

Cargo Atlanta: a Citywide Freight Study

City of Atlanta

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Contents

	Page
Introduction & General Characteristics	5
Existing Policies, Plans & Studies	7
Existing Truck Route Map	10
Important Codes and Ordinances	13
Truck Crashes	16
State of Georgia Highway Map	18
City of Atlanta Freight Route Map	20
Policy & Project Recommendations	22

Appendices

- A. Evaluation Summary of Existing and Candidate Freight Routes
- B. Project Recommendations
- C. Other Recommendations
- D. Examples of Signage Improvements
- E. Maps in 11x17 Format



Vision for the City of Atlanta

Resident and freight movement is secure and efficient within the City of Atlanta by means of a transportation system that is cooperative, environmentally conscious and contributes to economic growth.



Introduction & General Characteristics

Atlanta is the preeminent growth center for the southeast region. The city plays a major role in moving freight from coastal Georgia to the Southeast region and is a major distributor of goods throughout the United States.

From its early township days as Terminus and then Marthasville, Atlanta has been the intermediary of trade and commerce in the Southeast region. By air, rail and roadway, the city's growth has been driven by its role in the movement of goods and materials. In the early decades of the 21st century, Atlanta has increasingly established connections with international trade. Roadway, air and rail commerce has grown into a network of intermodal terminals connected to the Southeast and rest of the nation by a superior rail and interstate highway network. Atlanta's international airport, the busiest in the world, is utilized as the first and last point of commerce in the United States for shipping high value cargo around the world.

Cargo Atlanta: A Citywide Freight Study is a comprehensive freight study that explores the importance of all modes of freight in the City of Atlanta and develops policies, programs, and projects that will help improve freight movements through the city while balancing the needs of communities connected to freight uses.

Cargo Atlanta: a Citywide Freight Study provides a baseline assessment of freight and goods movement within the City of Atlanta. The goal of the study is to develop solutions to better accommodate the needs of freight and goods movement while adapting to the changing neighborhood dynamics transforming Atlanta. The study objectives center around two themes: mobility and livability.

Goals of the City of Atlanta's freight study:

- Strengthen the opportunities for the movers of freight, the communities served by freight and the neighborhoods connected to freight
- Improve the City of Atlanta's transportation infrastructure to meet increases in freight and goods movement demand
- Improve the economic efficiency of the City's freight network
- Increase investment in system improvements for truck movement throughout the City of Atlanta.
- Develop strategies for reducing community impacts from freight movement.
- Identify truck routes within the city .

Preparing the Plan

The City of Atlanta completed the *Connect Atlanta Plan* in 2008. During the process, the city determined the need to better understand and plan for freight movement. The *Connect Atlanta Plan* recommends a future study to determine the city's freight transportation system needs and deficiencies, and to propose solutions.

The development of *Cargo Atlanta: A Citywide Freight Study* began in the summer of 2013 and accomplished the following:

- Completion of a freight assessment report, which highlighted the importance of freight in the city and;
- An evaluation of existing policies, identification of issues, development of prioritization criteria, compilation of results from previous studies, and research on freight street design.

One-on-one interviews were conducted to understand the needs of various stakeholders, as well as which aspects of current plans and regulations for the study area were effective as designed and which aspects needed modification. The Office of Planning identified these organizations, companies, and individuals and encouraged their inclusion and participation at key points throughout the process. Stakeholders interviewed included:

- Members of the freight community (rail providers, trucking providers, trucking associations)
- Atlanta Police Department
- City Council members and their respective aids and other elected officials

Existing Policies, Plans & Studies

The City of Atlanta seeks to establish policies in the context of a larger regulatory framework of federal, state, and regional goals and policies. Atlanta's policies will be compatible with and complement the framework established at higher levels of governance. This section summarizes key policies, plans and studies from the federal, state and regional level.

Federal

Map-21: Moving Ahead for Progress in the 21st Century

MAP-21 includes creates a national policy for the development of a national intermodal transportation system that is economical, energy-efficient, and environmentally friendly in the movement of people and goods.

National Highway System (NHS)

Established under ISTEA legislation, the NHS is a 161,000 mile national network of interconnected roadways that link primary intermodal facilities including: airports, international border crossings, maritime ports, rail-truck terminals, intermodal passenger facilities, and major travel destinations. These roadways are the most critical connections in the national transportation network. In Georgia, the NHS is comprised of three classes of designation: Interstate Highway – NHS, State Highway – NHS, and NHS Intermodal Connectors, which are primarily attached to county- and city-owned roadways.

National Network

The Surface Transportation Assistance Act (STAA) of 1982 requires states to allow larger vehicles on a national network of roadways comprised of the Interstate Highway System and non-Interstate Federal Aid Primary System. The act also specifies the legal limits for height, length, width, and weight of trucks using the National Network roadways. Jurisdictions are required to provide reasonable access for STAA legal-sized vehicles on their networks.

State of Georgia

Georgia Statewide Freight and Logistics Plan

The Georgia Department of Transportation (GDOT) completed the Georgia Statewide Freight and Logistics Plan in 2012. The Freight and Logistics Plan has its beginnings in the 2008 Governor's Commission for a New Georgia Freight & Logistics Task Force. The Task Force, comprised of private-sector executives, conducted a broad public outreach effort in the business community regarding the importance of freight and logistics, and concluded that a Statewide Freight & Logistics Plan was needed to identify freight improvement projects that align with industry priorities and the goal of boosting the state's economy.

Atlanta Regional Commission

Atlanta Regional Freight Mobility Plan

The Atlanta Regional Commission (ARC) with GDOT developed the Atlanta Regional Freight Mobility Plan adopted by the ARC in 2008. The purpose of the plan was to conduct a regional study of freight, goods, and services mobility needs, develop a framework to proactively address freight and goods movement mobility needs and challenges with the region and examine all modes of freight transportation system with an emphasis on air, rail and trucking.

According to the plan, the primary concerns with roadways in the region are associated with a rise in traffic congestion and the unpredictability of the system, therefore impacting service capacity and reducing the efficiency of the freight industry. The plan forecasts that by the year 2030, freight carried by trucks in the region will increase 83 percent, contributing to an already congested roadway network.

The Regional Freight Mobility Plan proposes various recommendations to improve goods movement throughout the region. The recommendations were based upon groups of institutional and policy initiatives, operational improvements and infrastructure development.

Atlanta Strategic Truck Route Master Plan (ASTRoMaP)

Following a key recommendation of the Regional Freight Mobility Plan, in 2010, the ARC developed the Atlanta Strategic Truck Route Master Plan (ASTRoMaP). This process narrowed down a larger set of candidate freight corridors into a straight-forward network of north-south, east-west, and connector routes for cross-regional truck movements. The selected corridors are truck friendly, needing pavement maintenance and minor intersection modifications, but generally not requiring major reconstruction or widening to support their proposed designation and signage as truck routes.

City of Atlanta

Connect Atlanta Plan

The *Connect Atlanta Plan* is the City of Atlanta's first comprehensive transportation plan ensuring that Atlanta continues to lead the region in efficient, effective and affordable transportation. The following set of core goals were developed as guides throughout the study process:

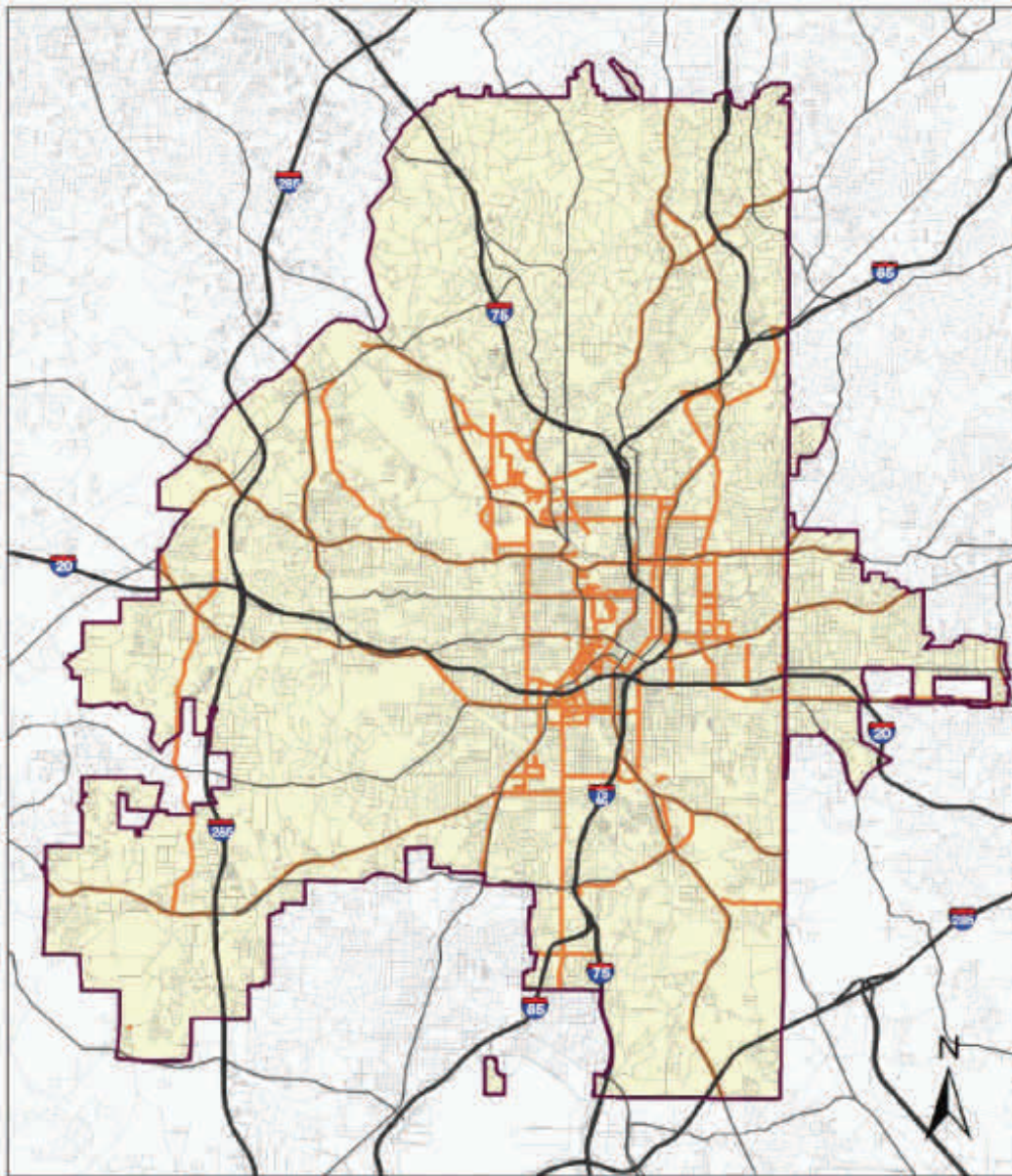
- **Promote** safe and balanced transportation choices. This goal is intended to encourage consideration of projects that will provide an alternative to the use of single occupant automobiles. This includes transit, pedestrian and bicycle facilities as well as congestion reduction strategies.
- **Promote** public health and safety. This goal is intended to focus primarily on pedestrian safety and on those areas of the city that are experiencing high levels of traffic accidents.
- **Prepare** for growth. This goal encourages the city to be proactive and plan for the projected growth;
- **Strive** for environmental sustainability. This goal is intended to encourage consideration, designs and strategies that conserve resources, reduce vehicle emissions and promote water quality.
- **Maintain** fiscal sustainability. This goal prioritizes high impact, low cost projects.
- **Preserve** neighborhoods. This goal promotes projects and strategies that will protect and enhance Atlanta's neighborhoods.
- **Create** desirable places for all citizens. This goal reflects the desire of Atlanta's citizens to have more attractive public and private gathering places.

The current City of Atlanta truck route network was adopted by ordinance in 1952. The city has incrementally made minor changes to the 1952 map based on previous planning studies and resident feedback. The city has not completed a holistic or major update to the map since 1952.

The *Connect Atlanta Plan* recommended completing an update to the city's 1952 truck route map. The *Connect Atlanta Plan* included preliminary recommended changes to the truck route map, including street segments to remove and add. While the planning process identified a set of recommendations, additional analysis was needed in order to finalize an update to the truck route map.

Existing Truck Route Map

City of Atlanta Existing Truck Route Map



Legend

-  Interstates
-  Major Streets
-  City-Designated Truck Routes

Comprehensive Development Plan

The City of Atlanta *Comprehensive Development Plan* assists the growth and development for the city and sets the vision, policies, and an implementation plan for developing the city and its neighborhoods for the next 20 years. The *Comprehensive Development Plan* addresses population, economic development, housing, natural resources, historic resources, community facilities, intergovernmental coordination, transportation, urban design, and land use.

The *Comprehensive Development Plan*, updated in 2011, discussed freight and goods movement within various sections of the plan.

Highlights include:

- Residential development around truck-rail freight intermodal yards in the city impedes truck access and restricts facility expansion opportunities.
- Designated truck routes should be reconsidered in light of recent study recommendations from GDOT and The ARC's ASTRoMaP
- Freight infrastructure is present throughout the city, often in close proximity to neighborhoods and other areas sensitive to its impacts.

Cargo related recommendations include:

- Maintain and improve accessibility and connectivity for in-city and through-city freight traffic, while mitigating the impact on residents and businesses by freight-related traffic, noise, or air pollution.
- Review appropriateness of existing designated heavy vehicle routes and disseminate updated truck map to the freight industry and the public.
- Create a maintenance and improvement program for designated truck thoroughfares.
- Ensure sufficient capacity on access roads for Hartsfield-Jackson Atlanta International Airport including the potential for dedicated truck-only routes for air cargo.
- Support grade separation projects and initiatives for railroad crossing safety enhancements.

Hartsfield-Jackson Atlanta International Airport Master Plan

As stated within the Hartsfield-Jackson Atlanta International Airport, air cargo activity has changed in line with gross domestic product (GDP). However, more recently, additional factors have affected the growth in air cargo traffic, such as declining real yields, improved productivity, and globalization of the industry. Significant structural changes have occurred in the air cargo industry. Among these changes are air cargo security regulations issued by the FAA and the Transportation Security Administration (TSA); maturation of the domestic express market; a shift from air to other transport modes (especially truck); growth in international trade from open skies agreements; use of all-cargo carriers (e.g., FedEx) by the U.S. Postal Service to transport mail; and increased use of mail substitutes (e.g., e-mail)

Cargo facility expansion will be necessary to accommodate long term cargo growth. Current cargo facilities at Hartsfield-Jackson International Airport are located on the north side of the airfield and east of the international terminal. The North Cargo Building which serves FedEx, Southwest, and other cargo operators is reaching the end of its useful life and will likely require significant investment or reconstruction. Additionally, the facility has deficient landside area that limits its efficiency. Recommendations for cargo facility expansion include redevelopment of the North Cargo Area contiguous to the South Cargo Area creating a cargo corridor between multiple runways. Truck access to the North Cargo Area would be readily available to I-85. Cargo expansion would also be accommodated through redevelopment of the City South Hangar. Ultimately, some facility elements, such as truck staging, are currently inefficient and inadequate and may be addressed sooner.

Important Codes and Ordinances

This section summarizes the established freight and goods movements ordinances related to trucks and truck routes within the city. These codes are principally found within the Atlanta Charter and Code of Ordinances/Chapter 150 and Title 40 of the Georgia Code of Ordinances.

Vehicles required to use truck routes

All motor vehicles having a gross weight in excess of 36,000 pounds, including the load, or having an overall length in excess of 30 feet, except vehicles designed to carry passengers, are prohibited from using any street within the city, except those streets authorized by ordinance and designated as truck routes, except when:

- The terminal, parking lot, repair garage or headquarters of the restricted motor vehicle is not on a designated truck route, ingress to and egress from those places shall be made by the most direct route available between the terminal, parking lot, repair garage or headquarters and nearest designated truck route.
- A delivery or pickup is to be made at a location which is not on a designated truck route and not within the area bounded by Baker Street on the north, Courtland Street and Washington Street on the east, Memorial Drive and Garnett Street on the south and Spring Street on the west, exclusive of the boundary streets, ingress to and egress from that location shall be made by the most direct route available between that location and the nearest designated truck route;
- A delivery or pickup is to be made by a truck tractor, road tractor, combination truck tractor semitrailer or combination road tractor-trailer at a location which is within the area of the city bounded on the north by Baker Street, on the east by Courtland Street and Washington Street, on the south by Memorial Drive and Garnett Street and on the west by Spring Street, exclusive of the boundary streets, the delivery or pickup shall not be made between the hours of 7:00 a.m. and 7:00 p.m.

Evidence required for restricted vehicles off truck route

Any person driving or in charge or control of any restricted vehicle when streets other than those designated as truck routes, shall be prepared to present for the inspection of police officers the person's log book, weight slips, delivery slips or other written evidence of the person's destination and point of origin to

justify the presence of the restricted vehicle on a street other than a designated truck route.

Temporary truck routes by restricted vehicles

If any designated truck route or portion thereof shall be under repair or otherwise temporarily out of use, restricted vehicles shall use such other temporary truck route as may be designated by the city.

Certain trucks prohibited on certain streets

Any truck or truck tractor operated separately or in combination with any trailer or semitrailer which has either two axles with six tires or three or more axles shall be designated for the purpose of this section as a small truck. No such truck shall be operated on any street or portion of a street where signs are posted prohibiting the trucks. Signs may be posted to prohibit the trucks from operation on a single street or a group of streets so as to form a closed area.

Signage

Georgia Code Title 40, section 40-6-51 of the Motor Vehicles & Traffic states:

- (a) The Department of Transportation by order and local authorities by ordinance may regulate or prohibit the use of any controlled-access roadway within their respective jurisdictions by any class or kind of traffic which is found to be incompatible with the normal and safe movement of traffic.
- (b) The Department of Transportation or local authority adopting any such prohibition shall erect and maintain official traffic-control devices on the controlled-access highway on which such prohibitions are applicable, and when such devices are in place no person shall disobey the restrictions stated thereon.
- (c) For purposes of this Code section, roadways within the jurisdiction of the Department of Transportation and roadways within the jurisdiction of local authorities shall be as set forth in Code Section 32-4-1.

The spreadsheet in **Appendix D** offers specific examples of better signage placement that may be utilized to ensure greater compliance of the City of Atlanta Code of Ordinances by those utilizing truck routes throughout the City. (Atlanta Police Department report that trucks often ignore posted signs and that signs are often missing or improperly posted.)

Freight Route Assessment

Cargo Atlanta: a Citywide Freight Study includes criteria for evaluation of existing truck freight routes. The objective was to develop a citywide freight profile that including a GIS freight database by collecting all publicly available freight data and updating the data with criteria collected during this planning effort. Such criteria includes:

- State of Georgia street classification
- City of Atlanta street classification
- Direct access to other truck routes and interstates
- Corridor land use
- Whether there is a direct route serving an industrial district, zone, corridor, or rail yard
- Network continuity
- Other special considerations that may be taken into account regarding a specific truck route.

In order to analyze and report on truck movements at available locations in the City of Atlanta as well as into Fulton and DeKalb Counties, the Office of Planning coordinated with the Atlanta Police Department and each police zone's respective traffic officers. Traffic officers in the Atlanta Police Department are responsible for ensuring trucks maintain movement on the specified routes unless the truck manifest denotes the need for local delivery. Quite often, trucks have been found illegally operating on a local streets, compounding traffic and garnishing complaints of residents.

A summary of the street segment evaluation is included in **Appendix A**.

Truck Crashes

In preparing the Cargo Atlanta study, truck crash data was reviewed. By identifying intersections or corridors with a high truck-related crash rate, the data can help identify candidate locations for capital investment or safety improvement. Within the City of Atlanta, between 2009 and 2013, there were an estimated 2,200 crashes involving a truck, or about 440 per year. The following map represents truck crash density over the four year period. Most of the crashes were along an interstate or state highway, with the following intersections having the highest number of truck crashes:

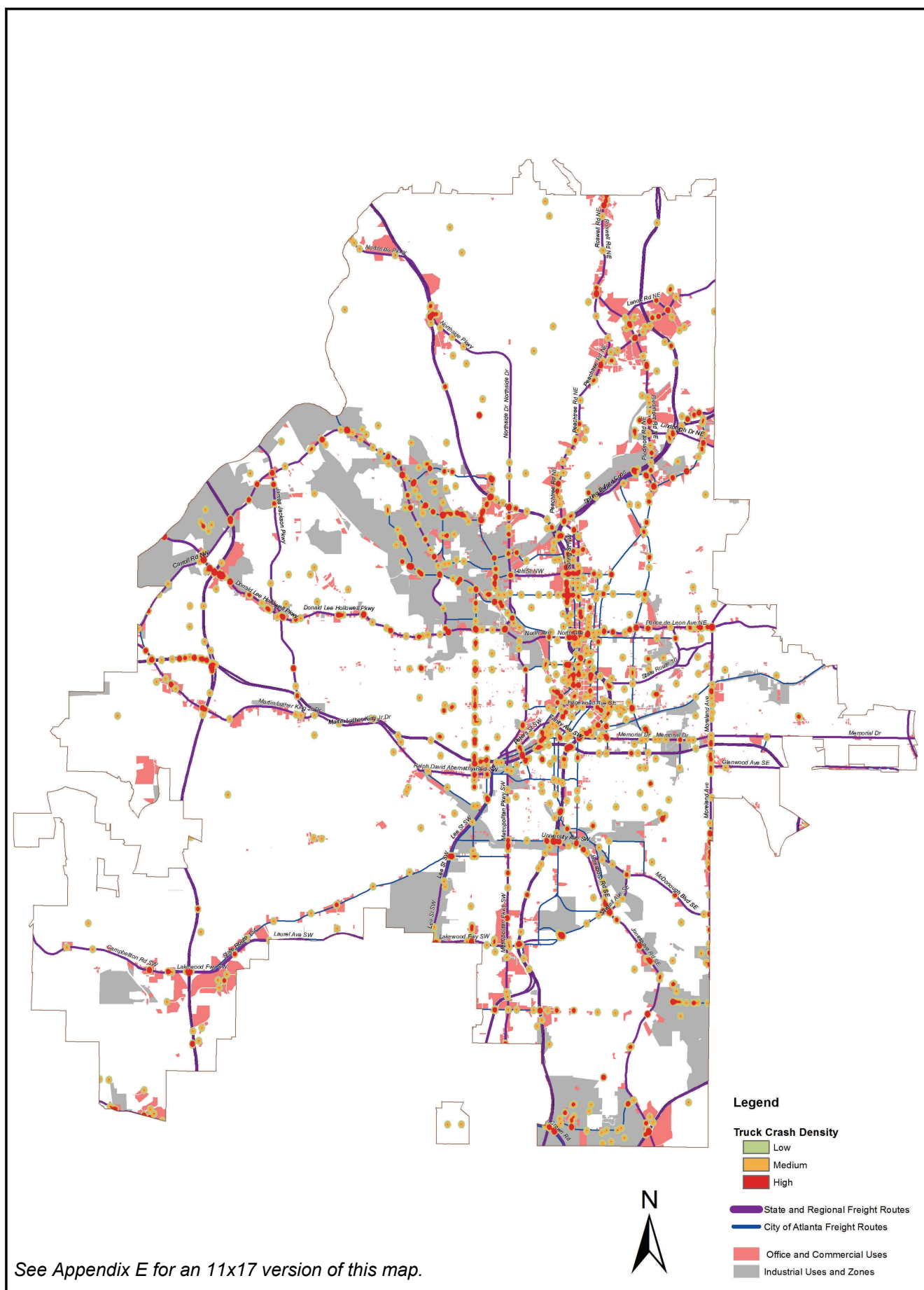
- I-285 interchange with DL Hollowell Pkwy
- I-285 interchange with Langford Pkwy
- Hollywood Rd at Hightower Rd
- Northside Pkwy at West Paces Ferry Rd
- Ponce de Leon Ave at Moreland Ave
- Roswell Rd at Peachtree Rd
- Roswell Rd at Piedmont Rd

While most truck crashes were along state routes and federal highways, a few local roadways experienced relatively high truck crash rates as well including:

- Bolton Rd
- Chattahoochee Ave
- Cleveland Ave
- JE Lowery Blvd
- Marietta Blvd
- Monroe Dr
- Perry Blvd
- Southside Industrial Pkwy

- S River Industrial Blvd
- Sylvan Rd

The project recommendations included in **Appendix B** identify capital, safety, and operational projects that draw, in part from review of crash data.



City of Atlanta Heat Map of Crashes involving Trucks (2009 to 2012)

Cargo Atlanta: A Citywide Freight Study

State of Georgia Highway Map

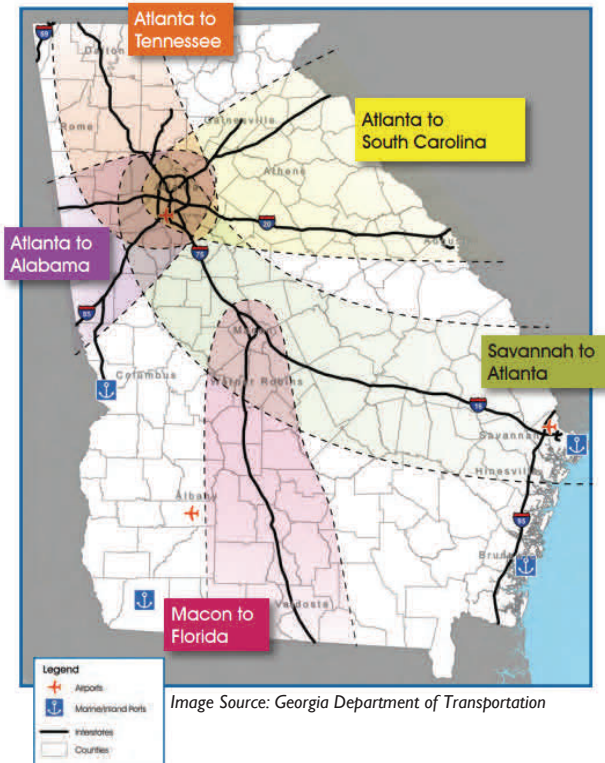
The US Interstate System consists of 1,243 miles within the State of Georgia, making it the ninth largest in the U.S. The following map highlights the state highways and interstates within the City of Atlanta. All state highways provide access for trucks and can serve many local commercial and industrial trucking needs within the city. The city's overall road network serves as the last mile connector for the State's major freight facilities.

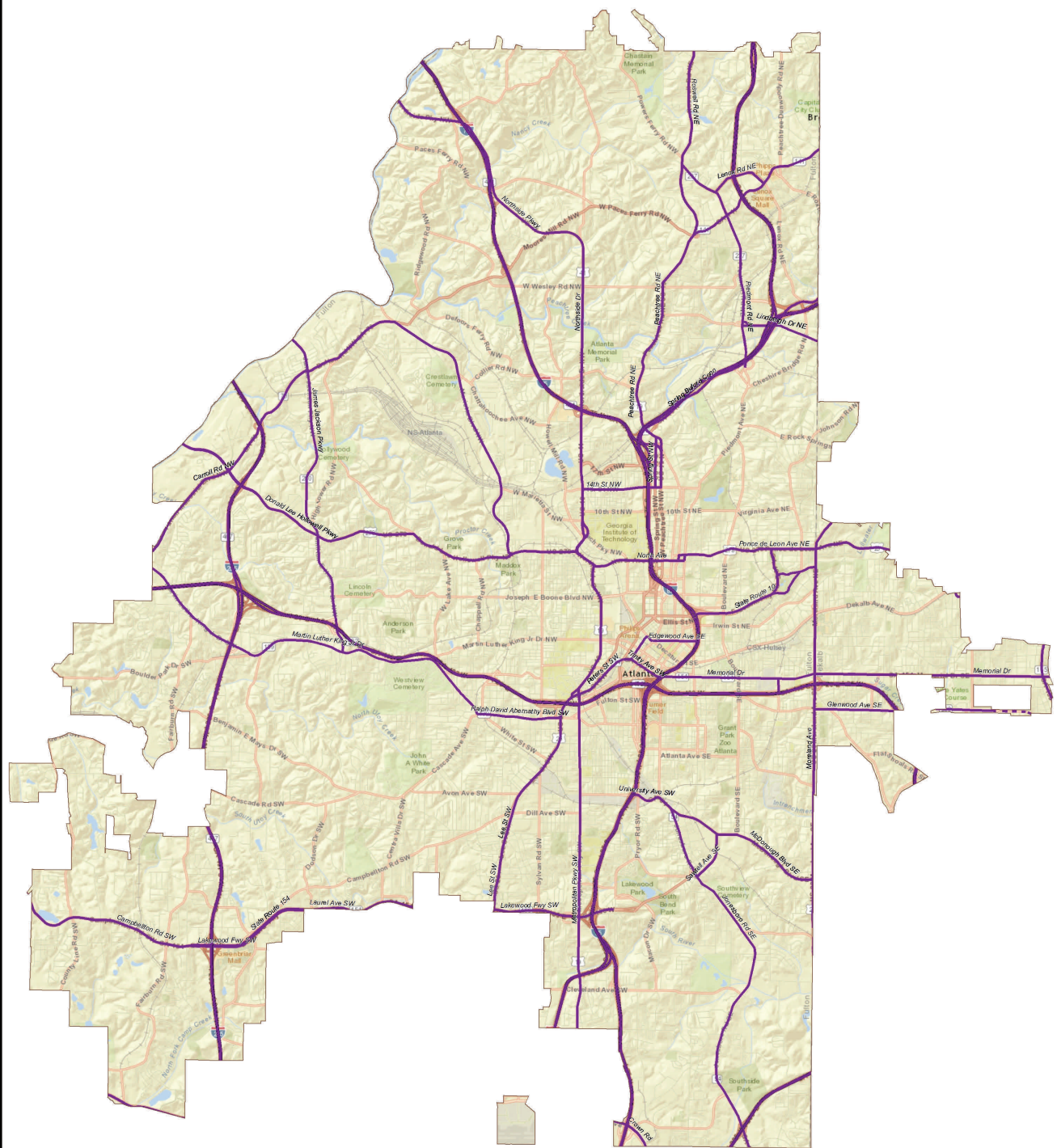
Between 1960 and 1985, Georgia consistently invested more of its GDP in transportation infrastructure than the rest of the United States and developed a world class freight infrastructure network across all freight modes.

The State of Georgia Department of Transportation in their *Statewide Freight & Logistics Action Plan 2010-2050*, has organized the highway network into specified corridors. The most significant freight flows on the Interstate System and is arranged into seven corridors. Most corridors intersect within the City of Atlanta:

1. Savannah-to-Atlanta Corridor.
2. Atlanta-to-Tennessee Corridor – Gateway to the Midwest.
3. Atlanta-to-South Carolina Corridor – Gateway to the Mid-Atlantic and Midwest.
4. Macon-to-Florida Corridor – Connection to U.S.'s Fourth Largest Economy.
5. Atlanta-to-Alabama Corridor.
6. "Through" Freight Corridors.
7. Smaller Urban and Rural Freight Corridors.

Strategic Highway Corridors





State and Regional Freight Routes within the City of Atlanta

Cargo Atlanta: A Citywide Freight Study

City of Atlanta Freight Route Map

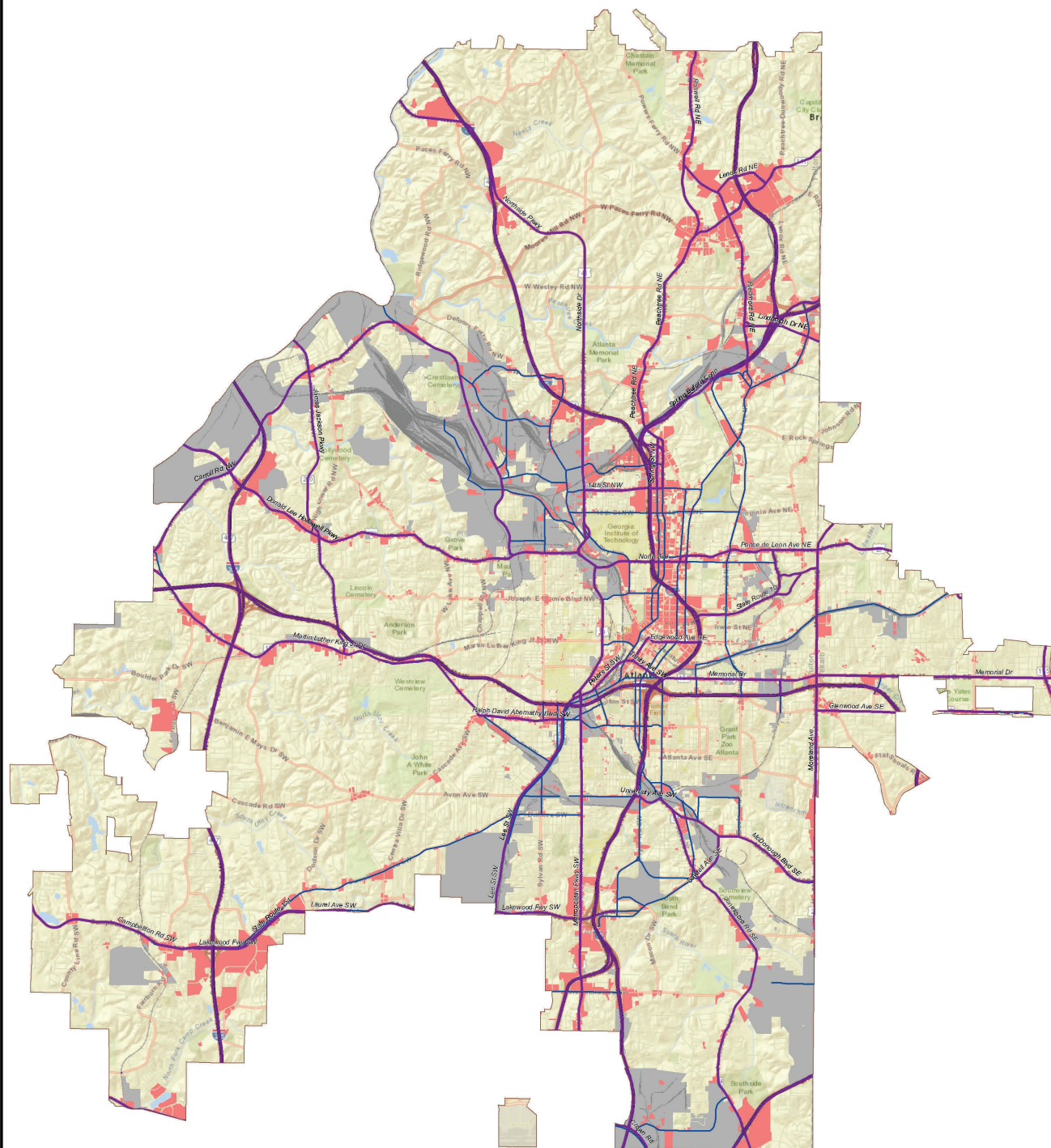
The Connect Atlanta Plan recommended updating the official Freight Route Map, designating primary routes for the movement of goods and services. The revised map was based on a set of criteria in conjunction with the three existing freight route maps. The three existing maps, described previously in the document, are as follows:

- 1954 Atlanta Truck Route Map
- ARC ASTRoMaP
- GDOT Freight Route Map

While the criteria used to evaluate the existing routes and potential changes are as follows:

- Street Jurisdiction
- State Functional Classification
- City Functional Classification
- Direct Access to Other Truck Routes
- Direct Interstate Accessibility
- Corridor Land Use
- Rail Yard Destination
- Industrial District Service

The revised Freight Route Map is included on the following page. Freight route is a street classification that accommodates important or significant freight movement through the City, and to and from major freight traffic generators. Most state routes and highways are also designated as Freight Routes on the network map. Protecting the capacity and functionality of these facilities for truck traffic is critical to supporting industrial employment sector and the functionality of the intermodal facilities within the city. Atlanta uses the designation as an important criterion for street design, traffic management decisions, and pavement design and repair.



Legend

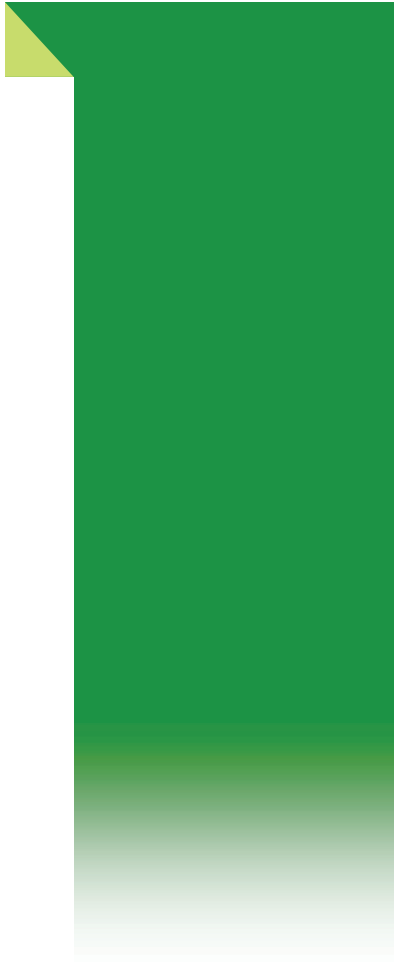
- City of Atlanta Freight Routes
- State and Regional Freight Routes
- Railroad
- Office and Commercial Uses
- Industrial Uses and Zones



See Appendix E for an 11x17 version of this map.

City of Atlanta Freight Route Map

Cargo Atlanta: A Citywide Freight Study



Policy & Project Recommendations

The demand for freight transportation will rapidly increase with the City of Atlanta's economy and the City's projected population growth. The demand for additional freight transportation must be met by effectively utilizing the City's existing infrastructure.

However, the City of Atlanta transportation infrastructure is aging and funding for transportation improvements will be in short supply over the next years. These trends underscore the importance of integrating freight policy, planning and project development into the City's existing roadways, air and rail transportation network.

Appendix B includes a matrix of transportation project recommendations focused on supporting freight and goods movement and protecting residential areas. **Appendix C** compiles a list of recommended policy changes and initiatives.

Appendix A: Evaluation Summary of Existing and Candidate Freight Routes

Criteria for Freight Roadways											
Route	Quadrant	Segment	Street Jurisdiction	State Functional Classification	City Functional Classification	Direct Access to Other Truck Routes	Direct Interstate Accessibility	Corridor Land Use	Rail Yard Destination	Industrial District Service	Comments
Roadways Removed from 1950s Freight Map											
12th St	NE	JUNIPER/PIEDMONT	COA	Local	Local	Yes	No	Special Public Interest	No	No	Duplication of efforts on 10th St and 14th St
A. YOUNG INTERNATIONAL BVLD	NW	MANGUM ST/MARIETTA ST	COA	Local	Local	Yes	No	Special Public Interest	No	No	A. Young International Blvd has since been redeveloped since its old connection to the rail yards (before the Georgia Dome was built) and has since fallen from significance in regards to freight accessibility.
BAKER ST	NW	MARIETTA ST/LUCKIE ST	COA	Local	Local	Yes	No	Special Public Interest	No	No	Baker St has since been rendered obsolete due to redevelopment of industrial land
BOLTON RD	NW	FAIRBURN RD/MARIETTA RD	Local			Yes	Yes	Industrial	Yes	Yes	Removal Legislation May 18, 2006
BOOTHE AVE	NW	CULPEPPER ST/HUFF RD	COA	Local	Local	Yes	No	Industrial	No	No	Boothe St is no longer acting as a local industrial roadway. The parcels around the one bloc street have since been rezoned to residential
BOYD AVE	NW	CULPEPPER ST/HUFF RD	COA	Local	Local	Yes	No	Industrial	No	No	Boyd Ave t is no longer acting as a local industrial roadway. The parcels around the one bloc street have since been rezoned to residential
BRADBURY ST	SW	FAIR ST/HAYNES ST	COA	Local	Local	No	No	Landmark	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
BRYAN ST	SE	PARK AVE/DEAD-END	COA	Local	Local	No	No	Residential	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
CARROLL DR	NW	MARIETTA BLVD/CHATTAHOOC HEE BLVD	COA	Local	Local	Yes	No	Residential	No	Yes	Carroll St is a Residentially zoned, local street that has acted as a cut-through for truck traffic therefore decreasing residential land value and enraging neighbors
CASTLEBERRY ST	SW	PETERS ST/DEAD END	COA	Local	Local	No	No	Landmark	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
CASTLEBERRY ST	SW	DEAD-END/SPRING ST	Private	NA	NA	No	No	Landmark	No	No	Private Roadway - No Connection to industrial zone or interstate
CHAPEL ST	SW	NORTHSIDE DR/NELSON ST	COA	Local	Local	Yes	No	Mixed Residential Commercial	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
CHATTAHOOCHEE RD	NW		COA	Local	Collector	Yes	No	Commercial/Industrial	Yes	Yes	Two alternatives for routing trucks through this area, particularly the heavily congested portion of Howell Mill Rd between Chattahoochee
CHESTER AVE	SE	WYLIE ST/MEMORIAL DR	COA	Local	Local	Yes	No	Landmark	No	No	This particular portion of Chester St is highly residential with a narrow ROW and parking allowed on both sides of the street. These conditions
CULPEPPER ST	NW	FAIRMONT ST/BOYD ST	COA	Local	Local	Yes	No	Industrial	No	No	Culpepper St is an unpaved dirt road and not viable for freight traffic.
EARNEST ST	NW	DEAD-END/HUFF RD	Private	NA	NA	Yes	No	Industrial	No	Yes	Earnest Rd has since been abandoned by the City and should therefore be taken off the freight map so as to not confuse truck traffic.
EDGEWOOD AVE	NE	EDGEWOOD AVE/WADDELL ST	COA	Arterial	Local	Yes	Yes	Landmark	No	No	This portion of Edgewood Ave has been rezoned and industrial parcels no longer exist. The Atlanta Streetcar has been installed. An overabundance of trucks would damage the infrastructure of the streetcar.
ENGLISH ST	NW	CULPEPPER ST/HUFF RD	COA	Local	Local	Yes	No	Residential	No	No	English St is no longer acting as a local industrial roadway. The parcels around the one bloc street have since been rezoned to residential
FAIR ST	SW	NORTHSIDE DR/DEAD END	COA	Collector	Collector	Yes	No	Landmark	No	No	
FAIRBURN RD	NW	BOLTON RD/CAMPBELLTON RD	COA	Arterial	Collector	Yes	No	Residential	No	Yes	Duplication of I-285 Interstate efforts - Dated before creation of Interstate System
FOSTER ST	NW	HUFF RD/DEAD-END	COA	Local	Local	Yes	No	Mixed Residential, Planned Development	No	No	Foster St has since been redeveloped into multi-family, midrise residential. Installed on the street are bulb-outs and narrow ROW with yield conditions
GARNETT ST	SW	PRYOR ST/CENTRAL AVE	COA	Local	Local	No	No	Special Public Interest	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
GARNETT ST	SW	SPRING ST/PEACHTREE ST	COA	Local	Local	Yes	No	Special Public Interest	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate

Route	Quadrant	Segment	Street Jurisdiction	State Functional Classification	City Functional Classification	Direct Access to Other Truck Routes	Direct Interstate Accessibility	Corridor Land Use	Rail Yard Destination	Industrial District Service	Comments
Roadways Removed from 1950s Freight Map											
GLENN ST	SW	METRPOITAN AVE/PRYOR ST		Local	Local	No	No	Special Public Interest			RD Abernathy Blvd can be used as an alternative with greater lane width and a greater number of lanes for trucks to access Metropolitan Ave or Pryor St.
HAYNES ST	SW	MITCHELL ST/PETERS ST	COA	Local	Local	No	No	Landmark	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
HILLS AVE	SW	NORTHSIDE DR/PETERS ST	COA	Local	Local	Yes	No	Landmark	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
HOLLYWOOD RD	NW	BOLTON RD/DL HOLLOWELL BLVD	COA	Collector	Collector	Yes	No	Residential	No	Yes	This particular section of Hollywood Blvd is a two-lane cross section that is Residentially zoned, local street that has acted as a cut-through for truck traffic (bypassing the Marietta Blvd option) therefore decreasing residential land value and enraging neighbors
HUMPHRIES ST	SW	WELLS ST/GLENN ST	COA	Local	Local	No	No	Special Public Interest			Humphries St has since been redesigned as a multi-family residential street with bulbout and a narrow two-lane ROW. The street would prove impassable for most trucks
IRWIN ST	NE	BOULEVARD/KROG ST	COA	Local	Local	Yes	No	Landmark/Commercial/Residen	No	No	Irwin St no longer connects to industrially zoned parcels. The street is possibly being converted to a shared-street concept and allowing trucks
KROG ST	NE	IRWIN ST/WYLIE ST	COA	Local	Local	Yes	No	Landmark	No	No	This particular portion of Krog St no longer connects to industrially zoned parcels. Krog St is becoming more bike/ped friendly and allowing
LARKIN ST	SW	NORTHSIDE DR/WALKER ST	COA	Local	Local	Yes	No	Landmark	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
LATIMER ST	NW	MARIETTA ST/LUCKIE ST	COA	Local	Local	Yes	No	Special Public Interest	No	No	Latimer St has since been rendered obsolete due to redevelopment of industrial land
LUCKIE ST	NW	CENTENNIAL OLYMPIC PARK SIMPSON ST/MITCHELL ST	COA	Local	Local	Yes	No	Special Public Interest	No	No	Luckie St offers no accessibility to industry and as a truck route and the route dead-ends at Centennial Olympic Park Dr.
MANGUM ST	NW	ML KING JR DR/PETERS	COA	Local	Local	Yes	No	Special Public Interest	No	No	The majority of Mangum St has since been abandon and redeveloped to the Georgia Dome and the GWCC
MANGUM ST	SW	ML KING JR DR/PETERS	COA	Local	Local	No	No	MRC	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
MARIETTA RD	NW	BOLTON RD/ANNIE ST	COA	Local	Collector	Yes	No	Residential	Yes	Yes	This particular section of Marietta St is a Residentially zoned, local street that has acted as a cut-through for truck traffic (bypassing the Marietta Blvd option) therefore decreasing residential land value and
ML KING JR BLVD	SW	NORTHSIDE DR/SPRING ST	COA	Arterial	Arterial	Yes	No	Special Public Interest	No	No	
NASSAU ST	NW	CENTENNIAL OLYMPIC PARK	COA	Local	Local	Yes	No	Special Public Interest	No	No	Nassau St offers no accessibility to industry and as a truck route and the route dead-ends at Centennial Olympic Park Dr.
NELSON ST	SW	NORTHSIDE DR/CHAPEL ST	COA	Local	Local	Yes	No	MRC	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
NELSON ST	SW	DEAD-END/BROAD ST	COA	Local	Local	Yes	No	Landmark	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
PACKARD ST	SW	DEAD-END/SPRING ST	Private	NA	NA	No	No	Landmark	No	No	Private Roadway - No Connection to industrial zone or interstate
PARK AVE	NW	MARIETTA ST/PARK AVE WEST	COA	Local	Local	Yes	No	Special Public Interest	No	No	Park Ave has since been rendered obsolete due to redevelopment of industrial land into green space. Removal Legislation 4/25/1988
PARK AVE	SE	MEMORIAL DR/BRYAN ST	COA	Collector	Local	Yes	No	Historic, Residential	No	No	
PEYTON RD	NW	BOLTON RD/HOLLYWOOD RD	Local	Local	Local	Yes	No	Mixed Residential	No	No	Peyton Rd is a residentially zoned local, two-lane roadway that offers a connection between Bolton Rd and Hollywood Rd. Due to Hollywood
RANDOLPH ST	NE	N.HIGHLAND AVE/EDGEWOOD	COA	Arterial	Local	Yes	No	Landmark	No	No	Local Roadway - Duplication of efforts
RICE ST	NW	W. MARIETTA ST/MARIETTA BLVD	COA	Local	Local	Yes	No	Industrial		No	Rice St. is a 20' wide residential street that serves no significant connection that cannot be served by Marietta Blvd.
RICHARDSON ST	SW	WINDSOR ST/PULLMAN ST	COA	Local	Local	No	No		No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
SIMPSON ST	NW	MARIETTA ST/LUCKIE ST	COA	Local	Local	Yes	No	Special Public Interest	No	No	Simpson St has since been rendered obsolete due to the reconstruction of the Ivan Allen Jr St bridge allowing for alternate freight accessibility.
SIMPSON ST	NW	GRAY ST/ELLCOT ST	COA	Local	Local	Yes	No	Special Public Interest	No	No	Simpson St has since been rendered obsolete due to the reconstruction of the Ivan Allen Jr St bridge allowing for alternate freight accessibility.
SPRING RD	NW	DEAD-END/FOSTER ST	COA	Local	Local	No	No	Planned Development,	No	No	Spring Rd is the only road into the Goat Farm. Since the Goat Farm is no longer used for industrial purposes the deletion of the roadway from
STONEWALL ST	SW	NORTHSIDE DR/WALKER ST	COA	Local	Local	Yes	No	Landmark	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
TRENHOLM ST	SW	NORTHSIDE DR/PETERS ST	COA	Local	Local	Yes	No	Landmark	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
WADDELL ST	NE	EDGEWOOD AVE/DEKALB AVE	COA	Local	Local	Yes	No	Commercial/Residential	No	No	Local Roadway - Duplication of efforts
WALKER ST	SW	NELSON ST/PETERS ST	COA	Local	Local	Yes	No	Landmark	No	No	Local Roadway - Duplication of efforts - No Connection to industrial zone or interstate
WALTON ST	NW	CENTENNIAL OLYMPIC PARK DR/SPRING ST	COA	Local	Local	Yes	No	Special Public Interest	No	No	Walton St offers no accessibility to industry and as a truck route and the route dead-ends at Centennial Olympic Park Dr.

Route	Quadrant	Segment	Street Jurisdiction	State Functional Classification	City Functional Classification	Direct Access to Other Truck Routes	Direct Interstate Accessibility	Corridor Land Use	Rail Yard Destination	Industrial District Service	Comments
Roadways Removed from 1950s Freight Map											
10th ST	NE	WILLIAMS ST/SPRING ST	COA	Arterial	Collector	Yes	Yes	Special Public Interest	No	No	Continued freight connection for streamlined travel
10th ST	NW	TUMLIN ST/STATE ST	COA	Arterial	Collector	Yes	Yes	Residential	No	No	Continued freight connection for streamlined travel
14th ST	NE	WILLIAMS ST/W. PEACHTREE ST	COA	Arterial	Collector	Yes	Yes	Special Public Interest	No	No	14th St is on the GDOT freight roadway map
14th ST	NE	JUNIPER/PIEDMONT	COA	Arterial	Collector	Yes	Yes	Special Public Interest	No	No	14th St is on the GDOT freight roadway map
14th ST	NW	FRANCES ST/HOLLY ST	COA	Arterial	Collector	Yes	Yes	Commercial	No	No	14th St is on the GDOT freight roadway map
14th ST	NW	STATE ST/ATLANTIC DR	COA	Arterial	Collector	Yes	Yes	Commercial	No	No	14th St is on the GDOT freight roadway map
14th ST	NW	CUTIS ST/FLYNN ST	COA	Arterial	Collector	Yes	Yes	Commercial	No	No	14th St is on the GDOT freight roadway map
14th ST	NW	HOWELL MILL RD/NORTHSIDE DR GRANT	COA	Arterial	Collector	Yes	Yes	Commercial	No	No	14th St is on the GDOT freight roadway map
ATLANTA AVE	SE	ST/BOULEVARD	COA	Collector	Collector	Yes	No	Residential	No	No	There is a direct connection to industry on Grant St that has not been identified on previous freight maps
BOULEVARD	SE	ATLANTA AVE/MCDONOUGH	COA	Arterial	Collector	Yes	Yes	MRC, Commercial	Yes	Yes	Increased access to I-285 and I-675
CAPITOL AVE	SE	MEMORIAL AVE/I-20	COA	Arterial	Arterial	Yes	Yes	Special Public Interest	No	No	Continued freight connection to Interstate for streamlined travel
CASCADE RD	SW	CITY LIMITS/RD ABERNATHY BLVD	GDOT			Yes	Yes		No	No	Cascade Rd is on the GDOT freight roadway map
COURTLAND ST	NE	ELLIS ST/JOHN WESLEY DOBBS	COA	Arterial	Arterial	Yes	Yes	Special Public Interest	No	No	Courtland St is on the GDOT freight roadway map
EDGEWOOD AVE	NE	PEACHTREE ST/I-75	COA			Yes	Yes	Special Public Interest	No	No	This section of Edgewood Ave is on the GDOT freight roadway map
FOREST PARK RD	SE	CONSTITUTION RD/2779 FOREST PARK	COA	Collector	Collector	Yes	No	Industrial, Residential	No	Yes	Continued freight connection for streamlined travel
FORSYTH ST	NE	MARIETTA ST/GARNETT ST				Yes	No	Special Public Interest	No	No	This section of Forsyth St is on the GDOT freight roadway map
FREEDOM PKWY	NE	I-75/MORELAND-PONCE de LEON	GDOT	Arterial	Arterial	Yes	Yes	Residential	No	No	Freedom Pkwy is on the GDOT freight roadway map
FULTON INDUSTRIAL BLVD	NW	OLD GORDON RD/SANDY HOOK RD	GDOT			Yes	Yes	Industrial	No	Yes	Fulton Industrial Blvd is on the GDOT freight roadway map
FULTON ST	SW	HUMPHRIES/CAPITOL AVE	COA			Yes	Yes	Special Public Interest	No	Yes	Continued freight connection for streamlined travel
GRANT ST	SE	ATLANTA AVE/DEAD-END	COA		Local	No	No	Industrial, MRC, Planned	No	Yes	Access to active industrial node
HEMPHILL DR	NW	14th ST/FERST DR	COA		Collector	Yes	No	Commercial, Residential	No	Yes	Half of Hemphill Dr. was on Georgia Tech property and depot in Georgia Tech. The section between 14th St and 10th St duplicated the efforts of the more able, Northside Dr.
HILL ST	SE	ML KING JR BLVD/MEMORIAL DR	COA	Collector	Collector	Yes	Yes	Special Public Interest	No	No	Continued freight connection for streamlined travel
HUFF RD	NW	FOSTER ST/HOWELL MILL RD	COA	Collector	Collector	Yes	No	Industrial	No	Yes	Continued freight connection for streamlined travel
HUFF RD	NW	N. ASHBY ST/EARNEST ST	COA	Collector	Collector	Yes	No	Industrial	No	Yes	Continued freight connection for streamlined travel
HUFF RD	NW	MARIETTA BLVD/ELLSWORTH	COA	Collector	Collector	Yes	No	Industrial	No	Yes	Continued freight connection for streamlined travel
JEFFERSON ST	NW	MARIETTA BLVD/JE LOWERY BLVD	COA	Local	Collector	Yes	No	Industrial	No	Yes	Continued freight connection for streamlined travel
LINDBERGH DR/LAVISTA RD	NE	PIEDMONT AVE/CITY LIMITS	GDOT	Arterial	Arterial	Yes	Yes	Special Public Interest, Residential	No	No	Lindbergh Dr./Lavista Rd is on the GDOT freight roadway map
ML KING JR DR	SW	RD ABERNATHY BLVD/JE LOWERY BLVD				Yes	Yes	Residential	No	Yes	This particular section will link two detached section of ML King Jr Dr. to create one fluent freight route
NORTHSIDE DR	NW	NORTHSIDE PKWY/I-75	GDOT			Yes		Residential			Northside Dr. is on the GDOT freight roadway map
PEACHTREE ST	NE	SPRING ST/W. PEACHTREE ST	GDOT	Arterial	Arterial	Yes	Yes	Special Public Interest	No	No	This particular portion of Peachtree St is on the GDOT freight roadway map
PONCE DE LEON AVE	NE	BOULEVARD/KENNESAW AVE	GDOT	Local	Arterial	Yes	No	Commercial	No	No	Ponce de Leon is on the GDOT freight roadway map
PONCE DE LEON AVE	NE	BARNETT ST/LINWOOD AVE	GDOT	Local	Arterial	Yes	No	Commercial	No	No	Ponce de Leon is on the GDOT freight roadway map
PONCE DE LEON AVE	NE	N.HIGHLAND AVE/MORELAND AVE	GDOT	Local	Arterial	Yes	No	MRC, Residential, Commercial	No	No	Ponce de Leon is on the GDOT freight roadway map
PONCE DE LEON AVE	NE	SPRINGDALE RD/OAKDALE RD	GDOT	Local	Arterial	Yes	No	Historic	No	No	Ponce de Leon is on the GDOT freight roadway map

Route	Quadrant	Segment	Street Jurisdiction	State Functional Classification	City Functional Classification	Direct Access to Other Truck Routes	Direct Interstate Accessibility	Corridor Land Use	Rail Yard Destination	Industrial District Service	Comments
Roadways Removed from 1950s Freight Map											
SOUTHSIDE INDUSTRIAL PKWY/ AKA POOL CREEK RD	SE	BROWNS MILL RD/JONESBORO RD	COA	Collector	Collector	Yes	Yes	Industrial	No	Yes	Continued freight connection for streamlined travel
SPRING ST	NW	3rd ST/PONCE DE LEON AVE	COA	Arterial	Arterial	Yes	Yes	Special Public Interest	No	No	Continued freight connection for streamlined travel
TRINITY ST	SW	SPRING ST/MEMORIAL DR	GDOT			Yes	No	Special Public Interest	No	No	Trinity St is on the GDOT freight roadway map
W. MARIETTA ST	NW	MARIETTA RD/MARIETTA BLVD	COA	Arterial	Collector	Yes	No	Industrial	Yes	Yes	Continued freight connection for streamlined travel
W. PEACHTREE ST	NE	PEACHTREE ST/14th ST	GDOT	Arterial	Arterial	Yes	Yes	Special Public Interest	No	No	W. Peachtree is on the GDOT freight roadway map
WASHINGTON ST	SW	MITCHELL ST/MEMORIAL DR	COA	Collector	Arterial	Yes	Yes	Special Public Interest	No	No	Continued freight connection for streamlined travel
NOTATIONS											
MARIETTA BLVD	NW		COA	Arterial	Arterial		Yes	Industrial/Commercial		Yes	Allow truck access for businesses and refineries along Bolton Rd from Fulton Industrial Blvd to Marietta Blvd. Access to 1-285 directly from Bolton Rd is limited to vehicles travelling southwest on Bolton to southbound 1-285 and vehicles travelling northbound on 1-285 to northeast bound on Bolton Rd. Truck drivers wishing to head north on 1-285 must use Bolton Rd and Donald E. Hollowell Blvd or James Jackson Pkwy/Cobb Dr. to get to 1-285. A future project would be to provide a new connection to 1-285 just to south of the Chattahoochee River crossing from Brick Plant Rd/Parrott Ave.
W. MARIETTA ST	NW	MARIETTA BLVD/MARIETTA RD	COA	Arterial	Collector		No	Industrial		Yes	Add W. Marietta St from Marietta Blvd to Marietta Rd; this would close the gap between two designated truck routes through mostly-industrial land uses although the Beltline also crosses West Marietta in this section.

Appendix B: Project Recommendations

Project Recommendations					
Project ID	Project Name	Project Type	Description	Previous Study	General Location
Cargo-01	At grade RR crossings safety improvements	Safety enhancement for at-grade crossings	Install a quad gate and infrastructure for safe crossings for pedestrians and bicycles.	NA. This is a new project	Citywide
Cargo-02	Atlanta Industrial Way extension	New connection	Extend Atlanta Industrial Way to Bolton Rd	NA. This is a new project	I-285 at Bolton Rd
Cargo-03	Avon St - University Ave connector	New connection	Provide a new street connection from University Ave to Avon Ave over the Atlanta BeltLine corridor.	NA. This is a new project	Southwest Atlanta
PS-IR-008, IC-003	Bolton Rd/ Hollywood Rd intersection	Intersection realignment, capacity	Rebuild and realign intersection. Add left turn lane capacity.	Connect Atlanta Plan	Northwest Industrial District
Cargo-04	Bolton Rd/ I-285 Interchange	New connection	Conduct a feasibility study to create a full diamond interchange at Bolton Rd and I-285	NA. This is a new project	Northwest Industrial District
IC-001, PS-IR-007	Bolton Rd/ Marietta Rd intersection	Intersection capacity	Add northbound left-turn lanes and eastbound right-turn capacity at the Bolton Rd/ Marietta Rd intersection.	Connect Atlanta Plan	Northwest Industrial District
Cargo-05	Bolton Rd/ Parrott Ave intersection (northernmost)	Intersection project	Rebuild and realign intersection to slow vehicles as they enter Parrott Ave and reduce crossing distance for pedestrians.	NA. This is a new project	Northwest Industrial District
RD-011	Bolton Road Diet	Road diet	Reduce Bolton Rd through a median widening from 4 lanes to 2 lanes from J Jackson Pkwy to Browntown Rd, approximately 3,400 ft.	Connect Atlanta Plan	Northwest Industrial District
RW-001	DL Hollowell Pkwy widening	Roadway widening	Widen DL Hollowell Pkwy from 2 lanes to 5 lanes to accommodate transit and freight from HE Holmes Dr to I-285, approximately 1.3 miles.	Connect Atlanta Plan	Western Atlanta
Cargo-06	HJAIA airport south facilities	Air cargo	City South facilities demolition and redevelopment	Airport Master Plan	HJAIA
I-1	Howell Mill Rd/ 17th St intersection	Intersection capacity	Add southbound left turn capacity at the Howell Mill Rd/ 17th St intersection.	Upper Westside LCI Study.	Northwest Industrial District
RW-002	Huff Rd widening	Roadway widening	Widen Huff Rd to a 3 lane cross section to accommodate a center left turn lane.	Connect Atlanta Plan	Northwest Industrial District
IC-005	J Jackson Pkwy/ DL Hollowell Pkwy	Intersection capacity	Redesign intersection to accommodate widening of DL Hollowell. Redesign right-turn lanes from J Jackson Pkwy to become a yield right from a free flow right.	Connect Atlanta Plan	Western Atlanta
Cargo-07	Macedonia Rd/ Ruby Harper Blvd/ Browns Mill Rd intersection	Intersection realignment	Rebuild and realign intersection. Include choker and raised crosswalk on Macedonia Rd at Browns Mill Rd.	NA. This is a new project	Southside Industrial District
Cargo-08	Marietta Rd bridge	Bridge upgrade	Replace or upgrade to eliminate the weight restriction on the Marietta Rd bridge over the railroad just south of Thomas St.	NA. This is a new project	Northwest Industrial District
Cargo-09	Marietta Rd/ Marietta Blvd improvements	Roadway - TSM improvements	This project will make improvements to the Thomas St (a private road) right-of-way from Marietta Rd and install a new traffic signal at the intersection of the Thomas St and Marietta Blvd. This project will also reconstruct the intersections of Marietta Rd at Laurel Ave/ Thomas St and Marietta Rd at the CSX driveway west of DuPont Commons Cir to improve freight access to the rail yards and discourage freight operations on local streets. This project has been modified to make improvements along Marietta Rd, W. Marietta St and Marietta Blvd for truck access. Also, incorporate intersection operational improvements at major freight entrances.	Connect Atlanta Plan Progress Report	Northwest Industrial District
NS-E0-02	Metropolitan Pkwy bridge	Bridge upgrade	Replace or raise CSX railroad bridge on Metropolitan Pkwy just south of University Ave (at Atlanta BeltLine corridor)	AstroMap Project	Southwest Atlanta
RTP-RW-013	Southside Industrial Pkwy widening	Roadway widening	Widen Southside Industrial Parkway to have a consistent four lane cross section.	NA. This is a new project	Southside Industrial Pkwy

Appendix C: Other Recommendations

Other Recommendations

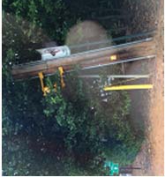
Project Name	Project Type	Description	General Location
Alternate Marietta Rd Truck Route	Restricted truck access	After the weight limited bridge on Marietta Rd just south of Thomas St is replaced, establish a "No Trucks" policy on Marietta Rd between Tilford Yard access just north of Dupont Commons Ln and Thomas St. Coordinate implementation with CSX and other industrial facilities in the district.	Northwest Atlanta
CBD Truck Delivery Limitations	Restricted truck access	Explore expanding the daytime truck delivery limitations within the Downtown and Regional Activity Center Character Areas (per the City of Atlanta's Comprehensive Development Plan). See City of Atlanta Municipal Code Sec. 150-237.	Central Atlanta
Coordination with GPS Providers	Data Sharing	Share City of Atlanta Cargo Atlanta GIS data with GPS providers, including official truck routes, and weight and height limited bridges.	N/A
Honor Farm Reuse	Annexation, Reuse	Explore annexation of Honor Farm (aka old prison farm) and adjacent parcels into the City of Atlanta. Reuse opportunities include use as an industrial district to retain and attract industrial jobs. This should be explored in conjunction with other proposals including as a parks and recreation site and as a center for city	Southeast Atlanta
Industrial Fund	Funding	Explore creating an industrial fund to buy, clean-up consolidate, market and resell industrial land.	Citywide, within existing industrial districts
Perimeter Oil, new entrance	Private access	In partnership with Perimeter Oil, explore opportunities to relocate their primary truck entrance from Parrott Ave to Bolton Rd.	Northwest Atlanta
Truck Wayfinding	Signage	Install a network of truck route wayfinding signs to guide trucks along established truck routes. At key truck driveways, add truck route directional signage to guide trucks to the nearest truck route. At all truck prohibition signs, add "Local Destinations Excepted" and truck route wayfinding signs	Citywide

Appendix D: Examples of Signage Improvements

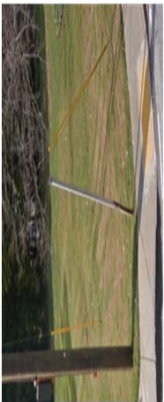


Examples of Signage Improvements

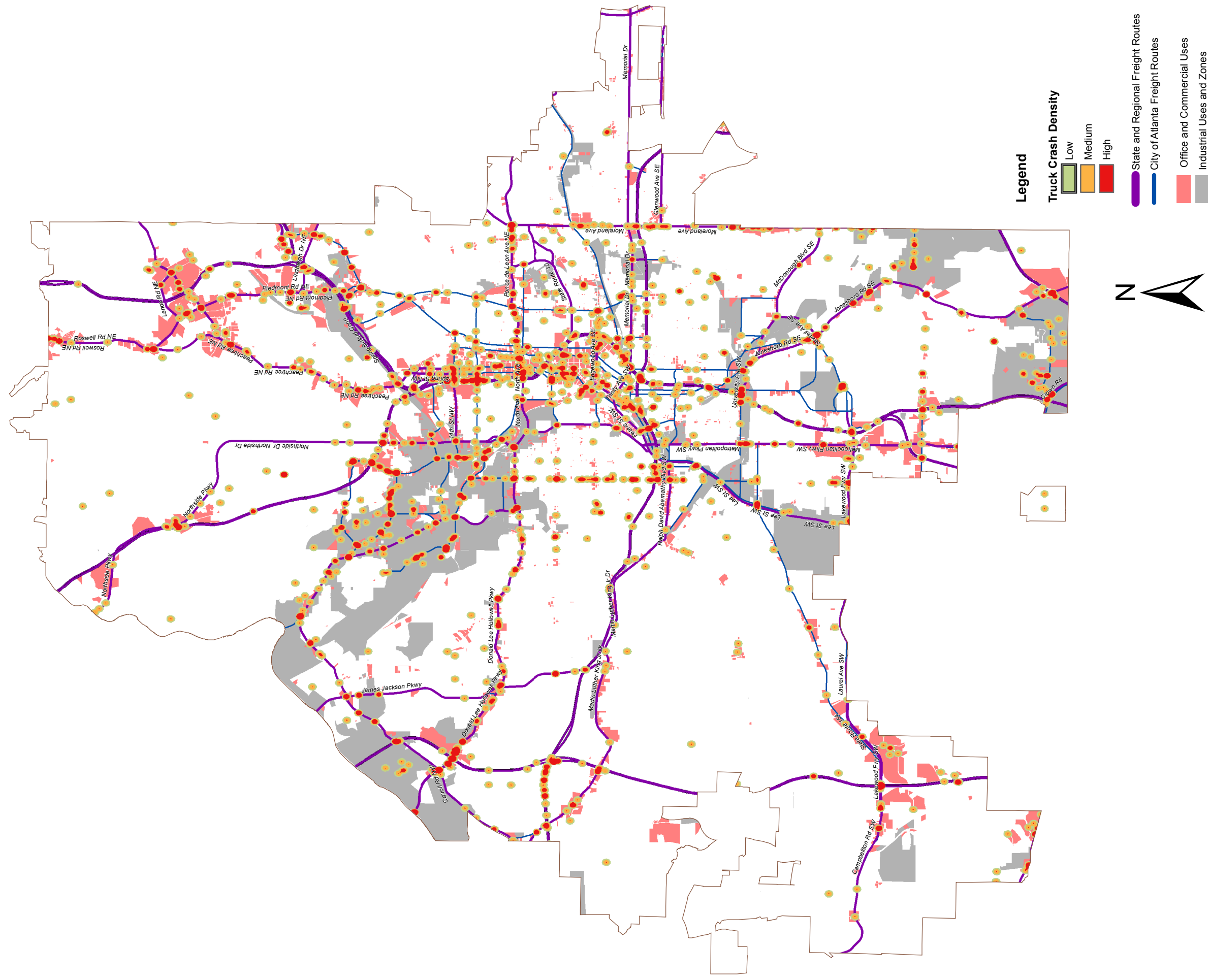
Intersection	Quadrant	Council District	Corner	Existing Sign	Replacement Sign	Comments	Photo
Bolton Rd. @ James Jackson Pkwy.	NW	9	NW/SW	No Trucks over 18 Tons or Over 30 Ft in Length	No Trucks over 18 Tons or Over 30 Ft in Length	Signage is misplaced, leading the truck driver to assume that James Jackson Pkwy is restricted to trucks. Remove and replace signage on Bolton Rd, allowing awareness for truck drivers that Bolton Rd. is restricted to trucks	
Bolton Rd. @ Moores Mill Rd	NW	9	N/S	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on both N and S corners of Bolton Rd. None currently exists	
Bolton Rd./ Defoors Ave. @ Coronet Way	NW	9	All Corners	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on all corners of Bolton Rd. and Defoors Rd.	
Boulevard @ McDonough Blvd	SE	1	NW	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on NW corner of Boulevard SE at McDonough Blvd SE. Signage only exists on the NE corner and may be ineffective	
Cherokee Ave @ Memorial Dr	SE	1	SE/SW	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on SE and SW corners of Cherokee Ave SE at Memorial Dr SE.	
Defoors Ave. @ Coronet Way	NW	9	W/E	12'	Height Restriction 12' Clearance	The current sign is blocked by a utility pole. Please remove and reinstall for better visibility	
Hosea L Williams Dr@ Howard St	SE	5	SE/SW	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on SE and SW corners of Howard St SE at Hosea L Williams Dr NE. Atlanta Police, Zone 6, has reported multiple violations on Howard St, but due to non-existent signage, all violations are dismissed in court.	

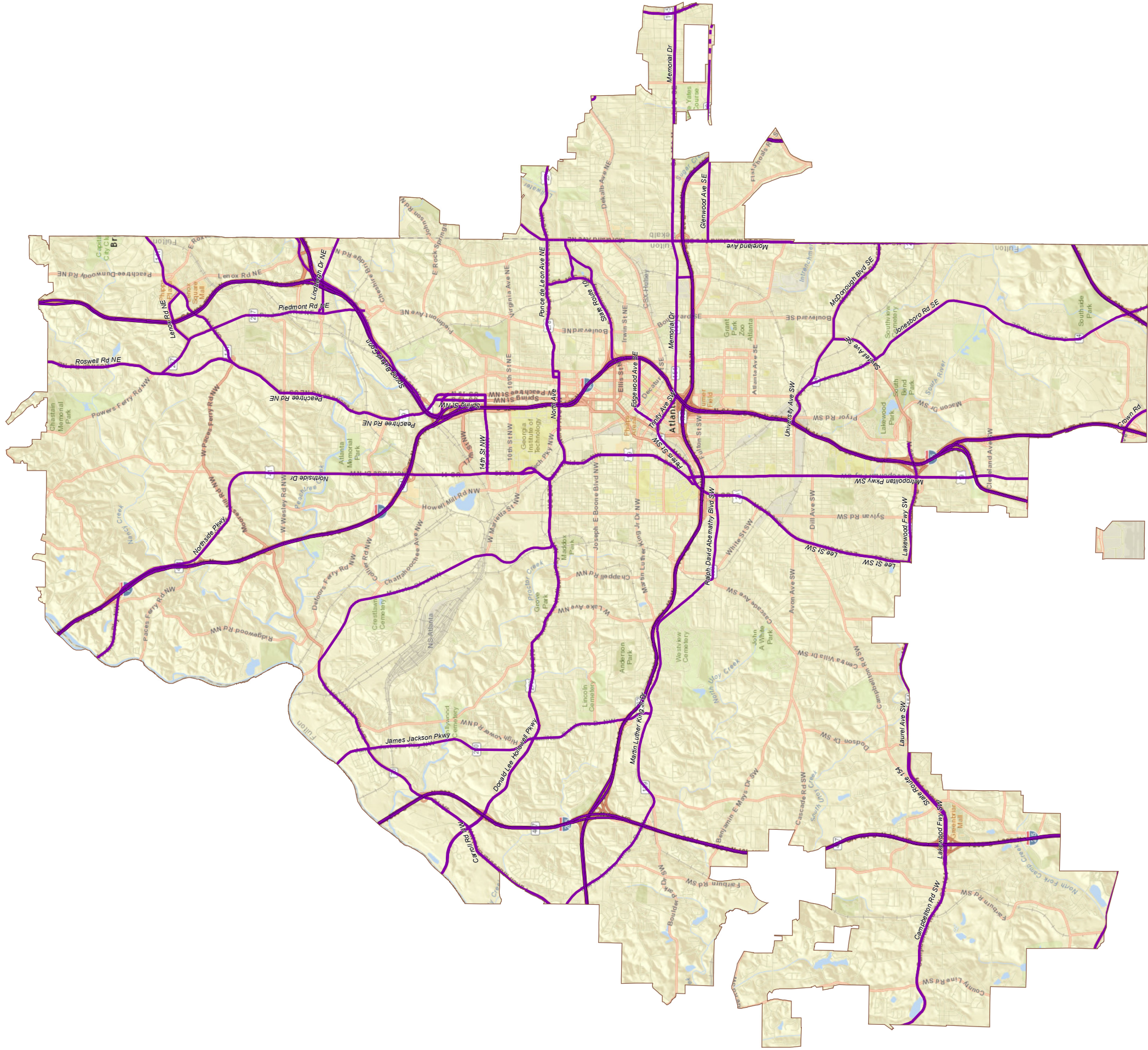
Intersection	Quadrant	Council District	Corner	Existing Sign	Replacement Sign	Comments	Photo
Howell Mill Rd. @ Moores Mill Rd.	NW	9	All	None	No Trucks over 18 Tons or Over 30 Ft in Length	Only one sign is present on the NE corner, and it is unclear as to where the sign's regulatory intentions. Install signage on all four corners of the intersection.	
Moores mill Rd @ Coronet Way	NW	9	W/E	No Trucks over 18 Tons or Over 30 Ft in Length	No Trucks over 18 Tons or Over 30 Ft in Length	Remove and replace with new, updated signage. Current signage is faded and antiquated.	
Moores Mill Rd @ I-75	NW	9	NE	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on NE side of Moores Mill Rd. to signage is visible for any truckers that may have accidentally exited. Signage would ideally recommend that truckers enter Interstate to avoid local roads.	
Moores Mill Rd @ Northside Dr.	NW	9	NE	No Trucks over 18 Tons or Over 30 Ft in Length	No Trucks over 18 Tons or Over 30 Ft in Length	Replace existing sign. The existing sign is bent and a trucker may be unable to visually verify.	
Moores Mill Rd @ W. Paces Ferry Rd.	NW	9	ALL	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on all corners	
Moores Mill Rd. @ Bolton Rd.	NW	9	W/E	No Trucks over 18 Tons or Over 30 Ft in Length	No Trucks over 18 Tons or Over 30 Ft in Length	Replace existing sign with modern, more visible signage.	
Moores Mill Rd. @ I-75	NW	9	NW/SW	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on NW/SW side of Moores Mill Rd. to signage is visible for any truckers that may have accidentally exited. Signage would ideally recommend that truckers enter Interstate to avoid local roads.	

Intersection	Quadrant	Council District	Corner	Existing Sign	Replacement Sign	Comments	Photo
Moore's Mill Rd. @ Northside Pkwy	NW	9	NE	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on NE corner of Moore's Mill Rd.	
Moore's Mill Rd. @ Peachtree Battle Ave.	NW	9	N/S	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on north and south corners of Peachtree Battle Ave NW	
Moore's Mill Rd. @ W. Wesley Rd.	NW	9	All Corners	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on all corners of W. Wesley Rd. and Moore's Mill Rd	
W. Paces Ferry Rd. @ Peachtree St.	NW	9	East (hanging sign)	No Left Turn	No Left Turn	The existing "No Left Turn Sign" is to be replaced with a new, modern sign	
W. Paces Ferry Rd. @ E. Andrews Dr	NW	9	50 feet west from NW	No Trucks over 18 Tons or Over 30 Ft in Length	No Trucks over 18 Tons or Over 30 Ft in Length	Relocate signage closer to the NW corner so trucks may see the signage before travelling on W. Paces Ferry Rd is inevitable. This cause for entrapment and may cause a Judge to dismiss any violations	
W. Paces Ferry Rd. @ W. Paces Ferry Pl.	NW	9	NW and NE	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install signage on NW corner to ensure trucks DO NOT travel west on W. Paces Ferry Rd. Trucks assume W. Paces Ferry Pl may be a "cut-through."	

Intersection	Quadrant	Council District	Corner	Existing Sign	Replacement Sign	Comments	Photo
W. Wesley @ Howell Mill	NW	9	SW and SE	(1)"No Trucks over 18 Tons or Over 30 Ft in Length" on SW corner	No Trucks over 18 Tons or Over 30 Ft in Length	Install "No Trucks over 18 Tons or Over 30 Ft in Length" signage on SE corner. Install new signage and clear tree branches that are obstructing the sign on SW corner.	
W. Wesley Rd. @ Dover Dr.	NW	9	SW and NW	None	No Trucks over 18 Tons or Over 30 Ft in Length	Install "No Trucks over 18 Tons or Over 30 Ft in Length" signage on both SW and NW corners of W. Wesley Rd.	
W. Wesley Rd. @ Dover Dr.	NW	9	NW	None	Street Signage	Replace street signage that specifies W. Wesley Rd. and Dover Dr.	
W. Wesley Rd. @ Northside Dr.	NW	9	SW and NW	No Trucks over 18 Tons or Over 30 Ft in Length	No Trucks over 18 Tons or Over 30 Ft in Length	Install larger signage and clear tree branches that are obstructing the sign.	

Appendix E: Maps in 11x17 Format

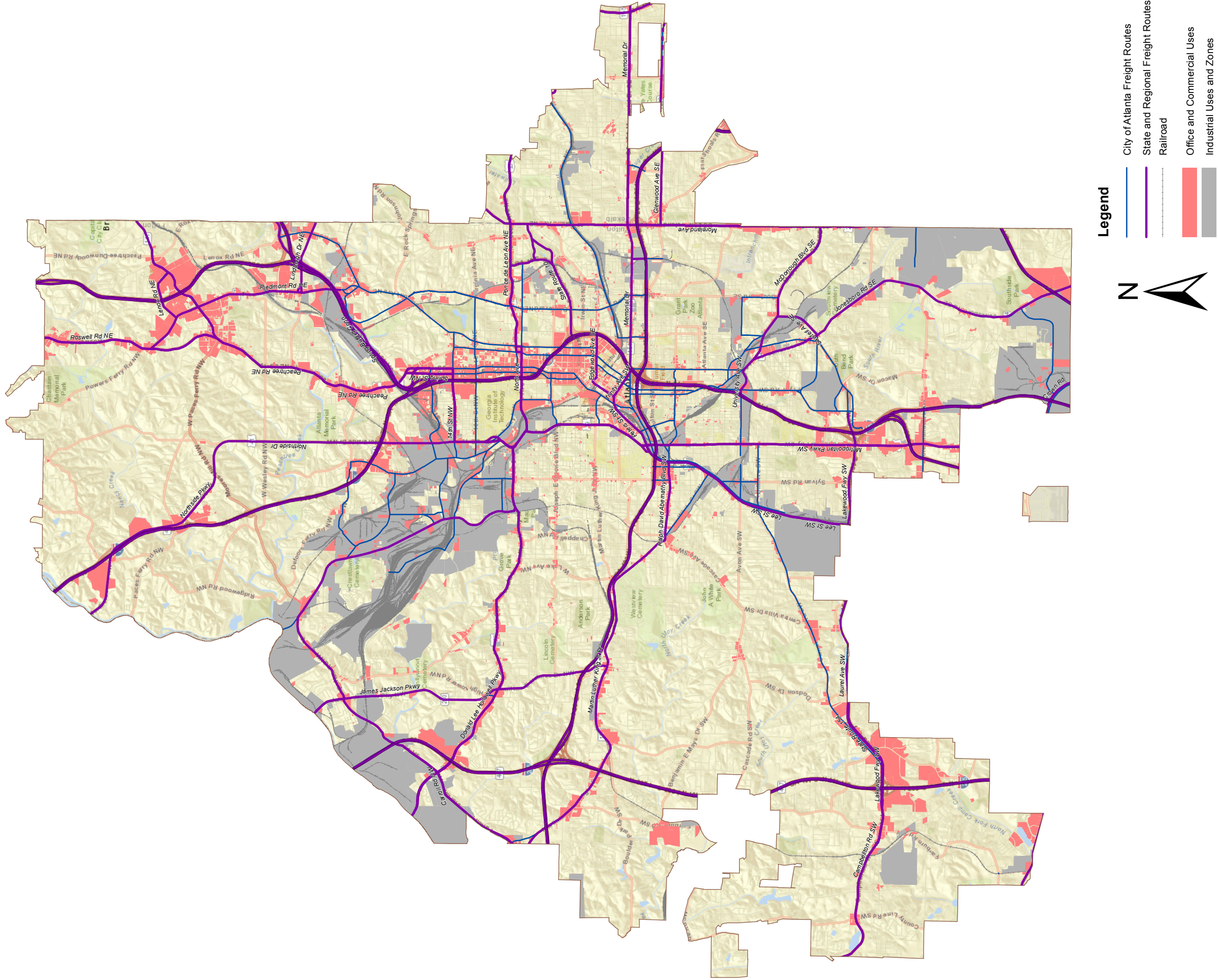




Legend
State and Regional Freight Routes

State and Regional Freight Routes within the City of Atlanta

Cargo Atlanta: A Citywide Freight Study



City of Atlanta Freight Route Map

Cargo Atlanta: A Citywide Freight Study