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APPENDIX B

Meeting Summaries

**Northwest Atlanta Corridor (Connect Cobb) EA  
Meeting Summary  
July 24, 2013**

**Attendees:**

Faye DiMassimo – Cobb DOT  
Marty Sewell – Cobb DOT  
Tom Weyandt – City of Atlanta  
Joshuah Mello – City of Atlanta  
Regan Hammond – ARC  
Kevin Green – Midtown Alliance  
Dan Hourigan – Midtown Alliance  
Con Williams - MARTA Jim Croy – Croy Engineering  
Ed Ellis – Kimley-Horn  
Debbie Wilson – Kimley-Horn

There was a wide-ranging discussion mostly focused on questions asked by Joshuah Mello on behalf of the City of Atlanta. The City's comments will be put in writing and distributed.

1. How would ridership projections change if the vehicles to 10<sup>th</sup> Street/Peachtree Place and stop on West Peachtree next to the Midtown station instead of to Arts Center?
2. City asked that Arts Center access consider turning left on 16<sup>th</sup> Street from Sprint instead of 14<sup>th</sup> Street as 16<sup>th</sup> Street is signalized. City wishes to eliminate routing on Peachtree Street.
3. Further coordination is needed on access to/from 15th Street.
4. Need to overlay turning templates on final design to make sure there are no conflicts.
5. What were the survey results of Georgia Tec students? Jim Croy to review.
6. The Beltline station needs to be at Bellemeade Ave and not at Northside Drive. Atlantic Station needs to have two stations – one near the residential area's pond and one in the commercial area (State/Market Streets). Josh indicated that these stations are the minimum needed in Atlanta for Phase 1.



Kimley-Horn  
and Associates, Inc.

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To: Attendees

From: Kevin Ergle, P.E.  
Kimley-Horn and Associates, Inc.

Subject: Northwest Atlanta Corridor/Connect Cobb Environmental Assessment  
Coordination Meeting with Kennesaw Mountain National Battlefield

Date: November 25, 2013

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A stakeholder coordination meeting was held on November 25, 2013 at 10:30 PM in the administration building at the Kennesaw Mountain National Battlefield Park. The following is a list of attendees:

Nancy Walther	Kennesaw Mountain National Battlefield Park - Superintendent
Anthony Winegar	Kennesaw Mountain National Battlefield Park – Park Ranger
Marty Sewell	CCDOT – Project Manager
Kevin Ergle	KHA – Consultant PM

The meeting was held to discuss the environmental document for the above referenced project.

The following items were discussed:

- Kevin reviewed the project alignment and discussed the locations of the stations along US41/Cobb Parkway closest to the Park property.
- No modifications to improve connectivity between the Park and the proposed stations are proposed as part of this project.
- Kevin reviewed a layout with two potential pedestrian routes from the proposed Battlefield station on US41/Cobb Parkway near White Circle Drive.
- Anthony stated that a known community of homeless people resides along the potential pedestrian routes from the proposed Battlefield station.
  - The homeless community often receives charitable support from the local MUST Ministries
  - There are occasional cases of criminal activity centered around this homeless community – Precinct 1 would be a good source of information
  - Concern over pedestrian safety and improper use of proposed facilities (i.e. gathering near any pedestrian bridge over the railroad)
- CSX Railroad considered adding a second track in 2008/2009. Unsure of any pending plans.
- Both Nancy and Anthony suggested that the proposed Bells Ferry station would serve the Battlefield better
  - Could be served by Marietta Trolley
  - Existing Park signage in place
  - Would allow pedestrian access to local restaurants
  - Would require modifications to existing bridge over CSX Railroad

- No improvements to Battlefield parking are anticipated by the Park for the near future. Having transit accessibility would be beneficial to Park.

This document represents Kimley-Horn's interpretation of the meeting. Please contact Kevin Ergle at [kevin.ergle@kimley-horn.com](mailto:kevin.ergle@kimley-horn.com) or at 678-533-3930 if you have any questions, comments or concerns.



To: Attendees

From: Kevin Ergle, P.E.  
Kimley-Horn and Associates, Inc.

Subject: Northwest Atlanta Corridor/Connect Cobb Environmental Assessment  
Coordination Meeting with Chattahoochee River National Recreation Area and  
Chattahoochee Riverkeeper

Date: December 11, 2013

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A stakeholder coordination meeting was held on December 5, 2013 at 3:00 PM in the administrative building of the Chattahoochee River National Recreation Area. The following is a list of attendees:

Bill Cox	Chattahoochee River National Recreation Area – Superintendent
Paula Capece	Chattahoochee River National Recreation Area – Natural Resources Program Manager
Scott Pfeninger	Chattahoochee River National Recreation Area – Chief of Operations/Chief Ranger
Sally Bethea	Chattahoochee Riverkeeper – Executive Director
Faye DiMassimo	CCDOT - Director
Ed Ellis	Kimley-Horn – Consultant PM (Connect Cobb EA)
Kevin Ergle	Kimley-Horn

The meeting was held to discuss the environmental document for the above referenced project.

The following items were discussed:

- Faye discussed the following;
  - Franklin/Delk Road redevelopment
  - Connect Cobb project background
  - Acknowledgement of the CRNRA's desire for aesthetic treatment for the I-75 bridge over the Chattahoochee River
  - Commitment to future circulators to provide access/connectivity to the CRNRA
- Ed discussed the environmental documentation process and the current schedule for the project
- Faye stated that aesthetic bridge treatments would need to be low maintenance (for example, Sope Creek)
  - Kimley-Horn requested information on and examples of the aesthetic treatment options from Cobb County DOT
- Faye stated that Cumberland CID has committed \$10 million for improvements related to the Connect Cobb project
- Cobb County DOT is currently reviewing parking and circulator options in the Cumberland/Galleria area as part of a traffic study

- The 60 acres on which the proposed Braves stadium will be constructed will have up to 14 access points
  - Site has already been targeted for future development
  - Improvement projects were already in progress prior to Braves stadium announcement
  - The Comprehensive Transportation Plan will propose additional improvements
- The schedule for Connect Cobb is to begin preliminary engineering in 2014 and will begin operating in late 2018
- Bill expressed concern over event traffic, including Braves games/events
  - He would like to know the existing/proposed access points for the stadium and adjacent property
- Scott asked that a way-finding signage commitment be provided as part of the Connect Cobb project
- Bill expressed a concern that the project be design to control runoff and include water quality measures.
  - Faye referenced the County's successes with the PEACH Roads self-certification program
- Bill asked that bike racks be included on buses
- Bill stated that he believed that CRNRA, the Kennesaw Mountain National Battlefield Park, and the Martin Luther King Jr. National Historic Site will be "working together" increasingly in the future.
- Faye discussed the Connect Cobb Phase I cost estimate, funding sources, and funding schedule
  - New Starts application due in Fall 2014 and awarded early 2015

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To: Attendees

From: Kevin Ergle, P.E.  
Kimley-Horn and Associates, Inc.

Subject: Northwest Atlanta Corridor/Connect Cobb Environmental Assessment  
Coordination Meeting Regarding Proposed Improvements to the MARTA Arts Center  
Station

Date: January 24, 2014

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A stakeholder coordination meeting was held on January 16, 2014 at 9:30 AM in Kimley-Horn's Midtown Office. The following is a list of attendees:

Gregory Floyd	MARTA
Don Williams	MARTA
Dan Hourigan	Midtown Alliance
Tom Weyandt	City of Atlanta
Faye DiMassimo	CCDOT – Director
Marty Sewell	CCDOT – Project Manager
Ed Ellis	Kimley-Horn – Consultant PM (Connect Cobb EA)
Kevin Ergle	Kimley-Horn

The meeting was held to discuss the proposed improvements to the MARTA Arts Center necessary to accommodate the above referenced project (note: italicized text indicates action items to be taken).

The following items were discussed:

- Ed reviewed a design drawing showing proposed improvements to the Arts Center Station
  - Addition of four new Arterial Rapid Transit (ART) vehicle parking bays. All four would fit under the current station “shed,” though retaining walls would likely be required due to adjacent grades
  - No more than three bays are projected to be needed at any one time
  - All modifications would be internal to station – no on-street passenger loadings
  - *Kimley-Horn to revise drawing for future meetings – addition of color to better delineate proposed improvements*
- Don stated the following:
  - *That a meeting should be scheduled as soon as possible with MARTA's Director of Facilities to discuss the proposed improvements*
  - *He would check the timing of MARTA's capital improvement program to ensure it would be complementary to the Connect Cobb project schedule*
  - He stated that any cost sharing arrangement for proposed station modifications would have to go through MARTA's General Manager and Board.
  - MARTA anticipates future improvements to Arts Center station

- *Faye requested plans/information on these improvements – could Connect Cobb improvements be complimentary to MARTA’s improvements?*
- MARTA anticipates a dynamic messaging system
  - Previously turned down for a TIGER Grant, though reapplying this year
  - Dynamic Messaging System would cost tens of millions of dollars and could not be implemented on individual stations due to the need for system-wide infrastructure improvements
- MARTA does not anticipate any future reduction in system capacity
- Ed stated that Kimley-Horn would be meeting with Atlantic Station representatives later this day to discuss the project, proposed stations, and potential savings regarding their shuttle system
  - Faye stated that the Connect Cobb project would meet Atlantic Station’s TCM annual reporting requirements
  - The group’s understanding is that Atlantic Station was required to pay for their own shuttle vehicles – no federal funding was involved.
- The schedule for Connect Cobb is to begin preliminary engineering in 2014 and will begin operating in late 2018
- The group discussed pursuing CMAQ funding and the need to begin immediate coordination with ARC
- The group acknowledged that there is no backup plan for Connect Cobb’s southern terminus – that the Arts Center station has been vetted, makes the most sense, and is a “no-brainer.”
- The Arts Center station improvements would ideally be funded equally between Cobb County, the City of Atlanta, Midtown Alliance, and MARTA.
  - Improvements estimated to be approximately \$500,000, meaning each organization would be asked to fund approximately \$125,000
  - All organizations agreed to support a joint CMAQ funding application
- Tom stated that the City of Atlanta’s bond funding program is not anticipated to begin until 2015
  - The City’s early projections show that the bond program would result in \$150-\$300 million in funding
  - Tom emphasized that the majority of the funds raised by this program would be allocated toward the City’s \$900 million maintenance backlog
  - The funding program may include transit elements
  - The City should be engaged at the end of 2014 to discuss the possibility of including Arts Center station improvements in this program
  - *Kimley-Horn to provide the City with bi-directional ridership information to help justify the City’s funding (both total system and incremental as it relates to the Art Center station)*
    - *Include results, if available, for Connect Cobb rider transfers to/from MARTA*
- Ed stated that an approximate cost per ART station would be about \$1 million

This document represents Kimley-Horn’s interpretation of the meeting. Please contact Kevin Ergle at [kevin.ergle@kimley-horn.com](mailto:kevin.ergle@kimley-horn.com) or at 678-533-3930 if you have any questions, comments or concerns.



August 13, 2014

**RE:** *Northwest Atlanta Corridor/Connect Cobb Environmental Assessment  
Coordination Meeting Regarding Proposed Improvements to the MARTA Arts  
Center Station*

**Meeting Date:** *August 12, 2014*

**Location:** *Kimley-Horn's Midtown Office*

<b>Attendees:</b>	<i>John Crocker</i>	<i>MARTA</i>
	<i>Amanda Rhein</i>	<i>MARTA</i>
	<i>Don Williams</i>	<i>MARTA</i>
	<i>Dan Hourigan</i>	<i>Midtown Alliance</i>
	<i>Tom Weyandt</i>	<i>City of Atlanta</i>
	<i>Faye DiMassimo</i>	<i>CCDOT</i>
	<i>Marty Sewell</i>	<i>CCDOT</i>
	<i>Ed Ellis</i>	<i>Kimley-Horn and Associates</i>
	<i>Kevin Ergle</i>	<i>Kimley-Horn and Associates</i>

The purpose of this meeting was to review two options for modifications to the Arts Center Station that would allow for the Connect Cobb ART vehicles to utilize this facility. The following is a summary of topics discussed at the meeting:

- Kimley-Horn gave a brief overview of project-related events and decisions since the last time this group met in January. As part of their review of the environmental document, FTA has requested that alternatives be eliminated where possible, including selecting a design at this location. Kimley-Horn handed out renderings of each of the two options.
  - The first option was discussed at the previous January meeting, where two separate ART vehicle bays, each capable of accommodating two vehicles at one time, would be constructed inside the Arts Center station to the east of and along the current bus path.
  - The second option, which had been discussed at the previous meeting without the aid of a drawing, is to raise the sidewalk along the western shoulder of Arts Center Way to a level-boarding height. The existing asphalt is wide enough to accommodate a parked ART vehicle while maintaining one travel lane in both the northbound and southbound direction.
- MARTA expressed concern with the first option for the following reasons:
  - Liability associated with bringing in additional pedestrians.
    - Kimley-Horn stated that though the buses have double doors they would only open to the platform side
  - Unknown utilities or other existing conditions potentially buried within an existing adjacent slope that would need to be graded out as part of the widening and wall construction
  - Future vertical expansion of the station may require structural supports where the ART vehicle bays are proposed to be located.

- The City and Midtown Alliance expressed concern with the second option for the following reasons:
  - Arts Center Way is heavily utilized by pedestrians exiting the adjacent Arts Center station and Woodruff Arts Center. Adding ART vehicles would be counter to this usage
  - Previous efforts to remove buses from this corridor would be undone
  - Potential noise impacts to the Woodruff Arts Center
  - Suggested potentially utilizing West Peachtree Street. The group later agreed that this option wasn't desirable.
- MARTA stated that they anticipate releasing a Request for Expressions of Interest (RFEI) in the coming weeks to determine if there is any near-term interest in developing above the existing Arts Center station. The results of the RFEI are anticipated late 2014/early 2015.
- CCDOT stated that this project would replace redundant CCT service, including Route 10 to Arts Center Station.
- Midtown Alliance suggested that MARTA review the existing facilities to determine if a future dynamic messaging system would allow more flexibility for the different transit services to avoid having dedicated bays. If possible, this option could streamline operations by allowing multiple transit services to access the separate bays, as demand and service warrant.
  - MARTA stated that a dynamic messaging system option is being explored but there are no plans to implement at this time.
- The group agreed that both options need to be further explored and that both should be carried through the environmental documentation process. MARTA, Midtown Alliance, and the City of Atlanta all agreed to each issue a memorandum of understanding that this course of action is agreeable and appropriate.

This is Kimley-Horn's understanding of the meeting minutes. Please contact Kevin Ergle at (678) 533-3930 or [kevin.ergle@kimley-horn.com](mailto:kevin.ergle@kimley-horn.com) with questions.

**Connect Cobb ART**  
**Public Safety Meeting Summary**  
**January 26, 2015**

**Attendees:**

Sam Heaton - Director, Cobb County Department of Public Safety

Robert Sampson - Sergeant, Cobb County Department of Public Safety

Marty Ferrell - Deputy Chief, City of Marietta Police

Brian Honea - Sergeant, City of Marietta Police

Mike Brown - Deputy Chief, City of Smyrna Police

Faye DiMassimo – Cobb County Department of Transportation

Marty Sewell – Cobb County Department of Transportation

Jim Croy – Croy Engineering

Ed Ellis – Kimley-Horn

Debbie Wilson – Kimley-Horn

Following a description of the proposed project, stations, and circulators around stations, there was a discussion of the following topics:

- will the vehicles and stations be handicapped accessible
- bollards are needed at intersections for safety
- how will enforcement and education of bus only lanes be handled
- ART should help to improve traffic flow on Cobb Parkway
- Center vs. Side Stations – how do they operate and how is pedestrian access different
- Speeds for vehicles – how will that impact standing passengers
- Asked for reference with Cleveland HealthLine for further questions on Cleveland transit security and their experience with fare enforcement
- What is the accident history for the HealthLine? How have accidents impacted standing passengers?
- Transit security police will be needed
- Cost for Security will include “boots on the ground”, cameras, and staff to review cameras

- Transit system police would have jurisdiction for events on the buses.
- How will existing CCT routes be affected? Route 10 may be replaced by ART; Route 10X is likely to continue
- Station locations will not interfere with access for apartments / major retail areas
- U-Turn locations are needed for public safety responsiveness -will be identified in the next phase of design
- East – West component for ART will come later
- No Transfers from ART will be needed to go to Midtown
- How many people stand on Route 10 to go to Midtown?
- ART will help pedestrian safety along Cobb Parkway,
- There is a high demand for new sidewalks along 41.

## **Summary**

All of the participants felt that the issues discussed can be managed. Security is a concern and attendees will coordinate with their counterparts in other locations.

Faye will provide contact info for Cleveland HealthLine and Charlotte systems for follow-up discussions.