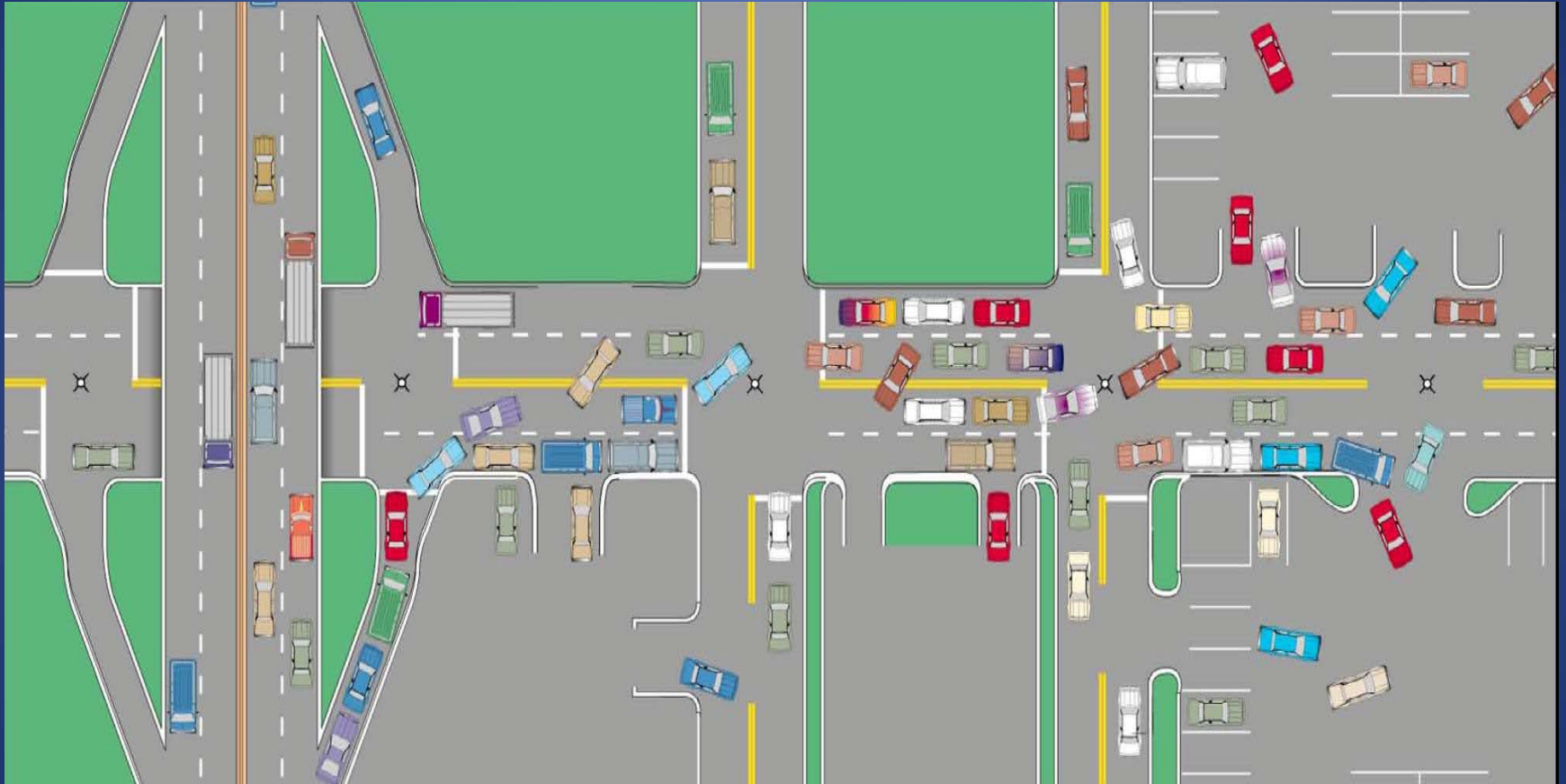


# Inner Perimeter Road Access Management Plan

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# What happens if you don't manage access?



# What happens if you don't manage access?

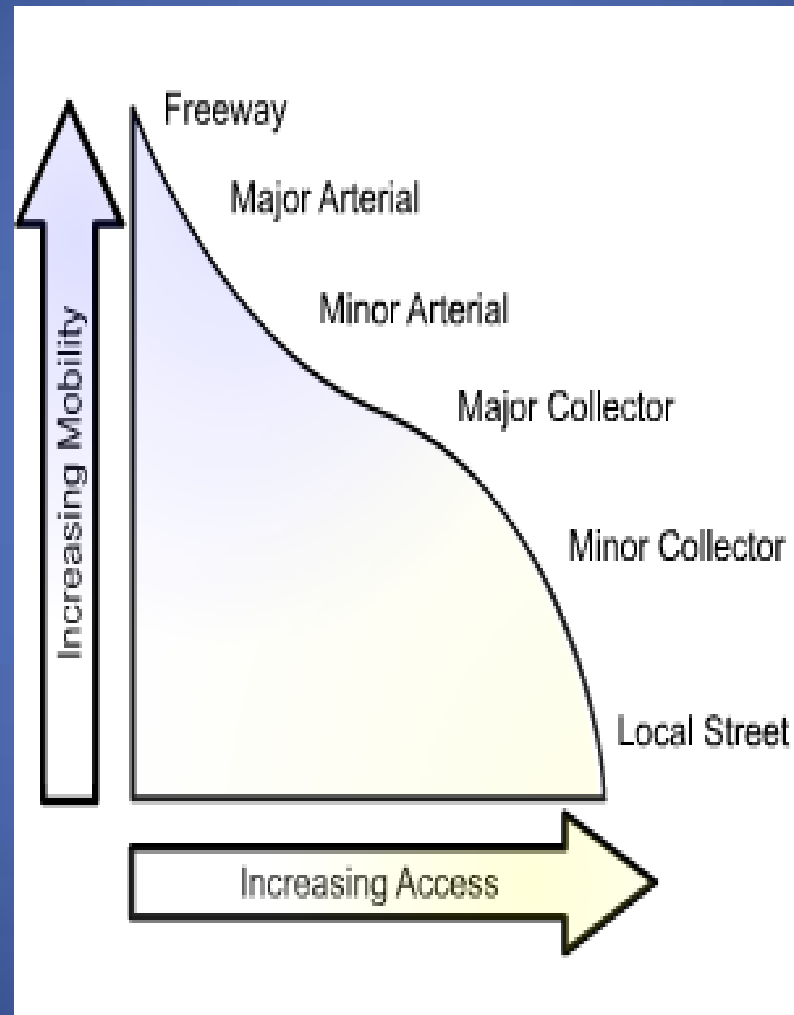


# What is Access Management?

- Mobility vs. Access
- Benefits of Access Management
- Roles of Different Agencies



# Mobility vs. Access





# Benefits of Access Management

- System Preservation
- Economic
- Environmental
- Roadway Safety
- Traffic Operations
- Aesthetic

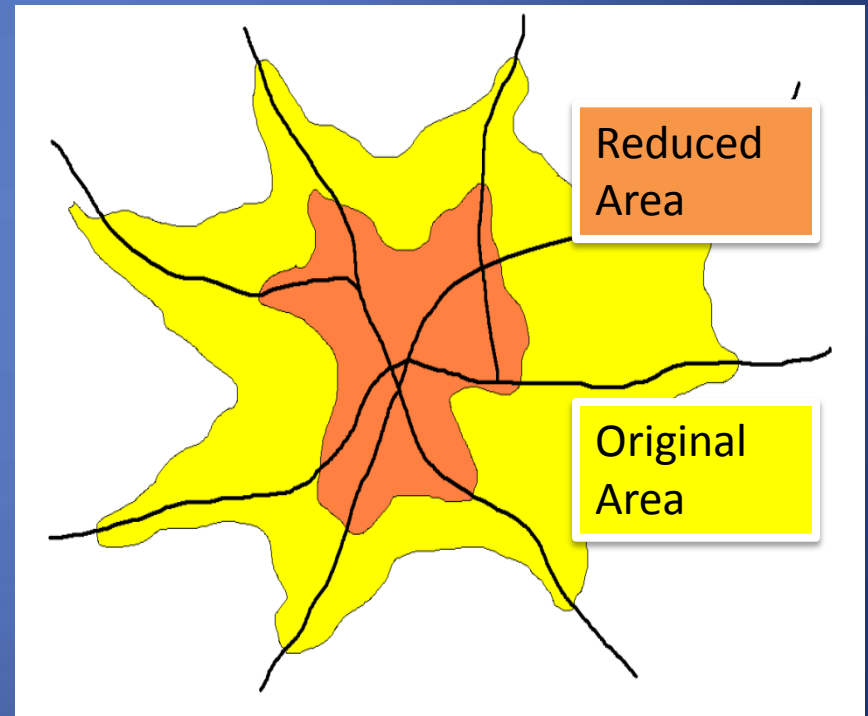


# Benefits of Access Management

## System Preservation

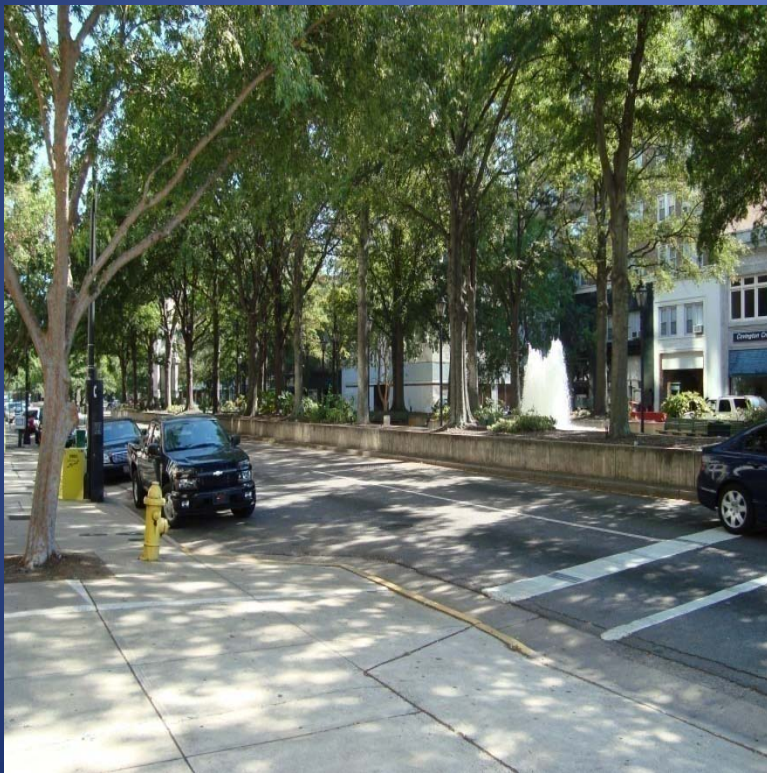


## Economic Trade Area

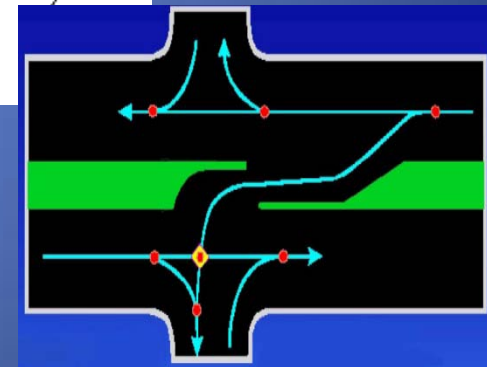
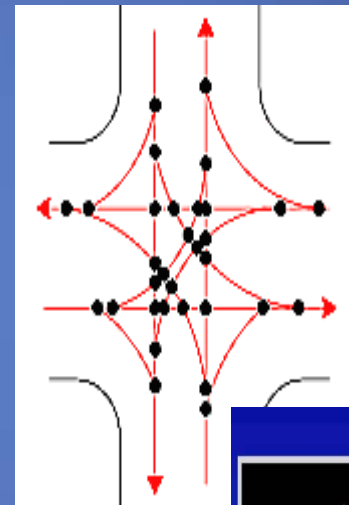


# Benefits of Access Management

## Environmental



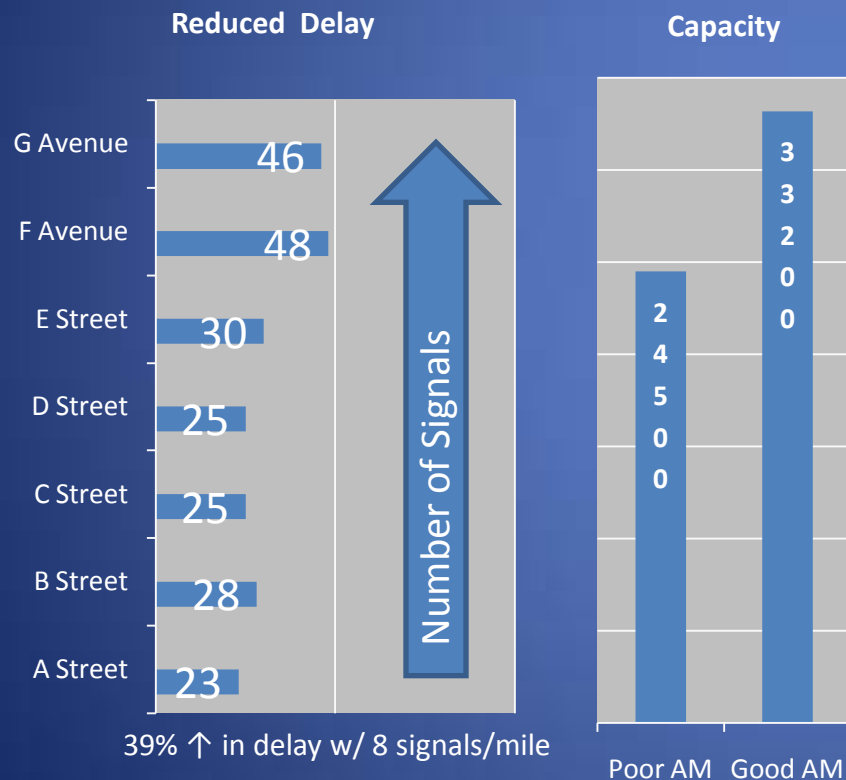
## Roadway Safety





# Benefits of Access Management

## Traffic Operations



## Aesthetics



# Benefits to Businesses

- 86% of business show same amount or increase in sales
- Property Values increase
- Positive Response from Customers and Delivery Drivers



# AM in Lowndes County

- Access Management Foundation
  - Comp. Plan, Overlay Zones, Area Master Plans
- Regulate Driveway Number and Location
- Shared Parking and Drives, Connected Lots
- Roadway Classification
  - Frontage Roads



# AM in Lowndes County

- Large Minimum Lot Frontages
  - No flag lots
- Connected Street System
- Internal Access to out parcels
- Coordination with GDOT, County/City Engineers





# Role of VLMPO

- Develop overall regional transportation policy
- Educate community leaders on best practices in various aspects of transportation



# Role of GDOT

- Preserve functional integrity of State Highways
- Move traffic safely and efficiently on GA roads
- Engineering/Design Principles and Policies
- Determine spacing/access minimums
  - Driveways, crossovers, signals, offsets, sight distances, turning radii, auxiliary lanes, RIRO, crosswalks



# Example Spacing Distances in GA

- Signals
  - Rural: 1320'
  - Urban: 1000'
- Median Crossovers<sup>1</sup>
  - Rural: 2640' – 1320'
  - Urban: 2000' – 1000'
- Driveway Spacing
  - 25mph – 125'
  - 35mph – 150'
  - 45mph – 230'
  - 55mph – 350'
  - 60mph – 450'
  - 65mph – 550'

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<sup>1</sup>Desired and Minimum



# Role of GLPC

- To make recommendations on land use issues
- To anticipate impacts on transportation network due to land use decisions
- Consider access management conditions within recommendations





# Role of Local Engineers/Planners

- To work with developers in site design to ensure efficient transportation flow and minimal impact on transportation network
- To promote multi-modal transportation options and consistency with transportation plans
- To consider impact land use plans have on transportation
- Enforce local standards: permits, zoning, platting, variances, etc.

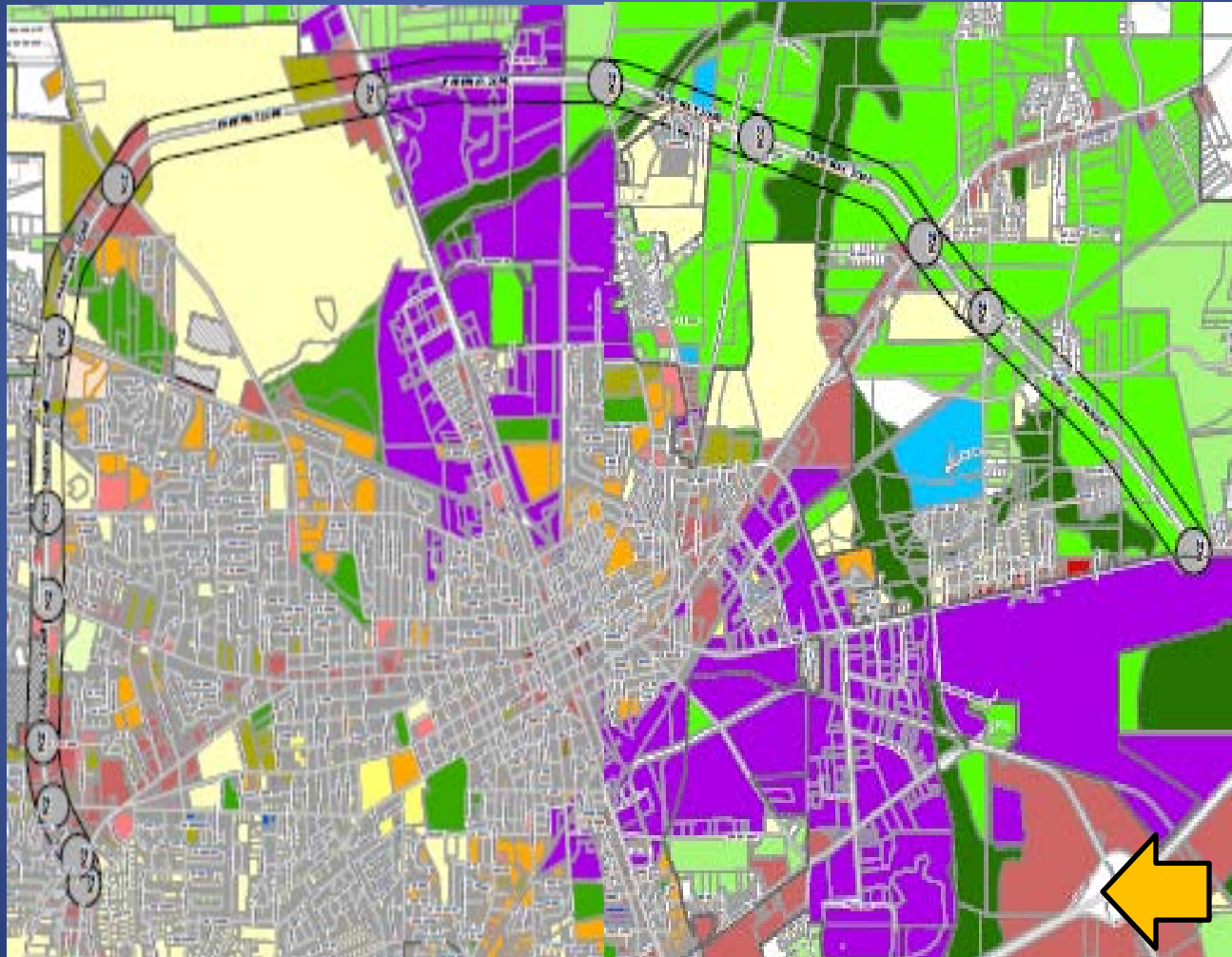


# Valdosta LDR

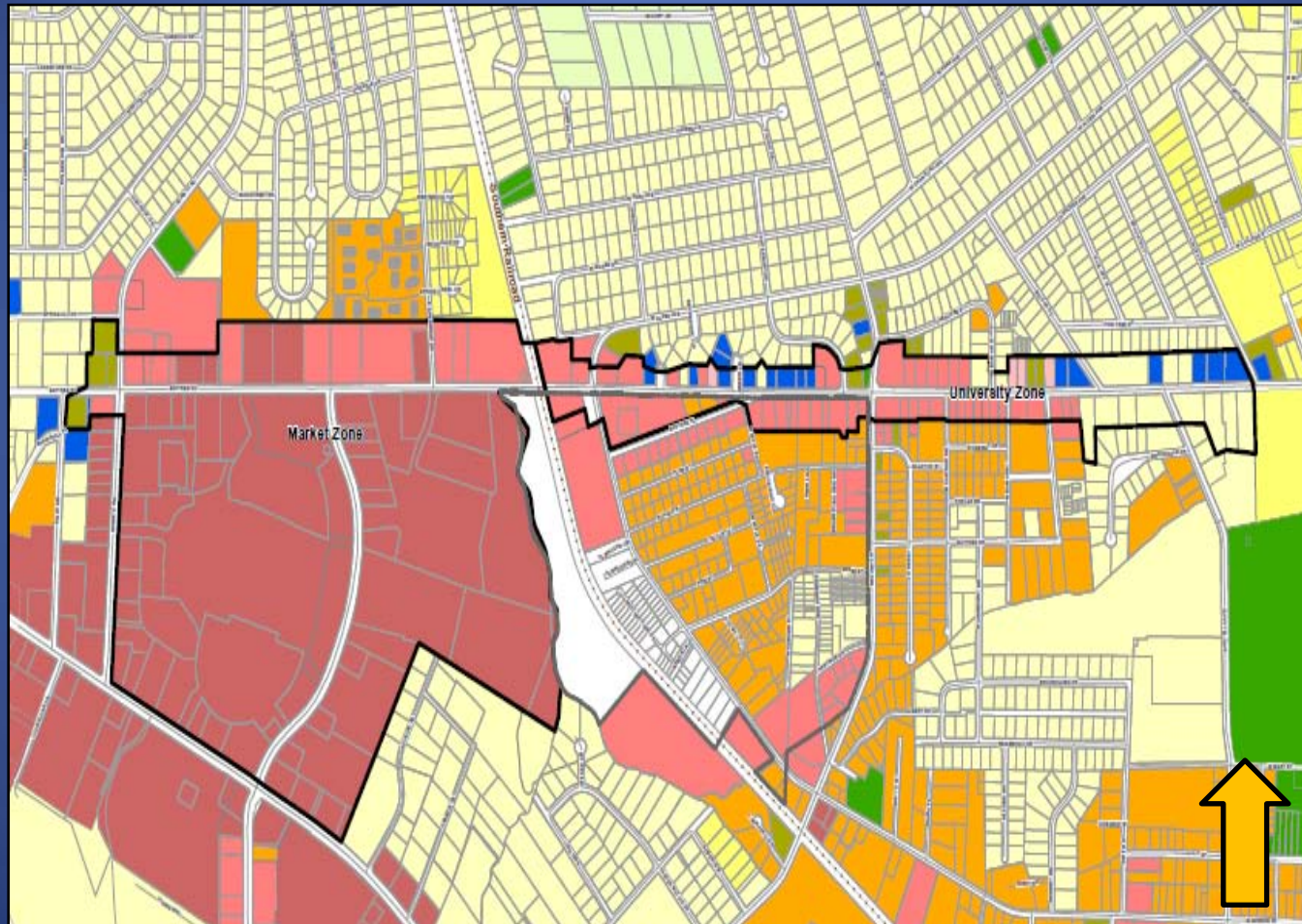
- Three Overlay Districts:
  - Inner Perimeter
  - Baytree University
  - Urban Commercial Corridor
- Limits placement of driveway connections
- Cross-Access/Joint drives required



# Overlay Zones – Inner Perimeter

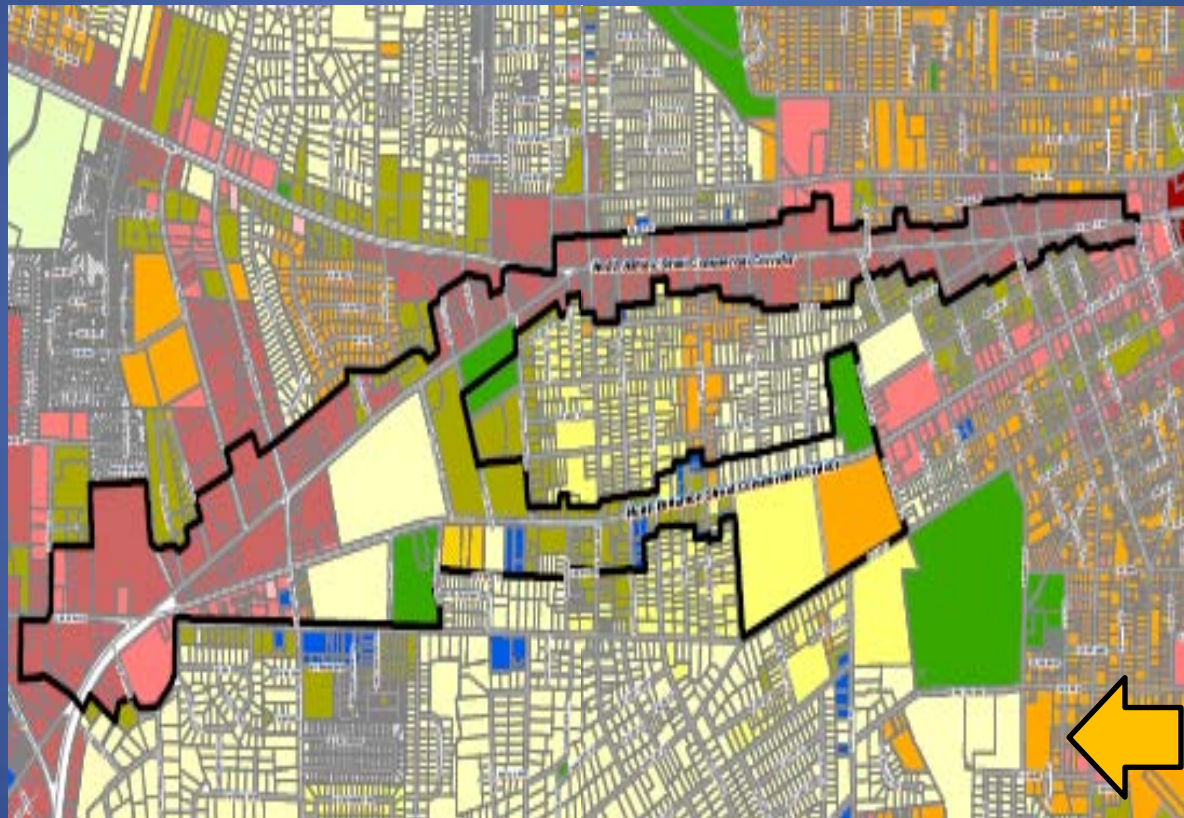


# Overlay Zones – Baytree/University





# Overlay Zones – Urban Corridor

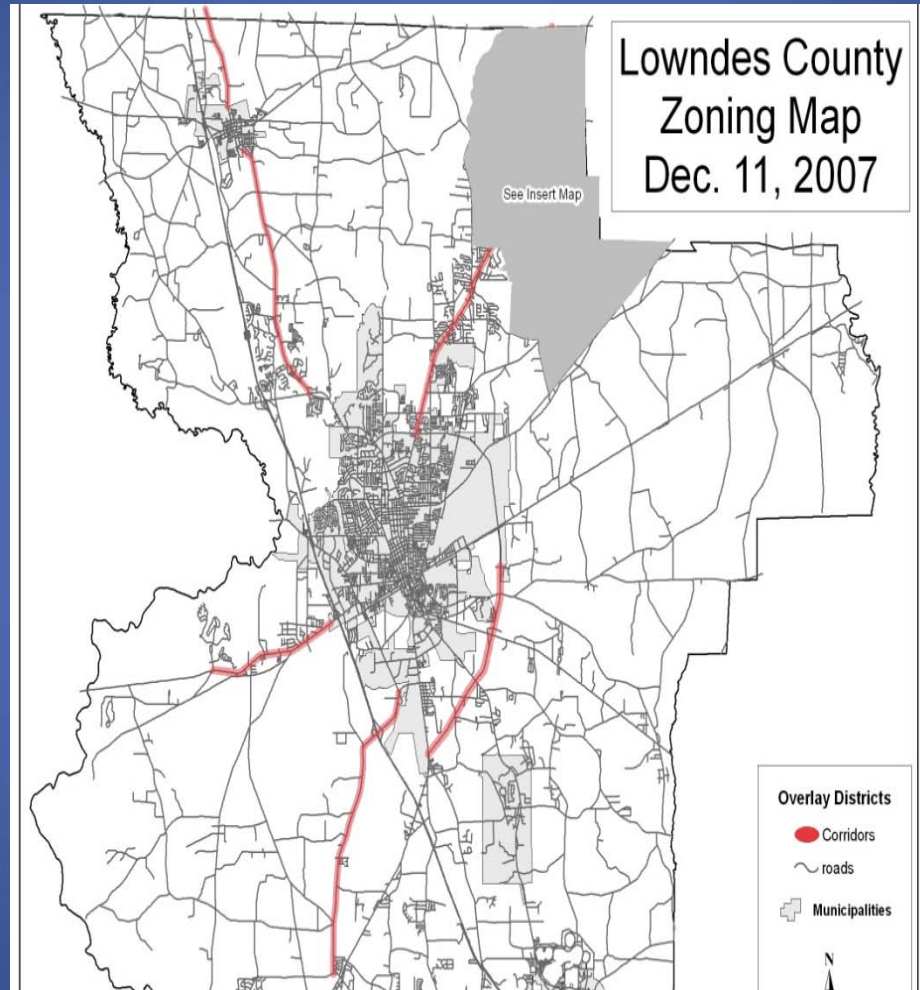


# Lowndes County ULDC

- Corridor Road Overlay District (COR)
- Regulatory Foundation: Inner Perimeter Road Overlay District
- Purpose: Ensure Safe Traffic Flow and Compatible Development
- Regulates: Signage, Access, Parking, Landscaping, & Interconnectivity
- Interconnectivity regulations: Median Cuts, Curb Cuts, Ingress/Egress Easements, Circulation Drives, and Lot Width



# Overlay Zones - COR



# Inner Perimeter Road AM Plan

- November 2008 – GLPC AM Presentation
- December 2008 – MPO/LPA/GDOT Mtg.
- Spring 2009 – LPAs develop AM Plan
- August 2009 – GDOT Mtg. re: AM Plan
- November 2009 – Public Meeting
- Spring/Summer 2010 - AM Plan Adoption by LPAs





# Inner Perimeter Road AM Plan

- New Median Crossings
  - 1,727 ft. e/o Forrest St.
  - 1,543 ft. e/o Jaycee Shack Rd.
  - 1,952 ft. e/o Park Ave.
  - 3,079 ft. s/o US 84
  - 1,468 ft. s/o Howell Road
  - 1,421 ft. s/o GA 94
  - 1,737 ft. ne/o US 41
  - 1,010 ft. ne/o Copeland Rd.
  - 1,903 ft. sw/o Lester Rd.
  - 2,142 ft ne/o Madison Hwy.
  - 1,394 ft. e/o Blanchard St.
- New Signals
  - IPR @ Jaycee Shack Road
  - 4739 ft. n/o US 84
  - IPR @ Howell Road
  - US 84 @ Clay Road



# Wrap-Up

- Working with multiple partners
- Define access management policy for local land use decisions
- Balancing access with safety and efficiency of roadway network



# Local Adoption Timeline

- Elected Official Presentation
- Public Open House
- Review and Recommendations From:
  - Greater Lowndes Planning Commission
  - All three MPO Committees
- Review and Adoption by:
  - City of Valdosta City Council
  - Lowndes County Board of Commissioners

