

# **KEEP ON TRUCKING – REGIONAL, STATEWIDE, AND MULTI-STATE PERSPECTIVES ON FREIGHT PLANNING**

**2021 GPA/TAPA FALL CONFERENCE  
OCTOBER 7, 2021**



# TODAY'S PRESENTERS



**Dan Pallme**

Assistant Chief of Environment and Planning  
Freight and Logistics Director



**Amy Kosanovic**

Planning Supervisor, Freight & Logistics Division



**Daniel Studdard, AICP**

Principal Planner  
Freight Cluster Program Manager



**Erin Thoresen, AICP**

Senior Transportation Planner



# ARC FREIGHT CLUSTER PLANNING PROGRAM

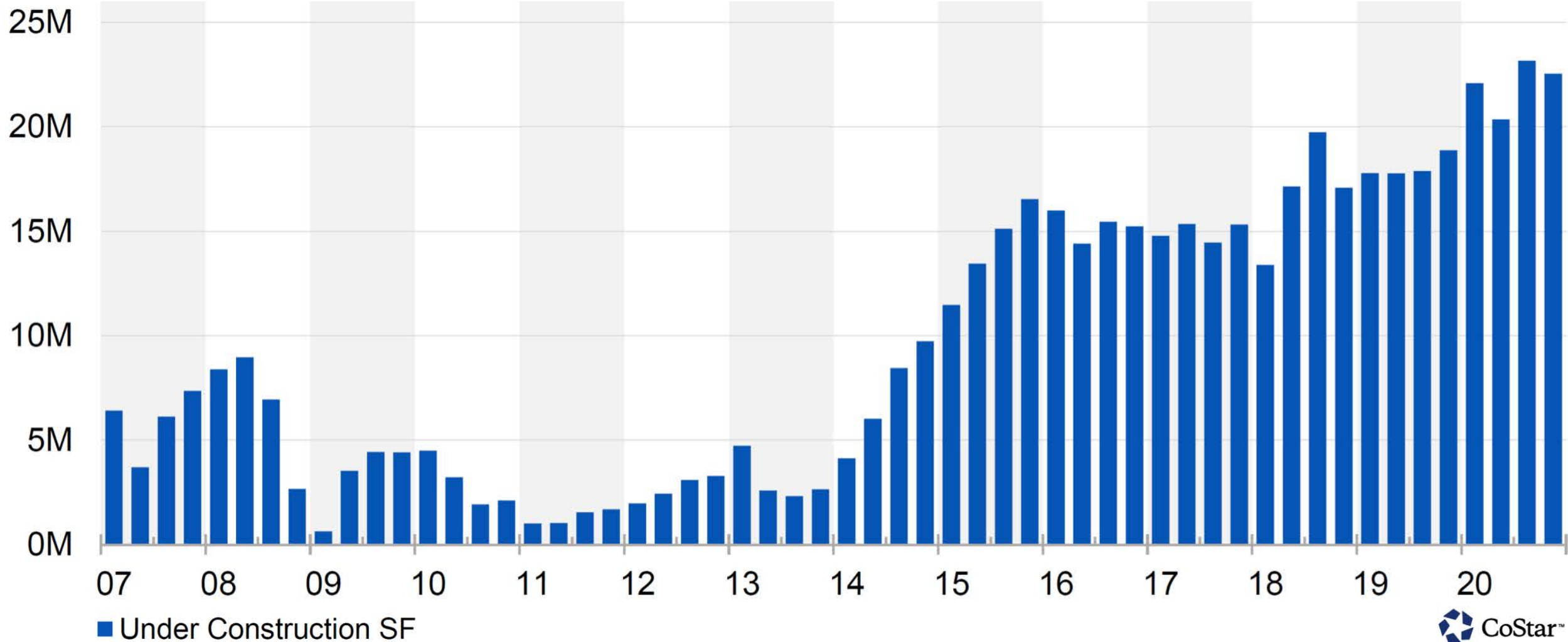
GPA-TAPA 2021 FALL CONFERENCE

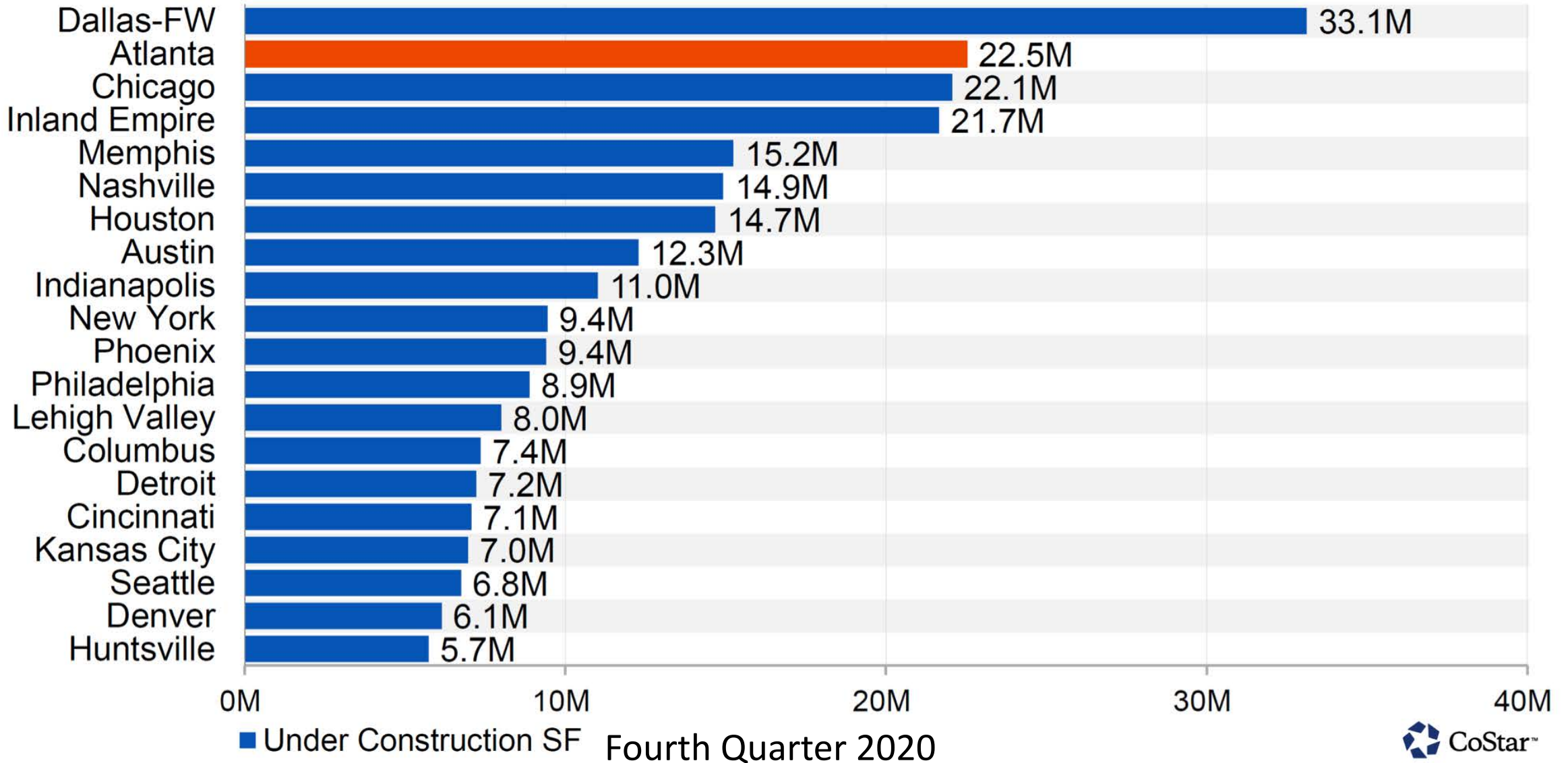
OCTOBER 7, 2021

Daniel Studdard, AICP  
Principal Planner  
Atlanta Regional Commission



## Metro Atlanta Industrial Construction







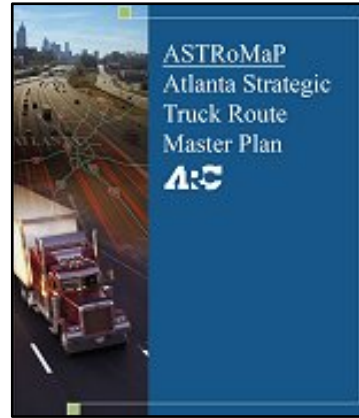
Freight Advisory  
Task Force  
Formed

2003



Atlanta Regional  
Freight Mobility  
Plan

2005-2008



Truck Route  
Master Plan

2010



Atlanta  
Regional  
Freight  
Mobility  
Plan Update

2015-2016



Truck  
Parking  
Study

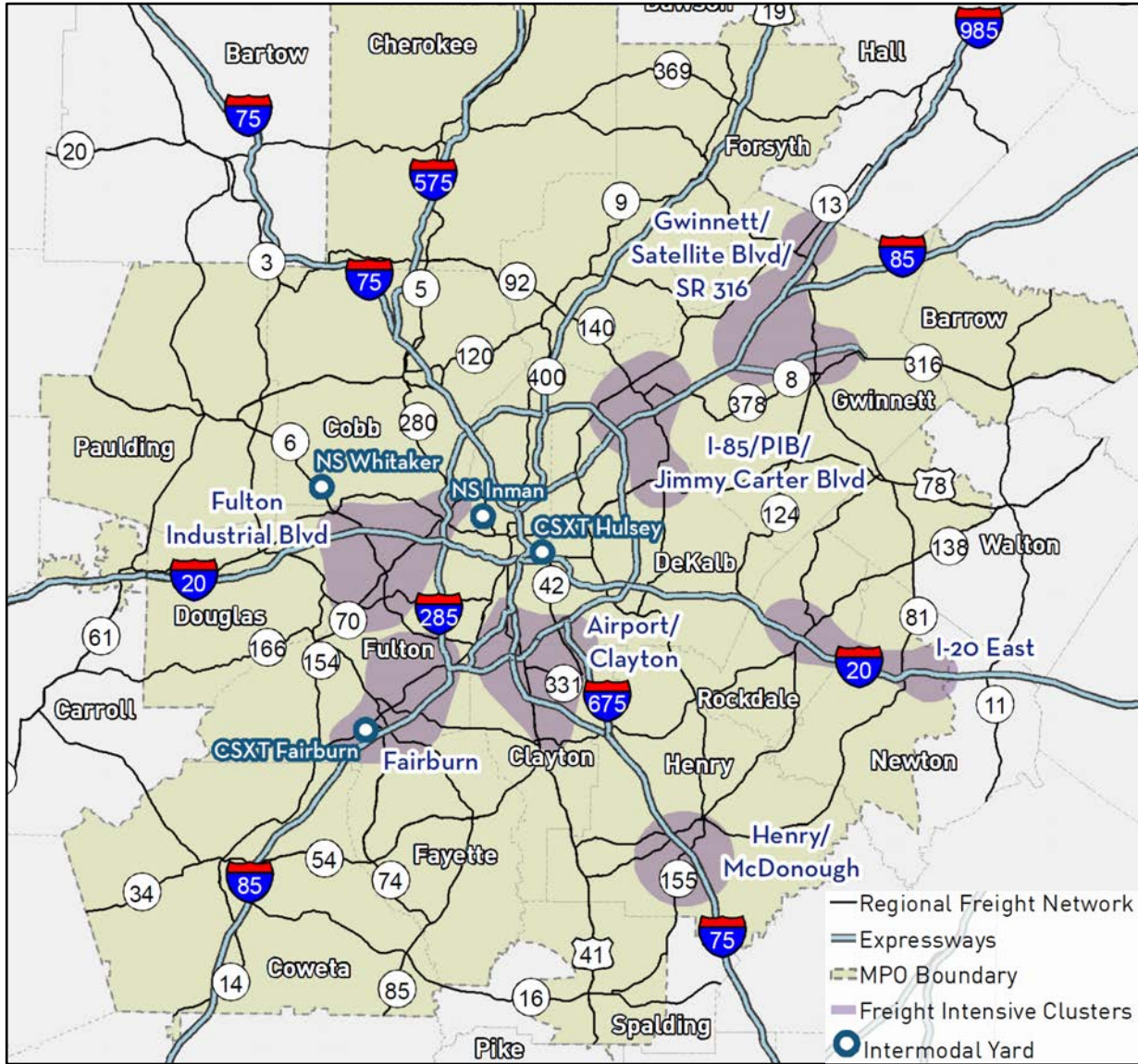
2017-2018



Freight  
Cluster  
Plans

2019-???

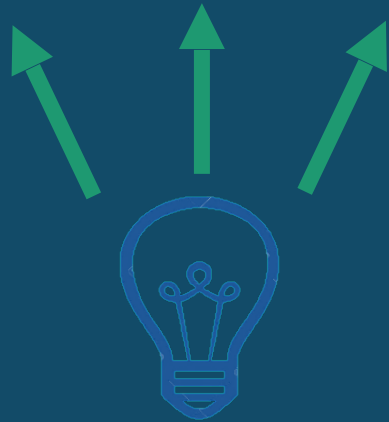




- Freight clusters were identified based on existing development
- Land use data from Georgia Power was used to identify industrial businesses, rather than zoning or land use data
  - Industrial development commonly is located near other industrial development
  - Infrastructure in these “Freight Clusters” supports economic development



## Regional Transportation Plan (RTP)/Transportation Improvement Program (TIP)



## Freight Cluster Plan

How can the local sponsor best prepare to pursue funding and project implementation?

### Plan Elements

- Best Practices Report
- Existing Conditions/Needs Assessment
- Traffic Study
- Extensive Outreach Efforts
- Recommendations
  - Prioritized project list
  - What projects will be implemented first?





## Transportation Planning

## Traffic Analysis

- **Roadways/Connectivity**
  - New roadways
  - Roadway extensions
  - Identification of freight routes
  - Trucks in residential areas
  - Route conflicts/issues
  - Access management
  - Asphalt/Striping Condition
- **Crash Data Review**
  - Crash hotspots
  - Freight specific needs
- **Signage and lighting**
  - Truck drivers may not be local
- **Bridges**
  - Weight restricted bridges
  - Sufficiency ratings analysis
  - Low bridge conflicts
- **Rail**
  - Freight activity
  - RR Crossings: Vehicle operations/design analysis
- **Truck Parking**
  - Unauthorized parking locations
  - Staging near industrial
- **AM and PM Peak Hour Analysis**
- **Off-Peak analysis if needed**
- **Future year analyses**
- **Field Review**
- **Geometric Design Review**
- **Detailed Recommendations**
- **Operations, Capacity, and ITS Projects**



## Access to Jobs

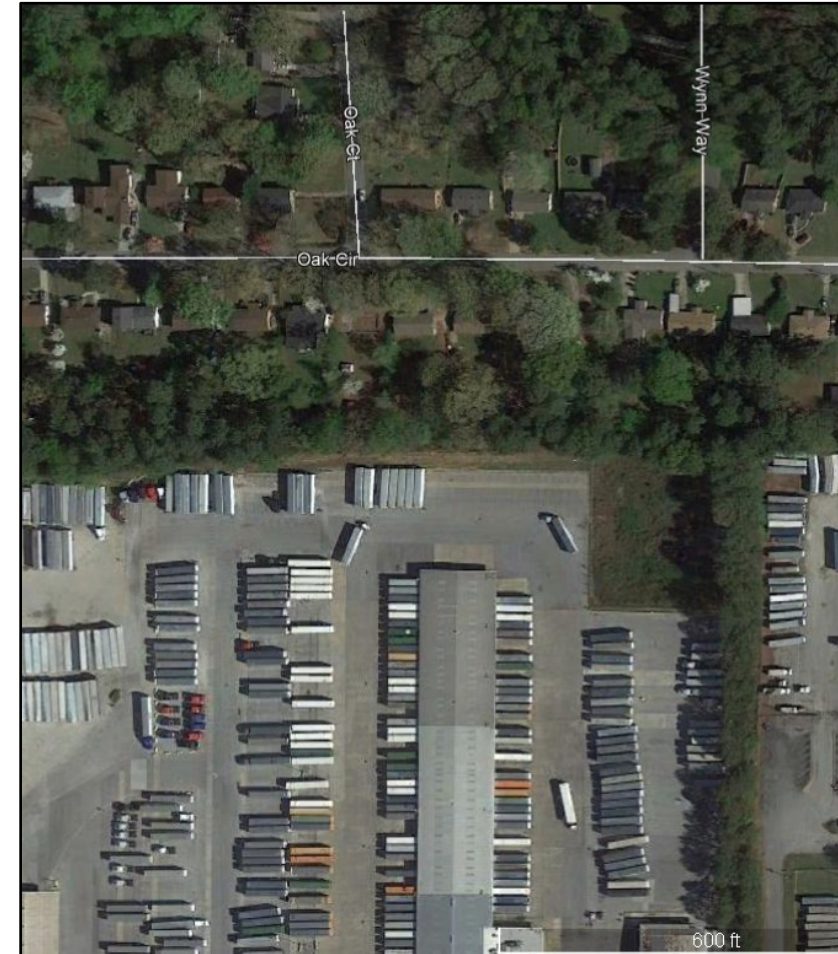
- Transit Access
  - Route location/frequency
  - Roadway design for buses
- Bike/ped infrastructure
- Context sensitive design
  - Bicyclist/pedestrian safety
  - Maintain truck operations

## TDM: Georgia Commute Options

- Carpool/Vanpool Ridematching
- Guaranteed Ride Home
- Employer assistance/  
Commuter incentives

## Land Use

- Growth Potential for  
Traffic Analysis
- Future land use  
changes
- Existing Land Use/  
Zoning review
  - Residential Conflicts?
  - Is Residential allowed  
adjacent to land  
zoned for Industrial?



Incompatible Land Uses



## Field reviews

identify:

- Design problems
- Operational issues
- What is that???

Data is great, but  
it doesn't tell us  
everything



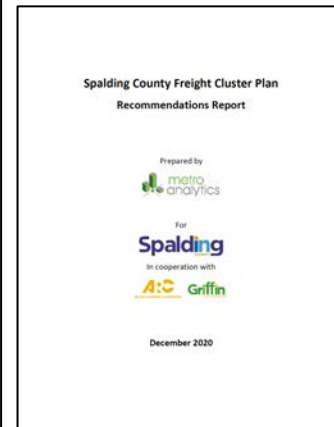
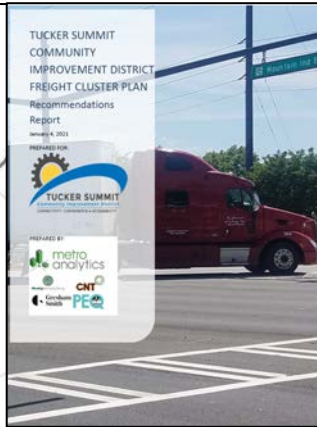
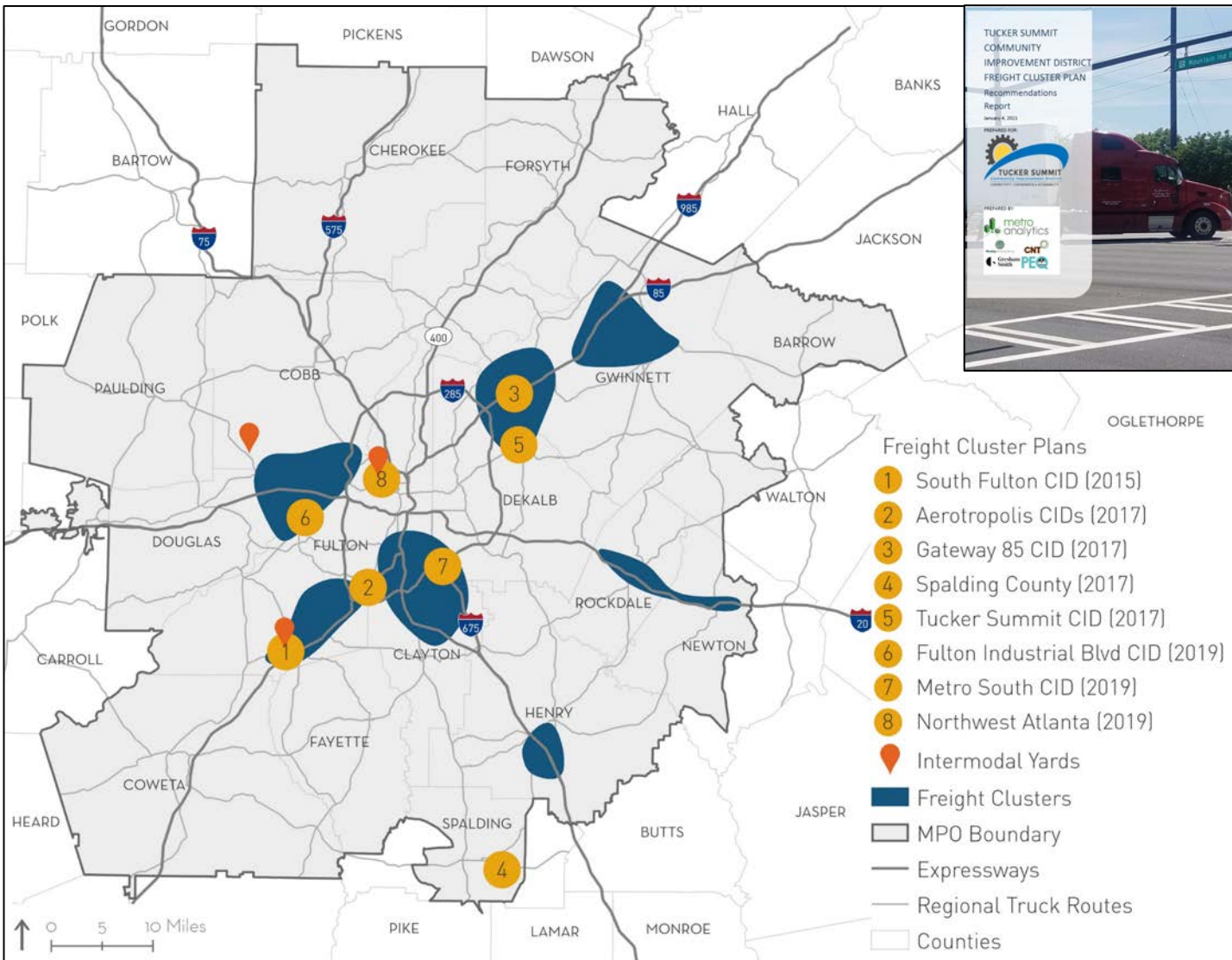


- Freight Advisory Task Force
- Stakeholder Advisory Committee
- Stakeholder Interviews
- Truck Driver Surveys
- Technical Advisory Committee
- Online/Virtual Meetings
- Online Surveys/Mapping tools
- Public Meetings
- Open House meetings at Industrial Facilities





- Freight knowledge gap
  - Most planners/engineers don't focus on freight and may lack freight planning expertise
  - How can we better integrate freight into planning, engineering, and policy?
- Benefits of the plans
  - Identifying issues with traffic operations, parcel level access, turning radii at intersections, steep drop-offs along roads, signage, access to jobs, etc.
  - Study areas can address transportation and become better suited for development/redevelopment
- Outreach
  - Challenging to get input from the private sector
    - Existing relationships are key; Law enforcement can be helpful
  - Outreach example: One consultant had truck drivers conduct surveys with other truck drivers
- Data challenges
  - Is there a way to know what commodities are moving locally?
  - Some vendors provide specialized data, but there is additional financial cost – i.e. Streetlight Data can provide Origin/Destination data



- 2018 South Fulton CID Multi-Modal Plan
- Four freight cluster plans were conducted 2019 – early 2021
- Two new plans ongoing
- Northwest Atlanta in procurement
- New application window closed in July
- TIP Solicitation now open and allows freight cluster plan applications

A photograph of a freight yard. In the foreground, a white truck with a yellow container is parked. To the right, there are several tall stacks of colorful shipping containers (yellow, red, blue, green). In the background, there is a tall metal structure, possibly a crane or conveyor system, and a fence. The sky is blue with some clouds. The text is overlaid on the left side of the image.

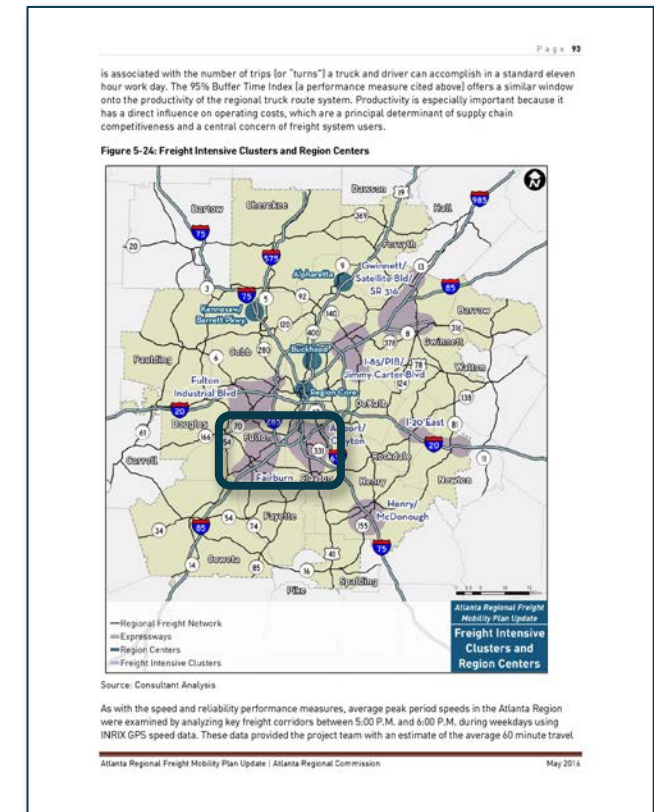
# AEROTROPOLIS FREIGHT CLUSTER PLAN

ERIN THORESEN, AICP  
GRESHAM SMITH

# STUDY OVERVIEW

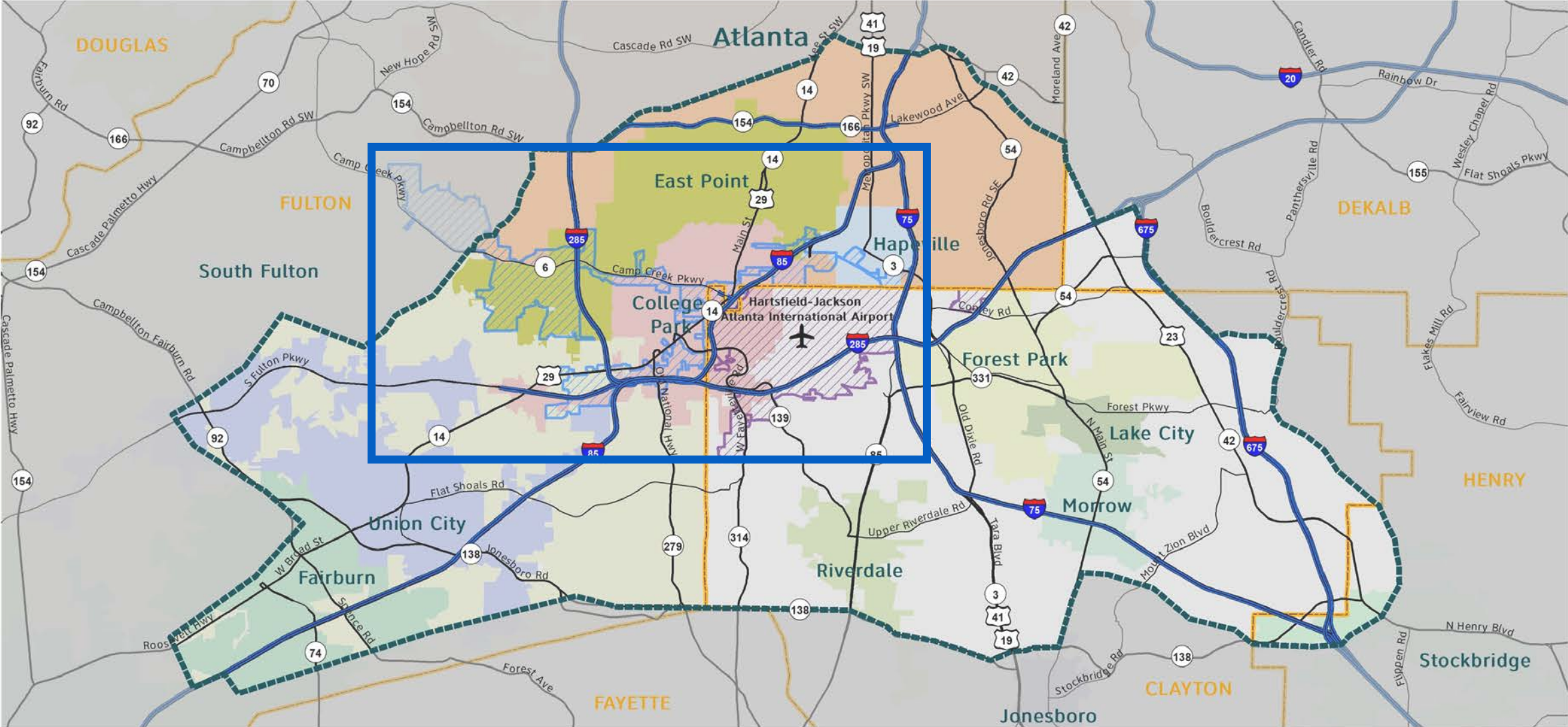
- Project sponsor: ATL Airport Community Improvement Districts (AACIDs)
- Partnership between cities of Atlanta (Hartsfield-Jackson Atlanta International Airport) College Park, East Point, Forest Park, and South Fulton, as well as Clayton County
- Factors influencing the study include:
  - Air cargo expansion at Hartsfield-Jackson
  - Expansion of the Port of Savannah
  - Rise of e-commerce, fulfillment centers, home delivery
  - Significant development including warehouses, distribution facilities, and logistics centers
  - Highly mixed and competing land uses

Aerotropolis area named as **regional freight cluster** in the 2016 Atlanta Regional Freight Mobility Plan Update





# STUDY AREA



# GOALS AND OBJECTIVES



## IMPROVE FREIGHT OPERATIONS

- Maintain economic competitiveness
- Improve travel time reliability and expand truck parking opportunities



## IMPROVE SAFETY

- Identify operational and pedestrian enhancements
- Support mobility and workforce access



## FACILITATE STAKEHOLDER ENGAGEMENT

- Educate stakeholders and community members about emerging trends in freight and logistics
- Understand their concerns and priorities



## CONDUCT STRATEGIC INVESTMENT PLANNING

- Prioritize projects
- Identify quick wins



# ENGAGEMENT

We used a variety of mechanisms to engage a range of stakeholders, including private sector representatives and truck drivers

# RECOMMENDATION CATEGORIES



ACCESS  
MANAGEMENT



CAPACITY /  
WIDENING



INTERSECTION  
IMPROVEMENTS



PEDESTRIAN SAFETY /  
WORKFORCE  
SUPPORTIVE



SMART CORRIDOR /  
ITS TECHNOLOGY



STUDIES



WAYFINDING &  
SIGNAGE



POLICIES &  
STRATEGIES

# PROJECT EXAMPLES

- Scoping studies to help refine project needs and program projects
- Interchange modification report
- Upgrade and install new signage to improve wayfinding and redirect traffic to preferable routes and key destinations
- Improvements to curb radii and intersection geometry, signal timing and phasing
- Narrowing curb radii to dissuade trucks from traveling on streets where they are prohibited
- First/last mile improvements - new sidewalk and bus stop upgrades along transit routes in job centers to support access to jobs
- Work with local and state agencies to prioritize implementation of MaxTime for signal coordination and timing along freight corridors
- Medians to improve access management and reduce lane-changes and sideswipe collisions

**Ben Hill Rd @  
Welcome All Rd**

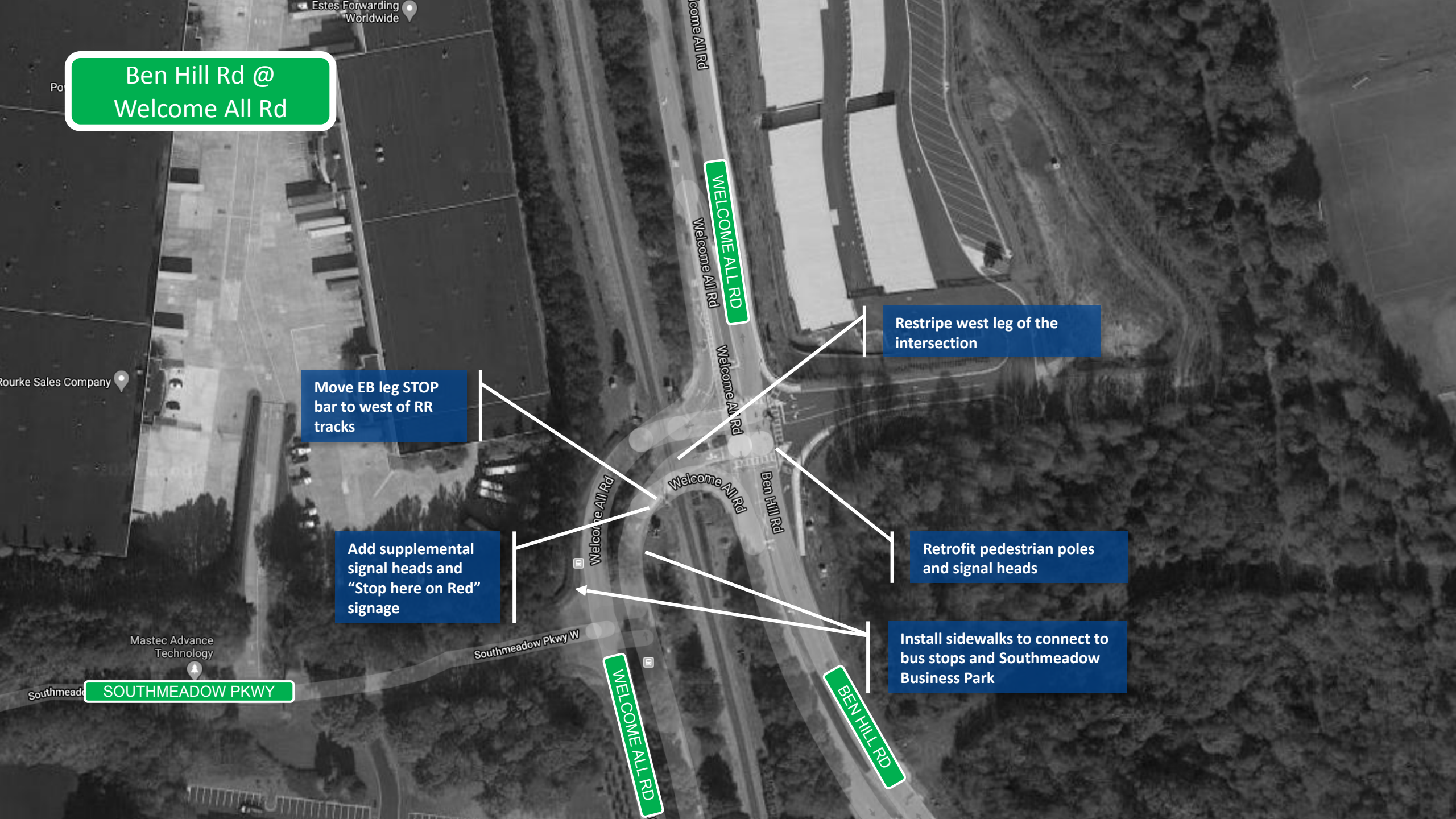
**Move EB leg STOP  
bar to west of RR  
tracks**

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

**Restripe west leg of the  
intersection**

**Retrofit pedestrian poles  
and signal heads**

**Install sidewalks to connect  
to bus stops and Southmeadow  
Business Park**



**SR 139/Riverdale Rd @  
Phoenix Blvd/Forest Pkwy**

**Barrier-separated turn lane  
onto I-285 EB**

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

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

**Provide directional signage  
to I-285**

**Increase turning radii and  
upgrade curb radii**

**PHOENIX BLVD**

**FOREST PKWY**

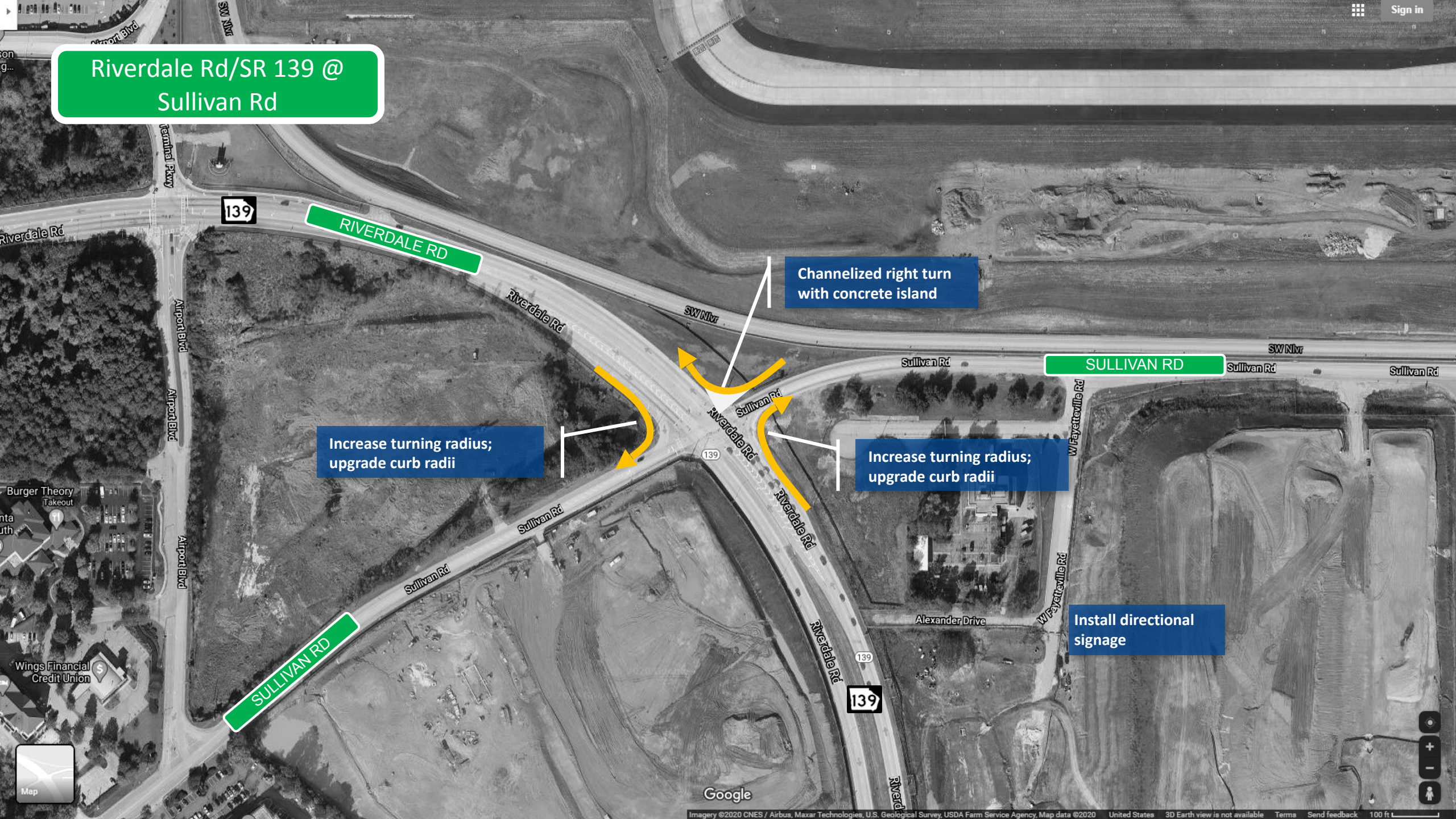
**RIVERDALE RD**



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



# Riverdale Rd/SR 139 @ Sullivan Rd



Increase turning radius; upgrade curb radii

Channelized right turn with concrete island

Increase turning radius; upgrade curb radii

SULLIVAN RD

Install directional signage

SULLIVAN RD

RIVERDALE RD





# 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

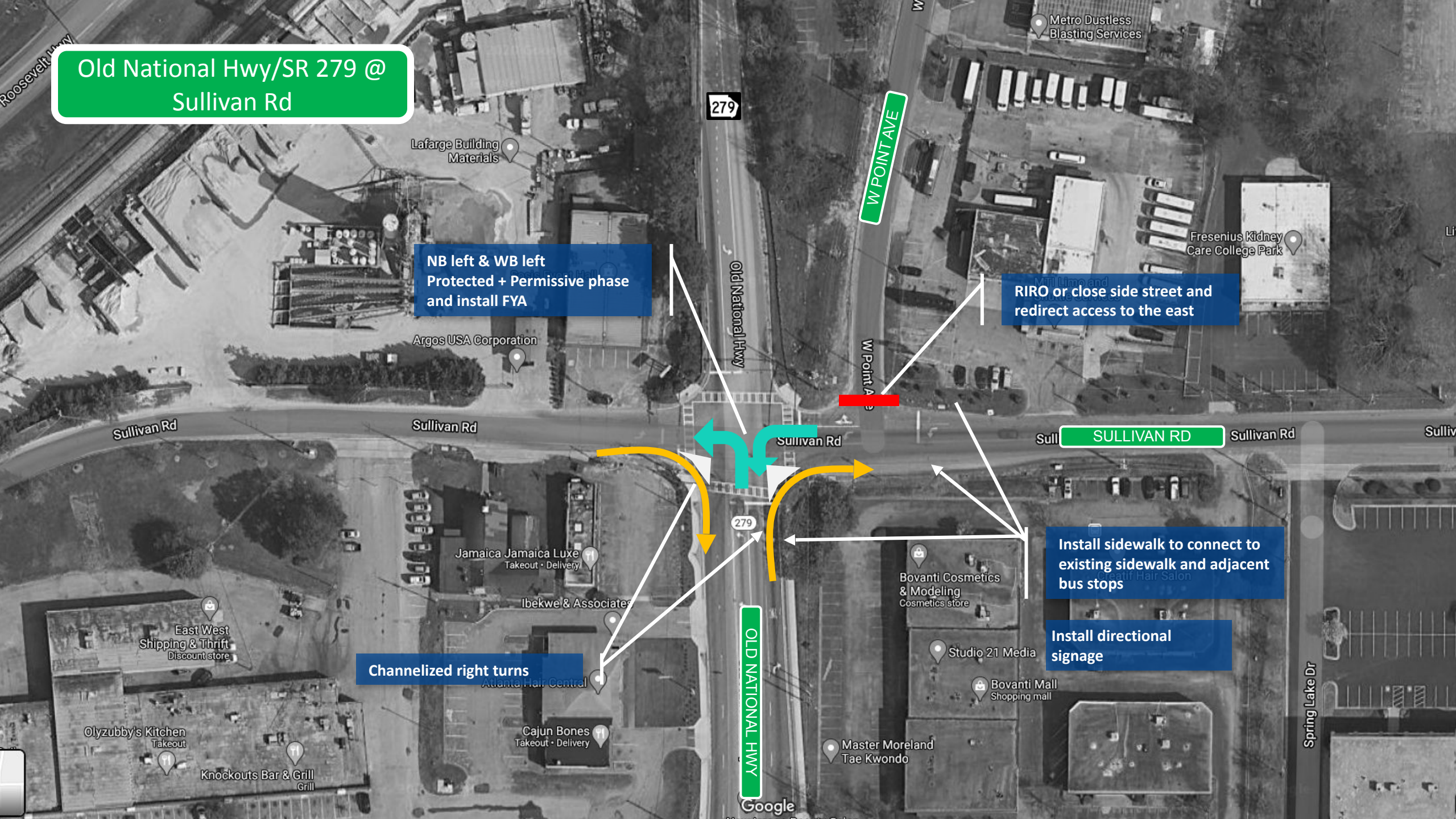
SULLIVAN RD

Install sidewalk to connect to  
existing sidewalk and adjacent  
bus stops

Install directional  
signage

Channelized right turns

OLD NATIONAL HWY



# PRIORITIZATION FRAMEWORK



## STAKEHOLDER INPUT

- Regional partners, elected officials, private sector



## PROJECT READINESS

- Level of effort to implement, inclusion in regional transportation plan, interagency coordination



## ECONOMIC BENEFITS

- Proximity to distribution and activity centers, return on investment by project type



## MOBILITY OPTIONS

- High freight volumes and/or percentages, designated freight corridors, reduction in vehicle delay



## SAFETY

- Proximity to high crash locations, expected reduction in crashes



## ENVIRONMENT & PUBLIC HEALTH

- Anticipated emissions reduction, active transportation components



# GPA/TAPA Conference

National Economic Partnership & Truck Parking

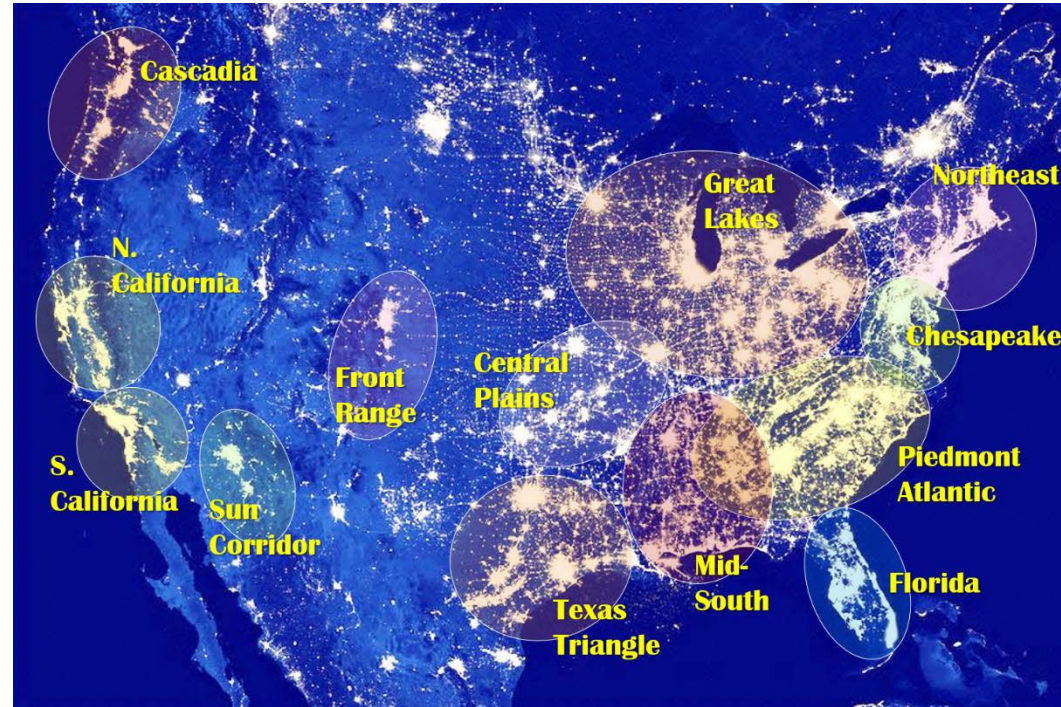
Amy Kosanovic/Dan Pallme  
Freight & Logistics Division

October 7, 2021

# Future Freight Movement Along Freight Alley

## Project Purpose – Need: Why did we do this?

- Go Beyond Boundaries and Discover Regional Advantages
- Collaborative Economic Development through Industry Clustering Analysis



Automotive  
Manufacturing



Aerospace  
and Aviation  
Manufacturing



Agri-Production  
and Food  
Products



Wood Flooring  
and Forest  
Products



Trucking and  
Logistics

# Consortium Members

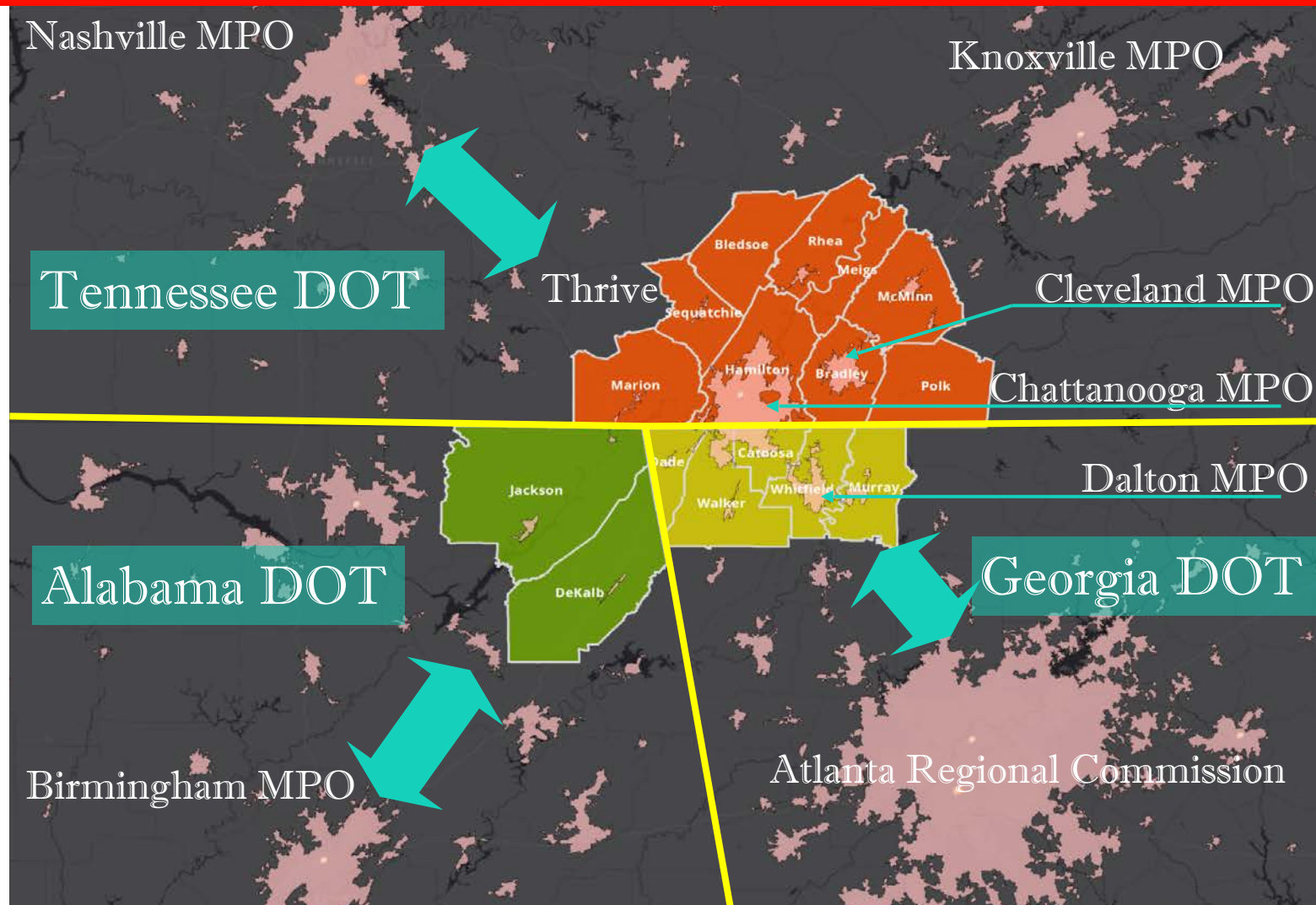
## Freight Movement Along Freight Alley - The Greater Chattanooga Region



### Consortium Members

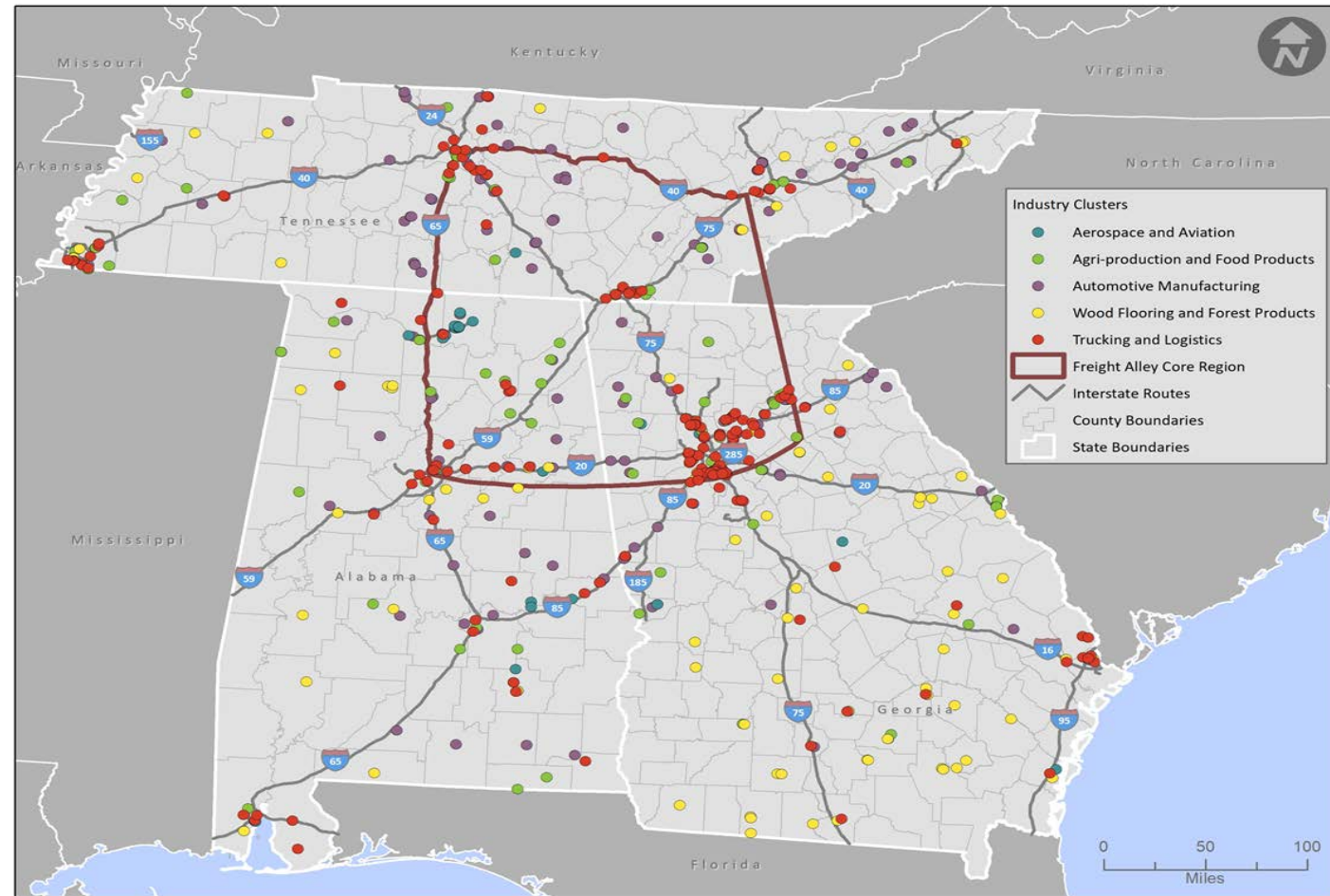
Alabama Department of Transportation  
Georgia Department of Transportation  
Atlanta Regional Commission  
Chattanooga-Hamilton County/North Georgia  
Transportation Planning Organization  
Chattanooga Metropolitan Airport Authority  
Cleveland Urban Area Metropolitan Planning Organization  
Covenant Transport  
Dalton State College  
Greater Dalton Metropolitan Planning Organization  
Hamilton County, Tennessee  
Lee-Smith, Inc.  
McKee Foods  
Northwest Georgia Regional Commission  
Ragan Smith Associates, Inc.  
Regional Planning Commission of Greater Birmingham  
Southeast Tennessee Development District  
Southeast Tennessee Rural Planning Organization  
Tennessee Trucking Association  
Thrive Regional Partnership  
University of Tennessee, Chattanooga  
Geospatial Technology Lab

# Thrive and NEP



# Project Outcomes/Benefits

- **Megaregional Jurisdictional Planning for Industry Clusters**
- **Where Truck Parking and Amenities are Needed**
- **Duplication of Study in Other Megaregions**



<https://www.tn.gov/content/dam/tn/tdot/freight-and-logistics/Consolidated%20NEP%20Final%20Report%20with%20Appendices.pdf>

# Gateways and Connections to Surroundings





# Future Freight Movement Along Freight Alley

## Collaboration with Private and Public Sector

## Truck Parking Coordination in Multi-State Area

# Parking spots – Public and private	Alternative Fuel Locations
Restrooms	Food service
Vending machines	Showers
Weigh stations	Security

## Other TDOT Truck Parking Research Projects

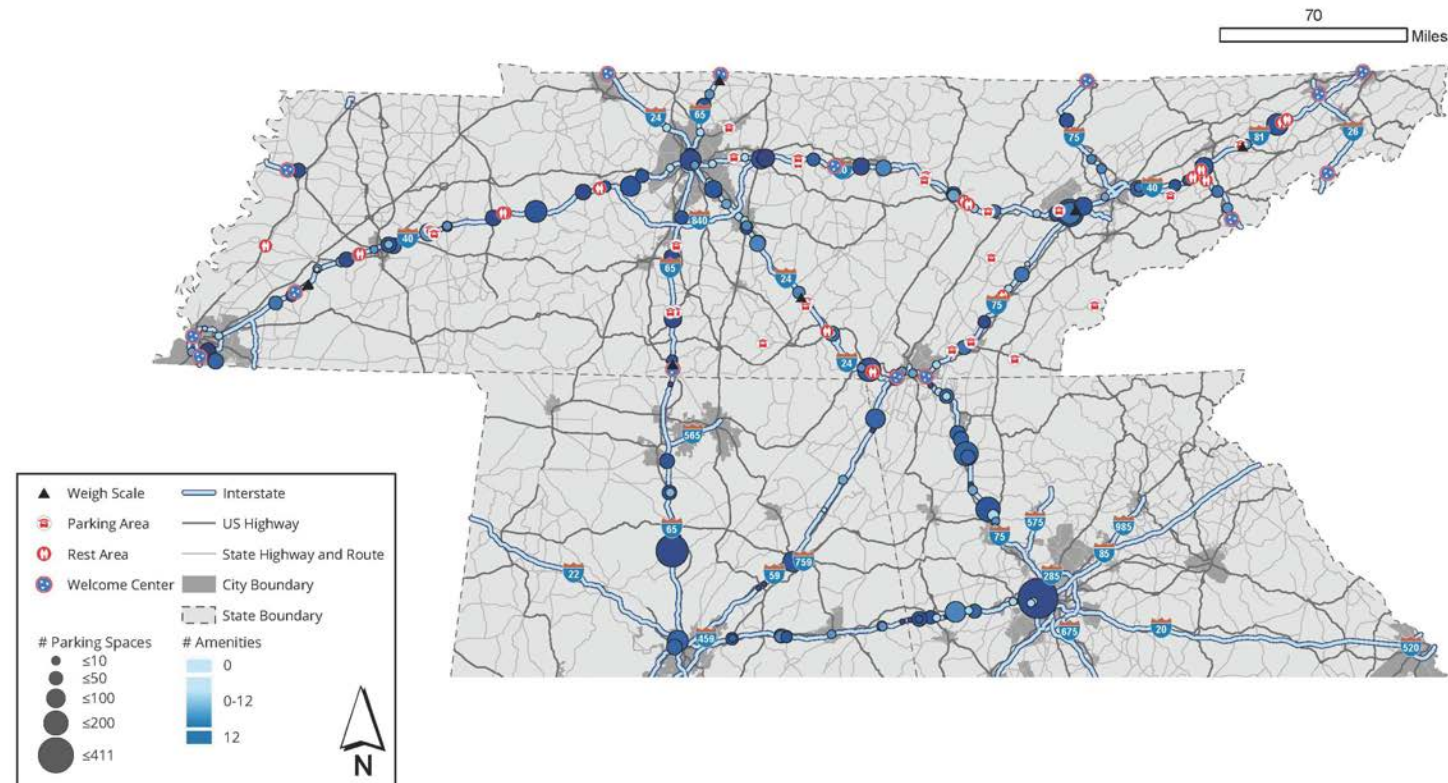
# Truck Parking Locator Map

- # Parking spots – public and private
- Alternative Fuel Locations
- Restrooms
- Food service
- Vending machines
- Showers
- Weigh stations
- Next Steps

Parking locations are represented by a dot, and the amount of parking spaces are depicted by the size of the dot. Location amenities are shown by shades of blue, a darker shade means a higher number of amenities.

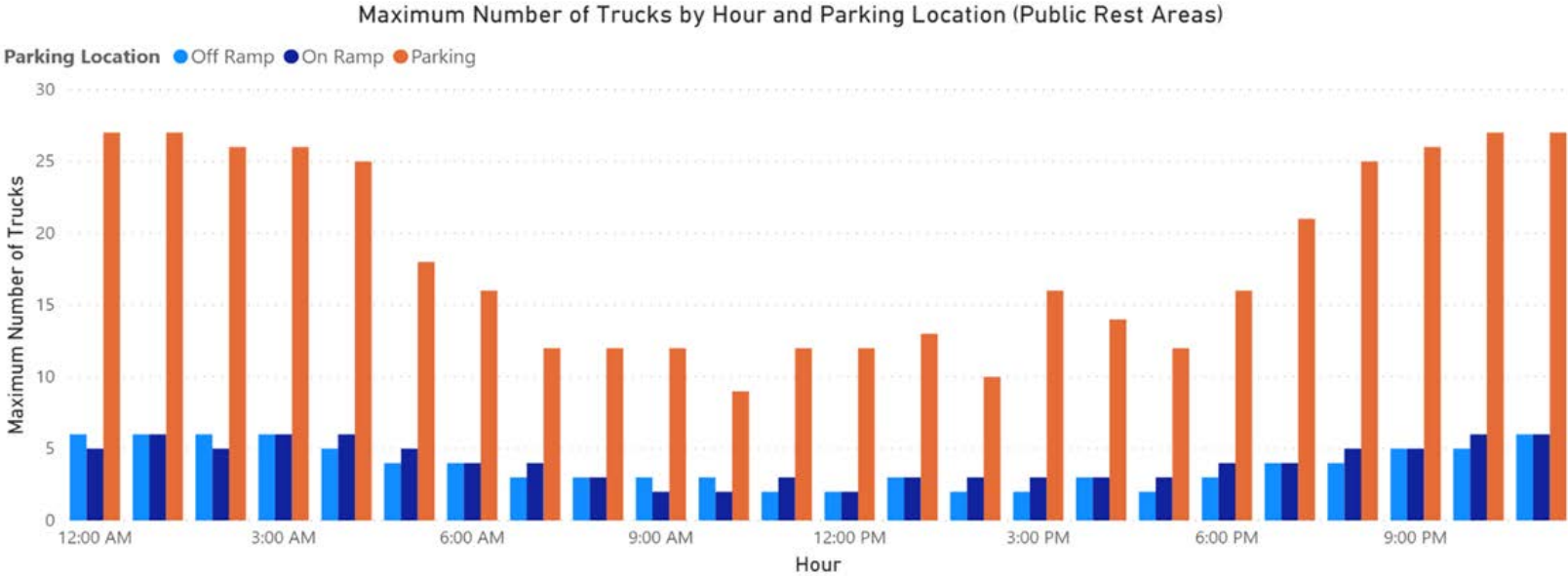
## Tennessee Truck Parking

Including major corridors in Georgia and Alabama



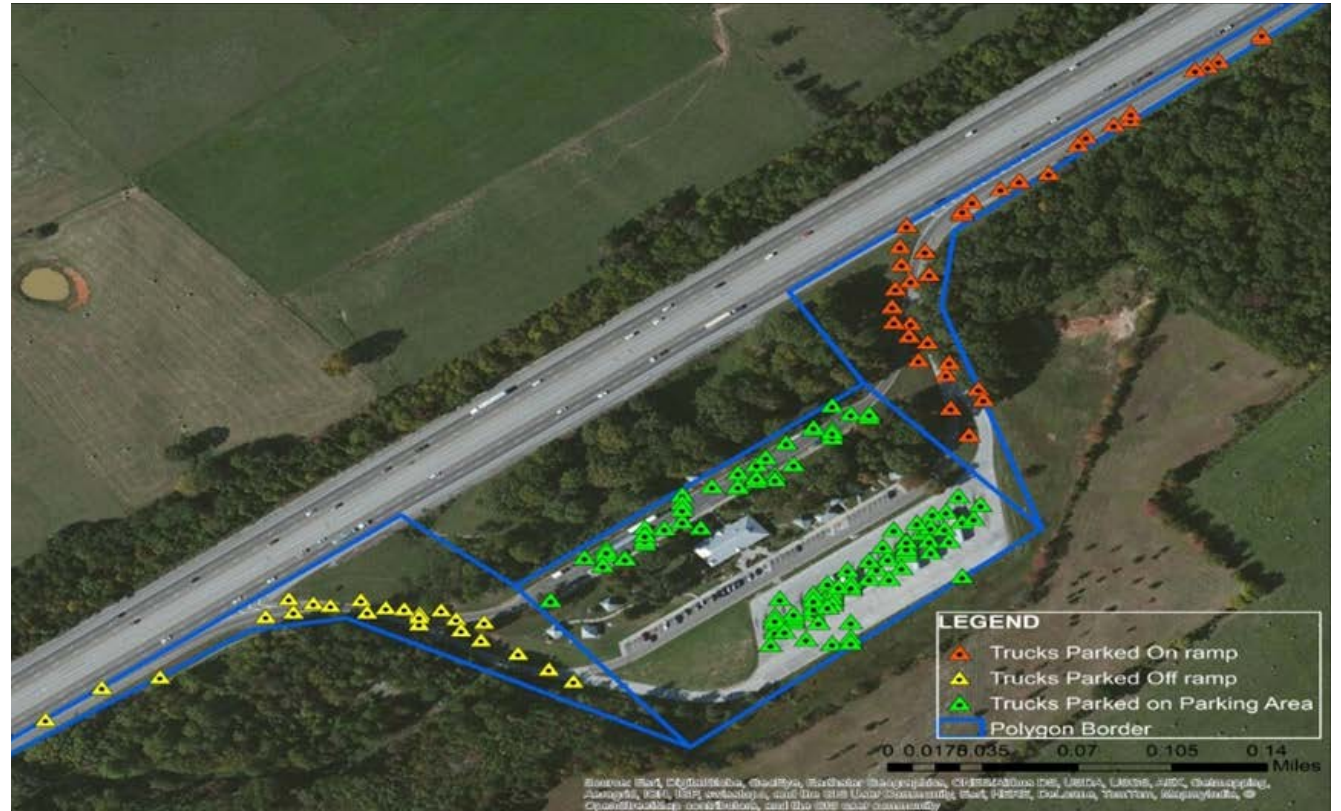
# Truck Parking Additional Items

- University of Memphis project
- Technology enhancements
- Collaboration
- By the numbers



# Truck Parking Next Steps

- Future Research
- Expand current facilities
- Multi-state approach
- Truck parking apps
- Government program
- Modify former enforcement sites
- Electrification?



## Challenges/Lessons Learned

- **Get Out of Silos - Thrive Regional Partnership and Partner Engagement**
- **Freight Knows No Boundaries – How to Plan Outside of Them**
- **Truck Parking – Multiple Regions Should Work Together to Fill Gaps**
- **Change the Dynamic – Constantly Engage Industry and Planners in the Planning Process**

# Cross-Cutting Themes/Recommendations

- Regions Can Leverage Public Private Partnerships by Engaging Industry, Chambers of Commerce, and Multiple Governments in Megaregion Planning Process
- *Advance Multi-State Planning Efforts through Existing State and MPO Planning Processes*  
*Identifying Industry Growth Areas by Region*
- Create a New Economy Freight Technology Hub Focused on Best Transportation Technologies
  - Truck Platooning
  - ITS and CAV
  - Freight Advanced Traveler Information System + Truck Parking (FRATIS+P)
  - Alternative Fuel Corridors with Adjacent States
- *Engage Trucking Community and Collaborate to Deploy Multi-State Truck Parking and Traveling Information Management Application*

# THANK YOU

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