

I-85 Corridor Light Rail System – Gwinnett County

Gwinnett Village GDOT Board Presentation
August 18, 2010



Project Overview To Date

- Phase 1 – Feasibility Study – Completed May 2009
 - Evaluate the technical feasibility of a light rail transit (LRT) system serving the I-85 corridor in Gwinnett County
- Phase 2 – Market Analysis/Ridership Forecasting – Completed Feb. 2010
 - Included Travel Market Analysis, Ridership Forecasting, and initial FTA New Starts Support and Strategic
- Co-sponsored by Gwinnett Village CID and Gwinnett Place CID along with the Atlanta Regional Commission. Over \$500,000 has been spent to date on the project.
- Position project to move forward to potentially receive grant funding through the Federal Transit Administration (FTA)



Project Priorities

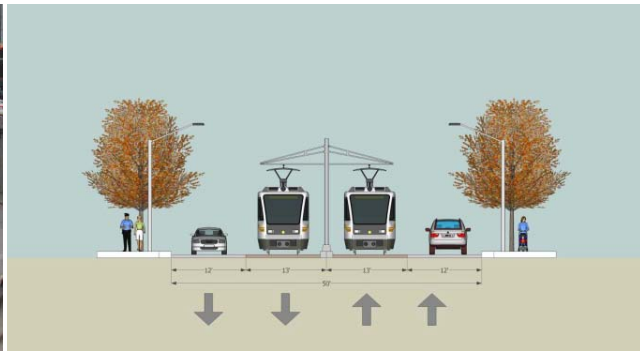
- The development of potential LRT alignment options was based on priorities established by the Gwinnett Village CID, Gwinnet Place CID and other stakeholders :
 - Economic Development
 - Congestion Relief
 - Redevelopment Potential
 - Impact Avoidance
 - Cost-effectiveness



Technology Assessment

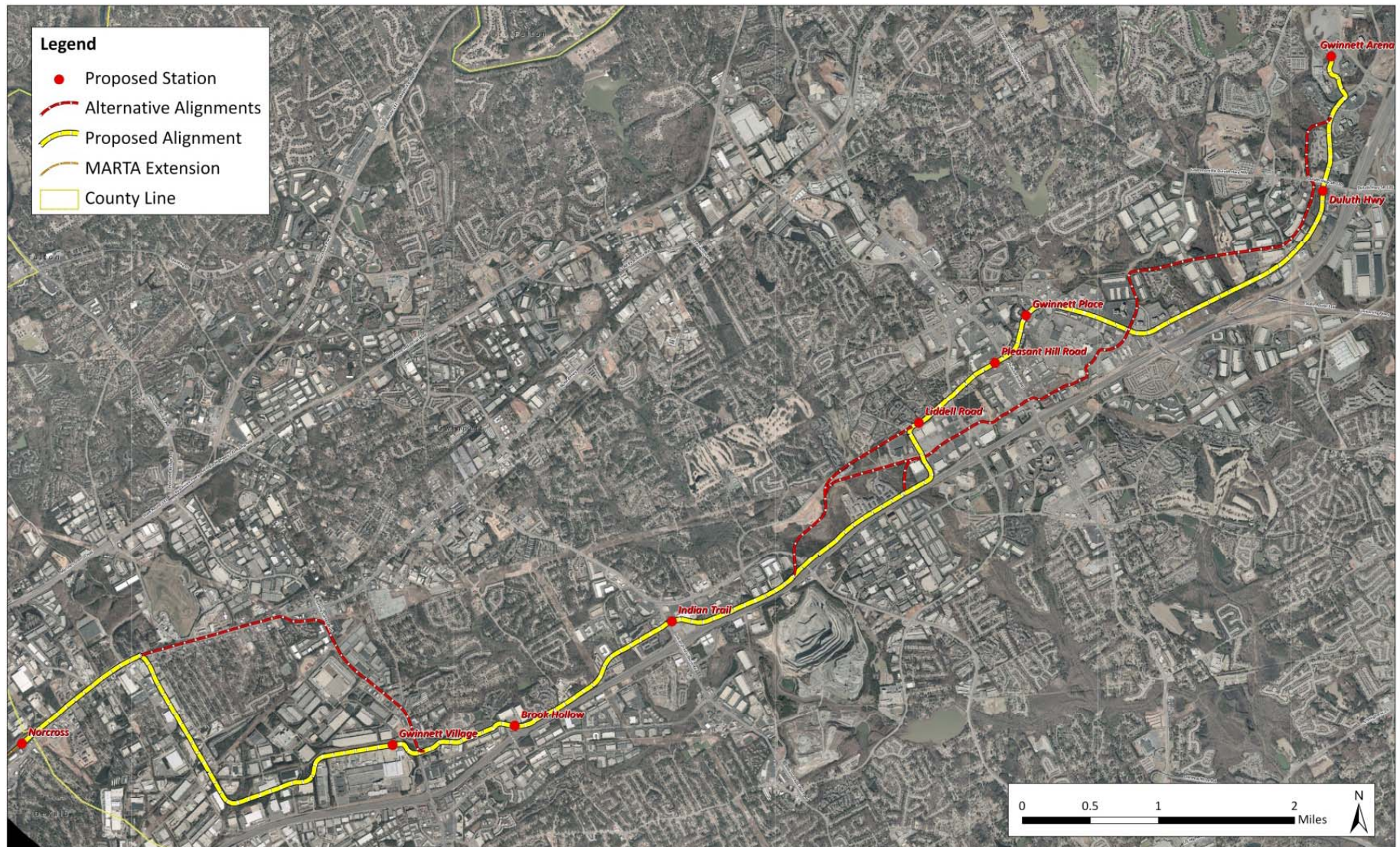
- Light Rail Transit (LRT) was selected as the preferred technology since it provides sufficient passenger capacity and operating speeds at less cost than heavy rail (MARTA).

	Heavy Rail	Light Rail	Light Rail	Streetcar
		Exclusive Right of Way	Shared Right of Way	
Cost/Mile	\$150-250 million	\$60-100+ million	\$25-60 million	\$15-30 million
Seated Capacity/Train	512	225	225	50
Service Range	Up to 30 Miles	Up to 20 Miles	Up to 15 Miles	2 to 10 Miles
Maximum Speed	65-75 MPH	45-65 MPH	45-55 MPH	35-45 MPH
Average Speed	30-35 MPH	30-35 MPH	15-25 MPH	8-15 MPH
Station Spacing	> 1 Mile	1/2 to 1 Mile	1/2 to 1 Mile	¼ to ½ Mile

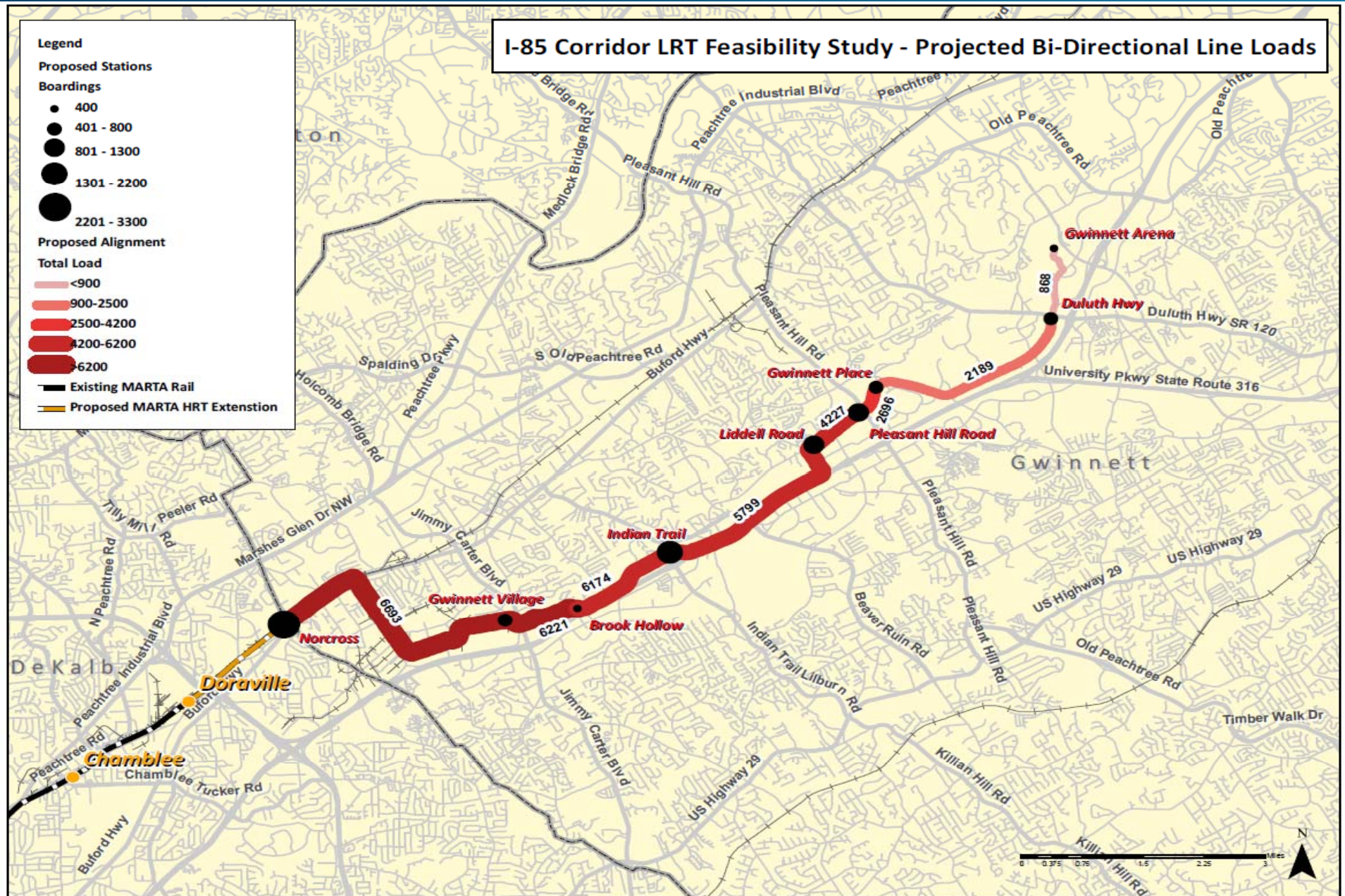


I-85 Corridor LRT Alignment

I-85 Corridor Light Rail Transit Feasibility Study Proposed Alignment Configuration

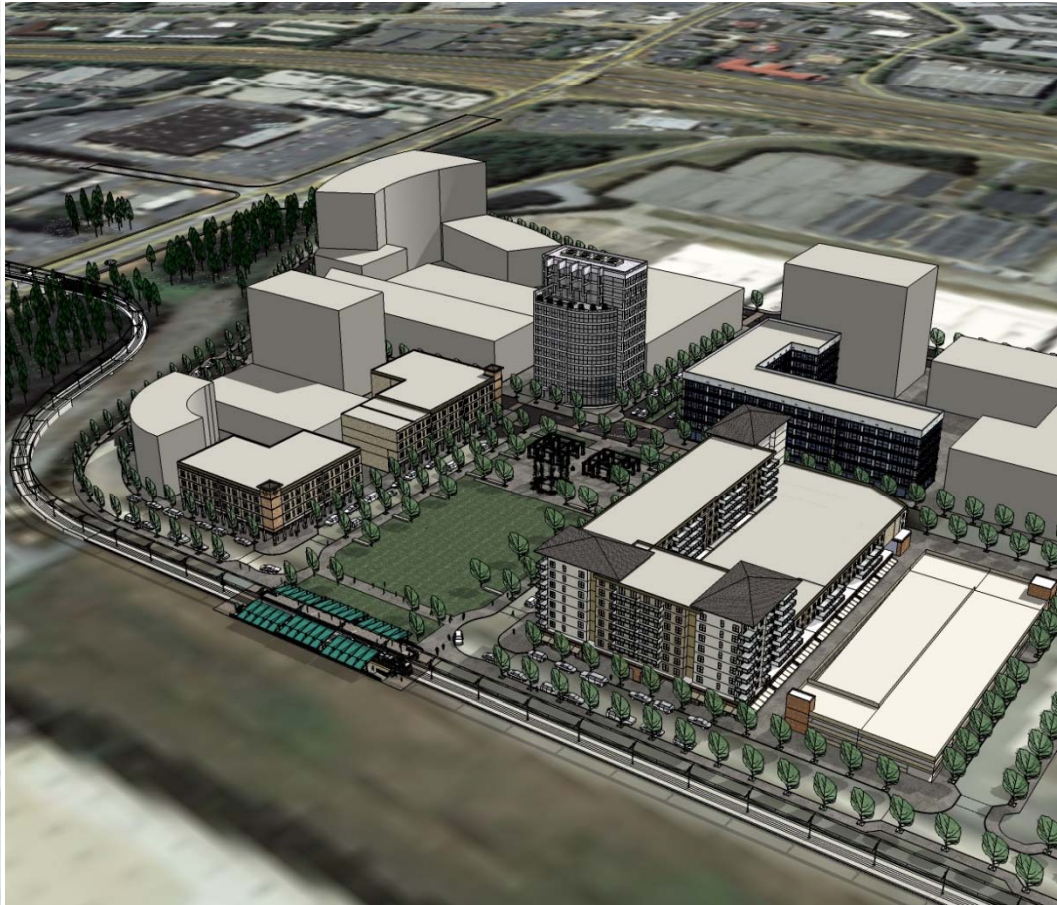


Ridership Forecasting Results



Station Renderings

- Gwinnett Village (west of Jimmy Carter Boulevard @ OFS Site)



Station Renderings

- Gwinnett Place (Satellite Boulevard @ Old Plantation Way)



Estimated Operating and Capital Costs

Capital Cost	\$962 million – \$1.05 Billion
Annual Operating Cost	~\$25.5 Million
Length	~13.8 Miles
Stations	9

- Costs estimated in 2009 dollars



Comparison with Recent New Starts LRT Systems

System	Year Built	Length	Cost per Mile	Opening Year Projected Ridership	Existing Ridership
Charlotte Lynx - Blue Line	2007	9.6 miles	~\$45 Million	~9,000	~12,000 (opening year) ~20,000 (current)
Minneapolis Metro Transit - Hiawatha Line	2004	12 miles	~\$60 Million	~19,000	~31,000 (current)
Phoenix Valley METRO Line	2008	20 miles	~ 73 Million	~26,000	~34,000 (current)
I-85 LRT	N/A	13.8 miles	~ 70 Million	~9,300*	N/A

*Opening year ridership based on estimated growth in region by 2020.



Gwinnett Village
Community Improvement District



Opportunities that Support I-85 Corridor LRT Project

- ***Land Use/Transit Oriented Development*** – Route identified by policy in Gwinnett County's 2030 Gwinnett Unified Plan (future land use)
- ***Regional Transit Connectivity*** – Connection to the proposed I-285 LRT system as part of Concept3 plan as the Atlanta region's long-range transit vision.
- ***Similarities to Recent LRT Systems*** – a “starter” LRT system in Gwinnett County, but with the advantage of connecting into an existing regional transit network.
- ***Funding*** – Possible project for 2012 Referendum. Currently being evaluated by Regional Transit Committee





Questions???

HDR

