



GWINNETT TRANSIT DEVELOPMENT PLAN

Stakeholder Committee Meeting

June 15, 2017



Agenda

- Introductions
- Project Overview
- Existing System Overview
- Community Characteristics and Travel
- Visioning
- Plan Considerations
- Survey Review
- Needs Discussion
- Next Steps

PROJECT OVERVIEW





Why are we here?

- Gwinnett County Transit Established in 2001
- Service began:
 - Express – November 2001
 - Local – February 2002
- 2010 Transportation Development Plan
- Comprehensive Transportation Plan short-term goal
- Time is right for a fresh look



Project Objectives

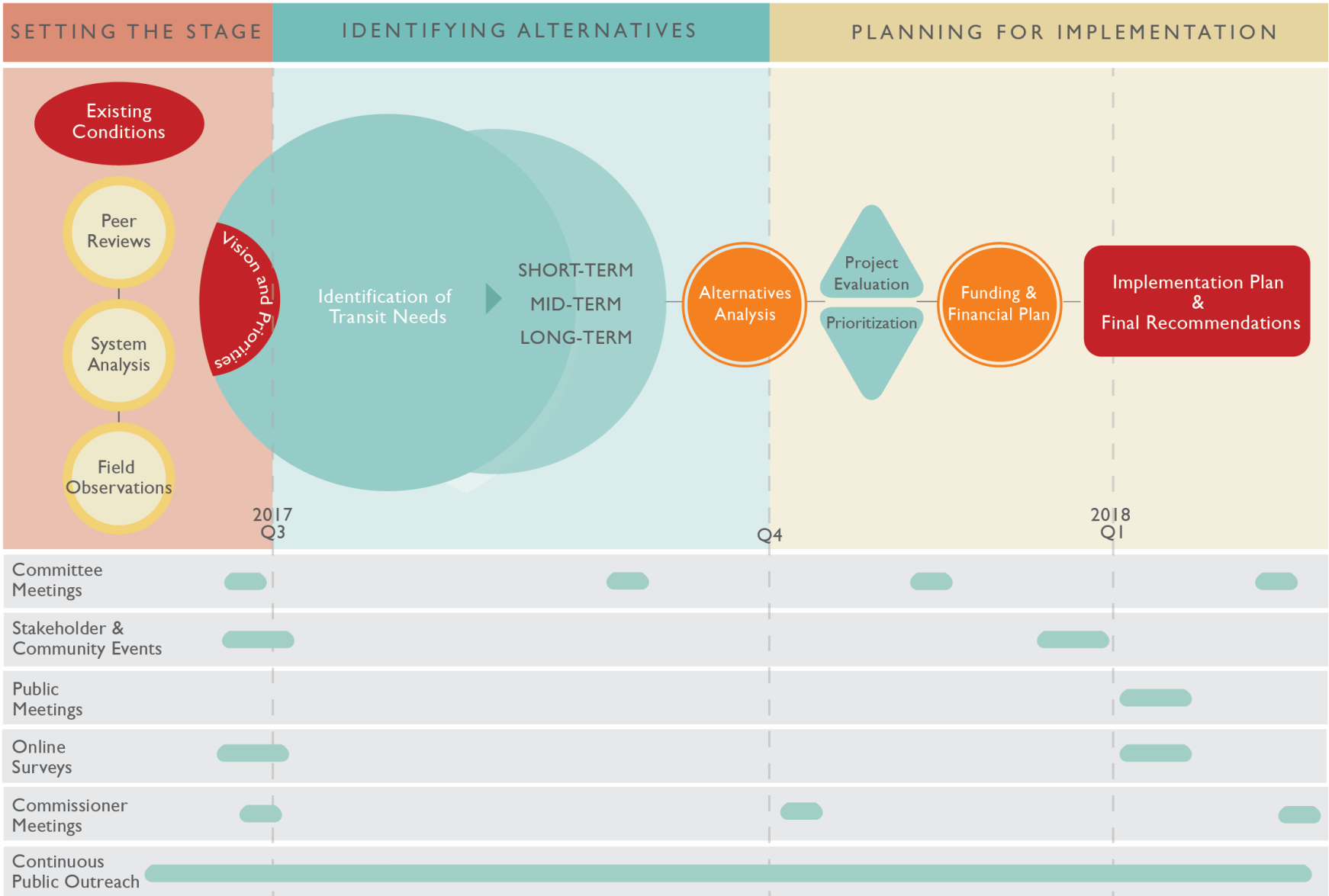
- Evaluation and optimization of existing service
- Balance of mode, frequency, and coverage
- Comparison to peers
- Community needs and wants
- Long-term vision and recommendations
- Fare program updates
- Funding for implementation



Major Deliverables

- Existing conditions technical memorandum, peer review
- Needs assessment analysis and memoranda
 - Short-term
 - Medium-term
 - Long-term
- Fare policy recommendations
- Prioritized and constrained list of projects by tier
- HST and paratransit recommendations
- Bus stop standards and guidelines
- Final recommendations documents

CONNECT GWINNETT TRANSIT DEVELOPMENT PLAN





Who is involved?

Technical Committee

ARC
GRTA/SRTA
County Departments
Gwinnett County Schools
Gwinnett Transit Advisory Board
Transdev (operator)

Transit Partners Group

GRTA/SRTA
MARTA
Cobb Linc
ARC
Other Metro Atlanta Counties, Cities, and CIDs

Stakeholder Committee

Cities in Gwinnett
Community Improvement Districts (CIDs)
Colleges
Hospitals/Medical Centers
Advocacy Groups
Civic Associations and HOAs
PTAs
Current Transit Riders



Stakeholder Interviews

- Underserved
- Older persons and mobility impaired
- Business
- Cities
- Youth and Young Professionals





Community Engagement

- Community events
- County bus tour
- Online
 - Website
 - Email
 - Facebook
 - Online survey
- Phone Survey
- Recommendations Public Meetings
- Coordination with Board of Commissioners





How the Stakeholder Committee Can Help

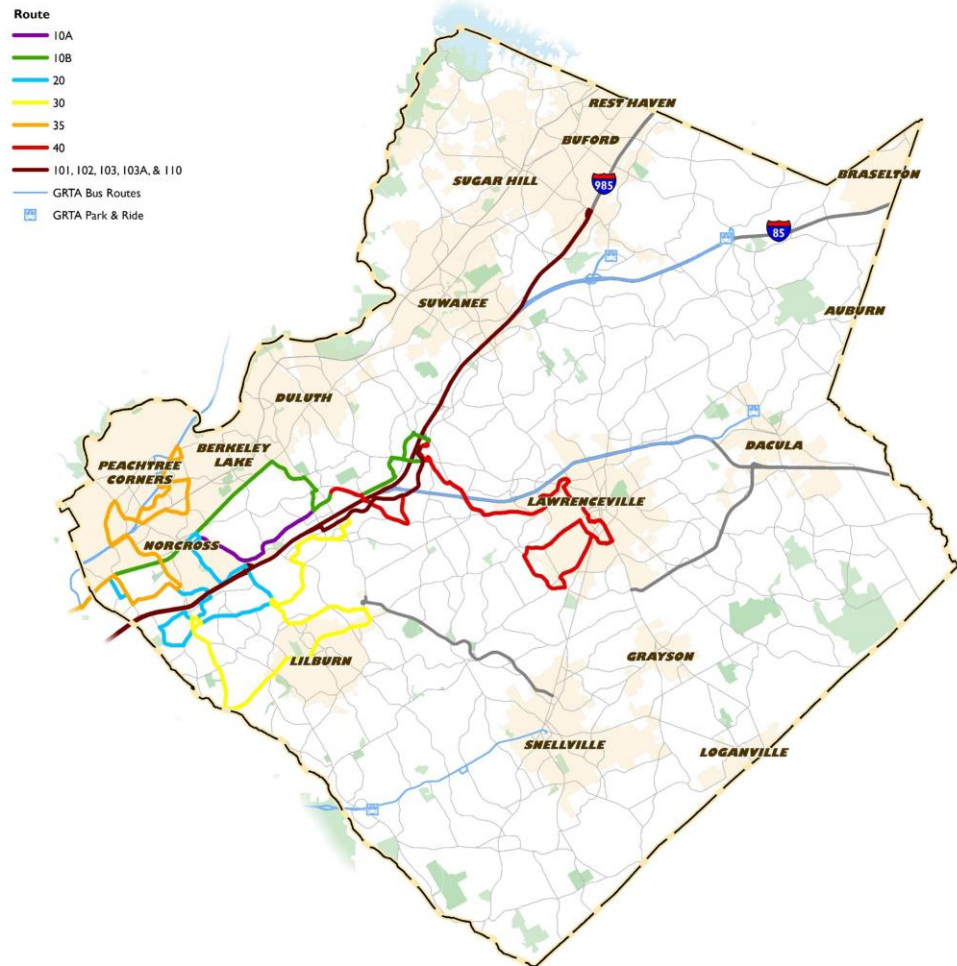
- Participate in three meetings
- Provide input into stakeholder interviews and community events
- Partnership, where possible, on community events and bus tour
- Help us get the word out!
 - Online surveys
 - Meetings and events
 - Email

EXISTING SYSTEM OVERVIEW

GCT System Statistics

- 6 Local Routes
- 5 Express Routes
- 75 Vehicles (32 Local, 43 Express)
- Approx. 5,000 Systemwide Boardings Per Day

Service area and routes



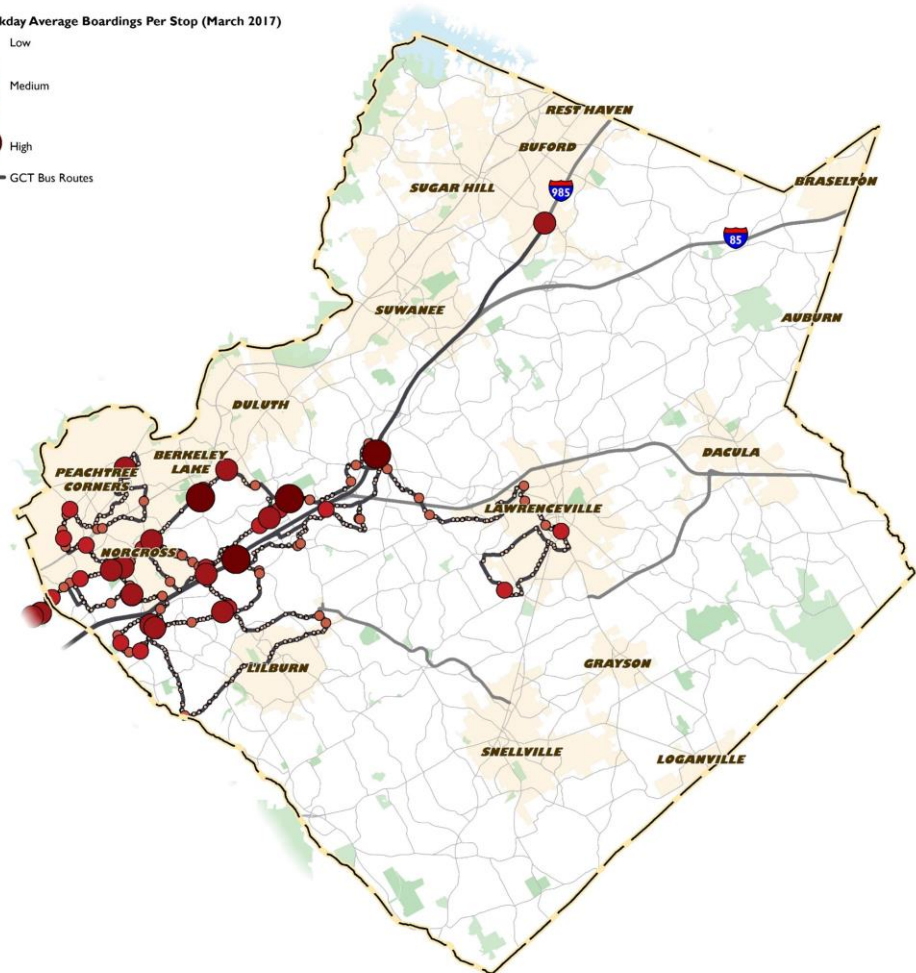
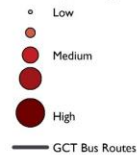
Ridership



Top Ridership Stops (Local)

- Doraville MARTA Station
- Gwinnett Transit Center
- Sugarloaf Mills P&R
- Satellite Blvd & Merchants Way (OB)
- Brook Hollow Pkwy & N Norcross

Weekday Average Boardings Per Stop (March 2017)



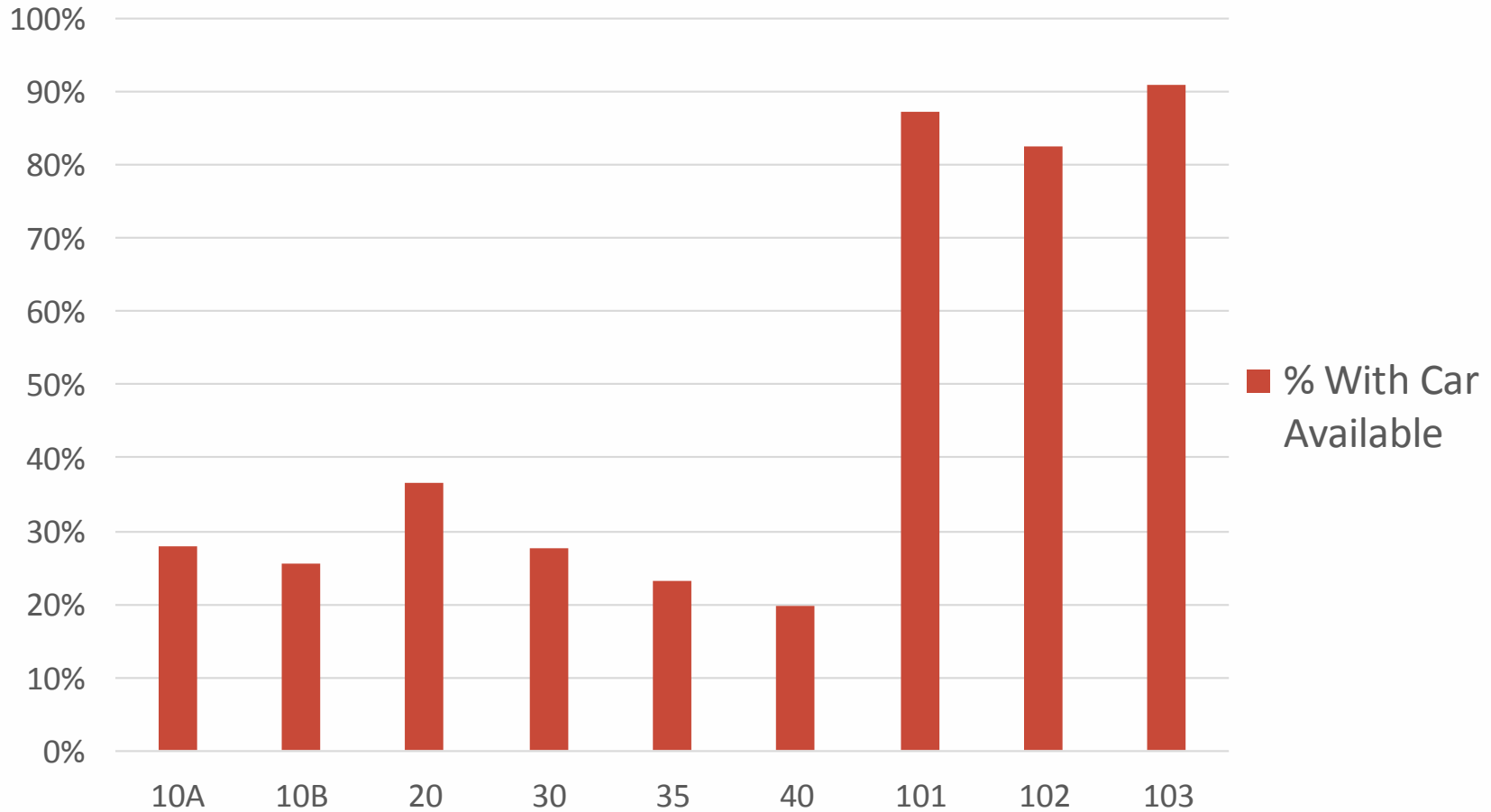
GCT Operating Statistics



Route	On-Time Performance (%)
I0A	77.5%
I0B	73.3%
20	72.6%
30	64.5%
35	76.6%
40	67.6%
I01	75.4%
I02	83.2%
I03	66.8%
I03A	70.1%
I10	76.4%



Route Demographics





2015-2017 Accomplishments

- Restored Saturday service to all local routes
- Additional commuter service from Sugarloaf Mills Park-and-Ride
- Replaced local fleet and replacing paratransit fleet (28 buses / 7 vans)
 - Vans to be delivered end of summer
- New Emory/CDC Commuter Service, now with pick up locations at Indian Trail and Sugarloaf
- Upgrading Sugarloaf Park-and-Ride lot



2015-2017 Accomplishments

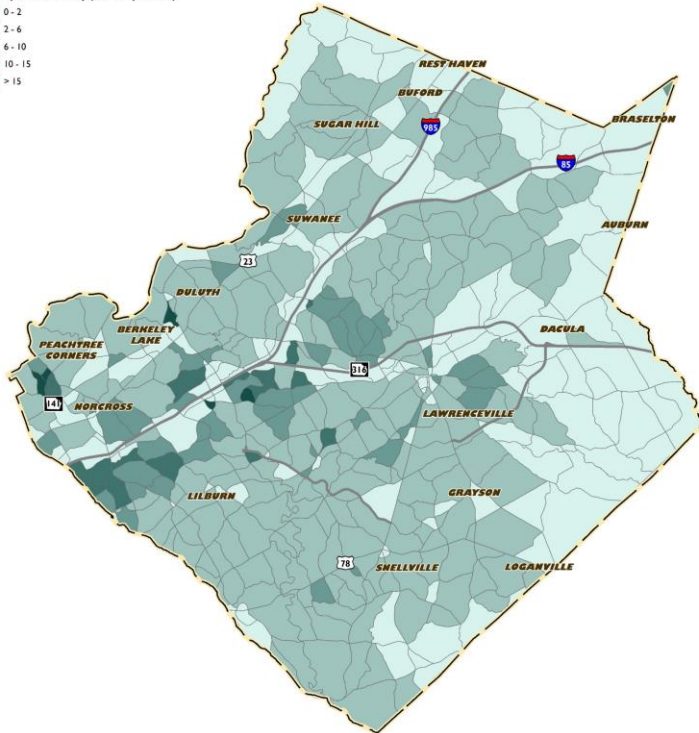
- Google Transit
- My Stop App
- Paratransit “Where is my ride”
- Improved On Time Performance by 20% points over the last 12 months
- Local Service Schedule improvements
 - Schedule adjustments
 - Additional trips added from identified areas of need

COMMUNITY CHARACTERISTICS AND TRAVEL

Population (2015-2040)

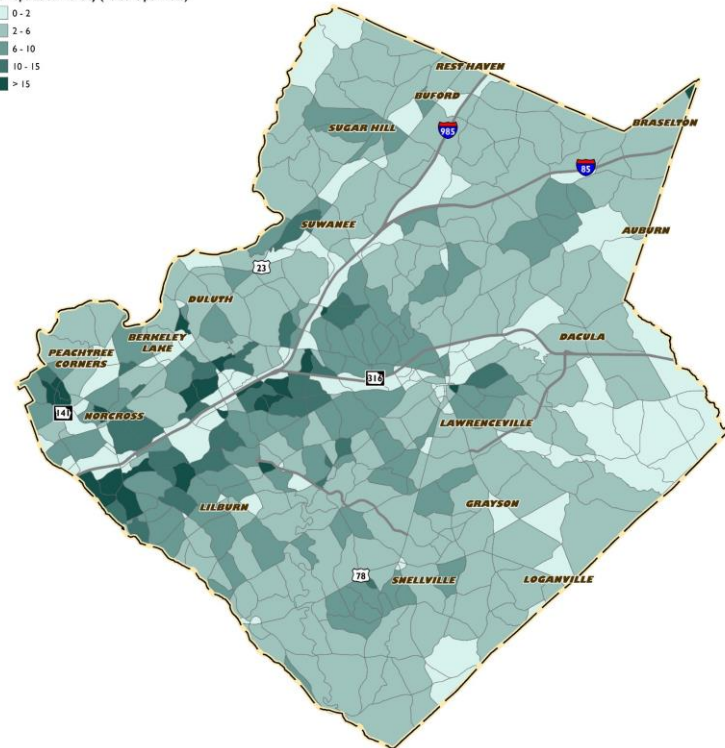
2015

2015 Population Density (Persons per Acre)



2040

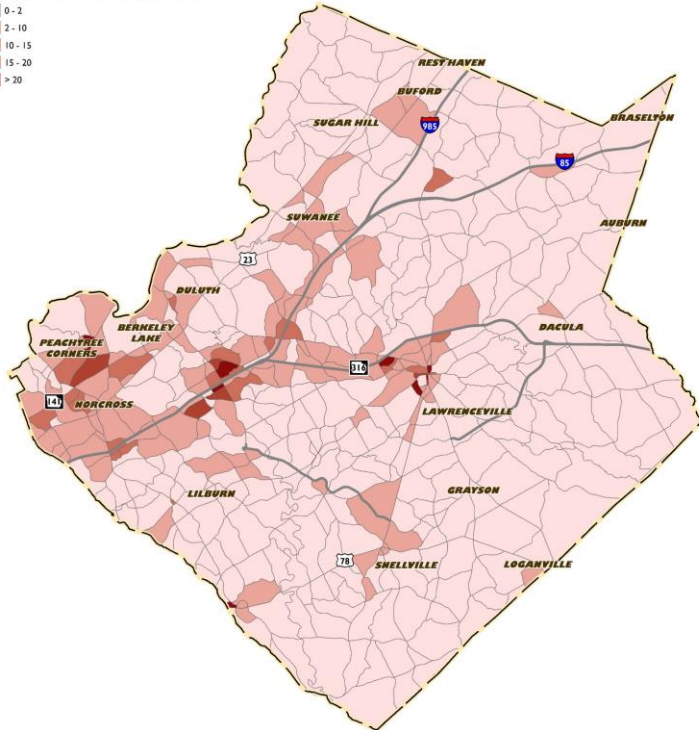
2040 Population Density (Persons per Acre)



Employment (2015-2040)

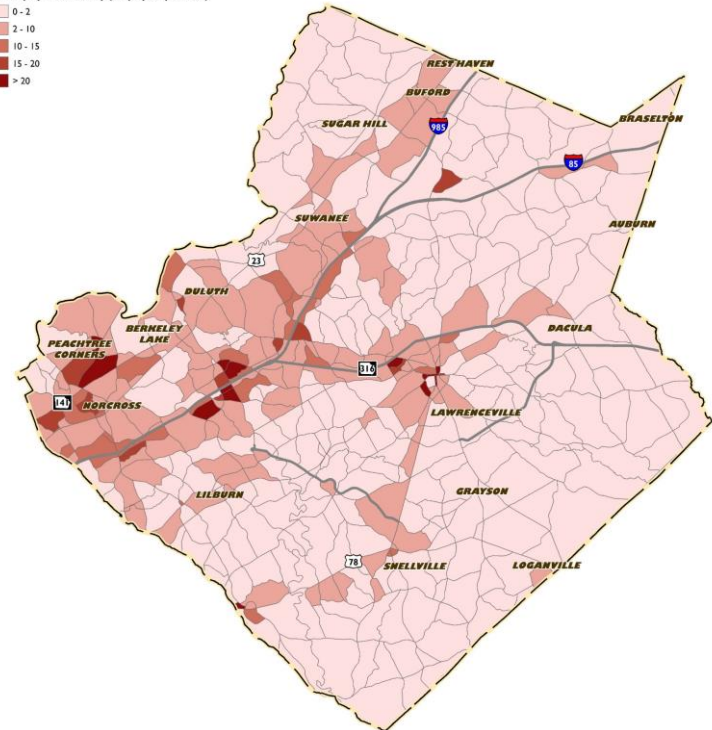
2015

2015 Employment Density (Employees per Acre)



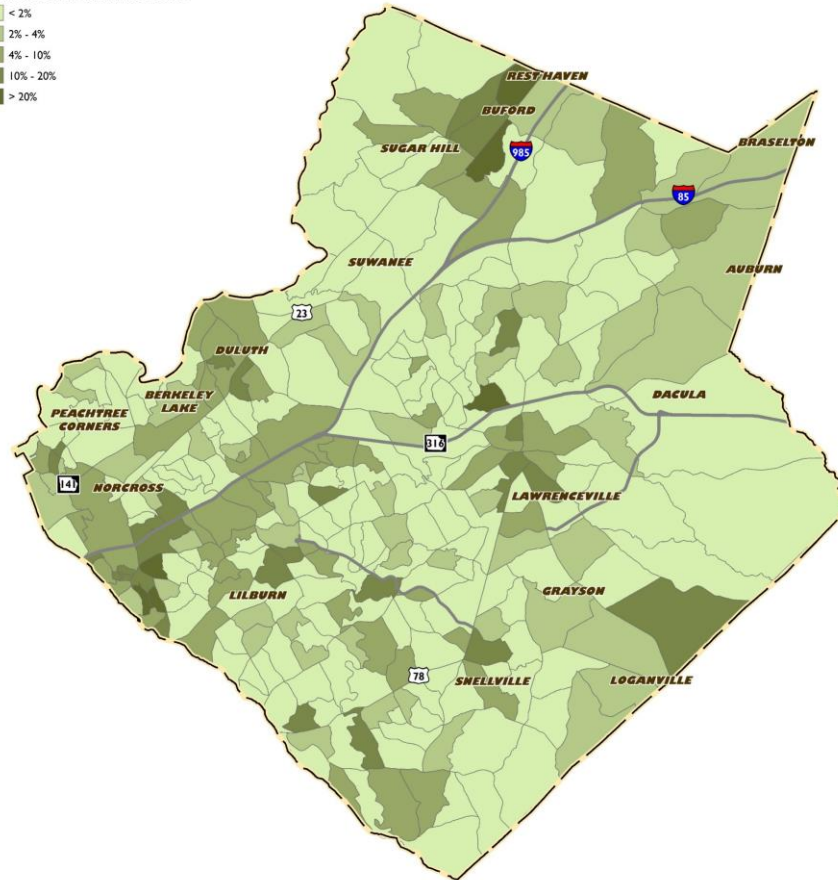
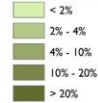
2040

2040 Employment Density (Employees per Acre)



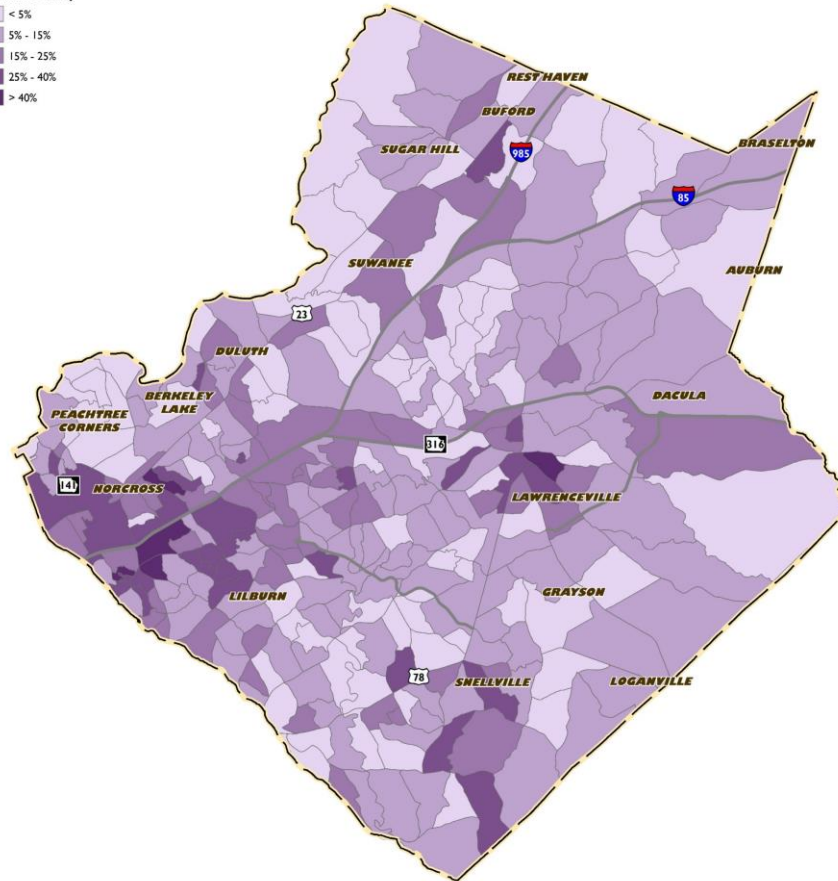
Demographic Characteristics: No Vehicle Households

Percent of Households with No Vehicle



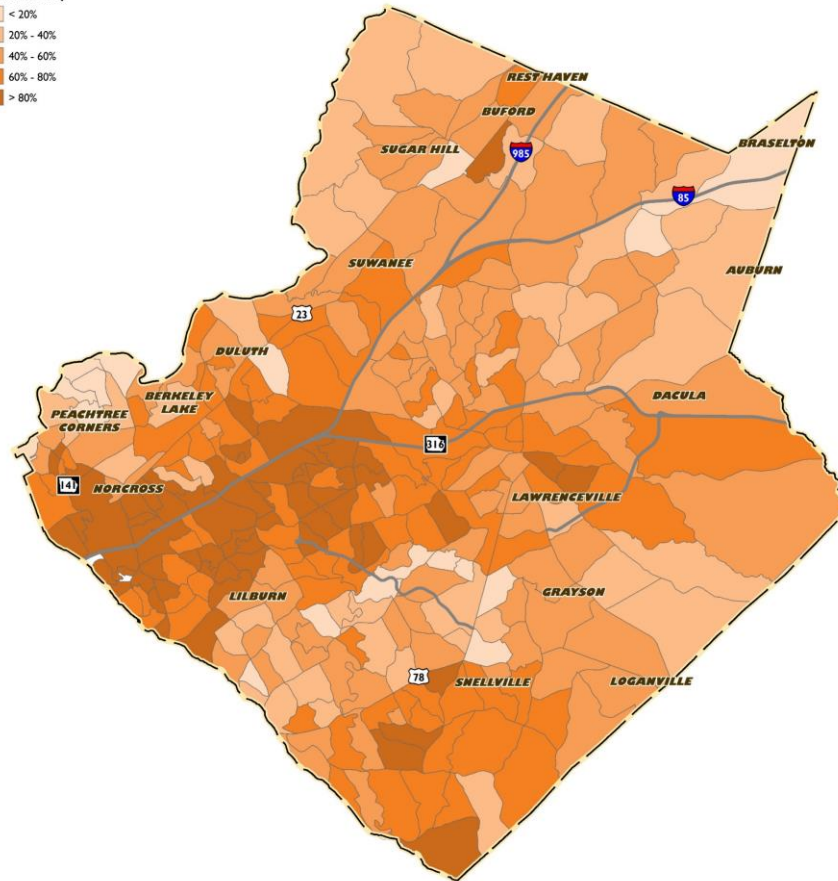
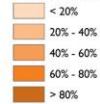
Demographic Characteristics: Low-Income Communities

Percent in Poverty



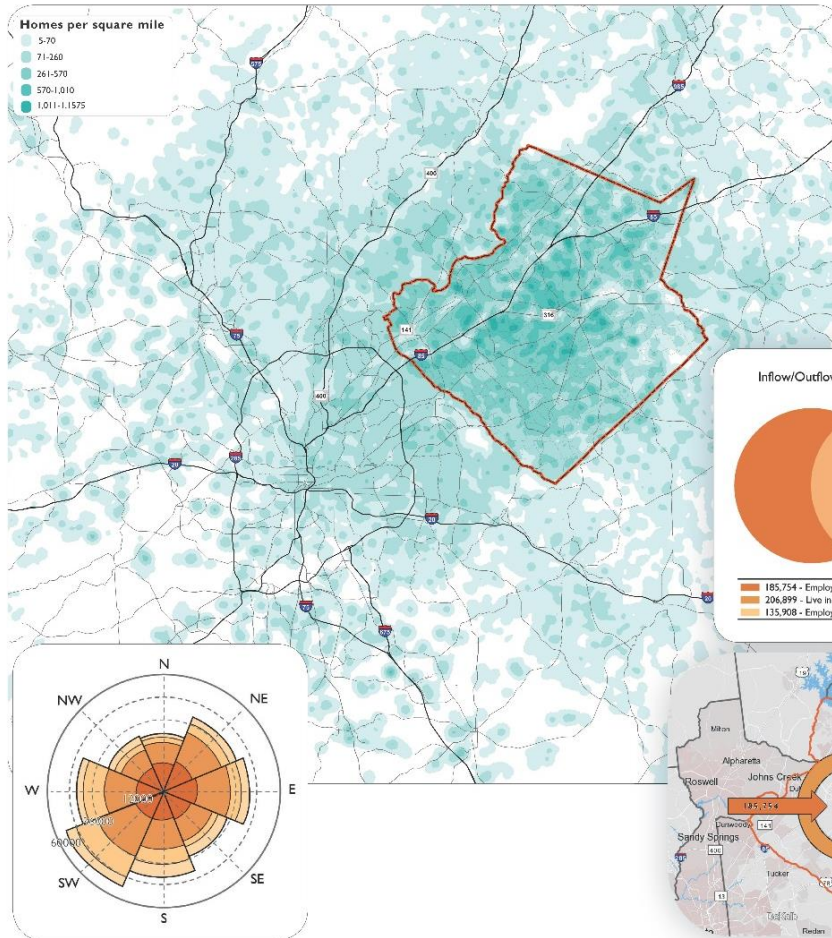
Demographic Characteristics: Minority Communities

Percent Minority

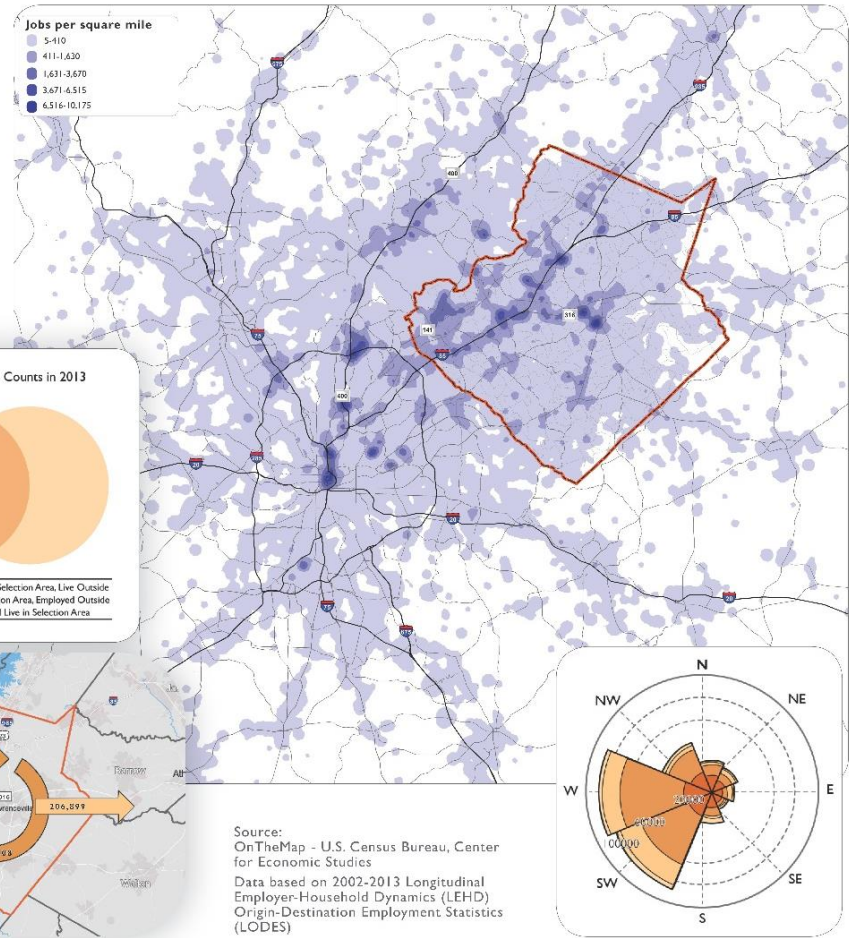


Home/work locations

Where Gwinnett Workers Live

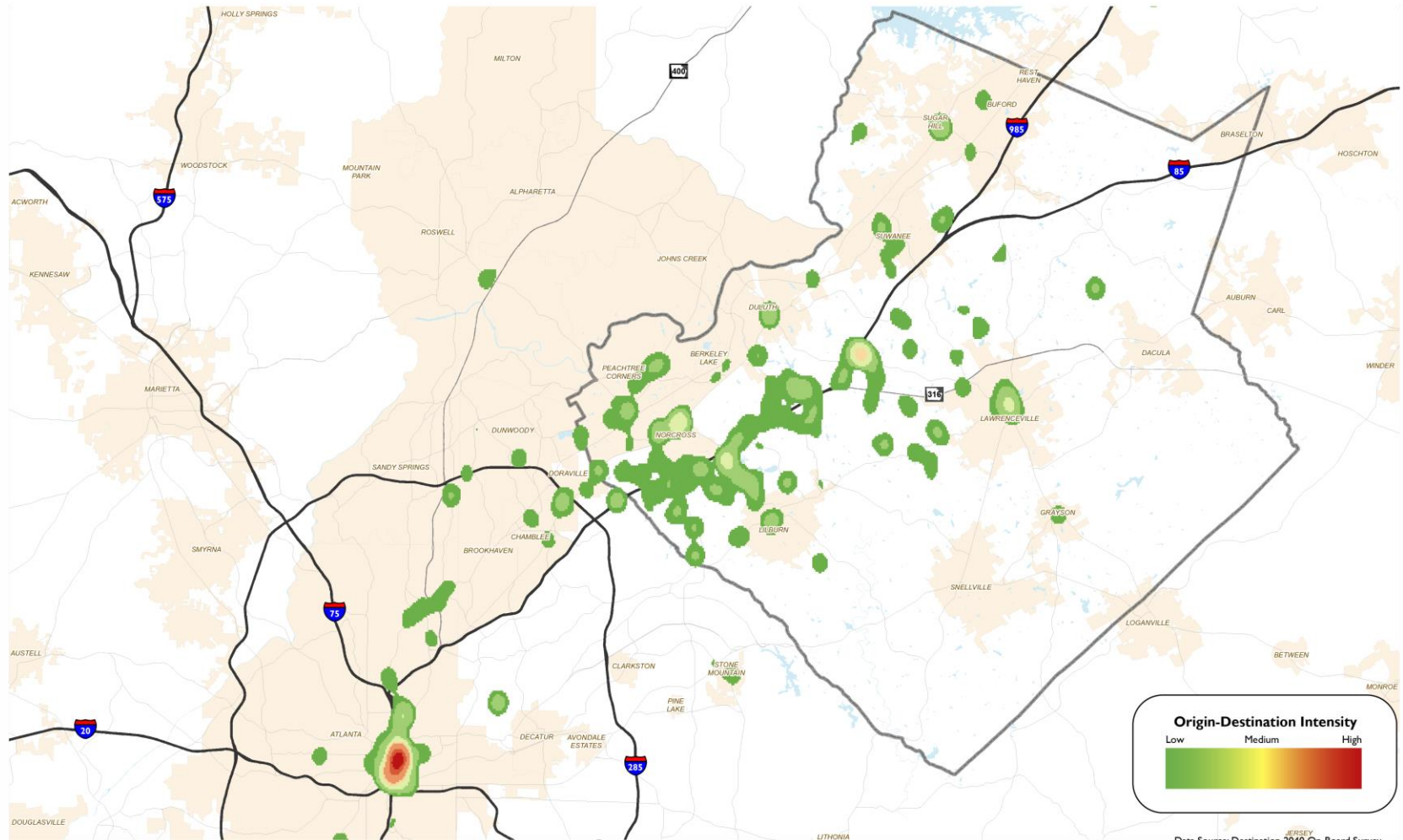


Where Gwinnett Residents Work



Source:
OnTheMap - U.S. Census Bureau, Center
for Economic Studies
Data based on 2002-2013 Longitudinal
Employer-Household Dynamics (LEHD)
Origin-Destination Employment Statistics
(LODES)

Existing Rider – Origin/Destinations Home/Work Locations



VISIONING

Visioning Activity

- Three overarching themes

- **SUSTAINABILITY**

- **STEWARDSHIP**

- **SERVICE QUALITY**



Visioning Activity



SUSTAINABILITY

- Environment
- Economic Development
- Congestion Relief



Visioning Activity



STEWARDSHIP

- Equity
- Productivity and Efficiency
- System Maintenance



Visioning Activity



SERVICE QUALITY

- Coverage and Connectivity
- Travel Time Reduction
- Reliability



Visioning activity

TRANSIT PRIORITIES

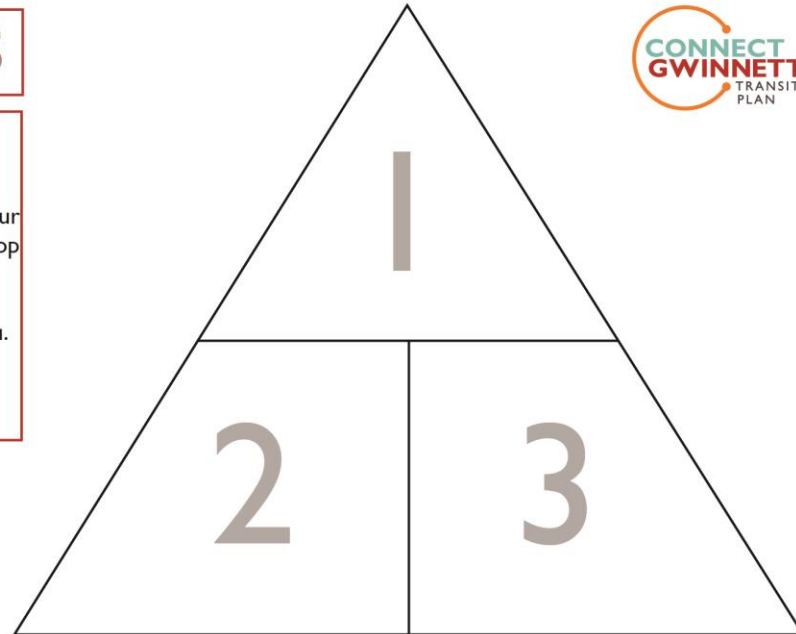
The Connect Gwinnett Transit Development Plan will help the County determine the community's transit future. To aid in the development of the plan, the team needs to understand the community's goals and priorities for a transit system. What is your top goal for a transit system? What do you consider to be the top three priorities for a transit system?

- 1) Check the box beside the goal that is most important to you.
- 2) Color each section of the triangle the color that corresponds to your top three transit priorities.
- 3) Post your sheet on the designated board.

GOALS

- ☐ Sustainability 
- ☐ Stewardship 
- ☐ Service Quality 

What priority that is not listed would you include?



PRIORITIES

- | | | |
|--|---|--|
|  Environment |  Equity |  Coverage and Connectivity |
|  Economic Development |  Productivity and Efficiency |  Travel Time Reduction |
|  Congestion Relief |  System Maintenance |  Reliability |



Visioning activity

HOW DO YOU DEFINE EACH OF THESE TRANSIT GOALS?



SUSTAINABILITY



STEWARDSHIP



**SERVICE
QUALITY**



Visioning activity



One word...

that describes transit in
Gwinnett **TODAY**

that describes **MY VISION** for
transit in Gwinnett



PLAN CONSIDERATIONS

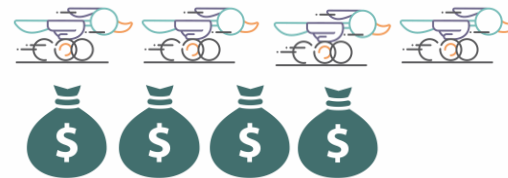


Critical Plan Considerations

- Technologies being considered
- Coverage versus Level-of-Service
- Service span versus Peak frequency
- Operations versus Capital
- Service speed vs Accessibility

Transit Modes

- Heavy Rail Transit (HRT)
 - Characterized by high speed/rapid acceleration rail cars on fixed rails
 - Electrified and fully grade-separated
 - Substantial stations with level boarding and faregates
- Station spacing: Core- $\frac{1}{2}$ mile; Periphery 1 to 5 mile
- Runningway type: Exclusively dedicated



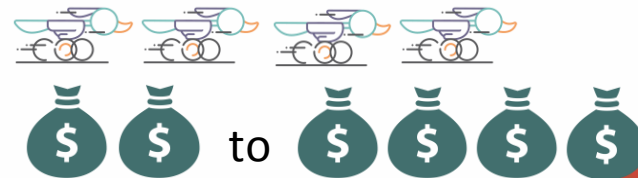
Transit Modes

- Light Rail Transit (LRT)
 - Operates on fixed rails most commonly in dedicated right-of-way
 - Electrified, but can be grade-separated or street level
 - Shorter trains than heavy rail with lower capacity
- Station Spacing: 1/2 to 1 mile
- Runningway Type: Mostly dedicated, minimal shared with traffic



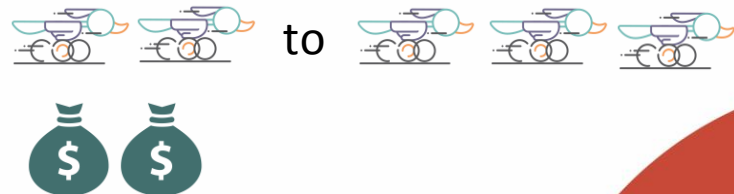
Transit Modes

- Commuter Rail
 - Electric or diesel propelled urban passenger train service
 - Carries moderate to long distance commuters connecting to major origins and destinations
 - Often runs in corridor shared with freight services
- Station Spacing: 2 to 5 miles
- Runningway Type: Railroad



Transit Modes

- **Bus Rapid Transit (BRT)**
 - Aims to be combination of passenger quality of rail transit with flexibility of bus transit
 - Includes a combination of priority treatments and amenities to increase speed and reliability, including:
 - Off-board fare collection
 - Level boarding
 - Dedicated lanes
 - Enhanced stations
- **Station Spacing:** 1/4 mile or more
- **Runningway Type:** Primarily dedicated



Transit Modes

- Rapid Bus
 - Incorporates some elements of BRT
 - Operates in both mixed traffic and dedicated lanes
 - May include signal priority, dedicated stops, level boarding, or queue jump lanes
- Station Spacing: 1/4 mile to 2 mile
- Runningway Type: Mixed flow and dedicated lanes



Transit Modes

- Express Bus
 - Oriented towards commute trips during peak hours
 - Few stops, most commonly in park-and-ride lots and employment centers
 - Uses more comfortable coaches than local service
 - Travels in limited access lanes where available
- Station Spacing: Limited stops mainly at route ends
- Runningway Type: Mostly mixed flow but may use HOV or managed lanes



Transit Modes

- Local Bus
 - flexible and adaptable
 - Serves wide variety of users
 - Operates in a shared right-of-way
- Station Spacing: 1-2 blocks to 1/4 mile
- Runningway Type: Mixed flow



Transit Modes

- Flex Service
 - Demand-responsive in defined geographic area
 - May not have fixed routes or schedules
 - Implemented in lower demand and density areas to connect to larger network
- Station Spacing: 1-2 blocks to 1/8 mile or door-to-door
- Runningway Type: Mixed flow



Transit Modes

- Transportation Network Companies (TNCs)
 - Demand-responsive service by a private operator
 - May include public subsidy to replace poor-performing routes or provide 1st/Last Mile Connection
 - Implemented in low-density areas where other transit is not financially viable
- Station Spacing: N/A, no stations
- Runningway Type: Mixed flow



SURVEY REVIEW

Survey



- On-board and online
- Riders and non-riders
- Combination of visioning, needs, and customer satisfaction (for current riders)

Survey

- Samples for each person – rider or non-rider
- Feedback
 - Appropriate length?
 - Do the questions make sense?
 - Any questions missing?

NEEDS DISCUSSION



Table Exercise

LOCATIONS



Primary Area
of Transit Need



Secondary Area
of Transit Need

CONNECTIONS



Major
Investment



Moderate
Investment

Short- and Medium-Term Needs



- How does the system need to be improved structurally?
- Which areas are not being served?
- What new or better connections should be made?
- Issues at the top of your mind regarding transit

Long-Term Needs

- Is high capacity needed?
- If so, where should high capacity corridors exist?
- Which areas are not being served or need higher quality service in the future?
- What new or better connections should be made?

NEXT STEPS





Next Steps

- Community Outreach
 - Stakeholder Interviews
 - Community Events and Bus Tour
 - Survey
- Finalize Existing Conditions
- Paratransit and HST data collection
- Needs Development
 - Transit markets
 - Network and Service Plan Concepts
- Technical and Stakeholder Committee Meetings (fall)