



Gwinnett County Transit Review Committee

10/30/2019

Today's Agenda

- Call to Order
- Opening Remarks
- Adoption of Agenda
- Approval of October 24, 2019 Minutes
- Old Business
- New Business
 - Connect Gwinnett: Plan Overview Presentation
- Public Comment
- Adjourn

Approval of Minutes

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Old Business

A solid, vertical blue line is positioned to the right of the "Old Business" text.

New Business

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CONNECT GWINNETT: COMPREHENSIVE TRANSIT DEVELOPMENT PLAN



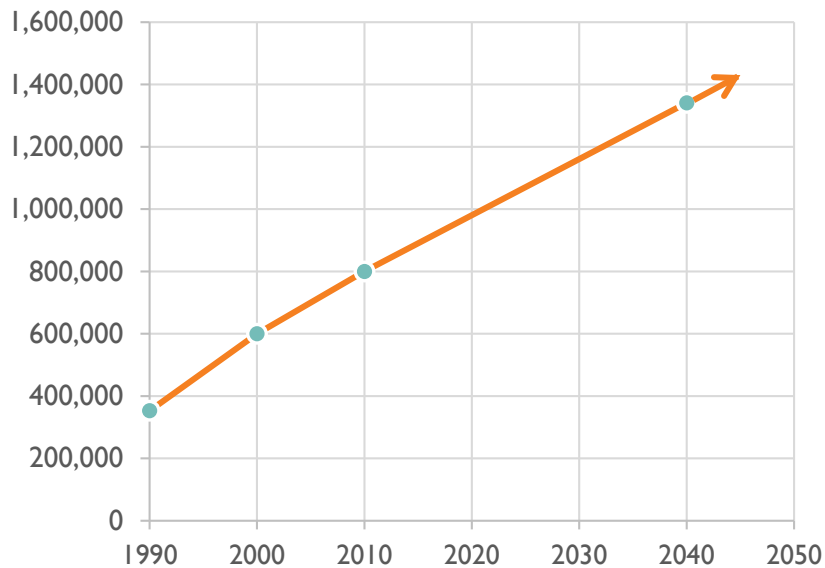
Agenda

- Project Overview
- Technical Analysis
- Community Engagement
- Modes Considered
- Final Plan Overview
- Discussion

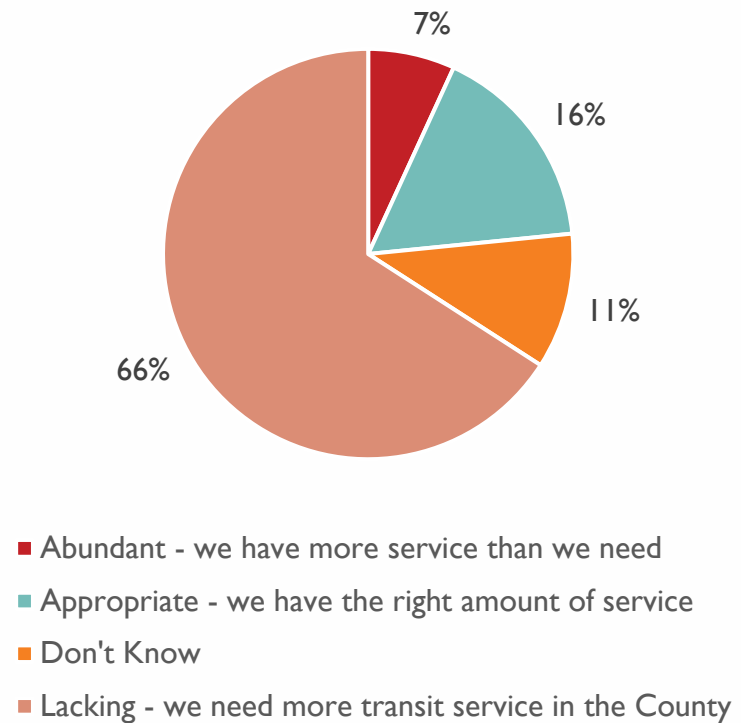


Why Transit? Why Now?

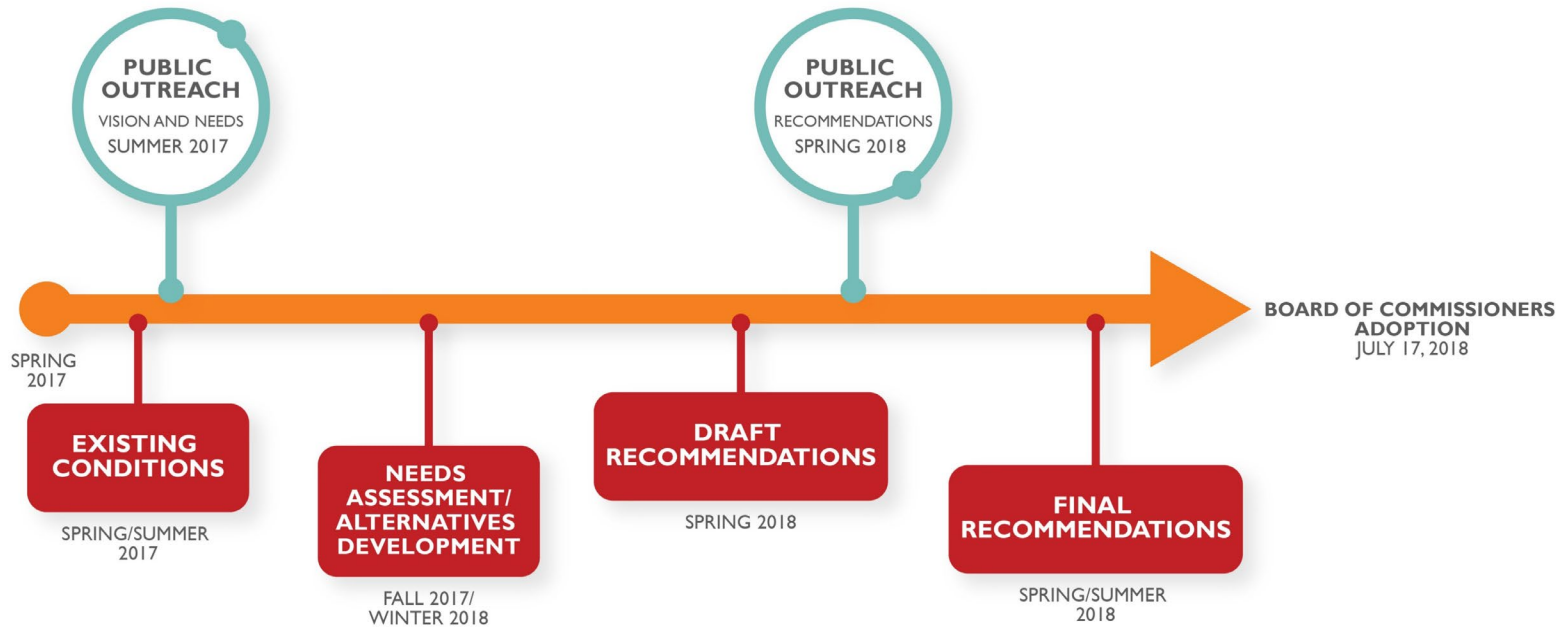
Gwinnett Population Growth



Community Support for More Transit



Project Process



Balanced Approach



TECHNICAL ANALYSIS

Gwinnett County Transit Service

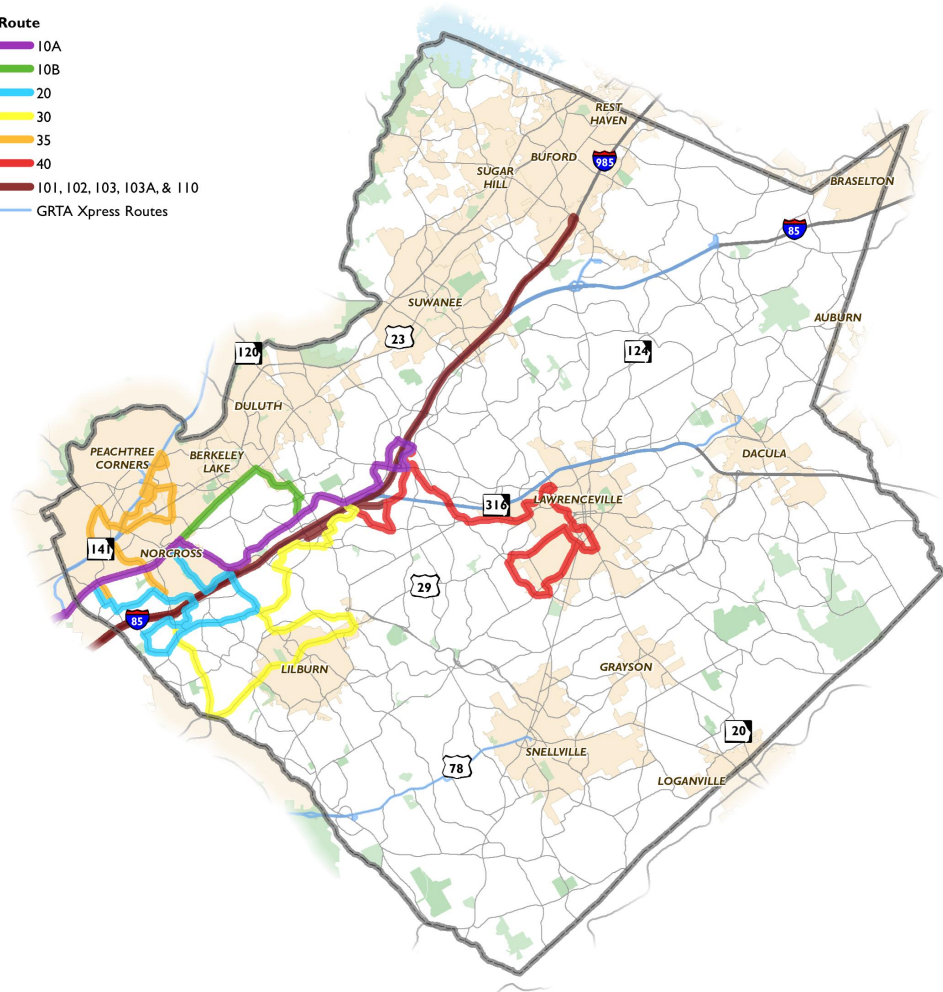
- 6 Local Routes
 - (There are now 7 routes in service, but at the time of Connect Gwinnett, 6 local routes were in service)
- 5 Express Commuter Routes
- 75 Vehicles (32 Local, 43 Express Commuter)
- Approx. 5,000 Systemwide Boardings Per Day

Service Area and Routes



Route

- 10A
- 10B
- 20
- 30
- 35
- 40
- 101, 102, 103, 103A, & 110
- GRTA Xpress Routes

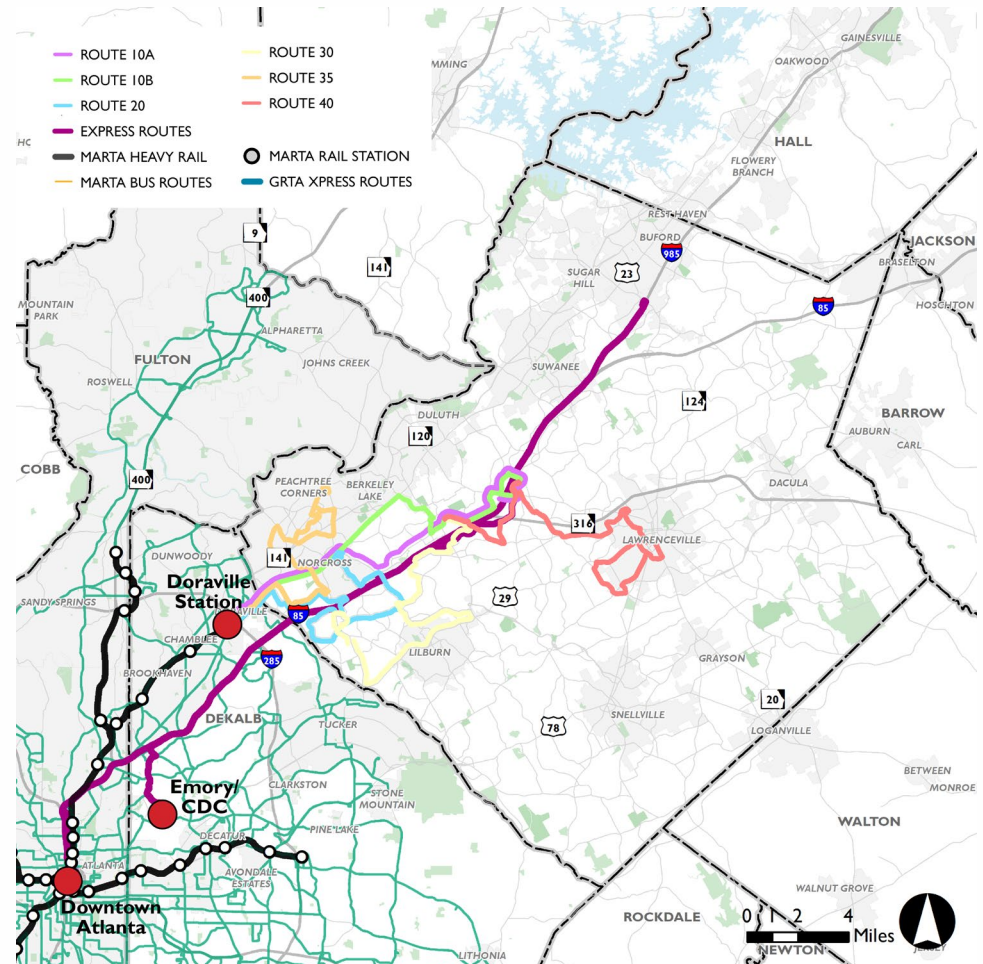


Existing to MARTA and Major Destinations

- Doraville MARTA
 - 4 Local Routes (10A/B, 20, 35)
- Emory/CDC
 - 1 Express Route (110)
- Downtown Atlanta
 - 3 Express Routes to Downtown (101, 102, 103)
 - 1 Express Route from Downtown (103A)

Regional Connections

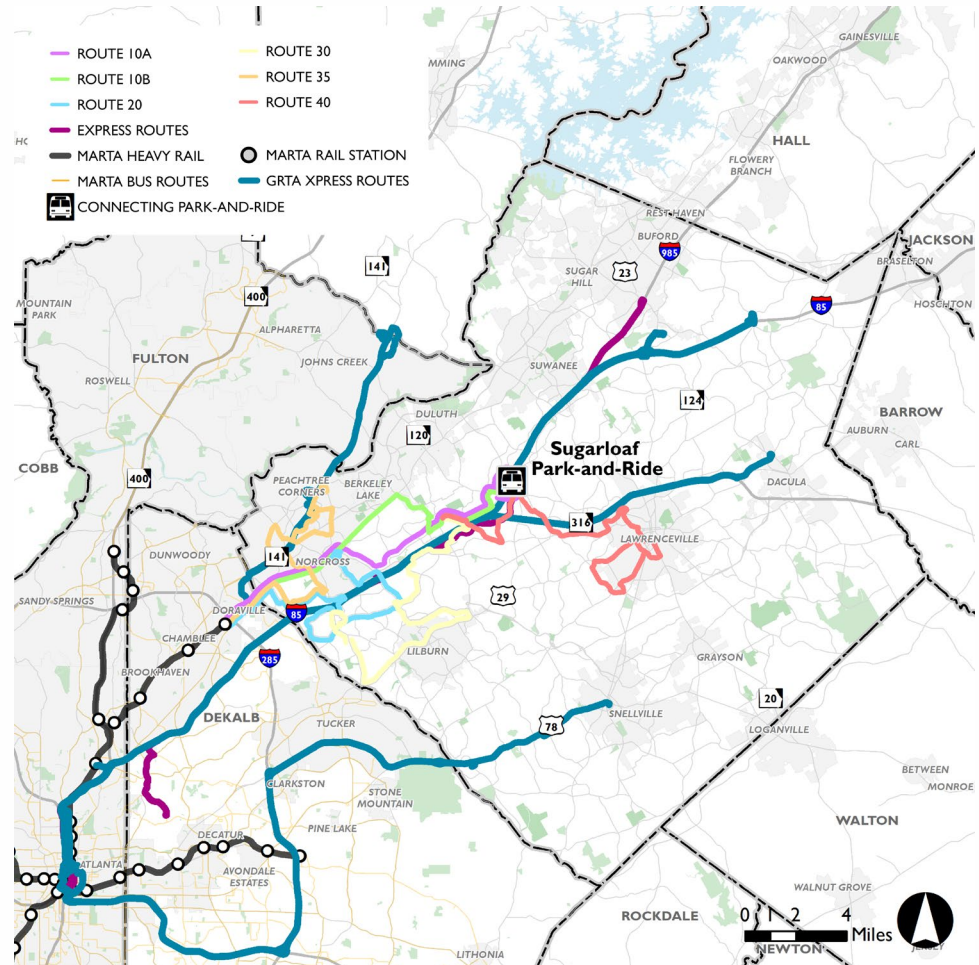
Existing to MARTA/Destinations



Existing to GRTA

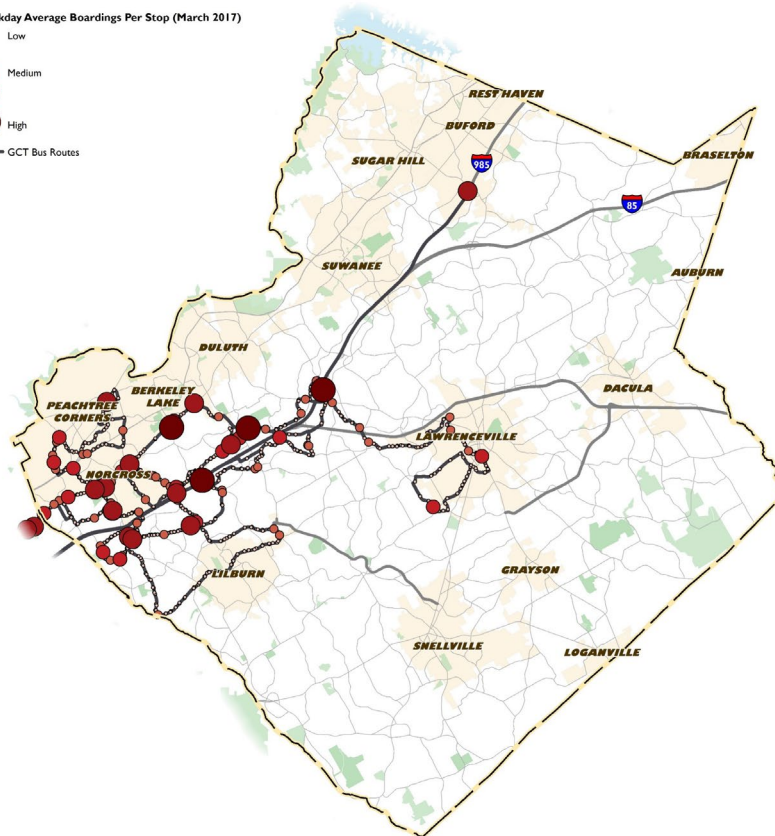
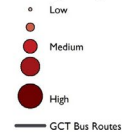
- Sugarloaf Park-and-Ride
 - 3 GCT Local Routes (10A/B, 45)
 - 4 GRTA Xpress Routes
 - 2 GCT Express Routes (103, 110)

Regional Connections *Existing to GRTA*



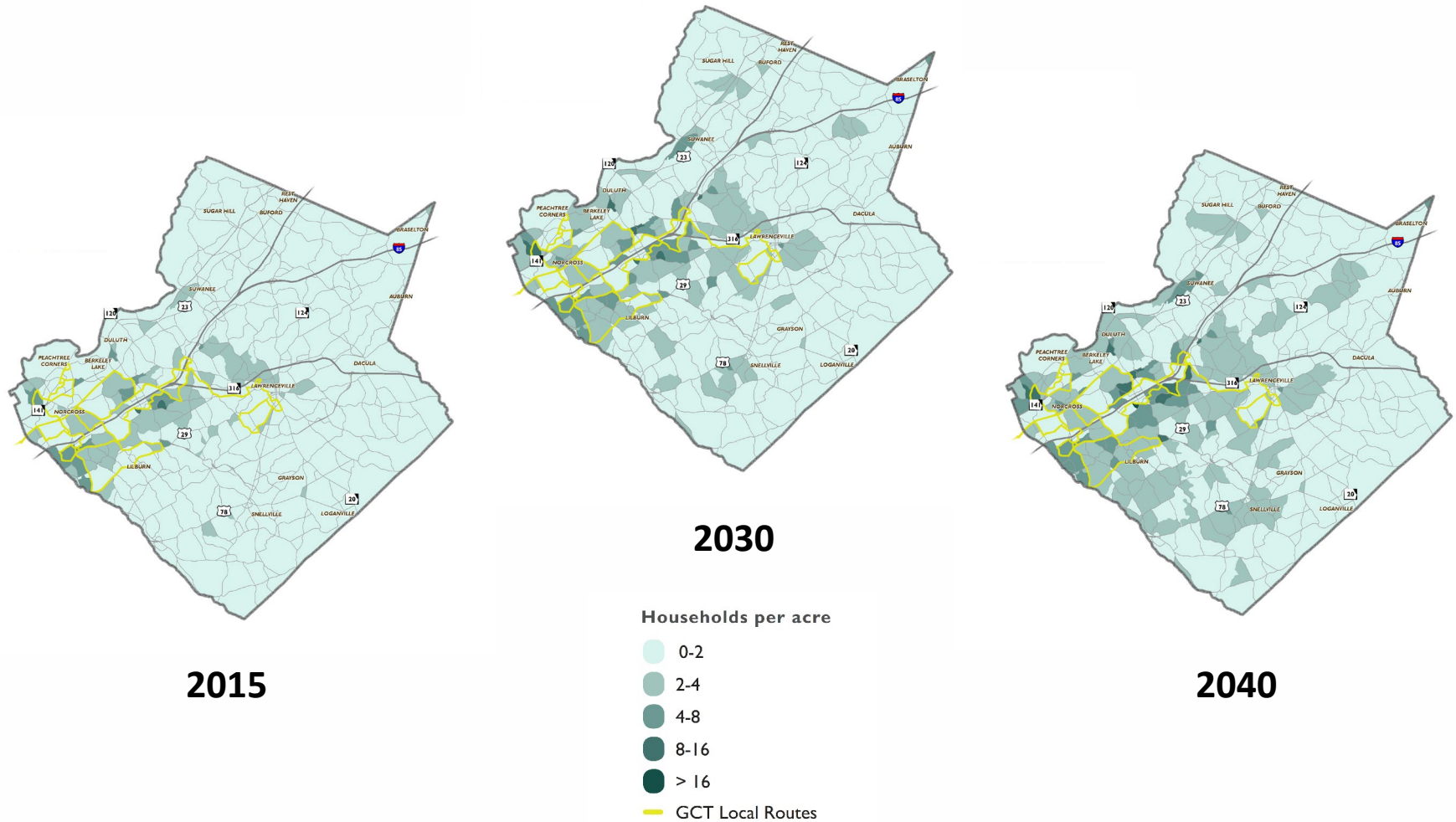
Current Ridership

Weekday Average Boardings Per Stop (March 2017)



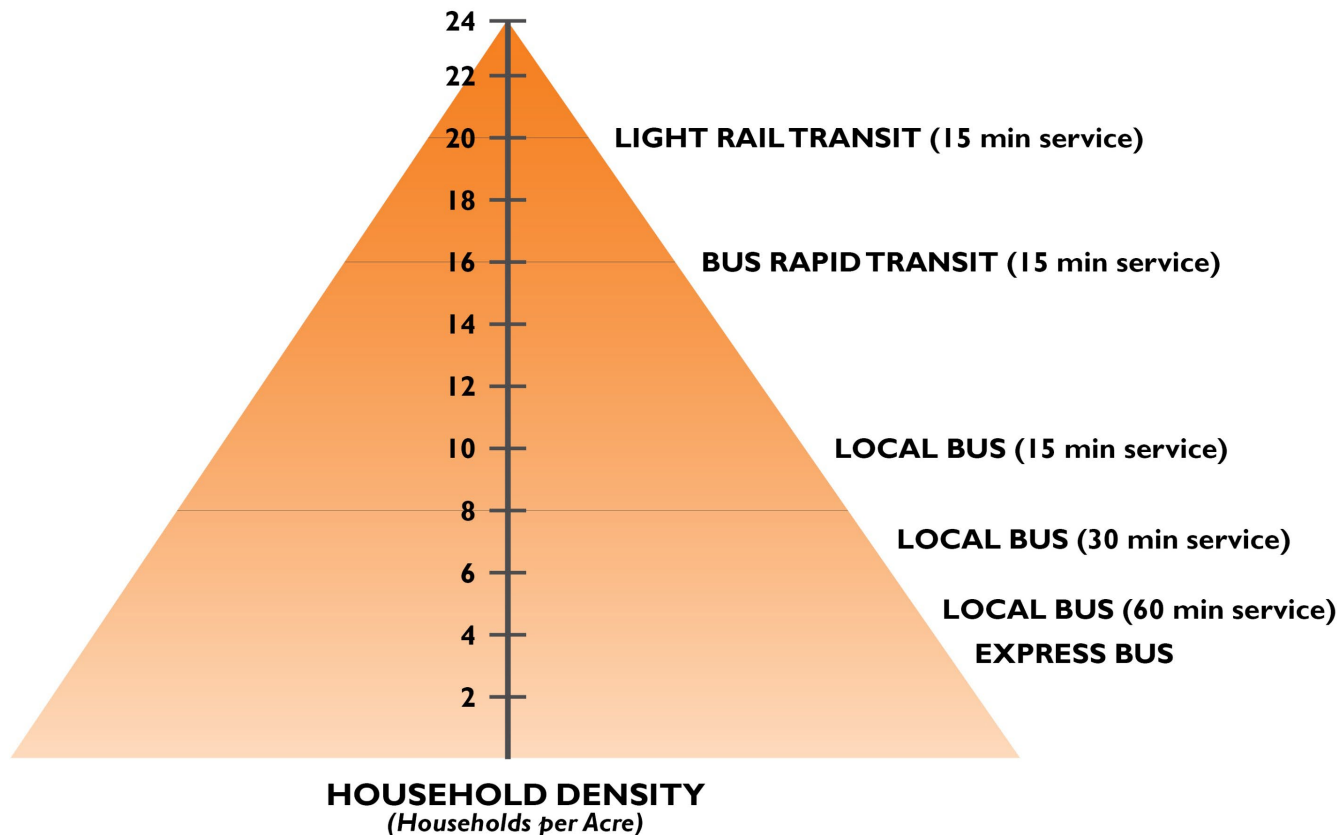
**Average Weekday
Boardings per Stop (2017)**

Gwinnett County Household Densities

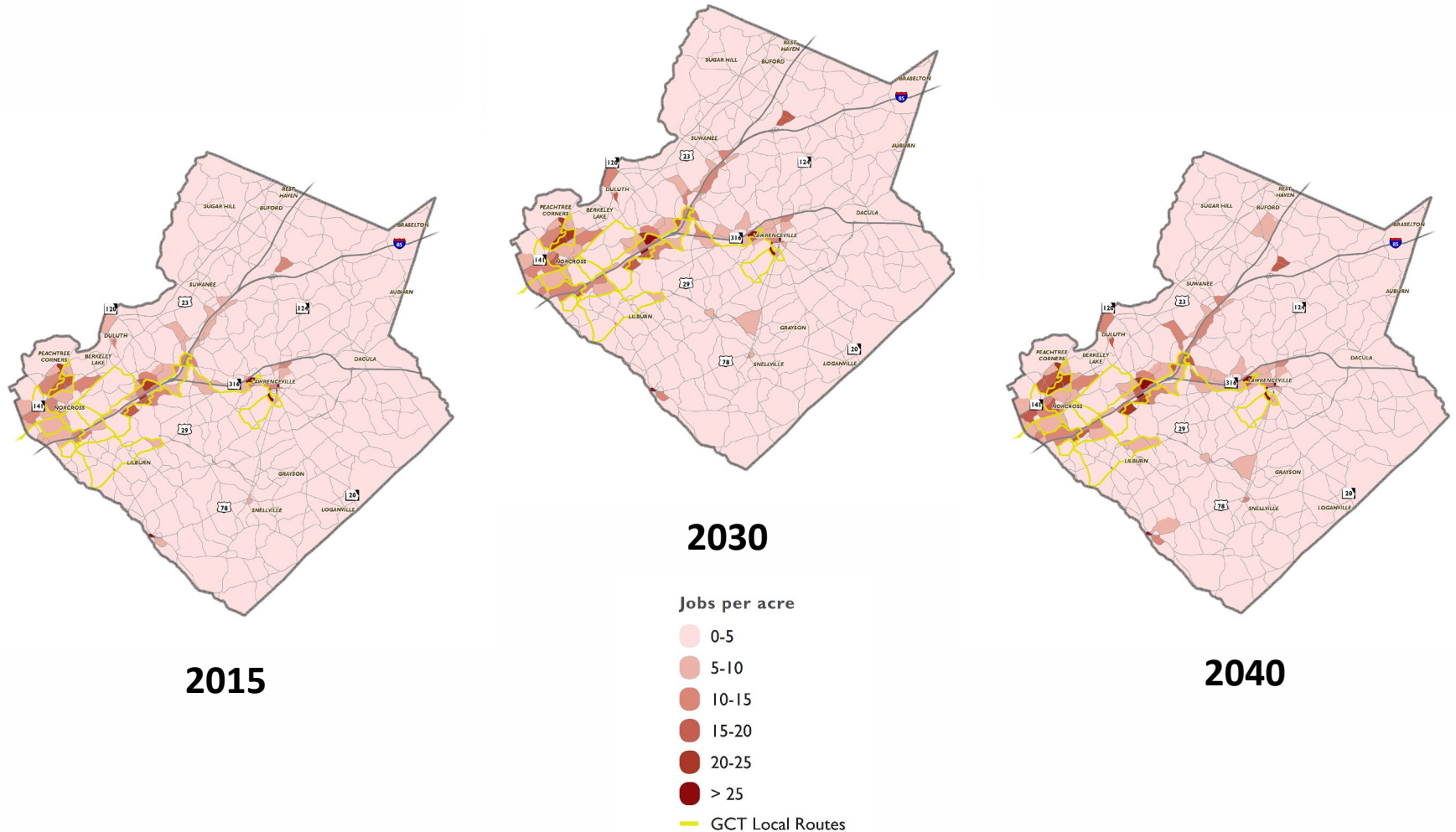


Transit Modes

Household Density Thresholds for Effective Transit Service

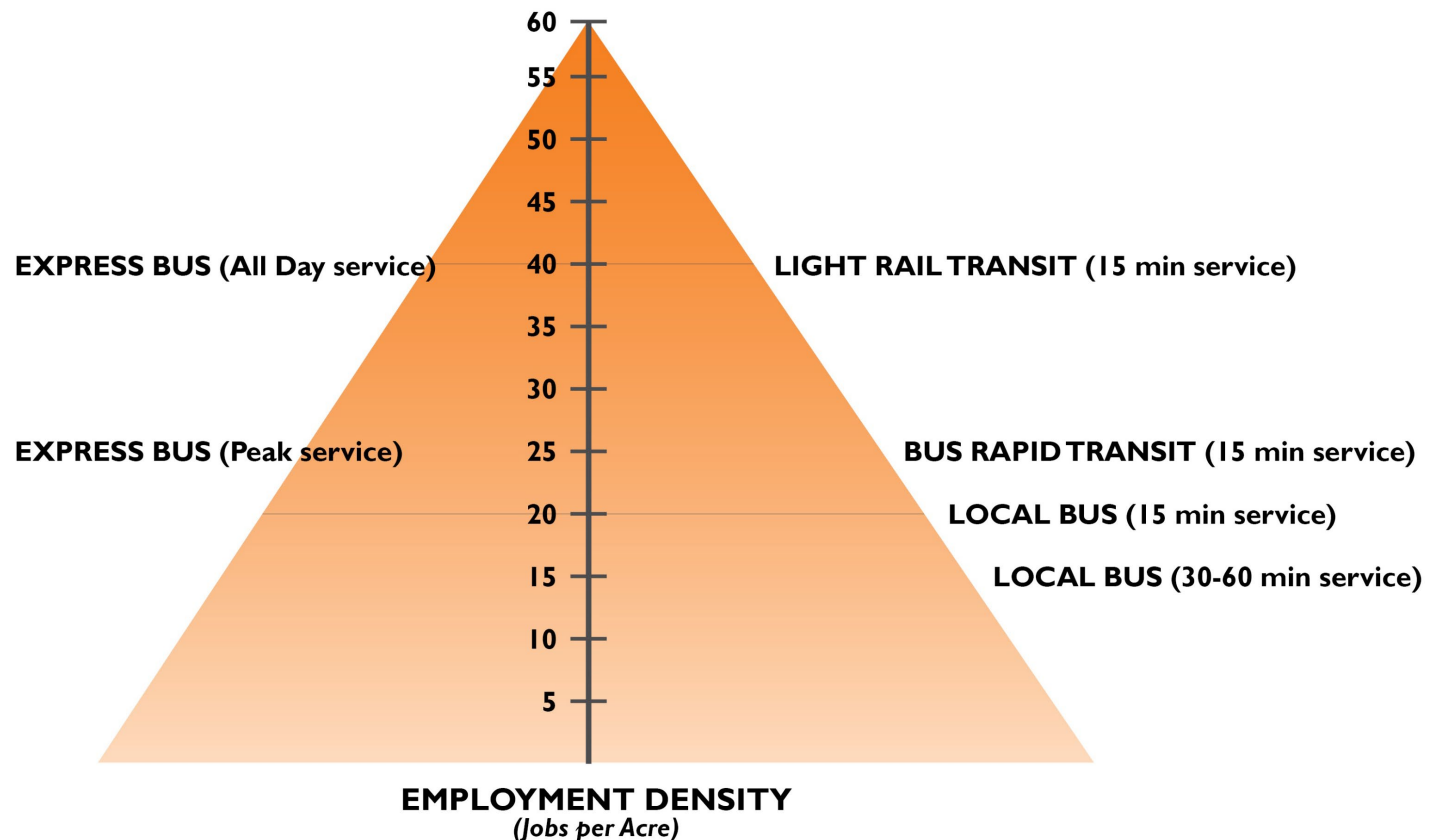


Gwinnett County Employment Densities

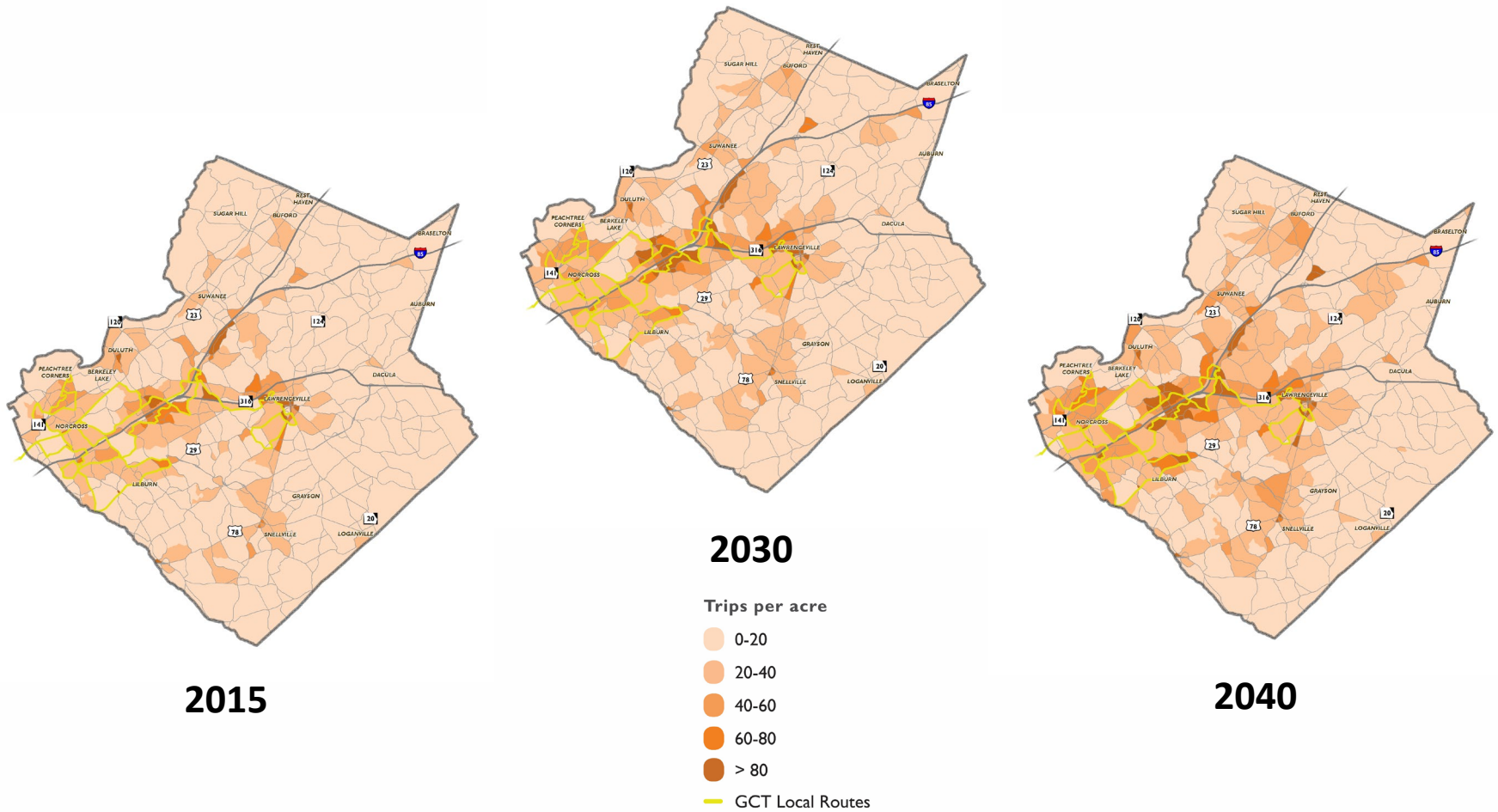


Transit Modes

Employment Density Thresholds for Effective Transit Service

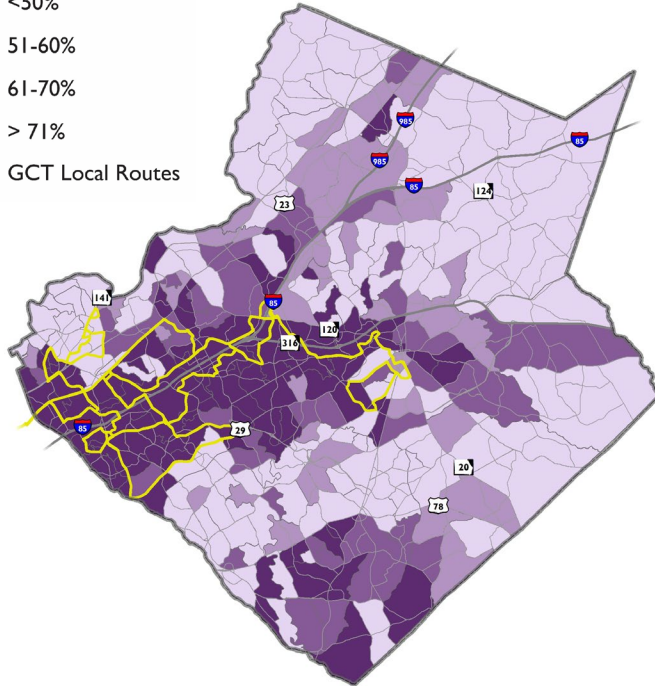
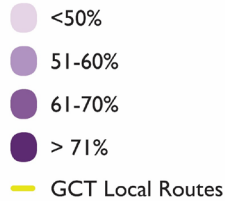


Gwinnett County Person Trip Activity Densities



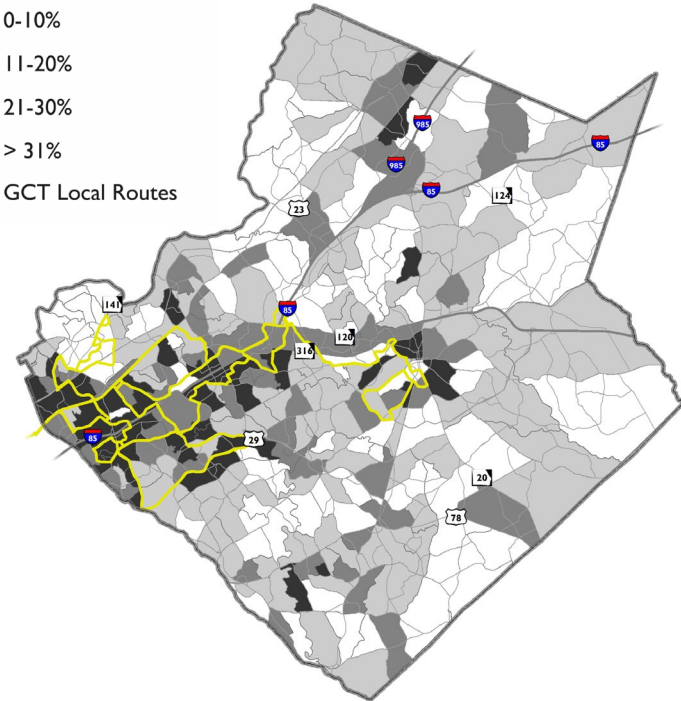
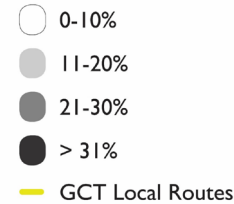
Transit Dependent Populations Market Assessment

Percent Minority



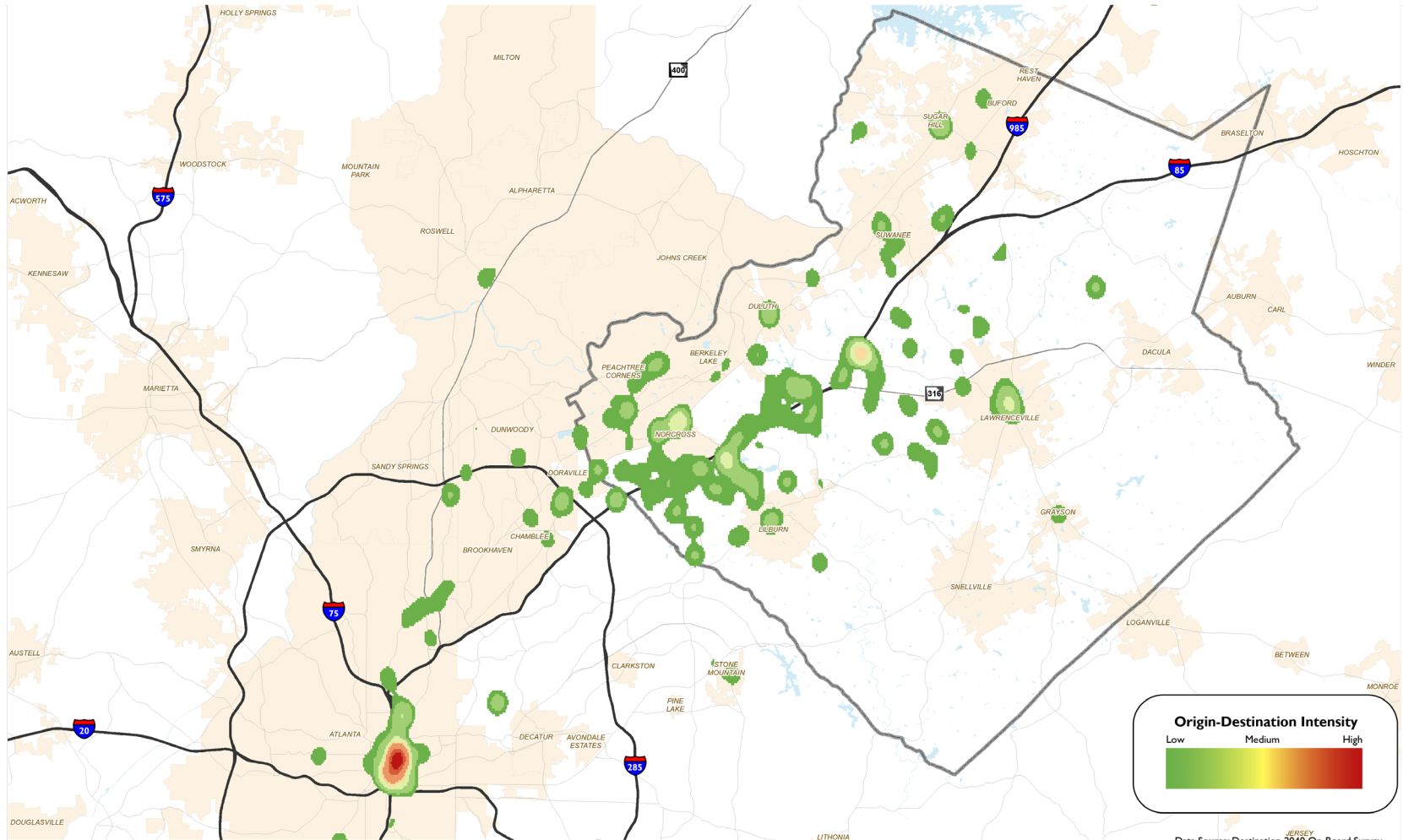
**Minority Population
Concentrations**

Percent Low Income



**Low Income Household
Concentrations**

Existing Rider – Origin/Destinations Home/Work Locations



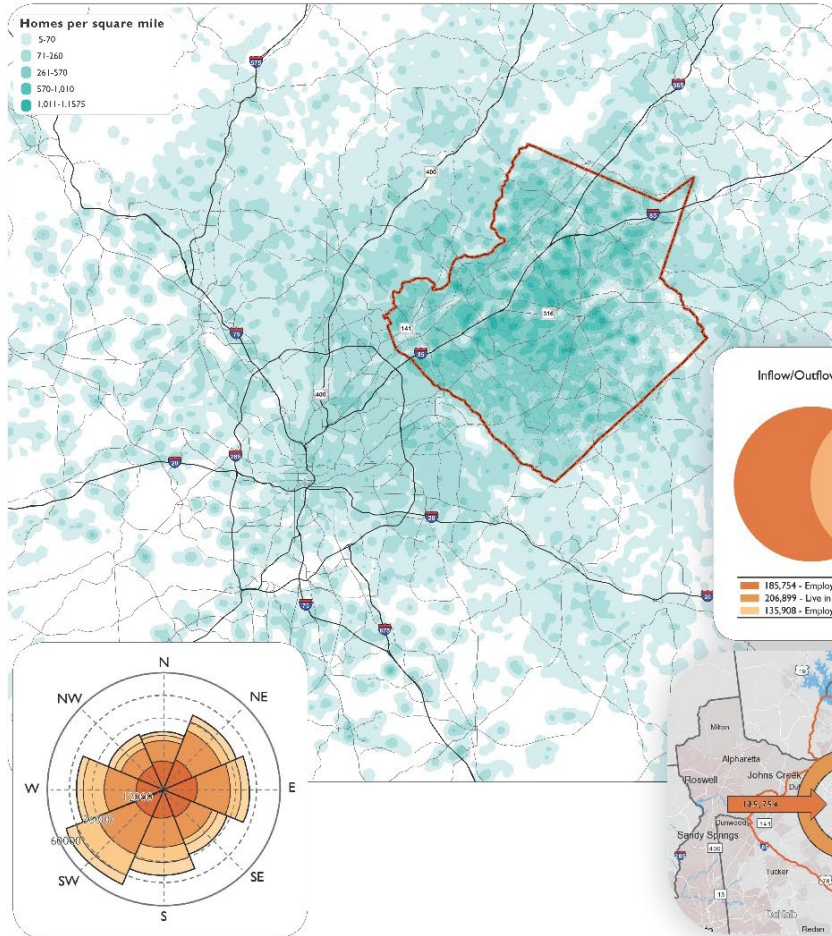
Origin-Destination Intensity



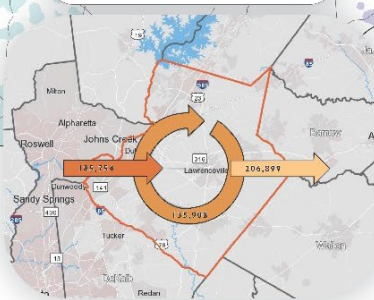
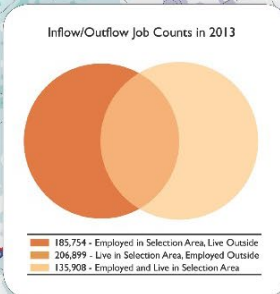
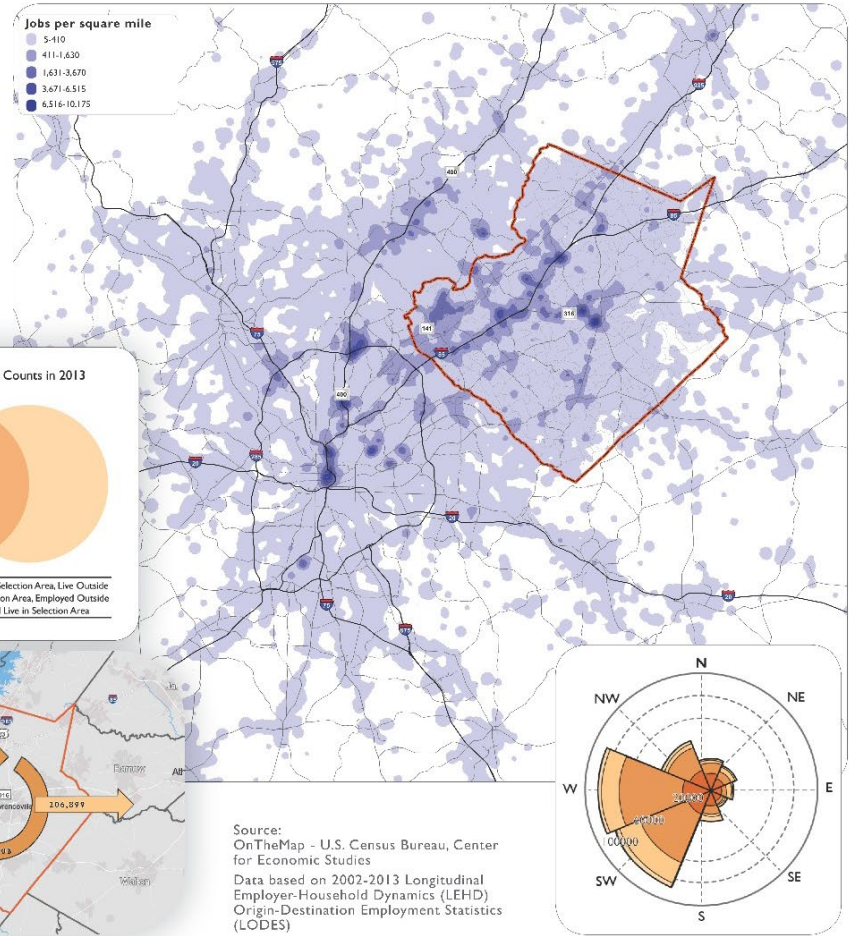
Data Source: Destination 2040 On-Board Survey

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)

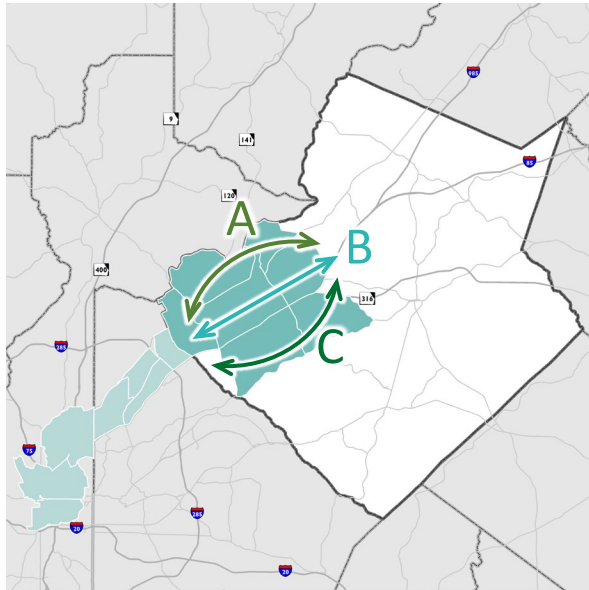


Travel Patterns Analysis

- ARC activity-based travel demand model
- Examined existing (2015) and future (2040) daily travel patterns to identify magnitude of travel demand
- Corridor-level demand, not Origin-Destination
 - Doraville connections include MARTA Gold Line
 - Perimeter connections include northern portion of MARTA Red Line
- Used to identify corridors where high-capacity service is most warranted



Daily Corridor Trips per Mile: *I-85 Corridor*



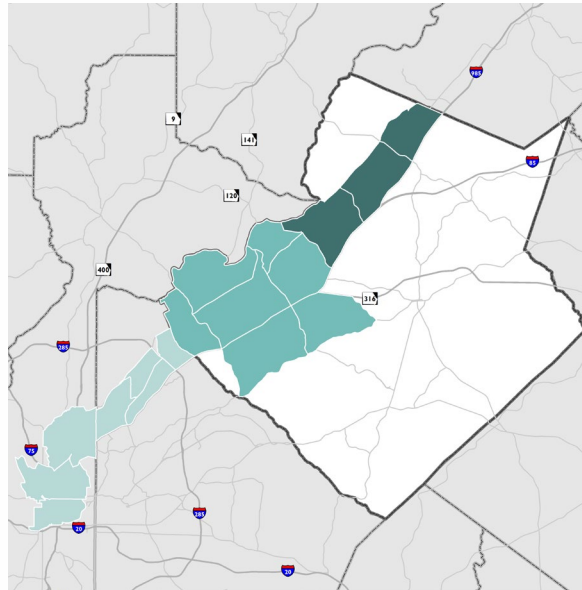
South I-85 Corridor

2015:	7,286	8,489	15,319
2040:	10,178	12,276	22,181

A

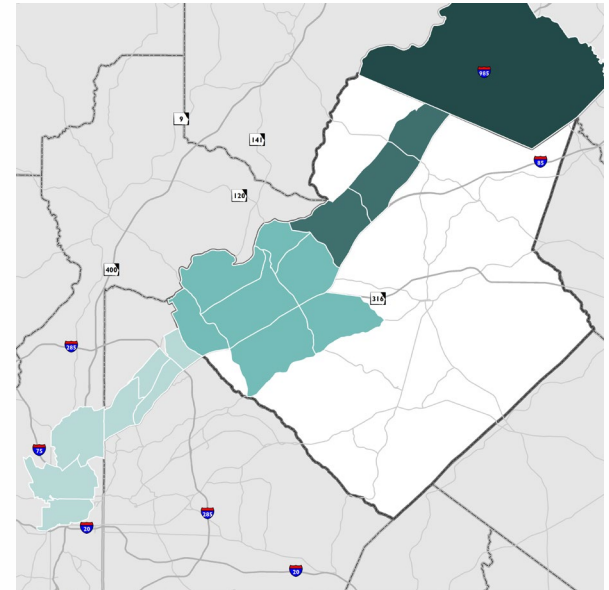
B

C



North I-85/I-985 Corridor

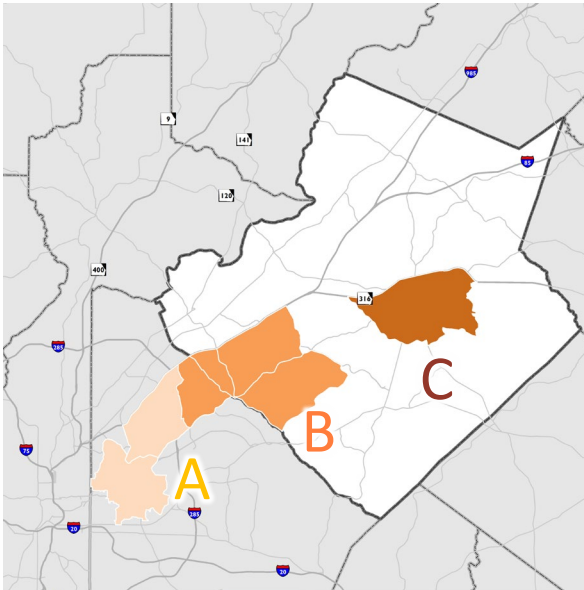
2015:	3,850
2040:	6,243



Connection to Hall County

2015:	1,194
2040:	2,075

Daily Corridor Trips per Mile

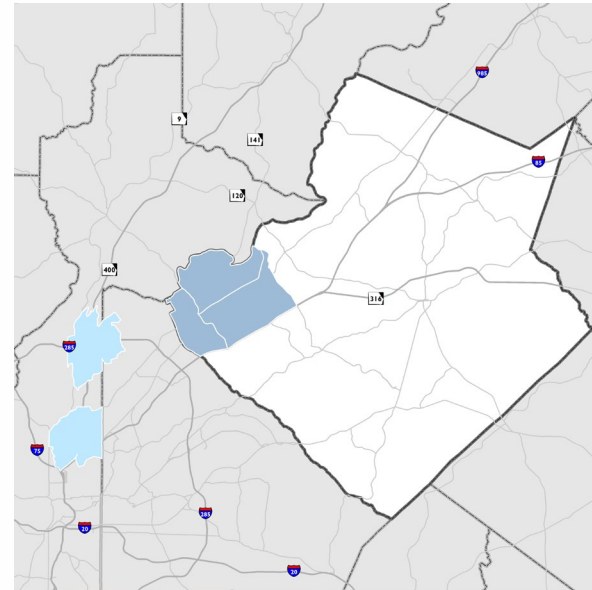


Central to East DeKalb

2015:	6,152	4,748
2040:	8,855	6,824

A+B

A+B+C

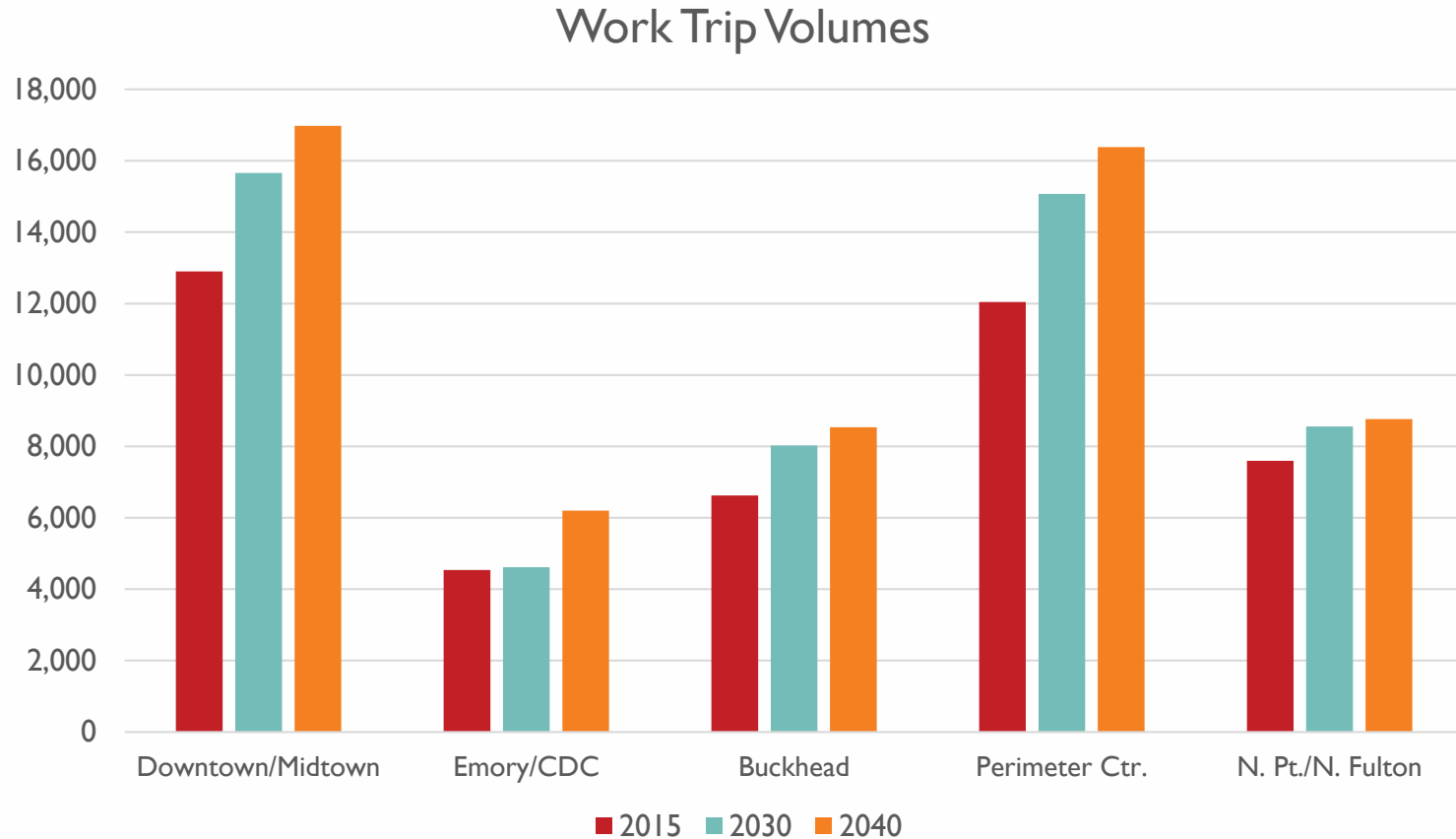


West to Perimeter/Buckhead

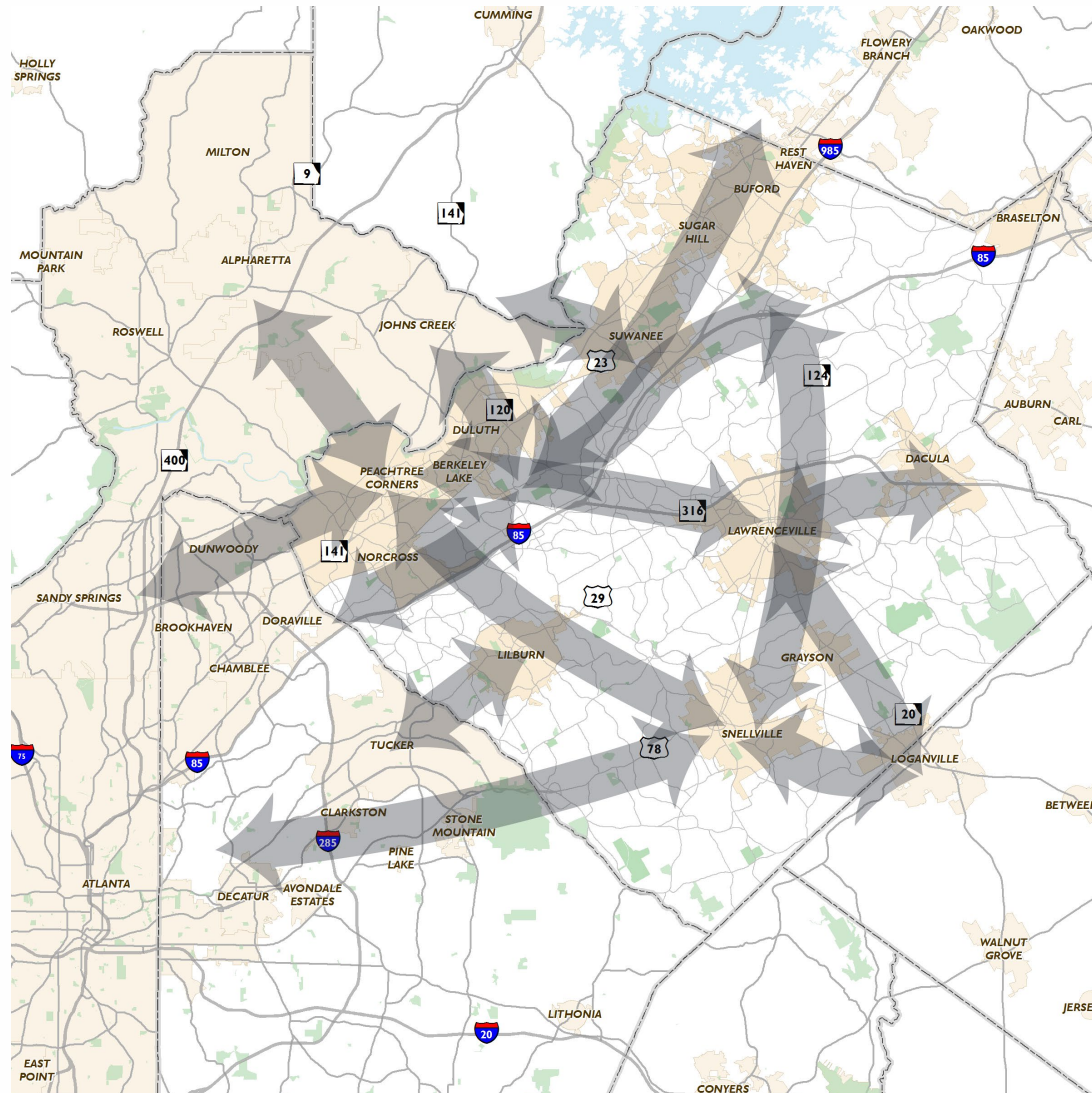
2015:	1,998
2040:	2,708



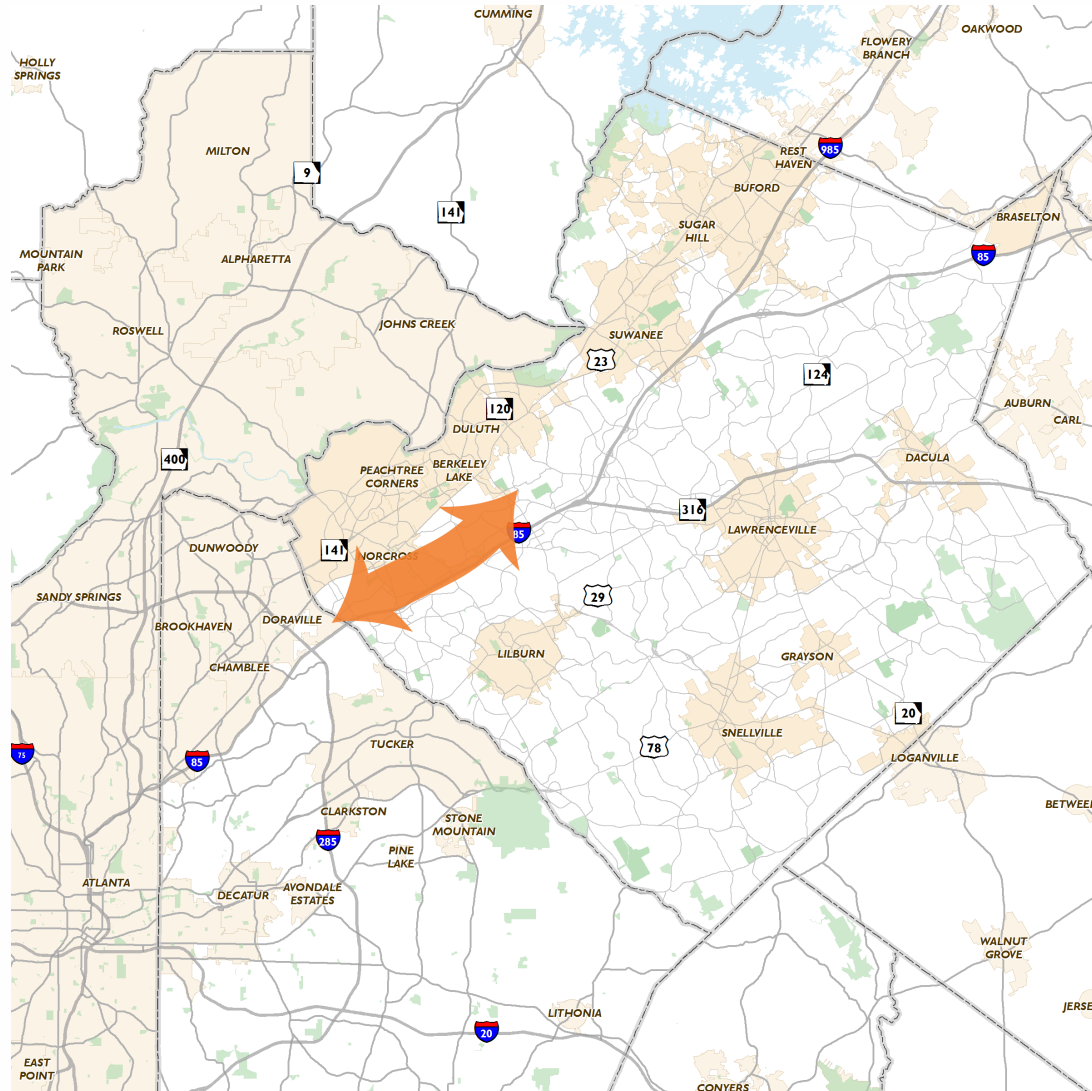
Gwinnett County Work Trips to Activity Centers



General Travel Patterns



South I-85 Corridor





South I-85 Long-Term Alignments Considered

Traffic Constraints

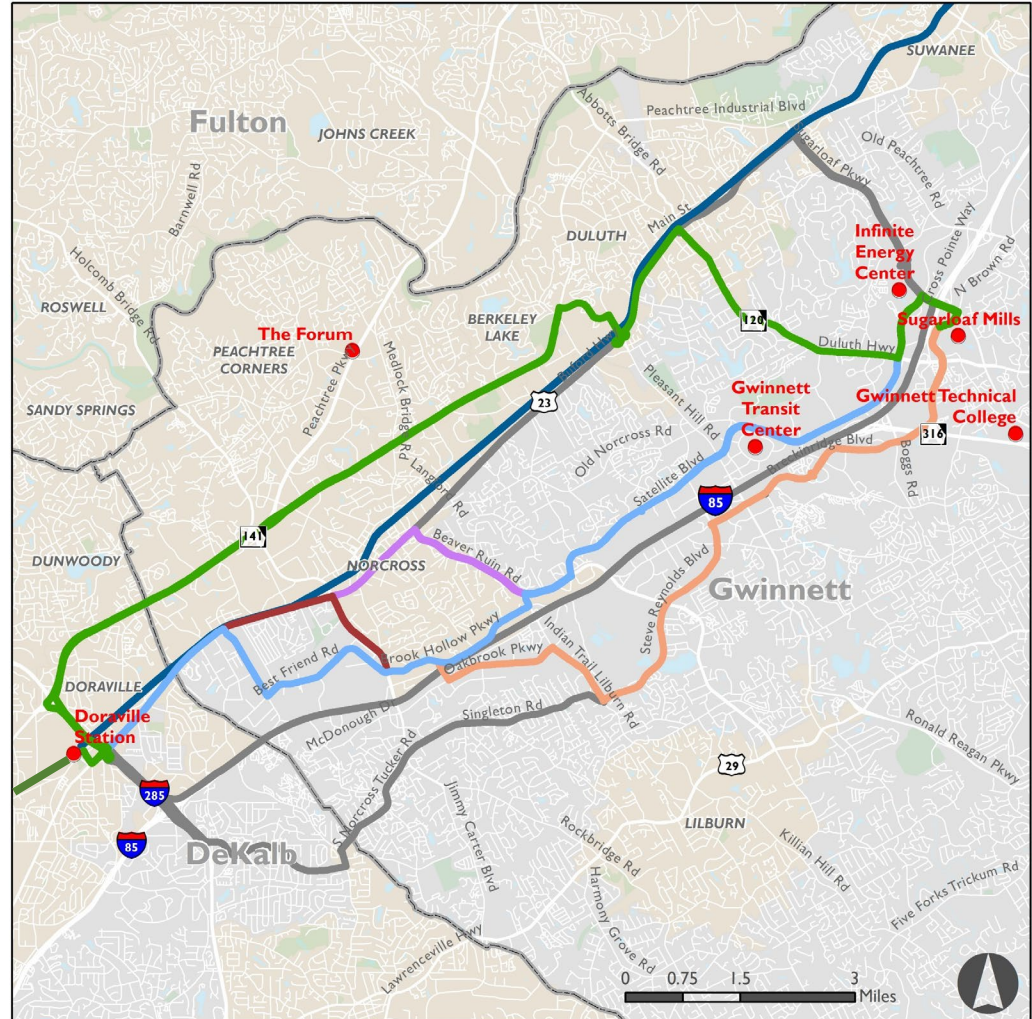
- Congestion on Buford Hwy between Button Gwinnett Rd and Beaver Ruin Rd and on Brook Hollow Pkwy between Jimmy Carter Blvd and Indian Trail Lilburn Rd

Major Right-of-Way Constraints

- Button Gwinnett: **50'**, 2 undivided lanes
- Jimmy Carter: **100'**, 6 lanes with two way left turn lane
- Beaver Ruin: **85'**, 5 lanes with two way left turn lane

Alignment Considerations

- Beaver Ruin
- Jimmy Carter
- Button Gwinnett
- Buford Highway
- SR 141
- Norfolk Southern Line



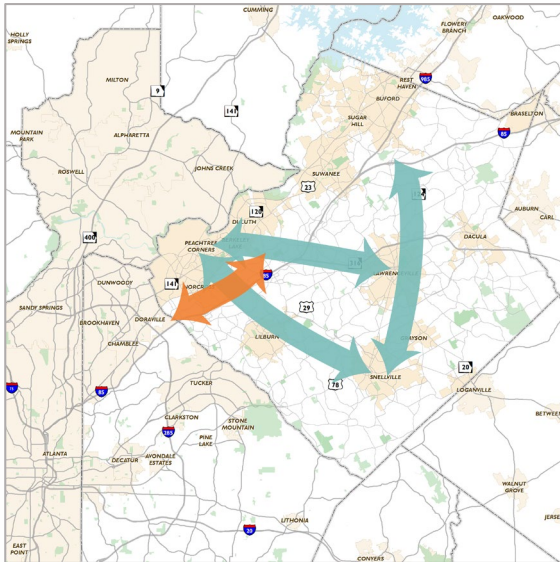


Alignment Comparison

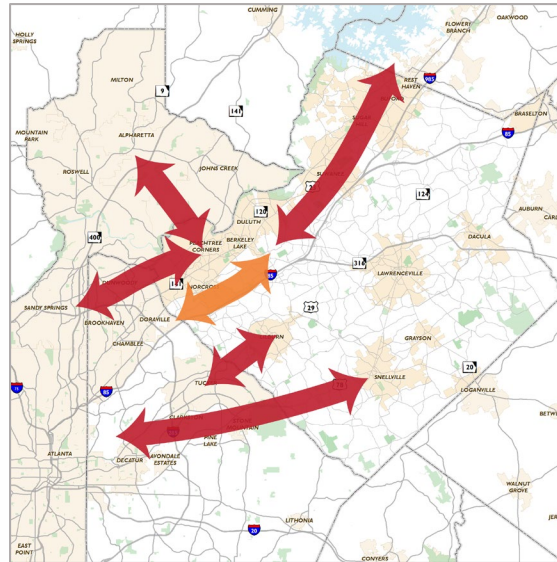
Alignment	Peachtree Industrial Blvd	Satellite via Button Gwinnett	Satellite via Jimmy Carter	Satellite via Beaver Run	Steve Reynolds
Corridor Length (miles)	18.6	16.2	16.1	15.7	17.0
Existing Transit Use	1,147 Daily Boardings	2,101 Daily Boardings	2,301 Daily Boardings	2,232 Daily Boardings	1,708 Daily Boardings
Population Served	20,196	18,697	18,145	17,747	18,620
Jobs Served	24,577	29,411	27,024	24,354	22,939

Major Corridors

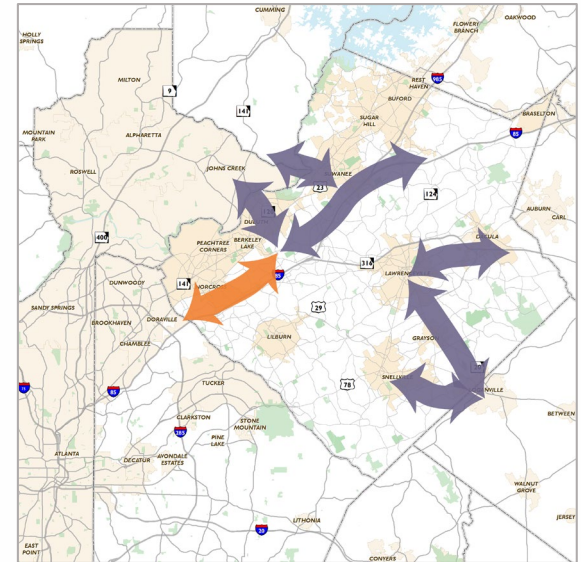
Cross-County Corridors



Regional Corridors



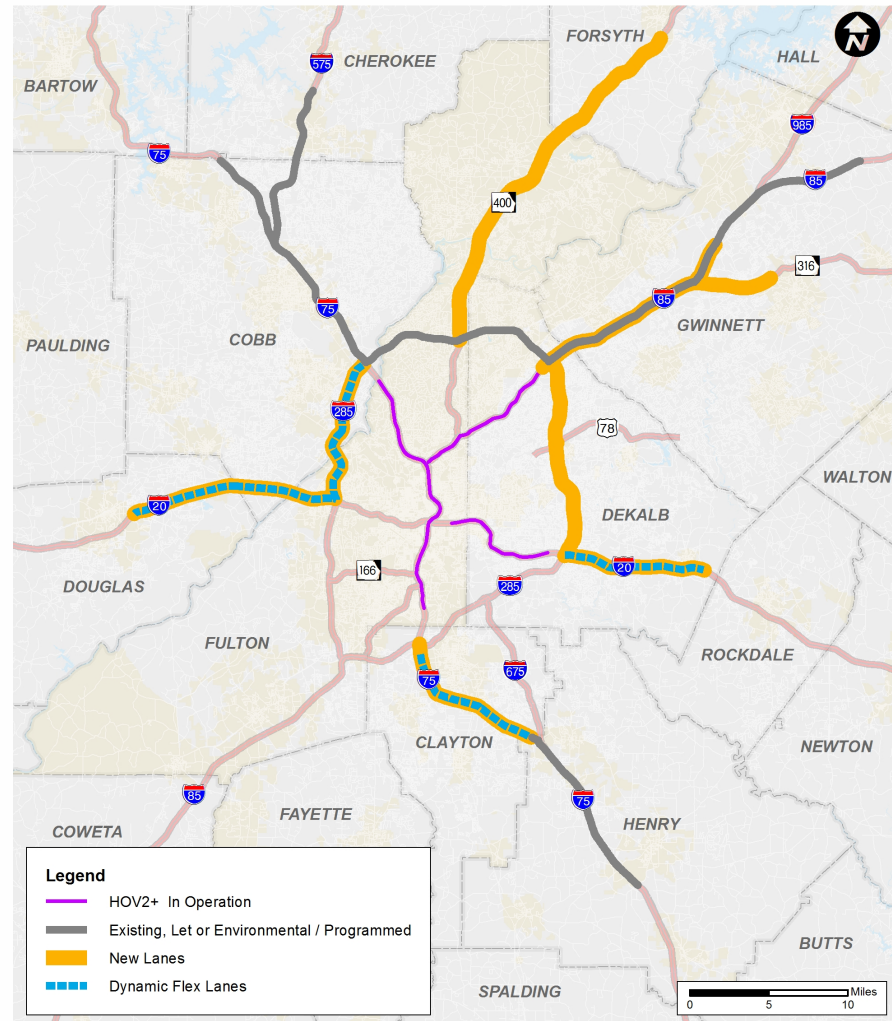
Commuter Opportunities

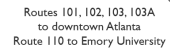




Express Lane System

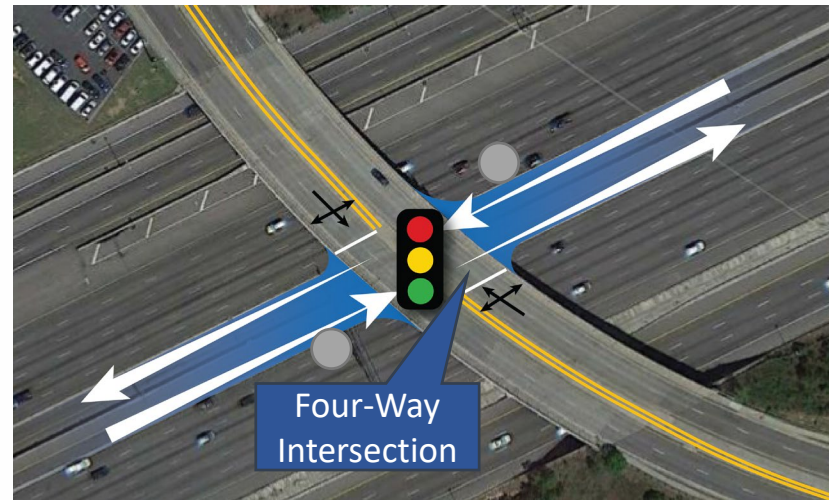
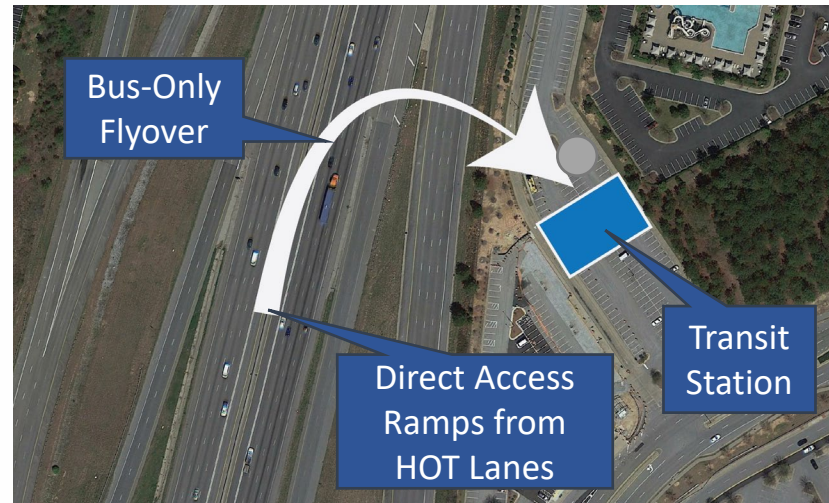
- Vision for Express Lane (EL) System build-out
 - Major Mobility Investment Program (MMIP)
 - Aspirational elements
- Enhance commuter express service throughout the County to take advantage of GDOT investment
- Build new Park-n-Ride lots near EL corridors





Connections to Express Lanes

Leverage future express/managed lanes enhancements on I-85 to improve express bus service by improving access to Park-and-Rides and reducing travel times



Facilities at Major Transfer Points



Bus Stop Improvements

Local Service



BRT Stations

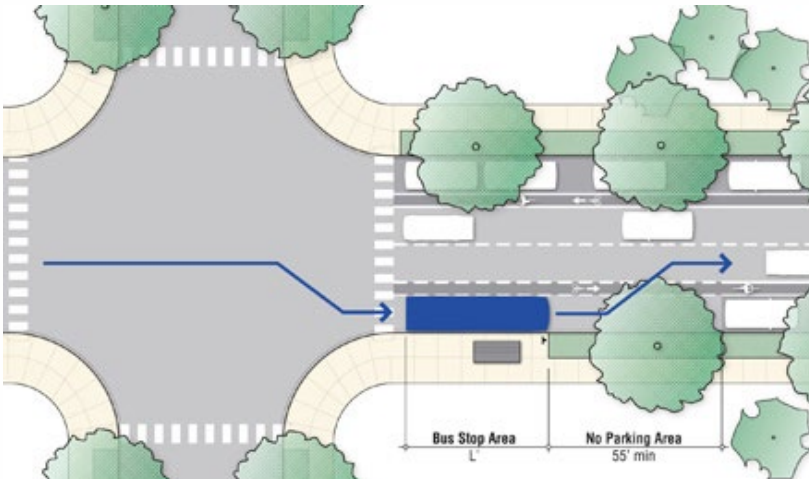


Image Sources (from upper left, clockwise): Nashville Bus Stop, Nashville MTA, Viva Toronto BRT Station, Metrolinx Eugene, Oregon Lane Transit District Gateway Station, Rowell Brokaw, Bus Stop Design Guidelines, Pace Bus

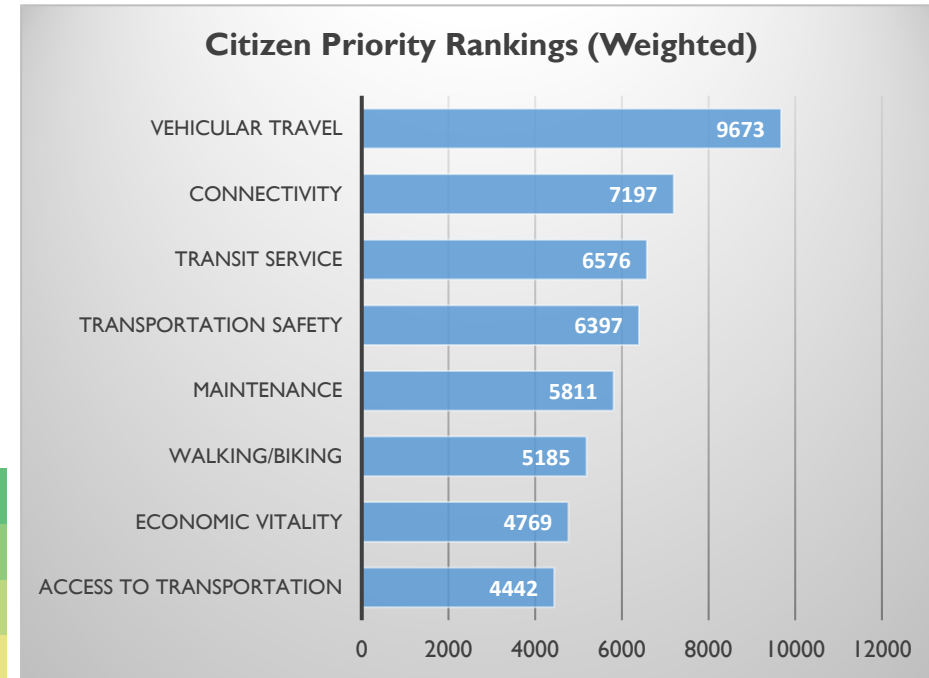
COMMUNITY ENGAGEMENT



Public Outreach – Round I

CTP Priorities

OVERALL	1	2	3	4	Total
Access to Transportation	502	427	359	435	1723
Connectivity	570	817	874	718	2979
Economic Vitality	360	489	615	632	2096
Maintenance	410	656	724	755	2545
Transit Service	854	607	469	401	2331
Transportation Safety	517	734	749	629	2629
Vehicular Travel	1397	780	615	515	3307
Walking/Biking	450	488	556	809	2303
	5060	4998	4961	4894	4978

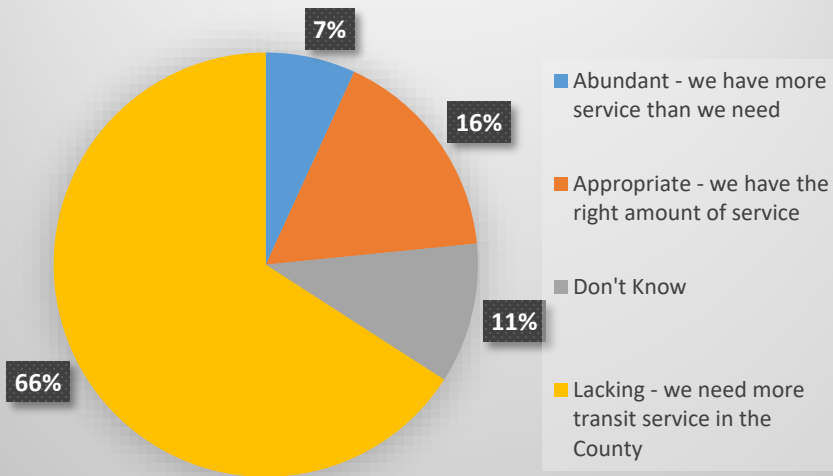


Overall Parks Senior Events Public Mtg MetroQuest

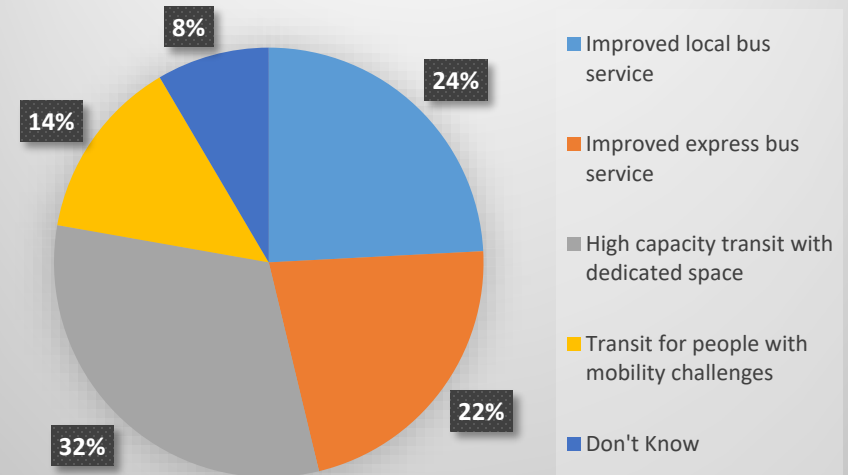
Vehicular Travel	1	2	2	3	1	1
Connectivity	2	5	6	5	2	2
Transit Service	3	6	3	6	3	3
Transportation Safety	4	3	5	2	4	4
Maintenance	5	1	4	4	5	5
Walking/Biking	6	4	7	1	7	7
Economic Vitality	7	8	8	8	6	6
Access to Transportation	8	7	1	7	8	8
Total Responses	4,978	347	96	297	211	4,028

Public Outreach – Round I

Gwinnett's Public Transportation/Transit

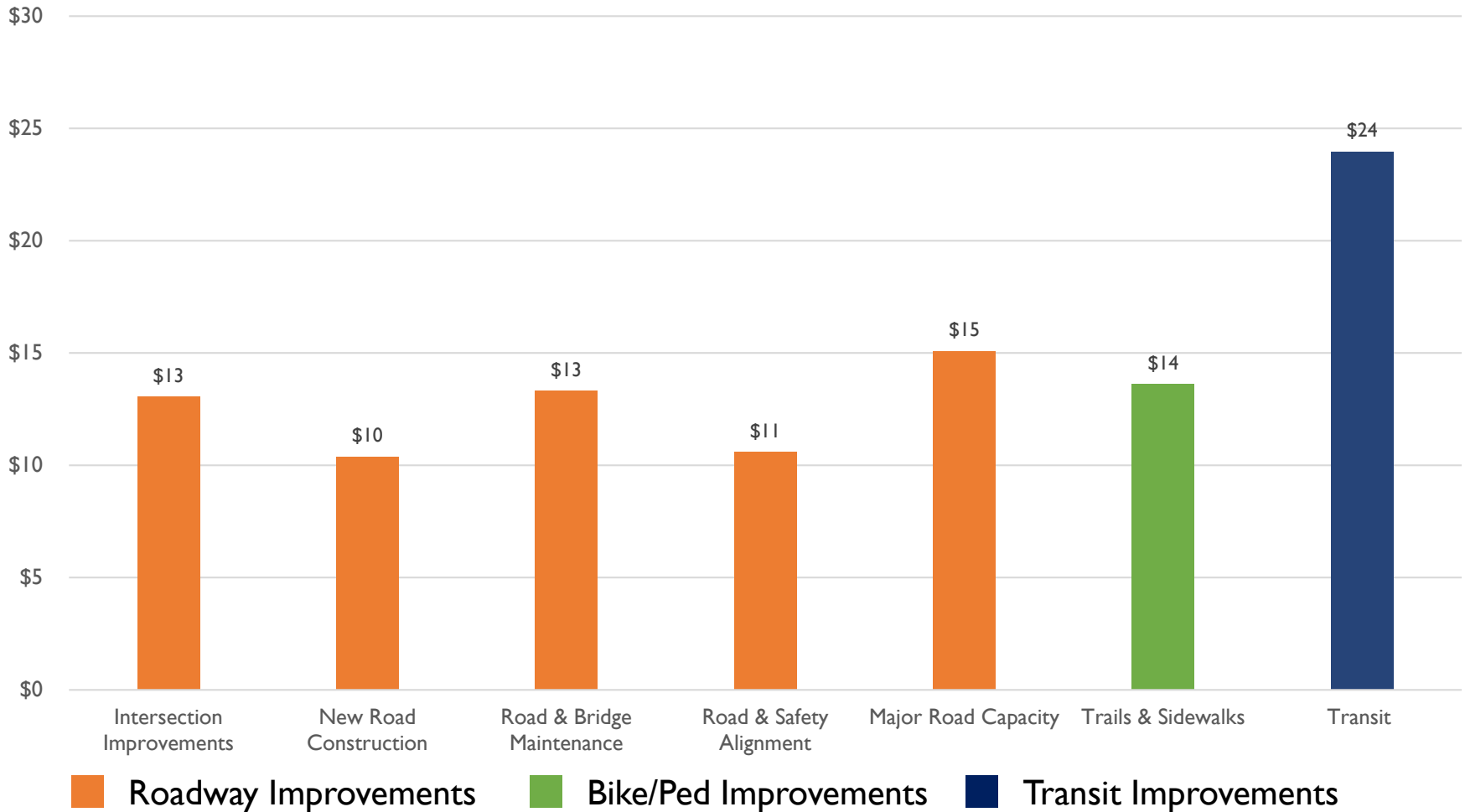


1-2 Best Transit Improvements

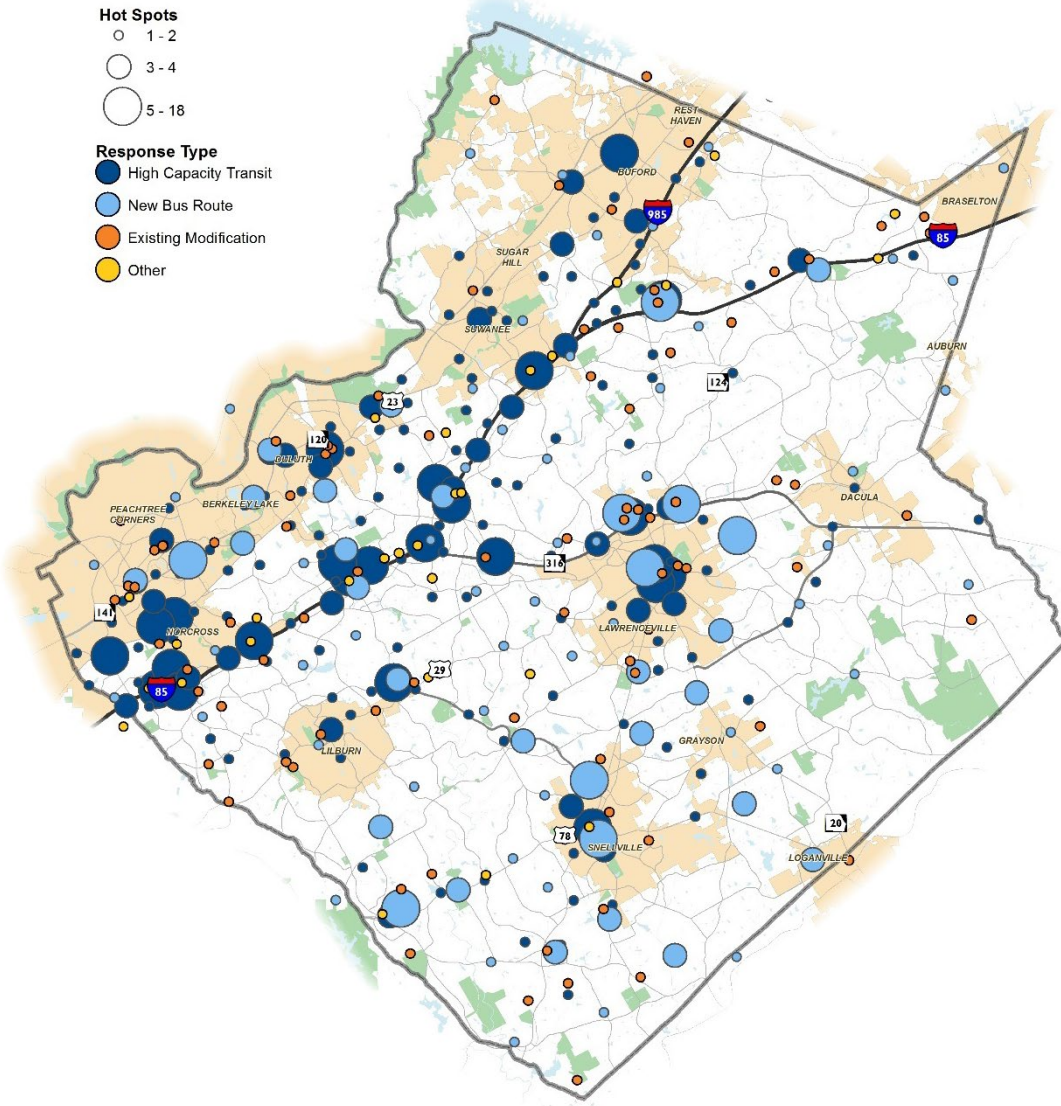


Public Outreach – Round 2

Budget Allocation Activity (\$100 exercise) - All Outreach



Transit Survey



Response Type	# of Responses
<i>High Capacity Route Hot Spots</i>	
High Capacity	440
<i>New Bus Route Hot Spots</i>	
Local Route	157
Express Route	61
<i>Existing Modifications Hot Spots</i>	
New Bus Stop	49
Express Routes	21
Local Routes	15
<i>Other Hot Spots</i>	
Other	30
Safety	1



Connect Gwinnett Outreach



 **30+**
COMMUNITY
EVENTS

12-STOP
COUNTYWIDE
BUS TOUR



 **10**
FOCUS
GROUPS

5,690
SURVEY
PARTICIPANTS



 **200+**
PUBLIC OPEN HOUSE
ATTENDEES

1,000
SCIENTIFIC PHONE SURVEY
PARTICIPANTS

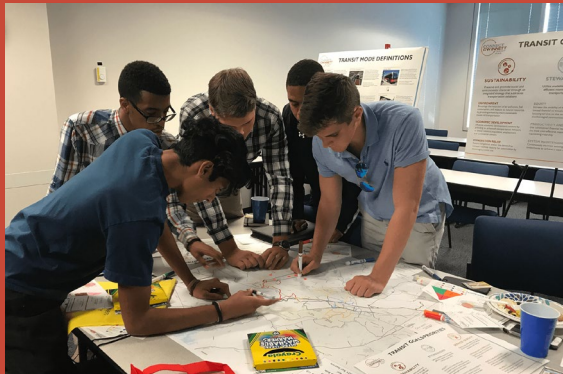




In-Person Outreach

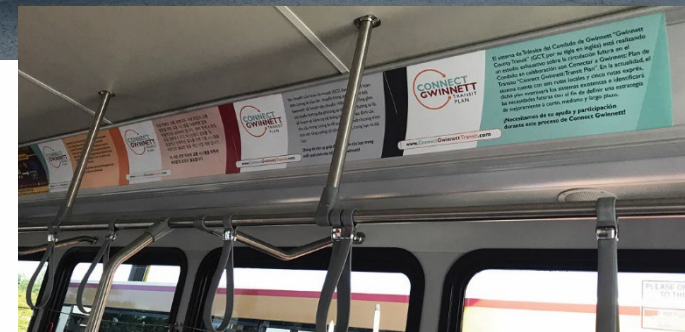


- Stakeholder Committees
- Operator Meetings
- Focus Groups
- Community Events
- Countywide Bus Tour
- Public Meetings



Creative Engagement

- Window Clings
- Car Cards
- Bus Wraps
- Online and Paper Surveys (4 languages)
- Scientific Phone Survey
- Website
- Social Media



Gwinnett County Transit (GCT) is taking a comprehensive look at the future of transit in the County with the Connect Gwinnett Transit Plan. Currently, the system is made up of six local routes and five express routes; this plan will examine the existing system and identify future needs to define a strategy for short-, medium-, and long-term enhancements.

We need your help and input throughout this process to Connect Gwinnett!



귀넷 카운티 교통 운영국은 귀넷 카운티 교통 발전을 위한 교통 시스템을 다방면에 걸쳐 종합적으로 살펴볼 계획입니다. 현재 현재 6 개의 로컬 경로와 5 가지 익스프레스 경로를 재검토하고 단계적인 절차를 거쳐 기존 시스템을 바탕으로 필요한 점을 개선 시킬 계획입니다.

더 나은 귀넷 카운티 교통 시스템을 위하여 여러분의 의견이 필요합니다.



Vận chuyển của Quận Gwinnett (GCT) đang xem xét toàn diện tương lai của vận chuyển trong quận với Kế hoạch Gwinnett: kế hoạch vận chuyển. Hiện tại, hệ thống gồm sáu tuyến đường địa phương và năm tuyến đường xa lộ; kế hoạch sẽ kiểm tra hệ thống hiện tại và xác định các nhu cầu trong tương lai để quyết định một chương trình cho việc tăng cường các tuyến ngắn hạn, trung hạn và dài hạn.

Chúng tôi cần sự giúp đỡ và ý kiến của bạn trong suốt quá trình này để kết nối Gwinnett!



El sistema de Tránsito del Condado de Gwinnett "Gwinnett County Transit" (GCT, por su sigla en inglés) está realizando un estudio exhaustivo sobre la circulación futura en el Condado en colaboración con Connect a Gwinnett: Plan de Tránsito "Connect Gwinnett: Transit Plan". En la actualidad, el sistema cuenta con seis rutas locales y cinco rutas expresas, dicho plan examinará los sistemas existentes e identificará las necesidades futuras con el fin de definir una estrategia de mejoramiento a corto, mediano y largo plazo.

¡Necesitamos de su ayuda y participación durante esta proceso de Connect Gwinnett!

Creative Engagement

- Window Clings
- Car Cards
- Bus Wraps
- Online and Paper Surveys (4 languages)
- Scientific Phone Survey
- Website
- Social Media



gwinnettcounty CONNECTION
a monthly publication of gwinnettcounty government

AUGUST 2017

CONNECT GWINNETT TRANSIT PLAN

Gwinnett Transit needs you to help plan its future!
After decades of successful growth and development, the County is experiencing unprecedented traffic congestion. Gwinnett has rapidly changed, and its residents have diverse transportation needs and challenges. A robust, high-capacity transit system may be part of the response to these transportation concerns, so the County needs your help to identify how we should invest in this system for future success.

Gwinnett County Transit is embarking on its first-ever comprehensive system review, *Connect Gwinnett Transit Plan*. For this effort, the planning team will be at local events throughout the county and is conducting an online survey to hear from you about how to enhance the current transit system in the short term and what Gwinnett's long-term transit future should look like.

Get involved! Visit www.ConnectGwinnettTransit.com for upcoming events and other project information. Also share your opinions and insights by taking the online survey at www.ConnectGwinnettTransit.com/survey.

Ahora pueden leer Gwinnett County Connection en español a www.gwinnettcountry.com.

AROUND GWINNETT

Recycle old furniture, appliances
Do you need to get rid of your old, bulky furniture or appliances like refrigerators or washing machines?
Consider donating your bulky items, but if they can't be donated, contact your hauler at least 48 hours before your desired pickup date. Make sure you empty all appliances and remove the refrigerator door. If your appliance has Freon gas, it must be removed and tagged by a qualified technician before it can be picked up. If you have questions, visit www.sustainablegwinnett.com or call 770.822.7141 to find your hauler's information.

THE GREEN TABLE
2017 ANNUAL CONFERENCE

Gwinnett hosting state Master Gardeners Green Table conference
Gwinnett Master Gardeners are hosting The Green Table, the Georgia Master Gardener Association's annual conference, which offers a cornucopia of gardening information. The conference will be held on October 6 at Bogan Park and on October 7 at the Gwinnett Environmental and Heritage Center.

Nationally renowned speakers, diverse breakout session topics, and specialty workshops provide a unique learning opportunity for Georgia gardeners. Register now for this exciting conference at www.georgiamastergardeners.org.

Make a difference for foster children
On any given day, there are more than 650 children in foster care in Gwinnett County, with less than 80 foster homes to care for them. The Georgia Division of Family and Children Services urges Gwinnett families to make a difference in a child's life by becoming a foster parent.

Get involved by attending an upcoming orientation sponsored by the Gwinnett County DCRS held the second Monday of each month from 6:30pm – 8:30pm. To register, please call Kimberly Griffin at 404.852.3694 or send an email to Cathy Chapman at cathy.chapman1@dcfs.ga.gov.

County offices closed: Labor Day
All Gwinnett County government offices, with the exception of those operations required for the comfort and safety of the residents of the county, will be closed Monday, September 4 for Labor Day. All offices will resume regular working hours Tuesday, September 5. A Magistrate Court judge will be available at the Gwinnett County Detention Center. Labor Day is not a trash holiday for residents in unincorporated Gwinnett County.

Gwinnett County hosts many events, classes, and workshops for its residents. See these and more at www.gwinnettcountryevents.com.

Fall Computer Courses for Seniors
Online registration begins August 1 www.gscrc.org
In-person registration at two locations:
September 19 • 10:00am – 11:00am
Bethesda Park Senior Center
225 Bethesda Church Road, Lawrenceville
or
Prime Timers Pointe at George Pierce Park
55 Buford Highway, Suwanee
770.564.4699

Fall Yard Sale • FREE!
September 9 • 9:00am – 2:00pm
Mountain Park Activity Building
1063 Rockbridge Road, Lilburn
678.277.0179

Movie on the Lawn • FREE!
September 16 • 6:00pm – 9:00pm
Dacula Park Activity Building
2735 Old Auburn Avenue, Dacula
678.277.0850

Massy Masterpieces • FREE!
September 21 • 6:30pm – 8:00pm
Pinecrest Park Community Recreation Center
4650 Peachtree Industrial Boulevard, Berkeley Lake
678.277.0920

gwinnettcounty connection
send questions or comments to thurskela.bazem@gwinnettcountry.com
Gwinnett County Communications Division
73 Lingby Drive • Lawrenceville, GA 30046
770.822.7180 • www.gwinnettcountry.com
Questions about your water bill? Call 678.726.6886



Gwinnett County Transit (GCT) is taking a comprehensive look at the future of transit in the County with the *Connect Gwinnett Transit Plan*. Currently, the system is made up of six local routes and five express routes; this plan will examine the existing system and identify future needs to define a strategy for short-, medium-, and long-term enhancements.

We need your help and input throughout this process to *Connect Gwinnett*!



귀넷 카운티 교통 운영국은 귀넷 카운티 교통 발전을 위한 교통 시스템을 다방면에 걸쳐 종합적으로 살펴보고 있습니다. 현재 현재 6 개의 로컬 경로와 5 가지 익스프레스 경로를 재 점검하고 단계적인 절차를 거쳐 기존 시스템을 바탕으로 필요한 점을 개선 시킬 계획입니다.

더 나은 귀넷 카운티 교통 시스템을 위하여 여러분의 의견이 필요합니다.



Vien chuyên của Quận Gwinnett (GCT) đang xem xét toàn diện tương lai của vận chuyển trong quận với kết nối Gwinnett: kế hoạch vận chuyển. Hiện tại, hệ thống gồm sáu tuyến đường địa phương và năm tuyến đường xa lộ; kế hoạch sẽ kiểm tra hệ thống hiện tại và xác định các nhu cầu trong tương lai để quyết định một chương trình cho việc tăng cường các tuyến ngắn hạn, trung hạn và dài hạn.

Chúng tôi cần sự giúp đỡ và ý kiến của bạn trong suốt quá trình này để kết nối Gwinnett!



El sistema de Tránsito del Condado de Gwinnett "Gwinnett County Transit" (GCT, por su sigla en inglés) está realizando un estudio exhaustivo sobre la circulación futura en el Condado en colaboración con *Conectar a Gwinnett: Plan de Tránsito "Connect Gwinnett Transit Plan"*. En la actualidad, el sistema cuenta con seis rutas locales y cinco rutas expres, dicho plan examinará los sistemas existentes e identificará las necesidades futuras con el fin de definir una estrategia de mejoramiento a corto, mediano y largo plazo.

¡Necesitamos de su ayuda y participación durante esta proceso de *Conectar a Gwinnett*!

Creative Engagement

- Window Clings
- Car Cards
- Bus Wraps
- Online and Paper Surveys (4 languages)
- Scientific Phone Survey
- Website
- Social Media



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¡Necesitamos de su ayuda y participación durante este proceso de Connect Gwinnett!

ONLINE



Connect Gwinnett: Transit Plan added 2 new photos
Published by Beth Tucker (1) · July 26 · 48
One of these is coming to you tomorrow. Come take transit with us at the stop most convenient to you! #ConnectGwinnettTransit

TAKE THE SURVEY

JOIN US ON OUR BUS TOUR!
SATURDAY, JULY 29TH

Connect Gwinnett: Transit Plan
Georgia - City Hall's post.
Published by Beth Tucker (1) · August 3 · 48
We'll be at #Foodtruck Friday in the City of Duluth, tomorrow night. Come talk to us about transit! #connectgwinnetttransit

Connect Gwinnett: Transit Plan
Published by Beth Tucker (1) · July 26 · 48
We're adding another "T"-To event at the Southeastern Railway Museum. Look for the red GCT buses and come talk to us! #connectgwinnetttransit

CONNECT GWINNETT TRANSIT PLAN

For one of the first times since its inception in 2001, Gwinnett County Transit (GCT) has initiated a Comprehensive Development Plan (CDP) to review all fixed route and paratransit services. This Connect Gwinnett: Transit Plan examines in short-, medium- and long-term plans constrained to identified current and future funding sources through a broad community outreach effort.

Connect Gwinnett will take a comprehensive look at the future of transit in the County to best position the system for success. Currently, GCT is made up of six fixed routes and five express routes. The plan will examine the existing and identify future needs.

Thank you to all our survey respondents, the survey ended on October 2ND, 2017. Please email ConnectGwinnettTransit@gwinnettcountry.com to receive updates on the Connect Gwinnett: Transit Plan.

Get Involved
Click here to submit your Comments and Suggestions.

www.ConnectGwinnettTransit.com



gwinnettcounty government

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Departments > Transportation > Connect Gwinnett: Transit Plan

Print

Connect Gwinnett: Transit Plan

Transportation

- Organization
- Public Meetings
- Airport
- Citizens Project Selection Committee - 2017 SPLOST
- Comprehensive Transportation Plan
- Connect Gwinnett: Transit Plan**
 - About the Transit Plan
 - Schedule
 - Resources
 - Feedback and Participation
 - Related Links
 - Project Fact Sheet
 - Survey
- Contracted Operations
- Diverging Diamond Interchanges
- Financial
- GC Smart Commute
- Gwinnett County Transit
- Traffic Engineering, Operations and

service hours on weekdays or weekends, lower cost to ride, etc. *

☐ Yes

☐ No

☐ I am not sure

What improvements would cause you to start taking transit more frequently? (Choose up to 3) *

☐ More areas in Gwinnett County served by transit

☐ Better connections to other areas in Metro Atlanta

☐ Easier to find/understand schedule and route information

☐ Increased comfort/safety on the bus

☐ More frequent service

☐ More reliable service

☐ Faster trips

☐ Longer service hours and Sunday service

☐ Lower cost to ride transit

☐ I do not have interest in taking transit

☐ I only use transit already—I have no other form of trans



FIRST-MILE/LAST-MILE CONNECTIVITY AND BUS STATION AMENITIES

FIRST-/LAST-MILE CONNECTIVITY

First-/Last-Mile Connectivity reflects how users access major transit facilities. By providing a variety of convenient, safe, and effective means to travel between transit facilities and where people start/end their trips, transit becomes more appealing and accessible.

NEW/ENHANCED PEDESTRIAN FACILITIES



NEW/ENHANCED BICYCLE FACILITIES



BICYCLE PARKING AT TRANSIT STATIONS



BIKESHARE STATIONS



RIDESHARE DROP-OFF LOCATIONS



CARSHARING SERVICES



OTHER AMENITIES



BUS STATION AMENITIES

Bus station amenities range from physical elements—such as shelters and benches—to technology elements—such as Wi-Fi and real-time travel information. Bus stop amenities have been shown to increase transit usage by reducing the perceived wait time for the bus, but they also require additional costs for upkeep and maintenance.

REAL-TIME TRAVEL INFORMATION



SECURITY CAMERAS



WAYFINDING/DIGITAL MEDIA



WI-FI CONNECTIVITY



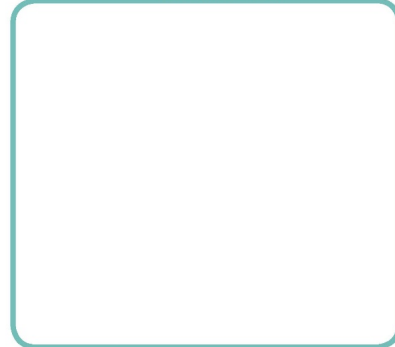
MOBILE CHARGING STATIONS



ACTIVE PUBLIC SPACES



OTHER AMENITIES



FIRST-MILE/ BUS STATION

FIRST/LAST-MILE CONNECTIVITY

First-/Last-Mile Connectivity reflects how users access major transit facilities. By providing a variety of convenient, safe, and effective means to travel between transit facilities and where people start/end their trips, transit becomes more appealing and accessible.

NEW/ENHANCED PEDESTRIAN FACILITIES



NEW/ENHANCED BICYCLE FACILITIES



BICYCLE TRANSIT



RIDESHARE DROP-OFF LOCATIONS



CARSHARING SERVICES



FIRST-MILE/LAST-MILE CONNECT BUS STATION AMENITIES

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NEW/ENHANCED PEDESTRIAN FACILITIES



people will gather here.
Should be gardeners' choice
- very important, especially
connecting transit hubs to
activity centers
Very important
- Savannah town centre;
Lawrenceville; Buford (around
Mid of Georgia) around business
centres connected to food
locations.
**Connect the neighborhoods
to commercial centers**

NEW/ENHANCED BICYCLE FACILITIES



In downtown/Belt Line areas
Not needed in Gwinnett
Electric bikes should
have a policy - please to
share safety
the rules

BICYCLE PARKING AT TRANSIT STATIONS



Every station
- Bicycle parking or similar
Stations to Bikeshare stations
in areas with upper-class
healthier lifestyle communities
- should be friendly to have
a bike rack to go the last
mile

BIKESHARE STATIONS



- Savannah, Lawrenceville, Dunwoody
- Peachtree Corners, Roswell, Upper
Clarkston, with activity centers
and areas that have walkable
bicycles.
- make it easy to get
an electric bike sharing
- have you parked my bike
with a bike rack?

RIDESHARE DROP-OFF LOCATIONS



Very important for
those who use these
services consistently
Drop-off area will help
prevent safety issues, not safety
**Very important for
commuters who don't
have a car**
Good idea having a separate area
for taxis

CARSHARING SERVICES



Very important for
those who do not
drive themselves
- make a policy to
location on street
- why not make it free?
- paid via app
- But it is for people
a lot of people and it will

OTHER AMENITIES

- not friendly
- bike lane connecting
- covered waiting areas - very important
All areas should be pet friendly
- Well-lit Areas with garden space
- bus - police
- Functional (crosswalks; ramp access on
Stops and stairs open on the
walkways (open doors))

BUS STATION AMENITIES



**Very important
to very important**
- Important to have a good view
Station, available through
an app if possible.

MOBILE CHARGING STATIONS



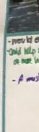
A must - have!
- avoid safety, however,
perhaps have a separate area
for people and younger people
under 25

WI-FI CONNECTIVITY



Free Wi-Fi
- Important to have a good view
Station, available through
an app if possible.

OTHER AMENITIES



- avoid safety, however,
perhaps have a separate area
for people and younger people
under 25

elements—such as shelters and
Wi-Fi and real-time travel
shown to increase transit usage by
bus, but they also require additional



One word...

that describes transit in
Gwinnett **TODAY**

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



**What is one word that describes transit in
Gwinnett today?**

**What is one word that describes your vision
for transit in Gwinnett?**



System Goals and Priorities



SUSTAINABILITY

Preserve and promote social and environmental character through an integrated strategy that addresses transportation solutions

ENVIRONMENT

Encourage the reduction of air pollution, fuel consumption, and impacts to natural resources by providing/enhancing more sustainable modes of transportation

ECONOMIC DEVELOPMENT

Influence economic development patterns by providing an enhanced transportation network to better connect population, employment, and commercial centers

CONGESTION RELIEF

Reduce congestion and/or the demand to increase roadway capacity for automobiles by encouraging transit use



STEWARDSHIP

Utilize available resources in an efficient manner to meet the transportation need

EQUITY

Increase the mobility of those with limited financial or traveling capabilities by focusing service on the mobility needs of disadvantaged communities

PRODUCTIVITY AND EFFICIENCY

Use constrained financial resources in the most cost-effective manner while maximizing ridership

SYSTEM MAINTENANCE

Continuously maintain existing capital investments to achieve a state of good repair



SERVICE QUALITY

Enhance the desirability and utility of the transit service for Gwinnett residents and workers

COVERAGE AND CONNECTIVITY

Expand the number of communities and destinations served to increase transit accessibility

TRAVEL TIME REDUCTION

Make the transit network more competitive and effective for its users through capital and operating investments

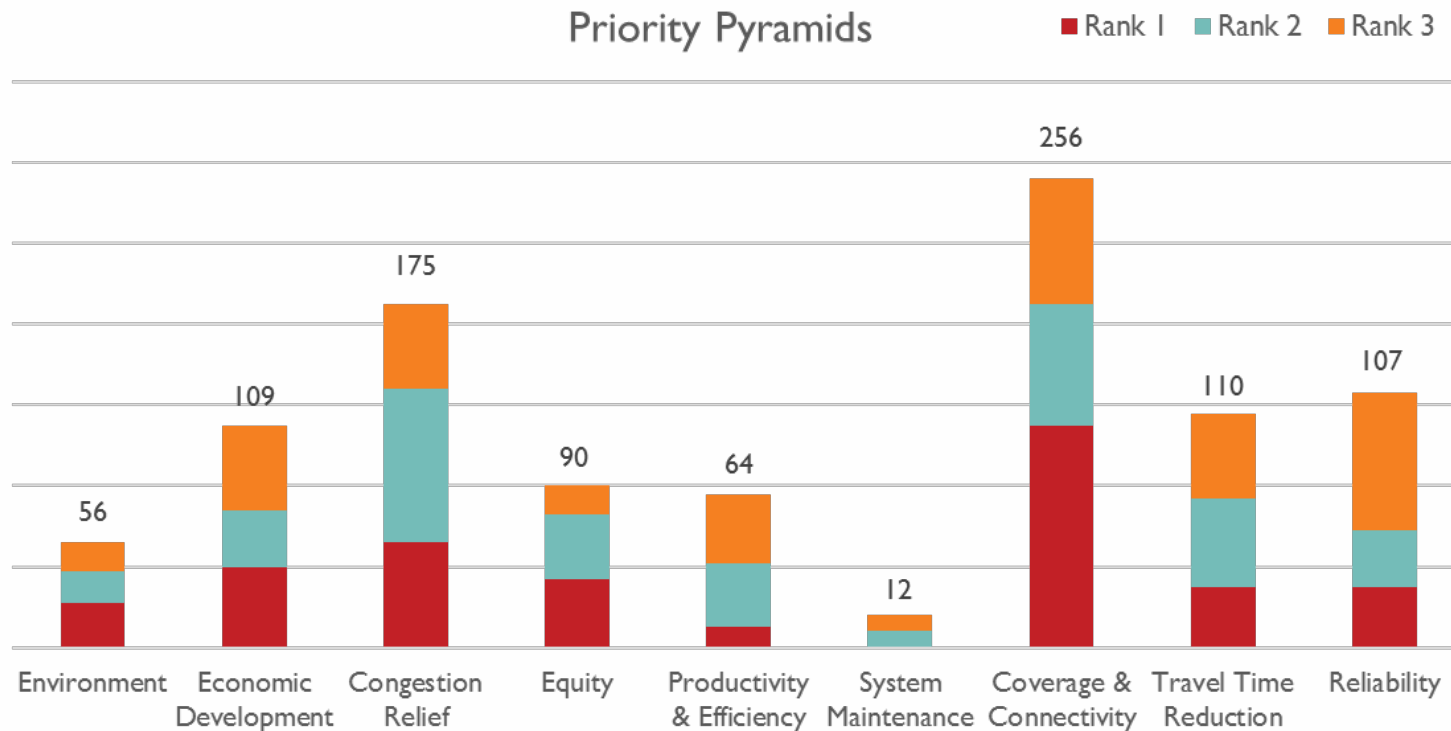
RELIABILITY

Increase the reliability of the transit network through investment in priority treatments, technologies, safety, and operations



System Goals and Priorities

1. Coverage and Connectivity
2. Congestion Relief
3. Travel Time Reduction, Reliability, Economic Development



What improvements would cause you to take transit more frequently? (Choose up to 3)

I already use transit for all of my trips

Increased comfort/safety on the bus

More reliable service

Lower cost to ride transit

I do not have interest in taking transit



Longer service hours and Sunday service

Easier to find/understand schedule and route information

More frequent service

More areas in Gwinnett County served by transit

Better connections to other areas in Metro Atlanta



What improvements would cause you to take transit more frequently? (Choose up to 3)

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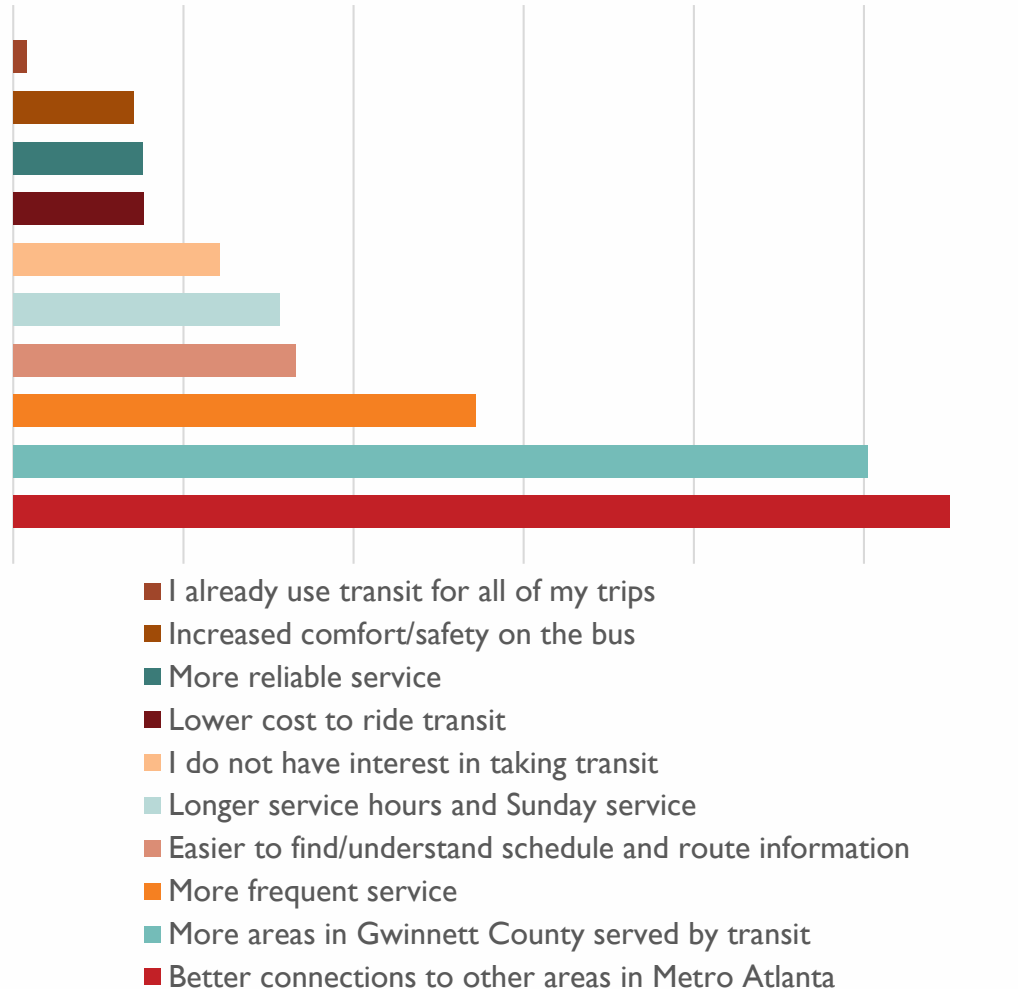
More frequent service

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Better connections to other areas in Metro Atlanta



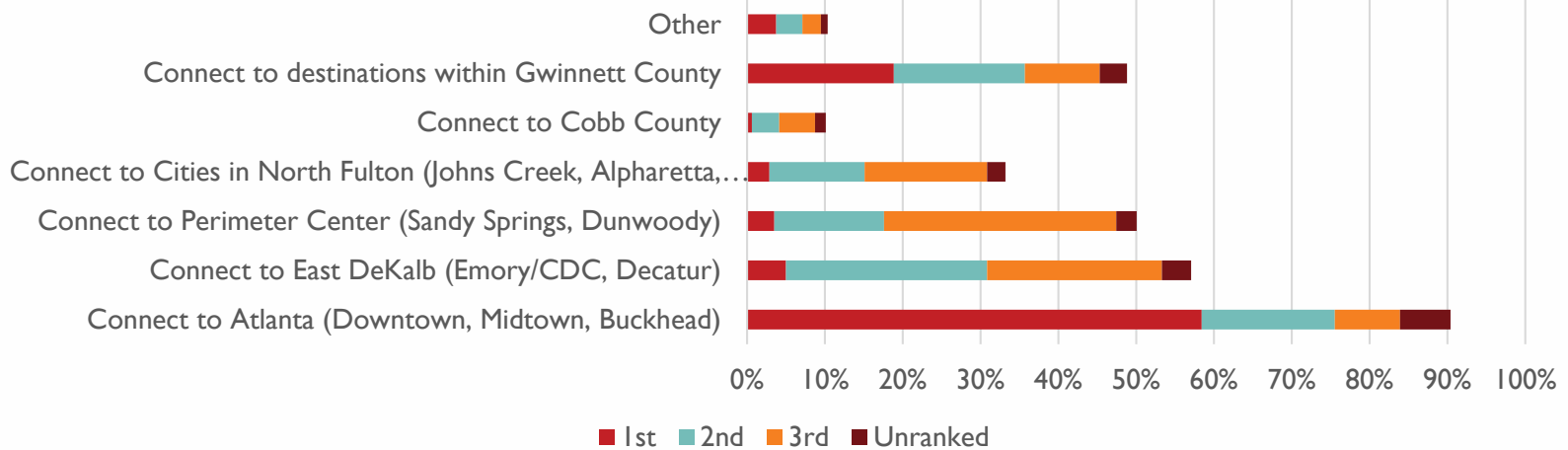
Improvements for More Frequent Transit Use



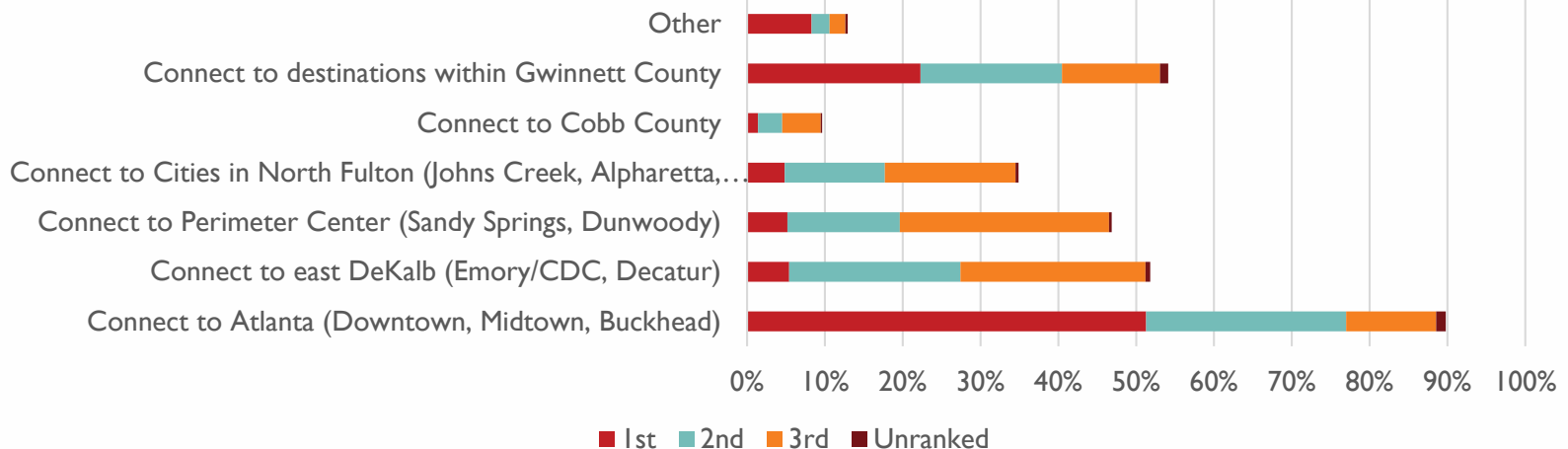


Long-term Strategy

Rider



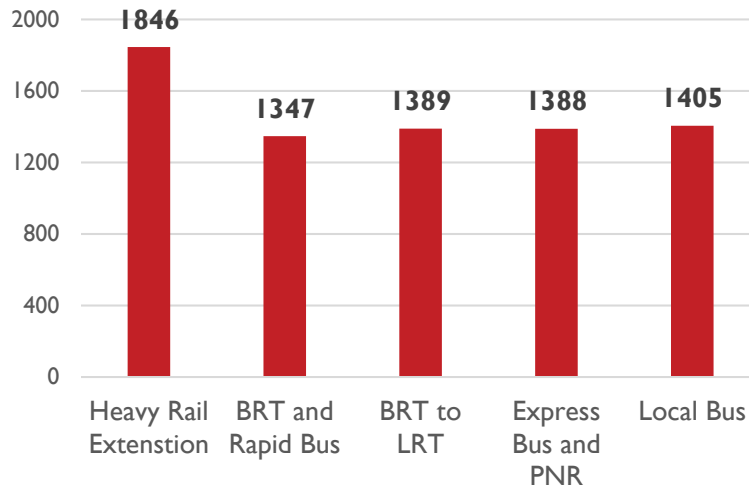
Non-Rider



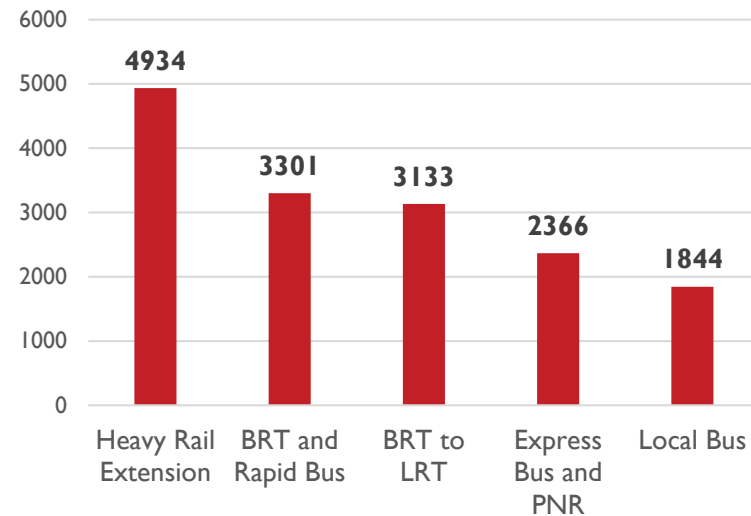


Long-Term Priorities

Phone Survey



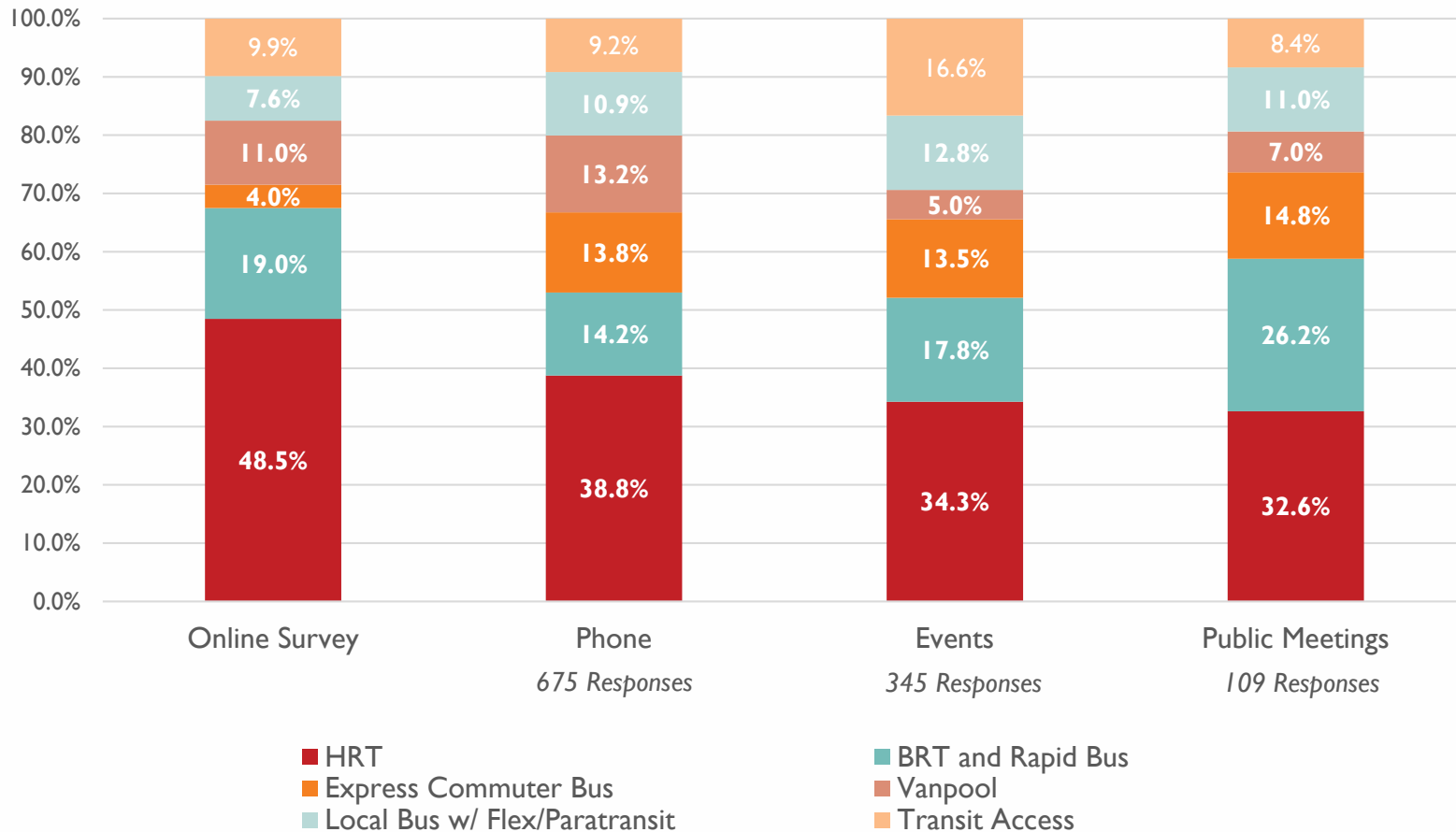
Online Survey, Event, Public Meeting





Budgeting Activity

All Outreach Results





What is one word that describes transit in Gwinnett today?





Limited



**What is one word that describes your vision
for transit in Gwinnett?**





MODES CONSIDERED

Major Investments



Heavy Rail (HRT)

- High speed/rapid acceleration rail cars
- Electrified and fully grade-separated
- Substantial stations with faregates
- Stations spaced every 1 to 5 miles

Cost

Capital: \$250 mil/mile
Operating: \$1,150/Revenue Hour



Light Rail (LRT)

- Operates most commonly in dedicated right-of-way
- Electrified, can be grade-separated or street level
- Lower capacity and speed than heavy rail
- Stations spaced every 1/2 to 1 mile

Capital: \$95-125 mil/mile
Operating: \$400/Revenue Hour



Commuter Rail (CR) – limited

- Electric or diesel propelled
- Carries moderate to long distance commuters
- Often runs in corridor shared with freight services
- Stations spaced at least every 2 to 5 miles

Capital: \$20-25 mil/mile*
Operating: \$1,000/Revenue Hour
**Assumes operation on existing rail*



Bus Rapid Transit (BRT)

- Rubber tired vehicles in primarily dedicated ROW
- Priority treatments to increase speed and reliability
- Enhanced stations spaced like LRT with distinctive branding and off-board fare collection

Capital: \$20-30 mil/mile
Operating: \$83/Revenue Hour

Moderate Investments



Rapid Bus

- Rubber tired vehicles
- Runs some dedicated lanes
- Mostly queue jumper lanes and transit signal priority
- Station spacing 1/4 to 1/3 mile

Cost

Capital: \$3-13 mil/mile

Operating: \$73/Revenue Hour



Express Commuter Bus/Direct Connect

- Rubber tired coach vehicles
- Commuter Bus serves long-distance, commute flow
- Direct Connect serves bi-directional all-day regional travel to supplement Commuter Bus
- Mostly mixed flow, benefit from managed lanes
- Limited stops, primarily route termini

Capital: \$10-150 mil per new P&R*

Operating: \$105/Revenue Hour

**May include direct access ramps or in-line stations*



Vanpool

- Uses vans for targeted small groups
- Serves commuters who have similar home and work locations
- Limited stops focused on route termini

Operating: \$750k/year



Moderate Investments

Cost



Local Bus

- Electric, hybrid, natural gas, or diesel vehicles
- Mixed flow traffic, shared-right-of-way
- Limited amenities at stops
- Stations spaced 1-2 blocks to 1/4 mile

Capital: \$400-800k/mile
Operating: \$63/Revenue Hour



Flex Service

- Demand responsive bus or shuttle
- Mixed flow traffic, shared-right-of-way
- Operates in a defined geographic area without fixed routes
- Combination of door-to-door service and/or designated stops

Capital: \$2 mil (fixed)
Operating: \$65/Revenue Hour



Transportation Network Companies (TNCs)

- Demand responsive service by a private operator
- Mixed flow traffic, shared-right-of-way
- Often used in low density areas to connect to a transit station
- N/A, no stations

Annual subsidy: \$200k/year

FINAL PLANS





Plans and Timeframes

Short-range (5 years)



Mid-range (10 years)



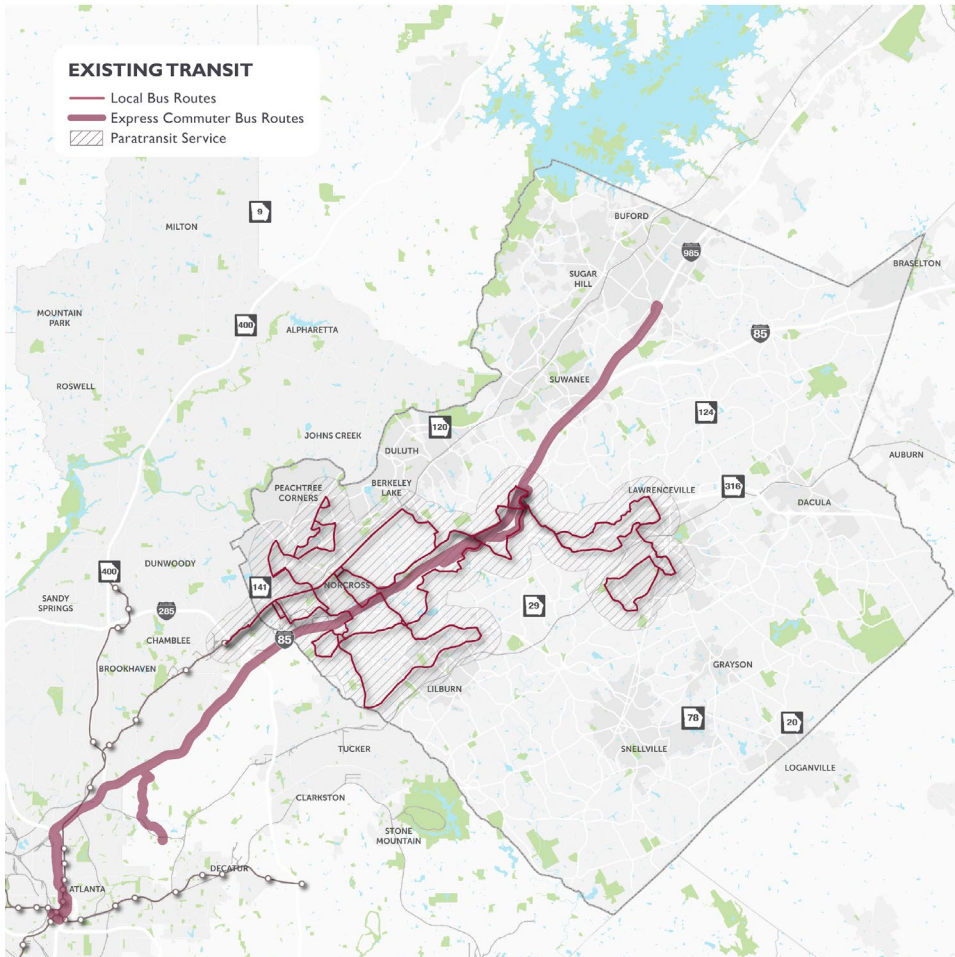
Long-range Phase 1 (30 years)



Long-range Phase 2 (30+ years)



Existing System (2017)

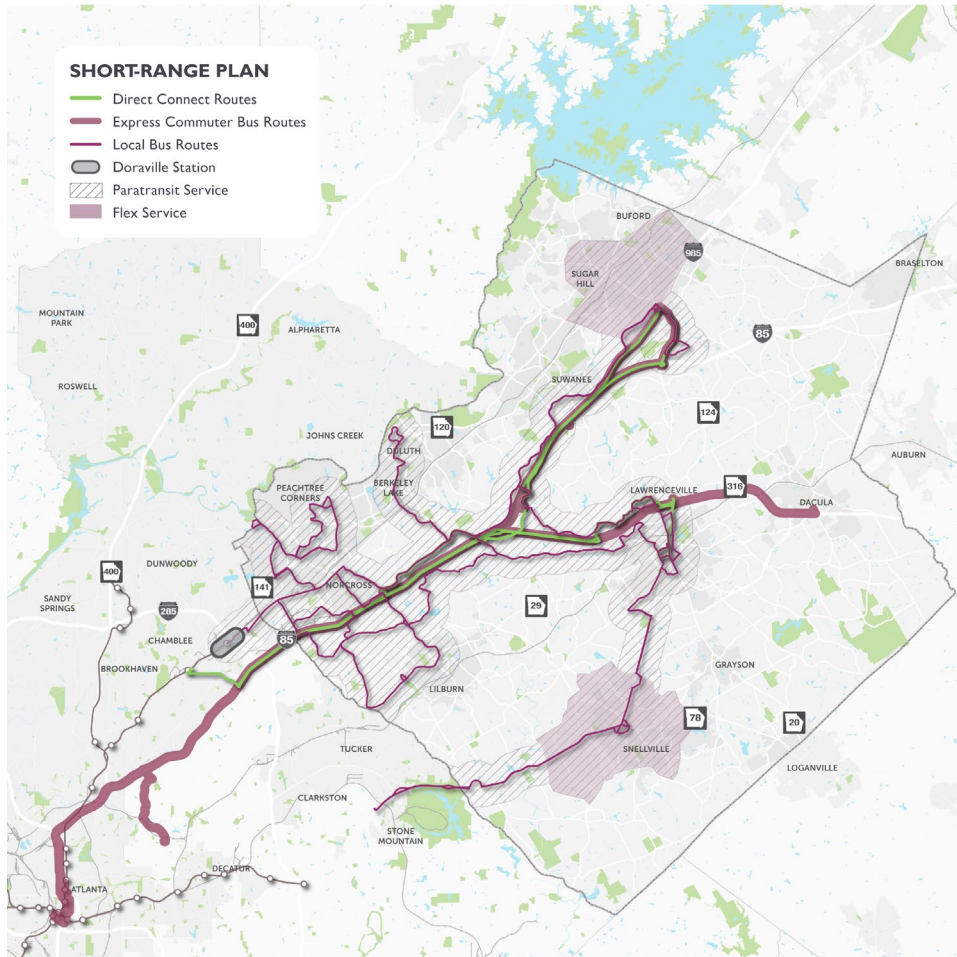


Includes:

- 20% of County area with paratransit service coverage
-
- 5 Express Commuter routes
 - 3 Park-and-Ride lots
 - 6 Local routes



Proposed Short-Range System (5 Years)

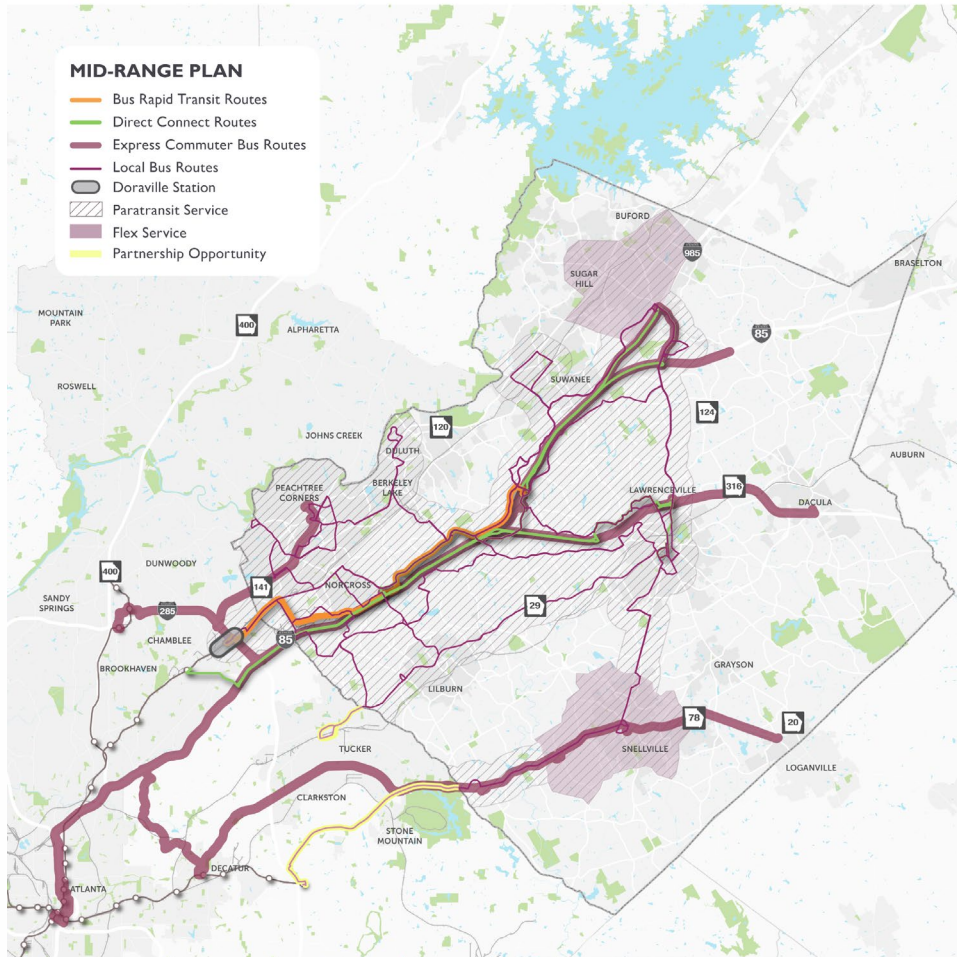


Includes:

- 134% increase in operating hours over existing system
 - 33% of County area with paratransit service coverage
-
- 5 Express Commuter routes
 - 5 Park-and-Ride lots
 - 2 Direct Connect routes to Chamblee
 - Restructured Local service
 - 12 Local routes
 - 2 Flex service areas



Proposed Mid-Range System (10 Years)

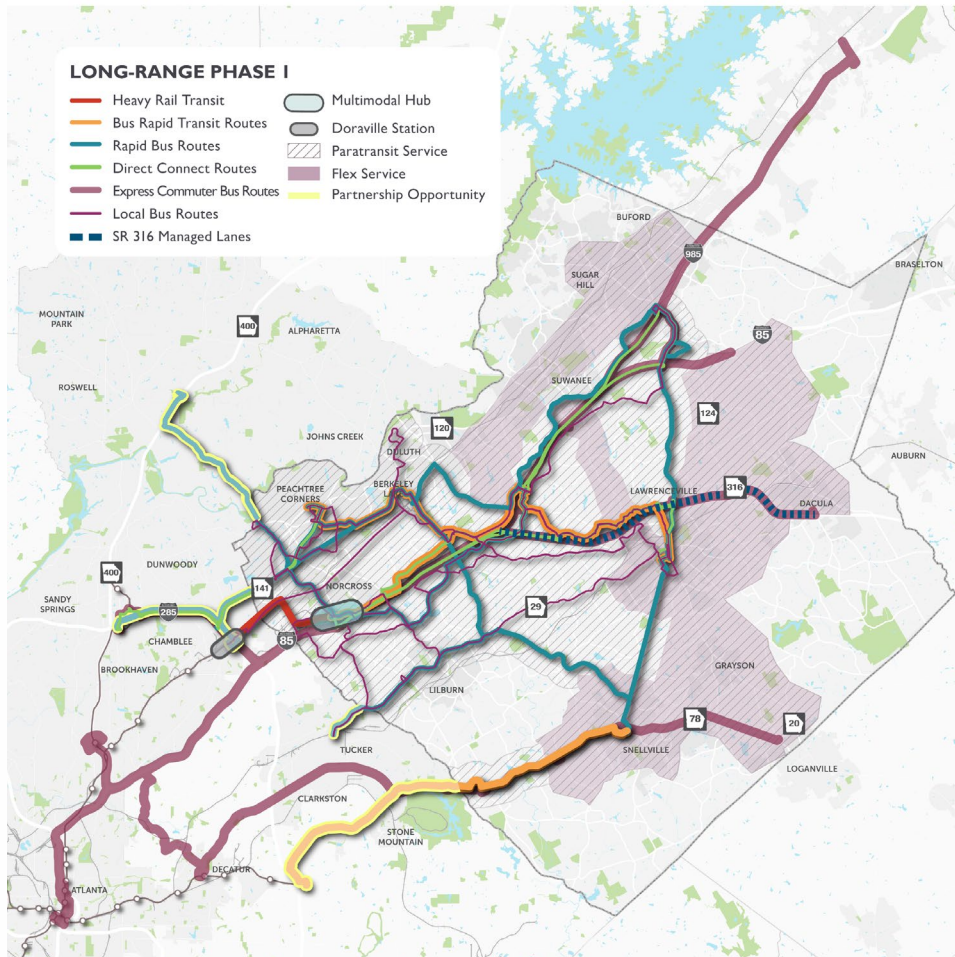


Includes:

- 239% increase in operating hours over existing system
 - 44% of County area with paratransit service coverage
-
- BRT in South I-85 area
 - 9 Express Commuter routes
 - 8 Park-and-Ride lots
 - 2 Direct Connect routes to Chamblee
 - 17 Local routes
 - 2 Flex service areas
 - Extended evening and new Sunday service on select routes



Proposed Long-Range System (30 Years)

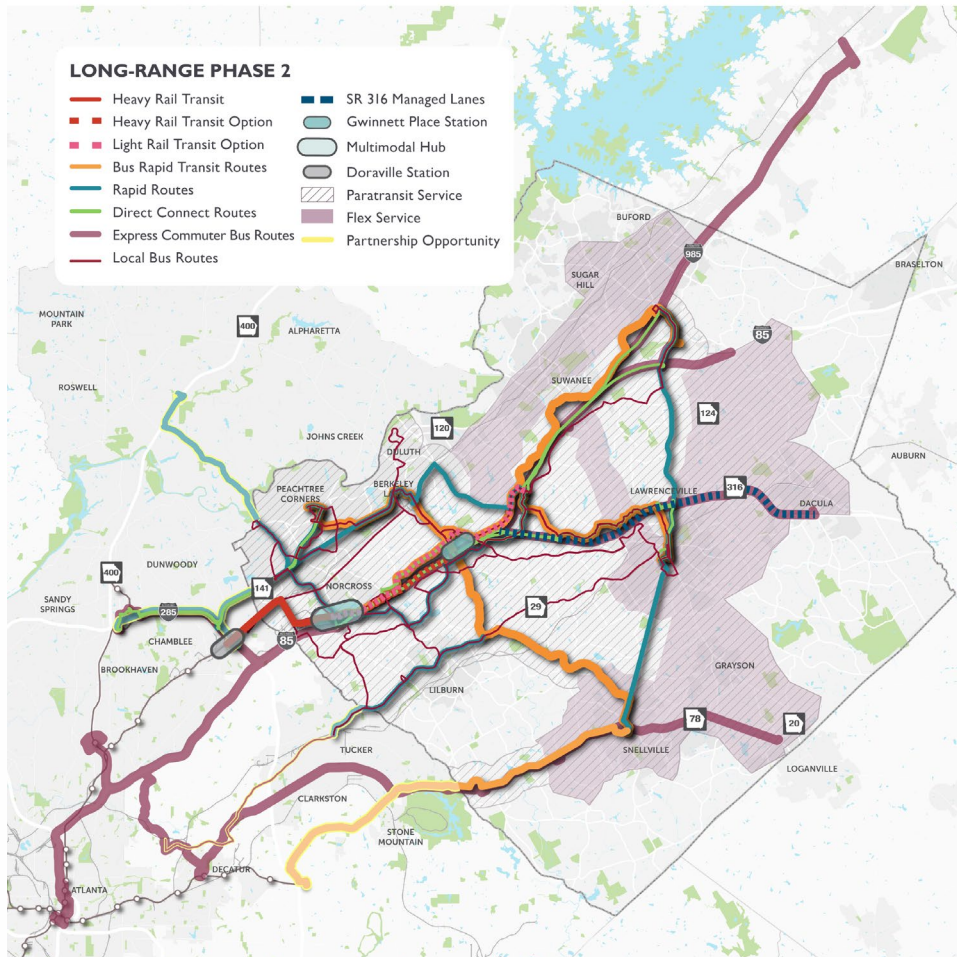


Includes:

- 774% increase in bus operating hours over existing system
 - 63% of County area with paratransit service coverage
-
- HRT in South I-85 area with new multimodal hub
 - 3 BRT routes
 - 8 Rapid corridors
 - 9 Express Commuter routes
 - 11 Park-and-Ride lots
 - 3 Direct Connect routes to new multimodal hub
 - 12 Local routes
 - 6 Flex Service areas
 - Extended evening and new Sunday service on all routes



Proposed Long-Range System (30+ year Vision)



Includes:

- HRT to Gwinnett Place Mall or LRT conversion of BRT near I-85
- 5 BRT routes
- 5 Rapid corridors
- 9 Express Commuter routes
 - 11 Park-and-Ride lots
- 3 Direct Connect routes to new multimodal hub
- 12 Local routes with Highway 29 extension to Emory
- 6 Flex Service areas
- Extended evening and new Sunday service on all routes



Service Improvements

		COMPARED TO EXISTING SERVICE (2017)		
PLAN PHASE	% OF COUNTY AREA WITH PARATRANSIT SERVICE COVERAGE	% INCREASE IN BUS OPERATING HOURS ¹	% INCREASE OF LOW INCOME POPULATION SERVED ²	% INCREASE OF MINORITY POPULATION SERVED ²
Existing	20%	-	-	-
Short-Range	33%	134%	14%	18%
Mid-Range	44%	239%	46%	65%
Long-Range Constrained	63%	774%	79%	109%

1 – Local, Flex, High Capacity Transit, and Express Commuter

2 – Local and High Capacity Transit



Questions?

Work Overview and Meetings

- October 8 – Organizational Meeting
- October 19 – General Transit Planning Workshop
- October 24 – The ATL and Atlanta Regional Commission (ARC)
- October 30 – Connect Gwinnett: Transit Plan
- Nov 9 – Connect Gwinnett: Transit Plan Deep Dive, Community Input Leading up to and Since The Referendum, and Stakeholder Session
- Nov 13 – Potential Transit Scenarios
- Nov 20, Dec 2, and Dec 9 – Transit Scenario Analysis



Public Comment

www.GCTransitPlan.com



Adjourn

