

# 06



# TRANSPORTATION



# Introduction

## CONTEXT

Transportation is an essential element in the lives of everyone who lives, works, conducts business, and passes through Gwinnett County on a daily basis. While some public agencies provide various transportation operations in the County, transportation infrastructure in Gwinnett is operated, maintained, and improved primarily by the Gwinnett County Department of Transportation. Gwinnett DOT's stated mission is to enhance quality of life by facilitating the mobility of people and goods safely and efficiently. Gwinnett DOT seeks to accomplish this mission by planning, constructing, operating, and maintaining aviation, transit, and surface transportation systems in Gwinnett. Several aspects of surface transportation (roads, bridges, sidewalks and trails) and transit functions are particularly important in supporting the everyday lives of those who live and work in Gwinnett and in supporting the Daily Community.

# TRANSPORTATION FOCUS AREAS

## 1 ACTIVE TRANSPORTATION

Active transportation is particularly important to the Daily Community, and it should be considered an integral part of the local transportation and community network. Local pedestrian and bicycle infrastructure in most areas of Gwinnett is not currently fully integrated with land uses or with other modes of travel. Pedestrians and cyclists may feel unsafe crossing or traveling along roadsides and trip distances may be infeasible, particularly for pedestrians.

## 2 SURFACE TRANSPORTATION

The road right of way has four primary users: personal vehicles, commercial vehicles, transit vehicles, and pedestrians/cyclists. Currently, road rights of way in Gwinnett heavily favor personal and commercial vehicles for reasons discussed earlier. This infrastructure does not fully provide features that integrate all of these uses, restricting some users from reaching their destinations safely and efficiently. While certain improvements and accommodations are required to carry active and transit users, personal and commercial vehicles will still require roadway capacity in a safe and efficient manner in many of the corridors within Gwinnett's various and diverse communities. In some areas, features that restrict speed, improve both vehicular and active use safety, encourage use of more thoroughfares instead of local roads, and provide alternatives may require additional investment.

## 3 PUBLIC TRANSPORTATION

Transit service is currently limited in Gwinnett in terms of overall coverage, frequency, efficiency, and last mile connectivity, reducing its usefulness in many local communities. Additionally, supporting infrastructure such as turn outs, stops, stations, hubs, dedicated lanes, and amenities are not fully developed and are not entirely coordinated with land use and development. Transit funding for both capital construction and longterm operations is constrained and competes with various other important County functions. This limits the full implementation of improvements that would significantly increase the network and supporting infrastructure that would result in adoption of this mode by many more residents and workers.

# Existing Conditions

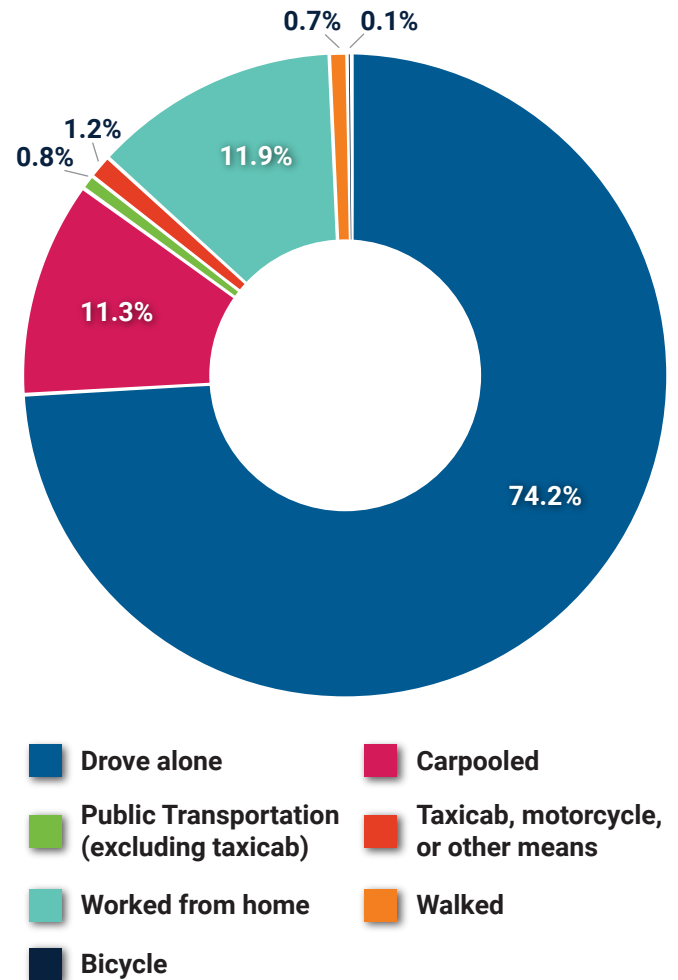
## COMMUTING PATTERNS

Gwinnett’s development patterns and transportation mode uses are important to understanding the challenges facing current transportation infrastructure and its support of the Daily Community. Due to suburban growth patterns, the automobile continues to be the leading mode of travel in Gwinnett County. Beginning in the early 1980s, Gwinnett grew rapidly as a bedroom community for the metropolitan Atlanta area. Major thoroughfares such as I-85, Peachtree Industrial Boulevard, SR 141, SR 316, Lawrenceville Highway, and US 78, provided connectivity between regional employment centers and residential developments in Gwinnett. A reputation for high quality schools and parks further spurred rapid residential development throughout the county. Historically, both public support as well as public and private sector investments reinforced this car centric culture. From 2017 to 2021, data shows 75% of Gwinnett trips were made via single occupancy vehicles (Figure 6-1). A moderate number of workers carpooled or worked from home, whereas transit and active transportation only accounted for a very small percentage of trips.

While over 85 percent of Gwinnett workers travel to their jobs by single occupant vehicle or carpool, and many of these trips were quite long (over 25% are 25 miles or longer), a significant number of workers are finding jobs somewhat closer to home. As of 2020, over 35% of residents travel less than 10 miles in their commutes. Both the distance of commute and the direction can be seen in Figure 6-2.

**FIGURE 6-1: TRIPS TO WORK BY TYPE**

SOURCE: U.S. CENSUS BUREAU, 2017-2021 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

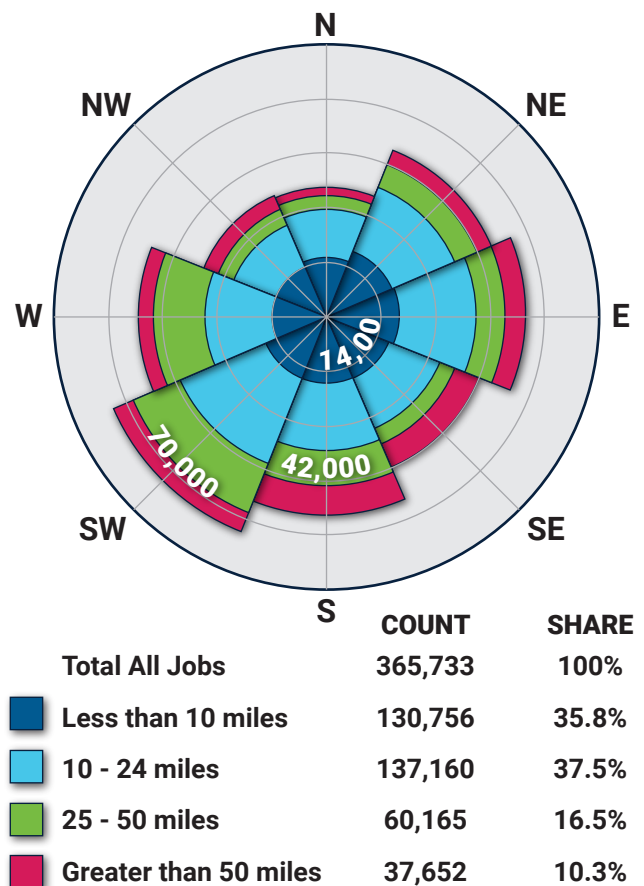


Transportation planning in Gwinnett County is governed by a few key planning processes and investment programs. These include the 2023 Special Purpose Local Option Sales Tax; Destination 2050, Gwinnett County's 2050 Comprehensive Transportation Plan, and the Transit Development Plan. To address some of the major challenges facing the County's transportation system, County leadership and staff acknowledge that multimodal options must be expanded while also providing support for improvements to its roadways. These priorities are reflected in the recently approved 2023 SPLOST list of projects, as well as the recommendations that will be developed as part of the ongoing CTP and TDP processes (see page 299-300).

To serve these emerging trends, a sensible, multimodal transportation system should be developed. A balanced system uses multiple modes of travel—including **Active Transportation** (bicycles and walking), **Surface Transportation** (personal and freight vehicles), and **Public Transportation**—to move people and goods safely and efficiently not only with cross county and regional mobility in mind, but also to serve the needs of the Daily Community. To support the land uses and development patterns as proposed in other elements of the plan, the Transportation element of the 2045 Unified Plan identifies issues and corresponding needs that should be addressed within the major modes of travel. While each mode is closely interconnected with the others, their unique features and challenges as part of the Daily Community are discussed separately here and in following sections of this element.

## FIGURE 6-2: COMMUTE DISTANCE

SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD) 2020 DATASET



While SPLOST, the CTP, and the TDP are addressing more regional improvements, they also propose allocating resources to needs at a smaller scale. Major shifts in work culture and technology mean that Gwinnett's future transportation system requires a balanced, multimodal network. The ability for many people to work from virtually anywhere has eliminated many traditional commuting trips. Additionally, many Gwinnett residents favor a community where most trips, including most work trips, can be accomplished without the need for a privately owned vehicle.

# COORDINATION WITH OTHER PLANNING EFFORTS

Gwinnett is engaged in multiple ongoing planning efforts that overlap in terms of subject matter and addressing the future needs of the community. Two of the three planning processes listed here (the Comprehensive Transportation Plan and the Transit Development Plan) were developed in concurrence with the 2045 Unified Plan. The CTP and TDP examine transportation and transit needs at a much more detailed level, including project funding estimates and tiered programming. Meanwhile, the Unified Plan focuses on broader, aspirational goals and high level policy recommendations that incorporate and support the others' more granular recommendations. The plans' similar timelines allowed for a greater level of coordination that can support the vision set forth by the Unified Plan of building Daily Communities across Gwinnett.

## DESTINATION 2050 (COMPREHENSIVE TRANSPORTATION PLAN)

The CTP for Gwinnett County envisions a transportation system that:

1. Enhances safety and mobility for all people across all modes of travel
2. Preserves community livability and attractiveness
3. Respects and values existing community open spaces and prioritizes transportation projects that positively impact the human and natural environment
4. Proactively embraces future transportation opportunities, continues to be a good steward of transportation resources, expands connectivity, and leverages the county's transportation system to improve (support) economic vitality and quality of life.

The vision statements developed for Destination 2050 are either entirely consistent with or supportive of the primary recommendations found in the Transportation Element of the Gwinnett County 2045 Unified Plan.

Similarly, Destination 2050 goals related to safety, resilience and climate, and improved connectivity are closely aligned with and advocate recommendations in the Unified Plan related to transportation. Some Destination 2050 goals are more specific than typically would be included in a comprehensive plan. For example, expanding infrastructure to support electric vehicles, enhancing asset management practices and software are appropriately included as specific goals in the CTP. This review concludes that both the high level and more detailed objectives outlined in the CTP are either supportive of or entirely consistent with transportation policies and investments that further the Daily Community concept as advocated in the 2045 Unified Plan.

## TRANSIT DEVELOPMENT PLAN

The Transit Development Plan set several ambitious goals for transit service in Gwinnett, including:

1. Increase mobility options for all Gwinnett residents
2. Improve access to mobility options to connect people to more places, more jobs, and support economic development
3. Enhance the user's experience by making transit easy to use, safe, and comfortable
4. Create vibrant multimodal places that generate a variety of activities
5. Minimize environmental impact by reducing cars on the road and using cleaner technology
6. Provide robust information about mobility alternatives and their benefits to all residents

The plan proposes a system that connects 100% of Gwinnett residents to transit service by 2033. This is accomplished through a suite of fixed route as well as innovative micro transit zones (explored in further detail on page 324). The plan was approved by the Board of Commissioners in September 2023.

## INTEGRATION WITH 2045 UNIFIED PLAN CONCEPTS

The CTP, TDP, and the Countywide Trails Master Plan support multiple recommendations made by the 2045 Unified Plan, especially in regard to building safe and enjoyable communities across Gwinnett. The table below highlights a few of these concepts.

TRANSPORTATION PLANS		FEATURES				
PLAN NAME	DESCRIPTION	LAST MILE CONNECTIVITY	SUPPORTS DAILY COMMUNITY	PEDESTRIAN SAFETY	REDUCED AUTO DEPENDENCY	ADDRESSES ACTIVE TRANSPORTATION
Gwinnett Countywide Trails Master Plan	Envisions more than tripling the existing system through capital investments in new trail facilities with design standards, including cohesive branding and a identification system.	✓	✓	✓	✓	✓
Destination 2050: Gwinnett County's Comprehensive Transportation Plan	The CTP outlines how the County's transportation needs will be met using Land Use information, transportation network details, including roads, transit routes, bicycle amenities, and pedestrian facilities and transportation performance data, such as travel time, cost, and congestion.	✓	✓	✓	✓	✓
Transit Development Plan	The TDP evaluated changing transportation demands, considered significant population growth, and aligned transit services and infrastructure investments with the County's identified priorities and needs.	✓	✓	✓	✓	✓



## ANALYSIS OF EXISTING CONDITIONS

The Gwinnett County transportation system maintains more than 2,650 centerline miles of roadway, 2,500 miles of sidewalk, and 750 traffic signals, most with interconnected Intelligent Transportation System capabilities. A limited trails system is also in place across the county. Ride Gwinnett services seven local routes and five commuter routes with 92 transit buses. Paratransit vans provide door-to-door service for transit riders who qualify based on a condition that keeps them from driving and who live within close proximity to local routes. A new micro transit service in Snellville and Lawrenceville is currently being implemented. The Gwinnett DOT also operates a 500 acre general aviation airport, Briscoe Field.

Several existing and ongoing plans, including the current CTP and TDP, as well as the existing Countywide Trails Master Plan, contain components that support the Daily Community concept. These three planning documents provide existing conditions, funded and identified transportation improvements, needs, and recommendations that allow for alignment between the Unified Plan and transportation planning moving forward. The three primary modes of transportation—Active Transportation, Surface Transportation, and Public Transportation—are discussed to assess current conditions, such as existing physical infrastructure, travel patterns, demographics associated with transportation uses, and service levels. In addition to existing conditions, upcoming initiatives and projects that are planned and have some level of committed funding have also been documented.

GWINNETT COUNTY HAS

750

TRAFFIC SIGNALS

2,500

MILES OF  
SIDEWALK

2,650

CENTERLINE MILES  
OF ROADWAY

## SIDEWALKS

Gwinnett developed as a suburban destination from west to east. Early residential developments lacked requirements for the addition of sidewalks at the time. Consequently, older subdivisions and many roadways in the western part of the county have lacked sidewalks. Beginning in the early 1990s, Gwinnett required the installation of sidewalks as part of many new developments through its development regulation process. SPLOST revenues have also been used to add many miles of sidewalk along public roadways and a limited number of multiuse side trails.

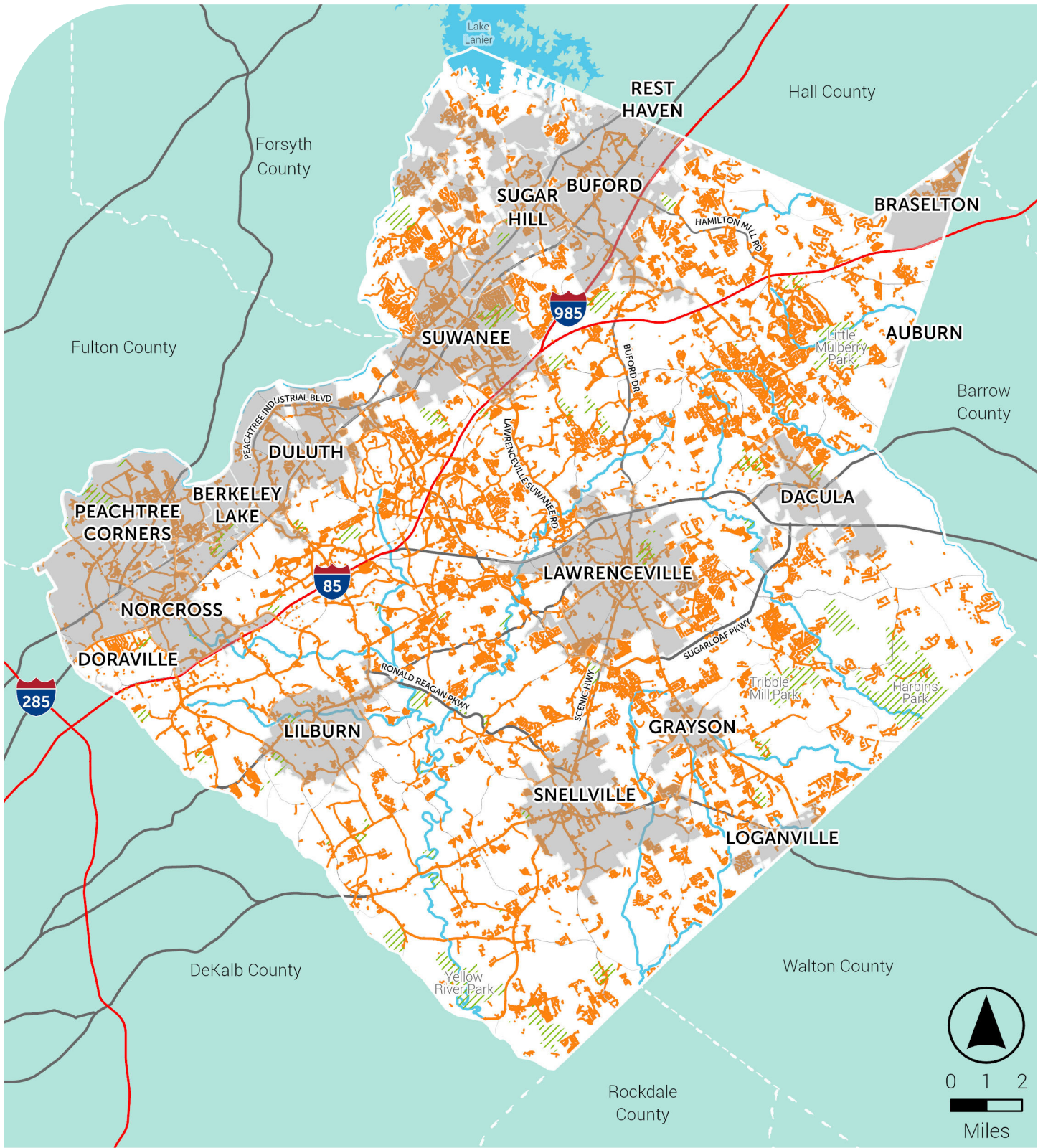
Recent programs have also included funding to upgrade roadway crossings to improve pedestrian and bike safety as it interacts with vehicular traffic. Coverage is still somewhat limited in quite a few areas of the County (Figure 6-3, page 303). In many locations where sidewalks are prevalent, they currently exist on only one side of the road.

### SIDEWALKS VS. TRAILS: WHAT'S THE DIFFERENCE?

The distinguishing characteristic of a sidewalk versus a trail/multiuse path is not necessarily width but rather the intended use of the facility. A public sidewalk is generally limited to use by pedestrians whereas trails/multiuse paths can be used by pedestrians, bicyclists, and other modes of nonmotorized transportation. Another key difference is that public sidewalk is almost always constructed within the right of way of an adjacent roadway, whereas a trail/multiuse path may be constructed independently of the road right of way.

Funding sources for active transportation improvements include local transportation sales tax dollars, local recreation funds, federal transportation funds distributed from the Atlanta Regional Commission, and partnerships between the County and other organizations such as the CIDs. The recent Federal Infrastructure Investment & Jobs Act includes funding specifically designed to help local communities create safe places for bicyclists and pedestrians.

The Countywide Trails Master Plan recommends approximately \$1 billion in projects including specific alignments of the numerous trails across Gwinnett. Additionally, recent SPLOST program unfunded project lists have included many more requests for additional sidewalk than SPLOST funding could address. In addition to using funds specifically earmarked for active transportation projects, both Gwinnett DOT and GDOT generally require sidewalk and pedestrian infrastructure to be included in roadway project designs. This requirement has resulted in the addition of more sidewalks to the system, even from project types not directly associated with pedestrian and bike projects, such as intersection improvements and major road widenings. Although numerous sources of funding exist to develop active transportation improvements, in the past, available funding was not sufficient to meet all requests and needs. Identified projects significantly exceed funding availability, therefore careful consideration is given when deciding where to use resources.



**Legend**

- Rivers
- Sidewalks
- ▨ Parks

**FIGURE 6-3. CURRENT SIDEWALKS (2016)**

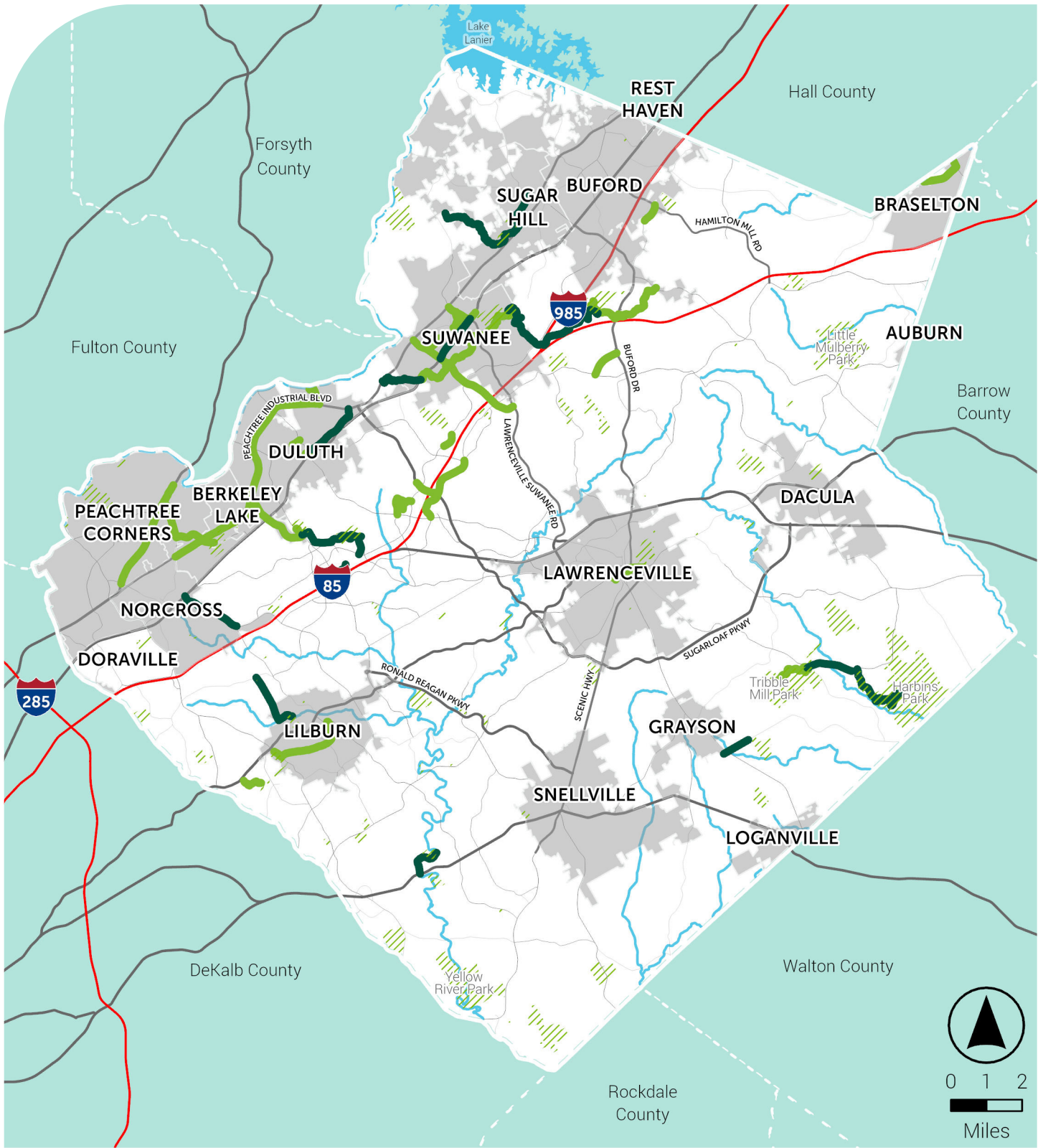
## SIDEWALKS CONTINUED

In addition to publicly funded infrastructure projects, the Gwinnett County Unified Development Ordinance states that sidewalks and curb ramps shall be constructed in all new development or redevelopment along all abutting or internal streets. (Section 900-90.1). The Unified Development Ordinance also includes requirements which help address issues of connectivity, utility, and pedestrian safety. Developers must connect proposed sidewalks on developed property to the adjacent property's sidewalks. The Unified Development Ordinance also includes sidewalk design and construction standards related to sidewalk width and setbacks. Section 900-100.1 of the Unified Development Ordinance includes requirements for multiuse paths. Where provided, multiuse trails and paths must be a minimum of 10 feet in width. Multiuse paths must be designed to minimize direct auto pedestrian and/or auto conflicts by such means as striping and signs, and shall connect to crosswalks at intersections, where applicable. Multiuse paths shall be concrete, except if the multiuse path is constructed in a floodplain, adjacent to a stream, or adjacent to undisturbed land, then alternative surfaces, such as pervious asphalt, may be considered.

## TRAILS

Some trails in Gwinnett, such as those located inside large county and city parks, were built for recreational purposes. Other trails, such as the Western Gwinnett Bikeway and the Ivy Creek Greenway serve both recreational users as well as mobility purposes. In addition to serving a mobility or recreational need, trails in Gwinnett generally assume one of two forms. Off-road trails follow their own alignment and often run adjacent to streams or through utility easements and allow for encounters with the natural environment. Most of the trails that have been built outside of public parks in Gwinnett are described as side paths in the Countywide Trails Master Plan, and they are built directly adjacent to roadways.





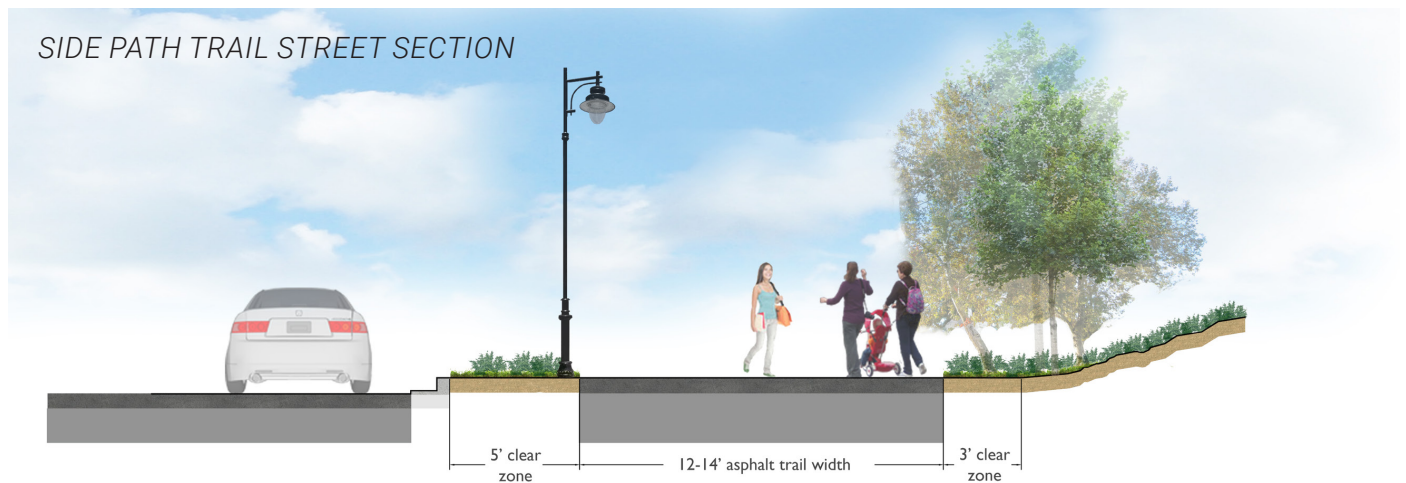
**Legend**

- Rivers
- - - Existing Trail
- Parks
- Funded Trail

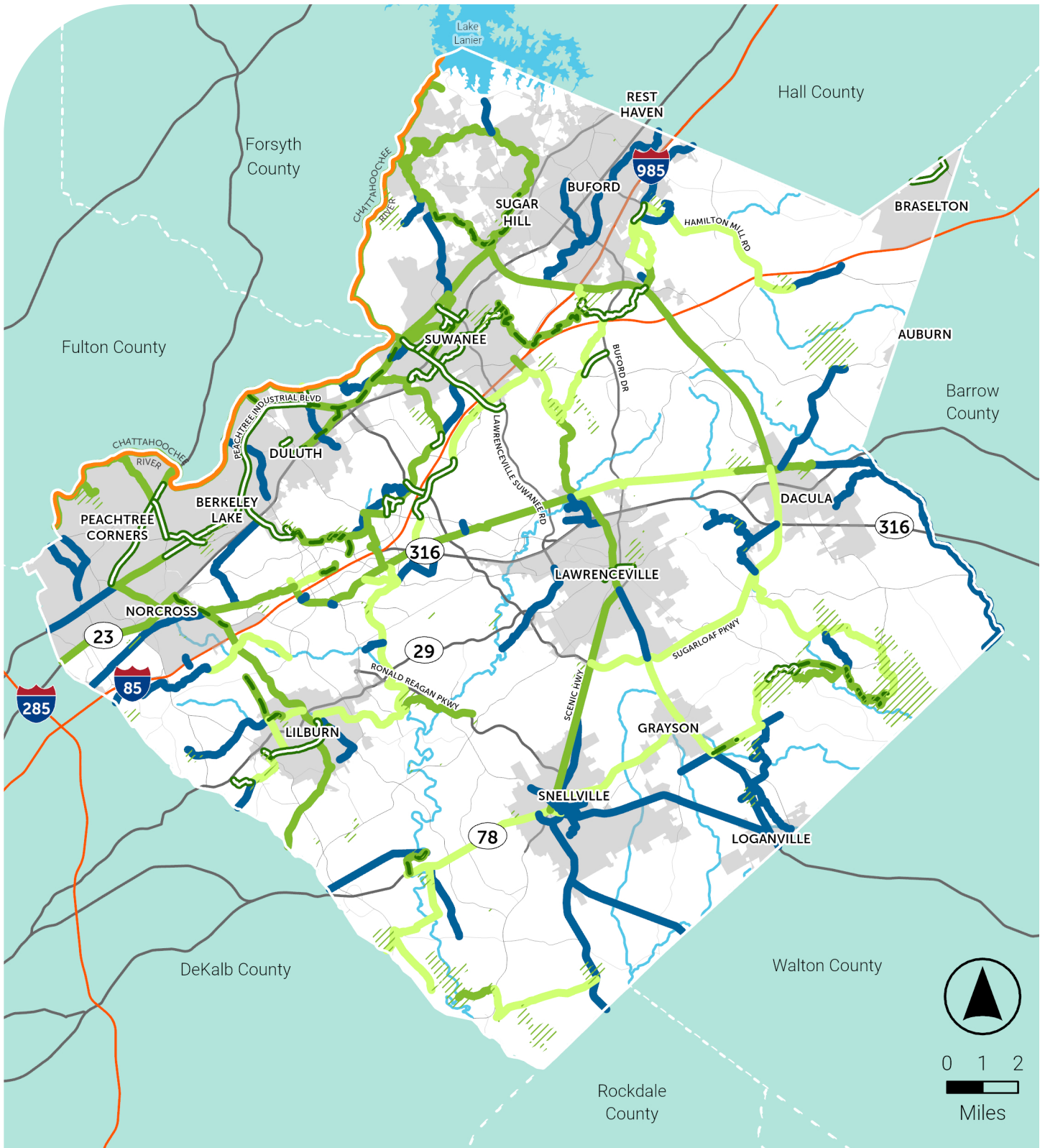
**FIGURE 6-4.  
EXISTING TRAILS**

## TRAILS CONTINUED

Over 145 miles of multiuse paths are open to date, with additional significant additions underway. Existing trails (Figure 6-4) are mostly located in western Gwinnett, as is documented in the Gwinnett Countywide Trails Master Plan. The plan also identifies numerous proposed trails, with initial priority placed on a Core Trail Network, followed by Priority Trails. Trails with Partners are a third tier of identified trails that may be built through County development and redevelopment requirements or other partnerships (Figure 6-5).



The Countywide Trails Master Plan also includes a branding/wayfinding effort to create an identity for the system while also helping to promote usage as well as continued and enhanced investment in the system. Different wayfinding and signage types can enhance the aesthetic experience and safety of the system. Each type functions to fulfill a specific need or purpose, while borrowing from a consistent palette of colors and materials to create a cohesive design and character. Branding/wayfinding can also be tailored to smaller, specified areas to reflect the unique characteristics that may be present in the community.



**Legend**

- Rivers
- ▨ Parks

**Existing & Funded Bicycle & Pedestrian Trails**

- Existing Trail
- - - Funded Trail

**Planned Trails**

- Core Trail Network
- Priority Trails
- Trails with Partners
- Chattahoochee Trail Network

**FIGURE 6-5.  
PLANNED TRAILS**

## TRAILS CONTINUED

The Countywide Trails Master Plan also makes recommendations regarding trail design standards. Off road trails are ideally 12 to 14 feet in width and typically will be constructed with concrete as well as timber bridges and boardwalks around wetlands and other environmentally sensitive areas. Side paths, also ideally 12 to 14 feet in width, are multiuse trails that run adjacent to the roadway with a buffer separation in between the trail and the roadway. These trails typically will be constructed with asphalt. In addition to sidewalk and trail projects, another important aspect of active transportation safety is the implementation of safer roadway crossings. Depending on the location and particular deficiency, these improvements can include installing enhanced crosswalks, flashing beacons, high intensity activated crosswalk signals, improved striping and signage, pedestrian overpasses, refuge islands, and other measures. The installation of street lighting in high pedestrian and bike usage areas also improves safety and security. Gwinnett regularly uses these techniques at locations across the county. SPLOST funding is set aside for these improvements.



*Pictured: Suwanee Creek Greenway*



# SURFACE TRANSPORTATION EXISTING CONDITIONS

The County maintains more than 2,650 centerline miles of roadway. Two lane residential streets make up most of this mileage. Other road classifications include major and minor arterials, major and minor collectors, and principal arterials. Ronald Reagan Parkway and sections of Sugarloaf Parkway operate as freeways and are maintained by the County. Considerable local funds have been used in the past to improve interstate highways and state routes although the County does not have maintenance responsibility for these roads. Most of the state routes and arterial roadways have been widened to at least four lanes, and several routes in Gwinnett serving regional trips have been widened to six lanes.

## TRAFFIC CONGESTION

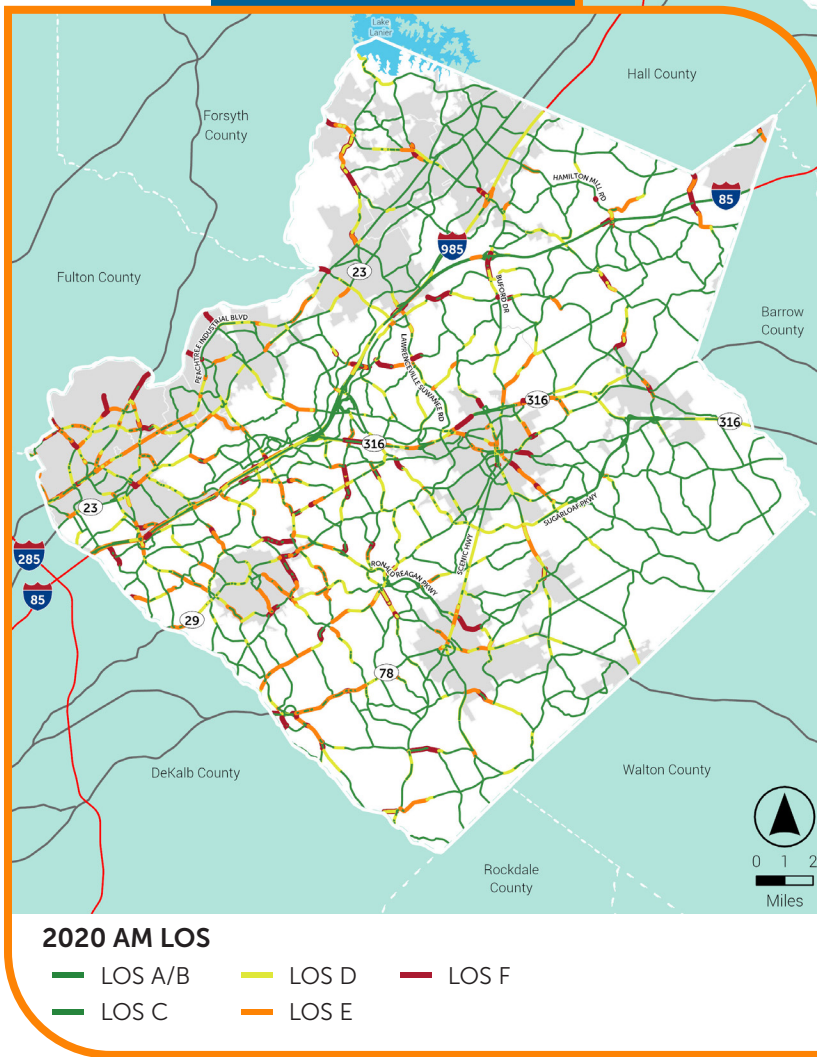
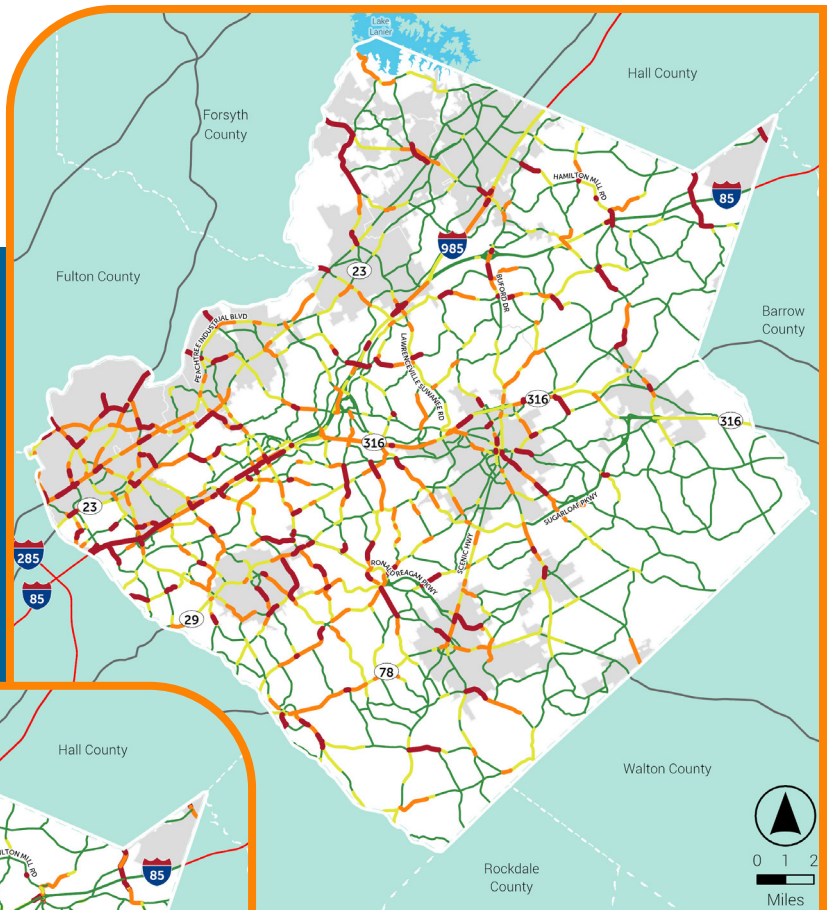
There are 752 signalized intersections in Gwinnett, as well as 250 Closed Circuit Television cameras. The County monitors and optimizes signal timing to reduce delays at intersections. Congestion is prevalent on many roadways in the county. Daily traffic counts show that the highest traffic volumes occur along I-85 in the western portion of the county. Some roads that connect to and across I-85 also have high traffic volumes of 60,000 vehicles per day or more. In fact, many corridors throughout the county, both radial toward Atlanta and cross-county, experience significant congestion and delays in peak and even offpeak hours. This condition is common in large metropolitan areas across the Country.

This congestion affects both private automobiles and freight vehicles which rely on the surface transportation system as do transit vehicles that do not operate in their own space. Truck traffic is at or reaching a level of high congestion on many road segments across the county. The following maps show roadway level of service in 2020 during the AM and PM peak periods. LOS E and F shown on the maps in orange and red, respectively, indicate corridors at or exceeding capacity (Figure 6-6). Motorists, including freight and transit vehicles, experience recurring, significant congestion along many corridors across most Daily Communities in the peak travel periods.

## TRAFFIC SAFETY

While congestion is a major concern across Gwinnett, roadway safety is also of critical importance. As is the case with congestion, crash incidents are common throughout the county. Crash concentrations are highest along similar segments of road where there are the highest traffic volumes and congestion: along I-85 and on the roads that connect to I-85. There are also hotspots of crashes in and around Snellville and Lawrenceville (Figure 6-7).

**FIGURE 6-6. AM & PM LEVEL OF SERVICE**

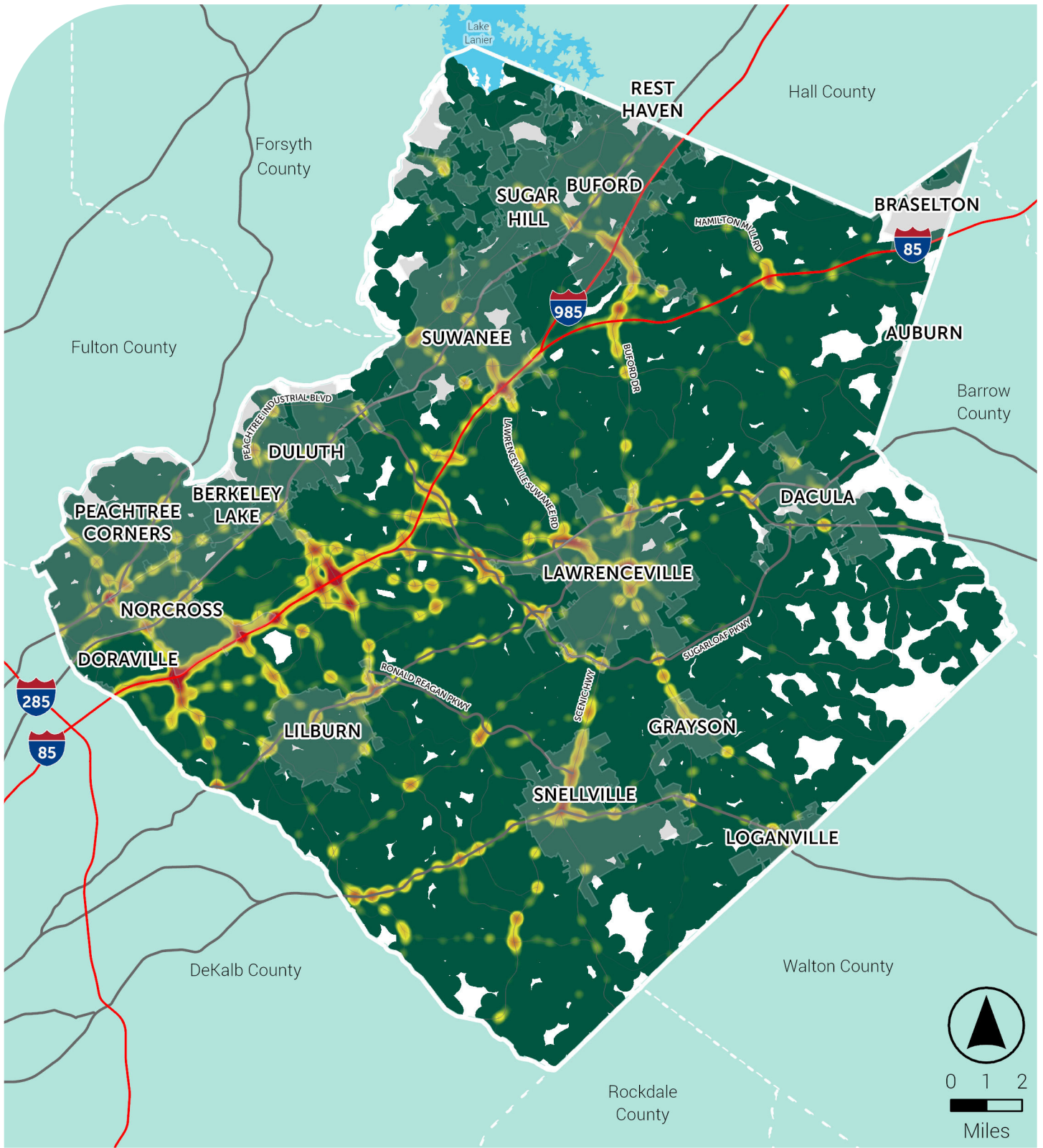


**2020 PM LOS**

— LOS A/B	— LOS D	— LOS F
— LOS C	— LOS E	

**2020 AM LOS**

— LOS A/B	— LOS D	— LOS F
— LOS C	— LOS E	

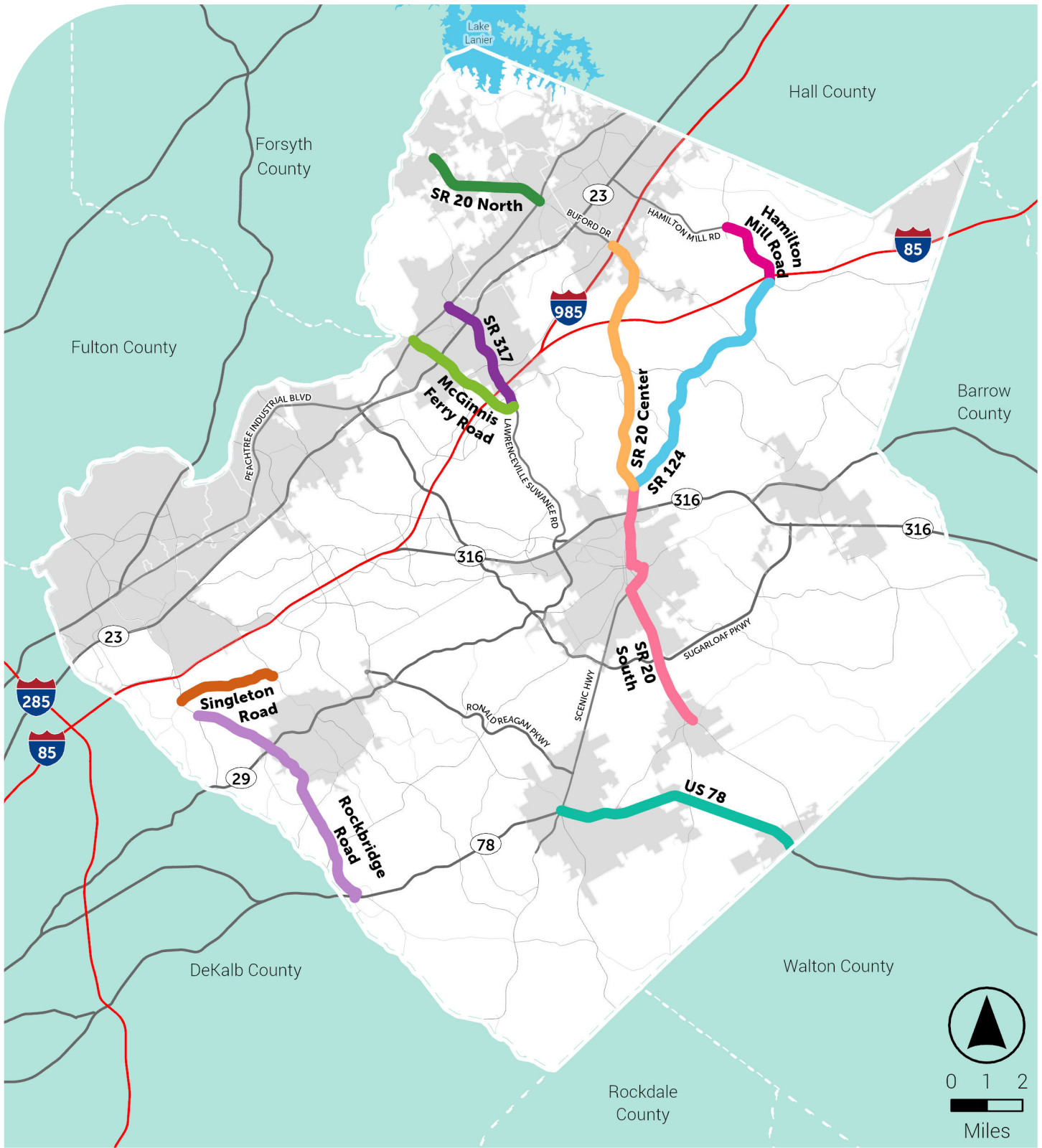


**FIGURE 6-7. CRASH HOTSPOTS**

In an effort to address both congestion and safety concerns on major thoroughfares, as part of the CTP, the County is performing detailed analyses and providing recommendations for future improvements to ten roadway corridors throughout Gwinnett (Figure 6-8).



Source:  
Gwinnett County Communications



**Legend**

- Hamilton Mill Road
- SR 20 Center
- SR 317
- McGinnis Ferry Road
- SR 20 North
- Singleton Road
- Rockbridge Road
- SR 20 South
- US 78
- SR 124

**FIGURE 6-8. CTP STUDY CORRIDORS**

While traffic congestion and safety concerns require that significant resources be dedicated to major road projects, parallel efforts to invest in more locally focused projects have been underway using SPLOST program funding for many years. Beginning with the 1997 SPLOST, and continuing through the new 2023 program, several SPLOST categories invest in projects which address needs at a smaller scale and provide operational and safety improvements. The categories include bridges, culverts, and transportation drainage, intersections, residential speed control, road safety and alignment, and school safety. These types of projects will be important to the Daily Community into the future.

Although the existing condition of transportation in Gwinnett is largely dependent on the improvements discussed above, another often overlooked aspect of the transportation network in the community is the state of good repair of the entire transportation right of way. Roadway maintenance and traffic engineering are primarily funded through the County's general fund, with resurfacing and rehabilitation, as well as bridge rehabilitation being funded through SPLOST. The existing condition of Gwinnett's road, bridge, and traffic signal systems is regarded as one of the best in the Atlanta region.



# PUBLIC TRANSPORTATION EXISTING CONDITIONS

Multiple operators provide scheduled, route-based public transportation that is available to Gwinnett residents within or close to the county. Ride Gwinnett is the transit service provided by Gwinnett DOT, offering local service within the county, express commuter routes to Atlanta, and paratransit service. Local bus routes presently connect to the MARTA rail station in Doraville and Gwinnett residents can also use Xpress regional commuter coach service, operated by the ATL.

Ride Gwinnett has grown to offer seven local bus routes within the county, five express bus routes to downtown Atlanta or Emory, and curb to curb paratransit, which operates within a 3/4-mile area surrounding the existing local bus route.

In 2022, Ride Gwinnett, formerly known as Gwinnett County Transit, transported over 1 million passengers. The local routes operate Monday through Saturday and are concentrated in areas between Norcross and Lawrenceville. Paratransit service hours are Monday through Saturday in line with the local fixed route bus service. The express routes operate Monday through Friday, making trips to and from Park and Ride lots in Gwinnett County and points in Atlanta. Ride Gwinnett also offers a cell phone application, MyStop, that provides real time information and trip planning assistance.



## RIDE GWINNETT

The Gwinnett County Transit Development Plan takes stock of Gwinnett’s existing transportation realities, projected growth and diversification, and input from stakeholders and the public to inform a comprehensive plan for efficient, public transportation services that will help Gwinnett meet its residents’ needs and thrive in the future. The following information provides a brief synopsis of existing conditions for Ride Gwinnett.

Gwinnett County varies widely in its density of economic activity and population. Jobs and population are highest in concentration in areas along I-85 in the southwest corner of the county, from Gwinnett’s border with DeKalb County to Suwanee, and Lawrenceville in the center of the county. More sparsely populated areas with lower job concentrations are in the eastern crescent of the county. Population density is a key factor in determining where transit service is located and what types of services should be offered. Additional demographic data can be valuable in determining ridership needs.

A 2019 onboard survey conducted by the ARC collected the following key findings about riders of GCT fixed bus routes:

- Over one quarter of riders are younger than 25. Riders aged 25 to 34 and 45 to 54 roughly account for 20 percent each. Very few fixed route riders are aged 65 or older.
- Most riders’ income is between \$40,000 and \$50,000 per year.
- Twenty-nine percent of riders do not own a vehicle.
- A majority of riders self-identify as Black or African American.
- Close to three quarters of riders are employed fulltime.
- Fulltime college students account for 17 percent of riders.
- Most trips are between home and work.





Generally, the most transit supportive land uses in Gwinnett can be found along major corridors and in population centers located west of Interstate 85 and south of SR 120/Duluth Highway. Areas south of US 29/Lawrenceville Highway and east of SR 20 primarily contain low density suburban and rural land uses. An absence of connected sidewalks and trails that tie to transit services is a critical barrier to transit usage. Pedestrian and bicycle infrastructure extent and quality varies widely across Gwinnett. Internal sidewalks are common in many newer developments and along major state and county maintained roads, but many residential neighborhoods lack true connectivity.

The County's past investment in Ride Gwinnett means that Gwinnett residents have access to important destinations and connectivity to the greater region. Fixed routes provide reliable, low cost trips and are a vital service to the transit dependent population. As currently configured, the local bus routes cover large geographic areas of the County and generally provide access to a majority of those most in need of public transportation. However, there remain areas with high transit propensity that are not served by fixed route transit. Gaps include areas in and around Duluth, Snellville, Mountain Park, Peachtree Corners, Lawrenceville, and south of I-85. In addition to the above places, Duluth, and the area southeast of I-85 west of Lawrenceville have the largest gap between transit potential and transit service.

When a large area is covered by a single route, as exemplified by local routes 35 and 40, the routes can become very long, and the in vehicle trip can become time consuming.

For the transit dependent population, who are often hourly employees, these lengthy trips can consume a large part of the workday, especially if a transfer is necessary. While a choice rider may reach a desired destination via transit, Ride Gwinnett transit trips are often 2-3 times longer than using a personal vehicle.

An evaluation of Ride Gwinnett services found that six of the seven local routes serve 50,000 passengers annually, while four exceed 100,000 passengers per year. Ridership on most express routes is below 25,000 per year, except for the 103, which serves nearly 50,000 passengers per year. Route 103A, provides the only reverse commute option. GCT's paratransit is a bit below national averages in terms of passengers per revenue hour.

Ride Gwinnett's capital and operating budgets are funded from federal and local sources, as well as from fare box collections. The current funding sources are not sufficient to implement a major expansion or build out many of the County's priorities.

# UPCOMING INITIATIVES/PROJECTS

Several transportation planning and investment projects are underway in Gwinnett. In addition to the SPLOST program, CTP, and TDP, some studies have examined specific corridors for safety improvements and possibilities for transit expansion.

## TRANSIT DEVELOPMENT PLAN

The Transit Development Plan proposes a suite of forward thinking transit service options that, when rolled out, will provide transit connections for every Gwinnett resident. This is accomplished through a few different service options:

### FIXED ROUTE SERVICE

Gwinnett County plans to implement 29 total routes by 2043, divided across four major types (Figure 6-9).

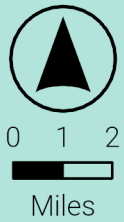
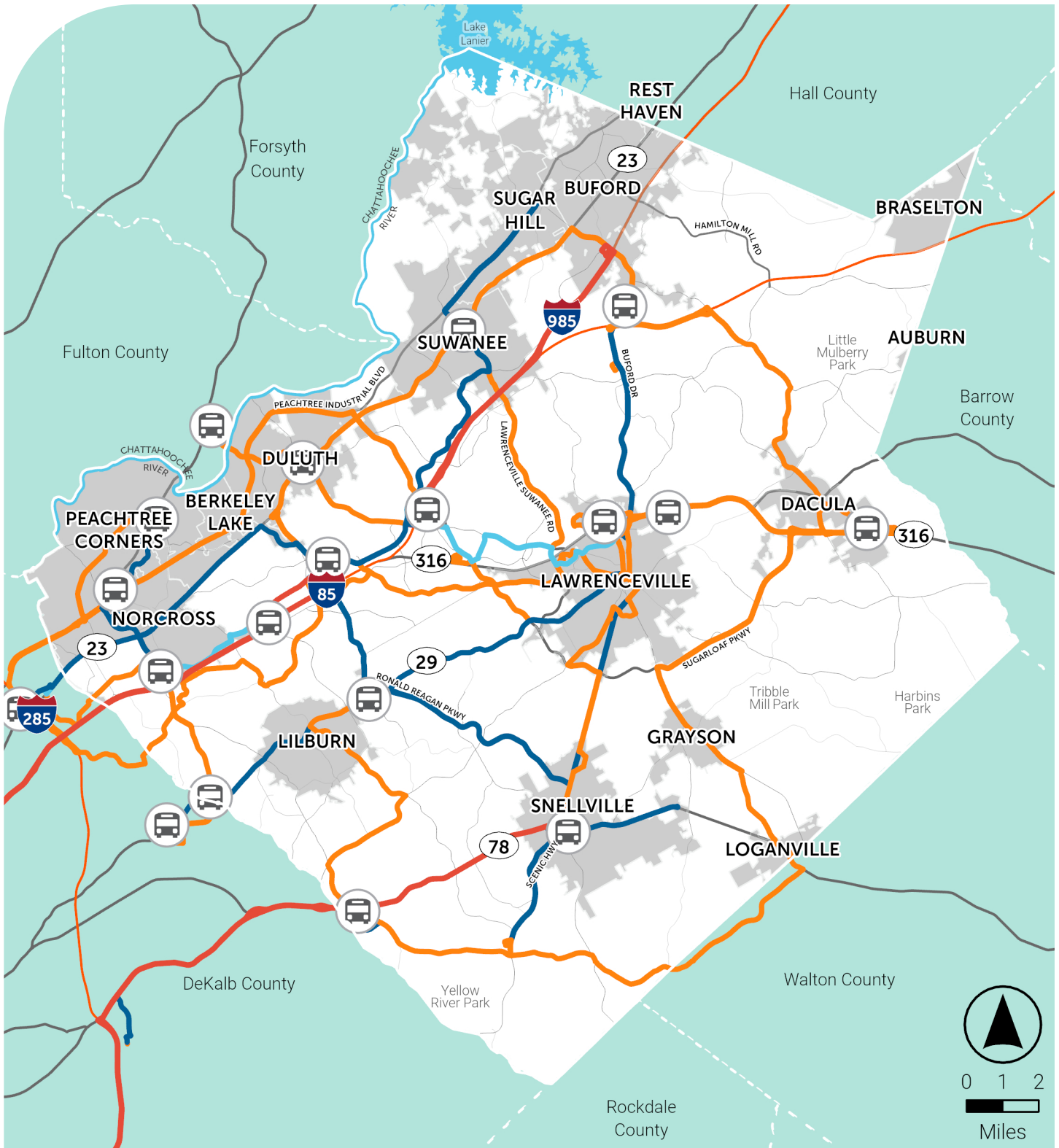
- Eighteen County Ride services are closest to standard bus routes with multiple stops in between popular destinations across Gwinnett.
- Eight Quick Ride services are more direct routes between designated proposed transfer stations. Vehicles on these routes will benefit from bus priority improvements along roadways to ensure efficient trips.
- One Rapid Ride route will transport passengers from the Doraville MARTA station to the proposed Lawrenceville Transit Station, with stops at major destinations along the way including Optical Fiber Solutions site, Gwinnett Place Mall, Gwinnett Technical College, Georgia Gwinnett College, and others.
- Two Airport Ride routes will provide direct service to Hartsfield-Jackson Atlanta Airport.
- Expanding service hours for all routes to 12-18 hour days, with improved headways, will benefit all.

### SHARED RIDES

In addition to fixed route service, the Transit Development Plan proposes countywide microtransit deployment across 27 zones within Gwinnett County (Figure 6-10). Rides can be hailed and paid for using an app, and services are operable 18 hours a day. These zones are designed for shorter trips within a specific geographic area, many of which are anchored by a transfer facility that connects to broader fixed route service. Two zones (Lawrenceville and Snellville) are currently being piloted, with the majority of the remaining zones to be rolled out in 2027.

### APPLICATION TO THE DAILY COMMUNITY

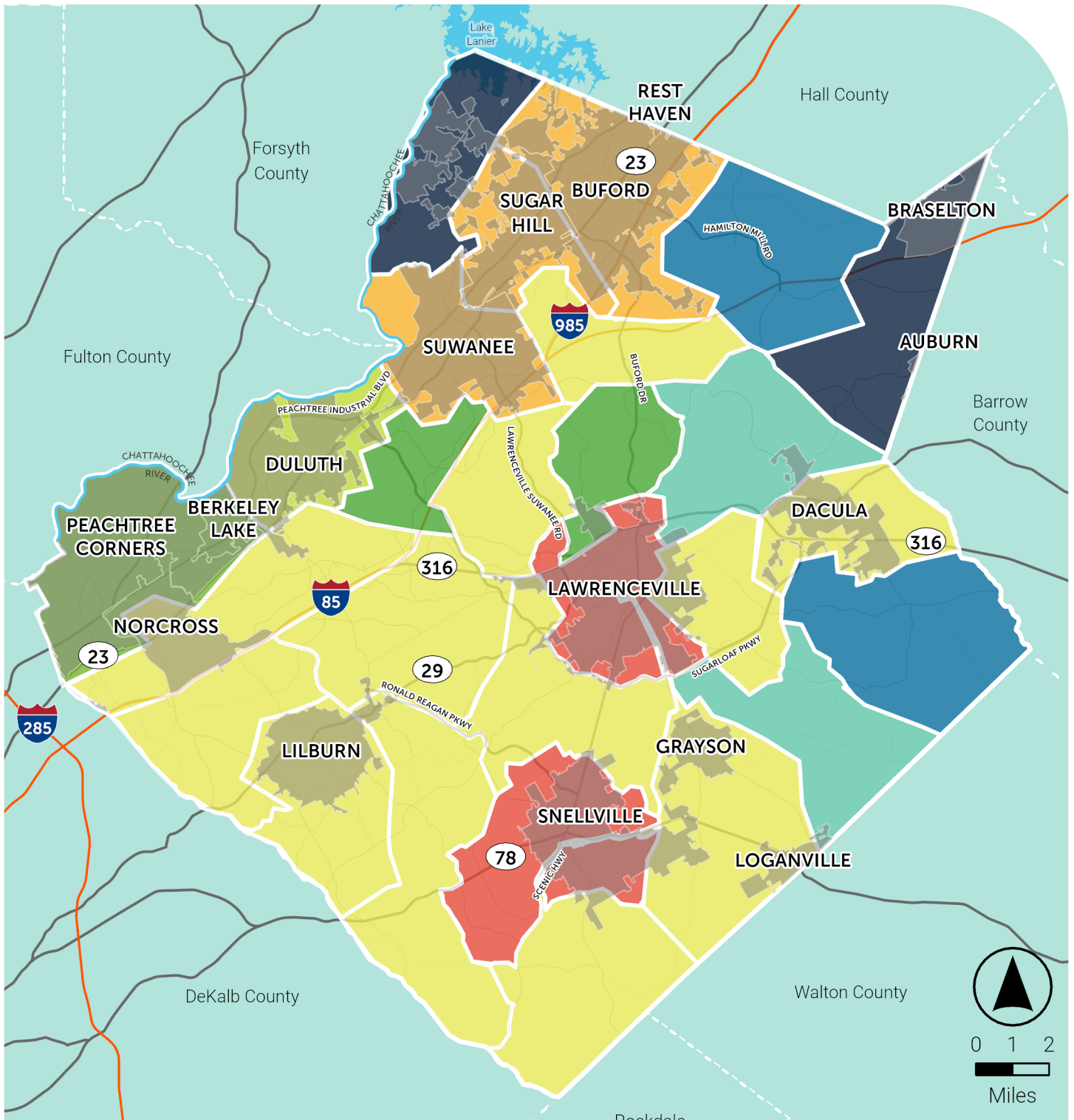
The service concepts advanced through the Transit Development Plan are very supportive of the Daily Community development framework explored in Chapter 1, Land Use. While transit service typically only operates in the public right of way along fixed routes, microtransit offers crucial last mile connectivity for transit riders who may otherwise be daunted by unsafe roadway conditions and long walking trips at the beginning and end of their journeys.



**Legend**

- Rapid Ride
- Quick Ride
- County Ride
- Airport Ride
- Planned Transfer Facilities

**FIGURE 6-9. PLANNED TRANSIT ROUTES**



**Legend**

- |   |  |
|---|--|
| <span style="color: red;">■</span> 2023       | <span style="color: green;">■</span> 2029      |
| <span style="color: orange;">■</span> 2026    | <span style="color: lightgreen;">■</span> 2030 |
| <span style="color: yellow;">■</span> 2027    | <span style="color: lightblue;">■</span> 2031  |
| <span style="color: limegreen;">■</span> 2028 | <span style="color: darkblue;">■</span> 2032   |
|   | <span style="color: navyblue;">■</span> 2033   |

**FIGURE 6-10.  
PLANNED SHARED  
RIDE ZONES**

The Daily Communities identified as a part of this plan are also well supported by the Transit Development Plan’s transit proposals. Many of the community centers identified through the Gwinnett County 2045 Unified Plan process align with proposed microtransit zones, as well as new fixed route service. Providing additional mobility opportunities within and between Daily Community centers enables shorter trip times, reduction of vehicular traffic, enhanced safety, and the ability to choose how a resident interacts with and enjoys their community. Transit expansion has many benefits—including economic development, physical and public health, and reduced congestion on roadways—but chief among them is the heightened quality of life for those residents who rely on alternative forms of transportation to access their Daily Communities.

**2023 SPLOST IMPROVEMENTS**

In the 2023 SPLOST program, \$57 million has been approved for new sidewalk and pedestrian safety projects. Requested and potential sidewalk projects were ranked using a scoring system which considers connectivity to pedestrian scale activities such as walking to parks, schools, libraries, and shopping. This process resulted in a recommendation for funding 42 identified sidewalk and side path trails spread throughout the County. Below is a list of several key side paths and trails to be developed as part of the 2023 SPLOST program.

<b>2023 SPLOST SIDEWALKS AND PEDESTRIAN SAFETY IMPROVEMENTS CATEGORY – KEY TIER 1 TRAILS</b>	
<b>PROJECT LOCATION</b>	<b>EXTENT</b>
Indian Trail Lilburn Road	Exchange Place to Hillcrest Road and Burns Road to Hillcrest Road
McDaniel Farm Park Connector	Commerce Avenue to McDaniel Farm Park
SR 20 / Buford Drive	Old Peachtree Road to Mall of Georgia Boulevard
SR 124 / Scenic Highway	Sugarloaf Parkway to Gwinnett Drive
Satellite Boulevard	Freedom Way Avenue to Wildwood Road
US 78	DeKalb County Line to Lake Luceme Road

A total of \$177 million is being dedicated through the 2023 SPLOST to both reduce congestion and improve safety along some key corridors currently operating at suboptimal levels. Significant capital investments are being made along SR 124, Sugarloaf Parkway, SR 20, major I-85 crossings, Jimmy Carter Boulevard, and several other locations. Several SPLOST categories invest in projects which address needs at a smaller scale and provide operational and safety improvements. These vital investments in the Daily Community encompass the following categories: bridges, culverts, transportation drainage, intersections, residential speed control, road safety and alignment, and school safety. The 2023 SPLOST program is dedicating a total of \$214 million to these project types. A second tier of projects will be budgeted later in the program if collections allow.

## SATELLITE BOULEVARD BUS RAPID TRANSIT CORRIDOR STUDY

The 2021 Satellite Boulevard to Jimmy Carter Boulevard Bus Rapid Transit Corridor Study focused on a 10 mile corridor from Jimmy Carter Boulevard to Sugarloaf Parkway and across to the Sugarloaf Mills Park and Ride. The planning area included an evaluation of three transit stations/hubs: the Multimodal Hub (near Jimmy Carter Boulevard), Gwinnett Place Transit Center, and Infinite Energy Center. Significant funding has been acquired for improvements at two of the hubs identified in the plan. The 2023 SPLOST includes funding for improvements in the vicinity of Jimmy Carter Boulevard and I-85, including the area of the proposed multimodal hub. In addition, the County was recently awarded a RAISE grant in the amount of \$20 million for an expansion of the Gwinnett Place Transit Center located on Satellite Boulevard. Major investments beyond the improvements identified above would most likely involve new funding sources not currently in use.

## I-85 CORRIDOR STUDY

Another major planning effort is a comprehensive corridor study along I-85 between I-285 and I-985. The study area is roughly 18 miles long and is primarily located within Gwinnett County, with a small portion in DeKalb County. The study will propose solutions for the corridor to reduce congestion, enhance traffic operations, and improve safety. A wide range of potential alternatives is being identified, including transit and multimodal strategies. Improvements subject to analysis in the study include Bus Rapid Transit stations above the interstate, enhanced commuter buses on managed Lanes (including inline stations and direct ramps), and new feeder bus routes to help address last mile connectivity issues in Gwinnett County.

### WHAT WE LEARNED FROM RESIDENTS

Engagement on transportation issues focused on strengthening connections between the CTP, TDP, and Trails Plans and the Daily Community concept. Through surveys and community workshops, residents reinforced the need for safe pedestrian and reliable transit options throughout their communities. Below are several trends gathered from engagement activities; see Appendix C for a full summary.

### COMMUNITY PREFERENCES: TRANSPORTATION

Manage traffic as population increases throughout Gwinnett; do not exacerbate traffic problems

Create safer, more connected pedestrian and bike networks

Improve and expand pedestrian connections between neighborhoods and commercial centers

Create safer streets through lighting and streetscape improvements

Expand transit network

# Needs & Opportunities

## NEEDS

Gwinnett County has significant needs related to the mobility and safety of all users of the transportation system. Use of each mode within the Daily Community presents particular challenges.

### 1 SAFER WALKING AND BICYCLING ENVIRONMENT

Pedestrians and bicyclists sometimes feel unsafe due to their proximity to vehicular traffic. In some areas, the sidewalk or trail ends abruptly, and the traveler must use the road shoulder to complete their trip. Where facilities do exist, active transportation users may feel unsafe due to lack of offsets and barriers. Most trips eventually require crossing the street to reach the desired destination. This can feel unsafe due to lack of a protected crossing or limited safety features at a protected crossing. The safety of pedestrian and bicycle trips is also sometimes disrupted due to roadway, utility, and development construction adjacent to the travel corridor. In addition to safety concerns, users may have an unpleasant or uncomfortable experience due to a lack of inviting features such as benches, wayfinding, tree canopies, lighting, and appropriate landscaping.

### 2 GREATER MIX OF DESTINATIONS ACCESSIBLE BY SHORTER TRIPS

While sidewalks and trails exist to varying degrees in different areas of the County, connectivity via walking and bicycling is still incomplete. Connectivity is lacking because destinations are widely dispersed, resulting in unrealistic trip distances and times. Land use patterns that fit within the Daily Community concept—places just a few miles wide that include where people live, shop, dine and/or seek entertainment, work, or go to school—are not common in Gwinnett.

A mix of destinations does not exist on a neighborhood scale so residents usually must make trips in a private automobile to meet their needs. In addition to the lack of Daily Community trips available to pedestrians and cyclists, trips of a greater distance that involve a combination of active and public transportation are not widely available further exacerbating congestion issues throughout the county.

### **3 MORE ROADWAYS DESIGNED FOR ALL USERS**

The automobile is by far the leading mode of travel in Gwinnett County and has been over the past several decades during a period of remarkable growth. For this reason, roads have been designed and built over the years to focus almost entirely on this mode of travel. In the past, many road project concepts were dedicated to addressing deficiencies for vehicles, tackling those needs at the expense of active transportation and with little consideration for transit movements.

### **4 SLOWER ROADWAY SPEEDS**

Speeding and accidents in the right of way have become a national concern with continued increases in crashes involving personal, commercial, and public transportation vehicles. Pedestrians and cyclists are particularly vulnerable when accidents occur. High accident rates and speeding are complex problems that the County and the entire Atlanta region face.

### **5 MORE ALTERNATIVES TO SINGLE OCCUPANCY VEHICLE TRIPS**

Gwinnett County's local service includes routes that cover large geographic areas. This is done to provide service to some of the areas of the county most in need of transit using limited resources. A tradeoff to this coverage is that the routes can become very long, and the in vehicle trip can become time consuming. Some routes have limited frequency of service as well, increasing wait times at the bus stop, particularly in offpeak service hours. Local service is inefficient and not

competitive with Single Occupancy Vehicle trips. Many areas of the County have no coverage at all, eliminating any alternative to SOV trips.

### **6 STRONGER LAST MILE CONNECTIVITY**

Countywide, the lack of reasonable walking distance trips illustrates the need for transit service that closes the last mile gap between origins and destinations. As discussed in the Existing Conditions section, microtransit is a service that provides point to point trips, supporting last mile connectivity in the local community. The County plans to expand its microtransit service countywide.

### **7 NEW DEVELOPMENT PATTERNS THAT SUPPORT TRANSIT**

Gwinnett County developed as an autocentric suburb of Atlanta. As the population increased and more demand was placed on the roadways, investments were made to increase roadway capacity, which, in turn, encouraged more personal vehicle use. Transportation Demand Management policies and programs, such as encouraging carpools and constructing High Occupancy Vehicle lanes, have had a positive effect on traffic congestion and environmental benefits, but do not change fundamental trip patterns. While mixed use development exists in some places, the traditional suburban model remains prevalent. This condition, combined with incomplete transit system, has limited opportunities to coordinate land use with transit and thus reduce SOV trips.



# OPPORTUNITIES

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## 1 PROVIDE A SAFE, COMFORTABLE WALKING AND BIKING ENVIRONMENT

The County should identify additional features and projects which provide an inviting environment where bicyclists and pedestrians feel at ease and safe while traveling throughout the community. This involves both a review of current practices related to development regulations and roadway design, and the identification of additional available practices that could be implemented through development plan review and public project delivery.

## 2 PROMOTE LAND USE PATTERNS THAT SUPPORT ACTIVE TRANSPORTATION

A new, holistic view of transportation modes and infrastructure should be woven into the development process. Using its authority to regulate developments, at least residential and commercial land uses should be planned to coexist in smaller geographic areas with less reliance on automobile trips. Over time, a complete sidewalk network, combined with interparcel access, will allow many distances to be covered with an easy walk or bike ride. Such initiatives, when combined with the Daily Community concept, create true opportunities to make short trips without a car.

## 3 UTILIZE REDEVELOPMENT PROJECTS TO ADD COMPLETE STREET FEATURES

GDOT, and many local governments, including Gwinnett County, have adopted standards for context specific Complete Streets design on new projects. Complete Streets is a transportation design process that considers the needs of all users of the right of way including active and public transportation modes and users with disabilities. While this process has gained greater acceptance and use in recent years, opportunities exist through both private developments and public projects to add features that benefit all users within the public right of way.

## 4 IMPROVE SAFETY AND REDUCE SPEEDING ALONG MAJOR CORRIDORS

Gwinnett County, the entire Atlanta region, and GDOT are collaborating to reduce accidents and curb speeding statewide. A variety of effective counter measures that reduce speeding and both the frequency and severity of accidents are present in some locations. The broader implementation of these countermeasures, and the identification and use of additional methods to improve safety are needed across both major thoroughfares and more locally focused roadways.

## 5 INVEST IN TRANSIT TO REDUCE TRIP TIMES

Expanding public transportation to cover more of the County presents a significant opportunity. This involves developing more efficient local service and implementing other transit options that compete with single occupancy vehicle trip times. Such improvements would benefit current riders and meet the needs of the community, providing advantages for both workers and employers, and attracting choice riders.

## 6 PROVIDE LAST MILE TRANSIT CONNECTIONS

While active transportation has an important role in last mile connectivity, transit can also connect people to their local destinations within the Daily Community. Microtransit provides a new form of transit for short trips within that community and serves as a connection to local fixed route service and even commuter or high capacity service to more regional destinations. In addition to the two new Microtransit zones being launched in Lawrenceville and Snellville, the current Transit Development Plan is considering significant Microtransit service area expansion, possibly countywide. This service expansion would address unmet needs across much of the county if implemented.

## 7 ALIGN LAND USE PLANS & POLICIES WITH TRANSIT PLANNING AND SERVICE IMPLEMENTATION

Integrating public transportation with land uses allows transit to be easily accessed with a short walk, reducing the need for personal vehicle trips. Transit investments and a framework to coordinate those investments with complementary land uses leads to higher ridership and the adoption of transit usage as a daily routine and a realistic alternative to personal automobiles. Gwinnett County's transit system will require significant additional resources in order to make extensive transit investments throughout the county. To make the most of those investments, improvements should be prioritized in coordination with land use plans.

# Goals & Best Practices

The application of the goals listed below to the Daily Community is important because many of the transportation features needed to support this concept are absent due to traditional growth patterns discussed previously. These goals and best practices, when implemented, will move the County toward a future where everyone will have full access to a safe, efficient transportation network.



## INCREASED ACTIVE TRANSPORTATION OPTIONS

According to the American Community Survey 5-Year Estimates, walking and bicycling make up less than 1 percent of trips made in Gwinnett County. Yet every transit rider becomes a pedestrian at both the beginning and ending of their trip, and many short trips can be completed by walking or bicycling. Benefits to the community due to an increased use of active transportation include reduced roadway congestion, cleaner air, increased transit ridership, and physical fitness and health. Practices that make pedestrians and cyclists feel safe and comfortable are factors in increasing walking and bicycling as a mode of travel. Another factor in increased walking and bicycling is integrating active transportation into Daily Community developments and into public transportation planning to create shorter routes.

To increase the use of active transportation, the following best practices should be pursued:

1

### ADOPT ADDITIONAL STANDARDS AND CONTINUE TO INVEST IN INFRASTRUCTURE THAT IMPROVES THE SAFETY AND COMFORT OF PEDESTRIANS AND CYCLISTS IN THE ROAD CORRIDOR

Safety improvements in and adjacent to the road may include physical barriers which affect the speed of vehicles, textured pavement treatments, and lanes delineated by color between vehicular traffic and active transportation users. Safety improvements related to crossing vehicular traffic can include enhanced crosswalks, flashing beacons, high intensity activated crosswalk signals, improved striping and signage, pedestrian overpasses, refuge islands, and other measures. The installation of street lighting in high pedestrian and bike usage areas also improves safety and security. Amenities, such as benches, decorative retaining walls, streetscaping, tree canopies, public art, wayfinding signs, and informational placards, all contribute to a more pleasant and comfortable experience. Many of these improvements are consistent with the Comprehensive Transportation Plan and recommended priority allocations of funding in the SPLOST program.

## **2 INTEGRATE ACTIVE TRANSPORTATION INTO DAILY COMMUNITY DEVELOPMENTS AND INTO PUBLIC TRANSPORTATION PLANNING TO CREATE SHORTER ROUTES**

Adding features directly adjacent to destinations and providing interparcel access at the local scale encourages active transportation in smaller geographic areas. Walking and bicycling become attractive options when multiple land uses are linked to an extensive sidewalk and trail network with proximity to public transit services.



## CASE STUDY:

*SAFETY FOR PEDESTRIANS AND BIKES (FEBRUARY 2022): METROPLAN (SOURCE: METROPOLITAN PLANNING ORGANIZATION FOR CENTRAL ARKANSAS)*

Metroplan, the Metropolitan Planning Organization for central Arkansas, including Little Rock, published a set of best practices for pedestrian and bike safety in February of 2022. The best practices guidelines begin with the identification of pedestrian and bike flows through busy corridors to gain an understanding of where improvements are needed, followed by design tips for safer streets.

Lane narrowing, road diets, mini traffic circles, and roadway center splitter islands are all identified as measures to both slow traffic and call attention to pedestrians and cyclists. Roadway center islands can not only serve to slow vehicles, but they can also be refuge islands for pedestrians and bikes while crossing busy roads. An example of a sidewalk separated from the road by pedestrian scale lighting, street trees, benches and a different color and texture of pavement is shown as well. These benefits provide safety by creating an offset from the roadway and a comfortable environment that includes benches and shade trees.



Raised crosswalks called speed tables, with and without refuge islands, are shown at both intersections and midblock locations. They are delineated with a bright color and appropriate striping and signage to call greater attention to drivers to watch for pedestrians. Examples of bulb out curbs to shorten the crossing and slow turning vehicles, and chicanes to slow through traffic, are also used as design examples to protect pedestrians and bikes.

Audible signals are discussed as a way to assist visually impaired pedestrians. Leading Pedestrian Intervals (LPIs) at signals give pedestrians the opportunity to walk before vehicles in the crossroad have the ability to turn left or right, establishing the walker in the cross walk and avoiding a conflict with the turning vehicle. Measures at nonsignalized locations that provide pedestrians and bikes with greater protection than crosswalks alone include Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons or HAWKS. For complete separation from very heavily traveled corridors, pedestrian overpasses and underpasses, while very expensive, can be considered. Metroplan also provides a reference to their new multimodal guidelines.

## CASE STUDY:

### HOW MINNEAPOLIS BECAME A TOP U.S. BIKE CITY (JULY 2023)

The City of Minneapolis has successfully utilized planning and policy initiatives to encourage forms of active transportation, leading to dramatic increases in the number of bicycle trips made throughout the city. Minneapolis' status as a cyclist's haven is both a combination of strategic multimodal investments as well as deliberate complimentary policy guidance over time. In just 5 years, PeopleforBikes City Ratings for Minneapolis went from a score of approximately 28 in 2018 to approximately 68 in 2023. The key components of Minneapolis' cycling trail network are relevant and realistic, to varying degrees, to Gwinnett County, as described in the table below:

KEY COMPONENTS OF MINNEAPOLIS' TOP RATING FOR BICYCLING	
COMPONENT	RELEVANCE TO GWINNETT COUNTY
51-mile Loop Trail (backbone of system)	Yes, Loop trail study + Western Gwinnett Bikeway
Transition from traditional unprotected bike lanes to protected facilities	Yes, along some limited corridors
Make bicycle lanes more comfortable, safer, and more appealing to a wider group of people	Yes, along some limited corridors
Increase trail mileage	Yes, system expansion is ongoing
Redesign intersections and reduced speeds	Yes, at limited locations
Install bicycle facilities on any major throughway undergoing reconstruction, including resurfacing	Yes, along some limited corridors
Education and Advocacy	Yes, would require staff participation and active bicycle clubs



## ENSURE THAT PRIVATE DEVELOPMENTS AND PUBLIC PROJECTS ENABLE MOBILITY FOR ALL USERS

As transit and active transportation trips increase, the potential for a greater number of conflicts with vehicles in the public right of way is higher. Additionally, the needs of seniors and disabled residents are important to accommodate as part of a Complete Streets initiative. These needs will be explored further in Chapter 7, Community Resources. While some progress has been realized, both private developments and public projects should take on a more holistic approach and add features that benefit all users within the public right of way.

Smart Growth America developed ten elements as a national model of best practices for creating a policy that can be implemented at any level of governance, in any type of place. For communities considering updating an existing Complete Streets policy, an ideal model does the following:

- 1 Establishes commitment and vision
- 2 Prioritizes underinvested and underserved communities
- 3 Applies to all projects and phases
- 4 Allows only clear exceptions
- 5 Mandates coordination
- 6 Adopts excellent design guidance
- 7 Requires proactive land use planning
- 8 Measures progress
- 9 Sets criteria for choosing projects
- 10 Creates a plan for implementation

## CASE STUDY:

### HOWARD COUNTY, MARYLAND COMPLETE STREETS IMPLEMENTATION

In 2023, Howard County was awarded a perfect score for its policy from the National Complete Streets Coalition. The policy covers every transportation project, whether new or retrofit, capital improvement, or subdivision and land development. Certain operations, repair, and maintenance activities also create an opportunity for safer, more accessible streets for users of all ages and abilities, who walk, bike, take the bus, and drive cars, motorcycles, and trucks. The table below lists the primary implementation steps toward effective policy implementation and the applicability of each step to Gwinnett County:

HOWARD COUNTY MARYLAND COMPLETE STREETS IMPLEMENTATION	
STEP	APPLICABILITY TO GWINNETT
Convene a Complete Streets Implementation Team	Yes, it could involve multiple Departments
Update Regulations and Standards; Review every 5 years	Yes, it could involve DOT and P&D
Establish a detailed project prioritization process and then prioritize projects.	Yes, it could be function of the Complete Streets Implementation Team
Education and Training	Yes, it could be function of the Complete Streets Implementation Team
Maintenance of traffic shall be applied to all modes	Yes, DOT responsibility
Funding for construction, operations, and maintenance is expected from various sources, including County budgets, developer projects, state and federal grants, and others.	Yes, use Gwinnett's development regulation authority; apply for state and federal grants





## CONTINUE COUNTERMEASURES TO REDUCE SPEEDING AND ACCIDENTS

Gwinnett County provides safety improvements at a local scale in several ways including routine operational upgrades and through its SPLOST program categories such as Road Safety and Alignment, School Safety, and Sidewalk and Pedestrian Safety. It should be noted that Gwinnett County continually makes investments in a state of good repair, such as replacing signs, repainting edge lines and centerlines, maintaining signals, and other measures that contribute to road safety. Various safety best practices have been developed by the Federal Highway Administration and other agencies. Many of these practices are important to implement on local roads at the community level. The National Association of Counties provided guidance on design elements that can positively impact safety through its newsletters and other publications. Below are nine proven countermeasures from NACO's Smart Transportation Planning at Work: Proven Safety Countermeasures (March 2016).

### 9 PROVEN SAFETY COUNTERMEASURES

- 1 The Safety Edge
- 2 Corridor Access Management
- 3 Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
- 4 Back plates with Retroreflective Borders
- 5 Longitudinal Rumble Strips and Stripes on Two Lane Roads
- 6 Pedestrian Hybrid Beacon
- 7 Roundabouts
- 8 Delineation and Friction for Horizontal Curves
- 9 Road Diet



*Pictured: Safety edge*



*Pictured: Signal back plate*

## CASE STUDY:

### *SPEEDING COUNTERMEASURES FOR VERMONT - FINAL PROJECT REPORT (MAY 2023)*

In May 2023, the Vermont Agency of Transportation, in coordination with the University of Vermont Transportation Research Center, published a final project report on statewide countermeasures for speeding for local decisionmakers and transportation engineers to use in new roadway projects. The report summarizes design features that are incorrectly considered speeding countermeasures (including speed limit and stop signs) and encourages uptake of other design elements that are proven to increase safety. These are compiled into a user friendly Traffic Safety Toolbox. Key countermeasures included in the report that are of potential value to Gwinnett County are shown in the table below:

SELECTED SPEEDING COUNTERMEASURES FOR VERMONT		
TYPE OF COUNTERMEASURE	DESCRIPTION	APPLICABLE TO GWINNETT COUNTY
Horizontal Deflection	Lane or street narrowing	Yes (limited)
Horizontal Deflection	Lateral shift	Yes
Horizontal Deflection	Bulb out / pinch point / choker	Yes
Horizontal Deflection	Median island	Yes
Vertical Deflection	Raised crosswalk	Yes
Vertical Deflection	Raised intersection	Yes
Perceptual/Passive	Road diet	Yes (limited)
Perceptual/Passive	Radar speed feedback signs	Yes
Perceptual/Passive	Gateway signing/landscaping	Yes
Perceptual/Passive	Pavement word marking	Yes (limited)



## IMPROVE TRANSIT TO COMPETE WITH PRIVATE VEHICLE TRIPS AND PROVIDE LAST MILE CONNECTIVITY

Gwinnett County's current transit system is inefficient due to limited resources. It is important to plan for and invest in a transit system which reduces trip times, making them more competitive with SOV trips. It is also important to invest in transit that provides last mile connections to local destinations within the Daily Community.

The recently approved Transit Development Plan provides a major expansion of existing service and creation of new modes of transit that will establish both more efficient service and needed last mile connections. The Transit Development Plan's goals include providing improved mobility options for all Gwinnett residents by connecting all people to more places and jobs, as well as enhancing the user's experience by making transit easy, safe, and comfortable. A review of the proposed service expansion shows how these goals are met and how greater efficiency and last mile connectivity will be achieved. The Transit Development Plan includes characteristics for fixed route, high capacity, microtransit, and regional connector services that provide for a much more efficient, connected system. See page 318 for a breakdown of the Transit Development Plan proposals.



## INTEGRATE TRANSIT INTO LAND USE AND DEVELOPMENT PLANNING

The Gwinnett Transit Development Plan has a stated goal of creating vibrant multimodal places that generate a variety of activities. This goal aligns well with the Daily Community concept. Certain transit improvements such as stations, major transfer hubs, and route amenities can add to community centers in a way that supports mixed use development. High capacity transit that offers direct connections between major activity centers and busy areas, with dedicated transit lanes and upgraded amenities can support higher density Transit Oriented Development. Investments in capital transit improvements, including high capacity transit corridors often serve as catalysts for development.

As stated by the Federal Transit Administration, *"the term transit supportive development broadens the definition of a concept that has existed for years—that the utilization of effective and predictable transit encourages surrounding development, which, in turn, supports transit. The basic principle is that convenient access to transit can be a key attraction that fosters mixed use development, and the increased density in station areas not only supports transit but also may accomplish other goals, including reducing urban sprawl, reducing congestion, increasing pedestrian activity, increasing economic development potential, realizing environmental benefits, and building sustainable communities."*

## CASE STUDY: WEST END ALEXANDRIA

On July 6, 2021, the Alexandria, Virginia, City Council approved redevelopment agreements for the former site of the Landmark Mall. The plan calls for 4 million square feet of new development across 52 acres, anchored by the relocation and expansion of Inova's Alexandria Hospital. Surrounding developments will include medical office buildings, for rent and for sale multifamily units, retail, commercial buildings and entertainment venues. The project will also provide park space, a new transit hub, affordable housing and a fire station. The site, an abandoned suburban mall adjacent to the interstate, bears resemblance to both the Optical Fiber Solutions property in Norcross and some parcels in the Gwinnett Place area.



# Implementation

## **TRANSPORTATION IMPLEMENTATION**

To align with overall Daily Community initiatives, Gwinnett County's transportation goals, require implementation strategies that focus not only regionally but also on the local level. Implementation of these strategies will involve not only commitments at the County government level, but also partnerships with state and federal agencies, as well as other local partners. The development community is also part of these strategies related to transportation improvements as part of new projects and redevelopments. Each recommendation includes a time horizon and funding options for implementation. These can be found in the Community Work Program, starting on page 445.

## OVERARCHING STRATEGY

With a population approaching 1 million spread out over a land area of 437 square miles, Gwinnett County's mobility needs are complex. Historically, development was built on a scale which assumed mostly private automobile trips. Momentum exists to fund major roadway projects that support traditional suburban communities and that is needed and will continue into the foreseeable future. Changing priorities to invest in policies, programs, and projects that support connected, multimodal systems at smaller scale communities will be difficult and will require an overarching strategy. Some relatively near term actions have been identified to achieve this transformation and include:

Follow action items for full implementation of the CTP, TDP, and Trails Plan
Fully coordinate and collaborate with all regional transit service providers, especially on fares and schedules
Provide dedicated staff time for coordinating multiple forms of transportation, such as on demand ride services, biking, paratransit, and other first/last mile options in new developments
Take advantage of technology, apps, and social media to promote alternative modes and provide realtime information on services
Identify high priority, customer facing improvements such as reduced wait times and service availability
Review development regulations and overlay districts to ensure multiple modes are addressed
Incorporate Complete Street principles into new roadway projects and development
Secure new, dedicated revenue to meet Ride Gwinnett's capital and operating needs.
Secure new, dedicated revenue to pay for additional active transportation safety features within the roadway right of way
Revise streetscape standards and typical details to encourage a higher quality environment for walking and biking