



The May 17 Atlanta Journal Constitution article on the Department's development of a Managed Lanes System in Metropolitan Atlanta unfairly portrayed a well-conceived, realistic plan to provide better mobility to motorists. The story was a condescending dismissal of the good work of many dedicated planners and engineers who spent years developing the plan and it reflected an elitist disregard for the many thousands who will benefit from a managed lanes network.

Per the article's "one-size-should-fit-all" premise, it would seem we should have one uniform speed limit throughout the state, regardless of whether the road in question is an interstate highway or a two-lane street in front of a school?

The AJC so often editorializes on the immediate need to do something about Atlanta traffic. No one knows that better than Georgia DOT. Unfortunately, however, we do not have the luxury of dealing in the abstract with unlimited funds and a blank canvas on which to design and build that "one-size-fits-all" highway system. Rather, we work with an existing network on which millions of trips occur each day – a mature system of freeways - many physically constrained in their existing corridors - and each with unique characteristics and travel patterns. That is our "here and now" reality.

A philosopher once observed that the "perfect is the enemy of the good." Atlanta's managed lanes may not offer perfection. But they will offer motorists a choice for better mobility- a simple, understandable choice; and that will be very, very good.