



CONNECT GWINNETT

TRANSIT
PLAN

**EXECUTIVE
SUMMARY**

SEPTEMBER 2018

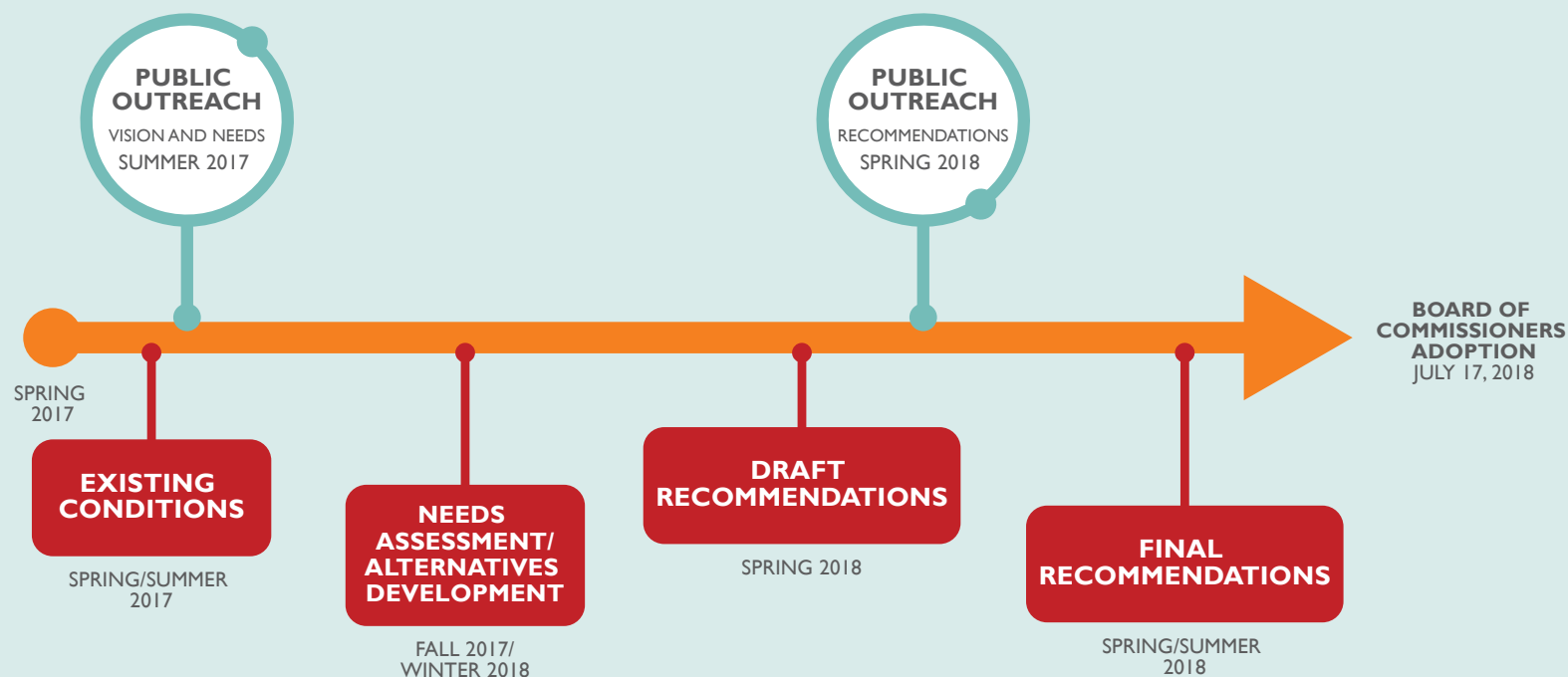
INTRODUCTION

When Gwinnett County Transit (GCT) was created in 2001, the County had fewer than 600,000 residents. **Now, with a tremendously diverse population of more than 900,000 people, Gwinnett is projected to be the largest county in the state by 2040 with approximately 1.3 to 1.5 million people.** And as the County's population continues to increase, employment numbers are projected to exceed 500,000, reflecting that Gwinnett is no longer strictly a bedroom suburb.

Gwinnett County's changing identity means that transportation needs are evolving as well. Public transportation plays an important role in creating true integrated mobility for residents, employees, and visitors. Some people require public transportation to complete their necessary daily tasks like working and shopping for groceries. Others appreciate a one-seat transit ride to jobs in key employment centers that relieve them of the stress of peak-period driving. Many more would consider the option of transit if it could provide an efficient, competitive alternative to their single-occupant vehicle trip.

A new local sales tax for transit was considered in this process that could be combined with both farebox revenues and federal and state funding. The Connect Gwinnett team was tasked with identifying transit needs, both existing and projected into the future, within the boundaries of the fiscal opportunity. Ultimately, detailed technical analysis and robust public and stakeholder engagement supported the planning team in developing a list of prioritized, financially-constrained transit recommendations.

Connect Gwinnett: Transit Plan is the Comprehensive Transit Development Plan (CTDP) for Gwinnett County. The CTDP stems from recommendations from the County's recent Comprehensive Transportation Plan (CTP) update—Destination2040—that recognized the integral role that transit plays in the success of any major metropolitan area's transportation system.



PROCESS

To undertake Gwinnett County Transit’s most comprehensive system review, the Connect Gwinnett team reviewed fixed route, express commuter, and paratransit services and developed a plan for short-, mid-, and long-range recommendations over a 16-month planning process.

The Connect Gwinnett planning process included an extensive existing conditions analysis to understand the system as it exists today. This analysis was further informed by an initial public outreach effort that focused on understanding and integrating the community’s vision for the transit system as well as having the public identify existing gaps or needs. Using

feedback from the public and information gathered from the existing conditions phase, the planning team conducted technical analyses to further assess the County’s current and future transit needs. Based on these needs, the team began to draft recommendations—categorized into short-, mid-, and long-range priorities—that would position the County to achieve its transit vision. These draft recommendations were then presented to the community during a second round of outreach. Incorporating the public’s feedback, the planning team then finalized the Connect Gwinnett: Transit Plan’s recommendations and presented them to the Board of Commissioners for adoption.

Coverage and Connectivity and Congestion Relief were selected as the top two priorities with Economic Development, Travel Time Reduction, and Reliability tying for third.



SYSTEM EXISTING CONDITIONS

The first step to meeting the community's goals and priorities was to examine and evaluate the existing transit system in Gwinnett County.

SERVICE

3

TYPES OF SERVICE

Local bus
Express commuter bus
Paratransit demand response



7

LOCAL ROUTES

Span of Service

Weekday:
5:30 or 6 a.m. to
9 or 10:30 p.m.*

Saturday:
6 or 7 a.m. to
8 or 10 p.m.*

*actual service hours
vary based on route

5

EXPRESS ROUTES

Span of Service

Peak period
weekday service
only



1.4

MILLION TRIPS ANNUALLY

(per 2015 National Transit Database)

975,000 Local bus
370,000 Express commuter bus*
29,000 Paratransit

*not including GRTA Xpress trips

30

-MINUTE FREQUENCY OR BETTER

Route 10A
Route 10B
Route 20
Route 30
Route 35
Route 40
Route 103

PARK-AND-RIDES

3

PARK-AND-RIDE LOTS

served by both local bus
and express commuter
bus service



REVENUE

2.5

MILLION
REVENUE
MILES
(2015 NTD)



FAREBOX RECOVERY (2015 NTD)

Local

14.8%

Express commuter

42.1%

POPULATION AND JOBS

WITHIN ¼ MILE OF LOCAL BUS ROUTES

125,000

PEOPLE

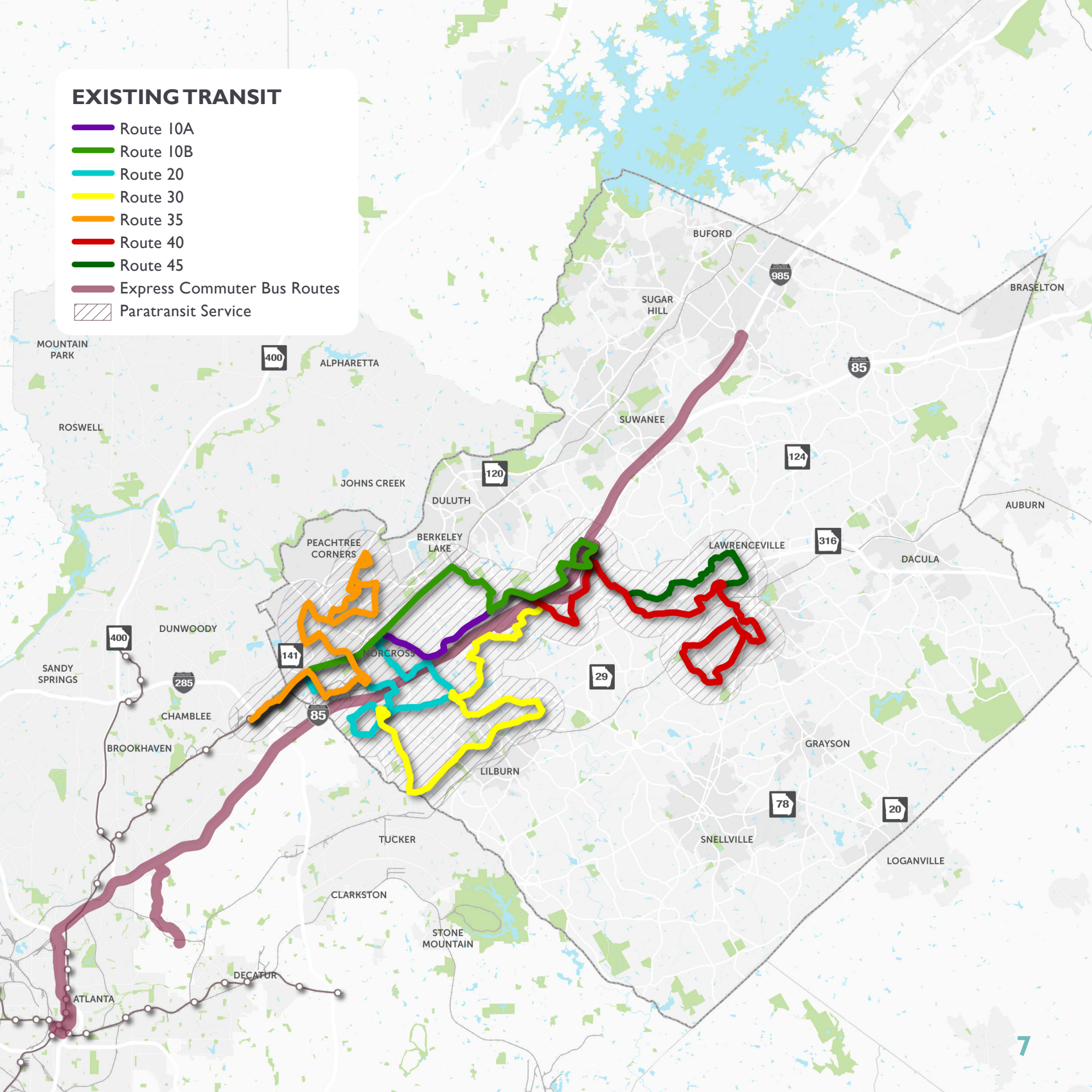
136,000

JOBS



EXISTING TRANSIT

- Route 10A
- Route 10B
- Route 20
- Route 30
- Route 35
- Route 40
- Route 45
- Express Commuter Bus Routes
- Paratransit Service



GWINNETT COUNTY TODAY

A further examination of current and projected demographics, land uses, and travel patterns within the County informed the Connect Gwinnett team on how an enhanced transit system could fit into the ever-changing context of the County.

PEOPLE AND JOBS

POPULATION (people)
2015

853,700

2040

1,340,950 to
1,560,000

EMPLOYMENT (jobs)
2015

392,150

2040

547,850

DEMOGRAPHICS

AGE
age 14 and under

23.3%

age 65+
8.1%

LOW INCOME
POPULATION
13.7%

MOBILITY-CHALLENGED
POPULATION
7.2%

NO-VEHICLE
HOUSEHOLDS
3.3%

MINORITY
POPULATION
59%

LOCAL DESTINATIONS

THE FORUM
GWINNETT
PLACE MALL

Gwinnett
Medical Center

GEORGIA
GWINNETT
COLLEGE

Gwinnett
Technical College

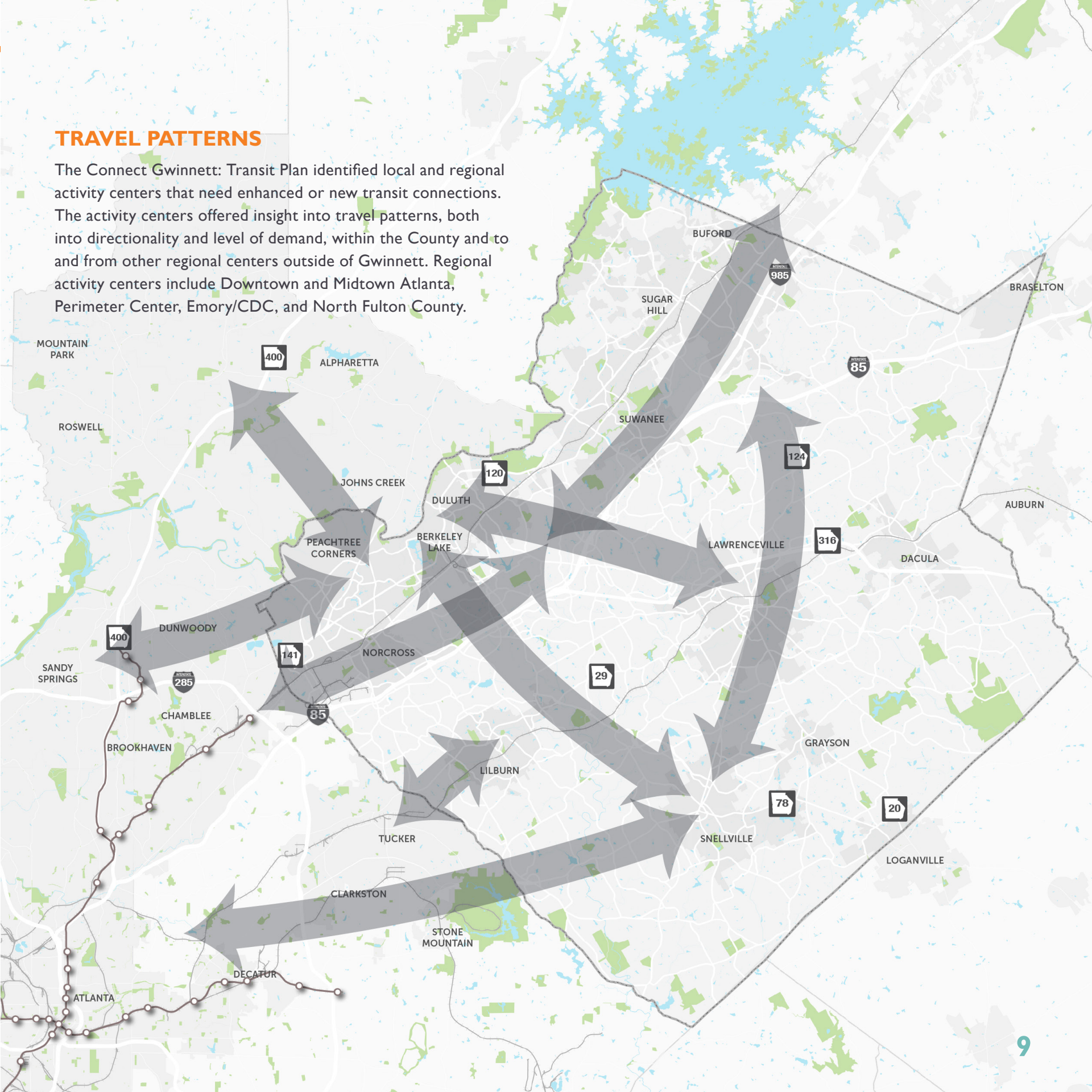
INFINITE
ENERGY CENTER

Sugarloaf Mills

G J A C

TRAVEL PATTERNS

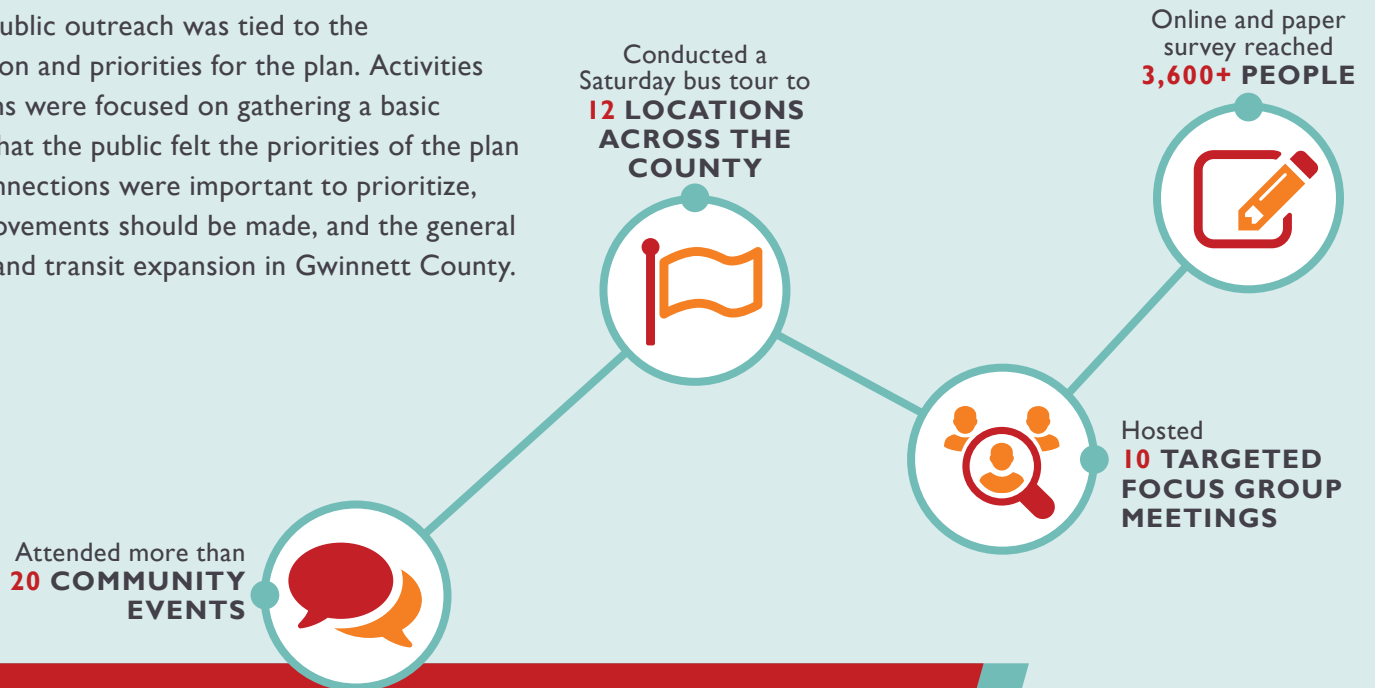
The Connect Gwinnett: Transit Plan identified local and regional activity centers that need enhanced or new transit connections. The activity centers offered insight into travel patterns, both into directionality and level of demand, within the County and to and from other regional centers outside of Gwinnett. Regional activity centers include Downtown and Midtown Atlanta, Perimeter Center, Emory/CDC, and North Fulton County.



PUBLIC OUTREACH ROUND I

The public played a significant role in the development of the Connect Gwinnett: Transit Plan. Outreach with the public and stakeholders was conducted over two phases of the planning process.

The first phase of public outreach was tied to the development of vision and priorities for the plan. Activities and survey questions were focused on gathering a basic understanding of what the public felt the priorities of the plan should be, what connections were important to prioritize, what types of improvements should be made, and the general outlook on transit and transit expansion in Gwinnett County.



Survey participants were asked if Gwinnett County needs an expanded and improved public transit system. The majority of both survey groups (Rider and Non-Rider) believe an expanded and improved transit system is needed.

85.3%
OF RIDERS AND

76.3%
OF NON-RIDERS

believe an expanded
and improved transit
system is needed



The Connect Gwinnett: Transit Plan used a variety of tools and media to engage the public and gather their input.

BUS TOUR: The Connect Gwinnett Bus Tour consisted of 3 routes traversing the County and making 4 stops each (12 total) at activity centers such as parks, malls, grocery stores, farmers markets, and other destinations to meet the community where they were. The tour helped promote the Gwinnett County Transit brand and enabled the community to check out a bus; the stops also included survey administration and facilitated interactive exercises.

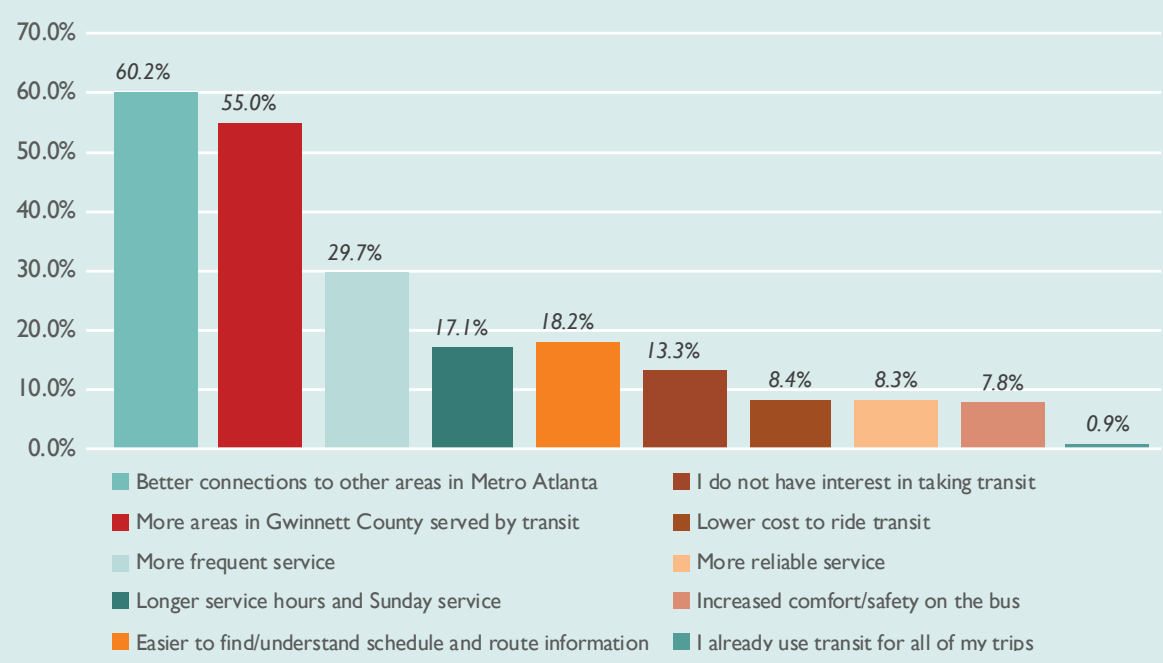
CAR CARDS: For the car cards, the planning team translated high-level concepts about the Connect Gwinnett effort into Spanish, Korean, and Vietnamese. These cards were created to advertise the plan and the online survey and were placed on Gwinnett County Transit buses in the headliner for the duration of the process.

WRAPPED BUSES: Gwinnett County Transit helped the planning team create bus wraps to advertise the plan and promote the project website. Two wrapped buses were deployed in the region for 90 days, largely concurrent to survey administration.



Survey participants also were asked to identify the top three improvements that would increase their transit use. The top three responses were:

- Better connections to other areas in Metro Atlanta
- More areas in Gwinnett County served by transit
- More frequent service



MODES CONSIDERED

To accommodate the diverse set of transit needs and demands in the County, the Connect Gwinnett: Transit Plan considered various transit modes.

The transportation needs and levels of demand vary considerably throughout the County. The planning team identified the most efficient and effective transit mode to address each of the wide-ranging needs. A combination of context, need, and public feedback ultimately impacted the decisions of mode and route location throughout the recommended transit network.



HEAVY RAIL TRANSIT (HRT)
High speed and fully grade-separated
Capital: \$250M/mile
Operating: \$1,150/ revenue hour



LIGHT RAIL TRANSIT (LRT)
Grade-separated or street level, often in dedicated right-of-way
Capital: \$95-125 M/mile
Operating: \$400/ revenue hour



COMMUTER RAIL
Carries moderate to long distance commuters; Often shares corridor with freight
*Capital: \$20-25M/mile**
Operating: \$1,000/ revenue hour
*Assumes operation in existing rail



BUS RAPID TRANSIT (BRT)
Rubber-tire vehicles in primarily dedicated lanes; Enhanced stations
Capital: \$20-30M/mile
Operating: \$105/ revenue hour



RAPID BUS
Rubber-tire vehicles in some dedicated lanes; Mostly queue jumper lanes and transit signal priority
Capital: \$3-13M/mile
Operating: \$95/ revenue hour



EXPRESS COMMUTER BUS
Rubber-tire coach vehicles; Serves long-distance, commute flow
Capital: \$10-150M/ new Park-and-Ride
Operating: \$150-190/ revenue hour



VANPOOL
Uses vans for targeted small groups; Serves commuters who have similar home and work locations
Subsidy based on ridership



LOCAL BUS
Mixed flow traffic, shared right-of-way
Capital: \$400K-800K/mile
Operating: \$75-80/ revenue hour



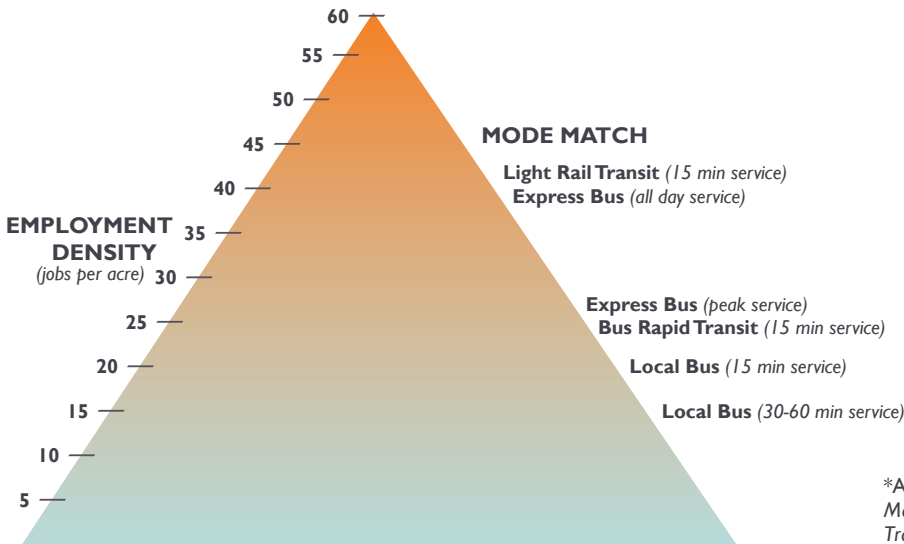
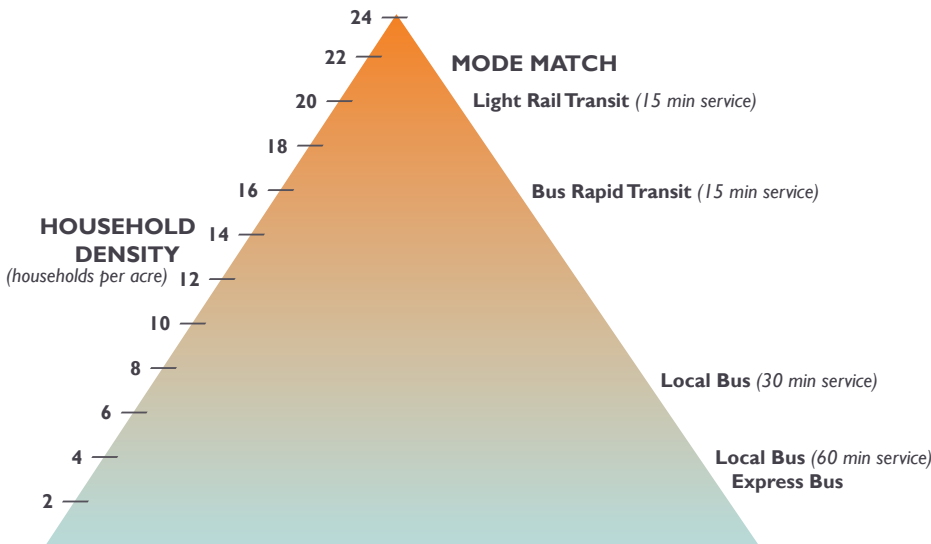
FLEX SERVICE*
Demand responsive bus or shuttle; Operates in a defined geographic area without fixed routes
Capital: \$2M/mile
Operating: \$75-80/ revenue hour
*This mode type is also known as Microtransit



TRANSPORTATION NETWORK COMPANIES (TNCs)
Individual vehicles used for service; Operates in a defined geographic area without fixed routes
Subsidy based on ridership

TECHNOLOGY-DEMAND MATCHING

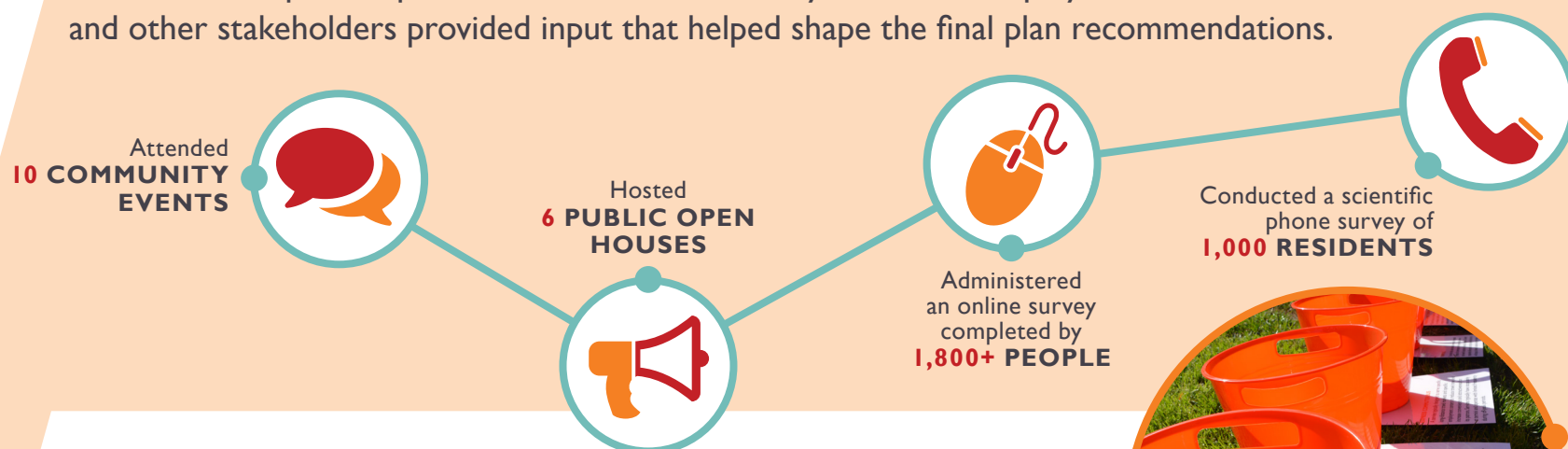
Each transit mode is considered most cost effective and sustainable within a certain range of trip densities. Higher capacity transit modes require significant levels of investment and are more efficient with increased population and employment densities that generate greater levels of demand for travel activity. The triangle graphics below show industry-standard densities for effective transit service for population and employment, respectively. These thresholds provided high-level guidance for recommending the appropriate mode for each identified corridor but were not the only factor in the decisions surrounding mode choice. Other factors considered cost, constructability, and public preference.



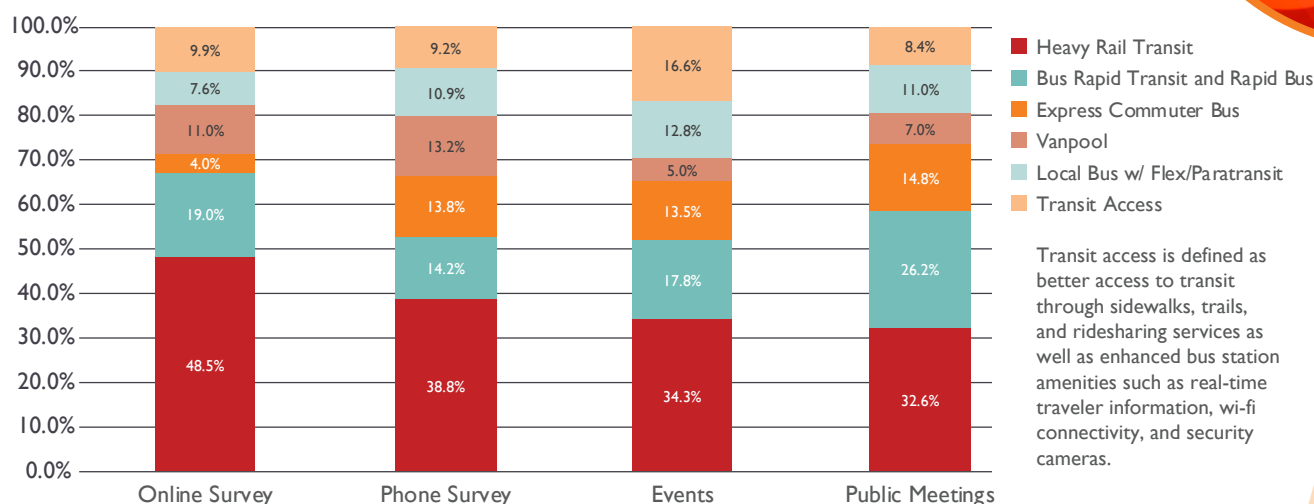
*Adapted from TCRP Report 167:
Making Effective Fixed Guideway
Transit Investments

PUBLIC OUTREACH ROUND 2

Using technical analysis to determine the feasibility of different mode types to connect desired destinations and activity centers, the planning team developed a list of possible recommendations for the Connect Gwinnett: Transit Plan. To further refine the recommendations, the team looked to the public for feedback on the draft plan. Through community events, an online and scientific phone survey, and a round of public open houses, Gwinnett County residents, employees, business owners, and other stakeholders provided input that helped shape the final plan recommendations.



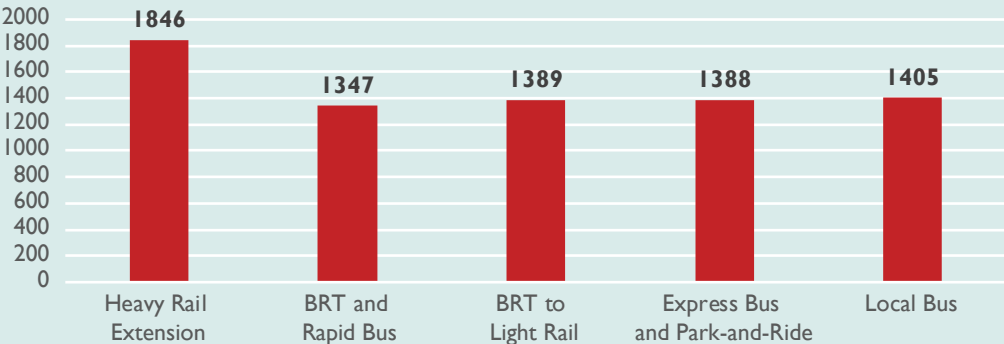
While each engagement effort had a host of questions/activities targeted at gathering specific feedback from participants, a single consistent activity was used across all second-round engagement efforts. This activity was a budgeting exercise in which participants were hypothetically given \$100 to **prioritize six modes of transit** that were included in the 30-year draft recommendations.





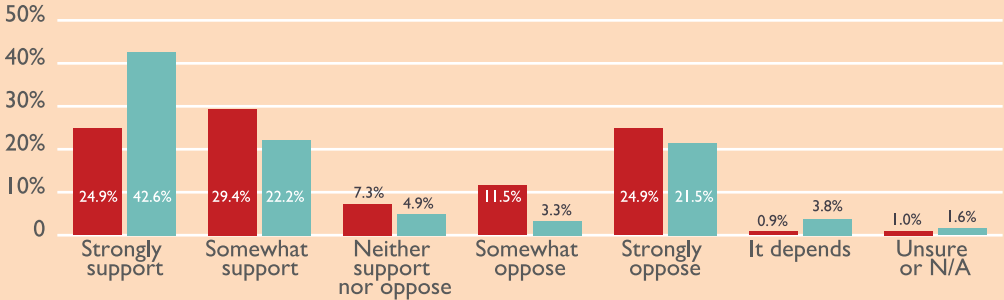
Participants in the scientific phone survey were asked to prioritize transit modes for long-range investments. Ranked priorities were then weighted so the highest priorities received the greatest number of points. The graph shows these weighted results—while heavy rail transit received the highest number of points, the scores are relatively balanced across all modes.

Weighted Scoring for Long-Range Investments

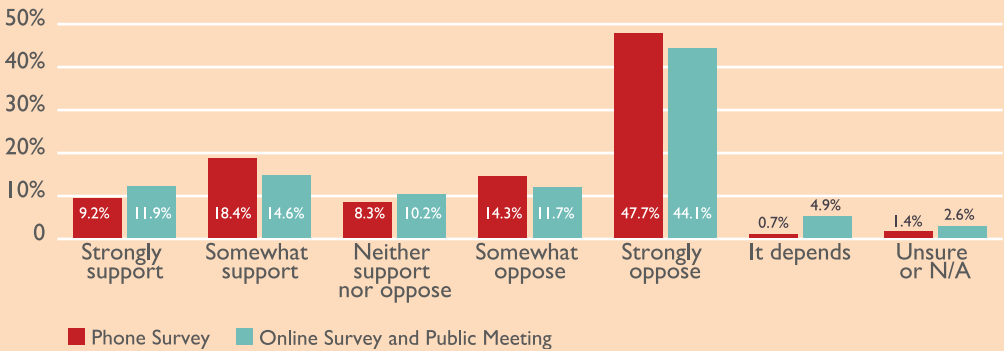


To help fund the plan’s transit recommendations, participants in the online and phone surveys and public open house attendees were asked about their **funding source preferences: sales tax, property tax, or a combination of both**. Across all sources of input, participants favored a sales tax as the method of funding for future transit in the County.

Support for Funding via Sales Tax



Support for Funding via Property Tax



FINANCIAL PLAN/CONSTRAINED TIERS

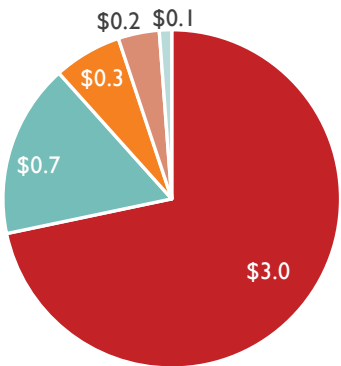
The Connect Gwinnett: Transit Plan is financially constrained through its first three phases: Short-Range, Mid-Range, and Long-Range Phase 1. These first three phases look 30 years into the future and establish a path for implementation through local (e.g., sales tax, farebox revenue), state, and federal funding. The fourth phase, Long-Range Phase 2, reflects the long-term vision for transit in Gwinnett County; the projects identified in this specific phase are not financially constrained.

Projects in the first 30 years of the plan include a combination of capital investments in new transit facilities and technology upgrades as well as service enhancements to existing transit routes. The plan also includes programmatic features that aim to improve overall user experience and comfort: technology upgrades, upgrades to existing and construction of new transit facilities. The plan reflects an understanding that transit requires a regional approach and strategy and includes consideration for monies to be contributed for multijurisdictional projects that benefit Gwinnett residents.

Financially Constrained Capital Expenditures (in 2018 dollars [billions])*

*Reflects only capital costs for the first three phases of the constrained plan

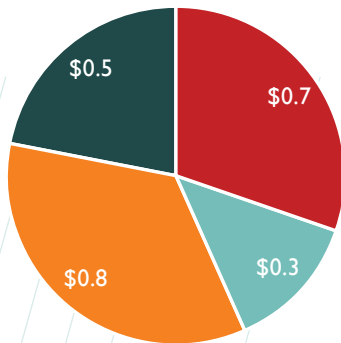
- High Capacity Transit
- Commuter Services
- Local/Flex/Paratransit
- Facility/Technology Upgrades
- Regional Projects



Financially Constrained Operating Expenditures (in 2018 dollars [billions])*

*Reflects operating costs for the first three phases of the constrained plan

- High Capacity Transit
- Commuter Services
- Local/Flex/Paratransit
- Facility/Technology Upgrades
- Regional Projects
- Fixed Operations (Only included in Financially Constrained Operational Expenditures)



TIMEFRAME



BUDGET (2018 DOLLARS)*

*Budget identified by plan phases is not cumulative

In the past year, there have been steps taken at the state and regional levels to move transit to the forefront of transportation conversations. These initiatives, such as House Bill 930 (HB 930) and the creation of the Atlanta-region Transit Link Authority (The ATL) will continue to play a significant role in Gwinnett County and the implementation of this plan. The Connect Gwinnett: Transit Plan aligns its financial plan with the timeframe identified under HB 930 and assumes a one-cent sales tax in Gwinnett County to be dedicated to transit.

HB 930

The Georgia General Assembly passed House Bill 930, which creates a regional transit structure through the creation of the Atlanta-region Transit Link Authority (The ATL). The ATL is charged with coordinating transit planning and operations across the metro region to help create a more seamless system. Under HB 930, counties have the option to raise up to a 30-year, one-cent sales tax for transit, which fits into the financial constraints outlined in this plan. For Gwinnett County, the legislation includes a provision under which the County could join MARTA through the passage of a one-cent sales tax.

THE ATL

The ATL is charged with developing a regional transit plan for a 13-county area: Cherokee, Clayton, Coweta, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale Counties. The agency also will coordinate existing and future transit service in the 13-county region, including services currently provided by MARTA, GRTA Xpress, CobbLinc, Gwinnett County Transit, Connect Douglas and the Cherokee Area Transit Service. The ATL could explore unified fare payment systems, improved routing and scheduling across jurisdictions, and efficiencies in purchasing, maintenance, and operations.



HOW TO READ THE PLAN PHASES

To best understand the Connect Gwinnett: Transit Plan, the plan recommendations are explained beginning with Long-Range Phase 2 recommendations, which represent the community's long-term transit vision and include projects featured in any phase of the plan as well as projects only considered in the long-term vision. This long-term vision is then broken down in greater detail by major modal elements, including high-capacity transit, express commuter bus services, and local/flex/paratransit services.

After the Long-Range Phase 2 recommendations, the fiscally constrained plans are presented in order of time frame from short- to mid- to long-range plans.










For each range summary, the circles to the right of the range description note the service modes included in that range of the plan. A circle that is completely filled indicates a service exists in that specific phase. A circle that is half-filled indicates a service that will be implemented based on contingencies.

On the maps on the right-hand page of each range's section, it's important to note the routes with yellow shadows: these indicate an opportunity to partner with an adjacent jurisdiction to fund capital infrastructure investments.

LONG-RANGE PHASE 2

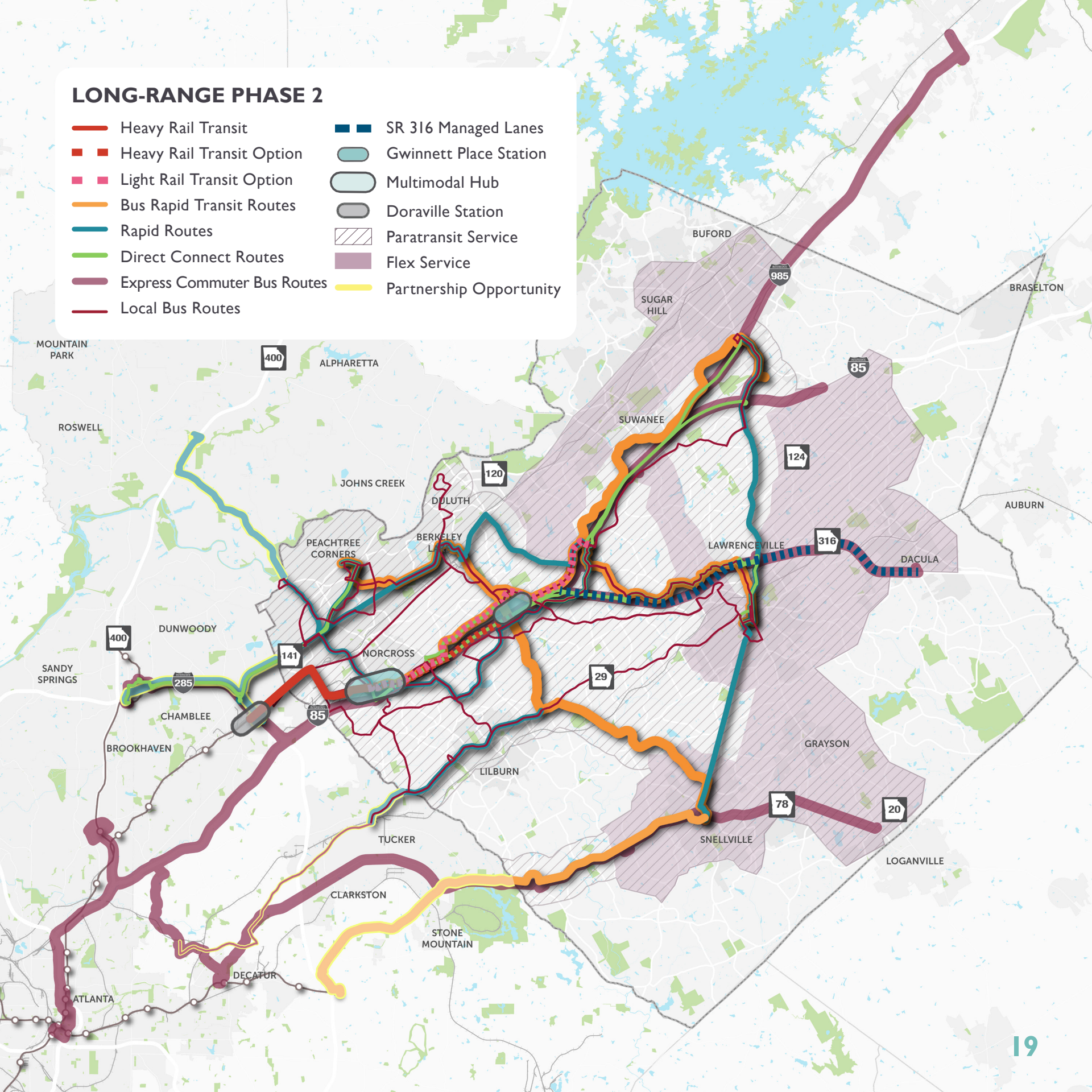
The Long-Range Phase 2 presents the ultimate vision for the plan and reflects the desires of the community to meet transit demands. This phase builds on the financially constrained 30-year timeframe and includes projects that can be brought forward to maximize the County's investment in transit if additional funding becomes available or projects from previous phases are completed at lower than anticipated costs.

SERVICES IN LONG-RANGE PHASE 2

-  **Heavy Rail Transit**
-  **Light Rail Transit**
-  **Bus Rapid Transit**
-  **Rapid Bus**
-  **Express Commuter Bus**
-  **Direct Connect**
-  **Local Bus**
-  **Flex Zones**
-  **Paratransit**

LONG-RANGE PHASE 2

- Heavy Rail Transit
- - - Heavy Rail Transit Option
- - - Light Rail Transit Option
- Bus Rapid Transit Routes
- Rapid Routes
- Direct Connect Routes
- Express Commuter Bus Routes
- Local Bus Routes
- ▬▬▬ SR 316 Managed Lanes
- Gwinnett Place Station
- Multimodal Hub
- Doraville Station
- Paratransit Service
- Flex Service
- Partnership Opportunity



LONG-RANGE PHASE 2: HIGH-CAPACITY TRANSIT

The high-capacity transit network will begin to expand and improve transit in Gwinnett County by creating a backbone for the rest of the network to connect into or compliment. The high-capacity transit network will focus on moving people quickly within Gwinnett County and into the surrounding parts of metro Atlanta.

The high-capacity transit network presented in the Long-Range Phase 2 Plan includes the following service:

Heavy Rail Transit

HRT	Doraville MARTA Station to Jimmy Carter Multimodal Hub
HRT	Jimmy Carter Multimodal Hub to Gwinnett Place Mall Extension*

*This is a potential expansion that is planned to be an either/or project with the light rail service.

Light Rail Transit

LRT	Jimmy Carter Multimodal Hub to Sugarloaf Mills Park-and-Ride**
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**This is a conversion project, planned to be an either/or project with the heavy rail extension from bus rapid transit to light rail transit.

Bus Rapid Transit

700	Jimmy Carter Multimodal Hub to Sugarloaf Mills Park-and-Ride
701	Lawrenceville Transit Center to Peachtree Corners Transit Center
702	Snellville Park-and-Ride to Indian Creek MARTA Station
202***	Infinite Energy Transit Center to Mall of Georgia
203***	Peachtree Corners Transit Center to Snellville Park-and-Ride

***These are rapid bus conversion projects.

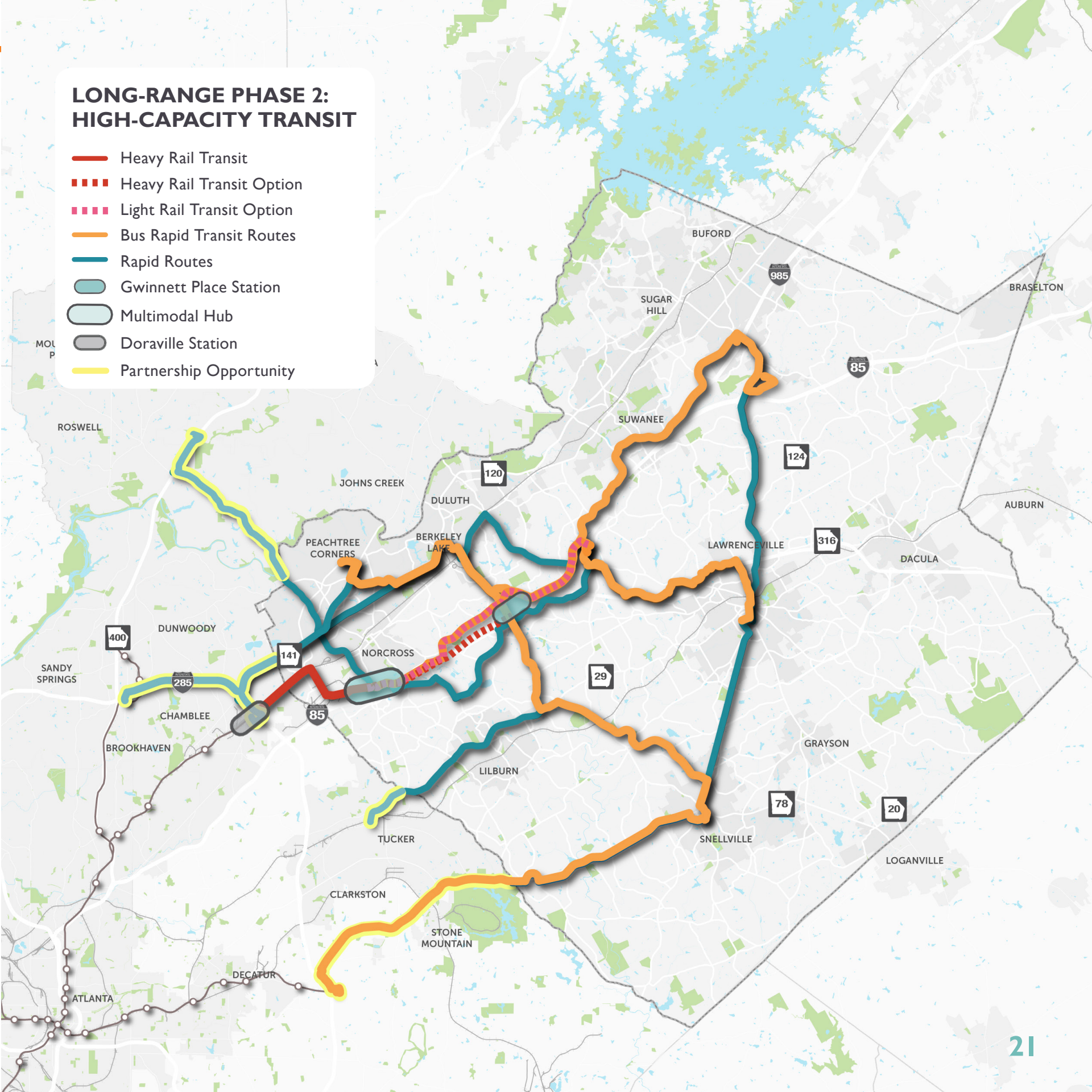
Rapid Bus

200	Doraville MARTA Station to Sugarloaf Mills Park-and-Ride (via Peachtree Industrial Boulevard)
201	Jimmy Carter Multimodal Hub to Infinite Energy Transit Center (via Steve Reynolds Boulevard)
204	I-985 Park-and-Ride to Snellville Park-and-Ride
205	North Fulton Multimodal Hub to Jimmy Carter Multimodal Hub
207	Lilburn (Beaver Ruin Road) to Tucker (Hugh Howell Road)****
208	Peachtree Corners Transit Center to Medical Center MARTA Station****

****Routes 207 and 208 include rapid bus-like capital improvements that feature limited dedicated bus lanes; instead buses will operate within mixed traffic along much of the alignment. Transit signal priority and queue jump lanes are proposed where appropriate.

**LONG-RANGE PHASE 2:
HIGH-CAPACITY TRANSIT**

- Heavy Rail Transit
- Heavy Rail Transit Option
- Light Rail Transit Option
- Bus Rapid Transit Routes
- Rapid Routes
- Gwinnett Place Station
- Multimodal Hub
- Doraville Station
- Partnership Opportunity



LONG-RANGE PHASE 2: EXPRESS COMMUTER BUS SERVICES

While high-capacity transit is a significant component of the plan, Connect Gwinnett includes a range of services to respond to various user needs. Many of the residents that live in Gwinnett and commute to other metro Atlanta employment centers are looking for a one-seat ride to work. The express commuter bus routes presented in the Long-Range Phase 2 Plan includes the following services:

- **Expansion of express commuter bus service** serving destinations beyond Downtown, Midtown, and Emory to include new employment centers such as Buckhead and Perimeter.
- **Direct connect services** that close the gap for non-traditional peak workers by offering mid-day and reverse commute options. These routes tie park-and-ride lots to the MARTA Chamblee Station in the mid-range and the new multimodal hub in the long-range.
- **Vanpool deployment** to offer services for smaller clusters of employees with similar home and work locations.

Direct connect service is a new type of transit service that is proposed for Gwinnett County. The proposed routes provide an all-day bi-directional connection between the metro heavy rail system and park-and-ride lots around the County. It also will provide additional flexibility for express commuter bus users who may require trips outside of traditional peak periods.

















Express Commuter Bus

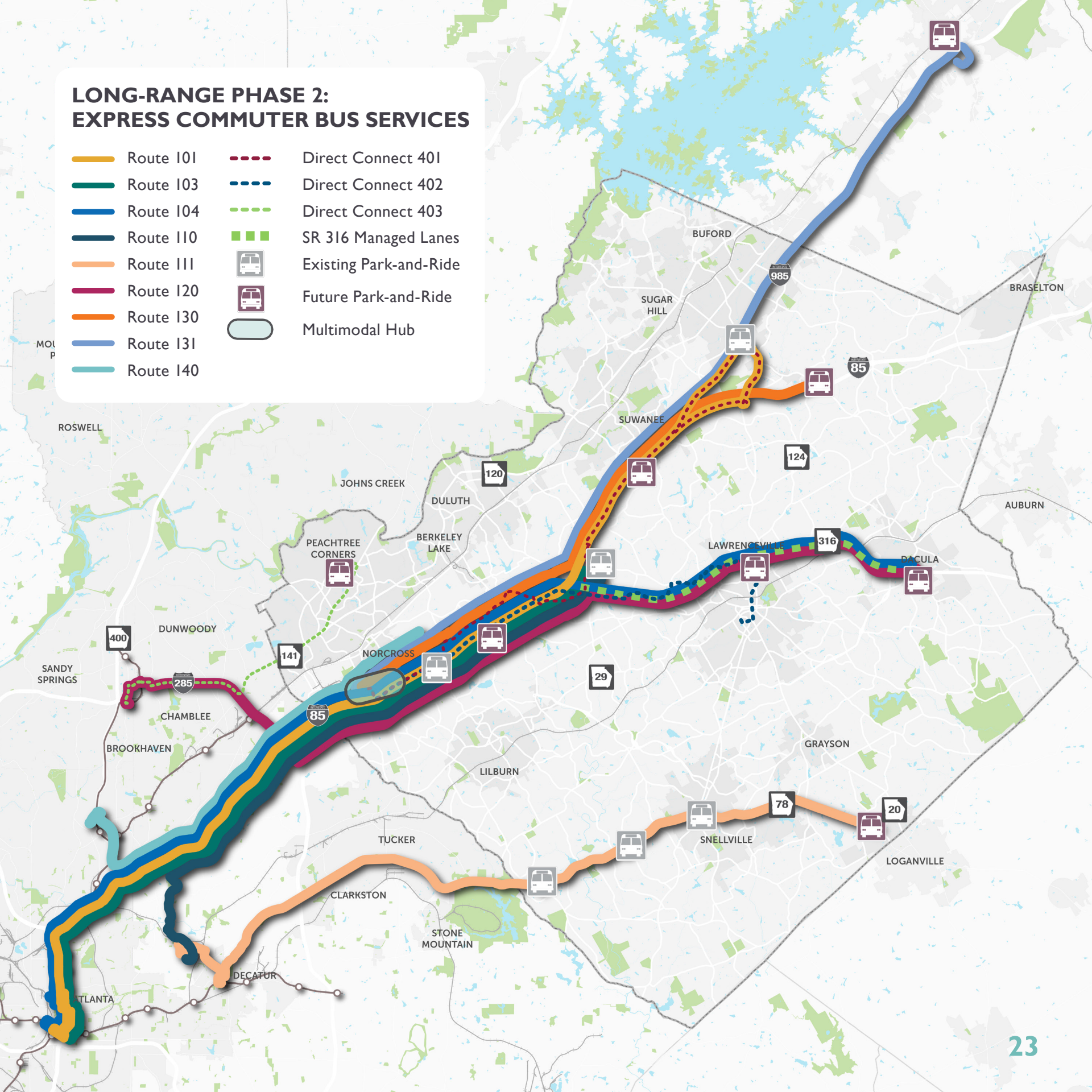
101	I-985 Park-and-Ride to Downtown Atlanta
103	Sugarloaf Mills Park-and-Ride to Downtown Atlanta
104	Harbins Road to Downtown Atlanta
110	Sugarloaf/Indian Trail Park-and-Ride to Emory University
111	Loganville/Snellville to Emory University
120	Harbins Road to Perimeter Area (MARTA Stations)
130	SR 324/Braselton to Jimmy Carter Multimodal Hub
131	Hall County to Jimmy Carter Multimodal Hub
140	Indian Trail Park-and-Ride to Buckhead

Direct Connect

401	I-985 Park-and-Ride to Jimmy Carter Multimodal Hub
402	Downtown Lawrenceville to Jimmy Carter Multimodal Hub
403	Peachtree Corners Transit Center to Perimeter Area (MARTA Stations)

LONG-RANGE PHASE 2: EXPRESS COMMUTER BUS SERVICES

- | | |
|---|--|
|  Route 101 |  Direct Connect 401 |
|  Route 103 |  Direct Connect 402 |
|  Route 104 |  Direct Connect 403 |
|  Route 110 |  SR 316 Managed Lanes |
|  Route 111 |  Existing Park-and-Ride |
|  Route 120 |  Future Park-and-Ride |
|  Route 130 |  Multimodal Hub |
|  Route 131 | |
|  Route 140 | |



LONG-RANGE PHASE 2: LOCAL/FLEX/PARATRANSIT

Local, flex, and paratransit services help to support the high-capacity network by offering better local coverage and connectivity. These services serve areas that may not have the density required for a higher-capacity investment but still need transit service to make connections and provide local mobility. Local, flex, and paratransit routes/coverage zones presented in the Long-Range Phase 2 Plan include the following services:

- **Eleven local bus routes** providing greater coverage and higher levels of connectivity to the multimodal hub
- **Eight flex areas** anchored to transit centers to connect passengers to the larger transit network and local, on-demand trips
- **Paratransit services** that provide door-to-door connectivity for individuals with mobility challenges

Flex Zones

500	Buford/Sugar Hill
501	Suwanee-Duluth
502	Lawrenceville
503	Snellville
504	Dacula-Lawrenceville
505	Lawrenceville-Suwanee
506	Loganville-Lawrenceville
507	Hamilton Mill-Lawrenceville

Paratransit Services




Paratransit services operate 3/4-mile from fixed route services in addition to the flex zones and fills geographic service gaps.

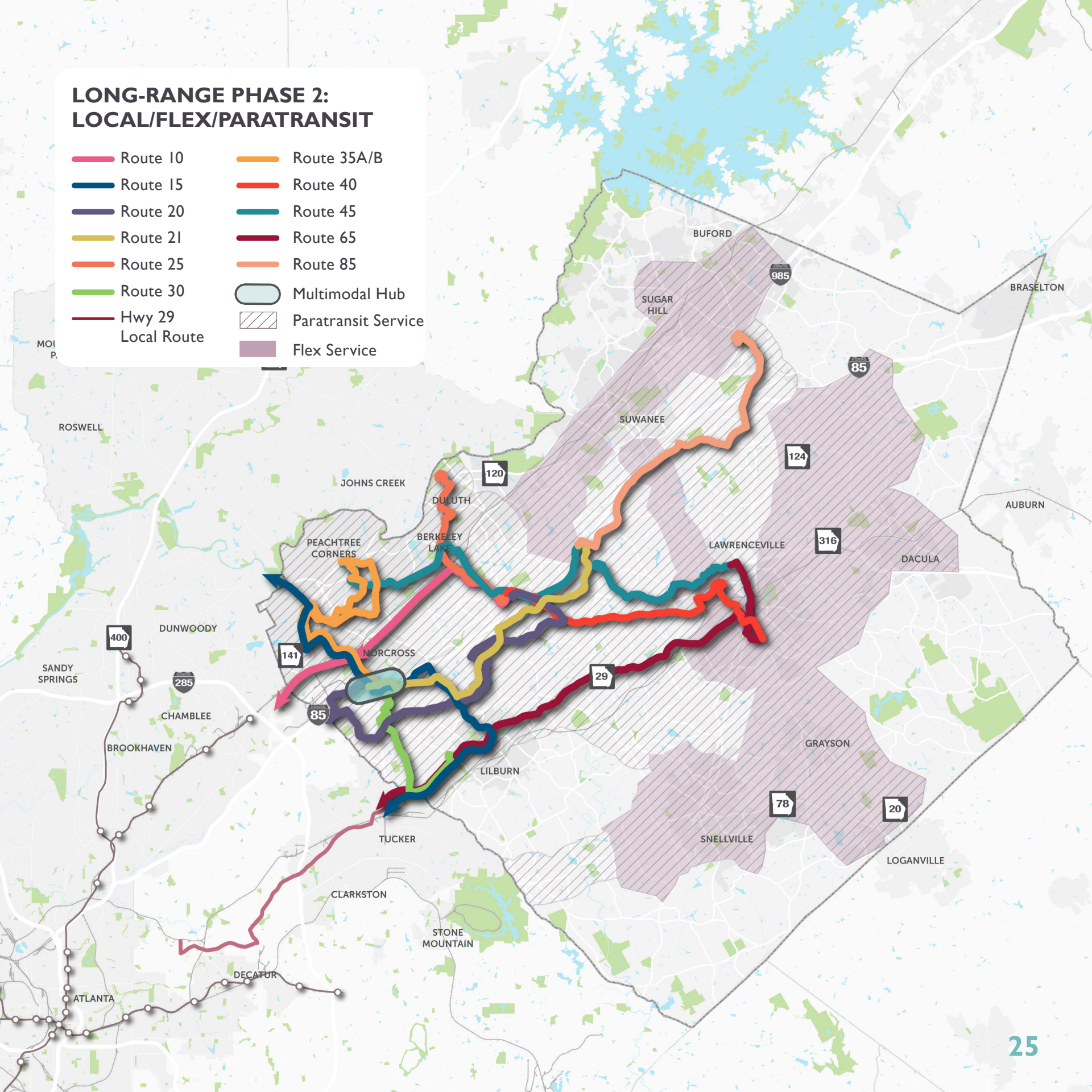
Local Bus*

10	Gwinnett Place Transit Center to Doraville MARTA Station
15	Holcomb Bridge Road/Spalding Road to Lilburn/Tucker
20	Jimmy Carter Multimodal Hub to Gwinnett Place Transit Center
21	Jimmy Carter Multimodal Hub to Infinite Energy Transit Center
25	Gwinnett Medical Center- Duluth to Gwinnett Place Transit Center
30	Jimmy Carter Multimodal Hub to Lilburn
35A	Peachtree Corners Transit Center to Jimmy Carter Multimodal Hub via Technology Parkway
35B	Peachtree Corners Transit Center to Jimmy Carter Multimodal Hub via Medlock Bridge Road
40	Gwinnett Place Transit Center to Lawrenceville Transit Center
45	Peachtree Corners Transit Center to Lawrenceville Transit Center
65	Georgia Gwinnett College Transit Center to Tucker
85	Sugarloaf Mills Park-and-Ride to I-985 Park-and-Ride

*There is a potential extension opportunity along Highway 29 to Emory University.

LONG-RANGE PHASE 2: LOCAL/FLEX/PARATRANSIT

- | | |
|--|---|
| — Route 10 | — Route 35A/B |
| — Route 15 | — Route 40 |
| — Route 20 | — Route 45 |
| — Route 21 | — Route 65 |
| — Route 25 | — Route 85 |
| — Route 30 |  Multimodal Hub |
| — Hwy 29
Local Route |  Paratransit Service |
| |  Flex Service |



SUMMARY OF SHORT-RANGE PLAN

The Short-Range Plan encompasses recommendations for the first five years of investment. The recommendations are based on the most immediate service needs, limited size of the bus fleet, and planning required to implement significant capital improvements, such as heavy rail transit and bus rapid transit. The Short-Range Plan includes the following services:

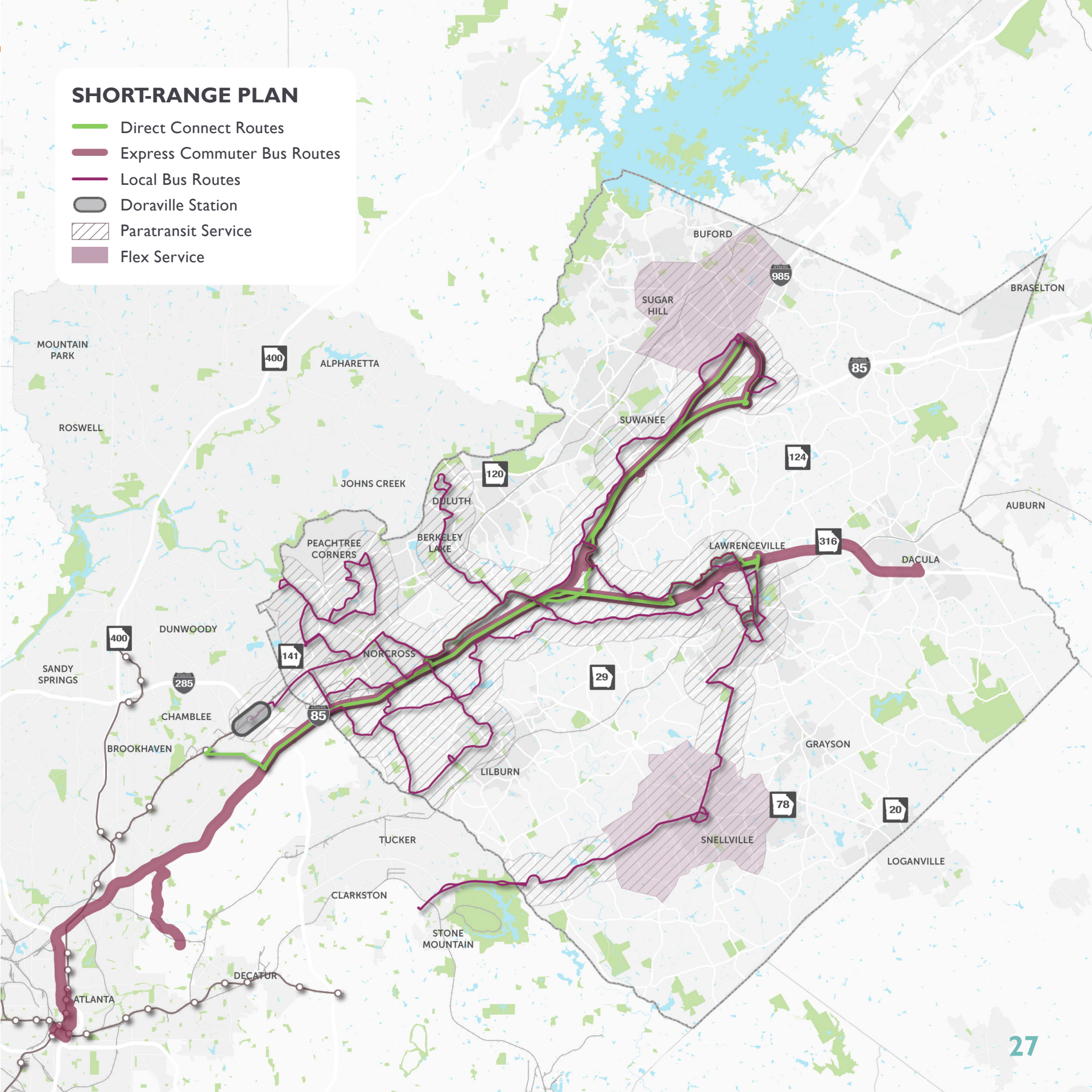
- **New local bus routes and restructuring of existing local bus routes**
- **Two direct connect routes** serving Lawrenceville to Chamblee and I-985/Mall of Georgia to Chamblee
- **Two flex service areas** around Snellville and Buford/Sugar Hill

SERVICES IN SHORT-RANGE PLAN

- **Heavy Rail Transit**
- **Light Rail Transit**
- **Bus Rapid Transit**
- **Rapid Bus**
- **Express Commuter Bus**
- **Direct Connect**
- **Local Bus**
- **Flex Zones**
- **Paratransit**

SHORT-RANGE PLAN

- Direct Connect Routes
- Express Commuter Bus Routes
- Local Bus Routes
- Doraville Station
- Paratransit Service
- Flex Service



SUMMARY OF MID-RANGE PLAN

The Mid-Range Plan focuses on expanding the transit service area and proposes capital infrastructure investments to enhance the desirability and effectiveness of the transit system over a 10-year period. These improvements cannot be implemented all at once, but rather will require a phased implementation approach as additional resources become available and additional facilities are constructed. The Mid-Range Plan includes routes that will require cross-county coordination. The Mid-Range Plan includes the following services:

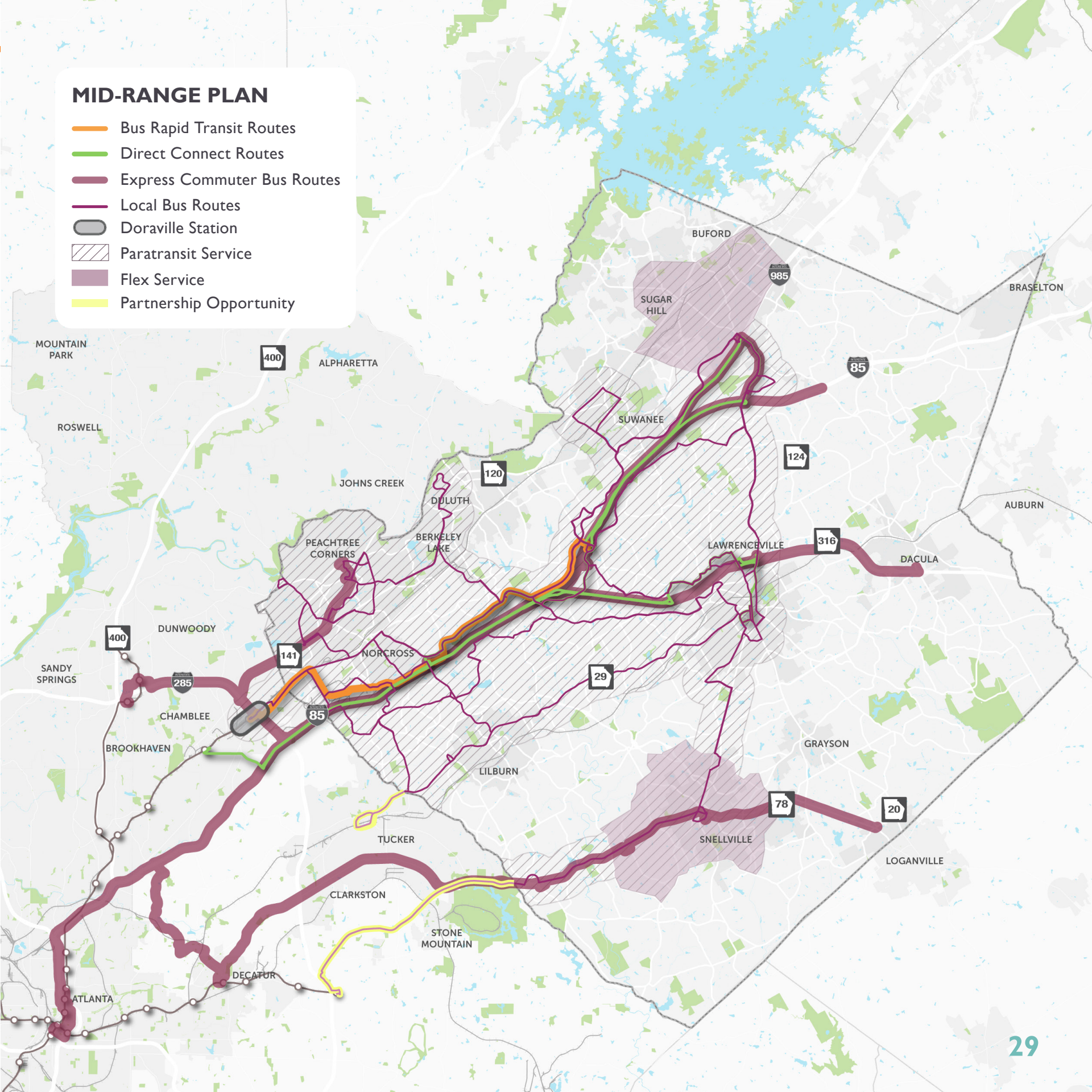
- The **development of a bus rapid transit** line from the MARTA Doraville Station to the Infinite Energy Center/Sugarloaf Mills Park-and-Ride
- **New bus routes and modifications to others**, including extending weekday and Sunday service
- An **expansion to the express commuter bus routes** serving Downtown, Midtown, Emory, and Perimeter
- **Two direct connect routes** serving Lawrenceville to Chamblee and I-985/Mall of Georgia to Chamblee
- **Two flex service areas** around Snellville and Buford/Sugar Hill

SERVICES IN MID-RANGE PLAN

- **Heavy Rail Transit**
- **Light Rail Transit**
- **Bus Rapid Transit**
- **Rapid Bus**
- **Express Commuter Bus**
- **Direct Connect**
- **Local Bus**
- **Flex Zones**
- **Paratransit**

MID-RANGE PLAN

- Bus Rapid Transit Routes
- Direct Connect Routes
- Express Commuter Bus Routes
- Local Bus Routes
- Doraville Station
- Paratransit Service
- Flex Service
- Partnership Opportunity



SUMMARY OF LONG-RANGE PHASE I PLAN

The Long-Range Phase I Plan proposes ways to invest in improving overall travel time, reliability, and capacity through high-capacity transit corridors and complementary transit services to provide coverage in the County through appropriate levels of transit investment. The Long-Range Phase I Plan includes the following services:

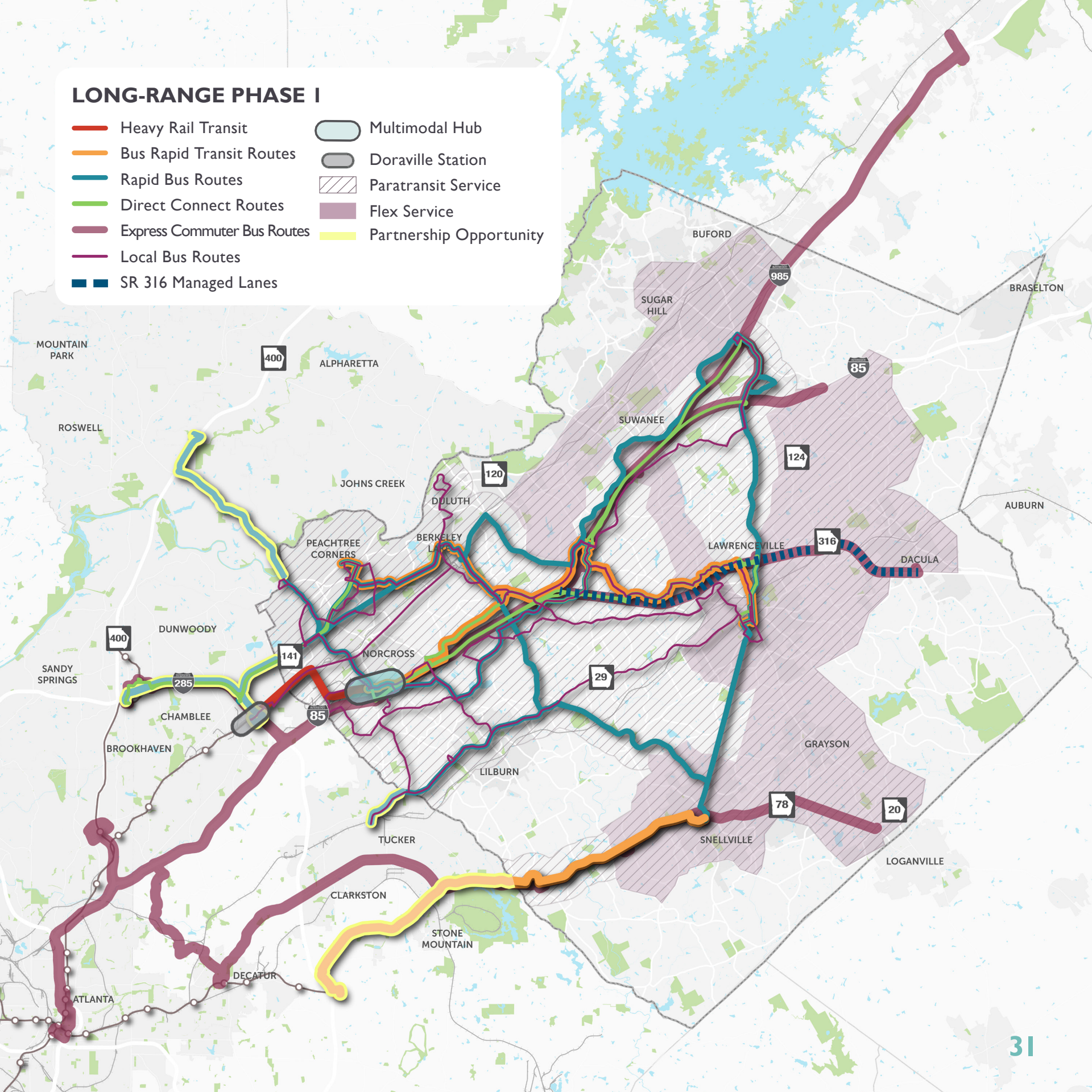
- **Extension of heavy rail transit** from the MARTA Doraville station to a new multimodal hub near Jimmy Carter Boulevard
- **Three bus rapid transit** routes connecting the Multimodal Hub to the Sugarloaf Mills Park-and-Ride Lawrenceville Transit Center to Peachtree Corners Transit Center; and Snellville Park-and-Ride to Indian Creek MARTA Station
- **Six rapid bus routes** with some dedicated lanes or queue jumpers/transit signal priority to North Fulton, Perimeter, and eastern DeKalb County

SERVICES IN LONG-RANGE PHASE I

- **Heavy Rail Transit**
- **Light Rail Transit**
- **Bus Rapid Transit**
- **Rapid Bus**
- **Express Commuter Bus**
- **Direct Connect**
- **Local Bus**
- **Flex Zones**
- **Paratransit**

LONG-RANGE PHASE I

- Heavy Rail Transit
- Bus Rapid Transit Routes
- Rapid Bus Routes
- Direct Connect Routes
- Express Commuter Bus Routes
- Local Bus Routes
- SR 316 Managed Lanes
- Multimodal Hub
- Doraville Station
- Paratransit Service
- Flex Service
- Partnership Opportunity



TRANSIT-SUPPORTIVE POLICY RECOMMENDATIONS

In addition to project- and route-specific recommendations, the Connect Gwinnett: Transit Plan also focuses on transit-supportive policy recommendations needed to implement a successful transit system. These recommendations include Land Use, Multimodal Connectivity, Fare Structure, and Paratransit/Human Services policies.



LAND USE

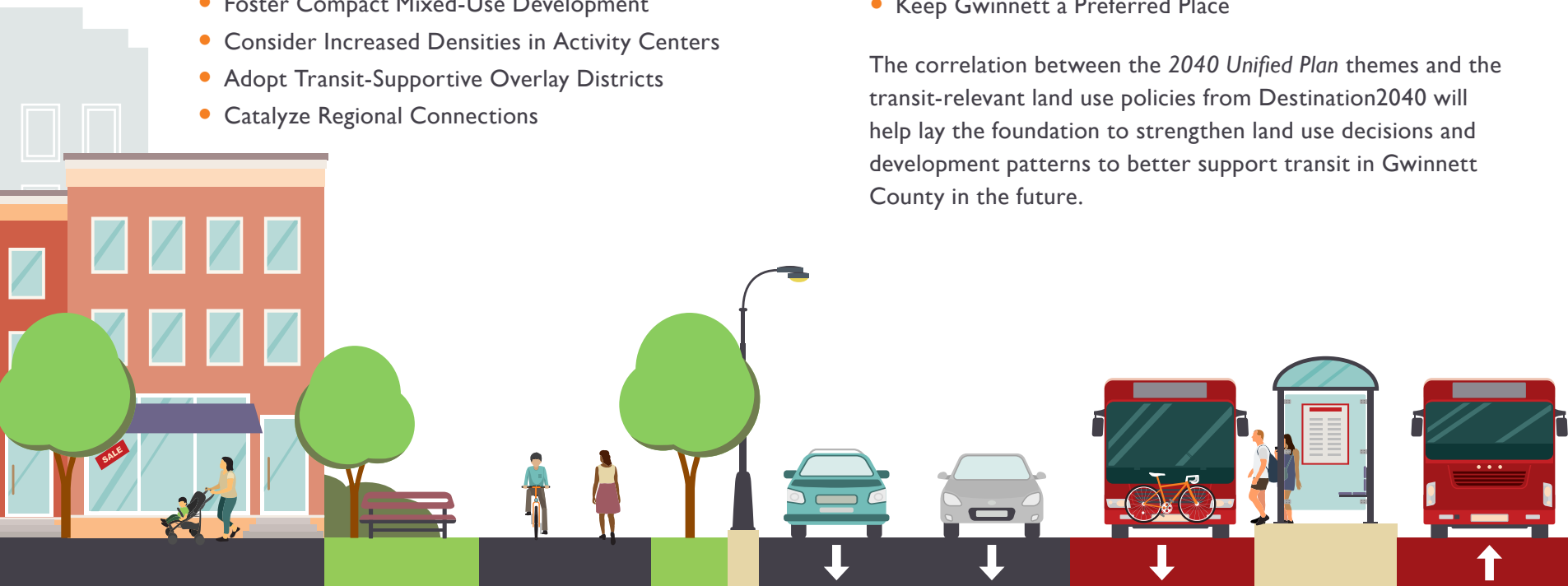
Integrating land uses with transit corridors enables the system to efficiently and effectively connect the greatest number of people to the greatest number of desired destinations. Many of the land use policies recommended in the Connect Gwinnett: Transit Plan also were included in the adopted Destination2040 plan. These policies include:

- Fortify the Link between Transportation and Land Use into the Unified Development Ordinance
- Encourage Multimodal Networks (Complete Streets)
- Foster Compact Mixed-Use Development
- Consider Increased Densities in Activity Centers
- Adopt Transit-Supportive Overlay Districts
- Catalyze Regional Connections

Gwinnett County also is currently undergoing an update to its integrated comprehensive land use and transportation plan—the *2040 Unified Plan*. In addition to other transportation policies and recommendations from the CTP, previous planning efforts, and its own public outreach, the *2040 Unified Plan* is considering these transit-supportive land use policies to further support the *Unified Plan*'s five main themes:

- Maintain Economic Development and Fiscal Health
- Foster Redevelopment
- Maintain Mobility and Accessibility
- Provide More Housing Choices
- Keep Gwinnett a Preferred Place

The correlation between the *2040 Unified Plan* themes and the transit-relevant land use policies from Destination2040 will help lay the foundation to strengthen land use decisions and development patterns to better support transit in Gwinnett County in the future.

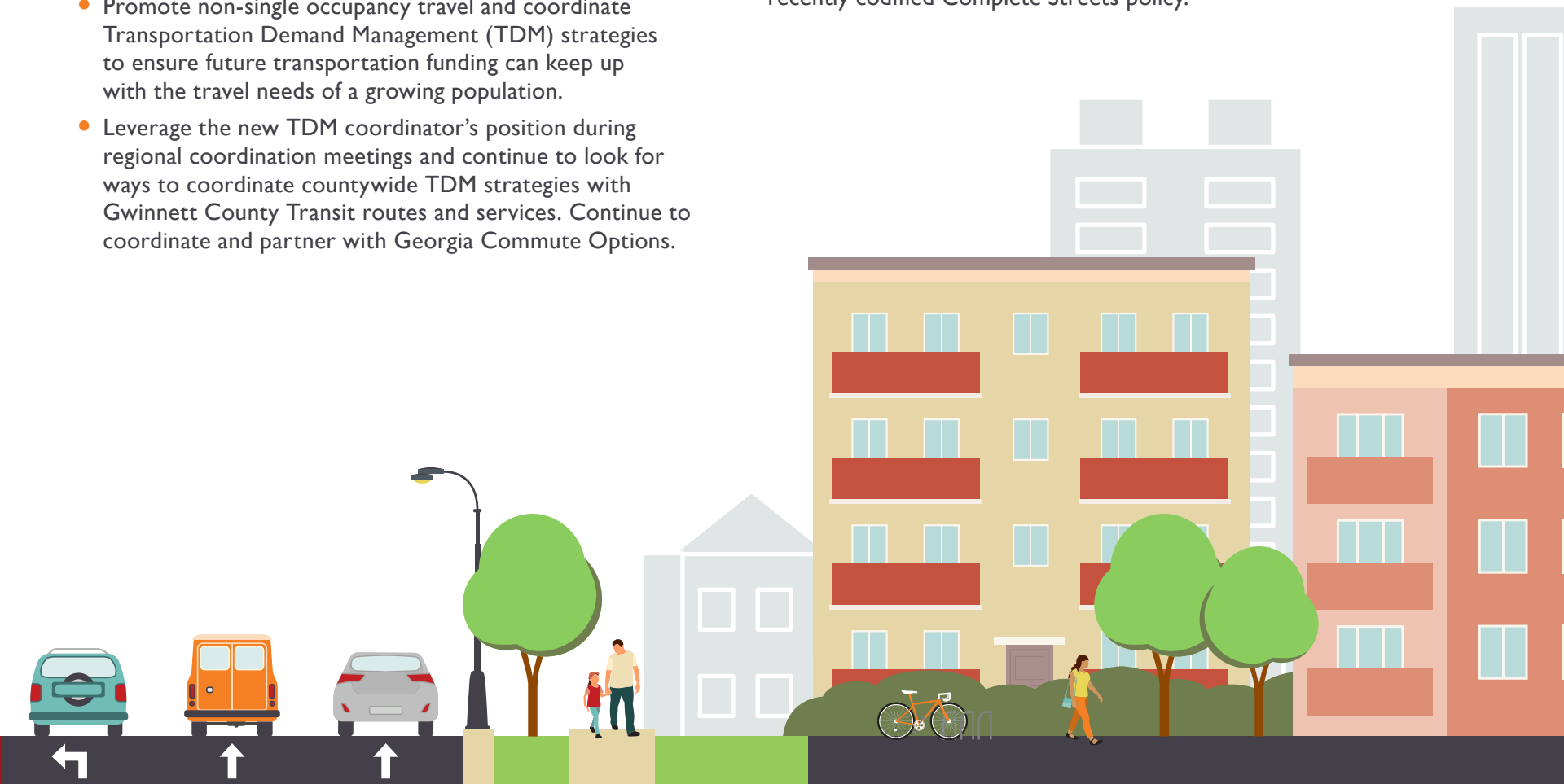




MULTIMODAL CONNECTIVITY

Gwinnett County has an opportunity to leverage its existing transit and multimodal strengths to increase alternative transportation mode share, as well as transit system ridership, by providing better transportation connections between multiple modes. Multimodal connectivity policies identified in the Destination2040 plan and reiterated in the Connect Gwinnett: Transit Plan include:

- Establish a transit-oriented development policy along major transit corridors and near activity centers, with a particular focus on the inclusion of multiple modes of transportation within these corridors.
- Evaluate bike share and other shared-use technologies to improve first- and last-mile connectivity from key transit stations and activity centers to residential, commercial, and office buildings.
- Promote non-single occupancy travel and coordinate Transportation Demand Management (TDM) strategies to ensure future transportation funding can keep up with the travel needs of a growing population.
- Leverage the new TDM coordinator's position during regional coordination meetings and continue to look for ways to coordinate countywide TDM strategies with Gwinnett County Transit routes and services. Continue to coordinate and partner with Georgia Commute Options.
- Implement zoning requirements for new developments to provide alternative transportation programs and amenities to improve the user experience of taking transit, walking, or biking.
- Consider future opportunities to increase or enhance connectivity (including new complete streets and other multimodal facilities) as redevelopment occurs along major transit corridors, leveraging the County's recently codified Complete Streets policy.





FARE STRUCTURE

Fare policy has significant impacts on ridership levels, operational revenues, and service reliability, and affects all levels of rider categories. Connect Gwinnett: Transit

Plan proposed fare structure changes based on the following objectives:

- Increase ridership
- Improve mobility
- Increase fare revenues
- Offer fare media that simplifies fare payment

With the recent authorization of The ATL, the fare program recommendations will need to be coordinated with The ATL Authority. Simplification of Gwinnett County Transit's existing fare program is recommended by streamlining the number of Gwinnett County Transit fare options, including modifying the express commuter bus fare and removing zonal differentiation (to be consistent with SRTA Xpress fares), working with regional transit partners to introduce monthly fare capping to encourage regular transit usage, and evaluating other pass programs, such as UPass (University Pass), Youth, and Employer programs, as well as developing a mobile fare payment application.



PARATRANSIT/ HUMAN SERVICES TRANSPORTATION

Connect Gwinnett: Transit Plan offers strategies for meeting needs of and

prioritizing geographic-based services for target populations while streamlining the delivery of paratransit/human services transportation. Connect Gwinnett: Transit Plan includes paratransit recommendations beyond the federally required $\frac{3}{4}$ -of a mile paratransit service area from a fixed transit route. Additionally, full implementation of the flex service area will ultimately further supplement the paratransit network.

Gwinnett County currently has four different agencies/entities that provide human services transportation. Connect Gwinnett: Transit Plan proposes three possible coordinated transportation models for Gwinnett County to offer paratransit services:

- **Committee for Coordinated Transportation Services** – includes providers and other agency representation. There is an opportunity for more efficient information sharing as well as strong potential to access new funding sources.
- **Trip Sharing** – combines passenger trips that would otherwise be provided by separate operators into a single vehicle. This could become particularly useful as some of the typical trip generators for Human Services Transportation are within or near the Gwinnett County Transit service area.
- **Centralized Human Services and ADA Paratransit Trip Planning and Scheduling** – allows all types of paratransit/human services transportation in Gwinnett County to be centralized in one source/location. Users would be able to easily identify options with one call or through a consolidated website. Scheduling trips could be online or by phone for all services.

NEXT STEPS

The Connect Gwinnett: Transit Plan proposes a wide range of transit mode types, a vast network of new and improved routes and amenities, and a prioritized phasing strategy to support implementation. Implementing these recommended investments will require robust coordination and partnership with the Gwinnett cities and Community Improvement Districts (CIDs), adjacent counties, regional and state transit authorities and agencies, as well as The ATL, which will begin operations in January 2019. Continuing to engage with Gwinnett's citizens also will be critical to the future success of an expanded transit system in the County.

Beyond collaboration and planning efforts, implementation will rely on the County securing future funds. This essential component of making the plan a reality will include obtaining local tax revenues specifically for transit uses as well as seeking federal, state, and other grants to support the recommendations of the Connect Gwinnett: Transit Plan.

On August 1, 2018, the Gwinnett County Board of Commissioners began the implementation process by calling for a referendum of joining the MARTA system during a March 2019 special-called voting session. If approved, the County will collect a one-cent sales tax and provide these monies to MARTA to fund the recommendations from the Connect Gwinnett: Transit Plan.

With its focus on providing increased accessibility and service to key regional and local destinations and activity centers, the Connect Gwinnett: Transit Plan lays a solid foundation for future efforts to improve mobility and access for Gwinnett County's residents and businesses.

ACKNOWLEDGMENTS

GWINNETT 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

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PROJECT TEAM

Atlanta Regional Commission • Asian/Pacific American Council of Georgia • Braselton CID • Bridge Atlanta Medical Center
• Center for Civil and Human Rights • Center for Pan Asian Community Services • City of Auburn • City of Berkeley Lake •
City 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 Suwanee • City of Sugar Hill •
Eastside Medical • Emory University • Evermore CID • Gateway 85 CID • Georgia Gwinnett College • Georgia Sierra Club •
Georgia Regional Transportation Authority • Good Samaritan Health Center • Gwinnett Chamber of Commerce • Gwinnett
Coalition for Health and Human Services • Gwinnett Council for Seniors • Gwinnett County Citizens Project Selection
Committee • Gwinnett County Department of Communications • Gwinnett County Department of Community Outreach •
Gwinnett County Department of Community Services • Gwinnett County Department of Financial Services • Gwinnett County
Fire and Emergency Services • Gwinnett County Department of Health and Human Services • Gwinnett County Parks and
Recreation • Gwinnett County Department of Planning and Development • Gwinnett County Police Department • Gwinnett
County Public Schools • Gwinnett Hospital System • Gwinnett County Senior Services • Gwinnett Kiwanis • Gwinnett Medical
Center • Gwinnett Municipal Association • Gwinnett Place CID • Gwinnett Rotary Club • Gwinnett Rotary – Mosaic • Gwinnett
Technical College • Gwinnett Transit Advisory Board • Gwinnett Transit Collaborative • Gwinnett Veterans Resource Center
• Gwinnett Young Professionals • Gwinnett Youth Commission • Hi-Hope Center • Latin American Association • Lilburn CID
• Metro Atlanta Chamber • Metropolitan Atlanta Regional Transit Authority • Northern Panhellenic Council of Georgia •
Peachtree Corners Civic Association • Southwest Gwinnett Chamber of Commerce • State Road and Toll Authority • Sugarloaf
CID • Transdev • Town of Braselton • UGA Gwinnett • United Ebony Society of Gwinnett County • 12 Stone

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