

Freight ATL: Northwest

Welcome to the Virtual Public Open House Transportation Room!

Moving goods in the city requires a transportation system that is efficiently mobile and connected, and equitably accessible and safe. Freight traffic in Atlanta is often, and increasingly more so, near residential neighborhoods.

In this room, we are discussing how well our transportation system is working and what needs to change to ensure freight traffic can co-exist alongside neighborhoods for years to come.

Review the information on the interactive panels at your own pace and feel free to join the conversation by responding to a discussion question or asking a new one.

You can also use the sticky notes to leave your feedback.

This study is planning for the safe and efficient movement of goods to support commercial and industrial activities that sustain vibrant communities and jobs.

Mobility & Connectivity

- Access to amenities and attractions such as shops and restaurants help attract and retain employees and businesses.
- Freight-dependent businesses benefit from the proximity to regional truck routes and customers in the urban core.
- Freight traffic and congestion are increasing along corridors with new, denser residential and mixed-use development, creating congestion and damaging roadways.
- The rise of home delivery and e-commerce is driving demand for distribution centers and warehouses, which may add to freight traffic and congestion.
- Trucks often cut through neighborhoods, and have to turn around on dead-end streets.
- Road closures due to construction, film production, and events create temporary connectivity problems and may reroute trucks through neighborhoods.

Accessibility & Safety

- The area provides great proximity to highways, regional freight routes, and urban core customers for businesses.
- Missing sidewalks makes it challenging to safely access schools, parks, and other community assets.
- Locating in Northwest Atlanta means access to many potential employees.
- Many workers need transit to access jobs, but there is a disconnect between bus stops, sidewalks, and trails around industrial districts.
- People don't feel comfortable walking along wide, busy roads with heavy truck traffic, especially, tractor-trailers traveling in narrow lanes.
- Noise from large, heavy vehicles can be disruptive to residents.
- It can be especially difficult for people in wheelchairs or pushing strollers to navigate the area due to poor sidewalk and ramp condition.

Infrastructure Condition

- Improvements to the multimodal network like new BeltLine segment along Marietta Boulevard and placemaking at bus stops are helping make the area more walkable and bikeable.
- Ongoing and upcoming projects present opportunities to improve road conditions, intersection design, and pedestrian crossings, making the area more attractive for residents, workers, and visitors.
- Moving goods is increasingly challenging because of aging infrastructure, like bridge clearance and weight restriction, narrow lanes, crowded intersections, worn out and damaged pavement, and small loading zones.
- Broken drainage catch basins, damaged curbs and curb ramps, and tire tracks on grass buffers are evidence of tight turning radii and intersection geometry not designed to accommodate large trucks.
- There is missing or damaged sidewalk along numerous stretches of streets and roads.
- Sign posts and poles get knocked down by large vehicles.



Response Categories



= General



= Multimodal



= Roadway



= Land Use



= Development



= Freight



= Jobs/Economy



= Environment

Leave your responses here

Automated commercial truck enforcement technology sounds like a critical solution that should come forward as a recommendation.

Resident noted over 60 trucks pass their residence in an hour, at excessive speed (over 30 mph speed limit), to the extent that heavy vehicles shake their home

Can the city pressure / help the freight railroads take on a stronger role in local freight deliveries. New sidings and loading docks for warehouses, for example. This is something that battery locomotives can help reduce local air pollution on.

Trucks using Collier as a cut through... locals note over 50 trucks a day cutting through

Trucks going to and from Metro Green (intersection of Bolton and Marietta Rd) deposit large volumes of dust and other debris on the road that creates both air pollution and hazards to cars, cyclist, and pedestrians.

CSX has kept Tilford open between Marietta Rd and Blvd and converted it into a dry TransFlo facility.

Creating access outside of the Bolton Rd Bridge/Tunnel next to the Companion for bike/walking trails. There are poles in the middle of the very thin sidewalks, making you walk into traffic. Please improve this area.

Will there be ample signage and communications with large companies, like Amazon, to avoid these residential streets?

If the maps y'all have available are not up to date, how can we expect commercial GPS for drivers to be up to date.

Why is Bolton listed as a truck route? It is, by ordinance, a no thru truck route.

Have concerns about increased traffic due to Amazon Distro center (Bolton) to residential neighborhoods

I support the comment about automated technology to keep trucks off residential roads. This is because enforcement is difficult and it would be helpful to have a proactive method. This should go towards Google Maps and larger apps too.

Near "Project Revive" - trucks are currently passing through these neighborhoods btw. Bolton & Marietta

The speed of trucks and all traffic is of concern along Bolton Rd in Riverside. Not only is it of concern to us as 224 E. Terrace - HOUSE \$0 \$0 \$0
224 E. Terrace - UTILITIES \$0 \$0 \$0
224 E. Terrace Other \$0 \$0 \$0, but the combined weight of the trucks and the speed shakes our home. Since truck traffic along Bolton now is high (I've counted as many as 50 trucks per hour), it also makes the disturbance almost constant at times.

Noise Pollution: Trucks using engine breaking along Bolton Rd is extremely noisy (regardless of whether they are local or cut through).

Better signage for no truck routes.

Clearly defined, signposted, and enforced truck routes would be a huge improvement. Also some smaller roads don't seem like they should be listed as a truck route.

I question what impact the enforcement strategies like police and automated technologies will have to curb the problem. Many OTR drivers will have never been to the area and will likely never be back in the area to know not to drive down that road.

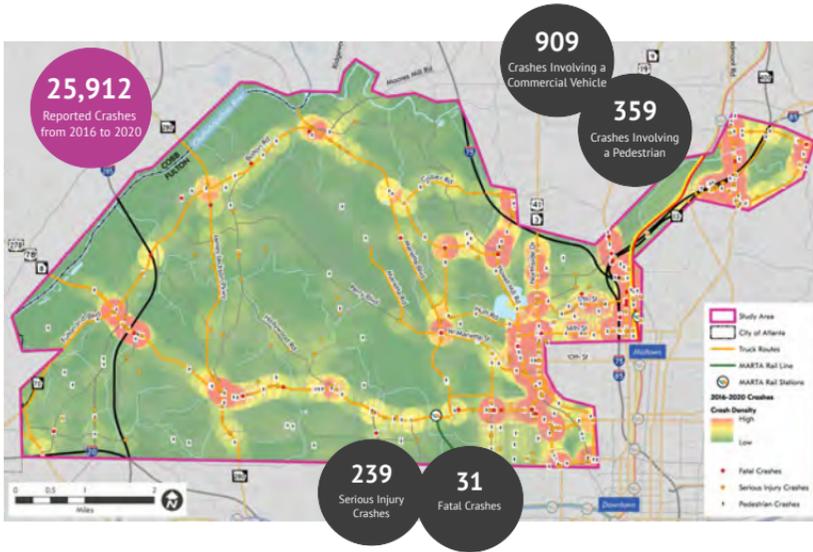
60+ Tractor Trailers and large commercial trucks per day use Collier road between Nonside and Peachtree as a cut through. This route is not a designated truck route. Are there plans to enforce the existing city ordinances for this kind of cut through traffic?

Notorious = Marietta Rd, Bolton Rd, & Perry Blvd, and the Westside Provisions area

Being a Pedestrian Next to Trucks

Among the most concerning locations for crashes along truck routes are:

- Donald Lee Hollowell Pkwy near I-285 between Fulton Industrial Blvd and Harwell Rd
- Donald Lee Hollowell Pkwy at James Jackson Pkwy
- Marietta Blvd at Bolton Rd
- Chattahoochee Ave at Ellsworth Industrial Blvd
- Marietta Blvd at West Marietta St
- Northside Dr
- Piedmont Rd
- Howell Mill Rd



There is a clear need for sidewalk in some parts of the study area.



Transit is important for workers and residents but there are some significant gaps in sidewalk.



It can be uncomfortable to be walking along the sidewalk when large trucks drive by, especially if there is not much buffer space.

Examples of Access & Safety Issues

- MARTA is important for people to get to work, but pedestrian access from bus stops to building entrances is often lacking
- People don't feel comfortable walking along big, busy roadways frequently used by trucks
- Roads that carry high volumes of tractor-trailers are uncomfortable to drive on, especially when lanes are narrow
- The lack of sidewalk in many neighborhoods means that people cannot safely get to schools, parks, or other neighborhood amenities

DISCUSSION QUESTIONS

As a pedestrian in the area, can you comfortably and safely access the places you want to be? What challenges do you face on truck routes or in industrial districts? What would help?

Where on truck routes or industrial areas is it hard to be a pedestrian?



Leave your
responses here

It is hard to be a pedestrian in this area. Whether it is unconnected bike segments, poles in the middle of sidewalks, or really thin sidewalks, it makes it very unfriendly to walk/bike in the area.

Intersection of Northside and Collier, trucks drive over sidewalk corners resulting in close calls between truck trailers and pedestrians - ideally truck should not be turning onto Collier.

A lot of sidewalks along Bolton Road are obstructed by utility poles, forcing pedestrians into the street

Eliminate slip lanes, which cater to trucks and cars but are very dangerous to pedestrians and bicyclists

Use bell-shaped iron bollards to keep semis off of sidewalks at intersections.

Please add in sidewalks, and protected bike facilities in as many areas as you can.

There are many roads that are unsafe to bike/walk on without entering dangerous traffic. I support connecting the segments of trails together. Particularly Riverside's Lower Paul Park to Whetstone trail, Whetstone trail to Proctor Creek Trail, PCT & Westside Park to BeltLine trail

I live in an area where the sidewalk is quite narrow in many places, and there is no berm or shoulder separating traffic and the sidewalk. In particular, I find myself as a runner having to move into the road on my running route along Bolton Road.

Because of the industry and railyards, there is not much of a road network giving cars, bikes, peds options other than the high traffic thoroughfares (i.e. Bolton, Marietta Rd.) to get to local resources. I know this is tough, but can we build a broader network of bike, ped infrastructure to address the local/within study area trip needs? So--not just separating bike/ped from the major roadways but running in parallel. What about bike/ped connections that make more direct routes and build out real multi-modal transportation network for local needs (to Bolton Academy, to the store, to restaurants) that don't currently exist. Local trips get swallowed by thru-traffic (trucks and commuters).

Often times things are built to accommodate cars first. How can we plan to make sure pedestrian infrastructure is prioritized in our plans?

Tight spacing between sidewalks and edge of the roadway, resulting in a lot of noise pollution for pedestrians

W Marietta Street - no sidewalk where it intersects with Perry Blvd, or to the west near the connection with the park - good candidate for sidewalk additions/improvements

Roads are unsafe and need repaving. Marietta Blvd, Marietta Rd, and Perry Blvd

Investing in Freight Infrastructure

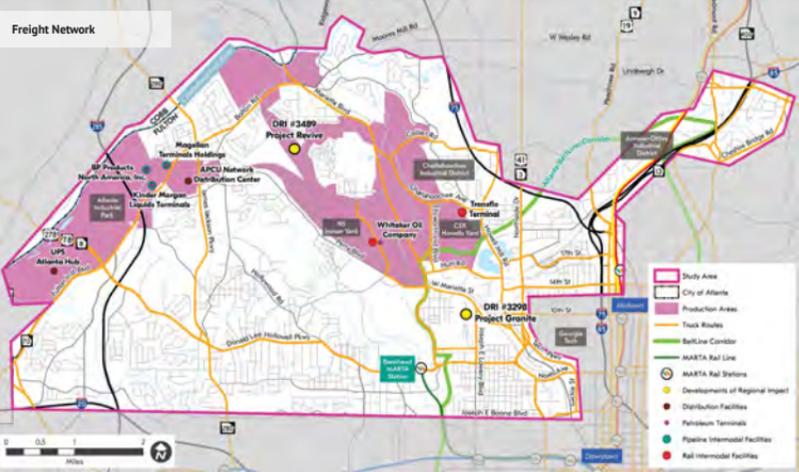
As the study area has grown and developed over time, increasing traffic volumes and growing populations have put wear and tear on existing infrastructure. New distribution and warehouse facilities may mean many more delivery vehicles along area roadways. As vehicle design has changed and modes of travel have evolved, infrastructure needs also change. For example, some intersections are too narrow for large trucks to navigate, bridges may be too low for modern trucks, and curbs are damaged by trucks and other large vehicles.

Changing development and travel patterns also contribute to infrastructure issues. As formerly industrial areas are converted to more commercial, mixed-use, and residential areas, there may be new needs for sidewalk or bicycle facilities where there previously was not. Similarly, pedestrian, bicycle, and transit infrastructure may be needed to help people get to and from work, home, and other daily destinations.

Height and weight restrictions are important considerations in thinking about the future of the truck route network.



Many existing roads are not designed to accommodate large trucks, often resulting in damaged infrastructure or potential conflicts with other road users.



Examples of Freight Infrastructure Issues

- Large, heavy vehicles damage curbs and curb ramps, as well as catch basins
- Heavy vehicles put a lot of wear and tear on area roadways
- Narrow lanes along truck routes make drivers of passenger cars uncomfortable and sometimes results in trucks taking up space in other lanes
- Some bridges in the area are not tall enough to accommodate modern trucks

DISCUSSION QUESTIONS

What infrastructure investments do you think are needed to ensure freight traffic can coexist with the area's neighborhoods?



Leave your responses here

Is it possible to direct truck traffic to the larger four-lane roads in the area?

Plans for Project Revive indicate an employee entrance adjacent to our neighborhood. Truck traffic will be (should be) restricted to Thomas St to Marietta Blvd. How can we partner with Amazon to ensure their employee traffic isn't going through residential areas?

Where are other areas of Atlanta that have already gone through the growing pains with organizing infrastructure, and what can northwest Atlanta learn from them? If no other areas have had quite the same challenges, what other cities can we look to to inform our work?

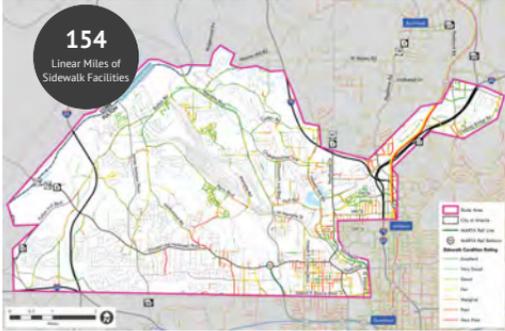
Has dedicated right of way for certain types of vehicles been considered to route heavy vehicle traffic?

Freight Traffic should not coexist within residential/bike traffic. They should be different routes and kept separate. Example, trails between parks and old railroads. Also freight traffic destroys road faster and need more focused repavement.

How do we control freight traffic using residential neighborhoods as a pass-through route?

Multimodal Travel

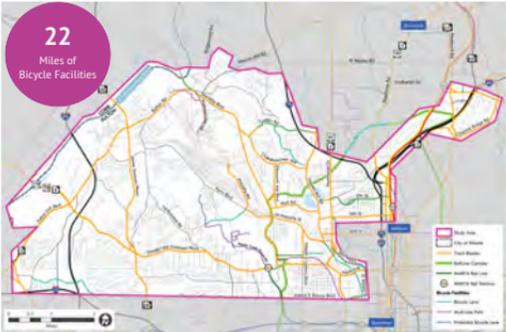
Sidewalk, bikeways, trails, and public transportation are important components of the overall transportation system. The study area is served by 21 MARTA bus routes, which help people with their daily travel needs and provide access to jobs in industrial districts as well as commercial areas and community destinations like schools, parks, and other facilities.



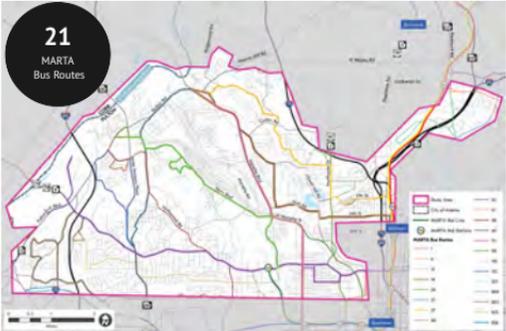
Sidewalk Facilities by Condition Rating



Missing and damaged sidewalk, curb ramps, and crosswalks are common in parts of the study area.



Bicycle and Trail Facilities



MARTA Bus and Rail Network



Examples of Multimodal Travel Issues

- MARTA is important for people to get to work, but oftentimes there is no sidewalk or waiting area at bus stops
- Safety for pedestrians is a concern, especially with passenger cars and freight vehicles sharing the roadway and traveling at high speeds
- The buffers between sidewalks and roadways, where they do exist, are often not wide enough for people to feel comfortable
- Truck drivers have a hard time seeing bicyclists on the roadways
- Bridges have narrow sidewalks, if any, and are often not in good condition
- The area is very car-centric and often sidewalk connectivity is lacking or non-existent
- Biking on roads with lots of traffic means breathing in exhaust from vehicles

DISCUSSION QUESTIONS

What infrastructure investments do you think are needed to ensure freight traffic can coexist with the area's neighborhoods?

Are there places you need to get to that are not accessible on foot or bike?



Leave your
responses here

Complete streets are good but not enough. They will most likely not increase non-car traffic because safety is decreased and noise is still high. Paths along other side streets/old rail will make the biking/walking much more enjoyable.

What's up with the MARTA concept to create a transportation hub around the Marietta Blvd/Bolton intersection? Three bus routes have layovers on Marietta Blvd since they are end of the line? MARTA's idea was to create more of a hub/mini-station instead of having the buses just hanging out in the northbound lanes of Marietta Blvd.

To your second question, the focus should be on accessible for foot and bike traffic before all else. Investments for people to move around safely without the use of cars should be most important and top of the list.

Difficult for
bike/ped to share
Marietta Blvd with
freight and
commuter traffic

Has the city been coordinating at all with the Georgia Ports Authority for potential additional inland port facilities to more distribute train-truck transfers.

Have MARTA's bus network redesign plans been taken into consideration at all?

Update the
existing
infrastructure
(like the hole in
Marietta bridge)

Transportation & Equity



Transportation infrastructure and services are not distributed evenly throughout the study area. Some neighborhoods have more sidewalk than others. Some experience more truck traffic or cut-through traffic than others. And some are more prone to crashes and safety issues than others.

For example, neighborhoods in the western part of the study area have less sidewalk coverage than those on the east side, closer to Midtown. Other than the Proctor Creek Greenway, there are not many dedicated places for biking south of Inman Yard.



VISION ZERO & EQUITY FRAMEWORK

As part of the City's emphasis on building a more equitable city and commitment to Vision Zero - a strategy to eliminate all traffic fatalities and severe injuries - the Atlanta Department of Transportation (ATLDOT) developed an equity framework. Within that framework the City identified communities that are most impacted by DOT decisions as places to focus their efforts. These are now referred to as **Communities of Concern**. Indicators considered as part of this effort include:

- Single-parent households
- Income
- Lack of health insurance
- Travel time to work
- Use of public transportation
- No vehicle access
- Children under 18
- People 65 and over
- Race

Neighborhoods in northwest Atlanta identified as Communities of Concern include Collier Heights, Almond Park, Carey Park, Center Hill, and Harvel Homes.



Source: One Atlanta Strategic Transportation Plan (2019)

While bus service is provided on most of the major roads and streets throughout the study area, the lack of sidewalk and bikeways can make it difficult for people to get between their homes or jobs to bus stops.

DISCUSSION QUESTIONS

- What are your concerns with freight transportation from an equity perspective?
- How do transportation equity issues affect your neighborhood?
- What would you like to see done differently?
- How can equity considerations help ensure that freight, industry, and other uses can coexist?



Leave your
responses here

Many people walk around the neighborhoods and area and use the sidewalks for transit

I would like to see by the end of this planning session with FreightATL, a study done directly speaking and reaching out with Black community members and those who depend on MARTA. They are most likely not represented on this call and I would like to see their voices represented in this plan.

Freight traffic is not heavily present in the buckhead area and the roads are maintained a lot more than other areas in district 9.

We have to be very careful to balance the regional logistics and transportation concerns with those of the local community. The community is already bearing the brunt of environmental and health impacts due to the location of industrial facilities and uses over time. And strike a similar balance between our natural resources (i.e. the river and Proctor Creek) and economic needs.

In order to truly have equitable access, the plans need to include non-car transit abilities - MARTA rail line extensions, bike trails, and sidewalks that connect without entering dangerous roads.

If possible more service would be great for this area since there is no rail transit option.

1) As industry changes we may find that the uses persevered in the study area do not retain or grow many more jobs as industry becomes more technologically advanced. And 2) There is not enough transportation investment in the area to provide reliable access to current and future jobs. We need to think about transit in addition to bus/ped to provide access to the area if we are considering it a jobs center to truly address equity city-wide.

They can coexist safely only if they are not the same track and there are natural barriers between them - ex. trees in ROW

These different uses can coexist by layering the networks vertically - transit rail over bike/walking trails. Also keeping freight to major road ways and off residential streets

Smyrna does a really great job about its maintenance of roads, sidewalks and really concentrates its freight traffic as to allow its residents a better living experience. Great signage and enforcement.

Other Comments

Use this space to provide any other comments related to transportation that you would like to share with the project team

EXAMPLE
The sidewalk is too close to the road on XX Street. I don't feel comfortable walking there.

I would like to suggest the city pressure / help the freight railroads take on a stronger role in local freight deliveries. New sidings and loading docks for warehouses, for example. This is something that battery locomotives can help reduce local air pollution on.

Overarching concern is the general volume of truck traffic in the area and the wear on the roadways, leaving residents to "pick up the pieces"

See signage to restrict traffic, but not enforcement. Who do locals reach out to to report?

Also, has the city been coordinating at all with the Georgia Ports Authority for potential additional inland port facilities to more distribute train-truck transfers?

Is there away to implement traffic calming or dedicated freight/multi-modal lanes along Marietta Blvd to make it more usable by all users?

Thank you for working on these issues and creating a plan for the area. We really appreciate the effort going into the area and hope to support this plan.

We need to consider air and water quality impacts of current and increased traffic.

- Response Categories
- = General
 - = Multimodal
 - = Roadway
 - = Land Use
 - = Development
 - = Freight
 - = Jobs/Economy
 - = Environment