



ONE **great** REGION

# 2024 Atlanta Regional Freight Mobility Plan

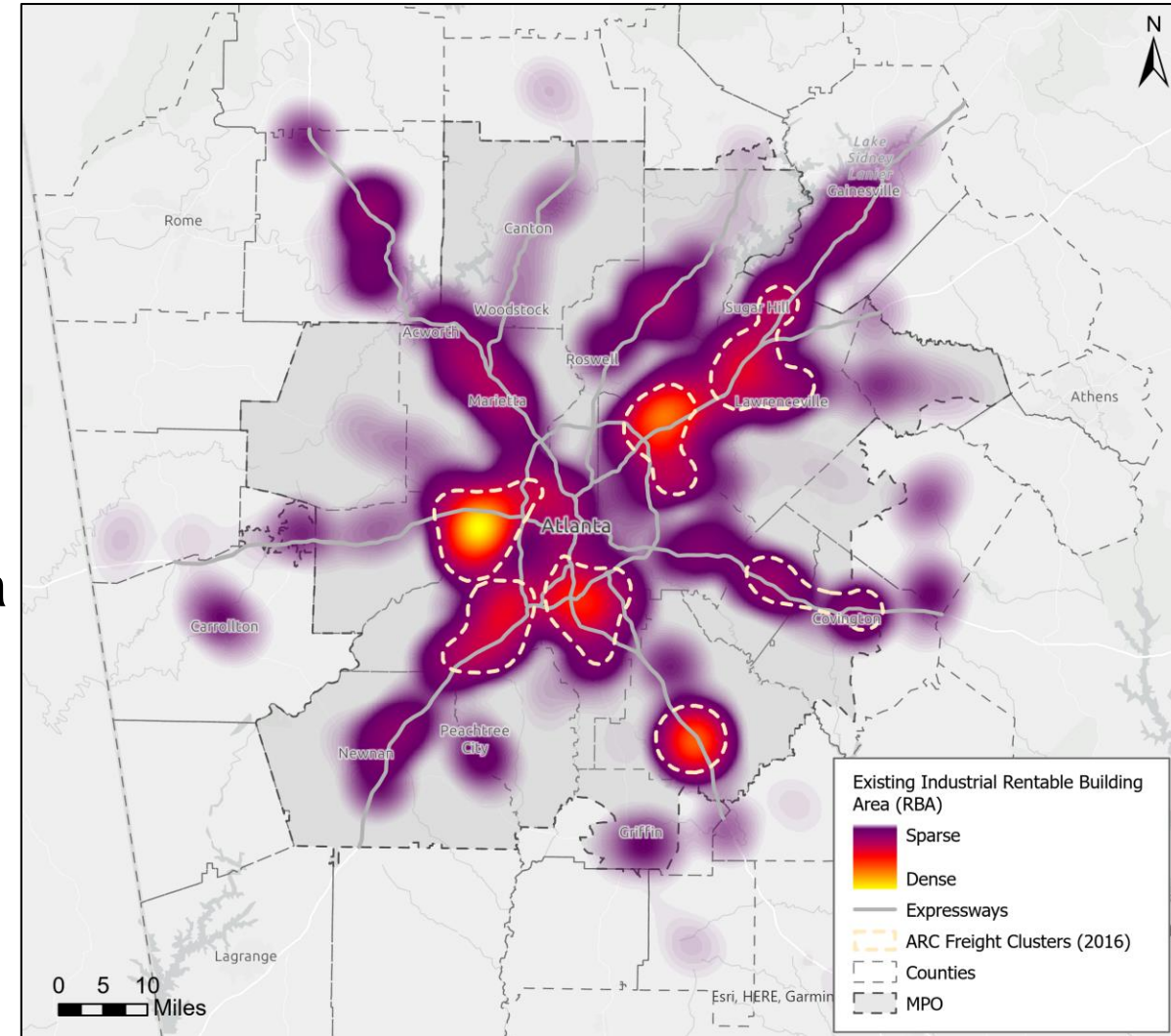
Plan Adoption, ARC Board/TAQC Meeting, March 12, 2025

Daniel Studdard, AICP, Planning Administrator



# Freight in the Atlanta Region

- Truck Parking – Growing safety issue
  - Lacking about 2,500 spaces in the region
- Industrial development square footage
  - #1 in the Southeast
  - #5 Nationally
- 231 Million tons; \$398.5 billion
  - 2019 Total tonnage and value of freight with an origin, destination, or both in Metro Atlanta
  - 69% – 118% Estimated tonnage growth (2019 – 2050)
- Savannah Port – 4<sup>th</sup> busiest container port in the country
  - Fastest growing container gateway on the U.S. East and Gulf coasts\*



# Savannah Port Growth

- OOCL *Iris* –  
Largest capacity vessel to ever call the Port of Savannah
- Maximum capacity of 16,828 twenty-foot equivalent container units (TEUs)
- Project to raise the Talmadge Bridge height begins in 2026



Georgia Ports Authority Press Release, February 26, 2025, <https://gaports.com/press-releases/oocl-iris-becomes-largest-vessel-to-serve-savannah/>

# Freight Cluster Plan Program

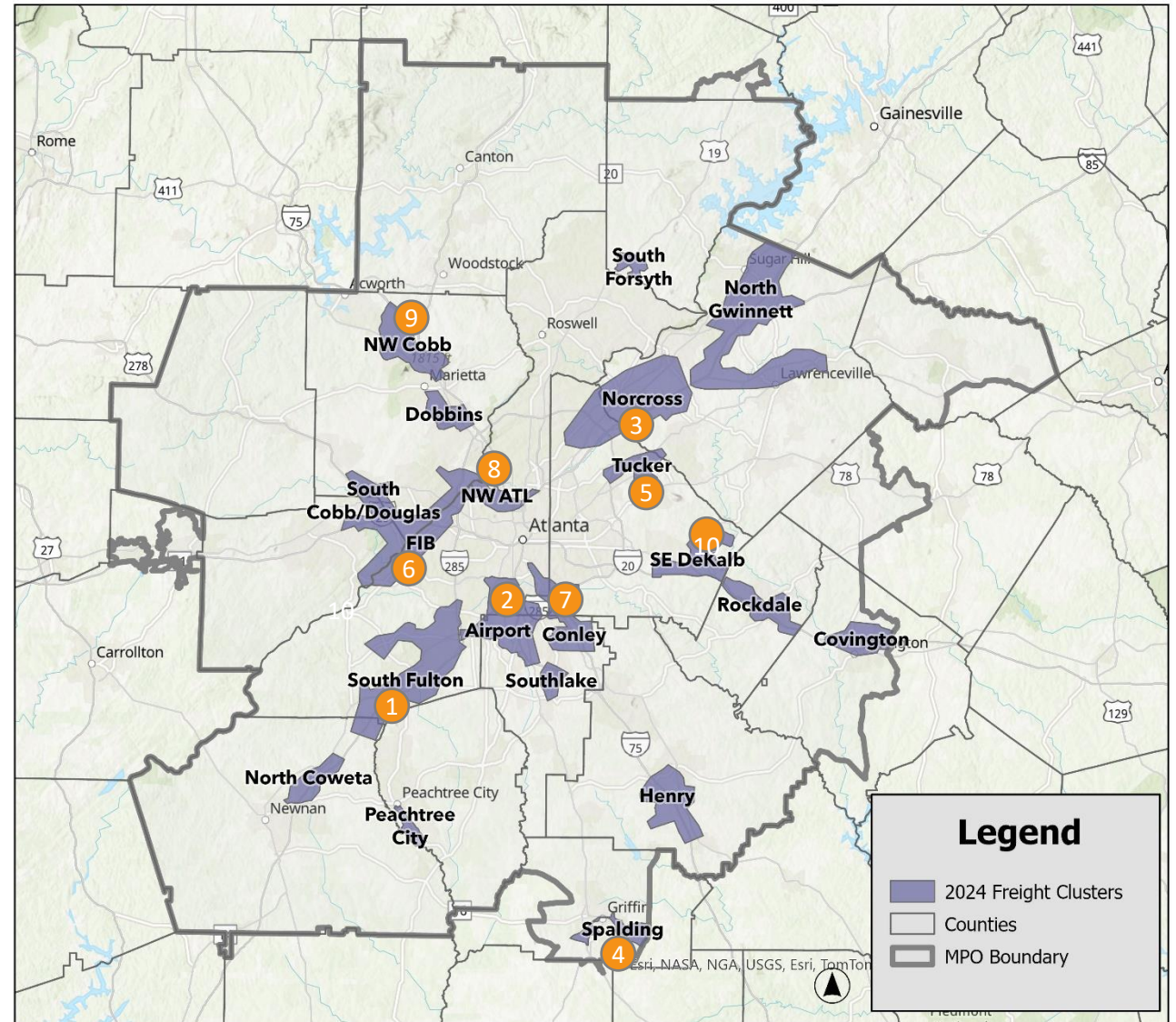
Plans focus on:

- Safety
- Moving freight efficiently
- Access to jobs – bike/pedestrian infrastructure, street crossings, transit needs, bus shelters, and more

## Freight Cluster Plans (by year completed)

- 1 South Fulton CID Multimodal Plan (2018)\*
- 2 Aerotropolis CIDs (2020)
- 3 Gateway 85 CID (2020)
- 4 Spalding County (2020)
- 5 Tucker Summit CID (2021)
- 6 Fulton Industrial Blvd CID (2022)
- 7 Metro South CID (2022)
- 8 Northwest Atlanta (2023)
- 9 Town Center CID (2024)
- 10 City of Stonecrest (2024)

\*Applied for TIP planning funds prior to creation of the Freight Cluster Plan program



# Design Guidelines – Access to Jobs

## Pedestrian infrastructure

- New industrial developments should build sidewalks along the edge of the property along all roadways
- Minimum 5-feet wide, set 2 feet back from the curb
- Setback buffer is needed due to high truck volumes and potential high vehicle speeds
- Wider sidewalks/buffers, streetscapes, and/or trails are also options



## Employee access to industrial sites

- Vehicular driveways often don't have sidewalks
- Pedestrians have to walk in the driveways or next to them without a sidewalk to access their jobs
- Clear, safe pedestrian access from roadways to buildings via sidewalks and crosswalks should be provided in all new developments



# Design Guidelines – Urban Delivery

- Activity centers have different needs than industrial areas

- Freight loading/unloading can impact all other modes

- Loading docks or spaces on-site where possible



✗ Truck is blocking multiple travel modes



✓ Loading with no impacts to other modes



✗ Vehicle blocking crosswalk



✓ Loading space ends at sidewalk



# Questions?

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<https://atlantaregional.org/2024-freight-plan>

A decorative graphic consisting of several overlapping, semi-transparent rectangles in various colors including blue, orange, red, green, and teal, arranged in a vertical, slightly staggered fashion.

ONE  
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REGION