

Agenda



- Welcome and Introductions
- Study Update
- Data Collection Update
- Goals, Objectives, and Policies
- Policy Discussion
- Next Steps
- Adjourn



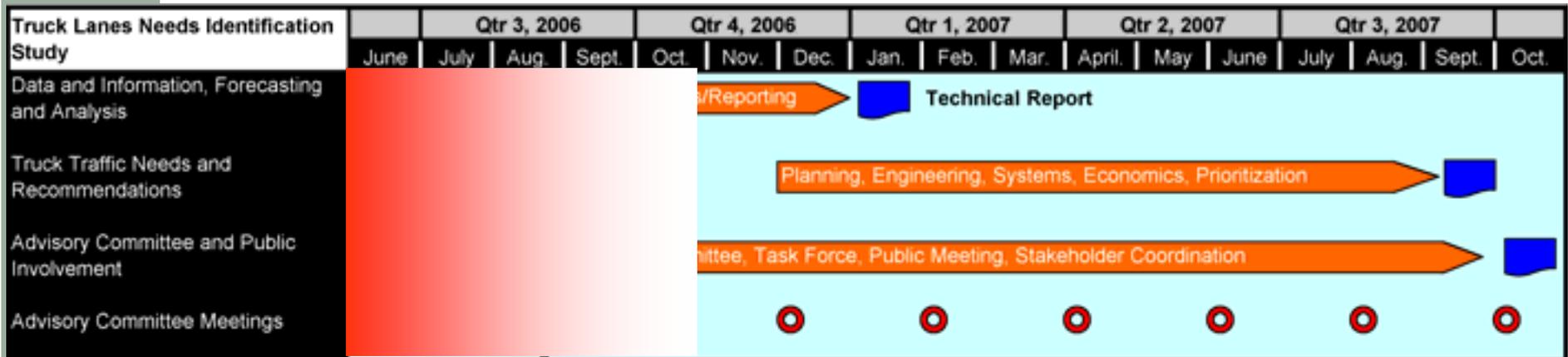
Study Update



- Data Collection – Complete
- Travel Demand Model
- Goals, Objectives, Policies
- Policy Framework



Study Schedule



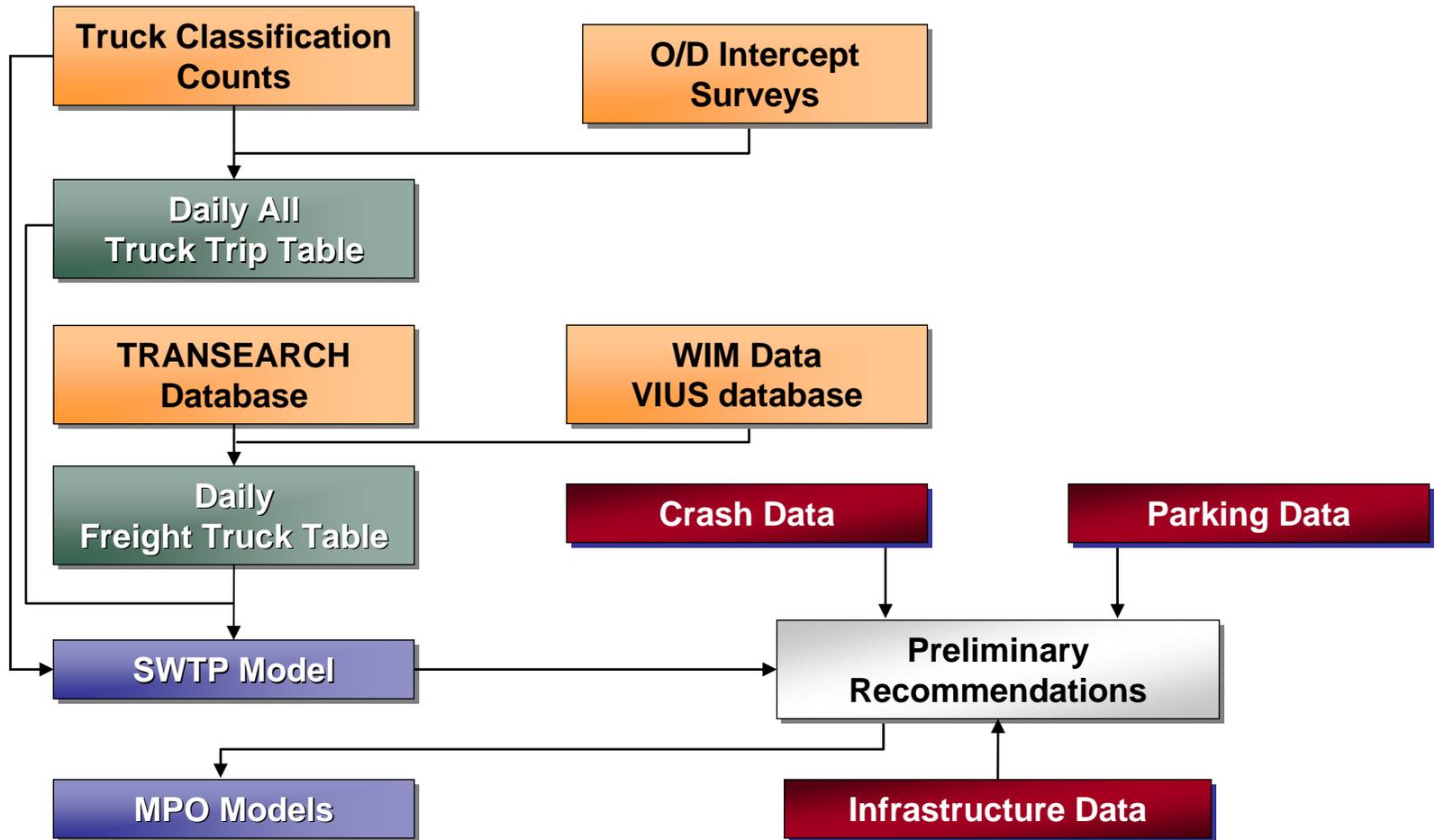
Data Collection



- Existing Traffic Counts and New Truck Classification Counts
- Truck Origin/Destination Surveys
- Freight Flows
- Truck Crashes
- Truck Parking
- Infrastructure Database



Phase I - Work Flow



Supporting Analysis



- Safety Assessment
- Parking Issues and Opportunities
- Georgia's Commodity Summary
- Savannah Warehouse Survey



Crash Analysis

Major 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



Crashes

Roadways Analyzed in Depth



- I-285
 - Represents a facility with extreme congestion
 - Determine if truck crash rate increases with congestion
 - Crash, fatality, and congestion findings consistent with statewide findings
 - Separating autos and truck traffic would lower the number of fatalities
- I-59
 - Represents a facility with a high truck percentage
 - Determine if truck crash rate increases with high truck percentage
 - Crash, fatality, and truck percent findings consistent with statewide findings
 - Separating autos and truck traffic would lower the number of fatalities



Parking

Statewide Findings



- Georgia has an adequate supply of commercial truck parking statewide, but an undersupply of truck parking at rest areas
- There are three potential impacts of this shortage
 - Truck drivers diverting short rests from rest areas to truck stops
 - Trucks drivers parking at undesirable locations (e.g., ramps, shoulders)
 - Truck drivers skipping short rests that would have otherwise been taken which impacts safety



Parking Locations Analyzed in Depth



- I-20 East and Westbound Rest Areas in Morgan County
- I-85 at Exit 41/GA 14 in Coweta County
- I-75 at Exit 201/GA 36 in Butts County



Parking

Locations Analyzed in Depth



**Pilot and LaGrange truck stop.
I-85 at exit #13**



**Flying J Truck Stop.
I-75 Ramps at exit 201**



Parking

Major Findings



- Parking spills over at night onto ramps and nearby trucking establishments
- Hours-of-Service regulations contribute to the problem
- Conclusions
 - Truck only lanes should capitalize on locations where trucks are currently stopping
 - Anticipated growth will require investment in additional truck parking locations
 - Enforce truck parking laws



Commodities



- Year 2004 commodities moved in Georgia
 - 945 million tons
 - 1.6 trillion dollars
- Through traffic, with neither an origin or destination in Georgia, amounts to
 - Over one-third of the tonnage (36%)
 - Almost half of the value (46%)
- By 2035 Georgia commodities forecast to
 - Increase by 160 percent to 2.45 billion tons
 - Increase by 206 percent to \$4.9 trillion (in 2004 dollars)



Policy Discussion



- Investment framework
- Needs identification
- Performance criteria
- Policy framework
- Discussion



Guiding Principles



Improve the flow of truck traffic in Georgia in a manner which will:

- Protect and improve mobility
- Enhance public safety and security
- Maintain Georgia's economic vitality
- Benefit all transportation system users



Needs Identification



Performance Objectives



- Improve reliability
- Reduce congestion
- Improve speed of goods delivery
- Increase connectivity
- Address safety issues and concerns
- Protect future investment
- Promote fiscal responsibility
- Minimize community and environmental impacts



Performance Criteria



System performance criteria to consider for potential Truck Only projects:

- Improve reliability
 - Delay
 - Incident management
 - Travel time
- Reduce congestion
 - Bottlenecks
 - Level of Service



Performance Criteria



- Improve speed of goods delivery
 - Commodities
 - Economic impact
 - System flexibility
 - Economic competitiveness

- Increase connectivity
 - OD patterns
 - Intermodal facilities
 - Distribution centers
 - High truck generators



Performance Criteria



- Address safety issues and concerns
 - Crash/incident data
 - Parking
 - Physical geometry
- Protect future system investment
 - Cost of investing now vs. later
- Promote fiscal responsibility
 - Cost-benefit
 - Capital costs
 - O&M costs



Performance Criteria



- Provide infrastructure flexibility
 - Managed lanes
- Minimize community and environmental impacts
 - Land use
 - Air quality
 - Noise



Evaluation Process



- Identify locations where there is a need for potential improvements
- Assess against performance criteria
- Produce list of potential projects for further study
- Use policy guidance to further develop project details



Policy Development



- Developing policy guidance on the evaluation and implementation of truck only lane projects
- Policies will serve to answer questions regarding the planning, design, implementation and operation of truck only lanes
- Policies may vary based on project context
 - Project significance at the local, regional, or state level



Policy Framework



	Local	Regional	State
Planning	Need/Purpose of the lane		
	To/From Port	Metro Atlanta	Atl to Florida
Design	Access / Egress		
	Frequent	Intermittent	Infrequent
Implementation	Funding / ROW / Available Capacity		
	New Alignment	Managed Lanes	Existing Lanes
Operations	Time of Day / Type of Truck		
	24-Hour	Peak Hour	24-Hour



Group Discussion



- Does this approach to policy development make sense to you? What do you agree with? What is missing?
- Over the next 30 years, freight flows (tons) in Georgia will increase by 160%. How can truck lane policies be applied in these types of areas (now or in the future):
 - current high volume areas (vehicles/trucks)?
 - high growth areas?
 - areas with truck attractions (port/intermodal/etc.)?
 - targeted economic development areas?
- What do we need to accomplish with truck lanes?



Summary and Next Steps



- Summary
 - Data Collection is Complete
 - Travel Demand Model Development is Underway
 - Supporting Specialty Analysis are Predominately Complete
 - Policy Framework Initiated
- Next Steps:
 - Needs Assessment
 - Develop Preliminary Candidate Recommendations

