



GWINNETT COUNTY
BOARD OF COMMISSIONERS

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www.gwinnettcounty.com

Charlotte J. Nash, Chairman

Jace W. Brooks, District 1

Ben Ku, District 2

Tommy Hunter, District 3

Marlene M. Fosque, District 4

Official Minutes

Virtual Meeting

Informal Business Discussion Minutes

Thursday, March 26, 2020 – 12:00 PM

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

Absent: Tommy Hunter

1. Board of Commissioners

Consultants from Kimley-Horn and Kinetics Transportation Group led a discussion on transit plan options via Skype. No official action taken.



Gwinnett

Transit Plan Comparison

Board of Commissioners Meeting

03/26/2020

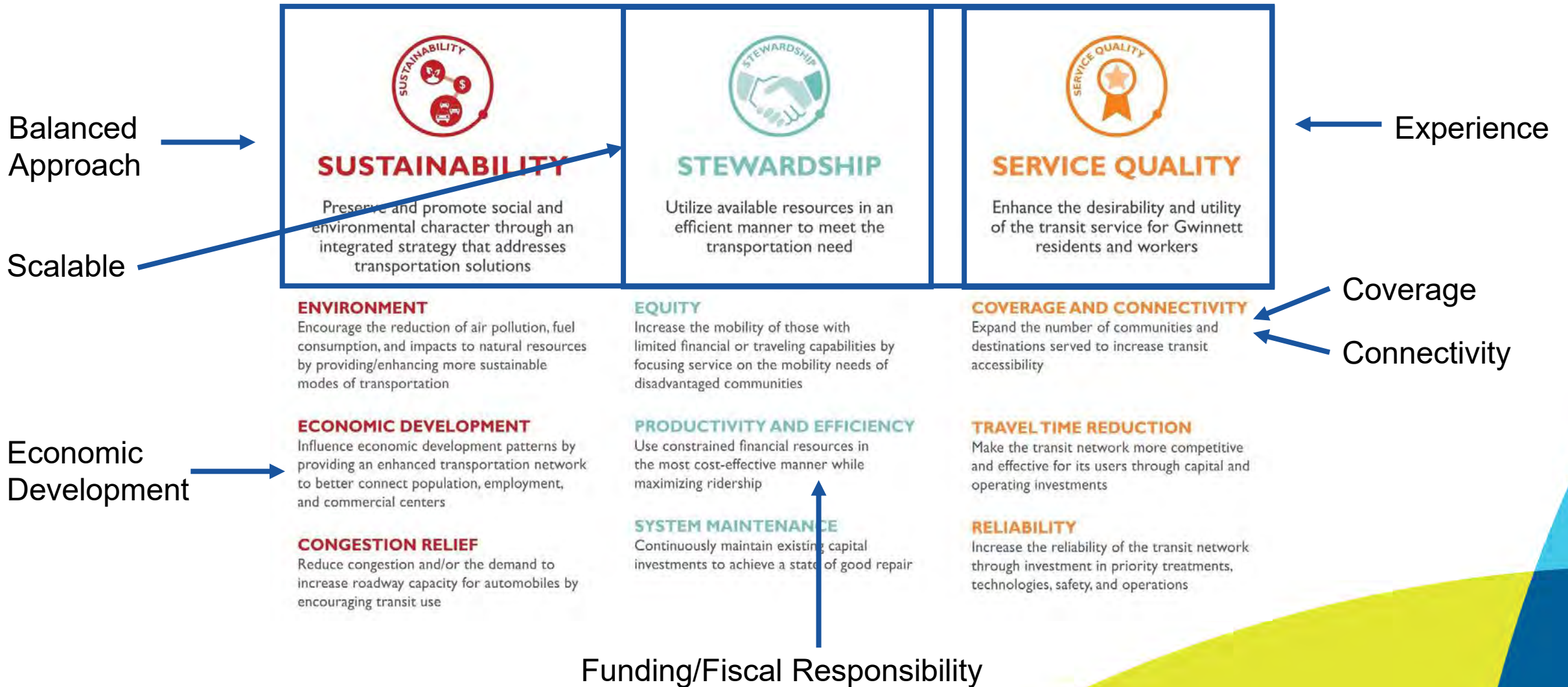
Presentation Overview

- Board Priorities
- Goals of the Meeting
- Overview of Compared Plans
- Metric Comparisons
- Key Takeaways

Board Priority Themes

- **Balanced Approach**
- **Scalable**
- **Coverage** (Options/Modes)
- **Connectivity** (Options/Modes)
- **Funding/Fiscal Responsibility**
(Affordable to County | Appropriate use of fiscal resources | Scalability)
- **Experience**
(Service Quality and Dependability | Reliability | Safe | Affordable for Riders)
- **Economic Development**
(Workforce Access to Transit | Land Use | Stability | Reduce Growth of Congestion/
Quality of Life)

System Goals and Priorities





Goals of the Meeting



Overview of Compared Plans

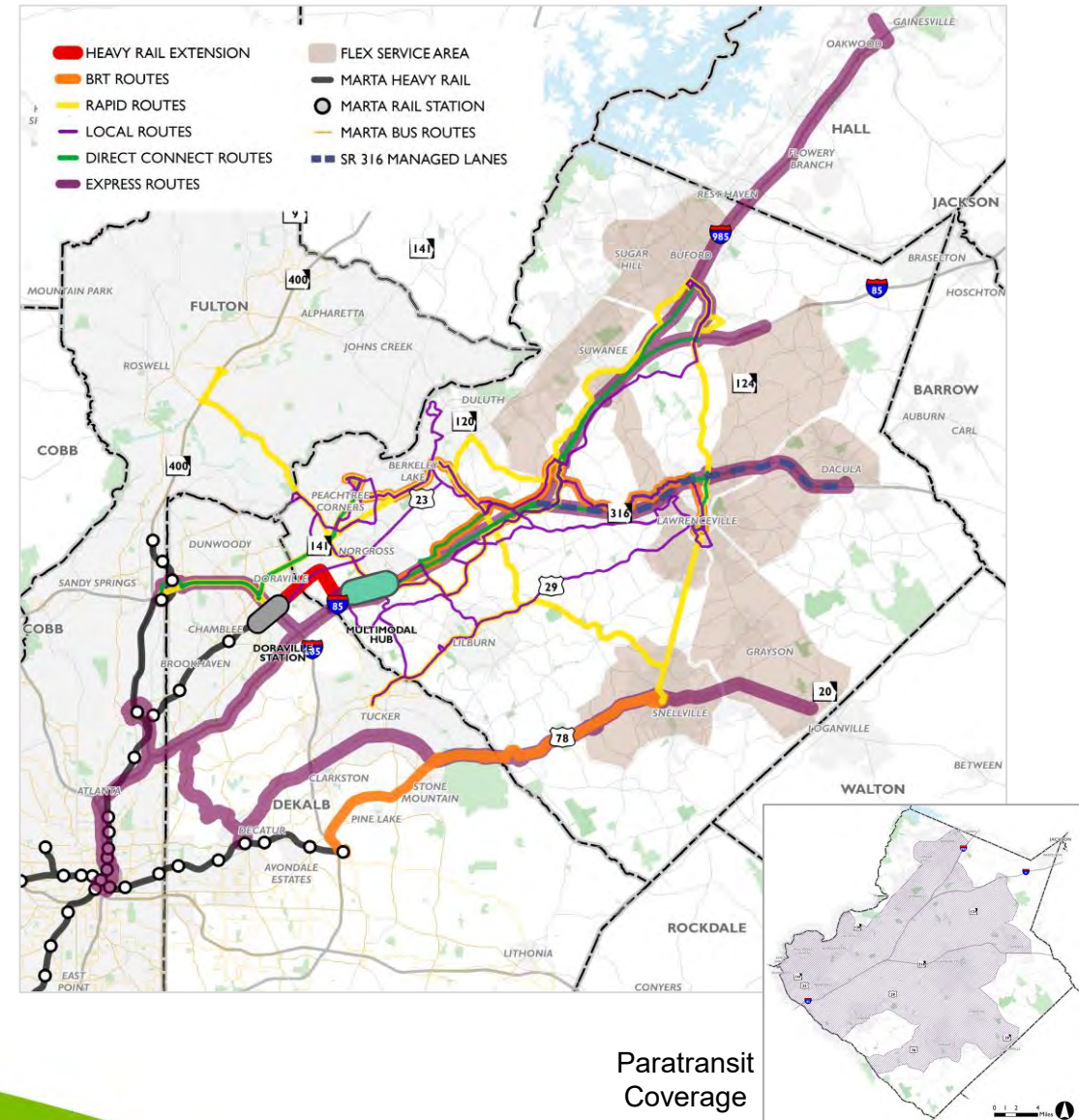


Connect Gwinnett Plan



Long-Range

- Original 30-year plan including:
 - 1 HRT
 - 3 BRT
 - 8 Rapids/ART
 - 9 Express Commuter
 - 3 Direct Connect
 - 12 Local
 - 8 Flex
 - Extended evening and new Sunday service on all routes
- Implementation of most system in 20 years

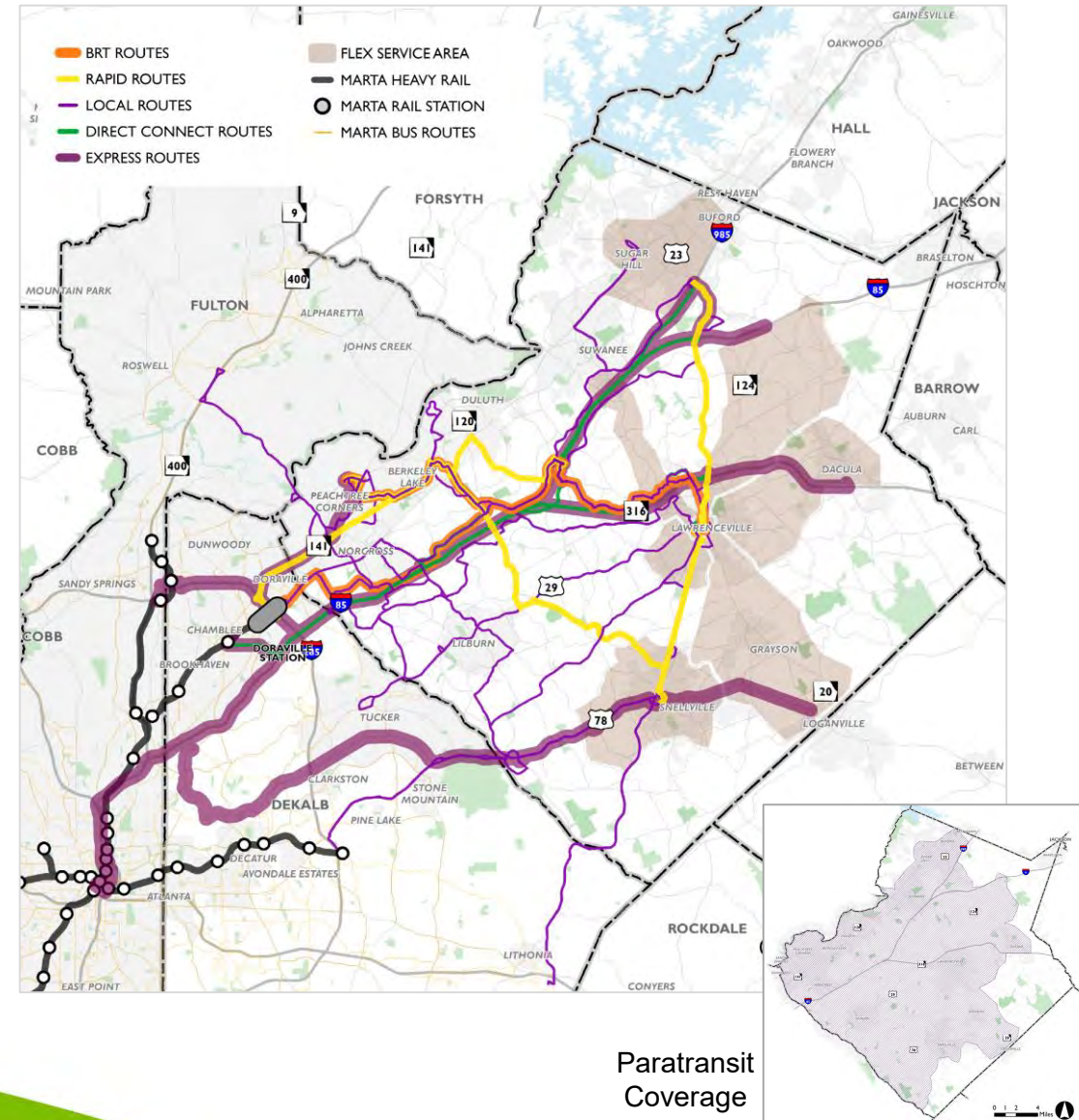


Transit Review Committee Plan



Mid-Range

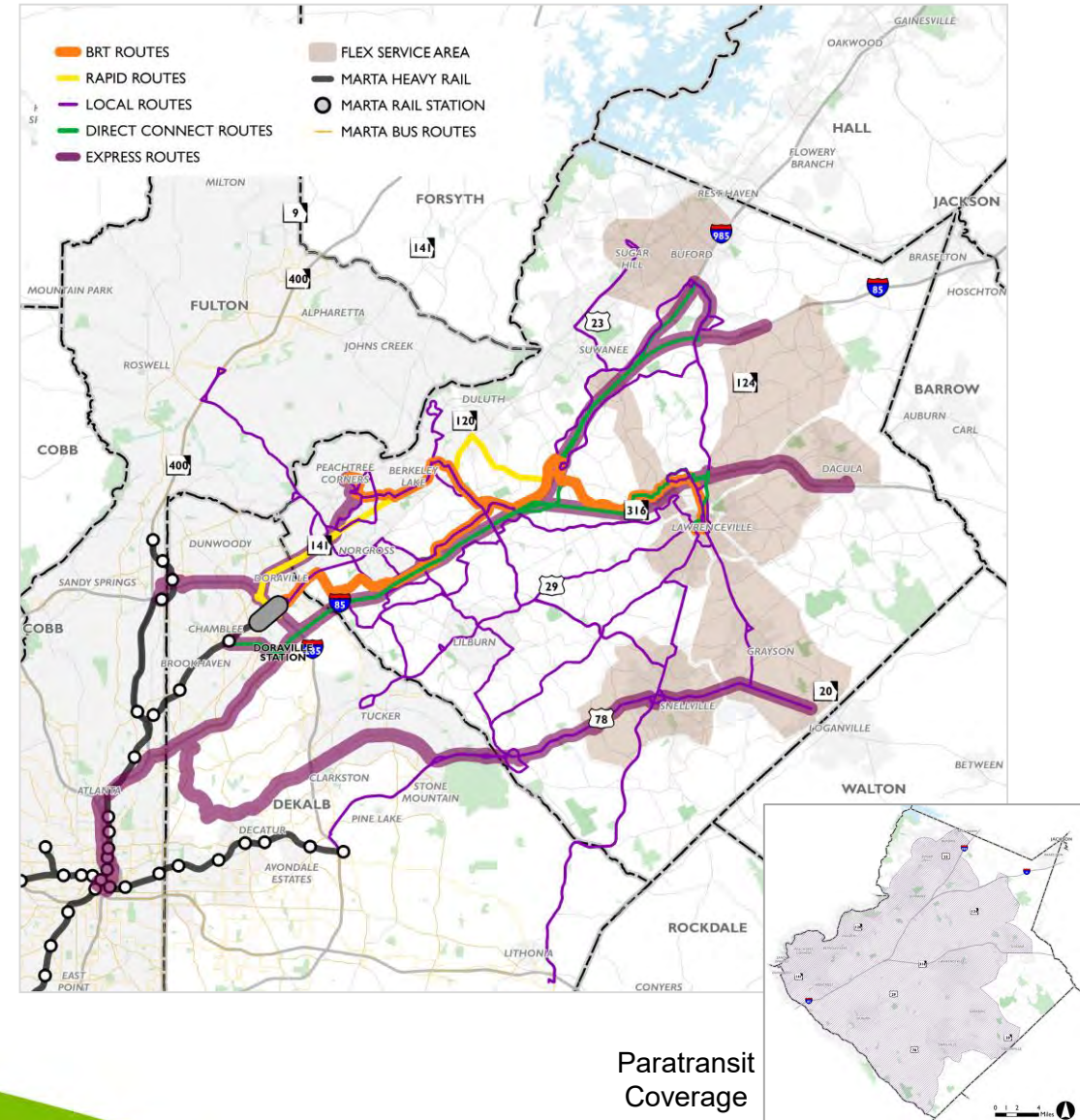
- More aggressive implementation than Connect Gwinnett Mid-Range
- 2 BRT routes versus 1 BRT
- 3 ART routes versus 0 ART
- 7 Flex versus 2 Flex
- New local service including Lilburn area, Sugar Hill, and Centerville/Stonecrest



No-Rail Plan

Mid-Range

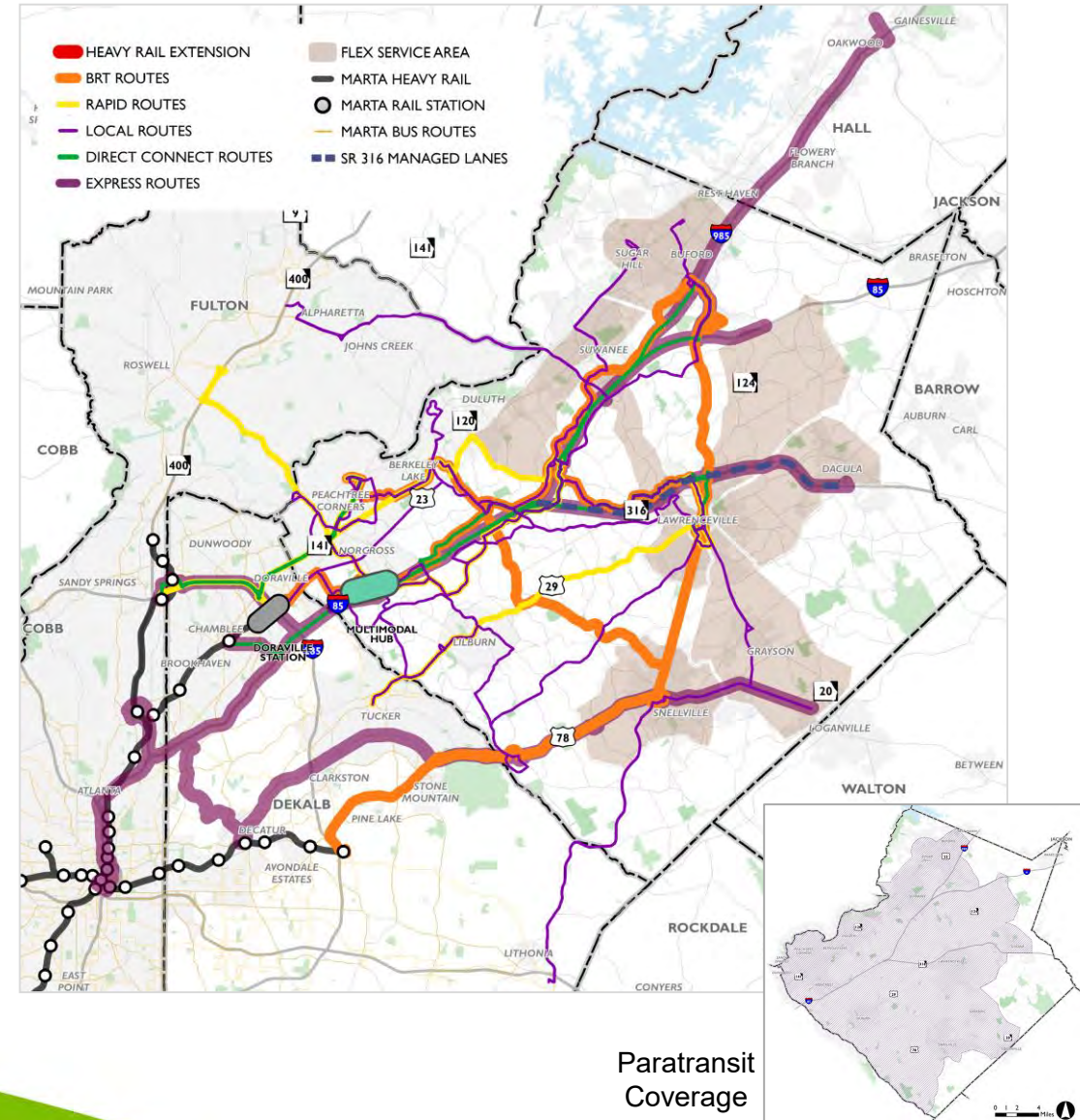
- Maintains aggressive implementation as TRC in 10 years
- Same number of BRT routes implemented, but includes planning for two more than TRC
- Greater coverage including new local connections from Lawrenceville to Grayson and Snellville to Loganville
- Extended paratransit buffer (1.25 miles) around fixed route service



No-Rail Plan

Long-Range

- Removal of HRT extension and rerouting of some service to Doraville and Chamblee
- Extension of full I-85 BRT system from Jimmy Carter to Doraville including modifications at Doraville (approximately \$110M additional)
- 2 additional BRT (6 versus 4 in TRC) and local upgrades to ART
- New local routes to Buford, Grayson, and Loganville

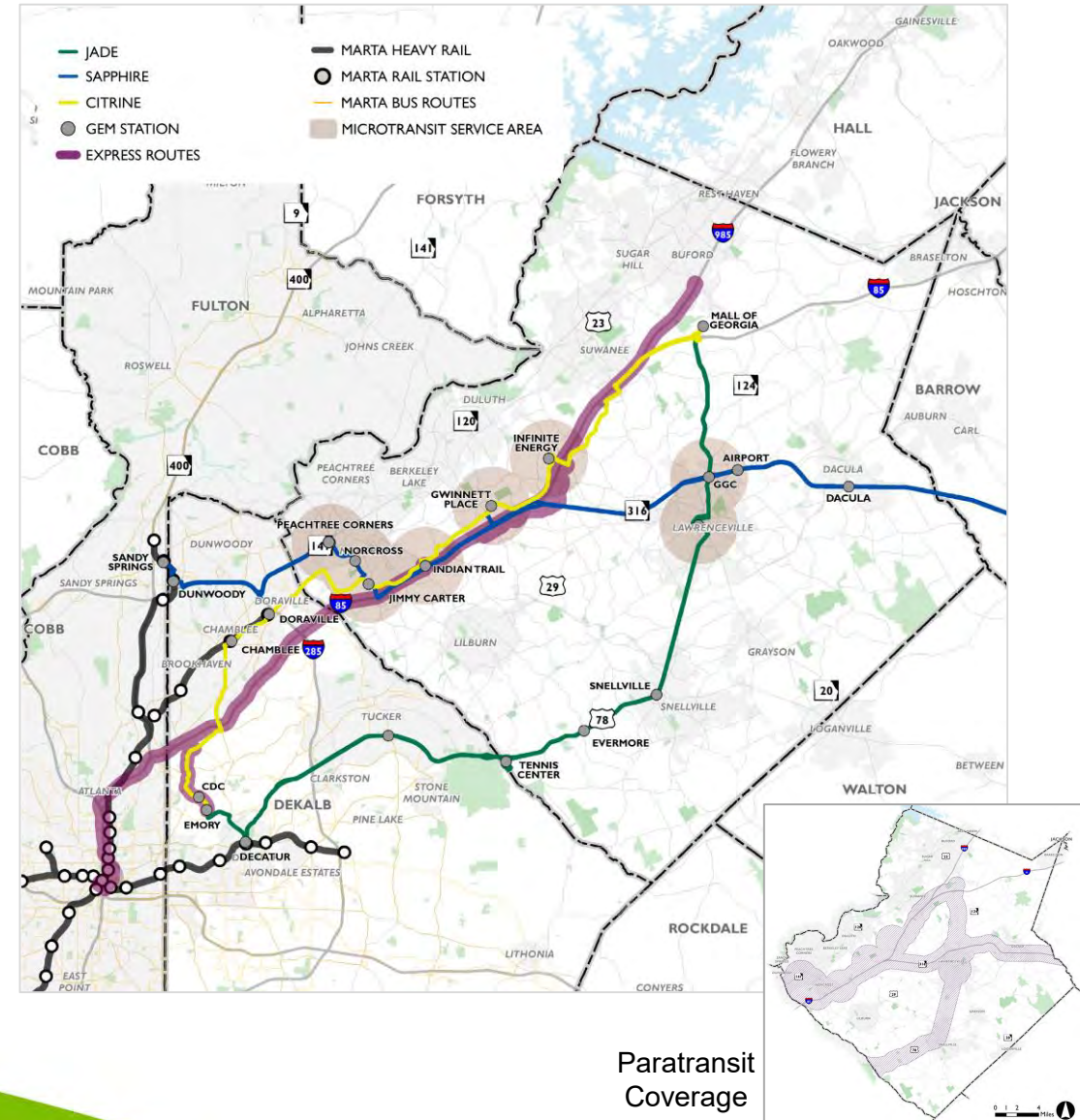


GEM Plan

Phase 1

Phase 1 ends in 2029, as opposed to other Mid-Range plans in 2030

- Initial implementation of three routes in mixed traffic (through 2029)
- Limited stops to minimize travel time with 3 min dwell time per stop for schedule recovery
- Express Commuter service maintained from existing
- Assumes 1.5 mile microtransit zone surrounding 7 stations (8 stations served considering overlapping service areas)



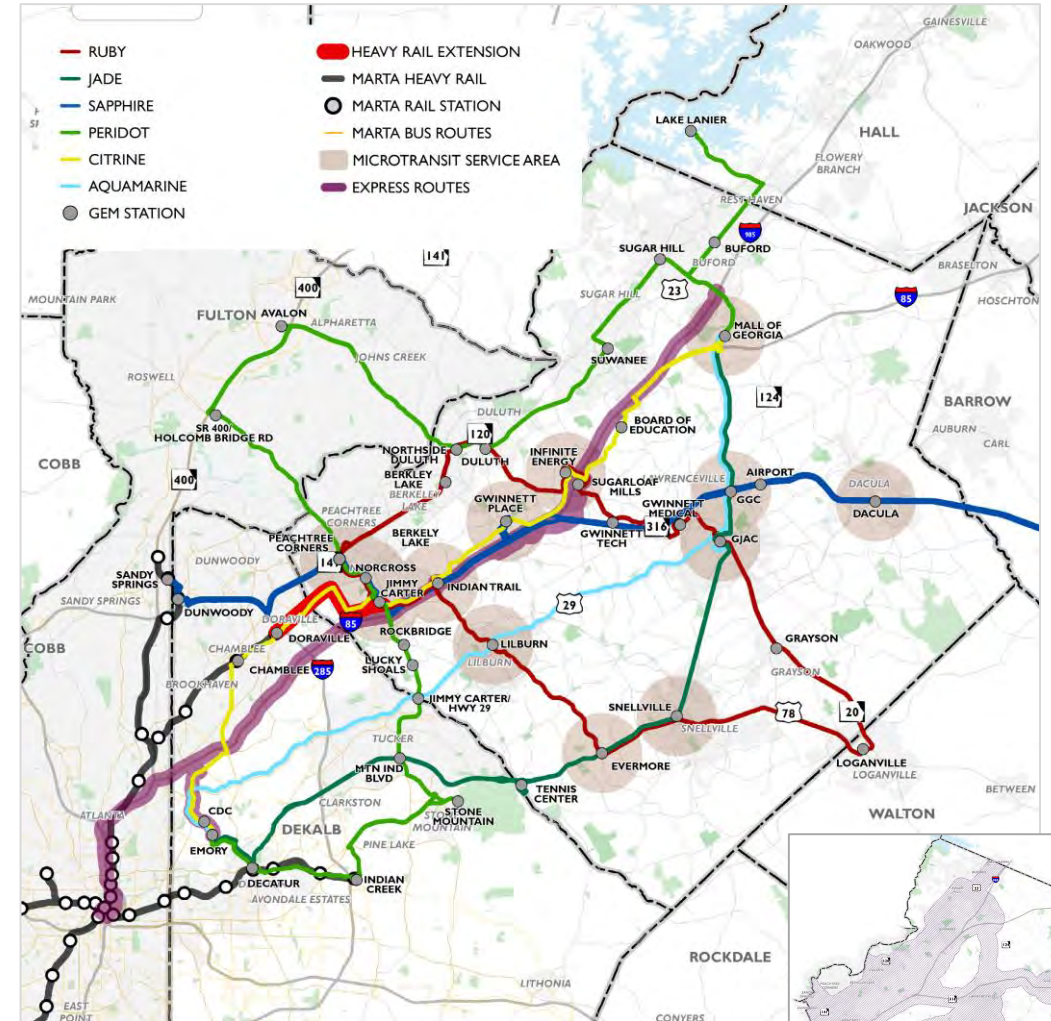
Paratransit Coverage

GEM Plan



Phase 2

- Implementation of Heavy Rail extension to OFS
- Total of six major routes, each with limited stops
- Three routes upgraded to BRT infrastructure for portions of route from Phase 1
- Assumes 1.5 mile microtransit zone surrounding 13 stations (15 stations served considering overlapping service areas)



Paratransit Coverage

Metric Comparisons



Comparison Metrics

- Population Coverage including Equity
- Connectivity
- Travel Time
- Reliability
- Frequency of Service
- Funding Allocation
- Implementation



Gwinnett

Population Coverage

General Population Coverage



PLAN	MID-RANGE/PHASE 1 GEM		LONG-RANGE/PHASE 2 GEM	
	2050 POPULATION ¹ (% POPULATION) FIXED ROUTE	2050 POPULATION ² (% POPULATION) MICRO ZONES	2050 POPULATION ¹ (% POPULATION) FIXED ROUTE	2050 POPULATION ² (% POPULATION) MICRO ZONES
Connect Gwinnett	290,298 (20%)	123,995 (8%)	427,122 (29%)	441,369 (30%)
TRC	421,578 (29%)	123,936 (8%)	484,221 (33%)	456,808 (31%)
No-Rail	402,476 (27%)	123,936 (8%)	521,932 (35%)	456,808 (31%)
GEM	33,442 (2%)	206,633 (14%)	81,367 (6%)	328,769 (22%)
County Total	1,473,995			


¹ Population within ¼ mile of Local service and ½ mile of HRT, BRT, and ART service (per standard transit planning practice)

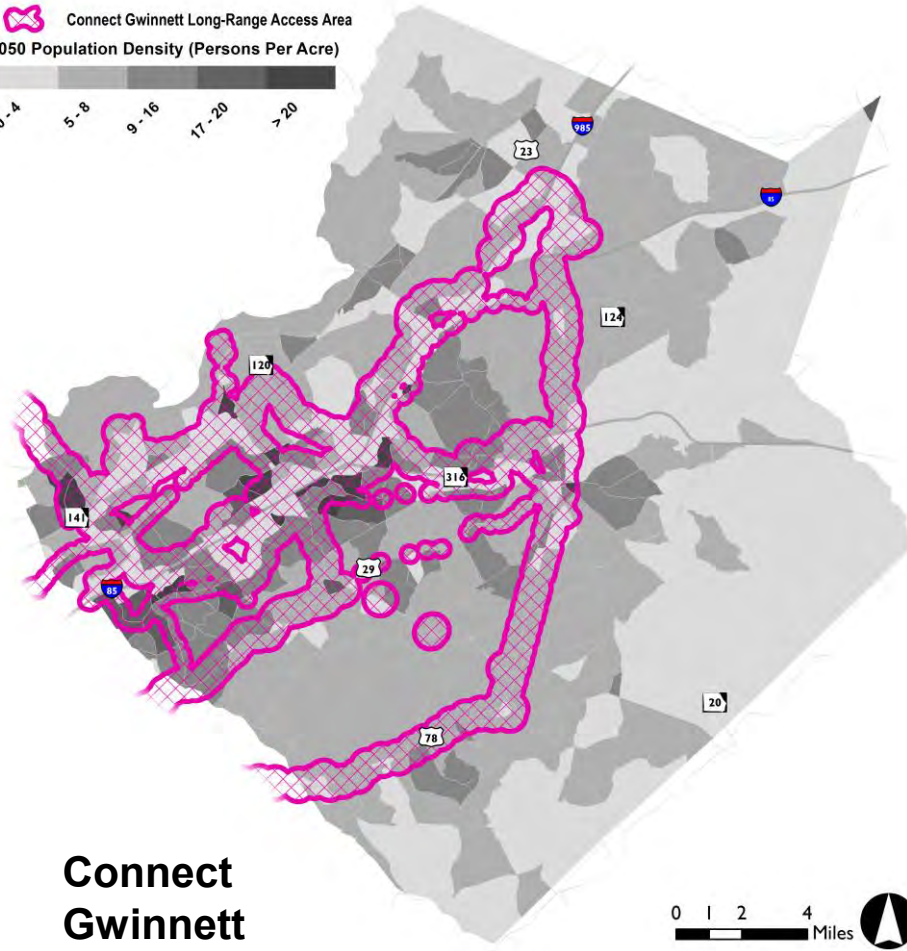
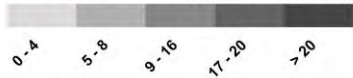
² Population exclusively within the microtransit zones determined by each plan

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


Population Coverage Maps

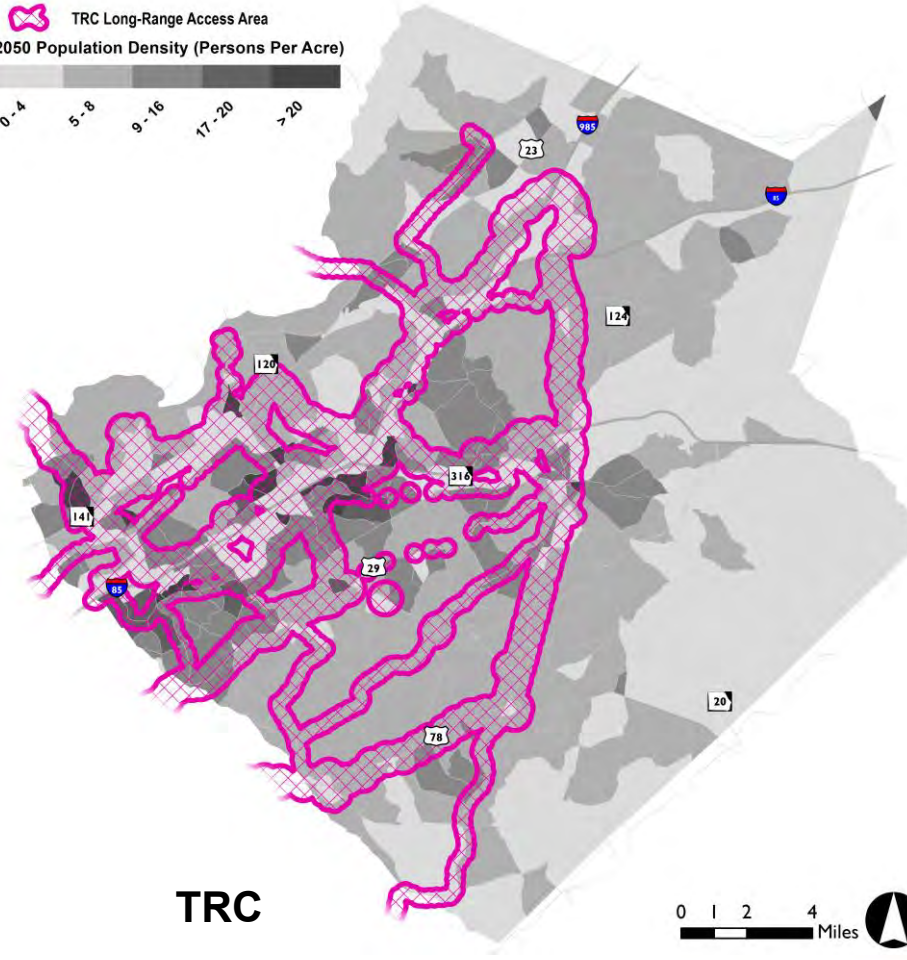
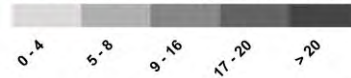


 Connect Gwinnett Long-Range Access Area
2050 Population Density (Persons Per Acre)



**Connect
Gwinnett**

 TRC Long-Range Access Area
2050 Population Density (Persons Per Acre)




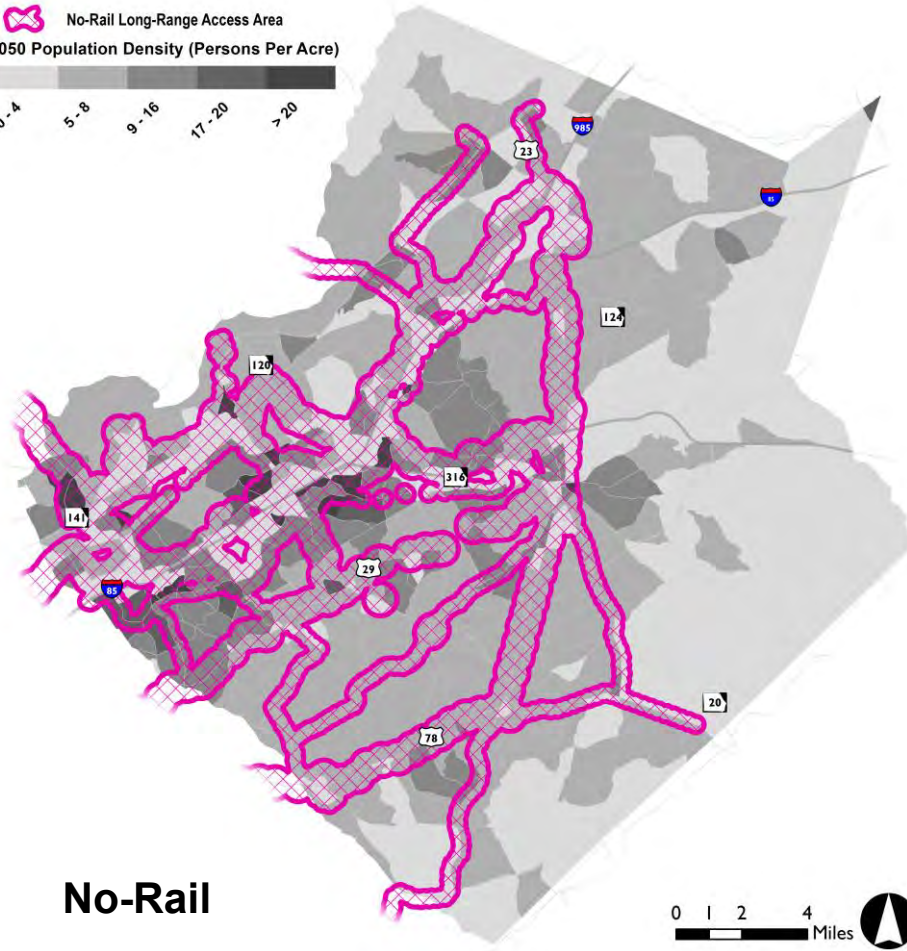
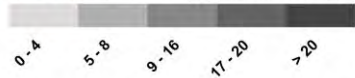
TRC

Buffers around fixed route service (no microtransit included)


Population Coverage Maps

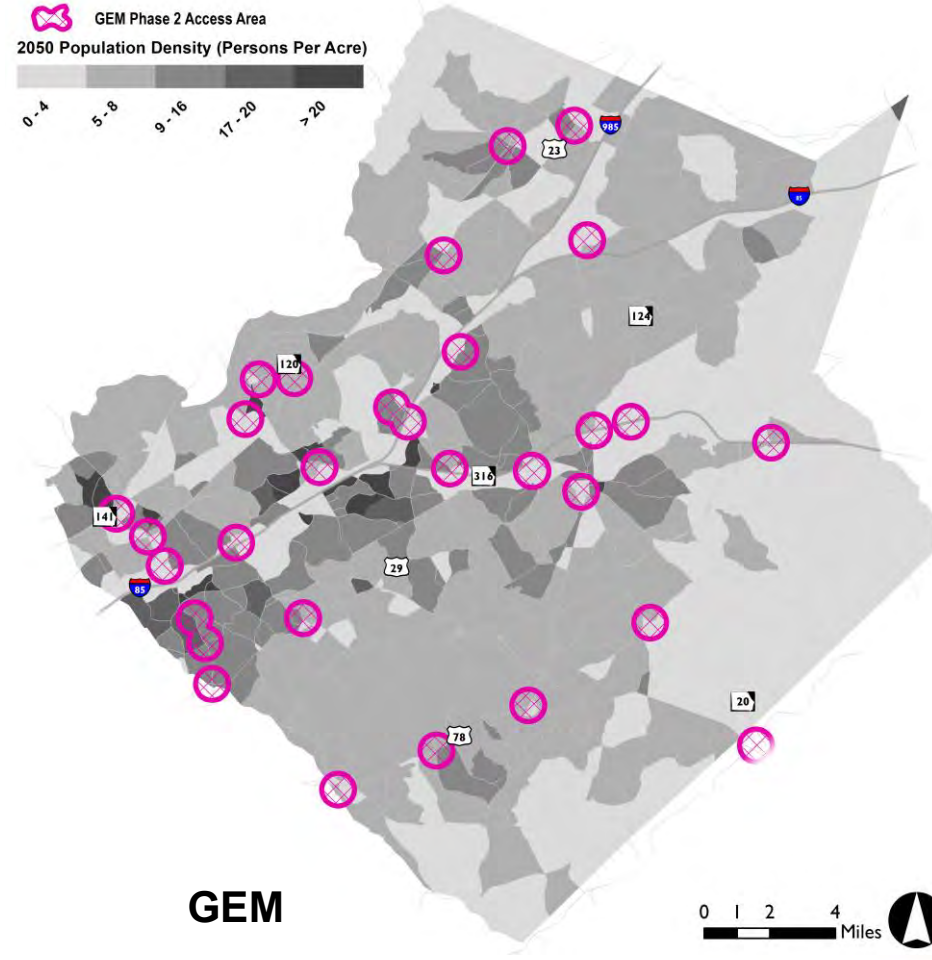
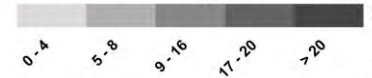


 No-Rail Long-Range Access Area
2050 Population Density (Persons Per Acre)



No-Rail

 GEM Phase 2 Access Area
2050 Population Density (Persons Per Acre)



GEM

Buffers around fixed route service (no microtransit included)

General Population – Drivable



	LONG-RANGE/PHASE 2 GEM
PLAN	2050 POPULATION (% POPULATION) FIXED ROUTE
Connect Gwinnett	849,060 (58%)
TRC	881,787 (60%)
No-Rail	905,125 (61%)
GEM	787,391 (53%)
County Totals	1,473,995

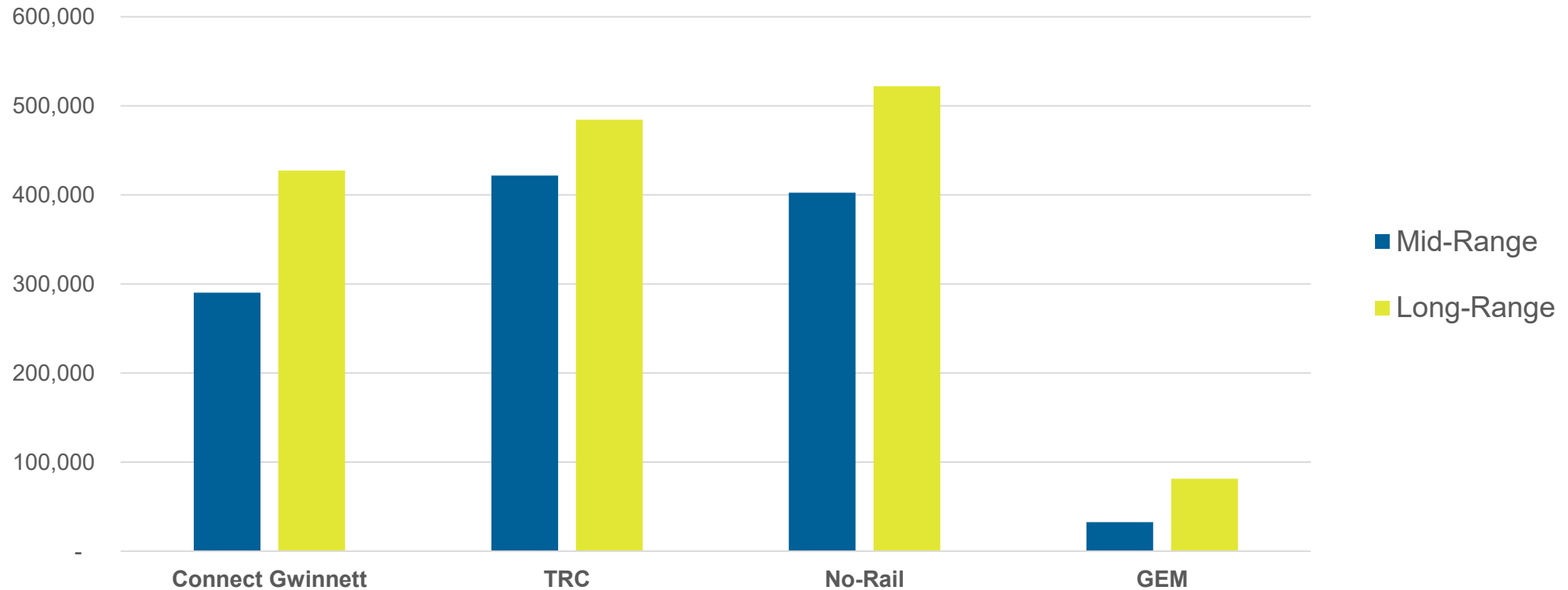
Calculation includes population within:

- Standard fixed route buffers (1/4 and 1/2 mile)
- 2.5 mile buffers around 15 select stations within each plan (considered to have parking and be drivable)

Population Coverage



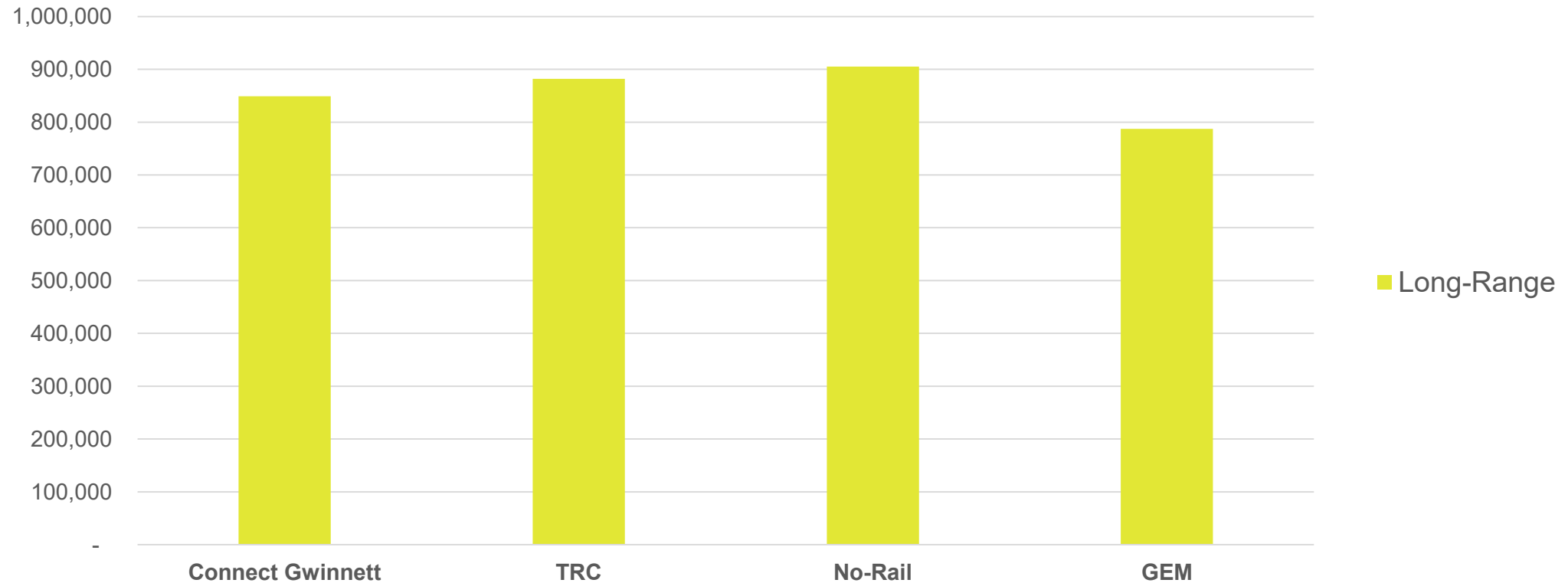
2050 Population Capture – Standard Coverage



Population Coverage



2050 Population Capture - 2.5-mile Coverage



Low-Income Population Coverage



PLAN	MID-RANGE/PHASE 1 GEM		LONG-RANGE/PHASE 2 GEM	
	2017 LOW-INCOME ¹ (% POPULATION) FIXED ROUTE	2017 LOW-INCOME ² (% POPULATION) MICRO ZONES	2017 LOW-INCOME ¹ (% POPULATION) FIXED ROUTE	2017 LOW-INCOME ² (% POPULATION) MICRO ZONES
Connect Gwinnett	32,425 (30%)	7,959 (7%)	43,980 (41%)	28,998 (27%)
TRC	42,729 (40%)	7,957 (7%)	47,102 (44%)	31,025 (29%)
No-Rail	40,940 (38%)	7,957 (7%)	50,197 (47%)	31,025 (29%)
GEM	3,049 (3%)	25,013 (23%)	9,033 (8%)	33,532 (31%)
County Total	107,267			

¹ Population within ¼ mile of Local service and ½ mile of HRT, BRT, and ART service (per standard transit planning practice)

² Population exclusively within the microtransit zones determined by each plan

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

Minority Population Coverage



PLAN	MID-RANGE/PHASE 1 GEM		LONG-RANGE/PHASE 2 GEM	
	2017 MINORITY ¹ (% POPULATION) FIXED ROUTE	2017 MINORITY ² (% POPULATION) MICRO ZONES	2017 MINORITY ¹ (% POPULATION) FIXED ROUTE	2017 MINORITY ² (% POPULATION) MICRO ZONES
Connect Gwinnett	136,457 (25%)	36,800 (7%)	193,618 (36%)	144,012 (27%)
TRC	188,897 (35%)	36,778 (7%)	211,041 (39%)	149,273 (28%)
No-Rail	177,952 (33%)	36,778 (7%)	226,258 (42%)	144,273 (28%)
GEM	13,262 (2%)	95,195 (18%)	37,605 (7%)	138,518 (26%)
County Total	540,520			

¹ Population within ¼ mile of Local service and ½ mile of HRT, BRT, and ART service (per standard transit planning practice)

² Population exclusively within the microtransit zones determined by each plan

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

65+ Population Coverage



PLAN	MID-RANGE/PHASE 1 GEM		LONG-RANGE/PHASE 2 GEM	
	2017 AGE 65+ ¹ (% POPULATION) FIXED ROUTE	2017 AGE 65+ ² (% POPULATION) MICRO ZONES	2017 AGE 65+ ¹ (% POPULATION) FIXED ROUTE	2017 AGE 65+ ² (% POPULATION) MICRO ZONES
Connect Gwinnett	12,977 (16%)	6,943 (9%)	20,716 (26%)	26,537 (34%)
TRC	21,276 (27%)	6,939 (9%)	24,089 (31%)	27,943 (35%)
No-Rail	20,117 (25%)	6,939 (9%)	26,374 (33%)	26,943 (35%)
GEM	1,310 (2%)	8,725 (11%)	3,779 (5%)	15,172 (19%)
County Total	78,898			

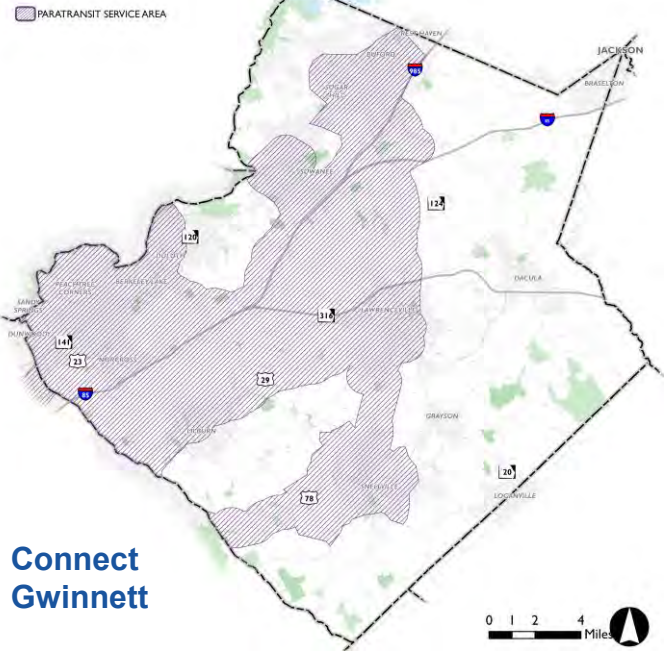
¹ Population within ¼ mile of Local service and ½ mile of HRT, BRT, and ART service (per standard transit planning practice)

² Population exclusively within the microtransit zones determined by each plan

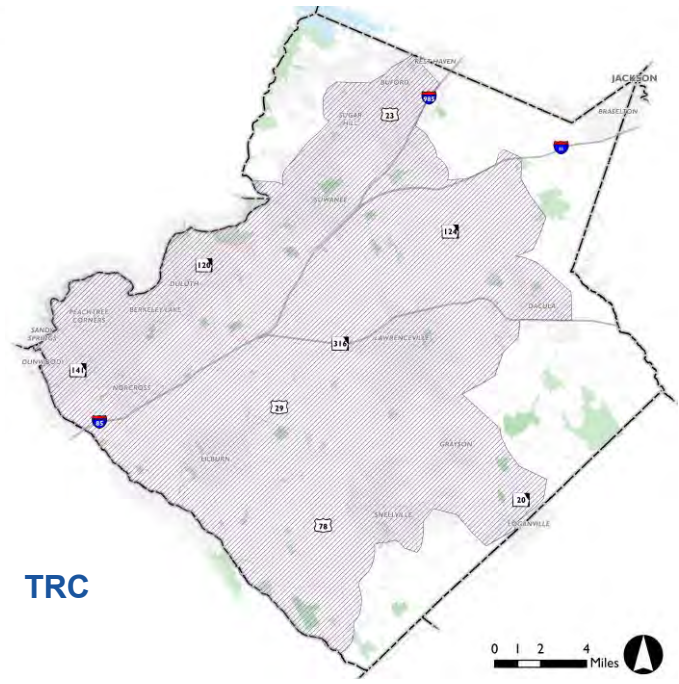
Other services not reflected include Express Commuter, Direct Connect, vanpool subsidies, TNC subsidies for those outside the service area, and paratransit service

Paratransit Coverage

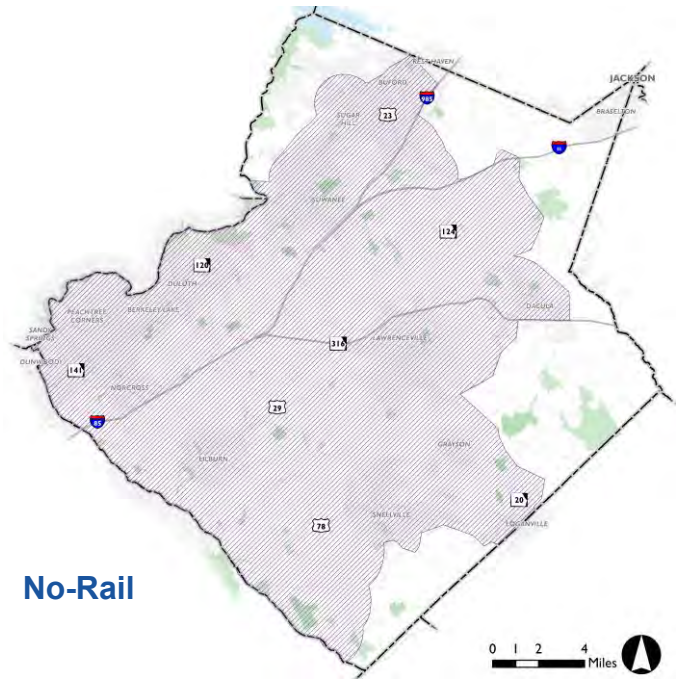
Mid-Range/Phase 1 GEM



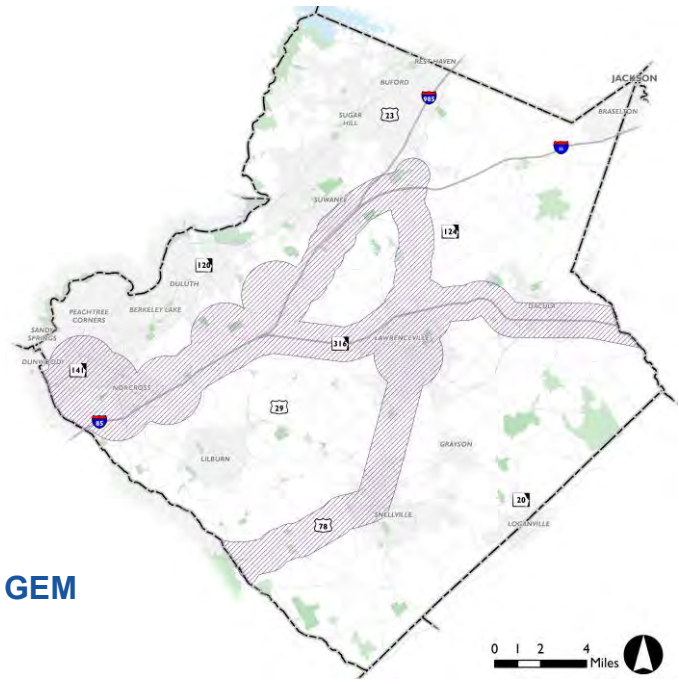
Connect Gwinnett



TRC

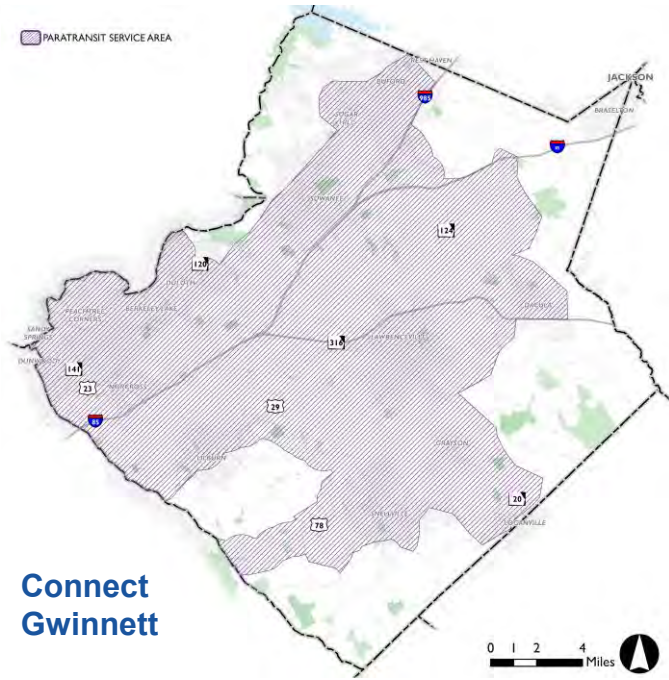


No-Rail

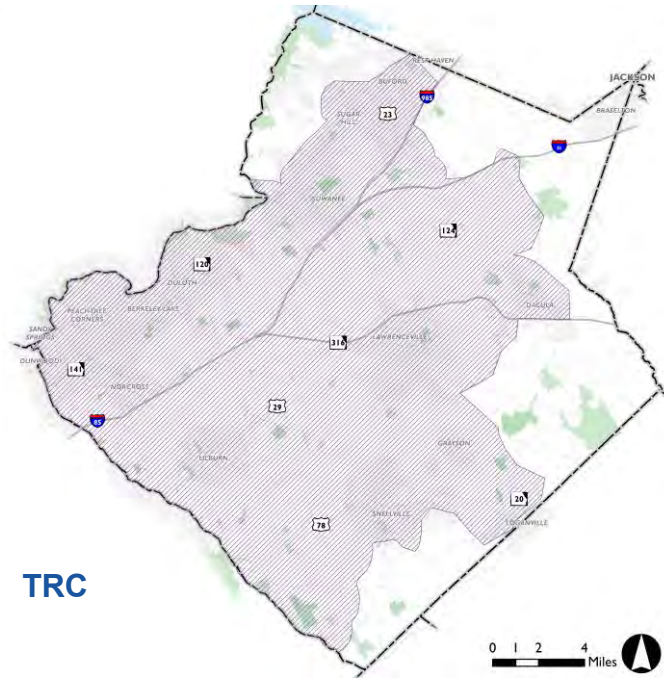


GEM

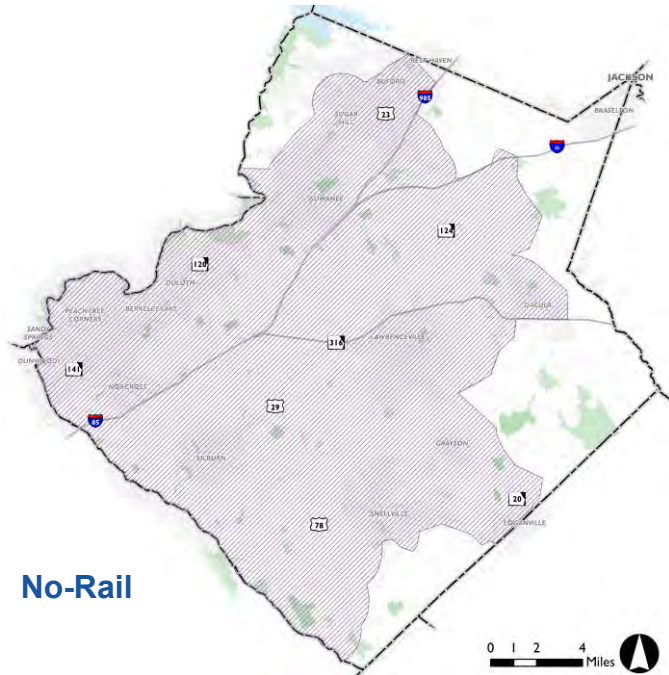
PARATRANSIT SERVICE AREA



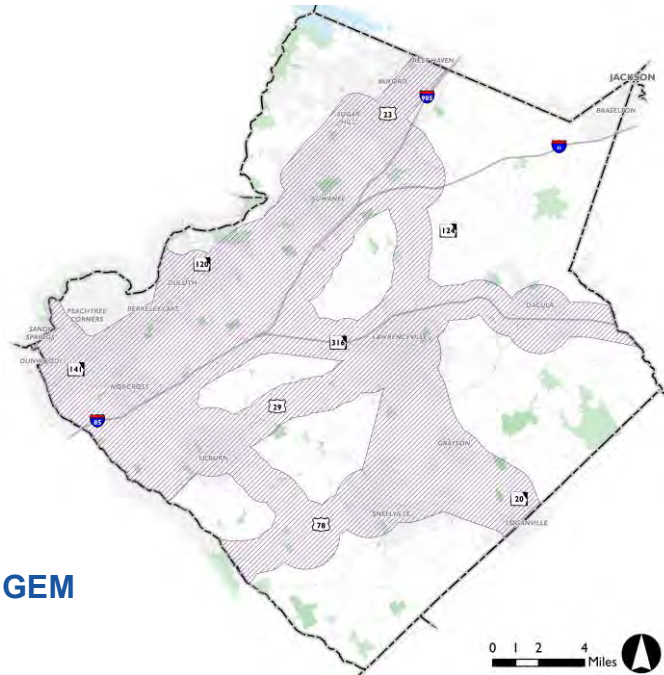
Connect Gwinnett



TRC



No-Rail



GEM



Paratransit Coverage

Long-Range/Phase 2 GEM

Paratransit Coverage – Area



PLAN	MID-RANGE/ PHASE 1 GEM % COUNTY AREA	LONG-RANGE/ PHASE 2 GEM % COUNTY AREA
Connect Gwinnett	44%	63%
TRC	72%	72%
No-Rail	74%	74%
GEM	24%	49%

In addition to Paratransit coverage, each plan includes a TNC subsidy of \$200,000 per year to supplement for those outside of the traditional transit service area.

Paratransit Coverage – Population



PLAN	LONG-RANGE/ PHASE 2 GEM % 2050 POPULATION	LONG-RANGE/ PHASE 2 GEM % 2017 LOW-INCOME	LONG-RANGE/ PHASE 2 GEM % 2017 MINORITY	LONG-RANGE/ PHASE 2 GEM % 2017 AGE 65+
Connect Gwinnett	74%	85%	80%	73%
TRC	83%	91%	88%	85%
No-Rail	85%	92%	90%	87%
GEM	57%	68%	62%	55%

Population Coverage Summary



- Both TRC and No-Rail plans show notable increase in population capture over Connect Gwinnett, particularly in the first 10 years (Mid-Range)
- Flex/microtransit zones in Connect Gwinnett, TRC, and No-Rail are sufficiently similar and provide the same basic coverage
- Due to the limited number of stops, GEM provides less population coverage than the other plans (per standard transit planning practice)
- Accounting for population within 2.5 miles driving/microtransit distance of stops, all four plans provide coverage to over half the County
- TRC and No-Rail plans provide paratransit coverage for over 83% of the 2050 population including over 85% of current equity populations



Gwinnett

Connectivity

Regional Connectivity – Destinations



CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
	Alpharetta	Alpharetta	Alpharetta
			Athens
Buckhead	Buckhead	Buckhead	
Decatur	Decatur	Decatur	Decatur
Downtown & Midtown Atlanta	Downtown & Midtown Atlanta	Downtown & Midtown Atlanta	Downtown & Midtown Atlanta
Emory/CDC	Emory/CDC	Emory/CDC	Emory/CDC
Hall County	Hall County	Hall County	
Holcomb Bridge/GA 400	Holcomb Bridge/GA 400	Holcomb Bridge/GA 400	Holcomb Bridge/GA 400
			Lake Lanier
Perimeter Center	Perimeter Center	Perimeter Center	Perimeter Center
	Stonecrest	Stonecrest	
			Stone Mountain
Tucker	Tucker	Tucker	Tucker

Regional Connectivity – MARTA



CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
		Chamblee	Chamblee
Decatur	Decatur	Decatur	Decatur
Doraville	Doraville	Doraville	Doraville
Dunwoody	Dunwoody	Dunwoody	Dunwoody
Goldsmith P&R	Goldsmith P&R	Goldsmith P&R	
Indian Creek	Indian Creek	Indian Creek	Indian Creek
Mansell P&R	Mansell P&R	Mansell P&R	
Medical Center	Medical Center	Medical Center	
Multimodal Hub	Multimodal Hub		
			Sandy Springs
	Stonecrest Mall Mobility Center (proposed)	Stonecrest Mall Mobility Center (proposed)	
Tucker Mobility Center (proposed)	Tucker Mobility Center (proposed)	Tucker Mobility Center (proposed)	

One-Seat Rides - MARTA



	Decatur MARTA	Indian Creek MARTA	Buckhead MARTA	Dunwoody MARTA	Medical Center MARTA	Sandy Springs MARTA	Chamblee MARTA	Doraville MARTA	Multimodal Hub Rail Extension
MARTA Line	[Blue bar]		[Red bar]				[Yellow bar]		
Duluth								CG	
								TRC	
								No Rail	
	GEM	GEM							GEM
Lawrenceville				CG	CG				CG
				TRC	TRC				TRC
				No Rail	No Rail		No Rail		
	GEM		GEM			GEM			GEM
Lilburn								TRC	CG
								TRC	TRC
								No Rail	No Rail
									GEM
Norcross			CG				CG	CG	CG
			TRC				TRC	TRC	TRC
			No Rail				No Rail	No Rail	No Rail
	GEM	GEM		GEM		GEM	GEM	GEM	GEM

	Decatur MARTA	Indian Creek MARTA	Buckhead MARTA	Dunwoody MARTA	Medical Center MARTA	Sandy Springs MARTA	Chamblee MARTA	Doraville MARTA	Multimodal Hub Rail Extension
MARTA Line	[Blue bar]		[Red bar]				[Yellow bar]		
Peachtree Corners				CG	CG		CG	CG	CG
				TRC	TRC		TRC	TRC	TRC
				No Rail	No Rail		No Rail	No Rail	No Rail
	GEM	GEM		GEM		GEM			GEM
Snellville		CG							
		TRC							
		No Rail							
	GEM								GEM
Sugar Hill/Buford									CG
									TRC
								No Rail	No Rail
	GEM								GEM
Suwanee									
	GEM	GEM							GEM

One-Seat Rides – Regional Locations



	Alpharetta	Athens	Downtown Atlanta	Emory/CDC	Tucker	Stone Mountain	Stonecrest
Duluth							
	GEM			GEM	GEM	GEM	
Lawrenceville			CG		CG		
			TRC		TRC		
			No Rail		No Rail		
		GEM		GEM	GEM		
Lilburn					CG		
					TRC		
					No Rail		
				GEM	GEM		
Norcross	CG		CG	CG	CG		
	TRC		TRC	TRC	TRC		
	No Rail		No Rail	No Rail	No Rail		
	GEM	GEM	GEM	GEM	GEM	GEM	

	Alpharetta	Athens	Downtown Atlanta	Emory/CDC	Tucker	Stone Mountain	Stonecrest
Peachtree Corners					CG		
					TRC		
					No Rail		
	GEM	GEM		GEM	GEM	GEM	
Snellville				CG			
				TRC			TRC
				No Rail			No Rail
				GEM	GEM		
Sugar Hill/ Buford			CG				
			TRC				
			No Rail				
	GEM		GEM	GEM	GEM	GEM	
Suwanee			CG				
	TRC		TRC				
	No Rail		No Rail				
	GEM				GEM	GEM	

One-Seat Rides – Gwinnett



	Berkeley Lake	Dacula	Duluth	Georgia Gwinnett College	G-JAC	Gwinnett Place	Infinite Energy Center	Mall of Georgia	Lawrenceville	Lilburn	Loganville	Norcross	Peachtree Corners	Snellville	Sugarloaf Mills	Sugar Hill/Buford
Peachtree Corners	CG		CG	CG	CG	CG	CG	CG	CG	CG		CG	CG	CG	CG	
	TRC		TRC	TRC	TRC	TRC	TRC	TRC	TRC	TRC		TRC	TRC	TRC	TRC	
	No Rail		No Rail	No Rail	No Rail	No Rail	No Rail	No Rail	No Rail	No Rail		No Rail	No Rail	No Rail	No Rail	
	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM
Snellville	CG		CG	CG	CG	CG		CG	CG		CG	CG	CG	CG		CG
	TRC		TRC	TRC	TRC	TRC		TRC	TRC		TRC	TRC	TRC	TRC		TRC
	No Rail		No Rail	No Rail	No Rail	No Rail		No Rail	No Rail		No Rail	No Rail	No Rail	No Rail		No Rail
	GEM		GEM	GEM	GEM		GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	GEM	
Sugar Hill/Buford					CG	CG	CG	CG	CG			CG		CG	CG	CG
					TRC	TRC	TRC	TRC	TRC			TRC		TRC	TRC	TRC
					No Rail	No Rail	No Rail	No Rail	No Rail			No Rail		No Rail	No Rail	No Rail
			GEM					GEM		GEM		GEM	GEM			GEM
Suwanee			CG				CG	CG				CG				CG
			TRC				TRC	TRC				TRC				TRC
			No Rail				No Rail	No Rail				No Rail				No Rail
			GEM					GEM				GEM	GEM			GEM

Connectivity Summary



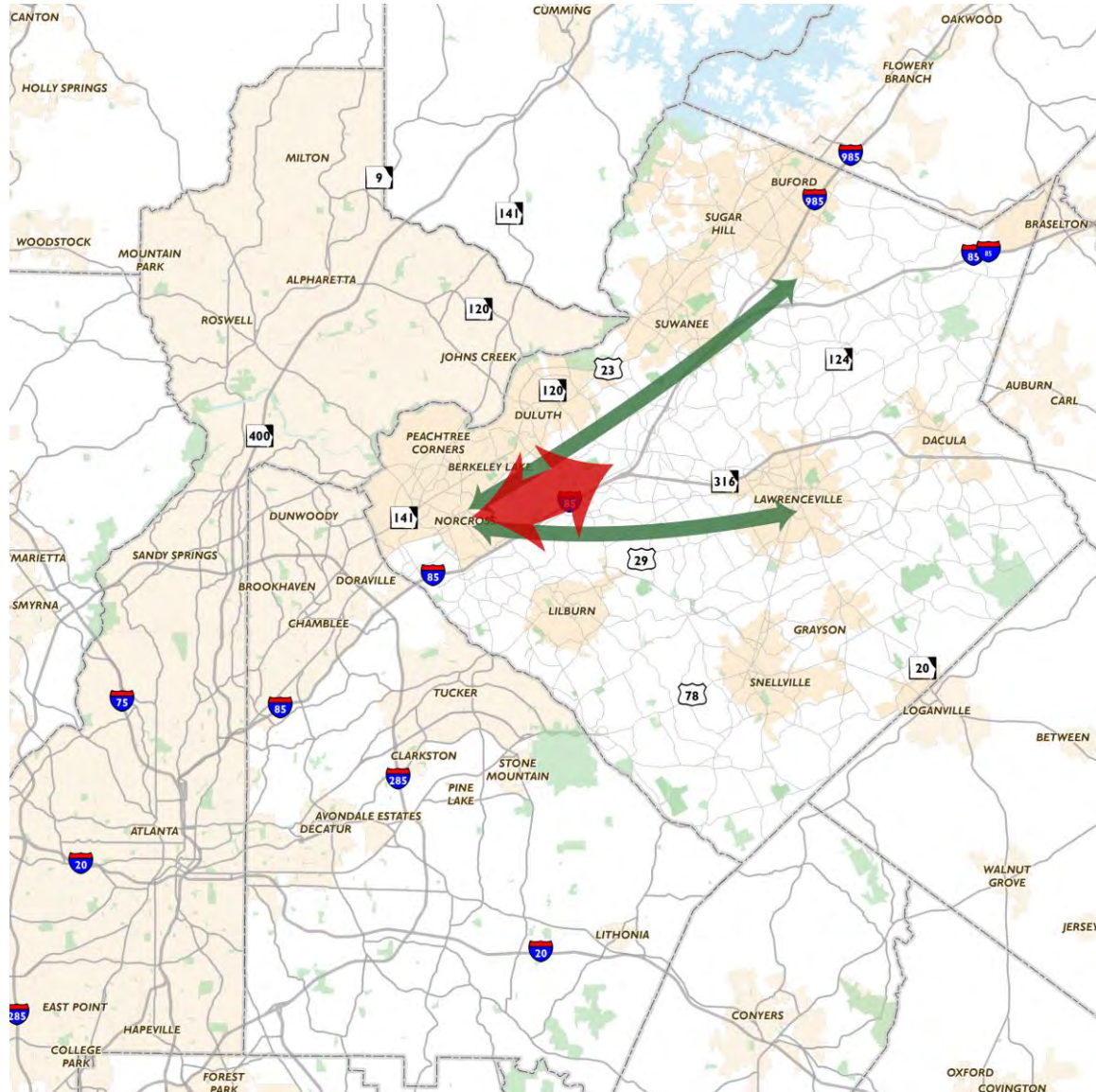
- Many regional destinations are served by all four plans
- Both TRC and No-Rail expand the list of regional destinations beyond the original Connect Gwinnett Plan
- Some locations served by GEM are not served by the other three plans, and vice versa
- The first three plans provide similar one-seat rides to MARTA stations and other regional locations
- GEM connects some additional locations with a one-seat ride, but via longer-distance and less-direct routes
- Many of the cities in Gwinnett have one-seat rides to other cities and to major Gwinnett destinations across all four plans



Gwinnett

Travel Time

Origin-Destination Demand



Demand for travel: to and from Norcross

- High demand for travel
- Moderately high demand for travel
- Moderately low demand for travel
- Low demand for travel

Travel Time Comparison



Long-Range/Phase 2 GEM | Minutes from Norcross to:

LOCATION	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
Mall of Georgia	73	73	73	73
GJAC (Lawrenceville)	79	79	79	78
Gwinnett Place Mall	29	29	29	42

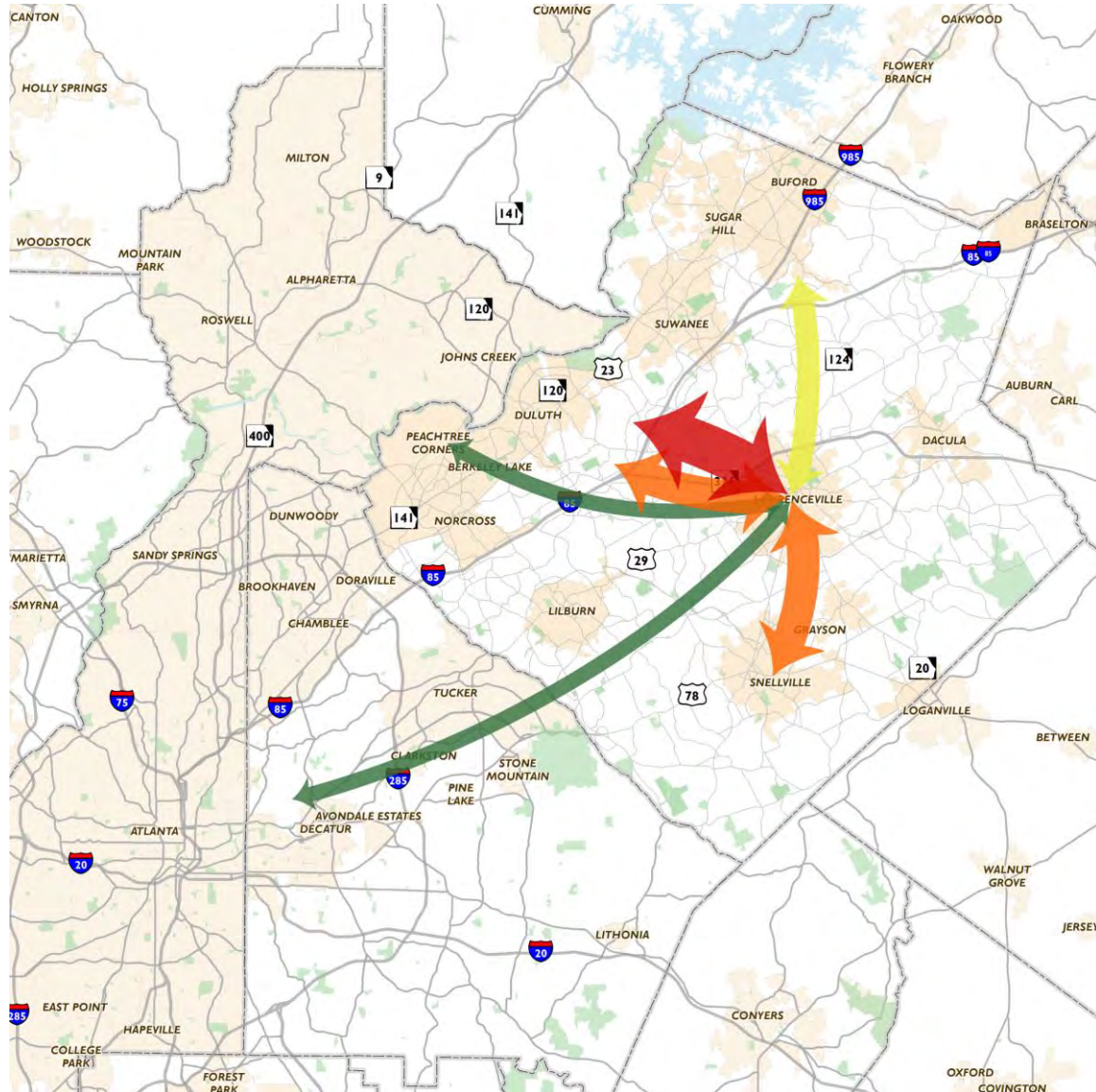
High demand for travel

Moderately high demand for travel





Moderately low demand for travel

Low demand for travel

Origin-Destination Demand



Demand for travel: to and from GJAC/Lawrenceville

-  High demand for travel
-  Moderately high demand for travel
-  Moderately low demand for travel
-  Low demand for travel

Travel Time Comparison

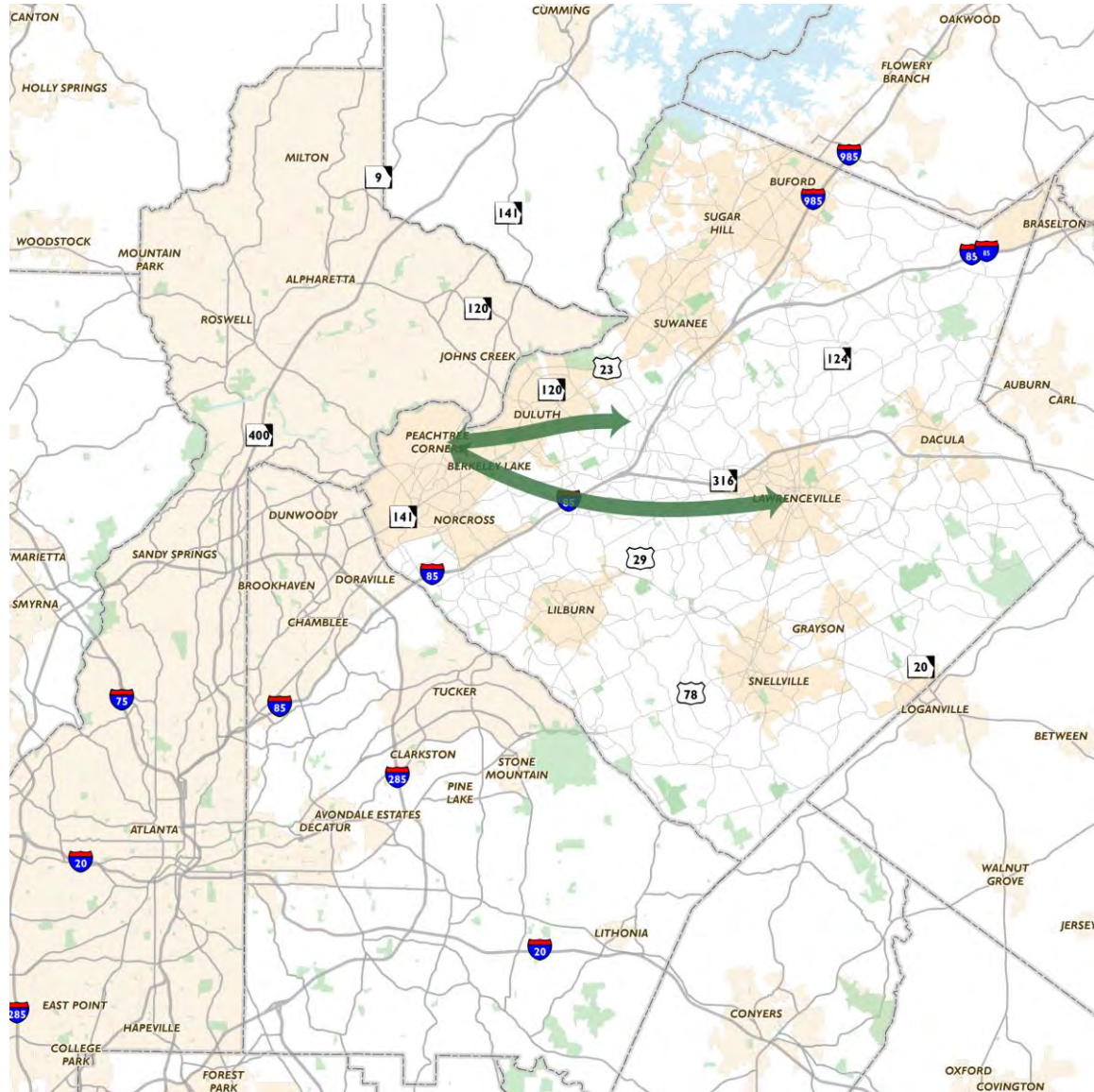


Long-Range/Phase 2 GEM | Minutes from GJAC (Lawrenceville)

to:	LOCATION	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
●	Mall of Georgia	33	33	28	24
●	Gwinnett Place Mall	43	43	43	47
●	Infinite Energy Center	30	30	30	29
●	Peachtree Corners	66	66	66	75
●	Snellville	27	27	22	23
●	Emory University	109	109	105	107

- High demand for travel
- Moderately high demand for travel
- Moderately low demand for travel
- Low demand for travel

Origin-Destination Demand



Demand for travel: to and from Peachtree Corners

- High demand for travel
- Moderately high demand for travel
- Moderately low demand for travel
- Low demand for travel

Travel Time Comparison



Long-Range/Phase 2 GEM | Minutes from Peachtree Corners to:

LOCATION	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
GJAC (Lawrenceville)	66	66	66	75
Infinite Energy Center	37	37	37	46

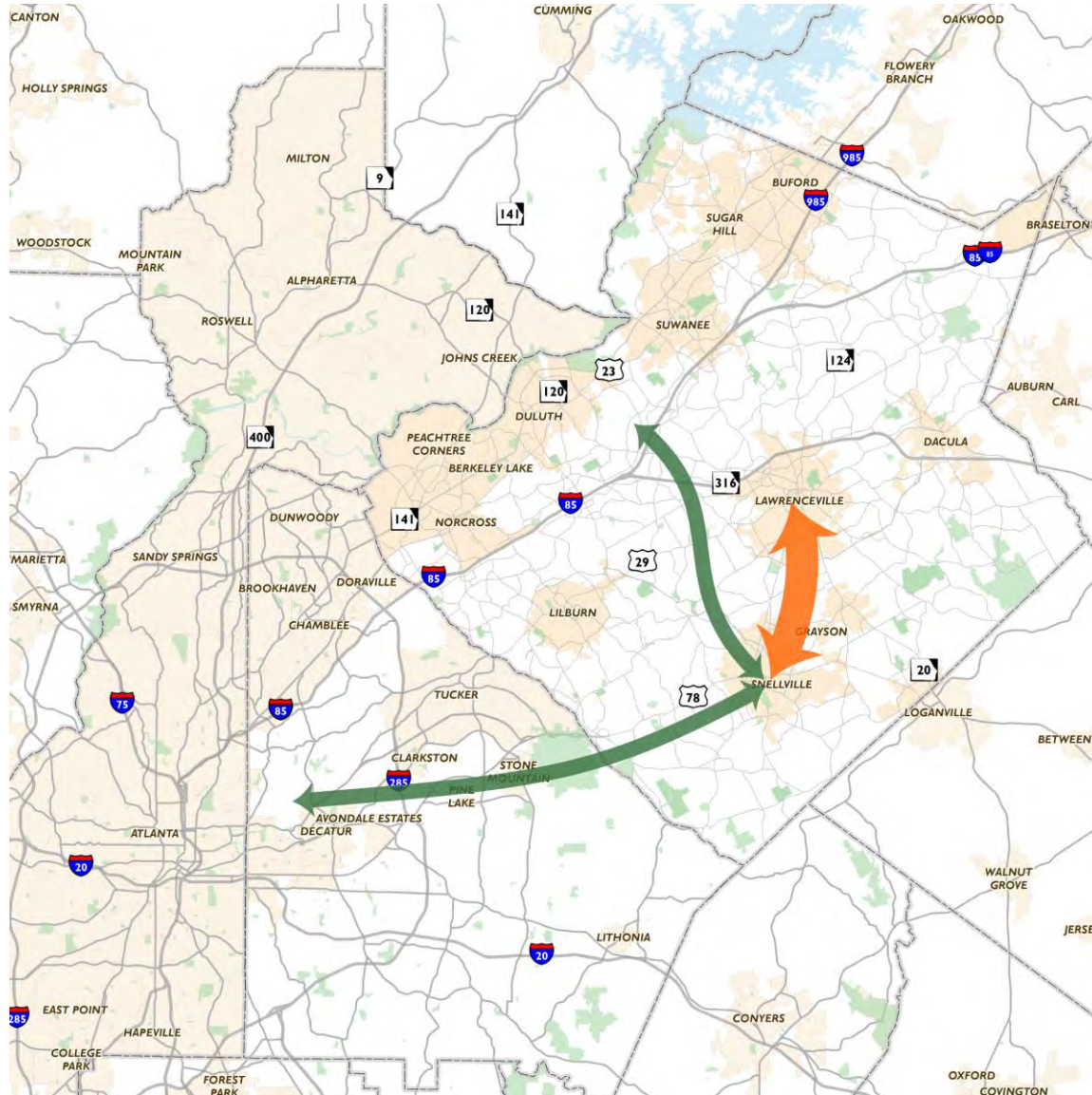
● High demand for travel

● Moderately high demand for travel

● Moderately low demand for travel

● Low demand for travel

Origin-Destination Demand



Demand for travel: to and from Snellville

- High demand for travel
- Moderately high demand for travel
- Moderately low demand for travel
- Low demand for travel

Travel Time Comparison



Long-Range/Phase 2 GEM | Minutes from Snellville to:

LOCATION	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
GJAC (Lawrenceville)	27	27	22	23
Infinite Energy Center	64	64	60	60
Emory University	68	68	68	68

High demand for travel

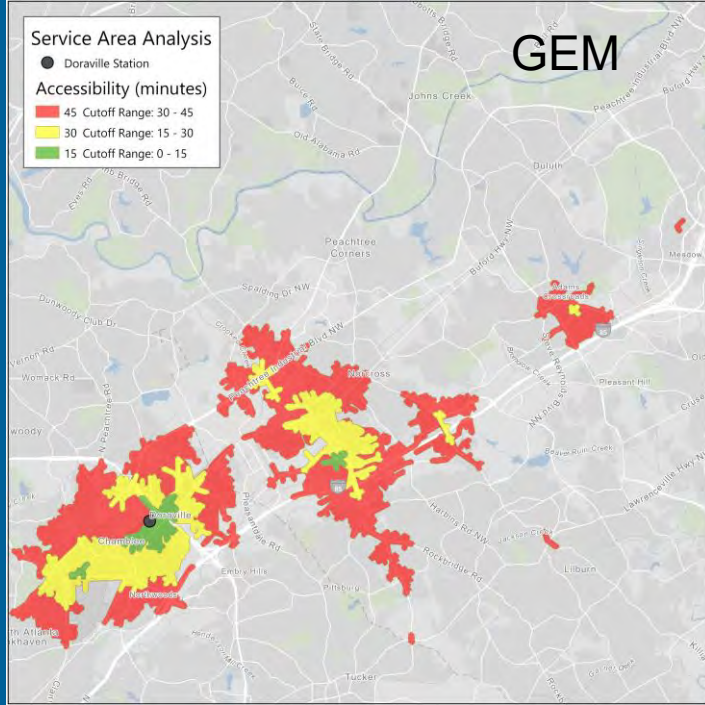
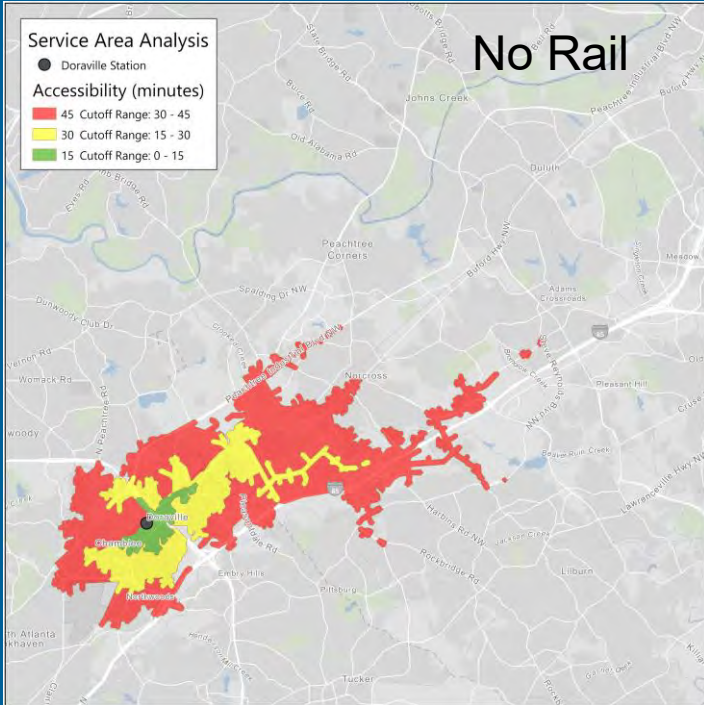
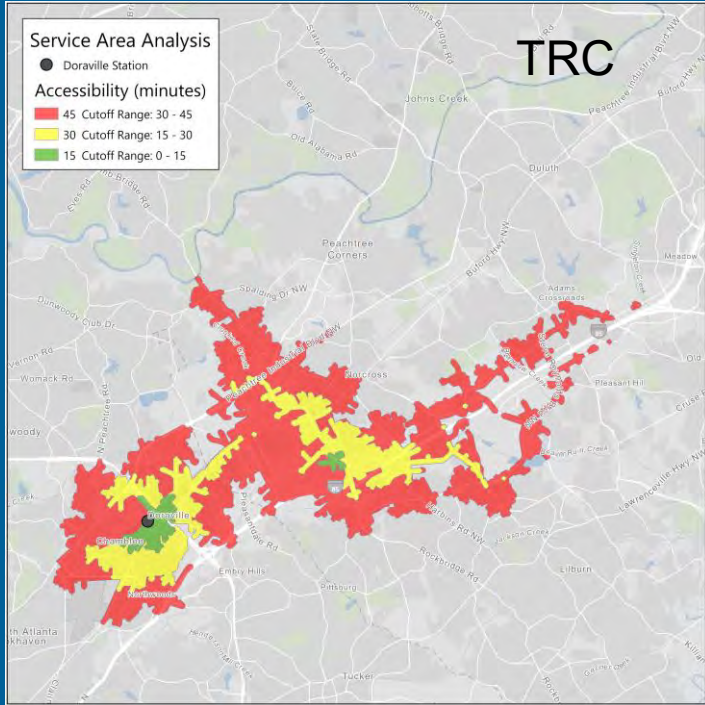
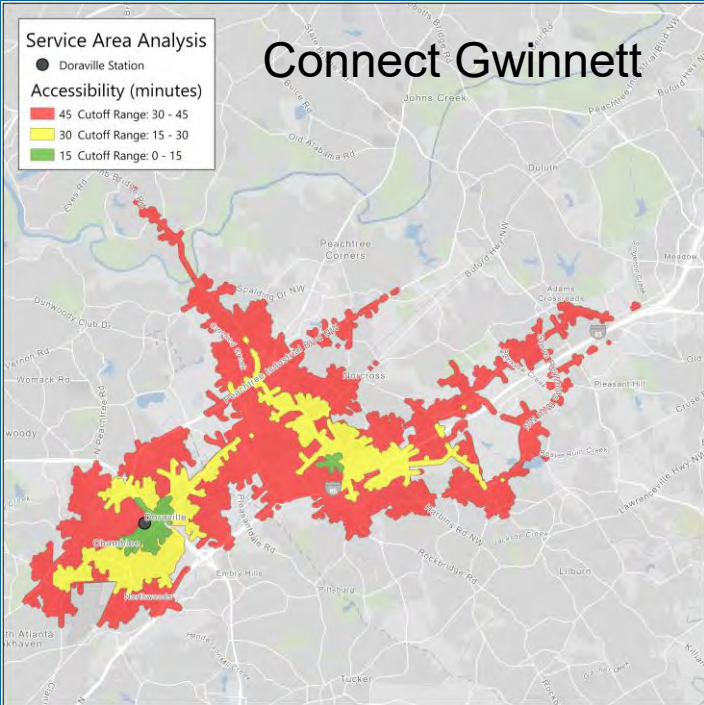
Moderately high demand for travel

Moderately low demand for travel

Low demand for travel

Travel Time Isochrones from Doraville MARTA

Travel time sheds reflect departure from Doraville MARTA at 5:00 p.m.



Travel Time Summary



- Travel time to and from many major destinations within the County is similar across the four plans
- It is valuable to prioritize travel time improvements for origin-destination patterns with high demands where possible
- Higher-quality service with dedicated right-of-way and fewer transfers results in better travel times



Gwinnett

Reliability

Reliability – Long Range/Phase 2 GEM



SERVICE	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
Heavy Rail Transit (HRT)	5 miles	5 miles	0 miles	5 miles
Bus Rapid Transit (BRT)	49 miles	61 miles	105 miles	51 miles
Arterial Rapid Transit (ART)	112 miles	100 miles	74 miles	0 miles
Total	166 total miles	166 total miles	179 total miles	56 total miles

Reliability Summary: Total reliable miles (dedicated right-of-way/lanes) is similar across Connect Gwinnett, TRC, and No-Rail plans. The balance between HRT, BRT, and ART is the largest difference. Although the GEM plan only includes limited BRT or ART service, GEM routes have high dwell time at each stop, that while impacting travel time, benefits reliability.



Gwinnett

Frequency of Service

Frequency of Service – Long-Range/Phase 2 GEM



Routes with < 30 minute frequencies

MODE	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
Heavy Rail Transit (HRT)	1 (5 miles)	1 (5 miles)	0 (0 miles)	1 (5 miles)
Bus Rapid Transit (BRT)	3 (49 miles)	4 (62 miles)	6 (106 miles)	3 (107 miles) ¹
Arterial Rapid Transit (ART)	6 (94 miles)	5 (81 miles)	4 (63 miles)	0 (0 miles)
Local	3 (49 miles)	3 (49 miles)	2 (29 miles)	0 (0 miles)
Express Commuter	7 (195 miles)	9 (215 miles)	9 (238 miles)	2 (66 miles)
Totals	20 (392 miles)	22 (412 miles)	21 (436 miles)	6 (178 miles)

¹ 51 miles of BRT infrastructure are included; however, the routes as a whole, totaling 107 miles, will have 15 minute frequencies.

Frequency Summary: Connect Gwinnett, TRC, and No-Rail plans have similar numbers of routes and similar miles of frequent service (TRC with largest number of routes, No-Rail with greatest mileage). GEM routes are longer than routes in the other three plans (resulting in fewer number of high-frequency routes for similar investment).



Gwinnett

Funding Allocation

Funding Allocation – Long-Range/ Phase 2 GEM



SERVICE	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
% High-Capacity	19% HRT 31% BRT/ART	19% HRT 28% BRT/ART	0% HRT 37% BRT/ART	20% HRT 20% BRT
% Local	12% local	16% local	20% local	9% local
% Commuter	14% commuter	8% commuter	9% commuter	3% commuter
% Microtransit/ Flex	4% flex & paratransit	6% flex & paratransit	8% flex & paratransit	21% flex & paratransit

Funding allocation does not add to 100%. Values shown do not include fixed operating costs, reserves, and other system supportive costs

Funding Allocation Summary: Connect Gwinnett and TRC Plans have similar levels of funding for high capacity transit services. The No-Rail Plan expands funding committed towards BRT/ART and local services. GEM require a significant allocation of funds for microtransit/flex services.



Gwinnett

Implementation

Route Miles of Service – Mid-Range/ Phase 1 GEM



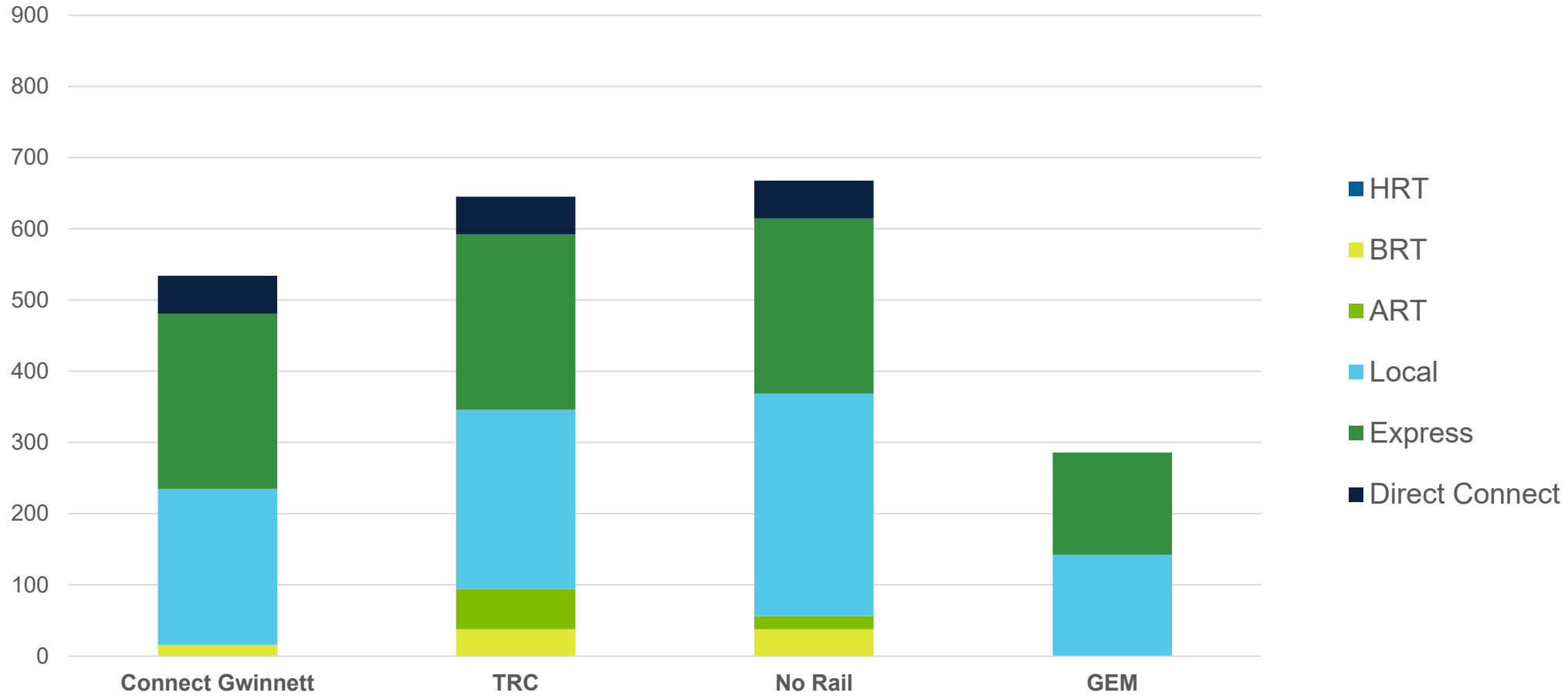
MODE	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
Heavy Rail Transit (HRT)	0 miles	0 miles	0 miles	0 miles
Bus Rapid Transit (BRT)	16 miles	38 miles	38 miles	0 miles
Arterial Rapid Transit (ART)	0 miles	57 miles	19 miles	0 miles
Local	219 miles	252 miles	312 miles	142 miles ¹
Express Commuter	246 miles	246 miles	246 miles	144 miles
Direct Connect	53 miles	53 miles	53 miles	0 miles
Total	534 miles	645 miles	668 miles	286 miles

¹ Note that local mileage shown for GEM reflects route miles for all six GEM routes and includes GEM route mileage outside of County. Financial plan does not reflect any GEM upgrades to BRT by 2030.

Route Miles of Service – Mid-Range/ Phase 1 GEM



Route Miles of Service: Mid-Range



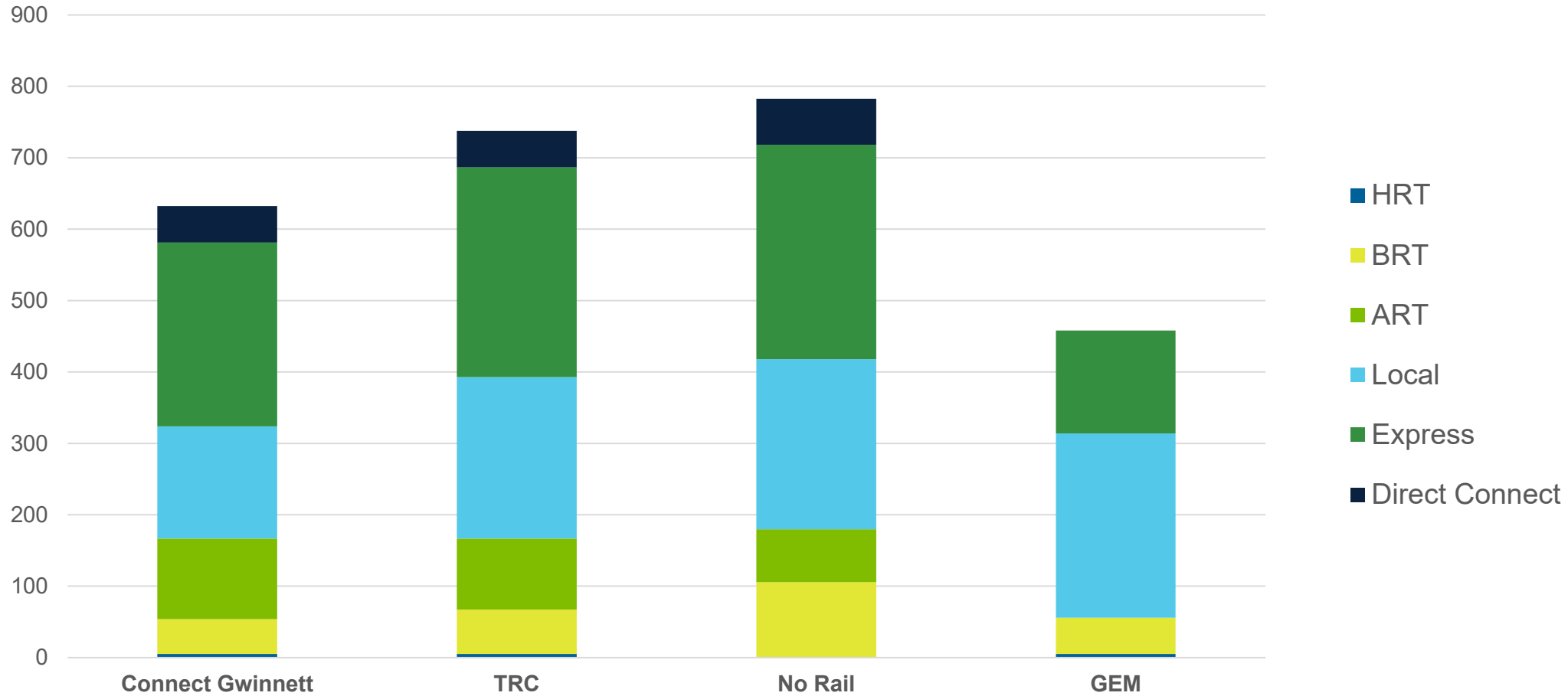
Route Miles of Service – Long-Range/Phase 2 GEM

MODE	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
Heavy Rail Transit (HRT)	5 miles	5 miles	0 miles	5 miles
Bus Rapid Transit (BRT)	49 miles	62 miles	105 miles	51 miles
Arterial Rapid Transit (ART)	113 miles	100 miles	74 miles	0 miles
Local	157 miles	226 miles	238 miles	258 miles ¹
Express Commuter	257 miles	294 miles	300 miles	144 miles
Direct Connect	51 miles	51 miles	64 miles	0 miles
Total	632 miles	738 miles	783 miles	458 miles

¹ Note that local mileage shown for GEM reflects remaining route mileage of GEM routes that are not upgraded to BRT, and includes GEM route mileage outside of County.

Route Miles of Service – Long-Range/Phase 2 GEM

Route Miles of Service: Long-Range



Increase in Bus Hours



Increase in Bus Hours Over Existing (2020):

PLAN	CONNECT GWINNETT	TRANSIT REVIEW COMMITTEE (TRC)	NO-RAIL	GEM
Short-Range	82%	103%	117%	297%
Mid-Range/ Phase 1 GEM	163%	444%	484%	297%
Long-Range/ Phase 2 GEM	587%	641%	823%	650%

Bus-hours include estimates of Flex/Microtransit hours

Implementation Summary



- Faster implementation of TRC and No-Rail plans results in more route miles in Mid-Range Plan
- GEM has fastest ramp up of bus hours in Short- and Mid-Range
- Removal of Heavy Rail extension in No-Rail plan results in some routes having to lengthen to reach Chamblee or Doraville MARTA stations
- No-Rail has the largest overall route miles of service in Long-Range (more route miles with HRT removal) followed by TRC plan

Key Takeaways

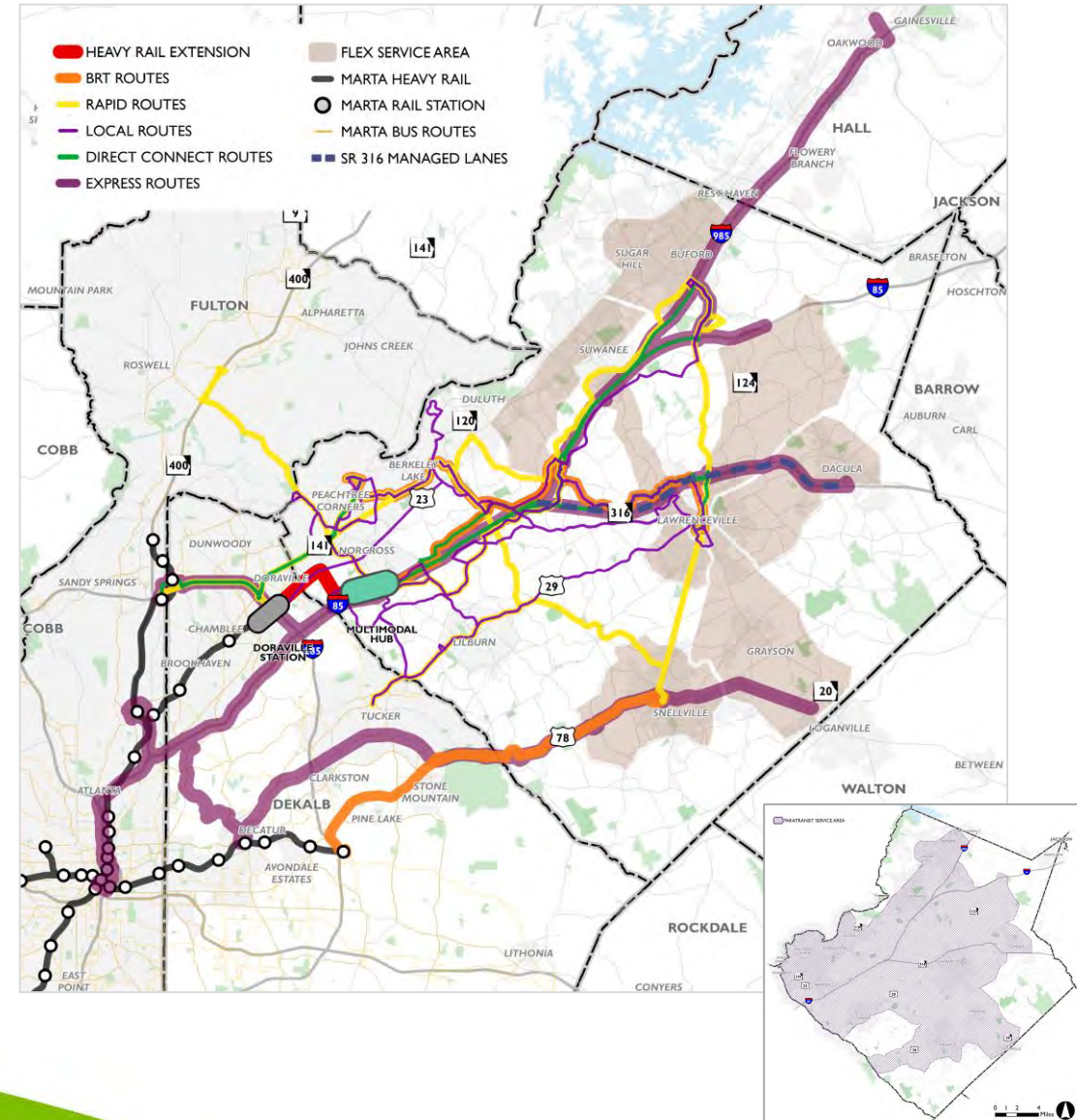


Connect Gwinnett Plan



Long-Range

- Original plan that served as the starting point for TRC and No-Rail plans
- Reflects substantial expansion of transit capital investment and services, with 50% of funding for high-capacity premium transit service
- Coverage evaluation metrics and connectivity metrics reflect significant expansion over current Gwinnett Transit service

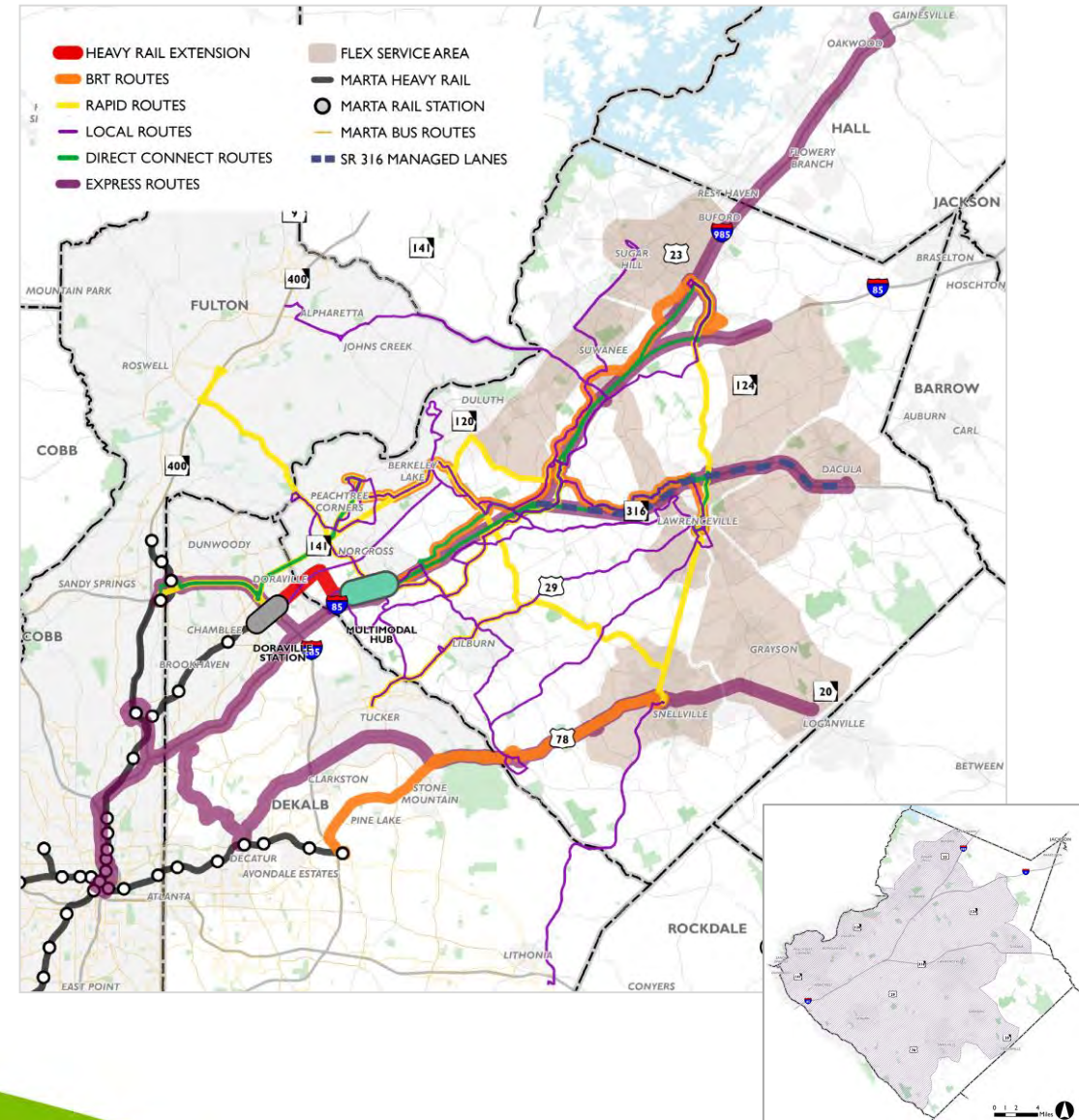


Transit Review Committee Plan



Long-Range

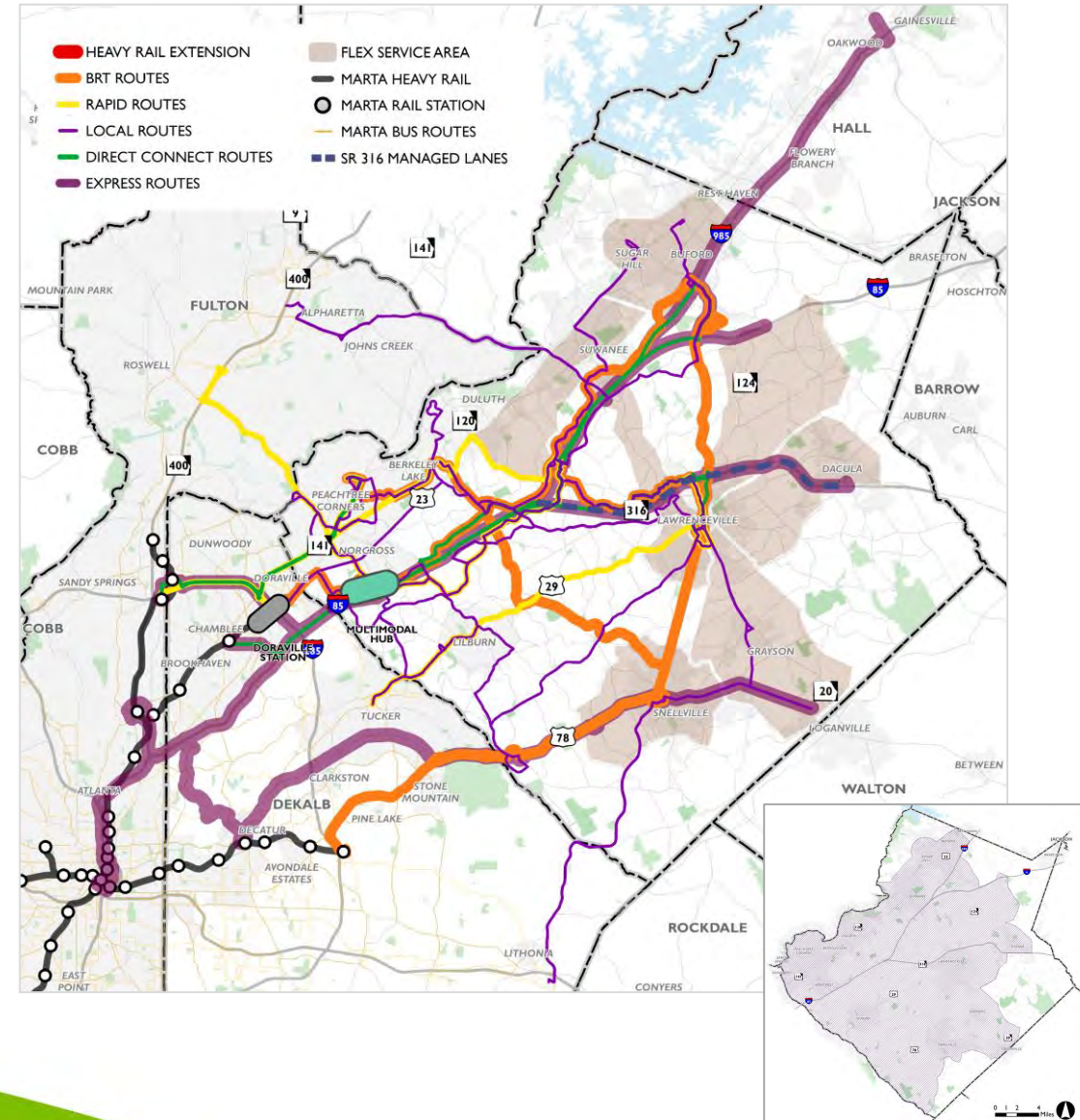
- Similar to Connect Gwinnett (service coverage and connectivity) evaluation metrics at end of Long-Range
- Reflects faster implementation of premium services and Flex routes in first 10 years: Mid-Range evaluation scores better than Connect Gwinnett
- Long-Range Plan metrics slightly better than Connect Gwinnett (one additional BRT route, additional fixed route service, new connectivity to regional destinations)
- Some capital improvements eliminated from Connect Gwinnett and implementation timeline of select services in Long-Range pushed back to achieve faster implementation of many others



No-Rail Plan

Long-Range

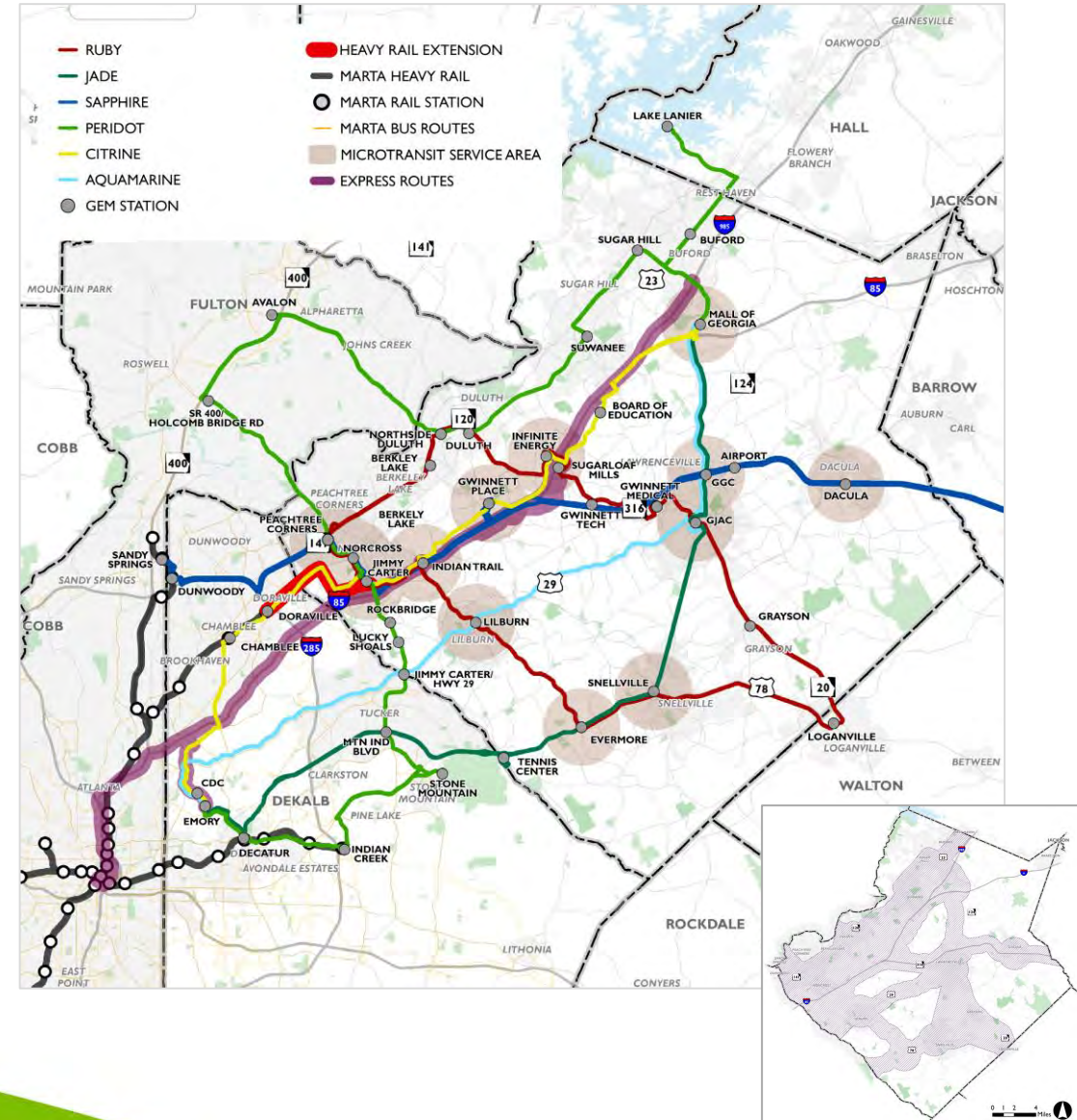
- Larger investment in BRT to account for reduction of rail in South I-85 corridor and longer routes continuing to Chamblee and Doraville stations
- Slightly better coverage than the Connect Gwinnett and TRC, due primarily to new fixed routes in Buford, Grayson, and Loganville
- Intra-county travel times slightly better for select movements because of addition of two BRT routes
- Mid-Range service metrics are similar to TRC because of similar implementation assumptions



GEM Plan

Phase 2

- Limited stop service results in reduced walk access to stops
- Access population is more comparable when taking into consideration a larger transit access area via microtransit or park-and-ride but requires a modal transfer
- Longer routes involve fewer transfers for some trips but present operational challenges
- Similar regional connections as the other plans, may have similar transit travel times as other three plans for a number of origin-destination pairs
- Requires significant investment in microtransit services, resulting in less funding available for BRT/ART improvements



Questions/Discussion

