



Freight Cluster Plan

Powered by Aerotropolis Atlanta CIDs

Freight Advisory Task Force

June 3, 2020

AGENDA

- **Study Update**
- **Draft Projects**
 - Categories
 - Examples
- **Project Prioritization Framework**



STUDY UPDATE

SINCE THE LAST TASK FORCE MEETING



Conducted second field visit



Coordinated with Southern Fulton CTP



Conducted driving tours with AACIDs staff



Refined project prioritization criteria and considerations



Completed draft inventory and assessment and draft traffic study



Developed draft universe of potential projects



Held project team work sessions to brainstorm potential projects and recommendations



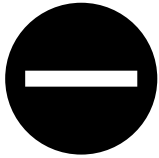
Convened Steering Committee to receive feedback on draft potential projects

DRAFT PROJECTS

METHODOLOGY TO IDENTIFY PROJECTS

- **Inventory and compare to ongoing and programmed projects**
 - GDOT
 - ARC
 - Counties
 - Cities
- **Review recommendations from other plans and studies**
- **Consider key needs identified during assessment and from stakeholder engagement**
- **Additional analysis for select locations**
 - Corridor-level capacity and level of service
 - Driveway density and spacing
 - Transit access – sidewalk and bus stops
 - Corridor crash rates
- **Traffic study findings**
- **Consider ongoing and future coordination with agencies like GDOT, MARTA and the ATL, Hartsfield-Jackson Atlanta International Airport, partner jurisdictions**

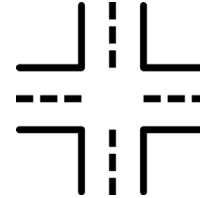
DRAFT PROJECT CATEGORIES



**ACCESS
MANAGEMENT**



**CAPACITY /
WIDENING**



**INTERSECTION
IMPROVEMENTS**



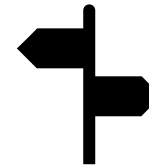
**PEDESTRIAN SAFETY /
WORKFORCE
SUPPORTIVE**



**SMART CORRIDOR /
ITS TECHNOLOGY**



STUDIES



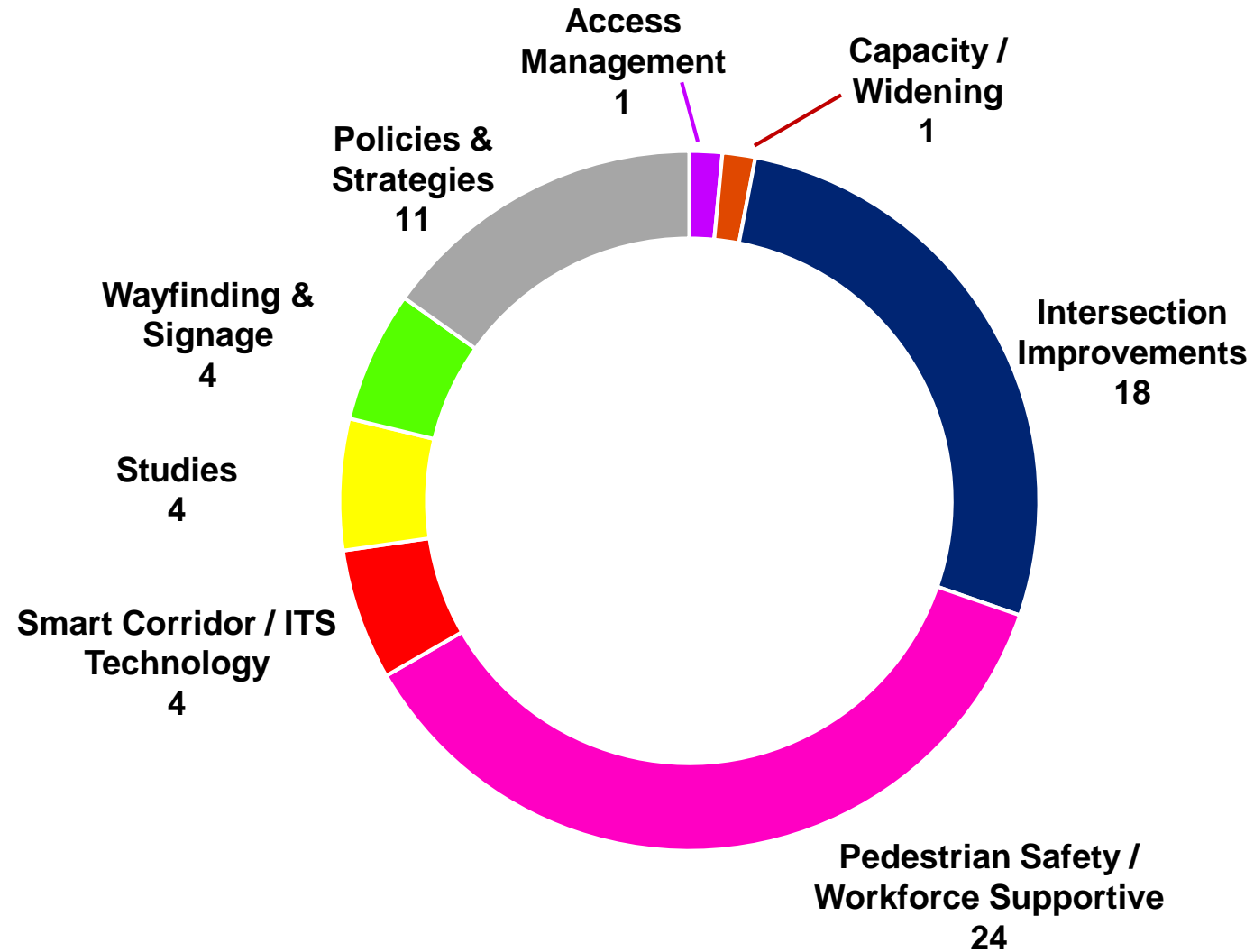
**WAYFINDING &
SIGNAGE**

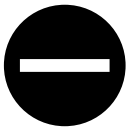
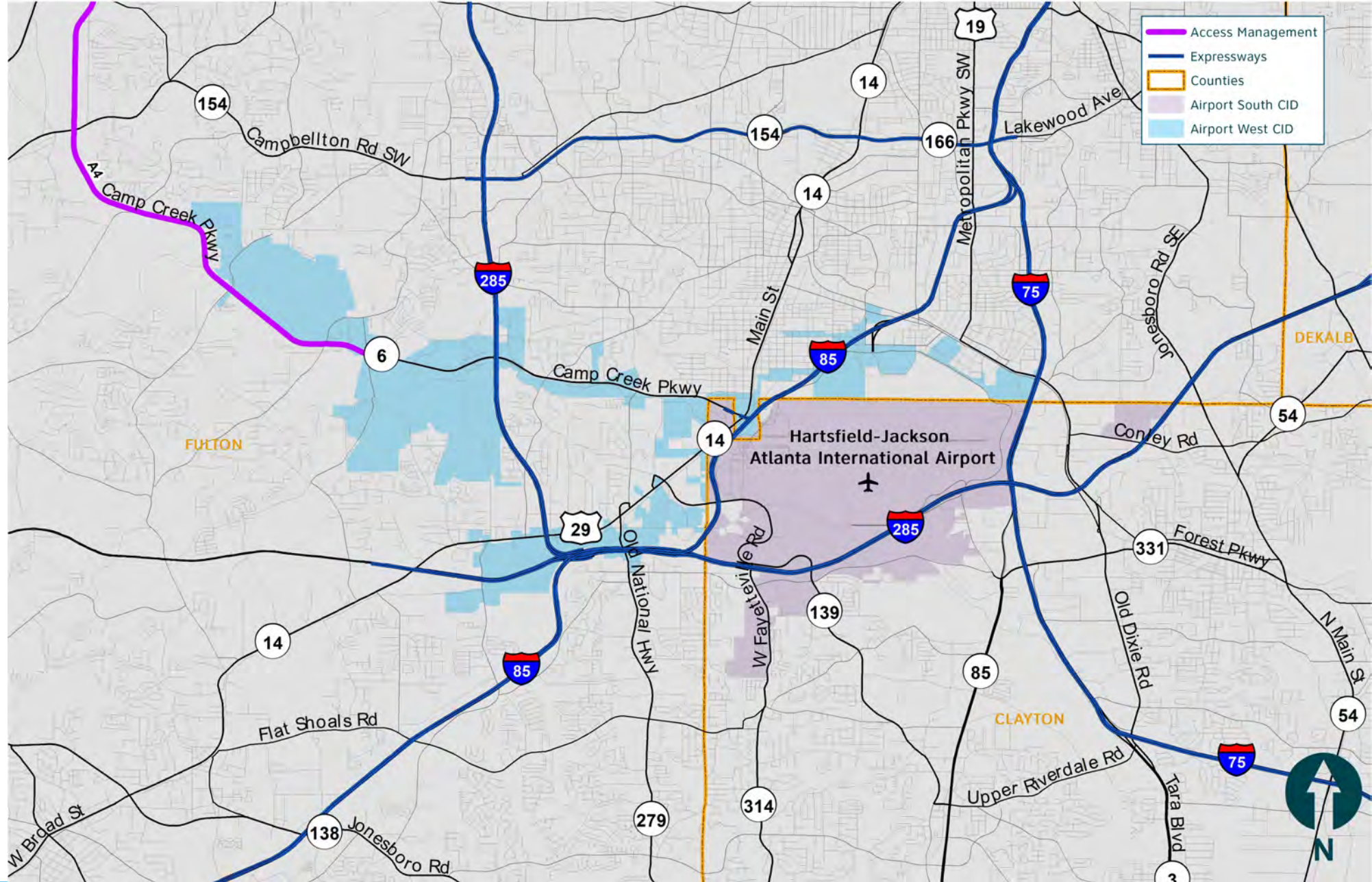


**POLICIES &
STRATEGIES**



DRAFT PROJECTS BY CATEGORY





ACCESS MANAGEMENT

ACCESS MANAGEMENT

Improve operations and safety by installing a raised cable median along a key freight corridor.*

Key features:

- Install median cable barrier along Camp Creek Parkway (SR 6) between Welcome All Road and Fulton Industrial Boulevard (SR 70)

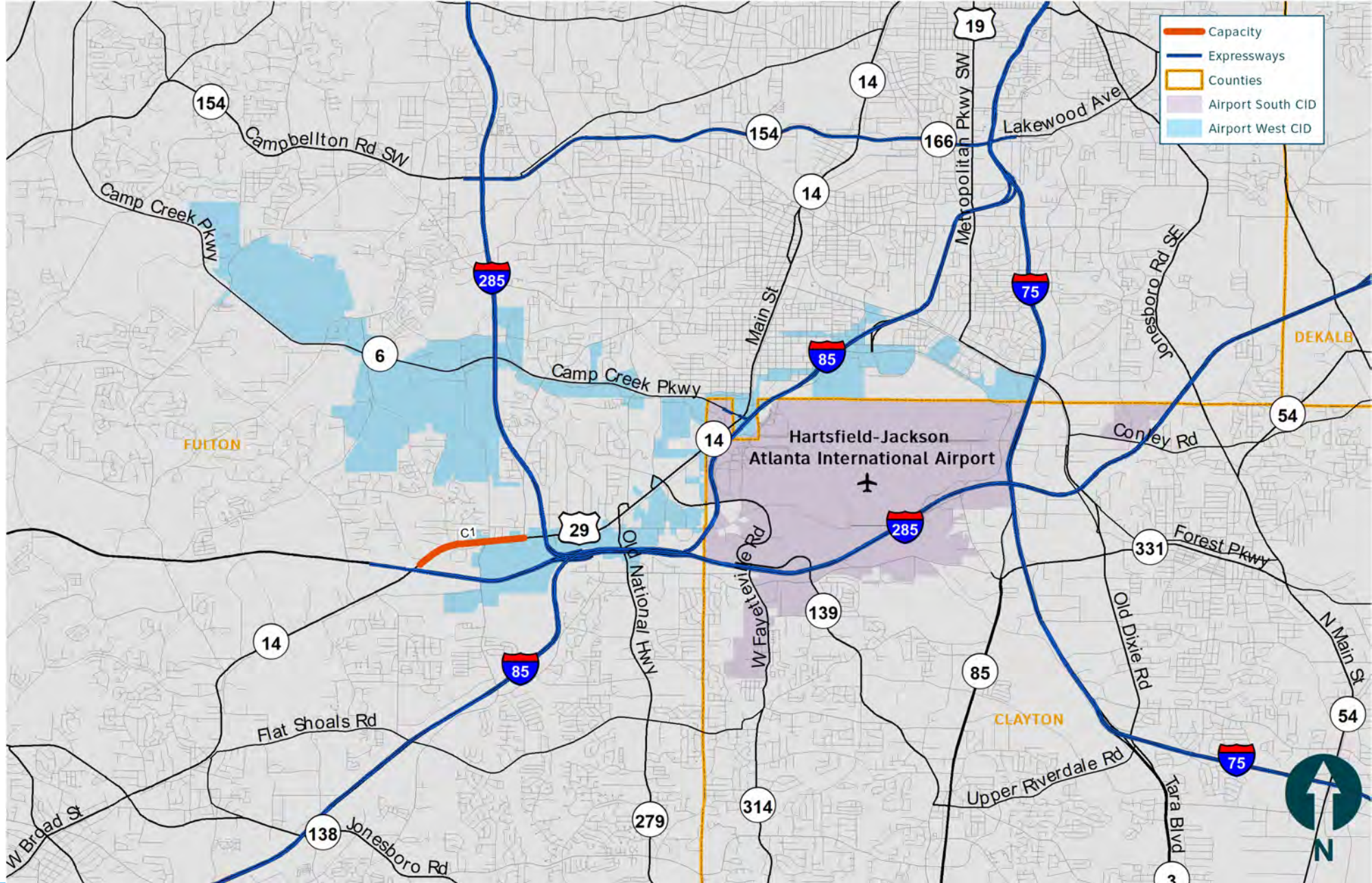
Needs addressed:

- Build upon recommendation from SR 6 Access Management Study
- Instances of drivers crossing median

Potential benefits:

- Reduced conflicts
- Improved safety

 Note: there are also four (4) policies & strategies that address access management



CAPACITY / WIDENING

CAPACITY / WIDENING

Improve operations and efficiency by widening segment of key truck route with higher proportion of truck traffic that runs through AACIDs.

Key features:

- Widen segment from 2 to 4 lanes
- Tie into proposed roundabout at Washington Road

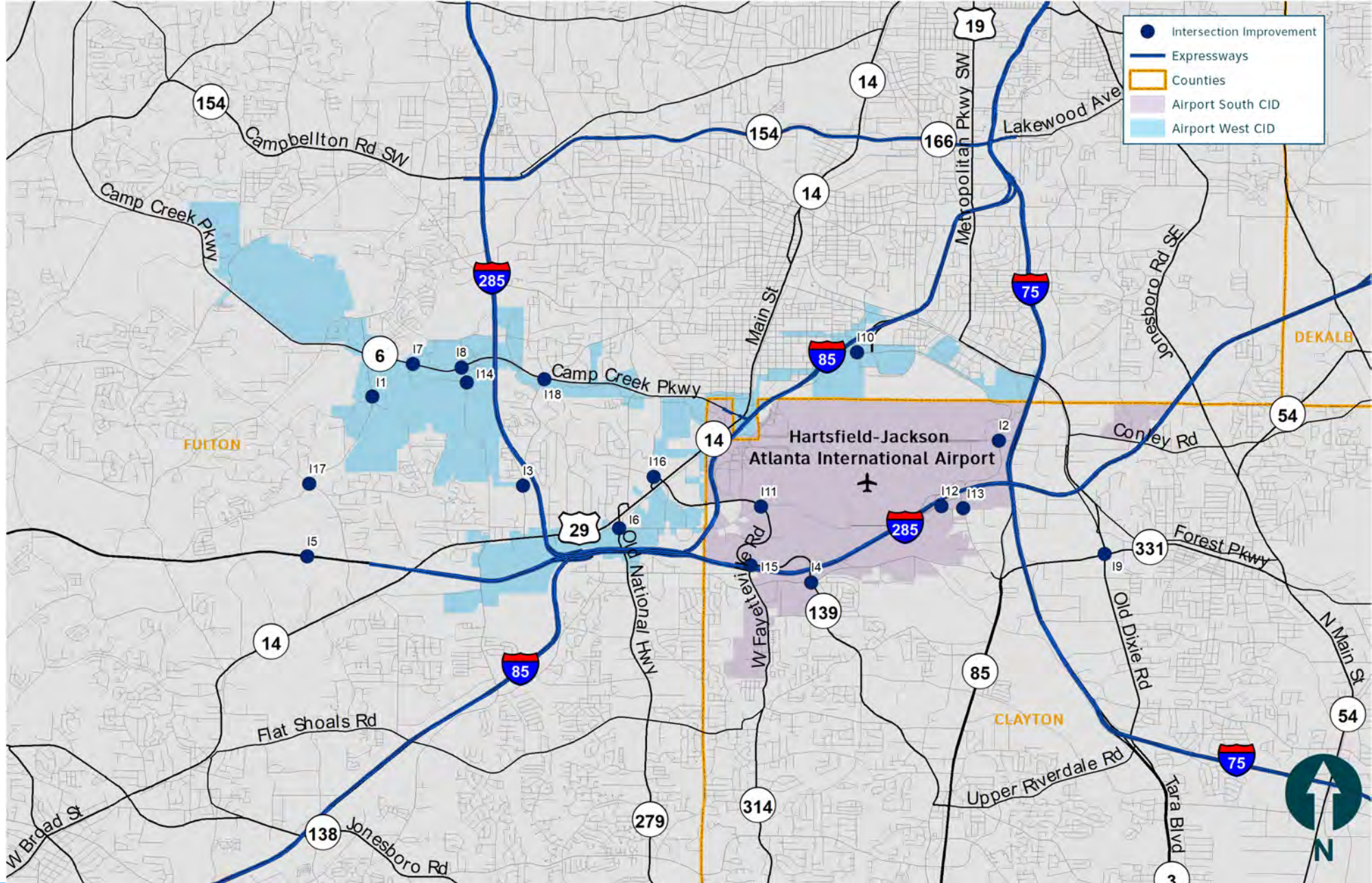
Needs addressed:

- Additional capacity between South Fulton Parkway and Washington Road
- Projected increase in truck traffic
- Corresponds with previously-identified need (RTP ASP-FS-226)

Potential benefits:

- Alleviate pressure on route with 20% trucks
- Improved operations and efficiency





INTERSECTION IMPROVEMENTS

INTERSECTION IMPROVEMENTS

Improve operations and safety at key intersections with a range of improvements to intersection geometry, intersection control, signals, and pavement markings and signage.

Key features:

- 18 projects
- Can be broken into short-term/quick wins and longer-range, more complex projects
- Wayfinding and signage
- Curb radii and intersection geometry
- Signal timing and phasing
- New intersection control

Needs addressed:

- Tight turning radii
- Rear-end and angle crashes
- Lack of clear signage
- Queuing traffic and poor level of service

Potential benefits:

- Improved operations
- Improved safety
- Clearer routing and wayfinding

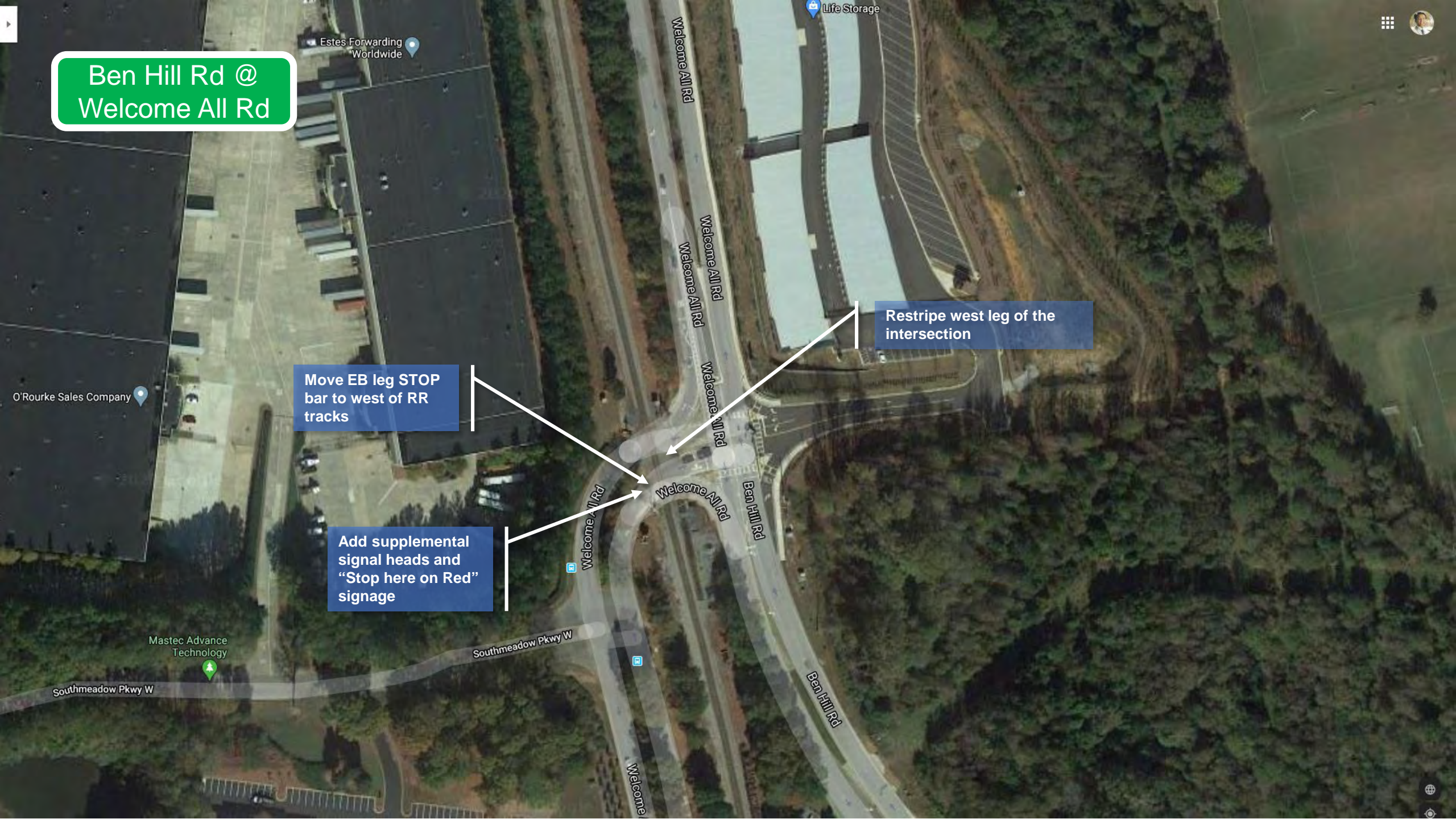


Ben Hill Rd @
Welcome All Rd

Move EB leg STOP
bar to west of RR
tracks

Add supplemental
signal heads and
"Stop here on Red"
signage

Restripe west leg of the
intersection



SR 139/Riverdale Rd @
Phoenix Blvd/Forest Pkwy

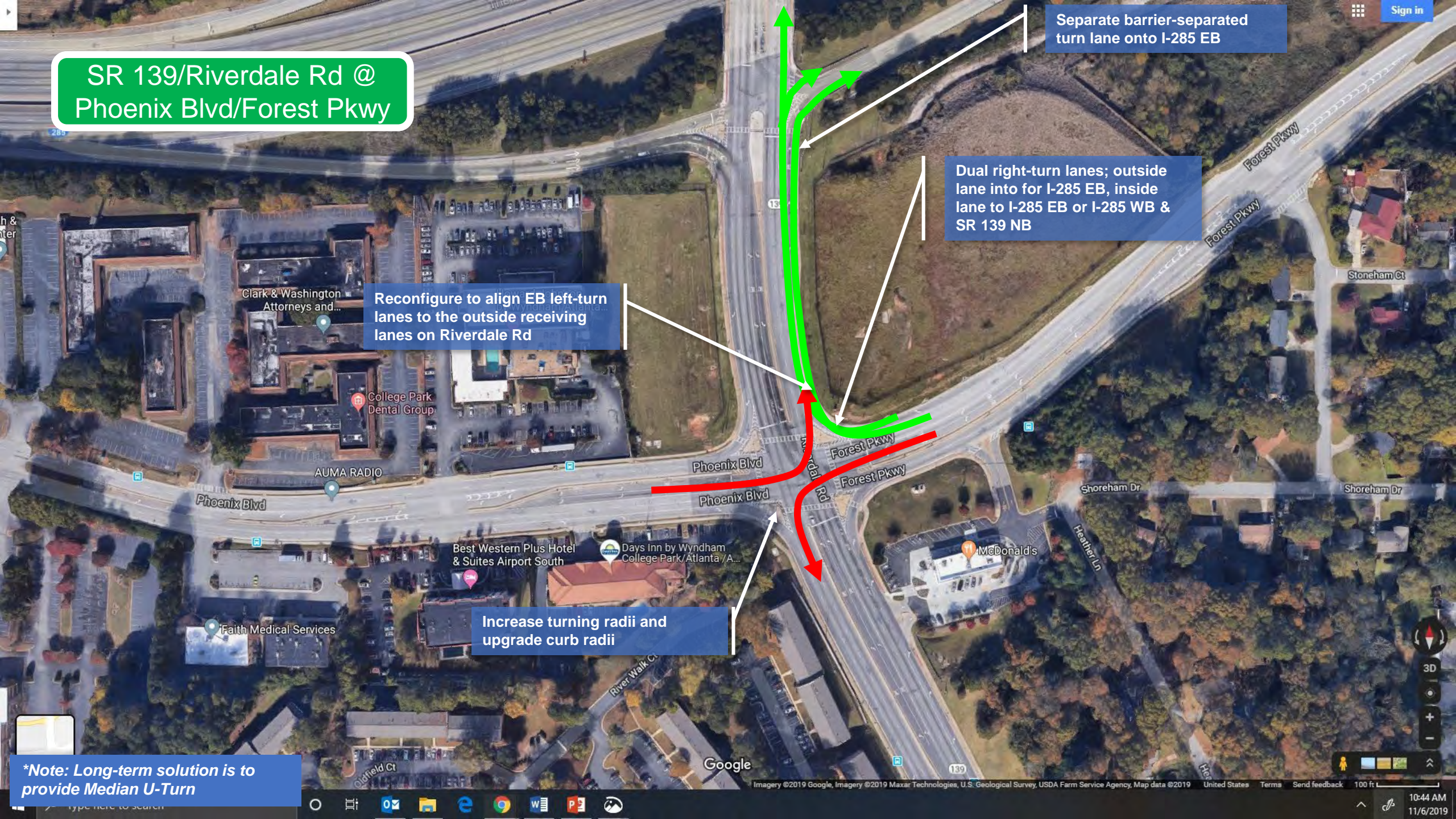
Reconfigure to align EB left-turn lanes to the outside receiving lanes on Riverdale Rd

Dual right-turn lanes; outside lane into for I-285 EB, inside lane to I-285 EB or I-285 WB & SR 139 NB

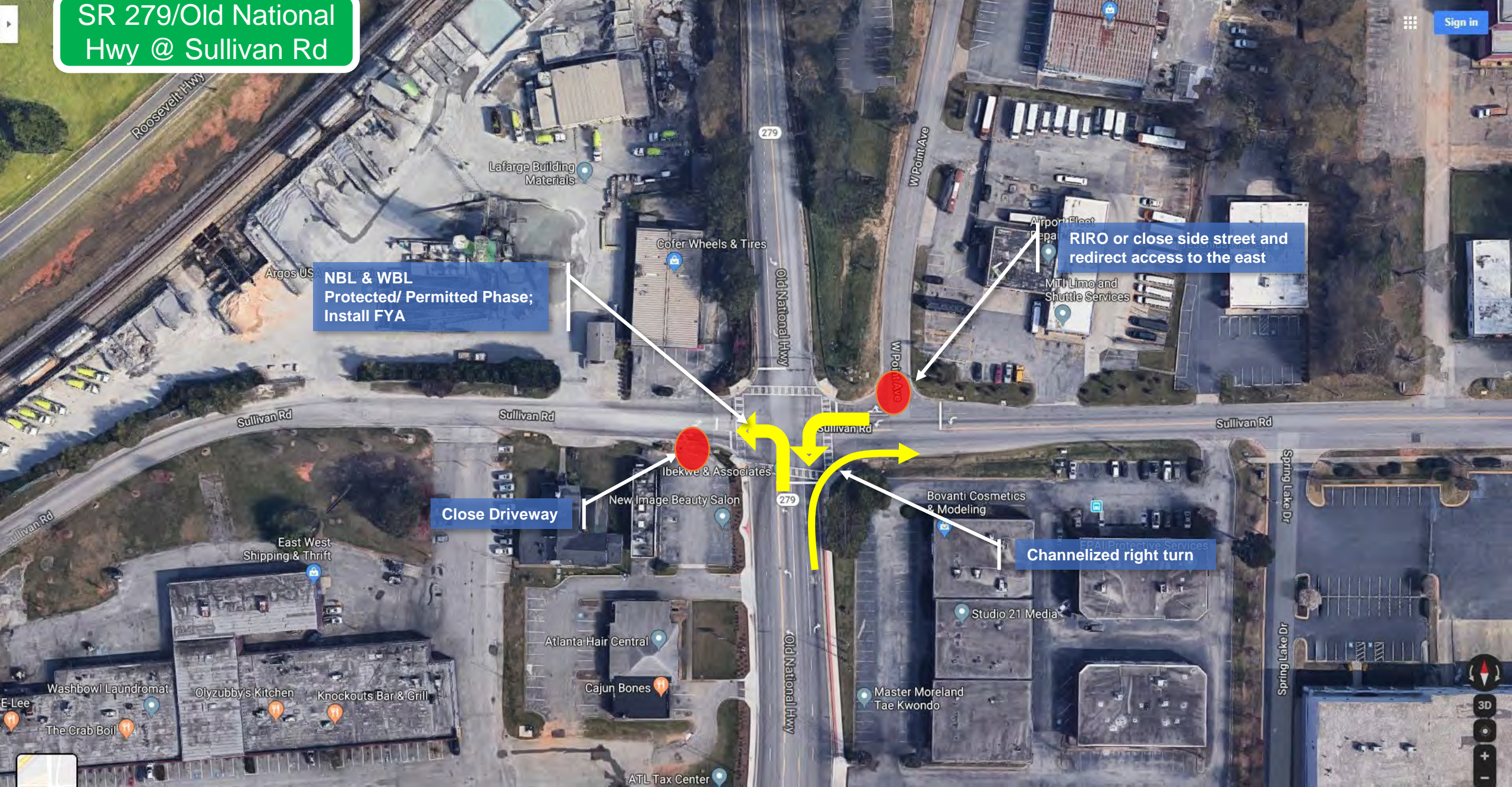
Separate barrier-separated turn lane onto I-285 EB

Increase turning radii and upgrade curb radii

*Note: Long-term solution is to provide Median U-Turn



SR 279/Old National Hwy @ Sullivan Rd

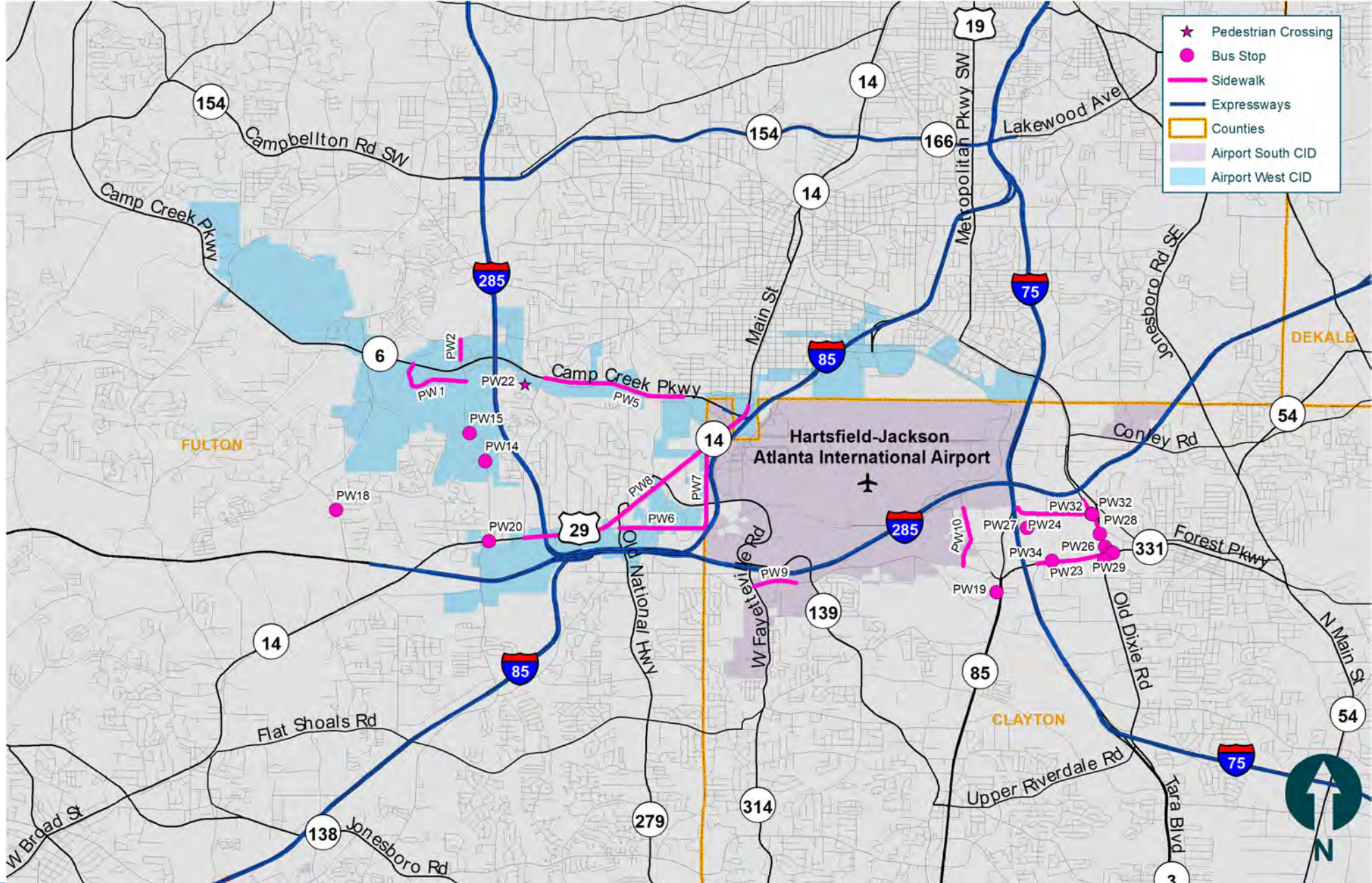


NBL & WBL
Protected/ Permitted Phase;
Install FYA

RIRO or close side street and
redirect access to the east

Close Driveway

Channelized right turn



PEDESTRIAN SAFETY / WORKFORCE SUPPORTIVE

PEDESTRIAN SAFETY / WORKFORCE SUPPORTIVE

Support workforce by installing or filling in gaps of sidewalk and upgrading bus stop amenities along bus routes within the AACIDs that serve and/or are in close proximity to warehouses and distribution centers.

Key features:

- 11 sidewalk segment projects
 - New segments and gap-filling
 - Looked at bus routes with stops that have higher boardings and alightings
- 12 bus stop upgrades
 - Considered locations with high number of boardings
- 1 rectangular rapid flashing beacon (RRFB) pedestrian crossing

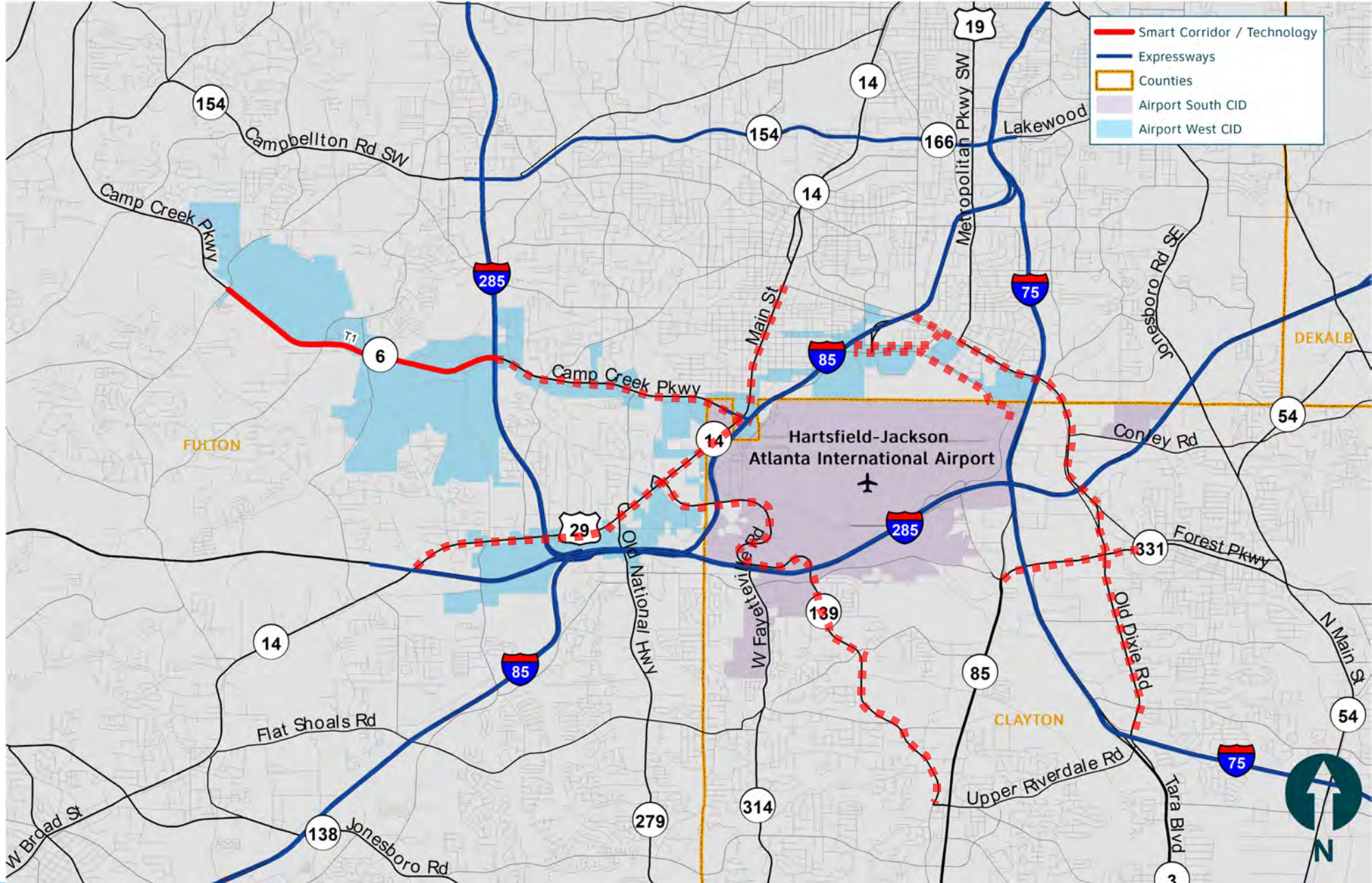
Needs addressed:

- Lack of sidewalk & bus stop amenities
- Access to jobs
- Safety for transit users

Potential benefits:

- Improved first/last mile connections to job locations
- Improved safety
- Improved multimodal travel options





SMART CORRIDOR / TECHNOLOGY

SMART CORRIDOR / ITS TECHNOLOGY

Support efficient movement of freight and other traffic by leveraging technology and ITS solutions to improve operations and safety along key corridors.

Key features:

- 4 projects
- Work with GDOT and RTOP
- Leverage forthcoming connected signal technology (CV1K)
- Implement Advanced Dilemma-Zone Detection System on Camp Creek Parkway (SR 6)
- Supplemental Signals at Intersections along Key Truck Routes

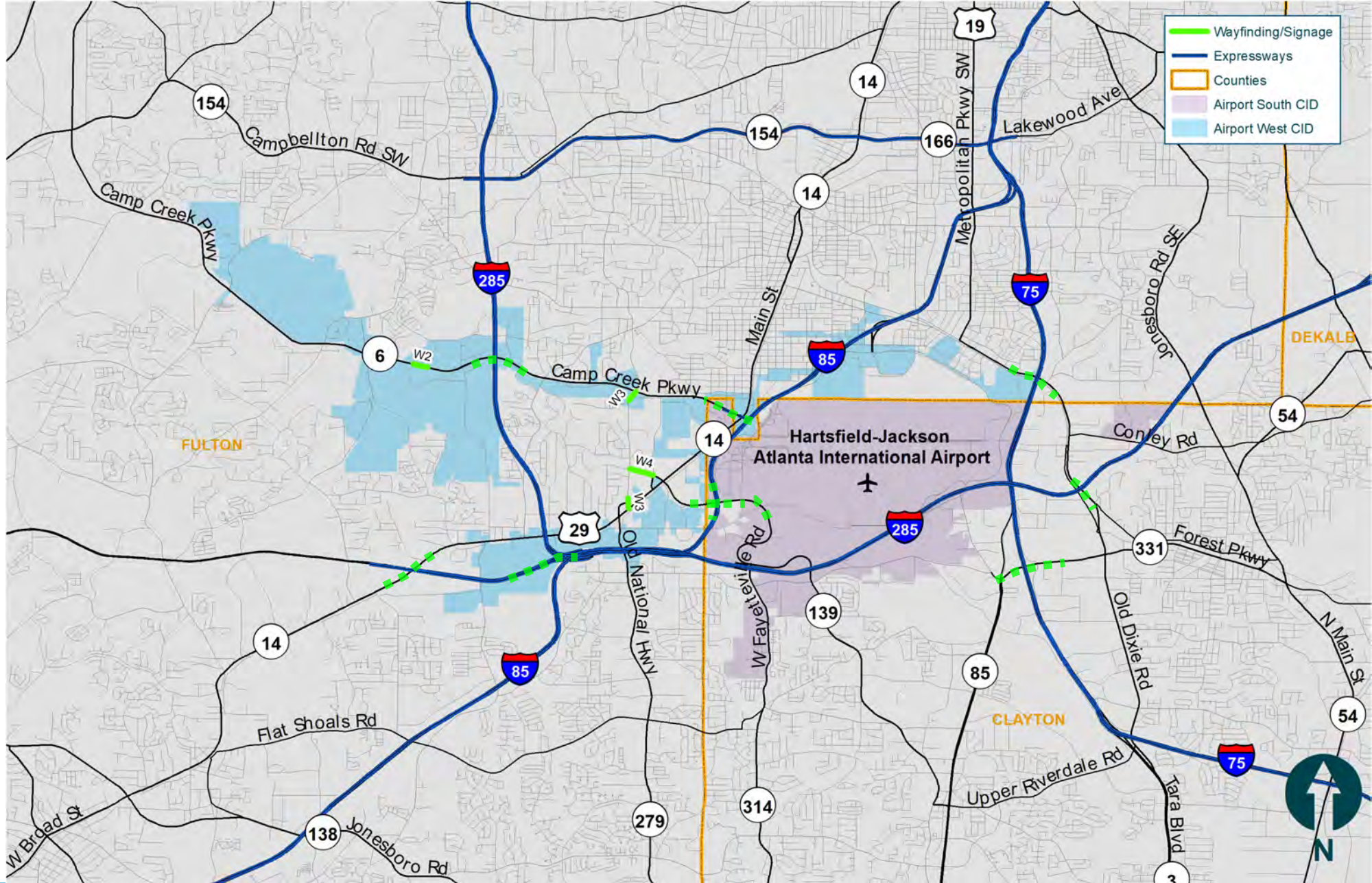
Needs addressed:

- Inefficient operations
- Signal timing that does not account for freight vehicles

Potential benefits:

- Improved efficiency and reliability
- Improved safety
- Reduce idling





WAYFINDING & SIGNAGE

WAYFINDING & SIGNAGE

Upgrade and install new directional and route signage to improve wayfinding and redirect traffic to preferable routes and key destinations.

Key features:

- 4 projects
- Work with GDOT and local agencies
- Directional signage to interstates and key destinations
- Redirect traffic within Camp Creek Marketplace to signals
- Better align truck routes with city codes of ordinances

Needs addressed:

- Lack of information directing drivers to state routes
- Weaving traffic
- Comply with codes of ordinances

Potential benefits:

- Reduced risk of crashes
- Improved safety and operations
- Trucks use designated routes





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STUDIES

Conduct scoping studies along key corridors where additional capacity is likely needed to support freight operations, capacity, safety, and right-of-way needs. Scoping studies will identify precise project needs, purpose, and limits.

Key features:

- 4 projects
- Work with GDOT and local agencies
- Preliminary analysis indicates need for additional capacity and other improvements
- Scoping studies to help refine project needs and program projects
- Interchange modification report at CW Grant Parkway at I-75

Needs addressed:

- Lack of capacity
- Weaving traffic
- Improve access to Camp Creek Business Center from I-285
- Interchange operations near airport

Potential benefits:

- Improved routing and wayfinding
- Improved safety and operations
- Improved capacity and interstate access



POLICIES & STRATEGIES

Upgrade and install new directional and route signage to improve wayfinding and redirect traffic to preferable routes.

Key features:

- 11 potential strategies and policies
- Work with local governments to create access management policies
- Seek to consolidate driveways along key routes as redevelopment occurs
- Partner with others to redevelop underutilized sites for truck parking
- Support first/last mile upgrades and collaborate with other agencies on airport improvements and land use coordination

Needs addressed:

- Driveway spacing that does not meet GDOT spacing requirements; driveway related crashes
- Lack of truck parking
- Conflicting land use policies
- Lack of first/last mile connections

Potential benefits:

- Reduce potential conflicts/improve safety
- Increase truck parking
- Improve access to jobs
- Land use decisions that better align with future freight traffic



EXAMPLES OF EARLY WINS



Collaborate with Cities of College Park, East Point, Hapeville, and South Fulton and with GDOT to prioritize implementation of MaxTime for signal coordination and timing along freight corridors within these jurisdictions



Work with GDOT to prioritize upgrading standard protected/permissive signals to flashing yellow arrow (FYA) signals on key freight corridors where they have not already been installed



Leverage CV1K program to provide transit signal priority, emergency vehicle preemption, and other applications along Loop Road, Riverdale Road (SR 139), Main Street/Roosevelt Highway/US 29/SR 14, Camp Creek Parkway (SR 6), and Virginia Avenue, etc.

PROJECT PRIORITIZATION FRAMEWORK

APPROACH TO PROJECT PRIORITIZATION

Universe of Potential Projects



Fiscally Constrained Short-Term Action Plan

Five to 10-year timeframe

Prioritized list of projects, policies, action steps

Identify **two to five high priority projects**

Identify **likely most competitive project** for major grant applications

Fiscally Unconstrained Long-Term Vision List

10+ year timeframe

Two tiers

Prioritized list of projects, policies, action steps

UPDATED PRIORITIZATION FRAMEWORK



Freight Cluster Plan



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<https://aerocids.com/project/study-freight-cluster-plan/>

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