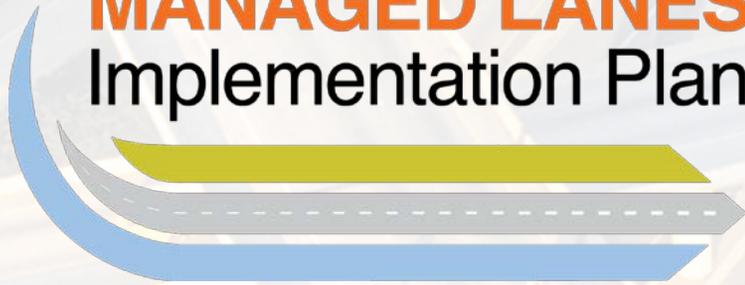


Atlanta Regional
MANAGED LANES
Implementation Plan



Metro Atlanta
OPS
OPERATIONAL PLANNING STUDY

Community Improvement District (CID)
Meeting #2
September 16, 2013

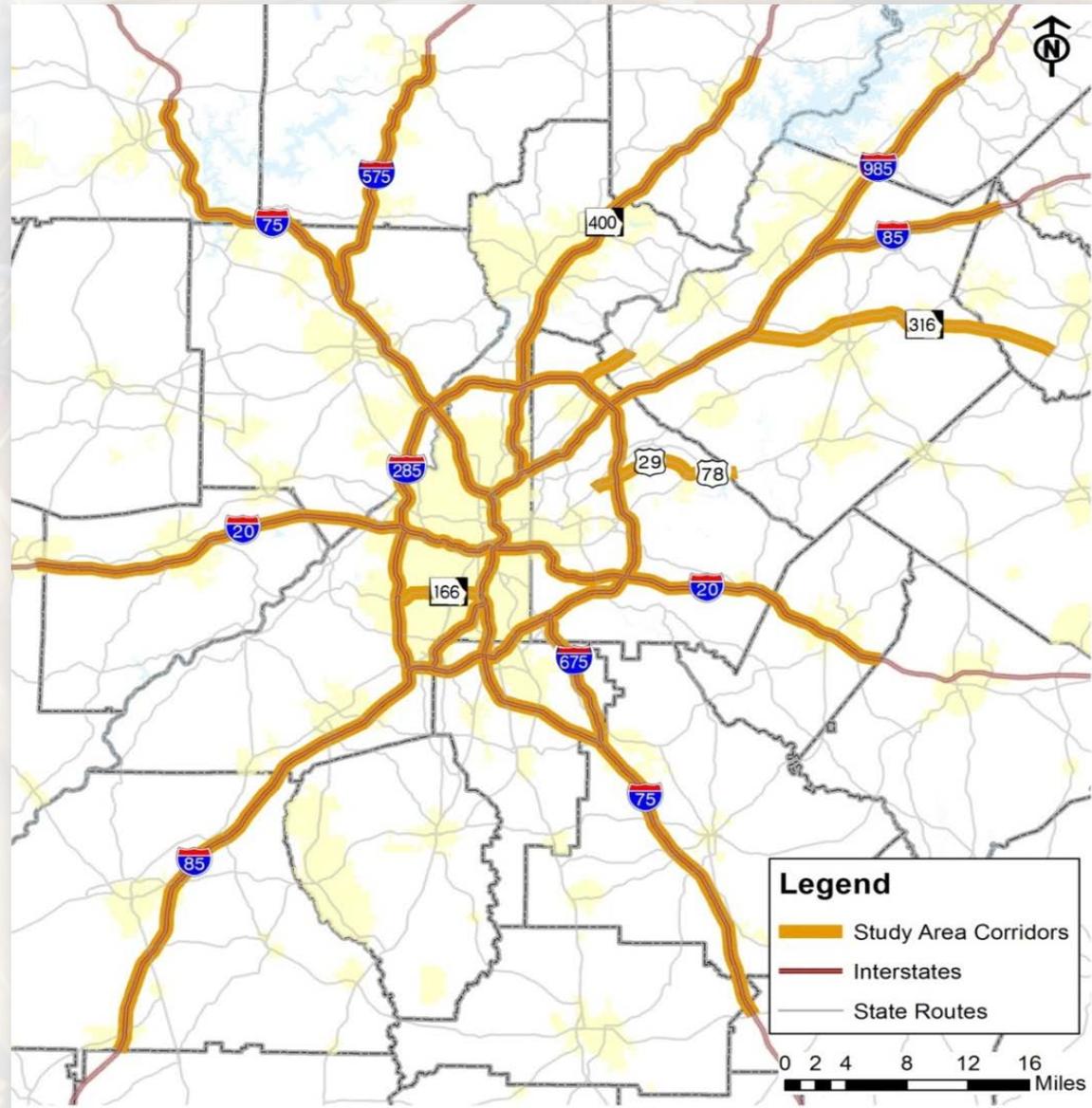


Agenda

- OPS
 - Recap
 - Participant Feedback
 - OPS Project Prioritization Structure
 - OPS Break-Out Session #1
- MLIP
 - Recap
 - Managed Lane Strategies
 - MLIP Project Prioritization Structure
 - MLIP Break-Out Session #2
- Next Steps and Q&A

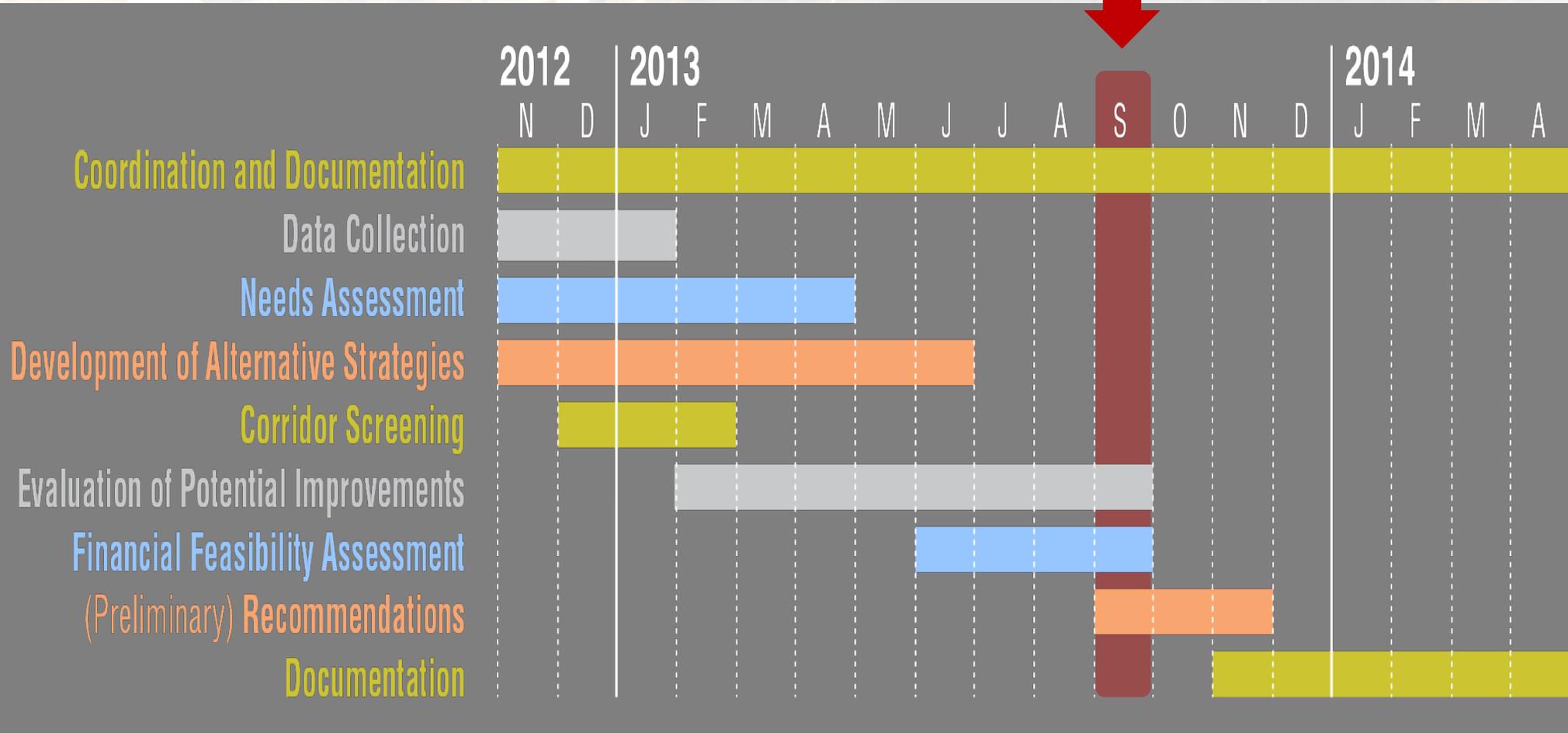
Study Area

- All limited access facilities in metro Atlanta
- Emphasis on improving the Interstate mainline



Schedule

We are here



Metro Atlanta

OPS



OPERATIONAL PLANNING STUDY

Objectives of OPS

- Identify bottleneck areas
- Identify and evaluate potential low-cost improvements that can be implemented within 6 months to 5 years
- Document a prioritized list of operational projects

Incorporating Your Feedback

- Thank you for partnering with us and providing valuable input that has contributed to refining these strategy evaluations
- Actions we've taken based on your feedback:
 - ✓ Placed emphasis on ramp meters / transit vehicle preemption in the strategy evaluation
 - ✓ Incorporated bottleneck locations based on recommendations from GRTA bus drivers, HERO unit operators, GDOT's Traffic Management Center, CIDs and Atlanta MPO staff

System-wide OPS Strategies for Consideration

- 1) Expand ITS support infrastructure to include all limited access facilities
- 2) Advanced queue warning signs at shoulder / moveable barrier locations
- 3) Variable speed limits on limited access facilities with priority at shoulder / moveable barrier locations
- 4) Dynamically change shoulder usage times based on congestion

System-wide OPS Strategies for Consideration

- 5) Upgrade technology for CCTV cameras / traffic flow monitoring
- 6) Provide adequate crash investigation sites where shoulders are used
- 7) Modify ramp meters to permit 2 cars per green
- 8) Quick response incident clearance across the region
- 9) Expand number of HERO units if needed
- 10) Modify truck lane restrictions

Types of Location-Specific Strategies for Consideration

- 1) Variable / dynamic ramp closures (closed to all vehicles v. closed to unauthorized vehicles)
- 2) Auxiliary lanes (new or using shoulder)
- 3) Collector / distributor roads
- 4) Modifications to frontage road access
- 5) Channelization
- 6) Re-striping
- 7) Interchange reconfigurations (Diverging Diamond Interchanges, etc.)

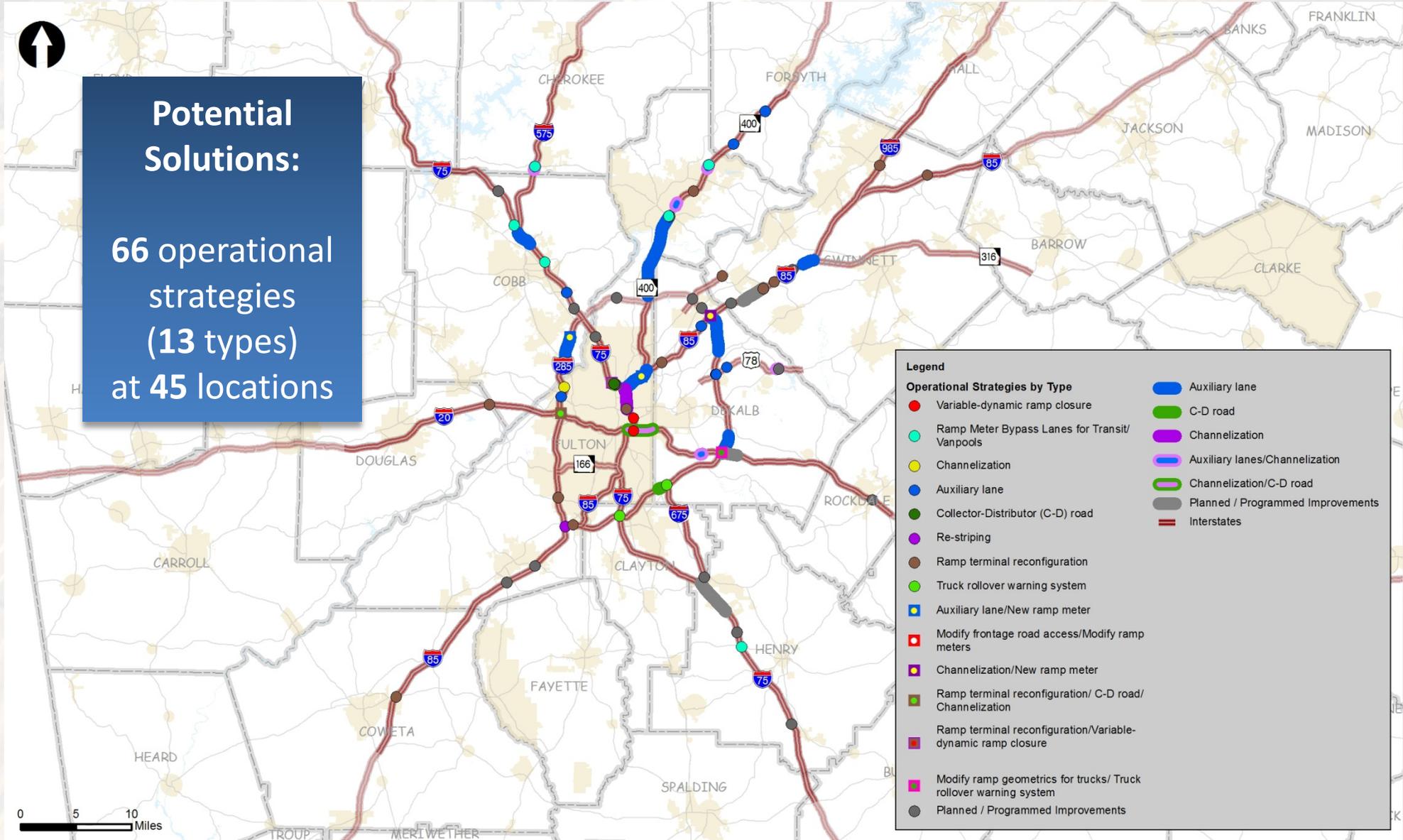
Types of Location-Specific Strategies for Consideration

- 8) Turning prohibitions
- 9) Additional ramp meters
- 10) Modify existing ramp meter operations
- 11) Modify ramp geometrics, with a focus to better accommodate trucks
- 12) Automated truck rollover warning systems
- 13) Ramp meter bypass lanes for transit and vanpools

Potential OPS Strategies

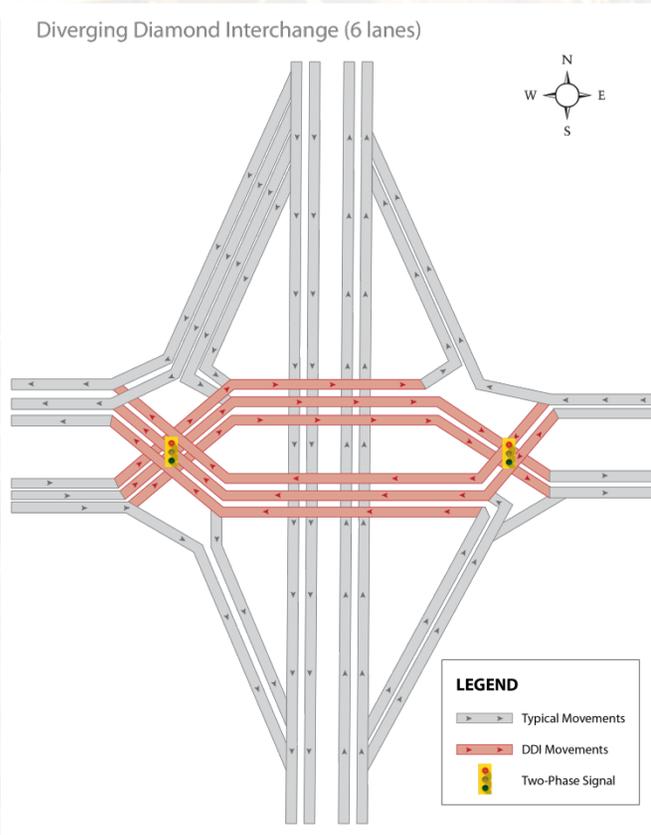
Potential Solutions:

66 operational strategies (13 types) at 45 locations

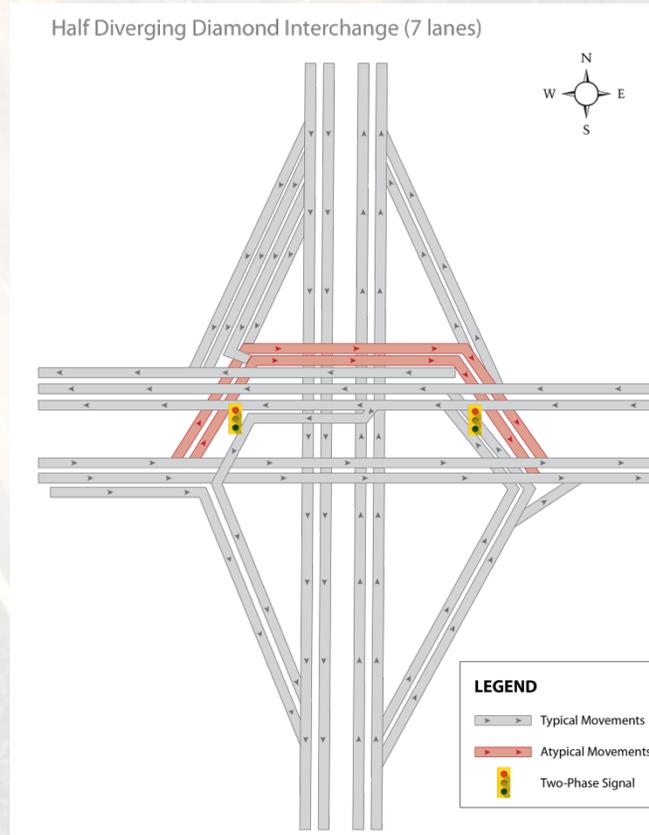


Innovative Interchange Reconfiguration Options

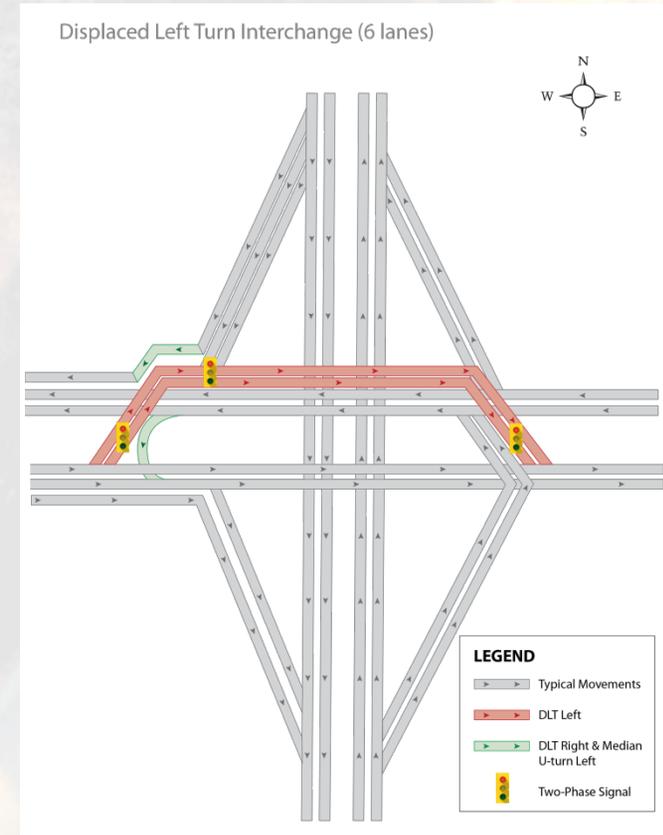
Diverging Diamond Interchange (DDI)



Partial DDI



Modified Displaced Left Turn



Project Prioritization Structure Goals



Goals

NATIONAL MAP-21

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduced project delivery delays

STATE

Governor's Strategic Goals

1. **MOBILE:** Transporting people and products by improving the movement of people and goods across and within the state, expanding GA's role as a major logistics hub for global commerce, and leveraging public-private partnerships and improve intergovernmental cooperation for successful infrastructure development.
2. **GROWING:** Creating jobs and growing businesses
3. **HEALTHY:** Accessible care and active lifestyles
4. **SAFE:** Protecting the public's safety and security by reducing injury and loss of life on GA's roads

Goals

LOCAL/REGIONAL GOALS

ARC Plan2040 RTP

1. Lead as the global gateway to the South
2. Encourage healthy communities
3. Expand access to community resources

LOCAL/REGIONAL GOALS

MLSP/MLIP

1. Protect mobility
2. Maximize person/vehicle throughput
3. Minimize environmental impacts
4. Provide a financially feasible system
5. Design and maintain a flexible infrastructure for varying lane management

LOCAL/ REGIONAL GOALS

SSTP

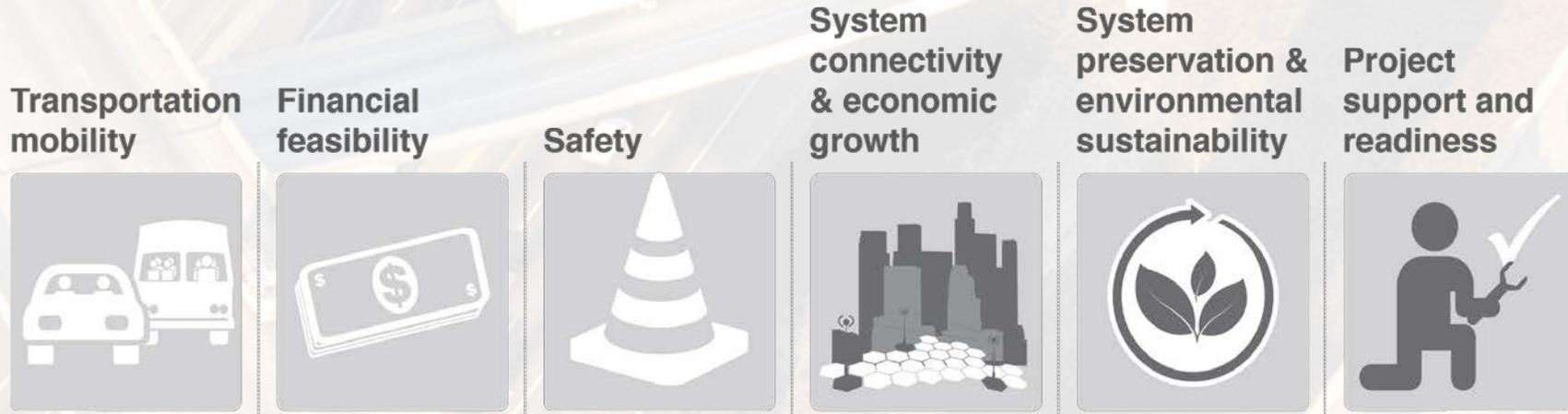
People Mobility in
Metro Atlanta

1. Increase number of people who can reach a major employment center within 45 minutes
2. Increase number of people taking reliable trips
3. Reduce financial burden of wasted hours & fuel caused by traffic congestion

Metro Atlanta and Statewide Freight
and Logistics

4. Fix bottlenecks
5. Improve interregional and last-mile connectivity

OPS Project Prioritization Structure



		Transportation mobility	Financial feasibility	Safety	System connectivity & economic growth	System preservation & environmental sustainability	Project support and readiness
NATIONAL	MAP 21	Goals 3 & 4	-	Goal 1	Goals 3 & 5	Goal 6	Goal 7
STATE	Governor's Strategic Goals	Goal 1	Goal 1	Goal 4	Goal 2	-	-
LOCAL/REGIONAL	ARC Plan2040 RTP Goals	Goal 3	Assumed*	Goal 2	Goal 1	Goal 1	Assumed*
	SSTP**	Goals 1, 2, 3 & 4	-	Goal 7	Goals 3 & 8	-	-

* Assumed or accounted for as part of the MPO TIP and RTP planning process.

**Statewide Strategic Transportation Plan (SSTP) in the Atlanta region.

OPS Preliminary Project Prioritization Structure

No.	Themes	Performance Measures
1	Transportation mobility	Vehicle throughput
		Changes in travel speeds or travel time savings
		Reduction of vehicle delay
		Facilitation of transit options
2	Financial feasibility	Cost
		Benefit/cost ratio
3	Safety	Anticipated reduction of crashes
		Anticipated reduction of incident response time
4	Connectivity and economic growth	Facilitation of current major freight movement
		Connectivity to current major employment centers
5	System preservation and environmental sustainability	System preservation
		Level of environmental impacts
6	Project support and readiness	Project readiness
		General constructability and schedule

Group Discussion Instructions

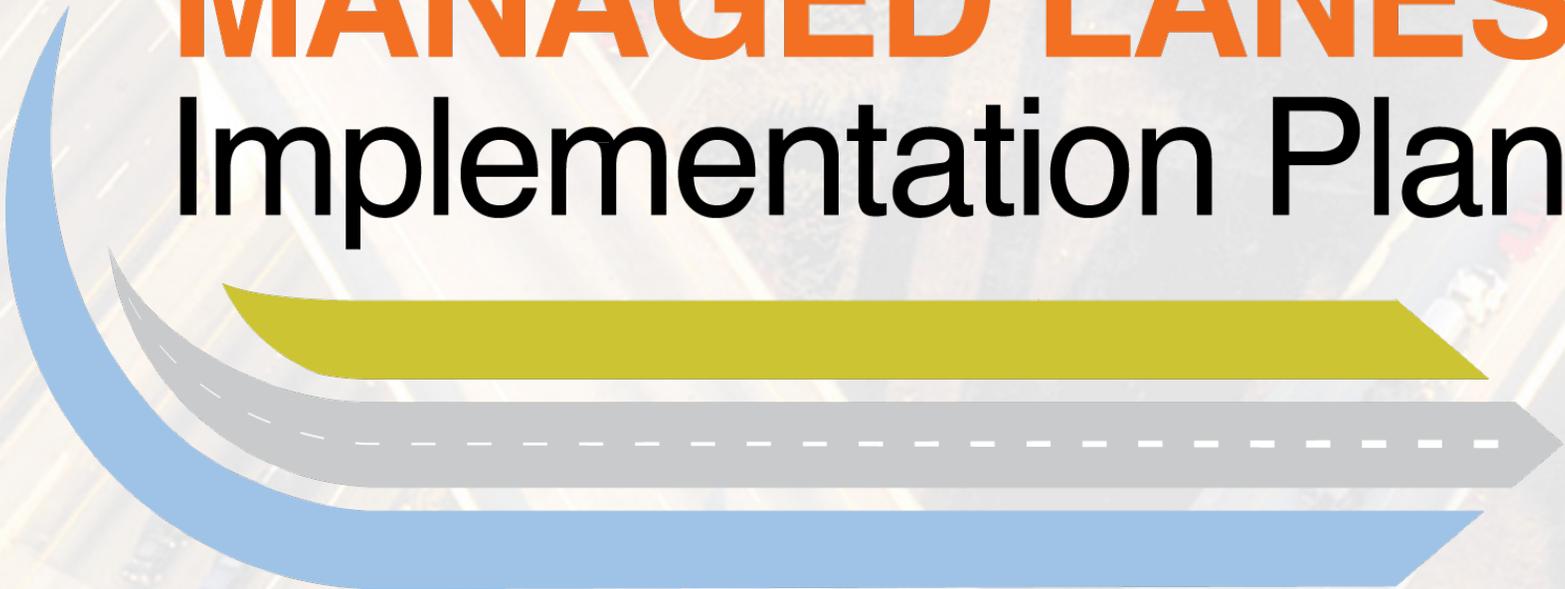
- Purpose of Group Discussion
 - Discuss and receive input on the project prioritization structure
 - Which themes are most important to you in evaluating these strategies?
- Instructions
 - One group discussion
 - Participants will be asked to weight the prioritization themes by placing dots on each table



Break-Out Group #1 OPS Discussion

Atlanta Regional

MANAGED LANES
Implementation Plan



Objectives of MLIP

- Update MLSP as part of Managed Lanes Implementation Plan
- Evaluate new lanes, as well as lower cost priced managed lane solutions, such as shoulder lanes and movable barriers
- Incorporate preliminary recommendations, as appropriate and available, into RTP and TIP in the Fall of 2013; MLIP will wrap up in the Spring of 2014 with final recommendations

MLIP Status Update

System-Level Model Traffic & Revenue Analysis

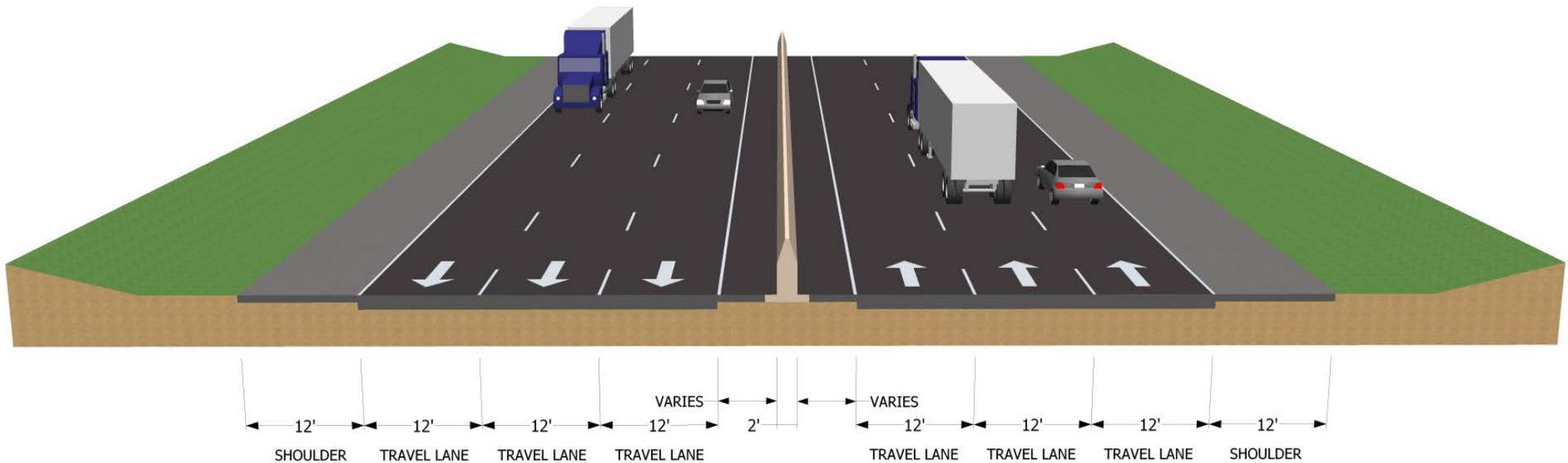
- New lane
- Priced shoulder lane
- Moveable barrier lane

Initiated cost estimates (roadway and tolling)

- Capital
- O&M

Existing Condition

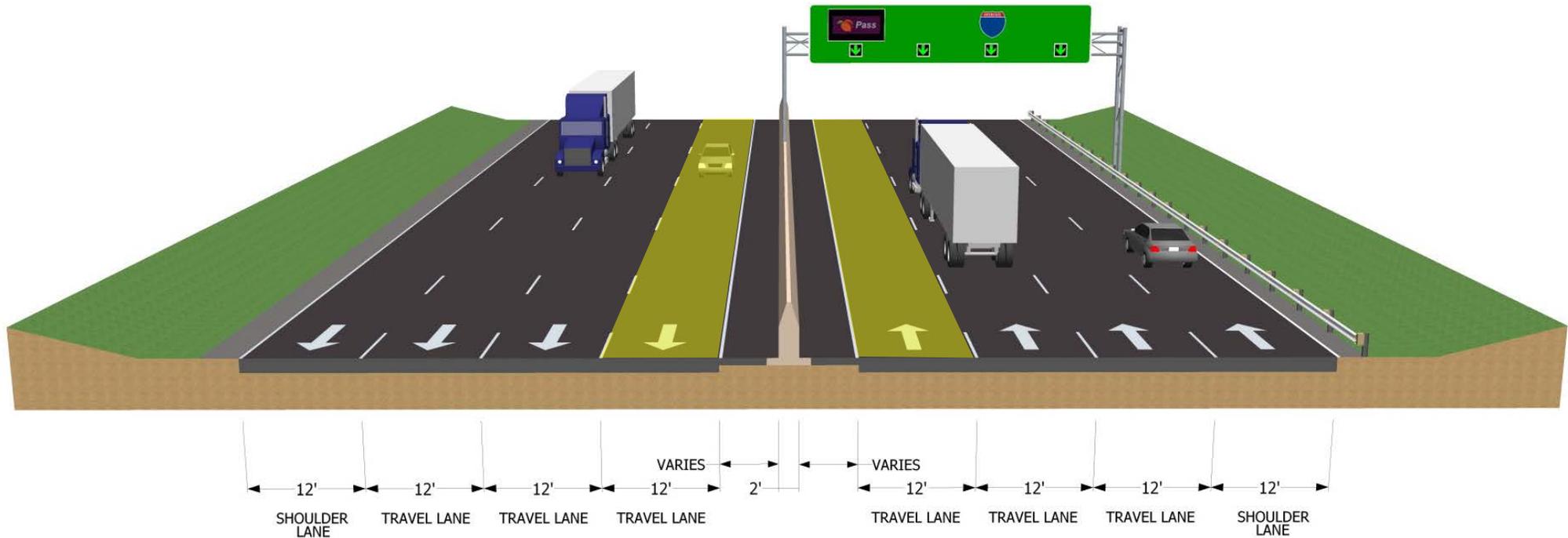
Existing Condition



MLIP Strategies for Consideration

Priced Shoulder Lane

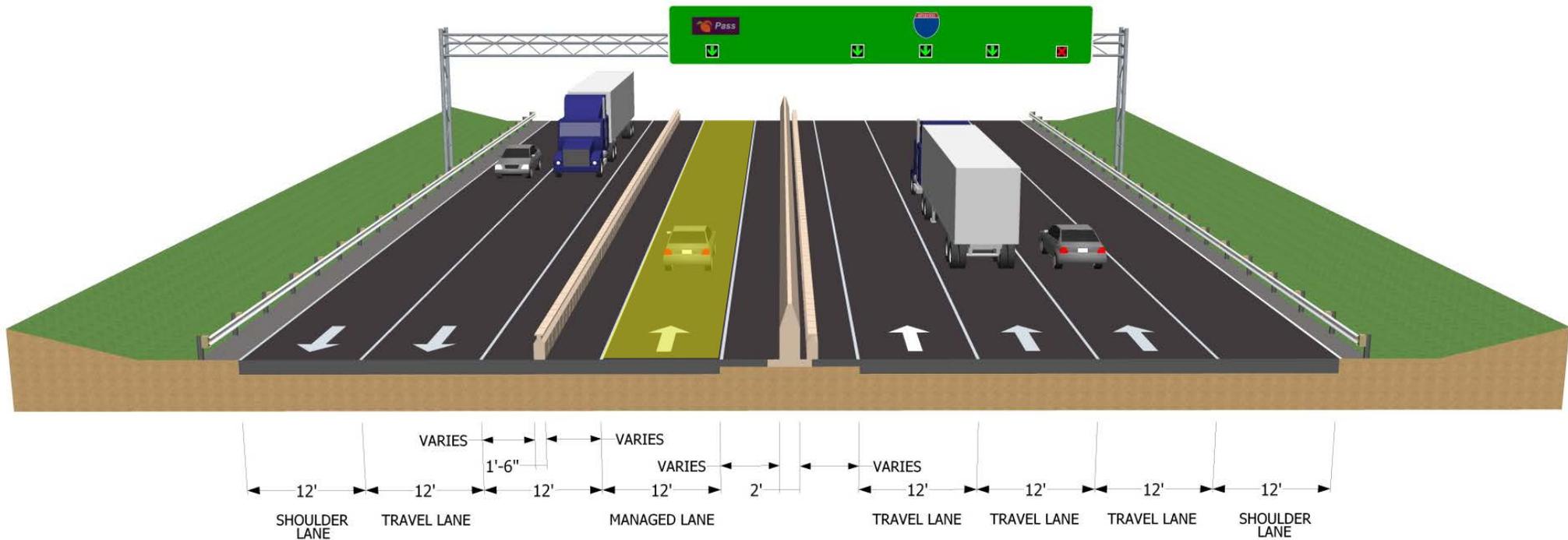
Shoulder Lane Open



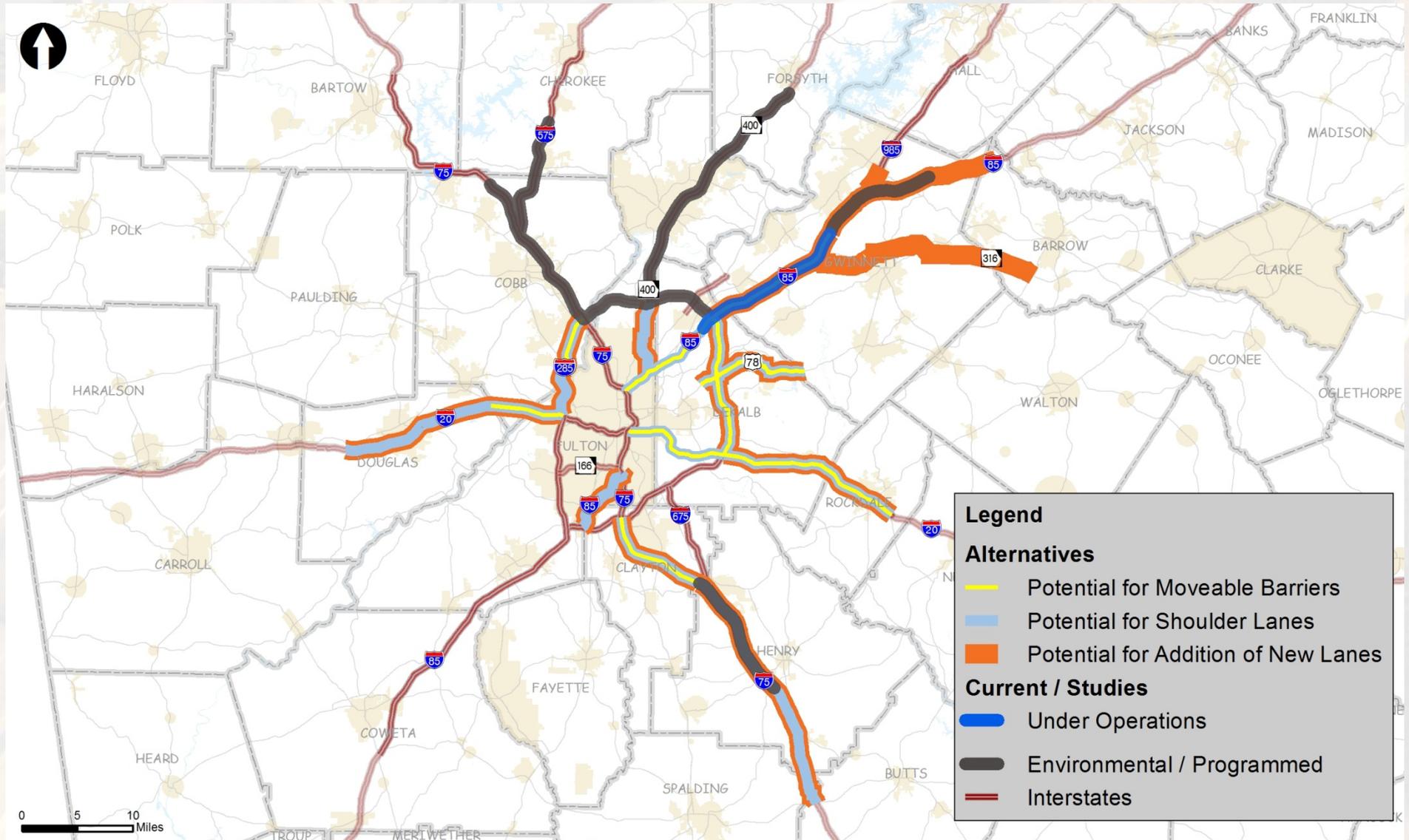
MLIP Strategies for Consideration

Moveable Barrier

*Moveable Barrier (including shoulder usage)
Departing Vehicle Deployment*



MLIP Strategies for Consideration (Cont'd)



MLIP Project Prioritization Structure



	Transportation mobility	Financial feasibility	System connectivity & economic growth	System preservation & environmental sustainability	Project support and readiness	
NATIONAL	MAP 21	Goals 3 & 4	-	Goals 3 & 5	Goal 6	Goal 7
STATE	Governor's Strategic Goals	Goal 1	Goal 1	Goal 2	-	-
LOCAL/REGIONAL	MLSP/MLIP Goals	Goals 1 & 2	Goal 4	Goal 1	Goal 3	Goal 5
	ARC Plan2040 RTP Goals	Goal 3	Assumed*	Goal 1	Goal 1	Assumed*
	SSTP**	Goals 1,2 & 3	-	Goals 3 & 8	-	-

* Assumed or accounted for as part of the MPO TIP and RTP planning process.

**Statewide Strategic Transportation Plan (SSTP) in the Atlanta region.

MLIP Preliminary Project Prioritization Structure

No.	Themes	Performance Measures
1	Transportation mobility	Vehicle throughput and person throughput
		Changes in travel speeds or travel time savings
		Corridor reduction of vehicle delay
		Facilitation of transit options
2	Financial feasibility	Revenue/mile
		Cost/mile
		Project financing index (PFI)
3	System connectivity and economic growth	Managed lane system connectivity
		Connectivity to major employment centers
		Jobs accessed within 45 minutes of travel by car or transit
4	System preservation and environmental sustainability	System preservation
		Flexible lane management
		Level of environmental impacts
5	Project support and readiness	Project readiness
		General constructability and schedule
		Compatibility with regional plans



Break-Out Group #2 MLIP Discussion

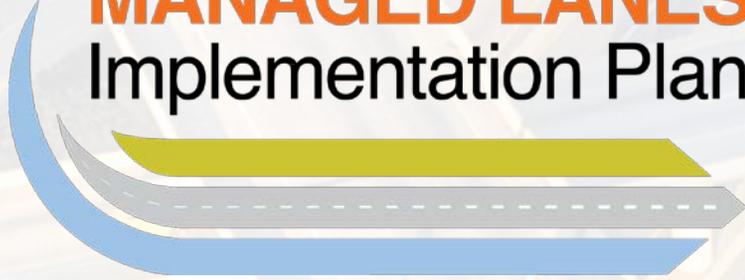
Next Steps

- Complete evaluation of MLIP and OPS projects based on refined project prioritization structure
- Conduct Final CID Meeting (#3)
 - Share preliminary recommendations
 - Winter 2013/2014
- Develop financial plan for managed lane projects
- Complete documentation and corridor profiles
- Continue coordinating with ARC on PLAN2040 RTP Update throughout the process

Questions?



Atlanta Regional
MANAGED LANES
Implementation Plan



Metro Atlanta
OPS
OPERATIONAL PLANNING STUDY

www.dot.ga.gov/MLIP

www.dot.ga.gov/OPS

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