

**MINUTES OF BOC WORK SESSION
COBB COUNTY BOARD OF COMMISSIONERS
MAY 24, 2022
1:30 PM**

The Work Session of the Cobb County Board of Commissioners was held on Tuesday, May 24, 2022 at 1:30 p.m. in the second-floor public meeting room at 100 Cherokee Street, Cobb County Building, Marietta, Georgia. Present and comprising a quorum of the Board were:

Chairwoman Lisa Cupid
Commissioner JoAnn Birrell
Commissioner Keli Gambrell
Commissioner Jerica Richardson
Commissioner Monique Sheffield

CALL TO ORDER

Chairwoman Cupid called the meeting to order at 1:30 p.m.

PRESENTATIONS

1. To discuss a 2024 Referendum for Cobb County Transportation improvements.

Drew Raessler, Transportation Agency Director, presented a Mobility Referendum Update for Cobb County Transportation improvements. The Board provided comments and Commissioner Richardson presented information regarding district needs.

A copy of the information presented is attached and made a part of these minutes.

No official action was taken by the Board.

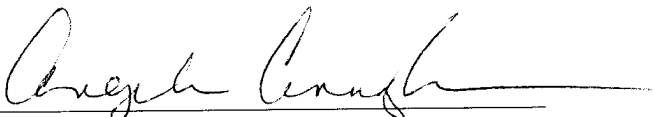
2. Motion to Conduct Executive Session to Discuss Legal Matters

MOTION: Motion by Birrell, second by Sheffield, to **approve** the call of an Executive Session to discuss legal matters at 3:30 p.m.

VOTE: **ADOPTED 5-0**

ADJOURNMENT

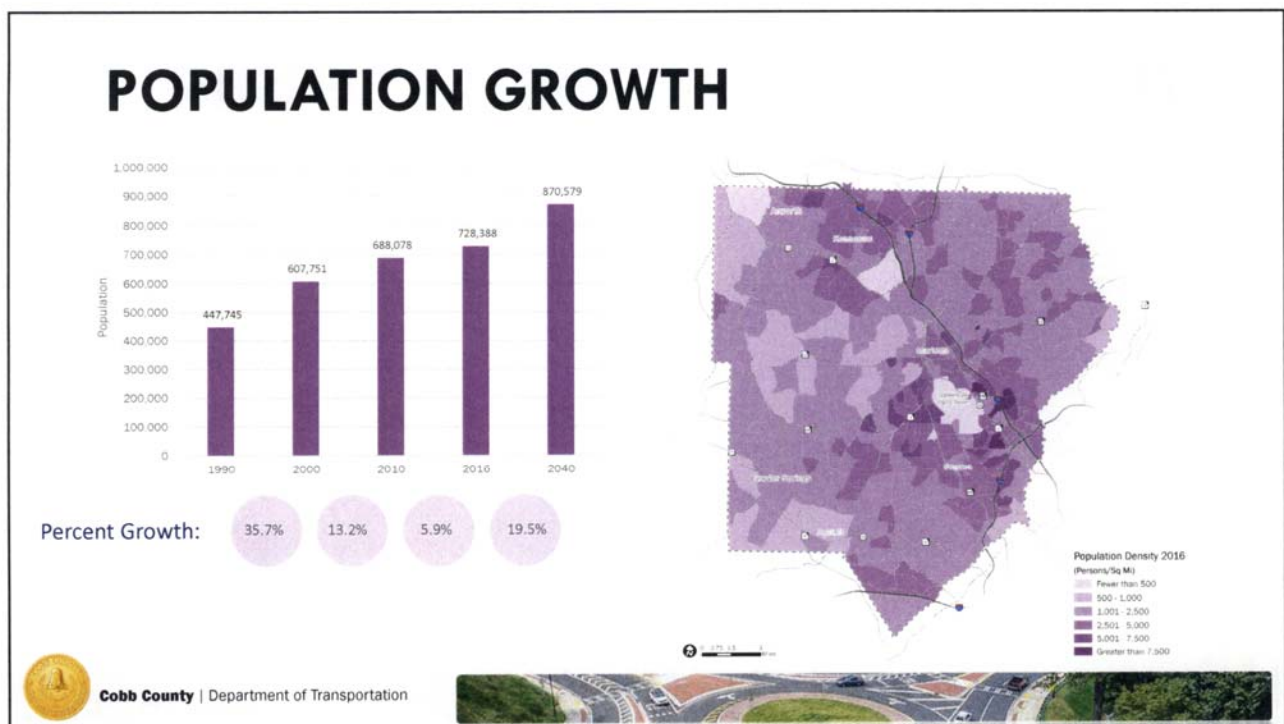
The meeting was adjourned at 2:52 p.m.



Angela Cunningham
Deputy County Clerk
Cobb County Board of Commissioners

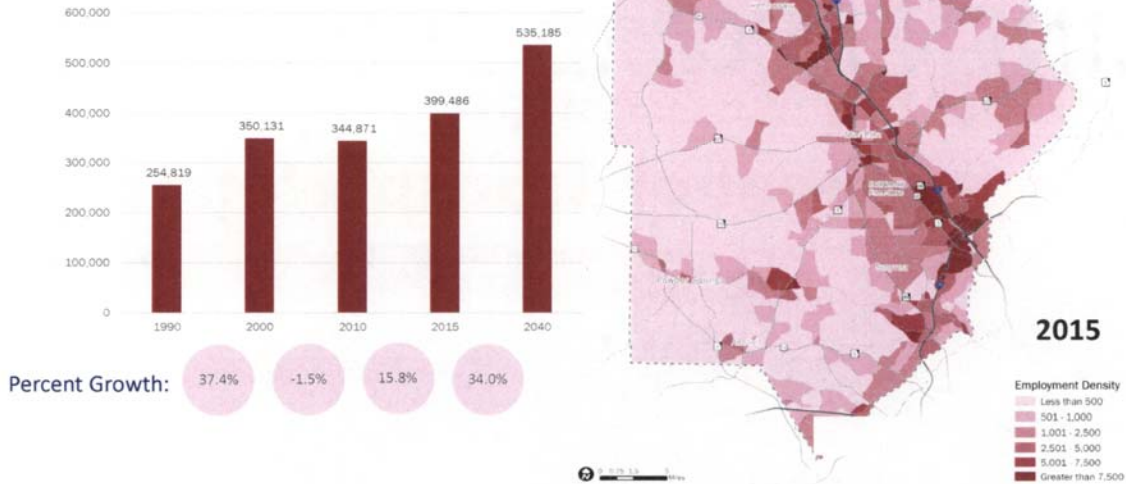


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EMPLOYMENT



Cobb County | Department of Transportation



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MAJOR TRAVEL PATTERNS – CENSUS

WHERE COBB WORKERS LIVE

WHERE COBB RESIDENTS WORK



Cobb County | Department of Transportation



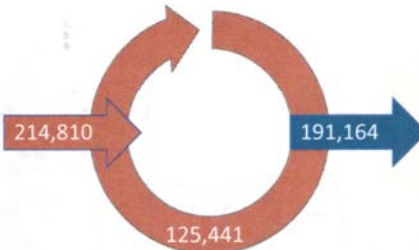
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MAJOR TRAVEL PATTERNS – CENSUS

WHERE COBB WORKERS LIVE

WHERE COBB RESIDENTS WORK

63.1% of jobs are occupied by people who live **outside** of the County



60.4% of Cobb's work trips that start in the county end elsewhere in the metro

36.9% of jobs are occupied by people who live **inside** of the County

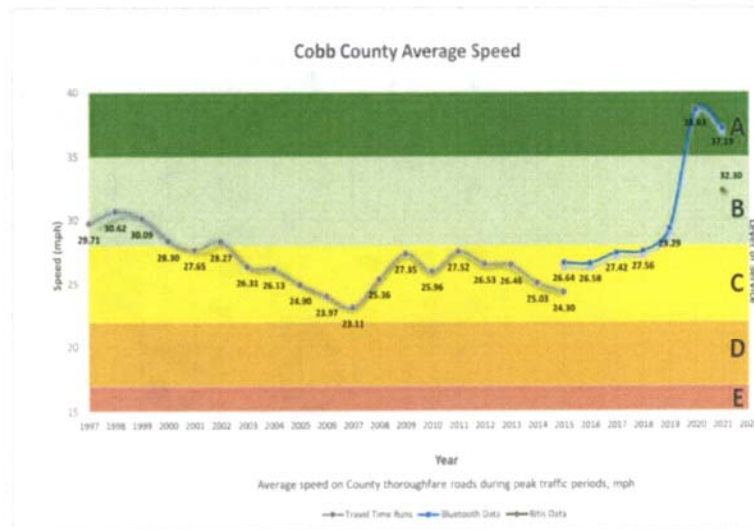


Cobb County | Department of Transportation



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MAJOR TRAVEL PATTERNS – CENSUS



Cobb County | Department of Transportation

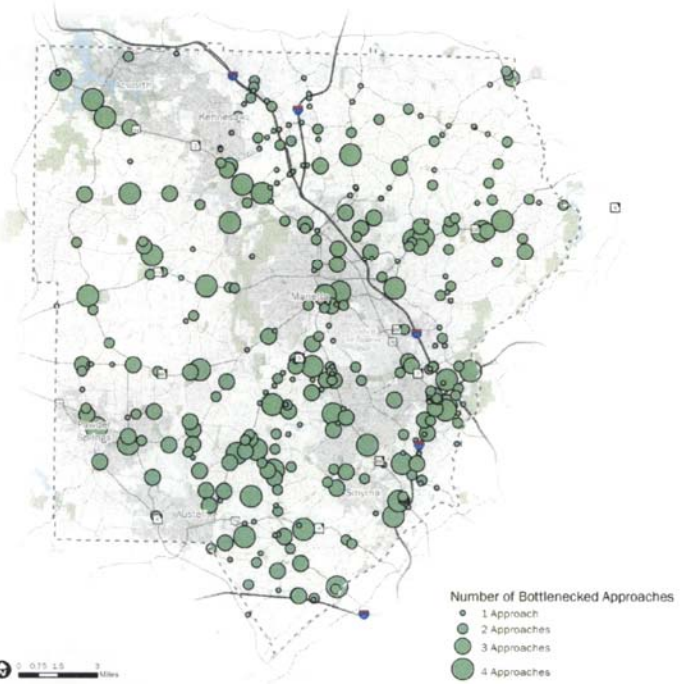


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CONGESTION

Number

Bottlenecked Approaches
at Intersections

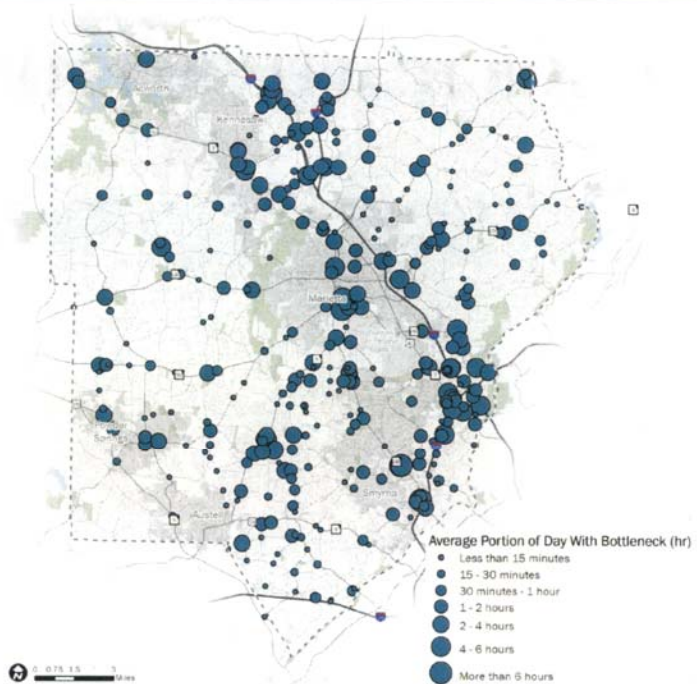


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CONGESTION

Portion of Day

Average Hours with Bottleneck
at Intersections

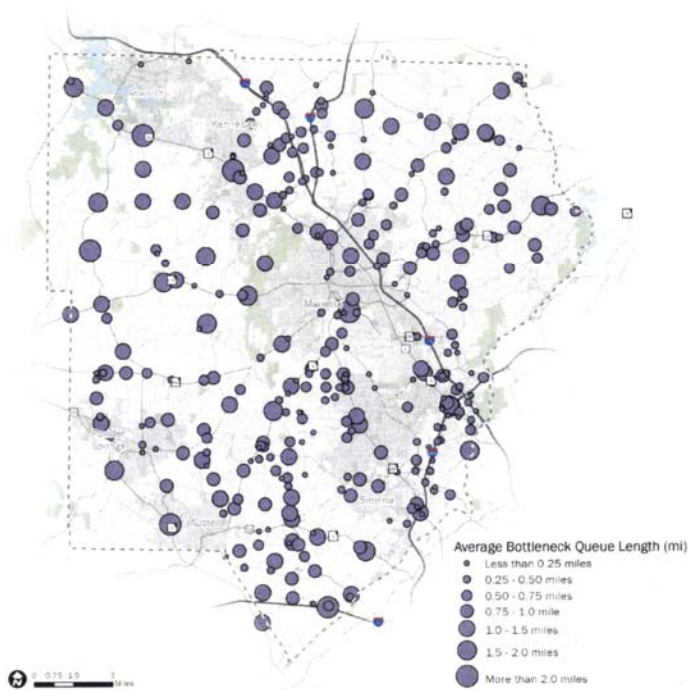


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CONGESTION

Queue Length

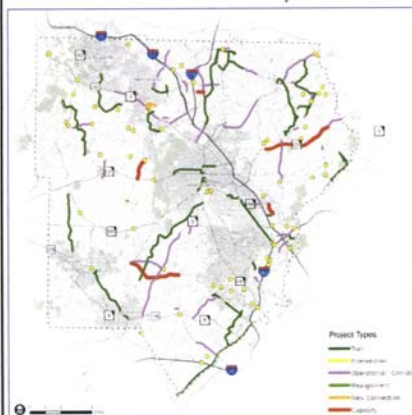
Average Miles with Bottleneck at Intersections



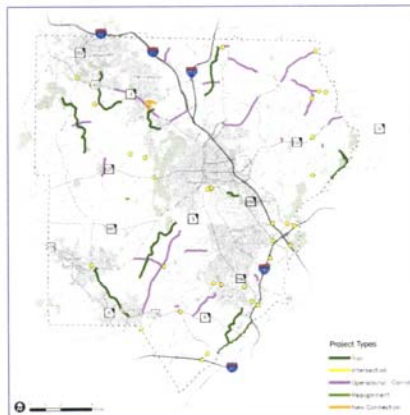
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SUMMARY MAPS: 5-YEAR SCENARIO

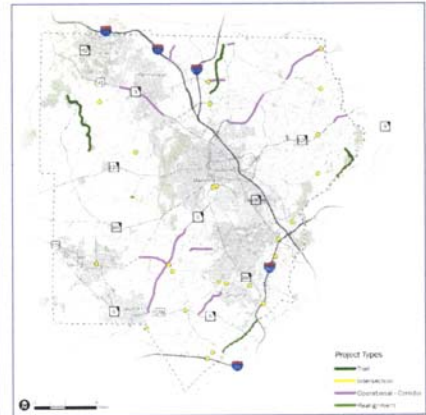
1-Penny



1/2-Penny



1/4-Penny



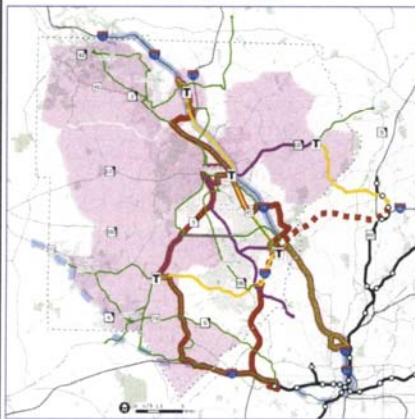
Cobb County | Department of Transportation



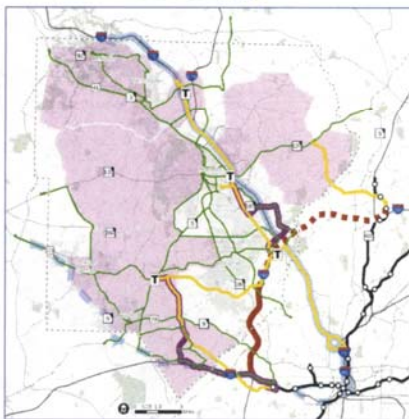
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SUMMARY MAPS

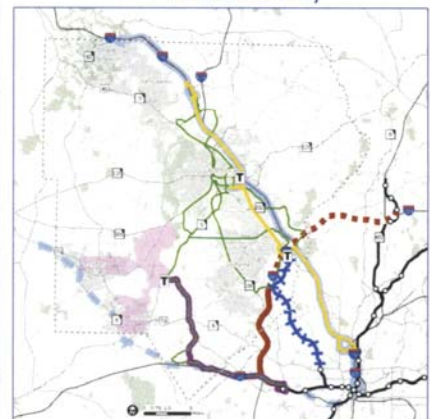
Balanced



Coverage



Productivity



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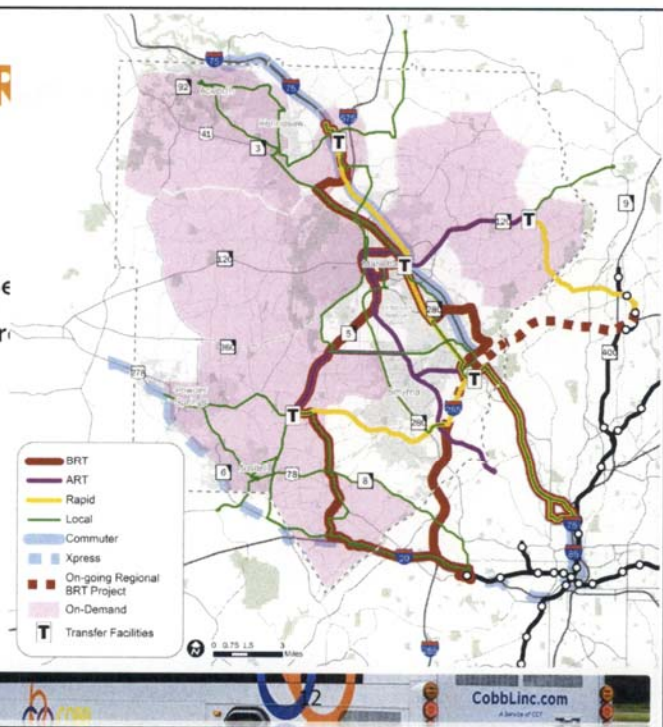


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BALANCED SCENARIO

Key Elements

- County-Wide Public Transportation Service
- Bus rapid transit and arterial rapid transit
- Expanded fixed route service
 - 30-Minute Frequency



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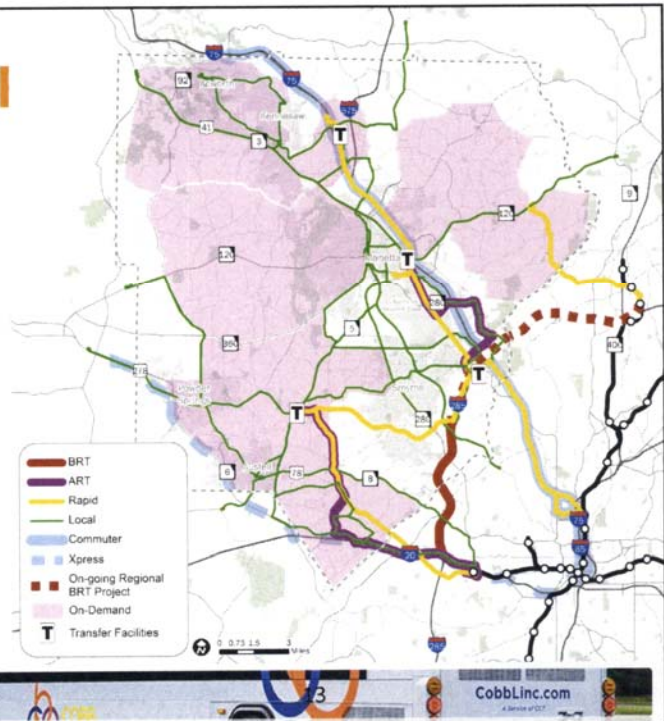


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COVERAGE SCENAI

Key Elements

- Broad County-Wide Public Transportation Services
- Fixed Route
 - Connectivity to Adjacent Counties
 - 15-Minute Frequency (Peak)
- Limited BRT and ART

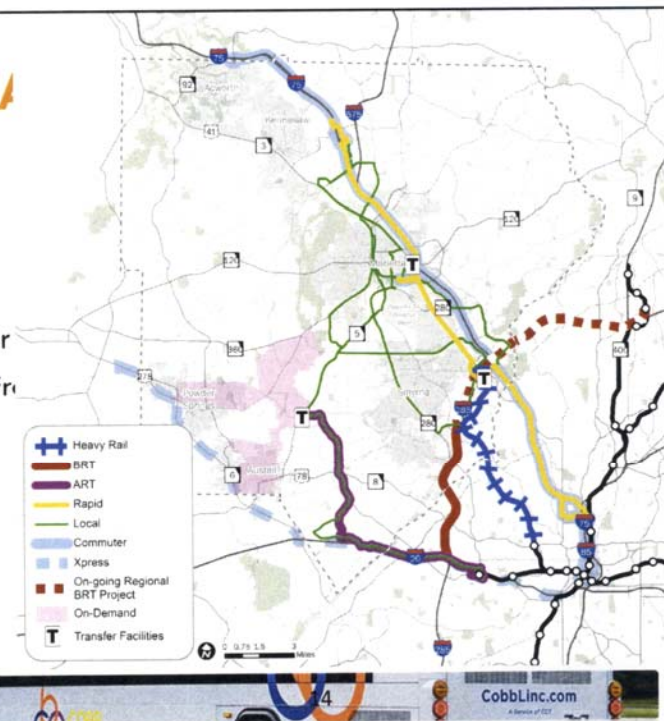


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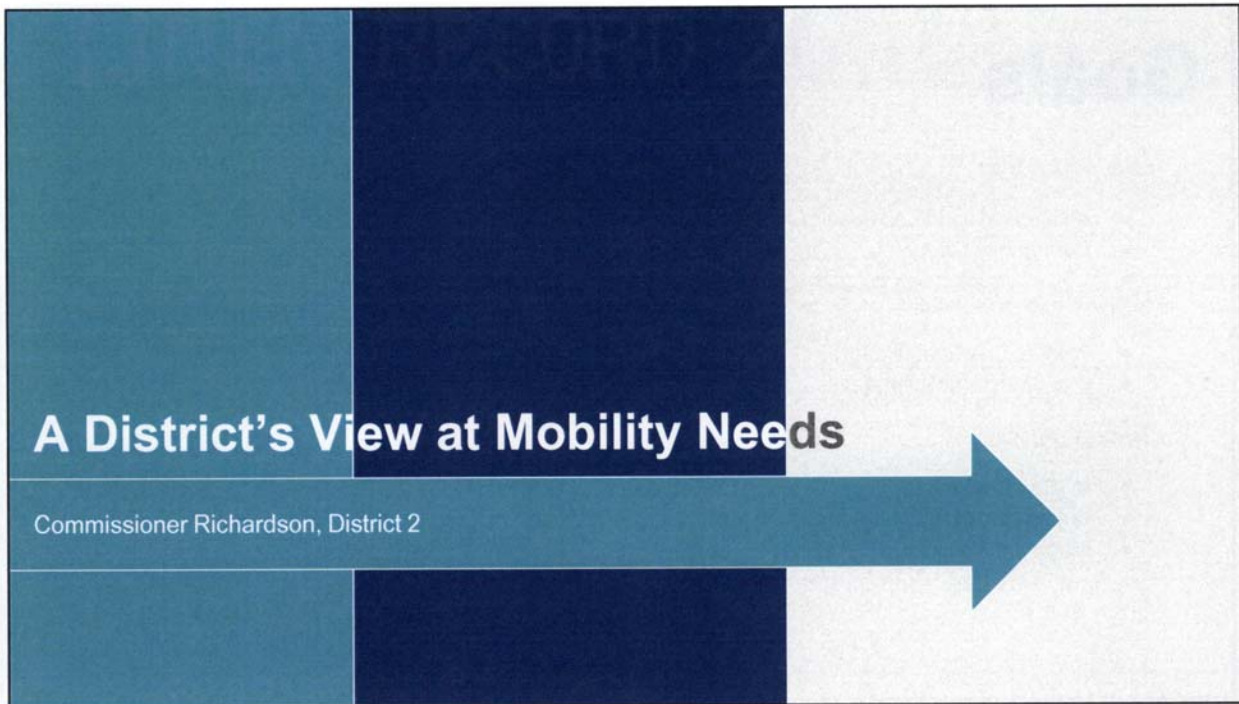
PRODUCTIVITY SCENAI

Key Elements

- Heavy Rail Service to Cumberland
- Improved Travel Time Between Major
- Increase Network Capacity To and From
- Additional Focus on South Cobb



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Vision Statement

The vision of district two is to embrace and connect the unique characteristics of the Cobb Communities and their related needs. This includes fully walkable tourism centers, connecting our CIDs, safety in our suburbs with sidewalks, lighting, and intersection improvements, enhanced strategic military positioning, increased equitable mobility for our most vulnerable (seniors, youth, transit dependent, veterans), regional connectivity for enhanced live to work activities, and improved work to play and live to play paths for internal community and economic development. The goal is to accomplish all of these objectives in a manner that is fiscally responsible, scalable, and environmentally friendly. Most of all, the goal is to position Cobb County strategically within the metro area to ensure it remains a unique asset and to protect its diversity of community make-up.

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Goals

Live, Work, & Play

- All Medical and Food Deserts Addressed
- Community Safety

Economic Development

- Work to Play Enablement
- Live to Work Enablement

Strategic Positioning

- Military Base Positioning
- Preferred Location for Georgia Events
- Prepare for population growth

Optimized Use of Resources

- Freight Impact Reduction
- Federal Dollars Roadmap
- ROI Generators
- Low Maintenance Costs/Upfront Cap (Reduce dependency by 10% YOY to 15% of total budget)?

Climate Change Impact

- Sustainable Measures (Carbon Reduction by 50% at 2035)
- Reduce Stormwater runoff and/or flow by 50% (materials & design)
- Electric Vehicles

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District 2 Needs



Walkable
Tourism Centers



Military Base
Connectivity



CID-CID-CID



Equity Mobility



Easy Access to
Activity Centers



County to County
Connectivity



Suburban Safety



ARTS Triangle

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Walkable Tourism Centers



Walkable
Tourism Centers

Cumberland CID

- Pedestrian Bridges
- Greenscaping on bridges, roads, and sections of interstate
- Intersection Improvements
- Park and Play/Park and Walk
- ROW Emergency Systems
- Dedicated Cycling Lanes
- Pavers and dedicated walking lanes, pedestrian ROW enforcement
- Speed Enforcement (digital sensors)
- ADA Compliance
- Sidewalk on every road
- Additional Lighting Districts
- Bus stop improvements and beautification (greenscaping)
- Circulators and electric vehicles
- Net-0 Carbon impact
- Improved Signalization
- Dedicated Freight Lanes
- Complete & Connect Trails
- SWEEP
- Chattahoochee Trail Project
- Electric Vehicle Charging Stations

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Military Base Connectivity



Military Base
Connectivity

- Connectivity to Chattanooga, Warner Robins (CSX Rail)
- Greenscaping on corridor
- Lighting Districts
- ROW Emergency Systems
- Bus stop improvements and beautification (greenscaping)
- Dedicated Freight Lanes
- Dobbins to Activity Center Connectivity
- ADA Compliance
- Access to Medical Facility

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ARTS Triangle



ARTS Triangle

- Marietta Square to Smyrna Spring Road to Galleria Connectivity
- Lighting Districts
- Dedicated Transit Lanes
- Paver Installments
- Widened Sidewalks
- Circulator
- Greenscaping and Arts
- ROW Walkability Improvements
- Speed Calming Technologies
- ADA Compliance

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CID-CID-CID



CID-CID-CID

- Connectivity (Cumberland, Perimeter, Town Center, North Corridor, Mableton)
- Lighting Districts
- Wider Sidewalks
- Electric Vehicle Charging Stations
- ADA Compliance
- Park & Rides

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Easy Access to Activity Centers



Easy Access to Activity Centers

- Trail Connectivity (Beltline included)
- Walkability Studies
- Crosswalks
- Pavers
- Signalization
- Signage
- Dedicated Cycling Lanes
- Improved Bus Stops/Removal of Bus Stops
- Lighting Districts
- On Demand Shuttles
- Corridor Studies & LCI Studies
- Location Examples
 - Merchants Walk
 - Battery
 - Sandy Plains Area
 - Terrell Mill Marketplace
 - Vinings West Village
 - Johnson Ferry/Shallowford
 - Lower Roswell/Johnson Ferry

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County to County Connectivity



County to County Connectivity

- High Capacity: Gwinnett (Tech District)
- High Capacity: Fulton (Airport, Midtown, Buckhead, Downtown)

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Suburban Safety



Suburban Safety

- Intersection Improvements
- Collector Improvements and Studies
- LCI Studies (JOSH, Vinings, East Cobb, East Marietta/Engineer's Row)
- Sidewalk widening and greenscaping
- Traffic Calming Technologies
- Digital speed technologies
- Lighting Districts
- Sidewalk on every road
- Crosswalks
- Complete Streets

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Equity Mobility (Transit Dependent Communities, Veterans, Seniors, Youth)



Equity Mobility

- Activity Center Shuttle
- Last-Mile Connection*
- On Demand Convenience Vans
- Bus Stop Kiosks
- ADA Compliance
- Language Translations

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Tools to Get There

A review of the current investment tools available to the County

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T-SPLOST

Up to 1 Penny, 6 Years



Walkable
Tourism Centers



Equity Mobility



Suburban Safety



Easy Access to
Activity Centers

Pros

- Shows commitment to investment in infrastructure (increase leverage)
- Reduces General Fund burden (property tax); Can increase tax base through tourism

Cons

- Limits improvements to surface transportation
- Can only be used for Capital Investments (projects), not operational costs
- Will not improve underinvested infrastructure

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M-SPLOST

Up to 2 Pennies, Up to 30 Years



Military Base
Connectivity



CID-CID-CID



Equity Mobility



County to County
Connectivity



ARTS Triangle

Pros

- Reduces latency in transit options
- Improves utilization of transit options
- Can be used to pay for capital improvement and operational costs
- Signals serious commitment to improving overall mobility
- Increased leverage with State & Federal partners

Cons

- Limited to transit investments

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MSPLOST + Other



Walkable
Tourism Centers



Military Base
Connectivity



CID-CID-CID



Equity Mobility



Easy Access to
Activity Centers



County to County
Connectivity



Suburban Safety



ARTS Triangle

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What is "Other"?

1. (Available Tool) Current General SPLOST
2. (Available Tool) Special Services Districts
3. (Available Tool) Revenue Above Projections & Federal Match
4. (Required by Referendum) TSPLOST

Pros

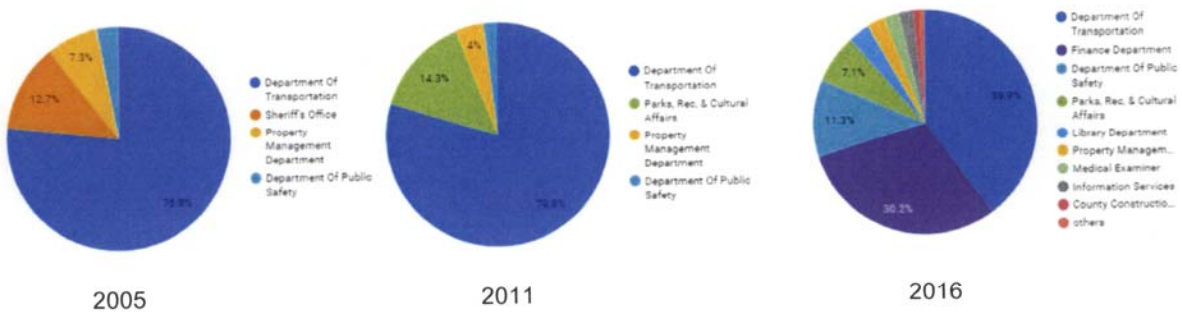
- Can save up long term operational costs against short term capital investments
- Allows a complete vision for Cobb's future
- Allows for financial leverage with State & Federal funds
- 30 year evaluation of mobility environment while still maintaining ongoing costs

Cons

- Could put two items on the ballot

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Related Information



Note: Finance indicates funds distributed to cities

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Open Questions

1. Which SPLOST or SPLOSTS, if any?
2. How much for the SPLOST (penny-wise)?
3. How long for the SPLOST, if MSPLOST?

My Recommendations

Option 3: Mobility Splost + Other