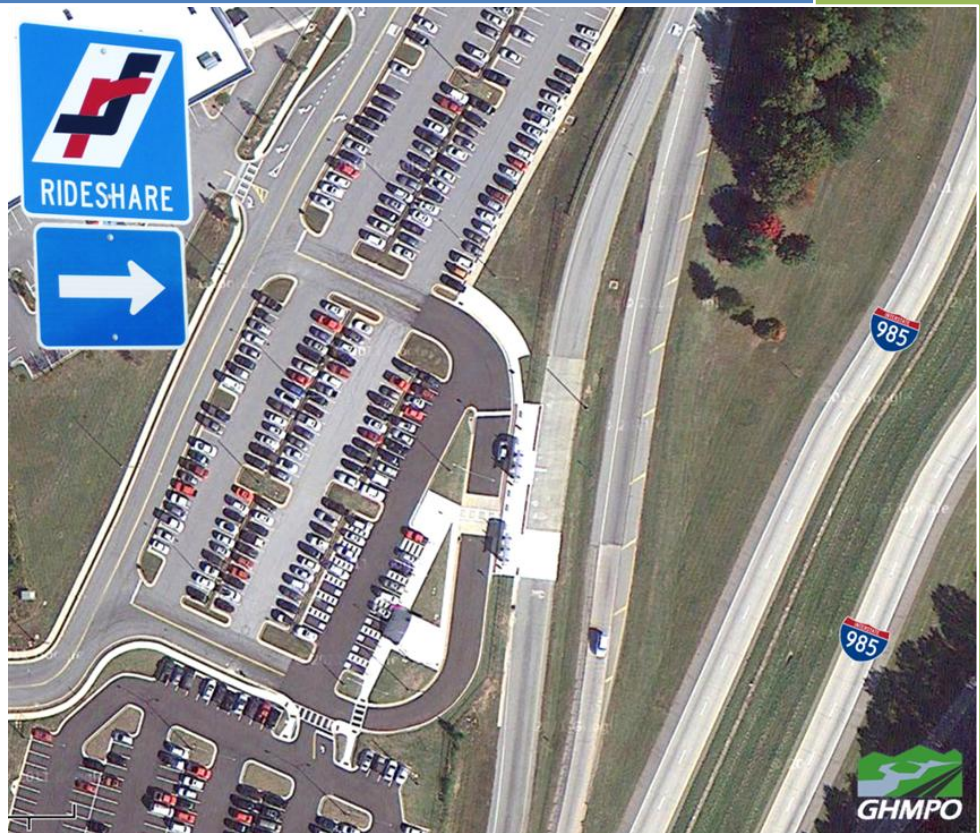


I-985 Park and Ride Survey Report



Prepared By
Gainesville-Hall Metropolitan Planning Organization
April 2012

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INTRODUCTION

This is the second series of surveys of park and ride lots along I-985. The first set of surveys was undertaken by consultants at URS Corporation at the behest of the Gainesville-Hall Planning Organization (GHMPO) in July 2008. The GHMPO adopted the Transit Development Plan (TDP) in May 2008. One of the recommendations for year-five of the plan is to run a commuter service to neighboring counties and/or Atlanta. Data was collected by surveying commuters and looking at license plates. The purpose of the survey was to assess the degree of usage of the lots by Hall County residents and determine commuter destinations.

Differences between the 2008 survey and 2012 survey

The 2008 survey was conducted at two locations and a third location was added for the 2012 survey:

- Exit 4 Park-and-Ride lot on I-985 in Buford, Georgia (served by Gwinnett Transit 101 Express Bus Service to Downtown Atlanta)
- Exit 17 Park-and-Ride lot on I-985 in Oakwood, Georgia
- Exit 16 Park-and-Ride lot on I-985 in Oakwood, Georgia. (2012 survey only)

The Exit 16 lot was temporarily closed at the time of the 2008 survey due to construction, so no data was collected at the time.

The 2008 surveys were conducted on Tuesdays, Wednesdays, and Thursdays in July and consisted of four mornings (6-9 AM) and four evenings (4-7 PM) at each lot. The 2012 surveys were conducted over a 30 day period in February and March and were restricted to weekdays only. Both surveys avoided surveying the same commuters twice to prevent double counting. A discussion with the consultant who did the 2008 survey led to fewer 2012 survey dates as the latter dates were largely deemed counterproductive because the surveyor had a more difficult time finding new commuters he had not surveyed yet. Similarly, the afternoon surveys were not undertaken in 2012 because the 2008 report never mentioned the afternoon results. This is because the afternoon commuters are largely morning commuters on their return trip. Frequency, time and types of surveys given varied by location and the subjects are covered in the respective sections of this report.

The 2012 survey was also offered in Spanish as some commuters were not fluent in English. The Spanish version of the survey is located in the appendix.

SURVEY LIMITATIONS AND OVERALL COMMUTING PATTERNS

Since the surveys only took place at three park and ride lots, this report cannot be read as an overall demand estimation of the Hall County community for express bus service to neighboring counties or Atlanta. There may be a latent demand of commuters who use different park and ride lots, do not carpool or use “informal” park and ride lots that are not designated as formal park and ride lots but use large commercial lots that have excess parking capacity.

The GHMPO’s 2040 Metropolitan Transportation Plan (MTP) adopted in August 2011 examined U.S. Census data of county-to-county commuter flows. Taken together, the tables in Figure 1 show 26% of Hall County and 21% of Gainesville workers commute to Gwinnett, Fulton, DeKalb and Clayton counties totaling 21,537 individuals. Only 14.2% carpooled or took public transportation but these figures reveal a great deal of inter-county commuting and the potential for shifts in mode of transportation preference.

Figure 1- Commute trend tables for Hall County, the City of Gainesville and Travel Modes

Table 5-13: 2002 and 2008 Commute Trends for Hall County: Where Residents Work

Live in Hall County, Work in:	2002		2008		Change 2002-2008	
	Total Workers	Percent of Workers	Total Workers	Total Workers	Total Increase	Percent of Increase
Hall	34,913	52.8%	33,629	46.2%	-1,284	-3.7%
Gwinnett	8,018	12.1%	10,290	14.1%	2,272	28.3%
Fulton	4,972	7.5%	5,472	7.5%	500	10.1%
Forsyth	2,622	4.0%	3,523	4.8%	901	34.4%
DeKalb	2,363	3.6%	2,513	3.5%	150	6.3%
Cobb	2,037	3.1%	2,226	3.1%	189	9.3%
Jackson	1,855	2.8%	2,198	3.0%	343	18.5%
Clarke	817	1.2%	942	1.3%	125	15.3%
Habersham	1,048	1.6%	777	1.1%	-271	-25.9%
Clayton	525	0.8%	701	1.0%	176	33.5%
Other	6,937	10.5%	10,457	14.4%		
Total	66,107	100.0%	72,728	100.0%	6,621	10.0%

Source: U.S. Census Local Employment Dynamics.

Table 5-12: 2002 and 2008 Commute Trends for the City of Gainesville: Where Residents Work

Live in the City of Gainesville, Work in:	2002		2008		Change 2002-2008	
	Total Workers	Percent of Workers	Total Workers	Percent of Workers	Total Increase	Percent of Increase
Hall	6,641	56.6%	5,876	48.9%	-765	-11.5%
Gwinnett	974	8.3%	1,153	9.6%	179	18.4%
Fulton	805	6.9%	845	7.0%	40	5.0%
Forsyth	517	4.4%	701	5.8%	184	35.6%
DeKalb	438	3.7%	453	3.8%	15	3.4%
Jackson	374	3.2%	450	3.7%	76	20.3%
Cobb	361	3.1%	420	3.5%	59	16.3%
Clarke	144	1.2%	164	1.4%	20	13.9%
Whitfield	89	0.8%	110	0.9%	21	23.6%
Clayton	93	0.8%	110	0.9%	17	18.3%
Other	1,293	11.0%	1,727	14.4%		
Total	11,729	100.0%	12,009	100.0%	280	2.4%

Source: U.S. Census Local Employment Dynamics.

Table 2-3: GHMPO Mode to Work, 2000 Census vs. 2005–2008 ACS

Mode to Work	2000 Census		2005–2008 ACS		Percent Difference
	Number	Percent	Number	Percent	
Total workers	65,650	100.0	74,306	100.0	13.2%
Drove alone	51,085	77.8	58,367	78.5	14.3%
Carpooled	10,925	16.6	10,407	14.0	-4.6%
Public transportation	200	0.3	134	0.2	-33.0%
Walked	785	1.0	647	0.9	-17.6%
Other means	1,235	1.9	2,222	3.0	8.0%
Worked at Home	1,430	2.2	2,259	3.4	58.0%

Source: CTPP2000 Table 1-002 and 2005–2008 ACS Table C08301.

Figure 2- GHMPO Park and Ride Lot Survey Form

Lot location _____

Date _____

The Gainesville-Hall Metropolitan Planning Organization (GHMPO) is conducting a survey of travel patterns at this park and ride lot. Your answers will help plan for future transportation improvements in this area.

*Please do not fill out this form if you have already done so before.

**For I-985 Exit 4 (Buford) Park and Ride Lot- This survey is only for Hall County Residents or those who commute through Hall County.

1. Where did your trip begin this morning? (city, nearest intersection, zip code)
 2. Where will your trip end this morning? (city, nearest intersection, zip code, landmark)
 3. How many times per week do you make this trip?
 - a) Less than 1 day a week
 - b) 1 day
 - c) 2 days
 - d) 3 days
 - e) 4 days
 - f) 5 days
 - g) More than 5 days
 4. What is the purpose of your trip?
 - a) Work commute
 - b) Work errand/meeting
 - c) Other (describe)_____
 5. How will you get to your destination?
 - a) Rideshare/carpool
 - b) Vanpool
 - c) Gwinnett County Transit (GCT) Express Route 101
 - d) MARTA
 - e) Other (describe)_____
 6. Comments:_____
-

For I-985 lots off Exits 16 & 17 in Oakwood Only

7. Would you consider using an express commuter bus from this lot? yes/no

I- 985 EXIT 4 PARK AND RIDE LOT AT BUFORD

Commuter survey

The Buford lot in Gwinnett County has a 335 car capacity and is the only lot in this exercise operating as a stop for the Gwinnett County Transit (GCT) Express Bus Route 101 towards Atlanta. The presence of transit service led the surveyor to choose the bus loading area to conduct the oral survey as it was the most convenient place where morning commuters converge from the large lot.

The GHMPO contacted the GCT management prior to conducting the survey to inform them of the purpose of the survey and to seek any further useful information to improve the quality of the survey. The GCT advised that the survey be restricted to Hall County residents or those commuting through Hall County as they believed commuters were tired of other recent surveys connected to the High Occupancy Toll (HOT) Lanes pilot project along I-85.

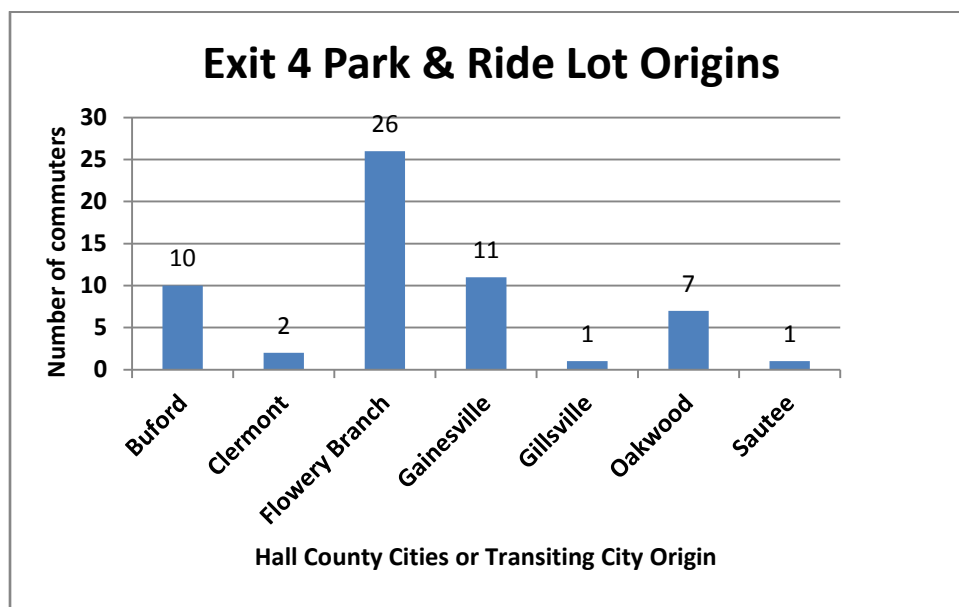
For continuity purposes in comparing surveys, the 2012 survey repeated most of the same methodology as the 2008 survey but some changes were made. Commuters were surveyed for two days but the license plate survey was carried out for three days. Time of survey was earlier in 2012 as the GCT advised survey times be earlier than 6-9 am as the first bus leaves at 5:40 am and the last one departs at 8 am. Naturally, this would change the survey pool but an additional license plate survey does net non-transit users who were there after 8 am using the lot for carpooling.

Question 1- Where did your trip begin this morning?

Commuters were prescreened as they were asked if they were Hall County residents or if they were commuting through Hall County. Commuters were asked from which city they were commuting. Some commuters were not sure how to answer if they were not living in an incorporated city in Hall County. Nearby intersections were dropped from the survey as the results were inconsistent and zip codes were sufficient. To simplify matters, they were asked to identify their postal address city and zip code.

Since the Exit 4 survey was restricted to Hall County residents or those commuting through Hall County, there were only a total of 58 respondents. The license plate surveys at 8 am counted 51 and 54 Hall County plates on separate occasions (an over 100% response rate relative to the oral surveys) meaning there were different commuters on different days. Flowery Branch made up 45% and Buford represented 17% of Hall County commuters indicating the lot naturally attracted those closest to the facility.

Figure 3- Exit 4 Lot- Number of Commuters By Trip Origin City



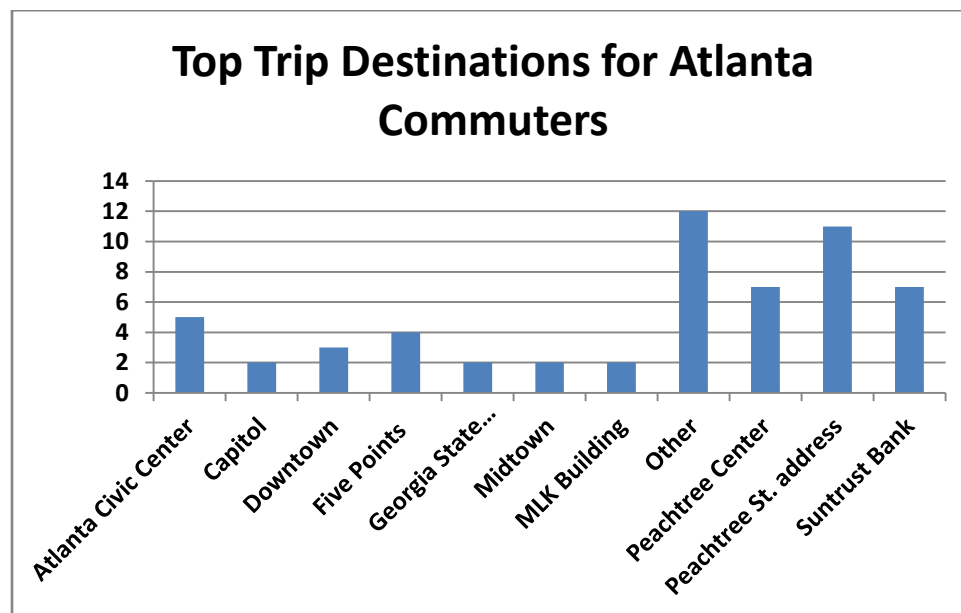
Question 2- Where will your trip end this morning?

This question was worded specifically with the word “morning” to prevent round trip responses such as “My trip began in Gainesville and will end in Gainesville.” Atlanta was the destination of choice for 57 Hall County commuters with a sole respondent headed for Buckhead. Those commuting to Atlanta were asked to be more specific and had the option to identify a nearby landmark or intersection. Answers varied widely as some responses were more descriptive than others and there is some overlap or different names to describe the same or nearby places.

Figure 4 shows 21% of commuters headed for diffuse destinations lumped together under the “other” category. Many of the answers given are predictable given the GCT stops along the Route 101. Peachtree St. captured 19% of riders, 12% stopped at the Peachtree Center, 7% went

to the Five Points/MARTA stop and lastly 4% arrived at the final stop at the Capitol. The highest number of mentions to a destination not listed on the GCT schedule went to the Suntrust Bank/Suntrust Plaza area at 13%.

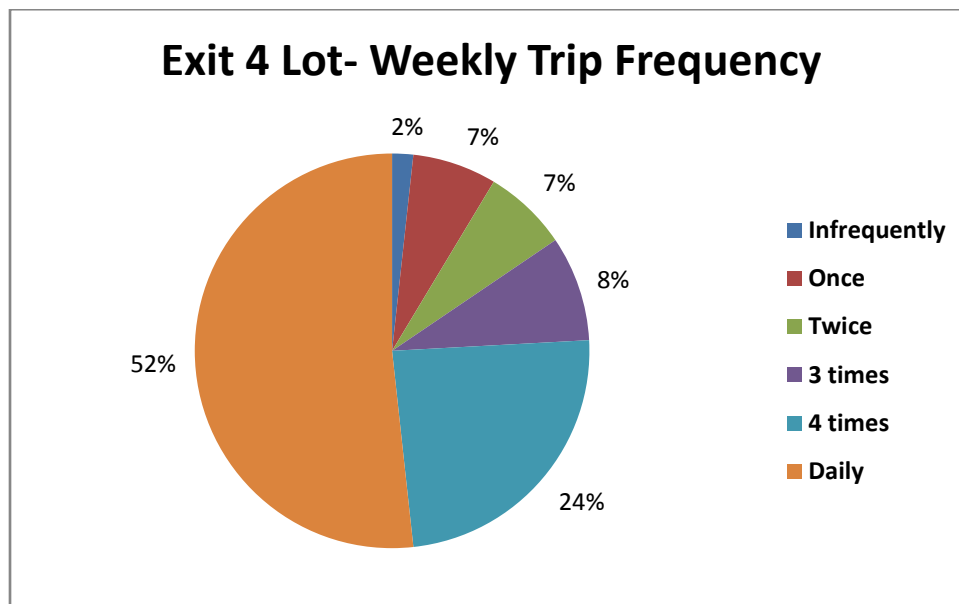
Figure 4- Exit 4 Lot Trip Destinations By Number of Hall County Commuters



Question 3- How many times per week do you make this trip?

Commuters were asked how often they made their commute from the Buford Park & Ride Lot. Those who made their trip less than once a week were categorized as infrequent commuters. The most common response (52%) was that their trip was a daily commute but almost half said they did not use the lot on a daily basis. It may be that commuters use a different mode of travel at other times of the week or that do not work at that location five times a week.

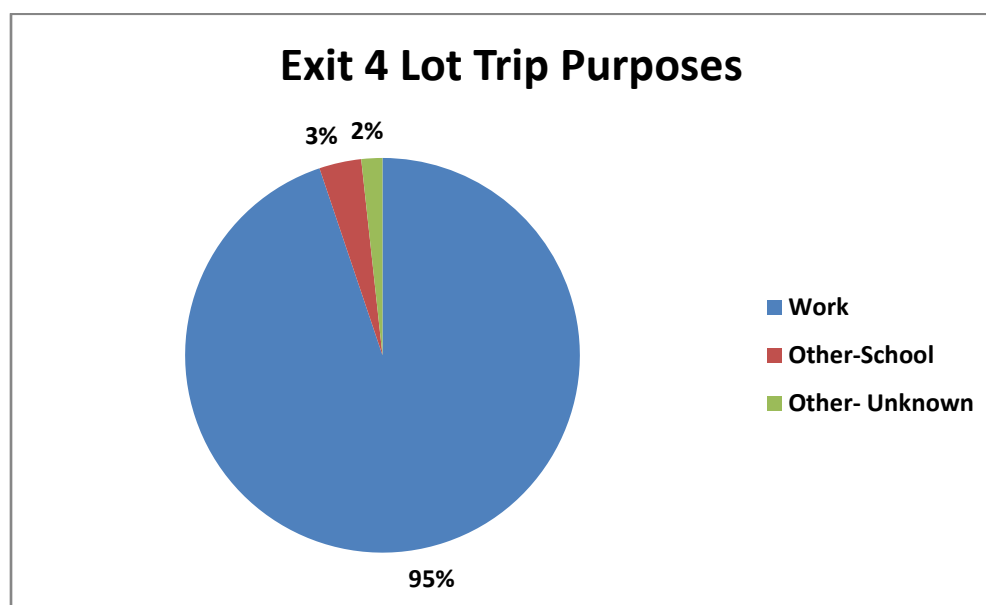
Figure 5- Exit 4 Lot Weekly Trip Frequency By Percentage of Hall County Commuters



Question 4- What is the purpose of your trip?

Fewer answer options were offered to respondents in the 2012 survey than in 2008 survey. Since the work commute was the dominate response in the previous survey, most of the possible choices were eliminated in the latter survey but those surveyed were given the option to list more uncommon answers under the “other” category. Figure 6 indicates the work commute was the overwhelming trip purpose expressed by commuters at 95%. Those traveling to school ran a distant second place at 3%.

Figure 6- Exit 4 Lot Trip Purpose By Percentage of Hall County Commuters



Question 5- How will you get to your destination?

The mode of travel survey question was simplified from the 2008 survey from multiple mode selection to single primary mode for this survey. Due to the position of the surveyor at bus loading area at this park & ride lot, the only mode of choice was self-selected as the GCT Express Bus for 100% of the Hall County commuters. No carpoolers were encountered after the last bus left for Atlanta. The license plate survey covers those who carpooled.

Question 6- Comments

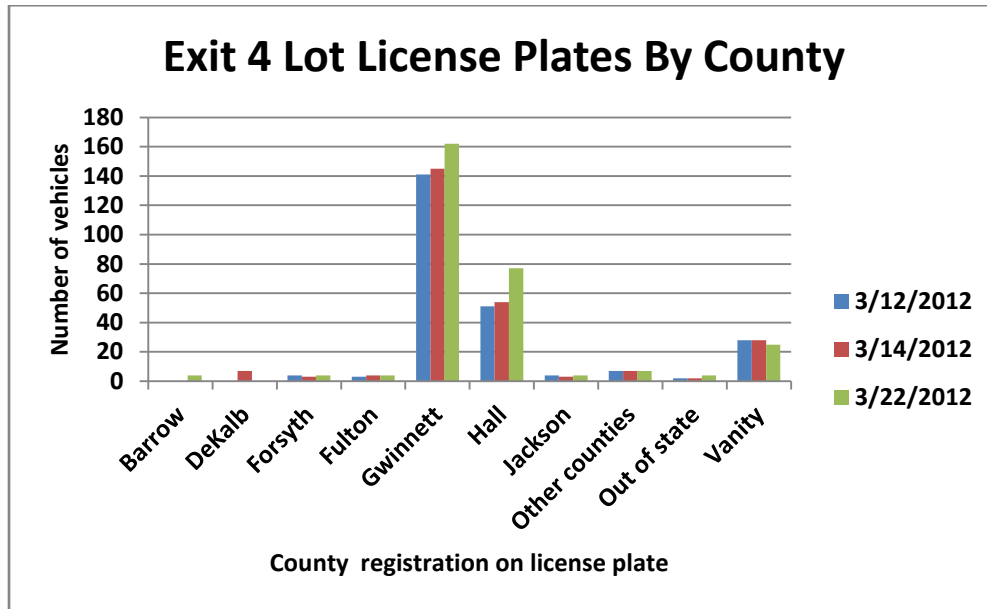
The surveyor did not actively seek comments from commuters for the survey but did write down comments volunteered by commuters. There were markedly fewer comments made from the busy commuters eager to get a bus on a waiting bus when compared to carpoolers were waiting for their carpool partner(s) to arrive. The exception was a single Hall County resident who thought the surveyor should have a sign directing Hall County commuters to him as she believed he missed some Hall County residents as they charged for the bus door. The same woman expounded on her thoughts on the second survey date. She said she was an Oakwood resident who probably would not take an express commuter from an Oakwood park and ride lot. She postulated that the added fare and time spent loading passengers was not worth it if the bus merely linked to the GCT express bus at the Buford.

License Plate Survey at Exit 4 Park & Ride Lot

The license plate survey was carried out on three separate days: March 12th (Monday), March 14th (Tuesday) and March 22nd (Thursday). On the first two dates, the survey was conducted starting at 8 am once the GCT buses were no longer running towards Atlanta. The third survey was begun at 9 am to see how many extra cars accumulated that were not using the lot for its express bus service but were using the lot solely for carpooling.

The total number of vehicles in the lot was 240 on March 12th, 253 on March 14th and 291 on March 22nd. The 335 capacity lot was operating at a 72%-87% occupancy rate. The 2008 survey reported an over 100% occupancy rate as vehicles were illegally parked in undesignated parking spaces with vehicle count as high as 348 vehicles. The “vanity” plate has no county designation but is included as a separate count. Figure 7 clearly shows that Gwinnett County vehicles were the in majority at 59% on a Monday, 57% on a Tuesday and 56% on a Thursday. Hall County had the second largest number of vehicles with 21% on a Monday and a Tuesday but it jumped to 26% on a Thursday. Approximately 23 to 26 more Hall County vehicles were carpooling once the express bus service ceased operating in the morning.

Figure 7- Number of Vehicles in the Exit 4 Lot by County License Plate



I- 985 EXIT 16 PARK AND RIDE LOT AT OAKWOOD

Commuter survey

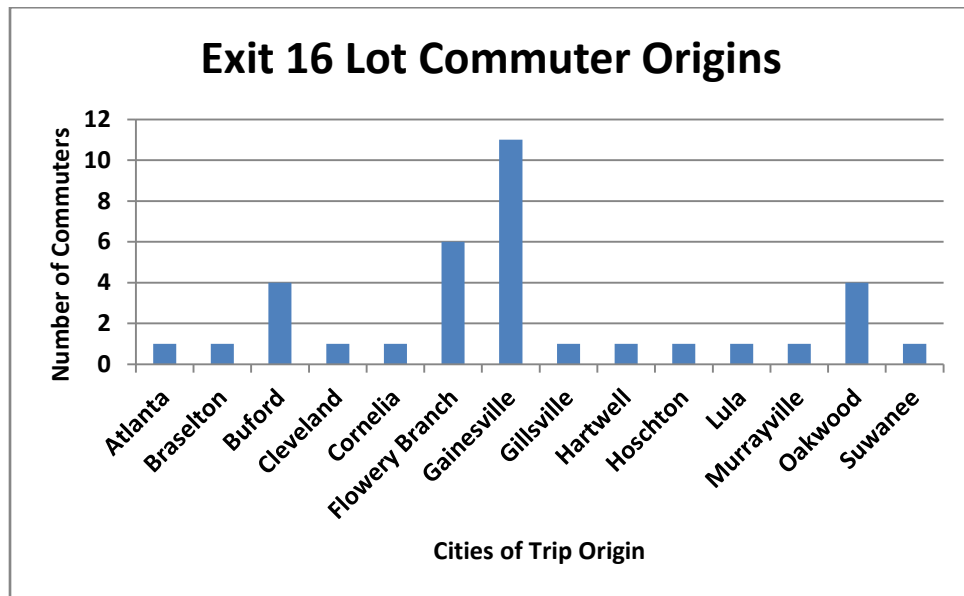
The Exit 16 lot has the smallest capacity of any park and ride lots surveyed at 126 vehicles. It is located just south of the I-985 northbound off ramp at the Exit 16 interchange. The survey was conducted on three dates: February 24th (Friday), February 27th (Monday) and March 21st (Wednesday). The time of the survey was from 6 am-9 am.

The number of vehicles parked varied from 50 to 59. There were a total of 34 oral surveys completed giving a response rate of 58%-68% relative to the number of parked vehicles on a given day. Every day there were several vehicles that were already unoccupied at 6 am. The lower response rate may lie in the fact that only one member of each carpool was surveyed. This became a practical necessity as few commuters wanted to be surveyed once their carpool partner arrived. Another problem was two vehicles arriving at nearly the same time and one vehicle leaving before being surveyed.

Question 1- Where did your trip begin this morning?

A plurality of 32% of commuters said their trip began from Gainesville or a Gainesville postal address (see Figure 8). Flowery Branch was the trip origin of 18% of the commuters. Most of the commuter flow from Hall County was towards the greater Atlanta area but some commuters were headed “upstream” from the lot. Roughly 18% of commuters arrived from a city located south or west of the Exit 16 lot. If one counts Flowery Branch address as “downstream”, fully 35% of commuter trips originated in areas that may necessitate they initially head in the opposite direction of their intended destination. This should not be surprising as market area models of park and ride facilities frequently take on a parabolic shape with most users coming upstream from the general direction of travel and a few others near the lot coming from opposite the general direction of travel.

Figure 8- Exit 16 Lot With Number of Commuters By City Origin



Question 2- Where will your trip end this morning?

As expected, Atlanta was the single destination of choice with 21% of commuters indicating they headed that direction. The remaining destinations were quite diverse but 32% of commuters were headed to the north or east of the lot.

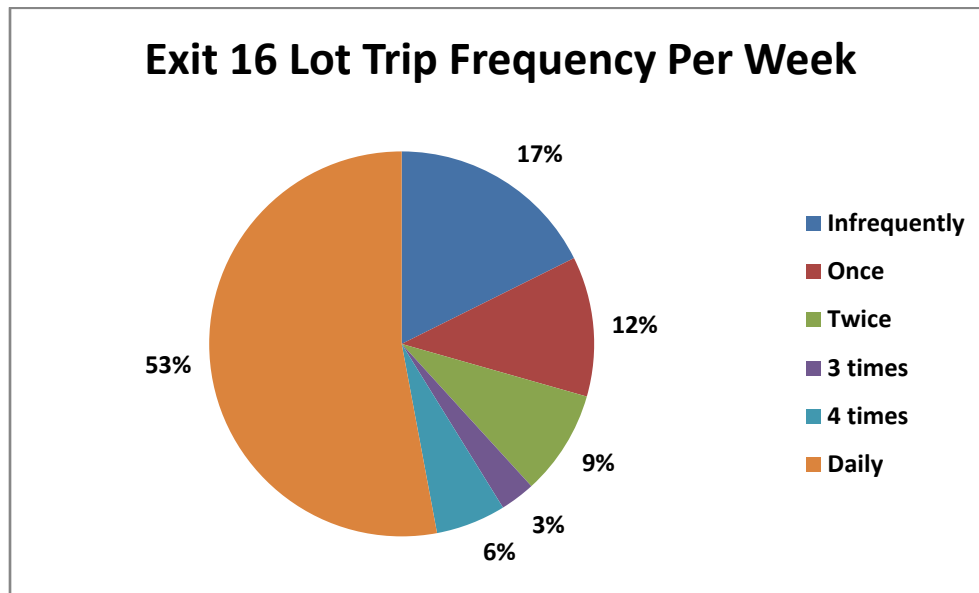
Figure 9- Exit 16 Trip Destinations By Number of Commuters



Question 3- How many times per week do you make this trip?

The daily commute indicates most the commuters are loyal users but many are not so there are quite a few different commuters on any given day. A sizable number of commuters (17%) use the lot less than one day a week or “infrequently”.

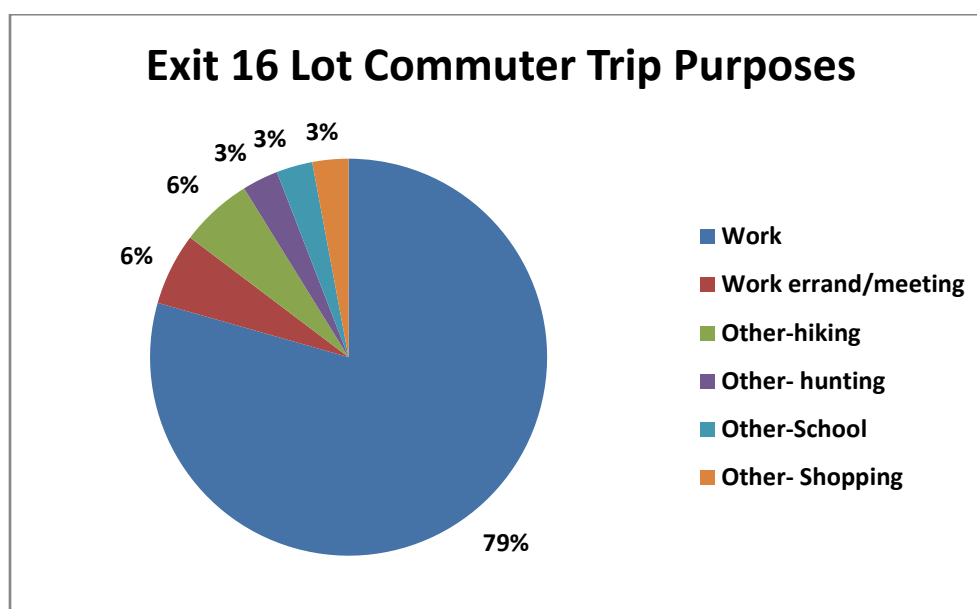
Figure 10- Exit 16 Lot Trip Frequency Per Week



Question 4- What is the purpose of your trip?

Most commuters were commuting for work with 79% of them headed for their workplaces. A total of 15% of the lot users were going to non-work related destinations.

Figure 11- Exit 16 Lot Percent of Commuters By Trip Purposes



Question 5- How will you get to your destination?

Without a transit option available at the Exit 16 lot, most commuters used a carpool but two respondents or 6% of commuters classified themselves as using a vanpool because they were commuting in a work van. The surveyor saw an URReady.com van but it not have the opportunity to survey the rider who soon departed.

Question 6- Comments

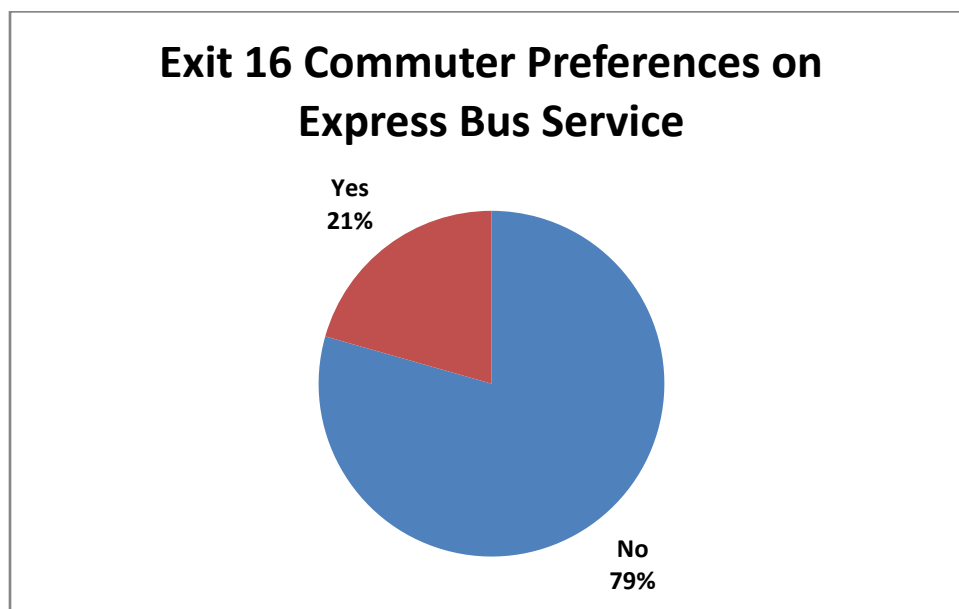
The Exit 16 lot proved to a more fertile ground for comments as some commuters had little to do while awaiting the arrival of their carpool partner(s). The volunteered observations reveal how commuters view the lot and how they use it.

- “It’s a safe lot. I don’t worry about my car being broken into.”
- “I use the lot because it’s convenient.”
- “The express bus would not offer enough flexibility for me.”
- “How do I find someone to carpool with?” (The surveyor suggested the Rideshare website)
- “There’s a red truck on the lot with the rear gate ajar.”
- A few commuters asked if the survey was to convert the lot to a paid parking lot.
- An adjacent business owner pointed out the lot was filled beyond capacity last Thanksgiving.

Question 7- Would you consider using an express commuter bus from this lot?

This question was not asked at the Exit 4 Lot as it already had transit service with GCT. Most commuters said they would not use the express bus service. Figure 12 shows 21% want express bus service at the lot. This result closely mirrors the results of question 2 as 21% of the users were headed for Atlanta. It should be noted that not all the Atlanta bound commuters wanted bus service but it was also the case that non-Atlanta commuters wanted to have the transit option to Atlanta in the future.

Figure 12- Percentage of Exit 16 Lot Users Wanting Express Bus Service From The Lot

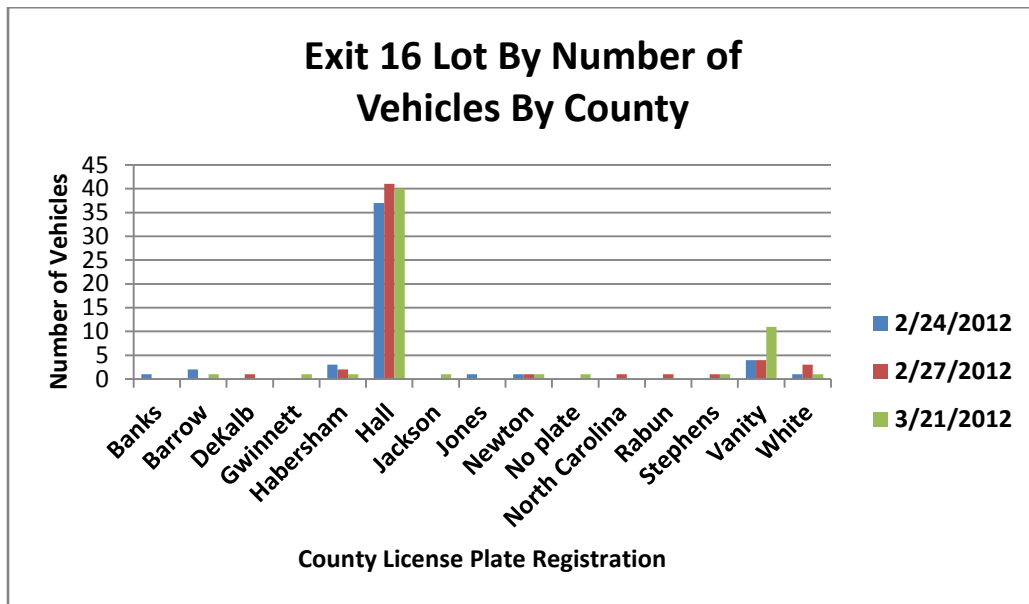


License Plate Survey at Exit 16 Park & Ride Lot

The license plate survey was carried out on three separate days: February 24th (Friday), February 27th (Monday) and March 21st (Wednesday). The corresponding total license plate counts for those dates were 50, 55 and 59. With a 126 car capacity, the occupancy rate of cars to striped parking spaces varied from 40% to 47%.

Hall County cars took up an average of 72% of the parking spaces at the lot (Figure 13). The “vanity” plate has no county designation but is included as a separate count. The rest of the vehicles came from a variety of counties with no clear pattern emerging as a result.

Figure 13- Exit 16 Lot By Number of Vehicles By County



I- 985 EXIT 17 PARK AND RIDE LOT AT OAKWOOD

Commuter survey

The Exit 17 lot is a 360 capacity park and ride lot based on the number of striped parking spaces counted by the surveyor. The GHMPO's 2040 MTP listed the lot with a 493 car capacity (p. 46) but that appears to be incorrect. It is located north of the I-985 southbound off ramp at the Exit 17 interchange. The survey was conducted on two dates: March 5th (Monday) and March 23rd (Friday). The time of the survey was from 6 am-9 am. The 2008 Survey of the same lot spent four days there to get a total of five completed surveys so a single survey a day simply did not warrant further survey days. The 2012 Survey yielded only two respondents.

The 2008 Survey speculated as to why the lot was underused. At the time of their survey, the new interchange was not open and signage was not conspicuous. Neither reason holds true in 2012 as the interchange has been open for years and large Rideshare signs are positioned on I-985 itself, on the off ramp and smaller directional signs on adjoining streets of Thurman Tanner Parkway and Atlanta Highway lead to the lot.

According to "Characteristics of the Most Successful Park and Ride Lots in North America: This Weeks Survey Results" in *The Urban Transportation Monitor*, there are a couple of characteristics of the Exit 17 lot that may be issues to be examined.

- "A location close to a highway with good access in either direction of travel was found to be the most frequently cited major reason provided by respondents as to why their park and ride lot is a success." Exit 17 has no northbound on ramp off I-985. Access via northbound traffic on I-985 is through Exit 16. Similarly, getting on the southbound on ramp on I-985 requires drivers to use Exit 16.
- "Lighting and having a sheltered waiting area were found to be the most important amenities." One noticeable disincentive to using the lot is the lack of lighting being turned on in the lot. The lot lights are there but they are not lit. It is unknown if the lights were on at one time and turned off as a money saving measure but lot security issues are a commuter concern.

Question 1- Where did your trip begin?

The two respondents began their trips from Gainesville and Flowery Branch.

Question 2- Where will your trip end this morning?

One respondent was a semi-truck driver who had his truck on the lot but said his trip destinations varied so much he did yet not know where he was headed. The second respondent's destination was Snellville.

Question 3- How many times per week do you make this trip?

The semi driver used the lot three times a week and the other respondent was a construction work van crew that used the lot seven days a week. The work van crew accounted for at least three cars in the lot.

Question 4- What is the purpose of your trip?

Though not traditional journey-to-work commuters, the truck driver and the van group commuted wherever their work took them so there was no established direction of travel.

Question 5- How will you get to your destination?

The truck driver was not in a carpool and his truck was his mode of transportation. The work crew was considered as a vanpool.

Question 6- Comments

None were offered.

Question 7- Would you consider using an express bus commuter bus from this lot?

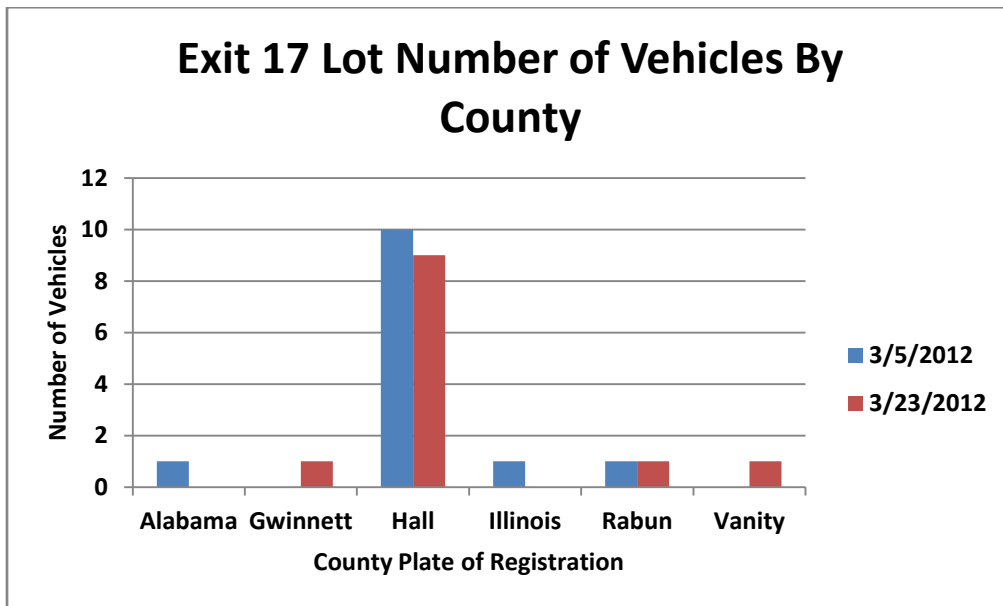
Both respondents answered “no” to this question.

License Plate Survey at Exit 17 Park & Ride Lot

The license plate survey was carried out on two separate days: March 5th (Monday) and March 23rd (Friday) and March 21st (Wednesday). The corresponding total license plate counts for those dates were 13 and 12. With a 360 car capacity, the occupancy rate of cars to striped parking spaces was 4%.

Hall County cars took up an average of 76% of the parking spaces at the lot (Figure 14). The out-of-state vehicles were either semi-trucks or trailers.

Figure 14- Exit 17 Lot Number of Vehicles By County



CONCLUSION

Park and ride lots are designed to attract carpools that are headed in the general direction of travel. They can also be made more attractive to commuters by offering a transit option such as the surveyed lot at Exit 4 does. Figure 15 combines the trip origin of all surveyed commuters by zip code and lot location to give an overall picture of where commuters are coming from. In addition, the three lot locations are highlighted as stars. Figure 15 results strongly resemble commuting patterns to Gwinnett County seen in Figure 16 from the 2040 MTP thereby independently confirming the surveys of the park and ride study to have some validity despite the limitations of the survey.

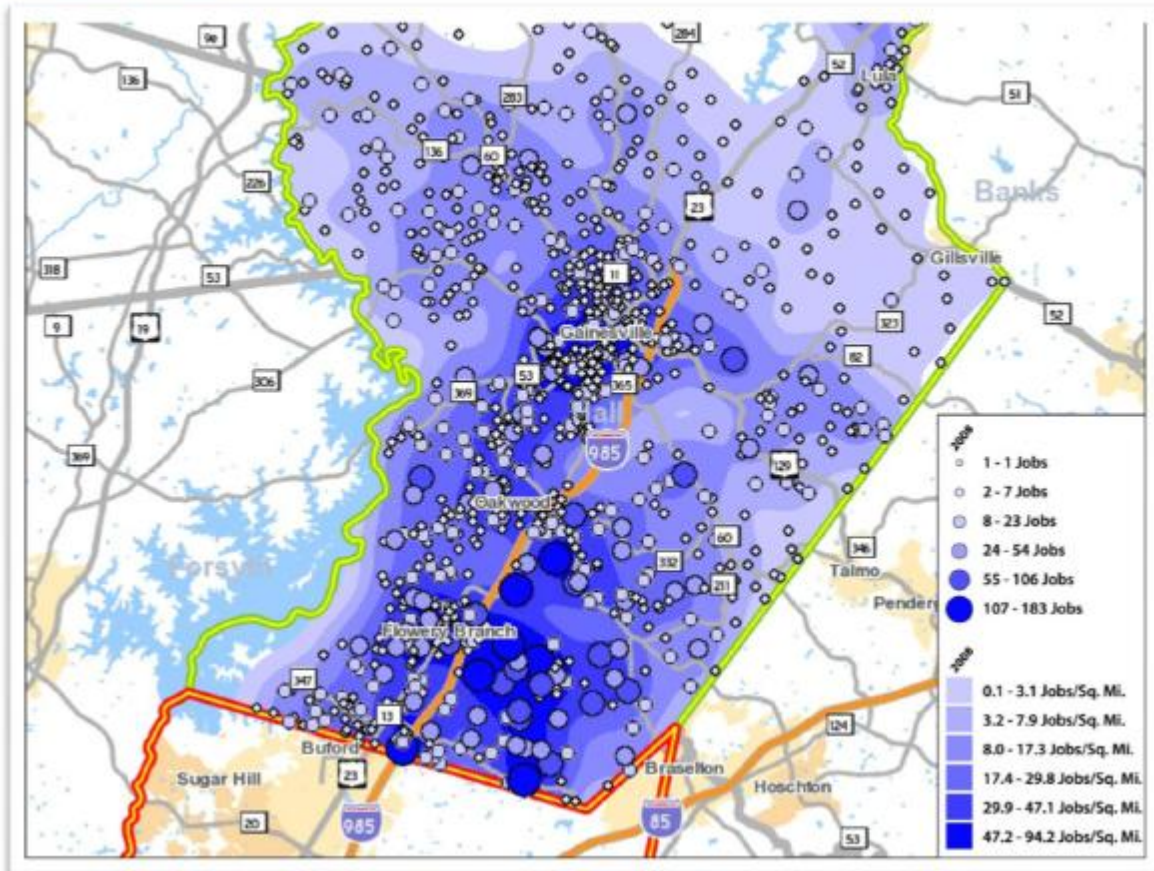
This map displays the counties of Georgia and the corresponding exit numbers for Interstate 75 (I-75). The map is color-coded by county, and the exit numbers are listed for various points along the route. The map includes the following counties and their corresponding exit numbers:

- Lumpkin:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- White:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- Habersham:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- Dawson:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- Banks:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- Forsyth:** Exit 4 = 2, Exit 16 = 2, Exit 17 = 0
- Hall:** Exit 4 = 2, Exit 16 = 2, Exit 17 = 0
- Gainesville:** Exit 4 = 2, Exit 16 = 3, Exit 17 = 0
- Gillsville:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- Jackson:** Exit 4 = 2, Exit 16 = 1, Exit 17 = 0
- Barrow:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- Gwinnett:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- Buford:** Exit 4 = 8, Exit 16 = 3, Exit 17 = 0
- Resthaven:** Exit 4 = 2, Exit 16 = 1, Exit 17 = 0
- Braselton:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- Flowery Branch:** Exit 4 = 3, Exit 16 = 2, Exit 17 = 1
- Oakwood:** Exit 4 = 4, Exit 16 = 1, Exit 17 = 0
- 30501:** Exit 4 = 4, Exit 16 = 1, Exit 17 = 0
- 30507:** Exit 4 = 3, Exit 16 = 6, Exit 17 = 0
- 30542:** Exit 4 = 28, Exit 16 = 6, Exit 17 = 1
- 30517:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- 30548:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0
- 30024:** Exit 4 = 0, Exit 16 = 1, Exit 17 = 0

The map also shows the locations of major cities and towns, including Gainesville, Gillsville, Jackson, Barrow, Gwinnett, Buford, Resthaven, Braselton, Flowery Branch, Oakwood, and Lula. The map is a detailed representation of the I-75 route through Georgia, showing the counties and the corresponding exit numbers for each point along the route.

Figure 16- 2040 MTP Map Showing Where Gwinnett County Commuters Live in Hall County.

Figure 5-17: 2008 Concentrations of Residents who live in Hall County and work in Gwinnett County



Source: 2040 MTP, U.S. Census Local Employment Dynamics, OntheMap

APPENDIX

Commuter Survey in Spanish & Survey Data Results

GHMPO – Encuesta
Tema: Estacionar y Compartir Viaje (Park & Ride)

Número de Estacionamiento: _____

Fecha: _____

La Organización Metropolitana de Transportación de Gainesville-Hall (GHMPO por sus siglas en inglés) está llevando a cabo una encuesta del modo de viaje de la gente. Sus respuestas ayudarán a planificar las mejoras futuras de transporte en esta área.

*Por favor no llene esta encuesta si la llenó previamente.

**Por I-985 Salida 4 (Buford) Park and Ride Lot-Esta encuesta es sólo para los residentes del Condado de Hall o aquellos que se desplazan a través del condado de Hall.

- 1) ¿Dónde comenzó su viaje esta mañana? (ciudad, intersección más cercana, código postal)
- 2) ¿Dónde terminará su viaje esta mañana? (ciudad, intersección, código postal, edificio)
- 3) ¿Cuántas veces por semana hace este viaje?
 - a) Menos de un día por semana
 - b) Un día
 - c) 2 días
 - d) 3 días
 - e) 4 días
 - f) 5 días
 - g) Más de 5 días
- 4) ¿Cuál es el propósito de su viaje?
 - a) Viaje al trabajo
 - b) Diligencia o reunión pare el trabajo
 - c) Otro (describa) _____
- 5) ¿Cómo va a llegar a su destino hoy ?
 - a) Auto compartido (*carpool*)
 - b) Van compartido (*vanpool*)
 - c) *Gwinnett County Transit* (GCT) Ruta Expreso101
 - d) MARTA
 - e) Otro (describa) _____
- 6) Comentarios: _____

Si usted se estaciona en las salidas 16 o 17 de la I-985 en Oakwood

7. ¿Consideraría usar un autobús expreso desde este estacionamiento? Sí / No

Respondent	Survey Location	Origin	ZIP	Destination	Destination detail	Frequency	Purpose	Mode	Bus
1	Exit 16	Buford	30518	Gaddistown		Twice	Other- hunting	Carpool	No
2	Exit 16	Flowery Branch	30542	Cornelia		Once	Other-hiking	Carpool	No
3	Exit 16	Buford	30519	Cornelia		Infrequently	Other-hiking	Carpool	No
4	Exit 16	Hartwell	30643	Atlanta	Airport	Daily	Work errand/meeting	Carpool	Yes
5	Exit 16	Lula	30554	Atlanta	I-285 and I-85	Twice	Work errand/meeting	Vanpool	No
6	Exit 16	Hoschton	30548	Morrow		Once	Work	Carpool	Yes
7	Exit 16	Cleveland	30528	Marrietta		Daily	Work	Carpool	No
8	Exit 16	Suwanee	30024	Toccoa		Daily	Work	Carpool	No
9	Exit 16	Flowery Branch	30542	Norcross		Daily	Work	Carpool	No
10	Exit 16	Flowery Branch	30542	Atlanta	Jimmy Carter Blvd and Lawrenceville Hwy	Daily	Work	Carpool	No
11	Exit 16	Oakwood	30566	Dahlonega		Daily	Work	Carpool	No
12	Exit 16	Gainesville	30507	Cleveland		Daily	Work	Carpool	No
13	Exit 16	Atlanta	30324	Rabun gap		Once	Work	Carpool	No
14	Exit 16	Gainesville	30507	Clayton		3 times	Work	Carpool	No
15	Exit 16	Gainesville	30577	Flowery Branch		Infrequently	Work	Carpool	No
16	Exit 16	Gainesville	30507	Buford		Once	Work	Carpool	No
17	Exit 16	Flowery Branch	30542	Gainesville		Daily	Work	Carpool	No
18	Exit 16	Flowery Branch	30542	Gainesville		Daily	Work	Carpool	Yes
19	Exit 16	Buford	30518	Cleveland		Infrequently	Work	Carpool	No
20	Exit 16	Murrayville	30506	Loganville		Daily	Work	Carpool	No
21	Exit 16	Gainesville	30506	Duluth		Daily	Work	Carpool	No
22	Exit 16	Gainesville	30407	Atlanta		Daily	Work	Vanpool	Yes

Respondent	Survey Location	Origin	ZIP	Destination	Destination detail	Frequency	Purpose	Mode	Bus
23	Exit 16	Gainesville	30504	Buford		Daily	Work	Carpool	No
24	Exit 16	Braselton	30517	Clayton		Daily	Work	Carpool	Yes
84	Exit 16	Oakwood	30566	Douglasville		4 times	Work	Carpool	No
85	Exit 16	Gillsville	30543	Clarkston		Daily	Work	Carpool	No
87	Exit 16	Flowery Branch	30542	Atlanta	I-20 and I-85	4 times	Work	Carpool	No
88	Exit 16	Gainesville	30507	Norcross		Daily	Work	Carpool	No
89	Exit 16	Oakwood	30566	Smyrna		Daily	Work	Carpool	No
90	Exit 16	Oakwood	30507	Rabbitown		Daily	Work	Carpool	Yes
91	Exit 16	Gainesville	30507	Decatur		Twice	Other-School	Carpool	No
92	Exit 16	Gainesville	30504	Marrietta		Infrequently	Work	Carpool	No
93	Exit 16	Gainesville	30501	Atlanta	Morehouse College	Infrequently	Work	Carpool	No
94	Exit 16	Cornelia	30531	Atlanta		Infrequently	Other- Shopping	Carpool	Yes
26	Exit 4	Gainesville	30507	Atlanta	Georgia State University	4 times	Other-School	GCT	N/A
27	Exit 4	Flowery Branch	30542	Atlanta	Peachtree Federal Bldg	Daily	Work	GCT	N/A
28	Exit 4	Clermont	30527	Atlanta	Peachtree St.	Twice	Work	GCT	N/A
29	Exit 4	Oakwood	30542	Atlanta	Capitol	4 times	Work	GCT	N/A
30	Exit 4	Flowery Branch	30542	Atlanta	Peachtree Center	Daily	Work	GCT	N/A
31	Exit 4	Buford	30519	Atlanta	14th St. NE and Peachtree ST NE	Twice	Work	GCT	N/A
32	Exit 4	Flowery Branch	30542	Atlanta	Atlanta Civic Center	3 times	Work	GCT	N/A
33	Exit 4	Flowery Branch	30542	Atlanta	Atlanta Civic Center	3 times	Work	GCT	N/A
34	Exit 4	Buford	30518	Atlanta	Atlanta Civic Center	4 times	Work	GCT	N/A
35	Exit 4	Buford	30518	Atlanta	Suntrust Bank	Daily	Work	GCT	N/A
36	Exit 4	Buford	30518	Atlanta	Suntrust Bank	4 times	Work	GCT	N/A

Respondent	Survey Location	Origin	ZIP	Destination	Destination detail	Frequency	Purpose	Mode	Bus
37	Exit 4	Flowery Branch	30542	Atlanta	Peachtree Center	Daily	Work	GCT	N/A
38	Exit 4	Flowery Branch	30542	Atlanta	5 Points	Daily	Work	GCT	N/A
39	Exit 4	Flowery Branch	30542	Atlanta	Peachtree Center	Daily	Work	GCT	N/A
40	Exit 4	Flowery Branch	30542	Atlanta	5 Points	Daily	Work	GCT	N/A
41	Exit 4	Flowery Branch	30542	Atlanta	Midtown	Daily	Work	GCT	N/A
42	Exit 4	Flowery Branch	30542	Atlanta	Downtown	4 times	Work	GCT	N/A
43	Exit 4	Flowery Branch	30542	Atlanta	23 Peachtree St.	4 times	Work	GCT	N/A
44	Exit 4	Gainesville	30501	Atlanta	CNN Center	Daily	Work	GCT	N/A
45	Exit 4	Flowery Branch	30542	Atlanta	Suntrust Bank	Once	Work	GCT	N/A
46	Exit 4	Gainesville	30506	Atlanta	Georgia Power	Daily	Work	GCT	N/A
47	Exit 4	Flowery Branch	30542	Atlanta	Georgia State University	Twice	Other- School	GCT	N/A
48	Exit 4	Oakwood	30542	Atlanta	Suntrust Bank	Daily	Work	GCT	N/A
49	Exit 4	Gainesville	30504	Atlanta	260 Peachtree st.	Daily	Work	GCT	N/A
50	Exit 4	Buford	30518	Atlanta	Emory University Hospital	4 times	Work	GCT	N/A
51	Exit 4	Oakwood	30566	Atlanta	2 Peachtree St.	3 times	Work	GCT	N/A
52	Exit 4	Flowery Branch	30542	Buckhead		Daily	Work	GCT	N/A
53	Exit 4	Flowery Branch	30543	Atlanta	Downtown	Once	Other- Unknown	GCT	N/A
54	Exit 4	Oakwood	30566	Atlanta	5 Points	Daily	Work	GCT	N/A
55	Exit 4	Gillsville	30543	Atlanta	Peachtree Center	Daily	Work	GCT	N/A

Respondent	Survey Location	Origin	ZIP	Destination	Destination detail	Frequency	Purpose	Mode	Bus
57	Exit 4	Gainesville	30506	Atlanta	Peachtree Center	Once	Work	GCT	N/A
58	Exit 4	Sautee	30571	Atlanta	Capitol	Daily	Work	GCT	N/A
59	Exit 4	Gainesville	30504	Atlanta	Peachtree Summit Federal Bldg.	4 times	Work	GCT	N/A
60	Exit 4	Flowery Branch	30542	Atlanta	675 W. Peachtree St.	Once	Work	GCT	N/A
61	Exit 4	Flowery Branch	30542	Atlanta	Atlanta Civic Center	Daily	Work	GCT	N/A
62	Exit 4	Flowery Branch	30542	Atlanta	Peachtree St. and Edgewood St.	Daily	Work	GCT	N/A
63	Exit 4	Oakwood	30542	Atlanta	Suntrust Bank	Daily	Work	GCT	N/A
64	Exit 4	Buford	30518	Atlanta	Atlanta Civic Center	Infrequently	Work	GCT	N/A
65	Exit 4	Flowery Branch	30542	Atlanta	MLK Building	4 times	Work	GCT	N/A
66	Exit 4	Oakwood	30504	Atlanta	Midtown	Daily	Work	GCT	N/A
67	Exit 4	Flowery Branch	30542	Atlanta	Sam Nunn Atlanta Federal Center	4 times	Work	GCT	N/A
68	Exit 4	Buford	30518	Atlanta	Suntrust Plaza	Daily	Work	GCT	N/A
69	Exit 4	Clermont	30527	Atlanta	Downtown	Daily	Work	GCT	N/A
70	Exit 4	Gainesville	30507	Atlanta	Peachtree Center	Daily	Work	GCT	N/A
71	Exit 4	Flowery Branch	30542	Atlanta	Richard B. Russell Federal Bldg.	Daily	Work	GCT	N/A
72	Exit 4	Oakwood	30560	Atlanta	MLK Building	4 times	Work	GCT	N/A
73	Exit 4	Buford	30519	Atlanta	Suntrust Plaza	Daily	Work	GCT	N/A
74	Exit 4	Gainesville	30501	Atlanta	Georgia Tech	Daily	Work	GCT	N/A
75	Exit 4	Flowery Branch	30542	Atlanta	260 Peachtree St.	Daily	Work	GCT	N/A
76	Exit 4	Flowery Branch	30542	Atlanta	West Peachtree and North Avenue	Daily	Work	GCT	N/A
77	Exit 4	Gainesville	30507	Atlanta	17 St. and Peachtree St.	3 times	Work	GCT	N/A

Respondent	Survey Location	Origin	ZIP	Destination	Destination detail	Frequency	Purpose	Mode	Bus
78	Exit 4	Buford	30518	Atlanta	West Peachtree and Ivan Allen Jr. Blvd.	Twice	Work	GCT	N/A
79	Exit 4	Gainesville	30501	Atlanta	Auburn Ave. NE and Piedmont Ave. NE	4 times	Work	GCT	N/A
80	Exit 4	Flowery Branch	30542	Atlanta	AT & T Midtown Center	4 times	Work	GCT	N/A
81	Exit 4	Buford	30518	Atlanta	Grady Memorial Hospital	3 times	Work	GCT	N/A
82	Exit 4	Gainesville	30501	Atlanta	Peachtree Center	Daily	Work	GCT	N/A
83	Exit 4	Flowery Branch	30542	Atlanta	5 Points	Daily	Work	GCT	N/A
25	Exit 17	Gainesville	30504	Unknown		3 times	Other- Trucking	Other- Semitruck	No
95	Exit 17	Flowery Branch	30542	Snellville		More than 5 days	Work	Vanpool	No