ATLANTA REGIONAL COMMISSION
“FREIGHT CLUSTER GRANT PLAN PROGRAM”

GRANT RECIPIENT
STONE MOUNTAIN COMMUNITY IMPROVEMENT DISTRICT (SMCID)
SMCID CLUSTER GRANT GOAL

“IDENTIFY TRANSPORTATION NETWORK IMPEDIMENTS & PLANNING-INFRASTRUCTURE SOLUTIONS FOR STRENGTHENING E-COMMERCE AND LAST-MILE DELIVERY BUSINESSES IN THE SMCID”
STONE MOUNTAIN COMMUNITY IMPROVEMENT DISTRICT

FACTS & FIGURES
“Stone Mountain Industrial Park” – developed primarily by Pattillo Company

Trend setting industrial warehousing and distribution centers in DeKalb and metro Atlanta area in the 60’s, 70 & 80’s

CID Formed in 2011

Revenues of $950,000 per year; 500 businesses

Industrial uses (warehousing and distribution) 75% of the businesses in the district

No residential

Retail/Light Commercial uses 25%

District located in Incorporated DeKalb – City of Tucker

District land area 5 square miles SMCID

District is located within 5, 10 and 15 minutes from I-285, I-85 & I-20, resp.
STONE MOUNTAIN CID FACTS & FIGURES

STUDY AREA ALSO INCLUDES INDUSTRIAL AREAS OF LILBURN CID

(financial partnership with LCID)
STONE MOUNTAIN CID FACTS & FIGURES

Transportation Network

- District is bisected by US Hwy 78
- Northern boundary is Gwinnett County (unincorporated)
- Southern boundary is East Ponce de Leon Ave
- Eastern boundary is the City of Stone Mountain and western boundary is City of Tucker
- Three SMCID arterial roads; SR 236 (Hugh Howell Rd), Mountain Industrial Blvd & East Ponce de Leon Ave
- Lilburn CID arterial – SR 8/US 29 (Lawrenceville Highway)
Freight transportation Network

- Mountain Industrial Blvd ADT – 32,000 to 38,000; Truck % 4-6%
- SR 236 ADT; 26,000 to 30,000; Truck % 2-4%
- East Ponce de Leon ADT; 14,000 to 16,000; Truck % 3-5%
- Increasingly higher ADT’s on Mountain Industrial Corridor attributed to I-285 congestion – corridor has become an alternate route to bypass the interstate
STONE MOUNTAIN CID FACTS AND FIGURES
“Planning & Infrastructure Projects” Implemented To-Date

Stone Mountain CID
Lilburn CID

Mountain Ind. Blvd.-Jimmy Carter Improvements

Completed Projects
1. Highway 78 and MB-Interchange beautification.  
2. 26 LED street signs 3 on MB corridor.
3. 30 “LED” bridge lighting installed MB bridge over Hwy 78.
4. Resurfacing MB from CSX overpass to North Royal Dr.
5. Corridor beautification w/200 trees planted on MB and East Pon.
6. Repair damaged curb and gutter and construct new sidewalks.

2016-2019 Initiatives
1. East Pon de Leon and MB Intersection improvement plans complete. Pursuing outside funds for improvements.
2. State-approved CID plan for improvements to include dual left turn lanes NB & SB on MB.
3. Signal re-timing to reduce travel time.
4. Various radii improvements at intersections to accommodate freight travel.
5. State-funded regional retiming study on corridor.
6. Radii improvements on Stonewall @ Hugh Howell Rd to improve truck movement.
7. Landscape Master Plan for corridor approved by CID board - short term improvements to be implemented 2016 and 2017.
8. Convert center turn lane on MB to a landscaped raised median - gateway from the west.
9. Radii improvements to improve truck movement at North Royal Atlanta @ US 29 & new business park gateway signage w/landscaping.
10. Lilburn CID Study Jimmy Carter Blvd @ US 29 intersection to improve traffic flow and pedestrian safety including landscape enhancements.
SMCID

Outcome & Expectations from the Cluster Program

“Develop the regulatory, policy, transportation planning and infrastructure Implementation framework to create a state-of-the-art last-mile logistics and distribution center and warehousing network while partnering with the Gwinnett Village, Tucker-Northlake and Lilburn CID’s to further strengthen the logistic centers within the MIB and Jimmy Carter Corridor’s”
ANTICIPATED SCOPE OF WORK & DELIVERABLES

STAKEHOLDER INVOLVEMENT

✓ Partner with Gateway 85 (formerly Gwinnet Village), Tucker-Northlake and Lilburn CID’s through an exchange of data and information as the study process moves forward including periodic “brain-storming” meetings
✓ Successes of this program will ultimately provide tangible benefits to the neighboring CID’s, the City of Tucker and County
✓ GDOT and ARC Freight Group
✓ City of Tucker and DeKalb County governments data and information exchanges
✓ Research current and projected freight volumes and cargo through interviews and owners and drivers
✓ Work with business owners to address truck access, parking and loading issues
ANTICIPATED SCOPE OF WORK & DELIVERABLES

PLANNING

✓ Assess the potential for various types of logistics services, solutions and fulfillment centers (through interviews with logistic firms)

✓ Review the potential delivery models (for last mile distribution of packages) from electronic autonomous vehicles to drones. Assess the transportation facilities and infrastructure necessary to accommodate these and other modes of delivery that can be integrated into the urban freight delivery system to reduce the carbon footprint and impact on the environment

✓ Evaluate the potential for a more efficient integration of urban freight in the urban transportation infrastructure (i.e. use of private infrastructure for parking, shared space, etc.)

✓ Recommend land use and development regulations and policies to encourage re-purposing the existing warehousing spaces with state-of-the-art distribution facilities that will close the “last-mile” gap

✓ Analyze changes in land use and transportation patterns with implementation of new delivery models and logistical centers

✓ Evaluate the SR & LR DeKalb and Gwinnett Transportation Plans to understand the proposed transportation upgrades and their influence and effect on freight mobility

✓ Inter-parcel access (convert abandoned CSX ROW to a public/private roads)
ANTICIPATED SCOPE OF WORK & DELIVERABLES

DESIGN STRATEGIES

- Perform OD studies, assess accident histories, perform peak and off-peak classification counts to assist in identifying deficiencies in the transportation network that negatively impacts the efficient and safe movement of goods including the development of an action plan to undertake short and long range improvements to correct these limitations.

- Assess operational, geometric and safety improvements such as lane widths/lack of adequate lighting/intersection radii/pavement conditions) including roadway capacity limitations/bottlenecks & development of an action plan to undertake short and long range improvements to correct these limitations.

- Investigate signal timing on arterial roadways (identified freight corridors in the study analysis).

- Evaluate wayfinding signage program as a technique to improve safety and mobility.
STONE MOUNTAIN CID
GRANT IMPLEMENTATION SCHEDULE

➢ RFP ADVERTISEMENT TO OCCUR WITHIN 30 DAYS AFTER BEING RELEASED BY ARC
➢ PRE-BID MEETING WILL BE HELD
➢ ANTICIPATED STUDY DURATION – 18 MONTHS
THANK YOU!!

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