



Cobb County...Expect the Best!

Cobb Parkway Transit: *Planning for the Future*

History/Beginnings

CCT Route 10 ridership increased by 180,000 trips from 2004-2008 to an average weekday ridership of 4,400

Service Improvements

- Reduced headways M-F, 5am-7pm, 15 minutes
- Improved traffic flow with adaptive traffic control system in Cumberland area
- Expanded system into Atlanta and Marietta with "Smart Corridor" project
- Added traffic signal preemption for transit

Cobb Parkway Annual Average Daily Traffic, 28,000 - 38,000



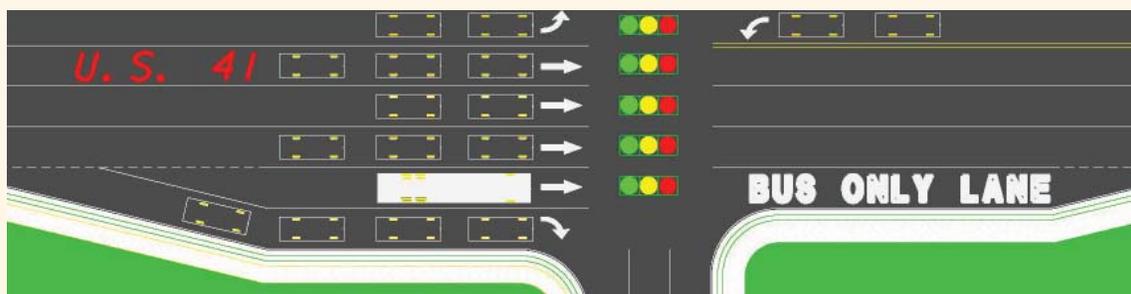
Next Steps

Proposed Service Improvements

- Add limited stop bus service on Cobb Parkway from Acworth, to Kennesaw, Cumberland and Perimeter areas, and to MARTA Arts Center Station
- Add Queue Jump Lanes with Transit Signal Priority

Queue Jump Lanes

Queue jump lanes combined with transit signal priority provides improved service times and effectiveness for transit users. These treatments do not permanently restrict lanes from the general traffic flow, but are short lane stretches (such as right-turn lanes) that permit buses to bypass waiting traffic queues at key signalized locations. Transit buses approach the intersection and receive an 'early green' indication to proceed through the intersection prior to other vehicular traffic. The overall goal is to improve transit priority while minimizing delays to other users. This below diagram illustrates the queue jump lane concept:



Future Possibilities

- High Capacity Transit System
- Corridor roadway and intersection capacity projects
- Town Center adaptive traffic control system
- Windy-Hill Flyover
- Cumberland/Galleria Multi-Modal Center and circulator shuttle

A mass transit system that connects the growing regional activity centers such as Town Center and Cumberland Galleria areas with mid-town Atlanta can be a key component to address the region's transportation and air quality challenges.

