



**Northwest Corridor Project
Station Area Planning Spring Charrettes
Cumberland Station**

Wednesday, March 29, 2006
4:00 – 8:00 pm
Cobb Galleria Centre

Handouts

Flyer for the April 25, 2006 PIOH
Flyer for the June 8, 2006 follow-up meeting

Meeting Summary

This meeting focused on the proposed BRT station at Cumberland. Approximately twenty-two members of the public attended.

The following four discussion stations were set up so that meeting participants could speak with technical staff and provide input:

- Land Use
- Pedestrian & Vehicular Circulation
- Project Corridor Information
- Station Design

Staff from the consulting team captured input from participants on flip chart pads at each discussion station.

Land Use

- TOD:
 - Mixed use/residential/neighborhood retail services
 - Sidewalks, urban grid
 - Less formulaic design; Mom & Pop stores

Pedestrian & Vehicular Circulation

- Good Signage will be needed
- Make Akers Mill Square an urban village
- Connection to Chattahoochee recreation area
- Look into circulation systems: Hop, Skip, Jump (Boulder, CO); the Stinger (Georgia Tech); The Buc (Buckhead)
- Consider the use of mini busses to nodes

Project Corridor Information

- Please put graphics on project website

Station Design

- Utilities strapped to under side of Akers Mill bridge
 - Georgia Power
 - Marietta
 - Cobb EMC (electric)
- Local/circulator bus connector to have access to station
- How do we get people from station to their destinations
- Consider biking riders, access & facilities
- Safety concerns on bridge & in parking
- Consider parking facility above platform



- Moving sidewalk is important in pedestrian bridge
- Pedestrians other than parkers consider walking routes to platform



**Northwest Corridor Project
Station Area Planning Spring Charrettes
Terrell Mill Station**

Thursday, March 30, 2006
4:00 – 8:00 pm
InfoMart

Handouts

Flyer for the April 25, 2006 PIOH
Flyer for the June 8, 2006 follow-up meeting

Meeting Summary

This meeting focused on the proposed BRT station at Terrell Mill. Approximately fifteen members of the public attended.

The following four discussion stations were set up so that meeting participants could speak with technical staff and provide input:

- Land Use
- Pedestrian & Vehicular Circulation
- Project Corridor Information
- Station Design

Staff from the consulting team captured input from participants on flip chart pads at each discussion station.

Land Use

- Mixed use at Bentley Road questionable
- Apartments in area (20+ years) are aging; some conversion to condos to stabilize decline
- Redevelopment of AT&T site
 - Retail very different due to competition
 - Office & multi-family most likely uses
- Potential growth in medical office uses in the Exchange (Wellstone)
- Bentley Road: lots of pedestrian traffic; mixed use at Bentley/Terrell Mill makes sense
- Reuse of AT&T building as community center
- How will you get to the station from the deck?
- When will construction begin?
- Station should attract activity/growth
- Mixed use at Bentley is not a good idea – existing townhomes less than 5 years old
- Twin Oaks (?) further down Bentley is rough

Pedestrian & Vehicular Circulation

- Heavy pedestrian traffic on Bentley Road
- Impact of freeway to The Exchange building (parking, HVAC room)

Project Corridor Information

- Keep truck lanes next to HOV, general purpose on outside
- What if you (car) enters truck only lanes?
- Will noise abatement be provided for commercial buildings?
- When would the project start?
- Will you allow 3 lanes on Terrell Mill/under I-75?

Station Design



- Sound barriers: important elements to the design



**Northwest Corridor Project
Station Area Planning Spring Charrettes
Franklin Station**

Wednesday, April 5, 2006
4:00 – 8:00 pm
Southern Polytechnic State University

Handouts

Flyer for the April 25, 2006 PIOH
Flyer for the June 8, 2006 follow-up meeting

Meeting Summary

This meeting focused on the proposed BRT station at Franklin Road. Approximately, thirty-six members of the public attended.

The following four discussion stations were set up so that meeting participants could speak with technical staff and provide input:

- Land Use
- Pedestrian & Vehicular Circulation
- Project Corridor Information
- Station Design

Staff from the consulting team captured input from participants on flip chart pads at each discussion station.

Land Use

- Town house: noise from widened road
- Safety in area
- Blight
- Opposition to density
- As a simple start – make appearance of Franklin Road less tacky, i.e. signs at south loop, billboards, even the large street signs at loop and Twin Brooks Drive. Replace them with “neighborhood” type signs
- Why no bridge to the east side?

Pedestrian & Vehicular Circulation

- Could the proposed station site be moved southward?
- Shift ½ mile radius centered around station
- If station is built at location shown, provide amenities (food – Starbucks, etc)
- As it appears now, station could easily become a hangout unless a lot of redevelopment surrounding it occurs
- A lot of redevelopment would have to happen for people to feel safe leaving their car or walking to station
- Ridership is too low to justify a Franklin station. Build a station at Canton Road instead. People in this area can drive or ride bus to very nearby Terrell Mill & Marietta stations
- Concerns about traffic on Franklin (school buses in a.m.)

Project Corridor Information

- Explore the possibility of alternative energy/fuels for busses
- If possible, move HOV truck lanes to inside because of noise
- The more info you provide (ridership, # of trips, location of nearby stations, destruction of housing) the less I see the need for a Franklin Rd. station at all



Station Design

- Redevelop area around transit station for mixed-use (retail/residential/office)
- Allow for better pedestrian access from surrounding areas
- Terrell Mill Station – possible use of neighboring building as community center/adaptive reuse geared towards pedestrian-oriented residents of Terrell Mill/Bentley Rds.
- Possibly locate station on Delk (instead of Terrell Mill)
- Southbound I-75 is congested/ramp from south loop
- Improve access and security with new developments that appeal; w/activities that attract population
- Move truck lanes to inside
- Security is an issue
- Noise wall is too low to block sound from elevated lanes for BRT buses. Walls will block traffic noise but not bus noise, which will be for 18+ hours per day
- Stations should be secure/safe (use of call boxes, roaming security, etc)



**Northwest Corridor Project
Station Area Planning Spring Charrettes
Marietta Station**

Thursday, April 6, 2006
4:00 – 8:00 pm
Center for Family Resources

Handouts

Flyer for the April 25, 2006 PIOH
Flyer for the June 8, 2006 follow-up meeting

Meeting Summary

This meeting focused on the proposed BRT station near Roswell and Gresham Roads. Approximately thirty-six members of the public attended, including City of Marietta Councilmember Holly Walquist.

The following four discussion stations were set up so that meeting participants could speak with technical staff and provide input:

- Land Use
- Pedestrian & Vehicular Circulation
- Project Corridor Information
- Station Design

Staff from the consulting team captured input from participants on flip chart pads at each discussion station.

Land Use

- Need to keep commercial uses
- Concerned about taking the existing businesses off the tax rates
- I like it – do it quick!
- No townhouses – don't generate enough revenue for city
- No more apartments
- Need more commercial
- Something needs to be done
- Increase commercial intensity in area
- Residential uses should follow along secondarily to commercial uses
- Potential for more office uses!
- What current residents want may not reflect what future residents may want (such as more residential uses)
- Senior housing
- If trailer park is redeveloped, there is a need for additional lower income housing
- Would like to see greenspace/trees preserved
- If redevelop commercial areas to mixed use, would like to see public space incorporated – green space, trails, etc.
- Concerned about displacement of low income residents/families – many are elderly
- Landmark is under interstate (Leo Frank/Fallon?)
- Great location for the station
- Would like to see commercial uses geared towards the home to work or work to home trip – grocery, dry cleaner, ex: Eatzis
- Great location for a station. The area could use a lot of redevelopment, and a station should act as a catalyst for positive change.

Pedestrian & Vehicular Circulation



- Coordinate with City streetscape plan on Roswell
- Congestion at Roswell/41 (mitigation?)
- Provide a bus connection between the BRT station and S. Polytechnic
- Need to connect "future" bike paths to BRT system
- Protect me from wind, grid, and fumes while I wait for the bus in professional dress
- Consider safety in garage & walkway & elevator/stairwell
- Great location for a station – can access station from multiple wide roads from different directions

Project Corridor Information

- Please save Gospel Light Community Church or help us relocate to a new location in the immediate location. We owe nothing for our property and could not afford to go in debt.
- Move truck lanes toward the inside to cut down on noise for the surrounding neighborhoods

Station Design

- Left turn from (new) Chert Road into Roswell seems un-feasible
- Need to improve Roswell Road & Hagood Road – widen lanes, include multi-modal opportunities (i.e., bike lanes)
- Need to include 25' buffer adjacent to I-75 – creates better noise barrier
- No more metal walls – used stamped concrete (see Tennessee)
- Need to fully enclose stations from the beginning (not future). Will add dignity for transit patrons
- Include moving sidewalks in station areas
- Avoid displacing businesses – Roswell Rd at Hagood Circle owners would like to redevelop area in keeping with Marietta's plans (get rid of orange dot – Roswell Rd at Hagood Circle)
- Push bus station parking further north away from Roswell Rd. (will allow for commercial use)
- Push parking deck further north – not displace owners of property fronting Roswell Rd
- I view the entire BRT project as a public works project just to create jobs. To justify building the projects, there is a need to bring in additional people. If an entire way of life is destroyed in the process, then so be it!
- Need restroom facilities at stations
- Make attempts to protect long time businesses in the area



**Northwest Corridor Project
Station Area Planning Spring Charrettes
Town Center Station**

Tuesday, April 11, 2006
4:00 – 8:00 pm
KSU Continuing Education Center

Handouts

Flyer for the April 25, 2006 PIOH
Flyer for the June 8, 2006 follow-up meeting

Meeting Summary

This meeting focused on the proposed BRT station near Town Center. Approximately twenty-one members of the public attended.

The following four discussion stations were set up so that meeting participants could speak with technical staff and provide input:

- Land Use
- Pedestrian & Vehicular Circulation
- Project Corridor Information
- Station Design

Staff from the consulting team captured input from participants on flip chart pads at each discussion station.

Land Use

- Land use proposals for development at station area seem appropriate
- Higher densities should be contained within RAC and should not encroach into existing neighborhoods
- You have done a good job of listening

Pedestrian & Vehicular Circulation

- KSU shuttle system (parking crowded on campus); 90% commuters
- Trail connection to KSU to main entrance (Noonday Creek)
- Difficult for peds to cross Chastain Rd (campus to future educational bldgs.); safety issue
- Pedestrian link from station to continuing education center – KSU center
- Tunnel under Chastain (grades)
- Bicycle racks at station
- Consider location closer to KSU (current loc. not good)

Project Corridor Information

- Excellent, go for it
- First Phase should include Big Shanty Extension and widen I-75 southbound to Wade Green Road exit (lane currently ends and is a major bottle neck in a.m.)
- I like the Canton Rd. Access for HOV but not sold on truck only lanes
- Don't put all the eggs in 1 basket
- Canton Rd. Park & Ride is a good location & good idea; it should serve suburban commuters and land use in the area of influence should not change significantly beyond MDR
- Station is in the wrong place:
 - Too far from mall to support bus in customers
 - Too far from KSU to support main residential customers



- Airport on industrial rules out major residential users west of I-75
- Truck only lanes should be at the interior rather than exterior of 75. It would help reduce the noise level

Station Design

- Security in structure is essential to attract users
- No painting on buses! Windows (advertisements)
- No ads, they detract from design of BRT and may turn off "professional" riders
- Like bus top right [on bus example board]
- Parking decks looked better with brick façade & landscaping