



GWINNETT COUNTY
BOARD OF COMMISSIONERS

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Charlotte J. Nash, Chairman
Jace W. Brooks, District 1
Ben Ku, District 2
Tommy Hunter, District 3
Marlene M. Fosque, District 4

Official

Informal Briefing Minutes

Tuesday, February 18, 2020 – 3:00 PM

Present: Charlotte J. Nash, Jace Brooks, Ben Ku, Tommy Hunter, Marlene M. Fosque

1. Transportation

Transit Review Committee Presentation

Transportation Director Alan Chapman, Kimley-Horn's Cristina Pastore, and members of the Gwinnett County Transit Review Committee discussed recommendations of the Transit Review Committee. No official action taken.



Gwinnett

Transit Review

Committee Recommendations

Board of Commissioners Meeting

02/18/2020

Presentation Overview

- Committee Schedule and Activity
- Transit Scenario Discussions
- TRC Plan Recommendations to the Board
- Comparison to Connect Gwinnett
- TRC Additional Recommendations
- Discussion



Committee Schedule and Activity



Committee 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 – Transit Scenario Analysis
- **Dec 7 – Transit Scenario Analysis**
- **Dec 9 – Transit Scenario Analysis**
- **January 11 – Recommendations Review**
- **January 23 – Final Recommendations**



Meetings #8-9 Scenario Analysis



Scenarios for Evaluation

- Heavy Rail Extension to Jimmy Carter Boulevard
- Heavy Rail Extension to Gwinnett Place Mall
- No Rail

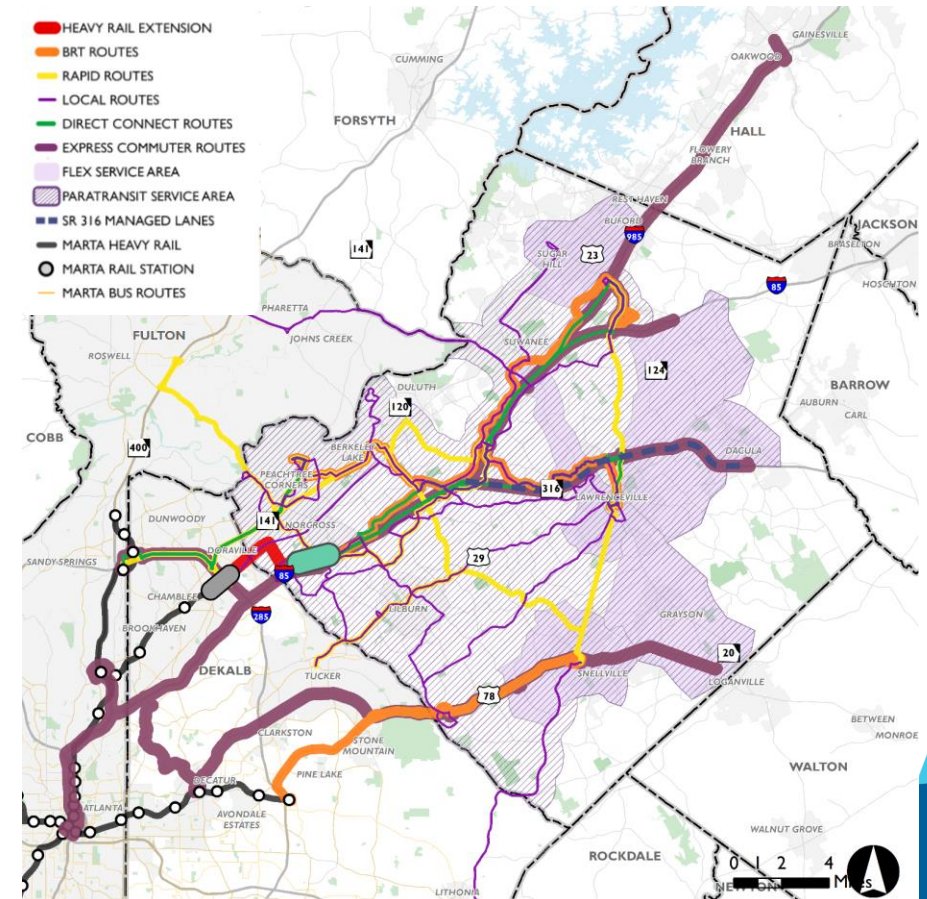
Revised Baseline Assumptions

- Assumed federal share for capital projects:
 - 33% share for I-85 BRT Corridor (no change)
 - 35% share for rail (was 45%)
 - 50% share for BRT and other bus-supportive capital projects (was 45%)
- Increased paratransit/Flex vehicle needs to better reflect actual conditions

Scenario 1 – HRT to Jimmy Carter

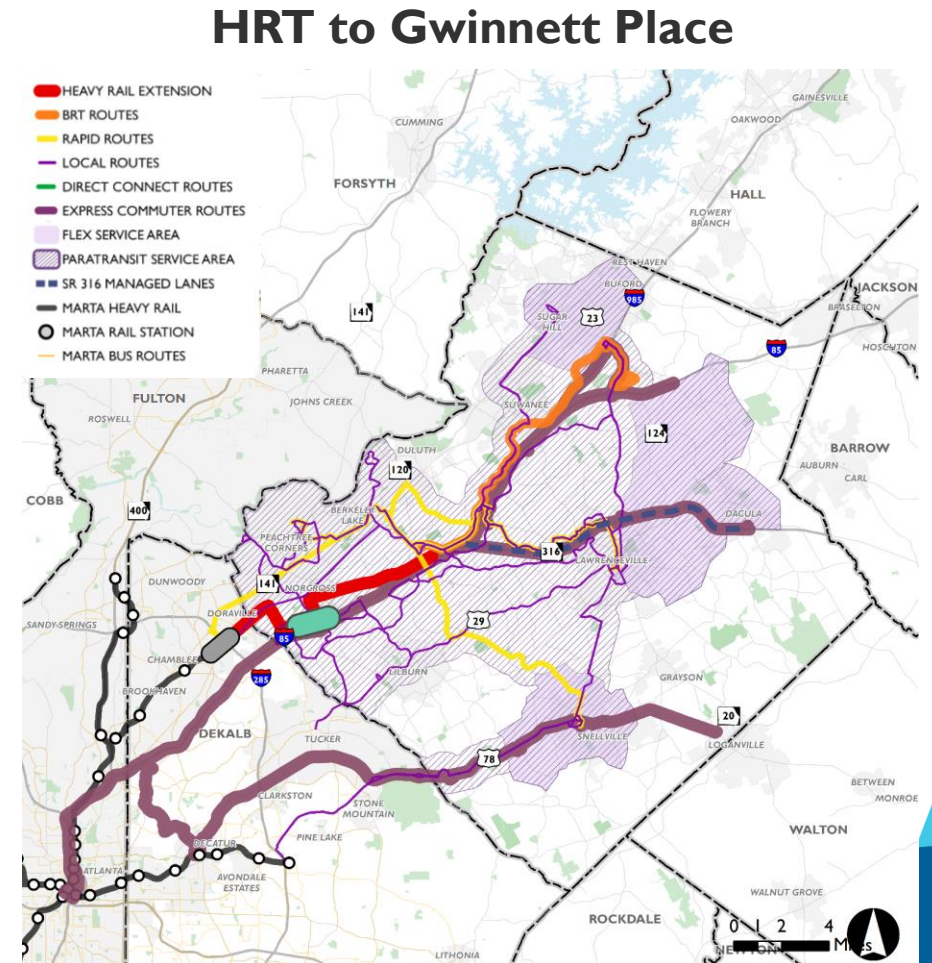
- New local routes and associated paratransit coverage
- Modified routes including upgraded ART to BRT
- Earlier service expansion of routes especially into Mid-Range (10 year)
- Reduction of some capital investments and extension of some service timelines to free up budget for additions

HRT to Jimmy Carter



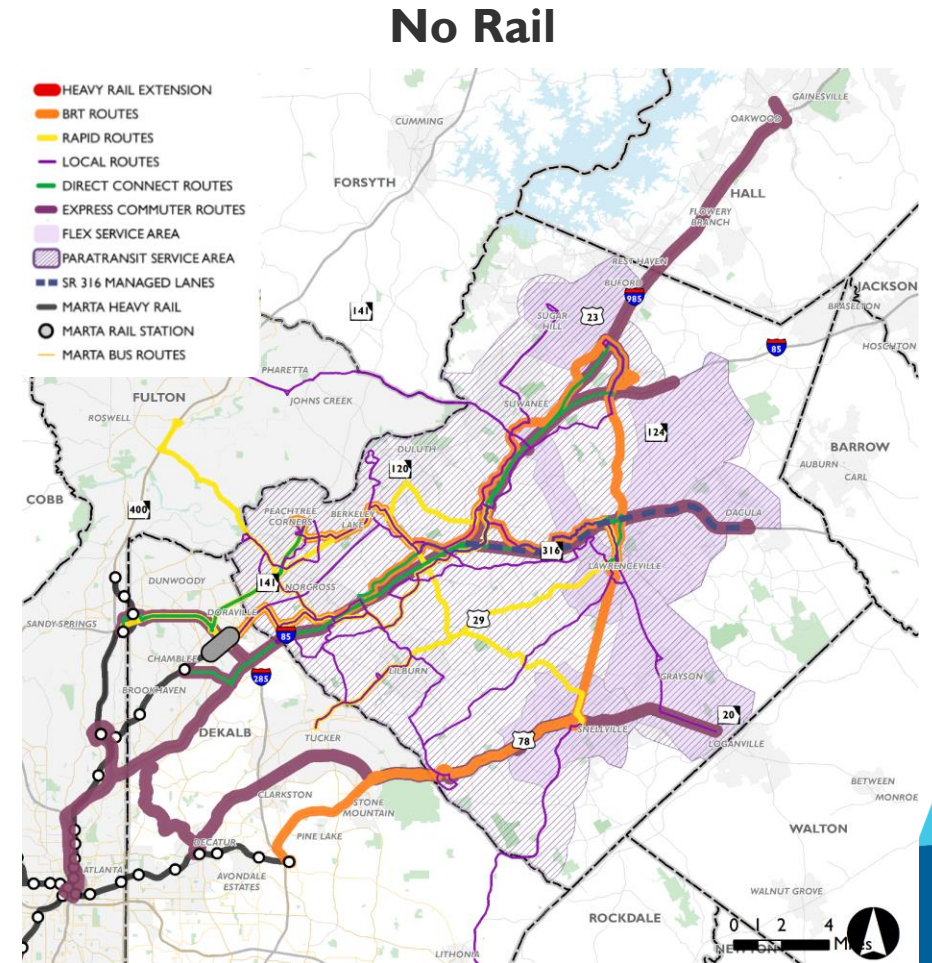
Scenario 2 – HRT to Gwinnett Place

- All assumptions from Scenario 1
- Heavy Rail to Multimodal Hub (Jimmy Carter) in Year 14 and to Gwinnett Place Mall in Year 25
- Push back of other long-range routes
- Elimination of all but 1 BRT and 3 ARTs, all Direct Connects, half Flex Routes, 4 Express Routes
- Reduced frequencies on Local Routes
- Elimination of Sunday Service on some routes



Scenario 3 – No Rail

- All assumptions and all new and modified routes from Scenario 1
- No HRT extension
- Extension of routes planned for Multimodal Hub to Doraville/Chamblee
- Upgrade of 2 ART to BRT, 1 Local to ART, and 1 additional new Local
- Increased frequencies on BRT/ART to 15 min all day and Locals to 30 min
- Expanded paratransit to 1.25 mi and larger subsidies outside service area



Scenario Comparisons

- **Coverage metrics:** population served including minority, low income, age 65+, paratransit area coverage
- **Reliability metrics:** total miles and % of scenario cost dedicated to HRT, BRT, and ART modes
- **Regional connectivity metrics:** miles of routes outside the County, # of routes with service outside the County, and % of scenario cost for service outside the County



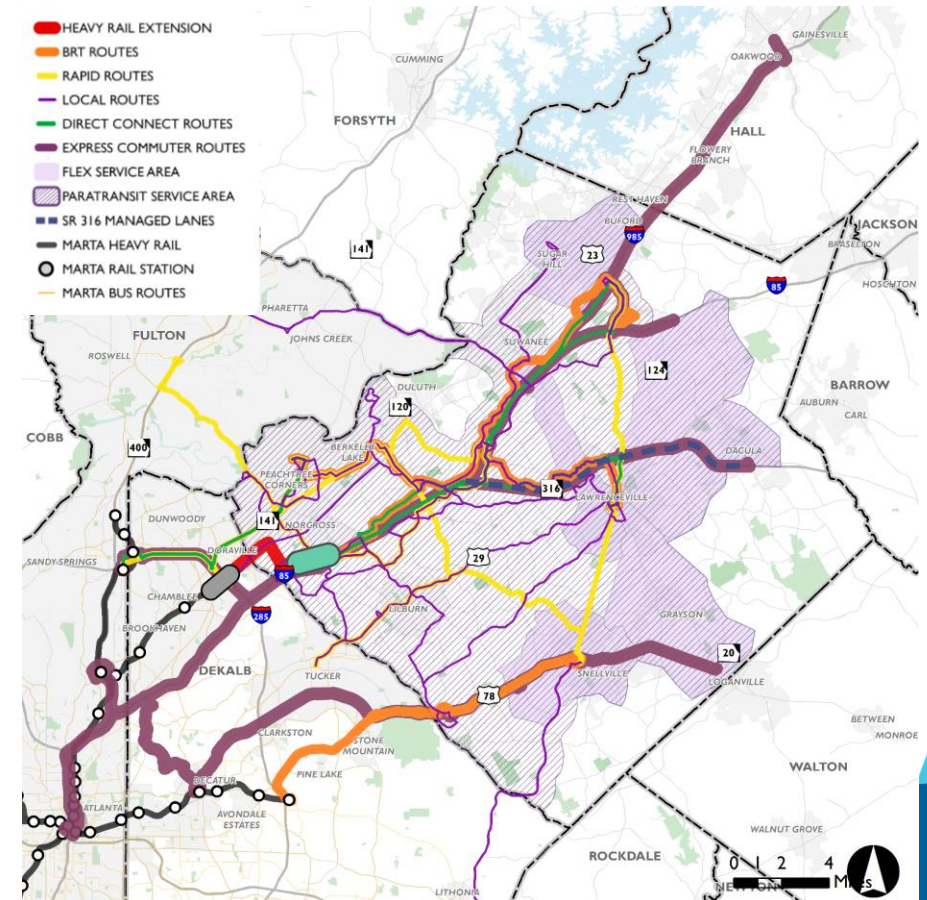
Meetings #10-11 Recommendations



TRC Recommendation

- Committee deliberation over multiple meetings, metric review, and additional data provided
- Voting to eliminate one scenario resulted in removal of Scenario 3 – No Rail
- Voting to select one scenario resulted in recommendation of Scenario 1 – HRT to Jimmy Carter with aspirational extension of HRT to Gwinnett Place Mall

HRT to Jimmy Carter



Reduced Sales Tax Scenarios

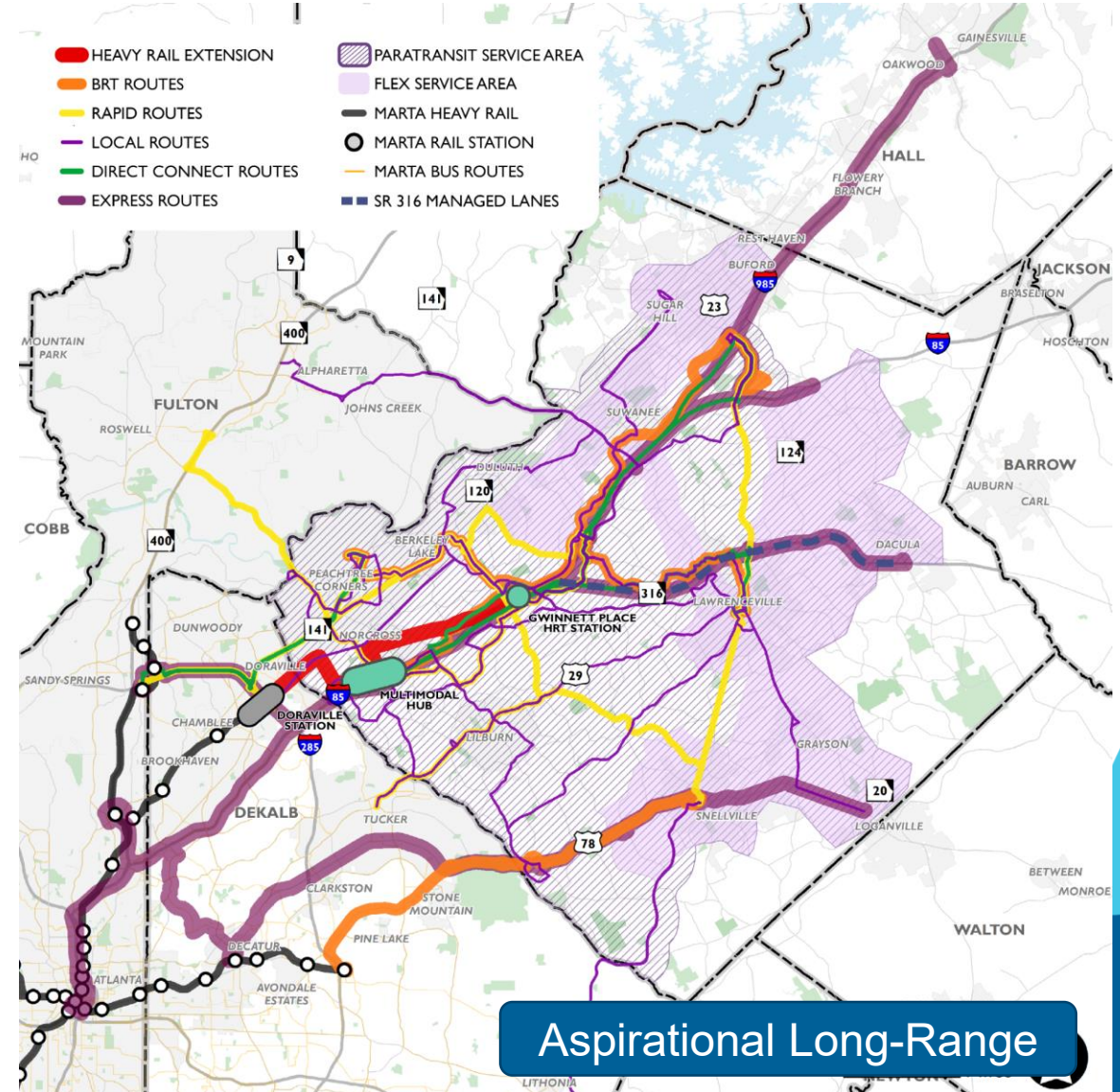
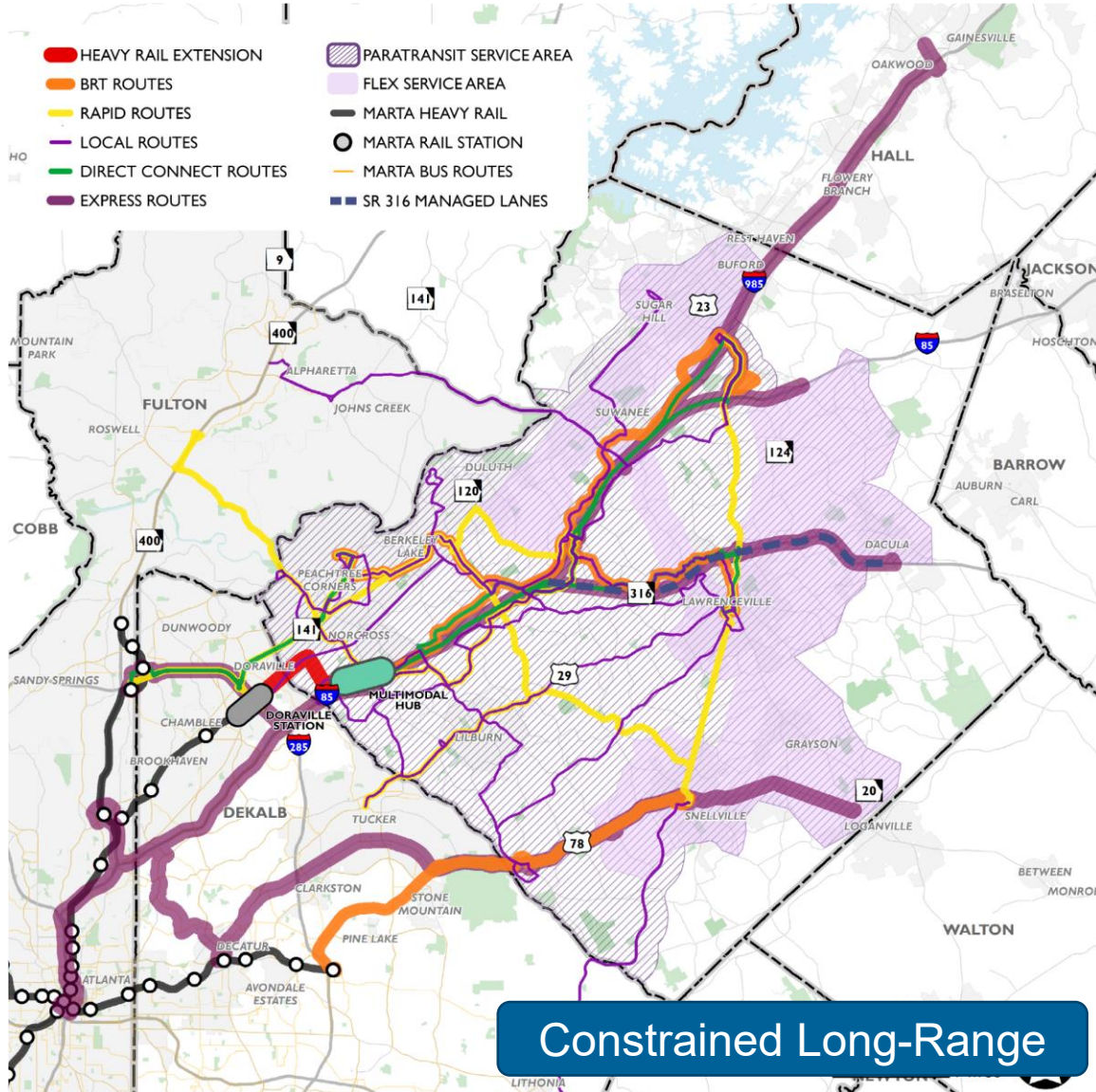
- 0.5-cent
- 0.75-cent with No Rail
- 0.75-cent with Rail

TRC elected not to recommend any reduced sales tax scenarios to the Board of Commissioners



Transit Review Committee Recommended Plan

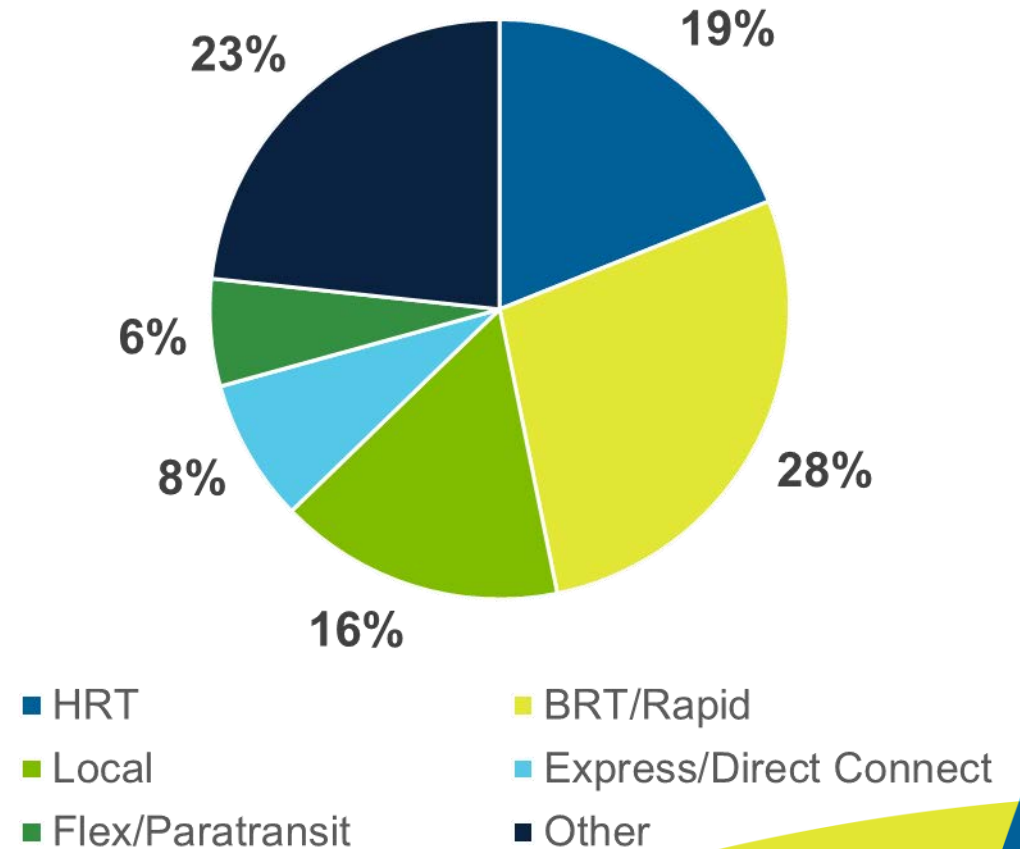
Long-Range Plans



Scenario Characteristics

MODE/PROJECT	TOTAL COST (YOES\$ M)	% OF TOTAL COST
HRT	\$2,354.1	19%
BRT/Rapid	\$3,458.1	28%
Local	\$1,990.9	16%
Express/Direct Connect	\$1,010.0	8%
Flex/Paratransit	\$773.8	6%
Transit Facilities	\$125.5	1%
Technology/TSP	\$75.8	1%
TNC/Vanpool	\$51.0	0.4%
Fixed Operating	\$1,254.4	10%
Reserves/State of Good Repair	\$1,219.1	10%
Total	\$12,312.7	100%

Scenario Costs by Mode



Short-Range Plan (By Year 5)



Local Service Expansion (16 total)

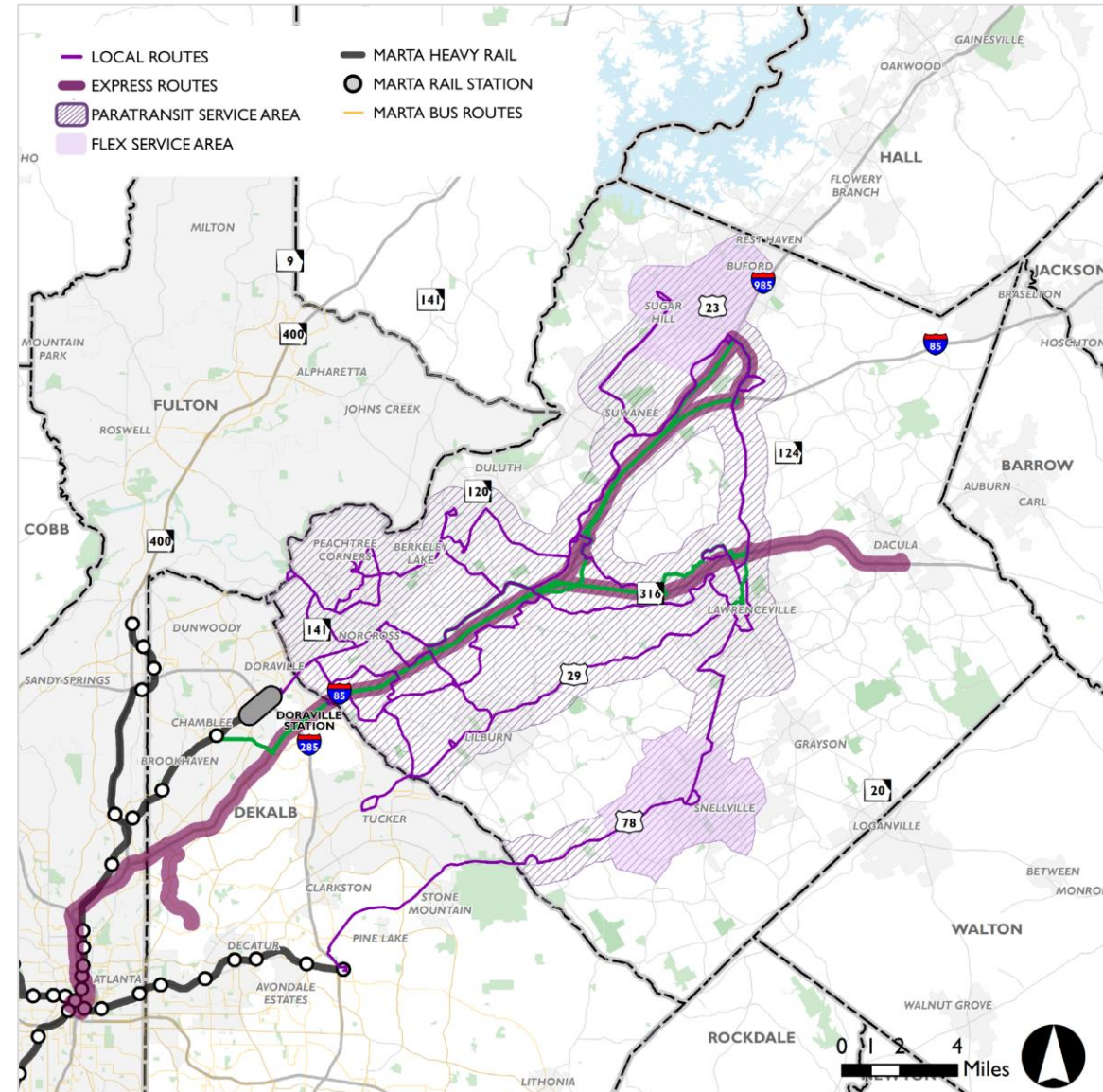
- Lilburn – Peachtree Corners
- Infinite Energy Center – Duluth
- Infinite Energy Center – Suwanee/Sugar Hill
- Snellville – Lawrenceville
- Lawrenceville – DeKalb County (US 29)
- Snellville – DeKalb County (US 78)
- Peachtree Corners – Gwinnett Place
- Lawrenceville – Buford/Mall of GA

Direct Connect Service (2 total)

- Mall of GA – Chamblee
- Lawrenceville – Chamblee

Express Service Expansion (5 total)

- Dacula – Lawrenceville – Downtown Atlanta



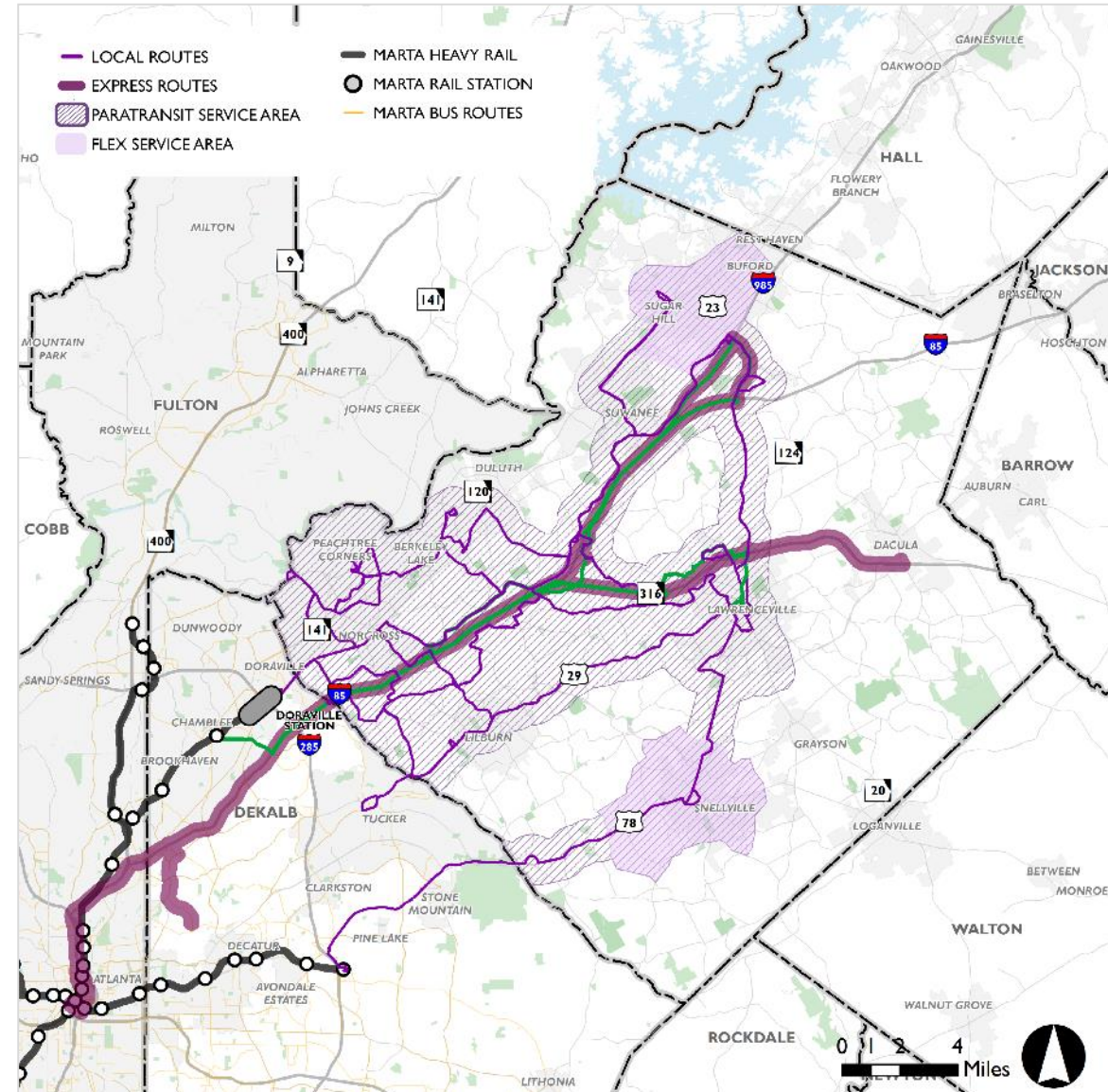
Short-Range Plan (By Year 5)

Flex Service Areas (2 total)

- Buford/Sugar Hill
- Snellville

Major Transit Facilities

- New maintenance facility in Lawrenceville
- New park-and-ride lots in Dacula and Lawrenceville
- New transit centers at Downtown Lawrenceville and GA Gwinnett College
- Gwinnett Place Transit Center upgrade



Mid-Range Plan (By Year 10)

BRT Service (2 total)

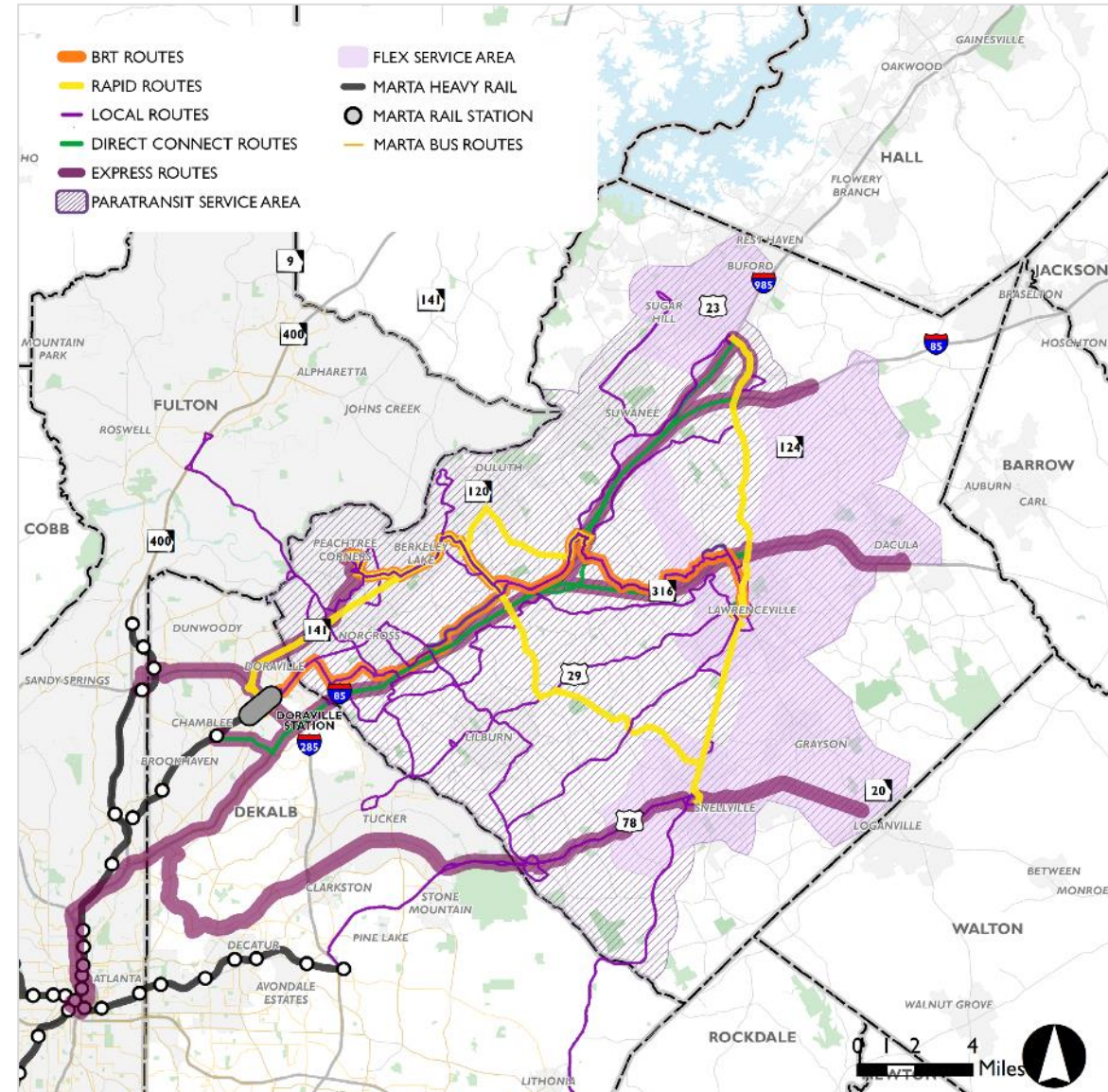
- Doraville – Sugarloaf Mills via Satellite Blvd
- Lawrenceville – Peachtree Corners

ART Service (3 total)

- Snellville – Peachtree Corners
- Snellville – Mall of Georgia/I-985
- Doraville – Sugarloaf Mills via SR 141

Service Expansion

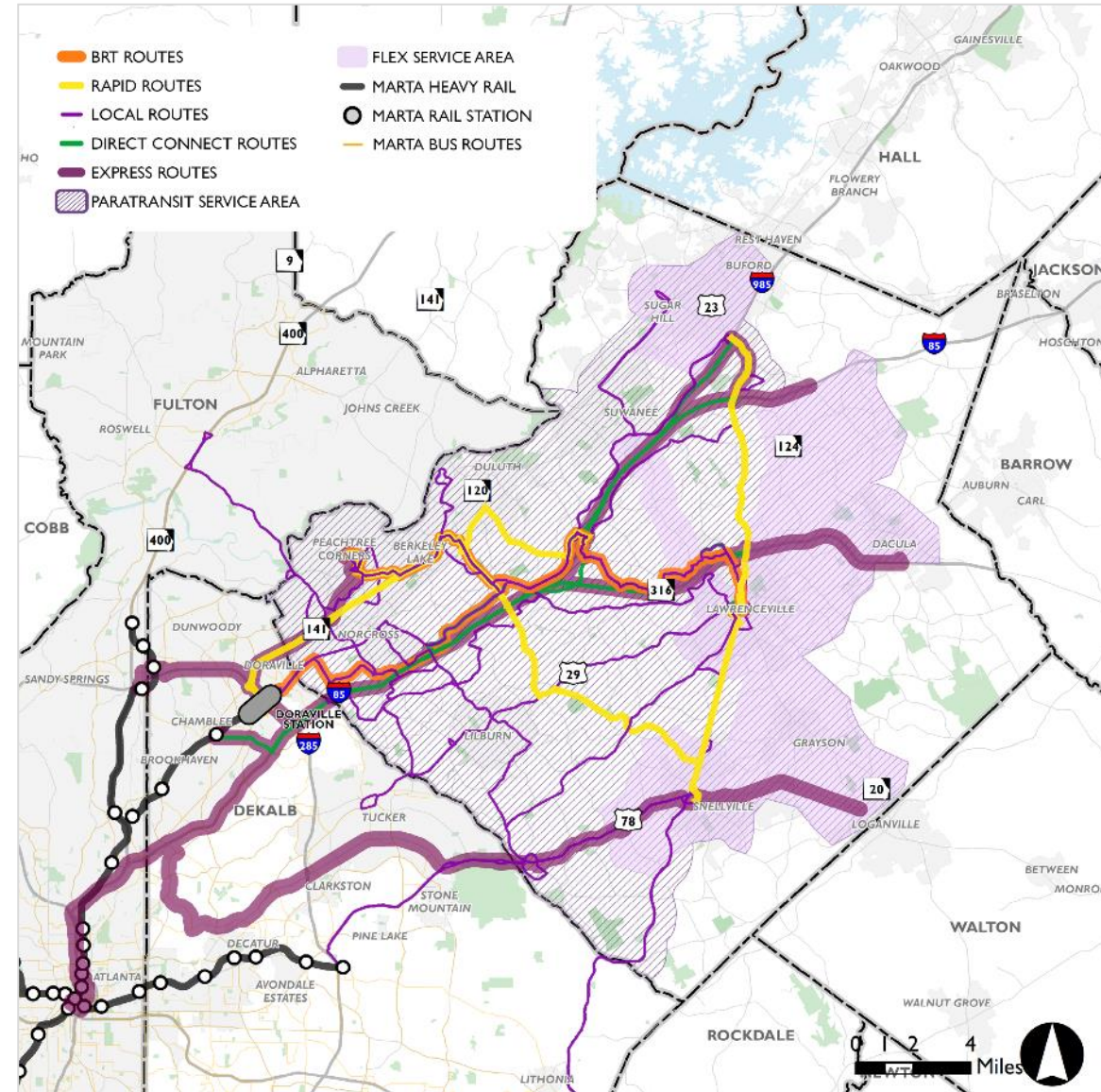
- 6 new Local routes (17 total)
- 0 new Direct Connect routes (2 total)
- 4 new Express routes (9 total)
- 5 new Flex routes (7 total)
- Sunday service on all local routes
- Paratransit expansion with Local and Flex expansion (including filling gaps)



Mid-Range Plan (By Year 10)

Major Transit Facilities

- 1 new transit center (3 total)
- 3 new park-and-ride lots (5 total)
- 2 new upgrades to existing transit centers/park-and-ride lots (3 total)



Long-Range Plan (By Year 30)

HRT Service (1 total)

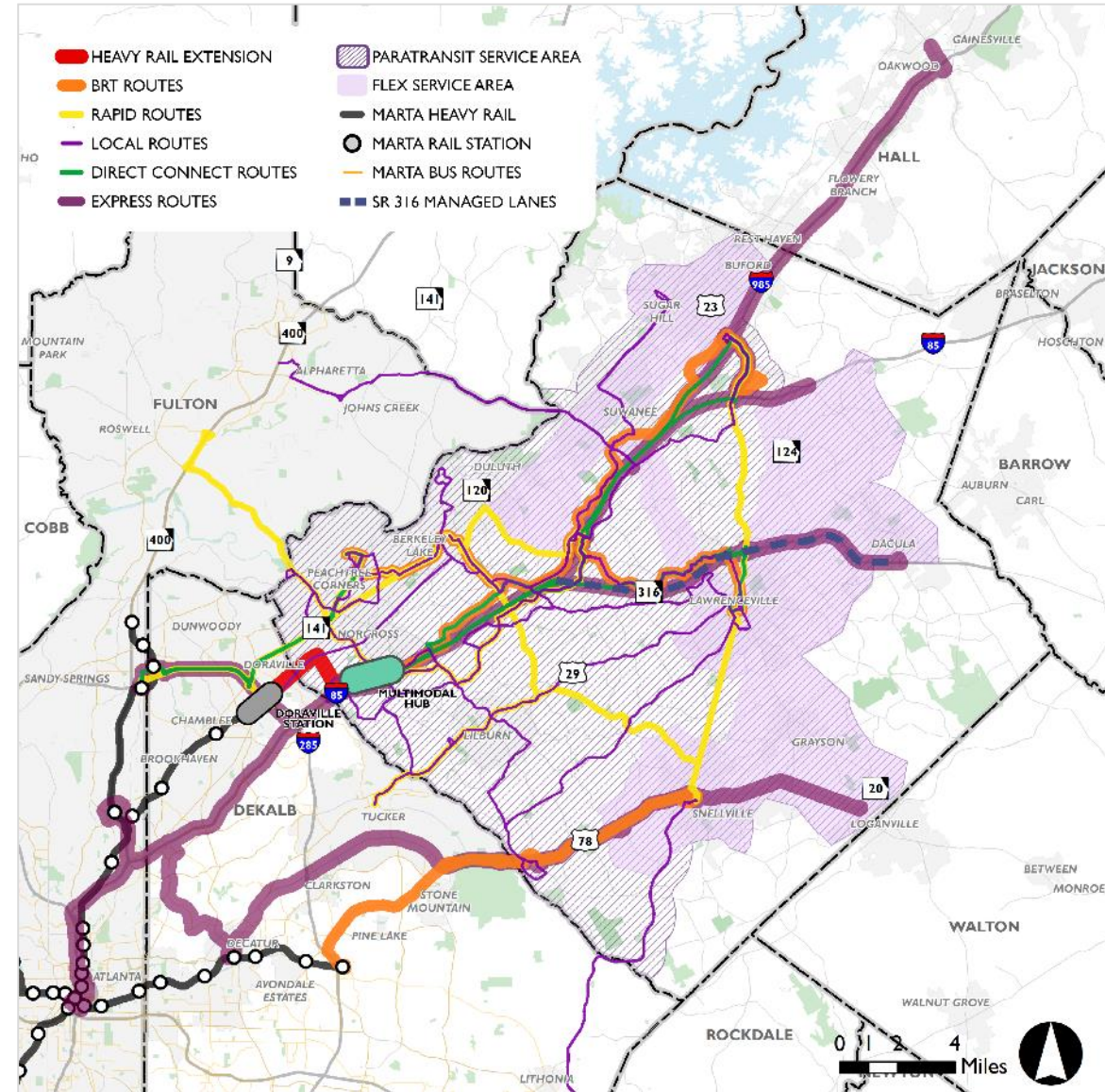
- Extension from Doraville to new multimodal hub at Jimmy Carter Blvd (Year 14)

BRT Service (4 total)

- Multimodal Hub – Sugarloaf Mills
- Lawrenceville – Peachtree Corners
- Snellville – Indian Creek
- Infinite Energy – Mall of Georgia

Service Expansion

- 4 new ART routes (7 total)
- 2 new Local routes (17 total), all with Sunday service
- 1 new Direct Connect route (3 total)
- 3 new Express routes (11 total)
- 1 new Flex route (8 total)
- Paratransit expansion with Local and Flex



Long-Range Plan (By Year 30)

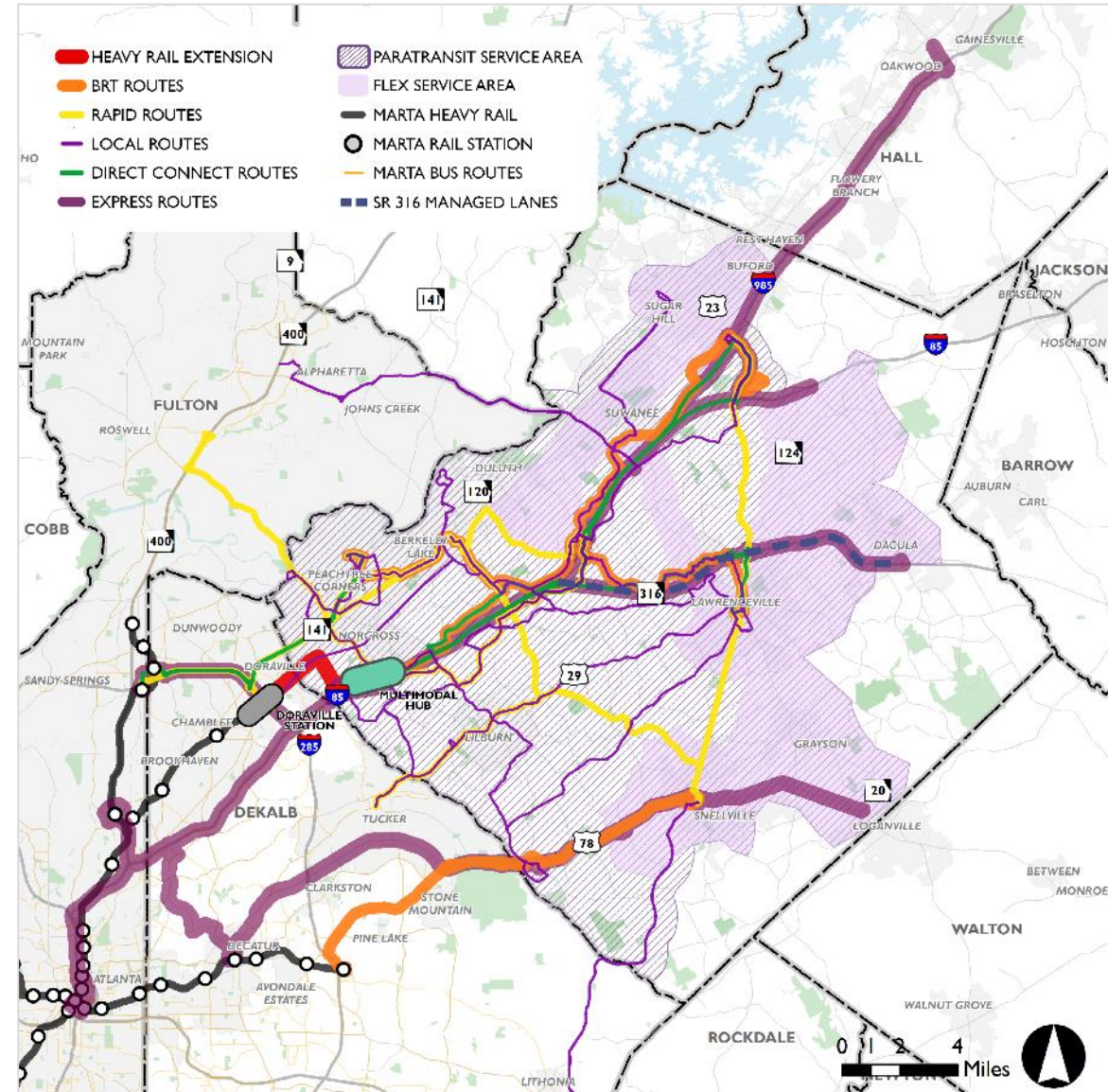


Major Transit Facilities

- 0 new transit centers (3 total)
- 3 new park-and-ride lots (8 total)
- 1 upgrade to existing transit centers/lots (4 total)
- Funding towards SR 316 Managed Lanes

On-Going Contributions

- Vanpool Subsidies
- TNC Subsidies
- Bike and Pedestrian Access Improvements
- Technology Upgrades
- Local Bus Stop Upgrades
- Flex Service Capital
- Fleet TSP Enhancement



Scenario Characteristics – Coverage

SERVICE	2040 POPULATION SERVED ¹	2015 MINORITY POPULATION SERVED ¹	2015 LOW INCOME POPULATION SERVED ¹	2015 OVER 65 POPULATION SERVED ¹	% OF COUNTY AREA WITH PARATRANSIT SERVICE COVERAGE
Existing	183,695 (14%)	98,335 (19%)	30,186 (26%)	7,032 (10%)	20%
TRC Plan	779,773 (58%)	312,760 (62%)	77,593 (66%)	40,719 (58%)	72%
County Totals	1,340,951	504,953	117,553	70,121	--

¹ Population within ¼ mile of Local service and ½ mile of HRT, BRT, and ART service.

Other services not reflected include Express Commuter, Direct Connect, vanpool subsidies, TNC subsidies for those outside the service area, and paratransit service.

Scenario Characteristics – Reliability

MODE	METRIC	TRC PLAN
HRT	Total Miles	5 miles
	% of Plan Cost	19%
BRT	Total Miles	61 miles
	% of Plan Cost	18%
ART	Total Miles	100 miles
	% of Plan Cost	11%
Total	Total Miles	166 miles
	% of Plan Cost	48%

Aspirational Plan (Unconstrained)

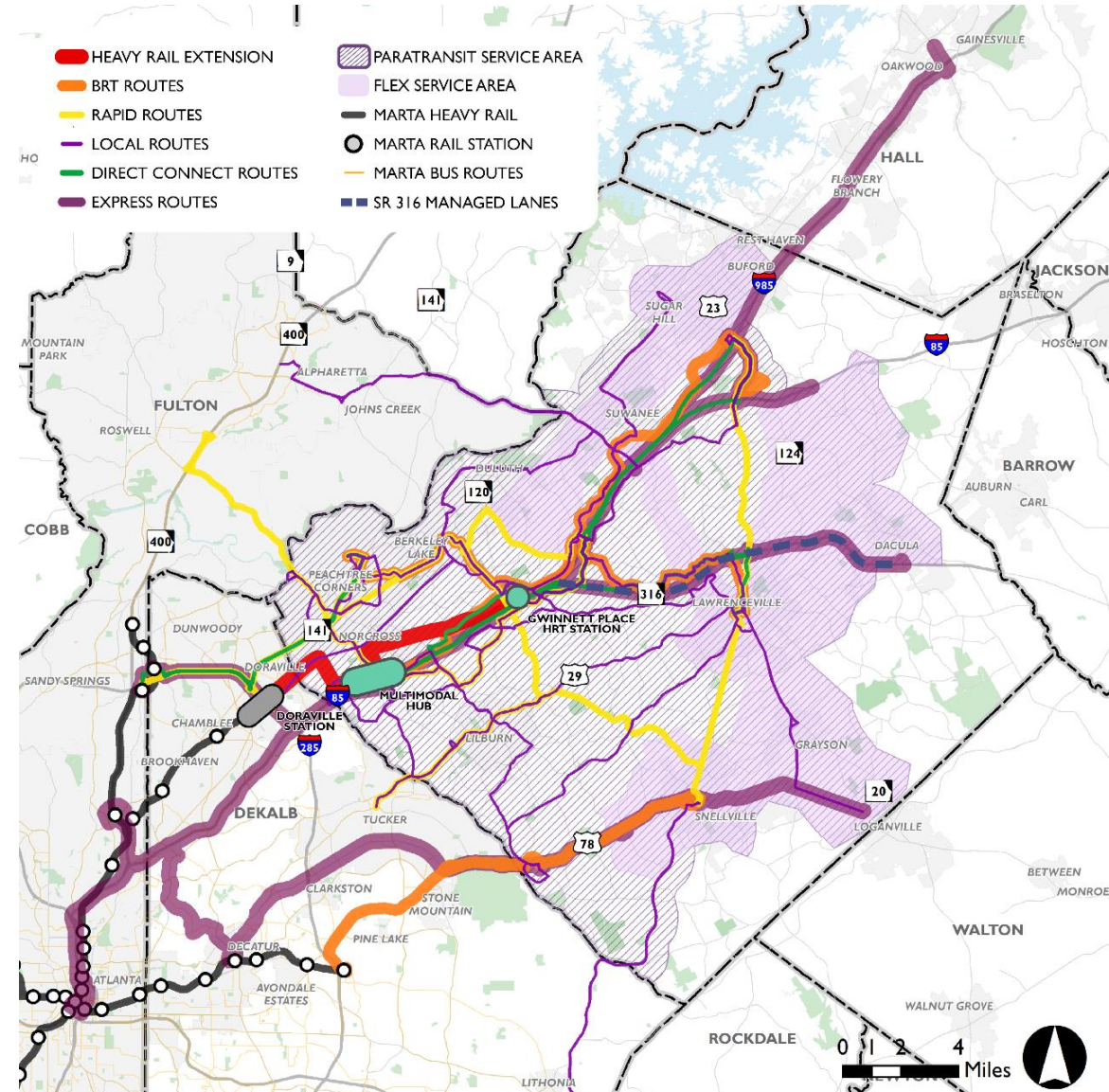


Additional HRT Service

- Extension from Jimmy Carter Boulevard to Gwinnett Place Mall

Additional Local Service

- Lawrenceville – Grayson/Loganville
- Suwanee – Duluth (via PIB/Buford Highway)



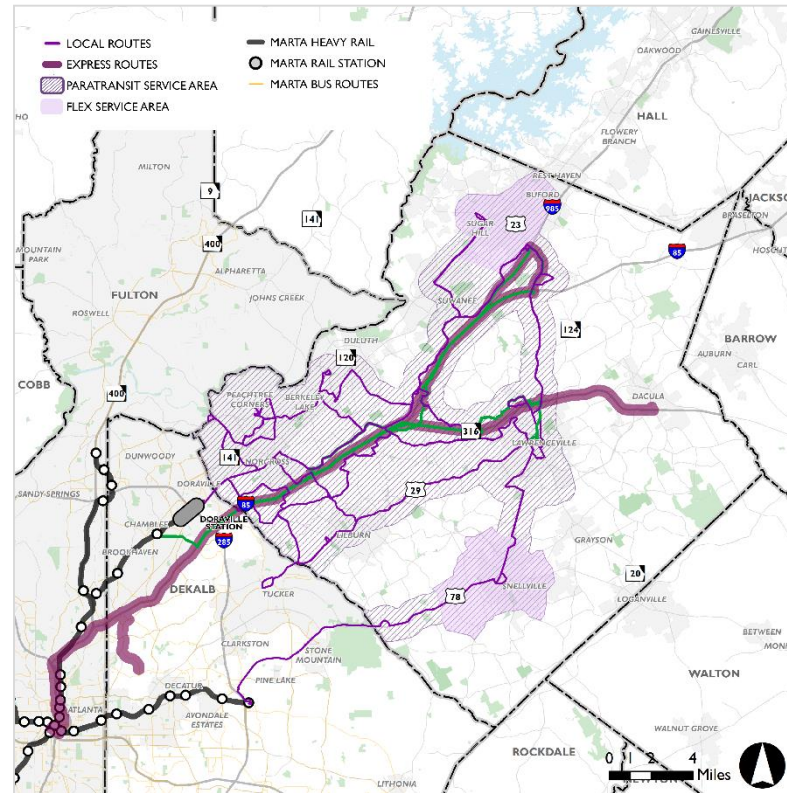


Comparison to Connect Gwinnett

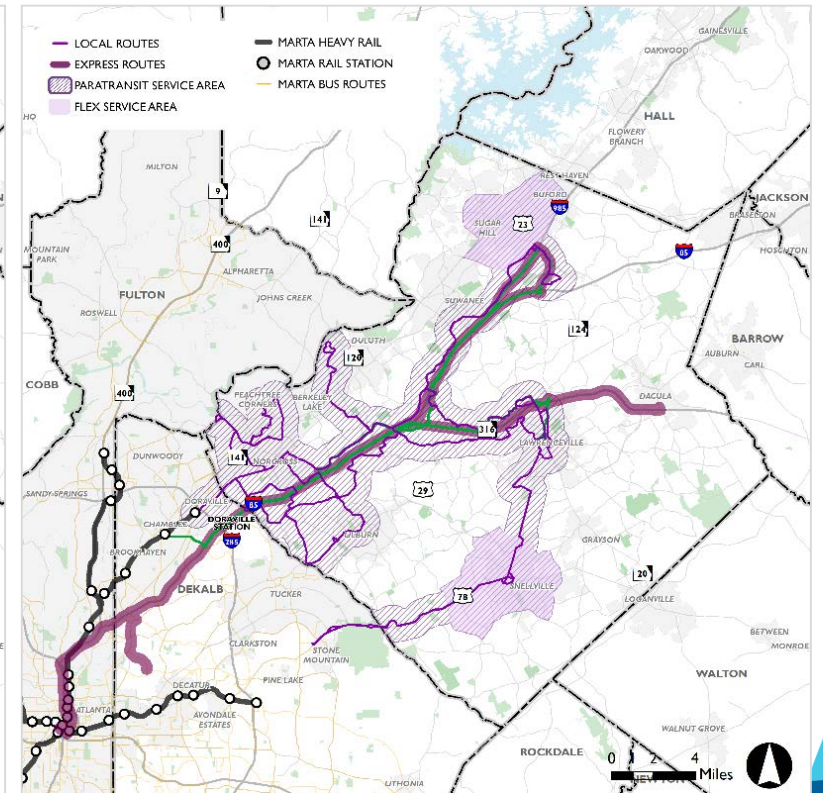


Short-Range (5 Years)

- Modified route alignments
- Increase of 3 new local routes
- Increase of 1 new regional route to Tucker



TRC



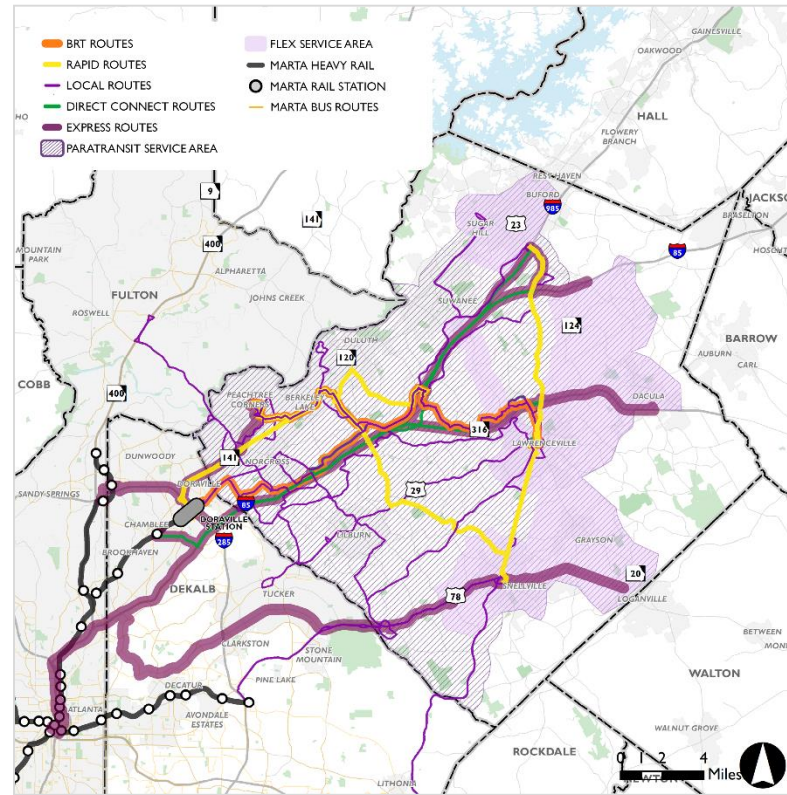
Connect Gwinnett

Short-Range (5 Years): Metrics

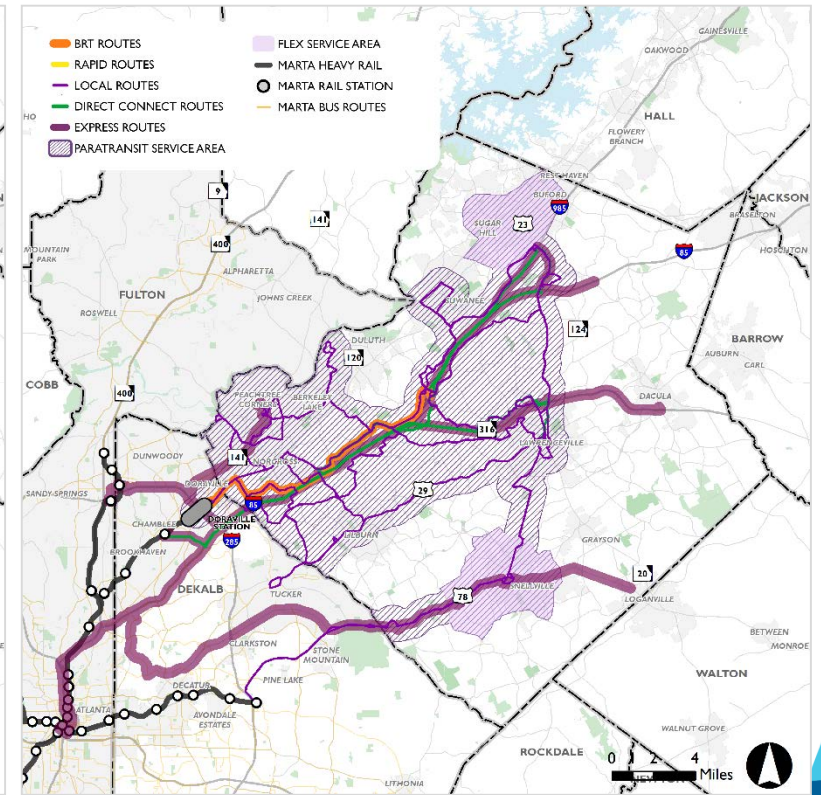
- Increase in bus-hours over existing:
 - TRC – 162%
 - Connect Gwinnett – 136%
- Operating costs through 5 years:
 - TRC – \$158 million
 - Connect Gwinnett – \$149 million
- Increase in population served over Connect Gwinnett (local):
 - 2040 Population – 21%
 - 2015 Minority Population – 17%
 - 2015 Low Income Population – 11%

Mid-Range (10 Years)

- More aggressive implementation
- 2 BRT routes versus 1 BRT
- 3 ART routes versus 0 ART
- Extensive expansion including 7 Flex versus 2 Flex



TRC



Connect Gwinnett

Mid-Range (10 Years): Service Plan

- Increase in bus-hours over existing:
 - TRC – 608%
 - Connect Gwinnett – 242%
- Operating costs through 10 years:
 - TRC – \$552 million
 - Connect Gwinnett – \$393 million
- Capital costs through 10 years:
 - TRC – \$2.3 billion
 - Connect Gwinnett – \$1.5 billion

Mid-Range (10 Years): Coverage

SERVICE TYPE	2040 POPULATION SERVED	2015 MINORITY POPULATION SERVED	2015 LOW INCOME POPULATION SERVED
BRT and ART ¹	325%	242%	192%
Local ²	16%	12%	10%
Flex Zones ³	197%	233%	201%

¹ Population within ½ mile of BRT and ART service

² Population within ¼ mile of Local service

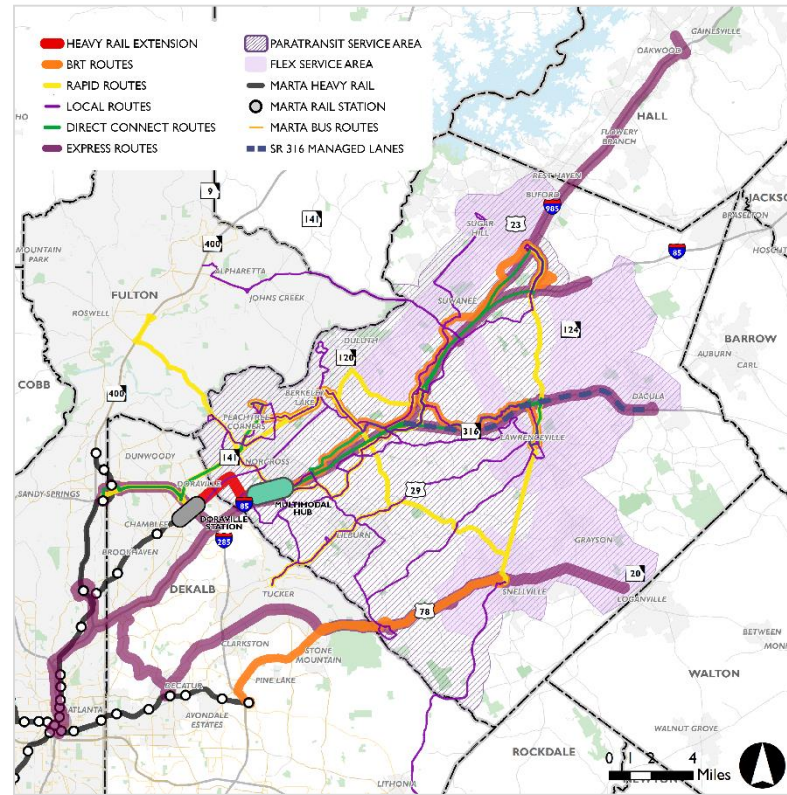
³ Population within Flex Zones

Mid-Range (10 Years): High Capacity

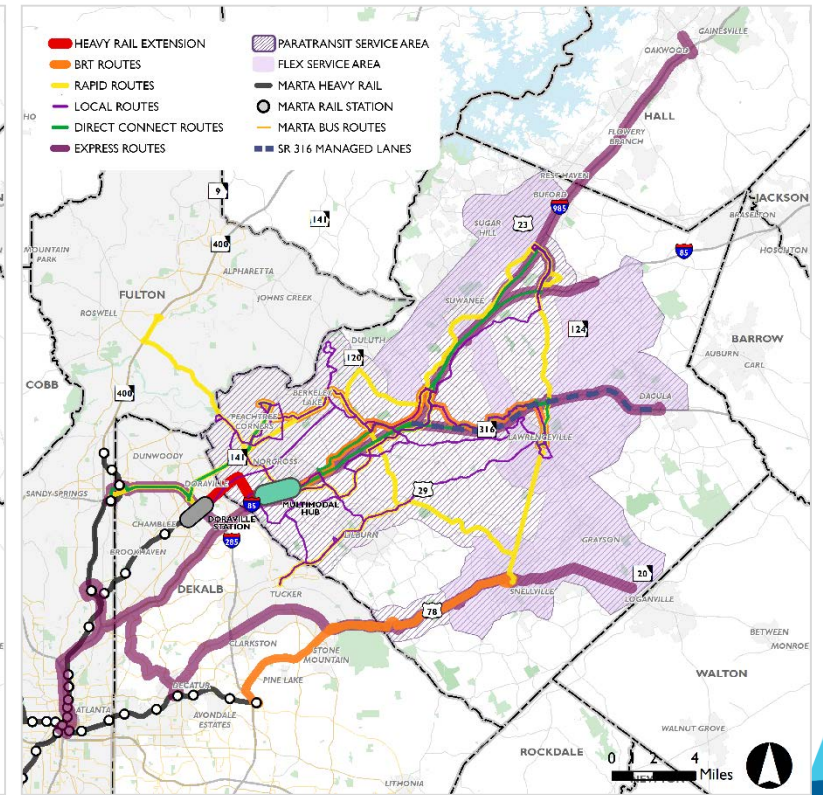
METRIC	BRT	ART	TOTAL
Connect Gwinnett	16 miles	0 miles	16 miles
TRC	38 miles	57 miles	78 miles
% Change from Connect Gwinnett	137%	-	496%

Long-Range (30 Years)

- Increased regional connectivity
- More County coverage
- Increased paratransit coverage



TRC



Connect Gwinnett

Long-Range (30 Years): Service Plan

- Increase in bus-hours over existing:
 - TRC – 859%
 - Connect Gwinnett – 805%
- % of County area with Paratransit coverage:
 - TRC – 72%
 - Connect Gwinnett – 63%
- Total costs through 30 years:
 - TRC – \$12.3 billion
 - Connect Gwinnett – \$12 billion
- Other service improvements:
 - Expanded Local service coverage
 - Upgrading of ART to BRT service



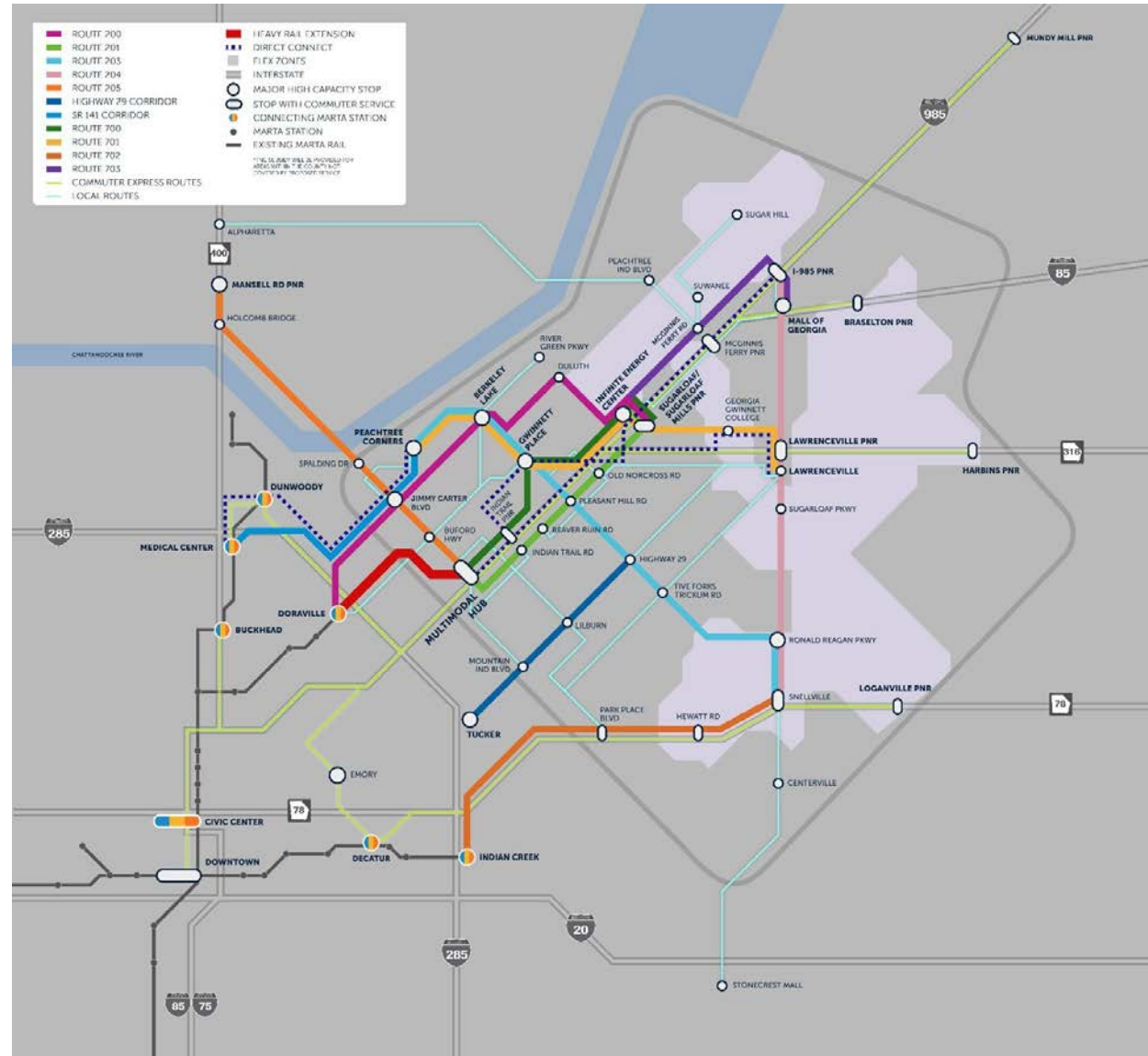
Additional Recommendations



Additional Recommendations

- Establish high standards for transit service and transit facilities
- Leverage partnerships
- Examine fare policy options
- Communicate existing and planned service
- Ensure adaptability
- Simplify plan recommendations

Simplified Plan Map





Discussion

