

# Freight Cluster Plan



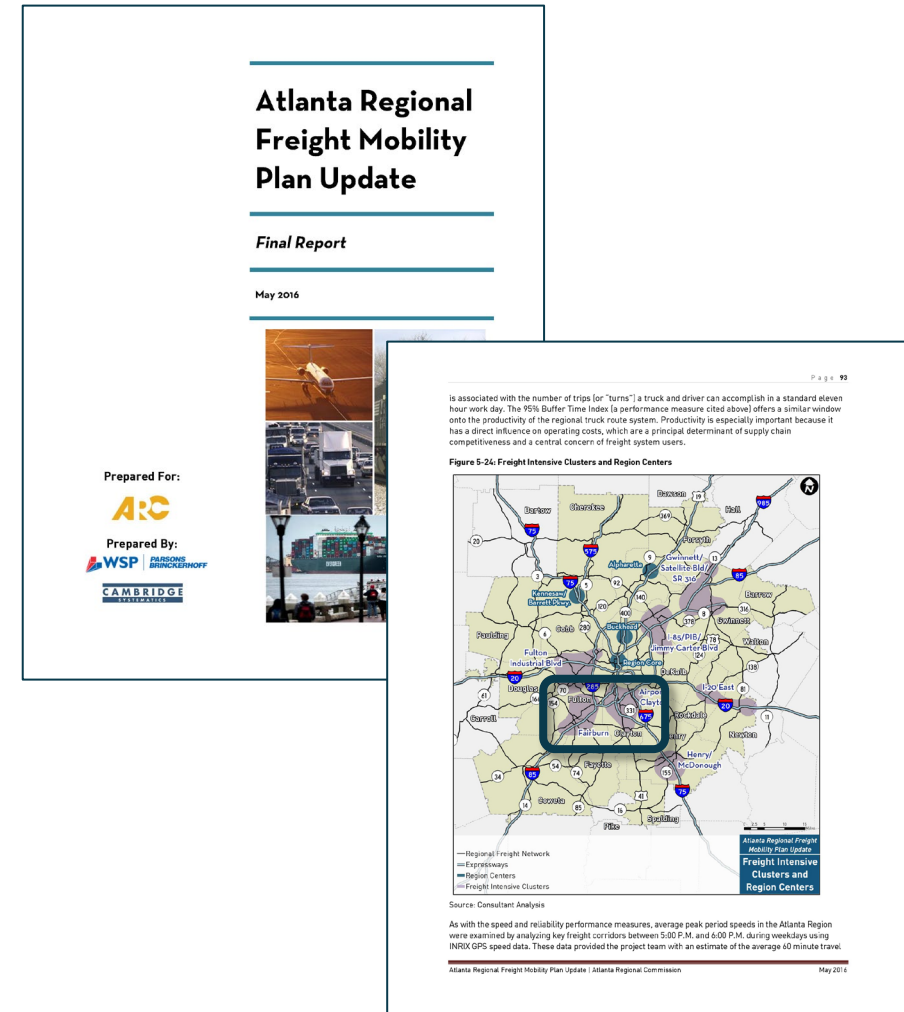
**Regional Safety Task Force**  
August 31, 2022





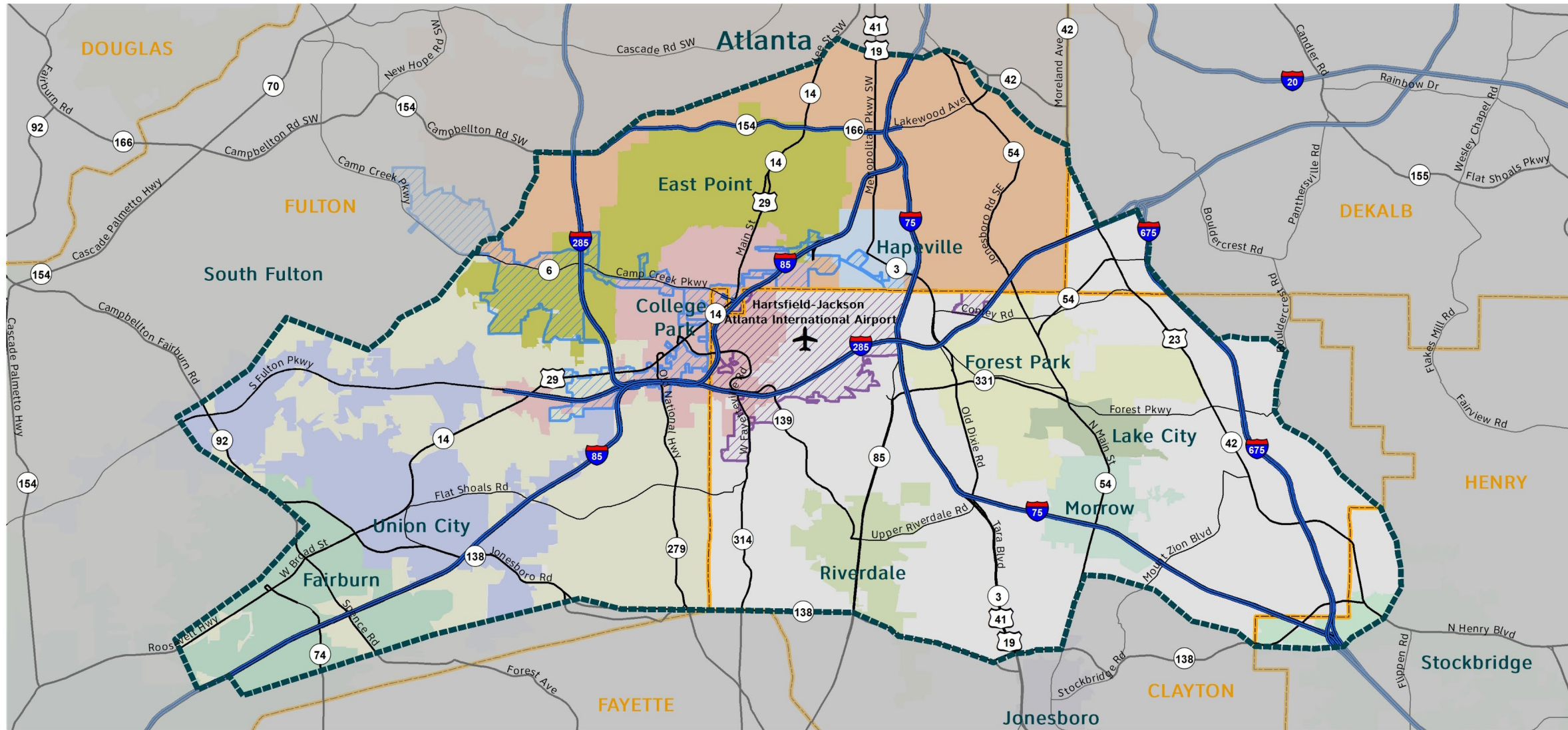
# PROJECT BACKGROUND

- Two “freight clusters” in the Aerotropolis area were identified in ARC’s 2016 Regional Freight Mobility Plan Update
- Major themes and considerations include:
  - Rapidly increasing air cargo at airport
  - Projected growth in freight moving through the Atlanta region
  - Rise of e-commerce, fulfillment centers
  - Significant ongoing and new development potential
  - >35M SF of warehouse space
  - 45% of jobs held by residents in the study area are in freight-related industries
  - Highly mixed, sometimes competing land uses
- Aerotropolis Freight Cluster Plan completed in 2020





# CONTEXT MAP





# GOALS & OBJECTIVES



## Improve freight operations to help maintain economic competitiveness

*Improve freight travel time reliability and expand truck parking opportunities*



## Improve safety

*Provide operational and pedestrian enhancements*



## Facilitate stakeholder engagement

*Educate stakeholders and community members about emerging trends in freight and logistics*



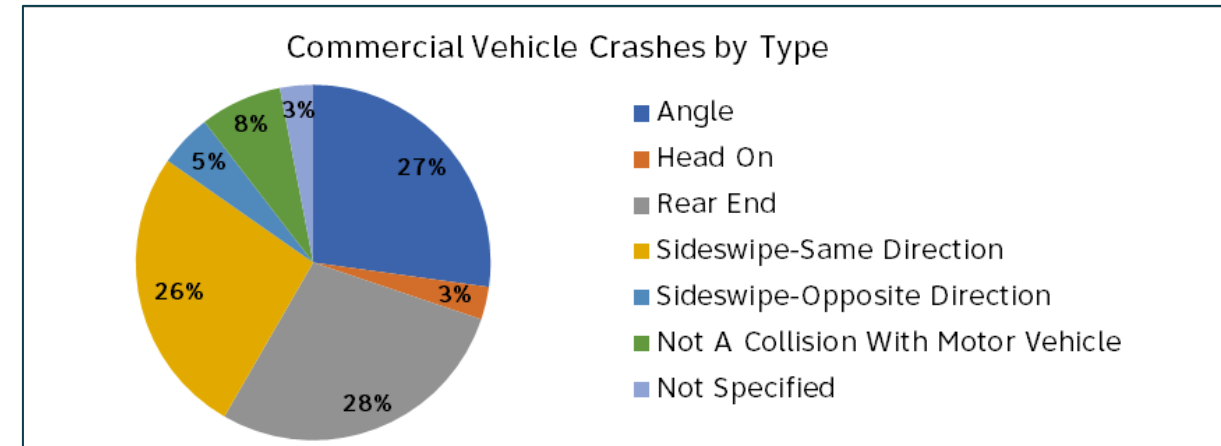
## Conduct strategic investment planning

*Prioritize projects to identify quick wins*

# SAFETY CONSIDERATIONS

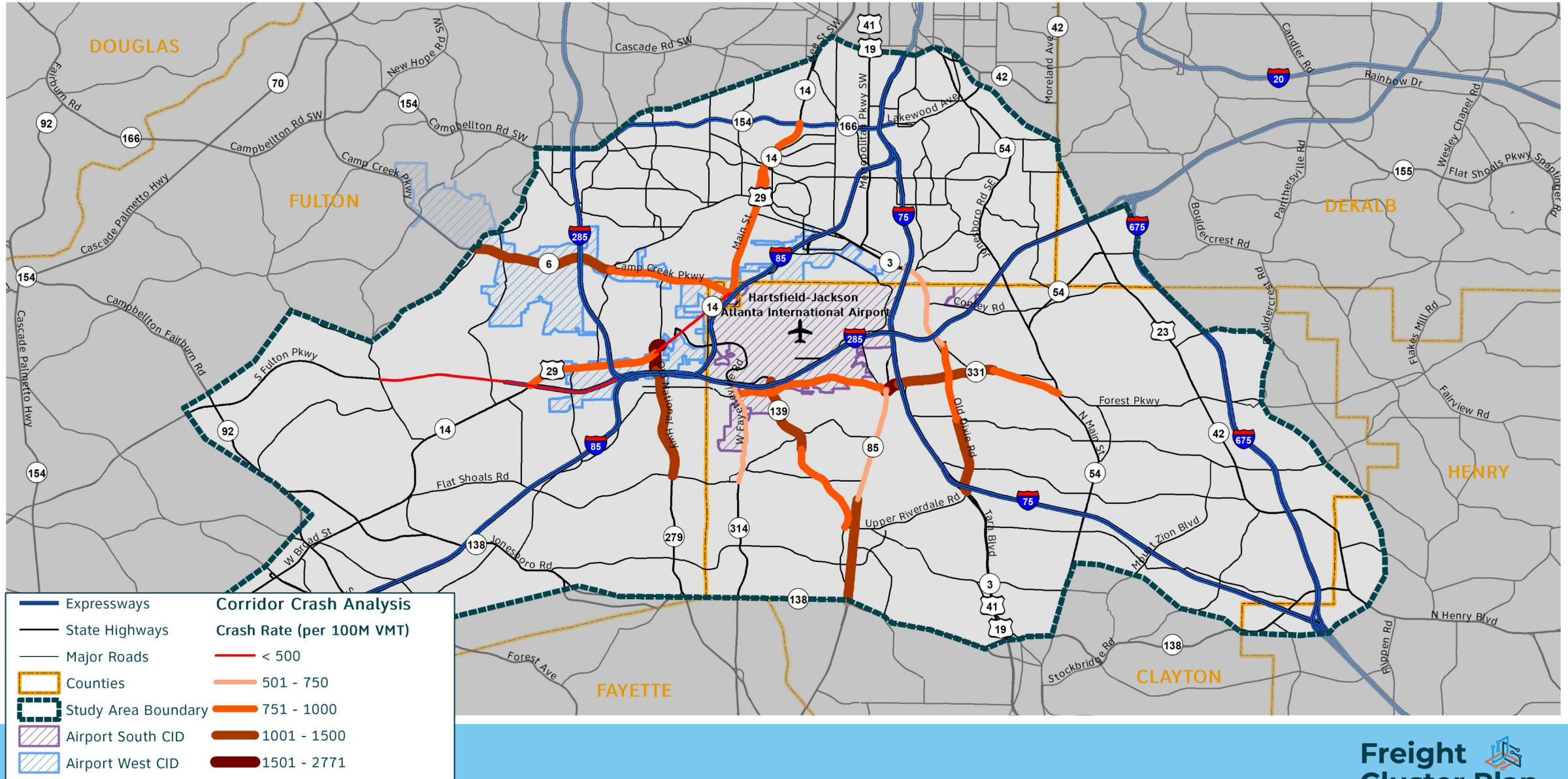
## Process:

- Analyzed 2014-2018 crash data
- Focused on commercial vehicle crashes and those that involved bicyclists and/or pedestrians
- Examined crashes near at-grade railroad crossings
- Evaluated crashes along freight corridors, crash rates by functional classification





# FREIGHT CORRIDOR CRASH RATES



# MULTIMODAL CONSIDERATIONS

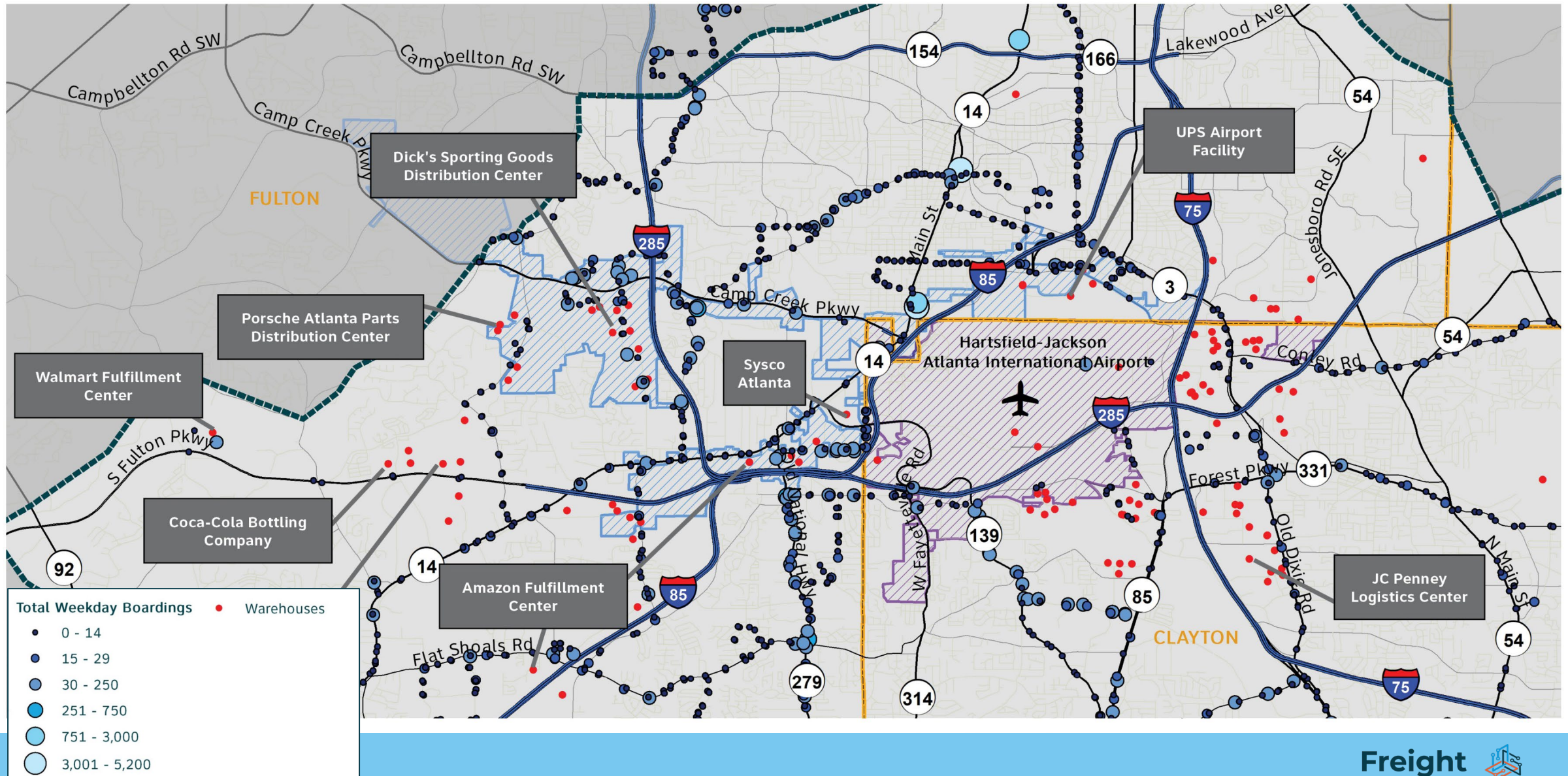
## Process:

- Evaluated bus and rail service within the study area
- Analyzed the number of people getting on and off buses along routes that serve these same areas
- Documented regional bikeways and trail infrastructure
- Examined pedestrian infrastructure in close proximity to warehouses, distribution facilities, and other job centers served by public transportation and identified gaps in sidewalk





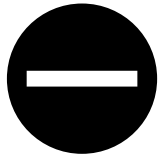
# BUS BOARDINGS BY STOP NEAR WAREHOUSES







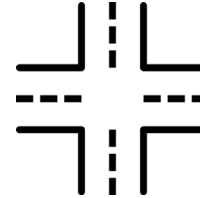
# RECOMMENDATION CATEGORIES



**ACCESS  
MANAGEMENT**



**CAPACITY /  
WIDENING**



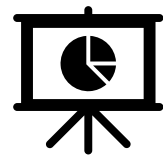
**INTERSECTION  
IMPROVEMENTS**



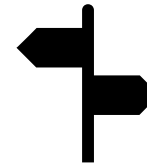
**PEDESTRIAN SAFETY  
/ WORKFORCE  
SUPPORTIVE**



**SMART CORRIDOR /  
ITS TECHNOLOGY**



**STUDIES**



**WAYFINDING &  
SIGNAGE**



**POLICIES &  
STRATEGIES**

# PRIORITIZATION FRAMEWORK

## Stakeholder Input

- Regional Partners
- Elected Officials
- Private Sector
- Steering Committee

## Economic Benefits

- Proximity to Distribution / Activity Centers
- High-Level Return on Investment by Project Type

## Safety

- Expected reductions in crashes by Project Type
- Proximity to High Crash Locations



## Project Readiness

- Level of Effort to Implement
- Inclusion in RTP
- Coordination Requirements

## Mobility Options

- Designated Freight Corridors
- High Truck Volumes / Percentages
- Vehicle Hours of Delay

## Environment & Public Health

- Anticipated Emission Reductions
- Active Transportation Components

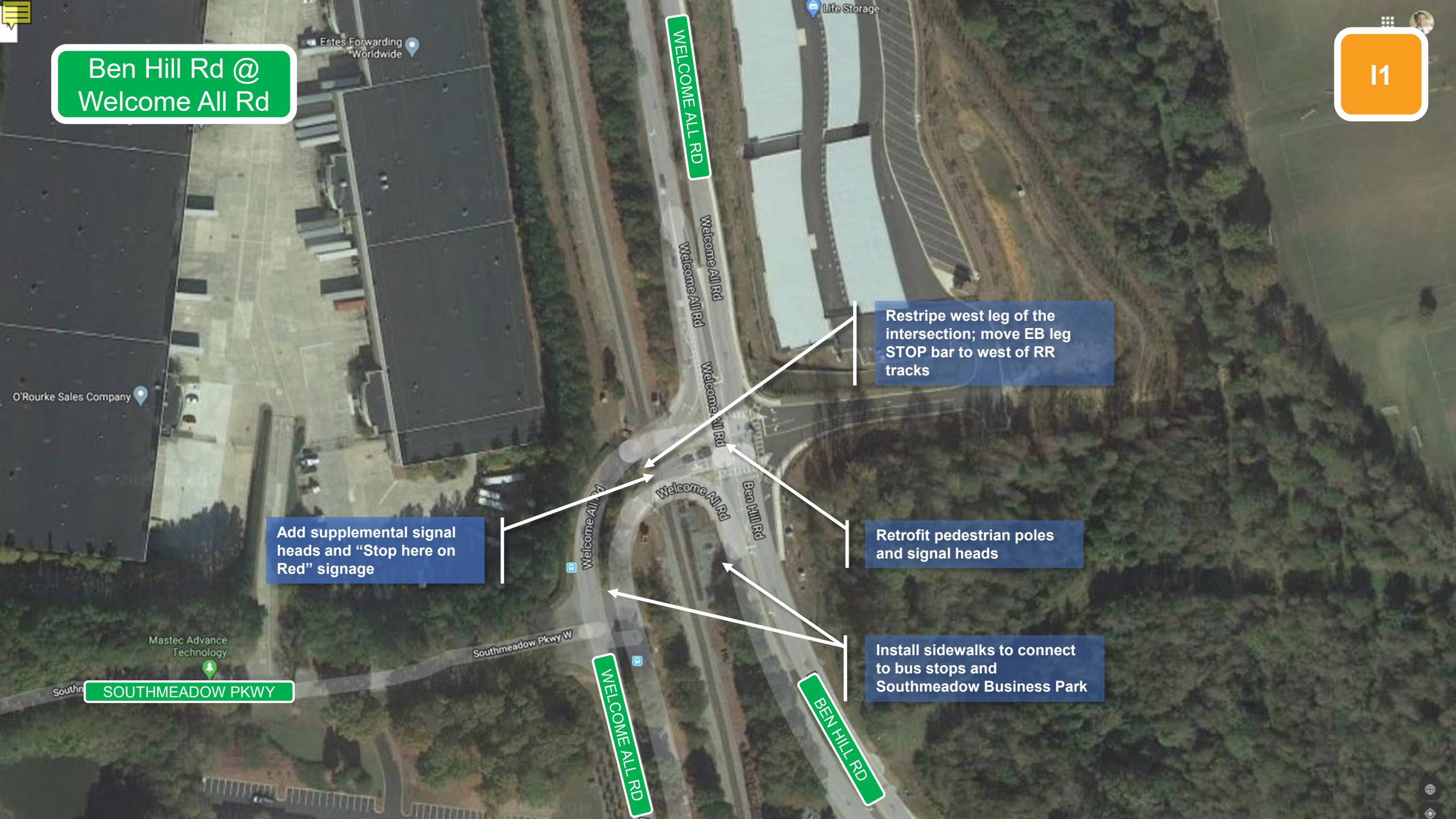


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# **EXAMPLES OF PROJECTS WITH SAFETY & MULTIMODAL COMPONENTS**

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Ben Hill Rd @  
Welcome All Rd



Restripe west leg of the intersection; move EB leg STOP bar to west of RR tracks

Retrofit pedestrian poles and signal heads

Install sidewalks to connect to bus stops and Southmeadow Business Park

Add supplemental signal heads and "Stop here on Red" signage

SOUTHMEADOW PKWY

WELCOME ALL RD

BEN HILL RD



SR 139/Riverdale Rd @  
Phoenix Blvd/Forest Pkwy

Reconfigure to align EB left-turn lanes to the outside receiving lanes on Riverdale Rd

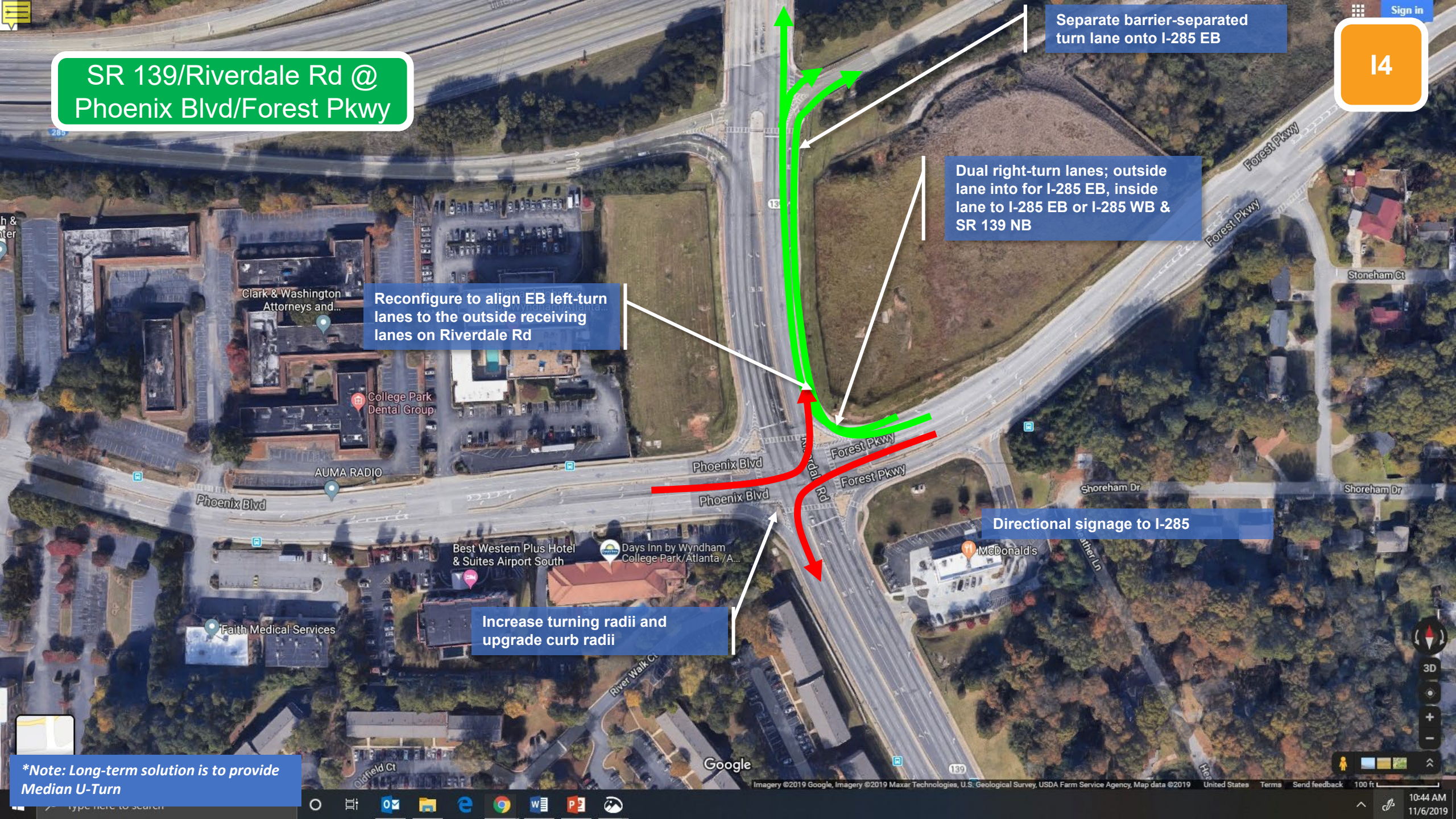
Dual right-turn lanes; outside lane into for I-285 EB, inside lane to I-285 EB or I-285 WB & SR 139 NB

Separate barrier-separated turn lane onto I-285 EB

Directional signage to I-285

Increase turning radii and upgrade curb radii

\*Note: Long-term solution is to provide Median U-Turn





Old National Hwy/SR 279  
@ Sullivan Rd



NB left & WB left  
Protected + Permissive phase  
and install FYA

RIRO or close side street and  
redirect access to the east

SULLIVAN RD

Install sidewalk to connect to  
existing sidewalk and  
adjacent bus stops

Install directional  
signage

Channelized right turns





# PEDESTRIAN SAFETY / WORKFORCE SUPPORTIVE

Support workforce by installing or filling in gaps of sidewalk and upgrading bus stop amenities along bus routes within the AACIDs that serve and/or are in close proximity to warehouses and distribution centers.

## Key features:

- 11 sidewalk segment projects
  - New segments and gap-filling
  - Looked at bus routes with stops that have higher boardings and alightings
- 12 bus stop upgrades
  - Considered locations with high number of boardings
- 1 rectangular rapid flashing beacon (RRFB) pedestrian crossing

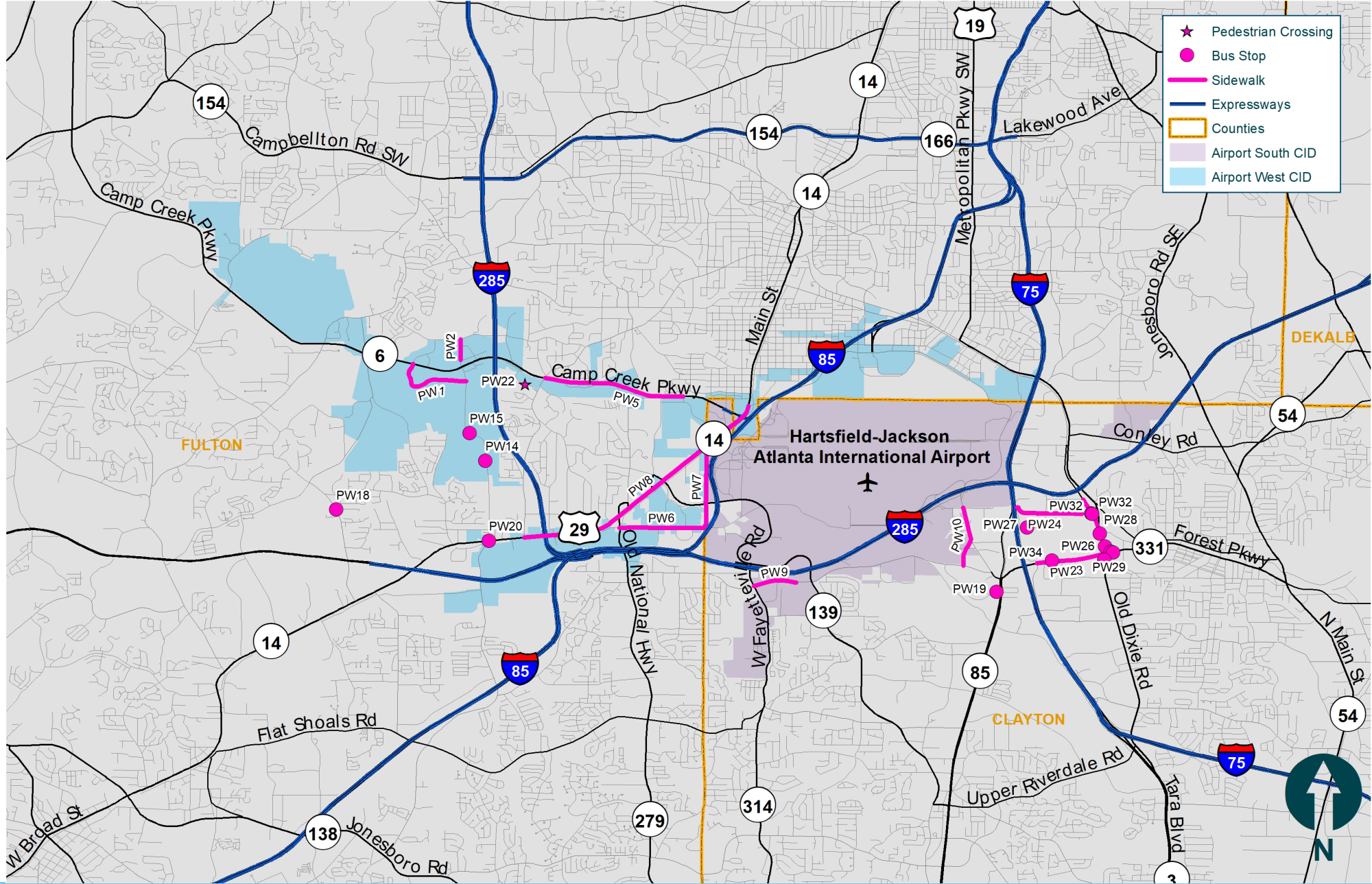
## Needs addressed:

- Lack of sidewalk & bus stop amenities
- Access to jobs
- Safety for transit users

## Potential benefits:

- Improved first/last mile connections to job locations
- Improved safety
- Improved multimodal travel options





# PEDESTRIAN SAFETY / WORKFORCE SUPPORTIVE



# SMART CORRIDOR / ITS TECHNOLOGY

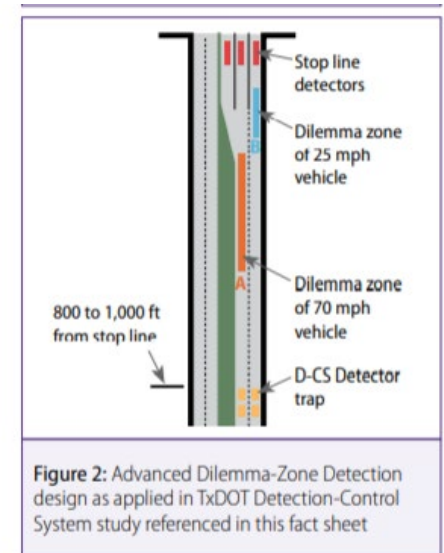
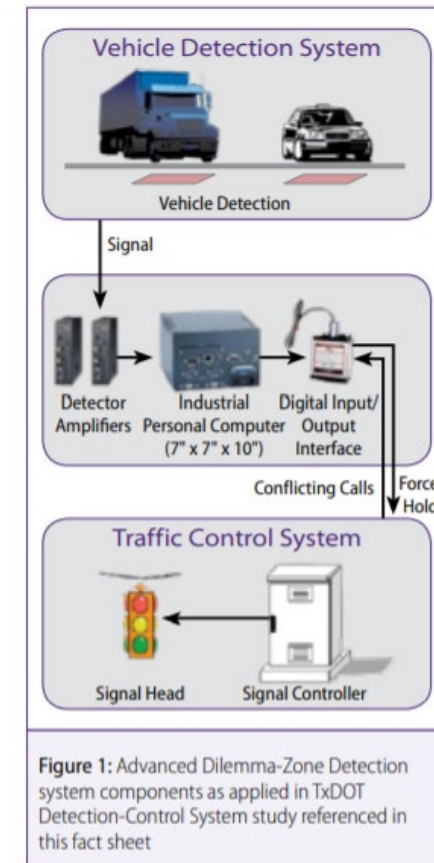
Plan recommends 4 projects leveraging connected vehicle and signal technology.

## EXAMPLE: Advanced Dilemma-Zone Detection System

- Develop pilot project on Camp Creek Parkway (SR 6) east of Truck Friendly Lanes project; evaluate for application on other corridors

### Features

- Enhances safety
- Modifies signal control timing to reduce the likelihood of drivers having difficulty deciding whether to stop or proceed
- May reduce rear-end crashes associated with sudden stopping and angle crashes due to illegally continuing into the intersection during a red phase



Source: FHWA-SA-09-008

T1



# Freight Cluster Plan



[aacids.com/project/study-freight-cluster-plan/](https://aacids.com/project/study-freight-cluster-plan/)

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