

# Agenda



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



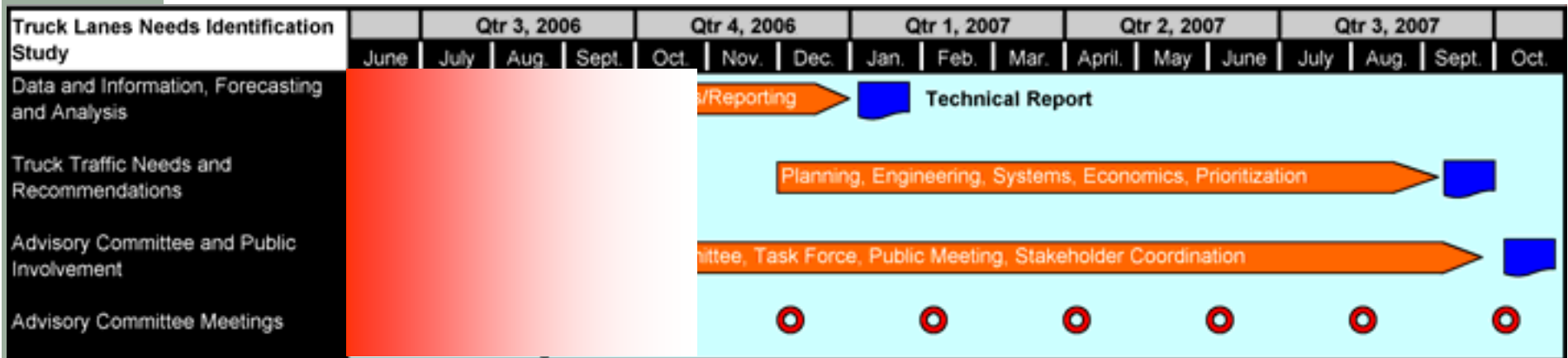
# Study Update



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



# Study Schedule



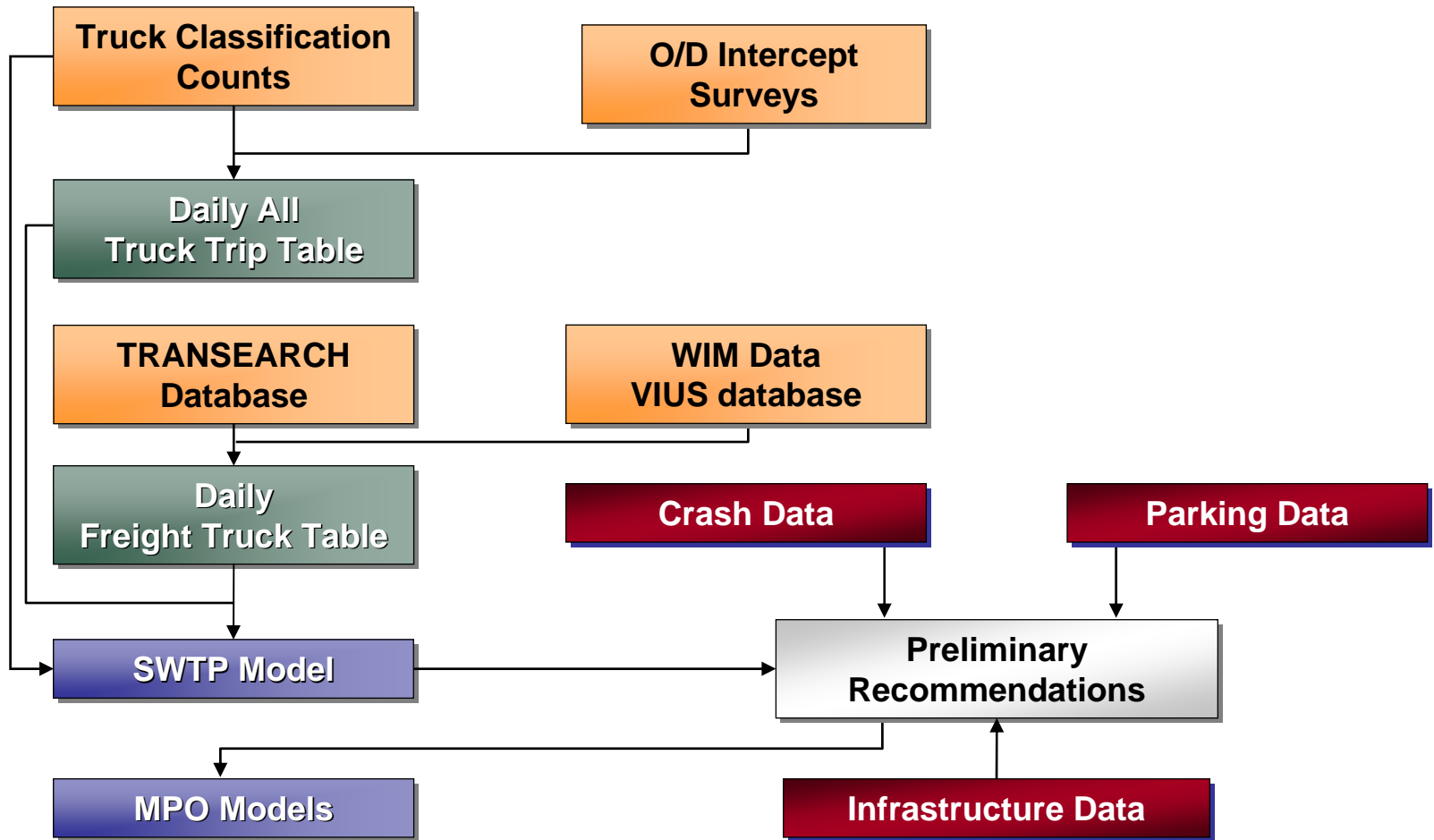
# Data Collection



- 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



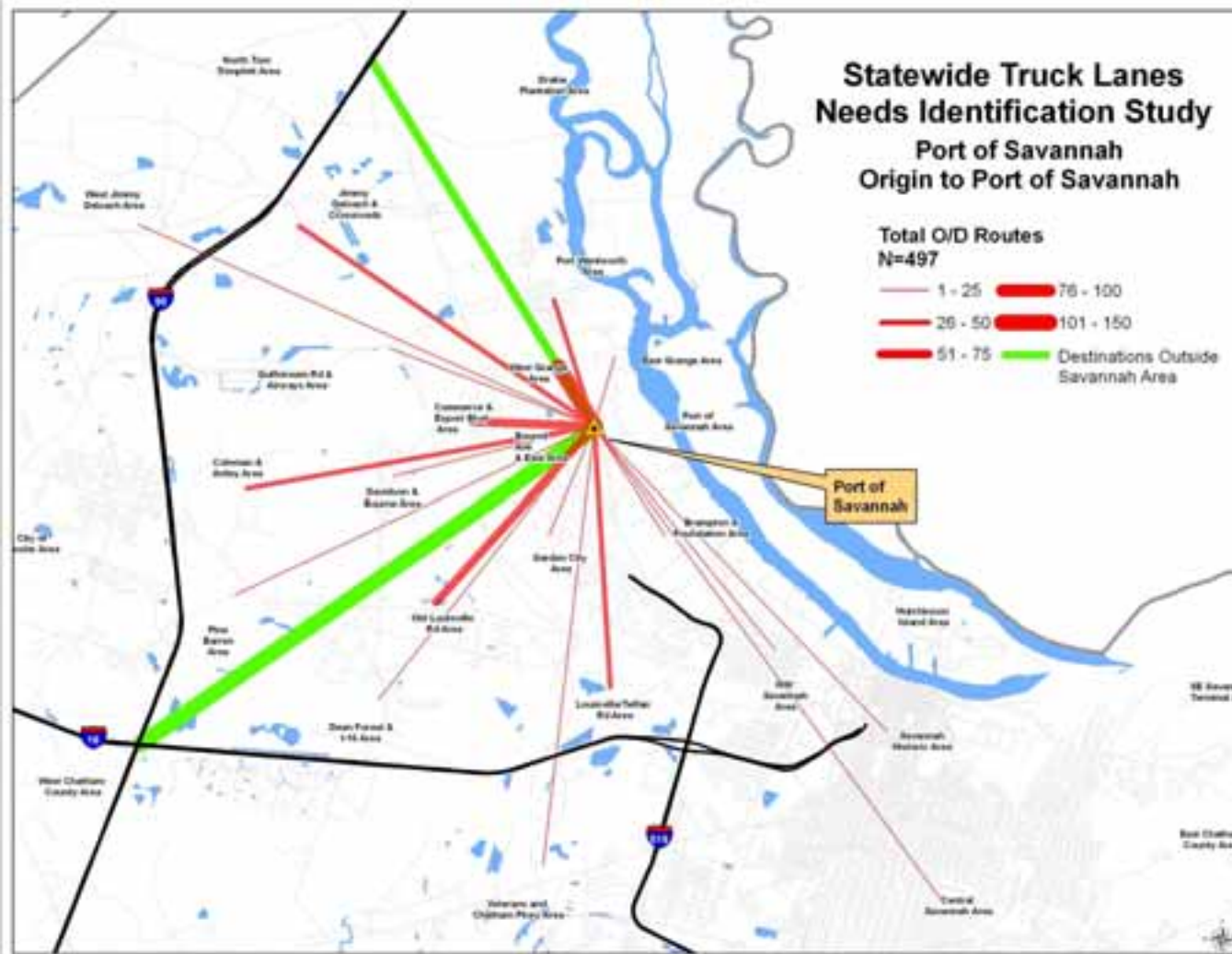
# Commodities



- 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)



# Savannah Warehouse Survey



# Savannah Warehouse Survey



- Survey distributed by Savannah Economic Development Authority
- Determine primary function of warehouses
  - Intermediate point between Port and U.S. hinterland
  - Stand-alone distribution point to U.S. hinterland
  - Distribution of local goods
- 15 Public and private facilities surveyed, 7 responded, 200,000 tons annually



# Savannah Warehouse Survey Information Requested

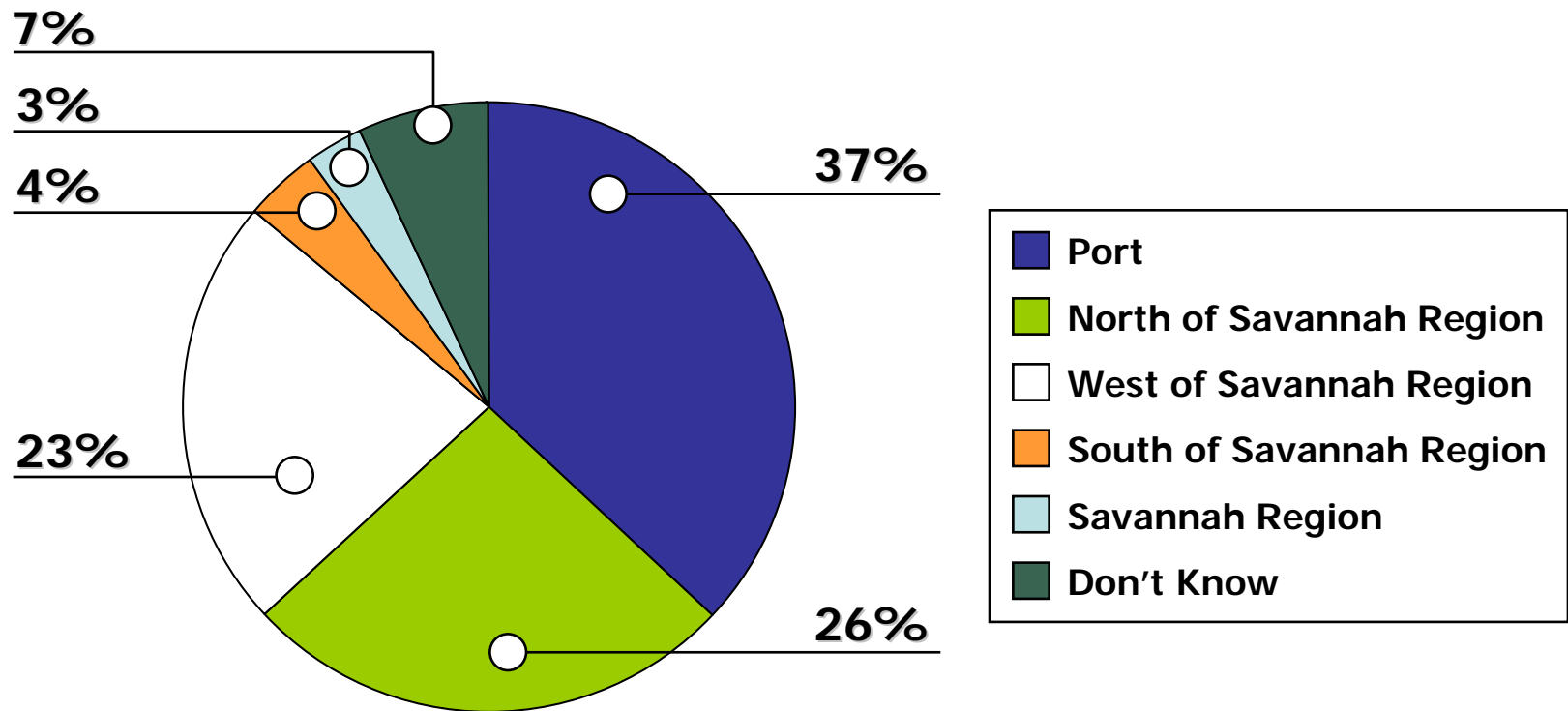


- Hours of operation
- Volume of trucks
- Origins/destinations of trucks
- Pick-up/drop-off activity
- Seasonal and temporal variations



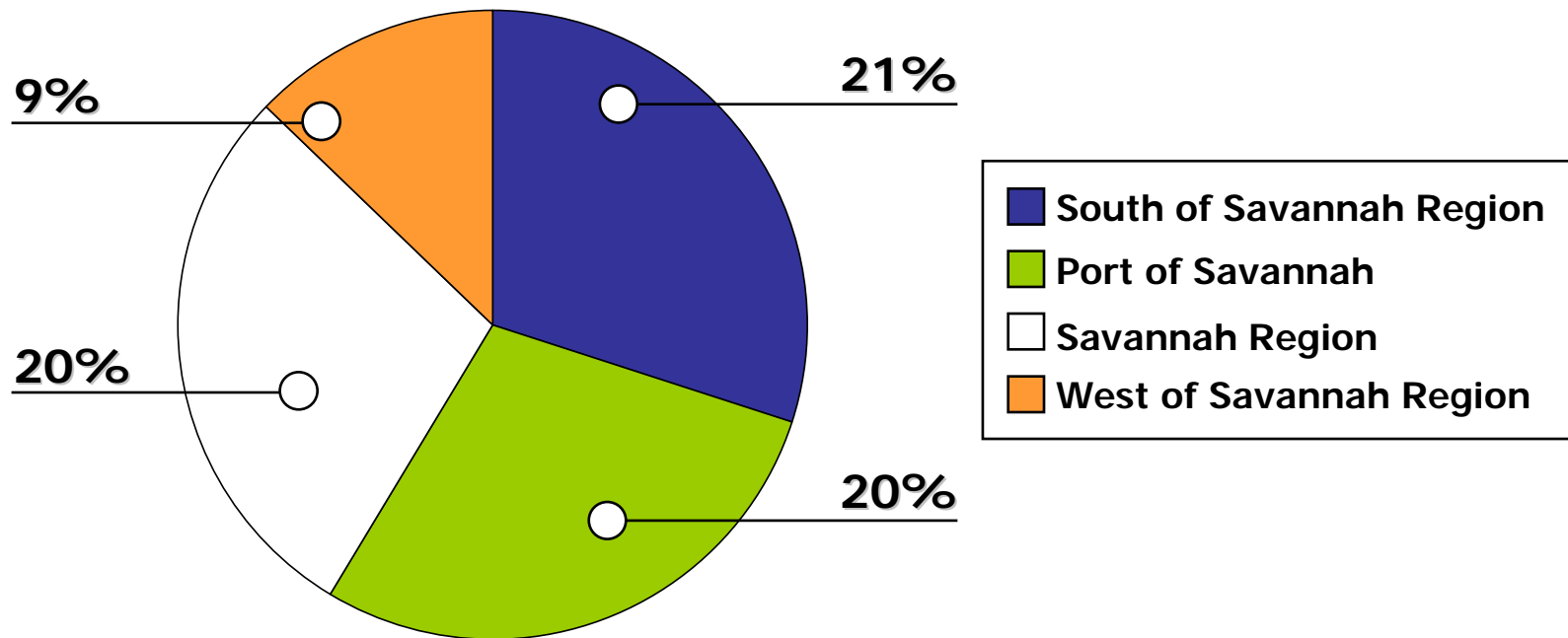
# Savannah Warehouse Survey

## Origin of Inbound Trucks



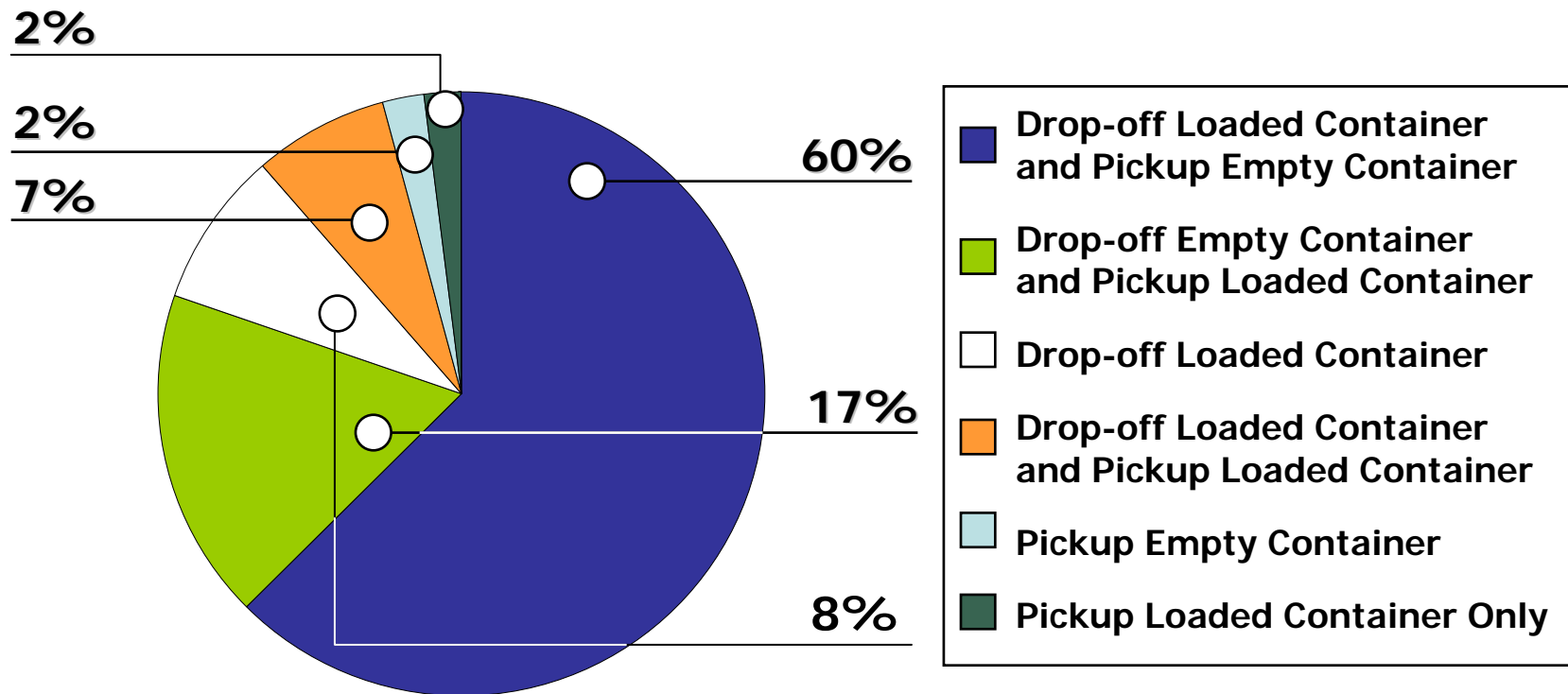
# Savannah Warehouse Survey

## Destination of Inbound Trucks



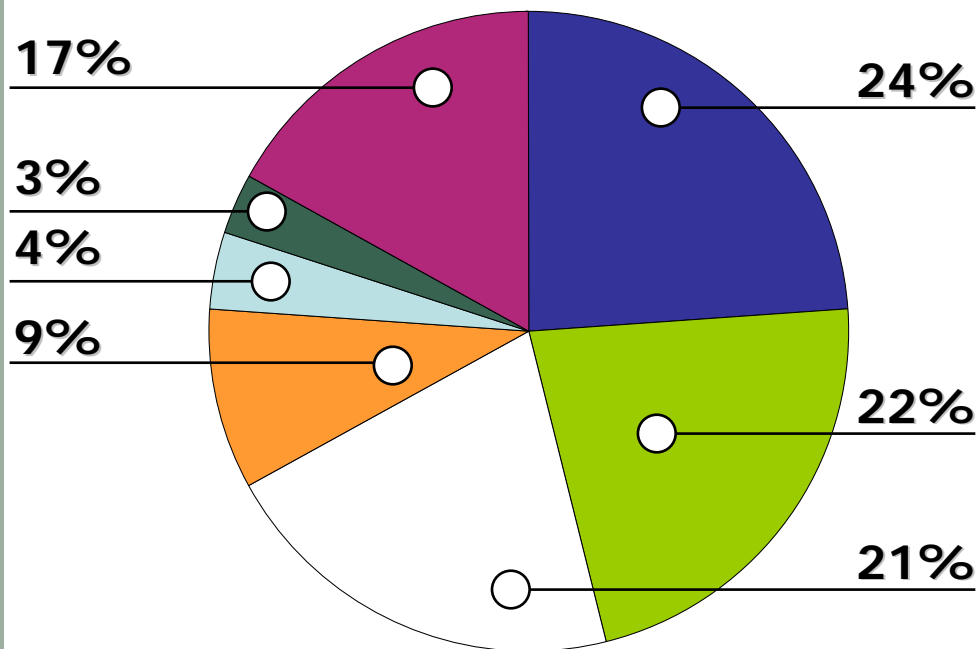
# Savannah Warehouse Survey

## Activity of Inbound Trucks



# Savannah Warehouse Survey

## Activity of Outbound Trucks

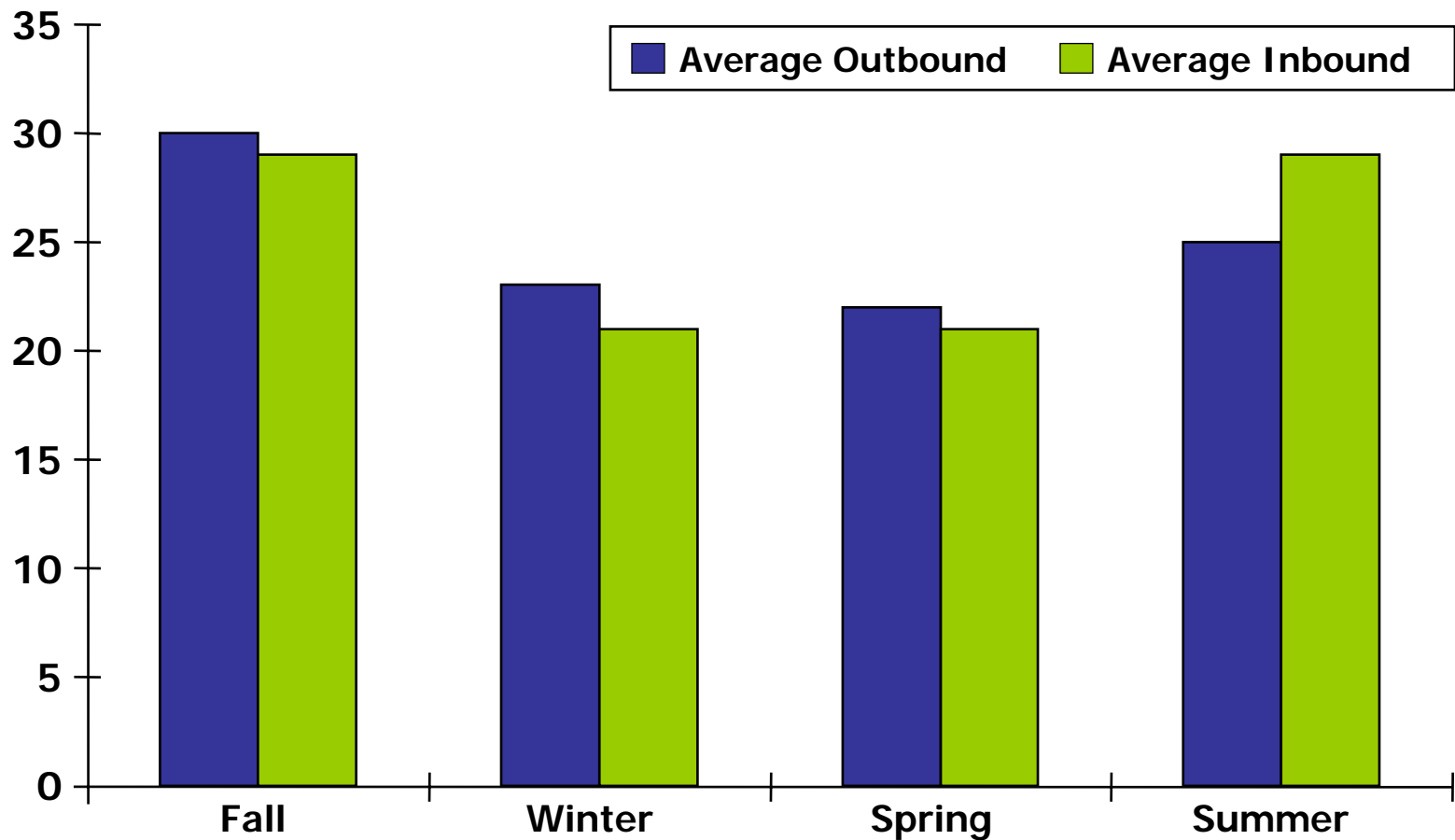


- Pickup Loaded Container Only
- Drop-off Empty Container and Pickup Loaded Container
- Drop-off Loaded Container
- Drop-off Loaded Container and Pickup Empty Container
- Pickup Empty Container
- Drop-off Empty Container
- Drop-off Loaded Container and Pickup Loaded Container
- Other



# Savannah Warehouse Survey

## Seasonal Truck Activity



# Conclusions and Next Steps



- Most of the warehouses serve a national distribution function, rather than local
- Most of the truck trips were therefore captured in the class counts and O/D surveys on the nearby interstates
- Local cross-Savannah travel (via Bay St., etc.) serving O/Ds east of city
- Additional surveys planned with private port operators, shippers with dedicated port gates, and large carriers



# 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
<b>Planning</b>	<b>Need/Purpose of the lane</b>		
	To/From Port	Metro Atlanta	Atl to Florida
<b>Design</b>	<b>Access / Egress</b>		
	Frequent	Intermittent	Infrequent
<b>Implementation</b>	<b>Funding / ROW / Available Capacity</b>		
	New Alignment	Managed Lanes	Existing Lanes
<b>Operations</b>	<b>Time of Day / Type of Truck</b>		
	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

