



Connect Cobb



Northwest Transit Corridor
Environmental Assessment

January 2013

Connect Cobb Fact Sheet

Connect Cobb Moves Forward!

Connect Cobb is developing a transportation project that will expand mobility for all users along the Northwest Transit Corridor, a 25-mile stretch linking northern Cobb County to Midtown Atlanta. The project development process encompasses several distinct steps set forth by federal environmental laws and Federal Transit Administration guidelines. The Connect Cobb process includes the alternatives analysis (AA), environmental assessment (EA) with project development, engineering, and construction.

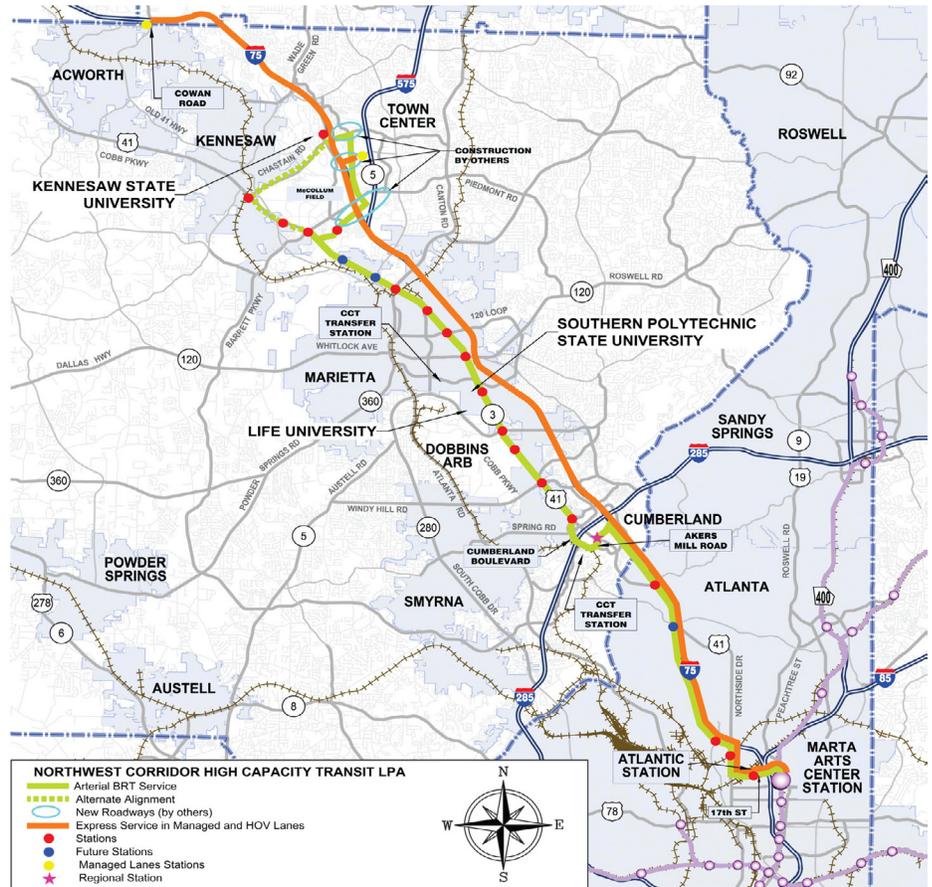
With significant input from the public, Cobb County finalized the Connect Cobb Northwest Transit Corridor AA in December 2012. As an early and very important milestone, the AA identified a locally preferred alternative (LPA) consisting of a combination of Bus Rapid Transit (BRT) and express bus service primarily along U.S. 41 and I-75 (see map for alignment). After considering multiple options, it was determined that this combination of technologies and routes best meets the corridor's unique travel needs, land use patterns and economic development goals.

As the next step in the process, the County is now developing the EA. Preparation of the EA is anticipated to continue through the beginning of 2014. The EA will:

- evaluate how the LPA benefits and impacts the community, the natural environment, and the built environment;
- detail anticipated ridership and travel time forecasts;
- address financial plans for both construction and operations; and
- compare costs and benefits.

The Locally Preferred Alternative

The LPA serves both local and commuter trips, the corridor's two major trip types. BRT provides local access to and between the major activity centers along the corridor. Express bus service provides for long-haul commuting from/through Cobb County to other regional destinations.



The station locations that would serve both alignments include Kennesaw State University, Town Center/Big Shanty, Barrett Lakes Parkway, Canton Road (hospital), Allgood Road, White Water, Roswell/Big Chicken Station, University/South Loop, City of Marietta's GreenTech Corridor, Dobbins Air Reserve Base gate, Windy Hill Road, Cumberland Parkway North, Akers Square/Cumberland Parkway South, Mt. Paran, West Paces Ferry Road, Howell Mill Road, BeltLine, Atlantic Station, and MARTA Arts Center Station.

The Regional Transit Committee's Concept 3 is the regional plan that coordinates existing service and planning for future transit service. Consistent with this regional plan and the service identified for the Northwest Transit Corridor, the LPA provides connectivity at its southern termini to MARTA at the Arts Center Station. In addition, the LPA crosses the City of Atlanta's BeltLine Corridor near Northside Drive, allowing for an additional transit connection with the City's planned BeltLine streetcar. The LPA also calls for a station in the Cumberland Galleria area that would intersect with the planned BRT corridor along I-285 that is identified in the region's long-range plan and under analysis in the revive285 Draft Environmental Impact Statement. As each of these transit programs continue through the planning process, the LPA will be refined to ensure regional seamless service for its users.

What is Bus Rapid Transit and Express Bus Service?



BRT uses buses that operate on their own guideways on existing roads or dedicated bus-only lanes. This permanent integrated system uses technology and design improvements to improve the ride, such as enhanced fare collection services; priority at signaled intersections; improved stations along corridors; and ground level boarding. Boston, Cleveland and Pittsburgh are examples of cities that have BRT systems.



Express bus service operates with buses on existing roadways with mixed traffic. The buses make limited stops along normal bus routes to provide faster, or express, service. Cobb Community Transit (CCT) currently provides express bus service between Cobb County and Downtown Atlanta during peak commuting periods. Phoenix, Miami, Los Angeles and Seattle are additional examples of express bus systems.

How Can I Get Involved?

Your input is important to us! We will need your help in identifying issues of concern, potential benefits, areas of importance, and design features. Numerous opportunities for stakeholder and public involvement will be offered in the development of the EA. Building on coordination and outreach efforts initiated in the AA, the project team will continue to meet with federal, state, and regional agencies; the Partners and the Technical teams; and Stakeholder Roundtable participants. The project team will continue dialogue with major business interests, institutions and civic and neighborhood groups in Cobb County and the City of Atlanta. In addition, public workshops are tentatively planned for the first quarter of 2013.

Please visit our project website at www.cobbdot.org/connectcobb.htm for the most up to date information on project milestones and outreach events. You can also like us on Facebook to receive social media updates. If you would like to join our mailing list, or have any questions, please contact Kristine Hansen-Dederick at hansen-dederick@sycamoreconsulting.net or 404-377-9147.