



Gwinnett
TRAILS

**COUNTYWIDE TRAILS
MASTER PLAN**

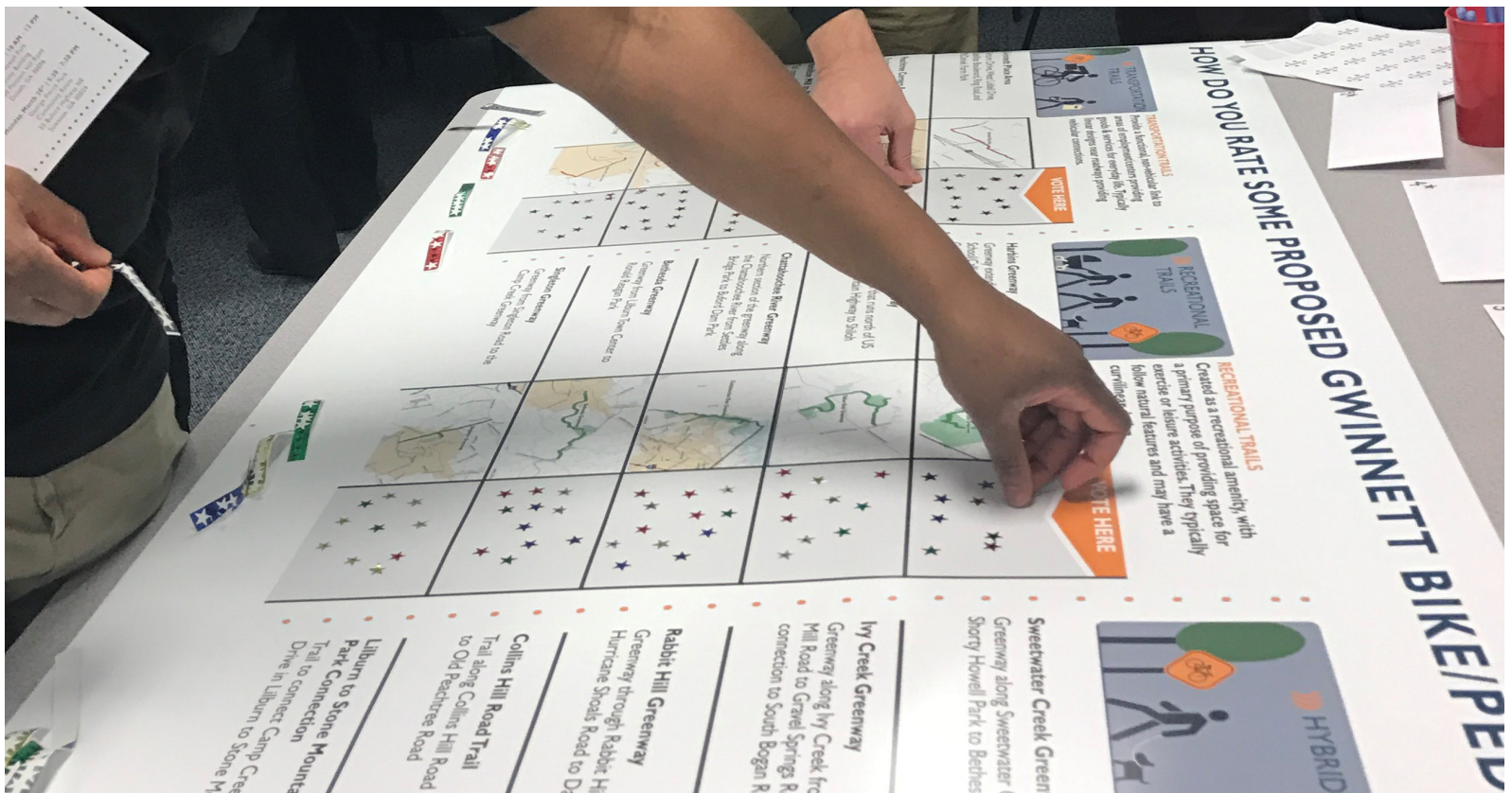
APRIL 2018

PLAN INTRODUCTION AND PROCESS

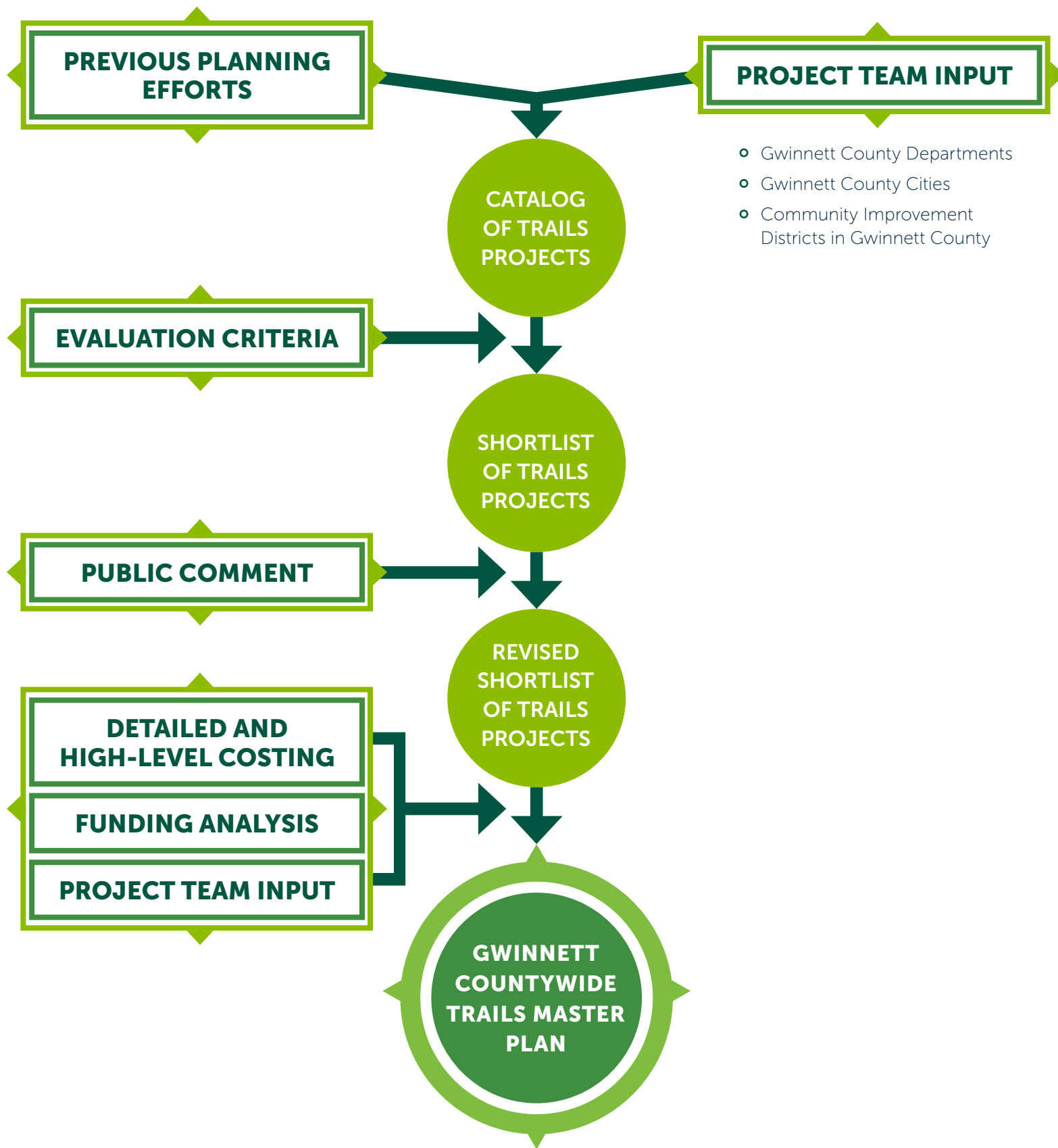
Recognizing the need for a high-quality connected network of multiuse paths and greenways for the benefit of its residents and employees, Gwinnett County embarked upon the creation of a Countywide Trails Master Plan. The Plan is the culmination of partnerships among the Board of Commissioners, County Departments, the Cities of Gwinnett County, Community Improvement Districts (CIDs), other agencies and organizations, and the public.

The team assembled a catalog of trail projects that have been identified through previous planning efforts including the 2014 Open Space and Greenway Master Plan Update, the 2017 Comprehensive Transportation Plan, and other trail planning efforts and worked with the Project Team to identify any important missing linkages. The trail segments were then divided by trail purpose (transportation, recreation, or hybrid) and were assessed using a set of evaluation criteria. A shortlist of trails was then presented to the public for comment during the Comprehensive Transportation Planning process.

Following community outreach, the planning team conducted detailed costing of a subset of trail segments and developed high-level planning costs that were applied to all segments in the plan. The network was then constrained based on reasonable funding assumptions and partnerships with other governmental organizations and private institutions to develop a draft plan network. This network includes a core trail network and priority trails that could be pursued if additional funding becomes available.



Public input on proposed trails in Gwinnett County.



- Gwinnett County Departments
- Gwinnett County Cities
- Community Improvement Districts in Gwinnett County



TRAIL TYPES

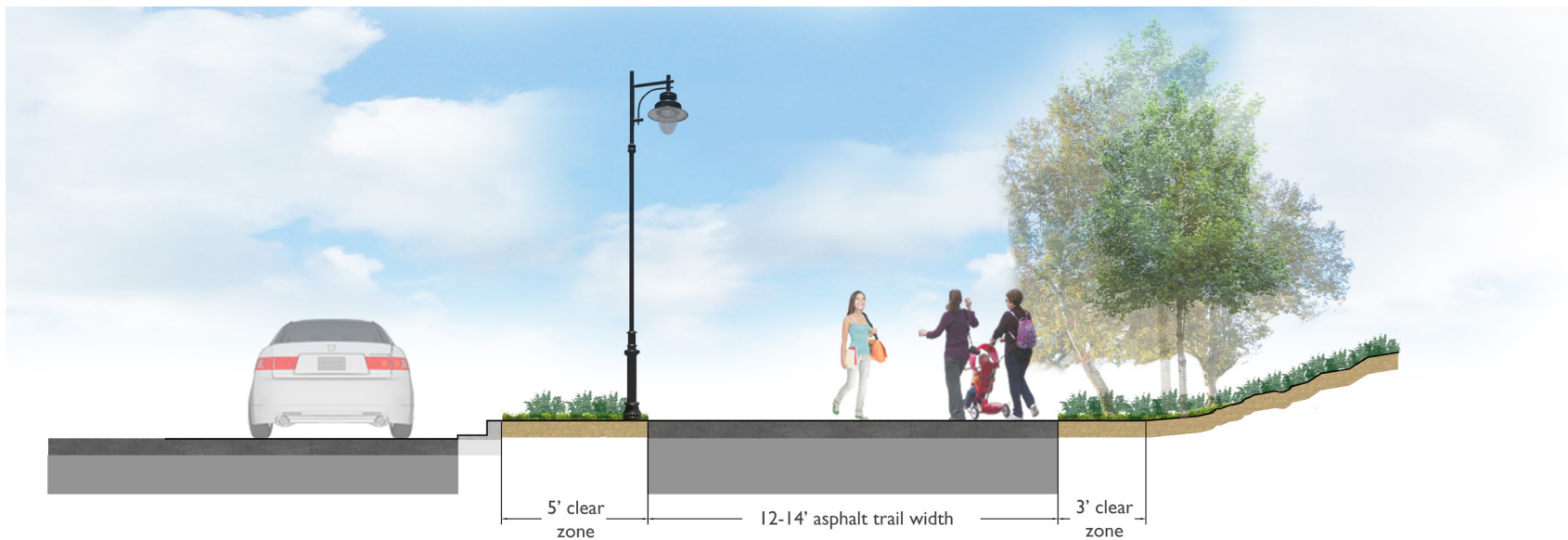
Two basic types of trails are proposed for the Gwinnett County network – off-road trails and side paths that run adjacent to the roadways. While specific characteristics have been identified for the two different trail types, each corridor will be designed with consideration given to its unique topology, right-of-way, and context. The ideal width for trails is 12 feet but in areas of anticipated higher use, trails may be designed to 14 feet wide. In locations of constrained right-of-way, trails may be constructed as narrow as 8 feet in width.



OFF-ROAD

Off-road trails are greenways and pathways that are not located along a roadway but instead follow their own alignment or possibly a stream or utility easement. The trails are ideally 12 to 14 feet in width and typically will be constructed with concrete as well as timber bridges and boardwalks around wetlands and other environmentally-sensitive areas. When signalized crossings of roadways are not preferred or possible, elevated or tunneled trail crossings may be considered. Restrooms and parking locations may be located at trailheads and other key points along the path.

- Typically concrete paving
- Timber bridge and boardwalks
- Concrete wall with handrails where needed
- Signalized roadway crossings or grade separation where needed
- Minimal locations with lighting
- Trailhead signage, wayfinding signage, mile markers
- Restrooms and/or parking in key locations
- Construction cost per mile: \$3.2-3.5M



SIDE PATH

Side paths are multiuse trails that run adjacent to the roadway with a buffer separation in between. The trails are ideally 12 to 14 feet in width and typically will be constructed with asphalt. When signalized crossings of roadways are not preferred or possible, elevated or tunneled trail crossings may be considered.

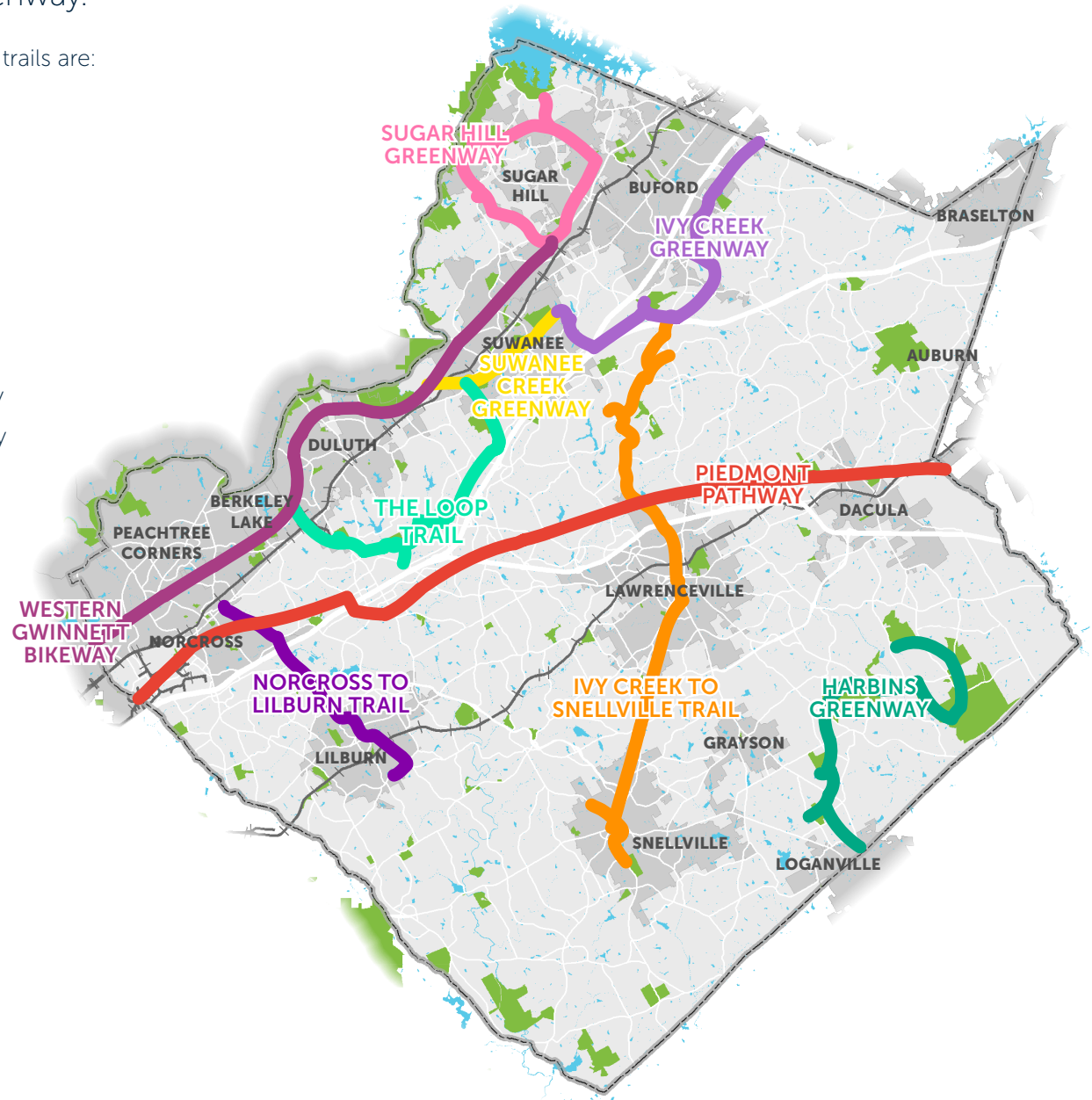
- Typically asphalt paving
- Concrete wall with handrails where needed
- Signalized roadway crossings or grade separations where needed
- Lighting with luminaires
- Trailhead signage, wayfinding signage, mile markers
- Restrooms and/or parking possible in key locations
- Construction cost per mile: \$2.4-2.5M

SIGNATURE TRAILS

While this plan looks to expand the County's trails system in general, a handful of signature trails will help to create an identity for the trails system and will serve as examples of how to design and build bicycle and pedestrian facilities in Gwinnett. These signature trails, termed such to signify that these facilities will be the hallmarks of the network, were identified because of the importance that they have in the overall system, in regards to scale of facility, amenities, connectivity, location, and other defining features. Some Gwinnett cities are leading the implementation of signature trails in their communities, for example Sugar Hill Greenway and Suwanee Creek Greenway.

Gwinnett County's signature trails are:

- Harbins Greenway
- Ivy Creek Greenway
- Ivy Creek to Snellville Trail
- The Loop Trail
- Norcross to Lilburn Trail
- Piedmont Pathway
- Sugar Hill Greenway
- Suwanee Creek Greenway
- Western Gwinnett Bikeway



SPOTLIGHT PROJECTS





The Countywide Trails Master Plan is an overall vision for bicycle and pedestrian facilities in Gwinnett that may take many decades to fully implement, based on current funding levels. The success of the plan will be realized incrementally, facility-by-facility, but a few significant quick-win projects will be critical for the plan to gain momentum and to perhaps accelerate the community's desire and commitment to advance bicycle and pedestrian facilities in the County.

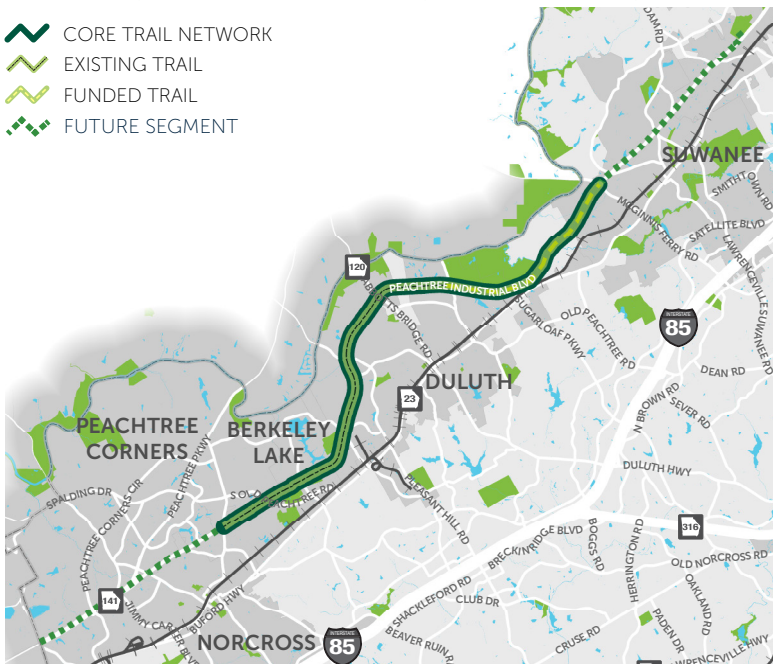
These Spotlight Projects illustrate the County's ability to catalyze bicycle/pedestrian "wins" for the community and were identified based on the planning team's analysis of facilities that will serve a significant portion of the County while being more feasible to implement than some larger-scale trails.

The Countywide Trails Master Plan Spotlight Projects are:

WESTERN GWINNETT BIKEWAY

Western Gwinnett, including Berkeley Lake, Duluth, Norcross, Peachtree Corners, and Suwanee, GA

-  CORE TRAIL NETWORK
-  EXISTING TRAIL
-  FUNDED TRAIL
-  FUTURE SEGMENT



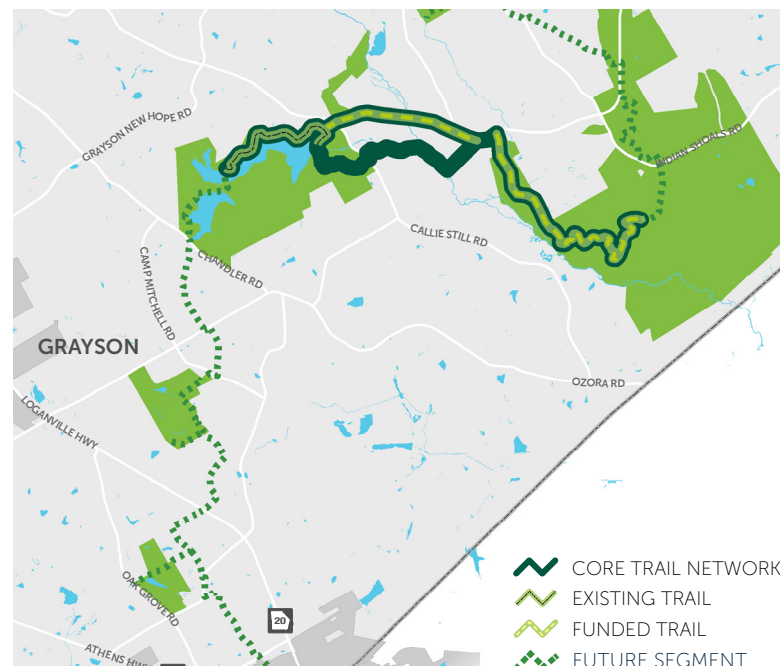
TRAIL LENGTH: *Spotlight* - 10.5 miles; *Total* - 18.1 miles

POPULATION WITHIN 1/2 MILE: 34,400 people

PARK CONNECTIONS: Berkeley Lake Nature Preserve, Chattahoochee River National Recreation Area, Duluth Greenspace, E. E. Robinson, Pinckneyville, Rogers Bridge, West Gwinnett

HARBINS GREENWAY

Eastern Gwinnett, including Loganville, GA



TRAIL LENGTH: *Spotlight* - 6.9 miles; *Total* - 17.4 miles

POPULATION WITHIN 1/2 MILE: 11,850 people

PARK CONNECTIONS: Bay Creek, Harbins Community, Harbins Conservation, Palm Creek, Tribble Mill, and Vines

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GWINNETT COUNTY TRAILS MASTER PLAN

CORE TRAIL NETWORK

The Core Trail Network is composed of trail segments identified as part of the larger Countywide system anticipated for initial plan implementation. Although full implementation of the Core Trail Network may take multiple decades if considering current and likely funding sources, additional financial support may mean earlier implementation.

PRIORITY TRAILS

Priority Trails are anticipated to be implemented after the Core Trail Network is realized.

TRAILS WITH PARTNERS

Trails with Partners may be built through County development/redevelopment requirements or other partnerships.




CHATTAHOOCHEE TRAIL NETWORK

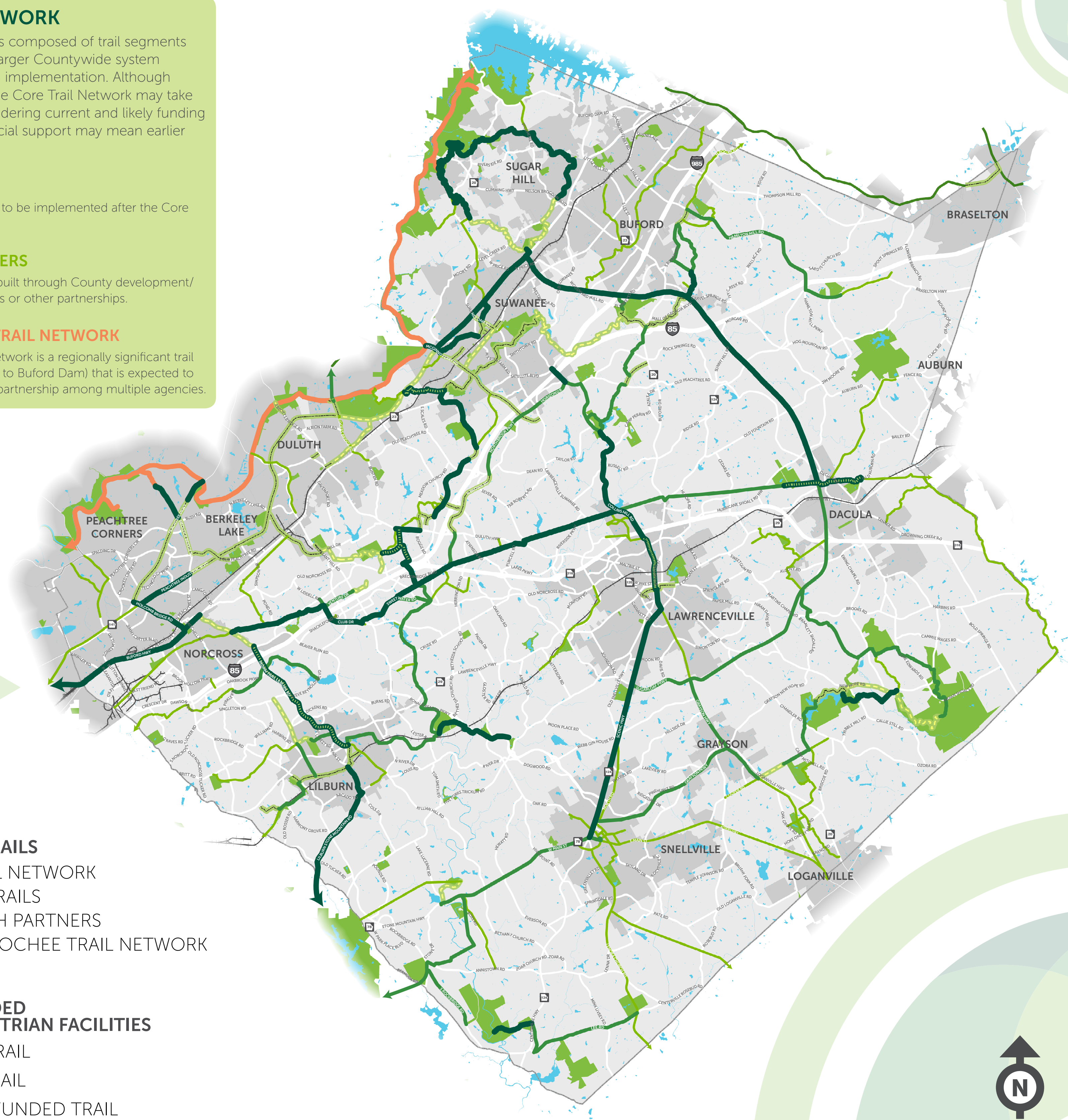
The Chattahoochee Trail Network is a regionally significant trail (from Coweta County north to Buford Dam) that is expected to be implemented through a partnership among multiple agencies.

COUNTYWIDE TRAILS

-  CORE TRAIL NETWORK
-  PRIORITY TRAILS
-  TRAILS WITH PARTNERS
-  CHATTAHOOCHEE TRAIL NETWORK

EXISTING & FUNDED BICYCLE & PEDESTRIAN FACILITIES

-  EXISTING TRAIL
-  FUNDED TRAIL
-  PARTIALLY FUNDED TRAIL



VISUALIZATIONS

As part of the development of the Countywide Trails Master Plan, the planning team collaborated to establish what the visual implementation of the plan will look like—to define how the future trails should be designed. The renderings below provide illustrative examples of how some of the trails may be designed to coordinate with the overall system vision.





THE LOOP TRAIL



UPPER SUWANEE GREENWAY



FUNDING AND POLICY RECOMMENDATIONS

Development of a trail plan is only the first step toward implementation—funding needs to be identified for individual trail segments to be designed, right-of-way to be acquired, and construction to be completed. Implementation of a network of this magnitude will require the partnership of Gwinnett County, its Cities and CIDs, and private and non-profit organizations.

Currently, two County departments are allocating funding to trail implementation and maintenance through a combination of Special Purpose Local Option Sales Taxes (SPLOST) and operating budgets: Transportation and Community Services (Parks and Recreation). The two departments are allocating approximately \$16M from the 2017 SPLOST program and estimate an additional \$100M in possible future SPLOST efforts through 2040. These estimations assume SPLOST continuation at current levels and the commitment of future Citizen Project Selection Committees (CPSCs) to recommend trail funding.

The Countywide Trails Master Plan has approximately \$1B of trail projects (construction cost)—with the Core Network estimated to be \$250M (not including the Chattahoochee River Greenway). Based on projected SPLOST contributions, additional funding sources and partners will be needed to fully realize this vision. The County is looking for creative ways to build trails as a part of major roadway improvement projects or along water or power easements when possible to realize cost savings. Local funding can be leveraged to secure federal funding for regionally significant projects that connect multiple jurisdictions, activity centers, and community destinations. Cities and CIDs have

identified trail priorities as well and have the ability to use SPLOST, capital budgets, or CID revenues to contribute toward trail implementation. Finally, non-profits, institutions, and private entities can look for meaningful opportunities to partner with the County.

The full realization of the trail plan also requires policy modifications. The 2040 Comprehensive Unified Plan update is underway and will consider changes that streamline and accelerate implementation, resulting in a high-quality experience for bicyclists and pedestrians. It will be essential for trail development to be incorporated as a priority and for an emphasis to be placed on potential trails along current and future utility easements in collaboration with other County departments. Referencing the Unified Development Ordinance will help coordinate trails through developments. Policies that require developers to build trail segments on their property should remain; sidewalks that connect trails with key destinations including schools, parks, community centers, and other assets should be constructed; and upgrades to current trails as well as ongoing trail maintenance should continue.



BRANDING/WAYFINDING

A robust and engaging branding and wayfinding effort is critical to the success of the Countywide Trails Master Plan. This effort will create an identity for the system while also helping to promote usage as well as continued and enhanced investment in the system. In addition to naming trail corridors, which helps to brand specific trail segments, trail signage that leverages the newly branded system logo will further establish the system's identity. Although a larger and more in-depth wayfinding plan is needed for full implementation, a sample of some of the possible wayfinding and branding elements are included below.

BANNERS

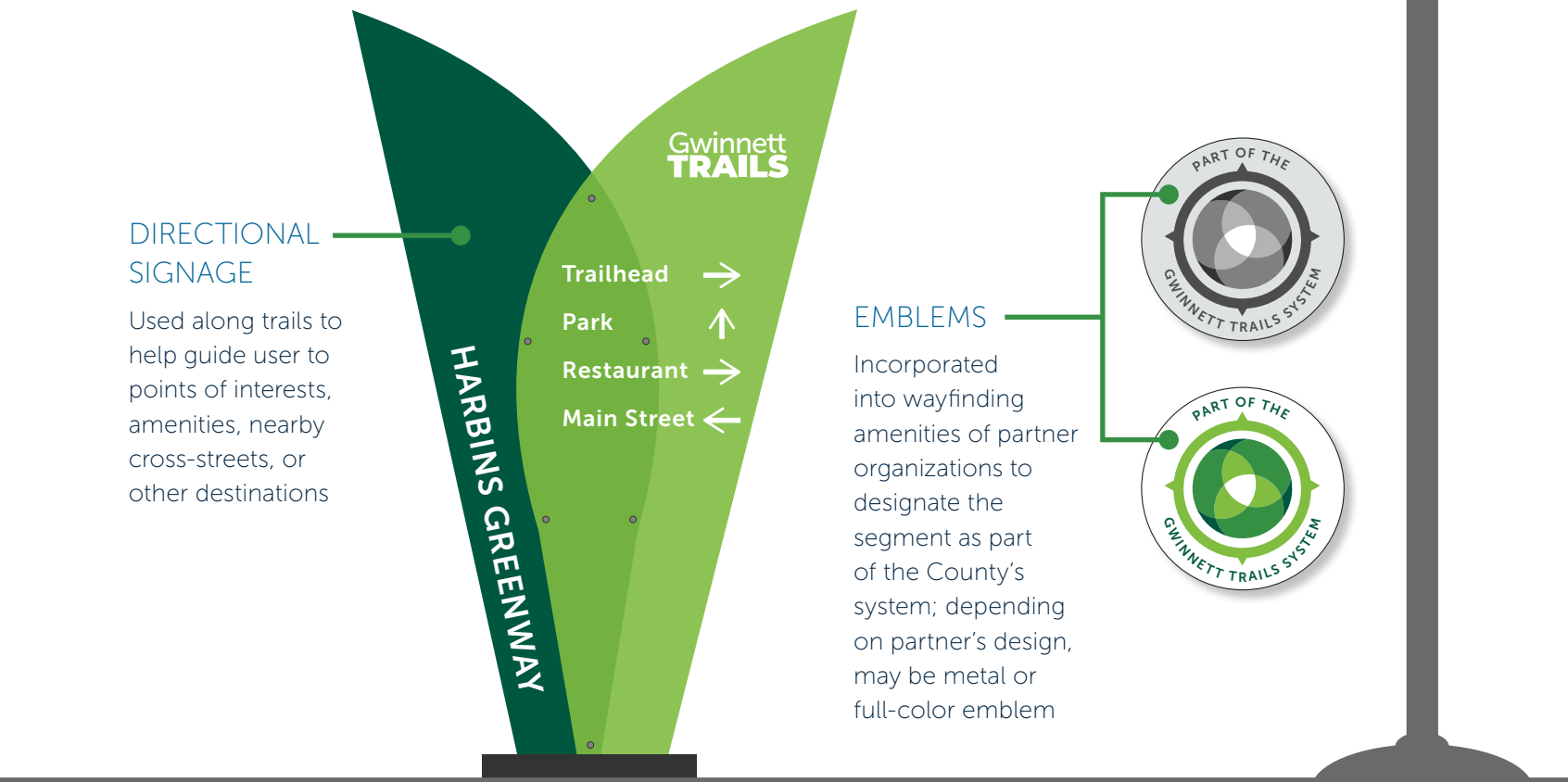
Hung from light posts or other tall structures to help build system identity

DIRECTIONAL SIGNAGE

Used along trails to help guide user to points of interests, amenities, nearby cross-streets, or other destinations

EMBLEMS

Incorporated into wayfinding amenities of partner organizations to designate the segment as part of the County's system; depending on partner's design, may be metal or full-color emblem



ACKNOWLEDGMENTS

GWINNETT COUNTY BOARD OF COMMISSIONERS

Charlotte Nash, Chairman; Jace Brooks, District 1; Lynette Howard, District 2;
Tommy Hunter, District 3; John Heard, District 4

PROJECT MANAGEMENT TEAM

Phil Hoskins, Deputy County Administrator; Glenn Stephens, County Administrator; Gwinnett County Department of Transportation: Alan Chapman, Lewis Cooksey, Vince Edwards, and Britton Lockhart; Gwinnett County Department of Community Services (Parks and Recreation): Tina Fleming, Grant Guess, Marcie Moore, Mark Patterson

PROJECT TEAM

Gwinnett County Department of Planning and Development: Cyndi Sloan | Gwinnett County Department of Water Resources: Charles Crowell, Chuck Graham | Gwinnett Municipal Association: Randy Meacham | City of Auburn: Ron Griffith, Alex Mitchem | City of Berkeley Lake: Pat Chapman, Tom Rozier | Town of Braselton: Jennifer Dees | City of Buford: Dan Branch, Bryan Kerlin | City of Dacula: Brittni Olesen | City of Duluth: Bill Aiken, Margie Pozin, James Riker | City of Grayson: Allison Wilkerson | City of Lawrenceville: Bob Baroni, Dennis Billew, Steve North, Ryan Remillard, Hayes James (on behalf of City of Lawrenceville), Chuck Warbington | City of Lilburn: Kim Conroy, Bill Johnsa, Doug Stacks | City of Loganville: Bill Jones | City of Norcross: Jon Davis, Jeff Mueller, Rudolph Smith | City of Peachtree Corners: Brian L. Johnson, James Nguyen, Greg Ramsey | City of Snellville: Butch Sanders, Austin Shelton, Eric Van Otteren | City of Sugar Hill: Troy Besseche, Paul Radford | City of Suwanee: Marty Allen | Evermore CID: Jim Brooks | Gateway 85 CID: Marsha Anderson Bomar, Matt Gore | Gwinnett Place CID: Joe Allen | Lilburn CID: Lawrence Kaiser, Emory Morsberger | Sugarloaf CID: Alyssa Davis

CONSULTANT TEAM

Kimley»Horn

Pond & Company