

Destination2040

Gwinnett's Comprehensive Transportation Plan

gwinnettcounty

Board of Commissioners Recommendations Briefing

October 17, 2017

Gwinnett CTP Update

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Gwinnett's Comprehensive Transportation Plan

- Understanding of current and future transportation needs
- Collection of community vision and ideas
- Local project priority setting
- Opportunities for state and federal funding matches
- Responsible use of taxpayer dollars



Planning Process

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EXISTING
CONDITIONS
ASSESSMENT



VISIONING AND
EVALUATION
FRAMEWORK



ASSESSMENT OF
FUTURE NEEDS

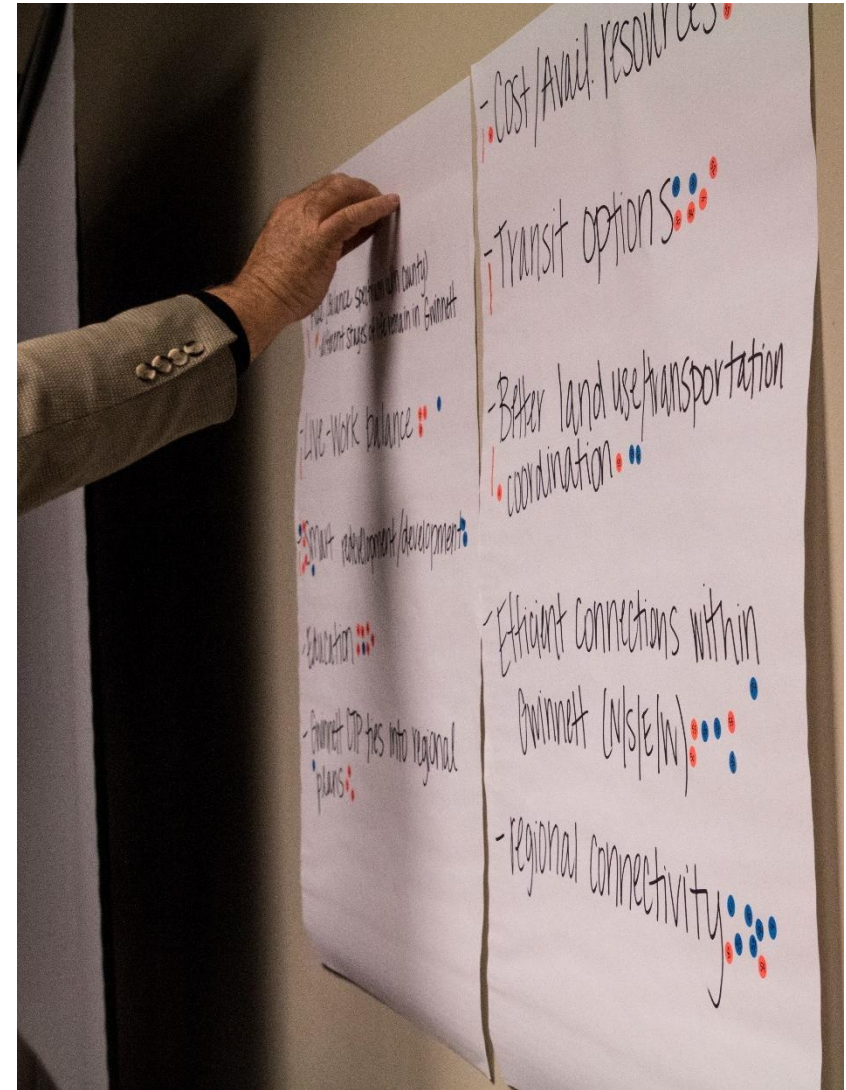


RECOMMENDATIONS



Vision and Goals

- Improve Connectivity
- Leverage the County's Transportation System to Improve Economic Vitality and Quality of Life
- Improve Safety and Mobility for All People Across All Modes of Travel
- Proactively Embrace Future Transportation Opportunities
- Continue to Serve as Responsible Stewards of Transportation Resources



Public Engagement

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Community Events



Focus Groups



Surveys

Multilingual Collateral

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년도를 향한 2040

'통합 교통 계획' (Comprehensive Transportation Plan)이란 무엇인가?
'통합 교통 계획' (Comprehensive Transportation Plan, or CTP)은 2008년 CTP의 채택 이후, 가운다와 아틀란타-워싱턴의 교통 계획에서 중요한 연구, 계획, 토지 이용, 그리고 교통, 인도, 자전거 등

계획안
귀넷의 통합교통계획

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Transporte Integral de Gwinnett

Transporte Integral?
TP, en inglés, sirve como una guía para el desarrollo del transporte en el condado de Gwinnett. TP, en español, sirve como una guía para el desarrollo del transporte en el condado de Gwinnett. TP, en español, sirve como una guía para el desarrollo del transporte en el condado de Gwinnett.

FOLLETO DEL PROYECTO
Enero 2015

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ĐIỂM ĐẾN 2040

KẾ HOẠCH VẬN CHUYỂN TỔNG QUÁT CỦA GWINNETT

Một kế hoạch vận chuyển tổng quát là gì?
Mỗi kế hoạch vận chuyển tổng quát là CTP là một lộ trình để phát triển và vận chuyển trong quận Gwinnett. Được tài trợ bởi quận Gwinnett và Ủy Ban Atlanta Regional, kế hoạch này sẽ khảo sát những thay đổi xảy ra trong quận Gwinnett về dân số, việc làm, cách sử dụng và khai thác đất đai từ khi có CTP 2008. Nó sẽ chú trọng vào tất cả các phương án vận chuyển gồm có đường bộ, hệ thống chuyên chở công cộng, nhận xét tổng quát về bộ hành và người đi xe đạp, lộ trình xe taxi, và cả phi trường của quận Gwinnett.

BẢNG DỮ LIỆU của DỰ ÁN
ĐIỂM ĐẾN 2040



Public meetings

Creation of Project List

- Previously developed projects
- Needs assessment analysis
- Stakeholder and public outreach
- County service requests
- County, City, and CID recommendations
- Projects from Citizens Project Selection Committee

Project Evaluation

- Metrics reflective of Vision and Goals, regional planning guidance
- Differed by SPLOST category and project type

EVALUATION CRITERIA

- : Criteria applies to SPLOST category
- : Criteria applies to vision/goal
- : Criteria partially applies to vision/goal

		SPLOST CATEGORIES						VISION & GOALS			
		BRIDGES, CULVERTS AND TRANSPORTATION DRAINAGE	INTER-SECTIONS	MAJOR ROADS	ROAD SAFETY AND ALIGNMENT	SCHOOL SAFETY	SIDEWALKS AND PEDESTRIAN SAFETY	CONNECTIVITY	"VITALITY/ QUALITY OF LIFE"	SAFETY/ MOBILITY	EMBRACE THE FUTURE STEWARDS
GENERAL CRITERIA	MODE										
1	Provides New or Enhanced Connectivity	Roadway, Bicycle, Pedestrian	●		●	●	●	●	○		○
2	Improves Reliability	Roadway	●	●	●		●		●	○	○
	Improves Connectivity between adjacent community resources	Bicycle, Pedestrian					●	●	○		○
3	Project Proposed by recognized Agency such as ARC/GDOT, City, CID, GC Department, or Other Local Organization/ Agency	Roadway, Bicycle, Pedestrian		●	●	●	●	○	○		●
4	Economic Development Asset Index (Employment Density, Commercial RE Density, Underutilized Assets, Economic Development Incentives)	Roadway, Bicycle, Pedestrian	●	●	●	●	●	○	●	○	○
5	Proximity to Freight alignments and/ or industrial areas	Roadway	●	●	●	●		○	●	○	○
6	Prioritize projects based on Bicycle/Pedestrian Suitability Analysis	Bicycle, Pedestrian					●	○	●	○	○
7	Proximity to environmental areas or community resources (Bridges - reduce impact to waterway)	Roadway, Bicycle, Pedestrian	●		●		●		●		○
8	VMТ Served (Major Roadway)	Roadway		●	●		●	○	○	●	○
	Population Served (Bike/Ped)	Bicycle, Pedestrian					●	○	○	●	○
9	Targeted and/ or Disadvantaged Population Served	Bicycle, Pedestrian					●	○	○	●	○
10	Crash Data	Roadway, Bicycle, Pedestrian		●	●	●	●		○	●	
11	Innovative Design or Improved Technologies	Roadway, Bicycle, Pedestrian	●	●	●	●	●			○	●
12	Feasibility/ Constructibility	Roadway, Bicycle, Pedestrian		●	●	●	●		○	○	○
13	MetroQuest Public Input	Roadway, Bicycle, Pedestrian		●	●	●	●	○	○	○	○
14	Existing Maintenance Need	Roadway, Bicycle, Pedestrian	●		●		●		○	○	●

Funding / Project Constraining

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- Evaluation of local, state, and federal funding
- Primary constraining of levels by local funding
- Back-check of reasonable state and federal matches
- No prioritization of projects within the levels
- City projects considered in addition

Short-Range (6-year)

\$486,343,270

Mid-Range (9-year)

\$812,000,000

Long-Range (9-year)

\$928,000,000

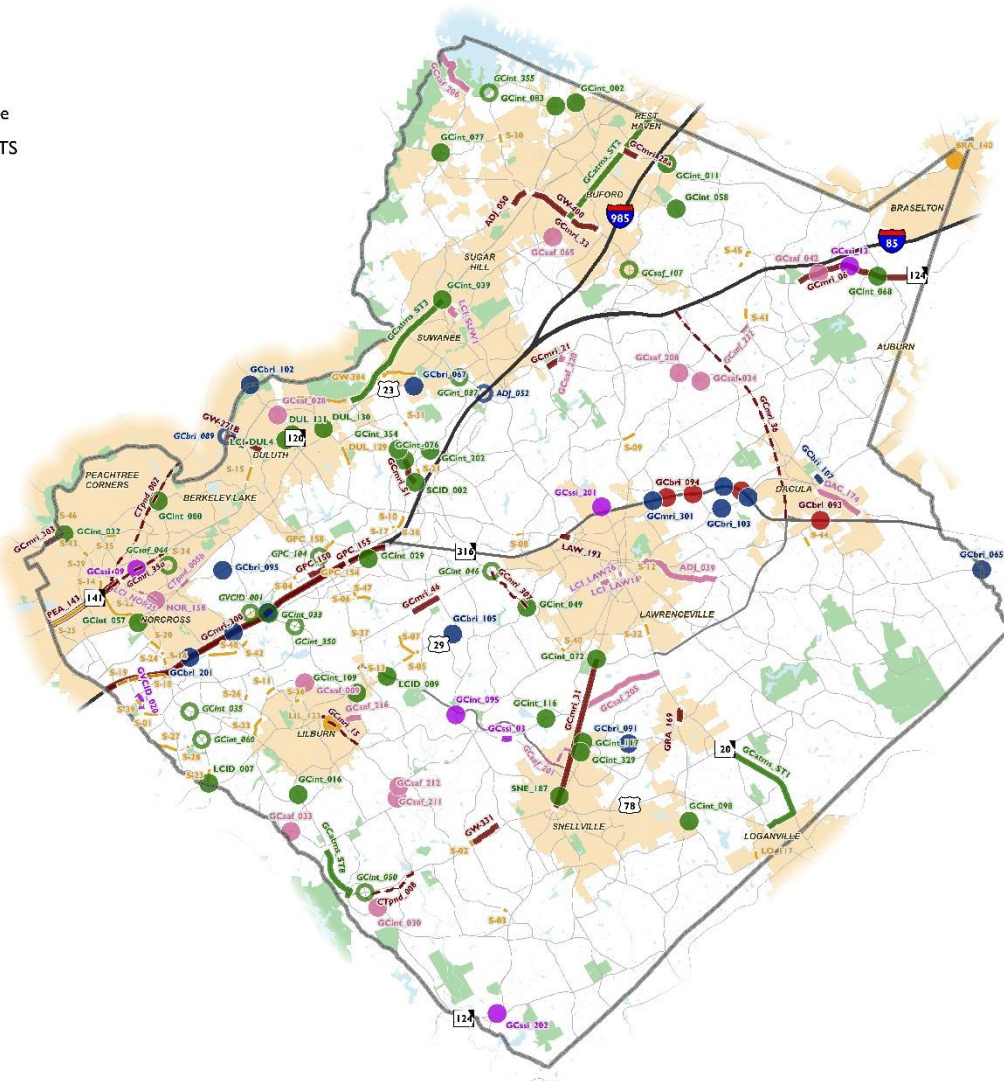
Level 1 Projects

Level I Near-Term Project Types

- Bridges, Culverts and Transportation Drainage
- Intersections and Roadway Corridor ATMS/ITS
- Major Roads
- Road Safety and Alignment
- School Safety
- Sidewalks and Pedestrian Safety

Level I Project Funding

- Fully Funded in Level I
- Partially Funded in Level I



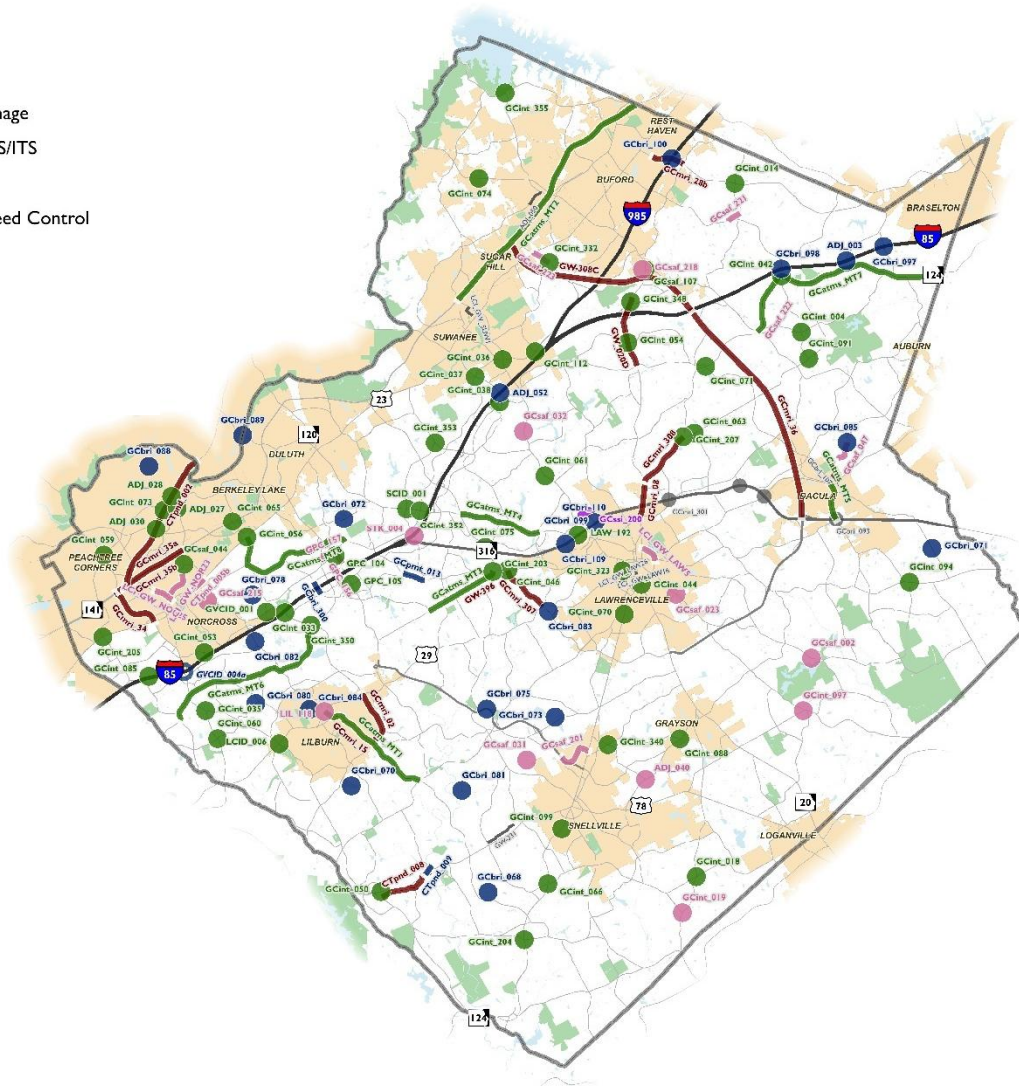
Level 2 Projects

Level 2 Mid-Range Project Types

- Bridges, Culverts and Transportation Drainage
- Intersections and Roadway Corridor ATMS/ITS
- Major Roads
- Road Safety and Alignment; Residential Speed Control
- School Safety

Level 2 Project Funding

- Fully Funded in Level 2
- Partially Funded in Level 2



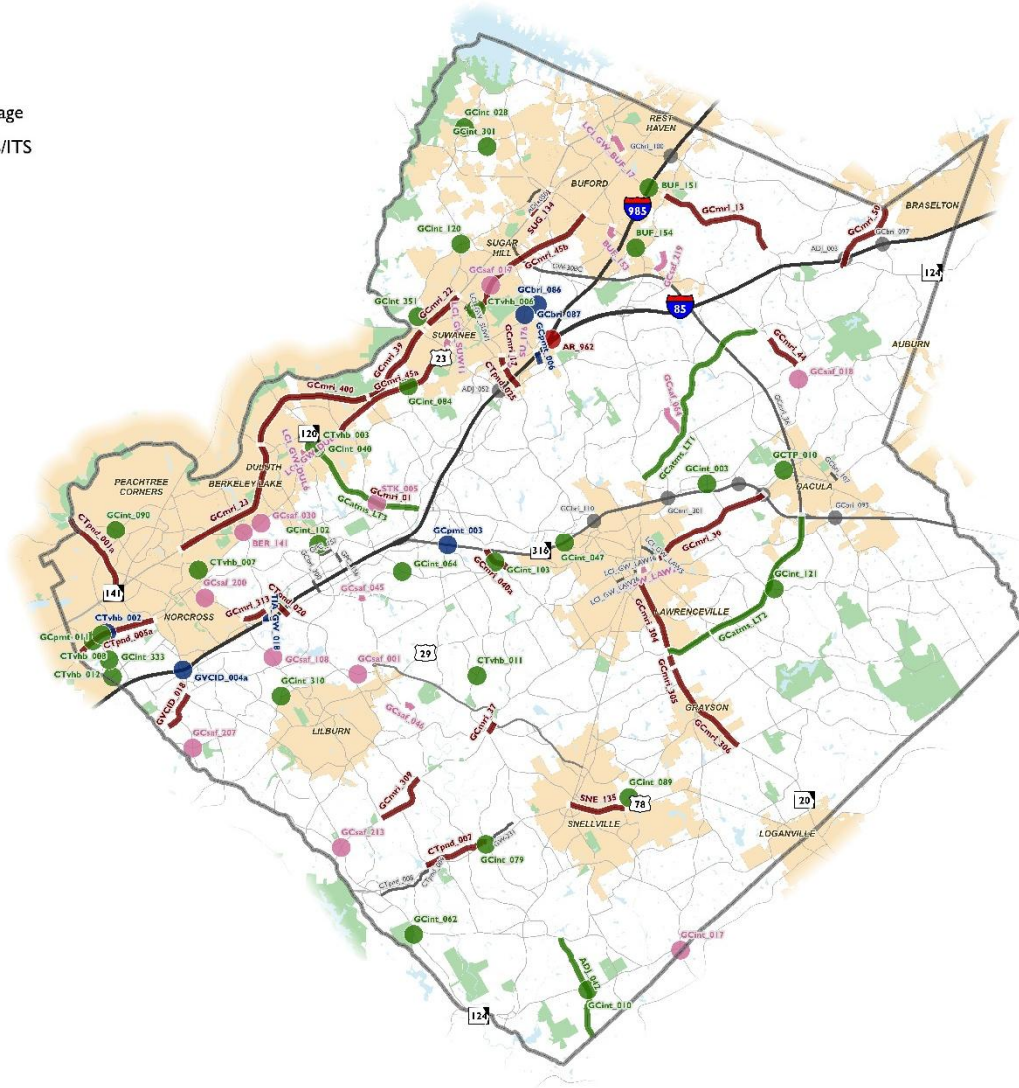
Level 3 Projects

Level 3 Long-Range Project Types

- Bridges, Culverts and Transportation Drainage
- Intersections and Roadway Corridor ATMS/ITS
- Major Roads
- Road Safety and Alignment

Level 3 Project Funding

- Fully Funded in Level 3
- Partially Funded in Level 3



Policy Recommendations

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Transportation and Land Use



Functional Classification



Asset Management



Freight



Transit



Connected and Automated Vehicles (CAV)



Bicycle and Pedestrian

Next Steps

- Beginning of 30-day comment period
- Incorporation of comments
- Board of Commissioners Adoption