



**GWINNETT COUNTY
BOARD OF COMMISSIONERS**

75 Langley Drive | Lawrenceville, GA 30046-6935

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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

**Unofficial
Special Called Meeting
Minutes**

Tuesday, April 28, 2020 – 10:00 AM

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

Via teleconference: Ben Ku

Absent: Tommy Hunter

1. Transit Discussion

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

2. Other Discussion

The Board discussed the COVID-19 pandemic, county operations, and public meetings. No official action taken.



Gwinnett

Transit Options Comparison Board of Commissioners Meeting

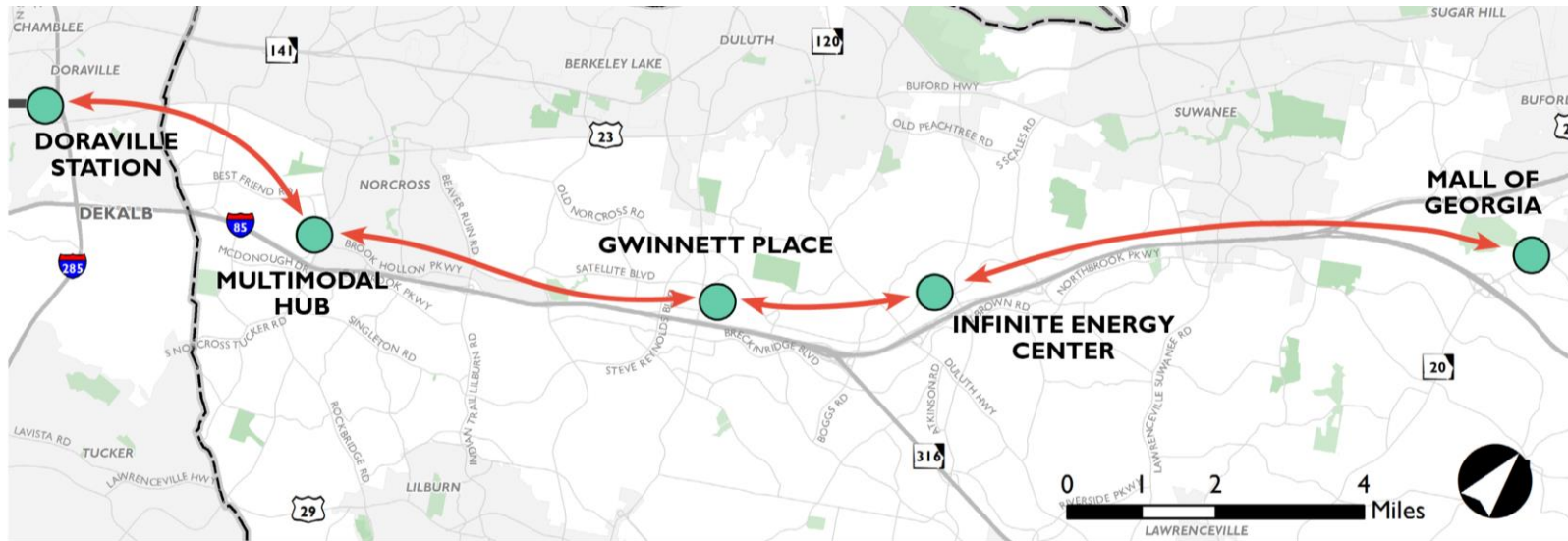
4/28/2019

Agenda

- HRT to Gwinnett Place (TRC Scenario 2)
- Additional 7-Years of Sales Tax
- Common Network Elements
- Additional No-Rail Service
 - Common Network
 - Local Routes
 - Paratransit
- High Capacity Corridors with Variations

HRT to Gwinnett Place (TRC Scenario 2)

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

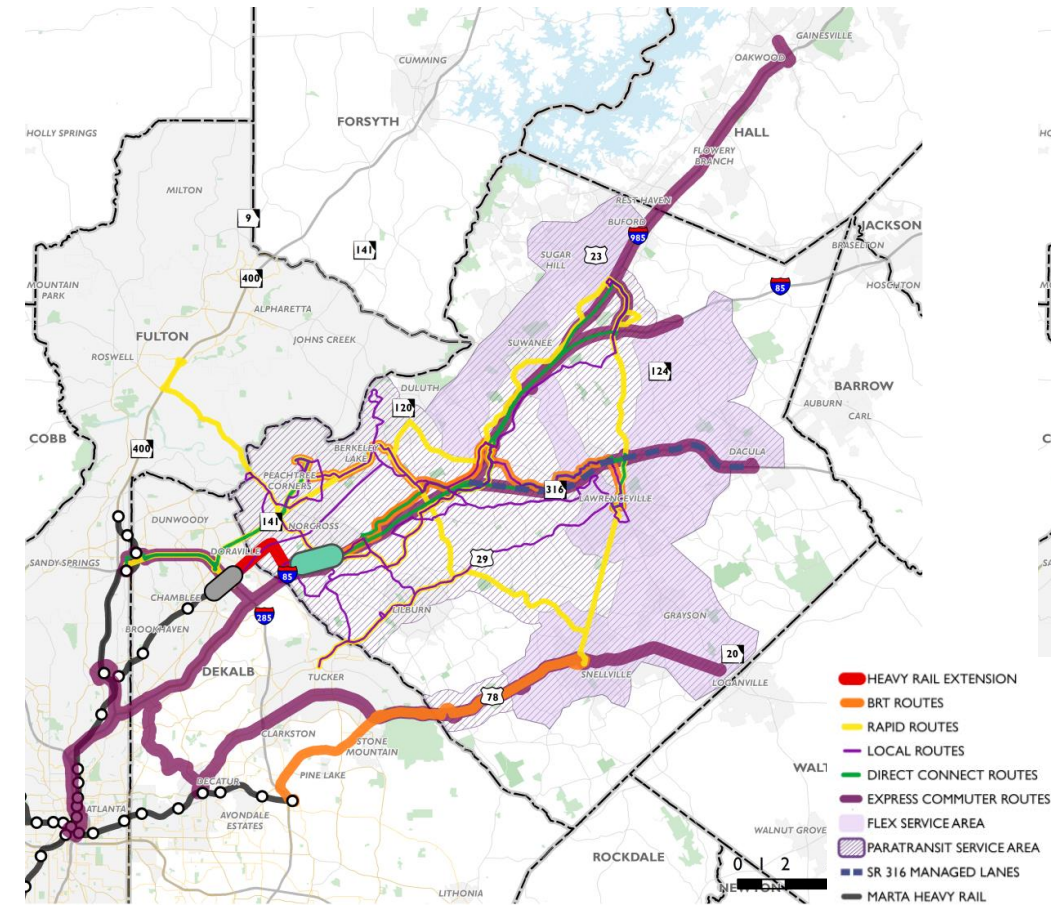
¹-Includes cost of Operating and Maintenance Facility

Scenario 2 Overview

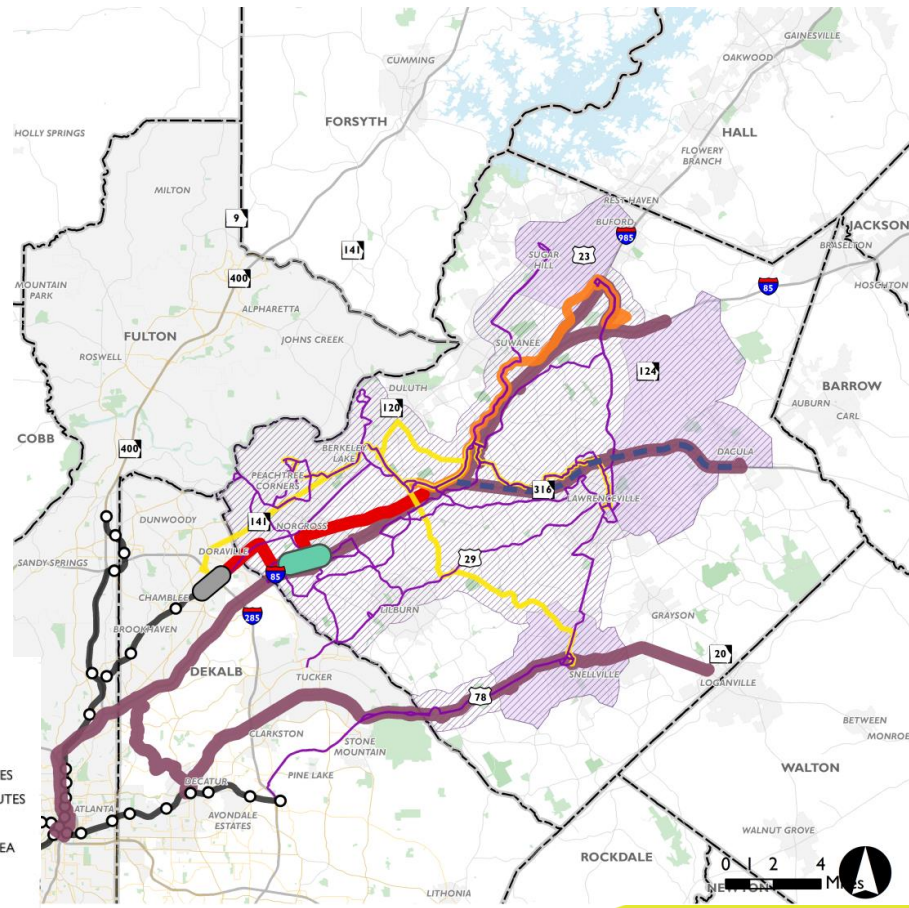
- Heavy Rail to Gwinnett Place Mall
 - Phase 1 to Multimodal Hub in Year 14
 - Phase 2 to Gwinnett Place Mall in Year 25 (+\$2,232M)
 - Assumed Federal Share of 35% for Phase 1, 25% for Phase 2
- Start with same Revised Baseline Assumptions, Changes to Implementation Timelines for Bus Routes, and Capital Project Revisions as Scenario 1
- All long-range routes in former Connect Gwinnett Plan now start in Year 15 at the earliest

Scenario 2 Comparison

Connect Gwinnett



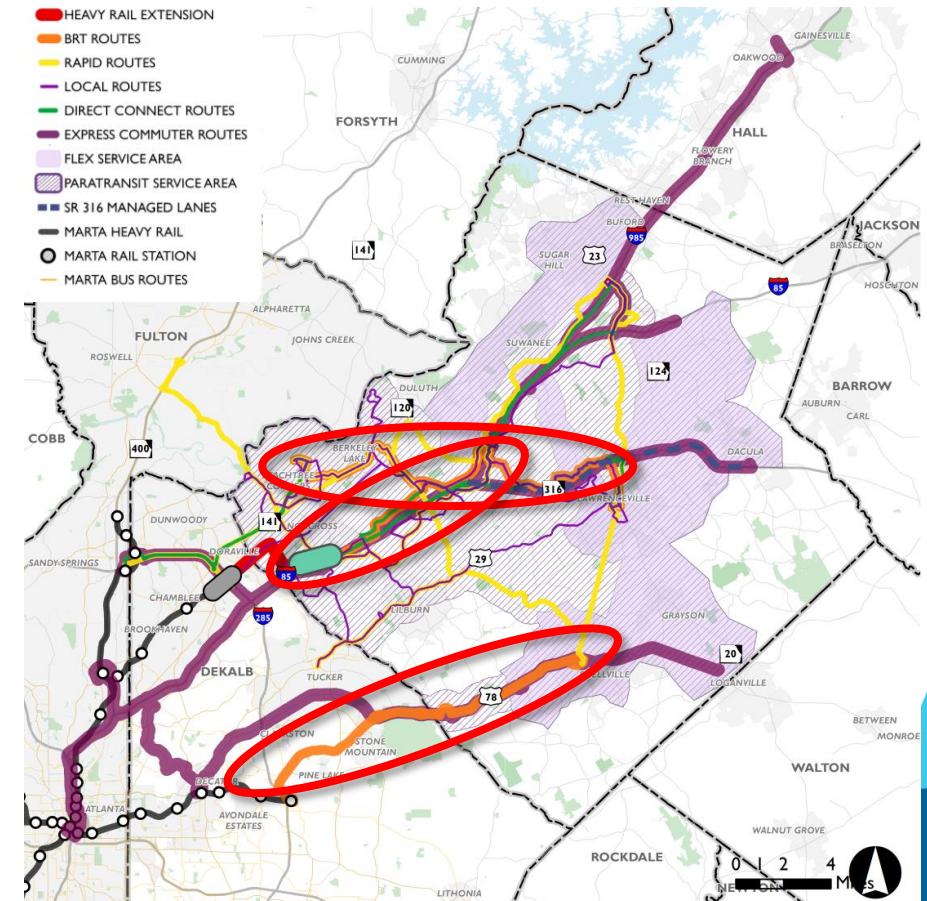
HRT to Gwinnett Place Mall



Scenario 2 Comparison

- Reduction in Other Investments
 - Eliminate all BRTs except extend BRT 703 to Gwinnett Place Mall from Mall of GA (-\$777M)

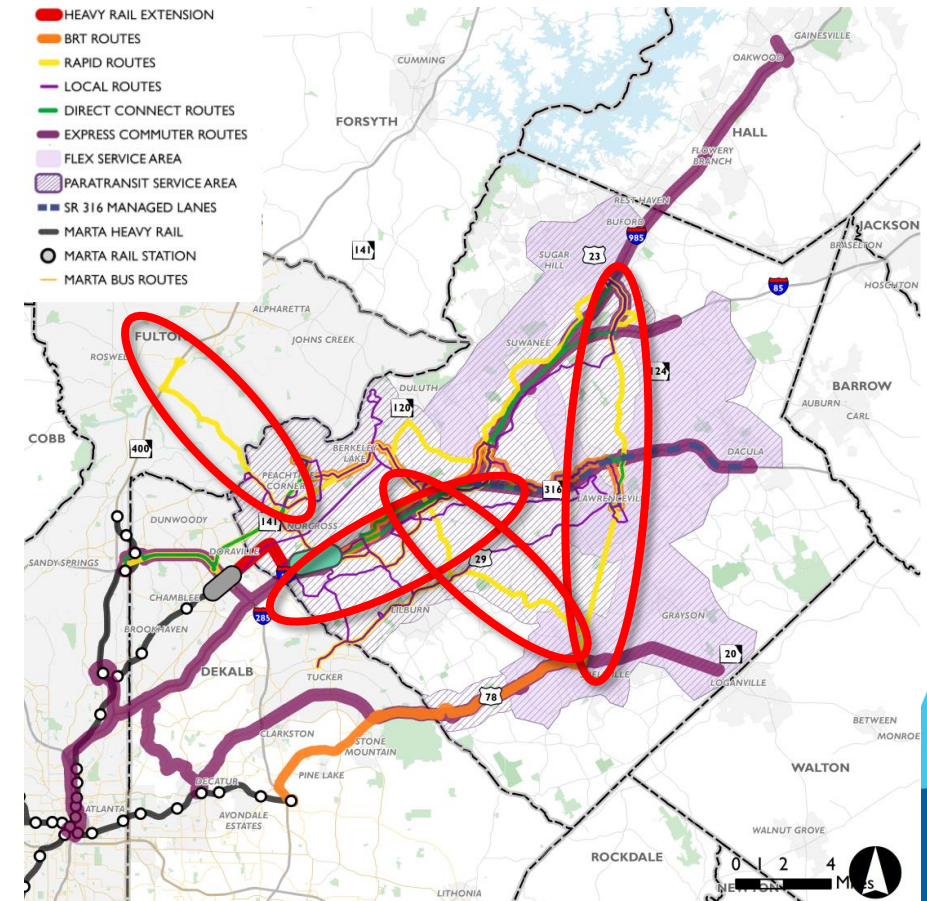
Connect Gwinnett



Scenario 2 Comparison

- Reduction in Other Investments
 - Eliminate all BRTs except extend BRT 703 to Gwinnett Place Mall from Mall of GA (-\$777M)
 - Eliminate all Rapids except Lawrenceville to Peachtree Corners, PIB to Doraville, and Pleasant Hill to Peachtree Corners (-\$278M)

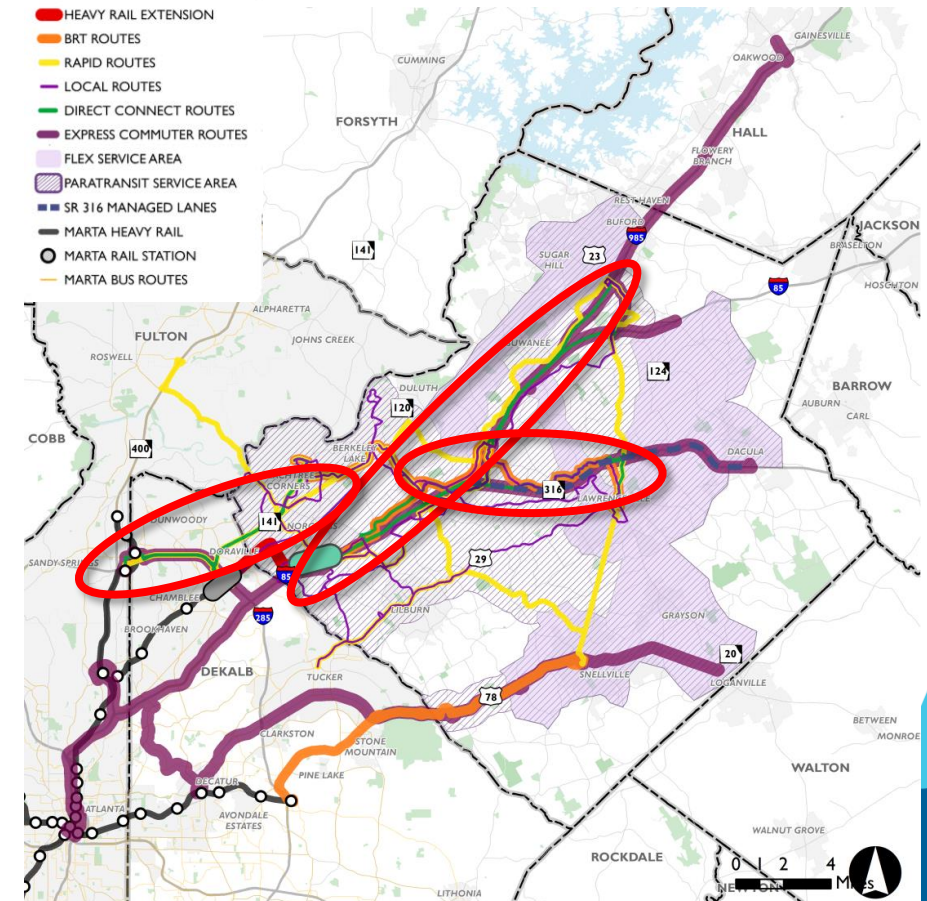
Connect Gwinnett



Scenario 2 Comparison

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 - Eliminate all Rapids except Lawrenceville to Peachtree Corners, PIB to Doraville, and Pleasant Hill to Peachtree Corners (-\$278M)
 - Eliminate all Direct Connect Routes (-\$128M)

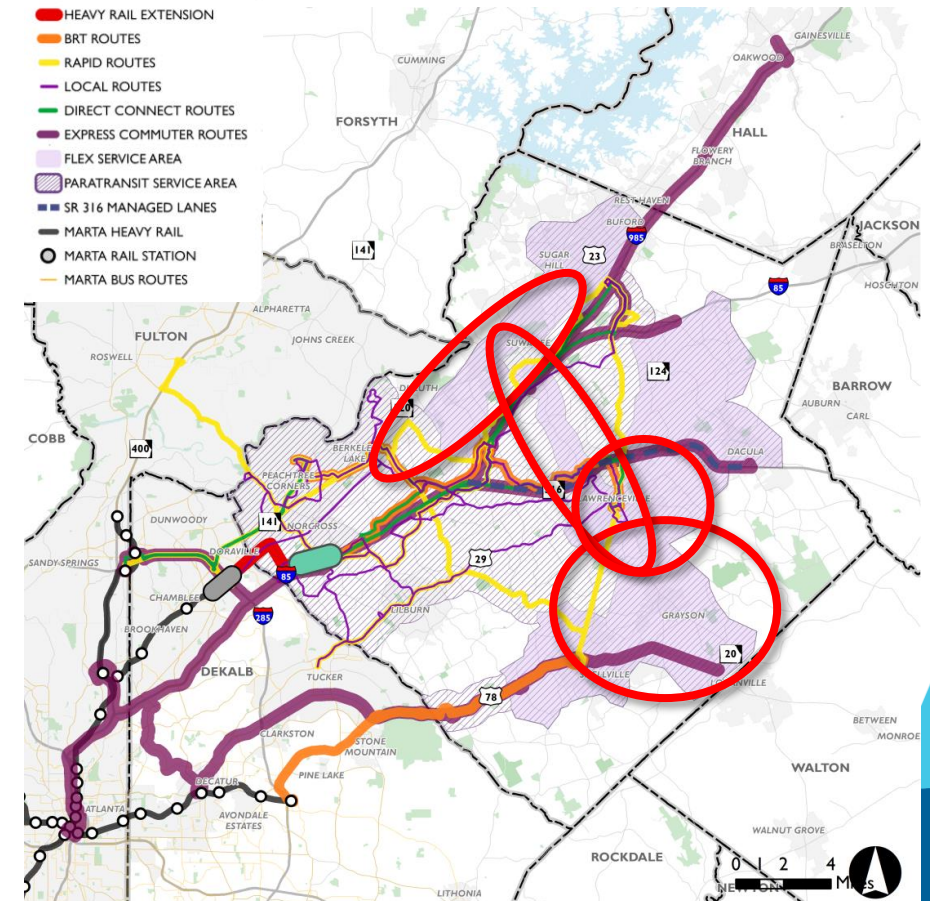
Connect Gwinnett



Scenario 2 Comparison

- Reduction in Other Investments
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 - Eliminate all Rapids except Lawrenceville to Peachtree Corners, PIB to Doraville, and Pleasant Hill to Peachtree Corners (-\$278M)
 - Eliminate all Direct Connect Routes (-\$128M)
 - Eliminate half of the Flex Routes (-\$97M)

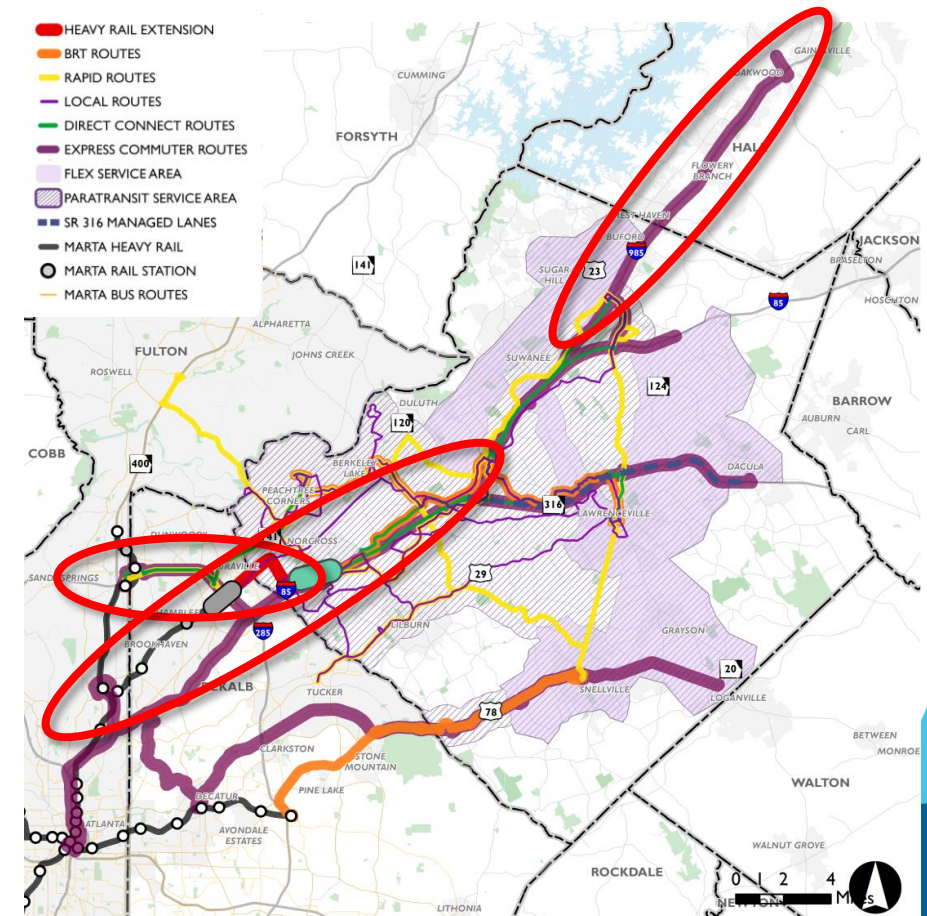
Connect Gwinnett



Scenario 2 Comparison

- Reduction in Other Investments
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 - Eliminate all Rapids except Lawrenceville to Peachtree Corners, PIB to Doraville, and Pleasant Hill to Peachtree Corners (-\$278M)
 - Eliminate all Direct Connect Routes (-\$128M)
 - Eliminate half of the Flex Routes (-\$97M)
 - Eliminate 4 Express Routes (-\$45M)

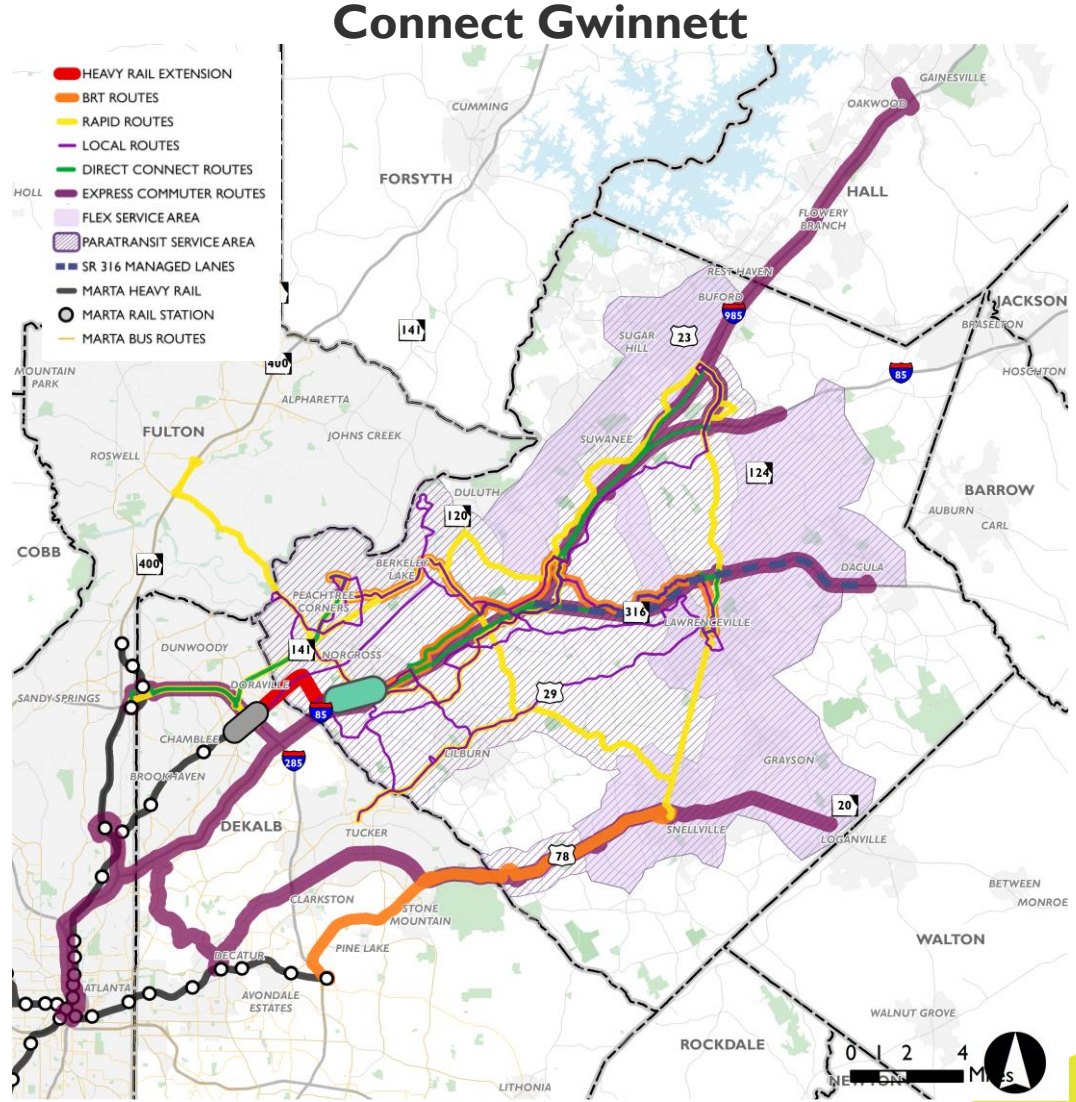
Connect Gwinnett



Scenario 2 Overview

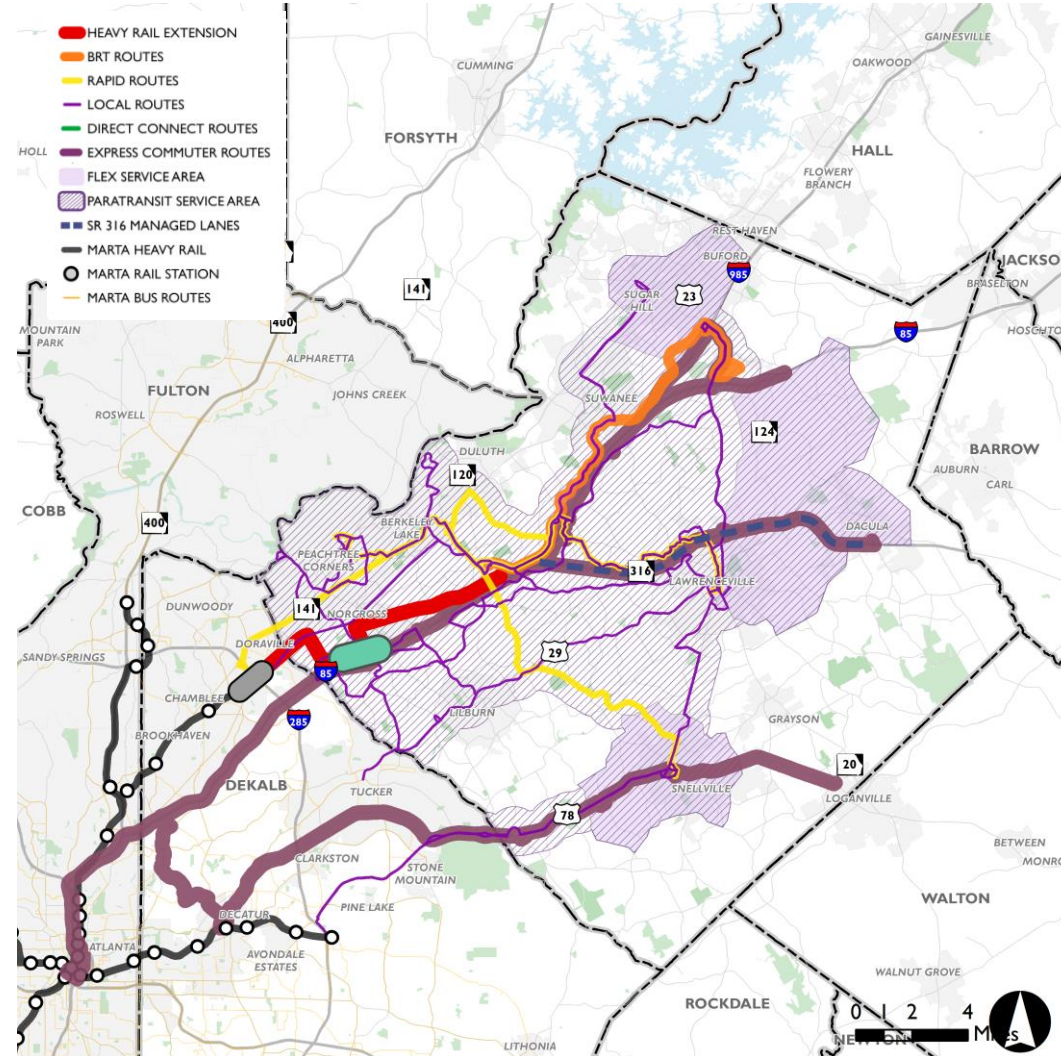
- Reduction in Other Investments
 - Reduce frequencies on local routes (30 min peak/60 min off-peak)
 - Remove allocation for miscellaneous Park-and-Rides (-\$50M)
 - Eliminate Sunday service from some routes

Scenario 2 Comparison



Scenario 2 Comparison

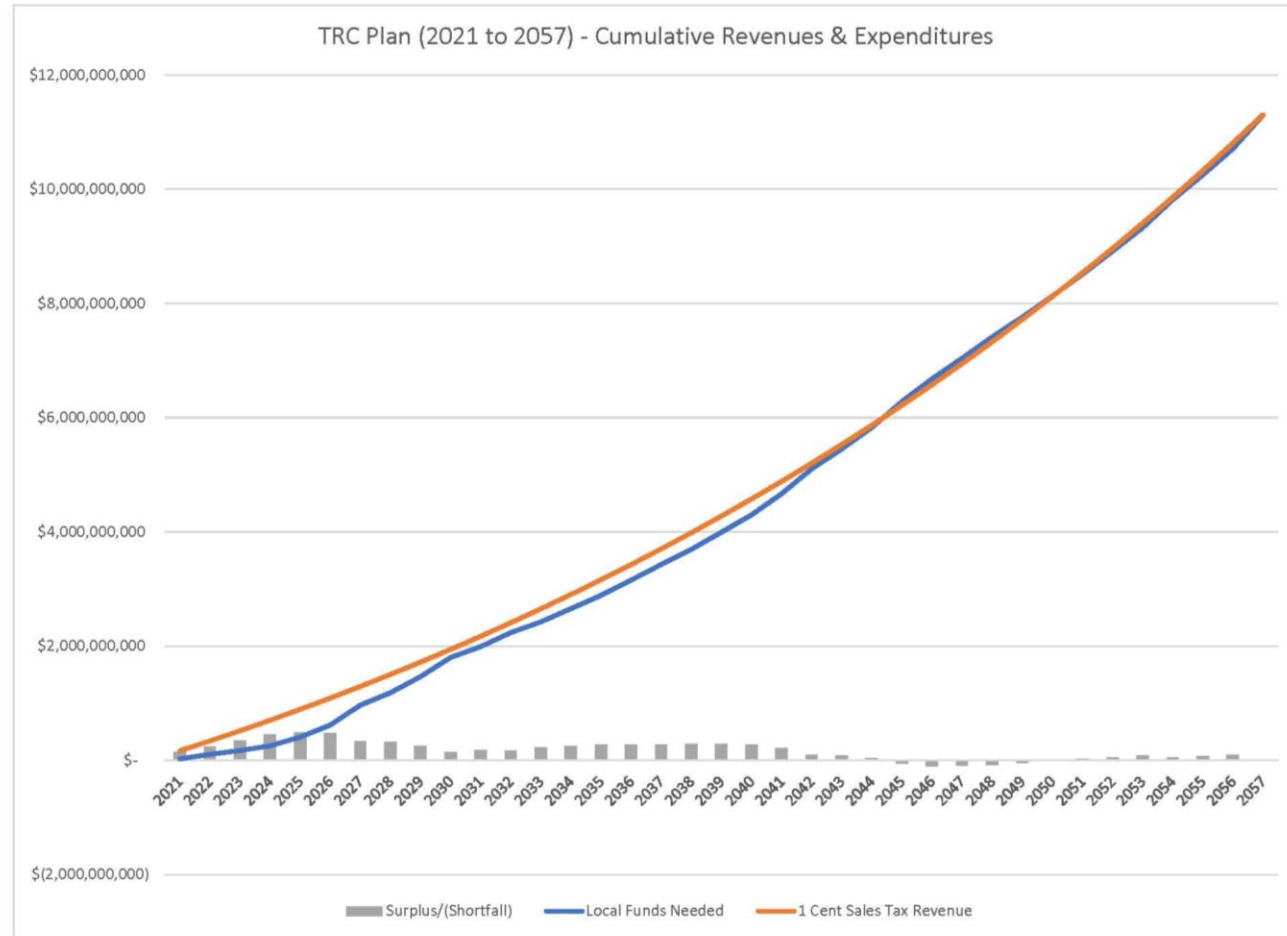
HRT to Gwinnett Place Mall



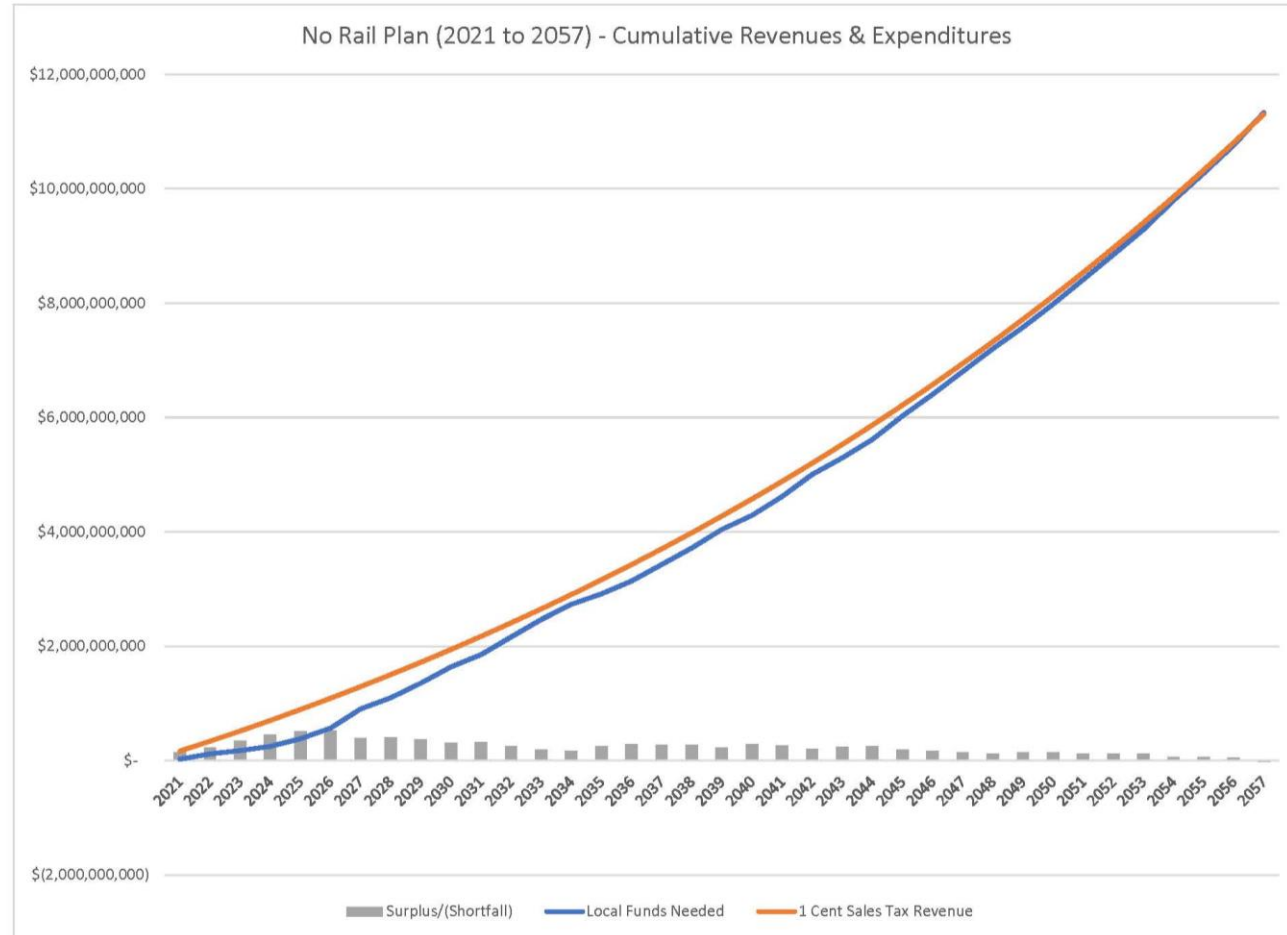


Additional 7-Years of Sales Tax

Additional 7-Years of Sales Tax TRC



Additional 7-Years of Sales Tax No-Rail





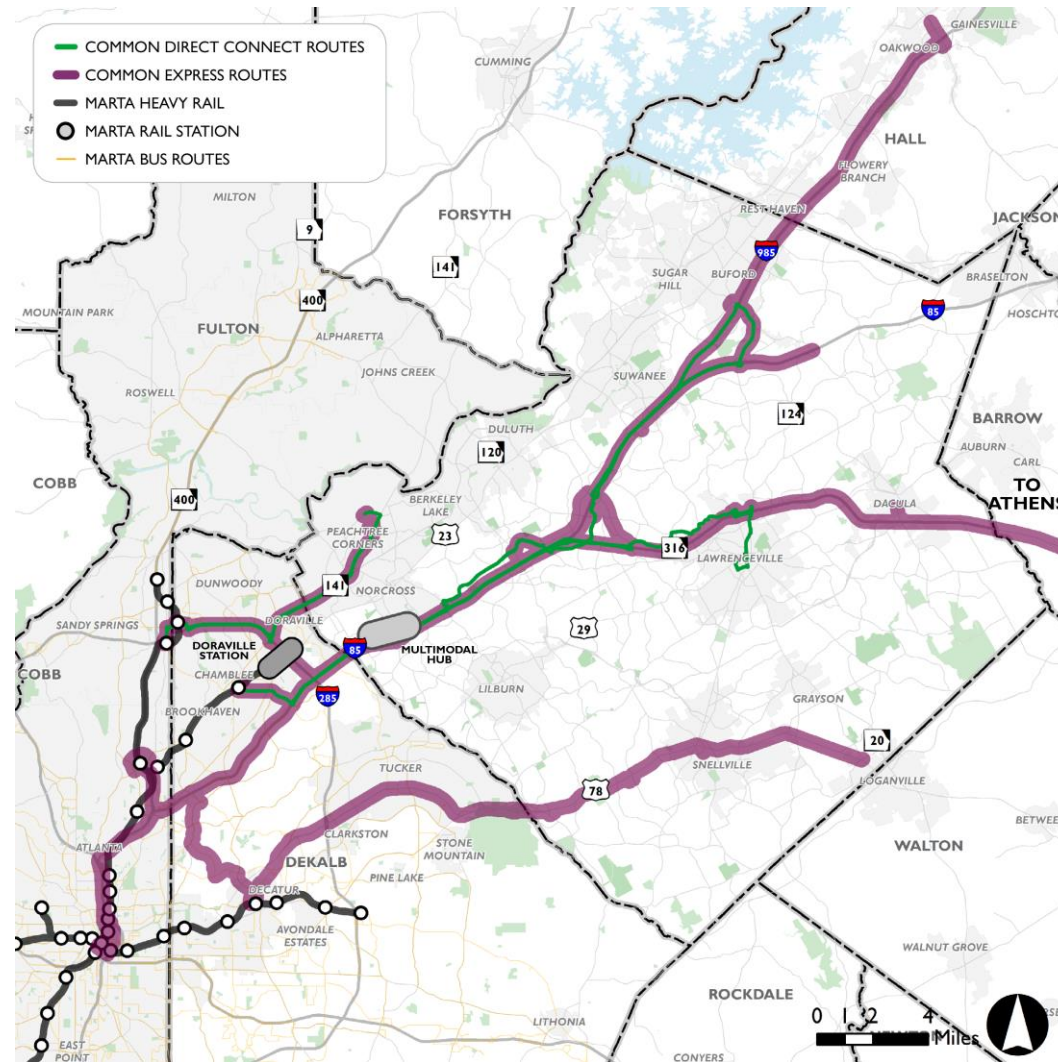
Common Network Elements



Common Network Elements

- Elements of bus network that are mostly the same between TRC and No-Rail Plans
- Some alignment differences related to the rail extension
- Includes modifications recently discussed with BOC (elimination of two local routes that were also served by BRT routes and addition of Athens route)

Common Network Elements: Commuter Service



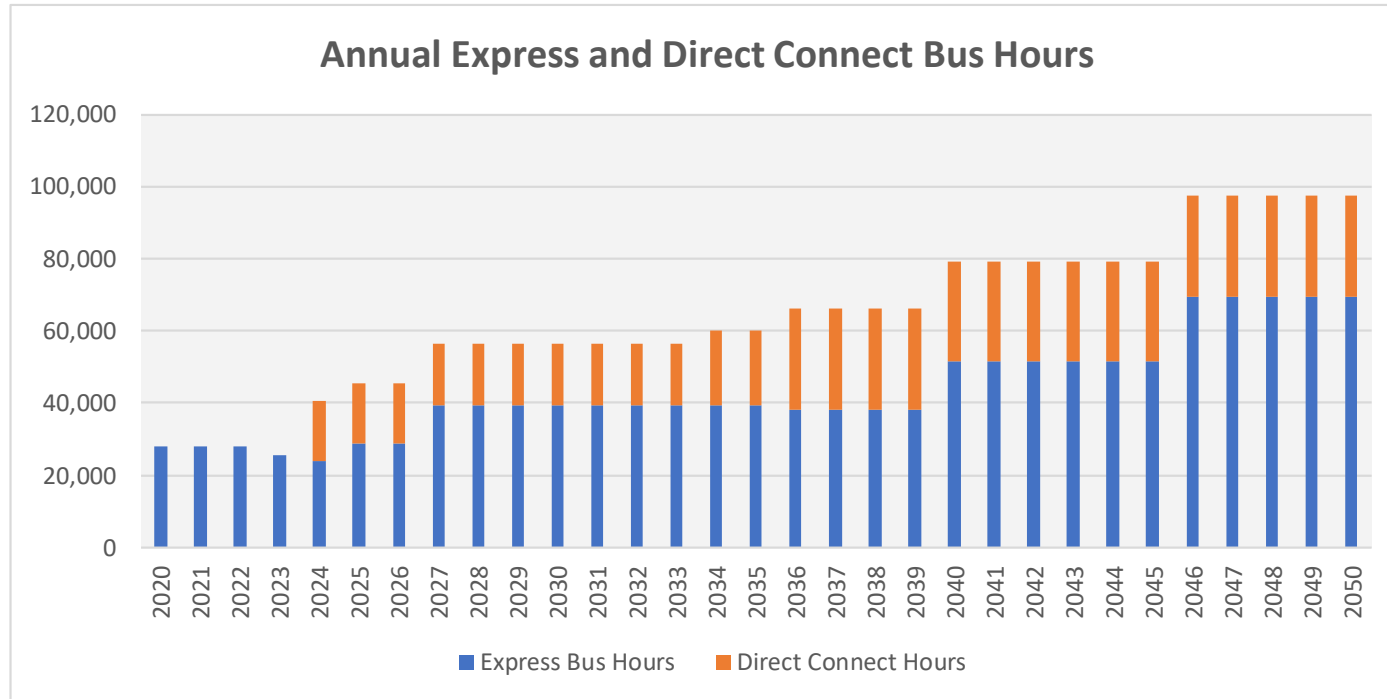
Common Network Elements: Commuter Service



- New Express Commuter Routes
 - Dacula/Lawrenceville to Downtown Atlanta
 - Dacula/Lawrenceville to Perimeter Center
 - Loganville/Snellville to Emory/CDC
 - Indian Trail to Emory/CDC*
 - Braselton to MARTA Gold Line
 - Hall County to MARTA Gold Line
 - Indian Trail to Buckhead
- Three new Direct Connect Routes
 - Mall of Georgia to MARTA Gold Line
 - Lawrenceville to MARTA Gold Line
 - Peachtree Corners to Perimeter/MARTA Red Line

* Reflects splitting existing Route 110 to Emory into two separate routes, one from Sugarloaf Mills and one from Indian Trail

Common Network Elements: Commuter Service



By 2050, common network Express Commuter and Direct Connect service hours are 10-11% of total annual bus service hours

- Graph reflects TRC Plan service hours
- 247% increase in annual commuter bus-hours in 2050 over existing

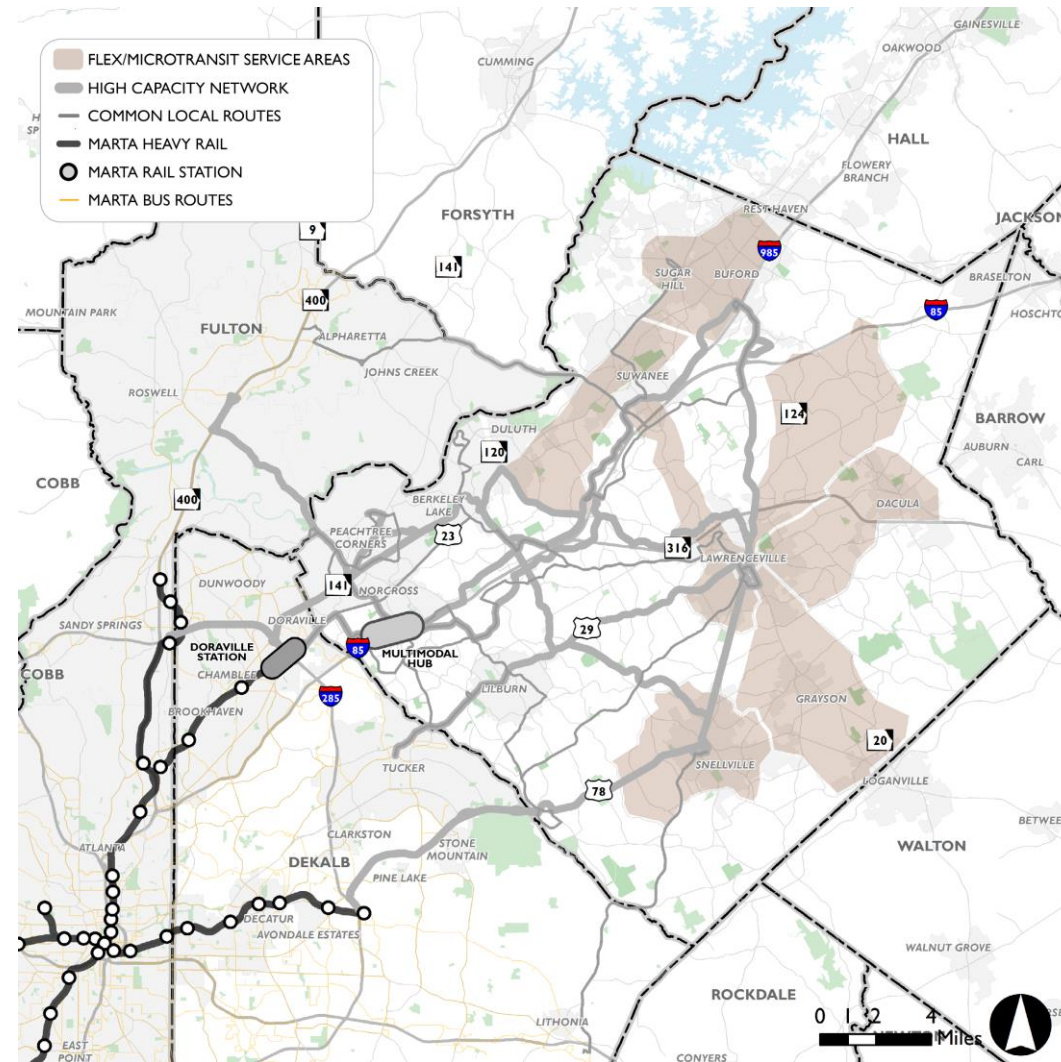
Common Network Elements: Commuter Service



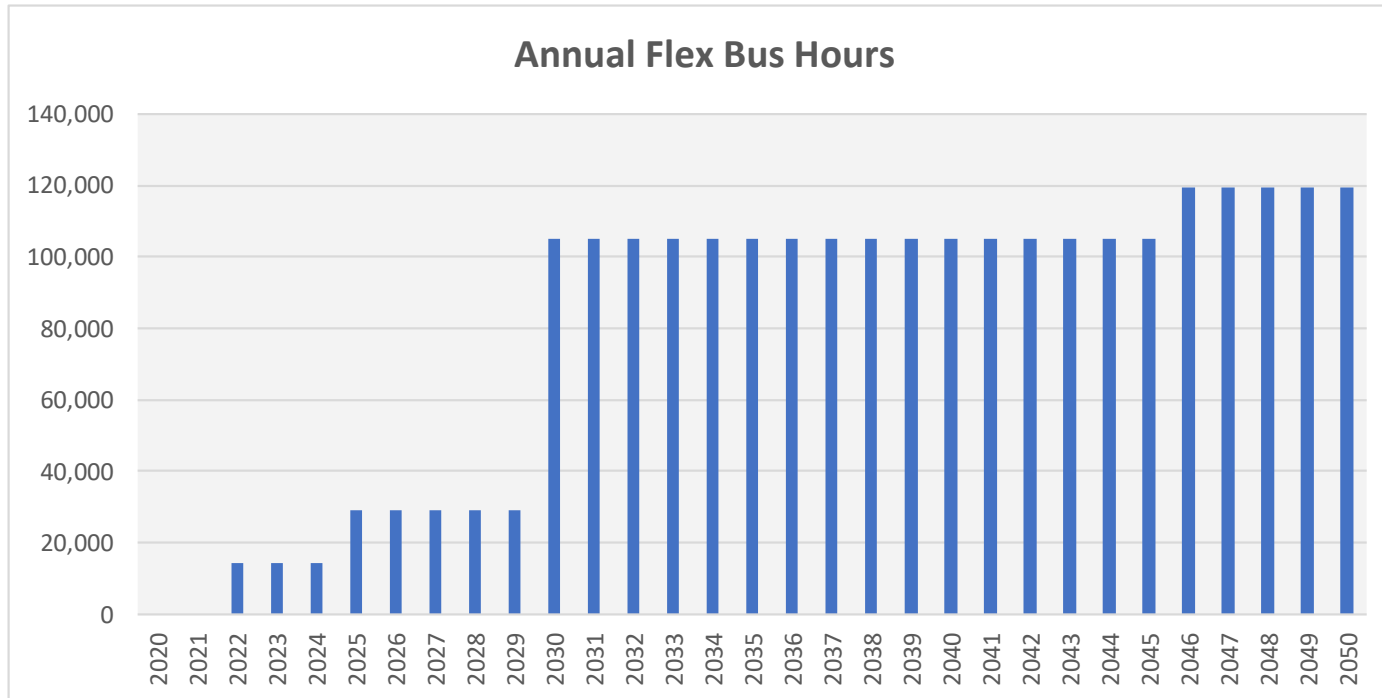
- Supporting Express Commuter and Direct Connect Capital Projects:
 - Existing Park-and-Ride Lot Upgrades at I-985, Sugarloaf, Snellville
 - New Park-and-Ride Lots at:
 - Braselton – Gravel Springs
 - McGinnis Ferry Road
 - Loganville
 - Lawrenceville – Buford Drive
 - Dacula – Harbins Road
 - Peachtree Corners Park-and-Ride
 - New Bus Maintenance Facility
 - Transit Centers at Lawrenceville and Georgia Gwinnett College
 - Gwinnett Transit Center Upgrade
 - SR 316 Managed Lanes Support

Capital projects required to accommodate expanded Express Commuter and Direct Connect service

Common Network Elements: Flex/Microtransit Service



Common Network Elements: Flex/Microtransit Service



By 2050, common network Flex/Microtransit service hours are 12.5-13.5% of the total annual bus service hours

- Graph reflects TRC Plan service hours

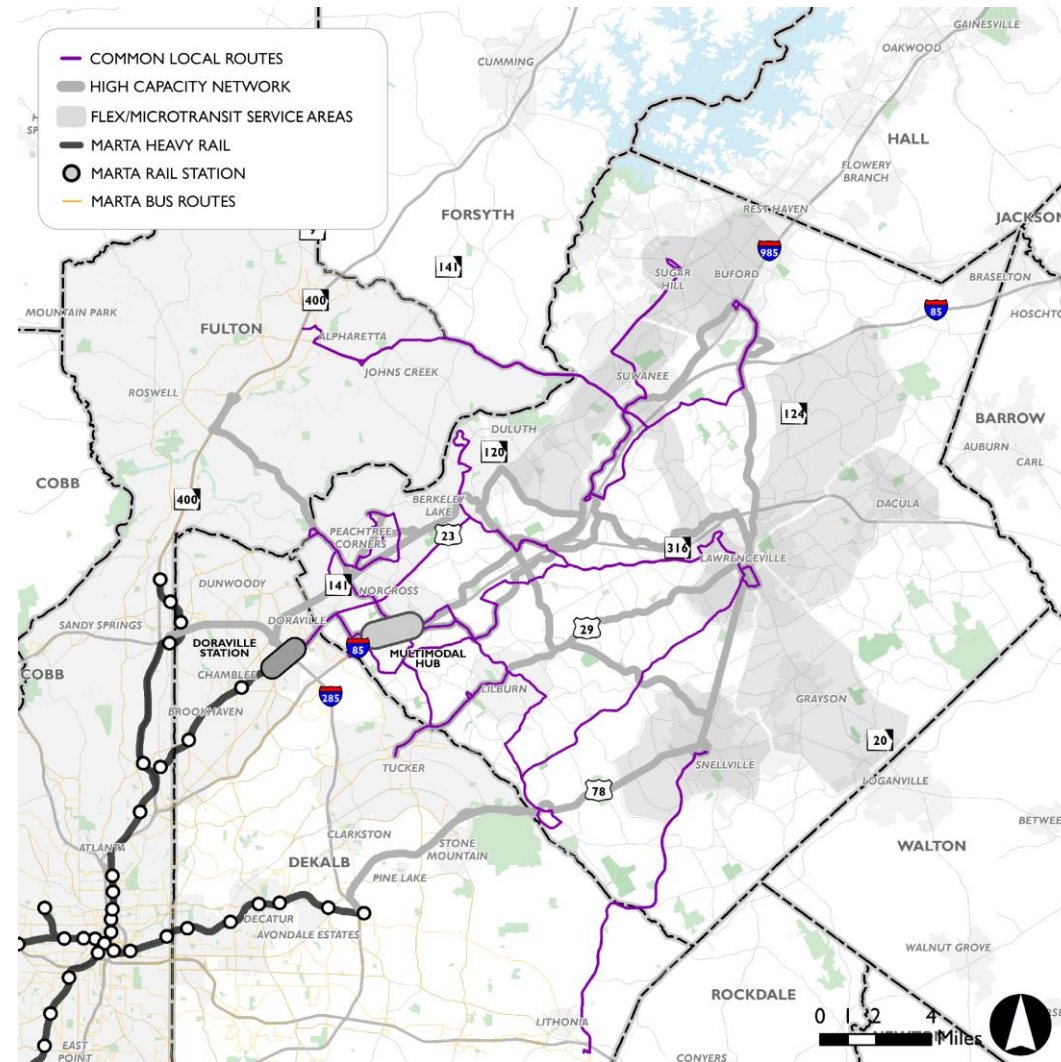
Common Network Elements: Flex/Microtransit Service



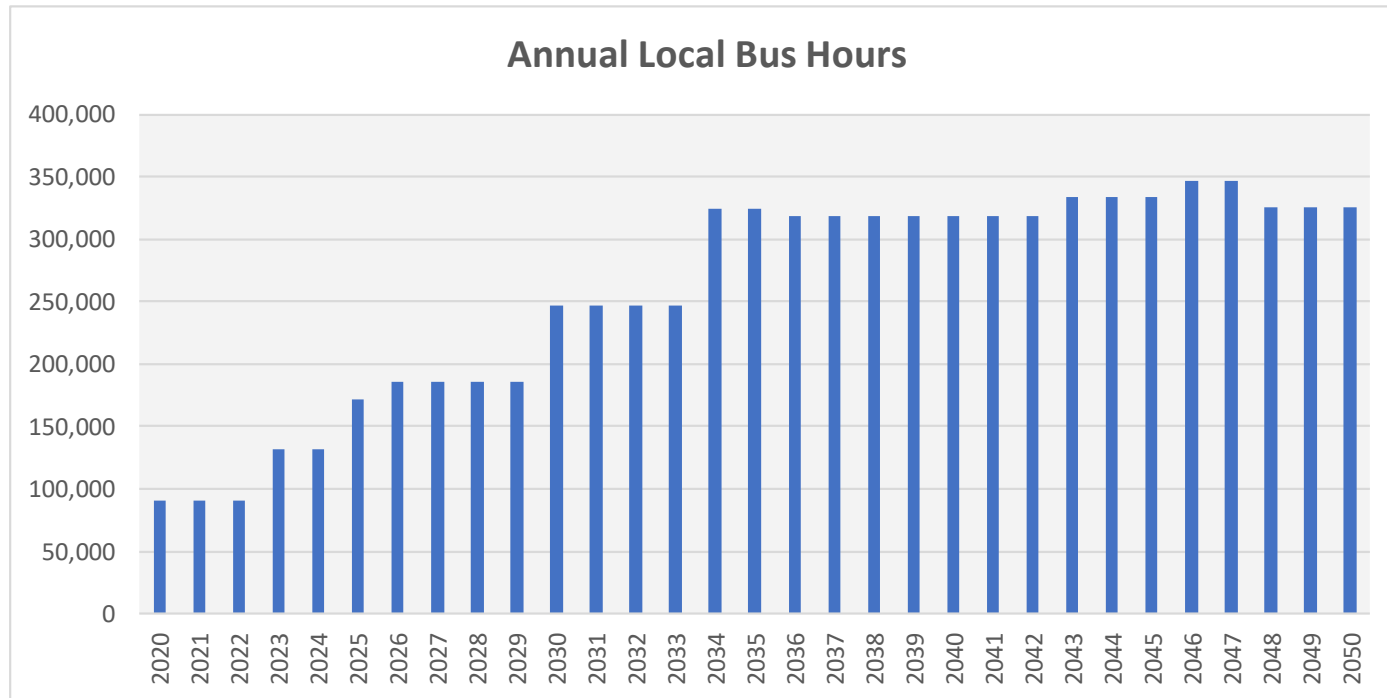
- Supporting Capital Projects:
 - Snellville Park-and-Ride Upgrades
 - Lawrenceville Transit Center
 - Georgia Gwinnett College Transit Center
 - Infinite Energy Transit Center
 - I-985 Park-and-Ride Upgrades
 - New McGinnis Ferry Park-and-Ride
 - New Harbins Road Park-and-Ride
 - New Gravel Springs Park-and-Ride

Capital projects required for Flex/Microtransit zone “hubs” and connections to the fixed route network

Common Network Elements: Local Service



Common Network Elements: Local Service



By 2050, common network local bus service hours represent 31-37% of total annual bus service hours

- Graph reflects TRC Plan service hours
- There is a 257% increase in annual local bus-hours over existing

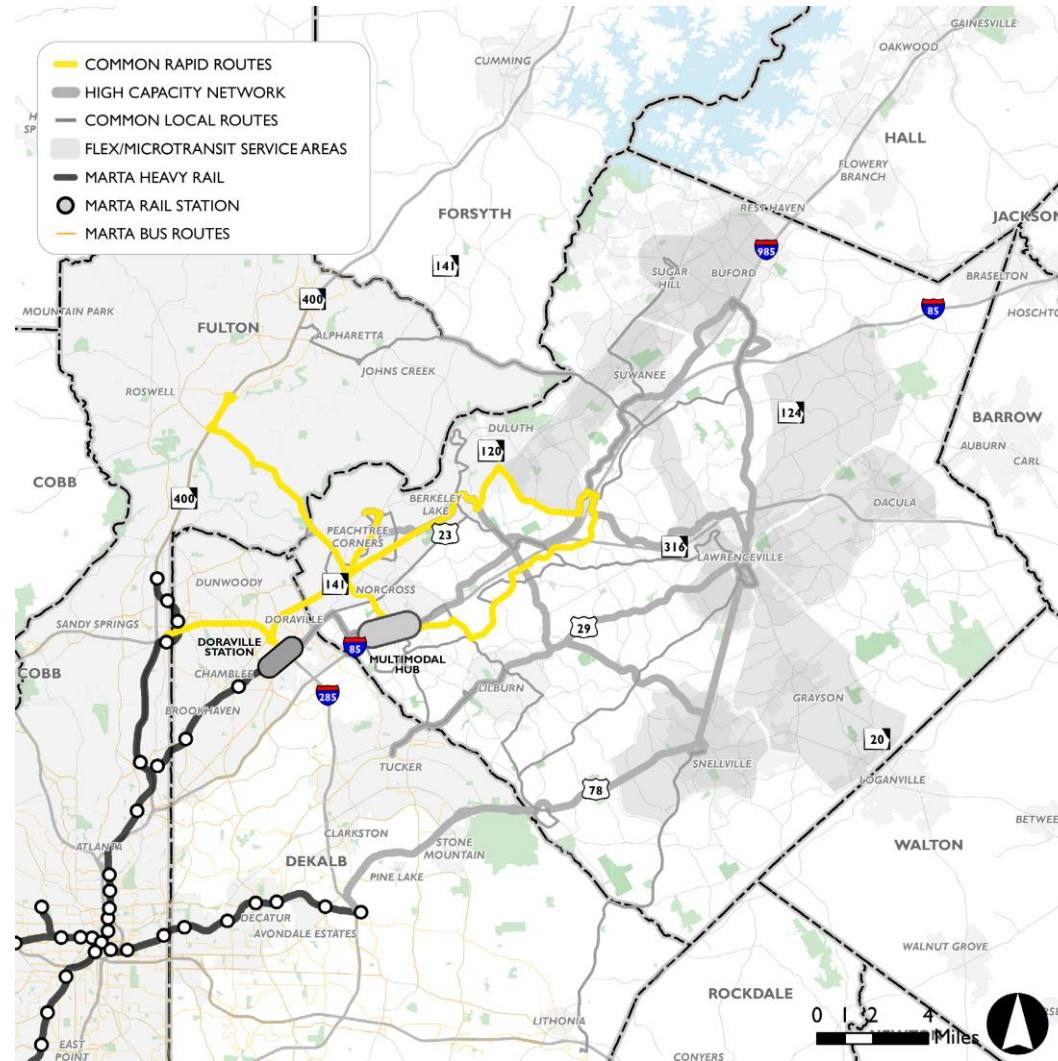
Common Network Elements: Local Service



- Supporting Capital Projects:
 - Multimodal Hub at Jimmy Carter (MMH)
 - Gwinnett Transit Center Upgrade
 - New Lawrenceville Transit Center
 - New Georgia Gwinnett College Transit Center
 - New Peachtree Corners Park-and-Ride
 - Ped/Bike Access Improvements
 - Local Bus Stop Upgrades
 - New Bus Maintenance Facility
 - Fleet Transit Signal Priority (TSP) Enhancements
- Supporting Service Projects
 - Expansion of paratransit service

Capital projects required to accommodate route transfers, layovers, passenger access to stops, bus fleet expansion

Common Network Elements: Rapid/ART Service



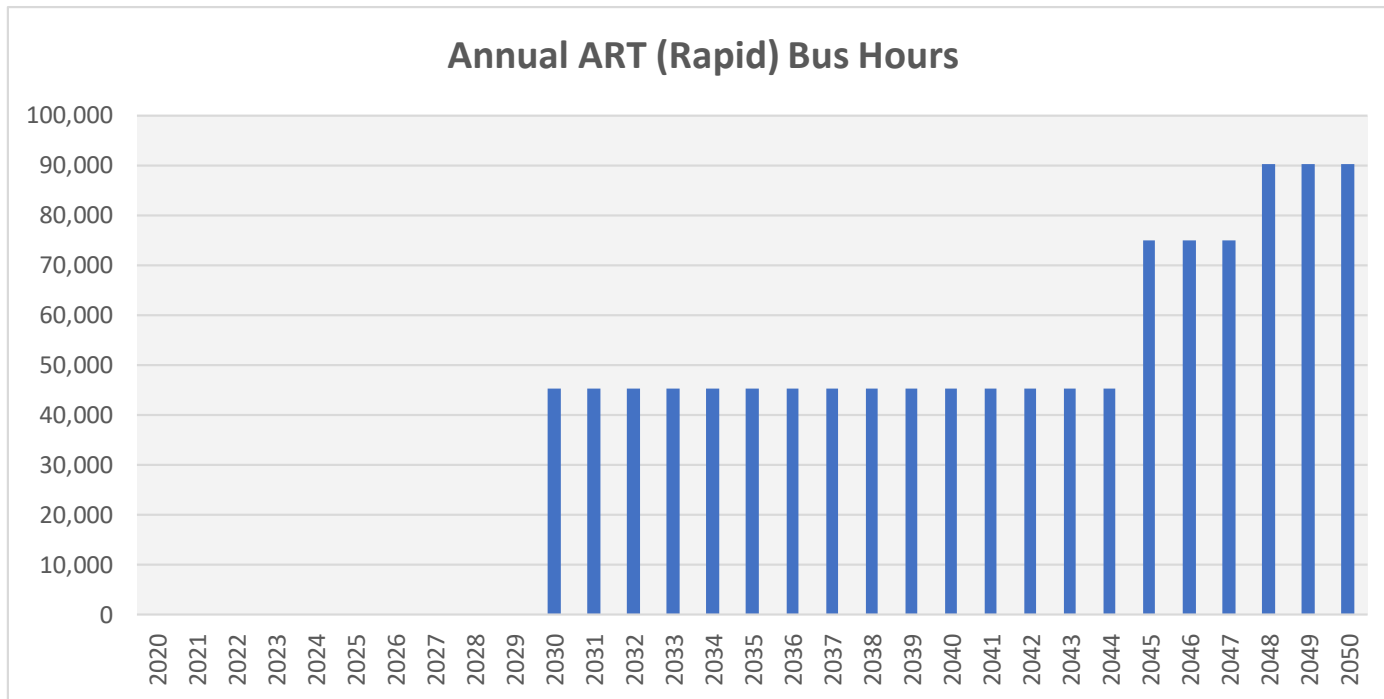
Common Network Elements: Rapid/ART Service



Rapid Routes Common in Both Service Plans

- Rapid 200: Sugarloaf Park-and-Ride/Doraville
 - Via Duluth Hwy and Peachtree Industrial Boulevard
- Rapid 201: MMH/Infinite Energy Center
 - Via Steve Reynolds Boulevard and Breckinridge Boulevard
- Rapid 205: MMH/Roswell
 - Via SR 140
- Rapid 208: Peachtree Corners/Perimeter
 - Via Peachtree Industrial Boulevard and I-285

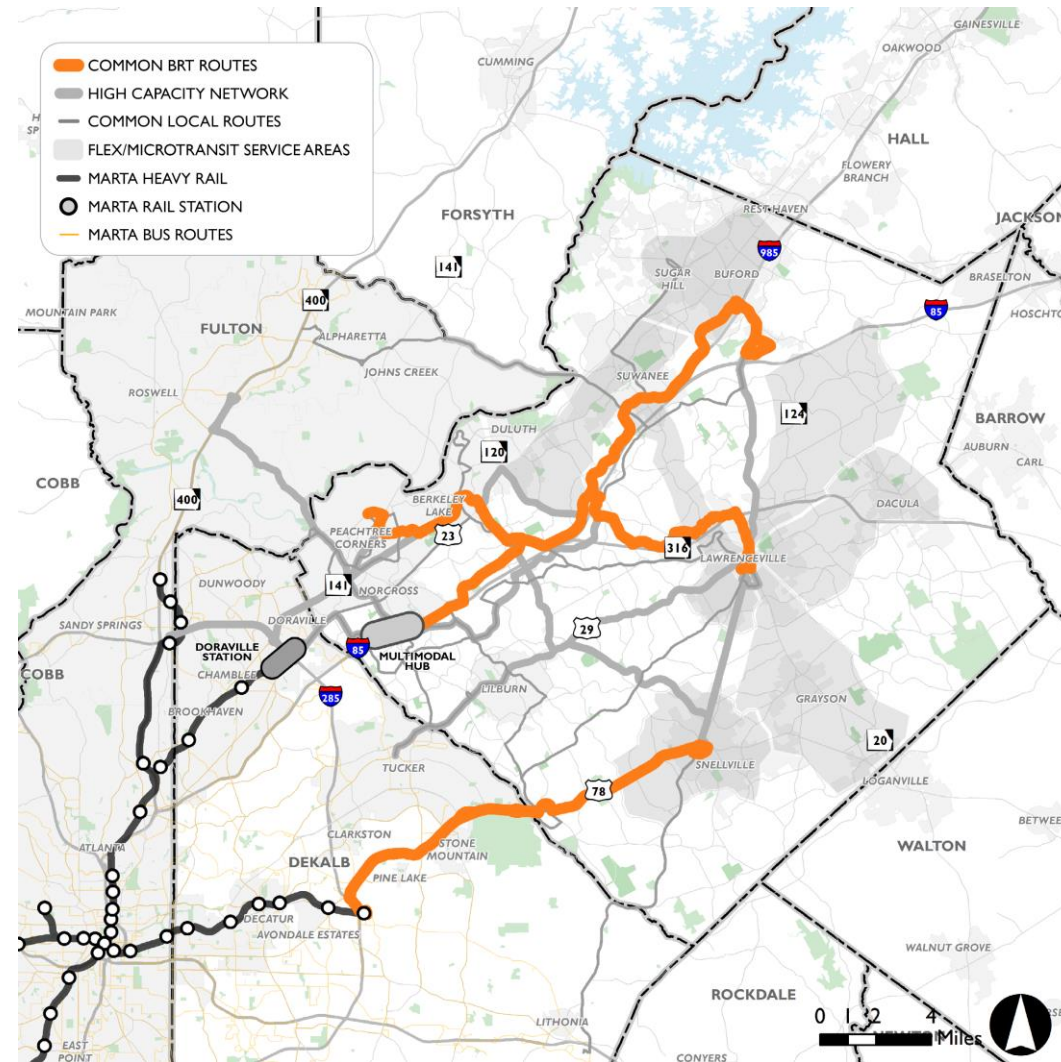
Common Network Elements: Rapid/ART Service



By 2050, common network Rapid service hours represent 10.5% of the total annual bus service hours

- Graph reflects TRC Plan service hours and only Rapid routes common in both TRC and No-Rail plans

Common Network Elements: BRT Service



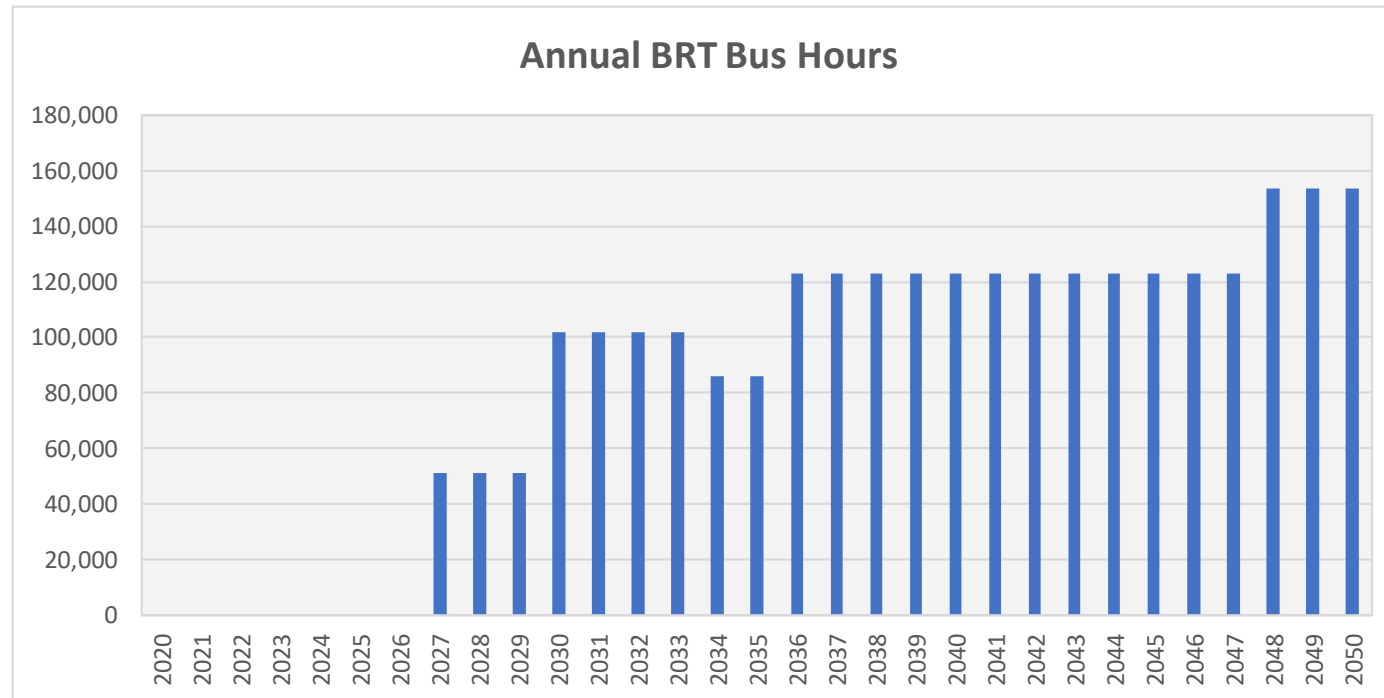
Common Network Elements: BRT Service



BRT Routes Common in Both Service Plans

- BRT 700: MMH/Sugarloaf Park-and-Ride
 - Via Brook Hollow Parkway and Satellite Boulevard
- BRT 701: Lawrenceville/Peachtree Corners
 - Via Georgia Gwinnett College, Sugarloaf Mills, and Gwinnett Place
- BRT 702: Snellville/Indian Creek MARTA Station
 - Via US 78
- BRT 703: Infinite Energy Center/Mall of Georgia
 - Via Satellite Boulevard and Buford Drive

Common Network Elements: BRT Service



By 2050, BRT service hours represent 17.5-18.5% of the total annual bus service hours

- Graph reflects TRC Plan service hours and only routes common to both TRC and No-Rail plans
- Reduction in BRT bus-hours in 2034 due to implementation of the MMH and Route 700 being shortened to terminate at the MMH instead of Doraville

BRT 700



Service Connections & Supporting Capital Project

Key Service Connections

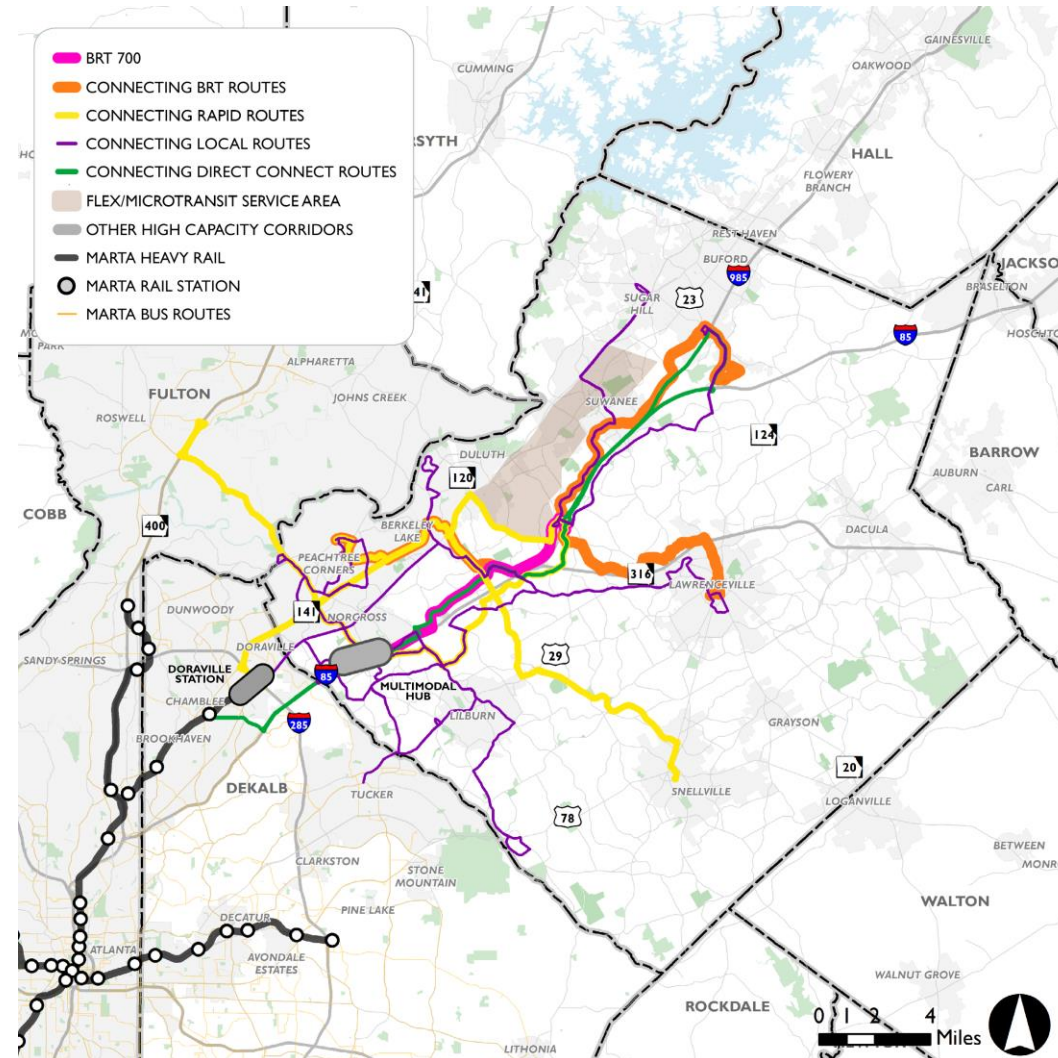
- BRT Routes: 701, 703
- Rapid Routes: 200, 201, 203, 205
- Local Routes: 10, 15, 20, 25, 30, 35A/35B, 40, 55, 85, GW2
- Flex/Microtransit Route 501
- Direct Connect Route 401

Supporting Capital Projects

- Multimodal Hub at Jimmy Carter (MMH)
- Doraville Station Upgrades (No-Rail)
- Gwinnett Transit Center Upgrades
- Infinite Energy Transit Center
- Sugarloaf Park-and-Ride Upgrades
- Ped/Bike Access Improvements
- Fleet Transit Signal Priority (TSP) Enhancements

BRT 700

Service Connections



* Map reflects TRC modes except HRT; some corridors vary mode type depending on TRC or No-Rail

BRT 701



Service Connections & Supporting Capital Project

Key Service Connections

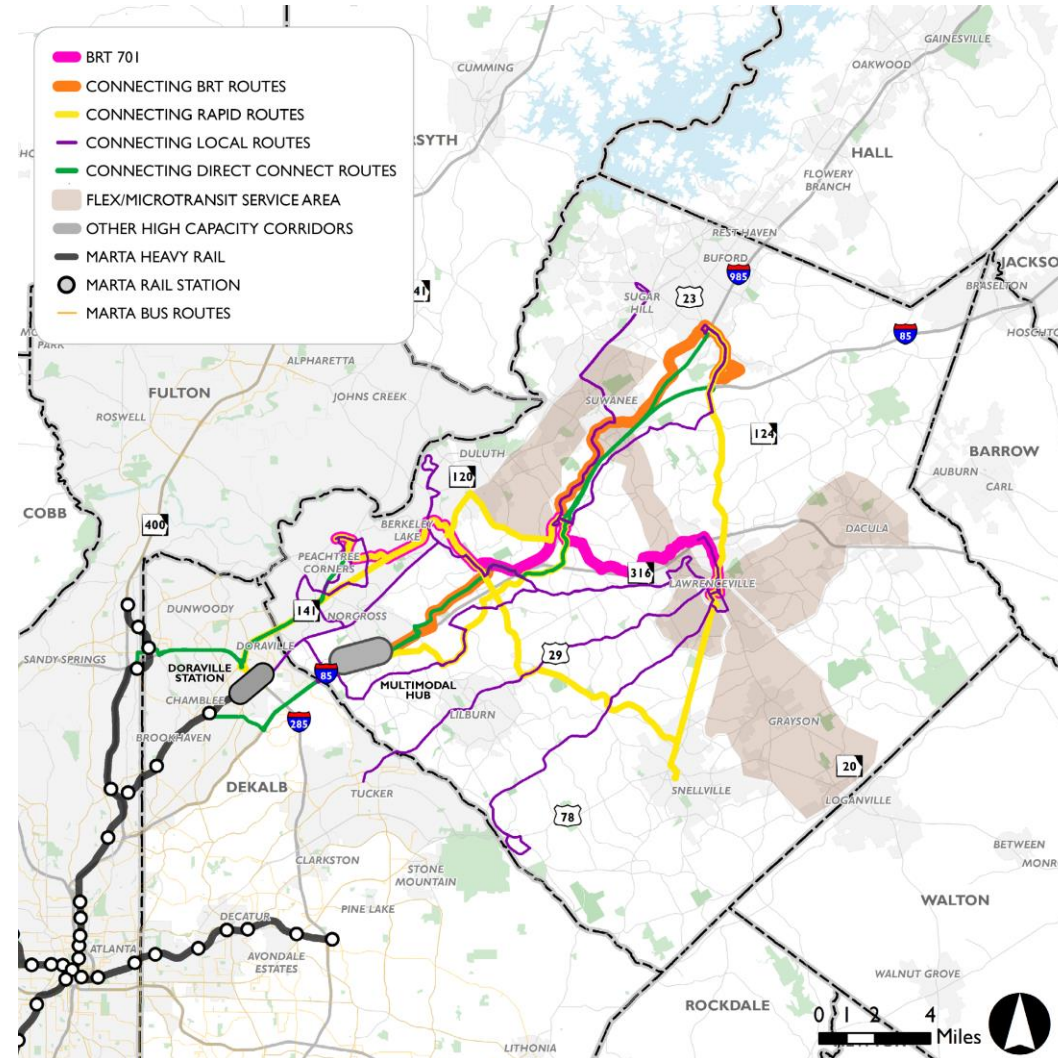
- BRT Routes: 700, 703
- Rapid Routes: 200, 201, 203, 204
- Local Routes: 10, 20, 25, 35A/35B, 40, 65, 55, 85, GW1
- Flex/Microtransit Routes: 501, 502, 504, 505, 506
- Direct Connect Routes: 401, 403

Supporting Capital Projects

- Lawrenceville Transit Center
- Georgia Gwinnett College Transit Center
- Infinite Energy Transit Center
- Sugarloaf Park-and-Ride Upgrades
- Gwinnett Transit Center Upgrades
- Peachtree Corners Park-and-Ride
- New Bus Maintenance Facility
- Ped/Bike Access Improvements
- Fleet TSP Enhancements

BRT 701

Service Connections



* Map reflects TRC modes; some corridors vary mode type depending on TRC or No-Rail

BRT 702



Service Connections & Supporting Capital Project

Key Service Connections

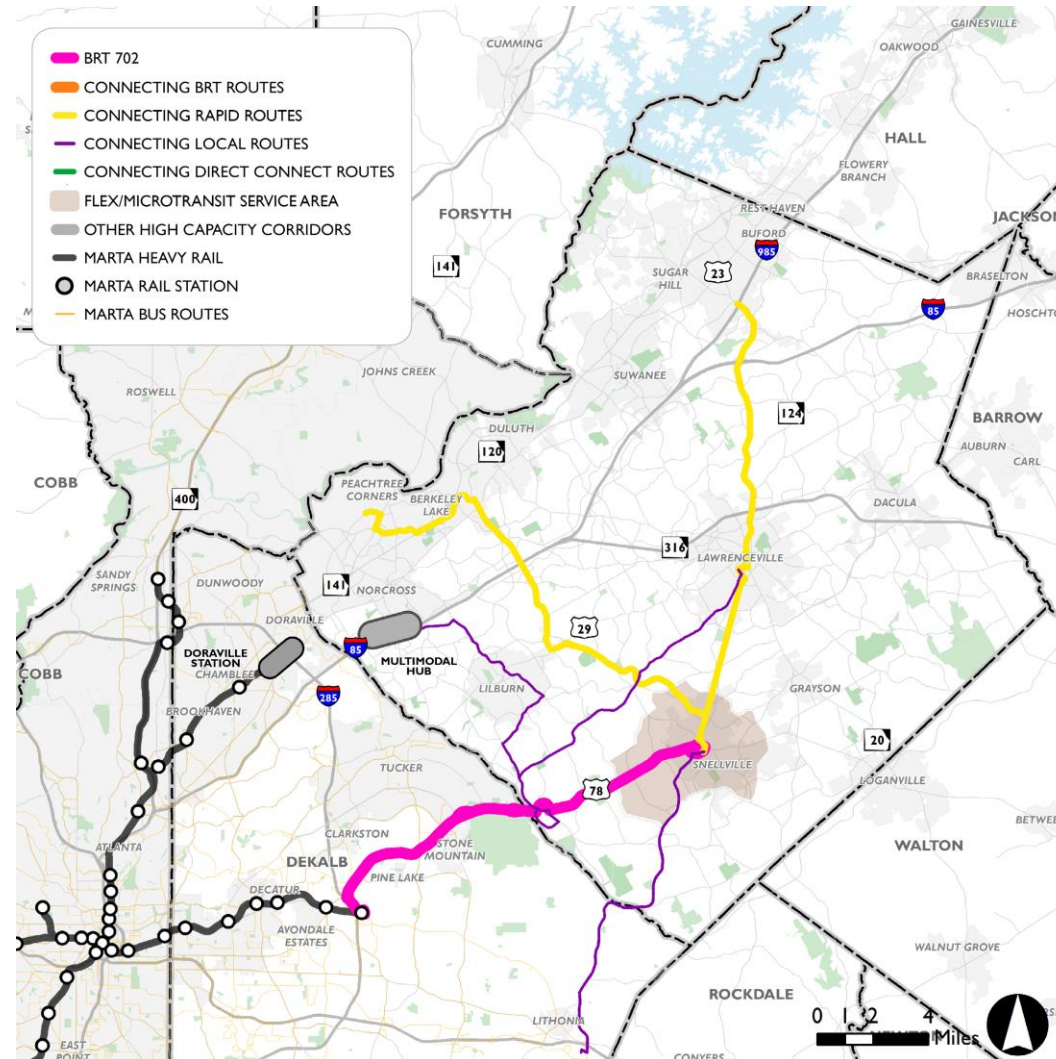
- Rapid Routes: 203, 204
- Local Routes: GW1, GW2, RG3
- Flex/Microtransit Route 503
- Express Commuter Route 111

Supporting Capital Projects

- Snellville Park-and-Ride Upgrade
- New Bus Maintenance Facility
- Ped/Bike Access Improvements
- Fleet TSP Enhancements

BRT 702

Service Connections



* Map reflects TRC modes; some corridors vary mode type depending on TRC or No-Rail

BRT 703



Service Connections & Supporting Capital Project

Key Service Connections

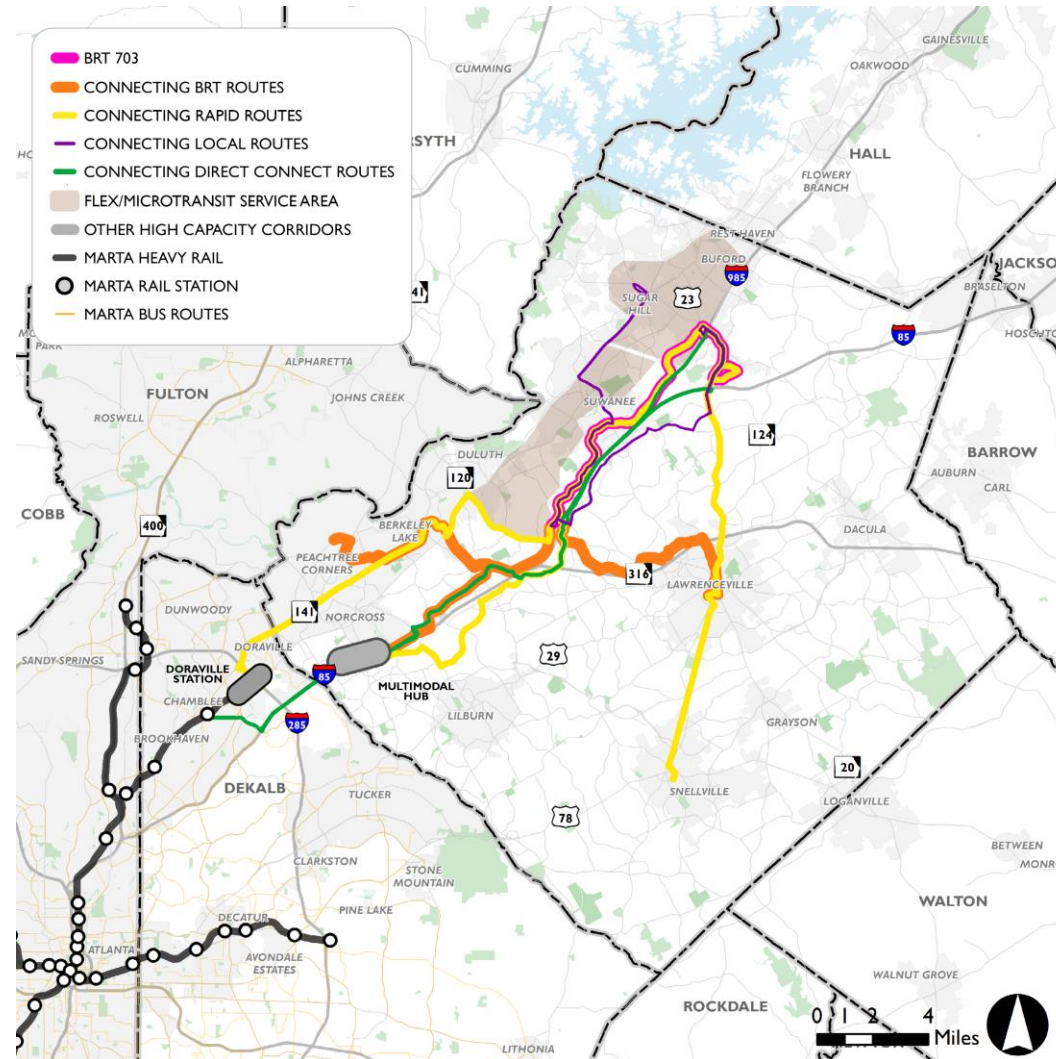
- BRT Routes: 700, 701
- Rapid Routes: 200, 201, 202, 204
- Local Routes: 55, 85
- Flex/Microtransit Routes: 500, 501
- Direct Connect Route 401
- Express Commuter Routes: 101, 131

Supporting Capital Projects

- Infinite Energy Transit Center
- I-985 Park-and-Ride Upgrade
- Ped/Bike Access Improvements
- Fleet TSP Enhancements

BRT 703

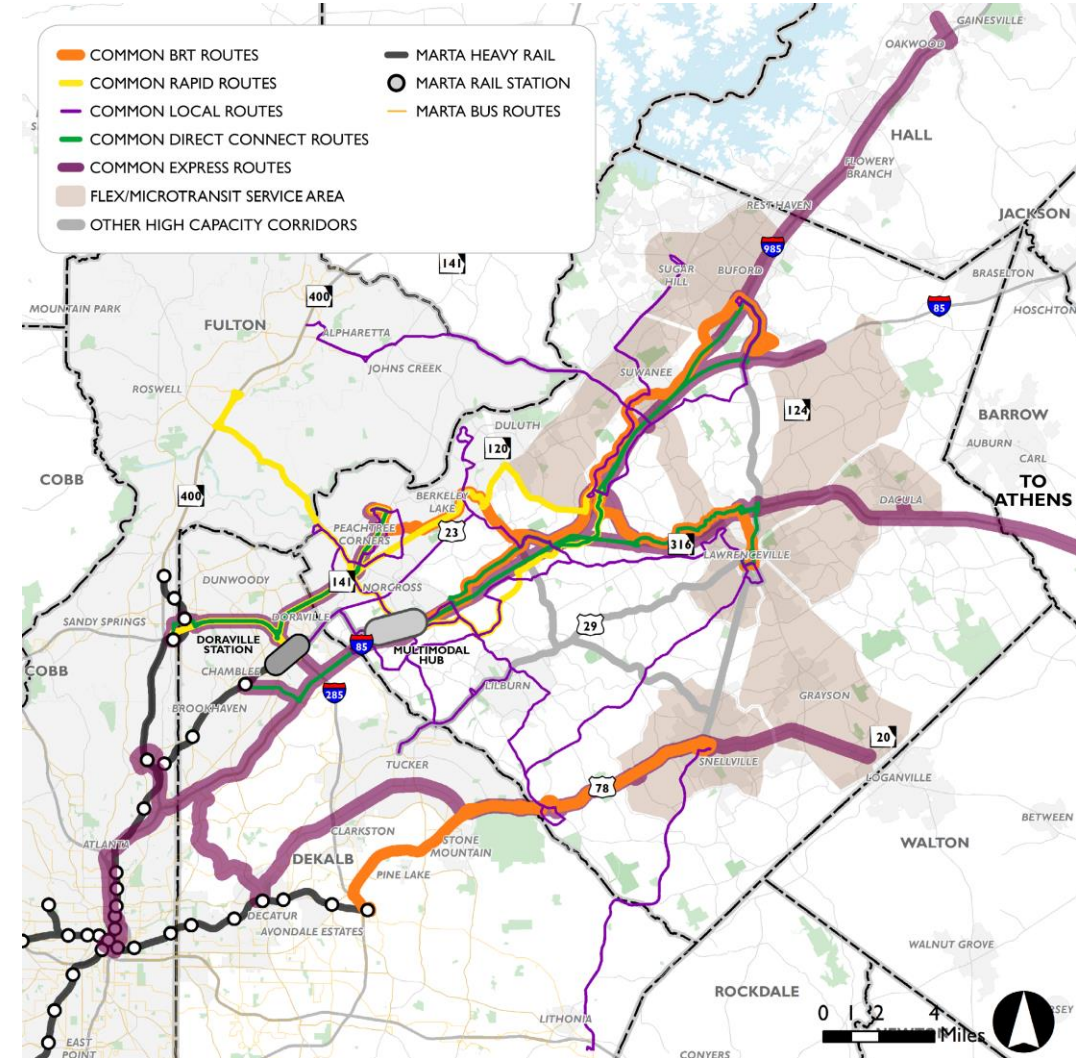
Service Connections



* Map reflects TRC modes; some corridors vary mode type depending on TRC or No-Rail

Summary of the Common Network

- Network that is the same regardless of the HRT extension or not
- Approximately 73% of funding allocation
- 75-89% of total plan bus-hours
- 4 BRT Routes
- 4 Rapid Routes
- 3 Direct Connects
- 11 Express Commuter Routes
- 8 Flex/Microtransit Zones
- 14 Local Routes

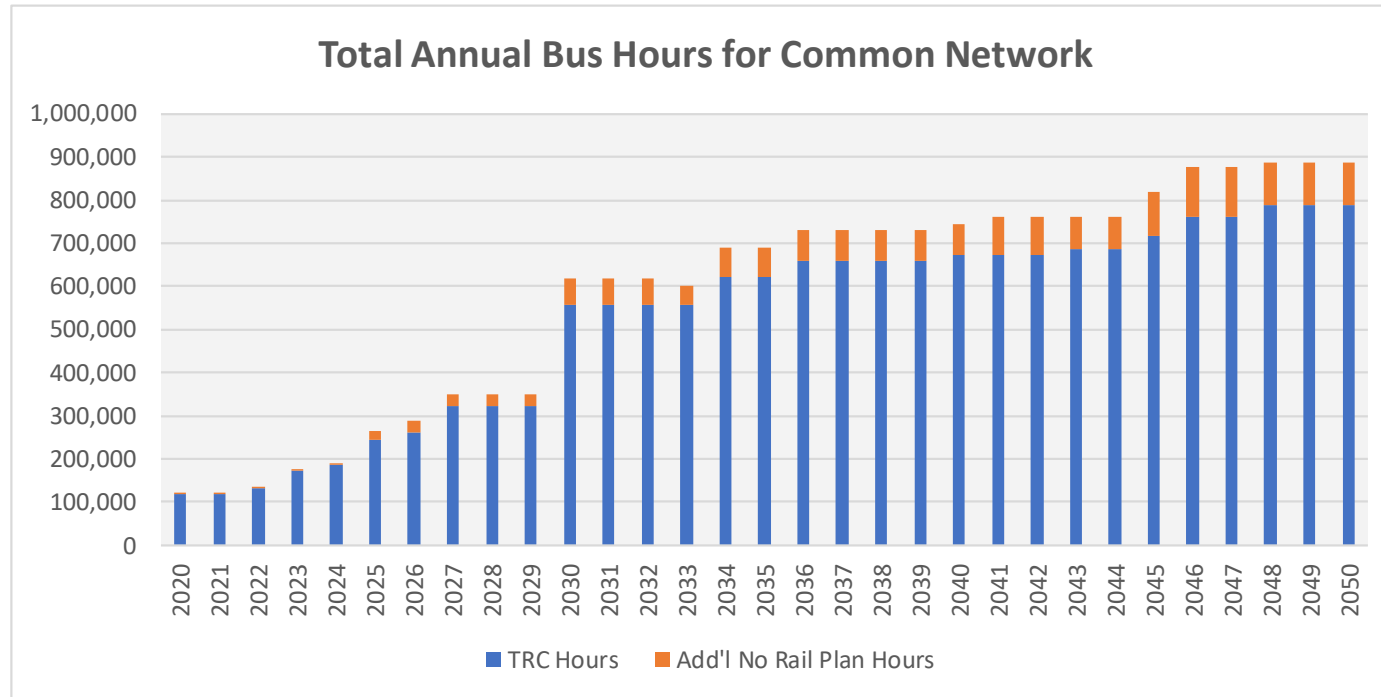




Gwinnett

Additional No-Rail Elements

Additional No-Rail Elements: Common Network Service

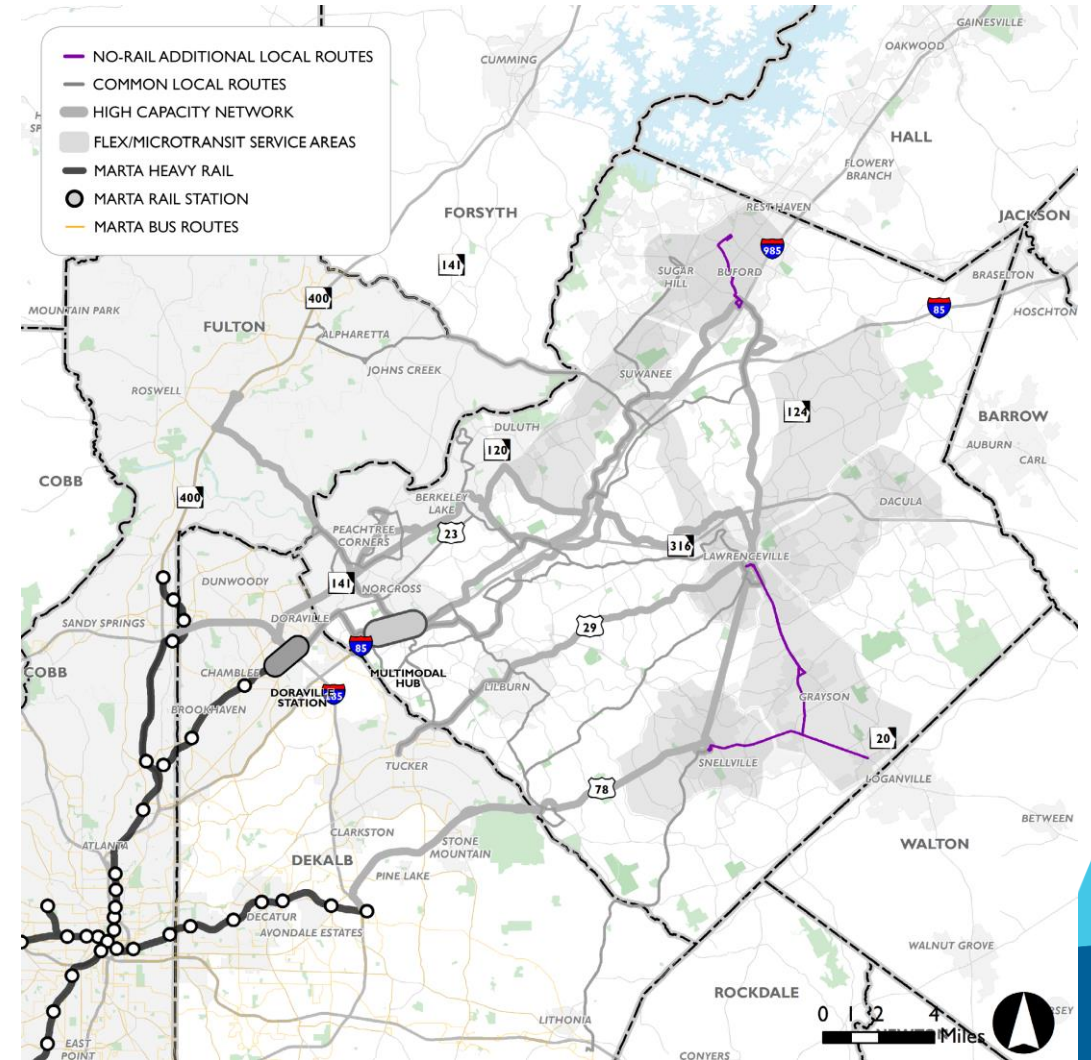


In the No-Rail plan there is an increase of bus-service hours of 13% on the Common Network compared to the TRC plan. The increase is a result of frequency improvements, span of service expansions, and select route alignment modifications.

Additional No-Rail Elements: New Local Routes

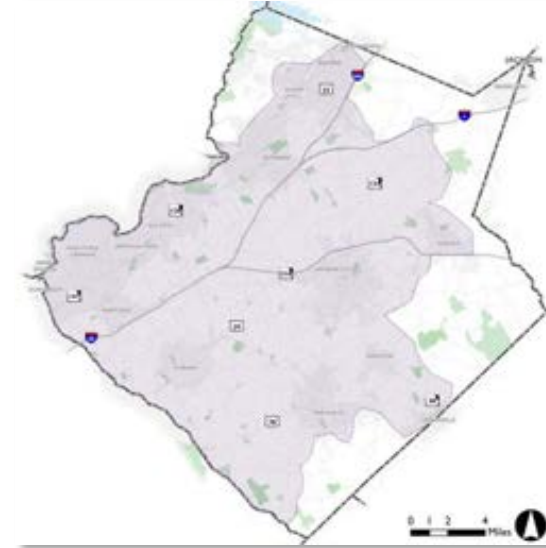


- Local GW3
 - Lawrenceville/Grayson/Loganville
- Local GW4
 - Snellville/Loganville
- Local GW6
 - Downtown Buford/I-985 Park-and-Ride
- \$6M Capital (2019\$)
- \$60M 20-Year O&M (2019\$)

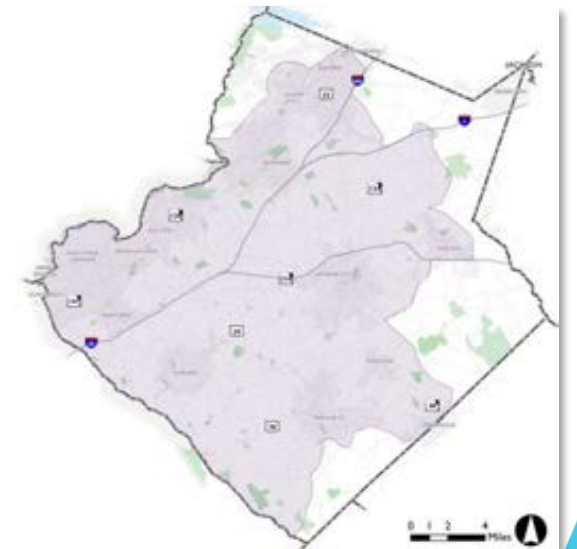


Additional No-Rail Elements: Paratransit Service

- TRC:
 - 72% of County Area
 - 83% of 2050 County Population
 - \$216M (2019\$)
- No-Rail:
 - 74% of County Area
 - 85% of 2050 County Population
 - \$232M (2019\$)



TRC Paratransit Service Area



No-Rail Paratransit Service Area

Additional No-Rail Elements: Capital Investments



- Increased capital for bike/ped (+\$27M)
- Additional local bus stop upgrades (+\$43M)
- Increased capital investment for transit priority treatments on Peachtree Industrial Boulevard – Route 200 and 208 (+\$37M)



Gwinnett

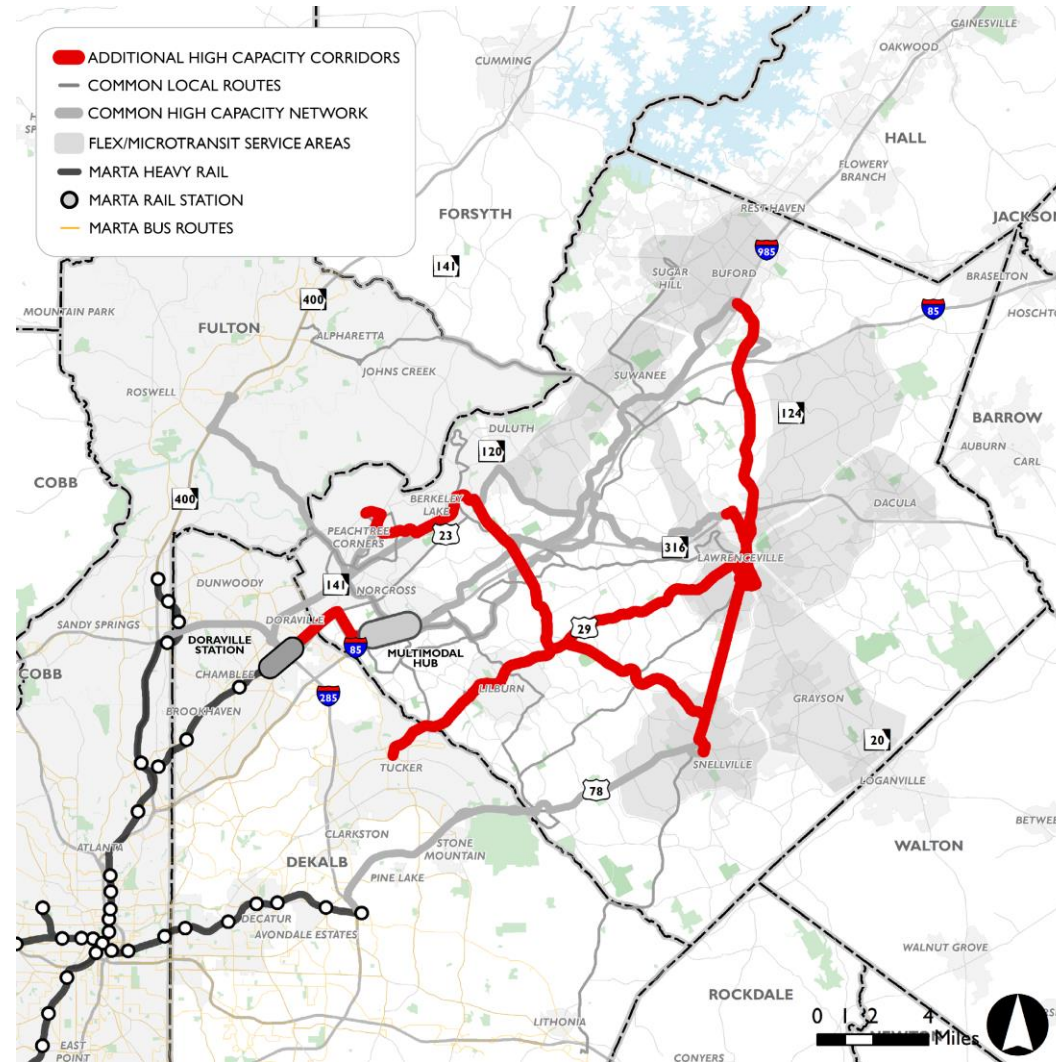
High Capacity Corridors with Variations

High Capacity Corridors with Variations



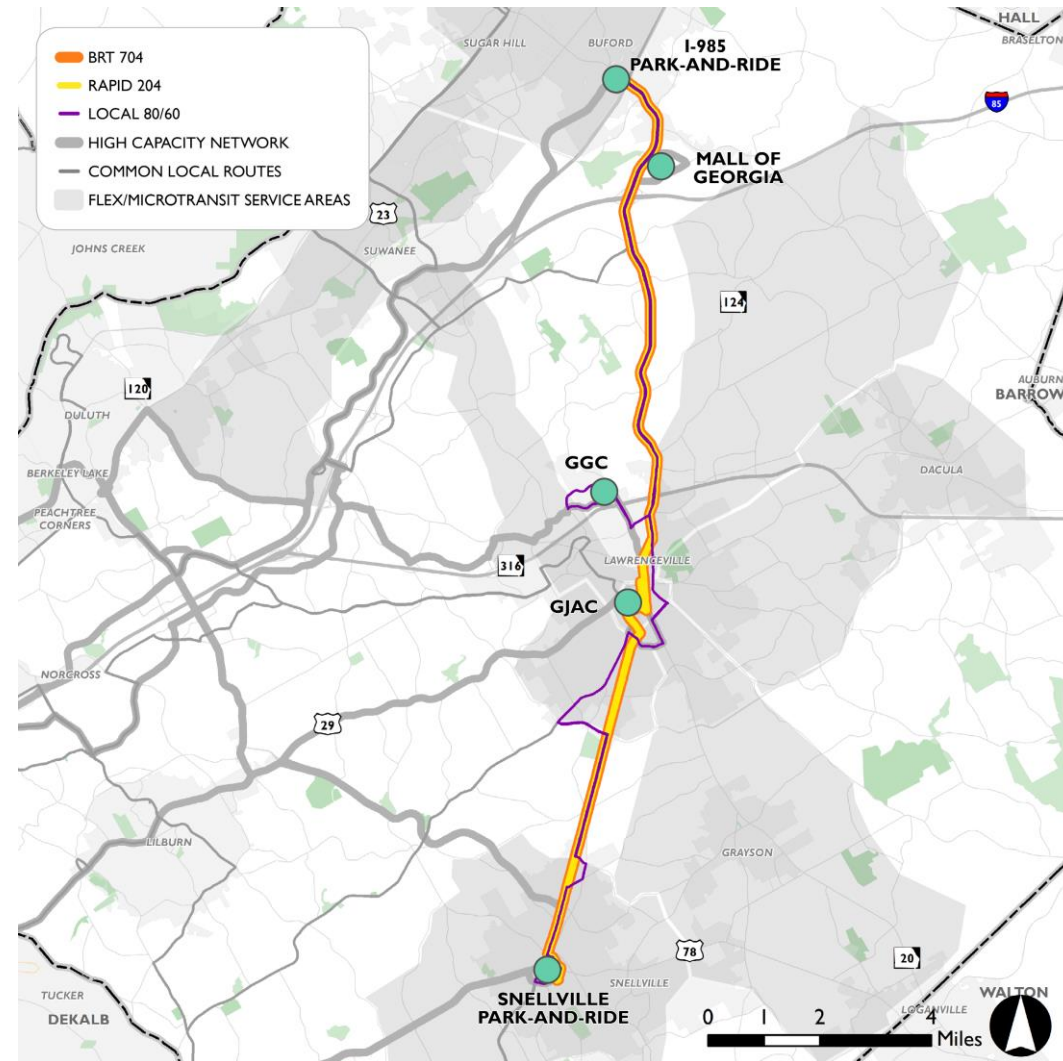
- Snellville/Mall of Georgia
 - Via Scenic Highway and Buford Drive
- Snellville/Peachtree Corners
 - Via Ronald Reagan Parkway and Pleasant Hill Road
- Lawrenceville/Lilburn/Tucker
 - Via Lawrenceville Hwy
- Doraville/Jimmy Carter Boulevard

High Capacity Corridors with Variations



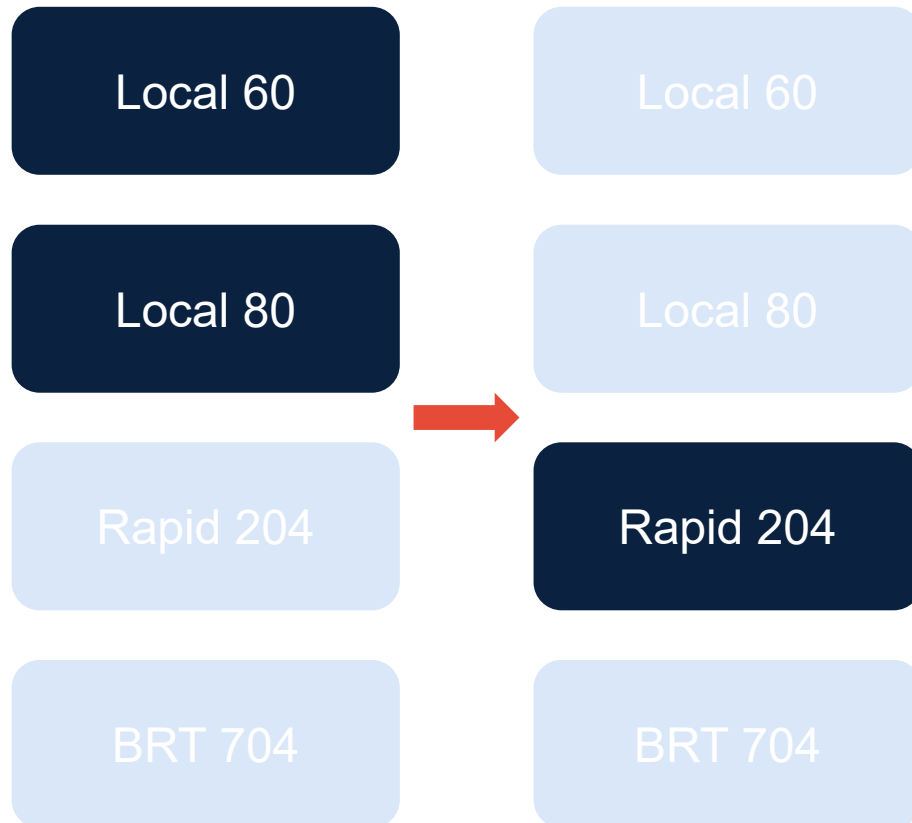
Snellville/Mall of Georgia

- TRC
 - Local 60/80
 - Rapid 204
- No-Rail
 - Local 60/80
 - BRT 704

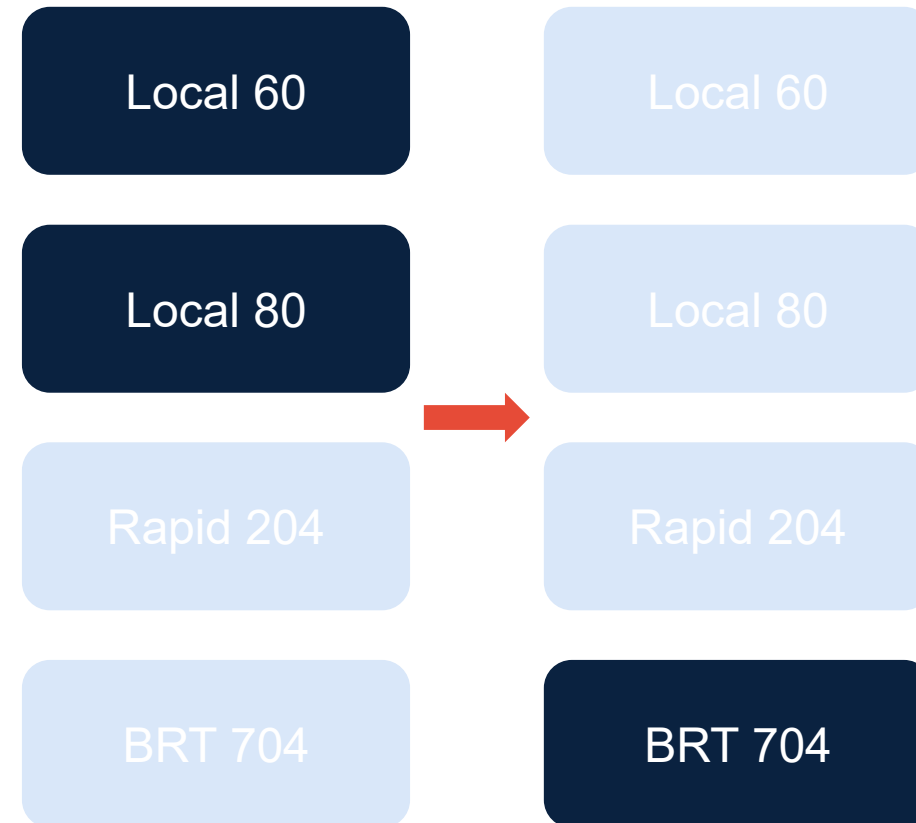


Snellville/Mall of Georgia

TRC



No-Rail

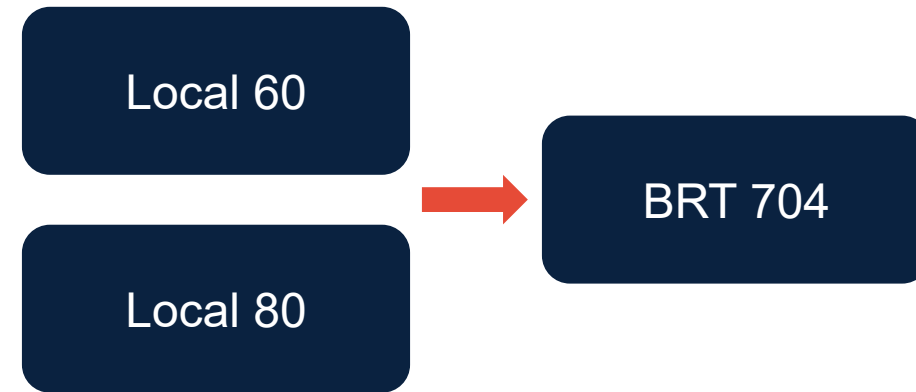


Snellville/Mall of Georgia

TRC



No-Rail



	Capital (2019\$)	20-Year O&M (2019\$)
Local 60+80	\$3M	\$25M
Rapid 204	\$110M	\$86M
BRT 704	-	-

	Capital (2019\$)	20-Year O&M (2019\$)
Local 60+80	\$3M	\$32M
Rapid 204	-	-
BRT 704	\$197M	\$110M

Snellville/Mall of Georgia



Service Connections & Supporting Capital Projects

Key Service Connections

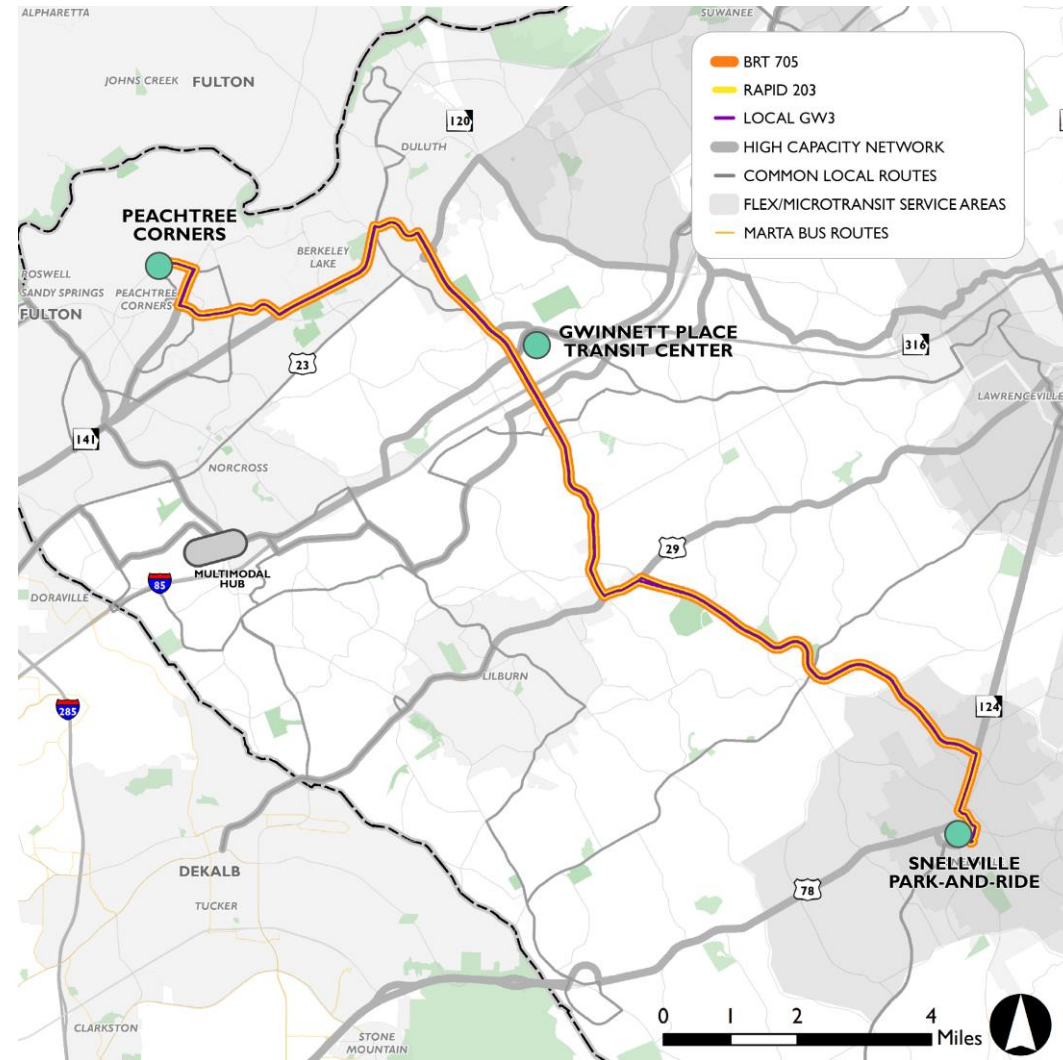
- BRT Routes: 701, 702, 703, 705
- Rapid Route 209 (No Rail)
- Local Routes: 40, 85, GW1, GW3, GW4, GW6, RG3
- Express Commuter Routes: 101, 111
- Direct Connects: 401, 402
- Flex/Microtransit Routes: 500, 502, 503, 504, 505, 506

Supporting Capital Projects

- I-985 Park-and-Ride Upgrades
- Lawrenceville Transit Center
- Snellville Park-and-Ride Upgrades
- BRT Routes 701, 702, 703
- New Bus Maintenance Facility
- Ped/Bike Access Improvements
- Fleet TSP Enhancements

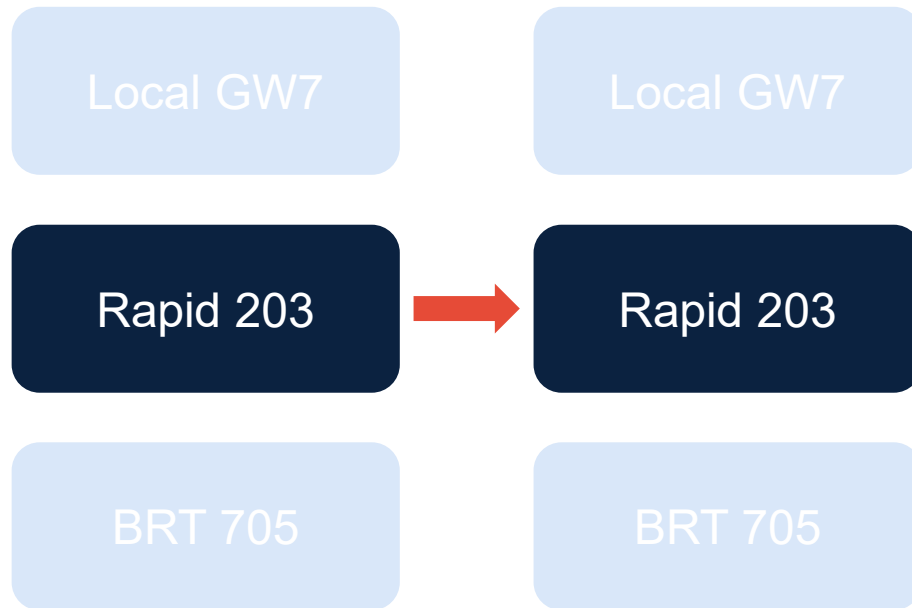
Snellville/Peachtree Corners

- TRC
 - Rapid 203
- No-Rail
 - Local GW7
 - BRT 705

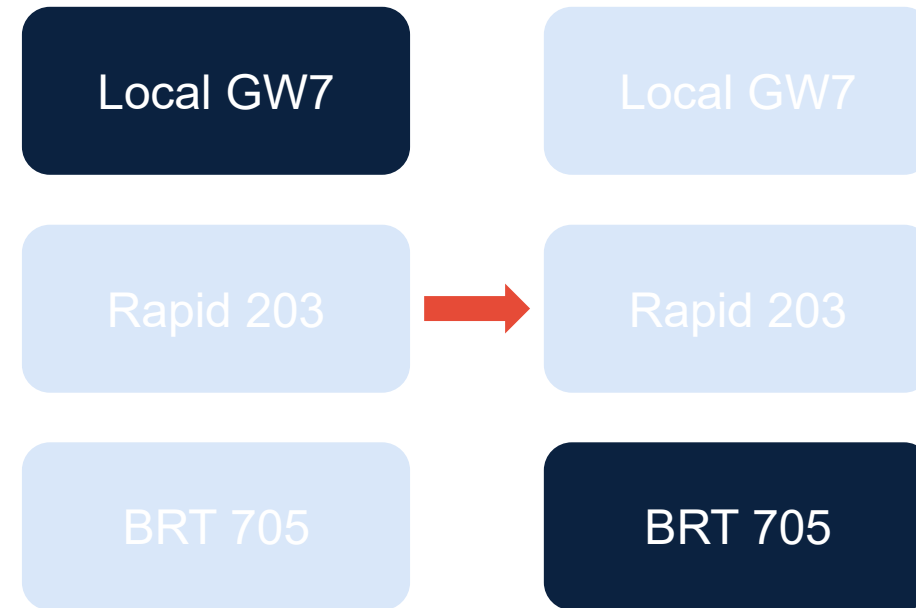


Snellville/Peachtree Corners

TRC

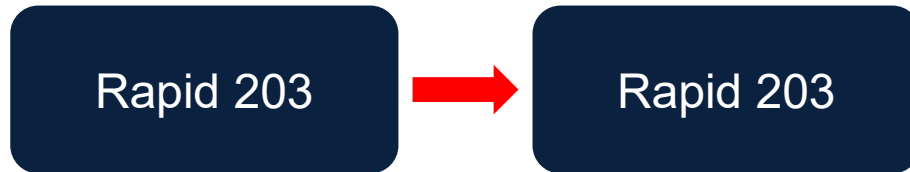


No-Rail

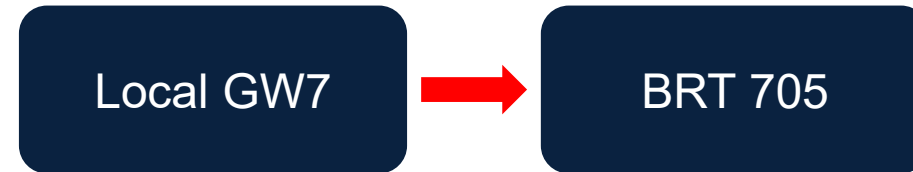


Snellville/Peachtree Corners

TRC



No-Rail



	Capital (2019\$)	20-Year O&M (2019\$)
Local GW7	-	-
Rapid 203	\$136M	\$99M
BRT 705	-	-

	Capital (2019\$)	20-Year O&M (2019\$)
Local GW7	\$4M	\$58M
Rapid 203	-	-
BRT 705	\$144M	\$124M

Snellville/Peachtree Corners



Service Connections & Supporting Capital Projects

Key Service Connections

- BRT Routes: 700, 701, 702, 704
- Rapid Route 208
- Local Routes: 10, 20, 25, 35A/35B, 40, RG3, GW4
- Flex/Microtransit Route 503
- Direct Connect Routes: 401, 403
- Express Commuter Route 106

Supporting Capital Projects

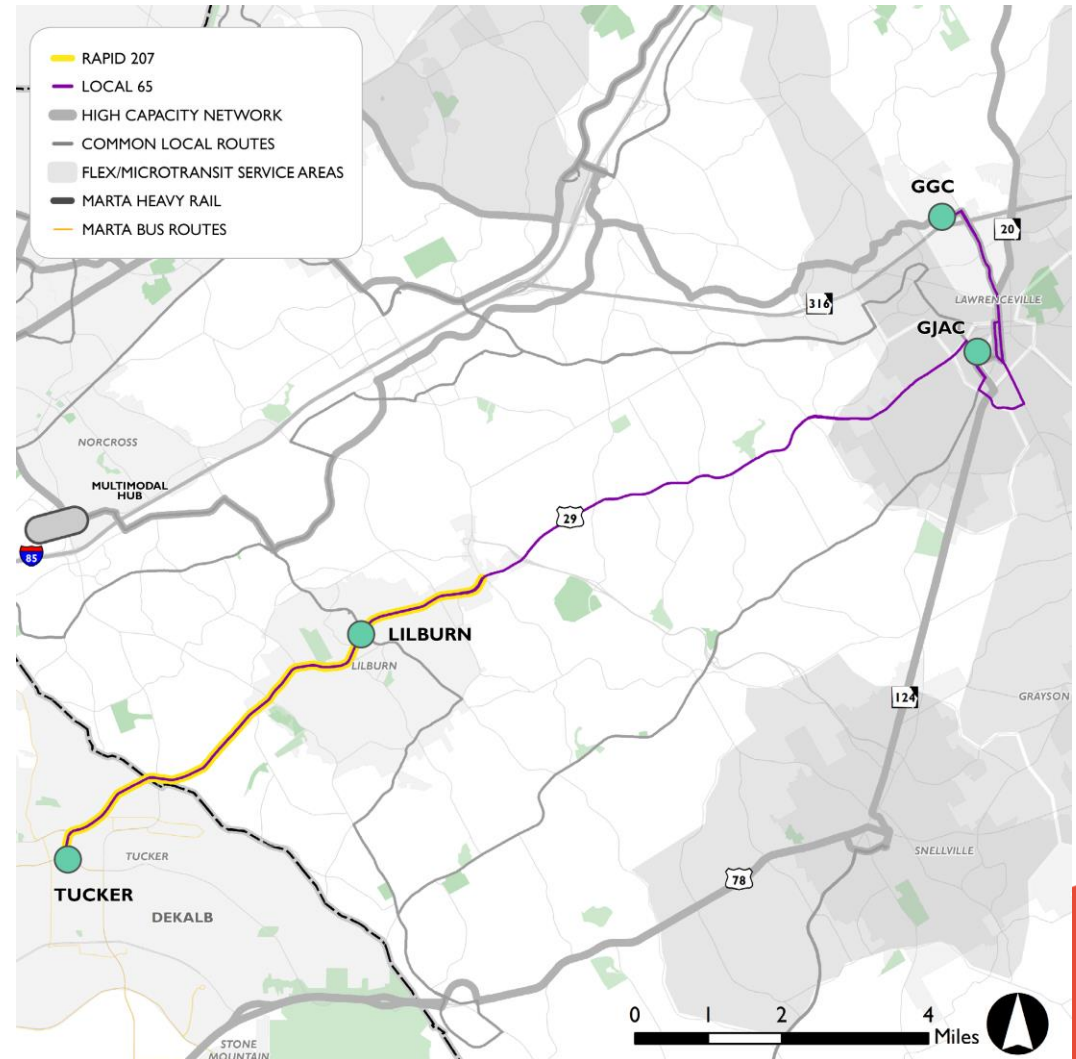
- Peachtree Center Park-and-Ride
- Gwinnett Transit Center Upgrades
- Snellville Park-and-Ride Upgrades
- BRT Routes 700, 701, 702, 704
- New Bus Maintenance Facility
- Ped/Bike Access Improvements
- Fleet TSP Enhancements

Lawrenceville/Lilburn/Tucker

- TRC
 - Local 65
 - Rapid 207
- No-Rail
 - Rapid 209

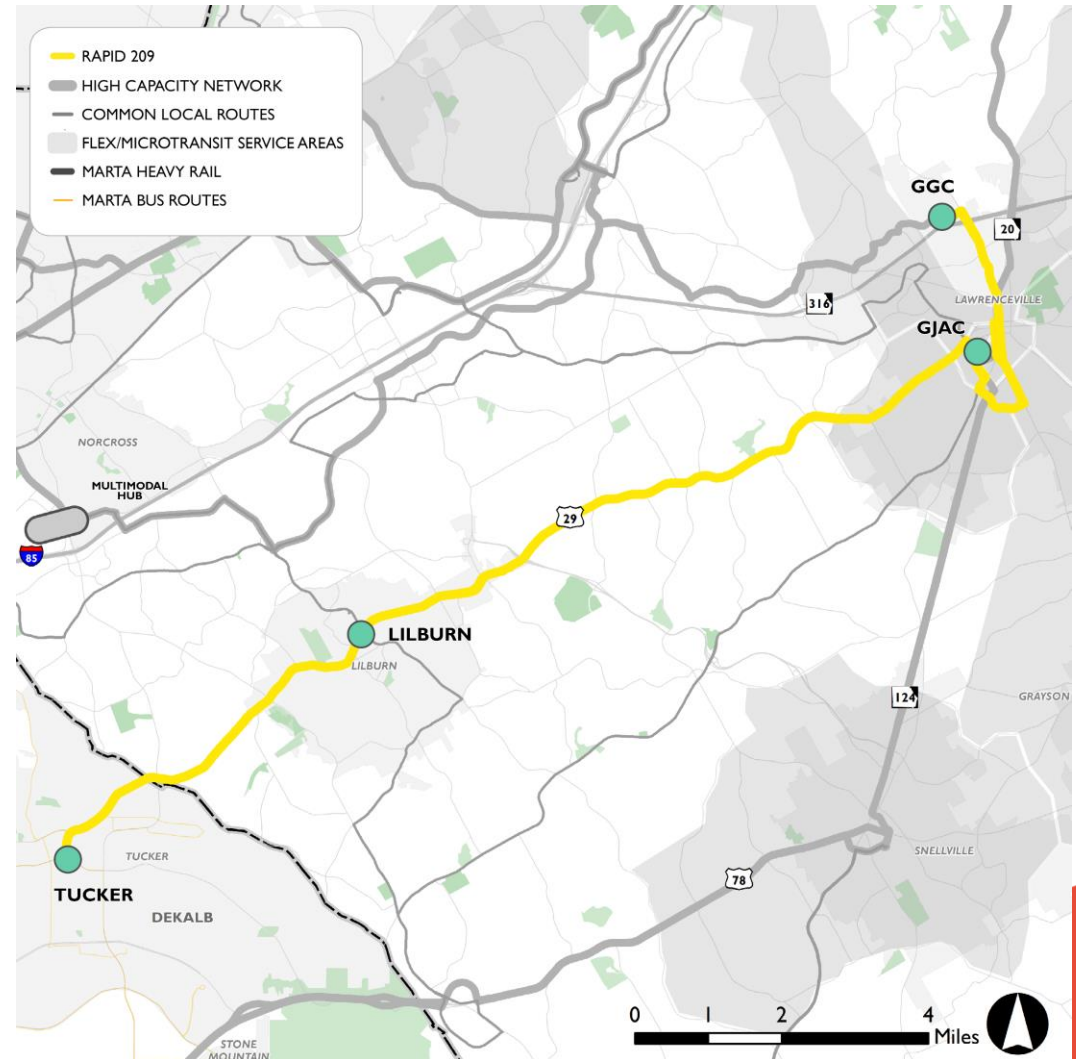
Lawrenceville/Lilburn/Tucker – TRC

- Lawrenceville/Lilburn
 - No capital improvements
 - Service every 20 minutes during peak (Local 65)
- Lilburn/Tucker
 - Rapid capital improvements (Rapid 207)
 - Service every 10 minutes during peak (Local 15 and Local 65)



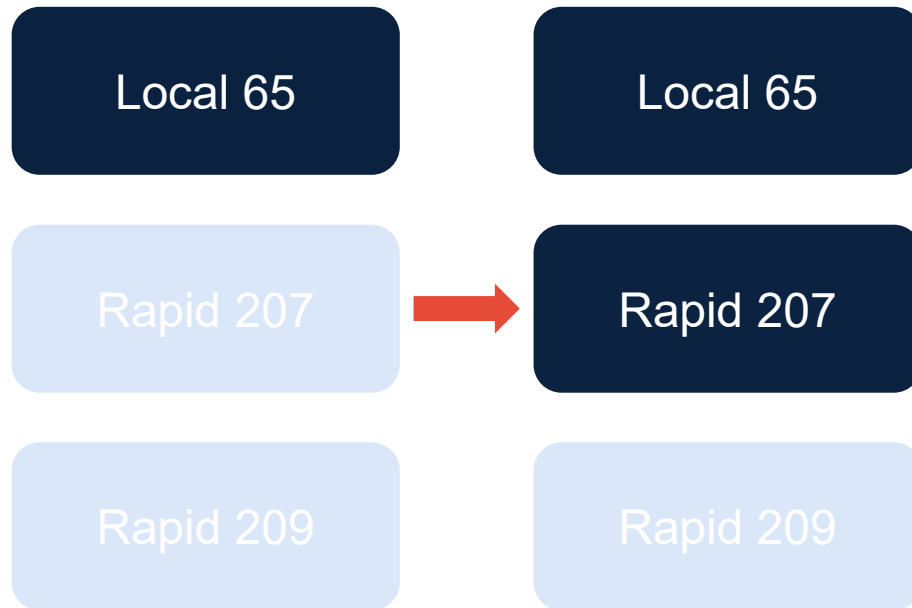
Lawrenceville/Lilburn/Tucker – No-Rail

- Lawrenceville/Lilburn
 - Rapid capital improvements (Rapid 209)
 - Rapid service every 15 minutes during peak (Rapid 209)
- Lilburn/Tucker
 - Rapid capital improvements (Rapid 209)
 - Service every ~8 minutes during peak (Local 15 and Rapid 209)

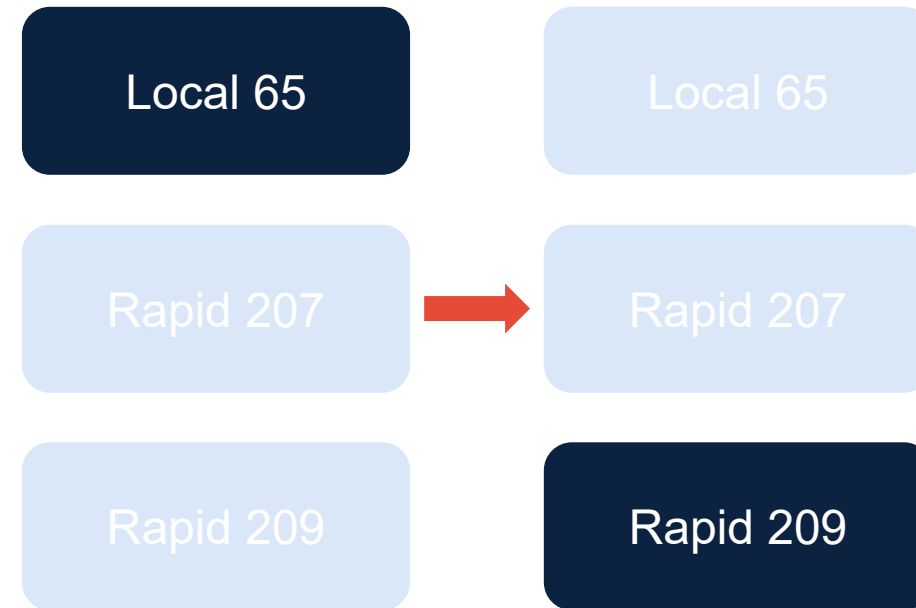


Lawrenceville/Lilburn/Tucker

TRC

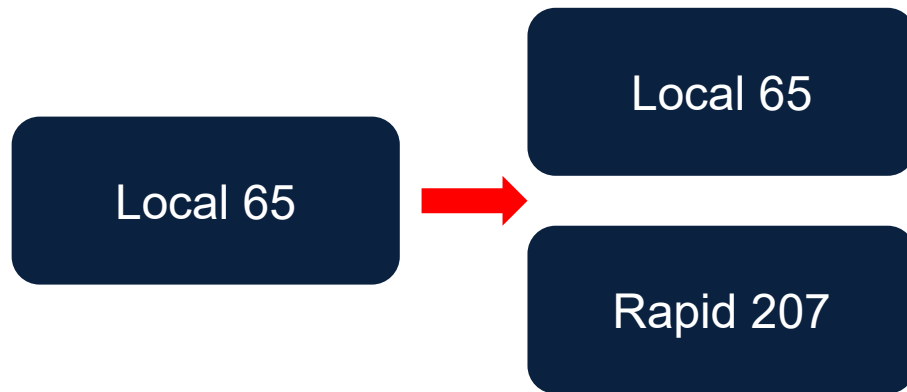


No-Rail



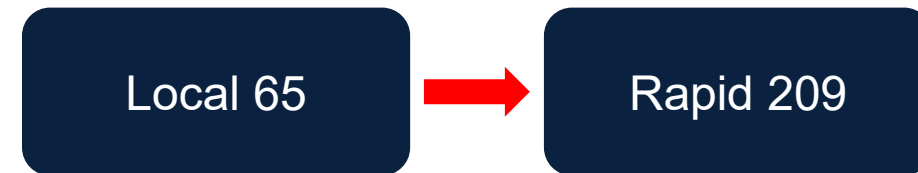
Lawrenceville/Lilburn/Tucker

TRC



	Capital (2019\$)	20-Year O&M (2019\$)
Local 65	\$6M	\$65M
Rapid 207	\$4M	-
Rapid 209	-	-

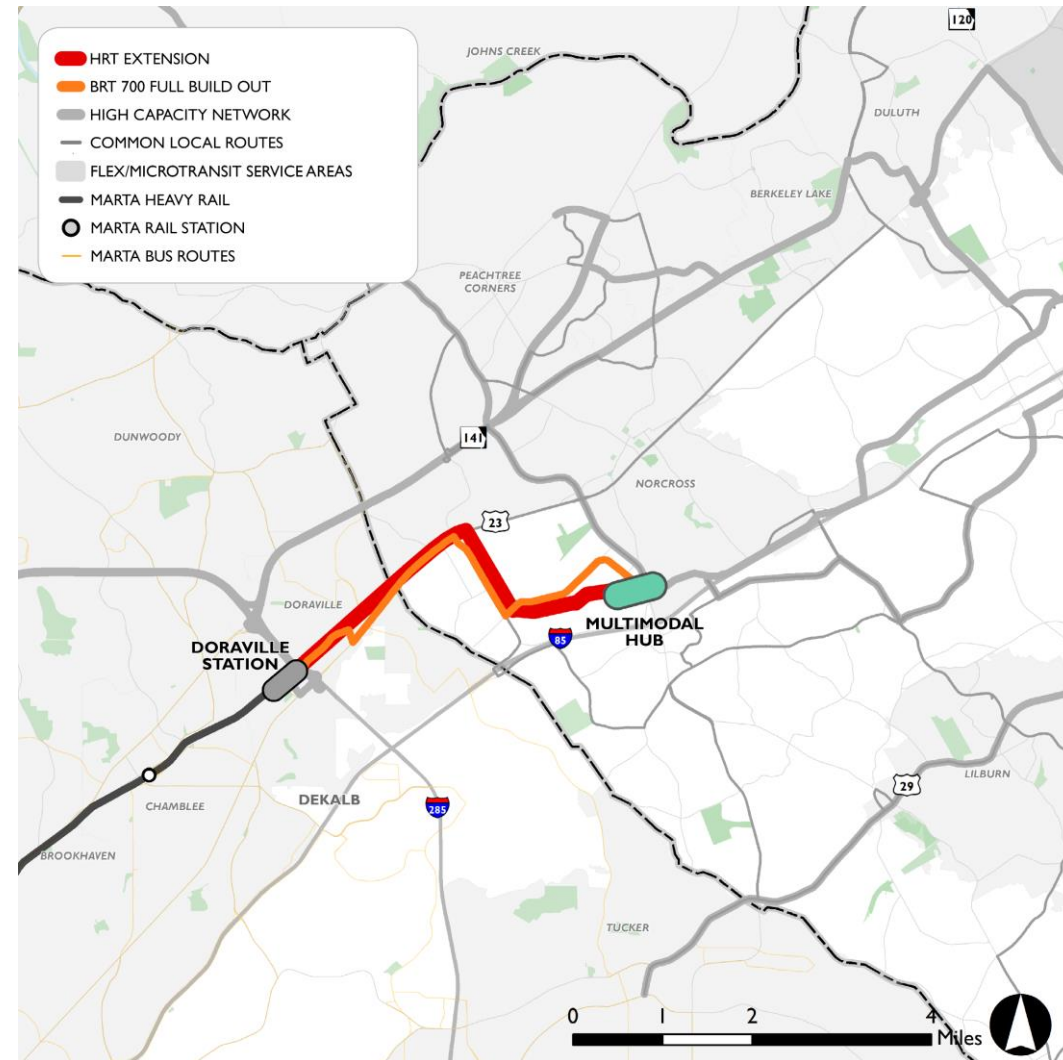
No-Rail



	Capital (2019\$)	20-Year O&M (2019\$)
Local 65	\$3M	\$30M
Rapid 207	-	-
Rapid 209	\$110M	\$117M

Doraville/Jimmy Carter Boulevard

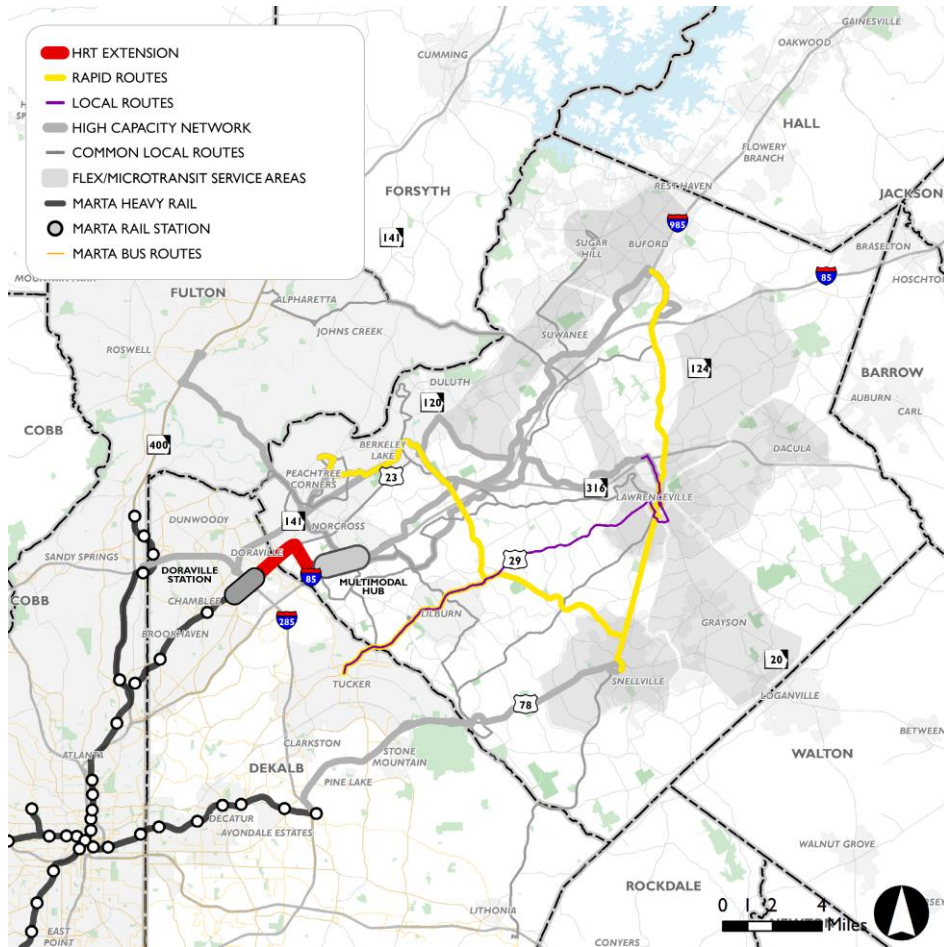
- HRT Extension
- BRT 700 Full Build Out



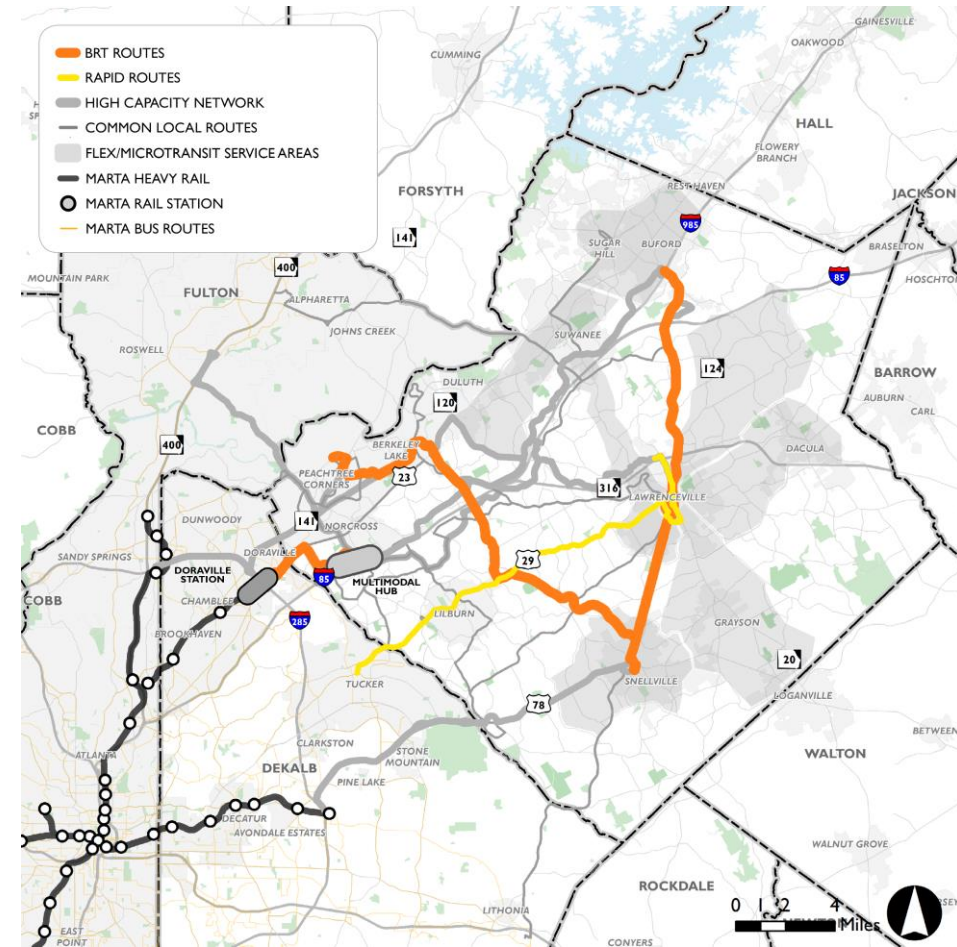
Doraville/Jimmy Carter Boulevard

- HRT Extension – TRC
 - 5.2 mile extension of Gold Line
 - Construction of Multimodal Hub at Jimmy Carter
 - \$1.5B Capital and O&M (2019\$)
- BRT 700 Full Build Out – No-Rail
 - BRT infrastructure to Doraville
 - Construction of Multimodal Hub at Jimmy Carter
 - Expansion of Doraville Station
 - \$143M Capital and O&M (2019\$)

High Capacity Corridors with Variations



TRC High Capacity Corridors



No-Rail High Capacity Corridors

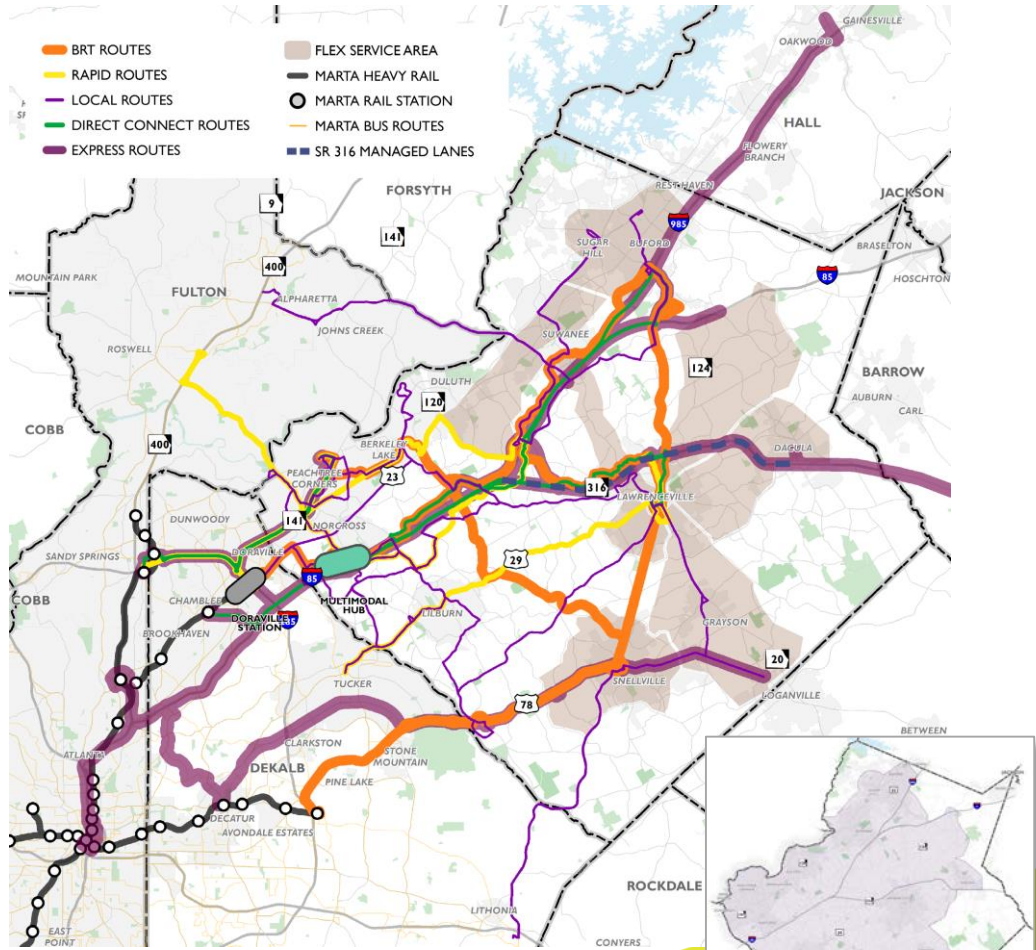
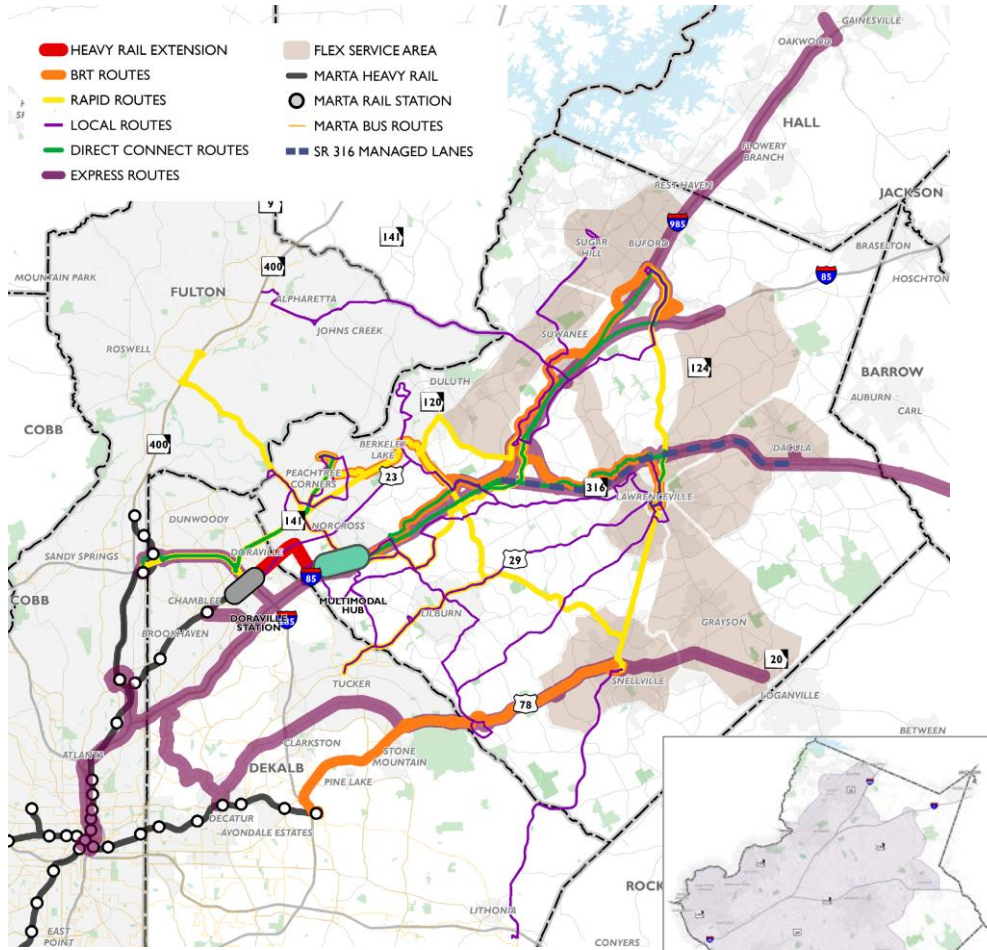
Comparison Summary

- 75-89% of total plan bus-service hours are within the Common Network
 - Represents 73% of total plan cost
- Remaining funding either allocated to HRT Extension or:
 - Frequency/service improvements on common network (13% increase in bus-hours)
 - Expansion of paratransit coverage (2% increase in area coverage)
 - Three additional local routes to Grayson, Loganville, and Buford
 - Additional funds for bike/ped, local bus stops, and PIB transit priority
 - Three high-capacity corridor upgrades:
 - Snellville/Mall of Georgia (to BRT)
 - Snellville/Peachtree Corners (to BRT)
 - Lawrenceville/Tucker (to full Rapid service)

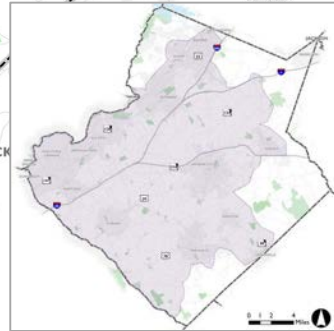
Comparison Summary

Long-Range TRC Plan

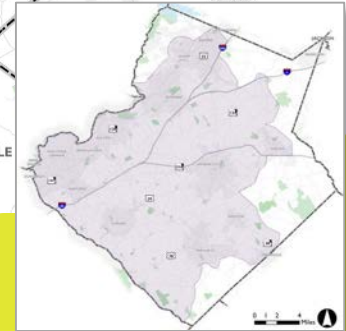
Long-Range No-Rail Plan



Paratransit Coverage



Paratransit Coverage





Questions/Discussion

