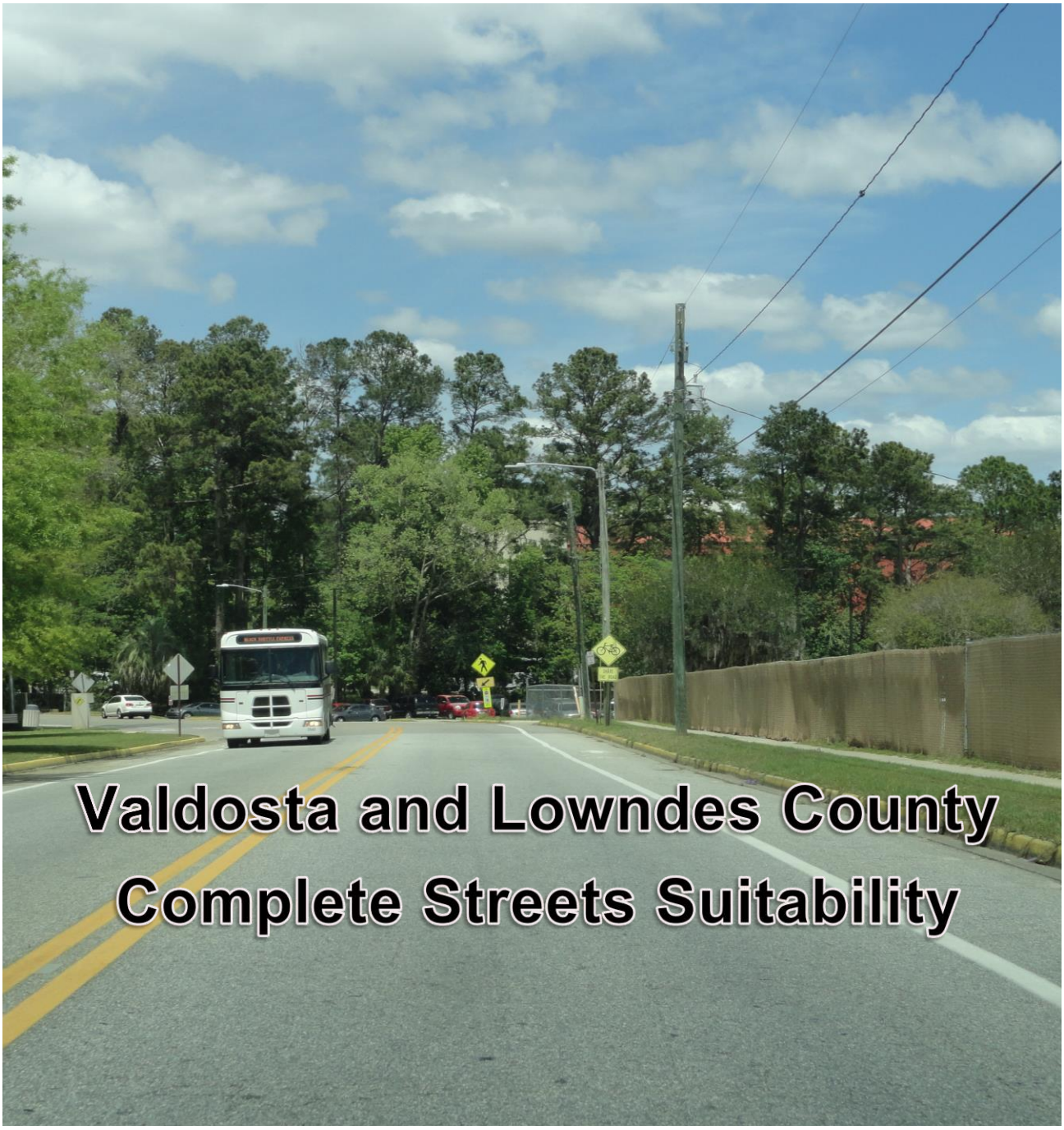

Valdosta and Lowndes County Complete Streets Suitability

Southern Georgia Regional Commission

Valdosta-Lowndes Metropolitan Planning Organization

Valdosta and Lowndes County

Complete Streets Suitability

June 2017

Southern Georgia Regional Commission
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Table of Contents

I. Introduction

Mobility is becoming an essential part of community infrastructure and planning, and the need for bike and pedestrian infrastructure, in particular, is growing. "Complete Streets" are those corridors that not only meet the needs of automobiles and other motorized vehicles but also include amenities for cyclists and pedestrians. According to the National Complete Streets Coalition, these streets "integrate people and place in the planning, design, construction, operation, and maintenance of transportation networks."[1] This also includes utilities, public transit, and road users of all abilities.[2]

The benefits of Complete Streets are documented in a variety of publications, and these range from public health to higher quality of life. Positive economic benefits, such as increased property values and better access to local businesses, are frequently cited as reasons to consider transforming a city street into a road that incorporates multimodal transportation. They tend to spur private investment in properties located along or near the corridor.[3] Transportation equity and walkable neighborhoods are other common rewards from designing and retrofitting existing roads into Complete Streets. Perhaps the most important benefit of a Complete Street is increased safety for all people who traverse the corridor, especially those with disabilities and of old age.[4]

[1] https://smartgrowthamerica.org/program/national-complete-streets-coalition/
[2] GDOT Design Policy Manual Ver. 4.6, pg. 9-19. 2016.
[3] https://www.smartgrowthamerica.org/app/legacy/documents/cs/factsheets/cs-economic.pdf
[4] http://www.ipa.udel.edu/healthyDEtoolkit/completestreets/sectionPDFs/chapter3.pdf

For cities like Valdosta, Complete Streets are essential to ensure that needs are met for a variety of commuters, including those that may not have access to a motor vehicle. In addition to the recommendations made in this report for individual corridors, local governments should consider adopting a Complete Streets ordinance. This is becoming a common tool in municipalities throughout the state to require that Complete Streets attributes become a part of the overall design scheme for a street project.

This report will examine and rank arterial and collector streets that appear on multiple project lists and maintenance schedules including:

1. City of Valdosta 2016 Local Maintenance & Improvement Grant (LMIG) Program
2. City of Valdosta Street Evaluation Map
3. City of Valdosta FY2017 Stormwater Project List
4. City of Valdosta Stormwater Master Plan Capital Improvement Project List
5. Lowndes County SPLOST Project List
6. Lowndes County Thoroughfare Plan
7. VLMPO FY2015-18 Transportation Improvement Plan (TIP)

This report is in response to the 2040 VLMPO Transportation Vision Plan (TVP) which calls for "a list of streets for future projects that promote sustainable safety and accessible infrastructure."[5] It also falls under Common Community Vision Aspiration Goal 8 in the TVP, which seeks to implement bicycle and pedestrian projects that promote an active, healthy lifestyle. In addition, the VLMPO

[5] 2040 Transportation Vision Plan, page 30.

Complete Streets Strategy calls for all projects listed in the TVP which receive federal funding to incorporate Complete Streets elements.

II. Complete Streets Policies and Attributes

Increased bicycling and walking is included within several federal transportation planning policies along with legislation like the Moving Ahead for Progress in the 21st Century Act (MAP-21). On the state level, the Georgia Department of Transportation's (GDOT) Design Policy Manual devotes the entirety of Chapter 9 to Complete Streets design considerations. GDOT's Complete Streets policy is simply to "routinely incorporate bicycle, pedestrian, and transit (user and transit vehicle) accommodations into transportation infrastructure projects as a means for improving mobility, access, and safety for the traveling public."[6] Essentially, streets that meet this design are suitable for all users, regardless of age or ability.

According to the U.S. Census Bureau, approximately 62 million Americans will be over the age of 65, and transportation options are expected to diversify among this segment of the population.[7] While many will continue to drive to their destinations, other senior citizens will utilize bicycling and walking to reach places. Currently, transportation infrastructure in many places does not meet those particular needs, and the Complete Streets approach to project design and retrofitting major thoroughfares aims to mitigate this challenge.

Locally within the Valdosta area, there are policies and goals promoted by the Southern Georgia Regional Commission (SGRC) and the VLMPO operating within it. The SGRC Bicycle and Pedestrian Master Plan contains multiple policies that are consistent with the goals of this report and are as follows:[8]

4. Encourage the implementation of bike and pedestrian facilities along identified transportation corridors connecting major activity centers.

7. Provide a safe bicycle and pedestrian transportation system within adequate rights-of-way that connects major public and private facilities, natural and cultural resources, parks and recreation facilities and schools in order to promote active lifestyles and local economic development and tourism.

9. Promote connecting existing bicycle and pedestrian facilities and other modes of transportation.

Area Land Use Characteristics	Bike Lanes	Shared Lane	Shared Use Path	Sidewalks and Pedestrian Paths	Transit
CBD	X	X		X	X
Commercial	X	X		X	X
Residential	X	X		X	
Suburban	X	X	X	X	
Rural			X		

Table 1: Appropriate Complete Street Amenities for Specific Land Use Characteristics

[6] GDOT Design Policy Manual Ver. 4.6, pg. 9-1. 2016.
[7] AARP. *Complete Streets in the Southeast: A tool kit,* page 1. 2014.
[8] SGRC Bike and Pedestrian Master Plan, pages 5-9.

In addition to these policies, bicycle and pedestrian infrastructure provide opportunities for active modes of transportation and help to reduce automobile travel and promote healthy lifestyles. Developing and improving bicycle and pedestrians paths, lanes, sidewalks and associated amenities can facilitate transportation to work, downtown areas, restaurants, shopping, recreation and schools. Facilities that are suitable for a particular street are variable depending on the land use characteristics of an area. Table 1 is originally from the SGRC "Best Practices for Complete Streets in Rural Communities" report showing which features are appropriate in a central business district along with commercial, residential, suburban, and rural areas.[9]

The Valdosta-Lowndes Bike and Pedestrian Master Plan, completed in March 2007, focuses upon the need for implementing Complete Streets design features within the community. Multiple goals from this plan are related to the scope of this report, including increasing designated walking areas in Lowndes County, improving connections between logical destinations and walking areas, improving safety for walking and cycling, and adequately maintaining a bike/pedestrian system designed to increase mode share of non-auto travel options.[10] This publication goes on to describe key walkability features, such as sidewalks and traffic volumes.

The SGRC Bike and Pedestrian Master Plan goes on to describe that "while strictly bicycle or pedestrian focused projects can and do get funded and implemented all the time, projects can be more effectively and successfully done when combined with other transportation improvement projects."[11] Whether it be with a street widening, bridge repair, or routine maintenance, combining projects and Complete Streets additions yields a more efficient use of resources, and results in a more complete and comprehensive product. Therefore, bicycle and pedestrian projects should be incorporated into other, larger transportation projects. This report builds upon this recommendation ranks proposed projects along major streets through a diverse set of criteria that illustrate the specific needs for each corridor.

III. Scoring Methodology

This report is a prioritization of Valdosta and Lowndes County arterial and collector streets, which should be considered for Complete Streets design implementation. The scoring methodology used in this report is based on a set of scoring criteria used for the compilation of the Reno-Washoe County Regional Transportation Commission's July 2016 Complete Streets Master Plan. The Reno, Nevada MPO considered a wide range of criteria that examined bikeability, public transit ridership and routes, and employment access. This served as an overall starting point for the VLMPO staff to develop criteria that was applicable to Lowndes County and the Valdosta urbanized area. VLMPO staff developed a scoring matrix that incorporated multiple criteria from various data sources and was consistent with local and GDOT standards and policies. The result of this effort is a three-page document called the "VLMPO Complete Streets Scoring Sheet" and is included in Appendix A. Altogether, the criteria combine to make a maximum score of 200.

[9] SGRC Best Practices for Complete Streets in Rural Areas, page 7.
[10] Valdosta-Lowndes Bike and Pedestrian Master Plan, page 2.
[11] SGRC Bike and Pedestrian Master Plan, pages 5-9.

A. Street Classification

For this ranking only arterial and collector streets were identified based upon GDOT's Functional Classification Map tool.[12] The classifications of principal arterial, minor arterial, principal collector, and minor collector were labeled on this map and are consistent with FHWA Planning Processes.[13] For the purposes of the scoring process, projects along roads that were identified as either principal or minor arterials received 10 points while principal and minor collectors received 5 points.

- Arterial
  - 10 points
- Collector
  - 5 points

B. Bicycle Infrastructure

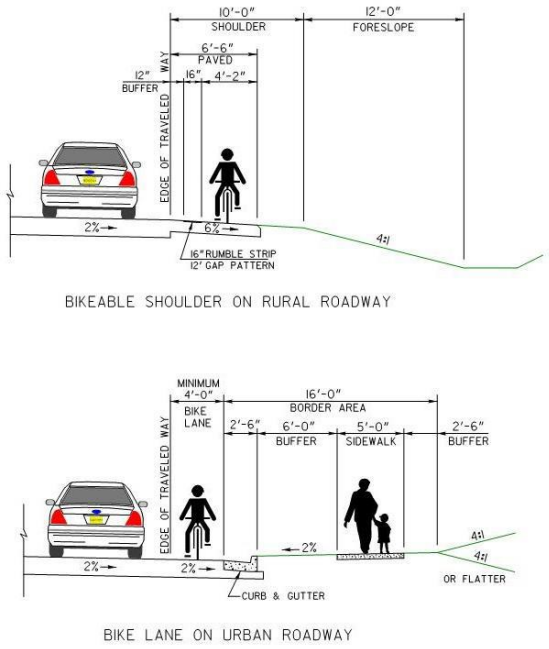


Figure 1: Bike Lane on Urban Roadway (Source: GDOT Design Policy Manual)

This is the first of two subjective and open-ended questions in the VLMPO's Complete Streets scoring sheet. It simply asks "Does the road exhibit bike-friendly qualities?" Three answer options were available and are as follows:

- Yes, no needed improvements
  - 0 points
- Yes, but improvements recommended
  - 5 points
- No, this road is not bicycle-friendly
  - 10 points

C. Pedestrian Infrastructure

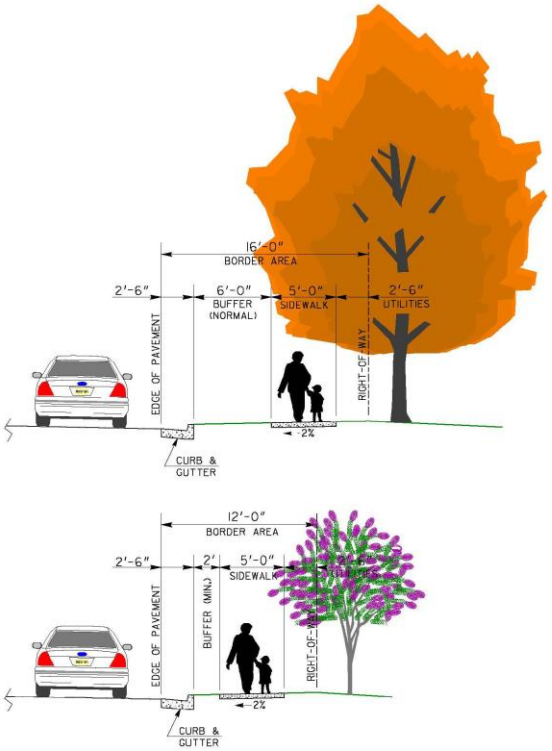


Figure 2: Pedestrian Sidewalk on Urban Roadway (Source: GDOT Design Policy Manual)

This is the second subjective and open-ended questions in the VLMPO's Complete Streets scoring sheet. It simply asks "Does the road exhibit pedestrian-friendly qualities?" Three

[12] https://itos.maps.arcgis.com/apps/webappviewer/index.html?id=962a2591f91a4303aeafe016ba8db96b
[13] https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm#Toc336872980

answer options were available and are as follows:

- Yes, no needed improvements
  - 0 points
- Yes, but improvements recommended
  - 5 points
- No, this road is not pedestrian-friendly
  - 10 points

D. Mobility

This section of the scoring sheet utilizes statistical data from the U.S. Census Bureau's 2015 American Community Survey (ACS) estimates.[14] For this set of criteria, Census data from throughout Lowndes County was examined on the block group level. Percentages of people biking and walking to work along with no vehicle ownership were collected for all 69 block groups (maps shown in Appendices H and I) within the county as defined by the 2010 Census and were plotted on bar graphs (Appendices F and G). For scoring purposes, blocks groups that were either bordered by or contained a street were averaged to come up with the exact number of points assigned to each street.

a. High percent of people who bike to work

The percentage of people who biked to work in Lowndes County had a wide range on the block group level of the available Census data, and this was from 0 to 10.30 percent with the average being 0.65%. Given the maximum and minimum values, natural breaks were used to create the scoring criteria for this category as shown below:

- 0 – 4%
  - 1 point
- 4 – 8%
  - 5 points
- 8 – 12%
  - 10 points

b. High percent of people who walk to work

The percentage of people who walk to work in Lowndes County had a wide range on the block group level of the available Census data, and this was from 0 to 11.32 percent with the average being 1.72%. Given the maximum and minimum values, natural breaks were used to create the scoring criteria for this category as shown below:

- 0 – 4%
  - 1 point
- 4 – 8%
  - 5 points
- 8 – 12%
  - 10 points

c. High percentage of people who do not have access to a motor vehicle

The percentage of people who do not own a vehicle in Lowndes County by block group ranged from 0 to 37.01 percent with the average being 8.30%. Given the maximum and minimum values, natural breaks were used to create the scoring criteria for this category as shown below:

- 0 – 10%
  - 1 point
- 10 – 25%
  - 5 points
- 25% or greater
  - 10 points

E. Destination and Networks

Local knowledge of the community combined with retail trade area and GIS sidewalk data assisted in scoring this set of criteria.

[14] www.factfinder.census.gov

a. Does the corridor connect to existing bike and pedestrian networks?

Connectivity to existing bicycle and pedestrian infrastructure was considered to be of high importance in the creation of this criterion since projects should build upon the current network and not be isolated and difficult to access. This includes, but is not limited to, on-road bicycle lanes, sidewalks, and shared use paths such as the Azalea City Trail. Those projects that connected to existing bicycle and pedestrian paths received higher prioritization.

- Yes (both)
  - 10 points
- Yes, but not both bike and pedestrian networks
  - 5 points
- No
  - 0 points

Figure 3: Desire path connecting to a sidewalk showing the need for additional sidewalks on Forrest Street at Woodlawn Drive

b. Does adjacent land use require access for freight deliveries?

Land uses and zoning boundaries were essential in determining the degree of freight planning and access necessary for each corridor of interest.[15] Local signage dictating whether or not freight vehicles could utilize a road was also taken into consideration when assigning a score for this question. Since people and vehicles should coexist, those roads that have high frequencies of freight deliveries or are zoned for commercial uses received a higher score.

- Yes
  - 5 points
- No
  - 0 points

c. Does the road pass by or within ½ mile of a major destination center?

Figure 4: Lowndes High School main entrance on Norman Dr.

The destination centers considered for this criterion is diverse but also not entirely inclusive. The specific places considered were primary and secondary schools, colleges and universities, healthcare facilities, industrial

[15] http://www.valdostacity.com/Data/Sites/1/media/depts/planning-zoning/zoning-1.pdf
http://www.lowndescounty.com/DocumentCenter/Home/View/133

complexes, retail and business clusters, parks, and military installations.

- Yes
  - 15 points
- No
  - 0 points

F. Roadway Characteristics

a. Does the road contain bike-able shoulders?

Figure 5: Bike lane on Lankford Drive

A bike-able shoulder is a shoulder that is wide enough to safely accommodate a cyclist and vehicular traffic.[16] There should be at least striping and signage notifying a driver that a bicycle lane or facility exists along a roadway. A buffer such as rumble strips, a landscaped median, or delineator posts are a bonus in most cases. Since Lowndes County does not have many bike lanes or bike-able shoulders, most roads along this stretch did not perform well. The scores were set based on the percentage of the road that has a bike-able facility or shoulder and are as follows:

- 0 – 30% of segment
  - 1 point
- 30 – 60% of segment
  - 3 points
- 60% to 90% of segment
  - 5 points

b. How much extra available ROW is there on each side of the road?

A plethora of available right-of-way space is another desirable feature for a road that is in need of bike and pedestrian accommodations. Wider ROW on either side of the street translated to a higher score in this category. For this section, Lowndes County property and tax parcel data were used to delineate where ROW ended and where private property began.[17] Anything over 10 feet was considered adequate for Complete Streets at the very least.

- 0 – 10 feet
  - 2 points
- 10 - 20 feet
  - 5 points
- 20 feet or greater
  - 10 points

c. Does ROW contain open ditches for stormwater?

Figure 6: Stormwater ditches, like along Eager Road, are not conducive to immediate Complete Street projects

[16] GDOT Design Policy Manual.

[17] http://qpublic.net/ga/lowndes/search.html

This section, along with the next one, builds upon the previous question regarding ROW in that it considers what is contained in the extra ROW space. If there were no open ditches for stormwater, this was exceptional because of higher costs for capping the ditches and installing pipes and other water and sewer infrastructure.

- Yes
  - 0 points
- Yes, but only in portions
  - 2 points
- No
  - 5 points

d. Is there utility infrastructure that hinders development of bike/pedestrian network along existing ROW?

Figure 7: Utility poles on the ROW along River Street

If there were no utility poles or other major hindrances to future road widenings or development, then those streets scored better in this category.

- Yes
  - 0 points
- Yes, but only in portions
  - 2 points
- No
  - 5 points

e. How wide are the road's existing lanes?

Roads with narrow lanes are less suitable for a Complete Streets project since there is little existing asphalt to work with. Lanes that are wider than 12 feet but less than 14 feet may be adequate for additional bike or pedestrian infrastructure, but this depends on the type of traffic that exists along the road and the speed limit at which it is traveling. Lanes that are 14 feet or greater are in the best position to be retrofitted for a bike lane.

- 10 feet or less
  - 1 point
- 10 to 12 feet
  - 2 points
- 12 to 14 feet
  - 3 points
- 14 feet or greater
  - 5 points

G. Gaps and Connectivity

It is essential that a road have continuous sidewalks for pedestrian, especially in areas where residents may not have ready access to a vehicle for shopping or commuting. This builds upon the vehicular access question in Section D and instead asks about sidewalk gaps and approximately where those gaps are located.

a. Does aerial imagery show signs of a need for sidewalks?

Figure 8: Aerial imagery showing desire path, or dirt in place of sidewalk, along St. Augustine Rd. (Source: Google Earth)

To introduce this part of the scoring process, this question asks about whether or not the need for a sidewalk exists. This primarily focuses upon desire paths, or sides of roads that do not have a sidewalk but have lawns worn down to dirt because of heavy foot traffic. An example of where this is located is along Norman Drive in front of Lowndes High School.

- Yes
  - 15 points
- No
  - 0 points

b. Do sidewalk gaps exist?

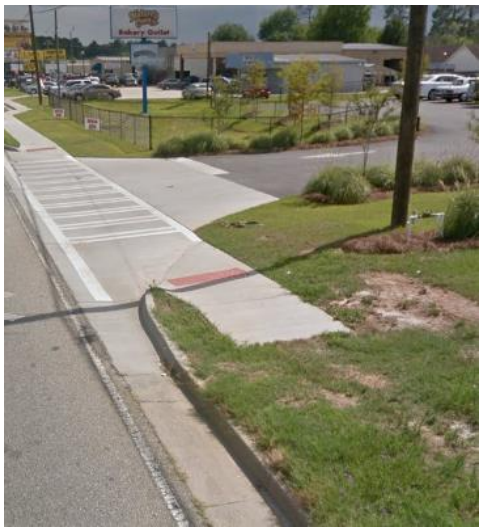


Figure 9: Dead-end sidewalk on Bemiss Road (Source: Google Street View)

Sidewalk gaps were grouped based on if they occurred on sides of the street, one side, or neither side of the street, with the latter option receiving the lowest score. Since the Valdosta Land Development Regulations require only one side of most city arterial and collector streets to contain a sidewalk, this was considered in the scoring process; however, if there were amenities located along a side of a street on which no sidewalk was present, then this was noted. Baytree Road in front of the movie theater for instance, does not have a sidewalk nor is there a safe way to cross from the mall. This is where a sidewalk or crossing mechanism may need to be installed to allow pedestrians and customers of nearby hotels and businesses to traverse the area without the need of a car.

- Neither Side
  - 0 points
- One Side
  - 3 points
- Both Sides
  - 5 points

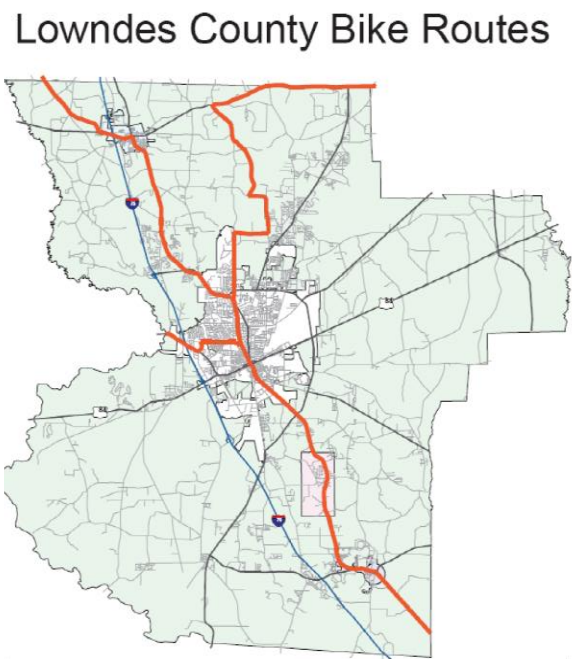
c. What is the estimated gap length?

This is where gap lengths were estimated based on available GIS data and field observations. It can be as simple as there being a 50% gap due to one side having a sidewalk and not the other or as complex as tiny gaps along one sidewalk. Due to this wide variability between each street, general categories were established as follows:

- 0 to 25% of sidewalk length
  - 1 point
- 25 to 75% of sidewalk length
  - 3 points
- 75 to 100% of sidewalk length
  - 5 points

H. Signed/Unsigned Bicycle Route

This section asks whether or not the road is part of a local or state bicycle route. Most of the bicycle routes in this community are signed and part of the state network of numbered bicycle routes. Georgia Bike Routes 10 and 15 pass through Lowndes County, but are not on a single continuous street. Therefore, a bike route may align with a local street, but that local street is not entirely a bike route. The map below shows a general depiction of the bike routes in Lowndes County. The assigned numerical values for this category immediately follow.



- Yes, the entire road segment is part of a bike route
  - 0 points
- Yes, but only a portion of the road is part of a bike route.
  - 10 points
- No
  - 15 points

Figure 10: Georgia Bike Route 10 along Skipper Bridge Road in northern Lowndes County (Source: Google Street View)

I. Crash & Traffic Data

The traffic and crash data for Lowndes County used in this report was downloaded from the Georgia Electronic Accident Reporting System (GEARS) and considers all crashes that took place within the last 5 years from January 1, 2012 to December 31, 2016.[18] All traffic counts were recorded by GDOT in 2015.[19]

a. How many crashes were there along this stretch of highway in the past 5 years?

Roads that were the sites of 50 or more crashes received more points than those with fewer than 50 crashes. Crashes over the past five calendar years (2012 to 2016) for roads examined in this report ranged from 16 to 720.

- Less than 50 crashes
  - 5 points
- More than 50 crashes
  - 10 points

b. What is the approximate AADT for this road segment?

Roads with higher annual average daily traffic (AADT) counts were given a higher score to account for safety of drivers, bikers, and pedestrians, alike.

- Less than 10,000 AADT
  - 1 point
- 10,000 to 15,000 AADT
  - 3 points
- Greater than 15,000 AADT
  - 5 points

[18] www.gearsportal.com
[19] http://geocounts.com/gdot/

c. Did any of these crashes involve cyclists or pedestrians?

Regrettably, many crashes examined for this report involved injuries or fatalities, some of which were exclusively to bicyclists or pedestrians. If there were any crashes involving bicyclists or pedestrians, 10 points were added to the proposed road project.

- Yes
  - 15 points
- No
  - 0 points

J. Planning Considerations

a. Does the roadway include design standards set forth in the GDOT Design Policy Manual, SGRC Complete Streets Best Practices, or the Valdosta-Lowndes Bike/Pedestrian Master Plan?

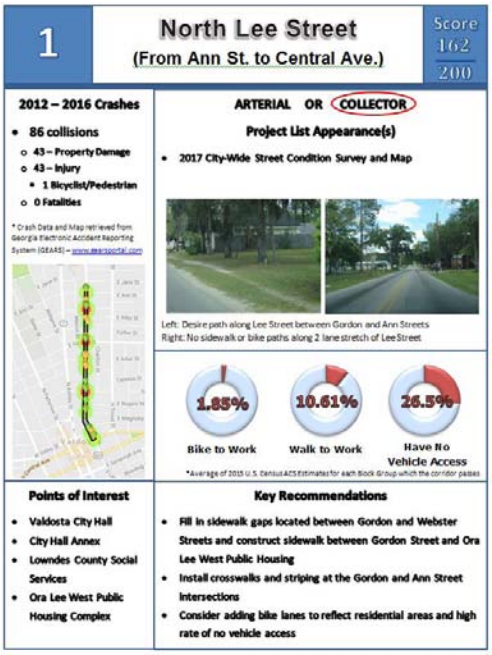
For the final section of the scoring criteria, Design Policies and schematics from GDOT and local planning publications were used to determine if the road exhibited certain Complete Streets standards. The default answer to this question was no, but in a few cases, such as Lankford Drive, there were Complete Street standards and designs already in place.

- Yes
  - 5 points
- No
  - 10 points

IV. Results

The following two pages show the results of this scoring methodology and how each proposed road project was ranked in terms of Complete Streets suitability. There are two separate prioritized lists of projects for the City of Valdosta and Lowndes County. The highest overall scoring road was North Lee Street between Central Ave. and Ann St. earning 174 points out of 200 possible points. Good Hope Rd. in the eastern portion of the county was the lowest scored overall with 75 out of 200 points. Appendices B and D show detailed scores for each criteria on all evaluated roads.

One page profiles of the top ten road projects that should consider incorporating complete street elements are included in Appendices C and E for the city and county, respectively. These include their final score, crash data, major points of interest along the road or within ½ mile of the road, project list appearances, and key recommendations for making the road friendly to bicyclists and pedestrians.



Rank	Corridor	Points (out of 200)
1	N. Lee St. (Ann St. to Central Ave.)	**174**
2	E. Park Ave. (Jaycee Shack Rd. to Perimeter Rd.)	**156**
3	N. Forrest St. (E. Hill Ave. to Pineview Dr.)	**155**
T4	River Street (Norman Dr. to Wells St.)	**151**
T4	N. Forrest St. (Pineview Dr. to Perimeter Rd.)	**151**
6	Norman Dr.	**150**
7	Baytree Rd. (Gornto Rd. to Oak St.)	**147**
8	Jerry Jones Dr./Eager Rd. (Gornto Rd. to Jadan Pl.)	**145**
9	Park Ave. culvert improvements (Lee St. to Forrest St.)	**141**
T10	S. Lee St. (MLK Dr. to Griffin Ave.)	**138**
T10	Ashley St. culvert improvements (College St. to Ann St.)	**138**
12	Gornto Rd. (St. Augustine Rd. to Jerry Jones Dr.)	**136**
T13	Country Club Dr. culvert improvements	**132**
T13	Jerry Jones Dr. (Gornto Rd. to Baytree Rd.)	**132**
15	E. Gordon St. (Patterson St. to Forrest St.)	**131**
16	Park Ave. (Oak St. to Ashley St.)	**126**
T17	Clay Rd. (Old Statenville Rd. to Hill Ave.)	**124**
T17	Gornto Rd. (Jerry Jones Dr. to Oak St.)	**124**
19	North Lee St (Vallotton to Ann)	**123**
20	West Street (Gordon St. to Hill Ave.)	**121**
21	W. Gordon St. – Oak St. to Patterson St.	**118**
22	Dampier St. culvert improvements	**112**
T23	Gordon St. (Lankford Dr. to West St.	**105**
T23	Berkley Dr. culvert improvements	**105**
T25	Patterson St. culvert improvements (Georgia Ave. to Brookwood Dr.)	**103**
T25	Lankford Dr. culvert improvements	**103**
27	Old Clyattville Rd. (Gil Harbin Industrial Blvd. to ME Thompson Dr.)	**102**
28	Cherry Creek Rd. (Oak St. Ext. to Orr Rd.)	**100**
29	Gordon St. (West St. to Oak St.)	**99**

Table 2: City of Valdosta Prioritized Ranking of Proposed Projects for Complete Street Design Attributes

Rank	Corridor	Points (out of 200)
1	Lakes Blvd. (GA 376) – Loch Laurel Rd. to W. Marion Ave. (US 41)	**154**
2	Old Clyattville Rd. – I-75 to Clyattville-Nankin Rd.	**132**
3	Cat Creek Rd –Berrien Co. line to Bemiss Rd	**130**
4	Knights Academy Rd. – Bemiss Rd. to US 221	**127**
T5	Shiloh Rd. – Morven Rd. to I-75	**126**
T5	Skipper Bridge Rd. – Cook Co. Line to Bemiss Rd.	**126**
7	Coleman Rd. N – Crooked Cir to Stewart Cir	**124**
8	Lake Park-Bellville Rd. – E. Marion Ave (US 41) to I-75	**123**
9	Howell Rd. – Griffin Ave. to Perimeter Rd.	**118**
10	GA 122 – Morven Rd. to Hagan Bridge Rd.	**117**
11	Rocky Ford Rd. – US 84 to Clyattville-Nankin Rd.	**110**
12	Old US 41 Widening Phase II – Dasher Grove Rd. to North Valdosta Rd.	**108**
T13	Morven Rd – county line to GA 122	**107**
T13	Studstill Rd. – Bemiss Rd. to Knights Academy Rd.	**107**
15	Clyattville-Nankin Rd – Brooks Co. line to Madison Hwy. (GA 31)	**101**
T16	Loch Laurel Rd. - Madison Hwy to GA 376	**100**
T16	Stafford Wright Rd. – Cherry Creek Rd. to Skipper Bridge Rd.	**100**
T18	Coffee Rd – Morven Rd. to Old Valdosta Rd.	**99**
T18	Briggston Rd. – Old Clyattville Rd to GA 31	**99**
T18	James Rd. – GA 133 to US 84	**99**
21	Val Del Rd. – GA 122 to N. Valdosta Rd.	**96**
22	Hickory Grove Rd North – US 41 to Echols Co. line	**95**
23	Ousley Rd. – US 84 to Old Clyattville Rd.	**94**
T24	Old State Rd. – US 221 to Good Hope Rd.	**90**
T24	Bethany Rd. – Bethany Dr. to Val Del Rd.	**90**
T24	Howell Rd. – Perimeter Rd. to Grand Bay Cr	**90**
27	Old Quitman Rd. – Ousley Rd. to US 84	**87**
28	Thompson Rd. – Union Rd. to Old US 41	**85**
29	Staten Rd. – Orr Rd. to Skipper Bridge Rd.	**81**
30	Good Hope Rd. – Lanier Co. line to GA 135	**75**

Table 3: Lowndes County Prioritized Ranking of Proposed Projects for Complete Street Design Attributes

V. Discussion and Conclusion

As seen through Tables 2 and 3 in the Results section along with Appendices B - E, the scoring methodology used here yielded scores that show improvements needed to make Valdosta and Lowndes County friendlier to bicyclists and pedestrians. This was a data driven process that examined multiple sources of geographical and sociological information. Some common themes throughout the community include a lack of roads with bikeable shoulders, many corridors with sidewalk gaps, and a need to implement design policies from GDOT and SGRC Complete Streets Best Practices.

Corridors that pass through census block groups where inhabitants bike or walk to work are largely underserved in terms of bike and pedestrian infrastructure. This variable was weighed heavily in the scoring process because Complete Streets design should take into account the needs of area residents. Considerations for connectivity to existing bike/pedestrian networks is paramount in improving these conditions and the quality of life for residents who depend on these networks for commutes, recreation, and other purposes.

Roads that appear low on these prioritized lists should not be wholly ignored for Complete Streets makeovers as they may have certain features that allow for an uncomplicated transition. An example of such a road is Gordon Street between West and Oak Street where wide shoulders currently exist. The most visible need here is restriping to allow for a dedicated bike lane.

While many county roads that are included in the Lowndes County prioritization are two-lane collectors, many pass through residential subdivisions and near schools. Consequently, this necessitates more bike and pedestrian features to improve safety and accessibility. Skipper Bridge Road is a good example in that it connects neighborhoods and businesses with Pine Grove Elementary and Middle Schools, and it is also part of the Georgia Bike Route network. In some places, this road has simple fixes such as striping near the Withlacoochee River to supplement the existing wide shoulders. For recreation, county roads with smaller traffic counts are good environments for cycling and other forms of exercise.

These proposed projects in the City of Valdosta and Lowndes County outlined here will all provide plentiful benefits to not only the neighborhood residents, but to the entire community. It is essential that planning for active modes of transportation is a priority, especially for those areas where walking and biking to work are the only options available for residents. This report serves as a guide for the communities within the Valdosta urbanized area and Lowndes County on where an emphasis on Complete Streets designs would be most advantageous for residents and visitors, alike. The next step is determining how to implement Complete Streets corridors in the community and to encourage community leaders to include Complete Streets elements in the design and planning steps for upcoming road projects in the community.

Street Name		Max Score	SCORE
Beginning Point			
End Point		200	200
Project List Appearance			

SCORING CRITERIA					POINTS
Street Classification (Arterials and Collectors Only)					
Is the road classified as an arterial or collector street by GDOT?					
Arterial - 10 points					
Collector - 5 points					10
Bicycle Infrastructure -Does the road exhibit bicycle-friendly qualities?			Comments		
Yes, no needed improvements (i.e. bike lanes, side path, etc.)	0 points				
Yes, but improvements recommended	5 points				
No, this road is not bicycle-friendly	10 points				10
Pedestrian Infrastructure - Does the road exhibit pedestrian-friendly qualities?			Comments		
Yes, no needed improvements (i.e. sidewalks, shared paths, etc.)	0 points				
Yes, but improvements recommended	5 points				
No, this road is not pedestrian-friendly	10 points				10
Mobility - Is the road in an area with high levels of multimodal transportation?					
High percentage of people who bike to work (based on 2015 U.S. Census ACS Estimates)			RAW VALUES		
Block Groups					
0 - 4%	1 point		Beg. Point	10	
4 - 8%	5 points		End Point	10	
8 - 12%	10 points		Average	10	10
High percentage of people walking to work (based on 2015 U.S. Census ACS Estimates)			RAW VALUES		
Block Groups					
0 - 4%	1 point		Beg. Point	10	
4 - 8%	5 points		End Point	10	
8 - 12%	10 points		Average	10	10
Percent of people who do not own a vehicle (based on 2015 U.S. Census ACS Estimates)			RAW VALUES		
Block Groups					
0 - 10%	1 point		Beg. Point	10	
10 - 25%	5 points		End Point	10	
>25%	10 points		Average	10	10

Destinations and Networks		
Does the corridor connect to existing bike/pedestrian networks?		
Yes (both) - 10 points Yes, but not both - 5 points No - 0 points		10
Does adjacent land use require access for freight deliveries?		
Yes - 5 points No - 0 points		5
Does the road pass by or near (within 1/2 mile) a destination center, such as a school, college/university, industrial complex, retail/business, military installation, etc.?		
Yes - 15 points No - 0 points		15
Roadway Characteristics		
Does the road in question contain bikeable shoulders?		
0 - 30 % of segment	5 points	
30 - 60% of segment	3 points	
60 - 90 % of segment	1 point	5
How much extra available right-of-way (ROW) width is there on each side of the road?		
0 - 10 feet	2 points	
10 - 20 feet	5 points	
20 feet or greater	10 points	10
Does the road right-of-way contain open ditches for stormwater?		
Yes -0 points Yes, but in portions - 2 points No - 5 points		5
Is there utility infrastructure (i.e. poles) that hinder the development of bike/ped infrastructure within existing ROW?		
Yes -0 points Yes, but in portions - 2 points No - 5 points		5
How wide are the existing lanes along this road?		
10 feet or less	1 point	
10 - 12 feet	2 points	
12 - 14 feet	3 points	
14 feet or greater	5 points	5
Gaps & Connectivity		
Does aerial imagery show signs of a need for sidewalks (desire paths)?		
Yes - 15 points No - 0 points		15
Do sidewalk gaps exist on one-side, both, or neither side of the road?		
Neither	0 points	
One Side	3 points	
Both Sides	5 points	5

What is the estimated gap length according to GIS analysis?					
0 - 25%		1 point			
25 - 75 %		3 points			
75 - 100%		5 points			5
Signed/Unsigned Bicycle Route					
Is the road part of a signed and/or unsigned bicycle route?					
Yes - 0 points	Yes, but in portions - 10 points	No - 15 points			15
Motor Vehicle Crash & Traffic Data					
How many crashes were there along this road in the past five (5) years?					
Less than 50 crashes - 5 points					
More than 50 crashes - 10 points					10
What is the approximate AADT for this road segment (2015 GDOT AADT data)?					
Less than 10,000		1 point			
10,000 - 15,000		3 points			
Greater than 15,000		5 points			5
Did any of these crashes involve bicyclists or pedestrians?					
Yes - 15 points	No - 0 points				15
Planning Considerations					
Does the roadway include Design Standards in GDOT Design Policy Manual, SGRC Complete Streets Best Practices report or identified in the Bike/Pedestrian Master Plan?					
Yes - 5 points	No - 10 points				10

ADDITIONAL NOTES:

Appendix B: Complete Streets Suitability Scoring Summary Sheet – City of Valdosta

Please see scoring sheet for specific point values and their specific connotation.	Arterial or collector?	Does the road exhibit bike-friendly qualities?	Does the road exhibit ped.-friendly qualities?	High percentage of people who bike to work?	High percentage of people who walk to work?	Percent of people who do not own a vehicle?	Does corridor connect to other existing bike/ped networks?	Does land use require freight delivery access?	Does road pass by or near destination center?	Does road contain bikeable shoulders?	How much extra available ROW width is there?	Does Row contain open ditches for stormwater?	Do utilities hinder bike/ped development?	How wide are existing lanes along this road?	Does aerial imagery show signs of a need for sidewalks?	One side, both, or neither side have sidewalk gaps?	What is estimated gap length according to GIS analysis?	Is the road part of a signed and/or unsigned bicycle route?	Number of crashes in past five years?	Approximate AADT for this road segment?	Did crashes involve bicyclists or pedestrians?	Does roadway include design standards from GDOT, SGRC, or other Bike/Ped Plan?	**TOTAL POINTS**
N. Lee St. (Ann St. to Central Ave.)	5	10	5	10	10	10	10	0	15	5	10	5	0	3	15	5	3	15	10	3	15	10	**174**
E. Park Ave. (Jaycee Shack Rd. to Perimeter Rd.)	10	10	5	1	1	1	10	5	15	5	10	0	5	2	15	5	5	15	10	1	15	10	**156**
N. Forrest St. (E. Hill Ave. to Pineview Dr.)	10	10	5	1	5	5	5	0	15	5	10	5	5	2	15	3	3	15	10	1	15	10	**155**
River Street (Norman Dr. to Wells St.)	5	10	5	5	5	5	10	0	15	5	5	2	0	3	15	5	5	15	10	1	15	10	**151**
N. Forrest St. (Pineview Dr. to Perimeter Rd.)	10	10	10	1	1	1	5	0	15	5	10	0	5	2	15	5	5	15	10	1	15	10	**151**
Norman Dr.	5	10	5	1	5	1	10	5	15	5	2	5	5	3	15	5	5	10	10	3	15	10	**150**
Baytree Rd. (Gornto Rd. to Oak St.)	10	10	5	1	1	1	10	5	15	5	5	5	0	3	15	3	3	10	10	5	15	10	**147**
Jerry Jones Dr./Eager Rd. (Gornto Rd. to Jadan Pl.)	10	10	10	1	1	1	10	0	15	5	10	0	5	2	15	5	5	15	10	5	0	10	**145**
Park Ave. culvert improvements (Lee St. to Forrest St.)	10	5	5	1	1	5	10	5	15	5	5	5	5	3	0	3	5	15	10	3	15	10	**141**
S. Lee St. (MLK Dr. to Griffin Ave.)	5	10	5	5	10	10	10	0	15	5	10	5	5	2	0	5	5	15	5	1	0	10	**138**
Ashley St. culvert improvements (College St. to Ann St.)	10	10	5	1	5	5	10	5	15	5	5	5	0	2	0	0	0	15	10	5	15	10	**138**
Gornto Rd. (St. Augustine Rd. to Jerry Jones Dr.)	10	10	5	1	1	1	10	0	15	5	5	5	5	2	0	3	5	15	10	3	15	10	**136**
Country Club Dr. culvert improvements	10	10	10	1	1	1	0	0	15	5	10	0	5	1	0	5	5	15	10	3	15	10	**132**
Jerry Jones Dr. (Gornto Rd. to Baytree Rd.)	10	10	5	1	1	1	10	0	15	5	2	2	5	2	15	5	5	15	10	3	0	10	**132**
E. Gordon St. (Patterson St. to Forrest St.)	5	5	5	1	5	5	10	0	15	3	5	5	5	5	0	3	3	15	10	1	15	10	**131**

	Arterial or collector?	Does the road exhibit bike-friendly qualities?	Does the road exhibit ped.-friendly qualities?	High percentage of people who bike to work?	High percentage of people who walk to work?	Percent of people who do not own a vehicle	Does corridor connect to existing bike/ped networks?	Does land use require freight delivery access?	Does road pass by or near destination center?	Does road contain bikeable shoulders?	How much extra available ROW width is there?	Does Row contain open ditches for stormwater?	Do utilities hinder bike/ped development?	How wide are existing lanes along this road?	Does aerial imagery show signs of a need for sidewalks?	One side, both, or neither side have sidewalk gaps?	What is estimated gap length according to GIS analysis?	Is the road part of a signed and/or unsigned bicycle route?	Number of crashes in past five years?	Approximate AADT for this road segment?	Did crashes involve bicyclists or pedestrians?	Does roadway include design standards from GDOT, SGRC, or other Bike/Ped Plan?	**TOTAL POINTS**
Park Ave. (Oak St. to Ashley St.)	10	10	5	1	5	1	10	0	15	5	5	5	5	3	0	5	5	15	10	1	0	10	**126**
Clay Rd. (Old Statenville Rd. to Hill Ave.)	10	10	10	1	5	5	0	5	15	5	10	0	5	2	0	5	5	15	5	1	0	10	**124**
Gornto Rd. (Jerry Jones Dr. to Oak St.)	10	10	5	1	1	1	10	0	15	5	5	0	0	2	15	3	5	15	10	1	0	10	**124**
North Lee St (Vallotton to Ann)	5	5	5	1	5	5	10	0	15	3	5	5	0	3	0	3	5	15	5	3	15	10	**123**
West St. (Gordon St. to Hill Ave.)	5	5	10	5	5	5	10	0	15	3	5	5	5	2	0	5	5	15	5	1	0	10	**121**
W. Gordon St. (Oak St. to Patterson St.)	5	10	10	1	1	5	10	0	15	5	2	5	5	2	0	3	3	15	10	1	0	10	**118**
Dampier St. culvert improvements	10	5	10	1	1	5	10	0	15	1	2	5	5	5	0	3	3	15	5	1	0	10	**112**
Gordon St. (Lankford Dr. to West St.)	5	5	5	1	1	5	10	0	15	5	2	5	0	2	0	3	5	15	10	1	0	10	**105**
Berkley Dr. culvert improvements	5	5	5	1	1	1	0	0	15	1	5	5	5	5	0	5	5	15	5	1	15	5	**105**
Patterson St. culvert improvements (Georgia Ave. to Brookwood Dr.)	10	10	5	1	5	5	10	5	15	5	5	5	2	2	0	0	0	0	5	3	0	10	**103**
Lankford Dr. culvert improvements	10	0	5	1	1	1	0	0	15	1	2	5	5	1	15	3	5	0	10	3	15	5	**103**
Old Clyattville Rd. (Gil Harbin Industrial Blvd. to ME Thompson Dr.)	10	5	10	1	1	1	0	5	15	1	10	0	5	2	0	5	5	15	5	1	0	5	**102**
Cherry Creek Rd. (Oak St. Ext. to Orr Rd.)	5	10	10	1	1	1	0	0	15	5	10	0	5	1	0	5	5	10	5	1	0	10	**100**
Gordon St. (West St. to Oak St.)	5	5	5	5	1	5	10	0	15	5	2	5	5	5	0	0	0	15	5	1	0	5	**99**
AVERAGE SCORES	7.93	8.1	6.55	1.86	3	3.41	7.59	1.38	15	4.24	6	3.41	3.69	2.55	5.69	3.72	4.07	13.45	8.28	2.03	7.76	9.31	**129.03**

1 North Lee Street

(From Ann St. to Central Ave.)

Score 174/200

2012 – 2016 Crashes

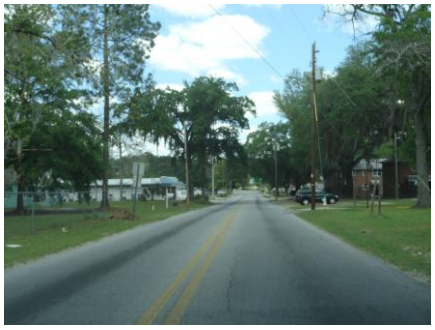
- 86 collisions
  - 43 – Property Damage
  - 43 – Injury
    - 1 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

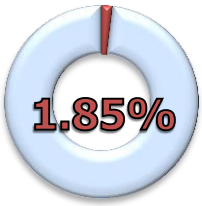
ARTERIAL OR COLLECTOR

Project List Appearance(s)

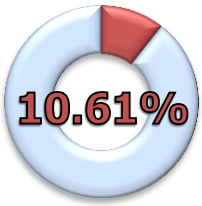
- 2017 City-Wide Street Condition Survey and Map



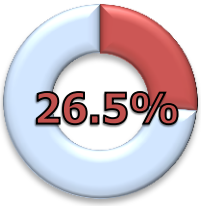
Left: Desire path along Lee Street between Gordon and Ann Streets
Right: No sidewalk or bike paths along 2 lane stretch of Lee Street



Bike to Work



Walk to Work



Have No Vehicle Access

*Average of 2015 U.S. Census ACS Estimates for each Block Group which the corridor passes

Points of Interest

- Valdosta City Hall
- City Hall Annex
- Lowndes County Social Services
- Ora Lee West Public Housing Complex

Key Recommendations

- Fill in sidewalk gaps located between Gordon and Webster Streets and construct sidewalk between Gordon Street and Ora Lee West Public Housing
- Install crosswalks and striping at the Gordon and Ann Street intersections
- Consider adding bike lanes to reflect residential areas with high rate of no vehicle access

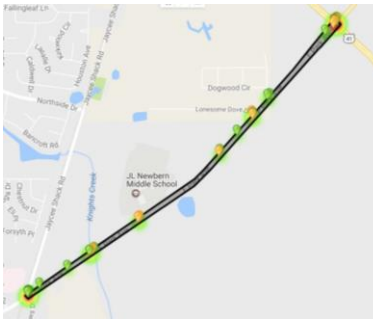
2 East Park Avenue (From Jaycee Shack to Perimeter Rd.)

Score 156/200

2012 – 2016 Crashes

- 62 collisions
  - 36 – Property Damage
  - 26 – Injury
    - 1 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com



Points of Interest

- Greenleaf Center
- J.L. Newbern Middle School
- Scintilla Charter Academy
- New Valdosta High School Campus
- Multiple businesses and churches

ARTERIAL OR COLLECTOR

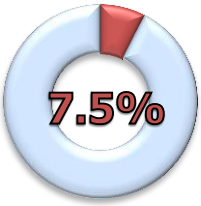
Project List Appearance(s)

- 2017 City-Wide Street Condition Survey and Map

Left: Sidewalk construction near new Valdosta High campus
Right: No bike facilities along East Park Avenue near J.L. Newbern Middle

Bike to Work

Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Key Recommendations

- Fill in sidewalk gaps between J.L. Newbern, Scintilla, and the new Valdosta High campus
- Install crosswalks and hybrid beacon signals at or near the schools to facilitate safe children crossings
- Reduce speed limits
- Revise school zone boundaries to reflect new construction

3 North Forrest St.

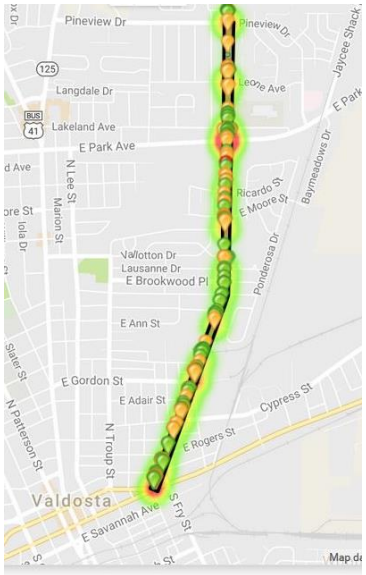
(From E. Hill Ave. to Pineview Dr.)

Score 155/200

2012 – 2016 Crashes

- 280 collisions
  - 157 – Property Damage
  - 122 – Injury
    - 5 Bicyclist/Pedestrian
  - 1 Fatality

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com



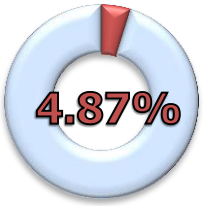
ARTERIAL OR COLLECTOR

Project List Appearance(s)

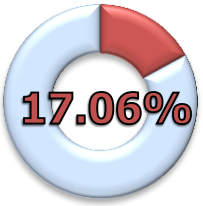
- 2017 City-Wide Street Condition Survey and Map

Left: Forrest Street desire path near Woodlawn Forrest Church of Christ
Right: Old railroad crossing along Forrest Street without sidewalks

Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- W.G. Nunn Elementary School
- Vallotton Park
- Churches/businesses
- Residential neighborhoods

Key Recommendations

- Add to existing sidewalk network
- Make appropriate upgrades for next phase of the Azalea City Trail (ACT)
- Install crosswalks at signalized intersections (i.e. Hill Avenue, Park Avenue, Cypress Street, and Woodlawn Drive)

T4

River Street

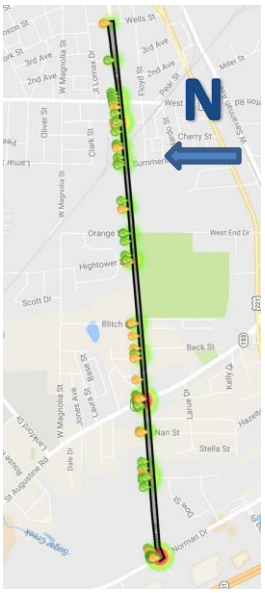
(From Norman Dr. to Wells St.)

Score 151/200

2012 – 2016 Crashes

- 153 collisions
  - 100 – Property Damage
  - 53 – Injury
    - 2 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com



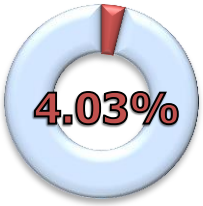
ARTERIAL OR COLLECTOR

Project List Appearance(s)

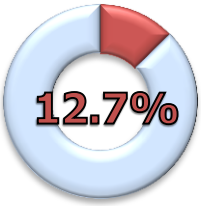
- 2017 City-Wide Street Condition Survey and Map

Left: Sidewalks along River Street dead end west of St. Augustine Road
Right: River Street near Scruggs Concrete

Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Walmart Supercenter
- Multiple businesses, churches and retail
- Scruggs Concrete Co.
- John W. Saunders Memorial Park
- Fairview Historic District

Key Recommendations

- Fill in sidewalk gaps at and around Scruggs Concrete and between Norman Drive and St. Augustine Road
- Explore restriping and adding a bike lane in the Fairview neighborhood

T4

North Forrest St.

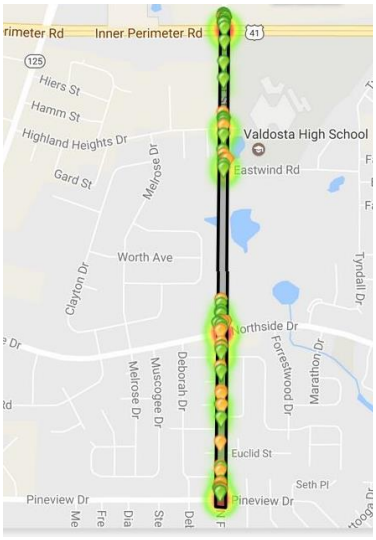
(From Perimeter Rd. to Pineview Dr.)

Score 151/200

2012 – 2016 Crashes

- 133 collisions
  - 77 – Property Damage
  - 56 – Injury
    - 2 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

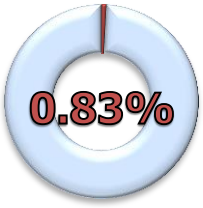


ARTERIAL OR COLLECTOR

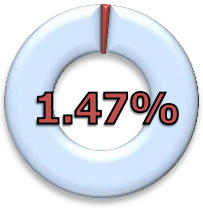
Project List Appearance(s)

- 2017 City-Wide Street Condition Survey and Map
- 2016 Local Maintenance & Improvement Grant Program

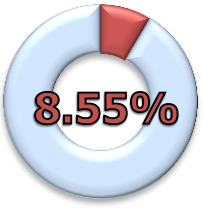
Left: Forrest Street in front of Valdosta High School near Eastwind Road
Right: Desire paths along Forrest are abundant throughout this segment of road



Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Churches/businesses
- Residential neighborhoods
- Valdosta High School
- Dewar Elementary School
- Georgia Military College

Key Recommendations

- Install sidewalk(s) to facilitate pedestrians to and from W.G. Nunn and the existing Valdosta High campus
- Install crossing at the Northside Drive and Pineview Drive signalized intersections

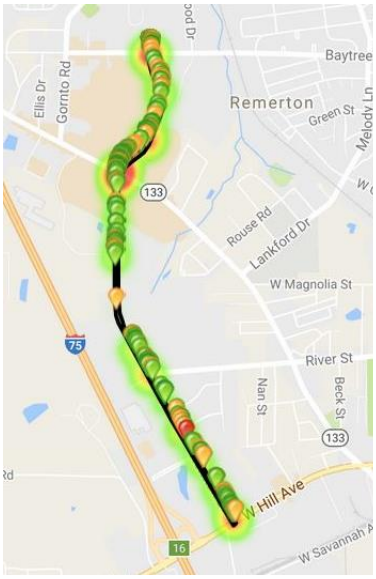
6 Norman Drive (From Baytree Rd. to W. Hill Ave.)

Score 150/200

2012 – 2016 Crashes

- 596 collisions
  - 430 – Property Damage
  - 165 – Injury
    - 6 Bicyclist/Pedestrian
  - 1 Fatality

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

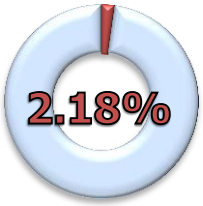


ARTERIAL OR COLLECTOR

Project List Appearance(s)

- 2017 City-Wide Street Condition Survey and Map

Left: Desire path along Norman Drive across from Lowndes High; no crosswalks
Right: Existing sidewalk along Norman Drive



Bike to Work

Walk to Work

Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Valdosta Mall
- Lowndes High School
- Lowndes County Board of Education
- Walmart Supercenter
- Rainwater Center
- Various Retail/Business

Key Recommendations

- Install sidewalks around the west side of Norman Drive near the mall along with crossing between Baytree and St. Augustine Roads
- Install sidewalks across the street from Lowndes High (east side of Norman) due to desire paths present on this side of the road

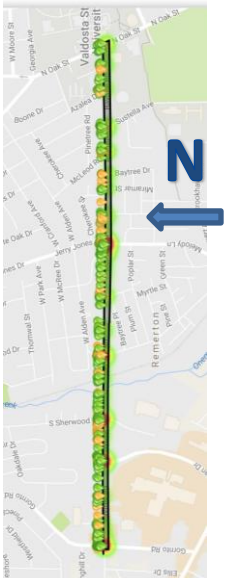
7 Baytree Rd. (From Gornto Rd. to N. Oak St.)

Score 147/200

2012 – 2016 Crashes

- 720 collisions
  - 554 – Property Damage
  - 166 – Injury
    - 5 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

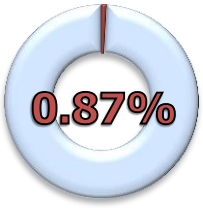


ARTERIAL OR COLLECTOR

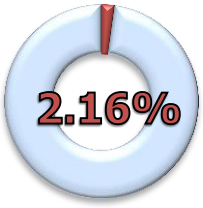
Project List Appearance(s)

- 2017 City-Wide Street Condition Survey and Map

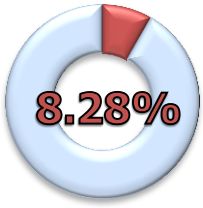
Left: Baytree Road @ Oak Street intersection needs pedestrian improvements
Right: Desire path along Baytree near Sugar Creek



Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Valdosta Mall
- Remerton
- Valdosta State University
- Retail and business
- Residential neighborhoods

Key Recommendations

- Fill in sidewalk gaps between Gornto Road and the Norfolk Southern (NS) railroad intersection
- Explore a road diet project between Sustella Avenue and North Oak Street
- Make the crosswalk at North Oak Street more pedestrian friendly (consider restricting right turns to allow for more crossing time)

8 Jerry Jones Dr./Eager Rd.

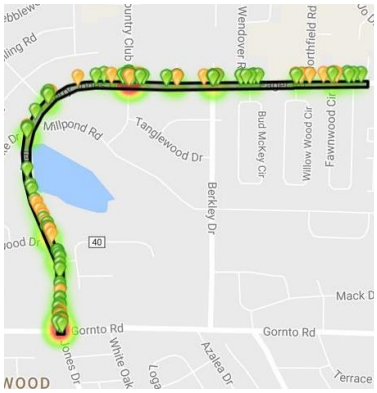
(From Gornto Rd. to Jadan Pl.)

Score 145/200

2012 – 2016 Crashes

- 272 collisions
  - 198 – Property Damage
  - 74 – Injury
    - 0 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com



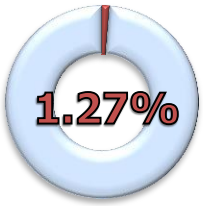
ARTERIAL OR COLLECTOR

Project List Appearance(s)

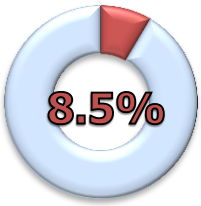
- 2017 City-Wide Street Condition Survey and Map
- FY2015-18 VLMPO Transportation Improvement Program (TIP)

Left: Desire path along Eager Road near Langdale Place
Right: Heavy vegetation and traffic along Jerry Jones Drive

Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Multiple churches, businesses, and doctor's offices
- Valdosta Middle School
- St. John Catholic School

Key Recommendations

- While sidewalks are present near the LDS church and businesses, most of the corridor has desire paths. Install a sidewalk while navigating vegetation, open ditches, and private property boundaries.
- Utilize Berkley Drive for additional bicycle amenities

9 East Park Avenue (From Lee St. to Forrest St.)

Score 141/200

2012 – 2016 Crashes

- 117 collisions
  - 73 – Property Damage
  - 44 – Injury
    - 3 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

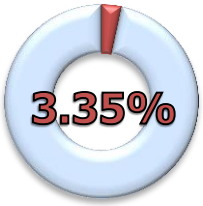
ARTERIAL OR COLLECTOR

Project List Appearance(s)

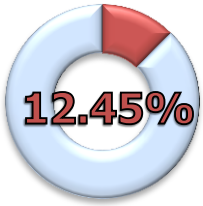
- 2017 City-Wide Street Condition Survey and Map
- City of Valdosta Stormwater Master Project List

Left: 5 lane segment of East Park Avenue with one sidewalk
Right: Crossing at Forrest Street needs signals and other improvements

Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- W.G. Nunn Elementary School
- Various Retail/Business
- Multiple homes and apartments
- Vallotton Park

Key Recommendations

- Explore a road diet option to accommodate bicyclists
- Improve crossing infrastructure at existing traffic signals at Lee and Forrest Streets
- A pedestrian crossing at or near the midway point of this segment may be necessary

T10

South Lee Street

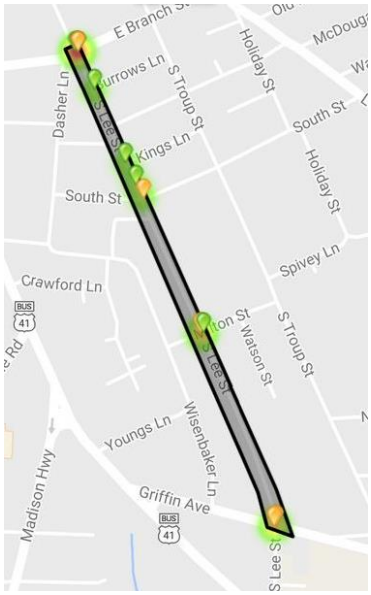
(From MLK Jr. Dr. to Griffin Ave.)

Score 138/200

2012 – 2016 Crashes

- 16 collisions
  - 10 – Property Damage
  - 5 – Injury
    - 0 Bicyclist/Pedestrian
  - 1 Fatality

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

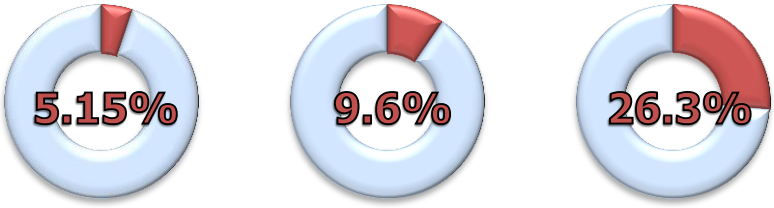


ARTERIAL OR COLLECTOR

Project List Appearance(s)

- 2017 City-Wide Street Condition Survey and Map

Left: While primarily residential, Lee Street would benefit from "sharrows"
Right: Small existing sidewalk segment by the Daughters of Zion Refuge Center



Bike to Work | **Walk to Work** | **Have No Vehicle Access**

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Multiple churches and businesses
- South Georgia Pecan Co.
- Access to Downtown Valdosta

Key Recommendations

- Install a sidewalk, preferably on east side of the road due to existing segments in front of existing churches/refuge center
- Convert into either a bicycle boulevard or "sharrows" and install proper striping
- While bike lanes are a welcome addition, there are bike lanes on South Troup Street to the east

T10 North Ashley St. (From E. Ann St. to E. College St.)

Score 138/200

2012 – 2016 Crashes

- 102 collisions
  - 66 – Property Damage
  - 36 – Injury
    - 3 Bicyclist/Pedestrian
  - 0 Fatalities

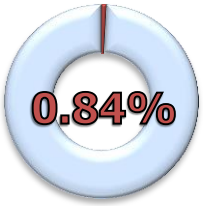
* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

ARTERIAL OR COLLECTOR

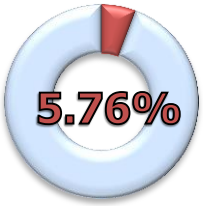
Project List Appearance(s)

- 2017 City-Wide Street Condition Survey and Map
- City of Valdosta Stormwater Master Project List

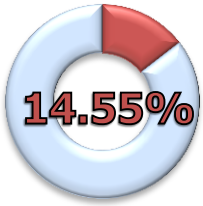
Left: Sidewalk near One Mile Branch is rough and in need of repairs
Right: Improve visibility of Azalea City Trail at crossing near Ann Street



Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Vallotton Park
- Bazemore-Hyder Stadium and Valdosta Board of Education
- Churches/businesses
- Residential neighborhoods

Key Recommendations

- Make repairs to existing sidewalk network to ensure safety and ADA compliance
- Make appropriate upgrades to pedestrian crossing at the Azalea City Trail (ACT) to improve visibility
- Explore the possibility of installing a signalized intersection and/or crosswalk near Vallotton Drive

Appendix D: Complete Streets Suitability Scoring Summary Sheet – Lowndes County

Please see scoring sheet for specific point values and their specific connotation.	Arterial or collector?	Does the road exhibit bike-friendly qualities?	Does the road exhibit ped.-friendly qualities?	High percentage of people who bike to work?	High percentage of people who walk to work?	Percent of people who do not own a vehicle?	Does corridor connect to other existing bike/ped networks?	Does land use require freight delivery access?	Does road pass by or near destination center?	Does road contain bikeable shoulders?	How much extra available ROW width is there?	Does Row contain open ditches for stormwater?	Do utilities hinder bike/ped development?	How wide are existing lanes along this road?	Does aerial imagery show signs of a need for sidewalks?	One side, both, or neither side have sidewalk gaps?	What is estimated gap length according to GIS analysis?	Is the road part of a signed and/or unsigned bicycle route?	Number of crashes in past five years?	Approximate AADT for this road segment?	Did crashes involve bicyclists or pedestrians?	Does roadway include design standards from GDOT, SGRC, or other Bike/Ped Plan?	**TOTAL POINTS**
Lakes Blvd. (GA 376) – Loch Laurel Rd. to W. Marion Ave. (US 41)	10	10	5	1	1	5	5	5	15	5	5	5	5	3	15	5	3	15	10	1	15	10	**154**
Old Clyattville Rd. – I-75 to Clyattville-Nankin Rd.	5	10	10	1	1	1	0	5	15	5	10	0	5	3	0	5	5	15	10	1	15	10	**132**
Cat Creek Rd –Berrien Co. line to Bemiss Rd	5	10	10	1	1	1	5	0	15	5	10	0	5	1	15	5	5	15	10	1	0	10	**130**
Knights Academy Rd. – Bemiss Rd. to US 221	5	10	10	1	1	1	5	0	15	5	10	0	2	1	15	5	5	15	10	1	0	10	**127**
Shiloh Rd. – Morven Rd. to I-75	5	10	10	1	1	1	0	0	15	5	10	0	5	2	0	5	5	15	10	1	15	10	**126**
Skipper Bridge Rd. – Cook Co. Line to Bemiss Rd.	5	5	10	1	1	1	10	0	15	3	10	2	5	2	15	5	5	10	10	1	0	10	**126**
Coleman Rd. N – Crooked Cir to Stewart Cir	5	10	10	1	1	1	0	5	15	5	5	2	2	1	15	5	5	15	10	1	0	10	**124**
Lake Park-Bellville Rd. – E. Marion Ave (US 41) to I-75	5	10	10	1	1	1	10	5	15	5	10	0	2	2	0	5	5	15	10	1	0	10	**123**
Howell Rd. – Griffin Ave. to Perimeter Rd.	10	10	10	1	5	5	0	0	15	5	10	0	5	1	0	5	5	15	5	1	0	10	**118**
GA 122 – Morven Rd. to Hagan Bridge Rd.	10	5	5	1	1	1	10	5	15	3	5	2	5	2	0	5	1	10	10	1	15	5	**117**
Rocky Ford Rd. – US 84 to Clyattville-Nankin Rd.	5	10	10	1	1	1	0	0	15	5	10	0	5	1	0	5	5	15	10	1	0	10	**110**
Old US 41 Widening Phase II – Dasher Grove Rd. to North Valdosta Rd.	10	10	10	1	1	1	0	5	15	5	10	0	5	2	0	5	5	0	10	3	0	10	**108**
Morven Rd – county line to GA 122	5	10	10	1	1	1	5	0	15	5	10	0	2	1	0	5	5	15	5	1	0	10	**107**
Studstill Rd. – Bemiss Rd. to Knights Academy Rd.	5	10	10	1	1	1	5	0	0	5	10	0	2	1	15	5	5	15	5	1	0	10	**107**
Clyattville-Nankin Rd – Brooks Co. line to Madison Hwy. (GA 31)	5	5	10	1	5	1	0	0	15	5	10	0	2	1	0	5	5	15	5	1	0	10	**101**

	Arterial or collector?	Does the road exhibit bike-friendly qualities?	Does the road exhibit ped.-friendly qualities?	High percentage of people who bike to work?	High percentage of people who walk to work?	Percent of people who do not own a vehicle	Does corridor connect to existing bike/ped networks?	Does land use require freight delivery access?	Does road pass by or near destination center?	Does road contain bikeable shoulders?	How much extra available ROW width is there?	Does Row contain open ditches for stormwater?	Do utilities hinder bike/ped development?	How wide are existing lanes along this road?	Does aerial imagery show signs of a need for sidewalks?	One side, both, or neither side have sidewalk gaps?	What is estimated gap length according to GIS analysis?	Is the road part of a signed and/or unsigned bicycle route?	Number of crashes in past five years?	Approximate AADT for this road segment?	Did crashes involve bicyclists or pedestrians?	Does roadway include design standards from GDOT, SGRC, or other Bike/Ped Plan?	**TOTAL POINTS**
Loch Laurel Rd. - Madison Hwy to GA 376	5	10	10	1	1	5	0	0	0	5	10	0	5	2	0	5	5	15	10	1	0	10	**100**
Stafford Wright Rd. – Cherry Creek Rd. to Skipper Bridge Rd.	5	10	10	1	1	1	5	0	15	5	5	0	0	1	0	5	5	15	5	1	0	10	**100**
Coffee Rd – Morven Rd. to Old Valdosta Rd.	5	10	5	1	1	5	5	0	0	5	5	0	0	1	0	5	5	15	5	1	15	10	**99**
Briggston Rd. – Old Clyattville Rd to GA 31	5	10	10	1	1	5	0	0	15	5	5	0	0	1	0	5	5	15	5	1	0	10	**99**
James Rd. – GA 133 to US 84	5	10	5	1	1	5	0	0	15	5	2	5	5	3	0	3	3	15	5	1	0	10	**99**
Val Del Rd. – GA 122 to N. Valdosta Rd.	5	10	10	1	1	1	0	0	0	5	10	0	5	2	0	5	5	15	10	1	0	10	**96**
Hickory Grove Rd North – US 41 to Echols Co. line	5	10	10	1	1	1	5	0	0	5	10	0	5	1	0	5	5	15	5	1	0	10	**95**
Ousley Rd. – US 84 to Old Clyattville Rd.	5	10	10	1	5	1	0	0	0	5	10	0	5	1	0	5	5	15	5	1	0	10	**94**
Old State Rd. – US 221 to Good Hope Rd.	5	10	10	1	1	1	0	0	0	5	10	0	5	1	0	5	5	15	5	1	0	10	**90**
Bethany Rd. – Bethany Dr. to Val Del Rd.	5	10	10	1	1	1	0	0	0	5	10	0	5	1	0	5	5	15	5	1	0	10	**90**
Howell Rd. – Perimeter Rd. to Grand Bay Cr	5	10	10	1	1	1	0	0	0	5	10	0	5	1	0	5	5	15	5	1	0	10	**90**
Old Quitman Rd. – Ousley Rd. to US 84	5	5	5	1	1	1	0	0	15	5	2	0	5	1	0	5	5	15	5	1	0	10	**87**
Thompson Rd. – Union Rd. to Old US 41	5	10	10	1	1	1	5	0	0	5	5	0	0	1	0	5	5	15	5	1	0	10	**85**
Staten Rd. – Orr Rd. to Skipper Bridge Rd.	5	5	10	1	1	1	5	0	0	3	10	0	2	2	0	5	5	15	5	1	0	5	**81**
Good Hope Rd. – Lanier Co. line to GA 135	5	5	10	1	1	1	0	0	0	5	5	0	0	1	0	5	5	15	5	1	0	10	**75**
AVERAGE SCORES	5.67	9	9.17	1	1.4	1.8	2.68	1	9	4.8	8.13	0.53	3.47	1.47	3	4.93	4.73	14.17	7.17	1.07	2.5	9.67	**106.33**

1 Lakes Blvd. (GA 376)

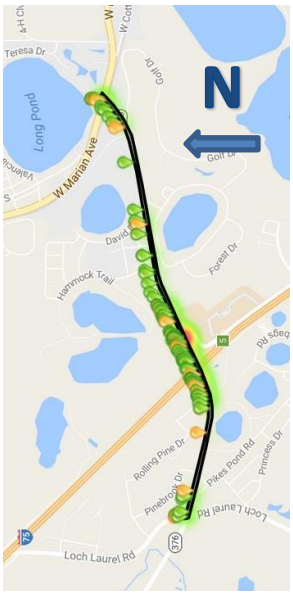
(From Loch Laurel Rd. to US 41)

Score 154/200

2012 – 2016 Crashes

- 172 collisions
  - 135 – Property Damage
  - 37 – Injury
    - 1 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

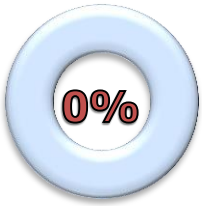


ARTERIAL OR COLLECTOR

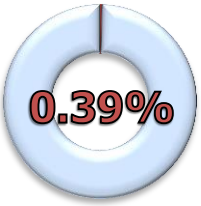
Project List Appearance(s)

- Lowndes County Thoroughfare Plan
- FY2015-18 VLMPO Transportation Improvement Program (TIP)

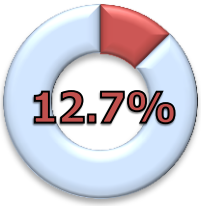
Left: Lakes Blvd. @ Mill Store Rd. Traffic Signal facing west towards I-75
Right: Sidewalk dead ends at Frances Lake Dr. near Lake Park city limit
Image Source: Google Street View



Bike to Work



Walk to Work



Have No Vehicle Access

*Average of 2015 U.S. Census ACS Estimates for each Block Group which the corridor passes

Points of Interest

- Interstate 75 – Exit 5
- Francis Lake
- Hammock Lake
- Lake Park Outlets
- Multiple businesses, restaurants and retail
- Residential areas

Key Recommendations

- Fill in sidewalk gaps between US 41 and Mill Store Road to ensure sidewalk continuity between businesses
- Install crossing structures (i.e. hybrid beacon) between Mill Store Road and US 41 to ensure pedestrian access to residential neighborhoods
- Consider bike lanes to increase bikeability in area through a road diet or similar strategy

2 Old Clyattville Rd.

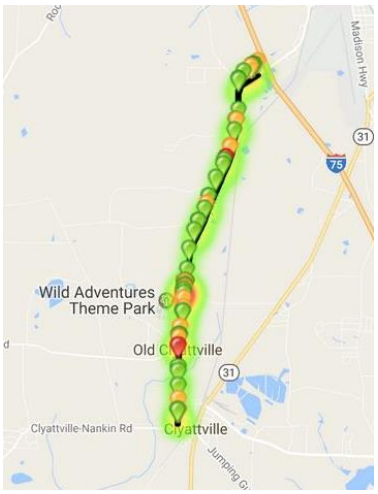
(From I-75 to Clyattville-Nankin Rd.)

Score 132/200

2012 – 2016 Crashes

- 69 collisions
  - 48 – Property Damage
  - 19 – Injury
    - 1 Bicyclist/Pedestrian
  - 2 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com



Points of Interest

- Interstate 75 – Exit 13
- Wild Adventures Theme Park
- Valdosta Wake Campground
- Packaging Corporation of America
- Residences, farms, and plantations

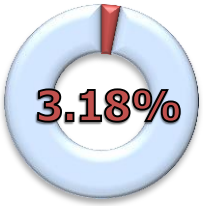
ARTERIAL OR COLLECTOR

Project List Appearance(s)

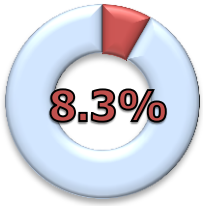
- Lowndes County Thoroughfare Plan
- FY2015-18 VLMPO Transportation Improvement Program (TIP)

Left: Existing 4 lane highway narrows west of I-75
Right: Old Clyattville Road near Wild Adventures
Image Source: Google Street View

Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Key Recommendations

- Consider adding bike lanes or "sharrows" to improve access to nearby employers, such as Wild Adventures
- Residential areas along this collector road will benefit from sidewalks
- Proposed added travel lanes along this corridor are an opportunity to add bike/pedestrian features

3 Cat Creek Rd.

(From Berrien Co. Line to Bemiss Rd.)

Score 130/200

2012 – 2016 Crashes

- 93 collisions
  - 56– Property Damage
  - 37 – Injury
    - 0 Bicyclist/Pedestrian
  - 0 Fatalities

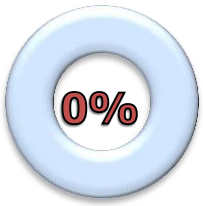
* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

ARTERIAL OR COLLECTOR

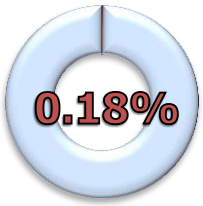
Project List Appearance(s)

- Lowndes County Thoroughfare Plan
- FY2015-18 VLMPO Transportation Improvement Program (TIP)

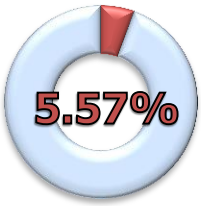
Left: Subdivisions along Cat Creek near Bemiss Rd.
Right: Desire path showing need for sidewalk near Highland Christian Academy
Image Source: Google Street View



Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Businesses and churches
- Multiple residential subdivisions
- Highland Christian Academy

Key Recommendations

- Install sidewalks and bike lanes near Bemiss Road to connect to existing sidewalk network
- A school and neighborhoods in the area would benefit from bike/pedestrian infrastructure along this corridor
- Consider a traffic signal with crossing signals at Bemiss Road intersection

4 Knights Academy Rd.

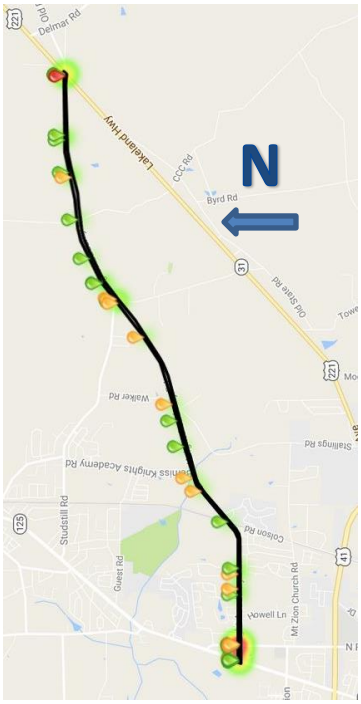
(From Bemiss Rd. to US 221)

Score 127/200

2012 – 2016 Crashes

- 71 collisions
  - 37 – Property Damage
  - 33 – Injury
    - 0 Bicyclist/Pedestrian
  - 1 Fatality

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com



Points of Interest

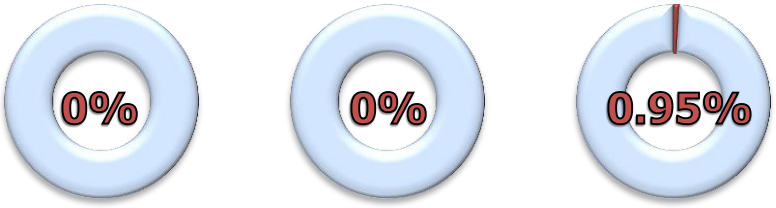
- Multiple churches
- Residential subdivisions
- Grand Bay Wetland Education Center

ARTERIAL OR COLLECTOR

Project List Appearance(s)

- Lowndes County Thoroughfare Plan

Left: Railroad crossing along Knights Academy Rd. near Knights Mill subdivision
Right: Heavy traffic at intersection with N. Forrest St.
Image Source: Google Street View



Bike to Work | **Walk to Work** | **Have No Vehicle Access**

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Key Recommendations

- Remove stop sign at railroad crossing and install gates
- Install sidewalks between Bemiss and Studstill Roads to accommodate increasing residential development in the area
- Consider installing bike lanes or "sharrows" along this road

T5

Shiloh Rd.

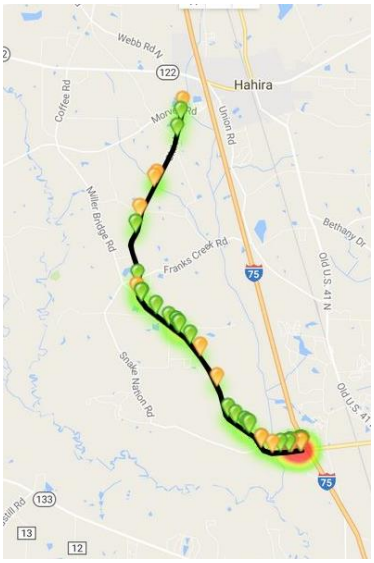
(From Morven Rd. to I-75)

Score 126/200

2012 – 2016 Crashes

- 83 collisions
  - 56 – Property Damage
  - 27 – Injury
    - 1 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com



ARTERIAL OR COLLECTOR

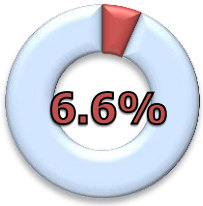
Project List Appearance(s)

- Lowndes County Thoroughfare Plan
- FY2015-18 VLMPO Transportation Improvement Program (TIP)

Left: Existing traffic signal at Val Tech Road intersection
Right: Many subdivisions, such as River North, are located along Shiloh Rd.
Image Source: Google Street View

Bike to Work

Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Interstate 75 – Exit 22
- Wiregrass Georgia Technical College
- Various Retail/Business
- Multiple residential neighborhoods

Key Recommendations

- Proposed added travel lanes along this corridor are an opportunity to add bike/pedestrian features
- Sidewalks should be considered, especially near Exit 22 restaurants, hotels, and businesses

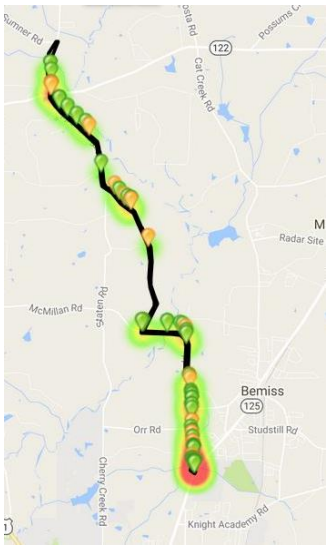
T5 Skipper Bridge Rd. (From Cook Co. Line to Bemiss Rd.)

Score 126/200

2012 – 2016 Crashes

- 106 collisions
  - 71 – Property Damage
  - 35 – Injury
    - 0 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

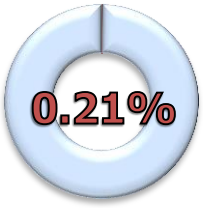


ARTERIAL OR COLLECTOR

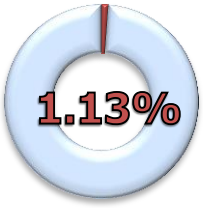
Project List Appearance(s)

- Lowndes County Thoroughfare Plan

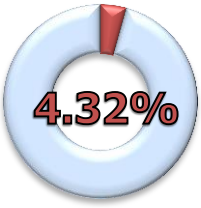
Left: High residential development along Skipper Bridge Rd. near Bemiss Rd.
Right: Wide shoulders near new Withlacoochee River Bridge
Image Source: Google Street View



Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Churches/businesses
- Residential subdivisions
- New Lowndes Children's Advocacy Center
- Pine Grove Elementary/Middle Schools
- Georgia Bike Route 10

Key Recommendations

- Widen shoulders to supplement existing wide shoulders near Withlacoochee River bridge and convert to bike lanes
- Install sidewalks to improve access to Pine Grove Elementary and Middle Schools along with subdivisions in the area

7 Coleman Rd. North

(From Stewart Cir. to Crooked Cir.)

Score 124/200

2012 – 2016 Crashes

- 84 collisions
  - 49 – Property Damage
  - 35 – Injury
    - 0 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

ARTERIAL OR COLLECTOR

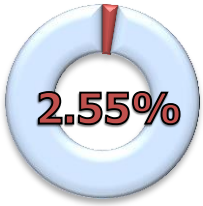
Project List Appearance(s)

- Lowndes County Thoroughfare Plan

Left: Houses along Coleman within Stone Creek.
Right: Low traffic along this road makes this potentially bike-friendly
Image Source: Google Street View

Bike to Work

Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Interstate 75 – Exit 22
- Multiple businesses, churches and hotels
- Stone Creek Subdivision
- Fresh Beginnings, Inc.
- Prince Chevrolet

Key Recommendations

- Install sidewalks north of North Valdosta Road to serve homes in the Stone Creek subdivision
- Explore adding a bike lane or "sharrows" due to low traffic counts, especially south of North Valdosta Road
- Install crosswalks at North Valdosta Road traffic signal

8 Lake Park-Bellville Rd.

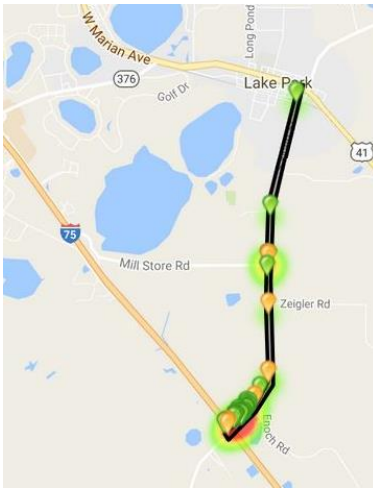
(From US 41 to I-75)

Score 123/200

2012 – 2016 Crashes

- 62 collisions
  - 50 – Property Damage
  - 12 - Injury
    - 0 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com



Points of Interest

- Interstate 75 – Exit 2
- Downtown Lake Park
- Ocean Pond
- Home Depot Distribution Center
- South Lowndes Recreation Complex
- Businesses and hotels

ARTERIAL OR COLLECTOR

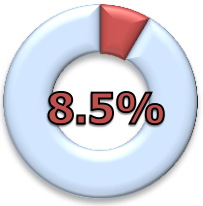
Project List Appearance(s)

- Lowndes County Thoroughfare Plan
- FY2015-18 VLMPO Transportation Improvement Program (TIP)

Left: Freight traffic due to truck stops and distribution centers in vicinity
Right: Railroad crossing along road facing south towards Toms Pond
Image Source: Google Street View

Bike to Work

Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Key Recommendations

- Bike lanes should be considered to ease access to I-75, Ocean Pond, Florida and other points of interest along this corridor
- Proposed added travel lanes along this corridor are an opportunity to add bike/pedestrian features
- Sidewalks near downtown Lake Park should be installed
- High freight traffic signals need of bike/pedestrian separation from vehicular traffic

9 Howell Rd.

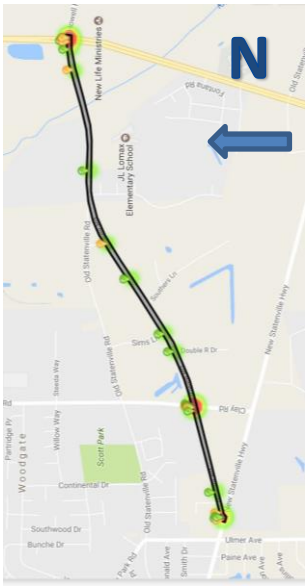
(From Griffin Ave. to Perimeter Rd.)

Score 118/200

2012 – 2016 Crashes

- 41 collisions
  - 24 – Property Damage
  - 17 – Injury
    - 0 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com



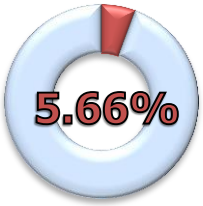
ARTERIAL OR **COLLECTOR**

Project List Appearance(s)

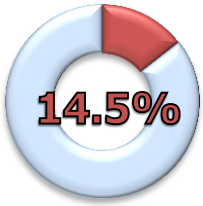
- Lowndes County Thoroughfare Plan

Left: Low traffic heading east on Howell Rd.
Right: Howell Rd. in front of J.L. Lomax Elementary School
Image Source: Google Street View

Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

Points of Interest

- Churches/businesses
- Residential neighborhoods
- J.L. Lomax Elementary School

Key Recommendations

- Install sidewalk(s) to facilitate pedestrians to and from J.L Lomax Elementary and newer subdivisions in the area
- Install crossing signals at or near J.L Lomax
- Consider adding either bike lanes or "sharrows" to this corridor

10 GA 122 / West Main St.

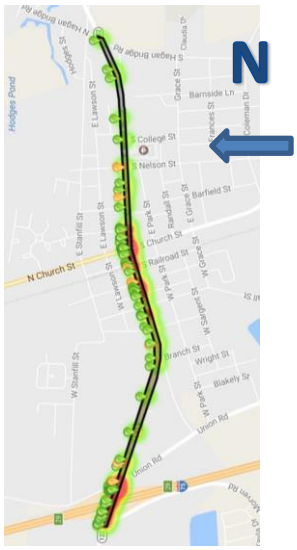
(From Morven Rd. to Hagan Bridge Rd.)

Score 117 / 200

2012 – 2016 Crashes

- 94 collisions
  - 79 – Property Damage
  - 15 – Injury
    - 2 Bicyclist/Pedestrian
  - 0 Fatalities

* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com

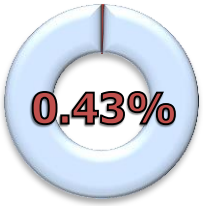


ARTERIAL OR COLLECTOR

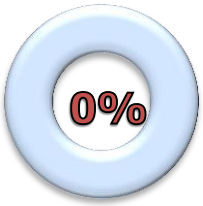
Project List Appearance(s)

- Lowndes County Thoroughfare Plan
- FY2015-18 VLMPO Transportation Improvement Program (TIP)

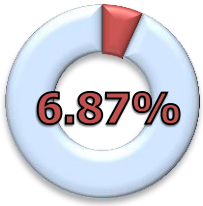
Left: GA 122 and US 41 are concurrent between I-75 and Downtown Hahira
Right: Sidewalks abruptly dead end just east of Hahira Middle School
Image Source: Google Street View



Bike to Work



Walk to Work



Have No Vehicle Access

*Based on 2015 U.S. Census ACS Estimates for each Block Group through which the corridor passes

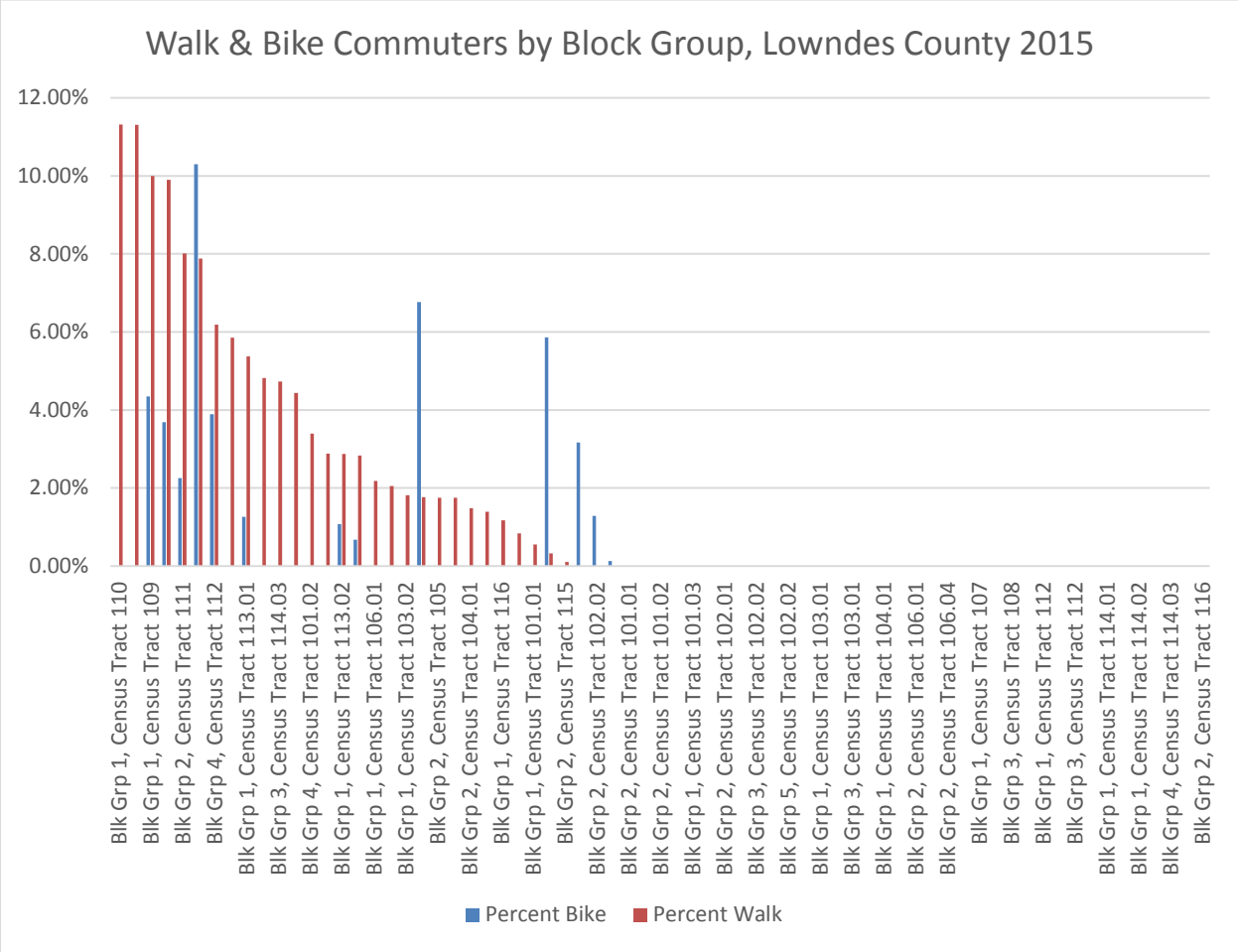
Points of Interest

- Churches/businesses
- Residential subdivisions
- Interstate 75 Exit 29
- Downtown Hahira
- Hahira Elementary and Middle Schools

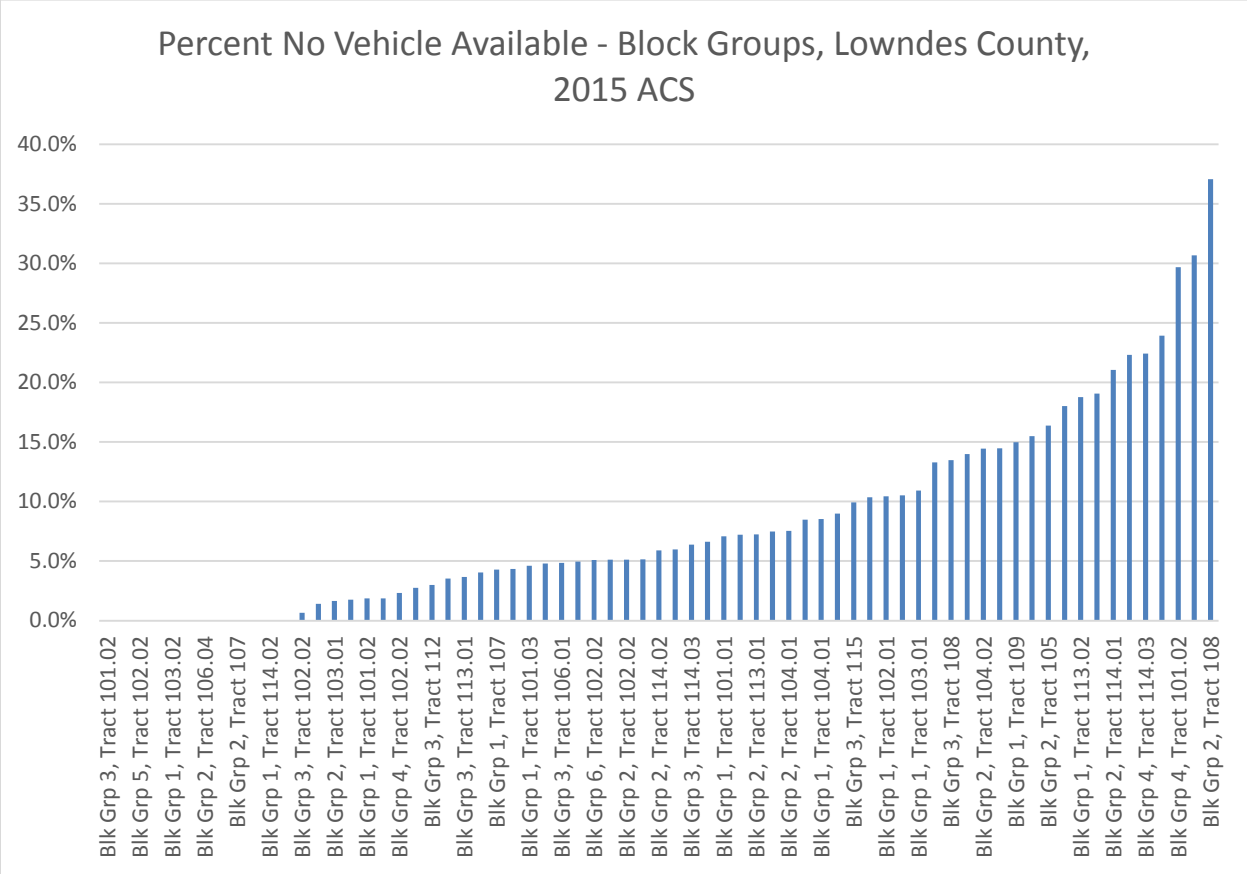
Key Recommendations

- Widen bridge over I-75 to improve access for bicyclists and pedestrians to destinations on either side of the interstate
- Extend sidewalks further west towards Interstate 75 and east into residential areas between Hahira Elementary and Hahira Middle Schools
- Install striping for bike lanes in existing wide stretches of road

Appendix F


Walk & Bike Commuters by Block Group, Lowndes County 2015
12.00%
10.00%
8.00%
6.00%
4.00%
2.00%
0.00%
Blk Grp 1, Census Tract 110
Blk Grp 1, Census Tract 109
Blk Grp 2, Census Tract 111
Blk Grp 4, Census Tract 112
Blk Grp 1, Census Tract 113.01
Blk Grp 3, Census Tract 114.03
Blk Grp 4, Census Tract 101.02
Blk Grp 1, Census Tract 113.02
Blk Grp 1, Census Tract 106.01
Blk Grp 1, Census Tract 103.02
Blk Grp 2, Census Tract 105
Blk Grp 2, Census Tract 104.01
Blk Grp 1, Census Tract 116
Blk Grp 1, Census Tract 101.01
Blk Grp 2, Census Tract 115
Blk Grp 2, Census Tract 102.02
Blk Grp 2, Census Tract 101.01
Blk Grp 2, Census Tract 101.02
Blk Grp 1, Census Tract 101.03
Blk Grp 2, Census Tract 102.01
Blk Grp 3, Census Tract 102.02
Blk Grp 5, Census Tract 102.02
Blk Grp 1, Census Tract 103.01
Blk Grp 3, Census Tract 103.01
Blk Grp 1, Census Tract 104.01
Blk Grp 2, Census Tract 106.01
Blk Grp 2, Census Tract 106.04
Blk Grp 1, Census Tract 107
Blk Grp 3, Census Tract 108
Blk Grp 1, Census Tract 112
Blk Grp 3, Census Tract 112
Blk Grp 1, Census Tract 114.01
Blk Grp 1, Census Tract 114.02
Blk Grp 4, Census Tract 114.03
Blk Grp 2, Census Tract 116
Percent Bike
Percent Walk

Appendix G


Percent No Vehicle Available - Block Groups, Lowndes County, 2015 ACS
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
Blk Grp 3, Tract 101.02
Blk Grp 5, Tract 102.02
Blk Grp 1, Tract 103.02
Blk Grp 2, Tract 106.04
Blk Grp 2, Tract 107
Blk Grp 1, Tract 114.02
Blk Grp 3, Tract 102.02
Blk Grp 2, Tract 103.01
Blk Grp 1, Tract 101.02
Blk Grp 4, Tract 102.02
Blk Grp 3, Tract 112
Blk Grp 3, Tract 113.01
Blk Grp 1, Tract 107
Blk Grp 1, Tract 101.03
Blk Grp 3, Tract 106.01
Blk Grp 6, Tract 102.02
Blk Grp 2, Tract 102.02
Blk Grp 2, Tract 114.02
Blk Grp 3, Tract 114.03
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Blk Grp 2, Tract 113.01
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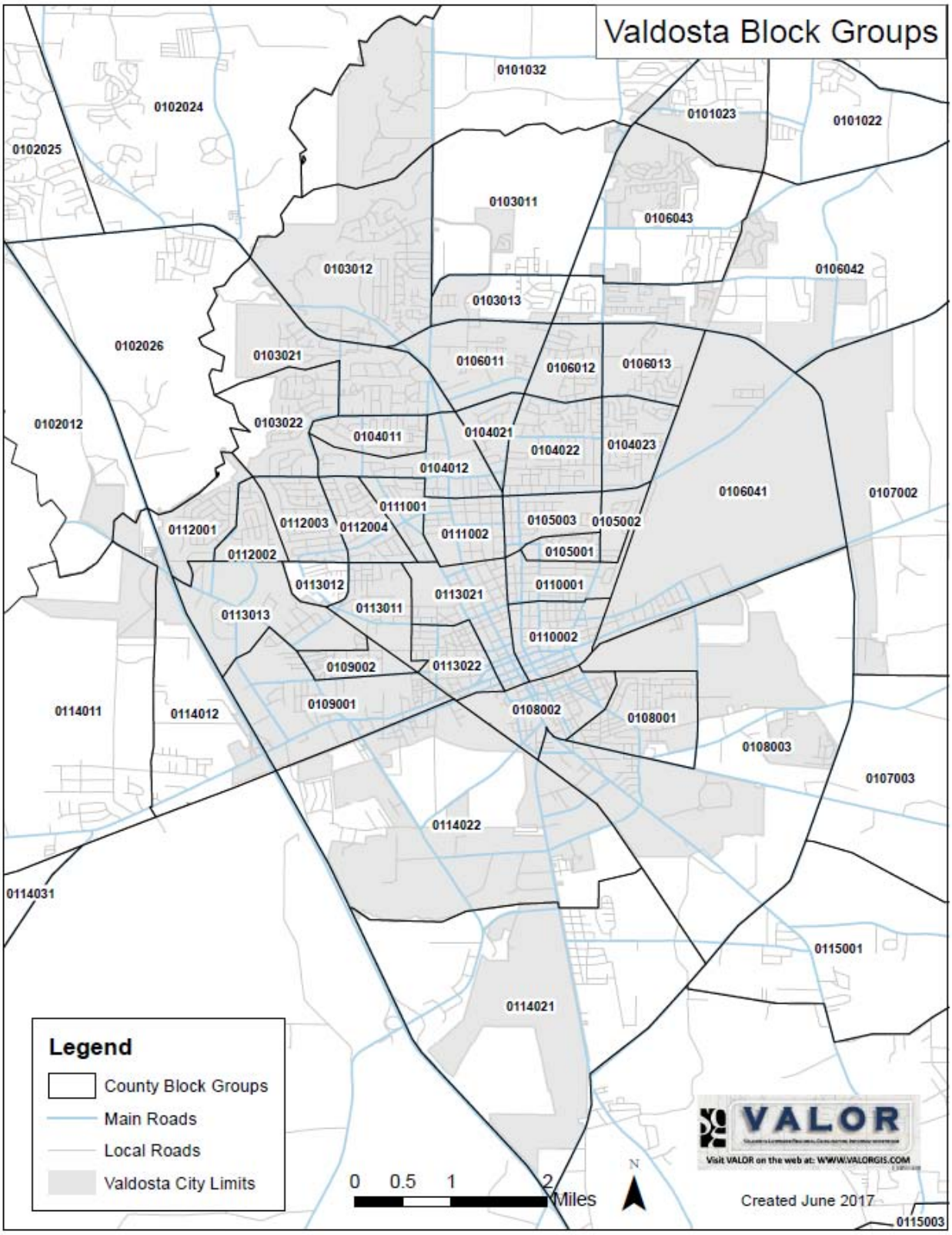
Blk Grp 1, Tract 104.01
Blk Grp 3, Tract 115
Blk Grp 1, Tract 102.01
Blk Grp 1, Tract 103.01
Blk Grp 3, Tract 108
Blk Grp 2, Tract 104.02
Blk Grp 1, Tract 109
Blk Grp 2, Tract 105
Blk Grp 1, Tract 113.02
Blk Grp 2, Tract 114.01
Blk Grp 4, Tract 114.03
Blk Grp 4, Tract 101.02
Blk Grp 2, Tract 108

Appendix H


Valdosta Block Groups
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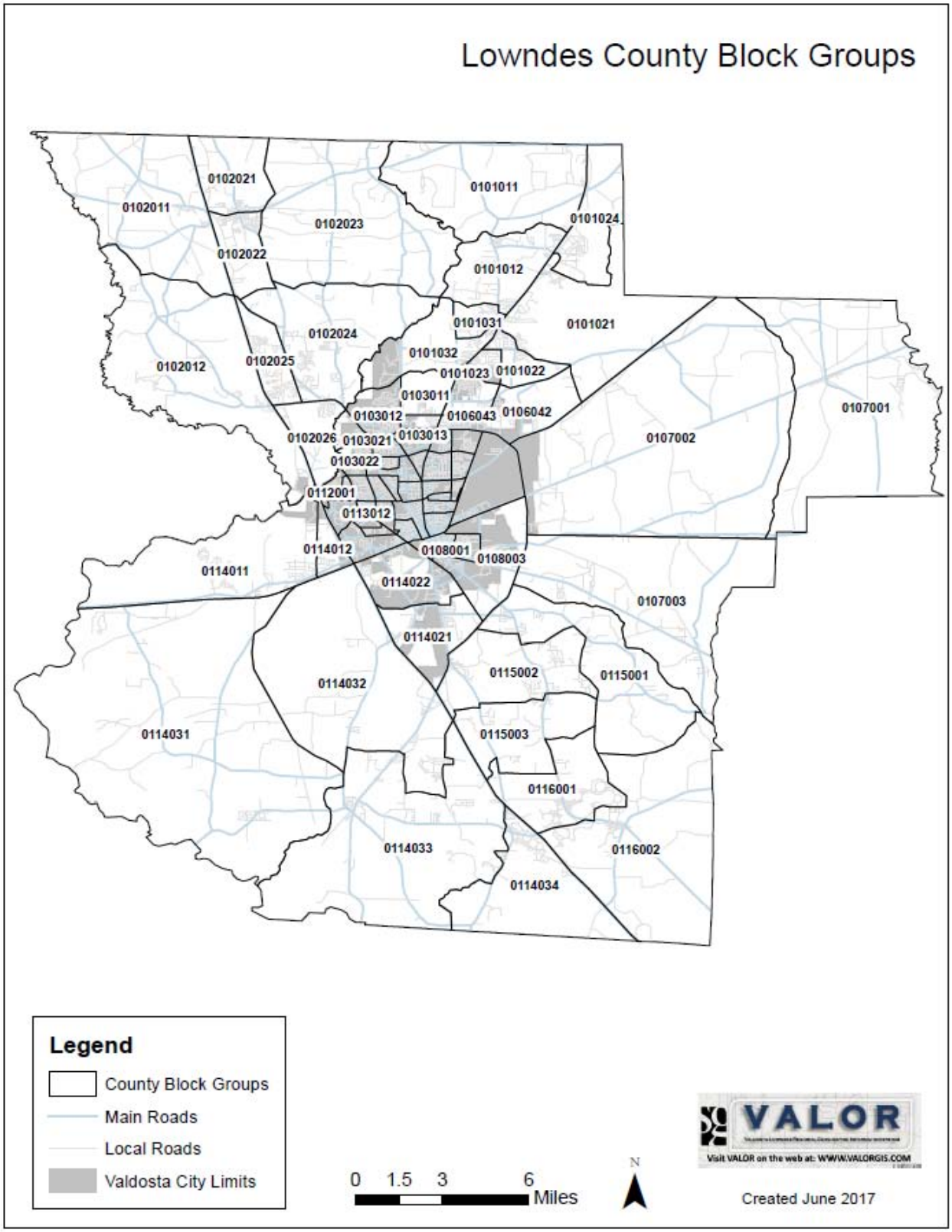
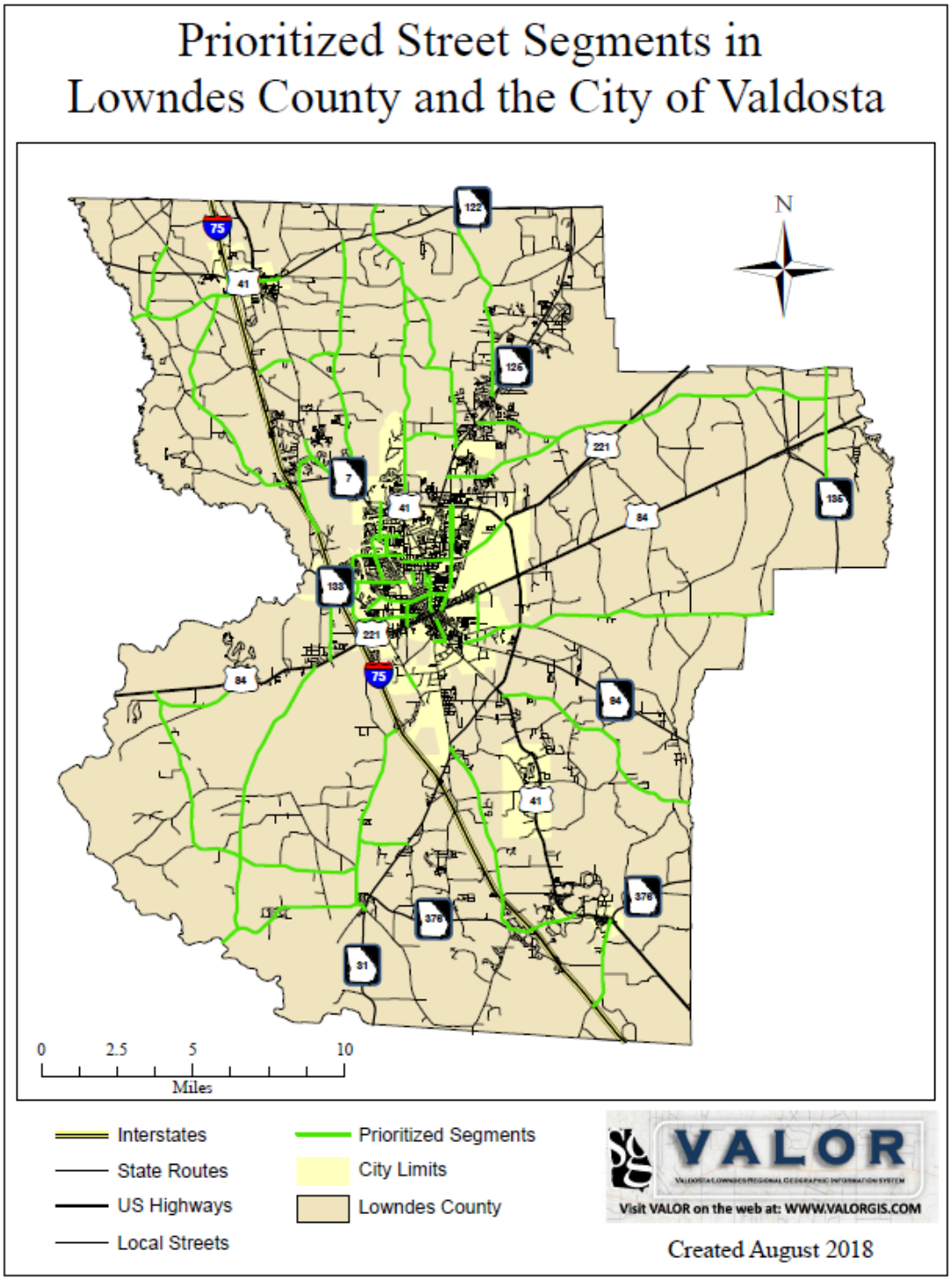
0102024
0101023
0101022
0102025
0103011
0106043
0103012
0106042
0103013
0102026
0103021
0106011
0106012
0106013
0102012
0103022
0104011
0104021
0104022
0104023
0104012
0106041
0107002
0111001
0112001
0112003
0112004
0111002
0105003
0105002
0112002
0105001
0113012
0110001
0113021
0113013
0113011
0110002
0109002
0113022
0114011
0114012
0109001
0108002
0108001
0108003
0107003
0114022
0114031
0115001
0114021
Legend
County Block Groups
Main Roads
Local Roads
Valdosta City Limits
0 0.5 1 2 Miles
N
VALOR
Visit VALOR on the web at: WWW.VALORGIS.COM
Created June 2017
0115003

Appendix I

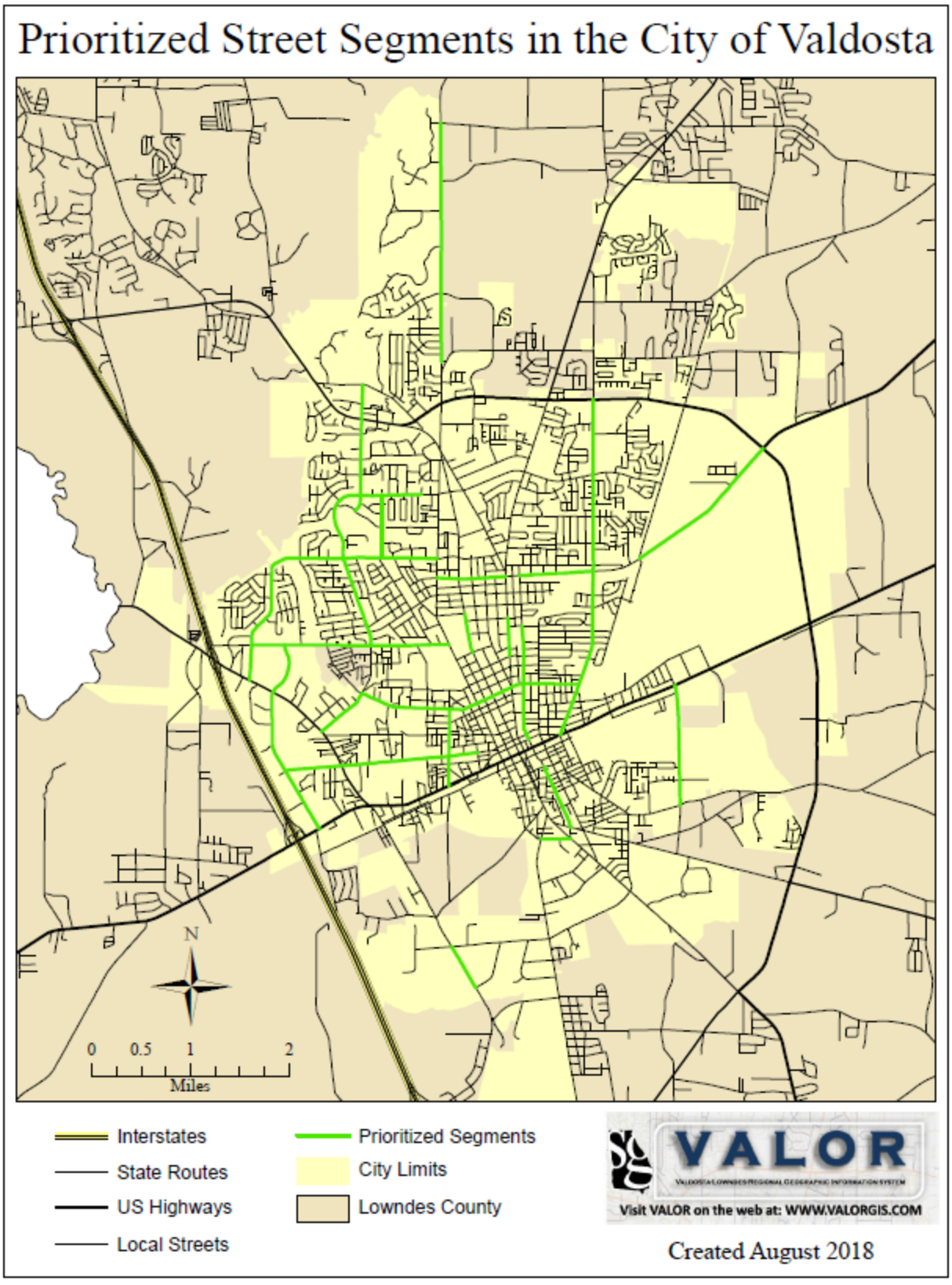

Lowndes County Block Groups
0102021
0102011
0102023
0101011
0101024
0102022
0101012
0102024
0101031
0101021
0102012
0102025
0101032
0101023
0101022
0103011
0103012
0106043
0106042
0107001
0102026
0103021
0103013
0107002
0103022
0112001
0113012
0114012
0108001
0108003
0114011
0114022
0107003
0114021
0115002
0115001
0114032
0114031
0115003
0116001
0114033
0116002
0114034
Legend
County Block Groups
Main Roads
Local Roads
Valdosta City Limits
0 1.5 3 6
Miles
N
VALOR
Visit VALOR on the web at: WWW.VALORGIS.COM
Created June 2017

Addendum

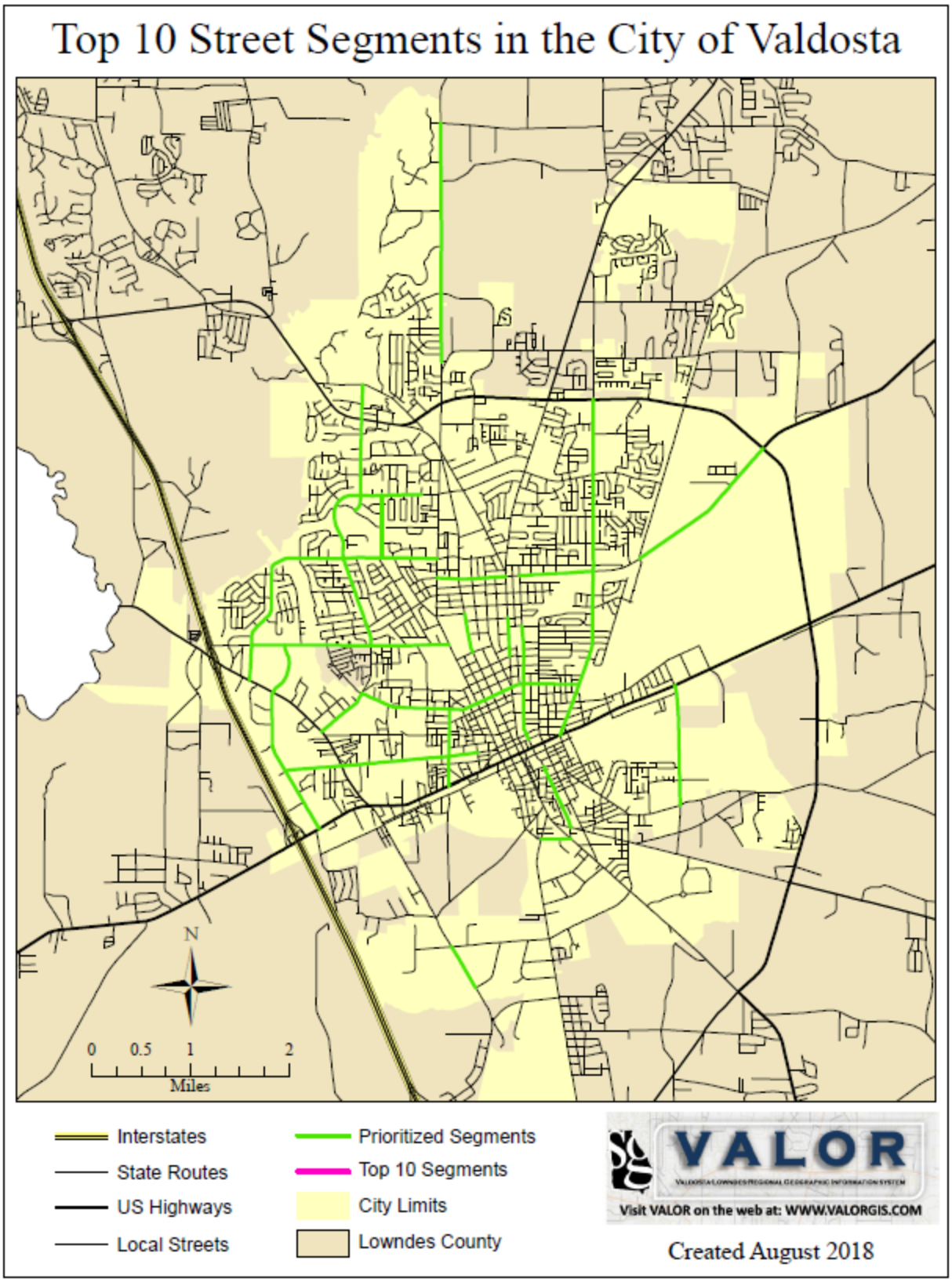
After further review, the following maps were added in August 2018 to further assist in the narrative of this report.



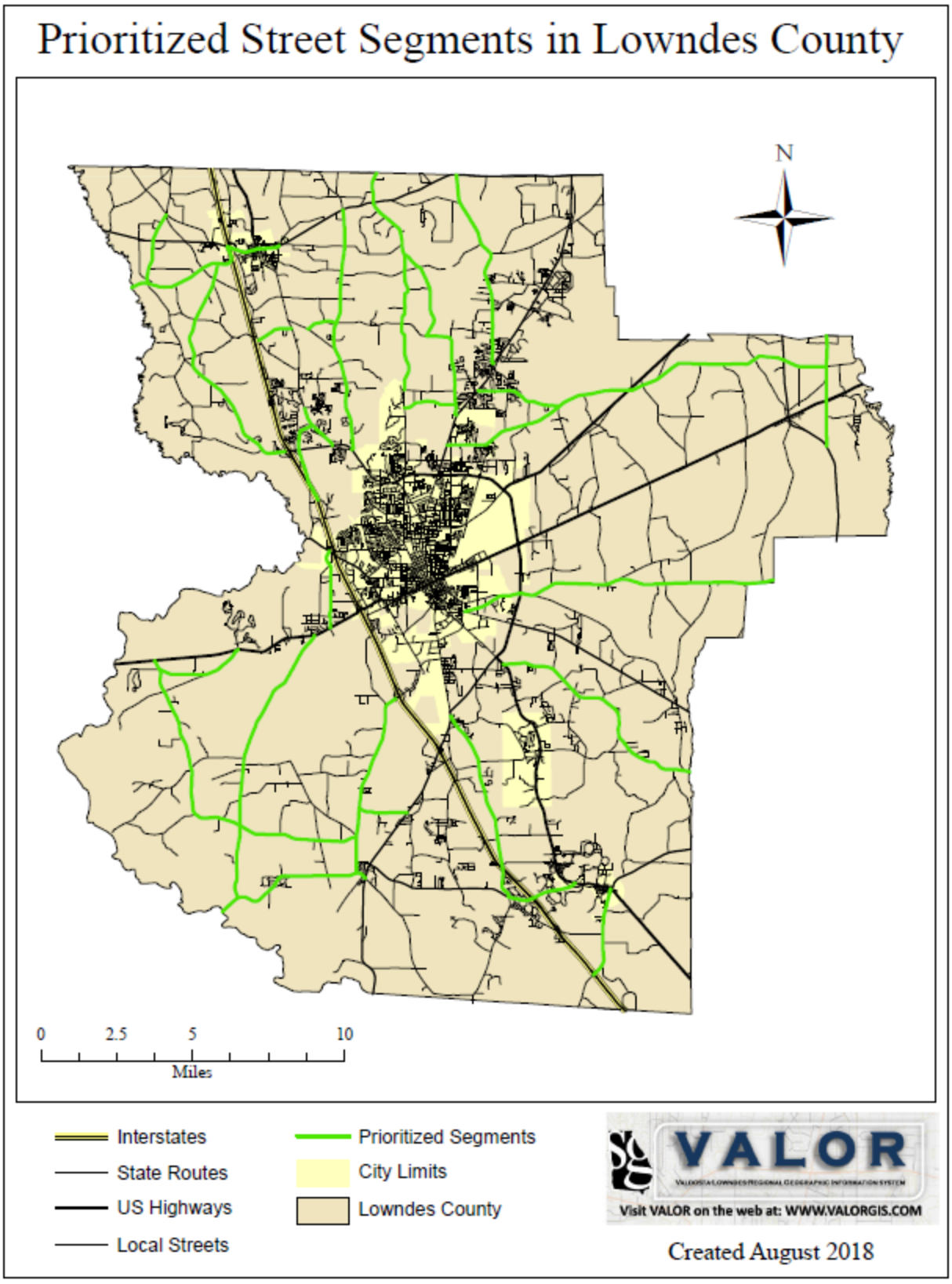
Map 1: Prioritized Street Segments in Lowndes County and the City of Valdosta



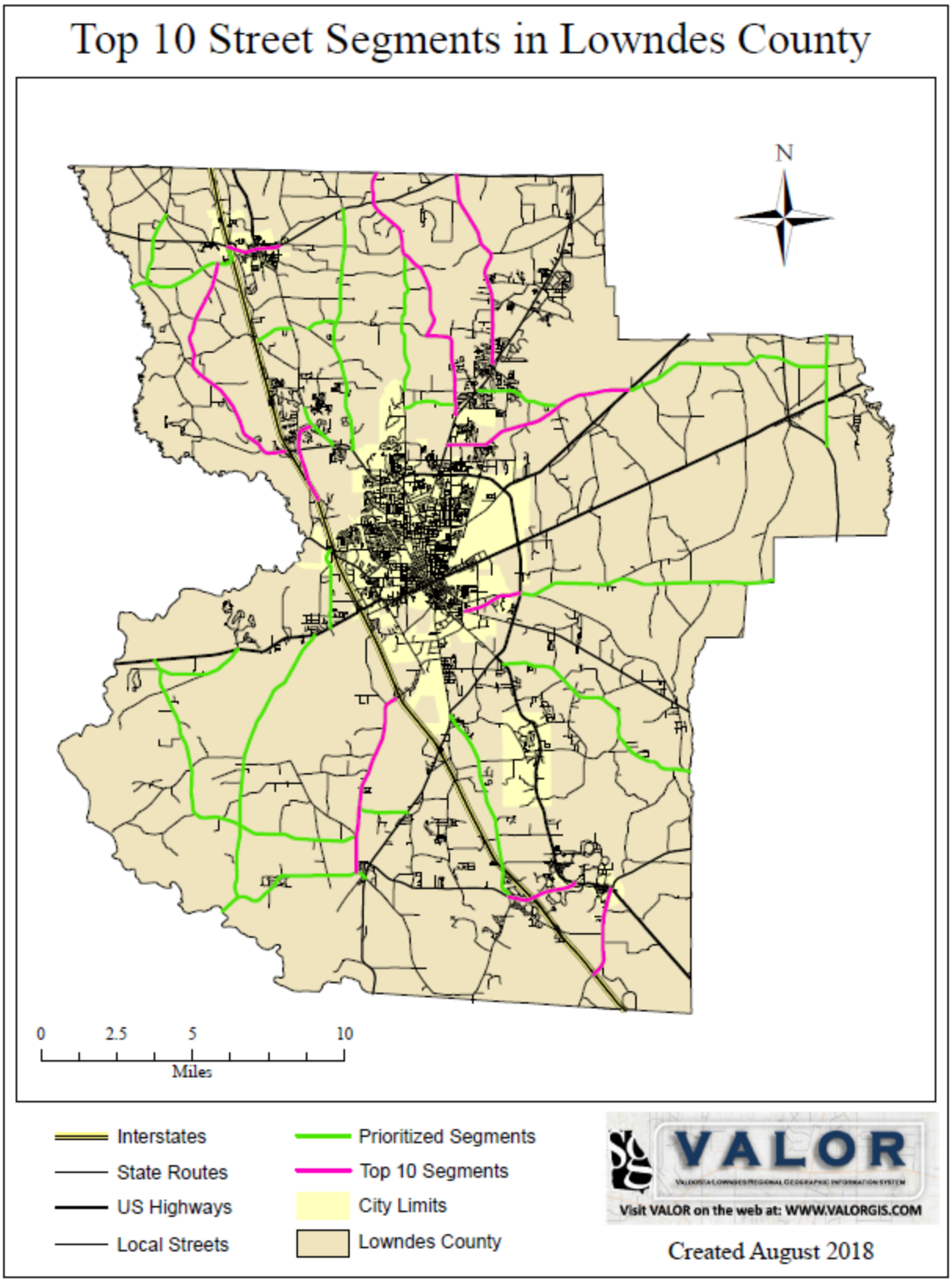
Map 2: Prioritized Street Segments in the City of Valdosta



Map 3: Top 10 Street Segments in the City of Valdosta



Map 4: Prioritized Street Segments in unincorporated Lowndes County



Map 5: Top 10 Street Segments in unincorporated Lowndes County