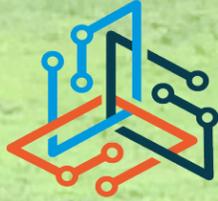




Freight Cluster Plan



Powered by Aerotropolis Atlanta CIDs



Inventory & Assessment
Appendix A: Previous and Ongoing Plans and Studies
JUNE 2020

Prepared by:



Acknowledgments

PREPARED FOR AEROTROPOLIS ATLANTA COMMUNITY IMPROVEMENT DISTRICTS
IN ASSOCIATION WITH LOCAL PARTNERS:

AEROTROPOLIS ATLANTA ALLIANCE

ATLANTA REGIONAL COMMISSION

CITY OF COLLEGE PARK

CITY OF EAST POINT

CITY OF FOREST PARK

CITY OF HAPEVILLE

CITY OF SOUTH FULTON

CLAYTON COUNTY

FULTON COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PREPARED BY:



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Previous and Ongoing Plans and Studies

Appendix Overview

As part of the Inventory and Assessment task for the Aerotropolis Freight Cluster Plan, the project team reviewed relevant completed and ongoing plans and studies. The intent is to identify and summarize recommendations, strategies, and policies that may have implications for freight operations in the Aerotropolis Atlanta Community Improvement Districts (AACIDs) Freight Cluster study area. The impact of ongoing capital improvement and road construction projects was also considered.

This document includes summaries of each of the reviews, plans, studies, and relevant projects, as well as capital and maintenance projects. Summaries are presented in alphabetical order, grouped first by plans and studies that have been completed, then by studies that are ongoing or underway, and then by capital and maintenance projects.

Previously Completed Plans

The project team identified 34 plans and studies that were completed in the last ten years prior to the Aerotropolis Freight Cluster Plan. A discussion of each, their key findings, and ramifications for the Freight Cluster Plan area are provided here.

AACIDs Blueprint (2016)

The Aerotropolis Atlanta Blueprint provides a vision and strategy for AACIDs and municipalities within them. It labels Hartsfield-Jackson Atlanta International Airport (H-JAIA) as a major asset to drive economic investment, job growth, and quality of life in the airport area. Goals include improving perception of the area within the Aerotropolis, increasing economic investment, developing partnerships to facilitate information transfer, and advancing catalysts for development.

Four catalyst areas identified in the Blueprint include Airport City near the Georgia International Convention Center, Corporate Crescent just north of the airport, International Gateway adjacent to the International Terminal, and Cargo City south of the airport. A map of the Aerotropolis Atlanta core and catalyst areas is included in Figure 1. Strategic corridors promoted as part of the framework include major transportation routes such as I-75, I-85, and Camp Creek Parkway (SR 6).

The Blueprint provides an overview of existing conditions in the Aerotropolis area and identifies areas of opportunity while discussing Federal Aviation Administration (FAA) height restrictions for developments near the airport. Existing conditions pertaining to housing, transportation, historical and natural resources, economic clusters, and real estate are discussed in this document. Industrial real estate activity was noted for experiencing a vacancy rate at a 14-year low; however, the south Atlanta area was experiencing an average vacancy rate at 9.4 percent at the time of the plan's publication.

Assets and opportunities for each city and county within the Aerotropolis are included in this study, and several common themes across different municipal boundaries include industrial-warehousing activity, leveraging industrial districts, and property redevelopment. Best practices around the world are discussed including Munich, Hong Kong, and Vancouver. It identifies the need for this Freight Cluster Study to improve accessibility and mobility. The Blueprint "sets a framework for discussion related to the opportunities, challenges, potential, and ultimate suitability of catalyst projects" including, but not limited to, the following:

- Air Cargo Hub
- Aerospace Hub
- Aerospace Parts Distribution
- Destination Retail Outlet Center
- Incubator Hub
- Media Production Creative Cluster
- Trade Mart and Exhibition Center

The action plan includes organizational, branding, land use, and transportation elements for AACIDs to follow over the five years following the completion of the Blueprint. One of those action items is the completion of this Freight Cluster Plan.

AeroATL Greenway Plan (2018)

The AeroATL Greenway Plan was completed in September 2018 to provide a visionary framework for trail and greenway development across the Aerotropolis region. Few bicycle and pedestrian facilities exist in the Aerotropolis area and this plan seeks to explore ways to address this. The regional trail network would consist of 350 miles of trails including a 15-mile airport loop, connections to downtown historic districts like East Point, College Park, and Hapeville, and regional spokes to nearby destinations like the BeltLine and Downtown Atlanta. A total of 59 priority trails were identified through consultation and stakeholder input to spur economic development, improve equity and accessibility for people of all

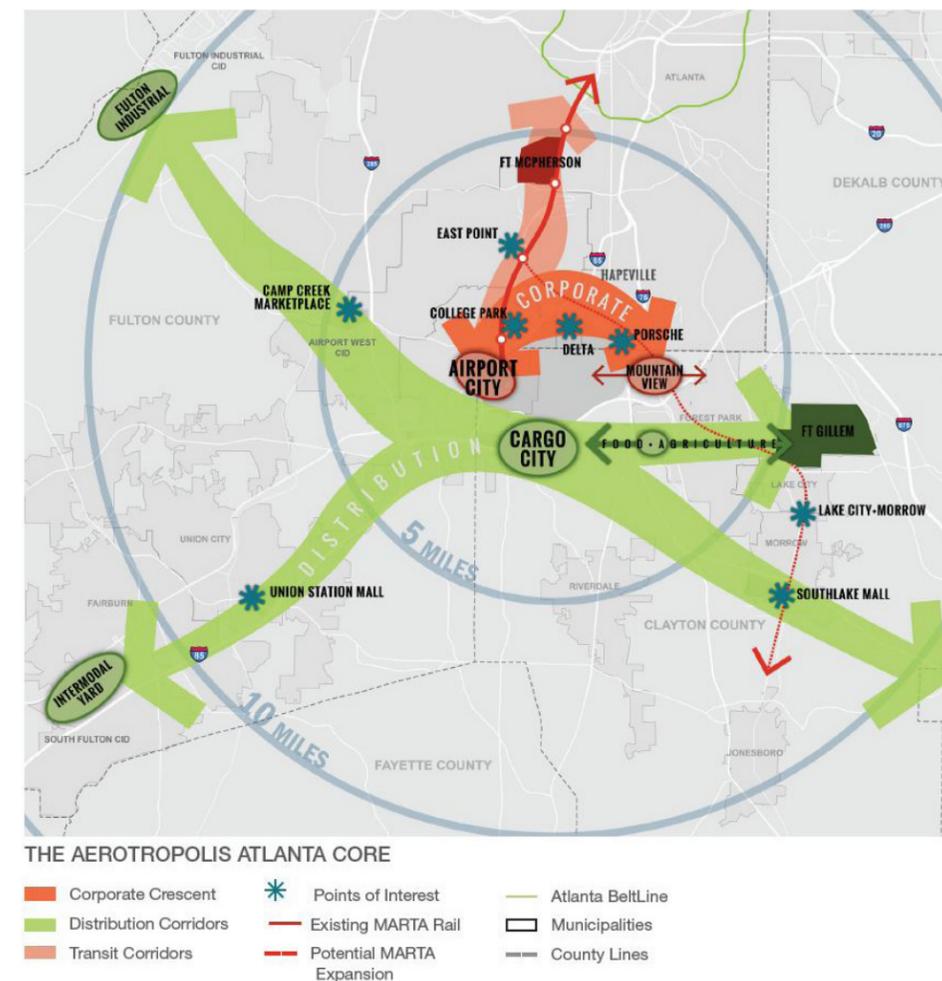


FIGURE 1: Aerotropolis Atlanta Core

Image Credit: Aerotropolis Atlanta Community Improvement Districts (The Aerotropolis Atlanta Blueprint, p. 6)

demographics including equity and environmental justice groups, and to connect key community assets such as regional shopping centers, health-care providers, and existing trails. Implementation strategies are discussed and include a recommended ordinance which would prohibit the obstruction of bicycle lanes by large delivery trucks that can create safety hazards for bicyclists.

At the core of the AeroATL Greenway plan is a series of three loops: the Airport Loop, a Loop Connecting Downtowns, and the Outer Ring, as shown in Figures 4.1.b, 4.1.c, and 4.1.d in the AeroATL Greenway Plan. It also identifies priority projects along segments of Camp Creek Parkway (SR 6), Forest Parkway (SR 331), Welcome All Road, South Fulton Parkway,

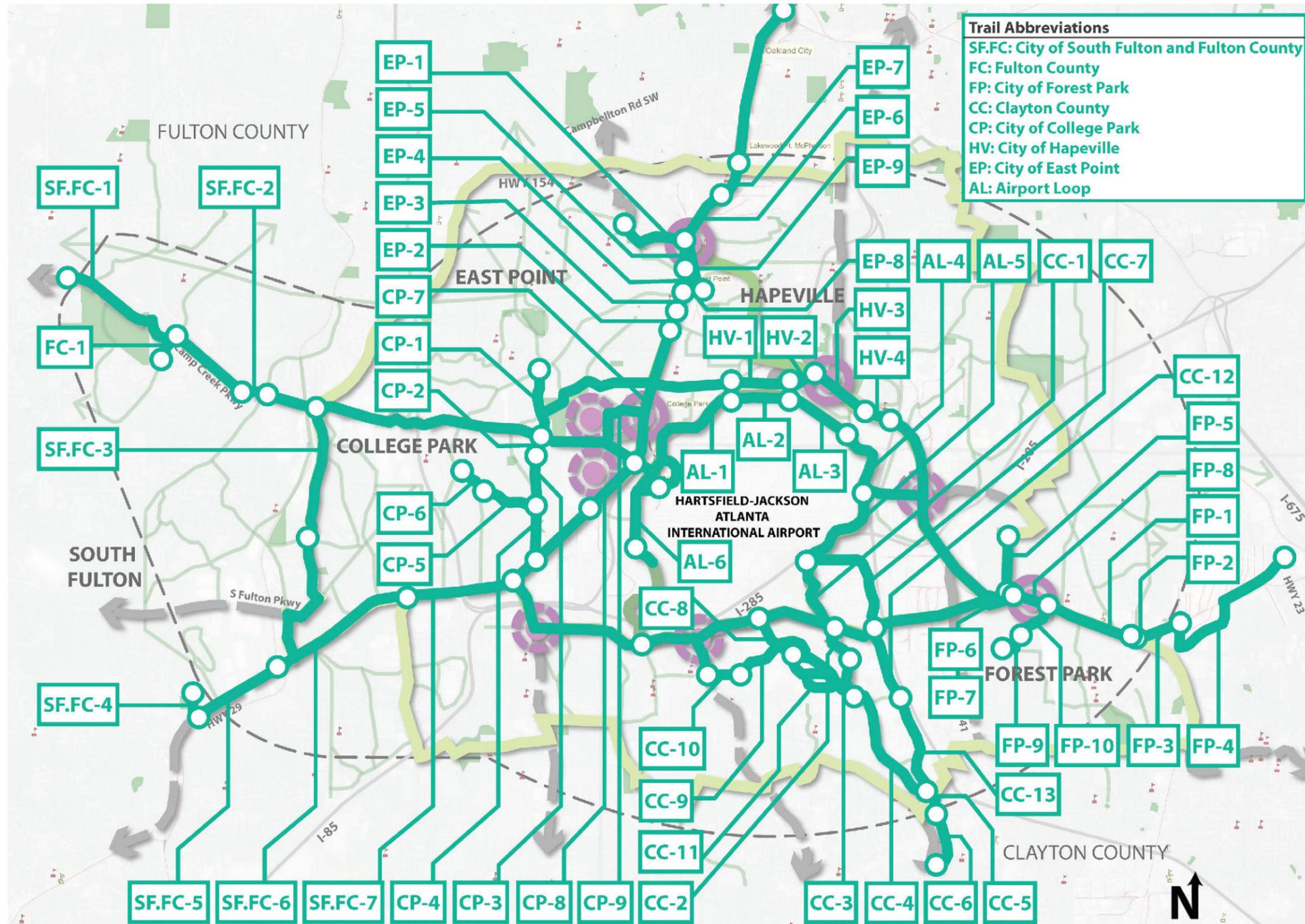


FIGURE 2: AeroATL Greenway Plan Priority Trail Network

Image Credit: Aerotropolis Atlanta Community Improvement Districts (AeroATL Greenway Plan, p. 125)

Riverdale Road (SR 139), Roosevelt Highway (US 29/SR 14), Virginia Avenue, Central Avenue (US 19/41/SR 3), and Airport Loop Road, as shown in Figure 2. The plan also recommends a number of smaller local trails to fill the larger regional system by connecting residents and visitors to neighborhood schools, community centers, employment, and parks.

To begin implementation of its Greenway Plan, the AACIDs and Aerotropolis Atlanta Alliance (AeroATL) have identified seven priority projects, called “model miles.” A feasibility study is currently underway to develop site plans and engineering concepts for model mile segments in the Cities of Atlanta, East Point, Forest Park, Hapeville, South Fulton and Union City as well as in Clayton County. All but one of these, the City of Hapeville segment, are outside of the boundaries of the AACIDs. These projects are depicted in Figure 3 on the following page. The areas being studied for model miles include the following locations:

- **Atlanta:** Adams Park including the area near Adams Park Recreation Center and Library, Alfred Tulp Holmes Golf Course, Cascade Park, and Greenwood Cemetery, with potential trail connectivity to Fort McPherson, Lee Street Trail, Cascade Springs trails, and the Westside BeltLine.
- **Clayton County:** Following the Flint River connecting Drew High School, Riverdale Elementary School, and Southern Regional Medical Center.
- **East Point:** Promote transit-oriented development around the East Point MARTA Station connecting Tri-Cities High School to the MARTA station via the existing pedestrian bridge from the BuggyWorks & WagonWorks buildings.
- **Forest Park:** Along the Forest Parkway (SR 331) corridor, from east of I-75 to Ash Street in downtown Forest Park.
- **Hapeville:** Connecting employers along South Outer Loop Road with a proposed park as part of the Finding the Flint initiative and a new cycle track along Doug Davis drive.
- **South Fulton:** Within a largely undevelopable floodplain and Camp Creek with potential future connections to the Wolf Creek Amphitheatre, Wolf Creek Library, and development along Butner Road.
- **Union City:** Focused on Royal South Parkway, a predominantly industrial corridor near I-85 and the MARTA Park-and-Ride Lot at Feldwood Road and potential connectivity to nearby schools and residential areas.

Recommended projects from the AeroATL Greenway Plan include several segments that have the potential to improve last mile connectivity and support access to warehouse and industrial jobs critical to freight and logistics. Examples of such projects include the Airport Loop along Inner and Outer Loop Roads, the model mile along Royal South Parkway in Union City, and the model mile along Forest Parkway (SR 331) east of I-75.

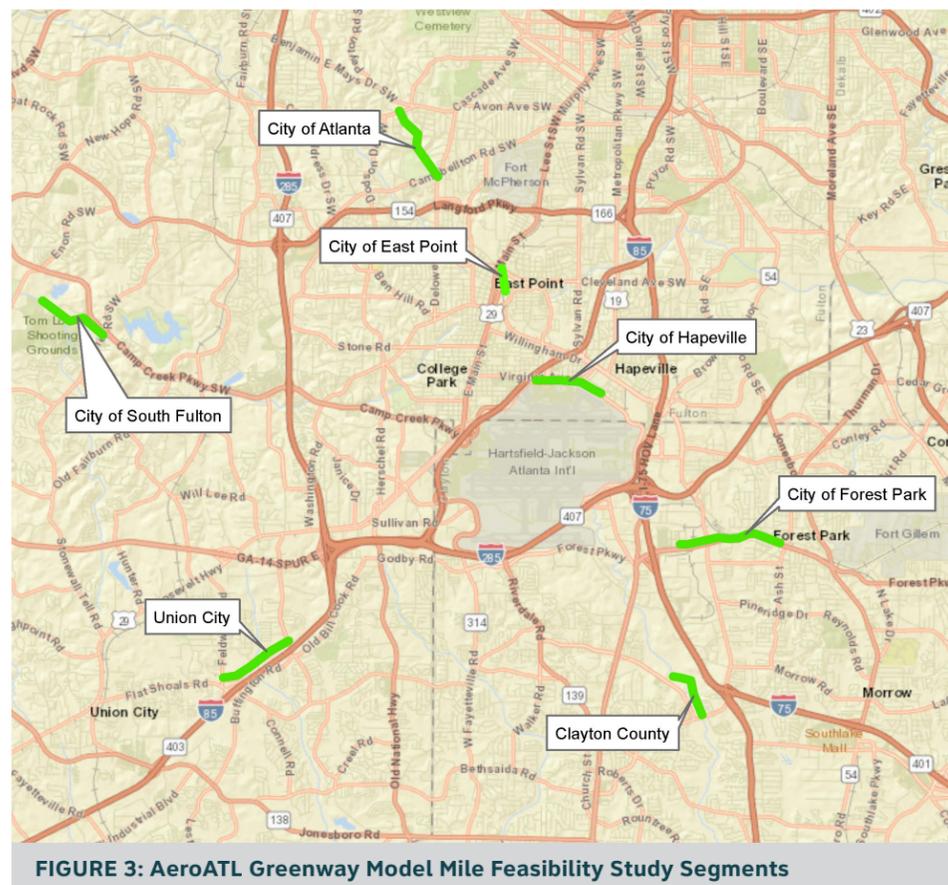


FIGURE 3: AeroATL Greenway Model Mile Feasibility Study Segments

Image Credit: AACIDs Model Mile Request for Proposals

Other projects that will support workforce access and benefit the freight industry include:

- **FP-1, FP-2, FP-3, and FP-4** – The Forest Park-Fort Gillem Trail
- **CC-1** – The Flint River Trail Connection
- **CP-1, CP-2, CP-3, and CP-4** – The Herschel Road/Dodson Connector
- **SF.FC-2** – The Camp Creek Parkway Trail
- **SF.FC-3** – The Welcome All Trail and
- **SF.FC-4, SF.FC-5, SF.FC-6 and SF.FC-7** – Roosevelt Highway Trail

AACIDs Master Plan (2017)

The Aerotropolis Atlanta Master Plan was completed in May 2017 and defines the challenges and opportunities that will shape \$84 million worth of potential investment through 2021 between the two community improvement districts within AACIDs - Airport West CIDs and Airport South CIDs. Two clear goals are to enhance brand and perception and to foster economic development. Four objectives to attain these goals in the five-year action plan are to:

- Improve the effectiveness and visibility of public safety
- Simplify the ability to navigate the district through wayfinding and signage
- Engage in beautification of intersections and corridors
- Expand transportation infrastructure connectivity and mobility options.

Intersections recommended for beautification within the Aerotropolis as part of this master plan initiative include:

- I-285 at Riverdale Road
- I-285 at South Fulton Parkway
- I-85 at Riverdale Road (SR 139)
- I-85 at Virginia Avenue

Corridors emphasized in this report and recommended for potential streetscape enhancements have the potential to become mixed-use corridors that provide for work access and recreation include:

- Virginia Avenue
- Camp Creek Parkway (SR 6)
- Phoenix Boulevard/Forest Parkway

The intersection of Camp Creek Parkway (SR 6) and Washington Road is emphasized as an operational bottleneck, and the project team identifies two concepts to improve operations at this intersection:

- Installing a left turn at Ale Circle
- Installing a landscaped median along Washington Road north of the intersection

Pertaining to freight, this plan points out that the Aerotropolis area should preserve industrial and commercial sites in proximity to H-JAIA and major transportation thoroughfares. Also, the master plan identifies a needed truck connection between South Fulton Parkway and Camp Creek Parkway (SR 6) to alleviate congestion on I-285.

AACIDs Transit Feasibility Study (2019)

AACIDs conducted a transit feasibility study that examines existing transit infrastructure including MARTA and GRTA Xpress along with airport shuttle services from hotels and area parking lots. The enhancement of active modal infrastructure such as sidewalks, transit stops, and bicycle facilities is a point of emphasis in this study. MARTA is noted for not having continuous operations throughout the week, which does not necessarily accommodate alternative work schedules. Bus routes in the Aerotropolis operate at headways of 20 to 30 minutes with only seven of 24 routes in the study area operating at peak period headways of 10-15 minutes. Due to space constraints at H-JAIA, intermodal transfers occur in higher volumes at the College Park MARTA station. Transit markets identified in this study include the following:

- Aerotropolis Residents
- Aerotropolis Employees
- Aerotropolis Visitors
- Airport Employees
- Airport Passengers (Origin and Destination Businesses and Visitors)

Future development analysis in this study identifies the need for better workforce access to accommodate both existing and future workers and companies. Sites of development discussed include:

- **Airport City:** 320 acres of underutilized land directly north of Camp Creek Parkway (SR 6) will be master developed by the City of College Park and consist of residential, office, and retail uses. The project is expected to add more than 5,000 jobs and approximately 10 million square feet (sf) of new development. Access alternatives proposed by the City of College Park include a pedestrian bridge over Camp Creek Parkway (SR 6) to the Georgia International Convention Center to make connections between the SkyTrain and MARTA.
- **Fort McPherson:** Located to the north of the City of East Point, this military installation closed in 2005 and is being considered for mixed-use redevelopment to include housing, office, retail, and open space. This site also is home to the Tyler Perry Film Studios.
- **Cargo City:** The relation of H-JAIA's north cargo area and expansion of the southern cargo area is creating an opportunity for development that provides access to international freight and facilitate global logistics economy functions.
- **International Gateway:** Located directly to the east of the H-JAIA International Terminal, this site contains underdeveloped airport-owned land and active shipping and distribution centers.

- **Greenbriar Transit Center:** This is a planned transit hub located north of AACIDs near the intersection of Langford Parkway (SR 166), Campbellton Road, and I-285. This will serve numerous MARTA routes, including Route 83, which has the second highest bus ridership in MARTA's network and is operating as arterial rapid transit (ART). This ART route is slated to be converted to light rail along Campbellton Road thanks to the More MARTA sales tax initiative.

The study explores transit solutions including extending existing services, self-driving transit vehicles, and circulator service. Specific solutions for enhanced transit service considered as part of this study are depicted in Figure 4 and include:

- **Corporate Crescent:** The Corporate Crescent concept consists of a broad arc that runs across the north side of H-JAIA between the Airport MARTA Station and the International Terminal, connecting several large employers like Delta and Porsche with stops at those locations. It would operate along N. Inner Loop Road, Perry J. Hudson Parkway, Atlanta Avenue, S. Central Avenue/Porsche Avenue, and Charles W. Grant Parkway/Maynard H. Jackson, Jr. Boulevard. The alignment would accommodate airport passengers, Corporate Crescent employees, and other visitors and residents. Implementation could begin with either standard bus lines or "BRT light" service, and after the investment is warranted through ridership, this could become full BRT.
- **Camp Creek Connector:** This route would serve the portion of Camp Creek Parkway (SR 6) between the Camp Creek Marketplace shopping center and either the Airport or College Park MARTA Stations. Stops along this corridor would serve the private airport parking facilities along the corridor and major intersections with Herschel Road, Potomac Drive, Washington Road, and Desert Drive. This concept could be implemented as BRT light and eventually become bus rapid transit (BRT) depending on demand and ridership.
- **Mobility District:** Since transit operations are not currently 24/7 operations in the Aerotropolis, this recommendation calls for the creation of a Mobility District within the Aerotropolis where transit options are available 24/7. Alternatively, travelers can call for transit rides during those hours where MARTA and GRTA services are not operating. This has the potential to benefit employees who work in the Aerotropolis along with residents and visitors.
- **Riverdale ART:** This recommendation focuses on Route 196 (Upper Riverdale). AM and PM peaks for this route reflect the reliance upon this route to access jobs within the Aerotropolis. The plan recommends reducing peak headways and implementing treatments such as lead pedestrian interval signal timing and improved medians. As of this plan's publication, Riverdale Road was being considered for full BRT upgrades.

- **South Fulton BRT:** The South Fulton BRT is a proposed alignment along 12 miles of South Fulton Parkway and Roosevelt Highway (US 29/SR 14) from the College Park MARTA station out South Fulton Parkway towards warehouse and distribution facilities near Welcome All Road. Articulated buses would operate in dedicated lanes along this corridor. Implementation could take place over three phases: 1) Commuter Bus with signal improvements; 2) Enhanced Bus with queue jumpers and signal preemption; and 3) Fixed Guideway Transit with exclusive right-of-way (ROW) along the route. This recommendation builds upon the outcomes from the South Fulton Parkway MARTA Study detailed on page 22.
- **Clayton County Regional Commuter Rail:** Clayton County voters approved a referendum in November 2014 dedicating a one-cent sales tax for the expansion of MARTA into the county south towards Lovejoy. Potential corridors are currently under evaluation, and more information on this recommendation is included in the Capital and Maintenance Projects section of this Appendix.
- **GRTA Xpress:** Existing Xpress routes do not currently make pick-ups or drop-offs within AACIDs or at either airport terminal, and this plan identifies that the State Road and Tollway Authority (SRTA) is currently undertaking a study to explore the value and operations of expanding operations to include stops at the College Park MARTA station to allow access from Cobb, Coweta, Henry, and Gwinnett counties.
- **Intermodal Transportation Center:** This recommendation, if fully implemented, would lead to the creation of an intermodal transportation center (ITC) at either the Airport or College Park MARTA Station to provide a transit hub which connects multiple transit modes.
- **Bus and Shuttle Stop Elements:** Bus and shuttle stops are recommended to have design elements that positively affect the passenger experience, convey information, and provide seamless operations. This recommendation would improve pedestrian connectivity and improve safety and security around the Aerotropolis. These elements depend upon ridership and MARTA service standards.
- **Signage and Wayfinding:** Similar to recommendations presented in the AACIDs Master Plan, this plan recommends wayfinding within the Aerotropolis through unique branding and to implement on multiple modes including transit, walking, and bicycling.
- **Transit Technologies:** This recommendation would bolster existing infrastructure through MARTA and SkyTrain by investing in and implementing infrastructure that supports automated people movers (APMs), autonomous vehicles (AVs), low-speed electric vehicles (LSEVs), personal rapid transit (PRT), and Maglev technology.

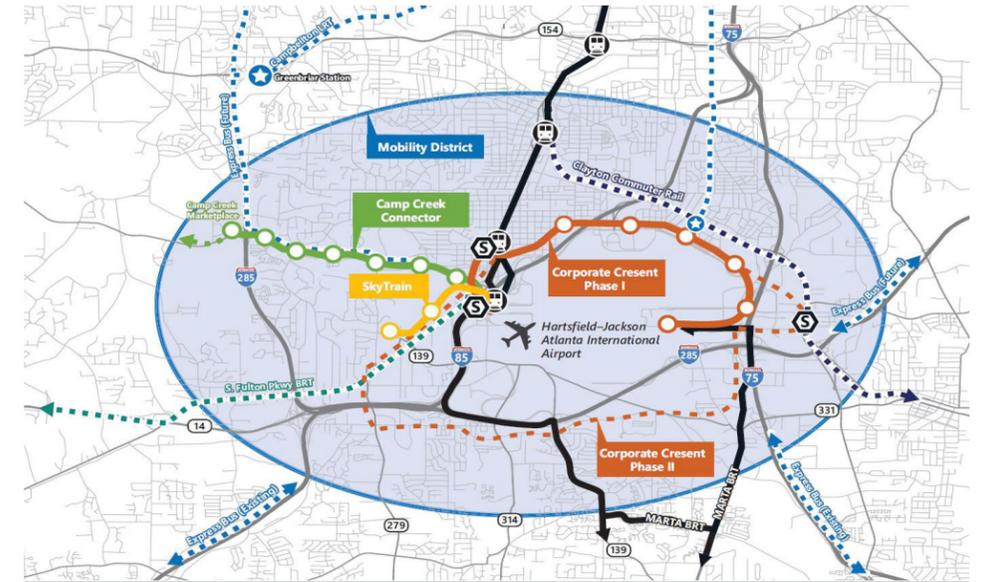


FIGURE 4: AACIDs Transit Study Recommendations

Image Credit: AACIDs Model Mile Request for Proposals

- **First and Last Mile Connectivity Strategies:** In addition to investing in transit infrastructure, active transportation infrastructure that ensures safety and quality of life should be a priority in the Aerotropolis, and this is currently being implemented through the AeroATL Greenway Plan and the "model mile" initiative stemming from that plan.

Recommendations stemming from this study are grouped into immediate actions, short-term actions, and long-term actions. The delivery of these recommendations depend on potential partnerships, governance, funding, ownership and operations models across agencies, and technical capabilities. Actions by term are shown in Table 1. Immediate actions include the following:

- Implementation of a 24/7 mobility district
- Provide high quality bus stops and shelters
- Collaborate with agencies to advance first/last-mile upgrades

Short-Term Actions include the following:

- Clayton County Regional Commuter Rail
- Corporate Crescent Circulator
- GRTA Xpress
- Camp Creek Connector
- Riverdale Road ART

Long-Term Actions include the following:

- Camp Creek Connector
- Corporate Crescent Circulator
- GRTA Xpress
- South Fulton BRT

ARC Freight Mobility Plan (2016)

The Atlanta Regional Commission (ARC) Freight Mobility Plan was prepared in May 2016. It focuses on creating a framework for enhancing the movement and transport of consumer goods through the Atlanta region, improving economic competitiveness, and minimizing environmental and community impacts. This plan was an update of the 2008 ARC Freight Mobility Plan. It identifies Atlanta as among the top 15 manufacturing centers by employment in 2013 where it was ranked 11th. Freight industry output is expected to more than double for Metro Atlanta from \$184 billion in 2012 to \$407 billion in 2040. Freight in terms of truck, air, marine, and rail is discussed along with the percentage contribution of each to Metro Atlanta's freight tonnage and traffic. ARC's Freight Vision is established as one where "Metropolitan Atlanta will win the future, remaining and growing as the capital of the South by sustaining our stature through industry, trade, and cultural vitality, and by serving the people through enhancement of our role as a global hub for goods, services, and enterprise."

Within the Aerotropolis, I-285 near Washington Road is listed as a top-5 truck count location along an interstate in the Atlanta region. The airport area is defined as a major freight activity cluster in this document. The Airport/Clayton cluster has the second highest percentage of vacant industrial properties behind the Fulton Industrial Boulevard cluster. A high number of truck trips end east of the airport near the Norfolk Southern Forest Park Yard based on the analysis conducted as part of this study. Some areas with heavy delay include the I-75 at I-285 junction, US 19/41 through Hapeville, and SR 74 near its interchange with I-85. Reliability during peak travel varies by corridor within the study area; freeway routes to the south and east of the airport tend to provide lower reliability. Several corridors in the study area have a high number of truck-involved crashes including Tara Boulevard (US 19/41/SR 3), Forest Parkway (SR 331), and Camp Creek Parkway (SR 6).

Programmed short-term freight projects within the study area include:

- Interchange Improvements at I-85 at Senoia Road (SR 74)
- Camp Creek Parkway (SR 6) Diverging Diamond Interchange with I-285 (Ongoing)
- I-75 Collector and Distributor Lanes from Forest Parkway to I-285 (Northbound Ongoing; Southbound Programmed)

Freight projects are grouped as either Tier 1 or Tier 2 projects for this plan update. Tier 1 and Tier 2 freight projects are identified in this plan, but there are no Tier 2 projects within AACIDs. Tier 1 freight projects relevant to the Aerotropolis include the following:

- Camp Creek Parkway (SR 6) Widening from I-285 to I-85
- Interchange Improvements at I-285 and Washington Road
- I-85 South Collector-Distributor Lanes from SR 74 to Collinsworth Road
- Widen outside lane on Camp Creek Parkway (SR 6) and install ITS truck sensors at five locations
- Install variable message signs on Camp Creek Parkway (SR 6) at I-285

ARC Policy Framework (2015)

The Atlanta Regional Commission's Policy Framework is the portion of the Atlanta Region's Plan that provides a focus on a threefold vision for the Atlanta Region's Plan (see Figure 5) that consists of providing world-class infrastructure, building a competitive economy, and ensuring that the Atlanta region contains healthy and livable communities. The framework envisions Atlanta as a globally recognized hub of innovation and prosperity by emphasizing freight, start-up businesses, and the film industry. It also strives to ensure a comprehensive transportation network that incorporates regional transit, 21st century technology, the application of real-time and advanced technology, and promoting trip reliability and system resiliency for all modes of travel. Other policies relevant to freight clusters and movement within this document include:

- Maintain and improve the economic viability and accessibility of key intermodal freight facilities
- Provide safe and reliable access to freight land uses and major intermodal freight facilities
- Promote the use of information technologies to foster the most efficient movement of freight
- Preserve industrial land uses in proximity to existing freight corridors



FIGURE 5: Threefold Framework of The Atlanta Region's Plan

Image Credit: Atlanta Regional Commission, <https://www.atlantaregionsplan.org/>

The Atlanta Region's Plan – Transportation (2018)

The Atlanta Region's Plan contains a transportation element which serves as the long-range transportation plan for the metropolitan Atlanta region spanning to 2040. It envisions approximately \$93.6 billion in projects overall (accounting for inflation) and includes several express lane freeway projects, rail and bus rapid transit networks, a regional bicycling and walking network, commitment to the Livable Centers Initiative (LCI) program, and new lane miles – all aimed to reduce greenhouse gas emissions in the Atlanta region. H-JAIA is identified as the Atlanta region's greatest economic infrastructure asset with a direct economic impact of \$32.5 billion, and it is the busiest airport in the world for passenger traffic and twelfth busiest nationally for cargo hauled.¹ The Atlanta region ranks as the nation's seventh largest freight market. A 56 percent increase in freight traffic is forecasted through 2040.

¹ Hartsfield-Jackson Atlanta International Airport (2019). Air Service Development. Retrieved from <http://www.atl.com/business-information/air-service-development/>.

The plan outlines objectives for the Atlanta region including supporting the reliable movement of freight and goods. Within this objective are three policies:

- Provide safe and reliable access to freight land uses and major inter-modal freight facilities
- Promote the use of information technologies to foster the most efficient movement of freight
- Preserve industrial land uses in proximity to existing freight corridors

These policies shall be accomplished by continuing to promote and enhance rail safety, collecting more data on tracks and bridges, hazardous materials, and grade crossings, collaborating with neighboring states on regional solutions to freight challenges, increasing goods movement by rail through short-line upgrades, removing key freight bottlenecks, and improving grade crossings, improving last-mile connections to intermodal facilities, and modernizing the system to accommodate stringent freight standards. The plan discusses freight cluster area master plans (such as this one for AACIDs) to serve regional planning efforts in Atlanta.

Long-range projects outlined within this document are detailed in the Capital and Maintenance Projects section of this Appendix.

ARC TIP FY2018-2023 (2018)

The Transportation Improvement Program (TIP) is a short-term transportation plan for a metropolitan planning organization (MPO). The Atlanta Regional Commission (ARC) is the federally designated MPO for the Atlanta region and encompasses 20 counties. The FY2018-2023 TIP for Atlanta runs from Fiscal Year (FY) 2018 to FY 2023 and includes several projects in the Freight Cluster study area, including the Clayton County high-capacity transit initiative to expand Metropolitan Atlanta Rapid Transit Authority (MARTA) service southward towards Lovejoy. The TIP programs \$300 million for Clayton County MARTA expansion with \$135 million derived from federal funding sources.

Other key projects that are programmed within the study area include the following:

- Funding has been allocated for \$8.02 million of Downtown East Point/MARTA station multi-modal improvements. The project involves the reduction of travel lanes on Main Street from four to three lanes.
- The Global Gateway Connector is a bicycle and pedestrian trail between the SkyTrain and downtown College Park that will cost approximately \$7.34 million. A majority of the cost of this project stems from the construction of a pedestrian bridge over Camp Creek Parkway (SR 6).

- A bridge upgrade project spanning 0.4 miles along Roosevelt Highway (US 29/SR 14) at the CSX rail line is estimated to cost \$3.05 million with construction programmed for FY2022.
- The widening of Buffington Road between Rock Quarry Road and Roosevelt Highway (US 29/SR 14) is estimated to cost \$31.39 million with construction programmed for FY2021.
- South of the airport, SR 85 is slated to be widened between Adams Drive and I-75 from four to six lanes. The project spans 3.1 miles and has an estimated completion date of 2030. The \$17.4 million project will also include an interchange at Forest Parkway (SR 331) near the junction with I-75 at Exit 237.
- Interchange ramp modifications and collector-distributor lanes between Northbound I-75 and Forest Parkway are currently under construction at a cost of \$75 million. The southbound collector-distributor lanes that will complement this project are currently under scoping.

Other TIP projects, along with their assigned GDOT PI number, are outlined within the Capital and Maintenance Projects section of this Appendix.

ARC Truck Parking Study (2018)

The Atlanta Regional Truck Parking Assessment Study was sponsored by ARC and completed over a span of nine months, ending in April 2018. The study is the result of a recommendation from the 2016 Atlanta Regional Freight Mobility Plan Update. The study area consisted of the twenty Metro Atlanta counties along with key adjacent counties. Outreach consisted of presentations at various meetings of ARC bodies including the Freight Advisory Task Force, the Transportation Coordinating Committee, and Land Use Coordinating Committee. Surveys were distributed online to stakeholders such as truck stop owners, trucking companies, local jurisdictions and community improvement districts (CIDs), and law enforcement.

Top issues identified in the study include limited truck parking, illegal parking on private property or freeway shoulders and ramps, safety and aesthetics, and noise. These issues are especially exacerbated along the I-285 corridor, based on quantitative analysis and stakeholder feedback.

Among the 277 responses from a truck driver survey, approximately 70 percent of truck drivers responded that they simply drive until a safe parking location is found. However, 55 percent of respondents stated they use a smartphone app and 47 percent of respondents determine parking locations ahead of time. Other drivers may simply drive further, and this can potentially be against Federal Highway Administration (FHWA) regulations on daily driving limits, driving windows, and rest breaks. A high percentage of drivers perceived that parking was not available on freeway corridors within the Aerotropolis, such as I-285. An inventory of truck parking con-

ducted as part of this study revealed that no public truck parking (i.e. operated by GDOT) is located in the Aerotropolis. However, there are private truck parking facilities within the Aerotropolis. Due to this lack of public or private truck parking, illegal parking is a common problem in the Atlanta region, including the Aerotropolis. This problem was especially apparent along interstate ramps, vacant and abandoned lots, and road segments within industrial parks. A truck parking supply and demand analysis was conducted for this study and reveals that all freeway corridors in the Atlanta region will have a deficit of public parking while all but three freeway corridors (excluding I-85 south of I-285) will have a deficit of private parking by 2045.

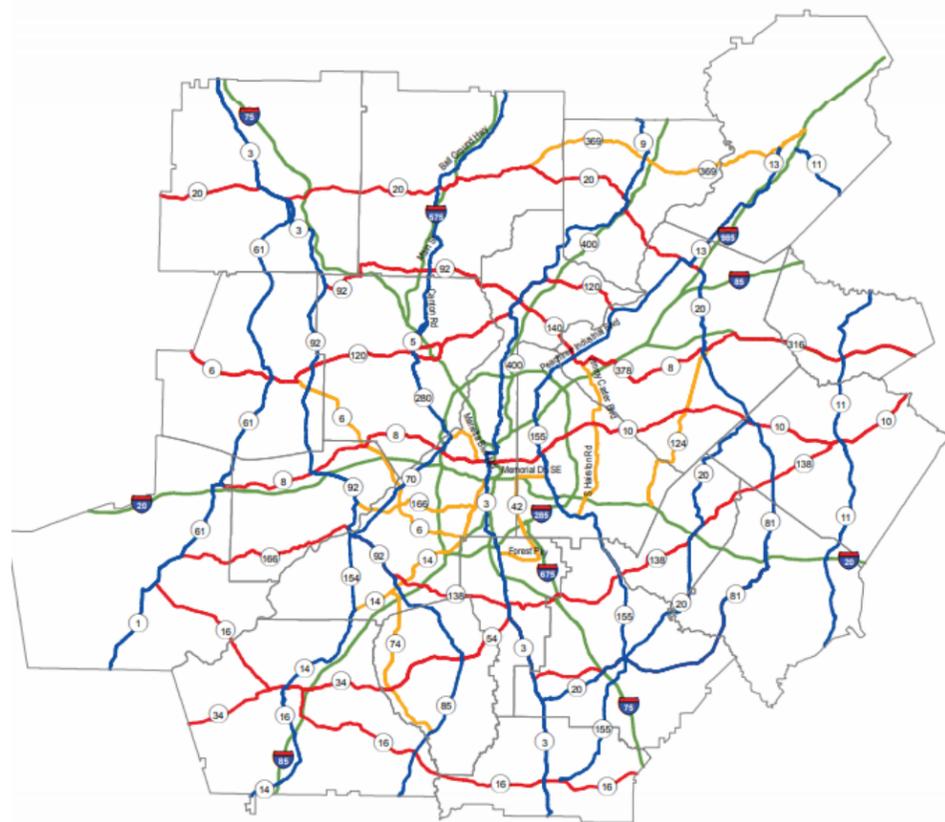
Recommendations relevant to this Freight Cluster Plan include:

- Adding and expanding truck parking supply
- Developing truck parking policies and partnerships
- Improving information sharing through real-time technology and clear-inghouses
- Monitoring and integrating future technology developments with dock management and automation

Action Item 1.2 in this study calls for sub-area or freight cluster plans in locations with clusters of industrial development to address transportation planning, traffic analysis, and related local and regional planning goals. These freight cluster plans should identify locations where trucks may be parking illegally in the study area and focus on truck staging needs for pickup/delivery at warehouses and distribution centers.

Atlanta Strategic Truck Route Master Plan (2010)

The Atlanta Strategic Truck Route Master Plan (ASTRoMaP) was produced in response to a recommendation from the 2008 ARC Freight Mobility Plan to further develop the Regional Freight Priority Highway Network (RFPHN). This master plan consisted of designing a truck route system that provides regional access and will guide current and future decision making. The project incorporated outreach programs and data collection in developing this network along with an environmental justice and land use review. Key findings include the need for more freight integration into the needs assessments of local jurisdictions as comprehensive land use and transportation plans had largely neglected adequately addressing the needs of a growing volume of freight movement through the region's communities. The plan considers bridge weight restrictions, at-grade rail crossings, land use and concentration of freight destinations, crash history, existing roadway conditions, and model outputs. Each roadway in the RPFHN was scored according to a Criteria Matrix.



ASTRoMAP DRAFT SYSTEM



FIGURE 6: ASTRoMAP System

Image Credit: Atlanta Regional Commission (Atlanta Strategic Truck Route Master Plan Final Report, p. 9-7)

From the findings of this scoring process, a “grid” network of appropriate corridors was identified consisting of a network of north-south and east-west connectors totaling 1,378 miles. A map of this network is included in Figure 6.

Boulevard CID Master Plan (2013)

The Boulevard CID serves the Fulton Industrial Boulevard corridor between Campbellton Road to the south and the Fulton County Airport-Brown Field to the north (see Figure 7). The CID exists to revive the area’s industrial output and employment. A majority of this CID is located to the west of the Aerotropolis Freight Cluster study area, but it is still relevant to examine as heavy volumes of goods are transported between Fulton Industrial Boulevard (SR 70) and H-JAIA through multiple area routes, including Camp Creek Parkway (SR 6). Growth and expansion at H-JAIA is having a spillover effect into this industrial corridor. This Master Plan was completed in 2013 and serves as a 5-year blueprint for the CID.

Recommendations stemming from this report include:

- Wayfinding and branding
- Transportation investments and enhancements to suit freight and multi-modal mobility needs
- Landscape elements in public right-of-way
- Sustainability features

The Fulton Industrial corridor has numerous railroads, and Camp Creek Parkway (SR 6) and Fulton Industrial Boulevard (SR 70) are characterized by high truck traffic. The predominant land use is warehousing, and future industrial development opportunities are concentrated at the south end of the corridor. It recommends short-term improvements to the intersection of Fulton Industrial Boulevard (SR 70) at Camp Creek Parkway (SR 6). Further, this plan recommends revising the Fulton County zoning ordinance to allow for consistent development and prohibit non-compatible land uses.

Cargo Atlanta Freight Study (2015)

The Cargo Atlanta Freight Study is a freight assessment report completed by the City of Atlanta’s Office of Planning (now known as the Department of City Planning) in 2015 and stems from the city’s previous transportation plan, the Connect Atlanta Plan (2008). The study explores all modes of freight in the City of Atlanta and develops programs, policies, and projects that will help improve freight movement thorough the City.

The City sought to align itself with state and federal planning documents and regulations in determining policy direction and identifying the needs and opportunities pertaining to freight within the city limits and immediate surroundings. As the City of Atlanta operates H-JAIA, this study is important to acknowledge and review. The study culminated in the development of a freight route map for the City of Atlanta (shown in Figure 8 on page 12).

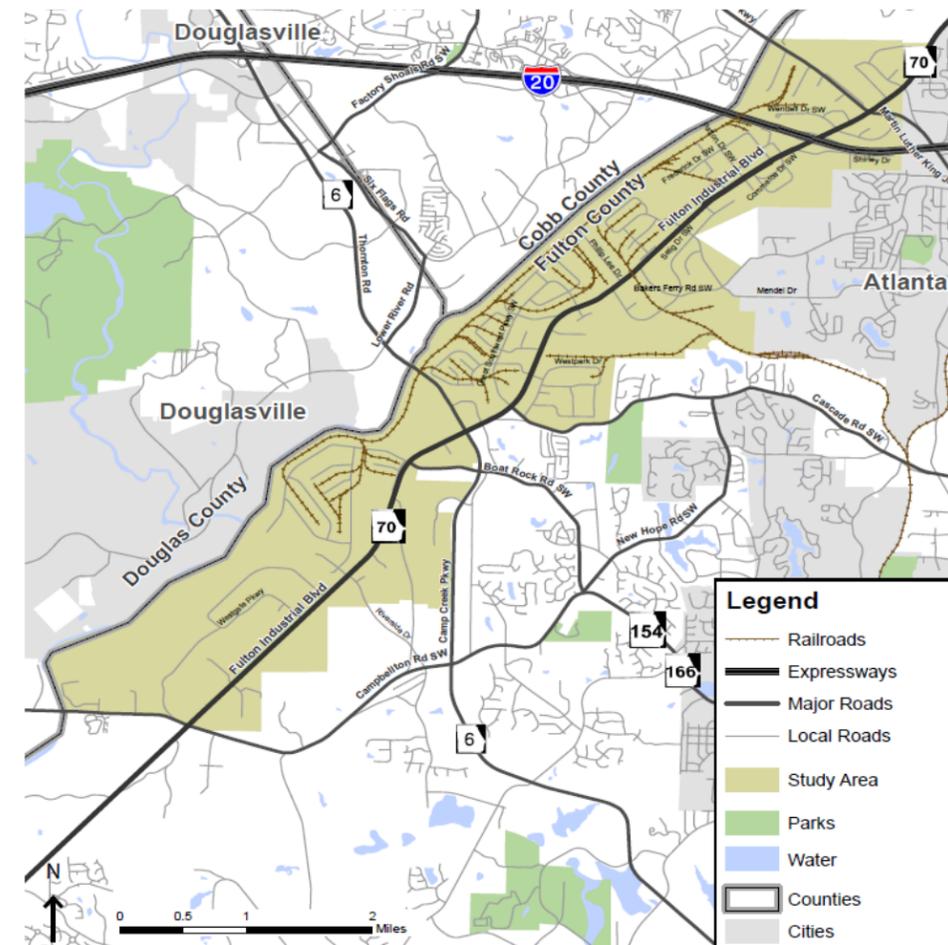


FIGURE 7: Boulevard CID Master Plan Study Area

Image Credit: Boulevard Community Improvement District (Fulton Industrial Boulevard CID Master Plan Introduction, p. 1-3)

The study includes project recommendations such as:

- Cargo facilities on the south side of the airport
- Effective wayfinding and signage
- Coordination with GPS providers
- Creating an industrial fund to buy, restore, and resell industrial land
- Restricting truck access to Downtown Atlanta

Cargo Atlanta Health Impact Assessment (2016)

This document is a Health Impact Assessment (HIA) of the Cargo Atlanta Freight Study that was jointly completed by the Center for Quality Growth and Regional Development at the Georgia Institute of Technology and the Georgia Health Policy Center at Georgia State University in December 2016. HIAs identify the health consequences of new policies and develops practical strategies to enhance their health benefits and minimize adverse effects through the lenses of equity, air quality and emissions, demographics, transportation and land use. This publication identifies several key issues with respect to freight movement in the City of Atlanta including encroachment between industrial and residential areas and a growing city population. It also discusses the economic benefits of freight movement including increased employment opportunities. This report discusses noise and air pollution and emissions along with crashes and safety at various sites with high freight activity such as airports, highways, truck stops, and railroad lines. The report found that particulate matter is the most prevalent concern at ground level at and around H-JAIA, and a strong correlation exists between this and low-income population as well as premature death. It also includes recommendations on advisory buffers for freight facilities.

The HIA recommends that the City of Atlanta should approach all freight projects proposed in the Cargo Atlanta study by doing the following:

- Consider surroundings comprehensively at the earliest stage possible including population demographics, existing land uses, and population health characteristics along with all modes of freight.
- Encourage freight facilities in the city boundaries to adopt low-pollution on-site drayage trucks, locomotives, and equipment handlers to reduce on-site air pollution emissions.
- Industrial activity should be clustered in established industrial zones and not encroach on residential areas, and residential development should be discouraged along freight routes that connect industrial clusters with interstate highways and other area freeways.
- Buffers should be established to mitigate noise and air pollution effects stemming from freight infrastructure and the report recommends ideal buffers of 500 feet, 1,000 feet and 1,312 feet for rail corridors, rail yards, and freight corridors, respectively.
- Trees should be planted in these buffers to help ease pollution effects.
- The industrial tax base needs to be maintained while the zoning code should be reviewed to address conflicts between industrial and residential land uses.

City of Atlanta Transportation Plan (2018)

The City of Atlanta updated its comprehensive transportation plan in 2018 (its previous was Connect Atlanta released in 2008) to incorporate the access strategy for Atlanta City Design and to integrate transportation investments with the City's vision for inclusive growth. Goals for the City's transportation system focus on safety, mobility, and affordability. The plan includes information on demographics, high injury intersections, and transit, bicycling and walking conditions throughout the city. The plan itself mentions little about freight; however, it acknowledges the Cargo Atlanta Freight Study that was completed in 2015 as part of the prior plan review.

As part of the Atlanta City Design, growth areas are established along certain corridors and labeled as either city design growth areas, high growth areas, or emerging growth areas. Growth areas within the City of Atlanta that are in close proximity to the Aerotropolis include the following:

- Metropolitan Parkway (US 19/41/SR 3) - City Design Growth Area
- Jonesboro Road (SR 54) - City Design Growth Area
- Fort McPherson - Emerging Growth Area

This plan impacts freight from a workforce access standpoint by identifying shortcomings in the existing multi-modal network and outlining how to address them over the next five years. The five-year action plan includes 20 programs and 200 projects that are intended to improve access, connectivity, and safety across the City of Atlanta. Projects stemming from this plan update were labeled as either low, medium, or high priority. No corridor-specific low priority projects were identified within the Aerotropolis. Medium-priority projects near the Aerotropolis that will benefit the freight industry include:

- **EX-005 (I-285 and Langford Parkway Interchange Reconfiguration):** Reconstruction of interchange, involving removal of east-bound ramp to Langford Parkway (SR 166) from NB I-285. This plan may evolve with the City of Atlanta's updates to the Greenbriar LCI Study in 2017.
- **ST-041 (Langford Parkway Study):** This project entails studying the most efficient and cost effective long-term fate of Langford Parkway (SR 166) from I-285 to Lakewood Parkway. This could include conversion to an urban boulevard.

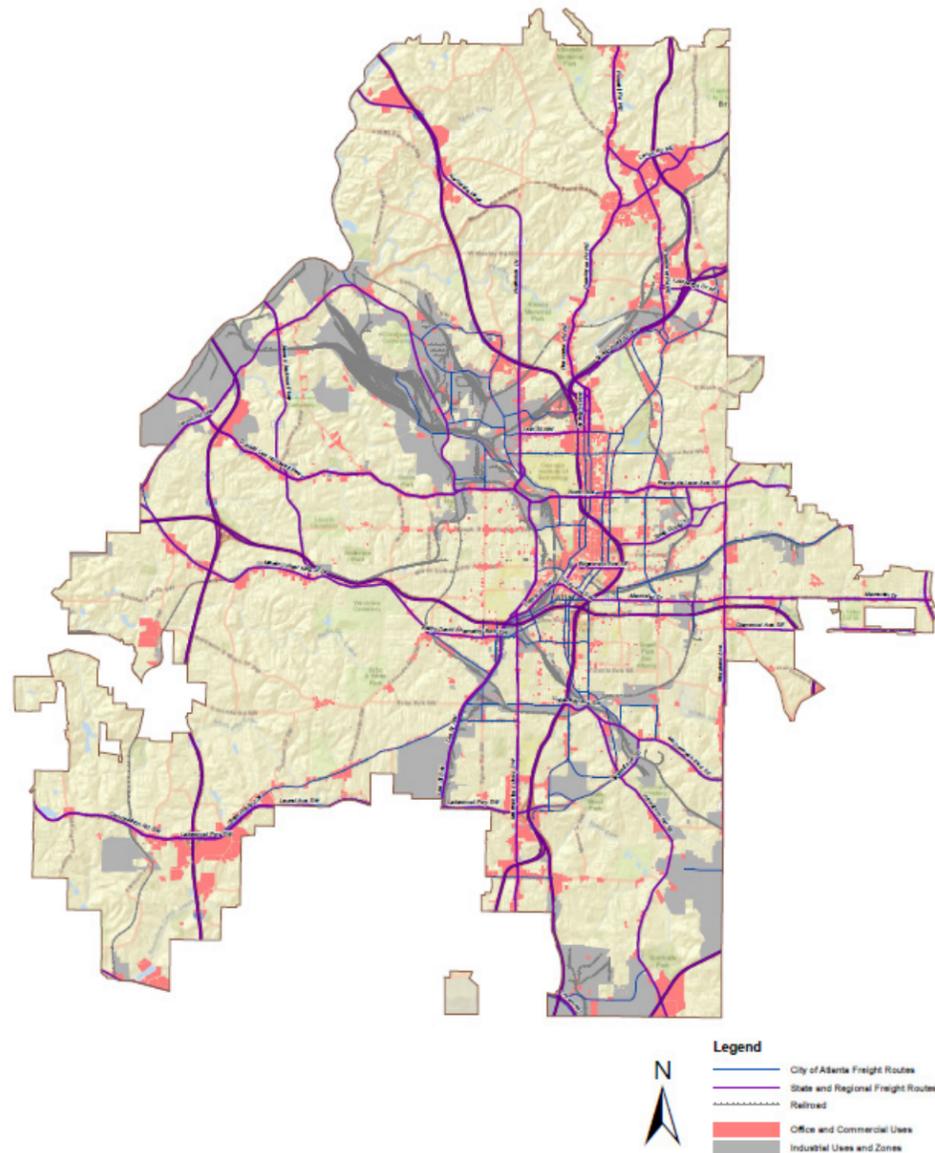


FIGURE 8: City of Atlanta Freight Route Network

Image Credit: City of Atlanta (Cargo Atlanta Freight Study, Appendix E)

High-priority projects near the Aerotropolis that will benefit the freight industry include:

- **BI-010 (Sylvan Road Bike Facilities):** Re-stripe the existing 30-foot, two-lane roadway from Murphy Avenue to Lakewood Avenue to include a combination of 5-foot bike lanes (designed to coordinate with bus operations), sharrows, and 10-foot vehicular lanes with on-street parking located along redevelopment frontages.
- **BI-020 (Lee Street Trail):** New multi-use trail along the eastern side of Lee Street (US 29/SR 14) between the West End and Lakewood/Fort McPherson MARTA Stations (Ralph David Abernathy Boulevard to Womack Avenue). The trail is adjacent to the railroad ROW and MARTA north-south line. This project serves three MARTA rail stations and the Fort McPherson redevelopment site.
- **SA-001 (Southside Industrial Parkway Widening):** Widen Southside Industrial Parkway from Browns Mill Road to Jonesboro Road (SR 54) to create a consistent cross section through the Southside Industrial Park including truck route wayfinding signage to discourage trucks from using nearby neighborhood streets, sidewalks on both sides of the street, ADA compliant ramps, push buttons, and crosswalks.
- **SA-032 (Cleveland Avenue Multimodal Street Reconstruction):** Widen sections of Cleveland Avenue from Springdale Road to Jonesboro Road (SR 54) and reconfigure to include bicycle lanes. Install sidewalks and other pedestrian improvements.
- **TR-013 (Cleveland Avenue High Capacity Transit):** High capacity transit along with physical street changes to improve stop amenities, provide queue jumps and other operational improvements, and to enhance pedestrian facilities from Jonesboro Road and Browns Mill Road to East Point MARTA Station.
- **TR-016 (Northside Drive/ Metropolitan Parkway High Capacity Transit):** High capacity transit from Mount Zion Road (Atlanta city limit) to the Arts Center MARTA Station along the Northside/Metropolitan corridor and 17th Street.

City of College Park Comprehensive Plan (2016)

The City of College Park Comprehensive Plan was updated in 2016 to identify issues and opportunities pertaining to housing, economic development, transportation, and land use as required by the Georgia Department of Community Affairs (DCA) over the next 20 years. The community has a goal to capitalize on its location close to H-JAIA, multiple interstate highways, and near industrial and warehousing districts of paramount importance to the freight and logistics industry. One of its challenges, however, is to mitigate noise pollution stemming from the airport. Va-

cant buildings and older developments that comprise 80 acres of greyfield sites may present opportunities for redevelopment along corridors such as Old National Highway (SR 279).

The City strives to work with AACIDs in creating the “Airport City” concept referenced in the Aerotropolis Blueprint (2016). The City is also located along a CSX rail line. The plan discusses the airport’s desire to grow its cargo facilities along with the need for coordination in freight planning. The Roosevelt Highway (US 29/SR 14) corridor is envisioned as a potential distribution and logistics center. Entries in the City’s community work program which are relevant to AACIDs and the freight industry include:

- Working with MARTA on TOD access to the College Park MARTA Station
- Support AACIDs and the AeroATL
- Create tax allocation district (TAD) on Old National Highway (SR 279) to spur redevelopment
- Implement Fulton County T-SPLOST Projects (specific projects discussed in the Capital and Maintenance Projects section of this Appendix)
- Old National Highway (SR 279) Transit Oriented Sidewalk Installation
- Godby Road Widening
- Camp Creek Parkway (SR 6) Frontage Road Bridge Replacement
- Camp Creek Parkway (SR 6) Widening

City of East Point Comprehensive Plan (2017)

The City of East Point updated its comprehensive plan in 2017 to identify issues and opportunities for the next five, ten, and twenty years. The plan emphasizes the close proximity of East Point to H-JAIA and how freight and industry are strong sectors in the city’s economy. The plan discusses the need for reinvestment in industrial greyfield sites along with a “conflict of scale” between hosting industrial uses with freight truck activity and the city’s goal of compact, pedestrian-friendly, mixed-use infill development. The plan strives to improve multimodal and pedestrian connectivity, especially in its downtown area, while continuing to attract industry to the city, and while doing so, improve the balance between these needs.

Policies stemming from this comprehensive plan address economic development (ED), community facilities (CF), land use (LU), the Main Street Corridor TOD Plan LCI (LCI), transportation (T), intergovernmental coordination (IC), and population (P). Those policies that are applicable to freight include:

- **ED-2:** Encourage economic development, with an emphasis on redevelopment.
- **ED-3:** Accommodate new development while enhancing existing local assets.
- **ED-4:** Promote public-private partnerships to enhance activity centers and corridors.
- **ED-7:** Target reinvestment in declining neighborhoods and corridors to further encourage private sector redevelopment and accommodate future
- **NCR-9:** Preserve and protect existing historic residential and commercial structures adding to the social and cultural fabric of the city.
- **CF-4:** Protect investments in existing infrastructure by encouraging infill, redevelopment, and compact development.
- **CF-7:** Establish regulations such that new development does not create a burden but rather provides the improvements and/or infrastructure necessary to support it.
- **CF-9:** Establish regulations such that new development does not create a burden but rather provides the improvements and/or infrastructure necessary to support it.
- **LU-2:** Promote development that is sensitive to the land and gives consideration to adjoining, existing and planned development as well as the overall community.
- **LU-3:** Promote efficient use of land by promoting well-designed, more pedestrian-friendly development patterns with a mix of uses and an efficient, creative use of land.
- **LU-5:** Guide or direct patterns of land development with land development regulations.
- **LU-7:** Encourage innovative land use planning techniques to be used in building higher density and mixed use developments as well as infill developments.
- **LU-8:** Commit to redeveloping and enhancing existing commercial and industrial areas.
- **LCI-1:** Utilize land served by MARTA rail transit parking lot for higher density, mixed-use development.
- **LCI-7:** Examine parking requirements for all uses. Excessive parking requirements increase the cost of development, harm the environment, and use valuable land. Minimum requirements for off-street parking should be eliminated in the downtown area, and reduced elsewhere in the study area, to promote compact redevelopment/infill, to reduce development costs, and to encourage the use of alternative modes of travel.

- **T-1:** Improve connectivity between road networks, public transit, and pedestrian/bike paths.
- **T-6:** Ensure that vehicular traffic will not harm the residential nature of neighborhoods.
- **T-7:** Encourage high or urban density to be located in areas that are conducive to walking and biking and are served by transit.
- **T-8:** Improve access for disabled persons to public facilities, commercial districts, parks, schools, etc.
- **T-9:** Promptly address roadway safety issues, and maintain and improve roadway safety features such as regulatory signs and roadway striping.
- **T-10:** Coordinate with adjacent jurisdictions on bicycle and pedestrian facility planning to maximize connectivity and efficiency.
- **IC-1:** Establish coordination mechanisms with adjacent local governments to provide for exchange of information, particularly within the Tri-Cities area.
- **IC-8:** Coordinate with the City of Atlanta and Fort McPherson Redevelopment Authority to identify potential impacts of the base redevelopment and maximize redevelopment opportunities affecting both adjacent neighborhoods and the broader East Point market area.
- **IC-11:** Participate in the Aerotropolis Alliance and Atlanta Aerotropolis CID's efforts to encourage and improve coordination on land development, planning, aesthetic and transportation improvements, and economic development around H-JAIA
- **IC-12:** Work with MARTA, GRTA, and ARC to support existing and future transit service in and around the city.
- **P-3:** Housing, land use, transportation and economic development policies will aim to create conditions that allow mixed-income housing opportunities, access to job training facilities, and community supported service provision for those in need.

Future development goals stemming from the City of East Point's future land use character areas are addressed as part of this comprehensive plan update. This includes corridors and gateways, and the plan includes language on commercial corridors that should enable shared access and parking as well as contain wide sidewalks in good condition. The community work program includes the following that address freight:

- Identify and implement a capital improvement project along Cleveland Avenue
- Coordinate with AeroATL Greenway Plan
- Downtown East Point Multimodal Improvements
- Implement Fulton County T-SPLOST projects

City of East Point Main Street TOD (2012)

This June 2012 publication was funded through an LCI grant. The City of East Point strives to change the character and function of its downtown area and Main Street Corridor towards transit-oriented development (TOD). The TOD Plan guides new development that fosters sustainable land use and transportation practices while stimulating economic growth. Recommendations for this TOD Plan were framed in seven focus areas that each present different opportunities and constraints for growth, housing choices, transportation connectivity, and urban design enhancements. Most of these relate to bikeability, walkability, and traffic calming measures. One of the prominent needs in East Point is additional east-west connectivity across freight rail lines and the MARTA rail line, which run parallel to each other through Downtown East Point. The key location identified in this plan was East Ware Avenue at Main Street where a new pedestrian bridge was proposed over the freight rail line, MARTA line, and Main Street.

Recommendations and design concepts from this study were presented at a focus area level. These are depicted in Figure 9 and include:

- **Village North:** Located along Langford Parkway (SR 166), this area is primarily single-family development and land uses here are intended to promote the redevelopment of Fort McPherson. Infill development is encouraged in this focus area.
- **Neighborhood Live/Work:** This district is focused along Church Street and is adjacent to downtown and is primarily transitional between commercial retail and single-family residential.
- **Historic Character Downtown:** Downtown East Point is home to a mix of land uses, and a priority of this TOD plan is to enhance bicycle and pedestrian connectivity within this district.
- **Gateway North:** This area serves as a transition between the Historic Character Downtown and the Technology and Research focus areas, and between Main Street and the Frog Hollow residential neighborhood.
- **Gateway South:** This is the gateway into Downtown East Point along Main Street (US 29/SR 14) from College Park. This district is proposed to primarily consist of commercial retail and institutional uses.
- **Technology/Research District:** Focused on parcels along Lawrence Street, this is an employment center with high-tech industrial and office uses within close proximity to Downtown East Point.
- **Historic Warehouse District:** This focus area is located to the east of Downtown East Point and is ideally suited for office and residential uses.

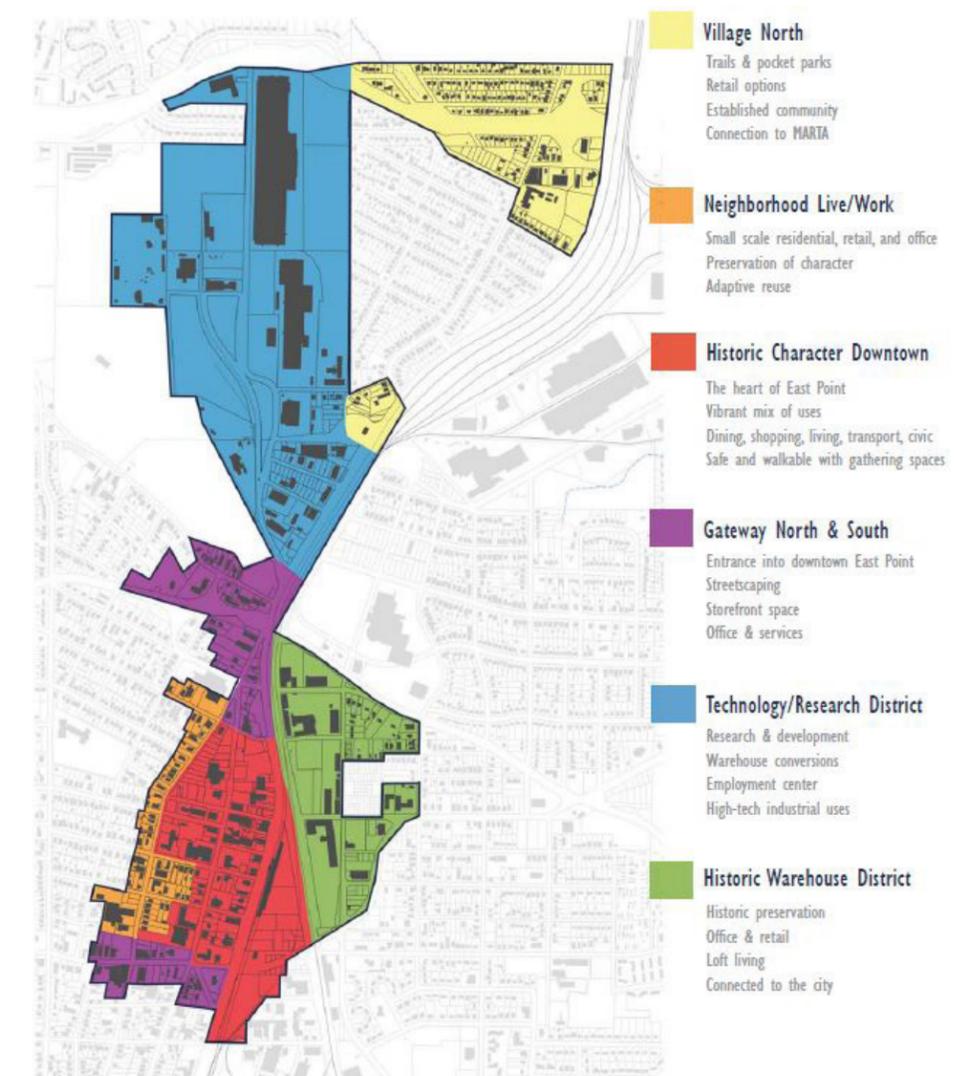


FIGURE 9: East Point TOD Focus Areas

Image Credit: City of East Point (Main Street Corridor TOD Plan, p. 80)

The five-year action plan for this LCI study contains numerous streetscape and multimodal projects that can improve access to jobs within freight-intensive industries. These include:

- **O-11:** Partner with Metro Atlanta Chamber of Commerce and Georgia Research Alliance to attract technology-oriented businesses
- **O-15:** Install pedestrian and bike amenities (benches, bike racks, etc.) along major corridors in the study area
- **O-26:** Develop a comprehensive pedestrian lighting plan for downtown.

- **T-1A:** Continue implementation of LCI Grant awarded to East Point in 2011, including enhancements on Main Street, East Point Street, and West Cleveland Avenue
- **T-2:** Install sharrows on select corridors in Downtown East Point (*None are truck routes*)
- **T-4A:** Sidewalks and streetscape projects on select routes, including Main Street (US 29/SR 14) - 14-foot sidewalks with streetscape on the west side of the road from West Forrest Avenue to West Cleveland Avenue; 5-foot sidewalk and 5-foot bicycle lane on the east side of the roadway from West Cleveland Ave to Connally Drive
- **T-4C:** Intersection enhancements including decorative mast arms, internally illuminated street name signs, enhanced crossings, and bulb-outs at the following locations along truck routes:
 - » Main Street at Washington Road
 - » Main Street at Legion Way
- **T-10, T-11 & T-12:** Warehouse District Wide Sidewalks & Streetscape:
 - » R.N. Martin Street
 - » Forrest Avenue
 - » East Ware Avenue
 - » South Martin Street
 - » Irene Kidd Parkway
- **T-13, T-14 & T-15:** Construct multi-use trails on Harold Sheats Parkway, Norman Berry Avenue, and Hawthorne Way, respectively
- **T-16:** Improve pedestrian bridge over Langford Parkway between Newnan Avenue and McPherson Drive by making ADA compliant and accommodating bicycles
- **T-17 & T-18:** Main Street Streetscape enhancements
- **T-19:** New pedestrian bridge connecting Ware Avenue at Main Street over the MARTA rail line and freight railroad tracks
- **T-20, T-21 & T-22:** Fill sidewalk gaps on Cheney Street, Fairfax Avenue, Davis Avenue, Lawrence Street, and Daphine Street

City of Forest Park Comprehensive Plan (2018)

The City of Forest Park updated its comprehensive plan in 2018 with ARC to identify issues and opportunities along with its goals for the next five, ten, and twenty years. After Fort Gillem closed in 2012, the Gillem Logistics Center was opened to generate new e-commerce and distribution logistics jobs for area residents. It contains a Kroger distribution center,

among other tenants. Transportation and warehousing is a significant employment sector in the City of Forest Park. Similar to East Point, Forest Park has significant industrial commercial land uses near H-JAIA, and its challenge is to provide a high quality of life for residents while maintaining its importance in the freight and logistics industry. Policies stemming from this comprehensive plan update that are relevant to freight are working with regional partners like AACIDs to fund noise mitigation programs and maintain buffer zones between residential and non-residential land uses. This plan discusses the update of Clayton County's Comprehensive Transportation Plan and the future MARTA expansion into Clayton County through Forest Park.

The Community Work Program for the City of Forest Park for 2019 through 2023 contains multiple items that are relevant to freight in the Aerotropolis including:

- **H.8:** Research methods to establish Infill Development opportunities
- **ED.2:** Continue to collaborate with the Urban Redevelopment Authority/Fort Gillem to attract world-class industry and business that support the City's develop goals
- **ED.3:** Work with other City departments to promote economic growth that will result in increasing the tax base
- **ED.4:** Identify and incorporate quality of life enhancements that make the area attractive to corporations
- **ED.5:** Collaborate with Aerotropolis and the DDA to make the City more attractive to businesses and potential homeowners
- **ED.9:** Stay involved in regional discussions
- **ED.10:** Continue to effectively communicate the development process; advocate for streamlining where opportunities exist
- **R.4:** Continue to collaborate with the State on the revitalization efforts of the State Farmers Market to ensure the broader goals of community connectivity and pedestrian accessibility are incorporated
- **R.9:** Assist where possible in improving access, ingress, and egress to outmoded retail centers and upgrade surrounding road networks
- **R.10:** Promote existing retail space and the redevelopment of vacant retail space. Develop a greyfield strategy
- **H&N.3:** Implement a targeted rental and abandoned property registration and monitoring program
- **UD.1:** Implement a gateway master plan for major entrances to the City that incorporates various recommendations of adopted design guidelines including AACIDs
- **UD.3:** Continue to apply for federal and state funding to enhance the streetscapes of road corridors in the City

- **LU.6:** Establish Design Guidelines for the Jonesboro Road Corridor
- **CF.2:** Implement a connectivity plan that addresses Forest Parkway, Jonesboro Road, Aerotropolis Greenway, Starr Park and Clayton County network
- **CF.10:** Continue to prioritize road resurfacing projects, continue drainage maintenance projects, and sidewalk repair projects according to most urgent need
- **CF.11:** Investigate the need for traffic calming, pedestrian safety elements and integrate traffic calming projects as may be appropriate in the City's capital plan
- **CF.12:** Develop a program incorporating landscaping/streetscaping and green infrastructure into all major road projects to improve water quality provide greater community identity and safety
- **PW.4:** Identify and develop a bus terminal
- **PW.6:** Determine the feasibility of a pedestrian bridge over Forest Parkway tied to the proposed transit center
- **PW.7:** Continue to prioritize road resurfacing projects, continue drainage maintenance projects and sidewalk repair projects according to most urgent need and implement transportation system improvements as described in the Comprehensive Plan

City of Hapeville Comprehensive Plan/LCI Study Update (2017)

The City of Hapeville Comprehensive Plan was updated in June 2017 after the City received an LCI grant to update the 2005 Hapeville Main Street Town Center LCI Study that was integrated into this comprehensive plan update. Several redevelopment nodes are identified in this plan including Downtown, Western Gateway, Eastern Gateway, Loop Road, and Virginia Avenue Gateway. The plan discusses the effects of the closing of the Ford Motor Company Plant and other events stemming from the Great Recession. This site is now home to the Porsche North America Headquarters and Experience Center which opened in 2015. It also proposes relocating US 19/41 away from Dogwood Drive in Downtown Hapeville to align with Cleveland Avenue and I-75. This proposal stems from the 2003 LCI study and encourages freight and heavy vehicles to avoid the city center that Hapeville citizens and stakeholders envision as safe and walkable. Dogwood Drive and North Central Avenue would be obtained from GDOT for local control to allow the city to design pedestrian-oriented streetscapes, install wayfinding, and oversee maintenance.

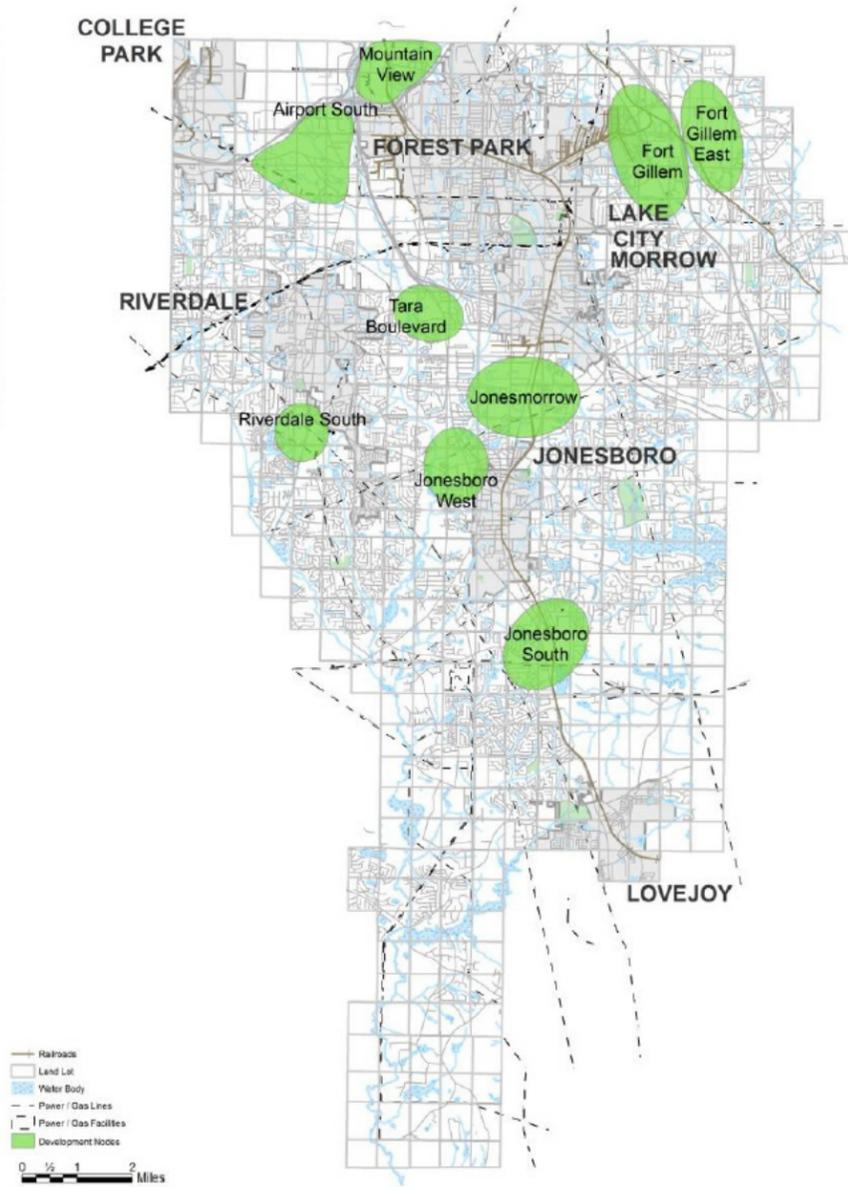


FIGURE 10: Future Development Nodes in Clayton County

Image Credit: Clayton County (Clayton County 2014 Comprehensive Plan, p. 122)

The implementation plan for this plan update includes numerous actions that affect freight operations:

- **L4:** Design and develop wayfinding signage throughout Hapeville to assist residents and visitors moving from Gateways to Downtown, jobs, and other attractors.
- **L5:** Partner with the AACIDs and key employers to develop gateway signage for the major corridors into Hapeville.
- **L10:** Continue to work with the AACIDs and surrounding communities to develop a greenway and trails master plan. Consider recommendations within this report during this process.
- **E1:** Evaluate expansion of the TAD district from the former Ford site to include the northwest quadrant of the I-75/North Central Avenue across from the Porsche facility.
- **T1:** Additional study of a shuttle service concept that would connect Hapeville businesses with nearby hotels and other employment in Hapeville and College Park. This would test basic costs and service feasibility, and would explore funding options that take advantage of current funding sources (such as City and T-SPLOST funding) and potentially engage private business funding. Partner with AACIDs
- **T2:** Coordinate with H-JAIA on enhancement of the current airport inter-terminal shuttle service. This would allow additional stops at the Corporate Crescent district and allow central Hapeville easy access to both airport terminals.
- **T3:** Additional streetscape and sidewalk enhancements to North Central, including coordination with adjacent property owners to identify potential for easements or landscaping improvements on private property that can accomplish streetscape objectives.
- **T4:** Construct a more extensive streetscape and fill sidewalk gaps in the eastern portion of the South Central Avenue corridor.
- **T9:** Coordinate with Aerotropolis Alliance/AACIDs on streetscape enhancements to Virginia Avenue.
- **T12:** Construct a protected, off-street bicycle and pedestrian path on Willingham Drive between South Central Avenue and the Hapeville City limits. This would enhance pedestrian conditions for the relatively high volume of users on this corridor, and should be coordinated with the City of East Point for connections to the Main Street corridor and on to the East Point MARTA Station.
- **T15:** Remain committed to HATMA, supporting such programs as van pools, shuttle services and employer discounts on MARTA cards.

City of Riverdale Comprehensive Plan (2018)

The City of Riverdale's comprehensive plan was updated in 2018 to identify issues and opportunities along with its goals for the short- and long-term future. The City is attempting to embrace and implement creative placemaking as an economic development tool and take advantage of its location to create opportunities for small businesses and national corporations with access for freight as a key objective. Redevelopment of commercial property is an issue and opportunity cited in this plan update. This plan includes programmed transportation projects within the City of Riverdale such as the widening of SR 85 from four to six lanes (GDOT PI# 0013524) and a new interchange with Forest Parkway (SR 331).

Clayton County Comprehensive Plan (2014)

Clayton County updated its comprehensive plan in 2014 to identify issues and opportunities along with its goals for the short- and long-term future through 2034 for unincorporated areas of the County. Community goals relevant to this Freight Cluster Plan include the following:

- Improve traffic flow and quality of roadways
- Ensure the quality of new development
- Encourage well-coordinated development

Future land use maps indicate a significant amount of unincorporated areas within the Aerotropolis Freight Cluster study area will be mixed-use commercial industrial. Development nodes identified here include Airport South, Mountain View, Tara Boulevard (US 19/41/SR 3), and Fort Gillem (see Figure 10). The plan discusses the potential that MARTA expansion may bring to the County. Short-term work programs through 2019 are established through various areas of planning including transportation. Programmed improvements that will benefit freight include road widenings along US 23/SR 42 and SR 85.

Clayton County CTP Update (2018)

Clayton County completed updating its Comprehensive Transportation Plan (CTP) in 2018. Public information open houses (PIOHs) occurred in March 2018 over various dates and locations across the county. The plan inventoried existing transportation conditions in Clayton County, assessed existing and future transportation needs, recommended projects to address identified needs, prioritize projects using study goals, needs, and public input, and established short-, mid-, and long-term programming based on funding options that were available or potentially available. An Existing Conditions report was released in February 2018 with Section 6.4 of this document devoted to freight including rail and truck movements. It discusses freight clusters within the county including the Airport/Clayton freight cluster. The airport and numerous distribution centers and warehouses in the area make this an area with high freight activity on area interstate highways. The county is home to three Class I rail lines with the “Atlanta South” line passing through the Freight Cluster study area.

The final report includes a discussion of corridor needs for the state- and local-owned road networks. This initiative analyzed the existing freight network in Clayton County and determined potential needs and improvements around the county. These include:

- Capacity or operational improvements to the I-675 interchange with Forest Parkway (SR 331)
- An additional interchange to serve increasing amounts of truck traffic to the Gillem Logistics Center
- Anticipation and accommodation of the relocation of all cargo facilities at H-JAIA to the South Cargo Area
- Extension and improvement of Conley Road, including grade separation at the railroad tracks adjacent to Old Dixie Highway
- Based on a safety analysis of at-grade rail crossings in the county, there may be a need for operational improvement projects at rail crossings with a history of at-grade crashes. Implementation of potential high capacity transit investments in the county may address these needs in the future.
- There is a need to anticipate and accommodate the relocation of the North Cargo facilities at H-JAIA specifically with the construction of an extension of Conley Road from its current terminus to the H-JAIA
- The plan mentions a scoping study for a new interchange between Conley Road and I-285.

Other policy recommendations in this plan include improving truck parking availability and encouraging the county to coordinate with the Aerotropolis in completing this Freight Cluster Plan. The plan identifies ma-



FIGURE 11: College Park LCI Study Area

Image Credit: City of College Park (College Park 2017 LCI Update, p. 14)

ajor freight employers in the county including FedEx and R+L Carriers. A \$300,000 freight safety study is slated to be commissioned by the county in the short-range, five-year planning period between 2021 and 2025 with a \$1,000,000 study programmed mid-range between 2026 and 2030.

Recommended projects in Clayton County that will impact freight in or near the Aerotropolis include:

- **2F, 2G, 2H, 2I, 2J & 2K:** Operational improvements at intersections along SR 85 (SR 138, Garden Walk Boulevard, Forest Parkway, Bethesda Road/Lamar Hutcheson Parkway, Church Street/Rountree Road, and Main Street/Valley Hill Road, respectively)
- **2M:** Access Management along SR 85 between Main Street/Valley Hill Road and Roberts Drive
- **3C & 3D:** Access Management along Riverdale Road (SR 139)
- **4C:** Widening of West Fayetteville Road (SR 314)
- **5H & 5I:** Access Management along Forest Parkway (SR 331)
- **3105:** West Fayetteville Road (SR 314) ITS Installations
- **3504:** Conley Road Operational Upgrades

- **3550:** Conley Road at I-285 South Bridge Widening
- **3952:** Riverdale Road (SR 139) at Flat Shoals Road Operations Improvements

College Park LCI Update (2017)

The College Park LCI Update was completed in August 2017 and envisions College Park as a global gateway for the state of Georgia due to its location adjacent to H-JAIA. This document builds upon an LCI study that was completed in 2008 and was done to examine how to link Downtown College Park with the Gateway Center along with appropriate land uses and development in the “Airport City” area. This area is shown in Figure 11. In the five years leading up to this study, the College Park area experienced new development of warehouse and distribution space that has improved the vacancy rate and rent level. Industrial activity is mostly concentrated in the area south of the airport rather than downtown College Park. The five-year action plan for this LCI contains several actions that can impact freight operations including:

- Complete Global Gateway Connector Bridge and Trail over Camp Creek Parkway (SR 6)
- Camp Creek Parkway Master Plan for vehicular and pedestrian improvements along the corridor
- Camp Creek Parkway Transportation Study Focused on Light Rail
- Intersection Improvements
 - » Camp Creek Parkway (SR 6) at Airport Drive
 - » Camp Creek Parkway (SR 6) at Convention Center Concourse
 - » Camp Creek Parkway (SR 6) at Global Gateway Connector

Long-term action items relevant to freight and workforce access include:

- Streetscape and pedestrian improvements along Global Gateway Connector
- Intersection Improvements at Global Gateway Connector and Riverdale Road (SR 139)
- Pedestrian improvements on Herschel Road
- Pedestrian improvements on Riverdale Road (SR 139)

Fulton County 2035 Comprehensive Plan (2016)

Fulton County updated its Comprehensive Plan in October 2016 to outline issues and opportunities for unincorporated areas of the county for the next 20 years through 2035. This plan was completed before the incorporation of the City of South Fulton in 2017. Plan elements include population, land use, housing, transportation, environmental, and community facilities and resources in accordance with requirements set forth by DCA. Industrial focus areas for unincorporated Fulton County near the Freight Cluster Plan study area include Fulton Industrial Boulevard (SR 70) and Old National Highway (SR 279). In addition to Norfolk Southern and CSX rail lines, the Fulton County Railway owns and operates 33 miles of track in unincorporated portions of the county. The plan recommends buffers between industrial and non-industrial character areas. The plan includes an activity item to promote an interconnected transportation system by requiring inter-parcel access and multiple access points as property is developed and by limiting the construction of cul-de-sacs.

Fulton County Transit Master Plan (2018)

The Fulton County Transit Master Plan was completed in early 2018 in response to voters passing a transportation special purpose local option sales tax (T-SPLOST) referendum aimed at improving transportation connectivity in areas of Fulton County outside the City of Atlanta, including portions of the Aerotropolis Freight Cluster study area. Guiding principles identified in the planning process include:

- Providing greater access to employment centers and destinations
- Implementing more reliable mobility and mitigating congestion
- Catalyzing economic development
- Investment and placemaking
- Maximizing return on investment
- Enhancing transportation options and access
- Establishing a framework for greater regional connectivity

Recommendations were developed using market-based and preferred transit investment scenarios that meet the access and mobility needs of Fulton County over the next 40 years. Among the recommendations are extending heavy rail into Clayton County, implementing bus rapid transit (BRT) along Highway 29 between the College Park MARTA Station and the City of Palmetto and along South Fulton Parkway from the College Park

MARTA Station to Chattahoochee Hills, and implementing arterial rapid transit (ART) on Camp Creek Parkway between H-JAIA and Fulton Industrial Boulevard (SR 70). The preferred transit investment scenario is based on public input and stakeholder meetings along with discussion among County leaders for longer term improvements, and the recommendations relevant to the Aerotropolis Freight Cluster study area are the same as the market-based scenario with the exception of heavy-rail expansion into Clayton County, which was not included. This plan also includes potential next steps for financing and implementation.

Georgia State Rail Plan (2015)

This plan was developed by GDOT with the purpose of guiding the state's rail freight and passenger transportation planning activities through 2040. As of 2015, the rail system in Georgia consists of 4,643 route miles owned by freight railroads and the state of Georgia. Two Class I railroads owned by CSX and Norfolk Southern comprise 78 percent of the state's rail route mileage. The plan discusses the impacts that rail has on the state's economy, stakeholder input, and the state's rail vision, which is "a safe and energy efficient state rail system that enables the economic wellbeing of Georgians by expanding access and enhancing mobility for people and goods in an environmentally sustainable manner." The plan recommends expansion of data collection efforts, developing a rail passenger marketing and education program, collaborating with neighboring states on regional issues, developing a commuter rail plan by collaborating with Amtrak and MARTA, and increasing the movement of goods by rail while maintaining community and environmental stewardship and economic competitiveness. Goods commonly transported through the state include coal, chemicals or allied products, miscellaneous mixed shipments, food products, and farm products. Driving factors for rail expansion are discussed in this plan and include increased domestic intermodalism, oil and gas production through hydraulic fracturing, the deepening of the Savannah Harbor, Panama Canal expansion, a shift from China-centric traffic, and manufacturing facilities in Georgia and adjacent states.

Both CSX and Norfolk Southern have railroads which pass through the Aerotropolis. Highway and airport congestion hotspots are discussed in this plan including the Howell Junction northwest of Downtown Atlanta, which has spurred proposals for rail expansion in the Atlanta region or bypassing Atlanta altogether. Inter-city high-speed rail is identified as an opportunity for Georgia with proposed routes to Birmingham, Charlotte, Chattanooga, and Jacksonville beginning at H-JAIA. A key proposed freight project outlined in this plan is the construction of an intermodal facility east of H-JAIA that would provide intermodal shippers access to the Norfolk Southern main line between Atlanta and Macon.

Georgia Statewide Freight & Logistics Plan (2017)

Task 5 of this GDOT publication identifies freight improvement projects throughout the state as part of the Freight & Logistics Plan. The projects were identified through outreach to the private sector, the state's Plan Development Committee, and previous freight-related reports released through GDOT and MPOs. The projects are categorized by mode and include port improvement, rail improvement, highway improvement, and air cargo improvement projects. Atlanta is a hub for southeast rail operations for Norfolk Southern and CSX, the two chief Class I railroads in the eastern United States. Metro Atlanta is the top intermodal rail trading partner with the Port of Savannah and receives 33 percent of total intermodal rail containers through the port. Highway improvement projects within the Aerotropolis are identified including two long-haul corridors - I-75 towards Macon and I-85 towards Alabama. Bottleneck hotspots identified in this report include the following junctions:

- **I-85 at SR 74 in Fairburn:** Proposes reconstruction of interchange and is in the Atlanta RTP.
- **I-285 at I-75 near Forest Park:** Recommends collector-distributor lanes between Forest Parkway and I-285, the northbound lanes of which are currently under construction. This project is included in the FY2018-2023 TIP.
- **SR 6 (Camp Creek Parkway) Truck-Friendly Lanes:** This project calls for the construction of truck-friendly lanes between the Norfolk Southern Whitaker Yard in Austell and I-20. Stems from the SR 6 Access Management Study that is discussed on page XX.

Chapter 3 of the plan includes benefit-cost analyses for these and other proposed projects around the state through travel demand modeling and off-model analysis. Further, the plan includes a recommendation to add warehouse capacity at H-JAIA with 1 million square feet slated to be added by 2021. Economic impact analysis through the REMI Transight Macroeconomic Simulation Model is included in Chapter 5. Chapter 6 discusses freight corridor networks around the state and in metro Atlanta such as ASTRoMaP as well as ITS systems like the Regional Traffic Operations Safety Program (RTOP), variable message signs and variable speed limits on I-285. Funding strategies through state and federal programs are discussed in Chapter 7.

Hartsfield-Jackson Airport Master Plan (2015)

H-JAIA is the world's busiest airport for passenger traffic. A layout of the airport courtesy of FAA is shown in Figure 12. H-JAIA updated its Airport Master Plan in 2015, and this plan contains approximately \$7.5 billion worth of projects and recommendations such as:

- A sixth runway on the south side of the airport between runways 27L/09R and 28/10
- A new concourse
- Terminal modernization
- New cargo facilities
- Parking garage replacement

Based on correspondence with airport staff, many projects stemming from this master plan have not been fully realized or shelved for a variety of reasons. The airport has been focused on the ATLNext Project, the airport's redevelopment program aimed to add capacity and improve aesthetics. Cargo facility expansion will especially be necessary to accommodate long-term cargo and freight growth in the airport area. The North Cargo building was identified as needing replacement, as it is almost 40 years old and is functionally obsolete compared to similar facilities in the nation. Expansion, however, is underway: the airport is seeking partnerships with a private cargo company to design, build and operate a new facility on a large plot at South Cargo. As part of this initiative, the airport is considering the current and future needs for capacity and enhanced operations along Sullivan Road. In the meantime, the new Truckpass lot at 1586 Sullivan Road is helping streamline cargo pick-up and drop-off with a reservation based system.

More MARTA Technical Summary (2018)

In November of 2016, voters in the City of Atlanta approved a measure to increase sales tax by 0.5 cents to expand and enhance MARTA service. The project list was initially developed with nine guiding principles including:

- Balance the portfolio of transit projects serving short/medium/long term goals using multiple travel modes
- Increase mobility for workers to and from major job centers
- Enhance predictability of commuter times by utilizing dedicated lanes, HOT lanes, and other technology
- Create a layered, integrated transportation network to accomplish specific types of trips

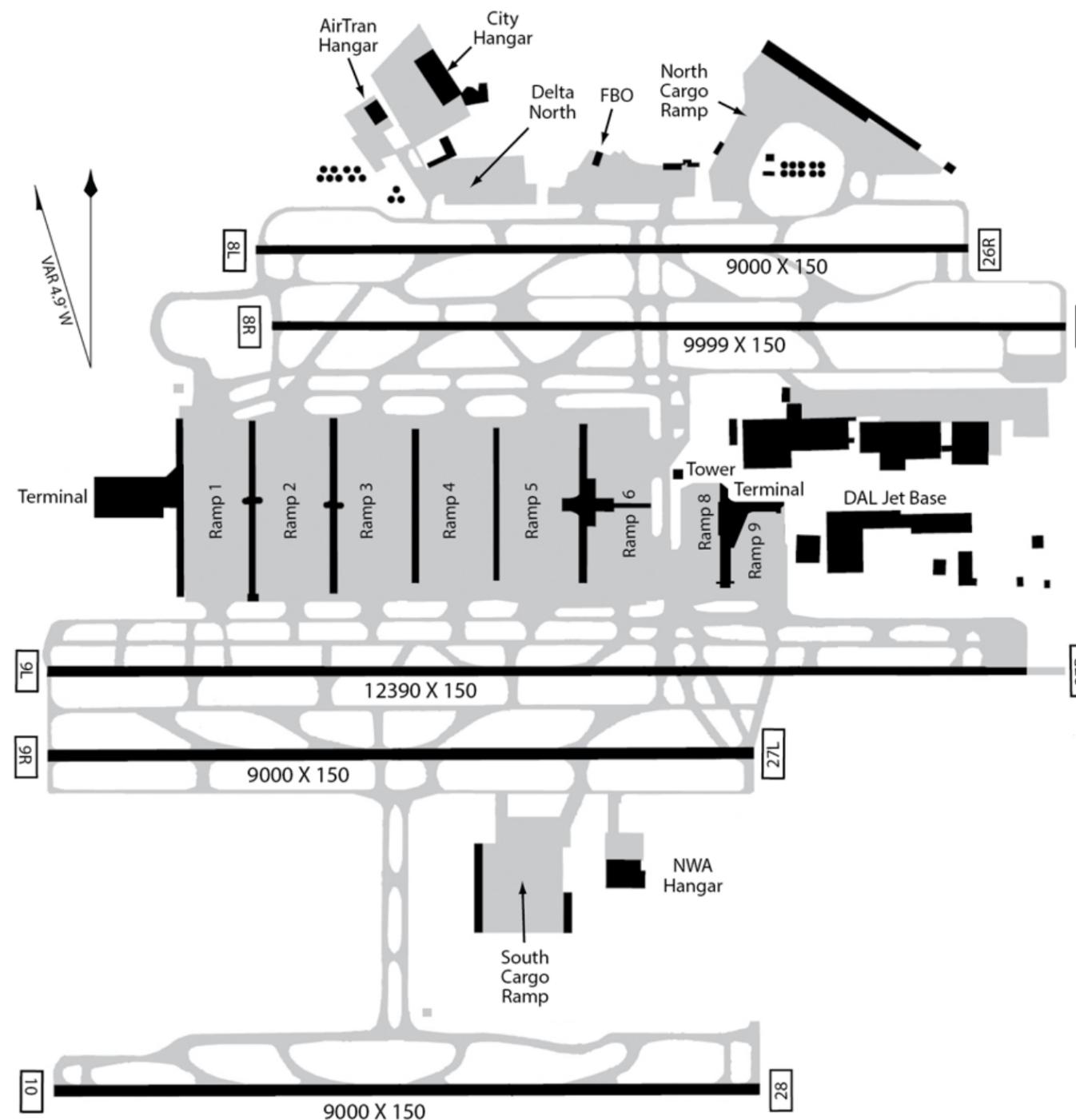


FIGURE 12: Map of Hartsfield-Jackson Atlanta International Airport

Image Credit: Federal Aviation Administration, <https://www.faa.gov/nextgen/snapshots/airport/?locationId=54>

- Prioritize investments inside the city limits while laying foundation which will ultimately be integrated into regional transit networks
- Partner with neighboring jurisdictions to leverage transit projects
- Create last-mile connectivity using circulating buses, multi-use paths, and sidewalks
- Enhance ease of use and transfers within the network of transit options
- Enhance safety and access to transit centers and MARTA stations

Projects that may impact roadway operations in proximity to the Aerotropolis include arterial rapid transit (ART) service along Metropolitan Parkway (US 19/41/SR 3) from West End station to College Park station and ART along Cleveland Avenue.

SR 6 Access Management Plan (2015)

An access management plan for SR 6 was completed by the GDOT Office of Planning in August 2015 to examine and evaluate existing and future conditions of the corridor to evaluate existing and potential operational deficiencies that could arise from access management issues as well as ensure future development along the corridor. The study corridor spanned 35 miles from H-JAIA to Dallas in Paulding County - including Camp Creek Parkway within the AACIDs boundaries and the freight cluster study area. Recommendations were developed for a five-year horizon through 2020 and include the following classifications:

- Access Points, Driveways, and Medians
- Operations
- Intersections
- Frontage Roads, Alternate Routes, and Inter-Parcel Access
- Bicycles, Pedestrian, and Transit

Relevant recommendations for the AACIDs from this project include:

- **A1:** The construction of a median barrier between I-285 and North Commerce Drive
- **A2:** The construction of a median barrier between Fulton Industrial Boulevard (SR 70) and Welcome All Road Connector.
- **O1:** Redirect Publix traffic in the Camp Creek Marketplace shopping center from Princeton Parkway to Carmia Drive.
- **I10:** Perform corridor-wide study to investigate the need for installing/extending auxiliary turn lanes for all intersections
- **F1:** Install signage on I-285 northbound directing traffic to SR 6 due to lack of driver information
- **F2:** Provide a secondary connection between Global Gateway Connec-

tor and Herschel Road

- **F3:** Installing signage between Washington Road and Princeton Parkway to direct drivers to existing and reopened Redwine Road
- **F4:** Reopen Redwine Road west of Prince George Street.
- **B1:** Improve bicycle & pedestrian facilities at Camp Creek Marketplace
- **B2:** Bicycle and pedestrian improvements between Old Fairburn Road and Butner Road.

South Fulton CID Multimodal Study (2018)

The South Fulton CID was formed in 1999 and includes manufacturing and industrial sites and parcels located along Oakley Industrial Boulevard near I-85 in Fairburn. The CID includes the CSX Intermodal Facility (colloquially known as the Fairburn Yard). In 2018, the CID initiated a multimodal study to examine increased freight traffic along I-85 as well as local roads, and potential conflicts with residential areas.

The study identifies a Critical Urban Freight Corridor network that consists of Oakley Industrial Boulevard, Bohannon Road, and McLarin Road. The study also recommends that freight buffer zones should be created to separate non-industrial and industrial land uses. Ninety-two different projects were prioritized as part of this initiative through the use of 11 performance measures in areas including economic performance, transportation impacts, and external impacts. Investment recommendations stemming from this study include freight ITS, new connections, resurfacing/repaving, interchange studies, transit, multimodal and pedestrian upgrades, and intersection improvements.

South Fulton CTP (2013)

The South Fulton Comprehensive Transportation Plan (CTP) was produced over three stages including the Existing Conditions, Needs Assessment, and Final Recommendations reports. The plan was produced to develop jurisdiction-wide goals for improving mobility, increasing capacity, mitigating traffic congestion, and encouraging alternative modes of transportation in unincorporated portions of southern Fulton County and seven municipalities including the cities of Chattahoochee Hills, College Park, East Point, Fairburn, Hapeville, Palmetto, and Union City. Short term project recommendations through 2019 applicable to the Aerotropolis Freight Cluster area include:

- **R-23c:** Intersection Improvements - SR 92 at South Fulton Parkway
- **R-24a:** Operational Improvements on SR 138 from Roosevelt Highway

(US 29/SR 14) to Buffington Road

- **R-24b:** Operational Improvements on Old National Highway (SR 279) from I-285 to Jonesboro Road (SR 138)
- **R-24d:** Operational Improvements on Camp Creek Parkway from I-285 to Old Fairburn Road
- **R-25:** Buffington Road Overpass over South Fulton Parkway
- **R-30:** Camp Creek Parkway (SR 6) Safety Improvements
- **R-35:** Intersection Improvements - Old National Highway (SR 279) at Flat Shoals Road
- **R-41:** Intersection Improvements - I-285 at Washington Road
- **R-92:** Remove US 19/41 designation through Hapeville and re-route to I-75 and Cleveland Avenue
- **R-123:** Intersection Improvements - South Fulton Parkway at Cochran Mill Road
- **R-158:** Camp Creek Parkway Diverging Diamond Interchange at I-285
- **R-159:** Traffic signal addition at Virginia Avenue at I-85 in Hapeville
- **B-24:** Bike lanes on Riverdale Road (SR 139) from Roosevelt Highway (US 29/SR 14) to Flat Shoals Road
- **M-7:** Multi-use trail on Main Street from downtown East Point to Lakewood/Fort McPherson MARTA Station.

Truck traffic was identified as a top issue by planning committees and the public for the creation of this plan. One of the goals of this plan is to provide a transportation system that promotes freight movement and economic vitality while supporting growth along key corridors and at transit stations. This goal will be accomplished through several objectives including linking transportation investments with land use and economic development to set forth visions in comprehensive plans and the Atlanta Region's Plan. Freight recommendations identified in this plan include:

- Developing truck-friendly lanes along I-285 in the far-right lanes between I-20 and Campbellton Road.
- Redesign the I-85 interchange with Senoia Road to consider truck operations from the Fairburn Intermodal Yard and freight facilities on Oakley Industrial Boulevard. Fulton County should work with CSX to determine plans to increase operations at the Fairburn Intermodal Yard.
- Redesign of the interchange between I-285 and Camp Creek Parkway (currently underway).
- Add Oakley Industrial Boulevard to the list of truck routes in addition to those in the ASTRoMaP.

AREAS OF OPPORTUNITY

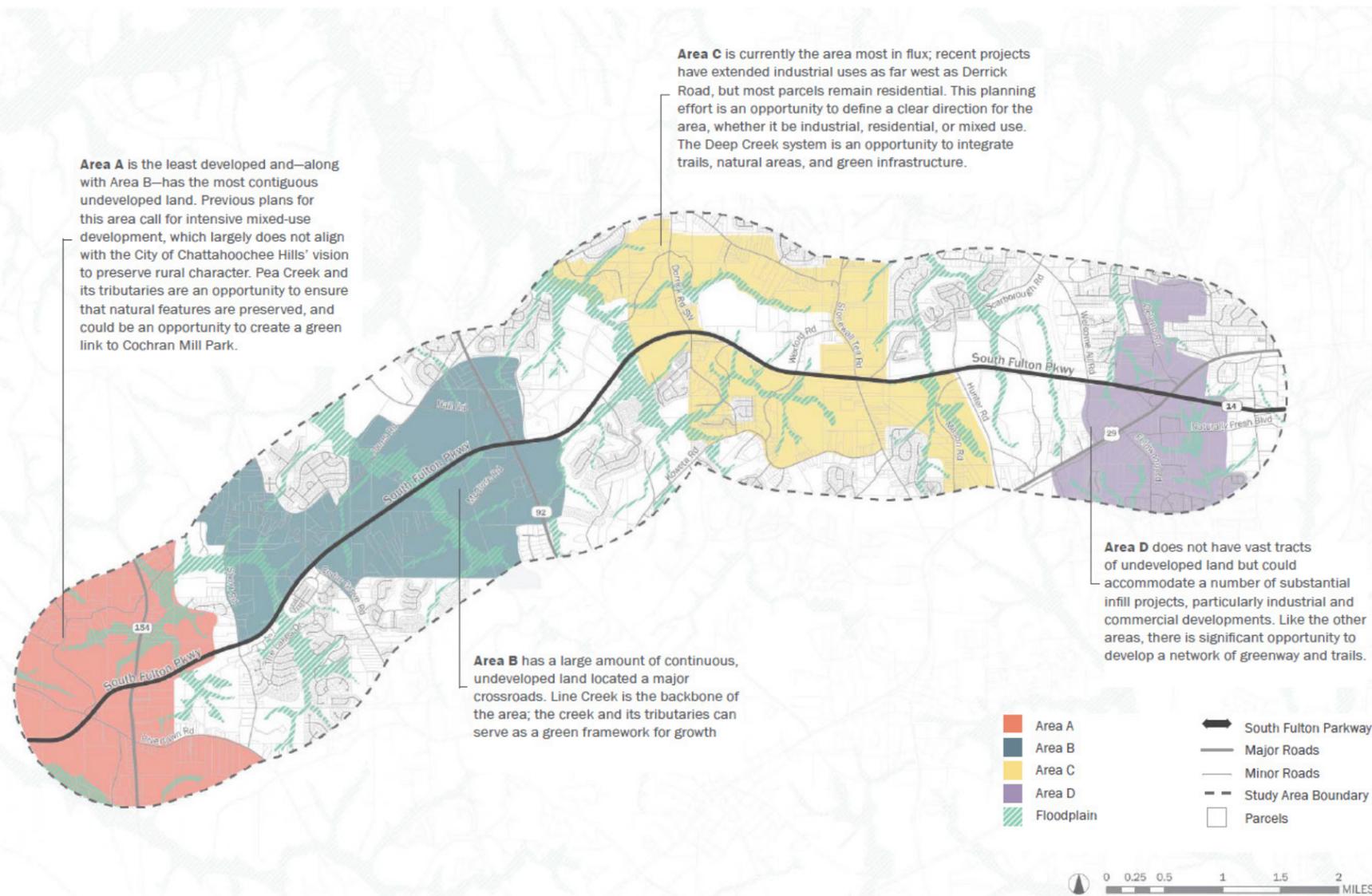


FIGURE 13: South Fulton Parkway Areas of Opportunity

Image Credit: Atlanta Regional Commission (South Fulton Parkway Corridor Plan, p. 35)

Freight routes should consider truck sensors for intelligent transportation systems. Mid-term projects include new interchanges along I-85 at Gullatt Road, Washington Road, SR 74, and SR 138. Another mid-term project is the construction of a DDI at I-285 and Old National Highway (SR 279). As of early 2019, the South Fulton CTP was being updated, and this update is discussed further in the Ongoing Plans and Studies section of this Appendix. A third mid-term project is widening Camp Creek Parkway (SR 6) from four lanes to six lanes between I-285 and I-85. This plan is in the process of being updated and will be complete in 2020.

South Fulton Parkway Corridor Plan (2016)

The South Fulton Parkway Corridor Plan focuses on a 9.5-mile segment of the corridor between Roosevelt Highway (US 29/SR 14) and Cascade-Palmetto Highway (SR 154). Three concepts for growth were created for this corridor study including staying the course, developing a green corridor with greenways, trails, and secondary roadways, and developing a mega-node with dense and mixed uses. It was identified that most freight in the Aerotropolis Freight Cluster study area travels across South Fulton Parkway along intersecting routes like Roosevelt Highway and SR 92 rather than utilizing the Parkway itself.

Four areas of opportunity were established (see Figure 13) with the easternmost area (Area D) around the junction with Roosevelt Highway (US 29) containing numerous industrial and commercial developments and also exhibiting accommodations for industrial and commercial infill projects, such as close proximity to the CSX rail line, H-JAIA, and I-85. The ultimate vision for the corridor combines several land use and transportation attributes depending on the location along the study corridor with transit and freight in higher concentrations east of SR 92. In Area D, the road is recommended for widening from the existing four-lane configuration to as much as eight lanes. Improvements along the corridor can be made within existing ROW.

The implementation of the South Fulton Parkway Corridor Plan consists of immediate (within 90 days), short-term (one to two years), and mid-term (three to five years) actions. Actions relevant to freight and major landowners of warehouses include implementing a "Corridor Compact" among local governments, community partners, and property owners; advancing the greenways and trails network through joint planning and funding; engaging with GDOT and MARTA to incorporate the corridor vision into agencies' planning for route and capital improvements. Progress with this plan's implementation will be reflected in the next update to the South Fulton CTP in 2020.

South Fulton Parkway MARTA Study (2010)

This study evaluates potential transit improvements and the existing and proposed land use characteristics and considerations along the South Fulton Parkway corridor extending 23 miles from the Douglas County line at the Chattahoochee River to Roosevelt Highway (US 29/SR 14). The road is relatively new having opened in 2005 and is two lanes wide between the county line and Rivertown Road and is four lanes between Rivertown Road and the I-85/285 junction. The arterial corridor can accommodate future automobile and freight traffic as it develops. It was identified as an Arterial Bus Corridor in Concept 3. It is also a key area of industrial growth, as identified in the ARC Freight and Mobility Plan, and the overall number of trucks on the corridor is expected to increase by at least 30 percent in 2030. Existing transit service in 2010 showed little demand for transit services in portions of the study area furthest from the East Point and College Park MARTA heavy-rail stations; however, this can change depending on the type and density of development along the corridor. Demographics, land use, travel patterns, and developments were considered in forecasting future transit demand along the corridor.

Several alternatives were identified and evaluated, and this study presents immediate, Phase I, Phase II, and Phase III (long-term) recommendations for transit service along the South Fulton Parkway corridor. Potential immediate actions recommended include the following:

- Administer survey to gauge demand for park-and-ride services.
- Enhance pedestrian access and safety along Roosevelt Highway (US 29/SR 14) by providing additional sidewalks and/or crosswalks.
- Identify areas best suited for park-and-ride stops and develop area plans to facilitate their evolution into more dynamic TOD areas
- Study upgrading transit service along Old National Highway (SR 279).

Phase I service consists of express service between the College Park MARTA station and Stonewall Tell Road with two stops in the vicinity of Stonewall Tell Road and Old National Highway (SR 279) with 30-minute headways, signal and ROW enhancements limited to park-and-ride stop locations for access, peak-hour service, and operation in shared ROW.

Enhanced bus service is recommended as the Phase II implementation, and this entails all day service, 15-minute peak hour headways, 30-minute off-peak headways, and transit enhancements such as signal preemption, queue jump lanes, and intersection improvements to access park-and-ride facilities. Phase II also consists of extending service to SR 154. This phase would be warranted by appropriate density and new development, particularly in the vicinity of the intersection with SR 154.

Phase III recommendations consist of a fixed guideway service through a circulator bus along the corridor from the College Park MARTA Station to SR 154. This service will require portions operating in exclusive ROW. The service will operate during all days of the week with 10-minute peak hour headways and 15-minute off-peak headways.

Coordination between local municipalities, GDOT, and MARTA is necessary to implement these recommendations. This study outlines the following measures as next steps:

- Land use development to further transit prospects for the long term
- Creation of a Task Force among local jurisdictions to establish an over-all vision for the South Fulton Corridor
- Address land use issues along the corridor
- Create transit supportive zoning districts

SR 74 Comprehensive Corridor Study (2018)

In 2018, Fayette County Department of Public Works sponsored a 12-mile corridor study along SR 74 from US Highway 29 (Roosevelt Highway) in Fairburn to SR 54 in Peachtree City. The City of Fairburn and the South Fulton Community Improvement District (CID) were among the partners for this project. SR 74 carries around 36,000 vehicles per day, and this project focused on a vision incorporating access management, mobility, and land use anticipating future economic development and population growth. The Fulton County section of this corridor study is within the Aerotropolis study area and consists of multiple intersections that were analyzed for current and future traffic conditions. These notable intersections include SW Broad Street (US 29/SR 14), Senoia Road, I-85 (both northbound and southbound ramps), Oakley Industrial Boulevard, Harris Road, Meadow Glen Parkway, and Landrum Road/Milam Road. The intersection with Oakley Industrial Boulevard was a major crash hotspot with a rate higher than the statewide average. The plan proposes a “Superstreet” concept for SR 74 that entails a combination of typical and alternative intersection improvements. Among the recommendations specific to freight stemming from this study and previously identified in the South Fulton Multimodal Study is the development of an ITS to alert trucks which are exiting off of I-85 of trains blocking McLarin Road.

Union City Comprehensive Plan (2015)

The City of Union City in southern Fulton County is located to the southwest of H-JAIA off I-85 and along a CSX railroad line. Their Comprehensive Plan was updated in 2015 and is a five-year plan extending to 2020. It provides a demographic overview of the city which has experienced significant growth since 2000. It emphasizes development patterns, natural resource conservation, social and economic development, and intergovernmental relations. The plan mentions comments observing the increase in distribution centers and warehouses both within and in close proximity to Union City. The plan includes issues and opportunities for character areas and mentions transportation-related characteristics for several of them. Such examples of this include strip commercial development, access management along arterial roadways, enhancing pedestrian infrastructure and connectivity, and economic growth. The city strives to develop more pedestrian and bicycle connectivity while emphasizing access management along major corridors like South Fulton Parkway. Goals and policies within this plan provide long-term vision for Union City's future growth and are grouped into four themes including development patterns, resource conservation, social and economic development, and government relations. Those goals and policies relevant to freight include:

- **Development Patterns Goal 2:** Create new, complete neighborhoods.
 - » 2.1: Create walkable, well-connected neighborhoods.
 - » 2.3: Connect new neighborhoods with existing and future development.
- **Development Patterns Goal 3:** Create attractive, vibrant activity centers and corridors.
 - » 3.1: Encourage mixed-use neighborhoods and community centers.
 - » 3.2: Revitalize and enhance existing commercial corridors and developments.
- **Development Patterns Goal 5:** Create a safe, efficient and convenient transportation system.
 - » 5.1: Create a well-connected street network
 - » 5.2: Create walkable communities
 - » 5.3 Utilize South Fulton CTP data and project recommendations to guide transportation planning efforts including needs assessments, regional coordination and local project selection.
- **Development Patterns Goal 6:** Create appropriate areas for businesses and land uses that require special design considerations.

- **Social & Economic Development Goal 2:** Enhance economy with a sustainable and diverse base of businesses and range of job opportunities
- **Social & Economic Development Goal 3:** Enhance local coordinated economic development efforts.
 - » 3.1: Promote and implement Tax Allocation District (TAD), Opportunity Zone and Foreign Trade Zone designations to recruit businesses and create jobs.
 - » 3.2: Establish a local economic development authority to provide economic development tools in addition to those currently available.
 - » 3.3: Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide.
- **Government Relations Goal 1:** Continue coordination with adjacent, state and federal governments.

Ongoing Plans & Studies

Several plans and studies were ongoing when the Plan and Study Review phase of the Freight Cluster Plan was conducted.

Clayton County MARTA Expansion

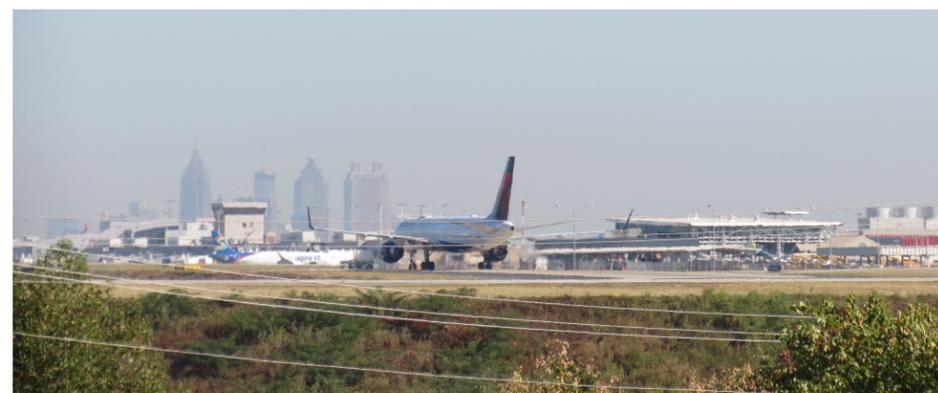
Clayton County voters approved a referendum in November 2014 dedicating a one-cent sales tax for the expansion of MARTA into the county. Bus service was first launched in March 2015 with a second phase of bus service targeted for implementation in 2020. The High Capacity Transit Initiative study was completed in November 2018 and culminated in the identification of several transit alternatives. This locally preferred alternative encompasses commuter rail and bus rapid transit (BRT). The proposed commuter rail line follows the Norfolk Southern railroad from Hapeville and extends through Forest Park and points further south such as Jonesboro and Lovejoy. BRT is proposed to follow the SR 85/139 corridor from the Airport towards Riverdale and Southlake Mall. An environmental assessment will be conducted over the course of 2019 and construction is not expected to start until 2023 with full operations commencing in 2027; however, these dates are subject to change.

Mountain View Master Plan

This is a planning effort to encourage public and private investment in the 395-acre Mountain View area of Clayton County southeast of H-JAIA but inside I-285 near the junction with I-75. In addition to the interstates, the area is traversed by US 41 (locally known as Old Dixie Highway) and the Norfolk Southern rail corridor that both provide access to Hapeville and Atlanta to the north and Forest Park to the south. The vision for this area is “to create an ‘international hub’ that provides a transit-oriented and walkable mix of uses complementary to the world’s busiest airport along with opportunities for higher wage employment, recreation, entertainment, and an attractive environment for the residents, businesses and travelers alike.” This plan discusses predominant existing land uses that are primarily industrial west of US 41 with many vacant warehouses east of US 41. Many undeveloped commercial parcels exist along Conley Road between Old Dixie Highway and I-285. The draft future land use map indicates that all parcels will eventually become mixed-use commercial industrial. Transportation recommendations in this draft report include improvements to Gilbert Road, Charles W. Grant Parkway, and extending Conley Road eastward to support freight movement.

N. Central Avenue Pedestrian & Transit Improvement Study

This is a proposed study within the City of Hapeville that would address the reconstruction of the north side of Central Avenue from Dearborn Plaza to I-75. US 41 runs concurrently with Central Avenue along the entire 0.7-mile study area. Proposed improvements include reconstructing and widening sidewalks and curbs, handicap access improvements, bus stop access improvements, and landscaping and other aesthetic improvements. Scoping was programmed in 2017 with an estimated cost of \$100,000. This study is also discussed in the City of Hapeville Comprehensive Plan/LCI Study.



Old Dixie/Tara Blvd Master Plan

This is a planning effort to encourage public and private investment in a 19-acre study area called Old Dixie located along US 19/41 (locally known as Tara Boulevard) near the junction with I-75 at Exit 235. The vision for this area is “to create a clean, safe and welcoming gateway into Clayton County that builds from the existing medical corridor to provide higher wage job opportunities, convenient access to the surrounding neighborhoods and amenities and services that improve the quality of life for Clayton County residents and businesses.” The future land use for this study area is mostly general commercial and mixed-use. A draft recommendation that pertains to transportation and freight is the realignment of the Old Dixie Road/Tara Boulevard intersection to improve safety for both automobiles and pedestrians. A key access management strategy along this corridor is to consolidate driveways to reduce safety conflicts and improve traffic flow.

South Fulton CTP Update

The South Fulton CTP was in the process of being updated at the time of this Inventory and Assessment. The benefits of the update will allow for the cities of southern Fulton County to acquire federal funding for essential transportation projects, identify new priorities based on socioeconomics and demographics, integrate the Fulton County Transit Master Plan recommendations, and coordinate with other local and regional agencies.

Virginia Avenue SMART Corridor Study

This study commenced in January 2019 and will be done to support ARC’s LCI program. It will examine smart growth opportunities along the Virginia Avenue corridor in the cities of Hapeville and College Park. The study will develop needs and a vision for technology along the corridor, along with a phasing and implementation plan.

Preliminary recommendations were presented at a public meeting in August 2019 with 15 recommendations in three tiers for Virginia Avenue to become a technologically innovative corridor in the Aerotropolis. A final report is expected to be released in late 2019 along with a 100-day action plan for the Aerotropolis that will span into early 2020.

Capital & Maintenance Projects

This section of Appendix A provides further insight into the planned and programmed projects section of the main Inventory and Assessment report. This section is divided into short-term projects that are either complete or are programmed in ARC's Transportation Improvement Program (TIP) for FY2018-2023.

Programmed Projects

Airport Loop Road in Hapeville (GDOT PI# 0007532)

This GDOT project contracted by the City of Hapeville has several components along Airport Loop Road to the north and northeast of H-JAIA including signal upgrades, the installation of sidewalks and curb and gutter where none currently exist, and gateway signage. This will impact 11 street corridors in Hapeville and the new infrastructure will comply with ADA requirements. Completion was expected in July 2019.

Buffington Road Operational Improvements and Widening (GDOT PI# 0013948 & 0013949)

Buffington Road is a minor arterial road west of the intersection of South Fulton Parkway with I-285 and I-85. GDOT has committed funding to widen Buffington Road from two to four lanes from Rock Quarry Road northwards to Roosevelt Highway (US 29/SR 14), including the bridge over South Fulton Parkway. The two GDOT projects below describe the segments that are part of the improvements along this corridor. PI# 0013948 covers the portion of the route between Rock Quarry Road and Roosevelt Highway (US 29/SR 14) while PI# 0013849 extends between Royal South Parkway and Rock Quarry Road. Construction is anticipated to begin in 2021. In addition to these GDOT projects, AACIDs was awarded two GDOT grants comprising \$398,000 for operational and lane allocation improvements for turning movements at the intersection of South Fulton Parkway (SR 14) and Buffington Road within the City of College Park.

Conley Road Relocation (GDOT PI# 0001817)

This GDOT project involves the relocation of Conley Road in northern Clayton County to the south of the existing road to connect and align with Charles W. Grant Parkway. This is currently classified as a major collector by GDOT. The new road will be grade separated under the Norfolk Southern Railroad and Old Dixie Highway (US 41). The road will also be widened

from two lanes to a four-lane divided highway with a 20-foot median. The project is slated to cost approximately \$43.55 million in construction and is slated to be complete in late 2020.

Downtown East Point/MARTA Station Multimodal Improvements (GDOT PI# 0012638)

As part of GDOT PI# 0012638, pedestrian and bicycle infrastructure upgrades are proposed for downtown East Point along several routes, including Main Street (US 29/SR 14 North). This project will help improve bicycle and pedestrian access to the East Point MARTA station. Construction is scheduled to begin in 2022. Other corridors that will be impacted by this project include:

- East Point Street (US 29/SR 14 South) from West Cleveland Avenue to Washington Road
- West Cleveland Avenue from Main Street to East Point Street
- White Way from Main Street to East Point Street
- Dorsey Avenue from East Point Street to Church Street

Forest Parkway (SR 331) Rehabilitation (GDOT PI#0016023)

Three miles of Forest Parkway (SR 331) were scheduled to be repaved between Jonesboro Road (SR 54) and US 23/SR 42 in 2019. Additionally, curb and gutter and drainage features were enhanced as part of this maintenance project which supports access to logistics facilities and H-JAIA.

Fulton County T-SPLOST

Fulton County voters approved of a 0.75-cent transportation special purpose local option sales tax (T-SPLOST) in November 2016, and the project consists of several projects within the study area. A majority of them pertain to signal upgrades and operations as well as sidewalk improvements; however, there are road realignments and street extensions programmed as part of the program. These projects are administered by city governments including the City of East Point and the City of South Fulton. T-SPLOST projects in the study area include:

- **EP-4 - Ale Circle Realignment and Desert Drive Northward Extension:** This project will extend North Desert Drive between Ale Circle and Camp Creek Parkway (SR 6). The design includes a roundabout along with an intersection realignment for Ale Circle at Washington Road to relieve congestion at Camp Creek Parkway (SR 6) during peak travel hours. It is currently in the design phase.

- **EP-5 - Washington Road Sidewalk:** Within the City of East Point, Washington Road will have a new sidewalk installed between I-285 and DeLowe Drive to connect to Camp Creek Parkway (SR 6), Downtown East Point, and multiple destinations along the corridor.
- **EP-6 - North Commerce Drive @ Redwine Road Improvements:** This intersection in East Point is currently unsignalized and experiences operations issues, especially in peak hours. This intersection improvement will improve safety and operations for traffic accessing the Camp Creek Marketplace and adjacent developments.
- **EP-7 - Ben Hill Road Sidewalk (East Point):** This project consists of the installation of new sidewalk along Ben Hill Road between Dodson Drive and Dobbs Way, which is a segment of the road in close proximity to Downtown East Point. Roundabout alternatives for select intersections are a part of the project.
- **HA-3 - Silent Crossings at Five RR Crossings in Downtown Hapeville:** Downtown Hapeville is bisected by a Norfolk Southern-owned railroad, and this presents a challenge for pedestrian access in the community. This project will improve access to jobs associated with H-JAIA and other nearby businesses and facilities that are major job destinations for area residents. The crossings are expected to be installed over the railroad tracks at Sylvan Road, Virginia Avenue, Dogwood Drive, Perkins and South Street.
- **CSF-158 - Welcome All Road @ Jaiette Road Intersection Improvements:** This intersection is currently a four-way stop intersection and experiences queuing during peak travel hours. As part of this project, the intersection will be analyzed for traffic improvements including a roundabout alternative. Other proposed elements of the design include curb and gutter, drainage, sidewalks, and street lights. The intersection improvements will also provide geometric and congestion relief brought by tight curb radii and large vehicles traversing the intersection.

Global Gateway Connector (GDOT PI#0015080 & 0015082)

This project consists of the construction of a 10-foot wide multi-use path using existing and abandoned railroad right-of-way and sidewalks to connect the SkyTrain Station to the College Park MARTA station. This path will provide connectivity to area amenities such as Downtown College Park and the College Park MARTA Station. A majority of the cost will go towards a pedestrian bridge over Camp Creek Parkway (SR 6). Construction is programmed for 2020.

Godby Road Widening

Godby Road is a major collector road between Old National Highway (SR 279) and West Fayetteville Road (SR 314) where it then becomes Phoenix Boulevard and later Forest Parkway. Godby Road is currently being widened by Clayton County and GDOT between Southampton Road to SR 314 from two to four lanes with scheduled completion in 2020.

I-285 at Camp Creek Parkway (SR 6) Diverging Diamond Interchange (DDI) (GDOT PI# 0013142)

The junction of Camp Creek Parkway with I-285 (Exit 2 along I-285) is currently undergoing reconstruction into a diverging diamond interchange (DDI) that will cost approximately \$10 million. As part of the project, lane widths will be widened from to approximately 13 feet. Lighting, landscaping, and a barrier-separated pedestrian walkway are included within the project. Construction on this project started in Fall 2018 and is ongoing with expected completion in 2020.

I-75 Collector/Distributor Lanes (GDOT PI# 713210-/0012759)

I-75 between Forest Parkway (SR 331) and I-285 is gaining new collector/distributor lanes as part of two separate GDOT projects to service the interchange with I-285. The lanes will be approximately two miles long. The northbound collector/distributor lanes (PI# 713210-) are currently under construction and include several improvements such as reconfiguration of the ramps at the Forest Parkway and I-285 ramps. Completion is scheduled for 2021. The southbound collector-distributor lanes (PI# 0012759), which will complement the northbound lanes, also consist of ramp modifications and are currently under scoping. Construction is scheduled for 2029. These projects will have a positive impact, especially on truck safety along this segment of I-75, since they should help reduce weaving in this area and reduce the potential for a rear end crash.

Jonesboro Road (SR 138) @ I-85 DDI (GDOT PI# 0007842)

The intersection of SR 138 (Jonesboro Road) and I-85 in Union City southwest of H-JAIA is being reconstructed as a diverging diamond interchange (DDI) to improve the flow of traffic through this busy intersection of principal arterial streets. SR 138 provides access to warehouses and industrial complexes adjacent and in close proximity to I-85. The corridor is 1.79 miles long and extends from Goodson Connector to Buffington Road.

This project corridor is 1.79 miles along SR 138 from Goodson Connector to Buffington Road. The project includes the modification of the SR 138 and I-85 interchange to a diverging diamond interchange. The northbound entrance ramp to I-85 and the southbound exit ramp to Jonesboro Rd/SR 138 will be lengthened to improve capacity and merging operations. Jonesboro Rd/SR 138 will add a shared through and right turn lanes from Goodson Connector to Lestor Road, providing three lanes in each direction. The project will also interconnect and upgrade the signals along SR 138 from Goodson Connector on the west to Buffington Road east of the I-85 interchange. Landscaping and pedestrian lighting will be improved along Jonesboro Road (SR 138). Construction is expected to begin in 2026.

Mount Zion Boulevard Widening (GDOT PI# 751770-)

A widening project for Mount Zion Boulevard from Southlake Parkway to Somerton Drive is programmed for construction in 2020. This segment is approximately 3.5 miles and will increase the number of lanes from two to four lanes. This project will improve local road conditions in this section of a minor arterial road that provides access to warehouses and industrial complexes located in close proximity to H-JAIA. The realignment of the intersection with Battle Creek Road is part of this project.

Old National Highway (SR 279) from CS 567/ Sullivan Road to Jolly Road – Safety Project (GDOT PI#0013724)

SR 279 (Old National Highway) is slated for a series of safety projects along a 1-mile stretch of the road between Sullivan Road and Jolly Road. This includes the junction with I-285. A pedestrian hybrid beacon (PHB) will be installed between I-285 and Sullivan Road that will replace the raised median. Also, half restricted crossing U-turns (RCUTs) will be installed to reduce the frequency and severity of crashes. Right-of-way acquisition is slated to occur in 2021 and cost \$1.47 million while construction is expected to cost \$625,000 and be complete in 2023.

Old National Highway (SR 279) Sidewalks Phase II (GDOT PI# 0015624)

This sidewalk project is along both sides of Old National Highway (SR 279) beginning at Flat Shoals Road to Jonesboro Road (SR 138). Sidewalks will be approximately five to six feet in length. Construction is programmed for 2021.

Riverdale Road (SR 139) Resurfacing (GDOT PI# M005798)

Riverdale Road southwest of H-JAIA between I-85 and I-285 was scheduled for resurfacing to improve local road conditions in this section of a minor arterial street that provides key access to the airport and adjacent warehouses and industrial complexes. Completion was expected in Summer 2019.

Roosevelt Highway (US 29/SR 14) Bridge Upgrades at CSX Railroad (GDOT PI#0013809)

Approximately 2.6 miles northeast of Union City, a bridge replacement project will address the existing bridge between Mallory Road and Welcome All Road over the CSX Railroad. A new bridge with four 12-foot lanes, one 12-foot southbound right turn lane, 2-foot gutters, and 5.5-foot sidewalks will be constructed. The bridge will be horizontally offset from the existing bridge and will allow traffic flow to remain open during construction. No new capacity will be added as part of this project, and it is scheduled for construction in 2022.

Roosevelt Highway (US 29/SR 14) @ Washington Road (GDOT PI#0011845)

GDOT is reconstructing the intersection of Roosevelt Highway (US 29/SR 14) at Washington Road from a signalized three-legged intersection to a single-lane roundabout to improve intersection geometry and traffic flow. Construction for this intersection improvement is scheduled for 2022.

Semmes Street Bicycle & Pedestrian Improvements (GDOT PI#0007540)

Semmes Street in downtown East Point between Washington Road and Norman Berry Drive is slated for sidewalk and landscaping improvements, and the road will be resurfaced. All work will occur within existing ROW and a typical cross-section consists of two The typical cross section includes two 11-foot wide traffic lanes, two 4-foot wide bicycle lanes, one 8-foot wide parking lane and two 6-foot wide sidewalks. All work will occur within the existing right-of-way. This GDOT and City of East Point project is scheduled for construction in 2020.

SR 85 @ Forest Parkway (SR 331) Intersection Improvements (GDOT PI#0015703)

The intersection of SR 85 and Forest Parkway (SR 331) in Clayton County to the immediate west of I-75 is slated for improvements scheduled in the early to mid-2020s. The project will add a bi-directional quadrant roadway that will eliminate left-turns for northbound and southbound traffic, and modify the signal phasing such that the northbound and southbound phases are concurrent and eastbound and westbound phases are split-phased. This project will also signalize and modify the SR 331 at I-75-ramp's northeast outside through lane into a through-right lane. ROW authorization is programmed for 2021.

SR 85 Widening (GDOT PI#0013524)

Two segments of SR 85 south of H-JAIA are slated for widening and networked for 2030. Scoping activities were programmed in the ARC TIP and are programmed for 2020. These segments are from Old National Highway (SR 279) to Roberts Drive in the City of Riverdale and from Adams Drive in the City of Riverdale to I-75. This project will improve local road conditions in this section of a principal arterial street that provides key access to the airport and adjacent warehouses and industrial complexes. It entails reconstruction of the intersection with Forest Parkway (SR 331) as well widening SR 85 from four lanes to six lanes.

Valley Hill Road Widening

The segment of Valley Hill Road between Upper Riverdale Road and Battle Creek Road is slated for widening and has a network year of 2030 in the ARC TIP. The corridor will be widened from two to four lanes with raised medians as part of this Clayton County project. This project will improve local road conditions in this section of a minor arterial road that provides access to the airport from the City of Jonesboro and adjacent areas. Construction was programmed for 2019. Also, a bridge replacement (GDOT PI# 0012603) at the Flint River is slated for Valley Hill Road.

Welcome All Road @ Welcome All Road Connector Study (GDOT PI# 0016063)

The Welcome All Road and Camp Creek Parkway (SR 6) interchange was examined as part of a connectivity study sponsored by GDOT, and this will eventually lead to intersection reconfiguration at this intersection that is prone to congestion during peak travel hours.

Long-Term Projects

Long-term projects listed below consist of those included in the ARC RTP that have a long-range network year or are on a similar aspirational project list.

I-285 South Frontage Roads

The ARC RTP includes an unconstrained project in aspiration status (as of June 2019) entailing the construction of frontage roads along the south side of I-285 between I-85 and SR 54 (Jonesboro Road) to support access management and relieve congestion along the freeway.

I-75 South Express Lanes (GDOT PI# 0013919)

As previously mentioned in the discussion on the Atlanta Region's Plan, I-75 will eventually contain express lanes through Clayton County extending from the existing express lanes in Henry County to C.W. Grant Parkway. This is a long-term project with a network year of 2040 in the ARC RTP.

Interstate Managed Lanes

The study area contains several managed lane projects that will have a regional impact on freight travel patterns. These projects currently have aspiration status and are fiscally unconstrained. Within the freight cluster study area, managed lanes are proposed for I-285 South between I-20 West and I-20 East and I-85 South from Loop Road to I-285 South.

Old Dixie Highway Widening

The ARC RTP includes an unconstrained project in aspiration status (as of June 2019) entailing the widening of Old Dixie Highway between I-285 and I-75. This project proposes an increase from 4 existing lanes to 6 lanes to improve roadway capacity and accommodate freight accessing the airport and warehouses and industrial complexes located along and adjacent to this corridor.

West Fayetteville Road (SR 314) Widening

The ARC RTP includes an unconstrained project in aspiration status (as of June 2019) entailing the widening of SR 314 (West Fayetteville Road) between SR 139 (Riverdale Road) and Flat Shoals Road. It is expected to cost approximately \$32 million and funding will be derived from multiple sources. This long-range project will improve local road conditions in this section of a minor arterial road that provides key access to the airport and adjacent warehouses and industrial complexes.





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**AEROTROPOLIS ATLANTA FREIGHT CLUSTER PLAN
INVENTORY & ASSESSMENT TECHNICAL MEMORANDUM
APPENDIX A: PRIOR & ONGOING PLANS & STUDIES**

JUNE 2020