Cobb FORWARD

Comprehensive Transportation Plan 2050

RECOMMENDATIONS REPORT

ADOPTED FEBRUARY 8, 2022

TABLE OF CONTENTS

1.

INTRODUCTION

INTRODUCTION

Residents and visitors alike rely on transportation to access education, health care, and jobs, while surrounding cities and industries rely on a functional network to keep the region moving. CobbForward, the County's Comprehensive Transportation Plan (CTP), considers how Cobb County will grow in the next 30 years to 2050. Ultimately, the CTP offers a program of policies and multimodal improvements to the transportation network and helps position Cobb County for implementation through local, state, and federal funding strategies.

The comprehensive transportation planning process includes three overarching steps:

Existing Conditions: focuses on establishing a baseline of where we are today and understanding demand and travel patterns as well as the condition of transportation infrastructure.

Needs Assessment: involves understanding future demand for transportation and anticipating projected mobility needs that may exist.

Recommendations: includes the combination of projects and policies that can collectively look to address the needs identified in the second phase of the process.

The Recommendations Report reflects the results of the CobbForward development process and includes a variety of transportation projects identified and prioritized through substantial technical analyses and a robust public engagement effort. Stakeholder and community engagement plays an important role in guiding the process—from the initial visioning and development of goals to the determination of needs and the vetting of draft recommendations.

In November 2020, Cobb County held a referendum to renew its countywide Special Purpose Local Option Sales Tax (SPLOST). Transportation projects ultimately recommended for inclusion were considered as a part of the CTP process.

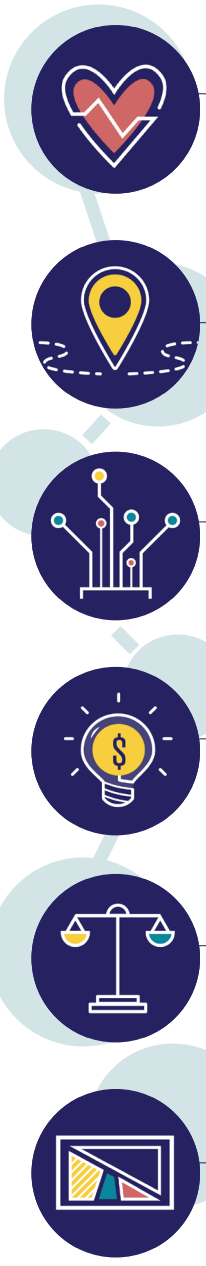
2.

EXISTING CONDITIONS AND NEEDS ASSESSMENT

EXISTING CONDITIONS & NEEDS ASSESSMENT

Vision and Goals

The vision and goals presented are the results of the collaboration between technical stakeholder groups, the Project Management Team (PMT), and the public. The goals establish project priorities that were used to guide the project team through the completion of the CobbForward CTP.



IMPROVE HEALTH & SAFETY

Provide a transportation system that is safe and supports healthy living for all users.

ENHANCE MOBILITY

Improve travel times for all users with multimodal solutions.

USE INNOVATIVE TECHNOLOGY

Use innovative transportation technologies and access to information to enhance the efficiency of the transportation network.

BE COST EFFECTIVE

Prioritize investments that maintain reliable transportation infrastructure and maximize return on investment.

SUPPORT EQUITABLE ACCESS

Provide mobility choices that are accessible and equitable for all communities and users.

INTEGRATE LAND USE/DESIGN

Support land use and urban design that enhances accessibility and connectivity between land uses for all users.

Public Involvement Round 1

OVERVIEW

During Round 1 of public involvement, the team conversed with a variety of groups in the County, including traditionally underrepresented communities, elected leaders, regional partners, and Cobb County staff.

There were three major categories of participants for the CobbForward Public Involvement Phase 1:

- Technical and Stakeholder Committees
- General Public
- Elected Officials

The Technical and Stakeholder Committees served as a sounding board for the project management and consultant teams before engaging with the public. The Technical Committee included representation from the six cities and Community Improvement Districts (CIDs) in Cobb County, as well as from regional and state partners and County Department of Transportation (DOT) staff.

The public engagement process defined the community's priorities for their transportation system and identified existing and future transportation needs, which were used to identify recommendations for projects and policies through 2050. To set the direction of the plan, the public was asked to rank their top four plan priorities in order of importance as well as to allocate funding for transportation investments in Cobb County.

PUBLIC MEETINGS

Public meetings are a traditional tool to engage with the community during a planning process, allowing for in-depth interaction with the community but often to a smaller audience than other engagement opportunities. The CobbForward public meetings were highly interactive to provide participants information and collect their input. Over the nine public meetings that were held, approximately 320 members of the public attended.

- **April 10, 2019** – District 1, Powder Springs West Cobb Senior Center
- **April 17, 2019** – City of Smyrna Community Center
- **April 18, 2019** – District 2, East Cobb Library
- **April 29, 2019** – City of Marietta Cobb Senior Wellness Center
- **April 30, 2019** – City of Austell Threadmill Complex
- **May 6, 2019** – City of Acworth Community Center
- **May 7, 2019** – District 3, East Cobb Senior Center
- **May 8, 2019** – City of Kennesaw Ben Robertson Community Center
- **May 9, 2019** – District 4, South Cobb Community Center

MAP ACTIVITY

Group discussions were facilitated with public meeting participants regarding three modal areas: roadway, transit, and bicycle and pedestrian (bike/ped). Participants were asked to provide input on the following topic areas for each mode, and the maps display their responses.

ROADWAY

IDENTIFY:

- Congested areas
- Possible road diets
- Unsafe intersections/ corridors
- Access management needs
- New connections needed
- Signals needing retiming
- Turn lanes needed

TRANSIT

IDENTIFY:

- Home, work, school, and other destinations with a transit need
- How to connect those destinations with transit service
- How to connect to other transit systems in the region

BIKE/PED

IDENTIFY:

- Destinations where people want to walk and bike
- High priority bicycle routes
- Roadways that can be unsafe for cycling
- Gaps in sidewalks
- Areas where crossing the road may be challenging or unsafe
- Preference for on-road bike lanes, wide shoulders, or off-road trails

COMMUNITY EVENTS

Community events are leveraged to meet people where they are—those who may not know about the plan as well as those who may not have the time or interest to come to transportation-focused meetings. Tabling at community events also offers an opportunity to increase awareness about a project and encourage future engagement. Project team members attended six community events and interacted with approximately 700 members of the public.

- **April 13, 2019** – Spring Chicken Run & Fun Festival, Historic Downtown Powder Springs
- **April 13, 2019** – Spring EGGstravaganza, Al Bishop Softball Complex
- **April 28, 2019** – Taste of Marietta, Historic Marietta Square
- **May 4, 2019** – Acworth Dragon Boat Race and Festival
- **May 4, 2019** – Taste of East Cobb, Johnson Ferry Baptist Church
- **May 26, 2019** – Memorial Day Weekend Music Festival, Mable House Barnes Amphitheatre

ONLINE SURVEY

For those who could not attend a public meeting or community event, the CobbForward online survey was open from April 11, 2019 to July 2, 2019. The survey used an online engagement platform called MetroQuest, which enabled the project team to offer the same activities: priority ranking, funding allocation, and the needs-based "Map It" tool.

An online survey allows participants to engage in activities similar to those provided at the public meetings but in a time and place that is convenient for them. Online surveys are able to expand the reach of a public engagement campaign as they are generally available to participants for a longer period of time than a single meeting or community event. The survey gathered 49,660 data points from 2,772 participants.

PROJECT SPECIFIC EMAILS

To stay up to date on the CobbForward process, Phase 1 participants were given the opportunity to provide their email address to the CobbForward team at public meetings, community events, and via the project website, www.CobbForward.org. Participants were encouraged to email additional questions, comments, and/or concerns regarding the planning process to the project email address, CobbForward@CobbCounty.org. More than 20 themes emerged as a result of the emails, ranging from bus route improvements and maintenance to signal coordination and installation. A total of 82 emails were received at the project email address during Phase 1 discussing the following common topics:

- Relevant Articles
- Bike Paths
- Bus Route Improvements
- Congestion Relief
- Express Lanes
- Green Space
- Lane Configuration
- Maintenance
- Multi-use Paths
- Paving
- Rail
- Rideshare Planning
- Roadway Infrastructure
- Roundabout Construction
- Safety Concerns
- Sidewalks
- Signal Coordination
- Signal Installation
- Survey Usability
- Telecommuting
- Transit
- Vision and Goals Priorities

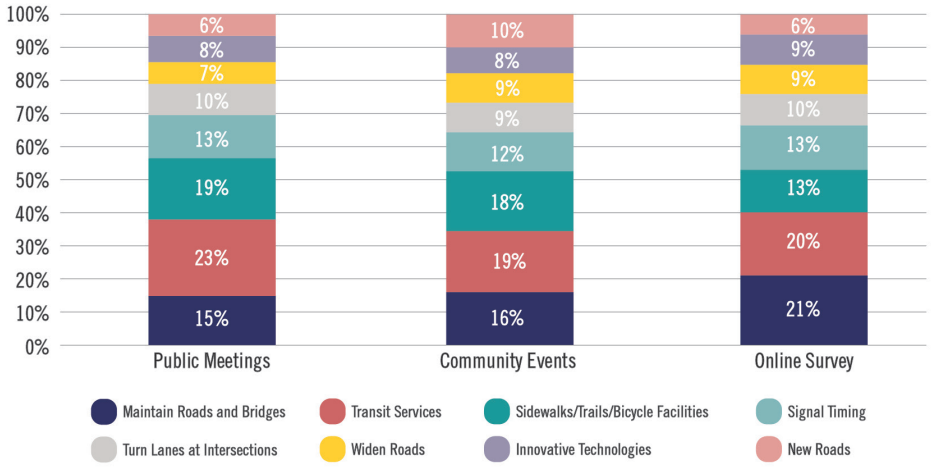
PHASE 1 RESULTS

CobbForward Public Involvement Phase 1 overall results combine input received from the public meetings, community events, and online survey.

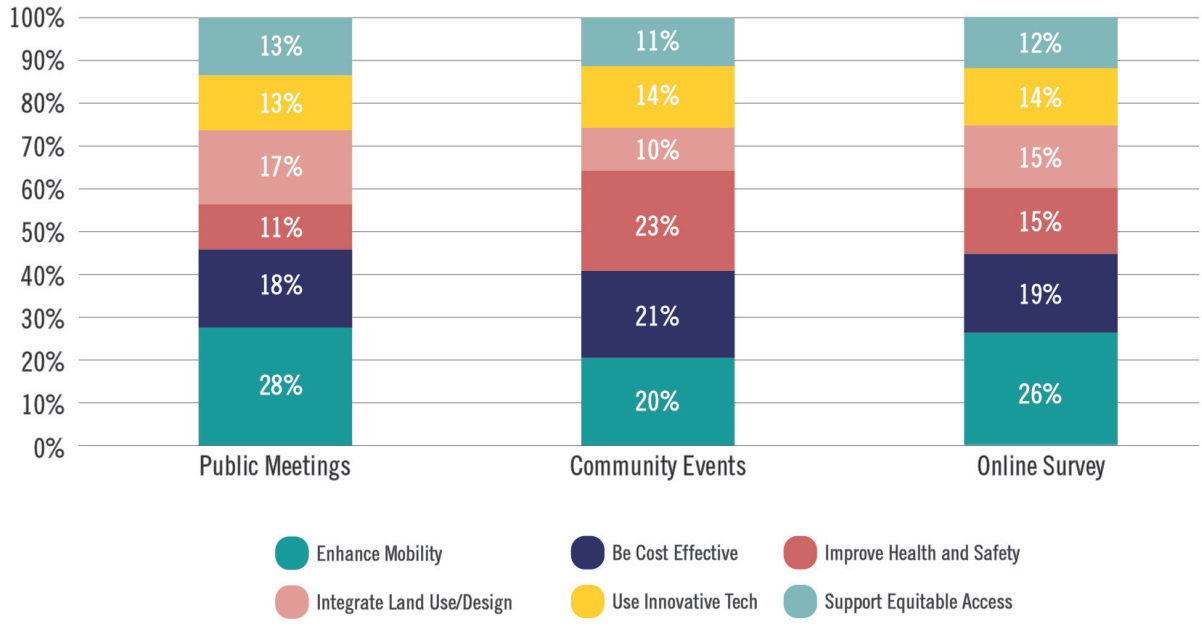
In total, the CobbForward Public Involvement Phase 1 efforts engaged more than 3,700 people who provided input on the County's existing and future transportation needs for roadway, transit, and bike/ped modes.

In addition to the quantitative data that can be analyzed from the funding allocation and priority ranking activities, participants provided qualitative and anecdotal input to the project team. This input provides additional information that may not be gleaned from technical analyses alone. For example, the input provided from the mapping activities supported the CobbForward team with identifying areas of focus to develop transportation project recommendations intended to address those issues.

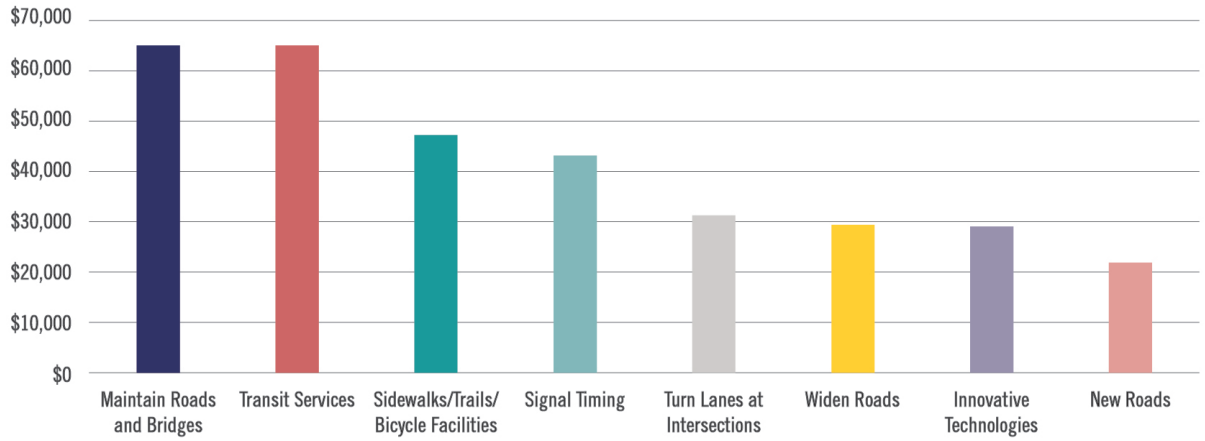
PERCENT OF BUDGET ALLOCATION BY OUTREACH TYPE



PERCENT OF PRIORITY RANKING WEIGHTED SCORE BY OUTREACH

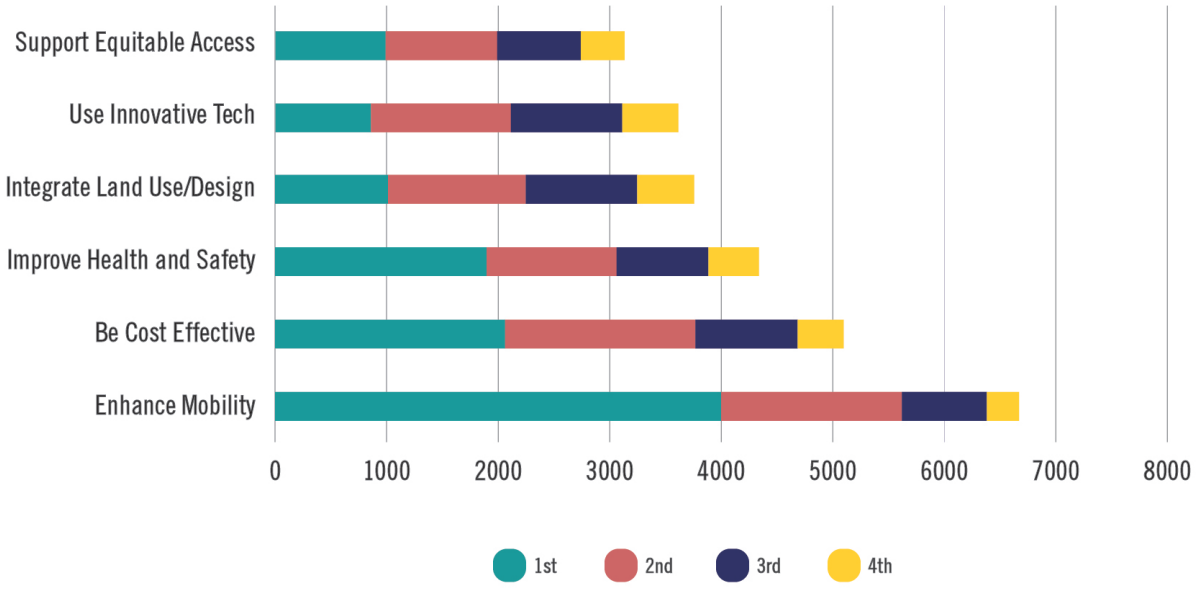


FUNDING ALLOCATION OVERALL RESULTS ($)



PRIORITIES RANKING OVERALL RESULTS

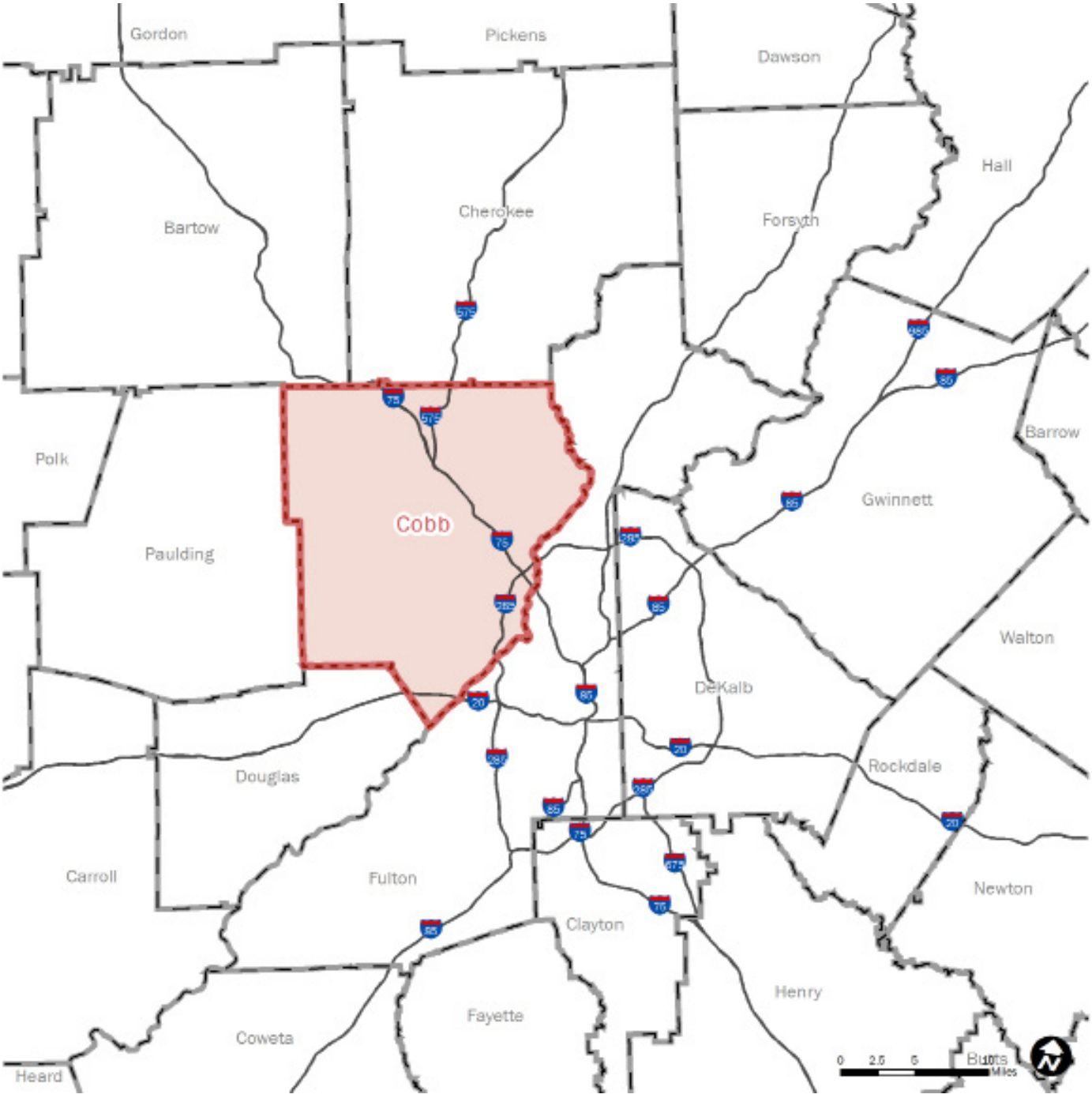
(WEIGHTED SCORES BY RANKING)



Existing Conditions

COBB COUNTY PROFILE

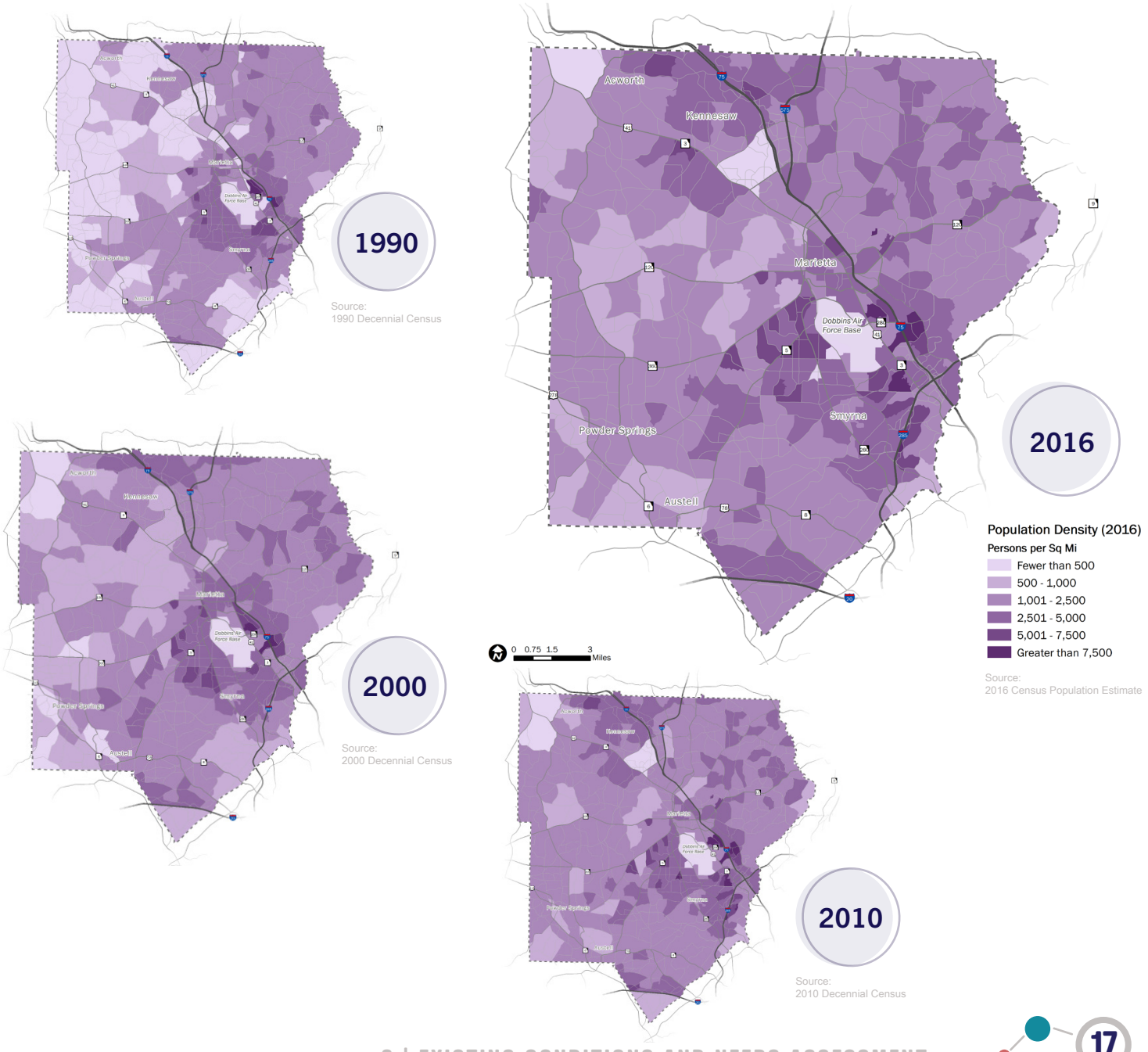
The following sections are an excerpt from the Existing Conditions and Needs Assessment document and describe Cobb County's residents today. Understanding who Cobb County's residents are through demographic and socioeconomic information lays the groundwork for understanding overall travel behavior and mode choices that are being made every day.



POPULATION DENSITY

Between 1990 and present day, Cobb County's population grew from about 450,000 to 730,000. In 1990, the population was concentrated in the areas surrounding Dobbins Air Reserve Base, particularly in the Cities of Marietta and Smyrna, but the population density has steadily increased in the southern and western half of the County, primarily west of the I-75 corridor. The portion of the County east of I-75 and I-575 (East Cobb) has observed more limited growth in population density. The population in Cobb County is expected to increase 20% from 2015 to 2040, a net increase of 142,000 people according to the Atlanta Regional Commission's (ARC) estimates. Additionally, the population is expected to increase 40% from 2015 to 2050 with a projected population of over one million people. Though Cobb County is projected to have among the lowest growth rates in the ARC's 2050 estimates, it is still one of the largest counties in the region. Due to its large size and importance in the region, Cobb County's forecasted population growth will continue to present mobility challenges across the transportation system.

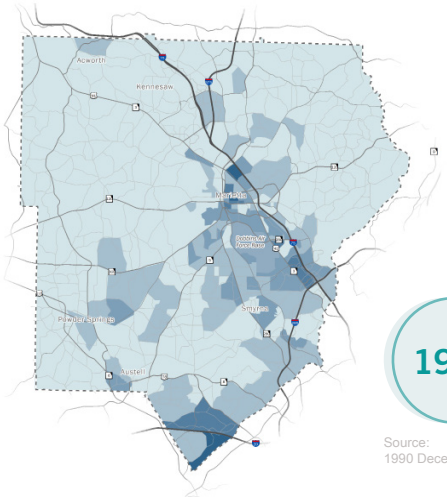
COBB COUNTY POPULATION DENSITY (1990 - 2016)



MINORITY DENSITY

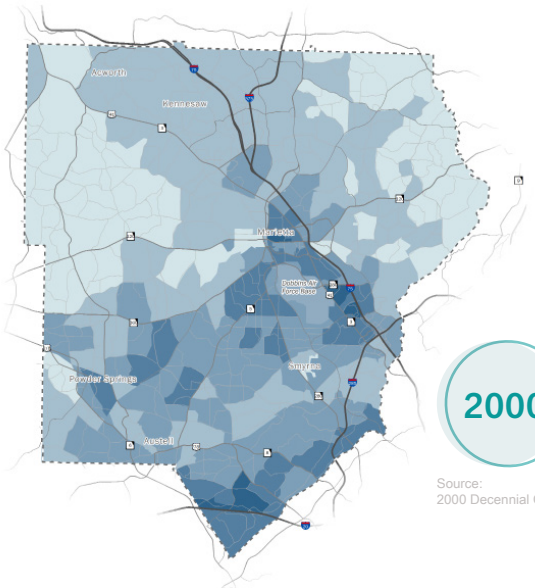
The racial and ethnic minority population in Cobb County has increased substantially since 1990, contributing to the growth in the south and southwestern portions of the County. Between 1990 and present day, the minority population has grown from approximately 60,000 to 340,000. The makeup of Cobb County's population is largely white at about 60%, followed by Black or African American at 27%. In addition, just under 15% of the population identifies as Hispanic or Latino. As the County continues to diversify, it will need to consider and understand the needs of all its communities and seek to meet them.

COBB COUNTY MINORITY POPULATION (1990 - 2016)



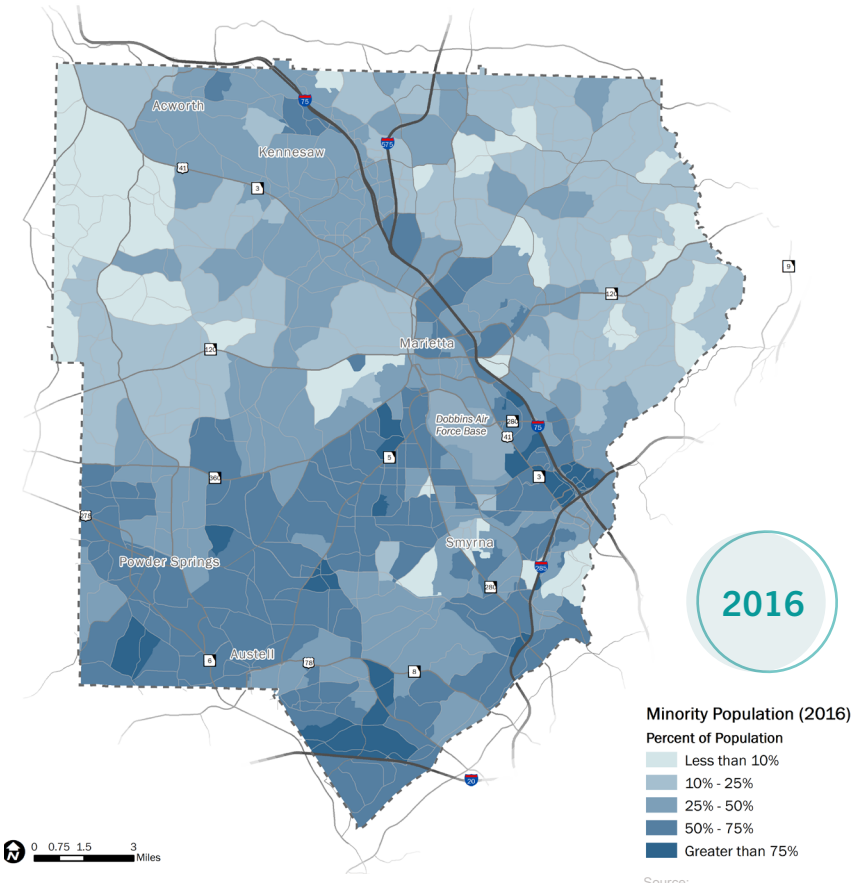
1990

Source:
1990 Decennial Census



2000

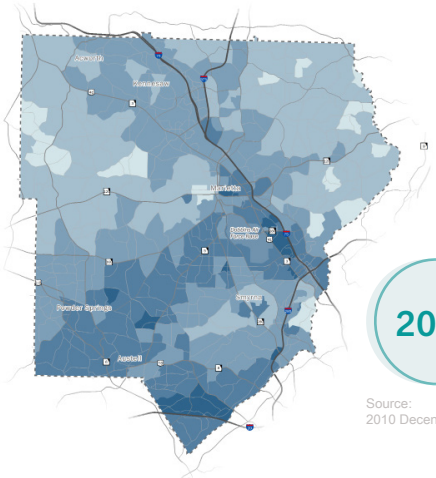
Source:
2000 Decennial Census



2016

Minority Population (2016)
Percent of Population
- Less than 10%
- 10% - 25%
- 25% - 50%
- 50% - 75%
- Greater than 75%

Source:
2016 Census Population Estimate



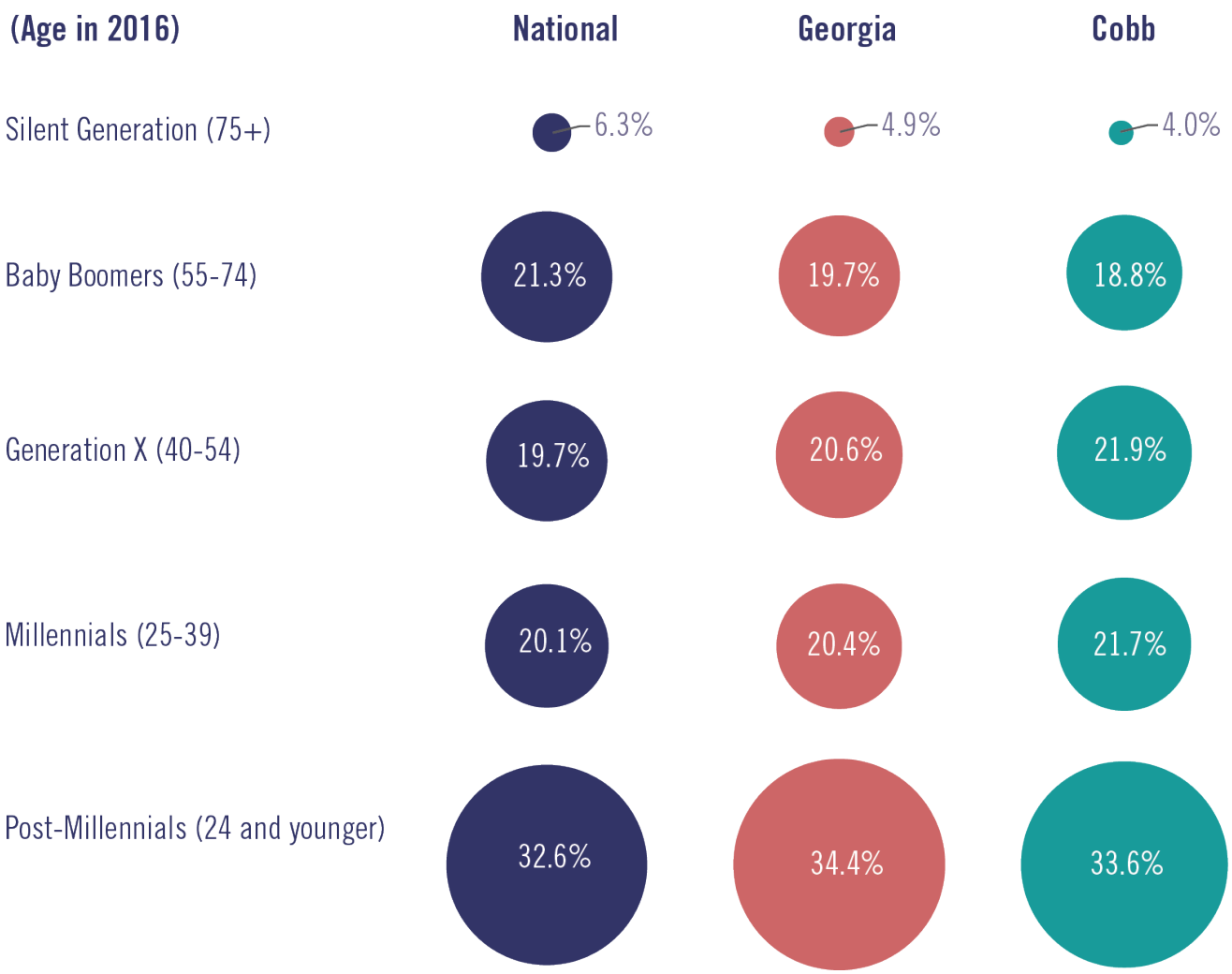
2010

Source:
2010 Decennial Census

AGE

The age cohorts in Cobb County follow largely with both national and statewide trends. Cobb has a high percentage of the population that is under 18 years of age, about 24%. On the other end of the spectrum, Cobb also has a high percentage of the population that is at or near retirement age, with about 16% of the population 60 years of age or older. As a factor that influences decisions on travel behavior, age can indicate preferences in traveling. For example, Millennials and younger cohorts sometimes prefer to drive less than their predecessors in their age group. And as Cobb's population ages, providing seniors the ability to continue to "age in place" while remaining mobile is an important factor to consider.

DISTRIBUTION OF AGE BY COHORT

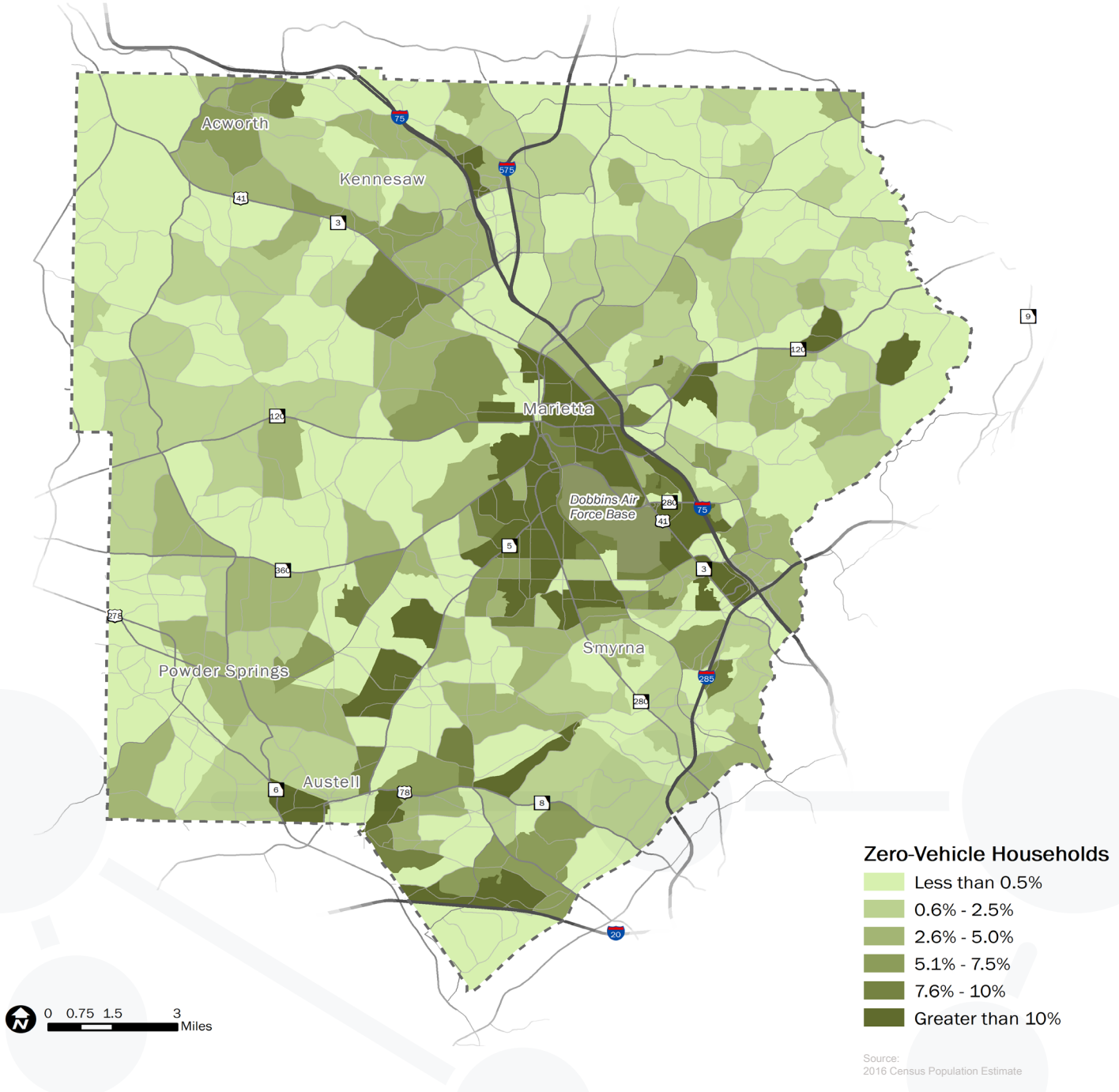


Source:
2016 Census Population Estimate

ZERO-VEHICLE HOUSEHOLDS

Fewer than 4% of households in Cobb County have no access to a vehicle. According to the US Census, most zero-vehicle households are in cities and earn lower incomes. These households can depend largely on non-single-occupancy-vehicle modes, like walking, biking, transit, and carpooling. In Cobb County, of workers who are 16 years of age or older, 80% drove alone while an additional 8% carpooled. Within the context of Cobb County, zero-vehicle households spatially overlap with locations where there are Limited-English Proficiency (LEP) households, with concentrations around Dobbins Air Reserve Base and South Cobb.

ZERO-VEHICLE HOUSEHOLDS



LIMITED ENGLISH PROFICIENCY

Transportation can become a challenge for LEP households, particularly when it comes to ensuring accessibility to the network and community-based programs and services. About 4% of Cobb County's population is classified as a LEP household, households where members who are 14 years or older have some difficulty with English. Of the LEP households, 23% are Spanish-speaking, followed by 20% that are Asian and Pacific Island-speaking. Two concentrations of largely Spanish-speaking LEP households exist in Cobb County—one in the areas surrounding the City of Marietta and Dobbins Air Reserve Base and another in South Cobb.

INCOME

Income is a metric that has one of the strongest positive correlations to increased trip-making and distance traveled, specifically by motor vehicle (Federal Highway Administration (FHWA)). Low-income individuals are likely to take fewer trips and/or stay in place. In Cobb County, the divergence in income of extremely high- and low-income populations offers insight into different ways that people travel. Over 10% of households in Cobb County are at or below the federal poverty level (family of four makes $25,100 or less), while over 15% of households are earning more than $150,000. The spectrum of household incomes in Cobb is an important factor to consider when balancing the transportation and mobility needs of the community.

EDUCATIONAL ATTAINMENT

Of Cobb's population that is 25 years or older, about 6% of the population do not have a high school diploma or a GED. About 45% of the population has a college education or graduate/professional degree. Higher concentrations of those without a high school diploma or GED are in areas surrounding the City of Marietta and Dobbins as well as South Cobb (Powder Springs, Austell). Concentrations also exist in the Acworth and Kennesaw area in Northwest Cobb.

Needs Assessment

A comprehensive transportation strategy requires a variety of transportation means and methods. It focuses on the diverse ways in which people move around the County and region as well as the infrastructure opportunities and constraints that contribute to why people travel the way they do. CobbForward looks at both existing and future travel needs of residents and visitors alike to identify the vision for transportation in the County.

LAND USE NEEDS

- Coordinate and advance land use policies that manage growth by promoting compatible distribution of land uses, while preserving established suburban and rural communities and respecting individual property rights
- Enhance community character and promote an active lifestyle in existing and future communities by fostering quality, safe, walkable, and environmentally-friendly elements
- Advocate and market the re-investment and redevelopment of deteriorating uses and areas to increase the County's vitality

Future land use tells us how the County envisions developing in the next couple of decades, which helps determine what transportation investments will be needed in the future. As a growing County, future land use requires more attention to improve physical infrastructure and public services to connect land uses and better coordinate with transportation patterns. The general direction of future land use in Cobb County includes redevelopment and revitalization of older, underutilized commercial and residential areas as well as an increasingly urbanized development pattern following private developments (i.e., Truist Park and The Battery Atlanta). Cobb County's 2040 Comprehensive Plan identifies the following land use goals that are relevant for transportation investments and decisions in the future:

By comparing existing and future land use, key themes begin to emerge regarding the goals of the County. These goals may be referred to as land use needs, as they indicate opportunities to grow and protect land uses based on retaining and creating a welcoming environment for both businesses and residents.

The following land use needs are outlined in the 2040 Comprehensive Plan and relate to transportation demand in the future.

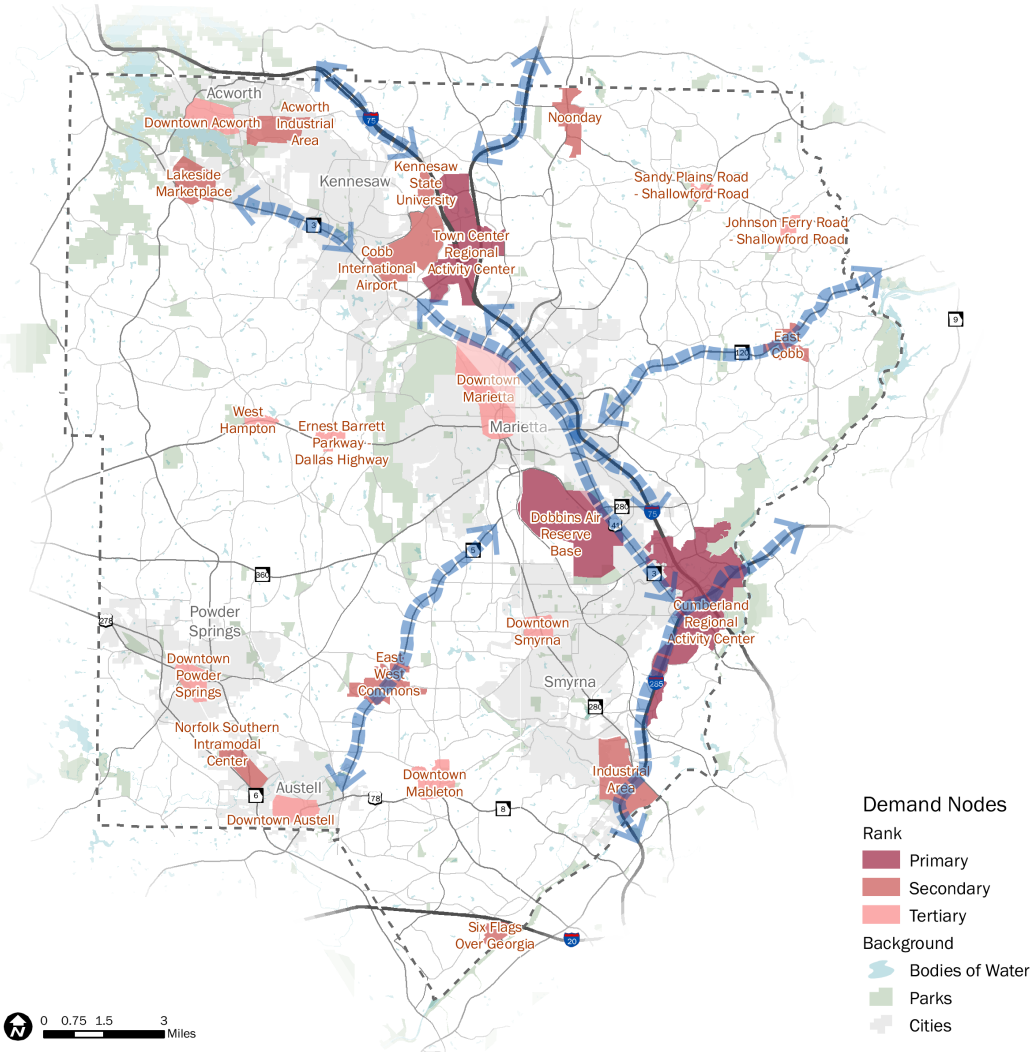
- Affordable housing, services, and infrastructure to accommodate a growing population
- Townhomes and condominiums around the I-75 corridor
- Affordable senior housing units
- Increased transportation infrastructure near Truist Park/The Battery Atlanta to support the future of mobility
- Protection and expansion of environmental features (i.e., the Chattahoochee River)

- Redevelopment/revitalization of older, underutilized areas
- Mixed-use development
- Growth management
- Infill development guidance
- Protection/preservation of job-producing uses

Land use needs are inherently tied to planning for future transportation infrastructure, especially as it relates to accessing key areas of activity. Based on the commercial hubs previously mentioned, compared with daily travel trends (described in greater detail later in this chapter), the map below highlights corridors to focus transportation investment and infrastructure to connect key nodes throughout the County.

The three primary nodes—Town Center Regional Activity Center, Dobbins Air Reserve Base, and Cumberland Regional Activity Center—are concentrated near already heavily traveled thoroughfares. The major connecting routes in blue illustrate connections, increased capacity, and/or alternative mode demand to connect businesses and residents within the County, as well as employees and visitors from outside Cobb, to their desired destinations.

COBB COUNTY DEMAND NODES

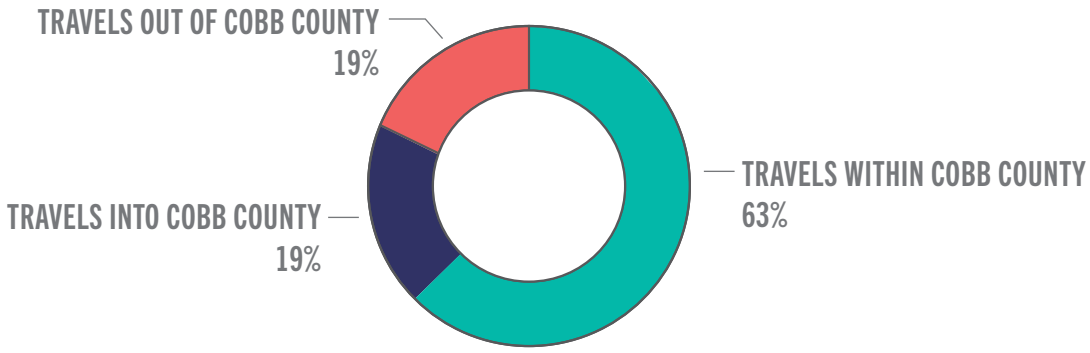


TRIP NEEDS

Based on the region's travel demand model, over 3 million trips are made within, into, or out of Cobb County. 38% of the trips are specifically between Cobb County and the rest of metro Atlanta. The same percentage of trips (19%) are shown to enter and exit the County each day, reflecting a pattern of home-based work trips. For trips that are traveling out of Cobb County, there are a significant number of people traveling to Paulding, Cherokee, and North Fulton County (over 35,000 daily trips). Trips in 2040 look to strengthen and reinforce these trip movements, with additional trips made to Cherokee County and Fulton County. When looking at commercial hubs specifically, Cumberland is the largest origin location in Cobb County and followed closely by East Cobb, Town Center, Downtown Marietta, and Kennesaw State University.

TRAVEL TIME AND MODE SHARE

In Cobb County, trips are evenly dispersed throughout the daylight hours (6 AM to 7 PM) with slightly more trips occurring during the afternoon peak hours. Morning trips are mostly destined for work and have a strong southbound directional trend while afternoon and evening northbound trends are less distinct. Mid-day trips are mostly destined for home, work, or running errands, and have the shortest average travel time (20 minutes). Both afternoon and evening trips are mostly home trips with a northbound directional trend as well as travel movements within Cobb County. The highest trip purpose for afternoon trips are school trips (14%) followed by shopping trips (12%).



Transit Transportation Analysis Zones (TAZ) Grouping	Total Trips
Midtown	23,279
Downtown	39,964
Buckhead	63,246
Perimeter	31,347

25% OF TRIPS IN MORNING PEAK (6A-10A)

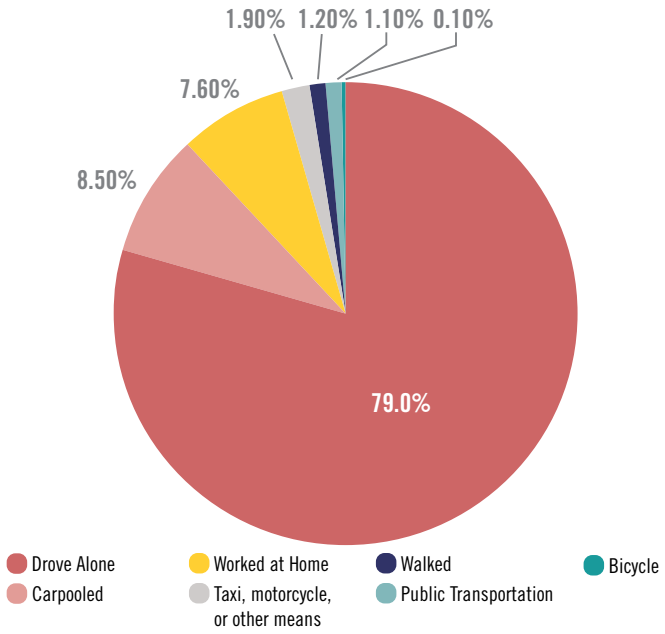
26% OF TRIPS OCCUR IN MIDDAY (10A-3P)

31% OF TRIPS IN THE AFTERNOON PEAK (3P-7P)

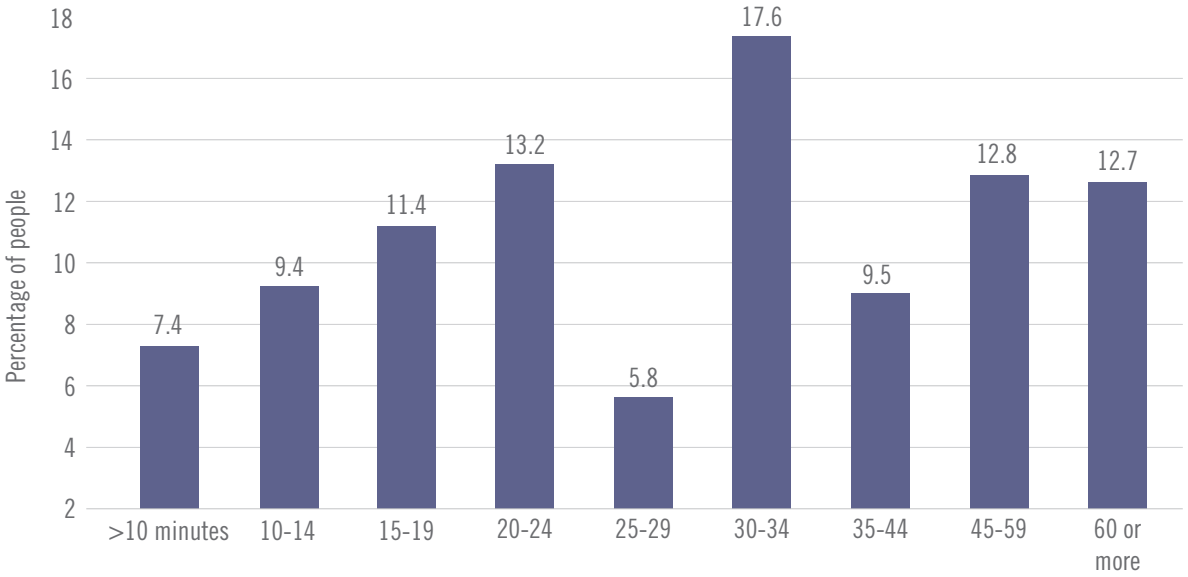
18% OF TRIPS OCCUR DURING EVENING/ LATE NIGHT/EARLY MORNING

Understanding how Cobb County residents travel today gives insight to the mode choices that are being made today and what types of multimodal infrastructure is available. Cobb County residents depend heavily on vehicular travel, with nearly 90% of residents using a car, truck, or van as a means for transportation. 80% of the vehicular travelers drove alone with an additional 8% who carpooled. Just under 8% of the population worked from home and another 1% either walked to work or used public transportation. According to the American Community Survey (2013-2017 5-Year Estimates), the average travel time to work for residents in Cobb County was 31.4 minutes with just over half of Cobb residents (52.6%) traveling more than 30 minutes a day for work.

MEANS OF TRANSPORTATION TO WORK



TRAVEL TIME TO WORK



ROADWAY

The transportation network in Cobb County is primarily oriented to serve vehicular travel. Cobb County has a myriad of major roadways that cover large vehicular volumes, such as I-75, I-20, I-575, and I-285. These interstate corridors are just a portion of the overall network in Cobb County, where there are more than 5,000 miles of roadway. Much of Cobb's transportation system is comprised of neighborhood-level roads that provide local access to more residential-type land uses.

The study network included in CobbForward is a subset of the larger network and focuses on the roadways that provide a greater level of connectivity and mobility in Cobb County. The included roadways typically provide a longer distance of travel and/or critical connections. The study network is approximately one-fifth of the network, over 800 miles of the overall system. More information regarding the roadways in Cobb County, such as functional classification, laneage, posted speed limits, pavement condition, intersection control, traffic management, bridge sufficiency rating, scour risk, congestion (annual average daily traffic, vehicle hours of delay), and bottlenecks, can be found in the Existing Conditions and Needs Assessment Report.

TRAVELSHEDS (ROADWAY)

Travel sheds give an indication of how far a person can travel given the current transportation network in 15 minutes, 30 minutes, 45 minutes, 60 minutes, and greater than an hour. This analysis is particularly valuable when comparing the existing network (2017) with the 2040 modes. The travel sheds were determined using ARC's 2015 existing base model (with 2017 calibrations), 2040 existing and committed model without managed lanes, and 2040 existing and committed model including the Major Mobility Improvement Program (MMIP) projects. The MMIP projects include the express lanes along I-75, I-575, GA 400, I-85, and I-285. By looking at the ability to travel, issues with connectivity and accessibility start to arise allowing for a deeper understanding as to how people choose to travel to their work, home, and recreational activities. For this analysis, commercial hubs were identified as the origin of the trips in Cobb County. The hubs include:

- Cumberland Commercial Hub
- Dobbins Air Reserve Base
- Town Center Commercial Hub

Maps of how far one could travel from the location during the AM peak travel time and PM peak travel time can be found in the Existing Conditions and Needs Assessment.

CRASHES

Traffic safety is a key component for community-wide mobility and accessibility. While not the only indicator of potential safety improvements, examining crash history and traffic patterns can help identify locations that may benefit from design, operational, or signage-based safety recommendations. From 2014 to 2018, a total of 96,962 crashes were reported in Cobb County. These crashes resulted in 233 fatalities and 35,175 injuries. The following observations were noted in the crash history:

- Over 23% of the crashes that occurred in Cobb County occurred during dark conditions.
- Nearly 17% of the crashes occurred on wet pavement.
- Approximately 73% of the crashes occurred within 100 feet of an intersection and 9% occurred on interstates, while the remaining 18% occurred along roadway segments outside of intersections.
- Approximately 10% of the crashes were single-vehicle crashes.

The predominant crash types observed in Cobb County between 2014 and 2018 were rear-end crashes (44.2%) or same-direction sideswipe crashes (17.3%). Rear-end crashes are caused by a variety of contributing factors including distracted driving, tailgating, abrupt stopping, or reduced reaction time due to inclement weather.

Same-direction sideswipe crashes can be attributed to distracted driving, inappropriate lane changes, over-correcting, and reactions to roadway hazards. These crash types are often prevalent along congested corridors and at bottleneck intersections of roadway networks. When analyzing the locations of rear-end or sideswipe crashes in Cobb County, the areas with the highest concentrations of these crashes are consistent with the areas that have higher volume-to-capacity ratios. Some of the intersections with high rear-end and sideswipe crash occurrences include:

- Kennesaw Due West road at Stilesboro Road
- Chastain Road at Barrett Lakes Boulevard/Frey Road
- Chastain Road at I-75 Northbound
- Shiloh Road at Wooten Lake Road/North Booth Road
- Acworth Due West Road/Due West Road at Due West Road/Kennesaw Due West Road Wade Green Road at I-75 Northbound
- Old 41 Highway at Stilesboro Road
- Sandy Plains Road at Post Oak Tritt Road
- SR 3 (US 41/Cobb Parkway) at Windy Hill Road
- SR 120 (Dallas Highway/Whitlock Avenue) at John Ward Road
- SR 92 (Woodstock Road) at Sandy Plains Road

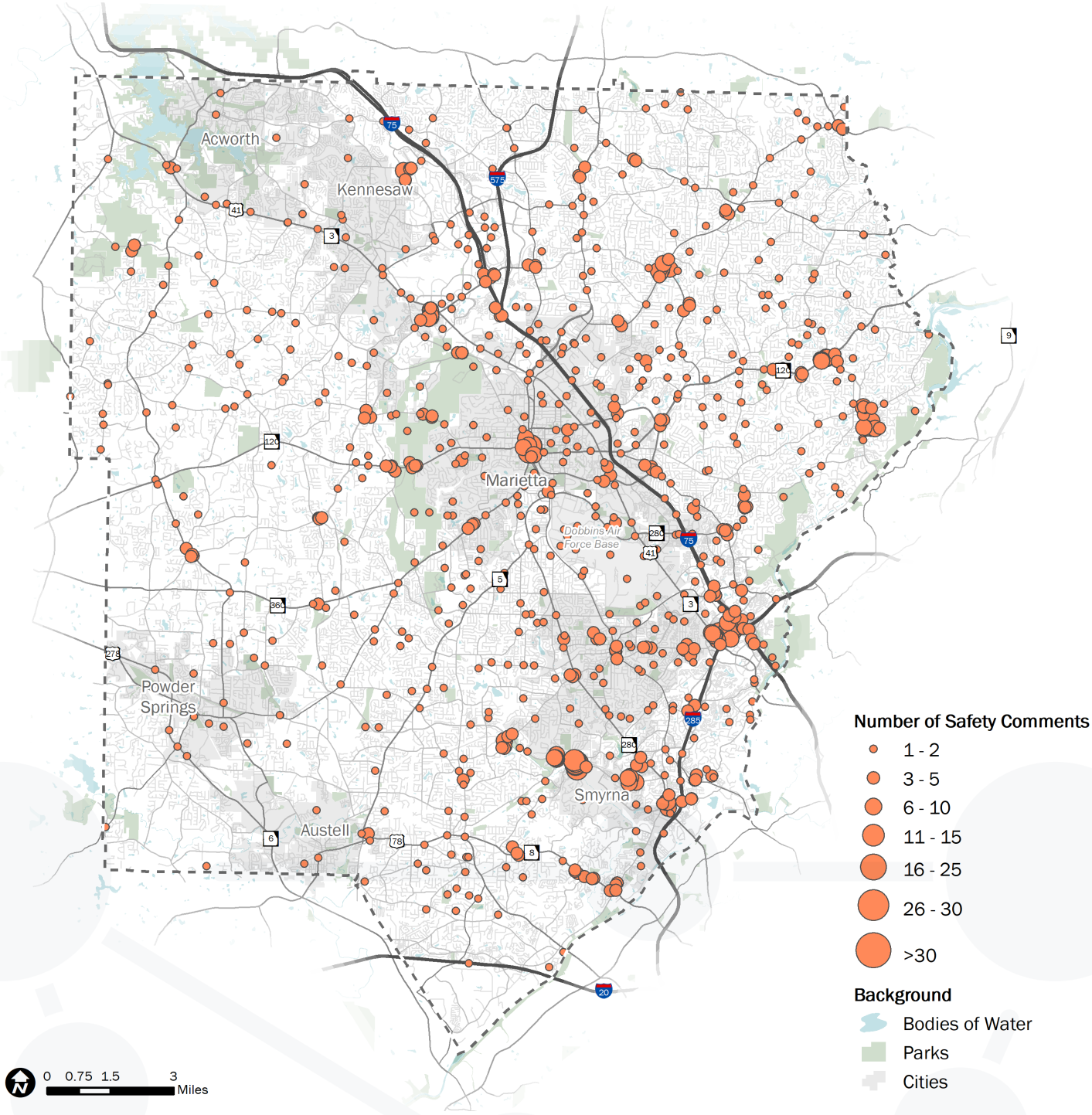
Crash Type	2014	2015	2016	2017	2018	Total	Percent
Rear End	7,198	8,250	9,486	8,859	9,028	42,821	44.2%
Sideswipe (Same Direction)	2,582	2,969	3,624	3,700	3,895	16,770	17.3%
Angle	2,073	2,255	2,266	2,256	2,492	11,342	11.7%
Left Turn	1,229	1,384	1,468	1,350	1,187	6,618	11.7%
Run-off-the-Road	1,604	1,946	1,937	2,011	1,905	9,403	9.7%
Pedestrian	87	93	109	88	76	453	0.5%
Bicycle	51	44	41	33	31	200	0.2%
All Others	1,517	1,822	1,956	1,849	2,211	9,355	9.6%
Total	**16,341**	**18,763**	**20,887**	**20,146**	**20,825**	**96,962**	**100.0%**

Information regarding crash density and crash rates is available in the Existing Conditions and Needs Assessment Plan.

METROQUEST- SAFETY

The project team received 880 comments regarding safety roadway needs in Cobb County, including intersection safety and corridor safety. There were an additional 479 comments that were uncategorized safety responses that were not intersection or corridor related.

METROQUEST SAFETY COMMENTS



WALKING AND BICYCLING

Planning for the future of Cobb County incorporates a holistic view of transportation including multiple modes of travel and a variety of trip types. Priorities for the County must be considered when planning a cohesive bicycle and pedestrian network. For example, investments in large, semi-regional vehicular connections may serve a higher number of people but may require an extensive amount of time and money. Connecting existing, active transportation gaps in the system may serve a smaller portion of the community but can return significant quality of life benefits through promoting walking and bicycling by removing comparatively inexpensive gaps and barriers.

Cobb County has taken significant strides in investing in active transportation in the area. The Cobb County Greenways and Trails Master Plan (2018) establishes a strategic approach for Cobb's investment in safe and connected bicycle and pedestrian infrastructure. This plan proposed more than 205 miles of off-road trails in addition to the top priority projects to complete within the next 10 years. Since the plan's adoption in May 2018, there is already one mile of trail under construction along Rottenwood Creek and 29 miles of programmed trails throughout Cobb County.

WALKING FACILITIES

Cobb County currently has approximately 776 linear miles of sidewalks. In addition to sidewalks, nearly 130 miles of on-road and off-road trails, multi-use paths, greenways, and side paths reinforce pedestrian activity in Cobb County. Despite the existing infrastructure, even the smallest gap in the network can affect whether or not someone chooses to walk. The expectation for all of Cobb County to become walkable is certainly not the case—but identifying opportunities for optimizing investments and closing priority gaps will be key for this planning effort. For example, identifying and filling gaps in and around Cobb's commercial hubs can create the ability for people to choose to walk to nearby shopping centers, grocery stores, and libraries, instead of driving. Some examples of existing gaps in the pedestrian network near commercial hubs include:

- US 41 (specifically along Lakeside Marketplace)
- Canton Road/Cherokee Street (Downtown Marietta)
- Austell Powder Springs Road (between Downtown Powder Springs and Downtown Austell)

BICYCLING FACILITIES

Bicycling in Cobb County runs in coordination with pedestrian facilities, specifically the trails, multi-use paths, greenways, and side paths that both bicyclists and pedestrians can use. Currently in Cobb, there are six miles of bicycle lanes along Chastain Road, Barclay Circle, Lewis Road, and Lower Roswell Road. There are approximately 24 miles of designated shoulders for bicycle-use, but these facilities may not be comfortable or feel safe for bicyclists of all abilities. Facilities like off-road trails that separate bicycling and walking in Cobb offer both pedestrians and bicyclists a physical separation from vehicular traffic. These trail facilities, however, require intentional planning with local communities to provide easy access.

One specific example of this type of facility is the Silver Comet Trail which connects Cumberland, Smyrna, and Powder Springs in Southern Cobb. This trail provides bicycle and pedestrian east-west connectivity through the southern portion of Cobb but is lacking access from nearby communities to the Silver Comet via bicycling or walking. A resident living within a mile of the Silver Comet should have the option to use alternative modes, besides driving to a trailhead, to access the trail. The larger Acworth area of Cobb County is lacking bicycle infrastructure to connect to commercial hubs and to adjacent communities like North Fulton or Woodstock.

- 29 miles of programmed trails
- 205 miles of proposed trails
- 1 mile of trail under construction

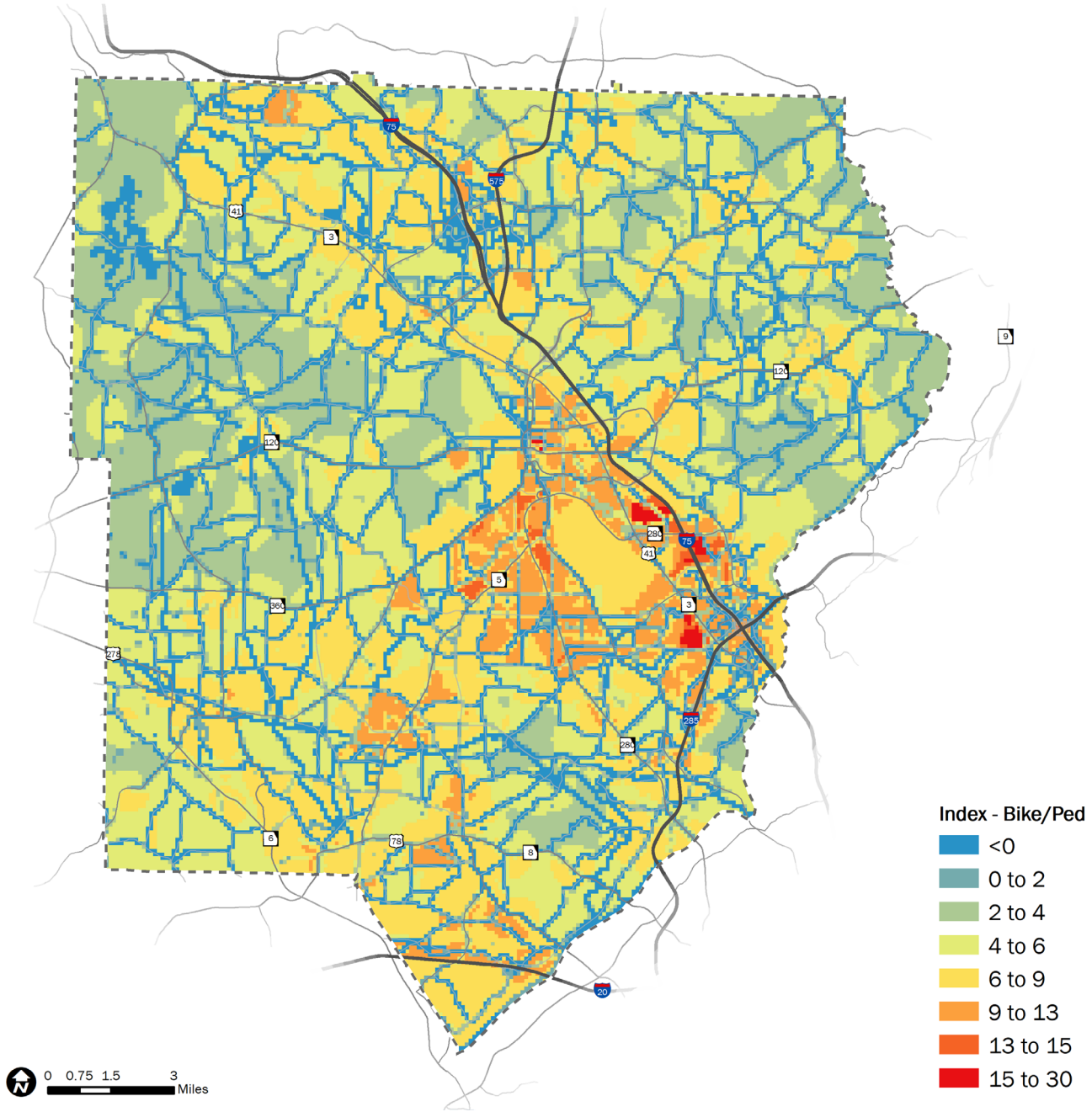
The top eight priority trails from this plan include:

- Chattahoochee River Trail
- Silver Comet Connector Trail
- Rottenwood Creek Trail (Phase 1)
- Austell Powder Springs Road Trail
- Allatoona Creek Greenway
- Noonday Creek Trail
- Nickajack Creek Greenway
- Hyde Farm-Johnson Ferry Trail

TRANSPORTATION INDEX – PEDESTRIAN AND BICYCLE

The factors that drive demand for walking and bicycling area are akin to those that drive transit demand, income, age, race, household vehicle access, and density among others. To capture these factors in terms of walking and bicycling, a propensity calculation, much like the calculation for transit propensity, was developed using a University Transportation Research Center report that examined trends and characteristics of cycling and walking in the United States. When the demand is overlaid by supply, some of the areas that may have need for additional or strengthened connections arise. Despite having a rather robust network in Cobb County, the index identified specific areas that have unmet demand for walking and bicycling. These areas include, but are not limited to: Cumberland, Fair Oaks, East Marietta, Kennesaw State University, East West Commons commercial hub, Six Flags commercial hub, and the larger Acworth area.

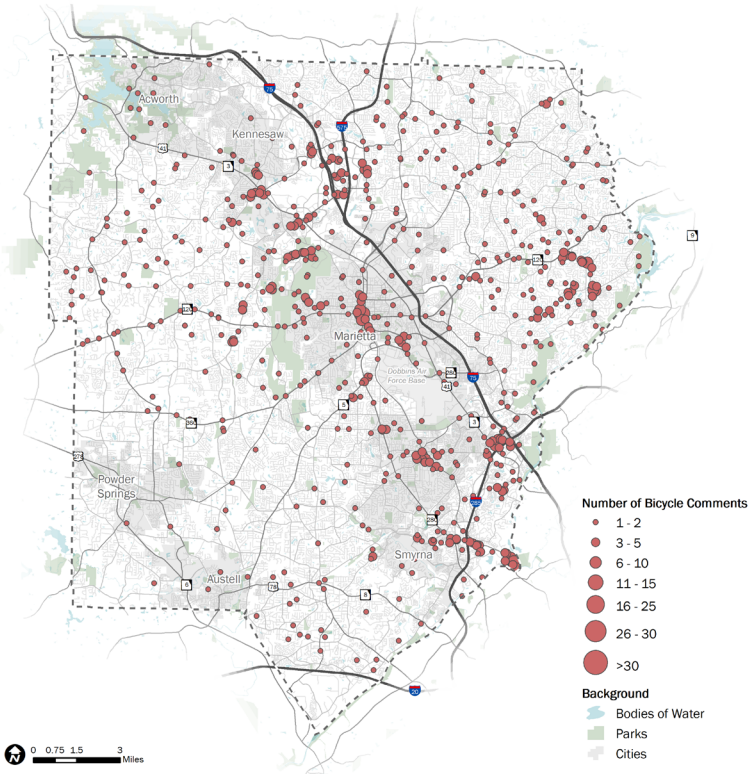
BICYCLE AND PEDESTRIAN TRANSPORTATION INDEX



METROQUEST – BICYCLE AND PEDESTRIAN

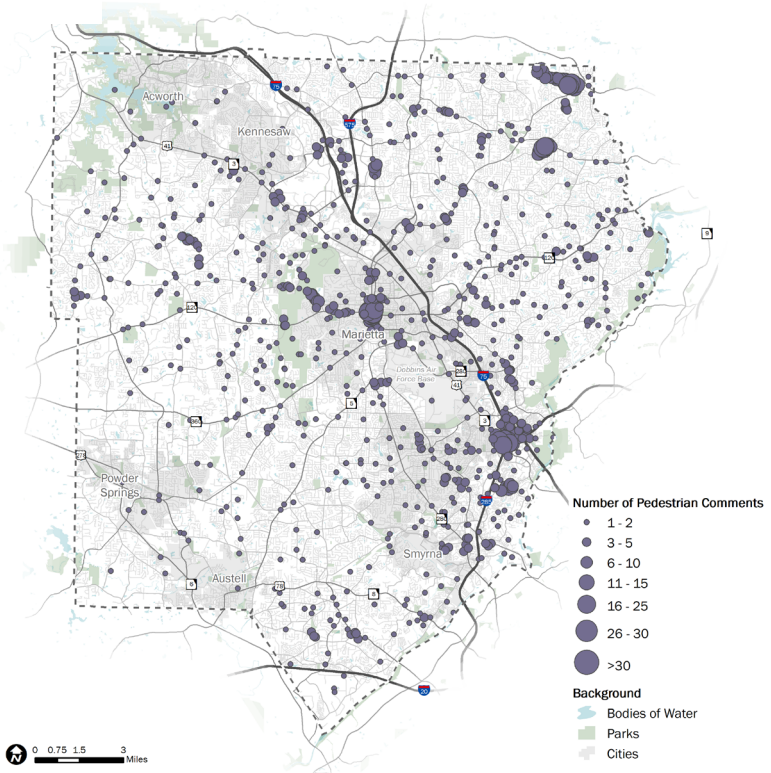
At the first round of public meetings, online survey users were asked to mark areas of need for bicycle and pedestrian facilities on an interactive map. The option to leave additional comments was also made available. Major categories and example comments that were received by the project team are included below.

METROQUEST BICYCLE COMMENTS



The project team received over 600 comments regarding bicycling needs in Cobb County. Larger themes of bicycle lane and off-road trails for bicycling are included below. There were an additional 300 comments that were uncategorized bicycling responses.

METROQUEST PEDESTRIAN COMMENTS

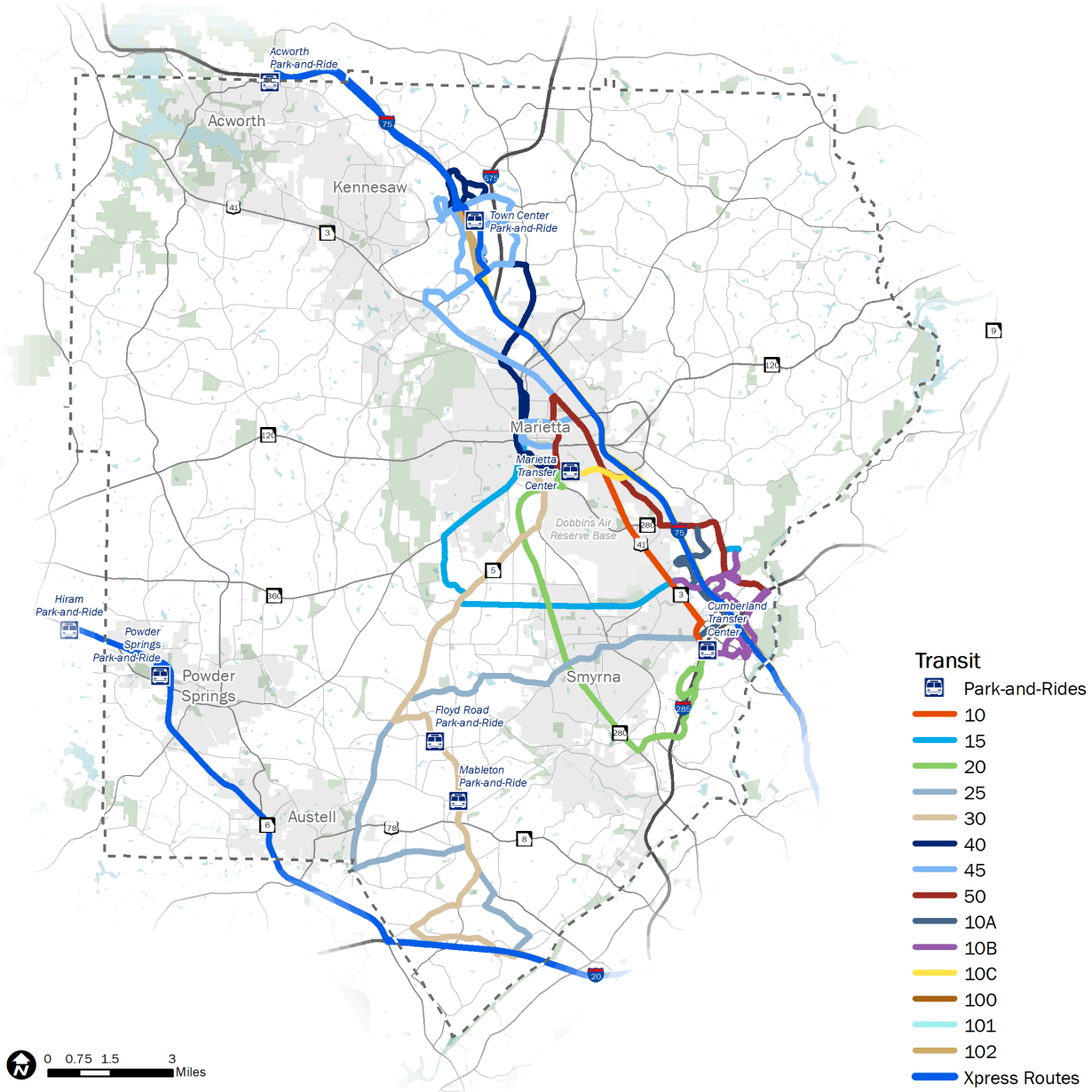


The project team received 905 comments regarding walking needs in Cobb County. Larger themes of sidewalks and intersections are included below. Beyond the three categories discussed in the pedestrian MetroQuest breakout section, there were an additional 400 comments that were uncategorized pedestrian responses.

TRANSIT

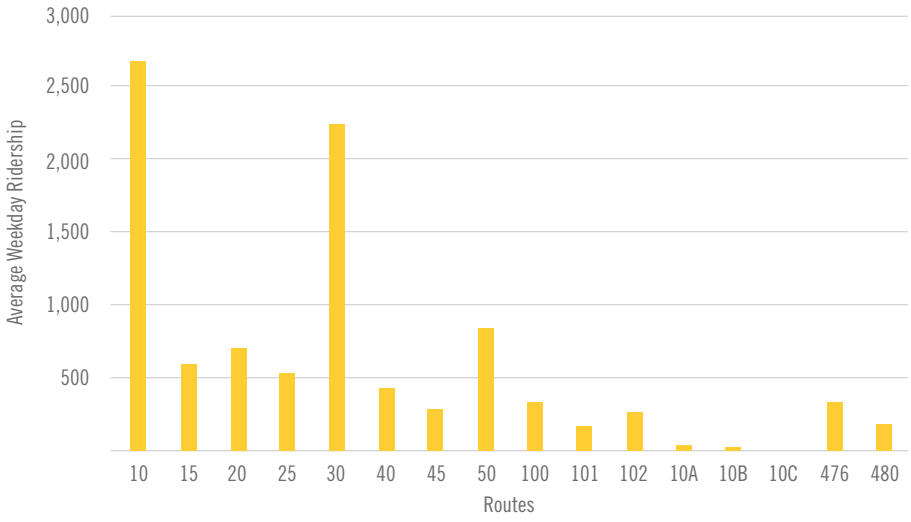
The CobbLinc system began transit operations in 1989 as Cobb Community Transit (CCT), and the system was rebranded to CobbLinc in 2016. CobbLinc provides service with a fleet of 118 vehicles, including 66 40-foot buses, 19 45-foot buses, 28 paratransit buses, and 5 FLEX buses, as of July 2019. CobbLinc consists of a total of 825 bus stops and two transfer centers, located in Marietta and Cumberland. Additionally, it serves eight park-and-rides and three MARTA rail stations. CobbLinc is funded from a combination of federal, local, and farebox funds. Federal funds are primarily sourced from the Federal Transit Administration (FTA) Section 5307 Urbanized Area formula category. All service is contracted to and operated by a private contract operator, a private transit service provider. As of July 2019, CobbLinc offers eight local fixed routes and six express routes. CobbLinc also operates flex routes in flex zones, which offer door-to-door service by reservation or walk-up service at designated collection points. The agency also operates two Cumberland Circulator routes.

EXISTING COBBLINC SERVICE



CobbLinc averages 9,500 boardings each weekday. Routes 10 and 30 maintain the highest ridership, each with over 2,000 average weekday boardings. By stop, the Marietta and Cumberland transfer centers generate the highest ridership, followed by the MARTA Arts Center Station and the MARTA H.E. Holmes Station. These ridership patterns (March to May 2017 Farebox Data) highlight the importance of connecting CobbLinc to MARTA to provide improved access to every day destinations within Cobb County and to connect the County with the rest of the region.

PERCENT OF PRIORITY RANKING WEIGHTED SCORE BY OUTREACH



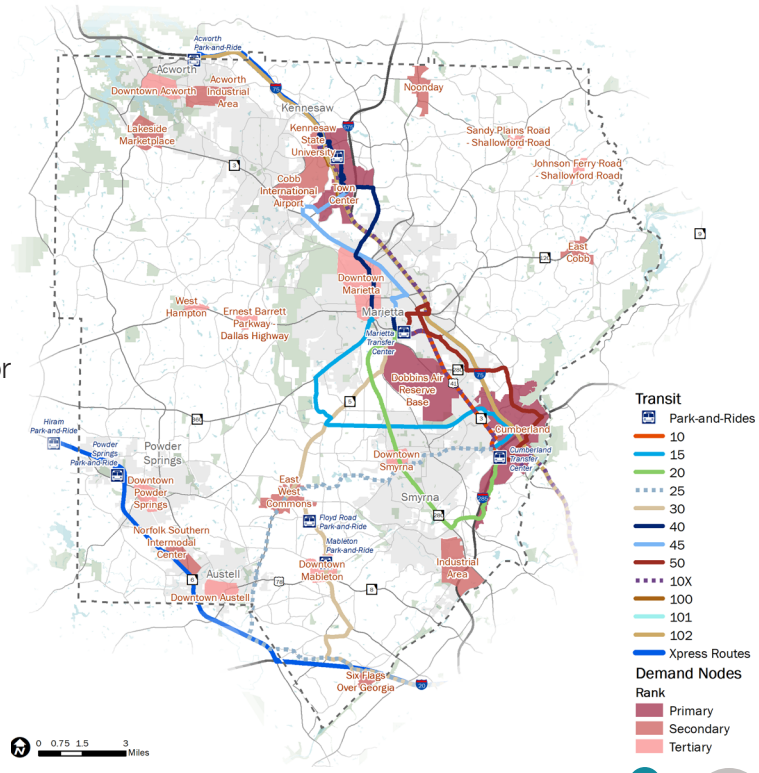
TRANSIT ASSESSMENT

Areas of concentrated retail, employment, education, and commercial hubs generate substantial numbers of trips and are key to understanding an area's potential transit travel patterns. Identifying the location of these centers is also important for establishing key transit transfer locations since these areas typically support higher demand for transportation services, including transit, and can have land available to allow access and circulation of several modes of travel. This analysis also identifies major travel flows for how travelers are moving to and from these areas. This analysis looks beyond the generators in Cobb County and includes all trip activity occurring to, from, and through Cobb County regardless of if existing transit service exists there today.

In Cobb County, commercial hubs served by transit today largely lie on the major roadways that connect to the City of Atlanta. Key findings include:

- Commercial hubs along the US 278/SR 6 corridor (Austell, Powder Springs, Norfolk Southern Intermodal Center) are only served by existing GRTA Xpress services from Hiram and Powder Springs Park-and-Rides.
- There are several secondary and tertiary commercial hubs with no nearby local transit service. The majority of the unserved commercial hubs are in Central and North Cobb and not directly on I-75 or US 41.

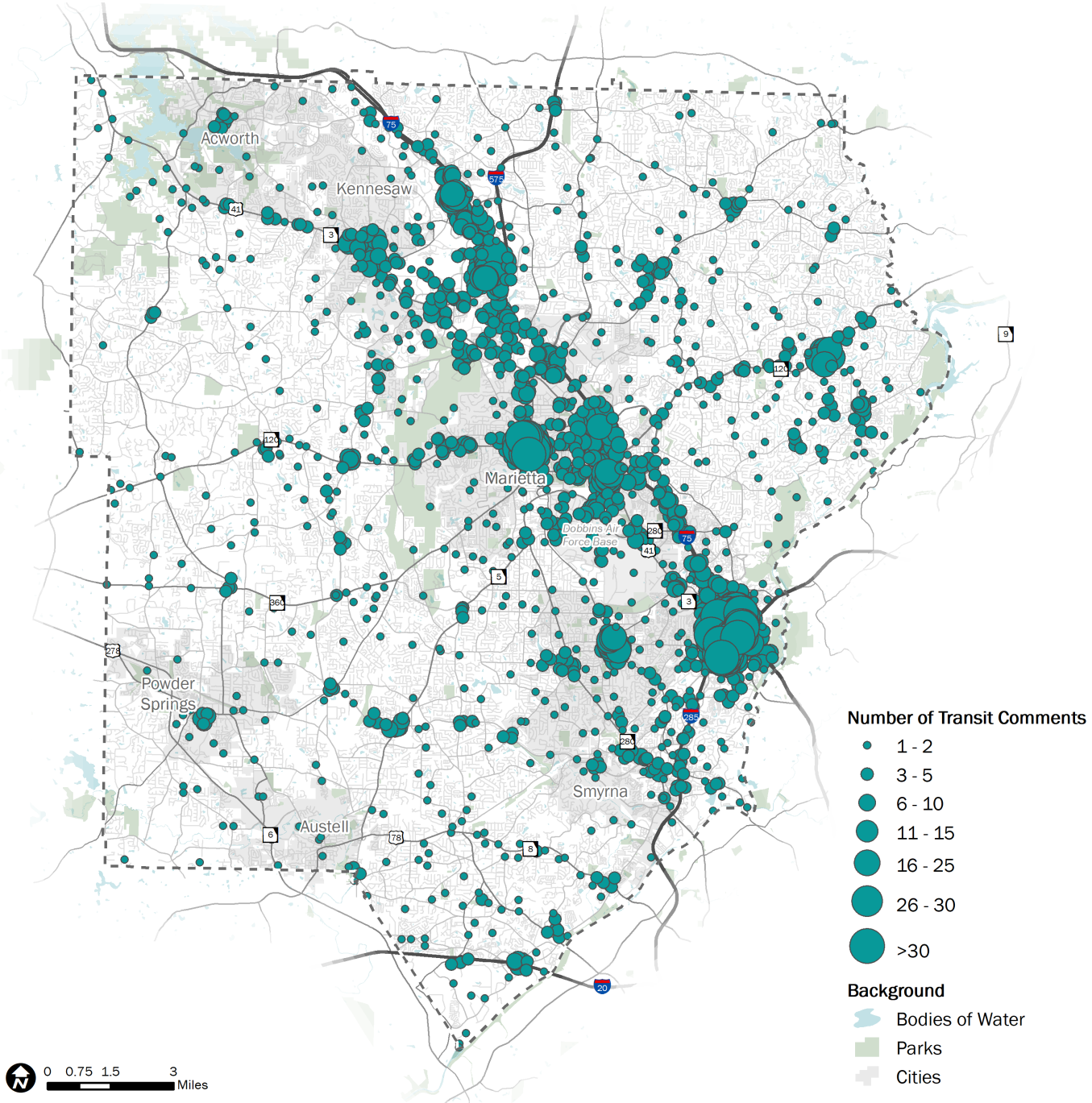
EXISTING COBBLINC TRANSIT SERVICE AND TRANSIT DEMAND NODES



METROQUEST – TRANSIT

The project team received 1,959 comments regarding transit needs in Cobb County in Spring to early Summer of 2019. Larger themes of local versus regional connections are included below. Beyond the broader categories below, there were an additional 1,094 comments that addressed a range of other elements including uncategorized transit responses.

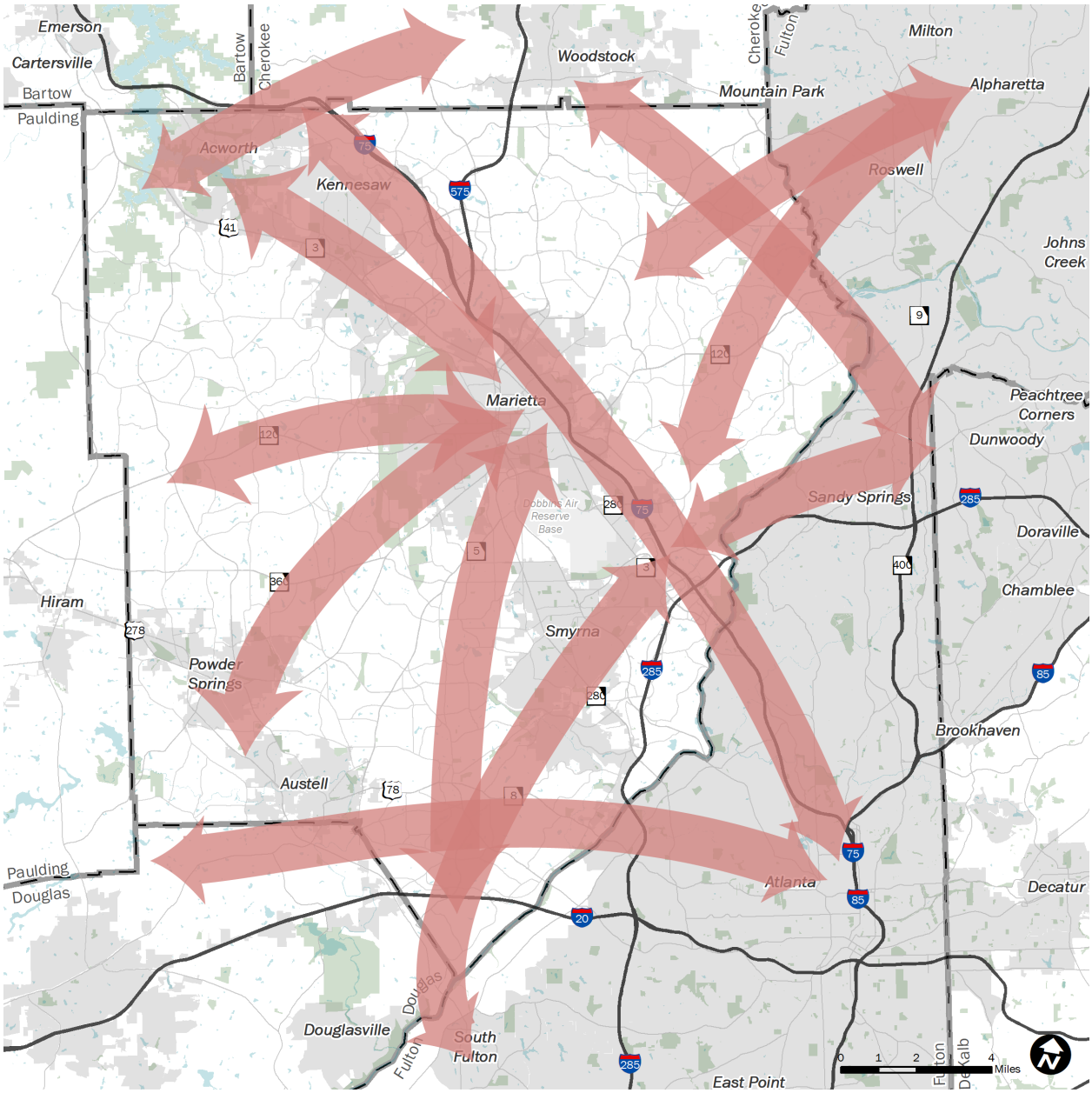
METROQUEST TRANSIT COMMENTS



HIGH ACTIVITY TRAVEL CORRIDORS

Informed by the transportation demand management (TDM), public and stakeholder input, and analysis of demographic and socioeconomic data, a set of major travel patterns were identified. These travel patterns can serve as a starting point for discussion of enhanced transit services in Cobb County. These corridors illustrate major travel patterns, generally along thoroughfares, between County and metro Atlanta destinations and attractions.

METROQUEST TRANSIT COMMENTS



MODES UNDER CONSIDERATION

There are a variety of ways to improve overall transit service in a suburban market, based on matching the right mix of modes to fill different types of market demand. For Cobb County, the suburban market has variable densities and origin and destination patterns that not only have to operate locally within the County but also accommodate for the need for travel to the larger metro Atlanta area. The transit modes being considered for the CTP include:

- TNC

- Paratransit

- Vanpool

- Local Bus

- Express Bus

- Rapid Bus

- BRT

- Commuter Rail

- Heavy Rail

- Light Rail

FREIGHT

Freight transportation is not only a significant economic driver in Cobb County but it also presents a significant user of the transportation network across metro Atlanta. According to the 2013 Transearch Database, over 151 million tons of freight flowed in the Atlanta Region. Of the total freight carried, 83% was carried through trucks with an additional 17% carried through rail. Although the trucking in metro Atlanta is facilitated through a myriad of major roadways, I-75 just north of I-285 is identified as a top trucking segment with nearly 55,000 daily trucks according to the Atlanta Region Strategic Truck Route Master Plan (ASTRoMaP). Complementary to the volume of freight movement in Cobb, South Cobb (Austell off SR 6/Garrett Memorial Highway) is the home to one of the only five intermodal terminals in the region that transfers materials and containers between highway and rail.

TRUCK

Based on the Atlanta Regional Freight Mobility Plan, Cobb County has the top truck count location on interstates along I-75 with approximately 55,000 trucks. I-75 travels through Cobb County connecting Atlanta to Chattanooga, providing Cobb the opportunity to work with the Georgia Department of Transportation (GDOT) to enhance the roadway corridor. The ASTRoMaP is a regional truck routing plan that was developed to better accommodate freight mobility in the metropolitan area. The ASTRoMaP routes through Cobb County a total of 106.5 miles of roadway.

The primary truck routes include Canton Road, SR 120, US 78/SR 8, US 278/SR 6, SR 280, South Marietta Parkway, and SR 92/US 41 because they offer long-distance connections to the surrounding counties. Canton Road connects the I-75 north freight traffic into Cherokee County/Woodstock. SR 120 provides freight access to the east-west connection, Dallas Highway into Paulding County, Marietta Parkway around Downtown Marietta, and Roswell Road into North Fulton. South Cobb Drive (SR 280) provides north-south freight travel with a connection to Marietta into the City of Atlanta. US 78 and US 278 are major freight corridors because these roadways have higher volume and travel from Paulding County into Powder Springs and Austell in South Cobb into the City of Atlanta.

A recent change in Marietta restricted trucks on Church Street and Cherokee Street between Cobb Parkway and North Marietta Parkway. This leaves a gap between Canton Road Connector and the South Marietta Parkway loop for truck traffic to navigate from north to south Cobb. Trucks are now redirected to travel along South Marietta Parkway from Church Street/Cherokee Street to US 41/I-75, which can increase the travel demand.

RAIL

There is approximately 82 miles of freight rail between CSX Transportation (53.2 miles in the County), Norfolk Southern Railway (19.2 miles), and Georgia Northeastern Railroad Company (9.5 miles) that traverses Cobb County with 56 at-grade crossings: 22 on CSX Transportation, 12 on Norfolk Southern Railway, and 22 on Georgia Northeastern Railroad Company. Each of these at-grade crossings represents a potential conflict point between trains and other transportation users as well as increased delay in traffic. There are several ways that conflicts continue to arise. For example, the length of trains has increased since many of the rail lines were initially built, resulting in multiple at-grade crossings being blocked when a train stops. Additionally, for single track systems, passing siding tracks meant for layovers and train bypasses may not function correctly due to the train length exceeding the length of the siding. Several at-grade crossings occur in downtowns or other areas of high pedestrian and bicyclist activity such as Downtown Marietta, Downtown Austell, Downtown Powder Springs, and Noonday commercial hubs. Mitigating measures to improve the safety of all users should be considered at some of these critical at-grade crossing locations.

CRASHES

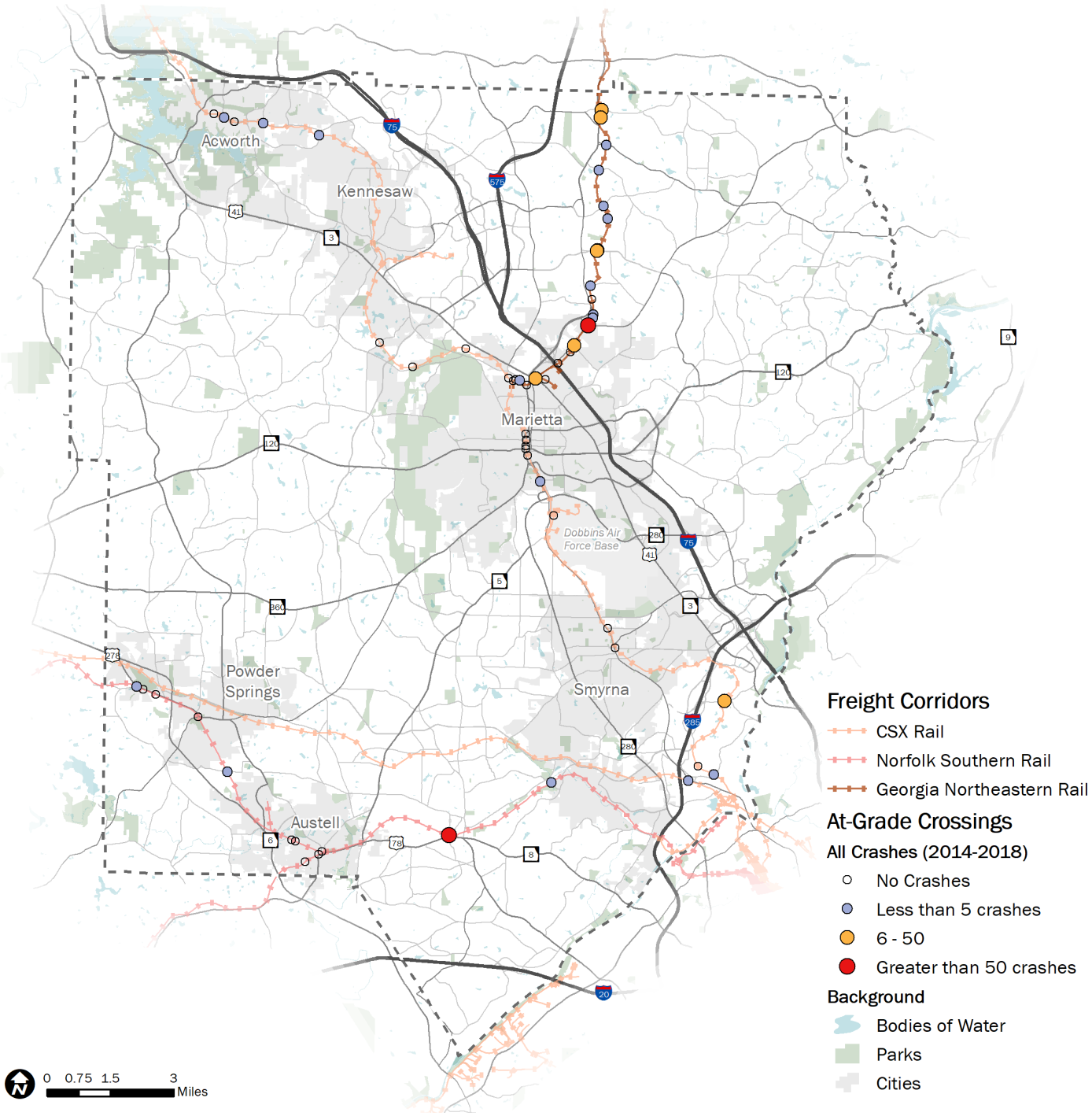
Daily train volume is also a factor in analyzing the rail system network and at-grade railroad crossings. Since most of the at-grade crossings are located on high-traffic corridors, there is a level of delay added to the regular congestion in traffic that needs to be considered. This conflict becomes more prominent when adding other users, including bicyclists and pedestrians. Based on the Federal Railroad Administration and the Atlanta Regional Freight Mobility Plan, the top at-grade railroad crossings in the metro Atlanta area by rail and truck volume are in the table below.

In the table below, three of the top 10 crossings occur in south Cobb County. The fourth highest volume at-grade crossing occurs on Powder Springs Road in Austell with 310 trucks, 56 trains, and 17,000 vehicles per day. There are currently no existing sidewalks along Powder Springs Road approaching Veterans Memorial Highway. The number and proximity of side streets along Powder Springs creates more safety issues, particularly Humphries Hill Road and Broad Street. The fifth highest volume at-grade crossing occurs on Nickajack Road north of Mableton with 77 trucks, 56 trails, and 27,000 vehicles per day. This crossing connects residential traffic onto US 78, commercial areas, and Downtown Mableton. The tenth highest volume at-grade crossing occurs on Angham Road west of Powder Springs with five trucks, 38 trains, and 4,000 vehicles per day. Angham Road and Powder Springs Dallas Road both currently do not have sidewalk facilities. Angham Road serves multiple residential units and provides access to commercial and employment centers.

Rank (Map iD)	Street	Location	Truck Annual Average Daily Traffic (AADT)	Total Trains
1	McDaniel St.	Atlanta, Fulton County	227	70
2	Sylvan Rd.	Atlanta, Fulton County	189	69
3	Parrott Ave.	Atlanta, Fulton County	81	56
4	Powder Springs Rd.	Austell, Cobb County	310	56
5	Nickjack Rd.	Mableton, Cobb County	77	56
6	Fortress Ave.	Atlanta, Fulton County	32	47
7	Bouldercrest Rd.	Ellenwood, Clayton County	25	47
8	Mil Walk	Rex, Clayton County	39	47
9	Jones Mill Rd.	Gwinnett County	201	39
10	Angham Rd.	Powder Springs, Cobb County	5	38

Atlanta Regional Freight Mobility Plan Update, Final Report. Atlanta Regional Commission, May 2016.

CRASHES AT AT-GRADE CROSSINGS



CITY SNAPSHOTS

The six cities within Cobb County are Acworth, Austell, Kennesaw, Marietta, Powder Springs, and Smyrna. Each of these cities provides a collective community that make up the County's population and culture. In analyzing the population between the six cities, Marietta and Smyrna contain the highest populations and the minority population reflects the same pattern as the population data. The median household income in Cobb's cities range between $50,000 and $70,000, with Austell at the lower end and Smyrna as the highest. Full city snapshots, including roadway and freight travel information, as well as active transportation, transit, and future development maps are available in the CobbForward Existing Conditions and Needs Assessment Report.

3.

PROJECT DEVELOPMENT

Project Development

INTRODUCTION

The full universe of projects considered for inclusion in the CobbForward CTP were identified through previous planning efforts and technical analysis. There are a variety of project types included in this plan from capacity and safety to trail and transit.

PREVIOUS PROJECTS

The complete universe of projects was compiled from project recommendations in previous local, regional, and statewide plans. Specific project recommendations were compiled from one of these previous plans:

STATEWIDE AND REGIONAL PLANS (GDOT AND ARC)

- GDOT
  - Northwest Corridor Project (I-75/I-575 Managed Lanes)
  - Widening SR 3/US 41 Concept Report
- ARC
  - Regional Transportation Plan (RTP)
  - Walk. Bike. Thrive!
  - Walk. Bike Thrive! – Bike to Ride Supplement
  - Concept 3
  - The Atlanta Region's Plan
  - Atlanta Regional Freight Mobility Plan Update
  - Regional Transportation Demand Management Plan

COBB COUUNTY

- Bicycle/Pedestrian/Greenway
  - Bicycle and Pedestrian Improvement Plan
  - Chattahoochee River Greenway Study
  - Greenways and Trails Master Plan
  - Cobb County Sidewalk Policy
- Roadway
  - Comprehensive Transportation Plan 2040 Update
  - Powers Ferry Master Plan
  - Vinings Vision Plan
  - South Cobb Implementation Strategy
  - Northwest Land Vulnerability Study Document
  - Milford Church/Osborne Neighborhood mTAP Presentation
  - Five Roadway Safety Audits
- Transit
  - CobbLinc Service and Marketing Study
  - Connect Cobb
  - Transit Implementation Study
  - Transit - Route 10 Modifications Study
  - Weekend Transit Study
  - Cumberland Bike to Transit Plan (2016) > Cumberland Bicycle Connectivity Implementation Plan
  - Route 10X Implementation Plan

CITY PLANS

- Acworth
  - City of Acworth Comprehensive Plan
- Austell
  - Envision Austell Comprehensive Plan Update
- Kennesaw
  - Kennesaw Comprehensive Plan
  - Kennesaw Downtown/Depot Master Plan
- Marietta
  - City of Marietta Comprehensive Plan 2040
  - City of Marietta Multi-Use Trail
  - Envision Marietta Downtown Master Plan (LCI)
  - Franklin Road/Delk Road (LCI)
  - Marietta University Enhancement District (LCI)
  - City of Marietta ADA Transition Plan
- Powder Springs
  - City of Powder Springs Comprehensive Plan
  - Powder Springs Capital Improvements Element (CIE) Update 2017-2018
- Smyrna
  - City of Smyrna Comprehensive Plan
  - Smyrna, Spring Road Corridor (LCI)
  - Smyrna Parks & Recreation Master Plan
  - Smyrna Gateway
  - South Cobb Drive Corridor Improvement Study

CID PLANS

- Blueprint Cumberland 3.0
- Town Center CID Master Plan
- Town Center Beautification Plan
- Town Center LCI
- Green Transit Oriented Development (TOD) Framework
- Cumberland Bicycle Plan

LCI PLANS

- Austell LCI 5-Year Update
- Hollowell Parkway/Veterans Memorial Highway LCI
- Six Flags LCI Study
- Cumberland LCI Update
- Franklin\Delk LCI 5-Year Update
- Powder Springs LCI

Overall, there was a total of over 750 projects, which included bicycle, pedestrian, roadway, and transit project types, from previous plans that served as the starting point for the CobbForward CTP.

Additional roadway projects were added from the corridor studies along Hickory Grove Road, Hospital Triangle, and Sandy Plains Road. There was a total of 78 new roadway projects identified. These additional projects were then added to the universe of projects to be evaluated and prioritized.

Technical Analysis (refer to Needs Assessment)

The technical analysis of the CobbForward CTP helped develop a list of projects that were added to the full universe of projects to further address gaps and identify needs that were not addressed through previous planning efforts. The analysis was divided into two larger categories: surface transportation (includes roadway, bicycle, pedestrian, and trail) and transit.

SURFACE TRANSPORTATION

The surface transportation category included roadway and active transportation projects.

THE ROADWAY PROJECT TYPES INCLUDE:

- CAPACITY
- OPERATIONAL SAFETY
- INTERCHANGE IMPROVEMENTS
- INTERSECTION IMPROVEMENTS
- NEW ALIGNMENTS

THE ACTIVE TRANSPORTATION PROJECT TYPES INCLUDE:

- BICYCLE FACILITIES
- PEDESTRIAN FACILITIES
- TRAILS

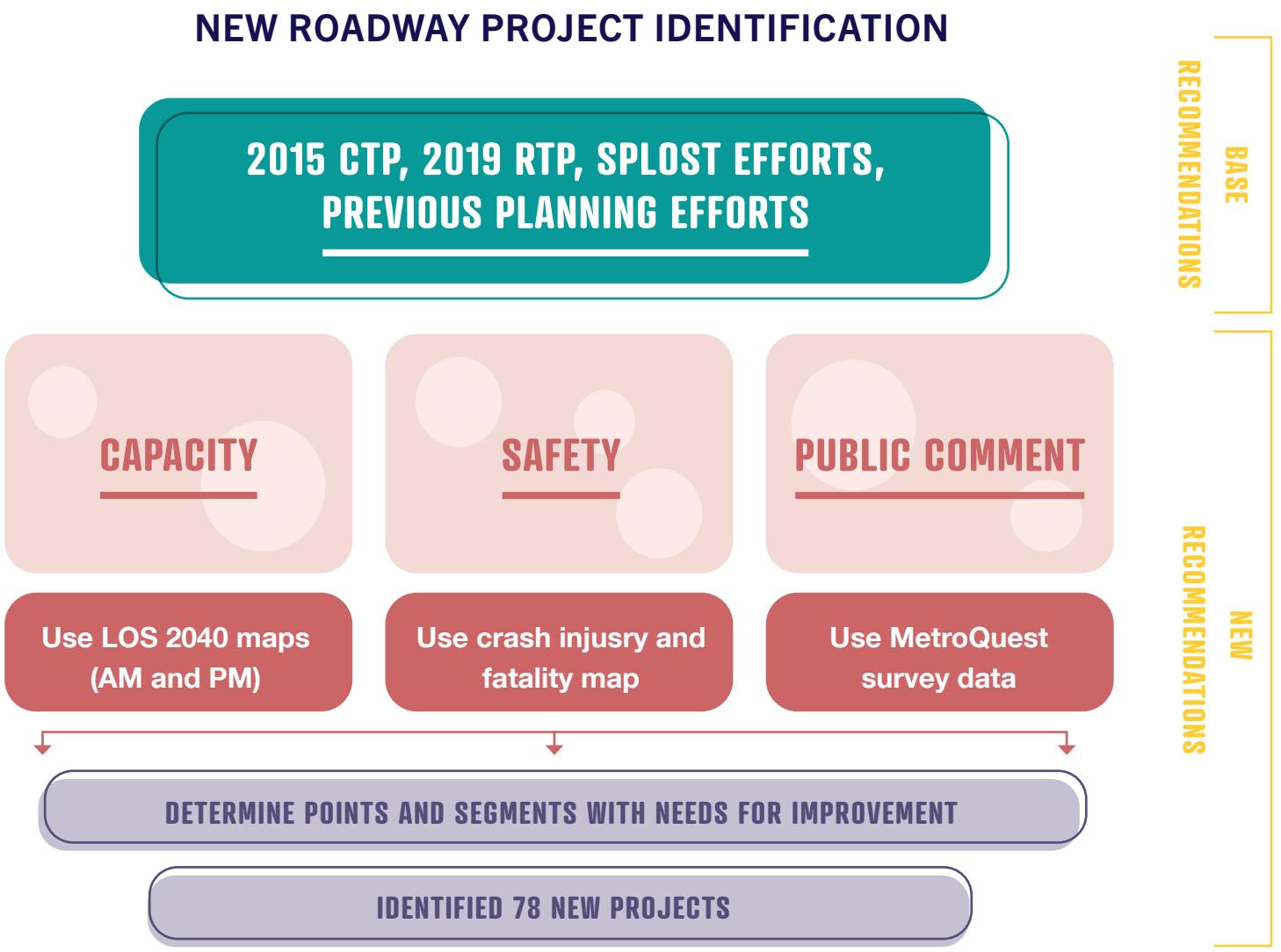
ROADWAY

The base project recommendations were compiled from previous plans including the 2015 Cobb CTP, 2019 RTP, and Cobb County special purpose local option sales tax (SPLOST) efforts. For the development of roadway projects, CobbForward leveraged a variety of datasets, which included the ARC activity-based model (ABM), safety data, RITIS data, and public input. The new project recommendations were developed through three categories: capacity, safety, and public comment.

The Existing Conditions and Needs Assessment included a review of the ARC ABM for the existing 2017 network and the proposed 2040 network. Using the 2040 network, the level-of-service (LOS) was determined for the AM and PM peak periods. Capacity and new location projects were developed based on the LOS analysis where roadway segments were projected to be substantially over capacity.

Safety projects were created using the Georgia Electronic Accident Reporting System (GEARS) 5-year estimated crash data. By looking at the high injury and fatality crash areas, the project team identified problem corridors and/or intersections that became candidates for safety and operational improvements.

The Technical Committee and public input also helped to develop new project recommendations for this plan. Details on this can be found in *Chapter 2, Project Background*.



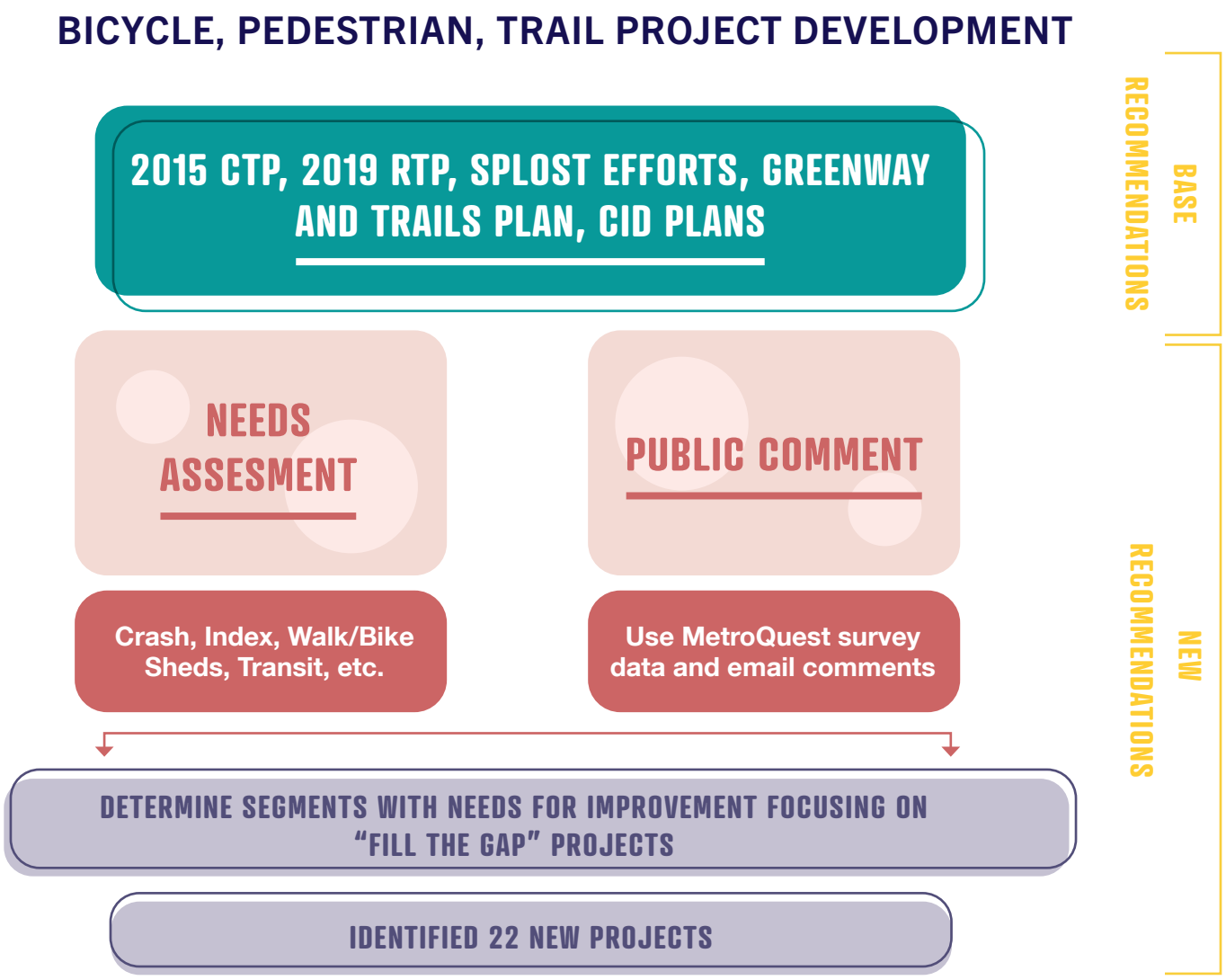
ACTIVE TRANSPORTATION

The base project recommendations were compiled from previous plans including the 2015 Cobb CTP, 2019 RTP, Cobb County SPLOST efforts, Cobb County's Greenway and Trails Master Plan, Blueprint Cumberland 3.0, Town Center CID Master Plan, Town Center Beautification Plan, Town Center LCI, and Cumberland Bicycle Plan. The new project recommendations were developed by the Existing Conditions and Needs Assessment and through public comment.

The Needs Assessment looked at a variety of analyses for active transportation including GEARS crash data, transportation index, walk/bike sheds, and transit. These analyses helped identify areas where bicycle and pedestrian facilities are needed as well as areas where bicycle and pedestrian facilities could be upgraded. This helped determine segments in need, focusing on "fill the gap" projects and last mile connectivity.

The Technical Committee and public input also helped to develop new project recommendations for this plan. Details on this can be found in *Chapter 2, Project Background.*

Sidewalk projects were not included in the universe of projects because there is funding set-aside specifically for sidewalk projects. There was a total of 22 new active transportation projects identified. These additional projects were then added to the universe of projects to be evaluated and prioritized.



TRANSIT

As part of the Needs Assessment, transit-related needs were determined based on demographic and socioeconomic data, an assessment of existing and future travel activity, and public and stakeholder input.

- **Demographics** – Public transportation is crucial for populations reliant on it to gain access to jobs, services, and community assets that allow for economic mobility and improved quality of life. Specific demographic indicators for potential transit needs include: zero-vehicle households, concentrations of senior citizen population, and general population density. These indicators helped identify geographic areas with transit needs. Sources for this data include the U.S. Census and the ARC ABM.

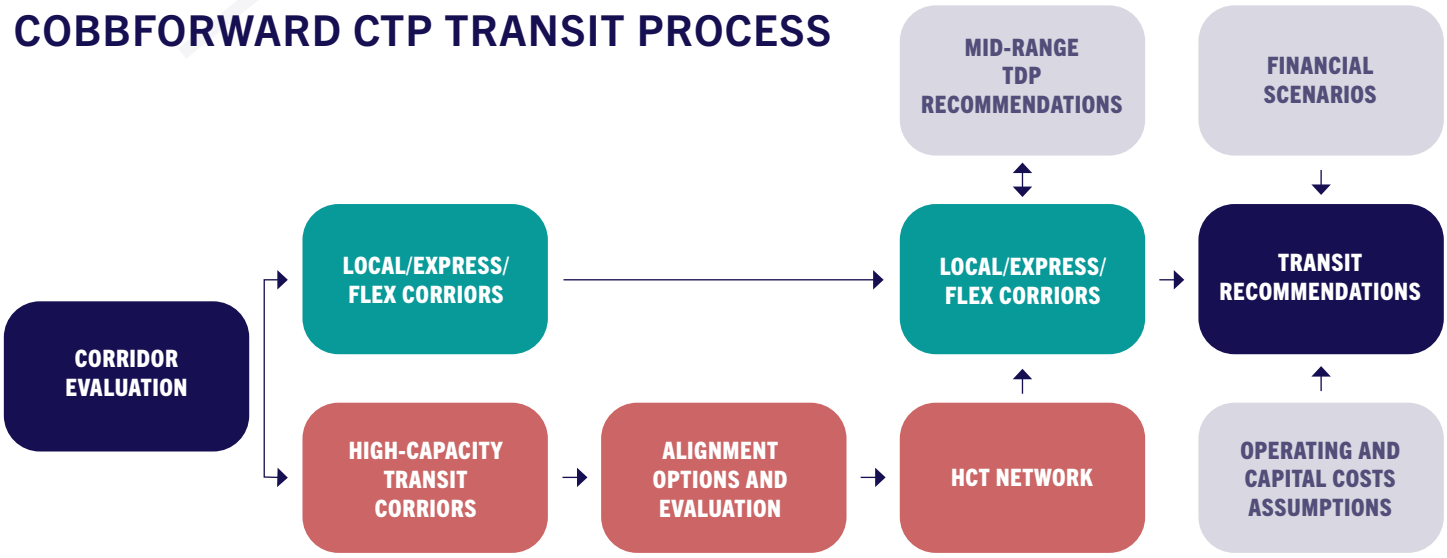
- **Land Use** – Areas of high transit demand were determined based on concentrations of retail, employment, education, and commercial hubs which generate significant trips. These locations determined potential transit travel patterns as well as key transit transfer locations.

- **Travel Demand** – the ARC ABM was used to determine demand for travel along different corridors to, from, and within Cobb by analyzing the magnitude of trips between aggregated transportation analysis zones (TAZ).

- **Public Comment** – Public comments on transit needs in Cobb were also collected using a MetroQuest survey in the Spring and early Summer of 2019. These comments indicated desired existing and future connections in Cobb.

The Needs Assessment analysis was used to categorize transit projects into two main groups, priority corridors and the supplementary network, to meet existing and growing transportation demands. Priority corridors typically require high-capacity transit systems that provide higher quality service through more frequent service and comfort of use, but service is limited to smaller areas. Supporting networks typically require coverage-based services, such as local bus or on-demand transit, which allows larger geographic areas to have access to transit, but overall quality of service is lower. Recommendations from the CobbLinc Forward Transit Service Plan, completed in July 2019, were also evaluated for mid-range transit recommendations.

COBBFORWARD CTP TRANSIT PROCESS



TRANSIT MODES CONSIDERED

Cobb County has various densities and levels of demand, so multiple transit modes were considered to serve the community. Some modes provide high levels of productivity, serving areas of high demand well, while other modes provide better coverage by reaching more places in the County.

Service Type	Description
Heavy Rail Trail (HRT)	Highest speed and operates on fully grade-separated rail lines due to third rail power system; high-quality stations every ½ - 3 miles
Light Rail Transit (LRT)	Grade-separated or street level due to overhead power system, often in dedicated right-of-way; high-quality stations every ½ - 1 mile
Commuter Rail Transit	Carries moderate to long distance commuters; often shares corridor with freight and travels only in peak commute direction; stations spaced 3 - 10 miles
Bus Rapid Transit (BRT)	Rubber-tire vehicles in primarily dedicated lanes; operates similarly to LRT; high-quality stations every ½ - 1 mile
Arterial Rapid Transit (ART)	Rubber-tire vehicles in some dedicated lanes or queue jumper lanes with transit signal priority; stations ¼ to 1/2 mile
Local Bus	Mixed flow traffic with shared right-of-way; stops every ¼ mile
Rapid Bus	Mixed flow traffic; shared right-of-way; stops less frequently than local bus at key destinations
Commuter Bus	Rubber-tire coach vehicles; serves long-distance, commute flow; limited stops
On-Demand Service	Demand responsive bus/shuttle; operates in a defined geographic area without fixed routes
Transportation Network Companies/Ridesharing	Partnership programs with individual vehicles used for service; provides subsidies for rides to get to the closest transit stop

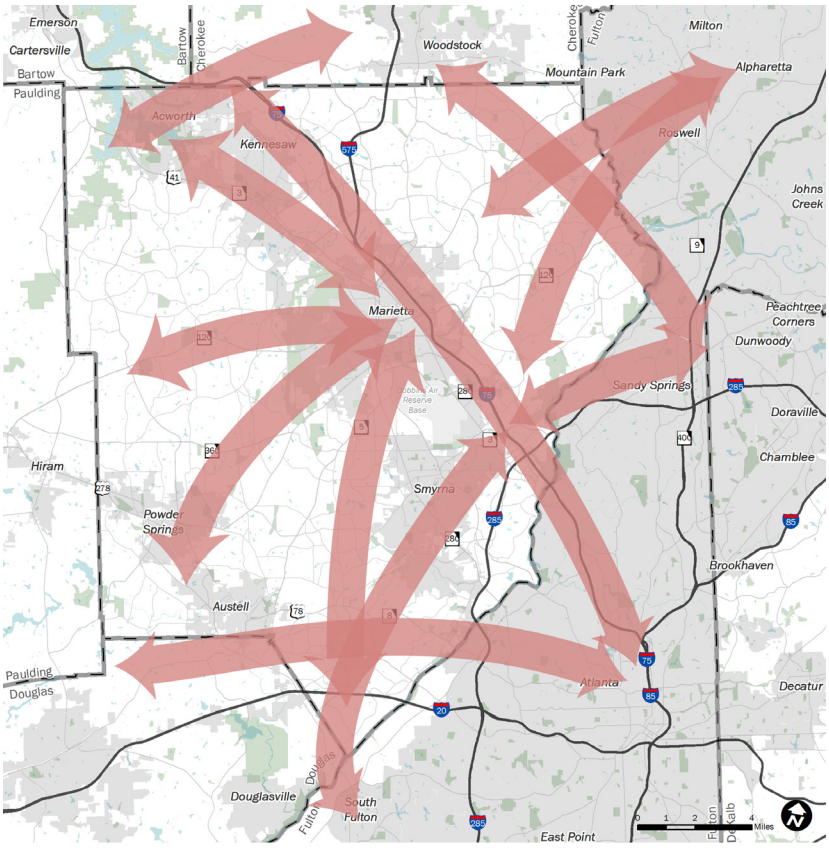
PRIORITY CORRIDORS

The high-activity travel corridors identified, based on ABM data, analysis of demographic and socioeconomic data, and public and stakeholder input are shown in the figure to the right.

Household and employment densities factor into choosing which transit mode is most suitable for a community. The process to determine the specific alignments and transit modes included multiple iterations of evaluations of various alignment and costing options. These evaluations developed transit recommendations that fit well into the potential CobbForward financial scenarios and served the needs of the community identified in the Needs Assessment Report.

High productivity transit modes ultimately selected for incorporation into the plan include both BRT and ART projects.

MAJOR TRAVEL PATTERNS



SUPPORTING NETWORK

Various modes of transit service, including rapid bus, local bus, commuter bus, vanpool, paratransit, and transportation network companies (TNC) were evaluated for the travel corridors of lower employment and household densities. The recommendations from the CobbLinc TDP were also evaluated as part of this process. Similar to the priority corridors, this process also included multiple iterations of evaluating various transit service and costing options to develop recommendations that serve the needs of the community.

The supporting network project types ultimately selected for incorporation into the plan include rapid transit, local transit, commutes transit, and on-demand zones.

PROJECT EVALUATION

EVALUATION CRITERIA

Recognizing that our needs for enhanced transportation mobility often exceed the funding available to address them, it is of utmost importance to evaluate and identify the most effective projects for advancement. Evaluation criteria were developed using the vision and goals created during the initial round of public engagement so that selected projects reflect the desires of the community. Details regarding the vision and goals can be found in *Chapter 2, Project Background*. Using these goals as a baseline, specific metrics were associated with each category. Technical analysis across all surface transportation modes (roadway, bicycle, pedestrian) was then conducted to compare individual projects within relevant categories.

Primary evaluation criteria included *Improve Health and Safety, Enhance Mobility, Integrate Land Use/Design,* and *Support Equitable Access* goals. These were used as primary evaluation criteria as they were applicable to all surface transportation modes.

The complementary evaluation criteria included *Be Cost Effective* and *Use Innovative Technologies* goals. The complementary evaluation was used following the primary evaluation criteria to understand both cost implications of individual projects as well as if the project leveraged innovative technologies. The points available are directly related to how the public prioritized the goals during the public engagement period. The primary and complementary evaluation-specific criteria and guidelines are outlined in the table on the following page.

PRIMARY AND SECONDARY QUANTITATIVE PROJECT EVALUATION CRITERIA

Evaluation Criteria	Definition	Points Available
Primary Evaluation		
Improve Health and Safety	The project includes a location or locations that have been identified as having safety concerns	25
	The project offers access to community resources, including but not limited to schools, parks/ trails, etc.	5 (Bonus)
Enhance Mobility	The project improves travel time	30
Integrate Land Use/Design	The project offers access to local and regional demand nodes and employment centers	15
Support Equitable Access	The project improves access to transportation for zero-vehicle households and households living in poverty	10
Previous Plans	The project has been identified in a previous planning effort	5
Public Involvement Results	The project has been identified by the public through MetroQuest, Public Meetings, Community Events, and Emails	5
Primary Evaluation Total		90
Secondary Evaluation		
Be Cost Effective	Operates the transportation system efficiently and effectively by prioritizing lower cost, higher value projects where possible	5
Use Innovative Technologies	Uses innovative transportation technologies and access to information to enhance the efficiency of the transportation network	5
Secondary Evaluation Total		10
Total		100

4.

FUNDING PLAN AND FINANCES

Funding and Financing Transportation and Transit in Cobb County

Cobb County currently funds its transportation and transit projects and services using various sources from the federal, state, and local levels. In addition to these existing sources, the CobbForward CTP identified additional federal, state, and local funding and financing opportunities that could be used to fund future transportation and transit projects. These opportunities and the assumptions made for CobbForward are summarized in the following sections.

FEDERAL FUNDING

Federal transportation funding is primarily derived from federal fuel tax revenue from the Highway Trust Fund (HTF). Federal fuel tax revenue is collected by the Department of Treasury and transferred to the FHWA and FTA for obligation. The flat rate federal fuel tax of 18.4 cents per gallon (gasoline) has not been increased since 1993, and fuel tax revenue has been steadily declining due to inflation and increased fuel efficiency. On the transit side, the Mass Transit Account (MTA) receives 2.86 cents of the 18.4 cents per gallon (gasoline). The HTF and the MTA continue to face a funding crisis, relying on the transfer of General Fund revenue since 2008 to keep each account solvent.

Currently, the FHWA and FTA distribute federal formula funds to states according to various programs outlined in the most recent surface transportation authorization bill, the Fixing America's Surface Transportation (FAST) Act. These federal formula funds account for a significant portion of the federal dollars used for existing transportation projects and services in Cobb County. Discussions on a potential five-year reauthorization of surface transportation beyond fiscal year (FY) 2021 and a potential infrastructure stimulus package are ongoing on Capitol Hill. If approved, this proposal could provide additional federal funding for CobbForward projects.

In addition, Cobb County may be able to increase its share of federal funding for transportation by pursuing discretionary federal grant and loan programs for certain priority projects in CobbForward. Key federal discretionary grant and loan opportunities include:

- USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program (formerly known as BUILD and TIGER)
- USDOT Infrastructure for Rebuilding America (INFRA) Grant Program
- USDOT Transportation Infrastructure Financing and Innovation Act (TIFIA) Loan Program
- Federal Railroad Administration (FRA) Railroad Rehabilitation and Improvement Financing (RRIF) Loan Program
- FTA Capital Investment Grant (CIG) Program
- FTA Bus and Bus Facilities Grant Program
- FTA Lo-No Emissions Bus Grant Program
- FTA Transit Oriented Development Grant Program
- FHWA "flex" formula funds (Congestion Mitigation and Air Quality (CMAQ) Improvement and Surface Transportation Program funds)
- Congressional Directives ("earmarks")
- Other potential programs created, retooled, or expanded as part of a future infrastructure bill

Many of these discretionary programs are highly competitive and oversubscribed. In general, major capital projects are no longer funded at an 80% federal match with a 20% local share; project sponsors are instead incentivized to "overmatch" to increase project competitiveness for a limited pool of federal dollars. This is especially true for transit projects pursuing CIG funds, with recent federal shares of 35 to 50 percent for New Starts projects and 50 to 60 percent for Small Starts projects.

STATE FUNDING

Similar to federal funding, the primary source of state transportation funding is a 26 cents per gallon tax on gasoline and a 29 cents per gallon tax on diesel. Fuel tax revenue is legislatively restricted for use on roads and bridges, and is programmed by GDOT. The Local Maintenance and Improvement Grant (LMIG) program is the primary state transportation grant program for local governments. LMIG funds are allocated to counties and cities based on total centerline road miles for each local road system and total population compared with the total statewide centerline road miles and total statewide population. Cobb County must provide a 30% match on LMIG funds. Additional state funding and financing opportunities for transportation include toll revenue, toll credits, the Georgia Transportation Trust Fund, and state bond proceeds.

The Georgia General Assembly previously allocated a little over $20 million per year to statewide transit needs (including the Xpress Bus service that operates within Cobb County) from revenue generated by various fees imposed on hotel lodging, electric vehicles, and heavy vehicles. Over the past few years, the Georgia General Assembly has made several advancements in statewide transit funding:

- The Georgia Transit Trust Fund was established in 2021 (see Ga. Code §48-13-141). Revenue generated by a new state ride-hailing fee is now appropriated annually to the trust fund and dedicated for use by one or more transit providers for capital transit projects throughout the state of Georgia. The first allocations were made in 2021 for MARTA's Bankhead rail station ($6 million) and a new bus maintenance facility in Athens-Clarke County ($1 million).

- The Georgia Transportation Trust Fund was established in 2021 (See Ga. Code §40-2-151.2). Revenue generated by the various fees imposed on hotel lodging, electric vehicles, and heavy vehicles is now appropriated annually to the trust fund and dedicated for use and expended by the commissioner of transportation for transportation purposes and transit projects. No more than 10% of the funds may be expended on transit projects.

- The Atlanta-Region Transit Link Authority (ATL) was created in 2018 as a new regional transit planning organization and designated recipient of federal transit funds. The ATL manages federal and state transit funding for the Atlanta region, including Cobb County. The ATL recommends an annual list of projects of regional and state significance for possible state bond proceeds (see Ga. Code §50-39-4). With the creation of the ATL, the Georgia General Assembly dedicated $100 million in state bond proceeds for the Georgia 400 BRT Project in 2018. The Georgia General Assembly also made a one-time award of $75 million in general obligation bond proceeds to 11 transit projects in nine communities across the state in 2015.

LOCAL FUNDING

Similar to the majority of counties within the state, sales tax is Cobb County's primary source of funding for existing and future transportation services. Georgia has several different sales tax mechanisms that are currently used to fund county transportation and transit projects. Each mechanism has a unique history and specific requirements, including minimum and maximum sales tax rates, allowable sales, eligible expenditures, and sunsets.

Existing transportation projects in Cobb County are primarily funded by SPLOST revenue. SPLOSTs are typically levied at 1% for five to six years and must be approved by voters through a countywide public referendum. Cobb County currently levies a 1% SPLOST, with a portion of the revenue applied to transportation. Voters approved the tax on November 4, 2014 and collections began January 1, 2016 for the maximum allowed period of six years. The tax was anticipated to generate a total of $750 million, including county and municipal collections with approximately $405.5 million, or 54%, of 2016 SPLOST collections applied to county and municipal transportation purposes. The remaining 2016 SPLOSTs funds are dedicated to other county and municipal needs, including countywide services, public safety, public services, and support services. Transportation projects funded by the 2016 SPLOST include infrastructure preservation (resurfacing, drainage, and bridges and culverts), pedestrian improvements, safety and operational improvements (intersections, roadways, and school zones), and congestion relief and mobility improvements (thoroughfares, traffic management, traffic signals, and planning). Cobb County's existing transit services are primarily funded by federal formula funds, which is matched by annual Cobb County General Funds, passenger fare revenue, and other miscellaneous revenue.

Four key local funding opportunities are available for future CobbForward transportation and transit projects:

- **Transportation SPLOST.** Cobb County is authorized to hold a countywide voter referendum to levy a Transportation SPLOST of up to 1% in increments of 0.05% for a period of five years (House Bill 170). While transit is an eligible expenditure, the five-year Transportation SPLOST collection period does not allow for long-term planning, funding of long-term operations and maintenance costs, or financing of capital transit projects. The first Transportation SPLOST was approved by Fulton County voters (outside of the City of Atlanta) on November 8, 2016. The City of Atlanta held two similar referenda on the same day, which were both successful.

- **Transit SPLOST.** Cobb County is authorized to hold a countywide voter referendum to levy a Transit SPLOST of up to 1% in increments of 0.05% for up to 30 years (House Bill 930). Revenue may be used for transit capital costs, operations and maintenance costs, and the issuance of debt. This is important for projects seeking FTA CIG funds to demonstrate Cobb County's financial capacity to deliver the projects and fund operations and maintenance for 20 years. This new sales tax mechanism was authorized with the creation of the ATL in 2018. If approved by voters, Cobb County could become the first county in the state to approve a Transit SPLOST.

- **2022 SPLOST.** Cobb County voters approved a 1% SPLOST renewal on November 8, 2020 to continue SPLOST collections beginning January 1, 2022 for the maximum allowed period of six years. The tax is anticipated to generate a total of $750 million, including county and municipal collections with approximately $320 million, or 47%, of 2022 SPLOST collections applied to county and municipal transportation purposes. Transportation projects to be funded by the 2022 SPLOST include infrastructure preservation (resurfacing, drainage, and bridges and culverts), pedestrian improvements, safety and operational improvements (intersections, roadways and school zones) and congestion relief and mobility improvements (thoroughfares, traffic management, traffic signals and planning). SPLOST funding will be leveraged to receive additional funding from other sources, including federal, state, and community improvements districts.

- **General Funds.** The Cobb County General Fund is the largest component of the County's annual budget and is primarily comprised of property tax revenue. Cobb County General Funds support all other County activities, including administrative and personnel costs for police, courts, water, parks, library, transportation, CobbLinc transit services, and more. Cobb County's General Fund has historically been the largest revenue source for transit service, with a proposed $18.0 million in General Fund revenue in FY 2022. Depending on the other funding options pursued, the Cobb County General Fund could continue as a limited funding source for certain transit administrative and personnel costs in future years.

- **Fare Revenue.** Passenger fare revenue is the primary operating revenue generated by existing CobbLinc transit services. Additional passenger fare revenue will be generated by new transit service and improvements proposed in CobbForward.

- **Advertising and Miscellaneous Revenue.** Advertising and other miscellaneous revenue is a smaller secondary source of operating revenue and is assumed to continue as a secondary source for new transit service and improvements proposed in this CobbForward CTP 2050 plan.

- **Other Opportunities**

In addition to the key local sources described above, certain corridors and projects may be candidates for value capture and/or private involvement opportunities. For example, certain projects may benefit an existing CID or may provide service to a planned private development or existing university. These sources are limited and supplemental, but could help Cobb County leverage sales tax revenue and support competitive local matches on candidate projects. Key supplemental funding and financing opportunities for CobbForward projects include:

- Tax Allocation Districts (TADs)
- Special Service Districts (SSDs)
- CIDs
- Naming Rights and Sponsorships
- Land Donations
- Joint Development
- Air Rights
- Development Impact Fees
- Private and Developer Contributions
- Private Financing
- Private Equity
- CobbForward Funding Assumptions

For the purposes of the CobbForward CTP, the major new future funding sources assumed in the financially constrained plan included the Transportation SPLOST and the Transit SPLOST. The constraints for funding sources were determined for a five-year, 10-year, and 30-year timeframe.

	5-Year	10-year	30-year
2020 Dollars (2020$)[1]	$678 M	$1,388 M	$4,230 M
Year of Expenditure Dollars (YOE$)[1]	$789 M	$1,744 M	$7,352 M

[1] The surface transportation projects for the Transportation SPLOST will be referenced in 2020 dollars. The transit projects for the Transit SPLOST will be referenced in year of expenditure (YOE) dollars. In this document, the costs will be referenced differently, but the total amounts are the same.

5.

PROJECT RECOMMENDATIONS

Project Recommendations

The information provided in this chapter provides a summary of project recommendations for both surface transportation (roadway, bicycle, pedestrian, and trail) and transit. Each of the two categories of projects assumes a one percent sales tax for 30 years. For transit, this could be accomplished with one referendum; however, for surface transportation, subsequent five-year referenda would need to take place for this funding outcome. For the purposes of long-range planning, the CTP focuses on the priority projects if that were to come to fruition. This also assumes an additional two percent increase in sales tax (from six percent to eight percent). This may or may not be something the public would support, or the County leadership would wish to pursue, but these packages of projects could be considered separately or together.

In addition to the new Transportation and Transit SPLOST options, a portion of two additional existing funding sources is included in the financial assumptions, as discussed in the previous chapter. The county wide SPLOST program is currently the local source for Surface Transportation projects funded today. If an HB 170 surface transportation sales tax were to move forward, the plan assumes that while a countywide SPLOST may continue forward for years to come, a smaller portion of that money would be dedicated to transportation needs. Many of the current projects and funding set-asides would shift to the new surface transportation tax and only asset management/maintenance funding would remain on the current countywide SPLOST.

Similarly, transit is currently funded by the General Fund. If an HB 930 transit sales tax were to move forward, the plan assumes that a portion of the General Fund contribution would be maintained for transit administrative and personnel costs moving forward, proportional to the size of the transit program and overall oversight needs. The General Fund support would not exceed the current contributions even with the growth of the CobbLinc system.

SURFACE TRANSPORTATION

The project recommendations are divided into three scenarios: 5-year (short-term), 10-year (mid-term), and 30-year (long-term). The 5-year scenario includes all the priority projects expected to be funded within the next five years. The 10-year scenario includes all the projects expected to be funded from year six to year ten after the short-term priority projects have been funded. The 30-year scenario encompasses all the projects beyond the short- and mid-term that are not fully funded. Funding for projects within all scenarios should leverage other funding sources as applicable.

Project Types:

- capacity
- grade separations
- operational
- trail
- new locations
- intersections
- realignment
- bicycle

The major roadway project types include those that have countywide impact such as capacity, new locations, and grade separations. The local roadway project types include projects that will likely have a more localized impact such as intersections, operational, and realignments. The active transportation project types include bicycle and trail projects. In addition to the funding allocated for specific projects, there is also set-aside funding for policy and programs such as funding for city projects, a sidewalk program, and traffic management, technology, and planning. These are not specific projects but receive a dedicated amount of money. For the sidewalk program, there is a sidewalk framework which serves as a tool for the County to prioritize sidewalk projects or segments in the future.

SIDEWALK FRAMEWORK

Cobb County's Roadway Maintenance department oversees repairs for existing sidewalks that pose a functional or safety concern along the right-of-way of county-owned roadways. The County is currently focused on repairing existing sidewalks and not on installing new sidewalk segments due to staffing and budgetary constraints. The County funds the building of new sidewalk sections through the 2022 SPLOST Renewal Program. The County will need to balance the funding requirements for building new sidewalk segments (capital costs) with countywide sidewalk infrastructure operations and maintenance expenditures. There are tradeoffs between reactively addressing individual sidewalk repair needs and creating a proactive process for building new sidewalks and repairing existing sidewalks.

CURRENT EVALUATION PROCESS

The current process used by the County for the prioritization of potential sidewalk improvement projects consists of evaluating individual potential sidewalk projects with several criteria. The following criteria are scored 1 (does not meet the desired requirements) to 3 (meets the desired requirements) points for a maximum of 27 points:

- Ability for the proposed sidewalk segment to fill an existing gap
- Proximity to school
- Pedestrian Priority Score
    - » These values were developed in the 2010 Cobb County Bicycle and Pedestrian Improvement Plan
    - » These values were calculated by dividing the Benefit Score by the product of length and unit cost for potential sidewalk project
- Supports transit
- Constructability
- Citizen requests
- Cost effectiveness
- High crash history
- Relative activity in the area

PROPOSED EVALUATION FRAMEWORK

A possible limitation with the current evaluation process is that the Pedestrian Priority Score data was developed in 2010 and may require significant effort to update. CobbForward recommends that the County develop a new sidewalk improvement evaluation framework based on available data and nationwide best practices.

A proposed sidewalk improvement evaluation framework consists of the following four following steps:

- **Step 1 – Pedestrian/Bicycle Transportation Index**: Perform a data-driven countywide analysis based on the Transportation Index analysis documented in the Existing Conditions and Needs Assessment report. This data can be supplemented with public input information from readily available sources.

- **Step 2 – Define Project Areas:** Identify appropriate "focus areas" for further evaluation and project development such as the top 25% of results from Step 1. Potential sidewalk improvement projects would be coded in GIS and assigned a composite score/index from Step 1. Project locations can be further refined to achieve equity among the County's Districts.

- **Step 3 – Feasibility Evaluation:** Evaluate potential sidewalk projects for constructability and cost effectiveness.

- **Step 4 – Recommendations and Programming:** Develop project recommendations (e.g., specifications, signage and pavement, and traffic control), develop quantities and costing, and compare proposed projects with other planned concurrent transportation projects for potential cost and time savings.

Executing the proposed sidewalk improvement framework will require coordination among several Cobb County departments. The County will also need to identify goals for the framework that should indicate how frequently the county-wide analysis should be performed and refine the feasibility evaluation parameters.

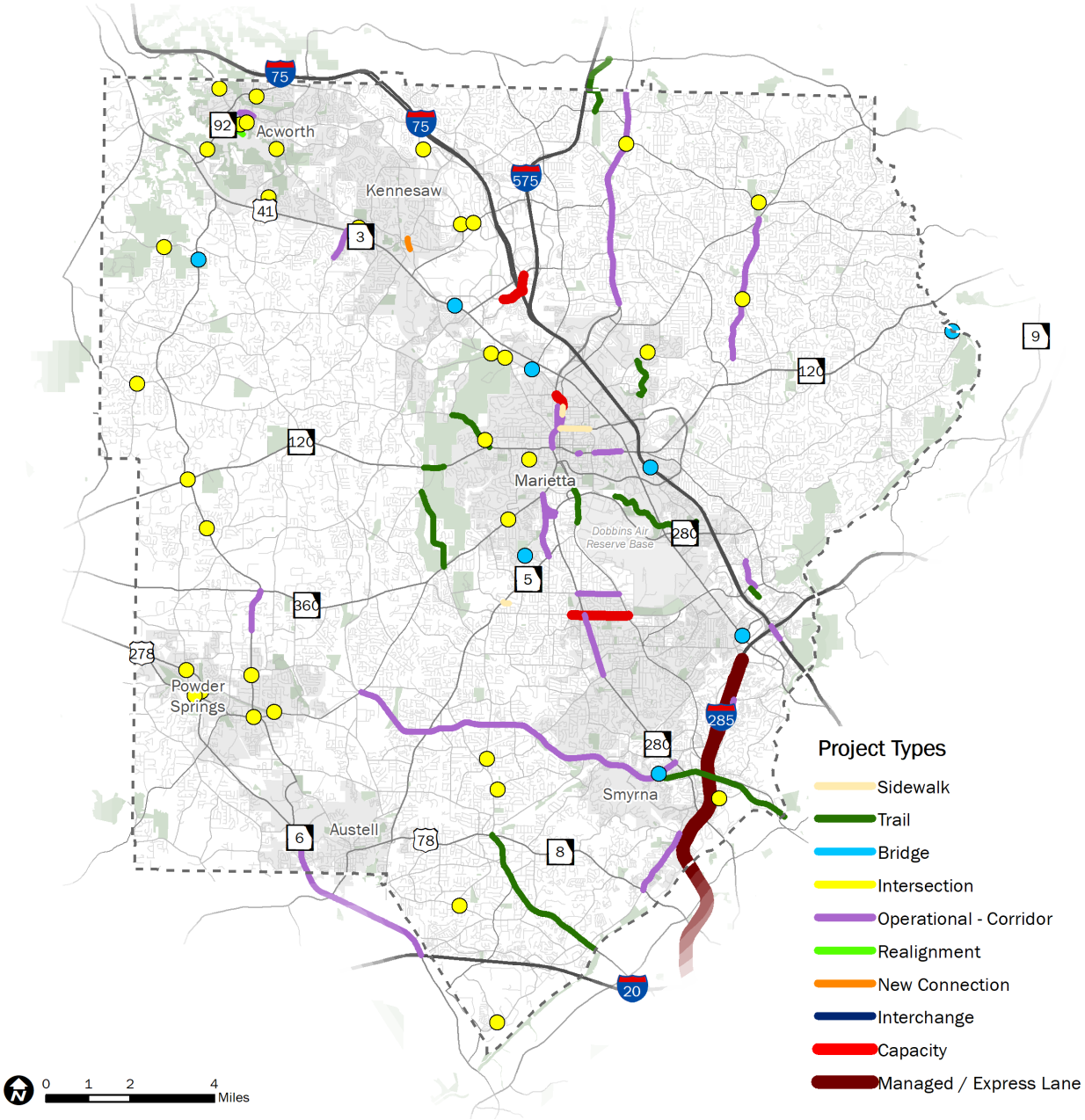
CITY AND COMMUNITY IMPROVEMENT DISTRICT (CID) PROJECTS

In addition to projects included in the financially constrained plan for Cobb County, city and CID projects were compiled from previous relevant plans. These projects are either fully or partially funded by the respective city or CID and may have additional state or federal funding assumed. Further study and scoping will need to occur once the project is selected as well as identifying official funding sources. The 5-year, 10-year, and 30-year scenarios incorporate these projects within the maps and project list to acknowledge their inclusion in the CobbForward CTP.

PROGRAMMED PROJECTS

Cobb County has made strides to prepare for its future in transportation. There are a series of programmed projects that already have identified funding sources, both locally as well as matches through the state and/or federal levels. Projects in the Transportation Improvement Program (TIP) are a shortlist of projects in the Regional Transportation Plan developed by the Atlanta Regional Commission and already have committed funding. Additionally, numerous SPLOST projects, from 2022 and before, have local funding already identified. Programmed projects may already be in design, right-of-way acquisition, or construction phases. These projects are presented in addition to the prioritized projects shown in the 5-, 10-, and 30-year scenarios. The programmed projects from the TIP and SPLOST are displayed in the figure below.

PROGRAMMED PROJECTS



30-YEAR SCENARIO

The future funding allocation was derived from the revenues and expenditures of existing funding sources and projected out for the 5-year, 10-year, and 30-year scenarios. For the purposes of CobbForward, the SPLOST 2016 and SPLOST 2022 were the base funding source to forecast funding in the future. The table below shows the 30-year Scenario funding set-asides based on previous SPLOST efforts with a 5% contingency in efforts to be conservative with the cost estimates.

30-YEAR FUNDING SCENARIO

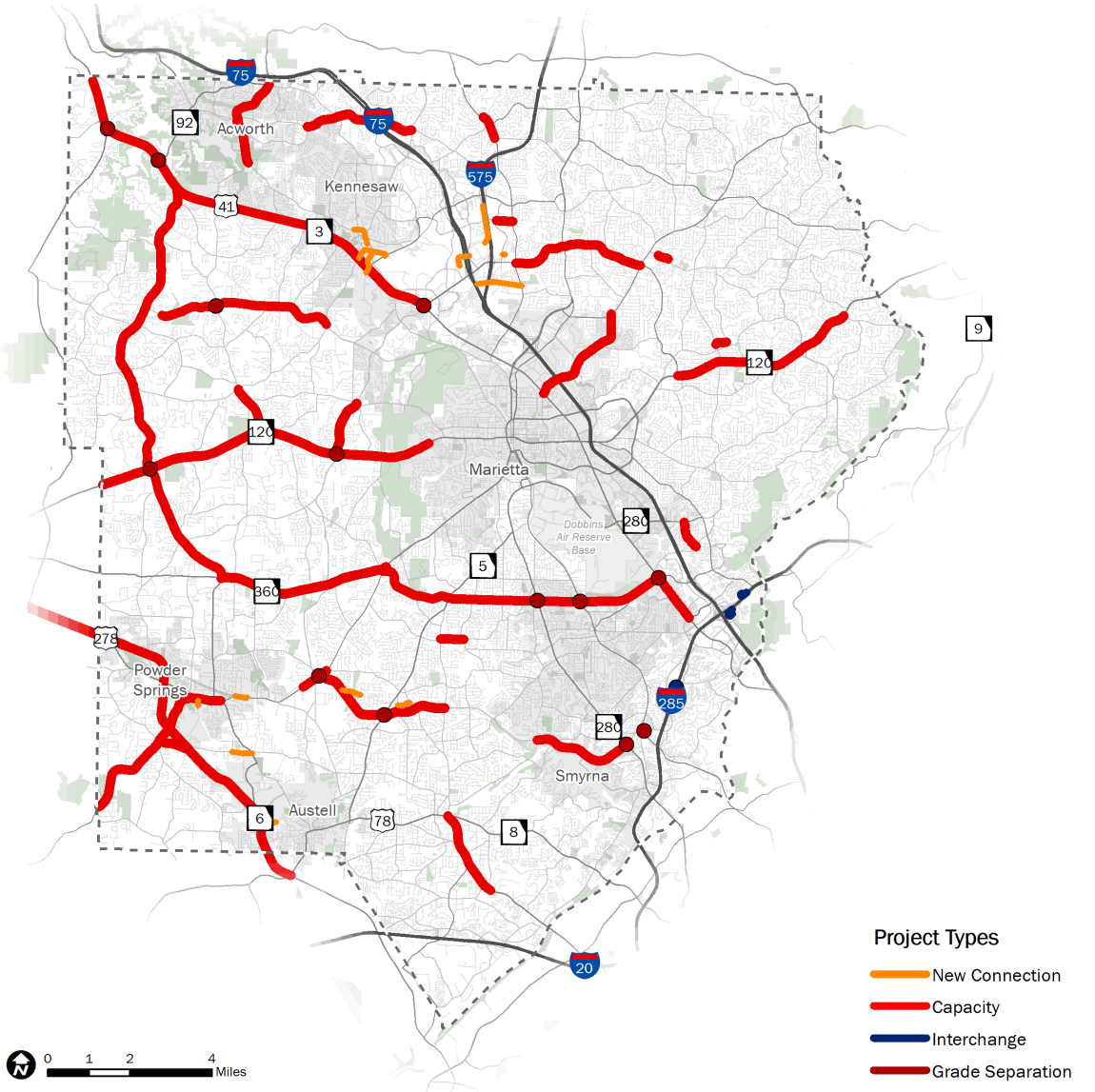
Set-Asides	Cost (in 2020$)	Percent
City Set-Aside	$939.9M	26.8%
Sidewalks	$240.4M	6.9%
Traffic Management, Technonlogy, Planning *(excludes Traffic Signal System Preservation)*	$165.0M	4.7%
Other *(City-joint, beautification, streetscape, etc.)*	$240.0M	6.8%
Set-Aside Total	**$1,585.3M**	**45.2%**
Trail	$308.3M	8.8%
Roadway Capacity	$685.4M	19.6%
Grade Separation	$180.6M	5.3%
New Roadway/Connections	$122.9M	3.5%
Operational Improvements *(includes realignments and intersections)*	$261.3M	7.5%
Remaining Funds for Allocation	$359.9M	10.3%
Project Total	**$1,918.4M**	**54.8%**
Total	**$3,503.7M**	

The major roadway projects in the 30-year scenario include new connection, capacity, and grade separation projects. These projects help establish efficient connections to major destinations, enhance the east-west mobility along key corridors, and provide improved travel through congested intersections. Some examples of projects in the 30-year scenario include:

- **McCollum Parkway Realignment** – this project provides a major access point from McCollum Parkway onto Cobb Parkway while connecting Town Center/Kennesaw State University with the City of Kennesaw and the City of Acworth.

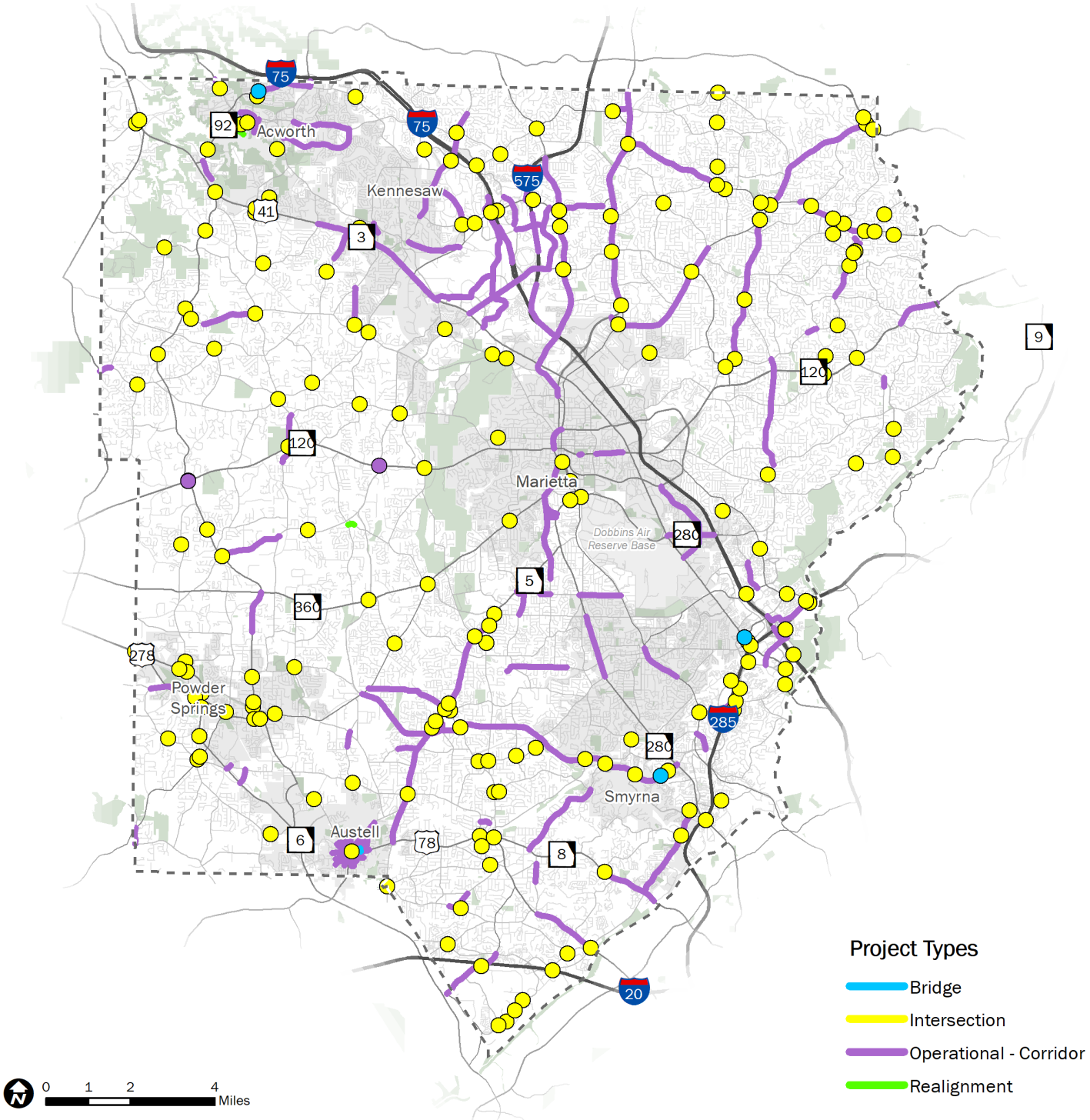
- **East-West Connectivity** – a series of projects are included in the 30-year scenario that propose to widen key corridors, like Windy Hill Road, Macland Road, Lost Mountain Road, Mars Hill Road, and Cobb Parkway, to provide the necessary east-west movements throughout the County and to adjacent jurisdictions. There are strategic locations identified to be grade separations due to the existing volume, congestion, and number of crashes highlighted at those intersections. The grade separations will provide a continuous flow of travel instead of a stop control that is existing today. This will potentially alleviate congestion and lower crash rates at these specific intersections.

30-YEAR SCENARIO: MAJOR ROADWAY PROJECTS



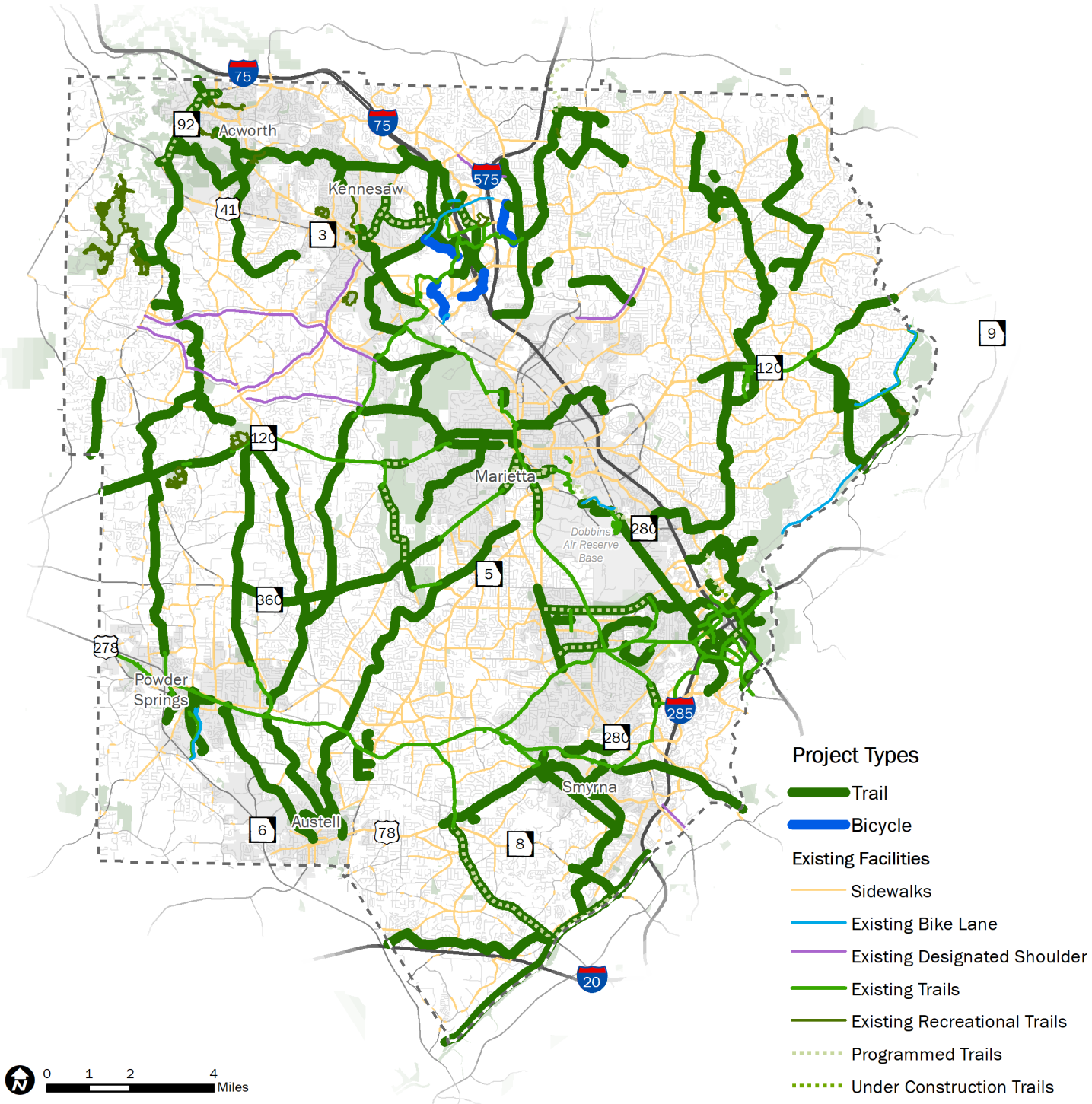
The local roadway projects in the 30-Year scenario includes intersection, corridor operational, and realignment projects. These projects have a more localized impact and focus on improving operations along corridors where a series of intersection bottlenecks occur. Intersection recommendations may include adding signage, adding a turn lane, or upgrading the signal equipment. Corridor operational projects include a number of intersections along the same roadway to improve safety, accessibility, and efficiency. Additionally, realignment projects help with the overall operation of the corridor or intersection along with providing enhanced safety benefits.

30-YEAR SCENARIO: LOCAL ROADWAY PROJECTS



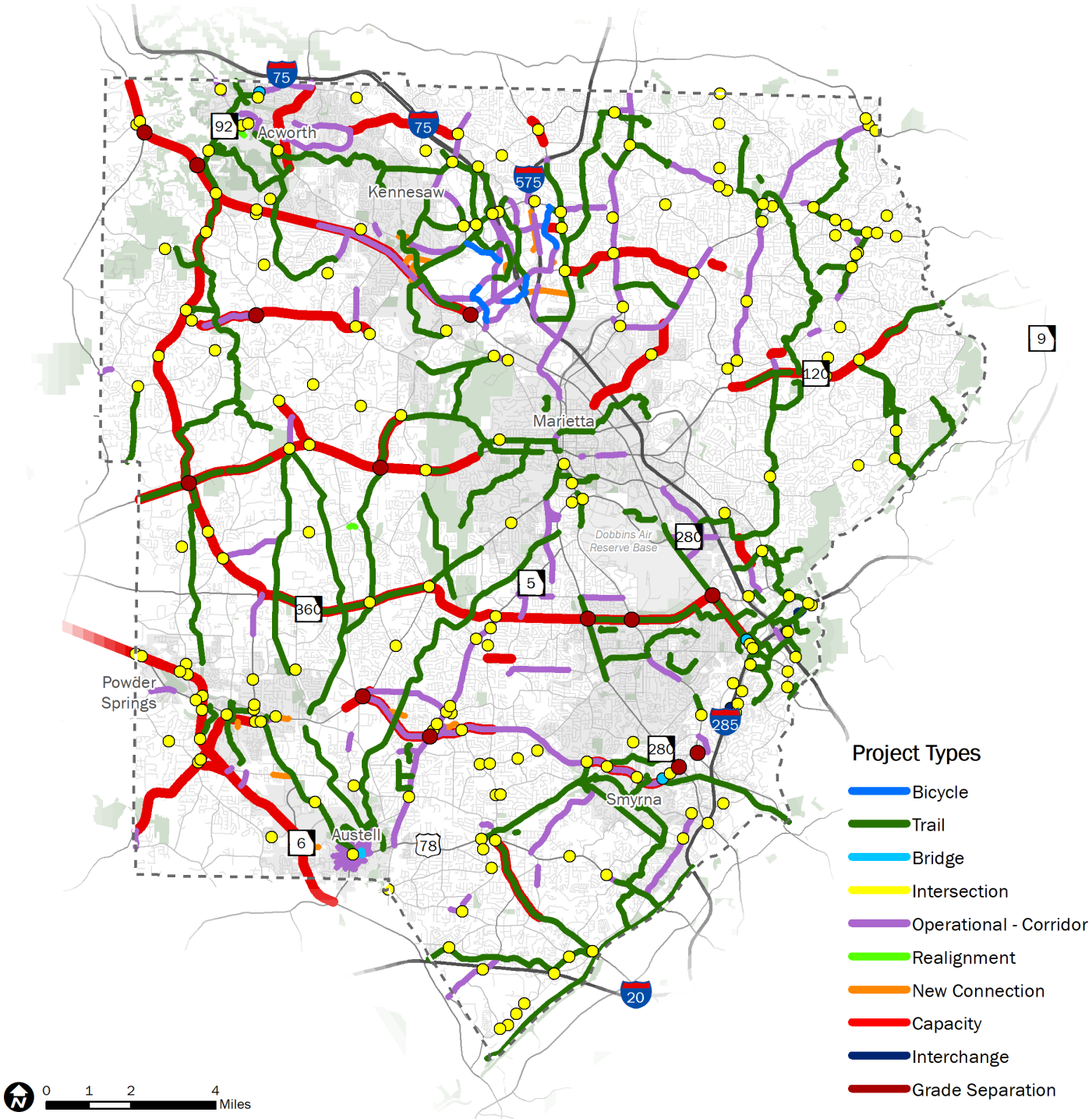
The Greenways and Trails Master Plan identified numerous trail projects, and many are in the 30-year list of active transportation projects. Active transportation, including bicycle, pedestrian, and trail projects, involves non-motorized travel and promotes a healthy lifestyle. These trail projects strategically connect to existing trails, parks, or schools. Beyond these projects, the list also includes multiple bicycle projects in the Town Center area and a set-aside amount of funding for sidewalk repairs and installations. As discussed, a separate sidewalk prioritization process was developed for County prioritization.

30-YEAR SCENARIO: ACTIVE TRANSPORTATION PROJECTS

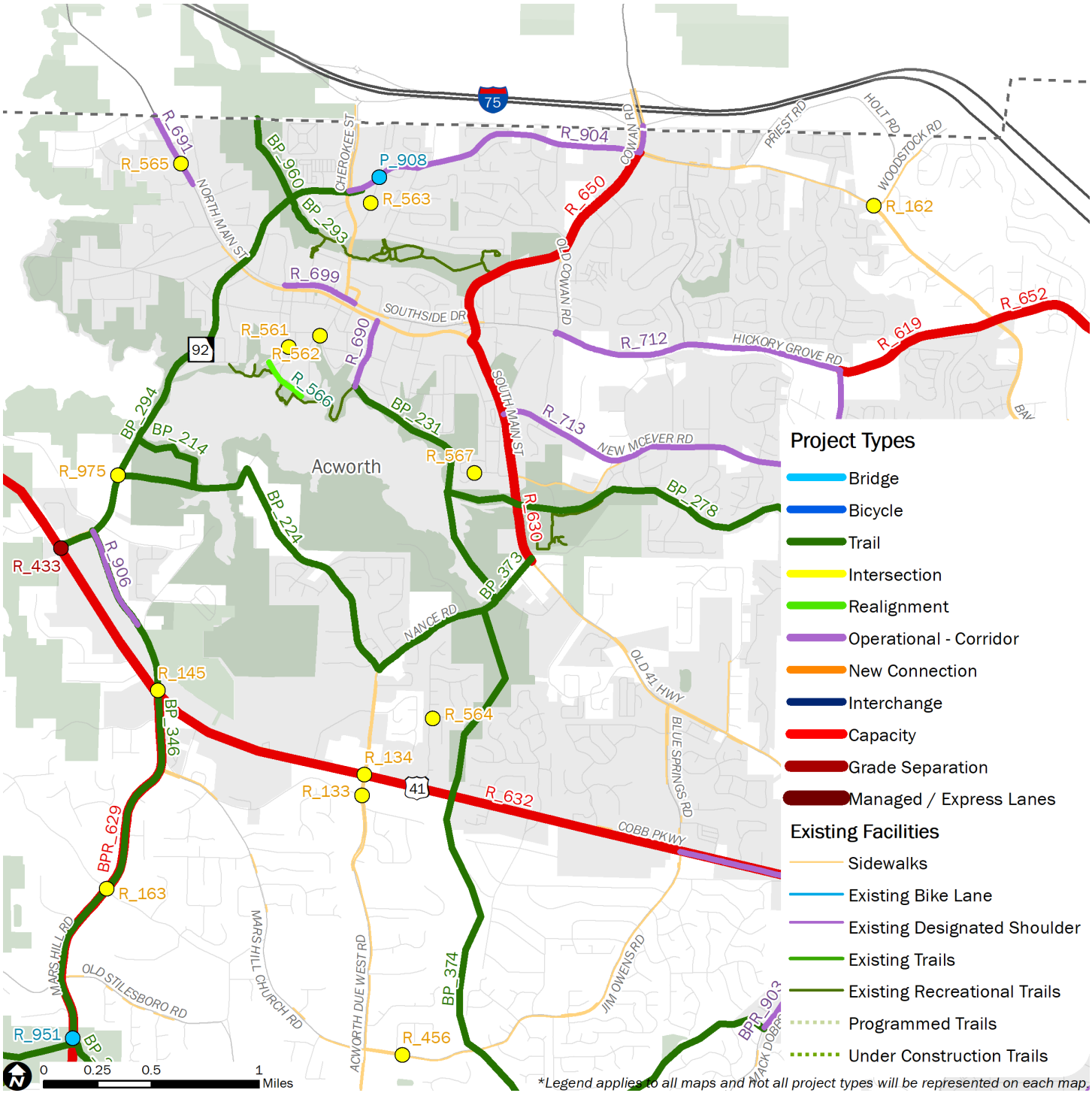


All of the projects, roadway and active transportation, for the 30-Year scenario are shown in the map below. Additionally, the complete list of projects can be found in the following table.

30-YEAR SCENARIO: ALL PROJECTS

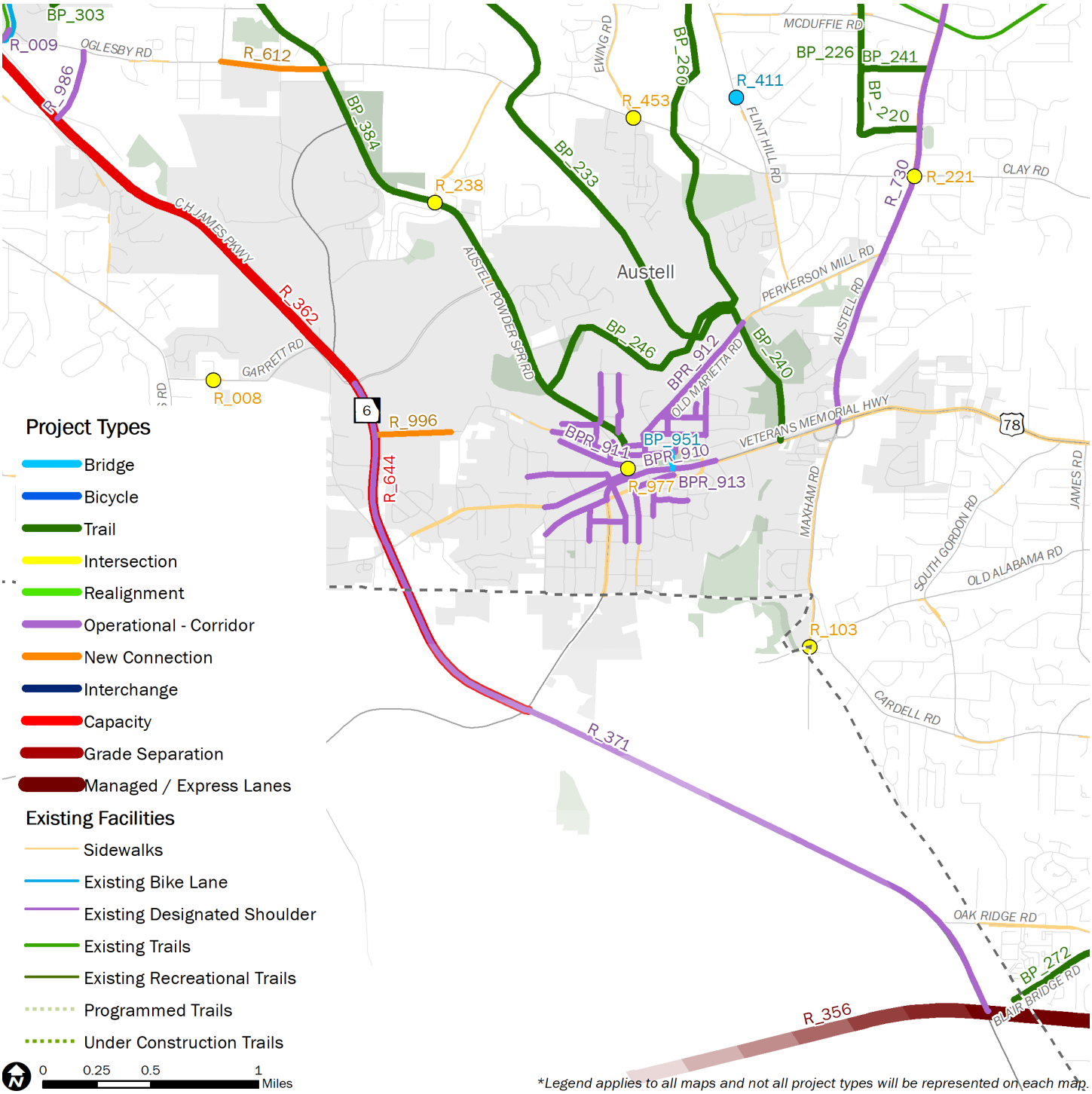


PROJECTS LOCATED WITHIN ACWORTH



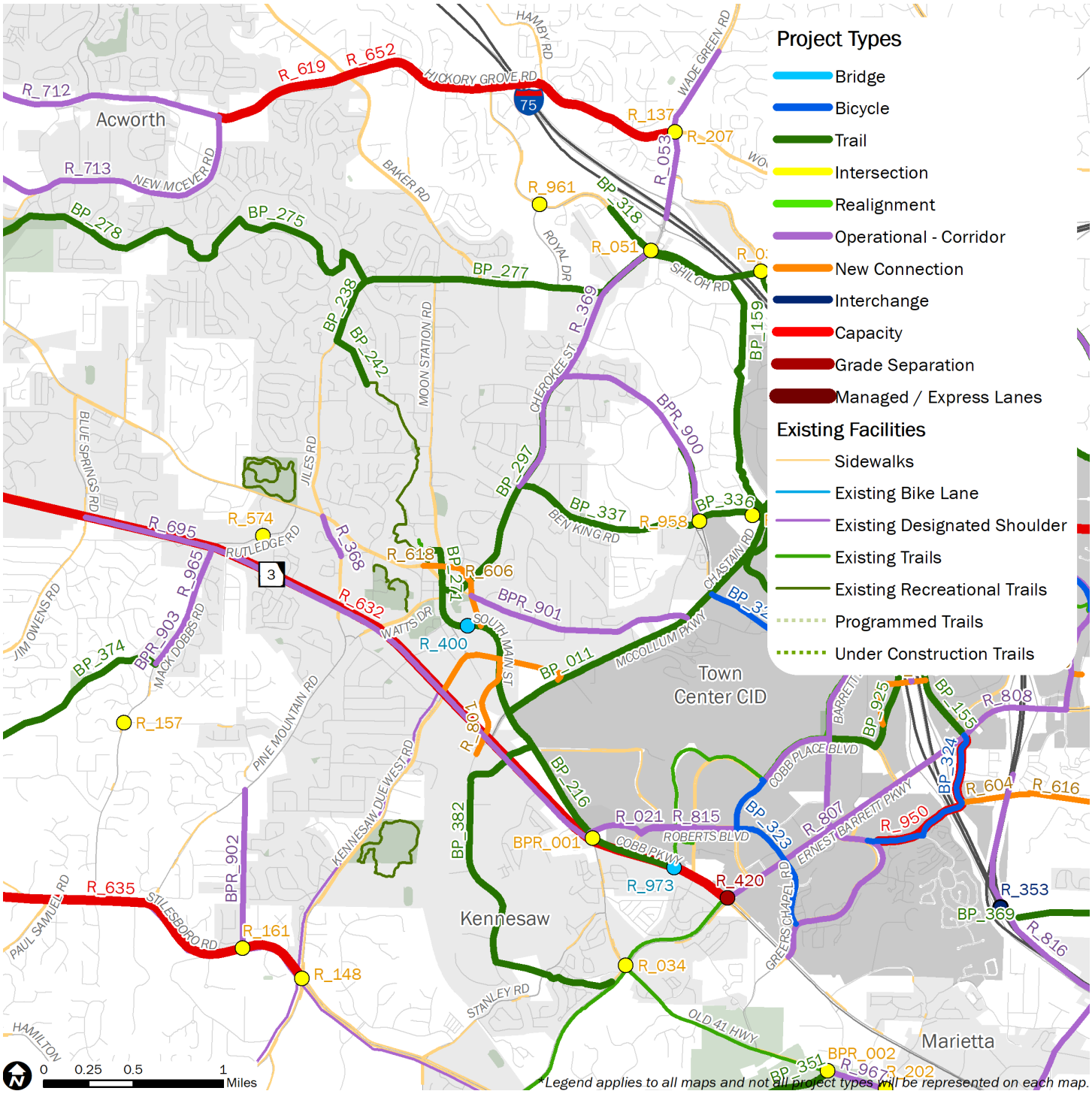
*Legend applies to all maps and not all project types will be represented on each map.

PROJECTS LOCATED WITHIN AUSTELL

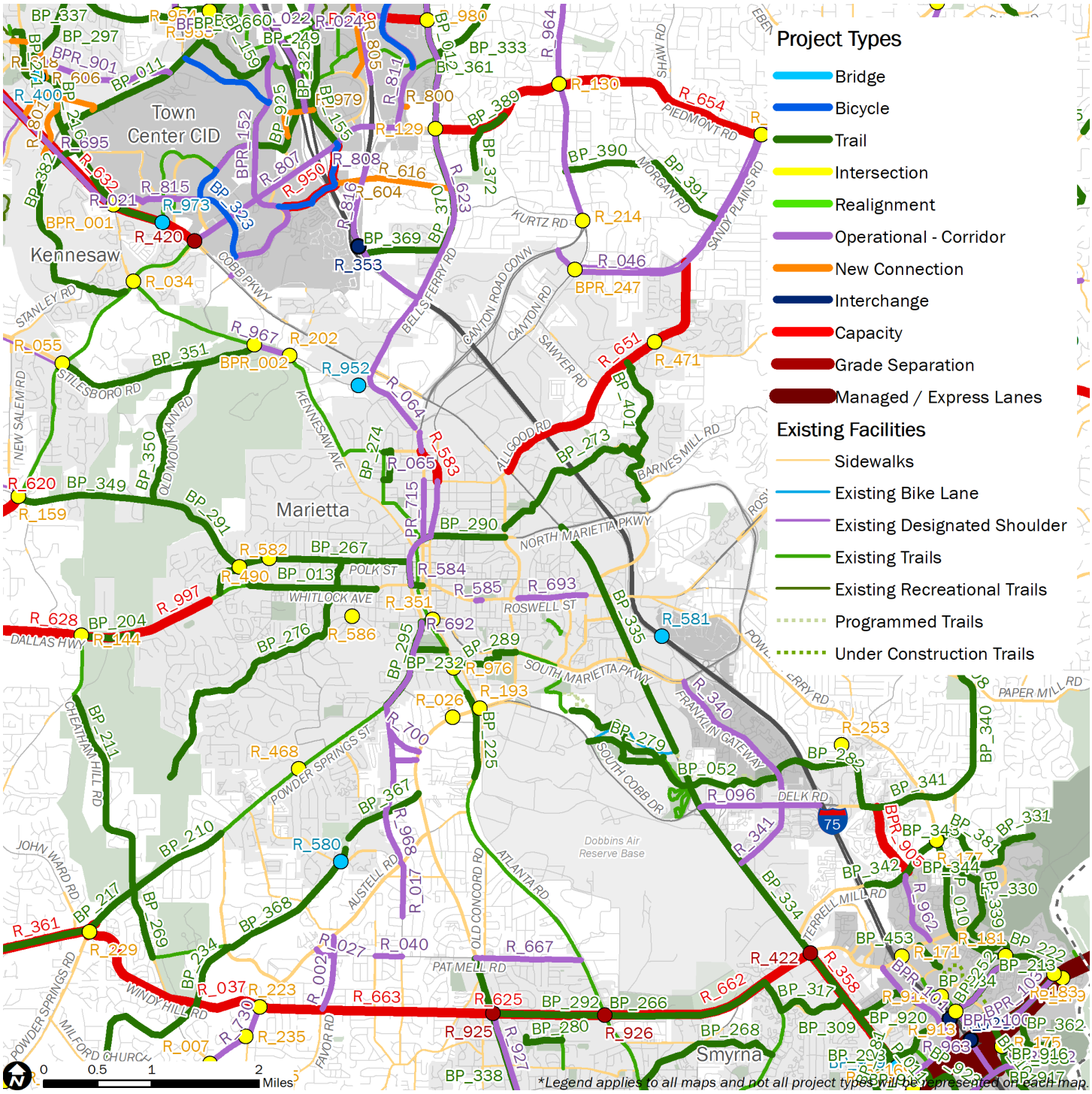


*Legend applies to all maps and not all project types will be represented on each map.

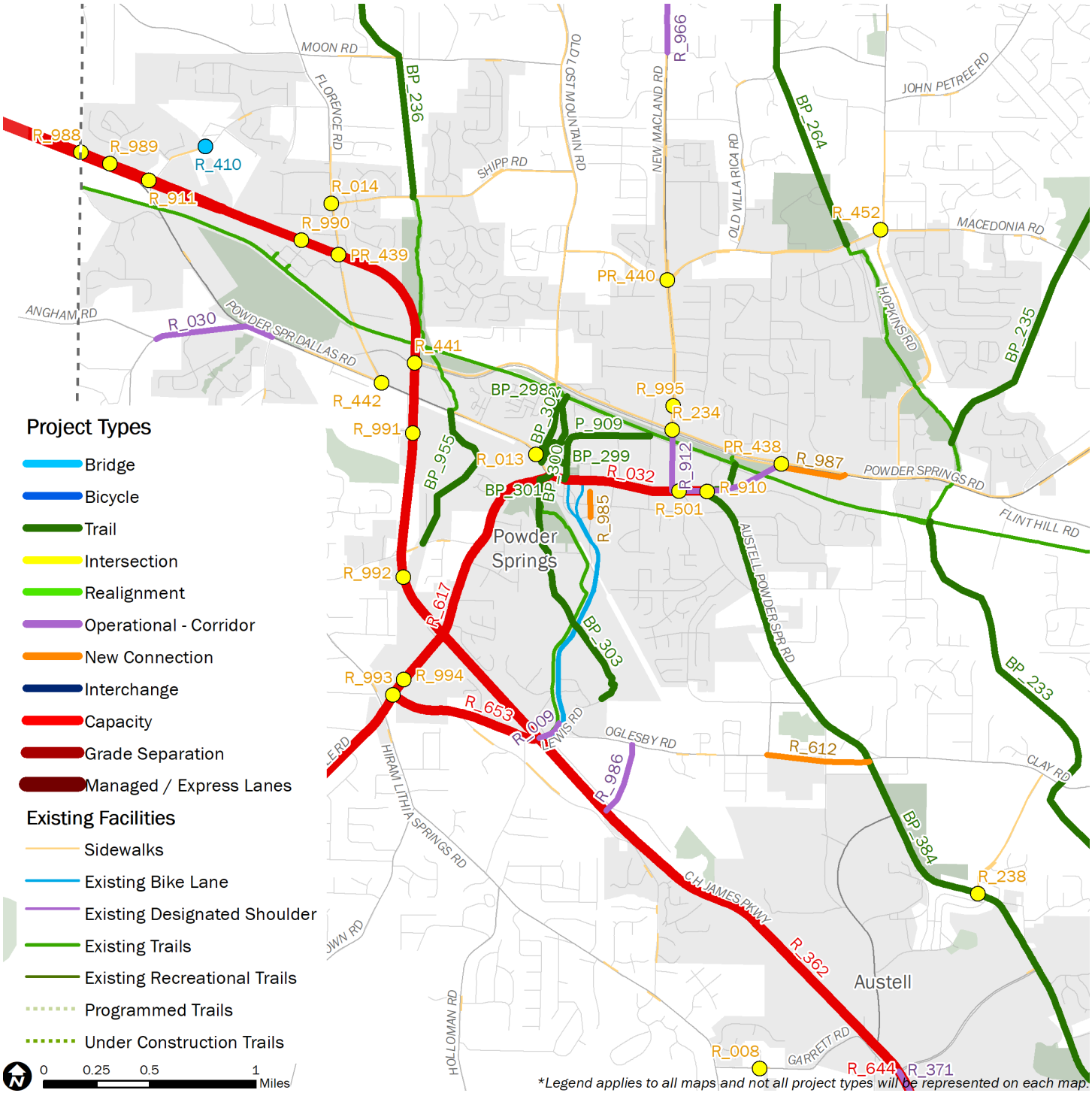
PROJECTS LOCATED WITHIN KENNESAW



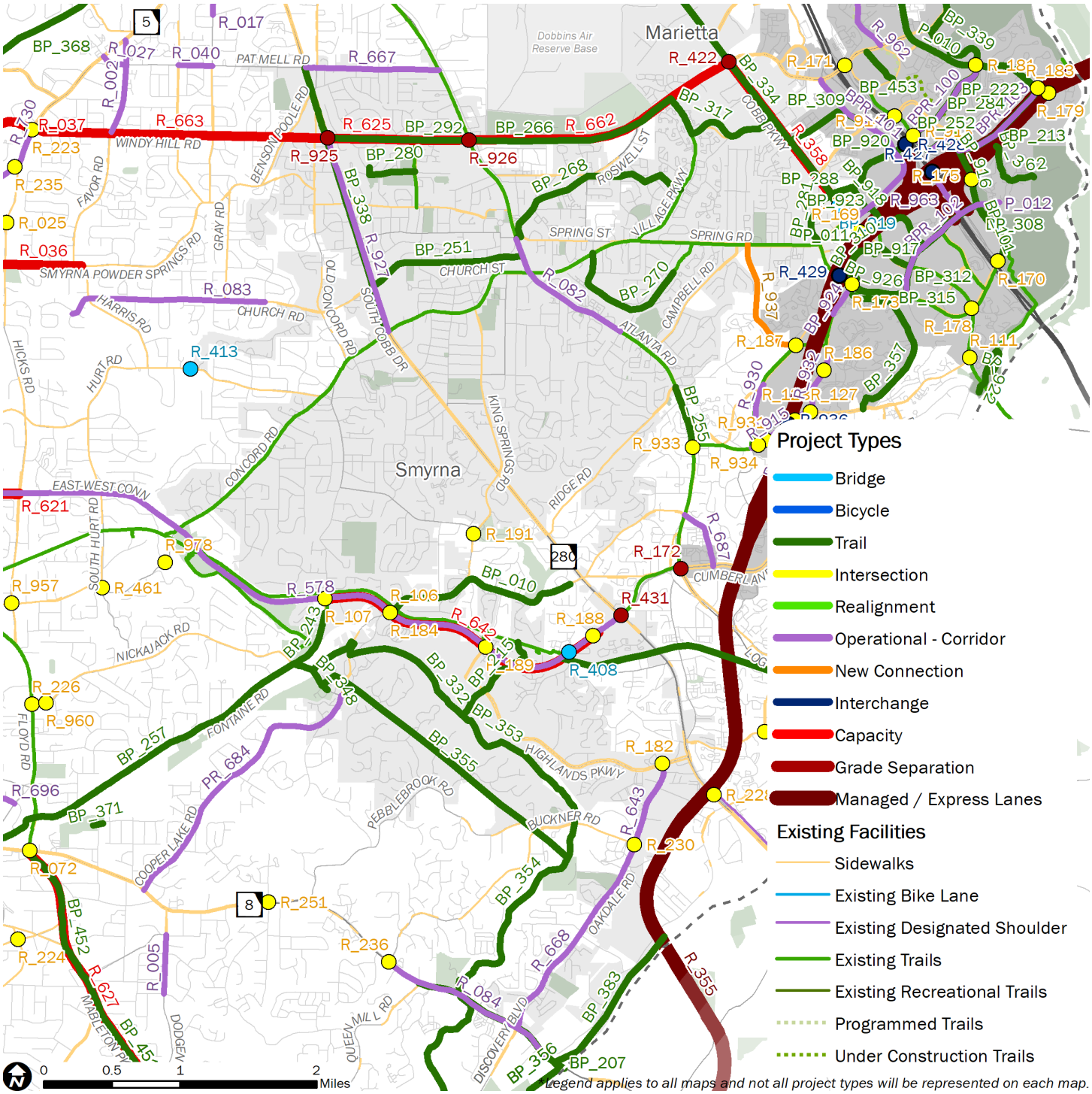
PROJECTS LOCATED WITHIN MARIETTA



PROJECTS LOCATED WITHIN POWDER SPRINGS

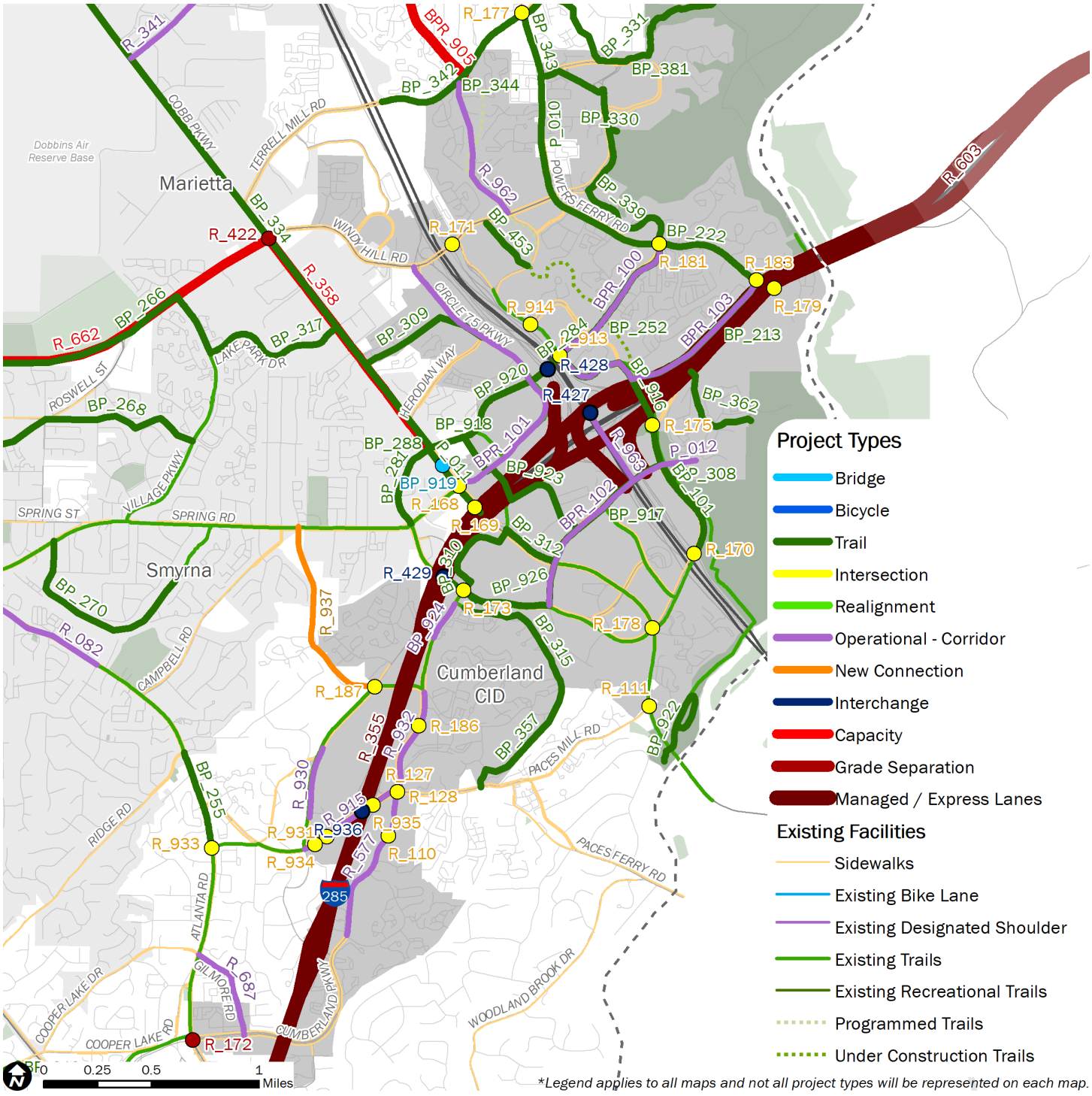


PROJECTS LOCATED WITHIN SMYRNA



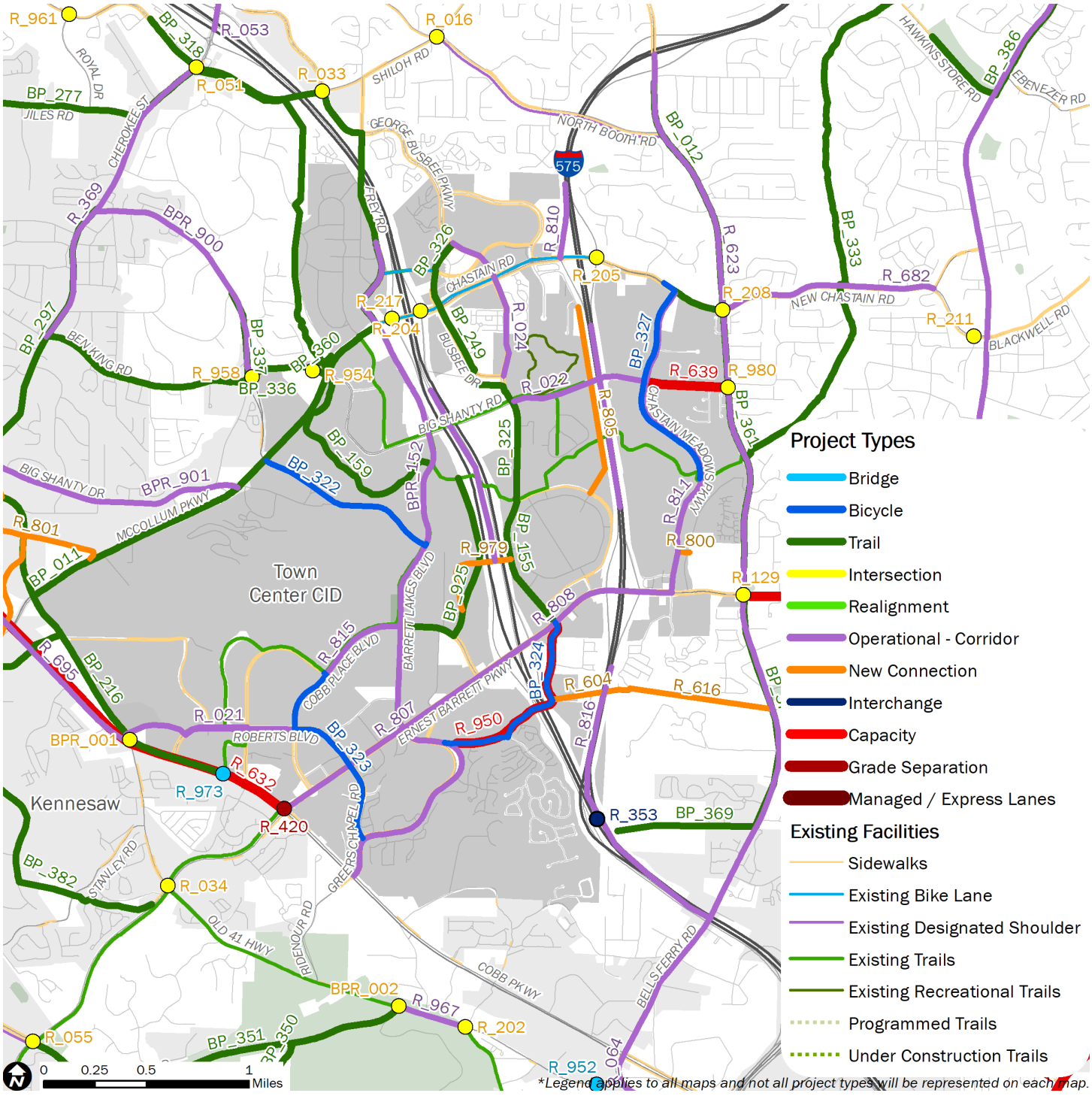
Legend applies to all maps and not all project types will be represented on each map.

PROJECTS LOCATED WITHIN CUMBERLAND COMMUNITY IMPROVEMENT DISTRICT (CCID)

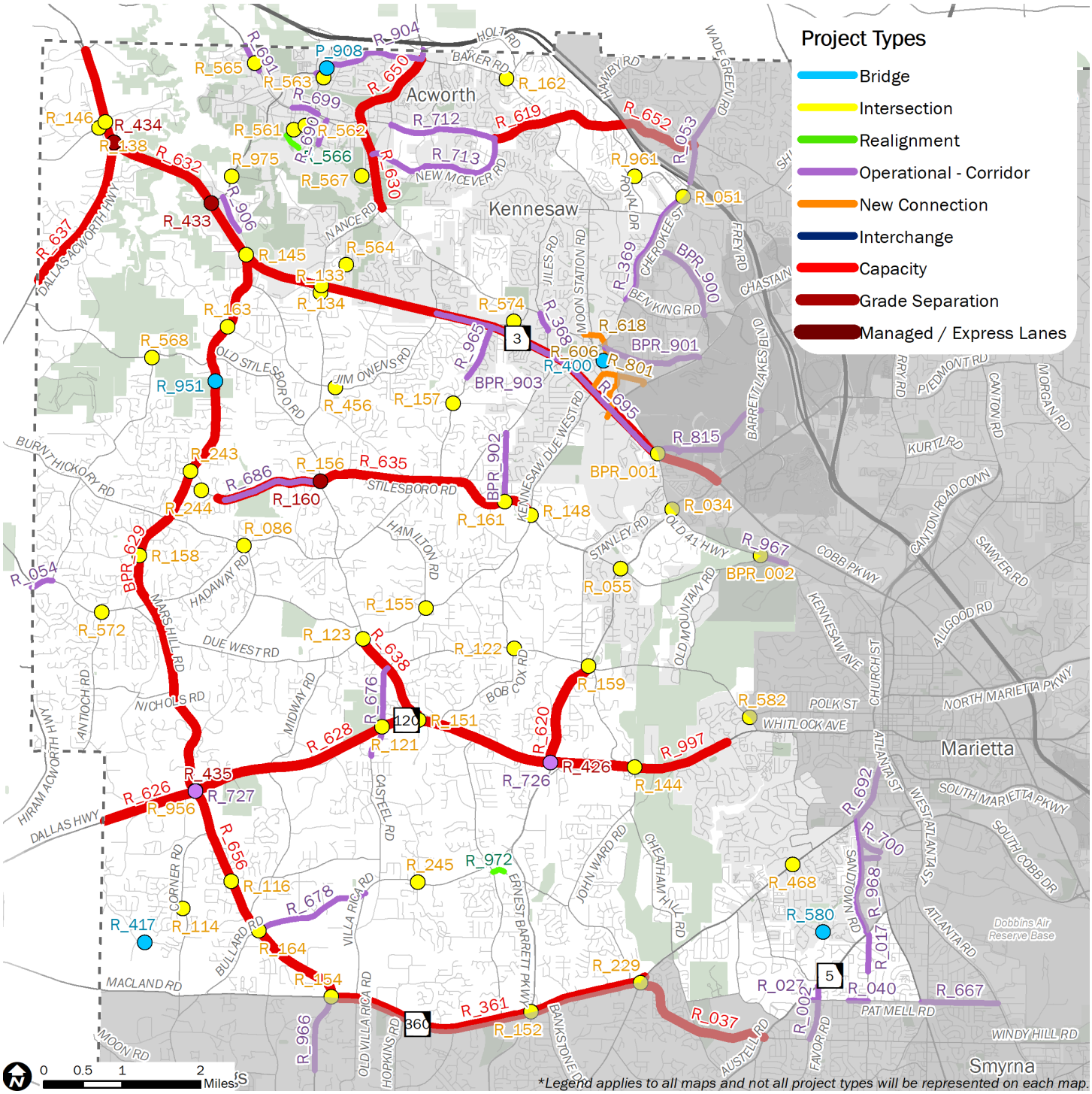


*Legend applies to all maps and not all project types will be represented on each map.

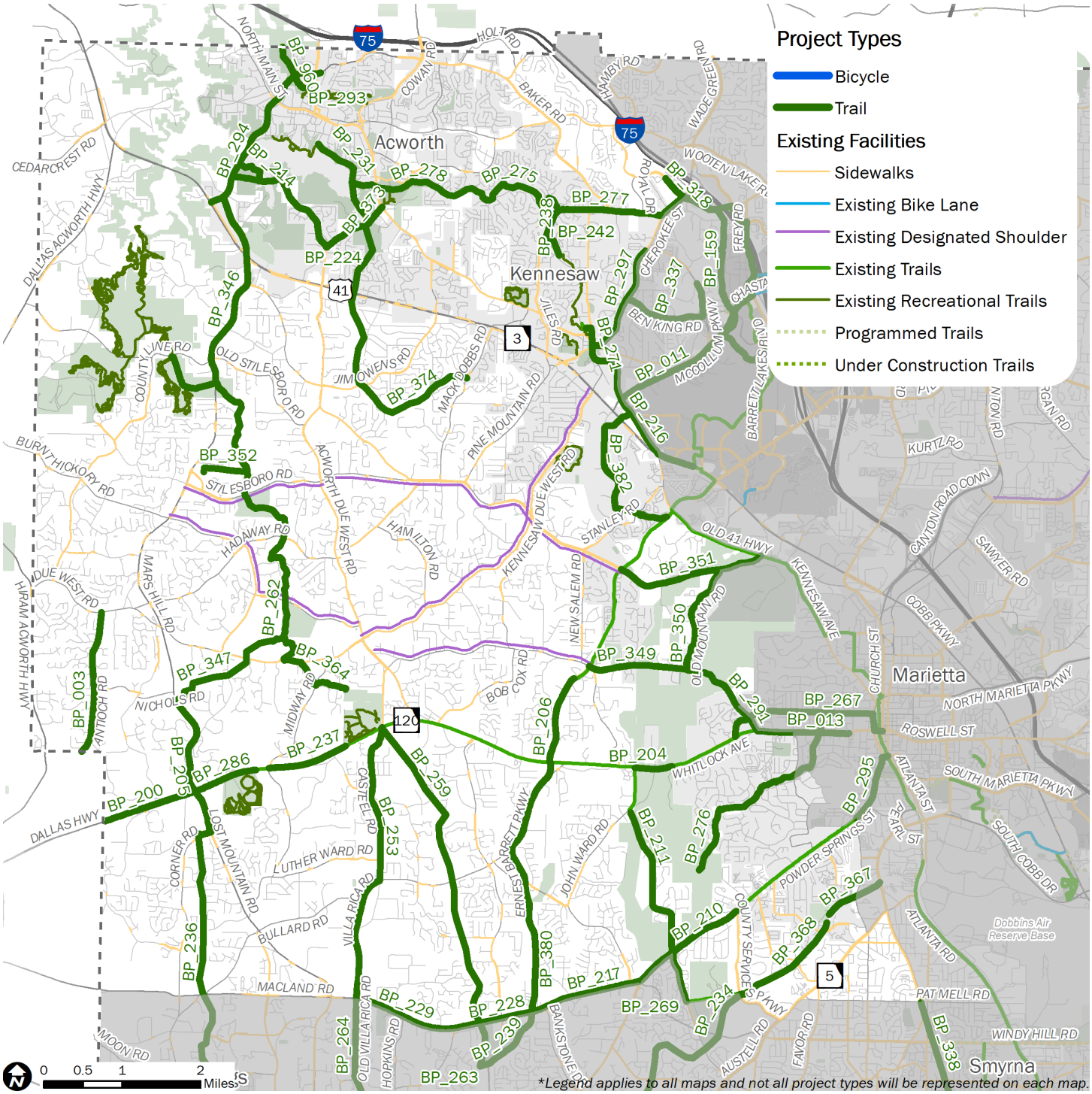
PROJECTS LOCATED WITHIN TOWN CENTER COMMUNITY IMPROVEMENT DISTRICT (TCCID)



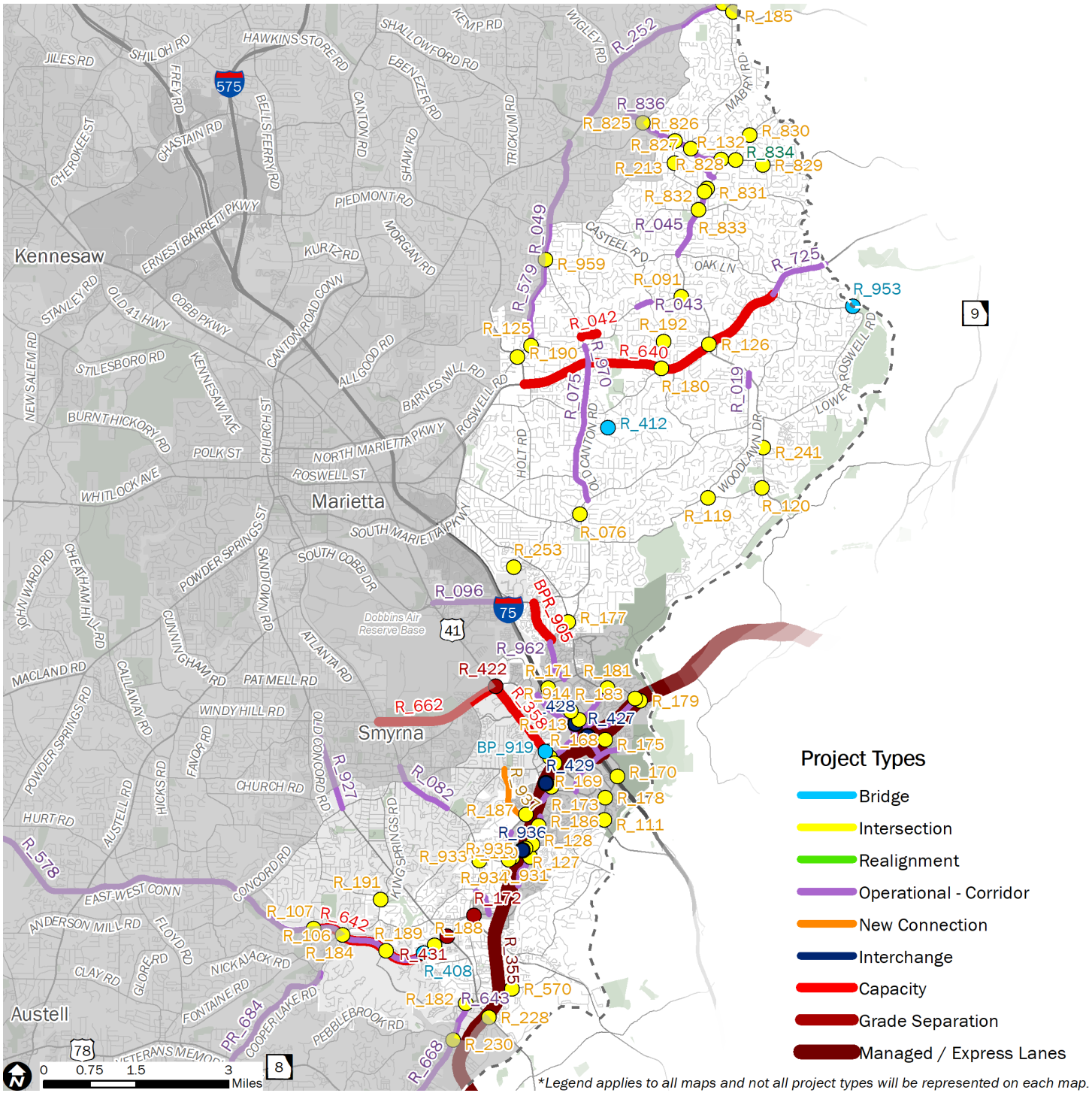
ROADWAY PROJECTS LOCATED WITHIN COMMISSION DISTRICT 1



ACTIVE TRANSPORTATION PROJECTS LOCATED WITHIN COMMISSION DISTRICT 1

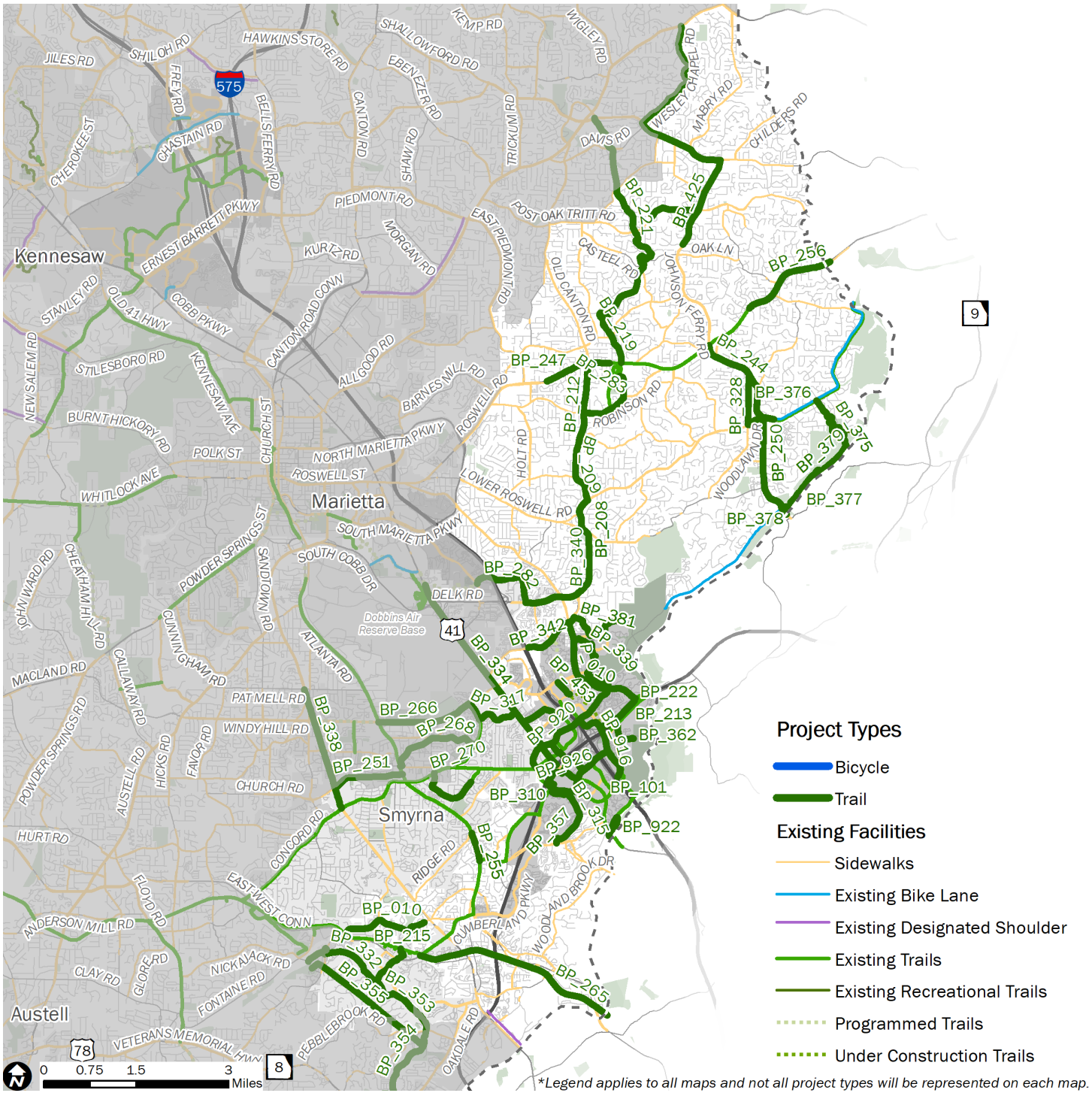


ROADWAY PROJECTS LOCATED WITHIN COMMISSION DISTRICT 2



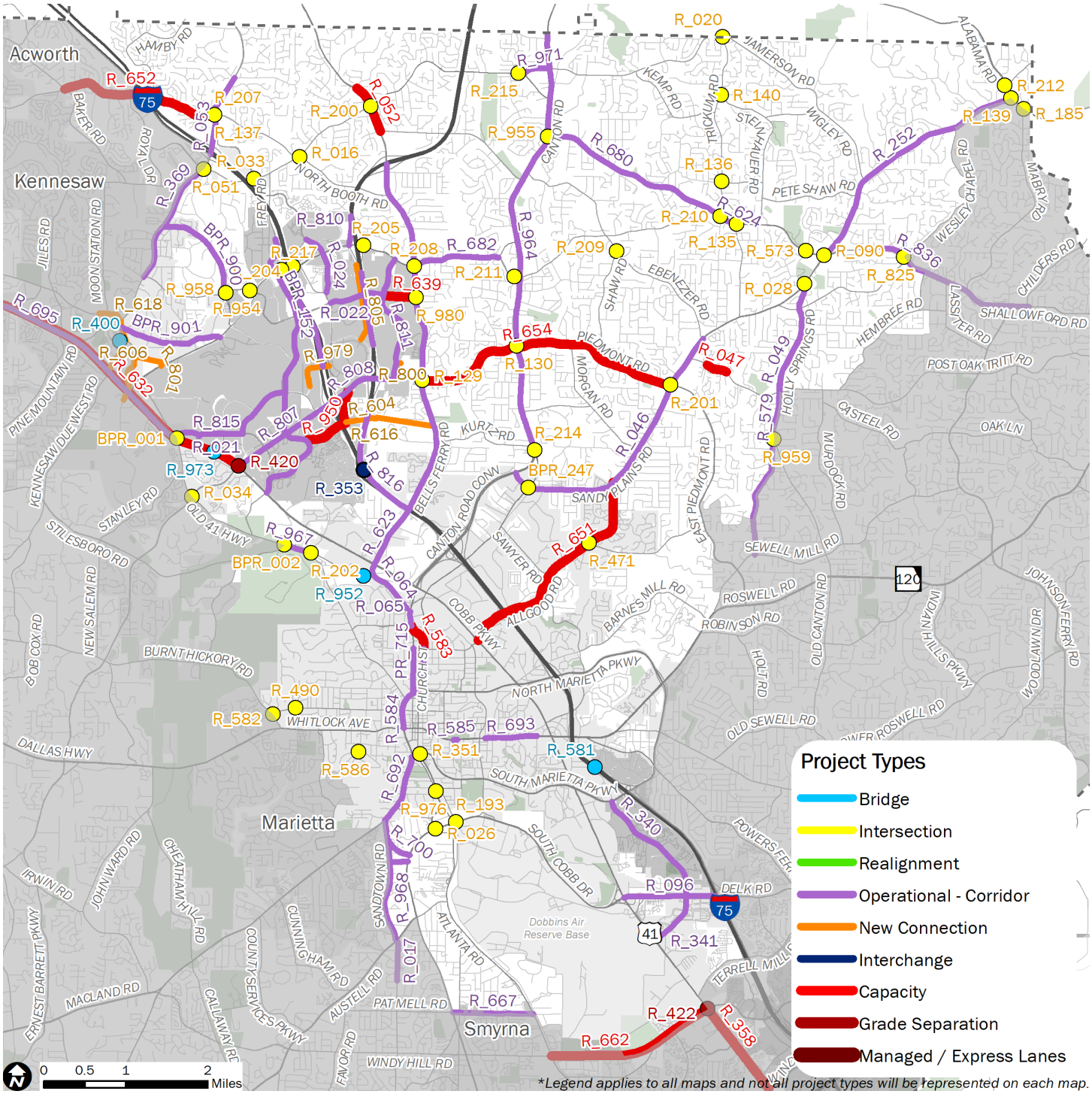
*SEE CCID MAPS FOR PROJECT IDS.

ACTIVE TRANSPORTATION PROJECTS LOCATED WITHIN COMMISSION DISTRICT 2

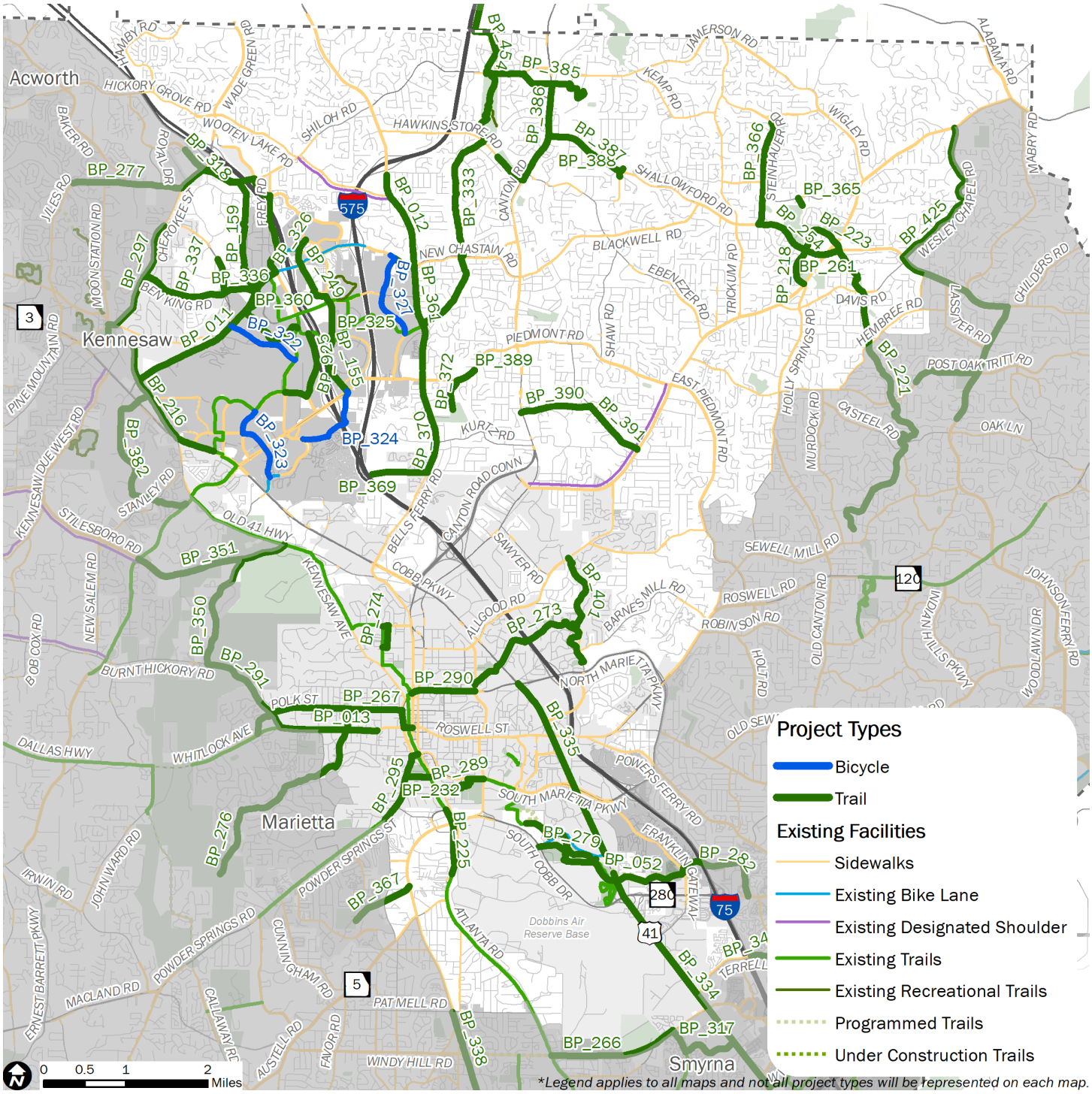


*SEE CCID MAPS FOR PROJECT IDS.

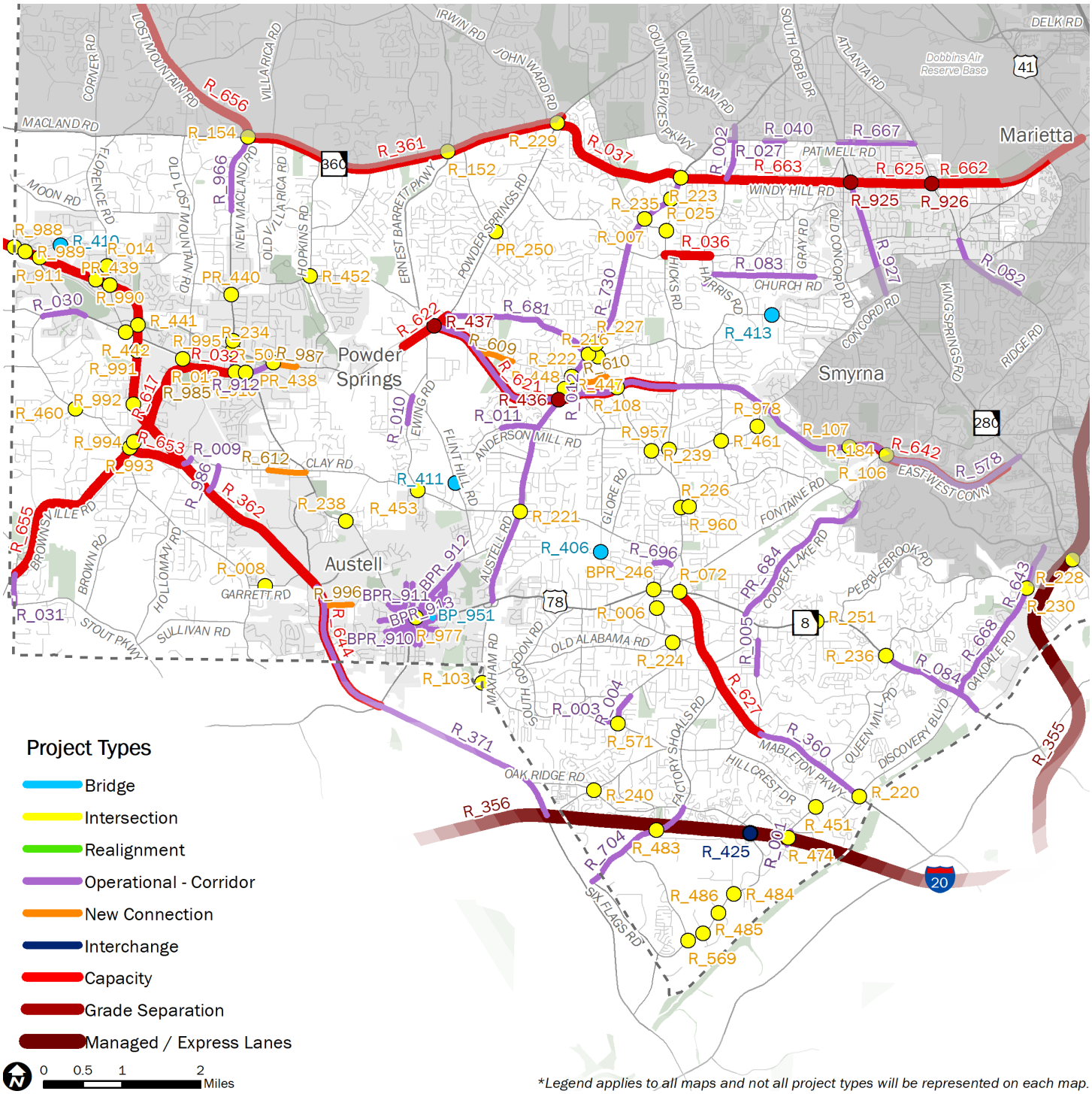
ROADWAY PROJECTS LOCATED WITHIN COMMISSION DISTRICT 3



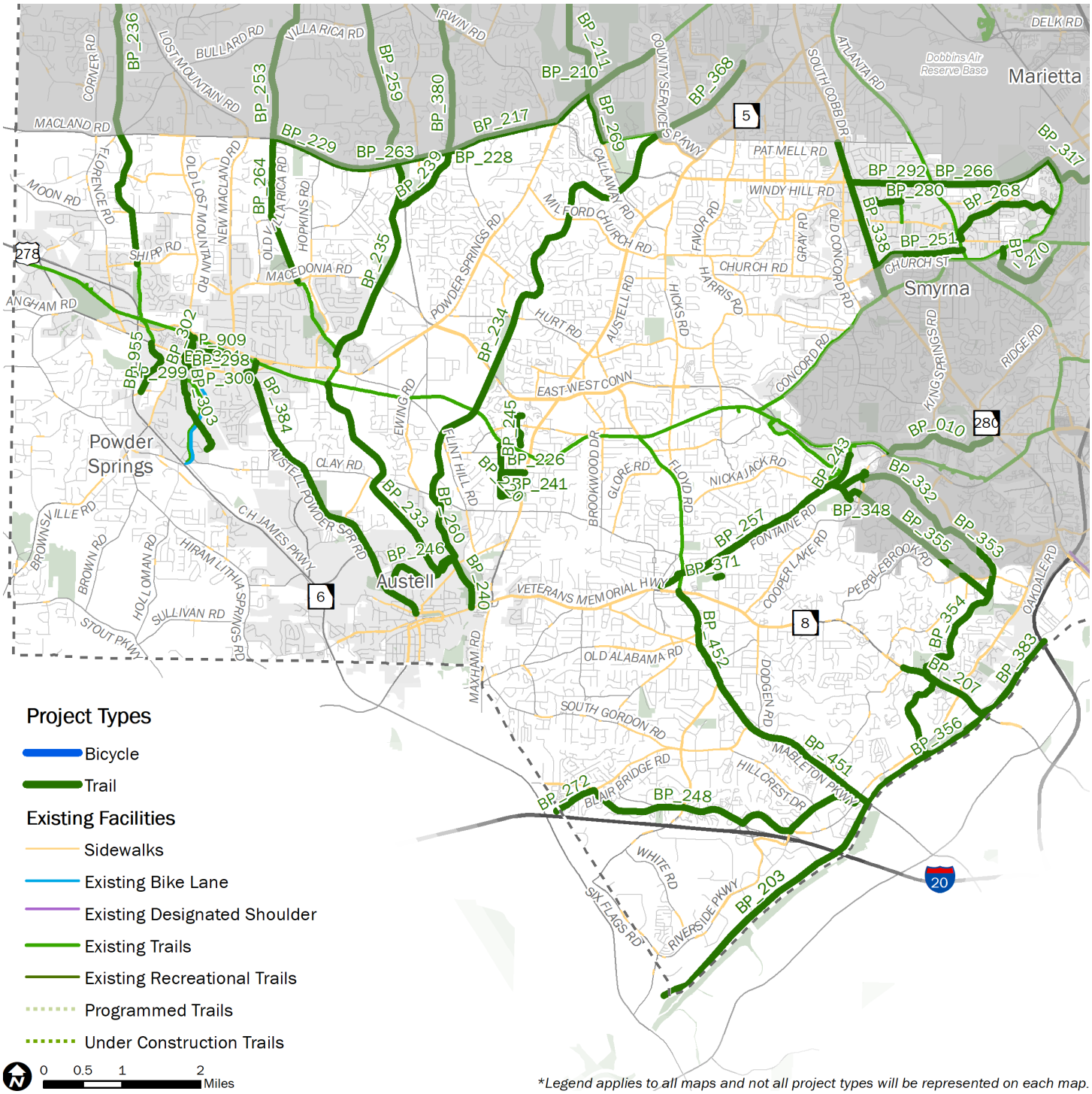
ACTIVE TRANSPORTATION PROJECTS LOCATED WITHIN COMMISSION DISTRICT 3



ROADWAY PROJECTS LOCATED WITHIN COMMISSION DISTRICT 4



ACTIVE TRANSPORTATION PROJECTS LOCATED WITHIN COMMISSION DISTRICT 4



*Legend applies to all maps and not all project types will be represented on each map.

COUNTY PROJECTS

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
Bridges						
BP_321	Cobb DOT	Rindenour Road/Greers Chapel Off or On-Street Bicycle Facilities	$1,056,000	--	--	X
BP_322	Cobb DOT	Duncan Road On- or Off-Street Bicycle Facility	$1,494,000	--	--	X
BP_323	Cobb DOT	Cobb Place/Roberts Boulevard On- or Off-Street Bicycle Facility	$1,729,000	--	--	X
BP_324	Cobb DOT	Town Center Loop - Shiloh Valley Drive, Greers Chapel Drive, Roberts Court	$1,647,000	--	--	X
BP_327	Cobb DOT	Chastain/Chastain Meadows/Big Shanty On- and Off-Street Bicycle Facilities	$1,854,000	--	--	X
Capacity						
BPR_629	Cobb DOT	Mars Hill Road/Lost Mountain Road Widening	$19,466,400	--	X	X
BPR_905	Cobb DOT	Bentley Road Corridor Improvement	$11,428,060	X	X	X
R_036	Cobb DOT	Smyrna Powder Springs Road Southwest Improvements	$4,102,000	--	--	X
R_037	Cobb DOT	Windy Hill Road Southwest Improvements	$3,740,000	--	X	X
R_042	Cobb DOT	Garden Lane Extension	$2,048,000	--	--	X
R_047	Cobb DOT	Post Oak Tritt Road Northeast Improvements	$1,563,000	--	X	X
R_052	Cobb DOT	Bells Ferry Road Northwest Improvements	$6,084,000	--	X	X
R_358	Cobb DOT	US 41 (Cobb Parkway) Widening	$2,984,164	--	--	X
R_361	Cobb DOT	SR 360 (Macland Road) Widening	$16,064,200	--	X	X
R_362	Cobb DOT	US 278/SR 6/Thornton Road Widening	$21,332,400	--	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
Capacity (continued)						
R_620	Cobb DOT	Barrett Parkway Widening	$16,546,000	X	X	X
R_621	Cobb DOT	East-West Connector Widening	$24,333,000	X	X	X
R_622	Cobb DOT	Powder Springs Road from Cedar Drive to Hurt Road Widening	$4,010,000	--	--	X
R_626	Cobb DOT	Dallas Highway (SR 120) Widening	$6,278,000	--	--	X
R_627	Cobb DOT	SR 139 (Floyd Road/ Mableton Parkway) Widening	$5,499,200	--	X	X
R_628	Cobb DOT	Dallas Highway (SR 120) Widening	$30,173,000	--	--	X
R_630	Cobb DOT	Main Street (SR 293) Widening	$2,749,600	--	X	X
R_632	Cobb DOT	Cobb Parkway (US 41/ SR3) Widening	$27,252,960	--	X	X
R_635	Cobb DOT	Stilesboro Road Widening	$110,000,000	--	--	X
R_638	Cobb DOT	Due West Road (SR 120) Widening	$8,700,000	--	X	X
R_639	Cobb DOT	Big Shanty Road Widening Phase IV	$12,400,000	X	X	X
R_640	Cobb DOT	SR 120 (Roswell Road) Widening	$15,329,800	X	X	X
R_644	Cobb DOT	C.H. James Parkway (SR 6)	$6,448,200	--	--	X
R_650	Cobb DOT	Cowan Road Widening	$7,555,000	--	X	X
R_651	Cobb DOT	Allgood Road/Scufflegrit Road Widening	$16,274,000	--	X	X
R_652	Cobb DOT	Hickory Grove Road Improvements related to managed lanes project	$12,167,000	--	X	X
R_653	Cobb DOT	Oglesby Road Widening	$24,333,000	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
Capacity (continued)						
R_654	Cobb DOT	Piedmont/East Piedmont Road Widening	$35,453,000	--	X	X
R_655	Cobb DOT	Brownsville Road Widening	$14,038,000	--	X	X
R_656	Cobb DOT	Lost Mountain Road Widening	$9,392,600	--	X	X
R_662	Cobb DOT	Windy Hill Road Widening	$12,030,000	--	X	X
R_663	Cobb DOT	Windy Hill Road Widening	$79,204,000	--	X	X
R_728	Cobb DOT	Arterial Improvements to Support I-285 Managed Lanes Interchanges	$42,420,820	--	X	X
Grade Separation						
R_160	Cobb DOT	Acworth Due West at Stilesboro Road Intersection Improvements	$17,603,000	--	--	X
R_172	Cobb DOT	Atlanta Road at Cumberland Parkway Intersection Improvements	$95,912,000	--	--	X
R_420	Cobb DOT	Cobb Parkway at Barrett Parkway Grade Separation	$13,383,200	--	X	X
R_422	Cobb DOT	Cobb Parkway (US 41/ SR 3) at Windy Hill Road Grade Separation	$12,000,000	--	X	X
R_426	Cobb DOT	Dallas Highway (SR 120) at Barrett Parkway Grade Separation	$9,854,800	--	--	X
R_431	Cobb DOT	S Cobb Drive (SR 280) at East West Connector Grade Separation	$2,720,000	--	X	X
R_433	Cobb DOT	Cobb Parkway (US 41/SR 3) at Lake Acworth Drive (SR 92) Grade Separation	$3,309,200	--	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
Grade Separation (continued)						
R_434	Cobb DOT	Cobb Parkway (US 41/ SR 3) at Hiram Acworth Highway (SR 92) Grade Separation	$3,309,200	--	--	X
R_435	Cobb DOT	Dallas Highway (SR 120) at Mars Hill Road (SR 176) Grade Separation	$2,720,000	--	--	X
R_436	Cobb DOT	East-West Connector at Austell Road (SR 5) Grade Separation	$3,309,200	--	X	X
R_437	Cobb DOT	East West Connector at Powder Springs Road Grade Separation	$16,546,000	--	--	X
Intersection						
BPR_246	Cobb DOT	Church Street Intersection Improvement Intersection Improvements	$50,000	--	--	X
BPR_247	Cobb DOT	Sandy Plains Road Crossing Intersection Improvements	$250,000	--	--	X
PR_250	Cobb DOT	Powder Springs Road at Bankstone Drive Intersection Improvements	$104,000	--	--	X
R_006	Cobb DOT	Whispering Pines Road at Crabapple Drive Intersection Improvements	$500,000	--	--	X
R_007	Cobb DOT	Callaway Road Southwest at Austell Road Intersection Improvements	$100,000	--	--	X
R_008	Cobb DOT	Garrett Road at Garret Knolls Intersection Improvements	$250,000	--	--	X
R_016	Cobb DOT	Shiloh Road at N Booth Road NW Intersection Improvements	$500,000	X	X	X
R_020	Cobb DOT	Jamerson Road Northeast at Trickum Road Northeast Intersection Improvements	$500,000	--	--	X
R_025	Cobb DOT	East Callaway Road at Hicks Road Intersection Improvements	$500,000	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_026	Cobb DOT	Pearl Street at South Cobb Drive Intersection Improvements	$100,000	X	X	X
R_028	Cobb DOT	Sandy Plains Road Northeast at Holly Springs Road Northeast Intersection Improvements	$500,000	--	X	X
R_033	Cobb DOT/Kennesaw	Shiloh Road at George Busbee Parkway Intersection Improvements	$50,000	X	X	X
R_034	Cobb DOT	Ernest W Barrett Parkway Northwest at Old 41 Highway Northwest Intersection Improvements	$500,000	X	--	X
R_051	Cobb DOT/Kennesaw	Shiloh Road at Cherokee St Northwest Intersection Improvements	$250,000	--	X	X
R_072	Cobb DOT	Floyd Road Southwest at US 278 Intersection Improvements	$100,000	X	X	X
R_076	Cobb DOT	Lower Roswell Road Southeast at West Somerset Court Southeast Intersection Improvements	$500,000	X	--	X
R_086	Cobb DOT	Burnt Hickory Road Northwest at Hadaway Road Northwest Intersection Improvements	$50,000	--	--	X
R_090	Cobb DOT	Sandy Plains Road Northeast at Shallowford Road Northeast Intersection Improvements	$100,000	--	X	X
R_091	Cobb DOT	Sewell Mill Road at Pine Road Northeast Intersection Improvements	$500,000	X	--	X
R_103	Cobb DOT	Maxham Road at Old Alabama Road Intersection Improvements	$500,000	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_106	Cobb DOT	East West Connector at Cooper Lake Road Intersection Improvements	$936,000	X	X	X
R_107	Cobb DOT	East West Connector at Fontaine Road SE Intersection Improvements	$489,000	X	X	X
R_108	Cobb DOT	East West Connector at Floyd Road Intersection Improvements	$55,000	--	X	X
R_110	Cobb DOT	Cumberland Parkway at HD/Publix driveways (south of Powers Ferry) Intersection Improvements	$500,000	X	X	X
R_111	Cobb DOT	SR 3 (Cobb Parkway) at Paces Mill Road/River Parkway Intersection Improvements	$100,000	--	--	X
R_114	Cobb DOT	Corner Road at Echo Mill Intersection Improvements	$500,000	--	--	X
R_119	Cobb DOT	Paper Mill Road at Woodlawn Drive Intersection Improvements	$500,000	X	X	X
R_120	Cobb DOT	Paper Mill Road at Sherwood Lane Intersection Improvements	$500,000	X	--	X
R_121	Cobb DOT	Dallas Highway at Casteel Road Intersection Improvements	$574,000	--	X	X
R_122	Cobb DOT	Burnt Hickory Road at Bob Cox/Gordon Combs Intersection Improvements	$500,000	X	X	X
R_123	Cobb DOT	Acworth Due West Road at Kennesaw Due West Intersection Improvements	$1,217,000	X	--	X
R_125	Cobb DOT	Sewell Mill Road at Holly Springs Road Intersection Improvements	$500,000	X	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_126	Cobb DOT	SR 120 at Johnson Ferry Road Intersection Improvements	$832,000	--	X	X
R_127	Cobb DOT	Cumberland Parkway (N/S) at Paces Ferry Road (E/W) Intersection Improvements	$60,000	X	--	X
R_128	Cobb DOT	Mars Hill Road at Brookstone Drive Intersection Improvements	$642,800	X	--	X
R_129	Cobb DOT	Ernest W Barrett Parkway (E/W) at Bells Ferry Road (N/S) Intersection Improvements	$853,000	--	X	X
R_130	Cobb DOT	Canton Road at Piedmont Road Intersection Improvements	$645,000	--	X	X
R_132	Cobb DOT	Shallowford Road at Johnson Ferry Road Intersection Improvements	$2,000,000	--	X	X
R_133	Cobb DOT	Acworth Due-West at McClure Intersection Improvements	$500,000	X	X	X
R_134	Cobb DOT	Cobb Parkway at Acworth Due West Intersection Improvements	$936,000	X	X	X
R_135	Cobb DOT	Shallowford Road at Trickum Road Intersection Improvements	$2,080,000	--	--	X
R_136	Cobb DOT	Trickum Road at Eula Drive/Rocky Mountain Road Intersection Improvements	$500,000	--	--	X
R_137	Cobb DOT	Hickory Grove Road / Wooten Lake Road (E/W) at Wade Green Road (N/S) Intersection Improvements	$603,000	--	--	X
R_138	Cobb DOT	Cedarcrest Road at Acworth Dallas Road Intersection Improvements	$1,000,000	X	--	X
R_139	Cobb DOT	SR 92 at Sandy Plains Road Intersection Improvements	$603,200	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_140	Cobb DOT	Trickum Road at Steinhauer Road Intersection Improvements	$300,000	--	--	X
R_144	Cobb DOT	Dallas Highway at John Ward Road Intersection Improvements	$100,000	X	X	X
R_145	Cobb DOT	Cobb Parkway at Mars Hill Road Intersection Improvements	$60,000	X	X	X
R_146	Cobb DOT	Cobb Parkway at Cedarcrest Road Intersection Improvements	$60,000	X	--	X
R_148	Cobb DOT	Kennesaw Due West Road at Stilesboro Road Intersection Improvements	$500,000	X	X	X
R_151	Cobb DOT	Dallas Highway at Due West Road Intersection Improvements	$100,000	X	X	X
R_152	Cobb DOT	SR 360 (Macland Road) at Barrett Parkway Intersection Improvements	$60,000	X	X	X
R_155	Cobb DOT	Kennesaw Due West Road at Hamilton Road Intersection Improvements	$520,000	--	--	X
R_156	Cobb DOT	Stilesboro Road at Acworth Due-West Road Intersection Improvements	$1,040,000	X	X	X
R_157	Cobb DOT	Mack Dobbs Road at Ellis Road Intersection Improvements	$1,560,000	X	--	X
R_158	Cobb DOT	Mars Hill Road at Fords Road Intersection Improvements	$145,600	--	--	X
R_159	Cobb DOT	Burnt Hickory and Barrett Parkway Intersection Improvements	$300,000	X	X	X
R_161	Cobb DOT	Stilesboro Road at Shillings Road Intersection Improvements	$728,000	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_162	Cobb DOT	Baker Road at Woodstock Road Intersection Improvements	$1,560,000	X	--	X
R_163	Cobb DOT	Mars Hill Road at Giles Road Intersection Improvements	$100,000	X	--	X
R_164	Cobb DOT	Lost Mountain Road at Bullard Road Intersection Improvements	$104,000	X	--	X
R_168	Cobb DOT	SR 3 (Cobb Parkway) at Circle 75 Parkway Intersection Improvements	$100,000	X	X	X
R_169	Cobb DOT	SR 3 (Cobb Parkway) at I-285 WB Intersection Improvements	$100,000	X	X	X
R_170	Cobb DOT	Cumberland Boulevard at I-75 NB Intersection Improvements	$500,000	X	X	X
R_171	Cobb DOT	Windy Hill Road at I-75 NB Intersection Improvements	$500,000	X	X	X
R_173	Cobb DOT	Cumberland Parkway / Cumberland Mall (N/S) at Cumberland Boulevard (E/W) Intersection Improvements	$500,000	--	--	X
R_175	Cobb DOT	Cumberland Boulevard at Akers Mill Road Intersection Improvements	$500,000	--	--	X
R_177	Cobb DOT	Powers Ferry Road (NB/SB) at Terrell Mill Road (EB/WB) Intersection Improvements	$500,000	--	--	X
R_178	Cobb DOT	SR 3 (Cobb Parkway) (N/S) at Cumberland Boulevard (E/W) Intersection Improvements	$100,000	--	--	X
R_179	Cobb DOT	Akers Mill Road (NB) at Powers Ferry Road (EB/SB) Intersection Improvements	$500,000	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_180	Cobb DOT	SR 120 (Roswell Road) (EB/WB) at Robinson Road (NB) Intersection Improvements	$100,000	--	--	X
R_181	Cobb DOT	Powers Ferry Road (EB/WB) at Windy Ridge Parkway (N/S) Intersection Improvements	$500,000	X	X	X
R_182	Cobb DOT	Highlands Parkway (E/W) at Oakdale Road (N) Intersection Improvements	$500,000	X	X	X
R_183	Cobb DOT	Interstate North at Powers Ferry Intersection Improvements	$500,000	X	X	X
R_184	Cobb DOT	E/W Connector at Cooper Lake Intersection Improvements	$500,000	X	X	X
R_185	Cobb DOT	SR 92 at Mabry Road Intersection Improvements	$100,000	X	--	X
R_186	Cobb DOT	Cumberland Parkway at 2600 Bert Adams Intersection Improvements	$624,000	X	X	X
R_187	Cobb DOT	Spring Hill Parkway at Spring Hill Road Intersection Improvements	$520,000	X	X	X
R_188	Cobb DOT	Gaylor Street at East-West Conn Intersection Improvements	$182,000	X	X	X
R_189	Cobb DOT	Highlands Ridge Road at E-W Conn Intersection Improvements	$312,000	X	X	X
R_190	Cobb DOT	Sewell Mill Road at East Piedmont Road Intersection Improvements	$312,000	X	--	X
R_191	Cobb DOT	King Springs Road at Reed Road Intersection Improvements	$1,040,000	X	--	X
R_192	Cobb DOT	Providence Road at Pine Road Intersection Improvements	$1,560,000	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_193	Cobb DOT	SR 280 / S Cobb Drive (E/W) at SR 5 / Atlanta Road (N/S) Intersection Improvements	$100,000	X	X	X
R_200	Cobb DOT	Bells Ferry Road at Shiloh Road Intersection Improvements	$500,000	--	--	X
R_201	Cobb DOT	Sandy Plains Road at Piedmont Road Intersection Improvements	$500,000	--	--	X
R_204	Cobb DOT	Chastain Road at I-75 NB Intersection Improvements	$500,000	--	X	X
R_205	Cobb DOT	I-575 NB Off Ramp at Chastain Road Intersection Improvements	$500,000	X	X	X
R_207	Cobb DOT	Wade Green Road at Hickory Grove Intersection Improvements	$416,000	--	X	X
R_208	Cobb DOT	Bells Ferry Road at Chastain Road Intersection Improvements	$250,000	--	X	X
R_209	Cobb DOT	Shaw Road at Ebenezer Road Intersection Improvements	$312,000	--	--	X
R_210	Cobb DOT	Bryant Lane at Shallowford Road Intersection Improvements	$312,000	--	--	X
R_211	Cobb DOT	New Chastain Road at Hilltop Drive Intersection Improvements	$312,000	--	--	X
R_212	Cobb DOT	Old Mountain Park Road at SR 92/Woodstock Road Intersection Improvements	$62,400	--	X	X
R_213	Cobb DOT	Hembree Road at Lassiter Road Intersection Improvements	$1,560,000	X	X	X
R_214	Cobb DOT	Canton Road at Canton Road Connector Intersection Improvements	$624,000	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_215	Cobb DOT	Shallowford Road at Farm Valley Road Intersection Improvements	$2,600,000	X	X	X
R_216	Cobb DOT	Floyd Road at Hurt Road Intersection Improvements	$500,000	X	X	X
R_217	Cobb DOT	Chastain Road at I-75 SB Intersection Improvements	$500,000	--	--	X
R_220	Cobb DOT	M.L.K. Jr. Drive at Lee Industrial Boulevard/Discovery Road Intersection Improvements	$100,000	--	X	X
R_221	Cobb DOT	Clay Road at Austell Road Intersection Improvements	$100,000	--	--	X
R_222	Cobb DOT	Austell Road at Hurt Road Intersection Improvements	$100,000	--	X	X
R_223	Cobb DOT	Windy Hill Road at Austell Road Intersection Improvements	$500,000	--	X	X
R_224	Cobb DOT	Old Alabama Road SW at Pisgah Road Intersection Improvements	$500,000	--	--	X
R_226	Cobb DOT	Floyd Road SW at Nickajack Road SW Intersection Improvements	$500,000	--	--	X
R_227	Cobb DOT	Austell Road at Floyd Road SW Intersection Improvements	$100,000	--	--	X
R_228	Cobb DOT	SR 280 / S Cobb Drive at I-285 NB Entrance/ Exit Ramp Intersection Improvements	$100,000	X	X	X
R_229	Cobb DOT	SR 360 at Powder Springs Road Intersection Improvements	$100,000	--	X	X
R_230	Cobb DOT	Oakdale Road at Buckner Road Intersection Improvements	$500,000	--	--	X
R_234	Cobb DOT	Richard D Sailors Parkway at New MacLand Road Intersection Improvements	$100,000	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_235	Cobb DOT	Austell Road at Hicks Road Intersection Improvements	$10,000	--	--	X
R_236	Cobb DOT	Buckner at Veterans Memorial Intersection Improvements	$10,000	--	--	X
R_238	Cobb DOT	Austell Powder Springs Road at Mosley Road Intersection Improvements	$988,000	--	--	X
R_239	Cobb DOT	Floyd Road at Concord Road Intersection Improvements	$312,000	--	--	X
R_240	Cobb DOT	Blair Bridge Road at Oak Ridge Road/Riverside Parkway Intersection Improvements	$1,560,000	--	--	X
R_241	Cobb DOT	Johnson Ferry Road at Riverhill Road Intersection Improvements	$50,000	X	--	X
R_243	Cobb DOT	Dennis Kemp Lane at Mars Hill Road Intersection Improvements	$50,000	X	--	X
R_244	Cobb DOT	Dennis Kemp Lane at Stilesboro Road Intersection Improvements	$250,000	X	X	X
R_245	Cobb DOT	Villa Rica Road at Friendship Church Road Intersection Improvements	$500,000	--	--	X
R_251	Cobb DOT	Allen/North Allen at Veterans Memorial Intersection Improvements	$62,400	--	--	X
R_253	Cobb DOT	Powers Ferry Drive at Maxine Drive Intersection Improvements	$500,000	X	--	X
R_447	Cobb DOT	Austell Road at Hospital South Drive Intersection Improvement	$182,400	--	X	X
R_448	Cobb DOT	Austell Road (SR 5) at Mulkey Drive Intersection Improvement	$182,400	--	X	X
R_451	Cobb DOT	Six Flags Parkway at Hillcrest Drive	$1,217,000	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_452	Cobb DOT	Macedonia Road at Hopkins Road Intersection Improvements	$1,825,000	--	--	X
R_453	Cobb DOT	Clay Road at Ewing Road/ Sweetwater Road	$1,825,000	--	--	X
R_456	Cobb DOT	Jim Owens Road (Lewis Elementary School) at Driveway Intersection Improvement	$1,217,000	X	X	X
R_460	Cobb DOT	Hiram Lithia Springs at Hill Road Intersection Improvements	$1,825,000	--	--	X
R_461	Cobb DOT	Concord Road at South Hurt Road/ Windsor Drive	$912,000	--	--	X
R_474	Cobb DOT	I-20 WB Exit at Six Flags Parkway	$608,000	X	X	X
R_483	Cobb DOT	Hartman Road at Factory Shoals Road Intersection Improvement	$608,000	--	--	X
R_484	Cobb DOT	Hartman Road at Riverside Parkway Intersection Improvement	$608,000	--	--	X
R_485	Cobb DOT	Phillips Drive at Riverside Parkway Intersection Improvement	$608,000	--	--	X
R_486	Cobb DOT	Troon Circle (All Entrance/ Exit) at Riverside Parkway Intersection Improvement	$608,000	--	--	X
R_825	Cobb DOT	Shallowford Road at Wesley Chapel Road Intersection Improvements	$250,000	--	--	X
R_826	Cobb DOT	Shallowford Road at Lassiter Road Intersection Improvements	$250,000	--	X	X
R_827	Cobb DOT	Shallowford Road at Mabry Road Intersection Improvements	$250,000	--	X	X
R_828	Cobb DOT	Shallowford Road at Childers Road Intersection Improvements	$250,000	X	X	X
R_829	Cobb DOT	Shallowford Road at McPherson Road Intersection Improvements	$250,000	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_830	Cobb DOT	Childers Road Pedestrian Safety	$100,000	X	X	X
R_831	Cobb DOT	Johnson Ferry Road at Freeman Road Intersection Improvements	$250,000	X	X	X
R_832	Cobb DOT	Johnson Ferry Road at Lassiter Road Intersection Improvements	$250,000	X	X	X
R_833	Cobb DOT	Johnson Ferry Road at Post Oak Tritt Road Intersection Improvements	$250,000	--	X	X
R_933	Cobb DOT	Paces Ferry Road at Atlanta Road Intersection Improvement	$500,000	--	--	X
R_976	Cobb DOT	Atlanta Street Railroad Crossing Improvements	$500,000	--	--	X
R_977	Cobb DOT	Austell Powder Springs Road Railroad Crossing Improvements	$500,000	--	--	X
R_978	Cobb DOT	Concord Covered Bridge Over Nickajack Creek Improvements	$250,000	--	--	X
New Connection						
R_604	Cobb DOT	South Barrett Reliever Phase 4	$53,532,000	--	--	X
R_609	Cobb DOT	Mulkey Road Extension - West	$5,353,000	--	--	X
R_610	Cobb DOT	Mulkey Road Extension - East	$852,000	--	--	X
R_612	Cobb DOT	Clay Road/Oglesby Road Connector	$24,333,000	--	--	X
R_616	Cobb DOT	South Barrett Reliever Phase 5	$14,600,000	--	--	X
R_800	TCCID/Cobb DOT	East/West Connection from Chastain Meadows Parkway to Prado Lane	$22,400	--	X	X
R_801	Cobb DOT	McCollum Parkway/Cobb Parkway/Kennesaw Due West Realignment	$22,662,400	X	X	X
R_805	TCCID/Cobb DOT	New Connection along Wilson Road to Big Shanty Road	$1,529,800	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
Operational - Corridor						
BPR_102	CCID/Cobb DOT	Akers Mill Road Corridor Improvements	$918,000	X	--	X
BPR_103	CCID/Cobb DOT	Interstate North Parkway Corridor Improvements	$804,000	--	--	X
PR_684	Cobb DOT	Cooper Lake Road Corridor Improvements	$4,380,000	X	X	X
R_001	Cobb DOT	Six Flags Parkway Improvements	$50,000	--	--	X
R_002	Cobb DOT	Favor Road SW Improvements	$50,000	X	--	X
R_003	Cobb DOT	South Gordon Road Improvements	$50,000	--	--	X
R_004	Cobb DOT	Pisgah Road Improvements	$242,000	--	--	X
R_005	Cobb DOT	Dodgen Road Improvements	$3,936,000	--	--	X
R_010	Cobb DOT	Ewing Road Improvements	$2,418,000	--	--	X
R_011	Cobb DOT	Anderson Mill Road Improvements	$345,000	--	X	X
R_012	Cobb DOT	Brookwood Drive Southwest Improvements	$1,024,000	--	X	X
R_017	Cobb DOT	Olive Springs Road Southeast Improvements	$2,757,000	--	X	X
R_019	Cobb DOT	Woodlaw Drive Northeast Improvements	$1,285,000	X	X	X
R_021	Cobb DOT	Roberts Boulevard Northwest Improvements	$50,000	X	X	X
R_022	Cobb DOT	Big Shanty Road Northwest and Chastain Meadows Parkway Northwest Improvements	$1,070,000	--	--	X
R_024	Cobb DOT	George Busbee Parkway Northwest Improvements	$50,000	X	X	X
R_027	Cobb DOT	Pat Mell Road SW Improvements	$1,831,000	--	--	X
R_030	Cobb DOT/Powder Springs	Angham Road Improvements	$610,000	--	X	X
R_031	Cobb DOT	Burnt Hickory Road Southwest Improvements	$2,075,000	--	--	X
R_040	Cobb DOT	Pat Mell Road Southwest Improvements	$1,106,000	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_043	Cobb DOT	Sewell Mill Road Improvements	$1,739,000	X	--	X
R_045	Cobb DOT	Johnson Ferry Road Northeast Improvements	$12,000	X	--	X
R_046	Cobb DOT	Sandy Plains Road Northeast Improvements	$12,000	X	X	X
R_049	Cobb DOT	Holly Springs Road Northeast Improvements	$3,690,000	--	--	X
R_053	Cobb DOT/Kennesaw	Wade Green Road Improvements	$1,236,500	X	X	X
R_054	Cobb DOT	Due West Road Northwest Improvements	$793,000	--	--	X
R_064	Cobb DOT/Marietta	Bells Ferry Road Northwest Improvements	$1,727,500	--	X	X
R_075	Cobb DOT	Old Canton Road Improvements	$5,588,000	X	--	X
R_083	Cobb DOT	Church Road Southwest Improvements	$46,000	--	X	X
R_084	Cobb DOT	Veterans Memorial Highway Southeast Improvements	$483,000	--	--	X
R_096	Cobb DOT/Marietta	Delk Road Southeast Improvements	$271,400	X	X	X
R_252	Cobb DOT	Sandy Plains Road Corridor Improvement	$150,000	X	X	X
R_360	Cobb DOT	SR 139 (Floyd Road/ Mableton Parkway) Corridor Improvement	$2,969,800	X	X	X
R_368	Cobb DOT	Kennesaw Truck Route Signage Phase I - Jiles Road	$81,000	X	--	X
R_369	Cobb DOT	Cherokee Street - Kennesaw Truck Route Signage Phase II and Corridor Improvements	$81,000	X	X	X
R_623	Cobb DOT	Bells Ferry Road Improvements related to managed lanes project	$14,600,000	X	X	X
R_624	Cobb DOT	Shallowford Road Corridor Improvement (east)	$1,728,000	--	--	X
R_643	Cobb DOT	Oakdale Road Widening	$12,775,000	--	--	X
R_676	Cobb DOT	Old Hamilton Road/ Casteel Road Improvements	$7,178,000	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_678	Cobb DOT	Bullard Road Corridor Improvement	$3,042,000	--	X	X
R_680	Cobb DOT	Shallowford Road Corridor Improvement (west)	$8,030,000	X	X	X
R_681	Cobb DOT	Hurt Road Corridor Improvements	$11,558,000	X	X	X
R_682	Cobb DOT	New Chastain Road	$9,733,000	X	X	X
R_686	Cobb DOT	Stilesboro Road Corridor Improvements	$7,300,000	X	X	X
R_687	Cobb DOT	Gilmore Road Corridor Improvement	$1,034,000	X	X	X
R_695	Cobb DOT/Kennesaw	Cobb Parkway (US 41/SR 3) Corridor Improvement	$1,581,600	X	X	X
R_696	Cobb DOT	Walker Drive Corridor Improvements - Phase 2	$12,167,000	X	--	X
R_704	Cobb DOT	Factory Shoals Road Corridor Improvements	$7,300,000	--	--	X
R_725	Cobb DOT	SR 120 (Roswell Road) Corridor Improvement	$5,000,000	X	X	X
R_726	Cobb DOT	Dallas Highway (SR 120) at Barrett Parkway Grade Separation Study	$100,000	X	X	X
R_727	Cobb DOT	Dallas Highway (SR 120) at Mars Hill Road (SR 176) Grade Separation Study	$100,000	X	X	X
R_730	Cobb DOT	Austell Road (SR 5) Corridor Improvement	$1,000,000	X	X	X
R_807	TCCID/Cobb DOT	Barrett Parkway Operational Improvements (west of I-75)	$168,800	X	X	X
R_808	TCCID/Cobb DOT	Barrett Parkway Operational Improvements (east of I-75)	$168,800	X	X	X
R_810	TCCID/Cobb DOT	Chastain Road at I-575 SB Ramp Improvements	$506,200	--	X	X
R_811	TCCID/Cobb DOT	Chastain Meadows Operational Improvements	$168,800	X	X	X
R_815	TCCID/Cobb DOT	Cobb Place Boulevard/ Roberts Boulevard/ North Roberts Boulevard Improvements	$956,200	--	X	X
R_816	TCCID/Cobb DOT	I-575 and I-75 Wayfinding	$89,800	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
R_835	Cobb DOT	Waterfront Drive Class Upgrade	$25,000	X	X	X
R_836	Cobb DOT	Shallowford Road Medians	$2,875,000	X	X	X
R_920	Cobb DOT	Sandy Plains Corridor Study	$2,728,000	X	X	X
R_921	Cobb DOT	Hickory Grove Corridor Study	$2,482,000	X	X	X
R_922	Cobb DOT	Hospital Triangle Corridor Study	$23,380,000	X	X	X
R_970	Cobb DOT	Old Canton Road Corridor Improvement	$3,500,000	X	X	X
R_971	Cobb DOT	Jamerson Road Corridor Improvement	$500,000	X	X	X
Realignment						
R_834	Cobb DOT	McPherson Road Realignment	$638,000	X	X	X
R_972	Cobb DOT	Irwin Road Realignment	$1,500,000	X	X	X
Trail						
BP_003	Cobb DOT	Antioch Road Bike/Ped Improvements	$3,034,147	--	--	X
BP_010	Cobb DOT	Cooper Lake Road Bike/ Ped Improvements	$2,355,858	--	X	X
BP_011	Cobb DOT	McCollum Parkway Multi-Use Trail	$6,675,902	--	--	X
BP_012	Cobb DOT	Bells Ferry Road Bike/Ped Improvement	$6,200,608	--	--	X
BP_013	Cobb DOT	Whitlock Avenue Bicycle and Pedestrian Improvements	$1,939,051	--	--	X
BP_101	CCID/Cobb DOT	Cumberland Boulevard (east) Trail	$410,552	--	X	X
BP_200	Cobb DOT	Dallas Highway Trail Part A	$396,000	--	--	X
BP_202	Cobb DOT	East Cobb Trail - Robinson Road	$749,620	--	X	X
BP_203	Cobb DOT	Chattahoochee River Trail (south of Mableton Parkway)	$284,444	X	X	X
BP_205	Cobb DOT	Lucille Trail Extension Part B	$3,355,691	--	--	X
BP_206	Cobb DOT	Barrett Parkway Trail	$1,913,239	--	--	X
BP_207	Cobb DOT	Veterans Memorial Trail	$2,087,970	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
BP_208	Cobb DOT	Lower Roswell Road - Terrell Mill Trail Part A	$1,068,304	--	X	X
BP_209	Cobb DOT	East Cobb Trail - Old Canton Road (south)	$2,511,619	--	X	X
BP_210	Cobb DOT	Powder Springs Road Trail (West)	$1,611,053	--	--	X
BP_212	Cobb DOT	East Cobb Trail - Old Canton Road (north)	$1,350,498	--	X	X
BP_213	Cobb DOT	Interstate North Parkway Trail	$1,166,830	--	X	X
BP_215	Cobb DOT	Laurel Creek Connector Trail	$404,634	--	X	X
BP_216	Cobb DOT	Kennesaw Trail	$3,613,184	--	--	X
BP_217	Cobb DOT	Macland Trail Part A	$3,293,431	--	--	X
BP_218	Cobb DOT	Piney Grove Creek Trail Part C	$813,463	--	--	X
BP_219	Cobb DOT	East Cobb Trail - Sewell Mill Creek Trail	$347,269	--	X	X
BP_220	Cobb DOT	Hemlock Trail Part A	$961,437	--	--	X
BP_221	Cobb DOT	Piney Grove Creek Trail Part A	$2,357,564	X	X	X
BP_222	Cobb DOT	Powers Ferry Road Trail	$842,296	--	X	X
BP_223	Cobb DOT	Piney Grove Creek Trail Part B	$1,167,863	X	X	X
BP_226	Cobb DOT	Hemlock Trail Part B	$580,552	--	--	X
BP_228	Cobb DOT	Macland Trail Part B	$1,135,644	--	--	X
BP_229	Cobb DOT	Macland Trail Part C	$2,738,910	--	--	X
BP_230	Cobb DOT	Lower Roswell Trail Extension Part A	$308,693	--	--	X
BP_231	Cobb DOT	Lake Acworth Trail Part B	$388,450	--	--	X
BP_232	Cobb DOT	Cemetery Trail	$486,045	X	X	X
BP_233	Cobb DOT	Wild Horse Creek Trail (south) Part A	$1,583,740	--	--	X
BP_234	Cobb DOT	Olley Creek Trail Part C	$2,594,455	X	X	X
BP_235	Cobb DOT	Noses Creek Trail Part A	$1,131,835	--	--	X
BP_236	Cobb DOT	Lucille Trail Extension Part A	$2,020,255	X	X	X
BP_237	Cobb DOT	Dallas Highway Trail Part B	$335,800	--	--	X
BP_238	Cobb DOT	Proctor Creek Trail Part C	$1,266,023	--	--	X
BP_239	Cobb DOT	Noses Creek Trail Part B	$1,699,710	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
BP_240	Cobb DOT	Wild Horse Creek Trail (south) Part B	$482,542	--	--	X
BP_241	Cobb DOT	Seayes Road Trail	$513,345	--	--	X
BP_242	Cobb DOT	Winchester Forest Park Trail Extension	$988,561	--	--	X
BP_243	Cobb DOT	Fontaine Road Trail Part A	$796,379	--	--	X
BP_244	Cobb DOT	East Cobb Trail - Johnson Ferry Road (north)	$2,718,747	--	X	X
BP_245	Cobb DOT	Stonecrest Trail	$740,471	--	--	X
BP_246	Cobb DOT	Olley Creek Trail Part A	$512,787	--	--	X
BP_247	Cobb DOT	East Cobb Trail West Extension Part B	$1,230,125	--	--	X
BP_248	Cobb DOT	Six Flags Trail Part A	$6,411,728	--	X	X
BP_249	Cobb DOT	Town Center Loop - KSU to Town Center Mall	$1,372,482	--	--	X
BP_250	Cobb DOT	East Cobb Trail - Johnson Ferry Road (south)	$3,068,360	--	X	X
BP_251	Cobb DOT	Church Street Trail	$1,922,046	--	--	X
BP_252	Cobb DOT	Wildwood Parkway Trail Part A	$904,757	--	X	X
BP_253	Cobb DOT	Wild Horse Creek Trail (north) Part A	$6,034,790	--	--	X
BP_254	Cobb DOT	Mountain View Trail Part A	$626,820	--	--	X
BP_255	Cobb DOT	Atlanta Road Trail	$767,204	X	X	X
BP_256	Cobb DOT	East Cobb Trail East Extension	$2,651,484	--	X	X
BP_257	Cobb DOT	Fontaine Road Trail Part B	$4,259,559	--	--	X
BP_258	Cobb DOT	East Cobb Trail West Extension Part A	$573,586	--	--	X
BP_259	Cobb DOT	Mud Creek Trail Part A	$2,176,644	--	--	X
BP_260	Cobb DOT	Olley Creek Trail Part B	$1,305,897	--	--	X
BP_261	Cobb DOT	Mountain View Trail Part B	$705,866	--	--	X
BP_262	Cobb DOT	Allatoona Creek Greenway Part A	$18,712,000	X	X	X
BP_263	Cobb DOT	Mud Creek Trail Part B	$296,911	--	--	X
BP_264	Cobb DOT	Wild Horse Creek Trail (north) Part B	$975,930	--	--	X
BP_266	Cobb DOT	Windy Hill Trail Part A	$2,587,562	--	--	X
BP_267	Cobb DOT	Polk Street Trail	$3,755,352	X	X	X
BP_268	Cobb DOT	Roswell Street Trail	$792,779	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
BP_269	Cobb DOT	Cheatham Hill Road Trail Part B	$1,086,932	--	--	X
BP_270	Cobb DOT	Poplar Creek Trail Extension	$537,180	--	--	X
BP_271	Cobb DOT	Kennesaw Trail System Connector - Moon Station Road	$566,073	--	--	X
BP_272	Cobb DOT	Six Flags Trail Part B	$922,874	--	--	X
BP_274	Cobb DOT	Roselane-North Avenue Trail Loop	$651,946	--	X	X
BP_275	Cobb DOT	Proctor Creek Trail Part B	$621,264	--	--	X
BP_276	Cobb DOT	Ward Creek Greenway	$1,539,137	--	X	X
BP_277	Cobb DOT	Proctor Creek - KSU Connector Trail	$6,210,695	--	--	X
BP_278	Cobb DOT	Proctor Creek Trail Part A	$894,074	--	--	X
BP_279	Cobb DOT	Park Trail Connector	$460,069	X	X	X
BP_280	Cobb DOT	Glendale Place Trail	$202,034	--	--	X
BP_281	Cobb DOT	Cumberland Boulevard Trail	$685,966	X	X	X
BP_283	Cobb DOT	East Cobb Park - Robinson Road Connector	$401,585	--	X	X
BP_284	Cobb DOT	Windy Ridge Trail (east)	$459,391	--	X	X
BP_286	Cobb DOT	Dallas Highway Trail Part C	$265,600	--	--	X
BP_288	Cobb DOT	Windy Ridge Trail (west)	$295,189	--	--	X
BP_289	Cobb DOT	Mountain to River Gap Trail	$1,349,603	--	X	X
BP_290	Cobb DOT	N Marietta Parkway Connector Trail	$1,297,182	X	X	X
BP_292	Cobb DOT	Windy Hill Trail Part B	$1,719,141	--	--	X
BP_294	Cobb DOT	SR 92 Lake Acworth Drive Trail	$3,919,066	--	--	X
BP_295	Cobb DOT	Powder Springs Road Trail (East)	$1,574,046	X	X	X
BP_297	Cobb DOT	Cherokee Street Trail	$2,470,241	--	--	X
BP_299	Cobb DOT	Jackson Way Trail	$242,684	--	--	X
BP_300	Cobb DOT	Pineview Drive Multi-Use Trail	$136,596	--	--	X
BP_301	Cobb DOT	Brownsville Road Multi-Use Trail	$94,440	--	--	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
BP_302	Cobb DOT	Silver Comet Trail Connector - Rec Trail along Stream (Alignment Option B)	$200,164	--	--	X
BP_308	Cobb DOT	Akers Mill Central Trail Part B	$129,594	--	--	X
BP_309	Cobb DOT	Circle 75 Parkway Trail	$324,622	--	X	X
BP_310	Cobb DOT	Cumberland Mall Trail	$1,017,868	--	--	X
BP_312	Cobb DOT	Cobb Parkway Trail (south)	$465,125	--	--	X
BP_315	Cobb DOT	Cumberland Trail (Camp Bert Adams Lake Trail)	$1,080,113	--	X	X
BP_318	Cobb DOT	KSU Noonday Creek Trail Extension (Shiloh Road)	$563,619	--	--	X
BP_325	Cobb DOT	George Busbee Trail Part A	$807,674	--	--	X
BP_326	Cobb DOT	George Busbee Trail Part B	$476,442	--	--	X
BP_328	Cobb DOT	Woodlawn Drive Trail - Proposed Alternate to Johnson Ferry	$1,361,539	--	--	X
BP_329	Cobb DOT	Lower Roswell Trail Extension Part B	$430,903	--	--	X
BP_330	Cobb DOT	Wildwood Parkway Trail - Cochran Shoals Connector	$125,841	--	--	X
BP_331	Cobb DOT	Wildwood Parkway Connector Trail	$301,280	--	X	X
BP_332	Cobb DOT	Nickajack Creek Greenway Part A	$795,476	--	X	X
BP_333	Cobb DOT	Noonday Creek Trail - Bells Ferry to Noonday Park	$13,196,000	X	X	X
BP_334	Cobb DOT	Cobb Parkway Trail (central) Part A	$5,362,800	X	X	X
BP_336	Cobb DOT	Ben King - Big Shanty Trail Part A	$653,701	--	--	X
BP_337	Cobb DOT	Ben King - Big Shanty Trail Part B	$2,462,691	X	--	X
BP_338	Cobb DOT	South Cobb Drive Trail	$3,352,038	--	--	X
BP_339	Cobb DOT	Wildwood Parkway Trail Part B	$2,144,648	--	X	X
BP_340	Cobb DOT	Delk Road - Terrell Mill Trail Part B	$1,707,155	--	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	10-Year	30-Year
BP_341	Cobb DOT	Delk Road - Terrell Mill Trail Part C	$1,476,602	--	X	X
BP_342	Cobb DOT	Terrell Mill Road Trail Part A	$712,383	X	X	X
BP_343	Cobb DOT	Wildwood Parkway Trail Part C	$512,800	--	X	X
BP_344	Cobb DOT	Terrell Mill Road Trail Part B	$677,344	--	X	X
BP_346	Cobb DOT	Allatoona Creek Greenway Part B	$4,425,396	--	--	X
BP_347	Cobb DOT	Allatoona Creek Greenway - Southern Portion	$898,373	--	--	X
BP_348	Cobb DOT	Heritage Park to Thompson Park Connector	$518,106	--	--	X
BP_349	Cobb DOT	Burnt Hickory Road Trail Part B	$2,130,693	--	--	X
BP_350	Cobb DOT	Old Mountain Road Trail	$4,630,345	--	--	X
BP_351	Cobb DOT	Stilesboro Road Trail	$6,123,840	--	--	X
BP_352	Cobb DOT	Allatoona Creek Greenway Spur	$314,354	--	--	X
BP_353	Cobb DOT	Nickajack Creek Greenway Part B	$654,001	--	X	X
BP_354	Cobb DOT	Nickajack Creek Greenway Part C	$14,710,000	X	X	X
BP_355	Cobb DOT	Nickajack Creek Spur Trail	$1,188,090	X	X	X
BP_356	Cobb DOT	Chattahoochee River Trail (Mableton Parkway to US-78 Veterans Memorial)	$1,568,400	X	X	X
BP_357	Cobb DOT	Vinings Trail	$1,079,362	--	X	X
BP_360	Cobb DOT	Campus Loop Road (part of Big Shanty)	$188,030	--	--	X
BP_361	Cobb DOT	Bells Ferry Road Trail Part A	$1,646,583	--	--	X
BP_362	Cobb DOT	Akers Drive - Akers Ridge Trail	$802,523	X	X	X
BP_364	Cobb DOT	Oregon Park - Harrison High School Trail	$307,569	--	--	X
BP_365	Cobb DOT	Harrison Park Connector Trail	$57,978	--	--	X
BP_366	Cobb DOT	Steinhauer Road Trail	$2,683,237	--	X	X
BP_367	Cobb DOT	Olley Creek Trail Part E	$408,298	X	X	X
BP_368	Cobb DOT	Olley Creek Trail Part D	$780,810	X	X	X

Project ID	Sponsor	Project Name	Cost to Cobb	5-Year	X0-Year	30-Year
BP_369	Cobb DOT	Rockridge Preserve Trail	$358,437	--	--	X
BP_370	Cobb DOT	Bells Ferry Road Trail Part B	$3,053,700	X	X	X
BP_37X	Cobb DOT	Lions Park Trail	$44,X46	--	--	X
BP_372	Cobb DOT	Skip Wells Park Trail	$200,338	--	--	X
BP_374	Cobb DOT	Butler Creek Trail	$2,003,042	X	X	X
BP_375	Cobb DOT	Hyde Farm to Johnson Ferry Trail Part A	$X,082,000	X	X	X
BP_376	Cobb DOT	Hyde Farm to Johnson Ferry Trail Part B	$X,082,000	X	X	X
BP_377	Cobb DOT	Hyde Farm to Johnson Ferry Trail Part C	$X,082,000	X	X	X
BP_378	Cobb DOT	Hyde Farm to Johnson Ferry Trail Part D	$433,000	X	X	X
BP_379	Cobb DOT	Hyde Farm to Johnson Ferry Trail Part E	$X,082,000	X	X	X
BP_380	Cobb DOT	Noses Creek Trail Part C	$5,58X,297	--	--	X
BP_38X	Cobb DOT	Wildwood Parkway Trail Part D	$367,343	--	X	X
BP_382	Cobb DOT	Cobb International Boulevard Trail	$3,629,865	X	X	X
BP_383	Cobb DOT	Chattahoochee River Trail (US-78 Veterans Memorial to I-285)	$4,705,000	X	X	X
BP_384	Cobb DOT	Austell-Powder Springs Road Trail	$7,995,000	X	X	X
BP_385	Cobb DOT	Noonday Creek Park to Kell High School Trail	$734,62X	X	X	X
BP_386	Cobb DOT	Canton Road North Trail	$2,808,963	X	X	X
BP_387	Cobb DOT	Shallowford Road Trail	$X,78X,769	X	X	X
BP_388	Cobb DOT	Shallowford Road Spur Trail	$95,682	--	--	X
BP_389	Cobb DOT	Skip Wells Park Trail and Connector	$429,832	--	--	X
BP_390	Cobb DOT	Liberty Hill Road Trail	$X,408,378	--	--	X
BP_39X	Cobb DOT	Morgan Road Trail	$X,3X6,8X7	--	--	X
BP_425	Cobb DOT	JOSH Multi-use Trail	$9,704,432	X	X	X
P_909	Cobb DOT/ Powder Springs	Pineview Drive Trail Connection	$460,000	X	X	X

CITY, CID, AND GDOT PROJECTS

Project ID	Sponsor	Project Name	Total Cost	5-Year	10-Year	30-Year
Bicycle						
BP_951	Austell	Pedestrian Tunnel Connecting Veterans Memorial Highway to Joe Jerkins Boulevard	$2,734,400	--	X	X
P_908	Acworth	Highway 92 Pedestrian Bridge	$1,200,000	X	X	X
Capacity						
R_032	Powder Springs	Marietta Street Improvements	$6,656,000	--	X	X
R_617	Powder Springs	Brownsville Road Widening	$1,217,000	--	X	X
R_619	Kennesaw	Hickory Grove Road Improvement Project	$3,569,000	--	X	X
R_637	GDOT	Metro Arterial Connector - Dallas Acworth Highway (SR 92) Widening	$32,488,947	--	--	--
R_642	Smyrna	East-West Connector Widening	$9,500,000	X	X	X
R_997	Marietta	Whitlock Avenue Widening	$15,000,000	--	X	X
		Grade Separation				
R_925	Smyrna	Windy Hill at South Cobb Drive Grade Separation	$15,000,000	--	--	X
R_926	Smyrna	Atlanta Road at Windy Hill Grade Separation	$15,000,000	--	--	X
Interchange						
R_936	CCID	Paces Ferry Road Interchange Study	$1,000,000	--	X	X
R_938	CCID	I-285 Rottenwood Creek EB Loop Off Access Ramp	$14,000,000	--	X	X
R_939	CCID	I-285 Interstate North Pkwy WB Loop Off Access Ramp	$12,000,000	--	X	X
R_353	GDOT	I-75 N at I-575 Managed Lane Interchange Modifications	$180,000,000	--	--	--
R_425	GDOT	Interchange Improvement at I-20 EB and Riverside Parkway	$2,433,000	--	--	--
R_427	GDOT	Revive 285 - I-75 North/I-285 Interchange Improvements	$13,262,000	--	--	--
R_428	GDOT	Revive 285 - I-75 South/I-285 Interchange Improvements	$34,188,000	--	--	--
R_429	GDOT	I-285 at Cumberland Boulevard Interchange Improvements	$36,500,000	--	--	--

Project ID	Sponsor	Project Name	Total Cost	5-Year	10-Year	30-Year
Intersection						
BPR_001	GDOT	US 41 at Old 41 Highway Intersection Improvements	$500,000	--	--	--
R_013	Powder Springs	Old Lost Mountain Road at Powder Springs Dallas Road Intersection Improvements	$500,000	--	X	X
R_014	Powder Springs	Shipp Road at Florence Road Intersection Improvements	$100,000	--	X	X
R_033	Cobb DOT/Kennesaw	Shiloh Road at George Busbee Parkway Intersection Improvements	$100,000	X	X	X
R_051	Cobb DOT/Kennesaw	Shiloh Road at Cherokee St Northwest Intersection Improvements	$500,000	--	X	X
R_055	Kennesaw	Ernest W Barrett Parkway Northwest at Stilesboro Road Intersection Improvements	$500,000	--	--	--
R_154	GDOT	SR 360 (Macland Road) at Lost Mountain Road/New MacLand Road Intersection Improvements	$500,000	--	--	--
R_351	Marietta	SR 5 (Atlanta Street) at SR 120 (South Marietta Parkway) Intersection Improvements	$915,316	X	X	X
R_490	Marietta	Polk Street at Mountain View Intersection Improvements	$912,000	X	X	X
R_910	Powder Springs	Marietta Street and Austell Powder Springs Road Roundabout	$3,000,000	--	X	X
R_911	Powder Springs	Dallas Powder Springs Road at CH James Parkway (US 278) Intersection Improvements	$400,000	--	--	--
R_913	CCID	Windy Ridge Parkway at Interstate North Parkway Intersection Improvements	$115,000	--	--	--
R_914	CCID	Interstate North Parkway at Interstate North Circle Intersection Improvements	$57,500	--	--	--
R_931	Home Depot	Skyline Trail Right Turn Lane	$500,000	--	--	--
R_934	CCID	Modify Paces Summit Access Intersection Improvement	$500,000	--	--	--
R_935	CCID	Triple Lefts from Paces Ferry Road onto I-285 NB On-Ramp	$400,000	--	--	--
R_980	TCCID	Big Shanty at Bells Ferry Roundabout	$2,800,000	X	X	X
R_988	Powder Springs	C.H. James Parkway at Paulding County Line Intersection Improvements	$570,000	X	X	X

Project ID	Sponsor	Project Name	Total Cost	5-Year	10-Year	30-Year
R_989	Powder Springs	C.H. James Parkway at Sterlingbrooke Drive Intersection Improvements	$150,000	X	X	X
R_990	Powder Springs	C.H. James Parkway near Florence Road Intersection Improvements	$150,000	X	X	X
R_991	Powder Springs	C.H. James Parkway at Sweetwater Avenue Intersection Improvements	$150,000	X	X	X
R_992	Powder Springs	C.H. James Parkway near Hill Road Intersection Improvement	$150,000	X	X	X
R_993	Powder Springs	Brownsville Road at Oglesby Road Intersection Improvements	$200,000	X	X	X
R_994	Powder Springs	Brownsville Road at Kroger Intersection Improvements	$120,000	X	X	X
R_995	Powder Springs	New MacLand Road at Publix and Home Depot Intersection Improvements	$120,000	X	X	X
Managed/Express Lane						
R_355	GDOT	I-285 West Express Lanes	$438,600,000	--	--	--
R_356	GDOT	I-20 West Express Lanes	$1,066,452,691	--	--	--
R_603	GDOT	Top End 285 - I-285 North Managed Lanes and CD Improvements From I-75 North to I-85 North	$2,649,870,000	--	--	--
New Connection						
R_618	Kennesaw	Sardis Street Overpass	$7,300,000	X	X	X
R_800	TCCID/Cobb DOT	East/West Connection from Chastain Meadows Parkway to Prado Lane	$112,000	--	X	X
R_805	TCCID/Cobb DOT	New Connection along Wilson Road to Big Shanty Road	$7,649,000	--	--	X
R_937	CCID	Spring Road/Mt Wilkinson Pkwy Connector Study	$20,000,000	--	--	--
R_979	TCCID	Town Center Mall New Connection	$10,000,000	--	--	X
R_985	Powder Springs	Butner Street Extension	$135,000	X	X	X
R_987	Powder Springs	New Parallel Access Road along Powder Springs Road	$1,000,000	X	X	X
R_996	Austell	Bagley Lane Extension	$5,000,000	X	X	X
Operational - Corridor						
BP_921	CCID	Decorative Lighting Enhancements	$6,325,000	--	--	--
BP_924	CCID	Cumberland Parkway Streetscape	$2,703,420	--	--	--
BPR_100	CCID	Windy Ridge Parkway Corridor Improvements	$6,500,000	--	--	--
BPR_101	CCID	Circle 75 Parkway Corridor Improvements	$3,150,000	--	--	--

Project ID	Sponsor	Project Name	Total Cost	5-Year	10-Year	30-Year
BPR_102	CCID/Cobb DOT	Akers Mill Road Corridor Improvements	$2,800,000	X	--	X
BPR_103	CCID/Cobb DOT	Interstate North Parkway Corridor Improvements	$1,700,000	--	--	X
BPR_152	TCCID	Barrett Lakes Boulevard Corridor Enhancements	$844,000	X	X	X
BPR_900	Kennesaw	McCollum Parkway Improvements	$8,000,000	--	X	X
BPR_901	Kennesaw	Big Shanty Drive Improvements	$7,000,000	--	X	X
BPR_902	Kennesaw	Shillings Road Improvements	$5,000,000	--	X	X
BPR_903	Kennesaw	Mack Dobbs Road Improvements	$3,000,000	X	X	X
BPR_910	Austell	Veterans Memorial Highway Road Diet and Intersection Improvements	$8,891,800	X	X	X
BPR_911	Austell	Shared Streets	$6,424,100	--	X	X
BPR_912	Austell	Complete Streets	$5,457,000	--	X	X
BPR_913	Austell	Jefferson Street Streetscape and Bikeway (between Veterans Memorial Park and Love Street)	$1,026,000	X	X	X
P_012	CCID/NPS	Cumberland Boulevard (east) Improvements & Pedestrian Bridge (CRNRA)	$7,050,000	--	--	--
R_009	Powder Springs	Lewis Road Improvements	$714,000	X	X	X
R_030	Cobb DOT/Powder Springs	Angham Road Improvements	$3,050,000	--	X	X
R_053	Cobb DOT/Kennesaw	Wade Green Road Improvements	$2,473,000	X	X	X
R_064	Cobb DOT/Marietta	Bells Ferry Road Northwest Improvements	$3,455,000	--	X	X
R_065	Marietta	Church Street Northeast Improvements	$918,000	--	--	X
R_082	Smyrna	Atlanta Road Southeast Improvements	$1,026,000	X	X	X
R_096	Cobb DOT/Marietta	Delk Road Southeast Improvements	$1,357,000	X	X	X
R_340	Marietta/CID	Franklin Gateway Improvements	$4,613,000	X	X	X
R_341	Marietta	Franklin Gateway/Cobb Parkway (US 41) Connector	$45,989,000	X	X	X
R_690	Acworth	Winn Street Corridor Improvements	$1,582,000	--	X	X
R_691	Acworth	Main Street Improvements	$1,217,000	X	X	X
R_692	Marietta	Powder Springs Street Corridor Improvement	$3,133,000	X	X	X
R_695	Cobb DOT/Kennesaw	Cobb Parkway (US 41/SR 3) Corridor Improvement	$7,908,000	X	X	X
R_712	Acworth	Hickory Grove Road Improvements	$1,217,000	--	X	X
R_713	Acworth	New McEver Road	$3,042,000	--	X	X

Project ID	Sponsor	Project Name	Total Cost	5-Year	10-Year	30-Year
R_807	TCCID/Cobb DOT	Barrett Parkway Operational Improvements (west of I-75)	$844,000	X	X	X
R_808	TCCID/Cobb DOT	Barrett Parkway Operational Improvements (east of I-75)	$844,000	X	X	X
R_810	TCCID/Cobb DOT	Chastain Road at I-575 SB Ramp Improvements	$2,531,000	--	X	X
R_811	TCCID/Cobb DOT	Chastain Meadows Operational Improvements	$844,000	X	X	X
R_815	TCCID/Cobb DOT	Cobb Place Boulevard/Roberts Boulevard/North Roberts Boulevard Improvements	$4,781,000	--	X	X
R_816	TCCID/Cobb DOT	I-575 and I-75 Wayfinding	$449,000	X	X	X
R_904	GDOT	Lake Acworth Drive Repaving	$712,633	X	X	X
R_906	Acworth	Kemp Ridge Road Repaving	$303,298	X	X	X
R_912	Powder Springs	Marietta Street and New MacLand Road Streetscape	$800,000	--	X	X
R_915	CCID	Paces Ferry Road Streetscape and Bridgescape	$16,301,710	--	X	X
R_930	CCID	Spring Hill Parkway Corridor Improvements	$500,000	--	--	--
R_932	CCID	Cumberland Parkway Corridor Improvements	$500,000	--	--	--
R_981	Austell	Wayfinding Signage	$375,000	X	X	X
R_982	Austell	Railroad Quiet Zone for Downtown	$1,875,000	X	X	X
R_983	Austell	Interconnect Traffic Signalization	$360,000	X	X	X
R_984	Austell	Allowance for Drainage and Utility Improvements	$125,000	X	X	X
R_986	Powder Springs	C.H. James Parkway New Connection to Oglesby Road	$1,210,000	X	X	X
Sidewalk						
P_004	Marietta	Renaissance District Sidewalks	$487,000	X	X	X
P_005	Marietta	Roswell Road Pedestrian Improvements	$304,000	--	--	X
Trail						
BP_101	CCID/Cobb DOT	Cumberland Boulevard (east) Trail	$821,104	--	X	X
BP_155	TCCID	Town Center Loop - Mall to South Barrett Reliever	$2,726,705	--	X	X
BP_159	TCCID	KSU Noonday Creek Trail Extension	$10,971,327	--	--	X
BP_214	Acworth	South Shore Park - Lake Acworth Trail	$218,429	--	X	X
BP_224	Acworth	Lake Acworth Trail Part A	$5,011,253	--	X	X
BP_273	Marietta	Sope Creek Greenway	$1,173,495	X	X	X
BP_282	Marietta	Rottenwood Creek Trail Phase 2	$625,572	--	--	X
BP_293	Acworth	Logan Farm Park Trail	$99,981	X	X	X

Project ID	Sponsor	Project Name	Total Cost	5-Year	10-Year	30-Year
BP_298	Powder Springs	Silver Comet Trail Connector - Old Lost Mountain Road (Alignment Option A)	$477,698	X	X	X
BP_303	Powder Springs	Powder Springs Multi-Use Trails	$3,500,000	X	X	X
BP_317	Smyrna	Cobb Parkway Windy Hill Connector Trail	$1,686,893	X	X	X
BP_335	Marietta	Cobb Parkway Trail (north)	$3,883,289	--	--	--
BP_373	Acworth	Nance Road Trail	$408,544	--	X	X
BP_916	CCID	Cumberland Multi-Modal Corridor Segment A	$4,900,000	--	X	X
BP_917	CCID	Cumberland Multi-Modal Corridor Segment B	$6,300,000	X	X	X
BP_918	CCID	Cumberland Multi-Modal Corridor Segment D	$9,500,000	X	X	X
BP_920	CCID	Cumberland Multi-Modal Corridor Segment E	$4,050,000	X	X	X
BP_922	CCID	Paces Mill/Palisades Unit Rehabilitation	$14,500,000	X	X	X
BP_923	CCID	Cumberland Multi-Modal Corridor Segment C	$8,050,000	X	X	X
BP_925	TCCID	Noonday Creek Connector Trail	$8,000,000	X	X	X
BP_926	CCID	Cumberland Multi-Modal Corridor Segment F	$4,050,000	X	X	X
BP_950	Austell	Update Pedestrian Facilities to be ADA Compliant per ADA Transition Plan	$210,000	X	X	X
BP_955	Powder Springs	Powder Springs Creek Trail	$2,200,000	X	X	X
BP_960	Acworth	Logan Farm Park Trail Extension	$3,000,000	--	X	X
P_010	CCID	Powers Ferry Road Pedestrian Improvements	$2,250,000	--	--	--
P_011	CCID	Cobb Parkway Pedestrian Improvements	$1,687,000	--	--	--
P_909	Cobb DOT/Powder Springs	Pineview Drive Trail Connection	$2,300,000	X	X	X

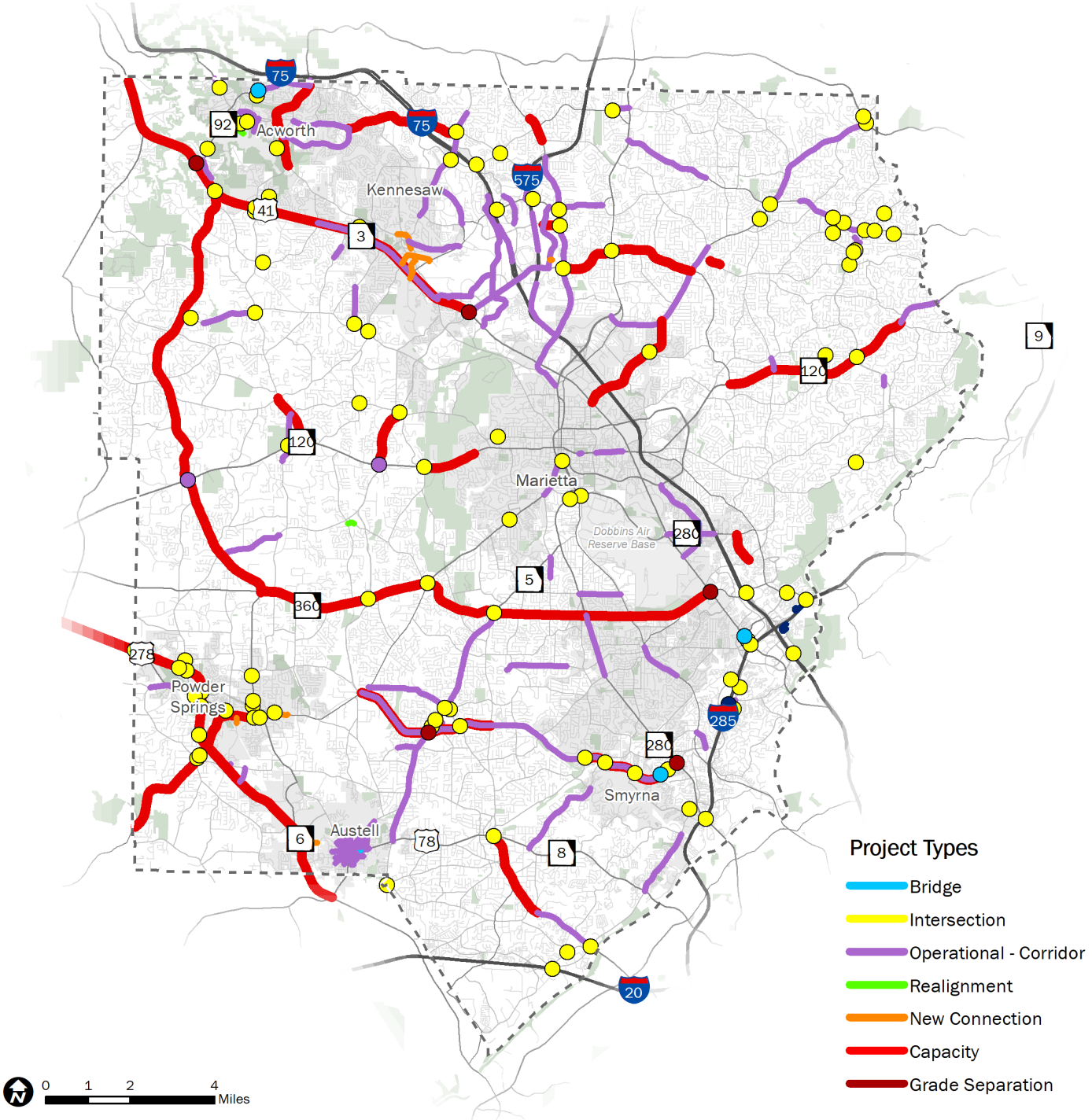
10-YEAR SCENARIO

The 10-year scenario shows projects reflected in the 30-year scenario that should be prioritized within the mid-term phase. These projects would likely be funded between year six and year 10 from the inception of this plan pending funding availability. The table below shows the 10-year scenario funding set-asides based on previous SPLOST efforts as well as the project categories. This scenario focuses on the east-west connectivity, strategic grade separations, and the McCollum Parkway Realignment. All of the priority trails from the Greenways and Trails Master Plan along with some additional trails that provide connectivity to existing trails, parks, and schools are included in this scenario.

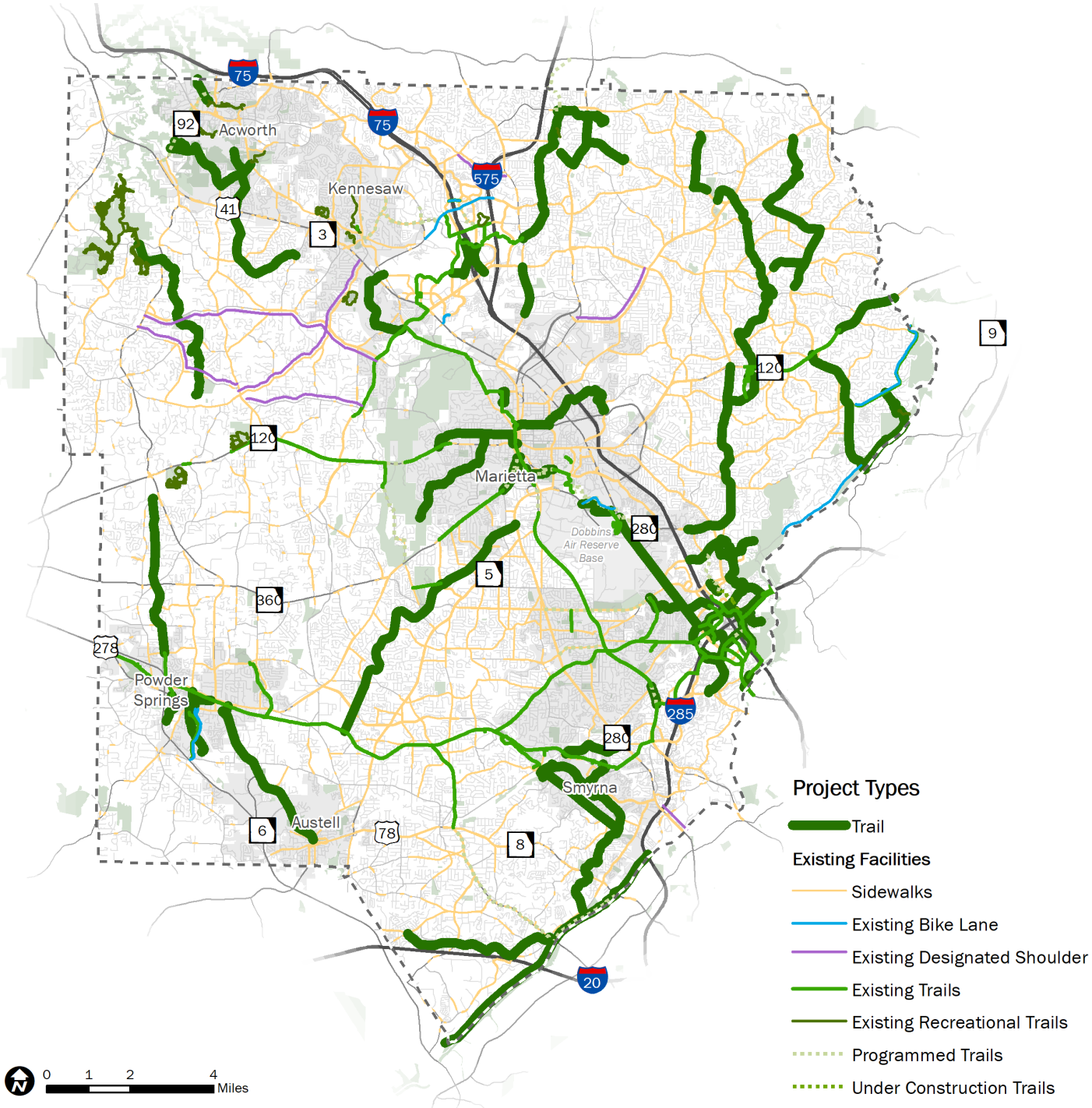
10-YEAR FUNDING SCENARIO

Set-Asides	Cost (in 2020$)	Percent
City Set-Aside	$361.0M	26.0%
Sidewalks	$80.1M	5.8%
Traffic Management, Technonlogy, Planning *(excludes Traffic Signal System Preservation)*	$55.0M	4.0%
Other *(City-joint, beautification, streetscape, etc.)*	$80.0M	5.8%
Set-Aside Total	**$576.1M**	**41.6%**
Trail	$161.7M	11.7%
Roadway Capacity	$429.4M	31.0%
Grade Separation	$34.7M	2.5%
New Roadway/Connections	$22.7M	1.6%
Operational Improvements *(includes realignments and intersections)*	$161.2M	11.6%
Project Total	**$809.7M**	**58.4%**
Total	**$1,385.8M**	

10-YEAR SCENARIO: ROADWAY PROJECTS



10-YEAR SCENARIO: TRAIL PROJECTS



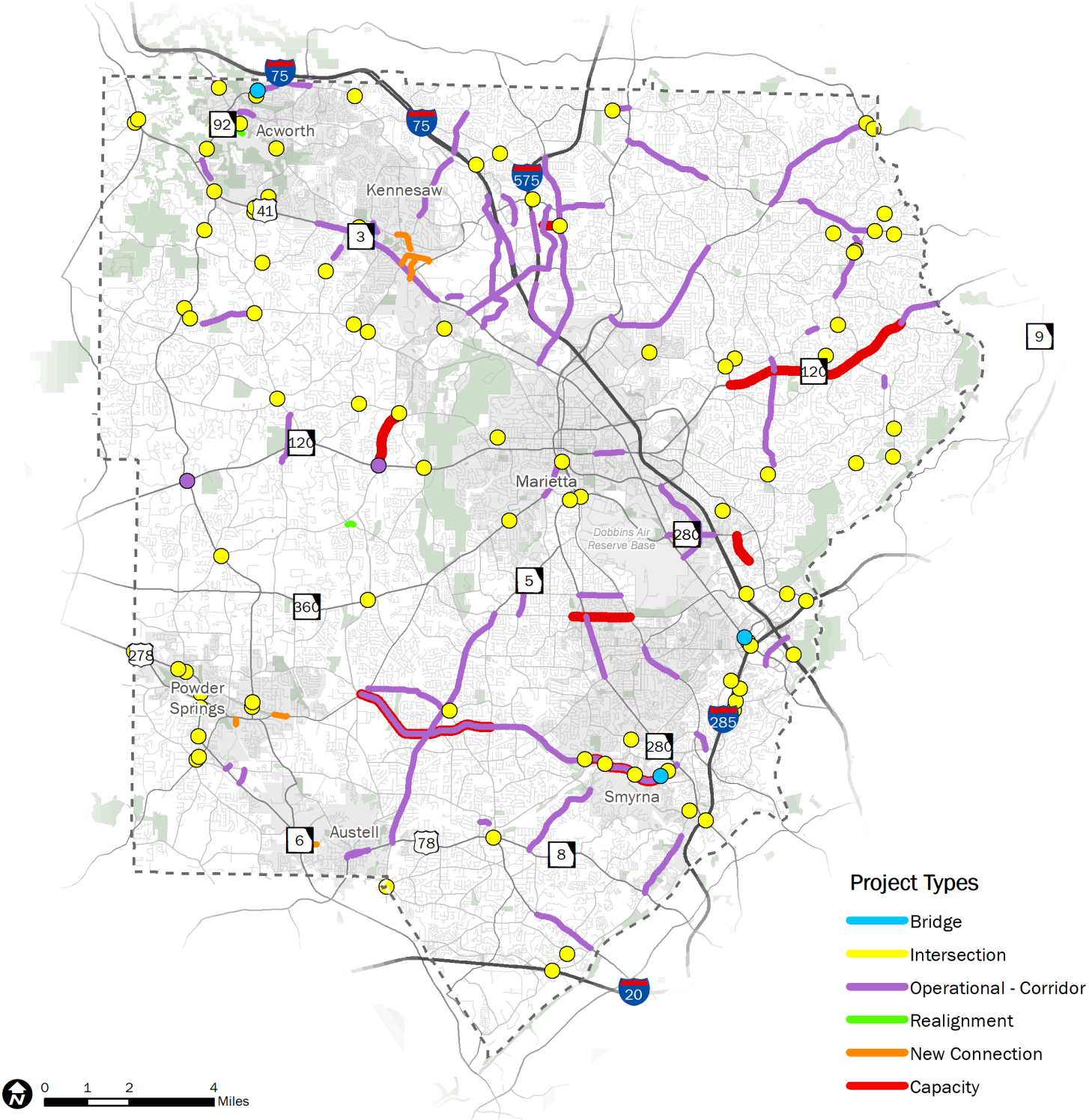
5-YEAR SCENARIO

The 5-year scenario shows projects that should be prioritized within the short-term phase. These projects are most likely to be funded within five years from the inception of this plan pending funding availability. The table below shows the 5-year Scenario funding set-asides based on previous SPLOST efforts along with project categories. This scenario has very limited capacity and new connection projects due to the overall cost of those types of major improvements and the portion of local funding required to complete them. The plan includes key large-scale investments needed throughout the County, and the remaining funds focus on smaller scale improvements that enhance operations, safety, and active transportation. The 5-year plan specifically includes all of the priority trails identified in the Greenways and Trails Master Plan.

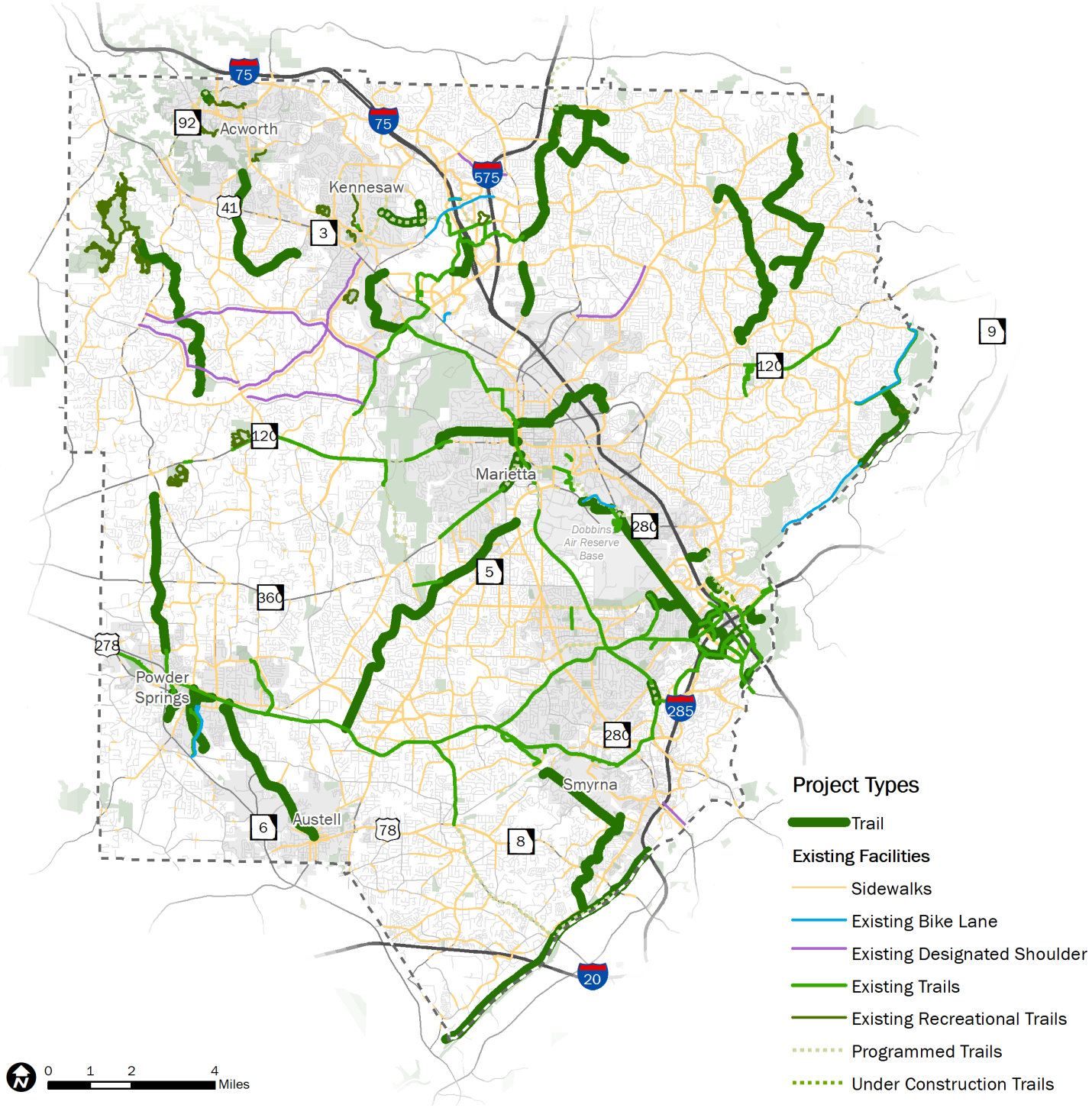
5-YEAR FUNDING SCENARIO

Set-Asides	Cost (in 2020$)	Percent
City Set-Aside	$176.2M	26.0%
Sidewalks	$40.1M	5.9%
Traffic Management, Technonlogy, Planning *(excludes Traffic Signal System Preservation)*	$27.5M	4.1%
Other *(City-joint, beautification, streetscape, etc.)*	$40.0M	5.8%
Set-Aside Total	**$283.8M**	**41.8%**
Trail	$119.0M	17.5%
Roadway Capacity	$80.0M	11.8%
New Roadway/Connections	$22.7M	3.4%
Operational Improvements *(includes realignments and intersections)*	$172.7M	25.5%%
Project Total	**$394.4M**	**58.2%**
Total	**$678.2M**	

5-YEAR SCENARIO: ROADWAY PROJECTS



5-YEAR SCENARIO: TRAIL PROJECTS



Transit

MODES AND SYSTEM COMPONENTS

TRANSIT SERVICE

The 30-year Transit Plan for Cobb County includes a range of services including existing public transportation services as well as modes ranging from high-capacity to on-demand service and funding for new and emerging technologies.

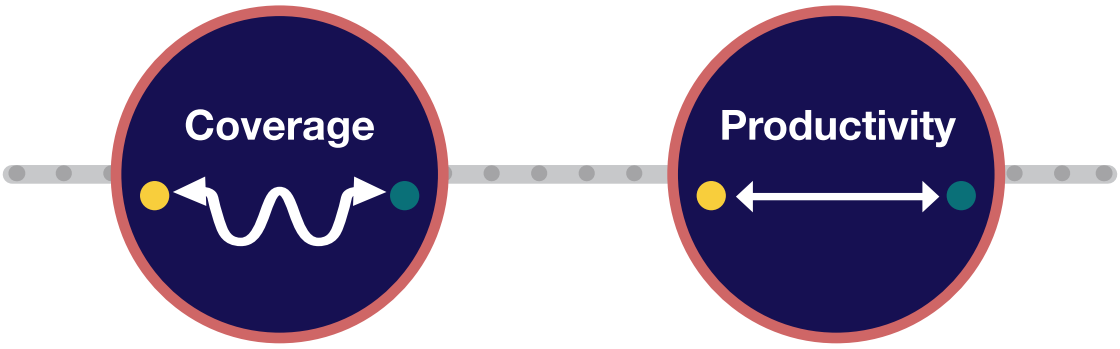
Summary of Long-Term Vision

The transit plan recommendations are divided into three phases representing the horizon year of the project: 30-year (long-range), 10-year (mid-range), and 5-year (short-range).

- Short-range (0 to 5 years) – improve service frequency, increase ridership, and enhance rider experience. The short-range is driven by CobbLinc Comprehensive Operations Analysis (COA) and Transit Development Plan (TDP), completed in 2019.
- Mid-range (6 to 10 years) – expand service and construct infrastructure for higher productivity service. The mid-range ties the short and long-range plans together.
- Long-range (11 to 30 years) invests in market-driven, high-quality service to meet the needs of the County's projected growth. The long-range phase is driven by the CobbForward process and other related planning efforts.

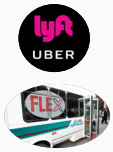
Methodology and Vision

As with any financially constrained condition, tensions exist between competing elements. In the case of a transit system, the tension exists between coverage and productivity. Coverage-based services, such as local bus or on-demand transit, allow larger geographic areas to have access to transit, but overall quality of service is lower. High productivity services, such as high-capacity transit, creates higher quality of service but is limited to a smaller area. Quality of service is related to frequency of service and comfort of use.



Other considerations on transit system design include public input, demand, and feasibility. Demand is related to elements such as the location of population and employment density, demographics and the individuals most likely to use transit, key destinations people want to access, and the critical travel patterns created by people's desires to travel from one place to another. The CobbForward team evaluated high demand travel patterns to determine where some of the most productive (and highest capacity service) should be located within the County and connecting to the rest of the region. The high demand corridors were highlighted in Chapter 3.

Feasibility, another important consideration, takes into account characteristics such as overall cost of the project, ability to be implemented, context within the regional landscape, and competitiveness of projects for funding (both at a local level as well as nationally). The figure below compares these transit mode considerations for coverage versus higher productivity services.

Service Type	Level of Investment	Dedicated Space	Speed/Trip Distance	Access
High-Capacity Transit (HCT) 				
Local Bus *Ex: CobbLinc Route 30* 				
Rapid Bus *Ex: CobbLinc Rapid 10* 				
Comuter Bus *Ex: Xpress Commuter* 				
On-Demand Service *Ex: CobbLinc Flex, TNC Partnerships* 				

MORE ⟷ LESS

Transit Service

Cobb County has a variety of transit needs and levels of demand, which need to be served by a variety of transit modes. Some modes provide high levels of productivity, serving areas of high demand well, while other modes provide better coverage by reaching more places in the County. The list of service/mode types below are all included in the 30-year plan. Other modes were considered but ultimately not recommended including Heavy Rail Transit (HRT), Light Rail Transit (LRT), and Commuter Rail Transit. While both HRT and LRT would be desirable uses, the cost to implement either technology in concentrated areas of high demand in the County would limit the ability to cover the remainder of the County. Commuter Rail was not explicitly recommended because larger regional and statewide conversations are needed to really advance such a system. The CobbForward team encourages such larger scale conversations to occur.

Service Type	Description
Bus Rapid Transit (BRT)	Rubber-tire vehicles are proposed to operate in primarily dedicated lanes with off-board fare collection, high quality stations every ½ to 1 mile, and other corridor- wide enhancements. Service is proposed to operate from 5:30 a.m. to 12:00 a.m. Monday through Friday and from 6:00 a.m. to 12:00 a.m. Saturday through Sunday. Peak periods operate Monday through Friday from 6:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m. Service is proposed to operate at a frequency of every 15 minutes during peak periods and every 20 minutes during off-peak periods.
Arterial Rapid Transit (ART)	Rubber-tire vehicles are proposed to operate in some dedicated lanes or queue jumper lanes with transit signal priority and stations every ¼ to ½ mile. Service hours and frequency of ART buses are proposed to operate the same as BRT buses.
Local Bus	Vehicles are proposed to operate in mixed flow traffic with shared right-of-way and stops every ¼ mile. Service is proposed to operate every 30 minutes from 5:00 a.m. to 12:00 a.m. Monday through Friday and 6:00 a.m. to 11:00 p.m. Saturday through Sunday.

Service Type	Description
Rapid Bus	Vehicles are proposed to operate in mixed flow traffic with shared right-of-way. Rapid buses are proposed to operate with fewer stops than local buses, only stopping at key destination and transfer centers. Service is proposed to operate from 5:00 a.m. to 12:00 a.m. Monday through Friday and from 6:00 a.m. to 11:00 p.m. Saturday through Sunday. Peak periods operate Monday through Friday from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. Service is proposed to operate at a frequency of every 15 minutes during peak periods and every 30 minutes during off-peak periods.
Commuter Bus	Coach-style buses are proposed to serve long-distance, commute flow from park-and-ride lots to major employment centers. Commuter buses operate with limited stops. Service is proposed to operate every 15 minutes from 5:30 a.m. to 7:00 p.m. Monday through Friday.
Microtransit Service	Demand responsive bus/shuttle are proposed to operate in a defined geographic area without fixed routes to serve lower-demand areas.
Paratransit Service	Paratransit provides service to individuals with mobility challenges within ¾ miles of fixed route service.
Vanpool	Vanpool subsidies provide commuter programs for people with similar work and home destinations.
Transportation Network Companies (TNC)/Ridesharing	Partnership programs with TNC or ridesharing companies are proposed to provide subsidies for rides for residents to get to the closest transit stop.

OTHER SYSTEM COMPONENTS

BRT/ART Capital Improvements

A number of capital improvements are proposed to support BRT and ART service. These improvements include some of the following:

- Exclusive bus lanes – dedicated lanes for transit vehicles are proposed along the majority of the BRT routes. These transit exclusive lanes could come from the widening of roadways to provide additional lanes in each direction or the conversion of existing general purpose vehicular lanes to exclusive lanes.

- Transit Signal Priority (TSP) – TSP is proposed at signalized intersections along BRT and ART routes to reduce delay for buses. TSP is a system that uses technology onboard transit vehicles to communicate with traffic signals to reduce delay, typically by either shortening the red light or extending the green light at an intersection.

- Queue Jumps – Queue jumps are proposed to be installed at select signalized intersections along primarily ART routes to reduce bus delay due to vehicular queuing. Queue jumps allow buses to get a head start over other queuing vehicles by providing a bus-only lane at the approach of an intersection. Queue jumps would only be used at intersections that are not proposed for exclusive bus lane.

- Stations – High quality stations are proposed to be installed along BRT routes for enhanced customer experience.

Transfer Centers

As the transit system expands, transfer centers are proposed at strategic locations where multiple transit services converge. These transit hubs are proposed to have multiple bus berths and may include facilities such as enhanced waiting areas, stop amenities, and customer service facilities.

Maintenance Facilities

Existing maintenance facility expansion is proposed in the short-range and construction of a new maintenance facility is proposed in the mid-range to accommodate the increased fleet as the system expands.

Local Bus Stop Upgrades

Upgraded local bus stops or new bus stops where there are no preexisting stops are needed as part of the proposed expanded transit service. These upgrades could include shelters, amenities, and improved sidewalk access to stops. The total funding for local bus stop upgrades is proposed to be approximately $2 billion (2020 dollars) allocated over four phases: short-range, mid-range, and two allocations in the long-range. Ten percent of the total funds allocated for local bus stop upgrades is proposed to be spent in the short-range to upgrade or construct new local bus stops.

Fleet Upgrades

As part of the continued operation of the existing transit system and proposed expansion of the transit plan, vehicle fleets will need to be purchased and replaced as they reach the end of their useful life. Funding for fleet upgrades includes the expansion of the vehicle fleet to be used in the delivery of BRT, ART, rapid, local, commuter, microtransit, paratransit, and vanpool service.

Technology Upgrades

Funding is proposed for technology upgrades to the system, such as user amenities including the addition of a new user app, trackers for buses, Wi-Fi, and power outlets to buses. It may also include upgrades to systems and back-end equipment, such as improving real-time information systems, performance measurement systems, and safety/communications systems. The total funding allocated to these upgrades is an additional 2.5% of capital funds allotted, and 10% of the total funds allocated for technology upgrades is proposed to be spent in the short-range.

Bicycle and Pedestrian Access Improvements

A funding allocation is proposed for bicycle and pedestrian improvements to improve first and last mile access to transit. These improvements may consist of new sidewalks, bicycle lanes, enhanced crosswalks, and signalized crossings.

Vanpool Subsidy

Vanpool is a service in which groups of commuters heading to common destinations ride together in a single vehicle. This service is used by people with similar home and work locations, typically a single employer. As part of this plan, subsidies of private vanpool services are proposed to supplement destinations where public transit services are not feasible. The subsidy of private vanpool services is proposed to be $200,000 (2020 dollars) allocated annually.

TNC Subsidies

An annual subsidy of County resident use of transportation network companies (TNCs), such as Uber or Lyft, specially to access the nearest transit stop is proposed as part of the plan. Pilot programs may be implemented to identify effective programs to enhance access to transit, such as subsidized rides to certain destinations, within certain areas, or at certain times of day. The subsidy of TNC subsidies is proposed to be $200,000 (2020 dollars) allocated annually.

Regional Reserve

A funding allocation is proposed for contributions to regional transit projects yet to be determined. It is anticipated that these projects will include higher capacity transit infrastructure improvements that may extend into Cobb County or provide for improved connectivity to the regional transit network for Cobb County residents and employees.

City Set-Asides

A funding allocation is proposed to be distributed to individual cities and used as the cities decide for improved access to transit, local bus stops, improved shelters, etc. The city set-aside is proposed to be distributed every 5 years of the plan and be allocated partially based on city population.

COSTING AND FINANCING PLAN

CAPITAL COSTS

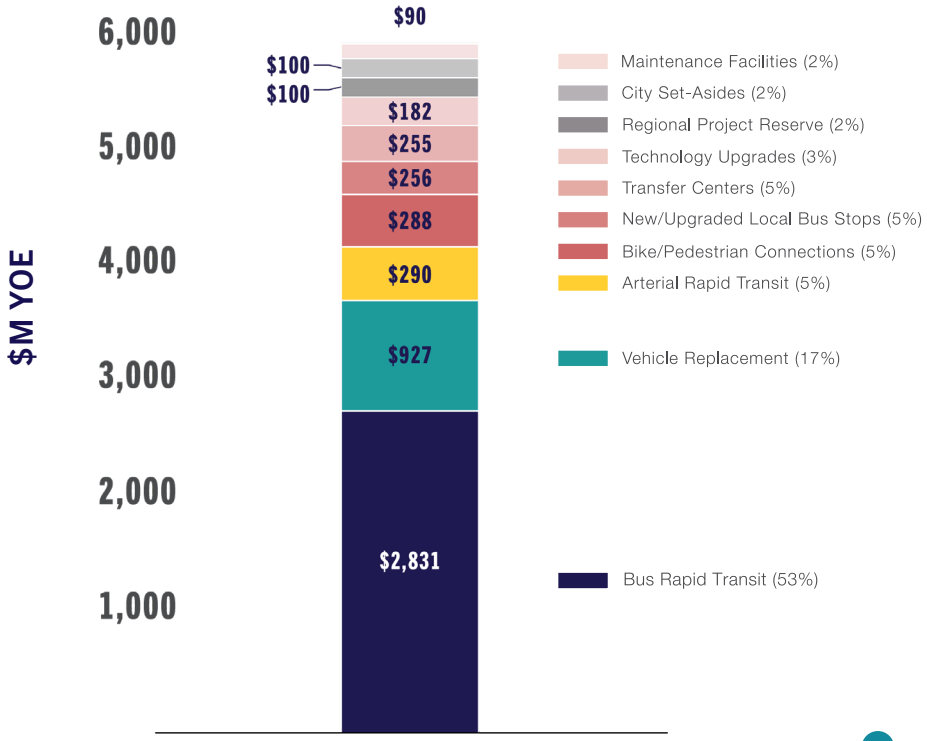
Capital costs were estimated based on the service type. Capital costs for transit facilities were estimated by order-of-magnitude level based on similar projects. BRT costs were estimated based on FTA Standard Cost Categories (SCCs) template. Transit costs are given in year of expenditure (YOE) due to necessary phasing of capital and operating and maintenance (O&M) costs through implementation. This is the preferred method of financial reporting by the FTA.

SUMMARY OF CAPITAL COST PROJECTS (IN YOE$)

Service Category	Cost (YOE$)
Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART)	$3,120M
Transit Facilities (Maintenance and Transfer)	$345M
Passenger Amenities (Bike/Ped and Local Bus Stop Upgrades)	$544M
System Technology Upgrades	$182M
Set-Asides (City and Regional Reserve)	$200M
Vehicle Replacement	$927M

Overall, the Transit Plan has an estimated capital cost of $5.318 billion in YOE dollars. Approximately $1.651 billion of the total capital cost is assumed to be funded with federal funds.

TOTAL TRANSIT CAPITAL COSTS BY SERVICE TYPE



OPERATING AND MAINTENANCE COSTS

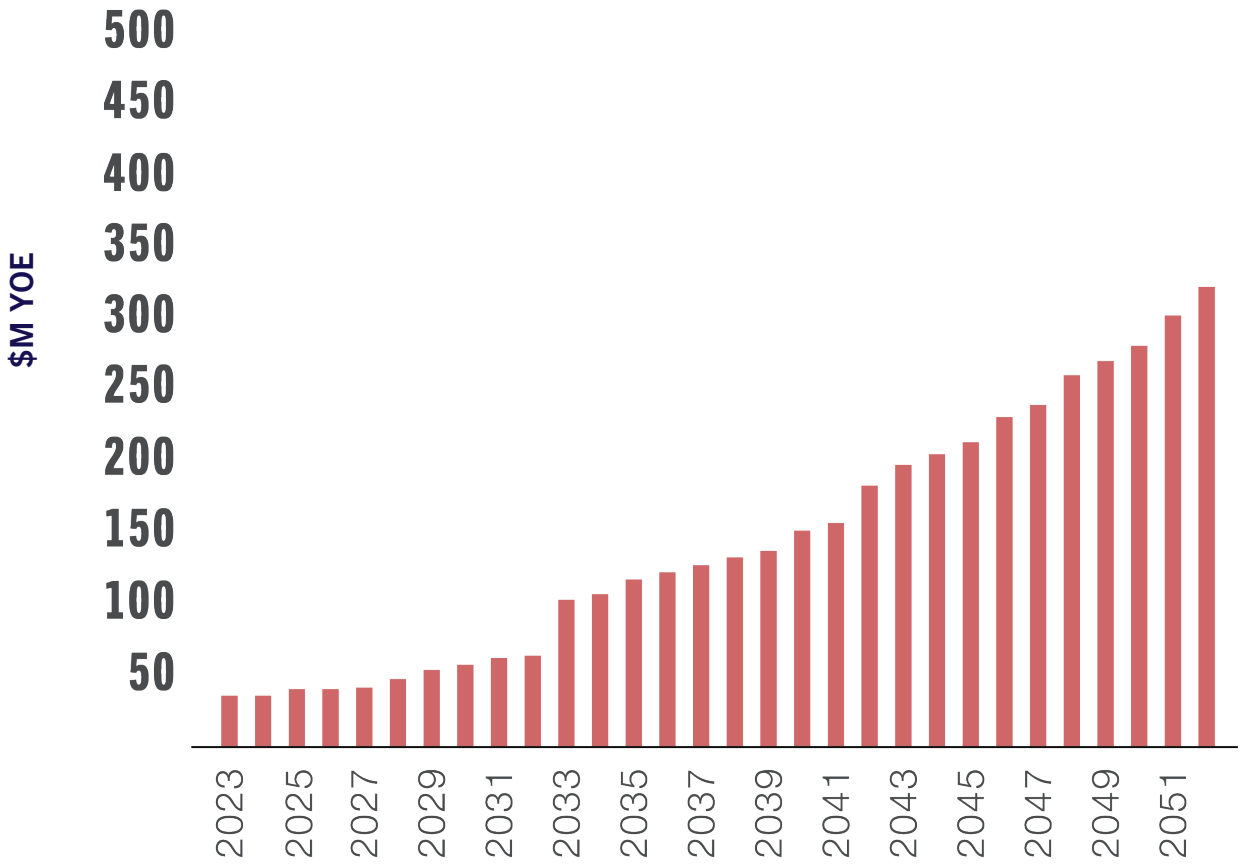
A phased implementation has been assumed for the Transit Plan. Service improvements were programmed on an annual basis from 2023 through 2053, with proposed service improvements in the Short-Range Plan completed by 2027, proposed service improvements in the Mid-Range Plan completed by 2032 and proposed service improvements in the Long-Range Plan completed by 2053. Vehicle requirements, annual revenue-hours and miles of service were calculated for each proposed service improvement and programmed into the 30-year cash flow model.

Annual operating and maintenance costs were prepared by applying unit costs to revenue-hours and revenue-miles for each year in the cash flow model. Cost assumptions under the scenario are as follows:

- BRT - $108.00 per revenue-hour
- ART - $98.00 per revenue-hour
- Local Bus - $88.00 per revenue-hour
- Rapid Bus - $88.00 per revenue-hour
- Commuter Bus - $110.00 per revenue-hour
- Microtransit - $88.00 per revenue-hour
- Paratransit - $73.00 per revenue-hour

Overall, the Transit Plan has an estimated cumulative O&M cost of $4.356 in YOE dollars.

TOTAL ANNUAL TRANSIT O&M COSTS (30-YEAR)



TOTAL PLAN COSTS

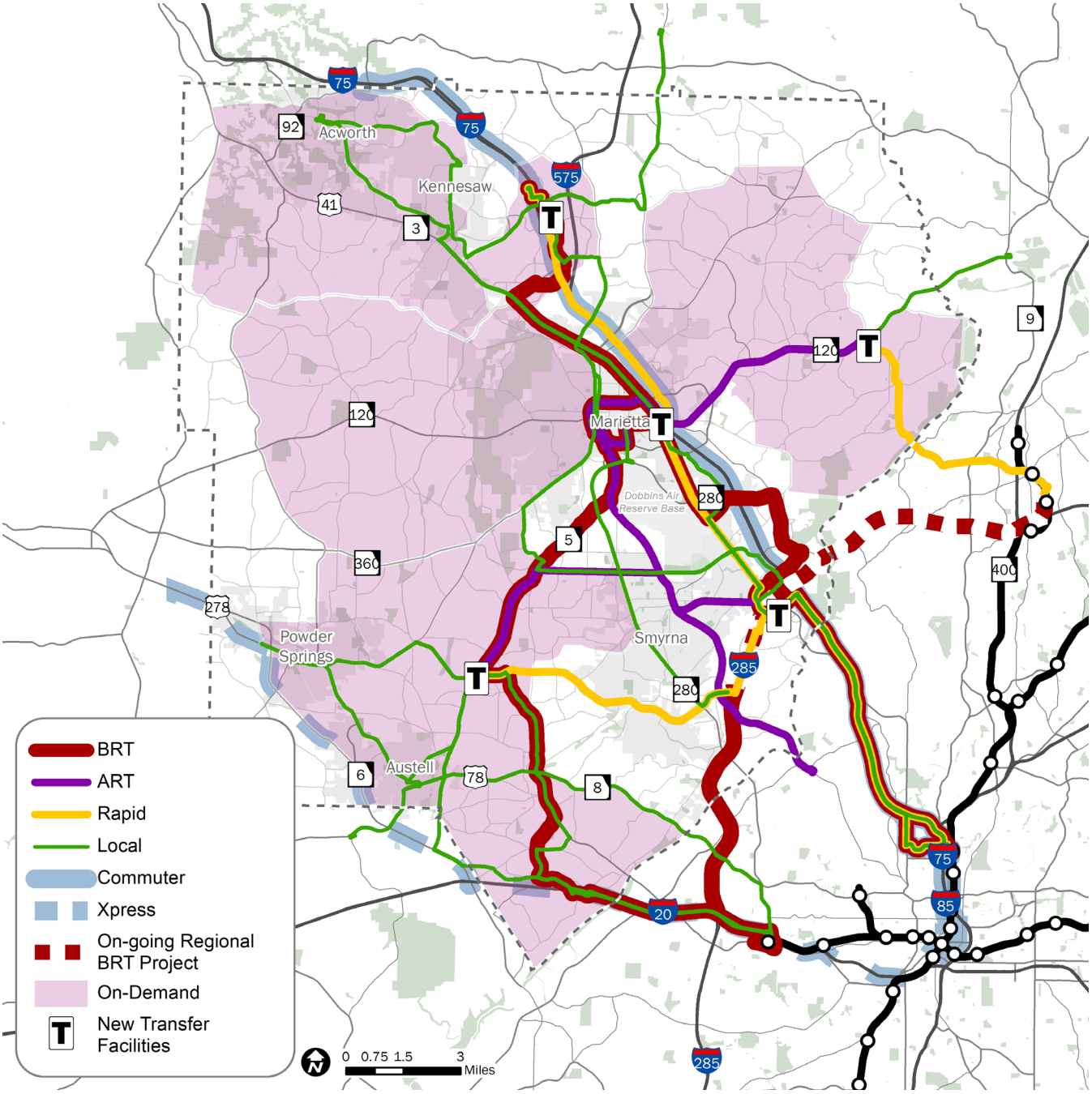
The total cost of the 30-year Transit plan, which include O&M and capital costs, are shown in the table below. Funding for the plan includes local revenues from SPLOST and farebox returns as well as federal funding matches for larger capital projects.

SUMMARY OF TOTAL COST OF THE 30-YEAR TRANSIT PLAN (IN

Service Category	Cost ($M YOE)	% of Plan
Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART)	$4,130M	43%
Expanded Bus Service Levels (Local, Commuter, Rapid)	$2,230M	23%
Microtransit Services (Six Zones)	$729M	8%
Paratransit Service	$362M	4%
Other Services (Vanpool, Taxi Voucher)	$25M	<1%
Transit Facilities (Maintenance and Transfer)	$345M	4%
Passenger Amenities (Bike/ped and Local Bus Stop Upgrades)	$544M	6%
System Technology Upgrades	$182M	2%
Set-Asides (City and Regional Reserve)	$200M	2%
Vehicles	$927M	10%
Total Cost	**$9,674M**	

LONG RANGE (30-YEAR) SERVICE

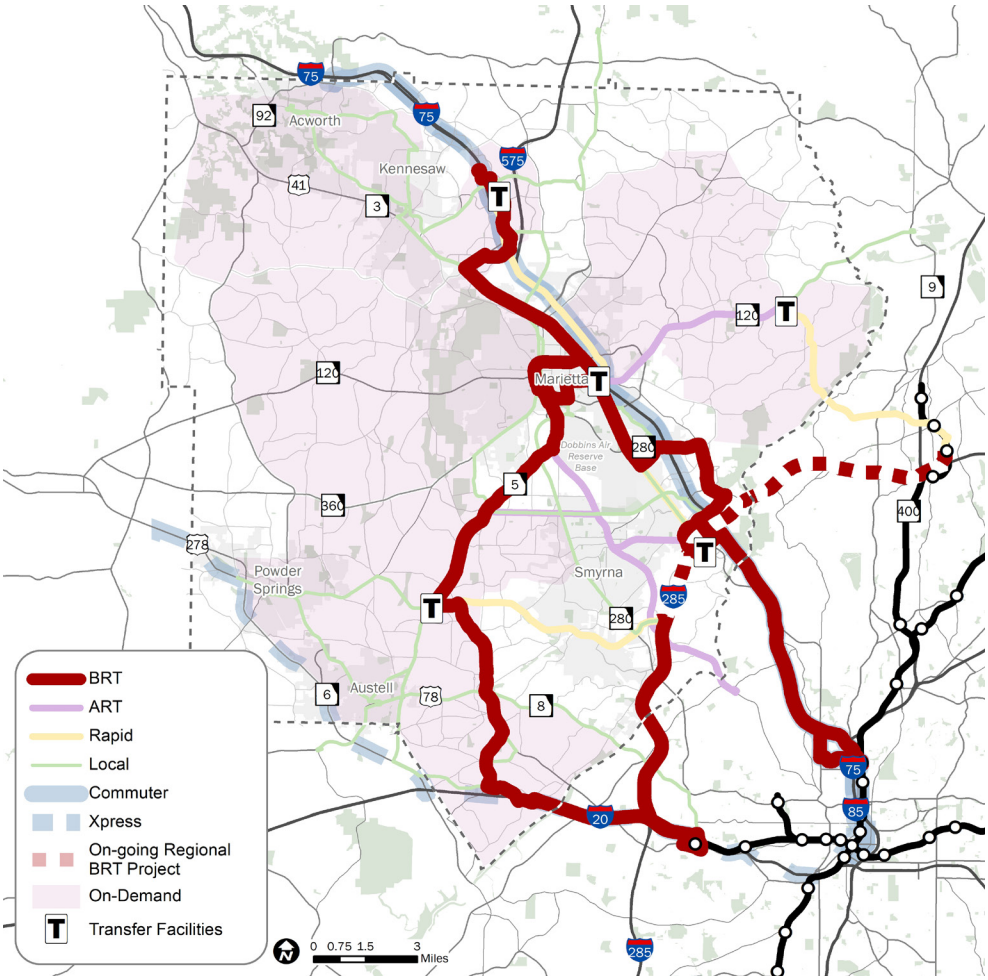
The 30-year financially constrained plan proposes a balanced investment between high-capacity transit along high-demand corridors and increased coverage of lower demand areas through services such as local bus and microtransit. Each series of recommendations will require further study and evaluation to determine appropriate alignments, stations/stops, and corridor investments.



EXPLANATION OF SERVICE

Proposed 30-year service builds on the Mid-Range and Short-Range plan and includes the following services:

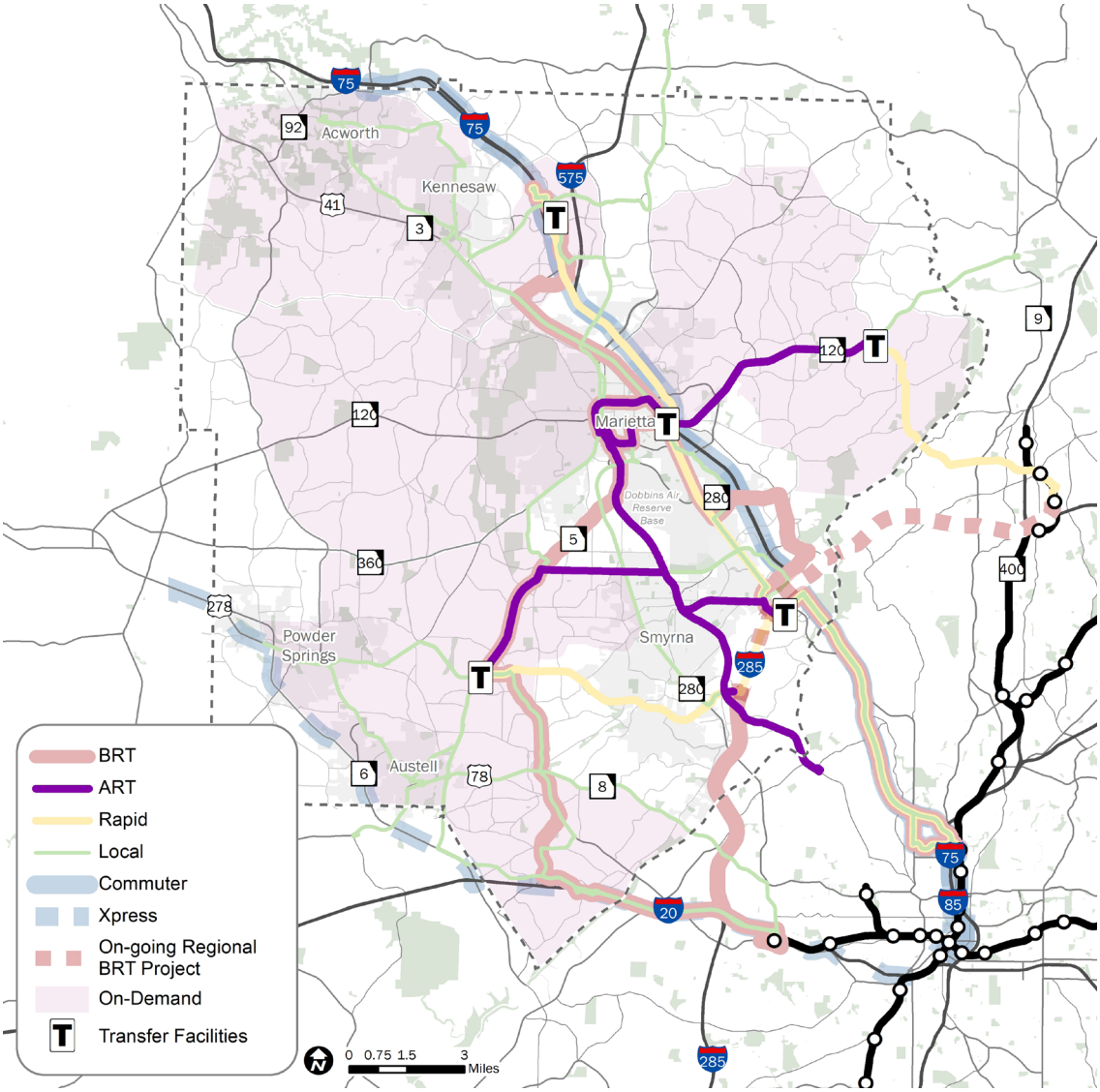
LONG RANGE (30-YEAR) BRT SERVICE



Bus Rapid Transit (BRT) — seven routes include primarily dedicated transit lanes, high quality stations, off-board fare collection, and other corridor wide enhancements.

- Town Center to Marietta BRT
- Marietta to Cumberland BRT
- Cumberland to Atlanta BRT
- Marietta to South Cobb BRT
- South Cobb to MARTA H.E. Holmes BRT
- Top End BRT from Cumberland Parkway to MARTA Dunwoody Station
- Top End Extension BRT from Cumberland Parkway to MARTA H.E. Holmes Station

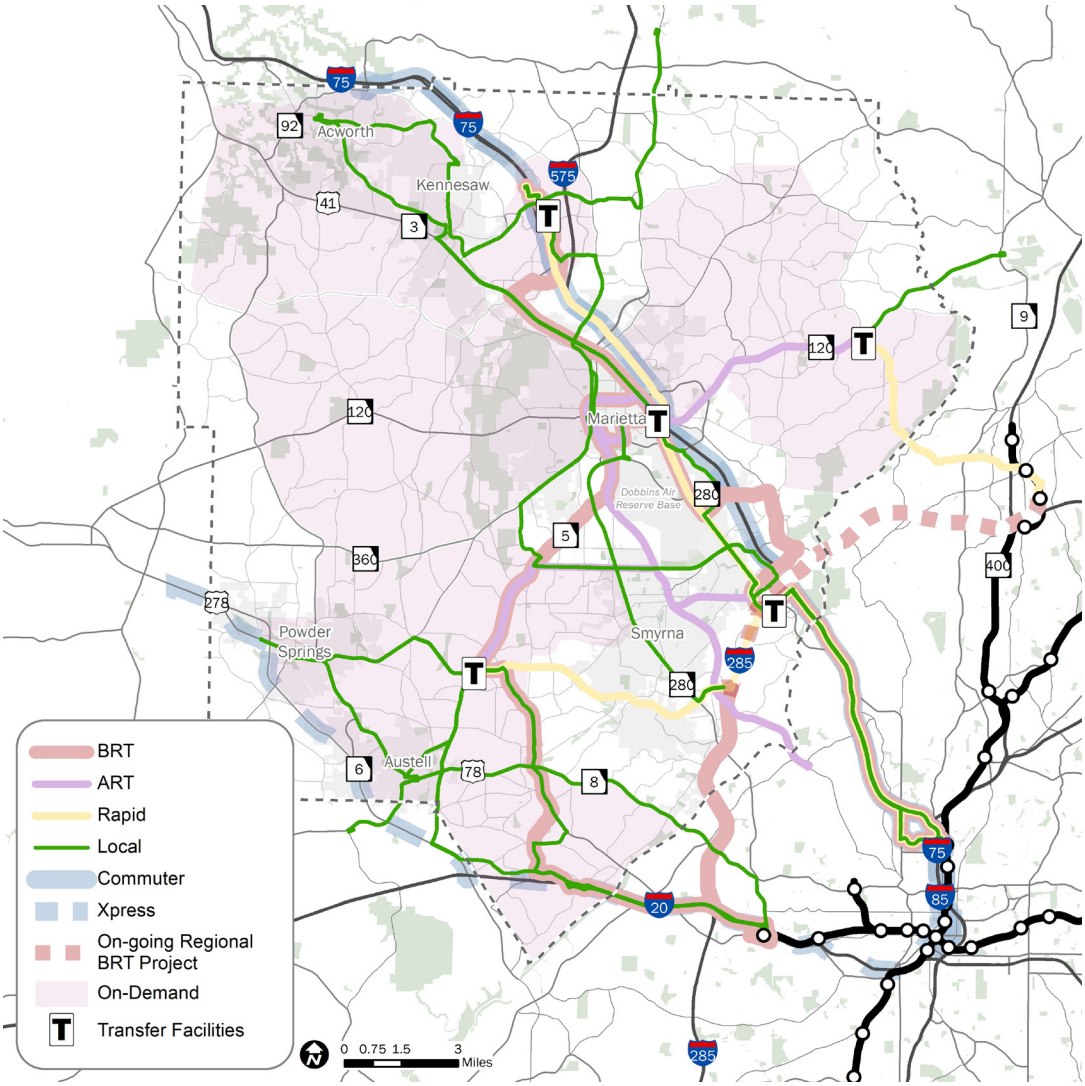
LONG RANGE (30-YEAR) ART SERVICE



Arterial Rapid Transit (ART) — three routes with some dedicated transit lanes along with queue jumper lanes and transit signal priority to keep the system moving through more congested locations.

- Cumberland to South Cobb ART
- Atlanta Road ART
- SR 120 ART

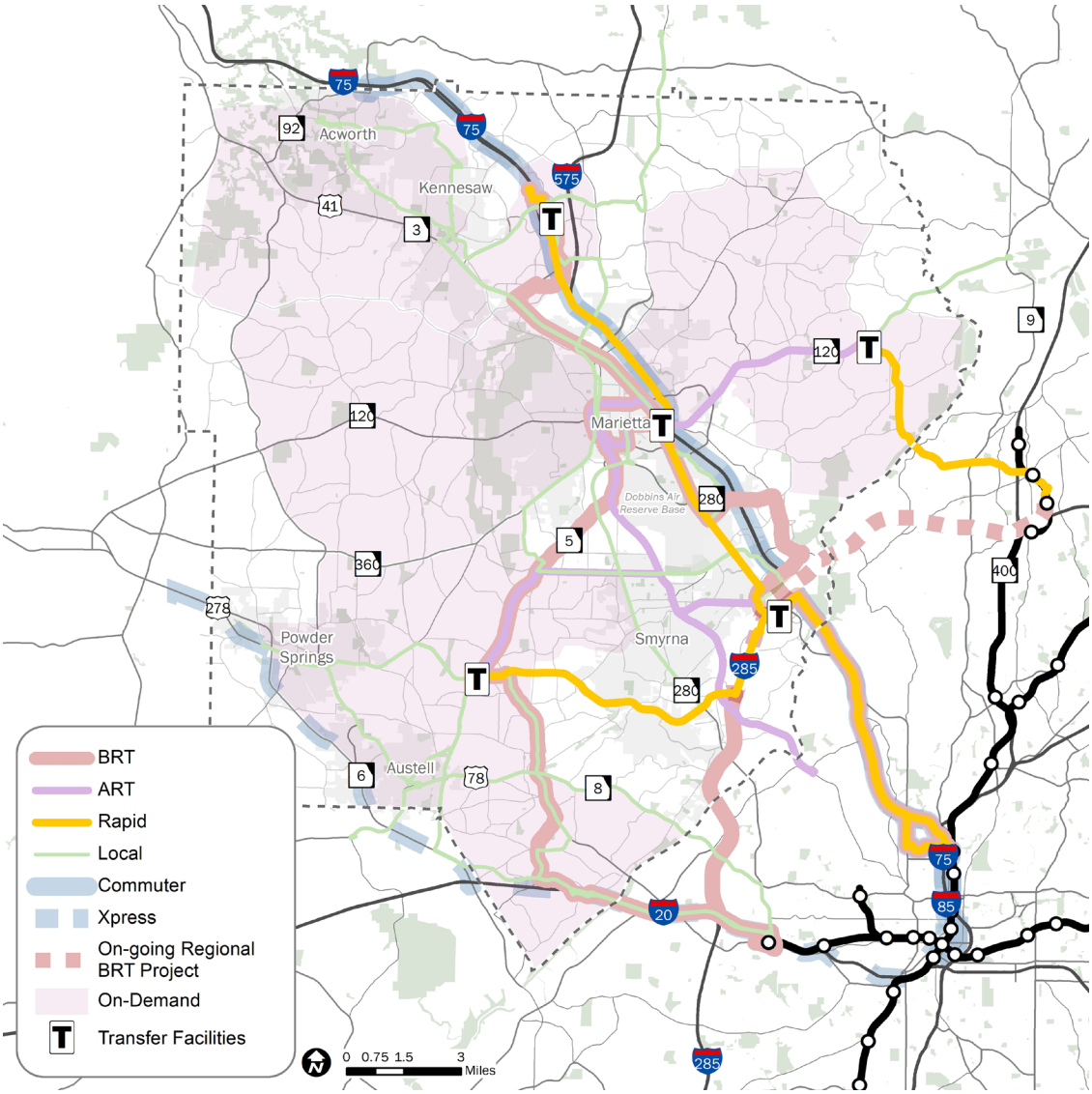
LONG RANGE (30-YEAR) LOCAL BUS SERVICE



Local Bus — twelve routes provide access to larger portions of the County in mixed traffic.

- Marietta to MARTA Arts Center Station
- Marietta to Cumberland
- Marietta to Cumberland Parkway
- South Cobb to MARTA H.E. Holmes Station
- Powder Springs to MARTA H.E. Holmes Station
- South Cobb to Lithia Springs
- Veterans Memorial Highway to MARTA H.E. Holmes Station
- Town Center to Marietta
- Acworth to Town Center
- Acworth to Marietta
- Town Center to Woodstock
- Johnson Ferry Road/Roswell Road to Roswell

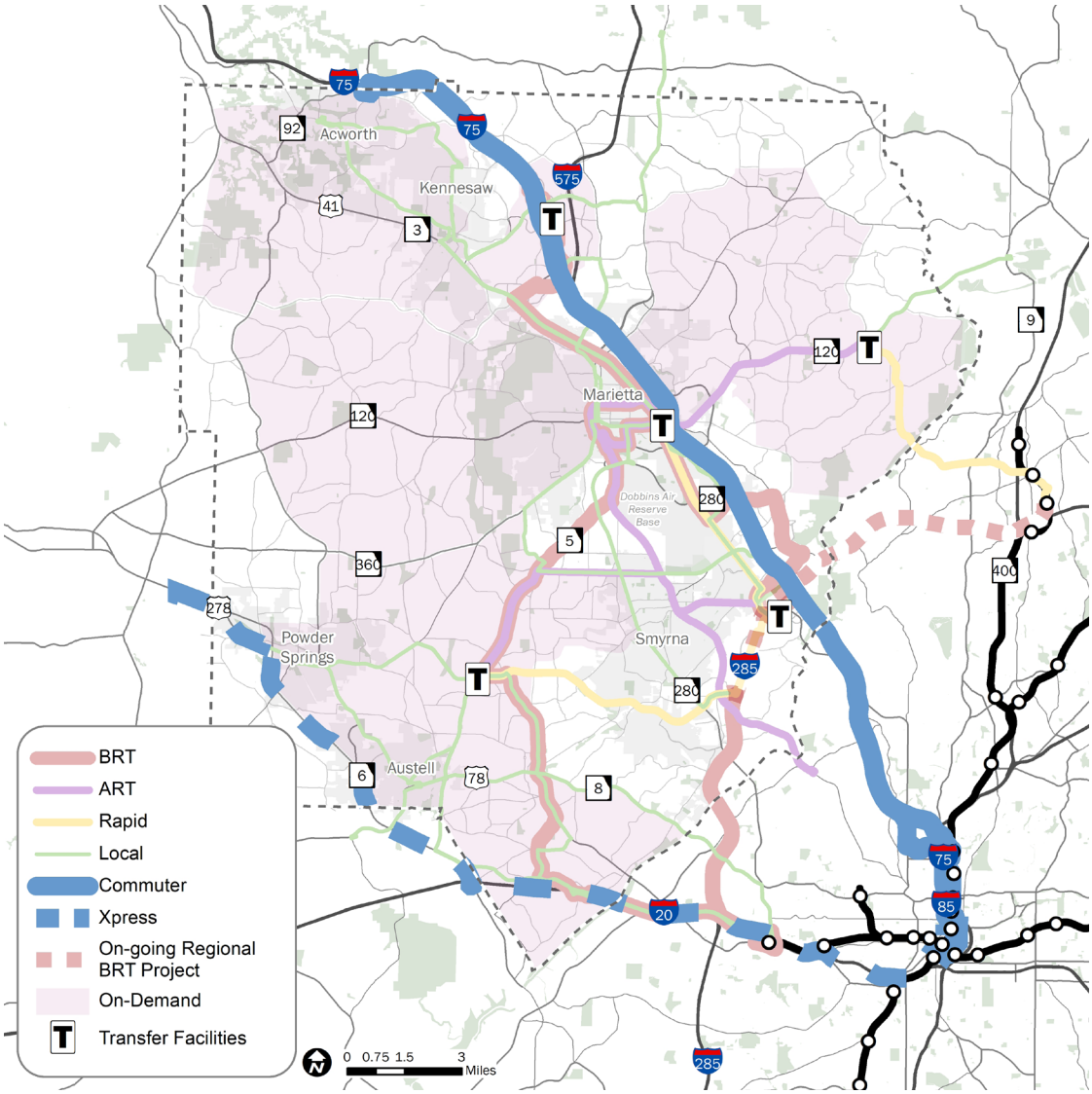
LONG RANGE (30-YEAR) RAPID BUS SERVICE



Rapid Bus — three routes provide limited stop service to key destinations and transfer centers.

- Kennesaw to MARTA Arts Center Station
- South Cobb/Hospital Triangle to Cumberland
- Johnson Ferry Road/Roswell Road to MARTA Dunwoody Station

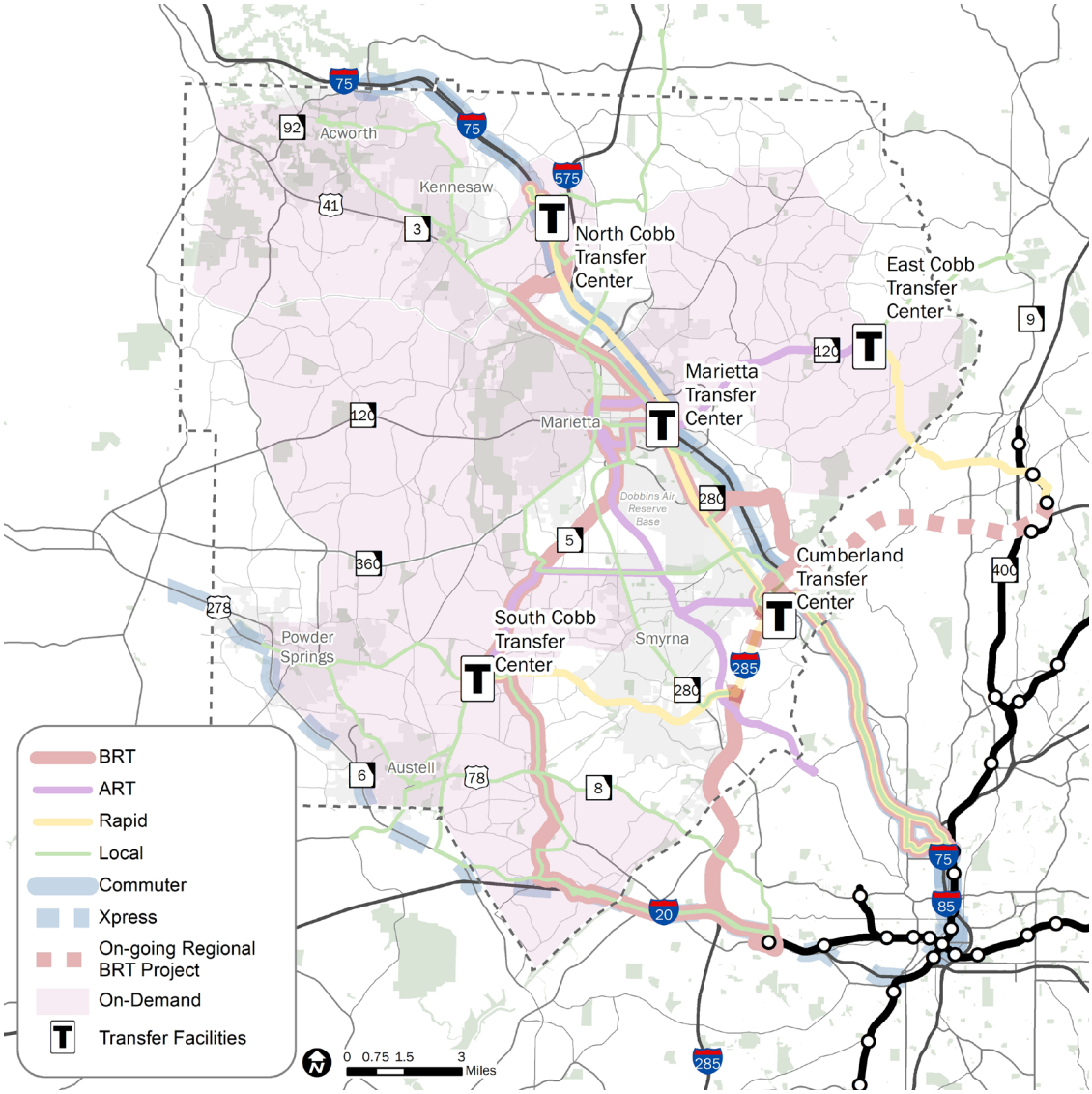
LONG RANGE (30-YEAR) COMMUTER SERVICE



Commuter Bus — five routes connect major employment centers with park-and-ride lots along key corridors with very limited stops.

- CobbLinc Route 100
- CobbLinc Route 101
- CobbLinc Route 102
- Xpress Route 476 (operated by the ATL)
- Xpress Route 480 (operated by the ATL)

LONG RANGE (30-YEAR) TRANSIT FACILITIES



Transit facilities — Five transfer and two maintenance facilities needed to provide efficient route operations.

- East Cobb Transfer Facility
- Marietta Transfer Facility
- South Cobb Transfer Facility
- Cumberland Transfer Facility
- North Cobb Transfer Facility

Additional Services and System Improvements:

- **Microtransit Service** — six on-demand transit zones providing door-to-door service in lower-demand areas
- **Paratransit Service** — coverage within three-quarters of a mile of fixed route service for individuals with mobility challenges
- **Vanpool** — subsidies for commuter services for people with similar home and work locations
- **Ridesharing** — subsidies for people who live outside of the transit service area to gain access to the nearest transit stop/station
- **Other System Improvements**
  - » Bicycle and Pedestrian Access Improvements
  - » Local Bus Stop Upgrades
  - » System Technology Upgrades
  - » Fleet Upgrades
  - » City Set-Asides
  - » Regional Set-Asides

SUMMARY METRICS

Summary metrics comparing the proposed 30-year Transit Plan to existing CobbLinc service are included in the table below.

SUMMARY METRICS 30-YEAR PLAN

Service Category	Annual Service Hours		Linear Miles[1]	
	Existing[2]	Proposed	Existing	Proposed
High-Capacity Transit (BRT and ART)	–	277,200	–	210
Bus Service Levels (Local, Commuter, Rapid)	236,500	503,100	590	710
Microtransit Services	9,200	170,000	–	–
Paratransit Service	56,300	87,800	–	–
Other Services (Vanpool, Taxi Voucher)	–	–	–	–

[1] Linear miles are bi-directional.

[2] Existing annual service hours reflect FY 2023 service contract projections. All other service hour estimates are based on long-range service levels.

PERFORMANCE METRICS

The proposed 30-year Transit Plan aims to balance high-capacity service and coverage of the County. To evaluate coverage of the proposed plan, employment, population, and various demographic metrics were measured. These metrics are listed in the table below.

PERFORMANCE METRICS COMPARISON EXISTING SERVICE TO 30-YEAR PLAN

	Existing Service			30 Year Plan			
	Whole Network[1]	Local Routes[2,3]	On-Demand Zones[2]	Whole Network[1]	Local Routes[2,3]	High Capacity - Non-Rail[2]	On-Demand Zones[2]
2050 Population	246,000 (24%)	199,000 (20%)	48,000 (5%)	725,000 (71%)	217,000 (21%)	146,000 (14%)	555,000 (55%)
2050 Employment	224,000 (42%)	207,000 (39%)	18,000 (3%)	405,000 (77%)	215,000 (41%)	169,000 (32%)	221,000 (42%)
Poverty Population	32,000 (42%)	25,000 (33%)	7,000 (9%)	60,000 (79%)	25,000 (33%)	16,000 (21%)	41,000 (54%)
Zero Vehicle Households	5,000 (50%)	4,000 (40%)	1,000 (10%)	8,000 (80%)	4,000 (40%)	3,000 (30%)	5,000 (50%)
Age 65+ Population	14,000 (18%)	11,000 (14%)	4,000 (5%)	57,000 (75%)	13,000 (17%)	8,000 (11%)	48,000 (63%)
Minority Population	113,000 (34%)	90,000 (27%)	24,000 (7%)	254,000 (77%)	91,000 (28%)	60,000 (18%)	183,000 (56%)

[1] Whole network includes fixed routes and on-demand zones. Due to overlapping areas with these routes, the whole network total does not add up to the sum of the other routes.

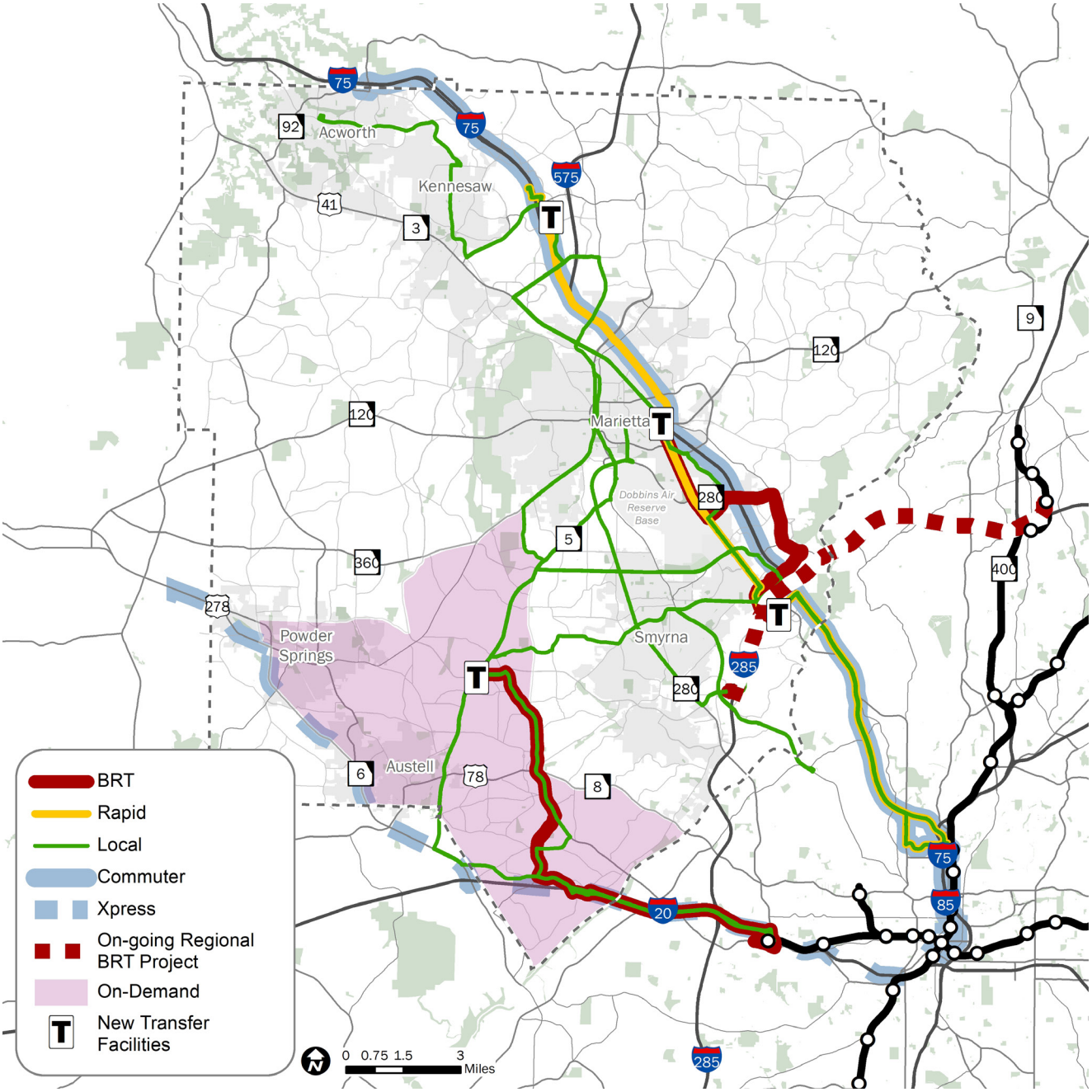
[2] Population/employment within ¼ mile of transit routes or within on-demand zones. Population/employment capture only includes Cobb County residents or employees.

[3] Does not include population/employment capture around Commuter routes.

MID-RANGE PLAN (10-YEAR)

The Mid-Range Plan includes the first three BRT routes opening to service, including Marietta to Cumberland, South Cobb to the H.E. Holmes MARTA station, and the BRT in managed lanes along the Top End Perimeter of I-285 (a regional partnership project). Other BRT and ART projects will be under design during this phase, along with the construction of multiple transfer and maintenance facilities.

MID-RANGE (10-YEAR) SERVICE



EXPLANATION OF SERVICE

Proposed 10-year service builds on the Short-Range plan and includes the following services:

Bus Rapid Transit (BRT)

BRT Routes in operation during Mid-Range

- Marietta to Cumberland BRT
- South Cobb to MARTA H.E. Holmes BRT
- Top End BRT from Cumberland Parkway to MARTA Dunwoody Station

BRT routes in development and design in Mid-Range

- Town Center to Marietta BRT
- Cumberland to Atlanta BRT
- Marietta to South Cobb BRT
- Top End Extension BRT from Cumberland Parkway to MARTA H.E. Holmes Station

Local Bus

- Marietta to MARTA H.E. Holmes Station
- Marietta to Cumberland via South Cobb Drive
- Town Center to Marietta via Bells Ferry Road
- Acworth to Town Center
- Cumberland to Marietta Boulevard/Magnolia
- Marietta to MARTA Arts Center Station
- Town Center/Kennesaw State University to Marietta via Cobb Parkway
- Cumberland to MARTA H.E. Holmes Station
- Marietta to Cumberland via Powder Springs Parkway and Windy Hill Road

Rapid Bus

- Kennesaw to MARTA Arts Center Station Rapid Bus
- South Cobb to MARTA H.E. Holmes Station Rapid Bus

Commuter Bus

- CobbLinc Route 100
- CobbLinc Route 101
- CobbLinc Route 102
- Xpress Route 476 (operated by the ATL)
- Xpress Route 480 (operated by the ATL)

Other Transit Service

- Microtransit Service
  - » One on-demand zone
- Paratransit Service
- Vanpool
- Ridesharing

Transit Facilities

- South Cobb Transfer Facility
- Cumberland Transfer Facility
- North Cobb Transfer Facility
- Marietta Transfer Facility
- New Maintenance Facility
- Existing Maintenance Facility Expansion

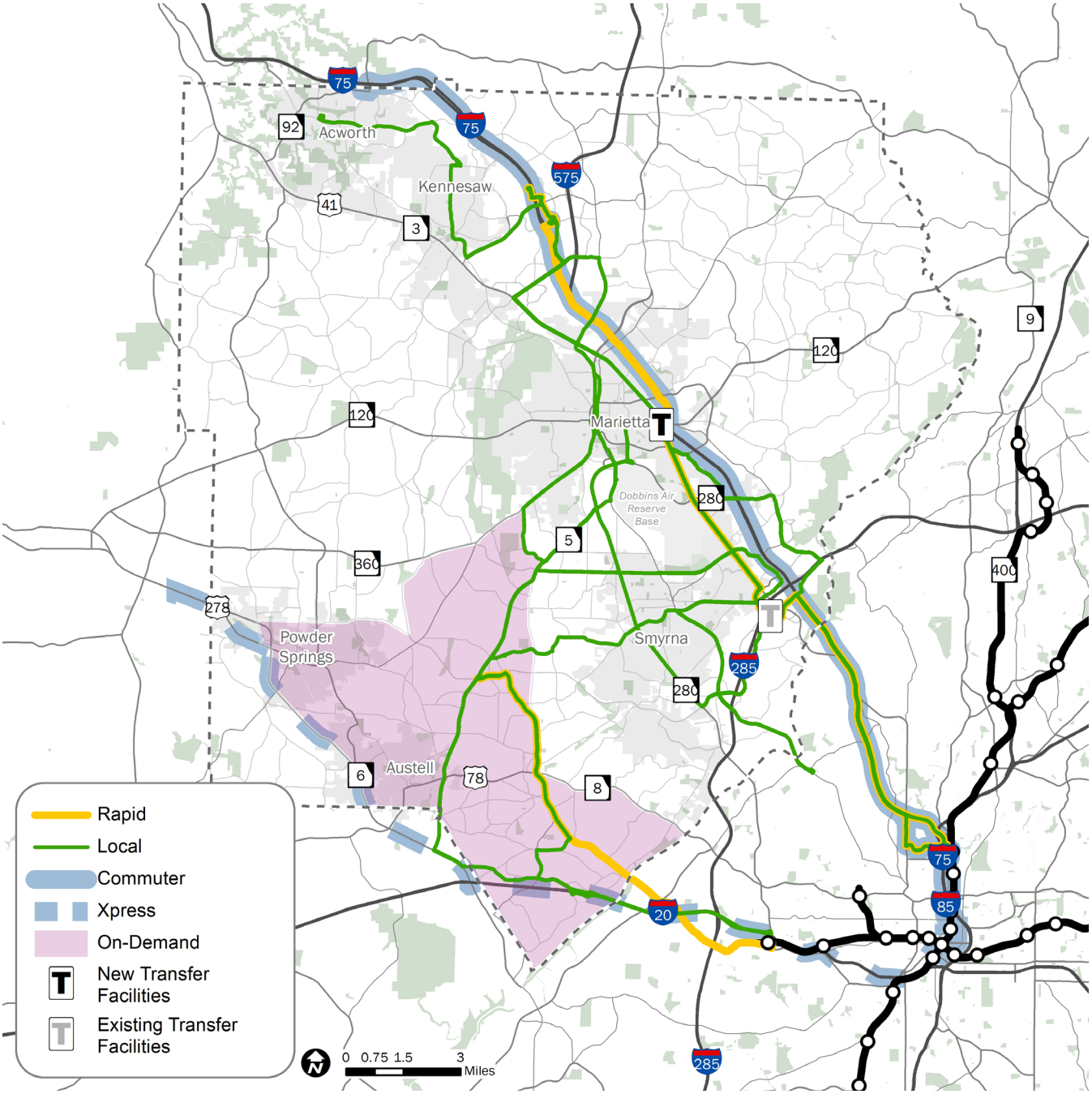
Other System Improvements

- Bicycle Pedestrian Access Improvements
- Local Bus Stop Upgrades
- System Technology Upgrades
- Fleet Upgrades
- City Set-Asides
- Regional Set-Asides

SHORT-RANGE PLAN (5-YEAR)

The Short-Range Plan focuses on building the framework for the life of the program, including concept development and design work for some of the BRT corridors that require more time and more substantial funding while also expanding local service to new areas of the County, providing new rapid/limited stop service in South Cobb, expanding current on-demand zones, and increasing frequencies and span of service on existing routes.

SHORT-RANGE (5-YEAR) SERVICE



EXPLANATION OF SERVICE

Proposed 5-year service includes the following services:

Bus Rapid Transit (BRT)	Local Bus
BRT routes in development and design in Short-Range • Marietta to Cumberland BRT • South Cobb to MARTA H.E. Holmes BRT • Top End BRT from Cumberland Parkway to MARTA Dunwoody Station	• Marietta to MARTA H.E. Holmes Station • Marietta to Cumberland via South Cobb Drive • Town Center to Marietta via Bells Ferry Road • Acworth to Town Center • Marietta to MARTA Arts Center Station • Cumberland to Marietta Boulevard/Magnolia • Town Center/Kennesaw State University to Marietta via Cobb Parkway • Marietta to Cumberland via Powers Ferry Road • Cumberland to MARTA H.E. Holmes Station • Marietta to Cumberland via Powder Springs Parkway and Windy Hill Road
Rapid Bus	**Commuter Bus**
• Kennesaw to MARTA Arts Center Station Rapid Bus • South Cobb to MARTA H.E. Holmes Station Rapid Bus	• CobbLinc Route 100 • CobbLinc Route 101 • CobbLinc Route 102 • Xpress Route 476 (operated by the ATL) • Xpress Route 480 (operated by the ATL)

Other Transit Service

- Microtransit Service
  - » One on-demand zone
- Paratransit Service
- Vanpool
- Ridesharing

Transit Facilities

- Marietta Transfer Facility
- Existing Maintenance Facility Expansion

Other System Improvements

- Bicycle and Pedestrian Access Improvements
- Local Bus Stop Upgrades
- System Technology Upgrades
- Fleet Upgrades
- City Set-Asides
- Regional Set-Asides

Unconstrained Projects

Projects unconstrained by the assumed federal, state, and local funding opportunities presented in the Funding and Financing Transportation and Transit in Cobb County Section “of this CTP” as the 30-year financially constrained plan are included in the following section as aspirational projects. There are no funding opportunities for these projects currently identified.

ASPIRATIONAL TRANSIT PROJECTS

Aspirational project recommendations beyond the 30-year financially constrained plan that warrant further consideration with other regional and state partners include:

- Heavy rail connecting the existing MARTA Rail system to Cobb County; the heavy rail line could include a connection from the H.E. Holmes MARTA station to Six Flags Parkway or a connection from Cumberland to either Bankhead MARTA Station or Arts Center MARTA Station
- Commuter rail connections from metro Atlanta to other nearby regions; collaborative efforts at the regional and state level should be undertaken relative to a larger conversation about commuter/regional rail
- Airport service for airport workers and passenger travel from Cumberland to Hartsfield-Jackson Atlanta International Airport
- Upgrading high-capacity service from ART to BRT or from BRT to LRT on key lines within the County
- Upgrading Rapid or Commuter bus service to ART or BRT on key lines within Cobb County or as part of a Regional multi-jurisdictional transit service

Public Involvement - Round 2

There were two major aspects of engagement for the CobbForward Public Involvement Round 2 Phase:

- Focused engagement with technical/stakeholder groups
- Public facing engagement with the broader community

The purpose of Round 2 outreach was to gain insights from relevant Cobb parties regarding specific project packages and scenarios for surface transportation and transit and to assess the community's willingness to consider new local funding options for either or both sets of projects.

OUTREACH PROCESS

This section describes the outreach methodology and process used in the Public Involvement Round 2 Phase.

FOCUSED ENGAGEMENT

The purpose of the focused engagement meetings was to interact with and learn from various transportation experts, County officials, and municipalities whose thoughts and opinions are integral to the development of the CobbForward CTP.

This included meeting with the following groups:

- Technical Committee Meetings
- City, CID, and Adjacent Community Meetings
- Transit Advisory Board Meeting
- County Commissioner Meetings and Work Sessions
- Regional Transit Operators

FOCUSED ENGAGEMENT EVENTS

PUBLIC MEETINGS AND TOWN HALLS

Three public meetings were held virtually at times that would allow residents with varying schedules to be able to attend. In addition, Commissioners hosted in-person town hall meetings for those who desired to participate in person. During these meetings, attendees had the opportunity to engage, ask questions, and provide feedback to the Project Team. Throughout the public involvement process, approximately 160 attendees were able to join one of the three virtual public meetings and another 160 individuals attended the town halls.

- **Virtual Public Meetings:**
  - Tuesday May 11th, 2021 | 5:00-7:00 PM
  - Saturday May 15th, 2021 | 9:00-11:00 AM
  - Wednesday May 19th, 2021 | 11:00 AM-1:00 PM
- **In-Person Town Hall Meetings:**
  - Wednesday May 12th, 2021 | 6:00-7:30 PM (District 3/Cobb County Civic Center)
  - Wednesday May 19th, 2021 | 6:30-8:00 PM (District 4/Cobb County Public Safety Police Training Academy)
  - Thursday May 20th, 2021 | 6:00-8:00 PM (District 1/Lost Mountain Park)
  - Tuesday May 25th, 2021 | 5:00-6:30 PM (Information Station Pop-up at Cobb County Government)
  - Thursday May 27th, 2021 | 5:30-7:30 PM (District 2/East Cobb Park)

OTHER PUBLIC FACING ENGAGEMENT

A unique web address was created to provide easy access to project information and to provide an online format for the public to engage with the plan. A dedicated e-mail address was created for the CobbForward public outreach efforts. Frequent email blasts were pushed out using MailChimp during the plan's development. The email blast distribution list featured more than 950 email addresses. Lastly, approximately 2-3 weeks prior to the public meetings, various communications and advertisements within the County were utilized to raise awareness of the upcoming meetings. Informational handouts were dropped off at libraries, malls, supermarkets, senior centers, banks, and other frequented public locations. Over 150 distribution locations were visited across the County.

Public Meetings and Town Halls: 160 attendees

Project Website: www.CobbForward.org

Project Email Address: CobbForward@CobbCounty.org

E-mail Blasts: 950 email addresses included

Project Information Distribution Locations: 150 public spaces

Online Survey: 1,000 participants

Scientific Survey: 4,300 participants

PUBLIC ENGAGEMENT FLYER

Cobb FORWARD
Comprehensive Transportation Plan

JOIN US
FOR A COBB-SPONSORED PUBLIC MEETING ABOUT THE COUNTY'S TRANSPORTATION FUTURE!

WHY IS YOUR INPUT IMPORTANT?
Cobb County last completed a Comprehensive Transportation Plan (CTP) in 2015—and much has changed in that time! Population has increased, and transportation needs and opinions have shifted within the County and region. At the same time, new technologies and transportation solutions are now available that can enhance and transform Cobb's future transportation system. To update the CTP and leverage these new tools and strategies, the County and the Cities are embarking on CobbForward—the County's CTP for 2050. CobbForward is coming back to the community to gather input on a series of surface transportation (pedestrian, bicycling, and trail) and transit projects. Your feedback and participation in CobbForward will help to inform the future of transportation investments in the County for the next 30 years, including positioning Cobb County for additional future transportation funding opportunities.

UPCOMING EVENTS
Join us at one of the events below to learn how you can get involved in planning our transportation system!

TOWN HALL MEETINGS

Wednesday, May 19th | 6:30 - 8:00 p.m.
District 4/Cobb County Public Safety Police Training Academy
2435 East West Connector
Austell, GA 30106

Thursday, May 20th | 6:00 - 8:00 p.m.
District 1/Lost Mountain Park
4845 Dallas Hwy
Powder Springs, GA 30127

Thursday, May 27th | 5:30 - 7:30 p.m.
District 2/East Cobb Park
3322 Roswell Rd
Marietta, GA 30068

INFORMATION STATION POP-UP

Tuesday, May 25th | 5:00 - 6:30 p.m.
Cobb County Government
100 Cherokee Street
Marietta, GA 30090

Register online to attend the last virtual public meeting on **Wednesday, May 19th**!

Can't make it to the virtual meeting? View the recording and presentation at **www.CobbForward.org**.

Si necesitas un traductor de español en la reunión,favor de enviar un correo electrónico a CobbForward@cobbcounty.org.

Please call 711 to request Telephone Device for the Deaf (TDD) services.

TAKE THE SURVEY!

For more information, visit: **www.CobbForward.org** | **#CobbForward** | **Email: CobbForward@cobbcounty.org**

ONLINE AND SCIENTIFIC SURVEYS

Two different survey efforts were undertaken in the Round 2 outreach phase of the plan with the goal of participants sharing their input to influence how the plan takes shape. The online survey was open to any members of the public and was available through the project website as well as social media posts and advertisements. The online public survey was completed by approximately 1,000 participants. The scientific survey took place over multiple weeks and was conducted through a standalone survey instrument. An independent market research firm administered the scientific survey through email to residents of Cobb County only. Approximately 4,300 residents participated in the survey. The questions in the scientific survey were identical to the online public survey but adjusted slightly to gather slightly more detailed answers in some cases.

ONLINE SURVEY

RESULTS OF OUTREACH

The results of the Public Involvement Round 2 Phase efforts are outlined below. The summaries include responses from both the public survey and the scientific survey. In total, the survey had about 5,300 responses. The questions were grouped by project type: trail projects, major roadway projects, safety and operational roadway projects, transit, financial considerations, and willingness to support a new sales tax in the County.

TRAIL PROJECTS

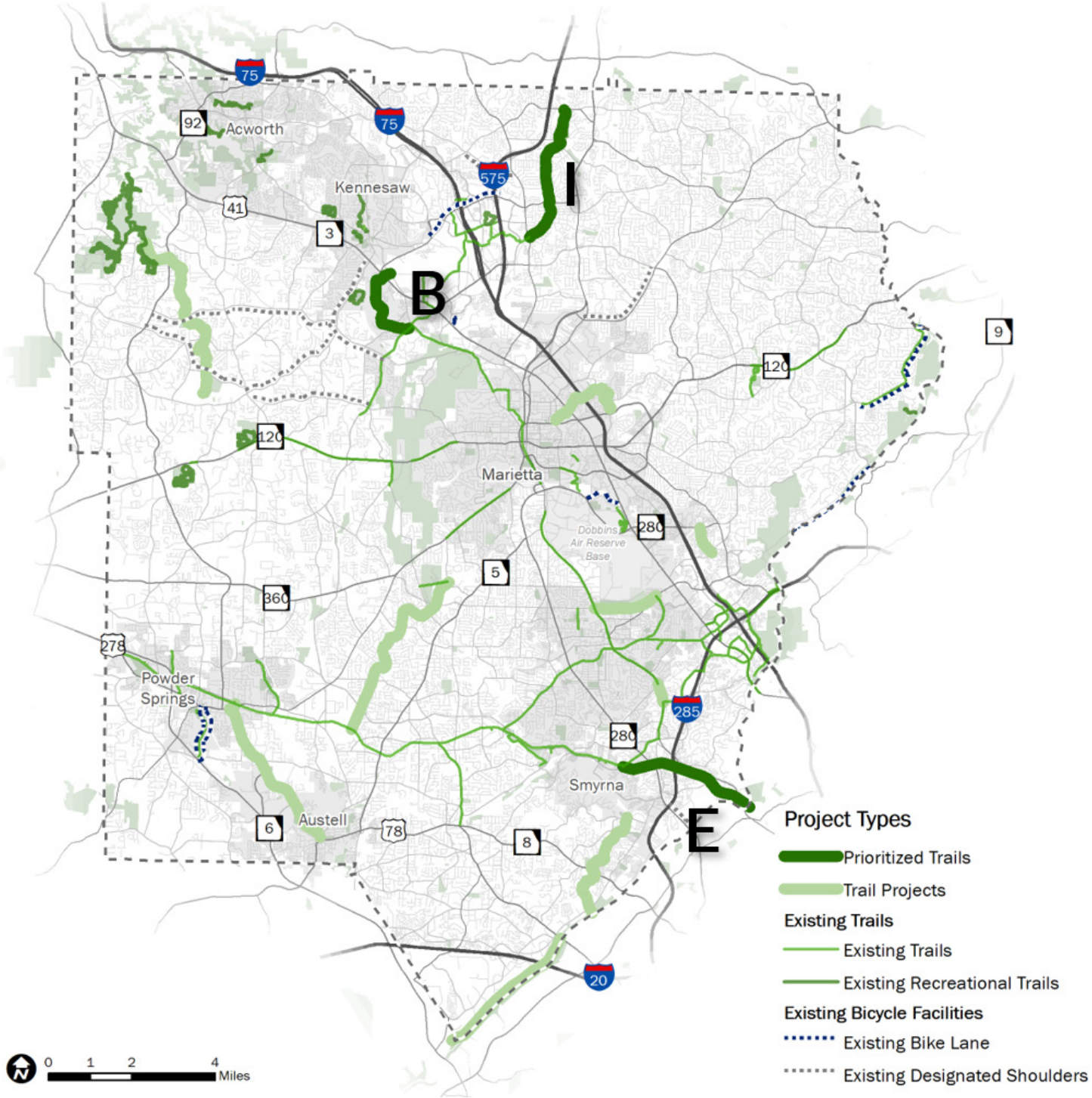
Participants were asked to choose what three trail projects the County should prioritize. The 12 projects listed below are the trail projects participants were able to choose from.

- **A** - Olley Creek Trail Part C from the Silver Comet Trail to County Services Parkway
- **B** - Cobb International Boulevard Trail from Barrett Parkway to Old Highway 41
- **C** - Allatoona Creek Greenway Part A from Harrison High School to Allatoona Creek Park
- **D** - Atlanta Road Trail from Ridge Road to Spring Hill
- **E** - Silver Comet – Atlanta BeltLine Connector Trail from East-West Connector to Chattahoochee River
- **F** - Bentley Road Trail from Delk Road to Terrell Mill Road
- **G** - Sope Creek Greenway from Fairground Street to Merritt Park
- **H** - Windy Hill Trail Part A from Village Parkway to Atlanta Road
- **I** - Noonday Creek Trail – Bells Ferry Road Trailhead to Noonday Park
- **J** - Austell-Powder Springs Road Trail from Joe Jerkins Boulevard to Silver Comet Trail Linear Park
- **K** - Chattahoochee River Trail (south of Mableton Parkway) from the Douglas County Line to Mableton Parkway
- **L** - Nickajack Creek Greenway Part C from the Chattahoochee River to Buckner Road

The top three responses are listed below and highlighted in the map:

- **B** - Cobb International Boulevard Trail from Barrett Parkway to Old Highway 41
- **E** - Silver Comet – Atlanta BeltLine Connector Trail from East-West Connector to Chattahoochee River
- **I** - Noonday Creek Trail – Bells Ferry Road Trailhead to Noonday Park

PUBLIC ENGAGEMENT SURVEY - TRAIL PROJECT RESPONSES



MAJOR ROADWAY PROJECTS

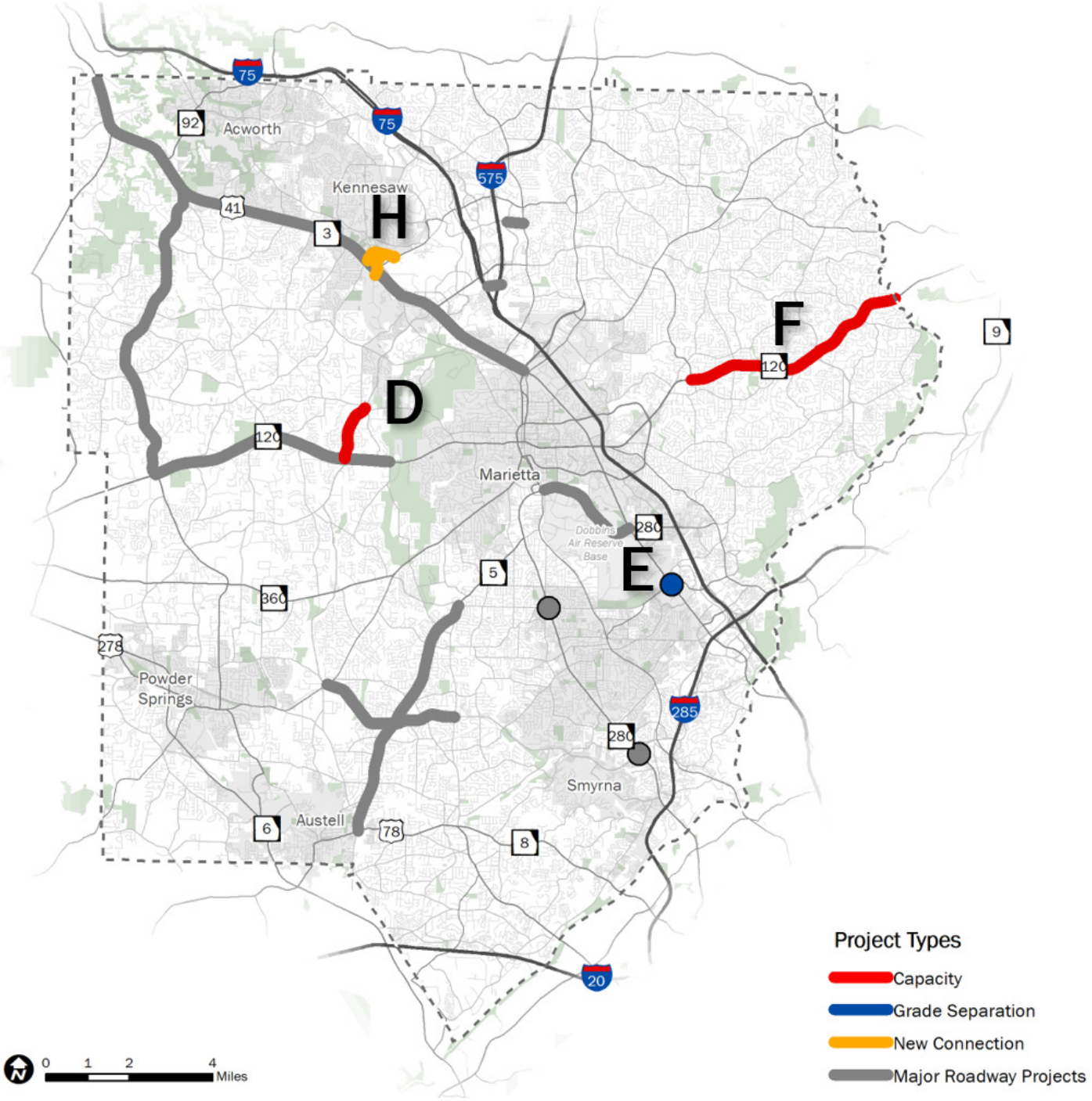
Participants were asked to choose what three major roadway projects the County should prioritize. The 14 projects listed below are the major roadway projects participants were able to choose from.

- **A** - Cobb Parkway Widening from Third Army Road Connector to SR 5 Connector
- **B** - Mars Hill Road/Lost Mountain Road Widening from Dallas Highway to Cobb Parkway
- **C** - Dallas Highway Widening from John Ward Road to Mars Hill Road
- **D** - Barrett Parkway Widening from Burnt Hickory Road to Dallas Highway
- **E** - Cobb Parkway at Windy Hill Road Grade Separation
- **F** - Roswell Road Widening from East Piedmont Road to the Fulton County Line
- **G** - South Cobb Drive at East West Connector Grade Separation
- **H** - McCollum Parkway/Cobb Parkway/Kennesaw Due West Realignment
- **I** - Big Shanty Road Widening Phase IV from Chastain Meadows Parkway to Bells Ferry Road
- **J** - South Barrett Reliever Phase 4 from Roberts Court to Chastain Meadows Parkway
- **K** - South Cobb Drive Widening from Cobb Parkway to Atlanta Road
- **L** - East-West Connector Widening from Hicks Road to Powder Springs Road
- **M** - Windy Hill Road at South Cobb Drive Grade Separation
- **N** - Austell Road Widening from Veterans Memorial Highway to Windy Hill Road

The top four responses are listed below and are highlighted in the map:

- **D** - Barrett Parkway Widening from Burnt Hickory Road to Dallas Highway
- **E** - Cobb Parkway at Windy Hill Road Grade Separation
- **F** - Roswell Road Widening from East Piedmont Road to the Fulton County Line
- **H** - McCollum Parkway/Cobb Parkway/Kennesaw Due West Realignment

PUBLIC ENGAGEMENT SURVEY - MAJOR ROADWAY PROJECT RESPONSE



SAFETY AND OPERATIONAL ROADWAY PROJECTS

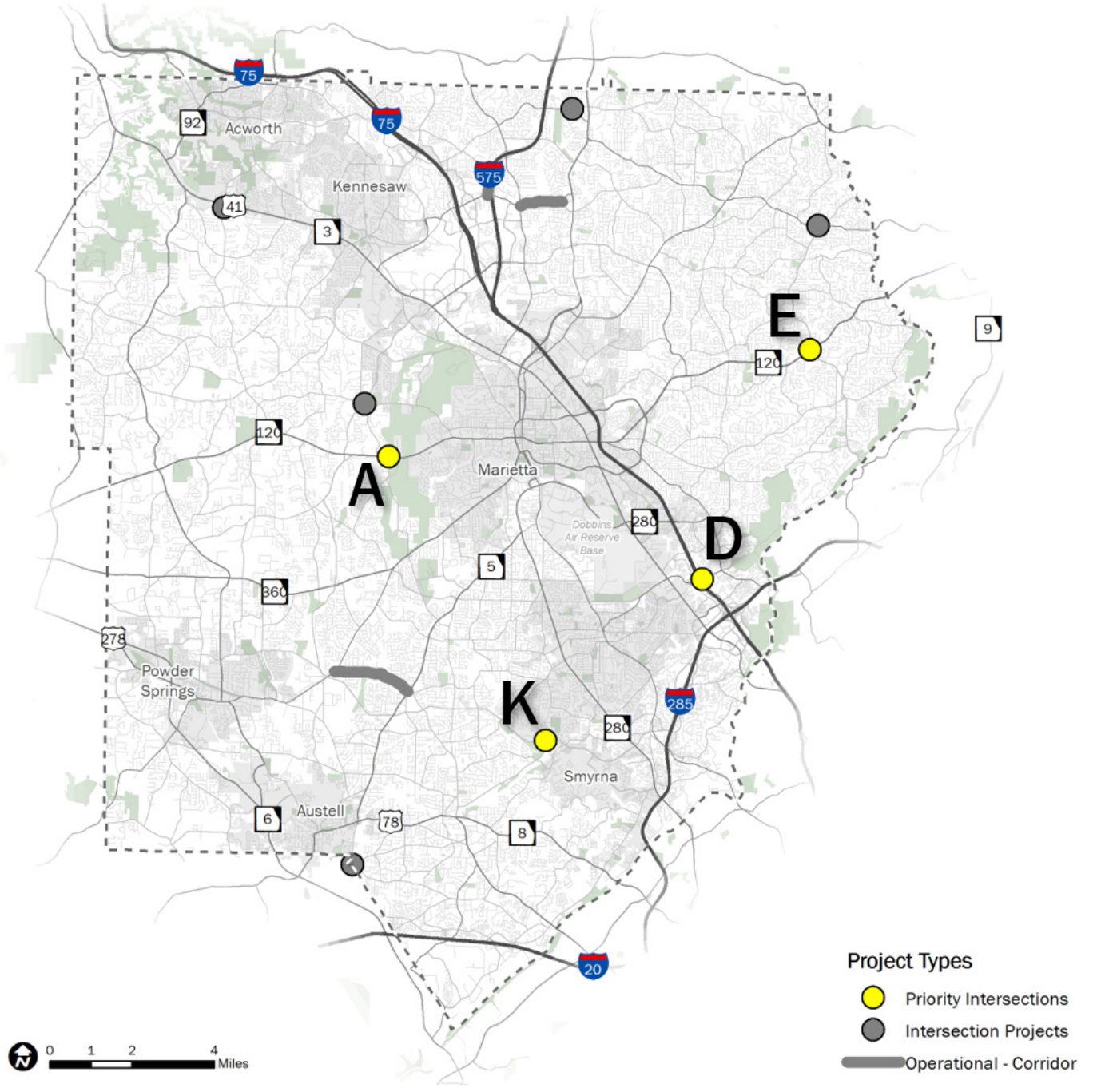
Participants were asked to choose what four safety and operational roadway projects the County should prioritize. The 12 projects listed below are the safety and operational projects participants were able to choose from.

- **A** - Dallas Highway at John Ward Road Intersection Improvements
- **B** - Acworth Due-West at McClure Intersection Improvements
- **C** - Burnt Hickory at Barrett Parkway Intersection Improvements
- **D** - Windy Hill Road at I-75 Intersection Improvements
- **E** - SR 120 at Johnson Ferry Road Intersection Improvements
- **F** - Shallowford Road at Johnson Ferry Road Intersection Improvements
- **G** - New Chastain Road Corridor Improvements from Bells Ferry Road to Chastain Corner Road
- **H** - Chastain Road at I-575 Interchange Improvements
- **I** - Shallowford Road at Farm Valley Road Intersection Improvements
- **J** - Maxham Road at Old Alabama Road Intersection Improvements
- **K** - East-West Connector at Fontaine Road South East Intersection Improvement
- **L** - Hurt Road Corridor Improvements from Powder Springs Road to Austell Road

The top four responses are listed below and are highlighted in the map:

- **A** - Dallas Highway at John Ward Road Intersection Improvements
- **D** - Windy Hill Road at I-75 Intersection Improvements
- **E** - SR 120 at Johnson Ferry Road Intersection Improvements
- **K** - East-West Connector at Fontaine Road South East Intersection Improvement

PUBLIC ENGAGEMENT SURVEY - SAFETY AND OPERATIONAL ROADWAY PROJECT RESPONSES

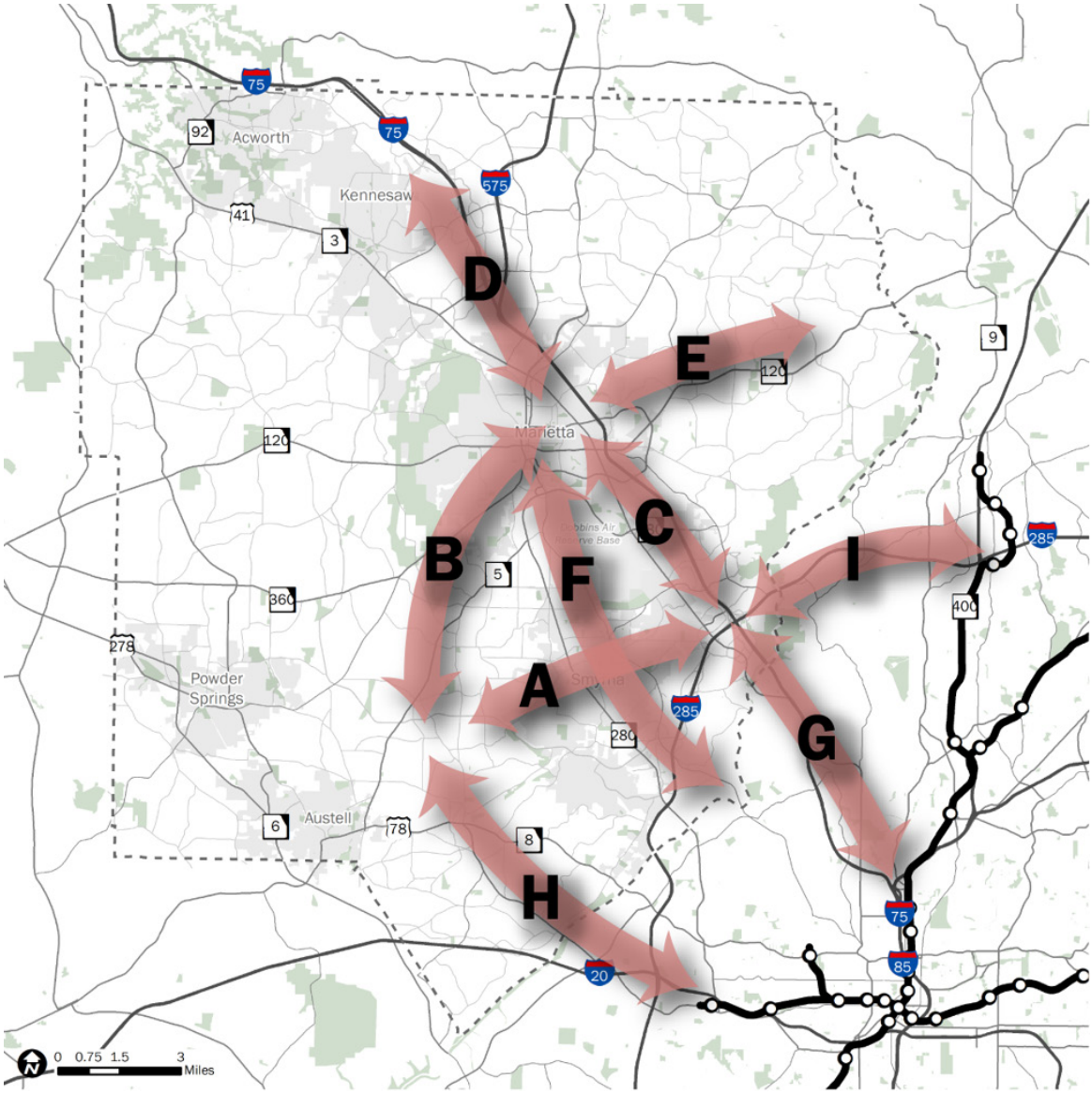


TRANSIT

Based on best practices and key characteristics, participants were asked to evaluate nine priority transit corridors that were identified as the backbone of a larger transit network in Cobb County. Participants were asked to choose their top four choices.

- **A** - Cumberland/South Cobb
- **B** - Marietta/South Cobb
- **C** - Cumberland/Marietta
- **D** - Marietta/Town Center
- **E** - East Cobb/Marietta
- **F** - Smyrna/Marietta
- **G** - Cumberland/Atlanta
- **H** - South Cobb/Atlanta
- **I** - Cumberland/Perimeter

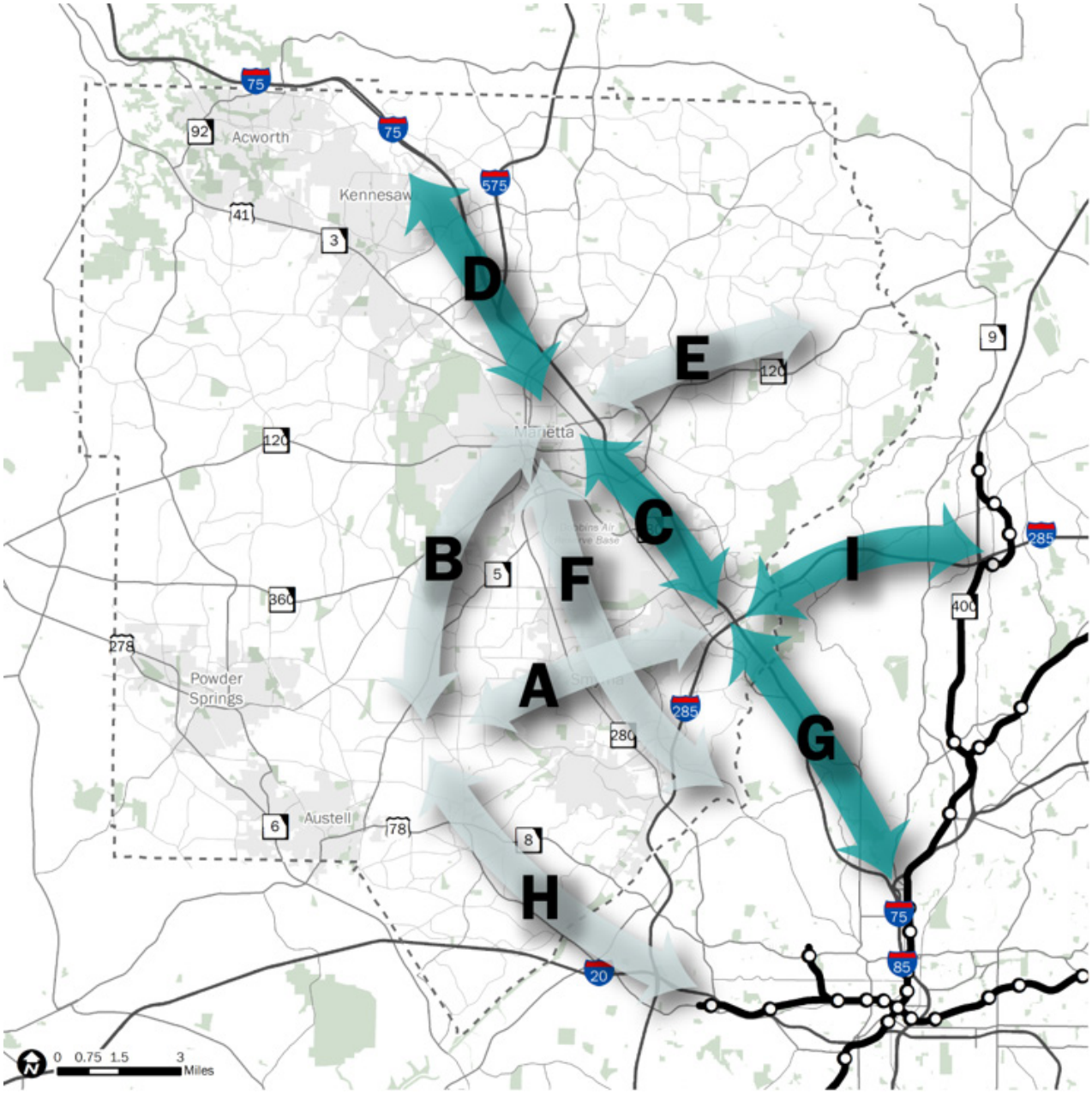
PUBLIC ENGAGEMENT SURVEY - TRANSIT PRIORITY CORRIDORS



The results of this question were slightly different between the online respondents and the scientific survey participants, so two maps have been included representing the respective surveys. The online survey participants selected the following corridors as their top four priorities:

- **C** - Cumberland/Marietta
- **D** - Marietta/Town Center
- **G** - Cumberland/Atlanta
- **I** - Cumberland/Perimeter

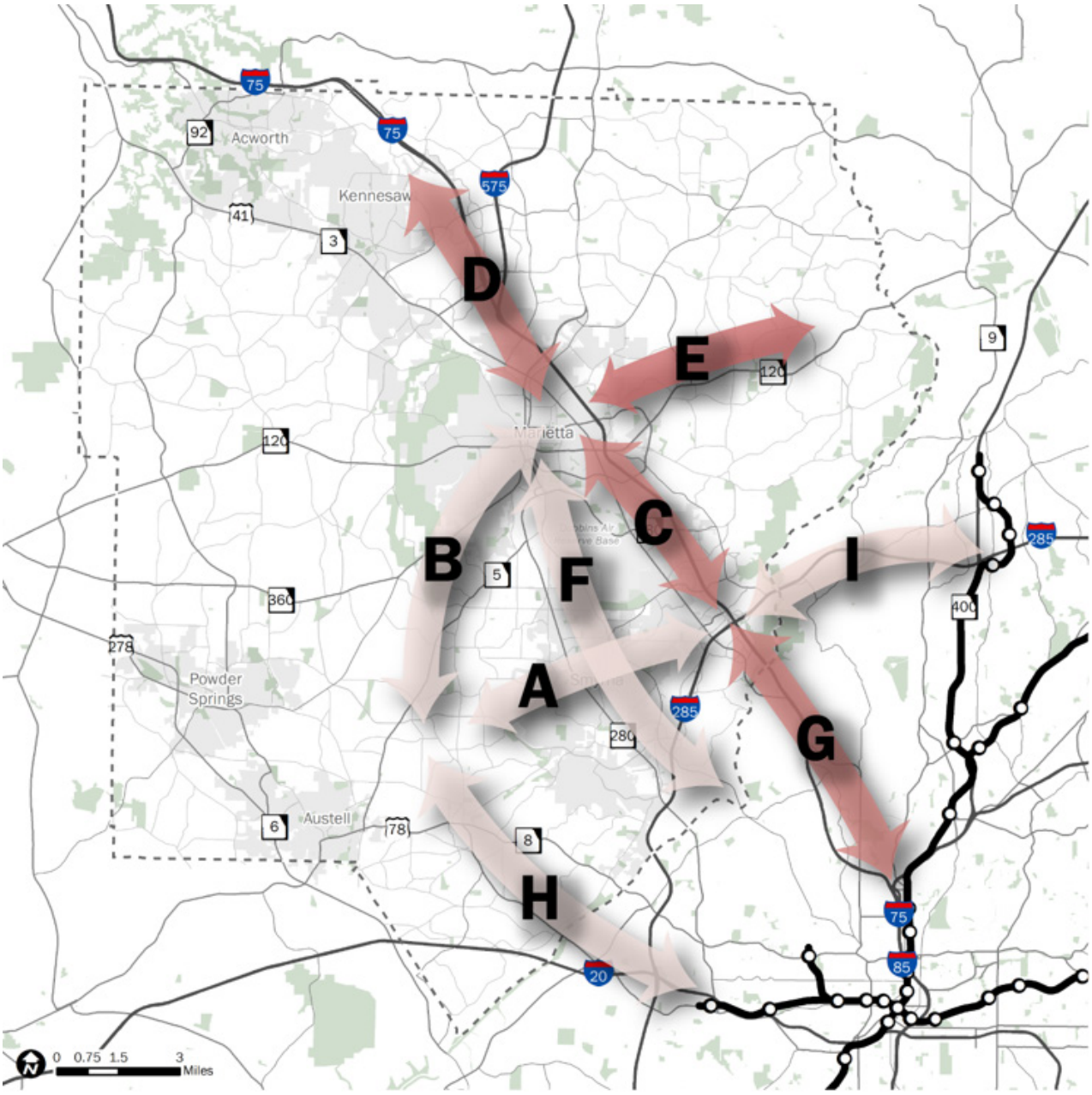
ONLINE SURVEY - TRANSIT PRIORITY CORRIDOR RESPONSES



The scientific survey participants selected the following corridors as their top four priorities:

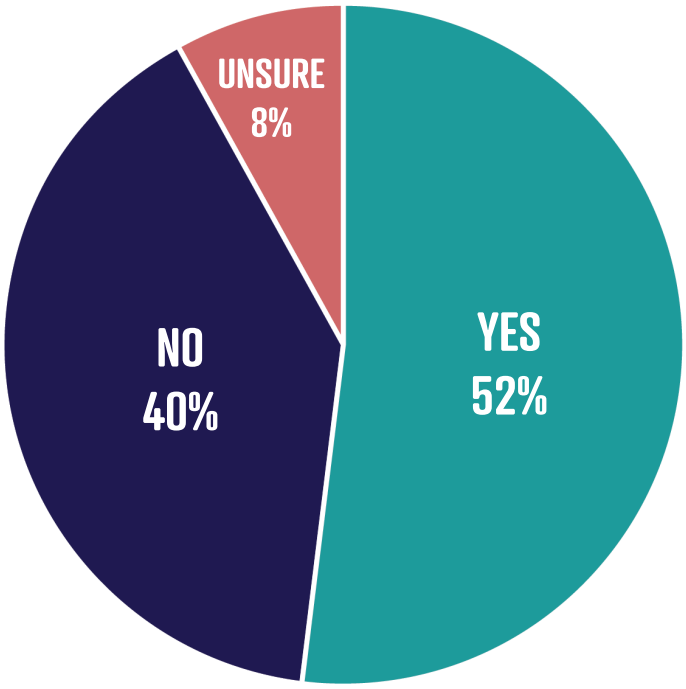
- **C** - Cumberland/Marietta
- **D** - Marietta/Town Center
- **E** - East Cobb/Marietta
- **G** - Cumberland/Atlanta

SCIENTIFIC SURVEY - TRANSIT PRIORITY CORRIDOR RESPONSES

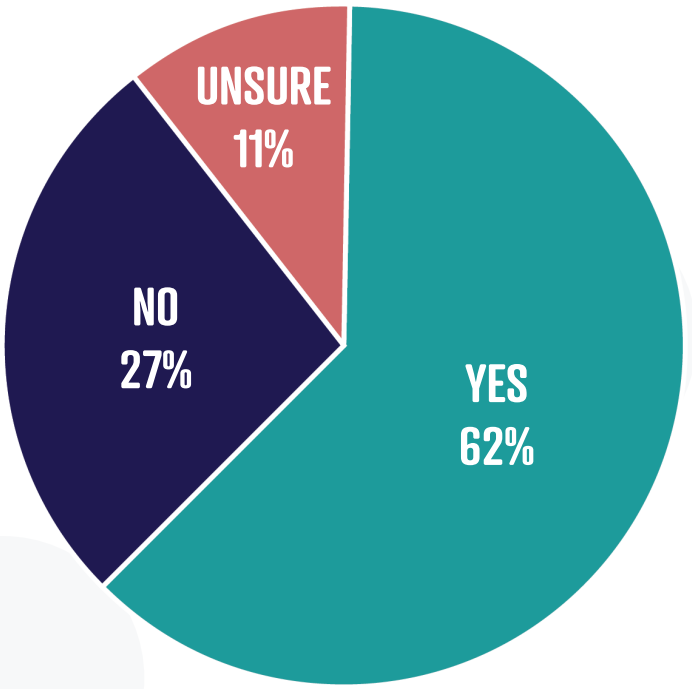


Participants were asked if heavy rail into Cobb County should be considered for future investments. Currently, no heavy rail system exists in Cobb County. There are three ways the existing heavy rail system (MARTA) could potentially connect and extend into Cobb County (see map below). Paying for an individual heavy rail transit option could cost anywhere from 40 to 60 percent of a future sales tax. The results from this question are broken out by online survey and scientific survey.

- **From the Online Survey:** 52% of respondents said Heavy Rail should be considered for investment.
- **From the Scientific Survey:** 62% of respondents said Heavy Rail should be considered for investment.



ONLINE SURVEY

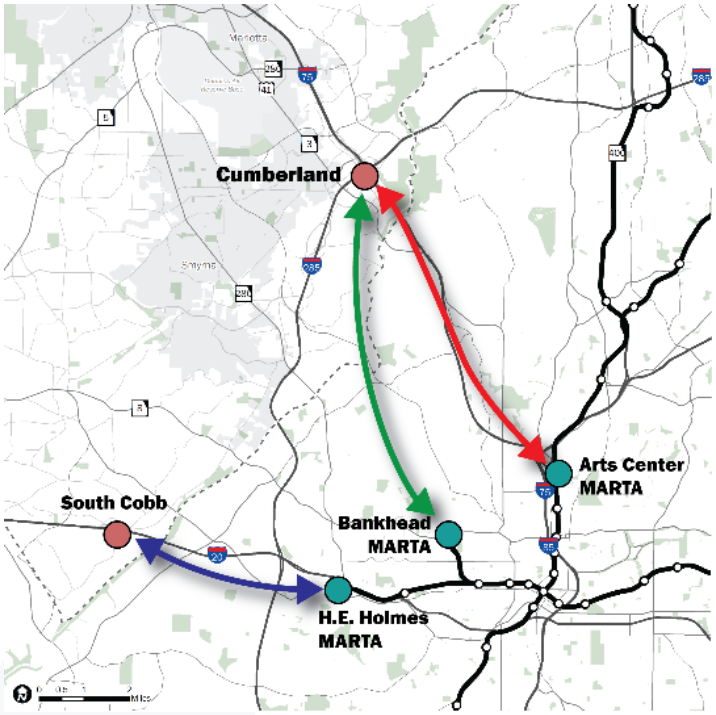


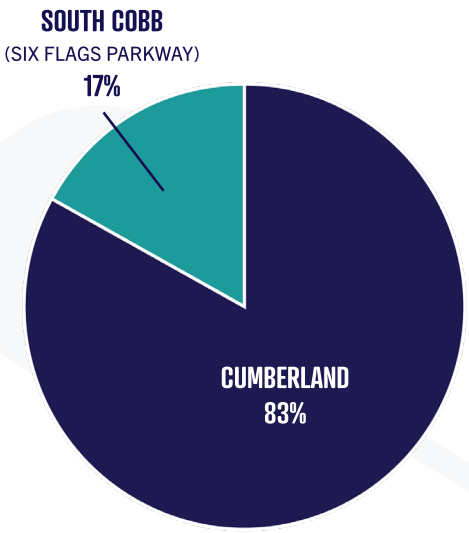
SCIENTIFIC SURVEY

Participants who answered yes or unsure to the previous question (if heavy rail should be considered for investment) were asked to consider their preferred Cobb County destination for a heavy rail extension.

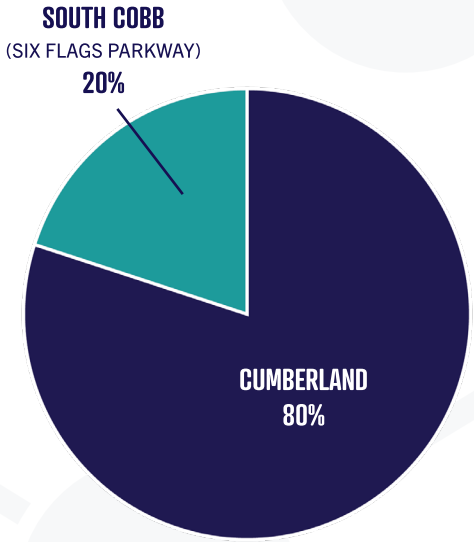
It is important to note that since 60-70% of the participants answered yes or unsure to the previous question, there was a smaller number of residents whose answers are shown here.

- Of those who answered yes/unsure to Heavy Rail, 83% of online survey respondents said Cumberland is the preferred location.
- Of those who answered yes/unsure to Heavy Rail, 80% of the scientific survey respondents said Cumberland is the preferred location.
- In the scientific survey, Districts 1 – 3 voted similarly in support of Cumberland as the preferred destination. However, District 4 was more split regarding their preferred destination.

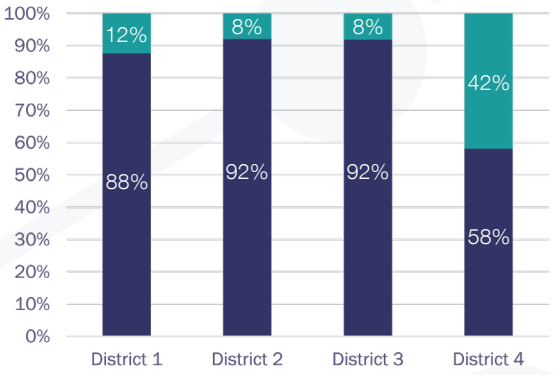




ONLINE SURVEY



SCIENTIFIC SURVEY



WILLINGNESS TO SUPPORT A NEW SALES TAX

Participants were asked about their willingness to support a new sales tax that would be considered for surface transportation projects and transit projects. Cobb County has the opportunity to consider implementing a new sales tax of up to two percent (2%), increasing the County's sales tax rate from 6% to 8% or to some percentage in between. Up to one percent (1%) can be considered for surface transportation projects (roadway, bicycle, pedestrian, trail) for up to five years and up to one percent (1%) can be considered for transit projects for up to 30 years. Cobb County is still weighing all the options, and no decisions have been made about new local funding opportunities.

The following table is a summary of the participants responses regarding the new sales tax.

Tax Type	Survey Type	Yes	Unsure	No
Surface Transportation	Online	50%	14%	35%
	Scientific	49%	16%	35%
Transit	Online	49%	12%	39%
	Scientific	48%	15%	39%

SURFACE TRANSPORTATION TAX

Of those willing to support a new sales tax for surface transportation, the following breakdown shows how much of a new sales tax up to one percent (1%) they would support.

It is important to note that since approximately 65% of the participants answered yes/unsure to the previous question, there was a smaller number of residents whose input is represented in this question.

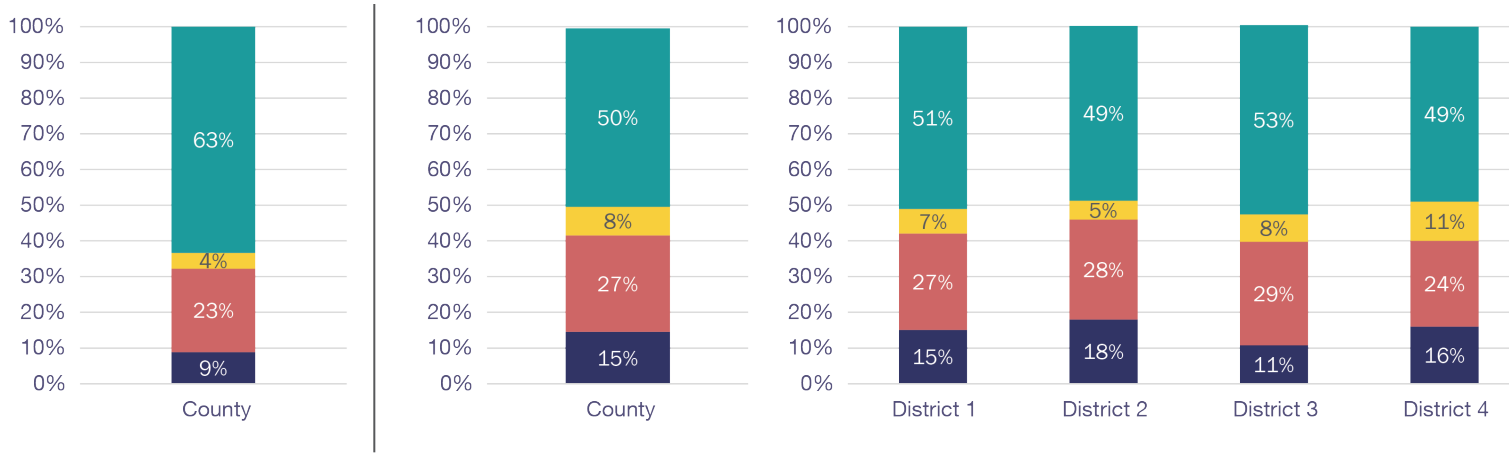
- 54% of respondents from the online survey said they would support a full penny sales tax, and 29% said that would support a half penny sales tax.
- 39% of the scientific survey respondents said they would support a fully penny sales tax and 31% said they would support a half penny sales tax.

TRANSIT TAX

Of those willing to support a new sales tax for transit, the following breakdown shows how much of a new sales tax up to one percent (1%) they would support.

It is important to note that since approximately 60-65% of the participants answered yes/unsure in the previous question to supporting a sales tax for transit, there was a smaller number of residents whose input is represented in this question.

- 63% of respondents from the online survey said they would support a full penny sales tax, and 23% said that would support a half penny sales tax.
- 50% of the scientific survey respondents said they would support a full penny sales tax and 27% said they would support a half penny sales tax.



OUTREACH TO INFORM PROJECT PRIORITIZATION

The results of the public outreach and project prioritization were used by the project team to steer the Comprehensive Transportation Plan and develop a list of recommended projects for the County to consider in the short-, mid-, and long-range future.

6.

POLICY RECOMMENDATIONS

Policy

The policy chapter of CobbForward provides policy direction and recommendations that influence all aspects of transportation in Cobb County. Maintaining a high level of coordination among government agencies and stakeholder groups is increasingly important as the County's transportation infrastructure continues to promote multimodal travel. Major categories included in the policy chapter include:

- Asset Management
- Safety
- Freight
- Transportation and Land Use
- Transportation Demand Management
- Emerging Technologies
- Smart Cities

ASSET MANAGEMENT

Transportation agencies understand that proactively focusing on recurring rehabilitation is more cost-effective in the long run than reactively focusing on the failing infrastructure. Funding allocation for the current 2022 SPLOST Renewal Program indicates that the County is largely focused on pavement resurfacing. While this targeted allocation to pavement resurfacing is necessary to ensure roads are safe for County motorists, it resulted in reduced funding for other types of transportation improvements. CobbForward recommends that the County continue to focus on maintaining transportation assets at a rate that stays ahead of deterioration by evaluating what data sets are available that can be leveraged to plan for end-of-life replacement and upgrades.

ROADWAY MAINTENANCE

Cobb County Department of Transportation oversees asset management and is responsible for maintaining bridges, sidewalks, drainage structures, traffic signal systems, signage, and pavement markings within the right-of-way of county-owned roads. Pavement resurfacing projects are funded exclusively the County's SPLOST Program. The 2022 SPLOST indicates that the County maintains approximately 2,426 miles of roadway. GDOT maintains U.S. highways and state routes within Cobb County and the following six incorporated cities maintain some or all portions of non-state roads within their municipal boundaries:

- Acworth (89 total miles)
- Austell (42 total miles)
- Kennesaw (105 total miles)
- Marietta (223 total miles)
- Powder Springs (74 total miles)
- Smyrna (171 total miles)

Cobb County DOT maintains a reporting and work order requests system (SeeClickFix) for residents to report non-emergency roadway maintenance issues (e.g., potholes, resurfacing requests, park assets, drainage, sidewalk repairs, or traffic signal malfunction). The platform is available via a web browser and mobile devices.

CURRENT SPLOST FUNDING

The Cobb County's Board of Commissioners approved a referendum that allocates a one-cent special purpose local option sales tax to fund immediate public safety, transportation, public services, and support services needs for the County. The County also leverages SPLOST funding to complement transportation improvement funding from Federal, state, and Community Improvement Districts (CID) sources.

The Cobb County 2016 SPLOST did not include funding for transit capital improvements as these were included under the General Fund. The 2022 SPLOST Renewal program includes funding for transit capital improvements totaling $4,600,000.

The County is currently in the 2022 SPLOST Renewal program. The current and previous (2016) SPLOST Renewal Programs include funding for the transportation improvement categories summarized in the following table. The allocation to transportation improvements in the 2022 SPLOST Renewal Program is $329,867,821 compared to transportation improvements funding in 2016 ($287,331,467 or a 15% decrease).

SPLOST RENEWAL PROGRAMS

Category	Transportation Improvements	Funding in 2016	Funding in 2022	Difference
Infrastructure Preservation	Pavement Resurfacing	$64,263,467	$213,067,821	+$148,804,354
	Drainage Systems	$8,900,000	$10,350,000	+$1,450,000
	Bridges and Culverts	$19,600,000	$13,800,000	($5,800,000)
Pedestrian Facility Improvements	Sidewalks	$35,100,000	$11,500,000	($23,600,000)
Safety and Operational Improvements	Intersections	$22,200,000	$21,195,000	($32,273,000)
	Roadway	$31,268,000		
	School Zones	$6,000,000	$4,140,000	($1,860,000)
Congestion Relief and Mobility Improvements	Thoroughfares	$38,000,000	$0	($38,000,000)
	Traffic Management, Traffic Signals, and Planning	$12,000,000	$23,115,000	+$11,115,00
Transit Capital Improvements		In Local Match	$4,600,000	+$4,600,000
Cobb DOT Facility Improvements		$0	$3,100,000	+$3,100,000
Fed/State/Local Match Improvements		$50,000,000	$25,000,000	($25,000,000)
Total		$287,331,467	$329,867,821	+$42,536,354

Two improvement categories that saw significant change in funding from 2016 to 2022 are pavement resurfacing ($148,804,354 or 232% increase) and sidewalk improvements ($23,600,000 or 67% decrease). Roadway pavements are one of the County's largest assets with over 8,400 County maintained roads (2,400 miles). The 2022 SPLOST Renewal Program report states that despite the significant recent increase in funding, there will still be approximately 977 centerline miles of roadway in need of resurfacing by 2022. Contrastingly, funding for sidewalk improvements was reduced significantly indicating the County will need to leverage readily available data sources to efficiently identify sidewalk needs and program sidewalk improvement projects. CobbForward recommends that the County develop a sidewalk improvement prioritization framework.

SAFETY

Historical crash data can be used at the individual crash level to better understand the reasons a crash occurred and develop potential countermeasures. Transportation agencies can also analyze crash data at an aggregate level to better understand historical trends at various scales (e.g., intersection, corridor, or region). It is a priority for the County to have access to accurate crash data to be able to perform meaningful analyses and develop recommendations. Cobb County DOT works with Cobb County Police Department to maintain a repository of crash data for incidents occurring within the County. Cobb County DOT works through the GDOT state-wide system to obtain new crash data from the other police departments that work crashes in Cobb (i.e. Georgia State Patrol, Kennesaw State University, City police). The data sharing occurs every two weeks to maintain datasets. Cobb County DOT staff review the data and manually correct certain attributes such as crash location and crash type. The County should continue to evaluate GIS and data analysis tools to automate certain aspects of the crash data cleanup process. The County should also continue to partner with GDOT as they are currently developing a statewide process for GEARS crash data cleanup and validation to ensure the resulting platform/system meets the needs of the County.

Cobb County currently maintains a list of potential safety projects based on what is learned from the historical crash data and existing conditions. CobbForward recommends the County continue to perform regular evaluations of data to develop and maintain a list of potential safety projects so that available funds are allocated in a way that maximizes the impact to transportation safety.

SAFE SYSTEM APPROACH

The Federal Highway Administration (FHWA) established the Safe System approach as a set of guiding principles that aim to improve transportation safety through intentional and proactive design and management. Transportation systems should be designed and managed in a way that encourages safer speeds and minimizes crash severity (i.e., serious injury and fatal crashes). The Safe System approach consists of the six following principles: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. CobbForward recommends that the County develop a Safe System approach action plan consisting of capital projects and design strategies.

FREIGHT

Truck and rail freight activity are important to Cobb County's transportation system and economy. The County is traversed by significant regional truck routes and rail corridors. Furthermore, industrial land uses in some areas of the County generate freight activity for the region, adding demand to a congested transportation network. Recognizing the importance of freight to Cobb and the region while also understanding its impacts to the surrounding area, CobbForward proposes the following freight policy recommendations:

- Coordinate with GDOT on truck route designations
- Coordinate with GDOT and ARC Freight Plans
- Evaluate freight lane restrictions
- Designate truck parking facilities in the County

FORMALIZE TRUCK ROUTE DESIGNATION

Truck routes indicate where heavy vehicles can operate legally for moving goods along the County's roadway network. The County's Code of Ordinances designates truck routes as sections of roads adjoining property zoned for light industrial (LI), heavy industrial (HI), and all roads classified as arterials and major collectors on the County's Major Thoroughfare Plan (Sec. 118-119). Furthermore, the County's Board of Commissioners and Transportation Director may designate truck-traffic restrictions as needed (i.e., "No Through Trucks" signage). Incorporated cities can also work with the County to designate truck routes and truck route restrictions. The CobbForward Existing Conditions and Needs Assessment report documented the regional truck routes in the County. There is no "one size fits all" solution for designing roadways to accommodate nonmotorized users, cars, transit vehicles, and heavy vehicles. The following factors should be considered when designating roadways as truck routes to ensure the movement people and goods is safe and efficient:

- Percent of heavy vehicles
- Lane widths
- Turning radii at intersections
- Pavement design or integrity
- The sufficiency rating of bridges along the route
- Bridge and tunnel height clearance
- Shoulder and roadside design considerations
- Design considerations for areas with rollover concerns
- Dedicated turn lanes at intersections
- Auxiliary lanes

Additionally, the County should evaluate freight traffic management measures for roadways in areas near industrial zoning in the County to ensure transition areas exist between different land uses (i.e., interface between freight-intensive and residential land uses). Adequate transition areas between industrial and other land uses create buffers around freight-intensive land uses to provide a safe environment for residents. The Federal Highway Administration's (FHWA) Freight and Land Use Handbook provides countermeasures for creating buffers between industrial land uses and other land uses. These include creating physical barriers to make crossing of freight facilities safer for nonmotorized roadway users, building sound walls or berms around freight intensive areas to mitigate noise and light pollution, and designating "buffer zones" around freight intensive areas such as retail or office land uses.

Cobb County should also continue to coordinate with GDOT and other regional partner agencies to ensure that future reconstruction and rehabilitation efforts along state roadways in the County reflect the desired context and usage.

EVALUATE FREIGHT LANE RESTRICTIONS

Freight lane restrictions for Cobb County's freeway facilities would provide travel lanes clear of commercial trucks for passenger vehicles. Such restrictions could be limited to peak periods or remain in effect during the entire day. Implementing freight lane restrictions in Cobb County could reduce delays along non-commercial freight lanes during times of congestion, improve travel times, and reduce the frequency and/or severity of crashes along the corridor. County residents indicated a desire for additional freight lane restrictions along several interstate freeway facilities (e.g., I-20, I-75, I-285, and I-575) during the MetroQuest public input process. While GDOT and FHWA oversee operations on interstate roadway, the County could evaluate the implementation of truck lane restrictions along key arterial roadways.

Implementing freight lane restrictions would require coordination between the County, industry (i.e., freight operators), and regional transportation agencies.

A more localized example of restricting freight access is from the City of Marietta recently restricted truck access along Church Street and Cherokee Street NE to reduce the impact of freight activity in Downtown Marietta.

EVALUATE IMPACTS OF SHIFTS IN FREIGHT MARKET

As freight providers balance rail versus trucking needs, Cobb County should continue to monitor traffic operations and transportation safety near at-grade rail crossings. As a part of this, Cobb should consider proactive improvements for rail crossing infrastructure in anticipation of increased demand for freight rail in the region.

GDOT's 2021 Georgia State Rail Plan provides a review of the existing rail system and identifies needs for passenger rail and freight rail improvements in the state. There has been significant growth in rail freight carloads in Georgia due to the Port of Savannah becoming the third largest container port in the United States. This study also identifies a need for additional funding for continuing to improve safety for at-grade highway rail crossings in Georgia as total vehicle miles traveled continue to increase.

DESIGNATE TRUCK PARKING

The Federal Motor Carrier Safety Administration (FMCSA) establishes national hours-of-service regulations for commercial trucking activity. These include driving limits (11 hours of driving are allowed after 10 consecutive hours off duty) and 30-minute breaks after eight cumulative hours of driving. Regulations such as these helps ensure that truck drivers stay awake and alert but require that truck parking facilities exist along long-haul regional routes. Truck parking in undesignated locations (e.g., along freeway ramp shoulders) can result in congestion and is a safety problem. Designated truck parking facilities and rest areas provide safe conditions for truck drivers. Truck parking facilities should be advertised clearly and be located strategically along regional truck routes for efficiency.

Atlanta Regional Truck Parking Assessment Study

The ARC conducted the Atlanta Regional Truck Parking Assessment Study in 2018 covering the 20-county Metro Atlanta region and key adjacent counties. The study states that when local jurisdictions allow for new freight-intensive development but do not account for the increased levels of truck parking needs, the costs for mitigating these deficits are passed on to residents and the business community and can impact safety and quality of life. The following is a summary of truck parking policy recommendations:

- Add and expand truck parking supply in strategic locations within metro Atlanta.
- Develop and share cost/benefits for new truck parking facilities.
- Assess development of regional impact (DRI) requirements for truck parking facilities as the existing land use requirements deter the construction of new facilities.
- Incentivize off-peak freight operations. These may include incentives by the County and its partner agencies to freight operators including tax deductions and eliminating truck parking fines during the off-peak hours of the day. Truck operators may also see improved delivery times due to less congestion.
- Develop truck parking model zoning language (i.e., consistent setbacks, parking, driveway spacing, lighting, and design criteria).
- Establish a parking information management system among the County's partner agencies and large regional private freight operators. This includes Real-Time Truck Parking Availability Systems (TPAS) which make use of vehicle detection to manage parking resources and forecast parking demand. A parking information management system will assist truck drivers identify available parking locations where the technology is deployed.
- Implement real-time truck parking availability systems.

Furthermore, the Atlanta Regional Truck Parking Assessment Study made the following observations or recommendations specific to Cobb County:

- There were limited illegal truck parking events observed by the local jurisdictions along I-75 and I-20 in Cobb County.
- Some infrequent (seasonal) illegal truck parking events were observed southwest of Marietta.
- There are warehouse and distribution center land use in Cobb County that are not served by truck parking facilities.
- CobbLinc Park and Ride facilities could serve as overnight truck parking facilities during specific hours of the night. Such truck parking agreements would require interagency coordination.

ADDITIONAL CONSIDERATIONS

Proposed Projects

MetroQuest data and results from the Cobb Forward Existing Conditions and Needs Assessment Report were used to identify additional surface transportation projects in the context of freight. Four new projects were identified, and eight previously identified projects were supplemented with recommendations specific to freight mobility and safety. Locations for these projects include:

- US-41/Cobb Parkway SE (laneage and typical section)
- Nickajack Creek covered bridge along Concord Road SW (additional truck restrictions)
- E Dixie Avenue SE West of Atlanta Street SE (rail crossing improvements)
- Powder Springs Road south of Joe Jerkins Boulevard (rail crossing improvements)

Several previously defined surface transportation projects were also supplemented with additional recommendations specific to geometric and operational improvements for at-grade rail crossings. Data from the Federal Railroad Administration's (FRA) Crossing Inventory (i.e., train-vehicle crashes and crossing characteristics) was layered with historical crash data and RITIS data from the existing conditions evaluation to identify at-grade rail crossing locations that would be candidates for improvements. The FRA's Highway-Rail Crossing Handbook, 3rd Edition, was used to identify potential passive and active crossing treatments for several locations. These included Austell Power Springs Road SW, E Dixie Avenue SE, Angham Road, and Church Street SW. The Highway-Rail Crossing Handbook provides best practices to enhance the safety and operations. CobbForward recommends that the County use the FRA's Highway-Rail Crossing Handbook as a resource to develop improvement projects near at-grade crossing locations. The Highway-Rail Crossing Handbook discusses passive and active treatments including the following:

- Emphasized pavement markings including stop bar placement, dynamic envelope zone, minimum track clearance distance area, and edge lines
- Crossing geometry including horizontal and vertical alignment
- Active warning devices including four-quadrant gate systems
- Rail preemption operation modes
- Queue management strategies including pre-signals, queue-cutter signals, and coordinated traffic signal systems
- Pedestrian safety treatments
- Crossing closure or grade separation

TRANSPORTATION AND LAND USE

Recognition of the linkage between transportation and land use is central to planning theory. People choose to travel, not often for the sake of traveling, but more because they want to get from one place to another. How land uses are organized and divided and how developments are oriented toward one another encourages certain types of travel over others. For this reason, good land use planning can also drive better transportation options for residents and employees. Cobb County is preparing to undertake an update to its Comprehensive Land Use Plan – an opportunity to once again revisit activity center designations, allowances for better mixed-use development, and consideration of more traditionally suburban land uses. In combination with the current transportation plan and proposed investments, the recommended land use changes can be thoughtfully approached and coordinated. Other transportation and land use coordination policy recommendations follow.

STRENGTHEN THE LINK BETWEEN LAND USE AND TRANSPORTATION

The Official Code of Cobb County should strengthen the relationship between land use decisions and transportation investments through requirements that encourage medium- to higher-density mixed-use development and multimodal transportation in strategic areas driven by the Comprehensive Plan. The County has already made great strides in supporting this type of development by codifying pedestrian enhancements and minimum sidewalk requirements for new development. Additionally, the current County Code sets specific provisions to encourage mixed-use development. These provisions should be maintained. Additionally, updates to the County Code should incentivize the construction of connections between residential and commercial developments that support pedestrians and cyclists. This may include trails, side paths, and the integration of bike lanes into new and existing roadways. The County should foster activity center development to reduce the need for vehicular travel and encourage transit usage. ARC's Livable Centers Initiative (LCI) program can support the planning and implementation of some of these best practices.

ENHANCE SUBDIVISION CONNECTIVITY

Cobb County should encourage connections between subdivisions and commercial areas to provide enhanced access for motorists, cyclists, and pedestrians. To improve the flow of traffic and provide mobility options for subdivision residents, the County should ensure that new subdivisions incorporate traditional street grids where possible. Additionally, the County should ensure that connections between neighborhoods and commercial areas include bicycle and pedestrian infrastructure to improve mobility for alternative forms of transportation.

ENCOURAGE COMPLETE STREET DEVELOPMENT

Bike lanes and sidewalk improvements can reduce the number of local automobile trips. These improvements are most effectively used within activity centers. Therefore, the County's regulations and investments should incentivize denser residential and commercial land usage in strategic areas supported by facilities and amenities that encourage the development of multimodal networks. Furthermore, the implementation of Complete Streets within both residential areas and activity centers will encourage bicycle and pedestrian travel. Complete Streets typically include a limited number of vehicular travel lanes, narrowed lane widths, streetscape elements, bike lanes, on-street parking, or other traffic calming measures.

IMPLEMENT ACCESS MANAGEMENT

The County should consider restricting the number of driveways, intersections, and turning points along designated streets to maintain the movement of vehicles. Access management can be achieved through multiple tools. Incorporation of a median can reduce the number of places where vehicles can make turning movements, thus reducing conflicts and improving safety. It can also provide pedestrian refuge for those crossing the street. Corridors that include two-way left-turn lanes or have no turn lanes at all, particularly in heavy commercial areas, should be considered for median treatments. Where feasible, the County should provide connections for people to walk, bike, and drive between parcels to reduce traffic along arterial and collector roads.

On-site circulation of traffic within developments should also be encouraged. Furthermore, streets with a limited number of curb cuts and interruptions create ideal conditions for side path multiuse trails for pedestrians and cyclists. Successful multiuse trails along roadways combine urban design, placemaking, and access considerations, which includes providing shade trees, lighting, and multiple trailheads/access points along the route.

ENCOURAGE TRANSIT-ORIENTED DEVELOPMENT

To support projected residential growth, Cobb County should encourage denser mixed-use development within existing and future activity centers. This approach will help build economically sustainable communities and provide a variety of housing options at a range of price points. Additionally, by keeping commercial developments close to residential developments and increasing walkability, people will make fewer vehicle trips over shorter distances. Such development supports transit, which is most efficient in areas with higher-density land use. As the Comprehensive Land Use Plan is updated, consideration should be given to activity centers, particularly those along proposed high capacity transit routes.

COORDINATE POLICIES TO GUIDE FUTURE GROWTH

The needs of people without vehicle access or who choose to use alternative forms of transportation must be considered throughout the planning process. Continued coordination of the Official Code of Cobb County and other relevant County transportation and land use policies can guide growth and support mobility options for residents and workers. Policy coordination will help the County build upon existing investments and improve networks for all forms of transportation.

ENHANCE REGIONAL CONNECTIVITY

Support for enhanced transportation networks that accommodate multiple modes of transportation, including automobiles, bikes, pedestrians, and public transit, will enhance Cobb County's connectivity to the rest of the region and improve its economic vitality. Future investments in regionally-oriented multimodal options with supportive land use policies will continue to attract high-quality jobs, housing, and services.

TRANSPORTATION DEMAND MANAGEMENT

Regions around the nation are navigating the challenges that urbanization, population growth, sprawl, and car dependency present to existing transportation networks. With Atlanta's roadway infrastructure approaching capacity, a regionally coordinated effort to shift commute-based and non-commute-based trips away from the car and toward alternative modes of transportation is imperative. The Atlanta Regional Transportation Demand Management (TDM) Plan completed in 2013 provides a contemporary approach to curbing vehicle demand, considering policy, infrastructure, and programmatic elements. All elements contribute to comprehensive and effective TDM.

Using the Regional TDM Plan as a guide, it is critical that individual jurisdictions make concerted efforts to develop and implement their own TDM programs and policies. Cobb County, projected to welcome over one quarter of a million new residents in the next 30 years, is primed to be at the forefront of localized TDM, building on the Regional Plan and existing programs like Georgia Commute Options (GCO) to create a sustainable, livable, and multimodal community.

HOW IS TDM IMPLEMENTED?

CONSIDERING TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMAS)

Municipalities play important roles in policy development that directs land use and transportation decisions made in the private sector. Several jurisdictions integrate demand reduction commitments into their entitlements process, working with the private sector to impact user travel behavior in an indirect way. Cobb County could develop policy measures that require developers to participate in the demand reduction efforts of the County. The creation of a Cobb County Transportation Management Association (TMA) could act as the policy overseer to implement TDM programs and initiatives within the County. One example of a TMA is Atlanta Downtown Improvement District (ADID), which recently produced a Transportation Management Plan (TMP) Development Guide and integrated demand reduction measures into the downtown zoning code as a condition of development approval. Other demand reduction strategies like parking fees or toll roads could be effective in targeted locations in the future.

The existing regional program, Georgia Commute Options (GCO), partners with local TMAs and employers on programmatic TDM measures. Some of the programs offered by GCO are financial incentives, commuter support on options and cost calculations of single occupant vehicle (SOV) vs non-SOV trips, and guaranteed ride homes for non-SOV commuters. Local TMAs, such as Midtown Transportation, partner with the regional GCO program to provide alternative commuting incentives such as transit subsidy programs and parking management for employers and financial incentives for commuters choosing non-SOV modes. Perimeter Connects is another example of a local TMA providing commuter trip planning support to navigate ongoing roadway construction projects and encourage non-SOV commuting. Other examples of local TMAs are AERO which provides commuting support around Hartsfield Jackson Atlanta Internal Airport, Atlantic Station Access + Mobility Program (ASAP+), Clifton Corridor Transportation Management Association (CCTMA), and Livable Buckhead.

BUILDING CONNECTED INFRASTRUCTURE

Effective TDM hinges on access; access to mobility options that motivate travelers to use non-SOV modes. Cobb County should continue to invest in the quality of existing alternative mode infrastructure like bike lanes and sidewalks. Filling the gaps in the network through strategic infrastructure projects can be effective to help travelers overcome potential challenges or barriers with non-SOV traveling. A high-quality, cohesive active transportation network that offers enhanced transit stops, safe travel between modes (i.e., transit to biking), and efficient routes will shift some travelers away from their vehicles. Additionally, mixed land uses, and transit-oriented development (TOD) will increase the live-work-play lifestyle desired by many of today's working generation and make transit usage a more realistic option. For individual campuses or corporate workplaces, on-site amenities like daycare, locker rooms, or bike storage can lead to increased non-SOV commuters.

EMERGING TECHNOLOGIES ROADMAP

The U.S. Department of Transportation defines intelligent transportation systems (ITS) and emerging transportation technologies as those that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and into vehicles.

ITS can support all modes of travel, providing opportunities to address the needs for all surface transportation users. As technology advances and transportation systems continue to become more integrated with travelers using mobile devices, connected vehicles, and the built environment, innovative applications have the potential to provide significant positive impact on safety, mobility, and accessibility.

Cobb County has embraced the challenge of continuing to explore and implement innovative technologies as reflected in CobbForward Goal 4 (Use Innovative Technologies). Furthermore, the County is focused on staying current with the field of connected and autonomous vehicles (CAV) technology.

To further support the goal of using innovative technologies, CobbForward developed an Emerging Technologies Roadmap, included in the Emerging Technologies Roadmap Appendix. The roadmap includes project recommendations for innovative emerging technologies, advanced traffic signals, network communications infrastructure, transit technology services, multimodal facilities, and technology operations and maintenance. The roadmap aims to guide the County in the short-term (year 1 – 5), mid-term (year 6 – 10), and long-term (year 11 and beyond) deployment and consideration of emerging technology projects. Short-term projects have been defined with high-level budget expectations. The mid-term and long-term considerations explain the steps that the County may consider to further mature each strategy. This time-based breakdown guides the County's focus such that the County can move from the existing foundational footprint of ITS to a system that takes a data-driven approach and further to a more predictive system that can alert the County of likely issues before they have significant impact.

SMART CITIES

Cobb County is in an ideal position of having a wealth of transportation-related technology and data assets. These assets need greater focus to maximize their use and position them for the next era. Further, some assets remain underutilized because they have not been combined with other assets in ways that convert general information into specific knowledge that Cobb County can use in concrete ways. As a part of CobbForward, five separate use cases were identified through partnership with Cobb County staff to focus efforts on creating tangible outcomes and next steps. Although the five pursued use cases are described below, only the fifth use case is described in detail. The first four use cases and detailed discussion can be found in the Smart Communities Data Platform Roadmap Appendix.

1. Improved Management of Collisions
2. Improved Understanding of Why Collisions Happen
3. Improved Understanding of Why Traffic Congestion and Bottlenecks Happen
4. Improved Performance Analytics for Traffic Signals
5. Improvements Across Various Transportation Modes

IMPROVED MANAGEMENT OF COLLISIONS

The first use case is regarding the improved management of collisions in the County. This was a priority that was identified by staff due to the need of clearing collisions as quickly as possible to minimize both traffic delay and the potential for secondary collisions. Safety, of those involved in the collision and the responders to the collision, is also important.

Collision management involves multiple parties including police, fire, ambulance, tow trucks, HERO units, and accident investigators. At each of these points in the collision timeline, data is collected and documented. There are many opportunities surrounding collision events that have the potential to take advantage of technology and leverage it to improve the management of collisions. Smart Communities data platforms, more specifically, can be used to reduce delay time while keeping safety in mind. The table below describes the primary data source currently used to manage the specific event in the collision timeline and other potential data sources that Cobb County could leverage to improve and better coordinate management of the collisions.

Improved Management of Collisions		
Event Type	**Primary Data Source**	**Other Potential Data Sources**
Collision Occurs	Cobb County Police confirmed that there are no data currently available for the precise time that a collision occurs.	The crash reports completed by Cobb County Police contain an “estimated crash time,” which likely correlates to the 911 call, Waze data, Cobb County traffic cameras, 911/CAD data time stamp coded under “IncidentStartedDateTime.”

Improved Management of Collisions		
Event Type	**Primary Data Source**	**Other Potential Data Sources**
911 Call Received	The 911/CAD data includes a time stamp for the time a call is received. It is during this call that collisions are first reported, which may be the closest approximation of the collision time.	N/A
Police Dispatched	The 911/CAD data includes a time stamp for the time police are dispatched. If this is based on radio notifications from police officers, it can be relied upon for accuracy.	The crash reports completed by Cobb County Police contain a "dispatch time," which likely correlates to the 911/CAD data.
Police Arrives	The 911/CAD data includes a time stamp for when the police arrive. If this is based on radio notifications from police officers, it can be relied upon for accuracy.	The crash reports completed by Cobb County Police contain an "arrival time," which is likely an estimate keeping in mind that police officers tend to complete crash reports after the collision is cleared. It may also be correlated with the 911/CAD data. As a back-up option, the Geoevent/ESRI platform, which manages real time data (Waze collisions, AVL for police vehicles, etc.), could be used by setting up alerts indicating one thing is near another (WAZE collision near AVL). Or post-process, the collision location could be taken from the crash report and compared with AVL data.
Police Completes Scene Assessment	Since this is an informal step, its completion is not officially recorded.	In the future, a 911/CAD data time stamp could potentially be added. The police officer would radio in to notify of the scene assessment completion.
Police Leaves Scene/ Collision Cleared	The 911/CAD data includes a time stamp for when the police arrive. If this is based on radio notifications from police officers, it can be relied upon for accuracy.	As a back-up option, AVL could be tracked as the police vehicle moves from the collision location, which would be identified through Waze collision data or crash reports.

IMPROVED UNDERSTANDING OF WHY COLLISIONS HAPPEN

The second use case aims to deepen the understanding of the correlation between collision events and contributing factors, to address factors within the control of and reduction of collisions over time. Some examples of contributing factors can include geography (hills, curves, etc.), infrastructure (road design, signals, signs, lane markings, construction, etc.), driver behavior (distracted driving, reckless behavior, etc.), the environment (inclement weather, etc.), and temporal (time of day/year). Other factors to consider include collision type and characteristics, vehicle-related specifics, bike-related specifics, and pedestrian-related specifics.

Through various conversations with Cobb County staff, it was revealed that the primary data source to leverage to understand why collisions occur is the crash report dataset. Law enforcement officers complete extremely detailed crash reports after each collision. Further, Cobb County has been working with an external consultant to bring this crash report dataset into an enterprise GIS database which is currently available. The table below describes the primary data source used in collision data management as well as other potential data sources that Cobb County could leverage to improve the understanding of why collisions occur.

Improved Understanding of Why Collisions Happen		
Contributing Factor	**Primary Data Source**	**Other Potential Data Sources**
Geographic (hills, curves, etc.)	Crash reports (63 - Road Character)	Cobb County could explore using horizontal and vertical curve data in GIS, based on contour data, or even a Digital terrain model (DTM) if available.
Infrastructural (road design, signals, signs, lane markings, construction, etc.)	Crash reports (51 - Roadway Contributing Factors, 61 - Traffic-Way Flow, 62 - Road Composition, 66 - Work Zone, 67 - Traffic Control, 68 - Device Inoperative)	Datasets containing signal locations are available. Presently construction data are displayed/collected for current construction projects only but could possibly be converted later into a dataset that includes past and present data. Cobb County appears to have limited data on signage locations, lane marking details, and other aspects.
Human (distracted driving, reckless behavior, etc.)	Crash reports (40-42 - Alcohol Test, Type, and Results, 43-45 Drug Test, Type, and Results, 48 - Operator / Ped Condition, 49 - Operator / Ped Contributing Factors, 54 - Non-Motorist Maneuver)	N/A
Environmental (inclement weather, etc.)	Crash reports (57 - Vision Obscured, 90 - Weather, 91 - Surface Conditions)	Additional weather-related datasets could be added at a later date, but they would need to be highly local to indicate conditions accurately at specific locations.

Improved Understanding of Why Collisions Happen		
Contributing Factor	**Primary Data Source**	**Other Potential Data Sources**
Temporal (time of year/day)	Crash reports (4 - Incident Date, 5 - Incident Time, 92 - Light Conditions)	N/A
Collision Type and Characteristics	Crash reports (10 - Vehicles, 11 - Injuries, 12 - Fatalities, 22 - Hit and Run, 46-47 - First / Most Harmful Events, 53 - Vehicle Maneuver, 59 - Area of Initial Contact, 60 - Damage to Vehicle, 88 - Manner of Collision, 89 - Location at Area of Impact, 107 - Injury, 108 - Taken for Treatment)	N/A
Vehicle-Related Specifics	Crash reports (31 - Year, 32 - Make, 33 - Model, 35 - Vehicle Color, 50 - Vehicle Contributing Factors, 55 - Vehicle Class, 56 - Vehicle Type, 102 - Seating Position, 103 - Safety Equipment, 104 - Ejection, 105 - Extricated, 106 - Air Bag Function)	N/A
Bike-Related Specifics	Crash reports (23 - Unit#, Check, and Susp at Fault, 46-47 - First / Most Harmful Events, Collision with Object Not Fixed, Pedal-cycle / Bicycle (7), 54 - Non-Motorist Maneuver)	N/A
Pedestrian-Related Specifics	Crash reports (23 - Unit#, Check, and Susp at Fault, 46-47 - First / Most Harmful Events, Collision with Object Not Fixed, Pedal-cycle / Pedestrian (6), 54 - Non-Motorist Maneuver)	N/A

IMPROVED UNDERSTANDING OF WHY TRAFFIC CONGESTION AND BOTTLENECKS HAPPEN

The third use case aims to understand why traffic congestion and bottlenecks happen and the associated contributing factors. Recurring and non-recurring congestion may impact traffic conditions and bottlenecks differently. For example, non-recurring congestion would possibly be due to a temporary condition, such as a crash that has blocked lanes, a special event, or construction that requires traffic to consolidate into less lanes or reroute. Some recurring contributing factors include geometry (hills, curves, etc.), road design or laneage changes, poorly timed traffic signals that are causing a queue on a corridor, or traffic volumes that exceed the capacity of the confluence area. Other factors to consider that may not always get captured in data include human actions such as distracted driving. The table below describes primary data sources to understanding this level of data and other data sources that Cobb County could leverage to understand where demand is exceeding capacity as well as active changing traffic conditions along key corridors. The platforms to be used for this effort are GIS, Waze/ Google Maps, Cobb County DOT and GDOT traffic operations programs, and CCTV.

Improved Understanding of Why Traffic Congestion / Bottlenecks Happen		
Contributing Factor	**Primary Data Source**	**Other Potential Data Source**
Geometric/Road Design (significant horizontal or vertical hills)	Crash reports (63 - Road Character)	Horizontal and vertical curve data in GIS, contour data Digital terrain model (DTM)
Laneage Changes	County and GDOT Shapefiles	N/A
Inadequate Signal Timing and Phasing at Intersections	County DOT, GDOT	Synchro models, site visits, RITIS, Tru-Traffic
Demand Exceeds Capacity	Google/Waze, RITIS	Travel Demand Model (when available)
Crashes (blocked lanes / distracted driving)	Crash data	N/A

Looking at the individual data pieces may tell part of the story, but looking at multiple data pieces together may help to tell a clearer story. Therefore, layering these elements on each other to see how they impact each other may be necessary to fully understand why traffic congestion and bottlenecks happen.

IMPROVED PERFORMANCE ANALYTICS FOR TRAFFIC SIGNALS

This use case specifically aims to understand how to improve performance analytics for traffic signals in the County. Establishing well-timed signals across the network by improving coordination can allow traffic to flow properly. ITS is the primary process of managing traffic through technology and implementing strategies used to manage the transportation network as safely and efficiently as possible. ITS is typically used by public agencies when sharing real-time information that affects reliability (e.g., event closures, construction limits, parking availability, restrictions, etc.) with the traveling public and partner agencies, monitoring traffic on corridors and key intersections and locations, and using central systems to measure effectiveness of operations. The platforms to be used for this effort include SeeClickFix, Automated Traffic Signal Performance Measures (ATSPM), ITS tools, various sensors, CCTV, and others. The table below describes the primary data sources used to manage the traffic signals and other potential data sources that Cobb County could leverage to improve performance analytics for traffic signals.

Improved Performance Analytics for Traffic Signals		
Contributing Factors	**Primary Data Source**	**Other Potential Data Sources**
Signal System Assets	Inventory from SeeClickFix	Sensors, CCTV, dynamic Message Signs, DMS, County Technicians
Limited Signal Data	ATSPM	N/A
Infrequent Signal Maintenance	County DOT and GDOT	GDOT Regional Traffic Operations Program/Signal Operations Program
Independent signals that can be connected as a corridor	Aggregate corridor data with maintenance details	Origin destination analysis, and summary report cards

IMPROVEMENTS ACROSS VARIOUS TRANSPORTATION MODES

This use case aims to identify potential improvements across various transportation modes. The increasing population in Cobb County is accelerating the need to improve pedestrian, bicycle, and transit facilities including creating additional transportation modes and improving access across these modes. Improvements should be prioritized by locations that show a significant need, in areas where improvements are feasible and there is sufficient right-of-way, and in areas that would assist in creating a completely connected network.

The following table includes a list of potential improvements across various transportation modes and the primary sources of data that may be leveraged. The table below describes the primary data sources used to improve transportation modes and other potential data sources that Cobb County could leverage to enhance the existing and potential future transportation methods within the County.

Improvements Across Various Transportation Modes		
Factor	**Primary Data Source**	**Other Potential Data Sources**
Connecting Bike Infrastructure	CobbForward Bicycle Index, Strava data can be collected to identify existing nonmotorized travel patterns	Streetlight
Route Planning	Vehicle sensors and GPS Services	Streetlight
Pedestrian Enhancements	CobbForward Pedestrian Index, Motionloft	N/A
Transit Improvements	CobbForward Transit Index, Transit Signal Priority	N/A

Expansion of Travel Options to Events

Within Cobb County, transit options are not competitive enough for riders to use to travel to and from events. Many of these riders choose Lyft or Uber instead. This results in many cars that need to enter the event area, and this contributes to traffic congestion. Additional considerations for expansion of travel options to events include:

- Allocation of resources for transit focused on serving large events. For example, Cumberland has circulators that travel to the Battery. Additionally, CobbLinc Route 10 serves the Marietta Park-and-Ride lot to Truist Park Stadium (about a 10-minute walk from drop off). Route 10 also offers connections from the MARTA Arts Center Station in Midtown Atlanta.

- Continued coordination with Truist Park Stadium/other event locations is imperative to ensure that there is transit access/information distribution to arm visitors with as much information as possible regarding access.

Improved Bike Access to Events

Similar to the section above, leveraging bicycle access and bicycle facilities in and around the County event areas could provide alternatives to driving. Additional bicycle considerations include:

- Partnering with developments to monitor bike usage and ensure that there are loading/parking zones for bicycling and curbside management. Another method of incorporating bicycle access is to include requirements regarding necessary right-of-way for including a separated bicycle facility (like a cycle track) or a side path alongside the vehicular lanes. Roadway characteristics need to be considered when adding these bicycle facilities.

- Investigating and prioritizing the management of curbs is another way access can be improved. Emerging technologies can help cities dynamically shape and manage curbs as flexible, or "flex," zones serving different uses and users at different times. Enhanced with sensors, the price and allowed use for the most in-demand curb space could fluctuate according to the time of day or shifting public priorities. Real-time curbside management systems could allow vehicles to automatically reserve time slots a few minutes in advance of arrival at a site. Armed with sufficient data, cities and counties could actively manage curbsides, setting rates in real-time, changing uses with demand, and automating enforcement to ensure turnover.

- Trail projects introduced in the CTP project list will allow for better connected cycling and pedestrian facilities overall – bike-related amenities like parking should continue to be a priority and be strategically placed along corridors/activity centers.

IMPROVED CONNECTION BETWEEN BUS AND ACTIVE TRANSPORTATION INFRASTRUCTURE

For Cobb County residents to leverage transit options, the bike and pedestrian infrastructure near transit should be prioritized. Investing in areas that have transit usage will increase accessibility for more residents. Bike and pedestrian infrastructure investments that the County should consider include:

- Bicycle lane infrastructure improvements such as shared bicycle lanes, contra-flow bicycle lanes, dedicated bicycle lanes, buffered bicycle lanes, and cycle tracks

- Pedestrian infrastructure such as 10-ft wide shared-use paths, and Leading Pedestrian Intervals (LPI) at traffic signals

- Pedestrian-related changes such as adjusting walk-time at signalized intersections, adjusting crosswalk spacing, evaluating locations for midblock crossings to reinforce safety and discourage jaywalking, and ensuring all locations are compliant with Americans with Disabilities Act (ADA) regulations (curb ramps and detectable warnings at pedestrian crosswalks)

- Utilizing software platforms such as Strava, Streetlight, and Motionloft to:
    - » Develop a data management plan and technology deployment plan for pedestrian and cyclist usage.
    - » Deploy pedestrian/cyclist counters along greenways/cyclist facilities for performance and maintenance management.
    - » Prepare the infrastructure for bicyclists and autonomous vehicles to interact seamlessly, such as preventing right hook collisions of AVs cyclists.

INTEGRATION OF COBB COUNTY'S TRANSPORTATION SYSTEM WITH EMERGING MODES AND TECHNOLOGIES

As technology continues to shape the way we move throughout our communities, Cobb County will prepare and integrate the existing transportation system with emerging transportation modes and technology. Examples include:

- Sensors in transit vehicles to communicate with GPS services to determine the best route, which is then displayed on a head-up display that physically directs the driver along route
- Installing transit signal priority (TSP) along key arterials that will extend green time or shorten red time to accommodate approaching transit vehicles
- Micromobility pilot programs to provide alternatives to single occupancy vehicles as a cost-effective method to build capacity in a transportation system by expanding the participation of residents in alternative modes of travel
- Considering emerging transportation methods such as e-scooters and planning for this task and its data platform to identify and consider next steps
- Leveraging GDOT Managed Lanes and other infrastructure projects that may help improve mobility across other non-traditional transportation modes

IMPROVED COLLABORATION WITH SENIOR SERVICES FOR ON-DEMAND TRANSIT

Providing transit services to seniors that are comfortable and accessible is an integral part of transportation services in Cobb County. There are many options to consider when improving the collaboration between senior services and on-demand transit such as:

- Discounts to on-demand services, such as Lyft of Uber to improve transportation access in low-density areas
- A trip planning app through coordination with the ATL that could be leveraged in encouraging seniors to take advantage of on-demand transit
    - » The Cobb County Transit Plan includes implementing microtransit/flex zones; part of this could include collaboration with seniors to do transit travel training to help them become comfortable with using new services.

LEVERAGING ADVANCED TECHNOLOGIES

Cobb County has multiple sets of devices and hardware that support current advanced technology efforts. These sets of devices and hardware, in combination with other assets, can provide a base for a broader "internet of things" (IoT) approach.

"In the broadest sense, the term IoT encompasses everything connected to the internet, but it is increasingly being used to define objects that 'talk' to each other. 'Simply, the Internet of Things is made up of devices – from simple sensors to smartphones and wearables – connected together,' Matthew Evans, the IoT program head at techUK says. By combining these connected devices with automated systems, it is possible to 'gather information, analyze it and create an action' to help someone with a particular task, or learn from a process."

The primary reason why IoT technology is valuable for urban and rural areas is that it enables a system of valuable, passive, and real time data collection. Oftentimes IoT can capture data that was impossible or arduous to collect previously. It is passively collected, which requires limited effort once established, rather than active – which often requires time and cost-intensive surveys and other collection instruments to gain comparable information. And it is real time, offering information around the clock versus monthly or annually – avoiding situations in which information arrives too late to be useful.

Cobb County has three primary sets of devices with IoT capability including cameras, Bluetooth receivers, and SCATS detection devices. The focus on these devices was verified during a meeting with Cobb County staff on October 16, 2019. While there may be others, these three devices provide the most potential and are the focus for the advanced technology part of the roadmap. This roadmap section connects with key priorities and anticipated results outlined in the CTP needs assessment.

Each area of work in the Smart Communities Data Platform Roadmap is unique in terms of how familiar Cobb County staff already are with the tasks to be completed. To that end, each area is explained below to frame the types of tasks that are suggested in the roadmap found in the Smart Communities Data Platform Roadmap Appendix.

Use Case: Improved Management of Collisions

This use case came up as an area of interest during the stakeholder engagement work sessions, and while some attendees had ideas for tactics to address the issue, the majority of tactics discussed will be new to Cobb County staff – particularly how to go about implementing them. To that end, the tasks suggested for this use case have more detail than some others.

Use Case: Improved Understanding of Why Collisions Happen

Aspects of this use case's tactics are already underway with Cobb County staff. Many of the tactics add onto work already in process or propose modification to existing methods. Therefore, these tasks can be built into Cobb County's workflow as they work best.

Use Case: Improved Understanding of Why Traffic Congestion and Bottlenecks Happen

Various efforts related to this use case are already underway with Cobb County staff in coordination with GDOT and Cobb County DOT. Many of the tactics add onto work already in process or propose modification to existing methods. Therefore, these tasks can be built into Cobb County's workflow as they work best.

Use Case: Improved Performance Analytics for Traffic Signals

This use case will require coordination across various offices within the County as well as GDOT. This increased coordination will require additional responsibilities for people within County offices. Additionally, this use case may require new skills of staff in order to implement and understand ITS data.

Use Case: Improvements Across Various Transportation Modes

Improvements across existing transportation modes and leveraging alternative transportation modes are already

Leveraging Advanced Technology

Since this section involves leveraging existing technology that Cobb County has in an effort to maximize its use, the tasks involve verifying that the existing technology and datasets can be used in specific ways and that various options proposed for maximizing the data and technology are useful to Cobb County and worth pursuing.

Supporting Efforts

Efforts including dashboards and story maps, organizational additions, and data sharing policies help support the other sections and tasks. The task work for dashboards and story maps involves selecting platforms and setting them up, while the task work for organizational additions and data sharing policies includes developing a strategy for each and implementing them.

Policy Implementation

This chapter broadly provides recommendations that Cobb County should consider moving forward or incorporating into daily practices in several different topic areas. The implementation of guiding policies will likely require interdepartmental cooperation as well as coordination with other partners, such as GDOT, ATL, cities and CIDs in Cobb County. There are many aspects of these policy recommendations that Cobb County has already begun to incorporate into practice, but continuing to maintain the direction and conversation regarding them will be of upmost importance – particularly as Cobb County looks for opportunities to further expand its surface transportation and transit programs.

7.

NEXT STEPS

Next Steps

The success of CobbForward hinges on meaningful collaboration between local, regional, state, and federal departments and agencies to implement the projects and initiatives laid out in this plan effectively. The recommendations in CobbForward are built on assumptions regarding new future, referendum-based funding sources made possible by the State of Georgia legislature just a few years prior to the inception of this plan. Leveraging potential future funding will be critical in building out the transportation and transit networks in Cobb County and serve as an important milestone for creating a truly multimodal experience for Cobb County where its residents and visitors can experience a high quality of life.

ACTION ITEMS

Moving forward incrementally on the recommendations will serve as steppingstones for the County – particularly as CobbForward is anticipated to be updated every seven years as opportunities for collaboration, innovation and new technologies, and data sharing continue to grow. CobbForward also lays out an action plan that comes in four categories: general; surface transportation-specific; transit-specific; and policy. The action plan identifies a local champion to move forward the action item (usually Cobb County) as well as a series of entities that Cobb should coordinate with for successful implementation.

IMPLEMENTATION PLAN

General Recommendations			
CobbForward Program	**Action Item**	**Local Champion**	**Coordinate With**
Adopt CobbForward CTP 2050	Cobb County to adopt the Plan	Cobb County	N/A
Funding Opportunity/ Financials	Cobb County to seek other funding opportunities and develop a financial framework to implement the projects in this and future plans	Cobb County	Cobb Cities and Cobb CIDs, as needed
Submit high priority projects to ARC for consideration for the RTP	Cobb County to work with ARC and GDOT to identify which projects from the short- or mid-range scenario to include in the Region's Transportation Plan (RTP) and Transportation Improvement Program (TIP)	Cobb County	ARC and GDOT
Submit high priority projects to ATL for consideration for the ARTP - develop an amendment if necessary	Cobb County to work with ATL to identify which projects from the short- or mid-range scenario to include in the Atlanta Regional Transit Plan (ARTP) and develop an amendment if necessary	Cobb County	Cobb Cities and Cobb CIDs, as needed
Develop Performance Monitoring Program	Cobb County, its Cities, and its CIDs to develop a program that monitors the progress and performance for this and future plans	Cobb County	Cobb Cities and Cobb CIDs, as needed

Surface Transportation Project Recommendations			
CobbForward Program	**Action Item**	**Local Champion**	**Coordinate With**
Advance projects from short-range/5-year scenario	Cobb County to set aside preliminary engineering and possibly right-of-way and construction funding for priority projects; begin coordination with partners once project funding is available	Cobb County	Cobb Cities, Cobb CIDs, and GDOT, as needed
Concept work for major roadway projects in the mid-range/10-year scenario	Cobb County to develop concept studies for major roadway projects in the 10-year scenario. Funding and the preliminary engineering phase should be identified within the first five years of the Plan.	Cobb County	Cobb Cities, Cobb CIDs, and GDOT, as needed
Grant opportunities	Cobb County to seek competitive grant opportunities for funding the short-range projects	Cobb County	Cobb Cities and Cobb CIDs, as needed
Transit Project Recommendations			
CobbForward Program	**Action Item**	**Local Champion**	**Coordinate With**
Organizational Development	Evaluate business practices, staffing levels/capacity, and organizational structure	Cobb County/ CobbLinc	TBD
Staffing Plan	Develop/Build new staff classifications and prepare job descriptions, as needed, in coordination with HR	Cobb County/ CobbLinc	TBD
Program Management	Procure program management technical assistance to initiate short-term actions	Cobb County/ CobbLinc	TBD
Funding and Financing	Identify and prioritize federal and state funding opportunities	Cobb County/ CobbLinc	ATL, ARC, FTA
Financial Modeling	Develop transit financial planning and modeling tool to facilitate review, prioritization, and tracking of projects	Cobb County/ CobbLinc	TBD
Strategic Communications	Prepare communications plan and capital plan messaging	Cobb County/ CobbLinc	TBD
Design/Engineering	Procure comprehensive architectural and engineering contract	Cobb County/ CobbLinc	TBD

Transit Project Recommendations			
CobbForward Program	**Action Item**	**Local Champion**	**Coordinate With**
Alternative Delivery	Evaluate alternative capital project delivery methods	Cobb County/ CobbLinc	TBD
Major Investment Study (MIS)	Initiate MIS for HCT priority corridors	Cobb County/ CobbLinc	Cobb Cities and Cobb CIDs, as needed
Maintenance and Transfer Centers	Conduct site evaluations and identify suitable property for new facilities	Cobb County/ CobbLinc	TBD
	Initiate preliminary/conceptual design for new facilities; conduct environmental and alternative analysis screening in advance.	Cobb County/ CobbLinc	Cobb Cities and Cobb CIDs, as needed
Technology	Prepare technology business plan and any related concept of operations	Cobb County/ CobbLinc	TBD
	Identify, launch, and evaluate business plan pilot projects	Cobb County/ CobbLinc	TBD
Fleet	Evaluate fleet management plan and prioritize replacements and new vehicle purchases	Cobb County/ CobbLinc	TBD
Fare Policy	Conduct an analysis of fare policy alternatives inclusive of all potential service modes	Cobb County/ CobbLinc	TBD
Bus Stops/Stations	Develop stop design standards or stop design typicals	Cobb County/ CobbLinc	Cobb Cities and Cobb CIDs, as needed
	Prepare stop inventory and prioritize stop improvements	Cobb County/ CobbLinc	Cobb Cities and Cobb CIDs, as needed
	Assess stop amenity inventory and procure equipment as needed.	Cobb County/ CobbLinc	TBD
Sidewalks	Prioritize sidewalk gaps and other bus stop access improvements	Cobb County/ CobbLinc	Cobb Cities and Cobb CIDs, as needed

Policy Recommendations			
CobbForward Program	**Action Item**	**Local Champion**	**Coordinate With**
Smart Cities	Maximize transportation-related technology and data assets for the future	Cobb County	ARC, GDOT, and USDOT
Emerging Technologies	Utilize the proposed roadmap to further explore and implement innovative technologies	Cobb County	ARC, GDOT, and USDOT
Freight	Formalize County truck route designations, evaluate freight lane restrictions, evaluate the impacts of market shifts in freight operations, designate truck parking facilities in the region	Cobb County/ CobbLinc	ARC, ATL, and GDOT
Transportation and Land Use	Participate in the comprehensive plan process and encourage active engagement and partnerships from the County, Cities, and CIDs. Identify transportation recommendations that support land use policies.	Cobb County/ CobbLinc	Cobb Cities and Cobb CIDs
Asset Management	Maintain transportation assets at a rate that stays ahead of deterioration by evaluating data available	Cobb County/ CobbLinc	TBD
Transportation Demand Management (TDM)	Focus on improving communication and increasing education about TDM and commuter incentive programs and staying engaged at the regional level	Cobb County/ CobbLinc	ARC, Georgia Commute Options
Safety	Develop a Safe System approach action program/plan consisting of capital projects and design strategies. Perform annual evaluation of safety projects for when funds become available.	Cobb County	TBD
Index	Continue to update the transportation index and maintain the input data	Cobb County	TBD