



ATLANTA REGIONAL COMMISSION



ATLANTA REGIONAL FREIGHT MOBILITY PLAN UPDATE

TAQC Meeting
June 9, 2016

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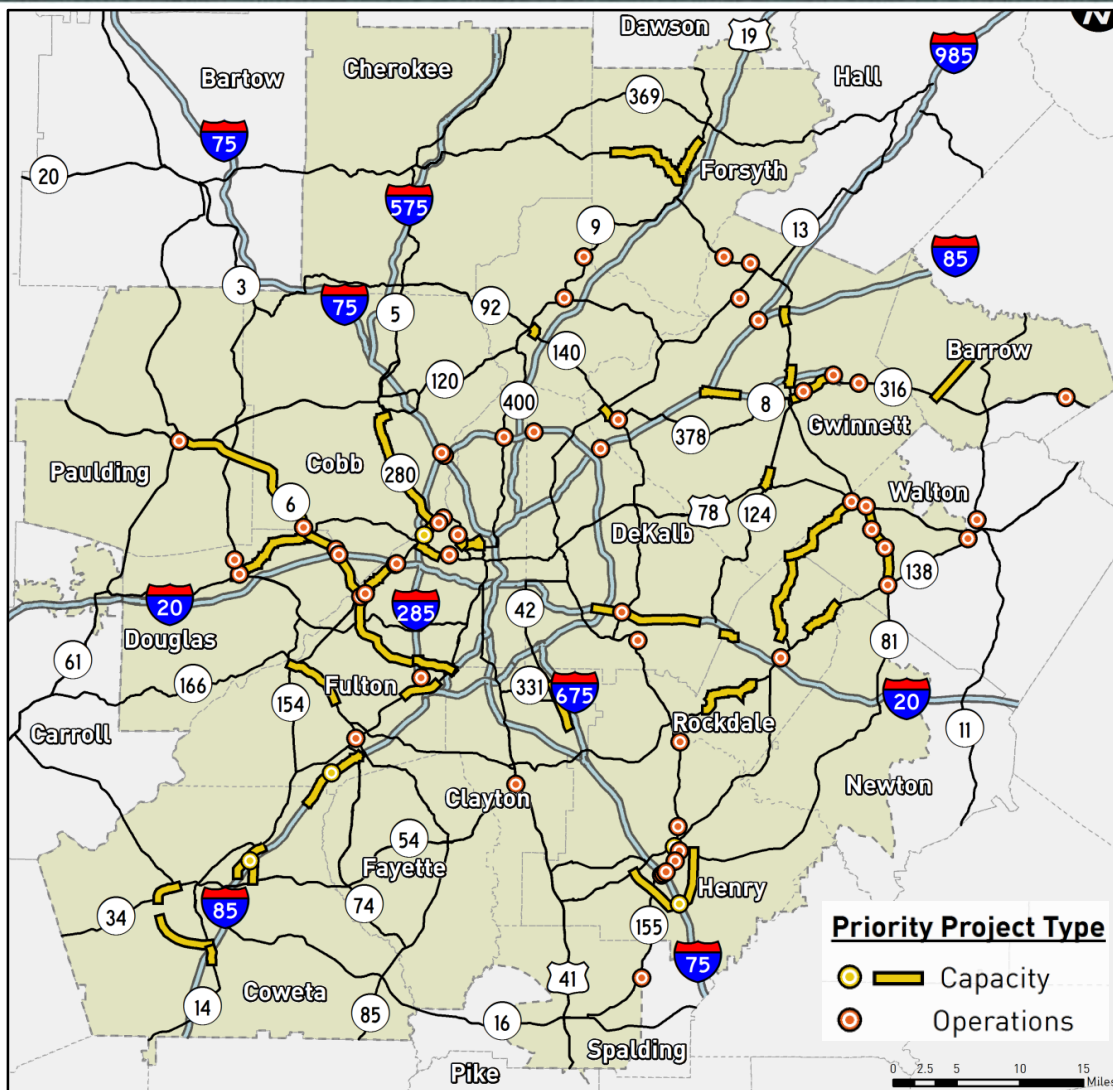
Freight in the Atlanta Region

- **Over 151 million tons of freight** moved into, out of, and within the Atlanta Region in 2013
- **A 76% increase to 266 million tons** is projected by 2040
 - Based on FHWA FAF projections and IHS Transearch data
- Nearly 11,000 logistics companies in Georgia



Source: twitter.com/freightliner

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Subarea Freight Cluster Plans

- Detailed plans of freight cluster areas
- Need to identify first mile/last mile projects
- Work with local jurisdictions and CIDs



Section 7.0 Strategies And Initiatives

7.1.7 At-Grade Railroad Crossings Study

As a region rich in rail, metropolitan Atlanta has many at-grade railroad crossings that can delay passenger vehicle and truck traffic and can pose safety hazards. Addressing them is a priority for some local governments, and as Chapter 3 documents, four counties are the primary location for the largest at-grade crossings, as measured by total trains. The four are Cobb, Clayton, Gwinnett and Fulton counties, with a number of the Fulton crossings situated within the City of Atlanta.

A study should be designed and undertaken to analyze at-grade railroad crossings throughout the region and identify which of them should be the highest priority for grade separation. Railway-highway grade separation projects are eligible for new funding under the federal FAST Act (described at length in Chapter 8 below) under both the freight formula and FASTLANE competitive grant programs, indicating that the means to advance such projects in metropolitan Atlanta may be available.

- **Purpose:** Improve mobility and safety for trucks and passenger vehicles thorough grade separation of railway-roadway crossings.
- **Objectives:** Identify at-grade railroad crossings throughout the region, analyze and prioritize them based on train, truck and passenger vehicle volumes, travel delay and safety concerns, and recommend separation projects with an eye to the utilization of Fast Act funds.
- **Factors:** Projected growth for all affected traffic should be incorporated, as well as any development plans that may exacerbate conditions. Fast Act funding is not automatic: freight formula money is statewide, limited, and has many potential uses, and competitive grants must be won. Railroads normally view grade separation as chiefly a public sector concern, but in locations where growth in high priority intermodal trains is expected and facility expansions are needed, railroad contribution to related crossings might be negotiated.

Atlanta Regional Freight Mobility Plan Update

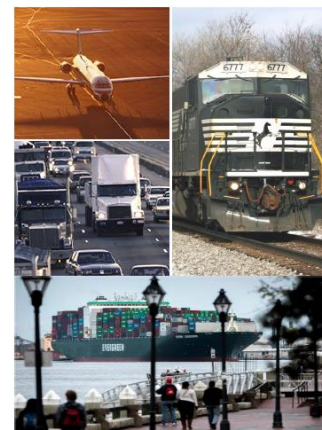
Final Report

May 2016

Prepared For:



Prepared By:



Thank you!



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