

*Atlanta Regional*  
**MANAGED LANES**  
Implementation Plan



*Metro Atlanta*  
**OPS**  
OPERATIONAL PLANNING STUDY

Community Improvement District (CID) Meeting

Kyle Mote

May 2, 2013

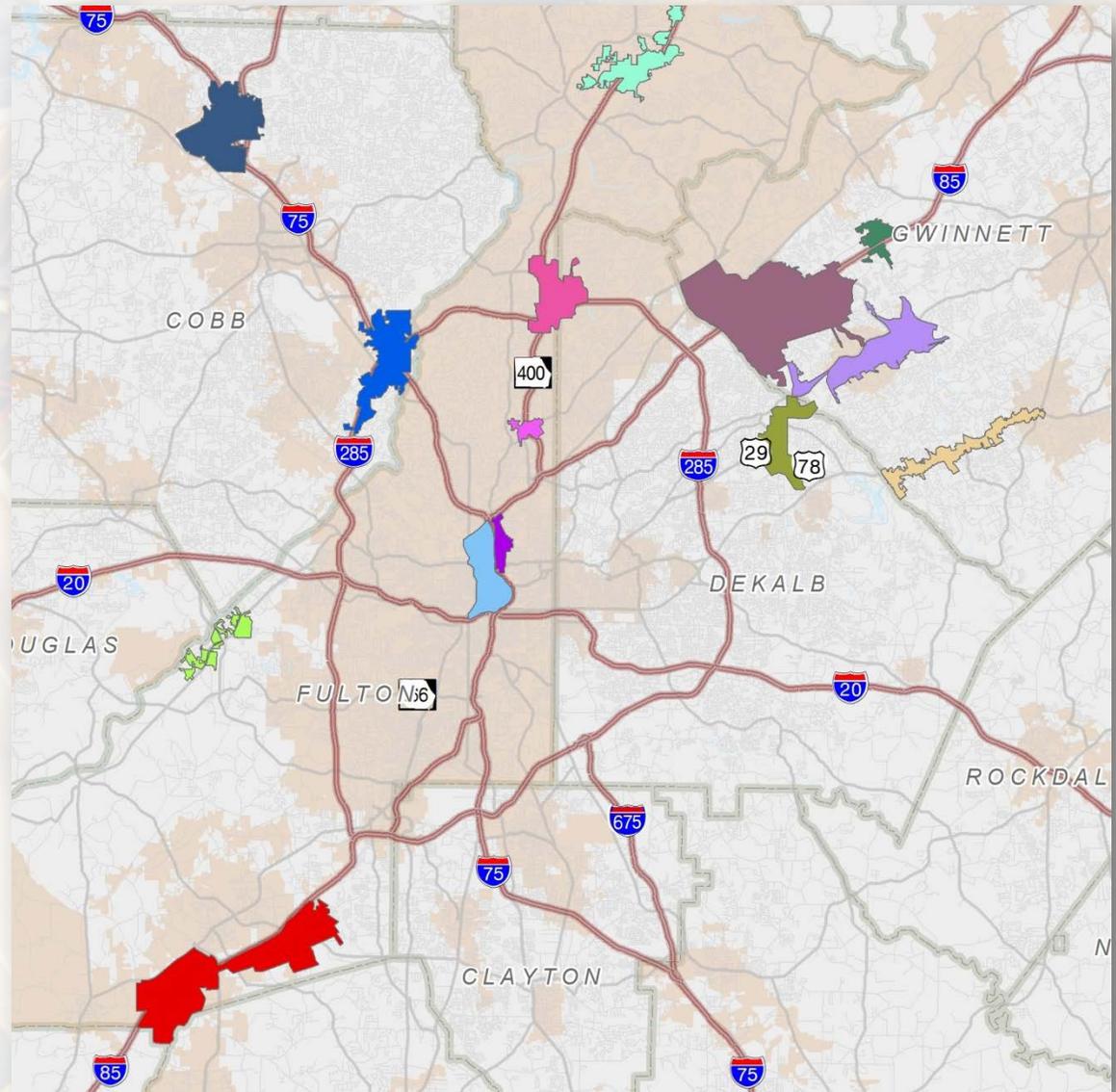


# Agenda

- Purpose and Overview
- Corridor Screening Process
- Operational Overview
- Managed Lane Overview
- Breakout Group Discussions
- Recap of Input
- Next Steps

# CID Involvement

- Local knowledge of operational issues
- Proven success implementing large and small transportation improvements

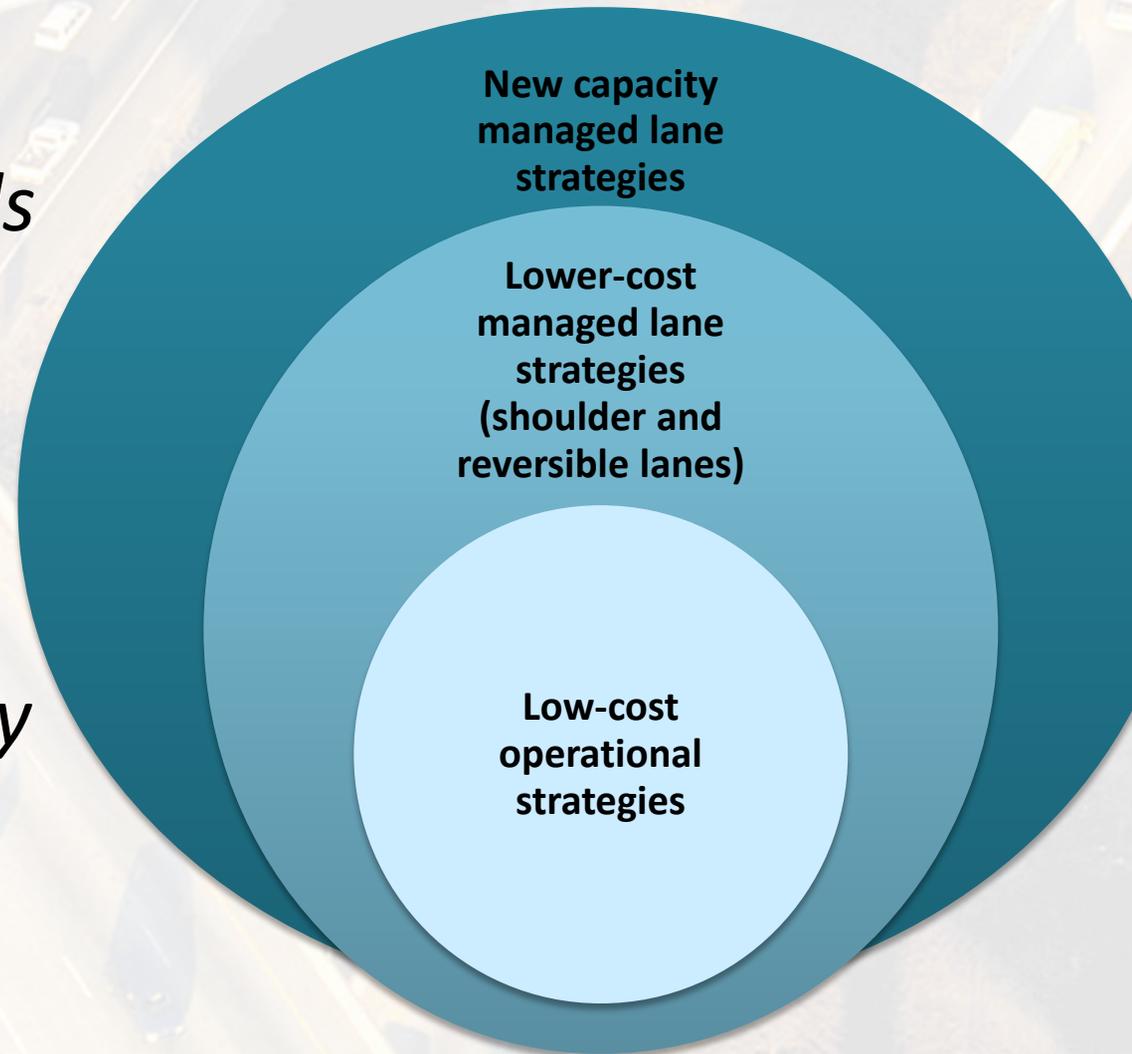


# Vision for Transportation

- GDOT's Statewide Strategic Transportation Plan (SSTP) points to the importance of improving people mobility (via auto and transit) by utilizing “dual purpose” investments (such as managed lanes)
- A Strategic Goal of the Governor's for the State is to “improve the movement of people and goods across and within the state”

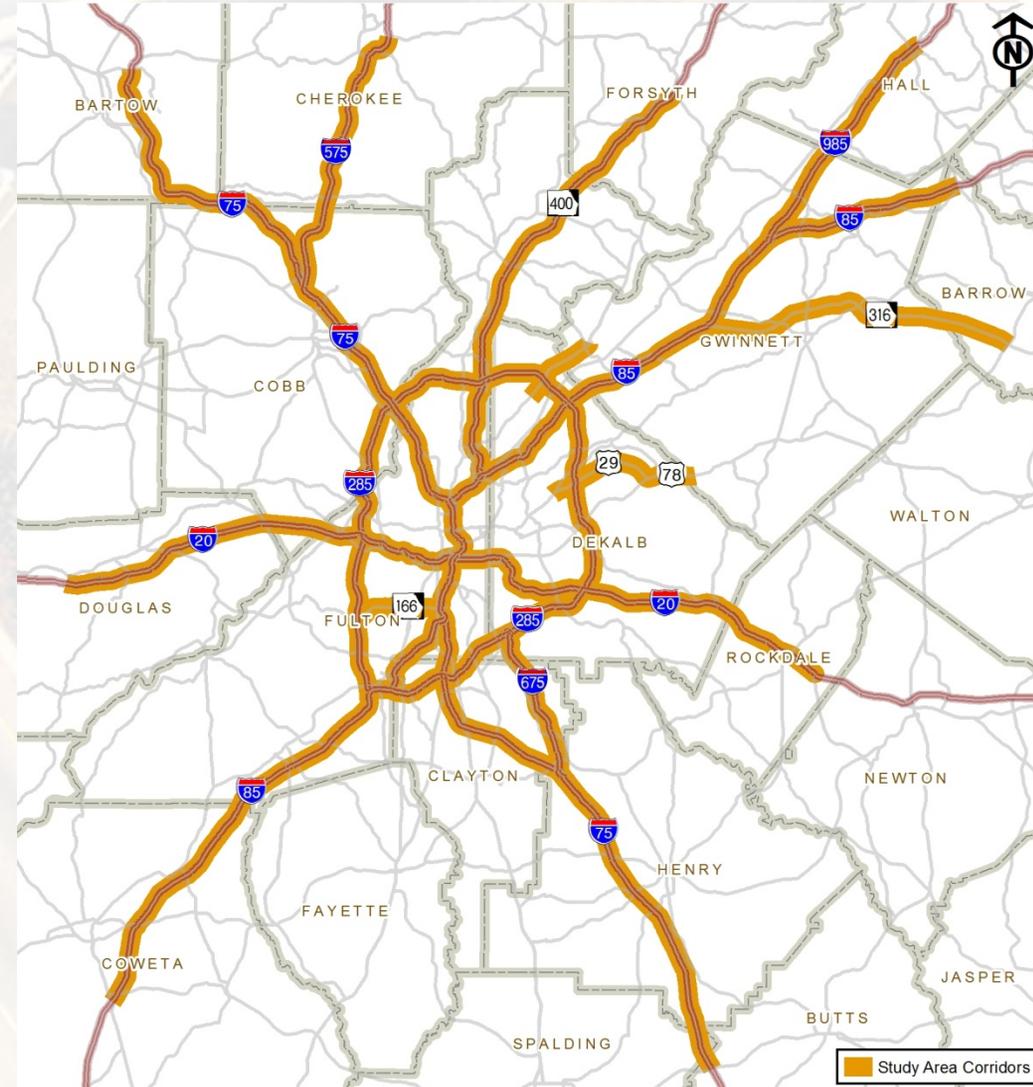
# Study Purpose

*Evaluate cost-effective projects that achieve goals for transit, freight and passenger vehicles; then consider more capital-intensive solutions as required by the complexity or intensity of the issue*



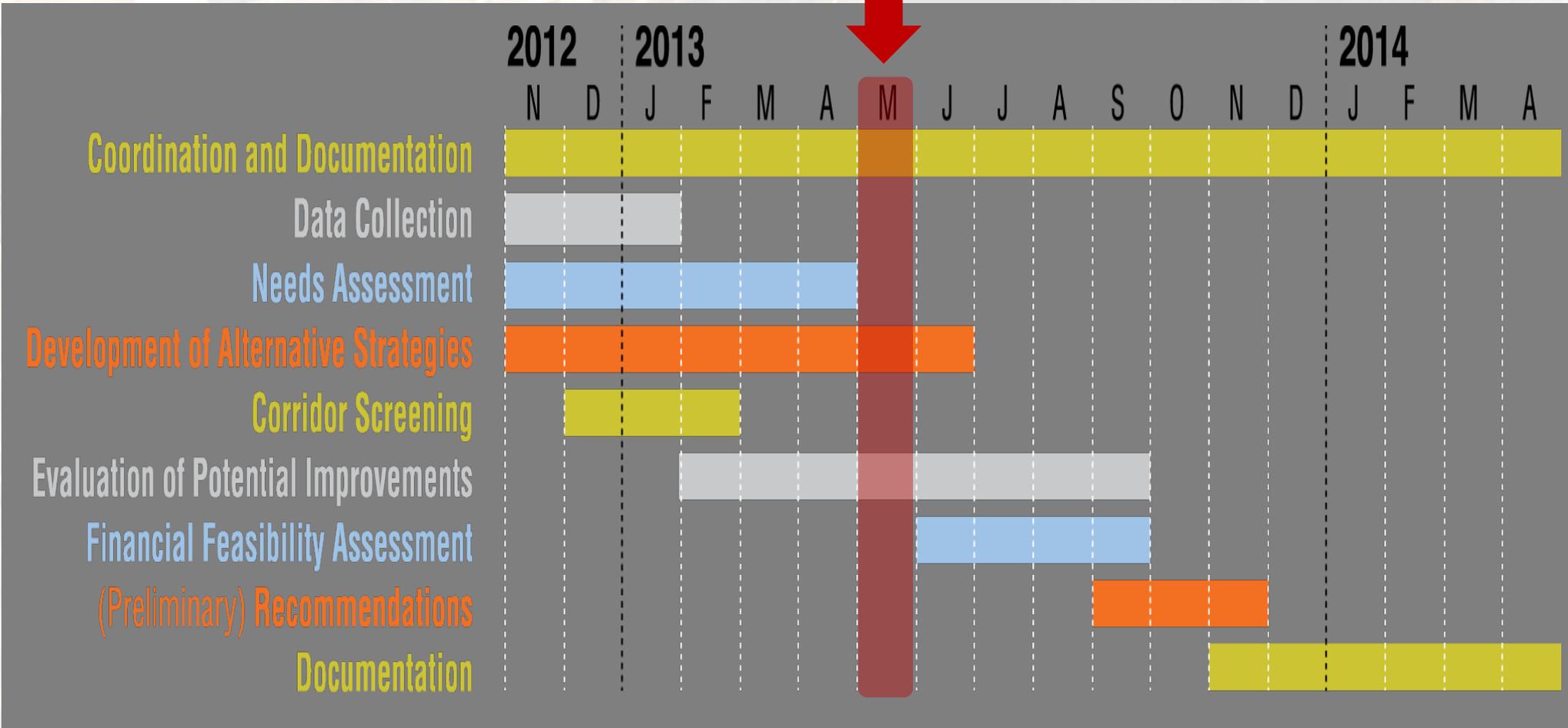
# Study Area

- All limited access facilities in metro Atlanta
  - Interchanges
  - Up to 5 selected arterials within the interchange area of influence



# Schedule

We are here

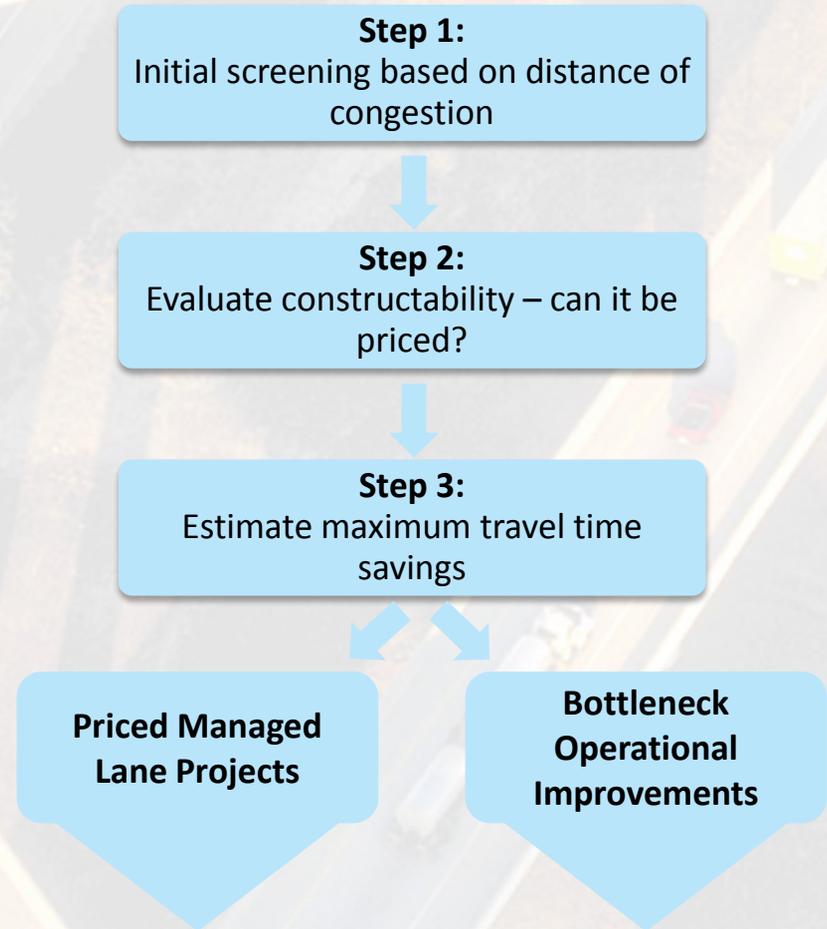


# Status

- **Completed:**
  - Completed initial windshield survey and directional split analysis
  - Post-processed speed and volume data
  - Determined capacity and bottleneck needs
  - Completed corridor screening process
  - Developed managed lane candidate strategies for evaluation
- **Current Activities:**
  - Developing operational strategies for evaluation

# Corridor Screening Process

- Recurring vs. nonrecurring congestion locations
- Physical limitations in median and/or shoulder
- Estimated benefit
- New capacity (i.e. shoulder lanes or reversible lanes during the peaks) evaluated as part of MLIP
- Operational improvements evaluated as part of OPS



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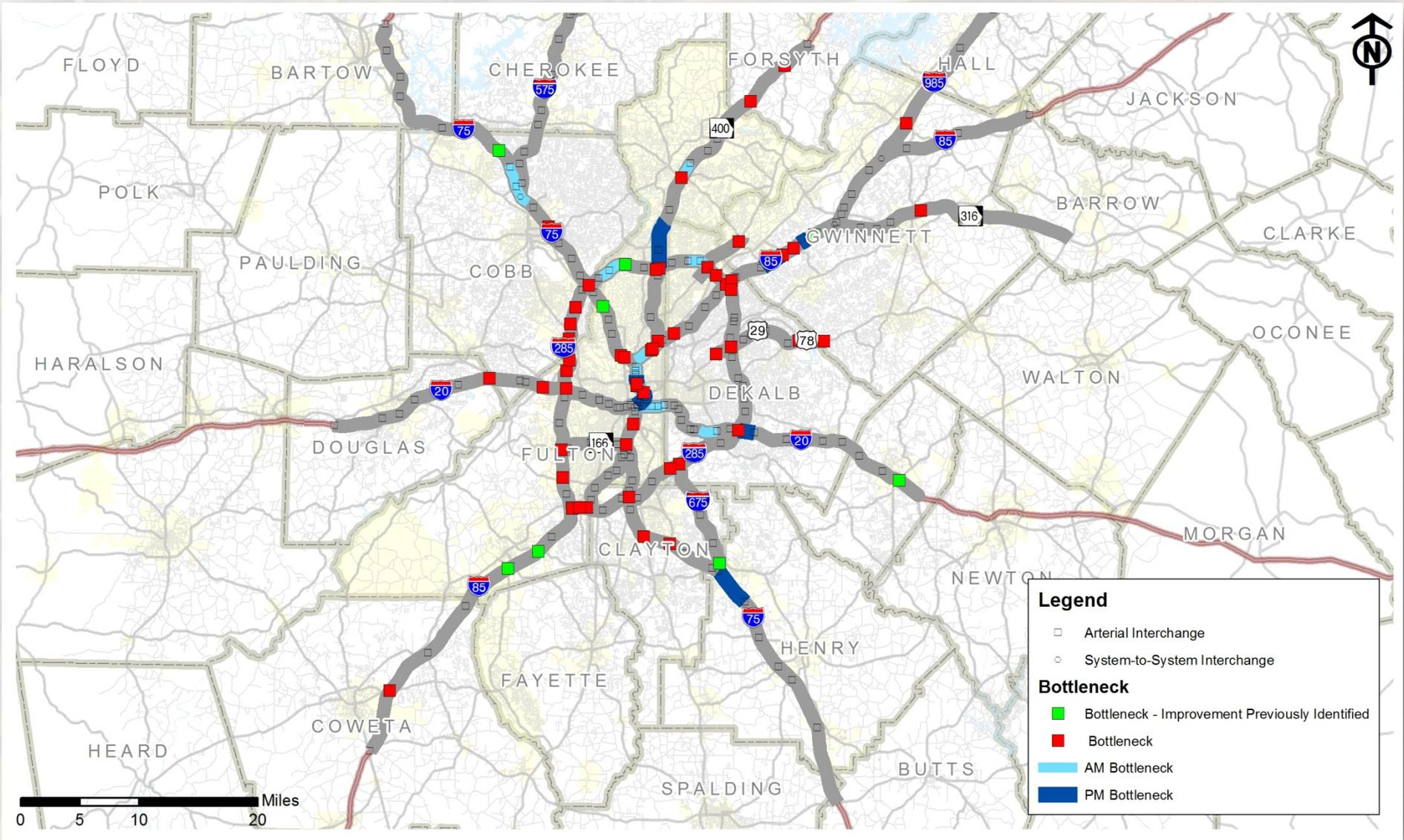
# Planning Assumptions - OPS

- Smaller scale operational improvements
- Focused on limited access highways in Metro Atlanta
- Can be implemented within 6 months to 5 years
- “Bang for your buck” /Return on your investment

# Overview – OPS

- Identify bottleneck areas along limited access highways
- Identify and evaluate potential low-cost improvements
- Document a prioritized list of operational projects
- Incorporate preliminary recommendations into RTP and TIP update, as appropriate during 2013-2014

# Identified Bottleneck Locations - OPS



# Causes of Bottlenecks - OPS

- High volumes
- Weaving
- Lane drops/additions
- Last minute decision making
- Lack of storage space at ramp terminals and/or high turn volumes
- Tight turning radii and/or steep grade on ramps
- Frontage road access
- Limited access facility terminates at signalized intersection
- Suspected drainage issues

# Potential Strategies - OPS

- Roadway Geometrics
- Intelligent Transportation Systems (ITS)
- Freight
- Demand Management & Policy Considerations

# Potential Strategies - OPS

- Roadway Geometrics
  - Roundabouts
  - Diverging Diamonds Interchanges
  - Loop Ramps
  - Ramp Configuration
  - Channelization
  - Innovative Intersections
  - Minimum Intersection / Interchange & Ramp Spacing
  - Improvements to Median
  - Crash Investigation Sites

# Potential Strategies - OPS

- Intelligent Transportation Systems (ITS)
  - Traveler Information Systems
  - Quick Response Incident Clearance
  - Roadside & Motorist Assistance
  - ITS Support Infrastructure
  - CCTV Cameras / Traffic Flow Monitoring
  - Signal Operation & Management
  - Variable Speed Limits
  - Queue Warning
  - Dynamic Merge Control
  - Ramp Metering / Flow Control

# Potential Strategies - OPS

- Freight
  - Commercial Vehicle Geometric Accommodations
  - Truck Lane Restrictions
- Demand Management & Policy Considerations
  - Demand Management Strategies (i.e. reduction in single occupancy vehicle trips)
  - Variable / Dynamic Ramp Closures
  - Vehicle Eligibility / Occupancy

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# Planning Assumptions - MLIP

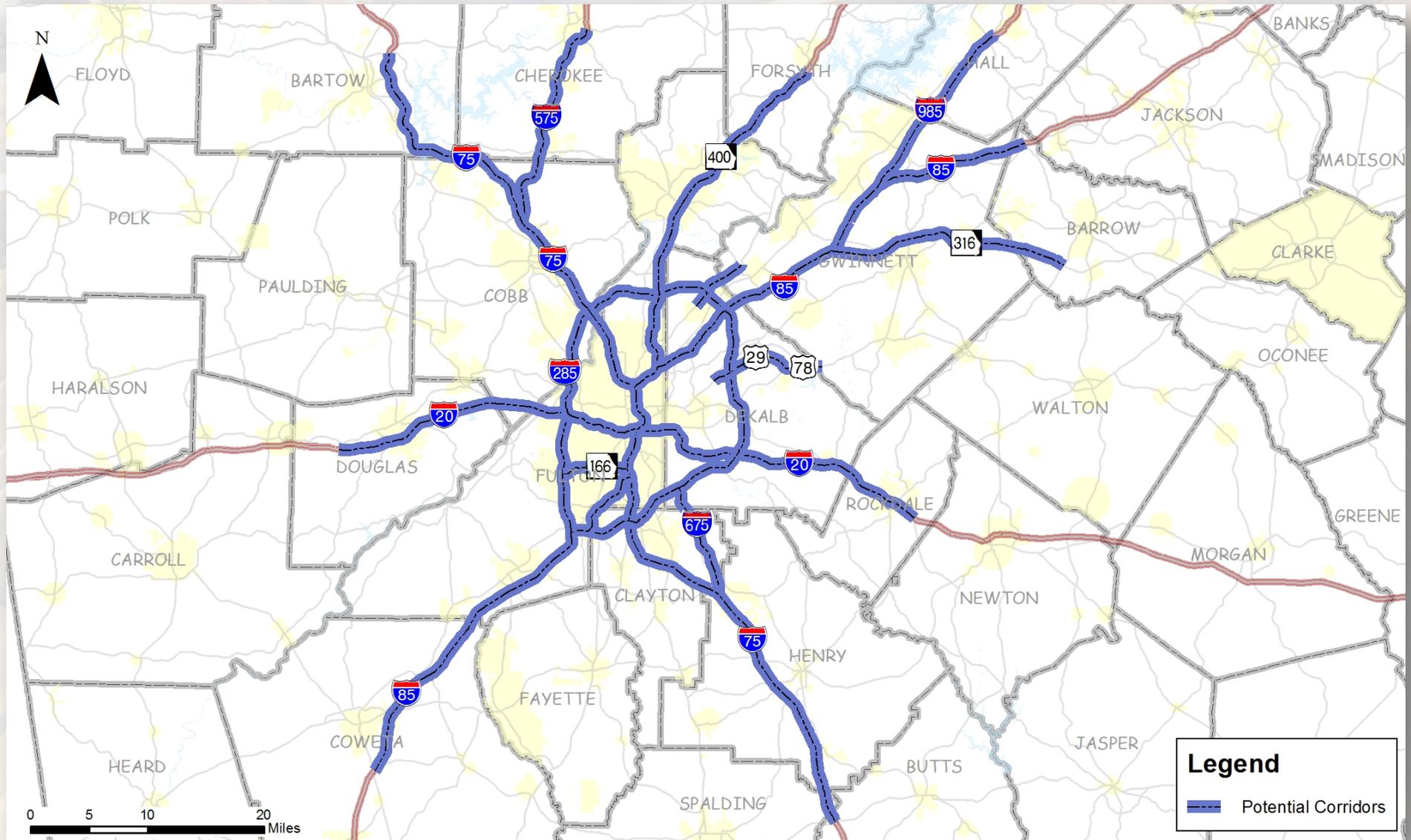
- Update to 2009 Managed Lane System Plan
- All new capacity will likely be tolled
- Remove HOV2+ to HOT3+ conversions from TIP
- Eliminate assumptions of long-term concession agreements



# Overview – MLIP

- Update MLSP as part of Managed Lanes Implementation Plan (MLIP) to:
  - Build upon previous MLSP goals
  - Reflect current funding constraints
  - Identify feasible locations for managed lane projects
  - Redefine and reprioritize projects from the previous plan based on current and future needs
  - Prioritize list of managed lane projects and accompanying financing strategies (P3 and traditional funding sources)
- Incorporate preliminary recommendations into RTP and TIP update, as appropriate during 2013-2014

# Potential Managed Lane Corridors

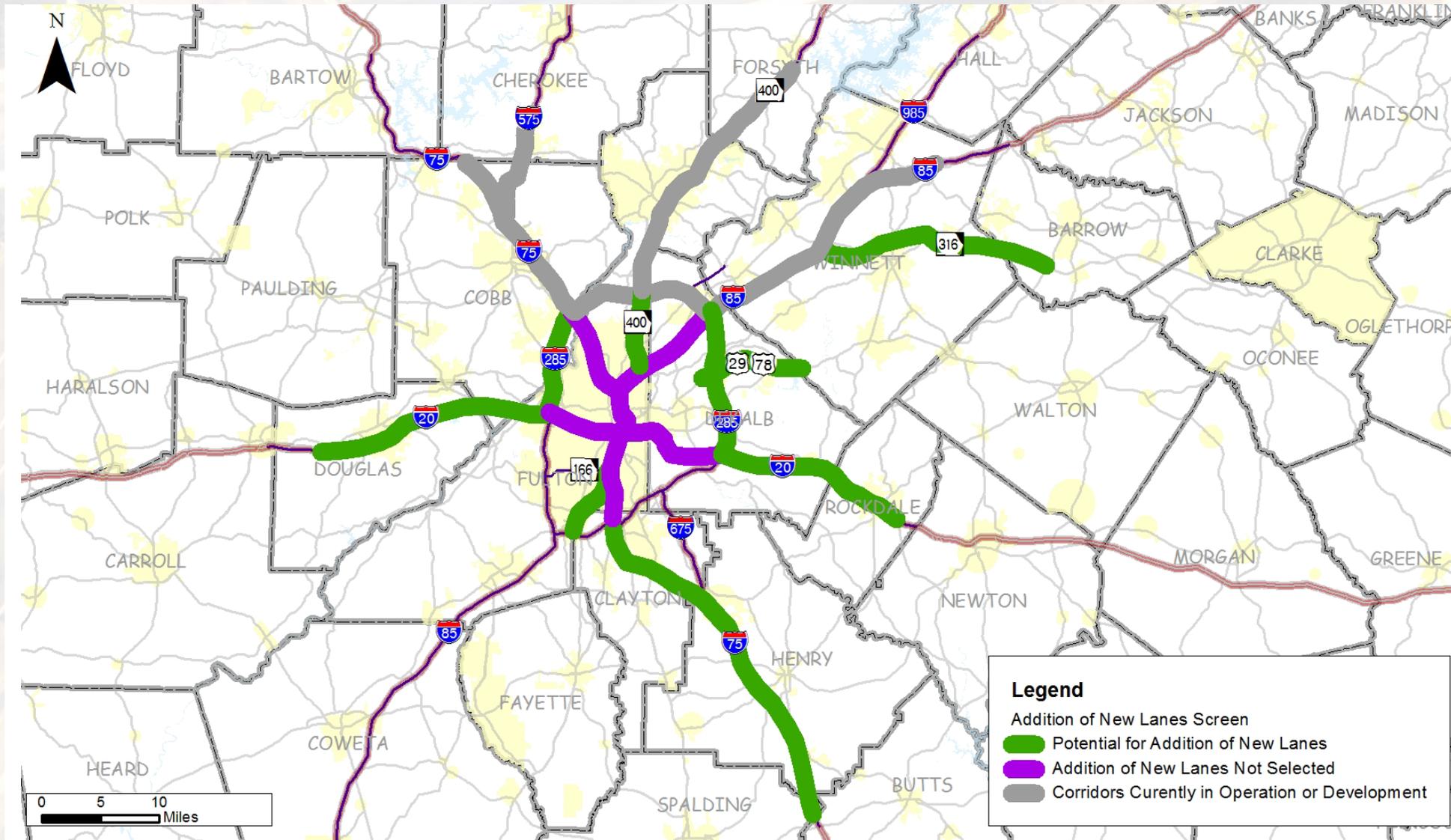




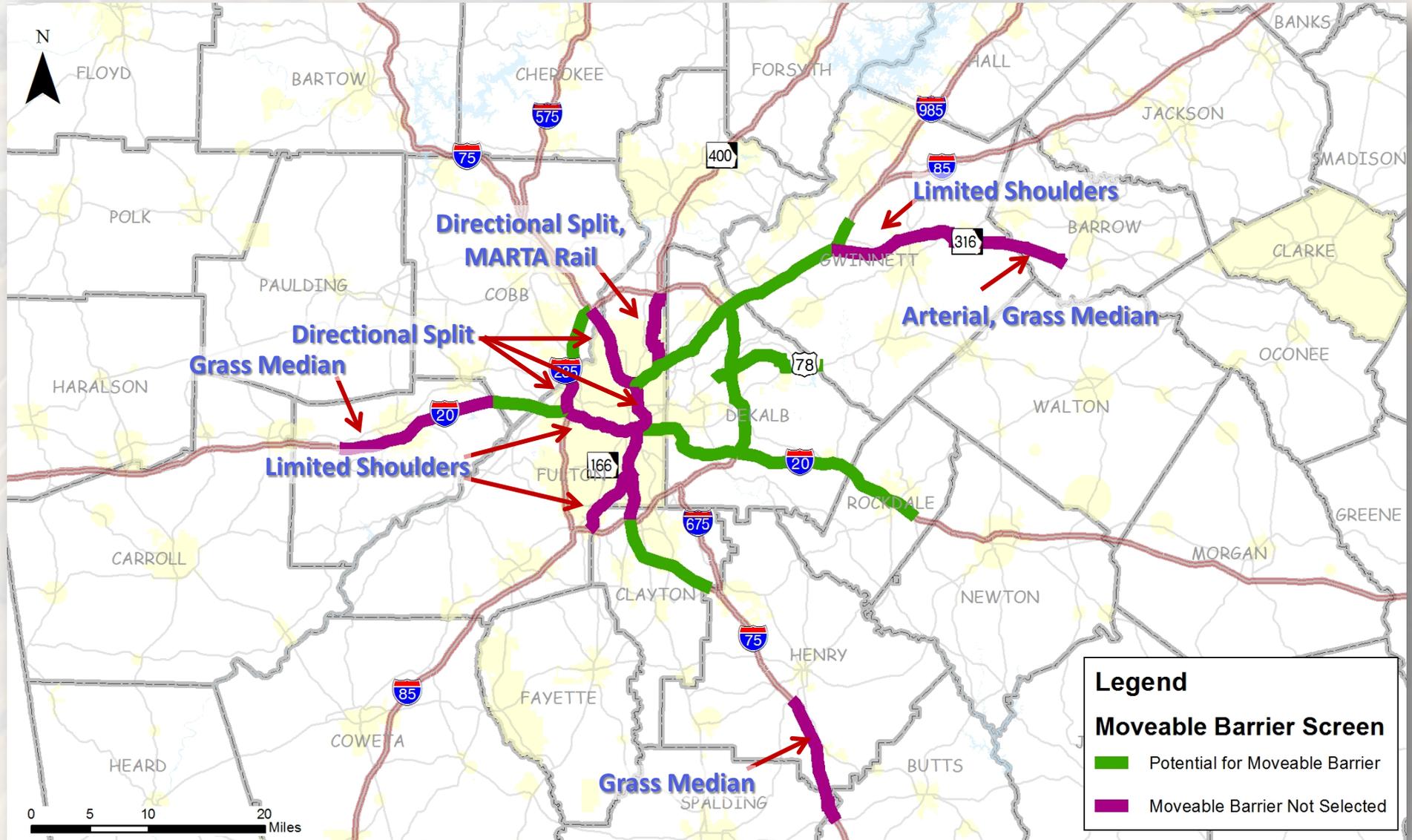
# Potential Strategies - MLIP

- Managed Lanes
  - New Capacity
  - Reversible Lanes (ex. moveable barriers)
  - Drivable / Hard Shoulder Running

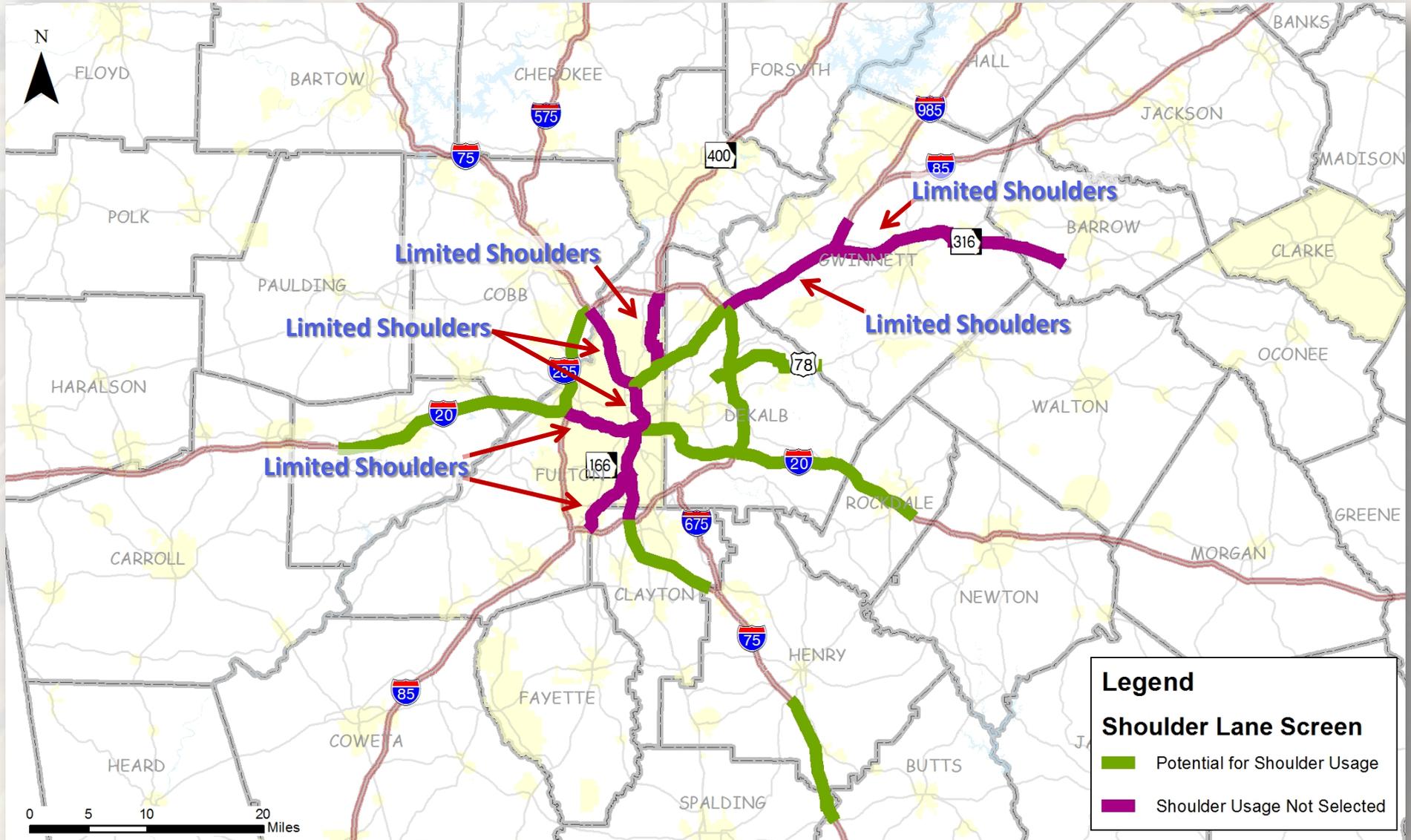
# Corridors Selected for Managed Lanes Evaluation

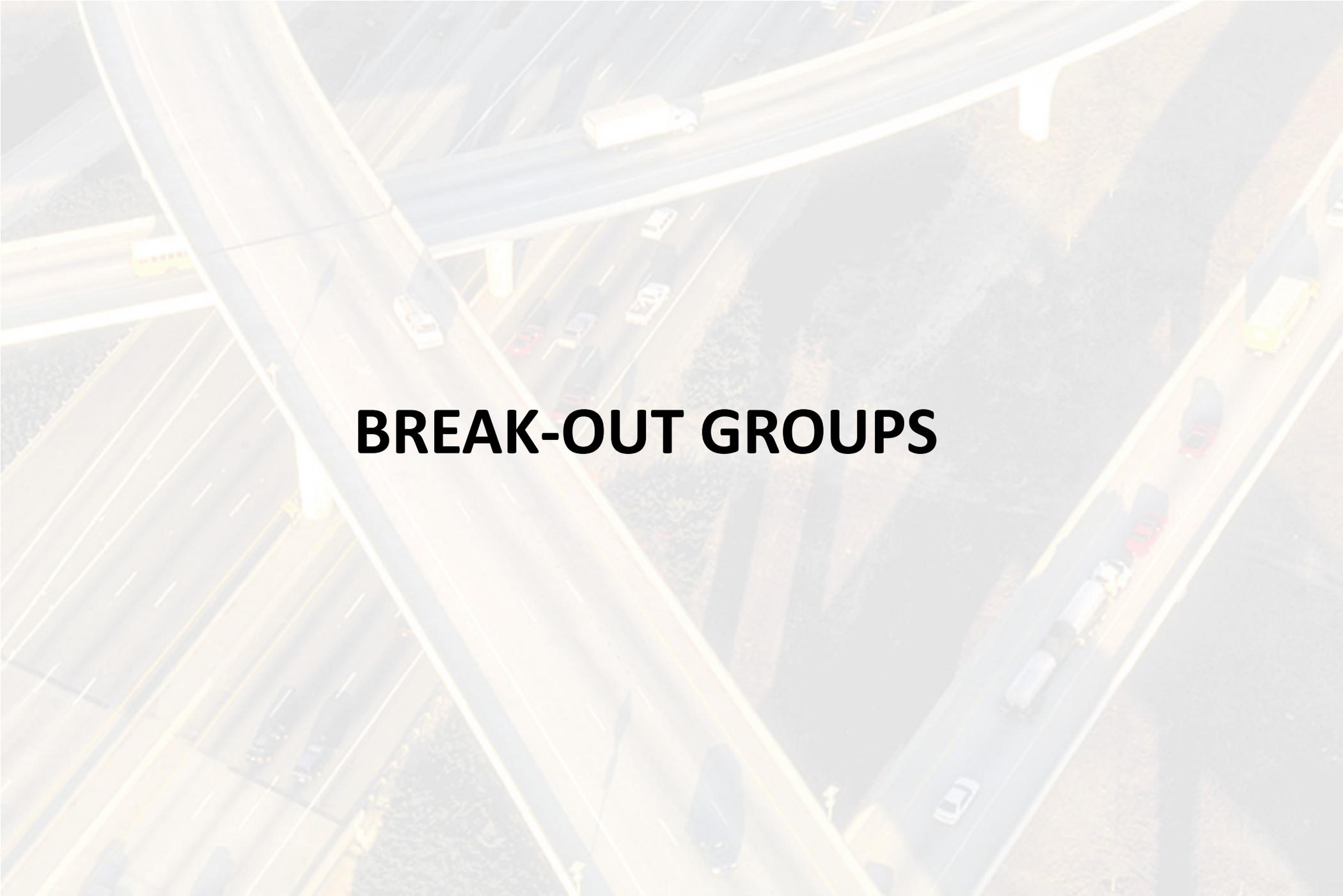


# Corridors Selected for Moveable Barrier Evaluation



# Corridors Selected for Shoulder Lane Evaluation





# BREAK-OUT GROUPS

# Break-Out Group Instructions

- Purpose of Break-Out Group
  - Share an example of an operational strategy being considered for evaluation
  - Discuss bottleneck locations
  - Discuss any other transportation improvements identified by CID
- Instructions
  - Move to your assigned station (based on geography of CIDs)
  - Upon conclusion each facilitator will report back discussion highlights

# Breakout Group Activities

GROUP	AGENCY
1	Atlanta Downtown Improvement District
	Buckhead CID
	Midtown Improvement District
	Boulevard CID
	South Fulton CID
2	Braselton Lifepath CID
	Gwinnett Place CID
	Gwinnett Village CID
	Evermore CID
	Lilburn CID
	Stone Mountain CID
3	Cumberland CID
	Town Center CID
	North Fulton CID
	Perimeter CIDs

# Next Steps

## MLIP

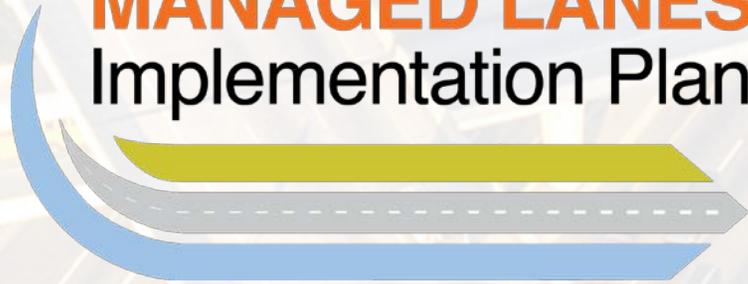
- Evaluation of potential improvements
  - Planning level traffic and toll revenue analysis
  - Detailed traffic assessment
- Financial feasibility assessment
  - Preliminary implementation and O&M cost estimates
  - Develop performance measures
- Final recommendations and documentation

## OPS

- Evaluate potential improvements
  - VISSIM modeling
  - Performance measures
- Planning level costs estimates
- Benefit/cost analysis and prioritization
- Recommendations and documentation

2014 Atlanta MPO RTP/TIP Update

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[www.dot.ga.gov/MLIP](http://www.dot.ga.gov/MLIP) and [www.dot.ga.gov/OPS](http://www.dot.ga.gov/OPS)

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