

2024 Atlanta Regional Freight Mobility Plan

ARC Transportation Coordinating Committee (TCC) Meeting



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05/05/2023

Project Task Structure



Stakeholder Engagement

ATLANTA REGION ENGAGEMENT CHALLENGES



TIME

Freight partners are time-limited because they are operating at peak capacity, often understaffed

REACH



Communities and partners never-before involved in freight movement are now at the heart of freight operations because of COVID-19

ACCESS



Much of the private freight industry operates behind closed doors with a key contact required for access



→ National Trends

Consistent upward trajectory since 2010

15%

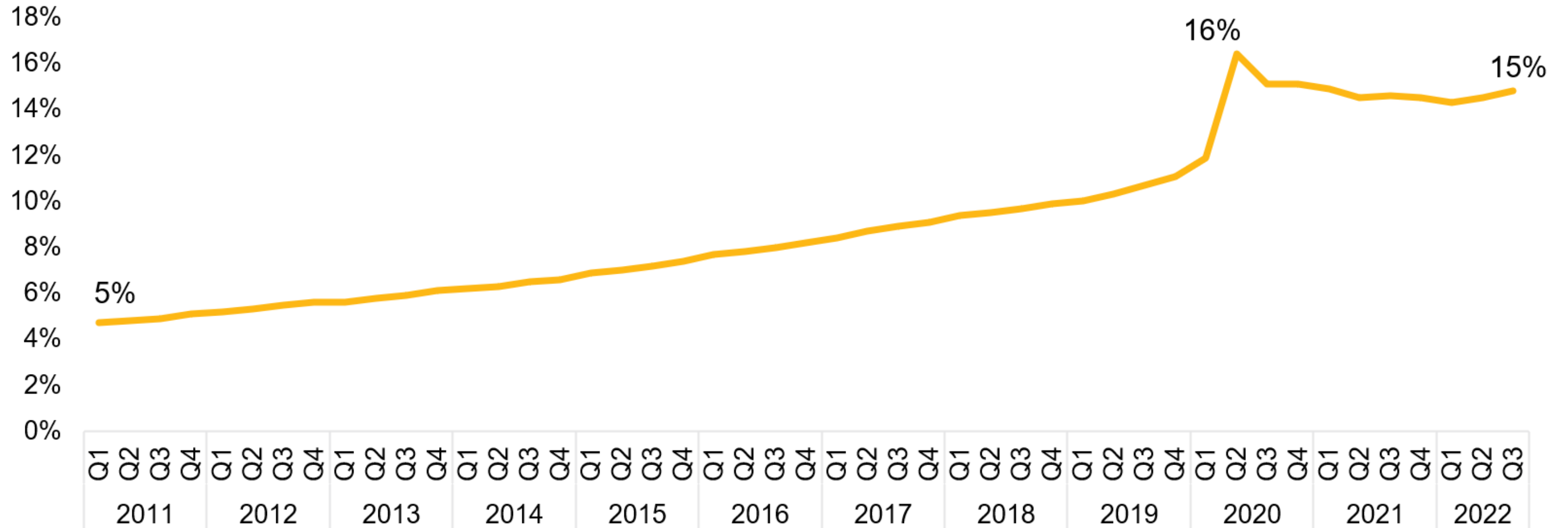
Share of total retail sales

200%

Growth since 2010

Online Retail Spending, Q3 2022

US Quarterly E-Commerce Sales as a Percent of Total Retail Sales



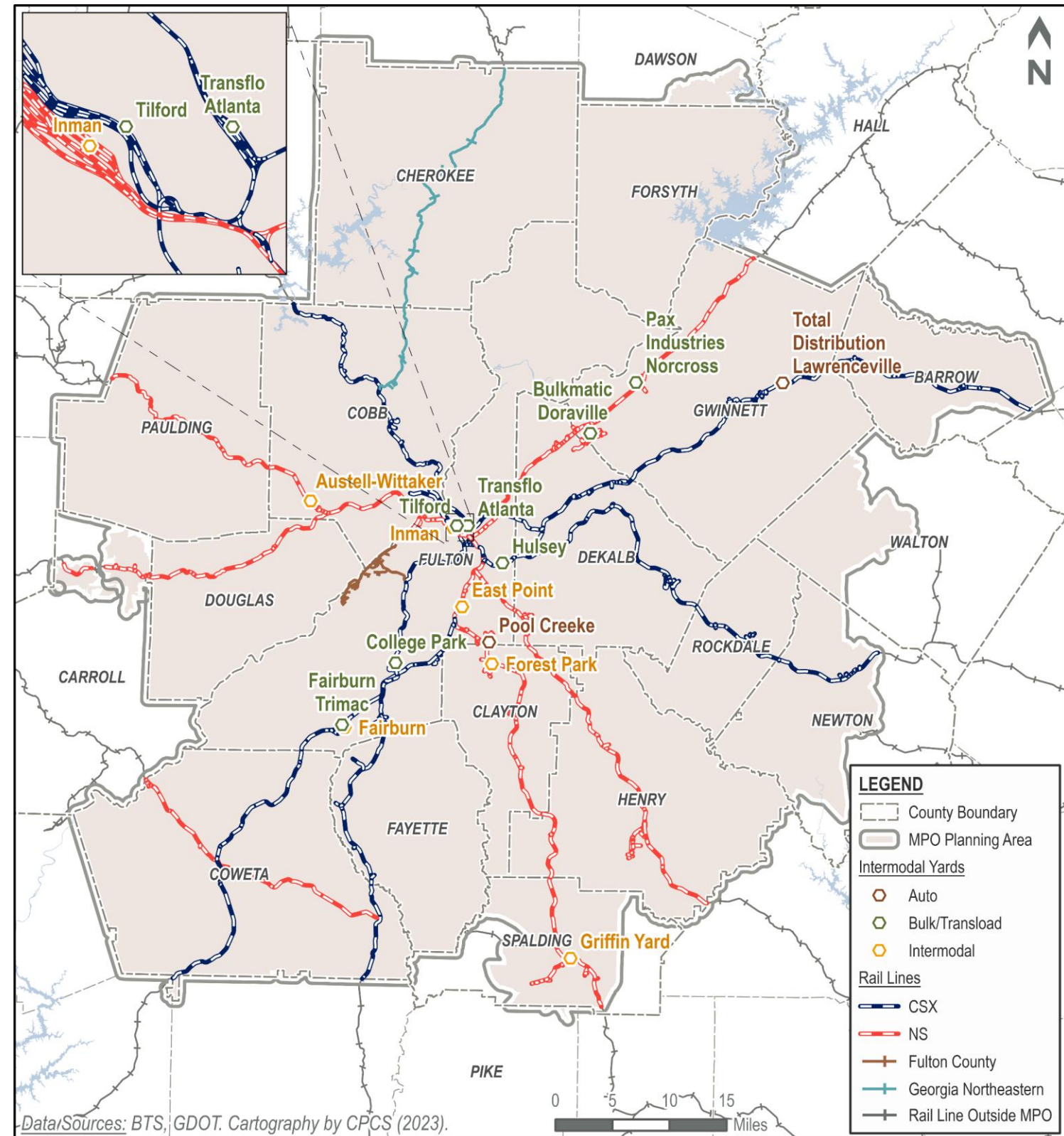
Rail Infrastructure

Regional Freight Railyards

3

Intermodal yards

- NS Whitaker Yard: Over 500,000 container lifts per year, making it among the largest in the region. Six new gantry cranes announced in 2023 that will double throughput.
- NS Inman Yard: Located in NW Atlanta, it serves the Norfolk Southern Crescent Corridor and has over 300,000 lifts per year.
- CSX Fairburn Yard: Underwent expansion in 2018 that increased capacity by hundreds of thousands of lifts per year.
- CSX Hulsey Facility: Ceased operations in 2019 but reopened in 2020 to focus on bulk commodities.

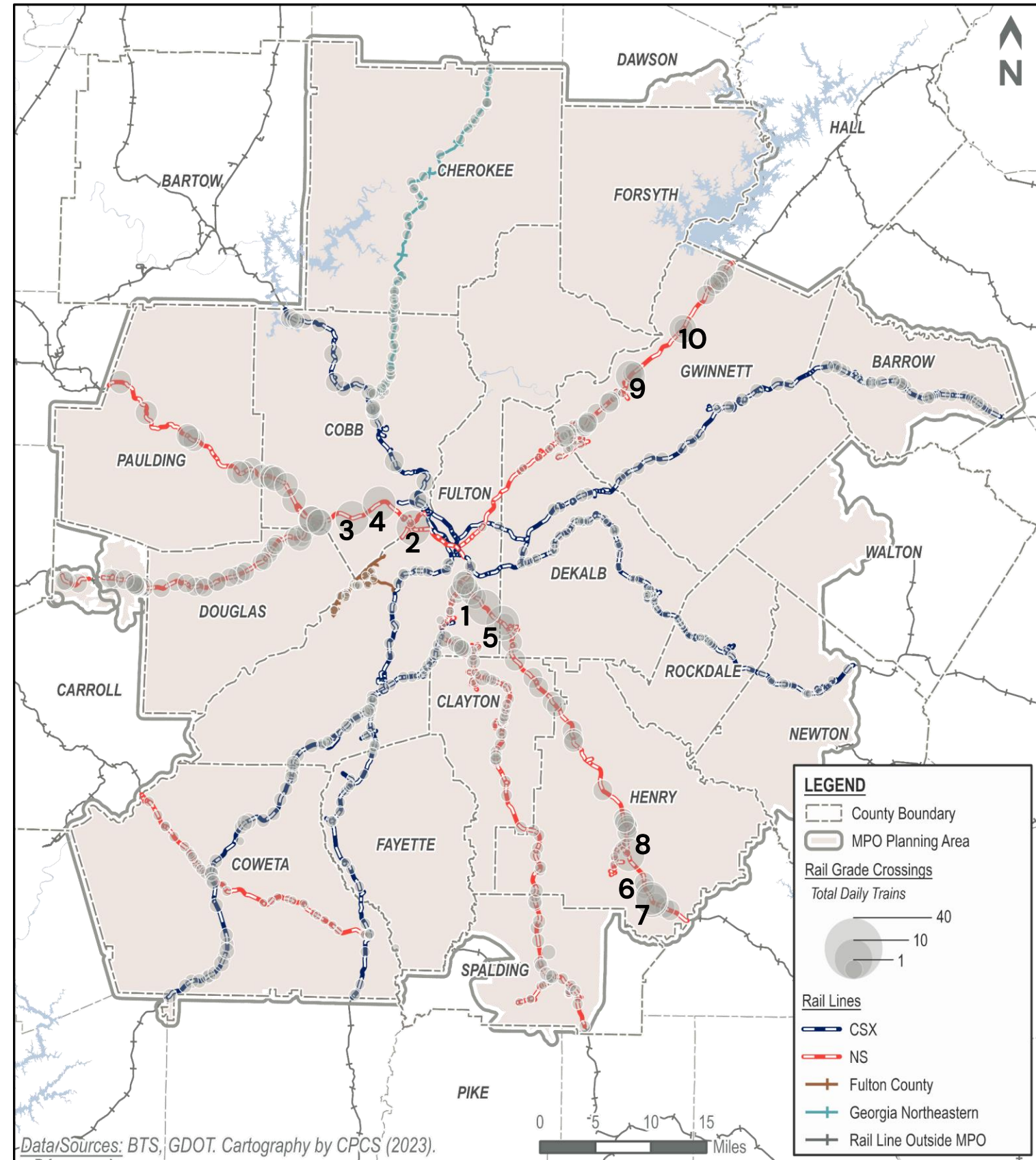


➔ Rail Infrastructure

- *At-Grade Rail Crossings*
 - 824 at-grade rail crossings in the region, of which 637 traverse public roads

Busiest Public At-Grade Rail Crossings, 2019

Rank	Railroad	Street	Location	2019 AADT (Average Annual Daily Traffic)	Estimated Daily Trains
1	NS	Sawtell Ave	Atlanta, Fulton County	7,403	41
2	NS	Parrott Ave	Atlanta, Fulton County	2,355	41
3	N.S.	Church Street	Mableton, Cobb County	2,355	40
4	N.S.	Nickajack Road	Mableton, Cobb County	2,355	40
5	N.S.	Fayetteville Road	Constitution, Fulton County	1,036	40
6	NS	Peeksville Road	Locust Grove, Henry County	11,286	37
7	N.S.	N Jackson Street	Locust Grove, Henry County	1,682	37
8	N.S.	Kings Mill Road	McDonough, Henry County	1,682	37
9	N.S.	Main Street	Duluth, Gwinnett County	2,355	34
10	NS	Buford Dam Road	Suwanee, Gwinnett County	31,487	30



→ Air Cargo Facilities

- *Hartsfield-Jackson Atlanta International Airport (ATL)*

95.8% Of all GA air cargo volume

11th Busiest cargo airport in the U.S.

38th Busiest cargo airport in the world

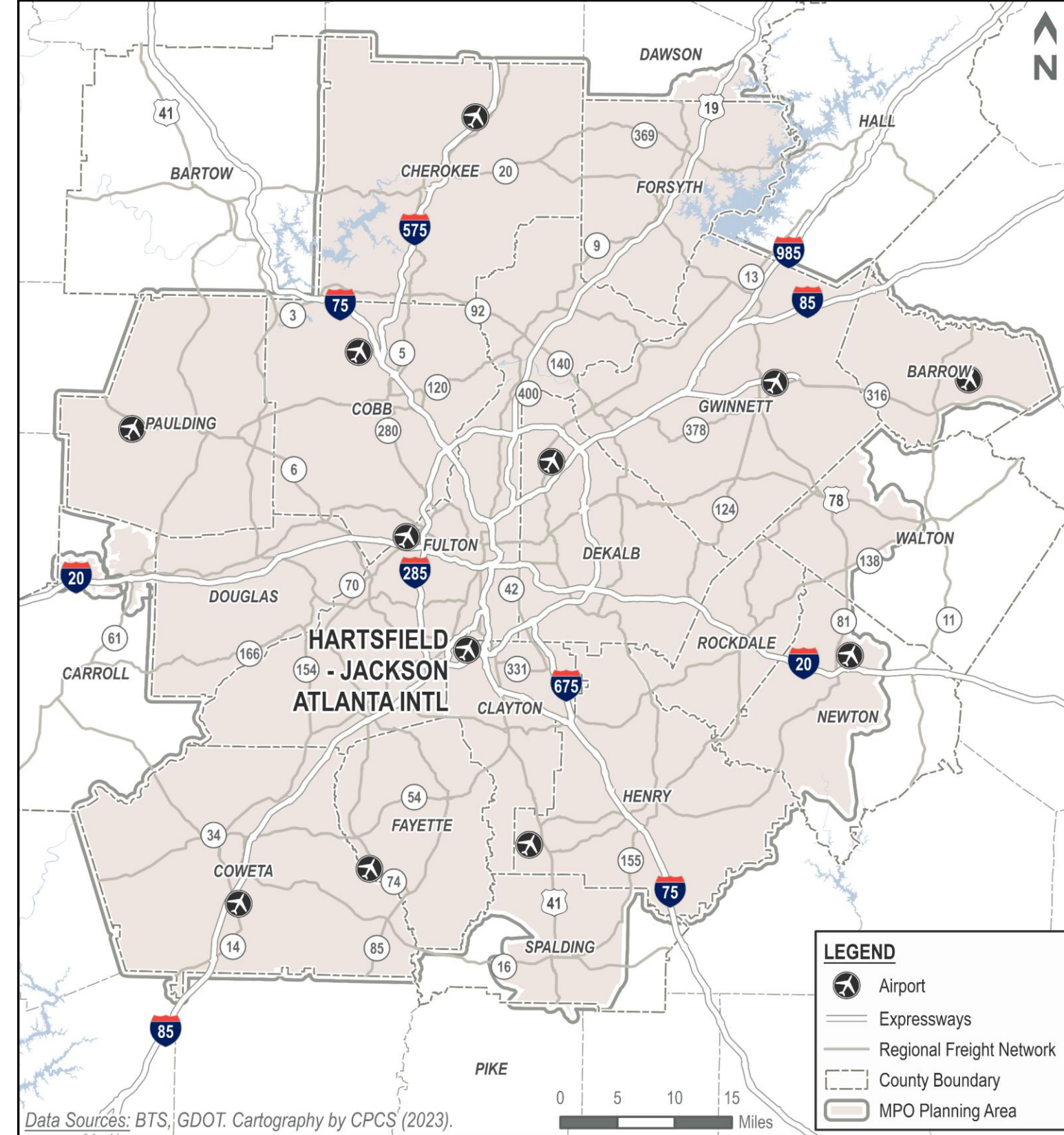
650,000 tons Freight volume processed in 2022

1.4 million tons Cargo volume forecasted in 2035



Source: T-100 Market Data. Bureau of Transportation Statistics. 2022.

Hartsfield-Jackson Atlanta International Airport Year-to-Date Freight Data



→ Truck Trips Origins

Data

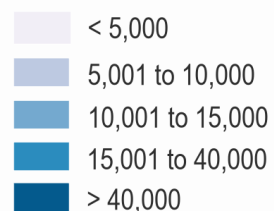
- RITIS Probe Data Analytics
- 2019 (Feb, Aug, Oct) weekdays trips
- Attributes: Origin/destination locations, trip begin/end date/time, vehicle type, etc.

Analysis:

- Filter for medium and heavy-duty vehicle trips
- Overlay with existing freight cluster boundaries

LEGEND

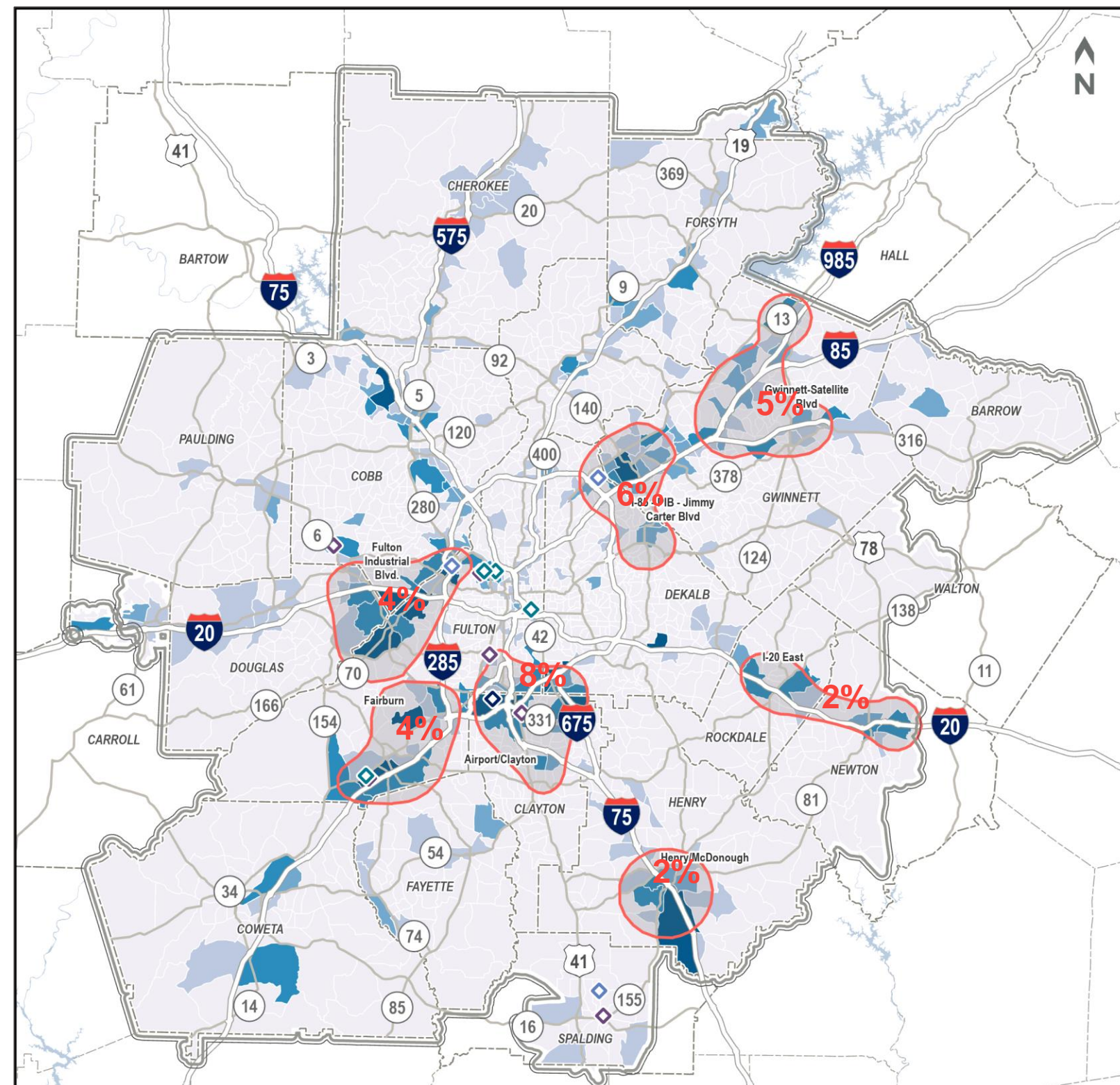
Heavy/Medium Duty Trucks: Origin



Intermodal Facilities

- Airport
- Bulk/Transload
- General Intermodal
- Pipeline Terminal

- Freight Clusters
- Expressways
- Regional Freight Network
- MPO Planning Area
- County Boundary



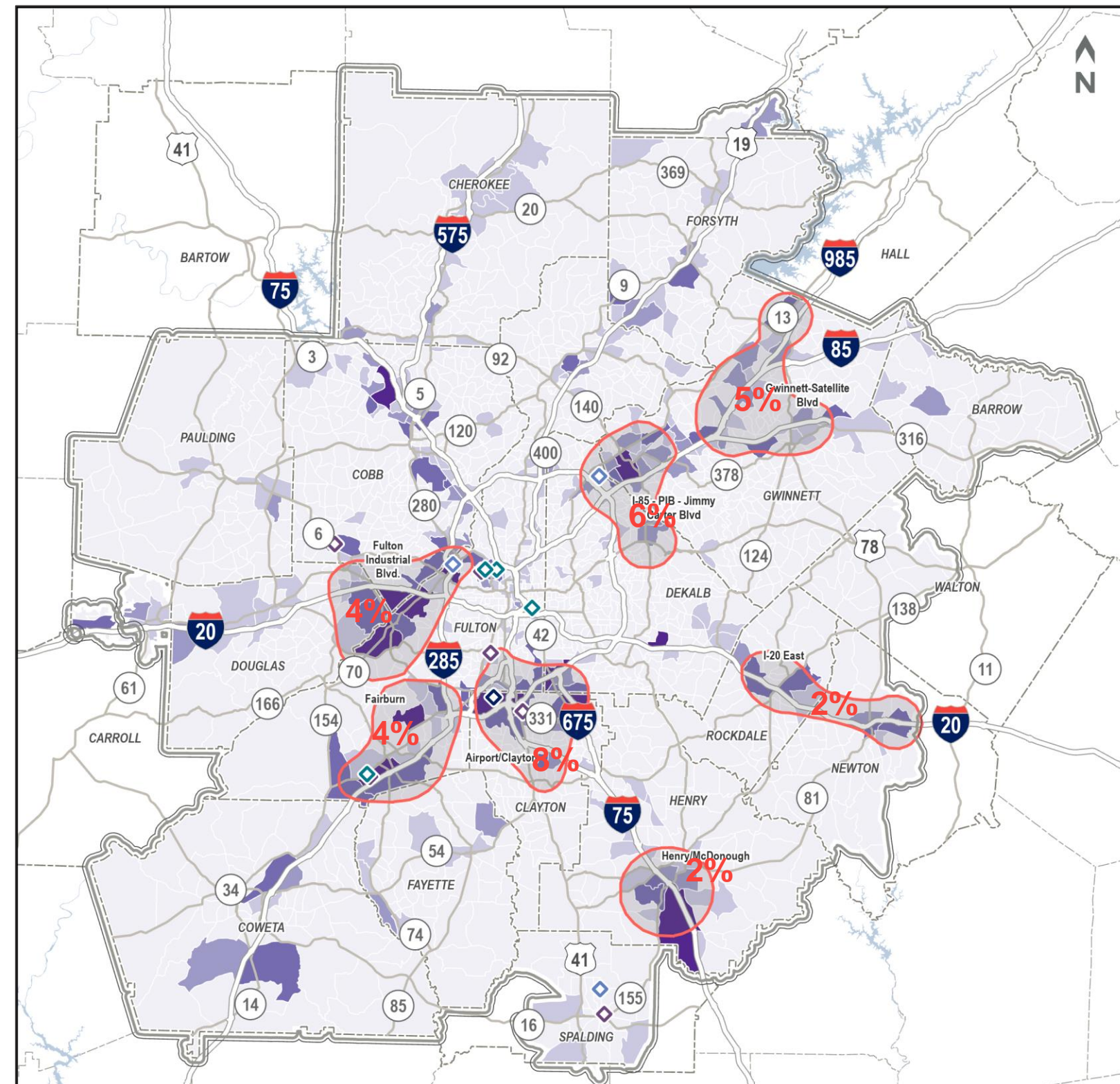
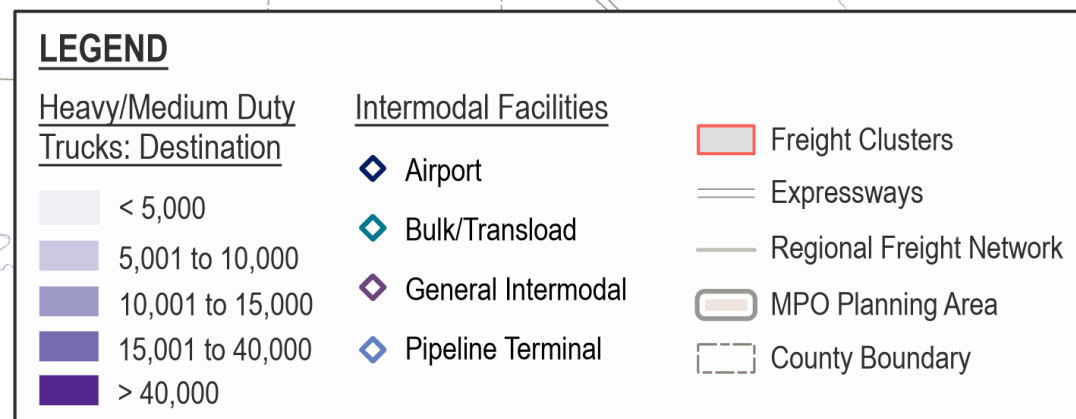
→ Truck Trips Destinations

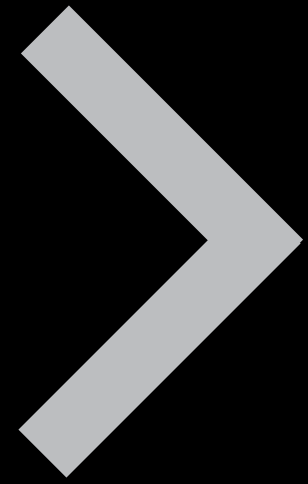
Data

- RITIS Probe Data Analytics
- 2019 (Feb, Aug, Oct) weekdays trips
- Attributes: Origin/destination locations, trip begin/end date/time, vehicle type, etc.

Analysis:

- Filter for medium and heavy-duty vehicle trips
- Overlay with existing freight cluster boundaries





Revised and New Freight Cluster Areas

Preliminary findings as of 2022

Existing Industrial

MPO Properties: **14,880**

MPO Rentable Building Area (RBA): **717.4M SF**

Max MPO RBA: **2.8M SF**

Min MPO RBA: **240 SF**

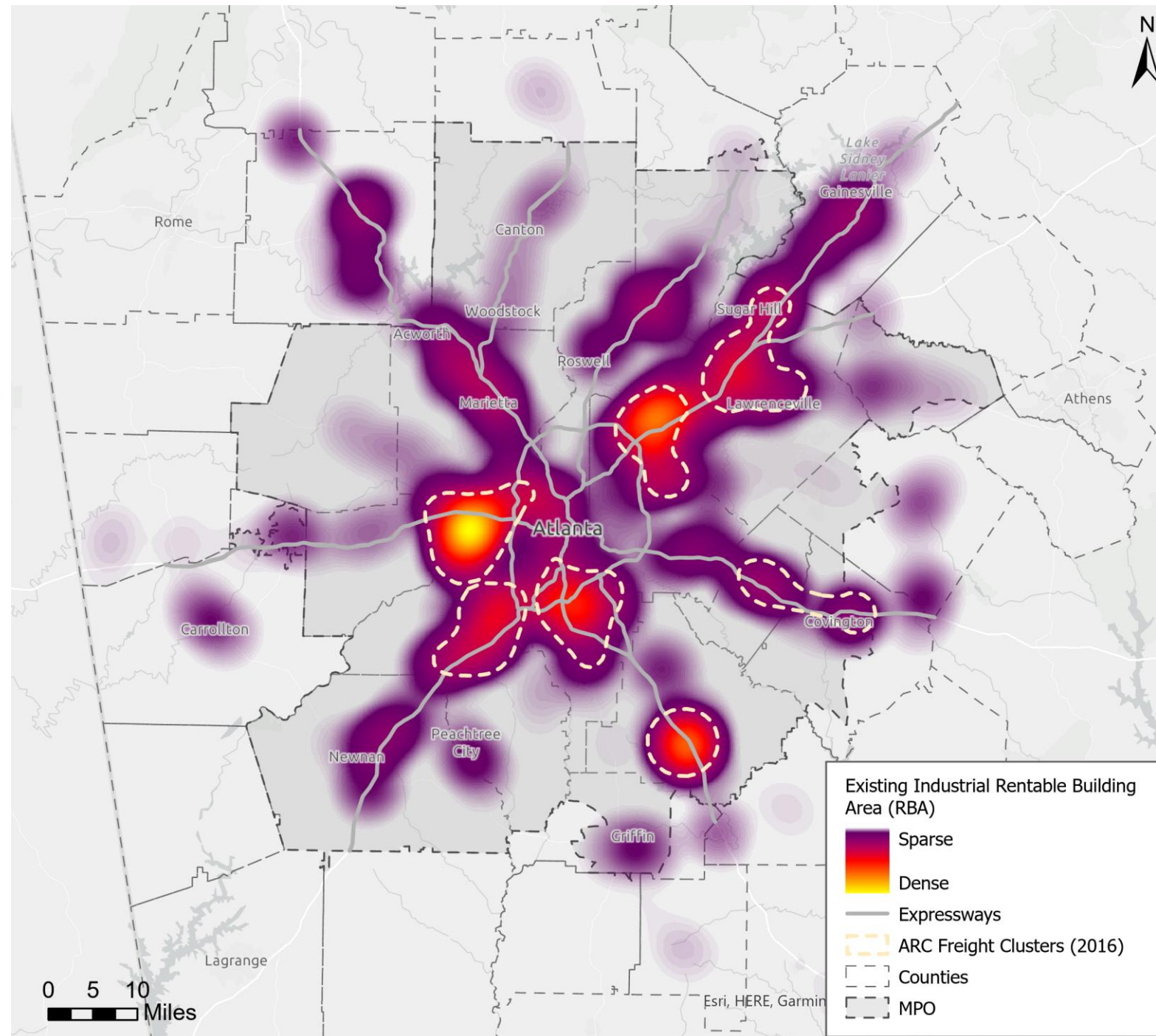
MPO+ Properties: **18,114**

MPO+ Rentable Building Area (RBA): **846.2M SF**

Max MPO+ RBA: **2.8M SF**

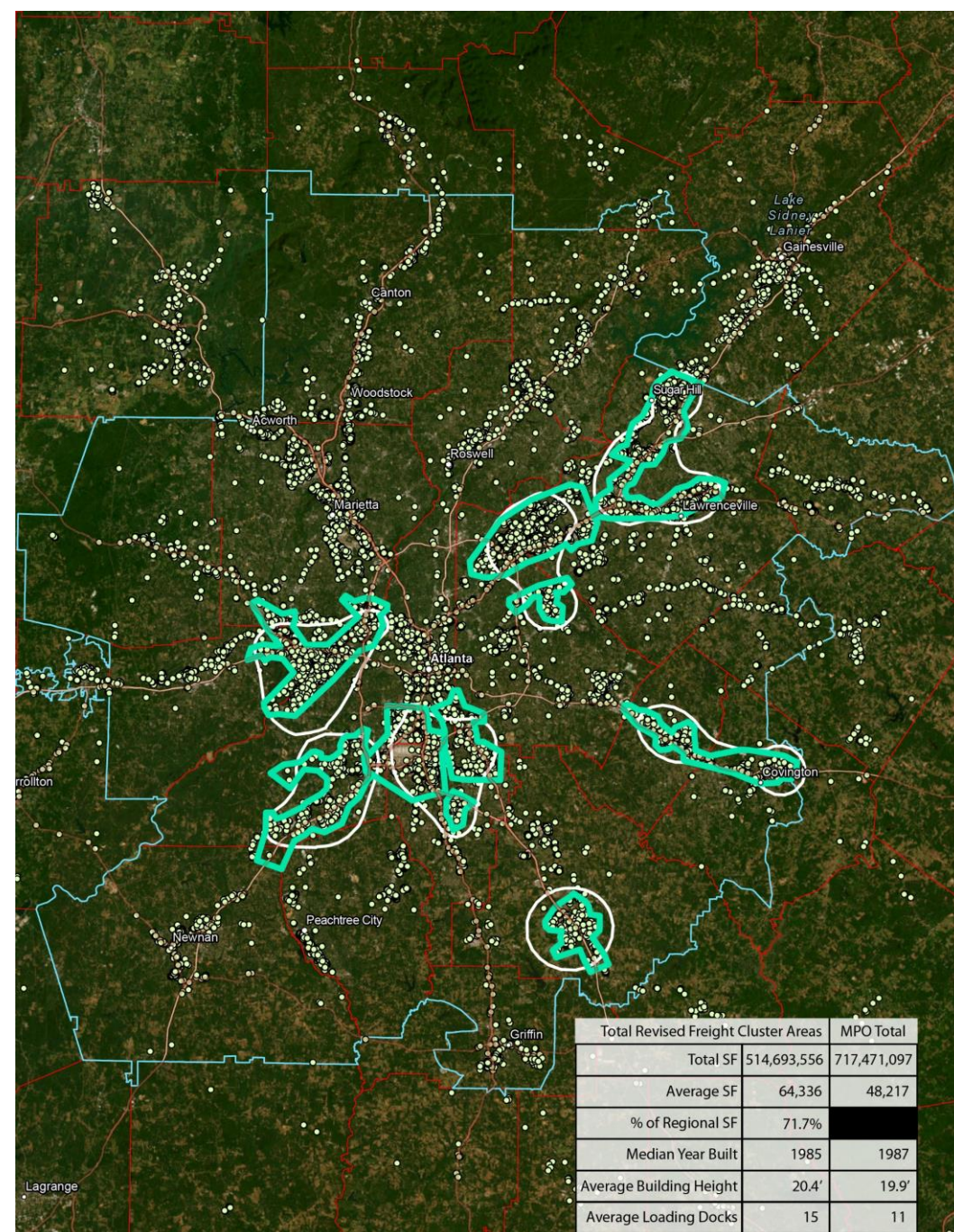
Min MPO+ RBA: **240 SF**

MPO+ is ARC MPO boundary plus some areas that border MPO boundary



Source: CoStar, Kimley-Horn

Revised Freight Cluster Areas



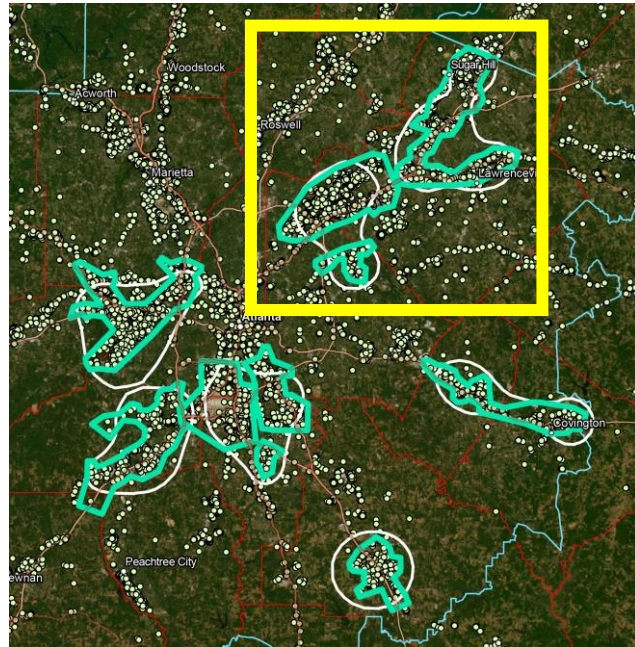
Revisions considered:

- Location of existing, recently built, and planned warehouse and distribution development
- Existing land use within and around each area
- Local plans and policies
- Origin and destination data

Revisions include:

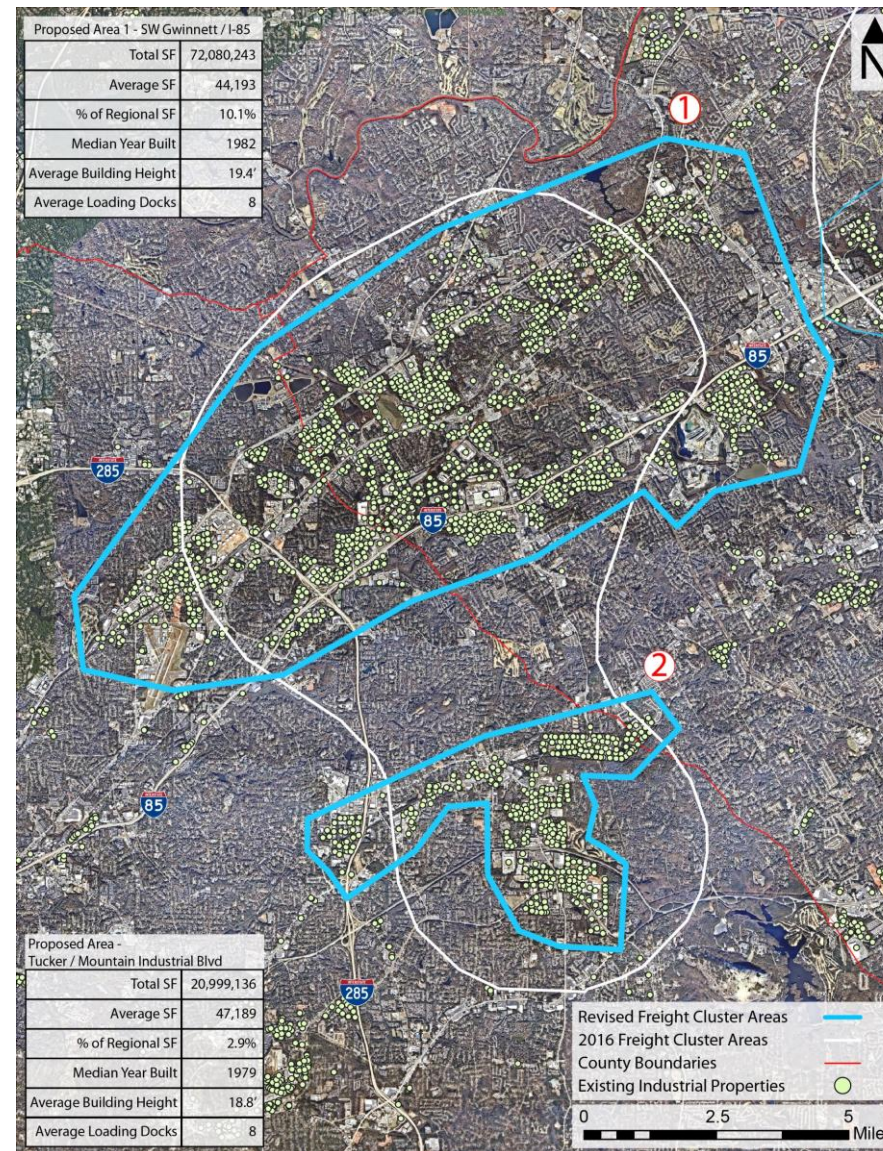
- 10 areas (formerly 7)
- Expanded or reduced areas
- Splitting of some areas into two or three new areas
- Key roadways providing access to each area
- Intermodal facilities

Revised Freight Cluster Areas

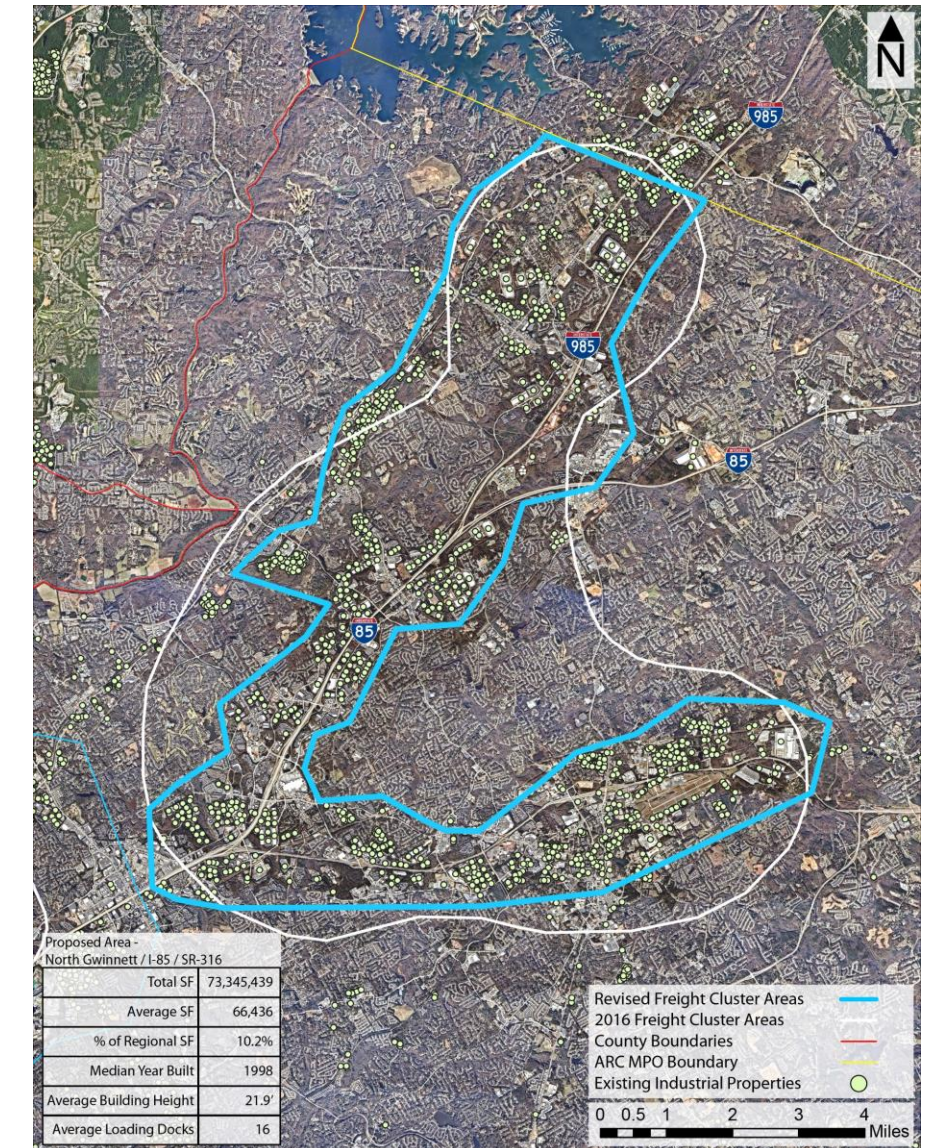


- Three areas
- Gwinnett and DeKalb Counties
- Freight heavy areas along I-85, SR 316, and northwest I-285

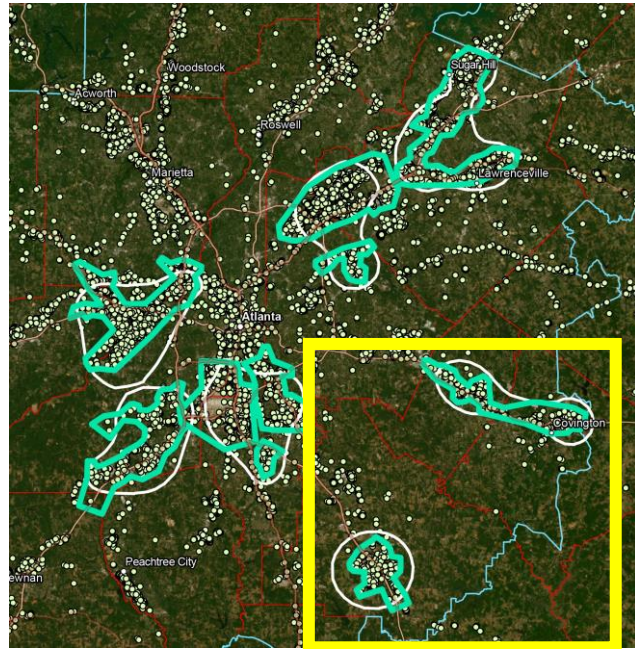
North Gwinnett/I-85



SW Gwinnett/I-85 and Tucker/MIB

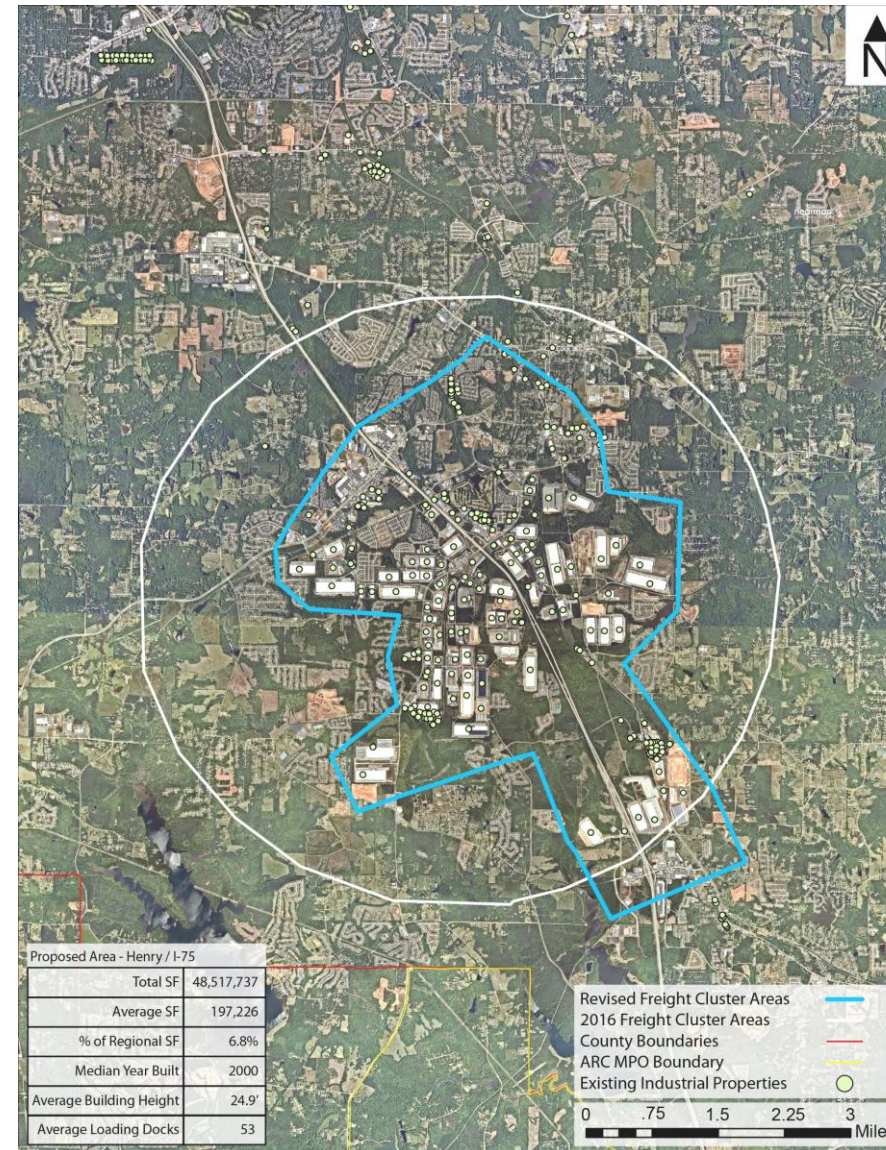


Revised Freight Cluster Areas

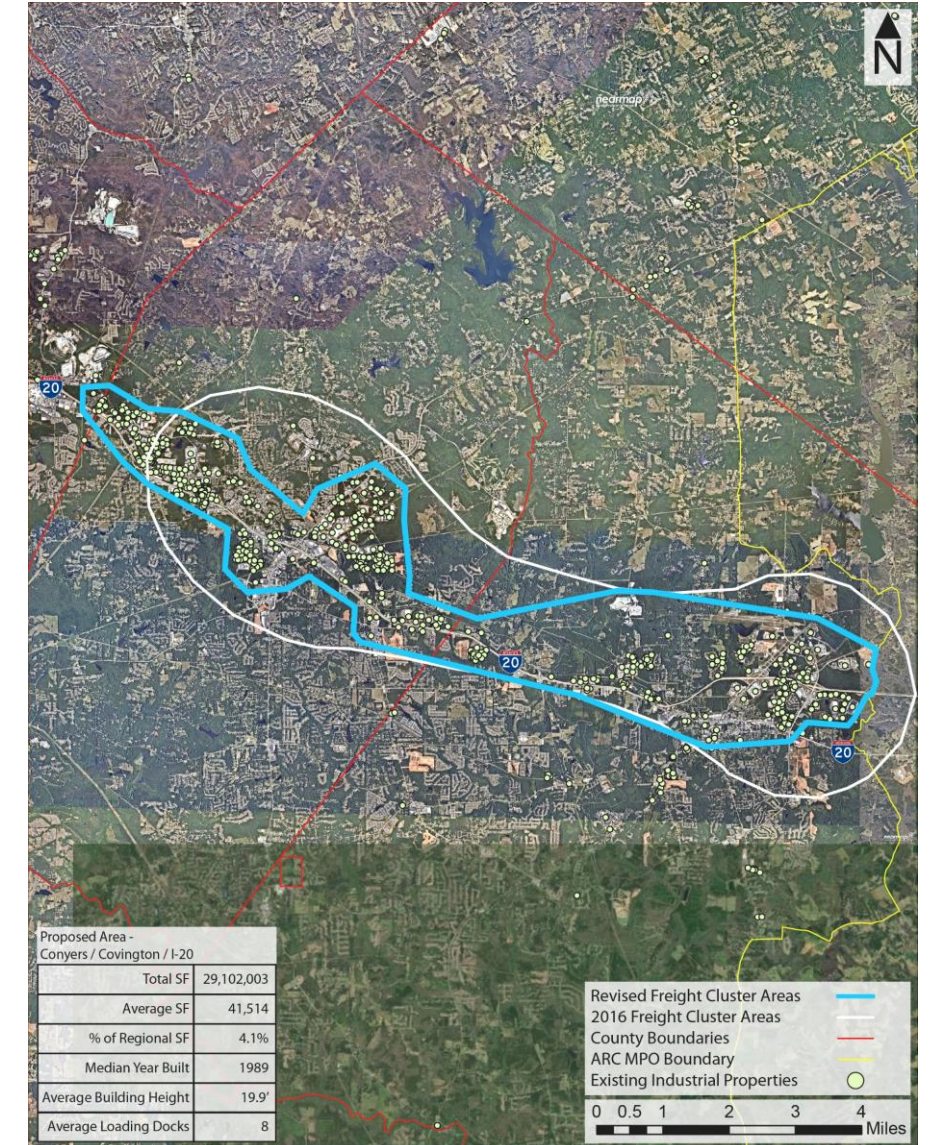


- Two areas
- Henry, Newtown, and Rockdale Counties
- Freight heavy areas along I-75 south and I-20 east

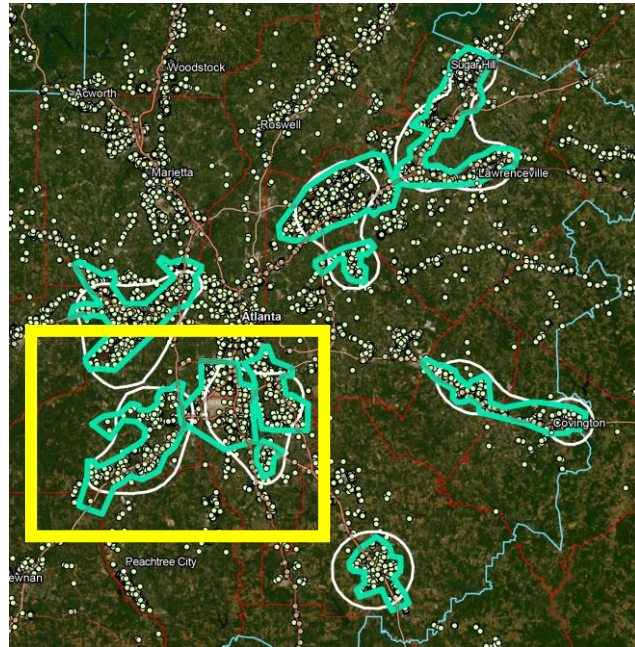
Henry/I-75



Conyers/Covington/I-20

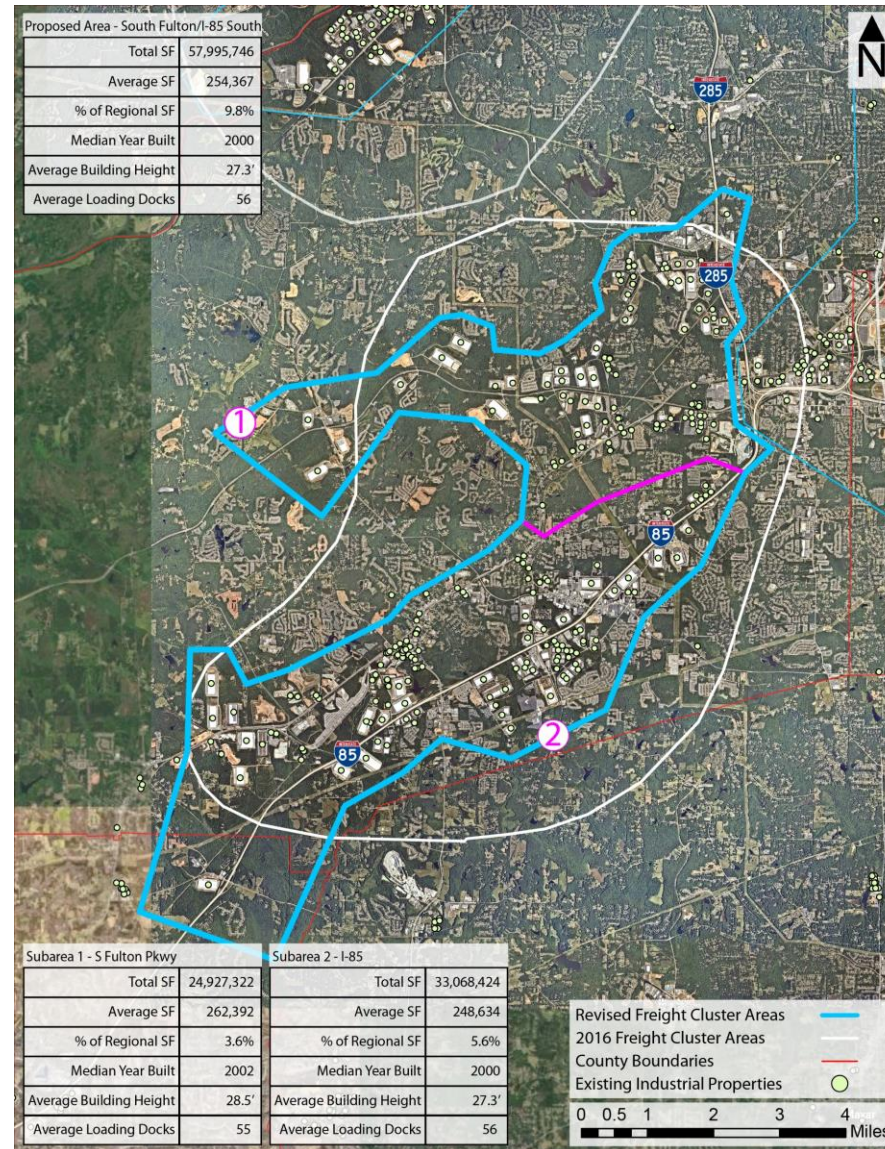


Revised Freight Cluster Areas

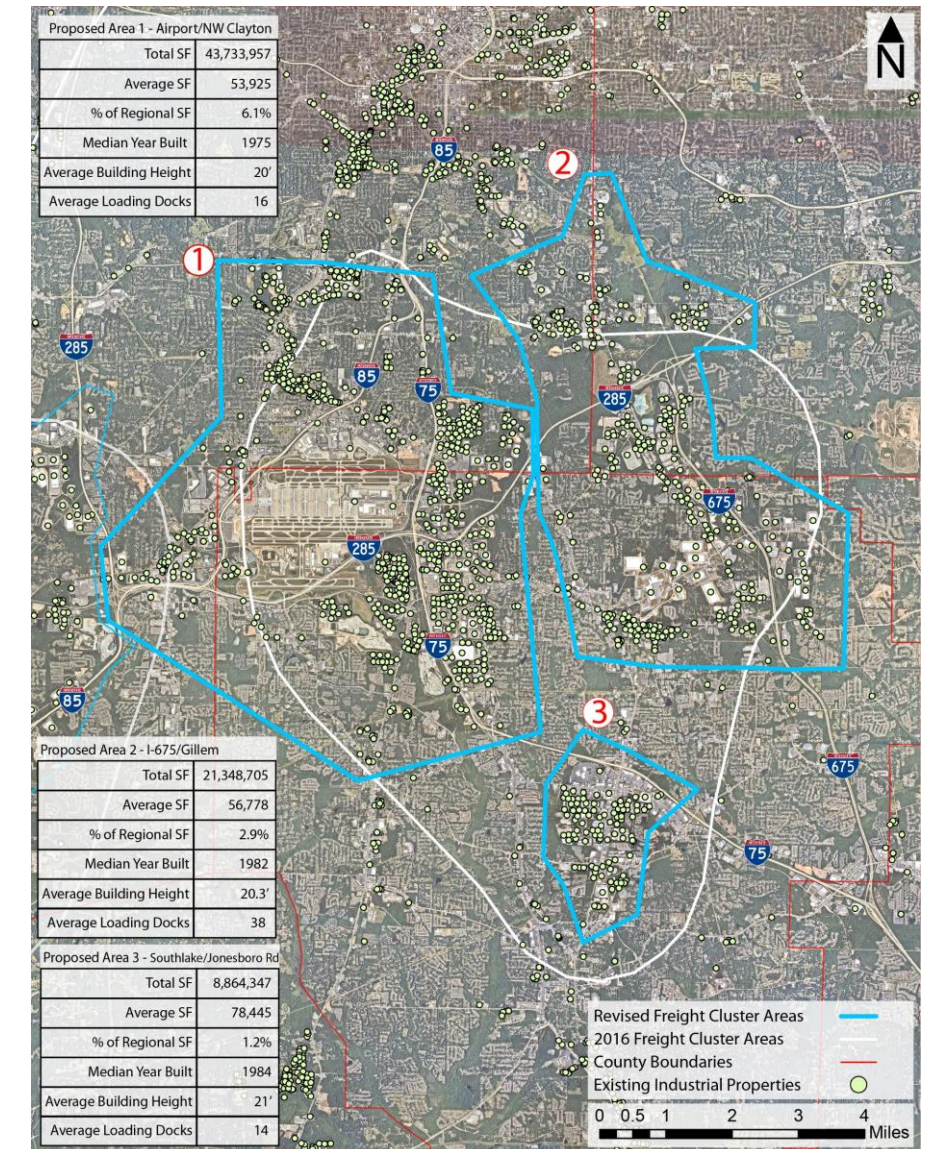


- Four areas
- Clayton, DeKalb, Fulton, and Coweta Counties
- Freight heavy areas along South Fulton Parkway, I-85 south, and I-75 south

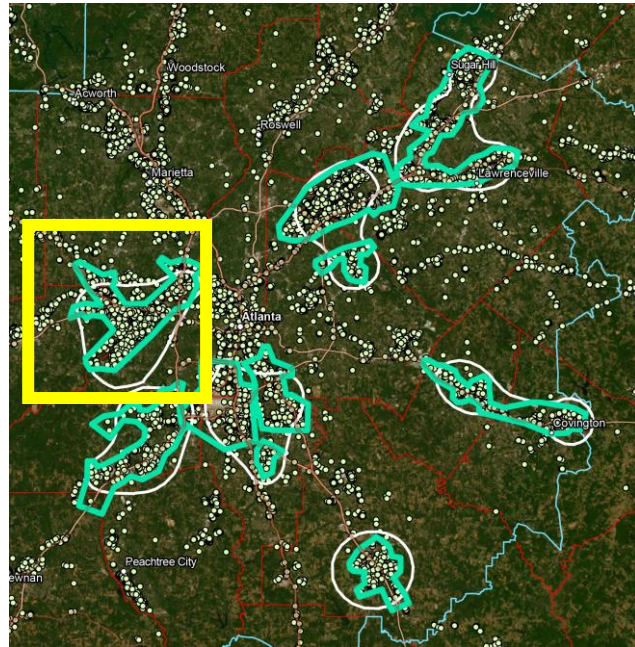
South Fulton/I-85



Airport/NW Clayton

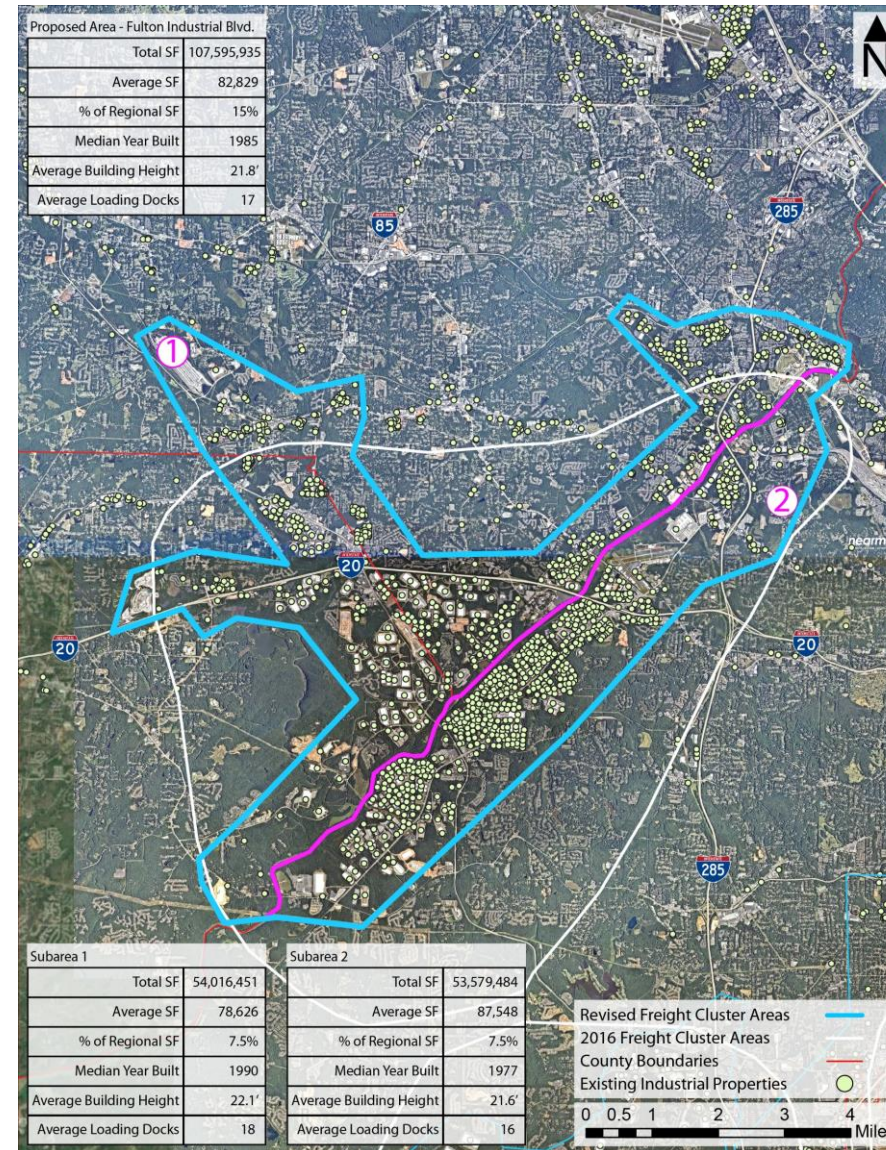


Revised Freight Cluster Areas

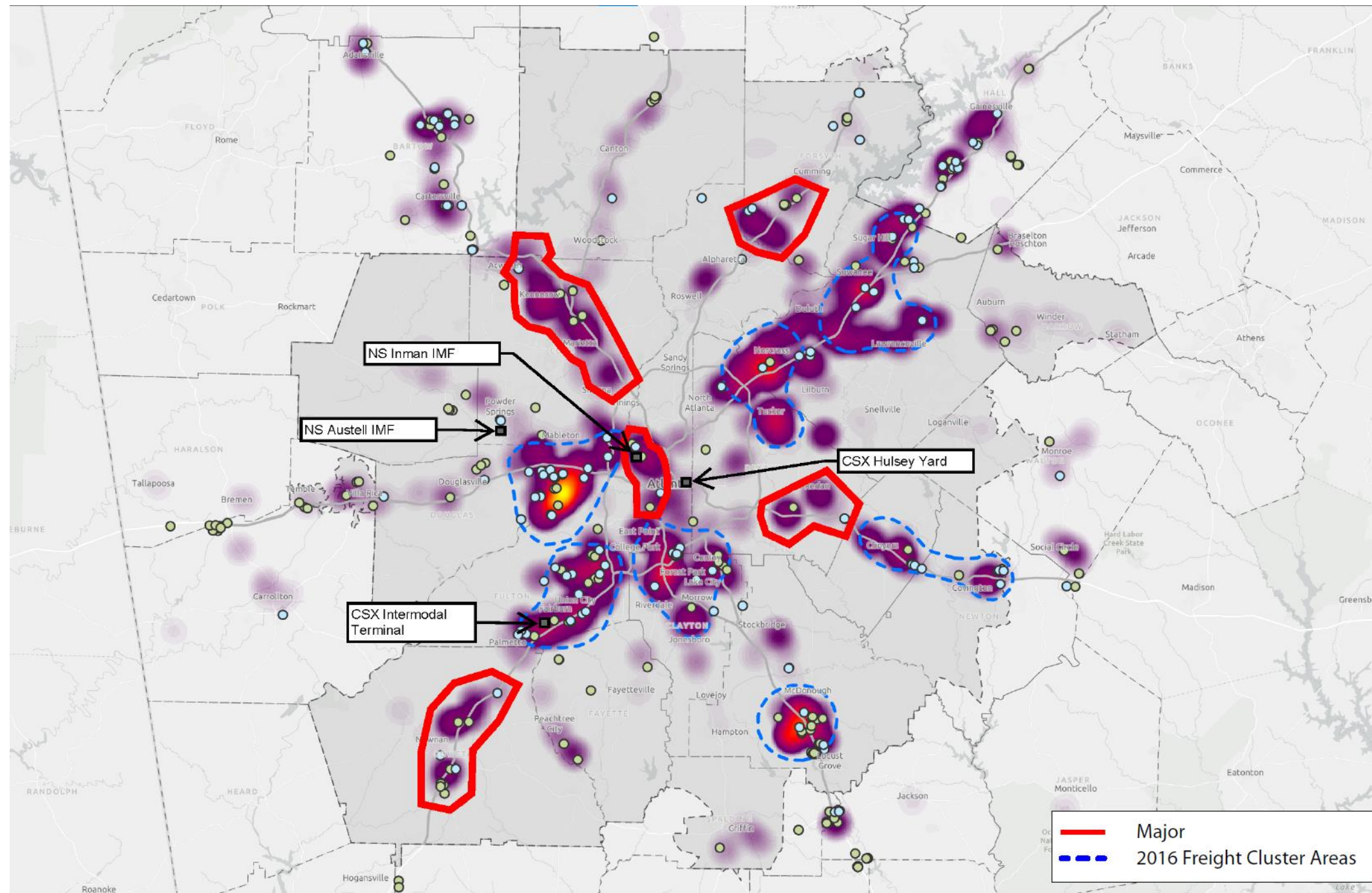


- One area
- Cobb, Douglas, and Fulton Counties
- Freight heavy areas along I-285 west, I-20 west, and Fulton Industrial Boulevard

Fulton Industrial Blvd/S. Cobb

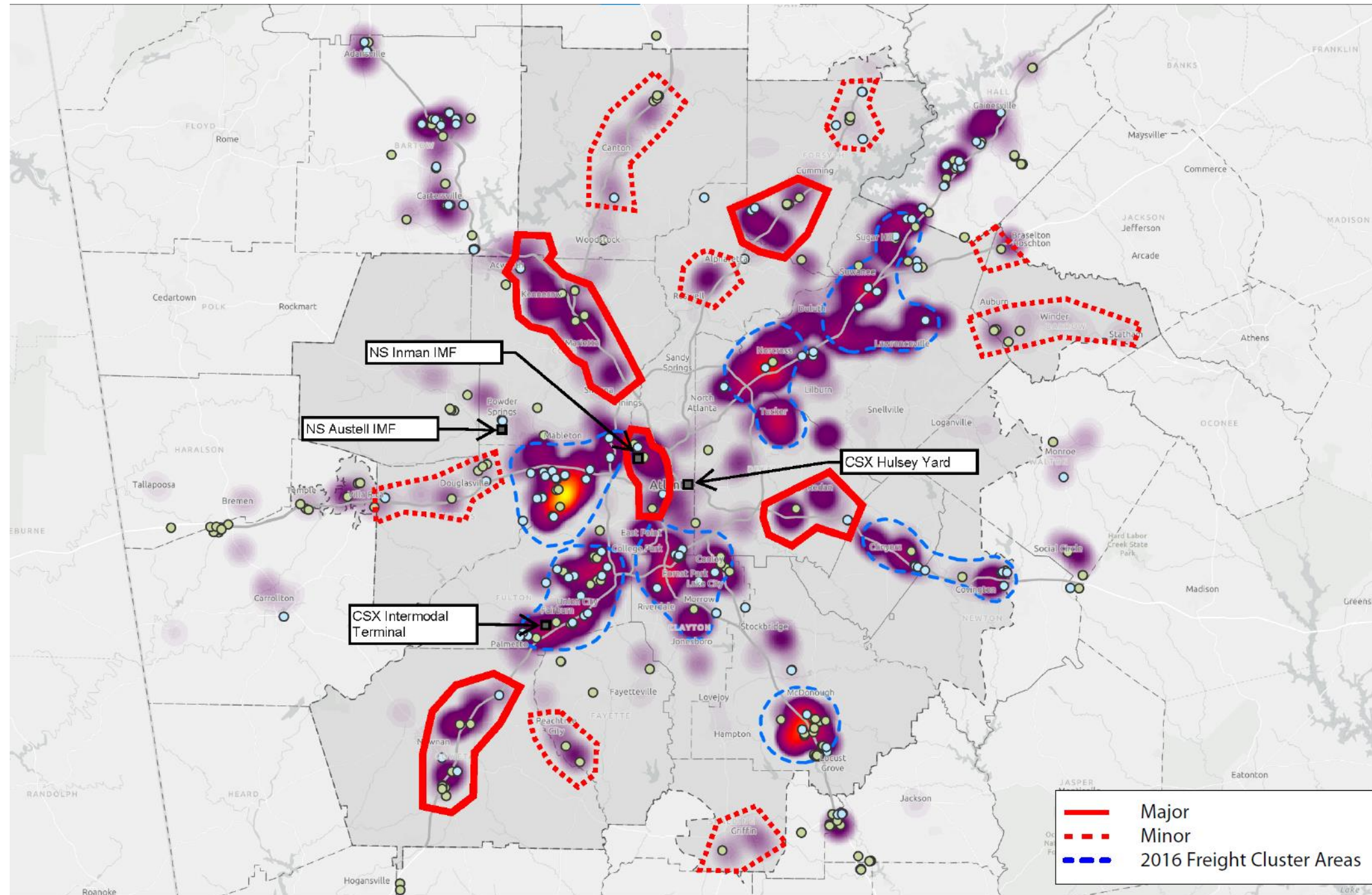


Additional Freight Cluster Areas



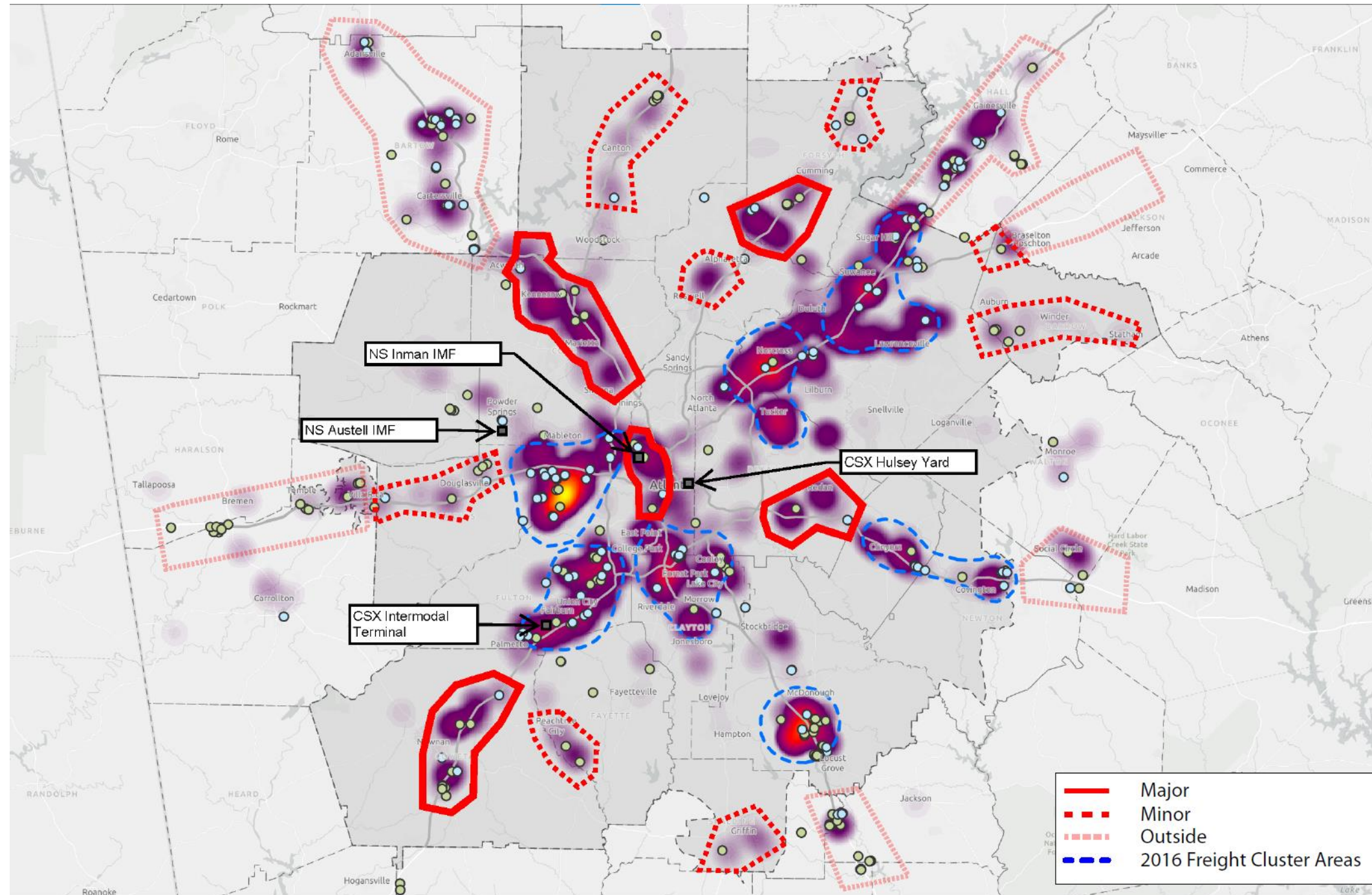
- Five areas with moderate to substantial cluster of existing or proposed warehouse/distribution
- Northwest Atlanta
- Cobb / I-75 north
- North Fulton/South Forsyth
- Southeast DeKalb/ I-20
- Coweta / I-85 South
- Cobb, Douglas, and Fulton Counties

Additional Freight Cluster Areas



- Eight areas with light to moderate cluster of existing warehouse/distribution
- Cherokee/I-575
- North Fulton/GA 400
- Forsyth/GA 400
- Barrow/I-85/SR 316
- Spalding/Griffin
- Peachtree City
- Douglas County

Additional Freight Cluster Areas



- Outside of MPO and study area
- Six areas with moderate to heavy cluster of existing or planned warehouse/distribution
- Explain interconnectedness of freight areas
- Identify key origins or destinations
- Highlight directionality of development



DRAFT GOALS AND OBJECTIVES

Draft Goals and Objectives



SAFETY



OPERATIONS



ECONOMY



**SUSTAINABILITY/
RESILIENCY**



**QUALITY OF
LIFE**



**INTEGRATED
PLANNING**

Draft Goals and Objectives

SAFETY: *Improve the safety and security of the regional freight system and its users*

- Safety of all road users who interact with freight
- Safety and security of freight operators while on the road and parked



OPERATIONS: *Enhance the operations of the freight network*

- Performance around key metrics including travel time, travel time reliability, and network connectivity
- Leveraging and enhancing intermodal connectors to improve system operations
- Improving travel efficiency from trip beginning to end



Draft Goals and Objectives

ECONOMY: *Acknowledge and support key industries and their positive impact on the regional economy*

- Strengthening the capabilities of the regional freight industry
- Understanding of the importance of freight by the public and decision makers



SUSTAINABILITY/ RESILIENCY: *Create a more sustainable and resilient network that incorporates innovative tools and technologies*

- Investment in freight infrastructure to ensure a resilient, sustainable system
- Use of technology and other innovation to streamline system performance and enhance environmental sustainability



Draft Goals and Objectives

QUALITY OF LIFE: *Leverage freight to enhance the quality of life for all people in the metro Atlanta region*

- Access to equitable employment opportunities for all individuals and communities from diverse backgrounds through improved transportation options
- Reinforcement of fair and equitable treatment of all communities relative to the siting of new industrial developments
- Thoughtful integration of freight activity in urban areas
- Convenient, expeditious, and reliable goods delivery



Draft Goals and Objectives

INTEGRATED PLANNING:

Ensure the consideration of freight in broader transportation and land use planning processes

- Consideration of freight and industrial developments within the larger community and their impacts
- Acknowledgment of the need for housing within a reasonable commute time of industrial employment areas and development of policy to facilitate its creation
- Encouragement of meaningful discussion and collaboration between public and private sector entities
- Creation of local government guidance and tools to support integration of freight with the local planning process



Questions?

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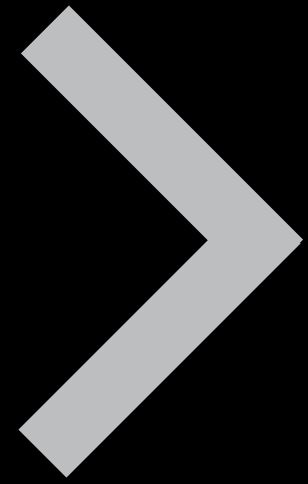
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