South Fulton Community Improvement District

Multimodal Study
Final Plan and Study Recommendations

prepared for

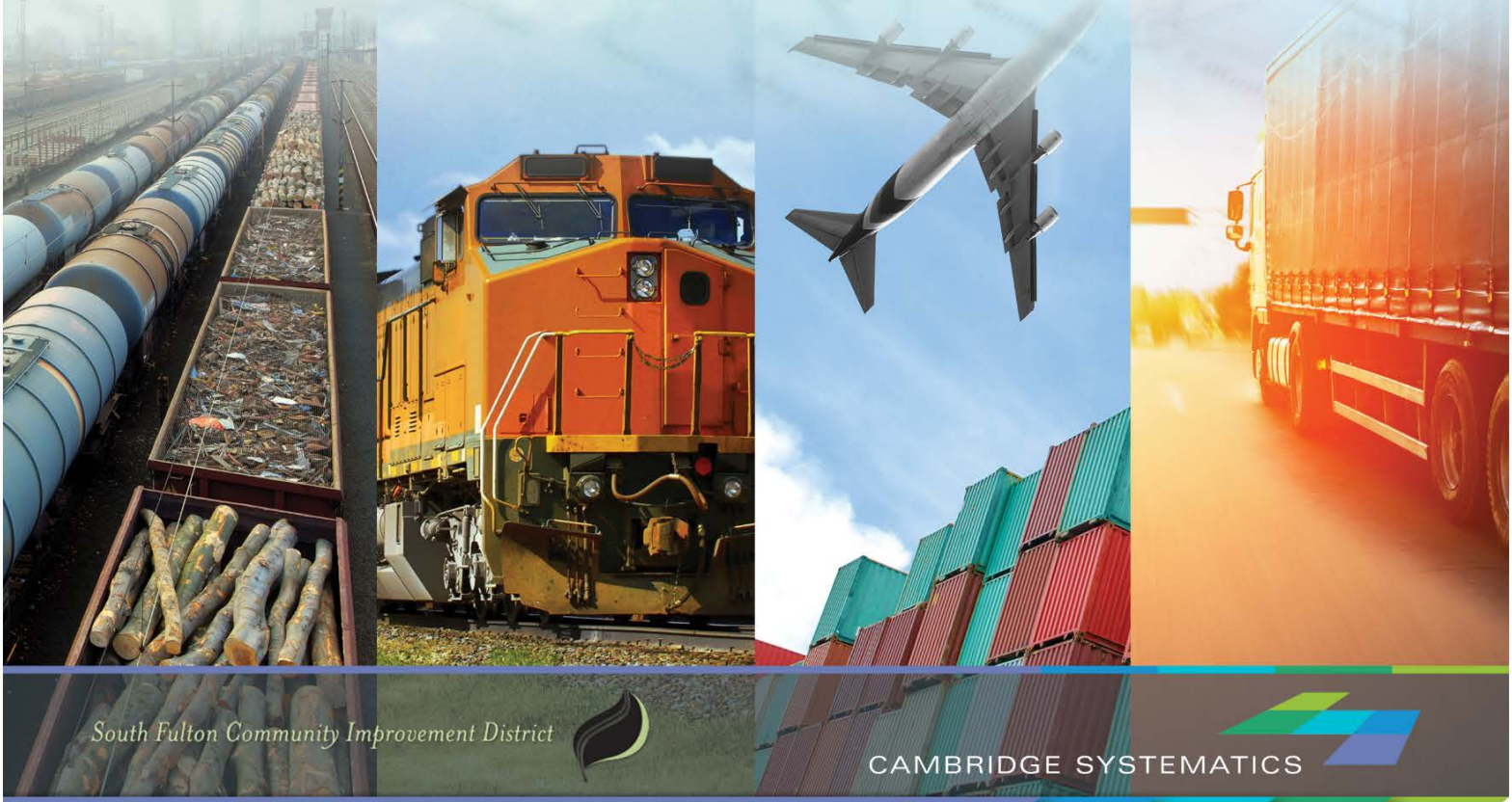
South Fulton Community Improvement District

prepared by

Cambridge Systematics, Inc.

with

Volkert, Inc.



South Fulton Community Improvement District

CAMBRIDGE SYSTEMATICS

April 30, 2018

report

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date

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1.0 Introduction

The South Fulton Community Improvement District (CID) conducted a Multimodal Transportation Study (November 2016 through March 2018) to understand how the CID's transportation infrastructure is being used to handle freight and to support local resident and commuter mobility. The purpose of the study was to develop and prioritize a strategic set of actionable, multi and intermodal transportation solutions within the study area to address both short- and long-term investment needs. The overall goals of the study were to: 1) strengthen the local economy through targeted freight and industrial investments; 2) align workforce development and retention strategies with freight investments; 3) improve area mobility, safety, and traffic conditions; and 4) mitigate negative impacts of existing or planned freight and industrial land uses. The South Fulton CID Multimodal Study Final Plan documented herein, summarizes the study process, key findings, and final study recommendations.

The Final Plan is organized as follows:

- Section 1.0—Introduction.
- Section 2.0—Summarizes the study process that was used to identify investment needs.
- Section 3.0—Summarizes key investment needs for the study area.
- Section 4.0—Summarizes the project identification and evaluation process used to determine high-priority projects.
- Section 5.0—Documents project recommendations.
- Section 6.0—Provides broader policy recommendations for the study area.

1.1 Study Overview

The South Fulton CID, located primarily along the Interstate 85 (I-85) and Oakley Industrial Boulevard corridors, spans approximately 14 square miles and 4 different municipalities. The South Fulton CID is a self-taxing group of property owners working together to facilitate business and community development in partnership with local governments. The CID's primary function is investing in areawide access and mobility improvements.

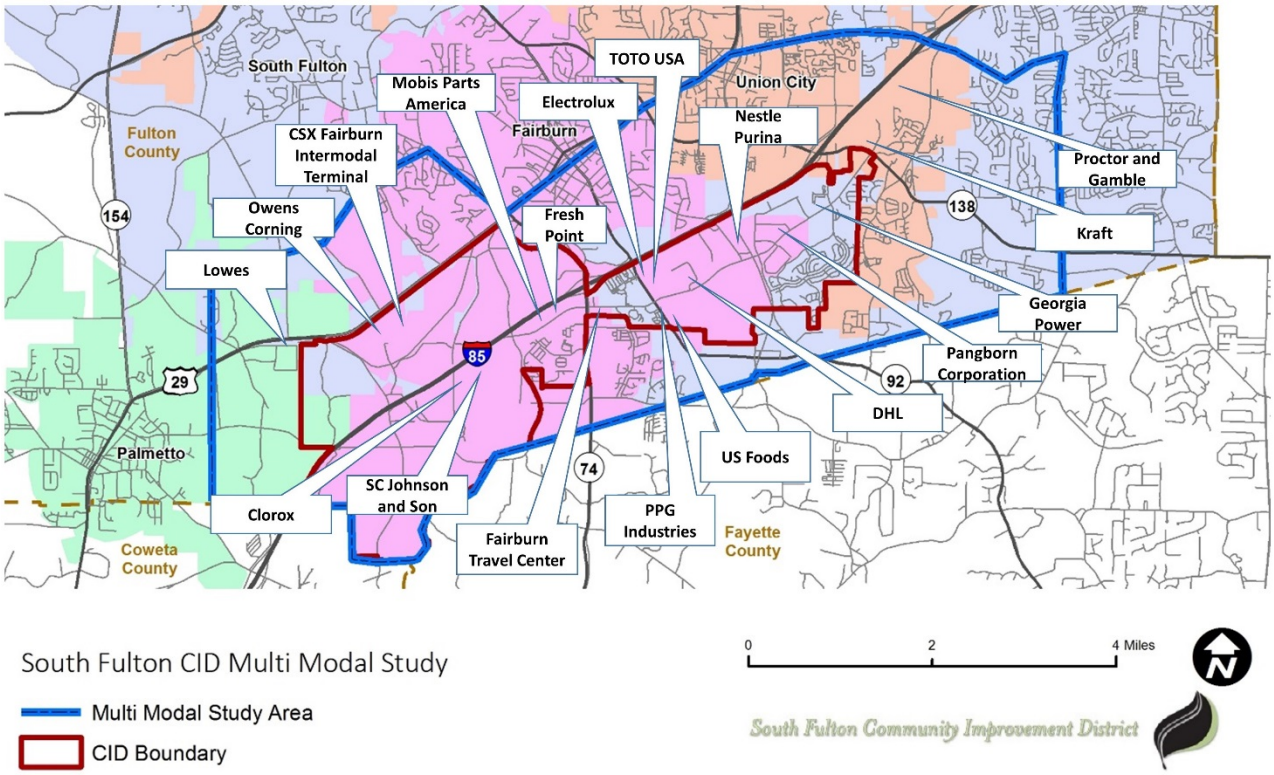
The CID and surrounding area is experiencing substantial growth as a result of significant warehousing and distribution center development and resulting increases in freight movements to, from, and within the area. Much of this new development can be traced to the construction of the Fairburn CSX Intermodal Center, completed in 1999, which created a high-volume rail corridor connection for intermodal service between southern California ports, Atlanta, and the rest of the southeast region. While ancillary logistics, warehousing, and transportation jobs and investment have flourished, so too has congestion and access issues for both freight and passenger movements in the area.

The South Fulton CID Multimodal study area, more broadly defined beyond the CID boundary to encompass critical, proximate development and roadway facilities to the CID, is bisected by I-85 and anchored to the south by the Fairburn CSX Intermodal Center. The study area comprises a mix of industrial, commercial, and residential land uses. Towards the southern end of the study area in and around the intermodal facility,

industrial uses dominate with growth spurred by the CSX facility and new warehousing on previously vacant land. Heading north along I-85, land uses transition to residential and rapidly developing commercial. A large portion of the CID and study area also is located within the Atlanta Aerotropolis boundary, and is reflected as a key element of the recently completed "Blueprint" for economic investment, job growth, and improved quality of life in, and around the Hartsfield-Jackson International Airport.

Figure 1.1 reflects the South Fulton CID and Multimodal Study area boundaries. A sample of the number and type of truck-generating manufacturing and distribution facilities is highlighted to emphasize the density of these freight-oriented activities within a relatively small study area.

Figure 1.1 South Fulton CID Study Area



Source: South Fulton CID; Cambridge Systematics, Inc. analysis.

This Multimodal Study Final Plan defines the unique mobility challenges within the study area and presents a set of priority investment strategies and policies that improve mobility, safety, and system access for both commuters and freight. Though overall the CID area's transportation system currently provides a high level of service, in the near future it may become a victim of its own success as growth and development threaten service quality. In addition, because the area is increasingly desirable for both residential and industrial development, accommodating multiple roadway users will become a greater challenge. Key study considerations included the following:

- **Increased congestion due to increased truck demand.** The Fairburn CSX Intermodal Center currently operates 350,000 lifts per year and is anticipated to support up to 1 million lifts per year in the future, driving up freight and truck demand. Besides CSX, the South Fulton CID is home to several companies in what can be described as freight-intensive industries (e.g., manufacturing, warehousing, distribution, etc.). Many more companies in freight-intensive industries are likely to be attracted to the area based on

the success of their peers, leading to greater freight demand. In addition, the Pilot Travel Center is one of the few truck parking facilities in the Atlanta Region and has plans to expand, which will lead to greater truck volumes.

- **At-grade rail crossings creating significant, localized congestion.** For example, the at-grade crossing connecting McLarin Road to U.S. 29/Roosevelt Highway near the Fairburn CSX Intermodal Center poses a significant congestion challenge as at least one train each day from California is broken down. This creates a minimum 30-minute backup for passenger vehicles in the surrounding area.

- **Lack of adequate, safe last-mile connections** for employees utilizing transit to access area businesses.

- **Substandard roadways resulting from increased traffic volumes as the area has transitioned from rural to suburban.** Investment has not kept pace with growth as Metro Atlanta has expanded further south. As a result, many roadways in and around the CSX facility and other key employment clusters in the study area struggle to handle increasingly higher traffic volumes.

- **Conflicting land uses.** The encroachment of residential land uses into industrial areas has become a source of conflict. Among residential communities, increasing truck traffic is often viewed as negatively impacting quality of life and impeding commute mobility (e.g., truck queuing, parking). On the other hand, roadways that historically served as freight corridors now must serve both freight and commuters. The emergence of SR 74 as a key corridor for Fayette County commuters is a prime example. While the additional truck demand is a reflection of growing economic activity, proactive attention to the interaction and, often conflicting, mobility needs between trucks, automobiles, and other system users is needed.

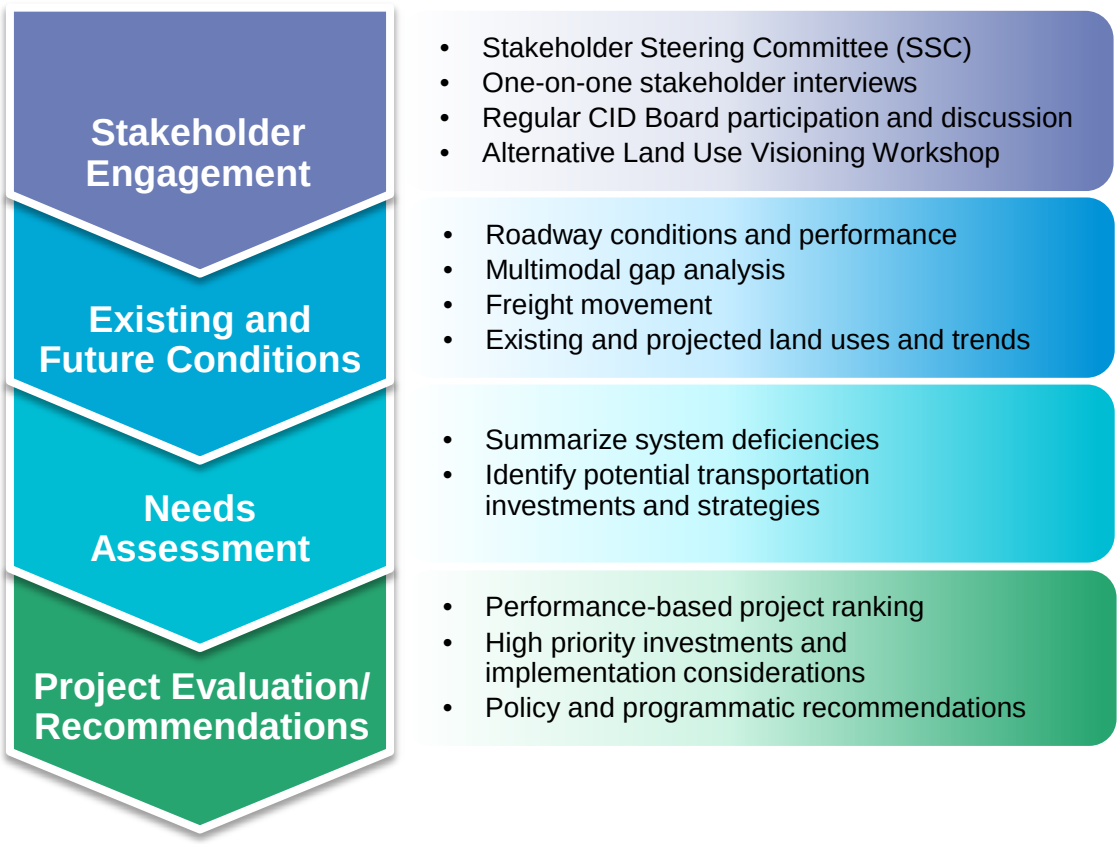
- **Employee attraction and labor force retention.** There is a need for qualified workers in the CID area. However, with a limited multimodal network, employee transportation options are limited. This creates significant challenges related to attracting and retaining a workforce and complicates mobility challenges as employers are required to tap into a labor market that lives further away and has to drive further to work.

2.0 Study Process

To address the complex mobility challenges in the study area, the Multimodal Study was guided by an integrated technical approach that considered multi and intermodal system performance (both current and projected), system conditions, and evolving land use and development trends. The analysis included a detailed assessment of the following: [1]

- An assessment of existing and projected roadway congestion.
- A detailed crash analysis based on geolocated crash data from the last five years.
- A network and asset-level pavement and bridge conditions assessment.
- An evaluation of roadway operations and design.
- A multimodal gap analysis for bicycle, pedestrian, and transit infrastructure.
- A detailed analysis of existing and projected land use and development trends to identify potential areas of opportunity or conflict between proposed transportation investment and planned land use.

Figure 2.1 South Fulton CID Multimodal Study Process



[1] The technical analysis conducted as part of the study is documented, in full, in *South Fulton CID Multimodal Study Existing Conditions and Trends, July 14, 2017*.

In addition to the technical analysis, targeted stakeholder input was gathered throughout the study to calibrate technical findings against local realities and ensure a comprehensive perspective on investment needs.[2] This integrated process directly informed the identification and prioritization of projects and policies for the study area, as reflected in final study recommendations.

Key findings derived from the technical analysis are summarized in Section 3.0 and highlights of stakeholder engagement activities are summarized below, in Section 2.1.

2.1 Stakeholder Engagement

2.1.1 Stakeholder Steering Committee

A Stakeholder Steering Committee (SSC) was invited to participate and provide input throughout the Multimodal Study. SSC members included representatives from the South Fulton CID Board of Directors, the City of Fairburn, Union City, the Atlanta Regional Commission (ARC), the Georgia Department of Transportation (GDOT), the Metropolitan Atlanta Rapid Transit Authority (MARTA) and Fayette County. Also invited was the City of Palmetto and Fulton County.

Presentations were provided and feedback requested at key points during the process, including meetings held on April 21, 2017, to discuss existing conditions/trends in the study area and key investment needs; July 21, 2017, to review and provide input on the proposed project evaluation and ranking process; October 20, 2017, to review all proposed investment needs and their project ranking; and January 19, 2018, to review draft study recommendations. SSC members, along with the South Fulton CID Board, were used as a sounding board throughout the study to provide targeted feedback on key investment proposals.

2.1.2 Stakeholder Interviews

In addition to the SSC, multiple stakeholders throughout the CID study area were approached to participate in in-depth, one-on-one interviews. A total of five interviews were conducted with DHL, Toto USA, Owens Corning, Clorox, and the Fairburn Police Department (see Table A.1 in Appendix A). Interview themes are documented in full in the South Fulton CID Multimodal Study Needs Assessment and include the following key takeaways:

- Congestion is limited to key access nodes (namely, the I-85 interchanges and the intersection of Oakley Industrial Boulevard and SR 74).
- Other challenges, such as poor pavement quality or routes blocked by freight rail traffic, are primarily located along the study area's truck routes.
- Growth throughout the CID is not only expected to continue, but to increase in speed.
- Past infrastructure investments have not kept pace with development.

[2] Stakeholder engagement activities conducted as part of the study are documented, in full, in *South Fulton CID Multimodal Needs Assessment, November 24, 2017*.

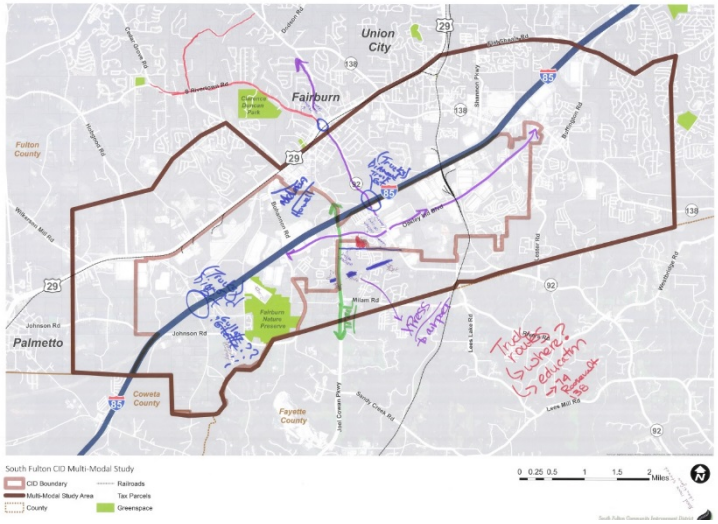
- Greater resources should be directed towards maintaining a state of good repair on the study area's roadways as growth continues.

- The lack of alternative transportation options presents a workforce development challenge to many of the companies located in the CID.

2.1.3 Land Use Workshop

To supplement targeted stakeholder outreach efforts, a land use workshop was conducted on May 18, 2017. The purpose of the workshop was to bring awareness of existing and projected transportation and land use conditions to a broader set of project stakeholders and provide an understanding of the impacts that land use decisions have on transportation system performance. Dialogue around the transportation/land use dynamic is important for stakeholders to take informed positions on the challenges, opportunities, and desired investment strategies to enable the CID's future growth and development.

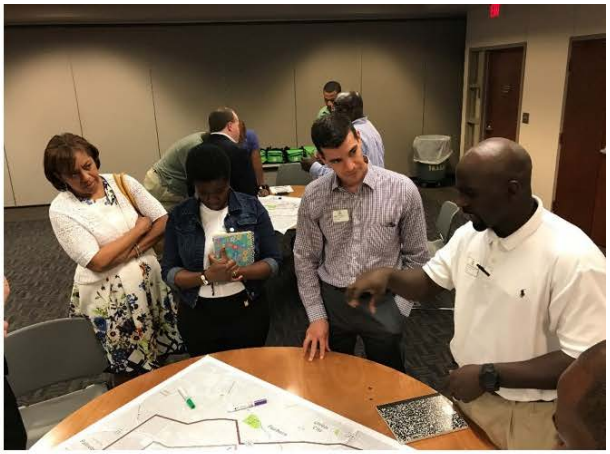
Key attendees included representatives from the Union City and Fairburn City councils, the Fairburn and Union City planning and public works departments, GDOT, MARTA, Fayette County, CID Board members and area businesses and residents. As part of the workshop, participants split into groups and were given a map exercise with color-coded markers.

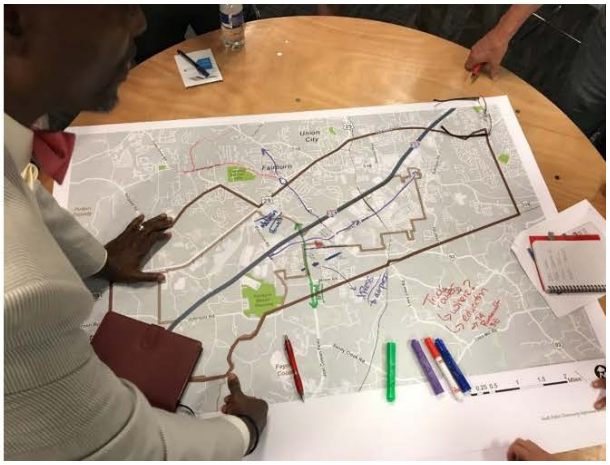


Source: Land Use Visioning Workshop, May 18, 2017, Cambridge Systematics, Inc. analysis.

A key theme articulated by workshop participants was the prevalence of freight traffic in residential areas. Participants noted that trucks often get lost and find themselves on residential streets. They also articulated that train traffic negatively impacts the area as trains often block multiple at-grade crossings for long periods of time as their length requires them to be broken down before entering the Fairburn CSX Intermodal Center. This limits the mobility of residents and workers in the study area and raises safety concerns due to the limited access of first responders in the event of an emergency. It also was clear through this workshop that transit, multiuse trails and other bicycle and pedestrian infrastructure was strongly supported.

Further land use recommendations discussed in the workshop are included in Section 3.5. These include installing noise and visual barriers between warehousing and residential uses that already have been developed. It also includes refining land use regulations so that future developments work to balance the needs of the CID's industrial, commercial, and residential areas towards the goal of achieving a robust live and work community.



Source: Land Use Visioning Workshop, May 18, 2017, Cambridge Systematics, Inc. analysis.

3.0 Key Investment Needs

A summary of key investment needs derived from the Multimodal Study technical analysis and stakeholder input is provided below.[3] Needs are identified for the roadway network and the multimodal network. Corresponding land use policy and development considerations also are included. A brief overview of the roadway system and the freight/rail system is provided first, as the development and expansion of both, over time, has prompted both opportunity in the study area as well as a number of mobility, safety, and economic development challenges that the Multimodal Study is seeking to address.

3.1 Primary Transportation Networks in Study Area

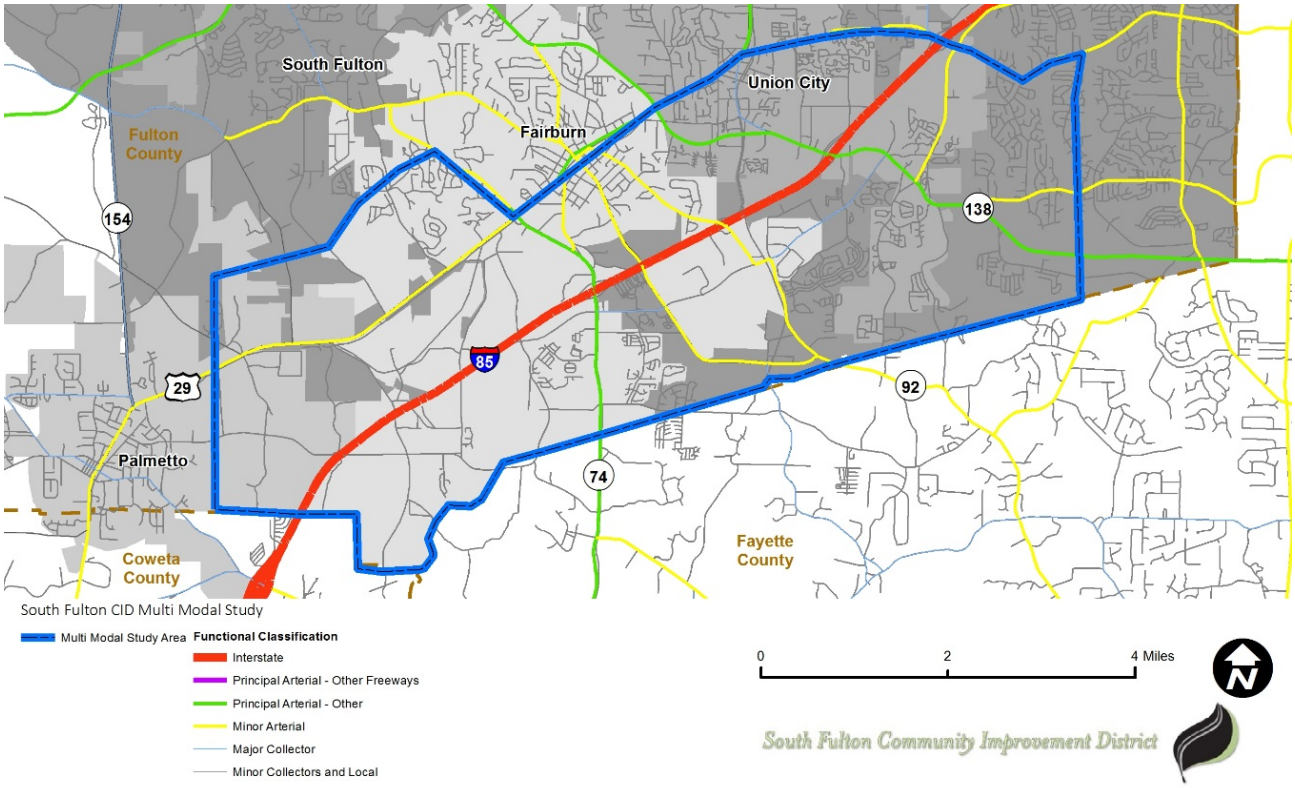
3.1.1 Highway Network

There are just over 188 miles of roadways in the study area. Nearly 80 percent of these roadways are classified as Local, indicating that they are generally shorter roadways not used for long-distance travel or through trips. Together, minor and major Collectors comprise about 3 percent of the study area's roadways. Collectors can be described as roadways that primarily facilitate intracounty travel and that funnel traffic from local roads to the arterial network. Just over 13 percent of study area's roadways are classified as arterials and just under 5 percent are classified as interstate, both of which provide for travel over longer distances and at higher speeds. Goods movement relies primarily on the interstate and arterial networks, with collector and local roadways often representing the first and last miles for freight shipments.

The density of local roads in the study area, compared to higher functionally classified roads creates a challenge for addressing freight-oriented trucking needs, which relies on a balanced highway system to address broader freight demand (Figure 3.1).

[3] Investment needs are documented in the *South Fulton CID Multimodal Study Needs Assessment, November 24, 2017*.

Figure 3.1 Functional Classification of Roadways within the Study Area



Source: FHWA Highway Performance Monitoring System.

3.1.2 Highway Freight Network

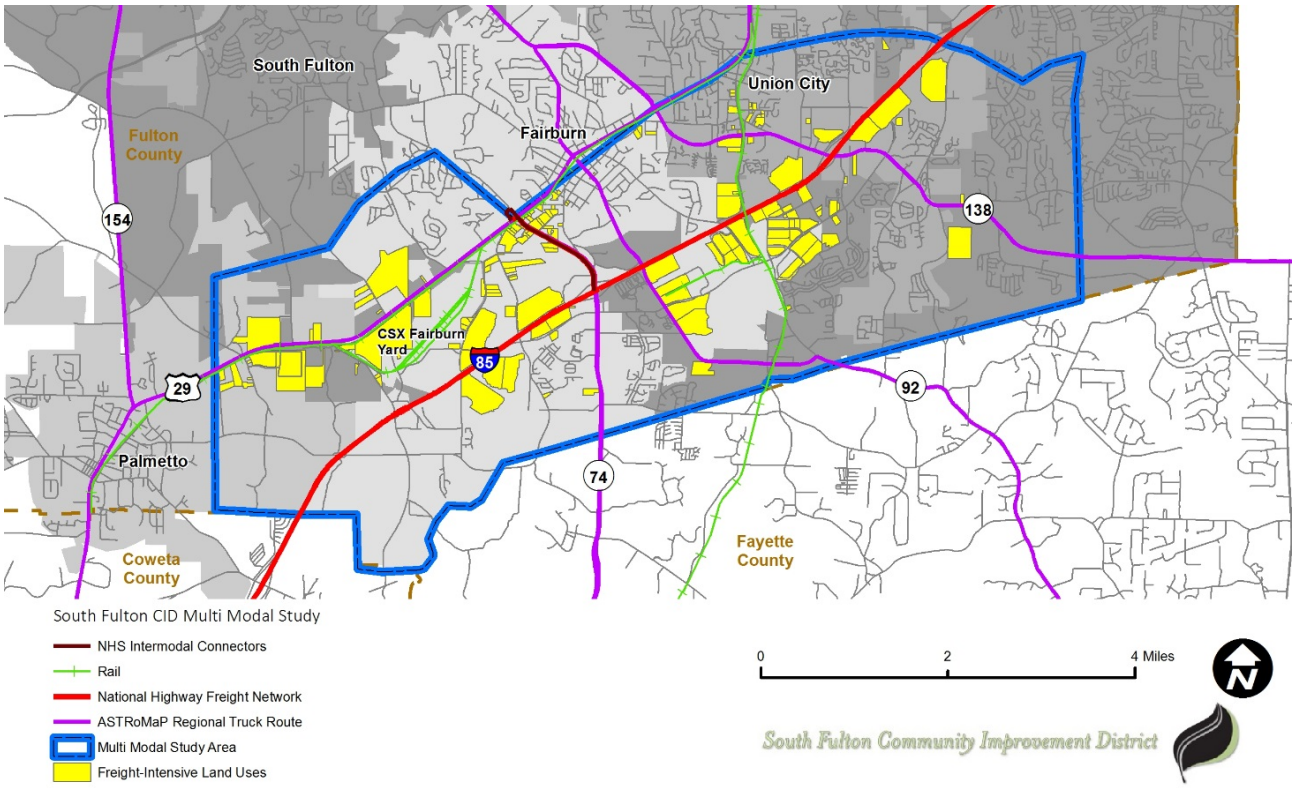
Multimodal freight networks at the national, State, and regional levels all have portions that extend into the South Fulton CID study area. At the national level, the Federal highway freight network is defined as the National Highway Freight Network (NHFN). A subset of the NHFN is the Primary Highway Freight Network (PHFN), which consists of roadways deemed to be the most critical highways to the nationwide movement of goods. Both I-85 and SR 74 (From I-85 to U.S. 29) are included on the PHFN as shown in Figure 3.2. In addition to the NHFN and PHFN, the South Fulton CID study area also has roadways that are part of the Federal Highway Administration's National Highway System (NHS) intermodal connector network. Intermodal connectors are roadways that are recognized by FHWA as providing first- and last-mile access between the NHS and major intermodal facilities, such as the Fairburn CSX Intermodal Center. Because these are viewed as the primary routes to and from major intermodal facilities, the roadway segments comprising these routes are eligible for Federal funding. As shown in Figure 3.2, the route consisting of McLarin Road from the Fairburn Intermodal Terminal entrance to the SR 74 Connector, the SR 74 Connector, and SR 74 from the SR 74 Connector to I-85 comprise the intermodal connector serving Fairburn Intermodal Terminal.

The Atlanta Strategic Truck Route Master Plan (ASTRoMaP) is a network of primarily arterial and interstate roadways meant to facilitate cross-town truck movements at the regional level. The ASTRoMaP network was developed by the ARC upon recognizing that many of the region's existing truck routes were not logical in that they stopped at jurisdictional boundaries or conflicted with restrictions placed in adjacent communities.

In the South Fulton CID study area, State Routes 92, 138, and 74 are all part of the ASTRoMaP network as shown in Figure 3.2. In addition, U.S. 29 and I-85 are included on the network.

Despite the importance of Oakley Industrial Boulevard to local freight movements in the CID study area, it is not a part of the national or regional freight networks.

Figure 3.2 Highway Freight Networks in the CID Study Area



Source: FHWA; Atlanta Regional Commission; Oak Ridge National Laboratory; Cambridge Systematics, Inc.

3.1.3 Rail Network

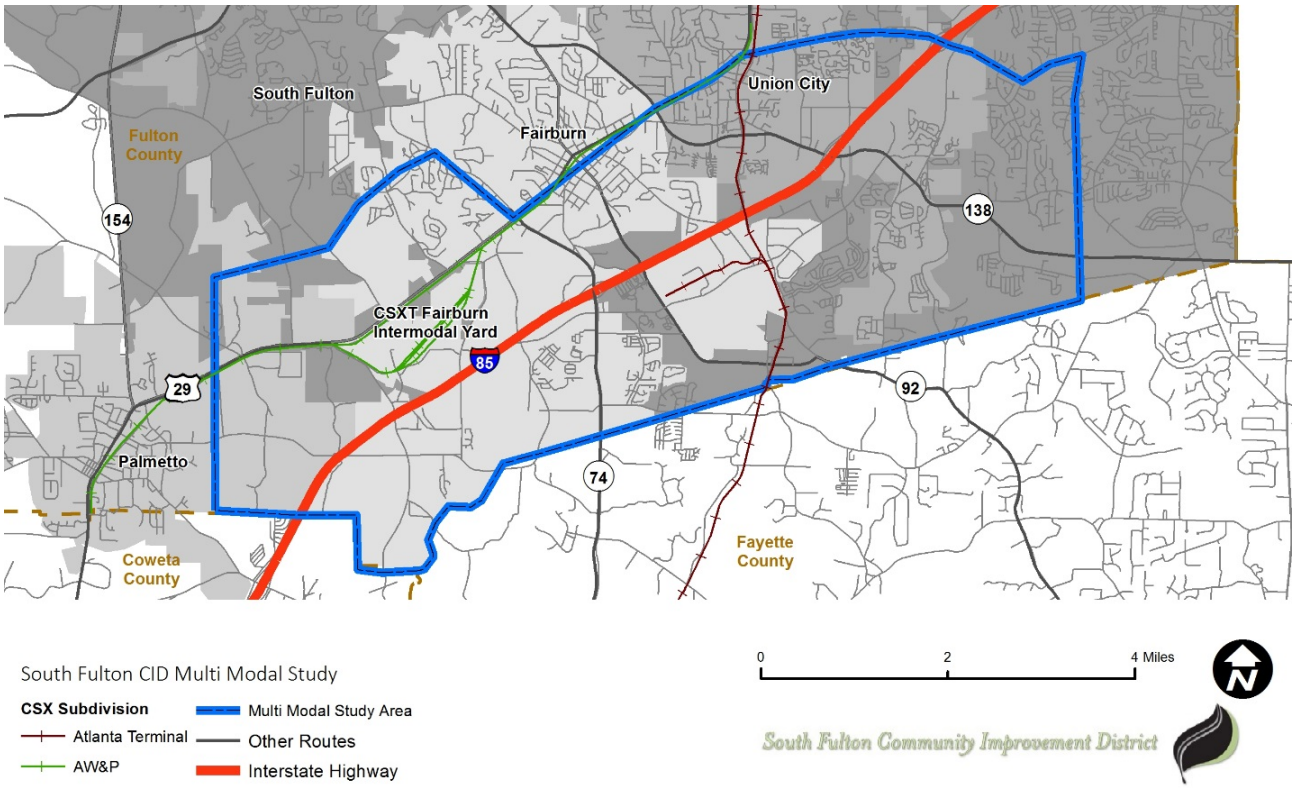
The South Fulton CID is located along CSX Transportation's Southeast Corridor which links the carrier's major western gateways (i.e., Chicago, St. Louis, and Memphis) with its southeast hubs (i.e., Atlanta and Nashville). This also provides a direct link between the South Fulton CID and the Port of Savannah and the I-95 corridor.

Two CSX rail lines traverse the study area as shown in Figure 3.3. The rail line running parallel to U.S. 29 is part of the AWP West of Atlanta subdivision which continues west into Montgomery, AL. The line running north through Fayette County into the study area is part of the Atlanta Terminal subdivision. In addition to the two rail lines, the Fairburn CSX Intermodal Center also is located in the study area. The facility is CSX's largest Atlanta-area intermodal terminal. Furthermore, through a trackage rights agreement with BNSF, the Fairburn CSX Intermodal Center plays an important role in facilitating rail intermodal shipments from the U.S. West Coast into the Southeast.

Because of past development patterns, the study area's rail lines go through the center of the CID's municipalities. This increases the potential for train movements to conflict with pedestrian and passenger

vehicle movements at grade-level crossings creating safety issues and travel time delays. These issues are discussed in greater detail in Section 3.2.2.

Figure 3.3 Freight Rail in the CID Study Area



Source: Oak Ridge National Laboratory; Cambridge Systematics, Inc.

3.2 Roadways

3.2.1 Congestion

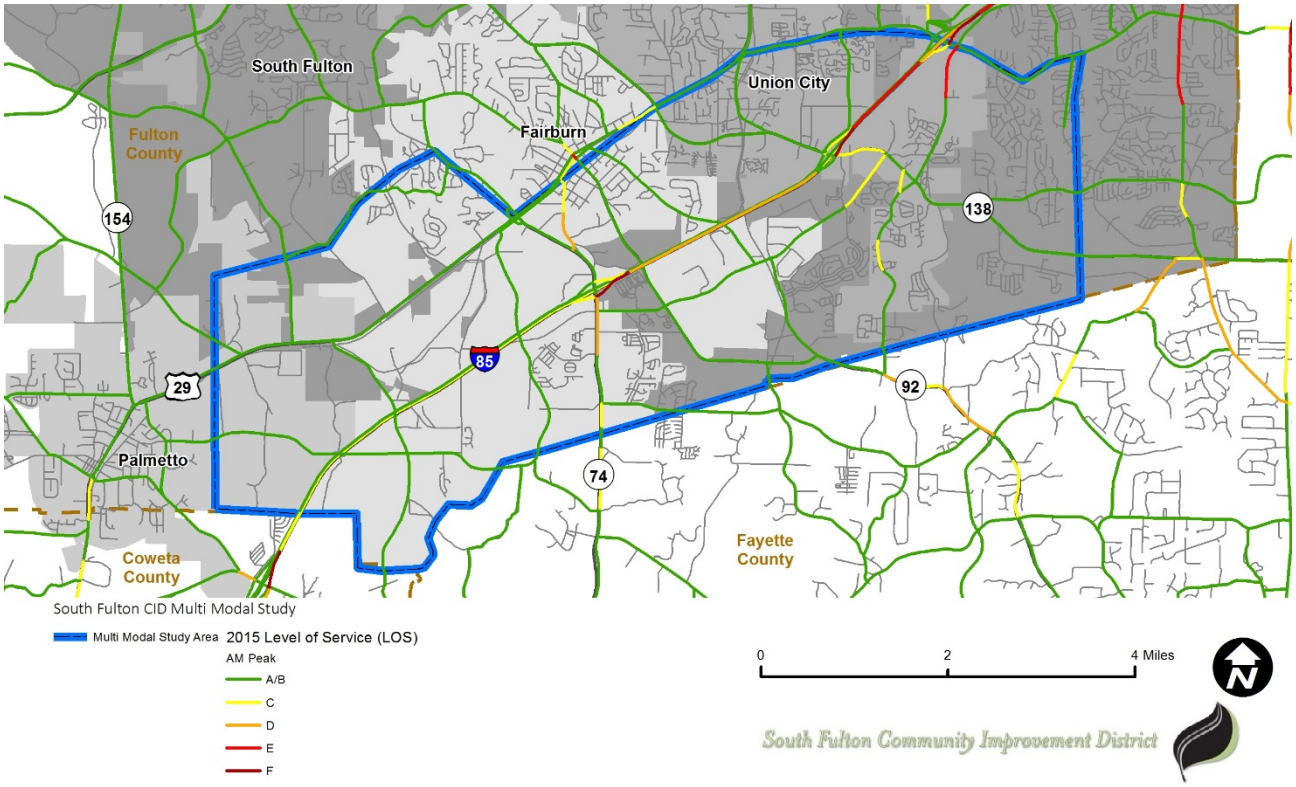
Results from the ARC regional travel demand model and field observations conducted as part of the study indicate that the study area's highway system largely provides for a high level of service during both the morning and evening peak periods.

The only roadways in the CID study area to receive a level of service rating equal to "F" (which indicates the roadway is at or over its designed capacity), are the interchanges with I-85 at SR 74, SR 138, and Flat Shoals Road (Figure 3.4).

Other challenged roadways based on the model results include Buffington Road near its intersection with Flat Shoals Road and SR 74 south of I-85. These roadways have portions that exhibit levels of service ratings of "E" or "D," respectively. This indicates that those roadway segments are near or at capacity during peak periods of travel. The CID's sparse roadway network, particularly south of I-85, contributes to congestion with growing traffic volumes being concentrated on only a few routes.

Travel demand model results also were used to predict future highway performance in the CID study area. The model results indicate that the system continues to largely provider a high level of service during both the morning and evening peak periods even with projected growth in traffic volumes. The only roadways in the CID study area to receive a level of service rating equal to "F" in 2040 continued to be the interchanges with I-85 at SR 74, SR 138, and Flat Shoals Road.

Figure 3.4 Morning Peak Hour Level of Service
2015



Source: Atlanta Regional Commission Travel Demand Model.

The performance of key intersections throughout the CID study area was measured via a level of service (LOS) analysis conducted as part of the Multimodal Study. Overall, the analysis found that many of these intersections performed relatively well with many exhibiting a "C" or better LOS along all approaches.

SR 74 at Oakley Industrial Boulevard is the busiest intersection for truck activity and the only intersection with service level "F" (during PM peak).

Oakley Industrial Boulevard is a key trucking corridor within the study area, but not on a formally designated regional/State freight network. The mix of residential and industrial properties along the corridor creates a challenge for addressing local/commuter or freight/trucking needs.

3.2.2 Safety

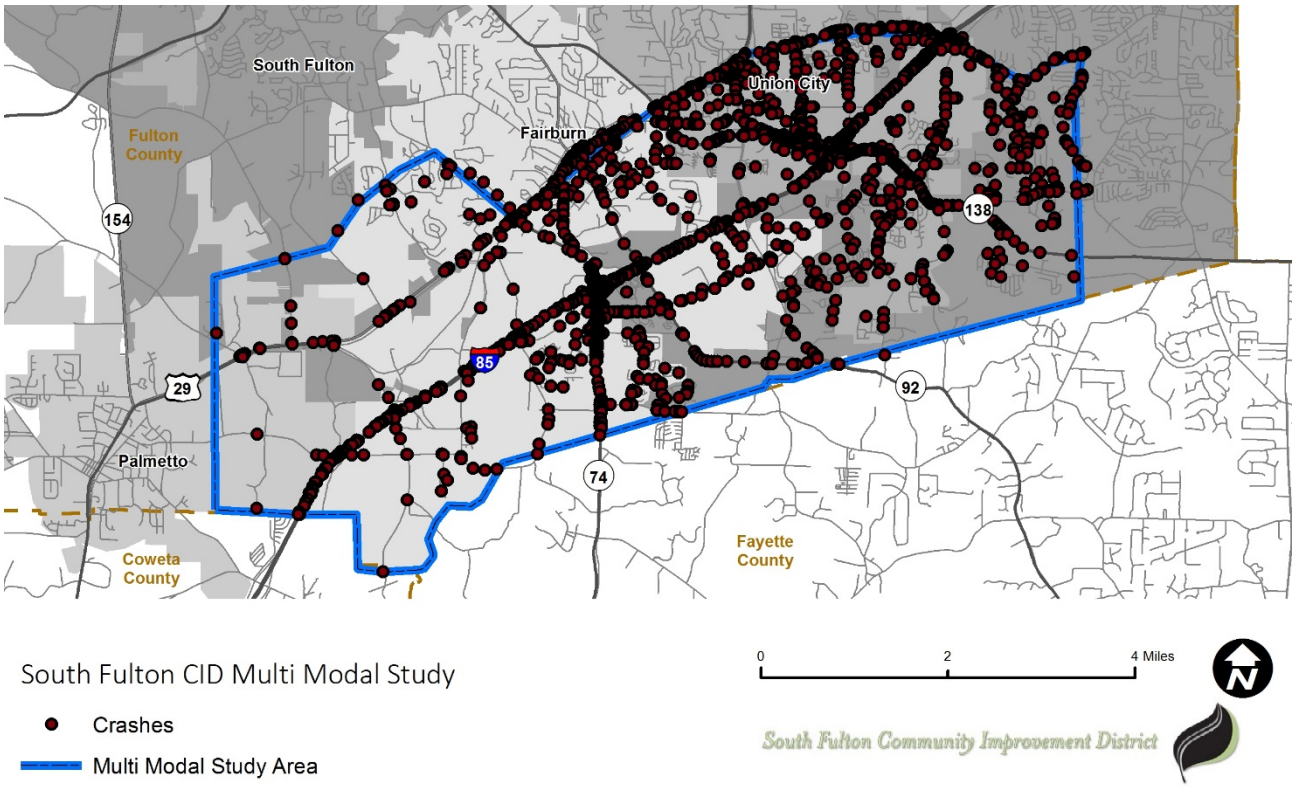
Roadway safety represents an important measure of performance not only because of the potential loss of life and damage to property, but also because of the role it plays in congestion. There were 9,284 crashes in

the CID study area over the 2012 to 2016 time period. Many of those crashes occur on the major roadways traversing the CID study: I-85, SR 138, SR 74, U.S. 29, SR 92, Oakley Industrial Boulevard, Buffington Road, Bohannon Road/Johnson Road, Gullatt Road, and McLarin Road. Altogether, these facilities account for nearly 75 percent of the crashes that occurred in the CID study area over the 5-year time period. While crashes are generally skewed towards freight corridors, trucks are not overrepresented compared to autos.

Roadways in the CID study area experienced crash rates that far exceed statewide averages for similarly classified roadways.

For example, SR 138 exhibits a crash rate of nearly 933 crashes per 100 million vehicle miles while the statewide average for similarly classified urban NHS principal arterials is 356 crashes per 100 million vehicle miles. Oakley Industrial Boulevard experiences a crash rate of over 3,000 crashes per 100 million vehicle miles while the statewide average for similar local roadways is 290 crashes per 100 million vehicle miles. However, it is important to note that recent improvements to Oakley Industrial Boulevard may in the near future improve currently observed accident rates.

Figure 3.5 Crashes in the CID Study Area



Source: Georgia Department of Transportation, Office of Traffic Safety and Design; Cambridge Systematics, Inc. analysis.

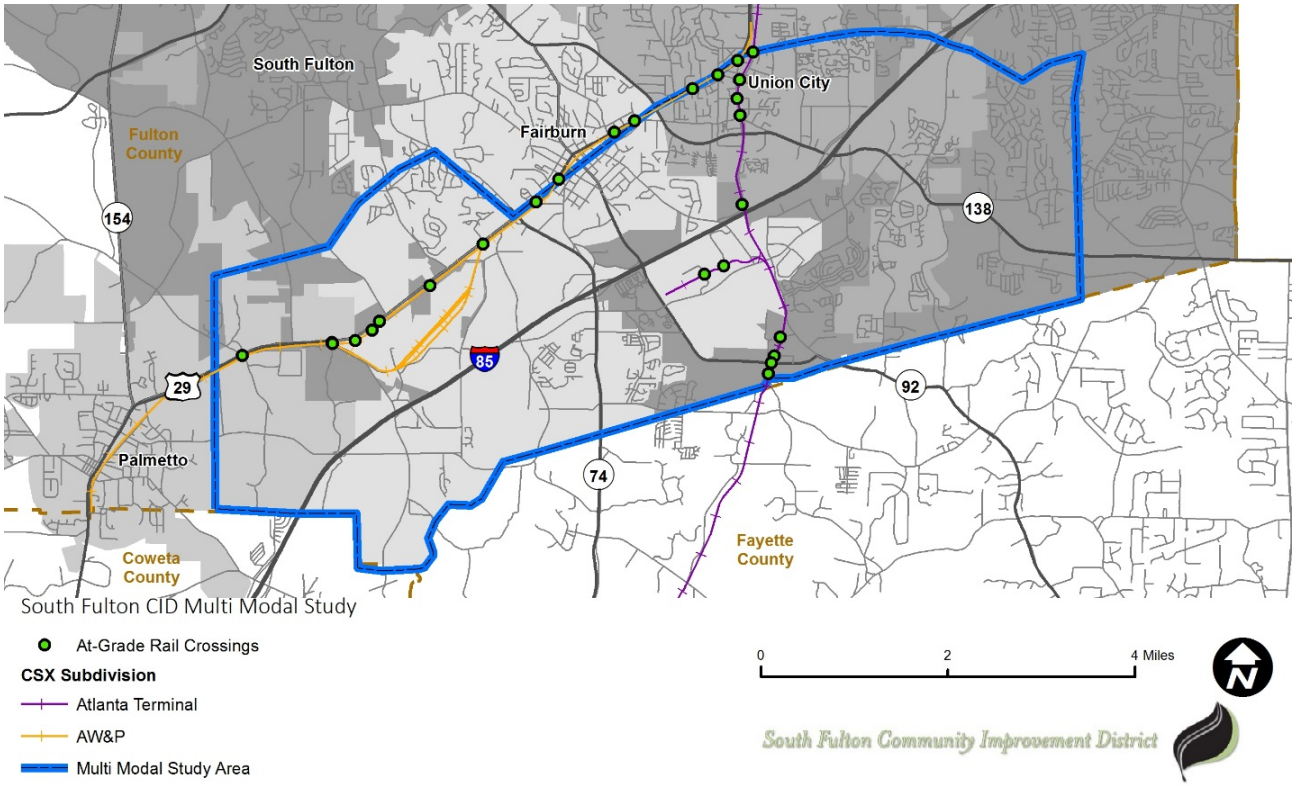
Crashes with injuries as the most severe outcome are widely distributed across roadways in the study area, with about half of these crashes (1,339 total crashes or 55 percent) occurring on primary freight corridors: I-85, U.S. 29, SR 138, SR 74, SR 92, Oakley Industrial Boulevard, Buffington Road, Bohannon Road/ Johnson Road, Gullatt Road, and McLarin Road. While injury crashes are prevalent throughout the CID study area, fatal crashes primarily occurred on relatively few roadways. Of the 29 fatal crashes, 7 (about 24

percent) occurred on I-85, Flat Shoals Road and U.S. 29 each accounted for 4 fatal crashes (nearly 14 percent), and 3 fatal crashes (10 percent) occurred on SR 138. Altogether, the four roadways accounted for 62 percent of fatal crashes in the study area.

At-grade crossings are the interface of the rail and highway systems and the points at which highway users are exposed to the most potential for burden from rail operations in the form of travel time delays and safety issues. There are 26 public, at-grade rail crossings in the CID study area (Figure 3.6). Because of past development patterns, the study area's rail lines go through the center of the CID's municipalities which increases the potential for train movements to conflict with pedestrian and passenger vehicle movements at grade-level crossings and creates safety issues.

There were 13 accidents at grade-level crossings over the 2012 to 2016 time period. Of that total, 10 accidents (about 77 percent) occurred along rail crossings in Union City. The intersection of Westbrook Place and the CSX rail line accounted for 5 accidents (nearly 39 percent) over the analysis period. The intersection of Westbrook Place and the CSX rail line also is the location of the only fatality at an at-grade crossing in the study area.

Figure 3.6 At-Grade Rail Crossings in the CID Study Area



Source: Federal Railroad Administration; Cambridge Systematics, Inc. analysis.

3.2.3 Pavement Condition

Pavement conditions reflect the high volumes of heavy vehicles operating throughout the study area.

Several of the CID study area's main truck routes are in need of patching and/or full resurfacing.

For instance, Johnson Road from I-85 to Gullatt Road exhibits poor pavement conditions. There is low to moderate cracking throughout this section of roadway. North of I-85, Gullatt Road is characterized by extensive alligator cracking and rutting. This section of Gullatt Road provides primary access to the JB Hunt drop yard and the Fairburn CSX Intermodal Center storage lot. McLarin Road provides direct access to numerous large-scale industrial developments, including the Fairburn CSX Intermodal Center. Pavement conditions on McLarin Road are characterized by a high degree of alligator cracking which is leading to the formation of large potholes. Despite a small portion of the roadway being recently resurfaced, cracks already are emerging from the underlying layers. Pavement conditions on Oakley Industrial Boulevard east of SR 74 are characterized by a high level of longitudinal cracking, alligator cracking, and several areas of patching. Alligator cracking also is prevalent on Oakley Industrial Boulevard west of SR 74, leading to the formation of large potholes.

Field observations conducted for the study also identified several truck-restricted local roads (Gullat Road south of I-85, Bohannon Road) with pavement conditions that suggest trucking activity is taking place, either due to poor signage/routing or ignored restrictions. This creates additional safety concerns for surrounding communities in addition to the underlying pavement maintenance needs.

Source: Volkert, Inc. analysis. OIB at SR 74.

Source: Volkert, Inc. analysis. Fayetteville Road at OIB.

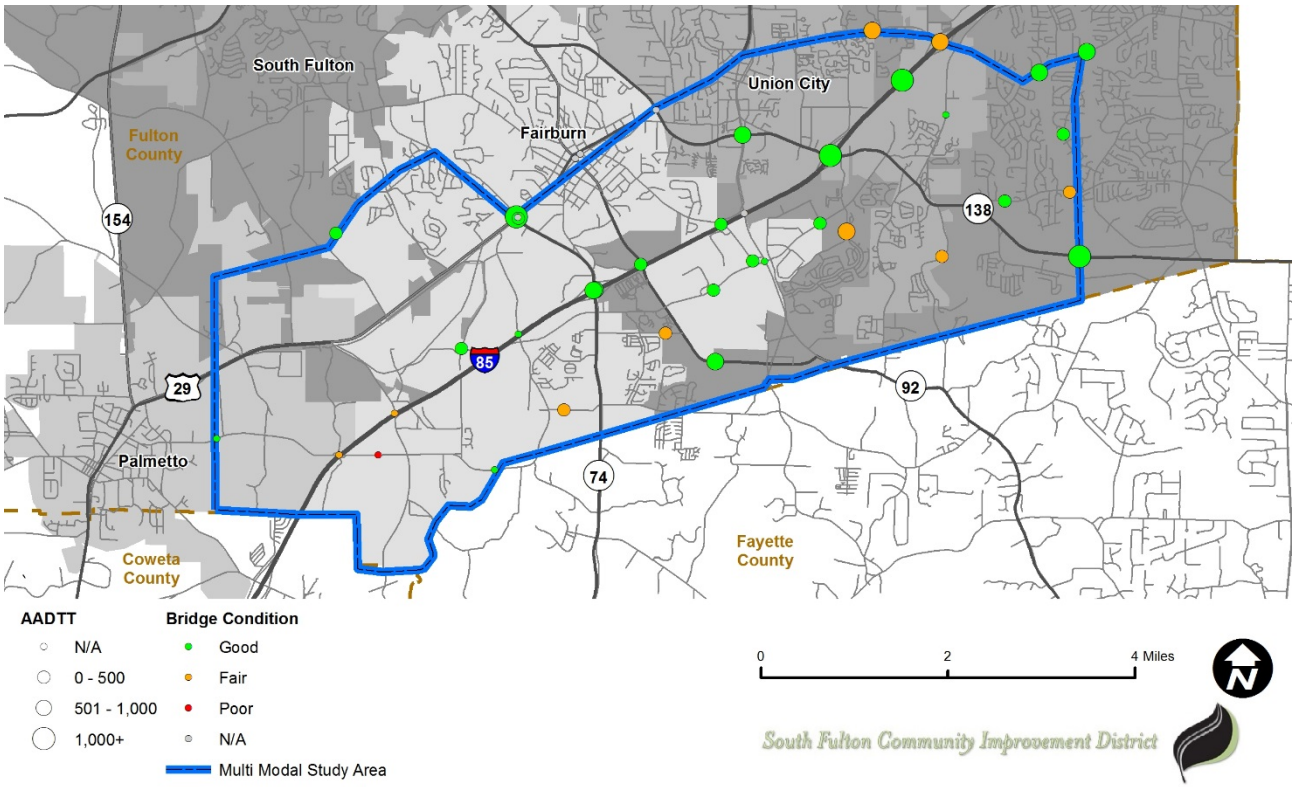
Source: Volkert, Inc. analysis. Gullatt Rd north of I-85.

3.2.4 Bridges

There are 40 bridges (5 rail and 35 roadway) within the South Fulton CID study area. Overall those bridges are in good condition based on their sufficiency ratings and other factors (such as posted status, ability to handle school buses and containerized freight, deck condition, etc.). The sufficiency rating is a numeric value indicative of a bridge's sufficiency to remain in service. Based on their sufficiency ratings, 14 of the study area's bridges are eligible for rehabilitation projects (sufficiency rating of 80 percent or less) while 3 qualify for replacement (sufficiency rating of 50 percent or less).

The bridge that carries Johnson Road over Shoal Creek is the worst in the CID study area when several factors are taken into consideration (e.g., sufficiency rating, deck condition, ability to handle containerized freight, etc.). Johnson Road is truck restricted so it does not directly affect freight movements in the CID study area.

Figure 3.7 Summary of Bridge Conditions



Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis.

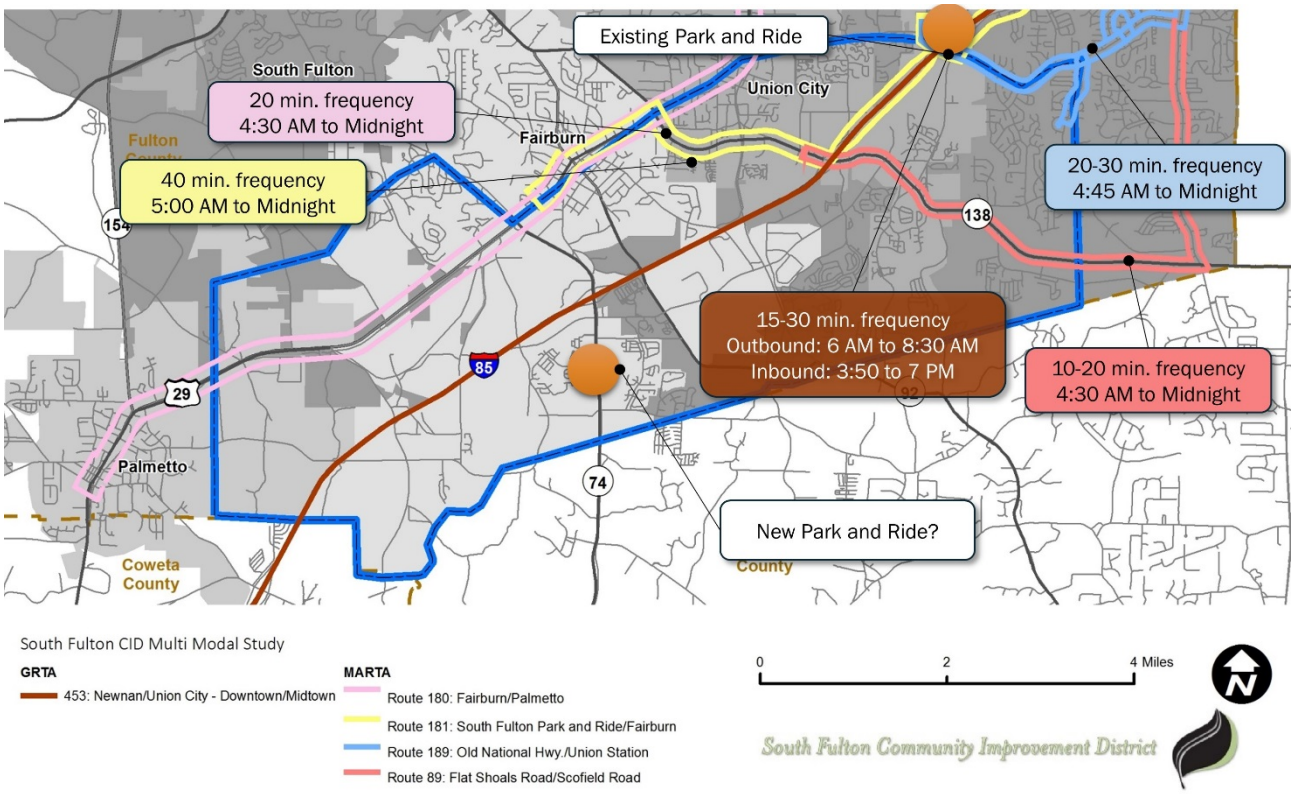
3.3 Transit and Park-and-Ride Facilities

Though the South Fulton CID study area is served by two transit agencies—MARTA and the Georgia Regional Transportation Authority (GRTA)—the study area is lacking in transit options. There is no rail transit and while there is a commuter bus route via GRTA, it only has one stop in the study area at Flat Shoals Road. This does not provide much access for the employment centers which are farther south along Oakley Industrial Boulevard and McLarin Road. Furthermore, there is no reverse commute service which is necessary to get workers in to, as opposed to out of, the study area.

MARTA routes 89, 180, 181, and 189 provide relatively frequent service primarily along U.S. 29 and SR 138 as shown in Figure 3.8, though not to other portions of the study area. Routes 89 and 180 provide service every 10 to 20 minutes, route 189 provides service every 20 to 30 minutes, and route 181 provides service every 40 minutes. All routes generally operate during the 4:30 and 5:00 a.m. to midnight timeframe. There is limited last-mile connectivity and existing service does not provide utility for those commuting to or within CID study area.

None of the existing transit routes provide direct access to the many businesses along Oakley Industrial Boulevard and SR 92.

Figure 3.8 Existing Transit Service



Source: Atlanta Regional Commission; Cambridge Systematics, Inc.

Based on the feedback from stakeholder interviews conducted as part of the Multimodal Study, the lack of transit access hinders workforce development. Interviewees expressed that the lack of transit options limit the mobility of employees that do not own vehicles. This presents a challenge to the recruitment and retention of employees. Part of the solution to these challenges is a new 200 space park-and-ride facility is currnetly being planned on SR 74 to accommodate commtuers interested in carpooling and vanpooling.

3.4 Pedestrian and Bicycle Infrastructure

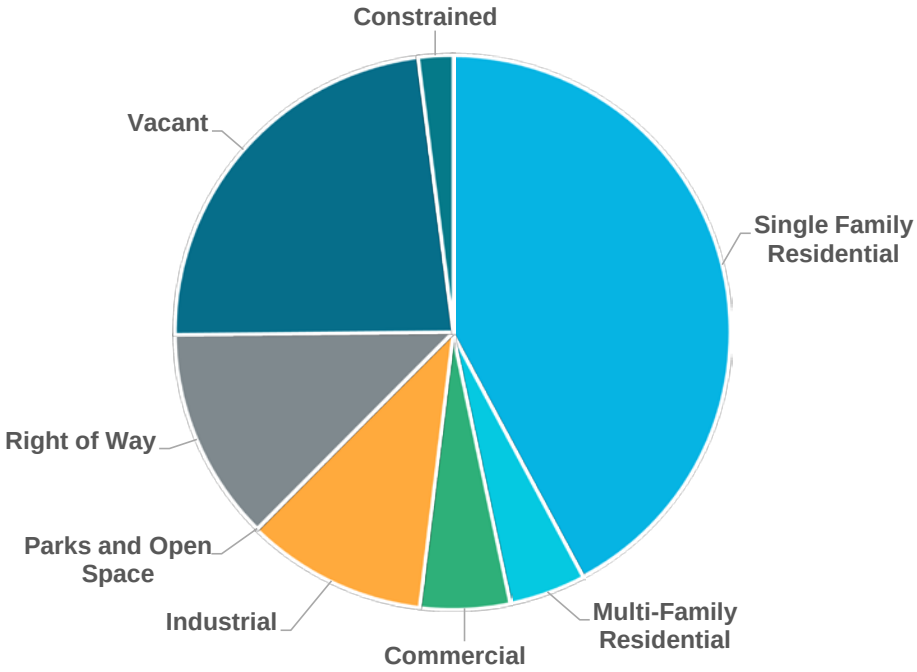
Bicycle and pedestrian infrastructure is even more limited throughout the CID study area. Several corridors do not have sidewalks at all while, on others, sidewalks are intermittent. Though much of the CID study area is industrial in character, employees do utilize transit (in addition to other modes) to commute to work. Thus, the lack of sidewalks and other pedestrian facilities represents a mobility and safety challenge. Only a small amount of bicycle infrastructure is present in the City of Palmetto, just outside of the study area. There are no facilities in Union City and the City of Fairburn. The lack of pedestrian and bicycle infrastructure limits transit potential for the study area as well as limits general active transportation usage in the community.

3.5 Land Use

Existing land use in the study area is comprised of a mix of residential, primarily single family with growing multifamily, industrial, and a mix of office and commercial (Figure 3.9).

Figure 3.9 Existing Land Use Distribution within Multimodal Study Area

Acres



Source: Fulton County Tax Parcels, 2016.

> *"Transit and walkability is key to linking jobs with our workforce in the South Fulton CID. The lack of transit hinders workforce development as it limits the mobility of employees that do not own vehicles. For employers, this makes it challenging to recruit and retain employees."*
>
> ***Marty Ross, US Foods***

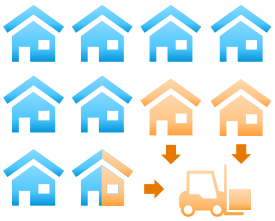
As part of the technical work conducted for the study, a buildout analysis was prepared. The buildout analysis takes into account the current location of developable land and plans and policies for future development as articulated through approved Developments of Regional Impact (DRI), ARC's Unified Growth Policy Map and local comprehensive plans. **The buildout analysis reveals significant potential for growth within the CID area,** including an additional 13,500 jobs (105 percent increase) and 4,800 new dwelling units (67 percent) as shown in Table 3.1.

Table 3.1 Employment and Residential Growth at Buildout

	Existing	At Buildout	Increase	
Employment				
Commercial	4,000	6,700	2,700	68%
Office	4,400	11,200	6,800	155%
Industrial	4,500	8,500	4,000	89%
Total	**12,900**	**26,400**	**13,500**	**105%**
Dwelling Units				
Single family	800	2,800	2,000	250%
Multifamily	6,400	9,200	2,800	44%
Total	**7,200**	**12,000**	**4,800**	**67%**

Source: Cambridge Systematics, Inc.

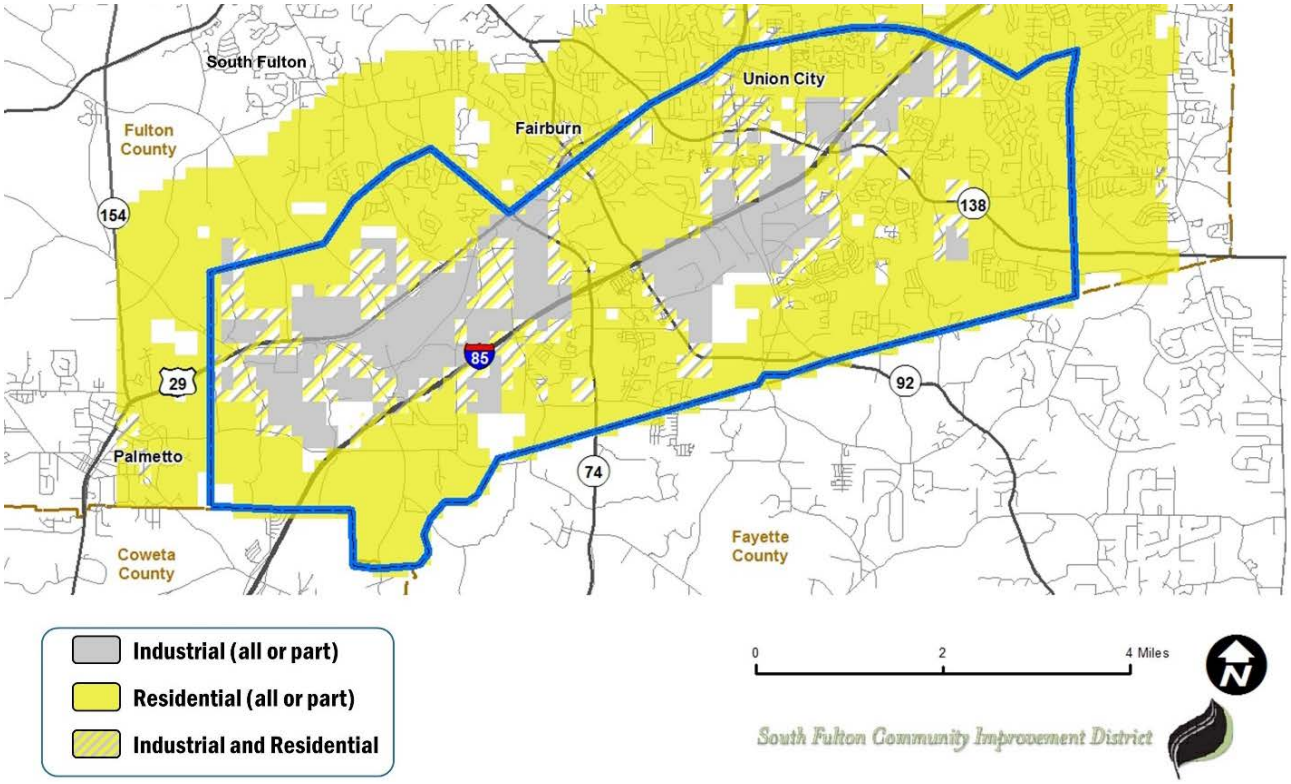
The analysis also reveals two potential considerations with respect to future industrial and residential development. First, the buildout analysis indicates that, should development patterns in the CID study area maintain their current trajectory, up to one in four homes could be adjacent to industrial uses in the future. In the absence of provisions for buffering or transition, there is potential for concerns related to visual blight, noise and light pollution and safety.



1 in **4** households will be adjacent to **industrial uses**

The buildout analysis also reveals that, as the area grows, different land uses (residential, commercial, office, industrial) have the potential to fragment the CID study area into smaller freight clusters. This fragmentation can isolate individual industrial uses and make freight needs more difficult to address over time.

Figure 3.10 Industrial and Residential Land Uses at Buildout



Source: Cambridge Systematics, Inc. analysis.

3.6 Summary of Key Investment Needs

Overall, the transportation system within the South Fulton CID study area performs well and is projected to continue providing a high level of service into the future. However, there are severe performance challenges at key locations throughout the CID study area. In particular, the two interchanges with I-85, SR 74 and SR 138. Both of these interchanges experience congestion that is predicted to continue into the future. Though the planned redesign of these interchanges will help to improve congestion over the midterm, the long-term growth and development trends indicate that they will increasingly serve greater numbers of vehicles.

In addition to the I-85 interchanges, Oakley Industrial Boulevard and SR 74 also present challenges. Both roadways exhibit crash rates that exceed statewide averages for similar roadways. Oakley Industrial Boulevard at SR 74 is among the worst performing intersections in the CID study area. Performance at this location is affected by the close proximity of driveways to the intersection and increasing traffic volumes resulting from residential, commercial, and industrial developments along the corridor. On a broader level, performance on both Oakley Industrial Boulevard and SR 74 is challenged because of the lack of alternative routes, lack of alternative modes, and the heavy use of SR 74 by commuters to access I-85.

The prevalence of heavy truck traffic takes a significant toll on the pavement conditions of the area's roadways. Several of the CID study area's main truck routes that are not on the State system need patching, resurfacing, or full reclamation. Lost trucks impact residential neighborhoods as truck drivers sometimes get lost and must turn around in residential areas. Freight, emergency, and passenger vehicles are affected by

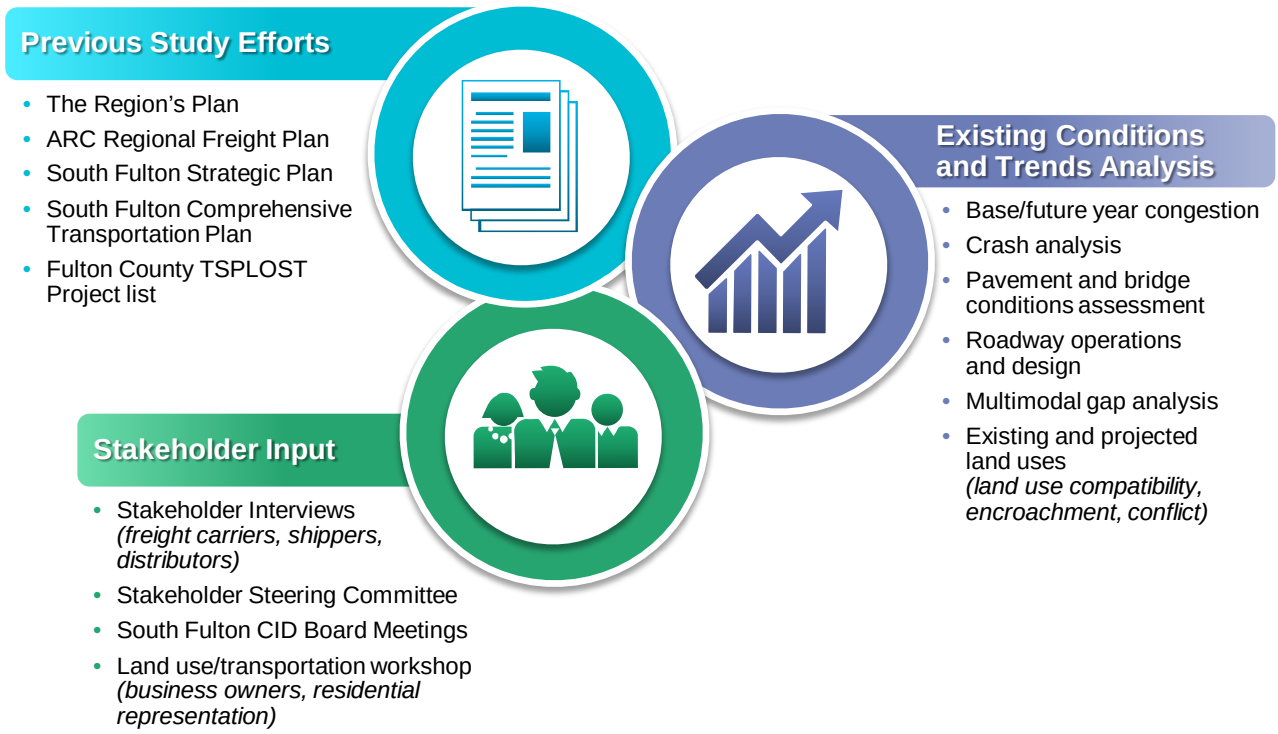
trucks that must stop along McLarin Road because they are blocked by trains entering the Fairburn CSX Intermodal Center. This, along with the general prevalence of freight-intensive industries throughout the CID, highlight the need for short-term truck parking/truck staging solutions for trucks that are unable (due to blocked crossings or early arrival) to serve their customers.

All indications point to increased traffic volumes, including freight activity within the CID study area. As traffic volumes grow and commercial and residential development continues at a rapid pace, performance challenges in the study area will only worsen over time if there is no intervention. Section 5 provides specific infrastructure improvements that will help the CID begin to address these challenges.

4.0 Project Identification, Evaluation, and Prioritization

Potential projects to address investment needs for the study area were first identified through an examination of completed State, regional, and local transportation plans—namely the ARC Region's Transportation Plan, the ARC Regional Freight Plan, the Fulton County Transportation Special Purpose Local Options Sales Tax (TSPLOST) project list, the South Fulton CID Strategic Plan, and the South Fulton Comprehensive Transportation Plan. Once projects in past plans were identified, they were reviewed against investment needs identified as part of the Multimodal Study to assess if any refinements were needed to existing investment proposals. The project team also identified additional projects that could improve mobility in the CID study area based on insights gained from the technical analysis and needs articulated by study stakeholders.

Figure 4.1 South Fulton CID Project Identification Process



Generally, projects identified for the study area support one of the following key themes for improving mobility:

1. Increase capacity or improve operations on a primary freight roadway.
2. Divert nonfreight traffic away from freight corridors through new connections or improvements to alternate nonfreight routes.
3. Encourage the shift of commuter traffic to alternative modes through multimodal investments.

In total, 92 different projects were identified and include intersection improvements pedestrian upgrades, bridge improvements, roadway operational projects, roadway redesigns, new connections, capacity expansions, transit expansions, and new interchanges with I-85.

All 92 projects were evaluated and prioritized based on their potential to contribute to the advancement of the study area's goals and objectives which were carefully defined to align with stated investment needs. Study goals included: 1) Strengthen economy through targeted freight and industrial investments; 2) Align workforce development and retention strategies with freight investments; 3) Improve area mobility, safety, and traffic conditions; and 4) Mitigate negative impacts of existing or planned freight and industrial land uses. Study objectives comprise a broad set of strategies to guide investment decisions in a manner that aligns with stated goals.

A set of 11 performance measures were used to evaluate each project's relative ability to advance investment goals/objectives. Performance measures were organized around 3 performance emphasis areas: 1) Economic performance—the ability of projects to support freight-related economic development through improved access to freight assets, the development of land for freight-intensive industries, and improved access to freight-related employment opportunities, among others; 2) Transportation impacts—the ability of projects to reduce congestion, improve safety, and improve the condition of transportation system assets; and 3) External impacts—reflect programs and initiatives aimed at avoiding and/or reducing the negative impacts of goods movement and freight-intensive land uses on quality of life.

Table 4.1 reflects the performance framework used to organize and communicate study goals, objectives, and project evaluation criteria. This framework was vetted closely with the SSC as it served as the technical foundation for project evaluation and ranking which directly informed study recommendations.

South Fulton CID Multimodal Study Goals

1. *Strengthen economy through targeted freight and industrial investments.*
2. *Align workforce development and retention strategies with freight investments.*
3. *Improve area mobility, safety, and traffic conditions.*
4. *Mitigate negative impacts of existing or planned freight and industrial land uses.*

Table 4.1 Performance Framework

Performance Area	Goals	Objectives	Performance Measures
Economic Impacts	Strengthen economy through targeted freight/ industrial investments.	• Designate, communicate, and enforce "one" freight network. • Reduce delay on freight network. • Improve (intermodal) connections on freight network. • Protect land for desired industrial uses supported by freight network. • Improve access to critical freight assets along freight network.	Project improves capacity on freight network. Project improves last-mile access to designated freight facility/asset. Project improves intermodal connection on freight network.
	Align workforce development and retention strategies with freight investments.	• Improve jobs-housing balance. • Ensure safe, reliable, and direct access to employment opportunities.	Project is located in jurisdiction with affordable housing. Project improves direct, multimodal access to employment cluster.
Transportation Impacts	Improve area mobility, safety, and traffic conditions.	• Reduce recurring and nonrecurring congestion. • Reduce number of crashes through improved roadway operations and design. • Targeted pavement/bridge funding to the most deficient assets.	Project addresses an existing or anticipated congestion need (LOS D/F). Crash reduction. Project addresses existing maintenance need. Encourages nonsingle occupant vehicle travel for commuter trips.
External Impacts	Mitigate negative impacts of existing or planned freight/ industrial land uses.	• Reduce truck activity in residential areas. • Implement local land use zoning controls that minimize industrial/residential conflict in newly developed areas.	Project discourages truck activity on nontruck routes. Project sponsor with supporting land use plan/ policies in place (e.g., noise abatement, transition requirements, etc.).

Source: Cambridge Systematics, Inc. analysis.

The performance framework was presented to the Stakeholder Steering Committee (SSC) during the July 20, 2017, meeting. Stakeholders were asked to rank each performance measure as "High," "Medium," or "Low" based on its importance to advancing the goals of the Multimodal Study.

The SSC performance measure rankings were translated into available points that a project could receive during the evaluation process (see Table 4.2). The scoring system allowed any single project to receive at most 100 points. The relative distribution of project scores from 0–100 points was used to determine priority rank of projects—High, Medium, or Low.

Table 4.2 Performance Measure Weighting

Performance Measure	Available Points
Project improves capacity on freight network.	5
Project improves last-mile access to designated freight facility/asset.	5
Project improves intermodal connection on freight network.	5
Project is located in jurisdiction with affordable housing.	5
Project improves direct, multimodal access to employment cluster.	10
Project addresses an existing or anticipated congestion need (LOS D/F).	20
Crash reduction.	20
Project addresses existing maintenance need.	10
Encourages nonsingle occupant vehicle travel for commuter trips.	5
Project discourages truck activity on nontruck routes.	10
Project sponsor with supporting land use plan/policies in place (e.g., noise abatement, transition requirements, etc.).	5

Source: Cambridge Systematics, Inc. analysis.

Section 5.0 presents the highest priority projects based on the performance-based evaluation process established for the study. These represent the final project recommendations for the South Fulton CID. Complete project rankings for all projects evaluated as part of the study are contained in the South Fulton CID Multimodal Study Needs Assessment technical memorandum.

5.0 Final Project Recommendations

Tier I projects shown in Table 5.1 represent the highest ranked projects within the CID boundary, resulting from the evaluation process developed with the SSC as part of the study. These projects comprise final investment recommendations for the Multimodal Study. Projects are classified into the following categories:

- Freight Intelligent Transportation Systems.
- New Connections.
- Resurfacing/Repaving.
- Interchange Studies.
- Transit.
- Multimodal and Pedestrian Upgrades.
- Intersection Improvements.

An overview of Tier I projects by subarea within the CID study area is provided in Section 5.1. More detailed descriptions given in Section 5.2. Tier II projects can be found in Appendix B. These should be revisited as Tier I projects are completed, regional priorities evolve, and new funding becomes available.

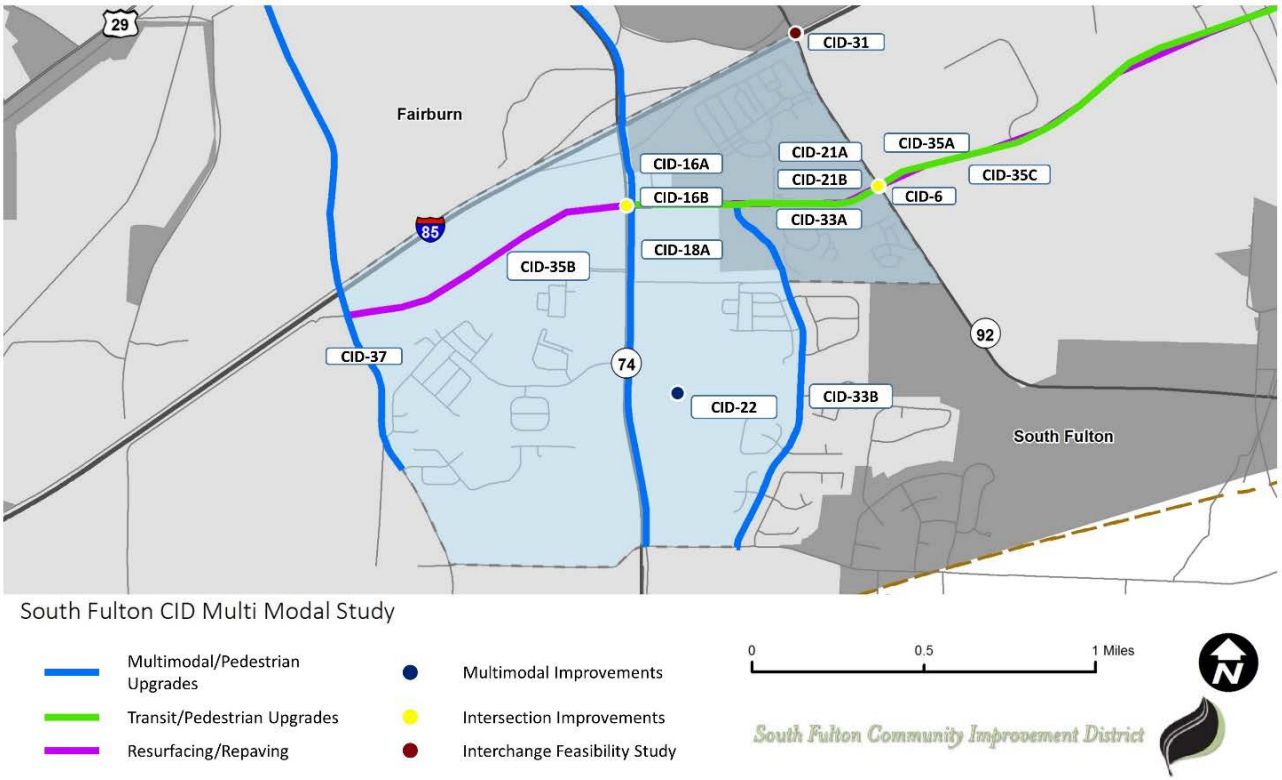
5.1 Focus Areas

As noted in Section 4.0, the final recommended projects support one of the following key themes for improving mobility in the CID study area: 1) increase capacity or improve operations on a primary freight roadway; 2) divert nonfreight traffic away from freight corridors through new connections or improvements to alternate nonfreight routes; and 3) encourage the shift of nonfreight traffic to alternative modes through multimodal investments. These themes are apparent when we examine smaller geographies within the study area as roadway performance challenges tend to be concentrated within small areas and along key roadways. The following summarizes potential improvement projects within the following focus areas to better represent packages of investments at key locations: south of the SR 74/I-85 interchange, SR 74 at U.S. 29, and the Oakley Industrial Boulevard corridor.

5.1.1 SR 74/I-85 Interchange South Focus Area

The SR 74/I-85 Interchange South focus area is roughly bounded by Bohannon Road to the west, Landrum/ Milam Road to the south, Plantation Road to the east, and I-85 to the north. This area is generally considered the most congested in the CID study area. Two of the CID's most severe bottlenecks are located within this area: SR 74/I-85 interchange and the intersection of SR 74 and Oakley Industrial Boulevard. The proposed projects for the SR 74/I-85 Interchange South focus area are depicted in Figure 5.1, reflecting all three themes previously discussed: 1) increasing capacity or improving operations; 2) diverting nonfreight traffic away from freight corridors; and 3) encouraging the shift of nonfreight traffic to alternative modes.

Figure 5.1 Projects in the SR 74/I-85 Interchange South Focus Area



Sources: Cambridge Systematics, Inc. and Volkert, Inc. analysis.

The I-85 at SR 74 partial cloverleaf interchange reconstruction is anticipated to be completed and open to traffic by 2022. A key goal is to include the beginning of a multiuse trail network along SR 74, which will eventually span from U.S. 29 to the Fayette County line. GDOT has not yet committed to this project.

One project that specifically reflects the theme of increased capacity/improved operations is the redesign of the SR 74/Oakley Industrial Boulevard intersection (CID-16A) as this project addresses one of the most congested locations in the CID study area. Along with the redesign of the intersection, Ella Lane is to be extended to form a second intersection with Oakley Industrial Boulevard (CID-16B). This is a complementary project to the intersection redesign as it facilitates vehicle movements that are restricted by the installation of a median as part of CID-16A.

Expanding the multimodal and transit network helps to disperse demand across the multimodal network, especially for trips that begin and end in the study area. Some of these, as well as other trips, could be achieved through biking or walking. However, pedestrian and bicycle infrastructure is largely lacking in the CID study area, especially the SR 74/I-85 Interchange South focus area. Transit and multimodal projects in the SR 74/I-85 Interchange South focus area include extending MARTA into the focus area (CID-20 and CID-21), installing sidewalks along Bohannon Road (CID-37), and connecting the various multimodal paths that currently are programmed for the CID study area that would otherwise be disconnected (CID-18A and CID-18C). By connecting the paths, the CID study area would have a network of paths that could be expanded in the future.

A source of congestion in the CID study area is a limited roadway network. Because of this, both passenger vehicles and trucks must rely on only a few routes to enter, exit, and move about. This is especially

pronounced in the Oakley Industrial Boulevard corridor. Though just outside of the SR 74/I-85 South focus area, projects CID-29A and CID-29B extend the CID area's roadway network by connecting Oakley Industrial Boulevard with Collinsworth Road in Coweta County.

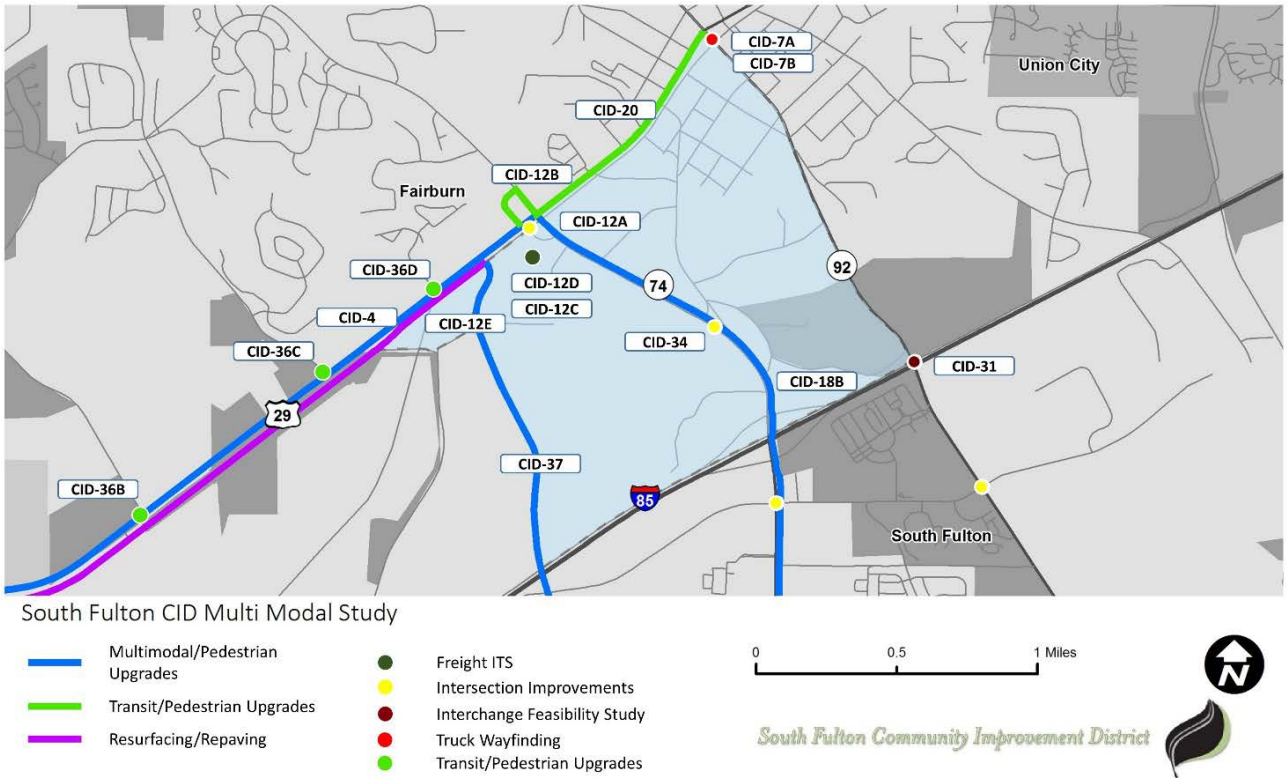
5.1.2 SR 74 at U.S. 29 Focus Area

The SR 74 at U.S. 29 focus area is roughly bounded by Bohannon Road to the west, I-85 to the south, SR 92 to the east, and U.S. 29 to the north. Freight activity in this area is generally centered on the Fairburn CSX Intermodal Center and the manufacturing and distribution centers that line McLarin and Bohannon Roads.

Performance in the SR 74 at U.S. 29 focus area is significantly affected by heavy volumes into and out of the intermodal terminal as well as numerous at-grade rail crossings that are blocked by trains entering the terminal. Because of the length of the trains, they must be broken down into smaller units before entering the terminal which causes significant delays throughout the area.

The proposed projects for the SR 74 at U.S. 29 focus area are depicted in Figure 5.2. They include a combination of approaches to improve mobility with focuses on both pedestrians and congestion relief. Sidewalks along Bohannon Road (CID-37) and pedestrian-actuated midblock crossings at locations along U.S. 29 (CID-36B, CID-36C, and CID-36D) would improve pedestrian safety and mobility. A new interchange at SR 92 (CID-31) could help to reduce congestion in the focus area by increasing the capacity of the current SR 74/I-85 interchange and by providing another option for vehicles to access the area via SR 92. However, because another I-85 interchange at Gullatt Road has been proposed, an interchange feasibility study should first be conducted.

Figure 5.2 Projects in the SR 74 at U.S. 29 Focus Area



Source: Cambridge Systematics, Inc. and Volkert, Inc. analysis.

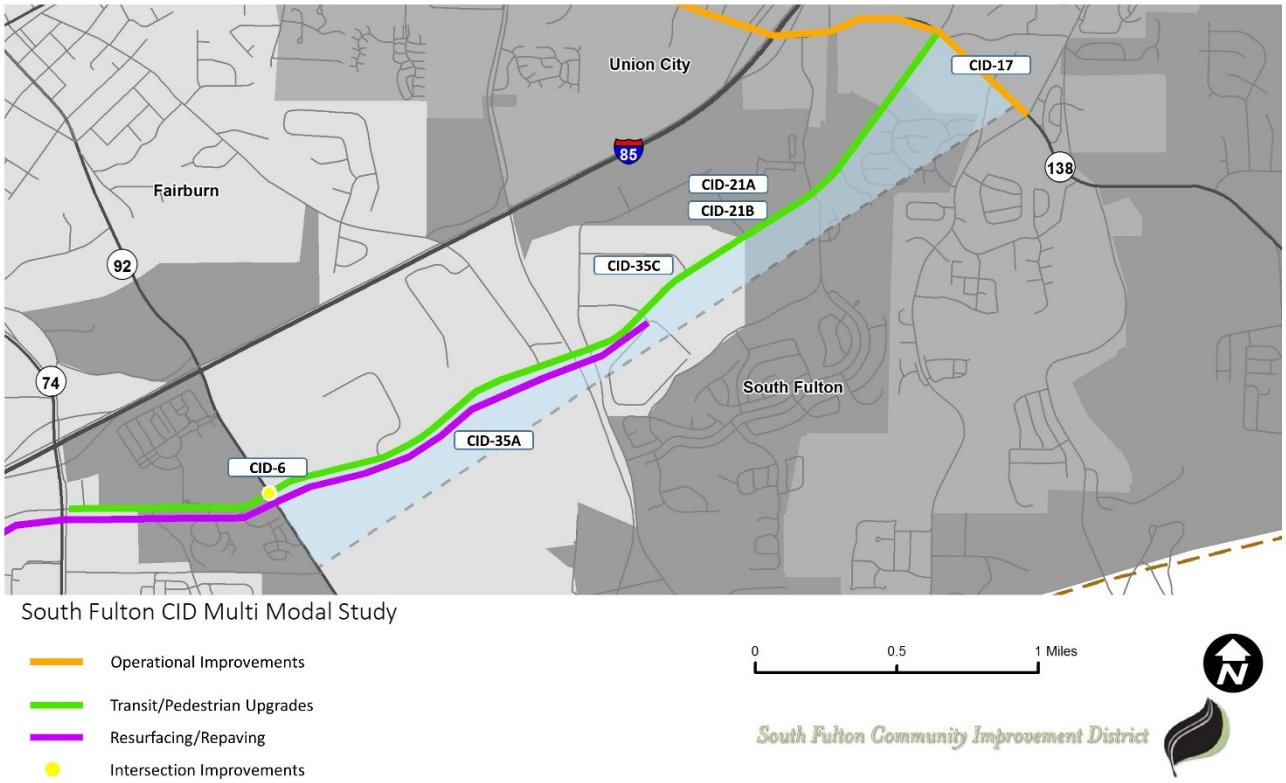
Operational, roadway, and intersection improvement projects are more prevalent in the SR 74 at U.S. 29 focus area. Among them are initiatives intended to better manage truck traffic generated by the Fairburn Intermodal Terminal. Trains entering the intermodal terminal block multiple at-grade crossings which in turn blocks heavy trucks operating in the area, especially McLarin Road. This results in McLarin Road acting as a de facto staging area for trucks needing to access the intermodal terminal or one of the businesses along McLarin and Bohannon Roads. This negatively impacts the quality of life for residents and represents a source of nonrecurring congestion. A freight intelligent transportation system (ITS) for the area would alert trucks to the presence of a train blocking at-grade rail crossings along McLarin Road and direct them to a truck staging area (CID-12C).

When combined with physical infrastructure for short-term truck parking, freight ITS could further improve the quality of life for residents and truckers. In the event of a train blocking multiple at-grade crossings, the freight ITS system could direct trucks to a truck staging lot where they would have the opportunity to rest in a safe location without impacting the CID area's residents. It could be combined with a commercial component, such as a retail store or restaurant, to provide further benefit and potentially offset the costs of operating the lot. In addition, the freight ITS also could be used to communicate the availability of long-term parking at the nearby Pilot Travel Center located on SR 74. Similar to freight ITS, truck wayfinding initiatives offer the opportunity to improve the quality of life of area residents by limiting the impacts of truck traffic in residential neighborhoods. Currently, drivers that are unfamiliar with the area sometimes attempt to take routes that are insufficient (e.g., low vertical clearance) that result in them getting lost in residential areas. Improved wayfinding may include increased signage (e.g., roadway signs, gateway signage, driveways into businesses, etc.) and improved visibility throughout the CID. Though not included in the Tier I projects identified in Table 5.1, wayfinding improvements are recommended for the CID area as part of the Tier II projects which can be found in the Needs Assessment technical memorandum.

5.1.3 Oakley Industrial Boulevard Focus Area

The Oakley Industrial Boulevard focus area is centered on Oakley Industrial Boulevard and is bounded by SR 138 to the east and Bohannon Road to the west. Freight activity in this area is characterized by trucks utilizing Oakley Industrial Boulevard as a last-mile connector between I-85 and businesses in the CID study area. Oakley Industrial Boulevard is utilized in a similar fashion by commuters as the roadway also connects residential communities along the corridor to I-85 via State Routes 74 and 138. The proposed projects for the Oakley Industrial Boulevard focus area are depicted in Figure 5.3.

Figure 5.3 Projects in the Oakley Industrial Boulevard Focus Area



Source: Cambridge Systematics, Inc. and Volkert, Inc. analysis.

Projects in the Oakley Industrial Boulevard focus area primarily center on intersection, multimodal, and transit improvements. CID-6 adds protected left-turn phasing and restripes the intersection in order to mitigate performance challenges due to limited sight distance and truck turning radii. Proposed improvements also enhance the multimodal and transit networks. Pedestrian infrastructure along Oakley Industrial Boulevard is intermittent with gaps in the sidewalk network that should be filled in (CID-35C). Also, there is no transit service along Oakley Industrial with the nearest transit stop being located at SR 138 and Oakley Industrial Boulevard. As a result, transit riders must walk long distances to reach employers located in the area. Extending MARTA service into the focus area (CID-21A and CID-21B) would provide greater access to jobs in the CID study area.

5.2 Detailed Project Descriptions

Several of the Tier I projects are subdivided into smaller project phases to enable the CID to make incremental improvements over time that, collectively, will improve mobility and accessibility in the study area. Project recommendations are included with corresponding roadway and project location information, project type and description, the source of the project, potential sponsor and timeframe for future implementation, viable funding source(s), and planning-level cost estimate.[4] Project cut sheets also are included below to quickly summarize Tier I project details for future discussion and implementation activities.

[4] Projects that may be implemented more quickly and that are a higher priority for the South Fulton CID could be programmed in the Atlanta Regional Commission's Transportation Improvement Program (TIP). Generally, these are projects that could be implemented within a five-year timeframe. Other projects which may take longer than five years could be programmed through the Atlanta Regional Commission's Regional Transportation Plan (RTP).

Table 5.1 Final Project Recommendations

Tier I

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source	Cost
Highly Ranked Projects within the CID Boundary									
CID-12A	SR 74	Fairburn	Roadway Operations	Intersection improvements for the ramp connecting SR 74 to McLarin Road for both the north-bound and southbound approaches—resurface/repave; add pavement markings; add a channelized island to the stop sign at SR 74; replace existing signs on SR 74 that direct drivers to CSX with self-illuminated signs.	SFCID Multimodal Study, South Fulton CTP	SFCID, City of Fairburn	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6])	$40,000 (PE = $5,000, CST $35,000)
CID-12B	SR 74	Fairburn	Roadway Operations	Intersection improvements for the ramp connecting SR 74 to U.S. 29—acceleration lane for trucks turning onto U.S. 29 southbound.	SFCID Multimodal Study	SFCID, City of Fairburn	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6])	$250,000 (PE = $10,000 CST = $240,000)
CID-12C	SR 74	Fairburn	Intelligent Transportation System	Develop an intelligent transportation system to alert trucks to the presence of a train blocking the roadway as they exit I-85 onto SR 74. The system would direct trucks to U.S. 29 so they can cross onto McLarin Road at either the Owens Corning driveway or Gullatt Road.	SFCID Multimodal Study	SFCID, City of Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6] INFRA Grant[7] (in combination with CID-12D))	$1,000,000 (PE = $100,000, CST = $900,000)
CID-12D	Creekwood Road	Fairburn	Truck Parking	Develop a truck staging lot where trucks could be diverted to this location to wait for the CSX train to clear the tracks. The lot has the potential to be developed as part of a public-private partnership if an appropriate revenue-generating component is incorporated into the development. Exact location to be determined.	SFCID Multimodal Study	SFCID, City of Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2]), Federal (STBG[5], HSIP[6] INFRA Grant[7] (in combination with CID-12C))	$500,000 (PE = $50,000, CST = $450,000)

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source	Cost
CID-12E	McLarin Road	Fairburn	Maintenance	Resurface McLarin Road from Williams Road to SR 74-McLarin Road Connector; restripe McLarin Road and add paved shoulders and sidewalks.	SFCID Multimodal Study	SFCID, City of Fairburn	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (STBG[5], HSIP[6])	$2,000,000 (PE = $150,000, CST = $1,850,000)
CID-20	SR 74	Fairburn	Transit	Extend MARTA Route 181 to SR 74.	SFCID Multimodal Study	MARTA, SFCID, City of Fairburn	2020–2025 (TIP)	Federal (5307[8], CMAQ[9]), MARTA/Farebox	$98,000 (Annual Operating Cost) $200,000 (Capital Cost)
CID-21A	Oakley Ind. Boulevard	Fairburn, South Fulton, Union City	Transit	Extend MARTA Route 89 to SR 74.	SFCID Multimodal Study	MARTA, SFCID, City of Fairburn, City of South Fulton	2020–2025 (TIP)	Federal (5307[8], CMAQ[9]), MARTA/Farebox	$219,000 (Annual Operating Cost) $375,000 (Capital Cost)
CID-21B	Oakley Ind. Boulevard	Fairburn, South Fulton, Union City	Transit	Modified Route 889 would operate between the South Fulton Park-and-Ride and SR 74, but would run along Oakley Ind. Boulevard avoiding Oakley Road.	SFCID Multimodal Study	MARTA, SFCID, City of Fairburn, City of South Fulton	2020–2025 (TIP)	Federal (5307[8], CMAQ[9]), MARTA/Farebox	$511,000 (Annual Operating Cost) $625,000 (Capital Cost)
CID-16A	Oakley Ind. Boulevard at SR 74	Fairburn	Intersection Improvements/ Intersection Redesign	Install raised medians on the Oakley Ind. Boulevard east and west approaches to remove conflicting vehicle movements between vehicles navigating the intersection and those accessing driveways; add dual left turns on the OIB west approach; upgrade the signal at the intersection in order to accommodate the design changes.	SFCID Multimodal Study	SFCID, City of Fairburn	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (NHFP[4] if OIB added as a CUFC, STBG[5], HSIP[6])	$80,000 (PE = $10,000, CST = $70,000)
CID-16B	Oakley Ind. Boulevard at SR 74	Fairburn, South Fulton	Intersection Improvements/ Intersection Redesign	Extend Ella Lane to OIB in order to facilitate the newly restricted movements at OIB/ SR 74. If possible, this project should be completed in conjunction with CID-16A to limit the impacts on the affected businesses.	SFCID Multimodal Study	SFCID, City of Fairburn, City of South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (STBG[5])	$350,000 (PE = $40,000, CST = $310,000)

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source	Cost
CID-18A	SR 74	Fairburn	Multimodal, Pedestrian Upgrades	Develop 10-foot multiuse path on SR 74 from City Lake Road to Milam Road. As part of this project, pedestrian connections should be made between the path and Harris Road and Meadow Glen Pkwy. to facilitate access between the path and residential areas.	SFCID Multimodal Study	SFCID, City of Fairburn	2020–2025 (TIP)	Federal (STBG[5], CMAQ[9], TA[10])	$330,000 (PE = $30,000, CST = $300,000)
CID-18B	SR 74	Fairburn	Multimodal, Pedestrian Upgrades	Develop 10-foot multiuse path from on SR 74 from City Lake Road to U.S. 29. Should connect ARC FS-234/GDOT PI# 0012636.	SFCID Multimodal Study	SFCID, City of Fairburn	2025–2040 (RTP)	Federal (STBG[5], CMAQ[9], TA[10])	$340,000 (PE = $30,000 CST = $310,000)
CID-4	U.S. 29	Fairburn, South Fulton	Multimodal, Pedestrian Upgrades	Develop 10-foot multiuse path on U.S. 29 from Smith St. to Hobgood Road to connect with the pedestrian upgrades to be performed as part of ARC FS-234/ GDOT PI# 0012636.	SFCID Multimodal Study	SFCID, City of Fairburn, City of South Fulton	2025–2040 (RTP)	Federal (STBG[5], CMAQ[9], TA[10])	$1,500,000 (PE = $100,000, CST = $1,400,000)
CID-6	Oakley Ind. Boulevard at SR 92	Fairburn, South Fulton	Intersection Improvements/ Intersection Redesign	Add protected left-turn phasing to the Oakley Ind. Boulevard approaches; repair sidewalks on the northwest corner; restripe the south-to-west left turn on the SR 92 southbound approach to prevent trucks from striking the sidewalk.	SFCID Multimodal Study	SFCID, City of Fairburn, City of South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4] if OIB added as a CUFC, STBG[5], HSIP[6])	$60,000 (PE = $5,000, CST = $55,000)
CID-22	SR 74	Fairburn	Transit, Multimodal	Expand the SR 74 park-and-ride lot (in development in late 2018) to serve as a multimodal hub for transit, cyclists, pedestrians, and shared mobility services.	SFCID Multimodal Study	SFCID, City of Fairburn	2025–2040 (RTP)	Federal (STBG[5], CMAQ[9])	$3,000,000 (PE = $200,000, CST = $2,800,000)
CAP-16	I-85 at Gullatt Road	Fairburn	Interchange Justification Report	Conduct an interchange justification report for I-85 at Johnson/Gullatt Road.	ARC Freight Plan	SFCID, City of Fairburn	2020–2025 (TIP)	State MFT[1]	$150,000.00

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source	Cost
CID-29A	Oakley Ind. Boulevard	Fairburn	New Connection	Extend Oakley Ind. Boulevard from Creekwood Road to Gullatt Road.	SFCID Strategic Plan	SFCID, City of Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2]), Federal (STBG[5])	$2,000,000 (PE = $200,000, CST = $1,800,000)
CID-29B	Oakley Ind. Boulevard	Fairburn, Coweta County	New Connection	Connect Oakley Ind. Boulevard from Gullatt Road to Collinsworth Road in Coweta County (Note: This connection may not be a priority if a new interchange is constructed at I-85 and Gullatt Road.).	SFCID Strategic Plan	SFCID, City of Fairburn, Coweta County	2025–2040 (RTP)	State MFT[1] (including GTIB[2]), Federal (STBG[5])	$2,000,000 (PE = $200,000, CST = $1,800,000)
CID-31	SR 92 at I-85	Fairburn, South Fulton	Interchange Justification Report	Conduct an interchange justification report for SR 92 at I-85.	SFCID Strategic Plan	SFCID, City of Fairburn	2020–2025 (TIP)	State MFT[1]	$150,000.00
CID-33A	Oakley Ind. At Plantation Road	South Fulton	Intersection Improvements, Pedestrian Upgrades	Add sidewalks and restripe intersection to improve the safety of vehicles utilizing the paved shoulder.	SFCID Multimodal Study	City of South Fulton	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], TA[10])	$100,000 (PE = $10,000, CST = $90,000)
CID-34	SR 74 at Senoia Road	Fairburn	Intersection Improvements	Create an acceleration lane on SR 74 for left-turning vehicles on Senoia Road to continue southbound onto SR 74; separate the acceleration lane from general southbound traffic using a raised median.	SFCID Multimodal Study	SFCID, City of Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6])	$150,000 (PE = $10,000, CST = $140,000)
CID-35A	Oakley Industrial Boulevard	Fairburn, South Fulton	Resurfacing/ Repaving	Resurface Oakley Industrial Boulevard from Fayetteville Drive to SR 74.	TSPLOST	City of Fairburn, City of South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (STBG[5])	$897,309 (PE = $75,000, CST = $822,306)
CID-35B	Oakley Industrial Boulevard	Fairburn	Resurfacing/ Repaving	Resurface Oakley Industrial Boulevard from SR 74 to Bohannon Road.	TSPLOST	Fairburn, SFCID	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (STBG[5])	$2,000,000 (PE = $100,000, CST = $1,900,000)

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source	Cost
CID-35C	Oakley Industrial Boulevard	Fairburn, South Fulton, Union City	Pedestrian Upgrades	Fill in gaps in sidewalks along Oakley Ind. Boulevard from SR 138 to SR 74.	SFCID Multimodal Study	Fairburn, South Fulton	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])	$300,000 (PE = $20,000, CST = $280,000)
CID-36A	U.S. 29 at Gullatt Road	Fairburn, South Fulton	Pedestrian Upgrades	Install a pedestrian actuated midblock crossing to assist pedestrians with crossing U.S. 29.	SFCID Multimodal Study	South Fulton CID, Fairburn, South Fulton	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])	$83,000 (PE = $7,000, CST = $75,000)
CID-36B	U.S. 29 at Bishop Road	Fairburn, South Fulton	Pedestrian Upgrades	Install a pedestrian actuated midblock crossing to assist pedestrians with crossing U.S. 29.	SFCID Multimodal Study	South Fulton CID, Fairburn, South Fulton, SFCID	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])	$83,000 (PE = $7,000, CST = $75,000)
CID-36C	U.S. 29 at Johns River Road	Fairburn	Pedestrian Upgrades	Install a pedestrian actuated midblock crossing to assist pedestrians with crossing U.S. 29.	SFCID Multimodal Study	South Fulton CID, Fairburn	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])	$83,000 (PE = $7,000, CST = $75,000)
CID-36D	U.S. 29 at Harbor Lakes Road	Fairburn	Pedestrian Upgrades	Install a pedestrian actuated midblock crossing to assist pedestrians with crossing U.S. 29.	SFCID Multimodal Study	South Fulton CID, Fairburn	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])	$83,000 (PE = $7,000, CST = $75,000)
CID-37	Bohannon Road	Fairburn	Pedestrian Upgrades	Install sidewalks along Bohannon Road from McLarin Road to Oakely Industrial Boulevard.	SFCID Multimodal Study	Fairburn, South Fulton CID	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])	$700,000 (PE = $75,000, CST = $625,000)
CID-38	Areawide	Fairburn, South Fulton, Union City	Transit	Conduct a transit market demand study to assess the potential demand for transit along key corridors and to evaluate specific transit modal options.	SFCID Multimodal Study	South Fulton CID, Fairburn, South Fulton, Union City	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])	$125,000
CID-39	Areawide	Fairburn. South Fulton, Union City	Education	Conduct an educational campaign to inform communities of the value that industry brings to the area and of the efforts that are being made by the CID to mitigate negative impacts and advance community goals.	SFCID Multimodal Study	South Fulton CID	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])	$50,000

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source	Cost
Highly Ranked Projects Outside the CID Boundary									
CID18C	SR 74	Fairburn	Multimodal, Pedestrian Upgrades	Develop 10-foot multiuse path from Milam Road to the Fayette County line to connect with the path to be constructed as part of the interchange redesign.	SFCID Multimodal Study	City of Fairburn	2025–2040 (RTP)	Federal (STBG[5], CMAQ[9], TA[10])	$150,000 (PE = $15,000, CST = $135,000)
CID-7A	SR 92 at CSX	Fairburn	Truck Wayfinding/ Safety	Add audible overhead clearance warning bar along SR 92 between Greene Street and E. Broad Street.	SFCID Multimodal Study	SFCID, City of Fairburn	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (STBG[5])	$150,000 (PE = $15,000, CST = $135,000)
CID-7B	SR 92 at CSX	Fairburn	Truck Wayfinding/ Safety	Add more descriptive signage along the SR 92 detour route warning of the low clearance, giving advanced warning of the detour, and having more signage and wayfinding tools along the detour route. Specifically, add the following: 1) Truck route detour warning sign at SR 92 and Bay Street; 2) truck route, arrow, detour, and SR 92 sign at E. Broad Street at Malone Street; 3) truck route, arrow, detour, and SR 92 sign at E. Broad Street at Senoia Road; 4) truck route, arrow, detour, and SR 92 sign at U.S. 29; and 5) truck route, arrow, detour, and SR 92 sign at U.S. 29 and SR 92/ Campbellton St.	ARC Freight Plan	SFCID, City of Fairburn	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (STBG[5])	$150,000 (PE = $15,000, CST = $135,000)
CID-17	SR 138	Union City	Roadway Operations	Corridor operational and safety improvements on SR 138 from U.S. 29 to Buffington Road; the project is to include adaptive traffic signals, pedestrian upgrades, and improvements to access management. This project incorporates Tier II TSPLOST project UC-202.	SFCID Multimodal Study, TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], STBG[5], HSIP[6])	$1,000,000 (PE = $100,000, CST = $900,000)

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source	Cost
SU-708	Flat Shoals Road at I-85 South	South Fulton, Union City	Intersection Improvements/ Roadway Operations	Signal upgrade.	TSPLOST	Union City, South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (STBG[5])	$250,000 (PE = $25,000, CST = $225,000)
SU-707	Flat Shoals Road at I-85 North	South Fulton, Union City	Intersection Improvements/ Roadway Operations	Signal upgrade.	TSPLOST	Union City, South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (STBG[5])	$250,000 (PE = $25,000, CST = $225,000)

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis.

Note: PE = Preliminary Engineering; CST = Construction.

1 State MFT = State Motor Fuel Tax, only road and bridge projects eligible.

2 GTIB = Georgia Transportation Infrastructure Bank, competitive grants/loans for local improvement projects; funded via State MFT-only road and bridge projects eligible.

3 NHPP = National Highway Performance Program, projects that improve the condition or performance of the National Highway System.

4 NHFP = National Highway Freight Program, projects that improve the condition or performance of the National Highway Freight Network.

5 STBG = Surface Transportation Block Grant, flexible funding that may be used by States or regions for projects to improve the condition or performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

6 HSIP = Highway Safety Improvement Program, projects that improve safety on any public road consistent with State Highway Safety Plan.

7 INFRA = Infrastructure for Rebuilding America competitive Federal grant program, projects intended to improve the condition or performance of Federal highway system with emphasis on opportunity to leverage private partnerships.

8 5307 = Federal Transit Administration urbanized area formula funds; projects to support transit capital and operating expenses for dedicated recipients of FTA funding.

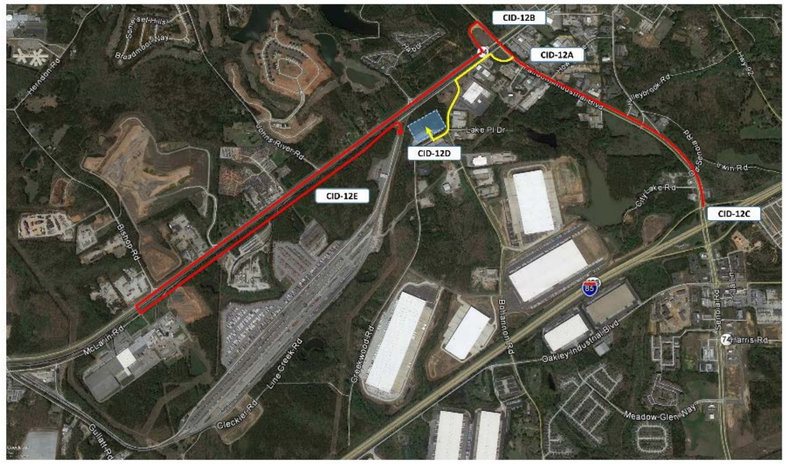
9 CMAQ = Congestion Mitigation and Air Quality funds, projects to support improvements to congestion mitigation and air quality on Federal-aid network.

10 TA = Transportation Alternatives, projects that expand travel choices and enhance the transportation experience on Federal-aid network.

Figure 5.4 Freight Intelligent Transportation System

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Freight ITS
Project Nos.	CID-12A, CID-12B, CID-12C, CID-12D, CID-12E
Project Type	Freight ITS
Jurisdictions	Fairburn
Total Cost	$3,790,000



Timeframe: TIP 2020–2025 (CID-12A, CID-12B, CID-12E), RTP 2025–2040 (CID-12C, CID-12D)

Potential Sponsor(s): SFCID, City of Fairburn

Description and Key Considerations

This group of projects support an intelligent transportation system (ITS) solution to freight-induced congestion and mobility challenges surrounding the Fairburn CSX Intermodal Center. The package of projects is broken up into discrete subprojects that have their own associated benefits can be completed over time. Collectively, they comprise a broader solution to mobility challenges in this area:

- Project CID-12A consists of intersection improvements at the ramp connecting SR 74 and McLarin Road (0.1 mile). Improvements include repaving and restriping the ramp as well as adding a channelized island. Also, the project should improve the visibility of signage directing vehicles to the ramp in order to access McLarin Road. The estimated cost is $40,000 (PE = $5,000, CST = $35,000).
- Projects CID-12B consists of intersection improvements at the ramp connecting SR 74 and U.S. 29 (0.2 miles). It would create an acceleration lane for vehicles turning southbound onto U.S. 29. The total estimated cost is $250,000 (PE = $10,000, CST = $240,000).
- Project CID-12C is the freight ITS (4.7 miles). This system would alert trucks to the presence of a train and direct them to an alternate route for accessing businesses along McLarin Road: SR 74 to U.S. 29 to the Owens Corning driveway or Gullatt Road. The total estimated cost is $1,000,000 (PE = $100,000, CST = $900,000).
- Project CID-12D is the development of a truck staging lot. Trucks that need to access CSX could be directed to this location as they wait for a train to clear the tracks. The lot also could generally serve as a staging area for trucks needing to access businesses within the CID and has the potential to be developed with a revenue-generating component. Conceptually, the lot is being shown as located on Creekwood Road. However, other locations could be suitable as long as they allow trucks to avoid residential areas and are proximate to SR 74 and the Fairburn CSX Intermodal Center. The total estimated cost is $500,000 (PE = $50,000, CST = $450,000).
- Project CID-12E resurfaces McLarin Road from Williams Road to the SR 74-McLarin Road Connector (2.2 miles). It also restripes the roadway and adds paved shoulders. The estimated cost is $2,000,000 (PE = $150,000, CST = $1,850,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.5 Oakley Industrial Boulevard at SR 74

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	OIB at SR 74
Project Nos.	CID-16A, CID-16B
Project Type	Intersection Improvements
Jurisdictions	Fairburn, South Fulton
Cost	$430,000

Timeframe: TIP 2020–2025

Potential Sponsor(s): SFCID, City of Fairburn

Description and Key Considerations

Oakley Industrial Boulevard at SR 74 is routinely cited as the most challenged intersection in the study area. The improvements recommended for this intersection aim to limit conflicting vehicle movements. Though this project is broken up into two subprojects, they should occur simultaneously in order to immediately restore the access that is lost and to limit the impact on area businesses.

- Project CID-16A installs raised medians along Oakley Industrial Boulevard at its east and west approaches in order to limit the safety and mobility challenges created by conflicting vehicle movements. It also adds dual left turns on the OIB west approach and upgrades the traffic signal to reflect the operational changes. The total estimated cost is $80,000 (PE = $10,000, CST = $70,000).

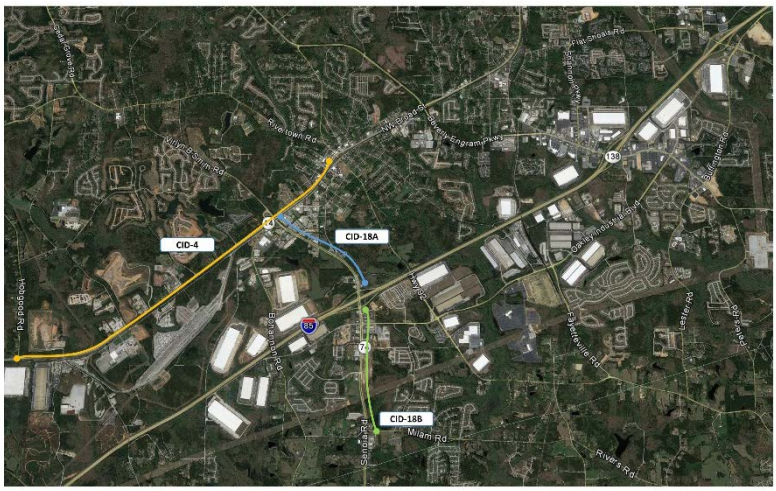
- Project CID-16B extends the northern terminus of Ella Lane south so that it forms a second intersection with Oakley Industrial Boulevard This restores the access that was lost due to the raised medians installed as part of CID-16A. The total estimated cost is $350,000 (PE = $40,000, CST = $310,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.6 Multiuse Path Network

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Multiuse Path Network
Project Nos.	CID-4, CID-18A, CID-18B
Project Type	Multimodal/ Pedestrian Upgrades
Jurisdictions	Fairburn
Cost	$2,170,000



Timeframe: TIP 2020–2025 (CID-18A), RTP 2025–2040 (CID-4, CID-18B)

Potential Sponsor(s): SFCID, City of Fairburn

Description and Key Considerations

Last-mile connectivity to transit is a challenge for the study area given its lack of pedestrian infrastructure. Multiuse paths provide an opportunity to improve pedestrian mobility and accessibility while limiting the proximity of pedestrians to heavy trucks. These projects in particular would connect pedestrians to existing and any future transit along U.S. 29. They also represent a quality-of-life improvement for area residents.

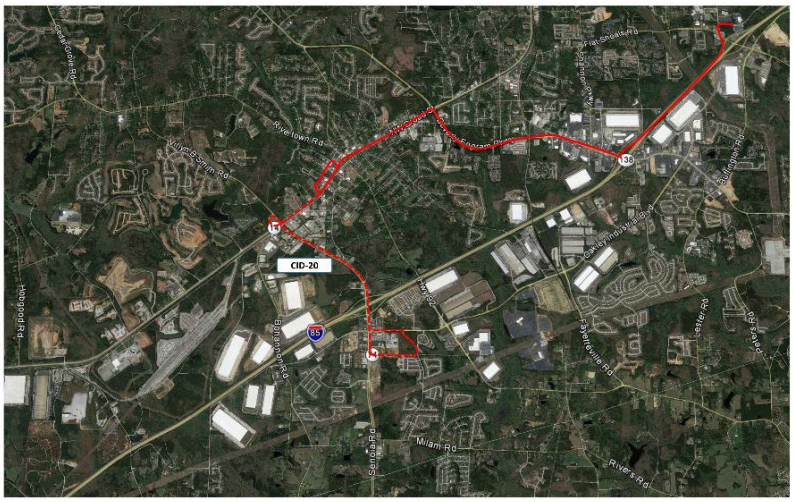
- Project CID-18A consists of a 10-foot multiuse path on U.S. 29 from Smith St. to Hobgood Road to connect with the pedestrian upgrades to be performed as part of GDOT PI# 0012636. The total estimated cost is $330,000 (PE = $30,000, CST = $300,000).
- Project CID-18B consists of a 10-foot multiuse path from SR 74/ I-85 interchange to Milam Road. As part of this project, pedestrian connections should be made between the path and Harris Road and Meadow Glen Pkwy. to facilitate access between the path and residential areas. The total estimated cost is $340,000 (PE = $30,000, CST = $310,000).
- Project CID-4 consists of a 10-foot multiuse path from City Lake Road to U.S. 29. The total estimated cost is $1,500,000 (PE = $100,000, CST = $1,400,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.7 Expanded MARTA Route 181

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Expanded MARTA Route 181
Project Nos.	CID-20
Project Type	Multimodal/ Pedestrian Upgrades
Jurisdictions	Fairburn
Cost	$98,000 (Annual Operating Cost) $200,000 (Capital Cost)



Timeframe: TIP 2020–2025

Potential Sponsor(s): City of Fairburn

Description and Key Considerations

This project would extend the existing MARTA Route 181 to SR 74. Over the short- to midterm, the modified route could complete a turnaround using Harris Road, Plantation Road, and Oakley Industrial Boulevard Over the long term, it could complete a turnaround using the park-and-ride lot that is being planned for SR 74.

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.8 Expanded MARTA Route 89

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Expanded MARTA Route 89
Project Nos.	CID-21A
Project Type	Multimodal/ Pedestrian Upgrades
Jurisdictions	Fairburn
Cost	$219,000 (Annual Operating Cost) $375,000 (Capital Cost)

Timeframe: TIP 2020–2025

Potential Sponsor(s): MARTA, SFCID, City of Fairburn, Union City

Description and Key Considerations

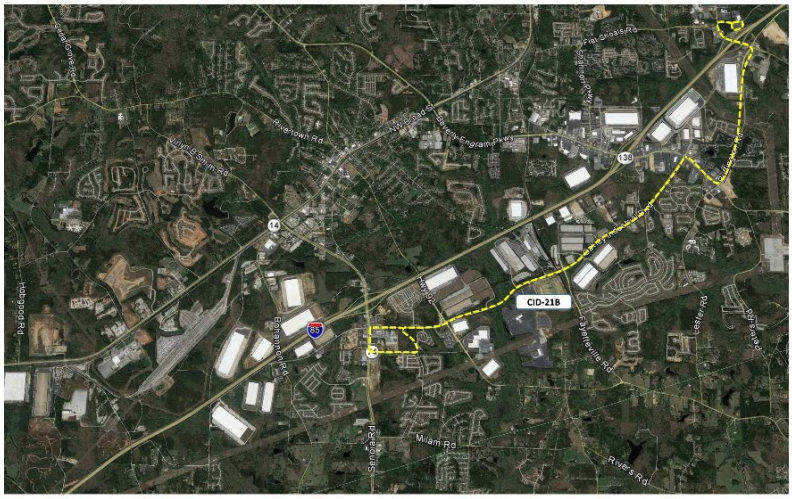
This project would extend the existing MARTA Route 89 to SR 74. Over the short- to midterm, the modified route could complete a turnaround using Harris Road, Plantation Road, and Oakley Industrial Boulevard Over the long term, it could complete a turnaround using the park-and-ride lot that is being planned for SR 74.

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.9 Modified MARTA Route 889

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Modified MARTA Route 889
Project Nos.	CID-21B
Project Type	Multimodal/ Pedestrian Upgrades
Jurisdictions	Fairburn
Cost	$511,000 (Annual Operating Cost) $625,000 (Capital Cost)



Timeframe: TIP 2020–2025

Potential Sponsor(s): MARTA, SFCID, City of Fairburn, Union City

Description and Key Considerations

This project would modify the proposed MARTA Route 889 to exclude Oakley Road and travel exclusively along Oakley Industrial Boulevard As originally proposed, the modified route could complete a turnaround using Harris Road, Plantation Road, and Oakley Industrial Boulevard Over the long term, it could complete a turnaround using the park-and-ride lot that is being planned for SR 74.

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.10 Oakley Industrial Boulevard at SR 92

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Oakley Industrial at SR 92
Project Nos.	CID-6
Project Type	Intersection Improvements
Jurisdictions	Fairburn, South Fulton
Cost	$60,000

Timeframe: TIP 2020–2025

Potential Sponsor(s): SFCID, City of Fairburn

Description and Key Considerations

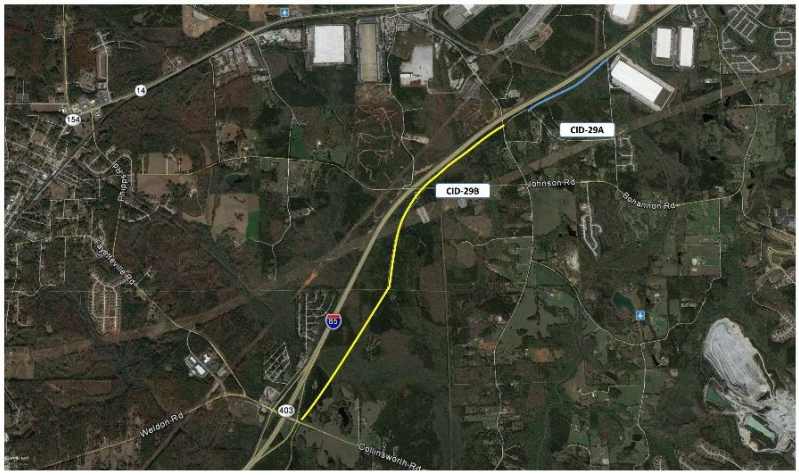
This project would add protected left-turn phasing to the Oakley Ind. Boulevard approaches, repair sidewalks on the northwest corner, and restripe the south-to-west left turn on the SR 92 southbound approach to prevent trucks from striking the sidewalk. The total estimated cost is $60,000 (PE = $5,000, CST = $55,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.11 Oakley Industrial Boulevard New Connections

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Oakley Industrial Boulevard New Connections
Project Nos.	CID-29A and CID-29B
Project Type	Intersection Improvements
Jurisdictions	Fairburn, South Fulton
Cost	$4,000,000



Timeframe: RTP 2025–2040

Potential Sponsor(s): City of Fairburn, South Fulton

Description and Key Considerations

Project CID-29A would connect Oakley Ind. Boulevard from Creekwood Road to Gullatt Road The total estimated cost is $2,000,000 (PE = $200,000, CST = $1,800,000).

Project CID-29B would further extend the connection formed as part of CID-29A to Collinsworth Road in Coweta County. However, this connection may not be a priority if a new interchange is constructed at I-85 and Gullatt Road. Also, this project is not a high priority if CID-29A is not completed. The total estimated cost is $2,000,000 (PE = $200,000, CST = $1,800,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.12 Oakley Industrial Boulevard at Plantation Road

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Oakley Industrial Boulevard at Plantation Road
Project Nos.	CID-33A
Project Type	Intersection Improvements
Jurisdictions	South Fulton
Cost	$100,000

Timeframe: TIP 2020–2025

Potential Sponsor(s): City South Fulton

Description and Key Considerations

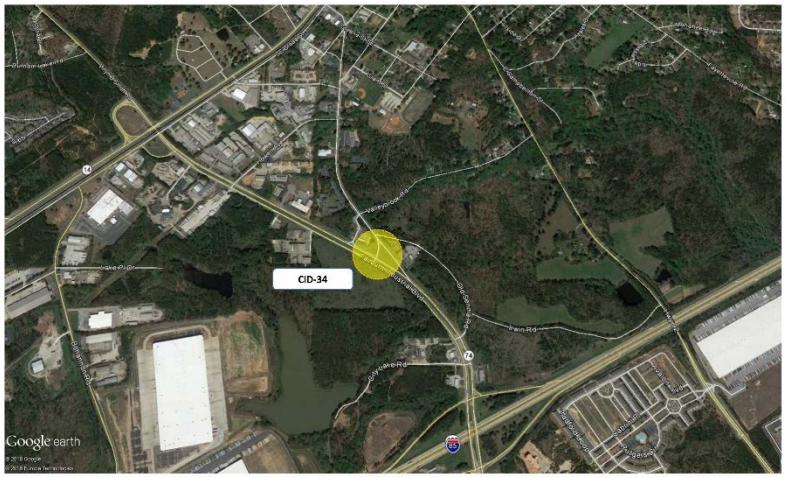
This project would add sidewalks and restripe intersection to improve the safety of the acceleration lane. The total estimated cost is $100,000 (PE = $10,000, CST = $90,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.13 SR 74 at Senoia Road

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	SR 74 at Senoia Road
Project Nos.	CID-34
Project Type	Pedestrian Upgrades
Jurisdictions	Fairburn
Cost	$150,000



Timeframe: RTP 2025–2040

Potential Sponsor(s): SFCID, City of Fairburn

Description and Key Considerations

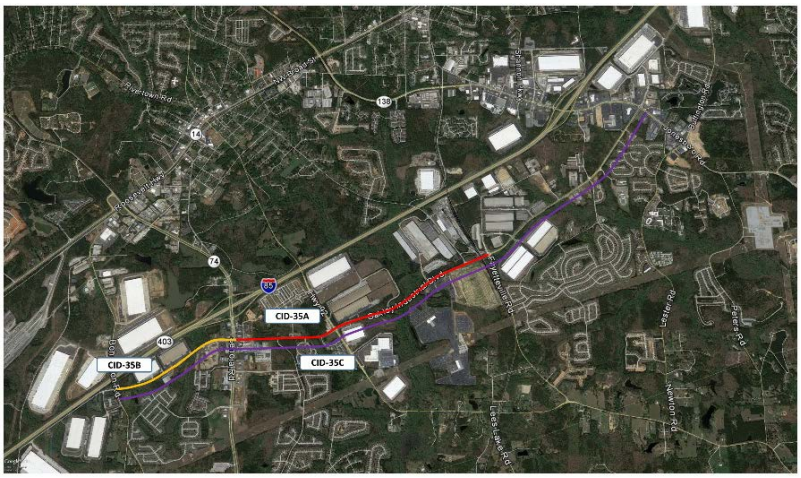
This project would improve safety for both passenger vehicles and trucks by creating an acceleration lane on SR 74 for left-turning vehicles on Senoia Road to continue southbound onto SR 74. The acceleration lane would be separated from the general southbound traffic using a raised median. The total estimated cost is $150,000 (PE = $10,000, CST = $140,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.14 Oakley Industrial Boulevard Improvements

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Oakley Industrial Boulevard Improvements
Project Nos.	CID-35A, CID-35B, CID-35C
Project Type	Resurfacing/ Repaving
Jurisdictions	Fairburn, South Fulton, Union City
Cost	$3,197,309



Timeframe: TIP 2020–2025

Potential Sponsor(s): City of Fairburn, City of South Fulton, Union City

Description and Key Considerations

Project CID-35A is a full depth reclamation of Oakley Industrial Boulevard from Fayetteville Drive to SR 74. The total estimated cost is $897,309 (PE = $75,000, CST = 822,306).

Project CID-35B is a full depth reclamation of Oakley Industrial Boulevard from SR 74 to Bohannon Road The total estimated cost is $2,000,000 (PE = $100,000, CST = $1,900,000).

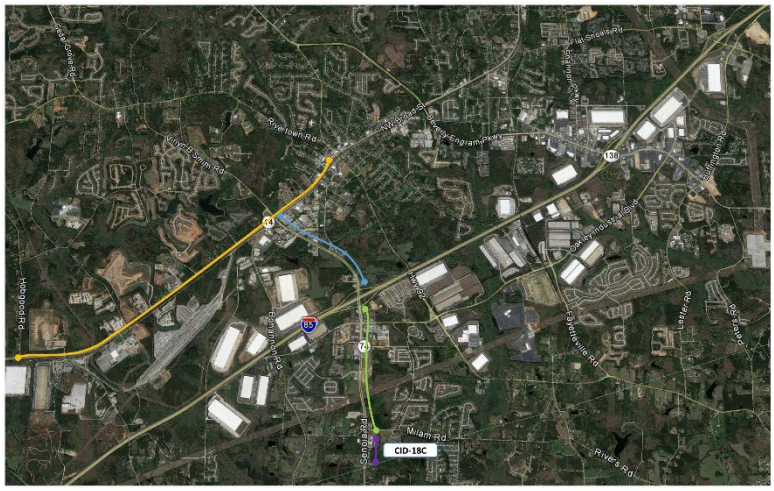
Project CID-35C fills in gaps in the sidewalks along both sides of Oakley Ind. Boulevard from SR 138 to SR 74. The total estimated cost is $300,000 (PE = $20,000, CST = $280,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.15 Multiuse Path Connector

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Multiuse Path Connector
Project Nos.	CID-18C
Project Type	Multimodal/ Pedestrian Upgrades
Jurisdictions	Fairburn
Cost	$150,000



Timeframe: RTP 2025–2040

Potential Sponsor(s): City of Fairburn

Description and Key Considerations

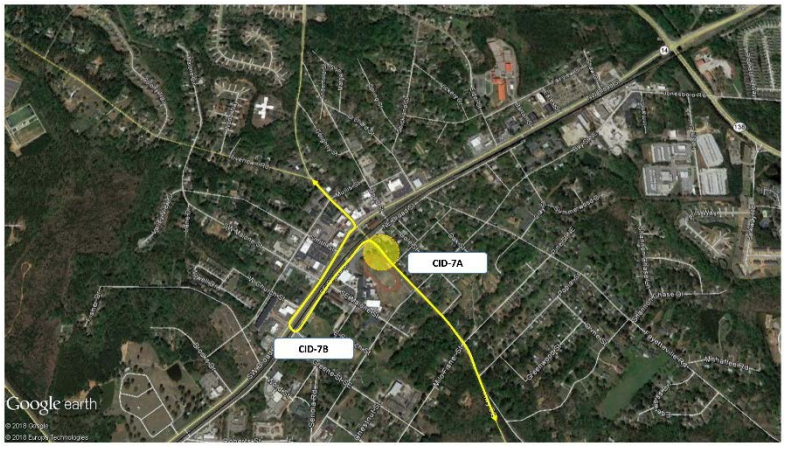
Last-mile connectivity to transit is a challenge for the study area given its lack of pedestrian infrastructure. Multiuse paths provide an opportunity to improve pedestrian mobility and accessibility while limiting the proximity of pedestrians to heavy trucks. Project CID-18C constructs a 10-foot multiuse path from Milam Road to the Fayette County line. This would connect with paths proposed as part of CID-4, CID-18A, and CID-18B. The total estimated cost is $150,000 (PE = $15,000, CST = $135,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.16 Truck Wayfinding

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Truck Wayfinding
Project Nos.	CID-7A, CID-7B
Project Type	Truck Wayfinding
Jurisdictions	Fairburn
Cost	$300,000



Timeframe: TIP 2020–2025

Potential Sponsor(s): City of Fairburn

Description and Key Considerations

Project CID-7A adds an audible overhead clearance warning bar along SR 92 between Greene St. and E. Broad St. in Fairburn. The total estimated cost is $150,000 (PE = $15,000, CST = $135,000).

Project CID-7B adds more descriptive signage along the SR 92 detour route. This signage will warn of the low clearance, give advanced warning of the detour, and generally provide more wayfinding tools along the detour route. Specifically, it proposes to add the following: 1) Truck route detour warning sign at SR 92 and Bay Street; 2) truck route, arrow, detour, and SR 92 sign at E. Broad Street at Malone Street; 3) truck route, arrow, detour, and SR 92 sign at E. Broad Street at Senoia Road; 4) truck route, arrow, detour, and SR 92 sign at U.S. 29; and 5) truck route, arrow, detour, and SR 92 sign at U.S. 29 and SR 92/Campbellton St. The total estimated cost is $150,000 (PE = $15,000, CST = $135,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.17 SR 138 Operational Improvements

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	SR 138 Operational Improvements
Project Nos.	CID-17
Project Type	Roadway Operations
Jurisdictions	Fairburn
Cost	$1,000,000

Timeframe: RTP 2025–2040

Potential Sponsor(s): Union City

Description and Key Considerations

This project would make operational and safety improvements on SR 138 from U.S. 29 to Buffington Road The project is to include adaptive traffic signals, pedestrian upgrades, and improvements to access management. This project incorporates Tier II TSPLOST project UC-202. The total estimated cost is $1,000,000 (PE = $100,000, CST = $900,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.18 Flat Shoals at I-85 North

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Flat Shoals at I-85 North
Project Nos.	SU-707
Project Type	Roadway Operations
Jurisdictions	Union City, South Fulton
Cost	$250,000

Timeframe: TIP 2020–2025

Potential Sponsor(s): Union City

Description and Key Considerations

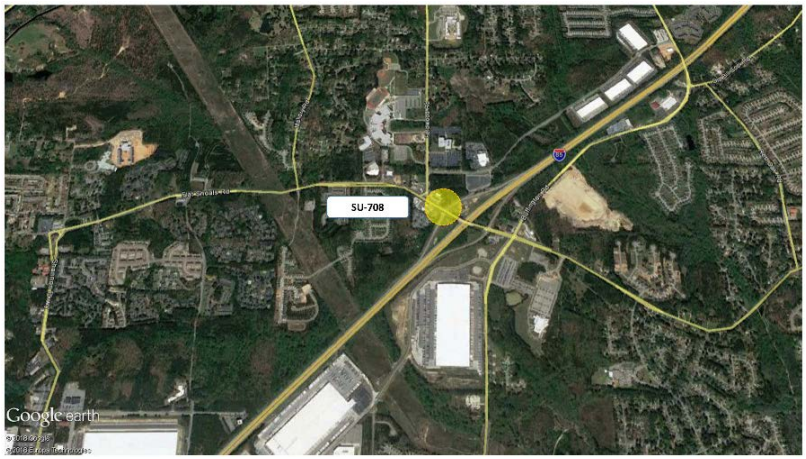
This project would upgrade the signal at Flat Shoals Road and I-85 North. This project incorporates Tier II TSPLOST project SU-707. The total estimated cost is $250,000 (PE = $25,000, CST = $225,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.19 Flat Shoals at I-85 South

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Flat Shoals at I-85 South
Project Nos.	SU-708
Project Type	Roadway Operations
Jurisdictions	Union City, South Fulton
Cost	$250,000



Timeframe: TIP 2020–2025

Potential Sponsor(s): Union City

Description and Key Considerations

This project would upgrade the signal at Flat Shoals Road and I-85 South. This project incorporates Tier II TSPLOST project SU-708. The total estimated cost is $250,000 (PE = $25,000, CST = $225,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.20 U.S. 29 Midblock Crossings

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	U.S. 29 Midblock Crossings
Project Nos.	CID-36A, CID-36B, CID-36C, CID-36D
Project Type	Pedestrian Upgrades
Jurisdictions	Fairburn, South Fulton
Cost	$332,000

Timeframe: TIP 2020–2025

Potential Sponsor(s): Fairburn

Description and Key Considerations

This project would install pedestrian-actuated midblock crossings along U.S. 29 at intersections with Gullatt Road, Bishop Road, Johns River Road, and Harbor Lakes Road. All of these locations currently have MARTA bus stops and provide access to either residential developments or employment centers. Each individual crossing is estimated to cost $83,000 (PE = $7,000, CST = $75,000). The total estimated cost for all crossings is $332,000 (PE = $28,000, CST = $304,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

Figure 5.21 Bohannon Road Sidewalks

South Fulton CID Multimodal Transportation Study Project Fact Sheet

Short Title	Bohannon Road Sidewalks
Project Nos.	CID-37
Project Type	Pedestrian Upgrades
Jurisdictions	Fairburn
Cost	$700,000

Timeframe: TIP 2020–2025

Potential Sponsor(s): Fairburn

Description and Key Considerations

This project would install sidewalks along both sides of Bohannon Road from McLarin Road to Trotters Circle. The total estimated cost is $700,000 (PE = $75,000, CST = $625,000).

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis; Google Earth.

6.0 Policy Recommendations

An additional set of policy recommendations is included as a supplement to the project recommendations provided in Section 5.0. These policy recommendations are intended to compliment proposed transportation investments and support long-term, sustainable performance outcomes for the study area.

There are three main recommendations, discussed further below:

- **Maintenance Strategy—**Municipal partners should enter into interjurisdictional agreements to help better coordinate maintenance on shared corridors.
- **Transit Market Demand Study—**Perform an assessment of the demand for transit in the study area in order to quantify the ridership potential for any new or modified transit service.
- **Formally Designate Major Freight Corridors—**Petition the ARC to have major freight routes added to the Critical Urban Freight Corridor network.
- **Land Use Policy—**Establish buffer zones to serve as barriers between freight-intensive and residential land uses, establish zoning policies to protect industrial land uses from the encroachment of nonindustrial land uses.
- **Multimodal Hub—**Over time, develop the park-and-ride lot into a multimodal hub as an important element to making transit and other mobility solutions work in the CID area.
- **Travel Demand Management Strategy—**Implement travel demand management strategies such as shuttle services and commute options programs in order to ease congestion and increase the mobility of residents and workers in the CID study area.

6.1 Maintenance Strategy

The South Fulton CID's boundaries overlap the incorporated limits of four different municipalities: Fairburn, Palmetto, South Fulton, and Union City. Each of these municipalities have their own maintenance plans and priorities. As a result, maintenance of CID area roadways can be uneven as maintenance schedules across the four municipalities may be uncoordinated. This is particularly challenging for shared freight corridors such as Oakley Industrial Boulevard, which is split across three different municipalities.

Given the maintenance challenges that arise out of multiple municipalities comprising the CID area, **it is recommended that the municipalities coordinate maintenance on shared corridors through interjurisdictional maintenance agreements.** An interjurisdictional maintenance agreement would allow for better coordination of maintenance activities across municipalities, which would result in greater consistency in the condition and performance of roadways across the CID area. Such an agreement should apply to the entirety of the shared corridors and specify the following aspects of roadway maintenance:

- **Responsibility and Cost Sharing—**It is important that the agreement outline which municipalities are responsible for which portions of shared corridors. This will allow the municipalities to determine an appropriate allocation of costs when joint maintenance projects are undertaken.

- **Frequency of Repaving—**The agreement should determine an appropriate schedule for repaving shared corridors with special consideration for corridors with heavy truck traffic. Due to the high volume of heavy vehicles in the area, the current paving cycle on freight corridors should be accelerated as many of the roadways in the study area are experiencing extensive cracking and rutting.

- **Typical Cross Section—**The agreement should specify a typical cross section on shared corridors in order to ensure consistency in sidewalks, shoulders, bike lanes, and other design aspects of shared roadways.

- **Bridges and Other Structures—**In the event that bridges, culverts, and other structures extend across municipal boundaries, there agreement should cover how these structures are maintained.

Through coordination, pooled maintenance funds could have a larger impact than multiple municipalities acting independently. This may allow the South Fulton CID's municipal partners to achieve cost savings when conducting maintenance activities as the administrative costs associated with construction are realized only once and shared across jurisdictions. **Recommended corridors include: Oakley Industrial Boulevard, Plantation Road, Buffington Road, and Flat Shoals Road.**

6.2 Transit Market Demand Study

Given that stakeholders strongly and repeatedly expressed the importance of transit throughout the Multimodal Study and in light of the 2017 Fulton County Transit Master Plan's recommendations for the area, the CID should perform **an assessment of the demand for transit in the CID study area.** While the Multimodal Study identified potential new and/or modified local transit routes to provide increased service to the CID study area, it does not assess the general demand for transit along those routes and others. This is important because such an analysis would quantify the ridership potential for any new or modified transit service which is important for justifying the provision of that service. The Multimodal Study also does not address other transit needs such as shuttles or strategies to support the implementation of the regional transit routes developed as part of the Fulton County Transit Master Plan that would service the study area. A transit market demand study could achieve both of these goals.

6.3 Freight Education Campaign

Often, from the perspective of residents the benefits of freight-intensive industries are not apparent while the negative aspects are all too apparent. To change this, the CID should conduct an educational campaign with the goal of communicating to the area's residents the benefits that freight-intensive industries bring to the community. The educational campaign should include these four key elements: 1) jobs/workforce development; 2) broader economic impacts; 3) infrastructure/mobility investments; and 4) mitigating negative impacts.

The first element, jobs/workforce development, would quantify the number of jobs directly supported by the CID's freight-intensive industries. The total number of jobs is an easily understood measure that would help to convey to the CID's communities how freight-intensive industries contribute to the local economy. This element of the educational campaign would further communicate the CID's employment benefits in terms of workforce development. Freight-intensive industries often offer opportunities to workers with limited postsecondary education that are superior and offer more opportunities for advancement than found in other industries.

While the first element of the educational campaign would focus on jobs, the second element would examine the broader economic benefits of freight-intensive industries. These include local jobs that are made possible

by the presence of the freight-intensive industries and the local tax revenue generated by the industrial sector. A number of jobs within the CID, though not in the industrial sector, are made possible by the economic activity generated by the industrial sector. This component of the educational campaign would estimate the magnitude of these direct and indirect economic impacts and communicate their value to the CID's constituent communities.

The third element of the educational campaign would inform CID residents of the steps being taken to improve infrastructure conditions and mobility, including the CID's support of regional transportation improvement initiatives and CID infrastructure investments. Similar to how projects funded with American Recovery and Reinvestment Act funds prominently displayed signs indicating this fact, the CID should identify those projects it has helped to fund and communicate those investments to the area's residents. This would help residents to see that freight-intensive industries are actively working to improve roadway conditions.

The last element that should be included in an educational campaign is information on how the area's freight-intensive industries are working to mitigate their impacts on the community. While this is related to the third element, it goes beyond infrastructure investments to include initiatives such as wayfinding, truck parking, and land use. This element of the educational campaign would convey to the area's communities that freight-intensive industries recognize that they have disproportionate impacts on infrastructure conditions and quality of life and are actively taking steps to limit those impacts.

6.4 Formally Designate Major Freight Corridors

As part of complying with the FAST Act, every State must designate a Critical Urban Freight Connector (CUFC) and Critical Rural Freight Connector (CRFC) network as part of the National Highway Freight Network (NHFN). The purposes of the CUFC and CRFC networks are to provide connectivity between important urban and rural freight generators and the NHFN. Since the CID is within the Atlanta urbanized area as designated by the U.S. Census, critical freight corridors in the CID are eligible for the CUFC network. As such, it is recommended that the CID **petition the ARC to have major freight corridors added to the Critical Urban Freight Corridor network.** Inclusion on the CUFC network makes projects that improve the efficient movement of freight on those corridors eligible for National Highway Freight Program (NHFP) funds. Examples of projects that improve the efficient movement of freight include, but are not limited to:[5]

- Development phase activities, including planning, feasibility analysis, environmental review, and preliminary engineering and design, among others.
- Construction, rehabilitation, and acquisition of real property.
- Intelligent freight transportation systems.
- Environmental and community mitigation for freight movement.
- Railway-highway grade separation.
- Geometric improvements to interchanges and ramps.
- Truck-only lanes.

[5] Federal Highway Administration, https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpguidance/, Accessed January 2, 2018.

- Adding or widening of shoulders.
- Truck parking facilities eligible for funding under section 1401 of MAP-21.
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- Traffic signal optimization, including synchronized and adaptive signals.
- Additional road capacity to alleviate freight bottlenecks.
- Physical separation of passenger vehicles from commercial motor freight.

The roadways within the CID that should be considered for the Atlanta region's CUFC network include:

- Oakley Industrial Boulevard: from Bohannon Road to SR 138 (approximately 3.923 miles).
- Bohannon Road: from Oakley Industrial Boulevard to McLarin Road (approximately 1.209 miles).
- McLarin Road: from SR 74 to its terminus at Owens Corning (approximately 2.536 miles).

These corridors provide access to several of the CID's largest employers and generators of truck traffic. They also provide connectivity to I-85 and SR 74. The full extent of these roadways recommended to be included on the network are detailed in Table 6.1.

Table 6.1 Critical Urban Freight Corridors

Roadway	Route Number	Start Point	End Point	Length (miles)	CUFC ID
Oakley Ind. Boulevard	1212150500	0	0.713	0.713	J, K
Oakley Ind. Blvd	1212374000	0	0.55	0.55	J, K
Oakley Ind. Blvd	1213150509	0	1.26	1.26	J, K
Oakley Ind. Boulevard	1213150521	0	0.32	0.32	J, K
Oakley Ind. Boulevard	1213374009	0	1.08	1.08	J, K
Bohannon Road	1213062709	0	1.209	1.209	J, K
McLarin Road	1212100600	0	0.12	0.12	H, J, K
McLarin Road	1212912500	0	0.66	0.66	H, J, K
McLarin Road	1213063309	0	0.796	0.796	H, J, K
McLarin Road	1213100609	0	0.96	0.96	H, J, K
Total Length				**7.668**	

Source: Highway Performance Monitoring System, 2014; Cambridge Systematics, Inc. analysis.

Note: The CUFC ID denotes the type of critical urban freight corridor. "H" indicates that the corridor connects an intermodal facility to the Primary Highway Freight System, the Interstate System, or an intermodal freight facility. "J" indicates that the roadway serves a major freight generator, logistic center, or freight-intensive land. "K" indicates that the roadway is important to the movement of freight in the region as determined by the MPO or State.

6.5 Land Use Policy

The land use analysis summarized in Section 3.4 indicated that the CID area will continue to develop both industrial and residential land uses, often in close proximity. While this creates opportunities for employees to live near their workplace, it also creates challenges between freight and nonfreight activities.

The Federal Highway Administration's (FHWA) Freight and Land Use Handbook recommends regulatory strategies as one potential approach to addressing industrial conflicts with other land use. The handbook identifies the need to address issues such as noise, vibrations, and airborne pollutants. One such strategy is through the **use of buffer zones.** FHWA describes buffer zones as either open space or transitional land uses that incrementally "step up" the freight intensity of land over a given area through intermediate land uses. An intermediate land use could consist of commercial (i.e., retail and office) or some combination of light industrial (e.g., food production, arts and crafts manufacturing, research and development) and commercial development that is both less sensitive to industrial and freight activity and is acceptable to residential uses.

Another strategy is to **establish policies or regulations that preserve industrial and freight-related uses.** Over time, as the CID area grows and residential and other uses become more prevalent, freight- and industrial-friendly land use regulations explicitly discourage other land uses (such as residential or commercial) and make it easier to build infrastructure and policies to support freight land uses. This can include infrastructure considerations—such as buffers or wide turning radii—but also can include supportive policies, for example relaxing any time-of-day restrictions in freight districts that may apply in surrounding residential communities. These policies can help ensure continued support for the freight-oriented economic engine of the study area and mitigate fractured land development patterns that make it difficult to retroactively address freight mobility needs.

FHWA recommends the following regulatory strategies:

Zoning overlay districts, which allow for the requirement of fewer or more restrictions on land use types within a zone or a district. Zoning overlay districts are typically designed to promote or discourage a particular type of land use or activity, in this case freight and industrial uses.

Form-based zoning codes regulate development by building form rather than by land use. For example, form-based codes may require retail and light industrial activities be housed in buildings that conform to neighborhood standards, including maximum setbacks, restrictions on driveways and curb cuts, and establishment of loading areas away from the street.

Performance zoning addresses the intensity of activity on a given parcel and the impacts of that activity on surrounding areas rather than form or function. Performance codes are more flexible regarding permitted land uses, provided impacts such as noise, odors, light pollution, water contaminants, and traffic generation remain within allowable thresholds. Theoretically, performance zoning could allow industrial land uses to be located almost anywhere in a community, as long as the impacts to adjacent properties are not excessive.

Preferential zoning encourages development that meets established planning goals. For instance, if the provision/retention of freight-dependent land uses is an important goal, the planning authority can establish special zoning designations based on existing land use patterns and then offer rewards to developers who include desired freight amenities in their plans. These can include incentives such as floor-area-ratio (FAR) bonuses or height limit bonuses.

The CID should work with its municipal partners to encourage a regulatory approach that best meets the needs of all stakeholders. In addition, to support investment in this area, the CID should work with its municipal partners to proactively acquire right of way for recommended roadway expansions. The ability to improve network connectivity and redundancy is limited by increased development throughout the CID. Acquiring land will allow the CID and its municipal partners to ensure that there are multiple route options for reaching origins and destinations within the CID study area.

6.6 Multimodal Hub

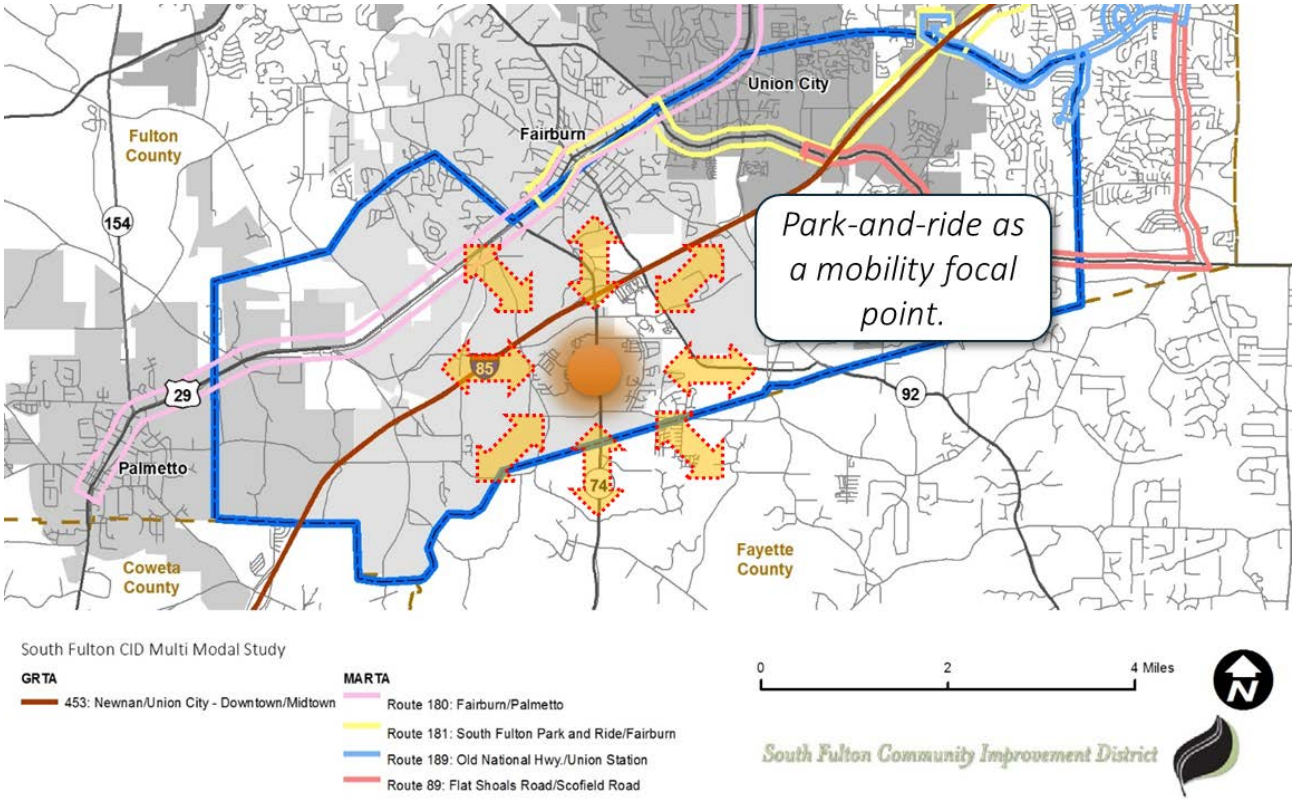
The needs analysis has identified first- and last-mile employment connections as an important element to making transit and other mobility solutions work in the CID area. Multimodal hubs are one way to facilitate those connections.

The CID is in the process of developing a new park-and-ride lot on SR 74 south Oakley Industrial Boulevard. This location provides an excellent long-term opportunity to create a multimodal hub in the CID area. Elements of the hub could include:

- Bikeshare and carshare.
- Onsite facilities such as bicycle storage;
- Dedicated staging areas and other provisions for transportation network companies (TNC) to pick up and drop off riders.
- Partnerships with on-demand mobility partners, such as TNCs and microtransit providers, to provide trips in situations where they are more cost effective than traditional fixed-route transit.
- Bicycle and pedestrian connections linking the hub to major employment locations in the CID.

As the park and ride lot begins operation and grows in use, the CID can evaluate the potential to develop a multimodal hub, which could include expansion beyond the current location.

Figure 6.1 Multimodal Hub Concept



6.7 Travel Demand Management Strategy

Manufacturing and industrial sites can present a unique challenge to companies with employees that do not have access to a car and/or that rely on transit for their daily commute. Roads that serve business needs must simultaneously accommodate the labor force. The infrastructure elements of this plan address the need for sidewalk improvements/maintenance, multiuse paths and pedestrian crossings as well as improved transit access. However, employers also have a role in mobility in the South Fulton CID. To help overcome transportation barriers for the area workforce, the CID should consider implementing a travel demand management strategy that features:

- **Shuttles—**Shuttles may be used to help solve the last-mile challenges faced by transit riders in the CID study area. Shuttles can provide connections between transit stations and locations that are difficult to efficiently serve with buses—such as destinations that are dispersed and/or where the times that people travel are highly concentrated. Furthermore, local shuttle schedules can be coordinated to make timed transfers with scheduled, higher-capacity transit routes such as the GRTA Xpress Route 453 which services the Union City Park-and-Ride station on Flat Shoals Road. An on-demand shuttle service that adhere to fixed routes (i.e., microtransit) also is an option.

- **Subsidize Transportation Network Companies (TNC)—**TNCs such as Uber and Lyft have grown to become popular alternatives to traditional taxi services, in part because they provide a user-friendly platform to summon rides and pay fares and also offer users the ability to share rides thereby reducing costs. TNCs are increasingly seen as part of the solution to transit's last-mile problem, as evidenced by the 2015 partnership between Uber and MARTA to provide discounted rides to and from MARTA

stations. CID employers could deploy a similar strategy where they subsidize shared rides to work and/or shared rides between transit stops and employment centers within the CID.

- **Implement a Commute Options Program—**The regional Georgia Commute Options program assists employers with creating programs and policies to support alternative commute options for their employees. These include sharing rides via a TNC, carpooling with coworkers, taking transit, and also biking and walking. The South Fulton CID should work with its employers to implement a commute options program for the CID area.

Appendix A. Stakeholder Interviews

Table A.1 Stakeholder Interviews

Name	Organization	Title
Scott Nicholson	DHL	VP of Operations
John Edwards	TOTO USA	Senior Manager, Transportation and Logistics
David Shelby	Owens Corning	Production Manager
Jeff Shoemaker	Clorox	Transportation Manager
V.A. Sutherland, III	Fairburn Police Department	Chief of Police

Source: Cambridge Systematics, Inc. analysis.

Appendix B. Tier II Project List

Table B.1 Tier II Project List

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source
R-202	Bohannon Road at Oakley Ind. Boulevard	Fairburn	Intersection Improvements	Install roundabout	South Fulton CTP	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
CID-3	Gullatt Road	Fairburn	Resurfacing/Repaving, Pedestrian Upgrades	Resurfacing/Repaving, Sidewalks	SFCID Multimodal Study	Fairburn	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])
CID-27	Terminus Drive	Fairburn	Repaving/Resurfacing	Resurfacing/Repaving (Full depth)	SFCID Strategic Plan	Fairburn	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
UC-202	SR 138 (U.S. 29/SR 14 to Buffington Road)	Union City	Roadway Operations	Corridor operational and safety improvements on SR 138	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6])
R-196	Harris Road at Plantation Road	Fairburn, South Fulton	Intersection Improvements	Roundabout	South Fulton CTP	Fairburn, South Fulton	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
R-203	U.S. 29 at Harbor Lakes Pkwy.	Fairburn	Intersection Improvements	Install signal	South Fulton CTP	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6])
R-204	U.S. 29 at Johns River Road	Fairburn	Intersection Improvements	Install signal	South Fulton CTP	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6])
P-49	SR 92 (Oakley Ind. Boulevard to U.S. 29)	Fairburn, South Fulton	Pedestrian Upgrades	Sidewalks	South Fulton CTP	Fairburn, South Fulton	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source
CID-13	SR 138	Union City	Access Management, Pedestrian Upgrades	Raised medians, sidewalks, pedestrian islands	SFCID Multimodal Study	Union City	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6])
FA-104	Rivertown Connector	Fairburn	New Connection	Roadway extension of Victoria Drive to Rivertown Road	TSPLOST	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
FA-305	Dodd Street	Fairburn	Intersection Improvements	Install roundabout at Dodd Street and Aderhold Street and Orchard Street	TSPLOST	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-306	Buffington Road (SR 138 to Flat Shoals Road)	Union City	Roadway Operations	Corridor operational and safety improvements on Buffington Road	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
SU706	Flat Shoals Road at Buffington Road	South Fulton, Union City	Roadway Operations	Signal upgrade	TSPLOST	South Fulton, Union City	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
SU709	Flat Shoals Road at Feldwood Road	South Fulton, Union City	Roadway Operations	Signal upgrade	TSPLOST	South Fulton, Union City	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
ATMS800	Flat Shoals Road	South Fulton, Union City	Roadway Operations	Deploy ATMS on Flat Shoals Road	TSPLOST	South Fulton, Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
CID-9	Harris Road	Fairburn, South Fulton	New Connection	Roadway extension to SR 92	SFCID Multimodal Study	Fairburn, South Fulton	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
CID-28	Howell Avenue	Fairburn	New Connection	Roadway extension to Bohannon Road	SFCID Strategic Plan	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-205	Gresham Street at SR 138	Union City	Intersection Improvements	Operational and safety improvements at the intersection of Gresham Street and SR 138	TSPLOST	Union City	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6])
R-169	Harris Road over White Woverer Creek Tributary	South Fulton	Bridge Improvement	Bridge Replacement	South Fulton CTP	South Fulton	2025–2040 (RTP)	State MFT[1] (including GTIB[2])

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source
P-34	SR 92 (U.S. 29 to City limits)	Fairburn, South Fulton	Pedestrian Upgrades	Sidewalks	South Fulton CTP	Fairburn, South Fulton	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])
CID-30	Williams Road	Palmetto, South Fulton	Repaving/Resurfacing	Pave Williams Road from U.S. 29 to Johnson Road	SFCID Strategic Plan	Palmetto, South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
UC-305	Buffington Road over Shannon Creek	Union City	Bridge Improvement	Bridge Repair	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-307	U.S. 29 (Lower Dixie Lake Road to Stonewall Tell Road)	Union City	Multimodal, Pedestrian	Pedestrian and Bike improvements on U.S. 29	TSPLOST	Union City	2020–2025 (TIP)	State MFT[1] (including GTIB[2]), Federal (NHPP[3], NHFP[4], STBG[5], HSIP[6])
R-143	Lester Road	Union City, South Fulton	Maintenance	Drainage improvements	South Fulton CTP	Union City, South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
R-166	Johnson Road over Shoal Creek	Fairburn	Bridge Improvement	Bridge Replacement	South Fulton CTP	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
R-168	Mann Road over Line Creek	Fairburn	Bridge Improvement	Bridge Replacement	South Fulton CTP	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
R-170	Oakley Road over Broadnax Creek	South Fulton	Bridge Improvement	Bridge Replacement	South Fulton CTP	South Fulton	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
P-33	Fayetteville Road	Fairburn, South Fulton	Pedestrian Upgrades	Sidewalks	South Fulton CTP	Fairburn, South Fulton	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])
P-48	Harris Road	Fairburn	Pedestrian Upgrades	Sidewalks	South Fulton CTP	Fairburn	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])
P-50	Plantation Road	Fairburn, South Fulton	Pedestrian Upgrades	Sidewalks	South Fulton CTP	Fairburn, South Fulton	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])
P-51	Milam Road	Fairburn, South Fulton	Pedestrian Upgrades	Sidewalks	South Fulton CTP	Fairburn, South Fulton	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source
UC-302	McClure at Line Creek	South Fulton	Bridge Improvement	Bridge Repair	TSPLOST	South Fulton	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-303	Peters Road over Broadnax Creek	Union City	Bridge Improvement	Bridge Repair	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-304	Highpoint Road at Deep Creek	Union City	Bridge Improvement	Bridge Repair	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
RC-100	Bethsaida Road (SR 138 to Clayton Co. line)	South Fulton	Repaving/Resurfacing	Resurface Bethsaida Road	TSPLOST	South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
B-502	Bethsaida Road over Morning Creek	South Fulton	Bridge Improvement	Bridge Replacement	TSPLOST	South Fulton	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
R-194	Plantation Road	Fairburn, South Fulton	Roadway Redesign	Widen lanes and improve shoulders	South Fulton CTP	Fairburn, South Fulton	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
R-198	Milam Road	Fairburn, South Fulton	Roadway Redesign	Upgrade to 12' lanes w/ curb and gutters	South Fulton CTP	Fairburn, South Fulton	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
P-32	Smith Street Underpass	Fairburn	Pedestrian Upgrades	Improve underpass	South Fulton CTP	Fairburn	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])
P-46	Bethsaida Road	South Fulton	Pedestrian Upgrades	Sidewalks	South Fulton CTP	South Fulton	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])
CID-11	Meadow Glen Pkwy.	Fairburn	New Connection	Roadway extension to Plantation Road	SFCID Multimodal Study	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
FA-105	Park Road Extension	Fairburn	New Connection	Roadway extension of Victoria Drive to Frankie Arnold Drive	TSPLOST	Fairburn	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-107	Christian City Multiuse Trail	Union City	Multimodal, Pedestrian	Pedestrian, Bike, and Streetscape improvements in Union City	TSPLOST	Union City	2020–2025 (TIP)	Federal (STBG[5], HSIP[6], CMAQ[9], TA[10])
UC-108	Lower Dixie Lake Road Sidewalks	Union City	Multimodal, Pedestrian	Pedestrian, Bike, and Streetscape improvements along Lower Dixie Lake Road	TSPLOST	Union City	2020–2025 (TIP)	State MFT[1] (including GTIB[2])

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source
SU-702	Flat Shoals Road at Kimberly Mill Road	South Fulton	Roadway Operations	Signal upgrade	TSPLOST	South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
SU-703	Flat Shoals Road at Red Oak Road	South Fulton	Roadway Operations	Signal upgrade	TSPLOST	South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
SU-704	Flat Shoals Road at Hidden Brook Drive	South Fulton	Roadway Operations	Signal upgrade	TSPLOST	South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
SU-705	Flat Shoals Road at Connell Road	South Fulton	Roadway Operations	Signal upgrade	TSPLOST	South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
SU-710	Flat Shoals Road at Mallory Road	South Fulton	Roadway Operations	Signal upgrade	TSPLOST	South Fulton	2020–2025 (TIP)	State MFT[1] (including GTIB[2])
R-88	CSX Rail	Fairburn, Union City, South Fulton, Palmetto	Rail	Quiet zone	South Fulton CTP	Fairburn, Union City, South Fulton, Palmetto	2025–2040 (RTP)	Federal (HSIP)
R-101	Mall Boulevard Extension	Union City	New Connection	Roadway extension	South Fulton CTP	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-103	Flat Shoals Road (Westbrook Street to Oakley Road)	Union City	Roadway Operations	Corridor operational and safety improvements on Flat Shoals Road	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-104	Lancaster Lane (Shannon Pkwy. to Shannon Way)	Union City	Roadway Operations	Corridor operational and safety improvements on Lancaster Lane	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-105	Londonderry Way	Union City	Roadway Operations	Corridor operational and safety improvements on Londonderry Way	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-106	Goodson Road (City limits to Jonesboro Road)	Union City	Roadway Operations	Corridor operational and safety improvements on Goodson Road	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
UC-203	Highpoint Road (SR 14 to Dodson Road)	Union City	Roadway Operations	Corridor operational and safety improvements on Highpoint Road	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])

Project ID	Roadway	Location	Project Type	Project Description	Source	Potential Sponsor	Timeframe	Potential State/Federal Funding Source
UC-204	Oakley Road (SR 138 south to City limits)	Union City	Roadway Operations	Corridor operational and safety improvements on Oakley Road	TSPLOST	Union City	2025–2040 (RTP)	State MFT[1] (including GTIB[2])
R-87	Irwin Road Extension	Fairburn, South Fulton	New Connection	Extend Irwin Road to Goodson Road	South Fulton CTP	Fairburn, South Fulton	2025–2040 (RTP)	State MFT[1] (including GTIB[2])

Source: Volkert, Inc. and Cambridge Systematics, Inc. analysis.

1 State MFT = State Motor Fuel Tax, only road and bridge projects eligible.

2 GTIB = Georgia Transportation Infrastructure Bank, competitive grants/loans for local improvement projects; funded via State MFT-only road and bridge projects eligible.

3 NHPP = National Highway Performance Program, projects that improve the condition or performance of the National Highway System.

4 NHFP = National Highway Freight Program, projects that improve the condition or performance of the National Highway Freight Network.

5 STBG = Surface Transportation Block Grant, flexible funding that may be used by States or regions for projects to improve the condition or performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

6 HSIP = Highway Safety Improvement Program, projects that improve safety on any public road consistent with State Highway Safety Plan.

7 INFRA = Infrastructure for Rebuilding America competitive Federal grant program, projects intended to improve the condition or performance of Federal highway system with emphasis on opportunity to leverage private partnerships.

8 5307 = Federal Transit Administration urbanized area formula funds; projects to support transit capital and operating expenses for dedicated recipients of FTA funding.

9 CMAQ = Congestion Mitigation and Air Quality funds, projects to support improvements to congestion mitigation and air quality on Federal-aid network.

10 TA = Transportation Alternatives, projects that expand travel choices and enhance the transportation experience on Federal-aid network.