

Freight Cluster Plan

Stakeholder Advisory Committee
Meeting #2

May 25, 2021



Agenda

- **Welcome**
- **Introductions**
- **Presentation**
 - Project Update
 - Inventory and Assessment
 - Traffic Study
- **Feedback**
- **Next Steps**

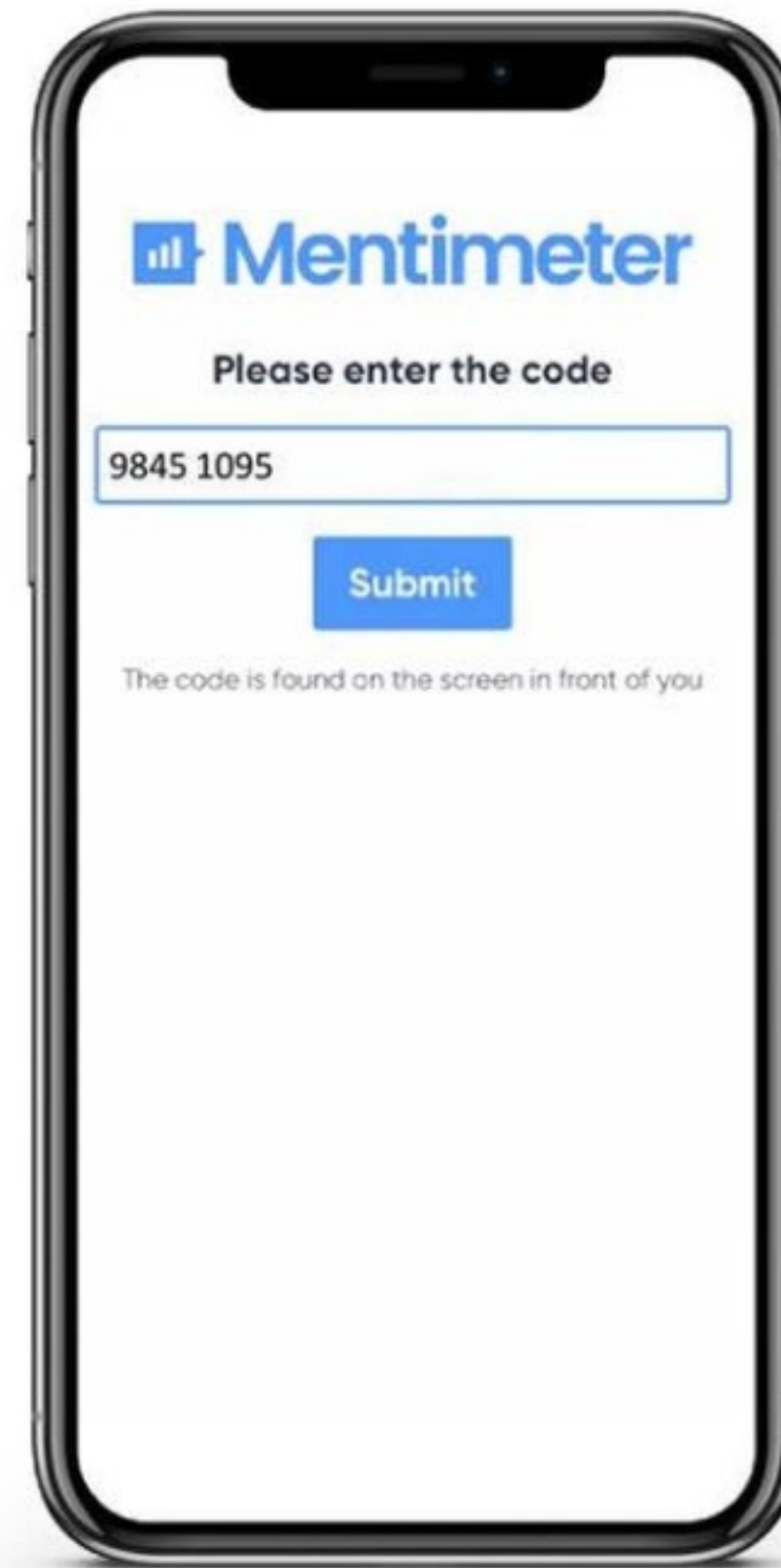
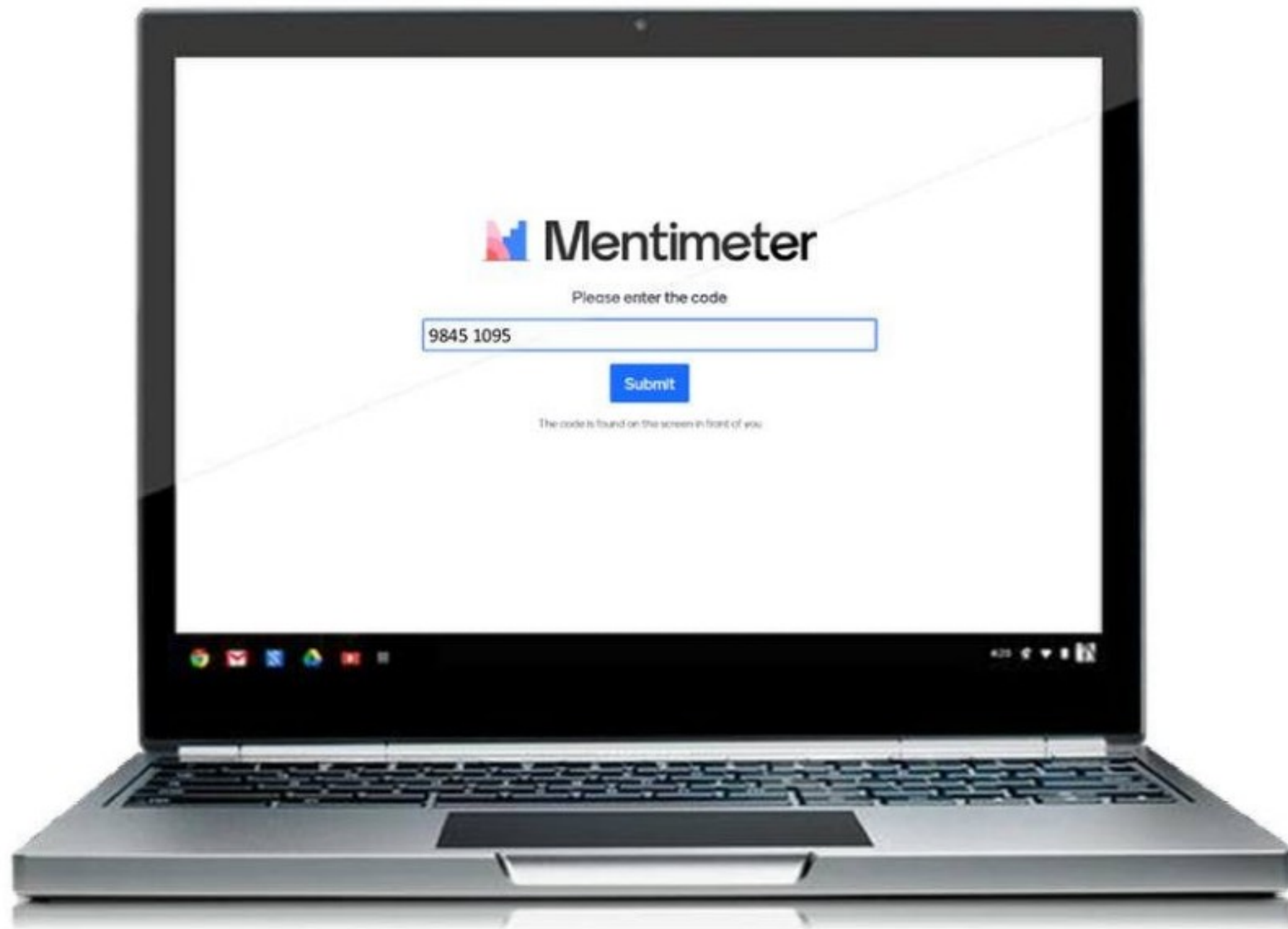
Study Purpose:

The Boulevard Community Improvement District (CID) is undertaking a Freight Cluster Plan to:

- *Understand how Fulton Industrial District (FID) transportation infrastructure is being used for the handling of freight*
- *Address transportation planning, traffic operations, and related planning needs*
- *Identify and recommend projects and policy changes to address those needs.*

Refresher: Using Mentimeter

Go to www.menti.com and type in the code 9845 1095



Ask a question at any point during the presentation

Please Enter Your Name and Organization

MARTA

Gil Prado boulevard CID

Josh Montefusco - GDOT DISTRICT SEVEN

David Webb, Cobb County
Community Development

Curtis Tyger, ATLDOT

Tyler Graham GDOT Planning

Catherine Rowell, City of South
Fulton, City Council

Daniel Studdard, Atlanta Regional
Commission

Frank Mazzilli - CID public safety
manager

Please Enter Your Name and Organization

W. Wade Yates Fulton County Police

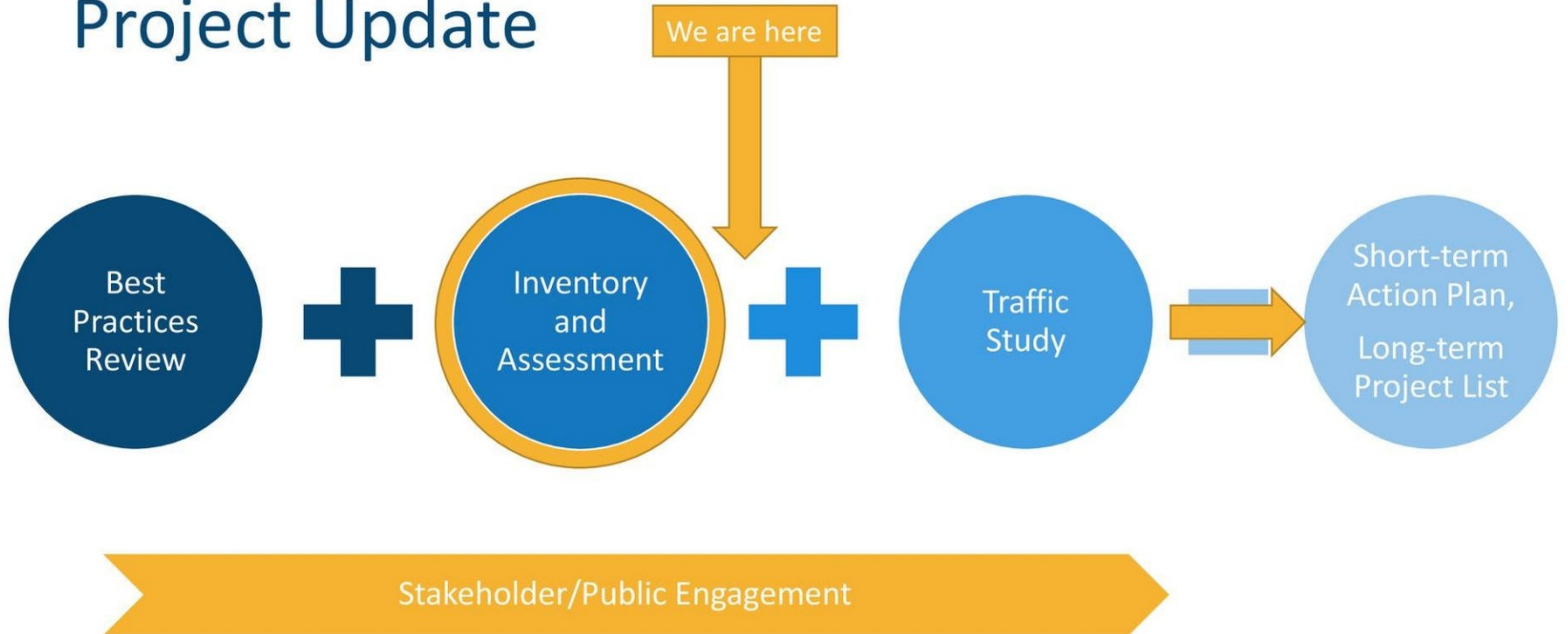
Trang Mai, GDOT

Reginald James, Atlanta Regional
Commission

Monique Forte, City of Atlanta

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Project Update





Existing Conditions Report Overview and Highlights

Policy and Plan Review

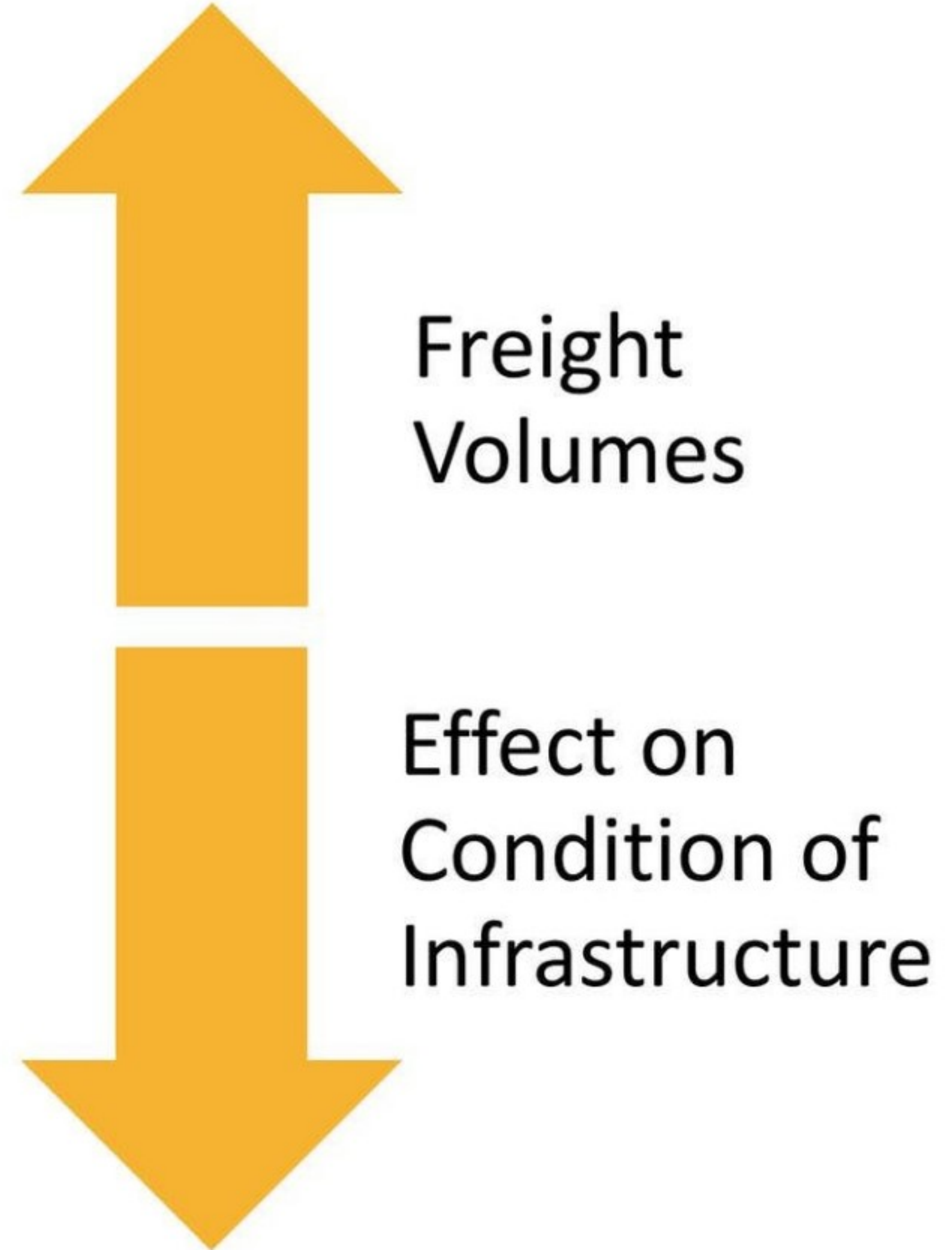
State and Regional Plans

Local Plans

Comprehensive Plans

Policy and Plan Review

- Growth in freight volumes exacerbate existing challenges (e.g., safety, travel time reliability, congestion).
- Infrastructure maintenance and land use designations are key to upholding the industrial prowess of FID.



Freight Analysis

Temporal Patterns

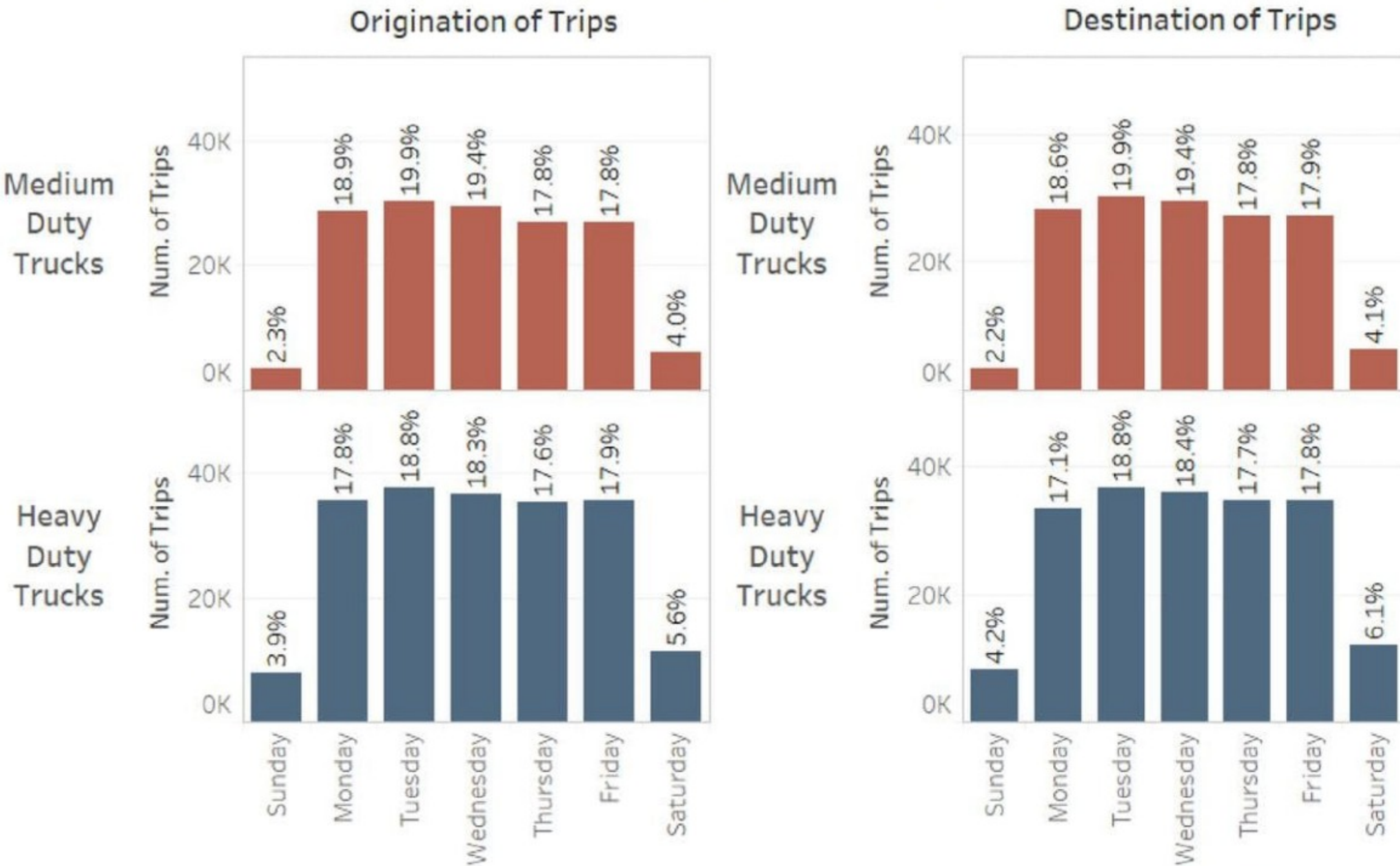
Regional Connectivity and Travel Times

Truck Parking

Temporal Patterns – Day of Week

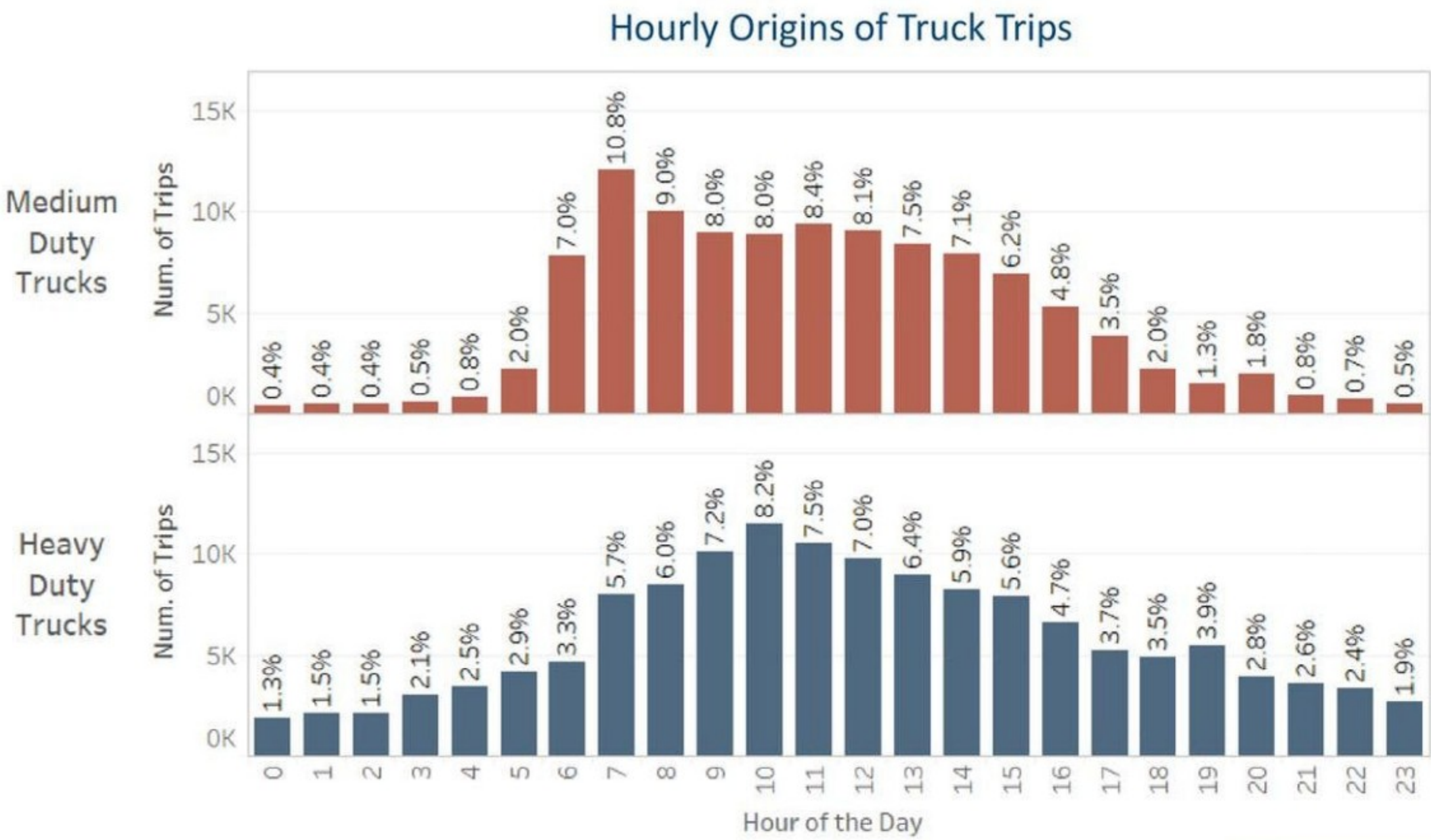
- Fairly constant during week, much less on weekend.
- More heavy-duty than medium-duty truck activity on weekends .

Trucking Activity by Day of Week



Temporal Patterns – Origins in FID

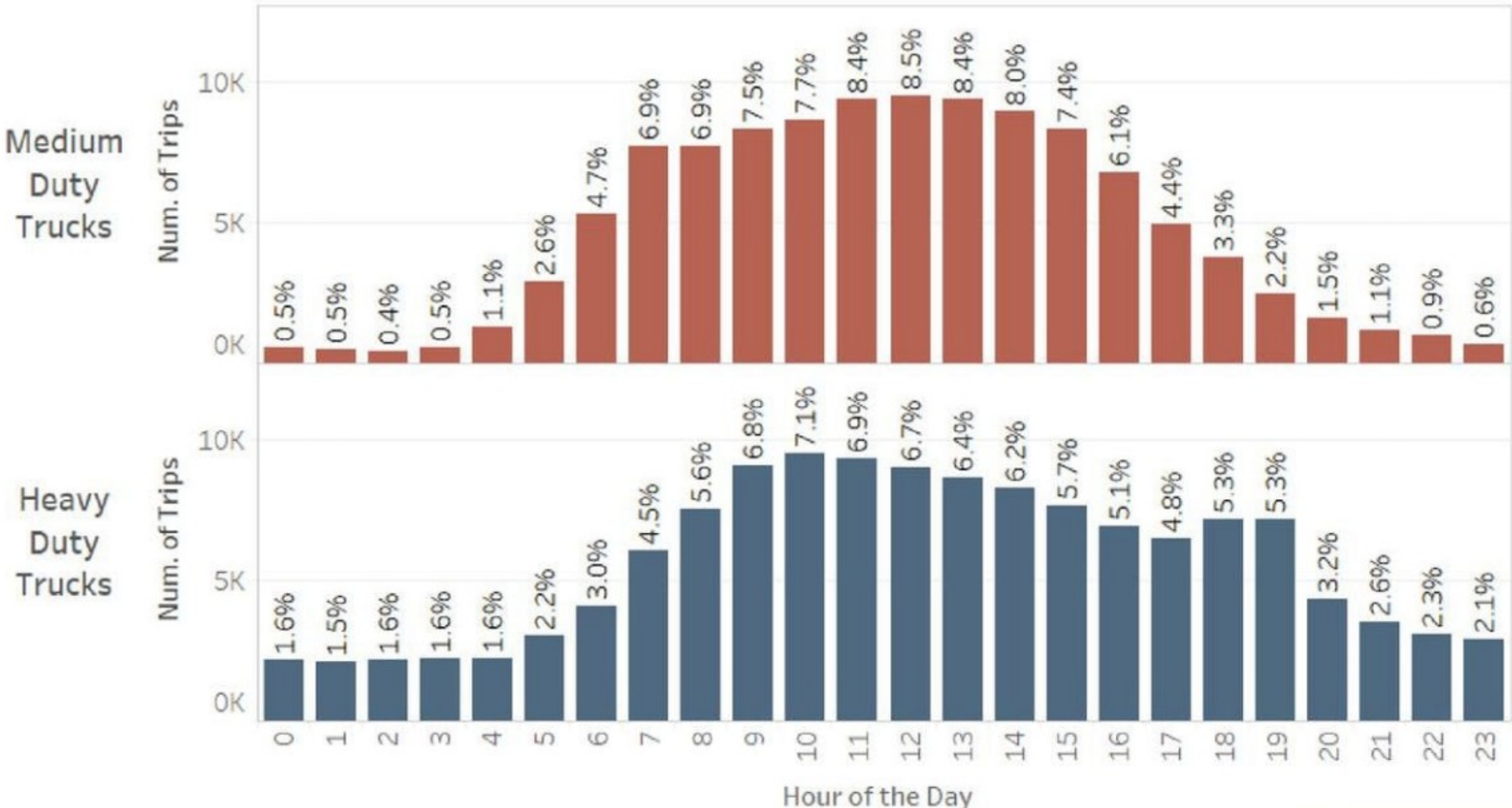
- Medium-duty trucks start earlier to begin deliveries. Origination trips start dropping off around 2pm due to the start of the second shift.
- Heavy-duty trucks peak between 9am and 12pm with a small peak at 7pm. More trips originating at night than medium-duty trucks.



Temporal Patterns – Destinations in CID

- Medium-duty trucks arrive consistently from 9am to 5pm, likely making deliveries to FID or returning from deliveries.
- Similar pattern for heavy-duty trucks, but small peak around 6-7pm, likely due to operating procedure. Also more likely to arrive at night.

Hourly Destinations of Truck Trips

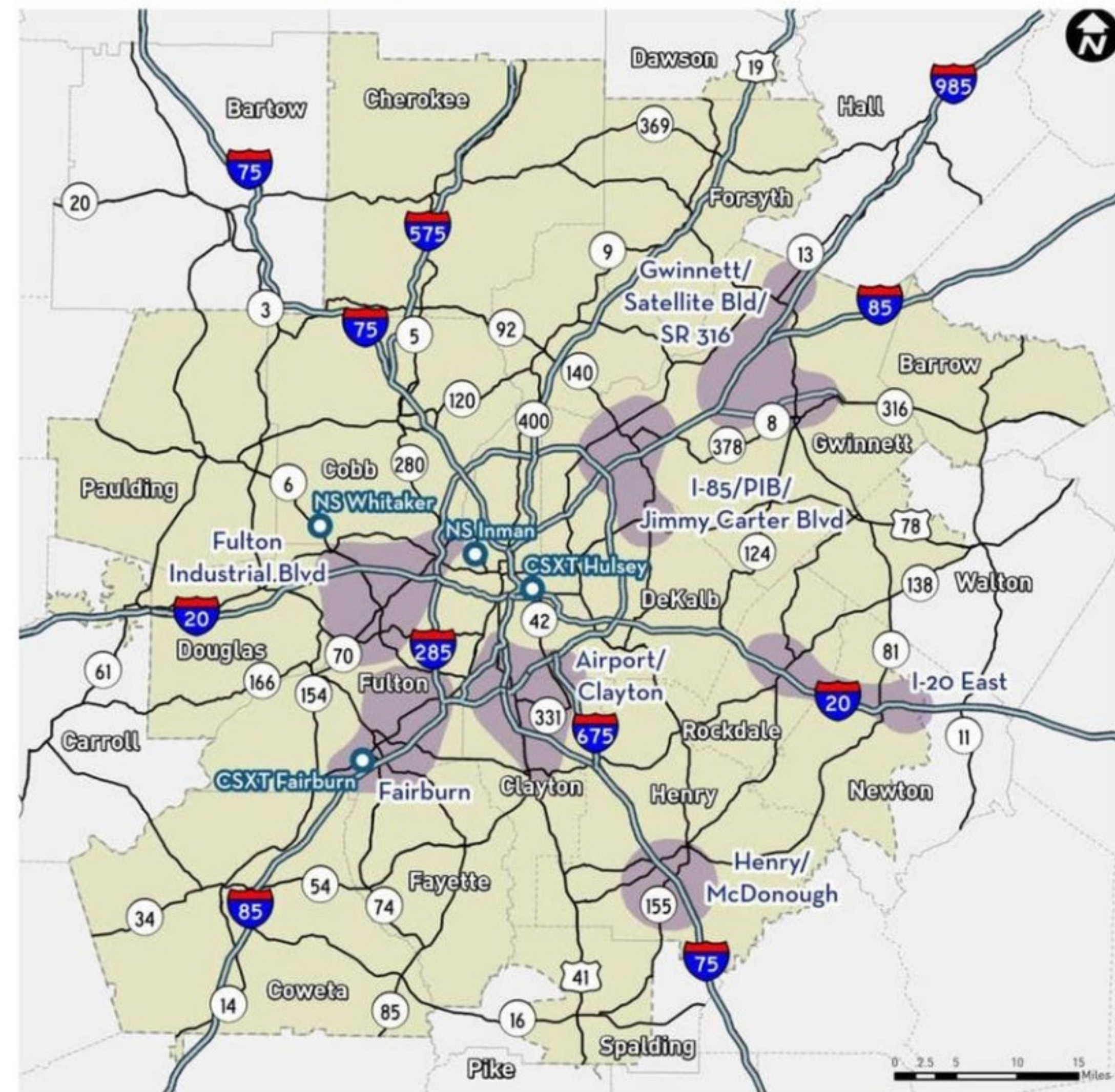


Regional Connectivity and Travel Times

- During congested periods of the day, shippers and motor carriers build a buffer into their delivery schedule.
- CSX Fairburn, NS Austell, and NS Inman intermodal terminals are a 30 to 40 minute drive of FID.
- To the Port of Savannah, it takes trucks 4 hours 20 minutes to 5 hours.

Average Travel Times to FID

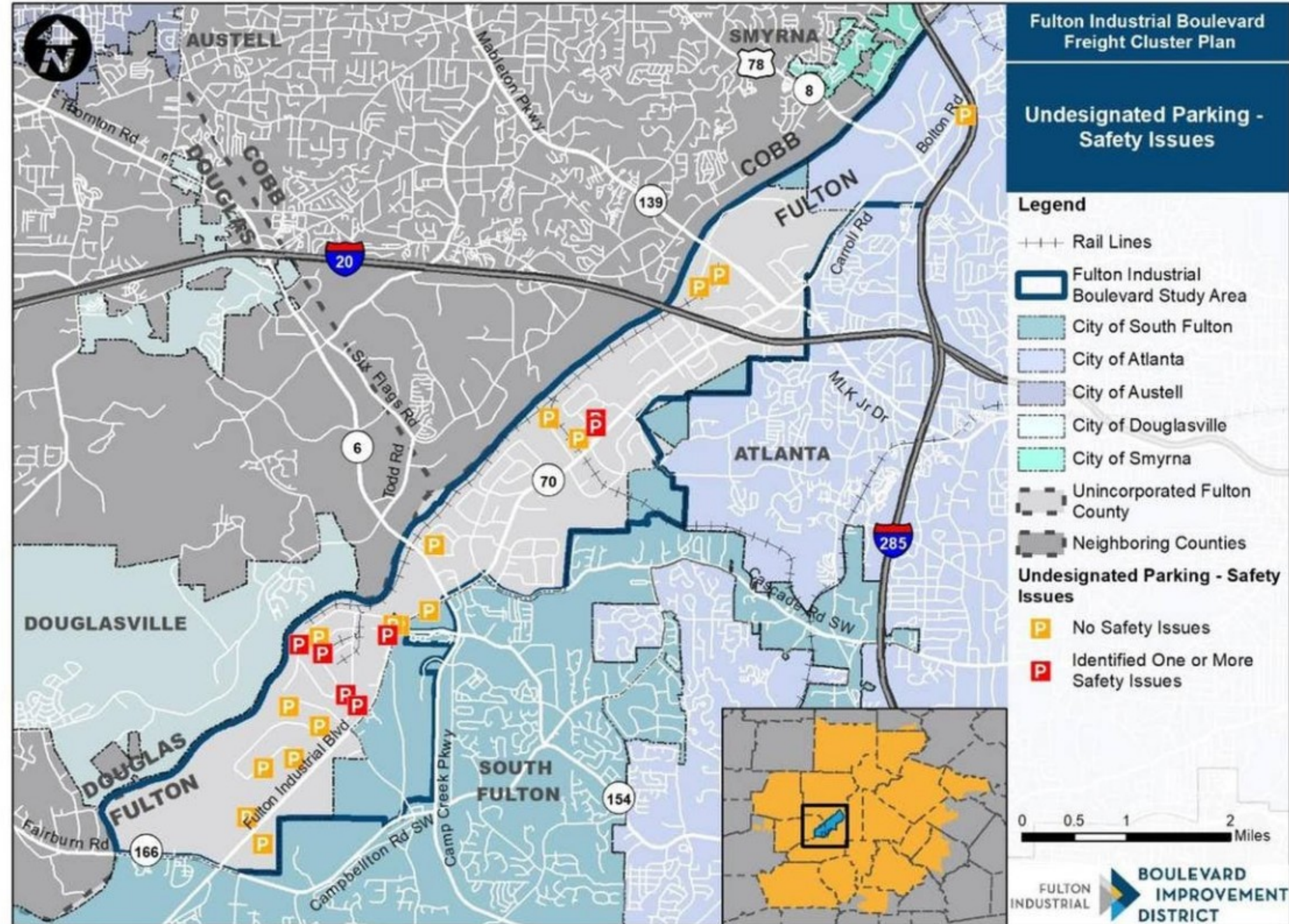
1. Fairburn/Camp Creek: 34 - 55 mins
2. Airport/Clayton County: 43 - 62 mins
3. I-85/PIB/Jimmy Carter Blvd: 56 mins
4. Henry County/McDonough: 65 - 120 mins
5. I-20 E/Conyers/Covington: 67 - 120 mins
6. Gwinnett/Satellite Blvd/SR-316: 74 - 120 mins



ARC Freight-Intensive Clusters

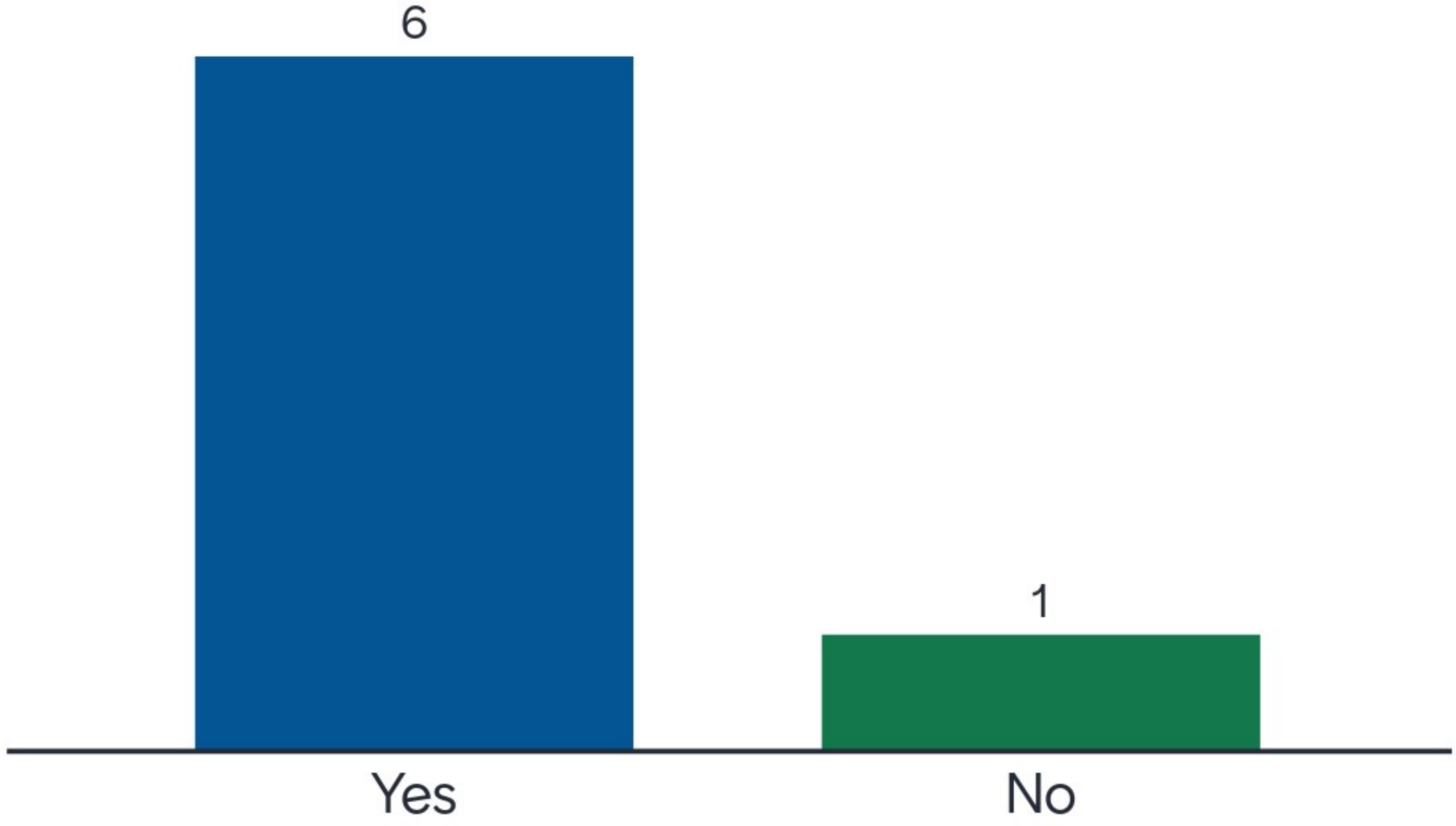
Truck Parking

- Demand high due to density of manufacturing and warehouse activity, and proximity to intermodal infrastructure, including the airport.
- Staging-related parking issues.
- Not many shoulders in FID - Many trucks park to the side but still in lane. Not as bad on wide roadways.
- Undesignated parking dispersed throughout FID.
- Undesignated parking can pose a safety risk to other vehicles, create litter or other nuisances, and is typically illegal.



Observed Undesignated Truck Parking in FID

Is unauthorized truck parking in the FID an issue for your organization?



Existing Conditions and Performance

Roadway Characteristics

State of Good Repair

Vulnerable Transportation Assets

Safety Analysis

ITS and Technology

Rail

Transit, Bike and Pedestrian
Connectivity

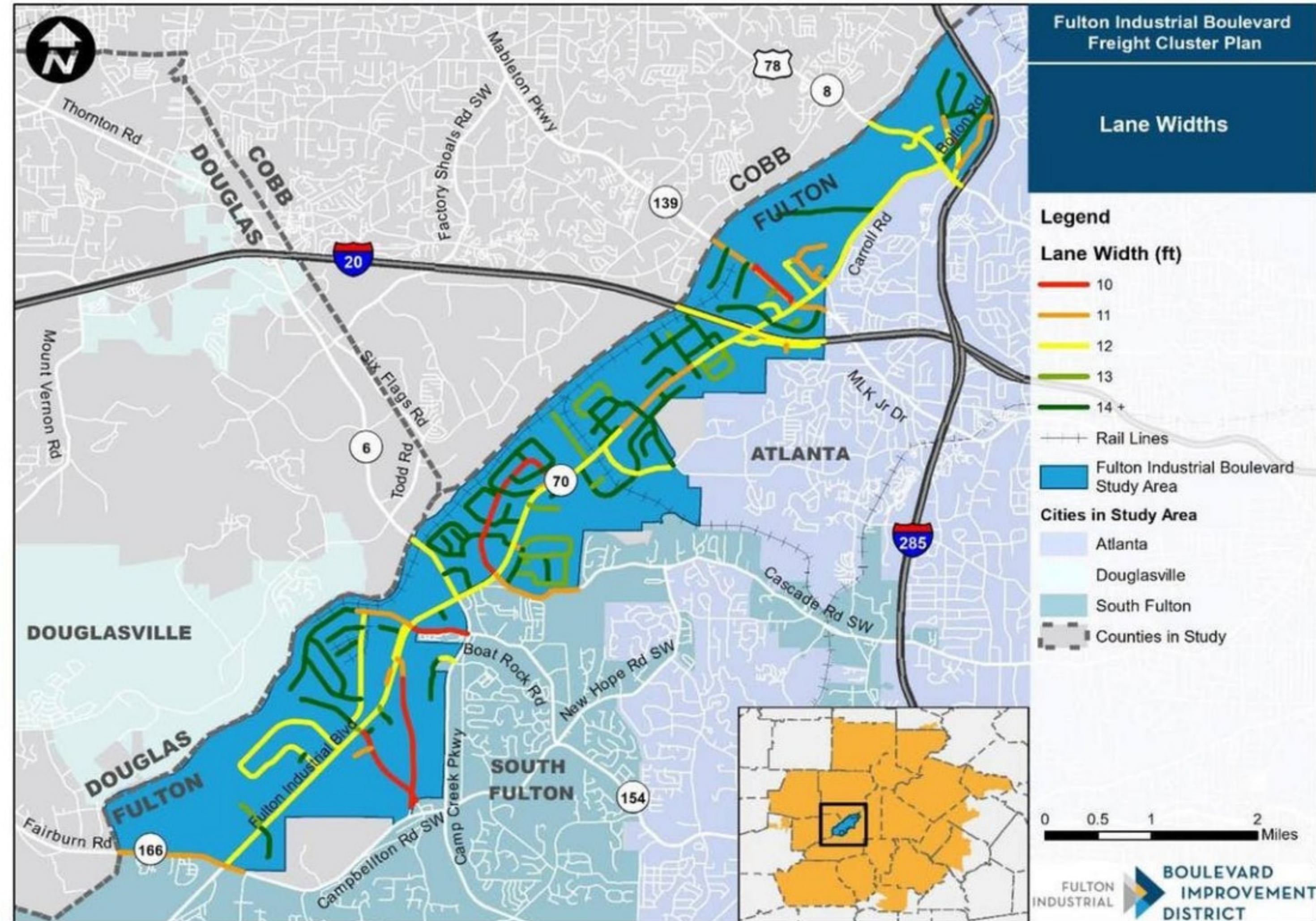
Transportation Demand Management
and Job Access

Other Transportation Assets

Land Use and Zoning

Roadway Characteristics

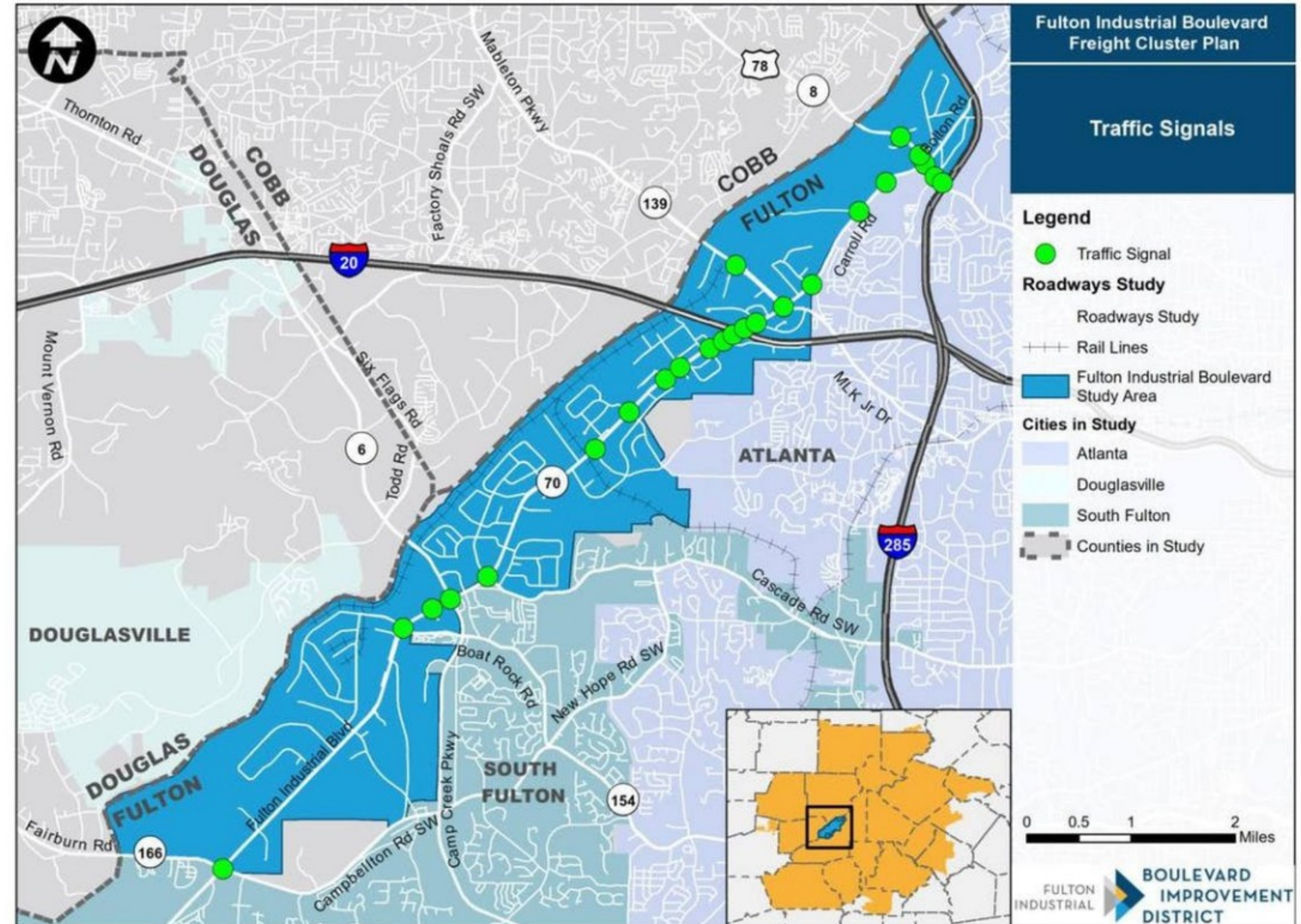
- Most are Local Roads with one lane in each direction, without a median.
- FIB has two lanes in each direction and a center raised or grassy median. Near the I-20 interchange, it gains a lane in each direction, and has four lanes in each direction directly south of I-20.
- Arterials and Collectors that intersect FIB have lane widths of 11 or 12 ft, which are adequate for trucks.
- Shoulders are only present on FIB south of Mendel Dr and on a small segment on Plummer Rd.



Lane Widths in CID

ITS

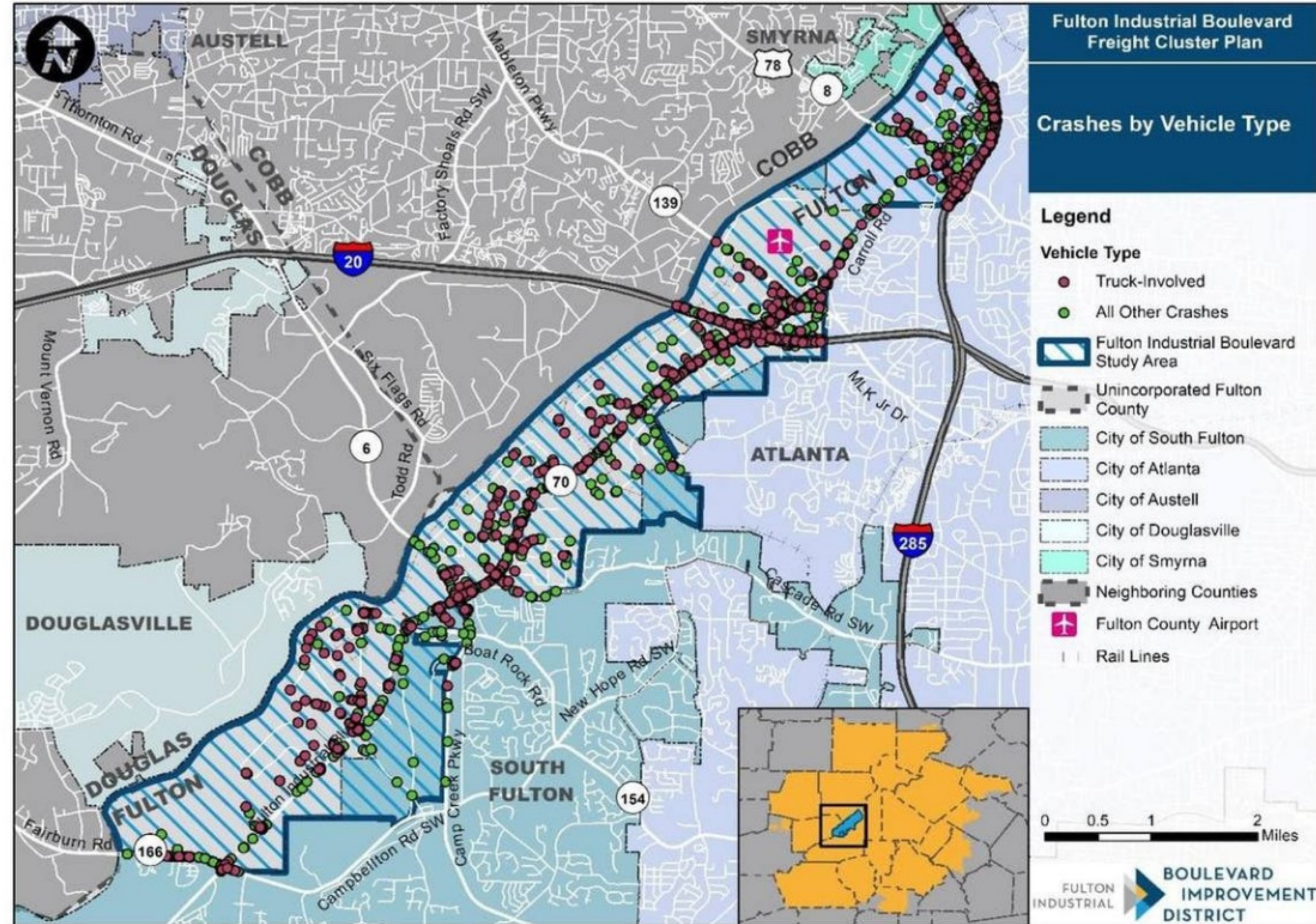
- 96-single mode (SM) fiber optic cable on FIB from Boat Rock Rd to DL Hollowell Pkwy.
 - 18 of 20 intersections on corridor.
- 4G communication on all signals.



Traffic Signal Locations in FID

Safety Analysis

- Most crashes in the study area (both truck-involved and non-truck-involved) are clustered along its major corridors.
- FIB, I-285, and Donald Lee Hollowell Pkwy accounted for about 77% of truck-involved crashes and 75% of all other crashes.

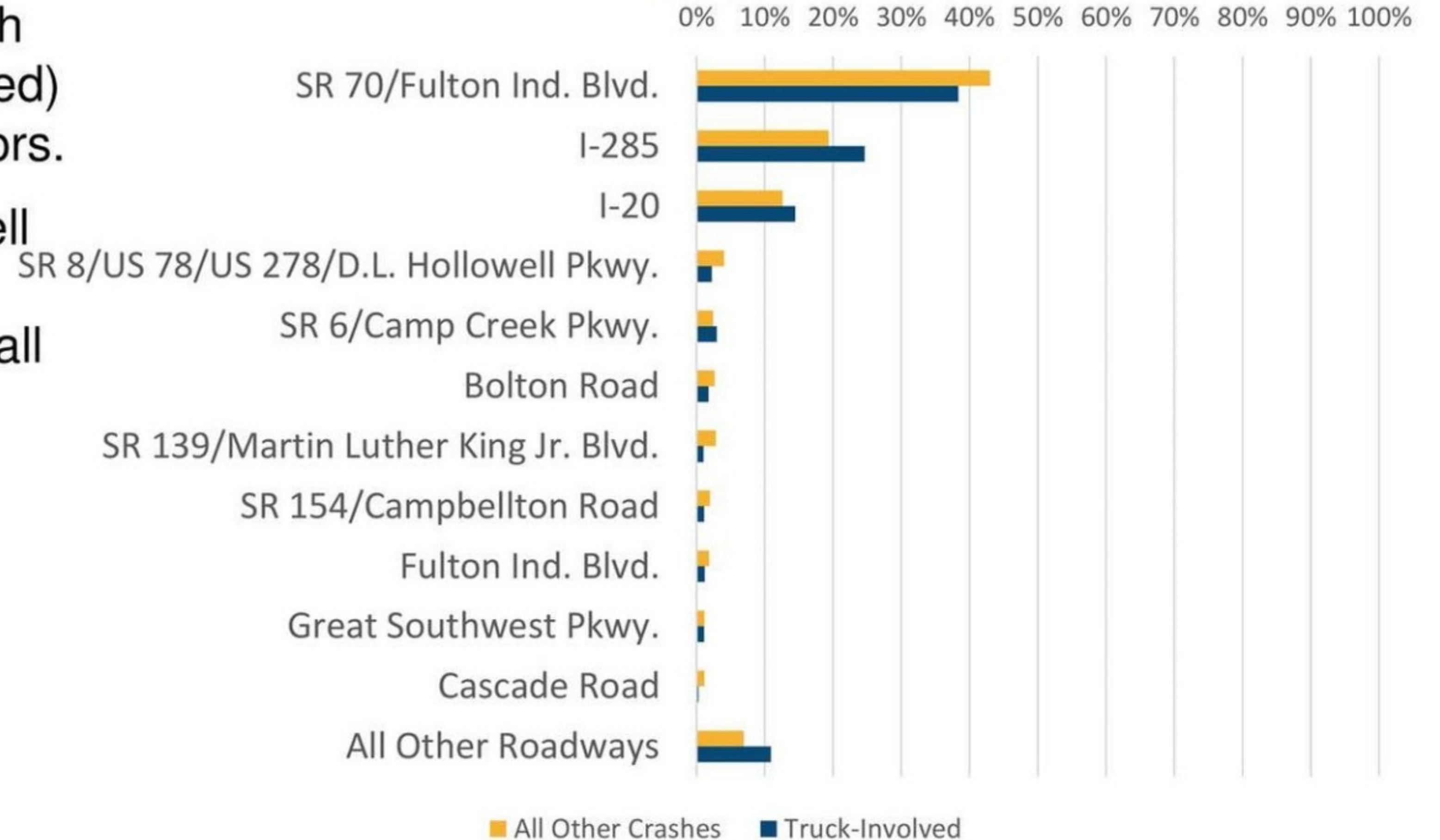


Crashes in FID, 2016-2020

Safety Analysis

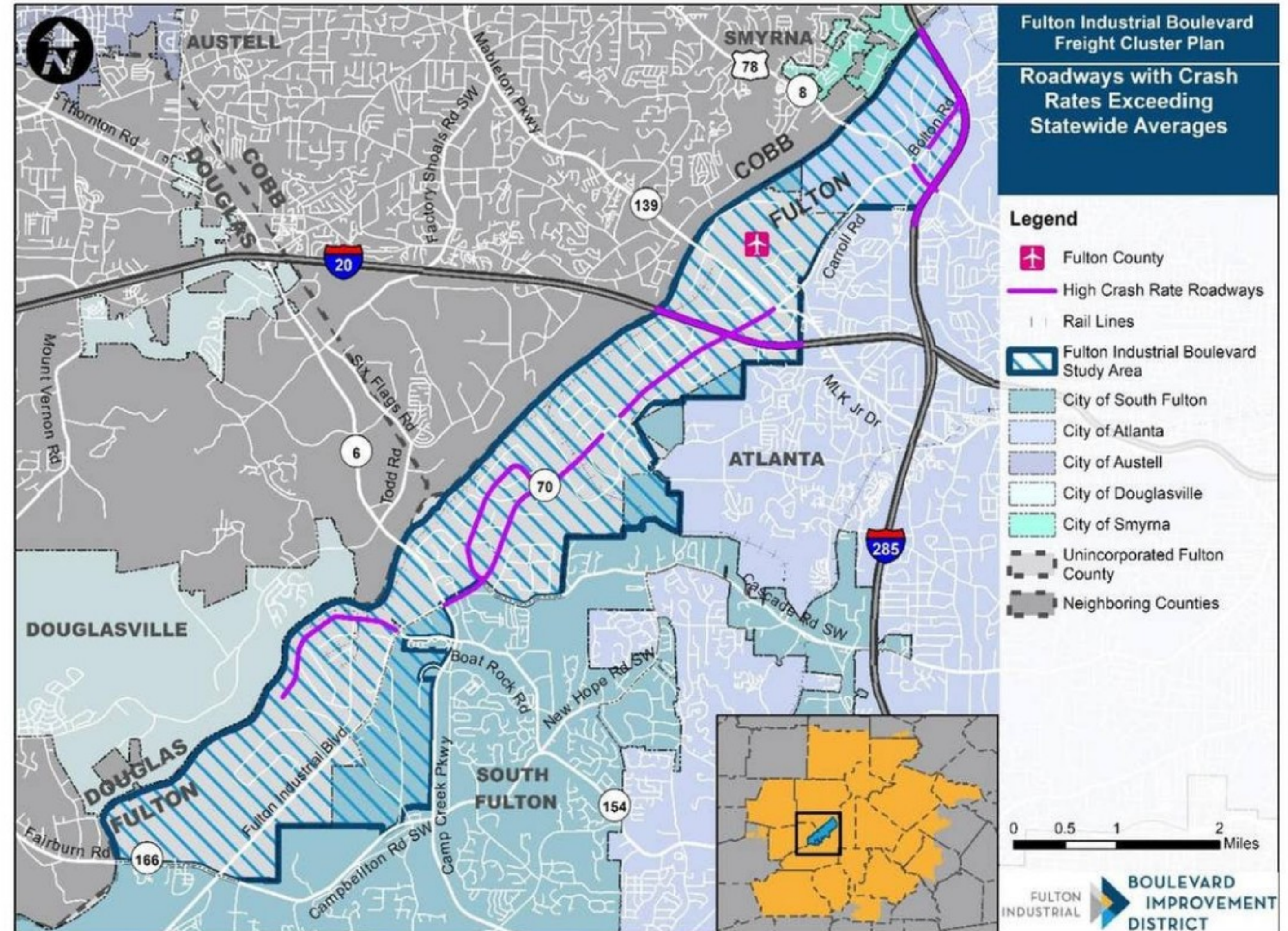
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Crashes by Major Roadway, 2016-2020



Crashes - Potential Contributing Factors

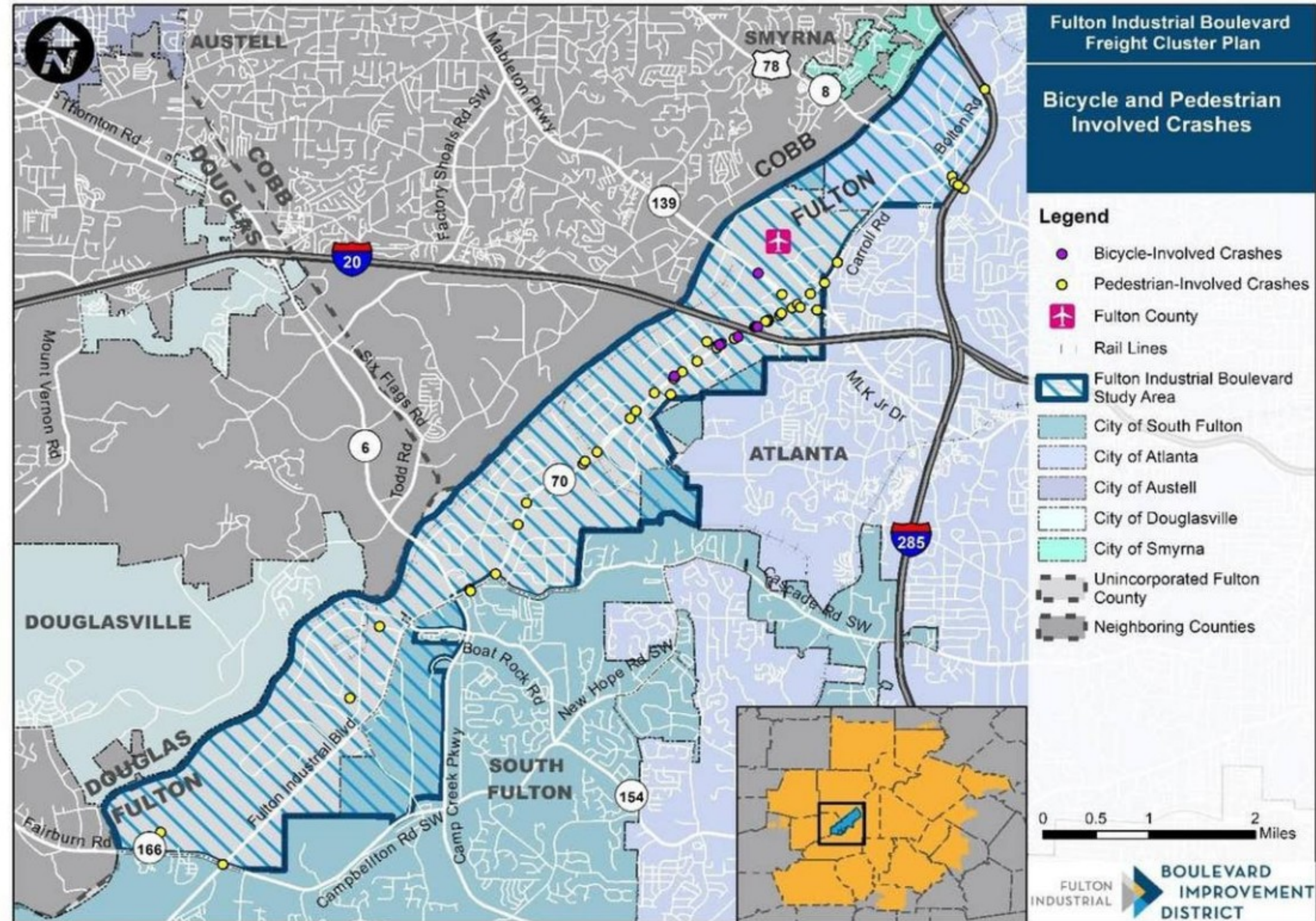
- Density of access points along these corridors.
- Roadway width and intersection geometry may contribute to sideswipe same direction crashes.
- Large vehicles can limit the visibility of passenger vehicles that trail them.



Roadways with Crash Rates Exceeding Statewide Averages

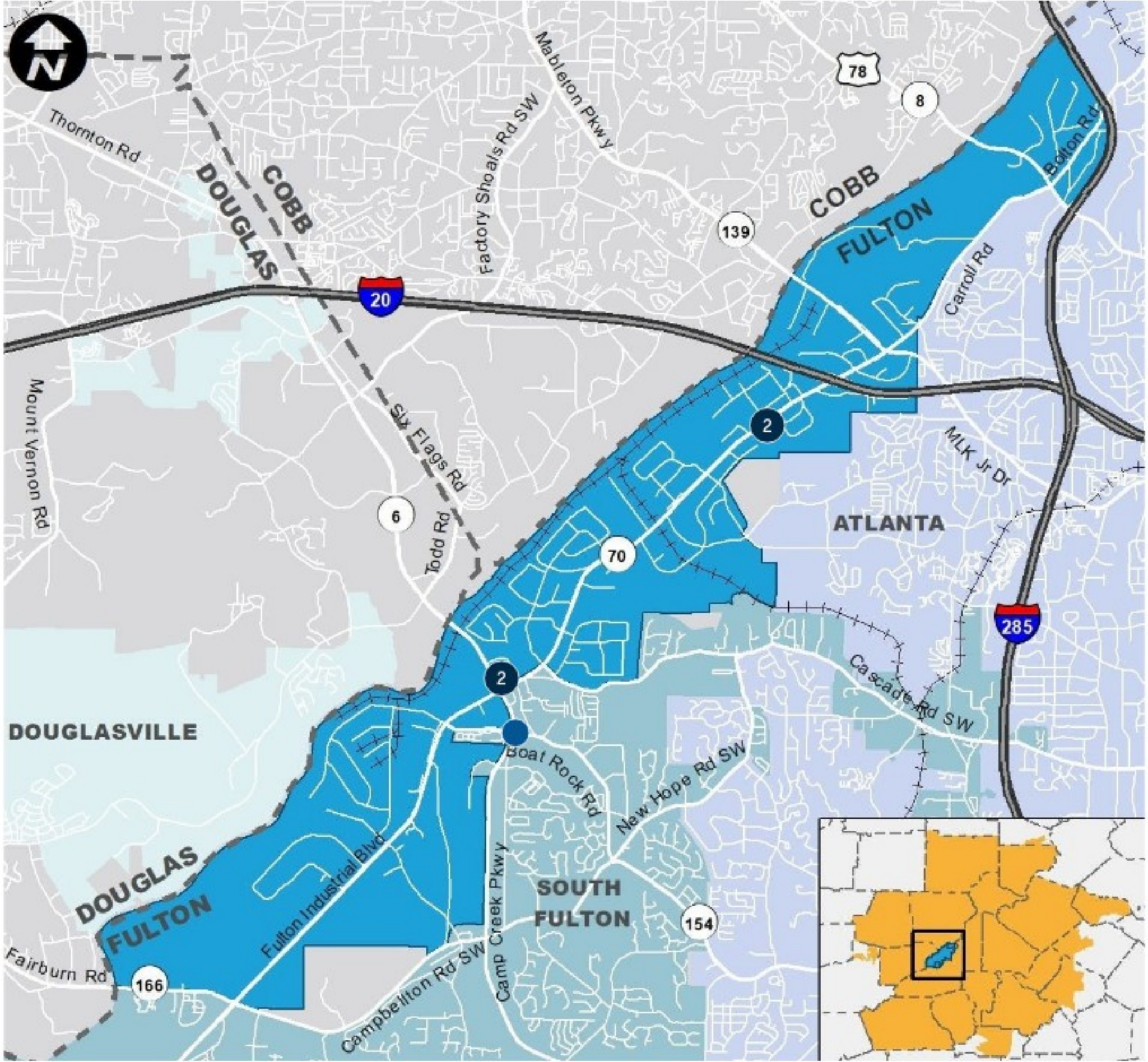
Pedestrian and Bicycle Safety

- 2016-2020, there were 58 crashes involving a pedestrian.
- Only 2 involved trucks.
- Over 75% of these crashes were on FIB – Nearly all between Camp Creek Pkwy. and Martin Luther King Jr. Dr.
 - Pedestrian infrastructure (e.g., sidewalks, crosswalks) is intermittent or missing
 - There are 36 MARTA bus stops



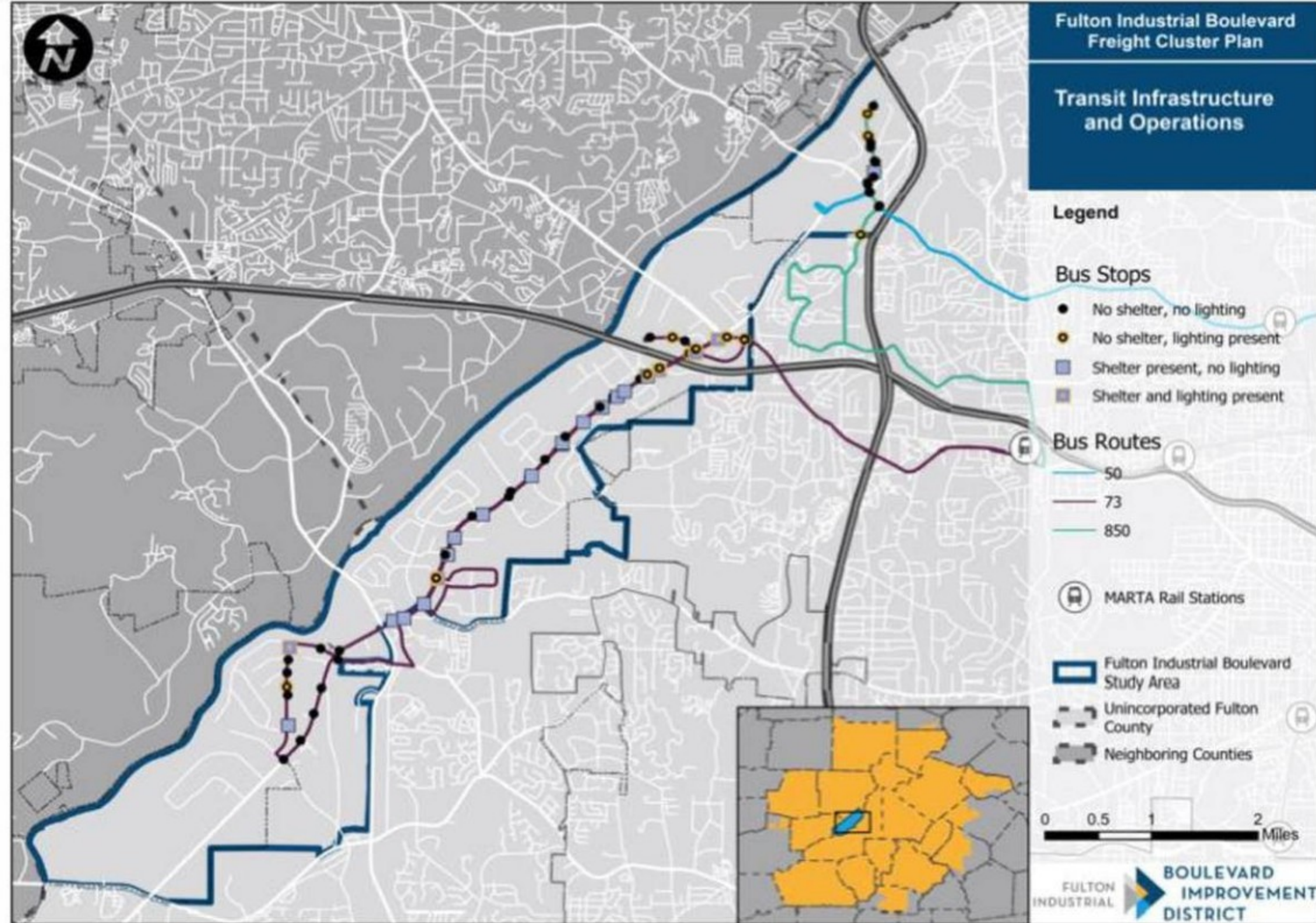
Pedestrian and Bicycle Crashes, 2016-2020

Which locations have pedestrian and/or bicyclist safety issues? Please mark on the map.



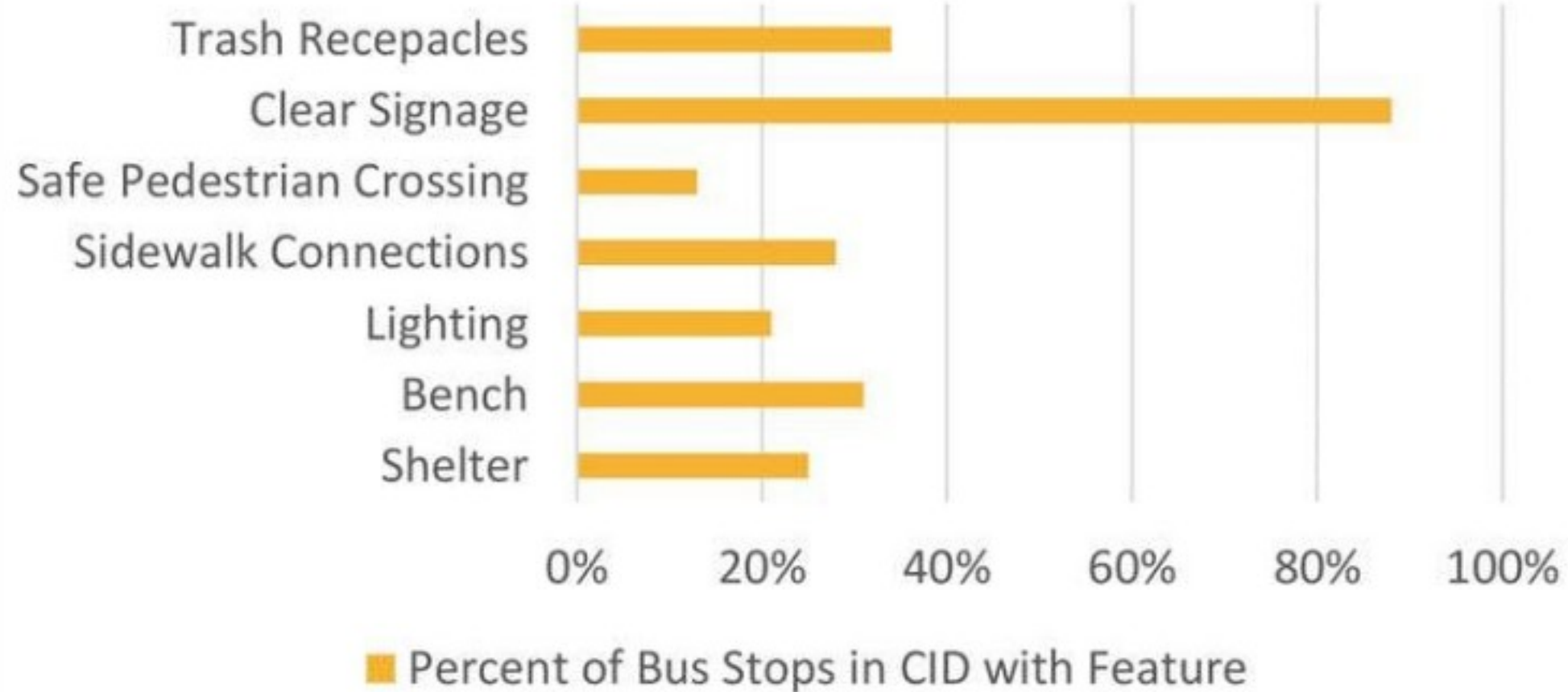
Transit

- Three MARTA bus routes serving the CID
 - 73: FIB
 - 50: DL Hollowell Pkwy
 - 850: Bolton Rd
- 80 Bus Stops



MARTA Bus Stops in FID

Bus Stop Features



How can transit better serve your organization? Are there areas where bus service should be extended?

Transit should go the entire stretch of FIB, and there may need to be some autonomous transit options on main roads. Lighting and sidewalks are critically needed. People work 24/7 on FIB.

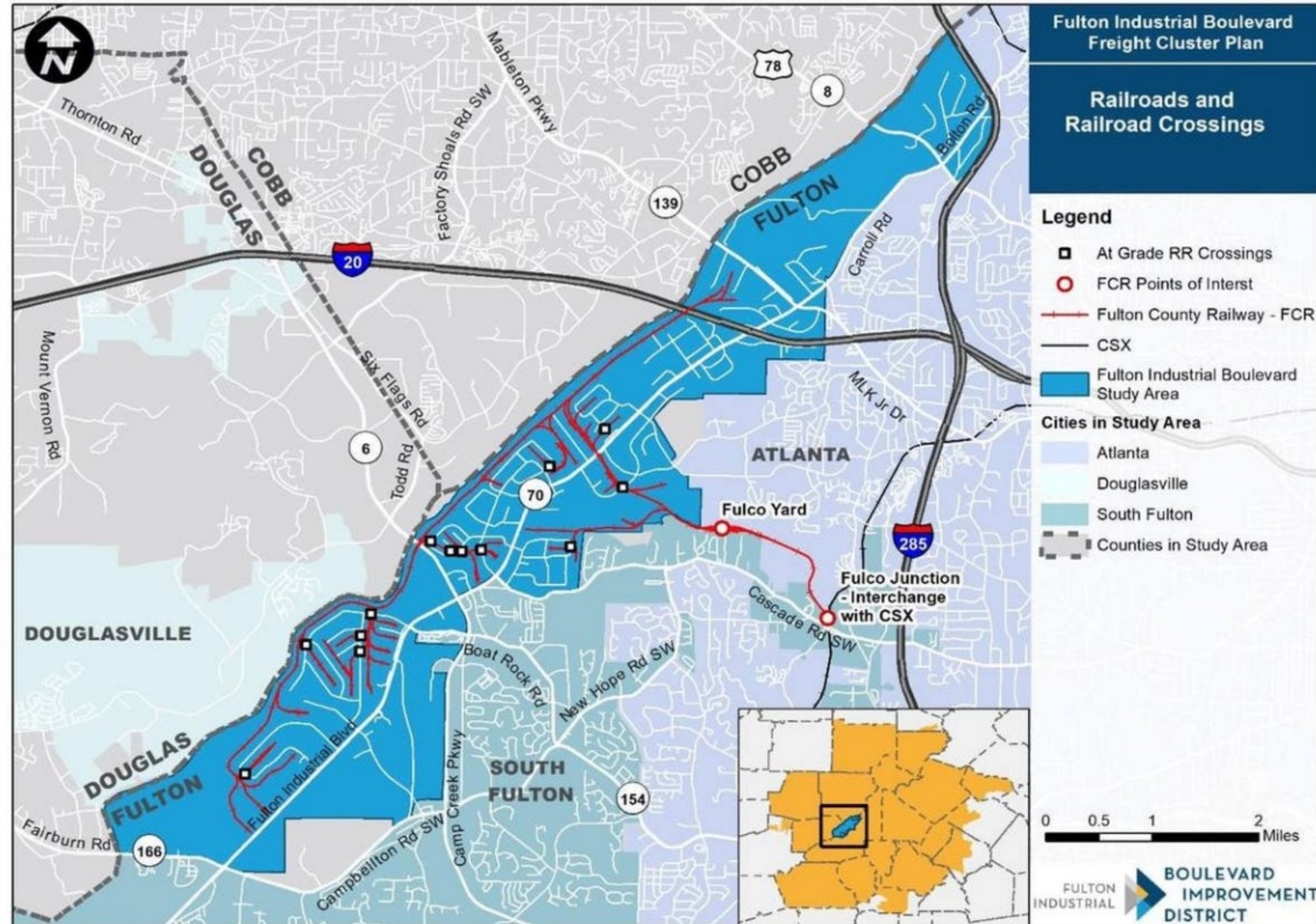
We have new businesses south of Westgate Pkwy: Amazon, crowd holdings 5 e-commerce warehouses. All without MARTA service

Can the CID coordinate a response to MARTA routes needed? The companies are not on this call.

the Marta police need to clear the non-riders from the bus shelters on the north of FIB

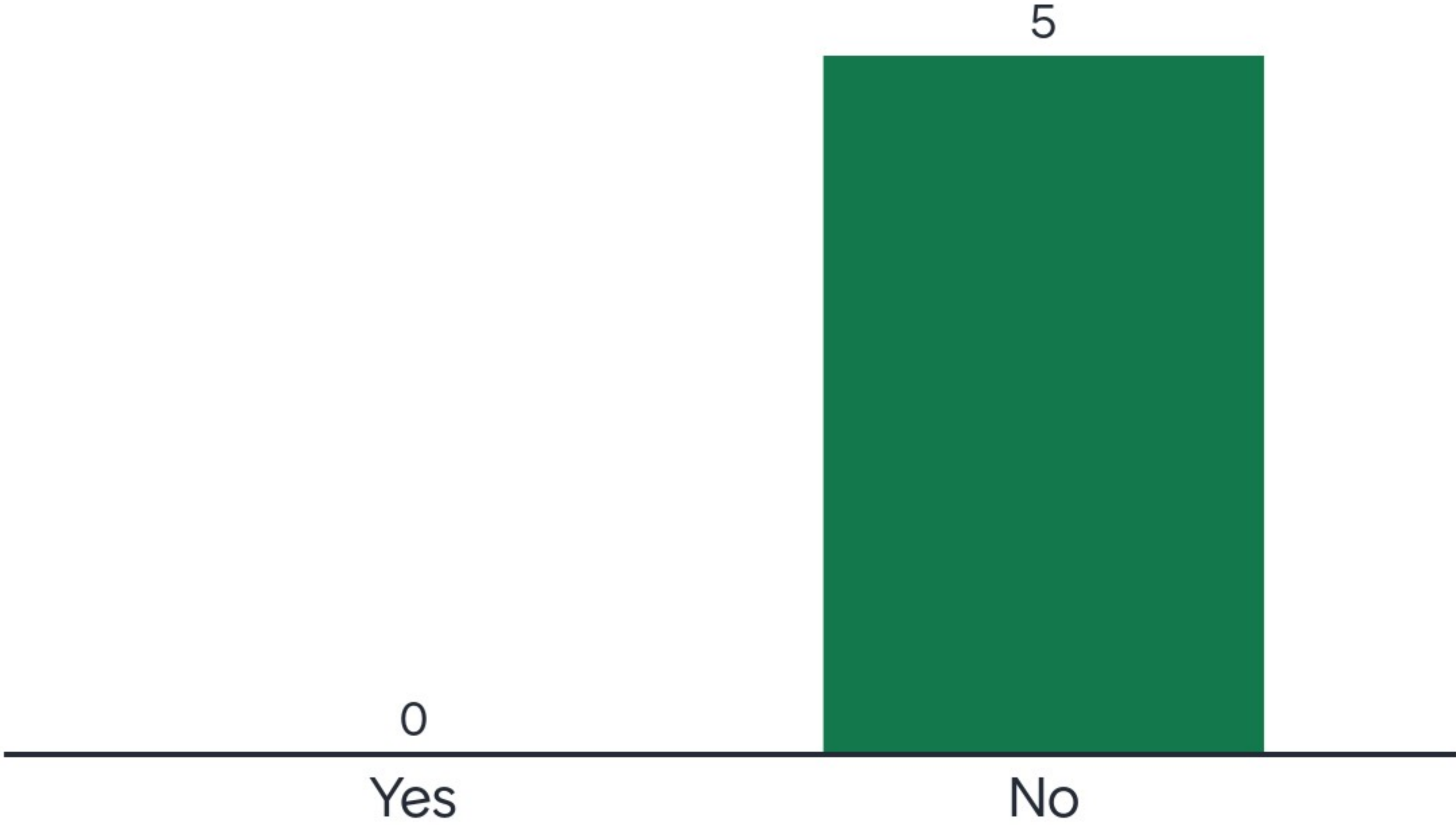
Rail

- Fulton County Railway is grade-separated at the three major corridors that it intersects in the study area.
- 11,500 carloads per year
- 13 at-grade railroad crossings
 - All are limited to 10 mph rail-operation speed
 - All but one have RR crossbucks
 - Crossing of Selig Dr SW has both crossbucks and gates with flashing lights.



Railroads and At-Grade Crossings in FID

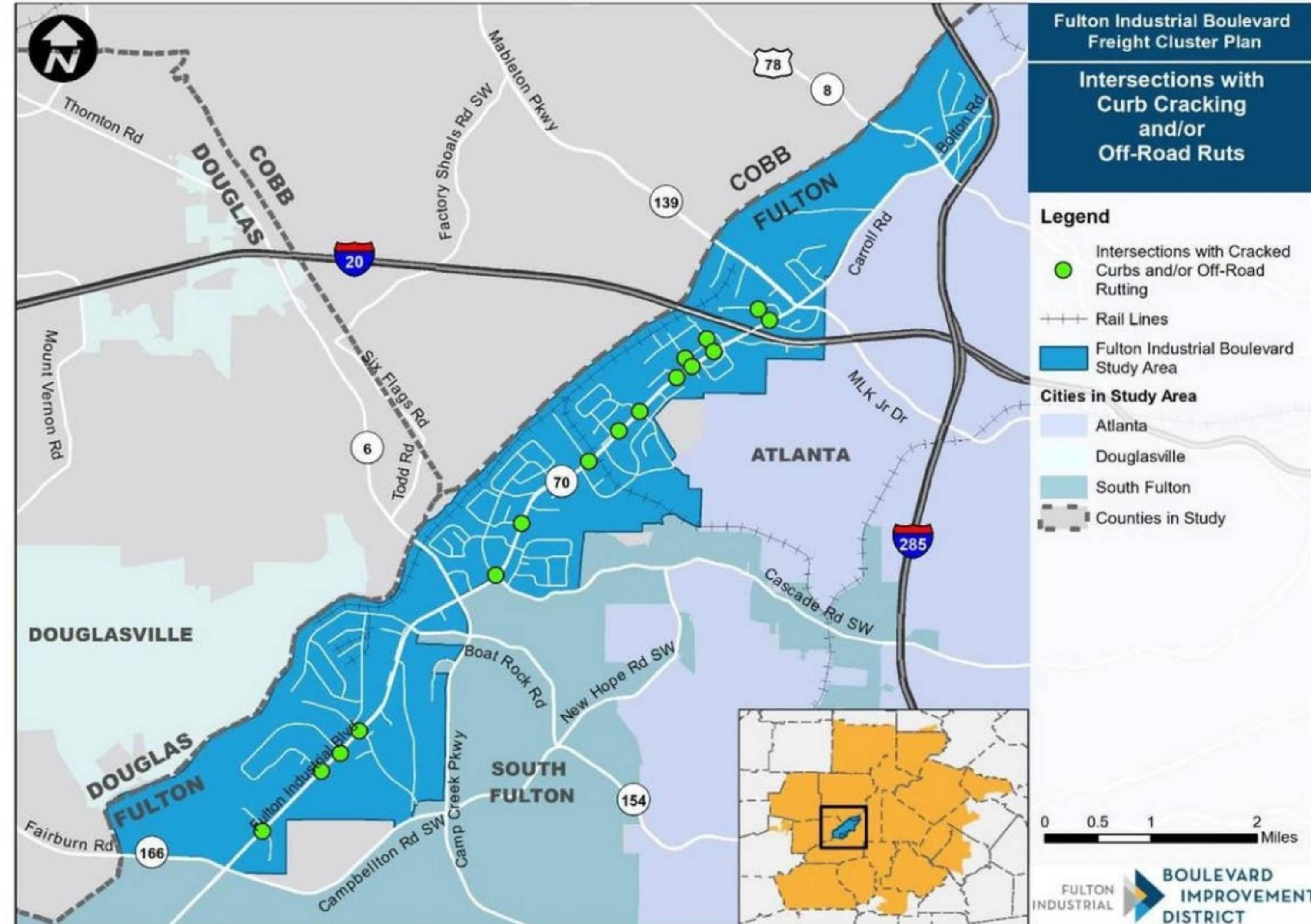
Have you experienced delays or other issues related to railroad crossings in the FID area?



Curb Condition

- Many intersections have cracked curbs or off-road ruts, indicating curbs are mounted by turning trucks, which could signify a problem with the turning radii at these intersections.

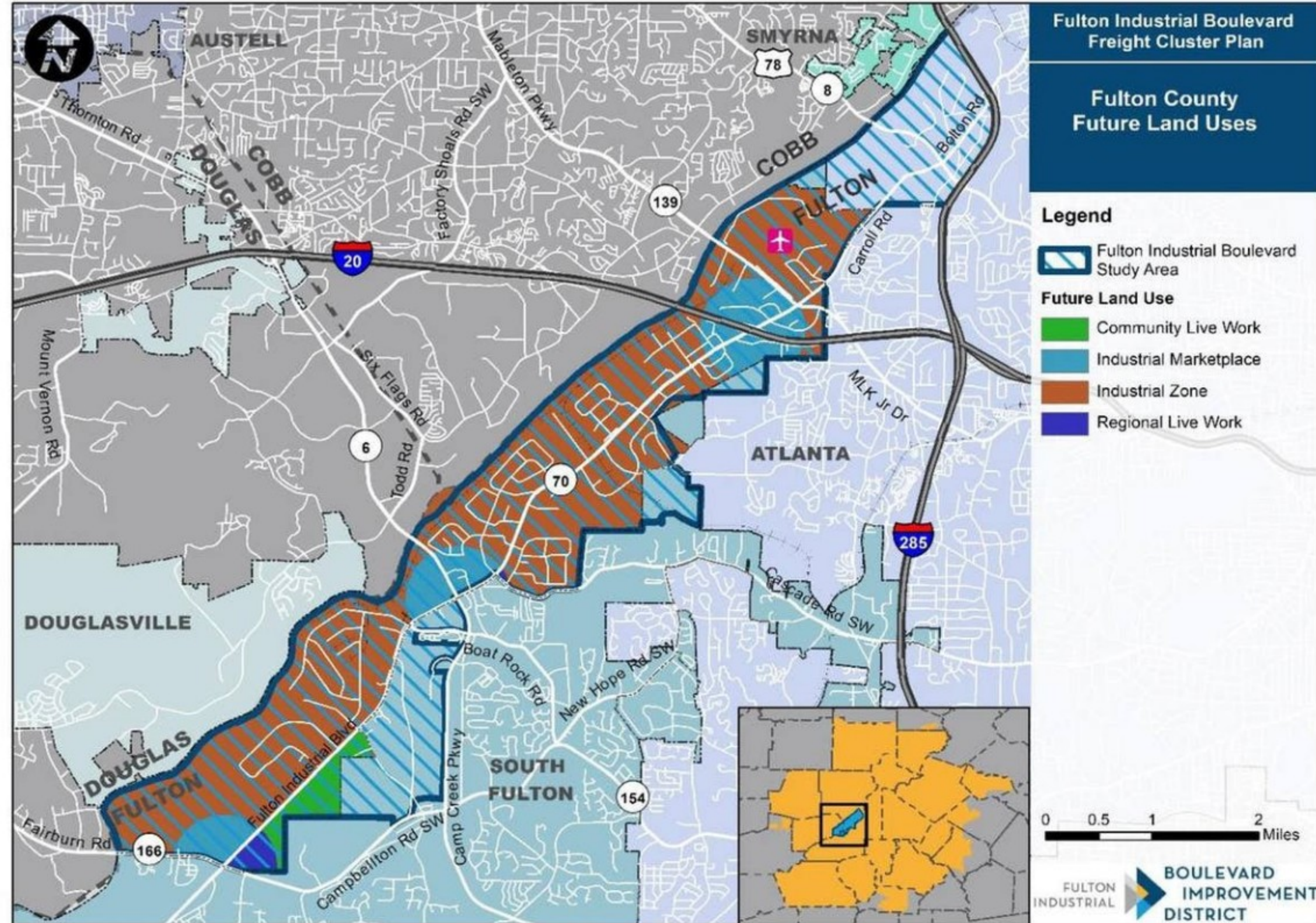
Example of Curb Cracking and Off-Road Rutting at Intersection of FIB & Phillip Lee Dr



Intersections with Curb Cracking and/or Off Road Ruts in FID

Land Use

- Primarily industrial land use in FID.
- Surrounding residential land use could pose challenge to future development.
 - Future land use near Bolton Rd and DL Hollowell promotes high-density commercial and mixed use at some areas.
- Long-term vision for industrial marketplace land use at key nodes.
- Development of publicly owned land along the Chattahoochee River reinforces importance of:
 - Pedestrian infrastructure
 - Supporting investments in environmental infrastructure
- Land use plans may change due to the recent reconfiguration of City of South Fulton boundaries



Fulton County Future Land Uses

Trends and Expected Changes

E-Commerce and Urban Infill

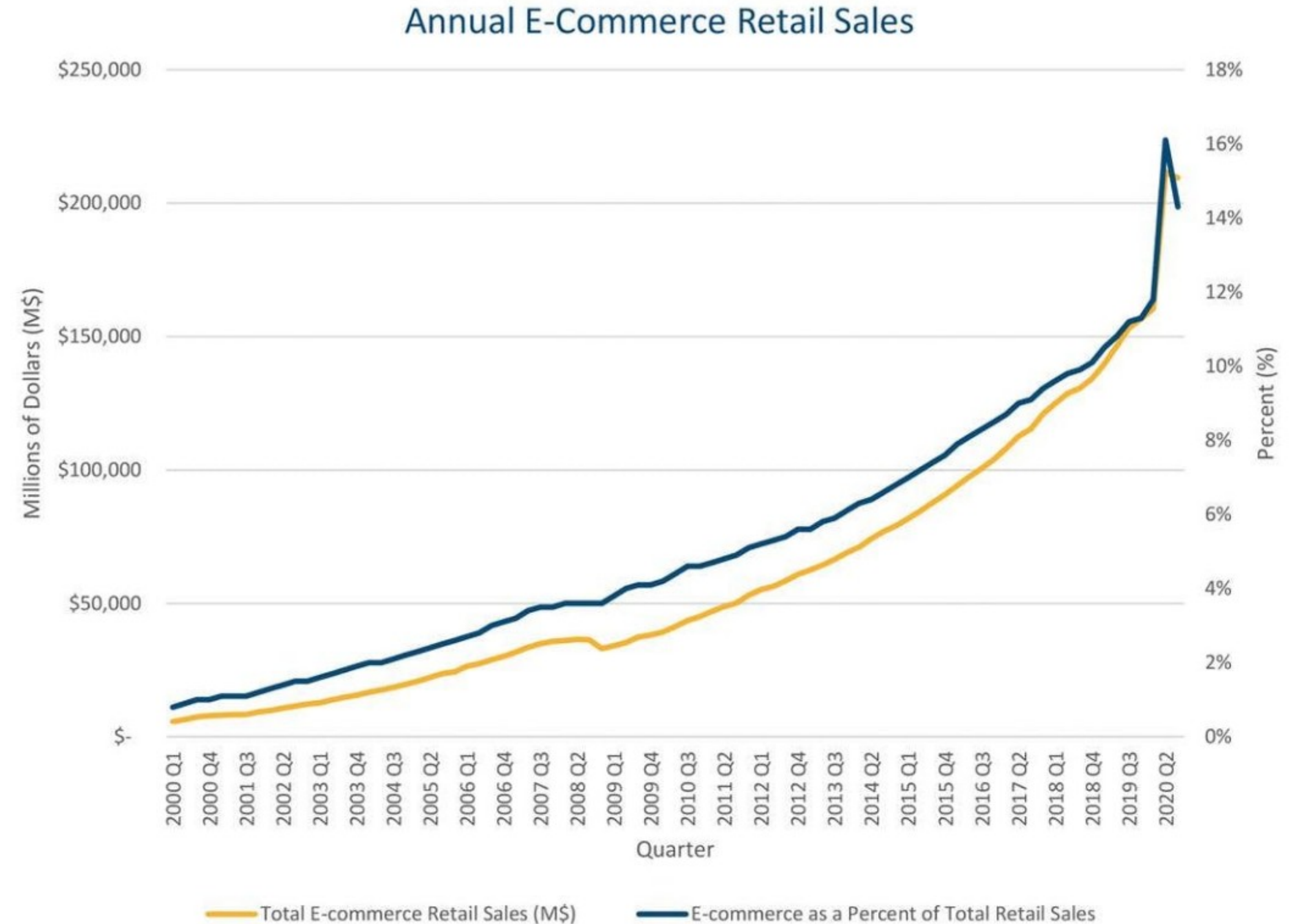
Advances in Supply Chain Operations and Design

Connected and Autonomous Freight Vehicles

Transportation Data and Operational/Management Technologies

Emerging Freight Trends

- **E-Commerce and Urban Infill** - areas near both urban and suburban centers are desirable for fulfillment center and other e-commerce facilities.
- **Connected and Autonomous Freight Vehicles** – FID could serve as a pilot site for the continued development of these technologies.
- **Commercial Vehicle Electrification**
Multiple businesses within FID operate fleets of commercial vehicles over consistent ranges and working hours – potentially ideal for commercial vehicle electrification.



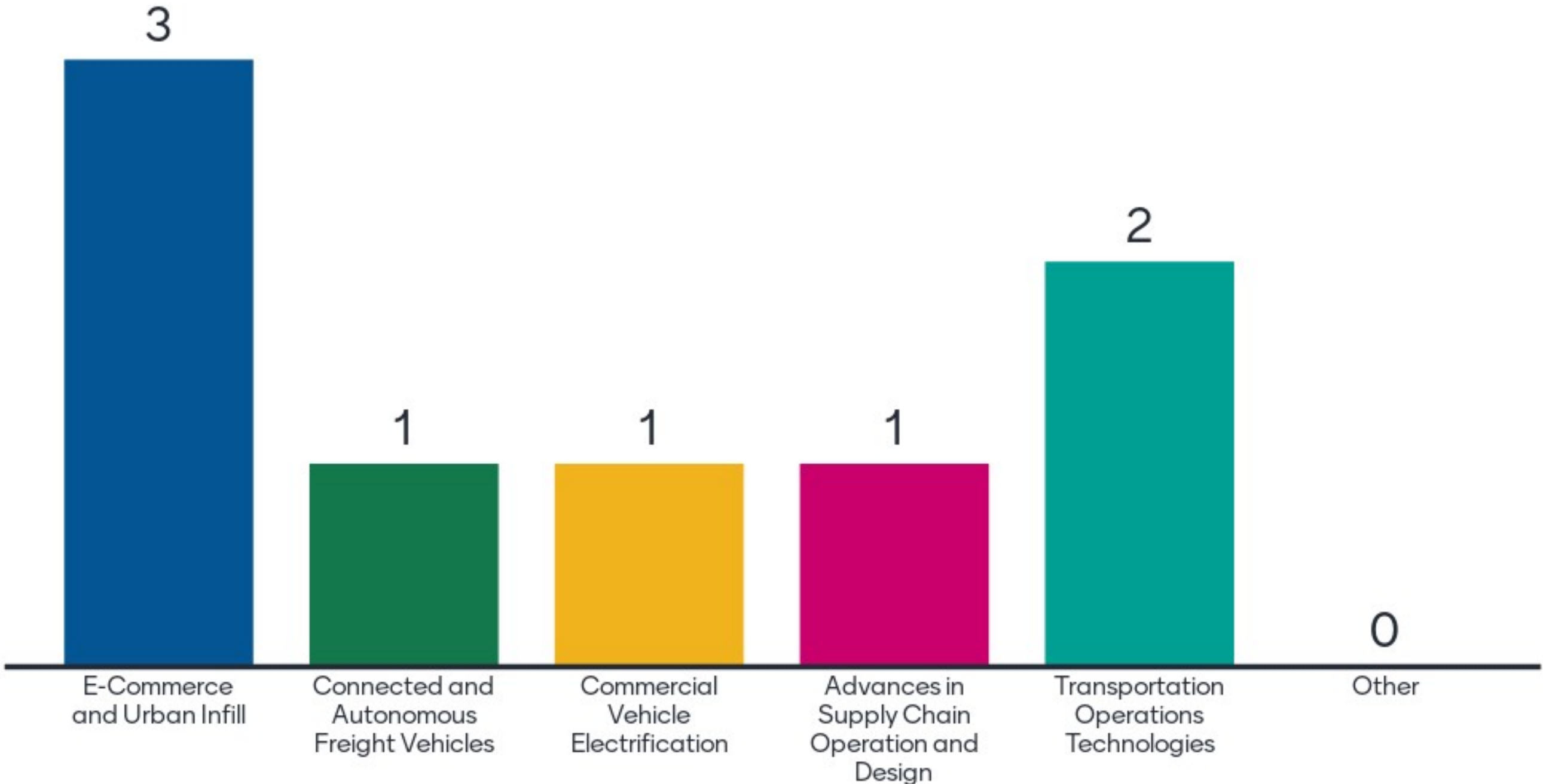
Emerging Freight Trends

- **Advances in Supply Chain Operation and Design** could result in a higher intensity use of a parcel (i.e., greater volumes of trucks and other vehicles) due to an increase in throughput.
- **Transportation Operations Technologies** could help address FID's freight challenges in mobility and truck parking:
 - Dynamic route guidance and freight signal priority to improve travel time reliability
 - Commercial vehicle truck parking ITS technologies could alleviate staging and other parking challenges



UPS SMART Hub

Which emerging freight trends are impacting your organization? Are there any other emerging trends you can think of?



Are there any other topics you want to discuss today?

GDOTs I-20/I285 major mobility project

With the increased number of vehicles, let's be proactive and think about air quality and find some viable solutions.

Next Steps

Traffic Study

Assessment of Opportunities and Needs

Short- and Long-Range Project Recommendations

Third Stakeholder Committee Meeting

Contact Information

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