VALDOSTA-LOWNDES MPO
2050 METROPOLITAN TRANSPORTATION PLAN
FINAL REPORT

PREPARED FOR | SOUTHERN GEORGIA REGIONAL COMMISSION
PREPARED BY | METRO ANALYTICS, LLC
IN ASSOCIATION WITH | POND & COMPANY, CROY, AND MPH & ASSOCIATES

SOUTHERN GEORGIA REGIONAL COMMISSION

FINAL REPORT

SEPTEMBER 2025

METRO ANALYTICS

POND

CROY

M·P·H & associates, inc.

Valdosta-Lowndes Metropolitan Planning Organization (VLMPO)

2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

Final Report

Prepared for the

SOUTHERN GEORGIA REGIONAL COMMISSION

Prepared by

METRO ANALYTICS

In association with

POND CROY M·P·H & associates, inc.

September 2025

ACRONYMS

ACS - American Community Survey

ADA - Americans with Disabilities Act

AoPP - Area of Persistent Poverty

ASU - Albany State University

ATIIP - Active Transportation Infrastructure Investment Program

ATTAIN - Advanced Transportation Technology and Innovation Program

BIL - Bipartisan Infrastructure Law

CMAQ - Congestion Mitigation and Air Quality

CMV - Commercial Motor Vehicle

CRFC - Critical Rural Freight Corridors

CRISI - Consolidated Rail Infrastructure and Safety Improvement Grants

CUFC - Critical Urban Freight Corridors

CFI - Charging and Fuel Infrastructure Grant Program

CVSP - Commercial Vehicle Safety Plan

EJ - Environmental Justice

EPA - Environmental Protection Agency

FAST - Fixing America's Surface Transportation Act

FHWA - Federal Highway Administration

FRA - Federal Railway Administration

FTA - Federal Transit Administration

GDOT - Georgia Department of Transportation

GTIB - Georgia Transportation Infrastructure Bank

HDC - Historically Disadvantaged Community

HP-CMV - High Priority Commercial Motor Vehicle Grants

HSIP - Highway Safety Improvement Program

HUB - Historically Underutilized Business

IIJA - Infrastructure Investment and Jobs Act

IRI - International Roughness Index

ITS - Intelligent Technology System

LEHD - Longitudinal Employer-Household Dynamics

LMIG - Local Maintenance & Improvement Grant

LOTTR - Level of Travel Time Reliability

MPA - Metropolitan Planning Area

MPO - Metropolitan Planning Organization

MPP - Metropolitan Planning Program

MSA - Metropolitan Statistical Area

MTP - Metropolitan Transportation Plan

NBI - National Bridge Inventory

NEVI - National Electric Vehicle Infrastructure Program

NHS - National Highway System

NHFN - National Highway Freight Network

NHPP - National Highway Performance Program

NOx - Nitrous Oxides

NMFN - National Multimodal Freight Network

PEHD - Peak Hour Excessive Delay

PHFS - Primary Highway Freight System

PM - Performance Metric

PMI - Project Management Institute

PMBOK - Project Management Body of Knowledge

POP - Operations Plan

PPP - Public Participation Process

RCE - Railway Crossing Elimination Grant

RCP - Reconnecting Communities Pilot Grant Program

SGRC – Southern Georgia Regional Commission

SHSP - Strategic Highway Safety Plan

SMART - Strengthening Mobility and Revolutionizing Transportation Program

SOGR - State of Good Repair

SOV - Single occupancy vehicle

SPLOST - Special Purpose Local Option Sales Tax

SS4A - Safe Streets and Roads for All

SSTP - Statewide Strategic Transportation Plan

STBG - Surface Transportation Block Grant Program

STRACNET - Strategic Rail Corridor Network

STRAHNET - Strategic Highway Network

STP - Surface Transportation Program

SWTP - Statewide Transportation Plan

SWOT - Strengths, Weaknesses, Opportunities, Threats Analysis

TADA - Traffic Analysis and Data Application

TAMP - Transportation Asset Management Plan

TA - Transportation Alternatives

TAZ - Traffic Analysis Zone

TDM - Travel demand model

TDP - Transit Development Plan

TIA - Transportation Investment Act of 2010

TIP - Transportation Improvement Plan

TMA - Transportation management area

T-SPLOST - Transportation Special Purpose Local Option Sales Tax

TSM - Transportation System Management

TTTR - Truck Travel Time Reliability

URP - Urban Redevelopment Plan

USDOT - United States Department of Transportation**V2I** - Vehicle-to-Infrastructure

V2V - Vehicle-to-Vehicle

VLMPO – Valdosta-Lowndes MPO

VMT - Vehicle Miles Traveled

VOC - Volatile Organic Compounds

VRU - Vulnerable Roadway User

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1 INTRODUCTION

1.1 Overview of the VLMPO Study Area

The Valdosta-Lowndes Metropolitan Planning Area (VLMPA) is located in southern Georgia, just north of the Florida state line, along the I-75 corridor. The Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) study area includes all of Lowndes County and portions of Berrien, Brooks and Lanier Counties. Incorporated cities in the study area include Valdosta, Hahira, Lake Park, and Remerton. **Figure 1-1** depicts the VLMPO study area and components of its multi-modal transportation system while **Figure 1-2** is an inset focused on the urban core of the VLMPO study area.

1.2 Purpose of the MTP

The VLMPO is updating their Metropolitan Transportation Plan (MTP) to a new horizon year of 2050. The VLMPO is housed in the Southern Georgia Regional Commission (SGRC). SGRC staff are supported during the 2050 MTP by a consulting team led by Metro Analytics (MA) along with subconsultants Croy Engineering, MPH and Associates, and Pond & Company. Georgia Department of Transportation (GDOT) staff and their consultants are also playing key roles throughout the project. The 2050 MTP must also be consistent with MTP requirements from the Federal Highway Administration (FHWA).

This updated plan is performance-based and compliant with federal regulations for such plans. As such, the 2050 MTP is addressing factors such as equity, supply chain issues, tourist/long-distance travel, and shifts in traditional commuting and shopping patterns. The plan identifies how the MPO will manage and operate a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's economic, transportation, development, and sustainability goals for a 25-year planning horizon. Key study objectives include the following:

- Reset the MTP for present conditions (demographic, multi-modal transportation network, travel patterns).
- Conduct a robust public outreach plan using a range of tools to maximize community participation.
- Identify right-sizing of the best and highest use of infrastructure within the VLMPA.
- Place VLMPA infrastructure within historical and social context.
- Forecast travel patterns and identify multi-modal transportation needs for the next 25 years.
- Forecast available transportation revenue, estimate project needs costs, rank, and prioritize needs, and recommend a cost-feasible plan for adoption.

Figure 1-1: VLMPO Planning Area

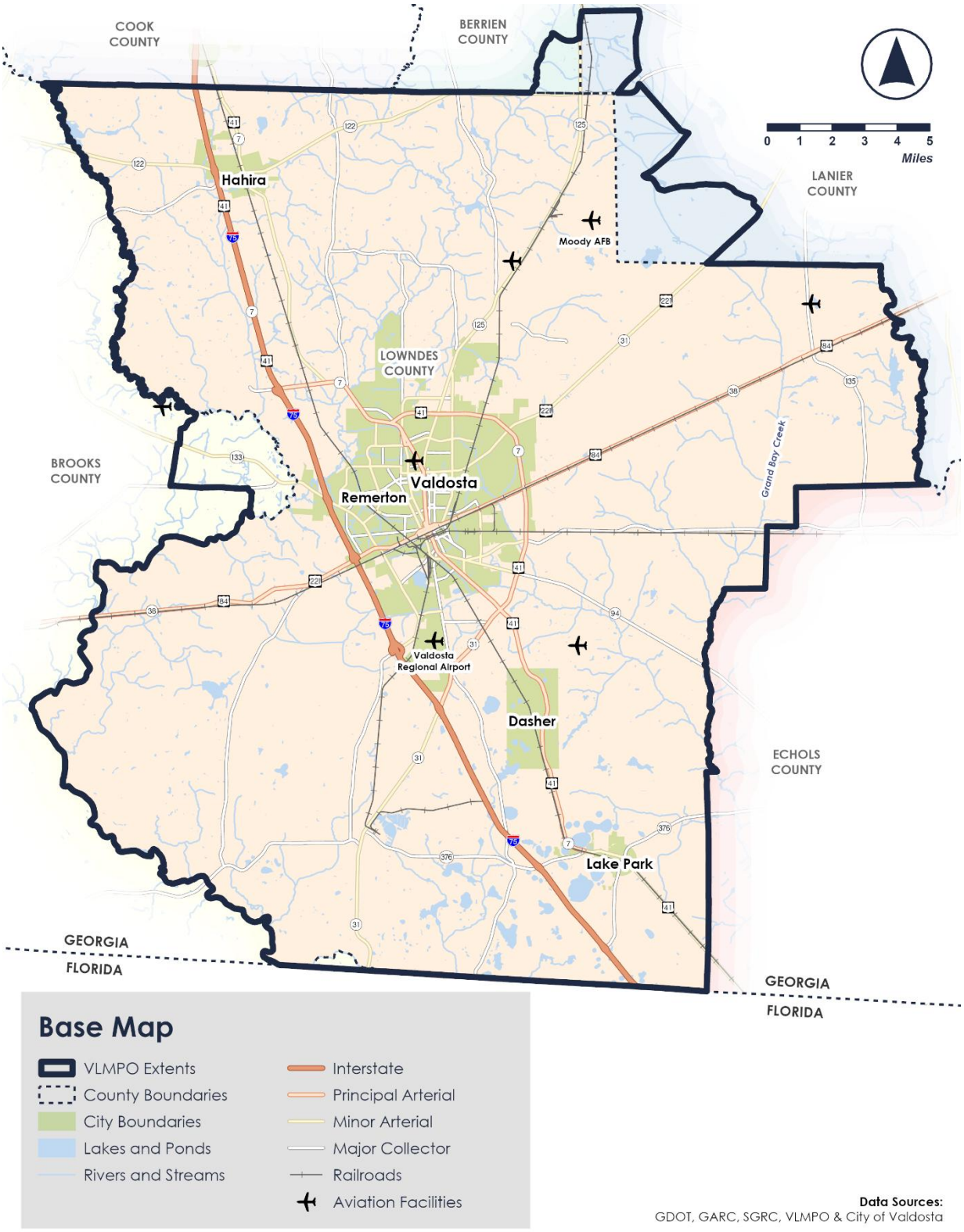
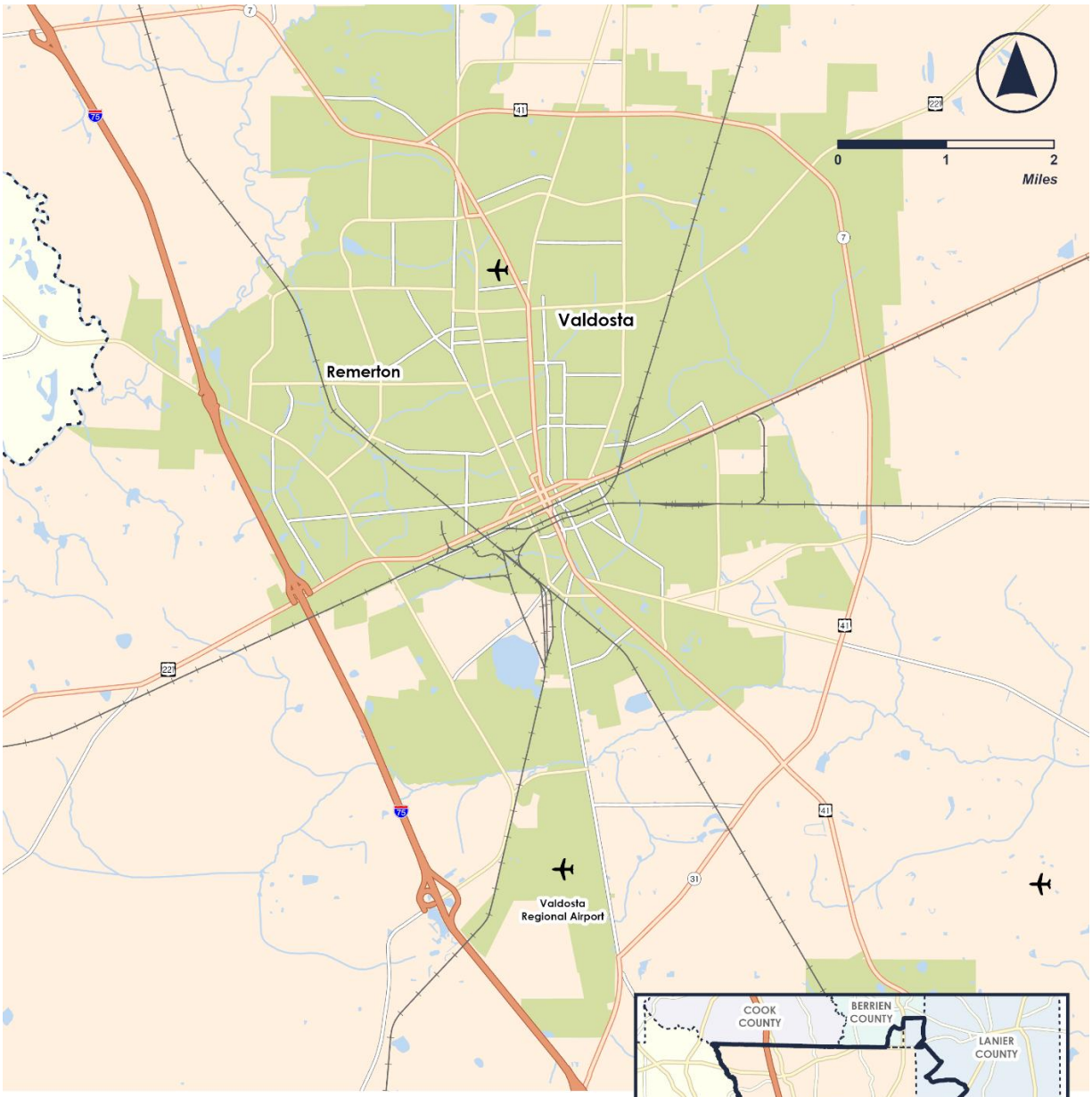


Figure 1-2: VLMPO Urban Core



Data Sources: GDOT, GARC, SGRC, VLMPO & City of Valdosta

1.3 MTP Process

Successful project delivery requires a focus on key project milestones and MTP deliverables. These key milestones and their timing must reflect stages in the MTP planning process. Project milestones and deliverables reflect how each task builds on the others, leading to a completed MTP.

1.3.1.1 Milestone #1 (Existing Conditions Report)

The Existing Conditions Report includes an introduction to the MTP scope and overarching objectives. This report leads to a transportation system profile that covers more specific goals and objectives, along with a discussion of transportation system assets and liabilities by transportation mode. Existing conditions and performance are described using a series of performance requirements and indicators. Emerging issues and key planning requirements are addressed, including a look at strengths, weaknesses, opportunities, and threats (SWOT) analysis. Conclusions and next steps are also addressed in the Existing Conditions report. Subconsultant scopes of services individually describe a series of memos and spreadsheets which feed into this report.

1.3.1.2 Milestone #2 (Future Needs Report)

The Future Needs Report builds on the existing conditions assessment from Milestone #1. This report describes the use of an updated 2050 MPO travel demand model to identify areas of future growth and corridors expected to experience additional congestion. Year 2050 model outputs are visualized and summarized with respect to mobility measures identified as part of the Existing Conditions Report. The potential for future multimodal needs are reflected in existing system performance discussions, existing plans, areas of high-density development, and equity assessments conducted as part of Milestone #1.

1.3.1.3 Milestone #3 (Scenarios Report)

Two land use and growth scenarios were developed during the 2050 MTP for presentation to the public and key stakeholders. The scenario analysis addressed challenges related to economic resilience and growth pressures in rural/urban character areas; options to improve connectivity and enhance the livability of existing and future neighborhoods; potential approaches to better integrate transportation planning and land use planning; potential impacts on revenue or value per acre of developed areas; and increased density that improves small business development and increases options for active transportation. Some of the effects of these scenarios are measurable in the travel demand model and others required off model evaluation. The scenarios report described scenario development, stakeholder engagement on these scenarios, and qualitative and quantitative evaluations of potential scenario impacts on an alternate future transportation system.

1.3.1.4 Milestone #4 (Fiscal Constraints)

The Fiscal Constraints Memo includes an assessment of the estimated funding availability which can reasonably be expected to be available from all sources through the horizon year 2050. The calculations include a growth factor which was agreed upon in consultation with the MPO. This memo also provides planning level cost estimates for each project outlined in the 2050 Needs Assessment, including

preliminary engineering, design, right-of-way, and construction. The resulting cost estimates are fed into the process of project prioritization, described under Milestone #5.

1.3.1.5 Milestone #5 (Preferred Investments and Strategy Report)

This milestone is focused on project prioritization and development of a recommended cost affordable MTP. A project ranking and scoring methodology was proposed and discussed with stakeholders. Measures of effectiveness defined during Milestone #1, and refined through public engagement, MPO board and committee discussions, and results from the needs assessment, scenario testing, and fiscal constraints, were integral to the process of scoring and ranking all projects under consideration for funding. This process ensures that the recommended cost feasible plan reflects the principles of performance-based planning.

1.3.1.6 Milestone #6 (Adoption and Plan Document)

The final milestone includes plan adoption and preparation of a final MTP report. This draft final report includes chapters devoted to each of the previously described milestones. The public engagement process is described in detail including public involvement methods, stakeholder/agency outreach, public meetings, and methods employed in digital engagement. All components of the recommended 2050 cost feasible plan are described in detail, along with potential environmental impacts and societal benefits. A 30-day period is proposed for review of this draft document prior to plan adoption. The final version of this report will reflect all comments received from MPO and GDOT staff, and present the plan as adopted by the MPO Policy Committee.

It is critical that the VLMPO Policy Committee (MPO Board), Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and other stakeholders understand the steps in the process. **Figure 1-3** is a visual representation of these key project milestones.

Figure 1-3: Key Milestones and Project Flow

1.4 Report Organization

This final report builds on the findings from previously described milestones, reports, and memos. Much of the report content has been obtained from earlier reports, for consistency, with minor edits for tense and to reflect two years of project activity. This report is organized into core sections that describe the analysis of the current transportation system and its future needs. The elements include:

- **Review of Relevant Studies:** Chapter 2 highlights previous federal, state, and MPO programs and plans that are relevant to the 2050 MTP Update to assist in understanding regional transportation needs and guide recommendations.
- **Performance Based Planning:** Chapter 3 defines the goals and performance measures for the 2050 MTP Update.
- **Existing Transportation Asset Profile:** Chapter 4 describes key features of the existing multi-modal transportation system.
- **Existing System Conditions and Performance:** Chapter 5 presents the process used to assess system performance.
- **Stakeholder Participation and Inputs:** Chapter 6 describes the public outreach process employed over two years of study.
- **Land Use and Development:** Chapter 7 depicts current land use and planned major developments.
- **Socio-Economic Profile:** Chapter 8 presents and analyzes the base year and future socioeconomic data for the VLMPO area.
- **Needs Assessment:** Chapter 9 describes future year 2050 transportation needs identified for all modes.
- **Alternatives Analysis and Testing:** Chapter 10 describes likely outcomes from implementing 2050 MTP needs projects in terms of study goals and objectives.
- **Revenues and Potential Funding Sources:** Chapter 11 identifies federal, state, and local funding sources and presents revenue projections for the next 25 years.
- **Project Identification and Prioritization:** Chapter 12 establishes a framework for project prioritization and examines the alignment 2050 projects with defined performance measures.
- **MTP Work Program:** Chapter 13 presents a recommended project priority list that balances funding constraints, completion timelines, and expected benefits.
- **Appendices:** The report includes several appendices that provide more information on key components of the plan.
    - **Appendix A:** Historical Equity Action Lens (HEAL) Support Materials
    - **Appendix B:** Stakeholder Advisory Committee Membership
    - **Appendix C:** Stakeholder Advisory Committee and Public Open House Meeting Notes
    - **Appendix D:** Online Citizen Survey Summary
    - **Appendix E:** Growth Scenario Analysis Technical Memorandum
    - **Appendix F:** Revenue Projections and Project Costs Technical Memorandum
    - **Appendix G:** Project Prioritization Technical Memorandum
    - **Appendix H:** FHWA Requirement Matrix

2 REVIEW OF RELEVANT STUDIES

2.1 Federal Policies

2.1.1 BIL Overview

The Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law" (BIL), was passed in 2021 and is a critical source of ongoing funding and authorization for transportation and infrastructure projects in the United States. This significant legislative initiative aims to improve various components of the nation's transportation and infrastructure, including highways, bridges, public transit systems, and other essential transportation assets. The implementation of BIL represents a major expansion and overhaul of federal funding to address the country's infrastructure and transportation challenges while also promoting job creation through strategic investments. Critical elements of the BIL include a heightened focus on projects that prioritize social justice, equity, and environmental sustainability.

The law has four key priorities – safety, modernization, climate, and equity – and supports various types of mobility projects, including those focused on public transportation, passenger rail, roads, bridges, electric vehicle (EV) infrastructure, and bus fleet electrification. The goal of the BIL is to provide communities with high-quality infrastructure and easy access to transportation facilities while addressing the current and future impacts of climate change, especially for historically underserved and minority communities who are often disproportionately affected by the climate change crisis due to insufficient support and who have historically been deprioritized and displaced to make room for car-centric developments.

2.1.2 MTP Requirements

The MTP planning process and policy document are federally mandated and serve as a prerequisite for receiving federal transportation funding. MTPs must have a planning horizon of at least 20 years and are required to be reviewed and updated once every five years in air quality attainment areas or once every four years in non-attainment areas. Attainment areas are defined as areas with air quality that meets or exceeds national ambient air quality standards (NAAQS) set by the EPA and non-attainment areas are defined as areas that do not meet these standards. The VLMPO Planning area is an attainment area; therefore, this document represents the federally required five-year update.

During the development of this MTP, the MPO and planning team members engaged in key discussions with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation to ensure that the MTP is thorough and is aligned with eligibility requirements. In addition, all individuals, groups, agencies, and organizations affected by or interested in the transportation plan were provided reasonable opportunities to comment on the MTP using mechanisms outlined in the MPO’s adopted participation plan.

In compliance with BIL, state and local transportation plans must align with national performance management goals. This encompasses enhancing safety, maintaining pavement and bridge conditions on the Interstate and National Highway System (NHS), ensuring reliable travel for both passengers and

freight, reducing peak-hour delays, and lowering transportation-related pollutant emissions. Additionally, the BIL broadens the scope of inclusive planning requirements, necessitating careful updates to the 2050 VLMPO MTP and related performance metrics and indicators.

For the VLMPO Planning Area, the NHS includes I-75 and US 84 (Hill Avenue). NHS performance measures are categorized into three groups, with updates scheduled as follows:

- **PM1 - Safety Performance Measures:** Updated annually under BIL, these measures aim to improve road safety and decrease traffic fatalities. The 2050 VLMPO MTP identifies safety priorities within the MPA and allocates funds for specific safety enhancements.
- **PM2 - Pavement and Bridge Condition on Interstate and Non-Interstate NHS Roads:** Updated every four years, focusing on keeping infrastructure in good condition. This MTP addresses infrastructure maintenance, identify pavement and bridge needs within the MPA, and allocates funds for targeted improvements.
- **PM3 - Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and Non-Interstate NHS Roads:** Updated every four years, with an emphasis on improving system efficiency and reliability while reducing emissions. The MTP addresses travel reliability, freight movement, and congestion, identifying and funding necessary improvements within the MPA.

GDOT recently updated its System Performance Report to comply with the BIL's requirements. Recognizing the significant impact of I-75 and US 84 on the VLMPO regional transportation network, it is crucial for MPOs across the state, including the VLMPO, to integrate GDOT's performance measures.

2.2 State Plans and Policies

2.2.1 2021 Statewide Strategic Transportation Plan (SSTP)/2050 Statewide Transportation Plan (SWTP)

The Georgia statewide plan is a policy framework which establishes performance-driven and fiscally constrained priorities and investment opportunities through the year 2050. Its stated priorities include investing in statewide freight and logistics and enhancing the mobility of people throughout Georgia. For each of these goals, the document proposes multiple investment strategies and advanced planning strategies (including programs, partnerships, and performance measures) and justifies the investment scenario with projections of how these investments and strategies will improve safety, improve bridge and pavement quality, improve operations/roadway service, and increase capacity. Investment strategies for freight and logistics involve improving safety, optimizing operations, and enhancing capacity in key transportation corridors as well as emphasizing better connectivity, aligning with existing plans, and leveraging advanced technologies for improved efficiency and coordination.

2.2.2 Georgia Statewide Freight and Logistics Plan

This report uses a multistep process to make recommendations for freight improvement projects across Georgia. The steps used in this report are as follows: identifying potential freight improvement projects, project evaluation, grouping priority freight projects into packages (including description of selection process), estimating economic benefits of previously identified freight packages (in terms of economic

output and/or increased jobs and returns on investment), and discussion of funding options for freight operational programs. These programs support the effectiveness of existing transportation infrastructure in increasing the safety and efficiency of goods movement in Georgia. The plan provided data and information for the freight analysis within the greater Valdosta region.

2.2.3 GDOT Transportation Asset Management Plan

The Transportation Asset Management Plan (TAMP) describes Georgia's current bridge and pavement asset management processes for improving and preserving the condition of the NHS for the fiscal years 2022 through 2031 and improve the performance of the NHS in accordance with federal requirements. A TAMP has the following federally required elements: asset management objectives and measures, inventory and condition, lifecycle planning, risk management analysis, financial plan and investment strategies, and performance gap analysis. The plan was a critical part of the framework for the MTP update.

2.2.4 Georgia State Rail Plan 2021

The Georgia State Rail Plan articulates the state's vision for freight and passenger rail services. It includes a comprehensive inventory of Georgia's rail network, its related transportation and economic impacts, and a proposed program of investments. The plan aligns with the goals set by the SWTP/SSTP, which are in turn aligned with the federal requirements. These goals include improved freight and economic development, improved reliability, relieving congestion, and improving the environment. Its content encompasses analysis of the current conditions of Georgia's rail system, including past and future economic and environmental impacts, and proposes improvements and investments for both passenger and freight rail. The plan also details the projects and strategies aligned with GDOT's vision for railroad transportation, complete with impact analysis and financing scenarios. The plan provided information for the modal analysis of the MTP.

2.2.5 2022-2024 Georgia Strategic Highway Safety Plan

The Georgia Strategic Highway Safety Plan is a data-driven, comprehensive, multidisciplinary plan developed by GDOT in cooperation with the Governor's Office of Highway Safety. The plan establishes safety performance measures and goals, with results for reducing fatalities and injuries across various causes. The plan uses a "Safe System" approach and defines emphasis areas to address goals. These emphasis areas include pedestrian safety, motorcycle safety, impaired driving, protecting older drivers, distracted driving, and others. The plan defines specific countermeasures and strategies to address these emphasis areas. The plan played a key role in the framework for the MTP update.

2.3 Regional Plans and Policies

2.3.1 Vision2045: Valdosta-Lowndes County Metropolitan Transportation Plan

In accordance with federal regulations, the DARTS 2045 MTP, known as Vision2045, updates an earlier plan to address changing conditions within the study area and changes in projected future conditions. The document establishes existing conditions in the region based on resources from various agencies and organizations, and from this baseline develops and assesses current and future transportation

needs. A key element of this plan is the review of previous plans and programs, including the 2040 VLMPO Transportation Vision Plan, 2040 GDOT SSTP/ SWTP and the Georgia Statewide Freight and Logistics Plan. The majority of 2045 MTP projects have been grandfathered into the 2050 MTP.

2.3.2 2009 Freight Movement Study

In 2009, the VLMPO completed a Freight Movement Study, looking at the general movement of freight in the region. Although this study was a good look at the general freight movements, it raised many more questions than it answered. This report series is meant to address some of those questions. The Freight Movement Study did not recommend any specific projects but the 2050 MTP benefited from study analyses.

2.3.3 Regional Transportation Improvement Plan (TIP)

The current VLMPO TIP is for the fiscal years (FY) 2024-2027. This document was invaluable to the 2050 MTP team in identifying existing transportation funding commitments. During the 2050 MTP prioritization process, projects partially funded in the TIP were given a high priority score in the 2050 MTP to maintain funding momentum on these projects.

2.3.4 Regional Bicycle and Pedestrian Planning

While the VLMPO has never completed a bicycle/pedestrian plan, these elements are emphasized on the MPO website, including resources such as Safe Routes to School reports, mapping of Public Hiking and Walking Trails of Southern Georgia, Senior Walking Maps, and a series of annual crash reports. The 2050 MTP includes 36 active transportation projects, gleaned from public comment, crash analysis, and big data on travel flows.

2.3.5 Transit-Oriented Development (TOD) Guidelines

The goal of the Valdosta-Lowndes MPO TOD Guidelines Study is to promote TOD in the area by assessing the potential for future transit-oriented development; assisting local engineers and planners on developing TOD in the VLMPO area; identifying the potential need/opportunity for micro-mobility; and promoting policies that increase access to public transit. The TOD Guidelines Study was particularly helpful during the development of an alternative land use scenario and related projects during the 2050 MTP.

2.3.6 Hahira Area Traffic Studies

The Hahira Area Traffic Studies delivered a Master Plan that promotes a safe and efficient mobility network while supporting desired growth and development. The study team assessed current and future traffic patterns, new access points and connectivity, and future land use patterns to inform the project. This study provided recommendations for 2050 MTP projects within the Hahira area.

2.3.7 2045 Transportation Plan Socioeconomic Data Study

This study included developing population and employment data required for the MPO's travel demand model for the 2015 base year through the 2045 planning horizon in 5-year increments. This includes

population and households, median income, school enrollment, and employment by category. These forecasts were used to extrapolate elements of the socio-economic forecasts for the 2050 MTP.

2.3.8 SGRC Transit Development Plan (TDP) Update

The Regional TDP Update will build upon Southern Georgia Regional Commission's 2019 Regional TDP, which was the impetus for the regional transit system that exists today. The new Regional TDP will document conditions and trends impacting mobility in the region, evaluate current transit services, and gather input from residents on issues and concerns. Additionally, the planning process will identify the needs of vulnerable populations, address transit service gaps, focus on public transit-human services transportation and identify opportunities to further facilitate travel between counties. The 2050 MTP team has coordinating with the TDP Update team to ensure consistency between the two studies. It is anticipated that the TDP Update will be incorporating elements of a Public Transportation Agency Safety Plan as part of these efforts.

2.4 Local Plans and Studies

2.4.1 Comprehensive Plan

The *2021 Comprehensive Plan for Lowndes County and the Cities of Dasher, Hahira, Lake Park, Remerton, and Valdosta* was very important in the development of socioeconomic forecasts for the 2050 MTP. The 2050 MTP is consistent with the goals, planning factors, and transportation objectives outlined in the 2021 comprehensive plan.

3 PERFORMANCE BASED PLANNING

The aforementioned IIJA (also known as the BIL) serves as the source of ongoing funding and authorization for transportation and infrastructure projects in the U.S. The IIJA is a substantial legislative measure with the primary goal of enhancing various facets of transportation and infrastructure, encompassing improvements to highways, bridges, public transit, and other transportation assets. The transition to the IIJA signifies a significant revamp and expansion of federal funding to address the country's transportation and infrastructure requirements, with a concurrent focus on job creation through strategic infrastructure investments. The IIJA introduces several noteworthy components, including a renewed emphasis on prioritizing infrastructure with considerations for social justice, equity, and environmental impacts. Additionally, the IIJA broadens the requirements for inclusive planning. These modifications necessitate careful consideration in the update of the Valdosta-Lowndes MTP and related performance requirements and indicators.

3.1 Goals, Objectives, and Performance Measures

According to the IIJA, MPOs must endorse or create explicit safety performance objectives. The VLMPO adheres to GDOT's Safety Performance Measures, which are revised annually and derived from a rolling five-year average following IIJA guidelines. The IIJA underscores the importance of enhancing safety, demanding a thorough approach to establishing and assessing targets that maintain a steadfast commitment to reducing traffic fatalities and severe injuries. Thus, **PM1** performance measures are as follows:

- Number of Fatalities
- Rate of Fatalities per 100 million VMT (current [2021] VLMPO area [daily] VMT is 4.2 million)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

In accordance with the IIJA, the PM2 targets are specifically allocated for the surveillance and enhancement of pavement and bridge conditions, covering both interstate and non-interstate NHS roads. These targets undergo revision every four years, with the potential for an interim adjustment at the two-year milestone. **PM2** performance measures are provided below:

- Percentage of Interstate Pavement in Good vs. Poor Condition
- Percentage of non-Interstate NHS Pavement in Good vs. Poor Condition
- Percentage of NHS Bridges Classified as in Good vs. Poor Condition

The percentage of lane-miles on the Interstate or non-Interstate NHS in good or poor condition is determined using metrics like the International Roughness Index (IRI), cracking percent, rutting, and faulting, with defined thresholds for each, indicating whether major investment is needed based on ride quality or structural deficiency. Meanwhile, the percentage of bridges on the NHS classified as good, fair, or poor condition is determined by assessing deck, superstructure, and substructure components, with specific metric rating thresholds. The overall bridge condition is based on the lowest component rating,

and the classification indicates the need for major investment, substantial reconstruction, or replacement based on safety considerations.

The PM3 set of performance measures, mandated under the IIJA. concentrate on evaluating the reliability of travel time, addressing peak hour delays, ensuring the dependability of freight mobility across both Interstate and Non-Interstate NHS facilities, along with air quality improvements. Opting for alignment with GDOT, it is anticipated that the VLMPO will be supportive of the specified **PM3** targets, subject to revision every four years with the potential for interim adjustments at the two-year interval:

- Percentage of Person-Miles Traveled on the Interstate System that are Reliable
- Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable
- Truck Travel Time Reliability Index
- Annual Hours of Peak Hour Excessive Delay per Capita (PEHD)
- Percent Non-Single Occupancy Vehicle Travel
- Congestion Mitigation and Air Quality (CMAQ) Nitrous Oxides (NOx) and Volatile Organic Compounds (VOC) Cumulative Emission Reductions

Two performance measures assess the reliability of travel times on the Interstate and non-Interstate NHS using the Level of Travel Time Reliability (LOTTR), calculating the ratio of longer travel times to normal travel times during specific time periods, with reliable segments having an LOTTR of less than 1.5, expressed as the percent of person-miles traveled that are reliable. Meanwhile, assessing truck travel reliability on the Interstate system, the Truck Travel Time Reliability (TTTR) ratio is calculated by dividing the 95th percentile truck travel time by normal travel time for each segment, generating the TTTR Index, where a lower value indicates better performance, expressed as the sum of length-weighted segments divided by total Interstate length.

Finally, with respect to CMAQ, the Peak Hour Excessive Delay (PHED) measure quantifies hours of delay due to congestion during weekday peak hours, while the non-SOV travel measure assesses the percentage of travel by modes other than driving alone, both within urban areas meeting specific criteria. The CMAQ emission reduction measure evaluates the CMAQ Program's performance by calculating total emission reductions of on-road mobile source emissions, considering applicable pollutants and project-funded reductions over two- and four-year periods. Coordination is required for setting unified targets within designated urban areas. According to the January 2024 map of Counties Designated "Nonattainment" or "Maintenance," the VLMPO area is not included. Therefore, air quality attainment is not of key importance during the 2050 VLMPO MTP Update.

In conclusion, the six goals found in the previous VLMPO Vision2045 plan remain relevant to the 2050 VLMPO MTP, based on a review of recent Federal and State requirements for metropolitan planning. While the goals are proposed to largely remain the same in the 2050 MTP, the wording of the goals has been refined based on discussions at the first VLMPO 2050 MTP Stakeholders Workshop and Public Workshop. The six 2050 MTP goals are listed below, along with changes noted in underlined text.

Goal 1 – Safety and System Reliability: Maintain and improve transportation system safety and accessibility for all users and improve the overall resilience of the network from natural and manmade events.

Goal 2 – Infrastructure Condition: Maintain an efficient transportation system within the Valdosta-Lowndes MPO area for residents, businesses, college and K-12 students, and visitors.

Goal 3 – Congestion Reduction: Encourage implementation of TSM and TDM to reduce traffic congestion and promote low-cost solutions to road capacity. (No changes recommended.)

Goal 4 – Freight Movement and Economic Vitality: Ensure a financially balanced plan that works to strengthen economic development initiatives through people and freight accessibility and movement.

Goal 5 – Environmental Sustainability and Equity: Limit and mitigate adverse natural, social, and environmental impacts associated with traffic and transportation system development through facilities design and system management. Equity is subsequently referred to as Goal 5a.

Goal 6 – Reduced Project Delivery Delays: Promote efficient system management and operation. (No changes recommended.)

3.2 National Transportation Performance Measures & GDOT Targets

Table 3-1 illustrates how the proposed goals of the VLMPO 2050 MTP Update align with the specified goals of Georgia's statewide transportation plans and the national objectives outlined in the IIJA. This alignment holds significant importance in harnessing state and federal resources to optimize the influence of the MTP Update for the benefit of residents and businesses in the VLMPO region.

Table 3-1: VLMPO 2050 MTP Goal Alignment with State and National Goals

IIJA Factors	IIJA National Goals	GA 2050 SWTP/ 2021 SSTP State Goals	VLMPO 2050 MTP Goals
Increasing the Safety and Security of the Transportation System	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	Improve highway safety.	Safety and System Reliability
Improving the Resiliency and Reliability	Enhance the performance of the transportation system while protecting the environment and improving resilience to climate change and natural disasters.	Support efforts to reduce the cost and time of goods delivery and to increase the resilience of supply chains	
Emphasizing the Preservation of the Existing Transportation System	Maintain the highway infrastructure asset system in a state of good repair.	Evaluate options for improved connectivity and increased capacity within current revenue streams based on return-on-investment analysis	Infrastructure Condition
Enhancing the Integration and Connectivity	Improve the efficiency of the surface transportation system and enhance connectivity across modes.	Facilitate broadband and other technology deployment.	Congestion Reduction and Mobility
	Achieving a reduction in congestion on the National Highway System and improving the efficiency of the surface transportation system.	Maintain and improve freight infrastructure for safety and performance	
Increasing Accessibility and Mobility of People and Freight		Modernize freight infrastructure and operations	Freight Movement and Economic Vitality
	Improve the national freight network, support rural communities' access to trade markets, and promote regional economic development.	Expand use of existing and new data and technologies to support freight and logistics	
Supporting Economic Vitality	Strengthening the global competitiveness and productivity of metropolitan areas and enhancing the efficiency of the transportation system.	Increase access to jobs, goods, and services throughout emerging metros and rural Georgia.	
		Support strategic economic development (e.g., Georgia Ready for Accelerated Development - GRAD sites).	

IIJA Factors	IIJA National Goals	GA 2050 SWTP/ 2021 SSTP State Goals	VLMPO 2050 MTP Goals
Protecting and Enhancing the Environment	Enhance the performance of the transportation system while protecting and enhancing the natural environment.	Improve emergency evacuation options.	Environmental Sustainability and Equity
Promoting Efficient System Management and Operation	Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by improving project delivery processes.	Minimize project delivery delays.	Reduced Project Delivery Dates

Evaluating projects within the VLMPO 2050 MTP involves a thorough assessment based on the goals and objectives set forth in the IIJA. This evaluation employs a comprehensive approach, incorporating both quantitative data analysis and qualitative assessments to gauge the impact and effectiveness of each project proposed for inclusion in the 2050 MTP. The matrix provided in **Table 3-1** provides a structured framework for appraising existing conditions on segments of the NHS and regional conditions for the VLMPO study area within the overarching goals of the IIJA.

Table 3-2 is further expanded upon later in the study to assess the performance of potential future transportation projects for long-range prioritization and funding. Within this framework, a scoring system was devised to create an intuitive mechanism for 2050 project assessment and prioritization based on alignment with IIJA goals. For existing conditions, NHS segments are evaluated using available data from GDOT, in conjunction with outputs from the base year 2020 Georgia Statewide Travel Model, as the base year 2020 VLMPO model was not yet available from GDOT. The horizon year 2050 VLMPO models were used to assess future travel demand and congestion.

Table 3-2: VLMPO 2050 MTP Performance-based Assessment Metrics

2050 VLMPO MTP Goals/ Indicators	Assessment Process/ Measures and Types	Assessment Data and Methodology	Current Status	Recommended Standard
Safety and System Reliability	Accident and fatality data (Quantitative & Qualitative)	Analyze crash statistics and identify hot spots	3.15 Fatalities/ 100 million VMT; 3.68 Serious Injuries/ 100 million VMT	Strive to achieve GDOT performance targets outlined in Table 3-3.
Infrastructure Condition (bridges and pavement)	Infrastructure condition assessments (Quantitative)	Available GDOT and Valdosta condition assessments	85% of bridges are in good conditions; no state highways exhibit poor pavement	Continue to achieve 85% of bridges in good condition and no state roadways with poor pavement
Congestion Reduction and Mobility	Existing Level of Service (LOS) on area roadways (Quantitative)	Base year 2020 Georgia Statewide Travel Model, MPO model, ATTMS data	Average LOS A-C, with road segments at LOS D-F	LOS D on NHS corridors, LOS E on all other roadways (except in locations with land use constraints)
Freight Movement and Economic Vitality	Existing LOS on NHS, near rail and other freight facilities as well as high tourist roads. (Quantitative)	Base year 2020 Georgia Statewide Travel Model, base year MPO model	Highest truck volumes currently on NHS corridors	LOS D on high truck volume corridors, LOS E on all other roadways (except in locations with land use constraints)
Environmental Sustainability and Equity	Environmental assessments and underserved communities (Qualitative)	Identification of environmental features and underserved communities	Public outreach in the south side of Valdosta showed a need for improved transit access and impact sensitivity	Incorporate accessibility and poverty measures into project prioritization process
Reduced Project Delivery Dates	Operational efficiency, cost-effectiveness (Qualitative)	Review of historic MPO TIPs	Approximately 36% of project phases in recent TIPs have seen delays	Potentially reduce project delivery delays to around 25%

3.3 Existing System Performance

The existing transportation system is then evaluated against the previously described performance indicators and measures, building on the summary information previously provided in **Table 3-2**. Each of these indicators are discussed further in subsequent chapters. This section concludes with a brief summary of strengths, weaknesses, opportunities, and threats (SWOT).

3.3.1 Safety and System Reliability

The VLMPO abides by the IIJA through adherence to GDOT's PM1 reports and targets, which follow the federal performance measures laid out in the IIJA as explained in the section above. **Table 3-3** lists the current GDOT safety-related targets as adopted in 2023. It should be noted that the 2021 and 2022 columns represent actual data, while the *2023 Target* column is a projected goal and not based on actual performance data. These statewide metrics are primarily useful for federal compliance and state coordination.

Table 3-3: GDOT Statewide Safety Performance-based Assessment Metrics

Performance Measures	2021 Georgia Statewide Performance (Five-Year Rolling Average 2017-2021)	2022 Georgia Statewide Performance (Five-Year Rolling Average 2018-2022)	2023 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)
Number of Fatalities	1,715	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36
Number of Serious Injuries	6,407	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.610	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793.0	802.0

In 2021, the most recent year that all data are available, the VLMPO study area had an annual VMT of 1,519,809,630, with 48 traffic fatalities, 56 traffic serious injuries, and a total of 10 non-motorized fatalities and serious injuries (2 fatalities, 8 serious injuries). **Table 3-4** provides a snapshot of the VLMPO's performance in the same measures mandated by the IIJA and calculated statewide by GDOT. The table can be used to compare the VLMPO's safety performance against statewide averages. As indicated, the per VMT fatality rate is considerably higher in the Valdosta area than the Georgia statewide average.

Table 3-4: VLMPO Area Safety Performance-based Assessment Metrics

Performance Measures	2022 VLMPO Area Performance
Number of Fatalities	48
Rate of Fatalities per 100 Million Vehicle Miles Traveled	3.15
Number of Serious Injuries	56
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	3.68
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	10

To compare gross number PM1 measures #1, #3, and #5, the following table (**Table 3-5**) has normalized the population to provide per capita comparison of statewide and MPO data, with the Lowndes County population (2020) at 118,247, and the State population at 10,713,771.

Table 3-5: VLMPO Area Safety Performance-based Assessment Metrics

Performance Measures	2022 Performance (5 year rolling average for Statewide figures)
Number of Statewide Fatalities per Capita	0.0002
Number of VLMPO Fatalities per Capita	0.0004
Number of Statewide Serious Injuries Per Capita	0.0005
Number of VLMPO Serious Injuries Per Capita	0.0005
Number of Statewide Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries Per Capita	0.00006
Number of MPO Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries Per Capita	0.00008

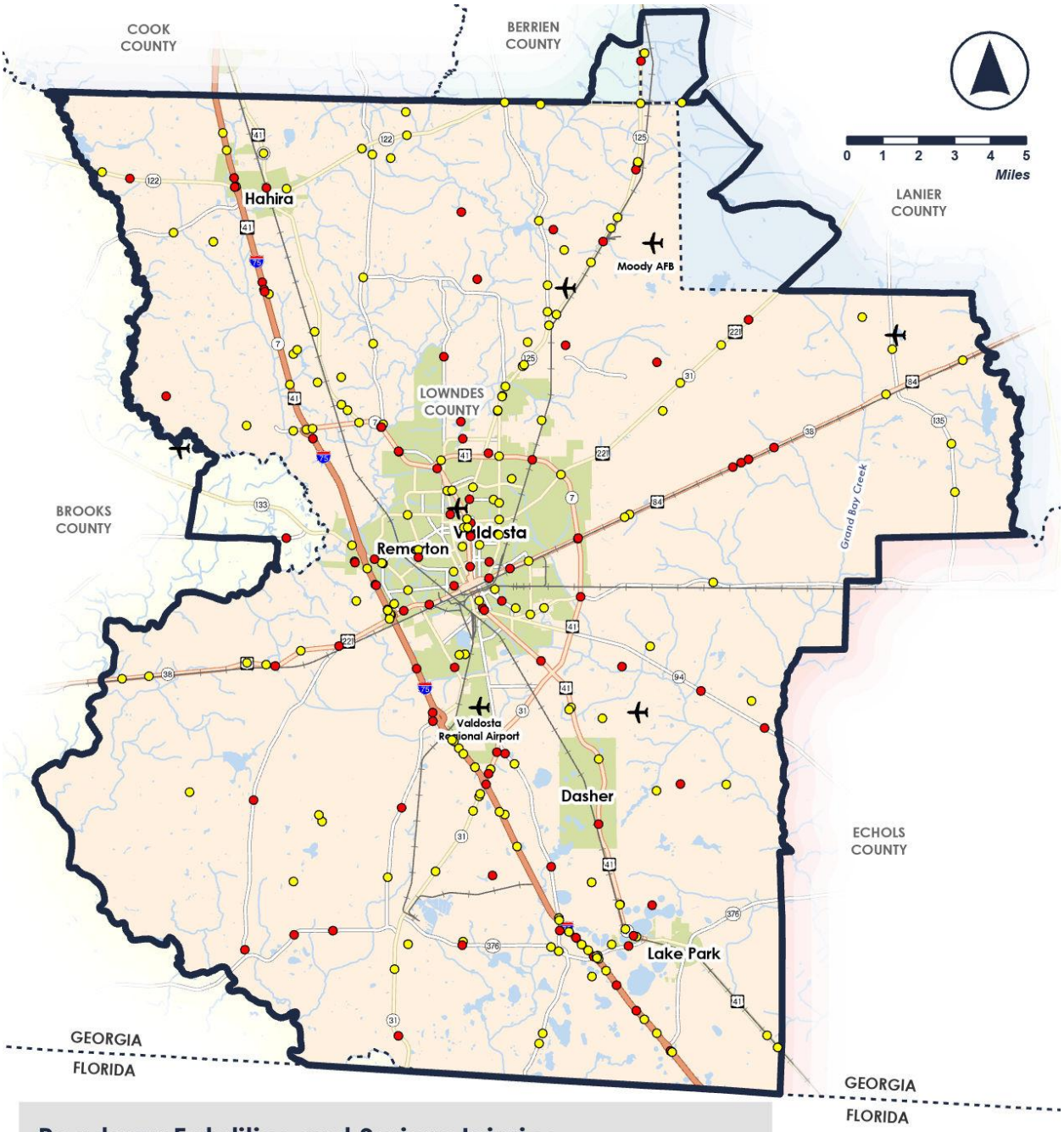
Figure 3-1 through **Figure 3-4** provide visualization of major safety incidents over a five-year span from 2018-2022 in the MPO study area. The incidents are broken into Killed and Serious Injury Crashes within the Study Area and Killed and Serious Injury Crashes within the Valdosta urban core, Non-Motorized Crashes within the Study Area, and Non-Motorized Crashes within the Valdosta urban core. The security of the transportation system for motorized and non-motorized users is of paramount concern in the VLMPO region.

Although impossible to say with certainty without site- and time-specific traffic count data, most patterns here are to be expected. That is, the higher the speed and intensity of traffic, along with the

higher rate of traffic expected based on functional classification, the greater the concentration of fatalities and serious injuries. There are a high number of fatalities and injuries along I-75, which sees heavy traffic volumes and high speeds. Fatalities on rural roads are less frequent with no concentration in any specific locations. Cyclists and pedestrians involved in accidents are involved in killed and seriously injured (KSI) crashes at much higher rates, given their unprotected road usage. However, there are a few abnormalities to the general pattern. First, within the downtown core of Valdosta, where US 221 splits east- and west-bound and US 41 business splits into Ashley and Patterson Streets, there is a conspicuous absence of KSI crashes, even among a high concentration of vehicle trips and a high number of non-KSI crashes. Also, there were four consecutive fatal crashes and no serious injury crashes along a stretch of US 84 in the eastern portion of the county.

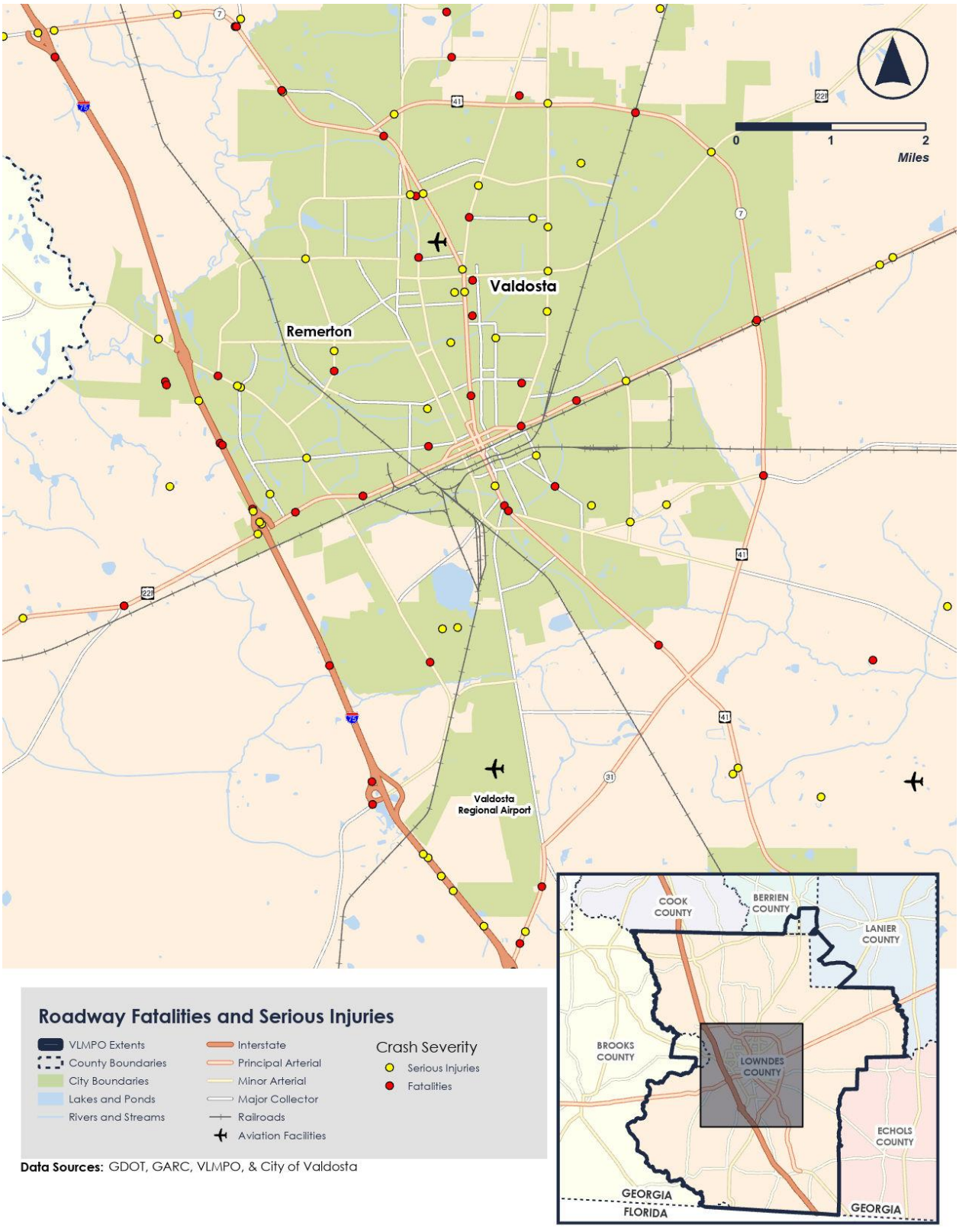
According to the *Bicycle and Environmental Justice Areas in Lowndes County* report, a majority of bicycle-related crashes between 2014 and 2018 occurred in areas with 30 percent or higher levels of household poverty in Lowndes County. The majority of these cyclists were found to live in areas of low income or poverty. This underscores the need for safe pedestrian and bicycle infrastructure to ensure a safe, accessible, and equitable transportation system in the VLMPO region.

Figure 3-1: Roadway Fatalities and Injuries: Regionwide



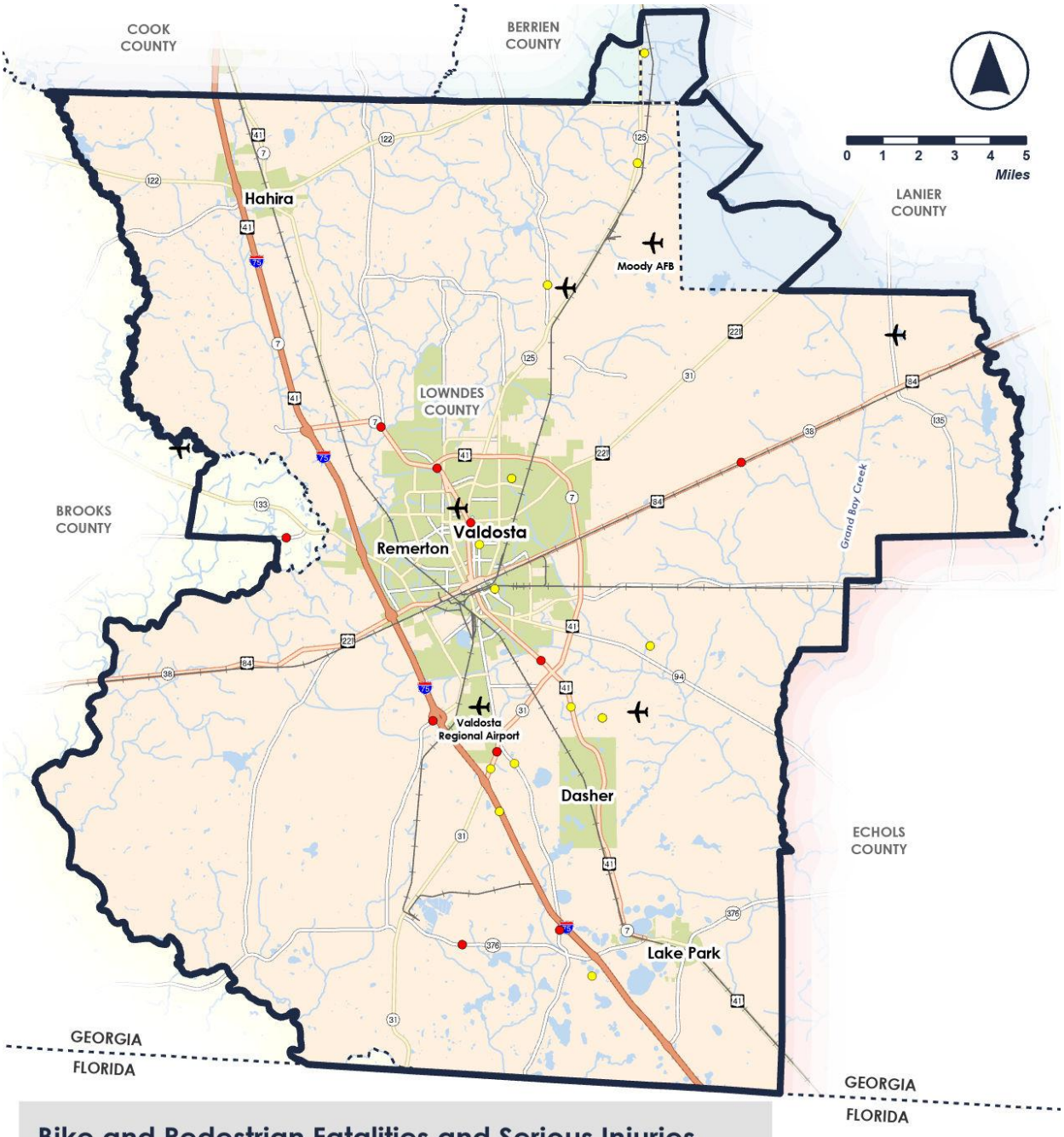
Data Sources: GDOT, GARC, VLMPO, & City of Valdosta

Figure 3-2: Roadway Fatalities and Injuries: Urban Core



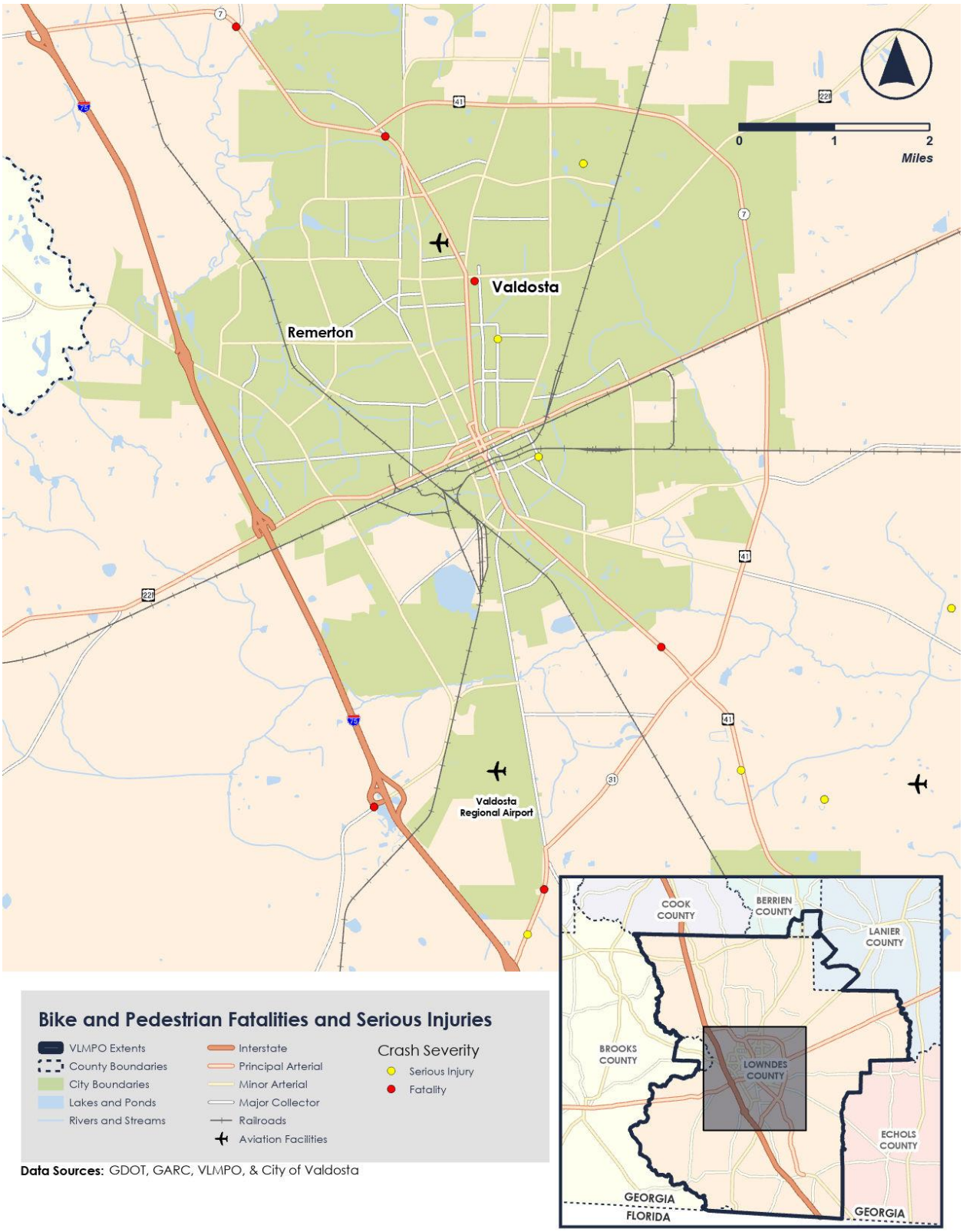
Data Sources: GDOT, GARC, VLMPO, & City of Valdosta

Figure 3-3: Bicycle/Pedestrian Fatalities and Injuries: Regionwide



Data Sources: GDOT, GARC, VLMPO, & City of Valdosta

Figure 3-4: Bicycle/Pedestrian Fatalities and Injuries: Urban Core



Data Sources: GDOT, GARC, VLMPO, & City of Valdosta

4 EXISTING TRANSPORTATION ASSET PROFILE

4.1 Roadway System

The area's roadway system consists of one Interstate highway (I-75), four US highways (US 41, Business 41, 84, 221), and five state highway routes (31, 94, 122, 125, 133), plus many county routes and city streets. I-75 has six through lanes while US 84 and SR 133 are four lanes in their entirety. In addition, sections of US 41, Business 41, US 221, SR 31, SR 125, and SR 376 are also four-lane roadways. Additional local four-lane streets include Baytree Road, Gornto Road, James Road, and Norman Drive.

I-75 is a major national tourist route, with travelers making their way to and from theme parks and beaches in Florida. Lowndes County is also home to Wild Adventures theme park and zoo, on Old Clyattville Road, near its interchange with I-75. Continued accessibility for tourists is a key priority for the 2050 MTP.

According to the GDOT Traffic Analysis and Data Application (TADA) website, the highest traffic volumes presently experienced in the region are on I-75, north of SR 133, at an average annual daily traffic (AADT) volume of 61,700. AADT on other segments of I-75 range between 50,000 and 60,000, reflecting the importance of this corridor for long-distance passenger and truck travel into and out of Florida. The next highest AADT in the region is found on US 41 (North Valdosta Road) north of Ashley Street (Business US 41) at 34,200.

Figure 4-1 depicts roadway functional classifications, **Figure 4-2** displays roadway lane configurations, **Figure 4-3** shows 2022 AADTs from the GDOT TADA website while **Figure 4-4** depicts truck percentages from the same source.

Figure 4-1: Roadway Functional Classifications

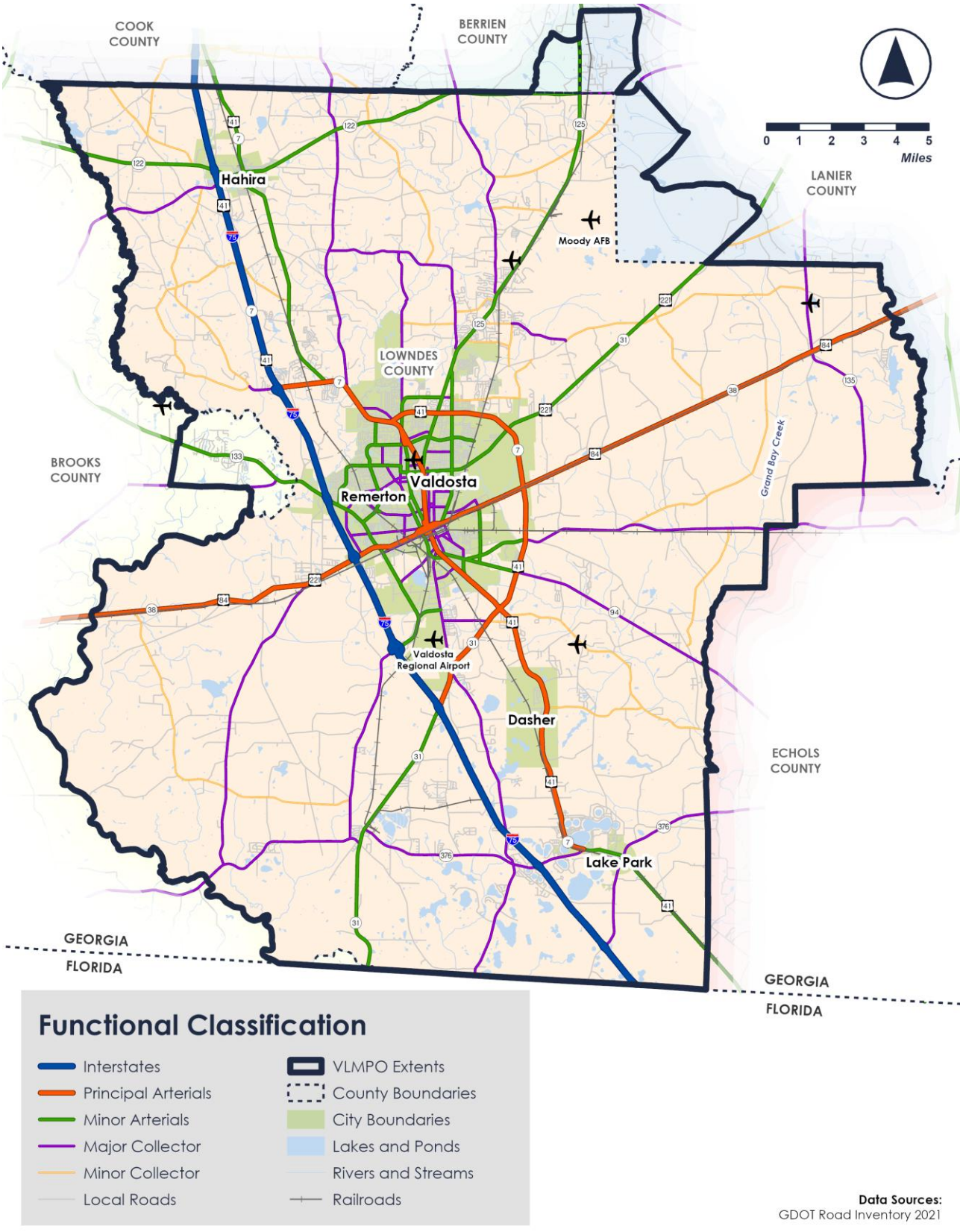


Figure 4-2: Roadway Lane Configurations

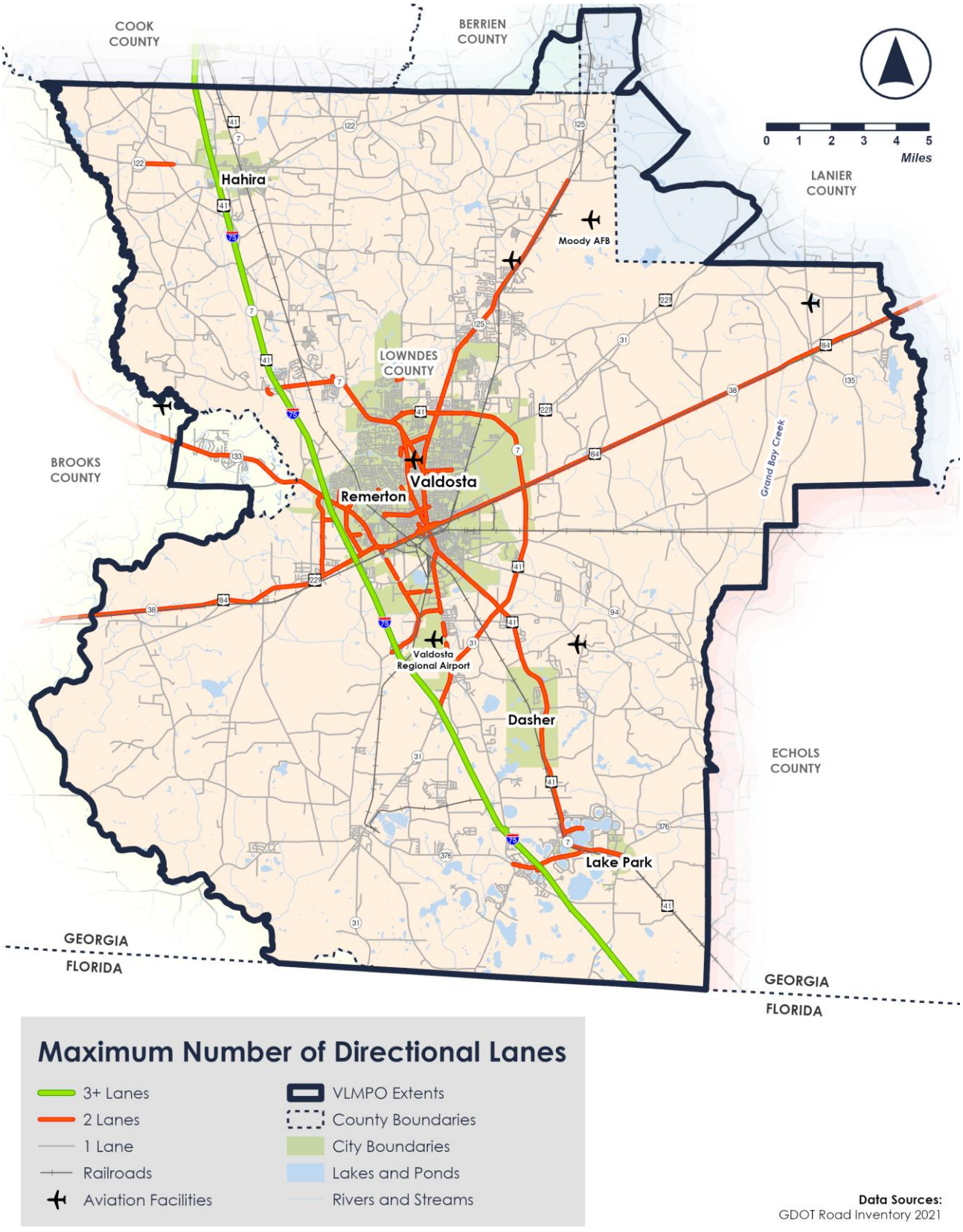
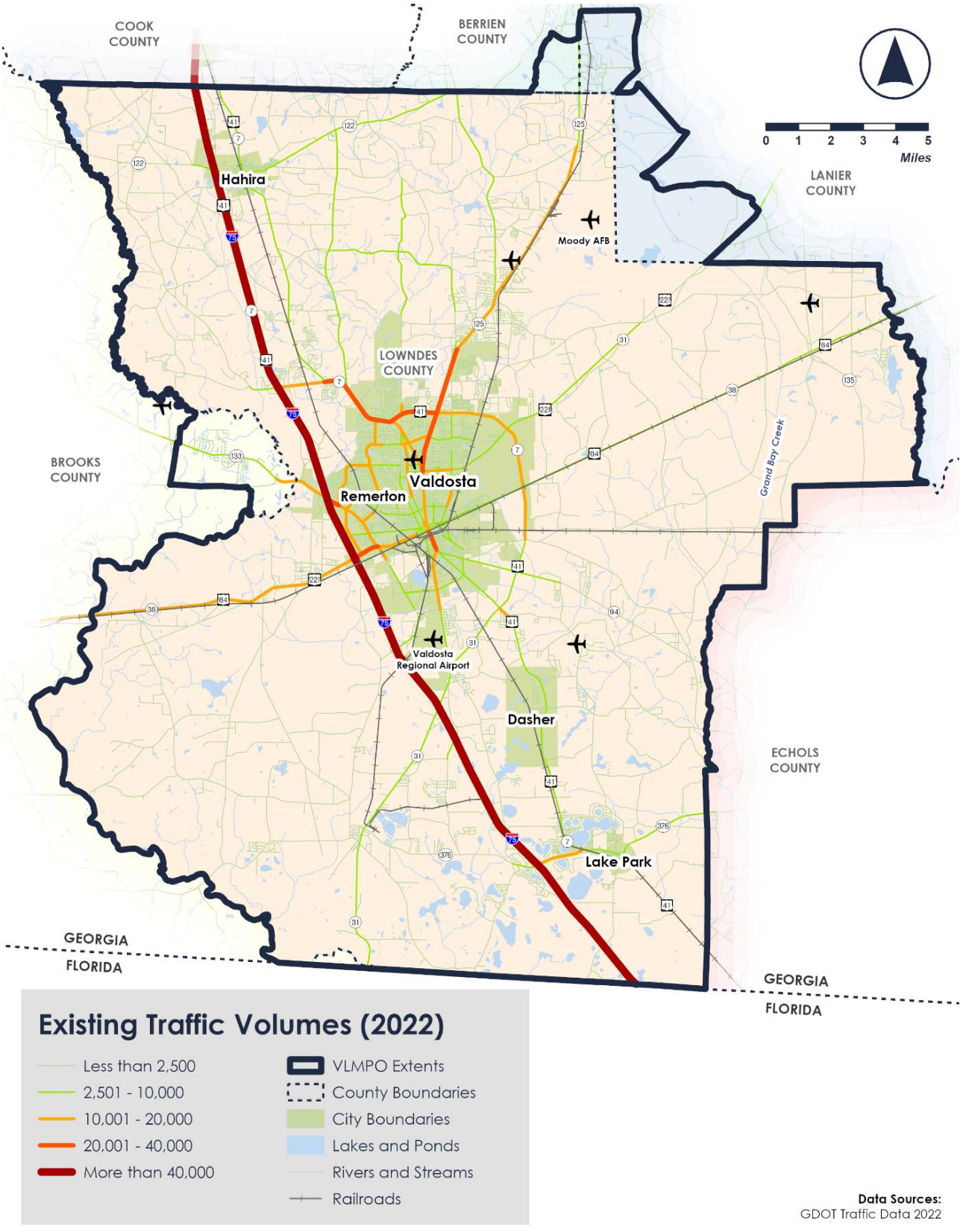
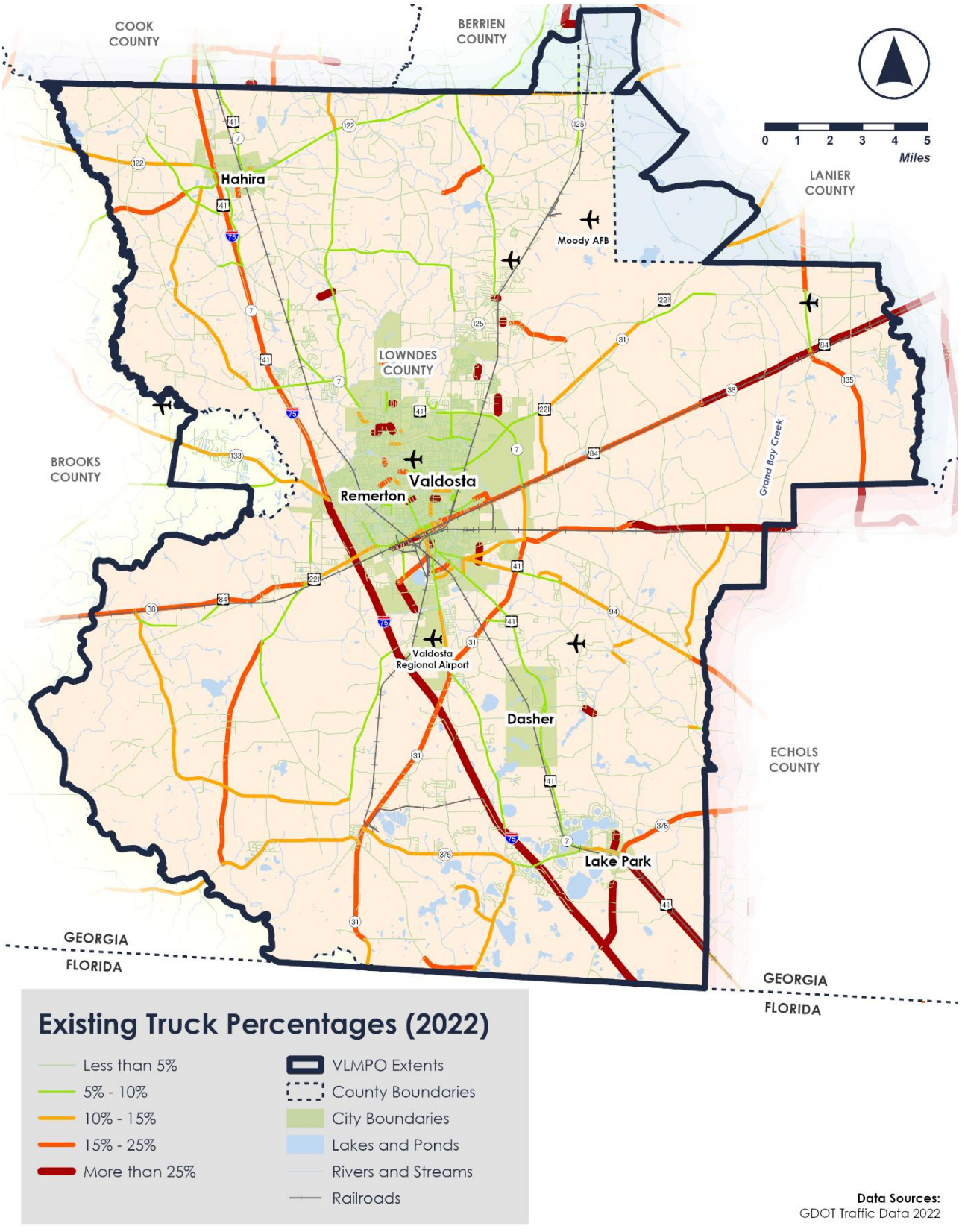


Figure 4-3: Year 2022 GDOT Traffic Counts



Data Sources:
GDOT Traffic Data 2022

Figure 4-4: Year 2022 GDOT Percentage of Trucks



Data Sources:
GDOT Traffic Data 2022

4.2 Transit Operations

Three demand responsive transit systems operate in the area. The SGRC operates a mostly rural transit system simply called SGRC Regional Transit while the City of Valdosta operates Valdosta On-Demand and Lowndes County Transit is operated by RMS (formerly MIDS, Inc). As of January 2024, service hours for Valdosta On-Demand were Monday-Friday 5:30am-9pm, with fares of $2.00 per trip and $1.00 for each extra passenger in a group. Service hours for SGRC Regional Transit are presently 7:30 am-5:30 pm Monday-Friday. Service hours for Lowndes County Transit are 7:30 am-4:30 pm Monday-Friday. Valdosta State University (VSU) operates the fare free Blazer Shuttle Express, a fixed route loop around campus that operates Monday-Friday 7:30am-11pm. Thus, except for the Valdosta State campus, there is no fixed route service in the region and no weekend service at all. **Figure 4-5** depicts the coverage areas of these transit systems.

4.2.1.1 SGRC Regional Transit

SGRC has 37 revenue vehicles serving 70,337 annual unlinked passenger trips (2022) as a demand-responsive mode offering transportation throughout fifteen counties in the region. This service requires 24 hour notification to schedule a ride. A non-Medicaid client, under 60, and in Lowndes County would utilize Valdosta On-Demand for trips originating in the City of Valdosta. One-way trips are $3 up to 10 miles + $0.50/ mile after that.

4.2.1.2 VSU Blazer Shuttle

The VSU Blazer Shuttle Express runs as a fixed route service with 28 red line stops and 10-minute headways without a set time schedule. The Red Shuttle Express has seven stops, with some stops having reduced hours. The Valdosta Mall Run is a limited bus service offered every Monday and Thursday that school is in session at 2:00 pm and 4:00 pm to Valdosta Mall and Walmart on Norman Drive. The shuttle can be found at http://wherestheblaze.com/. VSU Parking and Transportation has 7 buses and is free to students. VSU estimates that the service is used by 575,000 riders per academic year.

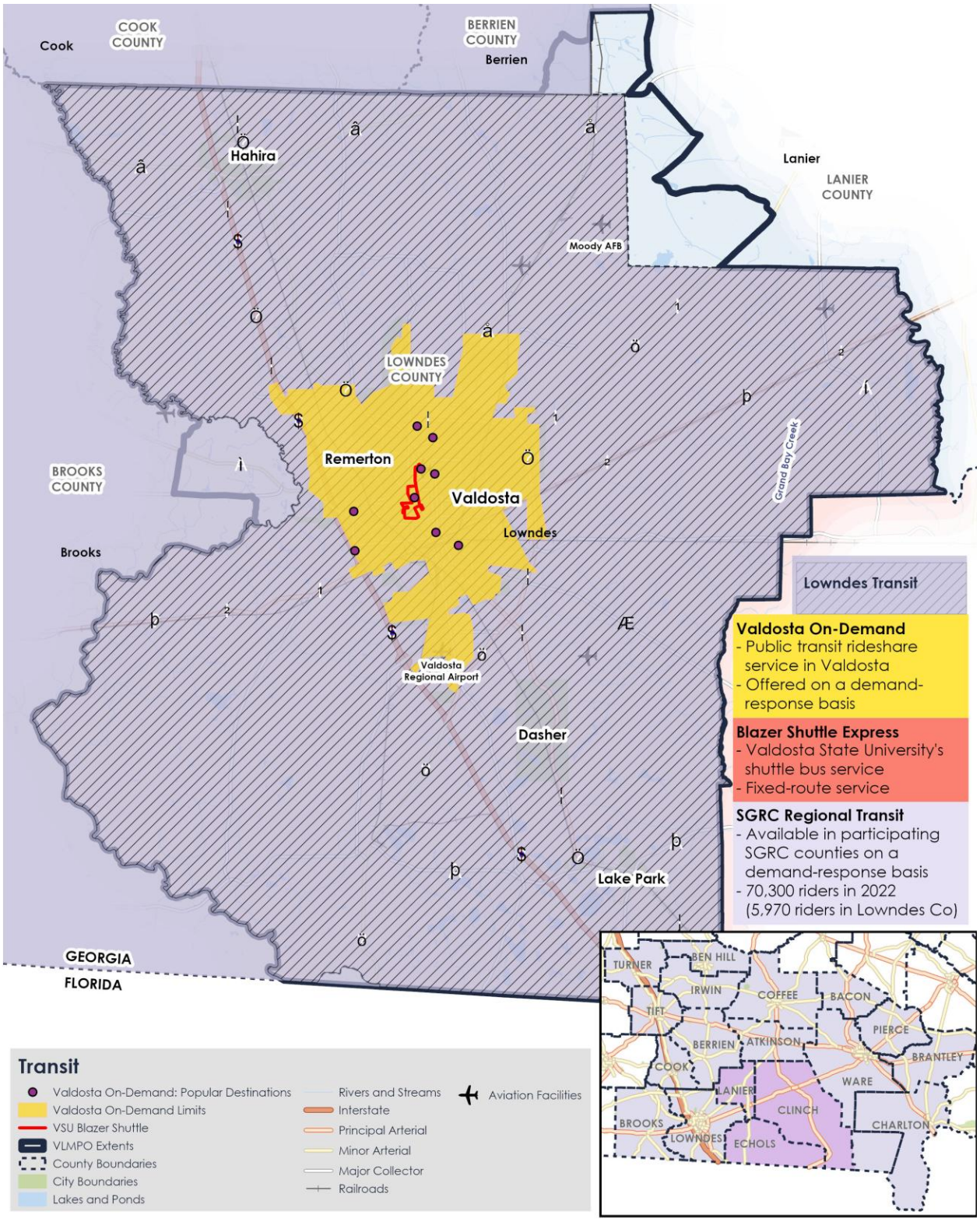
VSU's Parking and Transportation provides Blazer Safer Ride service during the Fall and Spring semesters from 11:00 pm to 3:00 am as a safe means of transportation after normal campus shuttle hours. Service by golf cart or van runs every 15 minutes at designated stops:

- Centennial Bus Stop
- Oak Street Surface Lot
- Main Campus – Brown, Converse, Hopper, Langdale, Lowndes, Patterson, and Reade Halls

4.2.1.3 Valdosta On-Demand

In April 2021, Valdosta's On-Demand micro-transit service began providing public transportation services across the 35 square mile boundary of the city limits of Valdosta. Since its launch, the service has provided 65,100 rides, averaging 315 rides per day. The service operates corner to corner, assigning passengers to a virtual bus stop. The vehicle fleet consists of nine minivans, three of which are dedicated wheelchair assessable vehicles (WAV). Fares are $2 per trip per person and $1 for each additional person in the same group. Popular destinations for Valdosta On-Demand include the following:

Figure 4-5: Existing VLMPO Transit Systems



Data Sources: GDOT, GARC, SGRC, VLMPO, City of Valdosta & Valdosta State University

- Walmart (Inner Perimeter Road)
- South Georgia Medical Center
- Castle Park Shopping Center
- Valdosta State University
- Valdosta Mall
- Downtown Valdosta
- Mildred Hunter Community Center
- Walmart (Norman Drive)
- Azalea Business Park

4.2.1.4 Lowndes County Transit

Lowndes County Transit is a Tier II agency with seven passenger vans, one equipped with an ADA lift, providing rural public transportation services within the County but outside the city of Valdosta. Lowndes County Transit is a demand-responsive mode with 5,969 annual unlinked trips in 2021.

4.3 Bicycle and Pedestrian Facilities

Non-motorized modes of transportation, such as walking and biking, are an important part of VLMPO's multimodal transportation system. From a system-level mobility standpoint, shifting shorter trips to walking or biking not only can reduce vehicular trips but also contributes to lower emissions, thus improving air quality. Sidewalks and trails can potentially support transit operations. Perhaps more importantly, the ability to safely walk and bike offers greater opportunities for recreation, access to economic resources, and can increase the quality of life for residents in the VLMPA.

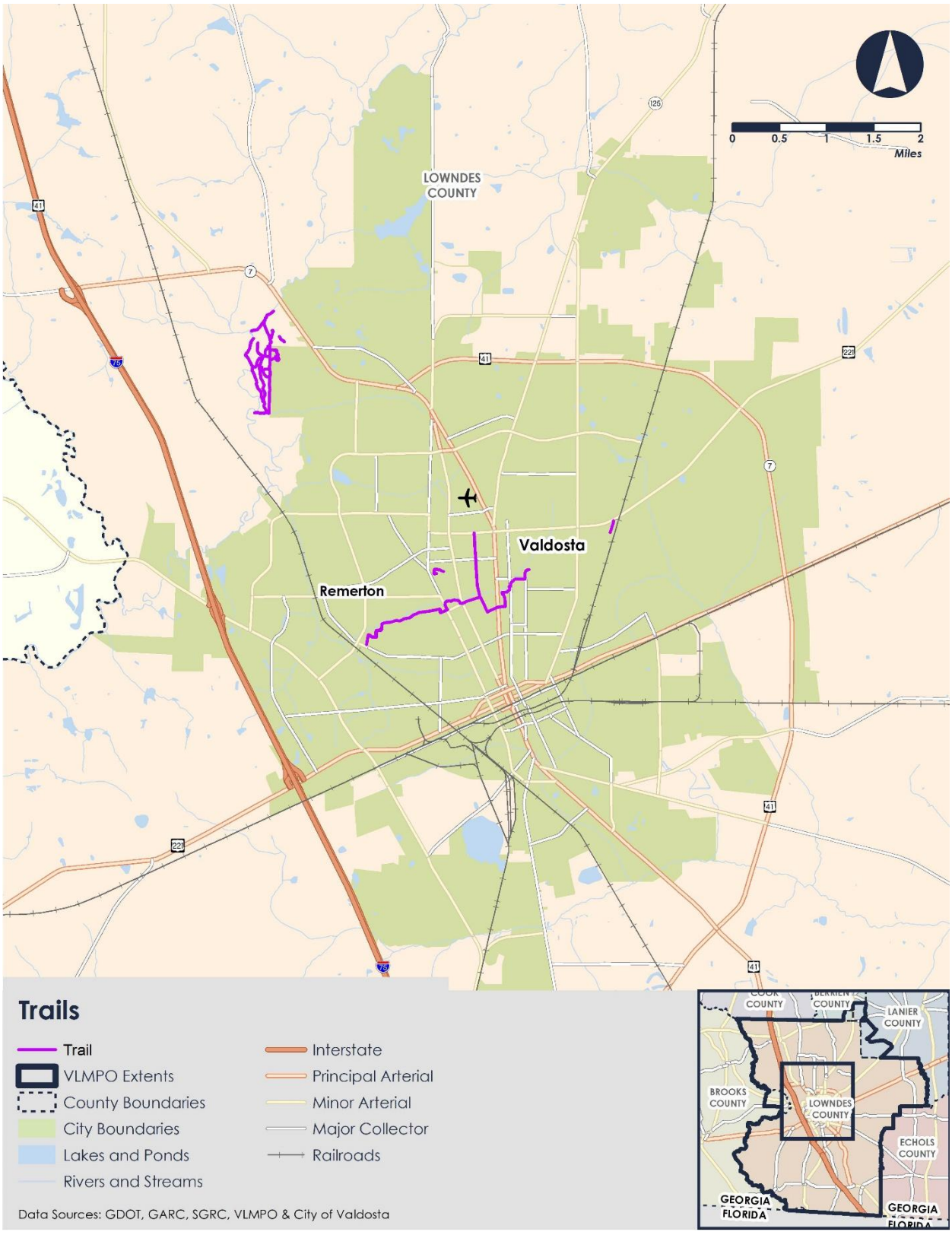
The MTP includes recognition of the evolving dynamics of transportation, emphasizing the importance of active modes in creating vibrant, healthy, and accessible urban environments. This section details the current landscape surrounding bicycle and pedestrian infrastructure within the Valdosta-Lowndes MPO area. This analysis is pivotal in understanding the integration and functionality of non-motorized transportation modes and laying the groundwork for identifying critical enhancements needed to foster a safer and more inviting environment for cyclists and pedestrians.

This analysis is divided into six subsections: Trails, Sidewalk Coverage, Crosswalks, Pedestrian Signals, Bike Lanes, and Bike Parking. Each of these modes plays a pivotal role in shaping the accessibility, safety, and convenience of biking and walking as viable modes of transportation. Notably, a relatively small number of dedicated bicycle and pedestrian facilities exist in the study area. These facilities are concentrated primarily in the Valdosta urban core and along commercial corridors, including Valdosta, Lake Park, Hahira, and along SR 125/Bemiss Road out to Moody Air Force Base, as transitioning and rural areas typically do not include pedestrian facilities.

4.3.1.1 Trails

As shown in **Figure 4-6**, there is a limited existing network of trails and multi-use paths that cater to both cyclists and pedestrians. The trail network includes the Azalea City Trail connecting W. Gordon Street to the Vallotton Youth Complex on Woodlawn Drive and another trail along the Withlacoochee River.

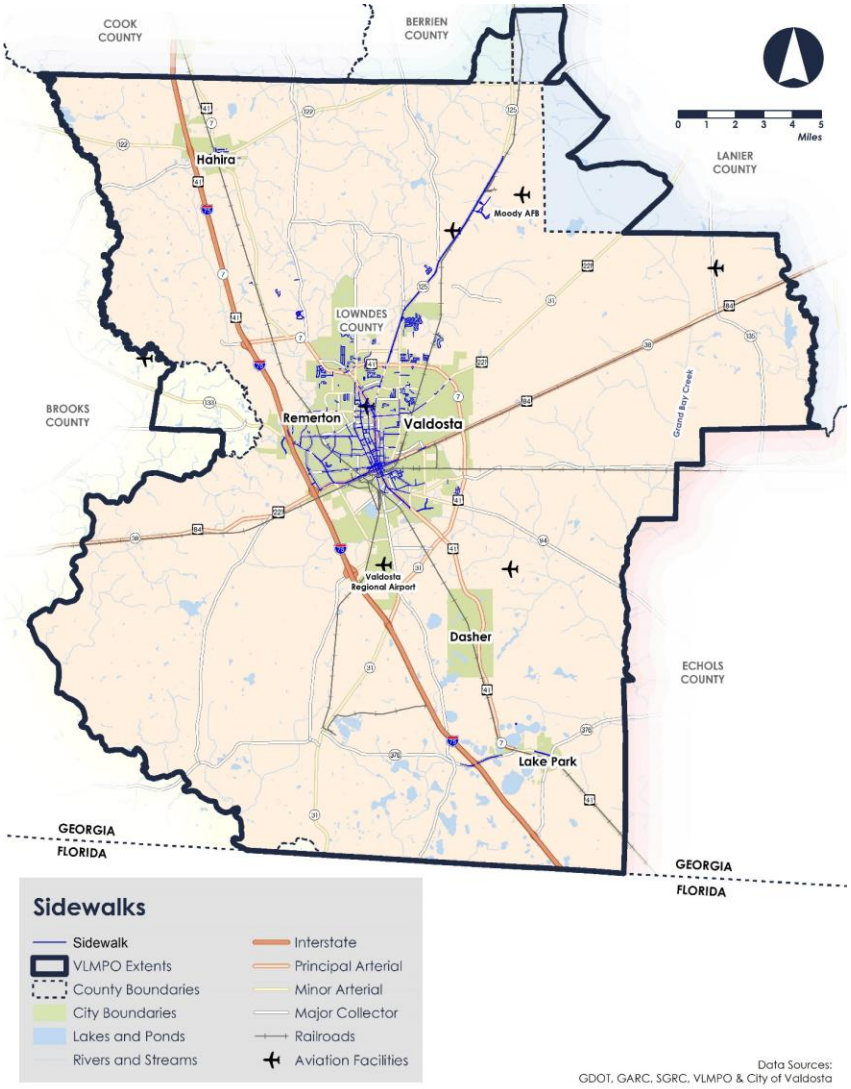
Figure 4-6: Existing VLMPO Trail System



4.3.1.2 Sidewalk Coverage

An examination of sidewalk coverage identifies locations where sidewalks are present, contributing to safe and continuous pedestrian access. According to **Figure 4-7**, the sidewalk network is largely concentrated in the Cities of Valdosta, Hahira, and Lake Park. Additionally, there is a sidewalk along SR 125/Bemiss Road connecting the City of Valdosta to Moody Air Force Base and Lowndes County Quiet Pines Golf Course. According to the Valdosta-Lowndes Bicycle and Pedestrian Master Plan, desire paths or unplanned footpaths exist adjacent to roadways lacking sidewalks, suggesting high pedestrian or bicycle travel in these areas. The map highlights a notable challenge in which numerous facilities are disconnected, failing to create a cohesive network of sidewalks. Large areas lack coverage, and there are instances where nearby sidewalks remain unconnected, or existing sidewalk conditions have deteriorated significantly, creating sidewalk gaps. Filling these gaps over time will eventually lead to a more robust and connected network.

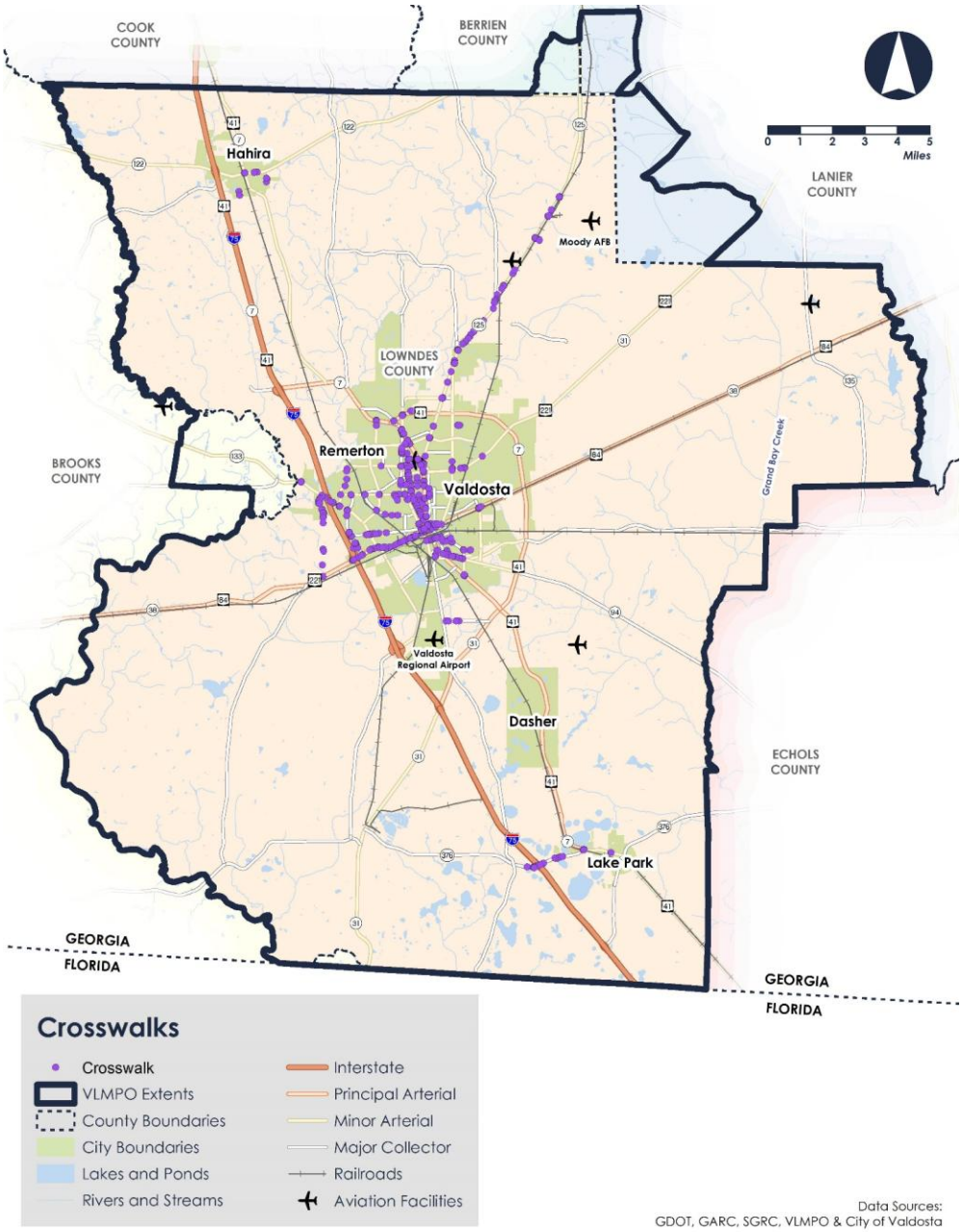
Figure 4-7: Existing VLMPO Sidewalk Network



4.3.1.3 Crosswalks

The analysis of crosswalks focuses on their availability, visibility, and safety features at intersections and key pedestrian crossing points. According to **Figure 4-8**, crosswalk locations closely align with the sidewalk network. This coordinated placement improves safety through enhanced visibility and ensures that pedestrians can cross roadways at designated points. Aligning crosswalks with the sidewalk network improves safety, accessibility, efficiency, and visibility, contributing to a well-integrated and pedestrian-friendly environment.

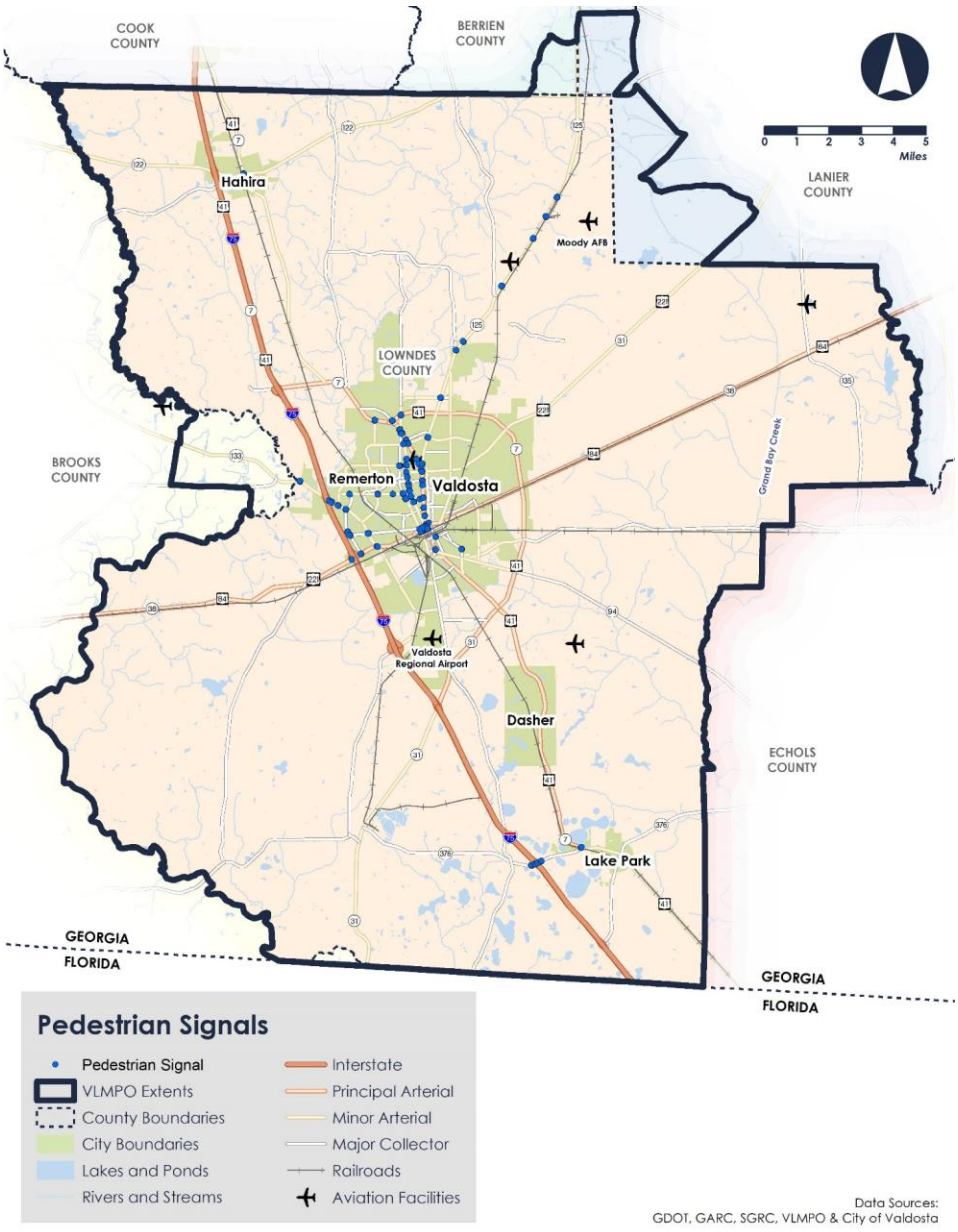
Figure 4-8: Existing VLMPO Crosswalk Locations



4.3.1.4 Pedestrian Signals

Pedestrian signals enhance safety by guiding pedestrians on when it is safe to cross a road, thereby minimizing conflicts with vehicular traffic and reducing the risk of pedestrian-related crashes. Typically integrated with traffic signals, these pedestrian signals coordinate pedestrian and vehicular movements, contributing to a well-balanced and efficient traffic management system. As shown in **Figure 4-9**, the location of pedestrian signals closely aligns with the locations of crosswalks, illustrating the region's commitment to prioritizing pedestrian safety. These signals are concentrated in Valdosta, along SR 376 in Lake Park, and along SR 125/Bemiss Road.

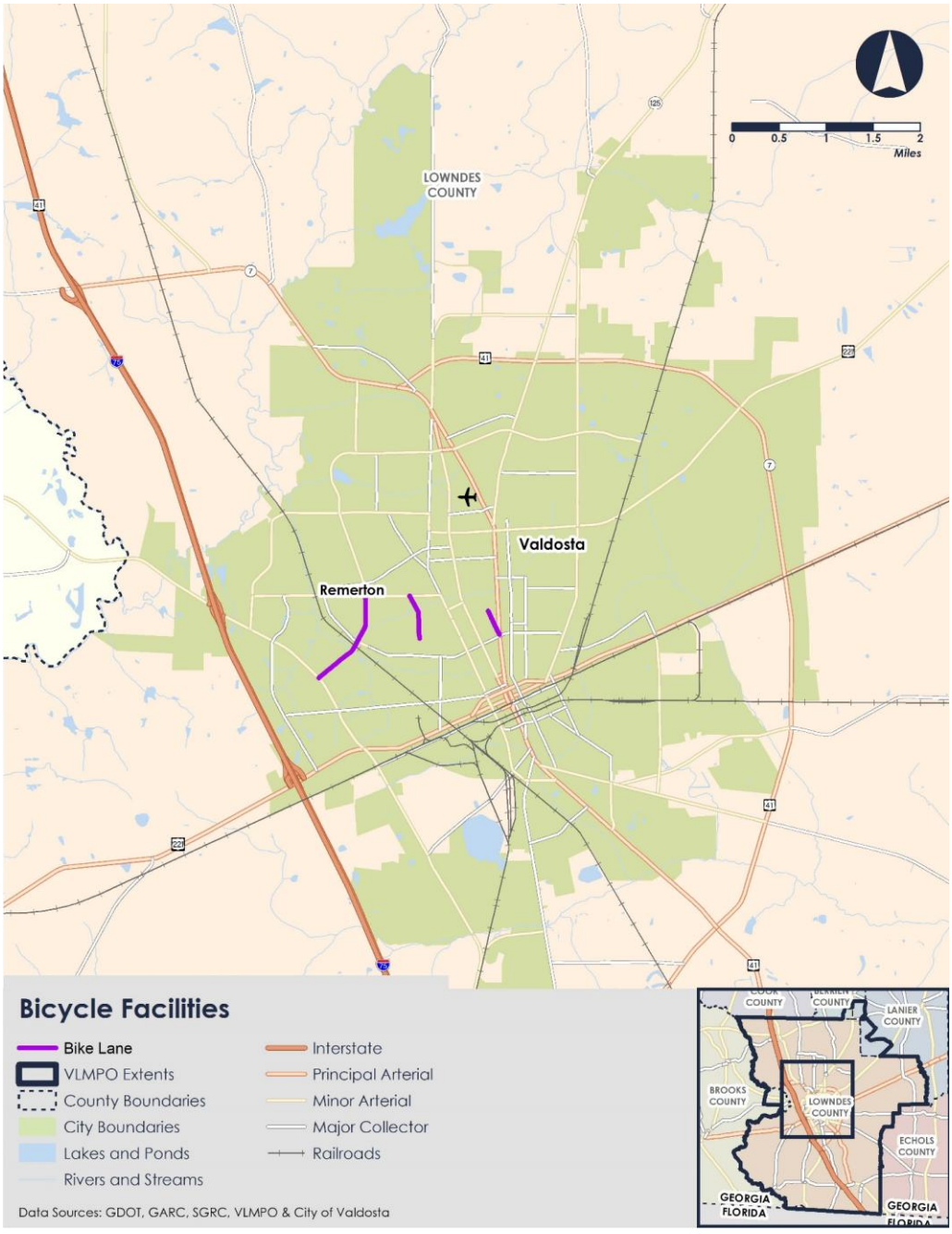
Figure 4-9: Existing VLMPO Pedestrian Signal Locations



4.3.1.5 Bike Lanes

An evaluation of bike lanes examines the existing infrastructure available to cyclists only, including separated bike lanes, shared lanes, and protected paths. **Figure 4-10** displays the existing bicycle facilities in the VLMPO region. As shown, the VLMPO area currently has a limited number of bicycle facilities. The existing ones are disconnected and spread throughout the city of Valdosta.

Figure 4-10: Existing VLMPO Bicycle Lanes



4.3.1.6 Bicycle Parking

The availability of secure bicycle parking influences urban bicycle travel. Bicycle parking may consist of bicycle racks, bicycle lockers, bicycle lockups, bicycle stations, and covered bicycle parking. The availability and convenience of bicycle parking facilities helps to pinpoint areas where increased capacity could support cycling as a more attractive transportation option. There is no local database on the bicycle parking locations available.

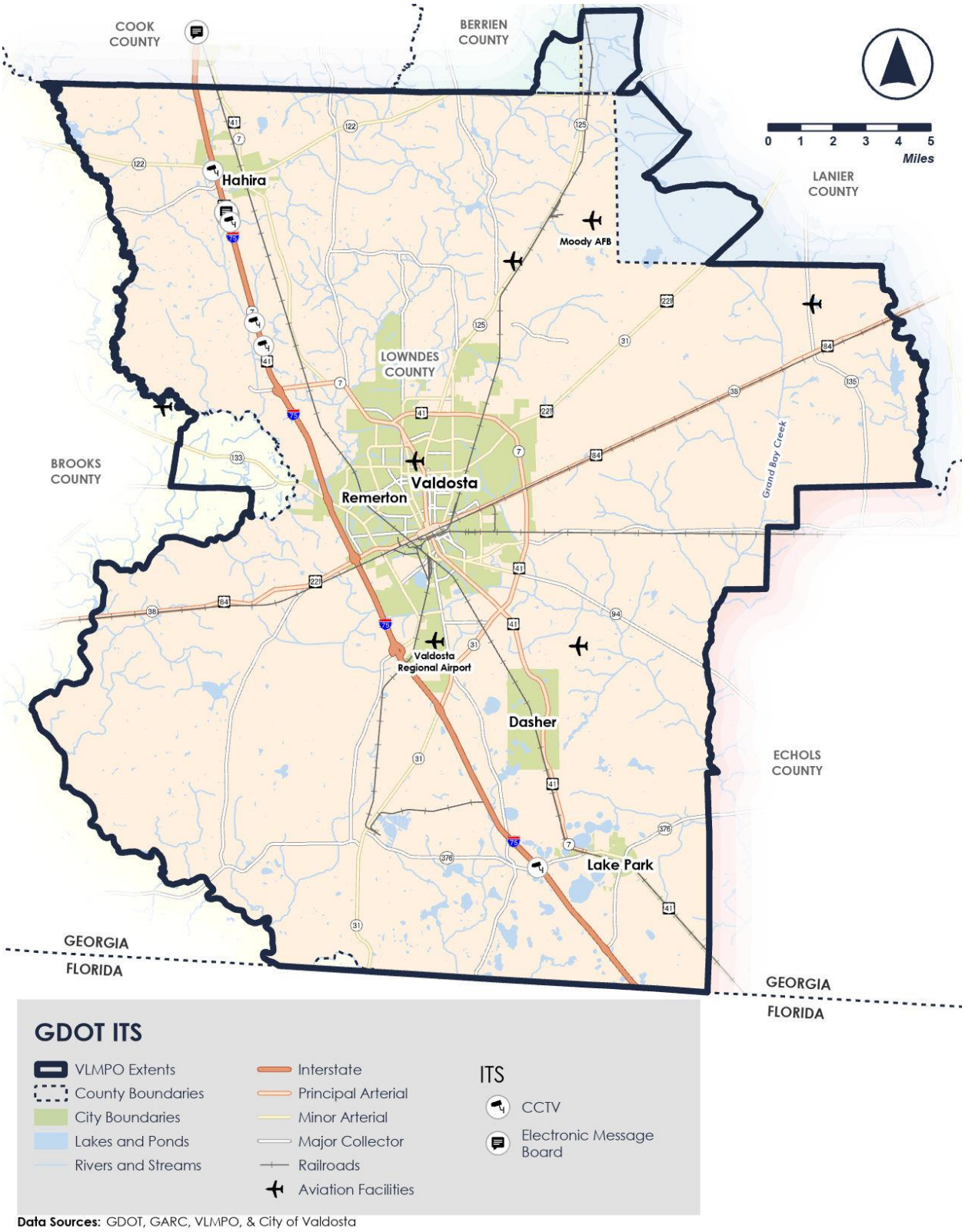
4.4 Intelligent Transportation System (ITS) Technology

ITS improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into both vehicles and transportation infrastructure. ITS encompasses a broad range of wireless and wire line communications-based information and electronics technologies. ITS is managed federally by the ITS Joint Programs Office (JPO), which operates as a research apparatus to improve surface transportation technology. The ITS Strategic Plan 2020-2025 focuses on six high-priority research areas: Automation; ITS4US; Cybersecurity for ITS; Data Access and Exchanges; Emerging and Enabling Technologies; and Accelerating ITS Deployment.

GDOT has provided ITS design guidelines for projects within the state. The key ITS guideline features include ramp meters, dynamic message signs (DMS), vehicle detection, closed circuit television cameras (CCTV), and environmental sensing stations (ESS). These devices should be located first on a full ITS buildout, and in that order, so that devices can be co-located whenever possible. Additionally, there are chapters in the guidelines detailing more specific ITS devices, which include dedicated logistics carrier systems (DLCS), electronically operated gates, variable speed limits (VSL), ITS safety systems, and connected vehicle equipment. These devices are not as likely to be included as part of an ITS project. Within the VLMPO study area, GDOT operates a few ITS devices, all located along I-75. These are made up of CCTVs and an electronic message board. **Figure 4-11** displays GDOT ITS devices within the VLMPO study area.

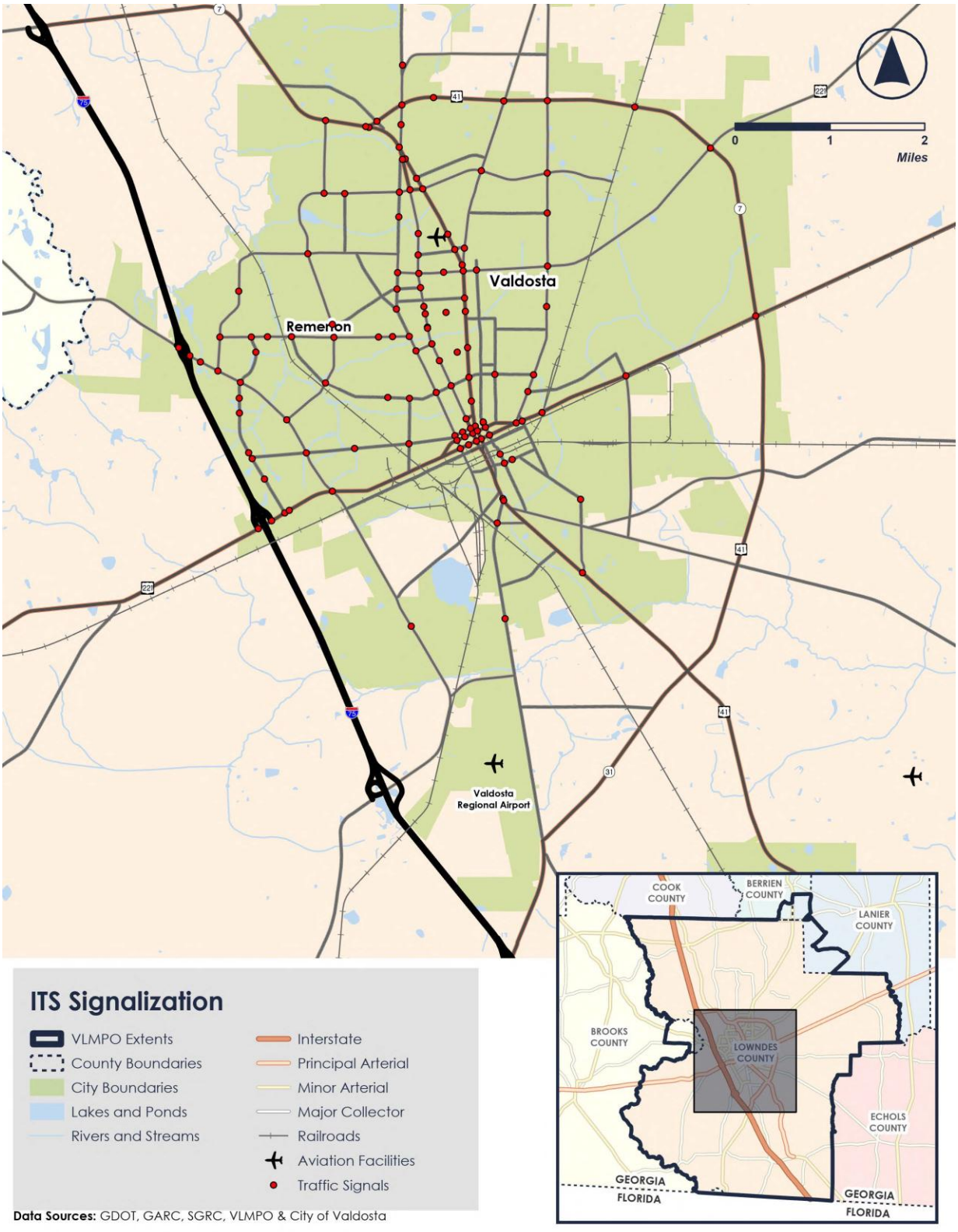
In addition to state operated ITS Devices, the City of Valdosta operates its own ITS system. In August of 2020, Valdosta was awarded the Georgia Smart Communities Challenge Grant, which it used to upgrade all major traffic signals inside the city with ITS technology. The improvements include a central command center that allows the operation of all signals from a single point. The signals were equipped with transponders that communicate with an app developed for the grant, providing real time traffic and road conditions, including audio alerts that support hands-free driving. The signal transponders also communicate with newly equipped transponders in emergency vehicles, giving preemptive green lights to first responders. **Figure 4-12** displays the location of all 128 ITS signals within the city. The smart signalization project makes up the totality of county and city ITS devices within the VLMPO study area.

Figure 4-11: Existing Regional ITS Infrastructure



Data Sources: GDOT, GARC, VLMPO, & City of Valdosta

Figure 4-12: Existing ITS Signal Locations



Data Sources: GDOT, GARC, SGRC, VLMPO & City of Valdosta

4.5 Emerging Transportation Technology

For the purposes of this plan, Emerging Transportation Technology will refer to automated vehicles (AVs) and electric vehicles (EVs).

Automated Vehicles: The USDOT ITS Joint Programs Office recognizes vehicle automation research as a "major component" of a "safe, reliable, and cost-effective" transportation network. The USDOT relies on SAE International's classification of AVs, breaking automation into a spectrum of 6 categories, with level 0 being no automation at all, up to level 5, where a driver is not necessary for the operation of the vehicle. Classes 0 and 1 are not considered automated technology at all, class 2 is considered an "Advanced Driver Assistance System" (ADAS), and classes 3-5 are considered "Automated Driving Systems" (ADS). AV may mean anything in the ADS range.

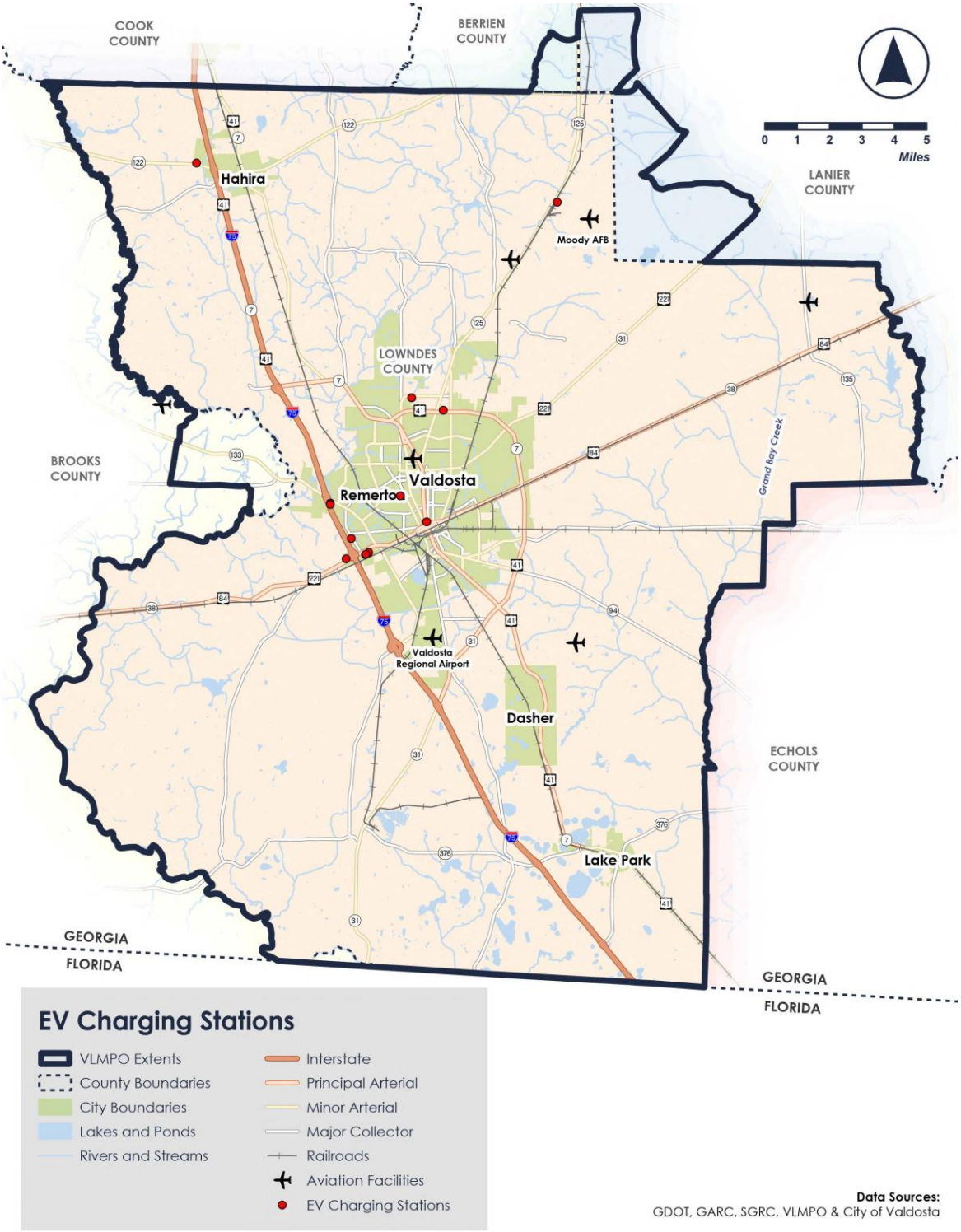
Currently, there are no AV systems in place within the VLMPO Study Area. Given the rapid development of such emerging technology, it is worth recognizing the AV technology within the state of Georgia and the broader region surrounding the VLMPO. The State of Georgia has passed legislation allowing SAE level 5 (fully autonomous) vehicles to be operated without a licensed driver present within the vehicle. This has made further research and development possible within the state of Georgia. In partnership with the private sector, GDOT has developed a stretch of I-85 in South Georgia into "the Ray," a test strip for AV technology.

Private companies have begun testing AVs on public roadways in Georgia and northern Florida. AV manufacturer NAVYA, along with fleet operator Beep, have begun testing AV shuttles for public use in Atlanta, while NAVYA and BEEP along with the Jacksonville Transit Authority have begun testing shuttles for both public transit and delivering goods in Jacksonville, and are currently in test team only stages. Gainesville also has a commercial AV shuttle operated by EASYMILE active and open to the public but makes use of an in-vehicle safety operator. Industry expectation is to see AVs in wide use during the 2030s. The Atlanta Regional Commission's expectation is to see level 3 and 4 AVs (partially autonomous) at roughly 20 percent of market share by 2030, and to see AVs at 25 percent by 2035, with nearly half of those vehicles level 5 (fully autonomous).

Electric Vehicles: The BIL establishes a National Electric Vehicle Infrastructure Formula Program (NEVI) to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Operated through a joint office of the Department of Energy (DOE) and USDOT, the NEVI program is intended to create Alternative Fuel Corridors along major national highways and the NHS. The NEVI program is limited to EV charging stations and must be open to the public. The Alternative Fuel Corridors are split between ready corridors, those that have public charging stations within a 50-mile distance, and pending corridors, those that have charging infrastructure, but that do not meet the minimum distance or fuel specific criteria. It should be noted that new NEVI guidance was issued by FHWA in August 2025, in the midst of conducting the 2050 MTP. Updated NEVI information can be found at the following link: https://www.federalregister.gov/documents/2025/08/13/2025-15370/national-electric-vehicle-infrastructure-formula-program-guidance. I-75 is the only Alternative Fuel Corridor designated within the VLMPO. It is a ready corridor from the Tennessee border to the US 84/West Hill Avenue exit in

Valdosta; from that exit south to the Florida state line, it is a pending corridor. Below in **Figure 4-13** is a map of all charging stations within the VLMPO study area, per the DOE.

Figure 4-13: Electric Vehicle Charging Stations



4.6 Railroads (Freight)

The VLMPO area is presently served by four different private freight railroad companies:

- **CSX** connects Valdosta eastward through Waycross and westward through South Georgia into Alabama. In Waycross, CSX branches into lines serving Atlanta, Brunswick, Jacksonville, and Savannah.
- **CaterParrott Railnet** connects Valdosta north through Ray City, Nashville and Willacoochee using tracks owned by the Georgia DOT.
- **Norfolk Southern** line parallels US 41 south to Florida and north into Atlanta and on to Tennessee and a second line that connects Valdosta to Jacksonville.
- **Valdosta Railway** is a Class 3 short line railroad that connects Valdosta and Clyattville, operated by the Genesee & Wyoming Company.

Rail yards are operated in Valdosta by CSX, Norfolk Southern, and Valdosta Railway. The CSX Intermodal yard is west of downtown Valdosta, while the Norfolk Southern Langdale yard is east of downtown Valdosta. Valdosta Railway operates a rail yard located south of downtown Valdosta. **Figure 4-14** depicts the rail network within the VLMPO study area while **Figure 4-15** displays the location of all rail crossings in the region. Discussions with stakeholders indicated that at-grade rail crossings are a great disruptor to traffic patterns in the region. Grade-separated crossings were added to the west and south of downtown Valdosta. Funding is committed to constructing a grade-separated crossing on St. Augustine Road and GDOT is studying a south bypass that could potentially include a grade-separated crossing on Clay Road.

CaterParrott Railnet also operates a passenger excursion train called the Azalea Express that runs from Nashville, Georgia or Willacoochee to Valdosta, with stops available in Ray City and Moody Air Force Base. Scheduled excursions can be found at: https://www.dynamicticketsolutions.com/aset/index-responsive.cfm

Figure 4-14: Railroads and Rail Yards

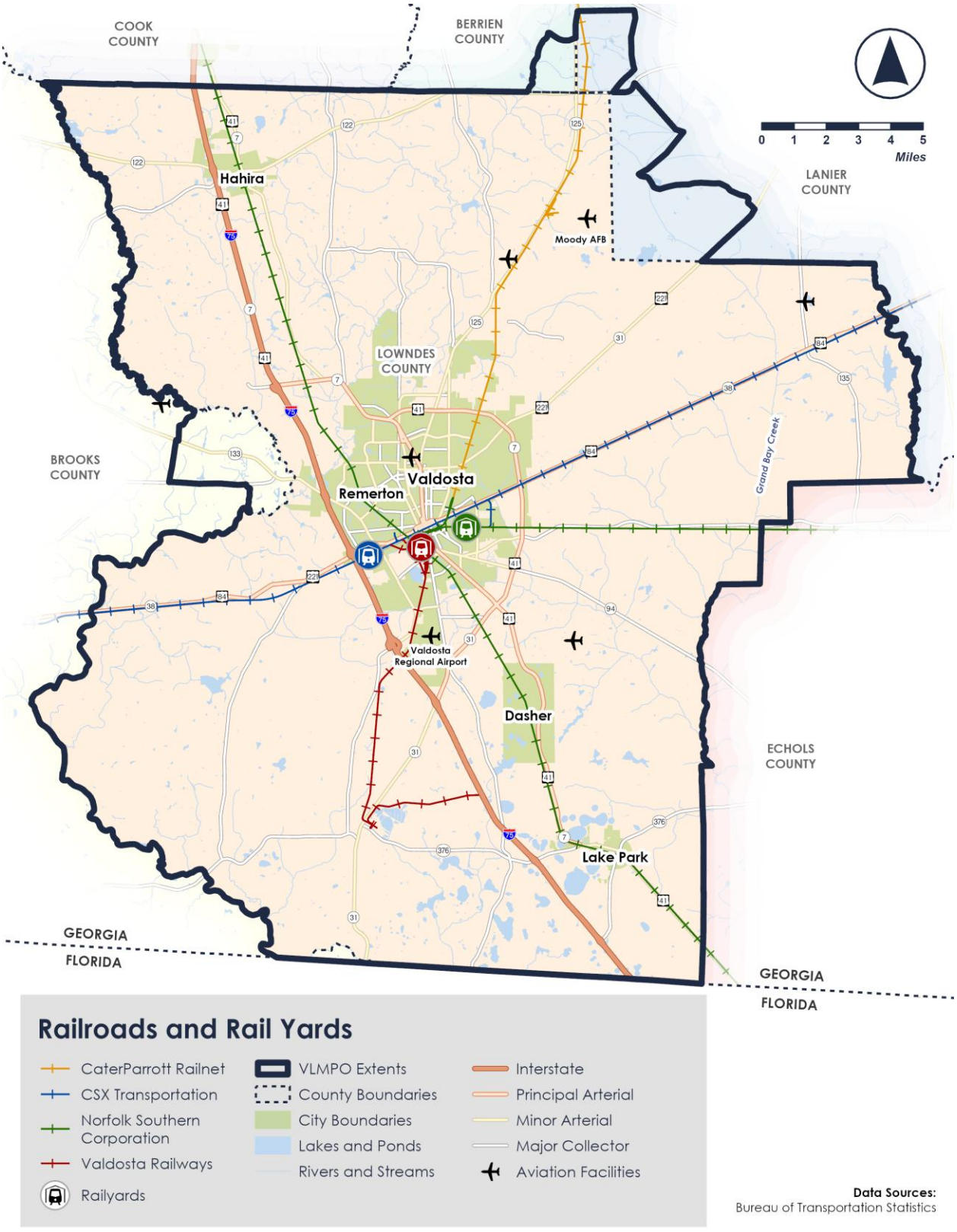
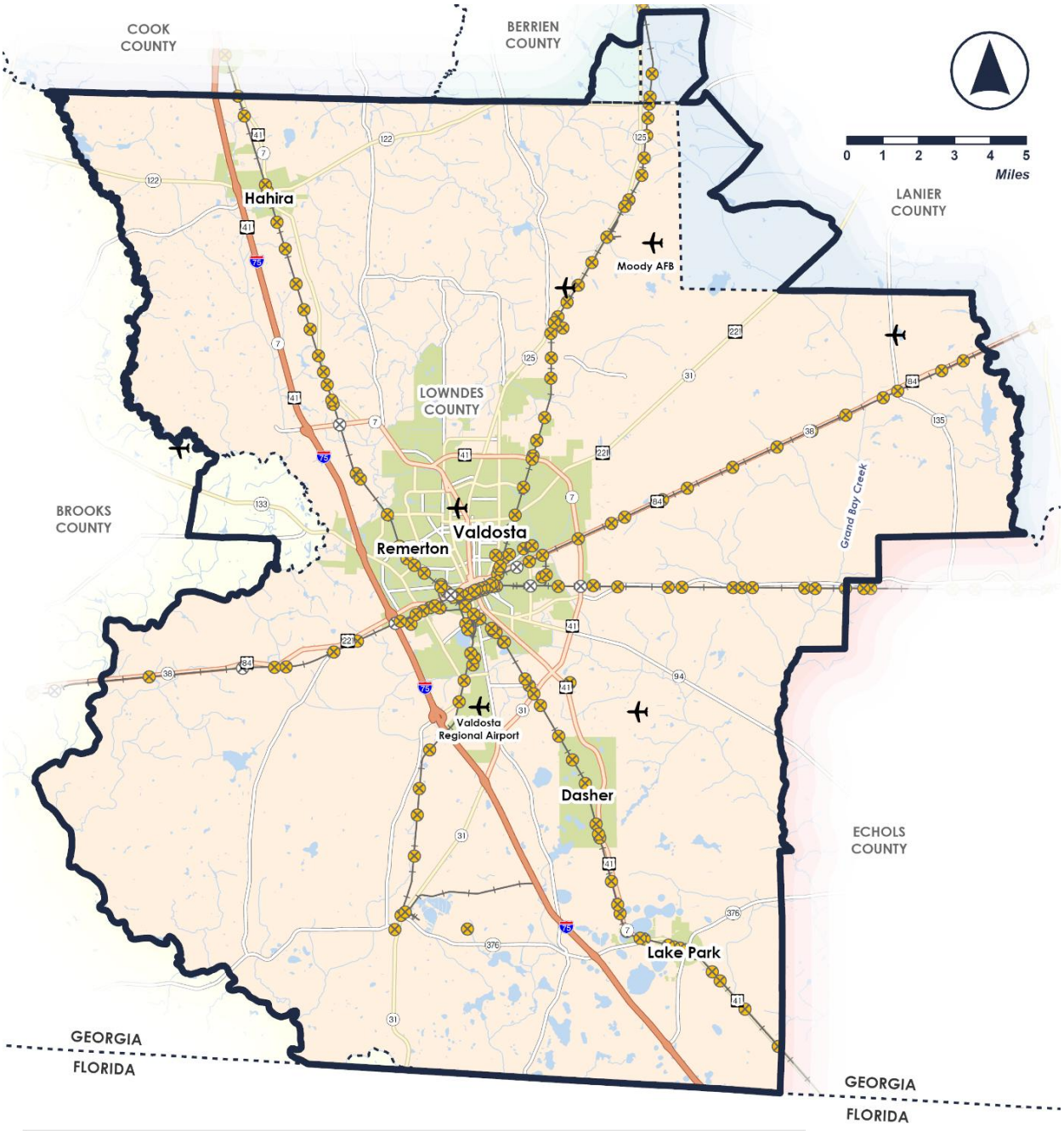


Figure 4-15: Railroad Crossings



Railroad and Grade Crossings

- At Grade Crossing
- Grade Separated Crossing
- Railroads
- VLMPO Extents
- County Boundaries
- City Boundaries
- Lakes and Ponds
- Rivers and Streams
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Aviation Facilities

Data Sources:
Bureau of Transportation Statistics

4.7 Ancillary Truck Facilities

Despite significant truck traffic, no rail yards in Valdosta are recognized by GDOT as truly intermodal according to the Georgia State Rail Plan. Numerous warehouses have located in the region due to its location at the intersection of I-75 and US 84, and proximity to the Florida/Georgia State Line, including distribution centers for Dillard's, FedEx, Home Depot, and Lowes, among others. With the exception of Home Depot, located in suburban Lake Park, these major distribution centers, and several others, are located in a cluster along Old Clyattville Road, west of Valdosta Regional Airport.

GDOT operates northbound and southbound truck weigh stations on I-75 between Valdosta (US 41/Business Loop 75) and Hahira (US 41/SR 122), with approximately 30 truck parking spaces apiece. There are no other publicly owned truck parking facilities in the Valdosta region; however, additional truck parking is allowed at the RaceTrac truck stop and Bigfoot Travel Center, located along US 84/221 on either side of the I-75 interchange. Truck parking is also available at the Pilot Travel Center at the I-75/SR 31 interchange, the Exxon Valdosta Travel Plaza at the I-75 Lake Park exit, and the Flying J and TA Travel Centers at the Bellville Road interchange. Straddling each side of the Florida/Georgia line are state welcome centers along I-75 that also have truck parking. Across the street from RaceTrac is a GDOT owned parking lot, which is reserved for car poolers. This lot is surrounded by vacant land suggesting that if the lot were expanded, truck parking could possibly be permitted. While there are several private sector truck parking lot operators in Georgia, none of them have established locations in Valdosta.

4.8 Aviation Facilities

Valdosta Regional Airport, operated by the Valdosta-Lowndes County Airport Authority, provides non-stop commercial air service to and from Atlanta, GA. The airport also provides general aviation services, corporate hangers, T-hangers, free parking, and car rentals. according to Wikipedia, "Valdosta Regional Airport covers an area of 760 acres at an elevation of 203 feet above mean sea level. It has three asphalt paved runways: 17/35 measuring 8,002 x 150 ft., 4/22 measuring 5,598 x 100 ft. After the completion of runway 17/35 in the summer of 2007, Valdosta now has the third longest runway in the state of Georgia (excluding military bases)." There were 38,736 enplanements in the year 2021 at Valdosta Regional Airport, ranking it fifth most in the state of Georgia.

The Valdosta region is also home to Moody Air Force Base, operational since World War II. In terms of directionality, length, and materials, Moody's two runways are 18L/36R 9,301 ft Concrete and 18R/36L 8,002 ft PEM. According to their website, Moody houses approximately 4,499 military employees, 476 civilian employees, and 6,252 family members. Other aviation facilities include the South Georgia Medical Center Helipad, and three private airstrips (Christians Folly, Mallory Field, and Alyssas Animal Sanctuary Air Park).

5 EXISTING SYSTEM CONDITIONS AND PERFORMANCE

The existing transportation system is evaluated against the previously described performance indicators and measures, building on the summary information previously provided in Table 3-2. Each of these indicators are discussed further below, in addition to an assessment of bicycle and pedestrian demand. This section concludes with a brief summary of strengths, weaknesses, opportunities, and threats (SWOT).

5.1 Safety and System Reliability

The VLMPO abides by the IIJA through adherence to GDOT's PM1 reports and targets, which follow the federal performance measures laid out in the IIJA as explained in the section above. **Table 5-1** lists the current GDOT safety-related targets as adopted in 2023. It should be noted that the 2021 and 2022 columns represent actual data while the *2023 Target* column is a projected goal and not based on actual performance data. These statewide metrics are primarily useful for federal compliance and state coordination.

Table 5-1: GDOT Statewide Safety Performance-based Assessment Metrics

Performance Measures	2021 Georgia Statewide Performance (Five-Year Rolling Average 2017-2021)	2022 Georgia Statewide Performance (Five-Year Rolling Average 2018-2022)	2023 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)
Number of Fatalities	1,715	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36
Number of Serious Injuries	6,407	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.610	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793.0	802.0

In 2021, the most recent year that all data are available, the VLMPO study area had an annual VMT of 1,519,809,630, with 48 traffic fatalities, 56 traffic serious injuries, and a total of 10 non-motorized fatalities and serious injuries (2 fatalities, 8 serious injuries). **Table 5-2** provides a snapshot of the VLMPO's performance in the same measures mandated by the IIJA and calculated statewide by GDOT. The table can be used to compare the VLMPO's safety performance against statewide averages. As indicated, the per-VMT fatality rate is considerably higher in the Valdosta area than the Georgia statewide average.

Table 5-2: VLMPO Area Safety Performance-based Assessment Metrics

Performance Measures	2022 VLMPO Area Performance
Number of Fatalities	48
Rate of Fatalities per 100 Million Vehicle Miles Traveled	3.15
Number of Serious Injuries	56
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	3.68
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	10

To compare gross number PM1 measures #1, #3, and #5, the following table (**Table 5-3**) has normalized the population to provide per capita comparison of statewide and MPO data, with the Lowndes County population (2020) at 118,247, and the State population at 10,713,771.

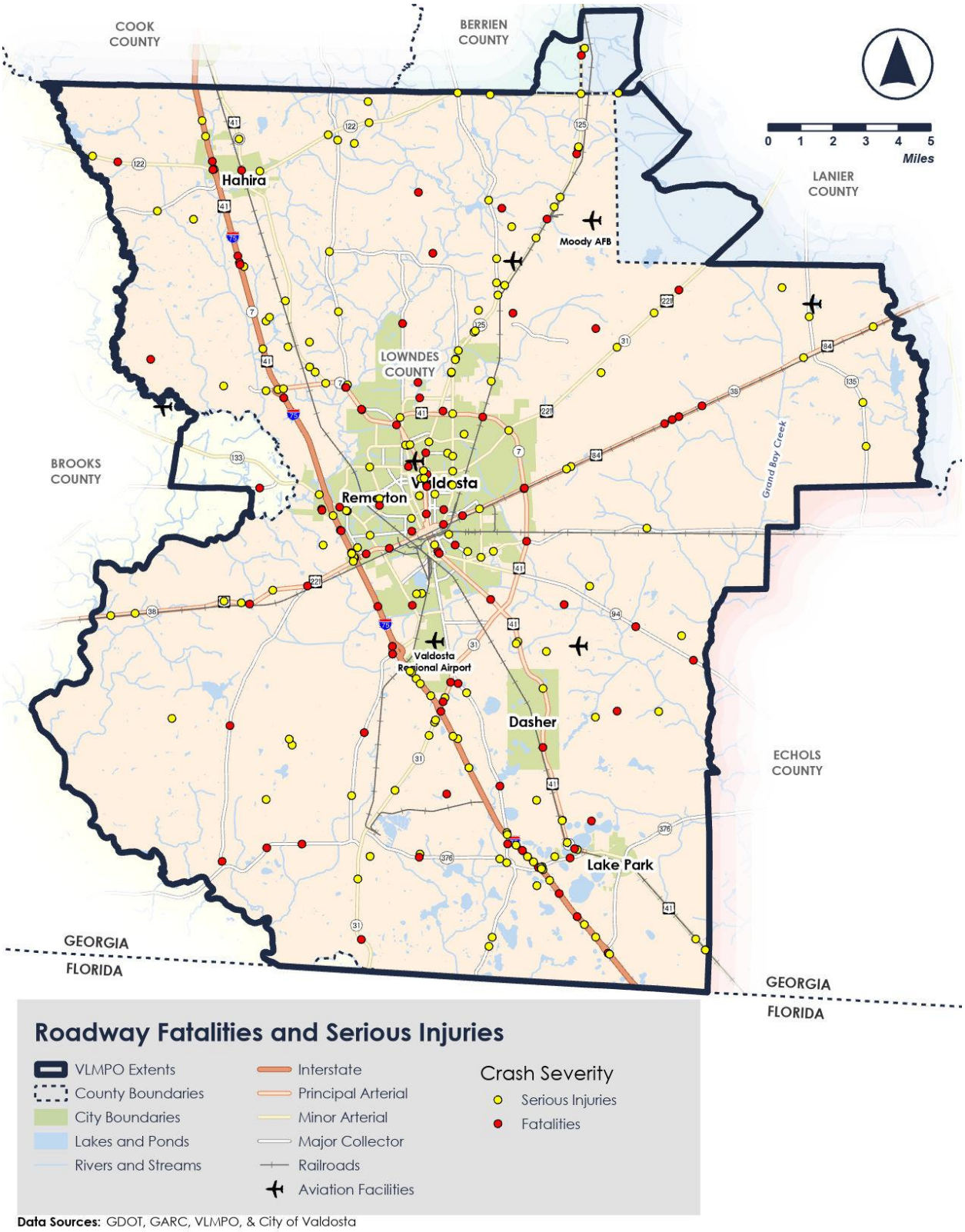
Table 5-3: VLMPO Area Safety Performance-based Assessment Metrics

Performance Measures	2022 Performance (5 year rolling average for Statewide figures)
Number of Statewide Fatalities per Capita	0.0002
Number of VLMPO Fatalities per Capita	0.0004
Number of Statewide Serious Injuries Per Capita	0.0005
Number of VLMPO Serious Injuries Per Capita	0.0005
Number of Statewide Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries Per Capita	0.00006
Number of MPO Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries Per Capita	0.00008

Figure 5-1 through **Figure 5-4** provide visualization of major safety incidents over a five-year span from 2018-2022 in the MPO study area. The incidents are broken into Killed and Serious Injury Crashes within the Study Area and Killed and Serious Injury Crashes within the Valdosta urban core, Non-Motorized Crashes within the Study Area, and Non-Motorized Crashes within the Valdosta urban core.

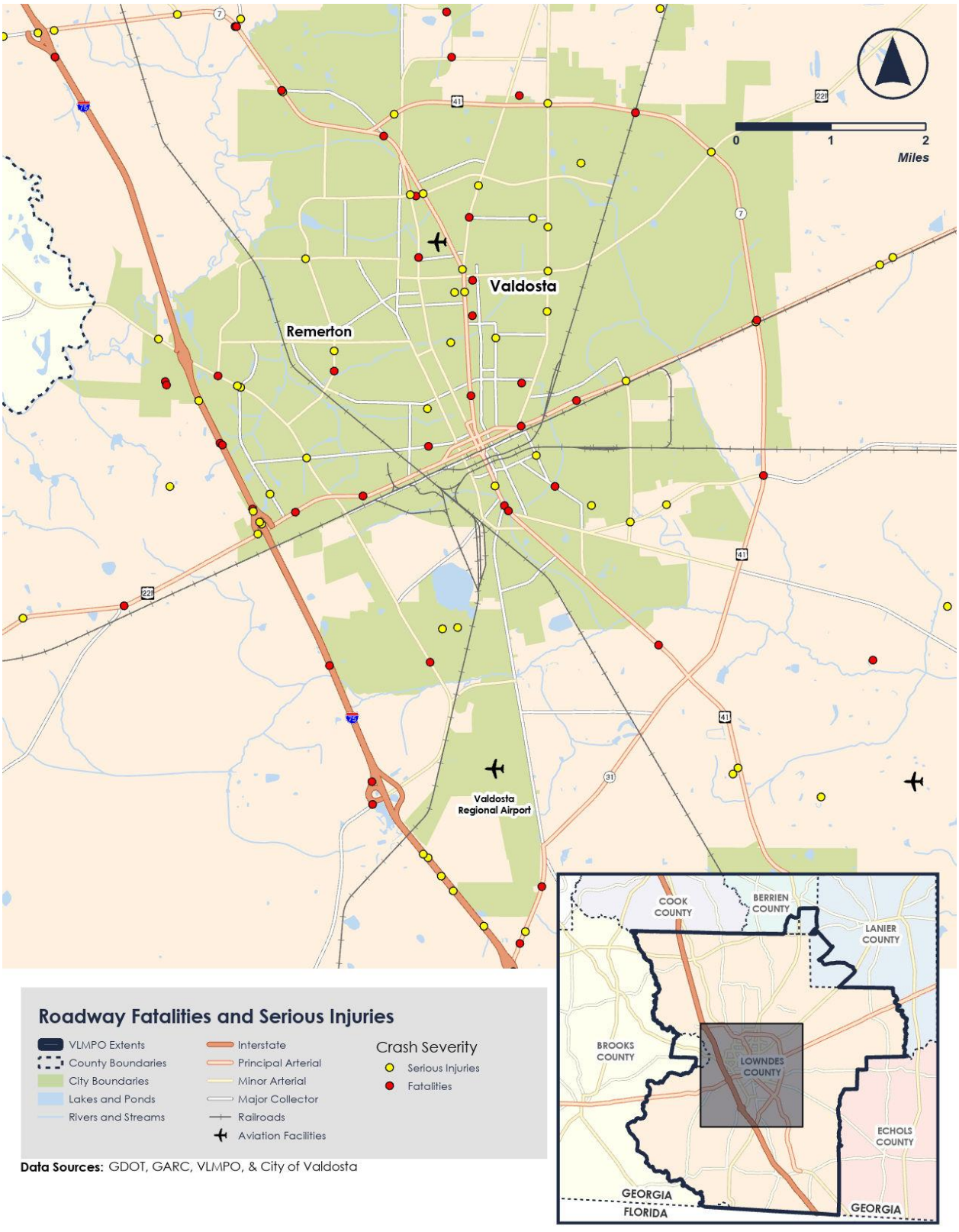
Although impossible to say with certainty without site- and time-specific traffic count data, most patterns here are to be expected. That is, the higher the speed and intensity of traffic, along with the higher rate of traffic expected based on functional classification, the greater the concentration of

Figure 5-1: Roadway Fatalities and Injuries: Regionwide



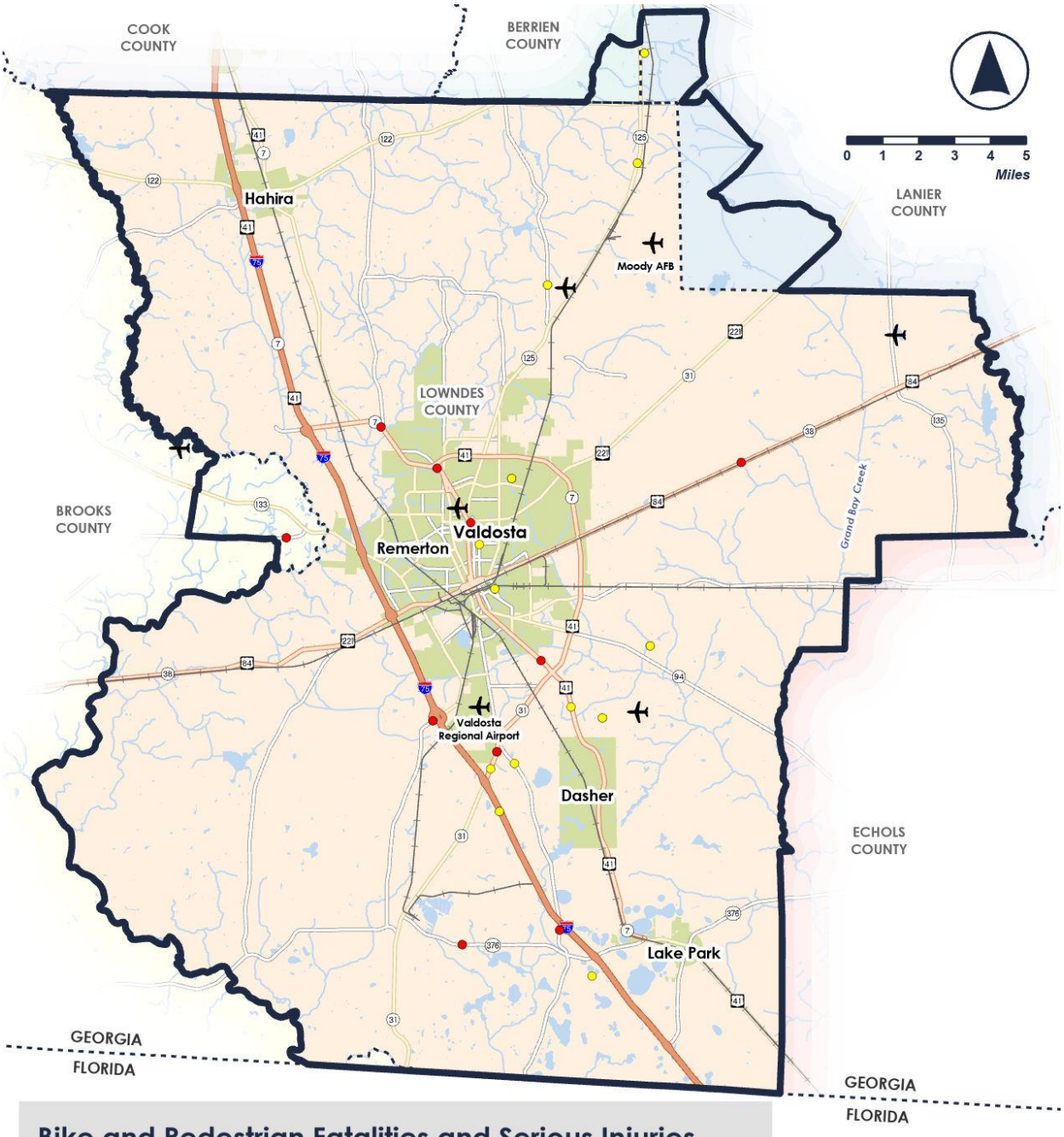
Data Sources: GDOT, GARC, VLMPO, & City of Valdosta

Figure 5-2: Roadway Fatalities and Injuries: Urban Core



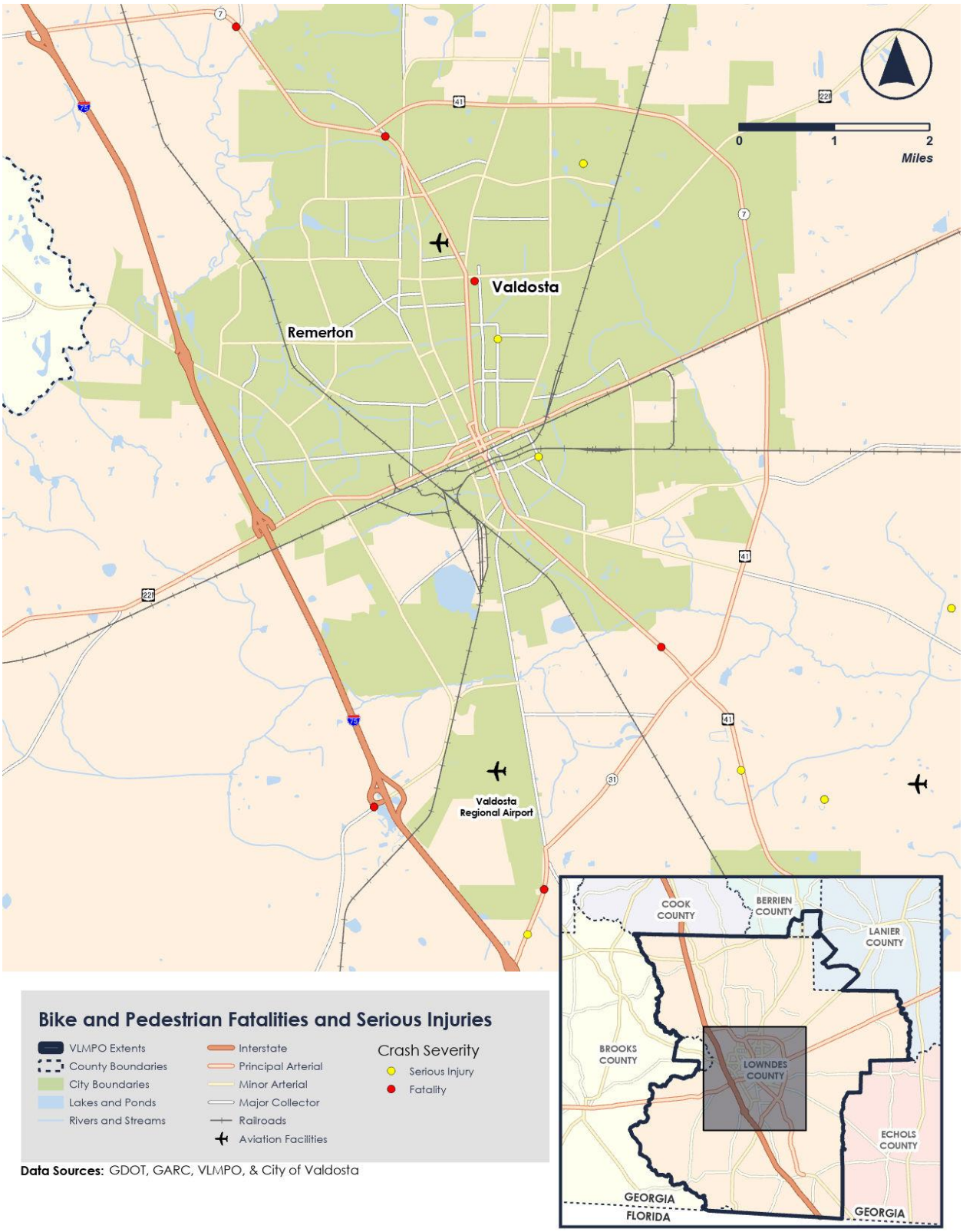
Data Sources: GDOT, GARC, VLMPO, & City of Valdosta

Figure 5-3: Bicycle/Pedestrian Fatalities and Injuries: Regionwide



Data Sources: GDOT, GARC, VLMPO, & City of Valdosta

Figure 5-4: Bicycle/Pedestrian Fatalities and Injuries: Urban Core



Data Sources: GDOT, GARC, VLMPO, & City of Valdosta

fatalities and serious injuries. There are a high number of fatalities and injuries along I-75, which sees heavy traffic volumes and high speeds. Fatalities on rural roads are less frequent and unconcentrated. Cyclists and pedestrians involved in accidents are involved in killed and seriously injured (KSI) crashes at much higher rates, given their unprotected road usage. However, there are a few abnormalities to the general pattern. First, within the downtown core of Valdosta, where US 221 splits east- and west-bound and US 41 business splits into Ashley and Patterson Streets, there is a conspicuous absence of KSI crashes, even among a high concentration of vehicle trips and a high number of non-KSI crashes. Also, there were four consecutive fatal crashes and no serious injury crashes along a stretch of US 84 in the eastern portion of the county.

According to the *Bicycle and Environmental Justice Areas in Lowndes County* report, a majority of bicycle-related crashes between 2014 and 2018 occurred in areas with 30 percent or higher levels of household poverty in Lowndes County. The majority of these cyclists were found to live in areas of low income or poverty. This underscores the need for safe pedestrian and bicycle infrastructure to ensure a safe, accessible, and equitable transportation system in the VLMPO region.

5.2 Infrastructure Conditions

The existing conditions of pavement and bridges represent key performance metrics for MPO long-range planning efforts, with a focus on Interstate and NHS highways.

Based on the data provided by GDOT and the 2023 National Bridge Inventory (NBI) dataset, **Figure 5-5** depicts existing bridge conditions for all bridge locations in the study area. Out of the 129 bridges in total, 109 bridges were reported to be in “good” condition. Only two bridges in the study area are rated as in “poor” condition. One of these bridges is on US 84/US 221 west of Valdosta. As this location is along an NHS corridor, correcting this deficiency is a high priority. The other location is close to the Florida/Georgia state line on Jumping Gully Road. Additionally, there are 18 bridges in "fair" condition, including: 2 along I-75—one over the railroad near the US 84/US 221 interchange (currently under reconstruction) and the other at the SR 31 interchange; 1 on US 84 over Grand Bay Creek; and 3 along US 41—one at the SR 31 interchange and two over the railroad to the east of the I-75 interchange toward the northwest side of the City of Valdosta. The bridges currently in “fair” condition necessitate regular monitoring and preservation efforts to uphold their state of good repair.

GDOT uses a rating system for pavement conditions known as the Overall Conditions Index (OCI). Current OCI data from GDOT indicates that all state roadways within Lowndes County are either in fair or good condition (i.e., no roadways are in poor condition). As indicated by **Figure 5-6**, much of I-75 exhibits good pavement conditions, along with SR 31 (Madison Highway) south of Valdosta, Business 41 (Ashley Street) through Valdosta, and SR 125 (Bemiss Road) north of Valdosta. All sections of US 84, US 221, and Inner Perimeter Road (US 41) are in fair condition. The City of Valdosta also monitors pavement conditions, as depicted in **Figure 5-7**. Most city-maintained roadways are in good or fair condition. Poor conditions are mostly limited to short, local City Street segments.

Figure 5-5: Valdosta Area Bridge Conditions

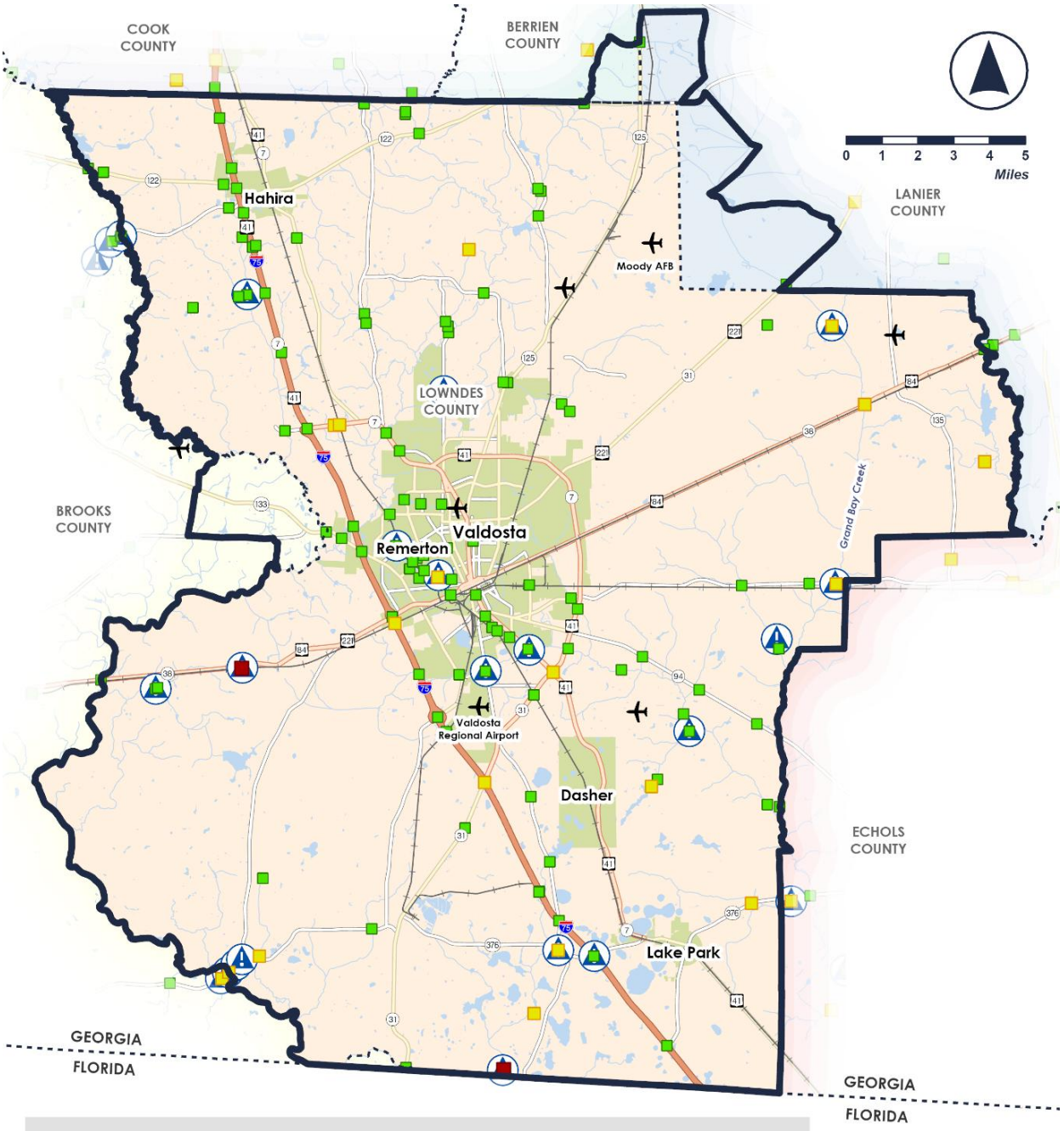
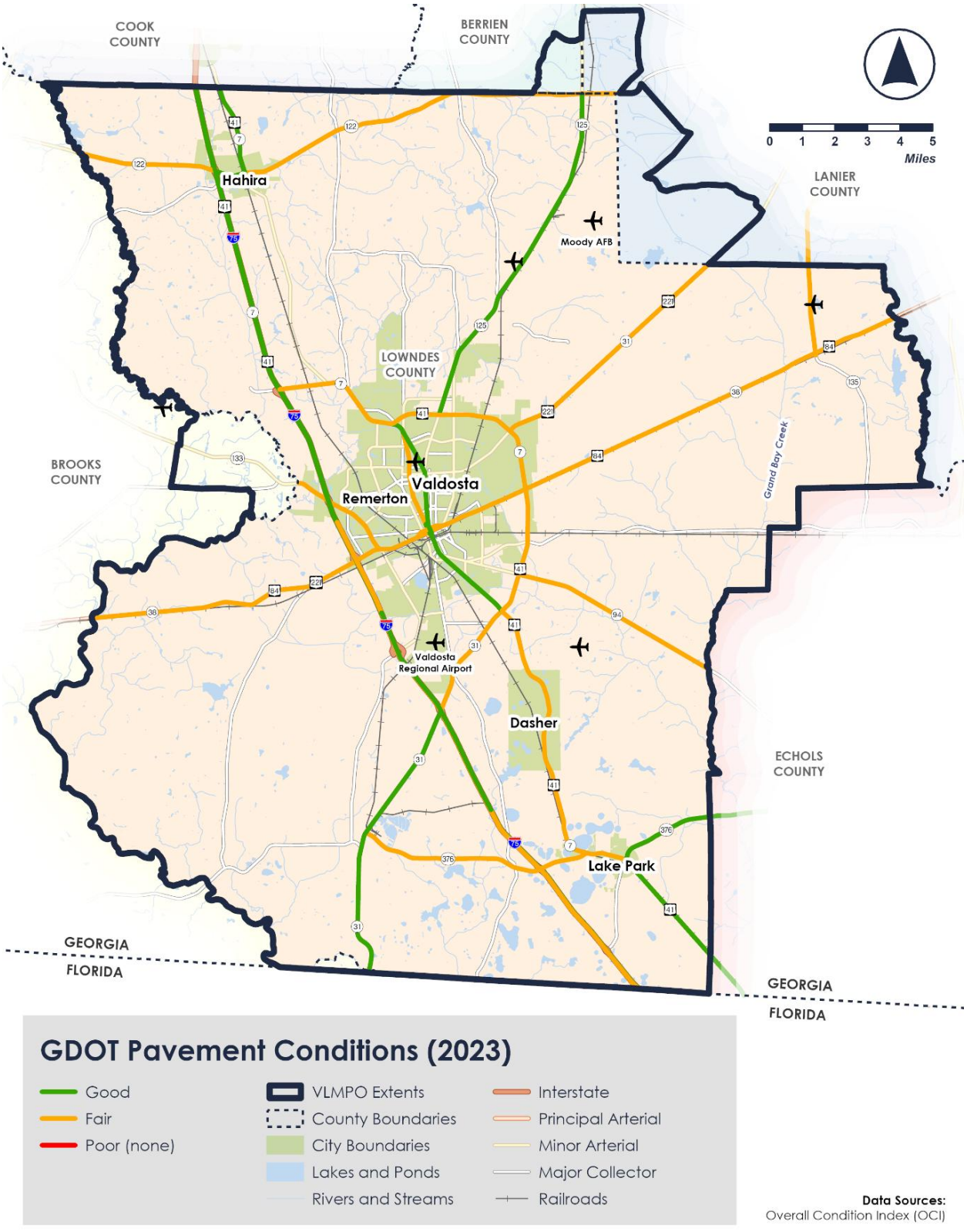
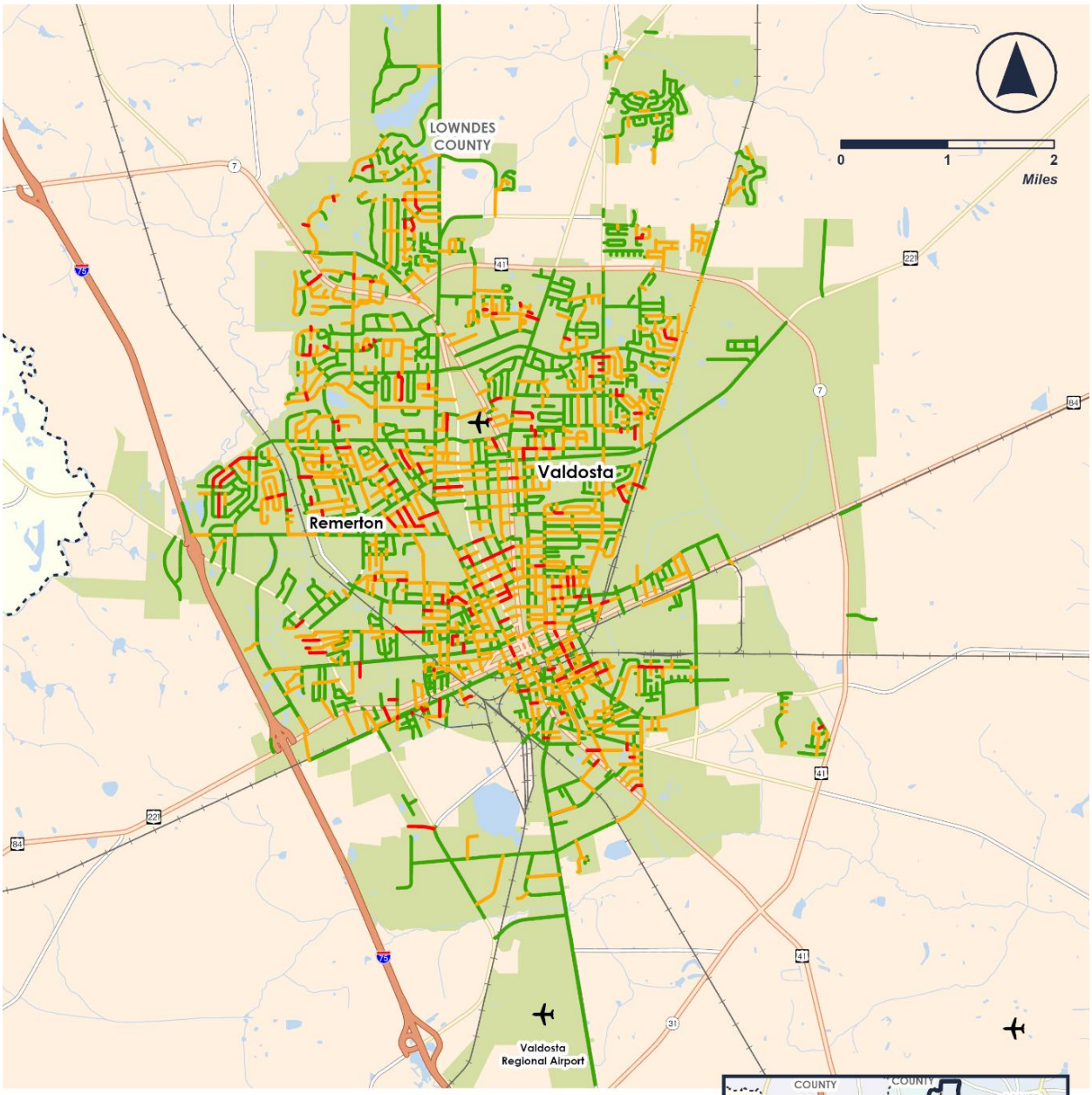


Figure 5-6: GDOT Highway Pavement Conditions in Valdosta Area[1]



[1]*GDOT pavement data only provided for roadway segments within Lowndes County.*

Figure 5-7: City of Valdosta Roadway Pavement Conditions



Data Sources: City of Valdosta

5.3 Congestion Reduction/Mobility

The base year 2020 VLMPO travel demand model was used to summarize a range of metrics, including volumes and capacities. The VLMPO model uses the following volume/capacity (V/C) ranges to equate with levels-of-service (LOS):

LOS A, B, C (<=0.70) **LOS-D** (0.70-0.85) **LOS-E** (0.85-1.00) **LOS-F** (>1.00)

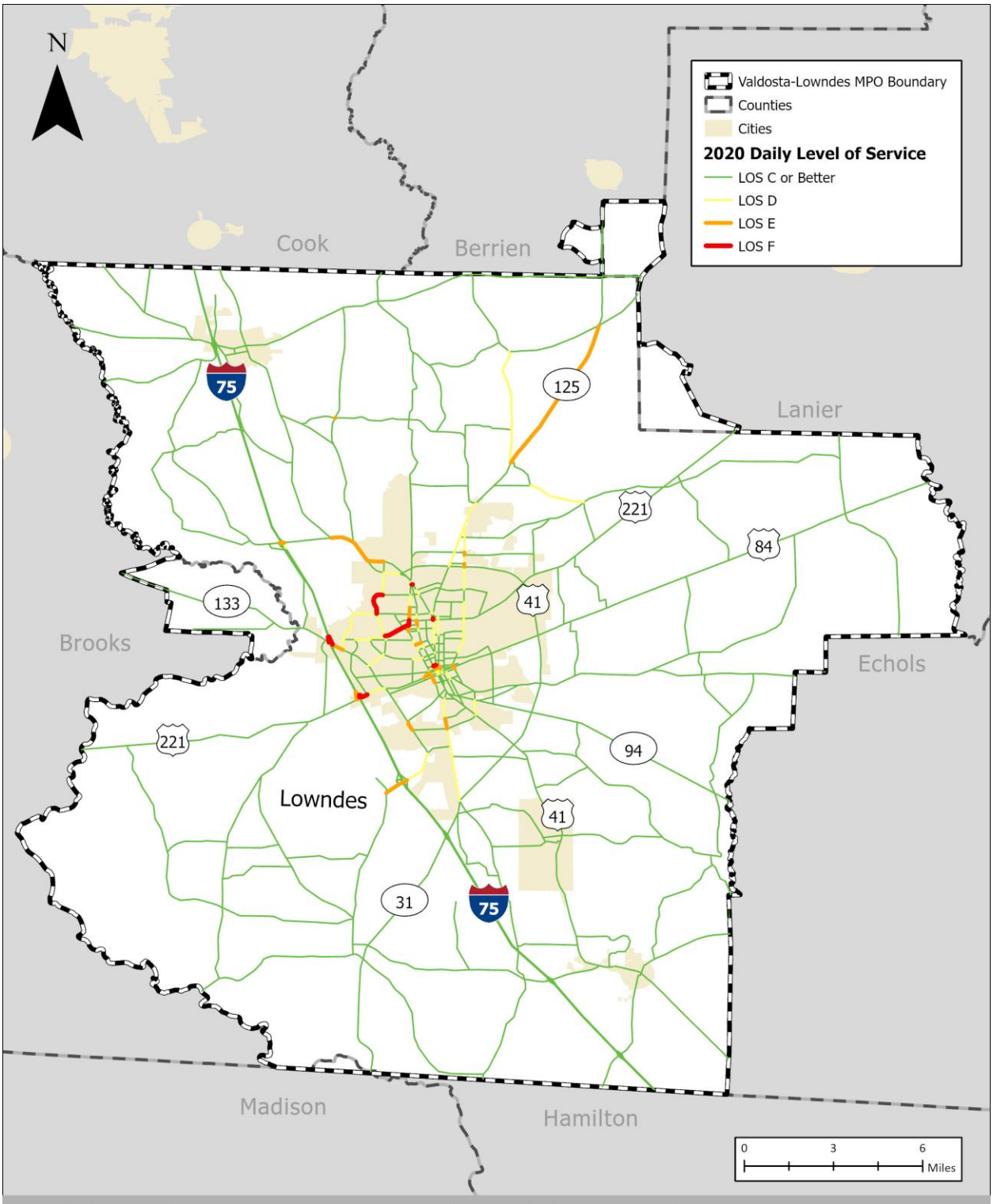
Applying these V/C ranges to compute LOS shows that most Interstate highway, NHS Non-Interstate highway, and remaining roadway segments operate at LOS A-C, on average. For this analysis, LOS A-C is considered acceptable, LOS D and E are considered borderline deficient, and LOS F is considered failing or capacity deficient. Since the system on average is operating at an acceptable LOS, visual representation is more effective to depict segments experiencing congestion. Figure 5-8 depicts roadway LOS using the VLMPO model V/C ranges. LOS A-C is depicted in grey, links in yellow are LOS D, LOS E links are depicted in orange, and LOS F segments are depicted in red.

Per the VLMPO model, no segments of the NHS (I-75, US 84) are currently experiencing LOS issues, other than the I-75 ramps at the SR 133 and US 84 interchanges, which have been reconstructed since 2020, along with US 84 between I-75 and Norman Drive. Primary areas of congestion are largely limited to North Valdosta Road (SR 7/US 41/Business Loop 75) and SR 125 (Bemis Road) leading to Moody Air Force Base. As expected, there is some congestion on North Ashley Street south of where Bemis Road merges into Business 41. Sections of Alden Avenue, Barack Obama Boulevard, Country Club Drive, Jerry Jones Drive, North Oak Street, and Old Clyattville Road also experience varying levels of congestion.

Congestion related comments from attendees at the first 2050 MTP Stakeholders workshop included the following:

- The combination of 2-lane roads connecting growth areas north of Valdosta to Moody Air Force Base. Areas surrounding Val Del Road, McMillan Road, Skipper Bridge/Reed Road, River Road, and Cat Creek Road are experiencing growth and development.
- Bemiss Road near Moody Air Force Base has high traffic volumes and is congested.
- Clay Road approaching US 84 is backed up when residents from the south side of town are trying to get to work and the grocery store. Traffic backs up going down US 84 at certain times of the day, both entering and exiting Clay Road.
- The roadway network is generally undersized creating a general capacity issue along many existing corridors. Existing 2-lane roads may need to become 4 lanes while several 4-lane roads need to be 6 or 8 lanes.
- Many existing roadways may be adequate across a daily average yet peak hour traffic causes problems. These issues are noted in school zones (morning drop off, afternoon pick up), daycare facilities, and popular coffee shops. Some drive through lanes at restaurants are causing lines of vehicles to queue into the roadway blocking through traffic. There is a need to examine peak hour conditions as opposed to simply average daily traffic.

Figure 5-8: Existing (2020) Roadway LOS



Valdosta 2020 Travel Demand Model Network
Daily Level of Service

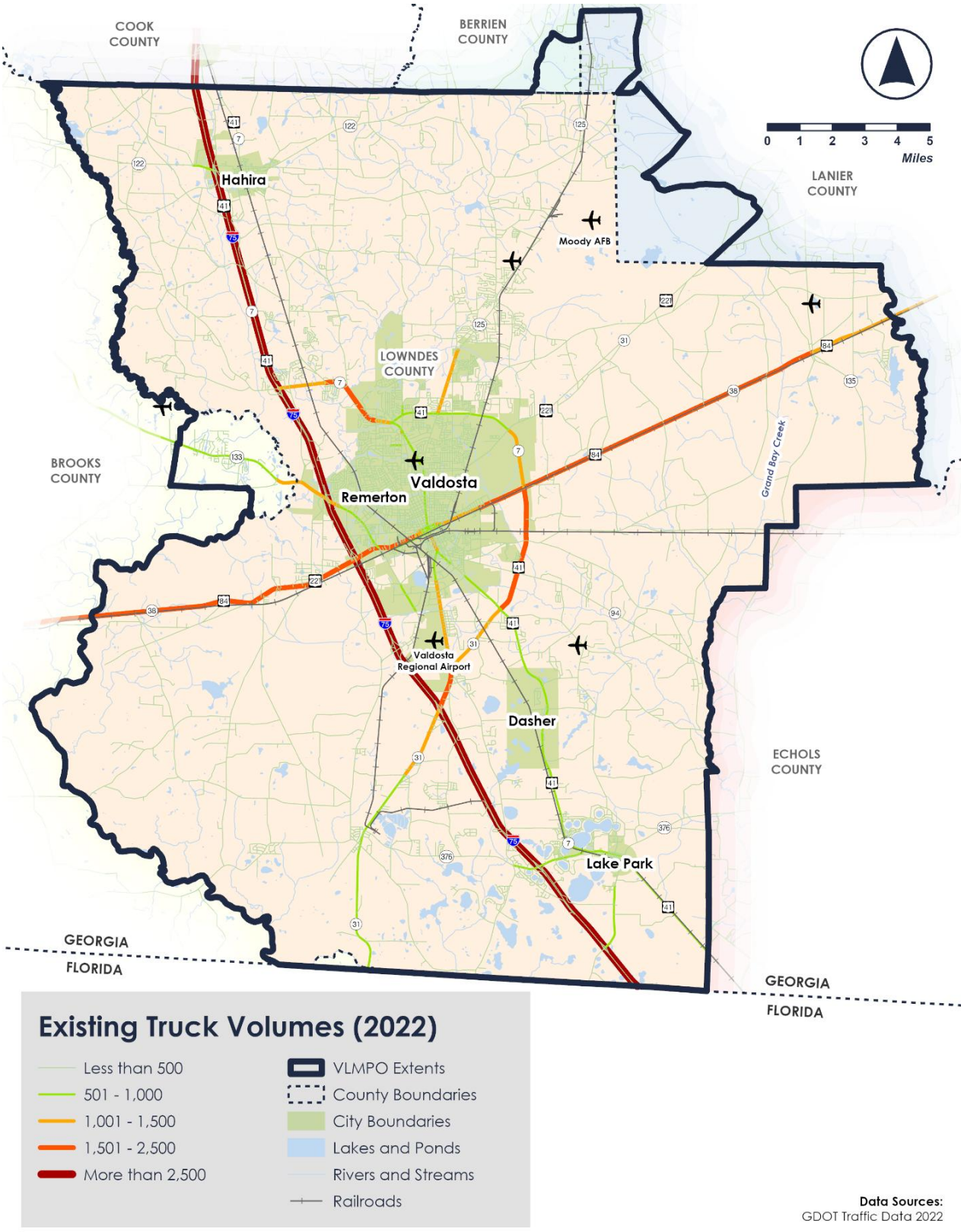
5.4 Freight Movement and Economic Vitality

The 2020 Georgia Statewide Travel Demand Model (GSTDM) is a reliable source for truck flows as it includes a nationwide freight network. **Figure 5-9** depicts base year 2000 GSTDM truck flows. Links depicted in grey have daily truck volumes of less than 500, yellow links have daily trucks of 500 to 1,000, orange links have truck volumes of 1,000 to 2,500, and red links experience daily truck trips exceeding 2,500. Roadway segments highlighted with LOS concerns in both Figures 5-8 and 5-9 are candidates for transportation solutions.

Freight truck and rail-related comments from attendees at the first 2050 MTP Stakeholders workshop included the following:

- At-grade railroad crossings create an ongoing problem of train traffic backing up. Train traffic volumes are increasing. Major rail carriers have switching yards in the core of the community causing train traffic to move slower. This results in blocked crossings for 15-30 minutes per switch. Three notable locations with this issue include Baytree Road, St. Augustine and Clay Road. St. Augustine Road is proposed to have a grade-separated overpass with TIA1 funding.
- The at-grade rail crossings are impacting commercial and industrial development land use, particularly along Clay Road. The Clay Road railroad crossing causes traffic delays and damage to cars passing over the tracks. Trucks conducting business along Clay Road create a delay causing vehicles to have to wait for them to finish their business and unblock travel lanes. Clay Road is under consideration as a south truck bypass and there is already a conflict between trucks, vehicles, and pedestrians along the road.
- Baytree Road, a major 4-lane road, is one of the busiest railroad crossings in the southeast. A grade-separated railroad overpass is needed; however, Baytree is a local street and there are environmental constraints due to the nearby Sugar Creek crossing, thus making funding a real obstacle. Any Baytree rail crossing bridge would need to cross the stream and rail line and come back to grade quickly due to two signalized intersections on either side of the crossing. The total project cost is estimated to be $60-80 million for a Baytree rail crossing. Other issues involve jurisdictional conflicts and impacts to the properties that lie within two cities' jurisdictions. This single project would utilize most of the Transportation Investment Act (TIA) project budget which is not palatable. Due to TIA restrictions, any project designed with TIA funding must be constructed. If doing multiple phases, projects must be completed within a certain time frame creating a danger of a future TIA3 not passing.
- When trains stop, emergency vehicles cannot get through because parallel overpasses are filled with traffic and roadways are at a standstill. Traffic is backed up on Lee Street, Church Street, and Barack Obama Blvd. Discussions have taken place with the railroads regarding rail switching time. Many rail switching times are scheduled during lunchtime and at 5pm when vehicle traffic is heaviest in some areas.

Figure 5-9: Existing (2022) Truck Volumes



As expected, I-75 and US 84 experience the highest truck volumes in the region. US 84 truck volumes peak in the area west of I-75 into downtown Valdosta, leading to the two area rail yards. Other corridors with above average truck volumes include the aforementioned North Valdosta Road and Bemis Road.

5.5 Environmental Justice, Equity, and Sustainability

As part of its Low Impact Development (LID) Policy, **"**the VLMPO under 23 CFR § 450.306 supports the improvement of the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation within the Valdosta-Lowndes Metropolitan Planning Area." The LID policy further states that "any roadway which is to be newly constructed or completely reconstructed should be designed and constructed to... provide for the safety and convenience of all users of all ages and abilities, including but not limited to pedestrians, bicyclists, motorists, and freight users; and address the needs of all users both along roadway corridors and crossing the corridors."

The consultant team took a unique approach to equity, called the Historical Equity Action Lens (HEAL), focused on the historical relationship of disadvantaged communities to the transportation system in the VLMPO region. This assessment focused on determining how and why these communities have disproportionately borne the burdens of transportation infrastructure in the past, providing guidance on how to avoid imposing similar burdens in the future, identifying community needs related to transportation that traditional quantitative methods cannot capture, and suggesting performance measures and evaluation criteria for use in the MTP.

5.5.1.1 Historical Research and Public Engagement

The research process began with a thorough review of primary and secondary sources typically used in historical analysis, such as newspapers, photographs, maps, reports, historic planning documents, transportation planning materials, and existing historical narratives. Valdosta is home to a regional historical society, a large archive in the local state university, and several large caches of digital assets. Materials housed in these repositories were surveyed, prioritized, and captured over a multi-day site visit to conduct archival research. A complete account of the historical findings and the sources consulted can be found in **Appendix A**.

The visit to Valdosta included an opportunity to conduct a walking tour of important spaces in Valdosta's historically Black neighborhood of Southside with City Councilwomen, providing invaluable feedback on the significance of the area to their community and the daily impacts of transportation decisions on their neighbors. Additionally, the HEAL team conducted ten oral history interviews with community members and led a public forum in the Southside neighborhood involving approximately twenty participants from Southside, West Hill, and surrounding neighborhoods.

While the scope of the research encompassed transportation planning in the VLMPO region as a whole, special attention was given to AoPPs and HDCs shown to have borne disproportionate burdens from prior planning decisions. Within Lowndes County, AoPPs and HDCs are concentrated in the city of Valdosta, especially in Census Tracts with high percentages of African American residents, historically and in the present.

These findings highlight the local impacts of regional transportation decisions on the centrally located neighborhood of Southside. Many decisions over the last century regarding regional transportation—including constructing a roadway overpass, coordinating freight traffic, and shaping regional economic development—have placed disproportionate burdens on Southside. Recognition of the historical impositions placed on Southside should be considered in developing an effective and equitable MTP.

5.5.1.2 Key Findings of HEAL Assessment

Following the oral history interviews and open forum conducted by the HEAL team, a series of key findings related to transit, safety, traffic, and other factors were compiled and are presented in **Table 5-4**, along with supporting statements from interview and forum participants.

Table 5-4: Key HEAL Assessment Findings

Key Findings	Key Quotes
Transit	
• Valdosta On-Demand's shortcomings disproportionately affect the elderly or people with medical conditions, especially its fixed pick-up and drop-off spots. Some also found it confusing. • People find the on-demand system confusing to use. • Respondents connect reliable transit to economic development, connecting customers and employees to businesses.	• "I know they got that Valdosta [On-]Demand, but [...] they won't pick you up [at] your house, there's certain areas you have to be where they can pick you up. [...] Some people's not able to walk a certain distance to be for them to come pick you up. [...] I remember one time I had an appointment to go to the dentist, and I told them where I stay, and they came way over there on the west side, and see I stayed on the south side [...] I told them 'I don't even live on the west side anymore I live on the south side of town.'. • .. I said 'I'm too old to be walking from the south side to the west side'" – Harry Armstrong, Interview (Southside) • "[Valdosta]'s in dire need of some kind of bus system around here, it don't have to be like modern in Atlanta, but some kind of system that can get to the mall, to the north side." – Carlton Keith Flucas, Interview (East side) • "The public transportation here is... stifling, and the biggest stigma that we have. It keeps a lot of businesses away. It keeps a lot of residents away. Where they come, they can't stay." -- Joe Marshall Sr., Interview (Barrack Obama Boulevard) "I get around because I have a car. But I have seen the elderly peoples that could hardly make it on walkers and everything, and the cabs or buses that the city have, they put those people like a block before supposed to be [...] It's hard for me to do a lot of walking [...] at the age that I am." – Mary Moye, Interview (Southside and west side)
Safety (esp. sidewalks and bike lanes)	
• Walking and biking on many streets is unsafe because of lack of suitable infrastructure, especially sidewalks. • Lack of infrastructure does not prevent people from walking or biking—they just do so in the streets.	• "If you go down Mary St., which is a street that goes from one side of town slap to the other side, and you got no sidewalks. You got Ann Street, you got Brookwood. You got a lot of streets, there's just no sidewalk. And children going to the park, they have to walk in the street just to get to the park. And don't nobody see nothing wrong with that, something's wrong with them." – Carlton Keith Flucas, Interview (East Side) • "[when asked if biking to the doctor's and South Georgia Medical Center feels safe] No, I have to ride on the sidewalk, I can't ride on the side of the road [...] and then a lot of the time I give out, and I have to stop and rest because of my blood pressure." – Harry Armstrong, Interview (Southside) • "But as he was saying before me they need sidewalks. As you were saying people still walk in the roads. That's dangerous [...] people walk in the road because they don't have sidewalks." – Mary Jean Garrett
Economic Development	

Key Findings	Key Quotes
• Transportation is understood as a key to securing and keeping employment. • Business incentives in Southside's historic commercial area may provide some restitution for overpass construction.	• "Transportation will lead to enhanced employment. Some underprivileged Blacks on the Southside can't get to a job without walking or riding a bike [...] we say they're lazy, don't wanna work, but let's help them try and make it better for them to get to work." – Joe Marshall Sr., Open Forum (Barrack Obama Boulevard) • "When they put the bridge [James Beck Overpass] down there [...] no incentive was given to help build up those businesses, not south of the tracks [...] they did provide services and businesses for the downtown north of the tracks, but south of the tracks was downtown as well. And a lot of people did not get the incentive, a lot of people may not have known to go get the incentive and it wasn't put out there. That is past and gone, so my thing is, what can be done now to give restitution back there to those areas?" – Councilwoman Sandra Tooley, Open Forum
Traffic and Congestion	
• Respondents understand and appreciate projects on important roadways to alleviate congestion. • Trains often stop on the railroad tracks for long periods of time which impedes movement between Southside and the rest of Valdosta, including for emergency services. This has only been marginally relieved by the James Beck overpass.	• "I told you I live on Obama Boulevard [...] they been widening that road for about 25 years. Ain't that something? And it's not widened yet. And you got a volume of traffic, every person that lives on the south end of town, and a lot of them that live on the north end where I am, they have to use that road." – Joe Marshall Sr., Interview (Barrack Obama Boulevard) • "The idea was to [...] move traffic from the north to the south so they could have better emergency services coming to the south. But right here on this street [...] traffic get bogged down because of the train, because there's double train tracks here, and then one street over, there's double train tracks. So those people when they get trains *sitting* on the track... you're stopping them from movement [...] so when you say that the problem has been solved [...] with Beck's overpass, it's been a band-aid." – Open Forum
Access to Jobs, Food, Medical Care, Retail, Recreation, etc.	
• Many resources in Valdosta, such as libraries, grocery stores, banks, and the voter registration office, are concentrated in the north side of town, which makes it harder for residents of east side, Southside, and other communities around downtown from accessing them. • Respondents connect lack of access to necessities to the lack of robust transit infrastructure. • Lack of access affects the elderly and low-income the most.	• "I think some people have a hard time [...] getting to their doctor's appointments. I know I do because I have to ride a bicycle, because [...] every time I try to get transportation to go to the doctor or whatnot, I have a problem with that." – Harry Armstrong, Interview (Southside) • "Even the voting registration office is way on the north side. Stuff like that should be centrally located [...] our library, most of the people don't even know where the library is no more. [...] They moved it further out. Well, who's the library for? The rich people, that got computers and everything? The library's supposed to be for everybody and need to either have some kind of system where people can get on the bus, at least be able to get to the library. You go down to the library right now, you don't see no kids there [...] because they have to walk 5 miles down the street [...] A lot of these people over here don't have no car, no trucks, no way to get way out to the library." – Carlton Keith Flucas, Interview (East Side) • "The Southside is mainly the area that really need the transportation because everything has been moved far away from here. [...] There's a need for transportation, mainly for the elderly folks." – Harvey Jones, Interview • "Just think about the fact that you got two Wal-Marts back on this side, one on that side. But now, the people that need it, the low-income folks, they live on the Southside. Now how they gonna get out there?" -- Open Forum • "You know how we got Piggly-Wiggly? [...] Every time they had a meeting, I brought up 'We don't have a grocery store on the Southside.' Eventually somebody heard me." – Vivian Miller-Cody, Open Forum
Mental Health and Wellness	

Key Findings	Key Quotes
• The lack of available transportation forces certain members of the community, such as seniors, to stay at home, which may contribute to a deterioration of their mental and physical health. • Participants have a holistic appreciation of the importance of transportation.	• "And a lot of these seniors, they wanna get out and do something, but they do not have transportation [...] so they stuck in the house. When they're stuck in the house, that means the only transportation they're worried about, going to the grocery store, going to the doctor, and going to church. So that means they are sitting home eating, they're not exercising. So their health is going down [...] transportation affects every aspects of your life and being able to move about." – Open Forum • "You've got to think about something: if you ain't got no transportation, you are depressed, oppressed, and you at the house, because you can't get out." – Open Forum
Rail	
• Though overpasses have mitigated train blockages, it remains a problem in other areas. • Overpasses are appreciated as solutions to congestion and as improvements to access for emergency vehicles. Historically, access to passenger rail provided opportunities for Southside residents without cars to take trips beyond the city.	• "That train track right there; in 1970, my aunt, she had got shot by her boyfriend. So the ambulance couldn't go over the train track, so they had to build that [overpass] in order for [...] the emergency service to go over." – Harvey Jones, Interview "[about the passenger train] I rode it one time. I was a little girl; I went to Miami on it. I never forget […] It was a lot of fun […] But they don't have that anymore." – Mary Jean Garrett, Interview
Displacement (of homes, businesses, etc.)	
• The construction of the James Beck overpass uprooted numerous local African American businesses which never recovered after their demolition. • Businesses not destroyed by overpass construction lost significant amounts of passer-by traffic, which eventually forced them to close.	• "My dad […] he started his business in 1964 […] he witnessed the overpass, we witnessed that as well, we grew up around the barber shop […] that overpass did kill pretty much all those businesses below the overpass […] so if a business was not already established […] they could not rely on passer-by traffic to find them. We had a restaurant down in that area and used to be a lot of traffic coming by before the overpass, and a lot of people would see the restaurant and stop. After overpass came, all that traffic was redirected, and our restaurant eventually closed." – Wayne Washington, Open Forum • "It was a lot more things down on the side. It was a lot of mom and pop restaurants like Gold Plate for one, Mine Groovers. It was a lot of great eating places. Now we have nothing." – Antonio Harrington • "A lot of stuff changed, a lot of stuff gone that [...] I grew up with ... like downtown when I got back to pool hall was gone, Barber shop was gone, Mitchell's BBQ stand was gone." – Harry Homes
Community perceptions	
• People were afraid to speak up against the poor conditions and treatment, but that is now beginning to change. • There is a perception that other areas of the town and the region are prioritized over Southside. • People believe that Valdosta should have a fixed public transit system by now • The May 9, 2024, public meeting revealed a gap between elected officials' perspectives on what community experiences should be, given investments in Southside and available resources, and the actual experiences of residents reported in interviews and the open forum.	• "People was always scared to speak up. People was afraid to speak. Now they're braver. Back in the day they was scared." – Mary Jean Garrett • "Valdosta is one of those cities that left the Southside behind. ... All the new construction, the widening the streets and everything's on the north, The Southside, like I said, it's like it is non-existent when it comes to the politicians or the government." – Lewis Gordon • "I've always thought [...] through the years that Valdosta was a large enough town that they should have some form of transportation like a busing system or something that helps [...] the community go from one place to another." – Antonio Harrington • "We didn't have public transportation around that time [in the 1960s] [...] we wondered why we never could get a bus system like Albany." – Wayne Washington, Open Forum • "The last time we asked Sonny [Vickers] about it, he couldn't really give us an answer what happened to the money, because the money was allocated for the MLK Corridor [...] right there in front of the monument [...] if we could get some answers on that, and let them go ahead and renovate that area where the money was allocated for that project." – Rosetta Carrington, Open Forum

Key Findings	Key Quotes
Historic Preservation	
• Respondents feel that their history is being ignored and that historic structures are neglected. • Community members have tried and often failed to preserve historic structures without government support.	• "They were gonna demo this building, a historical building we have here downtown, on 68. It was there before I was born. Like when it comes to historical things. It seems to be like not of importance on right up in that area. It's like either being demoed or whatever, and don't even try to help out. Like Lomax School [...] and even out there in Pinevale, it was almost like they had begged to get them to [...] do things for the place [...] like help out with windows, and whatever was needed [...] back to that building that was demoed [...] I don't know why it wasn't televised more [...] and I know they knew it was a historical building [...] it was a pool hall there, and a liquor store [...] it was others activities going on where people that's a little older than me, they used to go afterschool and play." – Linda Battle, Open Forum • "When you are dealing with even infrastructure down there, a lot of the time people, from what I understand, that have tried to even revitalize places down there, they ran into brick walls, because then too they put so high of restrictions on the codes [...] there was the theater, you all remember that? Some people have tried to revitalize that, but when you get down to city hall, y'all [...] then you run into an obstacle." – Joe Marshall Sr., Open Forum (Barrack Obama Boulevard) • "Let us enjoy we know about, what was black history. Up there [downtown Valdosta] that wasn't what black history was. This [Southside] is." – Councilwoman Sandra Tooley • "And that's why I understand why we as a city don't want to recognize this as being a story when it is a story, especially for the African Americans." – Councilwoman Vivian Miller-Cody

5.5.1.3 Historical Roots of Present Needs

Table 5-4 suggests two important realities:

1. The burdens and inadequacies of the region's transportation system are not evenly distributed across the region.
2. The transportation challenges AAoP and HDC areas face today have often been compounded, rather than redressed, by past priorities, actions, and decisions.

The Southside neighborhood in Valdosta is a clear example of how burdens and inadequacies in the region's transportation system are not evenly distributed across the region. Southside, which meets the criteria of an AoPP and HDC, has disproportionately borne transportation burdens and paid extra costs as host of regional infrastructure, such as dislocation, economic de-development, and loss of historic properties, among other things. Its current conditions, especially its current problems, stem from the history of the neighborhood and region.

Rail Lines: While area rail lines are important to the local economy and movement of goods and freight, Section 4.6 highlighted some of the negative impacts of the rail lines that bisect the city. The HEAL assessment also found that for many decades, rail lines served as physical barriers between white and Black neighborhoods, keeping the races separate for much of Valdosta's history and making it more difficult for Black residents of the town to access government services, which were in historic white neighborhoods, including downtown. During the first half of the twentieth century, schools were the only government services located south of the tracks because of "separate-but-equal" education. The fire department, police station, public library, and hospital were north of the tracks. Congestion and blocked train intersections also posed a safety problem, restricting the movement of ambulance, fire,

and police vehicles. While the construction of rail overpasses has provided a lifeline for vehicular traffic, pedestrians and cyclists are not allowed on the primary overpass between Southside and Downtown, forcing them into the hazardous situation of climbing between stalled train cars blocking the at-grade streets.

Overpass Construction: For decades, Black residents bore the burdens of transportation burdens caused by the railroad tracks and the centralization of public services in white sections of town. Overpasses have alleviated many of these problems, but their location in Black neighborhoods also meant that Black residents of Valdosta have borne the long-term costs of overpass construction. This statement is especially true in Southside for the bridge on Business US 41 (finished in 1988), which lifts traffic over two rail lines just south of downtown Valdosta. The bridge on US 84 (West Hill Avenue—finished in 2014), which lifts east-west traffic over a railroad line west of downtown, had far fewer impacts and appears popular among residents who live on the west side of town.

The James Beck Overpass (Business US 41): In the 1980s, Valdosta's historic Black neighborhood, Southside, became home to a much-needed railroad overpass that increased safety and reduced congestion by enabling traffic on Business US 41 to pass uninhibited over two railroad lines. For the neighborhood, the price for the improvement went far beyond construction and right-of-way costs: businesses closed; century-old buildings were demolished; and the neighborhood was bisected by a tall and visually intrusive barrier. Southside is still living with the consequences of past transportation infrastructure decisions, in which they had little say.

Displacement: Prior to construction of the railroad overpass on Business US 41, Black-owned businesses lined South Patterson Street near the railroad tracks and on the adjacent local streets. The area was home to Valdosta's Black downtown, where Black economic, cultural, and social life was concentrated, in response to discrimination in the white sections of town. Restaurants, movie theaters, dry cleaners, funeral homes, and other establishments served the residents of Southside. The overpass forced these businesses to move or close; those that survived construction rarely survived the years after, as the overpass diverted traffic away from their storefronts. Valdosta's historic Black downtown became somewhere to drive over rather than somewhere to drive to.

Economic Development: Historically, decisions regarding transportation in the region have largely sought to benefit economic development in downtown Valdosta, and north and northwest of downtown. The overpass on Business US 41, for instance, was constructed in part to ease traffic congestion through downtown. The overpass was shortened at its northern terminus to spare downtown's economic fortunes; only after construction was the CSX track relocated underneath the overpass. Valdosta's Black main street died so its downtown could live. Past transportation decisions continue to inhibit economic development in Valdosta's AOPPs and HDCs in two major ways: traffic is designed to go through the areas rather than to them, particularly as railroad overpasses lift automobiles away from commercial sites on the ground. Residents also indicated that a deficit in transit options and pedestrian, and bicycle infrastructure make it harder for people to get to jobs or to places where they would spend money.

Historic Preservation: Intrusive transportation projects have either destroyed historic sections and buildings or created the conditions for surviving structures to remain dilapidated and eventually be

demolished. The James Beck Overpass so altered the neighborhood's western section that it was no longer eligible for recognition on the National Register of Historic Places in 2007. The area around the overpass remains blighted and historic buildings are at risk of destruction. In 2024, the Liberty Theater, a Black-owned music hall dating to 1935, was demolished after years of vacancy. Though not initially destroyed by overpass construction, the Liberty Theater was nevertheless impacted by it. The Phyllis Wheatley Reading Room on US 84 (West Hill Avenue) suffered a similar fate. Spared by the construction of the overpass on US 84, the building at the foot of the overpass, which served as the headquarters for Valdosta's Phyllis Wheatley Club, a Black women's organization that provided space and opportunity for political discussion, socialization, education, and entertainment, was demolished in recent years.

5.5.1.4 Transit Accessibility and Needs

The desire and need for transit has been made acute by a lack of access to stores and services that provide basic necessities. The concentration of these resources in other areas of the city is, in part, a legacy of Jim Crow segregation and the displacement of local businesses by transportation infrastructure.

An Issue of Access: Valdosta's Southside neighborhood was once home to a thriving Black downtown, where residents did most of their shopping. After the construction of the Business US 41 overpass, restaurants, cleaners, barber shops, entertainment venues, and other businesses closed and were never replaced. Many public services and amenities remain outside Black neighborhoods.

Given the high percentage of Southside residents who do not have cars, the displacement of neighborhood businesses and the continued concentration of resources in other areas of the city create an additional accessibility barrier. This issue is compounded by the inadequacy of existing bicycle and pedestrian facilities, which further inhibit safe, efficient, and accessible transportation (see Figures 4-7 and 4-10). Elderly and low-income residents that must travel to neighboring communities for work, medical appointments, school, shopping, and recreation are particularly affected.

Transit Challenges Today: Those most likely to use and benefit from Valdosta On Demand are also those most likely to have the hardest time using it. Because demand exceeds capacity, residents reported that Valdosta On Demand was unreliable, especially for those seeking to make trips on short notice. Some residents noted that the process of securing a ride could be more user-friendly. One common complaint was the distance elderly residents had to walk to get to pick-up locations. Elected officials present at the VLMPO MTP Public Meeting on May 9, 2024, noted the existence of ADA-compliant vehicles in the Valdosta On Demand fleet and indicated that accommodations were available for users with mobility challenges. Yet, residents who were interviewed and who attended the open forum repeatedly cited accessibility challenges associated with Valdosta On Demand. The gap between elected officials' perceptions of available resources and actual user experience requires further study to determine if these resources are inadequate, inaccessible, and/or insufficiently publicized.

5.5.1.5 Community Perspectives

"Valdosta left the Southside behind," Lewis Gordon told HEAL interviewers in April 2024. Gordon was no outlier among the people who attended a public meeting in the Southside neighborhood, organized by

HEAL and two members of Valdosta's city council for the purposes of gathering perceptions about current conditions and oral histories of life in Valdosta. As everyone shared their perspectives, a consensus was clear: Residents of Southside love where they live but have little faith that their perspectives are heard by planners and decision-makers.

On the one hand, this perception is grounded in decades of discrimination, segregation, and disenfranchisement. As one interviewee stated, people have been "afraid to speak up." It was not until 1985, after a lawsuit filed by the National Association for the Advancement of Colored People (NAACP), that Black residents of Valdosta began to be regularly represented on city council. By then, the overpass that destroyed Black commercial activity in Southside had already been built. Before construction, the planning process for the project included only one public meeting. *Residents are thus left to live with the consequences of many infrastructure and transportation decisions in which they had no say.* On the other hand, calls to redress these problems often appear to stall. Many pointed out little progress on safety improvements, like sidewalks near schools and parks that go unmet. Frustration over lack of progress in transit, walkability, street projects, and many other related issues abound.

5.5.1.6 Travel Patterns in Low Income Communities

Members of the study team used Replica software to identify low-income user travel patterns. Understanding low-income user travel patterns can reveal distinct opportunities for transportation mode choice influenced by financial constraints. Understanding travel patterns in lower income areas enables the development of accessible and equitable transportation systems that address the unique needs and challenges faced by individuals with limited financial resources. **Figure 5-10** depicts the destinations of walking and bicycle trips taken by low-income users.

5.5.1.7 Environmental Sustainability

The Environmental Protection Agency (EPA) maintains rigorous standards for all transportation projects receiving federal funding, working in collaboration with other federal agencies, state departments of transportation, and MPOs for evaluation and compliance. VLMPO and other Georgia MPOs follow the GDOT Environmental Procedures Manual, which calls for National Environmental Protection Act (NEPA) review under the following criteria:

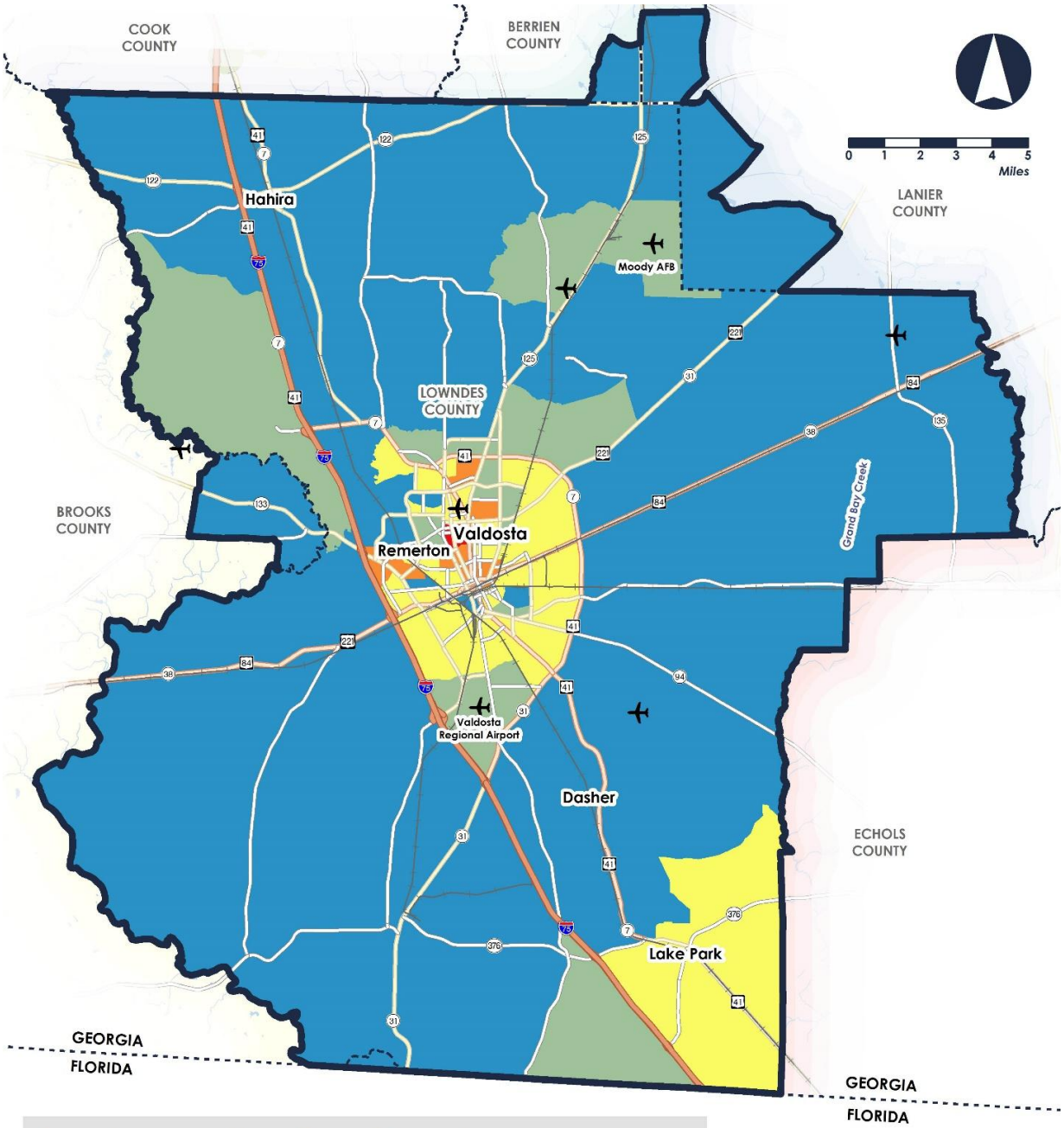
- Federal funds or assistance are used at some phase of the project
- Federal permit(s) is (are) required; Federal approval of an action is required
- Federal funding or assistance eligibility must be maintained.

There are two reasons for documenting the NEPA process: To provide complete disclosure of the environmental analysis process, and to present the results (i.e., the decision). Transportation projects have varying degrees of severity or potential to affect the environment. There are three classes of actions [23 CFR 771.115], defining the way that compliance with NEPA is documented in terms of the action's impacts:

- Class I, Environmental Impact Statements (EIS) are prepared for projects whose action will have a significant effect on the environment.

- Class II, Categorical Exclusions (CE) are prepared for projects that do not individually or cumulatively have a significant environmental effect.
- Class III, Environmental Assessments (EA) are prepared for projects in which the significance of the environmental impact is not clearly defined.

Figure 5-10: Trip Destinations of Low-Income Active Transportation Users



Low-Income User Travel Trends

Number of Trips
- 4 - 101
- 102 - 227
- 228 - 456
- 457 - 944
- 945 - 1569

- VLMPO Extents
- County Boundaries
- City Boundaries
- Lakes and Ponds
- Rivers and Streams
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Railroads
- Aviation Facilities

*The map above shows the number of trips ending in each block group.

Data Sources: Replica, GDOT, GARC, SGRC, VLMPO & City of Valdosta

All actions that are not Class I or II are Class III. All actions in this class require the preparation of an EA to determine the appropriate environmental document required. There are currently no projects programmed in the VLMPO Transportation Improvement Program (TIP) for environmental study. Several projects proposed for funding as part of the Southern Georgia Transportation Investment Act (TIA) will require some level of environmental analysis.

The BIL/IIJA has several initiatives that directly or indirectly address environmental mitigation. Among the $110 billion dedicated to surface transportation infrastructure are:

- $7.5 billion for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, which delivers "safer, cleaner infrastructure to communities of every size" for projects traditionally difficult for the USDOT to implement
- $1 billion for Culvert Removal, Replacement, and Restoration Program, which addresses stormwater management
- $5 billion for the Safe Streets and Roads for All program, which includes funding for non-motorized transportation projects but no money for roadway capacity projects
- $7.2 billion for the Transportation Alternatives Program (TAP), with eligible projects that include planning, design and construction of trails, environmental mitigation activities to address stormwater management, among others

Also included in the BIL, carried forward from the previous FAST Act, is the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. CMAQ provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the NAAQS for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The VLMPO contains no nonattainment or maintenance areas.

5.6 Project Delivery

It is not uncommon for MPO projects to encounter delays for a variety of reasons. As stated in the Vision2045 report, "transportation projects are regularly delayed for various reasons. The FHWA, GDOT, and local partners use various programs to reduce those delays. However, delays can also be reduced by identifying potential areas of delay early in the process." To assess the occurrence of recent project delays, the study team reviewed VLMPO Transportation Improvement Programs (TIPs) for FY 2018-2021, 2021-2024, and 2024-2027. Table 5-5 depicts roadway projects funded during these fiscal years by project phase. Red text indicates project phases that were delayed from one TIP to another.

Table 5-5: Project Summary from Recent VLMPO TIPs

	Text highlighted in Red represents delayed Phases		FY2018-2021				FY2021-2024				FY2024-2027			
Sponsor	**Project Name**	**Type of Work**	**2018**	**2019**	**2020**	**2021**	**2021**	**2022**	**2023**	**2024**	**2024**	**2025**	**2026**	**2027**
GDOT	SR 31 from SR 7/Lowndes to SR 135/Lanier	Passing Lanes	PE		ROW	CST		ROW	CST					
Lowndes	CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdost	Bridge		PE	ROW		ROW		CST		CST, UTL			
GDOT	CR 274/CS 1078/Lake Park Belleville Rd from SR 7 to I-75	Widening		ROW		CST, UTL	CST, UTL							
GDOT	I-75 @ CR274/Lake Park Bellville Road - Phase II (Exit 2)	Interchange		CST, UTL										
GDOT	I-75 @ SR 31 - Phase II (Exit 11)	Interchange		CST, UTL			CST, UTL							
Valdosta	CR 784/Jerry Jones Dr/Eager Rd from Baytree Rd to Oak St	Turning Lanes		ROW	CST, UTL			CST, UTL						
GDOT	I-75 @ SR133 - Phase II (Exit 18)	Interchange				PE	PE			ROW				
Valdosta	South Valdosta Truck Bypass	Roadway Project					SCP							
GDOT	I-75 @ 376 - Phase II	Interchange								SCP				
GDOT	I-75 @ CR 783/ Loch Laurel Road- Phase II	Bridge								SCP	SCP			

As shown in **Table 5-5** above, the following projects appear multiple times in the TIPs in the same phase:

- SR 31 from SR 7/Lowndes to SR 135/Lanier
- CR 136/Old Quitman Rd at CSX #637487Y 6mi W of Valdosta
- I-75 @ SR 31 - Phase II (Exit 11)
- CR 784/Jerry Jones Dr/Eager Rd from Baytree Rd to Oak St

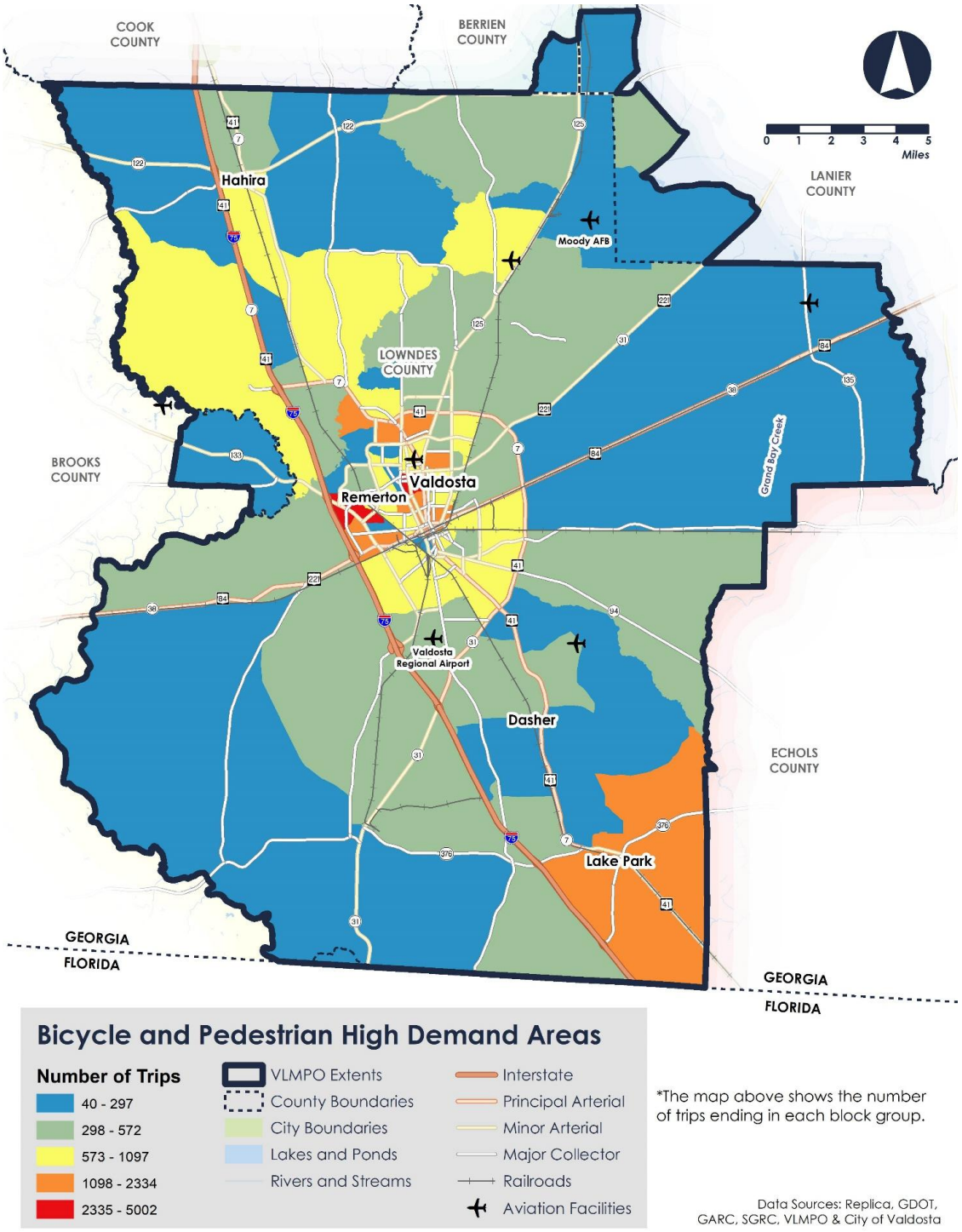
In sum, 4 out 10 projects were delayed (40%) while 8 out of 22 phases were delayed (36%). Additional information has been requested to ascertain the reasons for these project delays.

5.7 Assessment of Bicycle and Pedestrian Demand

Replica software was used to identify high demand areas for active transportation within the VLMPO region. The demand profile shown in Figure 5-11 identifies those parts of the region where there is currently significant walking and biking activity. As expected, the VSU campus, retail areas located between Remerton and I-75, Downtown Valdosta and areas near the South Georgia Medical Center are shown as high demand areas for bicycle and pedestrian activity. Portions of the Lake Park Census Tract also exhibit high demand.

Further analysis indicates that the majority (95%) of all non-motorized trips were walking trips. Approximately half of these non-motorized trips were for recreational purposes such as shopping (36%) or socializing (13%) and more than 35% were estimated to be completed in under 5 minutes with an additional 18% estimated between 5 to 10 minutes. Additionally, an estimated 70% of walking and biking trips completed by low-income residents were estimated to be less than a mile.

Figure 5-11: Existing Demand for Active Transportation



5.8 Strengths, Weaknesses, Opportunities, and Threats (SWOT)

Table 5-6 depicts a SWOT assessment used to summarize findings from the existing conditions analysis. This assessment sets the table for later sections of this report.

Table 5-6: Strengths, Weaknesses, Opportunities, and Threats (SWOT)

2050 VLMPO MTP Goals/ Indicators	Strengths	Weaknesses	Opportunities	Threats
Safety and System Reliability	Serious injuries/ 100 million VMT is below GDOT target	High fatality rate for bike/ped accidents; fatal accidents/100 million VMT exceeds GDOT target	VLMPO has a good accident monitoring system in place (annual updates)	Increased use of alternate modes could also result in greater accidents and fatalities absent additional safety enhancements
Infrastructure Condition (bridges and pavement)	Most bridges in the region are in good condition; year over year improvement in index of pavement conditions	Two bridges in region are in poor condition; Several Interstate and NHS segments have only fair pavement conditions	GDOT has prioritized bridge and pavement quality, particularly on Interstate and NHS highways	Increasing traffic and truck volumes might lead to accelerated deterioration of bridge and pavement conditions
Congestion Reduction and Mobility (reliability and accessibility)	Existing average LOS A-C on area roadways	Several road segments operating at LOS D-F	TIA funding opportunities	Currently available funding is likely to be insufficient to provide acceptable LOS on all roads
Freight Movement and Economic Vitality	Average LOS A-C on roadways with heavy truck traffic, truck parking exists	Connection between I-75 and Moody AFB (moderate trucks)	Explore all FHWA and GDOT funding opportunities	Connecting roadways not currently on STRAHNET
Environmental Sustainability and Equity	VLMPO policies require environmental impact mitigation and consider all transportation users	Underserved communities have poor access to transportation options	The 2050 MTP is including outreach to underserved communities	Lack of fixed guideway transit services continues to impact access to jobs and healthy food options
Reduced Project Delivery Dates	A majority of project phases in recent TIPs were completed in the year programmed	36% of project phases funded in recent TIPs were delayed to a later fiscal year	Recent passage of regional transportation sales tax demonstrates citizen interest	FY 2024-2027 TIP has few projects with GDOT funding

6 STAKEHOLDER AND PUBLIC INVOLVEMENT

6.1 Introduction

The overall goal of the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) is to maintain a continuing, comprehensive, and cooperative transportation planning process. Since its inception, the VLMPO has sought to foster an environment that facilitates an optimal collaborative process between local officials and citizens alike. Led by three standing committees, the process is designed to encourage involvement by all interested groups, such as the business community, neighborhood associations, environmental organizations, social service agencies, educational institutions, and the public.

A robust stakeholder and public involvement program was utilized throughout the VLMPO 2050 Metropolitan Transportation Plan (MTP) Update as public involvement is integral to the VLMPO's transportation planning mission. This document serves as a record of the strategies and activities that were utilized to both educate and involve the community during the plan development process. Input and involvement were sought from leaders and community members in the VLMPO area.

The Valdosta Urbanized Area and Metropolitan Planning Area includes all of Lowndes County and portions of Berrien, Brooks and Lanier Counties as illustrated previously. The stakeholder and public engagement process was centered around three key milestones during plan development: (1) Study Process and Existing Conditions Review; (2) Future Conditions and Improvement Possibilities; and (3) Investment Recommendations and Funding Prioritization.

6.2 Public Participation Structure

6.2.1 MPO Committees

The VLMPO is guided by three standing committees. The Policy Committee is the regional forum for cooperative decision-making by local elected officials, City and County Managers, Federal Highway Administration (FHWA) Administrators, Georgia Department of Transportation (GDOT) Directors, and the Southern Georgia Regional Commission (SGRC) Executive Director. The Technical Advisory Committee (TAC) is a committee of technical professionals advising the policy committee on technical matters relating to transportation plans and programs. The TAC is made up of city and county engineers, GDOT District engineers, GDOT planners, local school board representatives, bicycle and pedestrian advocates, emergency response officials, and a representative from the FHWA Georgia Division. The Citizens Advisory Committee (CAC) serves as a public information and involvement committee that represents a cross section of the community in diversity and interests, as well as local authorities. The study team provided MTP development updates to the three MPO Committees during each of the three milestone periods through stakeholder committee meetings or direct briefings.

6.2.2 Stakeholder Advisory Committee (SAC)

The VLMPO utilized a Stakeholder Advisory Committee (SAC) specifically designed to guide the development of the 2050 MTP Update. The SAC was comprised of governmental and community organizations representing the needs of multimodal transportation users plus agencies involved in

implementing plan recommendations. The SAC served to guide the development of the study goals and objectives, offered input into the methodology used to evaluate improvement options, and provided input on the study deliverables including existing and future conditions, evaluation criteria, and draft recommendations. The SAC met at each of the key milestone points during plan development. The SAC met before each Public Open House to review input provided by the study team and MPO Committees. The Stakeholder Committee meetings were held on March 6, 2024; November 7, 2024; and May 15, 2025. The membership list for the SAC is included in **Appendix B**. SAC and Public Open House Meeting Notes are included in **Appendix C**.

6.2.3 Public Open Houses

During each milestone, once findings were presented to the MPO Committees and the SAC, the VLMPO held a public open house to inform and engage the public and interested parties. Each open house allowed the public to interact one-on-one with the study team and MPO professional staff to offer meaningful input in the transportation planning process. Public Open House Meetings were held on May 9, 2024; November 7, 2024; and May 15, 2025. The first of these was also broadcast on Facebook Live.

Environmental Justice is an essential aspect of public involvement. This term refers to providing reasonable opportunities for all interested parties to comment on transportation planning activities. Equitable involvement requires convenient and accessible locations and access to electronic formats. The VLMPO engaged minority business alliances, faith-based organizations, community/neighborhood organizations, and low-income/elderly and disabled advocacy groups in outreach opportunities through a mailing list of resource and partner agencies and other interested parties. The VLMPO notified these organizations of public engagement opportunities and plan review comment periods. The mailing list was updated with new contact information as new partners and contacts were identified.

Public comment forms were provided at all public meetings to allow attendees to provide comments and concerns related to the plan development process and review. The VLMPO website included a telephone number and email address for the public to provide comments to the MPO staff throughout the planning period. Public Open House Meeting Notes are included in Appendix D.

6.3 Stakeholder and Public Involvement Tools

The stakeholder and public involvement tools outlined in this section were designed to aid in a robust stakeholder and public involvement program to enhance the development of the VLMPO 2050 MTP Update. These tools were designed to educate stakeholders and members of the community while also encouraging involvement in the planning process through participation and by providing feedback. The tasks outlined below were performed during the study.

6.3.1 Stakeholder and Public Involvement Plan

The VLMPO Stakeholder and Public Involvement Plan (SPIP) outlined the stakeholder and public involvement approach to be taken during plan development. The SPIP was reviewed and amended throughout the study process as needed. Collection of public input occurred throughout the duration of the study and amendments were made to enhance the outreach process. The purpose of the SPIP was to define how staff, stakeholders, and the public could be involved throughout plan development.

6.3.2 Webpage

A webpage for the VLMPO 2050 MTP Update was linked to the sgrc.us website. This page contained up to date study information including a link to a printable fact sheet, press releases, study findings, draft documents, meeting information, and study team contact information. The consultant team provided webpage materials to be posted by the VLMPO staff on a routine basis. The webpage was established and operational prior to issuing the first study Press Release and remained active throughout the draft plan public comment period. SGRC staff are in the process of updating their MTP website in response to comments recently received by FHWA.

6.3.3 Fact Sheet

A study fact sheet was developed to provide background information regarding the plan update. An overview of the study process and study schedule was included. Contact information for the study team was included to ensure that stakeholders and the public were able to obtain information about the progress, findings, and recommendations resulting from the study process. The fact sheet was available at the SGRC offices and distributed as community members requested information about the study.

6.3.4 Online Citizen Survey

An online survey was developed to solicit input on needs, opportunities, and multimodal alternatives for improvement. The survey was developed early in the planning process and remained open through the data collection phase of the study. The input received was used to guide the consultant team and SAC as plan recommendations were developed.

Thirty-seven (37) community members responded to the survey. Fifty-eight (58) percent of participants reported living in the City of Valdosta, thirty (30) percent in Lowndes County outside of the City of Valdosta, three (3) percent in Lanier County and nine (9) percent indicated they live outside of the VLMPO study area. Of the respondents, seventy (70) percent commute to work in the VLMPO area and ten (10) percent commute to work outside of the VLMPO area. Twenty (20) percent of participants do not commute to work outside of their home. Of the respondents that do commute to work, ninety (90) percent commute alone by car, seven percent travel by walking and three percent commute by public transportation. For general transportation needs outside of commuting to work, ninety-two (92) percent of respondents reported driving alone as the transportation mode they use most often. Five (5) percent of respondents walk most often, and three (3) percent use public transportation.

Respondents varied by age as follows: eight (8) percent were 18-24; four (4) percent were 25-34; thirty-two (32) percent were 35-44; sixteen (16) percent were 45-54; twelve (12) percent were 55-64 and twenty-four (24) percent were over age 65. Four percent of the respondents did not report their age.

Participants were asked to share transportation needs and opportunities regarding safety, bicycle needs, pedestrian needs, transit, railroad crossings, and traffic congestion. Participants indicated top funding priority needs such as roadway repair and roadway maintenance, and a need for grade separated rail crossings, public transportation, bicycle facilities, and pedestrian facilities. A detailed summary of the online survey findings is available in Appendix E.

6.3.5 HEAL and ArcGIS StoryMaps

As previously documented earlier in this report, the consultant team took a unique approach to equity, called HEAL, focused on the historical relationship of disadvantaged communities to the transportation system in the VLMPO region. This analysis was utilized by the study team, stakeholders, and community to inform the impacts of transportation system investment in the VLMPO area.

ArcGIS StoryMaps, a tool utilizing mapping and Geographic Information Systems (GIS) data as interactive content, was used during the initial public workshop to inform and engage stakeholders and the community. This visual outreach technique was used to describe the study process, findings, and equity elements throughout the study.

6.3.6 Press Releases

A press release was prepared during each of the three rounds of stakeholder and public involvement during the study period. All press releases included information about the study process, key findings, opportunities for engagement, the study webpage address, and VLMPO staff contact information. VLMPO staff sent all press releases to local newspapers, television, and radio media. All press releases were also posted on the study webpage and distributed to the VLMPO mailing list and SAC to share via email with members of their organizations. **Table 6-1** summarizes the tools used during the stakeholder and public involvement element of the MTP Update.

Table 6-1: Engagement Tool Utilization Per Plan Development Milestone

Engagement Tool	SPRING 2024 Study Process and Existing Conditions Review	FALL 2024 Future Conditions and Improvement Possibilities	SPRING 2025 Recommendations and Funding Prioritization
MPO Committee Briefing			x
SAC Meeting	x	x	x
Public Open Houses	x	x	x
Fact Sheet	x	x	x
Webpage Updates	x	x	x
Online Citizen Survey	x		
HEAL Analysis	x		
ArcGIS StoryMaps	x		
Press Releases	x	x	x
Legal Notice of Draft Plan			x

6.4 MTP Document Notification, Review, and Documentation Procedures

For each public open house, a notice was posted on the VLMPO website and sent to committee members, the VLMPO mailing list, media outlets and other interested parties at least two weeks prior to the event. All meetings hosted by the VLMPO were open to the public and held at the McMullen Southside Library, which is accessible for people with disabilities and located in one of the area's largest minority communities. All meetings were held from 4-7 PM to offer convenience to the broadest population possible. The notice for a public meeting or open house included a statement that accessibility aids would be made available at the public event per a written request made at least one week prior to the event.

The VLMPO made the draft MTP available for public review electronically and in hard copy for a period of 30 days from August 1 to September 2, 2025, and held a Public Open House at Southern Georgia Regional Commission, located at 1937 Carlton Adams Road, Valdosta, GA from 1pm to 4 pm on August 6, 2025. The draft MTP was available at the office of the Southern Georgia Regional Commission, McMullen Southside Library, and local government offices in counties within the VLMPO Metropolitan Planning Area, and on the VLMPO website. A legal notice was placed in the Valdosta Daily Times before the first day of publication of the document for public comment. The legal notice provided information on the study, the dates for public review period, means of submitting comments and plans for the open house to review the plan. This information was posted on the VLMPO website and sent to the VLMPO mailing list and media contacts. Members of the VLMPO standing committees (Policy, Technical, and Citizen's) were given an advanced review period of 30 days for key planning documents beginning June 4, 2025.

All comments received during the plan development and public comment period become a record of the MTP and are included in an appendix to the Final Report. Comments received and any necessary responses were also shared with the VLMPO Policy Committee and other appropriate agencies.

6.5 Evaluation of Public Involvement Tools

The VLMPO strives to meet all goals and strategies of the SPIP. At the conclusion of each of the three milestone periods, the measures outlined in **Table 6-2** were considered by VLMPO staff, the consulting team and plan development committee to ensure the effectiveness of the outreach and involvement strategies and activities. Adjustments to the outreach approach were made, as necessary, during plan development.

Table 6-2: Public Outreach Strategies and Evaluation Criteria

Strategies	Evaluation Criteria
1. Raise public awareness and understanding of the transportation planning process including the functions, responsibilities, and programs of the MPO and identify how interested citizens can become involved.	• Number of public meetings • Number of newsletters/publications • Number of staff speaking engagements • Attendance at public meetings • Number of media engagements
2. Provide the public and stakeholders with early, ongoing, and meaningful opportunities for involvement in the 2050 MTP Update process.	• Frequency of contact with the public • Timely updates to websites • Response to public comments • Accessibility of staff to the public
3. Maintain timely contact with key stakeholders and the public throughout the 2050 MTP Update process.	• Number of stakeholder meetings • Number of public meetings/events • Number of SAC meetings • Number of notices sent to resource and partner agencies. • How stakeholder issues were addressed in planning documents • Accessibility of technical information
4. Identify, involve, and mitigate impacts on traditionally underserved communities (those communities with high concentrations of minority, low-income, elderly, or disabled populations) in the 2050 MTP Update planning process.	• Number of public meetings • Number of hours for public meetings • Accessible location of public meetings • Frequency of outreach to traditionally underserved populations • Number of new relationships with human service agencies • Demographic data survey at public meetings with anonymous demographic related questions
5. Employ visualization and outreach techniques to better describe and communicate metropolitan transportation plans and processes to the public.	• Number of published documents • There are a number of different outreach techniques including ArcGIS StoryMaps and HEAL tools.

7 LAND USE AND DEVELOPMENT

Keeping in mind the strong linkage between land use and travel behavior, this chapter of the report provides background information on land use patterns in the VLMPO study area.

7.1 Inventory of Existing Land Uses

Land use character areas are identified to provide a greater understanding of the density of development in different parts of the study area, along with the location of specific activity centers, including Valdosta State University (VSU), grade schools, and parks. The density and location of activity centers, in particular, can aid in focusing scarce funding for active transportation and transit to locations most likely to benefit from such investments.

7.1.1 Activity Centers

Activity centers are destinations that attract large numbers of people to specific locations and include places with significant economic activity. Activity centers are destinations that attract large numbers of people to specific locations and include places with significant economic activity and generally include large numbers of students or workers. Activity centers have a greater potential to generate pedestrian and bicycle trips than lower density areas. **Figure 7-1** depicts activity centers in the study area along with land use character areas.

Key activity areas include the following:

- Valdosta State University (VSU)
- City of Valdosta (excluding VSU) – areas around Valdosta Mall, Valdosta Regional Airport, and areas south of US 84/US 221 where there are industrial land uses such as the Lowe's Distribution Center, ADM/Stratas Foods, Dillard's Distribution Center, Outsource Logistics Warehouse.
- Downtown Hahira
- Moody Air Force Base
- Lake Park

The following text focuses on areas where investments in active transportation will likely have the greatest impact (VSU, grade schools, and parks). Chapter 8 describes how land uses are represented as socio-economic data in the VLMPO base year 2020 and horizon year 2050 travel demand models.

7.1.1.1 Valdosta State University

Valdosta State University serves as a significant hub of education, employment, and community engagement, attracting a large population of students, faculty, and staff. The University community relies on a range of transportation modes to navigate both the university campus and its surrounding areas. As a result, Valdosta State University serves as a major origin and destination in the region, highlighting its role as a trip generator for walking and biking. Campus properties are shown in **Figure 7-1**.

Figure 7-1: Land Use Character Areas and Activity Centers

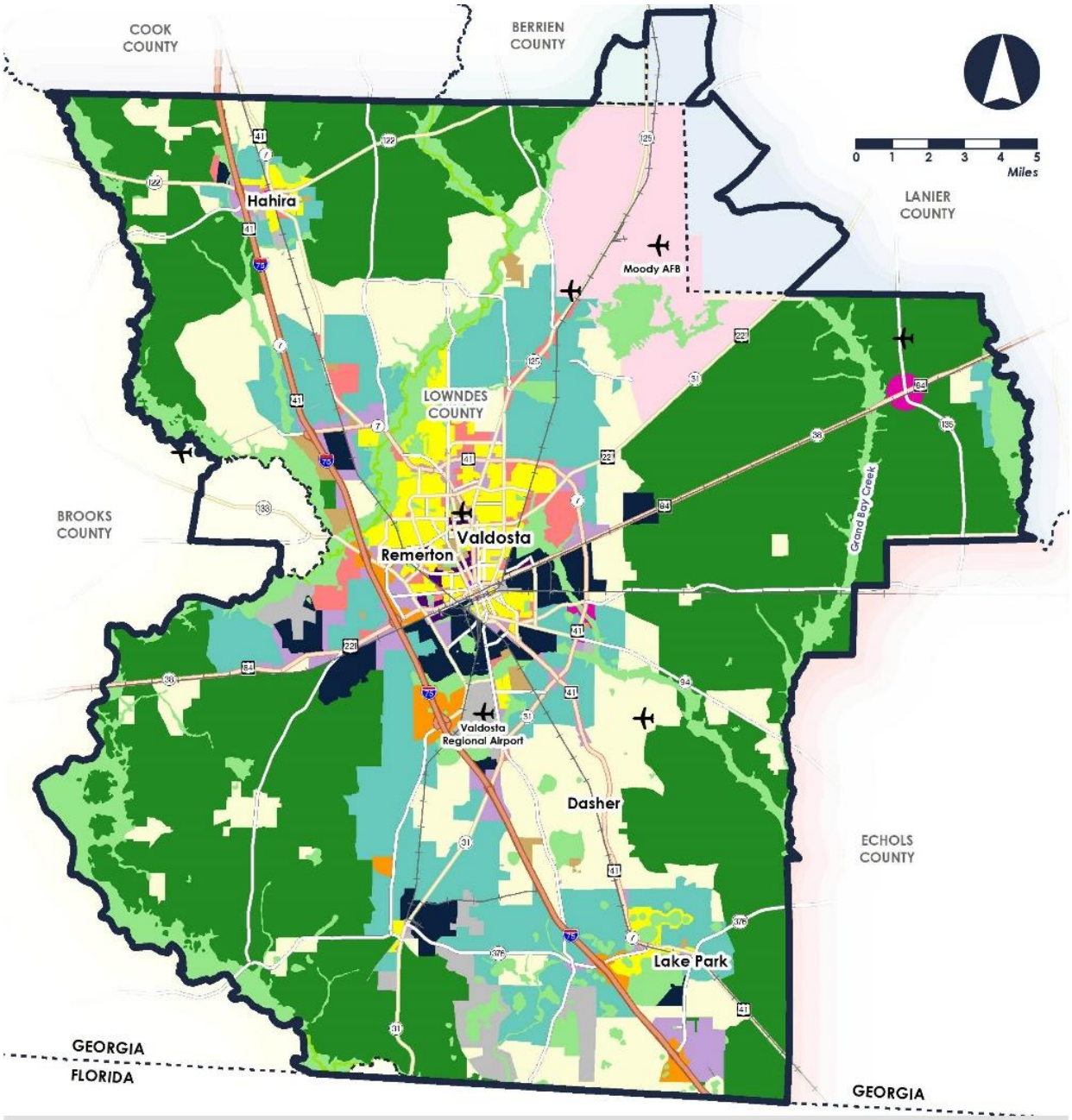
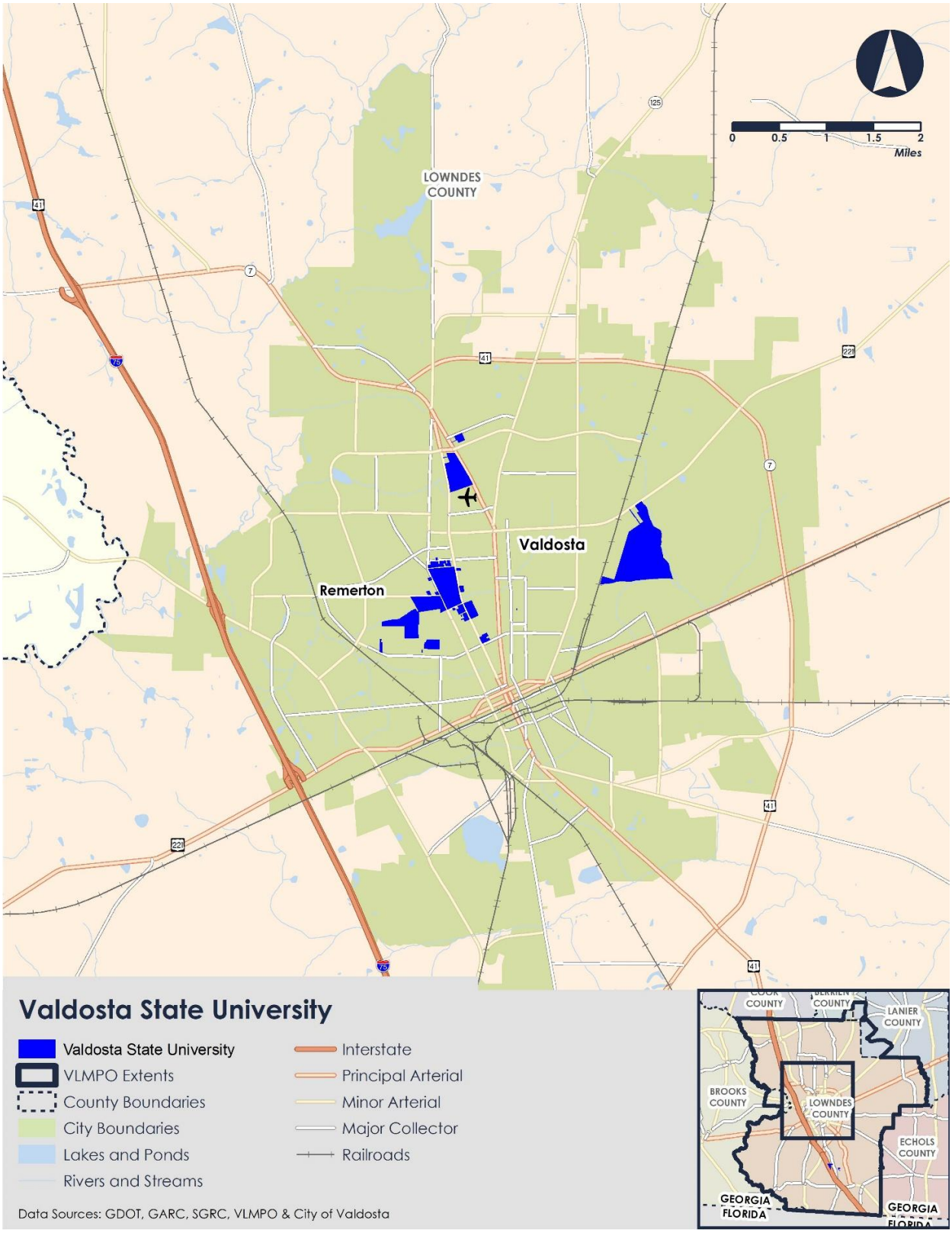


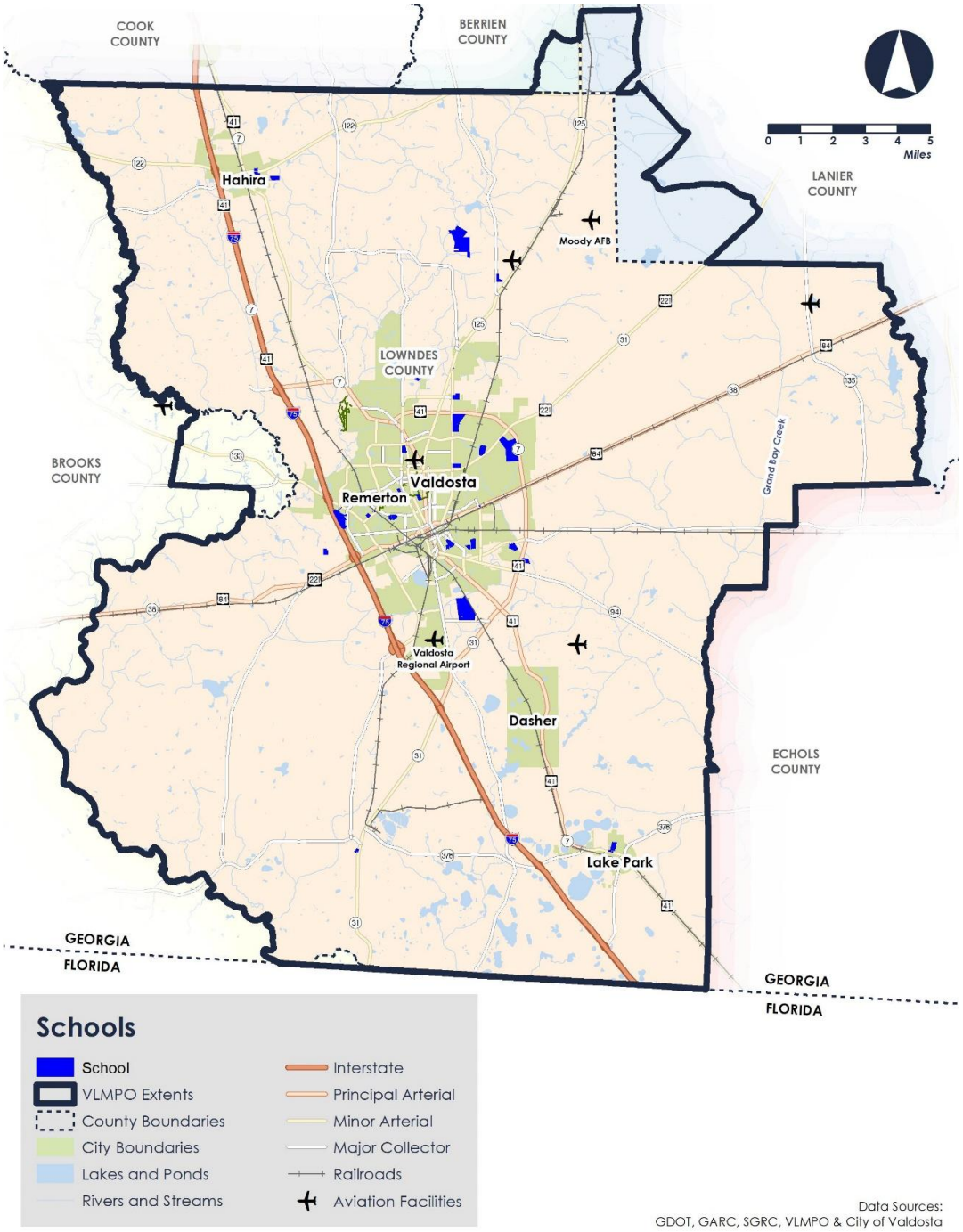
Figure 7-2: Valdosta State University Properties



7.1.1.2 Grade Schools (K-12)

Since many younger students may lack access to personal vehicle transportation, pedestrian facilities are vital in areas within close proximity of schools. Comfortable walking distance to schools is estimated to be approximately a half-mile buffer around the entrance of schools. **Figure 7-3** shows the locations of the 96 grade schools within the VLMPO region.

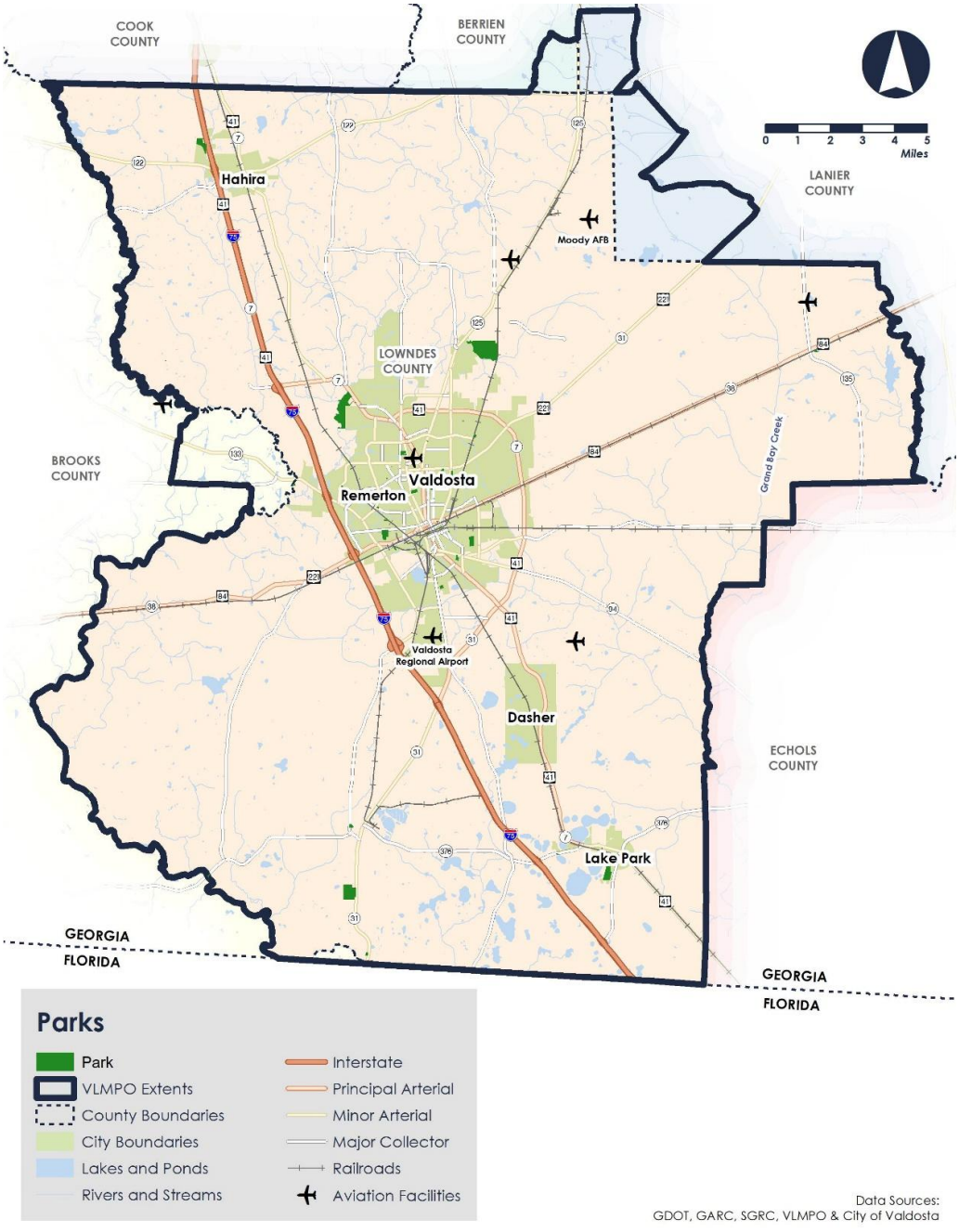
Figure 7-3: Grade School Locations



7.1.1.3 Parks

Parks, which are often programmed with ballfields, playgrounds, and pools, are an important walking and bicycling destination. Not only are walking and bicycling an extension of the recreational park use, but parking may also be limited, particularly in smaller neighborhood parks. Parks are a common community facility—accordingly, many areas in the City of Valdosta are within walking distance of a park. **Figure 7-4** shows the location of parks in the VLMPO region.

Figure 7-4: Park Locations



7.2 Areas of Persistent Poverty

Much of the area inside the loop of I-75 and US 41 (Inner Perimeter Road) has been defined by the US DOT as either an area of persistent poverty (AoPP) or a historically disadvantaged community (HDC). AoPP areas are present throughout the region, especially within the Valdosta city limits, while HDCs are more prevalent south of US 84. **Figure 7-5** depicts annual median household income by Census Tract, using data from the 2016-2020 American Community Survey (ACS). This map shows large areas within the loop exhibiting low household income (lightly shaded areas). Other areas likely experiencing transportation challenges are those depicted by the dark shaded areas in **Figure 7-6** as having a large percentage of households with zero vehicles available. Another indicator of poverty, and related transportation challenges, is the percentage of multi-family dwelling units, as depicted in **Figure 7-7**. As noted elsewhere in this report, Metro Analytics is employing HEAL tools to document the legacy of transportation challenges within these areas.

Figure 7-5: Median Household Income by Census Tract

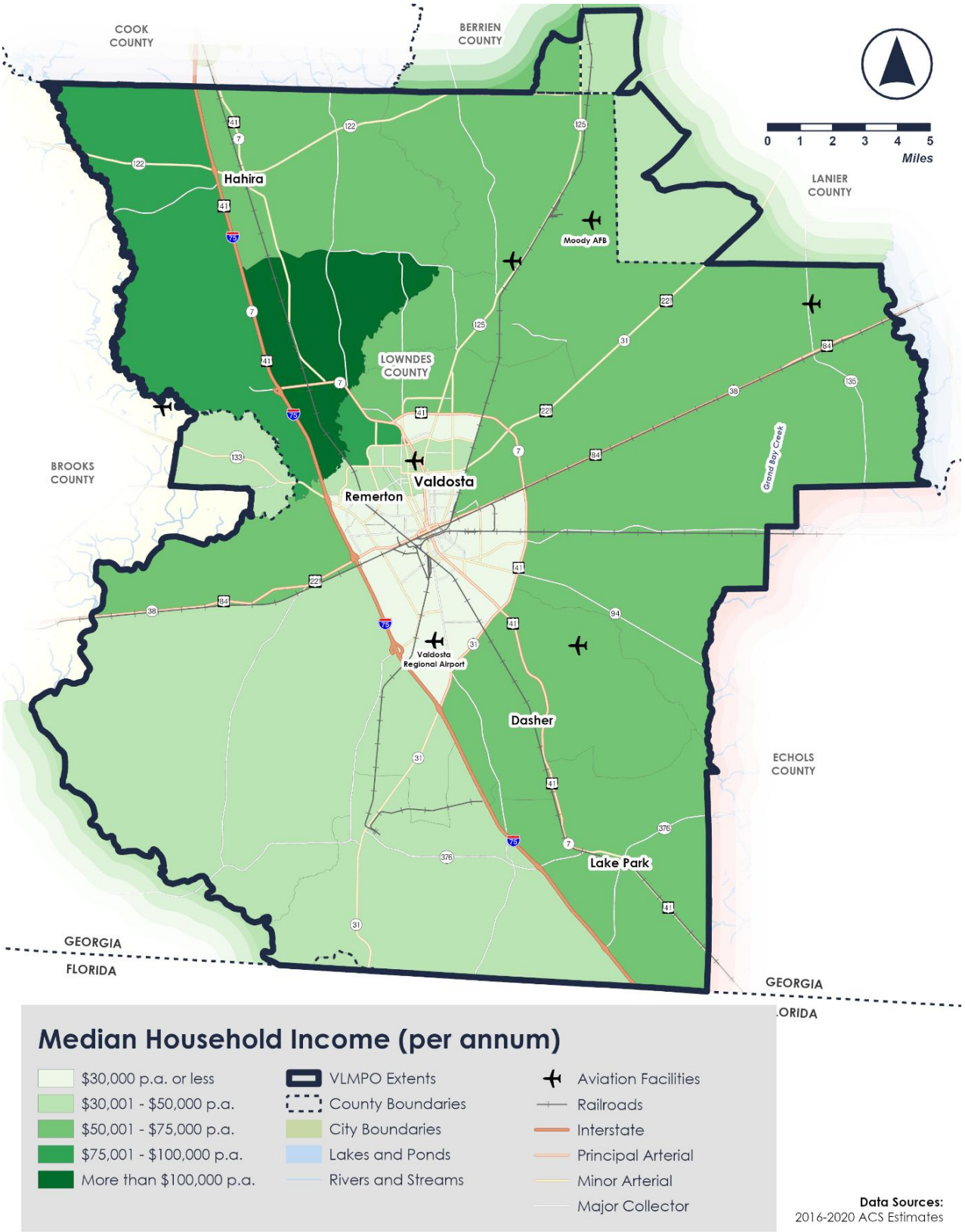


Figure 7-6: Percent Zero Vehicle Households by Census Tract

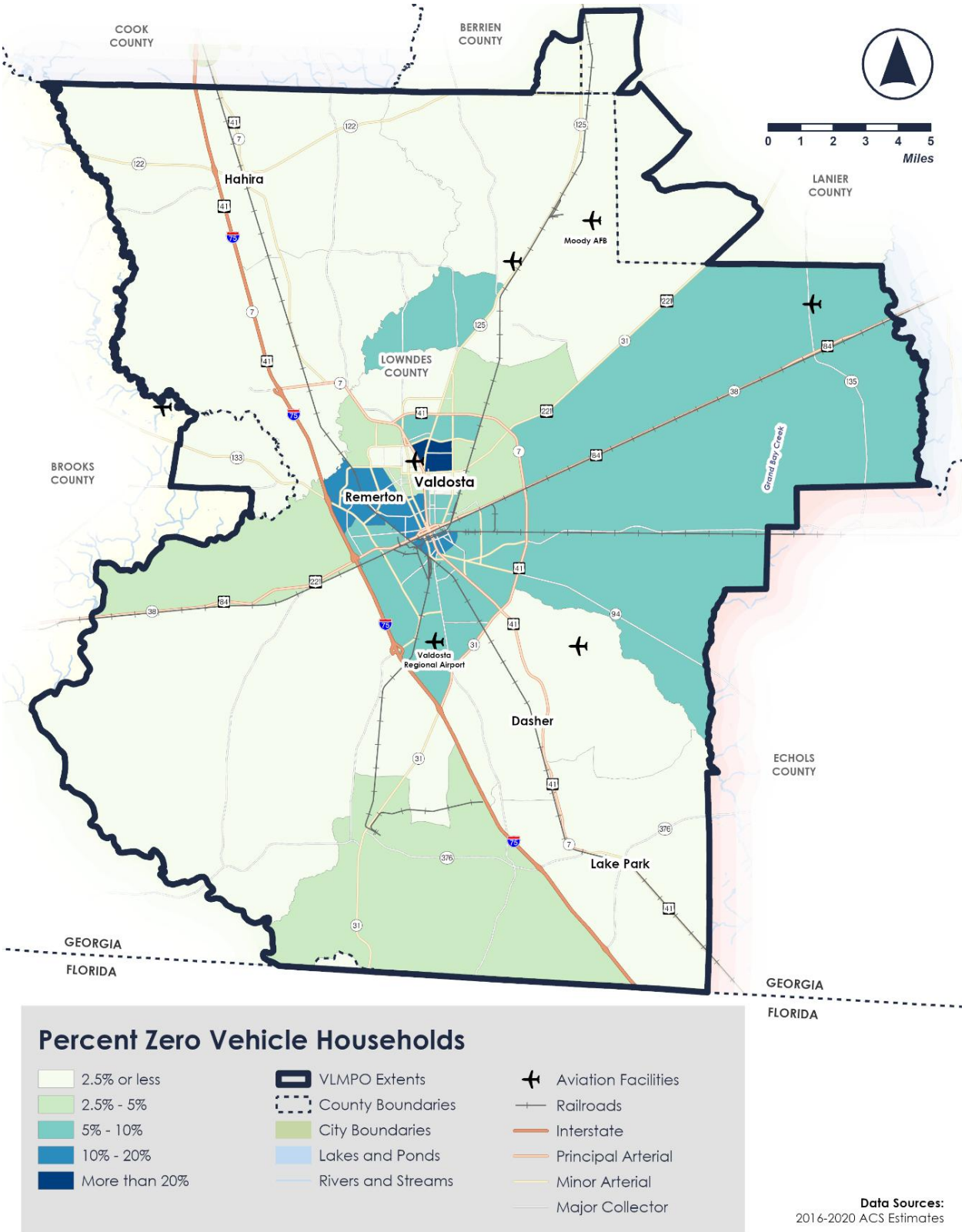
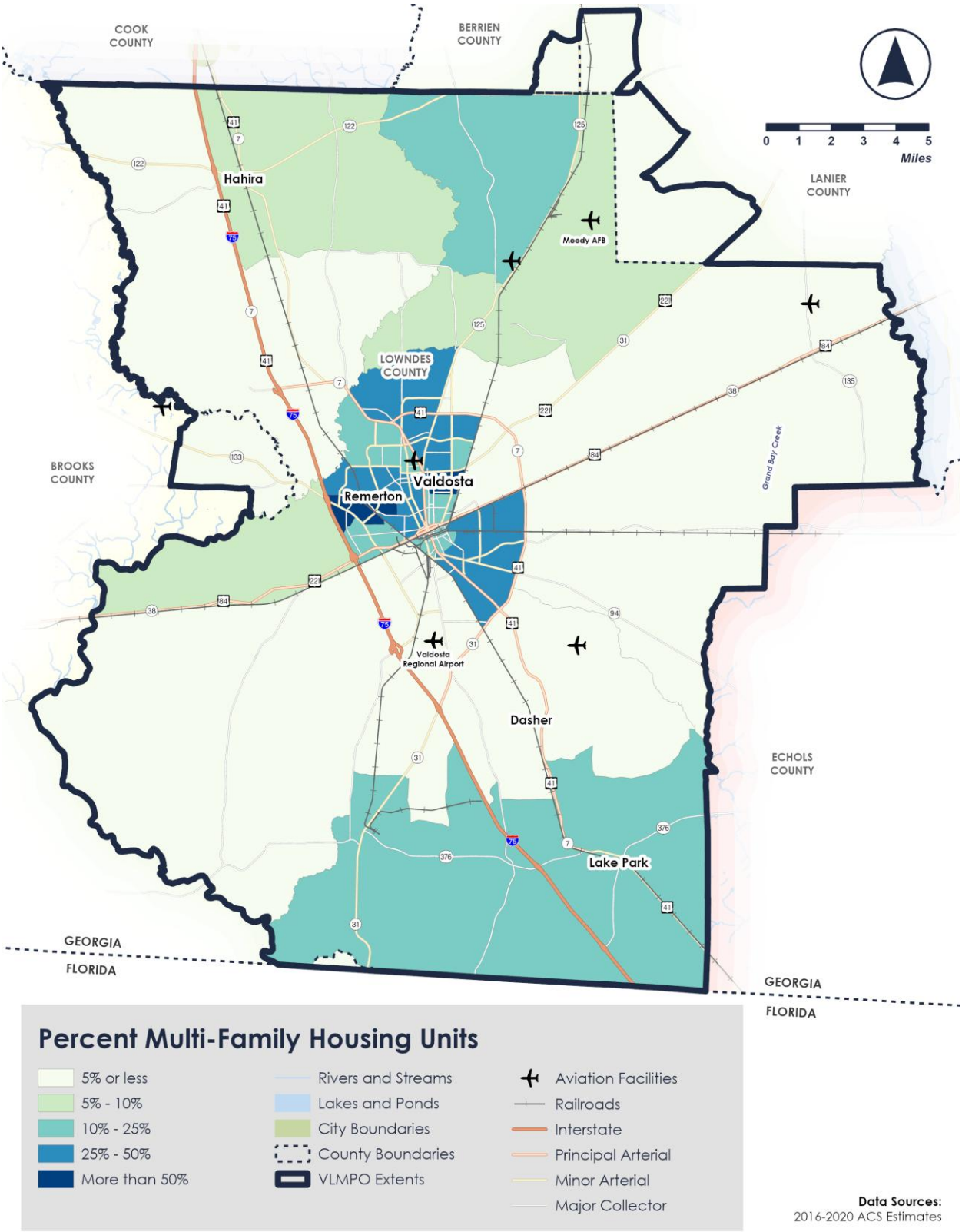


Figure 7-7: Percent Multi-Family Housing Units



8 SOCIOECONOMIC PROFILE

The Valdosta region (Berrien, Brooks, Lanier, and Lowndes Counties) has experienced varying levels of growth over the past decades. While the state of Georgia has consistently experienced double digit decade growth rates since 1950, the Valdosta region has typically experienced growth rates lower than the state as a whole. In the most recent decade for which complete Census data are available (2010-2020), the state of Georgia grew by 11 percent while the Valdosta region grew by only 5 percent. Only small portions of Berrien, Brooks, and Lanier Counties are included in the MPO area, which had a 2020 population of approximately 122,000. Lowndes County was home to 118,000 of the total MPO area population estimate and was the only county in the region to show statistically significant population growth. **Table 8-1** depicts historic changes in population by decade for the region and the state, while **Figure 8-1** depicts decade growth rates for Georgia versus the Valdosta region.

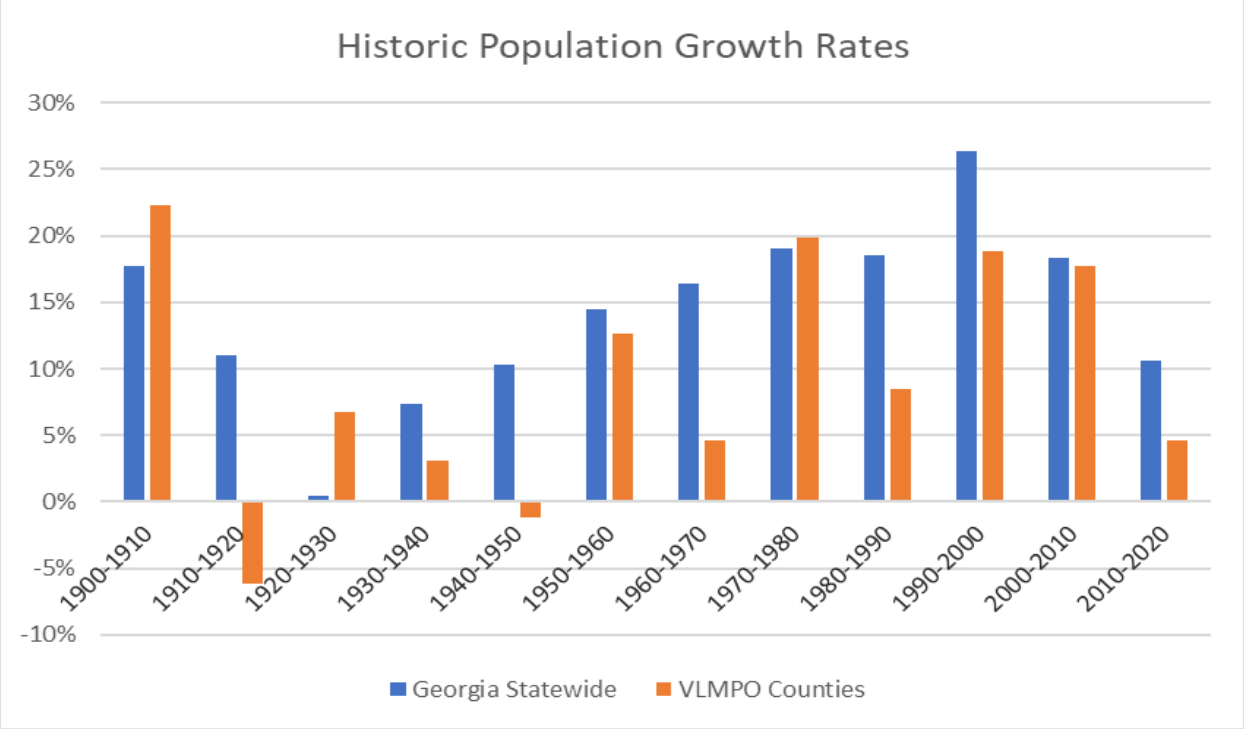
Table 8-1: Historic Population Growth in Georgia and Valdosta Region

Year	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Georgia	**2,216,331**	**2,609,121**	**2,895,832**	**2,908,506**	**3,123,723**	**3,444,578**	**3,943,116**	**4,589,575**	**5,463,105**	**6,478,216**	**8,186,453**	**9,687,653**	**10,711,908**
Decade Growth Rates		*18%*	*11%*	*0%*	*7%*	*10%*	*14%*	*16%*	*19%*	*19%*	*26%*	*18%*	*11%*
Berrien	19,440	22,772	15,573	14,646	15,370	13,966	12,038	11,556	13,525	14,153	16,235	19,361	18,166
Brooks	18,606	23,832	24,538	21,330	20,497	18,169	15,292	13,739	15,255	15,398	16,450	16,246	16,299
Lanier[1]	-	-	-	5,190	5,632	5,151	5,097	5,031	5,654	5,531	7,241	10,104	9,880
Lowndes	20,036	24,436	26,521	29,994	31,860	35,211	49,270	55,112	67,972	75,981	92,115	109,689	118,249
VLMPO~	58,082	71,040	66,632	71,160	73,359	72,497	81,697	85,438	102,406	111,063	132,041	155,400	162,594
Decade Growth Rates		*22%*	*-6%*	*7%*	*3%*	*-1%*	*13%*	*5%*	*20%*	*8%*	*19%*	*18%*	*5%*

Source: US Census Bureau

[1]Lanier County was established in 1920

Figure 8-1: Historic Population Growth Rates for Georgia vs. Valdosta Region



All MPOs use travel demand models to forecast traffic growth. Traffic projections also require demographic forecasts and a validation process to ensure that models accurately estimate current traffic volumes. Most models use the most recent Census year for the base year validation process. Thus, the latest base year model is being developed and validated to reflect year 2020 conditions. The VLMPO consulting team prepared a set of socioeconomic data by traffic analysis zone (TAZ) for use in the model validation process. Base year 2020 socioeconomic estimates used data from the U.S. Census, Longitudinal Employer Household Dynamics (LEHD), area Chambers of Commerce, local school boards, Valdosta State University, Wiregrass Georgia Technical College, and Moody Air Force Base.

This chapter describes data sources and methodologies used to estimate base year 2020 and horizon year 2050 socioeconomic data at the regional, county, and traffic analysis zone (TAZ) level. Base year 2020 TAZ data were validated to standards provided in the report titled *Georgia MPO Travel Demand Models Socioeconomic Data Development Guide* while summed data were compared against multiple data sources. Horizon year 2050 data were disaggregated down from official Georgia County level population forecasts, using existing relationships among demographic variables, recent employment announcements, planned developments, and previously estimated 2045 demographic data for the VLMPO area.

8.1 Base Year 2020 Demographic Profile

Base year 2020 socioeconomic data were compiled at the TAZ level to support the travel demand model validation process. The base year was determined to be 2020 for this data set, for consistency with the U.S. Decennial Census. Population figures, including group quarter populations, number of households, and median household income, were sourced from the 2020 U.S. Census at the block level and then aggregated to the TAZ level. Due to the COVID-19 pandemic in 2020, and its impacts on employment, GDOT requested that 2019 Longitudinal Employer Household Dynamics (LEHD) data be used to estimate employment, rather than 2020. School enrollment data for the 2020-2021 academic year was sourced from The Governor's Office of Student Achievement, while university enrollment data was gathered from Valdosta State University and Wiregrass Georgia Technical College. Employment estimates for Moody Air Force Base (AFB) were obtained directly from AFB staff. Primary data sources and links to each are provided in **Table 8-2**.

Table 8-2: Base Year 2020 Socioeconomic Data Sources

Data	Year	Primary Data Source(s)	Link
Population	2020	US Decennial P.L. 94-171 Redistricting Data	https://www.census.gov/programs-surveys/decennial-census/about/rdo/summary-files.html
Group Quarter Population	2020		
Households	2020		
Median Income	2016-2020	American Community Survey (ACS)	https://www.census.gov/programs-surveys/acs/data.html
Total Employment	2019	LEHD Origin-Destination Employment Statistics (LODES)	https://lehd.ces.census.gov/data/lodes/LODES8/ga/wac/ga_wac_S000_JT00_2019.csv.gz
Agriculture, Mining, and Construction (AMC) Employment	2019		
Manufacturing, Transportation, Communication, Utilities and Warehousing (MTCUW) Employment	2019		
Retail Employment	2019		
Service Employment	2019		
School (K-12) Enrollment	2019-2020	The Governor's Office of Student Achievement	https://download.gosa.ga.gov/2020/Enrollment_By_Grade_Level_2020_Dec112020.csv
University Enrollment	2019-2020	Valdosta State University, Moody Air Force Base	https://www.valdosta.edu/administration/institutional-research/documents/factbook/factbook_2020_update.pdf

To ensure accuracy, base year 2020 socioeconomic data were cross-checked with local sources, land use, and satellite imagery. TAZ data were validated to GDOT standards provided in the report titled *Georgia MPO Travel Demand Models Socioeconomic Data Development Guide*, prepared in August 2023. Summed data were also compared against other data sources such as Woods & Poole, the Georgia

Department of Labor, and the Georgia Department of Education. Thematic mapping of key demographic attributes was also used as a logic check on TAZ estimates

8.1.1 Population and Households

The population within the VLMPO region is primarily concentrated towards the northern areas of Valdosta and Remerton, extending from downtown Valdosta to the areas around US-41. Significant population concentrations are also found to the northeast along Bemiss Road, extending towards Moody AFB, and in the northwest in and around Hahira. The western areas of the VLMPO region, particularly west of I-75 around US-84 and GA-133, have been identified as rapidly growing in recent years. Additionally, there is a notable population cluster in the city of Lake Park, particularly towards the south and southwest. The year 2020 household distribution within the VLMPO region at the TAZ level largely mirrors the population distribution patterns. **Table 8-3** presents a summary of the base year 2020 population and households. Maps depicting the distribution of the 2020 population and households by traffic analysis zone (TAZ) are depicted in Figure 8-2 and Figure 8-3, respectively.

Table 8-3: Base Year 2020 Population and Household data by County in MPO Area

County	Population	Group Quarter Population	Households	Median Income
Berrien	44	0	9	$42,893
Brooks	2,188	0	889	$44,873
Lanier	1,783	0	597	$43,839
Lowndes	118,262	5,527	44,210	$42,328
VLMPO Area	**122,277**	**5,527**	**45,705**	

Figure 8-2: Base Year 2020 Population Distribution by TAZ

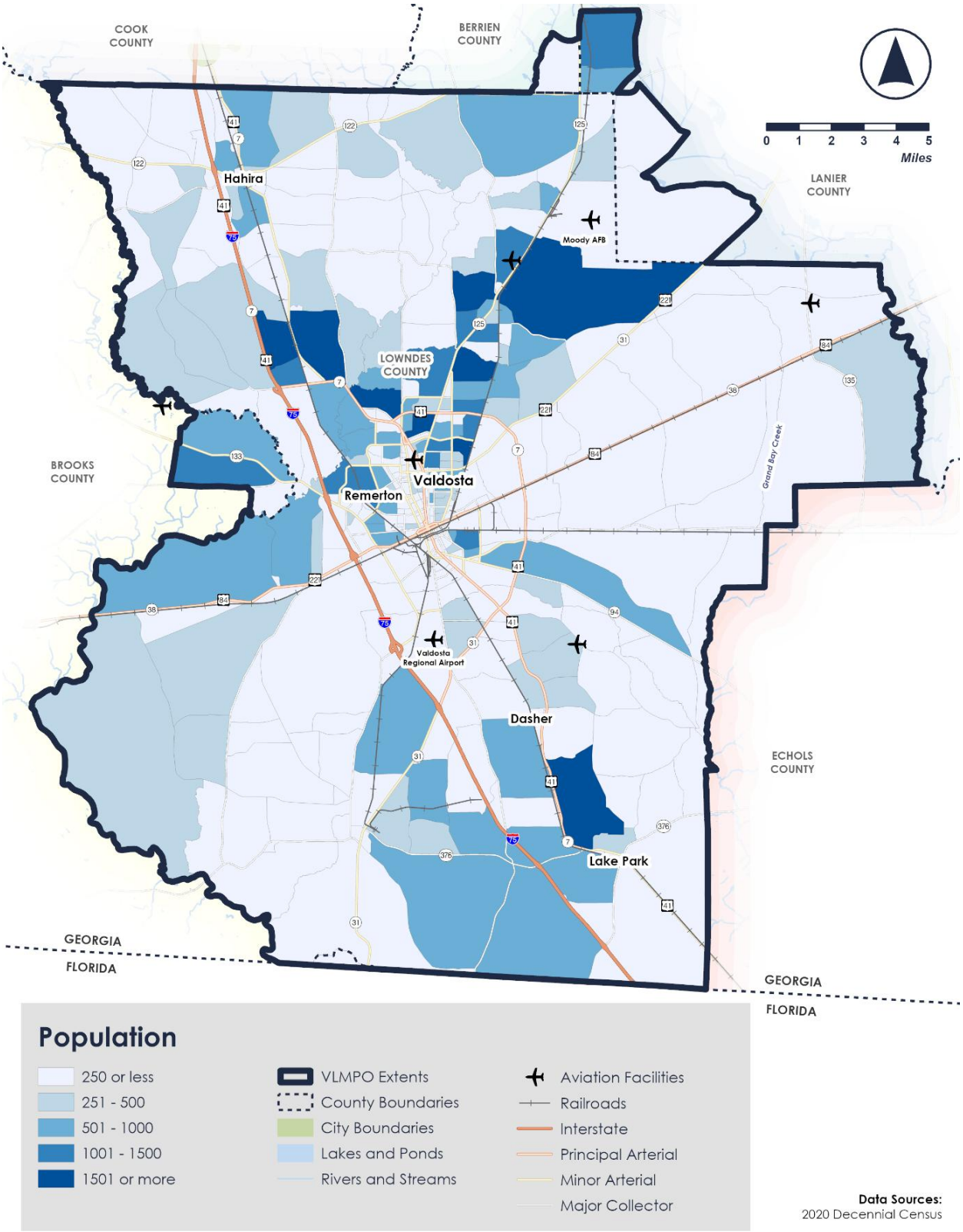
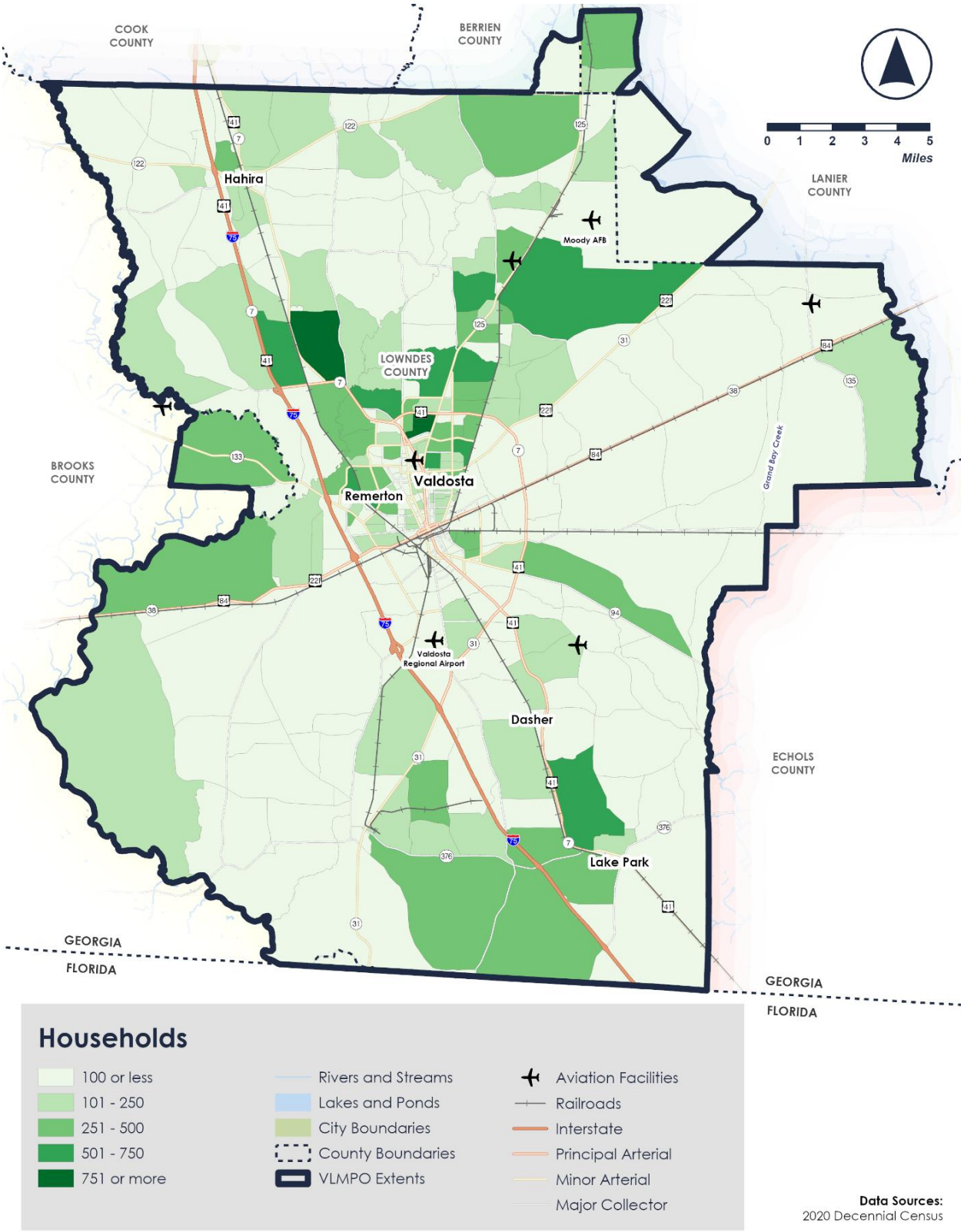


Figure 8-3: Base Year 2020 Household Distribution by TAZ



8.1.2 Employment

Employment within the VLMPO region is concentrated around major corridors such as I-75 and US-41, near the cities of Valdosta, Remerton, and areas in and around the Valdosta Regional Airport. Moody Air Force Base is the largest employer in the region with over 6,000 employees, followed by South Georgia Medical Center, Walmart, Valdosta State University, and the Valdosta and Lowndes County school systems.

Table 8-4 summarizes the base year 2020 employment within the VLMPO region by county and four major employment categories:

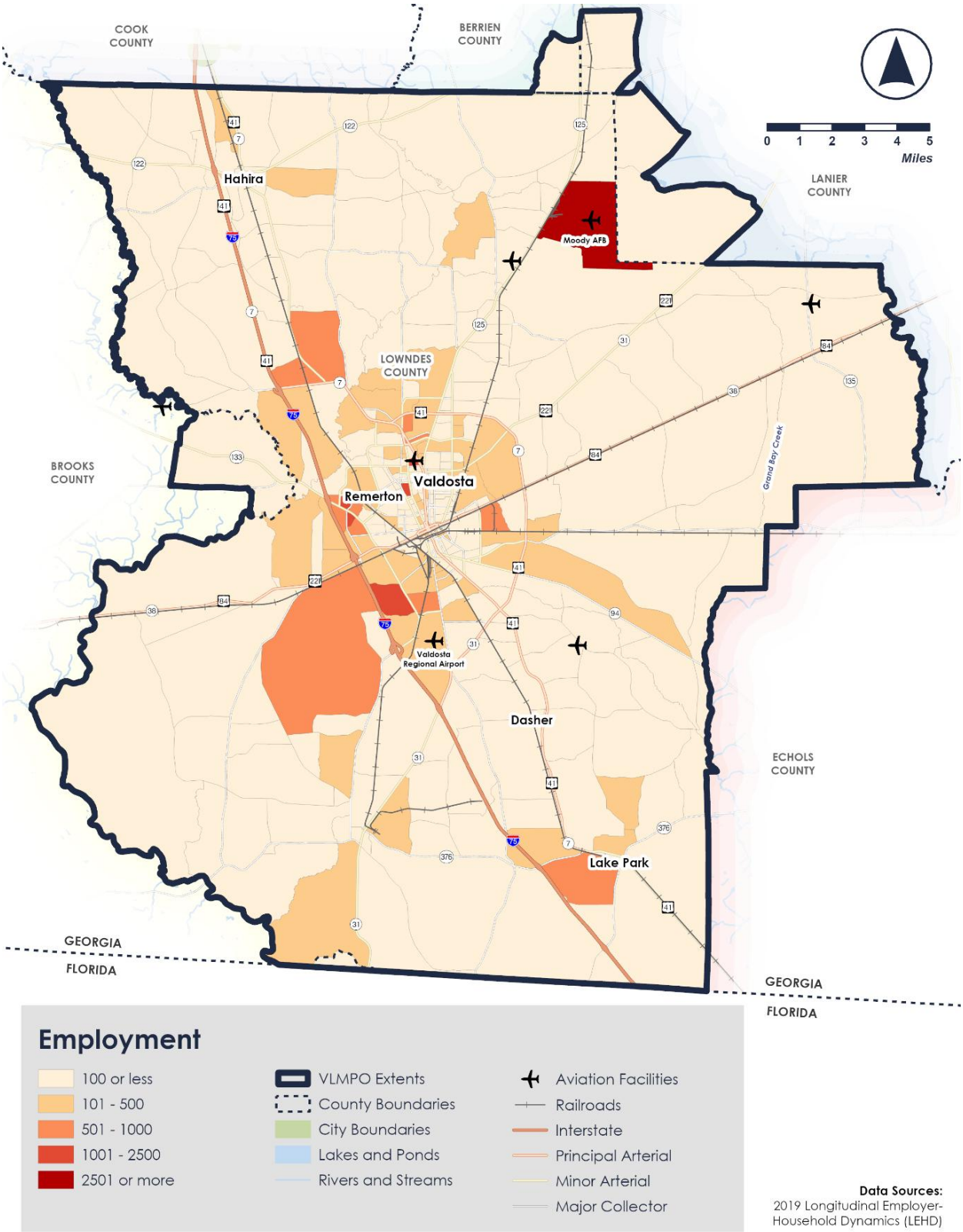
- AMC: Agriculture, Mining, and Construction
- MTCUW: Manufacturing, Transportation and Warehousing, Communications, Utilities, and Wholesale Trade
- RET: Retail Trade
- SERV: All Service sectors (including public administration)

Table 8-4: Base Year 2020 Employment Data by Type and County

County	AMC Employment	MTCUW Employment	RET Employment	SERV Employment	TOTAL Employment
Berrien	0	0	0	0	0
Brooks	27	4	26	11	68
Lanier	0	0	1	4	5
Lowndes	3,121	7,875	29,135	10,403	50,534
VLMPO Area	**3,148**	**7,879**	**29,161**	**10,418**	**50,607**

Figure 8-4 depicts the distribution of total employment by TAZ.

Figure 8-4: Base Year 2019 Employment Distribution by TAZ



8.1.3 K-12 and University Enrollment

Table 8-5 below compiled from The Governor's Office of Student Achievement provides the K-12 enrollment data for public schools within the VLMPO area. Based on the location of these schools, the school enrollment data is assigned to the respective TAZ.

Table 8-5: Base Year 2020 School Enrollment Data

School Name	School District	TAZ ID	K-12 Enrollment
W.G. Nunn Elementary	Valdosta City	45	962
S.L. Mason Elementary School	Valdosta City	265	820
Sallas Mahone Elementary	Valdosta City	380	1,039
J. L. Lomax Elementary School	Valdosta City	110	593
Pinevale Elementary School	Valdosta City	103	557
Valdosta Middle School	Valdosta City	367	1,110
Newbern Middle School	Valdosta City	39	932
Valdosta High School	Valdosta City	70	2,111
Dewar Elementary	Lowndes County	36	781
Westside Elementary School	Lowndes County	245	888
Moulton-Branch Elementary School	Lowndes County	113	564
Lake Park Elementary School	Lowndes County	162	653
Hahira Elementary School	Lowndes County	413	750
Pine Grove Elementary School	Lowndes County	390	683
Clyattville Elementary School	Lowndes County	206	598
Hahira Middle School	Lowndes County	416	947
Lowndes Middle School	Lowndes County	178	840
Pine Grove Middle School	Lowndes County	390	837
Lowndes High School	Lowndes County	247	2,934
TOTAL			**18,599**

These enrollment figures provide insight into the educational landscape, demographic distribution, and school trips within the VLMPO area.

8.2 Horizon Year 2050 Demographic Profile

Recently there has been much discussion in numerous fields about Decision Making Under Deep Uncertainty (DMDU). According to the DMDU Society, "deep uncertainty exists when parties to a decision do not know, or cannot agree on, the system model that relates action to consequences, the probability distributions to place over the inputs to these models, which consequences to consider and their relative importance." In the field of transportation planning, DMDU refers to uncertainty over future development patterns, demographic and work trends, and adoption of new transportation modes.

Thus, while socioeconomic and traffic forecasts described in this section of the report are consistent with recent trends and population growth estimates from the Governor's Office of Planning and Budgeting (GOPB), it is important to acknowledge that predicting the future is fraught with unpredictability. Nonetheless, it is important to plan for the long-term future and periodically reassess these predictions using new data. Hence, Federal requirements for updating MTPs and their assumptions every five years. Appendix E documents an alternative future land use scenario, the assumptions in making this alternate future come to life, and some of the implications for planning the region's transportation system.

Future year 2050 population and household forecasts are primarily based on county-level forecasts provided by the GOPB. These county-level population projections serve as control totals for TAZ-level population projections within the VLMPO region. For counties that are only partially within the VLMPO region, specifically Berrien, Brooks, and Lanier counties, proportional estimates were applied to align with the regional boundaries. It was assumed that the proportion of the county population located within the VLMPO study area in 2050 would be the same as found in 2020.

Assumptions were made to maintain household sizes (population per household) and employment per population ratios consistent with base year values for the projections. For validation, the results were cross-checked with the Woods & Poole 2021 Forecasts for the year 2050, though the OPB data were prioritized as the primary source.

Table 8-6 provides a comparative overview of the control totals for population, households, and employment between the base year (2020) and projected year (2050) across all counties within the VLMPO region.

Table 8-6: Comparison of 2020 and 2050 Control Total Estimates

	Berrien	Brooks	Lanier	Lowndes
Base Year - 2020				
Population	18,160	16,301	9,877	118,251
Households	7,118	6,359	3,570	44,207
Employment	3,806	2,764	1,244	48,096
Employment per Population	0.21	0.17	0.13	0.41
Population per Household	2.55	2.56	2.77	2.67
Georgia Governor's Office of Planning and Budget Population Forecasts (OPB) - 2050				
Population	18,634	15,305	10,741	144,657
Wood & Poole Forecasts 2021 Forecasts - 2050				
Population	22,233	14,852	14,510	145,587
Households	6,541	7,816	4,093	87,114
Employment	9,249	6,380	5,892	56,051
Employment per Population	0.42	0.43	0.41	0.39
Population per Household	3.40	1.90	3.55	1.67

Employment proportions across categories were assumed to remain stable throughout the projection period. School enrollment growth was projected to match population growth rates, with adjustments made for Moody Air Force Base based on recent plans to accommodate additional soldiers. Enrollment at Valdosta State University was assumed to remain constant based on information from university officials. The preliminary projection results were aligned with GDOT standards on persons per household and employment per student enrollment at each school site.

8.2.1 Year 2050 Population and Households

The majority of population growth within the VLMPO region is anticipated in areas identified for future development by VLMPO staff, particularly in the "Val Del" area north of Valdosta and Remerton, around Bethany Road between Old US 41N and GA-125. Additionally, significant population increases are expected west of I-75, around US-84 and GA-133.

Table 8-7 presents the projected totals for population and households by county for the year 2050 within the MPO study area, while **Figure 8-5** and **Figure 8-6** illustrate the spatial distribution of population and households by TAZ.

Table 8-7: Future Year 2050 Population and Household Totals

County	Population	Group Quarter Population	Households	Median Income
Berrien	44	0	13	$42,893
Brooks	2,403	0	973	$44,873
Lanier	1,827	0	613	$43,839
Lowndes	144,300	6,284	53,833	$42,328
VLMPO Area	**148,574**	**6,284**	**55,432**	

Table 8-8 highlights the changes in population and household totals from the base year 2020 to 2050, along with the corresponding percent change and Compound Annual Growth Rate (CAGR). **Figure 8-7** and **Figure 8-8** provide visual representations of these changes by TAZ, indicating areas with the most significant growth in the darkest hues. Residential growth is anticipated to be greatest in outlying suburban communities presently experiencing significant housing construction and increasing congestion.

Table 8-8: Change in Population and Household 2020 - 2050

	Population				Households			
	Base (2020)	Future (2050)	Percent Change	CAGR*	Base (2020)	Future (2050)	Percent Change	CAGR*
Berrien	44	44	0.0%	0.0%	9	13	44.4%	1.2%
Brooks	2,188	2,403	9.8%	0.3%	889	973	9.4%	0.3%
Lanier	1,783	1,827	2.5%	0.1%	597	613	2.7%	0.1%
Lowndes	118,262	144,300	22.0%	0.7%	44,210	53,833	21.8%	0.7%
VLMPO	**122,277**	**148,574**	**21.5%**	**0.7%**	**45,705**	**55,432**	**21.3%**	**0.6%**

**CAGR = Compound Annual Growth Rate*

8.2.2 Employment

Employment in the VLMPO region is projected to grow across all sectors, with notable concentrations around Valdosta, Hahira, Moody AFB, and Valdosta Regional Airport. The employment projections by type for 2050, broken down by county, are detailed in **Table 8-9**, while **Figure 8-9** depicts the distribution of employment by TAZ.

Figure 8-5: Future Year 2050 Population Distribution by TAZ

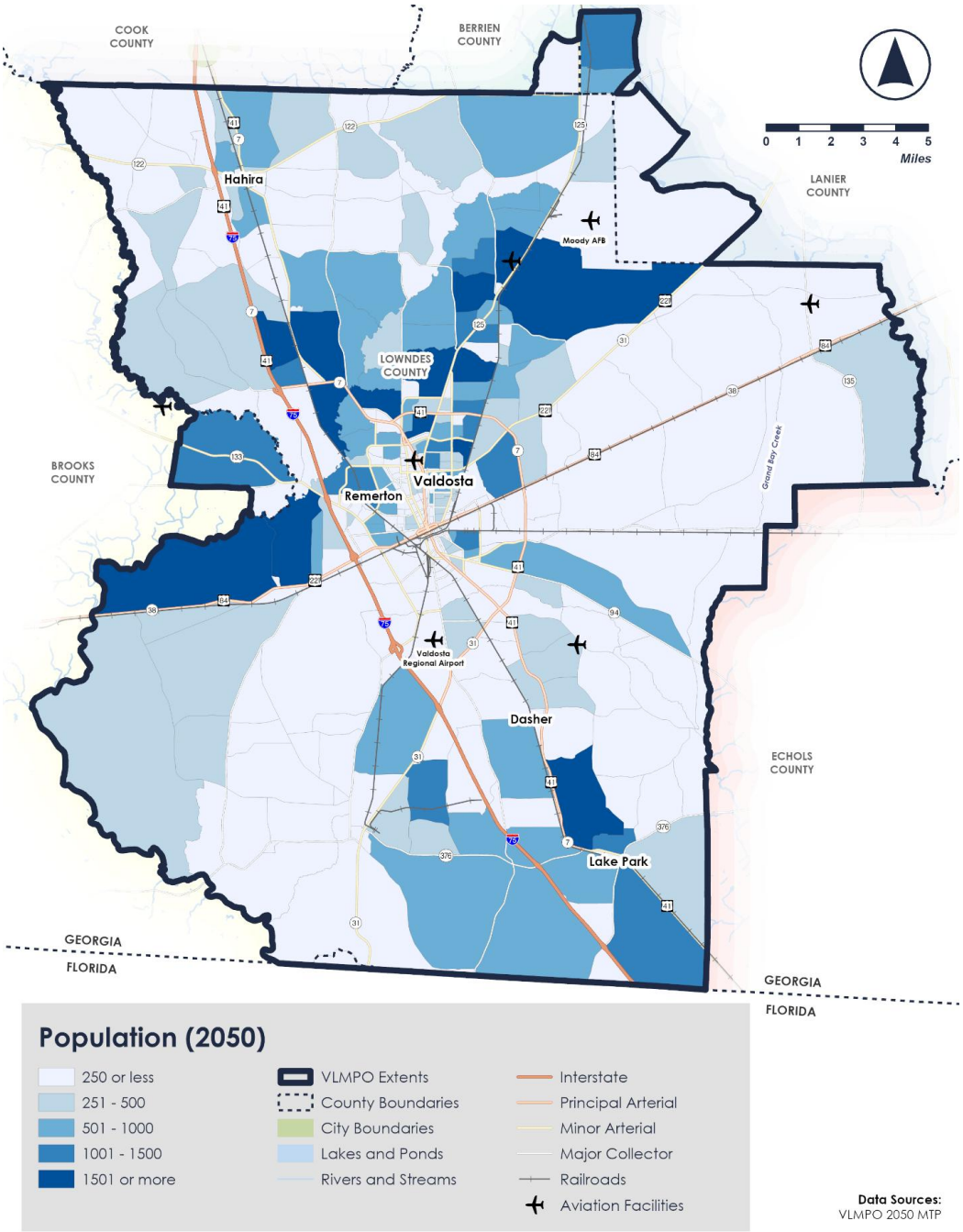


Figure 8-6: Future Year 2050 Households by TAZ

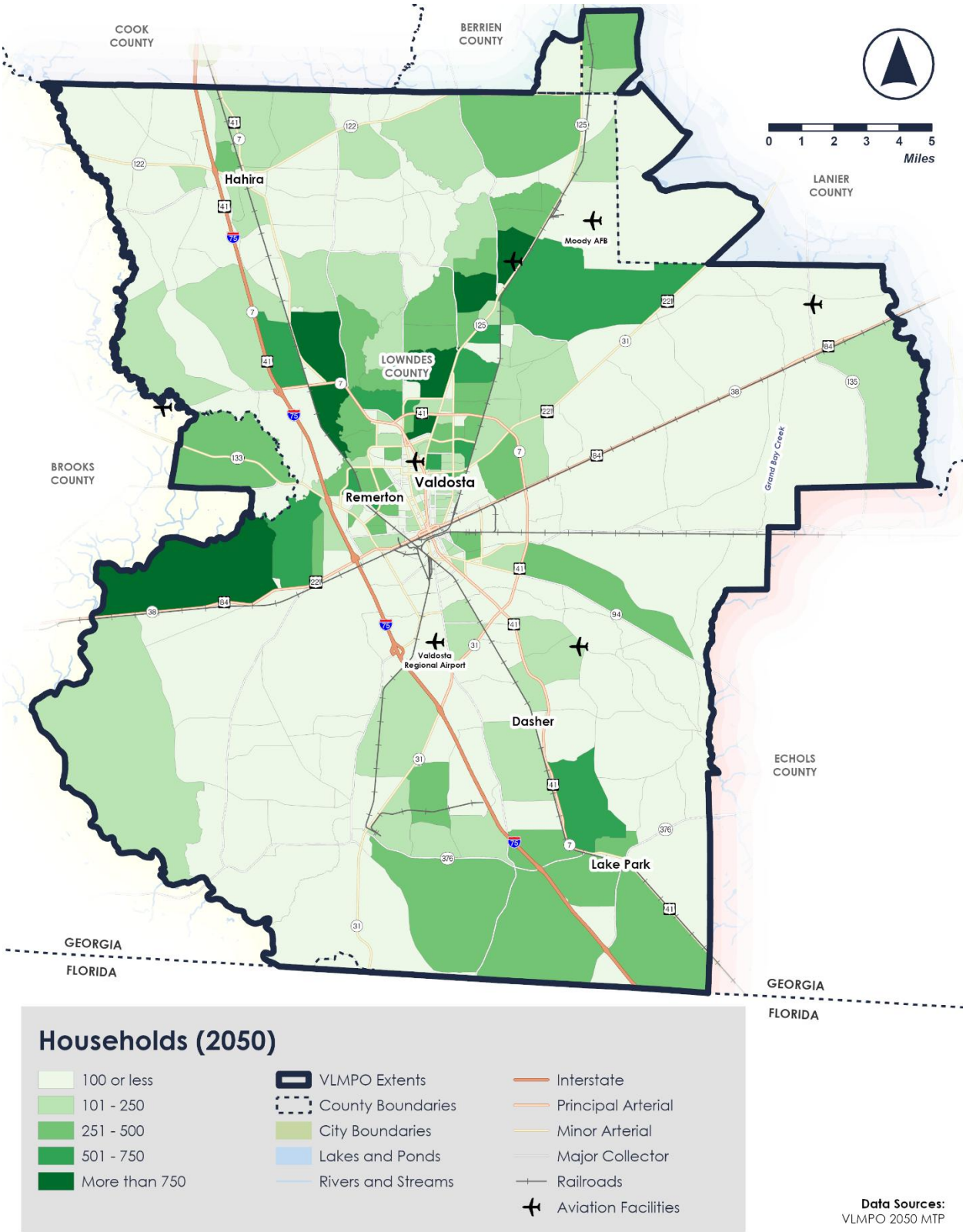


Figure 8-7: Change in Population (2020 – 2050) by TAZ

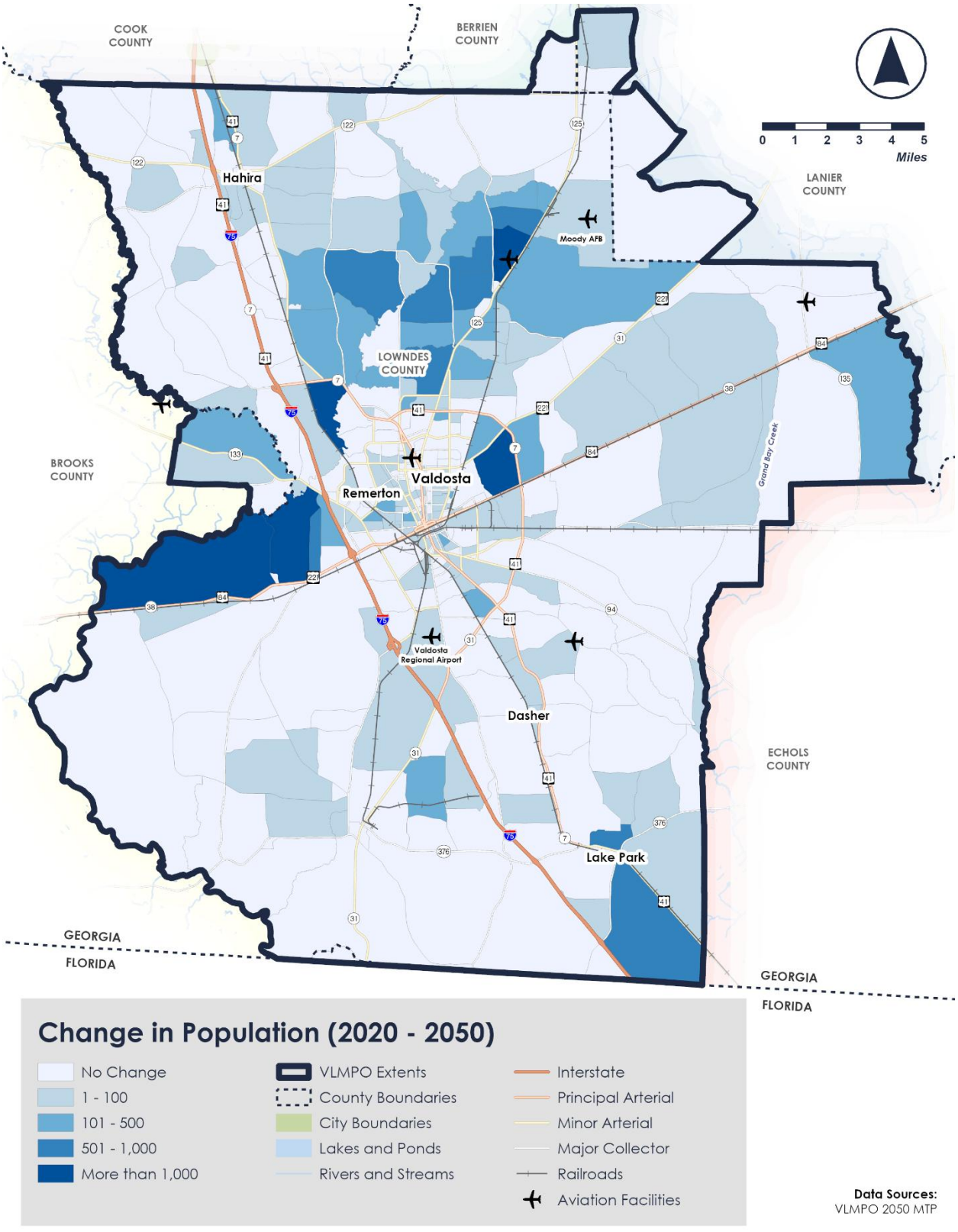


Figure 8-8: Change in Households (2020 – 2050) by TAZ

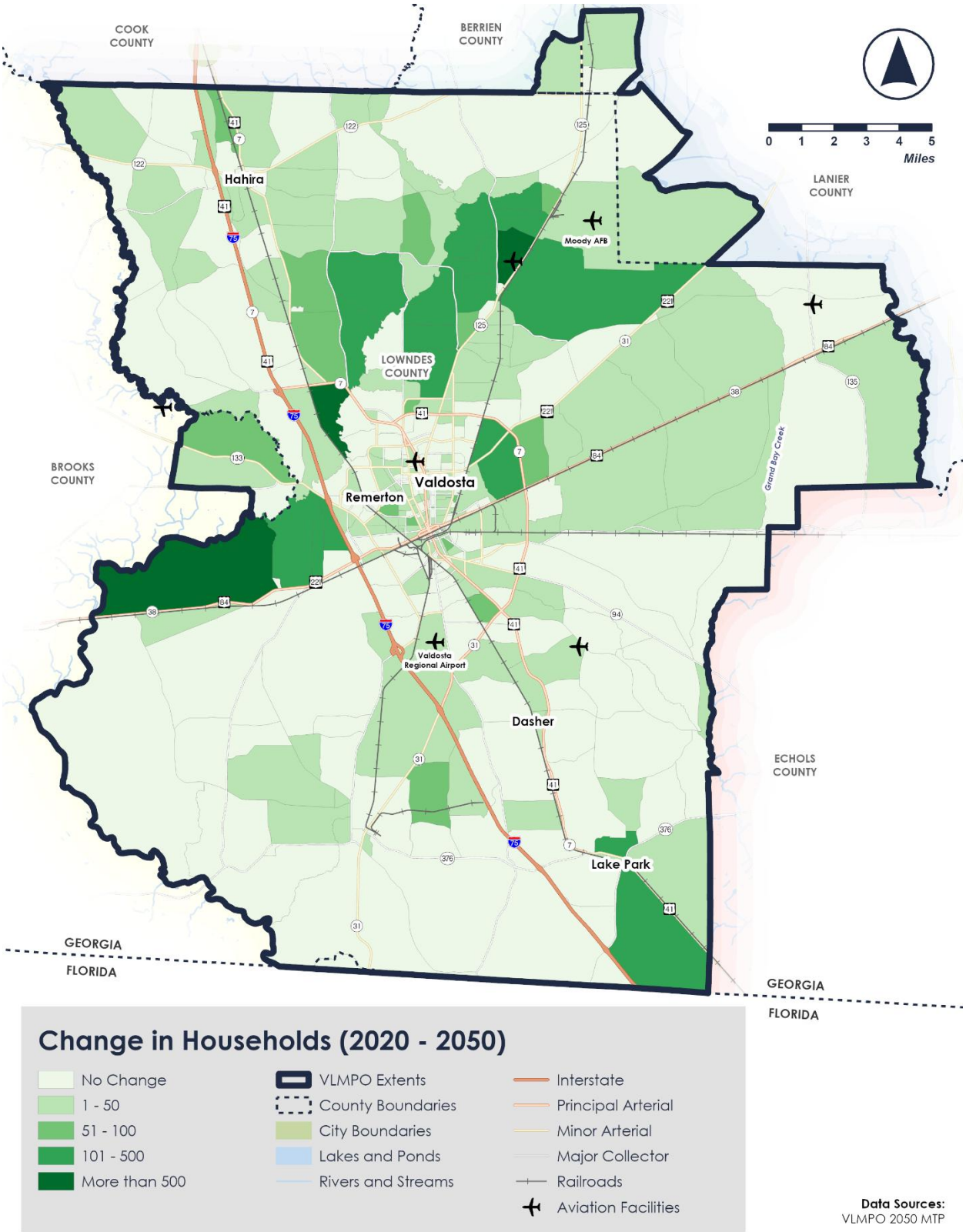


Table 8-9: Future Year 2050 Employment by Type

County	AMC Employment	MTCUW Employment	RET Employment	SERV Employment	TOTAL Employment
Berrien	2	0	0	1	3
Brooks	28	4	35	14	81
Lanier	0	0	1	8	9
Lowndes	4,616	9,795	12,283	36,051	62,745
VLMPO Area	**4,646**	**9,799**	**12,319**	**36,074**	**62,838**

Table 8-10 compares the base year (2020) employment with future projections (2050), showing the expected changes in employment by county, along with the percent change and CAGR, within the MPO study area. **Figure 8-10** provides a visual representation of these employment changes by TAZ, highlighting areas of significant employment growth within the region. The most significant changes in employment are anticipated along major highway corridors and areas where significant employment already exists.

Table 8-10: Change in Employment 2020 - 2050

County	Base Year 2020 Employment	Future Year 2050 Employment	Difference (2020-2050)	Percent Change	CAGR*
Berrien	0	3	3	-	-
Brooks	68	81	13	19.1%	0.58%
Lanier	5	9	4	80.0%	1.98%
Lowndes	50,534	62,745	12,211	24.2%	0.72%
VLMPO Area	**50,607**	**62,838**	**12,231**	**24.2%**	**0.72%**

**CAGR = Compound Annual Growth Rate*

8.2.3 K-12 and University Enrollment

The projected growth in K-12 school enrollment is expected to align with the expected population growth rates across the region. Barring any more detailed information, student enrollment at all public schools was increased using the same growth rate as the study area population. Officials contacted at Valdosta State University indicated that enrollment was expected to remain constant. Enrollment was also assumed to remain unchanged over the planning period at Wiregrass Georgia College. Recent announcements at Moody AFB formed the basis of employment growth assumptions at this military facility.

Figure 8-9: Future Year 2020 Employment by TAZ

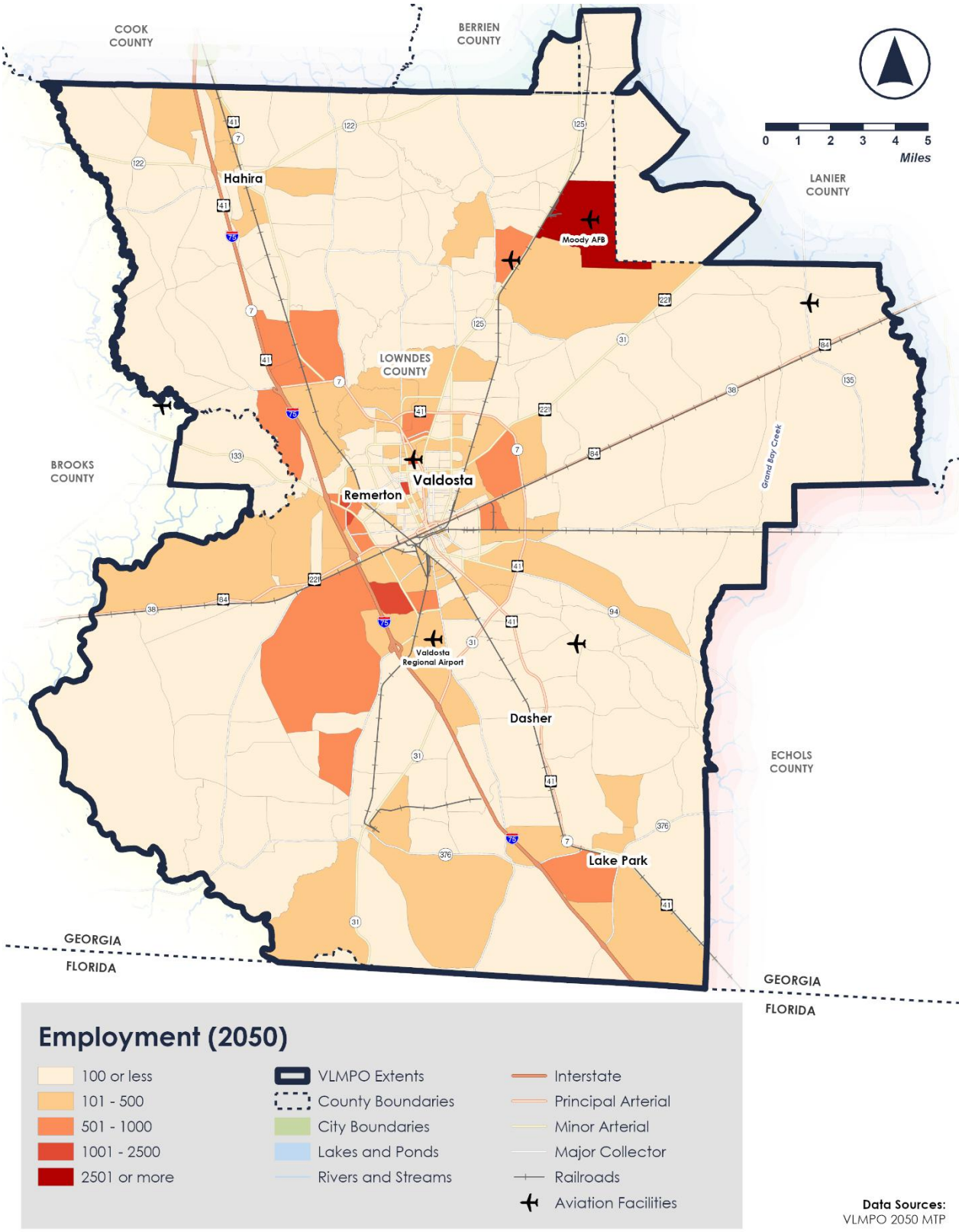
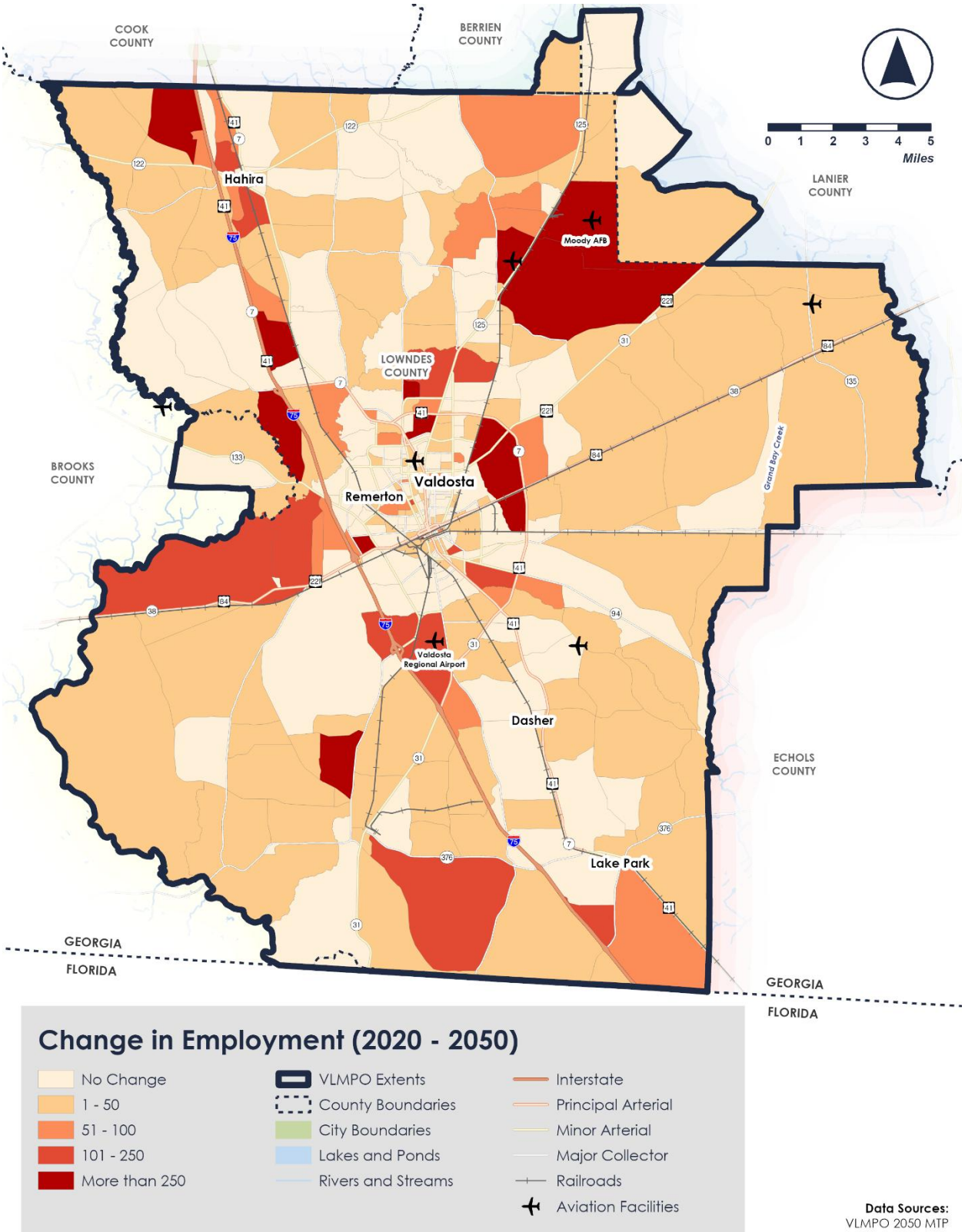


Figure 8-10: Change in Employment (2020 – 2050) by TAZ



9 NEEDS ASSESSMENT

This section of the report describes recommended 2050 projects for all modes of transportation. These projects were identified through a review of projects recommended in the previous 2045 MTP along with partially funded commitments in the TIP and TIA, 2050 travel demand forecasts and level-of-service (LOS) deficiencies, stakeholder meetings, public workshops, and special outreach to underserved communities through the HEAL framework, described earlier in this report.

9.1 Future Year 2050 Travel Demand Forecasts

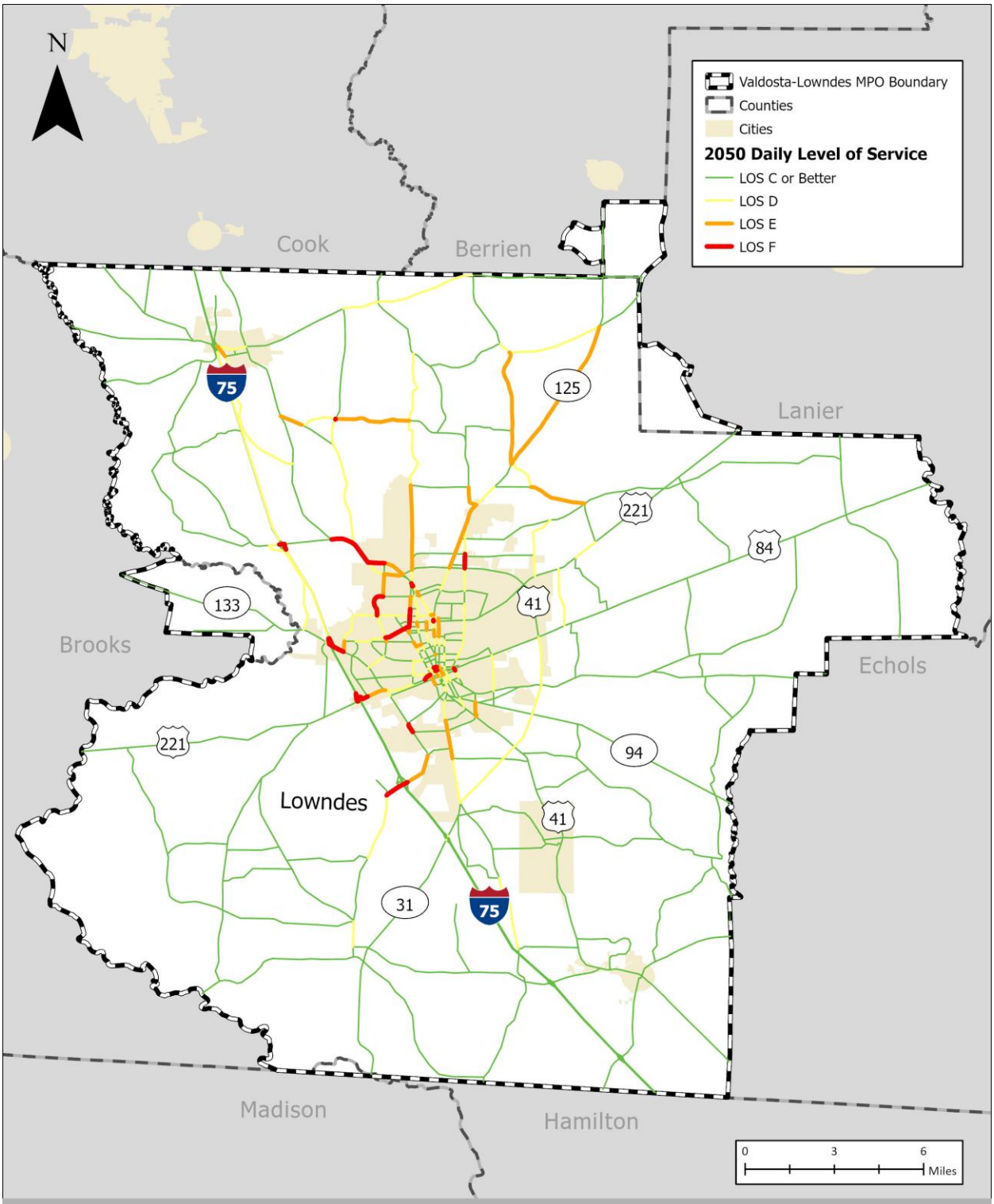
GDOT has taken the lead in the development, validation, and calibration of travel demand forecasting models for most MPOs in the state. GDOT and its consulting team used the base year 2020 socioeconomic estimates presented in the MTP Existing Conditions Report as input to their model development process. Once this base year model was developed, GDOT looked to VLMPO staff and the 2050 MTP study team to identify transportation projects completed since the 2020 base year and funded in the MPO Transportation Improvement Program (TIP) and Statewide TIP (STIP), along with local funding sources such as the Southern Georgia Transportation Investment Act (TIA). Using this information in combination with the 2050 socioeconomic forecasts, the GDOT team prepared 2050 travel demand forecasts for three network scenarios:

- 2050 Do Nothing – 2020 Base year plus any projects that either opened to traffic since the base year or are currently under construction.
- 2050 Existing-plus-Committed (E+C) – Do-Nothing plus projects with construction (CST) funding in the STIP years 2024-2027 plus local projects with CST funded in the MPO's current TIP.
- 2050 TIP/STIP – E+C plus projects with preliminary engineering (PE) and/or right of way (ROW) funded in the STIP years 2024-2027 plus local projects with PE and/or ROW funding in the MPO's current TIP.

Figure 9-1 through **Figure 9-3**, prepared by the GDOT consulting team, depict 2050 LOS for each of the above scenarios, respectively. As noted, even with the inclusion of committed roadway projects, there will likely be a significant number of roadway segments experiencing congestion (LOS E or F). During the MTP Update, GDOT indicated that the Five Points Roundabout on North Valdosta Road (SR 7/Business US 41) was fully funded. Due to the lateness of this announcement, this project was not included in the TIP or STIP model networks. While the project was initially included in the 2050 MTP, it has since been removed as a committed roadway project.

Figure 9-4 and **Figure 9-5** provide composite overlays of household and employment growth, respectively, along with 2050 E+C level-of-service (LOS) and committed roadway projects. These composite maps show (1) where 2050 LOS is expected to be problematic; (2) where committed transportation investments are in relation to poor LOS; and (3) a background layer showing where these things occur in relation to population and employment growth. As noted, even with the inclusion of committed roadway projects, there will likely be a significant number of roadway segments experiencing congestion (LOS E or F) in the year 2050, including the following corridors listed on page 114:

Figure 9-1: 2050 LOS with Do Nothing Network



Valdosta 2050 Travel Demand Model Network
Daily Modeled Volumes (Both Directions)

Figure 9-2: 2050 LOS with E+C Network

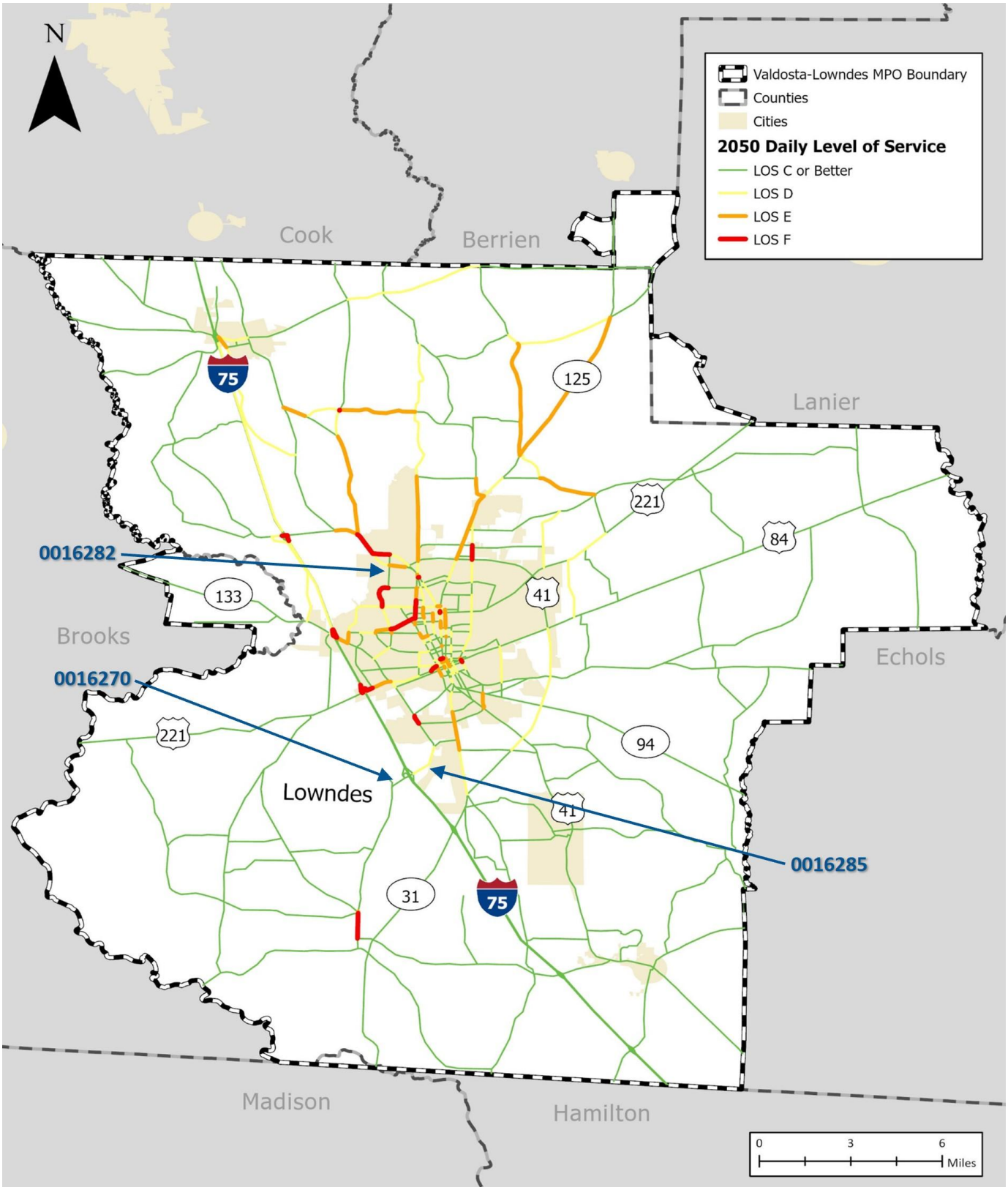


Figure 9-3: 2050 LOS with TIP/STIP Network

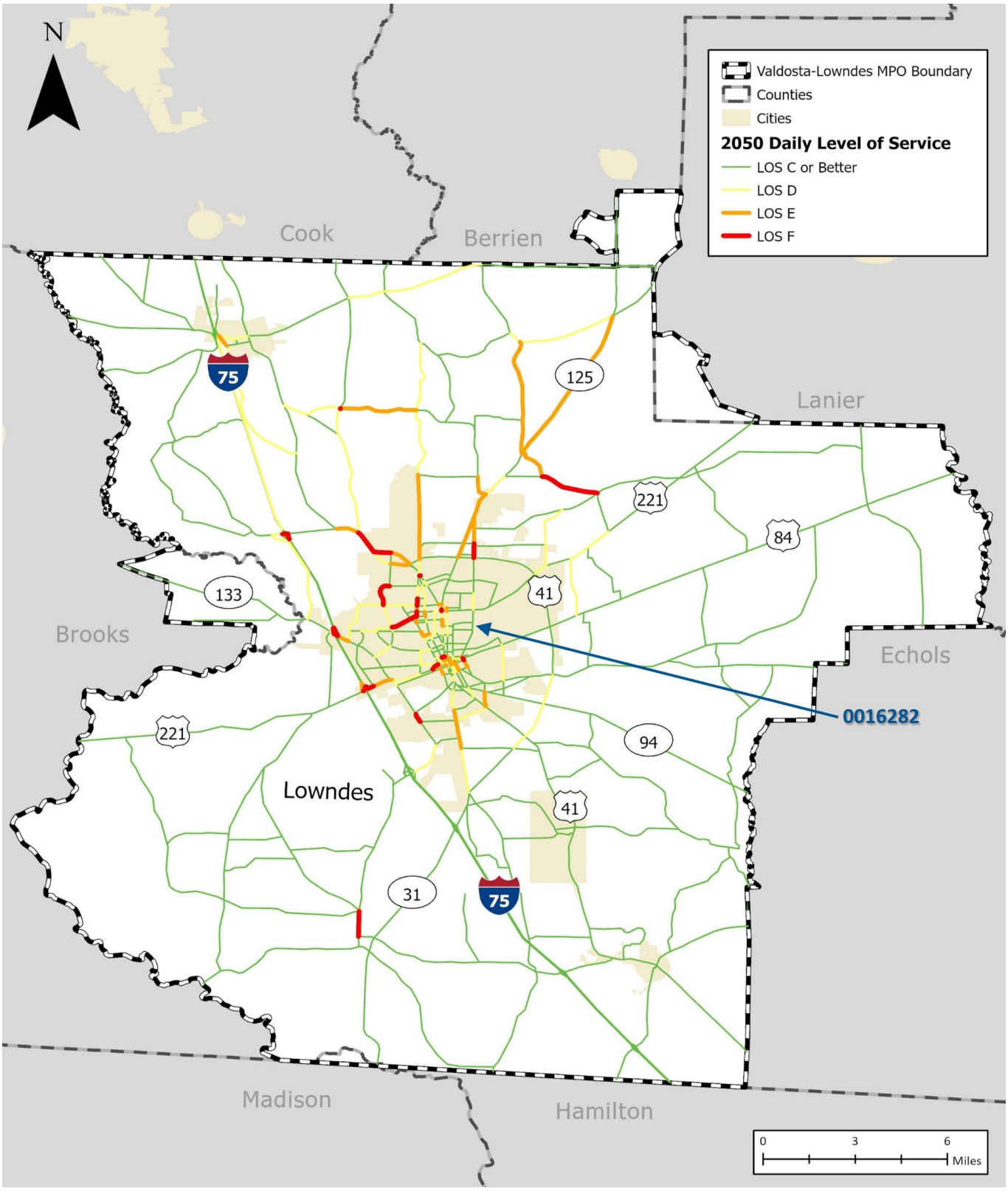


Figure 9-4: 2050 E+C Projects and LOS with Anticipated Household Growth

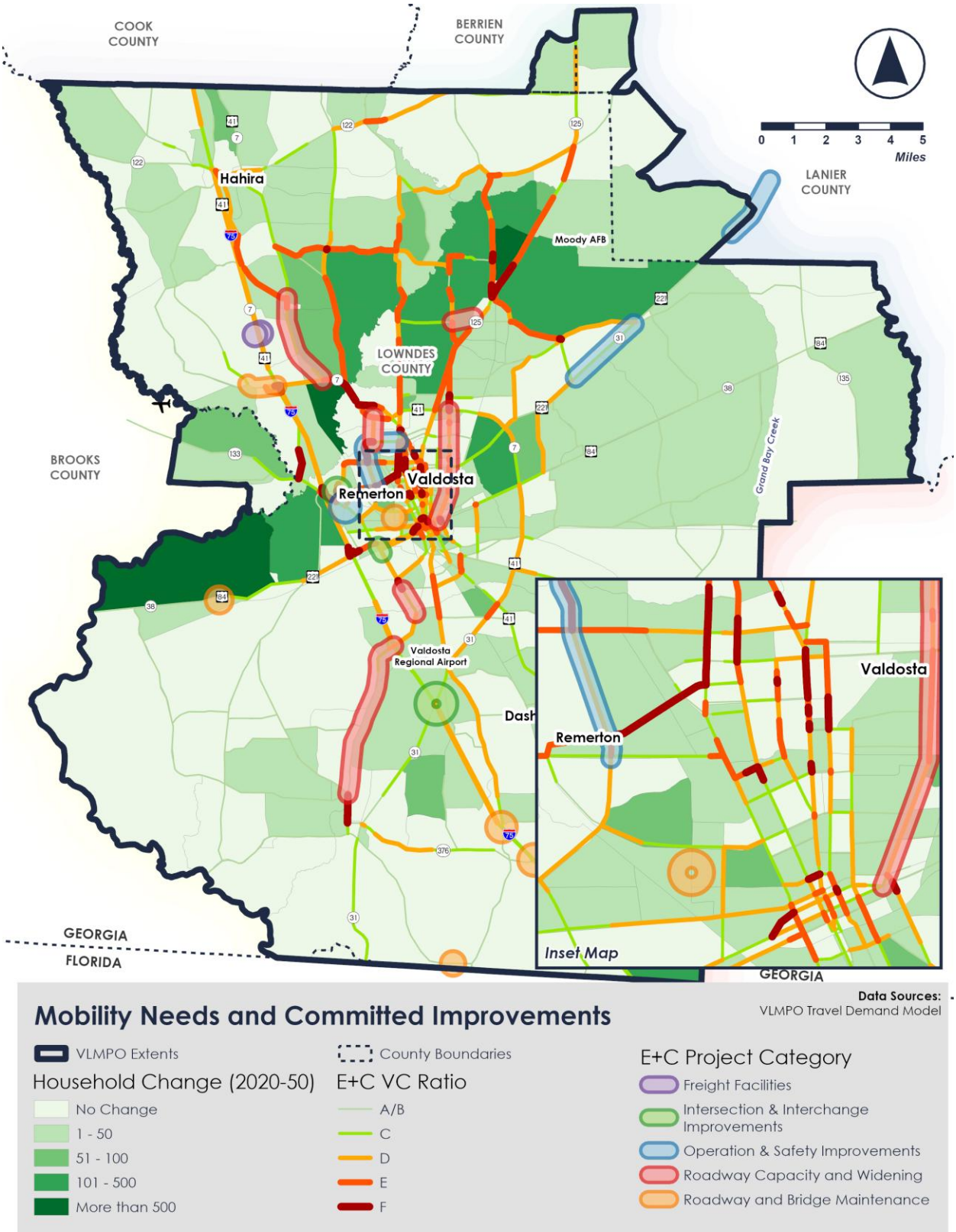
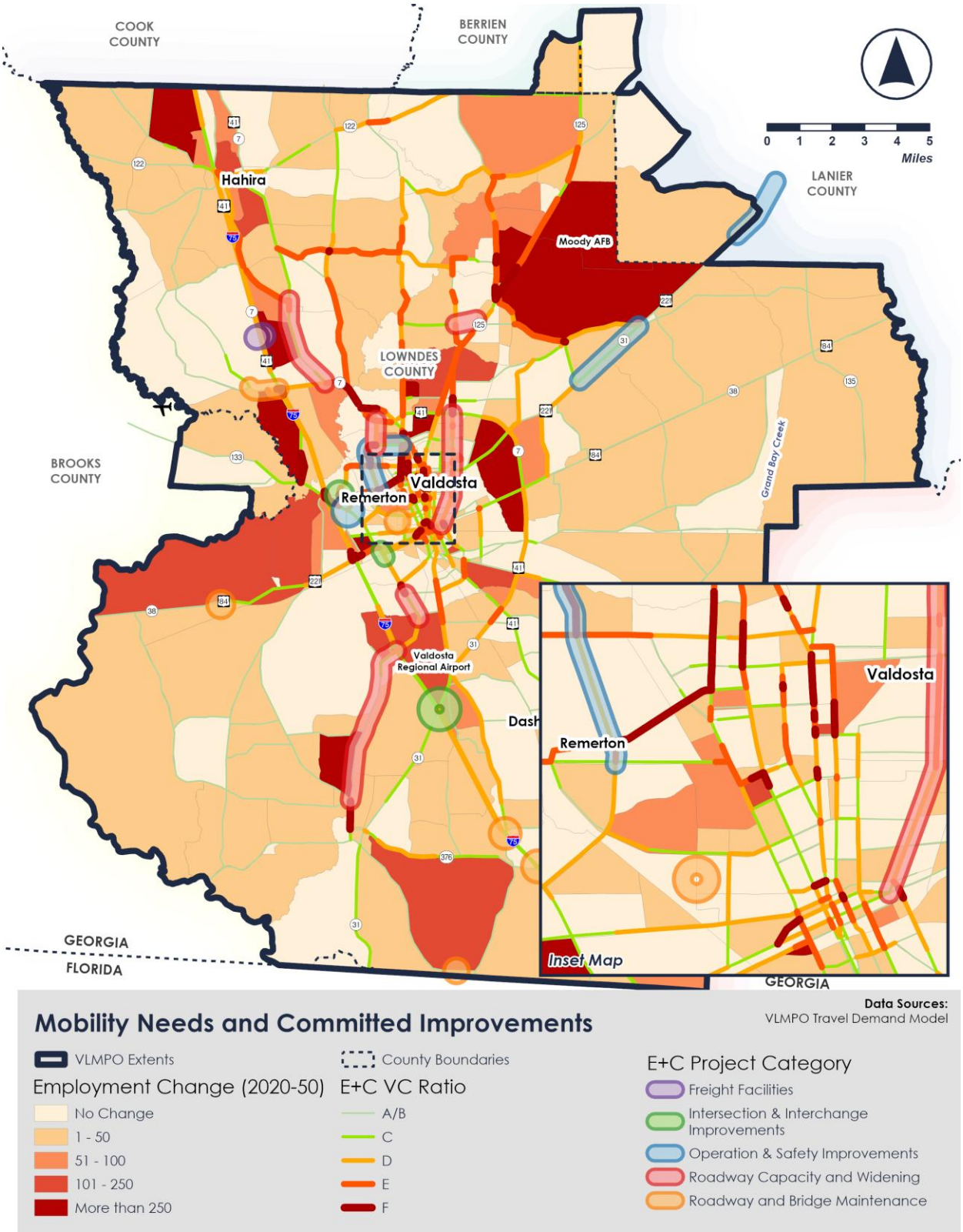


Figure 9-5: 2050 E+C Projects and LOS with Anticipated Employment Growth



- SR 7/Valdosta Road
- I-75 interchange ramps at US 84, SR 133, and SR 7
- US 84/Hill and Central Avenues
- Alden Avenue
- North Ashley Street
- North Oak Street
- Clyattville Road
- Old Clyattville Road
- Forrest Street Extension
- Studstill Road
- North St. Augustine Road
- SR 125/Bemiss Road
- Cherry Creek Road
- McMillan Road
- Bemiss Knights Academy Road
- Cat Creek Road
- Mulligan Road
- Madison Highway
- Ulmer Avenue
- Brookwood Drive

As indicated by these maps, future congestion will likely be at its worst in growing residential and commercial areas, particularly on the north side of Valdosta. These maps visualize the connection between transportation and land use growth and also point to the need for additional investments in transportation facilities to address increasing congestion.

Future transportation needs go beyond attempts to solve roadway congestion. For starters, not every LOS deficiency can be solved with additional through lanes, as some of these corridors have significant development and/or environmental constraints. Furthermore, not all citizens have access to personal vehicles for routine trip making. Some 2050 project needs are aimed at other issues such as safety, freight, resiliency, and environmental justice.

Ongoing travel behavior trends to consider in identifying future transportation needs include the preponderance of working from home (WFH), e-commerce, and the use of micro-mobility devices (e.g., scooters) for short trips. Input from underserved communities in Valdosta have highlighted the need for additional sidewalks and fixed route transit services. Rail crossing delays cannot be simulated in a daily travel demand model, but this issue is one of the most pressing transportation problems in Valdosta, based on feedback from stakeholders and the general public. These modal trends are addressed with a series of transportation projects proposed in subsequent sections of this report.

9.2 Future Roadway Needs

Most roadway projects in the 2045 MTP "illustrative list" are also included in the 2050 MTP roadway needs package. Each 2045 project was reviewed with respect to 2050 LOS deficiencies and consistency with the latest commitments in the TIP, STIP, and TIA. A few 2045 illustrative projects were found to be duplicative with projects on parallel corridors that are forecasted for a worse 2050 LOS. Some of the 2045 projects were recommended for different termini based on forecasted 2050 LOS. After conducting an exhaustive review of the 2045 illustrative list, the team focused on reviewing notes from the stakeholder and public workshops to identify any potential roadway needs not previously identified in the 2045 MTP.

Finally, a review of the remaining 2050 LOS deficiencies was conducted that resulted in 20 new roadway projects not found in the 2045 MTP listings. New roadway projects range from intersection improvements to roadway extensions, realignments, center turn lanes, and additional through-lane capacity. **Table 9-1** is a listing of all 65 roadway projects. The source of each project is included, along with the type of improvement, project termini, and number of lanes. The project sources are as follows:

- Developer Funded – projects to be constructed through a development agreement
- Fed-State Draft Const List – projects on the 2045 MTP Financially Constrained list
- Funding Continuance – projects with partial GDOT funding commitments
- Illustrative List – previously unfunded projects from the 2045 MTP
- Local-TIA Draft Const List – roadway improvements recommended through the TIA process
- New Road Projects – roadway changes either recommended from the 2050 MTP needs assessment, public and stakeholder comments, or recent GDOT implementation plans

Figure 9-6 and **Figure 9-7** depict these same projects for the entire VLMPO study area and the urban core of Valdosta, respectively. Project colors reflect the same roadway project categories found in Table 9-1. It should be noted that there are a few projects on this listing and associated maps that were presented earlier on either the E+C or TIA listings but were only partially funded. Thus, these projects are again presented here as additional funding considerations are needed in order to complete these projects.

Table 9-1: Recommended 2050 VLMPO Roadway Projects

MTP ID	Project	From	To	Improvement	Project Category	Existing Lanes	Future Lanes	Source List
R-1	Alden Avenue	N Patterson Street	Baytree Road	Added Travel Lanes	Roadway Capacity and Widening	2	3	Illustrative List
R-2	Barack Obama Blvd	East Hill Avenue	Northside Drive	Center Turn Lane	Roadway Capacity and Widening	2	3	New Road Projects
R-3	Baytree Road	Norman Dr	N Oak St	Added Travel Lanes	Roadway Capacity and Widening	4	6	Illustrative List
R-4	Baytree Road / Norman Drive	Baytree Road	Norman Drive	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-5	BAYTREE ROAD GRADE SEPARATION	NS Railroad	NS Railroad	Grade Separation	Intersection & Interchange Improvements	N/A	N/A	Local-TIA Draft Const List
R-6	Baytree Road North Extension	Baytree Road	Coleman Road	Extend existing roadway	Roadway Capacity and Widening	0	2	New Road Projects
R-7	Baytree Road/ Sherwood Drive	Baytree Road	Sherwood Drive	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-8	Bemiss Knights Academy Road	Studstill Road	Old Bemiss Road	Turn lanes at terminus points	Operation & Safety Improvements	N/A	N/A	New Road Projects
R-9	Bemiss Knights Academy/Old Pine Roads Intersection	Old Bemiss Road	Bemiss Road/ Old Pine Rd Ext	Intersection Realignments	Roadway Capacity and Widening	0	2	New Road Projects
R-10	Bemiss Road	Inner Perimeter Road	Moody AFB	Widen from 4 lanes to 6 lanes	Roadway Capacity and Widening	4	6	New Road Projects
R-11	Bemiss Road / Connell Road	Bemiss Road	Connell Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-12	Bemiss Road / Davidson Road	Bemiss Road	Davidson Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-13	Bemiss Road / Skipper Bridge Rd	Bemiss Road	Skipper Bridge Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-14	Bemiss Road at Inner Perimeter	Bemiss Road	Inner Perimeter Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Local-TIA Draft Const List
R-15	Boone (Dairy) Road CSX Crossing			Potential safety improvements	Operation & Safety Improvements	N/A	N/A	New Road Projects
R-16	Cat Creek Road / New Bethel Road			Intersection improvement	Intersection & Interchange Improvements	N/A	N/A	New Road Projects
R-17	Cat Creek Road / Pine Grove Road	Cat Creek Road	Pine Grove Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-18	Cat Creek Road /State Route 122	Cat Creek Road	SR 122	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-19	Cat Creek Road/ Radar Site Road	Cat Creek Road	Radar Site Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-20	Cherry Creek Road	Oak Street Ext.	Orr Road	Added Travel Lanes	Roadway Capacity and Widening	2	4	Fed-State Draft Const List
R-21	Dasher Grove Road Extension	Dasher Grove Road	Val Del Road	New Road	Roadway Capacity and Widening	0	2	Developer Funded
R-22	Five Points Roundabout	Northside Drive	Inner Perimeter Road	New roadway reconfigurations	Operation & Safety Improvements	N/A	N/A	New Road Projects; now fully funded by GDOT
R-23	Gornto Road	N/S Railroad	N/S Railroad	Grade Separation	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-24	Hagan Bridge Road	E Coleman Dr	SR 122	Intersection Improvements	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-25	I-75 @ CR 783/LOCH LAUREL ROAD - PHASE II			Bridge Replacement				Funding Continuance

MTP ID	Project	From	To	Improvement	Project Category	Existing Lanes	Future Lanes	Source List
R-26	I-75 @ SR 376 - PHASE II			Bridge Replacement				Funding Continuance
R-27	I-75 @ US 84	Exit 16	Exit 16	Interchange Improvement	Intersection & Interchange Improvements	1	2	Illustrative List
R-28	I-75 @ New Interchange	Between SR 133	and SR 7 interchanges	New Interchange	Roadway Capacity and Widening	0	0	New Road Projects
R-29	I-75/SR 7 Connector	New I-75 Interchange	SR 7 near Country Club Road	New Road	Roadway Capacity and Widening	0	2	New Road Projects
R-30	Inner Perimeter Rd./ Brookfield Rd./Lake Laurie Dr.			Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-31	Inner Perimeter Road/S. Patterson Street	Inner Perimeter	South Patterson	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-32	James Beck Overpass	S. Ashley St/E. Savannah Ave. intersection		Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-33	James Road Extension/ Western Perimeter N	James Road	Indian Ford Road	New Road	Roadway Capacity and Widening	0	2	Local-TIA Draft Const List
R-34	Jumping Gulley Road at Bevel Creek			Bridge Replacement				Funding Continuance
R-35	Knight Academy Road/Studstill Road			Intersection improvement	Intersection & Interchange Improvements	N/A	N/A	New Road Projects
R-36	Lamar Street at Sugar Creek in Valdosta			Bridge Replacement				Funding Continuance
R-37	Loch Laurel Road / Bevel Creek Bridge	Bevel Creek Bridge	Bevel Creek Bridge	Bridge Replacement	Roadway and Bridge Maintenance	N/A	N/A	Illustrative List
R-38	Loch Laurel Road / Corinth Church Road	Loch Laurel Road	Corinth Church Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-39	McMillan Road/Staten Road			Intersection improvement	Intersection & Interchange Improvements	N/A	N/A	New Road Projects
R-40	N. Ashley Street / Northside Drive	North Ashley Street	Northside Drive	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-41	N. Oak Street Ext. / Bemiss Road	N. Oak Street Ext.	Bemiss Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-42	N. Valdosta Road / Inner Perimeter Road	N. Valdosta Road	Inner Perimeter Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-43	North Ashley Street	Vallotton Drive	Bemiss Road	Additional SB Lane	Roadway Capacity and Widening	3	4	New Road Projects
R-44	North Lee Street	Vallotton Drive	East Park Avenue	Center Turn Lane	Operation & Safety Improvements	2	3	New Road Projects
R-45	North Oak Street	Baytree Road	W. Moore Street	One-way to Two-way	Operation & Safety Improvements	2	2	Local-TIA Draft Const List
R-46	North Oak Street	W. Alden Avenue	Canna Drive	Center Turn Lane	Operation & Safety Improvements	2	3	New Road Projects
R-47	North Oak Street Extension	Five Points Roundabout	Cherry Creek Road	Widen from 2 lanes to 4 lanes	Roadway Capacity and Widening	2	4	New Road Projects
R-48	North Valdosta Road	US 41/Five Points	I-75	Added Travel Lanes	Roadway Capacity and Widening	4	6	Local-TIA Draft Const List
R-49	Park Avenue	Ashley Street	N. Patterson Street	Center Turn Lane	Roadway Capacity and Widening	2	3	Illustrative List
R-50	Prewitte Street / Bemiss Road	Prewitte Street	Bemiss Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-51	South Valdosta Truck Bypass	St. Augustine Road	US 84/Clay Road	New Construction	Roadway Capacity and Widening	0	4	Fed-State Draft Const List

MTP ID	Project	From	To	Improvement	Project Category	Existing Lanes	Future Lanes	Source List
R-52	SR 122	I-75	Union Road	Added Travel Lanes	Roadway Capacity and Widening	3, 4	4	Local-TIA Draft Const List
R-53	SR 122	I-75	Morven Road	Added Travel Lanes	Roadway Capacity and Widening	3, 4	4	Local-TIA Draft Const List
R-54	SR 122/Skipper Bridge Road			Intersection improvement	Intersection & Interchange Improvements	N/A	N/A	New Road Projects
R-55	SR 122/Val Del Road			Intersection improvement	Intersection & Interchange Improvements	N/A	N/A	New Road Projects
R-56	St. Augustine Rd./Clubhouse Dr./Ellis Dr.	St. Augustine Road	Clubhouse Dr./ Ellis Dr.	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-57	US 84/Hill Avenue at Fry Street	US 84/Hill Avenue	Fry Street	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-58	Val Del Road / McMillan Road / Bethany Road	Val Del Road	McMillan Road/ Bethany Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-59	Val Del Road / North Valdosta Road	Val Del Road	North Valdosta Road	Intersection Improvement	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-60	Webb Road Realignment	SR 122	Webb Road	Realignment, Roundabout	Intersection & Interchange Improvements	N/A	N/A	Illustrative List
R-61	Weigh Station at I-75 NB in Lowndes County			Truck parking				Funding Continuance
R-62	Weigh Station at I-75 SB in Lowndes County			Truck parking				Funding Continuance
R-63	West Gordon Street	N. Patterson Street	Baytree Road	Center Turn Lane	Operation & Safety Improvements	2	3	Illustrative List
R-64	West Hill Avenue (US 84/US 221)	I-75	E of Norman Drive	Widen from 4 lanes to 6 lanes	Roadway Capacity and Widening	4	6	New Road Projects
R-65	West Hill Avenue (US 84/US 221)	Norman Drive		Intersection Improvement	Operation & Safety Improvements	N/A	N/A	Illustrative List
R-66	West Magnolia Street	Orange Street	Lamar Street	New Road	Roadway Capacity and Widening	0	2	Illustrative List
R-67	West Marion Avenue (SR 7)/ Lakes Blvd.	West Marion Avenue	Lake Blvd.	Intersection Improvement	Intersection & Interchange Improvements		N/A	Illustrative List
R-68	West Marion Avenue / N. Gordon Street	West Marion Avenue	N. Gordon Street	Intersection Improvement	Intersection & Interchange Improvements		N/A	Illustrative List
R-69	Western Perimeter S	SR 31/Madison Hwy.	Old Clyattville Road	New Road	Roadway Capacity and Widening		2	Illustrative List

Figure 9-6: Recommended 2050 VLMPO Roadway Projects

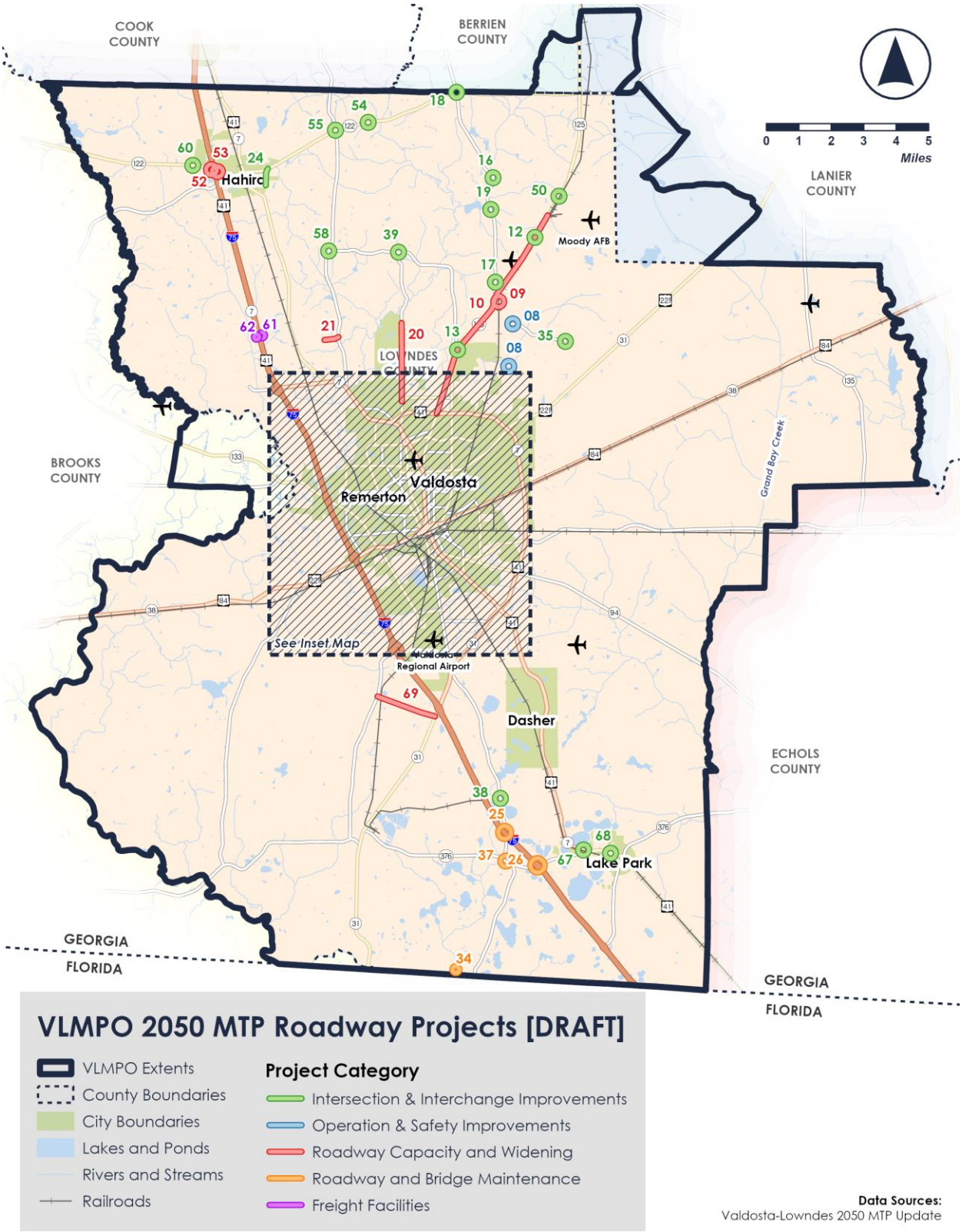
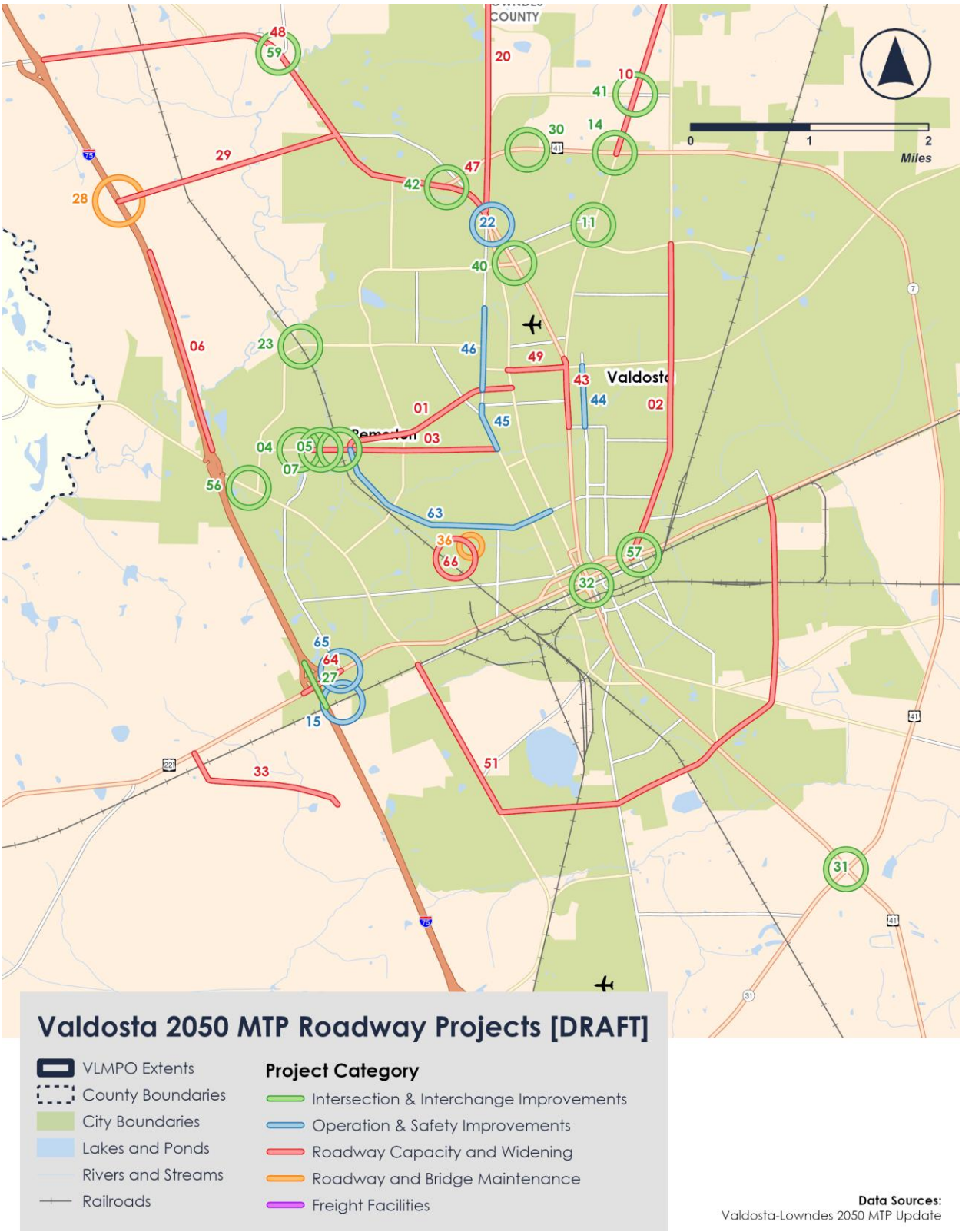


Figure 9-7: Recommended 2050 VLMPO Roadway Projects in Urban Core



9.3 Future Active Transportation Needs

In the 2050 VLMPO MTP, all bicycle and pedestrian projects are grouped under the umbrella of "active transportation modes." The rationale for this grouping is that several recommendations include improvements for both bicycle and pedestrian modes. Thus, separating these projects into two separate listings would result in some duplication.

Table 9-2, on the next page, is a singular listing of all recommended 2050 active transportation projects, including sidewalk construction and connectivity, bicycle lane networks, pedestrian and bicycle safety enhancements, intersection improvements, multi-use paths, recreational trails, and a cyclist education program. Conversely, it was determined that when mapping active transportation project locations, separate maps by mode were needed for readability. The following text describes active transportation projects further by mode, along with maps for each.

9.3.1 Pedestrian Focused Projects

Recommended improvements to sidewalk infrastructure aim to increase connectivity and fill gaps in the existing network. Emphasis is given to roads that provide connections from residential areas to locations such as schools, commercial centers, and public services. Specific locations are described in **Figure 9-8**.

9.3.2 Bicycle Focused Projects

A network of bicycle facilities is recommended, primarily in the urban core of Valdosta, to improve safety and access for cyclists. The development of this network should provide connections to major destinations in Valdosta, as well as neighborhood connections to schools and parks. Areas that have high accident rates or lack infrastructure are prioritized for improvements, such as principal and minor arterial roads. Recommendations on these larger roads generally include separation from vehicle traffic to ensure the safety of cyclists while providing major connections. Bicycle facility recommendations on smaller and less trafficked roads include less separation, highlighting opportunities for conventional bike lanes on local roads. Recommended locations are detailed in **Figure 9-9**.

9.3.3 Pedestrian Intersection Safety Projects

Intersection improvements are recommended to aid in crossing movements for pedestrians and cyclists. Many of these improvements are recommended in conjunction with sidewalk or bike facility improvements to ensure safe crossings at busy intersections and near key destinations. While specific recommendations vary based on the context at each location, these recommendations work to improve safety and visibility of pedestrians and cyclists navigating roadways shared with vehicle traffic. Specific locations for intersection improvements are shown in **Figure 9-10**.

9.3.4 Multi-Use Paths and Recreational Trails

Multi-use paths are recommended to provide designated facilities for both pedestrians and cyclists. Recommendations for this facility type are located along major roadways that experience high volumes of traffic traveling at high speeds, such as Bemiss Road. These recommendations ensure that both pedestrians and cyclists are adequately separated from vehicle traffic while also providing connections from residential areas to key destinations. Multi-use paths are also recommended in natural areas away

from roadways, such as along the Withlacoochee River, creating opportunities for recreational connections across the region. Multi-use path locations of these facilities are shown in **Figure 9-11**.

Table 9-2: Recommended 2050 VLMPO Active Transportation Projects

VLMPO ID	Project Name	From	To	Improvement
A-1	Azalea City Trail Expansion - Eastern Extension	Valdosta Youth Complex	Valdosta High School	Multi-Use Path
A-2	Azalea City Trail Expansion - Northern Extension	Valdosta Youth Complex	Freedom Park	Multi-Use Path
A-3	Azalea City Trail Expansion - Southern Extension	Sustella Trail	John W. Saunders Memorial Park	Multi-Use Path
A-4	Azalea City Trail/Sustella Trail - Western Extension	Wainwright Drive	Valdosta Mall	Multi-Use Path
A-5	Barack Obama Blvd	East Hill Avenue	Northside Drive	Infill sidewalks, bike lanes
A-6	Bemiss Road (SR 125)	N Ashley Street	Knight Academy Road	Fill sidewalk gaps and consider bike lanes north of Inner Perimeter Road
A-7	Bemiss Road at Inner Perimeter Road			Intersection Improvements
A-8	Berkley Drive	Gornto Road	Eager Rd	Install 5-foot-wide sidewalks, benches, and rest areas
A-9	Country Club Drive	Highway 7/US 41	Jerry Jones Drive	Install sidewalks and pedestrian crossings
A-10	Cyclist Education Program			Public Outreach / Education
A-11	E Park Avenue	N Ashley Street	Inner Perimeter Road	Install bike lanes, construct sidewalks where gaps exist
A-12	Eager/Jerry Jones Drive	Oak Street	Baytree Drive	Construct sidewalks for pedestrian safety, Install protected bike lanes
A-13	Gornto Road	North Oak Street	Jerry Jones Drive	Construct sidewalks on both sides
A-14	Implement Complete Streets			Improve Connectivity and Sidewalk Infrastructure
A-15	Inner Perimeter Road	Valdosta Road	Forrest Street Extension	Install sidewalks and pedestrian crossings
A-16	Lake Park Road	Holiday Street	South Street	Fill sidewalk system gap
A-17	Norman Drive	Baytree Road	Hill Avenue	Fill sidewalk gaps, install protected bike lanes
A-18	Norman Drive at Baytree Road			Intersection Improvements
A-19	Norman Drive at St. Augustine Road			Intersection Improvements
A-20	North Oak Street	Gornto Road	Valdosta Middle School	Install 6-foot-wide sidewalks on both sides
A-21	North Oak Street Extension at Inner Perimeter Road			Intersection Improvements
A-22	North Valdosta Road	Country Club Drive	Inner Perimeter Road	Improve pedestrian sidewalk connectivity
A-23	Northside Drive	North Oak Street	Bemiss Road	Install sidewalks and improve pedestrian infrastructure
A-24	Old Hudson Street and/or McDougal Street	Lake Park	Fry Street	Construct sidewalks
A-25	Park Avenue	N Patterson Street	N Ashley Street	Install 6-foot-wide sidewalks and dedicated bike lanes on both sides, install 2-3 foot green buffers, and protected or buffered bike lanes
A-26	Pineview Drive	Bemiss Road	E Park Avenue	Install sidewalks and improve pedestrian infrastructure
A-27	South Oak Street	W Central Avenue	Old Clyattville Road	Add clearly marked bicycle lanes, signage, and road markings indicating priority for cyclists
A-28	St. Augustine Road	Harmon Drive	Twin Street	Fill sidewalk system gap
A-29	Toombs Street	W Crane Avenue	Old Clyattville Road	Install sidewalks
A-30	U.S. Highway 84	RR Xing	Blanchard St.	Install sidewalks, pedestrian crossings, buffers, benches, and bike-friendly intersections
A-31	West Hill Avenue (US 84/US 221)	I-75	E of Norman Drive	Consider adding sidewalks and bike lanes
A-32	Withlacoochee River Trail - north and south of Langdale Park	Cherry Lake	Sugar Creek Landing	Multi-Use Path
A-33	Bemiss Road (SR 125)	N Ashley Street	Moody Air Force Base	Install protected bike lanes
A-34	E Park Avenue	Pineview Dr	Inner Perimeter Road	Install new sidewalk and fill gaps in existing sidewalks
A-35	N St Augustine Rd	Twin St	River St	Multi-Use Path
A-36	N Oak Street	Northside Dr	Baytree Drive	Install bike facility
A-37	Loch Laurel Road/SR 376	Torree Pines Lane	Oak Trace Road	Study sidewalk needs
A-38	E-Bike/E-Scooter Program			E-Bike/E-Scooter Program
A-39	Fry Street	Old Statenville Road	Lake Park Road	Install bike lanes, construct sidewalks where gaps exist

Figure 9-8: Recommended 2050 VLMPO Pedestrian Focused Projects

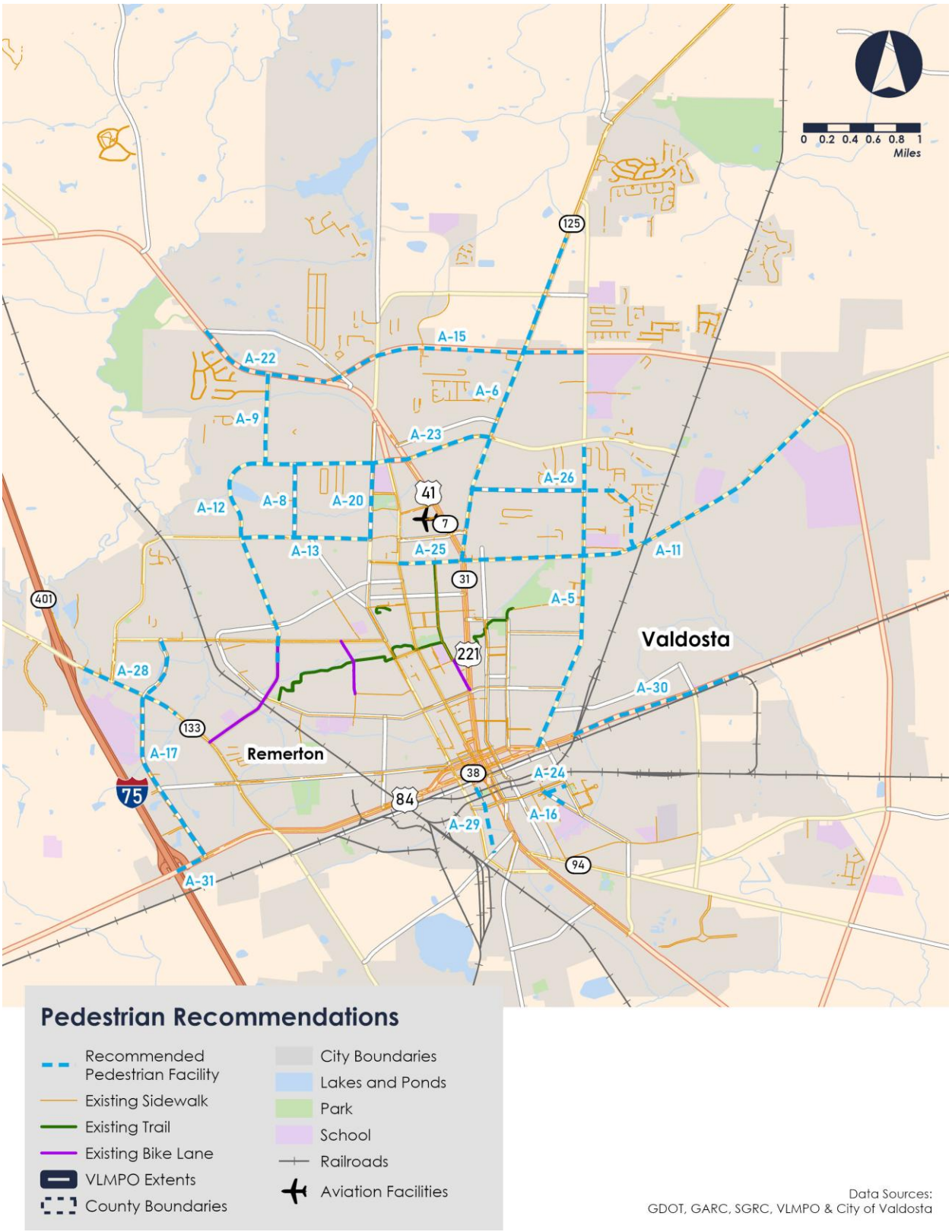


Figure 9-9: Recommended 2050 VLMPO Bicycle Focused Projects

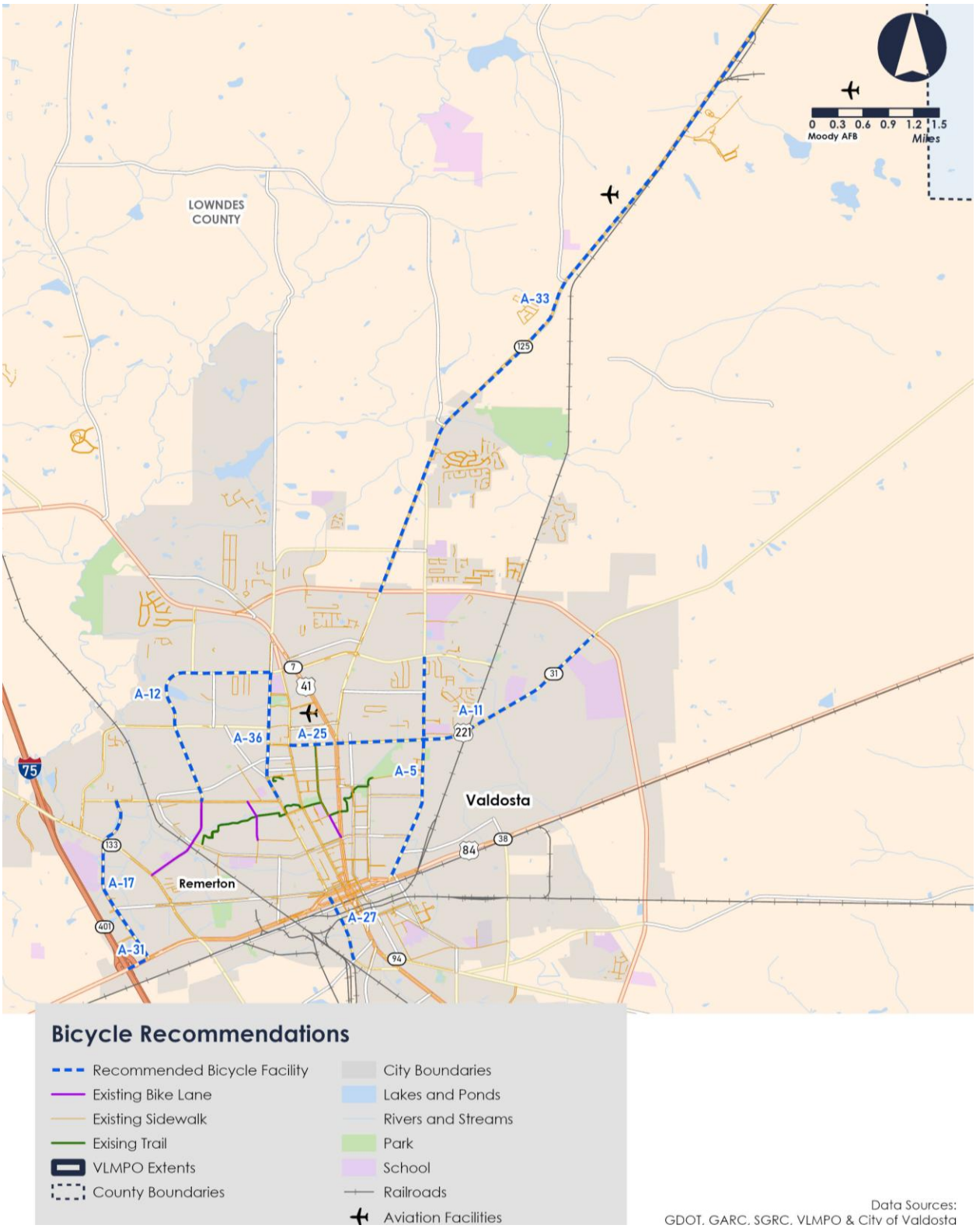


Figure 9-10: Recommended 2050 VLMPO Pedestrian Intersection Safety Project Locations

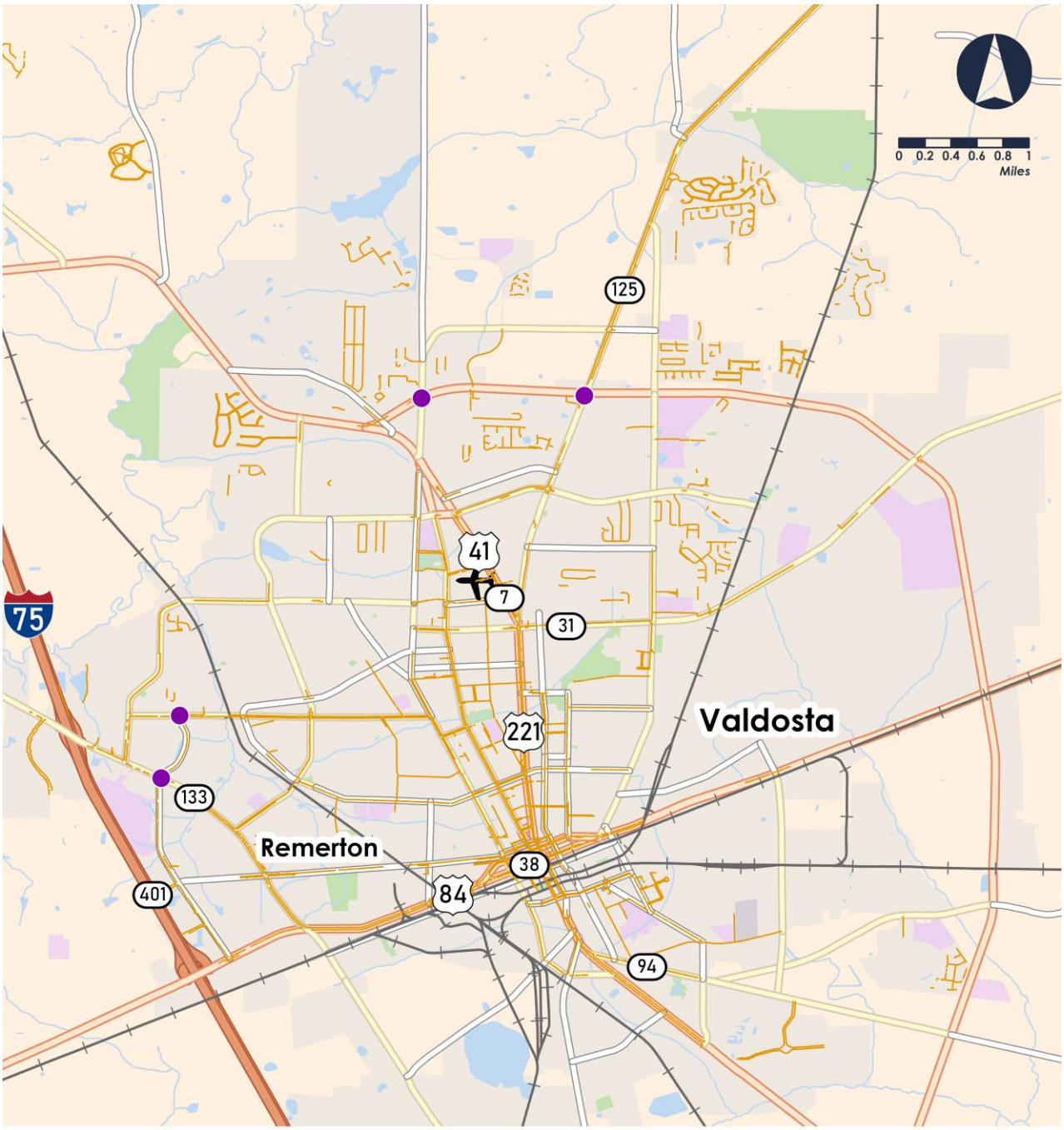
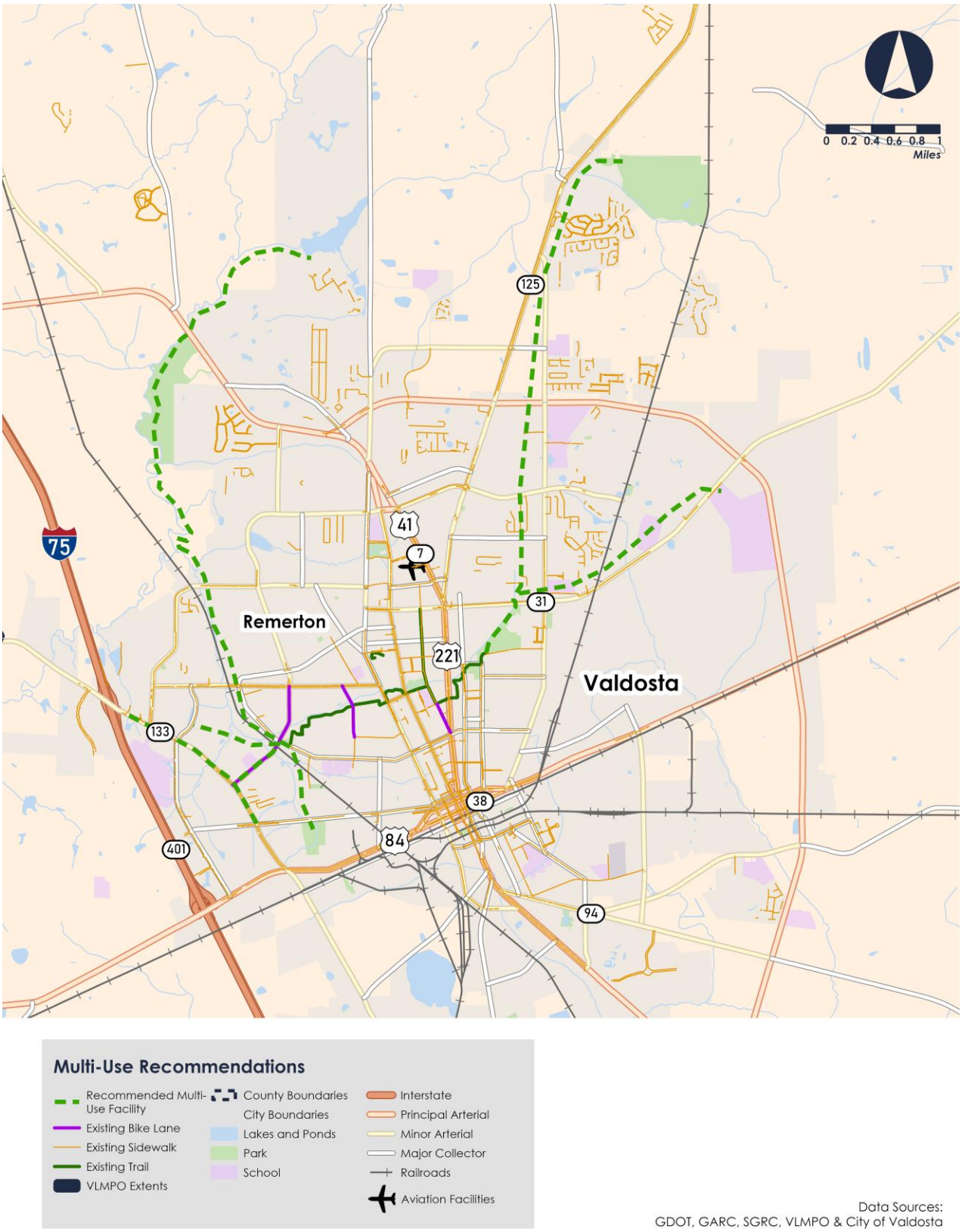


Figure 9-11: Recommended 2050 VLMPO Multi-Use Paths and Recreational Trails



9.4 Future Transit Needs

In response to numerous comments from our public workshops and HEAL meetings, the 2050 VLMPO team has recommended a small fixed-route bus system consisting of three routes, coupled with expansion of existing on-demand transit services, and the addition of mobility hubs, bus super stops, connected bus stops, upgraded bus amenities, transit app upgrades, additional upgrades to pedestrian and transit infrastructure, and bicycle infrastructure upgrades. These bicycle and pedestrian projects are included under the list of transit improvements as these would be implemented in conjunction with the proposed fixed route transit system. **Table 9-3** provides a complete listing of 2050 VLMPO MTP transit projects.

Table 9-3: Recommended 2050 VLMPO Transit Projects

VLMPO ID	Project Name	Improvement
T-1	Route 1: North-South Loop	Fixed-Route Bus Route
T-2	Route 2: East-West Connection	Fixed-Route Bus Route
T-3	Route 3: Commuter Route to Moody Air Force Base	Fixed-Route Bus Route
T-4	Expand Valdosta On-Demand Services	Reliability Improvements
T-5	Mobility Hubs	Develop Transit Hubs and Mobility Hubs
T-6	Bus Super Stops	Provide Transit Connectivity, Reliability and Amenities
T-7	Connected Bus Stops	Improve Sidewalk Infrastructure and Connectivity to Proposed Transit Services
T-8	Upgraded Bus Amenities	Improve Public Transit Infrastructure
T-9	Transit App Upgrades	Improve Public Transit Infrastructure

9.4.1 Fixed Route Transit Service

The fixed route transit system is proposed as follows:

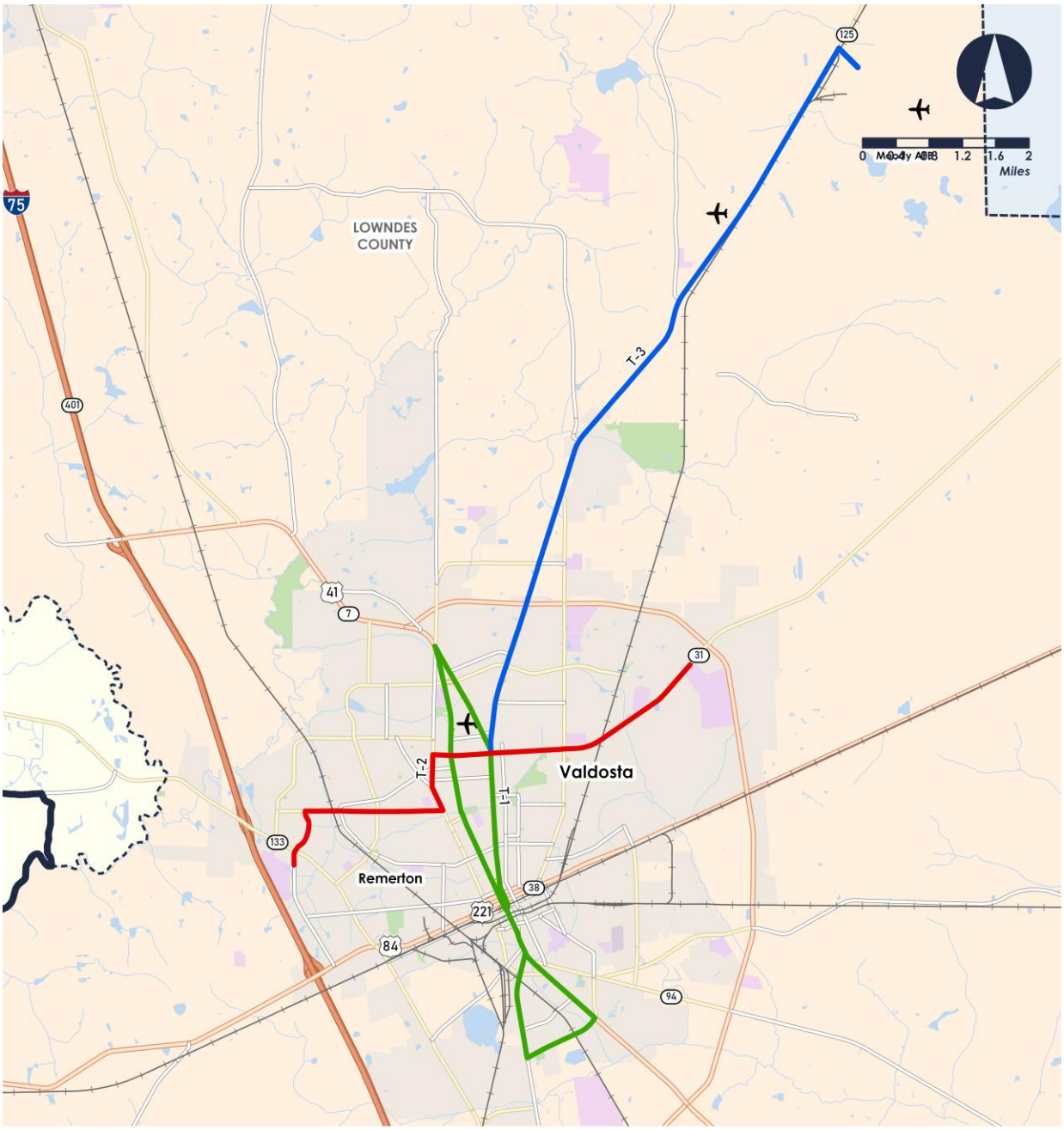
- **Route 1: North-South Loop** – This route connects North Valdosta, Freedom Park, Downtown Valdosta, and the Southside community, utilizing Ashley Street for northbound travel and Patterson Street for southbound travel. It passes through key intersections like Bemiss Road and Baytree Road. Stops are recommended at major destinations including Valdosta State University and South Georgia Medical Center.
- **Route 2: East-West Connection** – This route connects residential areas in the East (Inner Perimeter Road) to West Valdosta, following key corridors like Baytree Road, Oak Street, and Park Avenue, providing a direct connection between the eastern and western parts of the city. Stops are recommended at Valdosta High School, nearby industrial parks, Valdosta Mall, Lowndes High School, and Valdosta State University, offering convenient access for students, workers, and residents along this corridor.
- **Route 3: Commuter Route to Moody Air Force Base** – This route serves Moody Air Force Base and surrounding neighborhoods, providing service for military personnel and civilians commuting to the base. It connects the base with residential areas and commercial centers in Valdosta. A southern terminus with a park-and-ride lot at Perimeter Road or Ashley Street could allow transfers to Route 1

(North - South Loop), enhancing connectivity for those traveling between the base and other parts of Valdosta.

Figure 9-12, on the next page, depicts the proposed fixed route bus system. Many of the proposed transit related amenities previously described in **Table 9-3** are either not geographically specific or would require additional study to determine optimum locations and thus are not depicted in mapped form.

To encourage ridership on the fixed route system, frequent service should be provided during peak commuting hours (e.g., early mornings and late afternoons), with buses ideally running every 20-30 minutes during these times. Peak Hours (6:00 AM - 9:00 AM and 4:00 PM - 7:00 PM): Higher frequency along major routes, particularly those serving commuters to downtown, industrial parks, and educational institutions. Off-Peak Service (Midday): Buses preferably every 40-60 minutes during non-peak hours to ensure coverage, but at a reduced frequency. Evening and Weekend Service: Extend service until 11:00 PM to accommodate students, workers with late shifts, and recreational users. Weekend services should ideally ensure at least 60-90 minute headways, focusing on key routes like downtown Valdosta, Valdosta Mall, and major residential areas.

Figure 9-12: Recommended 2050 VLMPO Fixed Route Bus Routes



9.4.2 On-Demand Transit Services

The 2050 VLMPO MTP also includes recommended improvements to on-demand transit services that address reliability concerns by adding more vehicles and improving pickup location convenience. The current fleet should be expanded by at least 6 more vehicles, including standard and wheelchair-accessible vehicles. In order to align existing systems with regional and national environmental goals, the addition of electric vehicles should be considered for a more sustainable and cost-effective operation. These additional vehicles should be allocated to areas with higher demand, such as around Valdosta State University, downtown Valdosta, Valdosta Mall, and South Georgia Medical Center. These areas experience peak usage during specific hours; increasing the fleet size could reduce wait times for riders.

In addition, in the absence of recommended fixed-route bus routes, on-demand services should expand and optimize the number of virtual bus stops to improve the convenience of pickup locations, especially in underserved communities. Service should ensure virtual stops are strategically placed to minimize walking distances for riders, particularly the elderly and people with disabilities. Consideration should be given to locate stops closer to major building entrances in shopping malls, healthcare facilities, and universities. Where possible, shelters or designated waiting areas should be installed at frequently used pickup locations to improve rider comfort while waiting.

Without planned fixed-route bus services, on-demand service hours should be extended to include evenings and weekends, which are currently underserved. A late-night service (e.g., until 11:00 PM or midnight) should be added to accommodate riders who work late shifts, such as healthcare and retail workers, or students traveling between Valdosta State University and prime employment locations. Service hours should be extended on Saturdays and Sundays, especially near retail centers like Valdosta Mall and recreation areas like Freedom and Langdale Parks, which attract more riders on weekends.

In the absence of recommended fixed-route bus routes, the geographical coverage of on-demand services should be increased to include Moody Air Force Base, nearby suburban areas, and growing residential communities that are currently underserved. Target areas include those like Val Del Road that are seeing growth in residential development but currently lack reliable transit options. This will help connect suburban residents with urban amenities like Valdosta Mall and downtown Valdosta.

Improvements to the Valdosta On-Demand app are also recommended. Upgrades should be made to provide better track vehicle locations and provide clearer notifications, so riders are more informed about the status of their ride.

9.4.3 Transit Hubs and Mobility Hubs

Strategically placed mobility hubs can be implemented in conjunction with fixed route and on-demand services to create areas that integrate multiple modes of transportation, such as bike share programs, scooter stations, electric vehicle (EV) charging stations, and bus stops. These hubs should be placed in areas of high activity such as downtown Valdosta, Valdosta Mall, and Noth Valdosta. Bus “super stops” can be designed and located at major destinations and intersections along fixed transit routes to provide enhanced amenities like shelters, benches, and wayfinding signage.

9.4.4 Connectivity and Sidewalk Infrastructure

Complementary to transit services, area transit providers should ensure that all bus stops are connected to well-maintained sidewalks and have crosswalks for safe pedestrian access. Walkability in these areas should be improved by filling gaps in the sidewalk network, especially near potential transit stops. Complete Streets principles should be implemented in transit-oriented development (TOD) areas, ensuring that roadways accommodate all users, including pedestrians, cyclists, and transit riders. Street design in TOD areas should include bike lanes, wide sidewalks, and traffic calming measures, where applicable, to enhance safety and comfort.

9.4.5 Mixed-Use Development

Local planning agencies should ensure that zoning codes promote mixed-use development in TOD areas, allowing for a blend of residential, commercial, and office spaces within a walkable distance to transit stops. Key areas include Valdosta Mall, downtown Valdosta, and Remerton. Higher-density residential developments (e.g., apartments, townhomes) should be encouraged near potential transit corridors, aiming for densities that support transit ridership (e.g., 22 dwelling units per acre). The VLMPO recently published a report entitled *Transit-Oriented Development Guidelines* that provides additional guidance on implementing TOD in the region. This report can be downloaded or viewed here: https://www.sgrc.us/documents/transportation/FY24%20Transit-Oriented%20Development%20Guidebook%20for%20Rural%20and%20Urban%20Areas.pdf

9.4.6 Public Transit Infrastructure

In order to provide quality services, improvements to transit infrastructure are recommended. The MPO should ensure that all proposed bus stops along key routes have shelters with seating, lighting, and trash bins. Real-time bus tracking should be provided through apps and at major stops using digital signage. This will make public transit more reliable and reduce uncertainty for riders. Bus bulbs should be installed near Valdosta Mall, downtown Valdosta, and other high-demand areas. Bike racks or bike/scooter sharing stations could be placed near key transit hubs and major destinations like Valdosta State University, South Georgia Medical Center, and Valdosta Mall to encourage cycling as a last-mile solution.

9.5 Future Needs for Other Transportation Modes

This section covers anticipated needs of other transportation modes including Intelligent Transportation Systems (ITS) technology, planning for electric vehicles, rail, and aviation.

9.5.1 ITS and Signalization

Intelligent Transportation Systems (ITS) technology is studied, engineered, and implemented in order to further improve and achieve a fully connected and info-rich transportation system. FHWA focuses ITS efforts predominately on three areas:

- Safety
- Efficiency
- Communications

Safe Roads

In 2021 the City of Bellevue, WA, began applying traffic conflict analysis, that leverages cloud computing, artificial intelligence, and video analytics (which offers predictive insight into when, where, and why crashes are most likely to occur) to its high-injury network corridors, integrating conflict analytics into the road safety assessments (RSA) it conducts to identify and prioritize projects.

Safe Vehicles

Many Advanced Driver Assistance Systems (ADAS) – pedestrian detection/avoidance, lane departure warning/correction, traffic sign recognition, automatic emergency braking, and blind spot detection – assist drivers daily with maneuvering, intersection movement, left turning and merging as well.

Safe Road Users

In the City of Marysville, Ohio, part of the Smart Mobility Corridor, intelligent infrastructure has been enabled to improve safety for vulnerable road users in real time with GPS coordinates, utilizing thermal cameras to track pedestrians. ITS monitors and analyzes camera metadata and broadcasts personal safety messages (PSMs) to connected vehicles and generates Basic Safety Messages (BSMs) for non-connected vehicles that can be used on dynamic message signs.

Safe Speeds

Many agencies already use Reduced Speed Zone, Work Zone Warning, Dynamic Speed Harmonization, and Curve Speed Warning Systems. Agencies can also make more use of speed safety cameras (SSCs) as an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education. SSCs use speed measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold. SSCs can be deployed as: Fixed units—a single, stationary camera targeting one location, Point-to-Point (P2P) units—multiple cameras to capture average speed over a certain distance and Mobile units—a portable camera, generally in a vehicle or trailer.

Post-Crash Care

The ability to clear incidents quickly while providing safety to on-scene responders and travelers is one measure of the success of a Traffic Incident Management (TIM) program. Successful on-scene activities are supported by integrated interagency communications and technology when adequate warning is provided to motorists approaching the incident queue. Positive traffic control is provided at all incident scenes on a 24-7 basis via Advanced Traffic Management Systems and Advanced Traveler Information Systems. These efforts could potentially include a “road ranger” service in the future.

The VLMPO study area ITS Future Needs Assessment recommendations are aimed at supporting FHWA focus areas and existing ITS infrastructure within the study area. Within the VLMPO Study area, the City of Valdosta has an ITS system capable of operating all signals from a single point. The signals are equipped with transponders that communicate with an app providing real time traffic and road conditions, including audio alerts that support hands-free driving. The signal system also communicates

with newly equipped transponders in emergency vehicles, giving preemptive green lights to first responders.

These ITS capabilities cover safety, efficiency, and communication. The primary recommendation from the ITS future needs assessment is to upgrade and update all signals within the study area to the standards and systems within the City of Valdosta. This would require a coordinated regional joint City-County- effort. Although independent systems are feasible and would be an improvement, communication and coordination efforts are curtailed without some means of integration.

Beyond the system-wide integration recommendation, safety and crash data along with traffic model projections for 2050 were reviewed both by volume and level of service in order to identify high-priority intersections and corridors for either new or improved ITS signalization. Three locations were identified for new signalization, and three for enhanced signalization. These were identified primarily based on volume projections to continue to support ease of access on and off of the interstate.

The new signal locations are all in support of I-75 traffic:

- I-75 at SR 122/US 41 (Hahira);
- I-75 at SR 7/US 41 (east side of I-75); and
- I-75 at Old Clyattville Rd.

The Enhanced Signalization locations are all identified signals where new timing, communication, or detection methods may be needed to improve traffic flow with increased volumes in order to maintain an ideal level of service. The enhancement locations are not specific intersections but rather corridors with projected high volumes. The locations identified that will see the heaviest volume in relation to existing infrastructure over the time horizon of this study are:

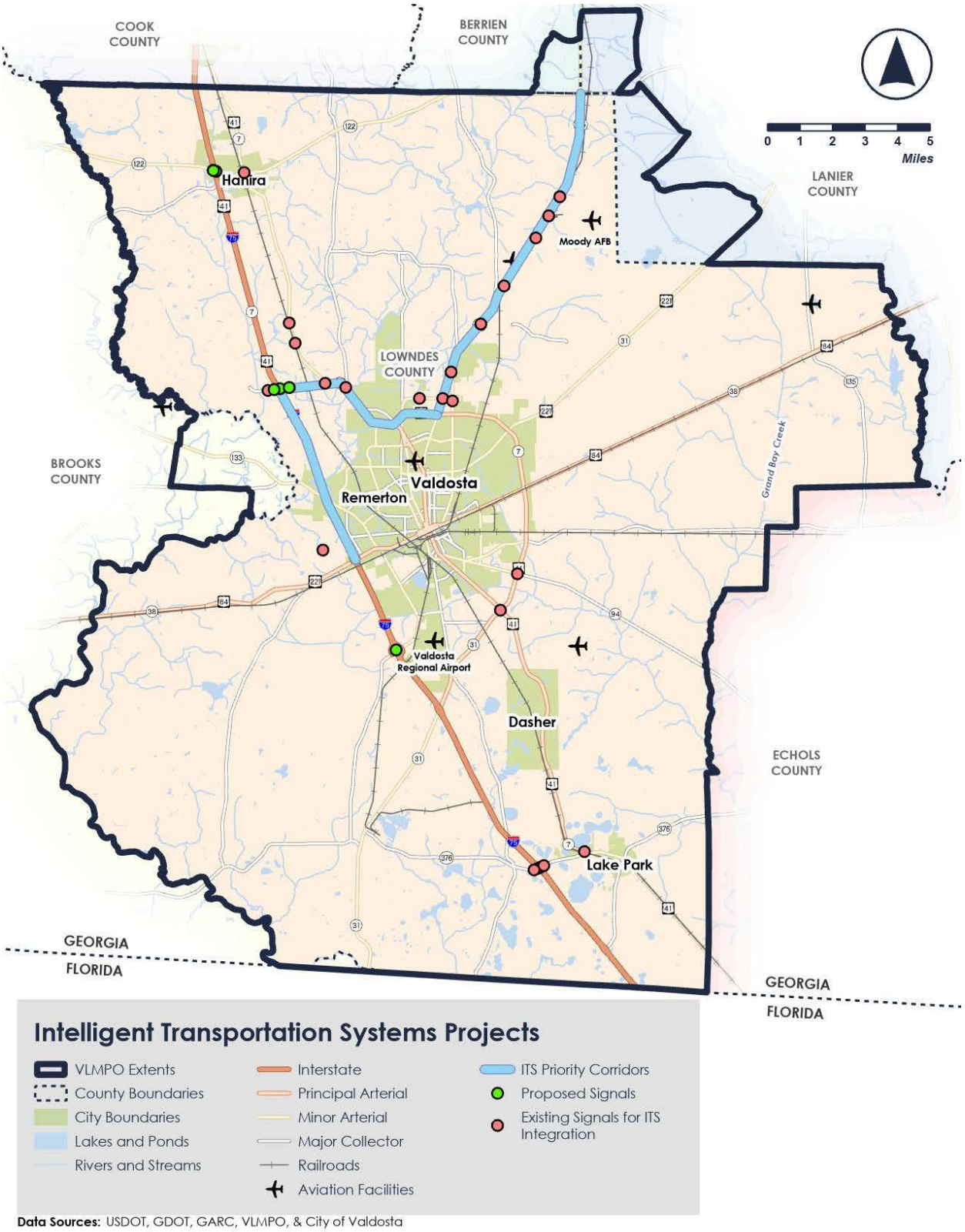
- Bemiss Rd. from US-41 to GA-122;
- US-41 from I-75 to Bemiss Rd; and
- I-75 interchange signals from SR7/US-41 to US-84/US-221.

Table 9-4 presents a project listing of all recommended future ITS and signalization enhancements while **Figure 9-13** depicts the locations of these same projects.

Table 9-4: Future ITS/Signalization Needs

VLMPO ID	Project Name	From	To	Improvement
I-01	I-75 Exit at Old Clyattville Rd New Signal			Deploy interchange signalization to support future traffic volumes
I-02	I-75 at Madison Hwy New Signal			Deploy interchange signalization to support future traffic volumes
I-03	I-75 at Bellville Rd New Signal			Deploy interchange signalization to support future traffic volumes
I-04	Bemiss Road Signalization Enhancement	US-41	GA-122	Optimize signalization along route to support future volumes, level of service; ITS Priority Route
I-05	US-41 Signalization Enhancement	I-75	Bemiss Road	Optimize signalization along route to support future volumes, level of service; ITS Priority Route
I-06	I-75 Interchange Signalization Enhancement	US-41	US-84	Optimize signalization along route to support future volumes, level of service; ITS Priority Route
I-07	ITS System Enhancement			Integrate non-Valdosta traffic signals to City of Valdosta ITS Smart System, OR; create complementary integrated County operated ITS system

Figure 9-13: Future ITS/Signalization Needs



Data Sources: USDOT, GDOT, GARC, VLMPO, & City of Valdosta

9.5.2 Electric Vehicles

Providing electric vehicle infrastructure that is fast, reliable, and readily accessible across the entire transportation network is perhaps the biggest hurdle to widespread EV adoption. The joint U.S. Departments of Energy and Transportation have created the National Electric Vehicle Infrastructure (NEVI) Program to address that issue along "alternative fuel corridors (AFCs)," or major U.S. routes where non-fossil fuel vehicles are most critically needed. These alternative fuel corridors have been divided into complete and pending based on the level of infrastructure supporting the particular corridor.

The Federal Highway Administration released guidance in February 2022 that required states to submit an EV Infrastructure Development Plan by August 2022. Georgia has submitted that plan and the Joint Office has approved Georgia's plan. The Valdosta-Lowndes County MPO has one alternative fuel corridor, I-75, in its study area. The corridor is divided into both complete and pending segments. In order to be considered complete, certain criteria must be met.

The federal NEVI requirements, included in GDOT's EV Infrastructure Development Plan, are that NEVI-funded EV charging stations must be:

- Open to the public or to authorized commercial vehicle operators from more than one company
- Located first on Georgia's AFC network such that stations are installed
- No more than 50 miles apart
- Less than one mile from the AFC
- Direct Current (DC) Fast Chargers with at least four Combined Charging System (CCS) ports capable of delivering a minimum of150 kilowatts (kW) of power per port simultaneously for a total of at least 600 kW per station
- Program must deliver 40% of the overall benefits to federally defined Disadvantaged Communities which includes rural and underserved populations
- Once the AFC network is built out to NEVI standards and certified by the Secretary of Transportation, Georgia DOT may use any remaining funds for EV charging infrastructure on any public road or publicly accessible location

This study has identified the EV charging infrastructure within pending corridor as a future need. In particular, charging stations that are NEVI-compliant and withing a .5 mile radius of each exit along the pending corridor are recommended. These locations are I-75 at Old Claymore Rd., I-75 at Madison Hwy, I-75 at Lakes Blvd., and I-75 at Belleville Rd. In addition, two non-NEVI sites that support the transportation network and VLMPO community have been identified. While not NEVI locations, this study recommends following NEVI standards for infrastructure installment at both the Valdosta Mall and the Valdosta Regional Airport.

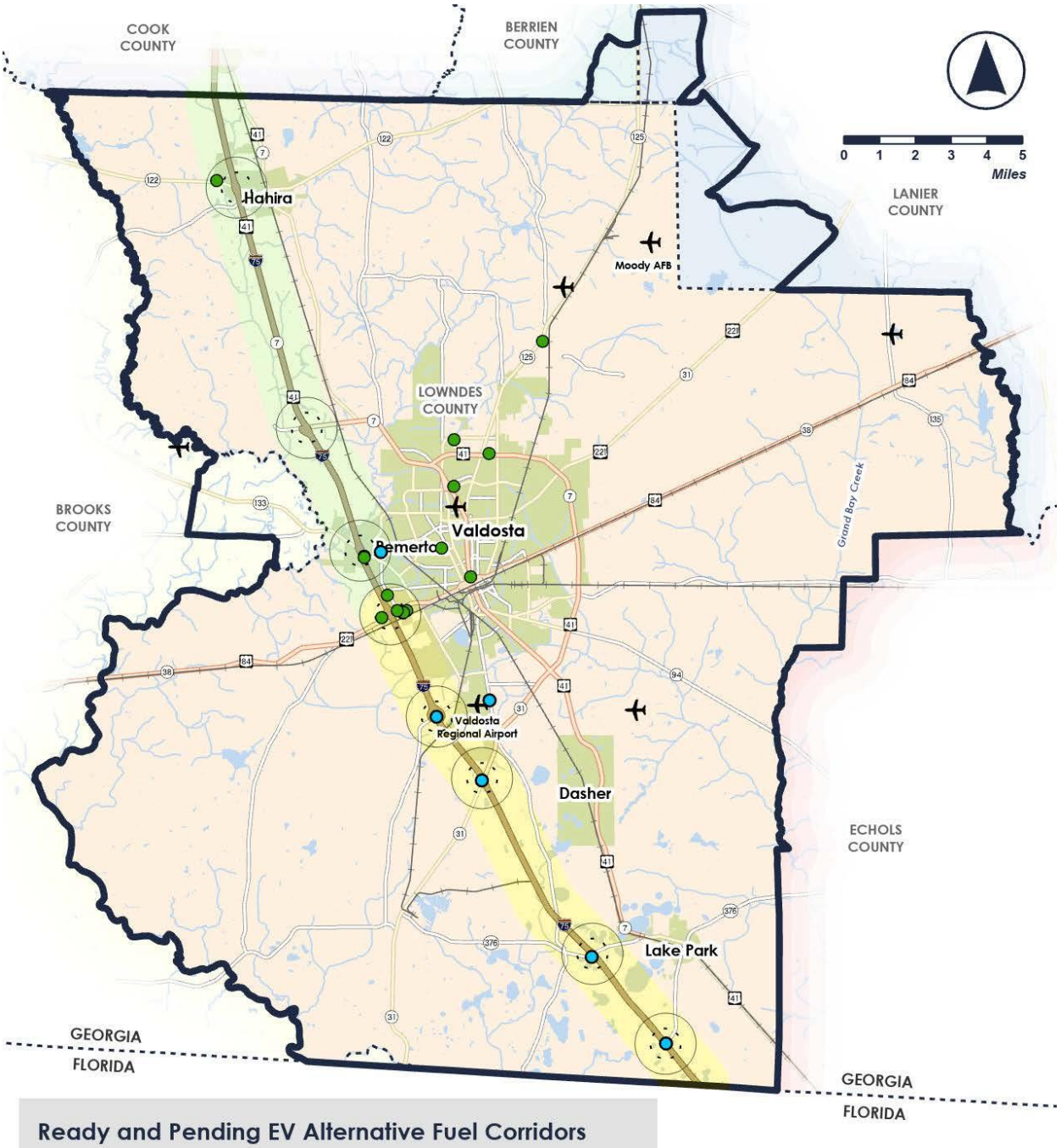
Table 9-5 presents a project listing of all recommended future EV enhancements while **Figure 9-14** depicts the locations of these same projects along with AFC one-mile. The green buffer is part of the AFC that meets federal and Georgia planning specifications and is considered "complete." The yellow buffer highlights the "pending" AFC, which still lacks the infrastructure to be considered complete. In addition to the one-mile buffer along the AFC to be compliant with federal standards, the map shows a 1-mile

and half-mile buffer around I-75 exits, which are optimal locations for traveler convenience, though not federally mandated.

Table 9-5: Electric Vehicle Future Needs

VLMPO ID	Project Name	Improvement	Notes
E-01	I-75 at Old Clyattville Rd NEVI Improvement	Install NEVI-compliant charging infrastructure along the *in-progress* Alternative Fuel Corridor within one mile of the I-75 exit	
E-02	I-75 at Madison Hwy NEVI Improvement	Install NEVI-compliant charging infrastructure along the *in-progress* Alternative Fuel Corridor within one mile of the I-75 exit	
E-03	I-75 at Lakes Blvd NEVI Improvement	Install NEVI-compliant charging infrastructure along the *in-progress* Alternative Fuel Corridor within one mile of the I-75 exit	
E-04	I-75 Bellville NEVI Improvement	Install NEVI-compliant charging infrastructure along the *in-progress* Alternative Fuel Corridor within one mile of the I-75 exit	
E-05	Airport EV Infrastructure Installment	Install charging infrastructure at the Valdosta Regional Airport	This project does not qualify for NEVI, but the project should recommend NEVI consistent infrastructure as a standard
E-06	Valdosta Mall EV Infrastructure Installment	Install charging infrastructure at the Valdosta Mall	This project does not qualify for NEVI, but the project should recommend NEVI consistent infrastructure as a standard

Figure 9-14: Electric Vehicle Existing Status and Future Needs



Data Sources: USDOT, GDOT, GARC, VLMPO, & City of Valdosta

9.5.3 Rail Freight

As described in both the existing conditions report and the section of this report on roadway projects, Valdosta is bisected by four different rail lines, including numerous at-grade rail crossings. Rail crossing delays were among the most frequent complaints from attendees at stakeholder and public workshops. These periodic delays result from the locations of rail yards and rail lines in close proximity to major thoroughfares in the core of Valdosta. The 2050 MTP recognizes the need for four grade-separated rail crossings in the future, as follows:

- CS 1539/St. Augustine Road @ CSX Rail Line south of SR 38/US 84 – funds are secured for construction (included in existing-plus-committed network);
- South Valdosta Truck Bypass, from St. Augustine Road to US 84/Clay Road – this corridor is presently under study by GDOT and could potentially include a grade-separated crossing over both the CSX and Norfolk Southern rail lines;
- Baytree Road at Norfolk Southern rail line; and
- Gornto Road at Norfolk Southern rail line.

While the last three of the above projects will be evaluated against other 2050 MTP projects for prioritization and funding, these projects are very costly and will unlikely be fundable through conventional transportation revenues. Discussions should continue between local stakeholders and railroad representatives to seek creative ways to minimize ongoing delays at these and other locations.

There are presently no plans for instituting passenger rail along these lines, beyond the existing excursion service via CaterParrott Railnet connecting Valdosta north through Ray City, Nashville and Willacoochee using tracks owned by the Georgia DOT. Regular intercity passenger rail service would potentially exacerbate delays already being encountered at area rail crossings. The nearest potential for intercity passenger rail is the push for returning AMTRAK service to the Jacksonville-Tallahassee-Pensacola-Mobile-New Orleans corridor, which could include stations in Lake City and Madison, Florida.

9.5.4 Aviation Access

Current aviation facilities in the Valdosta region are described in the Existing Conditions report for the 2050 MTP. While construction continues on a new control tower for Valdosta Regional Airport, ground should break on a new general aviation terminal which right now is under the existing tower. Plans are also underway to reconfigure the private airport parking at the airport. Moody Air Force Base is slated to be home to the next active-duty F-35A Lightning II mission, which will require additional investments in the base and a significant influx of military personnel moving to Valdosta. There are a number of 2050 MTP roadway projects, described previously in **Table 9-1** and depicted in **Figure 9-6** and **Figure 9-7**, that will improve landside access and relieve future congestion along roadway corridors near Moody AFB and Valdosta Regional Airport, as well as the South Georgia Medical Center, home to a key heliport.

10 ALTERNATIVES ANALYSIS AND TESTING

This section of the report describes the anticipated impact of identified 2050 MTP needs projects in addressing study goals and objectives described earlier in this report and discussed in detail in the earlier Existing Conditions Report. The previously described travel demand model was updated to include proposed MTP roadway capacity projects, resulting in a comparative analysis of changing traffic conditions between the base year 2020, and all of the scenarios tested for the year 2050. In addition to quantitative analyses of model outputs, qualitative assessments are made regarding the impacts of other modes of transportation on future mobility conditions.

10.1 Safety and System Reliability

Earlier sections of this report describe GDOT statewide and VLMPO area safety performance-based assessment metrics. The recommended VLMPO 2050 MTP has a number of projects that could have a positive impact on previously identified accident locations. In particular, there are 4 MTP TIA projects and 7 MTP Roads projects classified as "Operation and Safety Improvements," and 4 pedestrian safety enhancements in the Active Transportation project category. In addition, other projects can provide safety benefits while not being primarily classified as safety projects.

The majority of these safety-related projects are located in central Valdosta or just north of downtown. Compared against accident maps in the Existing Conditions Report, the improvements are located on or near the highest concentration of Killed and Serious Injury (KSI) incidents in the County (excluding I-75), which coincides with both population and trip density. Aligning the majority of safety projects with trip density creates a broader impact by affecting the largest amount of drivers possible with the fewest changes.

The Federal Highway Administration (FHWA) has published research addressing the impacts that safety improvements are expected to have. The FHWA reports that intersection turn lanes significantly impact the crash rate at given intersections. Exclusive turn lanes can reduce crashes by 18-77 percent, with a 50 percent reduction on average, and rear-end crashes are reduced by between 60-88 percent. Each intersection identified for improvement in the 2050 MTP will require subsequent design studies to determine the desired features to be included, with turn lanes a likely outcome.

Other safety projects become slightly more difficult to quantify, because of a number of variables. The VLMPO can expect similar results to any reconfigurations that include dedicated or left turn lanes. One-way to two-way conversions, such as those planned for a section of North Oak Street, have the potential to increase pedestrian accidents but generally, FHWA finds that two-way conversions reduce vehicle speeds and in-turn reduce both the number and severity of crashes.

Active transportation projects have similar safety impacts. The addition of bike and pedestrian capacity has a difficult-to-quantify effect of removing some vehicles from traffic through mode-switching. FHWA has quantified the impact of bike and pedestrian facilities on crash rates, more specifically bike lanes located on urban local roads, noting that the installation of said facilities can decrease crashes by as much as 49 percent. *The Journal of Accident Analysis and Prevention* found in a central Florida study that

the addition of sidewalk along a roadway can reduce the likelihood of a pedestrian crash per mile by three times. This would remain true for any capacity or new roadway project that includes added sidewalks.

ITS and Transit projects could also have positive impacts on safety figures within the VLMPO area. ITS can be deployed to increase emergency service response times, which could impact the severity level of a crash. By employing adaptive signal control and real time traffic updates, traffic lanes can be controlled and diverted, preventing congestion and the likelihood of secondary crashes. The U.S. Government Accountability Office found that ITS technology reduced crashes by 5 percent.

Transit usage is significantly safer than single occupant vehicle travel by both incident rate and crash severity. In Chatham County, GA it was found that crash risk was reduced by 90 percent for transit users as compared to personal vehicle drivers. The impact that transit projects within the 2050 MTP could have will vary depending on ridership numbers. If ridership grows relative to population, positive crash and safety benefits should be a result.

Conversely, some recommended projects within the 2050 MTP may have adverse effects on crash rate and severity throughout the region. These are primarily roadway capacity projects. The effect of capacity on crash rates can vary widely depending on the extent of the project. *The International Journal of Environmental Research and Public Health* studied the effects of congestion on crash rates and found that accident occurrence is a function of both the speed and total number of vehicles on a road. High congestion areas see a higher rate of crashes due to the total number of cars on the road, while low traffic volumes induce higher rates of speed, which, in turn, can induce accidents. Low traffic volume crashes tend to be more severe in nature, so efforts to positively impact the VLMPO's PM1 safety rates and KSI incidents should be focused on identifying excess roadway capacity and ensuring new capacity is not wider than necessary for future growth estimates.

10.2 Infrastructure Condition

Earlier sections of this report describes current bridge and pavement conditions on all Federal and State highways, plus all local streets within the city of Valdosta.

10.2.1 Anticipated Bridge Conditions

As noted in the Existing Conditions Report, only two bridges in the study area were rated in "poor" condition. Funds have been included in the current VLMPO TIP for both of these projects:

- 0015614 – CR 136/Old Quitman Road @ CSX #637487Y 6 Mi W of Valdosta (S of US 84/US 221)
- 0019937 – Jumping Gulley Road @ Bevel Creek 6 Mi SW of Lake Park

Construction funding is in place for project 0015614 along with the following projects:

- 0016272 – CR 775/Shiloh Road From CR 239/Snake Nation Road to I-75 (TIA funding)

Right-of-way funding is committed to the aforementioned project 0019937. Other bridge projects with ROW funding in the TIP include:

- 0010296 – I-75 @ CR 783/Loch Laurel Road - Phase II
- 0010295 – I-75 @ SR 376 - Phase II
- 0020144 – Lamar Street @ Sugar Creek in Valdosta

All four of these bridge projects with ROW funding have been included in the 2050 MTP for construction funding consideration. Additionally, TIA funds are anticipated for the Howell Road Bridge, presently noted to be in "fair" condition. The remaining 14 bridges currently in "fair" condition not listed above will require regular monitoring and preservation efforts to uphold their state of good repair through the year 2050, though it is uncertain how soon these additional bridges will need replacement.

10.2.2 Anticipated Pavement Conditions

As noted earlier, current data from GDOT indicates that all state roadways within Lowndes County are either in fair or good condition (i.e., no roadways are in poor condition). Obviously, all roadway capacity projects recommended in the 2050 MTP will include new pavement. Additionally, TIA funding for repaving is anticipated for the following roadways:

- Black Road, SR 38 (US 84) to Byrd Road
- Cat Creek, Bemiss Road to Berrien Co. Line
- Copeland Road, Madison Hwy to SR 31
- Hardee Road, Old Clyattville Road to Seckinger Road
- Melody Lane/Lankford Drive, St. Augustine Road to Baytree Road
- Register Road, Vienna Church Road to River Road
- Sermons Lane, Val Del Road to Dead End

Some of these projects include other features such as the widening of through lanes, shoulder widening, pedestrian enhancements, and drainage improvements. It is anticipated that all remaining roadways with fair pavement conditions are likely to need resurfacing between now and the year 2050. Much like bridges, it is difficult to predict how soon these roadways will need resurfacing, though GDOT roadways will continue to be maintained on a revolving schedule for repaving.

10.3 Congestion Reduction

As discussed earlier, GDOT and its consulting team were largely responsible for the year 2050 travel demand forecasts. In addition to the previously described model networks, GDOT was responsible for coding the draft 2050 unconstrained MTP into a 5th model network. As described in Appendix E, an alternative 2050 land use scenario was developed that incorporates higher densities and a better mix of land uses. This "15-Minute City" alternative scenario is more fully documented in a separate report deliverable, entitled Growth Scenario Analysis Technical Memorandum. Metro Analytics conducted a model run with the alternative 2050 land use scenario land use forecast and the previously described 4th (STIP/TIP) network. **Table 10-1** is a comparative summary of several congestion-related metrics across different land use and network scenarios.

Table 10-1: Comparative Summary of VLMPO Congestion-Related Model Metrics

Metric	2020 Base	2050 Do-Nothing	2050 E+C Network	2050 STIP/TIP Original	2050 STIP/TIP Alt LU Scenario	2050 MTP Unconstrained
Vehicle Miles Traveled (VMT)	4,261,863	5,279,364	5,280,312	5,273,643	5,269,642	5,256,449
Vehicle Hours Traveled (VHT)	114,465	146,070	145,939	145,772	146,319	144,103
Vehicle Hours of Delay (VHD)	4,086	5,033	4,997	4,985	5,202	4,736
Congested Travel Speed	27.04	25.25	25.33	25.40	25.29	26.02
Volume/Capacity (V/C) Ratio	0.37	0.47	0.46	0.46	0.46	0.41

As indicated, vehicle-miles traveled (VMT), vehicle-hours traveled (VHT), vehicle-hours of delay (VHD) and volume/capacity ratio all increase considerably for the 2050 scenarios, when compared against the base year 2020 scenario. Conversely, congested speed decreases in 2050 vs. 2020, due to anticipated increasing roadway congestion and traffic delay. As expected, the 2050 MTP alternative provides for reductions in VMT, VHT, VHD, and V/C while resulting in higher congested speeds, when compared to the other 2050 scenarios tested using the GDOT model. While the 2050 MTP is expected to reduce traffic congestion, the model indicates that there will likely still be more regional congestion in the year 2050 than in the base year of 2020.

Figure 10-1 is a graph depicting the impact of changes to land use and highway network projects on regionally congested travel speed. When viewed in a graph, it is easy to visualize how the 2050 MTP scenario improves travel speeds. **Figure 10-2** is a map of anticipated 2050 LOS with the proposed MTP projects in place. One can understand how these projects perform with respect to LOS. **Figure 10-2** can be compared against similar maps found in earlier sections of the report to see how LOS improves.

Figure 10-1: Congested Travel Speed by Model Scenario

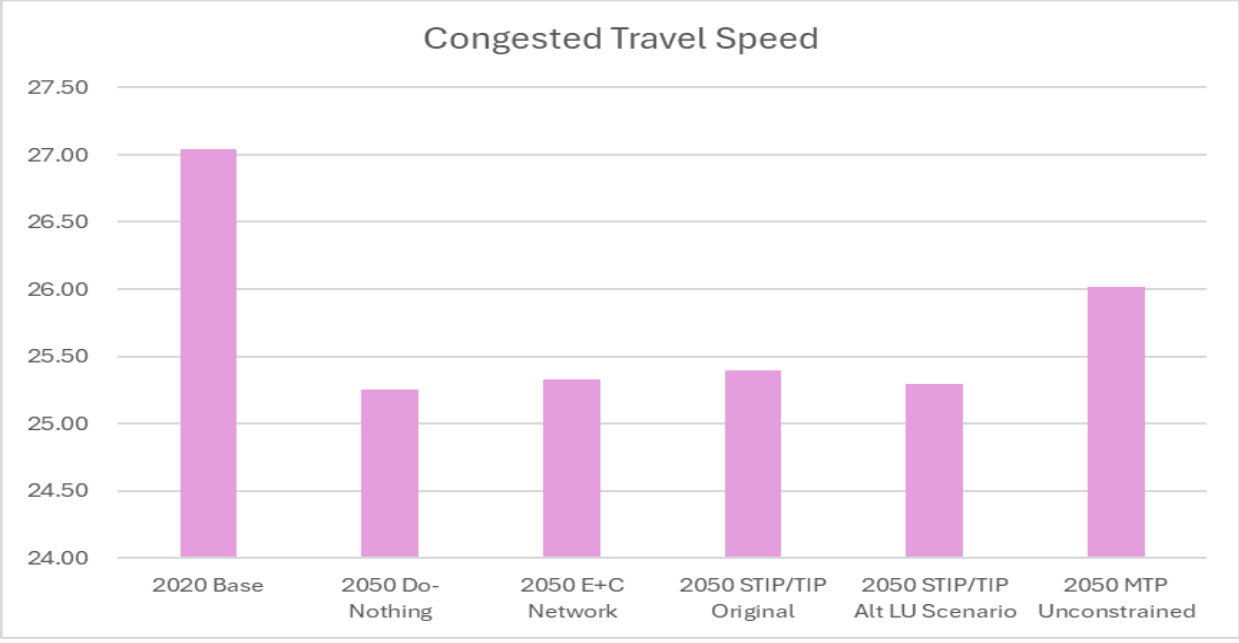
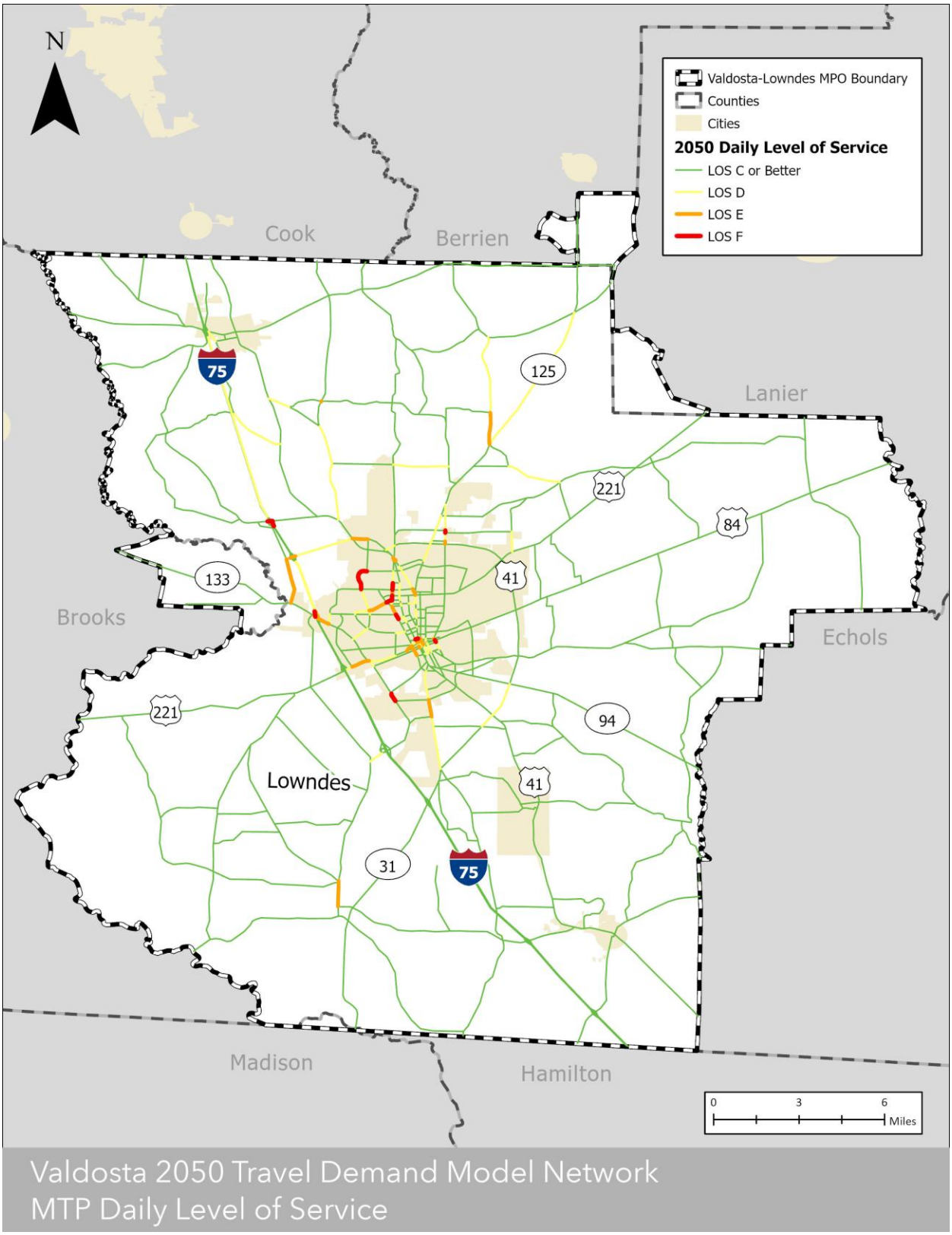


Figure 10-2: 2050 LOS with MTP Network



Valdosta 2050 Travel Demand Model Network
MTP Daily Level of Service

10.4 Freight Movement and Economic Vitality

Freight movement and economic vitality have been key factors in the identification of roadway projects for the 2050 MTP. **Chapter 9** highlights projects aimed at rail crossing improvements that can reduce unpredictable delays encountered by truck flows, many of which have trip origins and destinations near rail lines crisscrossing Valdosta. GDOT has committed partial funding to add truck parking at the two existing truck weigh stations on I-75 in Lowndes County.

Truck Safety: *Plans to construct additional truck parking on I-75 could enhance safety for truck drivers.*

Freight Access: *The proposed South Bypass should improve truck flow through the community and provide access to industrial areas south of downtown.*

10.5 Environmental Sustainability and Equity

There are two primary categorical effects of transportation projects upon the environment: air quality and stormwater. These categories are the prime targets for mitigation from planned transportation projects in the VLMPO area. The Federal Congestion Mitigation Air Quality (CMAQ) program directly addresses air quality in non-attainment and maintenance areas, of which the VLMPO area is not. Culvert restoration addresses stormwater directly, while RAISE grants address "sustainability" and "cleaner infrastructure", which apply to both categories. Safe Streets for All (SS4A) and Transportation Assistance Programs (TAPs) focus on alternative transportation modes with potential impact to congestion reduction and air quality improvement.

While noise and wildlife impacts are additional categories of environmental impact, these are not generally considered at the regional level. Equity impacts, discussed extensively in the Existing Conditions Report, will also be addressed later in this section.

10.5.1 Potential Stormwater Impacts and Mitigation

Beginning with stormwater, there are a number of projects that could adversely affect stormwater runoff. Intuitively, any new roadway or pavement projects, which remove permeable surface area and replace it with an impermeable pavement will increase the risk of poor water quality and runoff issues. The extent of the road widening, extension, or new capacity will determine the extent to which stormwater will be impacted. Stormwater impacts from one project can impact downstream locations also.

Mitigation efforts include standard stormwater features (e.g. curb and gutter) but can also include more costly yet more sustainable features such as permeable paving surfaces, bioswales, and responsible grant management, ensuring only partner agencies with the capacity or infrastructure to handle increased runoff and maintenance to their systems receive new capacity funding.

Conversely, there are four projects, all TIA, which specifically address drainage issues: TIA-02, TIA-08, TIA-20, and TIA-21. Although the VLMPO study area is at a higher risk for flooding due to geographical location, so long as stormwater needs are met in new capacity projects and maintenance needs are met as applicable as in the TIA project list, the area should remain in compliance with stormwater standards.

10.5.2 Potential Air Quality Impacts and Mitigation

Air quality is the second category of environmental sustainability assessed in light of MTP projects. To assess properly, the link between capacity, congestion, and air quality must be established. First, congestion leads to increases in air pollutants and a reduced air quality. In heavy traffic, travel times are increased, vehicle idle times are increased, and engines start and stop more frequently, resulting in efficiency losses. A 2013 Beijing study found that PM2.5 emissions are five times greater at idle speed than at a smooth speed. In addition, US DOT notes in its Improved Travel Demand Modeling that new capacity can lead to an increase in air pollution and greenhouse gas emissions as a result of adding new lanes through a process known as induced demand. AASHTO recognizes that even increased traffic efficiency from ITS systems has some effect on demand, potentially offsetting over time some of the positive environmental effects of increased traffic flow.

Given that baseline understanding, any projects that decrease congestion could be understood to have a positive impact on air quality, but that positive impact may only be realized during the short-term depending on the latent demand of the additional capacity or traffic efficiency, which is more pronounced on highway projects and smaller in areas with high road density ratios.

There are no projects in the MTP with the stated goal of increasing congestion, or that would even be understood to have an increased impact on congestion (except, perhaps, during construction). The majority of projects in the MTP TIA project list, as well as 23 MTP road projects out of 67, specifically address roadway capacity and widening. These can be expected to have up to a five times reduction in PM2.5 depending on the increase in level of service over the road in the short term, and those results could remain or diminish depending on latent demand in the long run.

Other projects that have an impact on air quality do not involve the amount of pollutants in a fossil-fuel-powered single occupant vehicle but instead aim to reduce air pollutants by replacing either single occupant car trips or replacing the combustion engine with an electric engine. National Electric Vehicle Infrastructure (NEVI) charging projects and non-NEVI Electric Vehicle (EV) charging installations do not directly impact air quality but do incentivize the switch from fossil-fuel burning vehicles to EVs by supplying the infrastructure to properly charge vehicles, reducing concerns about range anxiety. The Arkansas Department of Environmental Quality has estimated average fossil fuel sedan and light truck emissions, assuming 12,000 miles and 24mpg and 15,000 miles and 17mpg, respectively. **Table 10-2** provides these emission and fuel consumption rates for passenger cars while **Table 10-3** presents these rates for trucks.

Table 10-2: Emission and Fuel Consumption Rates for Passenger Cars

Pollutant / Fuel	**Emission & Fuel Consumption Rates** (per mile driven)	**Calculation**	**Annual Emission & Fuel Consumption**
VOC	1.034 g	(1.034 g/mi) x (12,500 mi/yr) x (1 lb/454 g)	27.33 lb
THC	1.077 g	(1.077 g/mi) x (12,500 mi/yr) x (1 lb/454 g)	28.47 lb
CO	9.400 g	(9.400 g/mi) x (12,500 mi/yr) x (1 lb/454 g)	248.46 lb
NOx	0.693 g	(0.693 g/mi) x (12,500 mi/yr) x (1 lb/454 g)	18.32 lb
PM_{10}	0.0044 g	(0.0044 g/mi) x (12,500 mi/yr) x (1 lb/454 g)	0.12 lb
$PM_{2.5}$	0.0041 g	(0.0041 g/mi) x (12,500 mi/yr) x (1 lb/454 g)	0.11 lb
CO_2	368.4 g	(368.4 g/mi) x (12,500 mi/yr) x (1 lb/454 g)	9,737.44 lb
Gasoline Consumption	0.04149 gal	(12,000 mi/yr) x (24.1 mi/gal)	497.93 gal

Table 10-3: Emission and Fuel Consumption Rates for Trucks

Pollutant / Fuel	**Emission & Fuel Consumption Rates** (per mile driven)	**Calculation**	**Annual Emission & Fuel Consumption**
VOC	1.224 g	(1.224 g/mi) x (15,000 mi/yr) x (1 lb/454 g)	32.35 lb
THC	1.289 g	(1.289 g/mi) x (15,000 mi/yr) x (1 lb/454 g)	34.07 lb
CO	11.84 g	(11.84 g/mi) x (15,000 mi/yr) x (1 lb/454 g)	312.95 lb
NOx	0.95 g	(0.95 g/mi) x (15,000 mi/yr) x (1 lb/454 g)	25.11 lb
PM_{10}	0.0049 g	(0.0049 g/mi) x (15,000 mi/yr) x (1 lb/454 g)	0.13 lb
$PM_{2.5}$	0.0045 g	(0.0045 g/mi) x (15,000 mi/yr) x (1 lb/454 g)	0.12 lb
CO_2	513.5 g	(513.5 g/mi) x (15,000 mi/yr) x (1 lb/454 g)	13,572.69 lb
Gasoline Consumption	0.05780 gal	(15,000 mi/yr) x (17.3 mi/gal)	693.64 gal

NOTE:

These emission factors and fuel consumption rates are averages for the entire in-use fleet as of July 2008. Newer vehicles generally emit less pollution and use less gasoline, while older vehicles generally emit more pollution and use more gasoline. This is due to several factors, including the increasing stringency of emission standards over time and the deterioration (degradation) in the performance of emission control technology (e.g., catalytic converters) with increasing age and accumulated mileage.

Carbon dioxide (CO2), while not regulated as an air pollutant, is the transportation sector's primary contribution to climate change. Carbon dioxide emissions are essentially proportional to fuel consumption (and inversely proportional to fuel economy) – each 1% increase in fuel consumption results in a corresponding 1% increase in carbon dioxide emissions. About 19.4 lb CO2 is produced for every gallon of gasoline combusted. Passenger cars and light-duty trucks also emit small amounts of other greenhouse gases (GHGs); thus, total GHG emissions from these vehicles are slightly greater than the CO2 emission totals shown in this fact sheet.

EVs do not produce tailpipe exhaust, and thus do not produce VOC, THC, CO, CO2, NOx, or gasoline consumption. EVs do produce some PM10 and PM2.5, primarily from brake and tire wear, but less than traditional emission vehicles, where tailpipe exhaust is a major source of PM2.5. It can be assumed, then, for every vehicle shift from traditional gas powered to EV within the VLMPO study area that the reduction in air pollutants will be approximate to the tables above. Traditional emissions can also be reduced by replacing single-occupant vehicle travel with other transportation modes.

10.5.3 Potential Equity Impacts and Mitigation

The Historical Equity Action Lens (HEAL) framework, referenced earlier in this report, was applied in the development of projects for consideration during the 2050 VLMPO MTP. Historical research and outreach to underserved communities helped identify shortcomings in the equitability of Valdosta's existing transportation system. Thus, the draft 2050 MTP includes transit and active transportation projects in areas of the City often ignored historically. At the same time, care was taken to minimize major roadway projects that would adversely affect these same communities. The South Valdosta Bypass, currently under study by GDOT, could potentially have a mix of positive and negative impacts on southside communities depending on final route selection. On the negative side, corridor alternatives for this project might traverse properties close to lower income neighborhoods. On the positive side, construction of the bypass could include contractual requirements for job creation in the community, and project completion could redirect truck traffic out of these same neighborhoods and provide active transportation amenities for use by local residents. This corridor could also improve safety and reduce delays in crossing rail lines that run through these communities, a common complaint from local residents.

All projects recommended for inclusion as part of the 2050 VLMPO MTP will be further evaluated in subsequent study phases for both positive and negative environmental impacts. These analyses will be used to prioritize projects for funding in the 2050 VLMPO Cost Affordable Plan.

10.6 Reduced Project Delivery Delays

One key to reducing project delivery delays is ensuring that projects partially funded in the TIP, or the TIA program are continued into the 2050 MTP for consideration of funding for subsequent project phases. This issue will be further addressed in subsequent phases of the projects where project prioritization takes center stage. It is important that evaluation criteria include consideration of existing funding commitments when prioritizing projects for funding in the 2050 cost affordable plan. This would include eight projects with ROW funding commitments in the current VLMPO TIP. In addition to the bridge replacement projects noted earlier, other partially funded projects include the addition of truck parking at the two existing truck weigh stations on I-75 in Lowndes County and the grade separated CSX rail crossing along St. Augustine Road, forming part of the South Valdosta Truck Bypass, currently under study by GDOT.

11 TRANSPORTATION REVENUES AND COST ASSUMPTIONS

This chapter presents an overview of potential funding sources at the federal, state, and local level that can be utilized for transportation infrastructure improvements in the VLMPO region. The information in this chapter forms the basis of revenue streams used to craft the constrained 2050 Metropolitan Transportation Plan. While grant programs are described in this chapter, only recurring revenue streams can be used in the constrained (cost feasible) MTP. This chapter concludes with a summary of assumptions used to estimate project costs.

11.1 Funding Sources

11.1.1 Federal Funding Sources

The aforementioned BIL authorized $550 billion to be put toward investment in the nation's infrastructure, with $350 billion going towards investment in highway facilities and programs over fiscal years 2022 through 2026. The $350 billion goes towards financing over a dozen new highway programs, with a focus on safety, resilience, carbon reduction, bridges, electric vehicle charging infrastructure, reconnecting communities, and wildlife crossings.[1]

Additionally, the BIL made changes to existing programs and created new programs related to highway development and funding, including:

- **National Highway Freight Program**: Managed by state DOTs, this program allocates funds to states by formula, with the objective of enhancing the efficient movement of freight on the National Highway Freight Network (NHFN). It now allows states to use up to 30% of funds on intermodal freight or rail projects, instead of the previous standard of 10%. It also includes the rehabilitation of lock and dam and marine highway corridors that are part of the national highway freight network as eligible projects for funding. I-75 is the only highway in the VLMPO region that is included in the NHFN.
- **National Highway System (NHS) Funds**: These funds are closely tied to GDOT's performance targets for the statewide NHS network. Consequently, these funds are often directed towards major interstate facilities. In addition to I-75, NHS facilities in the VLMPO area include US 84, and segments of US 41, SR 133, and SR 31.
- **The National Highway Performance Program (NHPP)** provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments in Federal-aid funds for highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.[2]

[1] https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/BIL_overview_update_2022-11-8b.pdf
[2] https://www.fhwa.dot.gov/specialfunding/nhpp/

- **Highway Safety Improvement Program (HSIP)**: This program allows for non-infrastructure safety projects such as those related to emergency services and safe routes to schools for funding and expands the definition of safety improvements to encompass rail- highway grade crossing separations, traffic control devices to pedestrians, and roadway improvements that separate vehicles from pedestrians and cyclists.
- **Railway Highway Crossing Program** clarifies that funds are eligible for reducing pedestrian injuries and fatalities from trespassing at crossings. Funds for this are set aside from the HSIP; the nationwide annual set-aside will be $245 million from FY 2022 through FY 2026.[3]
- **Surface Transportation Block Grant (STBG) Funds - Urban**: This federal program offers substantial flexibility, allowing for the preservation and improvement of conditions and performance on Federal-aid highways and bridges. Eligible projects encompass non- motorized transportation facilities, transit capital projects, and public bus terminals and facilities.
- **STBG - Transportation Alternatives Program**: Within the broader STBG program, funds are set aside specifically for smaller-scale transportation projects, including pedestrian and bicycle facilities, recreational trails, and safe routes to school initiatives.
- **Metropolitan Planning Program (MPP)**: Formerly known as Metropolitan Planning (PL) funds, the MPP provides planning assistance from the Federal Highway Administration (FHWA) to GDOT, which then channels these funds to MPOs for planning programs.
- **National Electric Vehicle Infrastructure Formula Program (NEVI)**: The NEVI Program was introduced as part of the IIJA Act in 2021, with the intent to create a nationwide network of fast-charging electric vehicle (EV) stations along national corridors. This program was canceled in February of 2025. As such, the VLMPO cannot expect to rely on NEVI funding for its EV projects for the time, but re-instatement of the program is a possibility in future administrations and is worth monitoring during the lifetime of the MTP.

Additionally, the BIL retained existing discretionary grant programs and introduced new ones, offering further opportunities for federal funding:

- **Safe Streets for All (SS4A):** Makes $5 billion available for local initiatives that prevent transportation-related deaths and injuries on roadways. MPOs and local and tribal governments are eligible to receive these funds for developing safety action plans; planning, designing, and developing activities for infrastructure projects; or executing the projects in safety action plans.
- **Local and Regional Project Assistance Grants (Formerly RAISE)**: These discretionary grants have been recently updated and awarded based on merit criteria that encompass safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Projects falling within the range of $5 million to a maximum of $25 million are eligible for RAISE funding.
- **Nationally Significant Multimodal Freight and Highway Projects (Formerly INFRA)**: This program awards competitive grants for multimodal freight and highway projects of national or regional significance. The objective is to enhance the safety, efficiency, and reliability of freight

[3] https://highways.dot.gov/safety/hsip/xings/railway-highway-crossing-program-overview

and passenger movement across rural and urban areas. Projects that promise to eliminate freight bottlenecks and enhance critical freight movements are prioritized.

- **National Infrastructure Project Assistance or "Megaprojects"**: This program, sometimes referred to as the "Megaprojects program" or MEGA, offers grants to support multijurisdictional or regional projects of significance that cut across multiple transportation modes. These grants assist communities in completing large-scale projects that would otherwise be challenging to accomplish independently. Eligible projects include improvements on the National Multimodal Freight Network, National Highway Freight Network, National Highway System, and rail-highway grade separations.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) - Discretionary**: This discretionary program, akin to the formula counterpart, is aimed at funding projects that promote system resilience.
- **Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants**: Administered by the Federal Railway Administration (FRA), this program funds projects that enhance the safety, efficiency, and reliability of intercity passenger and freight rail. Eligible projects span a wide spectrum, including capital investments in freight and passenger rail, safety technology deployment, planning, environmental analyses, research, workforce development, training, and locomotive emission reduction initiatives.
- **Railroad Crossing Elimination Grant**: Also administered by the FRA, this program finances rail crossing improvements, with a focus on enhancing safety and freight mobility. Eligible projects encompass grade separated rail crossings, including planning, environmental review, and design components.

11.1.2 State Funding Sources

Federal level grants and programs are not the only potential source of funding for projects in the VLMPO region. The state of Geogia also features numerous opportunities for the VLMPO to pursue funding for transportation infrastructure projects. Potential state revenue sources, competitive GDOT funding programs, and relevant polices are listed below.

- **Transportation Investment Act of 2010 (TIA):** Allows its economic regions to impose a one percent sales tax to fund multimodal transportation projects. All counties within the Southern Georgia Regional Commission (SGRC) boundaries, including the VLMPO study area, participate in a funded TIA program. This is discussed further under “Local Funding Sources.”
- **Transportation Funding Act (HB 170) Funds**: This program represents a cornerstone of state funding, supporting a wide array of initiatives aimed at repairing, enhancing, and expanding Georgia's transportation network. These funds can be harnessed for both routine maintenance and capital improvement projects.
- **Quick Response Projects**: Designed for efficiency and cost-effectiveness, the Quick Response Projects program targets lower-cost operational endeavors that can be executed rapidly, typically within one year, and with budgets under $200,000. These projects encompass critical tasks such as restriping, intersection improvements, and the addition or extension of turn lanes.
- **Local Maintenance & Improvement Grant (LMIG)**: The LMIG program operates on an allocation model based on the total centerline road miles within each local road system and the population

of counties or cities in comparison to statewide figures. This approach ensures equitable distribution of resources. Eligible projects for LMIG funding are diverse, encompassing preliminary engineering, construction supervision and inspection, utility adjustments or replacement, roadway maintenance and resurfacing, grading, drainage, base and paving of existing or new roads, storm drainpipe or culvert replacement, intersection improvements, turn lanes, bridge repair or replacement, sidewalk construction within the right of way, roadway signage, striping, guardrail installation, and signal installation or improvement. Due to the passage of TIA the LMIG match went from 30% to 10%.

- **Georgia Transportation Infrastructure Bank (GTIB)**: Administered by the State Road and Tollway Authority (SRTA), GTIB presents an opportunity for grant and loan funding for projects with budgets of up to $10 million, which provides grants and low interest loans for state, local, and regional entities for transportation infrastructure improvements. When pursuing GTIB support, key considerations include demonstrating economic development potential, project readiness, and feasibility. Over the fiscal year of 2023, GTIB had awarded $3.36 million in grant amounts and $13.9 million in loan amounts, with an investment amount of $199 million since 2010 assisting in producing projects that total over $1.1 billion.
- **GDOT Freight Operations Program**: Tailored to address freight-specific operational challenges, the GDOT Freight Operations Program is responsive to the needs of communities grappling with issues related to truck and freight rail activity. The program targets solutions such as improving turn lanes and enhancing signal timing at key intersections along freight-heavy routes. The program offers awards of up to $2 million.

11.1.3 Local Funding Sources

Local funds come from several different sources, including sales and property taxes, vehicle fees, general revenues, and are put toward matching requirements for federal grants. Lowndes County passed its first one cent Special Purpose Local Option Sales Tax (SPLOST) in November of 2019 that will raise roughly $134 million over six years. The dedicated project list includes road and bridge transportation projects for the County and each incorporated city within. Lowndes County is also part of the Southern Georgia Region that, utilizing the Transportation Investment Act (TIA), passed a Transportation-SPLOST (T-SPLOST) of 1 percent over 10 years for dedicated transportation projects. This TIA cycle is expected to bring in $513 million for the Southern Georgia region, which is made up of 18 counties, including Lowndes. In addition, Lowndes County has enacted a Local Option Sales Tax, which is a general purpose, goes to the general fund, and can be used to support a wide variety of projects.

11.2 Revenue Projections

Current federal regulations require that a metropolitan transportation plan be fiscally constrained, demonstrating that the total estimated costs for transportation projects and improvements in the plan do not exceed reasonably expected revenue from federal, state, and local funding sources.

To forecast the expected revenues and achieve fiscal constraint for the 2050 MTP, a financial plan was developed that reviewed past transportation-related expenditures by state and local governments to anticipate future revenues in accordance with 23 CFR 450.322. This document identifies revenue

resources for the operation, maintenance, and construction of the MPO's highway projects and provides planning-level cost estimates for identified projects to keep the plan fiscally constrained. Revenue estimates for transit capital and operations, and highway operations and maintenance were also identified and separated from the revenue estimates for highway capacity projects. Transit revenue estimates are described later.

Pursuant to federal regulation CFR 23 450.324, "revenue and cost estimates that support the metropolitan transportation plan must use inflation rate(s) to reflect 'year of expenditure dollars.'" It is estimated that the available Year of Expenditure (YOE) revenues for funding transportation improvements through the 2025-2050 planning period will total over $1 billion dollars.

Revenues for 2025 to 2050 were estimated based on the past five years of funding allocated for projects in the Metropolitan Planning Area (MPA). The funding allocation amounts were gathered from the FY18-21 through FY21-24 Transportation Improvement Programs (TIPs) and the FY18-21 and FY21-24 GDOT State TIPs. The revenues were averaged from the 2020-2024 five-year period and the average served as the 2025 first year assumption. The base year amount was then forecast to grow at an inflation rate of 2% for the final year of IIJA/BIL and 1% after 2026. It should be noted that all funding in the Transit category was allocated towards existing on-demand service in the area, and additional transit projects should assume additional funding necessary.

Based on these assumptions, it is estimated, within reason, that the available funding from Federal, State and Transit revenue will total nearly $1.2 billion. When subtracting out demand responsive transit funds, this leaves about $1 billion in highway revenues. It is further assumed that 21 percent of these highway revenues will be spent on operations and maintenance (O&M), consistent with the previous 2045 MTP. After subtracting O&M revenues, it is anticipated that approximately $800 million in Federal and State revenues will be available to fund projects in the 2050 MTP. Yearly totals by category are provided in **Table 11-1**, along with annual inflation assumptions, and funding commitments to transit and O&M.

Also included are some local level funding dollars through the aforementioned TIA, or Transportation Special Purpose Local Option Sales Tax (TSPLOST). The previously enacted TSPLOST is not included because funding has already been programmed, and thus no projections are necessary. A second round of TSPLOST dollars was approved on May 21, 2024, via referendum for another cycle of funding. Although, like the first TSPLOST, most funding is earmarked for specific projects, there is a discretionary fund available that can be used to fund projects in the 2050 MTP. The total expected TIA revenue to be collected is nearly $175 million regionally, with approximately $28 million in discretionary funds available for the 2050 MTP. Combining $800,043,453 in Federal/State funding (Table 11-1) with $28,121,311 in discretionary TIA funding (Table 11-2) results in a total transportation revenue estimate of **$828,164,764** for the 2050 MTP. The FY27-36 TIA/TSPLOST overall and discretionary fund projections are included in the revenue forecast depicted in **Table 11-2.** Figure 11-1 is a pie chart depicting estimated shares of all 2050 revenue sources, while Figure 11-2 shows the revenue sharing available for funding projects in the 2050 MTP.

Table 11-1: Projected Federal and State Funding Revenue

Fiscal Year	Federal Highway	State Highway	Federal and State Transit	Total Federal and State Funding	Inflation
2025	$24,582,904	$9,642,349	$5,232,962	$39,458,216	Baseline
2026	$25,074,563	$9,835,196	$5,337,621	$40,247,380	2%
2027	$25,325,308	$9,933,548	$5,390,998	$40,649,854	1%
2028	$25,578,561	$10,032,883	$5,444,908	$41,056,352	1%
2029	$25,834,347	$10,133,212	$5,499,357	$41,466,916	1%
2030	$26,092,690	$10,234,544	$5,554,350	$41,881,585	1%
2031	$26,353,617	$10,336,890	$5,609,894	$42,300,401	1%
2032	$26,617,153	$10,440,259	$5,665,993	$42,723,405	1%
2033	$26,883,325	$10,544,661	$5,722,653	$43,150,639	1%
2034	$27,152,158	$10,650,108	$5,779,879	$43,582,145	1%
2035	$27,423,680	$10,756,609	$5,837,678	$44,017,967	1%
2036	$27,697,917	$10,864,175	$5,896,055	$44,458,146	1%
2037	$27,974,896	$10,972,817	$5,955,015	$44,902,728	1%
2038	$28,254,645	$11,082,545	$6,014,565	$45,351,755	1%
2039	$28,537,191	$11,193,370	$6,074,711	$45,805,273	1%
2040	$28,822,563	$11,305,304	$6,135,458	$46,263,325	1%
2041	$29,110,789	$11,418,357	$6,196,813	$46,725,959	1%
2042	$29,401,897	$11,532,541	$6,258,781	$47,193,218	1%
2043	$29,695,916	$11,647,866	$6,321,369	$47,665,150	1%
2044	$29,992,875	$11,764,345	$6,384,582	$48,141,802	1%
2045	$30,292,803	$11,881,988	$6,448,428	$48,623,220	1%
2046	$30,595,731	$12,000,808	$6,512,912	$49,109,452	1%
2047	$30,901,689	$12,120,816	$6,578,042	$49,600,547	1%
2048	$31,210,706	$12,242,024	$6,643,822	$50,096,552	1%
2049	$31,522,813	$12,364,445	$6,710,260	$50,597,518	1%
2050	$31,838,041	$12,488,089	$6,777,363	$51,103,493	1%
Total All:	$732,768,778	$287,419,749	$155,984,469	$1,176,172,998	
Highway:				$1,020,188,528	
O&M:				$220,145,075	
2050 MTP:				$800,043,453	

Table 11-2: Projected Local Funding Revenue

Fiscal Year	Total TIA Funding	Inflation	Discretionary Only
2027	$14,443,098	Baseline	$2,327,086
2028	$15,041,043	2%	$2,423,428
2029	$15,663,742	2%	$2,523,758
2030	$16,312,221	2%	$2,628,241
2031	$16,987,547	2%	$2,737,051
2032	$17,690,831	2%	$2,850,364
2033	$18,423,232	2%	$2,968,370
2034	$19,185,953	2%	$3,091,260
2035	$19,980,252	2%	$3,219,238
2036	$20,807,434	2%	$3,352,515
Total:	$174,535,353		$28,121,311

Figure 11-1: Projected Total Transportation Revenues by Category

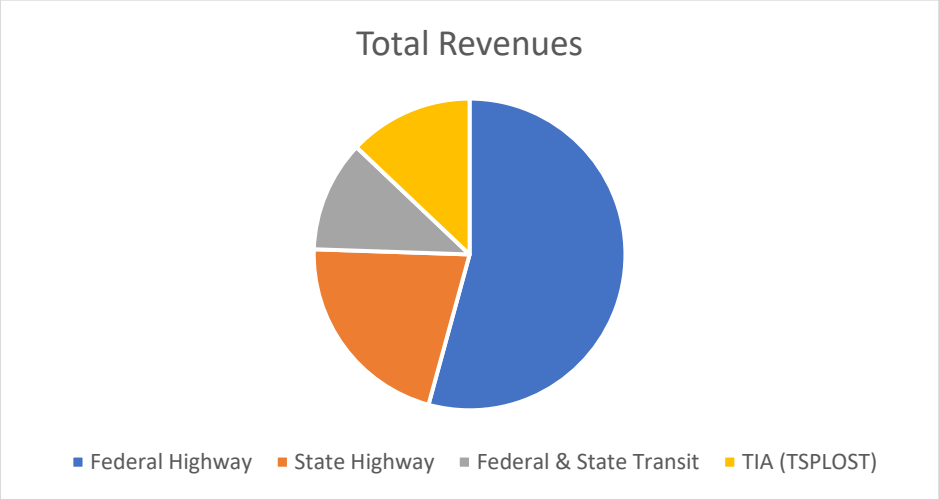
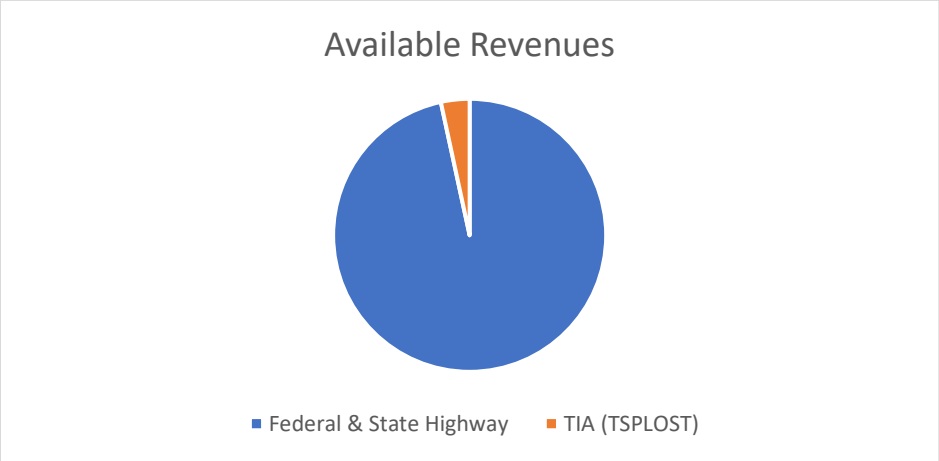


Figure 11-2: Available Transportation Revenues for 2050 MTP



11.3 Project Cost Assumptions

This section documents estimated project cost assumptions and sources used to develop the constrained (i.e., cost affordable) plan. In general, these are planning-level estimates made with the best planning-level data available at the time of estimation. Similar to the previous 2045 MTP, it was assumed that locally funded projects can be completed for a lower cost than those with federal funds. This assumption was reflected in lower contingency costs for locally funded projects. As required by federal regulations, all cost estimates must be in year of expenditure (YOE) dollars. Initial cost estimates used 2025 dollars, while subsequent work ensured that financially constrained project cost estimates reflected YOE based on priority selection scores and ranking.

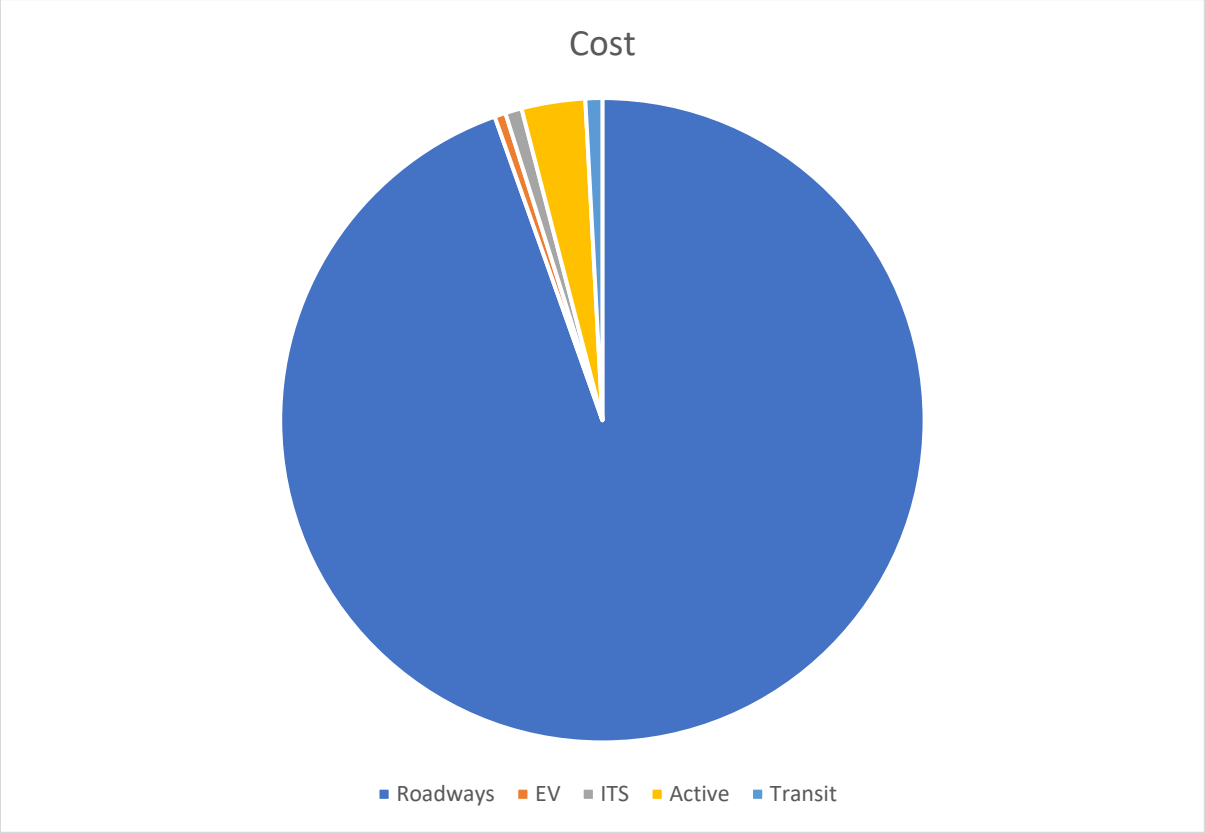
TIA projects already committed to funding are not included in the state and federal constrained list of projects; however, many TIA projects will be completed within the same band over the next ten years. These dollars have already been committed to specific projects and phases of projects. Some projects are only partially funded by TIA, in which case, project completion will require other state and Federal revenues, outlined earlier in 10-1. The following are key assumptions used for cost estimation by transportation mode.

- **Highway, Roads and Bridges:** To maintain consistency with the previously adopted 2045 MTP, the same percentage breakdowns for project engineering (PE), right-of-way (ROW), and utilities have been applied for the 2050 MTP. Existing 2045 MTP Projects have received a 35% increase in cost for the 2050 MTP, which is a planning-level rate of inflation based on industry trends since 2020. New 2050 projects use planning-level cost estimates. All updated cost estimates for previous 2045 projects were reviewed by an in-house roadway engineer, and new 2050 project cost estimations developed by a roadway engineer, ensuring costs are accurate and account for the latest industry trends and information available.
- **Active Transportation:** Active transportation projects were priced using the *Costs for Pedestrian and Bicycle Infrastructure Improvements* prepared by the University of North Carolina (UNC) Highway Safety Research Center for the FHWA and applying an inflationary adjustment using the Bureau of Labor Statistics' Consumer Price Index (CPI) calculator. Distance estimates were rounded up to the nearest 100 feet for linear feet measurements and up the nearest .25 mile for mileage measurements. Project A-14, Implement Complete Streets, is a unit-cost estimate of per linear mile. Project costs were rounded up to the nearest $10,000 for projects under $100,000 and to the nearest $50,000 for projects over $100,000.
- **Transit:** Transit cost estimates are sketch-level, as no transit studies have been conducted to design routes, number of stops, or level of infrastructure necessary. Projects T-1 through T-3 assume two busses in operation during peak hours, one additional bus in reserve, 10 transit stops with shelters, benches, a trash receptacle, a bus stop sign, street lighting, a striped crosswalk on the street, and a shade tree. The cost also includes liability insurance, 3 full time CDL (commercial driver licensed) drivers, and one transit manager. Projects T-5 through T8, T-10, and T-11 are all priced in unit cost. *Costs for Pedestrian and Bicycle Infrastructure Improvements* were used to develop unit costs for some infrastructure, applying an inflationary adjustment using the Bureau of Labor Statistics' CPI calculator.

- **ITS/Signalization:** In Georgia, the average cost to install a new traffic signal typically ranges from $200K to $250K. For interchange projects, a higher budget of $500K is assumed to signalize two ramp terminals. ITS signal integration is estimated to cost $160k per signal resulting in a total of approximately $4.5 million for 28 signals.
- **Electric Vehicles:** The cost of EV charging stations, at $1 million per site of 4 ports each, are based upon GDOT's Georgia EV Development Plan figures for 4 existing sites along the I-75 corridor. Thus, the total cost estimate for the 6 EV sites included in the 2050 MTP is $6 million.

Highway, road and bridge projects recommended for the 2050 MTP are expected to cost approximately $1 billion, including all project phases, contingencies, and estimates of inflation. Project phases include project engineering, right-of-way, utilities, and construction, engineering, and inspection. Electric vehicle charging stations in the 2050 MTP are estimated to cost roughly $6 million, while ITS and signalization projects are estimated to cost $9 million. The cost of recommended active transportation projects is estimated at $34 million while transit projects are expected to cost in the neighborhood of $9 million using sketch level planning estimates to be updated during future feasibility studies. Individual project costs by phase and band (phasing years) are provided later in Chapter 13. Figure 11-3 is a pie chart depicting the relative share of 2050 MTP project costs by transportation mode.

Figure 11-3: Project Cost Estimates by Mode



12 PERFORMANCE-BASED PROJECT PRIORITIZATION

This chapter presents the methodology, analysis, and outcomes of a project prioritization process for the Valdosta-Lowndes 2050 MTP. The primary objectives of this chapter are to:

- Define a clear, transparent prioritization framework that aligns with the goals and objectives of the 2050 MTP, as established through stakeholder engagement.
- Evaluate the anticipated benefits and impacts of each recommended transportation project, including performance improvements, community outcomes, and cost considerations.
- Rank and score projects in accordance with the prioritization framework to establish an ordered list of investments.
- Develop a fiscally constrained, cost-feasible work program that sequences project implementation based on anticipated revenue streams and strategic importance.

By establishing a prioritized, performance-based investment strategy, this chapter provides the actionable foundation for the subsequent preparation of the final MTP and the ongoing system performance monitoring framework. This approach ensures that the Valdosta-Lowndes region pursues the most effective, equitable, and sustainable transportation investments through the year 2050.

12.1 Scoring Criteria and Metrics

The project scoring methodology employs a consistent four-point scale (0-3) for each performance indicator, where a score of 0 denotes no anticipated benefit or a potential adverse impact, and a score of 3 represents the highest level of alignment with an MTP goal. **Table 12-1** provides a summary of individual measures and categorical thresholds. Scoring definitions for each category are calibrated to reflect both Federal performance measure thresholds (PM1-PM3) and regionally specific objectives. The following sections offer a concise overview of the scoring approach by goal.

12.1.1 Safety

Safety scores reflect expected reductions in total crashes, fatal and serious injury crashes per 100 million VMT, and non-motorized incidents within a ¼-mile buffer of project limits. Projects associated with low crash densities (0-10 crashes per thousand AADT) receive lower points, while high-crash locations (>30 crashes per thousand AADT) that potentially achieve significant percent reductions earn top scores. Fatal crash rates and the share of commercial vehicle and vulnerable user crashes are similarly banded.

12.1.2 Freight Movement and Economic Vitality

Freight and economic vitality scoring emphasizes connectivity to designated freight corridors and economic development sites. Projects with no corridor access score lowest, while those that directly link to industrial zones, rail yards, or truck parking areas receive a maximum number of points. Truck traffic proportions are scored from under 1 percent to over 10 percent of AADT, and proximity to Georgia Ready for Accelerated Development (GRAD) select sites is evaluated in distance bands, with the closest projects achieving the highest ratings.

12.1.3 Infrastructure Condition

Pavement and bridge condition scores derive from current Highway Performance Monitoring System (HPMS) ratings and the National Bridge Inventory (NBI). Rehabilitation of segments in "poor" condition is prioritized with higher scores, whereas preventative maintenance on "good" condition segments is credited for deferring future rehabilitation costs. Bridge projects are evaluated by sufficiency ratings, with those nearing replacement thresholds receiving elevated scores. Roadway widening projects are assumed to result in new pavement.

12.1.4 System Efficiency and Congestion Reduction

Congestion and mobility benefits are quantified through existing and projected thresholds of annual average daily traffic (AADT) and level of service (LOS) ratings for both current and "do nothing" networks. Signal optimization, TSM/TDM strategies, and targeted capacity enhancements are scored based on projected roadway capacity and congestion levels, aligning with PM3 metrics for travel and reliability. Similarly, resilience measures, such as providing emergency-route redundancy in flood-prone corridors, are incorporated into the scoring framework.

12.1.5 Equity and Environmental Sustainability

Scores in this combined category address historic preservation, environmental impacts, and multimodal equity. Projects encroaching on historic districts or within ¼-mile of sensitive environmental resources receive lower scores, while those enhancing access to historic districts, implementing green infrastructure, or delivering transit and active-transportation improvements earn higher ratings. Connectivity to Areas of Persistent Poverty (AOPP) is also scored, with transit connections and on-site multimodal facilities receiving top points.

12.1.6 Project Delivery

Implementation readiness is evaluated based on TIP/STIP (statewide TIP) inclusion, alignment with the 2050 MTP, and stakeholder engagement quality. Projects already programmed in current funding plans score highest, while projects not yet under any phase of implementation score lowest. Public support is measured through stakeholder feedback, with significant positive dialogue contributing to top-tier scores.

12.2 Criteria Weights

To translate raw performance scores into composite rankings, individual metric scores are multiplied by weighting factors that reflect stakeholder priorities and regional objectives. Weighting is structured on two tiers: (1) Goal-level weights that allocate relative importance to each of the six MTP goal categories; and (2) Criteria-level weights that distribute the weight of each goal among its constituent performance measures. Both levels of weighting vary by project scope – (i) Highway and Bridges, (ii) ITS and Signalization, (iii) EV/AV Infrastructure, (iv) Public Transit, and (v) Active Transportation – to recognize differing emphasis across project types. For example, Safety (PM1) may carry a higher goal weight for Highway and Bridges projects, while Connectivity and Non-Car Accessibility receive greater emphasis for Active Transportation and Transit projects. Within each goal, measure-level weights further refine

priorities: the share of total crashes, fatal crashes, and vulnerable road user incidents under Safety; the split between pavement and bridge asset conditions in PM2; and the balance of congestion and traffic volume in PM3.

Goal-level weights were informed by Federal and State performance guidelines and best practices from comparable Georgia MPOs and were then reviewed and approved by Valdosta-Lowndes MPO staff, and subsequently presented to the Technical Advisory Committee, Policy Committee, and public stakeholders.

Table 12-1 provides full tabulations of both goal- and criteria-level weights for each project scope. Final composite project scores, a sum of weighted metric contributions, generate a single ranking index, guiding the development of a fiscally constrained, performance-based implementation program. **Table 12-2** further breaks down criteria weights by project categories.

Chapter 13 further explores the recommended projects, with estimated costs and references to the available funding allocated to the short-, mid-, and long-term funding bands for implementation. The lowest priority projects with high estimated cost that do not fit into the projected revenue stream are discussed under the Aspirational Projects section.

12.3 Project Rankings

Table 12-1 through Table 12-8 present complete ranked listings of recommended projects based on scores and weights previously described in this Chapter, highlighting the highest-scoring initiatives that deliver the greatest combined benefit per dollar invested. Separate tables are provided for each transportation mode and funding source in the following order:

1. Table 12-3: Federal/State Funded Roadways
2. Table 12-4: Federal/State Funded ITS/Signalization Projects
3. Table 12-5: Federal/State Funded Electric Vehicle Charging Stations
4. Table 12-6: Federal/State Funded Transit Projects
5. Table 12-7: Federal/State Funded Multimodal (Active Transportation)
6. Table 12-8: Potential Discretionary TIA-2 Projects (mix of modes)
7. Table 12-9: Illustrative Roadway Projects
8. Table 12-10: Illustrative Transit Projects

The findings from the project prioritization process reveal information about regional needs, where benefits concentrate, and how a fiscally constrained rollout can maximize safety, mobility, equity, and state-of-good-repair outcomes. **Appendix J** depicts the results of applying the evaluation scoring to each project.

TIA-2 discretionary funds were key to maximizing the ability to fund as many transportation projects as possible, and these projects are in a separate table from those proposed for Federal/State funding. Illustrative roadway and transit projects are also separated out in order of project ranking.

Table 12-1: Scoring Methodology

PERFORMANCE MEASURES			Score Points (1-3)			
			Measurement Units			
No.	Criteria	Measures	0	1	2	3
1	Safety	Total crashes per thousand AADT (within 0.25 mi)	0 - 10	10 - 20	20 - 30	More than 30
		Fatal crashes per thousand AADT (within 0.25 mi)	0 - 0.05	0.05 - 0.10	0.10 - 0.15	More than 0.15
		Percent CMV (trucks) crashes	0% - 3.5%	3.5% - 6.5%	6.5% - 10%	More than 10%
		Percent VRU (non-motorized) crashes	0% - 3.5%	3.5% - 6.5%	6.5% - 10%	More than 10%
2	Freight Mobility and Economic Vitality	Freight Designated Corridor	No Connection	Industrial Area and/or Rail Crossing	Corridor Connection including Rail Yards	On Freight Corridor or Truck Parking
		Percent Truck Traffic	0% - 1%	1% - 5%	5% - 10$	More than 10%
		Georgia Ready for Accelerated Development (GRAD) Select Sites	Outside 1 mi.	Within 1 mi.	Within 0.5 mi.	Within 0.25 mi.
3	System Efficiency and Congestion Reduction	Total Existing AADT	0 - 10,000	10,000 - 20,000	20,000 - 30,000	More than 30,000
		Serves congested corridor (Existing LOS)	A/B	C	D	E/F
		Projected LOS (Do Nothing Network)	A/B	C	D	E/F
		Total Projected AADT (2050 Needs Network)	0 - 10,000	10,000 - 20,000	20,000 - 30,000	More than 30,000
4	System Reliability and Resiliency	Provide resiliency to regional network	New Roadway or Truck Parking	Project Adding Through Lanes or Rail Crossing	Add Turn Lanes, Bike Lanes or Paths, Sidewalks, EV, or ITS	Evacuation Route, Pavement/Bridge or Transit Project
		State of Good Repair	NA	Good	Fair	Poor
5a	Environment & Quality of Life	Potential impacts to environmental resources	Obvious Negative Impact to Environment	Possible Negative Impact to Environment	No Direct Environmental Impact	Positive Impact to Environment
5b	Equity	Historic Preservation	Negative Impact to Historic Sites/Areas	Project Outside Historic Sites/Areas	Improves Access to Historic Sites/Areas	Project Potential for Area Revitalization
		Increase Connectivity and Access	No Connection: AOPP to Jobs, etc.	Auto Connection: AOPP to Jobs, etc.	Bike/Ped Connection: AOPP to Jobs, etc.	Transit Connection: AOPP to Jobs, etc.
		Develop Safe, Affordable, and Accessible Transportation Solutions for Non-Car Users	Highway Project, No Bike/Ped Amenities	Highway Project with Bike/Ped Amenities	Transit or Active Transportation Project (Outside AOPP)	Transit or Active Transportation Project (Inside AOPP)
6	Project Readiness	Implementation Pipeline	2050 MTP *NEW*	2045 MTP	TIA	TIP/STIP
		Community and Stakeholder Needs	Negative Dialogue from Public	Project Not Mentioned by Public	Some Positive Dialogue from Public	Significant Positive Dialogue Rec'd

Table 12-2: Criteria Weights by Project Categories

EVALUATION CRITERIA & MEASURES			Project Scope: Highway & Bridges			Project Scope: ITS & Signalization			Project Scope: EV/AV Infrastructure			Project Scope: Public Transit			Project Scope: Active Transportation		
No.	Criteria	Measures	Criteria %	Goals Wt.	Criteria Wt.	Criteria %	Goals Wt.	Criteria Wt.	Criteria %	Goals Wt.	Criteria Wt.	Criteria %	Goals Wt.	Criteria Wt.	Criteria %	Goals Wt.	Criteria Wt.
1	Safety	Total crashes per thousand AADT (within 0.25 mi)	25.0%	15%	3.8%	25.0%	25%	6.3%	25.0%	5%	1.3%	25.0%	5%	1.3%	20.0%	20%	4.0%
		Fatal crashes per thousand AADT (within 0.25 mi)	30.0%		4.5%	30.0%		7.5%	30.0%		1.5%	30.0%		1.5%	25.0%		5.0%
		Percent CMV (trucks) crashes	20.0%		3.0%	25.0%		6.3%	20.0%		1.0%	20.0%		1.0%	15.0%		3.0%
		Percent VRU (non-motorized) crashes	25.0%		3.8%	20.0%		5.0%	25.0%		1.3%	25.0%		1.3%	40.0%		8.0%
2	Freight Mobility and Economic Vitality	Freight Designated Corridor	40.0%	15%	6.0%	40.0%	15%	6.0%	40.0%	15%	6.0%	40.0%	5%	2.0%	40.0%	5%	2.0%
		Percent Truck Traffic	30.0%		4.5%	30.0%		4.5%	30.0%		4.5%	30.0%		1.5%	30.0%		1.5%
		Georgia Ready for Accelerated Development (GRAD) Select Sites	30.0%		4.5%	30.0%		4.5%	30.0%		4.5%	30.0%		1.5%	30.0%		1.5%
3	System Efficiency and Congestion Reduction	Total Existing AADT	30.0%	15%	4.5%	30.0%	25%	7.5%	30.0%	10%	3.0%	30.0%	5%	1.5%	30.0%	5%	1.5%
		Serves congested corridor (Existing LOS)	30.0%		4.5%	30.0%		7.5%	30.0%		3.0%	30.0%		1.5%	30.0%		1.5%
		Projected LOS (Do Nothing Network)	20.0%		3.0%	25.0%		6.3%	20.0%		2.0%	20.0%		1.0%	20.0%		1.0%
		Total Projected AADT (2050 MTP Network)	20.0%		3.0%	15.0%		3.8%	20.0%		2.0%	20.0%		1.0%	20.0%		1.0%
4	System Reliability and Resiliency	Provide resiliency to regional network	60.0%	15%	9.0%	60.0%	15%	9.0%	60.0%	25%	15.0%	60.0%	10%	6.0%	60.0%	10%	6.0%
		State of Good Repair	40.0%		6.0%	40.0%		6.0%	40.0%		10.0%	40.0%		4.0%	40.0%		4.0%
5a	Environment & Quality of Life	Potential impacts to environmental resources	25.0%	10%	2.5%	25.0%	5%	1.3%	25.0%	35%	8.8%	25.0%	45%	11.3%	25.0%	30%	7.5%
5b	Equity	Historic Preservation	25.0%		2.5%	25.0%		1.3%	25.0%		8.8%	25.0%		11.3%	25.0%		7.5%
		Increase Connectivity and Access	25.0%		2.5%	25.0%		1.3%	25.0%		8.8%	25.0%		11.3%	25.0%		7.5%
		Develop Safe, Affordable, and Accessible Transportation Solutions for Non-Car Users	25.0%		2.5%	25.0%		1.3%	25.0%		8.8%	25.0%		11.3%	25.0%		7.5%
6	Project Readiness	Implementation Pipeline	60.0%	30%	18.0%	60.0%	15%	9.0%	60.0%	10%	6.0%	60.0%	30%	18.0%	60.0%	30%	18.0%
		Community and Stakeholder Needs	40.0%		12.0%	40.0%		6.0%	40.0%		4.0%	40.0%		12.0%	40.0%		12.0%
				100%	100%		100%	100%		100%	100%		100%	100%		100%	100%

Table 12-3: VLMPO 2050 MTP Roadway Projects by Prioritization Rank

			Roadway Funded Projects													
Priority	MTP ID	PI #	NAME	FROM	TO	IMPROVEMENT	FUTURE LANES	MILES	PE Tier	ROW/UTL	CST Tier	PE (YOE $)	ROW/UTL (YOE $)	CST (YOE $)	TOTAL (YOE $)
6	R-51	0016898	SOUTH VALDOSTA TRUCK BYPASS - TIA[1]	St. Augustine Road	US 84/Clay Road	New Construction	4	8.56	TIP	TIP	2	TIP	TIP	$ 205,548,725	$ 203,548,725
11	R-25	0010296	I-75 @ CR 783/LOCH LAUREL ROAD - PHASE II			Bridge Replacement			TIP	TIP	1	TIP	TIP	$ 3,112,960	$ 3,112,960
17	R-27		I-75 @ US 84	Exit 16	Exit 16	Interchange Improvement	2		1	1	3	$ 3,453,017	$ 11,394,957	$ 40,080,000	$ 54,927,974
19	R-65		West Hill Avenue (US 84/US 221)	Norman Drive		Intersection Improvement	N/A		1	1	1	$ 209,566	$ 691,568	$ 2,095,661	$ 2,996,795
21	R-48		North Valdosta Road	US 41/Five Points	I-75	Widen from 4 lanes to 6 la	6	4.32	1	1	3	$ 4,652,269	$ 15,352,487	$ 54,000,000	$ 74,004,756
22	R-05		BAYTREE ROAD GRADE SEPARATION	NS Railroad	NS Railroad	Grade Separation	N/A	NA	1	1	3	$ 4,414,486	$ 14,567,804	$ 51,240,000	$ 70,222,291
25	R-57		US 84/Hill Avenue at Fry Street	US 84/Hill Avenue	Fry Street	Intersection Improvement	N/A		1	1	1	$ 125,094	$ 412,811	$ 1,250,943	$ 1,788,849
32	R-52		SR 122	I-75	Union Road	Added Travel Lanes	4	0.57	1	1	1	$ 796,055	$ 2,626,981	$ 7,960,549	$ 11,383,585
33	R-53		SR 122	I-75	Morven Road	Added Travel Lanes	4	0.74	1	1	3	$ 1,152,729	$ 3,804,005	$ 13,380,000	$ 18,336,734
34	R-26	0010295	I-75 @ SR 376 - PHASE II			Bridge Replacement			TIP	TIP	1	TIP	TIP	$ 22,850,911	$ 22,850,911
39	R-62	0020358	WEIGH STATION @ I-75 SB IN LOWNDES COUNTY			Truck parking			TIP	TIP	1	TIP	TIP	$ 4,406,216	$ 4,406,216
43	R-14		Bemiss Road at Inner Perimeter	Bemiss Road	Inner Perimeter Road	Intersection Improvement	N/A	NA	1	1	1	$ 168,516	$ 556,101	$ 1,685,155	$ 2,409,772
49	R-61	0020359	WEIGH STATION @ I-75 NB IN LOWNDES COUNTY			Truck parking			TIP	TIP	1	TIP	TIP	$ 3,331,024	$ 3,331,024
52	R-64		West Hill Avenue (US 84/US 221)	I-75	E of Norman Drive	Widen from 4 lanes to 6 la	6		3	3	3	$ 204,250	$ 674,024	$ 2,042,496	$ 2,920,769
54	R-02		Barack Obama Blvd	East Hill Avenue	Northside Drive	Center Turn Lane	3		3	3	3	$ 2,370,000	$ 7,821,000	$ 23,700,000	$ 33,891,000
59	R-63		West Gordon Street	N. Patterson Street	Baytree Road	Center Turn Lane	3		3	3	3	$ 842,400	$ 2,779,920	$ 8,424,000	$ 12,046,320
60	R-32		James Beck Overpass	S. Ashley St/E. Savannah Ave. intersection		Intersection Improvement	N/A		3	3	3	$ 129,600	$ 427,680	$ 1,296,000	$ 1,853,280
62	R-20		Cherry Creek Road	Oak Street Ext.	Orr Road	Widen from 2 lanes to 4 la	4	2.5	TIP	TIP	1	TIP	TIP	$ 35,150,476	$ 35,150,476
67	R-49		Park Avenue	Ashley Street	N. Patterson Street	Center Turn Lane	3		3	3	3	$ 842,400	$ 2,779,920	$ 8,424,000	$ 12,046,320
68	R-34	0019937	JUMPING GULLY RD @ JUMPING GULLY CREEK 6 MI SW OF LAKE PARK			Bridge Replacement			TIP	TIP	1	TIP	TIP	$ 7,625,586	$ 7,625,586
74	R-07		Baytree Road/ Sherwood Drive	Baytree Road	Sherwood Drive	Intersection Improvement	N/A		3	3	3	$ 461,697	$ 1,523,600	$ 4,616,971	$ 6,602,268
75	R-44		North Lee Street	Vallotton Drive	East Park Avenue	Center Turn Lane	3		3	3	3	$ 246,564	$ 813,661	$ 2,465,640	$ 3,525,865
78	R-03		Baytree Road	Norman Dr	N Oak St	Widen from 4 lanes to 6 la	6		3	3	3	$ 2,237,641	$ 7,384,216	$ 22,376,412	$ 31,998,269
78	R-40		N. Ashley Street / Northside Drive	North Ashley Street	Northside Drive	Intersection Improvement	N/A		3	3	3	$ 234,000	$ 772,200	$ 2,340,000	$ 3,346,200
80	R-11		Bemiss Road / Connell Road	Bemiss Road	Connell Road	Intersection Improvement	N/A		3	3	3	$ 216,000	$ 712,800	$ 2,160,000	$ 3,088,800
81	R-10		Bemiss Road	Inner Perimeter Road	Moody AFB	Widen from 4 lanes to 6 la	6		3	ASP	ASP	$ 7,349,040	ASP	ASP	$ 7,349,040
82	R-42		N. Valdosta Road / Inner Perimeter Road	N. Valdosta Road	Inner Perimeter Road	Intersection Improvement	N/A		3	3	3	$ 234,000	$ 772,200	$ 2,340,000	$ 3,346,200
83	R-33		James Road Extension/Western Perimeter N	James Road	Indian Ford Road	New Road	2	1.5	3	3	3	$ 1,368,000	$ 4,514,400	$ 13,680,000	$ 19,562,400
90	R-04		Baytree Road / Norman Drive	Baytree Road	Norman Drive	Intersection Improvement	N/A		3	3	3	$ 351,540	$ 1,160,082	$ 3,515,400	$ 5,027,022
92	R-30		Inner Perimeter Rd. / Brookfield Rd. / Lake Laurie Dr. Intersection			Intersection Improvement	N/A		3	3	3	$ 129,600	$ 427,680	$ 1,296,000	$ 1,853,280
93	R-17		Cat Creek Road / Pine Grove Road	Cat Creek Road	Pine Grove Road	Intersection Improvement	N/A		3	3	3	$ 36,600	$ 120,780	$ 366,000	$ 523,380
95	R-19		Cat Creek Road/ Radar Site Road	Cat Creek Road	Radar Site Road	Intersection Improvement	N/A		3	3	3	$ 28,200	$ 93,060	$ 282,000	$ 403,260
96	R-12		Bemiss Road / Davidson Road	Bemiss Road	Davidson Road	Intersection Improvement	N/A		3	3	3	$ 129,600	$ 427,680	$ 1,296,000	$ 1,853,280
99	R-35		Knight Academy Road/Studstill Road			Intersection improvement	N/A		3	3	3	$ 70,344	$ 232,135	$ 703,440	$ 1,005,919
100	R-47	0013986	CR 188/CR 781/N OAK STREET FROM SR 7BU TO BRECKENRID	Five Points Roundabout	Cherry Creek Road	Widen from 2 lanes to 4 la	4		3	3	3	$ 1,200,000	$ 5,160,000	$ 9,118,800	$ 15,478,800
101	R-43		North Ashley Street	Vallotton Drive	Bemiss Road	Additional SB Lane	4		3	3	3	$ 414,234	$ 1,366,972	$ 4,142,340	$ 5,923,546
101	R-69		Western Perimeter S	SR 31/Madison Hwy.	Old Clyattville Road	New Road	2		3	3	3	$ 1,239,120	$ 4,089,096	$ 12,391,200	$ 17,719,416
103	R-46		North Oak Street	W. Alden Avenue	Canna Drive	Center Turn Lane	3		3	3	3	$ 499,356	$ 1,647,875	$ 4,993,560	$ 7,140,791
109	R-06		Baytree Road North Extension	Baytree Road	Coleman Road	Extend existing roadway	2		3	3	3	$ 2,160,000	$ 7,128,000	ASP	$ 9,288,000
109	R-58		Val Del Road / Mcmillan Road / Bethany Road	Val Del Road	McMillan Road/Bethany Ro	Intersection Improvement	N/A		3	3	3	$ 36,960	$ 121,968	$ 369,600	$ 528,528
111	R-60		Webb Road Realignment	SR 122	Webb Road	Realignment, Roundabou	N/A		3	3	3	$ 703,080	$ 2,320,164	$ 7,030,800	$ 10,054,044
114	R-09		Bemiss Knights Academy/Old Pine Roads Intersection	Old Bemiss Road	Bemiss Road/Old Pine Rd E	Intersection Realignments	2		3	3	3	$ 228,000	$ 752,400	$ 2,280,000	$ 3,260,400
115	R-15		Boone (Dairy) Road CSX Crossing			Potential railroad crossin	N/A		3	3	3	$ 120,000	$ 396,000	$ 1,200,000	$ 1,716,000
117	R-50		Prewitte Street / Bemiss Road	Prewitte Street	Bemiss Road	Intersection Improvement	N/A		3	3	ASP	$ 168,000	$ 554,400	$ 1,400,000	$ 2,122,400
131	R-21		Dasher Grove Road Extension[2]	Dasher Grove Road	Val Del Road	New Road	2		Developer	Funde		$ 268,700	$ 886,710	$ 2,687,000	$ -
														Total	$ 741,571,451

[1] *$2 million committed from TIA-2, subtracted from total cost*

[2] *Dasher Road total cost zeroed out, as developer-funded*

Table 12-4: VLMPO 2050 MTP ITS/Signalization Projects by Prioritization Rank

Pri	MT	PI #	NAME	FROM	TO	IMPROVEMENT	FUTUR	MIL	PE	RO	C	PE (YOE $)	ROW/UTL (Y	CST (YOE $)	TOTAL (YOE $
13	I-07		ITS System Enhancement			Integrate non-Valdosta traffic signals to Ci			1	1	1	$ -	$ -	$ 3,473,694	$ 3,473,694
14	I-06		I-75 Interchange Signalization Enhancement	US-41	US-84	Optimize signalization along route to supp			1	1	1	$ -	$ -	$ 982,146	$ 982,146
20	I-05		US-41 Signalization Enhancement	I-75	Bemiss Road	Optimize signalization along route to supp			1	1	1	$ -	$ -	$ 1,240,605	$ 1,240,605
35	I-01		I-75 Exit at Old Clyattville Rd New Signal			Deploy interchange signalization to suppo			1	1	1	$ -	$ -	$ 516,919	$ 516,919
113	I-04		Bemiss Road Signalization Enhancement	US-41	GA-122	Optimize signalization along route to supp			3	3	3	$ -	$ -	$ 3,480,000	$ 3,480,000
														Total	$ 9,693,363

Table 12-5: VLMPO 2050 MTP Electric Vehicle Charging Station Projects by Prioritization Rank

Pri	MT	PI #	NAME	FROM	TO	IMPROVEMENT	FUTUR	MIL	PE	RO	C	PE (YOE $)	ROW/UTL (Y	CST (YOE $)	TOTAL (YOE $
29	E-01		I-75 at Old Clyattville Rd NEVI Improvement	I-75	Old Clyattville Rd	Install NEVI compliant charging infrastruc			1	1	1	$ -	$ -	$ 1,033,838	$ 1,033,838
35	E-03		I-75 at Lakes Blvd NEVI Improvement	I-75		Install NEVI compliant charging infrastruc			1	1	1	$ -	$ -	$ 1,033,838	$ 1,033,838
38	E-06		Valdosta Mall EV Infrastructure Installment	Valdosta Mall		Install charging infrastructure at the Valdo			1	1	1	$ -	$ -	$ 1,033,838	$ 1,033,838
55	E-02		I-75 at Madison Hwy NEVI Improvement	I-75	Madison Hwy	Install NEVI compliant charging infrastruc			3	3	3	$ -	$ -	$ 1,200,000	$ 1,200,000
63	E-05		Airport EV Infrastructure Installment	Valdosta Regional Airport		Install charging infrastructure at the Valdo			3	3	3	$ -	$ -	$ 1,200,000	$ 1,200,000
68	E-04		I-75 Bellville NEVI Improvement	I-75		Install NEVI compliant charging infrastruc			3	3	3	$ -	$ -	$ 1,200,000	$ 1,200,000
														Total	$ 6,701,513

Table 12-6: VLMPO 2050 MTP Transit Projects by Prioritization Rank

Pri	MT	PI #	NAME	FROM	TO	IMPROVEMENT	FUTUR	MIL	PE	RO	C	PE (YOE $)	ROW/UTL (Y	CST (YOE $)	TOTAL (YOE $
1	T-02		Route 2: East-West Connection			Fixed-Route Bus Route			1	ASP	ASP	$ 62,030.25	$ -	$ -	$ 62,030
2	T-01		Route 1: North-South Loop			Fixed-Route Bus Route			1	ASP	ASP	$ 62,030.25	$ -	$ -	$ 62,030
3	T-03		Route 3: Commuter Route to Moody Air Force Base			Fixed-Route Bus Route			1	ASP	ASP	$ 62,030.25	$ -	$ -	$ 62,030
7	T-04		Expand Valdosta On-Demand Services			Reliability Improvements			1	1	1	$ -	$ -	$ 671,994	$ 671,994
7	T-09		Transit App Upgrades			Improve Public Transit Infrastructure			1	1	1	$ -	$ -	$ 1,034	$ 1,034
														Total	$ 859,119

Table 12-7: VLMPO 2050 MTP Multimodal (Active Transportation) Projects by Prioritization Rank

Pr	MT	PI #	NAME	FROM	TO	IMPROVEMENT	FUTUR	MIL	PE	RO	C	PE (YOE $)	ROW/UTL (Y	CST (YOE $)	TOTAL (YOE $
87	A-01		Azalea City Trail Expansion - Eastern Extension	Valdosta Youth Complex	Valdosta High School	Multi-Use Path			3	3	3	$ -	$ -	$ 1,200,000	$ 1,200,000
51	A-02		Azalea City Trail Expansion - Northern Extension	Valdosta Youth Complex	Freedom Park	Multi-Use Path			3	3	3	$ -	$ -	$ 1,800,000	$ 1,800,000
61	A-03		Azalea City Trail Expansion - Southern Extension	Sustella Trail	John W. Saunders Memorial	Multi-Use Path			3	3	3	$ -	$ -	$ 600,000	$ 600,000
89	A-04		Azalea City Trail/Sustella Trail - Western Extension	Wainwright Drive	Valdosta Mall	Multi-Use Path			3	3	3	$ -	$ -	$ 1,200,000	$ 1,200,000
24	A-05		Barack Obama Blvd	East Hill Avenue	Northside Drive	Infill sidewalks, bike lanes			1	1	1	$ -	$ -	$ 1,033,838	$ 1,033,838
44	A-06		Bemiss Road (SR 125)	N Ashley Street	Knight Academy Road	Fill sidewalk gaps and consider bike lanes			1	1	1	$ -	$ -	$ 1,343,989	$ 1,343,989
107	A-07		Bemiss Road at Inner Perimeter Road			Intersection Improvements			3	3	3	$ -	$ -	$ 120,000	$ 120,000
96	A-08		Berkley Drive	Gornto Road	Eager Rd	Install 5-foot-wide sidewalks, benches, an			3	3	3	$ -	$ -	$ 360,000	$ 360,000
88	A-09		Country Club Drive	Highway 7/US 41	Jerry Jones Drive	Install sidewalks and pedestrian crossings			3	3	3	$ -	$ -	$ 480,000	$ 480,000
39	A-10		Cyclist Education Program			Public Outreach / Education			1	1	1	$ -	$ -	$ -	No Direct Cost
44	A-11		E Park Avenue	N Ashley Street	Inner Perimeter Road	Install bike lanes, construct sidewalks wh			3	3	3	$ -	$ -	$ 4,920,000	$ 4,920,000
64	A-12		Eager/Jerry Jones Drive	Oak Street	Baytree Drive	Construct sidewalks for pedestrian safety,			3	3	3	$ -	$ -	$ 3,600,000	$ 3,600,000
53	A-13		Gornto Road	North Oak Street	Jerry Jones Drive	Construct sidewalks on both sides			3	3	3	$ -	$ -	$ 480,000	$ 480,000
39	A-14		Implement Complete Streets			Improve Connectivity and Sidewalk Infrastr			1	1	1	$ -	$ -	$ 103,384	$ 103,384
84	A-15		Inner Perimeter Road	Valdosta Road	Forrest Street Extension	Install sidewalks and pedestrian crossings			3	3	3	$ -	$ -	$ 1,020,000	$ 1,020,000
26	A-16		Lake Park Road	Holiday Street	South Street	Fill sidewalk system gap			1	1	1	$ -	$ -	$ 51,692	TIA
56	A-17		Norman Drive	Baytree Road	Hill Avenue	Fill sidewalk gaps, install protected bike la			3	3	3	$ -	$ -	$ 1,020,000	$ 1,020,000
108	A-18		Norman Drive at Baytree Road			Intersection Improvements			3	3	3	$ -	$ -	$ 12,000	TIA
96	A-19		Norman Drive at St. Augustine Road			Intersection Improvements			3	3	3	$ -	$ -	$ 1,200,000	$ 1,200,000
47	A-20		North Oak Street	Gornto Road	Valdosta Middle School	Install 6-foot-wide sidewalks on both sides			1	1	1	$ -	$ -	$ 310,151	TIA
115	A-21		North Oak Street Extension at Inner Perimeter Road			Intersection Improvements			3	3	3	$ -	$ -	$ 60,000	TIA
105	A-22		North Valdosta Road	Country Club Drive	Inner Perimeter Road	Improve pedestrian sidewalk connectivity			3	3	3	$ -	$ -	$ 240,000	TIA
46	A-23		Northside Drive	North Oak Street	Bemiss Road	Install sidewalks and improve pedestrian i			1	1	1	$ -	$ -	$ 413,535	$ 413,535
26	A-24		Old Hudson Street and/or McDougal Street	Lake Park	Fry Street	Construct sidewalks			1	1	1	$ -	$ -	$ 41,354	TIA
15	A-25		Park Avenue	N Patterson Street	N Ashley Street	Install 6-foot-wide sidewalks and dedicate			1	1	1	$ -	$ -	$ 1,447,373	$ 1,447,373
84	A-26		Pineview Drive	Bemiss Road	E Park Avenue	Install sidewalks and improve pedestrian			3	3	3	$ -	$ -	$ 960,000	$ 960,000
15	A-27		South Oak Street	W Central Avenue	Old Clyattville Road	Add clearly marked bicycle lanes, signage,			1	1	1	$ -	$ -	$ 310,151	$ 310,151
90	A-28		St. Augustine Road	Harmon Drive	Twin Street	Fill sidewalk system gap			3	3	3	$ -	$ -	$ 420,000	$ 420,000
12	A-29		Toombs Street	W Crane Avenue	Old Clyattville Road	Install sidewalks			1	1	1	$ -	$ -	$ 258,459	$ 258,459
49	A-30		U.S. Highway 84	RR Xing	Blanchard St.	Install sidewalks, pedestrian crossings, bu			1	1	1	$ -	$ -	$ 671,994	$ 671,994
48	A-31		West Hill Avenue (US 84/US 221)	I-75	E of Norman Drive	Consider adding sidewalks and bike lanes			1	1	1	$ -	$ -	$ 103,384	TIA
94	A-32		Withlacoochee River Trail - north and south of Langdale Pa	Cherry Lake	Sugar Creek Landing	Multi-Use Path			3	3	3	$ -	$ -	$ 9,600,000	$ 9,600,000
77	A-33		Bemiss Road (SR 125)	N Ashley Street	Moody Air Force Base	Install protected bike lanes			3	3	3	$ -	$ -	$ 2,760,000	$ 2,760,000
106	A-34		E Park Avenue	Pineview Dr	Inner Perimeter Road	Install new sidewalk and fill gaps in existir			3	3	3	$ -	$ -	$ 480,000	$ 480,000
71	A-35		N St Augustine Rd	Twin St	River St	Multi-Use Path			3	3	3	$ -	$ -	$ 720,000	$ 720,000
58	A-36		N Oak Street	Northside Dr	Baytree Drive	Install bike facility			3	3	3	$ -	$ -	$ 720,000	$ 720,000
57	A-37		Loch Laurel Road/SR 376	Torree Pines Lane	Oak Trace Road	Study sidewalk needs			3	3	3	$ -	$ -	$ 96,000	TIA
18	A-38		E-Bike/E-Scooter Program			E-Bike/E-Scooter Program			1	1	1	$ -	$ -	$ 41,354	$ 41,354
26	A-39		Fry Street	Old Statenville Road	Lake Park Road	Install bike lanes, construct sidewalks wh			1	1	1	$ -	$ -	$ 103,384	TIA
														Total	**$ 39,284,076**

Table 12-8: VLMPO 2050 MTP Potential TIA-2 Discretionary Funded Projects by Prioritization Rank

Priority	MTP ID	PI #	NAME	FROM	TO	IMPROVEMENT	FUTURE LANE	MILES	PE Tier	ROW/UTL Tier	CST Tier	PE (YOE $)	ROW/UTL (YOE	CST (YOE $)	TOTAL (YOE $)
16	R-70		South Patterson/Old Clyattville Road			Intersection Improvement			1	ASP	ASP	$ 111,654	$ -	$ -	$ 111,654
26	A-16		Lake Park Road	Holiday Street	South Street	Fill sidewalk system gap			1	1	1	$ -	$ -	$ 51,692	$ 51,692
26	A-24		Old Hudson Street and/or McDougal Street	Lake Park	Fry Street	Construct sidewalks			1	1	1	$ -	$ -	$ 41,354	$ 41,354
26	A-39		Fry Street	Old Statenville Road	Lake Park Road	Install bike lanes, construct sidewalks where gaps ex			1	1	1	$ -	$ -	$ 103,384	$ 103,384
37	R-56		St. Augustine Rd./Clubhouse Dr./Ellis Dr.	St. Augustine Road	Clubhouse Dr./Ellis Dr.	Intersection Improvement	N/A		1	1	1	$ 31,842	$ 105,079	$ 318,422	$ 455,343
42	R-01		Alden Avenue	N Patterson Street	Baytree Road	Center Turn Lane, sidewal	3		1	1	3	$ 1,095,888	$ 3,616,432	$ 12,720,240	$ 17,432,560
47	A-20		North Oak Street	Gornto Road	Valdosta Middle School	Install 6-foot-wide sidewalks on both sides			1	1	1	$ -	$ -	$ 310,151	$ 310,151
48	A-31		West Hill Avenue (US 84/US 221)	I-75	E of Norman Drive	Consider adding sidewalks and bike lanes			1	1	1	$ -	$ -	$ 103,384	$ 103,384
57	A-37		Loch Laurel Road/SR 376	Torree Pines Lane	Oak Trace Road	Study sidewalk needs			3	3	3	$ -	$ -	$ 96,000	$ 97,199
64	R-36	0020144	LAMAR STREET @ SUGAR CREEK IN VALDOSTA			Bridge Replacement			TIP	TIP	1	TIP	TIP	$ 746,224	$ 746,224
66	R-45		North Oak Street	Baytree Road	W. Moore Street	One-way to Two-way	2	0.1	3	3	3	$ 276,000	$ 910,800	$ 2,760,000	$ 3,946,800
68	R-59		Val Del Road / North Valdosta Road	Val Del Road	North Valdosta Road	Intersection Improvement	N/A		3	3	3	$ 166,536	$ 549,569	$ 1,665,360	$ 2,381,465
72	R-31		Inner Perimeter Road/S. Patterson Street	Inner Perimeter	South Patterson	Intersection Improvement	N/A		3	3	3	$ 37,200	$ 122,760	$ 372,000	$ 531,960
73	R-41		N. Oak Street Ext. / Bemiss Road	N. Oak Street Ext.	Bemiss Road	Intersection Improvement	N/A		3	3	3	$ 36,600	$ 120,780	$ 366,000	$ 523,380
86	R-13		Bemiss Road / Skipper Bridge Rd	Bemiss Road	Skipper Bridge Road	Intersection Improvement	N/A		3	3	3	$ 48,600	$ 160,380	$ 486,000	$ 694,980
105	A-22		North Valdosta Road	Country Club Drive	Inner Perimeter Road	Improve pedestrian sidewalk connectivity			3	3	3	$ -	$ -	$ 240,000	$ 242,998
108	A-18		Norman Drive at Baytree Road			Intersection Improvement			3	3	3	$ -	$ -	$ 12,000	$ 12,150
115	A-21		North Oak Street Extension at Inner Perimeter Road			Intersection Improvements			3	3	3	$ -	$ -	$ 60,000	$ 60,750
119	R-68		West Marion Avenue / N. Gordon Street	West Marion Avenue	N. Gordon Street	Intersection Improvement	N/A		3	3	3	$ 840	$ 2,772	$ 8,400	$ 12,012
														Total	$ 27,859,440

Table 12-9: Illustrative Roadway Projects

Priority	MTP ID	NAME	FROM	TO	IMPROVEMENT	FUTURE LANES	PE (2025 $)	ROW/UTL (2025 $)	CST (2025 $)	TOTAL (2025 $)
16	R-70	South Patterson/Old Clyattville Road			Intersection Improvement		Funded (Potential TIA)	$356,400	$1,080,000	$1,436,400
81	R-10	Bemiss Road	Inner Perimeter Road	Moody AFB	Widen from 4 lanes to 6 lanes	6	Funded (Federal/GDOT)	$20,209,860	$61,242,000	$81,451,860
104	R-29	I-75/SR 7 Connector	New I-75 Interchange	SR 7 near Country Club Road	New Road	2	$415,400	$1,370,820	$4,154,000	$5,940,220
109	R-06	Baytree Road North Extension	Baytree Road	Coleman Road	Extend existing roadway	2	Funded (Federal/GDOT)	Funded (Federal/GDOT)	$18,000,000	$18,000,000
112	R-28	I-75 @ New Interchange	Between SR 133	and SR 7 interchanges	New Interchange	0	$1,918,100	$6,329,730	$19,181,000	$27,428,830
118	R-18	Cat Creek Road /State Route 122	Cat Creek Road	SR 122	Intersection Improvement	N/A	$40,500	$133,650	$405,000	$579,150
119	R-23	Gornto Road	NS Railroad	NS Railroad	Grade Separation	N/A	$1,200,000	$3,960,000	$12,000,000	$17,160,000
119	R-67	West Marion Avenue (SR 7)/Lakes Blvd.	West Marion Avenue	Lake Blvd.	Intersection Improvement	N/A	$108,000	$356,400	$1,080,000	$1,544,400
122	R-37	Loch Laurel Road / Bevel Creek Bridge	Bevel Creek Bridge	Bevel Creek Bridge	Bridge Replacement	N/A	$175,000	$577,500	$1,750,000	$2,502,500
122	R-38	Loch Laurel Road / Corinth Church Road	Loch Laurel Road	Corinth Church Road	Intersection Improvement	N/A	$85,000	$280,500	$850,000	$1,215,500
124	R-39	McMillan Road/Staten Road			Intersection improvement	N/A	$31,710	$104,643	$317,100	$453,453
125	R-55	SR 122/Val Del Road			Intersection improvement	N/A	$83,286	$274,844	$832,860	$1,190,990
126	R-54	SR 122/Skipper Bridge Road			Intersection improvement	N/A	$83,286	$274,844	$832,860	$1,190,990
127	R-08	Bemiss Knights Academy Road	Studstill Road	Old Bemiss Road	Turn lanes at terminus points	N/A	$155,000	$511,500	$1,550,000	$2,216,500
128	R-66	West Magnolia Street	Orange Street	Lamar Street	New Road	2	$160,710	$530,343	$1,607,100	$2,298,153
129	R-24	Hagan Bridge Road	E Coleman Dr	SR 122	Intersection Improvements	N/A	$1,200,000	$3,960,000	$12,000,000	$17,160,000
130	R-16	Cat Creek Road / New Bethel Road			Intersection improvement	N/A	$34,000	$112,200	$340,000	$486,200

Table 12-10: Illustrative Transit Projects

Priority	MTI	NAME	FROM	TO	IMPROVEMENT	FUTUR	PE (2025 $)	ROW/UTL (2025 $)	CST (2025 $)	TOTAL (2025 $)
1	T-02	Route 2: East-West Connection			Fixed-Route Bus Route		Funded (Federal/GDOT)	$ -	TBD	TBD
2	T-01	Route 1: North-South Loop			Fixed-Route Bus Route		Funded (Federal/GDOT)	$ -	TBD	TBD
3	T-03	Route 3: Commuter Route to Moody Air Force Base			Fixed-Route Bus Route		Funded (Federal/GDOT)	$ -	TBD	TBD
4	T-07	Connected Bus Stops			Improve Sidewalk Infrastructure and Connectivity to F		$ -	$ -	$ 40,000	$ 40,000
4	T-08	Upgraded Bus Amentities			Improve Public Transit Infrastructure		$ -	$ -	$ 30,000	$ 30,000
7	T-05	Mobility Hubs			Develop Transit Hubs and Mobility Hubs		$ -	$ -	$ 1,100,000	$ 1,100,000
7	T-06	Bus Super Stops			Provide Transit Connectivity, Reliability and Amenities		$ -	$ -	$ 30,000	$ 30,000
132	T-10	Pedestrian and transit infrastructure upgrade			Improve Public Transit Infrastructure		$ -	$ -	$ 15,000	$ 15,000

13 MTP WORK PROGRAM

This chapter presents the final adopted VLMPO 2050 MTP. First, a complete listing of financially constrained projects is provided. Unlike the previous chapter, projects are presented here in alphabetical order and grouped together into a condensed set of transportation modes. The chapter then concludes with a list of aspirational (or visionary) projects that are not recommended for funding at this time. It should be noted that some projects are only partially funded, and thus, portions of these projects are found in both the cost feasible and aspirational project listings. The MTP, as described in this chapter, was adopted by the MPO on September 3, 2025.

13.1 Financially Constrained (Cost-Feasible) Projects

The 2050 constrained MTP, consisting only of projects deemed to be cost-feasible, considers the project rankings, project costs, and available transportation revenues. In order to stretch transportation dollars, a number of projects are only partially funded in the MTP. These include the following:

- Bus Routes 1, 2, and 3 (T01, T02, T03) – only funded for the purposes of a feasibility study to determine detailed capital and operating costs, equipment needs, ancillary facilities, and labor needs and costs.
- South Patterson/Old Clyattville Road Intersection (R-70) – only funded for further study, with the expectation that construction of the South Valdosta Bypass might make this project unnecessary.
- Bemiss Road 6-laning (R-10) – only funded for the purposes of a feasibility study to determine detailed right-of-way and construction costs and identify potential low cost alternatives.
- Baytree Road North Extension (R-06) – only funded for project engineering, right-of-way, and utilities, with construction pushed out to the Aspirational Plan.

Project costs are further summarized into three bands for the purpose of converting 2025 dollars into YOE costs. The escalation factor for each band represents the average inflation rates for all years within that band, with the first year inflated at 2% and remaining years at 1% annually, as provided by GDOT and approved by VLMPO staff. In short, it was assumed that 2025 costs are inflated to the median year of each period/band:

- **Band 1 = 2027-2030** (Cost Escalation Factor: 1.03)
- **Band 2 = 2031-2036** (final year of TIA-2 funding) (Cost Escalation Factor: 1.10)
- **Band 3 = 2037-2050** (Cost Escalation Factor: 1.20)

GDOT Project Identification numbers (PI #) are included where readily available. During development of the 2050 MTP, it was determined that several projects were only partially funded in the TIP and/or TIA, so the previously unfunded phases of these projects are included as part of the 2050 constrained MTP. Previously funded phases of these projects are noted in these Table 13-1 as “TIP” or “TIA,” where appropriate.

Table 13-1 through **Table 13-3** provide a listing of all projects included in the constrained 2050 cost feasible MTP, including the above noted projects that are only partially funded. Unlike the tables in

Chapter 12, projects in these tables are listed in alphabetical order for easier identification. ITS/signalization, and electric vehicle charging projects are included in the roadway project table. The multimodal table in this chapter includes both transit and active transportation projects. Estimated costs are provided for preliminary engineering (PE), right-of-way/utilities (ROW/UTIL), and construction (CST), including construction engineering and inspection in year-of-expenditure dollars (YOE).

The total costs of each table can be summarized as follows:

- Table 13-1, Roadway Projects = $758,718,533
- Table 13-2, TIA Projects = $27,859,441
- Table 13-3, Multi-Modal Projects = $41,586,790
- **Total MTP project cost = $828,164,764** (same as MTP revenue estimate found in Chapter 11)

Figure 13-1 through **Figure 13-7** depict all constrained MTP projects by transportation mode. Projects that are partially funded are identified for clarity. The final section of this chapter describes projects, costs, and phases for projects that are part of the aspirational (visionary) list. *One late breaking change, reflected in the project listing and related maps, was the discovery that GDOT has fully funded construction of the Five Points Roundabout, to be implemented on North Valdosta Road, between Brookfield Road and North Oak Street. This project was not included in the MPO TIP document, and as such, was not included in the 2050 E+C/STIP/TIP models. This change did free up additional funding for projects that were originally slated to be unfunded under the 2050 MTP.*

Table 13-1: VLMPO Fiscally Constrained 2050 MTP: Federal/State Roadway Projects

Rank	Project ID	PI #	Project Name	Improvement Type	Band 1 (2027-2030) YOE Cost by Phase			Band 2 (2031-2036) YOE Cost by Phase			Band 3 (2037-2050) YOE Cost by Phase			Total YOE Cost
					PE Cost	ROW/UTL	CST	PE Cost	ROW/UTL	CST	PE Cost	ROW/UTL	CST	All Phases
6	R-51	0016898	SOUTH VALDOSTA TRUCK BYPASS - TIA	New Construction minus $10 million from TIA	$ -	$ -	$ -	$ -	$ -	$ 205,548,725	$ -	$ -	$ -	$ 195,548,725
11	R-25	0010296	I-75 @ CR 783/LOCH LAUREL ROAD - PHASE II	Bridge Replacement	$ -	$ -	$ 3,112,960	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,112,960
13	I-07	0	ITS System Enhancement	Integrate non-Valdosta traffic signals to City of Valdosta ITS Smart System, OR; create complementary integrated County operated ITS system	$ -	$ -	$ 3,473,694	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,473,694
14	I-06	0	I-75 Interchange Signalization Enhancement	Optimize signalization along route to support future volumes, level of service; ITS Priority Route	$ -	$ -	$ 982,146	$ -	$ -	$ -	$ -	$ -	$ -	$ 982,146
17	R-27	0	I-75 @ US 84	Interchange Improvement	$ 3,453,017	$ 11,394,957	$ -	$ -	$ -	$ -	$ -	$ -	$ 40,580,743	$ 55,428,717
19	R-65	0	West Hill Avenue (US 84/US 221)	Intersection Improvement	$ 209,566	$ 691,568	$ 2,095,661	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,996,795
20	I-05	0	US-41 Signalization Enhancement	Optimize signalization along route to support future volumes, level of service; ITS Priority Route	$ -	$ -	$ 1,240,605	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,240,605
21	R-48	0	North Valdosta Road	Widen from 4 lanes to 6 lanes	$ 4,652,269	$ 15,352,487	$ -	$ -	$ -	$ -	$ -	$ -	$ 54,674,653	$ 74,679,409
22	R-05	0	BAYTREE ROAD GRADE SEPARATION	Grade Separation	$ 4,414,486	$ 14,567,804	$ -	$ -	$ -	$ -	$ -	$ -	$ 51,880,171	$ 70,862,462
25	R-57	0	US 84/Hill Avenue at Fry Street	Intersection Improvement	$ 125,094	$ 412,811	$ 1,250,943	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,788,849
29	E-01	0	I-75 at Old Clyattville Rd NEVI Improvement	Install NEVI compliant charging infrastructure along the in progress Alternative Fuel Corridor within one mile of the I-75 exit	$ -	$ -	$ 1,033,838	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,033,838
32	R-52	0	SR 122	Added Travel Lanes	$ 796,055	$ 2,626,981	$ 7,960,549	$ -	$ -	$ -	$ -	$ -	$ -	$ 11,383,585
33	R-53	0	SR 122	Added Travel Lanes	$ 1,152,729	$ 3,804,005	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,547,164	$ 18,503,898
34	R-26	0010295	I-75 @ SR 376 - PHASE II	Bridge Replacement	$ -	$ -	$ 22,850,911	$ -	$ -	$ -	$ -	$ -	$ -	$ 22,850,911
35	E-03	0	I-75 at Lakes Blvd NEVI Improvement	Install NEVI compliant charging infrastructure along the in progress Alternative Fuel Corridor within one mile of the I-75 exit	$ -	$ -	$ 1,033,838	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,033,838
35	I-01	0	I-75 Exit at Old Clyattville Rd New Signal	Deploy interchange signalization to support future traffic volumes	$ -	$ -	$ 516,919	$ -	$ -	$ -	$ -	$ -	$ -	$ 516,919
38	E-06	0	Valdosta Mall EV Infrastructure Installment	Install charging infrastructure at the Valdosta Mall	$ -	$ -	$ 1,033,838	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,033,838
39	R-62	0020358	WEIGH STATION @ I-75 SB IN LOWNDES COUNTY	Truck parking	$ -	$ -	$ 4,406,216	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,406,216
42	R-01	0	Alden Avenue	Center Turn Lane, sidewalks	$ 1,095,888	$ 3,616,432	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,879,161	$ 17,591,482
43	R-14	0	Bemiss Road at Inner Perimeter	Intersection Improvement	$ 168,516	$ 556,101	$ 1,685,155	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,409,772
49	R-61	0020359	WEIGH STATION @ I-75 NB IN LOWNDES	Truck parking	$ -	$ -	$ 3,331,024	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,331,024
52	R-64	0	West Hill Avenue (US 84/US 221)	Widen from 4 lanes to 6 lanes	$ -	$ -	$ -	$ -	$ -	$ -	$ 206,801	$ 682,445	$ 2,068,014	$ 2,957,260
54	R-02	0	Barack Obama Blvd	Center Turn Lane	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,399,610	$ 7,918,712	$ 23,996,098	$ 34,314,420
55	E-02	0	I-75 at Madison Hwy NEVI Improvement	Install NEVI compliant charging infrastructure along the in progress Alternative Fuel Corridor within one mile of the I-75 exit	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,214,992	$ 1,214,992
59	R-63	0	West Gordon Street	Center Turn Lane	$ -	$ -	$ -	$ -	$ -	$ -	$ 852,925	$ 2,814,651	$ 8,529,246	$ 12,196,822
60	R-32	0	James Beck Overpass	Intersection Improvement (assuming sufficient ROW)	$ -	$ -	$ -	$ -	$ -	$ -	$ 131,219	$ -	$ 1,312,192	$ 1,443,411
62	R-20	0	Cherry Creek Road	Widen from 2 lanes to 4 lanes	$ -	$ -	$ 35,150,476	$ -	$ -	$ -	$ -	$ -	$ -	$ 35,150,476
63	E-05	0	Airport EV Infrastructure Installment	Install charging infrastructure at the Valdosta Regional Airport	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,214,992	$ 1,214,992
64	R-36	0020144	LAMAR STREET @ SUGAR CREEK IN VALDOSTA	Bridge Replacement	$ -	$ -	$ 746,224	$ -	$ -	$ -	$ -	$ -	$ -	$ 746,224
67	R-49	0	Park Avenue	Center Turn Lane	$ -	$ -	$ -	$ -	$ -	$ -	$ 852,925	$ 2,814,651	$ 8,529,246	$ 12,196,822
68	E-04	0	I-75 Bellville NEVI Improvement	Install NEVI compliant charging infrastructure along the in progress Alternative Fuel Corridor within one mile of the I-75 exit	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,214,992	$ 1,214,992
68	R-34	0019937	JUMPING GULLY RD @ JUMPING GULLY CREEK 6 MI SW OF LAKE PARK	Bridge Replacement	$ -	$ -	$ 7,625,586	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,625,586
74	R-07	0	Baytree Road/ Sherwood Drive	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 461,697	$ 1,523,600	$ 4,616,971	$ 6,602,268
75	R-44	0	North Lee Street	Center Turn Lane	$ -	$ -	$ -	$ -	$ -	$ -	$ 249,644	$ 823,827	$ 2,496,445	$ 3,569,916
78	R-03	0	Baytree Road	Widen from 4 lanes to 6 lanes	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,265,597	$ 7,476,471	$ 22,655,973	$ 32,398,042
78	R-40	0	N. Ashley Street / Northside Drive	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 236,923	$ 781,848	$ 2,369,235	$ 3,388,006

80	R-11	0	Bemiss Road / Connell Road	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 218,699	$ 721,705	$ 2,186,986	$ 3,127,390
81	R-10	0	Bemiss Road	Widen from 4 lanes to 6 lanes	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,678,564	$ -	$ -	$ 2,678,564
82	R-42	0	N. Valdosta Road / Inner Perimeter Road	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 236,923	$ 781,848	$ 2,369,235	$ 3,388,006
83	R-33	0	James Road Extension/Western Perimeter N	New Road	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,385,091	$ 4,570,801	$ 13,850,912	$ 19,806,804
90	R-04	0	Baytree Road / Norman Drive	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 355,932	$ 1,174,576	$ 3,559,320	$ 5,089,827
92	R-30	0	Inner Perimeter Rd. / Brookfield Rd. / Lake	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 131,219	$ 433,023	$ 1,312,192	$ 1,876,434
93	R-17	0	Cat Creek Road / Pine Grove Road	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,057	$ 122,289	$ 370,573	$ 529,919
95	R-19	0	Cat Creek Road/ Radar Site Road	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 28,552	$ 94,223	$ 285,523	$ 408,298
96	R-12	0	Bemiss Road / Davidson Road	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 131,219	$ 433,023	$ 1,312,192	$ 1,876,434
99	R-35	0	Knight Academy Road/Studstill Road	Intersection improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 71,223	$ 235,035	$ 712,228	$ 1,018,487
100	R-47	0013986	CR 188/CR 781/N OAK STREET FROM SR 7BU TO BRECKENRIDGE DRIVE	Widen from 2 lanes to 4 lanes	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,214,992	$ 5,224,467	$ 9,232,726	$ 15,672,186
101	R-43	0	North Ashley Street	Additional SB Lane	$ -	$ -	$ -	$ -	$ -	$ -	$ 419,409	$ 1,384,051	$ 4,194,093	$ 5,997,552
101	R-69	0	Western Perimeter S	New Road	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,254,601	$ 4,140,183	$ 12,546,010	$ 17,940,795
103	R-46	0	North Oak Street	Center Turn Lane	$ -	$ -	$ -	$ -	$ -	$ -	$ 505,595	$ 1,668,463	$ 5,055,947	$ 7,230,005
109	R-06	0	Baytree Road North Extension	Extend existing roadway	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,186,986	$ -	$ -	$ 2,186,986
109	R-58	0	Val Del Road / Mcmillan Road / Bethany	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,422	$ 123,492	$ 374,218	$ 535,131
111	R-60	0	Webb Road Realignment	Realignment, Roundabout	$ -	$ -	$ -	$ -	$ -	$ -	$ 711,864	$ 2,349,151	$ 7,118,640	$ 10,179,655
113	I-04	0	Bemiss Road Signalization Enhancement	Optimize signalization along route to support future volumes, level of service; ITS Priority Route	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,523,478	$ 3,523,478
114	R-09	0	Bemiss Knights Academy/Old Pine Roads	Intersection Realignments	$ -	$ -	$ -	$ -	$ -	$ -	$ 230,849	$ 761,800	$ 2,308,485	$ 3,301,134
115	R-15	0	Boone (Dairy) Road CSX Crossing	Potential railroad crossing safety improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ 121,499	$ 400,947	$ 1,214,992	$ 1,737,439
117	R-50	0	Prewitte Street / Bemiss Road	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 170,099	$ -	$ -	$ 170,099
131	R-21	0	Dasher Grove Road Extension	New Road - to be contstructed/paid by developer	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			Project is partially funded	Totals	**$ 16,067,620**	**$ 53,023,148**	**$ 99,530,580**	**$ -**	**$ -**	**$ 205,548,725**	**$ 19,785,138**	**$ 49,455,282**	**$325,308,039**	**$ 758,718,533**

Note:

- *Values "1", "2", "3", and "ASP" in columns "PE Tier", "ROW/UTL Tier", and "CST Tier" represent funding bands: "Bands 1", "Band 2", "Band 3", and "Unfunded", respectively.*

Table 13-2: VLMPO Financially Constrained 2050 MTP: Potential TIA Projects

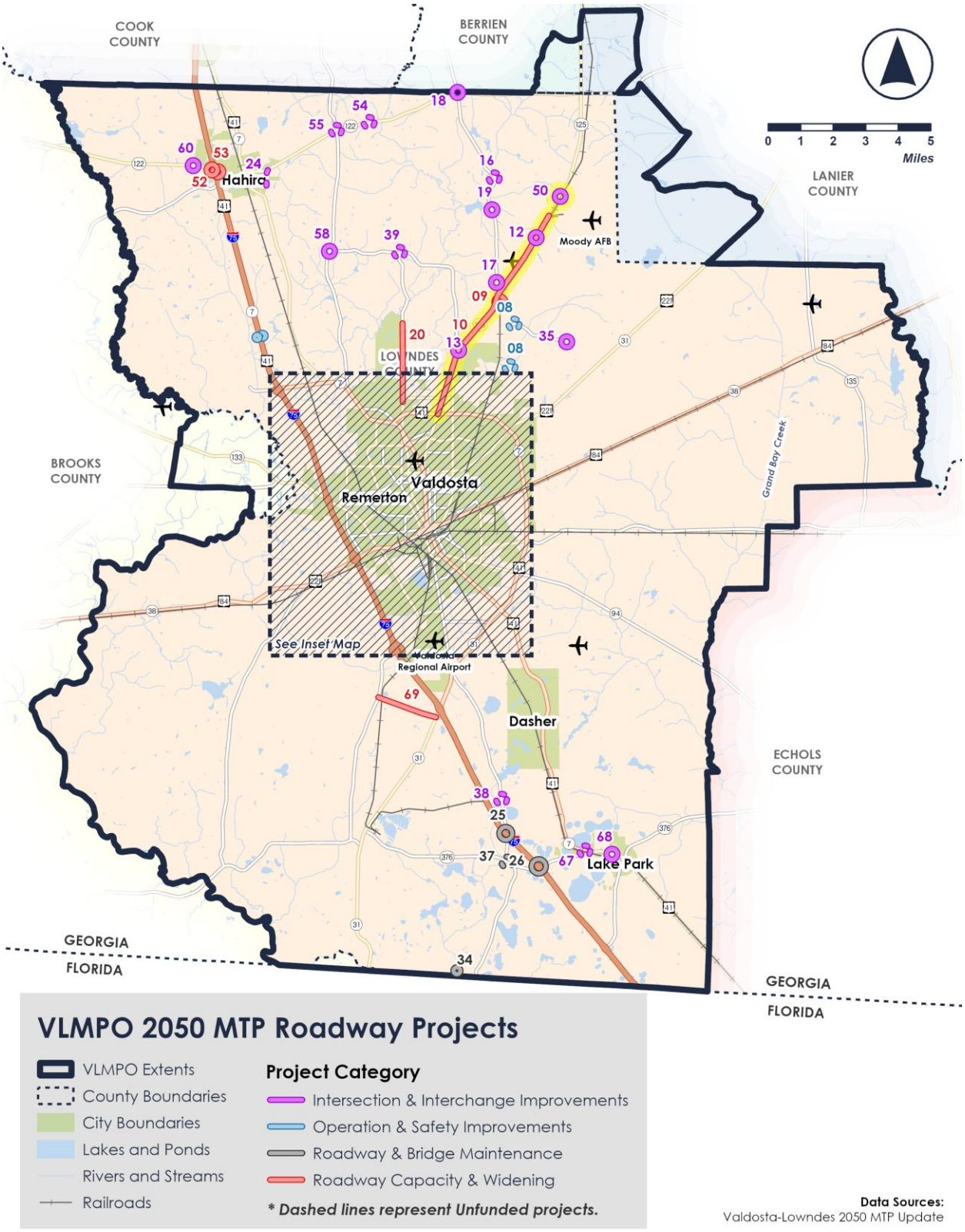
Project PI #				Band 1 (2027-2030) YOE Cost by Phase			Band 2 (2031-2036) YOE Cost by Phase			Band 3 (2037-2050) YOE Cost by Phase			Total YOE Cost
Rank	ID	Project Name	Improvement Type	PE Cost	ROW/UTL	CST	PE Cost	ROW/UTL	CST	PE Cost	ROW/UTL	CST	All Phases
16	R-70	0 South Patterson/Old Clyattville Road	Intersection Improvement	$ 111,654	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 111,654
26	A-39	0 Fry Street	Install bike lanes, construct sidewalks where gaps	$ -	$ -	$ 103,384	$ -	$ -	$ -	$ -	$ -	$ -	$ 103,384
26	A-16	0 Lake Park Road	Fill sidewalk system gap	$ -	$ -	$ 51,692	$ -	$ -	$ -	$ -	$ -	$ -	$ 51,692
26	A-24	0 Old Hudson Street and/or McDougal Street	Construct sidewalks	$ -	$ -	$ 41,354	$ -	$ -	$ -	$ -	$ -	$ -	$ 41,354
37	R-56	0 St. Augustine Rd./Clubhouse Dr./Ellis Dr.	Intersection Improvement	$ 31,842	$ 105,079	$ 318,422	$ -	$ -	$ -	$ -	$ -	$ -	$ 455,343
42	R-01	0 Alden Avenue	Center Turn Lane, sidewalks	$ 1,095,888	$ 3,616,432	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,720,240	$ 17,432,560
47	A-20	0 North Oak Street	Install 6-foot-wide sidewalks on both sides	$ -	$ -	$ -	$ -	$ -	$ 310,151	$ -	$ -	$ -	$ 310,151
48	A-31	0 West Hill Avenue (US 84/US 221)	Consider adding sidewalks and bike lanes	$ -	$ -	$ 103,384	$ -	$ -	$ -	$ -	$ -	$ -	$ 103,384
57	A-37	0 Loch Laurel Road/SR 376	Study sidewalk needs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 97,199	$ 97,199
64	R-36	0020144 LAMAR STREET @ SUGAR CREEK IN VALDOSTA	Bridge Replacement	$ -	$ -	$ 746,224	$ -	$ -	$ -	$ -	$ -	$ -	$ 746,224
66	R-45	0 North Oak Street	One-way to Two-way	$ -	$ -	$ -	$ -	$ -	$ -	$ 276,000	$ 910,800	$ 2,760,000	$ 3,946,800
68	R-59	0 Val Del Road / North Valdosta Road	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 166,536	$ 549,569	$ 1,665,360	$ 2,381,465
72	R-31	0 Inner Perimeter Road/S. Patterson Street	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,200	$ 122,760	$ 372,000	$ 531,960
73	R-41	0 N. Oak Street Ext. / Bemiss Road	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 36,600	$ 120,780	$ 366,000	$ 523,380
86	R-13	0 Bemiss Road / Skipper Bridge Rd	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 48,600	$ 160,380	$ 486,000	$ 694,980
105	A-22	0 North Valdosta Road	Improve pedestrian sidewalk connectivity	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 242,998	$ 242,998
108	A-18	0 Norman Drive at Baytree Road	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,150	$ 12,150
115	A-21	0 North Oak Street Extension at Inner Perimeter	Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 60,750	$ 60,750
119	R-68	0 West Marion Avenue / N. Gordon Street	Intersection Improvement	$ -	$ -	$ -	$ -	$ -	$ -	$ 840	$ 2,772	$ 8,400	$ 12,012
		Project is partially funded	Total Costs	**$ 1,239,385**	**$ 3,721,511**	**$ 1,364,459**	**$ -**	**$ -**	**$ 310,151**	**$ 565,776**	**$ 1,867,061**	**$ 18,791,097**	**$ 27,859,441**

Table 13-3: VLMPO Financially Constrained 2050 MTP: Multi-Modal Projects

Rank	Project ID	Project Name	Improvement Type	Band 1 (2027-2030) YOE Cost by Phase			Band 2 (2031-2036) YOE Cost by Phase			Band 3 (2037-2050) YOE Cost by Phase			Total YOE Cost
				PE Cost	ROW/UTL	CST	PE Cost	ROW/UTL	CST	PE Cost	ROW/UTL	CST	All Phases
1	T-02	Route 2: East-West Connection	Fixed-Route Bus Route	$ 62,030	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 62,030
2	T-01	Route 1: North-South Loop	Fixed-Route Bus Route	$ 62,030	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 62,030
3	T-03	Route 3: Commuter Route to Moody Air	Fixed-Route Bus Route	$ 62,030	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 62,030
7	T-04	Expand Valdosta On-Demand Services	Reliability Improvements	$ -	$ -	$ 671,994	$ -	$ -	$ -	$ -	$ -	$ -	$ 671,994
7	T-09	Transit App Upgrades	Improve Public Transit Infrastructure	$ -	$ -	$ 1,034	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,034
12	A-29	Toombs Street	Install sidewalks	$ -	$ -	$ 258,459	$ -	$ -	$ -	$ -	$ -	$ -	$ 258,459
15	A-27	South Oak Street	Add clearly marked bicycle lanes, signage, and road markings indicating priority for cyclists	$ -	$ -	$ 310,151	$ -	$ -	$ -	$ -	$ -	$ -	$ 310,151
18	A-38	E-Bike/E-Scooter Program	E-Bike/E-Scooter Program	$ -	$ -	$ 41,354	$ -	$ -	$ -	$ -	$ -	$ -	$ 41,354
24	A-05	Barack Obama Blvd	Infill sidewalks, bike lanes	$ -	$ -	$ 1,033,838	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,033,838
26	A-16	Lake Park Road	Fill sidewalk system gap	$ -	$ -	$ 51,692	$ -	$ -	$ -	$ -	$ -	$ -	$ 51,692
26	A-24	Old Hudson Street and/or McDougal Street	Construct sidewalks	$ -	$ -	$ 41,354	$ -	$ -	$ -	$ -	$ -	$ -	$ 41,354
26	A-39	Fry Street	Install bike lanes, construct sidewalks where gaps exist	$ -	$ -	$ 103,384	$ -	$ -	$ -	$ -	$ -	$ -	$ 103,384
31	A-25	Park Avenue	Install 6-foot-wide sidewalks and dedicated bike lanes on both sides, install 2-3 foot green buffers,	$ -	$ -	$ 1,447,373	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,447,373
39	A-10	Cyclist Education Program	Public Outreach / Education	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
39	A-14	Implement Complete Streets	Improve Connectivity and Sidewalk Infrastructure	$ -	$ -	$ 103,384	$ -	$ -	$ -	$ -	$ -	$ -	$ 103,384
44	A-06	Bemiss Road (SR 125)	Fill sidewalk gaps and consider bike lanes north of Inner Perimeter Road	$ -	$ -	$ 1,343,989	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,343,989
44	A-11	E Park Avenue	Install bike lanes, construct sidewalks where gaps exist	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,981,468	$ 4,981,468
46	A-23	Northside Drive	Install sidewalks and improve pedestrian infrastructure	$ -	$ -	$ 413,535	$ -	$ -	$ -	$ -	$ -	$ -	$ 413,535
47	A-20	North Oak Street	Install 6-foot-wide sidewalks on both sides	$ -	$ -	$ 310,151	$ -	$ -	$ -	$ -	$ -	$ -	$ 310,151
48	A-31	West Hill Avenue (US 84/US 221)	Consider adding sidewalks and bike lanes	$ -	$ -	$ 103,384	$ -	$ -	$ -	$ -	$ -	$ -	$ 103,384
49	A-30	U.S. Highway 84	Install sidewalks, pedestrian crossings, buffers, benches, and bike-friendly intersections	$ -	$ -	$ 671,994	$ -	$ -	$ -	$ -	$ -	$ -	$ 671,994
51	A-02	Azalea City Trail Expansion - Northern Extension	Multi-Use Path	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,822,488	$ 1,822,488
53	A-13	Gornto Road	Construct sidewalks on both sides	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 485,997	$ 485,997
56	A-17	Norman Drive	Fill sidewalk gaps, install protected bike lanes	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,032,743	$ 1,032,743
57	A-37	Loch Laurel Road/SR 376	Study sidewalk needs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 97,199	$ 97,199
58	A-36	N Oak Street	Install bike facility	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 728,995	$ 728,995
61	A-03	Azalea City Trail Expansion - Southern	Multi-Use Path	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 607,496	$ 607,496
64	A-12	Eager/Jerry Jones Drive	Construct sidewalks for pedestrian safety, Install protected bike lanes	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,644,977	$ 3,644,977
71	A-35	N St Augustine Rd	Multi-Use Path	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 728,995	$ 728,995
77	A-33	Bemiss Road (SR 125)	Install protected bike lanes	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,794,482	$ 2,794,482
84	A-15	Inner Perimeter Road	Install sidewalks and pedestrian crossings	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,032,743	$ 1,032,743
84	A-26	Pineview Drive	Install sidewalks and improve pedestrian infrastructure	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 971,994	$ 971,994
87	A-01	Azalea City Trail Expansion - Eastern Extension	Multi-Use Path	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,214,992	$ 1,214,992

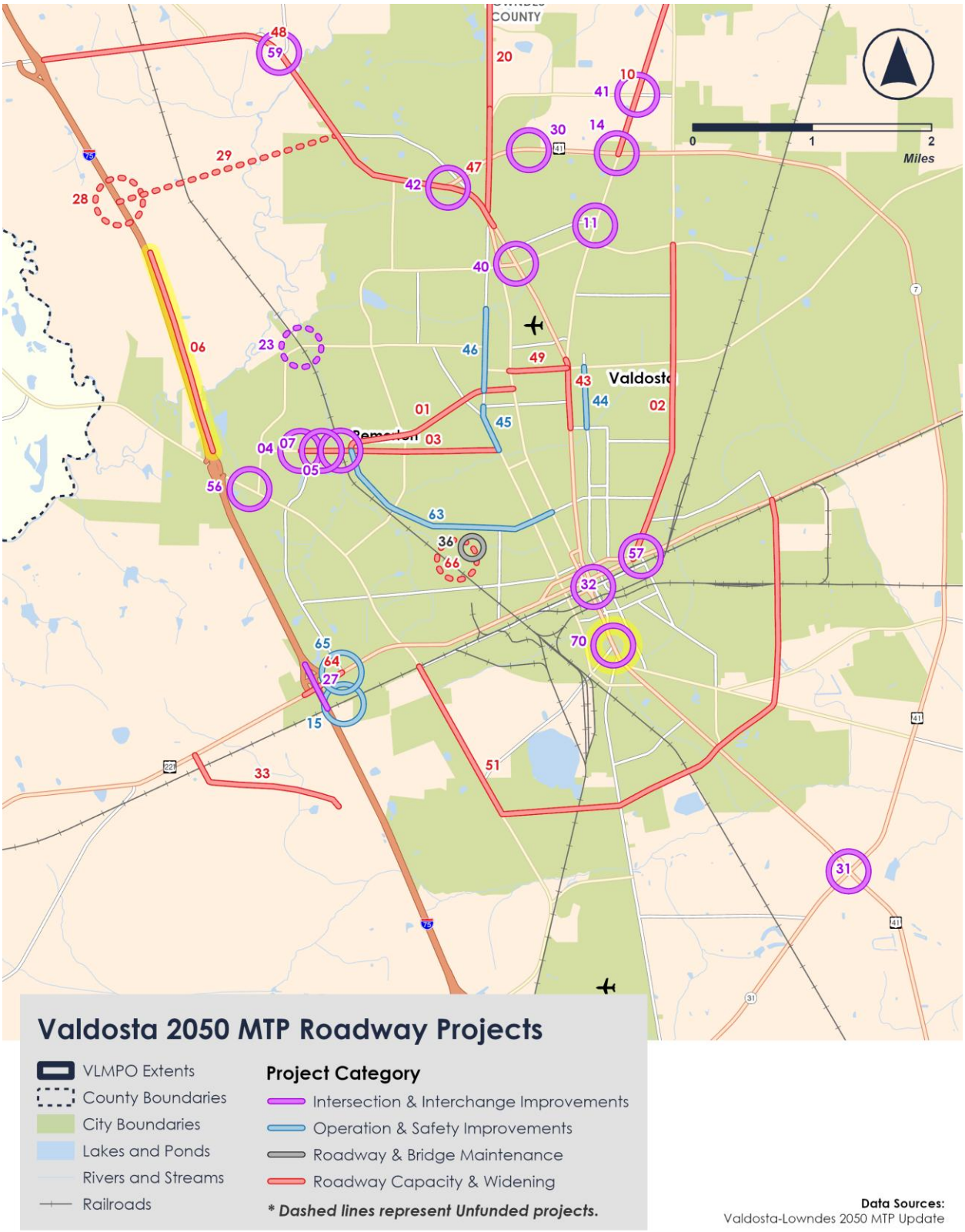
88	A-09	Country Club Drive	Install sidewalks and pedestrian crossings	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 485,997	$ 485,997
89	A-04	Azalea City Trail/Sustella Trail - Western Extension	Multi-Use Path	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,214,992	$ 1,214,992
90	A-28	St. Augustine Road	Fill sidewalk system gap	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 425,247	$ 425,247
94	A-32	Withlacoochee River Trail - north and south of Langdale Park	Multi-Use Path	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,719,938	$ 9,719,938
96	A-08	Berkley Drive	Install 5-foot-wide sidewalks, benches, and rest areas	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 364,498	$ 364,498
96	A-19	Norman Drive at St. Augustine Road	Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,214,992	$ 1,214,992
105	A-22	North Valdosta Road	Improve pedestrian sidewalk connectivity	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 242,998	$ 242,998
106	A-34	E Park Avenue	Install new sidewalk and fill gaps in existing sidewalks	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 485,997	$ 485,997
107	A-07	Bemiss Road at Inner Perimeter Road	Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 121,499	$ 121,499
108	A-18	Norman Drive at Baytree Road	Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,150	$ 12,150
115	A-21	North Oak Street Extension at Inner	Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 60,750	$ 60,750
		Project is partially funded	Totals	**$ 186,091**	**$ -**	**$ 6,907,068**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$34,493,631**	**$ 41,586,790**

Figure 13-1: VLMPO 2050 MTP Roadway & Bridge Projects



***Note:** Projects highlighted in **Yellow** background are only Partially funded.*

Figure 13-2: VLMPO 2050 MTP Roadway & Bridge Projects - Inset



***Note:** Projects highlighted in **Yellow** background are only Partially funded.*

Figure 13-3: VLMPO 2050 MTP Active Transportation Projects

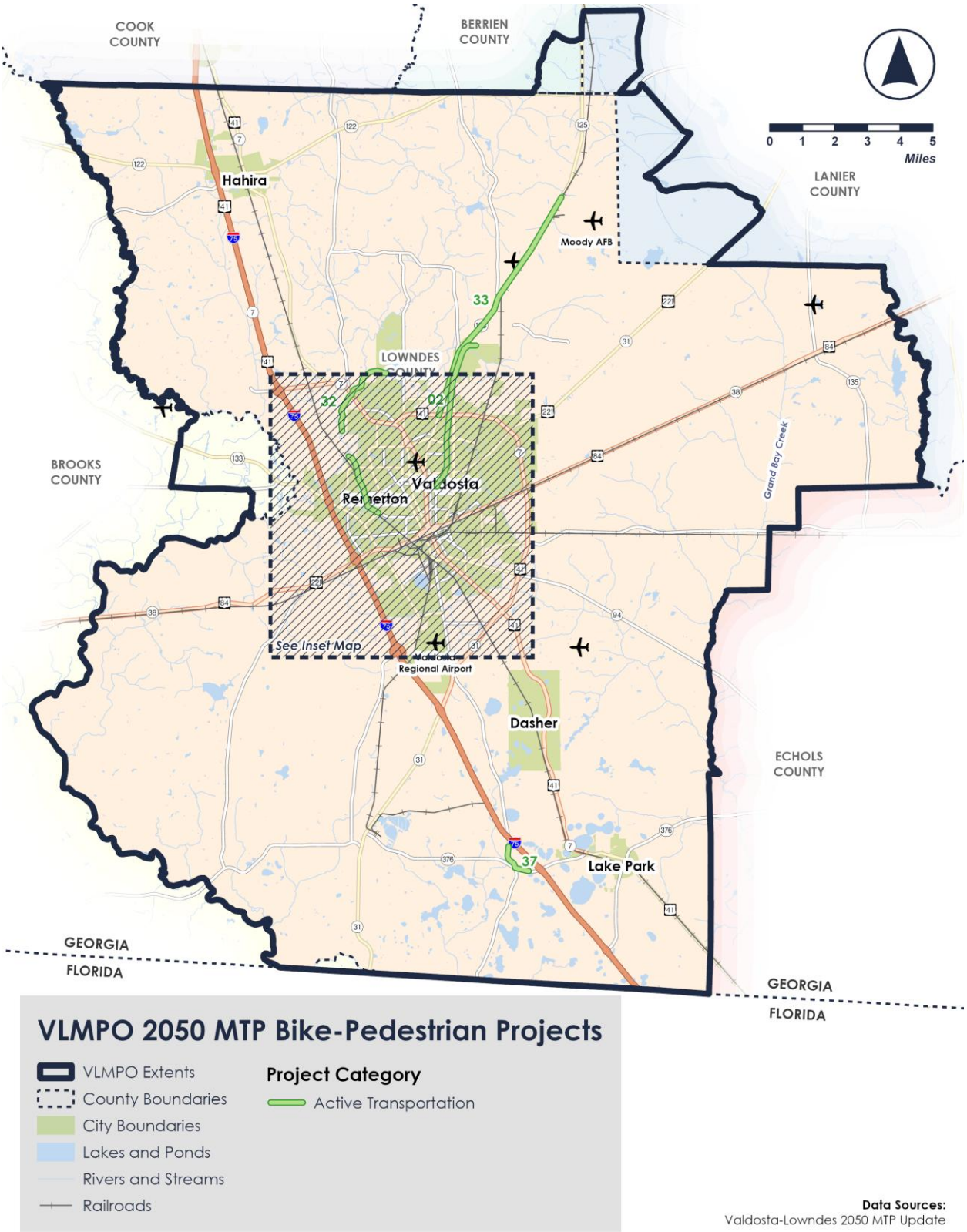


Figure 13-4: VLMPO 2050 MTP Active Transportation Projects - Inset

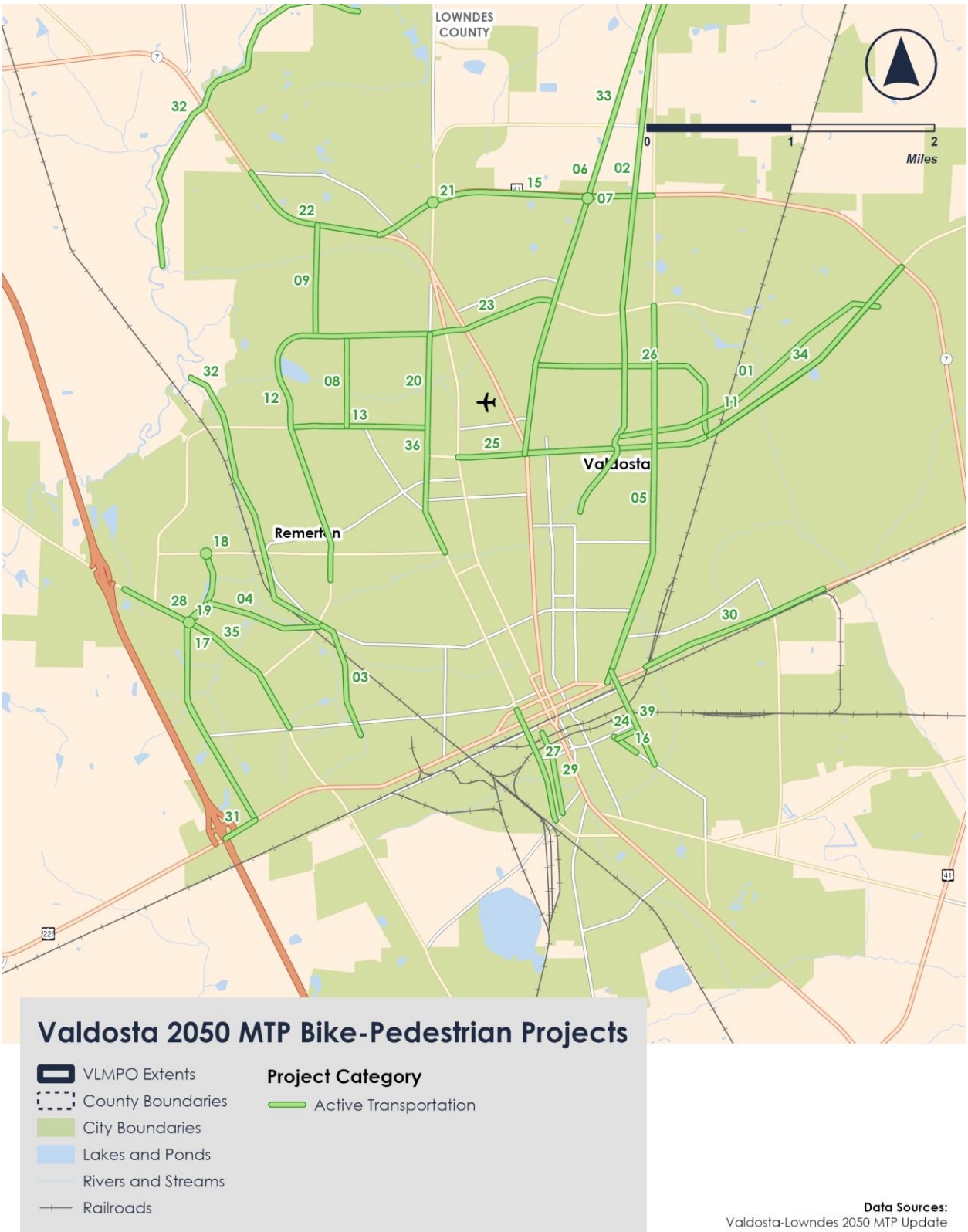
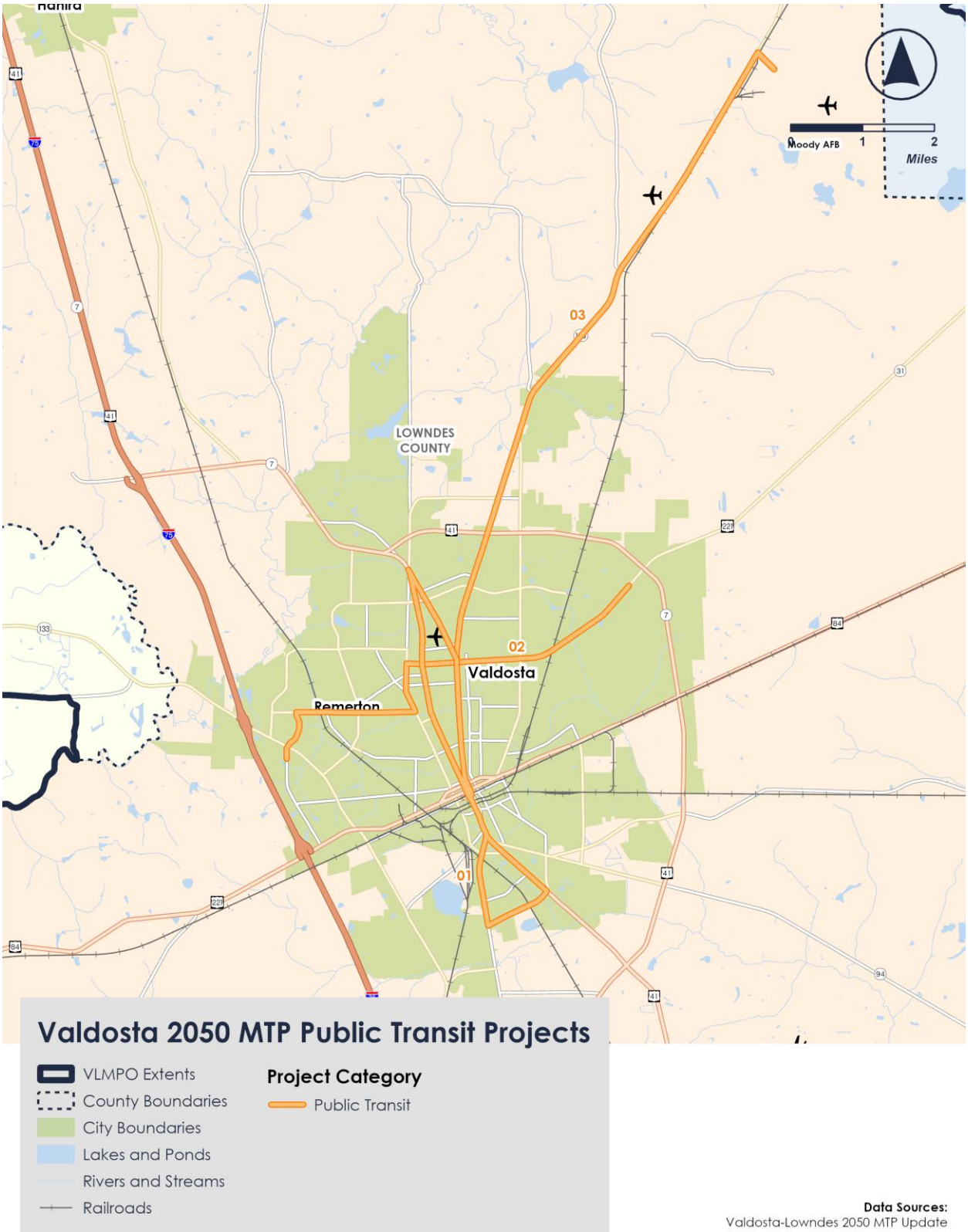


Figure 13-5: VLMPO 2050 MTP Public Transit Projects



Note: *Projects on this map are only funded for the purposes of a future feasibility study.*

Figure 13-6: VLMPO 2050 MTP ITS & Signalization Projects

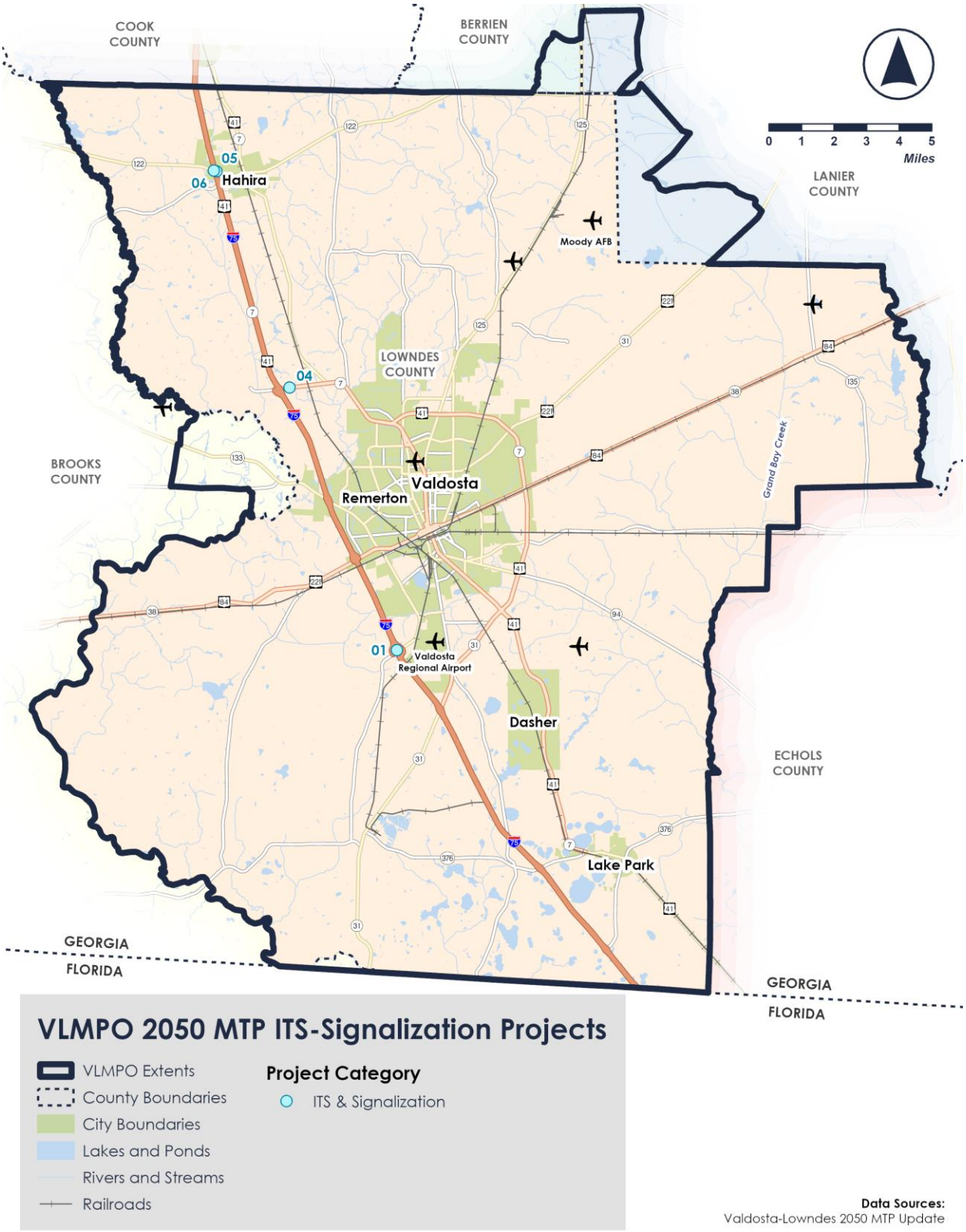


Figure 13-7: VLMPO 2050 MTP Electric Vehicle & Alternative Fuel Projects

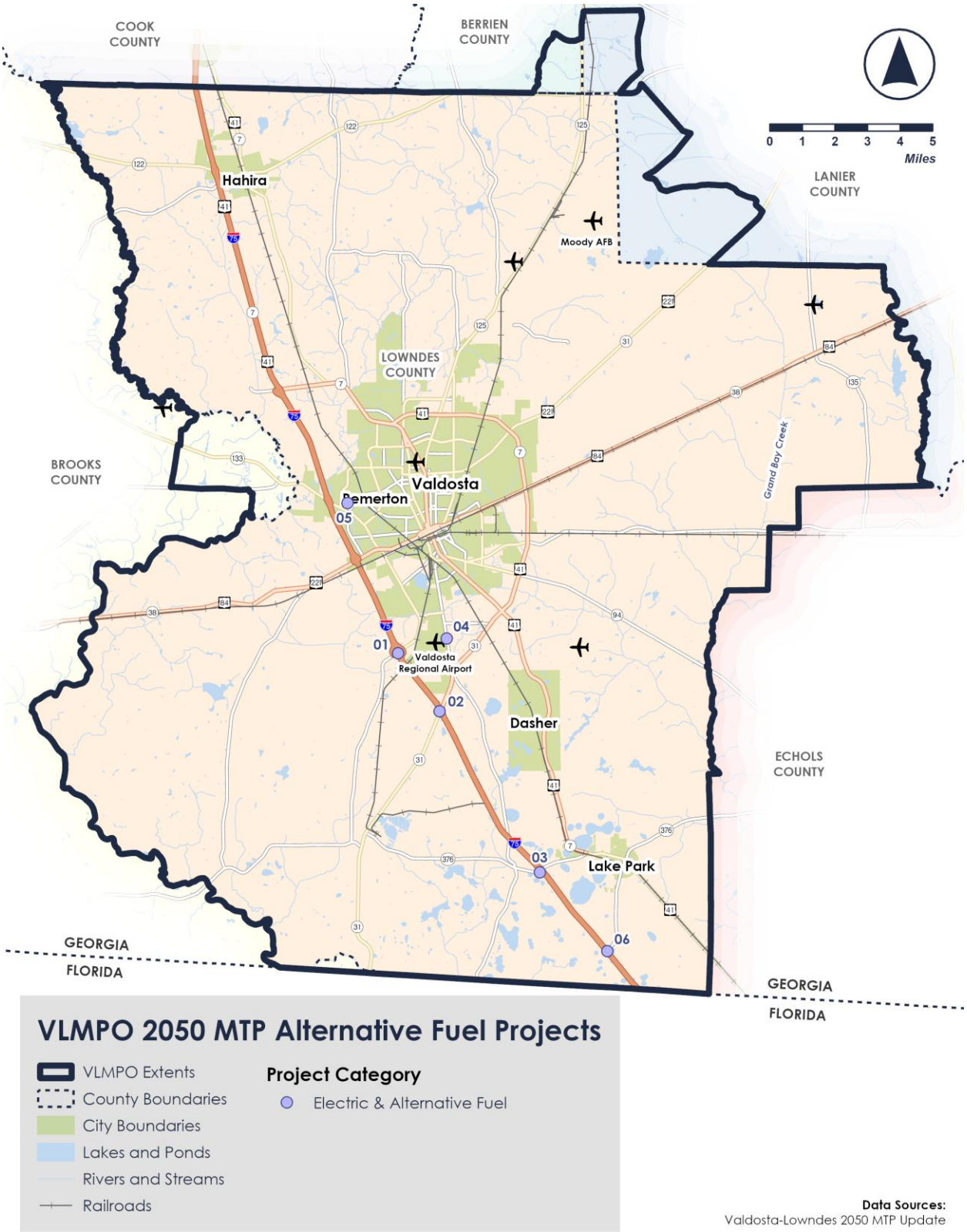


Table 13-4 compares metrics from the 2050 Constrained MTP travel demand model network against previously described model networks. As indicated, the 2050 Constrained MTP scenario results in the lowest estimate of VMT across all 2050 scenarios. VHT) and VHD and volume/capacity ratio all increase for the 2050 constrained scenario, when compared against the 2050 unconstrained MTP scenario. Conversely, congested speed decreases for the 2050 Constrained vs. 2050 Unconstrained scenario, due to anticipated increasing roadway congestion and traffic delay without the projects included in the Unconstrained network.

Table 13-4: Final Summary of VLMPO Congestion-Related Model Metrics

Metric	2020 Base	2050 Do-Nothing	2050 E+C Network	2050 STIP/TIP Original	2050 MTP Unconstrained	2050 MTP Constrained
Vehicle Miles Traveled (VMT)	4,261,863	5,279,364	5,280,312	5,273,643	5,256,449	5,251,655
Vehicle Hours Traveled (VHT)	114,465	146,070	145,939	145,772	144,103	144,287
Vehicle Hours of Delay (VHD)	4,086	5,033	4,997	4,985	4,736	4,755
Congested Travel Speed	27.04	25.25	25.33	25.40	26.02	25.85
Volume/Capacity (V/C) Ratio	0.37	0.47	0.46	0.46	0.41	0.42

Figure 13-8 is a graph comparing congested travel speed from the 2050 Constrained MTP travel demand model network against previously described model networks at the regional level. The graph visualizes how congested travel speeds are lower for the 2050 Constrained MTP compared to the 2050 Unconstrained MTP network. **Figure 13-9** is a map of the anticipated 2050 LOS with only the proposed 2050 constrained MTP projects in place. One can understand how these projects perform with respect to LOS. **Figure 13-9** can be compared against similar maps found in earlier sections of the report to see how LOS differs along specific roadways by scenario.

Figure 13-8: Final Congested Travel Speed by Model Scenario

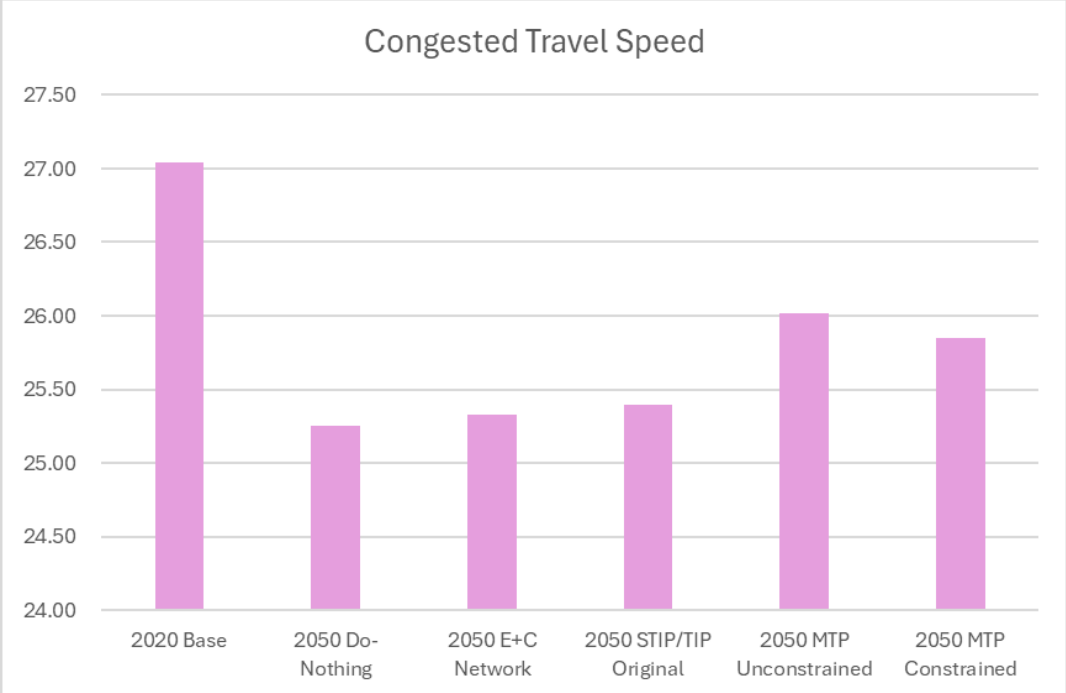
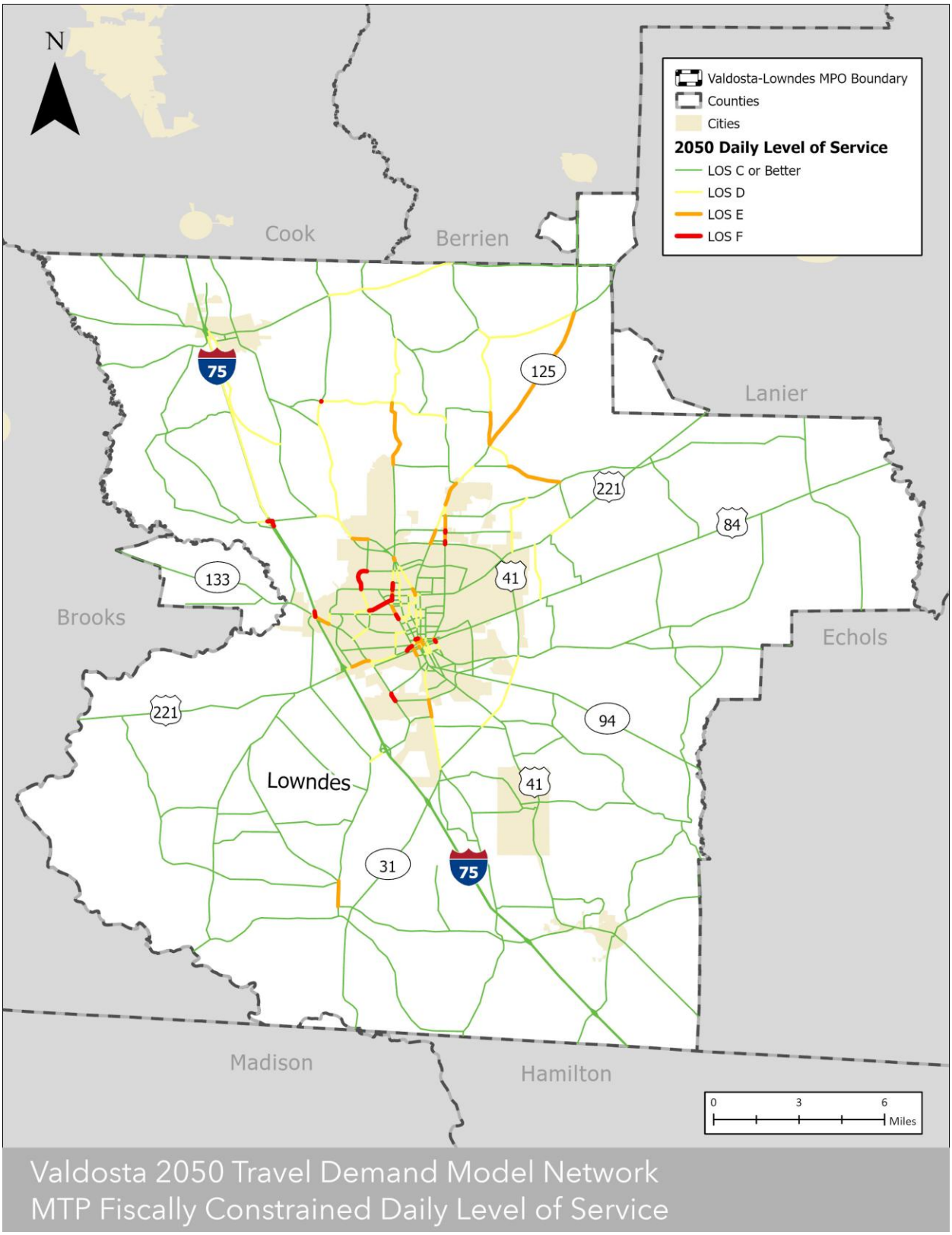


Figure 13-9: 2050 LOS with MTP Constrained Network



13.2 Illustrative/Aspirational Projects

The Aspirational Plan, also known as the Illustrative or Visionary Plan, includes 19 out of 132 projects proposed for the 2050 MTP as fully unfunded. There are also six projects, noted in the previous section, that are only partially funded, so the incomplete phases of these projects are also part of the Aspirational Plan. **Table 13-5** provides a listing of illustrative roadway projects and costs, including notations on partially funded project phases. It should be noted that transit amenities (T-05 through T-08 and T-10) are listed in the Aspirational Plan as these projects are directly tied to implementation of the three proposed routes (T-01 through T-03). These projects are listed separately in **Table 13-6**.

Table 13-5: Illustrative/Aspirational Project List: Roadway Projects

MTP ID	Rank	NAME	FROM	TO	IMPROVEMENT	FUTURE LANES	PE (2025 $)	ROW/UTL (2025 $)	CST (2025 $)	TOTAL (2025 $)
R-70	16	South Patterson/Old Clyattville Road			Intersection Improvement		Funded (Potential TIA)	$356,400	$1,080,000	$1,436,400
R-10	81	Bemiss Road	Inner Perimeter Road	Moody AFB	Widen from 4 lanes to 6 lanes	6	Funded (Federal/GDOT)	$20,209,860	$61,242,000	$81,451,860
R-29	104	I-75/SR 7 Connector	New I-75 Interchange	SR 7 near Country Club Road	New Road	2	$415,400	$1,370,820	$4,154,000	$5,940,220
R-06	109	Baytree Road North Extension	Baytree Road	Coleman Road	Extend existing roadway	2	Funded (Federal/GDOT)	Funded (Federal/GDOT)	$18,000,000	$18,000,000
R-28	112	I-75 @ New Interchange	Between SR 133	and SR 7 interchanges	New Interchange	0	$1,918,100	$6,329,730	$19,181,000	$27,428,830
R-18	118	Cat Creek Road /State Route 122	Cat Creek Road	SR 122	Intersection Improvement	N/A	$40,500	$133,650	$405,000	$579,150
R-23	119	Gornto Road	NS Railroad	NS Railroad	Grade Separation	N/A	$1,200,000	$3,960,000	$12,000,000	$17,160,000
R-67	119	West Marion Avenue (SR 7)/Lakes Blvd.	West Marion Avenue	Lake Blvd.	Intersection Improvement	N/A	$108,000	$356,400	$1,080,000	$1,544,400
R-37	122	Loch Laurel Road / Bevel Creek Bridge	Bevel Creek Bridge	Bevel Creek Bridge	Bridge Replacement	N/A	$175,000	$577,500	$1,750,000	$2,502,500
R-38	122	Loch Laurel Road / Corinth Church Road	Loch Laurel Road	Corinth Church Road	Intersection Improvement	N/A	$85,000	$280,500	$850,000	$1,215,500
R-39	124	McMillan Road/Staten Road			Intersection improvement	N/A	$31,710	$104,643	$317,100	$453,453
R-55	125	SR 122/Val Del Road			Intersection improvement	N/A	$83,286	$274,844	$832,860	$1,190,990
R-54	126	SR 122/Skipper Bridge Road			Intersection improvement	N/A	$83,286	$274,844	$832,860	$1,190,990
R-08	127	Bemiss Knights Academy Road	Studstill Road	Old Bemiss Road	Turn lanes at terminus points	N/A	$155,000	$511,500	$1,550,000	$2,216,500
R-66	128	West Magnolia Street	Orange Street	Lamar Street	New Road	2	$160,710	$530,343	$1,607,100	$2,298,153
R-24	129	Hagan Bridge Road	E Coleman Dr	SR 122	Intersection Improvements	N/A	$1,200,000	$3,960,000	$12,000,000	$17,160,000
R-16	130	Cat Creek Road / New Bethel Road			Intersection improvement	N/A	$34,000	$112,200	$340,000	$486,200

Table 13-6: Illustrative/Aspirational Project List: Multi-Modal Projects

truc	Rank	NAME	IMPROVEMENT	PE (2025 $)	ROW/UTL (2025 $)	CST (2025 $)	TOTAL (2025 $)
T-02	1	Route 2: East-West Connection	Fixed-Route Bus Route	Funded (Federal/GDOT)	$ -	TBD	TBD
T-01	2	Route 1: North-South Loop	Fixed-Route Bus Route	Funded (Federal/GDOT)	$ -	TBD	TBD
T-03	3	Route 3: Commuter Route to Moody Air Force Base	Fixed-Route Bus Route	Funded (Federal/GDOT)	$ -	TBD	TBD
T-07	4	Connected Bus Stops	Improve Sidewalk Infrastructure and Connectivity to Proposed Transit Services	$ -	$ -	$ 40,000	$ 40,000
T-08	4	Upgraded Bus Amenities	Improve Public Transit Infrastructure	$ -	$ -	$ 30,000	$ 30,000
T-05	7	Mobility Hubs	Develop Transit Hubs and Mobility Hubs	$ -	$ -	$ 1,100,000	$ 1,100,000
T-06	7	Bus Super Stops	Provide Transit Connectivity, Reliability and Amenities	$ -	$ -	$ 30,000	$ 30,000
T-10	132	Pedestrian and transit infrastructure upgrade	Improve Public Transit Infrastructure	$ -	$ -	$ 15,000	$ 15,000

APPENDIX A: HISTORICAL EQUITY ACTION LENS (HEAL) SUPPORT MATERIALS

APPENDIX B: STAKEHOLDER ADVISORY COMMITTEE MEMBERSHIP

First Name	Last Name	Organization
Amy	Martin	SGRC
Kimberly	Hobbs	SGRC
George	Page	Valdosta-Lowndes Parks and Recreation Authority
Jim	Galloway	Valdosta Regional Airport
Richard	Hardy	City of Valdosta
Ben	O'Dowd	City of Valdosta
Larry	Ogden	City of Valdosta Public Works
Scott	Matheson	City of Valdosta
Mike	Martin	City of Valdosta Community Development Department
Christie	Moore	Valdosta-Lowndes County Chamber of Commerce
Andrea	Schuijer	Valdosta Lowndes Development Authority
Robin	Cumbus	Lowndes County Public Works Department
Mike	Fletcher	Lowndes County
Bill	Slaughter	Lowndes County Board of Commissioners
Paige	Dukes	Lowndes County Manager
Ronald	Dean	South Georgia Medical Center
Ray	Sable	Valdosta State University
Jill	Ferrell	Valdosta State University
Shannon	McConico	Wiregrass Technical College
Brenda	Exum	Ray City
Jena	Sandlin	City of Lake Park
Mike	Terrell	City of Remerton
Bruce	Cain	City of Hahira
Patrick	Folsom	Brooks County Board of Commissioners
James	Maxwell	Brooks County Board of Commissioners
Robert	Griner	Berrien County
Alex	Lee	Lanier County
Ronald	Skrine	Fire Department
Demarcus	Marshall	Lowndes County Commissioner
Kristen	Varney	Moody Air Force Base
Craig	Lockhart	Valdosta City School District
Sandra	Wilcher	Lowndes County Schools
Leggett	Lovan	Southeastern Freight Lines
Alan	Worley	Bicycle/Pedestrian Advocate

First Name	Last Name	Organization
Phil	Hubbard	Dillards Valdosta Distribution Center
Cindy	Romero	Wild Adventures
Joseph	Longo	FHWA
Ann-Marie	Day	FHWA
Vanda	Radovic	GDOT
Scott	Chambers	GDOT
Dennis	Carter	GDOT
Jaqueline	Williams	GDOT
Ted	Hicks	GDOT
Teresa	Bolton	City of Valdosta, Contact for Mayors Council of Persons with Disabilities
James	Horton	Southern Georgia Regional Commission
John	Dillard	Lowndes County
Matt	Martin	City of Valdosta
Jonathan	Sumner	City of Hahira

APPENDIX C: STAKEHOLDER ADVISORY COMMITTEE AND PUBLIC OPEN HOUSE MEETING NOTES

APPENDIX D: ONLINE CITIZEN SURVEY SUMMARY

APPENDIX E: GROWTH SCENARIO ANALYSIS TECHNICAL MEMORANDUM

APPENDIX F: REVENUE PROJECTIONS AND PROJECT COSTS TECHNICAL MEMORANDUM

APPENDIX G: PROJECT PRIORITIZATION TECHNICAL MEMORANDUM

APPENDIX H: FHWA COMPLIANCE CHECKLIST

APPENDIX I: SYSTEM PERFORMANCE REPORT

APPENDIX J: PROJECT EVALUATION SCORES