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

2021 GPA/TAPA FALL CONFERENCE
OCTOBER 7, 2021
TODAY’S PRESENTERS

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Daniel Studdard, AICP
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ARC Freight Cluster Planning Program

GPA-TAPA 2021 Fall Conference

October 7, 2021

Daniel Studdard, AICP
Principal Planner
Atlanta Regional Commission
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
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

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

Traffic Analysis

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

Truck Parking
- Unauthorized parking locations
- Staging near industrial
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
Outreach Options

- 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
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
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
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

Increase turning radii and upgrade curb radii

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

Provide directional signage to I-285

Barrier-separated turn lane onto I-285 EB

*Note: Long-term solution is to provide Median U-Turn
Riverdale Rd/SR 139 @ Sullivan Rd

- Channelized right turn with concrete island
- Increase turning radius; upgrade curb radii
- Install directional signage
Protected + Permissive phase and install FYA

RIRO or close side street and redirect access to the east

Install sidewalk to connect to existing sidewalk and adjacent bus stops

Install directional signage

Channelized right turns

Old National Hwy/SR 279 @ Sullivan Rd
PRIORITIZATION FRAMEWORK

**STAKEHOLDER INPUT**
- Regional partners, elected officials, private sector

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

**SAFETY**
- Proximity to high crash locations, expected reduction in crashes

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

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

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

• Go Beyond Boundaries and Discover Regional Advantages

• Collaborative Economic Development through Industry Clustering Analysis
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
• Megaregional Jurisdictional Planning for Industry Clusters
• Where Truck Parking and Amenities are Needed
• Duplication of Study in Other Megaregions
Gateways and Connections to Surroundings
Future Freight Movement Along Freight Alley

Collaboration with Private and Public Sector

Truck Parking Coordination in Multi-State Area

<table>
<thead>
<tr>
<th># Parking spots – Public and private</th>
<th>Alternative Fuel Locations</th>
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<tbody>
<tr>
<td>Restrooms</td>
<td>Food service</td>
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<td>Showers</td>
</tr>
<tr>
<td>Weigh stations</td>
<td>Security</td>
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Other TDOT Truck Parking Research Projects
• # Parking spots – public and private
• Alternative Fuel Locations
• Restrooms
• Food service
• Vending machines
• Showers
• Weigh stations

• Next Steps
• University of Memphis project
• Technology enhancements
• Collaboration
• By the numbers

Maximum Number of Trucks by Hour and Parking Location (Public Rest Areas)
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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