

Partnership for Progress
HOV TO HOT



GDOT Board Briefing



March 19, 2009





HOV to HOT Update

Systemwide Activities Underway

- Safety White Paper – March 2009
- Barrier Separation White Paper – March 2009
- Business Rules/Policy Decisions – April 2009
- Traffic and Revenue Report – June 2009
- Public Involvement Plan – July 2009
- Public Outreach Plan – July 2009
- Design Criteria – September 2009
- Marketing Plan – October 2009
- SIP/TIP/STIP – October 2009
- Toll Systems Concept – March 2010
- HOT Concept of Operations Report – March 2010
- Infrastructure Inventory – June 2010



HOV to HOT Update

- HOV to HOT Network and I-85 corridor
- NEPA documentation underway
 - Environmental Assessment (EA) – September 2009
 - FONSI – December 2009
- 5 scheduled Public Information Open Houses to listen to the public
 - **Thurs, March 26th from 5 to 8 pm** – Gwinnett Civic Center
6400 Sugarloaf Parkway Duluth, GA 30097
 - **Tues, March 31st from 5 to 8 pm** – Gwinnett Fire Academy
3608 Braselton Highway (SR 124), Dacula, GA 30019
 - **Tues, March 31st from 5 to 8 pm** – Senior Connections
5238 Peachtree Road, Chamblee, GA 30341
 - **Thurs, April 2nd from 5 to 8 pm** – Ashiana's Banquet Hall
5675 Jimmy Carter Blvd, Norcross, GA 30071
 - **Sat, April 4th from 10 am to 2 pm** – Discover Mills Mall
5900 Sugarloaf Parkway, Lawrenceville, GA 30043



HOV to HOT Update

- Traffic modeling under way
- Toll System requirements and Specifications being developed
- Preliminary design: Mapping, inventory of infrastructure, operational analysis (ingress/egress and barrier separation), refining cost estimates
- Staff, partner agencies, and consultants addressing outstanding issues:
 - Transportation Control Measures and the SIP
 - TIP update - June 2009
 - USDOT funding
 - Occupancy requirements from term sheet

HOV2+ Conditions in 2005

- HOV2+ in 2005 showed congestion along the southern end of the corridor, near I-285.

Progression:

HOV2+
2005



HOV2+ Today



HOV2+ 2015

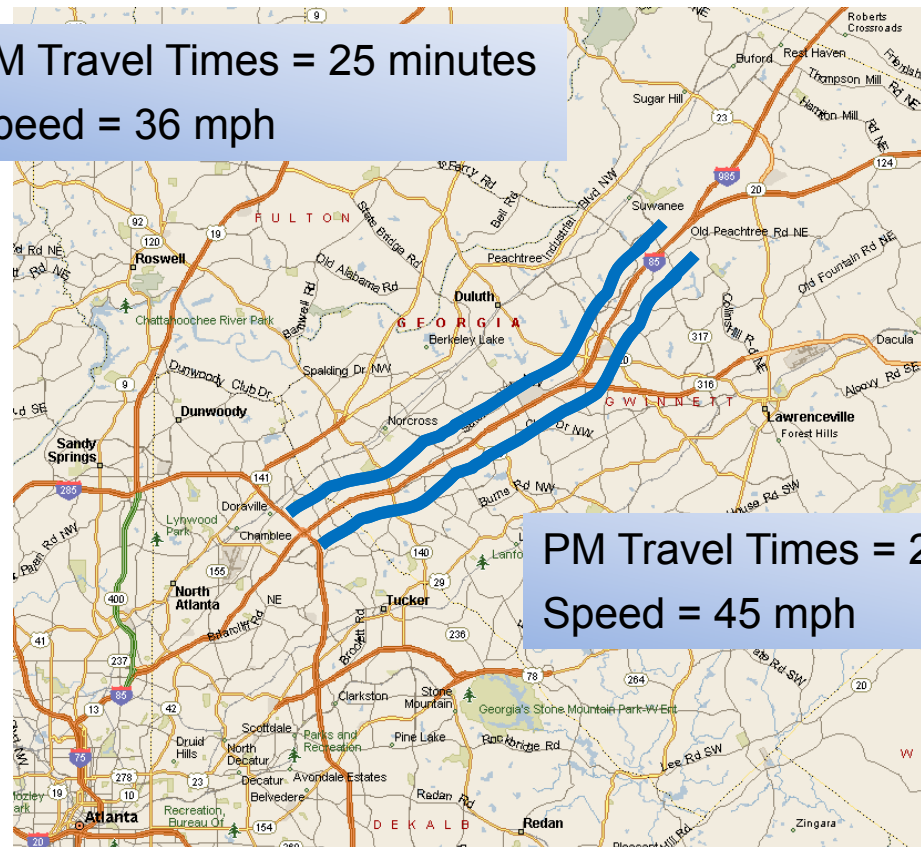


HOV3+ 2015



HOT3+ 2015

AM Travel Times = 25 minutes
Speed = 36 mph



PM Travel Times = 20 minutes
Speed = 45 mph

HOV2+ Conditions Today

- HOV2+ today has temporarily improved due to the economy, fuel prices, and SR 316 interchange improvements

Progression:

HOV2+ 2005



**HOV2+
Today**



HOV2+ 2015



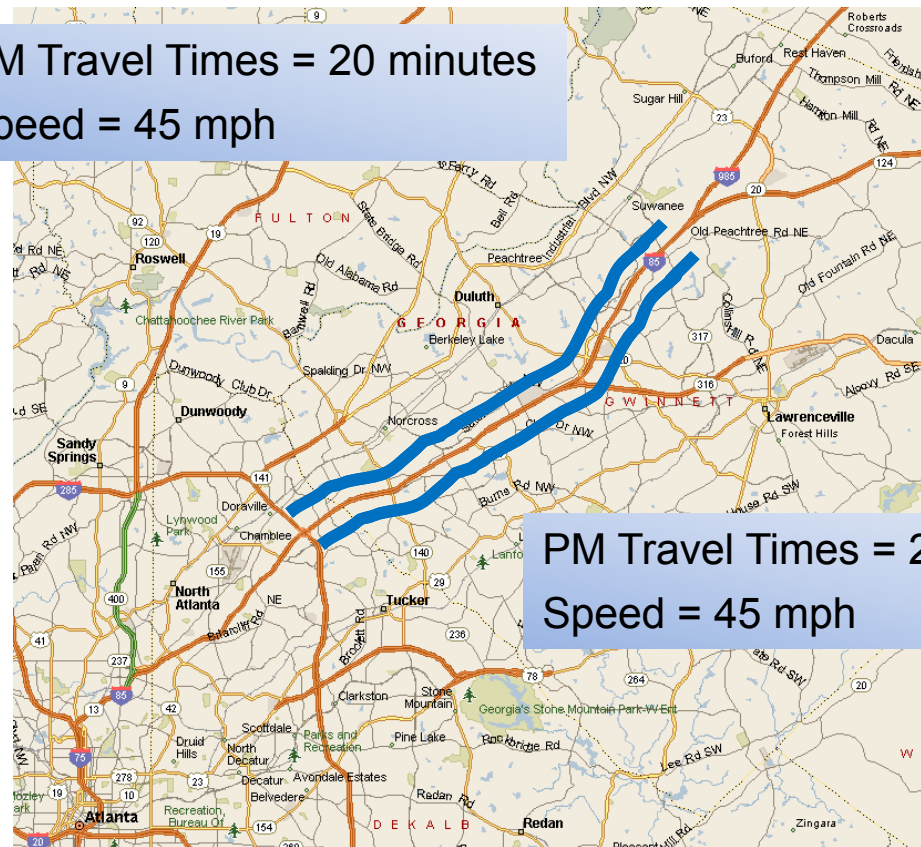
HOV3+ 2015



HOT3+ 2015

AM Travel Times = 20 minutes

Speed = 45 mph



PM Travel Times = 20 minutes
Speed = 45 mph

HOV2+ in 2015

- HOV2+ in the future will be congested, filled with users without reliable trip times

Progression:

HOV2+ 2005



HOV2+ Today



**HOV2+
2015**



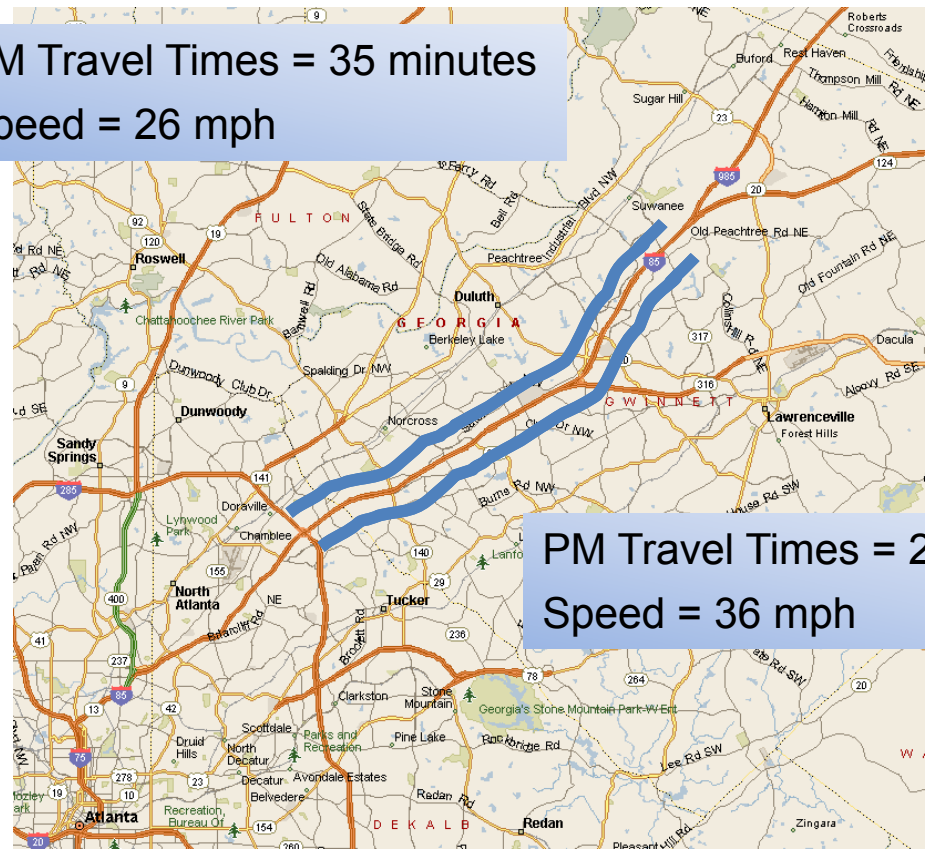
HOV3+ 2015



HOT3+ 2015

AM Travel Times = 35 minutes

Speed = 26 mph



PM Travel Times = 25 minutes
Speed = 36 mph

HOV3+ in 2015

- HOV3+ in the future will have reliable trip times but will be 20% filled, “Empty Lane Syndrome”

Progression:

HOV2+ 2005



HOV2+ Today



HOV2+ 2015

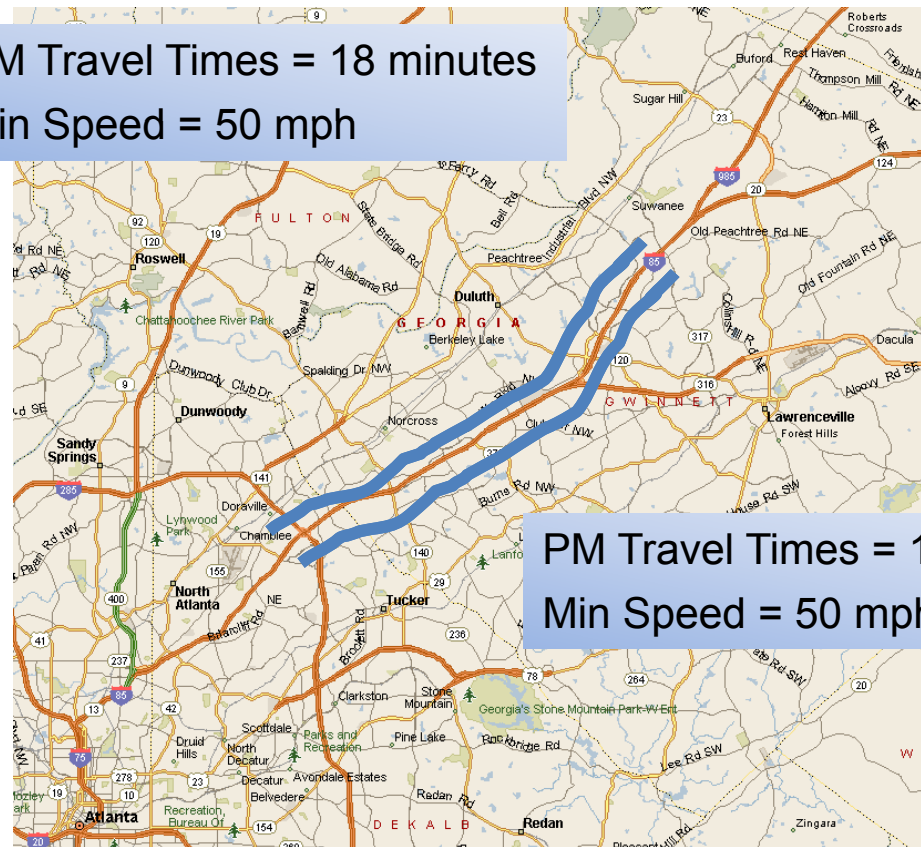


**HOV3+
2015**



HOT3+ 2015

AM Travel Times = 18 minutes
Min Speed = 50 mph



PM Travel Times = 18 minutes
Min Speed = 50 mph

HOT3+ in 2015

- HOT3+ increased volume in lane optimized through occupancy and pricing, providing reliable trip time and choice for more motorists

Progression:

HOV2+ 2005



HOV2+ Today



HOV2+ 2015

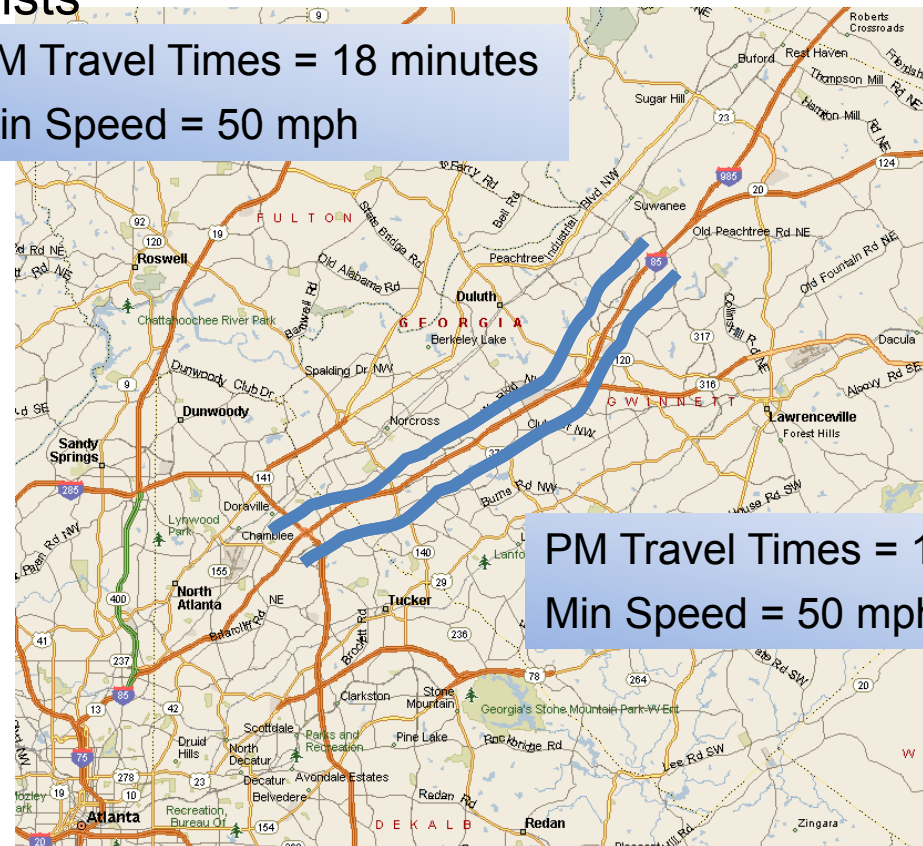


HOV3+ 2015



**HOT3+
2015**

AM Travel Times = 18 minutes
Min Speed = 50 mph



PM Travel Times = 18 minutes
Min Speed = 50 mph

Comparison of Travel Times

System	Year	Time Period	Direction	Managed Lane Travel Time (min)	Travel Speeds (mph)	Notes
HOV2+	2005/6	AM	SB	25	36	Includes violators, plus congestion at southern end near I-285
		PM	NB	20	45	
HOV2+	2009	AM	SB	20	45	Includes violators, plus light congestion at southern end near I-285
		PM	NB	20	45	
HOV2+	2015	AM	SB	35	26	Includes violators, plus congestion at southern end near I-285 and near Jimmy Carter Blvd.
		PM	NB	25	36	
HOV3+	2015	AM	SB	18	50	Very few violators, no congestion, lane only 20-30% occupied, all by HOV vehicles
		PM	NB	18	50	
HOT3+	2015	AM	SB	18	50	Very few violators, no congestion, lane almost fully occupied by HOV vehicles and paying customers
		PM	NB	18	50	

HOV2+ to HOT3+ Progression

- HOV2+ in 2005 – Heavy use, no reliable trip times
- HOV2+ today – Use, reliable trip times at times
- HOV2+ in 2015 – Over use, no reliable trip times
- HOV3+ in 2015 – Under use, reliable trip times
- HOT3+ in 2015 – Optimal use, reliable trip times, choice for SOV and HOV



Questions

