

Freight Cluster Plan

Stakeholder Advisory Committee
Meeting #3

August 25, 2021



Agenda

- **Welcome**
- **Introductions**
- **Presentation**
 - Project Recommendations
 - Feedback
- **Next Steps**

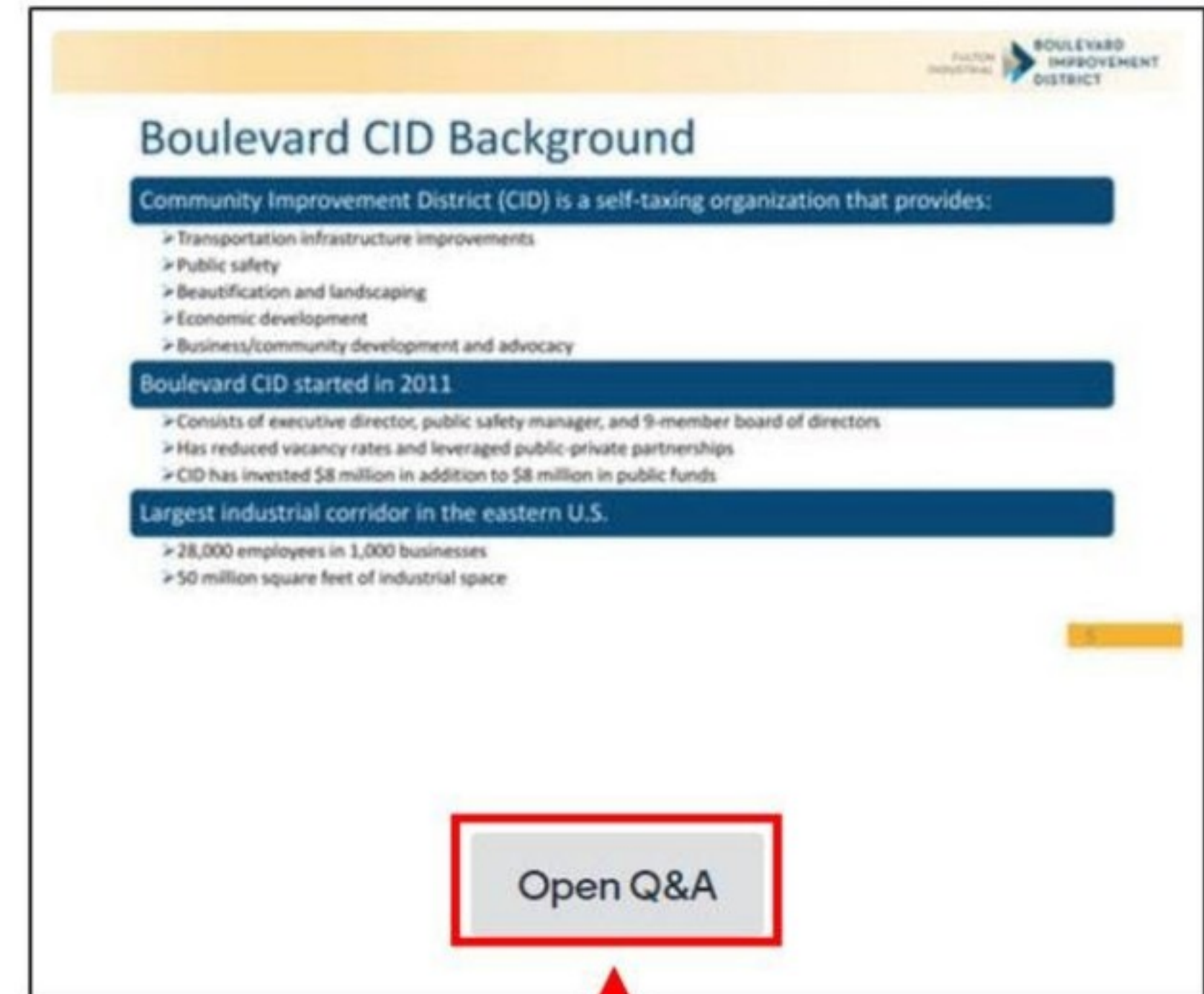
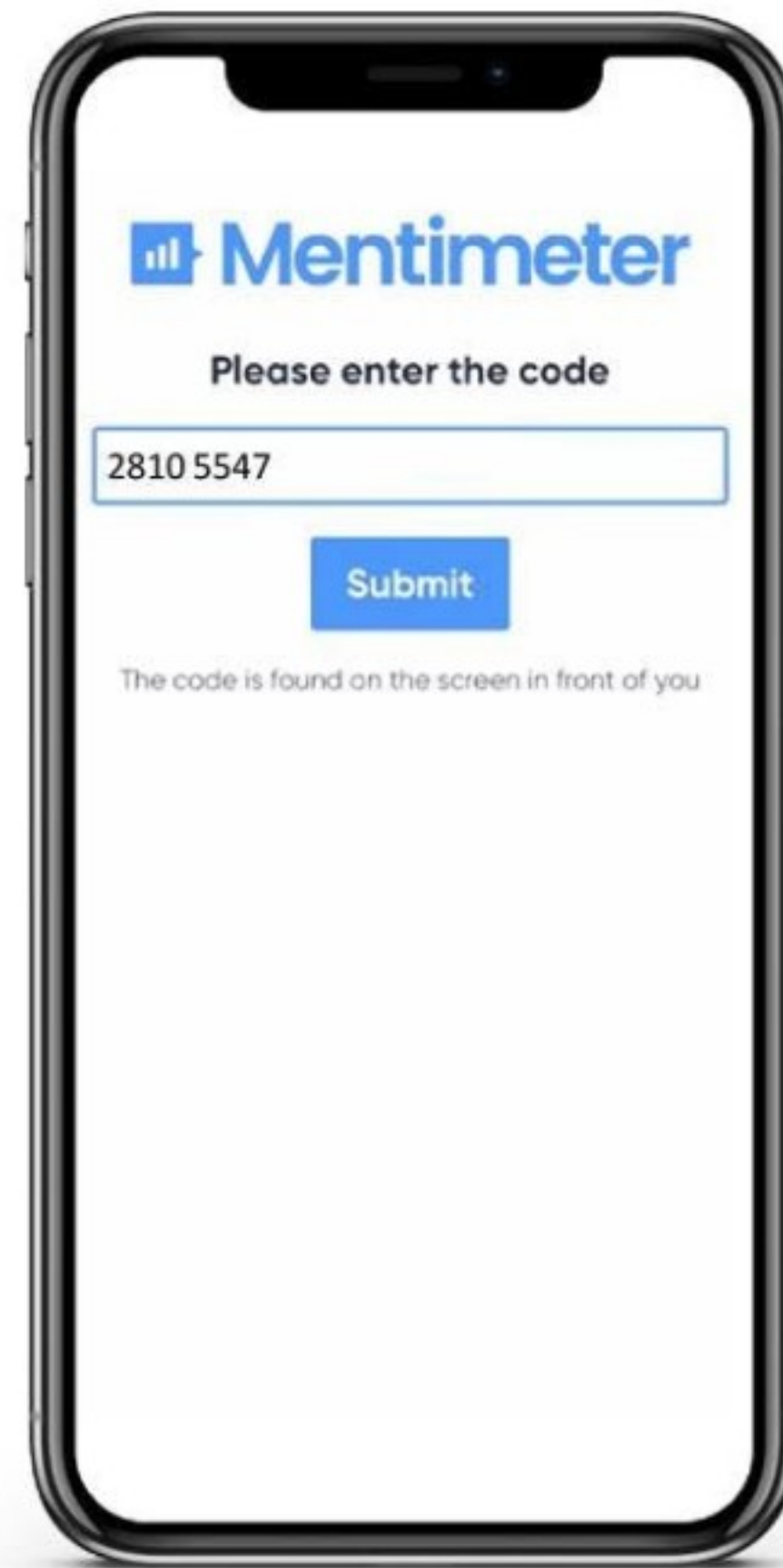
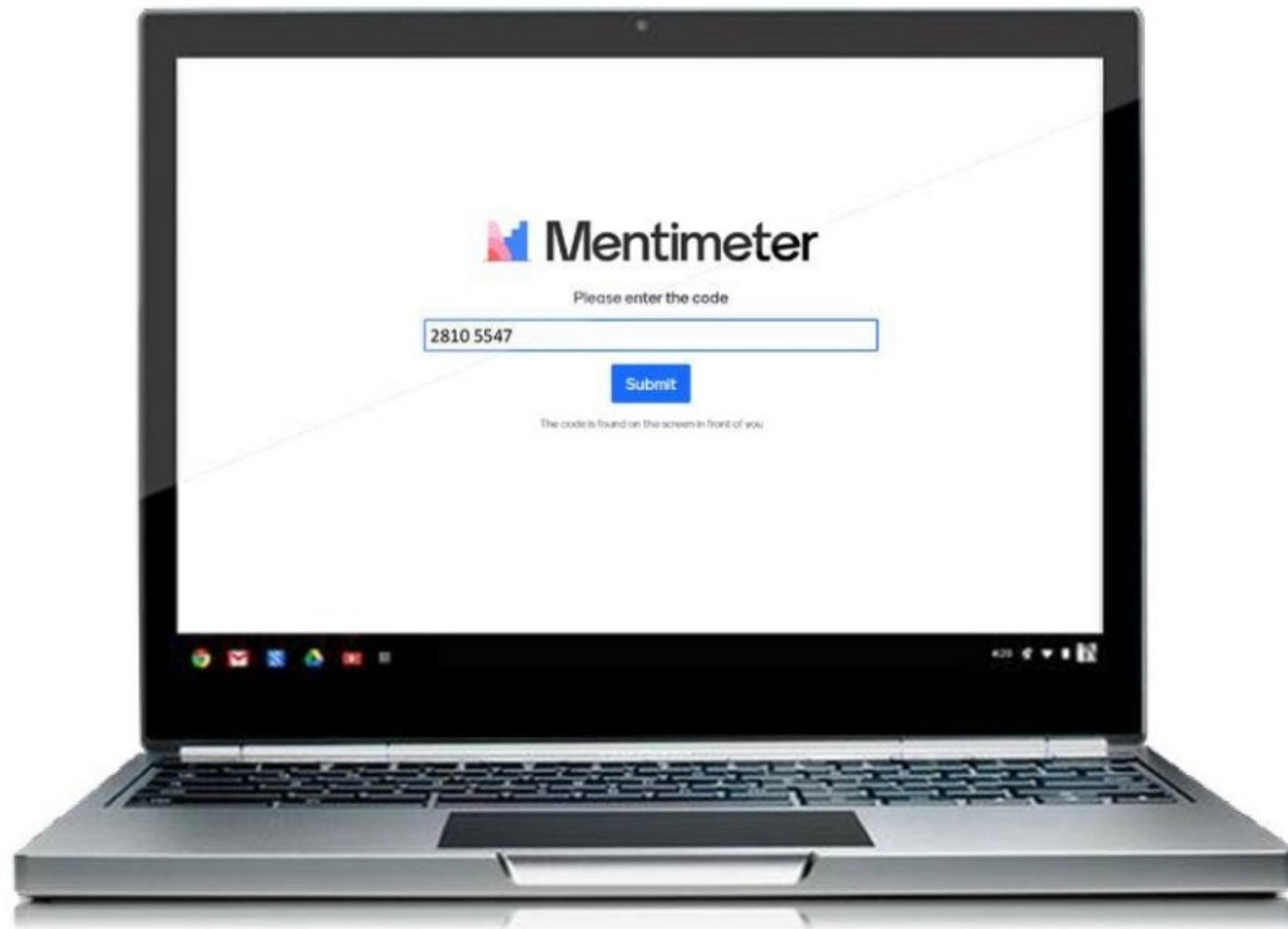
Study Purpose:

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

- *Understand how the CID's 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 2810 5547



Ask a question at any point during the presentation

What is your name and organization?

Greg Campbell -- Fastenal

ibrahim abousaud ATLDOT

Robby Caudill - GDOT Planning

Gil Prado, Boulevard CID

David Webb- Cobb County
Community Development

Catherine Rowell, City of South Fulton

Daniel Studdard, Atlanta Regional
Commission

Christopher Pike - City of South
Fulton

David Fairlie - Traffic Engineer with
ATLAS

What is your name and organization?

Zach Ervin -Averitt Express

Joseph Longo - MARTA

Render Smith Coca-Cola

Marty McHugh - Fulton County Police

Benjamin Kane - GDOT planning

Joshua Higgins, D7 GDOT

Sandy Lake- Center of Innovation,
Logistics

Benita Chinn - Boulevard CID &
Pepsico

Monique Forte, City of Atlanta- City
Planning

What is your name and organization?

Sean Fitzsimmons BROE omnitrax

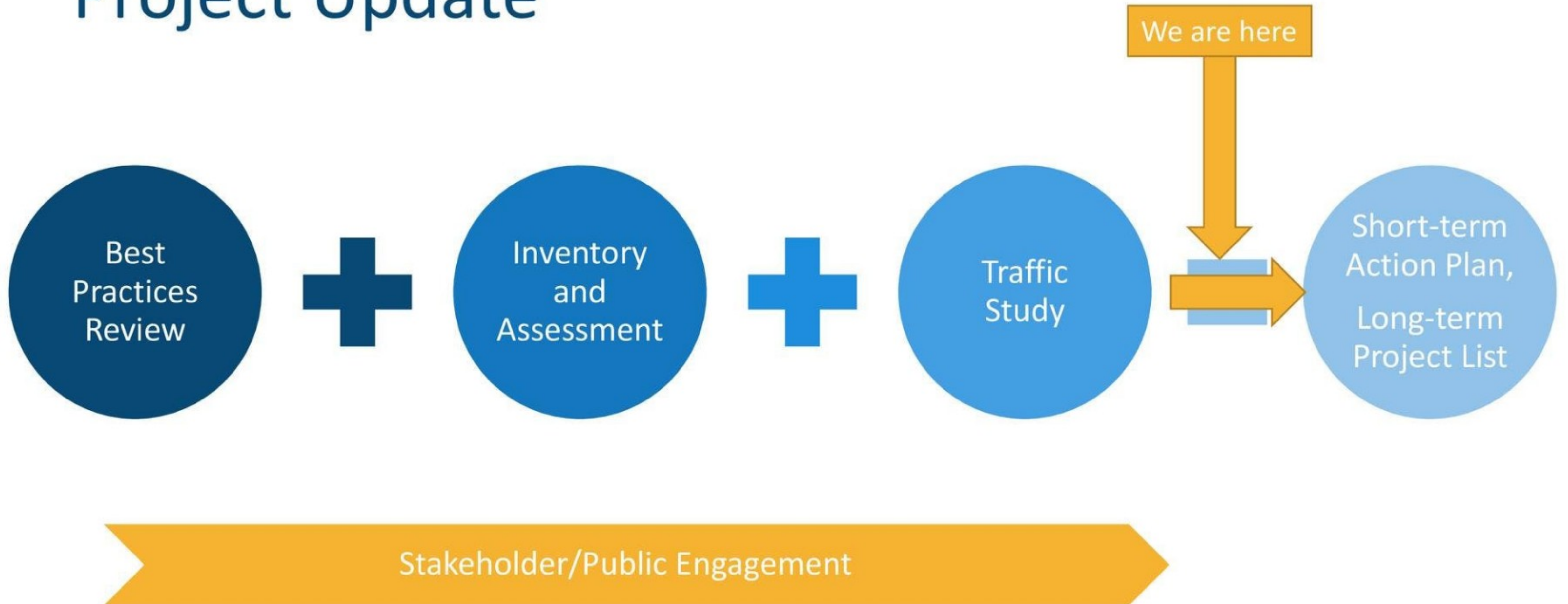
GA DOT

Boulevard CID

Roussan Francois, City of South
Fulton

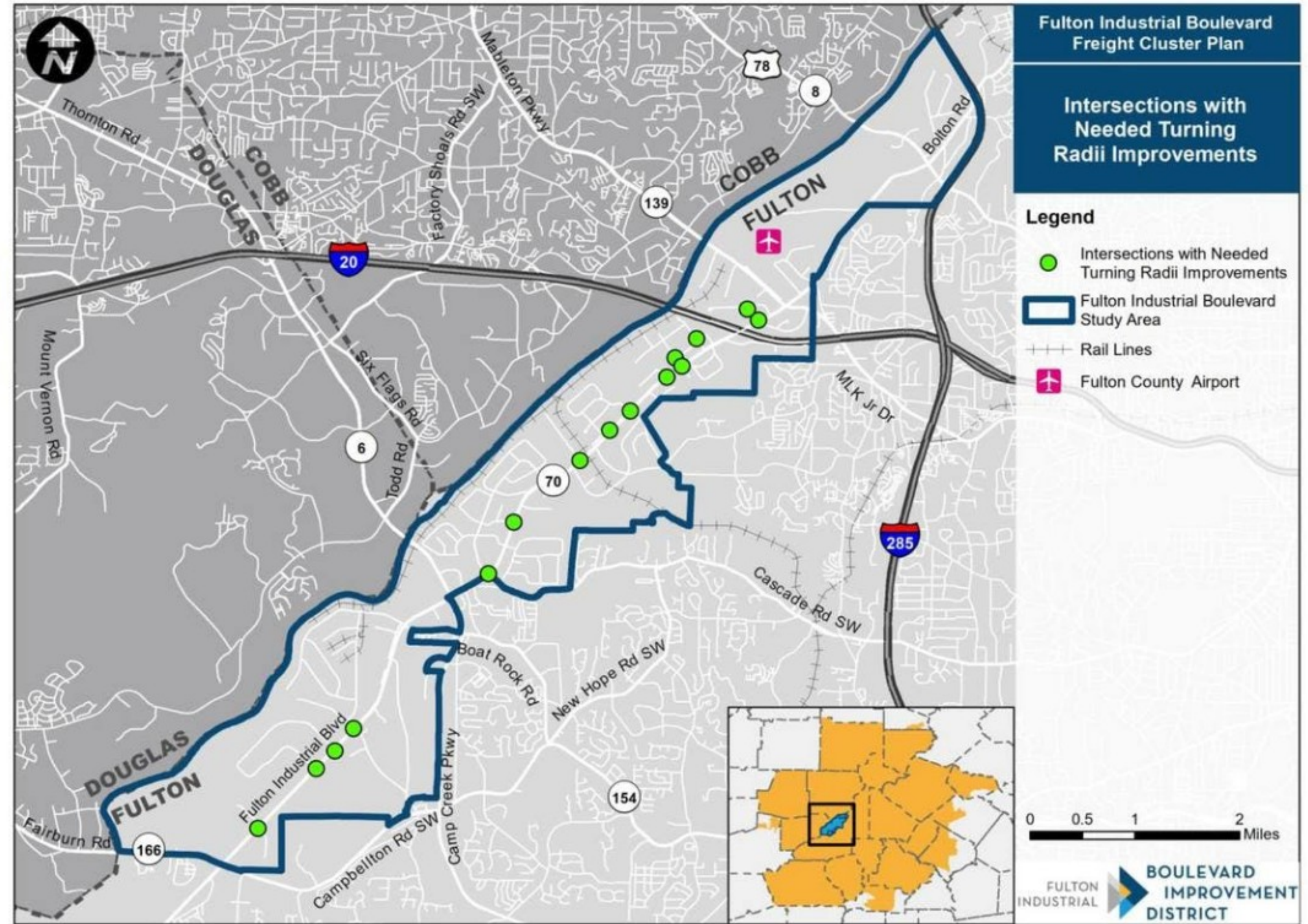
Frank Mazzilli CID

Project Update



Intersection Improvement Strategies

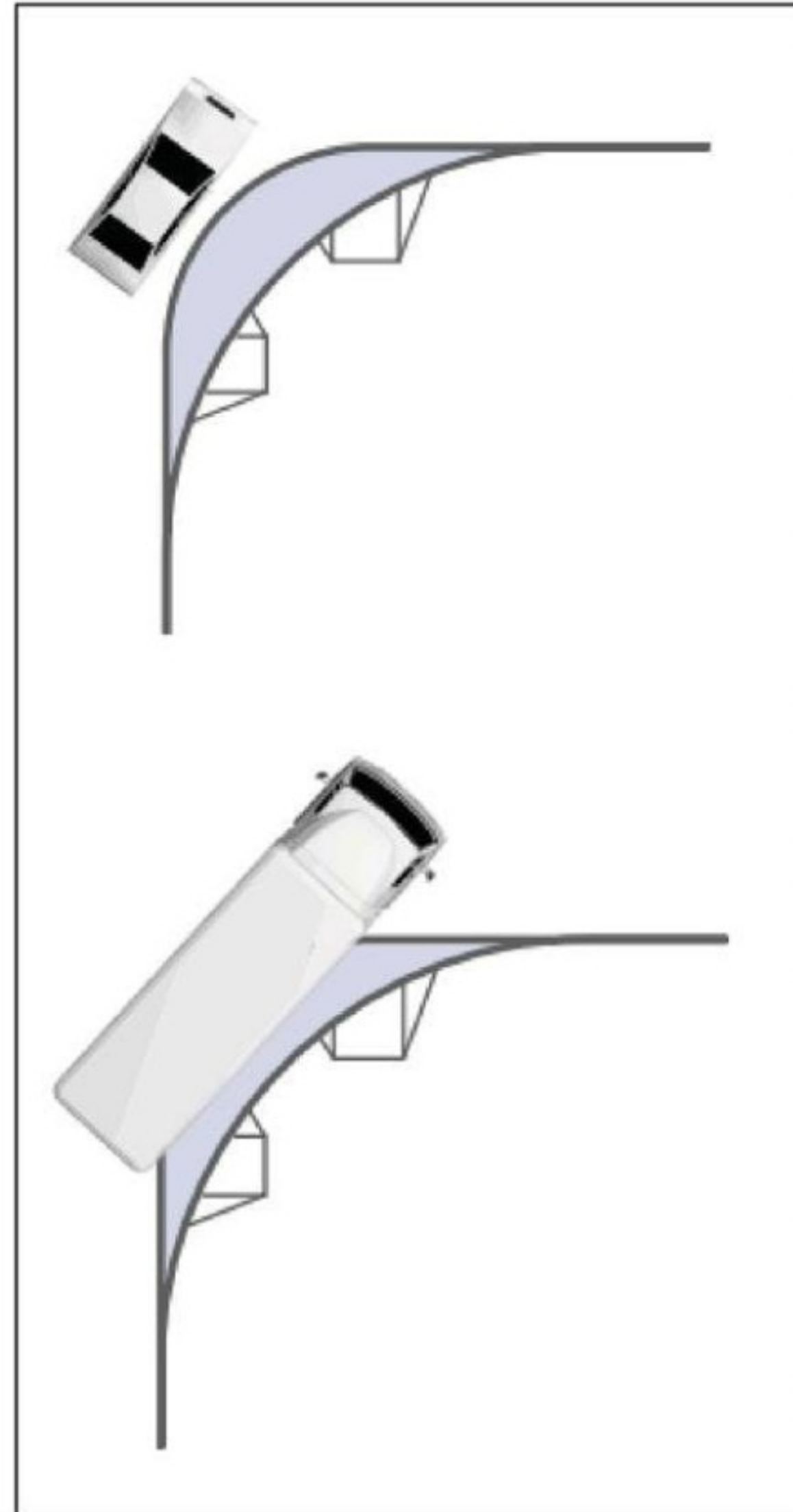
Improve Turning Radii



Intersection Improvement Strategies

Mountable Curbs

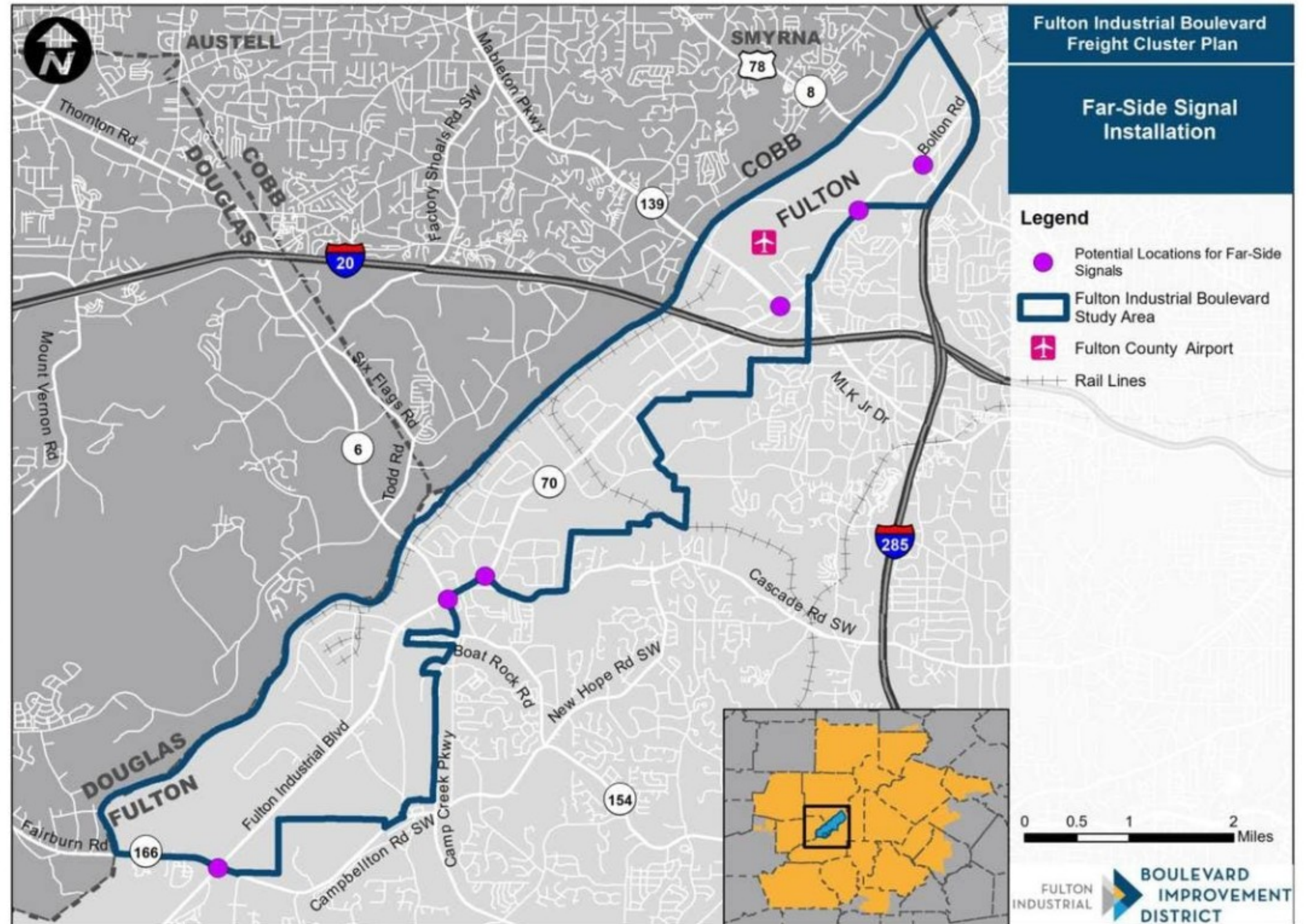
- Design
 - Sturdier
 - Must be free of obstructions (signal poles, signs, hydrants, etc.)
 - Must be ADA compliant
- Appearance
 - Color and materials can delineate where trucks will mount
- Benefits
 - Prevents damage to curb/landscaping
 - Reduces potential for sidewall damage to truck tires
 - Provides alternative to increasing turn radius
- Challenges
 - Can pose safety hazard for pedestrians and bicyclists
 - Curb may be in blind spot for trucks



Intersection Improvement Strategies

Far-Side Signals

- Improves vehicle visibility around trucks



Driveway Spacing

- Reduce the number of driveways
- Combine driveways
- Create inter-parcel connections
- Benefits
 - Improved through traffic movement
 - Fewer vehicle conflicts
 - Fewer pedestrian/bicycle conflicts



Access Point Density on FIB

Segment	Direction	Number of Access Points per Mile
DL Hollowell Pkwy to I-20	NB	11
	SB	13
I-20 to Wharton Dr	NB	17
	SB	16
Wharton Dr to Camp Creek Pkwy	NB	7
	SB	7
Camp Creek Pkwy to Campbellton Rd	NB	4
	SB	5

Posted Speed Limit	Minimum Driveway Spacing	Maximum Driveways Per Mile
35 mph	150 ft	35
45 mph	230 ft	23
55 mph	350 ft	15

GDOT Regulations for Driveway and Encroachment Control Manual

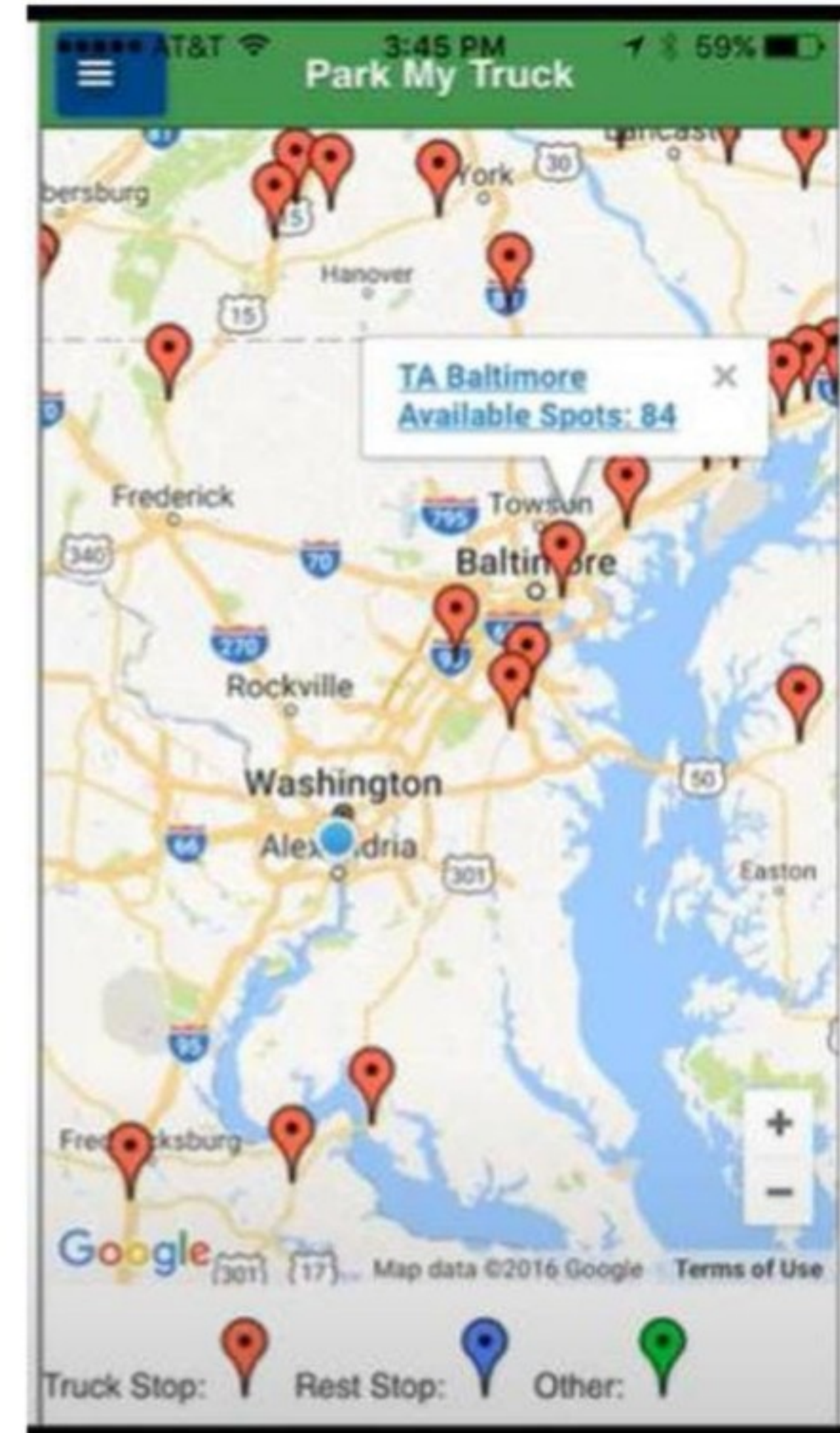
Truck Staging

- Stripe shoulders on roadways with wide lanes (wider than 18') to formalize truck staging/parking area
- Implement on lower-speed side streets
- Benefits
 - Provide temporary parking nearby for trucks waiting to load and unload
 - Reduce drive time
 - Reduce the number of trucks on the road circling until load/unload



Truck Parking

- Availability notifications
- Signage
- Wayfinding
- ParkMyTruck listings



How would you prioritize these Intersection Improvement and Access Management strategies?



Traffic Study & Counts

- Peak volume 1,100-2,100 vehicles/hour
 - 8%-21% trucks
- Issues mainly at intersections
 - 7 intersections reach LOS F by 2031

FIB Multi-Lane Analysis & LOS 2031

		Peak hour volume	Segment length (mi)	Access Points per Mile	Peak hour factor	Truck Percentage	LOS (Density in pc/mi/ln)
FIB from Campbellton Road to Camp Creek Pkwy.	NB	1114	3.48	4	0.93	10%	B (12.5)
	SB	1456		5	0.95	10%	B (16.0)
FIB from Camp Creek Pkwy to Wharton Drive SW	NB	1832	2.55	7	0.92	8%	C (24.8)
	SB	1456		7	0.98	9%	C (18.7)
FIB from Wharton Drive SW to I-20	NB	2093	1.32	17	0.93	9%	C (18.7)
	SB	1795		16	0.95	10%	C (18.4)
FIB from I-20 to Donald Lee Hollowell Pkwy.	NB	1300	2.48	11	0.92	21%	B (17.3)
	SB	1493		13	0.92	20%	D (30.6)

Intersection Delay & LOS Analysis 2031

Location	Control Type	AM		PM	
		LOS	Delay (s)	LOS	Delay (s)
Fulton Industrial @ SR 166/Campbellton Rd	Signal	C	21.4	D	43.0
Fulton Industrial @ Westgate Pkwy (S)	Stop	F	109.2	F	1231.0
Fulton Industrial @ Westgate Pkwy (N)	Stop	F	804.9	F	868.7
Fulton Industrial @ Tradewater Pkwy/Riverside Dr.	Stop	F	399.3	F	2274.1
Fulton Industrial @ Boat Rock Rd.	Signal	C	24.2	C	25.9
Fulton Industrial @ Lakeview Ct.	Signal	B	10.1	A	9.5
Fulton Industrial @ Camp Creek Pkwy	Signal	C	30.5	C	32.6
Fulton Industrial @ Great SW Pkwy/Cascade Rd.	Signal	D	49.2	F	85.5
v-Fulton Industrial @ Villanova / Westpark Pl	Stop	F	1620.8	F	13225.8
Fulton Industrial @ Great SW Pkwy	Signal	C	20.8	B	15.9
Fulton Industrial @ Bakers Ferry Rd	Signal	B	14.2	B	15.0
Fulton Industrial @ Wharton Dr/Mendel Dr.	Signal	B	12.2	C	22.0
Fulton Industrial @ Marvin Miller Dr	Signal	A	7.6	A	6.0
Fulton Industrial @ Patton Drive	Signal	F	116.1	D	50.2
Fulton Industrial @ Commerce Circle (signal)	Signal	A	8.7	B	11.0
Fulton Industrial @ Fulton Industrial Circle	Stop	A	9.0	A	8.9
Fulton Industrial @ Shirley Dr	Signal	A	5.0	A	5.1
Fulton Industrial @ I-20 SB ramps	Signal	E	58.5	D	35.1
Fulton Industrial @ I-20 NB ramps	Signal	C	27.7	C	31.7
Fulton Industrial @ Wendell Dr	Signal	A	5.3	B	11.9
Fulton Industrial @ MLK Jr. Dr.	Signal	E	58.3	F	88.2
Fulton Industrial @ Aviation Circle/Old Gordon Rd.	Signal	B	10.7	B	14.7
Fulton Industrial @ UPS north driveway	Signal	B	13.8	B	11.2
Donald Lee Hollowell Pkwy @ Atlanta Ind. Pkwy.	Signal	A	6.7	A	8.1
Fulton Industrial Blvd @ Donald Lee Hollowell (SR 8)	Signal	D	38.1	C	29.4
SR 8 @ Bolton Rd	Signal	A	9.3	B	16.6
SR 8 @ I-285 SB Ramps	Signal	D	52.9	C	33.1
SR 8 @ I-285 NB Ramps	Signal	C	23.6	C	26.4

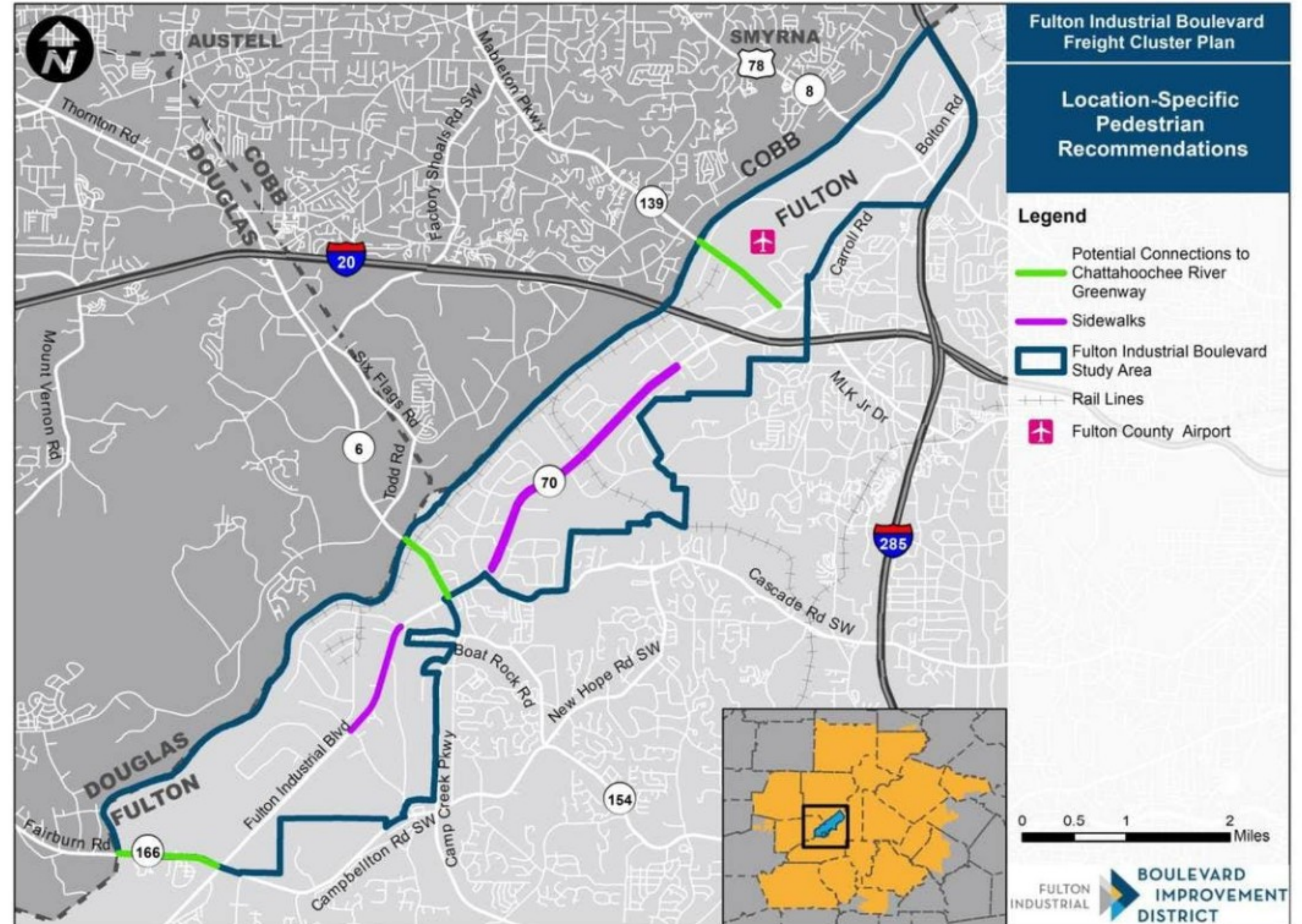
Specific Intersection Improvements

- FIB at Patton Drive
 - Add second left turn lane on FIB northbound and widen westbound approach to two lanes (thru/left and right or left and thru/right)
- FIB at MLK Jr Drive
 - Add third southbound lane to FIB
- FIB at Cascade Road
 - Add second right-turn lane to eastbound approach (Great SW Pkwy)

Pedestrian Safety

Strategies:

- Connections to planned Chattahoochee River Greenway
- Pedestrian scale lighting
- Midblock HAWK signals
- Sidewalks
 - FIB between Tradewater Pkwy and Boat Rock Blvd (1.35 miles on west side)
 - FIB between Great Southwest Parkway and Patton Drive SW (3.3 miles on both sides)
- Speed management and traffic calming



How would you prioritize these pedestrian safety strategies?



- Pavement condition is generally good
- No notable congestion

Have you experienced any issues on roadways other than FIB?

Pedestrians walking, sidewalks are needed

Lighting

Agree on boatrock and Cascade

Maybe not relative here, but where are we on extending the bus line south?

Cascade

Are bridge conditions being assessed

Trucks parked on both sides of a narrow street causing dangerous driving conditions

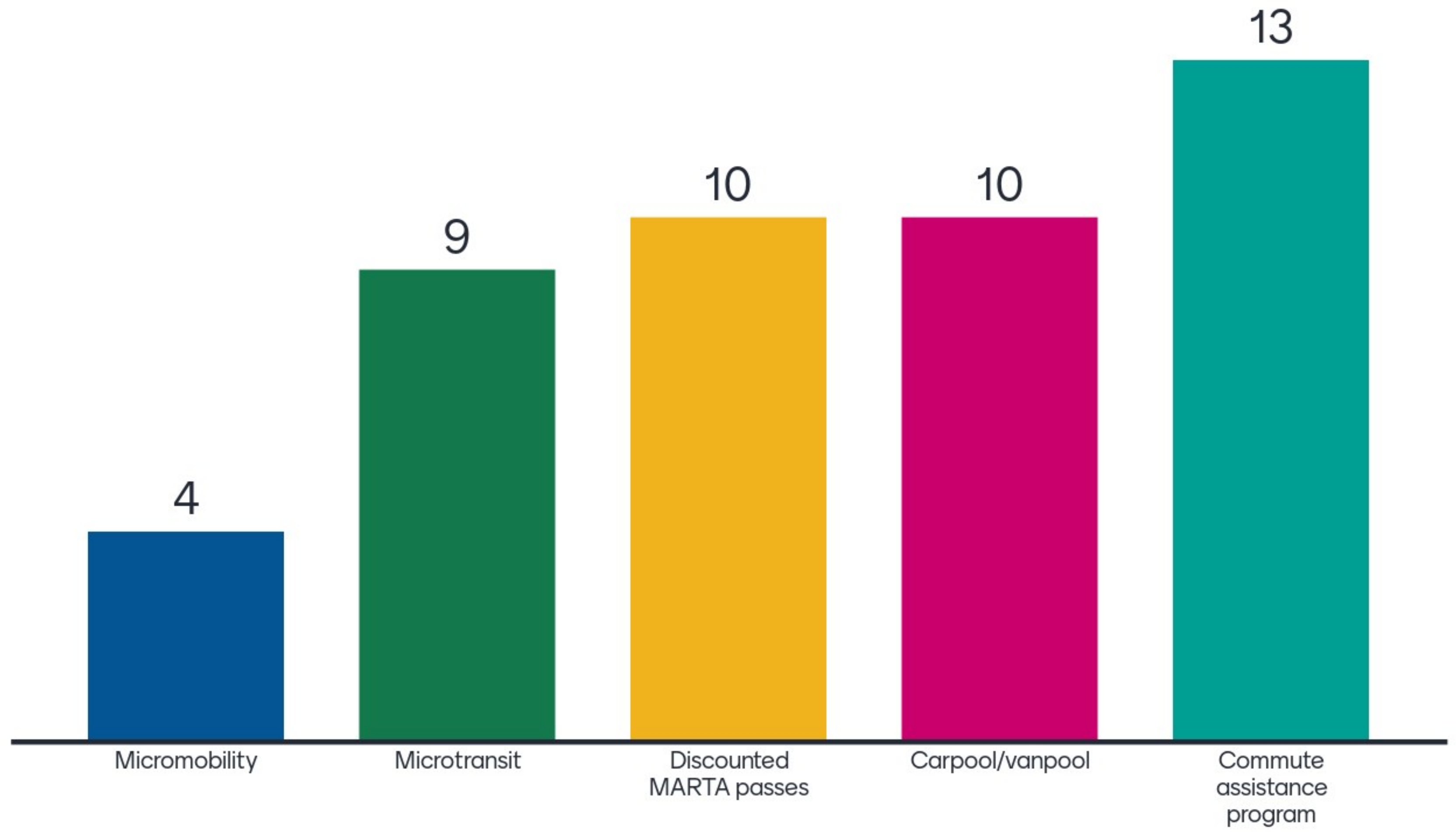
Shift changes plus trucks entering FIB cause light cycle backups- i.e. Boat Rock Road at 3:00 PM!

Traffic buildup caused by high volume of traffic at rush hours. Traffic light technology is needed

Strategies:

- Micromobility: shared bikes to connect employees from transit stops to work locations (could be part of larger bike to work program)
- Microtransit: small-scale transit system to connect employees from transit stops to work locations
- Discounted MARTA passes: aggregate purchases from smaller employers who may not qualify for the discount (could extend to transportation assistance for last mile costs)
- Carpool and/or vanpool program
- Commute assistance program: education and outreach to employers and employees, coordinate micromobility and/or microtransit

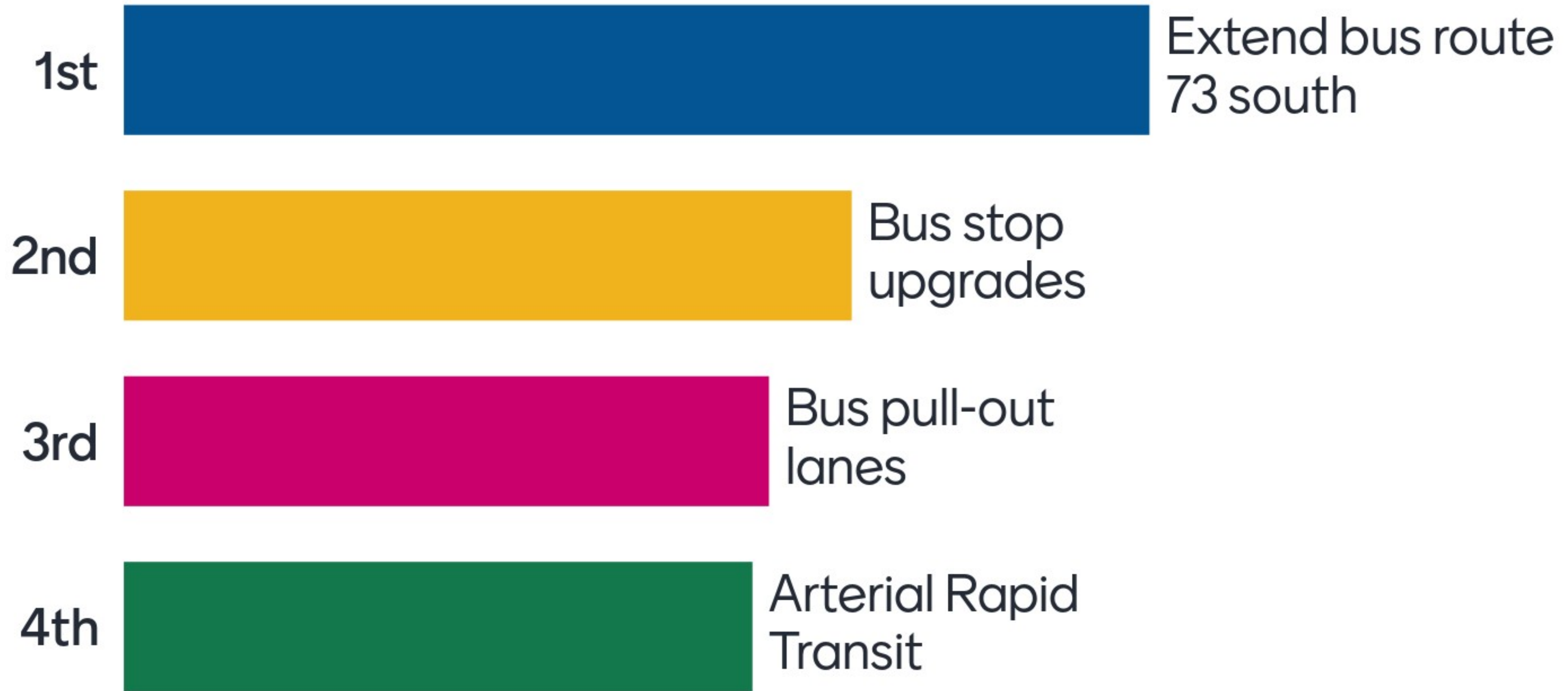
Which of these job access strategies are feasible for businesses in the study area?



Strategies:

- Extend MARTA bus route 73 south to Campbellton Road
- Arterial Rapid Transit with signal priority, frequent service, queue jumps at major intersections
- Upgrade bus stops to include shelters, benches, signage, lighting, and trash. Connect bus stops to sidewalk network
- Add a bus pull-out lane to reduce conflicts between transit and freight vehicles

How would you prioritize these transit strategies?



Strategies:

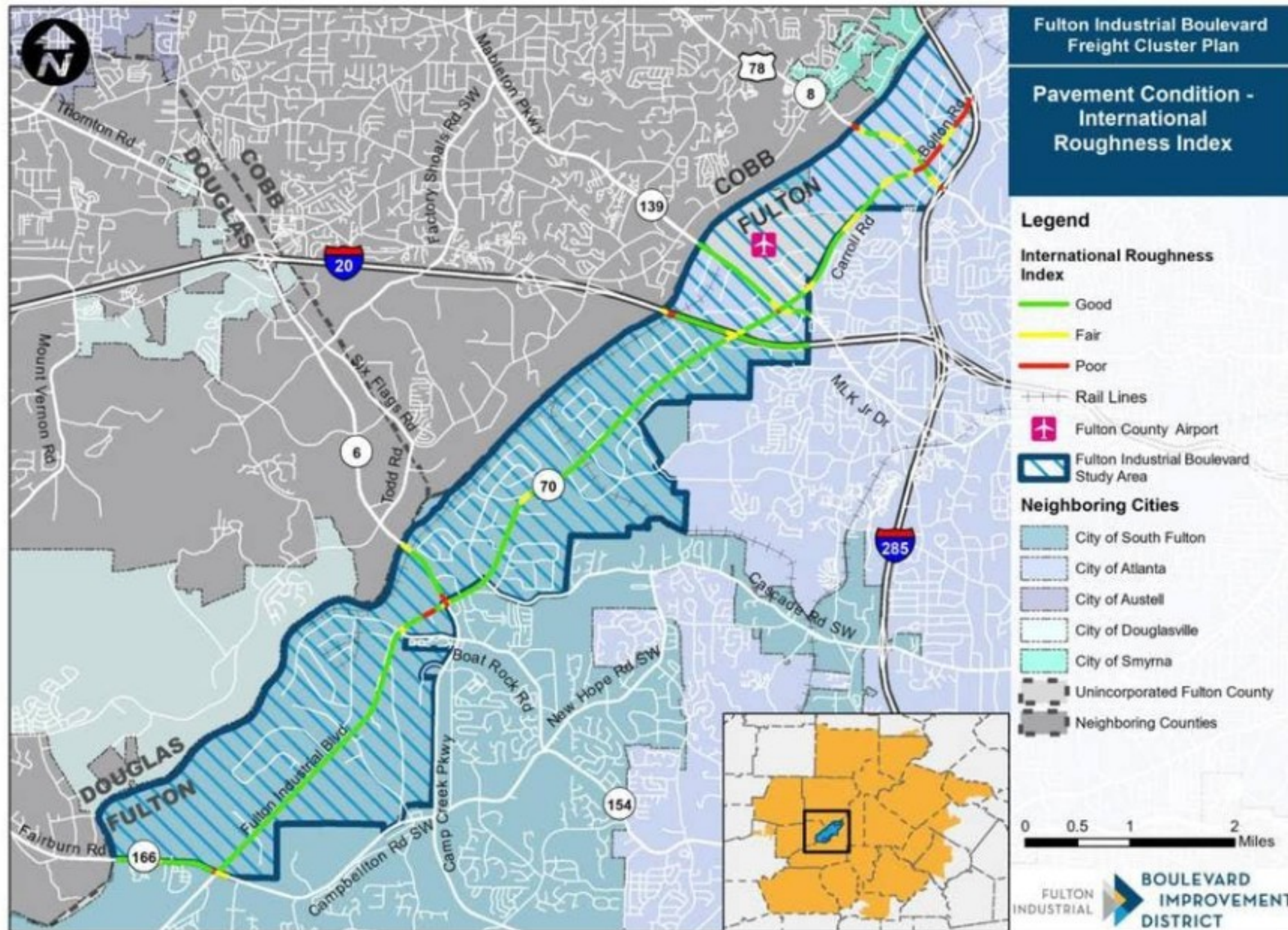
- Prepare existing network for automated vehicles and crowd-source/cellular-based traveler information data for trip planning
- Smart work zones to provide information on speeds and delays; integrate into robust TDM trip planning and truck dispatching
- Freight signal priority and location/time-specific signal timing adjustments

Strategies:

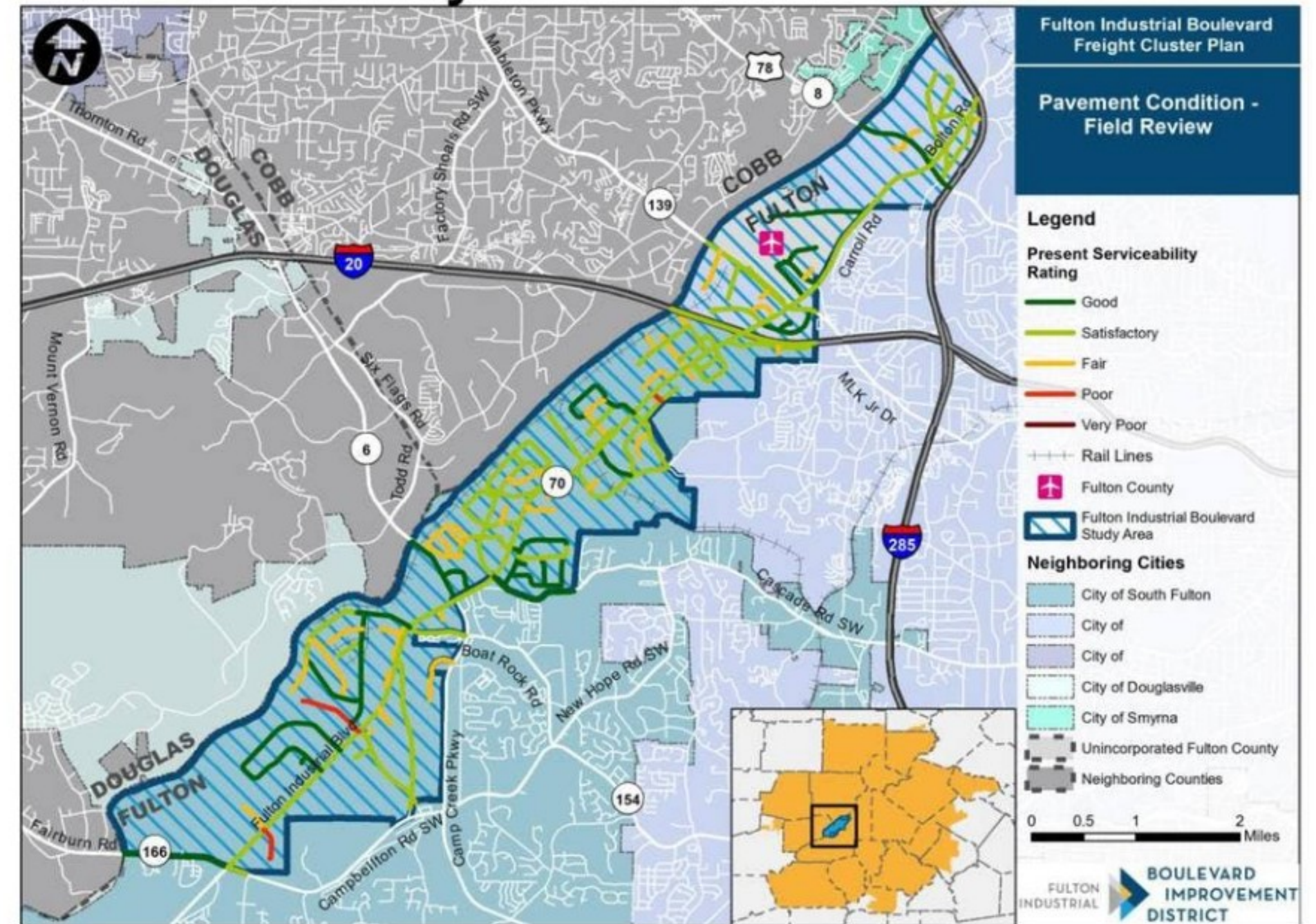
- Branding to City Council, elected officials; emphasize innovation occurring in manufacturing and warehousing
- Expand electric vehicle charging opportunities
- Use warehouse facilities with solar panels as case studies; potential federal programs may aid adoption
- Introduction of amenities to support workforce, such as restaurants, commercial, other services
 - Retail and restaurant pop ups in unleased or underused space
 - Food Truck Fridays

Pavement Maintenance

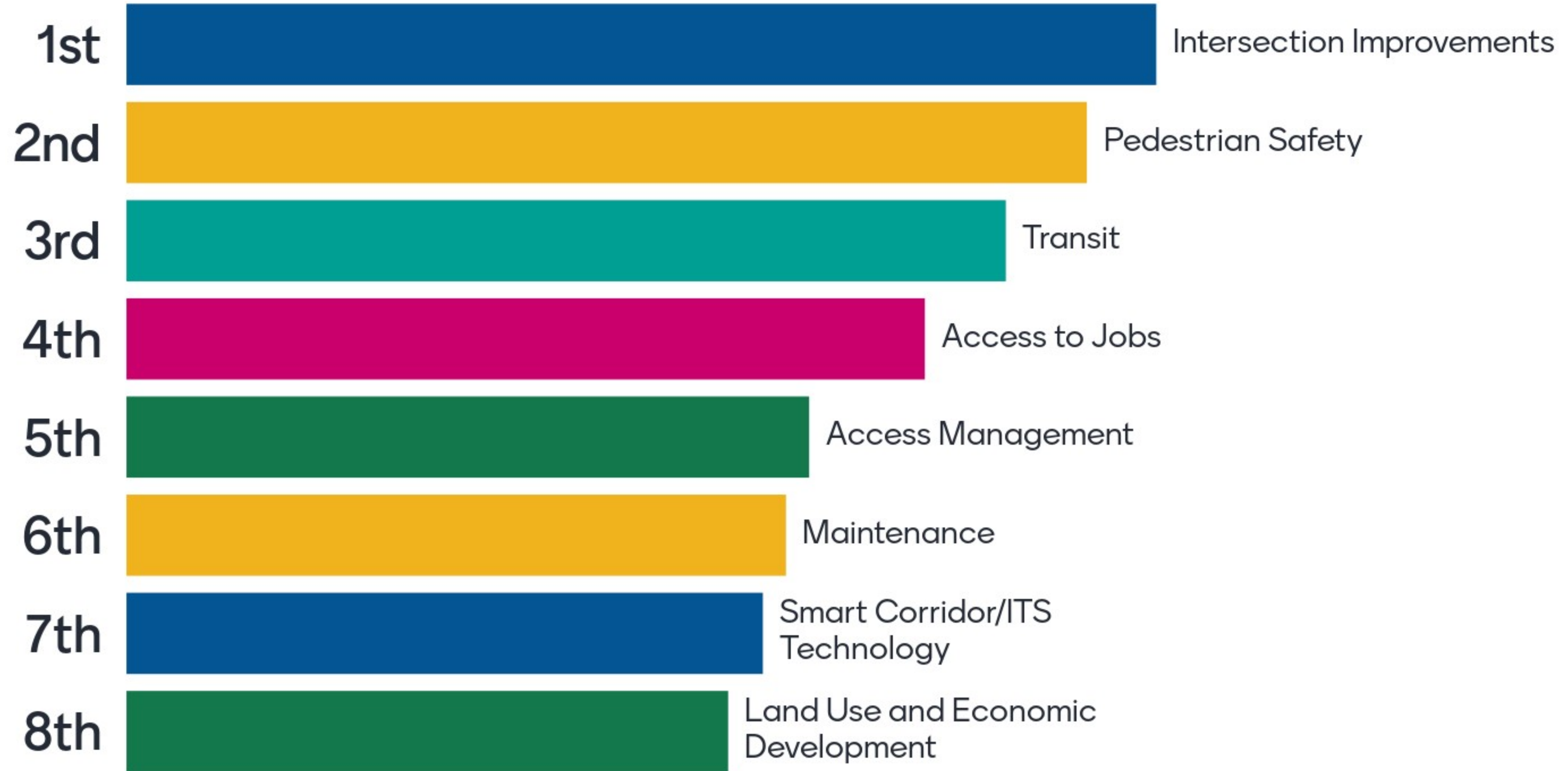
State Routes



Entire Study Area



How would you prioritize the recommended focus areas?



What specific geographical areas should be prioritized in the CID?

Older portions of the District.
Redevelopment plan for older buildings.
Northside

Area with higher growth.

Camp Creek Parkway and Cascade Road

Fulton & Cascade
Fulton & Westgate

Camp Creek Pkwy and FIB intersection

FIB @ I-20 needs to be redeveloped. It should be pristine off the exit ramps, it's the entrance to the boulevard.

- Short-term and long-term prioritized projects
- Final Report

Contact Information

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