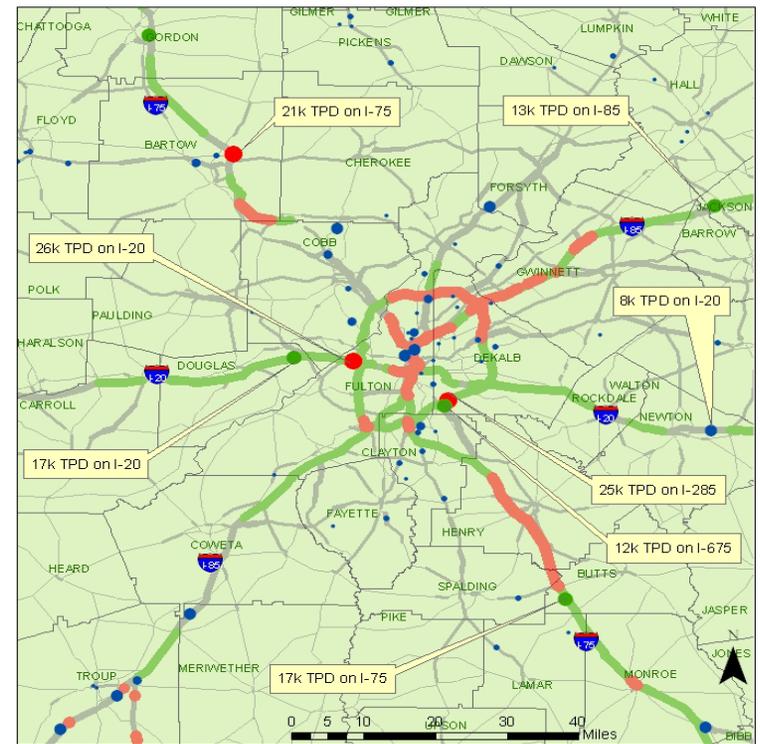
**2005 ATR and Portable Class Count Locations**

- < 1k TPD
- 1k-2.5k TPD
- 2.5k-5k TPD
- 5k-10k TPD
- 10k-20k TPD
- > 20k TPD

**Statewide Model Truck ADT**

- < 1k TPD
- 1k-2.5k TPD
- 2.5k-5k TPD
- 5k-10k TPD
- 10k-20k TPD
- > 20k TPD

2005 GDOT Class Counts - Atlanta Area



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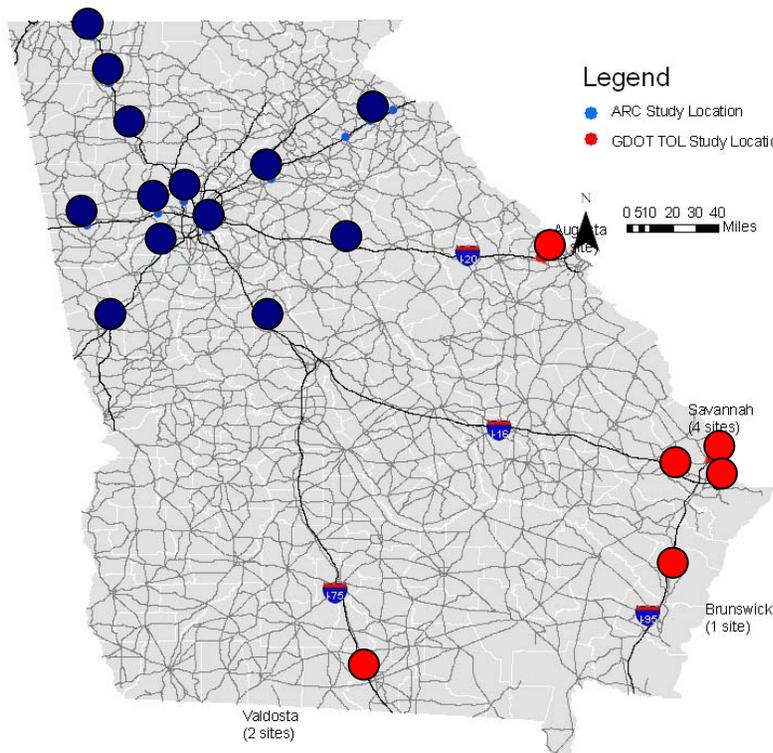
TPD = Trucks per Day



# Origin-Destination Survey



## Origin-Destination Survey Sites



- Weigh Stations
- Truck Stops
- Intermodal Facilities
- Ports
- Close to 5,600 total completed surveys

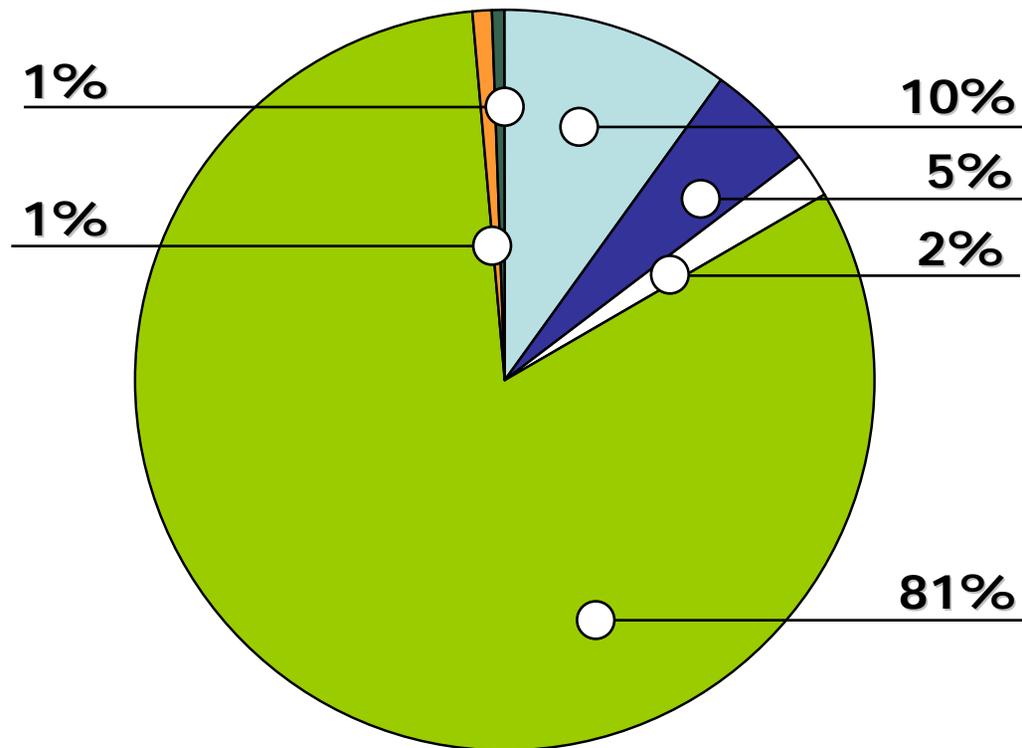


# Truck Characteristics

## Number of Axles



### ■ Savannah I-16 (Pembroke)



#### Number of Axles

- 2 Axles
- 3 Axles
- 4 Axles
- 5 Axles
- 6 Axles
- 7 Axles

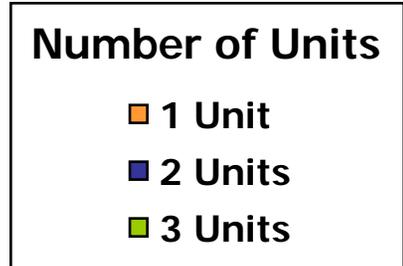
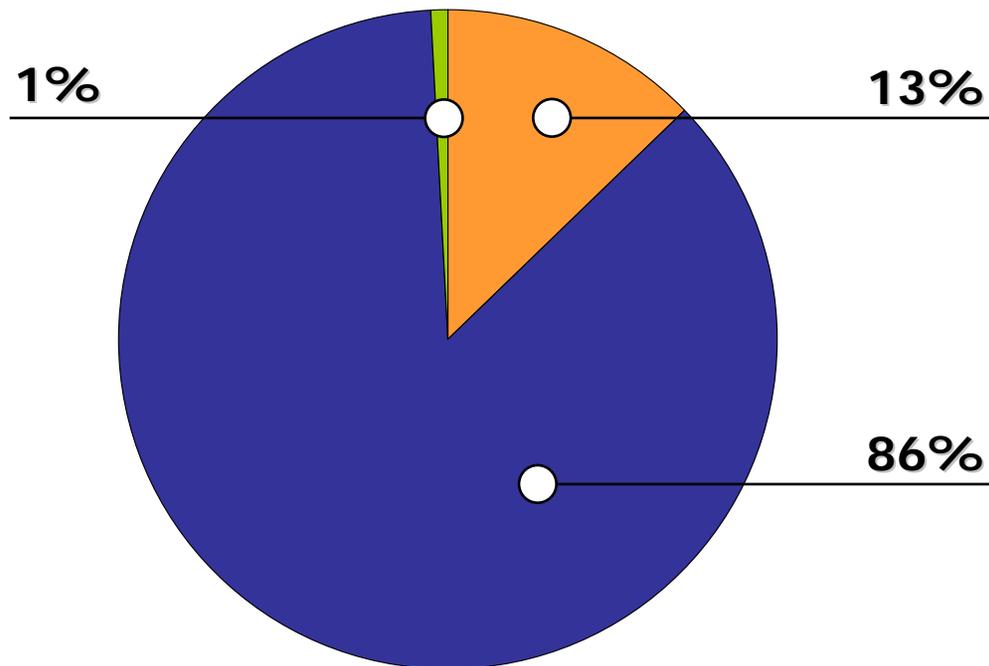


# Truck Characteristics

## Number of Units



### ■ Savannah I-16 (Westbound)

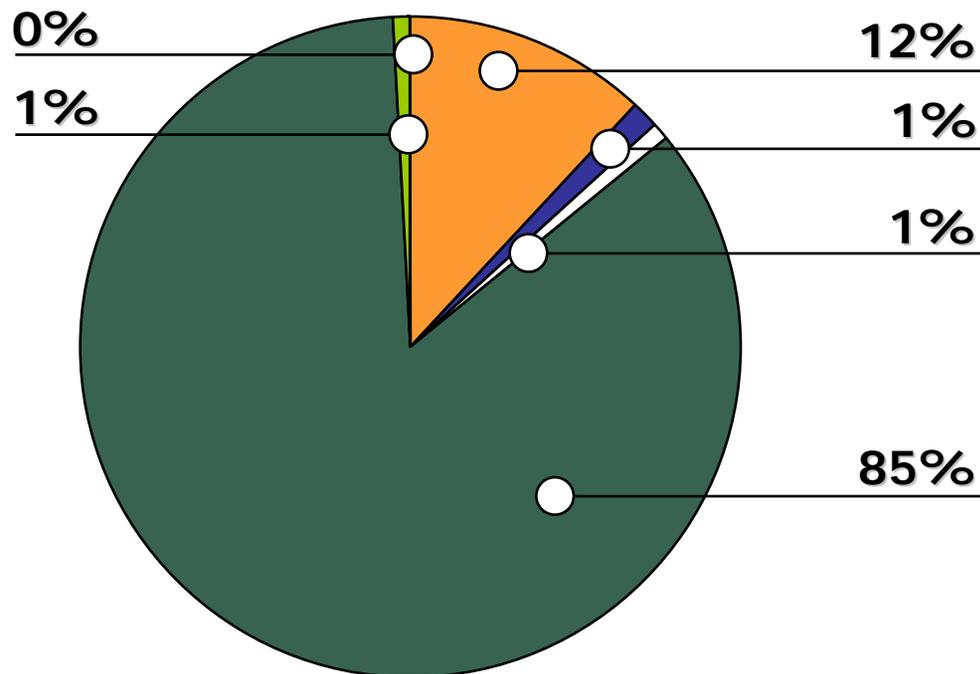


# Truck Characteristics

## Truck Configuration



### ■ Savannah I-16 (Westbound)



#### Truck Configuration

- Straight Truck
- Straight Truck and Trailer
- Tractor Only
- Tractor and Trailer
- Tractor with Two Trailers
- Uncertain

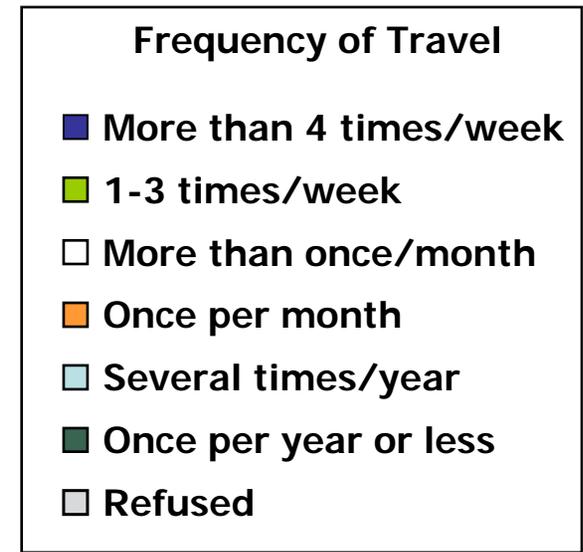
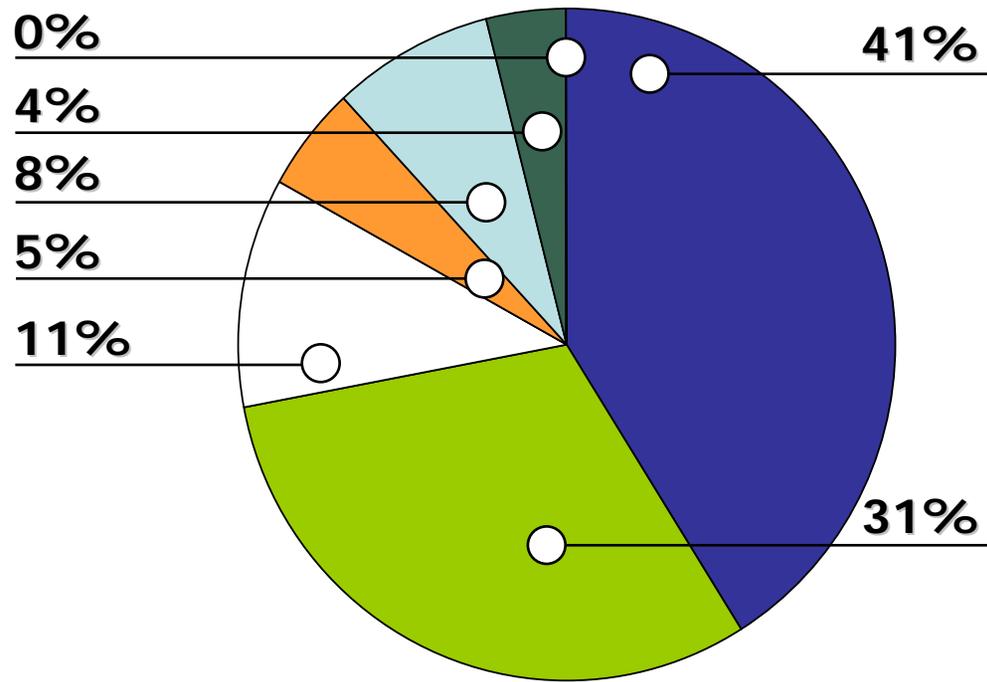


# Truck Characteristics

## Frequency of Travel



### ■ Savannah I-16 (Westbound)

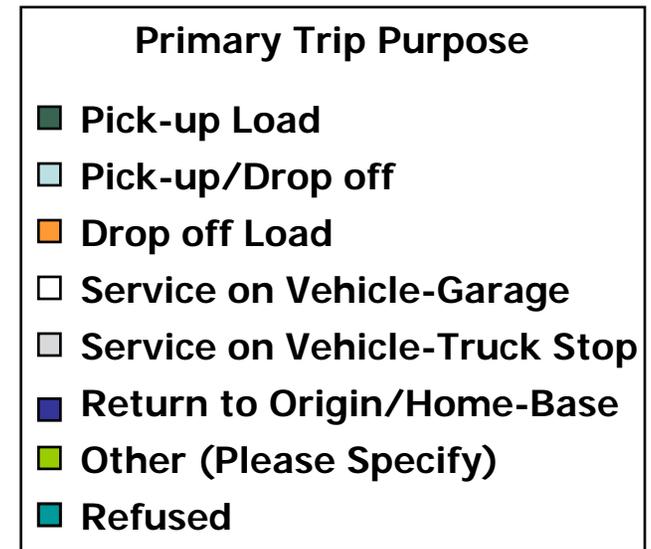
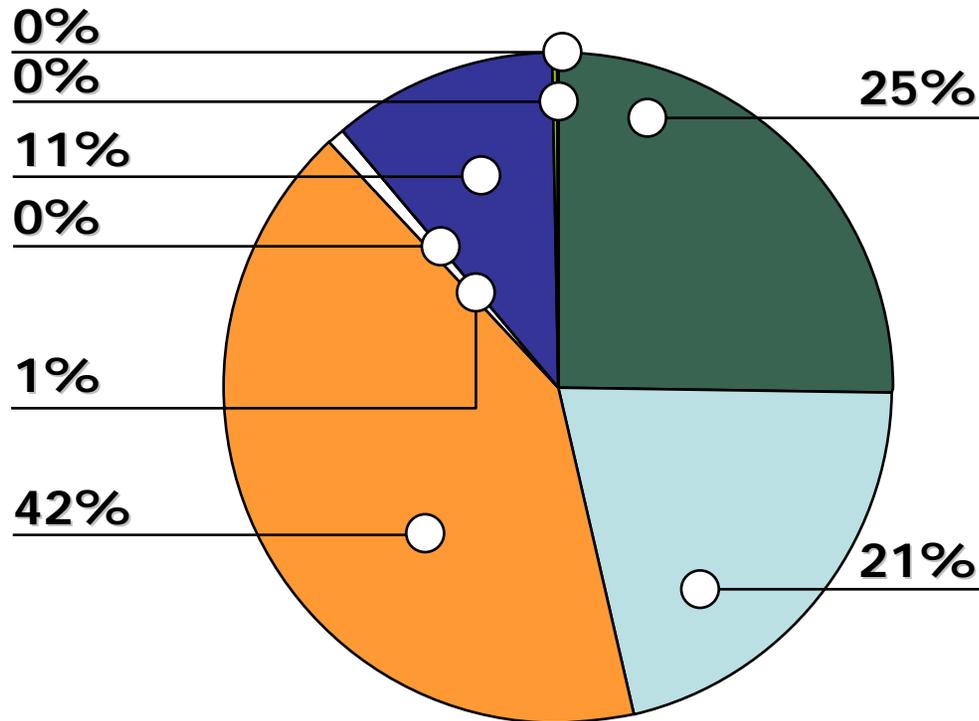


# Truck Characteristics

## Primary Trip Purpose



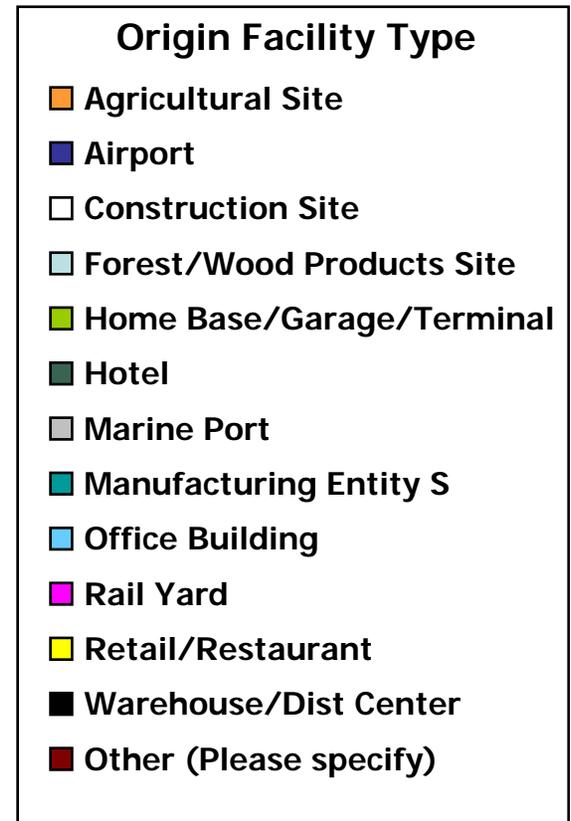
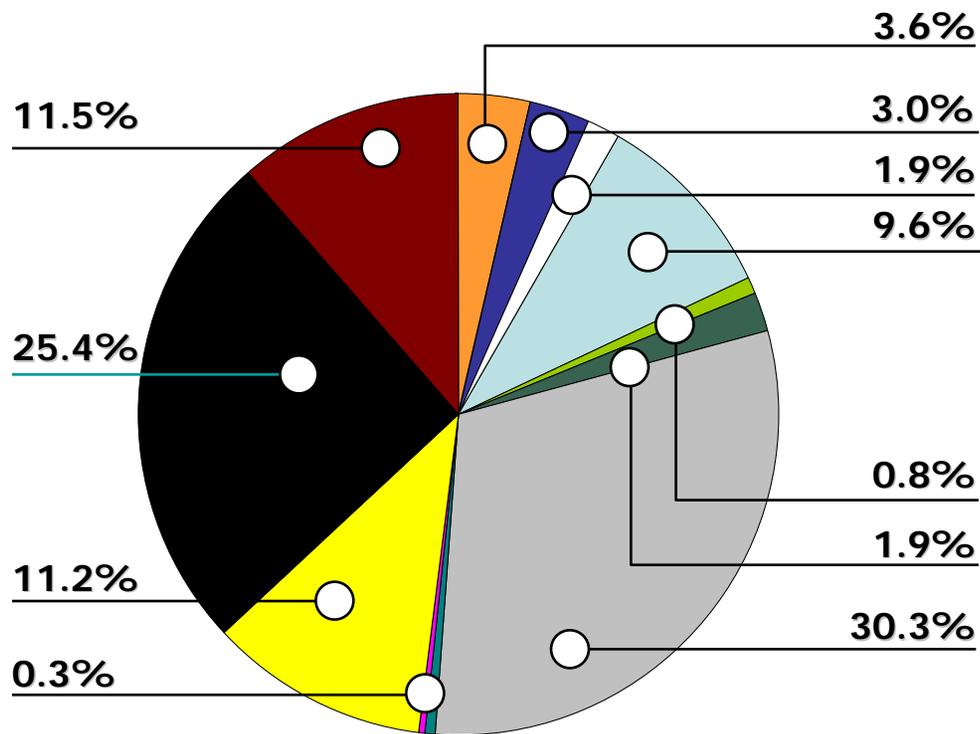
### ■ Savannah I-16 (Westbound)



# Truck Characteristics Origin Facility Type



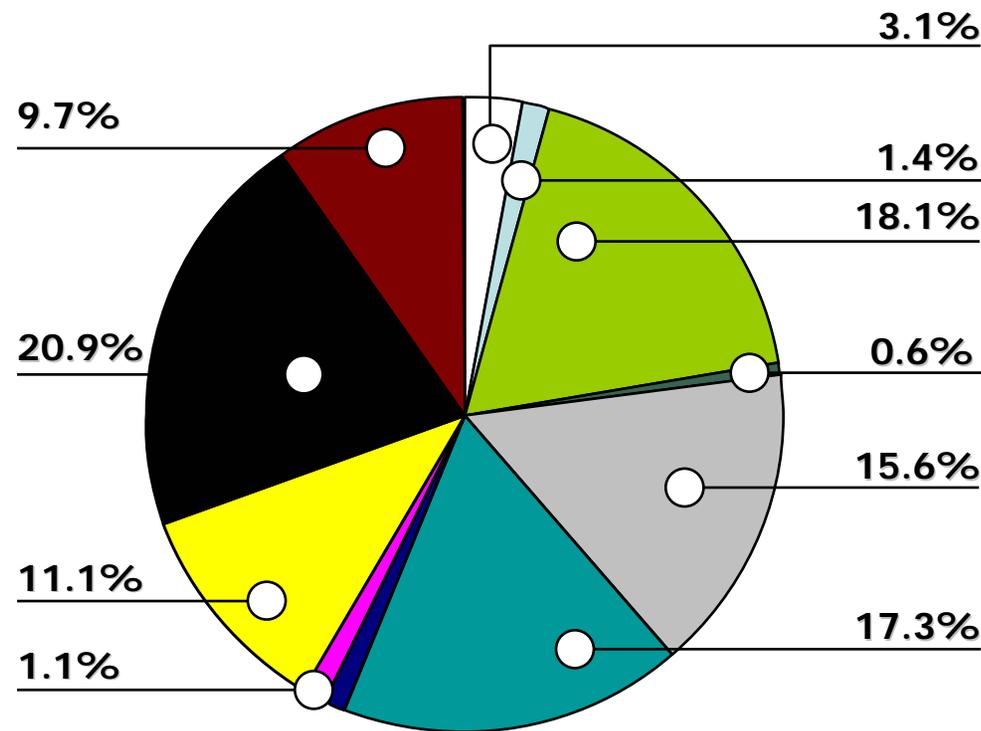
## ■ Savannah I-16 (Westbound)



# Truck Characteristics Destination Facility Type



## ■ Savannah I-16 (Westbound)

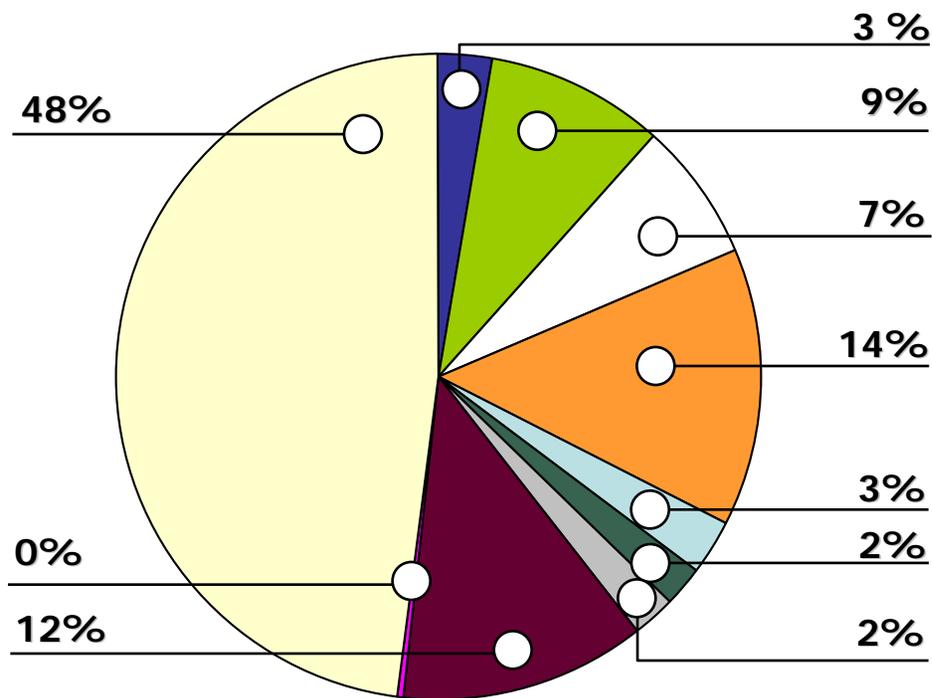


# Truck Characteristics

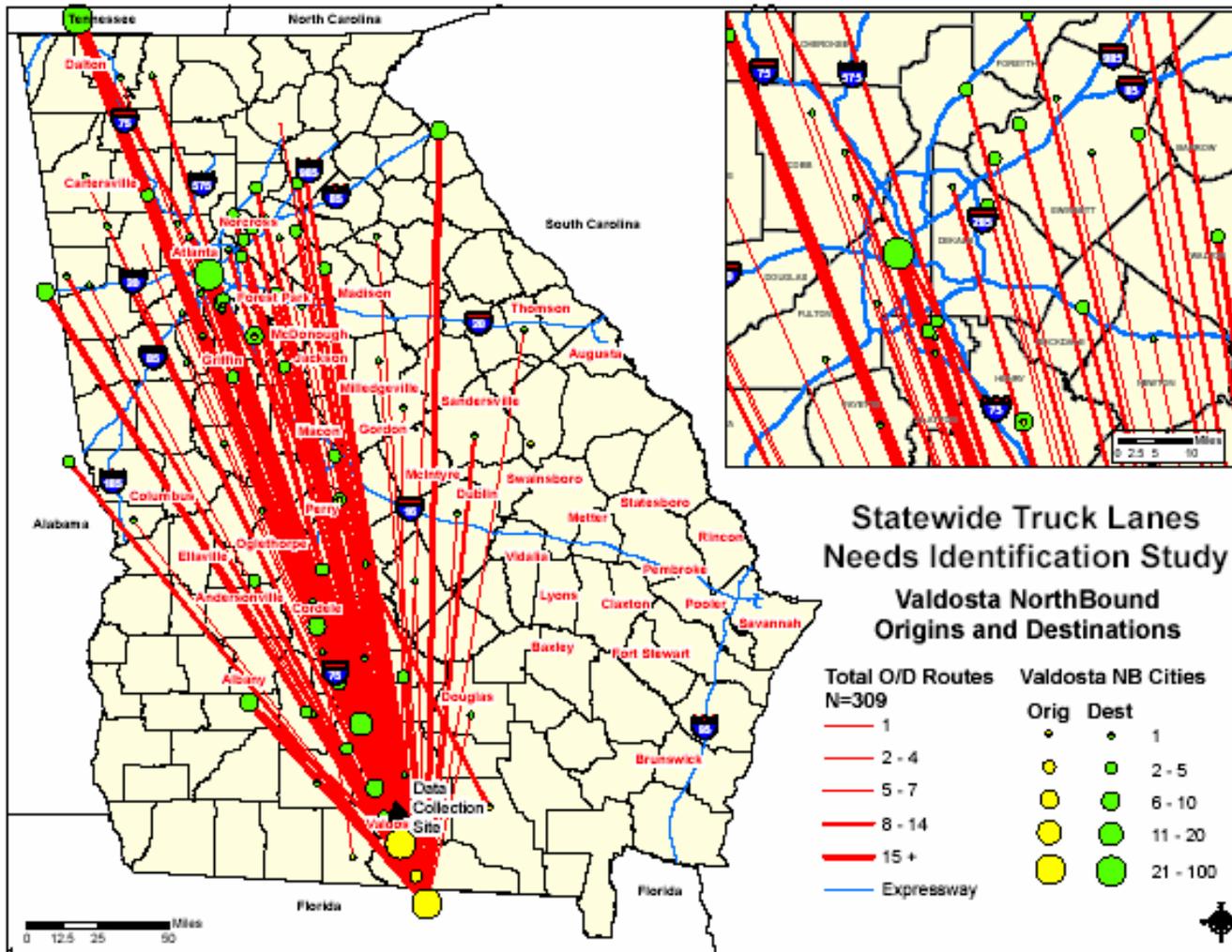
## Commodity Type



### ■ Savannah I-16 (Westbound)



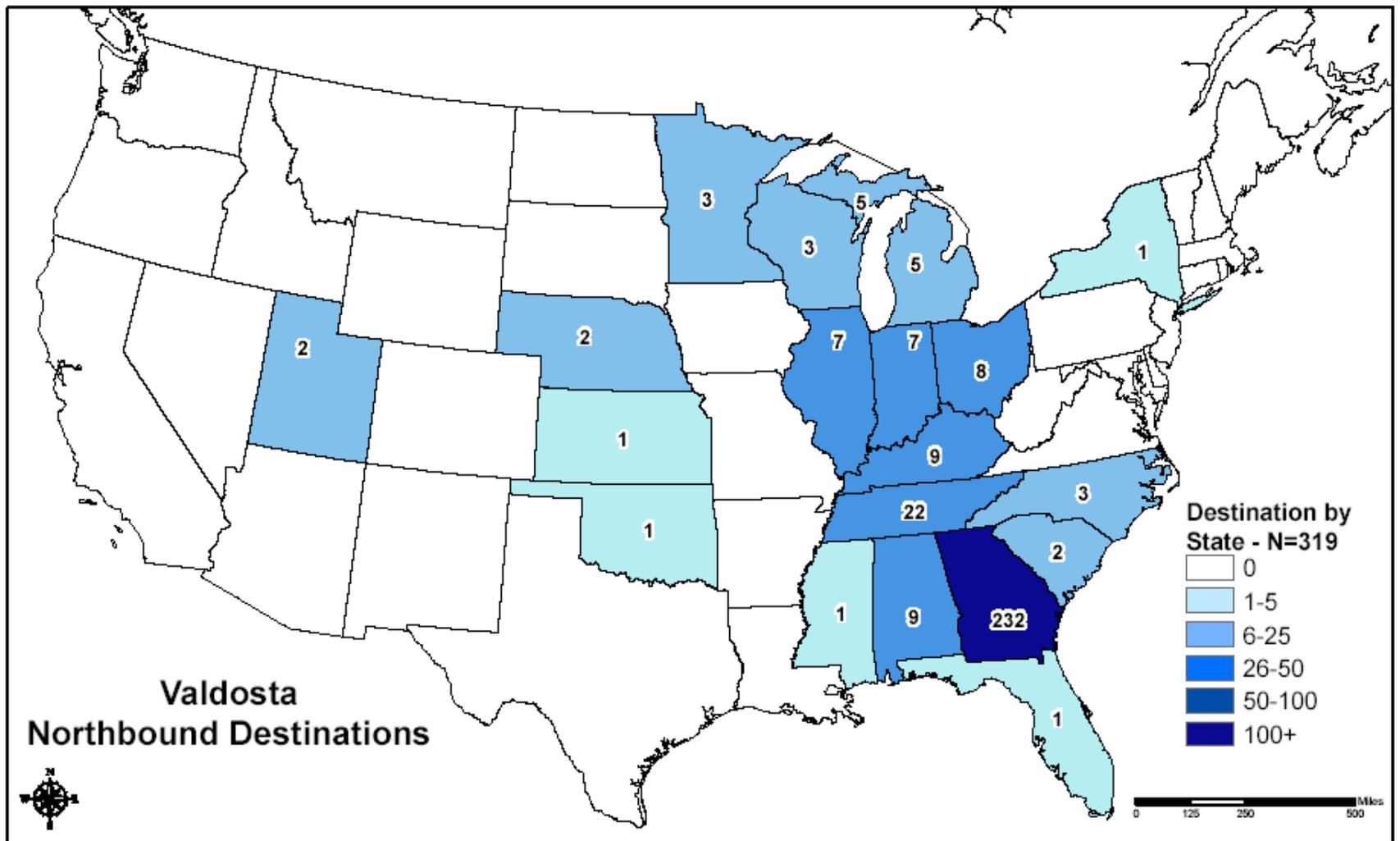
# Valdosta Northbound



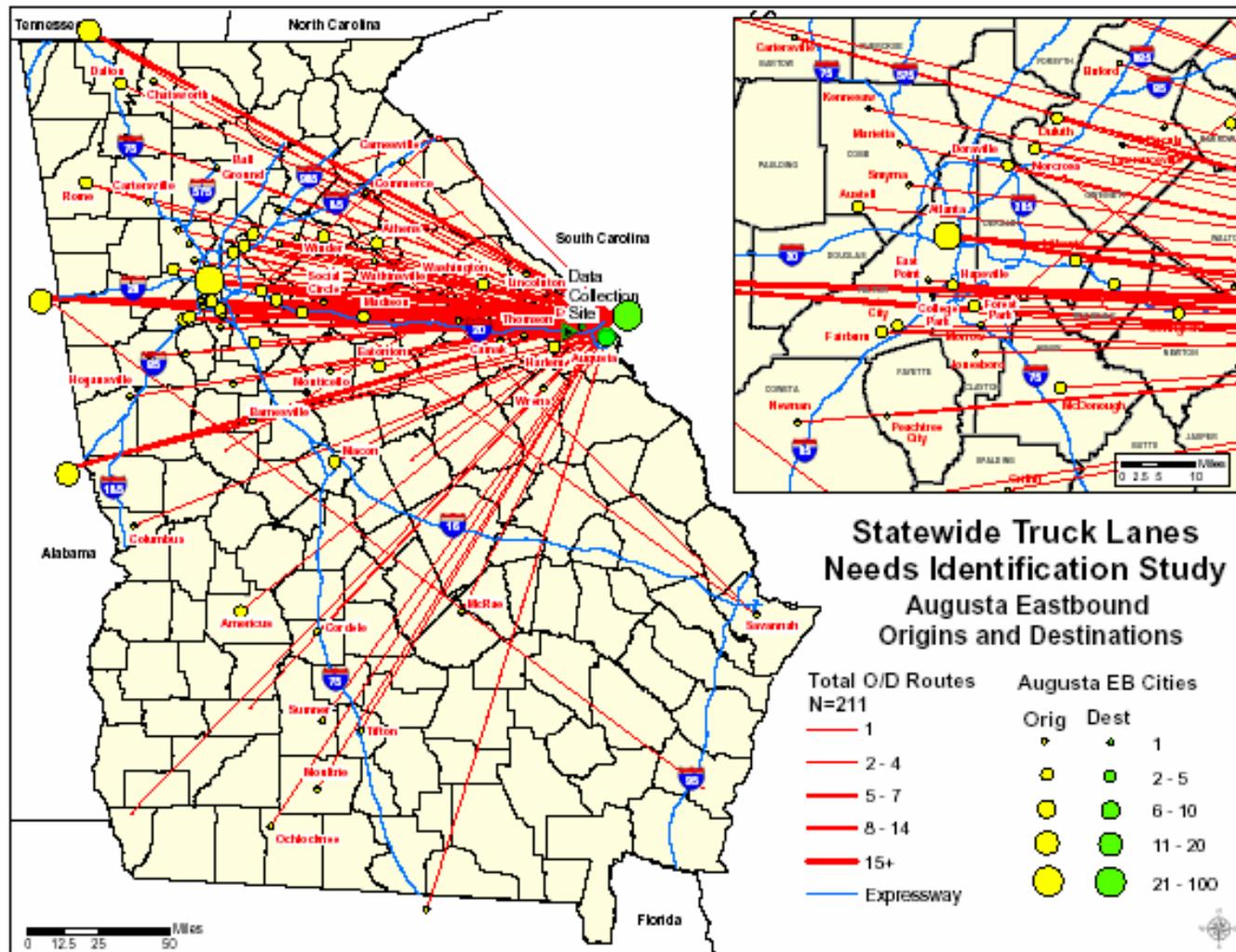
# Valdosta Northbound Origins



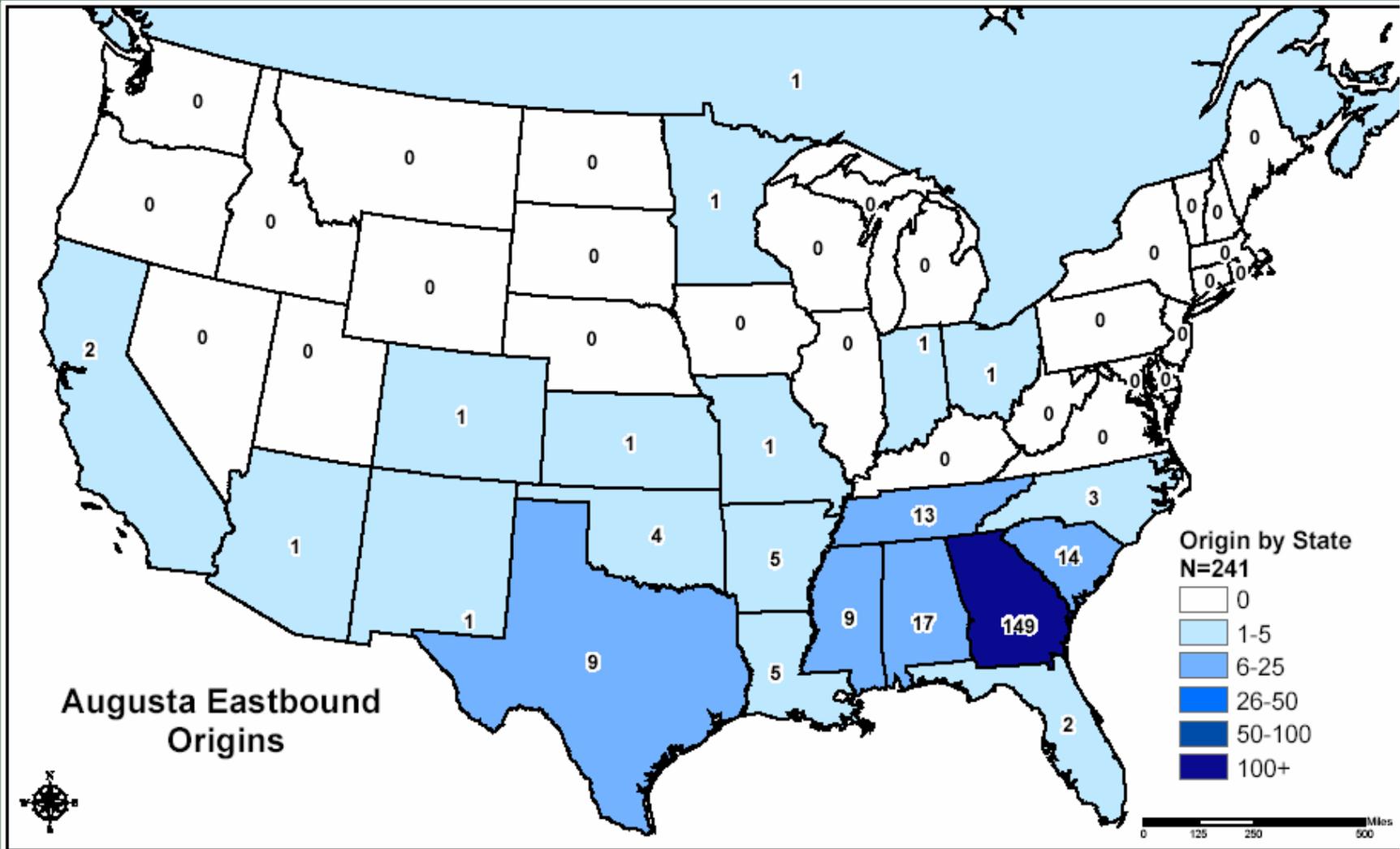
# Valdosta Northbound Destinations



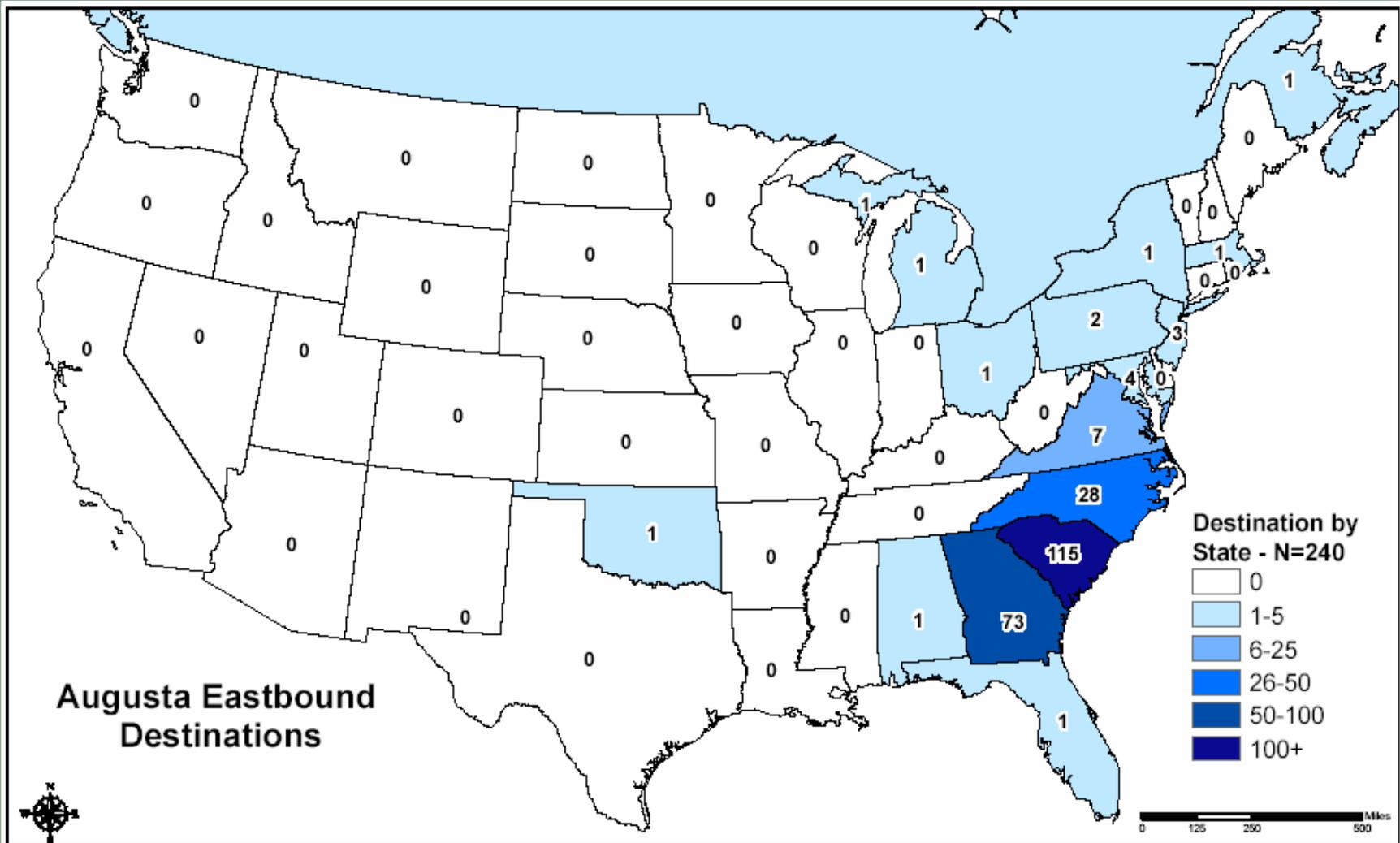
# Augusta Eastbound



# Augusta Eastbound Origins



# Augusta Eastbound Destinations



# Freight in Georgia



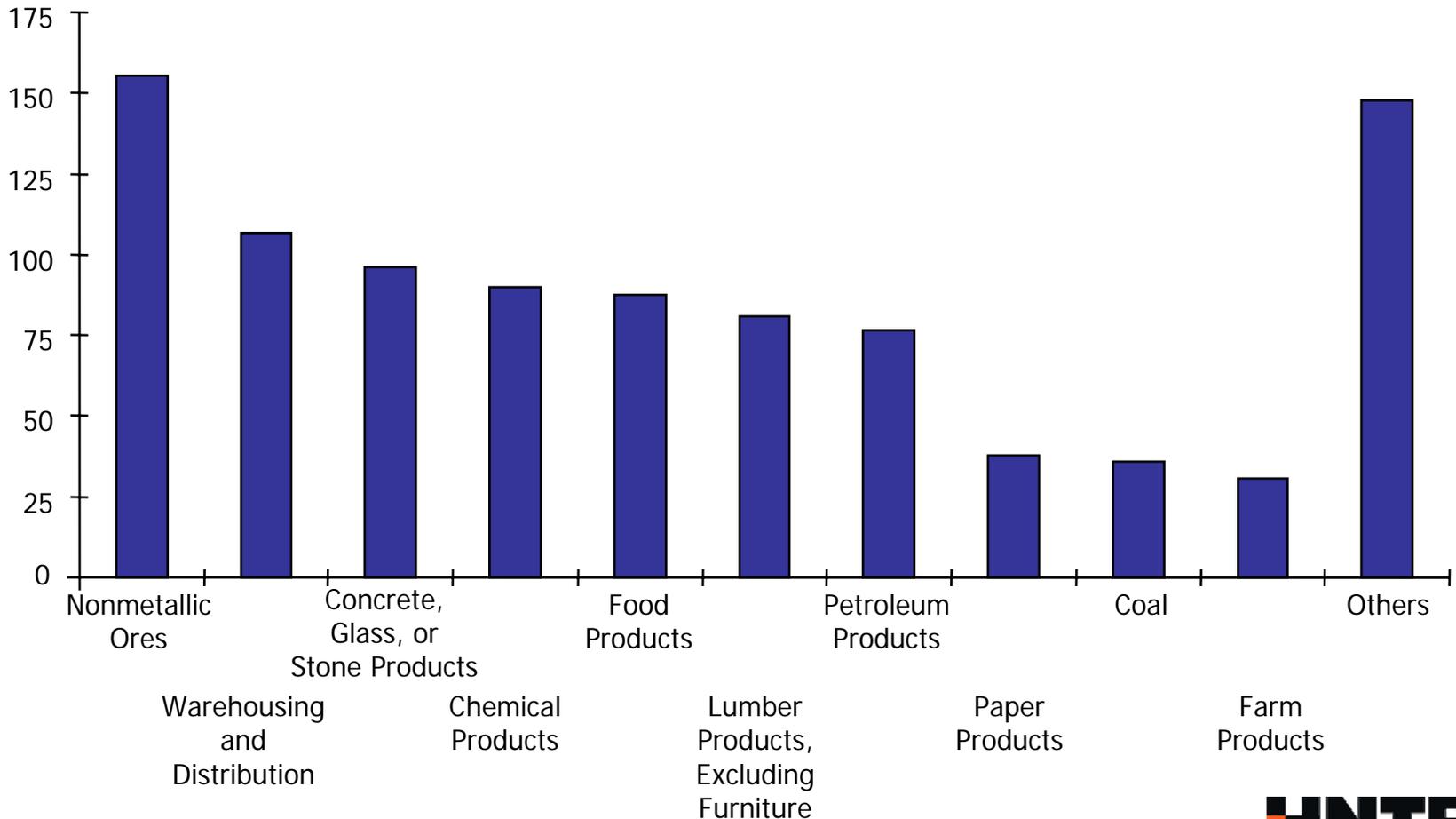
- Data from TRANSEARCH database (2004)
  - Commodities – weight
  - Commodities – value
  - Trading partners
  - Mode split
  - Directional split



# Top Commodities by Tons (2004)



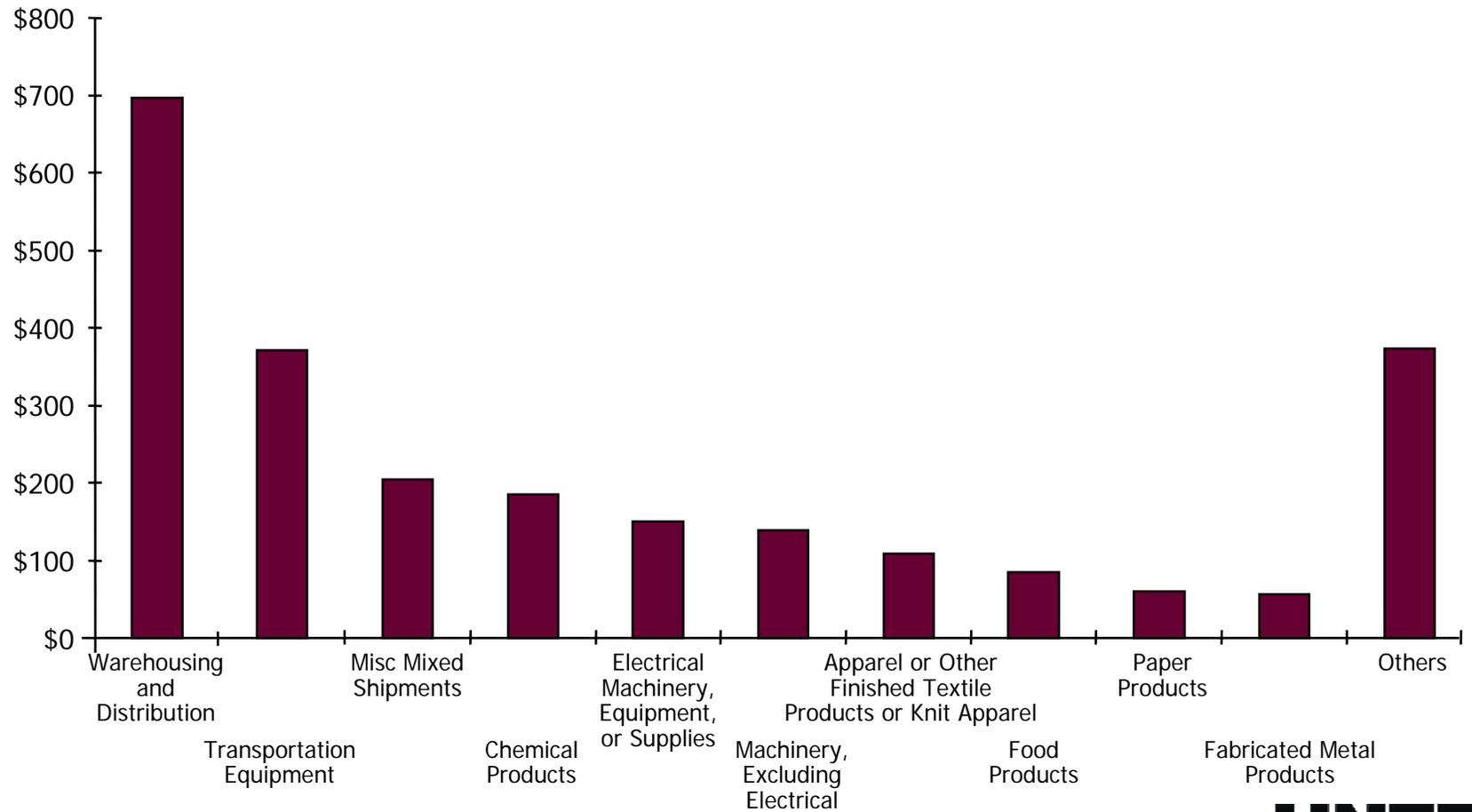
Annual Tons (in Millions)



# Top Commodities by Value (2004)



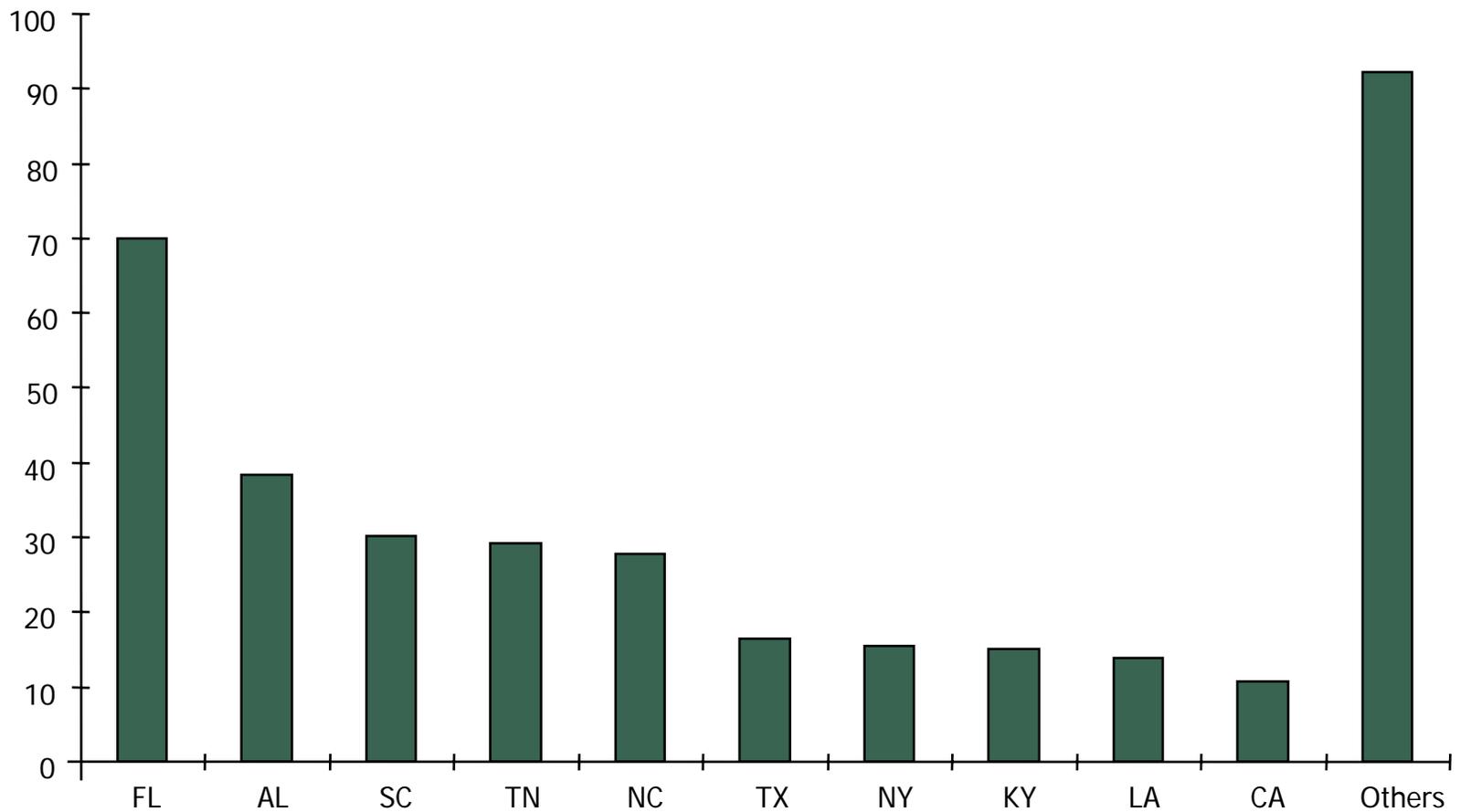
Annual Dollars (in Billions)



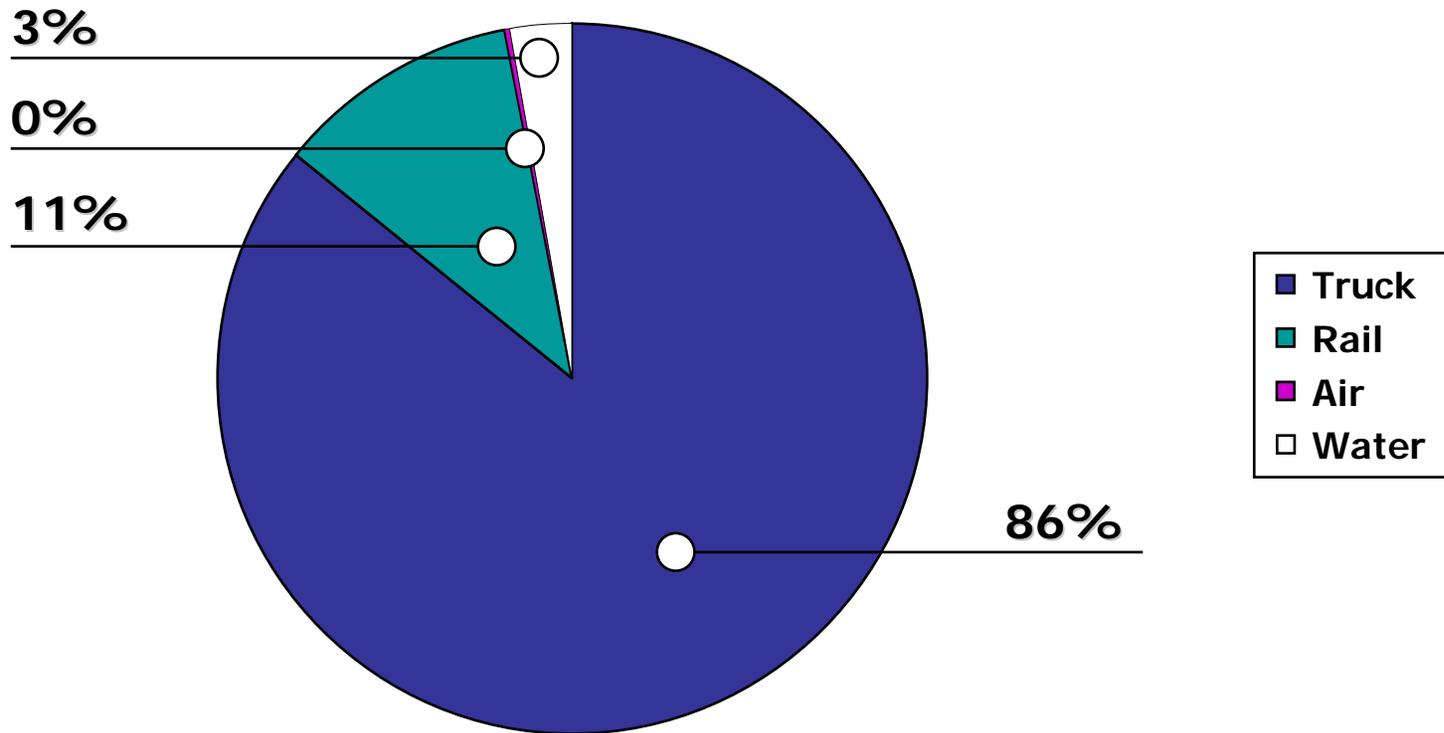
# Top Trading Partners by Weight (2004)



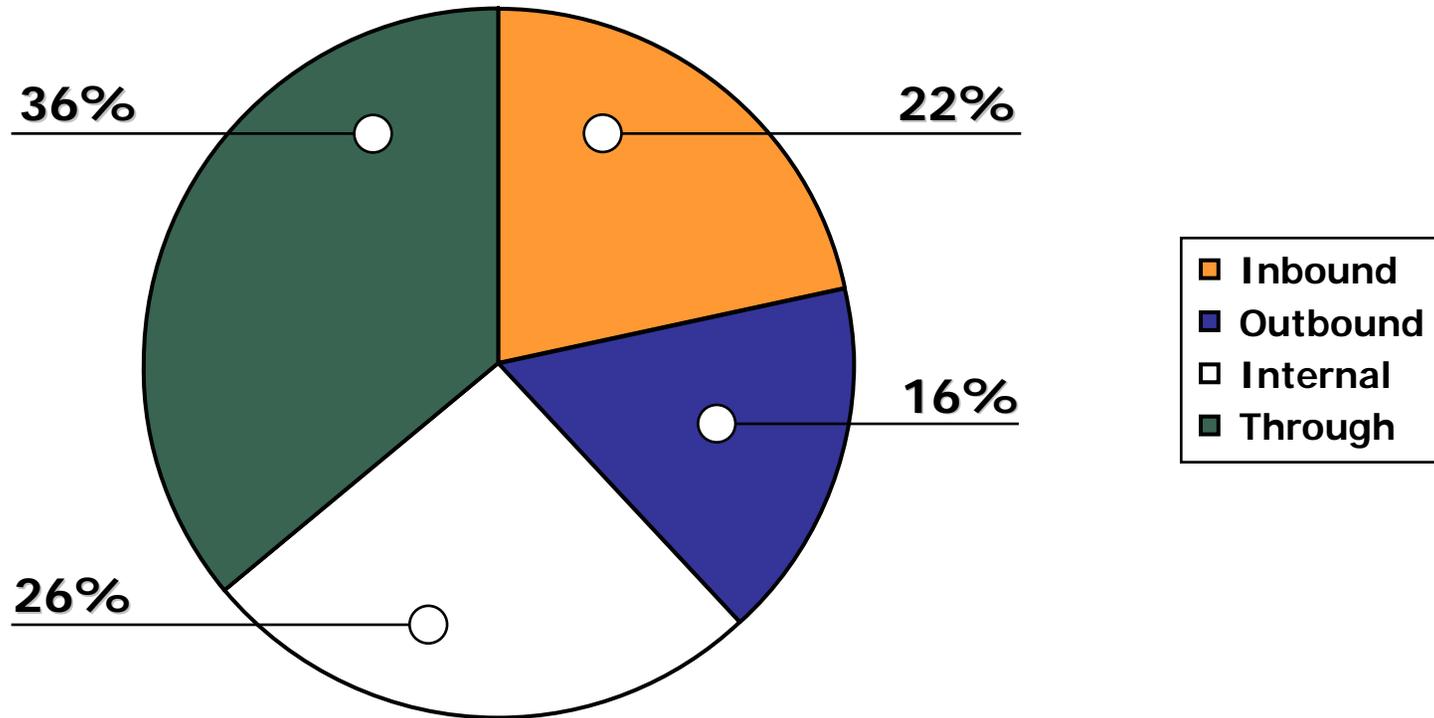
Annual Tons (in Millions)



# Mode Split by Weight (2004)



# Directional Split by Weight (2004)



# 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



Category	All State Roads	Interstate Facilities*
Average Truck Percentage	9%	14%
Total Crashes Involving Trucks	9%	16%
Injury Crashes	9%	16%
Fatal Crashes	26%	38%

\* Defined as all Interstates and certain state roads in the Savannah area



# Crash Rate Analysis Findings



Category	All State Roads		Interstate Facilities*	
	Trucks	Autos	Trucks	Autos
Percentage	9%	91%	14%	86%
Total Crash Rate**	194.6	208.7	220.5	215.8
Injury Crash Rate**	43.0	47.2	47.0	47.0
Fatal Crash Rate**	1.5	0.6	1.2	0.5

\* Defined as all Interstates and certain state roads in the Savannah area

\*\* per 100 Million VMT



# 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



# Next Steps



- Summarize Comments received at today's meeting.
- Finalize the data collection program.
- Start the refinement of our planning tools.
- Develop truck only lane goals, objectives and performance measures.
- Our Next Meeting will be in October.

