

Cobb in Motion, Cobb County Comprehensive Transportation Plan 2040 Update



Listening Tour Summary

In the summer of 2013, a listening tour of stakeholders and community leaders from across Cobb County was conducted with the purpose of introducing the Cobb County Comprehensive Transportation Plan (CTP) 2040 Update to the community, and to gain insight into the issues that are important to citizens of the County. The listening tour included 16 interviews across the County held in July and August. Input and feedback received provided in the summary below.

Interviews included:

- Cobb County
- City of Acworth
- City of Austell
- City of Kennesaw
- City of Marietta
- City of Powder Springs
- City of Smyrna
- Cobb EDGE, Cobb Chamber of Commerce
- Town Center Community Improvement District
- Cumberland Community Improvement District
- The Coalition of Cobb County Business Associations
- Bake One
- The Georgia Tea Party
- Cobb Immigrant Alliance
- East Cobb Civic Associations
- NAACP Cobb County Branch

Comments Received:

- Southern part of the county, around Austell is the low end of the county- transit doesn't seem to work. There are just a few people are riding it. Twice they have started running CCT buses and then cut it because not enough people riding it.
- It would be interesting to know every time someone sits on a bus how much it is costing. It was \$35 based in the Reagan era.
- The City of Austell only hears from a couple of people about riding transit because the city is at the end of the line. It might work better if it continues on to another city (ex: GRTA Xpress- Dallas -> Powder Springs -> Atlanta).
- Congestion is not bad in Austell. Overpass helps with getting around the RR when a train comes through.
- Austell has pretty good roads with good access to 4-lane roads in the area. Many people take Veterans Memorial into Atlanta because it's quick and not as much traffic.
- Austell has good proximity to the airport (16 miles).
- The area around Austell can be considered a low income area. It always been that way and probably will always be that way.
- There are 6,000 residents, and 4,000 who work in Austell. City has 100 employees. The gas system has 100 employees. Old Fashioned Foods has 40 to 50 employees and the intermodal yard- 300 to 400 employees.
- What works here in Austell? The streets are not crowded, intermodal facility works well, truck traffic doesn't seem to be a problem- they go out CH James Parkway to I-20.



- What would make it better in Austell? Raise income for those who live here, parks are key asset in the city. The city just put a disc golf course (9 holes) in. It is working well and they are looking to add another 9 holes.
- Austell has put in a good number of sidewalks, resurfacing, and improved intersections with the money they have received. The city seems to do well with transportation dollars.
- On Columns Drive, runners are using the bike lane.
- People have to get used to using something new and incorporate it into their everyday lives
- People's attitudes seem to be changing.
- When they did have the bus in east Cobb, it wasn't convenient.
- Signal timing may help with congestion on Johnson Ferry
- If rating Cobb County, would give Cobb a 10 because of good schools, low taxes. But one has to like suburban life. Cobb is not for the young and single
- Have you looked at Terrell Mill design guidelines? They are totally different from Johnson Ferry and Terrill Mill design guidelines were done first.
- Avenues at East Cobb and Merchants Walk: these are the town squares for East Cobb.
- Don't have real business community in east Cobb. There is not a large corporation along Johnson Ferry, but there are a lot of small businesses. It is a challenge to get small businesses together to put their ideas out there.
- Several worldwide headquarters in the area off of South Cobb Drive Kenny's Pies, IBM, DHL Worldwide (Highland Park business/industrial area).
- South Cobb Drive and interchange with I-285 are critical to the industry in that immediate area.
- Along South Cobb Drive, starting to see middle/upper income rebirth in terms of residential uses. Traffic is bad based on the time of the day (South Cobb Drive and East-West Connector. There are more subdivisions in the area than you think)
- Description of East Cobb- "It's 20 minutes- anytime, anywhere."
- South Atlanta Road and I-285 interchange is horrible. The lights are not timed appropriately
- What is great about Cobb County? Schools, clean county, well-maintained.
- Public transportation needs to improve throughout the entire region, not just Cobb County. Transit is currently inconvenient and not enticing
- 3 county schools in the city of Austell- some children do walk to school
- Cobb is a pretty good place to live and would rate it 8 or 9 on a scale of 10 because of low crime, tax base is low, good school system (although it could always be better), and government is well run in the county.
- Supports local funding of transportation but not state involvement.
- Cobb has done a good job spending money locally on transportation as has the cities.
- Better transportation would not necessarily result in growth for the Austell or likely lure businesses to the Austell
- Traffic is probably the forefront issue in people's mind. It is a two-edged sword: like traffic on the one hand, but don't want to be affected by it individually.
- Cut-through traffic is always an issue especially through residential neighborhoods in Marietta.
- Safety is always important, but people seem to be conscious of it.
- Franklin Road is being looked at for redevelopment, jobs, and mixed use.
- Biggest complaint is "not in my backyard" when it comes to improvements.
- Would love to see transit in the US 41/I-75 corridor.
- Transit to the county seat (Marietta) would be important with stops at the Cobb County government complex and Wellstar regional hospital facility. Those seem like natural locations for a transit stop.



- People will probably continue to look at rail through the county (Kennesaw to Atlanta) but don't see it coming yet.
- People are willing to support funding (SPLOST/BONDS) when they are able to see what's in it for them.
- Marietta uses SPLOST and bonds for capital projects only.
- Most parks have some sort of public/private partnership for operations and maintenance (Marietta).
- In discussions about shuttle service to/from bus stops/CCT and office parks; similar to what is currently found in Perimeter.
- Cumberland has no walkability. That type of environment is missing
- It is hard to recruit international companies to Cobb when the employees of those companies are not used to having to drive a car to get to work
- The Cumberland area has a 10% higher daytime workforce than downtown, but people do not live here (particularly young professionals).
- Buses look dated. There is nothing appealing about the ride (why young people don't ride it).
- Want to make Cobb a hip place to be.
- How do you change the perception to get young people to ride the bus?
- How do you get people to want to stay or live here (in Cobb)- best chance right now for that to happen is in the Cumberland area.
- Where comparing Cumberland and Midtown- zoning, exterior facades, mixed use create a vibrant street scene in Midtown.
- Buses look gross and outdated and young professionals won't use them. "If it looked right and felt right, people would use it." Buses currently do not look right and feel right; therefore young professional don't use it.
- Young professionals would respond to a vibrant, hip Cobb. Young professionals might change perceptions if Cobb became more engaged and trendy, had streetscapes to hang out and activities within walking distance of where they live and work.
- The bus takes 50 minutes to go 7 miles. It makes no sense to use CCT and therefore, would rather drive.
- No trendy environment, no walkability, storefronts should be out-facing (in the Cumberland area)
- Cobb has an identity crisis about who it is and where it's going. They want fresh blood, new ideas, innovative, but what they project is a 'dated vibe' with no character, atmosphere, no downtown and no identity.
- If rating Cobb, would give Cobb 7 out of 10. To get to a 10, Cobb needs to be more hip, better vibe, more things for young professional to do
- If rating Cobb, would give it 5 out of 10. To get to a 10, Cobb needs a better identity, more character, atmosphere, less conservative
- If rating Cobb, would give it 8 out of 10 because no crime and great quality of life. To get to a 10, the transportation issues solved
- Cobb is great because of safety, opportunities for education, friendliness, and the great Chamber
- Cobb is the best functioning county
- They may be missing the single, young professional but when they get older they are moving to more family oriented communities, like Marietta. Marietta is a family oriented community.
- Overall goal of Marietta is 50% owner occupied, 50% renter.
- If rating Cobb, would give Cobb 9 out of 10 because you can get anything you want in Cobb. It is there for the taking. Cobb is an exceptional value all the way around.
- Challenge in Cobb is transportation, especially cut through traffic, traffic at morning rush hour.



- Safety issues with Six Flags area and police- there is an opportunity at Six Flags to improve the area
- Sidewalks are lacking in South Cobb. Sidewalks will make it safer to walk and will bring a sense of community.
- Any transportation (transit) combined with the City of Atlanta is forbidden. However, a light rail system could be welcomed so long as it is not connected with MARTA.
- It is recommended you also talk with Cobb EMC, Georgia Power to gain insight on traffic information
- South Cobb also needs more parks like East Cobb. South Cobb also needs more activists to raise money to start paying for it.
- Many Cobb politicians act like it was 40 years ago and are not thinking 40 years into the future. In order to succeed in the future, a walkable urban is a requirement. Major philosophical changes are needed to change this way of thinking. Many Cobb residents do not feel this way, but the politicians continue to listen to the same old people that blog or get an editorial in the local paper, but these few do not represent the whole or the future.
- Biggest challenge in transportation is funding. We are limited to SPLOST funds.
- SPLOST has been very successful.
- Transportation dream: Sky buckets from Adams Park to the bus station at Chastain and Busbee Parkway near the KSU stadium.
- There is a bike lane planned in the SPLOST along the back road of McCollum Parkway for students to use.
- There is a need for additional overpass over the rail line in Kennesaw to separate those who do not want to go through downtown traffic
- Limited to what can be built in Austell because of Sweetwater Creek and flooding.
- Austell is better served as a small city.
- Does want to improve the main intersection in the City of Austell and add sidewalks though traffic is in good shape
- Flooding in Austell is an issue when it comes to bringing in new business and building roads
- The way the state uses funding does not help the city of Austell, they get lost in the dollar handout.
- Healthcare is seen as a growth opportunity, not an industry Chamber necessarily recruits
- If rating Cobb, would rate Cobb a 7 on scale of 1 to 10 as it is better than most, but missing mobility and vibrancy.
- If rating Cobb, would rate Cobb a 5 out of 10 because it is missing identity.
- There is nothing unique about US 41.
- There are lots of sidewalks in the Cumberland area, but don't see people using them.
- It would be nice to connect some trails to the Beltline.
- South Cobb Redevelopment Authority- staffed by the county, been active for about 1 ½ years
 - Churches over in south Cobb that are huge and investing large amounts of money
 - Try to partner with Six Flags to make it a destination place
- Franklin Road/Six Flags- priorities for redevelopment in the county.
- Parking is free at the office complexes in the Cumberland area so everyone is driving to work. They are running out of parking spaces.
- Would like more support for downtowns in Cobb County and the flow of economic development in the downtowns. Sometimes the County is only focused on the I-75 corridor and the big arterials.
- Businesses in downtown (Kennesaw) want more parking. Parking is big deal for them.



- Recently had a walkability study for downtown Kennesaw completed. Downtown is going through a transition from less dedicated parking to more walkable.
- Kennesaw is attracting young professionals and young families
- Kennesaw has a “Fit City” initiative
- Need to facilitate partnerships with positive role-model organizations such as 100 Black Men to inspire youth in the community. Cobb County went to non-minority communities to get feedback on how to use SPLOTS dollars, but did not go to the African-American communities.
- Bus shelters are located all along US-41 but not along Fairground Road and other places where shelters are also needed
- Public housing tenants were displaced from Fort Hill to Garrison Plantation Apartments in South Cobb; 6 months later residents were told vouchers will no longer be honored and forced residents to relocate within the year. Marietta Housing Authority knew or should have known the impact of the relocation on citizens.
- Citizens, including the underserved, must believe that you sincerely hear what they want
- Add transit service on Allgood Road in South Cobb.
- Buses should be on-time and with air-conditioning in underserved communities, just as they are in other areas; the worse buses are placed in service in the underserved communities
- If recommending Cobb to a friend, Cobb County would not be my recommendations; have seen too much of Cobb County where schools are not educating kids, jails are filled with African Americans, and the County does not care about the underserved.
- Business development and locations as seen in the County: CIDs- business services/software development, South Cobb- manufacturing. South Cobb, Marietta, Smyrna- supply chain/wholesale/logistics because of proximity to airport and cheaper land, bioscience- CIDs, Marietta, Franklin Road corridor
- Currently avoid south Cobb because it is a dangerous area. Also don't go north after 3:30pm, I-285 east is a nightmare
- Need to include the CCID strategic project list in the Cobb CTP project list
- Need for sweeping changes to how the County approaches transportation facilities and systems. The county needs to recognize development trends in the pipeline and stay up to date with how things are changing to stay vibrant.
- Cumberland is not positioned well in comparison to Perimeter, Buckhead, Midtown, or even North Fulton. Policies like walkable, urban, transit, mixed-use, attracting a younger market, etc. do not exist in Cobb and Cumberland.
- What works in Cumberland is that so much traffic is coming through the area and it seems to work really well. Multiple overpasses over the interstate, so there are different ways to move about in the Cumberland area.
- Cobb Parkway needs more quality development as it is a major gateway into the City of Kennesaw
- Avoid Wade Green and I-75 and Barrett Parkway and I-75, because the traffic is just so bad
- Would like to see policies or initiatives to get more kids riding school buses and fewer parents driving their kids. Paying for buses that are not used is wasteful, and parents individually driving all the kids make more long traffic queues at every school.
- If rating Cobb, would give Cobb a 7 or 8 out of 10 on quality of life. In order to get to a 10, need more walkability, downtown living, pedestrian friendly, and access to CCT.
- Commercial rent space in Cumberland is the same price now as it was in 1985. That is not good.
- Would like to see a Regional Mass Transit Authority oversee MARTA, CCT, and GRTA as now they operate inefficiently and independently of each other. We need to attract young families for a young vibrant place to live but we're lacking in transit options to do this.



- Small businesses need easy access to the regional transportation system. Trying to get on I-75 south from US 41 or I-285 is a mess. South Cobb Drive needs to be rethought as well.
- Buildup for economic growth in Smyrna will take a completed Jonquil Plaza and maybe Belmont Hills. South Cobb Drive needs redevelopment of shops.
- Believes the new elementary school in Smyrna is helping to save the city right now as an attraction for young families.
- Avoids Cobb Parkway and the East West Connector. There's no good way to get home from Canton Road. Avoids Windy Hill and US 41, and I-285. Refuses to use Barrett Parkway and go to Towne Center. Dallas Highway is also awful.
- Cobb cannot continue to try and live how they did in the 1980s and think that model will succeed in the future. Cannot just build highways.
- Cumberland is in early stages of codifying an overlay district for the area, however it will only be optional.
- There is an opportunity with road diets. There is plenty of ROW on many roads to easily do a road diet and insert more pedestrian and bike amenities.
- Cumberland CID Board very supportive of trails program.
- Kennesaw would like to be included in CCT. A sensible loop would include from City Hall to KSU (KSU has their own transit system of buses called "Big AI Bus")
- Though KSU is not in the City of Kennesaw (in unincorporated Cobb), the Big AI Bus enters the City has stops at the new amenity-rich student apartment complexes in the city
- Opportunity: KSU is within CID borders and even though they pay no taxes, they pump economic activity into the area.
- Circulator is needed in the Town Center area first. No point in any future transit to the area if you get here and then cannot get around. Town Center has had holiday circulators in the past and they were very well used. A Town Center Circulator could be pay to ride, could be operated by CCT, and if it is convenient and efficient people will pay a reasonable fee to ride.
- PATH system in the Town Center area is very supported and popular. A north to south trail is needed and planned to connect existing east to west trails.
- A 46 acre linear park is planned just north and adjacent to Town Center Mall
- Park and Ride @ Big Shanty Road (both GRTA and CCT) will soon have access to the I-75 HOT lanes to actually head downtown in a quick manner. The Park and Ride will also be accessible via the planned new north to south trail.
- Biggest road transportation problem in the Town Center area: I-75 and I-575 and Barrett Parkway.
- Frequency of CCT after normal business hours is not good, especially because there are so many 2nd and 3rd shift workers at call centers in the Town Center CID that rely on, need, or would use transit. Some of these call centers include: Chase, Bank of America (2,000 employees), Home Depot (1,700 employees), Alarka (bought out Ryla 2 years ago, 2,000 employees), Tesis (call center for all types of credit cards). Alarka has its own private shuttle service to off-site parking.
- After the first priority of a transit circulator, more pedestrian improvements are needed too in the Town Center area.
- CCT is not efficient enough. The signs just say "CCT" and do not provide route number or a route map on the sign pole. Its hours and headway are not often enough.
- Senior population is growing in Cobb County presenting another issue.



- What would you rate Cobb County 1 to 10? 8 or 9. Cobb has the best safety, schools, environment, and quality of life in the region. would not live anywhere else in the region. Transportation improvements would make Cobb a 10.
- The CTP is usually updated with no look at the future land use plan. Is any thought going to be given to that?
- One of the biggest issues in East Cobb – Wellstar Health Park at Roswell Road and Providence (currently being built)
 - Didn't have to go through zoning – approvals went through the Health Dept. Not a hospital- will be doctor offices, outpatient surgery, doc-in-a-box
 - Creating traffic concerns among the area residents
 - Providence Road is a 2-lane road used by Walton HS and (middle school). Wellstar will not have access to Providence Road
 - Senior Living facility proposed across the street from Wellstar- 4 stories- have to go through zoning (34 acres). CCRC zoning
- Sub area corridor plan completed for Johnson Ferry Road. A lot of the community doesn't seem to understand the plan as a look into the future
 - Some are worried that it changes zoning, but it is a design overlay
 - No demarcation you are in the East Cobb- no signage, no design guidelines- community wants to provide unity in east Cobb through landscaping, pedestrian lighting, signage, etc
 - Big thing was interparcel access to take some of the local traffic off of Johnson Ferry
- Johnson Ferry Road at rush hour is a disaster area
- Roswell Road from Indian Hills Parkway to Johnson Ferry Road is a disaster on the weekends. What happens when future development comes along?
- Lower Roswell Road, east of Johnson Ferry Road, improvements are ongoing
- Transportation is a concern when you can't get out of your subdivision onto Johnson Ferry Road.
- Sidewalks are helping throughout the community by giving people choices. You are starting to see people use them to get to Publix, get to activities, and to exercise
- Putting in 'concrete pads' around school bus stops. Developers like doing it and gives students something to stand on
- If rating Cobb, would give it 7 out of 10. For a 10, we need more recreational things to do in the County, more retail, more restaurants, pump up the volume in the schools, scores and have more confidence in the school boards.
- If rating Cobb, would give it 7 out of 10. For a 10, we need mass transit. Light rail to give it a 10.
- Seeing senior living/assisted living housing trends throughout the County
- Check city of Acworth Trails Plan/Map
 - Plan to connect trails/side path around Lake Allatoona
- Don't have transit up in Acworth- #1 complaint in Acworth is traffic because of SR 92
- Interested in how to get transit up to north Cobb (Acworth/Kennesaw area)- need discussion on that
- Acworth is pretty good at keeping up with maintenance which is funded through the SPLOST. Not sure what the city would do without SPLOST
- The County need to go a better job of communicating where they money is spent and what the needs are for the future
- #1 ranked project in Cobb on the TIA list- intersection improvements at every intersection along Cobb Parkway between Bartow County line and Barrett Parkway
- Disappointed that the BRT Plans stopped at Kennesaw. Would like to see there be some sort of looping between Kennesaw and Acworth but that has never come to fruition
- Mars Hill and US 41- intersection improvements- about to go to construction



- What are the demographics and trends (to see if young professionals are or are not moving here)
- Need a light rail transportation system that ties into MARTA that has designated stations to maximize ridership. Boston, Austin, Washington and NYC got it right. We have not.
- Need to convey the benefits of light rail to connect downtown and all parts of the county for economic development. As this generation checks out, the young kids are more accepting to light rail. If we can capitalize on their frame of mind, instead of the current antiquated way of thinking, we stand a chance. No light rail hurts Cobb County and it's the one thing companies ask about.
- Smyrna is in the best location but there's no easy connectivity to I-75 or I-285 main artery.
- Smyrna needs more retail. No place to get a pair of pants, needs more restaurants and better buildup. More economic build is needed. That build is hurt by no connectivity.
- There's no easy access to Roswell and all it has to offer. East-west movement is also lacking. Can't do the trip to Roswell in under an hour, so no connectivity.
- Spring Road and Cobb Parkway intersection in the City of Smyrna is dangerous and needs to be rethought.
- Would like to see Cobb County get on the same page as far as equal education for every area of the county. Through that education comes better choices, understanding and vision.
- Critical to get funding for transportation improvements so the public understands long term sustainability and how to pay for it.
- Get the community to believe in the long term buy in although the vision may scare some people.
- We need to get rid of the congestion so businesses can thrive and will want to come here. The worker needs accessibility especially blue collar works because their shifts don't change. White collar workers can leave early and stay late, but shift workers don't have that luxury. Transportation needs to be accessible and predictable because blue collar workers and support staff depend on it.
- What does work in Cobb County? It's a great place to live, eat, work and play. It's safe and welcoming. There's also a great selection of restaurants. Feeling safe is a big element of a great place to live. People need to know that they are safe.
- Avoids is Whitlock Ave any time of the day.
- When rating Cobb, Cobb County is an 8 of out 10. To get to a 10, Cobb County needs better mobility, less congestion and a solution to connectivity. "There is no solution Cobb can do alone."
- We now have an East-West connection, but we still have a missing link. That link is light rail. "I see no jurisdiction in metro Atlanta not having a light or heavy rail." With a rail, we can expose ourselves to a different type of work force.
- We need to make transit more predictable. CCT buses in West Cobb have no connectivity to Paulding County.
- For the future to be better in 2040, we need to educate, gain the public trust, be transparent and overcome the negativity. We need to identify the leaders of tomorrow, and the leaders are not always obvious.
- A lot of traffic going into Marietta- moving along Powder Springs Road (early morning and later afternoon)
- Don't get a lot of requests for CCT in Powder Springs.
- Seniors want transit (that that live along Powder Springs Road, but not in city of Powder Springs proper)
- Powder Springs is an aging community
- Cobb seems to focus on flex service for transit in the area
- Cobb/Powder Springs- feels like home- feels like part of a community



- Would like to see more TND type development here
- Have both rural and urban feel in Cobb
- Don't have enough of the opportunity to build mixed use (Powder Springs)
- 5 mile radius of Powder Springs- restaurants, stores, trails, dense and rural character- everything you need
- Silver Comet- goes right through the city of Powder Springs. Built city trails around the city and connect to the Silver Comet
- Downtown Powder Springs is wide open for redevelopment
- 4th city in the nation for affordable housing- \$85,000. \$68,000 median HH income (Powder Springs)
- There is an opportunity to connect those traveling within Cobb (Powder Springs to Marietta, etc for those who live and work in Cobb) with something like GRTA Xpress. Might catch some Paulding people too who work up in Marietta.
- 85 to 90% of personnel in South Cobb Drive business park area is manufacturing and traveling from a variety of areas
- There is no convenient or nearby bus stop (CCT) in South Cobb Drive business park area
- Workforce (South Cobb Drive business park area) is dependent on transit- people need to get to work (business case). Government should subsidize transit
- Cobb has the potential to be at risk for losing business- there is cheaper land and better incentives in other counties (Douglas County).
- Public input does not matter in Cobb County; Cobb has a long way to go
- What happens in Cobb does not address the needs and concerns of the underserved
- Underserved are not even an after-thought in Cobb County
- Unbelievable how little impact citizen input has on what happens with tax dollars
- Cobb feels that the underserved are a drain on the community
- Cobb County is home to mothers who struggle to send children to school, home to mentally disturbed individuals, and people without food, yet the County makes no effort to address these problems
- Public transportation either does not exist or does not go where people need and want service
- CCT cut bus service in communities where it was needed
- Provide bus service where people live and work. One example is in South Cobb
- Need to extend weekday service of CCT
- Citizens need weekend CCT service in order to access activities such as grocery stores and other shopping trips, recreational activities and other mobility needs
- Churches must provide transportation for seniors and others on Sunday; this is the only day most seniors get out
- Cobb County believes that public transportation brings in crime
- Transit Advisory Board members are non-transit riders
- Engage bus riders in the CTP study; there is presently a disconnect
- Conduct CTP meetings regarding transit needs within the community and at times convenient to the public, not during the work day or at staff offices
- Public servants must work to make conditions better for the underserved
- Marietta approved SPLOST for \$25 million for six projects in 2009; all projects were completed except the two that are in the African American community: Lawn Street Recreation Center (pool has been out-of-service for 3-5 years) and Elizabeth Porter Recreation Center
- Cobb opts out of programs that do not serve the needs of decision makers (example is the indigent program)



- Maintenance of Powder Springs city owned/maintained streets is a hot button. Mountain (of opportunity) for us to maintain and have funding to do it.
- Not sure another SPLOST will pass and what will we do if it doesn't
- General fund will not support maintenance repair in Powder Springs
- Have issues with signal timing in Powder Springs:
 - 278 @ Elliott/Dallas-Powder Springs Road- issue on the local road side
 - Richard Sailors Parkway and Old Lost Mountain Road
 - New Mackling and Macedonia – has been addressed a couple of times by the County, but doesn't seem to work long term. Major citizen complaint
- Paulding traffic coming through Powder Springs- use Richard Sailor Parkway
- Trying to step up with economic development in Powder Springs to try and capture some of the economic opportunities within the city
- Have developed along Richard Sailors Parkway in Powder Springs
- People don't know about Lewis Road in Powder Springs- to get around railroad (when there is a train) to get to US 278. Road is not utilized like it should be.
 - It's one way (if take it back from the DOT, then could make it two way)
- If rating Cobb, would give it a 8 and 9 out of 10. To get to a 10- more walkability, attract younger professional, traffic is very aggravating- stresses me out and makes me have to change my lifestyle.
- Citizens say- fix what we have first.
- Cobb is almost 50/50 minority/white, but still lives like it is majority white
- Leadership almost all white
- There are many different perspectives now in the county
- Poor are always undercut/shortchanged
- Fought for years to get bus route to Austell and got it- and then it was the first thing cut in the budget cuts
- Cobb county stops above Marietta
- Tried to bring private bus service, but the issue was need to be able to share the bus stops- fell through with the Commissioners
- Working on flex bus in south Cobb- meetings with the Chairman and there have been several public meetings on it
- Two different constituencies in the County:
 - 'conscious' – tax paying public (upper/middle- resistant to paying more taxes)
 - The rest- voted for the tax property hike- the poor voted for it because of the threat of loss of service
- If it's there and they need it- they will pay, have no choice
- People are riding bikes from Austell to Marietta
- When rating Cobb County- it would depend on what color/race they are
 - Middle class/well educated- would rate pretty high
 - For a 10- would have to be heaven- MLKs dream-not judged by the color of their skin
- Everything done underground, good ole boy network
- Need to talk to African, Haitians, Brazilians, Cebu community in Mableton
- Everybody is going to get ahead, except African Americans. Must get them involved
- Focus on biking- latino community rides bikes
- Pedestrians need help
- Floyd Road- deaths on that road by bus. Also Clay Road
- South Cobb Drive, Atlanta Road- Hispanics live and walk around



- Franklin Road and Six Flags Drive- 2 highest crime areas in the county
- Six Flags Road- just put a pedestrian signal in- only one in the county
- Las Carolinas Apartments- good place to go to talk with people
- Acworth's #1 priority (and would also like it to be the County's priority) is SR 92 (Project ID # 00006862) Bridge project – 7318765 BRST)-0114-01 (005)
 - Met with GDOT 3 wks go
 - Finishing up environmental
 - ROW funds scheduled to start in July 2014
 - Recommended that FY 2018- CST funded
 - SR 92 from Cherokee Street to US 41- includes new bridge/replacement (2 separate project numbers)
 - Southern piece of SR 92 has the bat issue
 - Project was rated #2 on the TIA list for Cobb according to benefit
 - Need County to put it in the plan in order to get CST in ARC's plan
 - CST estimated at \$32M
 - Project has been designed
- Acworth is somewhat opposed to the 3rd Army Road connector. Fixing SR 92 would alleviate much of the traffic congestion and would not divert traffic around the city
- Acworth can build apartments any day of the week- but don't want to be the next Franklin Road
- Acworth demographics is trending towards younger (avg age 34 yrs old- 10 years younger than 10 years ago)
- When defining young people- make sure talking to all different groups of young people
- Can you come up with metrics on the demographics? Send to mayor of Acworth
- Look at growth in schools- have built 4 new schools in the city of Acworth
- Acworth is fastest growing city (population and business) in Cobb
- Quality of Life (as defined in Acworth)-
 - Educations
 - Parks and recreation
 - Good public safety
 - Good city services
 - Diversity (something for everyone)
 - Faith based part
 - Affordability
 - Business opportunity
- Diversity is important to Acworth
- Congestion negatively impacts quality of life. Cobb has the best quality of life- has it all.
- Transportation is important to economic development but not the driving force
- When looking at economic impacts- fix the existing area before you go out and build new (ex: Cedar Crest Road)
- Need to look at where strategically doing improvement- know that improvements may cause development and be sure that is where you really want growth/development
- Public transportation-most don't know what BRT is or what the Cobb BRT project is. Acworth wants the transit loop as part of the BRT project. The whole BRT project needs to be reinvented
- The CTP doesn't matter because at the end of the day, the government will do whatever they want.
- There are some common sense solutions that don't cost much money, such as timing of traffic lights and re-stripping intersection turn lanes to reflect new traffic patterns.



- Suggest considering a second airport in northern metro area; suggest considering an outer bypass of Atlanta off I-75; Need to fix I-285/I-20 interchange.
- Consider express bus service from Cobb to the airport.
- Money spent on timing of traffic lights is money well spent, and perhaps we should spend more to keep them better timed.
- Cross-parcel access and service roads are needed to improve access.
- Opposed to urbanizing Cobb County