



gwinnettcounty

Destination2040

Gwinnett's Comprehensive Transportation Plan

EXECUTIVE SUMMARY
OCTOBER 2017

INTRODUCTION

A Comprehensive Transportation Plan, or CTP, serves as a roadmap for how a community would like to see their transportation networks develop to serve their current and future needs. Gwinnett County's CTP focuses on all modes of transportation, including roadways and bridges, transit, bicycle and pedestrian facilities, and freight and air. The resulting updated CTP, **Destination2040**, sets a direction for transportation in Gwinnett looking forward to the year 2040.

The planning process included three major phases:

Existing Conditions: To understand where the County needs to be in the future, it is important to first determine where it is today. The baseline inventory and assessment included not only transportation infrastructure but also community characteristics and land use/development patterns.

Needs Assessment: Evaluating needs involved a comparison between the demand for travel and the availability of transportation systems to meet those demands. The needs assessment process included an estimation of need both in the short-term as well as in the long-term.

Recommendations: Once short- and long-term needs were identified, the final phase of the planning process involved identifying projects and policies that best address those needs, recognizing that financial and staff resources are not unlimited.

The CTP process is most successful when technical evaluation is balanced with qualitative input from the community. Destination2040 included a robust public engagement effort that combined in-person and online opportunities for people to learn about the plan and provide informed feedback to the team.

The following pages provide a summary of the overall planning process, public engagement, and culminating recommendations of Gwinnett's Destination2040.

VISION + GOALS

At the beginning of the Destination2040 process, the planning team worked with its stakeholder groups and committees to draft a vision statement for the plan as well as a set of CTP goals. Throughout the plan development process, the draft vision and goals were refined and validated by an extensive public involvement effort. The vision and goals helped establish a list of project priorities, which also were vetted with the public. The Destination2040 plan's vision, goals, and priorities are the driving force behind the recommendations included in this document.

VISION

The Gwinnett County Comprehensive Transportation Plan will provide a framework to improve quality of life for everyone in the County by facilitating the mobility of people and goods safely and efficiently across all modes of transportation. This framework will be established through the following short- and long-range goals.

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

The public engagement process involved a robust outreach program both in-person and online, to gather input and feedback to help shape Destination2040. The program included a variety of methods:

- Engaged in facilitated discussions at **committee** and **public meetings**
- Met people where they were at **community events**
- Facilitated focused conversations with **key stakeholder groups**
- Leveraged existing **events** and **communication networks** to spread the word
- Created plan materials in **4 languages**
 - English
 - Korean
 - Spanish
 - Vietnamese

Comprehensive Transportation Plan (CTP) / 'Comprehensive Transportation Plan' (Comprehensive Transportation Plan) / 'Comprehensive Transportation Plan' (Comprehensive Transportation Plan)

The Comprehensive Transportation Plan (CTP) is a long-range plan for the County's transportation system. It was developed by Gwinnett County, Georgia, and is funded by Gwinnett County. The CTP is a key document for the County's transportation planning process. It provides a vision for the future of the County's transportation system and outlines the strategies and programs needed to achieve that vision. The CTP is a living document that is updated regularly to reflect changes in the County's transportation needs and priorities. The CTP is a key document for the County's transportation planning process. It provides a vision for the future of the County's transportation system and outlines the strategies and programs needed to achieve that vision. The CTP is a living document that is updated regularly to reflect changes in the County's transportation needs and priorities.

Why is this update needed?

The CTP was adopted in 2008. Since then, there have been significant changes in the County's transportation needs and priorities. The CTP is a key document for the County's transportation planning process. It provides a vision for the future of the County's transportation system and outlines the strategies and programs needed to achieve that vision. The CTP is a living document that is updated regularly to reflect changes in the County's transportation needs and priorities.

Why is this update needed?

The CTP was adopted in 2008. Since then, there have been significant changes in the County's transportation needs and priorities. The CTP is a key document for the County's transportation planning process. It provides a vision for the future of the County's transportation system and outlines the strategies and programs needed to achieve that vision. The CTP is a living document that is updated regularly to reflect changes in the County's transportation needs and priorities.

Why is this update needed?

The CTP was adopted in 2008. Since then, there have been significant changes in the County's transportation needs and priorities. The CTP is a key document for the County's transportation planning process. It provides a vision for the future of the County's transportation system and outlines the strategies and programs needed to achieve that vision. The CTP is a living document that is updated regularly to reflect changes in the County's transportation needs and priorities.

Why is this update needed?

The CTP was adopted in 2008. Since then, there have been significant changes in the County's transportation needs and priorities. The CTP is a key document for the County's transportation planning process. It provides a vision for the future of the County's transportation system and outlines the strategies and programs needed to achieve that vision. The CTP is a living document that is updated regularly to reflect changes in the County's transportation needs and priorities.



7,000+
Online Survey
Participants



PRIORITY PROJECTS

The team conducted a comprehensive evaluation of possible funding sources for transportation projects including federal, state, and local revenues. Local revenue estimations through the year 2040 were used as the constraining revenue stream with additional consideration given to state and federal matches. Three funding tiers were created to prioritize projects into short-, mid-, and long-range plans.

The Short-Range Plan (Level 1), includes all projects that are expected to be funded in the first six years of the plan. The majority of this level is comprised of projects identified for the current Special Purpose Local Option Sales Tax (SPLOST) list. Other included projects are those that may be funded through previous SPLOST programs or other state/federal sources. The Mid-Range Plan (Level 2) includes projects that could be funded during the nine years after the end of the Short-Range Plan. The Long-Range Plan (Level 3) continues for the next nine years with projects that are a priority after the Mid-Range Plan has been completed.

Short-Range (6-year)

LEVEL 1

Mid-Range (9-year)

LEVEL 2

Long-Range (9-year)

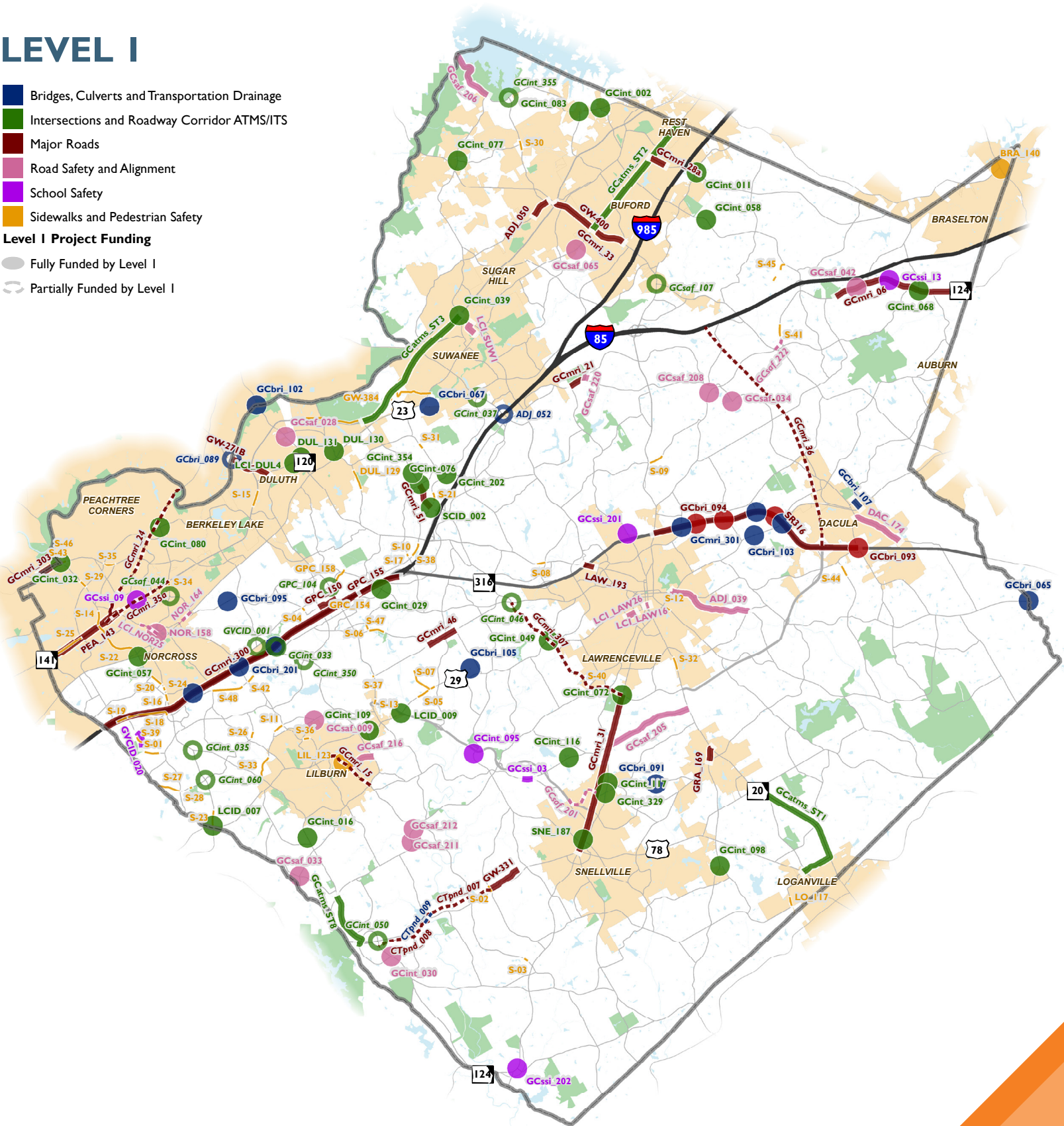
LEVEL 3

LEVEL I

- 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 by Level I
- Partially Funded by Level I

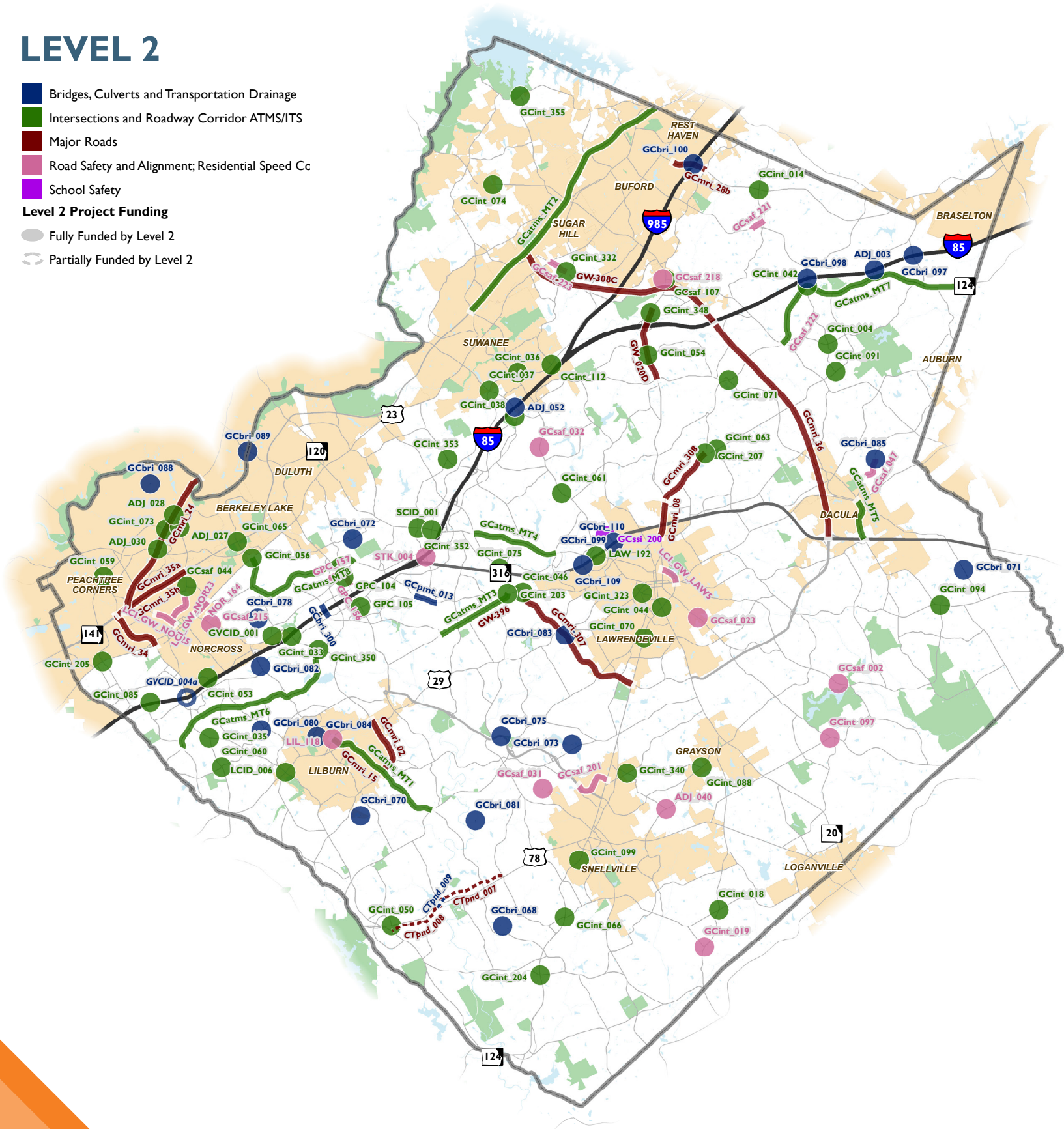


LEVEL 2

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

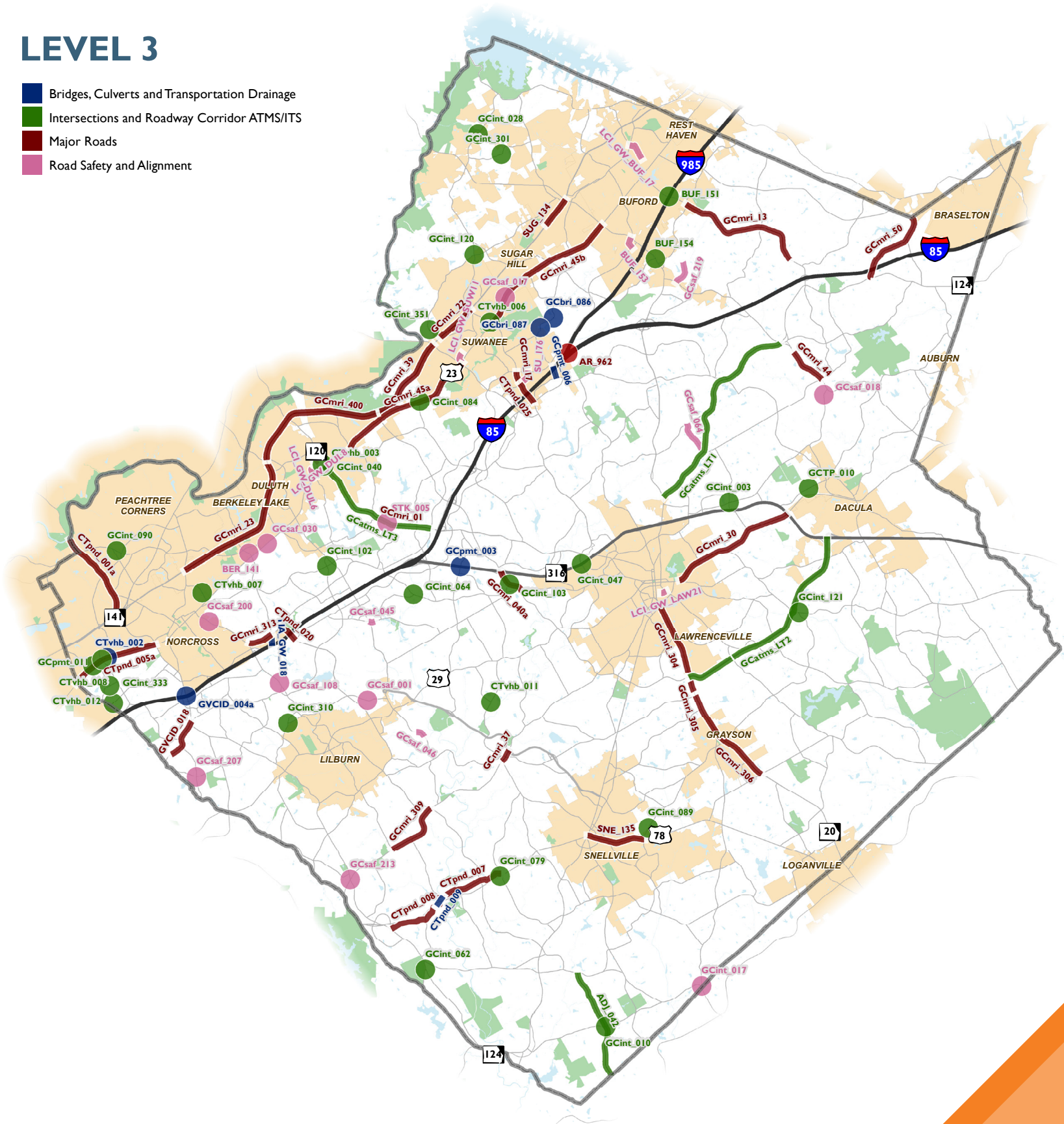
Level 2 Project Funding

- Fully Funded by Level 2
- Partially Funded by Level 2



LEVEL 3

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



POLICY RECOMMENDATIONS

Beyond recommended capital investments, the CTP provides guidance on policy-related items that directly or indirectly impact transportation. Policy and code modifications have the ability to shape community form, encourage new behavior, and strategically position the County to create vibrant multi-modal communities with minimal financial requirements.



TRANSPORTATION AND LAND USE: Identify opportunities for continued coordination between transportation and land use recognizing that both have the ability to impact and drive changes in development patterns.



FUNCTIONAL CLASSIFICATION: Adopt and incorporate the Long Range Road Classification into the Unified Development Ordinance (UDO), and continue to improve corridors based on classification.



ASSET MANAGEMENT: Continue to maintain and rehabilitate current infrastructure at a high level resulting in a longer life-cycle before a complete rebuild is required.



FREIGHT: Advance safety-enhancing projects for trucks, improve at-grade rail crossings for vehicles, and find opportunities to create better truck parking within Gwinnett County.



TRANSIT: Complete the Comprehensive Transit Development Plan which will result in a mix of short-, medium-, and long-range recommendations for the growth and development of Gwinnett's transit system.



CONNECTED AND AUTOMATED VEHICLES (CAV): Recognize and consider the role of CAV technology in current and future project implementation steps identified in the CAV Tool Box.



BICYCLE AND PEDESTRIAN: Continue the sidewalk service request program, incorporate the Priority Bicycle Network into the UDO, and complete a County-wide Trails Master Plan to expand the existing network.



TRANSPORTATION DEMAND MANAGEMENT: Commit to a reduction in demand for single occupancy vehicle trips through providing multimodal connections, creating strong land use policies, and encouraging alternative work schedules.



SAFETY: Elevate the 4 Es of safety—engineering, education, enforcement, and emergency medical—to move Gwinnett Toward Zero Deaths.

IMPLEMENTATION

A plan is only as good as its implementation. The Destination2040 document outlines many policies and projects for implementation for more than 20 years in the future. A Five-Year Action Plan provides a framework for identifying the most important steps that need to be taken in the near term to advance the plan toward completion. A complement to this is a process for monitoring progress against goals. This process is valuable so adjustments can be made along the way and so future CTP efforts in the County can make necessary modifications based on lessons learned.



ACKNOWLEDGMENTS

WINNETT COUNTY BOARD OF COMMISSIONERS

Charlotte Nash, Chairman; Jace Brooks, District 1; Lynette Howard, District 2; Tommy Hunter, District 3; John Heard, District 4

PROJECT MANAGEMENT TEAM

Gwinnett County Department of Transportation, Atlanta Regional Commission (ARC)

PARTNER AGENCY STAKEHOLDER GROUP

GDOT District 1; GDOT Office of Planning; GRTA/SRTA; Gwinnett County Departments of Community Services (Health and Human Services/Senior Services, Parks and Recreation), Communications, Planning and Development, Water Resources, Financial Services, Police, Fire and Emergency Services; Gwinnett County Public Schools; and The Georgia Center for Innovation for Logistics; Gwinnett Municipal Association; City of Auburn; City of Berkeley Lake; Town of Braselton; City of Buford; City of Dacula; City of Duluth; City of Grayson; City of Lawrenceville; City of Lilburn; City of Loganville; City of Norcross; City of Peachtree Corners; City of Snellville; City of Sugar Hill; City of Suwanee; Evermore CID; Lilburn CID; Gwinnett Place CID; Gwinnett Village CID; Sugarloaf CID

COMMUNITY STAKEHOLDER GROUP

Victor Dang, Commission Chairman; John Karnowski, Commission District 1; Shaun Adams, Commission District 2; Sherman Merritt, Commission District 3; Renee Byrd-Lewis, Commission District 4; Jacqueline Frazier, CPSC Civic Representative; Scott Hilton, CPSC Civic Representative; Gwinnett Palmetto Grants; Gwinnett Hospital System; Georgia Gwinnett College; Gwinnett Rotary; Center for Pan Asian Community Services; Clean and Beautiful; Gwinnett Technical College; WestRock; Norfolk Southern; Averitt Supply Chain Solutions; Delta Sigma Theta Sorority, Gwinnett County Alumni Chapter; Gwinnett Community Development; Gwinnett Student Leadership Team; Gwinnett Young Professionals; Georgia Piedmont Land Trust; Georgia Commute Options; Safe Routes to Schools; Gwinnett Chamber of Commerce; Gwinnett Technical College; Publix Supermarkets; Eastside Medical; Gwinnett Veterans Resource Center; Gwinnett Kiwanis; ARC Workforce Investment Council; Children's Healthcare of Atlanta and Kaiser Permanente; Gwinnett County Transit Advisory Board; Latin American Association; CSX; United Ebony Society – Gwinnett; Gwinnett Council for Seniors

CONSULTANT TEAM

Kimley»Horn

Bleakly Advisory Group
Pond
Sycamore
VHB
Debra Semans