



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
Virtual Meeting

Special Called Meeting Minutes

Thursday, April 2, 2020 – 9:00 AM

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

Absent: Tommy Hunter

1. Transit Discussion

Consultants from Kimley-Horn led a discussion on transit plan options via Skype. The Board also discussed rescheduling their Strategic Planning Session and discussed their meeting schedule. No official action taken.



Gwinnett

Transit Discussion Follow-up

Board of Commissioners Meeting

04/02/2020

Presentation Overview



- GEM and TRC Comparison
- Heavy Rail Extension Costs
- TRC and No-Rail Comparison
- Local Service Discussion
- Questions/Discussion

GEM and TRC Comparison

GEM and TRC Comparison

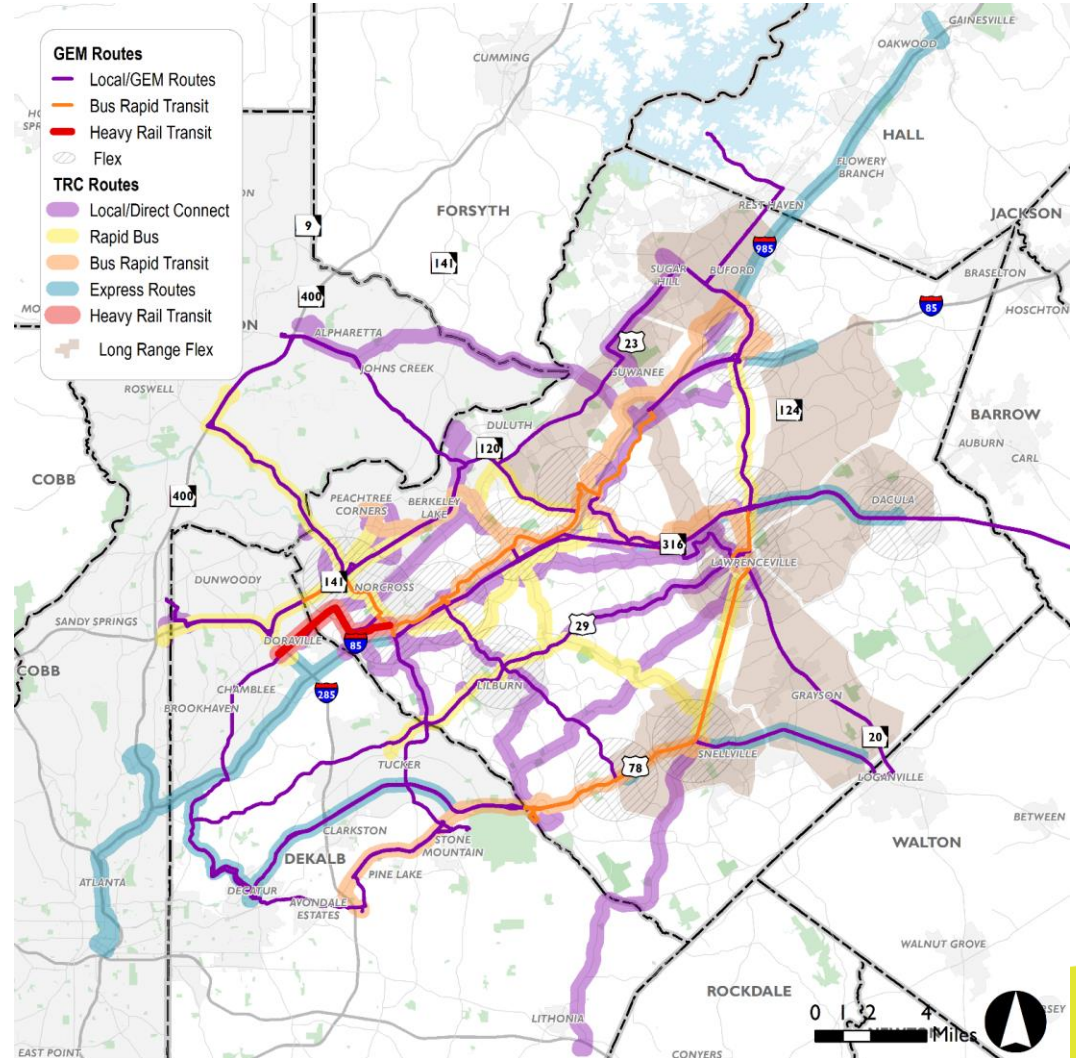
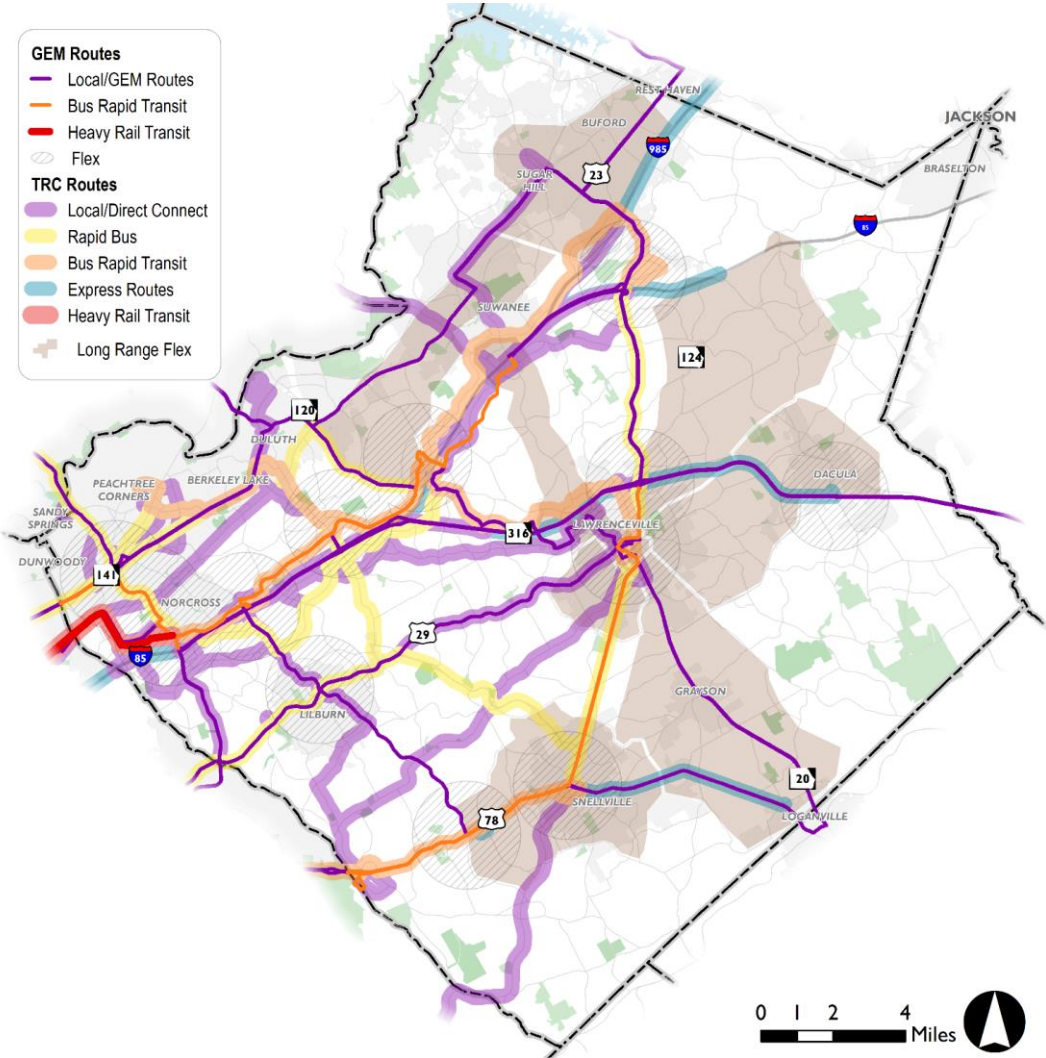


Connections in GEM for which TRC does not have comparable service

CONNECTION	GEM SERVICE TYPE*	TRC SERVICE TYPE	NOTES
Lawrenceville-Grayson-Loganville	GEM	Flex	Upgraded to local in No Rail Plan
Loganville- Snellville	GEM	Express	Express is peak-direction, peak hours only (but at higher frequency), additional local service in No-Rail Plan
Dacula-Lawrenceville	GEM	Express	Express is peak-direction, peak hours only (but at higher frequency)
Suwanee-Duluth on Buford	GEM	Flex	Local route included in TRC Aspirational Plan
Sugar Hill-Buford-Lake Lanier	GEM	Flex	Flex does not extend to Lake Lanier
Duluth-Johns Creek-Alpharetta	GEM	Local to Alpharetta on McGinnis Ferry	Per input during the Fulton Transit Master Plan and North Fulton CTP, routing to Alpharetta was focused along McGinnis Ferry Road in the TRC
Dacula-Athens	GEM	None	
Lilburn-Emory	GEM	Rapid/Transfer to MARTA	TRC connects at Tucker to Mobility Center and two ART routes proposed in DeKalb Transit Master Plan
Lawrenceville- Snellville	BRT	ART	Upgraded to BRT in No-Rail

* GEM routes are routes operating in mixed flow

GEM and TRC Comparison

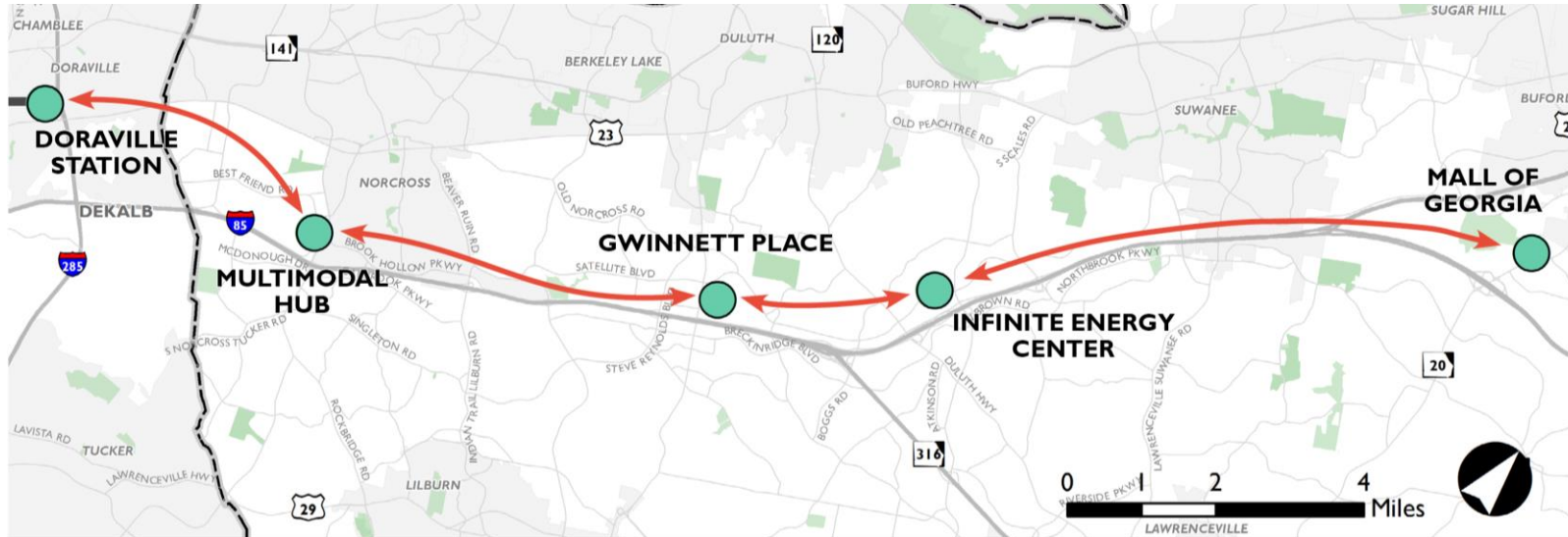




Heavy Rail Extension Costs



Heavy Rail



Section	Distance	Capital Cost (2018\$)
Doraville to Multimodal Hub	4.6 miles	\$1.05B
Doraville to Gwinnett Place ¹	11.4 miles	\$2.75B
Doraville to Infinite Energy Center ¹	14.4 miles	\$3.47B
Doraville to Mall of Georgia ¹	22.9 miles	\$5.41B
Cost per Mile¹		\$237M

Costs are estimates based on limited concept development

¹-Includes cost of Operating and Maintenance Facility

TRC and No-Rail Comparison



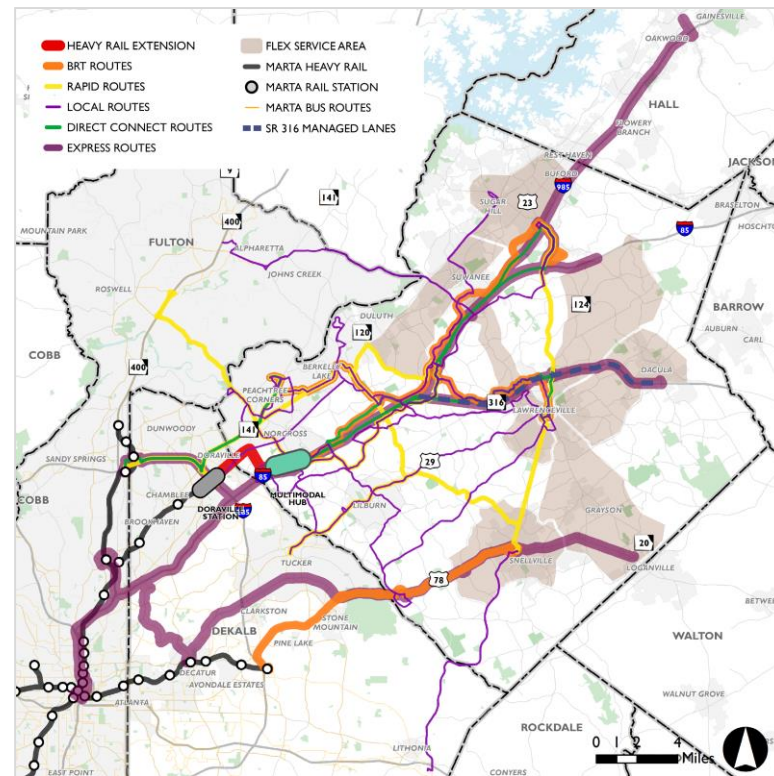
TRC and No-Rail Comparison

Routes Eliminated

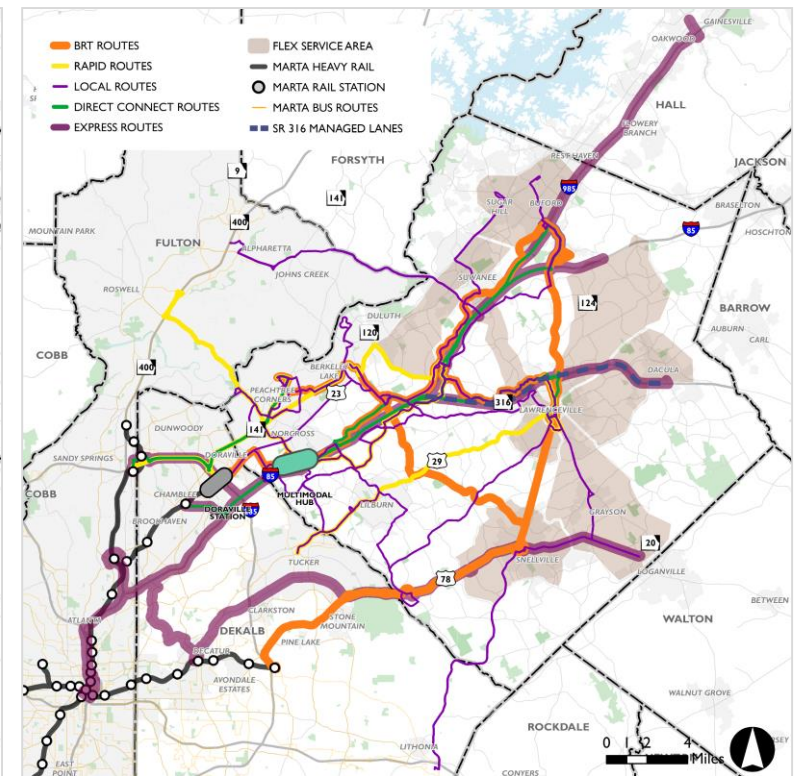
- HRT (Doraville to Jimmy Carter)

New Routes

- Local: Loganville to Lawrenceville
- Local: Snellville to Loganville
- Local: I-985 PNR to Downtown Buford



TRC Plan



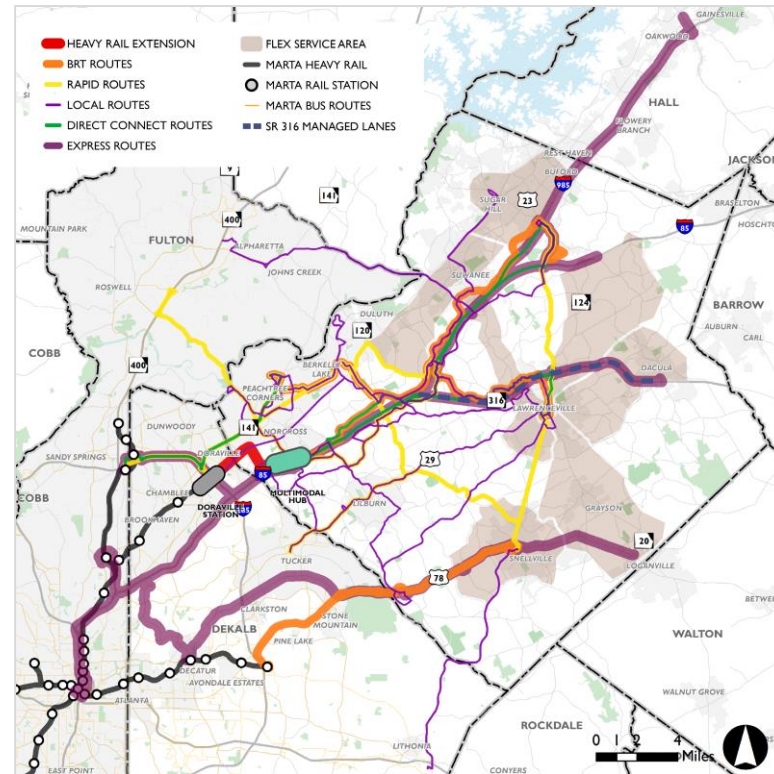
No-Rail Plan

TRC and No-Rail Comparison

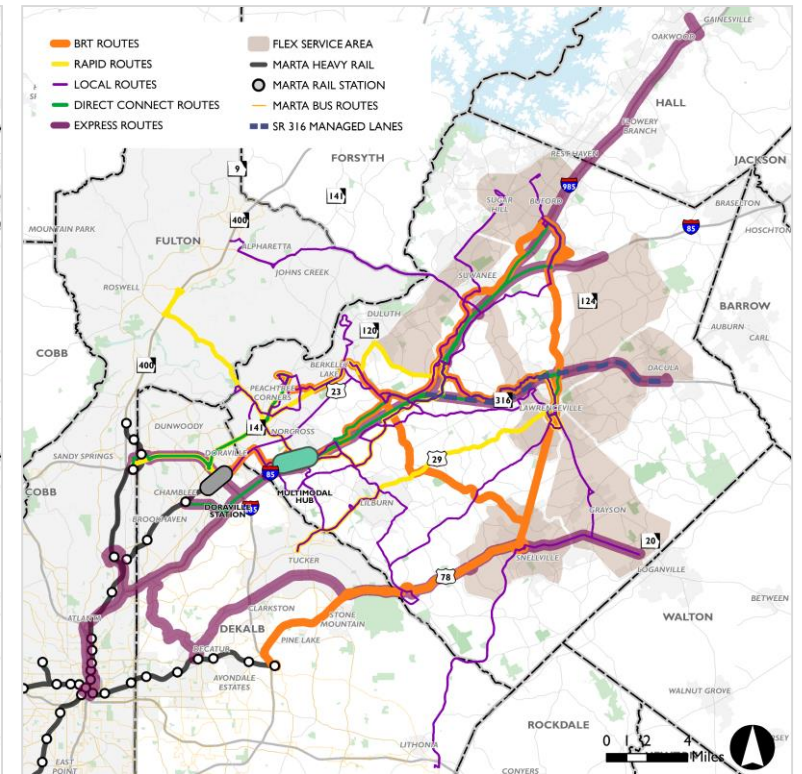


Modified Alignments

- Rerouted to Doraville from Multimodal Hub
 - Local Route 20
 - Local Route 30
 - Local Route 35
 - BRT 700
- Rerouted to Chamblee from Multimodal Hub
 - All relevant Express Routes
 - All relevant Direct Connect Routes



TRC Plan



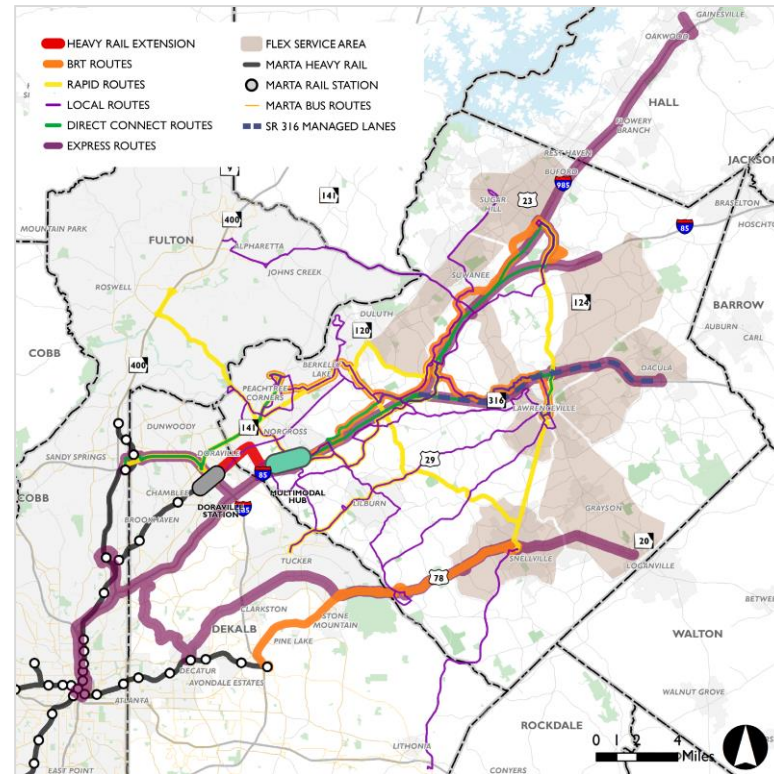
No-Rail Plan

TRC and No-Rail Comparison

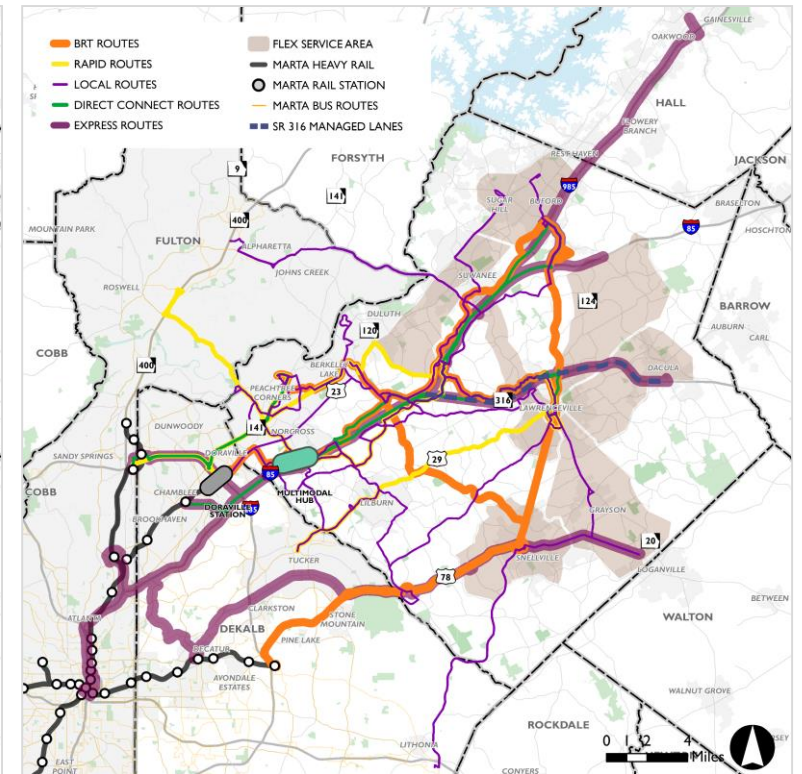


Route Upgrades

- Local Route 65 to Rapid (Lawrenceville – Tucker)
- Rapid 204 to BRT (SR 124)
- Rapid 203 to BRT (Pleasant Hill/Ronald Reagan Parkway)
- Paratransit service expansion to 1.25 mile buffer with subsidies outside the service area



TRC Plan



No-Rail Plan

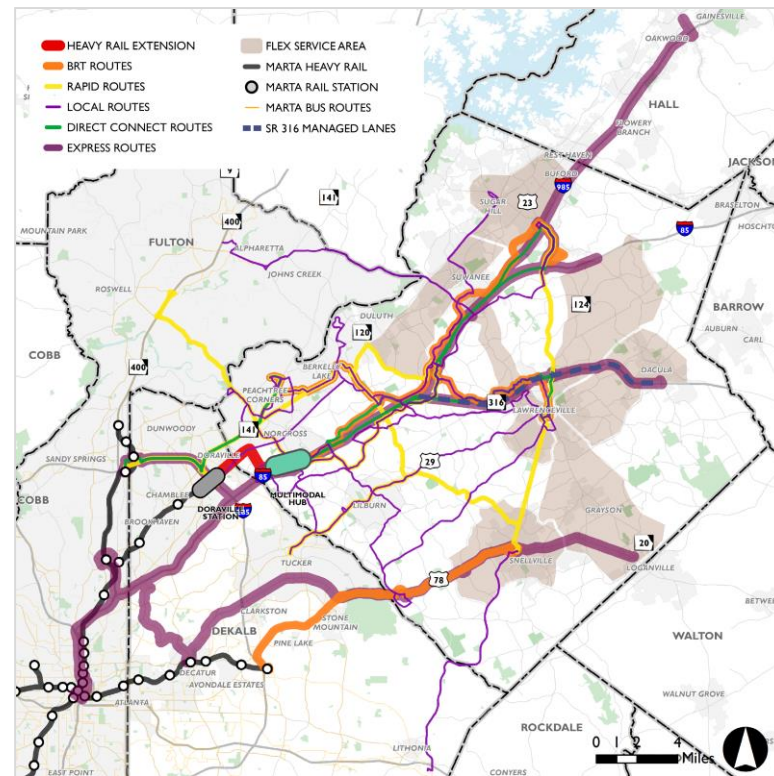
TRC and No-Rail Comparison

Implementation Time

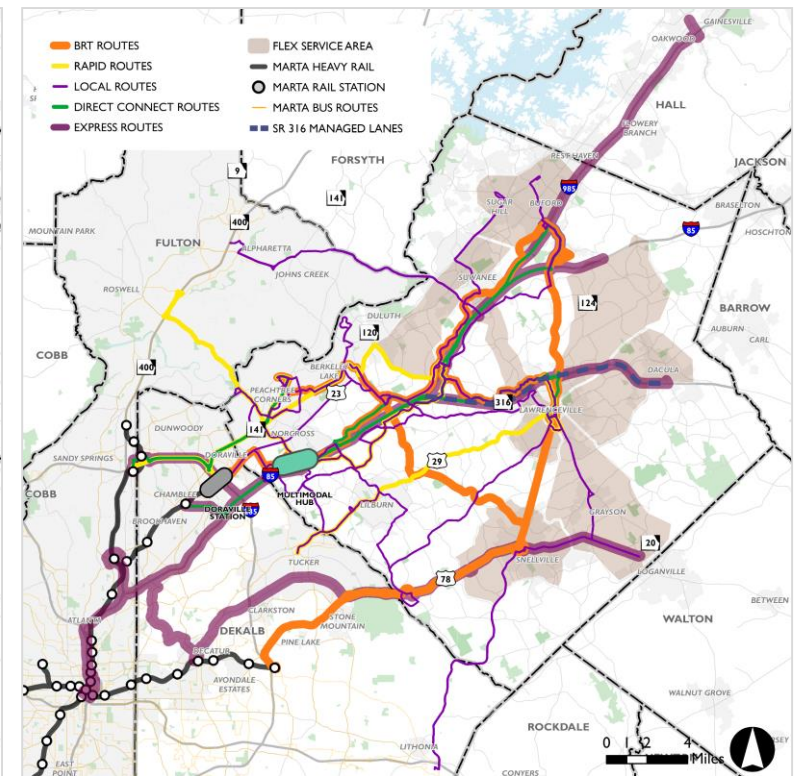
- Adjusted timeframes as needed to balance plans

Frequency/Span of Service Changes

- Increase frequencies on BRTs and Rapids
- Increase evening frequencies on Locals
- Add Sunday Service (Locals in Mid-Range, BRT/Rapids in Long-Range)
- Increased Flex zone service



TRC Plan

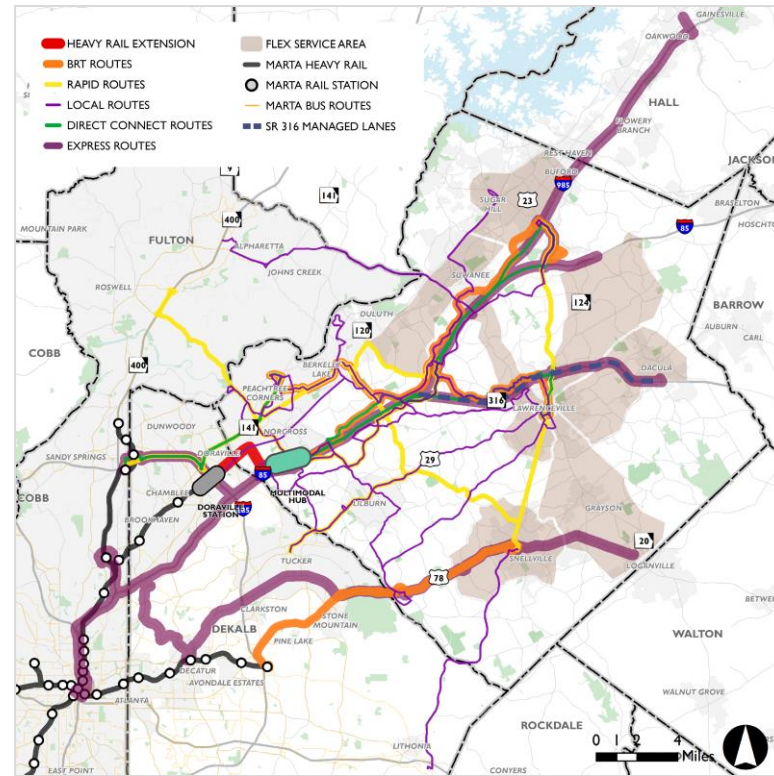


No-Rail Plan

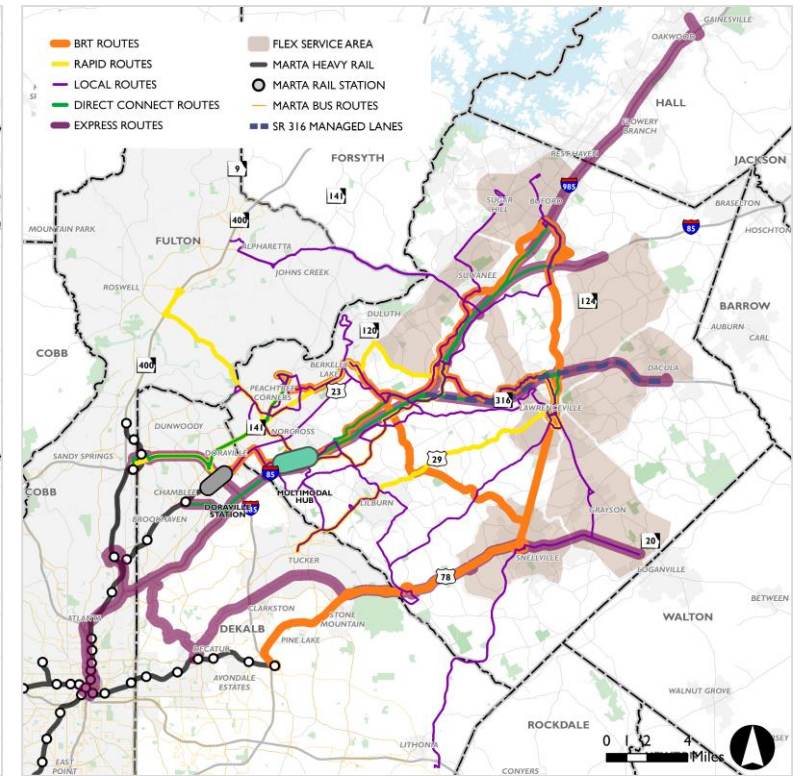
TRC and No-Rail Comparison

Capital Expenditures

- Increased capital for bike/ped (\$68M to \$93M)
- Additional local bus stop upgrades (\$119M to \$160M)
- Increased capital investment for transit priority treatments on PIB (Rapids 200 and 208)



TRC Plan



No-Rail Plan



Local Service Discussion



GCT Local Ridership History



Year	Annual Ridership (Local)
2015	975,454
2016	994,633
2017	1,035,561
2018	1,075,995
2019	1,084,022

TRC Plan Local Bus Ridership



Local Route Ridership Forecasts

Local Route ridership represents approx. 26% of total Plan bus ridership.

Route	Route Alignment Description	Weekday	Annual
10	Doraville to Gwinnett Place via Buford Hwy	1,190	368,200
65	Lawrenceville-Tucker via Lawrenceville Hwy	1,100	340,300
40	Gwinnett Place to Lawrenceville via Old Norcross	850	263,000
25	Gwinnett Place to Duluth	830	256,800
85	Infinite to Mall of GA/Buford via Brown Rd.	810	250,600
DH4	MMH to Rockbridge via Killian Hill	810	250,600
55	Infinite to Suwanee & Sugar Hill	750	232,000
CC4	McGinnis Ferry to Alpharetta	730	225,900
20	MMH to Gwinnett Place via Singleton	660	204,200
35A/35B	MMH to Peachtree Corners	640	198,100
15	P'tree Corners to Lilburn	620	191,800
DH3	Lawrenceville to Rockbridge via Five Forks Trickum	610	188,700
SC1	Snellville to Centerhill & Stonecrest	600	185,600
30	MMH to Lilburn	590	182,600
45	Lawrenceville to Peachtree Corners	440	136,200
21	MMH to Sugarloaf/Infinite via Steve Reynolds	400	123,800
Total Local Route Service		11,630	3,598,400

Local Route Options



- Maintain current Local routes in the plans
- Remove a lower-projected ridership route and use funds to upgrade another Local route to ART
- Remove a lower-projected ridership route and increase local bus stop upgrades from current amounts to enhance more Local routes in the system

Questions/Discussion

